



DELRAY BEACH CRA

COMMUNITY REDEVELOPMENT AGENCY



Economic Development ♦ Business Incentives ♦ Street Beautification
♦ Historic Preservation ♦ Neighborhood Improvements ♦
Cultural Arts ♦ Downtown Sustainability ♦ Affordable Housing

Community Redevelopment Plan

Ordinance No. 27-14

TABLE OF CONTENTS

PART ONE: BACKGROUND	1
I. AUTHORITY TO UNDERTAKE COMMUNITY REDEVELOPMENT	1
II. CREATION OF THE COMMUNITY REDEVELOPMENT AGENCY	2
III. POWERS OF THE COMMUNITY REDEVELOPMENT AGENCY	2
IV. THE COMMUNITY REDEVELOPMENT AREA	3
V. THE COMMUNITY REDEVELOPMENT PLAN	3
PART TWO: EXISTING CONDITIONS	5
I. GENERAL DESCRIPTION OF THE COMMUNITY REDEVELOPMENT AREA	5
A. EXISTING LAND USE	5
B. EXISTING HOUSING AND POPULATION	6
C. EXISTING TRAFFIC CIRCULATION	6
D. DOWNTOWN PARKING	7
II. GENERAL HOUSING CONDITIONS	8
FIGURE 1: RESIDENTIAL NEIGHBORHOOD CATEGORIZATION MAP	10
III. GEOGRAPHICAL SUB-AREAS	11
TABLE 2-1: GEOGRAPHIC SUB-AREAS	11
FIGURE 2: GEOGRAPHIC SUB-AREAS, COMMUNITY REDEVELOPMENT PLAN	12
A. SUB-AREA #1: "THE BEACH DISTRICT"	13
B. SUB-AREA #2: "THE CENTRAL CORE"	14
C. SUB-AREA #3: "WEST ATLANTIC AVENUE NEIGHBORHOOD"	16
D. SUB-AREA #4: "THE NORTHWEST NEIGHBORHOOD"	18
E. SUB-AREA #5: "NORTH FEDERAL HIGHWAY"	19
F. SUB-AREA #6: "NORTHEAST NEIGHBORHOOD"	20
G. SUB-AREA #7: "OSCEOLA PARK"	21
H. SUB-AREA #8: "THE SOUTHWEST NEIGHBORHOOD"	22
PART THREE: ANALYSIS	25
I. PROBLEMS AND NEEDS WITHIN GEOGRAPHIC SUB-AREAS	25
A. SUB-AREA #1: "THE BEACH DISTRICT"	25
B. SUB-AREA #2: "CENTRAL CORE"	26
C. SUB-AREA #3: "WEST ATLANTIC AVENUE NEIGHBORHOOD"	26
D. SUB-AREA #4: "NORTHWEST NEIGHBORHOOD"	27
E. SUB-AREA #5: "NORTH FEDERAL HIGHWAY"	28
F. SUB-AREA #6: "SEACREST/DEL-IDA NEIGHBORHOODS"	29
G. SUB-AREA #7: "OSCEOLA PARK"	29
H. SUB-AREA #8: "SOUTHWEST NEIGHBORHOOD"	30
II. OVERALL NEEDS WITHIN THE COMMUNITY REDEVELOPMENT AREA	31
A. REMOVAL OF SLUM AND BLIGHT	31
B. LAND USE	32
C. ECONOMIC DEVELOPMENT	32
D. AFFORDABLE HOUSING	33
E. DOWNTOWN HOUSING	34
F. INFRASTRUCTURE	34
G. RECREATION AND CULTURAL FACILITIES	35
III. MARKET CONDITIONS AND DEVELOPMENT POTENTIAL	35
A. OFFICE POTENTIAL	36
B. HOTEL DEVELOPMENT POTENTIAL	36
C. INDUSTRIAL DEVELOPMENT POTENTIAL	37
D. RESIDENTIAL DEVELOPMENT POTENTIAL	37
E. RETAIL POTENTIAL/DOWNTOWN MARKET STUDY	38
Cluster 1 – West Atlantic Community Cluster	40
Cluster 2 – Transition Cluster	41
Cluster 3 – Pineapple Grove Cluster	42
Cluster 4 – Entertainment Cluster	43
Cluster 5 – Osceola Park Cluster	44

Cluster 6 – West of the Intracoastal Cluster	45
Cluster 7 – North Federal Highway Cluster	46
Cluster 8 – Beachside Cluster	46
IV. NEIGHBORHOOD IMPACTS OF REDEVELOPMENT EFFORTS	47
A. RELOCATION OF DISPLACED RESIDENTS AND BUSINESSES	47
Relocation Policy	47
B. TRAFFIC CIRCULATION	48
C. ENVIRONMENTAL QUALITY	49
D. AVAILABILITY OF COMMUNITY FACILITIES AND SERVICES	50
E. EFFECT ON SCHOOL POPULATION.....	50
TABLE 3.1: Public Schools	51
V. RELATIONSHIP TO THE CITY’S COMPREHENSIVE PLAN	51
PART FOUR: THE REDEVELOPMENT PROGRAM	53
I. REDEVELOPMENT STRATEGIES	53
A. Sub-Area #1: “The Beach District”	53
B. Sub-Area #2: “The Central Core”	53
C. Sub-Area #3: “The West Atlantic Avenue Commercial Corridor”	54
D. Sub-Area #4: “The Northwest Neighborhood”	54
E. Sub-Area #5: “North Federal Highway”	54
F. Sub-Area #6: “Northeast Neighborhood”	54
G. Sub-Area #7: “Osceola Park”	54
H. Sub-Area #8: “Southwest Neighborhood”	54
TABLE 4-1: CRA Programs & Project by Sub-Area	55
II. COMMUNITY REDEVELOPMENT AGENCY PROJECTS AND PROGRAMS	56
A. GROUP 1: AREAWIDE & NEIGHBORHOOD PLANS	56
#1.1: West Atlantic Avenue Redevelopment Plan	56
#1.2: Downtown Delray Beach Master Plan	59
#1.3: Southwest Area Neighborhood Redevelopment Plan	61
#1.4: North Federal Highway Redevelopment Plan	64
#1.5: Osceola Park Redevelopment & Neighborhood Improvement Plan	65
#1.6: Pineapple Grove Neighborhood Plan	68
#1.7: Del Ida Neighborhood Improvements.....	70
B. GROUP 2: REDEVELOPMENT PROJECTS	72
#2.1: NW and SW 5 th Avenue Beautification	72
#2.2: FEC Railway Station	74
#2.3: Block 76 – Old School Square Expansion and Parking Garage	75
#2.4: South County Courthouse Expansion/Delray Beach Public Library	78
#2.5: Old School Square Cultural Center	78
#2.6: Block 60 Redevelopment	78
#2.7: Carver Estates/Auburn Trace Redevelopment (Villages at Delray)	79
#2.8 West Settler’s Historic District/Spady Museum.....	81
#2.9: Affordable/Workforce Housing Program	83
#2.10: Carver Square Neighborhood	86
#2.11: Cultural Loop/Martin Luther King Jr. Drive	89
#2.12: Redevelopment of Old Library Site	91
C. GROUP 3: COMMUNITY IMPROVEMENT PROGRAMS	94
#3.1: Curb Appeal Residential Improvement Program	94
#3.2: Site Development Assistance Program	95
#3.3: Community Activities Sponsorship Program	96
#3.4: Downtown Transit System – The “Downtown Roundabout”	97
#3.5: Business Development Program	99
#3.6: Historic Façade Easement Program	100
#3.7: Grant Administration Program	102
#3.8: Delray Beach Renaissance (First Time Homebuyers) Program	103
#3.9: Clean & Safe Program	103
#3.10: Delray Beach Marketing Cooperative	105
#3.11: Sports/Recreation-Based Economic Development Initiatives	106
#3.12: Economic Development Incentives for Job Creation	108

#3.13: Arts Based Economic Development Program	111
#3.14: Delray GreenMarket.....	113
III. PROGRAM OF REGULATORY ACTIONS	115
A. COMPREHENSIVE PLAN AND/OR ZONING AMENDMENTS	115
PART FIVE: THE COST OF REDEVELOPMENT	116
TABLE 5-1: City, CRA & County Funded Capital Projects – 2008-2012	116
I. SOURCES OF REDEVELOPMENT FUNDING & FINANCING	117
A. TAX INCREMENT REVENUES	117
B. REDEVELOPMENT REVENUE BONDS	117
C. GENERAL OBLIGATION BONDS	117
D. SPECIAL ASSESSMENT DISTRICTS	118
E. COMMUNITY DEVELOPMENT BLOCK GRANTS	118
F. INDUSTRIAL REVENUE BONDS (IRB)	118
G. LAND SALES/LEASES	118
H. CONTRIBUTIONS AND GRANTS	118
I. DIRECT BORROWING FROM COMMERCIAL LENDERS	119
II. FIVE-YEAR PROJECTION OF REVENUE & EXPENSES	119
TABLE 5-2: CRA 5-Year Projection of Revenues & Expenses	120
III. FIVE-YEAR REDEVELOPMENT PROGRAM AND FUNDING ALLOCATIONS	120
TABLE 5-3: CRA 5-Year Redevelopment Programming & Funding Allocations	121
APPENDIX A: LEGAL DESCRIPTION	122
APPENDIX B: FINDINGS OF NECESSITY	125
APPENDIX C: COMPLETED PROJECTS.....	131
# 1.1: Downtown Core Geographic Area of Exception.....	132
# 1.5: Seacrest/Del-Ida Neighborhood Improvement Plan	133
# 2.1: Bankers Row Project Implementation	134
# 2.2: Pineapple Grove Main Street Program	136
# 2.2: Block 77 Redevelopment Project (Worthing Place)	138
# 2.3: Municipal Tennis Center Rehabilitation	140
# 2.4: Old School Square Cultural Center	141
# 2.4: South County Courthouse Expansion/Delray Beach Public Library	143
# 2.5: Blocks 28 & 36 Redevelopment.....	145
# 2.6: Block 60 Redevelopment.....	146
# 2.7: Seacrest/Del-Ida Neighborhood Improvement	149
# 3.8: Renaissance (First Time Homebuyers) Program	150
APPENDIX D: LAND ACQUISITION MAPS	153

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PART ONE: BACKGROUND

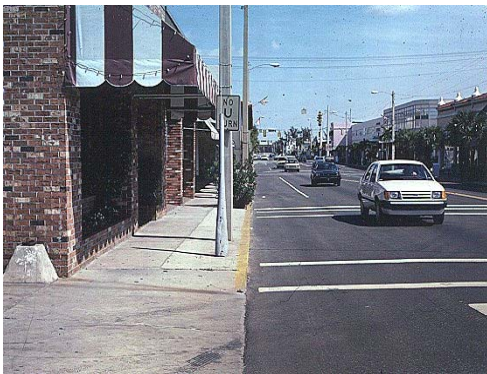
I. Authority to Undertake Community Redevelopment

This document has been prepared under the direction of the City of Delray Beach Community Redevelopment Agency in accordance with the Community Redevelopment Act of 1969, F.S. 163, Part III. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the Community Redevelopment Act confers upon counties and municipalities the authority and powers to carry out "Community Redevelopment." For the purposes of this Community Redevelopment Plan, the following definition, taken from the Florida Statutes, shall apply:

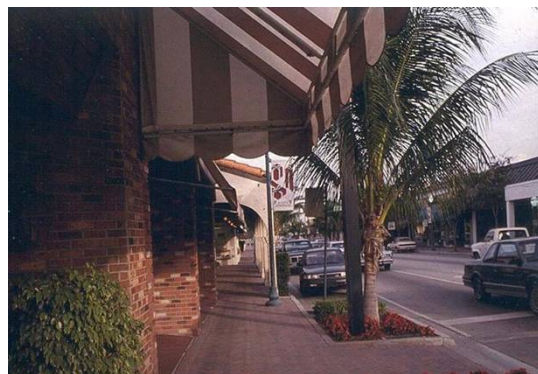
"Community Redevelopment" or **"Redevelopment"** means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.

The ability of a county or municipality to utilize the authority granted under the Act is predicated upon the adoption of a *"Finding of Necessity"* by the governing body. This finding must demonstrate that:

- (1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the county or municipality; and,
- (2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of the public health, safety, morals, or welfare of the residents of such county or municipality.



E. Atlantic Avenue – before



E. Atlantic Avenue – after

II. Creation of the Community Redevelopment Agency

Upon a "*Finding of Necessity*" by the governing body and upon further finding that there is a need for a Community Redevelopment Agency to function in the county or municipality to carry out community redevelopment purposes, any county or municipality may create a public body corporate and politic to be known as a "Community Redevelopment Agency." The Agency shall be constituted as a public instrumentality, and the exercise by the Agency of the powers conferred by F.S. Chapter 163, Part III shall be deemed and held to be the performance of an essential public function.

The City of Delray Beach City Commission established the Delray Beach Community Redevelopment Agency on June 18, 1985, with the adoption of Ordinance 46-85. The organizational structure of the agency was also established at that time. It consists of a board of seven members appointed by the City Commission. The term of office of the board members is four years. A vacancy occurring during a term is filled for the unexpired term. The provisions of Ordinance No. 46-85 have been codified in Article 8.1 of the City's Land Development Regulations.

III. Powers of the Community Redevelopment Agency

As authorized by the Community Redevelopment Act, a wide variety of powers are available to the City of Delray Beach to carry out redevelopment activities. While most of these powers may be delegated to a Community Redevelopment Agency, others may not. These powers, which continue to vest in the City Commission, are as follows:

- The power to determine an area to be a slum or blighted area and to designate such an area as appropriate for community redevelopment;
- The power to grant final approval to community redevelopment plans and modifications thereof;
- Prior to the approval of the community redevelopment plan or approval of any modifications of the plan, the power to approve the acquisition, demolition, removal, or disposal of property and the power to assume the responsibility to bear loss;
- The power to authorize the issuance of revenue bonds.

The powers which the City Commission has chosen to delegate to the Delray Beach Community Redevelopment Agency under City Ordinance No. 46-85 include the following:

- The power to acquire property deemed necessary for community redevelopment, except that the use of eminent domain (for public purpose) shall require specific approval from the City Commission;
- The power to hold, improve, clear, or prepare any acquired property for redevelopment;
- The power to dispose of property acquired within the community redevelopment area for uses in accordance with the plan;
- The power to construct improvements necessary to carry out community redevelopment objectives;
- The power to carry out programs of repair and rehabilitation;

- The power to plan for and assist in the relocation of persons and businesses displaced by redevelopment activities;
- The power to receive and utilize tax increment revenues to fund redevelopment activities.

In 1992, the City Commission adopted City Ordinance No. 17-92 which delegated the following power to the CRA:

- The powers to appropriate such funds and make such expenditures as are necessary to carry out the purposes of the Community Redevelopment Act of 1969.

Other powers authorized by the Act but which the City Commission has elected **not** to delegate to the Agency are:

- The power to zone or rezone any part of the city or make exceptions from building regulations;
- The power to close, vacate, plan, or re-plan streets, roads, sidewalks, ways or other places and to plan or re-plan any part of the city.

- **The Community Redevelopment Area**

Pursuant to State Statutes, a community redevelopment area must be a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly. The City of Delray Beach Community Redevelopment Agency generally consists of the older central core of the city which had become deteriorated due to age, obsolescence, and the lack of investment. While parts of the area have been revitalized as a result of community redevelopment efforts over the years, many areas still suffer from blighted conditions. Unfortunately, a deteriorating area is self propagating, and as conditions worsen, residents and private businesses become less willing to put financial resources into the area. It is this cycle which severely limits the ability of private enterprise to stop the spread of slum and blight without public assistance.

A "*Finding of Necessity*" for the initial 1,812 acre Delray Beach Community Redevelopment Area was adopted by City Commission Resolution No. 32-85 on May 14, 1985. A "*Finding of Necessity*" for an additional 103 acres, located along North Federal Highway, was adopted by City Commission Resolution No. 47-87 on November 24, 1987, and the Community Redevelopment Area was thus increased to its current size. The overall boundaries of the Community Redevelopment Area are shown graphically in Figure 1 and by legal description in Appendix "A." A copy of each "*Finding of Necessity*" is found in Appendix "B." In 1995, as a result of an eminent domain taking, the CRA received a favorable Appellate Court ruling in the Fourth District Court of Appeals stating the validity of the Necessity of Finding of 1985.

V. The Community Redevelopment Plan

All public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing must be in accordance with a redevelopment plan which has been approved by the City Commission. Like the City's Comprehensive Plan, the Community Redevelopment Plan is an evolving document which must

be evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives. All redevelopment financed by tax increment revenues shall be completed no later than thirty (30) years following the adoption of this amendment to the plan. This Plan was adopted by City Ordinance on September 16, 2014.

PART TWO: EXISTING CONDITIONS

I. General Description of the Community Redevelopment Area

A. Existing Land Use

Existing land uses in the Community Redevelopment Area follow patterns of historical development activity, and the requirements of existing and past zoning districts. There are approximately 1,961 acres of land within the Community Redevelopment Area, including public rights-of-way. A generalized pattern of existing land use is depicted in Map H (see Appendix "D").

Overall, the single largest land use within the CRA is residential. The majority of the residential development is comprised of single-family detached dwellings in older neighborhoods. Starting in the late 1990's the City began to experience a surge in new residential projects in the Central Business District and the surrounding areas. Most of these developments consisted of owner-occupied townhouse style product; however, by 2005, that trend began to diversify with rental apartments, lofts, and luxury condominium units. While some of those projects were put on hold during the recent downturn in the housing market, new projects are currently planned for construction, including multistory projects north and south of Atlantic Avenue.

Commercial uses within the redevelopment area have generally been clustered around the Atlantic Avenue and Federal Highway Corridors. In the Central Business District retail activities are concentrated primarily along Atlantic Avenue and N.E. 2nd Avenue (Pineapple Grove Way), while general business, office, and other commercial uses extend north and south along and adjacent to the Swinton Avenue and Federal Highway corridors. The main retail shopping and dining district extends along Atlantic Avenue between Swinton Avenue and the Atlantic Ocean. Pineapple Grove Way has historically contained more neighborhood oriented businesses such as a grocery store, drugstore and post office, but has recently developed into an emerging arts district. Several recent redevelopment projects transformed this corridor into a retail shopping and dining destination, with more than three hundred new residential units constructed. In addition to food and beverage establishments along Pineapple Grove Way, a number of artist galleries and studios have sprung up as well as a significant beauty and spa cluster. Another evolving commercial district is in the area of West Atlantic Avenue and NW/SW 5th Avenue, where new ethnic restaurants and shops are emerging to serve local residents as well as the wider population. The area south of Atlantic Area and north of SE 2nd Street, from SE 1st and SE 5th Avenues has come to be known as "SOFA" (South of Atlantic). Several multi-family residential projects have recently been approved for this area. The North and South Federal Highway corridors have yet to develop a brand or cohesive image, and remain as a mix of commercial and residential projects that tend to function independently of each other.

Light industrial uses can be found scattered throughout the CRA district. One small area in the southwest corner of the CRA district is zoned for light industrial uses; however, development potential is limited since it is located within a well field protection zone. Another area is concentrated along the FEC railroad corridor in the downtown. Several light industrial type uses that had previously been nonconforming became conforming in 1995 with the creation of the CBD-RC (Central Business District-Railroad Corridor) zoning district. This district defined the boundaries of the industrial area, expanded the list of permitted uses and included several special regulations dealing with overhead garage doors and outside storage. In addition, a small industrial area consisting of only a few properties exists at the north end of the CRA area,

adjacent to Gulfstream Boulevard. Development potential is limited due to its small size and location adjacent to a residential area. In 1997 the City created an overlay zoning district for a portion of the General Commercial property situated on Federal Highway, between NE 14th Street, Dixie Highway, North Federal Highway, and the City's northern boundary. The district allows (under special conditions) uses such as light manufacturing, but it must be accompanied by a retail showroom component. The change in the land use regulations was a result of an in-depth study of the area and a need to allow special light industrial into the near-downtown area.

Institutional and Recreational land uses are located throughout the residential neighborhoods of the CRA. Among these are three public schools, numerous churches, City Hall, the Public Safety (Police) complex, the South County Courthouse, the City's Public Works complex, the library, City Tennis Center, Community Center, and several public parks (see Appendix "D", Map H.)

The majority of the vacant land within the Community Redevelopment Area is in individual building lots located within existing residential neighborhoods and vacant land along West Atlantic Avenue. The CRA and the City have over the past twenty years been using the vacant lots for new home construction in order to assist in stabilizing the neighborhoods. The CRA has been assembling properties along the West Atlantic commercial corridor for redevelopment primarily by private entities.

B. Existing Housing and Population

The 2010 Census of Population and Housing indicates the Redevelopment Area contains approximately 6,339 housing units, with a resident population of approximately 13,450. A breakdown of total housing units and population by geographic sub-area is provided in Table 2-1 Part Two, Section Three of this Plan. The overall racial composition of the Community Redevelopment Area is 35.2% white, 59.5% black and 5.3% other. It should be noted; however, that there is considerable variation in these percentages within different neighborhoods of the Community Redevelopment Area.

C. Existing Traffic Circulation

Overall, the street system within the Redevelopment Area can be summarized as a symmetrical grid. The local streets define a system of rectangular shaped blocks with the longer block dimension oriented to the north and south.

Major north/south arterial roadways include SR A-1-A, US 1, and I-95. SR A-1-A is presently two (2) lanes along its entire length with turn lanes at selected points. US-1 has separate 3-lane one-way corridors for northbound and southbound travel. On-street parallel parking is provided adjacent to the outside edge of each corridor. I-95 is a major expressway forming the western boundary of Redevelopment Area. The interchange of I-95 with Atlantic Avenue establishes this location as the western entrance to the downtown area.

Atlantic Avenue is one of two principal east/west arterials in Delray Beach. The western portion of this roadway is presently built as a 4-lane facility with on-street parallel parking. Traffic signals occur at every other block along this section. Within most of the central core district, the roadway narrows to a 2-lane design and virtually every intersecting roadway is signalized. Parallel parking is provided throughout much of this area. East of East 5th Avenue (Southbound US1), Atlantic Avenue widens to a 4-lane undivided design with parallel parking.

Improvements have been completed to the final leg of four lane divided roadway of West Atlantic Avenue from SW/NW 5th Avenue to Interstate 95, including a major gateway design between SW/NW 12th Avenue and Interstate 95.



The Community Redevelopment Area's traffic circulation system also includes several collector facilities including Swinton Avenue, West 5th and 8th Avenues, East 2nd Avenue, and both North and South 1st Streets. Additionally, NE and SE 1st Street, between Swinton Avenue and US 1, operate as a downtown bypass system taking some of the traffic congestion off of Atlantic Avenue. Recently, NE 1st Street was changed to a two-way street in order to assist drivers seeking destinations and parking in Pineapple Grove. NW and SW 2nd Streets were recently improved pursuant to the recommendation in the Downtown Master Plan that they become viable east-west alternatives to West Atlantic Avenue. The improvements include new sidewalks, paving, historical markers, and lighting.

The planned improvements to North and South US 1 commenced in 2013. The concept is to beautify US 1 and make it safer and more pedestrian friendly by slowing the automobile traffic down. The first two blocks north and south of Atlantic Avenue will feature wider paver brick sidewalks with street lighting. The concept is to extend the ambiance of Atlantic Avenue to Federal Highway. From South 10th Street to North 8th Street (George Bush Blvd.), US 1 will feature bike lanes, on-street parking, where possible and new sidewalks and street lighting.

D. Downtown Parking

While on-street parking has historically and symbolically served downtown Delray Beach well, off-street parking lots have been constructed to serve the additional parking needs of shoppers and employees in this area. A total of 4,388 parking spaces were noted in a 1989 study of the 25 block downtown Atlantic Avenue core, which included both privately and publicly operated parking facilities. In the time since, 1,989 additional public spaces have been constructed. A study published in 2003 in connection with the Downtown Master Plan indicated a weekday shortage of nearly 680 spaces in the Central Core area and a weekday shortage of 319 spaces in the West Atlantic area. The shortages were even more pronounced on weekend evenings, when the restaurants and entertainment venues experience high volumes. In 2004, a 355-space parking garage was constructed with County, City, and CRA funds to serve the courthouse and library. In December 2006, the City Commission adopted the Parking Master Plan, which provided a comprehensive approach to address the City's parking challenges. In 2007, two City parking garages were completed (Federspiel Parking Garage & Old School Square), which provide over 700 spaces to the downtown area. In 2010, a Parking Management Plan was completed to address parking demand in the downtown area. At that

time, the public parking inventory was approximately 3,300 spaces. Since the study was completed, approximately 140 spaces were added to the public parking inventory. In 2013, the CRA and City studied the feasibility of constructing an additional garage on the existing City-owned parking lot on SE 6th Avenue between Atlantic Avenue and SE 1st Street (Gladiola Parking Lot). Based on the alternatives provided within the study, the CRA Board and City Commission selected the parking garage design with approximately 280 parking spaces and with ground floor retail. In addition, as a result of neighborhood meetings in preparation of the 2014 CRA Amendment, some beach residents have suggested adding more public parking for tourists and customers of the beach restaurants in order to mitigate the intrusion of parking in the adjacent neighborhoods.

Parking management is a priority of the CRA since parking demand has increased dramatically over the last ten years with the increase in restaurants and retailing and tourism. The City installed individual parking meters in parking spaces on A-1-A many years ago and added meters to East Atlantic Avenue between A-1-A and the Intracoastal Waterway during the mid-1990s. Several parking studies have recommended a revenue collection system along East Atlantic Avenue but the City Commission has not yet approved such a measure.

II. General Housing Conditions

In conjunction with the preparation of the 1996 Comprehensive Plan Evaluation and Appraisal Report (EAR), the City conducted a visual survey of its current housing stock. Residential neighborhoods were classified as to the overall appearance and condition of the structures and infrastructure (See Figure 1: Residential Neighborhood Categorization Map). The classifications and their applicable descriptions are as follows:

- Stable—No apparent signs of physical or other decline; no improvement needed.
- Stabilization – Appearance of minor code violations and maintenance problems; some improvement desired.
- Revitalization—Evidence of decline in condition of structures and yards; increase in crime; property values stagnant or declining.
- Rehabilitation—Numerous code violations; deteriorated and non-maintained structures; high level of absentee ownership; significant crime problems; large number of vacant lots.
- Redevelopment—Lack of basic infrastructure; incompatible mix of land uses; numerous substandard structures and vacant lots.

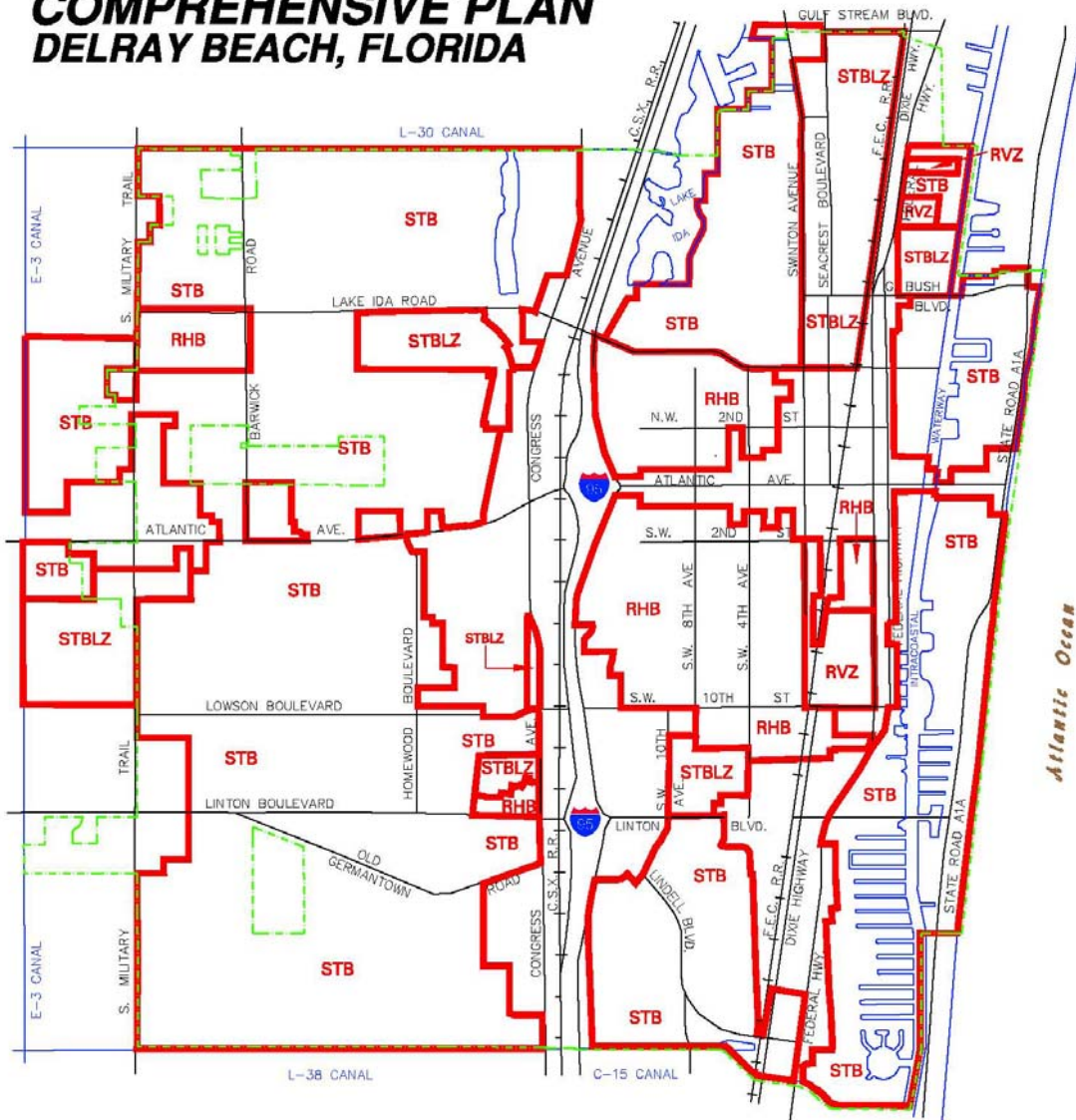
The CRA boundaries are shown in the shaded area on the Residential Categorization Map. It is evident from this map that the vast majority of neighborhoods designated as Revitalization, Rehabilitation, and Redevelopment are located within the CRA district. Conditions have improved in some of these neighborhoods in the time since the categories were applied, however, there remains a need for concentrated efforts to upgrade the housing stock in those areas marked as Rehabilitation and Redevelopment. Pursuant to objectives and policies contained within the Housing Element of the City's Comprehensive Plan, these areas are to receive the greatest priority in terms of capital improvements, code enforcement, housing rehabilitation assistance, and social programs. It is a major objective of the City to eliminate all substandard housing conditions within its jurisdiction. To accomplish this objective, the City and the CRA must work together to develop programs aimed at maximizing the impact of public expenditures to leverage private investment in the area.

While a great deal of progress has been made by the city in eliminating the signs of deterioration, the cycle of decline is still present, particularly in the southwest neighborhoods of West Atlantic Avenue, and cannot be reversed without a major effort on the part of the public sector, individual homeowners and private enterprise. In 1994, the City, CRA, and other organizations created a housing partnership, "The Renaissance Program," for the purpose of developing a housing program to eliminate deteriorating conditions and building new, affordable housing in these neighborhoods. This program provided more than 170 homes for first time low to moderate income homebuyers. The growth that Delray Beach has experienced in recent years has resulted from the redevelopment of the older neighborhoods as well as the influx of residents into new areas of the City. In order to provide and maintain an adequate supply of permanently affordable housing for families that work within our community, the CRA collaborated with the City and the Housing Authority to create the Delray Beach Community Land Trust (DBCLT) in 2006. The CRA has been a major sponsor of the DBCLT, providing property and funding for staffing and operations. The CRA has also purchased a number of deteriorated multi-family buildings with the intent of redeveloping and upgrading them for affordable housing purposes. Construction and renovation of several buildings have been completed (La France Apartments, Carolyn Quince Court, and Palm Manor Apartments on SW 9th Avenue), which provides affordable housing for elderly residents (60 years and older) as well as families.

Redevelopment efforts continue along SW 12th Avenue which is considered to be the main entranceway to the Southwest Neighborhood from West Atlantic Avenue. In 2011, the CRA issued a Request for Proposal for three (3) duplex structures located on the west side of the 200 block of SW 12th Avenue. This RFP resulted in the complete renovation of one duplex structure by the Delray Beach Housing Authority and demolition and replacement with new construction of two (2) single family homes by Habitat for Humanity of South Palm Beach County. Most recently in August 2011, the CRA purchased five (5) duplex structures located along the east side of the 200 block of SW 12th Avenue that were in foreclosure to rehabilitate into more affordable housing opportunities. In 2013, the renovation of the duplexes was completed.

More progress has been made to improve the deteriorating housing stock when the Delray Beach Housing Authority partnered with a developer to build a 253 unit development on the land once occupied by the blighted Carver Estates public housing project. The 15 acre housing development was awarded an allocation of 9% Low Income Housing Tax Credits by the Florida Housing Finance Corporation in 2012 and the project is currently under construction. The CRA committed funding to redevelop the property in the form of a \$100,000 grant for the family rental phase of the development and a \$2.7 million loan for the senior housing phase. The program and housing development is discussed more fully in Part Four of this Plan.

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



GRAPHIC SCALE
MILE

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT
MARCH 2008

RESIDENTIAL NEIGHBORHOOD CATEGORIZATION MAP

MAP #22

<p>LEGEND: STB – STABLE</p> <p>STBLZ – NEEDING STABILIZATION</p> <p>RVZ – NEEDING REVITALIZATION</p>	<p>RHB – NEEDING REHABILITATION</p> <p>CITY LIMITS – - - - -</p>
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HO-22

FIGURE 1: RESIDENTIAL NEIGHBORHOOD CATEGORIZATION MAP

III. Geographic Sub-Areas

Within the Community Redevelopment Area, there are considerable variations in the degree of deterioration, land use patterns and existing socioeconomic conditions. In order to develop an effective plan which is cognizant of these variations, the CRA has been divided into eight distinct geographic sub-areas (see Figure 2) each requiring a different redevelopment strategy. In addition to addressing underlying problems and capitalizing on area opportunities, associated redevelopment strategies focus on maintaining and enhancing major assets which provide positive contributions to the redevelopment effort. Physical features, (e.g. landmarks, barriers, activity centers, etc.), within each sub-area are also considered, since they have a significant influence upon specific urban design decisions which may impact overall redevelopment strategy.

The eight geographic sub-areas and their major characteristics are shown graphically in Table 2-1. Note: These sub-areas differ slightly from those included in previous versions of the CRA Plan. The neighborhoods north and south of W. Atlantic Avenue were listed as sub-area #4 – Residential Core and the industrial area at I-95 and SW 10th Street was listed as sub-area #8 – I-95/SW 10th Street. Since the residential area south of W. Atlantic Avenue (Southwest Neighborhood) and the industrial area are included in the Southwest Area Neighborhood Redevelopment Plan, these areas are now depicted as sub-area #8 and the residential area north of W. Atlantic Avenue is depicted as sub-area #4 – Northwest Neighborhood.

TABLE 2-1: GEOGRAPHIC SUB-AREAS						
	Sub-Areas	Areas (acres)	Housing Units*	Residents*	General Land Use	Zoning
#1	Beach Area	69	576	420	Commercial/Residential	CBD, CF, RM
#2	Central Core	264	1,279	1,502	Commercial/Residential	CBD, CBD-RC, OSSHAD, RM, CF, OSR
#3	West Atlantic Avenue Neighborhood	187	454	992	Commercial/Government/Residential	CBD, CF, OSSHAD, R-1-A, RM, OS
#4	Northwest Neighborhood	250	624	1,695	Residential	R-1-A, CF, OS, OSR
#5	North Federal Highway	205	604	909	Commercial/Residential	CBD, GC, AC, PRD, R-1-A, RL, RM
#6	Northeast (Seacrest/Del-Ida) Neighborhoods	260	743	1,666	Residential	R-1-A, R-1-AA, RL, RM, CF, MIC, RO, NC
#7	Osceola Park	170	434	1,327	Light Industrial/Commercial/Residential	CBD, CBD-RC, AC, GC, CF, R-1-A, RM, OSR
#8	Southwest Neighborhood	556	1,625	4,939	Residential/Industrial	CF, LI, I, RO, R-1-A, RM, OSR
	TOTALS	1,961	6,339	13,450		

Note: * Housing units & Residential counts from Census 2010 SF1 100% Data

GEOGRAPHIC SUB-AREAS COMMUNITY REDEVELOPMENT PLAN

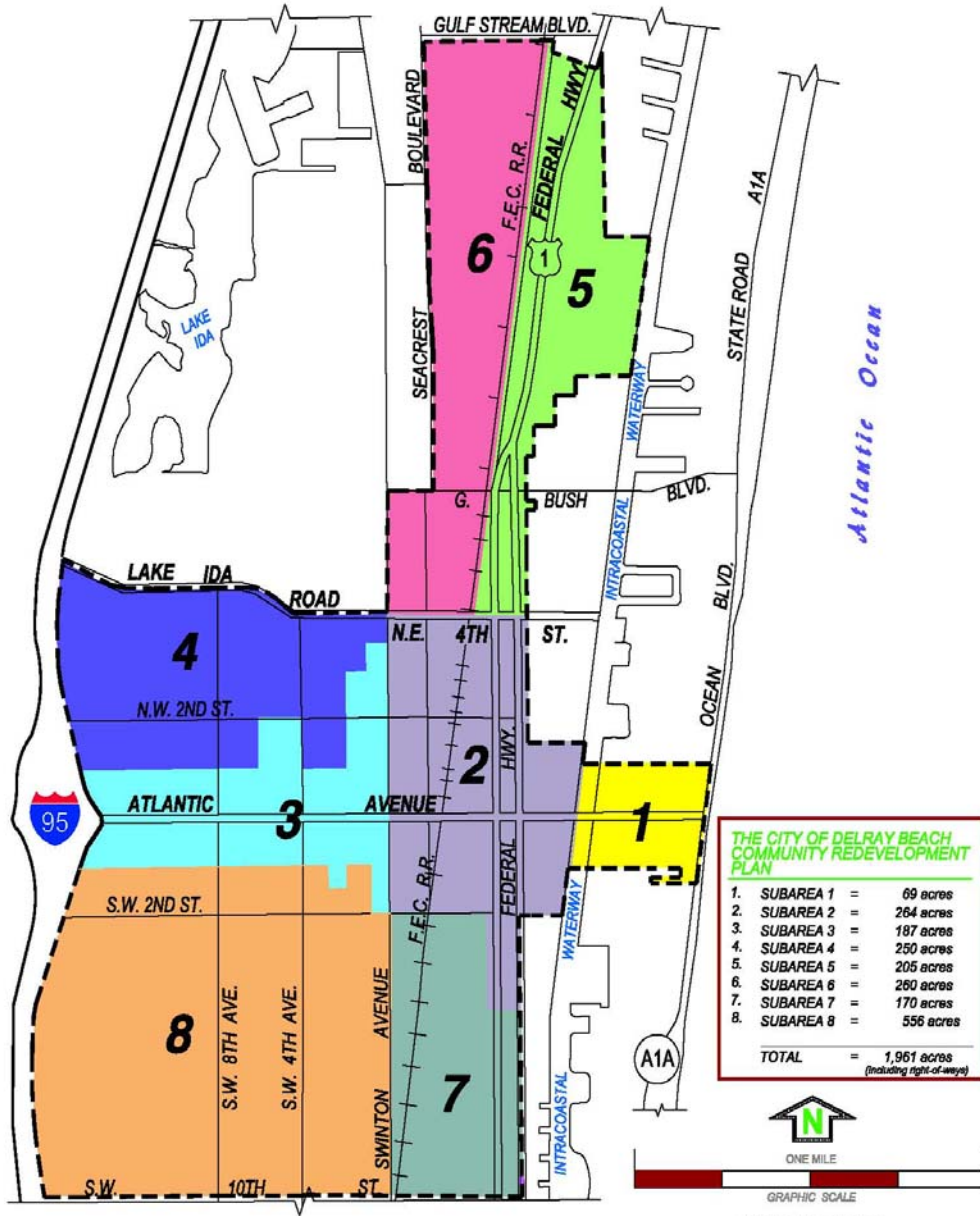


FIGURE 2: GEOGRAPHIC SUBAREAS, COMMUNITY REDEVELOPMENT PLAN

Another significant factor in the development of effective sub-area redevelopment strategies is the participation of community members. The success or failure of stabilization and redevelopment efforts is dependent upon the level of public support. Additionally, given the limited resources available for redevelopment, coordination between public and private efforts is essential to maximize efficiency and avoid duplication.

A detailed description of each of the eight geographic sub-areas of the CRA is provided below. Each description provides an overview of existing conditions, including a list of major physical features, institutions, and developments located within the sub-area.

A. Sub-Area #1: “The Beach District”

This sub-area, containing approximately 69 acres of land, consists of several condominiums as well as resort hotels and businesses which focus on tourist activity and the beach. The commercial area along Atlantic Avenue is, with few exceptions, limited in depth to the frontage buildings. Along SR A-1-A, business uses are limited to the Marriott Hotel on the north side of Atlantic, and a few restaurants, shops, and small hotels on the south side. With the exception of the major hotels and some older nonconforming condominium buildings, development is at or below the 48 ft. height limit. The CRA boundary lies on the west side of A1A.

While much of the commercial space fronts directly on the street, there are other instances where the storefronts and sidewalk are separated by parking lots or large stretches of landscaping. This condition, combined with the 4-lane, no-median condition of E. Atlantic Avenue in this area, make this part of the downtown less pedestrian friendly than the Central Core area.

Parking is in high demand in the area and all public parking spaces are metered. Public parking is located along the major streets, as well as in two shared surface lots: one at the Marriott Hotel on A-1-A and the other off of Gleason Street that the City leases from the First Presbyterian Church. There are additional public parking lots located south of the commercial area off of A-1-A, but the hours that these lots can be used are restricted and their distance from the shops and restaurants discourages heavy usage by business patrons. However, they have been utilized for valet parking, which helps alleviate some of the parking challenges.

This area has seen substantial private investment in building upgrades and expansions, with the conversion of the former Spanish River time share project to a Marriott Courtyards Hotel, renovation of the Bank of America and Waterways commercial condominium properties, construction of an upper level at Boston’s restaurant, the development of the luxury, 4-story Seagate Hotel at the southwest corner of Gleason Street and Atlantic Avenue, and recently the addition at the Marriott on A-1-A of 16 luxury rooms facing the ocean. The Downtown Master Plan includes recommendations for improving pedestrian safety and increasing parking availability in the area.

Major Physical Features:

- The Atlantic Ocean and the Beach to the east.
- Intracoastal Waterway to the west.
- Marriott, Marriott Courtyards and Seagate Hotels.

- First Presbyterian Church.
- 4 lane undivided Atlantic Avenue and two lane undivided A1A.

B. Sub-Area #2: “The Central Core”

This sub-area, containing approximately 264 acres of land, consists of the City’s central business district (CBD) and several fringe residential areas. The area, while primarily commercial in nature, contains a mix of residential, commercial and light industrial land uses. The retail/restaurant core is centered on Atlantic Avenue and Pineapple Grove Way.

The maximum building height allowed in this section of the CRA is 48’ except for limited areas where up to 60’ is permitted by conditional use. With the exception of a few mid-rise buildings, including the office buildings in Atlantic Plaza, the Town Square office building between the Federal Highway pairs, the mixed-use and condominium buildings in the Pineapple Grove district most of the buildings within the area are one to three stories in height. The tight massing of structures, particularly along Atlantic Avenue and sections of Pineapple Grove Way, creates a solid continuous facade of buildings typically associated with older downtown areas. The architectural styles are diverse, reflecting a downtown that evolved over decades.

The wide mix of businesses further reflects this diversity. From drug stores to designer wear, souvenir shops, ice-cream stores and water-view restaurants, the downtown area reflects a diversity of interests. The overall scale of the area is that of a small to a medium sized downtown which presents a strong sense of place to residents and visitors. As one of the few downtowns in South Florida to have retained its commercial focus, this area continues to serve as a true community center.

Renewal and redevelopment have been an on-going activity in the downtown area for a number of years. Minor renovations and rehabilitation have been ongoing since the mid-1990’s, followed by major redevelopment projects in more recent years. The Atlantic Avenue Beautification project, which upgraded the sidewalks, parking and landscaping in the Central Core area, was a major commitment by the City, CRA and DDA to revitalize the downtown business district and generate private reinvestment. Coordinated hardscape elements, such as lighting, benches and trash receptacles; specially paved widened sidewalks and street crosswalks and the street tree and landscape program make this stretch of Atlantic Avenue one of the most attractive downtown pedestrian corridors in the region. Similar beautification measures were subsequently implemented in the Beach District and West Atlantic area.

The downtown area has experienced tremendous growth, much of which has been in the area of new housing. The 33-unit Courtyards project and the 22-unit Town Square development, which were built in the late 1990’s, demonstrated that there was a strong pent-up demand for urban infill housing. Several other townhouse projects followed, primarily along the Federal Highway corridor, as well as the 160 unit Pineapple Village rental apartment complex. In recent years there has been a strong interest in mixed use projects that provide shops and restaurants on the ground floor and condominium units above. The new CityWalk and The Astor (former Creations site) on Pineapple Grove Way, Ocean City Lofts on NE 4th Avenue, and The Mark on SE 2nd Street, reflect this trend. The CRA redevelopment project, Worthing Place, a 218-unit, mixed-use, residential, rental apartment project, opened in 2011. In 2013, a new condominium/apartment rental project opened on NE 5th Avenue between 1st and 2nd Streets, after a slow completion due to a change of ownership. Several mixed-use, residential apartment projects were approved in the Downtown Core in 2013, and an area known as the SOFA (South of Atlantic) district has begun to emerge.

The FEC railroad corridor runs through the Central Core district, with more than twenty freight trains traversing the area on a daily basis. Until recently the uses abutting the railroad were commercial and light industrial in nature, and many had not been renovated in decades. With the advent of construction techniques that provide significant sound buffering, several new housing projects were approved that locate residential units in close proximity to the railroad. Recently, the housing market has cooled somewhat and not all of the approved projects are moving forward to construction.

Changes in the City's land development regulations enabled the increase in the density and scale that has helped the downtown to become more active and economically vital. In order to address concerns that the new development would overwhelm the traditional one and two story buildings in town, Design Guidelines were adopted to help to keep new construction compatible with the downtown's historic scale.

As with most traditional downtowns, street parking played the most important early role in providing convenient customer access. When the Atlantic Avenue streetscape improvements were planned, the critical importance of street parking was understood, and the parking was retained to the greatest extent possible. Increased parking demands created by the redevelopment activities, along with high property values, illustrate the importance of moving toward structured parking. In order to improve traffic circulation and enhance pedestrian safety, the Downtown Master Plan included recommendations to change the one-way bypass system (N.E. and S.E. 1st Streets) to two way traffic, and widening of the sidewalks along the Federal Highway pairs. As of the date of this plan amendment, conversion of NE 1st Street to two-way traffic has been completed. Conversion of SE 1st Street is scheduled to occur with completion of the Federal Highway improvements. Regarding the Federal Highway pairs, it was determined that temporary modifications would be installed to study the traffic impacts and determine if the changes would create severe traffic congestion. Installation of the temporary modifications was completed in 2008, and the lane closures reduced speeding and accidents without increasing travel times. Permanent improvements to the major corridor commenced in 2013 and will be completed in 2015.

Major Physical Features:

- The F.E.C. Railroad.
- The Intracoastal Waterway.
- Contains many historic sites/buildings including the Marina Historic District and Delray Beach Center for the Arts at Old School Square.
- Pineapple Grove Arts District.
- Bankers Row.
- Veteran's Park.
- Worthing Park on East Atlantic Avenue and Old School Square Park.
- East-West traffic circulation, "the bypass system".
- Federal Highway, split in pairs between SE 10th Street to George Bush Boulevard (NE 8th Street), more or less.
- Emerging district known as SOFA (South of Atlantic)

C. Sub Area #3: "West Atlantic Avenue Commercial Corridor"

This sub-area, containing approximately 187 acres, generally comprises a one-block (600') deep corridor on each side of Atlantic Avenue from I-95 to West 3rd Avenue. The second block of NW 5th Avenue neighborhood commercial area, located between NW 1st and NW 2nd Streets is also included in this sub-area, as well as the north half of the second block, south of SW 1st Street. When the CRA was first established, this area was characterized by older deteriorating commercial uses interspersed with vacant lots and vacant buildings. Existing businesses are primarily oriented to service the immediate neighborhood located on either side of Atlantic Avenue. The rear portions of the blocks fronting on Atlantic Avenue are predominantly residential in nature with units of both single family and multiple family designs. A large number of these are of relatively poor quality and require both minor and major repairs. As noted under "Major Physical Features", over time the City and County invested in the establishment of governmental uses.

A redevelopment strategy was put forth for the West Atlantic area in December 1988 and met with substantial citizen opposition. The strategy recommended acquisition and redevelopment of the entire area. Since this approach did not allow for the assimilation of existing businesses and housing into the program, it would have required massive displacement and relocation of primarily minority businesses and residents. This situation was clearly unacceptable to the residents of the area. In a counter proposal presented by the West Atlantic Property Owners' Association (WAPOA), it was recommended that redevelopment of the area be accomplished on a block-by-block basis and that commercial activity be generally limited to a depth of 300 feet from Atlantic Avenue rights-of-way. This strategy was accepted by the City and included within the City's Comprehensive Plan as an interim measure to guide land use decision-making prior to the creation of the West Atlantic Redevelopment Plan.

In 1993, the CRA organized the first phase of the planning effort for West Atlantic by inviting numerous community members to a series of organizational meetings to discuss the concept of developing a West Atlantic Avenue Redevelopment Plan. These meetings, which were facilitated by professional planners, resulted in the organization of a larger community based Steering Committee of over 50 people. The initial charge of this Steering Committee was to develop a process and strategy for the planning effort. The Steering Committee participants referred to themselves as "**Stakeholders**" in the resulting process which was termed "**Visions West Atlantic**". "Visions West Atlantic" was a forum for a series of community meetings which ultimately produced recommendations concerning redevelopment issues for West Atlantic Avenue. These recommendations formed the backbone of the redevelopment plan, which was adopted by the City in 1995. The plan holds the commercial zoning to the 300' limit on most blocks. Building heights are limited to 48' with a preference expressed for two- and three-story buildings.

A non-profit development corporation was created in 1998 called the West Atlantic Redevelopment Coalition, Inc. ("WARC"). The organization's Board consists primarily of property owners and business owners in the West Atlantic corridor. WARC advises the CRA and the City on any matter pertaining to West Atlantic, and has engaged residents and stakeholders in strategic planning initiatives for the corridor. WARC also markets and promotes the avenue by holding special events and contributing to festivals in the area through the Delray Beach Marketing Cooperative (DBMC).

In 2000 the CRA put out to bid 4.5 acres of land it had aggregated for redevelopment purposes. The successful bidder, Atlantic Grove Partners, consists of a partnership between a private development company (New Urban Communities) and two local non-profit agencies

(Delray CDC and TED Center). The resulting project consists of two 3-story buildings housing 20 condominium units and 46,000 sq. ft. of commercial space fronting Atlantic Avenue, with 55 townhouse units to the rear. The CRA provided subsidies so that 10 of the townhouses could be set aside for moderate income, first-time homeowners.

In 2002 the City adopted the Downtown Delray Beach Master Plan. A major objective of the plan was the unification of East and West Atlantic into a seamless downtown. The plan called for the creation of a “gateway feature” at I-95 and West Atlantic to signify the entrance to the downtown at that location. It also provided for public plazas, pocket parks, and streetscape improvements along West Atlantic and NW/SW 5th Avenues. Most of the projects identified in the plan are underway or have been constructed. In 2003 the CRA contracted with the engineering firm CH2MHill and Miami artist Gary Moore to develop a beautification plan for NW/SW 5th Avenue. The streetscape design completed in 2006, which includes colorful rough terrazzo sidewalks and bronze inlays, was developed in concert with residents and business owners of the area, and reflects the history of the avenue and the adjacent neighborhoods.

In June of 2004 the CRA contracted with the engineering firm of PBS&J and a team of local artists to design the Gateway Feature. The consultants held several workshops to obtain public input, and refined those ideas with the help of a focus group comprised of community leaders with expertise in the arts, construction, and/or design. In 2007, the design was endorsed by the CRA Board and City Commission, and final construction drawings were completed in 2010. Construction was completed in 2013. The artistic Gateway project has been received very positively.

The City and the CRA have invested substantially in the beautification of the West Atlantic Avenue corridor. In 1990, in order to improve the visual appearance of the corridor, the City developed a greenway program to landscape the vacant private lots fronting along the avenue. This program was very effective at improving the visual appearance of the corridor. Additional beautification, including streetscape improvements with paver block sidewalks, landscape nodes and street lamps, were constructed in 2003 with CRA and TEA-21 funds. The initial phase improved the blocks between West 1st and 6th Avenues. The beautification of the blocks between West 6th and 12th Avenues, began in 2010 and was completed in 2011.

In addition, in 2005, the CRA purchased three blighted properties along the NW 5th Avenue corridor (82, 133 & 135 NW 5th Avenue) with the intent to redevelop or renovate the buildings. Renovation of the building at 133 NW 5th Avenue has been completed providing long term affordable rental housing for families. Renovation of the mixed-use building at 135 NW 5th Avenue occurred in 2008, providing long term affordable residential and commercial space. In March 2007, the RFP submitted by the Delray Beach Housing Authority was selected for the redevelopment of the property at 82 NW 5th Avenue, which will house the authority’s offices. The Housing Authority is awaiting approval by HUD.

Other recent projects in the Commercial Corridor include the successful selection of a hotel developer to build a limited service business and traveler hotel on the corner of West Atlantic Avenue and SW 10th Avenue. The hotel, which is currently under construction, will be important to establish viable commercial real estate on the western end of the Avenue as well as provide jobs to local residents. In addition, a large assemblage (6.23 acres) of CRA land was offered in 2013 for redevelopment and a developer was selected to provide a mixed-use project (retail, office & residential rental units). The developer has been working with WARC and community representatives to ensure that the project includes businesses to serve the surrounding neighborhood and provides jobs for local residents.

Major Physical Features:

- I-95 Interchange including landscaped Gateway Feature
- City Administration Complex.
- Delray Beach Public Library.
- Fire Station Headquarters.
- South County Courthouse.
- City Police Headquarters.
- South County Courthouse parking garage.
- City Community Center.
- Municipal Tennis Complex with Stadium.
- Libby Wesley Plaza at West Atlantic and SW 5th Avenues
- Vacant land owned by the CRA.
- Highly visible and artistic Gateway entrance to the City.

D. Sub Area #4: Northwest Neighborhood”

This sub-area of approximately 250 acres is an area where many of the first African Americans pioneers settled. The area is primarily residential in nature containing approximately 643 dwelling units consisting largely of single family residences with some duplex and multiple family structures interspersed throughout. Building heights are limited to 35 feet but the majority of structures are single story. Overall, this area has seen an infusion of investment resulting in newer structures as well as renovations to historically significant structures. However, additional quality affordable housing and neighborhood improvements are needed.

The housing stock in this area is generally in better condition than the neighborhoods in Sub-area #8 to the south. The historic West Settlers District lies between NW 3rd and NW 5th Avenues, between MLK, Jr. Boulevard and Atlantic Avenue. The CRA established the West Settlers Advisory Board to oversee planning efforts and grant activities aimed at preserving the remaining historic homes in the district. In addition, the CRA purchased the historic La France Hotel on NW 4th Avenue to provide long term affordable senior housing. The building renovation and expansion were completed in 2007. The City and the CRA, in association with the nonprofit organization EPOCH, have restored the former home of Palm Beach County school principal Solomon D. Spady into a museum of African American history. Renovations to the Munnings Cottage (aka Susan Williams House) were completed in 2011.

In 1992, the CRA launched an affordable housing program in partnership with Palm Beach County, the City, the Community Financing Consortium, the TED Center, the Delray Beach CDC, and local builders. Through this program, The Renaissance Program, affordable single family homes were provided to income eligible first time homebuyers. The growth that Delray Beach has experienced in recent years has resulted from the redevelopment of the older neighborhoods as well as the influx of residents into new areas of the City. In order to provide and maintain an adequate supply of permanently affordable housing for families that work within the Delray Beach community, the CRA collaborated with the City and the Housing Authority to create the Delray Beach Community Land Trust (DBCLT) in 2006. The DBCLT has been

effective in selling fifty nine (59) single family homes and three (3) CODA Townhomes throughout the City of Delray Beach (3 townhomes, 4 single family sales through partnering with Habitat for Humanity), and 6 Neighborhood Stabilization Program (NSP) rehabilitated homes. Of the fifty nine (59) total homes sold, the DBCLT constructed forty six (46) new model homes since it was created.

Major Physical Features:

- S.D. Spady Elementary School
- Pompey Park
- Spady Museum
- The Achievement Center for Children & Families
- I-95 as western boundary
- West Settlers Historic District
- MLK Boulevard.

E. Sub-Area #5: "North Federal Highway"

This sub-area of approximately 205 acres is centered on the N. Federal Highway Corridor. The majority of the area was annexed to the City in 1988 as enclave #24. The City adopted a "Finding of Necessity" and the Community Redevelopment Area was amended in 1987 and 1989 to include most of this annexation area. The City paved streets and installed water and sewer service within the area in 1992. The remaining County enclaves, including the Delray Swap Shop, were annexed in 1994.

In general, the properties fronting on Federal Highway are used for commercial purposes. For many years this frontage was utilized for strip commercial and auto-oriented uses with little sense of order. Buildings may be up to 48' in height but most development in the area is single story. Up until the mid to late 1990's there were many commercial structures that, due to age and obsolescence, were poorly maintained or abandoned, creating a negative economic impact and blighting influence on the entire area. Homes within the residential areas were generally in poor condition and undervalued compared to other eastern neighborhoods in the City.

In 1996, a joint effort between the City of Delray Beach Planning Department and the CRA was launched to write a redevelopment plan for North Federal Highway. The plan called for creating a higher density (up to 18 units per acre) multi-family zoning district, an overlay district over a portion of the General Commercial which would allow, under special circumstances, light industrial uses, and a large beautification program. The residents in the area opposed the higher density components of the plan while the commercial interests largely supported it. The City and CRA revisited the plan in 1997. After a community wide planning charrette facilitated by the Treasure Coast Regional Planning Council, the provisions allowing for increased densities were eliminated, and in March of 1999 the City adopted the North Federal Highway Redevelopment Plan.

In the years since the plan's adoption, several blighted buildings were demolished and/or redeveloped, including the old Miller Dodge dealership, Arrow Trailer Park, and the Delray Swap

Shop. Two new high-end residential developments, The Estuary and Old Palm Grove, have been constructed in the area between Federal Highway and the Intracoastal Waterway. These developments have increased the property values of the older adjacent neighborhoods, and are helping to provide a local customer base for businesses along the highway. There are still several aspects of the plan that need to be implemented, including connector streets, pocket parks, and beautification of the neighborhood streets.

In February 2007, construction of the La Hacienda (pocket) Park was completed and followed by the beautification of Lake Avenues North and South, within the La Hacienda neighborhood, which was completed in 2008. Other improvements include a new roadway connection between North Federal Highway and Dixie Highway north of NE 14th Street, which was funded by the CRA. Future improvements in the area will include the recently approved townhouse project called St. George's on a 2-acre site on the east side of Federal. While there has been residential development, the viability of commercial along the corridor needs to be examined. The CRA has contracted with a private consulting firm to conduct an updated market assessment of the area.

Major Physical Features:

- Intracoastal Waterway as eastern Boundary for a part of the area.
- Acts as a northern "gateway" to the city.
- The F.E.C. Railroad is the western boundary for the area.
- U.S. 1 runs as a "spine" through this sub-area.
- Increasing residential development.
- Several automobile dealers and used car lots.
- Poor accessibility between the western neighborhoods and North Federal Highway.

F. Sub-Area #6: "Northeast Neighborhood "

This sub-area of approximately 260 acres is primarily situated between N.E. 2nd Avenue/Seacrest Boulevard and the F.E.C. Railway, north of 4th street. A portion of the area, located south of N.E. 8th Street is within the Del-Ida Historic District. In general, the overall sub-area is residential in nature; however, some low intensity professional office development is clustered within the southernmost portion and there is a small industrial zone located in the northeast corner. Building heights are limited to 35 feet but most development is single story. One public school, Plumosa Elementary School of the Arts is located at the north end of the Sub-Area on a portion of the former Atlantic High School site. Construction of a City-funded soccer complex on the easterly portion of the former Atlantic High School site was completed in 2008. The former Plumosa Elementary School, which is located within the Sub-Area, was temporarily used to house Galaxy Elementary School until a new Galaxy Elementary was completed in Boynton Beach, and most recently has served for School Board administration space. There are approximately 760 residential units within the area, consisting of single family, duplex and multiple family structures. Although the overall housing conditions are good, there are many structures throughout the area in need of major and minor repairs. The worst physical conditions in the area occur in several multi-family buildings on N.E 3rd Avenue, immediately adjacent to the railway. Most of the area has been identified as in need of stabilization and revitalization in the City's Comprehensive Plan.

In 1997, the City Planning Department, the CRA, and two homeowner associations met over a one-year period to devise the Seacrest/Del Ida Neighborhood Redevelopment Plan. The planning effort was one in which local government and residents successfully planned together in order to create a strategy to improve their neighborhood. The Plan resulted in the pledge by the public sector (CRA and City) to expend over \$2 million, and the residents, through a property assessment district, to expend \$1 million, for street improvements, construction of parking lots, beautification and a grant program. Most of the improvements have been implemented, including traffic calming, landscaping of the railroad corridor, drainage improvements, parking lots, tot lot, and establishment of grant programs for duplex conversions and beautification. In order to promote owner-occupancy and stabilization of the area, several blocks were rezoned so that multi-family development would no longer be possible.

In 2001, a local doctor and land owner completed a medical office building at 525 NE 3rd Avenue. The new project adds to the medical cluster on NE 3rd Avenue and NE 8th Street. The same doctor is contemplating in 2015 of construction of an additional medical complex on the northwest corner of NE 4th Street and NE 3rd Avenue.

As a result of the downzoning of multi-family to single family in the 1990s, the area has recently experienced a resurgence of new single family homes, particularly higher priced homes over \$500,000. The larger homes, over 2,500 square feet, are gradually changing the character of the old neighborhoods because of their size. The new buyers tend to be younger professionals.

Major Physical Features:

- The F.E.C. Railroad.
- New Plumosa Elementary School of the Arts on the former Atlantic High School site.
- Old Plumosa Elementary School, now Palm Beach County School Board administrative space.
- Seacrest Christian School and Church.
- Del-Ida Professional Office District.
- N.E. 2nd Avenue/Seacrest Blvd.
- Gulfstream Boulevard.
- Hilltopper Stadium and Seacrest Soccer complex

G. Sub-Area #7: "Osceola Park"

This Sub-Area of approximately 170 acres is generally situated between Federal Highway and the F.E.C. Railroad, south of the CBD. The Federal Highway frontage contains a mixture of low intensity commercial uses and auto related businesses. There is additional commercial/light industrial development adjacent to the railroad in the northwest section of the area. The central and southern portions of the area are single family residential in nature. The overall condition of housing is generally good south of SE 6th street, although there are many structures in need of maintenance and minor repairs. The northern portion of the sub-area (between SE 2nd St. and SE 5th St.) contains the structures in the poorest condition. This area has sandwiched a small area of residential development between deteriorating commercial land

uses. This portion of the sub-area has been designated a redevelopment area in the City's Comprehensive Plan. Building heights are limited to 35' for the residentially zoned areas and 48'- 60' in the commercially zoned sections. Little new development has occurred in the area over the past twenty years except for one CRA project in 1996 in which the CRA sold five lots to a local builder to develop new single family homes. Although the project was moderately successful, it did not encourage other new single family home development.

In 1998, the CRA and City agreed, along with the Osceola Homeowners' Association, to create a neighborhood plan to stabilize and improve the area. The City and CRA, with a grant from the State, conducted an historic building survey. On December 6, 2004, the City adopted the Osceola Park Redevelopment Plan, which will be jointly implemented by the City and CRA. The construction drawings have been completed and construction is anticipated to begin in 2008.

More recently the redevelopment of Atlantic Avenue and SE 1st and SE 2nd Streets with new housing projects is beginning to influence the northern edge of Osceola Park. Locals have coined a geographic moniker for the first two blocks south of Atlantic Avenue, calling it "South of Atlantic" or "SOFA." SOFA's boundaries are not well defined but the emergence of new housing indicates that redevelopment is moving south into Osceola Park.

Major Physical Features:

- F.E.C. Railroad.
- Currie Commons Park.
- Federal Highway Corridor.
- Haitian Business District

H. Sub Area #8: "Southwest Neighborhood"

This sub-area of approximately 556 acres in conjunction with the Sub-Area #4 (Northwest Neighborhood) contains the majority of the City's minority population. The area is primarily residential in nature containing approximately 1,625 dwelling units consisting primarily of single story single family residences with duplex and multiple family structures interspersed throughout, but concentrated primarily in the areas just south of Atlantic Avenue. The main public school within the Southwest Area is the recently completed Village Academy campus serving grades K-12. Other major institutional uses include Toussaint L'Ouverture High School for Social Justice, the Catherine Strong Park, the City's Public Works Complex and the Cemetery. In addition, this Sub-area consists of a light industrial area adjacent to I-95 and SW 10th Street (southwest corner), and two small areas zoned for office. The area immediately south of 10th Street, outside the CRA boundary, is light industrial in nature and sets the tone for this portion of 10th Street. Building heights are limited to 35' for the residentially and office zoned areas, and 48' for industrial and community facilities zoned areas. It is important to note that the light industrial portion of the sub-area is located within the impact area of the City's Series 20 well field. Any development or redevelopment in this area will be strictly regulated to ensure it does not degrade the City's potable water supply.

This Sub-area was addressed in the Southwest Area Neighborhood Redevelopment Plan, a citizen-driven plan that was adopted by the City in 2003. Overall, this area contains the bulk of the older, poorer quality housing within the city. The depressed economic status of a majority of the area's residents has made it difficult to provide adequate maintenance of housing

units within the neighborhood. As a result, in some pockets a substantial number of structures are in need of major repairs and rehabilitation. The plan calls for the revitalization and stabilization of the neighborhoods through street beautification, housing upgrades, pocket parks, and improvements to recreational and service facilities in the area. The plan also calls for the establishment of an inventory of affordable housing to ensure that existing residents will not be priced out of the neighborhood once the redevelopment takes hold.

One of the largest affordable housing developments in the City, "Auburn Trace & Villages at Delray", is located within the Southwest area. This 296 unit housing development was accomplished to provide affordable housing through a public/private cooperative effort. Another affordable housing project within the area is Allamanda Gardens, a 36 unit single family subdivision that was developed with County and City financial contributions. More recently, Swinton Gardens, an 11-unit affordable single family subdivision, was developed by the City at the northwest corner of Swinton Avenue and SW 10th Street.

In 2005, the CRA began acquiring two blocks of single family properties (20 lots total) in the Carver Square subdivision, pursuant to an acquisition plan that was approved by the CRA Board. The properties were the site of a former dumping area, and most of the houses that had been constructed on the lots have experienced significant structural damage due to major settlement of the soil. The CRA's plan for the area included resident relocation, demolition of the remaining structures, remediation of the soil conditions, stabilization of the site, and construction of new single family affordable housing. Acquisition and relocation of the residents as well as demolition of the structures has been completed. Soil remediation has also been completed- and ground water monitoring wells have been installed.

The City's only public housing project, "Carver Estates" was located within the southern section of the area. This 200 unit public housing development, owned and managed by the Delray Beach Housing Authority provided housing for the City's underserved residents for approximately two decades. The housing project was found to have structural problems of a severe nature that it would be more economical to replace the units than to repair them. In October 2005, Hurricane Wilma caused irreparable damage to Carver Estates and resulted in the City of Delray Beach condemning the public housing project which led to the subsequent demolition of all 200 public housing units in 2008.

In 2010, the Delray Beach Housing Authority partnered with a private tax credit developer to plan, develop and finance a new 253 unit mixed income development over the entire 18 acres of Housing Authority property. The development consisted of 84 units of elderly housing, 144 units of multi-family housing and 25 units of fee-simple single family housing. In June 2012, the mixed income development was awarded the highly competitive 9% Low Income Housing Tax Credit (LIHTC) from the Florida Housing Finance Corporation. The multi-family and elderly development is currently under construction with a completion date anticipated in the fall of 2015. The 25 unit fee-simple single family subdivision will begin construction once market conditions improve. The CRA committed funding to redevelop the property in the form of a \$100,000 grant for the mixed income rental phase of the development and a \$2.7 million loan for the elderly housing phase.

Major Physical Features:

- Allamanda Gardens & Carver Square Subdivisions.
- Auburn Trace Housing Development.
- Catherine Strong Center.

- Delray Full Service Center, including Toussaint L'Overture Charter High School.
- Village Academy – K-12 Public School.
- Village Square.
- City Public Works Complex.
- I-95 as the western boundary of the area.
- Series 20 wellfield in area.
- Municipal Cemetery.
- City Neighborhood Resource Center

PART THREE: ANALYSIS

I. Problems and Needs within Geographic Sub-Areas

The purpose of this section of the plan is to provide a list of problems and needs identified within each of the geographic sub-areas of the Community Redevelopment Area. These items are then addressed within the Community Redevelopment Plan through sub-area redevelopment strategies which include the implementation of specific programs and projects of the Community Redevelopment Agency, the City of Delray Beach or other governmental agencies operating within the Community Redevelopment Area.

A. Sub Area #1: "The Beach District"

Problems

- Existing business mix limits the marketability of the area.
- Lack of parking; tourists and beach customers parking in the surrounding neighborhoods.
- Development pattern places many businesses too far back from the street to be convenient to pedestrians.
- Pedestrian safety is an issue, especially at the intersection of A-1-A and Atlantic Avenue.
- Beach erosion is a threat to the local economy, and is costly to remedy.
- Pedestrianways and public facilities (showers, benches, gazebos, etc.) need to be upgraded.

Needs

- Increase potential for new mixed-use commercial development that fronts the street.
- Appropriate mix of uses (i.e. restaurants, shops, services) to serve both year round residents and hotel guests in the beach district area.
- Coordinated marketing strategy for Beach Area, Central Core and West Atlantic Area.
- Increased economic stimulation through private investment.
- Improved public transportation system, including the downtown trolley.
- More parking to accommodate the increase in business and residential use.
- Sidewalks and other improvements to the pedestrian system to enhance public safety.
- Continued use of Clean and Safe program to maintain the area.
- Improvements to Atlantic Avenue to beautify the entrance to the area.
- Implementation of Beach Master Plan improvements.

B. Sub-Area #2: " Central Core"

Problems

- Lack of user friendly parking system.
- Insufficient parking supply at peak times.
- Employees parking in best spaces on Atlantic Avenue.
- Back-out parking on some streets including NE 3rd Avenue between NE 3rd and NE 4th Streets, the location of an emerging arts cluster.
- Business mix does not include large scale employers.
- Land Development Regulations do not provide predictability to developers and residents.
- Limited open space areas such as pocket parks and plazas, especially in SOFA area.
- Veteran's Park is in a deteriorated condition.

Needs

- Improved mass transit system and wayfinding.
- More parking and parking that is better located to serve all areas.
- Parking management and parking revenue system.
- Final conversion of one-way bypass pairs (SE 1st Street) to two-way traffic.
- Mix of uses that include more office and retail uses to attract an employment base and shoppers.
- Expand employment opportunities to include larger-scale employers.
- Update Land Development Regulations.
- Adopt and implement master plan for Veteran's Park.
- Create small parks and plazas for public use.

C. Sub-Area #3: "West Atlantic Avenue Commercial Corridor Neighborhood"

Problems

- Some areas along West Atlantic Avenue (frontage) present a poor visual image.
- The area is seen as neglected by the residents.
- Lack of substantial private investment in new development in the area.
- Area contains vacant and under-utilized property.
- Convenience stores provide locations for loitering.
- Insufficient number of shops and services to serve the surrounding neighborhood.
- Lack of employment base in close proximity to residents.

- Perceived high crime rate on West Atlantic Avenue is a deterrent to shoppers, tenants, and investors.
- Some buildings sited as strip commercial and have curb cuts on West Atlantic Avenue.
- Tennis Center and Community Center have reached their economic life.
- Public buildings such as Police and Fire Headquarters, South County Courthouse, Tennis Center are set back from the avenue and/or have parking lots at the front, and interrupt the pedestrian flow.

Needs

- Provide a positive image at this entrance to the city center.
- Foster positive attitudes toward redevelopment efforts through continued incorporation of maximum citizen participation into the planning process.
- Provide employment opportunities for the residents of surrounding neighborhoods.
- Provide for increased opportunities for minority business ownership in the area.
- Provide for adequate neighborhood commercial shopping opportunities for the surrounding neighborhoods.
- Increase pedestrian and bicycle activity.
- Have housing and mixed-use buildings to provide new consumers to the area.
- Improve the pedestrian relationship of the Courthouse, Police and Fire Headquarters and Tennis Center with other uses on West Atlantic Avenue.
- Continued beautification of West Atlantic Avenue and side streets.
- Continued property acquisition and redevelopment by the CRA of blighted properties.
- Promote public art along the corridor (could incorporate themes represented in the Gateway Feature)

D. Sub-Area #4: "Northwest Neighborhood"

Problems

- A substantial number of housing units are in need of repair and rehabilitation.
- Title issues prevent the purchase and redevelopment of a number of vacant lots within the area.
- Parts of the overall area are visually blighted.
- There is considerable trash and debris on both vacant lots and occupied property within the area.
- Landscaping in some areas is insufficient and not well maintained.
- Lack of sidewalks prevents linkage to commercial area.

- Poor maintenance of rental properties creates blighted appearance and code enforcement issues.
- There is an inadequate supply of quality affordable housing.
- Lack of adequate lighting in the neighborhoods.
- Unimproved alleys are poorly maintained.

Needs

- New housing construction, especially affordable, is needed to eliminate the large number of vacant lots within the area.
- Existing good-quality affordable housing needs to be protected.
- The area needs additional landscaping, lighting, and better maintenance of existing landscaping.
- Additional sidewalks are needed to keep people, (especially children), from walking in the street and to enable residents to walk to work and shopping.
- Pocket parks should be provided, when supported by the community..
- Financial assistance should be made available to assist in the renovations and upgrades of buildings.
- Alleys should be paved when possible to improve traffic circulation and appearance. Where paving is not supported by surrounding community, the alley should be abandoned to adjacent property owners, as applicable.

E. Sub-Area #5: "North Federal Highway"

Problems

- Large vacant tracts, vacant buildings, and marginal businesses detract from the overall appearance.
- Land uses inconsistent and do not suggest a destination cluster.
- Housing in the neighborhoods off of Federal Highway is in need of maintenance and upgrades.
- Some residential streets are in need of signage and streetscape enhancements.
- High speed traffic on Federal Highway.
- Lack of lighting, sidewalks and landscaping along Dixie Highway.

Needs

- Continue to improve the visual appearance of the corridor.
- Continue to stabilize the residential neighborhoods to prevent further deterioration.
- Need to improve overall condition of older housing stock.

- Need to upgrade commercial development to existing code standards.
- Update the North Federal Highway Master Plan.
- Institute a marketing program to identify viable uses and encourage development in the corridor.
- Upgrade landscaping and lighting along Dixie Highway.
- Construct sidewalks along Dixie Highway.

F. Sub-Area #6: "Seacrest/Del-Ida Neighborhoods"

Problems

- Seacrest Boulevard needs to be improved.
- Some rental housing structures throughout the area still require maintenance and repairs due to their poor condition.
- Multi-family uses dominates the older, historic single family structures.
- Lack of sidewalks prevents linkage to other neighborhoods and commercial areas.
- High concentration of transient housing.

Needs

- The area needs support in its continued effort to maintain private investment.
- The area needs to be protected from decline due to lack of maintenance and repair.
- Rental property is in need of improvement.
- Home ownership efforts must be encouraged.
- CRA will acquire problem properties to encourage single family development.
- City needs to continue to explore opportunities to enhance transient housing regulations.
- Seacrest Boulevard Beautification

G. Sub-Area #7: "Osceola Park"

Problems

- Northern portion of the area contains residential properties sandwiched between commercial land uses.
- Many structures within the area are in need of maintenance and repair.
- Much of the area is located within a well field protection zone which limits the type of commercial and industrial redevelopment.
- The area has lost its stature as a quality housing area.

- The area is significantly impacted by cut through traffic as motorists look to bypass downtown traffic.
- Unimproved alleys are poorly maintained.
- Insufficient parking to support businesses.
- Businesses are in need of capital.
- Additional sidewalks are needed to keep people, (especially children), from walking in the streets and to enable residents to walk to work and shopping.

Needs

- Area needs to be protected from further decline due to blighting influences and lack of maintenance and repair.
- City's eastern water well field needs to be protected.
- Area needs higher proportion of owner occupancy.
- Area is in need of traffic calming efforts.
- Alleys should be paved to improve traffic circulation and access.
- Businesses need branding.
- Area needs higher proportion of owner occupancy.
- Encourage businesses to upgrade.

H. Sub-Area #8: "Southwest Neighborhood"

Problems

- A substantial number of housing units are in need of repair and rehabilitation.
- Redevelopment former Carver Estates to provide quality affordable housing.
- Title issues prevent the purchase and redevelopment of a number of vacant lots within the area.
- Parts of the area are visually blighted.
- There is considerable trash and debris on both vacant lots and occupied property within the area.
- Network of alleys is not complete and some roadways are in need of repair.
- Back-out parking from multi-family properties onto streets creates a traffic hazard.
- Landscaping in some areas is insufficient and not well maintained.
- Lack of sidewalks prevents linkage to commercial area.
- Some areas lack drainage.
- Poor maintenance of rental properties creates blighted appearance and code enforcement issues.

- Escalating land values have increased the pressure to create affordable housing.
- Inadequate supply of quality affordable housing.
- Southwest portion of the area is located within a well field protection zone which limits the type of commercial and industrial redevelopment.
- Much of the light industrial development is not built to current development standards.
- Landscaping in the industrial portion of the area is insufficient.

Needs

- New housing construction is needed to eliminate the large number of vacant lots within the area.
- Existing good-quality affordable housing needs to be protected.
- The area needs additional landscaping and better maintenance of existing landscaping.
- Additional sidewalks are needed to keep people, (especially children), from walking in the street and to enable residents to walk to work and shopping.
- Pocket parks should be provided, when supported by the community.
- Financial assistance should be made available to assist in the renovations and upgrades of buildings.
- Alleys should be paved when possible to improve traffic circulation and appearance. Where paving is not supported by surrounding community, the alley should be abandoned to adjacent property owners, as applicable.
- Need to protect the city's water wells.
- Need to upgrade and maintain the existing light industrial.
- Improved code enforcement.

II. Overall Needs within the Community Redevelopment Area

As opposed to specific needs identified within the various sub-areas of the Community Redevelopment Area, these "Overall Needs" are area wide in scope and encompass some of the more serious problems that are prevalent throughout the area and contribute to the overall state of decline.

A. Removal of Slum and Blight

The Community Redevelopment Area contains a substantial number of areas with deteriorated and deteriorating structures that are a detriment to the health, safety or welfare of area residents. The existence of these slum and blighted conditions contribute to the spread of disease and crime, decrease the tax base and substantially impair or hinder sound growth. The major charge of the Community Redevelopment Agency is the consistent removal of these conditions while subsequently preserving and enhancing the tax base of the Community Redevelopment Area. The CRA continues to acquire blighted properties and assemble

properties to encourage their redevelopment, primarily by the private sector. The CRA has issued Requests for Proposals (RFPs) to sell properties it has acquired for redevelopment purposes, resulting in new commercial and housing opportunities in the district. The CRA has also purchased blighted residential buildings and upgraded them for use as long term affordable housing units.

The CRA has also provided financial incentives to encourage upgrades to existing properties. In 1990, the CRA initiated the Subsidized Loan Program as an impetus for both residential and commercial improvements throughout the district. The program subsidized the interest paid by property owners who borrowed money from local financial institutions to improve their properties. The program was eventually discontinued and replaced by other programs that provide direct assistance for property upgrades, such as the Site Assistance Program, the Historic Façade Improvement Program, the Paint-Up and Signage Program, and the Curb Appeal Program, all of which have helped to stimulate private reinvestment in structures within the district.

B. Land Use

Delray Beach is primarily a residential community. Land uses within the City should be balanced so that the commercial, recreational and public service needs of its residents can be conveniently provided within the community. The Community Redevelopment Area contains a concentration of the city's poorer, less mobile populations, who are very dependent upon convenient, commercial and recreational facilities within their neighborhoods. There is a potential for redevelopment efforts to eliminate some of these facilities in favor of higher cost development. Several of the area-wide and neighborhood plans that have been adopted within the CRA district reinforce the importance of attracting neighborhood businesses and services in close proximity to the residential areas. The CRA is committed to implementing those plans and the direction in order to ensure that adequate facilities remain available to meet the needs of area residents. This will be accomplished through incentive programs that encourage small business development, provide capital for job creation, and make funds available for renovating or expanding neighborhood businesses. The CRA is also making a substantial investment in street beautification and lighting to help attract customers to the redevelopment areas. At the same time, in order to strengthen the residential areas, the CRA is committed to implementing the projects outlined in many of the adopted neighborhood plans, such as street beautification, affordable housing programs, and traffic calming measures.

C. Economic Development

The city's survival as a governmental entity is dependent upon the generation of adequate tax revenues to meet the service needs of its residents. Projects that increase the overall marketability of the city as a commercial, recreational and residential area will ultimately increase the tax base.

Slum and blight have a negative impact on the tax base of the city and are self-propagating. Although there is often a tendency to focus on individual redevelopment projects at the expense of resolving underlying problems in order to set the stage for redevelopment, the existing and planned CRA projects and programs stress the importance of both. The success of this community redevelopment effort is largely dependent upon the economic vitality of the area. The CRA's programs aimed at the elimination of slum and blighted conditions and improving the standard of living of its residents are intended to be catalysts for the revitalization of the entire

area. Additional projects and programs aimed at increasing job growth and generating pedestrian activity in the downtown complement the process by focusing on some of the underlying problems that originally resulted in slum and blighted conditions.

The CRA is committed to promoting economic development activities through its business development and site improvement grants; job creation incentives; infrastructure incentives to support new private development; land assembly efforts which make larger sites available for redevelopment purposes; and support of Chamber of Commerce, Business Development Board and City economic development initiatives.

D. Affordable Housing

In today's economic climate, a major problem for local government is the provision of sufficient affordable housing to meet the needs of its current and projected population. In general, the housing delivery system is driven by the private sector, which is a market driven system. The South Florida area has become an increasingly popular destination and the strong demand for housing has driven prices significantly upward, so that every city in Palm Beach County is struggling with the affordability issue. While the market has softened in recent years, prices are still beyond the reach of many households. Pressure remains on government to ensure that there is an adequate supply of housing to serve people of limited means. Local government can have an effect on the housing delivery process in a number of ways, such as by maintaining an adequate supply of buildable land, providing incentives and density bonuses to builders who create affordable housing, participating in the costs of infrastructure, reducing impact and other fees, or by taking an active role through actual construction and sale of housing units.

In conjunction with the adoption of the Downtown Master Plan the CRA examined the issue of housing affordability with a citizen's committee that was charged with researching possible alternatives and programs. The committee's priority recommendation to help mitigate the pressure on housing prices was the establishment of a Community Land Trust (CLT) which would keep the resale cost of units owned by the trust below market value. The CRA hired a consultant in CLTs to help establish one locally, and worked with the City, the Delray Beach Housing Authority, and community leaders to establish the Delray Beach Community Land Trust (DBCLT). The CRA provides operating funds to the DBCLT, and both the CRA and City have donated land to the program for new, long-term affordable housing. The CRA also worked with City staff and officials to create the Family Workforce Housing Ordinance, which provides density bonuses to developers who provide affordable housing. The CRA works closely with the Delray Beach Housing Authority which delivers affordable housing to households with Section 8 certificates as well as those under 50% of median income. The CRA is providing a \$100,000 grant and \$2.7 million loan to the Housing Authority's Village Square affordable housing community for families and seniors.

In addition, the City of Delray Beach is a provider of affordable housing units through the successful implementation of the Neighborhood Stabilization Program (NSP). Under the administration of the Community Improvement Department/Neighborhood Services Division, NSP funds and CRA funds were used to acquire, rehabilitate, dispose of foreclosed homes and homeownership assistance to qualified homebuyers/renters of very low-, low- and moderate income households. These properties were located within and spread throughout the Community Development Block Grant (CBDG) boundary. To date, the City has successfully acquired and rehabilitated a total of 26 units through NSP funding.

The role of the CRA in this process has been and will continue to be one of active participation. Through programs that improve the overall area, provide financial opportunities to area residents to improve their living conditions, or by creating incentives for additional private investment in the area, the CRA has encouraged the improvement of existing housing throughout the district as well as the creation of new affordable units.

E. Downtown Housing

The survival of retail in the downtown is directly linked to the number of local consumers supporting the market. Downtown housing comes in different forms, single-family housing, town homes, apartments, and condominiums. Successfully renewed downtowns have the important element of housing, particularly housing for young professionals, young retirees, and downtown employees. These residents become strong supporters of local businesses and, in turn, local businesses are able to improve and expand their goods and services. In recent years the downtown has seen a surge in growth in downtown housing projects, which has begun to address the lack of this important downtown element.

The CRA has supported changes in the City’s Land Development Regulations which have encouraged the establishment of new residential housing in the CBD areas. In addition, downtown housing was a major component in two redevelopment projects that were part of CRA-issued RFPs: Worthing Place and Atlantic Grove. Continued growth in downtown housing will help ensure that a strong downtown providing varied products and services can be enjoyed by all of the residents of the City. These improvements will provide the stimulus and sustainability that the downtown needs to maintain its vitality.



Atlantic Grove



Town Square

F. Infrastructure

The provision of support infrastructure and community services is primarily the responsibility of the City. However, the CRA has committed to funding part or all of several infrastructure projects that are called for in many of the adopted redevelopment and neighborhood plans. These improvements include modifications to the traffic circulation system, pedestrian safety enhancements, streetscape projects, and the provision of parking. Parking is an important infrastructure improvement that is a requirement for successful downtowns. Other infrastructure improvements may be used by the CRA as incentives to secure private sector redevelopment.

G. Recreation and Cultural Facilities



The CRA is involved in numerous projects that will expand and enhance recreation and cultural facilities in the district. The CRA facilitated the expansion of the Old School Square campus onto the parking lot that the agency previously owned, and participated in funding the construction of the parking garage to replace the spaces in the lot. The CRA also committed to funding some of the Delray Beach Center for the Arts at Old School Square's operational costs, in order to ensure that the facility can keep user fees low for nonprofits and community groups. The CRA has also committed substantial funding to establish the S.D. Spady Cultural Arts Museum (photo to the left), which focuses on the history of African Americans in South Florida. The CRA also provides ongoing administrative assistance to the museum to provide programs and exhibits that attract visitors to this redeveloping area of NW 5th Avenue. The CRA helped pay off debt service for the establishment of the tennis stadium at the downtown Tennis Center and provides sponsorship dollars. This facility has hosted major tournaments and generated a great deal of economic activity for downtown restaurants, shops, and hotels. The CRA also contributed funding for the establishment of the new public library in the 100 block of the south side of West Atlantic Avenue. The relocation of this facility to West Atlantic area has been a major catalyst to the redevelopment of the western edge of the downtown, as it attracts more people and activities to venture west of Swinton Avenue. The library is run by a nonprofit board and depends heavily on public funds and private donations. Reductions in property tax revenues led the City to cut back on its funding, and the library proposed significant reductions in operating hours and services to adjust to the shortfall. In order to ensure that the facility maintains its former level of activity the CRA agreed to provide the additional funding that is needed for ongoing operations. With CRA funding the library is able to open on Sundays, a time vital for young patrons to conduct research and study.

The CRA has funded two new cultural facilities, the Arts Garage and the Arts Warehouse. The non-profit, Creative City Collaborative, receives funds from members, the CRA, and other foundations to operate a highly successful off-Broadway theatre and a music series, specializing in jazz and contemporary music and arts education programs. The CRA is having plans prepared to convert the 15,000 square feet Arts Warehouse to a visual arts and business incubator.

The CRA is also working with the City on the provision of pocket parks and public plazas as called for in the Downtown Master Plan and the Southwest Neighborhood Plan. These facilities, along with the planned recreational program identified the City's recreation master plan, will be adequate to meet the needs of area residents.

III. Market Conditions and Development Potential

Between 2000 and 2010, Palm Beach County experienced a growth rate of 16.7% with a net population increase of 188,943 people. In addition to the resident population of 1,320,134 people, an additional 143,837 people make Palm Beach County a seasonal destination. Delray Beach grew 0.83% from 2000 to 2010, adding only 502 residents to its population of permanent residents. By 2012, Delray's population surpassed the 61,000 mark to be 61,495 permanent residents. It is estimated that an additional 8,342 people call Delray Beach "home" seasonally.

As the downtown continues with its physical improvements and business expansion programs, the district is expected to draw increasing numbers of visitors. Discover the Palm Beaches reported a 12% increase in the number of visitors to the area from 2011 to 2012. According to the Travels America Visitors Profile report released in August of 2013, 5.47 million people visited Palm Beach County in 2012 which exceeds the County's pre-recession total of 5.38 million. The County's Business Development Board estimates that tourism in Palm Beach County employs roughly 45,000 residents and generates an overall annual economic impact of over \$5 billion to the local economy. A large portion of this revenue, approximately \$28 million, comes from a five percent (5%) tourism tax levied on overnight hotel visitors.

East Delray Beach, (east of I-95) is expected to grow as older areas of the City of Delray Beach continue to be redeveloped. The "eastward ho" movement is also still alive and well as more and more of the downtown development is geared toward an urban setting with urban amenities. The live, work, play model has become increasingly popular, replacing the suburban model which is reflective of an earlier time. Delray Beach's community visioning processes of the 1980's and 1990's helped to encourage that trend to take hold in the downtown, and was further reinforced in the 2002 Downtown Delray Beach Master Plan.

A. Office Potential

The demand for office space is related to the creation of new businesses as well as to the desire among existing expanding businesses to "move-up" to newer or better office space. A market for large scale office space has been slow to develop within the CRA District, particularly the downtown area. A market does exist within the CRA district for smaller professional office space to serve legal, medical, financial, real estate, computer technology, and related businesses. Due in part to the large retirement population east of the Intracoastal Waterway demand for medical office space within the Community Redevelopment Area has been fairly strong. Similarly, there is also a demand for other professional office space including legal offices. Such users prefer smaller scale personalized and affordable buildings prevalent in mixed-use downtown areas. A number of historic residential structures in the OSSHAD and Del-Ida historic districts have been renovated and converted to office uses. The South County Courthouse completed an expansion that nearly doubled its size. The expansion may lead to a greater market for office space. This would lead to a greater market potential for legal office space, particularly in the West Atlantic Avenue area.

The CRA in 2010 instituted an incentive program to attract office users. The Agency funded a law firm in Pineapple Grove in 2011 and a high tech firm in 2013. The program will be essential to attracting additional office users.

B. Hotel Development Potential

Within the Community Redevelopment Area the largest hotel is the 250 room Marriott Hotel on the northwest corner of Atlantic Avenue and Ocean Boulevard. At present, the market for this hotel is balanced with business travelers and tourists. Other hotels in the area include the Seagate, Hyatt Place, Courtyards by Marriott, the historic Colony Hotel, Crane's Beach House, and the Sundry House, all of which account for a total of 600 hotel rooms.

Redevelopment efforts within the downtown area, aimed at increasing the tourism potential, have resulted in a demand for additional hotel rooms. New hotels under construction or in the planning stages include the limited service hotel for the West Atlantic Avenue area,

which will fly the Fairfield Inn flag. The hotel broke ground at the end of 2013 and is expected to be completed by the end of 2014.

C. Industrial Development Potential

When the City of Delray Beach was founded, a major means for the shipment of goods to and from northern markets was the railroad. Hence, the Central Business District of the City logically developed around the railroad line. The railroad is not; however, without its negative impacts (e.g. noise, & vibration), particularly on low intensity development. The City formed the CBD Industrial Area Committee in 1994 to evaluate the problem and recommend a solution. Data was collected for the area including land use, building areas, existing parking, and employment. Based upon the data and upon the characteristics of the area, the committee developed a new zoning district, entitled Central Business District-Railroad Corridor (CBD-RC). This district, established in 1995, more accurately defines the boundaries of the area, expands the list of permitted uses and includes several special regulations dealing with overhead garage doors and outside storage. It is noted that in recent years several residential projects were established in proximity to the railroad, replacing the former light industrial type uses. With new soundproofing technologies the noise from the trains is no longer a significant deterrent to people considering an apartment or condominium near the tracks.

Another area of the CRA which has the potential for additional industrial development is the Interstate 95/SW 10th Street area. This area, located in the southwest corner of the Community Redevelopment Area, contains a mix of light industrial and commercial land uses together with a large cemetery and a single family residential neighborhood. It is important to note; however, that the proximity of the City's Series 20 Wellfield makes it imperative that development of this area be restricted to clean industries which are non-impacting on the wellfield.

A third area in which industrial development may be a potential is the area on North Federal Highway bounded by NE 14th Street on the south, Dixie Highway on the west, Federal Highway on the east, and the City limit line shared with Boynton Beach on the north. The area, zoned General Commercial, was granted an overlay district in 1997 by the City Commission which allows light industrial uses if the user includes a showroom facing Federal Highway.

D. Residential Development Potential

Key opportunities for housing development relate to the availability of vacant land parcels within the older residential neighborhood. Additional opportunities still exist for private development of both subsidized and non-subsidized infill housing. Changes in the Comprehensive Plan relating to density offer new residential housing opportunities in some of the City's more distressed neighborhoods. The Southwest Neighborhood Plan recommended a series of changes to the regulations to allow increased densities for affordable housing, most of which have been implemented.

In addition to the need for housing to serve the needs of low-moderate income households, there is also an opportunity to attract younger upwardly mobile households within and adjacent to a revitalizing downtown area. The high occupancy rates of multi-family residential units in such locations as Coconut Grove, South Beach (Miami Beach), and Mizner Park, as well as the popularity of the Atlantic Grove project on West Atlantic Avenue and various town home projects on North and South Federal Highway, indicate that a segment of the market

at a wide range of prices is attracted to residential environments that combine housing and commercial uses in a "village-like" ambiance. In 2013, with the improvement in the mortgage market for financing multi-family rental apartments, many builders planned to construct downtown rentals, many of which are built to "condominium" homeownership specifications, for possible future conversion.

E. Retail Potential / Downtown Market Study

In order to better assess the potential for commercial and residential growth in the downtown area, a market analysis was commissioned as part of the Downtown Plan. The study was conducted by Marketek, Inc. of Atlanta, Georgia. Marketek had prepared similar studies for the City's West Atlantic and Pineapple Grove districts in the mid-1990s. The Downtown Plan study included those areas, as well as the Central Core and the Beach Business districts. In 2005 the Downtown Development Authority contracted with H. Blount Hunter Research for a study (funded partly by the CRA) to refine the market analysis with the development of a retail strategy for the various "clusters" in the downtown. The following information is derived from those market studies.

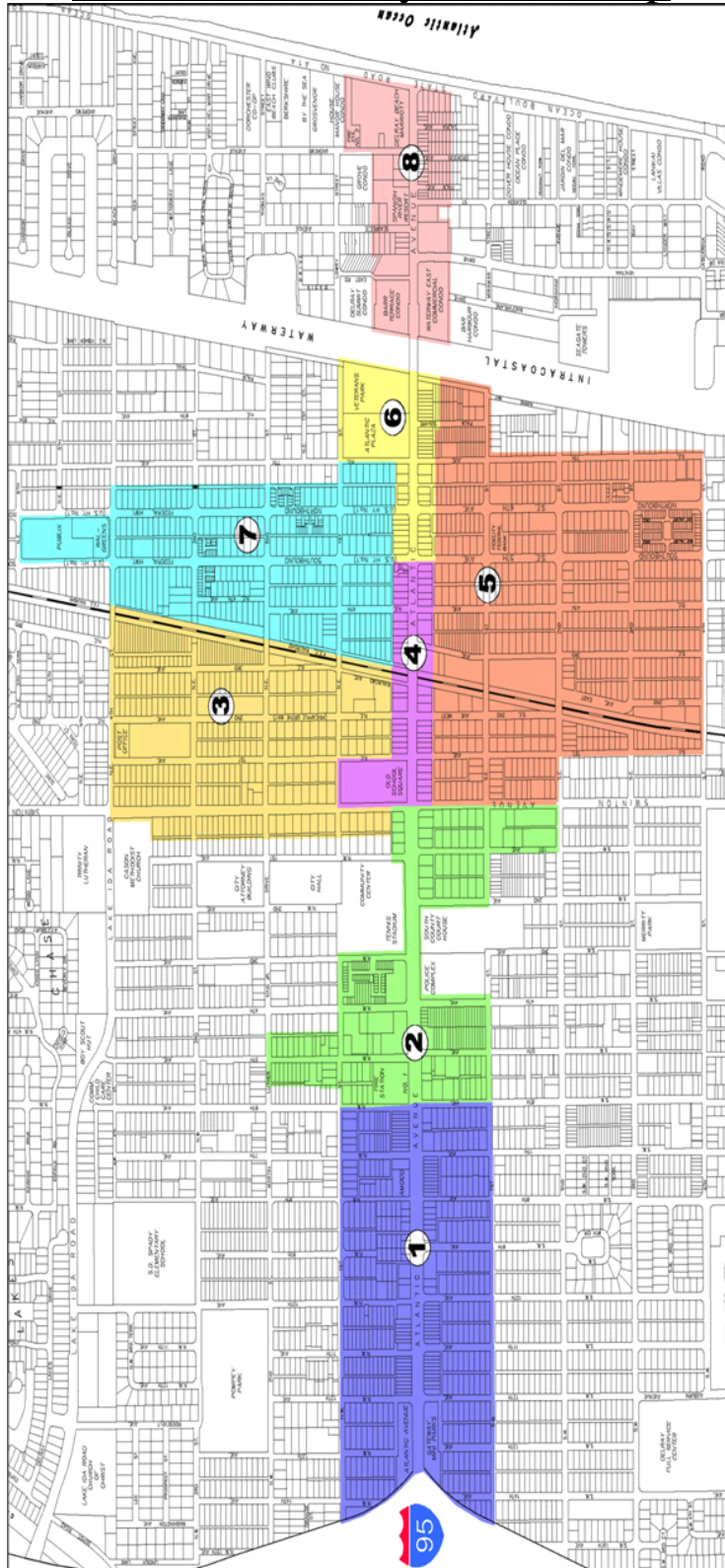
Delray Beach has drawn upon its artistic characteristics and charm to attract retail establishments offering a more "holistic" shopping experience. Customers are offered a charming shopping experience, unhurried, and un-hassled as they stroll the avenue seeking unique items for gifts or their own personal use. The market for luxury goods continues to be strong. Delray Beach retailers continue to be leaders in this segment of the market. Shoppers seeking specialty items reflecting either cutting edge trends or just old fashioned service find Delray popular as a stand-alone shopping region. Shoppers drawn to Delray Beach come from throughout the tri-county area seeking the city as a "destination" shopping area.

A critical component of the continued economic revitalization of downtown Delray Beach is the creation of a unified district with complementary businesses that benefit from each other's sales, customers and markets. The primary vehicle for developing unified groups of stores and businesses is clustering – creating mutual advantages in terms of pedestrian flow and shared markets between businesses. Educating business owners, property owners and real estate professionals about the importance of using this management tool is critical.

Underlying a successful cluster plan for the study area are the assumptions that downtown will remain a mixed-use business district and that critical to its success will be increasing the number and variety of business types that will appeal to and attract target markets. First-floor space should be reserved for retail and related service businesses. Prime retail space should be identified and reserved for restaurants, retail and related service businesses. Office and residential uses should be located in upper-level space or on side streets near retail corridors. Unique, specialty merchandise should be the focus of retail expansion for the downtown district. In particular, a range of merchandise that appeals to multiple customer markets (visitors, local residents and daytime workers) will have the greatest long-term viability.

In the Downtown Delray Beach area has been defined into eight clusters. Redevelopment opportunities are identified for each of the eight clusters based on existing uses and attractions, identifiable linkages among existing businesses, potential pedestrian flow and business opportunities identified through the retail and residential market analysis.

Downtown Delay Cluster Map



Cluster 1 - West Atlantic Community Cluster

West Atlantic corridor from I-95 to NW/SW 6th Avenue, between NW and SW 1st Streets.

Entering downtown Delray Beach from I-95, Cluster 1 provides the first glimpses of downtown. Twenty years ago, the portion of West Atlantic Avenue within Cluster 1 was less developed and lacked appeal. Large tracts of vacant land, vacant buildings, unkempt storefronts, a four-lane road, inconsistent sidewalks, wide parking lanes and an unrelated mix of businesses inhibit the district's drawing power. Major businesses within this area include numerous beauty-related (barber, stylist, nails), auto-related (gas stations, body repair/paint), convenience stores, a meat market and a funeral home. Few West Atlantic residents interviewed for the Marketek study indicated that they regularly shop or conduct businesses at these establishments due to a lack of selection/quality of goods and services. As part of the West Atlantic Beautification project, NW 2nd through NW 12th Avenues were improved with widened paver brick sidewalks, landscape nodes and street lighting. As the primary gateway to Delray Beach, Cluster 1 offers visitors their first impression of downtown Delray Beach. It is crucial that this portion of West Atlantic Avenue be redeveloped to give visitors - especially those traveling along I-95 - a reason to enter downtown. A newly constructed "Gateway" welcomes visitors to the city and creates a sense that there is a community or "village" ahead. New landscaping, lighting and sidewalks provide aesthetic appeal and reduces the emphasis on the automobile. The Gateway further establishes a good edge to the redevelopment efforts that have occurred on the eastern edge near Swinton Avenue.

Apart from serving as an attractive gateway to downtown, Cluster 1 is ideally located to act as a community retail center with a mix of businesses that serve the needs of residents of neighborhoods to the north and south as well as other downtown residents. A variety of affordable goods and services targeted to residents as opposed to tourists are greatly needed in the area as well as entertainment options, especially for youths. The scale of new construction, fast moving traffic and displacement of existing businesses and residents are major concerns and should therefore be considered throughout the redevelopment process.

Focusing on existing conditions and the expressed needs of the surrounding community, the retail strategy for Cluster 1 is summarized as follows:

- Generate contemporary retail space with a mixed use development plan.
- Focus on providing basic consumer goods and services for adjacent neighborhoods (i.e. small format grocery store, drugstore, bank).
- Seek entrepreneurial services and retailers offering general merchandise targeting immediate neighborhoods.
- Retain commercial corridor uses that are appropriate for this "gateway" location near I-95, including hotels.

On September 8, 2012, the West Atlantic Redevelopment Coalition (WARC) spearheaded a Needs Assessment Workshop for the West Atlantic Corridor and adjacent northwest and southwest neighborhoods. The workshop was well attended by a diverse cross section of 75 participants which included elected officials, CRA staff, City staff, developers, business owners, community leaders and residents. Members broke into team sessions and discussed issues and priority needs for future development of the area. The overwhelming consensus among the stakeholders is that the priority is to address the basic needs and services of the West Atlantic Community. Team responses were compiled to show the top

four priority needs:

- Supermarket/Grocery Store
- Health/Wellness Facilities/Pharmacy
- Bank/Financial Institution
- Entertainment and Hospitality cluster (Theatre, Jazz Club, Restaurants)

Cluster 2 - Transition Cluster

West Atlantic corridor from NW 6th Avenue to Swinton Avenue.

Cluster 2 is suitably named the "Transition Cluster" as development pushes westward from East Atlantic Avenue. West Atlantic Avenue, especially the area closest to Swinton Avenue, is the logical choice for expansion as space becomes increasingly scarce along East Atlantic Avenue. Access to I-95 and multiple target markets (e.g., daytime government workers, nearby residents) make Cluster 2 ideal for redevelopment. Many of Delray Beach's institutional anchors are located in Cluster 2, including the fire station, police station, library, courthouse and City Hall, as well as the Tennis Center, which is one of the city's major recreational anchors.

As in Cluster 1, this portion of West Atlantic Avenue is not a compact shopping district with businesses scattered along the Avenue separated by parking lots and vacant lots. Apart from institutional anchors, West Atlantic businesses between NW/SW 6th Avenue and Swinton Avenue include national chains (Dunkin Donuts, Checkers), restaurants offices and services. The construction of Atlantic Grove in 2004 (photo below) between NW 3rd Avenue and NW 5th Avenue has helped to tie this cluster together.

Atlantic Grove provides two solid blocks of first floor businesses that are a mix of restaurants, retail and service establishments accompanied by second floor professional space. The third floor loft residences and 55 townhomes at the rear provide a start at developing a downtown urban consumer base in this area. A mixed-use development on the southwest corner of Swinton Avenue and West Atlantic Avenue and the new public library adjacent to the courthouse between SW 1st and SW 2nd Avenue on West Atlantic Avenue help to tie East Atlantic and West Atlantic together.



To the north of West Atlantic Avenue between NW 3rd Street and NW 5th Street is the West Settlers District, the area within which many of the African American families who helped settle Delray Beach lived. The S.D. Spady Cultural Arts Museum, the former home of S.D. Spady who was one of Delray Beach's most prominent African American citizens, is located on NW 5th Street. The West Settlers District has become the center of African American cultural heritage in Delray Beach.

As an area in transition, new development is already occurring within Cluster 2. However, infill space and marginal structures offer strong redevelopment opportunities. New residential and retail development, a growing awareness of the African American experience in Delray Beach and employees and visitors of institutional anchors make this area increasingly attractive to developers. Streetscape improvements, including paver brick sidewalks, street lighting and landscaping, and traffic calming measures have played and will continue to play a key role in transforming this area. The intersection of NW/SW 5th Avenue and West Atlantic

Avenue is well located to act as the center of the West Atlantic community. The S.D. Spady Cultural Arts Museum, a new unique streetscape on NW/SW 5th Avenue, the newly constructed public plaza at West Atlantic Avenue and SW 5th and the Atlantic Grove project act together to create ideal conditions to spur new development and expand upon the community's cultural heritage theme. The CRA will fund a newly designed courtyard in front of the Fire Station in order to be more useable to pedestrians, forming a small urban park. The urban park was recommended in the Downtown Master Plan.

Due to its proximity to employees (e.g., government), surrounding neighborhoods, visitors of recreational and institutional anchors and "spill over" customers from Cluster 4 (many of whom are tourists), Cluster 2 can attract multiple markets. The retail strategy for this cluster is as follows:

- Continue adding services and food uses in mixed-use buildings to serve nearby residents, employees, and patrons of institutions in this cluster.
- Anticipate additional demand for take-out food and casual cafes generated by office workers and patrons of nearby government buildings.

Cluster 3 - Pineapple Grove Cluster

Generally bounded by NW 1st Avenue on the west, the FEC Railroad on the east, NE 4th Street on the north and the east/west alley just north of E. Atlantic Avenue on the south.



Pineapple Grove is developing its own identity as an entertainment and cultural district, separate from Atlantic Avenue. The western portion of Cluster 3 (west of Pineapple Grove Way) has a strong residential character. Historic bungalows are scattered along the streets, some of which are being occupied as office space. Located in the center of the cluster and running north/south, Pineapple Grove Way is the commercial center of the cluster with a mix of convenience goods/services, specialty stores, restaurants and cultural activities. Former strip centers with parking along the street have been redeveloped into new urban style mixed use projects with storefronts facing the sidewalk and surface or structured parking located to the rear. The new public parking garage at Pineapple Grove Way and NE 1st Street provides ground floor commercial space along the streets and more than 500 public parking spaces. The Arts Garage occupies space on the ground floor of the garage and has been a great addition to night life for residents and visitors. In fact the Arts Garage is seeking to purchase the space from the City within the next several years in order to make it a permanent facility.

Entering Pineapple Grove Way from East Atlantic Avenue, visitors are greeted with a sign arching over the street welcoming them to the community. Shortly beyond the welcome sign is the Ocean City Lumber Company, a development with a mix of office, retail and entertainment uses located on the east side of the street. The Lumber Company complex is an exemplary development that not only offers a variety of merchandise types and services (e.g., restaurants, music, Meisner Electric Company) but green space incorporated into the project is available for community events. Architecturally the project builds on one of the community's most significant historic themes – the railroad, and has provided a temporary site for the former FEC railroad station. North on Pineapple Grove Way is a mix of established and new

businesses, including the new City Walk mixed use development, several restaurants, and a townhouse development under construction on the site of the former Publix Shopping Center. The retail strategy for Cluster 3 is described below:

- Promote Pineapple Grove as a high profile destination.
- Emphasize specialty boutiques and restaurants.
- Emphasize the arts district character that is its own sub-cluster in the Grove. Create an arts walk throughout the district.
- Emphasize the addition of new restaurants for locals.
- Support the health and beauty sub-cluster in the district to complement the Downtown's women's apparel shops.
- Emphasize a merchandising theme such as home/interior design.
- Consider office uses on the ground floor of the new garage.
- Create storefronts at strategic locations (corners, near building entrances, etc.) and establish arts and entertainment uses on ground floor to encourage nightlife.
- Encourage services on ground floor of mixed use buildings, as a convenience to residents.
- Redevelop NE 3rd Street and the alley to the east in order to provide better access and character to the arts sub-district.

Cluster 4 – Entertainment Downtown Cluster

Includes properties fronting on E. Atlantic Avenue from Swinton Avenue to NE/SE 5th Avenue.

Many of the businesses that contribute to Delray Beach's growing reputation as an entertainment center are concentrated in this cluster. In terms of density, aesthetics and quality of businesses, the transition from W. Atlantic Avenue to East Atlantic Ave. is immediate once crossing Swinton Ave where the road narrows to two lanes. The area is a walkable, compact shopping and entertainment district lined with sidewalk cafes, shops, service and office uses. The strong mix of retail and restaurants has created the winning formula for this area. Automobile traffic is congested throughout most of the year, intensified by the railroad crossing and drawbridge. The new parking garages surrounding this cluster should help alleviate this problem. The northwestern edge of this area is anchored by Old School Square, one of the community's most significant cultural resources.



While several of the restaurants/cafes within Cluster 4 are oriented more toward tourists/seasonal residents and greater market area residents, rather than residents that live in the area immediately surrounding downtown, they have greatly contributed to the downtown's revitalization. Attracting casual lunch spots and specialty merchandise catering to multiple target groups (e.g.. tourists, year round/seasonal residents, downtown employees) would help promote daytime traffic in Cluster 4. The marketing strategy for this cluster is summarized as follows:

- Define this zone as the downtown’s “high priority urban retail zone” to trigger specific attract “comparison goods” retailers to this part of the downtown. Broaden the mix of uses with hard goods and apparel (jewelry, luggage, books, etc).
- Continue the theme of art and galleries without adding new restaurants – consider an arts walk together with Pineapple Grove cluster in order to solidify Delray Beach as a cultured and sophisticated community
- Emphasize the women’s apparel sub-cluster in the district.
- Restrict ground floor uses to dining and active retail – no office uses.

Cluster 5 – Osceola Park Cluster

Generally bounded by the east/west alley south of E. Atlantic Avenue on the north, Swinton and SE 1st Avenues to the west, SE 4th Street to the south, and the Intracoastal Waterway and SE 7th Avenue to the east.

Just south of Delray’s most vibrant entertainment area, the Osceola Park Cluster is a mix of uses, with predominately office and retail uses in the northern half of the cluster and light industrial and residential uses in the southern half. Within the northern half of the cluster, commercial development from East Atlantic Avenue generally spills over at least to SE 2nd St. East of the railroad, the connection between East Atlantic Avenue and the area immediately to the south is stronger with a variety of retail and business services. The development of the Courtyards of Delray Beach, Worthing Place, and the proposed new apartment developments on SE 3rd and SE 4th Avenues will fuel additional retail development in the surrounding area.

As described earlier in this Plan, SOFA (South of Atlantic), an informally defined area just north of Osceola Park, will change over the very near future as new rental apartment projects emerge and new retail on the side streets is created. The emergence of SOFA will over time have a very positive effect on the Osceola Park neighborhood. It would be expected that existing housing stock would be renovated and vacant lots in-filled with new structures.

The influence of the Haitian American community in Cluster 5 is evidenced by a variety of Haitian owned or operated retail, service and community establishment. Cluster 5 has several infill opportunities, particularly along SE 1st Avenue and SE 6th Ave., including the CRA and City-owned properties at the former location of the library. One of the greatest weaknesses of the cluster is that it is not pedestrian friendly, especially along the one-way Federal Highway pairs. Also, the area surrounding the railroad is currently underutilized and visually distracting, although some new mixed use developments have recently been proposed and/or constructed in these areas.

Residential development is ideally suited for much of the area two blocks south of East Atlantic Avenue. Positioned next to proposed shopping and entertainment uses, residents could easily walk to restaurants, stores, nightclubs, cultural activities, the Intracoastal and the beach. Retail and service uses that are related to businesses along East Atlantic Ave will help pull shoppers southward as well as serve residents of new housing in the area.

Vacant land next to the railroad on SE 3rd Avenue is highly visible and is planned to be redeveloped. In the southern portion of the cluster, which is more removed from Atlantic Avenue, recruitment efforts should focus on attracting stores that will act as “destination businesses,” particularly along the Federal Highway pairs and should focus on building upon businesses already in the area. The retail strategy for this cluster includes:

- Capitalize on the opportunity to redevelop the former library site with a mixed use development that includes retail and additional public parking.
- Top retail use categories are women’s and men’s apparel, shoes, children’s clothes and jewelry.
- Professional office and residential uses.
- Seek an entertainment venue such as cinemas or live music venues.

Cluster 6 – West of the Intracoastal Cluster

Includes properties fronting on E. Atlantic Avenue from NE/SE 5th Avenue to the Intracoastal Waterway.



Moving eastward on East Atlantic Avenue from NE/SE 5th Avenue to the Intracoastal Waterway, pedestrian orientation weakens as East Atlantic Avenue opens back up to four lanes and buildings are predominately one story and, in some cases, set back from the street. One of the community’s historic landmarks, the Colony Hotel (photo below), is located between the Federal Highway pairs and offers nighttime entertainment on its porch. Between NE/SE 6th and 7th Avenue there is a mix of businesses including a gasoline station, restaurants, specialty shops and several office/service uses. Office uses along the southwest portion of this block detract from its strength as a retail location. East of 7th Avenue is Atlantic Plaza, a shopping center with a parking lot fronting on Atlantic Avenue. This plaza has significant potential for redevelopment as a mixed use project, with views of Veteran’s Park and the Intracoastal Waterway

Recently the City approved the site plan for a new development, “Atlantic Crossing”, which would encompass the existing Atlantic Plaza, the former Washington Mutual building, the former gas station on the corner at Federal and part of the office complex, Carole Financial Building combining a total of 8.5 acres. The project calls for approximately 38,000 square feet of retail, 40,000 square feet of restaurant, 84,000 square feet of office, 263 new residential rental apartments and 80 for-sale condominiums. The project will greatly assist in eliminating the pedestrian void between the Intracoastal Waterway and Federal Highway.

The portion of East Atlantic Avenue between 5th Avenue and the Intracoastal is ideally suited to attract tourists, particularly as it is located between the Marriott and Colony Hotel. However, unlike the Entertainment Cluster to the west, Cluster 6 should be geared toward specialty retail that will appeal to tourists and local residents. The strategy for this area is summarized as follows:

- This should be the heart of the “high priority urban retail zone” – the place to establish a critical mass of apparel retailing. Continue emphasis on retailing as opposed to restaurants—add up to 20,000 sq. ft. of apparel/shoes to create a destination node.
- Restrict ground floor uses to dining and active retailing.
- Re-organize or redevelop the Atlantic Plaza site to support comparison goods merchandising strategy.

- Include the gas station at Atlantic Avenue and 6th Avenue in a redevelopment opportunity.
- Redesign the pedestrian experience between the intracoastal waterway and Federal Highway.

Cluster 7 – North Federal Highway Cluster

Bounded by the FEC Railroad on the west, NE 4th and 5th Streets on the north, the north/south alley between NE 6th and 7th Avenues on the east, and the east/west alley north of Atlantic Avenue on the south.

Each day thousands of motorists travel within this cluster on the Federal Highway pairs. Similar to the area immediately to the south (Osceola Park), fast moving traffic along wide one-way roads with an absence of on-street parking strongly discourages pedestrian traffic. The high proportion of office uses just off East Atlantic Avenue discourages shoppers from the area. Therefore the few retail businesses in the area are less likely to attract shoppers from E. Atlantic Avenue. New residential development will encourage development throughout the area.

The Federal Highway pairs present a strong opportunity for new development. There are several vacancies and infill opportunities. Office uses should be limited to upper story space or in areas other than in the retail core. In addition to office space, business support services such as printing services, graphic services and office supplies would be ideally located for Cluster 7. Retail and service establishments should appeal to employees and residents living in newly developed downtown housing. The narrowing of the Federal Highway pairs and providing on-street parking is in the construction phase. It will create a more livable and pedestrian friendly environment. The following strategy applies to Cluster 7:

- Concentrate on neighborhood retailing and services as well as auto-oriented uses. Encourage larger-scale retail uses.
- Continue transportation planning/traffic calming program. Recognize the role of this highway as an important gateway to the downtown.
- Encourage new development along the corridor that emphasizes retail on the ground floor and office or residential on the upper floors.

Cluster 8 – Beachside Cluster

Includes area zoned CBD east of the Intracoastal Waterway to the Ocean Boulevard (S.R. A-1-A).

While there are office and residential uses in this cluster, retail and restaurant uses along East Atlantic Avenue between the Intracoastal Waterway and the ocean, as well as the restaurants, hotels and shops along A-1-A cater largely to the tourist market. The area includes some older shopping center style developments that are set back from the street and have difficulty being accessed by pedestrians. One of those centers is currently being redeveloped as a new hotel.

The Beachside Cluster's oceanfront location makes it one of the most popular areas of downtown. There are several businesses that appeal to both tourists and local markets. More of the same should be encouraged. Office uses, particularly at street level, should be

discouraged. In addition, efforts should be made to alert traffic on A1A that they have arrived in downtown Delray Beach. The retail strategy for this area includes:

- Add additional retail with cross-over appeal among tourists and local residents. Consider a theme of outdoor sports retailing.
- Take steps to enhance the pedestrian character of this cluster and its connectivity to Cluster 6.
- Limit the proliferation of “beach convenience shops” and ground floor office uses.
- Enhance the appearance of Atlantic Avenue with wider sidewalks and additional trees in a median.

IV. Neighborhood Impacts of Redevelopment Efforts

The following section describes the potential impacts of redevelopment efforts on the residential neighborhoods of the Community Redevelopment Area and surrounding areas. While neighborhood impacts have been considered for the specific redevelopment actions recommended in this Plan, it should be noted that some of these projects are in the early stages of planning. Therefore, some impacts resulting from their implementation may as yet be undetermined. As these projects become more clearly defined, and additional impacts are identified, this section of the Plan will be amended. Other actions described in the Plan for subsequent years are subject to further refinement and elaboration in the intervening period and are consequently not included in the consideration of short range impacts.

A. Relocation of Displaced Residents and Businesses

Residential relocations are contemplated by this plan in connection with certain projects. In the event that existing or future CRA lead agency projects do require the relocation of residents, a relocation plan will be submitted as a component of the project package prior to official action on the project. It is also important to note that through the combined efforts of the Community Redevelopment Agency, the City, and the private development community, the neighborhood housing stock will be expanded and thereby provide opportunities for the relocation of residents elsewhere in the neighborhood.

The displacement of some existing businesses is contemplated with the majority of the planned redevelopment projects of the CRA. During the planning phase of each redevelopment project, the relocation and assistance of displaced businesses will be considered. The CRA will endeavor to relocate businesses into the redevelopment project, if possible, provide grants for relocation, or other programs to help businesses relocate within the district.

To protect the residents within the Community Redevelopment Area, the CRA shall formally adopt a relocation policy containing procedures for relocation. When required by redevelopment actions, the relocation of residents within the Community Redevelopment Area will follow these procedures. Expenses and financial assistance required by these procedures shall become the responsibility of the Community Redevelopment Agency.

Residential Relocation Policy:

Each Redevelopment Program adopted by the CRA which shall cause the temporary or permanent displacement of persons from housing facilities within the Community

Redevelopment Area will contain an element and provision for the providing or replacement housing for such persons in decent, safe and sanitary dwelling accommodations within their means and without undue hardships to such families, which such relocation assistance shall include but not be limited to the following methods:

- All affected residents will receive a timely written notice of the CRA's intent to acquire their property.
- The CRA will identify reasonable alternative housing opportunities for such displaced family which shall be reasonably comparable to the property being taken in size, price, rent and quality.
- The CRA may provide moving expenses in a reasonable amount for each displaced family.
- The CRA may elect to provide subsidies to displaced families in cases where suitable replacement housing, reasonably equivalent to the property being taken, is not available in order to make other replacement housing available within the displaced family's means.
- The CRA may permit a former owner or tenant to occupy the property after acquisition for a period of time either with or without rent and any such rent charge shall not exceed the fair market rent for such occupancy; the fair market rent should comply with rent specified under Federal Regulations that are used in the Rent Subsidy Programs.
- The CRA will endeavor to participate with the City of Delray Beach and the Delray Beach Housing Authority to provide priority assistance to eligible displaced persons under the Section-8 Rent Subsidy Program and Public Housing Occupancy, as well as other programs available through the City.

B. Traffic Circulation

The major redevelopment projects contained within this plan are generally adjacent to major transportation corridors and are not anticipated to degrade traffic circulation within the residential areas of the Community Redevelopment Area. One of the reasons why traffic circulation works well in the CRA district, and particularly within the downtown area, is the existence of a comprehensive "grid" or network of streets. During the development of the Downtown Master Plan this grid was analyzed by the planning team under the direction of the Treasure Coast Regional Planning Council. The planners compared a two-square mile area around Atlantic Avenue east of I-95 with a two-square mile area west of I-95. They found that the grid system in the eastern area provides 66 travel lanes for vehicles to use, while the same sized area on the west side provides only 18 lanes for vehicular traffic. Thus, drivers in the east have many more choices of roads to use when moving throughout the area, instead of all of the cars being funneled onto two or three main roads.

Another factor in the accommodation of traffic throughout the downtown has been the change in land uses that have occurred in recent years. The transition of uses along the Federal Highway pairs and the FEC corridor from commercial to residential or mixed use has had the effect of reducing potential trip generation. Projects that are designed to improve traffic circulation include the conversion of NE/SE 1st Streets from one-way to two-way traffic, paving of alleys within the neighborhoods, and the establishment of conveniently located parking facilities that encourage people to park and walk to their destination. Traffic calming and traffic connectivity are encouraged in the development process as more emphasis is placed upon the

safety and comfort of pedestrians. The continued development and redevelopment of the compact downtown core will continue to encourage alternate means of transportation, such as the trolley and private multi-modal transit, particularly where employment and housing are within walking distance of each other. A major component of the redevelopment effort has been the provision of housing units within the downtown area where residents are able to walk or bicycle to shopping or to work.

The establishment of mixed use projects outside of the downtown is also aimed at increasing economic vitality through the addition of employment or shopping opportunities. The close proximity of residential development to these projects will, as in the downtown, create opportunities for residents to walk or bicycle to work. Completion of sidewalk and alley network will assist in this endeavor.

In early 1995, the Florida Department of Transportation agreed to assist Delray Beach to establish a "Transportation Concurrency Exception Area (TCEA)". The TCEA includes the downtown area from I-95 to A-1-A. Establishment of this TCEA exempts new development and redevelopment in the area from being subject to the County's traffic concurrency requirements. This was an important tool for facilitating redevelopment, as there is little or no opportunity in the downtown to widen roads to accommodate increases in traffic. Although implementation of individual redevelopment projects may still require certain improvements or modifications to the existing roadway network, these localized impacts will be reviewed when specific project designs are undertaken. It is also recommended that architectural and site-specific design solutions be considered to mitigate potential traffic and parking impacts of specific projects on adjacent residential neighborhoods.

C. Environmental Quality

The redevelopment actions proposed in the Plan are intended to improve the environmental quality within the Redevelopment Area. Some of the projects that the CRA has undertaken or will undertake in the coming years involve sites that have environmental issues such as polluted groundwater.

In 2006 the CRA purchased property at 805 West Atlantic Avenue that included a gas station and small store. The underground tanks had been removed and clean-up equipment was in place to clear ground water contamination located under the site and adjacent rights-of-way. The clean-up is being handled through a state funded program, and the CRA is working with the contractor to ensure its successful completion. Since acquiring the property, the buildings on the site have been demolished and a fence has been erected to secure the site and conceal the equipment.

The Carver Square project involves the site of a former dumping ground, over which single family homes had been constructed in the 1970's and 1980's. Those homes began to experience severe structural damage due to the deterioration of organic materials buried on the site. The CRA worked with private contractors, the Department of Environmental Protection and the homeowners to have tests conducted of the soil and prepare a plan for relocating the residents. Over a period of approximately two years the CRA acquired 19 of the 20 affected lots (the City owned the remaining lot) and provided financial assistance for the relocation of twelve households (eight of the lots were vacant). The structures have been demolished and the soil remediation plan is underway under Florida's Brownfield Program to stabilize the sub-surface conditions and prepare the site for new affordable single family homes.

Other projects funded and implemented by the CRA involve the elimination of substandard building and housing conditions that affect the physical environment of the district. The CRA has purchased numerous blighted or unsafe structures over the years for demolition or rehabilitation. The CRA also provides funding through its grant programs as an incentive to private property owners to upgrade structures and improve housing conditions.

D. Availability of Community Facilities and Services

Since the Community Redevelopment Area contains the oldest sections of the City, it has the availability of the full range of community services and facilities associated with urbanized areas. The City of Delray Beach has expended considerable funds on infrastructure improvements and beautification efforts. Additionally, in the 1990's the City has spent over 21 million dollars on public improvements through its Decade of Excellence bond program. The majority of the improvements funded by the bond are located within the Community Redevelopment Area and include several major drainage projects and the main Fire Station Headquarters.

In 2004, the City of Delray Beach passed a Parks and Recreation Bond which focused on the acquisition of land for three new parks and the installation of a soccer complex to be built on the existing Atlantic High School site. Funding from the 2004 bonds has also been used to assist with the Old School Square expansion and the construction of a parking garage on that site.

Community facilities within the Community Redevelopment Area include Worthing Park, The Delray Beach Center for the Arts at Old school Square Complex, Old School Square Park, Spady Museum Complex, Delray Beach Historical Society, Libby Wesley Plaza, Veteran's Park, City Neighborhood Resource Center, Delray Beach Tennis Center, Delray Beach Public Library, South Palm Beach County Courthouse, City Hall Complex, Pompey Park, Merritt Park, Catherine strong Center, Currie Commons Park, Delray Beach Teen Center, Seacrest Soccer Complex/Hilltopper Stadium, Federspiel Parking Garage, and numerous parking lots and pocket parks scattered throughout the district.

E. Effect on School Population

With the relocation of the old Atlantic High School, at the present time there are four public schools within the Community Redevelopment Area and one school, Pine Grove Elementary, on the fringe of the CRA boundary. Previous versions of the CRA Plan also included information on the Delray Full Service Center, which serviced a significant student population as an alternative school. That facility is now used primarily for adult education classes and has been eliminated from the list of public schools within the CRA District.

The Village Academy opened in the Fall of 2000 with grades K-2, adding grades each year until they reach the 12th grade. Carver Middle School was renamed the Delray Full Service Center, which is an alternative school. This school site also houses a head start program and other community classes such as adult literacy programs, etc. In 2010. the School Board closed the existing Plumosa Elementary school on NE 3rd Avenue and opened the new Plumosa School of the Arts at the old Atlantic High School site with grades K – 8. The former Plumosa Elementary school is Palm Beach County administrative space.

School population in the County has decreased recently, and the population in all schools in the CRA district is below capacity. The residential development programs identified

within the Community Redevelopment Plan are not expected to significantly affect school populations.

Information on permanent capacity and current student population is provided in the following table:

TABLE 3.1: PUBLIC SCHOOLS

School Name	Permanent Capacity	2012/2013 Students
S. D. Spady Elementary School	697	556
Plumosa-School of the Arts	733	570
Pine Grove Elementary School (adjacent to CRA District)	674	461
Village Academy	882	788
Toussaint L'Overture School of the Arts & Social Justice	300	235
Totals	2,986	2,375

Source: Palm Beach County School Board

V. Relationship to the City's Comprehensive Plan

Florida Statutes require that the Community Redevelopment Plan be consistent with the City's Comprehensive Plan. In order to remain current in the fast-paced, highly volatile economy of South Florida, the Community Redevelopment Plan is amended when programs are changed or as new programs and projects that were not included in the original plan are proposed. To maintain consistency with the City's Plan a two-tiered approach is used during the amendment process.

The first step in the process is an administrative determination by the City Manager, or his designee, as to whether the proposed amendment is procedural/technical (e.g. changes to dates, amounts of project funding, updates, etc.) or substantive, (adoption of a new program). Under the former determination, the amendment would go directly to the City Commission with the staff finding. Under the latter, the amendment would first be reviewed by the LPA (P&Z Board) for determination of consistency with the City's Comprehensive Plan and then forwarded to the City Commission with recommendations.

Since amendments to the City's Comprehensive Plan require a time consuming process and are allowed only twice a year except in cases of emergency, the Community Redevelopment Plan will not typically be completely assimilated into the Comprehensive Plan.

Those portions of the CRA Plan and subsequent amendments which involve only the resources of the CRA will not be included within the City's Comprehensive Plan. However, whenever significant City Participation is a part of a CRA project and such participation has not been addressed in the Comprehensive Plan, it may be necessary to process a Comprehensive Plan Amendment prior to action by the City. Generally, it will be necessary to amend the Comprehensive Plan in order to accommodate the following:

- Those portions of the CRA Plan which would otherwise be in conflict or inconsistent with the Comprehensive Plan as it is now written;
- To provide City financing, or financial assistance, to projects identified in the CRA Plan which are not already in the Comprehensive Plan; and
- To reassess and modify existing policies in the Land Use Element calling for joint CRA/City participation.

It is anticipated that implementation of some of the Community Redevelopment Agency's programs will require City financing or financial assistance. Redevelopment projects which are dependent upon changes in zoning, land use designations, or amendments to the Land Development Regulations may be delayed until the City can make the required changes.

PART FOUR: THE REDEVELOPMENT PROGRAM

I. Redevelopment Strategies

When considering redevelopment strategies it is important to note that the CRA cannot possibly fund the immense task of redevelopment on its own. It must therefore structure its programs to act as catalysts for redevelopment efforts by individual residents and businesses within the CRA and to leverage investment by private enterprise. With limited resources available for redevelopment efforts, the Agency must be careful not to spread itself too thin by attempting to do too much at once. Innovative programming on the part of the Agency is necessary to maximize benefits from expenditures. Since the implementation of a few strategically placed well-funded programs may have a much greater impact on the overall area than many inadequately funded ones, programs must be evaluated in the context of the agency's overall goals, and implemented accordingly.

The following are brief, generalized descriptions of the redevelopment strategies for the various sub-areas within the CRA district. Most of these strategies are articulated in greater detail in individual redevelopment or neighborhood plans such as the West Atlantic Avenue Redevelopment Plan, Downtown Delray Beach Master Plan, Southwest Area Neighborhood Redevelopment Plan, Osceola Park Redevelopment Plan, and Pineapple Grove Neighborhood Plan. The following section (Section II) describes the various projects and programs that have been created to implement those strategies. Table 4.1 lists the geographic sub-areas and the corresponding projects and programs.

A. Sub Area 1: "The Beach District"

The redevelopment strategy for this area is to promote infill development that follows traditional downtown patterns, with the storefronts close to the street and parking at the rear of the buildings. Street improvements are planned to enhance pedestrian safety in the commercial area along A-1-A, and also along East Atlantic Avenue. Additional parking will be provided through private/public partnerships. The Clean and Safe program funded in part by the CRA will continue to maintain the high quality maintenance needed for the tourist area.

B. Sub-Area 2: "The Central Core"

The redevelopment strategy for this area is to have it evolve from an upscale leisure area that depends on tourists and outsiders for its survival to a traditional, self-sufficient downtown. This Sub-Area includes the area known as SOFA (South of Atlantic) and the Pineapple Grove arts district. Efforts will be made to provide for a sustainable mix of office, entertainment, dining, residential, and shopping uses. Modifications to the transportation system will improve circulation in and around the downtown, and enhance pedestrian safety. Centralized parking structures will replace many of the surface parking lots, and existing spaces will be better utilized through shared parking arrangements. Expansions and enhancements of the public spaces at the Delray Beach Center for the Arts,–Veteran's Park, Gladiola (SE 6th Avenue) public parking lot are planned. Restoration and preservation of historic structures will be promoted and encouraged in the Old School Square Historic Arts District and the Marina Historic District. The arts cluster will be emphasized in the Pineapple Grove area.

C. Sub-Area 3: "The West Atlantic Avenue Corridor"

The redevelopment strategy for this area shall be to create a positive visual impact and emphasize its importance as the entrance to the downtown, and to encourage development that is supportive of and compatible with adjacent neighborhoods. Redevelopment projects shall provide a mix of uses (residential and commercial), with an emphasis on neighborhood-serving businesses. A mix of housing types and affordability ranges is encouraged. Strategies such as a community land trust and density bonuses shall continue to provide for affordable housing. Enhancements will be made to West Atlantic and the major side streets in order to beautify the corridors, provide parking, and highlight the culture and history of the area. Assistance will be provided to promote the development of small businesses and those that are locally owned. A microenterprise loan program will be instituted to assist in creating small local businesses to occupy retail and office space on West Atlantic Avenue.

D. Sub-Area 4: "Northwest Neighborhood"

The northwest neighborhood shall be stabilized through preservation of the West Settlers District, construction of infill single family housing on vacant lots, the provision of pocket parks, and streetscape beautification/enhancements, especially as they relate to Martin Luther King, Jr. Drive and the Cultural Loop.

E. Sub-Area 5: "North Federal Highway"

The redevelopment strategy for this area shall be as provided in the North Federal Highway Redevelopment Plan. New development along the commercial corridor shall be required to be closer to the street in conformance with traditional urban planning principals. Improved traffic circulation will be provided through the creation of additional connections between Dixie and Federal Highways. The adjacent neighborhoods shall be stabilized through beautification projects and traffic calming where warranted.

F. Sub-Area 6: "Northeast Neighborhood"

The redevelopment strategy for this area shall be to stabilize the neighborhood through the strategies described in the Seacrest/Del Ida Neighborhood Plan. Improvements outlined in the plan include traffic calming, landscaping, lighting, promotion of homeownership through the duplex conversion program, and provision of off-street parking.

G. Sub-Area 7: "Osceola Park"

The redevelopment strategy for this area shall be consistent with the Osceola Park Neighborhood Plan. The strategies outlined in the plan include revitalization and rehabilitation of the commercial/industrial uses along the railroad corridor; and, stabilization of the residential neighborhood through beautification and traffic calming.

H. Sub-Area 8: "Southwest Neighborhood"

Development in the southwest area shall be consistent with the Southwest Area Neighborhood Redevelopment Plan, with a particular emphasis on the preservation and creation of affordable housing, elimination or rehabilitation of substandard housing, infrastructure upgrades, and the provision of recreational facilities and pocket parks as well as the establishment of an employment training facility.

TABLE 4.1: CRA PROGRAMS AND PROJECTS BY SUB-AREA

Sub Area	Programs/Projects	
Sub-Area 1: The Beach District	1.2 Downtown Master Plan 3.2 Site Assistance Program 3.3 Community Activities Sponsorship 3.4 Downtown Transit System 3.6 Historic Façade Easement Program	3.7 Grant Administration Program 3.9 Clean and Safe Program 3.10 Delray Beach Marketing Cooperative
Sub-Area 2: The Central Core	1.2 Downtown Master Plan 1.7 Pineapple Grove Neighborhood Plan 2.2 FEC Railroad Station 2.3 Old School Square Expansion 2.5 Old School Square (Operational Support) 3.2 Site Assistance Program 3.3 Community Activities Sponsorship	3.4 Downtown Transit System 3.6 Historic Façade Easement Program 3.7 Grant Administration Program 3.9 Clean and Safe Program 3.10 Delray Beach Marketing Cooperative
Sub- Area 3: West Atlantic Avenue Corridor	1.1 West Atlantic Redevelopment Plan 1.2 Downtown Master Plan 2.1 NW/SW 5 th Avenue 2.4 South County Courthouse /Delray Beach Library (Operational Support) 2.6 Block 28/36 (Atlantic Grove) 2.7 Block 60 Redevelopment 2.9 West Settlers District/Spady Museum (Operational Support) 2.10 Workforce/Affordable Housing	3.2 Site Assistance Program 3.3 Community Activities Sponsorship 3.4 Downtown Transit System 3.6 Historic Façade Easement Program 3.7 Grant Administration Program 3.9 Clean and Safe Program 3.10 Delray Beach Marketing Cooperative
Sub-Area 4: Northwest Neighborhood	1.3 Southwest Neighborhood Plan 2.9 West Settlers District 2.10 Workforce/Affordable Housing 3.1 Curb Appeal Residential Improvement Program	3.2 Site Assistance Program 3.3 Community Activities Sponsorship
Sub-Area 5: North Federal Highway	1.4 North Federal Highway Plan 2.8 George Bush Blvd./Dixie Hwy. 3.2 Site Assistance Program 3.3 Community Activities Sponsorship	3.6 Historic Façade Easement Program 3.7 Grant Administration Program
Sub-Area 6: Northeast Neighborhood	1.5 Seacrest/Del Ida Neighborhood Plan 3.2 Site Assistance Program 3.3 Community Activities Sponsorship	3.6 Historic Façade Easement Program 3.7 Grant Administration Program
Sub-Area 7: Osceola Park	1.6 Osceola Park Neighborhood Plan 3.2 Site Assistance Program 3.3 Community Activities Sponsorship	3.6 Historic Façade Easement Program 3.7 Grant Administration Program 3.10 Delray Beach Marketing Cooperative
Sub-Area 8: Southwest Neighborhood	2.08 Carver Estates/Auburn Trace 2.10 Workforce/Affordable Housing 2.11 Carver Square 3.1 Curb Appeal Residential Improvement Program 3.2 Site Assistance Program	3.3 Community Activities Sponsorship 3.6 Historic Façade Easement Program 3.7 Grant Administration Program

II. Community Redevelopment Agency Projects and Programs

The projects and programs of the Community Redevelopment Agency are designed to solve underlying problems which have a blighting influence on the Community Redevelopment Area, satisfy basic needs of the populace or take advantage of opportunities for economic, social or aesthetic improvement. Overall redevelopment strategies of both the CRA and the City are embodied within these projects and programs undertaken by the CRA. This portion of the Plan is the heart of the Community Redevelopment Program.

The following sections provide a detailed description of all current and proposed projects and programs for which funding is provided, or will be provided, by the Community Redevelopment Agency. For organizational purposes, these projects and programs have been divided into three groups. This organizational structure is not, however, meant to be mutually exclusive, since many projects contain components which fit into more than one category. **Group "1": Area-wide and Neighborhood Plans**, include the preparation and implementation of area-wide redevelopment plans and neighborhood plans that were produced following a comprehensive, collaborative process. Generally these plans are completed following months of design workshops and community meetings, after which plans are adopted by the City Commission through a formal process. **Group "2": Redevelopment Projects** include projects created and/or funded by the CRA to address specific areas. For instance, a street beautification project or the redevelopment of a particular property or group of properties would fall under this classification. **Group "3": Community Improvement Programs** include ongoing grant and subsidy programs that promote CRA objectives such as small business development, property upgrades, affordable housing, downtown maintenance and safety activities, etc.

The descriptions that follow include the likely project participants, funding sources, and completion schedules. These are estimated based upon the information that is available at the time of the adoption of the plan. The information is included primarily for planning purposes, and may change as the project or plan proceeds.

A. **GROUP 1: AREAWIDE AND NEIGHBORHOOD PLANS**

1.1: West Atlantic Avenue Redevelopment Plan

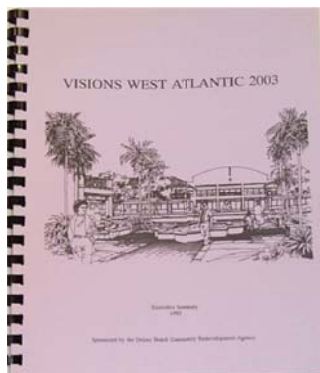
(For associated maps, see Appendix "D" Maps A.1 through A.6)

Background

The West Atlantic Avenue Redevelopment Area extends along the West Atlantic Avenue Corridor, between NW and SW 1st Streets. Due to its location and land use pattern, this area has considerable potential for mixed-use development. A redevelopment strategy for the area was initially presented to the public in 1988, which outlined substantial demolition and would have required the relocation of a large number of displaced residents and businesses. This plan met with considerable public opposition and was abandoned.

In 1993, the CRA organized the first phase of a community planning effort by inviting numerous community members to a series of organizational meetings to discuss the concept of developing a West Atlantic Avenue Redevelopment Plan. These meetings, which were facilitated by professional planners, resulted in the organization of a larger community based Steering Committee of over 50 people. The initial charge of this Steering Committee was to develop a process and strategy for the planning effort. The Steering Committee participants referred to themselves as stakeholders in the resulting process which was termed "**Visions West Atlantic**". "Visions West Atlantic" was a forum for a series of community meetings held

over a two-year period that ultimately produced recommendations concerning redevelopment issues for West Atlantic Avenue. These recommendations form the backbone of the West Atlantic Redevelopment Plan, which was adopted by the City in 1995.



The community "visions meetings" recognized that the need to facilitate the redevelopment of West Atlantic Avenue could not stop with completion of the plan. After a series of discussions, the group established the need for oversight and a project manager to implement the plan. The West Atlantic Redevelopment Coalition (WARC) is a nonprofit organization that was created to advise the CRA and City on redevelopment issues in the area. A staff position was created to facilitate the monthly WARC meetings, act as a liaison between WARC and the CRA/City and focus on the implementation of objectives and strategies in the plan. In 1997, the CRA amended the Plan by incorporating market research and by analyzing, in general, the redevelopment opportunities of each block in the area. The second amendment was adopted by the CRA and City in 2000.

Also in 2000, the City and the CRA applied for a grant to the MacArthur Foundation to fund another community planning exercise, the Downtown Master Plan. The geographic areas covered by the downtown plan included the commercial districts along the Atlantic Avenue corridor from the beach to I-95. The plan, which was adopted in 2002, incorporates the provisions of the West Atlantic Avenue Redevelopment Plan and includes a marketing strategy for the corridor.

Although opportunities exist for private redevelopment of existing structures and vacant property along West Atlantic Avenue, it has been difficult for the private sector to initiate such efforts without public assistance with land assemblage and business development. Rapidly rising property values has led to speculative investments, and has in some cases stalled redevelopment activity as investors hold onto blighted properties for the maximum return. This program represents the CRA's intent to continue the elimination of slum and blight in the area and facilitate successful redevelopment projects.

Project Objectives

- Eliminate blighted conditions along West Atlantic Avenue and adjacent side streets.
- Encourage economic growth, redevelopment and minority business development.
- Increase job opportunities within the West Atlantic redevelopment area and surrounding neighborhoods.
- Promotion of businesses which serve the neighborhood residents.

- Acquire land in order to aggregate sites sufficiently large enough to encourage redevelopment.
- Development of programs, events, and projects which attract new consumers to the Avenue.
- Create safer conditions for consumers, residents, and businesses.
- Beautify the West Atlantic Avenue corridor.

Project Description

- A major component of the program shall be site acquisition, assembly and resale for redevelopment; the CRA may also acquire property for construction of centralized parking facilities to service the surrounding areas; the parking lots constructed under this program may be municipal lots entirely for public use, may be sold or leased to private entities or may be a combination of both; Appendix "D" contains the Land Acquisition Maps for the overall area, and maps of specific blocks that were identified as priorities for redevelopment purposes.
- The CRA may also utilize property exchanges and equity partnerships to assemble larger parcels of land for redevelopment purposes.
- In the relocation of homeowners or renters, the CRA may utilize the affordable housing program described in Part Three, Section 2-D of this plan.
- The CRA will provide financial assistance through its various programs to encourage business development and job creation.
- The CRA will work with the Downtown Development Authority, Delray Beach Marketing Cooperative West Atlantic Redevelopment Coalition, , and others to promote activities on the Avenue which impact positively the economics of the business on the Avenue.
- Beautification of the streetscape along West Atlantic Avenue and side streets.
- The CRA will work with others, such as the Palm Beach County Education Commission, to improve the technology infrastructure for providing broad-band access and community wireless "hot-spots". Technology infrastructure may include the installation of antennas and booster antennas within the West Atlantic Avenue Redevelopment area and surrounding neighborhoods, and the installation of ruckus devices to boost the signal inside buildings.

Project Participants and Administration

- The Community Redevelopment Agency and West Atlantic Redevelopment Coalition, Inc. shall be the lead agencies in the updating and implementation of the Plan.
- Other participants in the program may include, but are not limited to, the City of Delray Beach, Delray Beach Marketing Cooperative, Delray Beach Chamber of Commerce, Downtown Development Authority, neighborhood associations, residents and property owners.

Funding Sources

- Funding will be primarily by the CRA and the City, along with state and federal funding for infrastructure improvement projects.

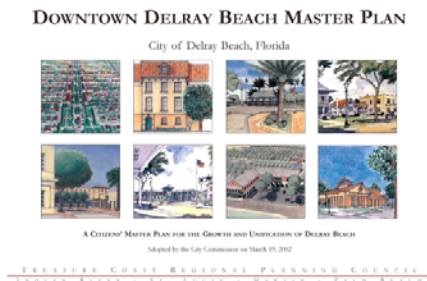
- The DDA provides funding to WARC for projects within the goals and objectives of the DDA.

Project Schedule

- Redevelopment of a significant portion of the CRA-owned properties located between SW 9th and 10th Avenues will be accomplished via the completion of the 95-room Marriott Fairfield Inn & Suites in December 2014.
- Redevelopment of the CRA-owned properties located between SW 6th and 9th Avenues is anticipated to be completed in 2016 with the construction of a mixed-use development consisting of retail, office and residential rental units.
- Redevelopment of other blocks is ongoing.

1.2: "Downtown Delray Beach Master Plan"

Background



The Land Use Element of the City's Comprehensive Plan required that a special CBD Development Plan be developed jointly by the CRA and the City. The purpose of this policy as originally intended was to prepare a plan that would encourage the revitalization and redevelopment of the downtown, which in the 1980's was experiencing high vacancy rates and a lack of private investment. Another objective was to address the maximum development that could occur in the area while still retaining its unique character and charm.

Numerous studies, beautification and redevelopment projects, special events, and zoning code amendments were undertaken which helped to spur a major renaissance in the downtown. However, there was still a need to prepare a plan that would address the question of the maximum amount of development that is desirable, as well as strategies to ensure that the rebirth and revitalization are sustainable for the long term.

In 2000, the City and CRA applied for a planning grant to the MacArthur Foundation to complete the Downtown Master Plan. During the application process another objective emerged: that of bridging the gap between East and West Atlantic Avenue commercial districts. Pursuant to that objective, the Downtown Plan evolved to also include the West Atlantic Avenue Redevelopment Area.

In order to ensure that the planning process was an inclusive and wide-spread effort, a 31-person Steering Committee was established to oversee the development of the plan and its various components, and to disseminate information and updates to constituent groups. The planning process included tours of the area, a weekend long race relations workshop, presentations by planning experts, and a design charrette that was attended by hundreds. The entire process is documented in the City publication "Creating Inclusive Partnerships." The plan was adopted in March of 2002, and the Steering Committee evolved into the Downtown Plan Implementation Committee, which met on a quarterly basis to evaluate the status and give direction on projects that are in the plan. The Implementation Committee discontinued meeting at the end of 2008 due to the fact that most of the projects in the plan had been successfully implemented or were on schedule to be completed.

The Downtown Delray Beach Master Plan describes three separate “districts”: the West Atlantic neighborhood, the Central Core, and the Beach District. The plan identifies objectives to improve each of the areas, and outlines projects to accomplish those objectives.

Project Objectives

- To create a self-sustaining downtown that has a balanced mix of uses.
- To encourage building forms of a size, scale, and character that allows for growth while preserving the downtown’s charm.
- To facilitate economic development and ensure that the downtown remains the economic, cultural, and governmental center of the City.
- To improve vehicular circulation, pedestrian safety, availability and convenience of mass transit, and availability and convenience of parking.
- To promote unity and continuity between East and West Atlantic Avenue.
- To create attractive public plazas, neighborhood pocket parks and pedestrian friendly streets enhanced by public art.

Project Description

Implementation of the projects and programs identified in the Downtown Master Plan, including the following:

- Design guidelines to regulate the size and scale of new buildings.
- Creation of a pedestrian-friendly network of streets with adequate sidewalks, lighting, and traffic-calming measures to mitigate vehicular speeds.
- Installation of pedestrian improvements, traffic calming, and beautification along the Federal Highway pairs.
- Conversion of the one-way bypass system to two-way traffic.
- Creation/installation of a gateway feature at West Atlantic Avenue immediately east of I-95 to include landscaping and a public art component as well as conveniently located public parking.
- Acquisition of properties for affordable housing, pocket parks, parking facilities, and public plazas.
- Participation in projects and programs that will increase parking in the downtown area.
- Installation of bus shelters.
- Pedestrian safety measures in the commercial areas of Atlantic Avenue and A-1-A.
- Support of measures such as market analysis and business recruitment to ensure that the downtown area has a sustainable mix of uses.
- Other programs and projects as described in the adopted plan.

Project Participants and Administration

- The Plan shall be implemented under the lead of the CRA with the assistance of the City Planning and Zoning Department and Environmental Services Department.

- Other participants in the project may include, but are not limited to the Downtown Development Authority (DDA), West Atlantic Redevelopment Coalition (WARC), West Atlantic Task Team (WATT), Chamber of Commerce, Parking Management Advisory Board, Delray Beach Marketing Cooperative, professional consultants and interested residents and businesses.

Funding Sources

- The CRA and City will be the primary funding sources, with grants from other entities used to augment local funding.

Project Schedule

- Plan adopted March 19, 2002.
- Design Guidelines, zoning changes adopted in 2004.
- Infrastructure improvements to be substantially completed by 2014.

#1.3: Southwest Area Neighborhood Redevelopment Plan *(For associated maps, see Appendix “D” Maps B.1 and B.2)*

Background

When the MacArthur Foundation agreed to provide funding for preparation of the Downtown Delray Beach Master Plan, they also included funding for a plan to address the most distressed neighborhood adjacent to the West Atlantic commercial corridor: the Southwest Neighborhood. This area had long been characterized by slum and blighted conditions, including inadequate infrastructure, high crime, poor housing conditions aggravated by absentee ownership, and a large number of vacant properties that were not being maintained. In 2002 the City hired planning consultants JEG Associates to work with the neighborhood on a plan to address these issues. With some deviations, the plan encompasses the area generally bounded by I-95 on the west, SW 10th Street on the south, Swinton Avenue on the east, and the CBD zoning district on the north.

A team of neighborhood stakeholders was assembled to assist in the communication and organizational aspects of the planning process. This group, known initially as the Southwest Management Team (and renamed West Atlantic Task Team, or WATT), met on a regular basis to work with the consultant, communicate with the neighborhoods regarding meetings and outcomes, provide feedback on various ideas and initiatives, and review the draft plan.

One of the first tasks completed by the consultant was a “Livability Workshop,” which was designed to obtain stakeholder input regarding livability conditions relative to indicators such as schools, public safety, parks, transit, etc. The results of the surveys and interviews helped determine the strengths and weaknesses of the community, and provided direction for the plan’s focus.

The plan was adopted in May of 2003 and provides a blueprint for the revitalization and stabilization of the neighborhoods located in the southwest area. It links the neighborhood’s residential areas, commercial centers, civic functions, and green spaces to create a vibrant, pedestrian friendly network of connected neighborhoods. Many of the projects included in the

Plan have already been implemented. The CRA, which participated in the funding and development of the plan, will continue to be a major participant in funding its implementation.

In 2004, the City Commission adopted zoning changes, and amendments to the City's Comprehensive Plan and Land Development Regulations (LDR) to promote affordable housing in conjunction with the principles of Development Without Displacement. The Comprehensive Plan was amended to allow increases in density when development includes affordable/workforce housing. The City also adopted the Family/Workforce Housing Ordinance (LDR Article 4.7), which includes a density bonus program, based upon the number of very low, low and moderate income units that are provided as part of a development. In 2006, to help achieve the affordable housing objectives of the Southwest Area Neighborhood Plan, the City, CRA, and Housing Authority partnered together to form a Community Land Trust, which is constructing long-term affordable housing for neighborhood residents. CRA efforts to acquire slum and blighted properties to accommodate affordable housing through the Delray Beach Community Land Trust are ongoing.

The recently built public education facility serving grades K-12 (Village Academy campus) has been augmented to provide intensive education to local at-risk children, including an extensive after-care program and support services for families. In 2007, the City and CRA funded the creation of a Neighborhood Resource Center on SW 12th Avenue, placing social service providers within walking distance of the families who need assistance. Due to the center's overwhelming success and increased demand for these services, expansion of the Neighborhood Resource Center has been planned. The Rosemont Park pocket park was completed in 2007 (SW 6th St. and 4th Ave.), Sunshine Park (NW 15th Avenue, adjacent to I-95 sound barrier) was constructed in 2008 and construction of the Carver Square Pocket Park (SW 7th Ave. and SW 3rd St.) was completed in 2010. Also, the existing Catherine Strong Park was completely renovated to include additional play equipment and water features. Streetscape and alley improvement plans were implemented for SW 12th and 14th Avenues, with construction of the SW 14th Avenue improvements completed in 2010 and SW 12th Avenue alley improvements completed in 2011.

Project Objectives

- Revitalization and stabilization of the neighborhoods in the southwest area.
- Improve the quality and condition of housing stock in the area, and provide housing to meet a range of income levels and ages.
- Improve and upgrade infrastructure in the neighborhoods.
- Enhance the beauty and livability of the neighborhood by providing open space and recreational opportunities for residents.
- Provide pedestrian linkages between residential, commercial, civic, and recreational areas.
- Create jobs and promote economic development.

Project Description

Implementation of the projects and programs identified in the Southwest Neighborhood Plan, including the following:

- Acquisition of land and development of pocket parks, community-oriented services and parking lots at strategic locations throughout the neighborhood, particularly where adjacent

to property that is already owned by the City or CRA, and where larger sites can be assembled.

- Beautification of public spaces along I-95 sound walls.
- Creation of affordable housing opportunities, through acquisition of vacant or underutilized land, acquisition of existing units that can be upgraded or redeveloped and maintained as affordable housing; and implementation of incentives such as density bonuses to encourage private developers to create affordable units.
- Provision of grant or loan programs to encourage upgrades to structures and properties;
- Improvements to the roadway system to make the area safer for pedestrians, such as completion of the sidewalk network and installation of traffic calming measures.
- Support redevelopment that is consistent with the principles outlined in the plan for the five sub-areas, particularly as it relates to the redevelopment of blighted duplex and multi-family structures (particularly those located along SW 10th through 15th Avenues), which are having a detrimental impact on livability and property values in the neighborhood.
- Support increased community policing and code enforcement.
- Initiate infrastructure projects (i.e. street and alley improvement projects, street beautification, retention areas, etc.) to accelerate their completion. Partner with the City on these infrastructure projects when feasible.
- Improve the appearance of the SW 12th Avenue corridor particularly within the first three (3) blocks of West Atlantic Avenue through the elimination of excessive back-out parking, landscape upgrades on private property to replace front yard parking, where appropriate, and provide assistance to property owners for the exterior upgrades/renovations to structures along the corridor.
- Provide initial maintenance for a minimum of 5 years for selected streetscape and pocket park improvement projects in cooperation with the City.
- Provide additional community-oriented services and community meeting space through expansion of the Neighborhood Resource Center.

Project Participants and Administration

- Projects in the plan shall be implemented jointly by the City and CRA.
- Other participants in the project may include, but are not limited to the West Atlantic Redevelopment Coalition (WARC), neighborhood associations, professional consultants, private developers and interested residents and businesses.

Funding Sources

- The CRA and City will be the primary funding sources, with grants from other entities used to augment local funding.
- Private developers will participate in the financing of affordable housing in the neighborhoods.

Project Schedule

- Acquisition of property, provision of pocket parks and enhancement of existing recreational facilities is ongoing.
- Affordable housing incentives (Family/Workforce Housing Ordinance) adopted on December 6, 2004.
- Acquisition of properties/creation of affordable housing is ongoing.
- SW 12th Ave/Auburn Ave/SW 14th Ave streetscape improvements completed in 2011.
- SW 2nd Street streetscape improvements were completed in 2014. Construction of the SW 9th Avenue Parking Lot/Pocket Park will be completed in 2015.
- Expansion of Neighborhood Resource Center scheduled for 2016.
- Other infrastructure improvements ongoing.

#1.4: North Federal Highway Redevelopment Plan

Background

This project involves the implementation of the North Federal Highway Redevelopment Plan, which was adopted by the City in 1999. For a description of the area and background information on this project, see Part 2 of the CRA Plan.

Project Objectives

- Improve the visual appearance of the corridor.
- Reduce and eliminate marginal and inappropriate land uses.
- Direct smaller business operations to more concentrated area.
- Provide economic stimulation and investment in the area.
- Creation of jobs.
- Stabilize and preserve the residential neighborhoods through new development, beautification, redevelopment, and the elimination of blight.
- Eliminate slum and blight through acquisition of properties.
- Improve transportation and pedestrian modes.

Project Description

The Program is divided into two Phases. Phase One, which is completed, included the preparation of the Redevelopment Plan. Phase Two shall be the implementation of the redevelopment program. Key projects completed and administered through this program include La Hacienda Gardens Park, the construction of an additional road connection between Dixie and Federal Highway to provide better circulation and connectivity in the area, and the La Hacienda Street Beautification project (North and South Lake Avenues). Additional projects planned for the area include the following:

- Eventual reduction of Federal Highway right-of-way from 120' to 100' and installation of additional landscape nodes and wider landscaped medians.

- CRA acquisition of key properties where necessary.
- Work with homeowner associations concerning neighborhood improvements such as neighborhood; parks, traffic calming, and street beautification.

Project Participants and Administration

- The CRA will administer and coordinate the program;
- Other participants may include, but are not limited to, the City of Delray Beach, Florida Department of Transportation (controls US-1), Delray Beach Chamber of Commerce, developers, and individual property and business owners.

Funding Sources

- Funding sources for Phase Two will be the CRA, the City of Delray Beach, other governmental agencies, property owners, and developers.

Project Schedule

- Phase One: Completed.
 - Phase Two: Began in FY 1999/2000 and is ongoing. Installation of a new roadway connection between Dixie and Federal Highways north of NE 14th Street is completed. Prepare an updated market analysis and improvement plan for the area.
 - Evaluate potential improvements to Dixie Highway corridor, including the potential for safer pedestrian and bicycle usage.

1.5: Osceola Park Redevelopment & Neighborhood Improvement Plan

Background

This downtown neighborhood is generally located between Federal Highway and the F.E.C. Railroad, south of the Central Business District within CRA Sub-Area #7. Zoning in the area includes R-1-A (Single-Family Residential), RM (Medium Density Residential), GC (General Commercial), CBD (Central Business District), and CBD-RC (Central Business District - Railroad Corridor). Land uses are varied, containing a mixture of single-family and multi-family residences, commercial, and light industrial development. Since the area is encompassed by well field protection zones, impacts of non-residential land uses on the well field is a concern.

The northern portion of the area (north of SE 5th Street) contains commercial and light industrial development with inadequate parking and residential uses sandwiched between incompatible land uses. South of SE 5th Street, the character of Osceola Park changes to one that is generally single-family in nature; however there are numerous renter-occupied units. Osceola Park has a higher percentage of renter-occupied units (48.5%) than the City as a whole (30.3%). The area is also encompassed by wellfield protection zones. The overall condition of the housing is adequate, although there are many structures in need of maintenance and minor repairs. The area has a unique quality that is attractive for residents who wish to live in a single-family home located close to the City's commercial core. Beautification projects throughout the

area, as well as an increase in the number of owner-occupied units, can help eliminate blighted conditions and stabilize the area.

In 1999, the City, with financial assistance by the CRA and a grant from the State of Florida, conducted a historic survey of existing structures in the eastern part of the City, including Osceola Park. The consultant, Janus Research, found that the neighborhood did not have the concentration of historic buildings to be designated as a local historic district, but recommended that the City consider creation of a Local Conservation District. This information has been incorporated into the Osceola Park Redevelopment Plan, which was adopted by the City Commission on December 6, 2004. The primary focus of this redevelopment plan is to stabilize and revitalize the area, provide a pedestrian-friendly and safe environment through the implementation of traffic calming measures, provide additional parking for area businesses and accommodate owner-occupied housing which is compatible with the single family character of the area. Some of the issues relating to the industrial uses within this area were addressed within the CBD-RC zoning district that was created in 1995; however inadequate parking is still an issue. In September 2005, a 5.9 acre portion of the redevelopment area located between SE 2nd Street and SE 3rd Street, and the area between SE 2nd Avenue and S.E. 5th Avenue was rezoned from RM (Medium Density Residential) to R-1-A (Single Family Residential). Implementation of the Plan, as it relates to the residential area, began in 2008.

According to the Osceola Park Redevelopment Plan, the Osceola Park neighborhood has a significantly higher number of persons per household (3.7) than the overall City (2.2). The population is also much younger – children under 18 make up 28% of the area's population compared to 19% citywide. The Osceola Park plan identifies the need for additional recreational facilities to help serve this population.

The design for the infrastructure improvements was completed and they were to be funded by the CRA, City and the residents via the establishment of a special assessment district. However, on December 9, 2008, the City Commission voted against establishment of a special assessment district for the proposed improvements (consisting primarily of traffic calming measures and sidewalks), based on residents' objections to the additional taxes. As a result, the City created a Strategic Task Team to work with the residents on other strategies to stabilize the neighborhood. In FY 2011-12, the City installed the underground infrastructure consisting of water main upgrades, and drainage improvements that do not require CRA funding or additional assessments.

Subsequently there was renewed interest from the neighborhood to implement the traffic calming and alley improvements identified in the plan. Some residents even initiated their own projects, installing pea rock in the alley surfaces and creating artwork along the adjacent fences.

In FY 2012-13 the CRA funded the construction of 3 alleys. For FY 2013-14 the CRA provided funding to construct 3 additional alleys. The CRA will continue to allocate funding for projects in the area on an annual basis through the budgeting process.

Project Objectives

- Eliminate slum and blighted conditions.
- Provide adequate parking for the commercial/industrial areas.
- Improve the sidewalk and alley networks to encourage biking, walking, and improved traffic circulation.

- Promote historic preservation.
- Promote stabilization of the residential areas.
- Promote owner-occupied housing.
- Promote conversion of multi-family uses to single-family.
- Increase employment and business opportunities in the area.

Project Description

The program shall consist of three phases. Phase One, which included an historic survey of the existing structures in the area, has been completed. Phase Two, which included the preparation and adoption of a Redevelopment/Neighborhood Plan for the area, has also been completed. Phase Three consists of the implementation of the projects and programs identified in the Osceola Park Redevelopment Plan, and supported by the residents, which may include some or all of the following:

- Rezone the areas east of the FEC Railroad currently zoned RM (Medium Density Residential) to R-1-A (Single Family Residential).
- Provide streetscape beautification and on-street parking for business uses along SE 2nd Avenue, and landscaping along the FEC Railroad corridor.
- Property acquisition along SE 2nd Avenue to provide parking lots for area businesses.
- Promotion of CRA grant programs to encourage area businesses to upgrade their facilities.
- Improve pedestrian and vehicular safety through the installation of traffic calming measures, lighting and sidewalks, where needed.
- Upgrade utilities and drainage where needed.
- Consider the development of a program to convert duplex structures to single-family residences.
- Evaluate the possibility of applying a Conservation District to promote historic preservation
- Provide additional recreational opportunities (and/or enhance existing facilities) for school-aged children.

Project Participants and Administration

- Implementation of the Plan shall be administered and coordinated by the City in conjunction with the CRA.
- Other participants include property owners and businesses in the area.

Funding Sources

- The City provided the majority of funding for preparation and implementation of the plan,.
- Funding sources for implementation of projects will include, but are not limited to, the CRA, the City, property owners and businesses in the area, as well as public and private grants when available
- The CRA's grant programs and City/CRA Microenterprise program will be made available to

qualifying businesses who wish to improve exterior conditions of their property, obtain rent assistance, and establish or expand businesses.

Project Schedule

- Phase One of the program was completed in FY 1999/2000.
- Phase Two was completed in FY 2004/2005.
- Phase Three:
 - Re-zonings associated with the Plan were approved in 2005.
 - Infrastructure improvements began in FY 2011/2012 and are on-going.
 - A strategy for improving parking availability and encouraging upgrades to area businesses was implemented with the FY 2012-2013 Work Plan and is on-going.
 - Implementation of various programs is ongoing.
 - Upgrades to Currie Commons Park scheduled in FY 2015-2016.

#1.6: Pineapple Grove Neighborhood Plan



This program consists of the implementation of the remaining elements of the streetscape and pedestrian improvements that were included in the Pineapple Grove Neighborhood Plan (see Appendix “E”, Pineapple Grove Main Street Program for a full description and background of the program). It also involves the creation and maintenance of the area as an arts district by promoting public art projects, the establishment of artist studios and galleries, and implementation of land development regulations that foster and encourage arts-related uses. Most of the streetscape improvements included in the plan have

been completed. The Pineapple Grove area no longer has the need for a full time Program Manager and is therefore no longer designated by the state as an official Main Street community. A strong neighborhood association remains active and continues the work to improve and promote Pineapple Grove as an arts destination that has a unique identity apart from Atlantic Avenue and other parts of the downtown.

In 2010, the CRA purchased a 15,000 sq. ft. warehouse in the Pineapple Grove Arts District for conversion to an arts related use such as an arts center/incubator. The purpose of this project is to encourage visitors and pedestrian activity in the Pineapple Grove area and to enhance Delray’s image as an arts oriented community. Also in 2010, the CRA completed the construction of a new parking lot on NE 3rd Avenue to supplement parking for area businesses, and acquired a blighted parking lot at 362 NE 3rd Avenue. The improvements to the parking lot at 362 NE 3rd Avenue were completed in 2011. Soon afterwards, artists began converting warehouse space in the surrounding area to studios and galleries, creating a new arts enclave known as “Artist’s Alley” Streetscape improvements along NE 3rd Street, NE 3rd Avenue and Artist Alley are in the process of being designed in order to provide safe, well-lighted pedestrian connections to the public parking areas and to area businesses, including the Arts Warehouse.

Project Objectives

- Continuation of the physical and economic revitalization of the Pineapple Grove neighborhood.
- Completion of street beautification, entry features, public parking, and pedestrian linkages within the Pineapple Grove neighborhood.
- Establishment of the area's special identity as an arts-related district.

Project Description

CRA participation with this plan may include, but is not limited to, the following elements:

- Assist in the implementation of the remaining elements of the neighborhood plan, which involve completion of the sidewalk network, installation of landscaping and lighting, installation of additional entry features, and provision of additional parking.
- Support arts-related uses and features that help establish and maintain the area's identity as an arts district, including development of the Arts Warehouse project. Work with the Pineapple Grove Design Committee to ensure that new development and redevelopment is consistent with the desired architectural style as described in the plan.
- Work with the Pineapple Grove organization to ensure that the City's Land Development Regulations facilitate the establishment of arts-related uses.

Project Participants and Administration

- Pineapple Grove Main Street, Inc. shall generally administer and coordinate the program.
- The CRA will provide support for marketing and promotion of the area through the Delray Beach Marketing Cooperative (DBMC), and provide additional support where necessary to implement grant programs, LDR changes, and infrastructure improvements.
- The Downtown Development Authority (DDA) markets and promotes the area as part of the Downtown District.
- Other participants may include, but are not limited to, the City of Delray Beach, the Chamber of Commerce and private property owners.

Funding Sources

- The CRA and the City will fund the development of public and public/private parking lots.
- Continuation of the infrastructure improvements will be funded primarily by the CRA and City, with other possible sources being grant funds.
- The CRA's grant programs are available to provide additional assistance to businesses who wish to improve exterior conditions of their property and/or obtain rent assistance.
- The DDA provides funding to Pineapple Grove at the discretion of the DDA board.

Project Schedule

- Implementation of the program began in FY 1993/1994 and is ongoing.

- Construction of 43-space public parking lot on NE 3rd Avenue and 14-space lot on Artist's Alley to support the arts district is completed.
- Construction of NE 1st Avenue streetscape improvements, between NE 1st and 2nd Streets scheduled in FY 2013-14.
- Construction of Pineapple Grove North Entrance Feature scheduled in FY 2014-15.
- Construction of NE 3rd Street/Avenue/Alley streetscape improvements scheduled in FY 2014-15.

#1.7: Del Ida Neighborhood Improvements

Project Background

The Del-Ida Park Subdivision is one of the oldest planned communities in the City (recorded 1923) and was designated an historic district in 1988. In 1997, the City of Delray Beach's Planning Department, the CRA, and two homeowner associations met over a one-year period to devise the Seacrest/Del Ida Neighborhood Redevelopment Plan. The planning effort was one in which local government and residents successfully planned together in order to create a strategy to improve their neighborhood.

In 1998, the City Commission adopted the Seacrest/Del-Ida Neighborhood Improvement Plan, which addressed a variety of ways to enhance the stabilization of the respective neighborhoods and encourage preservation of Del-Ida Park's historic resources. The projects included traffic calming, installation of parking lots, and removal of back-out parking, as well as the reconstruction of NE 3rd Avenue. The Plan resulted in the pledge by the public sector (CRA and City) to expend over \$2 million, and the residents, through a property assessment district, to expend \$1 million, for street improvements, construction of parking lots, beautification and a grant program.

The CRA participated in the implementation of other elements of the plan including: beautification of retention areas along NE 3rd Avenue; provision of landscape grants to beautify multi-family properties along NE 3rd Avenue; provision of grants to convert duplexes to single family homes throughout the neighborhood; assistance with street lighting; and beautification of areas adjacent to the former Plumosa Elementary School. Most of these improvements were completed in 2005-2006 and the project is currently identified in the CRA Plan as a completed project.

In 2009, the Public Arts Board Advisory Board funded improvements for an art park at NE 2nd Avenue and NE 6th Street. The City subsequently installed Cassius trees along NE 2nd Avenue, between NE 4th Street and George Bush Boulevard. As a result of declining economic conditions and foreclosures in the neighborhood, the residents felt the district was in a state of transition and in need of stabilization. Some of the sidewalks are severely damaged or missing due to the demolition of homes in anticipation of redevelopment several years ago, during better economic times. In July 2010, the Del-Ida Park Homeowners Association submitted a request to the CRA Board to provide funding for the design and construction of improvements within the Del-Ida Park Historic District.

Project Objectives

- To eliminate slum and blighted conditions along NE 2nd Avenue within the Del Ida Park neighborhood.
- To provide a pedestrian-friendly environment within the Historic Del Ida Park neighborhood.
- To create pedestrian connections between the Pineapple Grove Arts District and the Del Ida Park neighborhood.
- To encourage private investment within the Seacrest/Del Ida Historic District.

Project Description

- The beautification project will improve a four-block area along NE 2nd Avenue, between NE 4th Street (Lake Ida Road) and NE 8th Street (George Bush Blvd.).
- Improvements will consist of new sidewalks, landscaping and decorative lighting.

Project Participants and Administration

- The project will be primarily administered by the City of Delray Beach and the CRA.
- Other participants may include Del Ida Park residents.

Funding Sources

- The project will be primarily funded by the CRA.
- The CRA anticipates a portion of the project funding to come from a Palm Beach County MPO Beautification Grant, which will be awarded in July 2011.
- Other funding sources may include the City of Delray Beach and residents of the Historic Del-Ida Park.

Project Schedule

- Improvements from the original Seacrest/Del Ida Neighborhood Plan were completed in 2006.
- The Neighborhood Beautification Committee was formed in February 2011, to help develop a conceptual design for the new project.
- The second Seacrest/Del Ida Neighborhood Plan was adopted by the City Commission in May 2011.
- Construction is scheduled for completion in 2016.

B. GROUP 2: REDEVELOPMENT PROJECTS

#2.1: "NW & SW 5th Avenue Beautification

(For associated map, see Appendix "D" Map C)

Background



This project encompasses the three commercially-zoned blocks of 5th Avenue between Martin Luther King, Jr. Boulevard (NW 2nd Street) and SW 1st Street. In the days of segregation the SW/NW 5th Avenue area was a thriving commercial and institutional corridor in the heart of the City's African American neighborhood. The area began to decline in the 1970's and in the 1980's, the County provided funding for the two-block beautification of NW 5th Avenue. Unfortunately beautification involved the elimination of on-street parking, which negatively affected area businesses. Over time several of the businesses left and the street became neglected and unsafe. The objective of this program is to revitalize the corridor into a thriving district for neighborhood businesses and cultural activities. It also became necessary to remove the trees along NW 5th Avenue, since they blocked the sidewalk and caused the street to be out of compliance with the Americans with Disabilities Act (ADA).

In 2003 the CRA contracted with the engineering firm of CH2M Hill and Miami artist Gary Moore to create a new streetscape for the corridor. Several meetings were held at St. Paul's Church on NW 5th Avenue, attended by local residents, business owners, and property owners who shared stories about the neighborhood's past as an agricultural area and later as a thriving minority business district. From these meetings Gary Moore developed a plan for a new streetscape. It included sidewalks made of rough terrazzo in patterns that reflect the history of the area. Bronze inserts depict the various neighborhoods along the street such as "Frog Alley" and "The Sands." New street lamps were manufactured to coordinate with the sidewalk colors. Due to the narrow width of the street right-of-way, the new landscape plan provided primarily palms and ground covers. The plan included the restoration of parking along one side of the street (varies depending on the location), and the relocation of several back-out parking spaces.

The streetscape was completed in 2007, including the terrazzo sidewalks, bronze inserts, decorative lighting and banners. In addition, the alleyway was paved and most of the parking spaces that previously backed out onto NW 5th Avenue were relocated behind the buildings. The CRA plans to assist in the renovation of the area in front of the community store located at NW 5th Avenue and MLK Drive (Hammad Shoppes) where several parking spaces were removed. In addition, the CRA acquired two blighted buildings located at 133 and 135 NW 5th Avenue, and is restoring them to provide affordable housing (both rental and owner occupied) and low-cost office space. The remaining work that needs to be completed is to provide street furniture (i.e. benches and trash cans), improve the amount and condition of public parking in the area, and provide alley access to the rear of buildings wherever possible in order to maintain a pedestrian-oriented corridor along 5th.

Project Objectives

- Eliminate blighted conditions along SW/NW 5th Avenue.

- Encourage minority business development.
- Provide a catalyst for future development on adjoining blocks of West Atlantic and further minority business development.
- Create and maintain a safe and lively pedestrian-friendly corridor.
- Provide diverse neighborhood shopping, services, and cultural facilities for area residents and visitors.
- Promote the area's historical and cultural significance through the support of cultural facilities and public art.
- Creation of jobs.
- Provide parking to serve the area's businesses and institutions.
- Improve alleyways where available to provide rear access to buildings, and acquire property to create alleyways where necessary for access.

Project Description

- Removal of existing paver brick sidewalks, trees and lighting, and back-out parking where feasible (completed 2007).
- Installation of new streetscape to include a combination terrazzo/colored concrete sidewalks, coordinated street lights, bronze inserts, landscaped nodes, on street parking, transit stops, benches and waste receptacles (completed 2007).
- Installation of paved alley, including parking spaces where feasible, between NW 4th and 5th Avenues, between NW 1st and MLK Jr. Blvd. (completed 2007); acquire property necessary to provide alley access in the area between NW 5th and 6th Avenues, south of NW 1st Street.
- Where feasible, development and/or improvement of off-street parking facilities to serve businesses and cultural institutions in the area - the CRA may partner with private property owners or the City in the development of these facilities.
- Acquisition of property and buildings to eliminate blighting influences and stimulate economic development.
- Promotion of the area as a neighborhood commercial center, containing goods and services intended to serve the surrounding neighborhood as well as appeal to a larger market outside the area.

The Project is divided into four Phases:

- Phase One: Streetscape plan prepared and put out to bid;
- Phase Two: Installation of new streetscape;
- Phase Three: Land acquisition for parking and redevelopment and construction of additional parking and alleyways;
- Phase Four: Acquisition and rehabilitation of blighted buildings and/or sale of CRA buildings and property for the new construction or rehabilitation by the private or nonprofit sectors.

Project Participants and Administration

- The remaining aspects of the project will be administered and coordinated by the CRA with input from the West Atlantic Redevelopment Coalition and assistance, oversight, and final approval by the City;
- Other participants may include, but are not limited to the Downtown Development Authority, Delray Beach Community Land Trust, Palm Beach County, the Center for Technology, Enterprise and Development, Inc., the Delray Beach Housing Authority, area churches, design professionals, building tenants, and the developer(s) for plaza expansion (new buildings).

Funding Sources

- The CRA provided funding for Phase One of the project with technical assistance by the City.
- Phases Two and Three were jointly funded by the CRA and Palm Beach County with technical assistance by the City.
- The CRA's Business Development and Site Assistance Programs are available to provide additional assistance to owners/businesses along the corridor.
- Phase Four will be funded by the CRA, City, and the private sector.

Project Schedule

- Phase One completed summer 2004.
- Phase Two completed January 2007.
- Phases Three and Four are ongoing.

#2.2: FEC Railway Station

Background



The FEC (Florida East Coast) Railway Station was built in 1896 along the east side of the railroad tracks, immediately south of Atlantic Avenue. It was originally 100' in length and was constructed on site as a Stick-style post and beam frame structure with board and batten walls, two louvered cupolas, and a composition roof with expansive eaves. It included space for a passenger waiting area, offices, and freight storage. The station provided passenger and freight service until it was closed by the railroad in the 1960's. Parts of the building were subsequently demolished, and in 1968 the remaining freight area was split into two sections and moved to separate locations. The larger section was eventually destroyed by fire, but the remaining 40' section was relocated to a farm west of downtown, where it remained until 1995. The Delray Beach Historical Society (DBHS) coordinated volunteers and raised the funds to acquire the building and relocate it back to downtown Delray Beach. The building is currently located on private property known as the Ocean City Lumber site, which includes retail uses, restaurants, and offices. The space that the station sits on was leased by the DBHS until 2008, however the property owner has permitted the DBHS to keep the structure on site, and they continue to

maintain it. The station should ultimately be located on public property in order to provide for its long term preservation.

Recently FDOT has initiated a long range goal of establishing commuter rail service on the FEC track that would provide service between the major cities between West Palm Beach and Miami. Their plan is to seek cooperation with each city to assist in building a station and other services.

Project Objectives

- Provide for a permanent location and the long term preservation of this important historic structure.

Project Description

- Assist the DBHS and City in finding a suitable permanent location for the FEC railway station.
- Assist the DBHS and City in acquiring funds to relocate and restore the structure onto a permanent location in the downtown area.
- Assist in the establishment of the structure as a visitor's center or other suitable use that will ensure the long term preservation and maintenance of the building and provide opportunities for the public to visit the structure and learn about its history.
- Work with FDOT and the City in the long range goal of establishing commuter rail service on the FEC track.

Project Participants and Administration

- Delray Beach Historical Society, City of Delray Beach, CRA, DDA, and other entities involved in historic preservation and downtown redevelopment.

Funding Sources

- State Historic Preservation Office grants, City of Delray Beach, DBHS, CRA, FDOT.

Project Schedule

- Identification of a suitable site to relocate the structure by 2015.
- Relocation of the structure to its permanent location by FY 2015-16, unless an extension to the current lease is granted.

2.3: Block 76 – Old School Square (Delray Beach Center for the Arts) Expansion and Parking Garage

Background

Block 76, located between N.E. 1st. and 2nd Avenues, between Atlantic Avenue and N.E. 1st. Street, is adjacent to the Delray Beach Center for the Arts (formerly known as Old School

Square Cultural Arts Center. During the early 1990's, both this block and the one immediately to the east (Block 84) contained structures in deteriorated condition and uses which had a blighting influence on the surrounding Pineapple Grove neighborhood. A major obstacle to the redevelopment of the area was the lack of adequate parking. Since this was also a problem for the Center, the CRA decided to make this the major focus of its initial redevelopment effort Block 76. The CRA purchased the former site of the Pierce Tire Company as well as a property that was associated with the former Ocean City lumber yard on Block 84. These acquisitions were made possible through \$500,000 of redevelopment seed money that was authorized under the Decade of Excellence Bond. In 1996, the CRA completed the first phase of parking on Block 76, constructing 131 parking spaces. In 1997, the CRA determined that, due to heightened consumer activity in the immediate area and the surrounding blocks, an additional parking phase should be commenced. The CRA acquired a building located along NE 1st Avenue, the Van Hill property, by eminent domain in order to increase parking capacity.

In 2000, Old School Square held a community charrette to determine the future of the facility. These discussions resulted in a plan to expand the campus onto Block 76, creating a large urban park. The plan included converting the surface parking lot to open space, and construction of a parking garage at the north end of the block. In addition to replacing the 170+ spaces that currently exist on the site, the garage would also accommodate additional parking for the Center, the Pineapple Grove area, and businesses along Atlantic Avenue. The plans for garage also included ground floor commercial space adjacent to Pineapple Grove Way and NE 1st Street. In 2001, the amphitheater and restrooms were constructed. In order to implement the park elements of the plan, several privately owned parcels in the block had to be acquired. The CRA initiated eminent domain proceedings and acquired properties at the north end of the block for the parking garage, and property at the south section adjacent to the alley (former Craige Furniture property) for the parks/campus expansion. In 2004, the City passed a bond referendum for Parks and Recreation projects, including the Center's expansion. In 2006, a grant was received from the Florida Communities Trust to help off-set the costs of acquiring properties associated with the proposed Old School Square park. Construction of the 528-space parking garage was completed in November 2007. A community charrette was held on November 17, 2007, to obtain input concerning the design and function of the proposed urban park. The plan included a water feature and opportunities for active and passive areas and programs.

The Delray Beach Center for the Arts continues to function as the cultural anchor for the City and is a major attraction in the downtown area. It struggles with the financial challenges that are typical of nonprofit art & cultural institutions, as it seeks to balance community-based events and programs with revenue-producing activities. Its central location between East and West Atlantic Avenue provides a unique opportunity for it to play a major role in bringing together the city's various ethnic and cultural groups so that all feel welcome and represented. It is imperative that public and private financial assistance continue to be provided so that programs and activities can be available and affordable to the community at large. This is particularly true as the campus is expanded and more demands are placed on The Center's operational capacities.

Project Objectives

- Promote arts and cultural activities as a means to foster increased economic development within the city center.

- Provide a cornerstone for the revitalization and redevelopment of the Atlantic Avenue Business corridor and the Pineapple Grove Neighborhood.
- Provide support to enable The Delray Beach Center for the Arts to continue to offer affordable cultural programming for the diverse Delray Beach community.
- Create an attraction downtown for both residents and tourists.
- Allow for the expansion of the campus and the creation of an urban park.
- Increase property values within the CBD through the provision of open space, vistas, and a gathering place for downtown visitors and dwellers.
- Increase the amount of parking that is available to serve the Center and the adjacent commercial areas.

Project Description

- Assemblage of property within the block for construction of a parking structure with retail space, and creation of an urban park. Private users located in the area may make arrangements to pay the CRA or other public or private entity a fee to lease or purchase enough parking spaces to meet City parking requirements for their use.
- Strong pedestrian linkages to the Delray Beach Center for the Arts, the downtown and the Pineapple Grove Neighborhood will be established.
- Continued support of The Delray Beach Center for the Arts' operations and activities as it expands and takes on an even larger significance as the City's cultural anchor.

Project Participants and Administration

- The CRA was the lead agency in the acquisition of land for improvements in Block 76.
- Other participants in the redevelopment will include, but are not limited to, the City of Delray Beach, The Delray Beach Center for the Arts, Parking Management Advisory Board, Pineapple Grove Main Street, and property owners within the block.

Funding Sources

- Acquisition of property and construction of the garage and phase I of the park were accomplished using a combination of CRA funds, bond funds, in lieu fees, and Florida Community Trust grant funds.
- Funding sources for future operations and improvements shall primarily be the City, CRA and revenues generated by the Delray Beach Center for the Arts, with additional potential funding sources being grant funds and private contributions.

Project Schedule

- CRA funding to ensure that the Center can continue to offer its facilities to community groups and nonprofit organizations at reduced fees began in 2005.
- Preliminary planning and land acquisition process completed in 2006.

- Demolition of all structures has been completed and construction of the parking garage with the ground floor commercial space was completed in 2007.
- Construction of Phase I of the public park was completed in 2009.
- Future projects include improvements to the Delray Beach Center for the Arts campus and Phase II of the public park as well as maintenance of these facilities.

2.4: South County Courthouse Expansion / Delray Beach Public Library

This project involved the construction of a new facility for the Delray Public Library, an expansion of the South County Courthouse, and the construction of a public parking garage to be shared by the two institutions with public access granted pursuant to Interlocal Agreement. The project as originally described has been substantially completed (See Appendix "C" for a description of the project), with the construction of the library and garage in 2005, and courthouse expansion in 2009. Phase II of the garage may be constructed at a later date to be determined based on demand and the availability of funding.

The library has become an important anchor to the West Atlantic Avenue Corridor and asset to the community as it provides a variety of valuable community services and programs. It is run by a nonprofit board, and while it is located on City property it is not a City facility, and funding is always a challenge. The City supports the library with operating funds and provides exterior maintenance, and the library obtains other funding from state grants and private donations. In 2007, with the budget constraints created by the property tax reform, the City cut back on the library's operating dollars. To stay within budget, the library developed a schedule with reduced operating hours. In order to continue to promote activity and economic development in the West Atlantic area, the CRA agreed to fund a portion of the operating funds so that the library could continue to be open seven days a week and offer the same range of services and activities. The library is also creating space for small business incubation and support, a much needed service in the area. The CRA will consider on an annual basis, a commitment of funding in order to ensure that the library can continue to function in this manner.

#2.5: Old School Square Cultural Center

This project involved the restoration of Old School Square's original buildings and campus for use as an arts and culture center. The project as originally described has been completed (see Appendix "C" for a description off the project). The CRA had committed to provide funding to pay the debt service on the loan for restoration of the 1926 building, which was satisfied in 2007. A separate project in this Plan, #2.3, deals with the expansion of the Old School Square campus and the CRA's continued support for the center.

#2.6: Block 60 Redevelopment

The redevelopment of the historic homes located at 20 and 24 North Swinton Avenue and construction of the parking lot located on NW 1st Avenue has been completed. (See Appendix "C" for description). The CRA is also investigating expansion possibilities for their current office building, located at 20 N Swinton Avenue, through either relocating a historical building to the site or adding onto the existing Monterey House. Parking spaces within the lot may be made available for purchase on an as-needed basis, at the discretion of the City and/or CRA.

#2.7: Carver Estates Redevelopment

Background

Carver Estates, the City's only public housing project, provided housing for the City's poorest residents for approximately two decades. However, it was found to have structural problems of such a severe nature that it would be more economical to replace the units than to repair them. In 2005, the Housing Authority had a Master Planning Study and a Feasibility Study prepared in anticipation of the redevelopment of the site. Immediately north of and adjacent to the Carver Estates property is the Village at Delray rental community and Auburn Trace, both affordable housing developments funded in part through tax credit financing. These properties are located in the geographic area covered by the Southwest Area Neighborhood Plan, a community-based plan that provides a blueprint for revitalization and stabilization of the area.

In 2005, the Housing Authority issued a Request for Proposals (RFP) to redevelop their property, possibly as a combined renter and owner occupied development. The proposal submitted by the owners of Auburn Trace (Auburn Group) was selected, which includes redevelopment of the Carver Estates site as well as the Auburn Trace site. Initially, the sites were being redeveloped through a partnership agreement between the Delray Beach Housing Authority (DBHA) and the Auburn Group development company. The project, The Village at Delray, would have resulted in more than 1,000 units of new diverse housing choices for a range of income levels and ages, including 212 quality Housing Credit rental apartments for households below 60% of median income (very low income), 52 workforce rental apartments for households below 120% of median income (low to moderate income), and more than 200 owner-occupied workforce housing units. Also proposed, was a neighborhood-oriented business component to serve the community and a job training component to help residents attain quality well-paying jobs. While approvals were obtained for the residential components of the project, the property acquisitions to accommodate the commercial and jobs-training components could not be achieved.

Due to the collapse of the housing market in 2007 and subsequent changes in the plans for redevelopment of the community, the partnership between DBHA and the Auburn Group was dissolved. The entities are redeveloping their own holdings. Auburn Group constructed a 192 Housing Tax Credit rental apartment complex for households below 60% of median income (very low to low income) on the south portion of their existing Auburn Trace apartment complex, rather than the mixed-income rental complex originally envisioned in the Southwest Area Neighborhood Redevelopment Plan and the DBHA Plan. In 2010, the DBHA issued an RFP for redevelopment of its 18-acre property (former Carver Estates public housing project and adjacent vacant parcel), and selected a development partner (Roundstone Development). The proposed new development will include the following: an 84-unit low income senior apartment complex, a 144-unit low-income housing tax credit rental apartment complex for families, and a total of 25 for-sale single-family homes and duplexes. The project is being developed in phases and construction of the first phase (family apartments) began in 2013.

The CRA is committed to realizing the community's objectives as articulated in the Southwest Plan, and has dedicated significant resources to this effort. The creation of jobs and the opportunity to increase incomes of residents in the Southwest Neighborhood is an important objective for the revitalization of the area and the enhancement of the residents' quality of life. A number of funding sources are being utilized to finance construction of the project, including tax credits administered by the Florida Housing Finance Corporation (FHFC). The tax credit application for Phase I (Village Square Family) required a \$100,000 match from a local

governmental entity. At the meeting of November 18, 2010 the CRA approved a Grant Funding Agreement to provide that match. In 2011, the CRA Board approved a Loan Commitment Letter authorizing \$2.7 million in gap funding for Phase II, the low income elderly apartments (Village Square Elderly). The loan closing is anticipated in 2014. Also in 2011, associated streetscape improvement projects funding by a Palm Beach County grant and CRA dollars were completed.

The CRA's future involvement may also include down payment subsidies for the workforce housing units included in the for-sale component of the development.

Project Description

- Demolition of Carver Estates Public Housing project and development of a new community that will provide housing for low and moderate income families as well as market rate housing .
- Inclusion of recreational and community components including an employment training center.
- Beautification of SW 12th/Auburn/SW 14th Avenue and streets adjacent to the development.

Project Participants and Administration

- The project will be developed and implemented by the Delray Beach Housing Authority development team, with assistance from the CRA, the City of Delray Beach and Palm Beach County.
- Other participants in the project may include, but are not limited to the Delray Beach Community Land Trust, neighborhood associations, professional consultants and interested residents and businesses.

Funding Sources

- The development partnership will be the primary funding source for redevelopment of their property, with CRA and City grants/subsidies as well as grants/subsidies from other entities used to augment local funding.
- The CRA participated in funding the beautification of the adjacent rights-of-way.
- The CRA may provide down payment subsidies for workforce housing units.

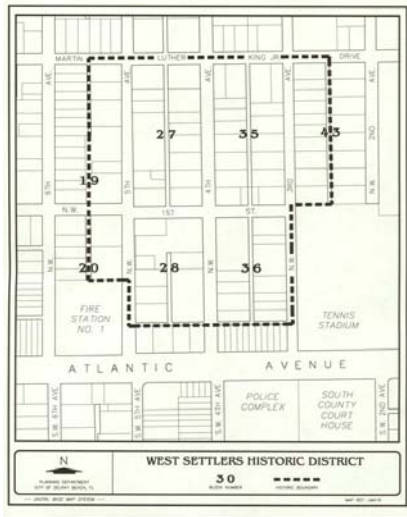
Project Schedule

- Demolition of Carver Estates Public Housing project was completed in 2008.
- Phase I - 144-unit low-income housing tax credit rental apartment complex, currently under construction and to be completed by 2015.
- Phase II - Construction of the 84-unit low income senior apartment complex to begin by 2015.
- Phase III - 25 for-sale single-family homes and duplexes to be constructed as financing becomes available.

#2.8: West Settlers Historic District/Spady Museum

Background

In 1996, the City of Delray Beach created a fifth historic district called the West Settlers Historic District. The area, north of West Atlantic Avenue and bounded on the east by NW 3rd Avenue, on the west by NW 5th Avenue, and on the north by NW 2nd Street (MLK, Jr. Blvd.), is the site of Delray's first churches—Mount Olive Missionary Baptist Church, St. Paul's AME Church (originally Mt. Tabor Church), and the House of God—as well as Delray's first pioneer family settlement. Many homes in the area date from the early 1900's.



In 1995, a group of Delray residents created Expanding and Preserving Our Cultural Heritage (EPOCH), a nonprofit organization that worked to promote preservation and create a cultural museum. EPOCH played an instrumental role in the creation of both the West Settler's Historic District and the establishment of the Spady Cultural Heritage Museum on NW 5th Avenue, in the heart of the district.

In 1997, the City purchased the former home of Palm Beach County's first African American school principal, Solomon Spady. The CRA purchased an adjacent vacant lot and subsequently gave it to the City. That same year, the CRA and EPOCH applied for a grant to develop the Spady house into a multicultural museum. Both the City and the CRA provided grant funding to develop a plan for the museum.

In 1997, the State of Florida awarded the CRA, on behalf of EPOCH, a \$150,000 historical preservation grant to remodel the Spady Museum. In 1999, Palm Beach County awarded a \$100,000 grant to the Spady Museum. Funding from the City and the CRA brought the total for the first phase of the Spady Museum to \$400,000. The CRA administered the grants and oversaw the construction work. In 1999, the CRA relocated a historic Arts & Crafts style Bungalow, known as the Munnings Cottage, to the Spady campus. In 2011 the structure was reconstructed to provide space for cultural programs for children and others. In 2009, the CRA expanded the Spady campus by acquiring the property located at 182 NW 5th Avenue to provide additional space for office and administrative functions. In 2011, the CRA also expanded the museum parking lot to accommodate additional visitors along NW 5th Avenue.

In addition to encouraging commercial redevelopment within the West Settler's Historic District, the CRA also wishes to maintain the character of the area through the preservation of historic residential structures. Over time, many of the historic homes in the West Settler's district were lost due to demolition after falling into disrepair, creating a need to provide for the preservation of the remaining homes whenever feasible. In addition, displaced historic houses from other areas of the CRA district may be relocated to vacant lots throughout the West Settler's area to add to the historic character of the district. The CRA also created the West Settler's Grant and Loan programs to aid in the restoration of the remaining historic homes in the area. In 2003 the CRA established the West Settler's Advisory Board, a community-based board that advises the CRA on activities and funding priorities for the district; to date, they have reviewed more than 13 grant and loan applications, and provided several other recommendations for the area.

In 2000, the CRA acquired the Franklin House, an historically contributing structure, located at 120 NW 4th Avenue. In 2009, the CRA issued an RFP, offering the home to any group willing to restore it and resell it at an affordable price, in an effort to save the structure from demolition. The bid was awarded to Stuart & Shelby Construction, who renovated and expanded the house in 2011. The home was subsequently sold to an income-eligible buyer through the Delray Beach Community Land Trust. Project funding came from a variety of sources, including a grant and loan from the CRA, private loans and donations, and donated professional services.

In 2004 the CRA acquired the historic La France Hotel (140 NW 4th Avenue), the only local hotel to serve minorities during the segregation era, and solicited input from the community to determine alternate uses for the property. As a result of that input, the CRA planned a renovation and expansion project to create affordable rental housing for low-income seniors. Currently, the La France Apartments consists of 14 units, including 8 studio apartments in the original building and 6 one-bedroom apartments in a newly constructed addition. The opening was commemorated with a ribbon cutting ceremony on November 15, 2007.

In 2006, the CRA acquired the property located at 133 NW 5th Avenue. The 1959 two-story concrete block and stucco, multi-family structure contains nine apartments and a ground-floor office. The building has been redeveloped into what is now called Carolyn Quince Court, with affordable rental units and an on-site laundry facility for income-qualified residents.

The renovation of a mixed use structure, located at 135 NW 5th Avenue, was completed in 2008. The two-story building, owned by the CRA, was renovated to provide four affordable condominium units and two ground-floor commercial bays to help attract additional residents and businesses along the corridor. The Delray Beach Housing Authority has planned a second mixed-use project in the area, on the vacant CRA-owned lot located at 82 NW 5th Avenue. The DBHA plans to construct a three-story building that will provide permanent office space for their organization, as well as affordable residential units for low-income residents.

Project Objectives

- Elimination of blighting influences.
- Redevelopment of a historic commercial area.
- Promote historic preservation and maintain the historic character of the neighborhood.
- Attract businesses, facilitate job creation and encourage property improvements within the West Atlantic area.
- Encourage a mix of income groups in the residential areas.
- Provide sites for historic houses displaced by redevelopment.
- Increase economic activity for the West Atlantic area through the establishment of a multi-cultural center.
- Increase public and private parking to serve the cultural institutions as well as the private development.

Project Description

- CRA will purchase vacant lots for use for new, low/moderate income housing and for sites for historic homes displaced by redevelopment in the CRA district.

- CRA will assist EPOCH and the City in operating and expanding the multi-cultural historic museum and related facilities.
- CRA will use various funding to promote redevelopment of residential and commercial structures.
- Preservation of the La France Apartments as housing for low income elderly.
- Acquisition of property along and adjacent to NW 5th Avenue for redevelopment and parking.

Project Participants and Administration

- Some aspects of the project will be administered by the CRA; in other cases the CRA will assist the City and other entities in the implementation.
- Other participants may include, but are not limited to, the City, EPOCH, WARC, the West Settlers Advisory Board, the churches in the district, private property owners, and others.

Funding Sources

- CRA will fund the acquisition of vacant lots for parking, redevelopment, and historic home preservation.
- City and CRA will assist, to the extent feasible, the continued development and operation of the Spady Museum and related facilities.
- A number of CRA grant and incentive programs are available to provide assistance to businesses and private property owners to assist with property improvements, help attract businesses and encourage job creation.
- Other sources of funding may come from grants and private investment.

Project Schedule

- The project began in FY 1996/1997.
- Rehabilitation and expansion of the La France project was completed in 2007.
- The rehabilitation of Carolyn Quince Court was completed in 2008.
- The rehabilitation of the West Settler's Building was completed in 2008.
- Grants for rehabilitation of historic structures are ongoing.

#2.9: Affordable/Workforce Housing Program

Background

The Community Redevelopment Agency began to address the issue of affordable housing in 1992, focusing on the development of infill housing on the numerous vacant lots located in the neighborhoods north and south of West Atlantic Avenue. In 1995 the CRA became a partner in the Renaissance Program, which provides single family homes for first time buyers. This program has been extremely successful, resulting in the delivery of more than 170 homes to low and moderate income families. However, in recent years the supply of available

vacant lots began to dwindle and land values escalated significantly as a result of redevelopment activity in the neighborhoods and surrounding areas, making it increasingly difficult to deliver affordable housing to eligible families through this program. In addition, the program used down payment subsidies to help make the homes affordable. The subsidies were subject to a mortgage that restricted the resale of the homes for a designated time period (10 years), after which the owners could sell the homes at market value. Eventually these homes were no longer affordable to low/moderate income households, and the amount of the subsidy necessary to bridge the gap between what a buyer could pay and the price of the average home continued to increase.

When work began in 2000 on creating a Downtown Master Plan to address redevelopment from I-95 to the beach, participants in the process cited the rising cost of housing as a major concern. Redevelopment efforts in the central part of the downtown had already resulted in substantially higher land values and rents, which had spread beyond the commercial area into the surrounding neighborhoods. In anticipation of the Downtown Master Plan leading to a similar outcome for the West Atlantic area, a subcommittee was formed to address the issue of affordable housing. This group of residents and staff people, who were assisted by the FAU/FIU Joint Center, met on a regular basis to examine methods used by other cities to create affordable housing. Those meetings resulted in a publication by FAU/FIU entitled "Development Without Displacement", which outlined a number of programs and approaches that could be implemented to maintain affordability throughout the redevelopment process. The subcommittee was particularly impressed by results that had been achieved in other cities through the creation of Community Land Trusts (CLT). CLTs ensure long term affordability by continuing to own the land that the units are built on, thereby taking escalating land costs out of the equation. Owners are limited in the amount of return they can receive from their homes upon resale, which also helps to keep costs low. In 2006 the Delray Beach Community Land Trust (DBCLT) was established, and is governed by a nonprofit board comprised of community stakeholders, DBCLT homeowners, and representatives from organizations involved in the delivery of affordable housing. The CRA donated land and provides significant administrative dollars to operate the DBCLT.

Another method of increasing the supply of affordable and workforce housing is to provide incentives to developers to encourage them to build affordable units. This can be achieved through measures such as density bonuses, whereby permission is granted to build additional units provided that some of the units are made available to low/moderate income households. This approach was supported by the participants working on the development of the Southwest Neighborhood Plan, to be applied to the RM-zoned area south of Atlantic Avenue to SW 2nd Street. In December of 2004 the City adopted the "Family Workforce Housing Ordinance" providing for density bonuses in the southwest neighborhood, including the Carver Estates property. This ordinance was later amended to expand the areas eligible for the density bonuses to other multi-family zoned areas of the City.

In several instances the CRA has combined its objective of eliminating slum and blight with its goal to ensure an adequate supply of decent affordable housing by purchasing neglected multi-family buildings and renovating them. On NW 5th Avenue, two buildings were renovated (Carolyn Quince Court & West Settlers Building) to accommodate low/moderate income households. Carolyn Quince Court provides rental units and the West Settlers Building provided 4 for-sale residential condominium units with 2 commercial bays facing NW 5th Avenue. A third, the La France Apartments (formerly La France Hotel) has been renovated and expanded to provide housing for low income elderly tenants. In 2011, the renovations to the Palm Manor Apartment Complex were completed and in 2013, 5 duplexes on SW 12th Avenue, between SW 2nd and 3rd Streets, were renovated. These rental units provide much needed

attainable housing to very low, low and moderate income households.

The CRA also provided funding to the Housing Authority to purchase property for the redevelopment of the Carver Estates public housing project (now known as the Village Square). A number of funding sources are being utilized to finance construction of the project, including tax credits administered by the Florida Housing Finance Corporation (FHFC). The tax credit application for Phase I (Village Square Family) required a \$100,000 match from a local governmental entity. At the meeting of November 18, 2010 the CRA approved a Grant Funding Agreement to provide that match. Phase I is under construction. In 2011, the CRA Board approved a Loan Commitment Letter authorizing \$2.7 million in gap funding for Phase II, the low income elderly apartments (Village Square Elderly). The loan closing is anticipated in 2014. Also in 2011, streetscape improvements associated with the project were completed. As redevelopment continues on West Atlantic Avenue and into the northwest and southwest neighborhoods, affordable housing issues will need to be addressed in a variety of ways and through partnerships with other agencies and entities.

Program Objectives

- Stabilize and preserve neighborhoods through redevelopment and the elimination of blight.
- Provide decent, affordable/workforce housing for residents who are of very low to moderate income level.
- Assist homeowners in relocating as a result of CRA redevelopment projects and land acquisition.
- Create housing opportunities for a mix of ages and income levels within the CRA district.
- Encourage the creation of affordable housing by the private sector.

Project Description

- Establish partnerships with other agencies and entities such as the City of Delray Beach, the Delray Beach Housing Authority, the Delray Beach Community Land Trust and others as appropriate to combine land, funding, and other resources for affordable/workforce housing delivery.
- Acquire property for the construction of new affordable/workforce housing, to be developed either privately through an RFP process or by the CRA in partnership with other housing providers; acquisitions will focus primarily in the Southwest Neighborhood, where the land values and zoning offer the most feasibility for maintaining affordability; a particular focus will be the acquisition of additional properties in the 100 block of SW 14th Avenue in order to upgrade housing conditions in the area and create new affordable housing.
- Provide relocation assistance as necessary for residents displaced through the CRA's redevelopment projects.
- Provide subsidies to assist income-qualified buyers in obtaining affordable housing.
- Include an affordable/workforce housing component in the redevelopment of the CRA-owned locations where appropriate.
- Support programs and mechanisms that ensure long term housing affordability, such as the Delray Beach Community Land Trust.

- Support zoning changes and LDR amendments that will help to create affordable housing that is compatible with and complementary to adjacent neighborhoods.
- Make funding available for the substantial renovation and rehabilitation of existing affordable units, particularly where such renovations include the removal of parking that backs out directly onto streets, façade upgrades, and landscape improvements. The CRA may also provide architectural assistance and infrastructure improvements (i.e. creation of an alley to relocate parking to the rear) as a part of this program. In exchange for the assistance, owners must agree to maintain affordability and/or improvements, as applicable, over a specified time period.

Project Participants and Administration

- Participants include the CRA, the City, the Housing Authority, the DBCLT, other local nonprofit agencies, the County, and others as appropriate.
- Private developers and landowners will also be involved.

Funding Sources

- Potential funding sources include the participants named above.

Project Schedule

- Delray Beach Community Land Trust established 2006 – CRA support is ongoing.
- Affordable housing incentives (Workforce Housing Ordinance) adopted in 2004; amendments will be made as needed.
- Additional acquisition and redevelopment of land for affordable/workforce housing throughout the CRA District is ongoing.

#2.10: Carver Square Neighborhood

Background

Carver Square is a residential subdivision within the Southwest Neighborhood that is bordered by SW 2nd Street to the north, SW 3rd Street to the south, SW 7th Avenue to the east and SW 8th Avenue to the west, bisected by both SW 2nd Court and SW 2nd Terrace. The subdivision comprises a total of thirty lots, each approximately 5,300 square feet in size.

Engineering reports conducted in the project area indicate that there may have been a pond covering a portion of the site in the 1950's, and that the site was utilized as an informal dump in the 1960's. It appears that the area to the north of SW 2nd Court was developed in the 1960's and that the lots to the south of SW 2nd Court were developed during the mid 1970's. The area's newest homes were built in the early 1980s. Accurate and specific details as to the exact location of the dump site and pond have been difficult to obtain with the majority of information being supplied through aerial photographs, soil analysis and geotechnical research, building records as well as verbal communication with area residents and city personnel.

As a result of previous land uses, the homes built on these lots began experiencing settlement issues in the mid to late 1980's. In 1988, the City of Delray Beach contracted Nutting

Engineers of Florida to conduct a detailed site assessment and geotechnical investigation of the neighborhood area. The engineering report specified the conditions of the soil and the effects of the instability to the existing structures. The report also provided recommendations as to mitigation methods to prevent or at least lessen the ongoing effects of the settling soil.

Since 1988, the soil has continued to settle, with the extreme cases resulting in the condemnation and razing of several homes. The condition of many of the homes reflected major soil settlement and structural damage. The majority of the houses experiencing extreme instability and structural damage were located between SW 2nd Court and SW 3rd Street. The homeowners exhausted all legal avenues of liability compensation and structural mitigation. The low to moderate incomes of these residents added to the financial burden these soil conditions have caused. In 2004 the City asked the CRA to address the conditions in Carver Square.

On February 24, 2005, the CRA Board approved a purchase plan for the acquisition of both the houses and vacant lots within the designated area for the Carver Square Neighborhood (between SW 2nd Ct. and SW 3rd St.). At the same meeting the Board directed staff to begin individual discussions with the home owners in order to determine the specific amounts and levels of assistance needed by the property owners in order to find suitable replacement housing. The discussions resulted in the development of the relocation plan which was initially approved at the April 28, 2005 meeting of the CRA Board. Under the plan the residents had until April 28, 2007 to completely vacate the premises. The plan has been implemented successfully. By the end of 2006 the vacant lots and remaining homes which had incurred structural damage as a result of settling issues were acquired by the CRA. In 2008, the structures were demolished and the soil remediation plan to stabilize the sub-surface conditions were completed under Florida's Brownfield Program

Subsequent to the remediation in 2008, groundwater sampling was conducted by the CRA's environmental engineering consultant (GFA International); however the concentrations of iron and manganese in the groundwater sampling were not at a level to enable the Florida Department of Environmental Protection (FDEP) to close the project and allow the site to be redeveloped without further controls.

Based on the GFA's Groundwater Sampling Report – Year 2, Quarter 3, dated November 10, 2011, there was a concern that the compounds in the soils beneath and along the south side of SW 2nd Terrace may be leaching from site soils and contributing to elevated concentrations of iron and manganese in groundwater in this portion of the site. It was determined that additional remediation activities may be necessary involving a combination of source removal and ground water injections.

On January 31, 2012, the FDEP approved a Site Specific Activities grant requested by the CRA for additional site assessment and limited source removal. FDEP utilized one of their environmental engineering consultants/contractors (Tetra-Tech, Inc.) to conduct additional soil and groundwater assessment and prepare a Remedial Alternative Evaluation, providing source removal options for the CRA. The result of the additional assessment indicated that there was a layer of solid waste debris between 4 to 6 feet in depth within the SW 2nd Terrace right-of-way that could be contributing to the increased iron and manganese levels. As a result of the findings, a Remedial Action Work Plan was prepared and approved by FDEP in April 2013.

In May 2013, Tetra Tech conducted a source removal of soil and debris from beneath the impacted portion of SW 2nd Terrace. The asphalt, water and sewer mains were removed from SW 2nd Terrace and properly disposed at a certified landfill. In addition 750 tons of soil

and debris were removed from beneath SW 2nd Terrace and disposed at a certified landfill. Any soil not impacted with debris was staged as overburden and replaced in the excavation area; in addition to the overburden 720 cubic yards of certified clean backfill was also used to bring the excavation area to grade. In addition, three monitoring wells used in the quarterly monitoring program that were in SW 2nd Terrace (two shallow wells MW-3R and MW-4R and one deep well MW-7D) were destroyed during the source removal activities.

In October, 2013, subsequent to issuing a Request for Bids, the CRA entered into an agreement with Environmental Assessments & Consulting for the installation of the groundwater monitoring wells and associated quarterly testing. The CRA is projected to issue an RFP for the purposes of developing affordable single family homes on the lots, once the FDEP issues a "No Further Action" letter to close the project and allowing the site to be redeveloped without further controls.

Project Objectives

- Eliminate the condition of slum and blight in the neighborhood caused by the soil settlement problems.
- Provide an opportunity for residents/home owners to obtain replacement housing (completed).
- Remediate the affected soil area in order to provide land for future housing or green space.

Project Description

- Project is located within the affected areas including, but not limited to, the properties bordered on the north by SW 2nd Street, the south by SW 3rd Street, the east by SW 7th Avenue and the west by SW 8th Avenue.
- Phase One included the conducting of soil tests to examine the content and stability of the soil and to assess if there are any environmental hazards. Based upon the outcome of the tests, and the estimated cost to address the problem, the CRA board decided to proceed with Phase Two.
- Phase Two of the project involved the determination of a strategy for addressing the problem and relocating residents. This Phase included:
 - Acquisition of damaged homes and vacant lots (refer to Appendix for map).
 - Home owner relocation assistance.
 - Demolition of all structures.
- Phase Three includes environmental testing and remediation of the soil utilizing stabilization materials and methods specified by geotechnical engineers.
- Phase Four will include construction of new affordable housing units as conditions allow.

Project Participants and Administration

- The project will be administered and coordinated primarily by the CRA.
- Participants in Phase One included the CRA, the City of Delray Beach and the Florida Department of Environmental Protection (FDEP).

- Participants in Phase Two included the Delray Beach Community Redevelopment Agency (CRA), the City of Delray Beach, the TED Center, the Delray Beach Community Development Corporation (CDC), and the Delray Beach Community Land Trust.
- Phase Three participants include the CRA, City of Delray Beach, Florida Department of Environmental Protection (FDEP), environmental testing firms and the South Florida Regional Planning Council (SFRPC).
- Phase Four participants may include the CRA, the Delray Beach Community Land Trust (CLT), the City of Delray Beach, Habitat for Humanity and private homebuilders.

Funding Sources

- The CRA and the Florida Department of Environmental Protection (FDEP)-provided funding and testing services for Phase One.
- Funding sources for Phase Two included the CRA, City of Delray Beach, and the Delray Beach Community Land Trust (CLT).
- Funding sources for Phase Three include the CRA and the South Florida Regional Planning Council (SFRPC)
- Funding sources for Phase Four may include the CRA, the City of Delray Beach, the Delray Beach Community Land Trust, Habitat for Humanity, and private home builders.

Project Schedule

- Phases One and Two are completed.
- Phase Three: In 2008, the structures were demolished and the soil remediation plan implemented under the Florida's Brownfield Program to stabilize the sub-surface conditions, and includes groundwater monitoring. In 2013, additional soil remediation related to SW 2nd Terrace was completed and groundwater testing conducted.
- Phase Four: Issue RFP to redevelop the lots for affordable single family housing.

#2.11: Cultural Loop/Martin Luther King Jr. Drive

Project Background

The Delray Beach Cultural Loop was initiated in 2003 by Pineapple Grove Main Street, a non-profit art district, in conjunction with the Delray Beach Cultural Alliance. The purpose for establishing this route of cultural influence was to provide an opportunity to showcase the history and culture of Delray Beach in those areas both East and West of Swinton Avenue. The route generally consists of: NW 2nd Street (Martin Luther King, Jr. Drive) and NE 2nd Street to the north, NE 2nd Avenue (Pineapple Grove Way) and SE 2nd Avenue to the east, SE and SW 2nd Streets to the south, and NW and SW 5th Avenues to the west. The idea is to develop a walking trail and riding tours to visit and become aware of the history of the people, commerce, and nature of Delray Beach contained around and near the Cultural Loop.

Streetscape improvements have been completed along sections of the Cultural Loop. The most significant are the improvements to the NW/SW 5th Avenue corridor and the Pineapple Grove Arts District. The segments of the Loop in the commercial areas are being improved as redevelopment has occurred. However, additional attention is needed along the residential segments of the Loop, especially Martin Luther King, Jr. Drive and SW 2nd Street.

In 2006, a Steering Committee consisting of a variety of community stakeholders was established to study various alternatives for the beautification of the Martin Luther King Jr. Drive corridor (NW/NE 2nd Street), between the I-95 sound barrier and the Intracoastal Waterway. In 2008, the CRA Board began preliminary design work associated with the beautification project. In January 2009, the design consultants presented a conceptual plan for the corridor to the Steering Committee, which was later approved by the City and CRA. The improvement plan includes street beautification, street lighting, low voltage landscape lighting, landscape and irrigation, two public plaza areas, commemorative public art features, new sidewalks where needed, plaques with quotes by Martin Luther King, Jr. and, street identification signs. Construction began in the fall of 2010.

Project Objectives

- Elimination of blighting influences.
- Provide for better pedestrian circulation and connectivity between the cultural institutions of downtown Delray Beach.
- Improve on visual and aesthetic appearances of the area around established cultural icons within the downtown area of the City thus attracting pedestrian traffic to the area to stimulate economic activity.
- Installation of art displays and features along the Cultural Loop.

Project Description

- Improve the street appearance by beautification and provide initial maintenance in cooperation with the City.
- Improve pedestrian and vehicular safety through the installation of traffic calming measures as well as the installation of lighting and sidewalks, where needed.
- Upgrade drainage where needed.
- Acquire property along the Cultural Loop and Martin Luther King, Jr. Drive, as needed to accommodate components of the streetscape beautification plan.

Project Participants and Administration

- Most aspects of the project will be administered in cooperation with the City and other entities in the implementation.
- Other participants may include, but are not limited to, the City, EPOCH, Delray Old School Square, Delray Beach Cultural Alliance, Delray Art Advisory Board, WARC, Pineapple Grove Arts District, the West Settlers Advisory Board, and others.

Funding Sources

- The City and CRA will provide funding for preparation and implementation of the plan, including any outside consulting services that are necessary.
- Other sources of funding include Palm Beach County, as well as public and private grants.

Project Schedule

- The project began in FY 2003/2004.
- Construction of the Martin Luther King Jr. Drive streetscape beautification project , between NE 1st Avenue and NW 12th Avenue, and an associated reclaimed water main project were completed in 2011.
- Construction of the SW 2nd Street beautification (between Swinton Avenue and SW 15th Avenue) project was completed in 2014
- Construction of Phase II of the Martin Luther King Jr. Drive streetscape beautification project, between NW 12^t Avenue and the I-95 sound barrier, is scheduled for completion in 2016.

#2.12: Redevelopment of Old Library Site

Background

In July of 2003 the City, CRA, and Delray Beach Public Library Association, Inc. entered into a Tripartite and Interlocal Agreement providing for the relocation of the public library from SE 4th Avenue to CRA-owned property on the south side of West Atlantic Avenue, between SW 1st and SW 2nd Avenues. The Agreement and subsequent amendments allowed for the exchange of the CRA-owned site with the City-owned library property. The intent was for the CRA to issue a Request for Proposals (RFP) for the redevelopment of the old library property, as well as the adjacent City parking lot and the Chamber of Commerce property (also owned by the City). The Interlocal Agreement stated that at the time the properties were sold to a developer, the CRA was entitled to receive the first \$1.7 million of the sale proceeds. This amount was equivalent to the appraised value of the West Atlantic property the CRA had provided for the new library. The City would receive the remaining proceeds from the sale.

The library relocated into a new building on the West Atlantic site and the CRA issued an RFP for the CRA and City-owned properties, which collectively became known as “The Old Library Site.” Two proposals were submitted and the CRA selected Coastal Properties (later to become Old Library Development LLC) as the developer of the site. There were several issues that had to be negotiated, including relocation of the Chamber of Commerce and replacement of public parking that is currently on the site. On September 20, 2007, the CRA board voted to approve a \$315,450 contribution to the City to relocate the Chamber of Commerce into the commercial space on the ground floor of the newly constructed parking garage adjacent to Old School Square. An agreement between the City, the developers, the CRA, and the Chamber of Commerce regarding the details of the Chamber relocation and replacement of the public parking spaces, known as the Chamber Relocation and Public Parking Space Agreement, was approved by the Board at the CRA meeting of February 14, 2008. At that same meeting the board also approved the Purchase and Sale Agreement between the CRA and Old Library Development LLC. As a condition preceding the closing on the property, a separate agreement must be prepared that will include details regarding the long term maintenance and management of the replacement parking spaces. On October 9, 2008 the City transferred ownership of the parking spaces and Chamber of Commerce site to the CRA, and shortly afterwards assigned the City’s lease with the Chamber to the CRA.

Shortly after the execution of the Agreement economic conditions worsened to the point that the project was not feasible under the stated terms. Several extensions were granted but

conditions did not improve to the point where the project could not move forward without substantial revisions, and the contract was terminated in September 2012.

On November 20, 2012, the City Commission approved the Tri-Party Agreement between the CRA, City and the Chamber of Commerce for the Permanent Conveyance of Real Property at the Old Library Site. As part of the Agreement, the City provided for the release of the original reverter clause, thereby permanently conveying title for all associated parcels to the CRA. The CRA is to pay for the land pursuant to the terms stipulated in the agreement. The CRA also agreed to contribute toward the relocation of the Chamber of Commerce offices to City-owned space in the Old School Square Garage, and to reimburse the City their cost of constructing that space. In addition, the CRA agreed to create and maintain fifty (50) code compliant public parking spaces on the redevelopment site or within 300 feet of the City parcels.

In 2013, the CRA issued an RFP for the redevelopment of the site. Four (4) responses were received and on August 22nd, 2013, the CRA Board selected the proposal submitted by Delray Beach Holdings, LLC (iPic Entertainment) for the construction of a mixed-use development consisting of a theater, office and retail space, and associated parking. As a condition preceding the closing on the property, a separate agreement must be prepared that will include details regarding the long term maintenance and management of the minimum 50 public parking spaces.

Project Objectives

- Eliminate slum and blighted conditions by replacing the obsolete library and Chamber of Commerce buildings with a new, modern development project.
- Ensure the continued availability of public parking in this block.
- Encourage entertainment venues such as movie theaters to complement the dining and retail that exists in the downtown core.
- Encourage the development of new office space to create job opportunities in the CBD.
- Provide economic stimulation and investment in the CRA district.
- Improve marketability of, and demand for, downtown retail shops.
- Increase and sustain downtown nightlife.

Project Description

- The development site is slightly more than 1.5 acres in size and located approximately 170 feet south of E. Atlantic Avenue. It is bordered by SE 4th Avenue to the west and SE 5th Avenue to the east.
- The selected development proposal includes a combination of theater, office, and retail uses, as well as a public plaza area.
- A combination of private and public parking will be provided in an attached structure on the west side of the development.
- A section of the north/south alley within the block will be abandoned to accommodate the redevelopment.

Project Participants and Administration

- Project is primarily administered by the CRA.
- Other participants include the City, the Chamber of Commerce, and the development team.

Funding Sources

- The Development Team is funding the costs to design and build the project. The CRA paid the costs to acquire the land from the City and to reimburse the City for the costs to construct the space in the Old School Square garage for the relocated Chamber of Commerce offices.
- The CRA paid the costs to build out the Chamber office space, \$250,000 of which is to be repaid by the Chamber over a 15-year period pursuant to the Agreement for Relocation between the CRA and the Chamber of Commerce.

Project Schedule

- The RFP was issued and the developer was selected in 2013.
- The Purchase and Sale Agreement with Delray Beach Holdings, LLC was executed in 2013.
- Closing and start of construction is scheduled for 2015.

C. GROUP 3: COMMUNITY IMPROVEMENT PROGRAMS

3.1: Curb Appeal Residential Improvement Program

Background

The Curb Appeal Residential Improvement Program was created in 2007 in order to address a need for property improvements in residential areas within the CRA District. The program helps eliminate slum and blighted conditions by providing financial assistance for exterior improvements to property owners in the Northwest and Southwest neighborhoods. Minor improvements, such as fresh paint, landscaping, and driveway repairs, have the potential to dramatically impact the visual appearance of single-family units and their surrounding areas in a positive manner.

Program Objectives

- Enhance the physical appearance of residential structures within the CRA District.
- Eliminate and prevent the spread of slum and blighted conditions.
- Increase property values in residential neighborhoods within the CRA District.
- Stimulate private investment in residential areas within the CRA District.
- Stabilize residential areas within the CRA District by encouraging owner-occupancy and long-term tenancy.

Program Description

- Expenses for minor exterior improvements are eligible under the Program, as determined by the CRA board.
- The program will be available in the Northwest and Southwest Neighborhoods of the CRA District; specific priority areas within these neighborhoods may be designated by the CRA board.
- Owner-occupied and tenant-occupied single-family units that meet established requirements will be eligible to receive assistance through the program.
- The CRA Board will maintain policy guidelines regarding award limits, income eligibility, eligible improvements, and designated priority areas.

Program Participants and Administration

- The CRA and City will collaborate to market the program in the CRA District and any designated priority areas.
- The program will be fully administered by the Community Improvement Department within the City of Delray Beach.
- The CRA Board will approve final grant applications and funding amounts for each grant awarded.
- Other participants include contractors, property owners and the City of Delray Beach.

Funding Sources

- The CRA provided an initial \$50,000 allocation for FY 2007/2008.
- Additional program allocations will be determined annually during the budget process or at the discretion of the CRA on an as-needed basis to maintain program funding.

Program Schedule

- The Program was implemented in FY 2007/2008 and is ongoing.

3.2: Site Development Assistance Program

Background

Redevelopment projects occurring within the CRA District have the potential to greatly impact both physical and economic conditions within the greater Delray Beach community. Many publicly funded redevelopment projects, including infrastructure improvements and street beautification projects, can provide substantial benefits to an area, but additional redevelopment initiatives must be funded by the private sector.

In order to promote these redevelopment efforts, the CRA allocates funds annually to provide limited financial assistance for privately funded projects. The Site Development Assistance Program acts as an incentive for site development improvement within the CRA District, including exterior building upgrades and building expansions.

Program Objectives

- Encourage private redevelopment initiatives by providing assistance for redevelopment of sites and buildings within the Community Redevelopment Area.

Program Description

- Provision of grants for partial reimbursement of expenses related to the upgrading or expansion of projects in the CRA district.
- In order to assist projects that help to fulfill objectives related to the provision of affordable housing, the CRA may also provide grants to developers paid in annual installments, equal to a percentage of the Tax Increment Revenue received by the CRA due to the increased assessment on the property.
- The CRA Board will maintain policy guidelines regarding grant limits, annual payment amounts (based on percentage of TIF revenue), and time frame over which grant is to be paid.
- CRA grant funds can be used as a match for other grant programs, such as Palm Beach County's Development Regions Grants, when those programs are available.
- Use of the allocated funds for individual projects throughout the CRA area is solely at the discretion of the CRA.



Amazing Creations florist (before)



Amazing Creations Florist (after)

Program Participants and Administration

- The program is administered by the CRA.
- Other participants may include, but are not limited to, the City of Delray Beach, property owners and project developers.

Funding Sources

- The CRA will provide the funding for the program.
- Program allocations shall be determined annually during the budget process or at the discretion of the CRA.

Program Schedule

- Program was implemented in FY 1991/1992 and is ongoing.

3.3: Community Activities Sponsorship Program

Background

Since its creation in 1985, the Community Redevelopment Agency has been asked to participate in and/or provide funding for a number of programs that help build a sense of community in residential neighborhoods or stimulate economic development in the business districts. Expenditures for community projects and programs which further the goals of the CRA are necessary from time to time in order to maintain and promote the CRA's role in community redevelopment.

Program Objectives

- Maintain a positive and involved role within the community.
- Further the goals of the CRA through support of and participation in community initiatives and activities.
- Support activities that help stimulate economic development, eliminate slum and blighted conditions and foster neighborhood stabilization throughout the District.

Program Description

- CRA will provide funds to sponsor ongoing programs that help further specific aspects of the CRA mission, such as the stabilization and expansion of the economic environment within commercial areas, revitalization and rehabilitation of the existing housing supply, community policing initiatives, or further other basic goals of the CRA.
- Small grants will be provided to cover a portion of the costs of a program benefiting an identified population in the CRA District.

Program Participants and Administration

- Sponsorship funds are administered by the CRA.
- Other participants may include, but are not limited to, community groups and organizations, public bodies and private not-for-profit corporations.

Funding Sources

- The CRA will provide the funding for the program.
- Program allocations shall be determined annually during the budget process or at the discretion of the CRA.

Program Schedule

- Program was implemented in FY 1991/1992 and is ongoing.

3.4: Downtown Transit System – The “Downtown Roundabout”

Background

In 1985, the Atlantic Avenue Task Force presented a report to the City Commission which outlined a list of proposed physical improvements along the Atlantic Avenue Corridor. One of the improvements discussed was the use of a tram system to connect the downtown area to A-1-A. The notion of a downtown shuttle was further emphasized in the City's Comprehensive Plan, which stated that the City and CRA would work together to establish a plan for an in-town shuttle system to serve the downtown, Tri-Rail, and the beach. In 1992 the CRA commissioned FAU/FIU Joint Center for Environmental and Urban Problems to give its recommendations on the development and operation of a trolley system in Delray. The report, entitled, "A Downtown Trolley: An Alternative Transportation Mode in the City of Delray Beach", recommended a free, three-trolley system, however funding was not available at the time to implement it. In 1995 the City worked with the Florida Department of Transportation to create a Transportation Concurrency Exception Area ("TCEA") for the downtown. The TCEA designation was necessary in order to stimulate redevelopment of the downtown without triggering a requirement for road improvements that would be impossible to implement due to right-of-way constraints. In order to provide alternative measures to mitigate traffic impacts, the City committed as part of the TCEA to a plan for inner-city transit.

The City began offering a free shuttle service named the Downtown Roundabout in January of 2007, using a combination of City and CRA funds. The original vehicles were shuttle

buses that were owned and operated by a private company under contract with the City. In 2013 the City purchased four trolley style vehicles using a combination of CRA and FDOT funds, and contracted with a private firm to operate the service. The City is responsible for ongoing maintenance and fuel.

By providing a direct link along the Atlantic Avenue corridor between the rail station and the beach, the shuttle system increases the accessibility of the downtown to the residential neighborhoods east of I-95 and visitors who wish to utilize the Tri-Rail system for a day at the beach, to visit the Delray Beach Center for the Arts or to shop in downtown Delray. Out of area commuters can also use the trolley to get to their jobs in the downtown. This type of local transportation system can decrease automobile trips throughout the area by enabling people to park in centralized parking facilities downtown and travel to other sections without having to use a car.

Program Objectives

- Provide an alternative means of transportation between the Tri-rail station and the beach along Atlantic Avenue.
- Increase market appeal of the downtown, both to visitors and to new businesses.
- Limit automobile traffic trips within the downtown to increase mobility.
- Provide additional transportation system for low and moderate income riders in order to facilitate employment opportunities.
- Provide an alternative means of transportation in and around the downtown for the elderly.

Program Description

- Phase One shall be the implementation of the shuttle system for a three-year period.
- Phase Two shall be an assessment of ridership and determination of future system needs and funding sources.

Program Participants and Administration

- Participants in the project may include, but are not limited to, the City, CRA, South Florida Regional Transportation Authority (SFRTA), and the MPO.
- Other participants may include the DDA and the Chamber of Commerce, Delray Beach Marketing Cooperative, Palm Tran, and other State and Federal agencies.

Funding Sources

- Funding for the initial operation during the grant period was by the City, the CRA, and the MPO.
- Ongoing funding sources shall be comprised of CRA, City, SFRTA, FDOT and other sources as available.
- Additional revenue opportunities shall be explored such as ridership fares, advertising and sponsorships.

Program Schedule

- Phase One began in 2007 and is ongoing.

- Phase Two began in 2007 and is ongoing.

3.5: Business Development Program

Background

Increasing economic activity within the Community Redevelopment Area is a major objective of the overall Community Redevelopment Program. CRA investments in local business opportunities can have positive impacts on employment, the tax base, and the physical environment, all of which are positive steps toward the elimination of slum and blighted conditions. While many other CRA programs seek to increase economic activity within the CRA district, the Business Development Program focuses its efforts on generating and sustaining business activity. The primary goal of the program is to facilitate small business development and generate job growth within the Community Redevelopment Area, particularly in the West Atlantic Redevelopment Area.

The program is designed to encourage and assist small businesses by subsidizing their rent during their critical first year of operation. It provides additional benefits to the local economy by reducing the amount of vacant commercial space within the area. Higher occupancy rates not only improve the overall appearance of the area, but also contribute to the development of a critical mass of activity, through which individual business operations help attract customers for each other.

Program Objectives

- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase employment opportunities.
- Decrease vacancy rates of commercial space within the CRA District, particularly in the West Atlantic Redevelopment Area.
- Reduce slum and blighted conditions.

Program Description

- CRA will pay a portion of the business's rent for twelve months during the first eighteen months of a multi-year lease.
- The CRA Board shall maintain policy guidelines regarding types of assistance, the area served, funding limits and eligibility requirements.
- In general, assistance will be reserved for uses that reinforce and further the redevelopment strategy and goals for the respective geographic sub-area and for businesses that conform to the City's Land Development Regulations.
- The CRA Board maintains the right to make decisions on a case-by-case basis at its sole and absolute discretion.

Program Participants and Administration

- The program will be administered and coordinated by the CRA.

- Other participants include Local, County, State and Federal Agencies, non-profits, private foundations, businesses and landlords.

Funding Sources

- The CRA will provide funding for the program.
- Program allocations shall be determined annually during the budget process or at the discretion of the CRA.

Program Schedule

- The program was implemented in FY 1994/1995 and is ongoing.

#3.6: Historic Façade Easement Program

Background

The preservation of historic structures in the Community Redevelopment Area is a major objective of the overall redevelopment program. Historic preservation is important both economically and culturally and can be used as a tool to eliminate slum and blighted conditions. Historic downtowns are generally more successful if their buildings are preserved, rather than demolished. A well preserved historic downtown can be marketed as a unique place for people to work, shop, eat and congregate, which enhances the social and economic vitality of the area and increases the property tax base.

The Historic Façade Easement Program allows the CRA to use historic preservation as a redevelopment tool. Through this program, the CRA may purchase the façade of a historic structure for a portion of the cost of exterior improvements or structure relocation. The property owner benefits by initiating exterior improvements at a fraction of the total cost. The public receives the benefit of the resulting physical improvements and the preservation of an historic structure serving as a linkage to the past. Unless located within a designated historic district, the building owner is required to designate the building as a historic site with the City of Delray Beach. The CRA retains ownership and architectural control of the historic façade in perpetuity.

Through the Historic Façade Easement Grant Program, the CRA has been able to assist several business development projects throughout the District. Elwood's Diner, formerly the Flamingo Gas Station, used a \$25,000 grant toward the successful renovation and adaptive re-use of the historic structure, transforming it from a defunct gas station into a restaurant. The former Masonic Lodge building on East Atlantic Avenue received a \$45,000 historic façade grant, which represented 50% of the cost of rebuilding the façade. The CRA also provided three grants, for a total of \$200,000, to the Delray Beach Historical Society in support of the relocation and restoration of three historic structures in the Old School Square Historic Arts District.



Program Objectives

- Provide economic stimulation to the CRA District.
- Promote historic preservation.
- Encourage infill redevelopment through the renovation of existing structures.
- Encourage adaptive re-use of historic buildings.
- Prevent the spread of slum and blighted conditions.
- Increase employment and business opportunities.
- Decrease unoccupied or underutilized commercial space within the CRA District.
- Stabilize and increase the property tax base.
- Strengthen the viability of historic districts within the CRA District.

Program Description

- Provide capital to property owners to renovate or relocate historic structures through the purchase of a façade easement, with the purchase money tied to the restoration of the facade.
- A property owner utilizing the program has the structure designated a historic site as set forth in the City's Land Development Regulations (Section 4.5.1), unless located within an historic district.
- All historic structures within the community redevelopment area could be considered for the program including those historic structures that have been moved from outside the area.
- Purchase of historic façade easements will be considered by the CRA on a case-by-case basis, subject to available funding.
- Facade easement purchase money may be used as a matching fund for other grant funding.
- The facade easement is superior to any mortgages.
- The CRA retains architectural control over the façade in perpetuity.
- The building owner is responsible for maintenance of the facade improvements.

Program Participants and Administration

- The program will be administered and coordinated by the CRA.

- Other participants include the City, the Historic Preservation Board, and property owners.

Funding Sources

- The CRA will provide the funding for the program.
- Program allocations shall be determined annually during the budget process or at the discretion of the CRA.
- Other funding sources include public and private entities which provide grants for historic preservation.

Program Schedule

- The program was implemented in FY 1994/1995 and is ongoing.

#3.7: Grant Administration Program

Background

To facilitate additional investment within the Community Redevelopment area, the CRA will apply for and administer grants which complement the redevelopment efforts of the CRA and the goals of the Community Redevelopment Plan. It is anticipated that this additional investment within the CRA district will result in increased opportunities for residents and have positive impacts on employment, housing, the tax base, and the physical environment, all of which are positive steps toward the elimination of slum and blighted conditions.

Program Objectives

- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase employment opportunities.
- Increase housing opportunities.
- Implement projects outlined in adopted Area-wide and Neighborhood Plans.

Program Description

- The CRA may apply for, accept, provide matching funds, and/or administer grants from Federal, State, and local governmental entities, charitable foundations and groups, and other such organizations as may offer grant funds for the planning and carrying out of redevelopment efforts that support or are consistent with the purposes of the Community Redevelopment Plan.

Program Participants and Administration

- The program will be administered and coordinated by the CRA.
- Other participants include, but are not limited to, Federal, State, and local governmental entities, charitable foundations and entities, and such other organizations as may offer grant

funds, and organizations, businesses or individuals who may participate in the program to receive such grant funds.

Funding Sources

- Federal, State, and local governmental entities, charitable foundations and entities, and such other organizations as may offer grant funds.
- At its discretion, the CRA may match grants from other entities.

Program Schedule

- The Program was implemented in FY 1995/1996 and is ongoing.

#3.8: Delray Beach Renaissance (First-Time Homebuyers) Program

See Appendix “C” for a full description of this program. The CRA’s participation in the Renaissance Program was largely discontinued in 2006 as land costs increased at a rapid pace, and priorities shifted to delivering permanently affordable housing through the Delray Beach Community Land Trust. The CRA may opt to continue providing down payment subsidies as described under **#2.10 Affordable/Workforce Housing Program**.

#3.9: Clean and Safe Program

Background

The downtown area, along Atlantic Avenue between I-95 and the beach, has been the central focus of a major revitalization effort for several years. The beautification of Atlantic Avenue has contributed to the overall charm of downtown Delray Beach and has added pedestrian appeal to the area. Paver brick sidewalks, decorative lighting, street furniture and landscaping have been installed to make the area more attractive. Parking structures and parking lots have been built in locations convenient to shops and restaurants. Sidewalk cafes have been encouraged to enhance the downtown’s appeal. Special events and marketing campaigns have helped generate large numbers of visitors to the downtown as well. This new infrastructure and the increased activity have resulted in the need for increased maintenance and public safety measures to ensure the sustainability of the downtown area. The Clean and Safe Program is designed to build upon previous efforts and set the stage for future initiatives to improve the downtown as a center of business and social activity.

Program Objectives

- Provide economic stimulation and increase investment in the downtown core.
- Improve the quality of cleanliness and maintenance in the downtown, including trash removal, streetscape furniture, lighting, landscaped areas, sidewalks, etc.
- Ensure public safety and improve perceptions of nighttime safety for downtown visitors.
- Increase nighttime activity in the downtown area.
- Enhance visual appearance of existing structures and improve pedestrian accesses to parking areas.

- Strengthen the relationship between parking areas and destinations for downtown workers and visitors.

Program Description

The program may include, but is not limited to, the following elements:

- The Clean and Safe Area is defined generally as one block north and south of Atlantic Avenue, from A-1-A to NW/SW 12th Avenue, Pineapple Grove Way from Atlantic Avenue to NE 4th Street, NW 5th Avenue to NW 2nd Street, and NE 4th Avenue to NE 2nd Street.
- Increased levels of landscape maintenance, lighting, code enforcement and police patrols in the downtown in order to enhance the area's appearance and increase public safety.
- Improved signage for wayfinding and destination recognition.
- As an enhancement to the City's CBD Alleyway Program the CRA shall coordinate with the City to develop design plans and implement additional improvements to upgrade municipal parking lots, the appearance of building facades adjacent to alleyways, and provide pedestrian access to parking through alleyways. CRA funded improvements may include, but are not limited to, landscaping, lighting, signage, trash disposal and compactor systems, and special paving where appropriate to denote rear shop entrances and pedestrian circulation, as well as assistance to property owners to improve facades that are visible from heavily trafficked alleyways.

Program Participants and Administration

- The program is to be primarily administered by the City of Delray Beach.
- Other participants include the DDA, Chamber of Commerce, and the Delray Beach Marketing Cooperative.

Funding Sources

- The CRA is the main source of funding for the program, including City positions necessary for the achievement of established Clean and Safe goals such as police officers, code enforcement officers and supervisors, and public works personnel.
- CRA funding allocations shall be determined annually during the budget process or at the discretion of the CRA.
- Other funding sources may include the DDA, City, Chamber of Commerce and others, as appropriate.

Program Schedule

- This program began in 1992 and is ongoing.
- CRA funded improvements were made to two downtown Municipal parking lots (Blocks 92 & 109) in FY 1992/1993.
- Renovation of the Bridge Tender's house was completed in 1993.
- Downtown signage program commenced in 1999.
- Funding for concentrated maintenance and safety measures began in FY 04/05.

#3.10: Delray Beach Marketing Cooperative

Background

During the early 1990s, the downtown business district suffered from high vacancy rates, a shortage of pedestrian traffic, an inactive nightlife, and what was perceived to be an unsafe environment. In 1993 the City, CRA, Downtown Development Authority, and Chamber of Commerce collaborated to create the Downtown Joint Venture to market and promote downtown Delray Beach. Now known as the Delray Beach Marketing Cooperative, this 501(c)(6) organization creates and implements destination marketing campaigns for the entire city, as well as several events and programs that enhance the downtown economy by attracting visitors to the area. The current DBMC partners include the CRA, the City, and the Greater Delray Beach Chamber of Commerce.

The Cooperative uses special committees and merchant groups as a tool to encourage downtown merchants to actively promote their businesses. Over the years, the DBMC has proven to be a valuable asset to retail shops, restaurants and special events in the area. The DBMC is responsible for the production of four major events each year, including the "On the Ave" series, the July Fourth Celebration, the 100-Foot Christmas Tree, and the "First Night" New Year's celebration. In 2012, the DBMC was instrumental in Delray Beach being successfully named the "Most Fun Small Town in America", a competition hosted by Rand McNally, USA Today and the Travel Channel. The title has resulted in unprecedented levels of media publicity for Delray, including a feature on the Travel Channel, articles in numerous national publications, millions of social media impressions, and ongoing mentions of Delray Beach on various travel blogs and websites.

The success of the DBMC has made it a benchmark in the industry of downtown promotion and organization. Many cities throughout the nation are now working toward establishing their own organizations and events, modeled after the DBMC, in an effort to revitalize their downtown and entertainment business districts.

Program Objectives

- Help attract people to Delray Beach, ultimately providing a positive economic impact to the entire city.
- Provide economic stimulation to the downtown area.
- Produce and support special events to attract people to the downtown area.
- Promote the overall downtown area as a dining, shopping, entertainment and cultural destination.

Program Description

- Create and implement destination marketing strategies and special events to promote the downtown area and the overall image and appeal of Delray Beach as a destination.
- DBMC Partners provide funds, office space, and supplies for basic staffing and operations.
- The DBMC Board of Directors will include representatives from the CRA, City and Chamber. The Board is responsible for approving budgets, expenses, programs and events.

- The DBMC staff will routinely communicate with merchants and community organizations about events and marketing campaigns by distributing printed materials, attending meetings, forming committees, and collecting input.
- DBMC will actively engage merchants, community organizations, event sponsors and volunteers in special event and marketing campaigns.
- DBMC is responsible for organizing and producing several activities each year, including "On the Ave" series, the July Fourth Celebration, the 100-Foot Christmas Tree, and First Night.
- Events may be added, modified or eliminated as determined by the DBMC Board of Directors to reflect changing community needs and/or budget considerations.

Program Participants and Administration

- DBMC Partners include the City, CRA, and Chamber of Commerce.
- Other participants may include, but are not limited to, the DDA, area merchants, media partners, private businesses and non-profit corporations.

Funding Sources

- DBMC Partners will allocate funding and in-kind support during the annual budget process. Partners may choose to allocate additional funds as needed at the sole discretion of each organization.
- DBMC staff will be responsible for securing additional funds to support special events and programs as necessary, including, but not limited to, corporate sponsorships, private grants, private donations, and in-kind services.
- The DDA will provide sponsorship dollars at the discretion of the DDA board.

Program Schedule

- The Joint Venture was established in FY 1992/1993.
- The Joint Venture became the Downtown Marketing Cooperative in FY 2005/2006.
- The Downtown Marketing Cooperative became the Delray Beach Marketing Cooperative, a 501(c)(6) nonprofit organization, in FY 2009/2010 and is ongoing.

#3.11: Sports/Recreation-Based Economic Development Initiatives

Background

In 1992, the CRA agreed to contribute \$481,000 to the rehabilitation of the City's Municipal Tennis Center. The rehabilitation project, which began in 1993, expanded the existing center and included the construction of a 3,000-seat stadium court, as well as additional courts and a pro shop. In 1993, Delray Beach successfully hosted the Virginia Slims national women's tournament, seeing a record 80,000 people attend over a two-week period.

Since that time, Delray Beach has hosted several major sporting events at the Tennis Center, including professional tennis and volleyball tournaments. Seating in the stadium has

been increased to 8,200 seats. The events produce a positive economic impact for businesses throughout the downtown and the CRA District that has grown over time. In 2001, the estimated economic impact of the International Tennis Championships was approximately \$7.7 million, growing to an estimated \$11.6 million in 2011. Intangibles such as media exposure and increased name recognition provide additional benefits for the City, the CRA District and its merchants.

At the request of the City, the CRA agreed to provide \$500,000 in the FY 2008-2009 budget to help offset the costs of host site fees for the International Tennis Championship (ITC) held at the Tennis Center. The additional funds would allow the City to continue to use the Tennis Center as a viable and competitive venue for professional tournaments and events, and would generate the desired economic benefits as noted above. The CRA has continued to contribute to the tournament, and in 2011 funded an additional \$95,000 for an extended celebrity championship to be held at the beginning of the ITC tournament.

Delray Beach has the potential to build on its existing reputation as a destination for tennis events and sports training camps by increasing the utilization of the tennis center and other City sports facilities. According to the Palm Beach County Sports Commission, the economic benefit of sporting events in Palm Beach County for fiscal year 2010 was estimated at nearly \$160 million. There are opportunities for additional sporting events to be located at various venues within the CRA district that could provide an economic benefit to the hotels, restaurants, and other businesses in and around the downtown. In 2009 the CRA funded installation of artificial turf at the Seacrest Soccer complex to allow for a year-round sports training camp, and in 2011 agreed to fund improvements to Hilltopper Stadium to attract regional and national sporting events.

Program Objectives

- Encourage the use of the Municipal Tennis Center as a venue for major sporting events and other entertainment activities.
- Stimulate economic development within the West Atlantic Redevelopment Area and the downtown as a whole by attracting visitors and activity to a major public facility located directly within the area.
- Where appropriate, support the utilization of sports facilities within the CRA district for events and programs that will provide an economic benefit to hotels and businesses within the CRA district and the City as a whole.

Program Description

- The CRA will participate as a sponsor for major events occurring at the Delray Beach Tennis Center as funding levels permit. Events may include, but are not limited to, the International Tennis Championship tournaments, Players International Youth Tournaments, and the Chris Evert Charity Tournament.
- The City will provide the CRA with sponsor benefits. Benefits may include, but are not limited to, signage, booth space, media advertisements, and promotional materials.
- The CRA will evaluate requests to provide funding to upgrade sports facilities within the district in order to attract greater utilization and stimulate economic activity.

Program Participants & Administration

- This program is to be primarily administered by the City of Delray Beach and the event providers.

Funding Sources

- The CRA has provided \$500,000 per year for the tennis tournament since FY 2008/2009.
- Additional allocations for the tennis tournament and other facilities/events will be determined annually during the budget process or at the discretion of the CRA on an as-needed basis.
- Other funding for events and/or upgrades to facilities may come from private sponsors, Palm Beach County, or other sources.

Program Schedule

- Sponsorship of City tennis tournaments was first implemented in FY 2008/2009 and is reviewed annually during the budget process.
- Sponsorship of other events and/or upgrades to facilities will be addressed on an as-needed basis.

#3.12: Economic Development Incentives for Job Creation

Background

The residential real estate boom period of the mid-2000's helped fuel a resurgence of the downtown, with more people choosing to reside in and near the commercial core. After the slowdown that resulted from the nationwide recession and housing crisis, the market has begun to recover and numerous residential projects are again being planned. The CRA has begun to look to other opportunities for encouraging substantial private investment in nonresidential development. Investment can now be centered on the following: employment opportunities to include large-scale employers; a stronger employment base in close proximity to residents; and increased opportunities for minority business ownership in the area.

This Plan recognizes that the downtown is a strategic location to invest in new office buildings. Its pedestrian friendly nature offers unique amenities not available in many places, and with the interstate I-95 interchange it is easily accessible. In addition, the CRA-funded trolley connects the downtown with the Tri-Rail commuter train station one mile away; Palm Tran routes also connect it with other parts of the county; and Federal Highway provides for north-to-south transit connectivity to Boca Raton and Boynton Beach. However, with all the above mentioned benefits, the image of the City as business district has been weak.

The Downtown Delray Beach Master Plan emphasizes the importance of the creation of new office space and high-paying jobs in the downtown to compliment the service sector jobs. One reason is that a year-round day-time population of professional business people will support and strengthen the downtown merchants and downtown restaurants. A second reason is that well-paying jobs in the City of Delray Beach will strengthen the economic wellbeing of the local residents, and the local residential real estate markets.

The following excerpts demonstrate how the Downtown Master Plan supports these concepts:

Based on experience in other cities, employees working in or close to downtown Delray Beach should be the initial target market for downtown housing. (Page 76)

Employees who work within the immediate vicinity of downtown Delray Beach are "captive" in the sense that they are in the area for at least eight hours a day, five days a week and, consequently, are likely to shop, run errands and eat out in downtown Delray Beach. (Marketing Report, page 80)

In order for Delray Beach to move beyond its position as an entertainment district, efforts must be made to attract businesses that serve the needs of the local community as well as provide well-paying jobs for local residents. (Page 89)

Recruit quality businesses. It will be critical to attract businesses that provide jobs beyond those in the service sector, which are typically low paying, low skilled positions. Attracting businesses that add value to the community through better paying/higher skilled jobs and/or serving the needs of the local community will help to strengthen the economic base of the city. (Downtown Master Plan Marketing Report, Page 90)

However, several factors have stacked-up against the opportunity for construction of new office buildings. Land costs layered over relatively low allowable floor area ratios, increased property taxes and insurance make it difficult for companies to consider constructing new office buildings. In addition, a multitude of vacant properties scattered throughout the commercial zoning districts have created serious voids within the city fabric, voids that have become a deterrent for redevelopment. Entire vacant blocks still give areas of the downtown the appearance of insecurity, abandonment and blight. These factors will not change unless incentives are provided to overcome them.

Program Objectives

In 2010, the CRA adopted a set of Economic Development Incentive programs to complement its existing site improvement grant programs.

The objective of these programs is to help overcome the stated objections for companies investing and locating within the CRA district. Incentives may be used to encourage the first companies to locate in the district. In addition, improvements to the district infrastructure will aid in making the area more desirable. Once a few projects are successful, others will be drawn without an incentive being given. The CRA's goal is to establish programs that will encourage occupancy in the existing office buildings, and the development of new office buildings within the downtown for a specific time period. Eventually, the creation of business activity on itself will give downtown Delray Beach its own branding as a place to work. Over time it will be unnecessary to offer incentives to encourage downtown investment in office space and to attract workers to the downtown district.

Additional office space in the downtown will support the commercial and residential base that already exists. First, a year-round day-time population of professional business people will support and strengthen the downtown merchants and downtown restaurants. Second, well-paying jobs in the City of Delray Beach will strengthen the local residential real estate markets. As new companies move into our downtown, and as existing companies grow, employees that come with those companies will experience firsthand the live-work-play environment and many

will be encouraged to relocate their residences to the downtown. Both of the above stated objectives have been clearly defined in the Downtown Master Plan.

The ultimate goal of the program is to complete a sustainable, successful downtown, where both business and residents support a continually increasing tax base, and provide a complete range of services needed by the community.

Program Description

The CRA may offer various economic development incentives to catalyze investment, to promote opportunity for new and expanding businesses, and to create jobs. For projects that address stipulated economic development objectives the CRA may offer incentives such as the following:

- Long term land leases with attractive rates for CRA-owned properties
- Assistance with development infrastructure costs
- CRA equity partnerships
- Business relocation assistance
- Loan interest subsidies
- Bonuses for creation of jobs that meet specified wage thresholds
- Business incubation programs and microenterprise programs to support start-ups and small business development

The CRA may also participate in other economic development support tools and programs. Support tools may include, but are not limited to programs available through the U.S. Department of Housing and Urban Development (HUD), the Economic Development Administration (EDA), the US Department of Treasury, and the U.S. Small Business Administration. The CRA may build partnerships with County and State economic development organizations that play a role in the delivery of federal programs.

The CRA may use consultants to analyze applications for CRA funding, monitor the availability of other sources of funding, and to maximize opportunities to use support tools for project financing.

Program Participants and Administration

- Projects will be administered and coordinated by the CRA.
- Other participants may include, but are not limited to the developer, design professionals, building tenants, Investors, the Palm Beach County Economic Development Office, the Palm Beach County Business Development Board, and Enterprise Florida.

Funding Sources

- The CRA will be the main funding source for specific programs.
- Additional funding may be obtained from the City, County, the State of Florida, Federal Agencies, Financial Institutions, Developers, Non-Profits Development Corps, Seed & Venture Funds, Angel Investors, and Housing Authorities.

Program Schedule

- Six incentive programs were adopted and made available to applicants in 2010.
- Three of the programs have been utilized since adoption.
- Other programs may be implemented as partnerships are developed, and as funding programs and opportunities become available.
- Programs may be discontinued by the CRA based on a lack of need and/or utilization, and based on funding availability.

#3.13: Arts Based Economic Development Program

Background

Delray Beach has long had a history as an arts community. In the 1920's Delray was a popular tourist destination and writer's colony—by the 1930's writers such as Edna St. Vincent Millay, Zora Neal Hurston and Theodore Pratt were among visitors and residents. "Toonerville Folks" cartoonist Fontaine Fox had a winter home on Ocean Avenue in Delray Beach. When the City fell into decline in the 1980's, art and cultural initiatives became an important part of its renaissance. The abandoned Delray Elementary and Delray High School campus was transformed into The Delray Beach Center for the Arts including a museum, theater and entertainment pavilion. The historic home of teacher/principal Solomon D. Spady was renovated and turned into the Spady Cultural Heritage Museum featuring the history of African Americans in the region. Downtown's Pineapple Grove features public art along its sidewalks and hosts arts-related events, and there are numerous art galleries and studios along Atlantic Avenue and elsewhere in the downtown.

In February of 2006 the consulting firm Coletta & Company produced a report for the city entitled "Cultural Delray Beach: Creative Authentic Intimate." The report examined Delray's "cultural infrastructure" and identified several initiatives to help direct Delray's continued development as a creative, authentic and intimate city. One of the fundamental building blocks recommended in the report was the establishment of a public/private partnership to direct the City's cultural plan and vision. Delray's Creative City Collaborative (CCC) was subsequently established for this purpose as a 501(c)(3), however, its progress had been somewhat limited due to a lack of funding and dedicated staff resources. After the economic downturn began around 2007, a renewed emphasis on promoting and supporting the arts in Delray Beach was seen as an effective strategy for economic development, especially within the CRA district. Arts programs have been a part of many state and local government economic development initiatives by promoting downtown revitalization, attracting tourists, creating vibrant public spaces, and making communities more attractive to knowledge-based companies and employees. The CRA can play an important role in supporting and promoting Delray Beach as a thriving arts community, in order to sustain economic vitality and improve the quality of life within the district.

In 2010, the CRA entered into a lease agreement with the City for approximately 10,000 sq. ft. of commercial space in the ground floor of the newly constructed Old School Square garage. The City intended to eventually sell the space but wanted to wait until the real estate market recovered. They asked the CRA to convert the space for temporary use as art and culture facilities that would generate pedestrian activity in the Pineapple Grove area. The CRA sublet part of the space to The Puppetry Arts Center, and worked with the nonprofit Creative City

Collaborative (CCC) on converting the rest of the space to a venue for performances, classes, and visual arts, known as the Arts Garage. What was originally to be a temporary use has become a fixture in the Pineapple Grove Arts District, and the City has agreed to sell the space to the CCC so they can continue to operate at that location.

Also in 2010, the CRA purchased a 15,000 sq. ft. warehouse in the Pineapple Grove Arts District for conversion to an arts related use such as an arts center/incubator. The purpose of this project is to encourage visitors and pedestrian activity in the Pineapple Grove area and to enhance Delray's image as an arts destination. The CRA worked with the CCC and the private consulting firm Arts Consulting Group (ACG) to develop a community based plan for the facility. The ACG plan concluded that the facility should accommodate uses such as: studios for rent by local and visiting artists; gallery and exhibit areas; classroom and workshop space; food preparation areas for catering events on site; administrative offices; and space for rent to businesses that will collaborate with and/or provide support services to artists.

It is noted that artists have begun leasing space in the privately owned warehouses and buildings surrounding the Arts Warehouse and are converting the spaces to artist studios and galleries. This grass roots efforts resulted in the designation of a new arts enclave in Pineapple Grove known as Artist's Alley, which has become a popular destination in its own right.

Project Objectives

- Continued revitalization and stabilization of the downtown and surrounding neighborhoods through promotion of art and cultural activities and institutions.
- Promote cultural tourism by enhancing Delray Beach's identity as a community of culture and the arts--one that is creative, authentic, and intimate
- Help ensure access to the arts for all ages, ethnicities, and physical ability
- Create jobs and promote economic development.

Project Description

- Provide staff support and resources to assist the Creative City Collaborative and other art and culture organizations in directing and implementing the City's cultural plan.
- Implement programs and initiatives to establish Delray Beach as an artist-friendly city and as a desirable location for galleries, studios, and artists' residences.
- Proceed with the design and implementation of plans to convert the CRA warehouse into an arts facility that includes studio and gallery space, classrooms, and other functions as described in the ACG Report.
- Work with arts organizations and public and private institutions to support projects that will enhance the City's identity as an arts community.
- Recommend policies and regulations that will encourage the establishment and expansion of artist studios, galleries and performance venues that are consistent with the City's character and the goals, policies, and objectives of the Comprehensive Plan.
- Develop strategies and programs to protect existing arts spaces and create long-term affordable space. Such locations may include the City-owned commercial space in the Old School Square garage or other buildings that are purchased or leased by the City, CRA, or nonprofit organizations for the purpose of providing affordable arts-related venues.

- Seek grant opportunities and help develop strategies for permanent funding of art and culture programs.

Project Participants and Administration

- The CRA will work in conjunction with the City, the CCC and other arts organizations to implement the strategies outlined in the cultural plan.
- Other participants in the project may include, but are not limited to, local artists and gallery/studio owners, the Delray Beach Marketing Cooperative, Delray Beach Center for the Arts at Old School Square, the Spady Museum, and the Downtown Development Authority (in terms of promotions).

Funding Sources

- The completion of the CRA Arts Warehouse will be funded primarily by the CRA with other possible sources being grant funds, private sponsors, fundraising events, and similar sources.
- Sources for ongoing operations will also be the CRA, City, grant funds, sponsors, and revenues generated by the facility/facilities (such as rents, event proceeds, etc.).

Project Schedule

- The CRA brought staff support on board in 2010.
- The Old School Square parking garage commercial space was leased for arts related programs in 2010.
- Various aspects of the Cultural Plan will be implemented as directed and the City on an ongoing basis.
- Architectural plans and construction drawings for the Arts Warehouse renovations to be completed in FY 2014-15, with construction of the improvements to follow.

#3.14: Delray GreenMarket

Background

The Delray GreenMarket was established as a project of the CRA in 1996, as a way to attract visitors to the downtown and support local businesses. The market operates on Saturdays from mid-October through mid-May and features locally grown produce, fresh citrus and juice, farm fresh eggs, baked goods, and many other healthy food options as well as fresh cut flowers and plants. Live musical entertainment is featured each week, and there are numerous special events during the year to provide the community with a place to gather and connect with each other. The market has been staged at several locations during its lifetime. In October 2012, the GreenMarket moved to its current location, the Old School Square Park, in the Pineapple Grove Arts District. The market has grown to include more than 60 vendors.

Project Objectives

- Continued revitalization and stabilization of the downtown and surrounding neighborhoods

by providing a Saturday morning destination for shoppers.

- Promote small business growth and regional agriculture by providing an outlet for locally grown products to be sold.
- To provide local residents a place to purchase farm fresh, nutritious food.
- Create jobs and promote economic development.

Project Description

- The program includes the seasonal operation of a Green Market comprised primarily of vendors selling locally grown/locally produced food products, with a few craft vendors and nonprofit organizations also participating.
- The market will operate on Saturdays from mid-October to mid-May.
- Vendors must apply for space and pay a vendor fee, which will be applied to the market's operating costs.
- The market will provide entertainment and hold special events aimed at attracting customers and increasing community participation.
- The GreenMarket will be promoted through several outlets which may include (but is not limited to) social media, local newspapers and magazines, and radio advertisements.

Project Participants and Administration

Participants include the CRA, the City, vendors, and sponsors.

Funding Sources

- CRA
- Fees assessed to participating vendors.
- Palm Beach County Department of Agriculture; Cooperative Extension Service/UF-IFAS
- Sponsorship opportunities as they arise.
- Grant opportunities as they arise.

Project Schedule

- The Delray GreenMarket was established in 1996 and is ongoing.

III. Program of Regulatory Actions

The following section describes the changes to existing City regulations that will be required to implement the Community Redevelopment Plan. Unless otherwise described below or on Figure 5, building height, density, setbacks, and site development requirements are intended to remain as they presently exist in the various City zoning districts, and future land uses are to be consistent with the City's Future Land Use Plan and the Comprehensive Plan's Future Land Use Element policies.

A. Comprehensive Plan and/or Zoning Amendments

- Amend the Zoning District Map from R-1-A (Single Family Residential) and RM (Medium Density Residential) to CF (Community Facilities) for various parcels located to adjacent CBD-zoned properties in the West Atlantic corridor and along NW/SW 5th Avenue in order to provide for parking areas. These changes are to be processed on an as-needed basis concurrent with redevelopment.
- Amend the Land Development Regulations as necessary to provide incentives to assist in transforming the Pineapple Grove Area to an Arts District, which provides employment and housing for artists.
- Consider revisions to the Land Development Regulations that support innovative approaches to providing parking, such as mechanized parking systems.
- Implement revisions to the Central Business District and other applicable LDR sections as included in the 2014 Treasure Coast Regional Planning Council proposed LDR Amendments. The amendments include (but are not limited to) revisions to the method of measuring height (i.e. stories instead of feet), reductions in parking requirements for certain uses, streamlining of the development review process, and revised standards for providing density bonuses.

PART FIVE: THE COST OF REDEVELOPMENT

The following table contains an estimate of total public cost to the City, the County, the CRA or other agencies of the City (such as the Delray Beach Housing Authority – DBHA) for redevelopment projects/programs and for capital improvements within the CRA District. Cost projections for on-going long term programs are given for a five-year time period only and will be amended accordingly as this plan is continually updated.

TABLE 5-1: CITY, CRA & COUNTY FUNDED CAPITAL PROJECTS AND MAJOR PROGRAMS IN CRA DISTRICT - 2014 THROUGH 2019

Project Name	Public Cost
Downtown - Beach Area	
• E. Atlantic Avenue crosswalk improvements	50,000
• Mast arm Replacement – E. Atlantic Ave. & Gleason/Venetian	160,000
• Sidewalk Construction	100,000
• E. Atlantic Avenue median project	200,000
Downtown - Core Area	
• US 1 Corridor beautification & traffic calming	14,000,000
• One-way bypass conversion (SE 1 st Street) – traffic signal	250,000
• SE 2 nd St. (Swinton to SE 3 rd Ave) & SE 2 nd Ave/Alleys	600,000
• Pineapple Grove Way North Entrance (Cannery Row Park)	150,000
• Block 117 Parking Garage (Gladiola pkg. lot - SE 6 th Ave)	7,750,000
• Arts Warehouse (design and renovations)	3,000,000
• Veteran's Park renovations	1,500,000
• NE 3 rd Ave/St/Alley Improvements	750,000
• NE 1st Ave Improvements (Between NE 1 st & 2 nd Sts)	510,000
Downtown - West Atlantic Avenue Area	
• NW 12th Ave Beautification (Atlantic Ave – MLK Jr. Dr.)	675,000
• SW 1 st Ave. (W. Atlantic to SW 1 st St.)	455,000
• SW 9 th & 10 th Beautification	185,000
• SW 9 th Ave Parking Lot/Pocket Park	650,000
• Block 8 Alley Improvements	100,000
• Land Acquisition & Redevelopment (including development subsidies)	5,000,000
• Fire Station Headquarters Plaza	275,000
• Swinton/Atlantic Intersection Improvements	1,000,000
Neighborhoods	
• Osceola Park Neighborhood (traffic calming, alleys, beautification, parks)	2,000,000
• SW Neighborhood Plan (parks, street beautification)	5,000,000
• NW Neighborhood (parks, street beautification, alleys)	2,000,000
• NE 2 nd Ave Beautification (Del-Ida Park)	904,000
Affordable Housing (CRA, City, DBHA) - land acquisition, subsidies incl. SHIP, building acquisitions and renovations, Village Square project*, administration	28,200,000
Grant & incentive programs (CRA)	1,500,000
Downtown marketing & promotions (DBMC & Green Market)	2,100,000
Other	
• N Federal/Dixie Hwy Improvements	1,000,000
• Downtown Trolley	1,500,000
• CRA A-GUIDE Program for nonprofit partners	5,000,000
Water/Sewer improvements	1,200,000
Drainage improvements	750,000
CDBG Program	2,025,000
TOTAL	\$90,539,000

*Public/Private redevelopment of former DBHA's Carver Estates (est. cost \$24.7M)

I. Sources of Redevelopment Funding and Financing

The following section provides a general review of potential sources of funding for redevelopment programs, and a description of the funding sources applicable to each of the improvements or projects identified in the plan. In general, a variety of financing options are presently available to the Community Redevelopment Agency and the City of Delray Beach. Among these are the following:

A. Tax Increment Revenues

Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act. This increment, which is determined annually, is equal to 95% of the difference between: the amount of ad valorem taxes levied each year by each applicable taxing authority on taxable real property within the Community Redevelopment Area; and, the amount of ad valorem taxes that would have been produced by the current millage rates prior to establishment of the Redevelopment Trust Fund. Both of these amounts are exclusive of debt service millage of the taxing authorities.

The ability of the Community Redevelopment Agency to utilize this funding method requires two key actions, both of which have been implemented:

- *The establishment of a redevelopment trust fund as required by FS 163.387 as the repository for increment tax funds, and;*
- *The provision, by ordinance of the City, for the funding of the redevelopment trust fund for the duration of the Community Redevelopment Plan.*

B. Redevelopment Revenue Bonds

The provisions of F.S.163.385 allow the City of Delray Beach or Community Redevelopment Agency to issue "Revenue Bonds" to finance redevelopment actions, with the security for such bonds being based on the "anticipated assessed valuation of the completed community redevelopment." In this way, the additional annual taxes generated within the Community Redevelopment Area, the "tax increment", is used to finance the long term bond debt. Prior to the issuance of long term revenue bonds, the City or Community Redevelopment Agency may issue bond anticipation notes to provide up-front funding for redevelopment actions until sufficient tax increment funds are available to amortize a bond issue.

C. General Obligation Bonds

For the purposes of financing redevelopment actions, The City of Delray may also issue General Obligation Bonds. These bonds are secured by debt service millage on the real property within the City and must receive voter approval. The existing "Decade of Excellence Program", which included many redevelopment initiatives, was funded, in part, by a \$21.5 million 1990 General Obligation Bond issue, Series 1990 and 1993. In 2004 the City issued \$24 million in General Obligation Bonds to fund the creation and/or improvement of a number of recreation and parks facilities throughout the City. Several of the improvements funded by these bonds involved facilities located in the CRA district, including Pompey Park, Catherine Strong Park, Old School Square and the new library.

D. Special Assessment Districts

The City of Delray Beach could also establish special assessment districts for the purpose of funding various neighborhood improvements within an area or for the construction of a particular project. This funding mechanism was utilized in 1994 whereby a Special Assessment District was set up so that each of the property owner's in the Banker's Row project could be assessed annually over a 10-year period for their share of the cost in the project. This mechanism was also used in association with improvements resulting from the Seacrest/Del Ida Plan and for the Pineapple Grove streetscape. The cost of the improvements in these areas was split between the City, the CRA and the property owners, who were given a choice of paying a one-time assessment or making payments over a specified time period (subject to interest).

E. Community Development Block Grants (CDBG)

Each year the City of Delray Beach receives CDBG grant funds directly from the Federal Government to improve the area designated as the "Community Development Target Area". These CDBG monies are committed to demolition of substandard housing units, housing rehab assistance, and home ownership assistance within the target area which includes much of the Community Redevelopment Area. All of the total funds expended have been for the benefit of very low, low, and moderate income residents and assistance grants to community-based social service organizations.

F. Industrial Revenue Bonds (IRB)

Industrial revenue bonds may be used to finance industrial, and some commercial projects. The primary emphasis on such projects is the creation of jobs, and as a consequence speculative ventures are not normally financed by this means. Such bonds are typically issued by the County, with repayment pledged against the revenues of the private enterprise being funded. IRB's are tax exempt and consequently are typically 3 percentage points below prevailing interest rates. Such financing has been used effectively in South Florida, but has not been utilized to date to fund improvement projects within the CRA district.

G. Land Sales/Leases

Acquisition of property and its preparation for development are powers available to the Community Development Agency under provisions of F.S. 163. The resale or leasing of such land to private developers can provide another source of income within the Community Redevelopment Area.

H. Contributions and Grants

Voluntary contributions by private companies, foundations, governmental entities and individuals are potential sources of income to the Community Redevelopment Agency. Although such contributions may only account for a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits. Grant funds have been provided by Palm Beach County for a number of CRA projects, including NW/SW 5th Avenue beautification, the LaFrance Apartments and 133 NW 5th Avenue rehabilitation, and grants for economic development projects. State and Federal transportation grants have helped fund projects such as the U.S. 1 Corridor Improvements and the Gateway Feature.

I. Direct Borrowing From Commercial Lenders or Governmental Agencies

The CRA is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular project(s) funding requirements, the CRA may utilize both short and long term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the CRA will generally attempt to attain the lowest available interest rate. In 2007 the CRA entered into an agreement with the South Florida Regional Planning Council for a 3% loan to fund the soil remediation project at the Carver Square neighborhood.

II. Five Year Projection of Revenue & Expenses

The primary funding source for CRA activities is the Redevelopment Trust Fund. This fund is the depository for all TIF revenues generated within the Community Redevelopment Area. Based on estimates of the current property valuations the rate of private new construction, it is estimated that the total tax increment revenue generated by the redevelopment area will be approximately \$70 million over the next five year period.

It should be noted that in 2007 property tax reform became a major issue of the Florida Legislature. As a result of new legislation future tax collections were rolled back to the 2006 – 2007 levels and then reduced by a specified percentage (9% for Delray Beach). This had the effect of reducing revenues for the City and County, and consequently, for the CRA. In January 2008 voters approved an amendment to the state constitution that will also have the effect of reducing local governments' property tax revenues by doubling the homestead exemption and allowing homeowners to transfer their tax savings from the 3% cap on assessments to a new home.

Table 5-2 is an estimate of the CRA's projected revenues and expenditures in the coming five years. Revenue estimates are projected at an annual 5% increase.

Since its creation in 1985, the CRA has continued to expand its redevelopment efforts into the surrounding community. In 2004 the CRA issued \$10 million in tax-exempt bonds to accelerate several beautification and infrastructure projects in order to insure that such vital roadways as West Atlantic Avenue, North Federal Highway and NE and SE 1st Streets were improved and able to better serve the needs of the downtown and West Atlantic corridor. In 2006 the CRA issued bonds to secure a \$7 million line of credit, which was utilized primarily to fund the construction of affordable housing units throughout the northwest and southwest neighborhoods.

Projections	Table 5-2: CRA 5-Year Projection of Revenues & Expenses				
	Fiscal Year				
	14/15	15/16	16/17	17/18	18/19
Projected Assessment (based on 5% yearly increase)	1,381,609,064	1,450,689,517	1,523,223,993	1,599,385,193	1,679,354,452
Base Year Assessment (1985)	245,631,067	245,631,067	245,631,067	245,631,067	245,631,067
Increment Increase	1,135,977,997	1,205,058,450	1,277,592,926	1,353,754,126	1,433,723,385
Tax Increment Revenue	13,185,275	13,987,300	14,829,430	15,713,670	16,642,115
Revenues					
Tax Increment Revenues	13,185,275	13,987,300	14,829,430	15,713,670	16,642,115
Line of Credit	-	-	-	-	-
Operating Reserve	-	-	-	-	-
Sale of Property	3,600,000				
Project Reimbursements	100,000	100,000	100,000	100,000	100,000
Property & Other Revenues	90,000	90,000	90,000	90,000	90,000
Interest Income	15,000	15,000	15,000	15,000	15,000
Total Revenues	16,990,275	14,192,300	15,034,430	15,918,670	16,847,115
Expenditures					
Debt Service	4,332,435	2,082,690	1,875,810	1,868,660	1,865,085
Project Expense	11,394,800	10,783,425	11,766,120	12,587,885	13,519,905
General & Administrative (based on 5% yearly increase)	1,263,040	1,326,185	1,392,500	1,462,125	1,462,125
Total Expenditures	16,990,275	14,192,300	15,034,430	15,918,670	16,847,115

III. Five-Year Redevelopment Program and Funding Allocations

This section of the Community Redevelopment Plan provides a five-year funding program for the Planning, Redevelopment and Community Improvements programs and projects that are identified within the Plan. This five-year program is intended to serve as a guide for project implementation and to assist in cash flow management. It is not intended to replace the annual budget adopted by the CRA.

Table 5-3 lists estimated project-specific net funding allocations for each CRA project. This table is for planning purposes only and is not a guarantee of expenditure of funds on a given project. Actual project allocations will be determined annually through the budget process.

Project Name	Table 5-3: CRA 5-Year Redevelopment Programming & Funding Allocations				
	Fiscal Year				
	14/15	15/16	16/17	17/18	18/19
Redevelopment Program					
Areawide & Neighborhood					
West Atlantic Redevelopment	2,232,350	1,700,000	2,285,000	2,899,250	3,044,000
Downtown-Master Plan	1,415,000	1,130,435	1,317,430	1,238,900	1,240,000
SW Neighborhood Plan	790,000	700,000	820,000	830,000	850,000
N. Federal Highway Redevelopment	50,000	150,000	100,000	50,000	50,000
Osceola Neighborhood	775,000	200,000	200,000	200,000	200,000
Other-Land Acq/Streets&Alleys	200,000	200,000	227,590	183,225	697,045
Total Areawide & Neighborhood	5,462,350	4,080,435	4,950,020	5,401,375	6,081,045
Redevelopment Projects					
NW/SW-5th Ave Beautification	300,000	500,000	80,000	85,000	85,000
Redevelopment Sites Expense	339,500	361,945	500,000	550,000	550,000
Affordable/Workforce Housing	500,000	575,000	650,000	625,000	625,000
Carver Square	100,000	100,000	100,000	100,000	
Total Redevelopment Projects	1,239,500	1,536,945	1,330,000	1,360,000	1,260,000
Community Imp & Economic Dev					
Grant Programs	450,000	560,000	570,000	580,000	580,000
DBMC	340,000	340,000	340,000	340,000	340,000
City Contractual Services	1,895,950	2,085,545	2,294,100	2,523,510	2,775,860
Community Resource Enhancement	980,000	980,000	980,000	980,000	980,000
Green Market	99,000	100,500	102,000	103,000	103,000
Economic Development Initiative	928,000	1,100,000	1,200,000	1,300,000	1,400,000
Total Community Imp & Economic Dev	4,692,950	5,166,045	5,486,100	5,826,510	6,178,860
TOTALS	11,394,800	10,783,425	11,766,120	12,587,885	13,519,905

* Does not include administrative, debt service, or property management expenditures

APPENDIX A:
LEGAL DESCRIPTION
OF THE
COMMUNITY REDEVELOPMENT
AREA

Beginning at the intersection of the north right-of-way line of N.W. 4th Street and the east right-of-way line of Swinton Avenue, thence run westerly along the north right-of-way line of N.W. 4th Street to N.W. 4th Avenue; thence run westerly along the north right-of-way line of Lake Ida Road to the east right-of-way line of the E-4 Canal; thence run southwesterly along the E-4 Canal to the east right-of-way line of I-95; thence run southerly along the east right-of-way line of I-95 to the north right-of-way line of S.W. 10th Street; thence run easterly along S.W. 10th Street to the west right-of-way line of S.E. 6th Avenue (U.S. #1 northbound); thence run northerly along S.E. 6th Avenue to the north right-of-way line of S.E. 2nd Street; thence run easterly along said right-of-way line of S.E. 2nd Street, and the easterly projection thereof to the west right-of-way line of the Intracoastal Waterway; thence run northerly along the west right-of-way line of the Intracoastal Waterway to the south right-of-way line of S.E. 1st Street; thence run easterly along the easterly projection of the south right-of-way line of S.E. 1st Street to the east right-of-way line of the Intracoastal Waterway; thence run southerly along the east right-of-way line of the Intracoastal Waterway to its intersection with the westerly projection of the south right-of-way line of Miramar Drive; thence run easterly along the westerly projection of the south right-of-way line of Miramar Drive and along the south right-of-way line of Miramar Drive to the northeast corner of Lot 4 of the Williamson Deibel Subdivision, as recorded in Plat Book 18, Page 55, Palm Beach County Records; thence run southerly along the east lot line of said Lot 4 to the south line of said Williamson Deibel Subdivision; thence run westerly along the south line of said Williamson Deibel Subdivision to the east right-of-way line of Gleason Street; thence run southerly along the east right-of-way line of Gleason Street to the south line of the Dover House Condominium; thence run easterly along the south line of said Dover House Condominium to the west right-of-way line of A1A; thence run northeasterly along the west right-of-way line of A1A to the easterly projection of the north right-of-way line of Lowry Street; thence run westerly along the easterly projection of, the north right-of-way line of, and the westerly projection of the north right-of-way line of Lowry Street to the west right-of-way line of the Intracoastal Waterway; thence run northeasterly along the west right-of-way line of the Intracoastal Waterway to the centerline of the right-of-way of N.E. 1st Court; thence run westerly along the centerline of the right-of-way of N.E. 1st Court to the west right-of-way line of N.E. 7th Avenue; thence run southerly along the west right-of-way line of N.E. 7th Avenue to the south lot line of Lot 15 of Block 115 of Town of Linton Plat as recorded in Plat Book 1, Page 3, Palm Beach County Records; thence run westerly along the south lot line of said Lot 15, and the westerly projection thereof to the east lot line of Lot 5 of Block 115 of said Town of Linton Plat; thence run northerly along the east lot line of said Lot 5, and the northerly projection thereof to the southeast corner of Lot 38 of The Hofman Addition, as recorded in Plat Book 5, Page 3, Palm Beach County Records; thence run easterly along the easterly projection of the south lot line of Lot 38 to the southeast corner of Lot 49 of said Hofman Addition; thence run northerly along the east lot line of said Lot 49 and the northerly projection thereof to the northeast corner of Lot 44 of said Hofman Addition; thence run westerly along the north lot of said Lot 44 and the westerly projection thereof to its intersection with the southerly projection of the east lot line of Lot 14, McGinley and Gosman's Subdivision, as recorded in Plat Book 2, Page 87, Palm Beach County Records; thence run northerly along the southerly projection of the east lot line of said Lot 14, the east lot line of said Lot 14, and the northerly projection of the east lot line of said Lot 14 to its intersection with the centerline of the abandoned N.E. 7th Court right-of-way; thence run easterly along said centerline of N.E. 7th Court right-of-way to the west right-of-way line of N.E. 7th Avenue; thence run northerly along N.E. 7th Avenue to the northeast corner of Lot 45, McGinley and Gosman's Subdivision, as recorded in Plat Book 2, Page 87, Palm Beach County Records; thence run westerly along the north lot line of said Lot 45 and the westerly projection thereof to the southeast corner of Lot 59 of said McGinley and Gosman's Subdivision; thence run northerly along the east lot line of said Lot 59 and the northerly projection thereof to the north line of the Sophia Frey Subdivision, as recorded in Plat Book 4, Page 37, Palm Beach County Records, thence run easterly along the north line of said subdivision to the southwest corner of the Martell Arms Plat, as recorded in Plat Book 37, Page 133, Palm Beach County

Records; thence run northerly along the west line of said Martell Arms Plat to the northwest corner of said Martell Arms Plat; thence run easterly along the north line of said Martell Arms Plat to the west right-of-way line of N.E. 8th Avenue; thence run northerly along the west right-of-way line of N.E. 8th Avenue to the north line of Kenmont Subdivision, as recorded in Plat Book 20, Page 65, Palm Beach County Records; thence run easterly along the north line of said subdivision to the west line of the Denery Lane Subdivision, as recorded in Plat Book 23, Page 238, Palm Beach County Records; thence run northerly along the west line of said subdivision to the south line of La Hacienda Subdivision, as recorded in Plat Book 15, Page 6, Palm Beach County records; thence run easterly along the south line of said subdivision to the west right-of-way line of the Intracoastal Waterway; thence run northerly along the west right-of-way line of the Intracoastal Waterway to its intersection with the south town limits of the Town of Gulfstream; thence run westerly along said south town limits to the southerly projection of the east line of Delray Beach Estates, as recorded in Plat Book 21, Page 13, Palm Beach County Records; thence run northerly along the southerly projection of, and the east line of said Delray Beach Estates to its intersection with the east right-of-way line of State Road 5 (U.S. #1); thence run southerly along said east right-of-way line to its intersection with the easterly projection of the south lot line of Lot 20 of Delray Beach Estates as recorded in Plat Book 21, Page 13; thence run northwesterly along the easterly projection of the south lot line of said Lot 20, the south lot line of said Lot 20, and the westerly projection of the south lot line of said Lot 20 to the west right-of-way line of Old Dixie Highway; thence run northerly along the west right-of-way line of Old Dixie Highway to the south right-of-way line of Gulfstream Boulevard; thence run westerly along Gulfstream Boulevard to the east right-of way line of N.E. 2nd Avenue; thence run southerly along N.E. 2nd Avenue to the north right-of-way line of N.E. 8th Street; thence run westerly along N.E. 8th Street to the east right-of-way line of North Swinton Avenue; thence run southerly along North Swinton Avenue to the point of beginning.

APPENDIX B:

FINDINGS OF NECESSITY

RESOLUTION NO. 32-85

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DELRAY BEACH, FLORIDA, DECLARING CERTAIN AREAS AS BLIGHTED OR AS SLUM AREAS AS DEFINED IN CHAPTER 163, PART III, FLORIDA STATUTES OR AREAS IN WHICH THERE IS A SHORTAGE OF HOUSING AFFORDABLE TO RESIDENTS OF LOW OR MODERATE INCOME INCLUDING THE ELDERLY, OR A COMBINATION THEREOF; DECLARING A NEED FOR REHABILITATION OF SUCH AREAS; FINDING A NEED FOR A COMMUNITY REDEVELOPMENT AGENCY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Delray Beach, Florida, hereby finds that one or more slum and blighted areas as defined in Florida Statutes Section 163.340 or areas in which there is a shortage of housing affordable to residents of low or moderate income including the elderly, or a combination thereof, exist in the City of Delray Beach; and,

WHEREAS, a need for rehabilitation, conservation or redevelopment, or a combination thereof, is necessary in such areas in the interest of the public health, safety, morals, or welfare of the residents of the City of Delray Beach; and,

WHEREAS, the City Council of the City of Delray Beach, Florida, finds it is necessary for a Community Redevelopment Agency to function in the City of Delray Beach to carry out the purposes of Chapter 163, Part III, Florida Statutes.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DELRAY BEACH, FLORIDA, AS FOLLOWS:

Section 1. That one or more slum or blighted areas or areas in which there is a shortage of housing affordable to residents of low or moderate income including the elderly, or a combination thereof, exist in the City of Delray Beach.

Section 2. That the rehabilitation, conservation, and redevelopment, or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, and welfare of the residents of the City of Delray Beach.

Section 3. That there is a need for a Community Redevelopment Agency to function in the City of Delray Beach to carry out the Community Redevelopment purposes of Chapter 163, Part III of the Florida Statutes.

Section 4. That the area of the City of Delray Beach more fully-described in Appendix "A" is hereby found and declared to be a slum and blighted area, as defined by and within the purposes and intent of Florida Statutes, Chapter 163, Part III.

Section 5. That this resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED in regular session on this the 14th day of May, 1985.


MAYOR

ATTEST:


City Clerk

APPENDIX A TO RESOLUTION NO. 32-85

On the north, beginning at the intersection of N. W. 4th Street and Swinton Avenue, thence run westerly along N. W. 4th Street to N. W. 4th Avenue; thence run westerly along Lake Ida Road to the E-4 Canal; thence run southwesterly along the E-4 Canal to the east right-of-way of I-95; thence run southerly along the eastern right-of-way line of I-95 to S. W. 10th Street; thence run easterly along S. W. 10th Street to S. E. 6th Avenue (U.S. #1-Northbound); thence run northerly along S. E. 6th Avenue to the south lot line of Lot 19 of Block 118 of Town of Linton Plat; thence run easterly along the easterly projection of said south lot line of Lot 19 of Block 118 of Town of Linton Plat to the west right-of-way of the Intracostal Waterway; thence run northerly along the west right-of-way of the Intracostal Waterway to the south right-of-way line of S. E. 1st Street; thence run easterly along the easterly projection of the south right-of-way line of S. E. 1st Street to the west right-of-way line of A1A; thence run northeasterly along the west right-of-way line of A1A to the easterly projection of the north right-of-way line of Lowry Street; thence run westerly along the easterly projection of, and the north right-of-way line of, Lowry Street to the west right-of-way line of the Intracostal Waterway; thence run northeasterly along the west right-of-way line of the Intracostal Waterway to the centerline of the right-of-way of N. E. 1st Court; thence run westerly along the centerline of the right-of-way of N. E. 1st Court to the west right-of-way line of N. E. 7th Avenue; thence run southerly along the west right-of-way line of N. E. 7th Avenue to the south lot line of Lot 15 of Block 115 of Town of Linton Plat; thence run westerly along the westerly projection of the south lot line of Lot 15 of Block 115 of Town of Linton Plat to N. E. 6th Avenue (U. S. #1-Northbound); thence run northerly along N. E. 6th Avenue to N. E. 8th Street; thence run northeasterly along Federal Highway (U. S. #1) to Gulfstream Boulevard; thence run westerly on Gulfstream Boulevard to N. E. 2nd Avenue; thence run southerly along N. E. 2nd Avenue to N. E. 8th Street; thence run westerly along N. E. 8th Street to North Swinton Avenue; thence run southerly along North Swinton Avenue to point of beginning.

RESOLUTION NO. 47-87

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DELRAY BEACH, FLORIDA, DECLARING CERTAIN AREAS AS BLIGHTED OR SLUM AREAS AS DEFINED IN CHAPTER 163, PART III, FLORIDA STATUTES OR AREAS IN WHICH THERE IS A SHORTAGE OF HOUSING AFFORDABLE TO RESIDENTS OF LOW OR MODERATE INCOME INCLUDING THE ELDERLY, OR A COMBINATION THEREOF; DECLARING A NEED FOR REHABILITATION OF SUCH AREAS; AMENDING THE BOUNDARIES OF THE COMMUNITY REDEVELOPMENT AREA; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Delray Beach, Florida, did, on May 14, 1985, adopt Resolution No. 32-85 finding that one or more slum and blighted areas as defined in Florida Statutes Section 163.340 or areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof, exists in the City of Delray Beach; and,

WHEREAS, the City Council of the City of Delray Beach, Florida, has found and declared in Resolution No. 32-85 that a need for rehabilitation, conservation or redevelopment, or a combination thereof, is necessary in such areas in the interest of the public health, safety, morals, or welfare of the residents of the City of Delray Beach; and,

WHEREAS, the City Council of the City of Delray Beach, Florida, has found and declared in Resolution No. 32-85 that there is a need for a Community Redevelopment Agency to function in the City of Delray Beach to carry out the Community Redevelopment purposes of Chapter 163, Part III of the Florida Statutes; and,

WHEREAS, the City Council of the City of Delray Beach, Florida, by Ordinance No. 46-85, adopted June 18, 1985, did create a Community Redevelopment Agency as provided in Florida Statutes Section 163.356; and,

WHEREAS, on December 23, 1986 the Board of County Commissioners of Palm Beach County passed and adopted Resolution No. R-86-2003 delegating the exercise of the powers conferred upon the County by Chapter 163, Part III, Florida Statutes, within the boundaries of the City of Delray Beach to the governing body of the City of Delray Beach completely and without limitation; and,

WHEREAS, the Delray Beach Community Redevelopment Agency has surveyed the condition of a 103 acre area within the City of Delray Beach and described more fully in Appendix A of this resolution and has determined that within the area there exists such conditions as would reasonably qualify the area as slum or blighted as defined in Florida Statutes Section 163.340; and,

WHEREAS, the Delray Beach Community Redevelopment Agency has surveyed the condition of a 103 acre area within the City of Delray Beach as described more fully in Appendix A of this resolution, and has determined that within the area there is a need for the rehabilitation, conservation, or redevelopment, or a combination thereof, of such areas in the interest of the public health, safety, morals, or welfare of the residents of the City of Delray Beach, Florida; and,

WHEREAS, the City Council of the City of Delray Beach, Florida, hereby finds that one or more slum and blighted areas, as defined in Florida Statute Section 163.340, or areas in which there is a shortage of housing affordable to residents of low or moderate income including the elderly, or a combination thereof, exists in the 103 acre area within the City of Delray Beach as described more fully in Appendix A of this resolution; and,

WHEREAS, the City Council of the City of Delray Beach, Florida, finds that a need for rehabilitation, conservation, or redevelopment, or a combination thereof, is necessary in such areas in the interest of the public health, safety, morals, or welfare of the residents of the City of Delray Beach,

NOW, WHEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DELRAY BEACH, FLORIDA, AS FOLLOWS:

Section 1. That the area of the City of Delray Beach more fully described in Appendix A is hereby found and declared to be a slum and blighted area, as defined by and within the purposes and intent of Florida Statutes, Chapter 163, Part III.

Section 2. That the rehabilitation, conservation, and redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals, and welfare of the residents of the City of Delray Beach.

Section 3. That the Delray Beach Community Redevelopment Agency as constituted by Ordinance No. 46-85 is authorized to carry out the community redevelopment purposes of Chapter 163, Part III of the Florida Statutes in the area described in Appendix A.

Section 4. That the boundaries of the community redevelopment area as established in Resolution 32-85 as amended by Resolution 9-86 be further amended to include the area described in Appendix A of this resolution.

Section 5. That this resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED in regular session on this the 24th day of November, 1987.


MAYOR

ATTEST:


City Clerk

Description of the area proposed for inclusion in the Community Redevelopment Area.

Beginning at the southeast corner of Lot 10, Block 115 of the Town of Linton Plat, as recorded in Plat Book 1, Page 3, Palm Beach County Records, thence proceed northward along the east line of said Lot 10 and the northerly projection thereof to the southeast corner of Lot 38 of The Hofman Addition, as recorded in Plat Book 5, Page 3, Palm Beach County Records, thence proceed easterly along the easterly projection of the south line of Lot 38 to the southeast corner of Lot 49 of said Hofman Addition, thence proceed northerly along the east line of Lot 49 and the northerly projection thereof to the northeast corner of Lot 44 of said Hofman Addition, thence proceed westerly along the north line of Lot 44 and the westerly projection thereof to its intersection with the southerly projection of the east property line of Lot 14, McCinley and Gossan's Subdivision, as recorded in Plat Book 2, Page 87, Palm Beach County Records, thence proceed northerly along the southerly projection of the east lot line of said lot 14, the east lot line of said Lot 14, and the northerly projection of the east lot line of said Lot 14 to its intersection with the north line of the Sophia Frey Subdivision, as recorded in Plat Book 4, Page 37, Palm Beach County Records, thence proceed easterly along the north line of said subdivision to the southwest corner of the Martell Arms Plat, as recorded in Plat Book 37, Page 133, Palm Beach County Records, thence proceed northerly along the west line of said Martell Arms Plat to the northwest corner of said Martell Arms Plat, thence proceed easterly along the north line of said Martell Arms Plat to the west line of N.E. 8th Avenue, thence proceed northerly along the west line of N.E. 8th Avenue to the north line of Kenmont Subdivision, as recorded in Plat Book 20, Page 63, Palm Beach County Records, thence proceed easterly along the north line of said subdivision to the west line of the Denery Lane Subdivision, as recorded in Plat Book 23, Page 236, Palm Beach County Records, thence proceed northerly along the west line of said subdivision to the south line of the La Hacienda Subdivision, as recorded in Plat Book 15, Page 6, Palm Beach County Records, thence proceed easterly along the south line of said subdivision to the west right of way line of the Intracoastal Waterway, thence proceed northerly along the west right of way line of the Intracoastal Waterway to its intersection with the south town limits of the Town of Gulfstream, thence proceed westerly along said south town limits to the east line of Delray Beach Estates, as recorded in Plat Book 21, Page 13, Palm Beach County Records, thence proceed northerly along said east line to its intersection with the east right of way line of State Road 5 (U.S. #1), thence proceed southerly along said east right of way line to the southwest corner of Lot 10, Block 115 of the Town of Linton Plat, as recorded in Plat Book 1, Page 3, Palm Beach County Records, thence proceed easterly along the south line of said Lot 10 to the southeast corner of Lot 10, and the point of the beginning.

APPENDIX C: COMPLETED PROJECTS

1.1: Downtown Core Geographic Area of Exception

Background

In November, 1990, the City of Delray Beach Planning Director made a presentation to the CRA on the 1990 Countywide Traffic Performance Standards Ordinance and its effect on the City. Under the ordinance, the City may not issue development orders for a proposed project if it adds traffic to county or state roadways, within its radius of influence, which causes total traffic to exceed the adopted Levels of Service (LOS). The ordinance does; however, include provisions for "Geographic Areas of Exception (GAE)", which allow the County to set new lower levels of service for roadways which will be impacted by development within the GAE. This means that development within the GAE is then allowed to increase traffic on area roadways beyond previously permitted levels.

The City of Delray Beach proposes to establish a Downtown Core GAE in order to foster the continued development and redevelopment of the downtown area. In essence, the revitalization of the downtown is dependant upon the City's ability to attract people to the area; to live, to work and to shop. The establishment of the GAE will further the City's goals by allowing the increases in traffic which will undoubtedly occur as a result. Without the GAE, only minimal development within the downtown would be permitted. Due to its tremendous impact on overall redevelopment efforts, the CRA agreed to fund the preparation of the GAE application as well as application fees.

The territory within the GAE includes the CBD zone district, west of the Intracoastal Waterway, as well as the Old School Square Historic Arts District, immediately to the west of the CBD. On March 27, 1991, the CRA hosted a workshop at the Old School Square Gym for the purpose of reaching a consensus as to the CBD development scenario to be used in the GAE application. During the course of the day, the group was presented with three development scenarios. The three scenarios, listed in order of increasing overall intensity were referred to as 1) Laissez Faire, 2) Urban Village and 3) Urban Center. Based on a series of presentations, evaluations and discussions, the group arrived at a consensus that the Urban Center Scenario was realistic and generally desirable but should be modified in order to protect the "Village by the Sea" character deemed essential to Delray Beach's preferred identity and quality of life. The final proposed development scenario is a composite entitled "Village Center".

Project Objectives

- Increase development potential and ultimately the tax base of the downtown core.
- Provide the opportunity to attract major development to the downtown which may otherwise not be permitted due to traffic considerations.
- Provide opportunity for economic stimulation and investment in the CBD.
- Reestablishment of the downtown as an employment center.
- Determine the appropriate intensity of the Downtown Core.

Project Description

- Successful completion of the GAE Application in 1991.
- Approval of the GAE by the Board of County Commissioners in 1992 with amendments to the County's Comprehensive Plan.

- Amendment of the City's Comprehensive Plan to accommodate reduced levels of service on specified roadway links.

Project Participants and Administration

- The project will be jointly administered by the City of Delray Beach and the CRA.
- Other participants may include, but are not limited to, Project Consultants, the County Commission, DDA, Reviewing Agencies, and Workshop Participants.

Funding Sources

- The CRA will provide the funding to retain consultants and allocate staff time to prepare the GAE application.
- The CRA will provide funding for application fees.

Project Schedule

- Completed in FY 1991/1992

NOTE: *This project became known as the Transportation Concurrency Exception Area (TCEA), which was completed by the City and CRA in conjunction with the Florida Department of Transportation. It provides relief from traffic concurrency requirements for the downtown area. The TCEA was adopted in 1995.*

1.5: "Seacrest/Del Ida Neighborhood Improvement Plan"



This Neighborhood Plan was adopted by the City Commission in May of 1998 and has been substantially implemented (for additional background information and a description of the plan elements see Appendix "E", Project #2.19). Traffic calming, installation of parking lots, and removal of back-out parking has been completed, as well as the reconstruction of NE 3rd Avenue. These projects were paid for with a combination of City and CRA funding, as well as property owner contributions through the creation of a special assessment district. As of 2004, ten duplex conversions have been completed with grant assistance from the CRA. The remaining elements of the plan that will involve CRA participation include beautification of retention areas along NE 3rd Avenue; provision of landscape grants to beautify multi-family properties along NE 3rd Avenue; provision of grants to convert duplexes to single family homes throughout the neighborhood; assistance with street lighting; and beautification of areas

adjacent to Plumosa Elementary School. Most of these improvements were completed in 2005-2006.

2.1: Bankers Row Project Implementation

Background

Banker's Row, the 200 block of NE 1st Avenue is a downtown residential block which includes single family, rear guest cottages, and some home-occupation uses. The block is located within the Old School Square Historic Arts District which includes most of the City's oldest homes. Banker's Row includes 16 of these historic (built before 1940) residences.

This project was born when, under the auspices of the Historic Preservation Board and the City's Planning Department, application was made to the Florida Department of State, Division of Historical Resources for a Preservation Grant. A \$24,000 planning grant was awarded by the State with provisions for the City to allocate a matching share toward planning of the project. The Project Plan has three separate but related components. These are: a study and evaluation of the historic significance of the Banker's Row block and an analysis of the architecture of its structures; the preparation of a streetscape design plan, architectural design guidelines, and lot development guidelines; and the creation of a planning program for the private property owners of Bankers Row. The Planning was culminated by the preparation of a document entitled "BANKERS ROW - A PROGRAM FOR RE-USE & RESTORATION".

Following publication of the Plan, the property owners formed a Homeowners' Association and sought funding for the project, including street improvements and a parking lot from the City. The City was unable to fund the project and subsequently the property owners requested the same from the CRA. In 1992, the CRA, City and Homeowners' Association adopted an Interlocal Tri-partite Agreement in which the Property Owners would fund \$32,500 for the project, payable over 10 years; the City would fund a new water main; and, the CRA would fund the construction of the parking lot and the balance of the street improvements.

The CRA completed the Banker's Row parking lot in March, 1993 and the design for the street improvements was completed in October. It is anticipated that the remaining improvements will be completed in FY 1993/1994. The Property Owners will pay 25% of the cost of the roadway improvements, up to a maximum of \$32,500 through a property assessment district.

Project Objectives

- Preserve the historic structures.
- Revive the historic character of Banker's Row.
- Improve and enhance economic conditions through some appropriate conversions of individual properties to home occupations or nonresidential use.
- Spin-off private redevelopment on adjacent blocks.

Project Description

- The City shall initiate the appropriate amendments to its Comprehensive Plan and Land Development Regulations in order to accommodate the Program.
- Formation of a Banker's Row Neighborhood Association by the Residents.
- Creation of a property assessment district by the City to collect moneys from the property owners to reimburse the CRA.

- Project includes Streetscape and Parking Lot improvements including acquisition of parking lot site.
- Individual property improvements will be made in accordance with Master Development Plan, at the discretion and timing of the property owners; however, the improvements are required at the time of changing from a single family or home occupation use to any other category of use.

Project Participants and Administration

- The City of Delray is responsible for overall implementation of the Program.
- The CRA shall, through an agreement with the property owners, take the lead and contribute funds toward implementation of the streetscape/parking lot improvements in accordance with the Master Plan.
- In addition to paying a portion of the streetscape costs, including engineering, the property owners shall be responsible for improvement of their individual properties.
- The Historic Preservation Board shall review improvements or modifications which affect the exterior of any structures.

Funding Sources

- The CRA shall provide the funds for parking lot property acquisition and improvement costs.
- The CRA shall provide a portion of the funds for implementation of the streetscape improvements.
- The property owners, through a property assessment district, shall provide the remaining portion of the streetscape improvement and engineering costs.
- The property owners shall be solely responsible for any improvements made to their individual properties.
- Property owners may also qualify for participation in the CRA's Subsidized Loan Program, Business Development Program or Historic Facade Easement Program.
- The City of Delray Beach will provide funding for the design/construction of water supply lines

Project Schedule

- Parking lot site was acquired in FY 1991/1992.
- Construction of parking lot in 1993 (Complete March 1993).
- Formation of Property Owners Special Assessment District in 1993.
- Construction plans for street Improvements were completed in 1993.
- Completion of streetscape improvements in 1994.

#2.2 Pineapple Grove Main Street Program

Background

This program represents the implementation of several strategies contained within the Pineapple Grove Neighborhood Plan. It is also an expansion of previous City and CRA efforts to improve the environment along the major retail corridor of the Neighborhood. In August, 1989, the City Commission approved a streetscape program for Pineapple Grove Way. Improvements included the creation of landscape intersection nodes, street trees within the sidewalks, and four pods to accommodate previously commissioned sculptures.

In 1990, as an outgrowth of the City's program, the CRA funded the preparation of a prototype design for the 100 block of Pineapple Grove Way, including additional streetscape and facade improvements. When the block design was completed, preliminary estimates indicated that the overall construction cost of the proposed improvements would be very expensive. Although the neighborhood was generally enthusiastic and supportive of the plan, the downturn in the economic climate of the early 90's made it impossible for the CRA to secure the required financial commitments from the businesses within the 100 block to participate in the program. Subsequently, the CRA was forced to put the project on hold.

In 1992, the City completed the streetscape improvements to Pineapple Grove Way. These improvements provide the starting point for revitalization of the corridor. Another major improvement to the area was made in 1993 when the parking lot for the Publix Shopping Center was reconstructed. The new design improved the internal traffic circulation system and added a significant amount of new landscaping.

In 1994, the ***Pineapple Grove Main Street*** Program was born. Under a tremendous outpouring of community support and dedication to the program, the City was awarded the Main Street Designation by the State of Florida. Under this program, the effort to revitalize Pineapple Grove Way and the surrounding area has gained new momentum. Accordingly, the CRA's approach to redevelopment will be one of support and assistance to the local Main Street Organization.

The Main Street Program, organized in 1994, has been operating under a 501(c)(3), non-profit corporation. The group has accomplished several important plans and programs which include the establishment of committees to deal with organization, design, economic restructuring, and marketing. In 1996, the organization held a weekend charrette and developed the first draft of a street master plan for NE 2nd Avenue. The organization completed a master plan for its district in 1998 which was approved by the CRA and the City. The plan calls for significant beautification, construction of parking lots, and infill, mixed-use development. Other accomplishments include additional art in public places, new street signs, special events, and more.

In 1996, the City of Delray Beach established its second police substation, locating the station adjacent to the Pineapple Grove Main Street office on NE 2nd Avenue.

Together with the CRA and others, the organization proceeded with the first phase of its master plan to construct the entry to the district at NE 2nd Avenue and East Atlantic Avenue. In 2000, Pineapple Grove Main Street held the ribbon cutting for its first entry arch located near the intersection of NE 2nd Avenue and East Atlantic Avenue. In 1999, the City and CRA approved creating an assessment district on NE 2nd Avenue to assist in funding the complete beautification of NE 2nd Avenue. The City and CRA will fund approximately 2/3 of the cost and the assessment district 1/3 of the cost.

Future implementation of the Pineapple Grove Main Street plan will include working with the City and CRA to construct additional public parking.

Program Objectives

- Physical and economic revitalization of the Pineapple Grove Main Street area.
- Create an epicenter for future spin off revitalization efforts within the neighborhood.
- Develop street beautification on NE 2nd Avenue.
- Develop a special identity for the area including entry ways to the district.
- Develop public and private parking to assist with the district's growth.
- Acquire strategically important properties to encourage mixed-use development, particularly housing.
- Review land development codes and make changes which will encourage redevelopment.

Program Description

The Program may include, but is not limited to, the following elements:

- Support of Pineapple Grove Main Street organization and its master redevelopment plan.
- CRA assistance to the above group to develop and implement a marketing program to attract new businesses which are compatible with the overall theme of the area (i.e. arts, crafts, entertainment and education). Securing tenants for large vacant buildings shall be 1st priority.
- Development of a plan to relocate nonconforming or incompatible land uses.
- Work with Publix to meet its expansion needs or find suitable site for relocation. (Note: if Publix moves, then assist in finding a suitable replacement for existing space).
- Work with the Post Office in its relocation or expansion efforts.
- Develop a program to increase security.
- Develop a program to reduce loitering and assist the homeless.
- Develop a Beautification Plan for the 1st four blocks of Pineapple Grove Way, including additional streetscape and facade improvements.
- Develop a funding mechanism to pay for both capital improvements and operational costs of those improvements. Create a business improvement assessment district.
- Acquire key properties for redevelopment.
- Work with Pineapple Grove Main Street, Inc. to develop and implement a plan for public/private parking.

Program Participants and Administration

- Pineapple Grove Main Street, Inc. shall generally administer and coordinate the program.
- The CRA may participate through the utilization of its unique powers and financial resources as appropriate for selected elements of the Program.

- Other participants may include, but are not limited to, the City of Delray Beach, the Chamber of Commerce, the DDA and Other Private Property Owners.

Funding Sources

- The Pineapple Grove Main Street organization has received 6 years of funding commitments from the City, CRA, DDA and local citizens.
- The CRA Subsidized Loan Program is available to provide additional assistance to businesses and residents who wish to improve exterior conditions of their property.
- The CRA will fund the first gateway to the district at NE 2nd Avenue and East Atlantic Avenue, limited to street improvements.
- The CRA and the City will fund the development of public/private parking lots.
- The CRA will acquire key properties and resell to developers in order to accelerate redevelopment.

Program Schedule

- Implementation of the program began in FY 1993/1994.

#2.2: Block 77 Redevelopment Project (Worthing Place)

(For associated map, see Appendix "D" Map D)

Background

Since its creation, the Community Redevelopment Agency has consistently made efforts to attract new businesses into Downtown Delray Beach. The economic importance of the Downtown and the need for major attractions and nighttime activity generators was well recognized in the 1986 Community Redevelopment Plan. The City, also realizing the importance of the CBD as a vital and competitive commercial marketplace, has included several policies in its Comprehensive Plan toward achieving that end. In 1993 and 1994 the CRA acquired property on Block 85 (south side of Atlantic Avenue west of the FEC Railroad) and in 1995 issued an RFP for its redevelopment. The project resulted in a restaurant/retail/entertainment complex known as Grove Square, which restored night life to the downtown and stimulated a boom in new retail and restaurant openings on Atlantic Avenue.



Despite significant redevelopment interest in the area, one large parcel fronting Atlantic Avenue in Block 77 (south side of Atlantic Avenue between SE 1st and SE 2nd Avenues) continued to decline. This parcel contains the former "Executive Mall" office building, a four-story building which was vacant and had deteriorated to the point where it became injurious to the public health and safety. Due to the extreme deterioration of this parcel and as a result of increased developer interest in the area, the CRA contemplated acquiring the balance of Block 77 and a portion of Block 78 to create a redevelopment parcel large enough to accommodate a major generator of economic development. In 1996, the CRA issued an RFP and

awarded the winning proposer the right to negotiate a contract for redevelopment. The proposer, a large publisher, would have brought over 200 employees to the downtown. The

CRA began proceedings to acquire the four-story structure on Block 77 but discontinued its efforts after the publisher announced its intention to move its headquarters to a site west of Interstate 95.

In 1998, the owner of the Executive Mall office building commenced refurbishment of the 42,000 square foot space. The building was successfully leased in 1999. In 1998, after losing its publishing company prospect, the CRA issued an RFP for the sale of two parcels of land on Block 77, one that had been acquired by the CRA and a parking lot owned by the City. Three bidders responded in 1998, and the CRA selected the Block 77 Development Group, which had purchased additional properties on the block. Their proposal, which became known as Worthing Place, included 219 rental apartments, and approximately 12,000 sq. ft. of retail space (see rendering at left).

It includes a parking garage on Block 77 for tenants and retail customers, and a separate parking garage on Block 69 (the westerly adjacent block) consisting of 207 parking spaces to serve the public and tenants of the Executive Mall building. The proposal also included a payment to the City of \$100,000 to refurbish Worthing Park. In 2000, the developer received conditional use approval of the project by the City Commission and site plan approval by the Site Plan Review and Appearance Board. An adjacent property owner sued the City over the development, and the project was held up by litigation until 2004. It is now proceeding through the final platting and permitting phases.

Project Objectives

- Assemble a site large enough for a large scale project.
- Assemble land for a public parking garage.
- Provide economic stimulation and investment in the CBD.
- Improve marketability and demand of the retail core.
- Increase nighttime activity in the downtown.
- Provide housing opportunities and create jobs in the downtown area.
- Eliminate slum and blighted conditions.
- Provide more parking in the downtown area.

Project Description

- Development of a mixed-use redevelopment project.
- Phase One of the project may include, but is not limited to, land acquisitions (refer to Appendix "D"), site improvements, the solicitation of RFP's from potential buyers or tenants and sale or lease of some or all CRA property holdings on Block 77.
- Phase Two may include but not be limited to the solicitation of RFP's from private developers, selection of project developers, design of the project, project economic feasibility studies, advertisement for disposition of any additional property to be acquired by the CRA for the implementation and construction of the project.
- Phase Three includes but is not limited to the implementation of project development including any remaining property acquisitions and disposition of property required for the project as well as any remaining City approvals. Phase Three may also include acquisition of land for additional public parking.

- Phase Four includes the construction of the project, the providing of additional structure or surface parking, renovations to Worthing Park, as well as additional infrastructure as required.

Project Participants and Administration

- Project will be administered and coordinated by the CRA.
- Other participants may include, but are not limited to, the City of Delray Beach and the project developer.

Funding Sources

- CRA provided the funding for Phases One and Two of the project.
- Funding sources for Phases Three and Four shall be by the developer selected for the project, the City of Delray Beach, CRA, and others as appropriate.

Project Schedule

- Phases One and Two were completed in 1998.
- Phase Three is projected to be completed in 2004.
- The schedule for Phase Four will be determined upon the completion of Phase Three.
- The Phases set forth above are illustrative only and may be combined with one another as the circumstances dictate.

2.3: Municipal Tennis Center Rehabilitation

Background

The CRA prepared a study in mid 1992 to determine the feasibility of rehabilitating the existing Center with possible inclusion of a stadium court to host the Virginia Slims Tennis Tournament. As a part of the Study, the CRA also held a 1-day Workshop to build a consensus within the community on if and how the tennis center property should be redeveloped. This workshop was a great success with over 60 people attending. The consensus of the group was that the Tennis Center be retained at its present location and be rehabilitated and expanded to include a stadium court and other facilities.

The results of CRA's study and workshop were presented to the City Commission and the City made the decision to rehabilitate the Center. Recognizing that this project clearly achieves several major CRA goals including the elimination of blighted conditions, and the creation of significant spin-off economic benefits in the CRA area, the City requested that the CRA participate in the project's capital funding. The CRA obliged with a \$481,000 commitment which may be paid over a 15-year period.

In 1992, the City commenced construction of the first phase of the Tennis Center including the 3,000 seat stadium court. The upgraded Center includes adjacent residential property to the west and the old fire station # 1 site. This increased land area gives the property a corner location on N.W. 1st Avenue and West Atlantic, and provided the necessary space to add a new proshop, additional courts and the stadium court. Additionally, the new design

greatly improves the overall visual appearance of the center with better linkages to Atlantic Avenue and increased landscaping.

In March of 1993, the Virginia Slims of Florida held their national women's tournament. With over 80,000 people attending the event over the two-week period of the tournament, this event set a record in women's tennis.

Project Objectives

- Upgrade of the existing Municipal Tennis Center.
- Add the necessary facilities to host the Virginia Slims Tennis Tournament and other events.
- Provide a positive influence on West Atlantic Avenue redevelopment.

Project Description

- The project elements include facilities design, acquisition of additional property as needed and construction of the project.

Project Participants and Administration

- The project is the responsibility of the City of Delray Beach.
- Other participants may include, but are not limited to, the CRA, Design Professionals and Construction Contractors.

Funding Sources

- The City shall have primary responsibility for funding the improvements.
- The CRA will provide \$481,000 of the capital funding for construction of the project either as a lump sum payment or a yearly contribution toward the project's debt service.

Project Schedule

- Phase 1 construction, including the pro-shop, stadium court and the majority of the tennis courts was completed in March 1993.
- Phase 2 construction, which included 4 additional courts and landscape improvements at the intersection of N.W. 1st Avenue and Atlantic Avenue was completed in FY 1993/1994.

2.4: Old School Square Cultural Center

Background

Beginning in late 1985, a group of concerned citizens established a task force to save the old schools, which the Palm Beach County School Board had planned to abandon. The 4 acre site of the Delray Beach Elementary School, containing two school buildings, a 350 seat auditorium and a gymnasium seemed to have potential, not only as an important historic preservation project, but also as an arts center benefiting Delray Beach and the surrounding communities. The Historical Society established a committee to establish the possibility of

restoring all or a portion of the school complex and to locate a historical museum within the school.

The committee, now Old School Square, Inc. reported its findings to the City Commission in 1987 and recommended the restoration of the facility and development of an art and cultural center. A professional feasibility study was prepared and determined the project to be feasible. Hence, engineering surveys of the existing buildings and building plans were prepared and the restoration project began in 1988.

The on-going restoration and development of the 6.6 million dollar center has become a source of pride to Delray Beach residents. Serving as the centerpiece of the Atlantic Avenue Business Corridor from Interstate 95 to A-1-A, the center which opened in 1990, now includes a museum, gift shop, community meeting room and a visual arts center/gallery.

In order to complete the first phase of the 1926 building, which fronts on Swinton Avenue, Old School Square requested a \$435,000 loan from the City in 1992 to supplement a donation by a foundation. The City agreed with the understanding that the CRA would guarantee the loan. In addition to this loan guarantee, the CRA also agreed to make the debt service payments if requested by Old School Square. In the fall of 1992, the first phase of renovations were completed on the 1926 building, which now hosts theater productions, concerts, ballets and classes.

The loggia and bandstand of Old School Square, the last phase of the project, is planned for outdoor exhibits, concerts, festivals, large parties, and "Sunday in the Park" type entertainment for the enjoyment of the entire community.

Project Objectives

- Establish a strong cultural identity in Delray Beach.
- Promote Arts and cultural activities as a means to foster increased economic development within the city center.
- Provide a cornerstone for the revitalization and redevelopment of the Atlantic Avenue Business corridor and the Pineapple Grove Neighborhood.
- Create an attraction for both tourist and residents to the area.

Project Description

- Restoration of 1913 school building as museum and visual arts center
- Restoration of 1926 school building as a performing arts center and theater
- Restoration of the gymnasium as a meeting hall
- Addition of a loggia for outdoor exhibits, concerts, etc.

Project Participants and Administration

- Administration and coordination of the project is by Old School Square, Inc.
- Other participants in the project include, but are not limited to, the State of Florida, the City of Delray Beach, the CRA, Delray Beach Historical Society, Private Citizens and Foundations

Funding Sources

- The City of Delray Beach has contributed the bulk of the money toward this projects with over 4 million dollars invested.
- The State of Florida, Division of Cultural Affairs has contributed funds toward the project.
- Private donations have also been an important source of funding.
- The CRA will provide funding sources through loan guarantees, loans or grants for restoration of the 1926 building as an important component of the center.

Project Schedule

- The Museum Building restoration was completed in 1990.
- The Gymnasium building restoration was completed in 1991.
- Restoration of 1926 building was completed in 1993.
- The loggia was completed in 2002.

2.4: South County Courthouse Expansion/Delray Beach Public Library

Background

The location of the South County Courthouse on West Atlantic Avenue was viewed by the City as a significant opportunity to secure both public and private investment along this important corridor. Due to its potential as a catalyst project on the Avenue, the Courthouse became a cornerstone of the 1986 Community Redevelopment Plan. The City successfully lobbied the County to locate the facility in the West Atlantic Avenue corridor in 1986. Through an Interlocal Agreement that was adopted in 1986 and amended several times in subsequent years, the City and CRA pledged to donate land for the original courthouse building and a future expansion.

The \$8 million South County Courthouse, Phase One, opened in August, 1990. In fulfillment of its obligations under the Interlocal Agreement, the CRA acquired several properties within the expansion area known as Block #53 (south side of Atlantic Avenue between SW 1st and 2nd Avenues). These included the 7-Eleven/Coin Laundry (1987), a six-unit apartment complex (1987), Discount Auto Parts (1991), and the Norris apartment complex (2001).

The CRA intended to have the frontage on Block 53 be a redevelopment site for private commercial development. In 1999, the Delray Beach Library held a planning charrette to study the expansion and relocation of the library, and it was determined that the frontage was the best available site for the new library. Plans were drawn up for a 48,000 square foot facility that includes extensive access to computers, an auditorium and meeting rooms, and a café, all of which will help to generate pedestrian activity in the West Atlantic corridor. In 2004, a 355-space parking garage was constructed with County, City, and CRA funds to serve the courthouse and library. Construction of the new library was completed in 2005 and the courthouse expansion will be completed in 2008. Preliminary plans have been presented for a future expansion of the parking garage, the construction of which is dependent upon future demand and funding availability. This parking could be used to meet the demands of

businesses and uses in the West Atlantic and Southwest Neighborhood areas, as well as providing parking for activities and events at the tennis center.

The library has become an important anchor to the West Atlantic Avenue Corridor and asset to the community as it provides a variety of valuable community services and programs. It is run by a nonprofit board, and while it is located on City property it is not a City facility, and funding is always a challenge. The City supports the library with operating funds and provides exterior maintenance, and the library obtains other funding from state grants and private donations. In 2007, with the budget constraints created by the property tax reform, the City cut back on the library's operating dollars. To stay within budget, the library developed a schedule with reduced operating hours. In order to continue to promote activity and economic development in the West Atlantic area, the CRA agreed to fund a portion of the operating funds so that the library could continue to be open seven days a week and offer the same range of services and activities. The CRA will consider on an annual basis, a commitment of funding in order to ensure that the library can continue to function in this manner.

Project Objectives

- Improve the physical appearance of West Atlantic Avenue and eliminate blight.
- Increase the economic vitality of the West Atlantic corridor through the placement of public facilities that will attract large numbers of people to the area.
- Create spin-off opportunities for private sector redevelopment projects and job creation.
- Provide public parking, parking for tennis center activities, area businesses, and opportunities for shared parking.

Project Description

- A newly constructed 48,000 square foot library will provide services and activities to the public, and help generate activity in the West Atlantic area.
- The South County Courthouse will be expanded to the rear of the existing facility.
- The courthouse and library will share parking within the existing garage and surface parking lots, with public access provided pursuant to the Interlocal agreement.
- Phase Two of the garage will be constructed at a future date depending upon demand and funding availability.

Project Participants and Administration

- County is responsible for expansion of the Courthouse facility.
- Delray Beach Public Library is responsible for construction and operation of the new library building.
- CRA and City shall be the lead participants in the construction of Phase Two of the parking garage.

Funding Sources

- County will fund the expansion of the Courthouse facility, including parking lot construction.

- Library, City, CRA, and other sources provided funding for the library construction.
- The Delray Beach Public Library, City, CRA and others will participate in funding operational costs of the library to the degree possible.
- Potential sources of funding for Phase Two of the garage include in-lieu and other parking fees, other City sources, and the CRA.

Project Schedule

- Construction of the library was completed in December 2005.
- Expansion of the courthouse was completed in 2009.
- Phase Two of the parking garage is dependent upon the level of demand and funding availability.

2.5: Blocks 28 & 36 Redevelopment

Background

The program for Blocks 28 and 36 involves the redevelopment of the frontage along West Atlantic Avenue for commercial purposes, and the development of the rear of Block 36 as residential multi-family. The CRA acquired the majority of the subject properties over the period between 1998 and 2000.

In July of 2000, four groups submitted development proposals for the CRA-owned properties, in response to a Request for Proposals (RFP). All of the responses proposed mixed use (commercial & residential) development on the site. Three of the projects proposed a combination of retail, office, and owner-occupied residential units. The fourth proposal, which included Mt. Olive Baptist Church as a partner, contained commercial uses combined with a rental housing component. After several public hearings and workshop meetings, the CRA selected a project that includes three-story commercial buildings on the frontage of Blocks 28 & 36, and owner-occupied townhomes on the balance of Block 36. The proposal was submitted by Atlantic Grove Partners, which is comprised of a local private development company (New Urban Communities) and two local nonprofit agencies (the Delray Beach Community Development Corporation and the TED Center). Parking for the project is a combination of surface lots, two-car garages for the townhomes, and on-street parking along Atlantic Avenue, NW 3rd, 4th, and 5th Avenues, and NW 1st Street. The on-street parking spaces will be available to the general public.

Project Objectives

- Removal of slum and blighted conditions.
- Provision of new housing opportunities for the area.
- Provision of additional parking for the surrounding area, including the Tennis Center for special events.
- Revival of the historic significance of the area, particularly to support the West Settler's Historic District.
- Redevelop the blocks to take advantage of the important location relative to several public institutions, including the Tennis Stadium, the County Courthouse, the Police Station, and the Fire Station.
- Increase the economic vitality of the West Atlantic commercial corridor through the attraction

of new businesses.

- Increase job opportunities, particularly for the residents of the surrounding neighborhood.

Project Description

- The redevelopment project area includes property acquired by the CRA and located within Blocks 28 and 36. Future phases may include properties within the same blocks or on adjacent blocks.
- Expansion of parking facilities.
- Possible construction of additional features or expansion of the monument area to commemorate the historical importance of the area.
- Development of a mixed use project with emphasis on retail on the ground floor and office and/or residential on the upper floors, and residential uses to the rear of the Block 36 frontage.
- The provision of adequate parking to serve the redevelopment project. Wherever possible, shared parking should be encouraged.

Project Participants and Administration

- The selected development group will take the lead role in obtaining the necessary financing and governmental approvals to complete the project.
- The CRA may participate through utilization of its unique powers and financial resources as it deems appropriate to implement the project.
- Other participants in the project may include, but are not limited to, the City of Delray Beach, West Atlantic Redevelopment Coalition, the Delray Merchants Association, EPOCH, LISC, the churches, and the private sector.
- The church shall take the lead role in any redevelopment effort related to church expansion.

Funding Sources

- Funding of the land acquisition and preparation of the property for sale to the developer is by the CRA.
- Construction of the project is to be funded by the developer.

Project Schedule

- Completion of demolition and land clearing will occur by summer 2001.
- The property was sold to Atlantic Grove Partners in October 2002.

2.6: Block 60 Redevelopment

Background

This Block lies in a strategic location between two major redevelopment projects on Atlantic Avenue, the Municipal Tennis Center/City Hall and Old School Square. With the large

sums of money involved in these two projects, it is imperative that development in this block does not detract from the overall redevelopment effort. The overall appearance of the block has been a blight to the area. Existing land uses consisted of poor quality residential duplex units, vacant commercial structures, vacant property, and several single family residences, some of which are currently in a state of severe blight.

Given the prime location and condition of existing property, this block is ripe for redevelopment. In fact, one of the single family residences, "Tarrimore", was acquired for conversion to a high-quality restaurant,—"Damiano's". In 1992, the owner of the Tarrimore property approached the CRA and suggested a redevelopment concept for the northern part of block 60. This concept included the construction of a parking lot and the conversion of one blighted single family home to commercial use. It was also anticipated that the parking lot would service the three remaining single family homes on the block if they should convert to non-residential uses.

In 1993, the CRA further developed the concept for the Block. The State of Florida awarded the City a \$242,800 "Historic Preservation Grant" to rehabilitate two historic structures which were originally located in the Hillcrest Neighborhood of West Palm Beach. These two historic structures were moved to their permanent site fronting Swinton Avenue in June 1994. One of the structures is currently utilized for the CRA's Offices and the other was sold to the City of Delray Beach who leased it to the State Preservation Office. Having additional governmental uses in close proximity to the City Hall complex is consistent with the City's plan of a governmental campus.

The original concept fits very well into an overall redevelopment scheme for the block. This scheme contains a commercial or governmental use(s) fronting on Swinton Avenue, a common parking lot in the center of the block, and non-residential conversions of single family houses surrounding the parking lot. Another advantage of this concept is that the parking lot would also be used to meet the demands for Old School Square, the Community Center and the Tennis Center.

In 1996, the CRA completed an additional parking lot, adjoining the first lot, completed in conjunction with the restoration of the two historic houses. In addition, the CRA sold a parcel of land, through the Request for Proposal process, to a developer who, in turn, constructed a two-story, 6,000 square foot office building. The developer also purchased five parking spaces from the CRA.

In 1999, a property owner on the block, Manimal Land Company, Inc., purchased eight parking spaces from the CRA in anticipation of redeveloping its two lots into a 12,000 square foot, two-story office building. Another property owner on the block, including Manimal and the restaurant owner, expressed interest in 2000 in acquiring additional parking spaces in order to expand their facilities.

The CRA, in anticipation of the need by property owners for parking, condominiumized the parking lot. In addition, the City purchased, in 1996, 12 spaces for public use, particularly for the Tennis Center and Community Center, located on NW 1st Avenue. The CRA expects further development of the block by conversion of existing residential to commercial uses.

Project Objectives

- Elimination of blighting influences.
- Redevelopment of the Block to take advantage of its prime location.

- Increase in economic vitality through attraction of new business.
- Expand the concept of the governmental campus.
- Encourage conversion of existing single family homes to non-residential uses.
- Encourage historic preservation in the OSSHAD zoning district.

Project Description

- Redevelopment compatible with Old School Square, City Hall and the Municipal Tennis Center.
- Strong pedestrian linkages to Old School Square and the Tennis Center.
- Maintenance of the parking lot to serve the non-residential conversions on the block as well as the parking demands for City Hall, Old School Square, the Community Center and the Municipal Tennis Center.
- In addition to providing parking the CRA may offer other incentives to facilitate the redevelopment effort.
- The two historic houses which were moved from West Palm Beach and located in the project were rehabilitated and converted for public use.
- Elements of the project include, but are not limited to, planning, marketing, land acquisitions, demolition, parking lot construction, sale or lease of CRA owned property, including the historic house, and construction/use-conversions.
- The parking lot constructed on the project may be a municipal lot entirely for public use, may be sold or leased to private entities or may be a combination of both. Private users located in the Redevelopment Project may make arrangements to pay the CRA or other public or private entity a fee to lease or purchase enough parking spaces to meet City parking requirements for their use.

Project Participants and Administration

- The CRA shall be the lead agency in the acquisition of land demolition, parking lot construction and rehabilitation of the relocated historic houses.
- Commercial conversion of the remaining houses surrounding the new parking lot will be administered by the private sector and the CRA.
- Other participants may include, but are not limited to, the City of Delray Beach, Chamber of Commerce, Parking Management Advisory Board, the State of Florida Division of Historic Resources, West Atlantic Redevelopment Coalition, and the Delray Merchants Association.

Funding Sources

- The CRA and others, as appropriate, shall provide the funding for the project.
- The CRA's Subsidized Loan Program, Historic Facade Easement Program and Business Development Program are available to provide additional assistance to property owners and businesses within the redevelopment project.
- State of Florida Division of Historical Resources and other public or private sources dedicated to historic preservation.

Project Schedule

- Planning began in FY 1992/1993.
- Acquisition of property and construction of parking lot began in FY 1994/1995.
- Relocate two historic houses to project and complete historic restoration began in FY 1994/1995.
- Sale of land and parking spaces to developers by the CRA began in FY 1995/1996.

2.7 Seacrest/Del Ida Park Neighborhood Improvement

Background

This Historic District, commonly known as "Del Ida Park", is bounded by N.E. 4th Street, N.E. 8th Street, Swinton Avenue and the F.E.C. Railroad. Zoning in the area includes "R-1-AA Single-Family Residential", "RL Low Density Residential" and "RO Residential/Office". Land uses are varied, containing a mixture of single-family and multi-family residences and professional/medical offices. The Del Ida Park area contains many historic structures and has a unique quality that is attractive to small scale office users and home occupations. With beautification and elimination of some of the blighted conditions, expansion of these types of uses in the area is likely. The medical professionals in the area are particularly interested in participating in the improvement of the neighborhood.

The Seacrest neighborhood is bounded by the FEC Railroad on the east, North Swinton Avenue on the west, 8th Street on the south, and Gulfstream Boulevard and Atlantic High School southern boundary on the north. The area is quite deteriorated on NE 3rd Avenue north of 14th Street and contains an infiltration of duplexes and multi-family housing in an area once almost entirely single family. A significant number of homes are historic. The area north of NE 8th Street between North Swinton and NE 2nd Avenue is outside of the CRA district but is contained in the study area as a result of its geographic connectivity.

In 1998, the City and CRA, together with the two homeowner associations, Seacrest and Del Ida, completed a neighborhood plan. The plan calls for beautification of streets, the beautification of the NE 3rd Avenue railroad corridor, the construction of municipal parking lots to relieve the short supply of parking in multi-family residences, and the conversion of duplexes to single-family residences. The City, CRA, and homeowners are funding the projects.

Program Objectives

- Implement the Seacrest/Del Ida Neighborhood Plan.
- Elimination of slum and blighted conditions, particularly on N.E. 3rd Avenue and N.E. 4th Street, and to prevent these conditions from spreading to other parts of the neighborhood.
- Reduce overall densities in the neighborhood.
- Encourage development and redevelopment on RO zoned property, particularly for medical offices.
- Promote historic preservation.
- Promote residential rehabilitation.
- Increase employment and business opportunities in the area.

- Improve the street appearance by beautification.
- Increase open space areas, including pocket parks and landscaped areas along the railroad corridor.
- Promote owner-occupied, single-family housing.

Program Description

- Implement the Seacrest/Del Ida Neighborhood Plan.
- Assist the City and homeowners with the streetscape program.
- Develop and fund a program to convert duplex structures to single-family residences.
- Acquisition of blighted properties within the neighborhood.

Program Participants and Administration

- The program will be administered and coordinated by the CRA.
- The City will play a major role in the implementation of the Plan. Assistance will be obtained from various City Departments, including Planning, Community Improvement, Environmental Services, Police and Fire.
- Other participants include property owners and businesses in the area.

Funding Sources

- Implementation of certain elements of the plan will be funded through an assessment district, as well as by the CRA and the City.
- Other sources may include, but are not limited to, the property owners and businesses in the area and public and private grants.
- The City will provide technical support from various City Departments.

Program Schedule

- The program commenced in FY 1996/1997

#3.8: Delray Beach Renaissance (First-Time Homebuyers) Program

Background

The Community Redevelopment Agency implemented its Affordable Housing Program in March, 1992 for the purpose of providing new affordable housing units within an area of the CRA which contains a considerable number of vacant building lots. This program is also important, in that, it will enable the CRA to address the issues of relocation and housing replacement for CRA residents who may be displaced as a result of future redevelopment activity. An informal partnership was created between the County, the City, the CRA, and the Community Financing Consortium ("Consortium"), a multi-bank, non-profit financial intermediary whose purpose is to make first mortgage construction and permanent loans to builders and home buyers. The CRA's major role was to acquire vacant lots and provide soft, second mortgage financing to home buyers. In addition, the CRA, on a limited basis, agreed to provide loan guarantees to builders for model homes.

In 1995, the CRA entered into a formal partnership under the “Renaissance Program” with the City, Community Financing Consortium, Delray Beach Housing Authority, and two non-profit housing sponsors, the Delray Beach Community Development Corporation and the Center for Technology, Enterprise, and Development, Inc. The partners applied for and received a grant from the Federal Home Loan Bank Association and the State HOME Program in 1995. In addition, the City provides monies from its SHIP and HOME Programs. These monies are used, along with the CRA monies, for soft, second mortgages for home buyers. The CRA’s major role continues to be the partner providing vacant lots for the program. The geographic area in which the program concentrates is that which is defined by the City and approved by HUD as the target area for development of low and moderate income housing. The emphasis of the program, although not limited, is to encourage single-family, fee simple home ownership. The household income target for the program is as low as under 50% of median income and as high as 120% of median income.

In 1997, the CRA began using its second mortgage funds to assist homeowners living within the West Atlantic commercial corridor to move into new, affordable housing.



Program Objectives

- Provide decent, affordable housing for residents who are of low to moderate income level.
- Stabilize and preserve neighborhoods through redevelopment and the elimination of blight.
- Create an atmosphere for a mix of income levels within deteriorated residential areas of the CRA.
- Encourage fee simple home ownership.
- Assist homeowners in relocating as a result of CRA redevelopment projects and land acquisition.

Program Description

The Target Area for the Affordable Housing Program will generally be between Lake Ida Road/NE 4th Street on the north, SE/SW 10th Street to the south, I-95 to the west and Federal Highway to the east. The details of the program will be set forth in the program guidelines adopted by the CRA. Components of the program may include, but are not limited to the following:

- Home Buyer Assistance (Subsidies secured by CRA soft junior mortgages).
- Credit Enhancement for Builders through loan guarantees for a portion of construction loans for speculative homes.

- Permanent Loan Assistance.
- Home Buyer's Marketing.
- Referral of prospective home buyers to other agencies which provide education on home ownership and credit repair.
- Architectural Design Assistance to builders, home buyers, and non-profits at minimal cost.
- CRA acquisition of vacant residential lots and residences for resale and development or redevelopment (refer to Appendix "D" for Land Acquisition Map).
- Technical and financial assistance to CDCs.
- Apply for grants and other aid to enhance program including economic development, credit repair, beautification projects and administration.
- The CRA may also provide the above services as part of a joint program between other public and private sector participants.
- To supplement the program, the CRA may assist the City Police Department to improve security in the area through the purchase and rehabilitation or construction of one or more housing units within the target area for use as police substations. When these substations become unnecessary, they will be recycled as affordable housing units.
- The CRA may also provide, on a temporary basis, vacant lots leased to the City or neighborhood associations for use as community gardens, open space, or neighborhood parks.
- The CRA may borrow funds from other sources to acquire lots and land to develop lots for the program.

Program Participants and Administration

- Participants may include, but are not limited to, the CRA, private developers/homebuilders, non profit housing sponsors, home buyers, lending institutions (including the "Community Financing Consortium"), the City of Delray Beach, Palm Beach County, the Delray Beach Housing Authority, The Delray Beach Center for Technology, Enterprise & Development, Inc, the Delray Beach Community Development Corporation (a LISC organization of Palm Beach County), and other foundations, Palm Beach County Housing Finance Authority, the State of Florida Housing Finance Agency, and public/private sponsors.
- The roles and the various participants will be set forth in the program guidelines adopted by the CRA.

Funding Sources

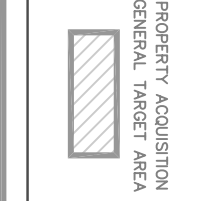
- Funding of the program elements for which the CRA is responsible will be provided by the CRA.
- Other potential funding sources include, but are not limited to, Local, State and Federal Governmental Grants, and Private contributions.

Program Schedule

- Program was implemented in March 1992 and is ongoing.

APPENDIX D:

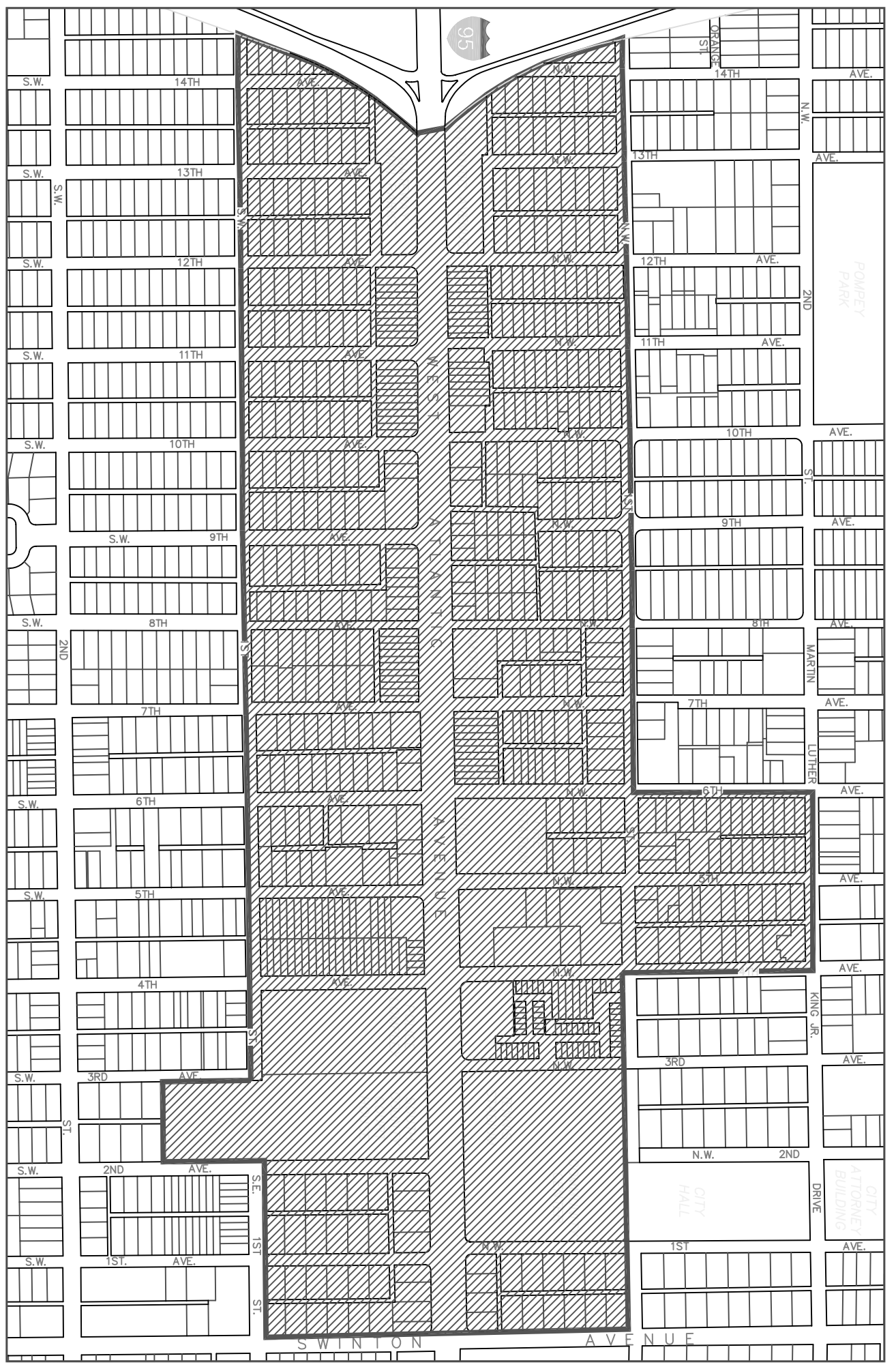
LAND ACQUISITION MAPS



PROPERTY ACQUISITION
GENERAL TARGET AREA

PROJECT #1.1 - WEST ATLANTIC REDEVELOPMENT PLAN

- MAP A.1 -
WEST ATLANTIC AVENUE REDEVELOPMENT AREA



ANTIC AVENUE

WAY MINI PARKS

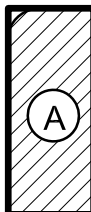
S.W. 13TH AVE.

S.W. 12TH AVE.

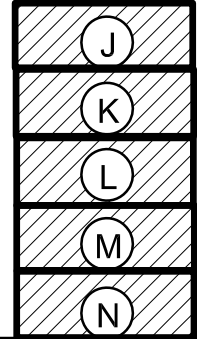
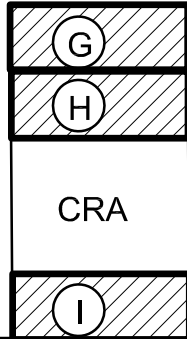
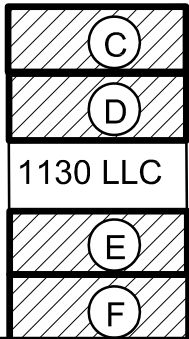
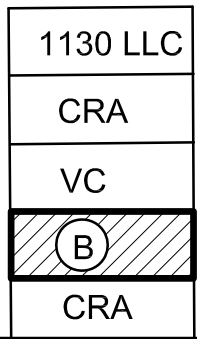
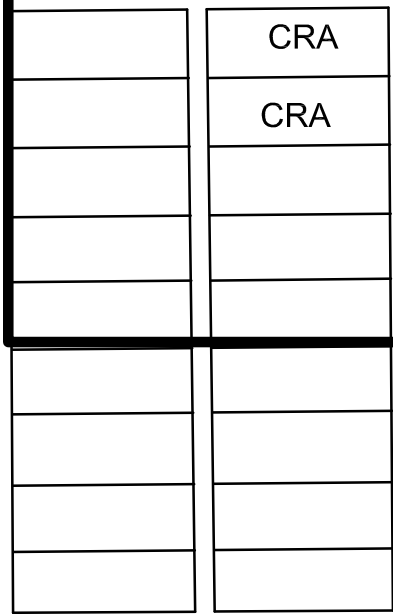
S.W. 11TH AVE.


S.W. 10TH AVENUE


1ST ST.



1130 LLC




N

 - Potential Acquisition

DELRAY BEACH CRA
September 2010

--- DIGITAL BASE MAP SYSTEM ---

PROJECT #1.1 – WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

S.W. 11th Avenue through S.W. 12th Avenue (1100 BLOCK)

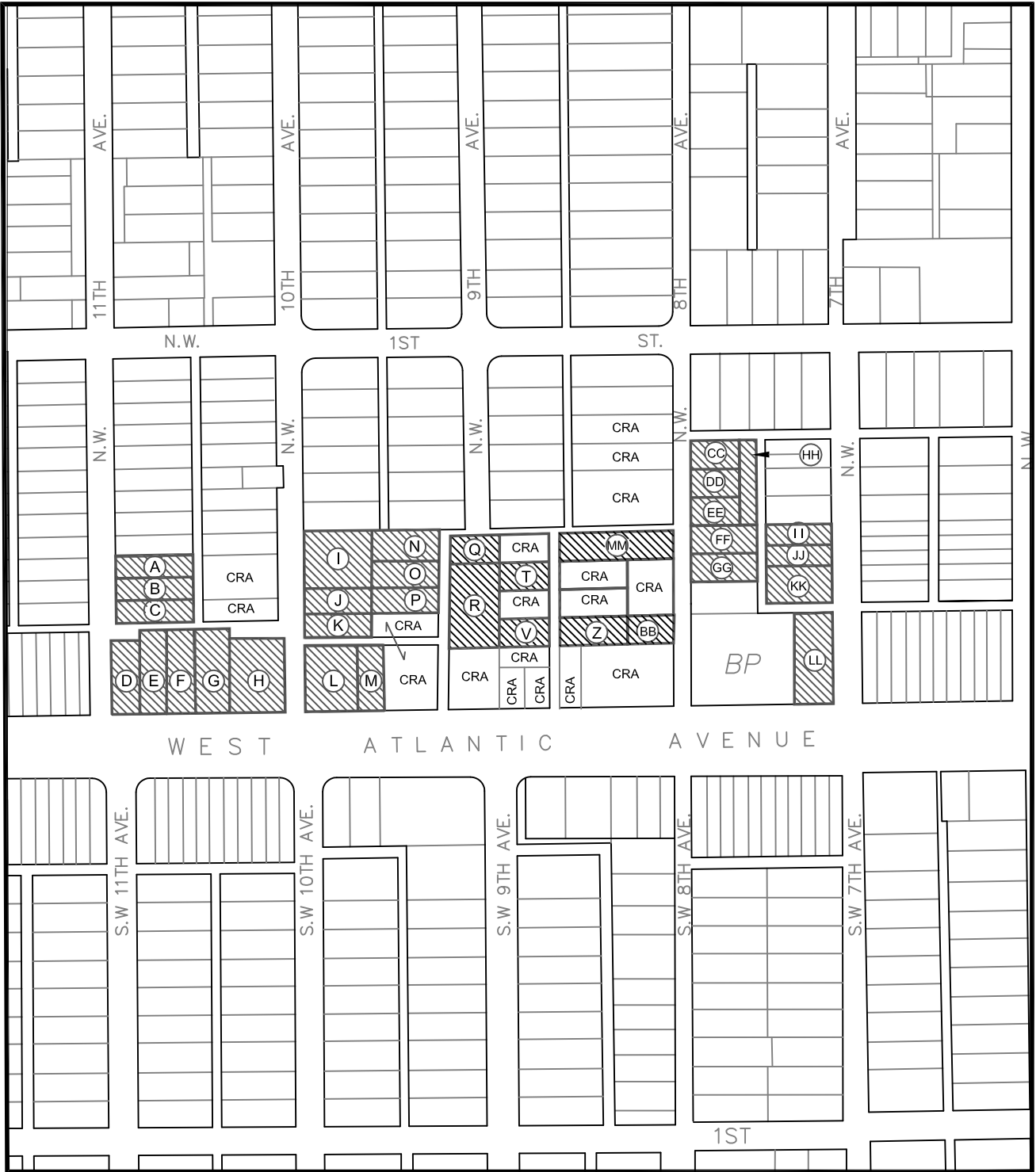
- MAP A -

PROJECT #1.1 – WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

1100 Block S.W. 11th Avenue through S.W. 12th Avenue

- MAP A -

A	12-43-46-17-23-005-0010	ATLANTIC GARDENS DELRAY LTS 1 & 2 /LESS RD R/W/ BLK 5
B	12-43-46-17-23-005-0150	ATLANTIC GARDENS DELRAY LT 15 BLK 5
C	12-43-46-17-23-005-0210	ATLANTIC GARDENS DELRAY LT 21 BLK 5
D	12-43-46-17-23-005-0220	ATLANTIC GARDENS DELRAY LT 22 BLK 5
E	12-43-46-17-23-005-0240	ATLANTIC GARDENS DELRAY LT 24 BLK 5
F	12-43-46-17-23-005-0250	ATLANTIC GARDENS DELRAY LT 25 BLK 5
G	12-43-46-17-23-008-0120	ATLANTIC GARDENS DELRAY LT 12 BLK 8
H	12-43-46-17-23-008-0130	ATLANTIC GARDENS DELRAY LT 13 BLK 8
I	12-43-46-17-23-008-0160	ATLANTIC GARDENS DELRAY LT 16 BLK 8
J	12-43-46-17-23-008-0210	ATLANTIC GARDENS DELRAY LOT 21 BLK 8
K	12-43-46-17-23-008-0220	ATLANTIC GARDENS DELRAY LT 22 BLK 8
L	12-43-46-17-23-008-0230	ATLANTIC GARDENS DELRAY LT 23 BLK 8
M	12-43-46-17-23-008-0240	ATLANTIC GARDENS DELRAY LT 24 BLK 8
N	12-43-46-17-23-008-0250	ATLANTIC GARDENS DELRAY LT 25 BLK 8



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POTENTIAL
ACQUISITION



PROJECT #1.1 - WEST ATLANTIC REDEVELOPMENT PLAN

N.W. 8TH - 11TH AVENUES
- MAP A.2 -

NOTE: SEE REVERSE SIDE FOR LEGEND

PROJECT #1.1 – WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

N.W. 8TH – 11TH AVENUES

- MAP A.2 -

A	12-43-46-17-17-002-0300	ATLANTIC PINES, LOT 30 BLK 2
B	12-43-46-17-17-002-0300	ATLANTIC PINES, LOT 31 BLK 2
C	12-43-46-17-17-002-0300	ATLANTIC PINES, LOT 32 BLK 2
D	12-43-46-17-17-002-0300	WHIDDENS SUB, LOT 6 BLK 6
E	12-43-46-17-17-002-0300	ATLANTIC PINES, LOTS 6 & 7 BLK 2
F	12-43-46-17-17-002-0300	ATLANTIC PINES, LOTS 4 & 5 BLK 2
G	12-43-46-17-17-002-0300	ATLANTIC PINES, LOTS 2 & 3 BLK 2
H	12-43-46-17-16-006-0010	WHIDDENS SUB, LOT 1/LESS E. 10' BLK 6
I	12-43-46-17-42-010-0020	17-43-46, N. 99.4' OF E. 125' OF S. ¼ OF LOT 10
J	12-43-46-17-42-010-0010	17-46-43, S. 44.95' OF N. 144.35' OF E. 125' OF W. 150' OF S. ¼ OF LOT 10
K	12-43-46-17-42-010-0060	17-43-46, S. 45' OF N. 189.3 OF E. 125' OF W. 150' OF S. ¼ OF LOT 10
L	12-43-46-17-42-010-0100	SUB 17-46-43, N. 101' OF S. 134' OF E. 100.55' OF W. 125' & N. 16' OF S. 150' OF W. 274.18' (LESS W. 25') OF S. ¼ OF LOT 10
M	12-43-46-17-42-010-0040	17-46-43, E. 49.45' OF W. 175' OF S. 101' OF S. ¼ OF LOT 10
N	12-43-46-17-42-010-0080	17-43-46, E. 124.8' OF W. 274.8' OF N. 54.35' OF S. ¼ OF LOT 10 (LESS E. 10' R/W)
O	12-43-46-17-42-010-0070	17-43-46, S. 45' OF N. 99.4' OF E. 125' OF W. 274.8' OF S. ¼ OF LOT 10/LESS E. 10' ST R/W
P	12-43-46-17-42-010-0090	17-43-46, S. 45' OF N. 144.35' OF E. 124.8' OF W. 274.8' OF S. ¼ OF LOT 10
Q	12-43-46-17-22-002-0020	J.G. FENNOS SUB, LOT 2 BLK 2
R	12-43-46-17-22-002-0030	J.G. FENNOS SUB, LOT S 3,6, & 7 BLK 2
T	12-43-46-17-22-002-0040	J.G. FENNOS SUB, LOT 4 BLK 2
V	12-43-46-17-22-002-0080	J.G. FENNOS SUB, LOT 8 BLK 2
Z	12-43-46-17-22-001-0070	J.G. FENNOS SUB, LOT 7 BLK 1
BB	12-43-46-17-22-001-0080	J.G. FENNOS SUB, LOT 8 (LESS E. 25' NW 8 TH AVE R/W) BLK 1
CC	12-43-46-17-01-004-0253	MONROE SUB, N. 51.1 S. 51.1' OF LOT 25 BLK 4
DD	12-43-46-17-01-004-0251	MONROE SUB, N. 50' OF S. 100' OF LOT 25 BLK 4
EE	12-43-46-17-01-004-0252	MONROE SUB, S. 50' OF LOT 25 BLK 4
FF	12-43-46-16-01-004-0060	N. 50' OF W. 130.44' OF W. ½ OF S. ½ BLK 4, TOWN OF DELRAY
GG	12-43-46-16-01-004-0030	S. 50' OF N. 100' OF W. 130.44' OF S. ½ BLK 4, TOWN OF DELRAY
HH	12-43-46-17-01-004-0260	MONROE SUB, LOT 26 BLK 4
II	12-43-46-16-01-004-0100	N 37.5' OF W. 130.44' OF E. 155.44' OF E. ½ OF S. ½ BLK 2, TOWN OF DELRAY
JJ	12-43-46-16-01-004-0010	S. 37.5' OF N. 75' OF W. 130.44' O E. 155.44' OF E. ½ OF S. ½ BLK 4, TOWN OF DELRAY
KK	12-43-46-16-01-004-0070	S. 67.1' OF N. 142.1' OF W. 130.44 ' OF E. 155.44' OF E. ½ OF S ½ OF BLK 4, TOWN OF DELRAY
LL	12-43-46-16-01-004-0090	W. 76' OF E. 101' OF N. 120' OF S. 140' OF E. ½ OF S. ½ BLK 4, TOWN OF DELRAY

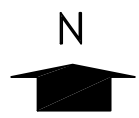
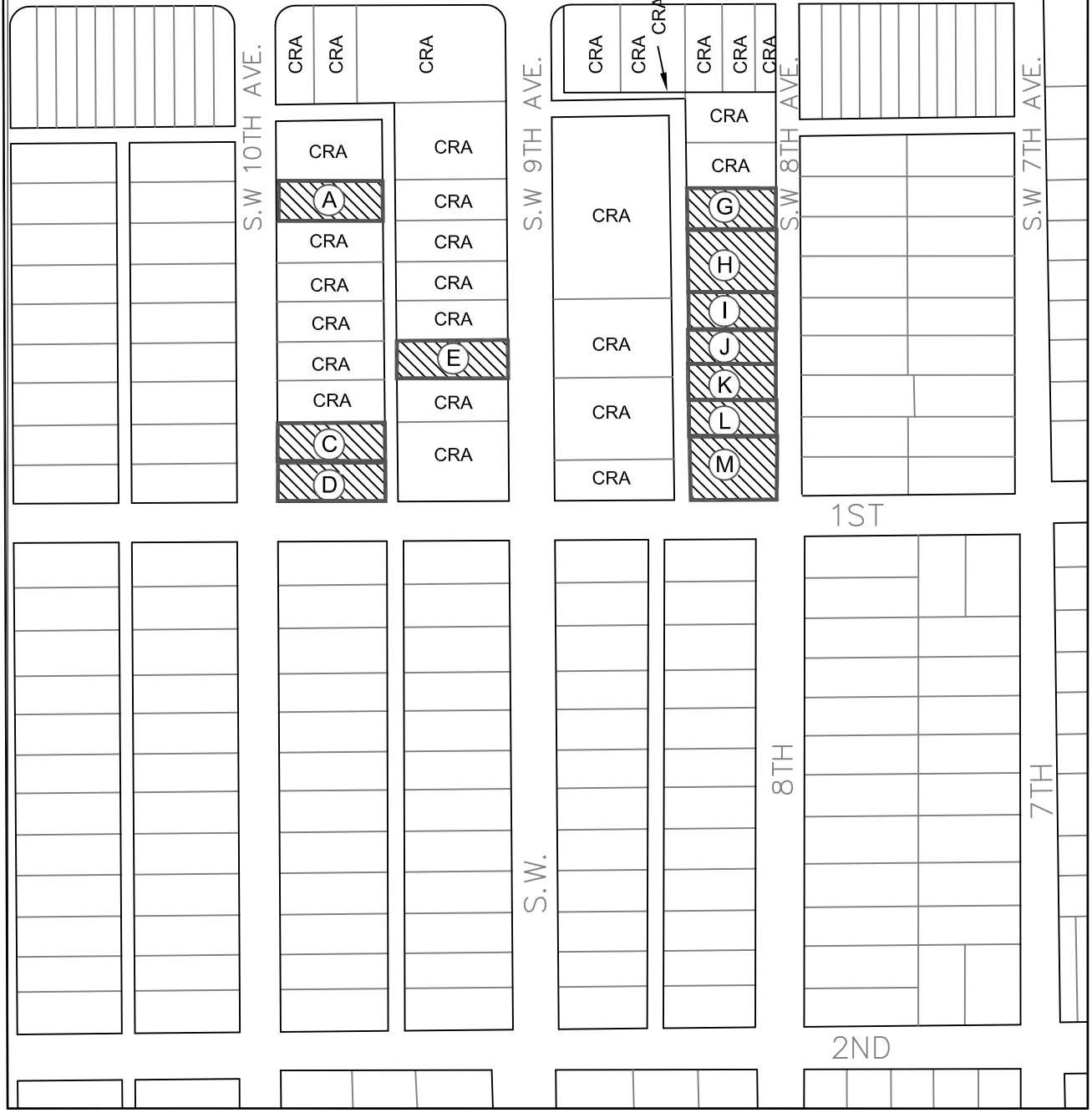
WEST ATLANTIC AVENUE

S.W. 10TH AVE.

S.W. 9TH AVE.

S.W. 8TH AVE.

S.W. 7TH AVE.



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POTENTIAL ACQUISITION



PROJECT #1.1 - WEST ATLANTIC REDEVELOPMENT PLAN

S.W. 8TH - 10TH AVENUES
- MAP A.3 -

NOTE: SEE REVERSE SIDE FOR LEGEND

PROJECT #1.1 – WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

S.W. 8TH – 10TH AVENUES

- MAP A.3-

A	12-43-46-17-35-001-0080	BELAIR HEIGHTS, DELRAY, LOT 8 BLK 1
C & D	12-43-46-17-35-001-0140	BELAIR HEIGHTS, DELRAY, LOTS 14 & 15 BLK 1
E	12-43-46-17-35-001-0210	BELAIR HEIGHTS, DELRAY, LOT 21 BLK 1
G	12-43-46-17-42-009-0010	SUB OF 17-46-43, S. 45' OF N. 290' OF E. 147' OF E. ½ OF LOT 9
H	12-43-46-17-42-002-0110	BELAIR HEIGHTS, DELRAY, LOT B BLK 2
I	12-43-46-17-42-009-0050	SUB 17-46-43, N. 50' OF S. 300' OF E. 145' OF LOT 9
J	12-43-46-17-42-009-0040	SUB 17-46-43, N. 50' OF S. 250' OF E. 145' OF LOT 9
K	12-43-46-17-42-009-0041	SUB 17-46-43, N. 50' OF S. 200' OF E. 145' OF LOT 9
L	12-43-46-17-42-009-0030	SUB 17-46-43, N. 50' OF S. 150' OF E. 145' OF LOT 9
M	12-43-46-17-42-009-0060	SUB 17-46-43, N. 75' OF S. 100' OF E. 145' OF LOT 9

FIRE
STATION
NO. 1

WEST ATLANTIC AVE.

AVE.

AVE.

AVE.

8TH

7TH

6TH

CRA

CRA

CRA

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S.W.

S.W.

S.W.

S.W.



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POTENTIAL
ACQUISITION



PROJECT #1.1 - WEST ATLANTIC REDEVELOPMENT PLAN

S.W. 6TH - 8TH AVENUES
- MAP A.4 -

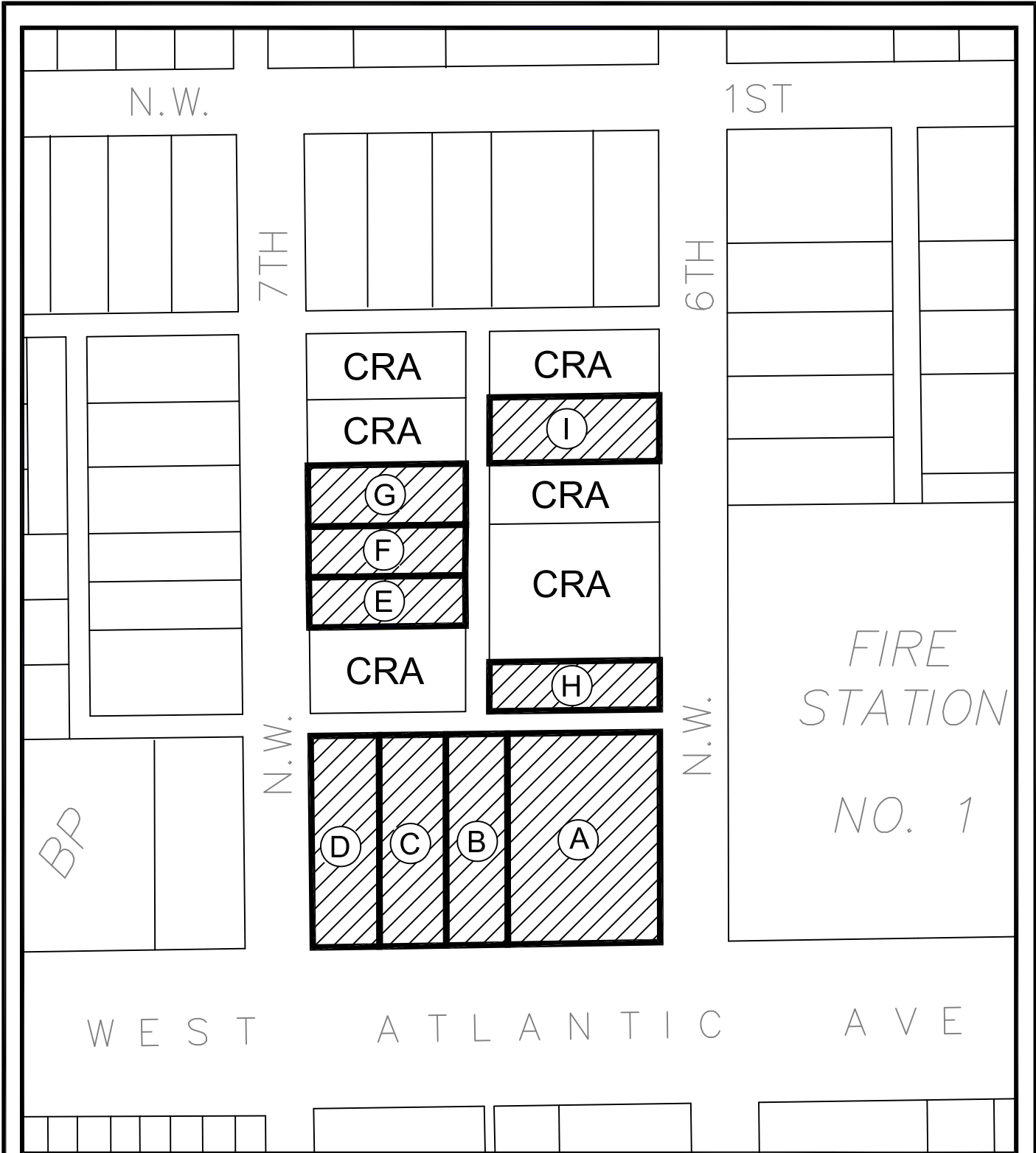
NOTE: SEE REVERSE SIDE FOR LEGEND

PROJECT #1.1 – WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

S.W. 6TH – 8TH AVENUES

- MAP A.4 -

A	12-43-46-17-02-005-0140	SUB OF BLK 5, DERAY BEACH, LOT 14 BLK 5
B	12-43-46-17-02-005-0160	SUB OF BLK 5, DERAY BEACH, LOT 16 BLK 5
C	12-43-46-17-02-005-0250	SUB OF BLK 5 DERAY BEACH, LOT 25 BLK 5



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POTENTIAL ACQUISITION



PROJECT #1.1 - WEST ATLANTIC REDEVELOPMENT PLAN

N.W. 6TH - 7TH AVENUES (600 BLOCK)

- MAP A.5 -

NOTE: SEE REVERSE SIDE FOR LEGEND

PROJECT #1.1 – WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

N.W. 6TH – 7TH AVENUES

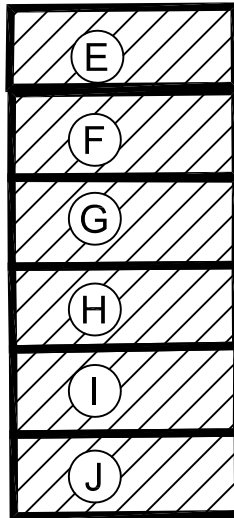
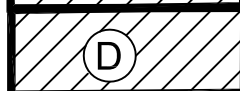
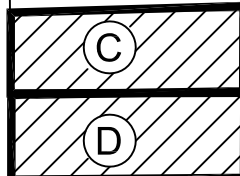
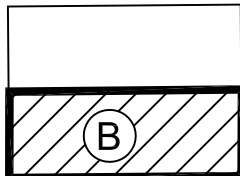
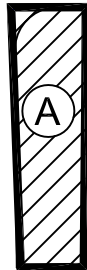
- MAP A.5 -

A	12-43-46-16-01-012-0020	E. 126' OF N. 120' OF S. 140' OF S. ½ OF BLK 12, TOWN OF DELRAY
B	12-43-46-16-01-012-0030	W. 50' OF E. 176' OF N. 120' OF S. 140' OF S. ½ OF BLK 12, TOWN OF DELRAY
C	12-43-46-16-01-012-0050	E. 50' OF W. 126' OF N. 120' OF S. 140' OF S. ½ OF BLK 12, TOWN OF DELRAY
D	12-43-46-16-01-012-0040	E. 51' OF W. 76' OF N. 120' OF S. 140' OF S. ½ OF BLK 12, TOWN OF DELRAY
E	12-43-46-16-01-012-0090	S. 67.1' OF W. 130' OF N. 142.1' OF S. ½ OF BLK 12, TOWN OF DELRAY
F	12-43-46-16-01-012-0080	S. 37.5' OF W. 130' OF N. 75' OF S. ½ OF BLK 12, TOWN OF DELRAY
G	12-43-46-16-01-012-0010	N. 37.5' OF E. 130.44' OF W. 155.44' OF W. ½ OF BLK 12, TOWN OF DELRAY
H	12-43-46-16-01-012-0260	MONROE SUB, LOT 26 BLK 12
I	12-43-46-17-01-012-0180	MONROE SUB, LOT 18 BLK 12

AVENUE

WEST ATLANTIC

PARKS



12TH AVE.

11TH AVE.

12TH

11TH

S.W. 1ST STREET



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POTENTIAL ACQUISITION



PROJECT #1.1 - WEST ATLANTIC REDEVELOPMENT PLAN

N.W. 11TH - 12TH AVENUES
- MAP A.6 -

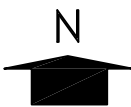
NOTE: SEE REVERSE SIDE FOR LEGEND

PROJECT #1.1 – WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

S.W. 11TH – 12TH AVENUES

- MAP A.6 -

A	12-43-46-17-23-005-0010	ATLANTIC GARDENS DELRAY LTS 1 & 2 /LESS RD R/W/ BLK 5
B	12-43-46-17-23-005-0130	ATLANTIC GARDENS DELRAY LT 13 BLK 5
C	12-43-46-17-23-005-0150	ATLANTIC GARDENS DELRAY LT 15 BLK 5
D	12-43-46-17-23-005-0160	ATLANTIC GARDENS DELRAY LT 16 BLK 5
E	12-43-46-17-23-005-0210	ATLANTIC GARDENS DELRAY LT 21 BLK 5
F	12-43-46-17-23-005-0220	ATLANTIC GARDENS DELRAY LT 22 BLK 5
G	12-43-46-17-23-005-0230	ATLANTIC GARDENS DELRAY LT 23 BLK 5
H	12-43-46-17-23-005-0240	ATLANTIC GARDENS DELRAY LT 24 BLK 5
I	12-43-46-17-23-005-0250	ATLANTIC GARDENS DELRAY LT 25 BLK 5
J	12-43-46-17-23-005-0260	ATLANTIC GARDENS DELRAY LT 26 BLK 5



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POTENTIAL ACQUISITION



PROJECT #1.3 - S.W. NEIGHBORHOOD REDEVELOPMENT PLAN

INFILL HOUSING AND PARKS

- MAP B.1 -

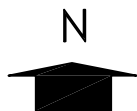
NOTE: SEE REVERSE SIDE FOR LEGEND

PROJECT #1.3 – S.W. NEIGHBORHOOD REDEVELOPMENT PLAN

INFILL HOUSING AND PARKS

- MAP B.1 -

A	12-43-46-17-33-000-0080	WILLIAMS SUB, LOT 8 (LESS I-95 R/W)
B	12-43-46-17-33-000-0070	WILLIAMS SUB, LOT 7 (LESS I-95 R/W)
C	12-43-46-17-33-000-0060	WILLIAMS SUB, LOT 6 (LESS I-95 R/W)
D	12-43-46-17-19-002-0060	ATLANTIC PARK GARDENS, PRIEST ADD LT 6 (LESS I-95 R/W) & LTS 7 & 8 BLK 2
E	12-43-46-17-19-002-0090	ATLANTIC PARK GARDENS, PRIEST ADD LTS 9 THRU 12 BLK 2
F	12-43-46-17-28-003-0170	ODMANNS SUB, LOTS 17 & 18 (LESS I-95 R/W) BLK 3
G	12-43-46-17-19-002-0130	ATLANTIC PARK GARDENS, PRIEST ADD LOT 13 BLK 2
H	12-43-46-17-19-002-0140	ATLANTIC PARK GARDENS, PRIEST ADD LOT 14 BLK 2
J	12-43-46-17-19-002-0190	ATLANTIC PARK GARDENS, PRIEST ADD LOT 19 BLK 2
K	12-43-46-17-19-002-0200	ATLANTIC PARK GARDENS, PRIEST ADD LOT 20 BLK 2
L	12-43-46-17-19-002-0210	ATLANTIC PARK GARDENS, PRIEST ADD LOT 21 BLK 2
M	12-43-46-17-19-002-0240	ATLANTIC PARK GARDENS, PRIEST ADD LOT 24 BLK 2
N	12-43-46-17-28-004-0210	ODMANNS SUB, LOT 21 BLK 4
O	12-43-46-17-28-004-0220	ODMANNS SUB, LOT 22 BLK 4
P	12-43-46-17-28-004-0120	ODMANNS SUB LOT 12 BLK 4
Q	12-43-46-17-28-004-0130	ODMANNS SUB LOT 13 BLK 4
R	12-43-46-17-19-004-0140	ATLANTIC PARK GARDENS, PRIEST ADD LOTS 14 & 15 BLK 4
S	12-43-46-17-18-002-0120	ATLANTIC PARK GARDENS, DELRAY, LOT 12 BLK 2
T	12-43-46-17-18-003-0010	ATLANTIC PARK GARDENS, DELRAY, LOT 1 BLK 3
X	12-43-46-17-23-009-0010	ATLANTIC PARK GARDENS, DELRAY, LOT 1 BLK 9
Y	12-43-46-17-23-009-0020	ATLANTIC PARK GARDENS, DELRAY, LOTS 2 & 3 BLK 9



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POTENTIAL ACQUISITION



PROJECT #1.3 - S.W. NEIGHBORHOOD REDEVELOPMENT PLAN

INFILL HOUSING AND PARKS
- MAP B.2 -

NOTE: SEE REVERSE SIDE FOR LEGEND

PROJECT #1.3 – S.W. NEIGHBORHOOD REDEVELOPMENT PLAN

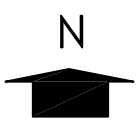
INFILL HOUSING AND PARKS

- MAP B.2 -

A	12-43-46-16-01-021-0060	N. 50' OF S. 100' OF W. 135' OF BLK 21, TOWN OF DELRAY
B	12-43-46-16-01-021-0070	S. 50' OF W. 135' OF BLK 21, TOWN OF DELRAY
C	12-43-46-16-01-022-0010	LOT 1 BLK 22, TOWN OF DELRAY
D	12-43-46-16-01-022-0100	LOT 10 BLK 22, TOWN OF DELRAY
E	12-43-46-16-01-022-0090	LOT 9 BLK 22, TOWN OF DELRAY
F	12-43-46-16-01-022-0110	LOT 11 BLK 22, TOWN OF DELRAY
G	12-43-46-16-01-014-0010	N. 100' OF S. 235' OF E. 135' & S. 135' OF E. 218.46' (LESS N. 50' OF W. 50'), TOWN OF DELRAY
H	12-43-46-16-01-022-0200	W. 85' OF S. 135' OF S. ½ OF BLK 22, TOWN OF DELRAY
I	12-43-46-16-01-022-0180	W. 50' OF E. 200' OF S. 135' OF S. ½ OF BLK 22, TOWN OF DELRAY
J	12-43-46-16-01-015-0480	LOT 48 BLK 15, TOWN OF DELRAY
K	12-43-46-16-01-015-0520	LOT 52 BLK 15, TOWN OF DELRAY
L	12-43-46-16-01-015-0490	LOTS 49 TO 51 INCLUDING BLK 15, TOWN OF DELRAY
M	12-43-46-16-01-015-0460	LOTS 46 & 47 BLK 15, TOWN OF DELRAY
N	12-43-46-16-01-023-0130	TOWN OF DELRAY, LT 13 BLK 23
O	12-43-46-16-01-023-0250	LOT 25 BLK 23, TOWN OF DELRAY
P	12-43-46-16-01-031-0050	S. 66' OF N. 216' OF E. 135' OF BLK 31, TOWN OF DELRAY
Q	12-43-46-16-01-031-0090	TOWN OF DELRAY, S 40 FT OF N 256 FT OF E 135 FT OF BLK 31
R	12-43-46-16-01-031-100	TOWN OF DELRAY, S 50 FT OF N 300 FT OF E 135 FT OF N 1/2 OF BLK 31
S	12-43-46-16-01-031-0180	S. 93' OF N. 143' OF W. 150' OF S. ½ OF BLK 31, TOWN OF DELRAY
T	12-43-46-16-01-031-0210	S. 78' OF N. 143' OF E. 135' OF S. ½ OF BLK 31, TOWN OF DELRAY
U	12-43-46-16-01-008-0350	LOTS 35 & 36 BLK 8, TOWN OF DELRAY
V	12-43-46-16-01-008-0330	LOTS 33 & 34 BLK 8, TOWN OF DELRAY
W	12-43-46-16-01-008-0320	LOT 32 BLK 8, TOWN OF DELRAY
X & AA	12-43-46-16-01-008-0260	LOT 26, 29, & 30 BLK 8, TOWN OF DELRAY
Y	12-43-46-16-01-008-0310	LOT 31 BLK 8, TOWN OF DELRAY
Z	12-43-46-16-01-008-0270	LOTS 27 & 28 BLK 8, TOWN OF DELRAY
BB	12-43-46-16-01-016-0080	E. 131.3' OF N. 50' OF N. ½ OF BLK 16, TOWN OF DELRAY
CC	12-43-46-16-01-016-0110	E. 131.47' OF W. 156.47' OF S. 50' OF N. 250' OF N. ½ OF BLK 16, TOWN OF DELRAY
DD	12-43-46-16-01-016-0010	S. ½ (LESS N. 100' OF S. 204.88' OF E. 135', S. 100' & N. 50' OF S. 150' OF W.), TOWN OF DELRAY
EE	12-43-46-16-01-016-0011	N. 50' OF S. 150' OF W. 131' OF S. ½ OF BLK 16, TOWN OF DELRAY
FF	12-43-46-16-01-016-0040	N. 100' OF S. 204.88' OF E. 135' OF S. ½ BLK 16, TOWN OF DELRAY
GG	12-43-46-20-14-003-0100	ROSEMONT PARK, DELRAY, LOTS 10-12 INCLUDING BLK 3
HH	12-43-46-16-01-024-0010	N. 190.56' OF E. 135' OF BLK 24, TOWN OF DELRAY
II	12-43-46-16-01-032-0310	LOT 31 BLK 32, TOWN OF DELRAY

A T L A N T I C

GATEWAY
MINI PARKS



REVISED AUGUST, 2014

POTENTIAL
ACQUISITION



**PROJECT #1.3 - S.W. NEIGHBORHOOD
REDEVELOPMENT PLAN - SW 12TH AVENUE**

INFILL HOUSING AND PARKS
- MAP B.3 -

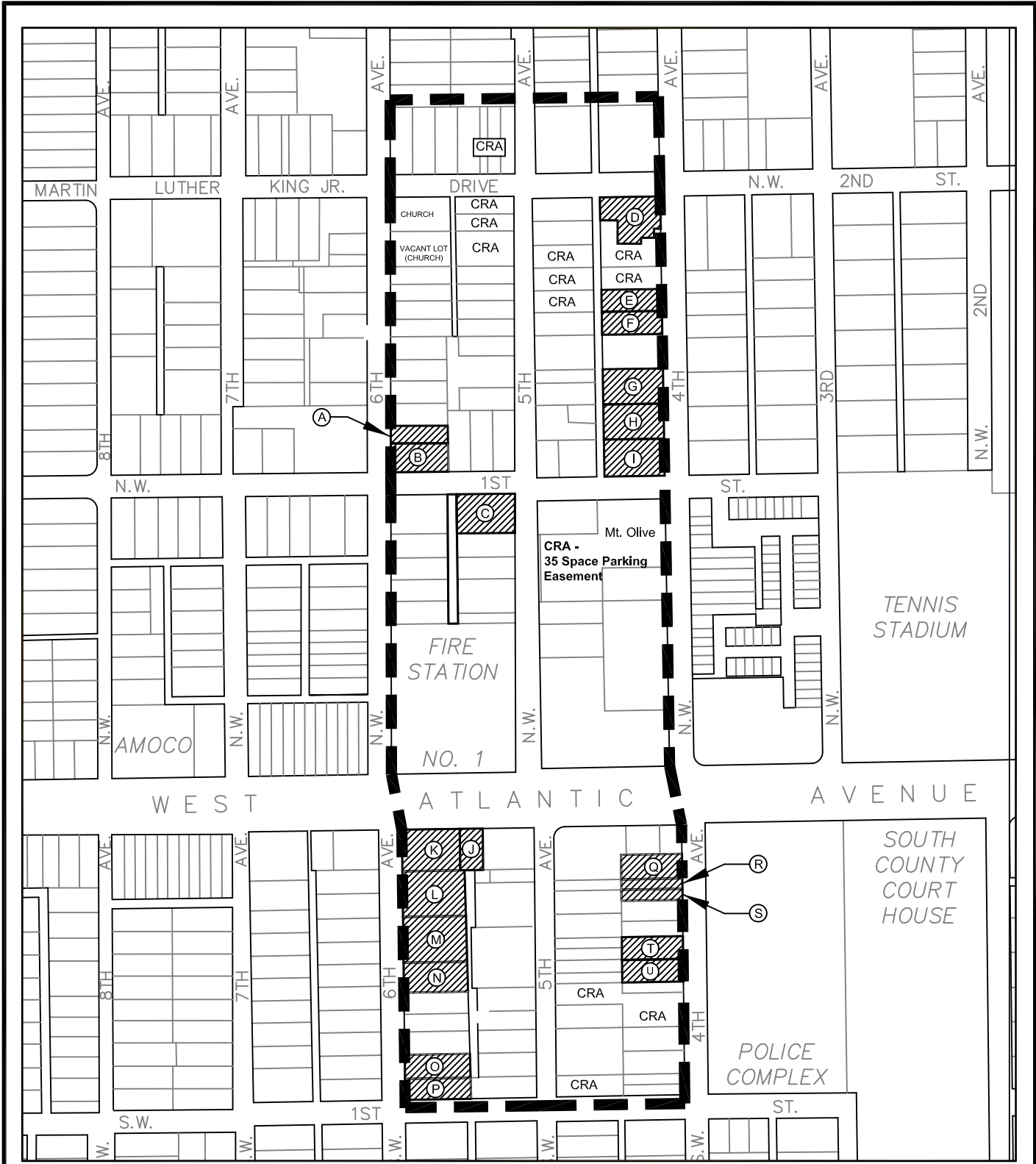
NOTE: SEE REVERSE SIDE FOR LEGEND




PROJECT #1.3 – S.W. NEIGHBORHOOD REDEVELOPMENT PLAN

INFILL HOUSING AND PARKS

- MAP B.3 -

A	12-43-46-17-23-005-0170	ATLANTIC PARK GARDENS DELRAY, LT 17, BLK 5
B	12-43-46-17-23-005-0180	ATLANTIC PARK GARDENS DELRAY, LT 18, BLK 5
F	12-43-46-17-23-006-0030	ATLANTIC PARK GARDENS DELRAY, LT 3, BLK 6
H	12-43-46-17-23-006-0080	ATLANTIC PARK GARDENS DELRAY, LT 8, BLK 6
M	12-43-46-17-23-007-0060	ATLANTIC PARK GARDENS DELRAY, LT 6, BLK 7
S	12-43-46-17-23-007-0120	ATLANTIC PARK GARDENS DELRAY, LT 12, BLK 7
W	12-43-46-17-18-002-0240	ATLANTIC PARK GARDENS, DELRAY LT 24 BLK 2
X	12-43-46-17-18-002-0250	ATLANTIC PARK GARDENS, DELRAY LT 25 BLK 2
Y	12-43-46-17-18-002-0260	ATLANTIC PARK GARDENS, DELRAY LT 26 BLK 2
Z	12-43-46-17-18-002-0270	ATLANTIC PARK GARDENS, DELRAY LT 27 BLK 2
AA	12-43-46-17-18-002-0280	ATLANTIC PARK GARDENS, DELRAY LTS 28 & 29 BLK 2
BB	12-43-46-17-18-003-0040	ATLANTIC PARK GARDENS, DELRAY LT 4 BLK 3
CC	12-43-46-17-18-003-0170	ATLANTIC PARK GARDENS, DELRAY LT 17 BLK 3
EE	12-43-46-17-18-003-0210	ATLANTIC PARK GARDENS, DELRAY LT 21 BLK 3
FF	12-43-46-17-18-003-0220	ATLANTIC PARK GARDENS, DELRAY LT 22 BLK 3
MM	12-43-46-17-18-004-0210	ATLANTIC PARK GARDENS DELRAY, LT 21, BLK 4
NN	12-43-46-17-18-004-0220	ATLANTIC PARK GARDENS DELRAY, LT 22, BLK 4
OO	12-43-46-17-18-004-0230	ATLANTIC PARK GARDENS DELRAY, LT 23, BLK 4



 REVISED AUGUST, 2014	POTENTIAL ACQUISITION 	PROJECT #2.1 NW & SW 5TH AVENUE BEAUTIFICATION - MAP C - NOTE: SEE REVERSE SIDE FOR LEGEND
	PROJECT AREA 	

PROJECT #2.1

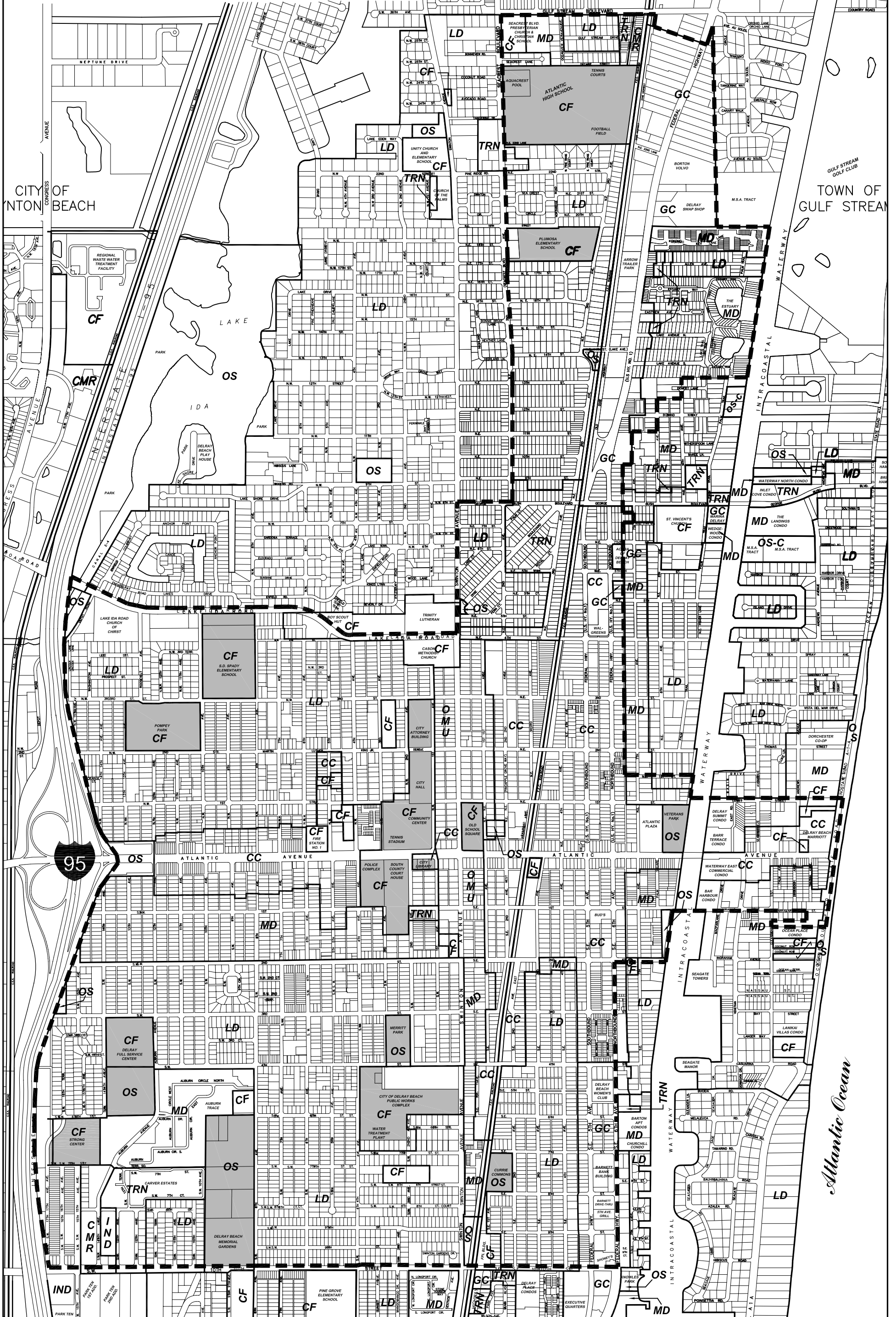
NW & SW 5th AVENUE BEAUTIFICATION


- MAP C -

A	12-43-46-16-01-019-0220	N. 40' OF S. 106' OF W. 135' OF S. ½ BLK 19, TOWN OF DELRAY
B	12-43-46-16-01-019-0230	S. 66' OF W. 135' OF S. ½ OF BLK 19, TOWN OF DELRAY
C	12-43-46-16-01-020-0110	N. 50' OF E. 135' OF BLK 20, TOWN OF DELRAY
D	12-43-46-17-05-000-0070	REPLAT OF PT OF BLK 27, DELRAY BEACH, LOTS 7 & 8 (LESS PT IN OR4417P1358)
E	12-43-46-17-05-000-0110	REPLAT OF PT OF BLK 27, DELRAY BEACH, LOT 11
F	12-43-46-17-05-000-0120	REPLAT OF PT OF BLK 27, DELRAY BEACH, LOT 12
G	12-43-46-16-01-027-0140	TOWN OF DELRAY, LT 14 BLK 27
H	12-43-46-16-01-027-0150	TOWN OF DELRAY, LT 15 BLK 27
I	12-43-46-16-01-027-0160	TOWN OF DELRAY, LT 16 BLK 27
J	12-43-46-16-01-021-0130	E. 50' OF W. 175' OF S. 90' OF N. 110' BLK 21, TOWN OF DELRAY
K	12-43-46-16-01-021-0150	TOWN OF DELRAY, W 125 FT OF N 110 FT OF BLK 21 /LESS N 20 FT/
L	12-43-46-16-01-021-0120	TOWN OF DELRAY, S 100 FT OF N 210 FT OF W 135 FT OF BLK 21
M	12-43-46-16-01-021-0110	TOWN OF DELRAY, S 100 FT OF N 310 FT OF W 135 FT OF BLK 21
N	12-43-46-16-01-021-0040	TOWN OF DELRAY, W 135 FT OF N 50 FT OF S 290 FT OF BLK 21
O	12-43-46-16-01-021-0060	TOWN OF DELRAY, N 50 FT OF S 100 FT OF W 135 FT OF BLK 21
P	12-43-46-16-01-021-0070	TOWN OF DELRAY, S 50 FT OF W 135 FT OF BLK 21
Q	12-43-46-17-06-029-0070	RESUB OF BLK 29, DELRAY BEACH, LOTS 7 & 8 BLK 29
R	12-43-46-17-06-029-0090	RESUB OF BLK 29, DELRAY BEACH, LOT 9 BLK 29
S	12-43-46-17-06-029-0100	RESUB OF BLK 29, DELRAY BEACH, LOT 10 BLK 29
T	12-43-46-17-06-029-0140	RESUB OF BLK 29, DELRAY BEACH, LOTS 14 & 15 BLK 29
U	12-43-46-17-06-029-0160	RESUB OF BLK 29, DELRAY BEACH, LOTS 16 & 17 BLK 29

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CITY OF BOYNTON BEACH




 CITY OF DELRAY BEACH, FL
 PLANNING & ZONING DEPARTMENT
 DECEMBER 2007

PARKS & PUBLIC FACILITIES


COMMUNITY REDEVELOPMENT AGENCY BOUNDARY
- MAP H -

LD - LOW DENSITY 0-5 DU/ACRE
 MD - MEDIUM DENSITY 5-12 DU/ACRE
 TRN - TRANSITIONAL
 CC - COMMERCIAL CORE
 GC - GENERAL COMMERCIAL

CMR - COMMERCE
 IND - INDUSTRIAL
 OMU - OTHER MIXED USE

OS-C - OPEN SPACE, CONSERVATION
 OS - OPEN SPACE, ACTIVE OR PASSIVE
 CF - COMMUNITY FACILITIES