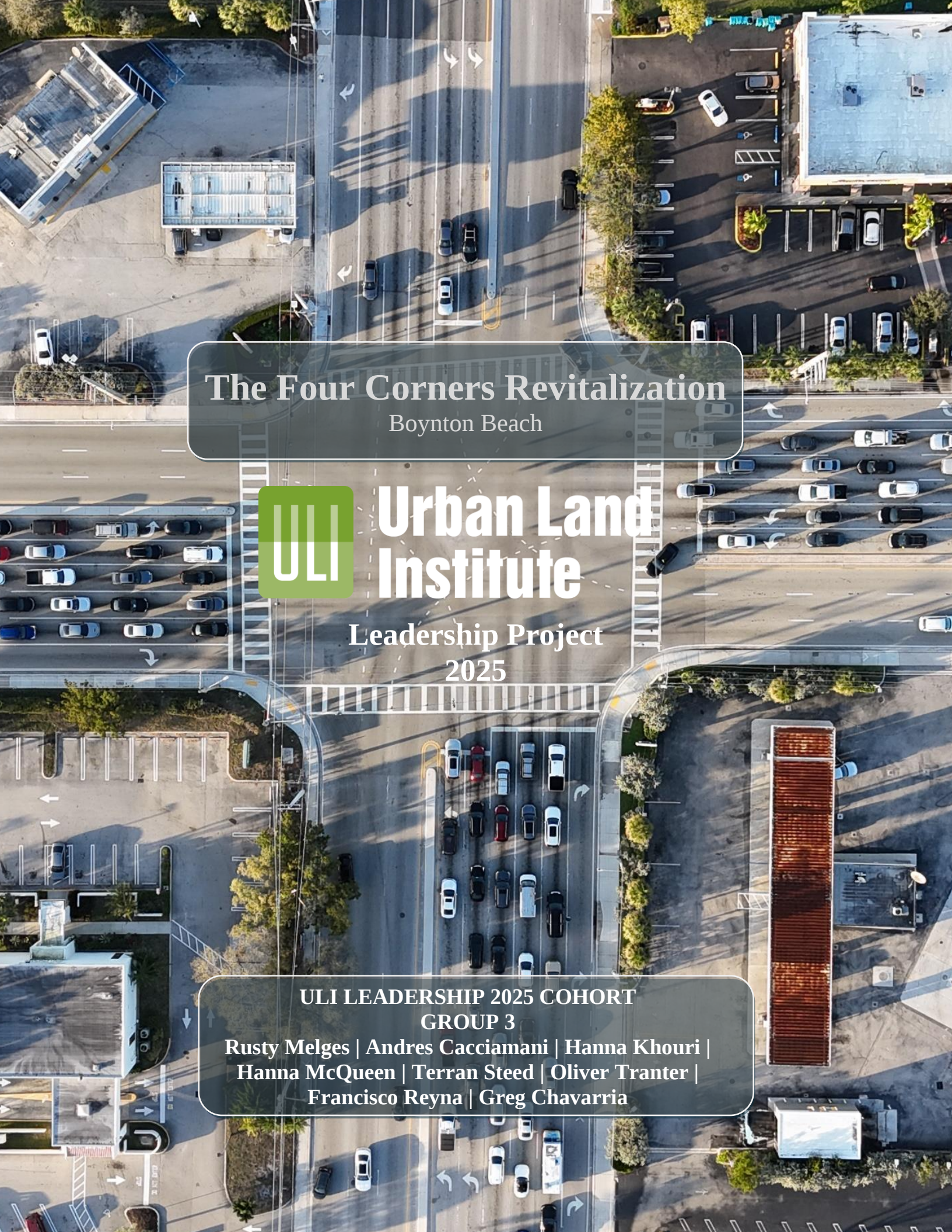




The Four Corners Revitalization

Boynton Beach



Urban Land Institute

Leadership Project
2025

ULI LEADERSHIP 2025 COHORT
GROUP 3

Rusty Melges | Andres Cacciamani | Hanna Khouri |
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Meet the Team



Rusty Melges

Partner

Rusty represents clients in commercial real estate transactions involving the acquisition, repositioning, financing, development, and leasing of commercial, office, and mixed-use real estate projects. Rusty also represents lenders in commercial loan transactions. Rusty is a former financial institution associate general counsel and regularly represents financial institutions in the areas of mergers and acquisitions, corporate governance and third-party risk management. Rusty served as vice president and associate general counsel of Professional Bank as it expanded from a \$1.7 billion asset institution to \$2.7 billion asset institution.



Andres Cacciamani

Managing Partner

Andres Cacciamani is a dynamic real estate professional with over a decade of experience in construction and development, specializing in creating high-end homes in South Florida. With a Bachelor of Science degree in Industrial and Operational Engineering from the University of Michigan, he has honed his expertise in operational efficiency, project management, and logistical coordination—skills that have been crucial in delivering exceptional high-end properties.



Francisco Reyna

Vice President

I was born in Caracas, Venezuela. Graduated as a civil engineer from Universidad Metropolitana at Caracas and pursued a Master's degree in Construction Management at Columbian University in NY. I have focused my career to various aspects of the Real Estate industry, from sales to development and construction. I am a licensed General Contractor and a Real Estate Sales Associate. Additionally, I am serving as a Board member for an outpatient medical facility in Venezuela.



Hanna McQueen

Development Manager

Hanna joined Atlantic Pacific Companies in 2020 and manages the development of several affordable and market-rate housing projects across Florida and Texas. Her responsibilities span the full development lifecycle, including initial site planning, design coordination, securing financing, and overseeing construction. She collaborates closely with architects and design professionals to ensure that project vision aligns with both functional needs and regulatory requirements,



Greg Chavarria

Vice President

Greg Chavarria serves as a Vice President and regional leader for the Miami market for KEITH. With over 25 years of experience in municipal local government, Greg has supported a variety of projects involving land development, smart cities and infrastructure projects.



Oliver Tranter

Development Coordinator

To the Leadership Institute class of 2025 and ULI members, my name is Oliver Tranter and I am honored to be selected as a participant in the ULI Leadership Institute class of 2025. To provide a little background on myself, I was born and raised in Stuart, Florida and am a lifelong Floridian. My interest and passion for land use and real estate development began while taking drafting and AutoCAD classes in high school. This interest and passion developed as I studied and graduated from the University of Florida with a Bachelor's in Construction Management and a Master's in Real Estate.



Terran Steed

Zoning Plans Examiner

My name is Terran Steed, a multifaceted professional from Miami, Florida, whose career bridges art, real estate, and land use. Born and raised in a competitive household with two brothers and two sisters, my early life was defined by a love for sports and teamwork. I met my wife in high school, marrying her in 2013, and together we have two children, ages 16 months and 7 years, who are the center of our world.



Hanna Khouri

Director of Business Development

With over 25 years of experience in the real estate and geotechnical engineering industry, more than half of which has been focused on the South Florida market, I bring a comprehensive skill set that spans project management, strategic business development, and innovative problem solving. From hands-on fieldwork to managing multi-million-dollar projects, I have developed a deep understanding of land development services, team collaboration, and the challenges unique to the region. I specialize in identifying and executing growth opportunities aligned with organizational goals, ensuring sustainable and profitable outcomes for clients and stakeholders.

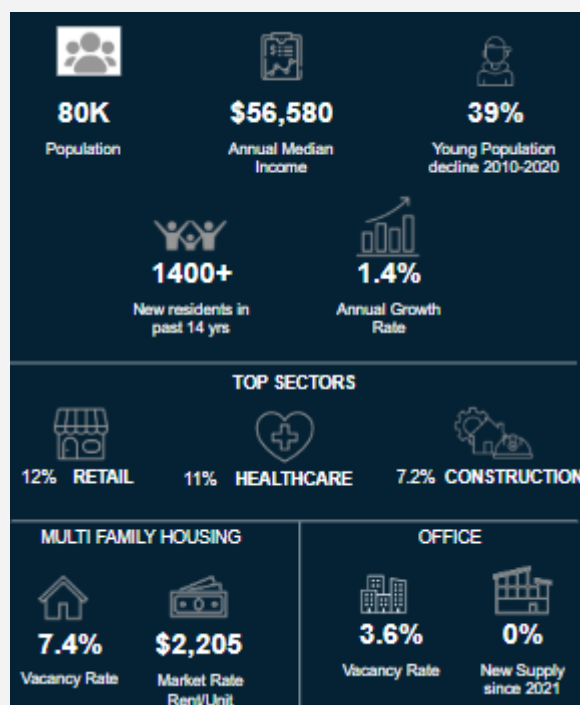
1. Background

Existing Conditions

Boynton Beach, Florida (the “City”), is a growing coastal community with a 2025 population of approximately 81,673 residents. Over the past 14 years, the City has welcomed more than 1,400 new residents. However, recent growth has slowed, with an annual growth rate of just 1.4% over the past four years. The City has a median household income of \$56,580, with about 11.76% of the population living below the poverty line. The median age is 42.9, indicating a balanced demographic with a mix of working-age adults, retirees, and a moderate youth population (Florida Demographics, 2024).

Boynton Beach’s multi-family housing market in 2025 reflects a stable yet competitive rental environment. The City has a vacancy rate of 7.4%, indicating a moderate level of available rental units, which suggests a balanced supply and demand dynamic. The average market-rate rent for multi-family units stands at \$2,205 per month, aligning with regional trends in South Florida’s rental market. This rate reflects the City’s appeal to both working professionals and retirees, offering a mix of affordability and coastal lifestyle amenities.

Boynton Beach’s office space market is notably tight, with a low vacancy rate of just 3.6%, indicating strong occupancy and demand for commercial real estate. Compounding this, the City has seen 0% new office space supply, highlighting a stagnant development pipeline. This lack of new inventory suggests limited opportunities for businesses seeking to expand or relocate within the City, potentially driving future demand and upward pressure on lease rates if development does not keep pace.



City Vision and Priorities

The City's economic development vision for 2025 is centered on fostering a vibrant, inclusive, and forward-thinking community through strategic redevelopment, business growth, and innovation.

According to the Economic Development Priorities defined in 2022 and updated in 2024, the City is actively pursuing the goals of community placemaking, economic diversification, and community economic development.

The City also aims to attract a university, college, or trade school presence, enhance experience-based entertainment offerings, and create modern office space options such as co-working hubs and Class A offices.

Introduction To Four Corners

Centered around Congress Avenue, a major north-south roadway in the City, is a key commercial and mixed-use corridor. The area is known for:

- **Retail and Shopping Centers:** Including plazas and strip malls with restaurants, grocery stores, and service businesses.
- **Medical and Professional Offices:** Numerous healthcare providers and office complexes are located along the corridor.
- **Residential Communities:** Surrounding neighborhoods include a mix of single-family homes, condos, and apartment complexes.

The City has been working on revitalization and development plans for areas along Congress Avenue, aiming to enhance walkability, attract new businesses, and improve infrastructure.

2. Report Purpose and Solutions

Problem Statement

The Four Corners, located at the intersection of Boynton Beach Boulevard and Congress Avenue, is a pivotal commercial hub that experiences over 40,000 vehicles per day. This area comprises four plazas and serves as a key gateway to the western portion of the City. However, in recent years the Four Corners have seen a decline with increased vacancy and underutilized parking.

The primary goal of this report is to propose a revitalization concept for the Four Corners for the City to consider. The proposed revitalization concept focuses on creating a pedestrian-friendly environment that ties the Four Corners, and surrounding areas, together. This report aims to introduce new and distinct neighborhood commercial elements to define and unify the community, enhance the area's attractiveness as a gateway, and instill confidence among businesses to invest in long-term facilities.

This report aims to answer the following questions:

- How can the City creatively revitalize the Four Corners to make it an appealing and active destination?
- What strategies should be employed to incorporate community spaces effectively?
- What approaches can be taken to gain the support and buy-in from plaza owners, brokers and other stakeholders?
- What creative funding sources can be identified to support the revitalization efforts?

As set forth in this Report Purpose and Solutions portion, our team will suggest methods and projects that can be implemented independently or in the aggregate to integrate surrounding communities, promote pedestrian mobility, secure support from stakeholders and deliver a community centric hub that will enhance commercial and community engagement initiatives.

Solutions

Addressing the challenges and successfully revitalizing the Four Corners requires a comprehensive approach that integrates ongoing infrastructure projects, potential redevelopment plans, and community engagement. This report outlines a set of integrated revitalization strategies aimed to transform the Four Corners into a more vibrant, walkable, and economically sustainable district, with an emphasis on civic identity, public engagement, and accessible health and community services. This report proposes the following five focus areas:

1. Establish an Identity
2. Increase Public Spaces / Green Spaces
3. Create Engagement/Activation Opportunities
4. Modernization: Update Utilities, Add Streetscape Accents and Improvements
5. The New NW Corner

Establish an Identity

When you visit the Four Corners one word comes to mind – Parking.

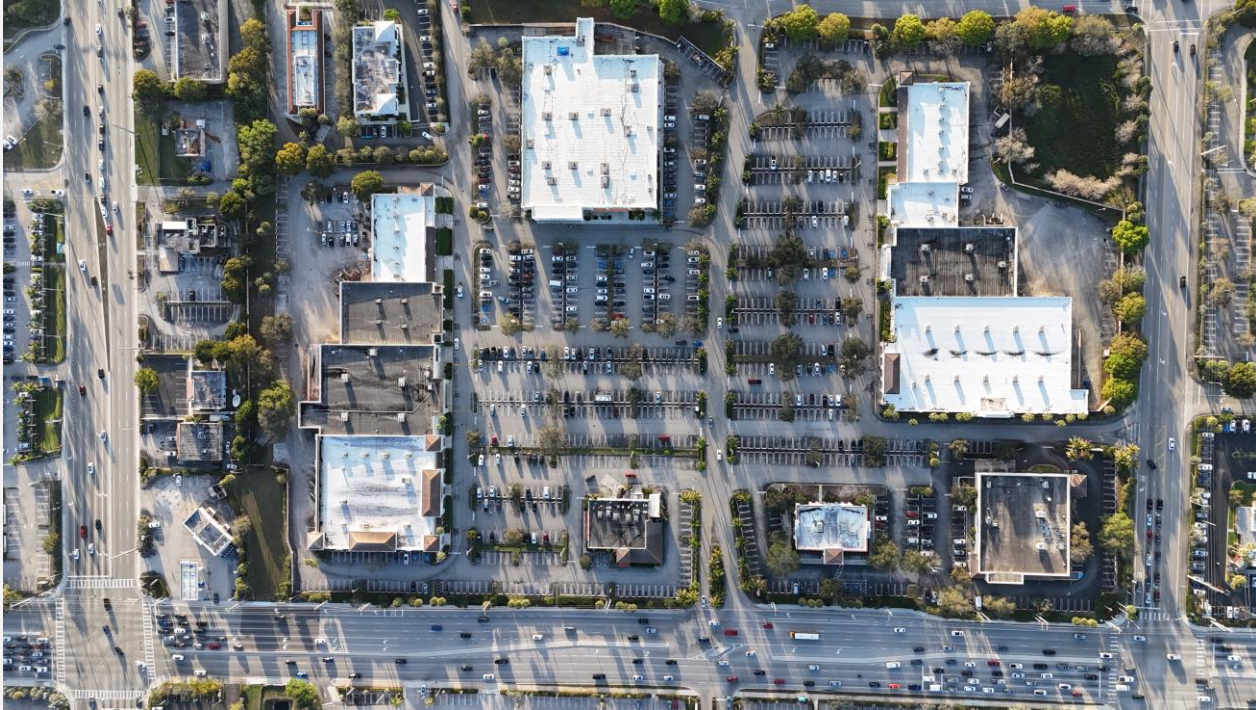


Figure 1



Figure 2



The excess parking, and abundant and underutilized space, which is only exacerbated by scattered cars filling the parking lots, immediately stands out. However, the City should view this excess parking not as an eyesore or hinderance to development, but rather as an asphalt canvas on which a new identity can be created to revitalize the Four Corners intersection and advance the City’s goal of community placemaking and stakeholder activation.

The following approaches offer ways to approach a new identity for the Four Cornes while also improving land use and economic development opportunities for the Four Corners.

Develop a Themed Area

Throughout South Florida, there are several successful case studies in which cities have implemented a theme for an area and unlocked significant cultural and economic impact. These case studies prove that a theme goes far beyond just beautification—It can create a strategic economic developing tool with opportunities to:

- Increase local property value: Areas like Wynwood Arts District (Miami) and Pineapple Grove Arts District (Delray Beach) saw a significant rise in property values, effectively bringing in additional tax revenue through appreciation without the need to raise taxes.



Wynwood Arts District

Pineapple Grove Arts District



- Attracting visitors: Through consistent architecture, art, color schemes, and events, a themed district attracts people. Consequently, this benefits local businesses, reduces crime through passive surveillance, and fosters civic pride. Areas like Little Havana (Calle Ocho), Design District (Miami) experience a significant increase in local patronage attending local events, stores, restaurants and galleries.



Design District

Little Havana



Since a cohesive branded area attracts public in general, this also attracts investors and entrepreneurs looking to open new businesses to serve this increased patronage.

Implement Themed Architecture in the Code

Consistent Architecture is an important pillar to establish when adopting a theme for an area. This tool creates the ultimate visual impact that will support the identity of the area and what people will remember. It will also enhance the emotional reaction people will experience.

The City should consider the following when considering themed architecture:

- The historic influence, whether a time period, an economic trade, a type of activity, heritage, or any other predominant aspect that can be relayed as a local staple. Some examples associated specifically to Boynton Beach include:
 - Fishing community
 - Coastal
 - Agricultural trade, specifically focused on fruits like pineapple and other citruses
- The guidelines must allow some level of flexibility as the intent should not be to make every building look exactly the same.

Examples of themed architecture include the following:

- The MiMo District in Miami, which sought to protect the postwar architecture of the local buildings
- Coral Gables, which sought to preserve its Mediterranean influence
- Coconut Grove, which established guidelines to emphasize and maintain Bahamian Architecture

Establish a Name



Establishing a name for the area is a critical step in its revitalization. The following are a few things to consider when establishing a name:

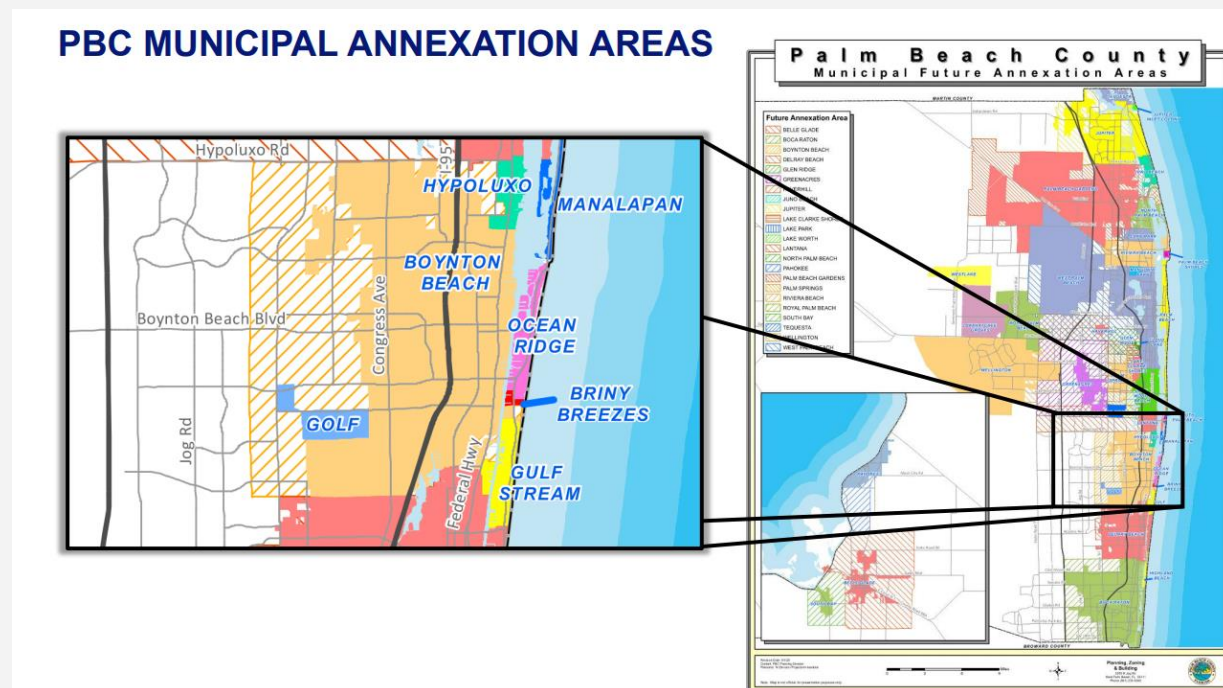
- There should be a defined and predominant purpose for the area (arts, culture, dining, history, technology, green spaces, etc.)
- The targeted audience should be identified (residents, tourist, investors, working professionals, families, etc.)
- There should be a feeling, sentiment, and/or identity inspired by the name.

“Boynton Crossings” is a sample proposed name for the revitalized Four Corners, however, rather than select a name on its own, the City may wish to create a public engagement opportunity in which the public can propose names or vote on names provided. This can foster stakeholder engagement and create a stronger level of acceptance and sense of ownership by the community and stakeholders.

Increase Public Spaces / Green Spaces

Needed Public Space / Green Space West of I-95

The City is exploring a major westward expansion through the potential annexation of up to 4,500 acres of unincorporated Palm Beach County, which could bring in nearly 35,000 new residents (Hasebroock, 2024). This move is part of a broader vision to enhance infrastructure, diversify the economy, and improve east-west economic development opportunities across the city. Many of the newly annexed communities are 55+ enclosed communities (Coleman, 2024).



Map of potential annexation areas, as considered in the 2024 Annexation Study (City of Boynton Beach, 2024)

The westward annexation brings new opportunities for proposing centric access to public spaces, connectivity to community and improving sense of placemaking for newly appropriated communities west of I-95.

Additionally, the Boynton Beach Mall, which is an adjacent real estate stakeholder, plays a pivotal role in the future of the Four Corners. Since its grand opening in 1985, the Boynton Beach Mall has served as a major retail and social hub in Palm Beach County. Anchored initially by department stores like Macy's and JCPenney, the mall flourished throughout the 1990s and early 2000s. However, the rise of e-commerce, shifting consumer habits, and competition from nearby retailer businesses and lifestyle centers triggered a steady decline in foot traffic and tenant

occupancy. Simon Property Group, the original developer, spun off the property to Washington Prime Group (WPG) in 2014, which has since struggled with financial challenges, including a Chapter 11 filing in 2021 (Washington Prime Group, 2021). More recently, WPG acquired the Macy's property in 2024 in anticipation of redevelopment (Palm Beach Post, 2024), and the Macy's store officially closed in March 2025 (CBS12 News, 2025), marking the loss of the last anchor tenant.

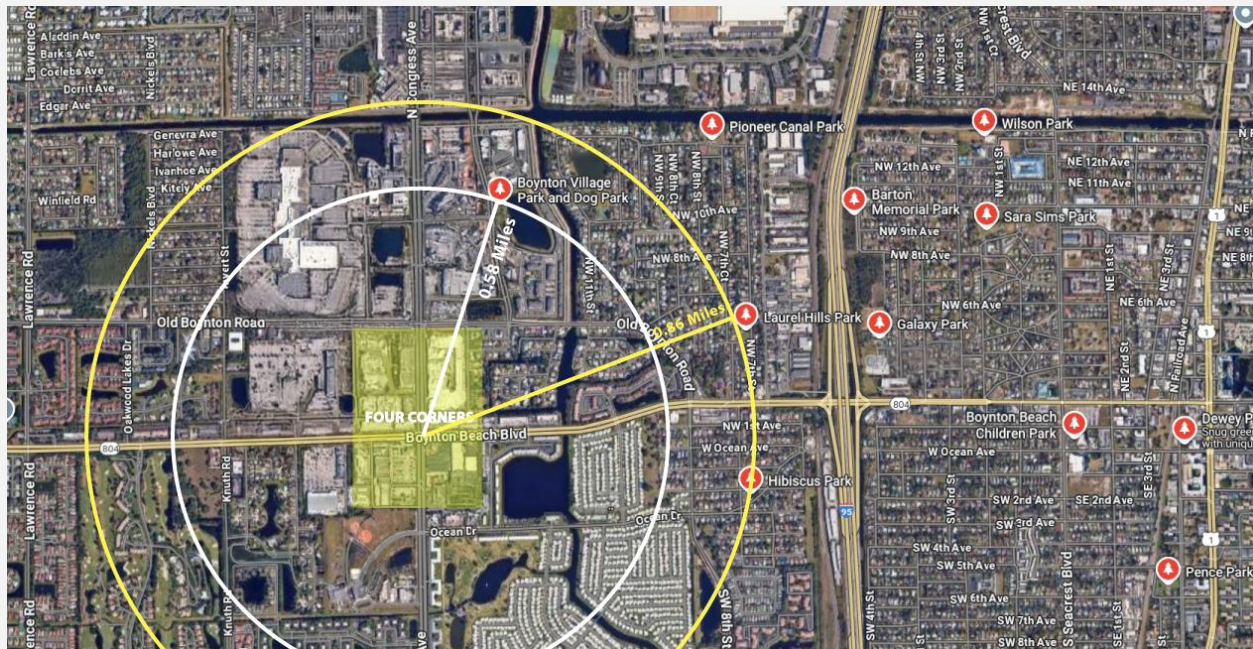
The Boynton Beach Mall has now become a focal point for transition for this area. WPG has signaled its intent to sell the property as part of a broader asset divestiture strategy, placing the site at a critical juncture. WPG, the owner of Boynton Beach Mall, is exploring options for the future of the mall (Bandell, 2024).

As the City continues to annex surrounding areas and expand its urban footprint, it becomes a pivotal stakeholder in shaping the mall's future. New annexation bases are expected to drive population growth and new foot traffic to the region, making it imperative to consider redevelopment plans that prioritize public spaces, mixed-use infrastructure, and community-oriented design. A vision aligned with the City's long-term growth strategy can turn the mall area into a vibrant, multi-functional hub that supports economic, cultural, and civic spaces as well as compliment the revitalized theme of the Four Corners.

Public Space / Green Space Access Opportunity at the Four Corners

East of I-95, the City reads like a brochure for coastal living: Intracoastal Park's nine shady acres on the water, the 12-acre Mangrove Nature Park boardwalk, pocket greens such as Dewey Park and Kapok Park, and, of course, 20-plus acres of sand and lawn at Oceanfront Park. In total, motorists who cross I-95 toward the beach pass well over 140 acres of general-use public space—plenty of room for playgrounds, shade trees, festivals, and family picnics.

However, once you cross west of I-95, the picture flips. Inside the same two-mile radius, you'll find just four slivers of green space.



Distance from Four Corners (mi)	Park	Size (ac)	Offerings
0-0.5	None	-	
0.58	Boynton Village Park	3	Dog park with off-lease runs & shade pavilion – no open lawn or playground for families
0.86	Hibiscus Park	0.48	Small neighborhood field & swing set
0.86	Laurel Hill Park	1.35	Pocket green in Lauren Hills neighborhood; limited equipment
1.07	Pioneer Canal Park	3	Community playground, basketball court, picnic shelter, boat ramp on C-16 canal

In total, the above referenced 2-mile radius contains just over 8 acres of fragmented neighborhood parks—none within a half-mile walk of the Four Corners, and none sized or equipped to host concerts, food-truck nights, or farmers’ markets.

In other words, I-95 isn’t just a traffic divider; it’s a green space divide. Families who live or shop west of I-95 must drive east—or drive south—to enjoy the kind of full-service park experience that coastal residents in the City enjoy. Planting even two or three acres of lush, multi-purpose green on the NW or NE parcel of the Four Corners it would take a meaningful first step toward closing Boynton Beach’s east-west equity gap in public space.

The City has a unique opportunity to transform underutilized surface parking lots and key intersections into vibrant, people-centered destinations that foster walkability, economic activity, and community pride. Repurposing portions of the parking lots into flexible community spaces, such as areas for weekend markets, food trucks, live events, pop-up classrooms, and art installations (See section below titled “Create Engagement/Activation Opportunities”), can reinvigorate public engagement and bring new life to overlooked parcels.

To complement these efforts, the City could also consider installing an interactive digital public screen at the prominent intersection of Congress Avenue and Boynton Beach Boulevard. This feature would serve as a civic landmark and placemaking tool, cycling through crowdsourced photography, live voting prompts, local event calendars, and digital art. Inspired by successful installations in West Palm Beach and New York City, the screen would encourage everyday interaction and create a visual identity rooted in community storytelling.

Collectively, these initiatives represent a powerful step toward revitalization. Parking lot conversions can be implemented with budgets ranging from \$30,000 to \$50,000, while the public screen is estimated at \$75,000 to \$100,000, with ongoing maintenance of around \$5,000 annually. Both could be supported through CRA capital improvement funds, public-private partnerships, or sponsorships from local businesses, such as the nearby Chase Bank, which has expressed interest in branding participation.

With implementation timelines ranging from 2 to 9 months, depending on permit coordination and design selection, these projects offer quick wins that reinforce the City's long-term vision: creating accessible, engaging public spaces that reflect the spirit and aspirations of the community.

The Economic and Community Benefits of Green Space

- **Property Bump:** Data from the Urban Land Institute show adjacent parks raise surrounding property values by $\approx 10\%$ on average.¹
- **Revenue bump:** After Bryant Park's renovation, office rents on facing blocks climbed 115 – 225 % while Midtown rents rose only 41 – 73 % & leasing activity increased 60% over the previous year. Homes abutting the greenbelt sold 32% higher than those 3,200 feet away.²
- **Comfort & Cooling:** U.S. EPA synthesis finds that shade + evapotranspiration from trees can lower peak summer air temperature by 2–9 °F (1–5 °C); shaded surfaces themselves may be 20–45 °F cooler than sunbaked pavement.³
- **Storm-water control:** Converting asphalt to lawn and bioswales makes an enormous hydraulic difference. Engineering guidelines show vegetated swales are typically sized to capture 80 – 90 % of the total annual runoff volume from the pavement they drain. At Four Corners, replacing just one acre of surface parking with turf, trees, and a bioswale could keep roughly 20,000 gallons out of the storm pipes during a typical one-inch storm—and hundreds-of-thousands of gallons over a year—while also cooling and greening the site.⁴

¹ <https://urbanland.uli.org/sustainability/how-urban-parks-can-help-transform-downtowns#:~:text=system%20generates%20%241,make%20people%20healthier%2C%E2%80%9D%20Luo%20s%20aid>

² <https://www.tpl.org/resource/benefits-parks-white-paper>

³ https://www.epa.gov/sites/default/files/2017-05/documents/reducing_urban_heat_islands_ch_2.pdf

⁴ https://nacto.org/wp-content/uploads/biofilters_bioswales_vegetative_buffers_constructed_wetlands_jurries.pdf

- **Public health:**
 - A systematic review of 14 European studies found that people with plentiful neighborhood green space were 12–17 % more likely to meet weekly physical-activity guidelines.⁵
 - Children who lived within 300 m of a park had 50 % higher odds of being physically active after school.⁶
- **Longer stays = higher sales.** Retail-analytics research shows that for brick-and-mortar stores, every 1 % increase in average shopper dwell time produces about a 1.3 % lift in sales—a direct payoff for designs (such as shaded greens, seating, or event lawns) that persuade visitors to linger rather than dash back to their cars.⁷

Green Space as a Proven Driver of Foot Traffic

- **Mizner Park (Boca Raton, FL):** Retail occupancy exceeded 90%, a dramatic turnaround from the replaced failing mall. Launch drew 20,000 visitors in a single weekend, signaling strong public interest. Regular concerts still attract 3,000–5,000 attendees, pumping periodic surges of foot traffic onto the main promenade. By 2001—ten years in—shops were averaging \$556 per sq ft, sustaining performance well above national norms.^{8 9}



Mizner Park – Boca Raton, Fl.

- **New York City's Times Square:** Pedestrian plazas boosted foot traffic by 11% overall (and 17 % on the busiest block) within one year of replacing vehicle lanes with shaded seating and planters; retail sales in the district rose 71% in the same period.¹⁰

⁵ <https://www.mdpi.com/1660-4601/15/3/445>

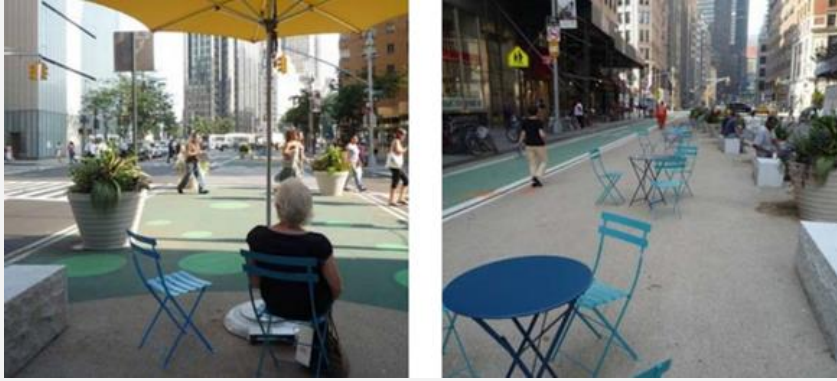
⁶ <https://www.mdpi.com/1660-4601/15/3/445>

⁷ <https://www.retailsensing.com/people-counting/retail-dwell-time-metric/>

⁸ <https://www.volusia.org/core/fileparse.php/4554/urlt/48-Mizner-Park.pdf>

⁹ <https://www.nreionline.com/mag/remalling-america>

¹⁰ https://www.nyc.gov/html/dot/downloads/pdf/broadway_report_final2010_web.pdf



Streetscapes - NYC

- Klyde Warren Park (Dallas):** A 5-acre deck park built over a freeway now draws ≈ 1.3 million visitors every year ($\approx 3,500$ people a day), instantly turning the surrounding streets into walk-to destinations. Within three years, trophy office buildings facing the park saw 32 – 64% rent growth and helped push nearby property values high enough that City and TxDOT officials credit the park with a \$2.5 billion city-wide economic impact.^{11 12}



Klyde Warren Park – Dallas, TX

¹¹ <https://www.dmagazine.com/publications/d-ceo/2015/september/how-klyde-warren-park-has-changed-downtown-uptown-dallas-real-estate/#:~:text=The%20biggest%20surprise%2C%20though%2C%20has,Ross%20have%20gone%20from%20%2413>

¹² https://www.fhwa.dot.gov/ipd/project_profiles/tx_klyde_warren_park.aspx

- Cheonggyecheon Stream Park (Seoul):** Replacing a 6-lane elevated freeway with a 3.6-mile linear greenway now attracts $\approx 64,000$ visitors every day (about 23 million a year). Within two years, businesses in the corridor grew 3.5%—double the downtown average—and land values within 50 m jumped 30–50%.¹³



Cheonggyecheon Stream Park, Seoul, South Korea



¹³ <https://www.landscapeperformance.org/case-study-briefs/cheonggyecheon-stream-restoration-project#:~:text=%2A%20Contributed%20to%2015.1,and%20the%20end%20of%202008>



NW & NE Parcels circa 1999



NW & NE Parcels circa 2025



SW & SE Parcels circa 1999



SW & SE Parcels circa 2025

Forner Corners – Due for a Parking / Zoning Update

As noted above, when you first arrive at any one of the “four corners”, right away you notice all the parking. Specifically, two asphalt seas dominate the NW and NE parcels of the Four Corners (see Figures 1 and 2). Together, these two plazas form the geographic and commercial heart of the Four Corners and westerns portion of the City (i.e., west of I-95), pulling in more than 60,000 cars a day yet offering almost no reason for people to stick around once they step out of their vehicles.

For a generation these two shopping center parcels have been dominated by asphalt and single-story retail.

In addition to the large parking lots, the retail developments are pushed far from the street edge, leaving wide swaths of asphalt that discourage walking, reduce shade, and increase stormwater runoff.

Per Chapter 4, Article V, Table 4-18 of the City of Boynton Beach Zoning Code, retail developments are required to provide 1 parking space per 200 square feet of gross floor area. While this standard may have addressed car-centric demand in previous decades, it now contributes to an oversupply of parking that is inconsistent with current and future retail and urban design trends.

With the growing influence of mixed-use centers, e-commerce, rideshare, and walkability, national data shows a steady decline in parking demand. Cities across the country are adjusting their parking standards to promote efficient land use and unlock developable space for green infrastructure, public amenities, and walkable environments.

The NW and NE parcels of the Four Corners dominate the Four Corners area and collectively contain over 2,400 surface parking spaces, covering approximately 388,000 square feet—or roughly 9 acres. Based on multiple site visits and aerial analysis it appears a significant portion of these parking lots remain unused, even during peak hours. While the exact figure varies, for the sake of simple and conservative calculations, we estimate that at least 25% of the parking stalls are consistently underutilized. This translates to approximately 2.25 acres of excess paved area, presenting a meaningful opportunity for strategic redesign without compromising retail functionality.

Several key properties within the Four Corners area clearly demonstrate this pattern of overbuilt parking, as shown in the table below:

Plaza Name	Gross Lease Area (sq ft)	Parking Provided	Parking Required	Surplus Stalls
Oakwood Square	168,617	849	843	+6
Starbucks/Vitamin Shop	7,810	50	39	+11
Chuck E. Cheese Plaza	23,398	200	116	+84

Additionally, other nearby plazas exhibit similar conditions, with parking far exceeding both code minimums and actual demand observed during site visits.

These figures support the conclusion that even code-required minimums often exceed real-world needs. Parking lots are not only oversized per regulation—they are also inefficient by design and usage.

Create a Four Corners Revitalization Overlay District (“FCROD”) Parking Master Plan

A proposed solution to the excess parking is the creation of the FCROD Parking Master Plan. By reducing and replacing expansive and underutilized surface parking, the FCROD Parking Master Plan, as outlined below, would transform the built environment into a vibrant, walkable destination by allowing more green space and pedestrian amenities and aim to free up

approximately 2.2 acres of developable land, add 800+ linear feet of shaded walkways, introduce up to 300 trees and bioswales to reduce heat and runoff.

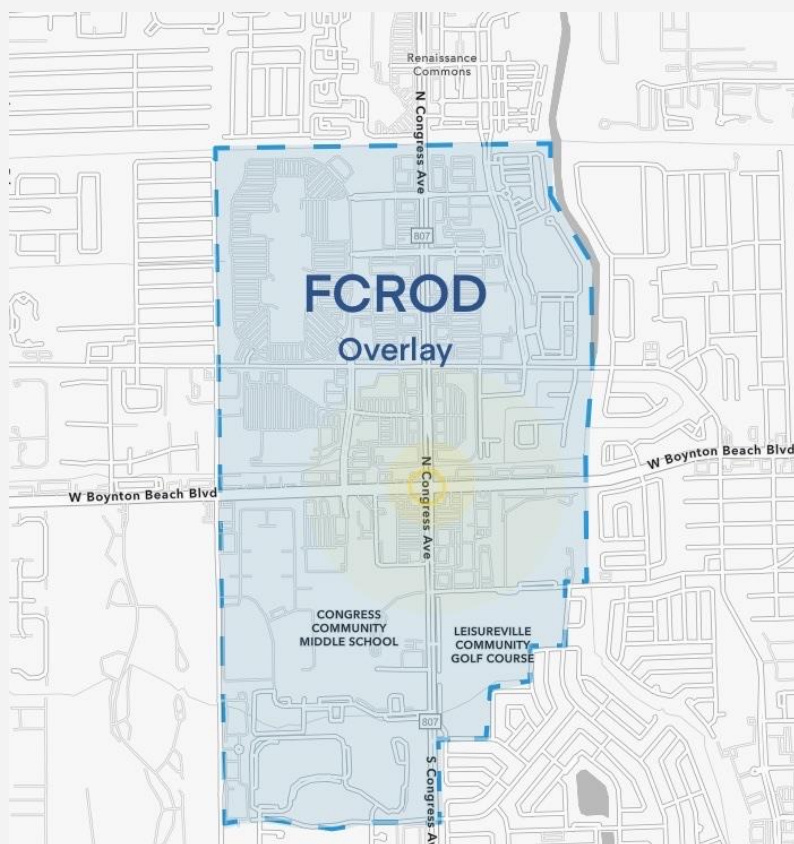
Key objectives of the FCROD Parking Master Plan include:

- Reducing excessive surface parking to align with demand.
- Reclaiming land for community-serving uses like plazas, event spaces, and shaded sidewalks.
- Improving aesthetics and access for residents and visitors.

The purpose of the FCROD Parking Master Plan is to:

- Encourage parking garage development and reduce surface lot dependency.
- Introduce incentives for developers to invest in aesthetic and pedestrian improvements.
- Realign code requirements with actual usage trends and support public health and sustainability.

The highlighted area represents the proposed FCROD Parking Master Plan area which encompasses the Four Corners intersection.



Design Requirements of the FCROD Parking Master Plan include:

- At least 50% pervious area within redeveloped portions.
- Use of native plants, public art, and shaded seating areas.
- Public accessibility and clear pedestrian pathways.

The FCROD Parking Master Plan can provide zoning relief and incentives to property owners who reduce parking and implement public realm improvements. The incentives proposed can include:

- FAR bonus up to 10% for developments converting parking to open space.
- Height bonus of 1 story for community-serving or mixed-use projects.
- Permit fee reductions and expedited reviews.
- Credit toward public art requirements for on-site installations.

Surface parking can be reduced two ways by converting surface parking into a vertical parking garage or by reducing the parking stall size.

Vertical Parking Garage Analysis

[Replacing surface lots with vertical parking garages allows the same number of spaces to fit on a much smaller footprint. This would open lanes that can be used for:

- Wider sidewalks
- New buildings or businesses
- Landscaping and public spaces
- Screening parking from the street]

Parking Stall Size Analysis

Standard parking stalls in the City typically measure 9 feet wide by 18 feet deep, equating to 162 square feet per stall. While these dimensions support a variety of vehicle types, they also contribute to large expanses of impervious surface and reduced flexibility in site design. To promote more efficient land use, the City should consider establishing a special permit process that allows for reduced stall dimensions under specific conditions, similar to the approach taken by the City of Miami's Miami 21 Zoning code.¹⁴

By adopting a reduced stall size of 8 feet by 18 feet, the footprint per stall becomes 144 square feet. This shift yields a net savings of 18 square feet per stall.

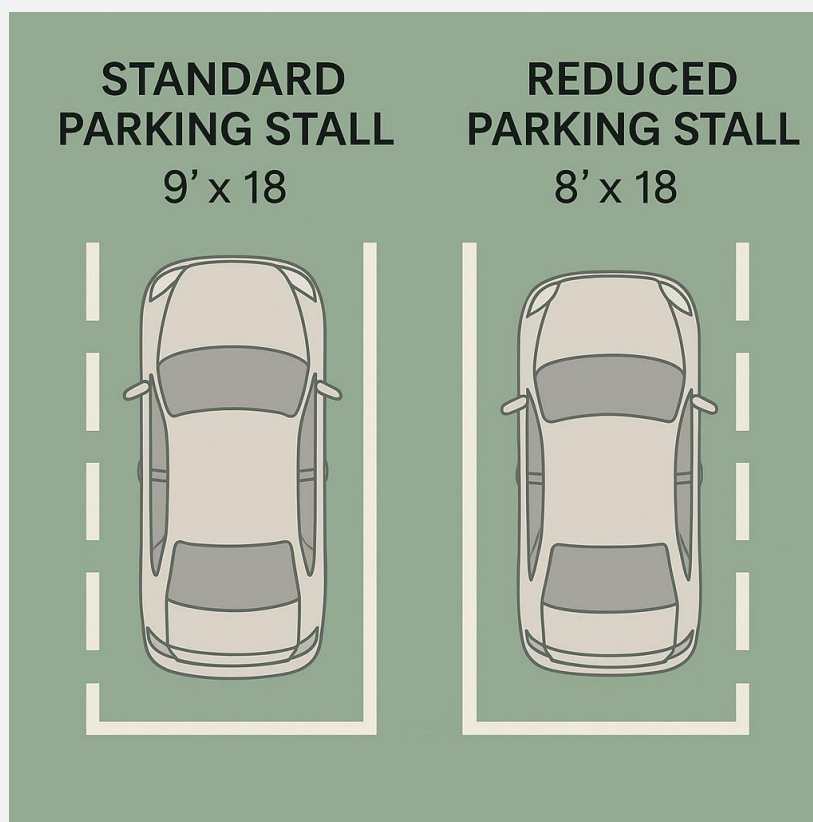
Formula:

$$\begin{aligned} \text{Area Saved per Stall} &= (\text{Standard Stall Area} - \text{Reduced Stall Area}) \\ &= (9' \times 18') - (8' \times 18') = 162 \text{ ft}^2 - 144 \text{ ft}^2 = 18 \text{ ft}^2 \text{ saved per stall} \end{aligned}$$

Example Calculation:

$$\begin{aligned} \text{If a site has 500 parking stalls, the total space saved would be:} \\ 500 \text{ stalls} \times 18 \text{ ft}^2 &= 9,000 \text{ ft}^2 \text{ saved} \end{aligned}$$

¹⁴ Miami 21 permits a 10% dimensional reduction for standard parking stalls through an administrative approval process



The following table compares the existing parking (estimate) and the proposed overlay parking:

Metric	Current	FCROD Scenario (25% Reduction)
Total Parking Spaces	2,400	1,800
Space Area (sq ft)	388,000	290,800
Land Freed (sq ft / acres)	0	97,200 / 2.2 acres

FCROD Parking Master Plan Implementation Strategy

The FCROD Parking Master Plan can be executed in four steps:

- Step 1: Audit parcels with >25% surplus parking; prioritize targets.
- Step 2: Amend zoning code to formally adopt FCROD Parking Master Plan provisions.
- Step 3: Work with developers to design structured parking and activate public realm.
- Step 4: Construct pedestrian infrastructure and track post-project metrics.

Parking Enhancement Case Study: 16000 Pines Market (Pembroke Pines, FL)

The site was previously occupied by the U.S Postal Service mail distribution center. The 27-acre site (including the 13.2-acre retail pad) was officially rezoned to MXD on November 14, 2016, facilitating a mixed-use project comprising retail, townhomes, and community amenities.

The rezone consisted of amendments to the zoning guidelines including new perimeter buildings and updates to parking, pedestrian circulation, and facades.

The layout consists of interconnected walkways between parking, storefronts, and public spaces, encouraging walkable circulation across the site. Parking areas are divided into smaller bays, landscaped medians and pedestrian access paths, improving aesthetics and usability.

Unlike typical suburban strip plazas that place expansive parking directly along major road frontages, Pines Market screens most parking behind or between buildings.





Create Engagement/Activation Opportunities

The re-development and addition of public space / green space to the Four Corners is not merely a zoning change followed by construction and site plan design work; it is a thoughtful endeavor designed to seamlessly integrate programming and activation strategies that breathe life into the Four Corners and make it a bustling hub of activity and social interaction. To ensure the new public space / green space becomes a dynamic centerpiece for the Four Corners, and the City generally, a variety of programming initiatives should be implemented.

The City and property owners should design these initiatives to address various interests and age groups, promoting inclusivity and wide participation. Further, the programming should follow what Dan Biederman of Biederman Redevelopment Ventures calls the “Programming Pyramid”- a simple hierarchy that explains how to keep public space /green space lively every day of the year (See Figure 3). Think of it as a recipe for “stickiness.” At the broad base are inexpensive, always-available amenities that invite spontaneous use; in the middle are recurring classes and markets that create routine; and at the narrow tip are the headline festivals that attract attention and draw visitors from across the City. Only when each layer supports the others it does a green space stay active, safe, and economically valuable.

Programming Pyramid



Figure 3

Implementation is where the programming pyramid moves from theory to reality. A green space that launches with only a marquee concert (the tip) but lacks the daily amenities and programming will empty out as soon as the speakers are packed away. Conversely, everyday amenities without a schedule of classes or weekly markets can feel static and under-attended. The City and the property owners should carefully craft a programming schedule which provides for everyday amenities, core programs, weekly programs, monthly programs and special events. For example:

- Everyday Amenities: Moveable furniture, umbrellas, splash pad, play equipment, recreational activities.
- Core Programs: Fitness and wellness classes, family classes, solo performances, walking club, art classes.
- Weekly Programs: Movie night, farmers market, live music, educational programs.
- Monthly Programs: Clubs, seminars, specialty and pop-up markets, food trucks, children's events, cultural and artistic events.
- Special Events: Concerts, festivals and seasonal events (Christmas, easter, fall, Halloween, fall).

Everyday Activities

Recreational programming will play a crucial role in attracting daily visitors and encouraging active lifestyles. Providing moveable furniture, umbrellas and other shaded areas will attract the public to gather for breakfast, lunch, fast-casual dinner, coffee breaks and at other times during the work week. By including play equipment, a splash pad and open green space for recreational activities, the area will attract families with young children looking for activities throughout the day.

Core Programs

Core programming such as daily family classes, solo performances, art classes, fitness classes and wellness workshops designed to promote physical health and well-being will attract the public on a re-occurring basis and provide a reason for visiting the public area.

Weekly Programs

Weekly programming such as a movie night, farmers market, live music and educational programs can help create a sense of community with re-occurring activities the public can look forward to on a weekly basis. Further, educational programs can help enhance knowledge and skills among residents and provide an opportunity for local schools, libraries, and educational institutions to partner with each other and the public to facilitate a range of workshops, lectures, and hands-on learning experiences.

Monthly Programs

Monthly programming allows for further community engagement and diversity of programming to cater to various interests and age groups and promote inclusivity and wide participation

amongst the public. For example, the public space / green space can provide an area for various clubs and organizations to meet and/or hold seminars. Specialty and pop-up markets can offer local vendors an opportunity to showcase their businesses. Food trucks specializing in diverse cuisines can provide convenient and exciting dining options and can be paired with music performances or movie nights to offer a one-stop space for residents to eat and enjoy local entertainment. Regularly scheduled markets featuring local vendors can offer fresh produce, artisanal goods, and handmade crafts. Children’s events such as “touch-a-truck” where city departments can bring various vehicles and equipment, such as fire trucks, excavators, police cars, dump trucks, etc., for children to enjoy provides families with a fun and safe way to entertain their children. Cultural and artistic events can provide an opportunity for local artists, musicians, and cultural organizations to bring an array of engaging activities that celebrate the rich heritage and vibrant creativity. Lastly, events such as art fairs, music concerts, and theatrical performances can foster a sense of community pride and provide residents with unique opportunities to experience and appreciate the arts.

Special Events

Special events such as concerts, festivals and seasonal events solicit engagement from the community broadly and increase the recognition of the new public space / green space. For example, seasonal festivals such as a large holiday/Christmas event held over an entire weekend where the public space / green space is decorated as a winter wonderland with lights, trees and even a meet and greet with Santa can attract a large number of residents to the public space / green space.

The goal of programming is to activate the public space/ green space on a daily basis by offering programs throughout the day, week, month and year by providing a variety of activities and opportunities for everyone in the community regardless of their age or economic status.

Operational and Financial Considerations

The programming pyramid reminds us to build upward in layers: first secure a maintenance budget and purchase durable, low-cost attractions; next contract a part-time program manager to curate core and weekly activities; finally, leverage that steady audience to attract sponsors for quarterly festivals. By phasing investment this way—and monitoring usage data at each tier—the City and property owners can turn a simple lawn into a self-financing civic hub that stays vibrant long after the ribbon-cutting.

Who owns, operates, maintains and oversees the public space / green space will come down to a number of factors, including: how much oversight/control the City wants; how much oversight/control the property owners want; and, if necessary, are the property owners’ willing to sell or transfer the necessary land to the City. This is a question the City needs to consider. Options include:

- The City creates a public-private partnership with the applicable property owner(s) to govern the development and operation of the public space / green space

- The City purchases the land necessary from the applicable property owner(s) and operates the public space / green space itself
- The applicable property owner(s) finance and develop the public space themselves in collaboration with the City. The City may consider tax increment financing to incentivize upgrades and investments by the property owners. This type of financing structure is further elaborated in Section 3 below (Financing Strategies, Tax Increment Financing).

The ultimate goal is to create a financially self-sustaining operation whereby programming allows the public space / green space to generate enough revenue to cover all maintenance, repair and investment obligations necessary for the continued operation and success of the public space / green space. This can be accomplished through the development of diverse revenue streams, such as:

- Permit fees / rental fees – fees paid by vendors to participate in markets and events. Rental fees paid by organizations to host certain events
- Event fees – paid by patrons to attend certain events such as concerts, festivals or special events
- Sponsorships/ brand partnerships – paid sponsorships in connection with concerts, festivals or special events
- Concessions – depending on ownership / operational structure of the public space, revenue derived by concession
- Assessments – depending on ownership / operational structure of the public space, assessments charged to applicable property owners

Regardless of who is ultimately responsible for the continued operation and maintenance of the public space / green space, and setting aside who bears the upfront construction cost and who receives the benefit of any profits generated by the public space / green space, a properly developed space with carefully planned programming is in the best interests of the property owners. The public space / green space will increase foot traffic to the plazas, which in turn should generate higher revenues for tenants of the plazas, which in turn allows the property owners to increase rent at the plazas, which ultimately leads to higher property valuations.

Community engagement and stakeholder buy-in is paramount to the success of the new public space / green space. The City should consider regular town hall meetings, surveys, and collaborative planning sessions with the property owners and residents to ensure that all stakeholders will have a voice in the development process and that their needs and desires are addressed. Further, when developing the zoning guidelines and/or the theme/architecture guidelines for the Four Corners, the programming and activation activities should be considered to ensure that the public space / green space are developed in a manner which allows for the seamless integration of these programming and activation activities.

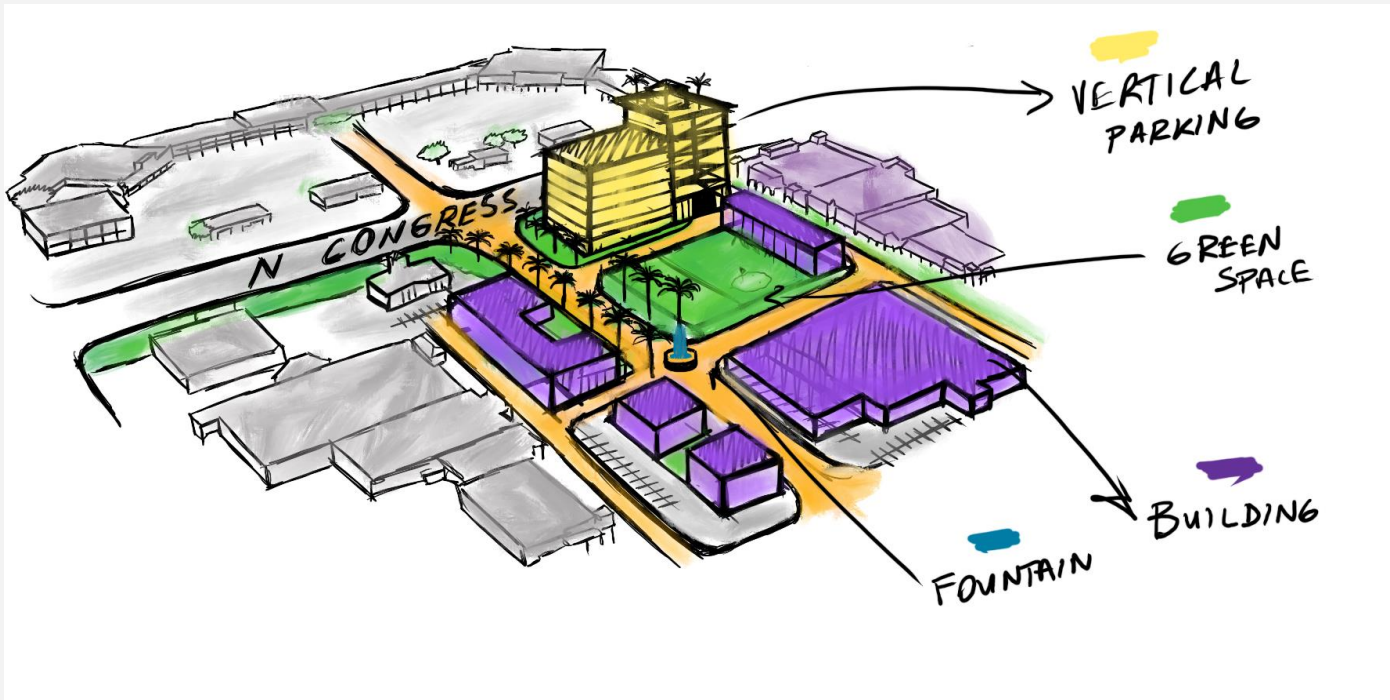
What Would the Public Space / Green Space Look Like

The most likely candidates for the addition of public space / green space are at the NW and NE parcels of the Four Corners. As noted above in the section titled “Four Corners – Due for a Parking / Zoning Update,” the overabundance of parking at the NW and NE parcels coupled with the implementation of enhanced zoning (e.g., the FCROD Parking Master Plan, See the section above title “Create a Four Corners Revitalization Overlay District (“FCROD”) Parking Master Plan”) presents an opportunity for the City and property owners to trade underutilized surface parking for public space and green space.

The following is a rendering of the NE parcel with added green space and a small stage to host concerts, events, etc. As explained below in the section titled “Develop a Mini Government Center,” the City could establish a new government center within the vacant retail space that was once occupied by Stein Mart at 334 N Congress Avenue (the “Former Stein Mart Space”).



The following is a rendering of a proposed revitalization concept for the NW parcel. Please refer to the section titled “The New NW Corner” below which further outlines the proposed revitalization of this parcel.



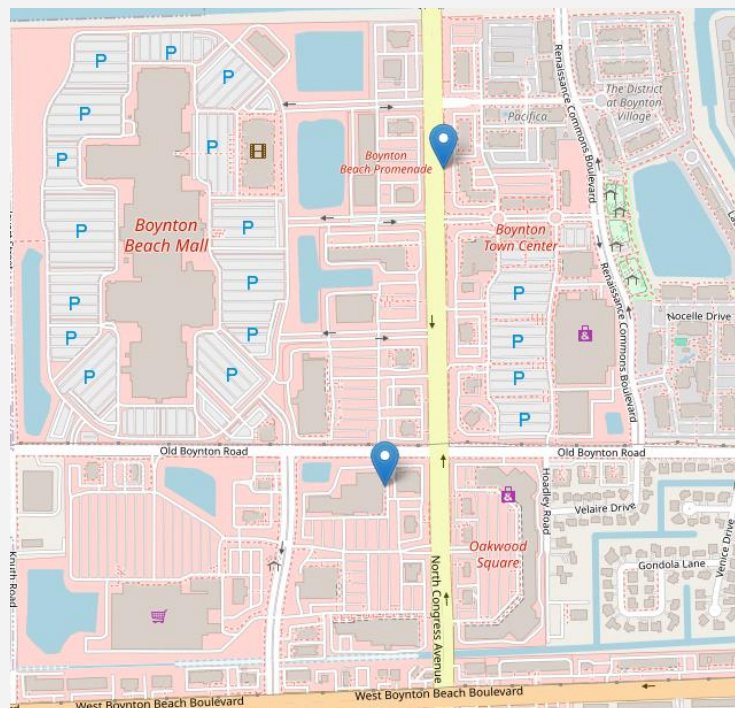
Develop a Mini Government Center

Establishing a government center at the intersection of Congress Avenue and Boynton Beach Boulevard is a strategically sound decision, supported by both urban development trends and municipal planning goals. According to the Boynton Beach Community Redevelopment Agency (BBCRA) 2016 Redevelopment Plan, the City has been actively working with its Planning and Zoning Division to create and implement redevelopment plans that add value and appeal to areas within and adjacent to the BBCRA boundaries. Concurrently, the City has acknowledged infrastructure challenges and opportunities in this area, particularly near the Boynton Beach Boulevard and Congress Avenue intersection, indicating that it is a focal point for urban improvement and investment (Palm Beach Post Editorial Board, 2024).

The new government center could be housed within the vacant retail space that was once occupied by Stein Mart at 334 N Congress Avenue (the “Former Stein Mart Space”). This Former Stein Mart Space is approximately 35,000 square feet and could offer space for essential government functions such as building department, planning and zoning, code compliance satellite office, citizen to citizen meeting spaces, federal/state/city elected official offices, health care community center, library, driver’s license offices, and voting registration offices.

Retail space at the intersection of Congress Avenue and Boynton Beach Boulevard leases at a range of \$24 to \$30 per square foot based on current listings:

- Quantum Town Center (Gateway Blvd & Congress Ave): \$26–\$30/SF/YR
- Forum Shoppes of Boynton Beach (N Congress Ave): \$24/SF/YR



Using the market rates listed above with the approximate square footage of the Former Stein Mart Space, the annual rental cost for the City may range from \$700,000-\$1M per year. The annual rent may be supported by new property tax revenues from annexation. Additionally, a variety of funding source strategies may be implemented to accommodate rehabilitation of the Former Stein Mart Space and the initial years of the annual rent fee.

Potential Components of New Government Center

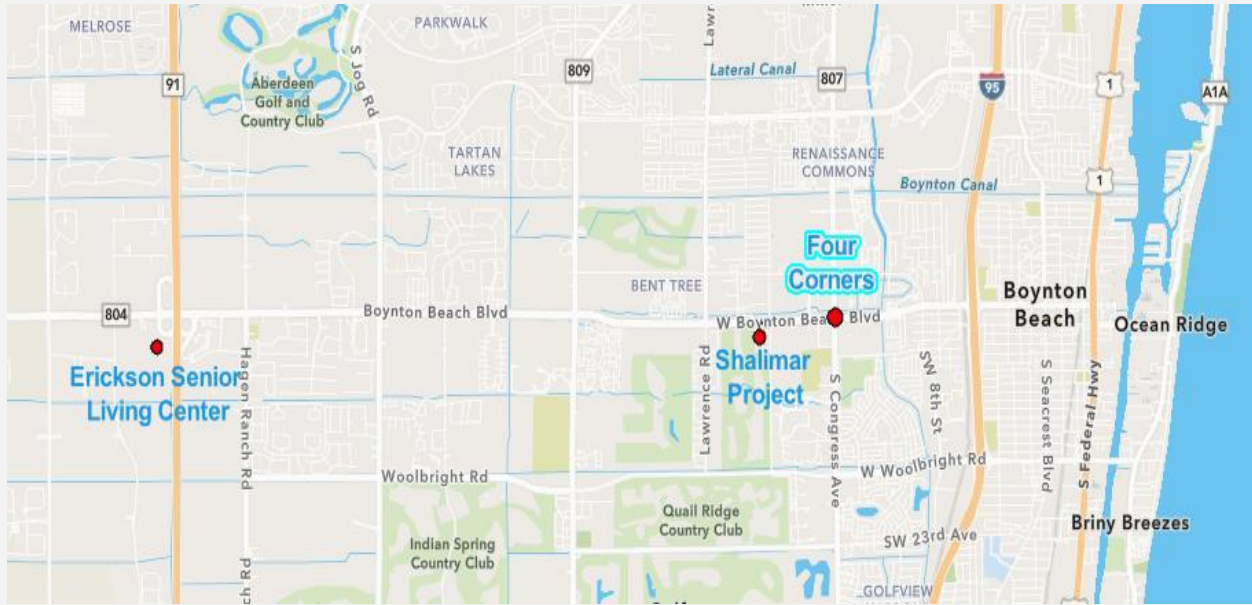
- Building Department (20%, 7,000 square feet): Large area for permitting, inspections, and public counters.
- Code Department (15%): Moderate space for enforcement staff and case management.
- Driver's License Bureau (15%, 5,250 square feet): Includes waiting areas, testing stations, and service counters.
- Community Clinic (10%, 3,500 square feet): Compact but efficient space for basic health services.
- Public Meeting Space (20%, 7,000 square feet): Flexible area for town halls and civic engagement.
- Cultural Arts Area (20%, 7,000 square feet): Includes stage, seating, and backstage areas.

Geographic Centrality and Service Reach

The Four Corners lies at the nexus of the City's current and future growth zones. This corridor serves as a major east-west and north-south thoroughfare, offering high visibility, frequent traffic, and existing infrastructure that can support enhanced civic services.

Positioning a government center here aligns with established planning principles: place civic institutions where they are most visible, accessible, and symbolic of public investment. The location is also equidistant from the City's historic eastern districts and the newly annexed western communities, making it an ideal anchor for equitable service distribution.

Further, its proximity to Renaissance Commons—a successful mixed-use development—and several new developments means the new center would benefit from built-in foot traffic, adjacent retail offerings, and residential density. As a civic anchor, this facility can also complement nearby amenities, fostering a stronger sense of place and encouraging co-located public-private partnerships.

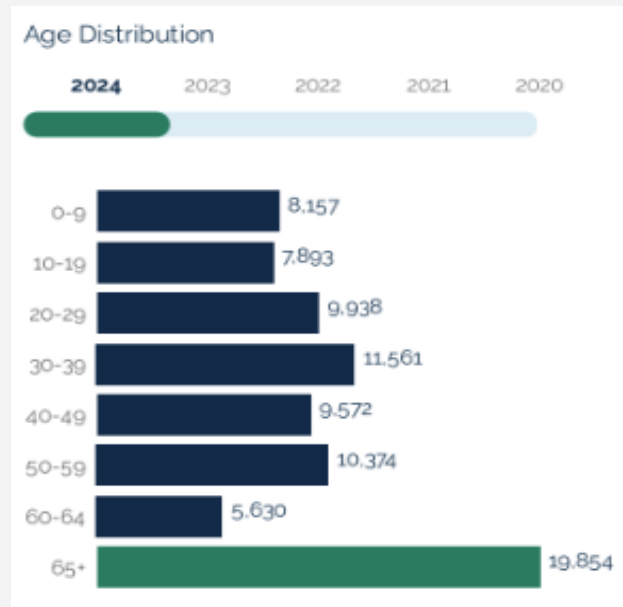


For instance, Shalimar, a project within proximity of the intersection, is proposing a development that will add 250 apartments across 10 buildings (Bandell, 2022).



Another project being developed is Erickson Senior Living project which will add 1,262 new units to the western border of the City. This expansion aims to develop retirement communities nationwide to meet the needs of retiring baby boomers looking to downsize (Traded Media, 2024).

With westward expansion of the municipal boundaries, and a current demographic of nearly 43% of the population being > 50 years of age (Applied Geographic Solutions and FT Locations, 2024), there will be a need to host a centric place for the new population, as the center point of the city shifts west.



Establishing a government center here would complement existing civic investments and stimulate further economic activity, especially in underutilized parcels along Congress Avenue.

Reducing Travel Barriers for Public Engagement

According to City’s goals defined recently in 2024, one of the City’s top priorities is to enhance mobility and connectivity, particularly in the east-west direction, which includes Boynton Beach Boulevard.

The municipal goal of improving traffic and access along this corridor may be improved by providing critical access to government services along the western areas of the City. This could limit additional western-eastern traffic flows for official government services visits by constituents.

Strategic Benefits

Below is a summary of strategic benefits on how a new government center facility align with City's strategic goals:

Factor	Strategic Benefit
Key Location Advantages	Central, accessible, and well-connected
Urban Focused Alignment	Provides government facility aligned with City's redevelopment and mobility goals
Economic Impact	Stimulates visits to area from local city
Civic Services Access	Enhances access to government services for a growing population
Growth Direction	Supports westward expansion and infrastructure modernization

Case Study: Wellington Town Center Redevelopment

The Village of Wellington, recently launched a multi-phase redevelopment of its Town Center to transform a previously underutilized green space into a vibrant civic and cultural hub. The area had limited infrastructure for large-scale community events and lacked centralized public amenities.

The redevelopment of the Town Center area yielded new components that supported the Village's vision. Some of these components were:

- New parking infrastructure to support increased visitation
- Expansion of the amphitheater for performances and events
- Upgrades to the playground area to attract children and families
- Creation of a large green space for community gatherings and food trucks

Additionally, there were key economic development outcomes that supported business growth and diversity. Some of these were:

- Increased foot traffic to local businesses due to events and improved accessibility
- Job creation during construction and ongoing operations (event staffing, maintenance, etc.)
- Boost in tourism and local spending from regional visitors attending events

- Enhanced property values in surrounding areas due to improved amenities
- Catalyst for private investment in nearby commercial and residential developments

The new Town Center has become a centric gathering place for residents, fostering civic pride and engagement.

Modernization: Update Utilities, Add Streetscape Accents and Improvements

The addition of public space / green space and the implementation of enhanced zoning can be timely and expensive. Potential short-term actions the City and property owners can take to help the revitalize the Four Corners and create a new identity for the same include moving utilities underground and adding streetscape accents and improvements.

Underground Utilities

Burying overhead electrical and communication lines at the Four Corner's intersection presents a transformative solution that aligns with long-term infrastructure goals. Undergrounding not only reduces power outages during storms but also enhances public safety, improves the visual landscape, and supports economic development by creating a more attractive, walkable environment for residents and visitors alike.



Stakeholders Involved

- Florida Power & Light (FPL) – Leads engineering, design, and implementation of underground electrical infrastructure.
- AT&T, Comcast, and Other Telecom Providers – Participate in relocation and burial of communication lines.
- FDOT District 4 – Issues permits and oversees construction activities affecting Boynton Beach Boulevard (State Road 804), a state-owned roadway.
- Palm Beach County Engineering & Public Works – Involved due to the county-maintained portion of Congress Avenue (CR 807).

Action Plan

- Obtain written approval from Palm Beach County Engineering & Public Works.

- Submit request to FPL for utility relocation. Subsequent FPL design takes approximately 8-10 weeks.
- Share approved FPL design with telecom providers to coordinate joint trenching.
- FPL will submit a utility permit to FDOT via the online permit system (OWPMS) which takes approximately 30-60 days for review.

Case Studies

- Delray Beach, FL – Atlantic Avenue Utility Undergrounding. Post-completion metrics showed a 12% increase in retail foot traffic and improved restoration times after severe weather events.
- Naples, FL – Post-Hurricane Ian Infrastructure Strategy. Following the implementation of underground lines in key neighborhoods, the city reported 40% fewer outages and 50% faster power restoration after Hurricane Ian.
- Fort Lauderdale, FL – Las Olas Isles Undergrounding Program. An 85% approval rating from residents indicated strong community support, while nearby property values increased by an estimated 5–10%.

Add Streetscape Accents and Improvements

Another method to enhance and revitalize the appeal of the Four Corners in the near term is to introduce and improve the area's streetscape through various accents and improvements consistent with the Four Corners' new theme and architectural initiatives.

Arterial Roadway Design

Before implementing streetscape enhancements at the Four Corners, it is critical to first understand the functional classification of these corridors. As principal arterial roads, the Four Corners prioritize mobility and carry high volumes of traffic, characteristics that shape what types of improvements are appropriate to implement in the near term. Examples such as Biscayne Blvd in Miami or Colorado Blvd in Pasadena, CA help illustrate how streetscape accents and aesthetic improvements can be achieved without compromising core transportation functions. With this context in mind, strategies for improving the Four Corners should be tailored to respect their arterial nature while advancing the placemaking goals of the Four Corners.



Biscayne Blvd, Miami

The City should work within the framework of its existing policies to achieve these following streetscape enhancements, such as the City of Boynton Beach Complete Street & Mobility Policy and the Boynton Beach Vision Zero Policy. Although the primary goal of these policies is to improve roadway and pedestrian safety for all, they cannot be achieved without significant streetscape enhancements. A valuable resource for information on best practices and implementation strategies for streetscape and safety enhancements is available within the Palm Beach Transportation Planning Agency’s Complete Streets Design Guidelines. It is our recommendation to utilize and reference this information when collaborating with Right of Way stakeholders and gaining support for projects both internally and externally.

Shaded Linear Green Corridor

The City can take meaningful steps to improve pedestrian access and safety by combining strategic intersection upgrades with the creation of a shaded linear green corridor. The current streetscape is characterized by wide roadways, minimal shade, and a lack of pedestrian crossing infrastructure hinders foot traffic and reduces connectivity between key destinations within the Four Corners. The Rose Kennedy Greenway in Boston, MA and Las Ramblas in Barcelona, Spain are both prime examples of a successfully implemented green spine.



To address these issues, the City can implement a two-pronged approach. First, establish a linear green corridor a “spine” that connects commercial plazas and community spaces through a shaded pedestrian and bicycle pathway.¹⁵ By utilizing public easements and existing sidewalk rights-of-way, the City can integrate native landscaping, benches, lighting, and other green infrastructure to foster safe, comfortable, non-vehicular travel across the district. Similar projects like the LauderTrail Greenway and Biscayne Green in South Florida demonstrate the potential of such corridors to elevate both aesthetics and functionality.

Simultaneously, the City can improve walkability by introducing high-impact, low-cost enhancements such as mural crosswalks, pedestrian refuge islands, high-visibility signage, and new street furniture. These tactical urbanism elements can be piloted quickly and adjusted based on community feedback. Projects like the Clematis Street Redesign in West Palm Beach and the Edgewater Pedestrian Safety Plan in Miami show that similar interventions, when properly funded and executed, significantly enhance pedestrian environments. Crosswalk upgrades may cost around \$20,000, while full intersection enhancements can exceed \$100,000. These costs

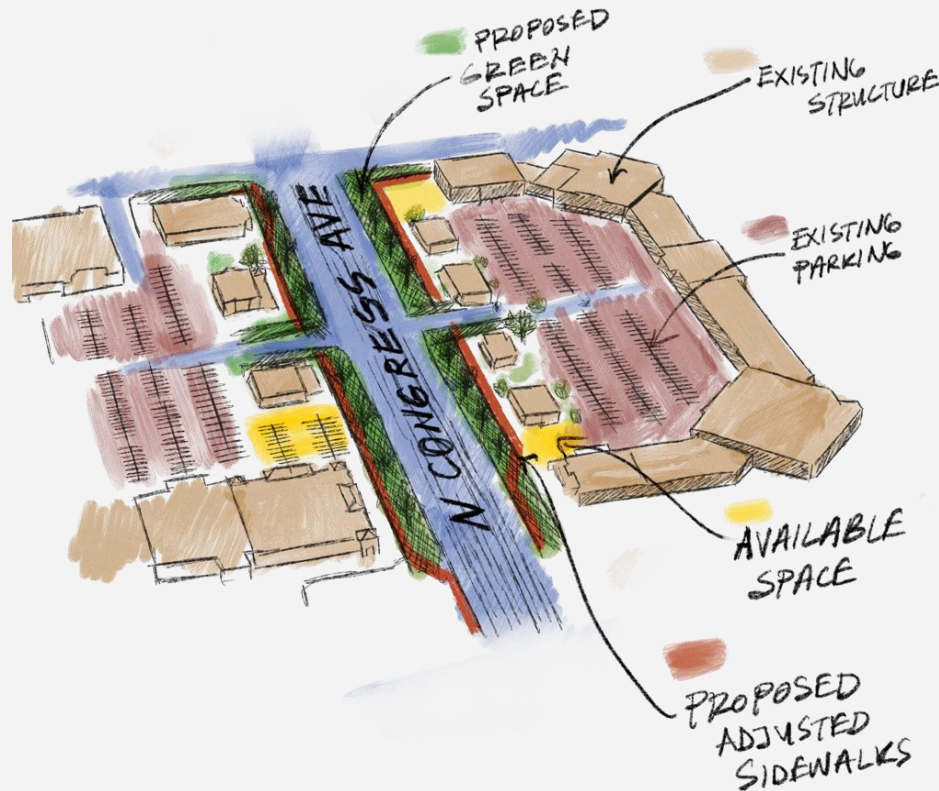
¹⁵ The spine concept is further explored in the section titled “The New NW Corner.”

could be offset through FDOT Safety Grants and Palm Beach TPA funding, with an estimated implementation timeline of 3 to 6 months, depending on agency coordination.

Together, these improvements would support the City's goals of enhancing public safety, reducing vehicular dependence, and promoting sustainable, community-centered development

Four Corners Streetscape Accents and Improvements Concept

The below diagram represents how the FCROD Parking Master Plan can revitalize the NW and NE parcels of the Four Corners to add streetscape accents and improvements.



In this concept, **Green** areas represent expanded green space that now buffers the public right-of-way, replacing the previously front-facing surface parking. This creates a softer, more inviting streetscape.

Red thin lines indicate newly positioned sidewalks that have been shifted beyond the landscape buffer, encouraging walkability while increasing separation from vehicular traffic.

Yellow zones illustrate areas available for linear building placement or structural screening designed to conceal the parking lot from public view.

Finally, **burgundy** areas show where parking has been relocated to the rear of the site, away from the street frontage. This layered configuration—green buffer, pedestrian walkway, screening structures, and rear parking—promotes a more pedestrian-friendly, activated public realm.

These enhancements and parking-to-green-space conversions could be replicated across the other three corners as part of a cohesive district-wide revitalization strategy

Asphalt Art

Using the Asphalt Art Initiative as a guide, implementing asphalt art offers a powerful and cost-effective way to further strengthen the Four Corners' identity, while also improving public safety and supporting economic development at the intersection. Asphalt art projects—such as painted crosswalks, intersection murals, and decorative curb extensions—visually enhance the streetscape while calming traffic and drawing attention to pedestrian spaces. These creative interventions have been shown to increase driver awareness, encourage slower speeds, and improve roadway compliance. Not only will asphalt art help revitalize the Four Corners, the program could also contribute directly to the City's Vision Zero and Complete Streets goals. As such, the City should leverage these policies to gain necessary internal and external support prior to implementation.

The Asphalt Art Initiative is a program led by Bloomberg Philanthropies, created to help cities use art and design to improve street safety, revitalize public spaces, and engage community members. This program builds on the success of similar efforts by cities across the world and provides municipalities with both funding and practical guidance. The initiative's website and "asphalt art guide" provides a wealth of knowledge for benefits, implementation strategies, and case studies. Below are a few case studies along with a summary of suggested steps to successfully implement an asphalt art project at the Four Corners.

Case Studies:

St. Petersburg (FL) Arts Alliance "Common Ground" intersection mural: 1 month timeline, local artist collaboration, volunteer labor, total cost of \$5,000



City of West Palm Beach “Walks of Life” intersection Mural: 6 month timeline, student designed, volunteer labor, \$5,000 material cost



Implementation Steps:

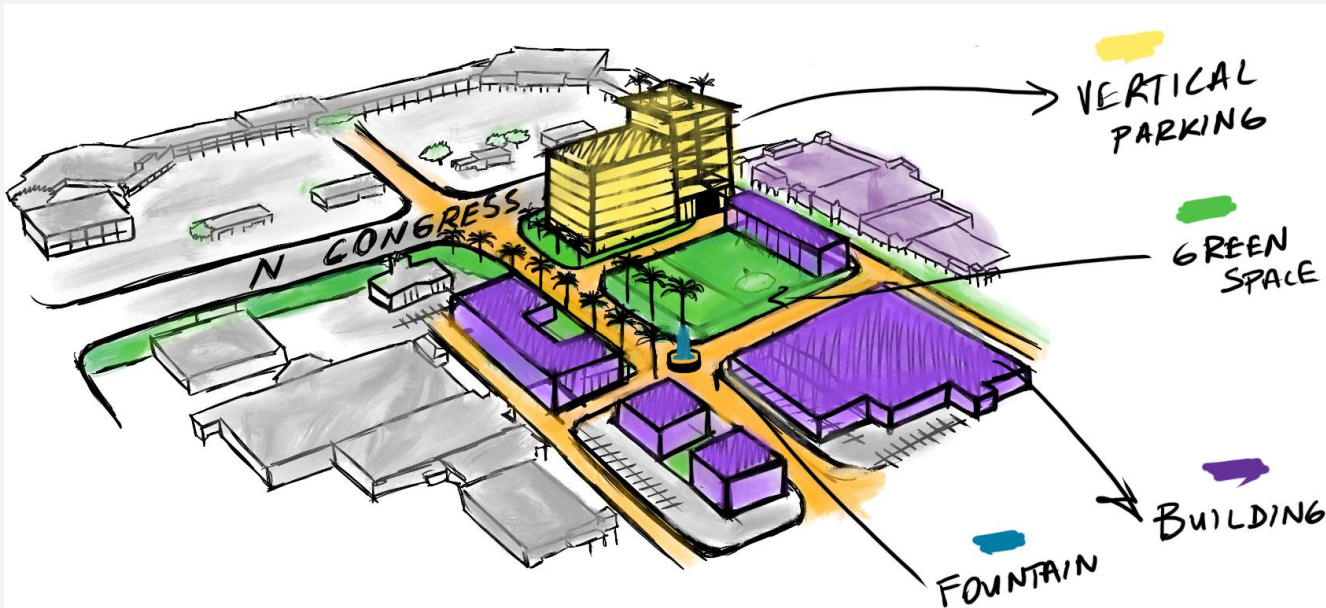
1. Identify Lead Entity: Consider partnership with the existing “Boynton Arts” program to leverage knowledge of local artist community.
2. Engage Community: Conduct artist calls, workshops, or surveys to define design. Consider partnering with local schools or nonprofits to further reduce costs and engage the community.
3. Coordinate Internally and Externally: Planning, Engineering, Public Works, CRA, FDOT, etc..
4. Obtain Approvals: Secure traffic control plans, permits, and any required waivers.
5. Install & Activate: Use non-slip paint or thermoplastics. Plan events or programming to draw public engagement.
6. Evaluate & Maintain: Collect data on safety/perception. Recoat or refresh art as needed.

Sample of Four Corners Asphalt Art



Render for the Four Corners

The New NW Corner



The Promise of the Site and the Power of PCD Zonings

Boynton Commons occupies the NW parcel of the Four Corner's intersection. Although the center pulls in tens of thousands of cars each day, its current form—more than twenty football fields' worth of asphalt, multiple aging single-story buildings, a vacant one-story pad at 365 N Congress, and a service lane that bisects the lot—encourages shoppers to dash in and out rather than stay. The parcel's most overlooked advantage is its zoning.

It is zoned PCD – Planned Commercial Development. In Boynton Beach, a PCD allows a single, master-planned project to mix retail, office, civic, and even residential uses under one bespoke site plan. What does that mean in practice?

- The City Commission may approve custom setbacks, internal street layouts, and shared parking in one vote—no piecemeal variances.
- Building heights and floor-area ratios can be traded for public benefits—parks, plazas, pedestrian bridges.
- Once the master plan is adopted, follow-up buildings need only staff-level PCD compliance review, shaving months off the normal C-3 permitting cycle.

In contrast, the NE, SE, and SW parcels remain in the C-3 “Community Commercial” district—rigid rules, 45-foot height cap, stall counts calculated tenant by tenant, and variances for every deviation. Boynton Commons' PCD status therefore provides the regulatory freedom to pursue a

bold strategy: replace the vacant pad at 365 N Congress Avenue with a vertical parking / mixed-use structure and convert the service drive into a pedestrian “spine” lined with new buildings and public green.

Replacing Asphalt with a Signature Vertical Garage

The empty 12,000-square-foot building at 365 N Congress presents an ideal footprint for a contemporary, mixed-use parking structure modelled after West Palm Beach’s **300 Banyan**. Rising five or six levels, the new garage would hold roughly five hundred cars on an aesthetic-appealing cantilever-based structure—enough capacity to remove about three acres of ageing blacktop without jeopardizing code compliance. A glazed lobby and ten thousand square feet of liner retail would wrap the ground floor, ensuring the structure addresses the street with active uses rather than blank concrete. Upper façades could incorporate glass and vertical metal fins, lending an office-quality aesthetic and allowing small coworking suites to overlook Congress Avenue. Even the roof becomes usable real estate: a solar canopy offsets common-area electricity while a modest terrace supports sunset yoga classes or summer movie nights. By absorbing today’s scattered parking into a single vertical core, the garage unlocks valuable ground area for green space and future buildings.



300 Banyan Rendering – West Palm Beach, FL.



300 Banyan Elevation Rendering – West Palm Beach, FL.



300 Banyan Rendering – West Palm Beach, FL.

Converting the Service Drive into a Pedestrian “Spine”

Running east to west across Boynton Commons is a service lane that now functions primarily as a back-of-house drive aisle. Realigned and rebuilt as a curbless festival street, this corridor can become the pedestrian heart of the parcel. Decorative concrete bands and granite setts would slow vehicle speeds to neighborhood pace; dignified rows of royal palms would offer scale and shade; and a sixty-foot roundabout fountain placed either at the garage entrance or closer to the center of the parcel would provide both traffic calming and a photogenic focal point. Rain-garden planters along the edges would manage stormwater and add permanent greenery. Implement programming and activation as set forth above would help to ensure the space never sits idle. In effect, the spine transforms a utilitarian driveway into the kind of slow street found in Mizner Park, Winter Park Village, CityPlace or West Palm Beach’s emerging NORA district.

Framing the Spine with New Buildings and Green Space

Because the Boynton Commons is zoned PCD, the owner and the City are free to select from a menu of components that turn the east–west drive aisle into a people-first street. Possibilities include:

- **Surface treatment:** Re-pave with a curbless, colored-concrete ribbon or granite setts to slow vehicles and signal a pedestrian zone.
- **Landscaping & shade:** A double row of palms or live oaks could bring instant canopy, while rain-garden planters manage stormwater in place of conventional curbs.
- **Central landmark:** A roundabout fountain, public art plinth, or small performance gazebo could anchor the midpoint near the new garage entrance, offering a recognizable gathering spot.
- **Programming and Activations strategies.**

- **Storefront rhythm:** Future food-hall pavilions, micro-retail pods, or flexible kiosks fronting the spine would generate continuous eyes on the street and extend business hours into the evening.

None of these proposed elements are mandatory, but together they illustrate how the spine could evolve from a utilitarian drive aisle into a festival street that invites shoppers to stroll rather than sprint back to their cars. Below are green spaces that can serve as inspiration that could support a new spine design for the shopping plaza. Each spine listed below promotes economic development and retail shopping activation.



Winter Park Village – Winter Park



CityPlace – West Palm Beach



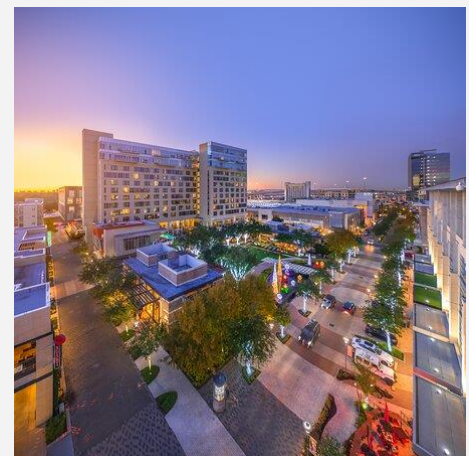
NORA – West Palm Beach



Mizner Park – Boca Raton



Bridgeport Village – Portland, Oregon



CityCentre – Houston, Texas

How the City Helps: Incentives Built into the PCD

As Boynton Commons is already a PCD, the City and owner can fold several policy incentives directly into an amended master-plan approval rather than revising the base code. First, a garage-credit multiplier would allow each structured stall to count as one-and-a-half surface stalls, making it legally possible to remove large swaths of asphalt. Second, the City can adopt the Urban Land Institute’s shared-parking matrix as an exhibit to the PCD, enabling restaurants, offices, and residences to rely on the same stall inventory at different times of day. Third, extending the City’s existing payment-in-lieu of parking program to the Congress Node will let other parcels contribute financially to the garage instead of paving redundant lots. Finally, because a PCD is negotiated, the City may award modest height or floor-area bonuses on the spine-front buildings if ten percent of the site is recorded as publicly accessible green space. These tools, combined, create a regulatory environment in which structured parking and public realm improvements become the most profitable in the long term—rather than the most burdensome—choices for the owner.

Phasing the Transformation

The revitalization unfolds in deliberate stages. During the first six months, City staff and the owner finalize the amended PCD master plan, embedding the parking credit, shared-parking matrix, in-lieu provisions, and green-space bonus. Design and permitting of the vertical garage follow, with construction expected to span twelve to eighteen months. While the garage rises, crews grade and seed the future lawn so that green space comes online as soon as cars move into the deck. A part-time program coordinator is hired to program and activate—everyday and weekly layers of activity that form the base of the Programming Pyramid. Subsequent phases introduce the food-hall pavilion, the mixed-use loft building, and, ultimately, a pedestrian bridge connection to the northeast parcel.

Pedestrian Bridge Connection

Crossing six lanes of Congress Avenue on foot is intimidating, especially for families or anyone with limited mobility. A pedestrian bridge aligned with the new spine would accomplish three objectives:

- **Seamless east–west circulation.** By linking directly to Oakwood Square on the northeast corner, the bridge allows visitors to treat both parcels as a single walkable district, boosting foot traffic on *both* sides of the intersection.
- **Event synergy.** Festival nights or farmers markets held on the spine would naturally spill onto complementary events across Congress, multiplying attendance without multiplying parking demand.
- **Safety and brand identity.** An architecturally distinctive bridge—lighted at night—becomes both a safety feature and a gateway icon, advertising Boynton Beach’s commitment to pedestrian comfort.

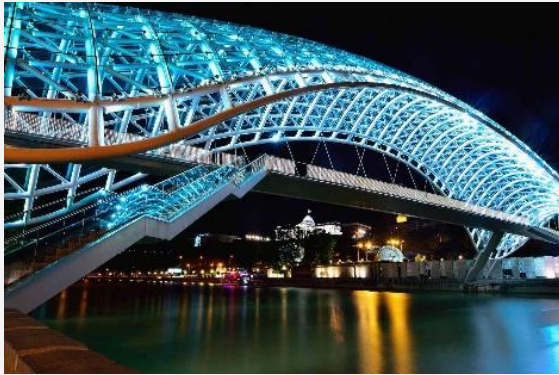
The bridge is not envisioned for Phase 1, but by inserting its landing zones into the master plan now, the project team protects a future connection that will eventually knit the quadrants into a cohesive whole.



Pedestrian Bridge - Hard Rock Stadium, Miami, FL



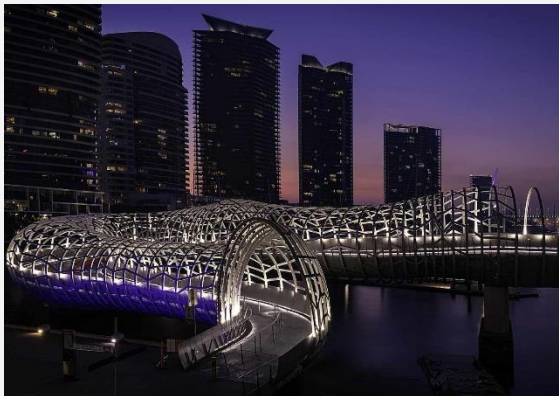
Denver, CO



Bridge of Peace - Tbilisi, Capital of Georgia



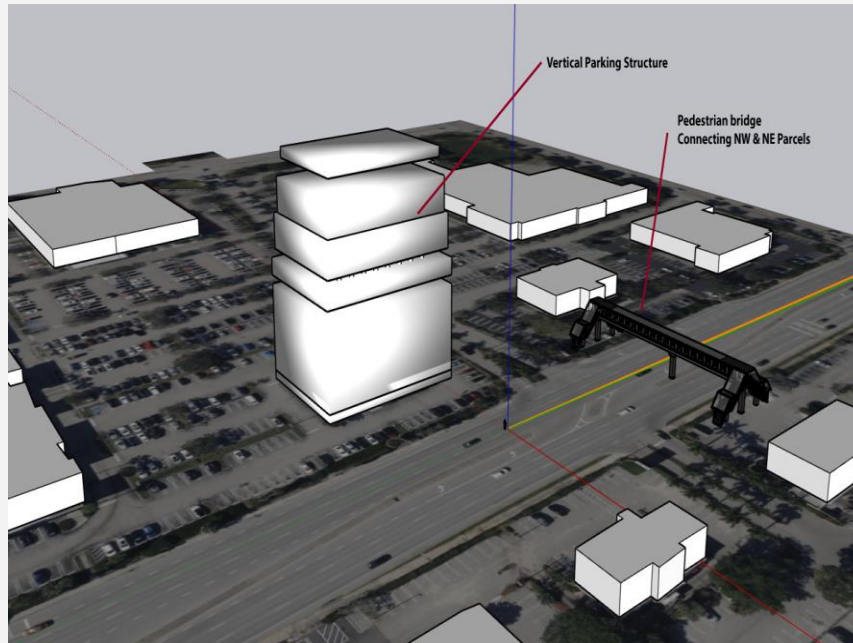
Epic Central - Grand Prairie, Texas



Webb Bridge - Docklands, Melbourne, Victoria, Australia.



Helix Bridge - Marina Bay area in Singapore.



Mockup Showing Vertical Parking structure location and Pedestrian bridge

Expected Community and Economic Benefits

Redevelopment begins by eliminating roughly three acres of sunbaked asphalt—equivalent to thirteen Olympic swimming pools of blacktop. In its place, the plan would gain:

- **±2.5 acres of general-use green space.** Shaded lawn, tree-lined walks, and pocket seating transform an uninviting parking field into the west side's first civic common.
- **A walkable festival street.** The re-imagined spine replaces a 20-foot service lane with a 40- to 50-foot shared street designed for strolling, dining spill-out, and small-scale vendors.
- **Structured parking that works harder.** A 300-stall garage consolidates scattered surface spaces into a compact footprint and adds liner retail as a revenue-generating skin.
- **New building pads.** Up to 33,000 square feet of future retail or food-and-beverage space can face the park and spine—space that does not exist under the current strip-center layout.
- **Environmental benefits.** Tree canopy and permeable green absorb an estimated 1.3 million gallons of stormwater annually and reduce paved-surface temperatures by as much as 6 °F in summer.

These gains far outweigh the loss of undifferentiated asphalt. Property value rises as storefronts secure premium park-front addresses, shoppers linger longer, and Boynton Beach finally delivers an accessible public realm west of the interstate.

As Boynton Commons already carries Planned Commercial Development zoning, it is uniquely positioned for a holistic revitalization. Replacing a vacant pad with a signature, mixed-use garage and recasting an under-utilized drive aisle as a treelined festival street will not merely freshen façades; it will make walking enjoyable, invite families to stay, and anchor future private investment. With thoughtful collaboration between the City and the owner, the NW parcel can demonstrate how structured parking, high-quality public space, and targeted incentives turn an ageing shopping center into the vibrant civic heart the west side of Boynton Beach has long lacked.

3. Financial Options

The proposed revitalization concepts addressed above require various amounts of capital. We have narrowed down potential financial strategies to the following:

1. Government Funding
2. Tax Increment Financing (TIF)
3. Tax Rebate Programs
4. Private Financing

Government Funding

The following Federal and State funding options may support the revitalization of the Four Corners. Specific criteria and ample advocacy from the community will be required to secure approval. Examples of existing grants and funding programs include:

- Palm Beach County Infrastructure Sales Tax Program
- AARP Community Challenge Grant
- National Endowment for the Arts (NEA) - Out Town Grant

Community Development Block Grant (CDBG) Program – HUD

This program supports public facilities, infrastructure, and economic development in low- and moderate-income areas. The program includes Section 108 Loan Guarantee Program for large-scale projects. The City may petition requests for these programs through local federal congress members.

New Markets Tax Credit (NMTC) Program – U.S. Treasury

This program encourages private investment in low-income communities by offering tax credits for equity investments in community development entities. The City may explore these programs to help build capital stack for redevelopment and proposed enhancements.

Better Utilizing Investments to Leverage Development (BUILD) Grants - US Department of Transportation

This program supports funding for planning and capital construction projects that support surface transportation projects with significant local or regional impact. If the Four Corners becomes outfitted with centric government and public spaces / green spaces, the parking area may become a critical hub for transportation access for the region. Funding from this program may be explored to support the development of transportation hub elements such as a park-ride-lot or major public intermodal center that connects individuals to different types of public transportation systems.

Economic Development Administration (EDA) Public Works Program – U.S. Department of Commerce

Funds from this program are available for infrastructure projects that support job creation and economic growth, including civic buildings. With the proposal of civic spaces and public spaces / green areas for community building, the City may pursue these for supporting projects that aim to build Boynton Crossings.

Florida Small Cities CDBG Program – Florida Department of Economic Opportunity

This agency provides grants to small municipalities for infrastructure, housing, and public facility improvements. The grant can be coupled along with other programs to help support capital costs for proposed improvements.

Florida Infrastructure Fund Partnership – Enterprise Florida

These funds support infrastructure projects that promote economic development, including civic and government facilities. The proposed mini government center discussed above aligns with this program's goals. If the City pursues a mini government center, the City may request advocacy for such funds through local state representatives and other county elected officials.

Emergency Management Preparedness and Assistance (EMPA) Grant

This grant is awarded to counties to implement and administer county emergency management programs including management and administration, training and operations. As the City expands westward, the new proposed government center may be used as a command center for declared emergencies and disaster recoveries.

Tax Increment Financing (TIF)

A Tax Increment Financing (TIF) program could be implemented to support a new development project at the Four Corners. The Four Corners and surrounding areas could be identified as a new TIF as redevelopment will significantly improve property values of the underutilized and blighted properties near the intersection. This type of funding source is a value capture mechanism, where increase in property value or revenue generated by improvements can support funding for payback of capital and redevelopment costs.

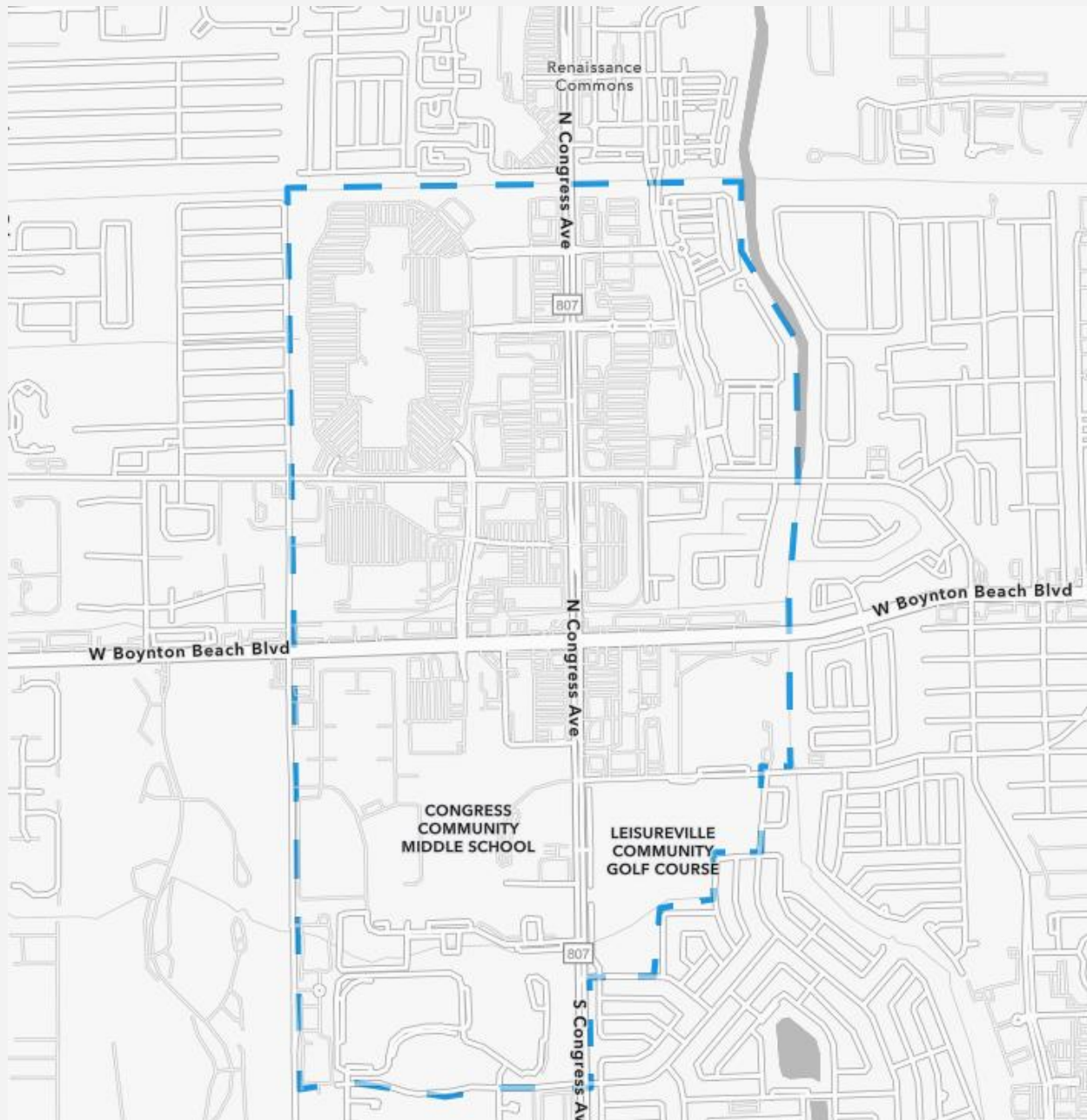
The City could establish boundaries for properties in close proximity to the Four Corner's intersection and forecast increases in current assessed values within the defined TIF district. The added-forecasted values beyond the current assessed tax base values will be considered tax increment.



Added-Forecasted Tax Values could become available to payback proposed improvements.

The following steps would be required to support a TIF program:

- Define new Public Infrastructure and Amenities: through townhall meetings and public input processes, the City may specifically define needed streetscape improvements, public transit access, new parks/green space and mixed-use developments that will improve projected growth for the region.
- Define TIF District boundary: through additional public input and public hearings, the City Commission may define and develop a TIF plan, identify projected costs and benefits, and provide timeline and financing strategy for new Public Infrastructure and Amenities.
- Issue TIF Bonds backed by future tax increments: the City may issue TIF bonds backed by future projected tax increments to fund the upfront capital costs to redevelop the area. A phased plan may facilitate phased delivery and phased financing to develop gradually as tax revenue increases.
- Define TIF District Period: the City will want the expected period that it will need to host the TIF district to support payback for the capital investments. Typical duration of a TIF district could be 20-30 years, thereafter the TIF district would sunset. New property tax revenue would improve the general fund, which would support City operations.



Potential TIF Boundary

Tax Rebate Programs

The City can consider a municipal approved tax rebate to support funding for proposed capital improvement and redevelopment costs for the Four Corners. Such a program may provide incentives for private property owners to support upgrading streetscape, facilities and revitalizing elements that improve the look and provide placemaking opportunities for the Four Corners.

A tax rebate program may follow the outline below:

- **Establish tax rebate incentives amounts:** The City, through legislative policy development, may adopt specific amounts and thresholds for commercial businesses to benefit from tax rebate and multi-year period. The tax rebate may be defined as partial or full rebate on increment value for the property. Similar to TIF, the rebate will immediately benefit the business owner on their specific increase of taxable property value, and the additional taxed-property-value will be rebated to the property owner.
- **Set Qualification Policy:** The City may adopt a policy to issue rebates after investment is complete. Additionally, the City may provide specific design criteria and guidelines as to what improvements would qualify for rebate. Property owners would be required to gain City approval, prior to making any improvements. A program as such, may support private landowners in making investments to standardize the look, feel, and experience visitors to the region will have.

Private Financing

Private financing options may support public placemaking initiatives for the Four Corners. As proposed solutions include increase in public space / green space, new civic plazas, streetscapes and cultural spaces, an opportunity exists for the City to partner with private entities to support new amenities to the Four Corners. As set forth in above in the section titled “Create Engagement/Activation Opportunities: Operational and Financial Considerations,” the potential financial benefits gained from incorporate public space / green space at the Four Corners (e.g., revenue for programming and increased rental rates) could provide an incentive for the property owner’s themselves to invest in the development of the Four Corners.

Public-Private Partnerships (P3s)

Existing business owners, adjacent to the intersection, may be incentivized to leverage their existing space in exchange for public use. An exchange agreement may be developed with the City and property owners adjacent to the Four Corners, for the City to use its resources for delivering improvements in exchange for utilizing space for public use and benefit.

Below are two P3 examples that the City can explore to further to deliver proposed solutions to the Four Corners:

- New Park and Civic Areas: Excessive parking space areas may be leveraged to be used as new green space and civic spaces. Vacant retail shops rental values could be leveraged to provide public spaces and lessen annual tax burden to property owners.
- Land Exchange program: The City may leverage underutilized property assets on the eastern portion of the City in exchange for a defined period of use to property owners near the Four Corners. The exchange program may be of greater benefit to the private landowners to support leasing and management of properties that are adjacent in higher density areas than those near Boynton Crossings.

Business Improvement Districts (BIDs)

Just as a TIF boundary can be defined for a specific period and purpose, a business improvement district may be defined for purposes of achieving improvements in the area near the Four Corners. BIDs are supported by local businesses agreeing to pay additional taxes/fees to fund specific improvements for an area. This may require local and county legislative approval.

4. Conclusion

There is no one single solution to revitalize the Four Corners. The City must consider stakeholder engagement, the cost associated with revitalization and the time necessary to implement various revitalization efforts.

This report was intended to guide the City through various options to consider when determining the best path forward to effectuate its goal of revitalizing the Four Corners. In doing so, we hope the City now has a better understanding of:

1. Why the Four Corners is a strong candidate for new public space / green space.
2. The importance of establishing an identity for the Four Corners and how such an identity can be determined.
3. Why a mini-government center at the Four Corners may be a viable option for the City.
4. Less costly and shorter-term projects that can offer an immediate impact at the Four Corners (e.g., update utilities, add streetscape access and improvements).
5. A proposed development of the NW corner of the Four Corners which incorporates the proposals this report outlined.
6. Potential financing sources to fund the revitalization efforts of the Four Corners

We thank the Boynton Beach team for opportunity to present his report and offer guidance on its efforts to revitalize the Four Corners.

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