
WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

VISIONS WEST ATLANTIC
COMMUNITY REDEVELOPMENT AGENCY
CITY OF DELRAY BEACH

1995

ADOPTED BY CITY RESOLUTION NO. 11-98
FIRST AMENDMENT FEBRUARY 3, 1998
SECOND AMENDMENT NOVEMBER 7, 2000

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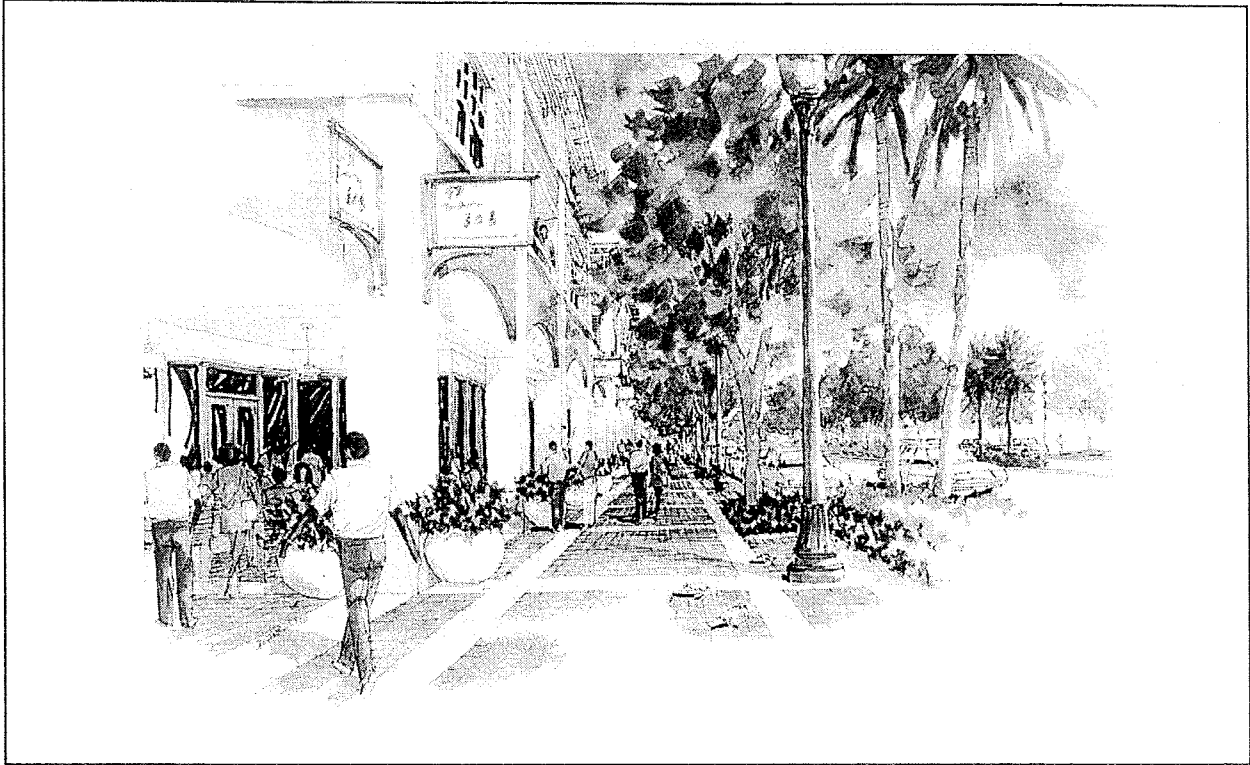
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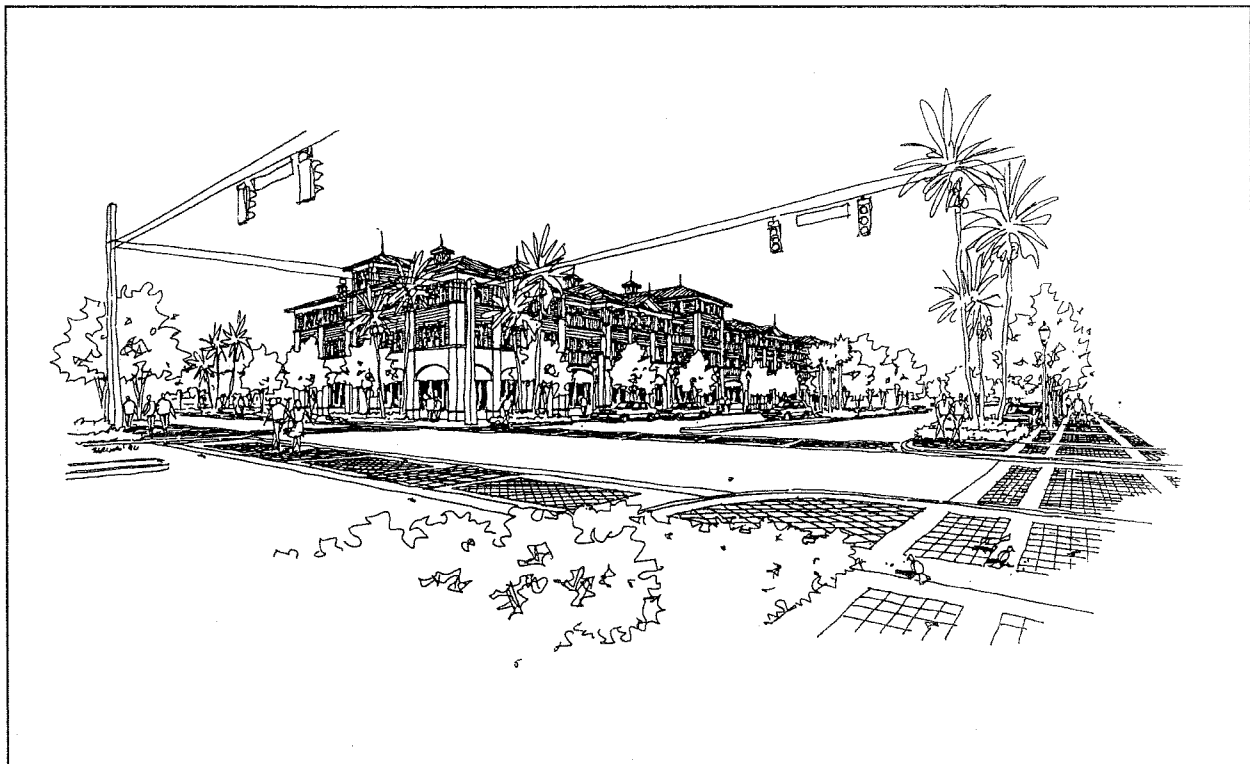
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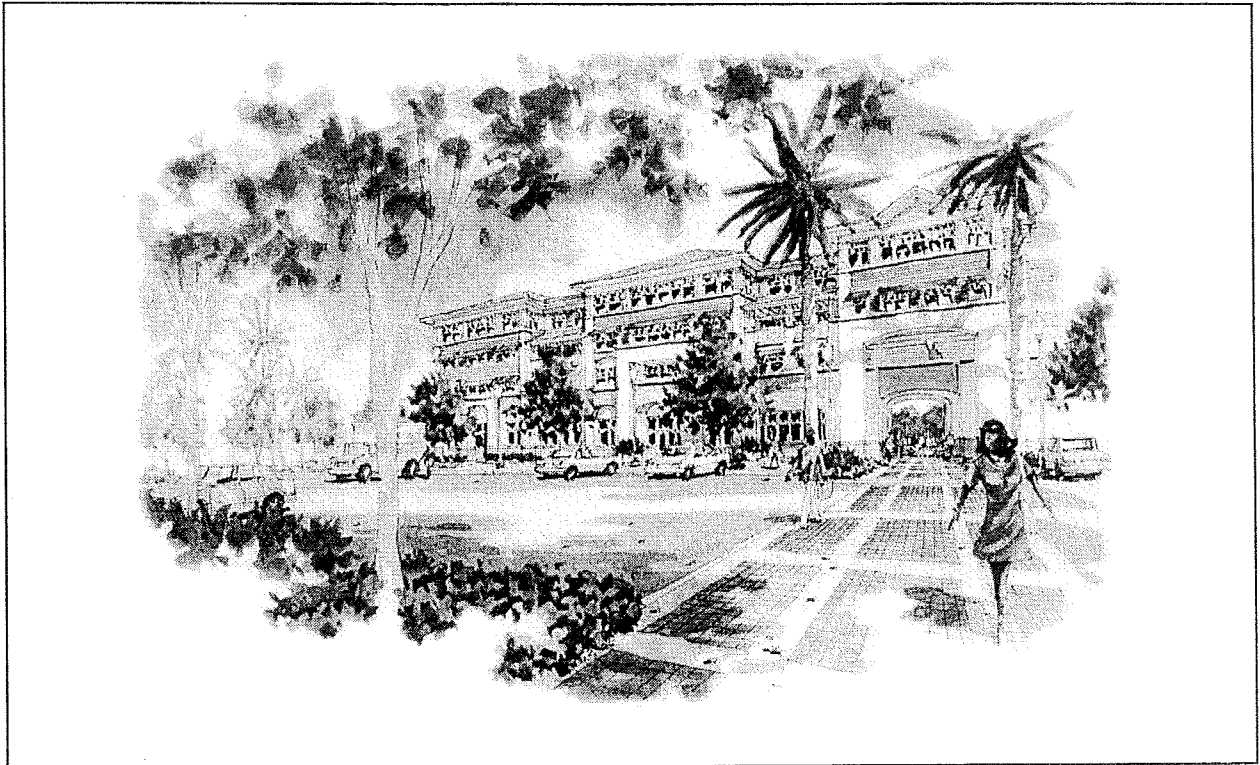
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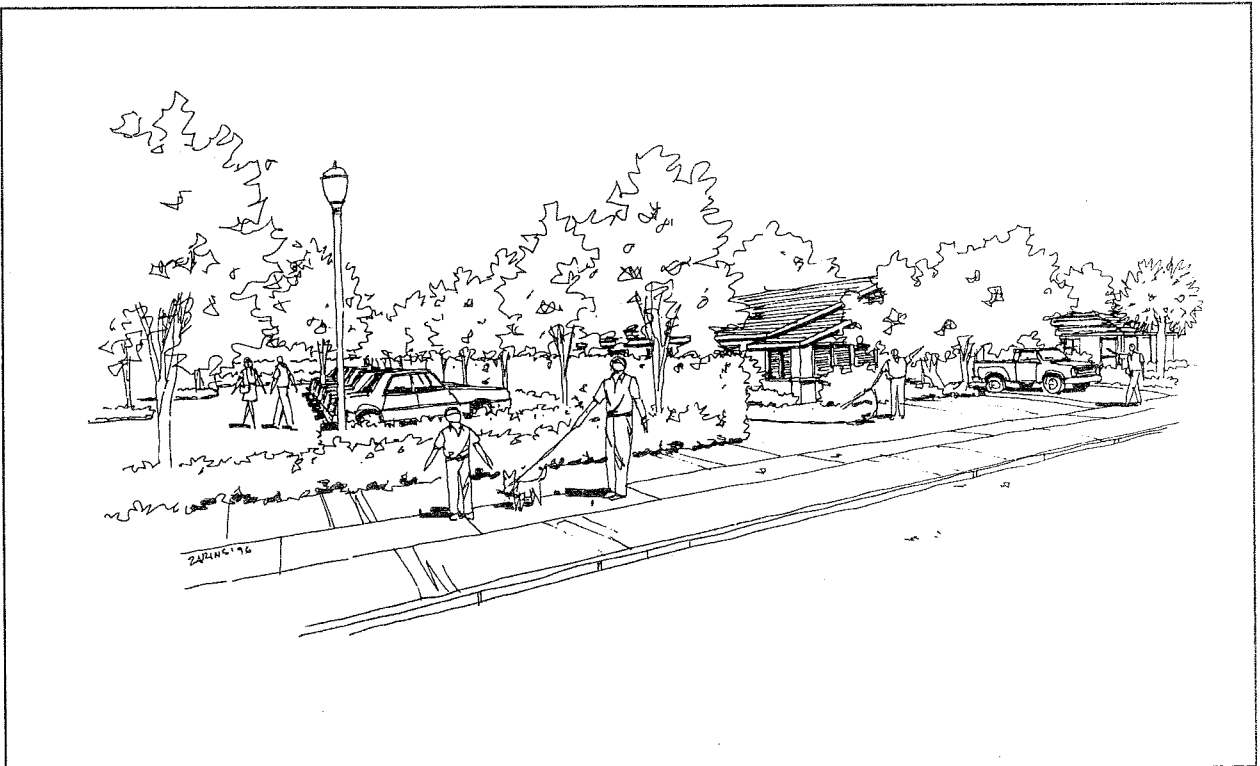
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Parking and Service Situated in the Rear of an Office Building



Parking is Well Buffered from the Residential Area

FOREWORD

Second Amendment

This document is the second amendment of the West Atlantic Avenue Redevelopment Plan, originally adopted in 1995. Although the Plan must be amended as conditions change and new opportunities arise in order to remain effective, it is also important that it retain its historical perspective. To accomplish this end, amendments to the plan are contained primarily within the "*Redevelopment Plan*" section of the report. No changes were made to the "*Introduction*" section and changes to the "*Existing Conditions*" Section were made only to clarify the dates of included data. Since it is the intent that these sections represent existing conditions prior to adoption of the Plan in 1995, no attempt was made to update the information provided. Amendments to the "*Opportunities and Constraints*" section were made to correct errors, update information, and to add new opportunities. Amendments to the "*Redevelopment Plan*" section were made to update information, note the completion of earlier recommendations, and add new recommendations. Although much of previous version was retained for historical continuity, some portions have been completely rewritten. Major amendments within this section include updated property acquisition tables and redevelopment block diagrams which reflect changed conditions and redevelopment strategies since their inclusion in the Plan in the first amendment in 1998.

EXECUTIVE SUMMARY

West Atlantic Avenue Redevelopment Plan

Visions West Atlantic City of Delray Beach Community Redevelopment Agency

The West Atlantic Avenue Redevelopment Plan provides the framework for the future development of the West Atlantic Avenue Corridor, located between I-95 and Swinton Avenue and designated as Redevelopment Area #1 on the City of Delray Beach Future Land Use Map. The plan was produced in co-operation with the Community Redevelopment Agency, Visions West Atlantic, and the City of Delray Beach Planning and Zoning Department. The intent of the plan is to establish a framework for development of the area in the manner expressed through the Visions West Atlantic Charrette.

The plan calls for gradual redevelopment with an emphasis on the preservation and enhancement of existing neighborhoods, while promoting a pedestrian friendly commercial area along Atlantic Avenue with a mix of residential, commercial, and civic functions. Development of the commercial area would take place with a minimum of displacement of residents.

The first Redevelopment Plan was completed and adopted in 1995. The First Amendment of the Plan was completed and adopted on February 3, 1998. The Second Amendment is presented in this document and adopted on November 7, 2000.

The report is organized into four sections:

The **Introduction** briefly describes the settlement of the City of Delray Beach and specifically the West Atlantic Area. The factors that led to the deterioration of the structures and quality of life in the area during the past 20 years are outlined. Finally, the section reviews past efforts to revitalize West Atlantic Avenue leading to the formation of Visions West Atlantic and the development of this Plan.

The **Existing Conditions** section describes the Redevelopment Area in terms of the factors that affect development in the area. The definition of the area is followed by a brief description of the existing land uses, zoning, and Future Land Use designations in the area. An analysis of traffic conditions in the area, as well as the infrastructure and a description of crime problems are also included. Finally, the section identifies a number of organizations that are currently working to improve conditions on West Atlantic Avenue and outlines the activities of those groups to improve the area.

The **Opportunities and Constraints** section examines the relationship between the existing conditions in the Redevelopment Area and its development potential. The section outlines problems in the area that hinder redevelopment as well as strengths that may be catalysts for redevelopment. Market research was conducted in order to ascertain opportunities for retail, office, and residential development.

The **Redevelopment Plan** section outlines the framework for the future development of the West Atlantic Avenue Corridor, including the actions that the City will take to facilitate redevelopment in the West Atlantic Avenue area and actions that the CRA may take to encourage the private redevelopment process. A brief description of the provisions included in the plan is provided below.

Future Land Use:

Future Land Use Map Amendments have been processed to eliminate the Redevelopment Area #1 designation from the Map and establish the appropriate designations for all parcels in the Area. In general, those Land Use Map Designations are:

General Commercial	Within approximately 300' north and south of Atlantic Avenue and parcels fronting on NW and SW 5th Avenue
Low Density Residential	Between approximately 300' north of Atlantic Avenue and NW 1st Street
Medium Density Residential	Between approximately 300' south of Atlantic Avenue and SW 1st Street
Community Facilities	Existing and proposed Government buildings and existing churches

This was completed with Comprehensive Plan Amendment 95-2, Adopted on December 5, 1995 by Ordinance 69-95

An additional Future Land Use Map change will be processed in 2000. The designation of LD (Residential-Low Density) and CF (Community Facilities) on the rear of the North 300 Block (Block 36) will be changed to GC (General Commercial).

Zoning:

Most parcels within the West Atlantic Avenue Redevelopment Area will retain their current zoning. However, adoption of the Redevelopment Plan will require some rezonings. The City-owned passive parks located at the entrance from I-95 will be rezoned from GC (General Commercial) to OS (Open Space). A number of privately owned parcels will be

rezoned to accommodate shifts in the boundary between commercial and residential zoning districts along Atlantic Avenue. Application of GC zoning will be limited to approximately 300 feet from Atlantic Avenue except along NW and SW 5th Avenue.

These zoning changes were made on December 5, 1995

An additional zoning change will be processed in 2000. The rear of the North 300 Block (Block 36), currently zoned R-1-A (Single Family) and CF (Community Facilities), will be rezoned to GC (General Commercial).

West Atlantic Avenue Overlay District:

While the GC district generally allows uses of a type and intensity that are appropriate for West Atlantic Avenue, the Redevelopment Plan calls for special development standards that reflect the needs and conditions of the area. In particular, it is important to prevent over-encroachment of commercial uses into established residential neighborhoods, while still providing enough flexibility to encourage commercial development. A two-tiered approach is applied to development within the 300' deep GC zoned area north and south of Atlantic Avenue except where noted. That approach includes the following general provisions:

- ☐ Commercial *structures* will be limited to a depth of 150' from Atlantic Avenue. Accessory uses such as parking areas, landscaping, and drainage retention areas would be permitted in the remaining area of the GC district beyond the 150 foot limit;
- ☐ Commercial structures may be permitted to encroach beyond the 150' line, however, any such encroachment will require the approval of a Conditional Use by the City Commission.

Other provisions that are recommended for inclusion in the West Atlantic Avenue Overlay District are:

- ☐ Prohibition of a number of uses that are currently permitted in the GC district, such as Automotive Parts Sales, Lawn Care Equipment Sales, Contractor's Offices, Abused Spouse Residences, Shooting Ranges, Gun Shops Service Stations, and Adult Entertainment;
- ☐ Restriction of drive-through and drive-in restaurants;
- ☐ Allowance for a reduction of front setback requirements along Atlantic Avenue to 5 feet if paver block sidewalks are provided in the setback;
- ☐ Establishment of an Architectural Review Committee (ARC) to review all

development proposals located in the area;

- ☐ Reduction of parking requirements to one space per 300 square feet for all commercial uses except restaurants and 6 spaces per 1,000 square feet for restaurants;
- ☐ Adoption of the in-lieu fee of \$6,000 per parking space; and
- ☐ Reduction of open space requirements from 25% to 10%.

The Overlay District was established on December 5, 1995 by Ordinance 72-95. The above provisions were included in the amended LDR's. The in-lieu fee was reduced to \$4,000 in a subsequent LDR amendment.

Master Parking Plan:

Based on estimated build-out of commercial areas, existing structures, existing parking shortages, and available land, the City and CRA identify target areas for the development of public and private parking in the Redevelopment Area.

Infrastructure Improvement Plan:

The infrastructure improvement plan identifies areas where infrastructure improvements are required and outlines plans for construction of those improvements. The plan also identifies existing and potential funding sources for infrastructure improvements. As part of the Plan, a community pedestrian plan will be included.

Architectural Design Guidelines:

Establishes design guidelines for commercial structures in the Redevelopment Area based on the "village-like" development scenario that was promoted by the Visions West Atlantic Charrette. The guidelines will be used to guide review of projects by the West Atlantic Redevelopment Coalition, Inc. (WARC).

INTRODUCTION

SETTLEMENT OF DELRAY BEACH

The City of Delray Beach was created in 1927 by the merger of two existing municipalities, the Town of Delray and the Town of Delray Beach. The Town of Delray Beach was a seaside community that developed around the Orange Grove House of Refuge. The House of Refuge was established in 1876 near the location of the current public beach to assist shipwrecked sailors and serve as a resting place for the barefoot mailmen.

Development of the Town of Delray was prompted by the arrival of Henry Flagler's F.E.C. Railroad in 1896. In 1894 William Linton of Saginaw, Michigan purchased 160 acres of land in the area we know as Delray Beach. He returned a year later with a small group of settlers. At that time, Linton's property, along with approximately 800 acres of land adjacent to the railroad owned by the Model Land Company were subdivided as the Town of Linton. The subdivision plat established Atlantic Avenue as the main street of the new community. After Linton's mortgages were foreclosed in 1898 the town became known as Delray, after the city in Michigan from which many of the settlers had come.

Concurrent with Linton's first visit to the area in 1894, another migration was taking place. African-American families from the Florida Panhandle had purchased land from the Model Land Company. Led by Fagan and Jane Monroe, these pioneering black families persuaded other relatives and friends to join them in homesteading efforts between 1894 and 1896.



Entry Sign to Delray Beach on West Atlantic Avenue

BACKGROUND AND HISTORY OF THE WEST ATLANTIC AVENUE AREA

The development of the West Atlantic Avenue neighborhood began in the late nineteenth century with the movement of African-Americans from the mid-panhandle region of Florida and from the Bahama Islands. African-Americans established schools and churches, opened shops, and contributed to the economic development of the community. Many of those settlers established farms in the areas adjacent to the Intracoastal Waterway.

Throughout the twentieth century, the West Atlantic Avenue community continued to grow, with thriving businesses supporting the immediate neighborhood during segregation. As

a predominately single-family, residential area, the community became a close-knit family during the 1940's and 1950's.

During the 1970's and 1980's the West Atlantic Avenue community experienced a long, slow decline in the quality of life. The expansion of Interstate 95 and the widening of Atlantic Avenue forever altered the atmosphere of the community. Businesses could no longer serve only the existing neighborhood and survive. Interstate 95 turned a small town into a city and the West Atlantic Avenue community suffered as a result. Because West Atlantic Avenue serves as a gateway for both the downtown core and Interstate 95, the ever increasing vehicular traffic discouraged pedestrian traffic and encouraged the movement of black families into the suburbs. In addition, an increase in crime has forced this residential community to address its plight.

While many problems still exist in the area, a number of governmental and civic organizations have begun the process of restoring the vitality of and appearance of the Atlantic Avenue corridor. Within the last decade, the City of Delray Beach has sponsored or supported a variety of redevelopment plans and organizations in an attempt to address the community's problems. Several of these programs are examined below. A discussion of organizations that play roles in the redevelopment of the corridor follows in the section entitled "Opportunities and Constraints."

NW 5th Avenue Community Development Block Grant Plan

In 1981 the Palm Beach County Department of Housing and Community Development Department designated the Delray Beach Neighborhood Strategy Area (NSA) and hired a consultant firm to generate an NSA plan. The NSA plan identified existing conditions and needs for the area and developed strategies for the use of Community Development Block Grant (CDBG) funds for improvements in the area. The three year plan outlined ambitious proposals for physical improvements to the area and housing improvements. A total of \$2,385,250 of expenditures was proposed in the first year alone. However the CDBG funding that was actually received by the City for the NSA was considerably less than that amount. One project completed in the NSA was improvements to NW 5th Avenue. The project included paving and drainage improvements, addition of paver block sidewalks, and landscape improvements.

Atlantic Avenue Task Force

In 1984 the City initiated a task force to study the West Atlantic Avenue area and make recommendations for an overall redevelopment plan for the area. The task force was primarily composed of business and property owners in the City. The task force reviewed a number of factors related to the development of the area including traffic conditions, appearance of structures and other improvements, parking, and zoning. The findings of the task force are outlined in the "Interim Report" presented to the City Commission on April 16, 1985. Among the initiatives that came out of the task force were the establishment of the Delray Beach Community Redevelopment Agency and the beginnings of the Main Street Program in the City.

Peach Umbrella Plaza Association

The Peach Umbrella Association was created in 1988 to foster the redevelopment of the 400 Block of West Atlantic Avenue. The Peach Umbrella Association worked to develop a redevelopment plan for the block. The property owner of the Wideman Building, located at 400 W. Atlantic Avenue, completed a restoration of that structure in 1993, with assistance from the CRA. The remainder of the plan, including renovations to the structure at 401-419 West Atlantic Avenue, parking additions and new construction has not been carried out at this time.



Clay Wideman, Co-Founder of Peach Umbrella Plaza Association



Customers in the Wideman owned beauty salon, "His and Hers"

The CRA ("Finley") Plan

In 1988 then Executive Director of the CRA, William Finley, presented an ambitious plan for the redevelopment of the West Atlantic Corridor. The plan called for the aggregation of parcels between Atlantic Avenue and NW 1st Street and between Atlantic Avenue and SW 2nd Street to create blocks of property that would be suitable for large scale redevelopment projects. Area residents responded angrily to the possibility of commercial encroachment into residential areas created by the proposal. Community opposition to the Finley Plan led to the organization of the West Atlantic Property Owners Association (WAPOA).

West Atlantic Property Owner's Association (WAPOA)

In response to the CRA plan, area residents organized the West Atlantic Property Owner's Association (WAPOA) to encourage redevelopment in the area without undue displacement of area residents and businesses. In 1989 WAPOA issued, "A Conceptual Approach and Framework for the Redevelopment of the West Atlantic Community." The WAPOA proposal emphasized citizen participation in the planning process for the redevelopment of the West Atlantic Corridor. The proposal also outlined three basic principles that should be included in any redevelopment plan for the West Atlantic Corridor:

- ☐ Limited encroachment of commercial land uses into existing residential areas;

- ❑ Increase provision of affordable housing, particularly single family residential units in the area; and,
- ❑ Establishment of a Minority Business Enterprise (MBE) program for the West Atlantic Avenue Business District.

Many of principles of the WAPOA proposal are reflected in the ongoing redevelopment of West Atlantic Avenue. Initiatives grounded on the principles of WAPOA include the Visions West Atlantic Charrette, which endorsed a limit of 150' to 300' on the depth of commercial development from Atlantic Avenue. Two ventures are currently active to provide housing in the area. The CRA in partnership with the TED Center (a community development corporation) and the City, in cooperation with Habitat for Humanity, have each established successful programs to build owner-occupied, single-family housing. The TED Center has also established a small business development center that assists minority owned businesses and provides office space for small businesses through its incubator program.

The Greenway Plan

In the late 1980's one of the many problems affecting the area was the unsightly appearance of many of the vacant lots along Atlantic Avenue. Drivers often used these lots as parking areas. Additionally, the lots had little landscaping, and were littered with trash. In order to curb the parking problems, the Police Department advocated the use of bollards to block access to the lots. The use of bollards further degraded the appearance of the lots.

The City, in conjunction with local business owners, developed the Greenway Plan to eliminate parking on vacant lots and improve the appearance of Atlantic Avenue. The City obtained easement agreements with the owners of the parcels so that it could install landscaped berms around the perimeter of the parcels, resod the parcels, and add irrigation. The City maintains those parcels until the property owners are ready to develop.

EPOCH

In 1996, Vera Farrington, a long-time Delray Beach resident and historic preservationist, together with Spencer Pompey, one of Delray's most prominent historians, formed a non-profit organization called Expanding and Preserving Our Cultural Heritage ("EPOCH"). The non-profit recently, together with the City of Delray Beach, created a new historic district in the West Atlantic neighborhood called the West Settlers Historic District. A second project of EPOCH's is underway; the renovation of the S. D. Spady home on NW 5th Avenue. The residence will become a multi-cultural, historic museum to supplement and work with the Delray Beach Historical Society and the Delray Beach Archives. The Spady Museum is expected to be a contribution to tourism and economic development.

City Projects

Visions 2000 and the Decade of Excellence:

In 1988, the City of Delray Beach adopted a policy statement developed by the Visions 2000 Committee through hearings with city residents, public officials, civic groups, neighborhood groups, and business leaders. The policy statement prioritized infrastructure improvements to revitalize the City, improve its image, and stimulate economic development. In 1989, the voters of the City approved the \$21 million Decade of Excellence bond issue, which financed a 10 year program to implement the improvements suggested by Visions 2000.

Among the improvements to the West Atlantic Redevelopment Area and the surrounding area that originated with Visions 2000 and the Decade of Excellence were:

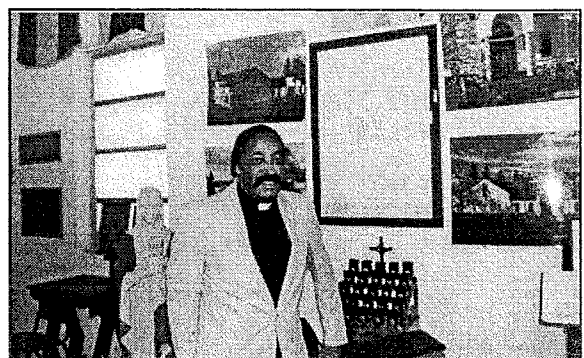
- ☐ Northwest area drainage improvements
- ☐ Construction of Fire Station #1
- ☐ Paver block Sidewalk installation along West Atlantic Avenue
- ☐ Pompey Park Improvements (Press Box, Lighting, Tennis and Basketball Courts)

Other Projects:

The City has carried out a number of other projects to beautify and improve Atlantic Avenue. In 1988, the existing landscape medians were installed. At the same time, the existing street trees were added on the north and south sides of the travel lanes. In 1987, the City's Public Safety Facility (Police Station) was constructed. The Delray Beach Tennis Center was constructed on Atlantic Avenue in 1993 and expanded in 1995. Finally, the City and CRA worked with Palm Beach County to bring the South County Courthouse to West Atlantic Avenue in 1989.



Zack Straghn, Co-Chairman of "Visions West Atlantic"



Father Shepherd, Co-Chairman of "Visions West Atlantic"

Visions West Atlantic

The Visions West Atlantic process began on March 29, 1993 with a meeting of West Atlantic Avenue "Stakeholders," a project facilitator, and a project manager. The stakeholders included business owners, property owners, area residents, and community leaders. At that time a temporary committee was established to determine the composition of the formal Visions West Atlantic Steering Committee.

The Visions West Atlantic Steering Committee spent much of 1993 discussing the problems that existed in the area and built a consensus regarding solutions to those problems. On October 11, 1993 the Steering Committee finalized its Vision Statement for the area.

The Vision

West Atlantic Avenue is a gateway to employment opportunities, a safe, clean, well-landscaped environment, and a thriving historical and cultural area. West Atlantic Avenue is a beautifully landscaped strip with a combination of business and residential development. West Atlantic Avenue encourages pedestrian traffic, provides entertainment and parks for children, with business that supports both the immediate residents' needs and the City of Delray Beach.

The culmination of the Visioning process was the Visions West Atlantic Charrette, which took place on November 5-6, 1993. The Charrette was attended by West Atlantic Avenue stakeholders, civic leaders, City staff, design professionals, business owners, and others interested in the future of the area. The Charrette participants discussed design solutions to foster the type of development described in the Vision Statement. The Charrette participants envisioned a pedestrian friendly commercial area along Atlantic Avenue with depth of development from the Avenue limited to 150', two story structures, and parking to the rear of structures. Development of the commercial area would take place with a minimum of displacement of residents. The intent of the Redevelopment Plan is to develop regulations and strategies to guide development in the area in the direction prescribed in the Charrette. Visions West Atlantic has been an active participant in promoting development and redevelopment of West Atlantic Avenue and was instrumental in the creation of the Redevelopment Plan.

PURPOSE OF THE REDEVELOPMENT PLAN

In preparing its vision for the future in the 1989 Comprehensive Plan, the City of Delray Beach came to the realization that the City was rapidly approaching build-out. It became

evident that future ad-valorem tax revenue increases would become more and more dependent upon increases in the value of existing properties and less dependent on additional taxes from new development. This fact, as well as a growing realization of the importance of neighborhood stability, led the City to refocus its attention toward redevelopment and revitalization of the older sections of Delray Beach. Recognizing that several of these older areas of the City were becoming increasingly blighted and that property values were declining, the City adopted a pro-active approach in order to stop the decline. The following Goal statement from the Comprehensive Plan represents the starting block upon which its implementation strategy has been built:

BLIGHTED AREAS OF THE CITY SHALL BE REDEVELOPED AND
RENEWED AND SHALL BE THE MAJOR CONTRIBUTING AREAS
TO THE RENAISSANCE OF DELRAY BEACH.

A major part of the implementation strategy is for the City to prepare and adopt "Redevelopment Plans" for declining areas of the City. These areas are depicted on the Future Land Use Map as Redevelopment Areas #1 through #6. This designation effectively acts as a holding zone on each area, where Future Land Uses designations will not be assigned until a Redevelopment Plan has been completed and adopted.

This document is the Redevelopment Plan for "**The West Atlantic Avenue Corridor**," located between I-95 and Swinton Avenue and designated as Redevelopment Area #1 on the City of Delray Beach Future Land Use Map. The Plan will attempt to reflect in specific design and planning terms the essence of the community's redevelopment needs for the future. By making clear what regulations are needed and how they fit into the overall design concept, it is possible to introduce a healthy mix of commercial and residential development, a respect for pedestrian traffic, and a distinct cultural and architectural identity.

The plan calls for gradual redevelopment based on traditional neighborhood planning values. The commercial corridor and how it can support the neighborhood and the Delray Beach community is emphasized. Additionally, the plan encourages a combination of residential, commercial, and civic functions to ensure a vital neighborhood. For example, two-story structures could include small apartments above retail or office space and new residential development should emphasize single-family home ownership. The plan will be implemented incrementally, respecting existing lot lines, encouraging diversity, and pacing development to the market.

EXISTING CONDITIONS

DEFINITION OF AREA

The area covered by the West Atlantic Avenue Redevelopment Plan consists of 30 city blocks located north and south of West Atlantic Avenue. The area is bounded by I-95 on the West, Swinton Avenue on the east and by SW 1st Street and NW 1st Street on the south and north, respectively. The area also extends one block north of NW 1st Street, along NW 5th Avenue. Figure 1 (page 11) shows the location and boundaries of the area. The approximately 110 acres of the Redevelopment Area contain a mix of commercial, single family residential, multiple family residential, institutional, and governmental land uses and zonings.

EXISTING LAND USES

Although there is a mix of uses in the West Atlantic Avenue Redevelopment Area, there are five basic land use areas that can be identified on the Existing Land Use Map (Figure 2) on page 12. Commercial uses are focused along Atlantic Avenue with an additional area along SW and NW 5th Avenue. Single family residential predominates in the area north of the commercial area to NW 1st Street. South of the commercial area to SW 1st Street is an area with a mix of multiple family and single family residential units. An area between 1st Avenue and 5th Avenue contains a number of governmental and public uses. Finally the two blocks adjacent to Swinton Avenue are a mixed use area containing retail, office, single family residential, and multiple family residential land uses. A number of vacant parcels and structures are distributed throughout the Redevelopment Area. Institutional land uses (primarily churches) are similarly distributed throughout the Area. Table 1 is a breakdown of existing land uses (1995) in the area by acreage and proportion.

Table 1
Existing Land Uses in the West Atlantic Avenue Redevelopment Area

<u>Land Use</u>	<u>Acres</u>	<u>%</u>
Commercial and Office	13.06	11.9
SF Residential	32.77	29.8
MF Residential	13.46	12.2
Governmental	12.47	11.3
Institutional	11.82	10.7
Vacant Land	26.50	24.1
Total	110.08	100.0

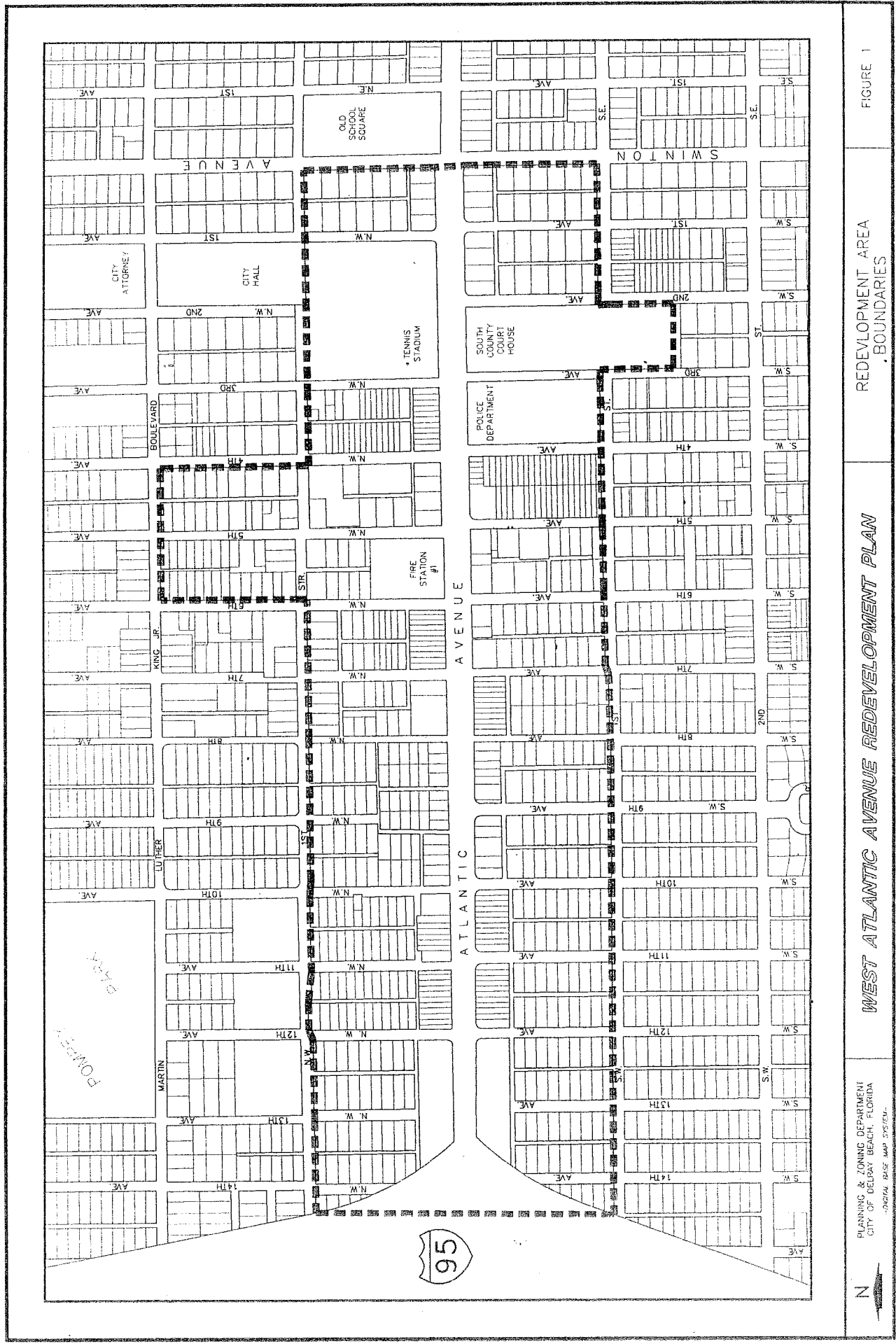
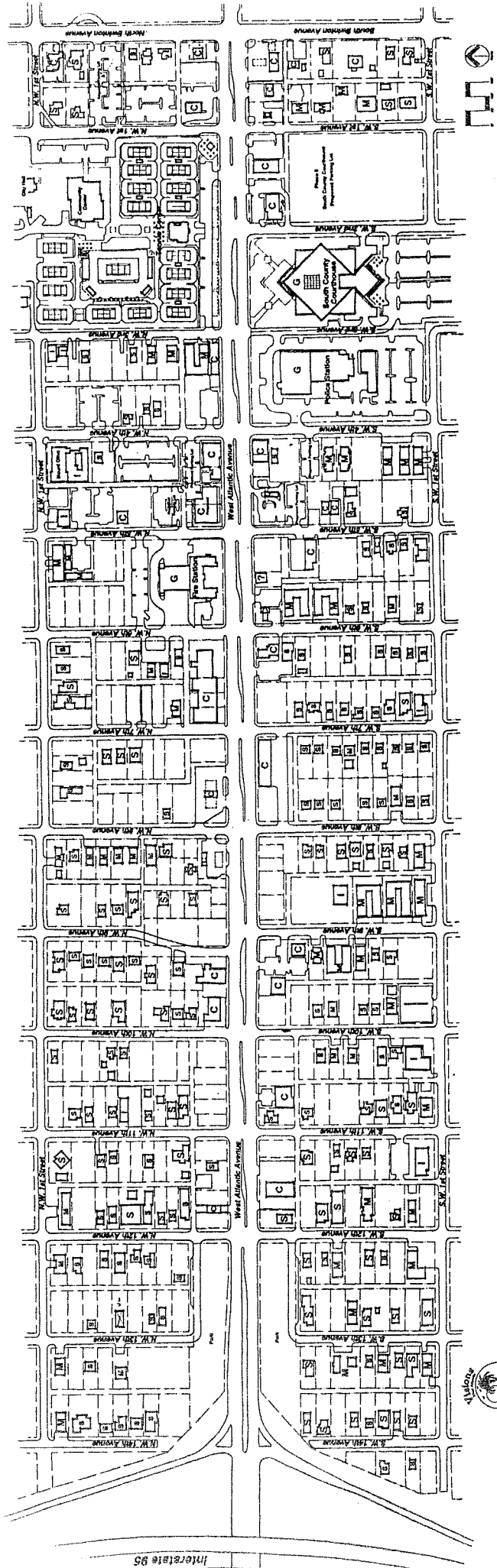


FIGURE 1

REDEVELOPMENT AREA
BOUNDARIES

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

PLANNING & ZONING DEPARTMENT
CITY OF DELRAY BEACH, FLORIDA
-OFFICIAL BASE MAP SYSTEM-



West Atlantic Avenue Redevelopment Plan

Existing Land Use

- S Single Family Residential
- M Multiple Family Residential
- C Commercial
- G Governmental
- I Institutional

Figure 2

FUTURE LAND USE MAP AND ZONING

The Future Land Use Map (FLUM) and zoning are the primary tools by which the City regulates development within its boundaries. The FLUM designation and Zoning specify the land uses and types of structures that can be permitted on a parcel.

Future Land Use

The majority of the area described in this report is designated as Redevelopment Area #1 on the City's Future Land Use Map. Development in this area will be guided by the provisions of this Redevelopment Plan. Following the adoption of the plan, FLUM amendments will be processed to the appropriate residential and commercial designations for the parcels in the area.

The Community Facilities designation is applied to parcels that contain existing governmental or institutional land uses. That designation is applied to the County Courthouse, existing City facilities, and will be applied to Mt. Olive Church and St. Paul AME Church.

The two blocks adjacent to Swinton Avenue are assigned to the Mixed Use FLUM designation. The Mixed Use designation is intended to permit a mix of residential, office, and commercial uses.

The two passive parks adjacent to I-95 are designated as Open Space and Recreation on the FLUM. The designation ensures their future use as parks.

Figure 3 (page 14) shows the 1995 Future Land Use Map designations for the West Atlantic Redevelopment Area.

Zoning

There are five zoning designations currently applied in the West Atlantic Avenue Redevelopment Area:

- ☐ CF (Community Facilities);
- ☐ GC (General Commercial);
- ☐ R-1-A (Single Family Residential);
- ☐ RM (Multiple Family Residential); and
- ☐ OSSHAD (Old School Square Historic Arts District).

Descriptions of these zoning districts are included in the Opportunities and Constraints section of this report. Figure 4 (page 15) is the 1995 zoning map for the West Atlantic Redevelopment Area.

STRUCTURES

Occupancy¹

Within the approximately 38 acres containing non-residential land uses there are 262,199 square feet of structures. Of that total, 200,355 (76.4%) are currently occupied. The high occupancy rate of non-residential structures in the area could be seen as an indication of a healthy commercial area. However, 154,100 square feet of that total are devoted to governmental and institutional uses. When those uses are removed from the calculations, 78,085 square feet of a total of 108,099 square feet of commercial space (72.22%) is occupied.

Tenant/Owner Status¹

There are 146 single-family residences in the Redevelopment Area. Of those, 96, or 65.7% are owner occupied. Additionally a number of commercial and multiple family structures are occupied by the property owner or a business operated by the property owners.

DEMOGRAPHICS

The most recent demographic data available for the Redevelopment Area are from the 1990 United States Census of Population. Census information is compiled in three levels; Block, Block Group, and Census Tract. Each Tract is composed of several Block Groups and each Block Group is composed of a number of Blocks. Most Census data are not published at the Block level, in order to protect the privacy of the residents. Given the small area of the Redevelopment Area, only Block data can be used. Thus, very limited demographic information is available.

There are a total of 477 housing units in the Redevelopment Area. Of those 477 units, 146 are single-family structures and 331 are multiple family.

The total population of the area was 1211 people in 1990. Two hundred and ninety nine (24.7) of the residents were under 18 years old at that time. The residents of the redevelopment area are predominantly African-American. Of the 1211 area residents, 1170 (96.6%) are Black, 34 (2.8%) White, 3 (0.2%) Asian, and 4 (0.3%) Other. Thirty-two (2.6%) of the area residents were Hispanic.

DATABASE BY PROPERTY

The Community Redevelopment Agency has compiled a Database of properties within the redevelopment area. The information in the database includes the property control

¹The data is based on 1995 conditions

number, property area, property ownership, building area in square feet, occupancy information, existing land use, use of the property by Standard Industrial Classification (S.I.C.) code, existing parking and assessed value. The database is included as an appendix to this report, as a resource for potential developers, home builders, or business operators. The following property value information is based on the CRA's property database.

Property Values (1994)

The total assessed value in 1994 of the 426 properties in the Redevelopment Area was \$32,318,584. The total acreage of the redevelopment area (excluding rights-of-way) was 110 acres. Thus the average value of all property in the Redevelopment is \$6.74 per square foot, including all structures. There were 26.5 acres of vacant land in the Redevelopment Area with a total value of \$1,340,655, or \$1.16 per square foot.

The commercial properties in the area, in 1994, were developed with a total of 147,705 square feet of structures, with a total assessed value (land and structures) of \$7,794,393 or \$52.77 per square foot. The residential properties in the area had an average assessed value of \$15.38 per square foot. The governmental or institutional properties in the area had an average assessed value (land and structures) of \$101.33 per square foot.

INFRASTRUCTURE

Traffic and Transportation

Traffic Counts:

The Palm Beach County Engineering Department maintains traffic counts on all State and County Roads in the County, as well as some City streets. Counts are available for Swinton Avenue, Atlantic Avenue, Congress Avenue, and I-95. The most heavily traveled segment in the area is I-95, with approximately 125,890 average daily trips (ADT). Atlantic Avenue, the commercial spine of the area, carried 33,842 ADT at I-95, based on 1996 traffic counts. At that time, the traffic count diminished to 24,209 at Swinton Avenue as vehicles turn into adjacent neighborhoods. Table 2 (page 18) lists the latest (1996) Palm Beach County MPO traffic counts for streets in the area.

The City of Delray Beach Public Works Department took traffic counts for West Atlantic Avenue in February 1995. Traffic counts were also taken at 8th Avenue and 5th Avenue to get a more specific picture of the traffic patterns in the area. The traffic counts taken by the City are listed in Table 3 (page 18).

These counts indicate a different traffic pattern from the County's, with peaks of traffic at Swinton and I-95 and decreases for the area in between the two. The City's counts also indicate that traffic volumes on Atlantic Avenue from I-95 to Swinton Avenue currently exceed the maximum permitted for a four lane, divided roadway (30,400) at Level of

Service "D."

Table 2
**1996 Traffic Counts for the West Atlantic Avenue
Redevelopment Area**

<u>Street Segment</u>	<u>ADT</u>
Atlantic Ave. (I-95 to 12th Ave.)	33,842
Atlantic Ave. (12th Ave. to Swinton Ave.)	24,209
Atlantic Ave. (I-95 to Congress Ave.)	40,483
Atlantic Ave. (Swinton Ave. to Federal Hwy.)	9,614
Swinton Ave. (Atlantic Ave. to Lake Ida Rd.)	12,803
Swinton Ave. (Atlantic Ave. to SW 10th St.)	9,939
Congress Ave. (Atlantic Ave. to Lake Ida Rd.)	25,390
Congress Ave. (Atlantic Ave. to SW 10th St.)	25,390
I-95 (Atlantic Ave. to Linton Blvd.)	125,890

Source: Palm Beach County Metropolitan Planning Organization 1996 Traffic Counts

Table 3
1995 Traffic Counts for West Atlantic Avenue

<u>Street Segment</u>	<u>Trips</u>
Atlantic Ave. (I-95 to 12th Ave.)	37,797
Atlantic Ave. (at 8th Ave.)	31,222
Atlantic Ave. (at 5th Ave.)	33,474
Atlantic Ave. (at Swinton Ave.)	38,703

Source: City of Delray Beach Public Works Department, Traffic Counts, February, 1995

FDOT, Widenings, and Concurrency:

As Atlantic Avenue is a State highway through the redevelopment area, maintenance and improvements in the right-of-way (ROW) will be carried out by the Florida Department of Transportation (FDOT). FDOT primarily concerns itself more with movements of traffic than the impacts of that traffic on the neighborhoods through which it passes.

As previously noted, portions of Atlantic Avenue currently exceed the maximum traffic volume permitted for a four lane, divided roadway. Under the State's growth management

laws and the City's Comprehensive Plan, development can not occur where facilities do not exist, or are not planned to service it. The traffic volumes on Atlantic Avenue could make additional development in the area impossible without it being widened to six lanes. A six lane Atlantic Avenue is inconsistent with the village like atmosphere promoted by Visions.

In order to facilitate development and redevelopment in the downtown area the City created, in 1995, a Traffic Concurrency Exception Area (TCEA). A TCEA defines an urban area in which exceptions to transportation concurrency requirements are permitted in order to encourage infill development and urban redevelopment. Application of a wide range of planning strategies (provision of alternative transit systems, parking improvements, etc.) that correspond with local circumstances and address the mobility needs of the area are required to mitigate traffic impacts in the area. The West Atlantic Avenue area is included in the City's TCEA. The TCEA exempts the area from concurrency requirements, negating the need for future widenings of Atlantic Avenue.

Condition of Streets:

Generally, streets in the Redevelopment Area are in good condition. The major streets in the area, Atlantic Avenue, SW 4th Avenue, NW and SW 5th Avenue, SW 8th Avenue, and SW 12th Avenue are improved to City standards and do not require repairs. A few locations have been identified as in poor condition. Figure 5 (page 20) shows roadway conditions in the redevelopment area, as defined by the City Environmental Services Department.

Sidewalks

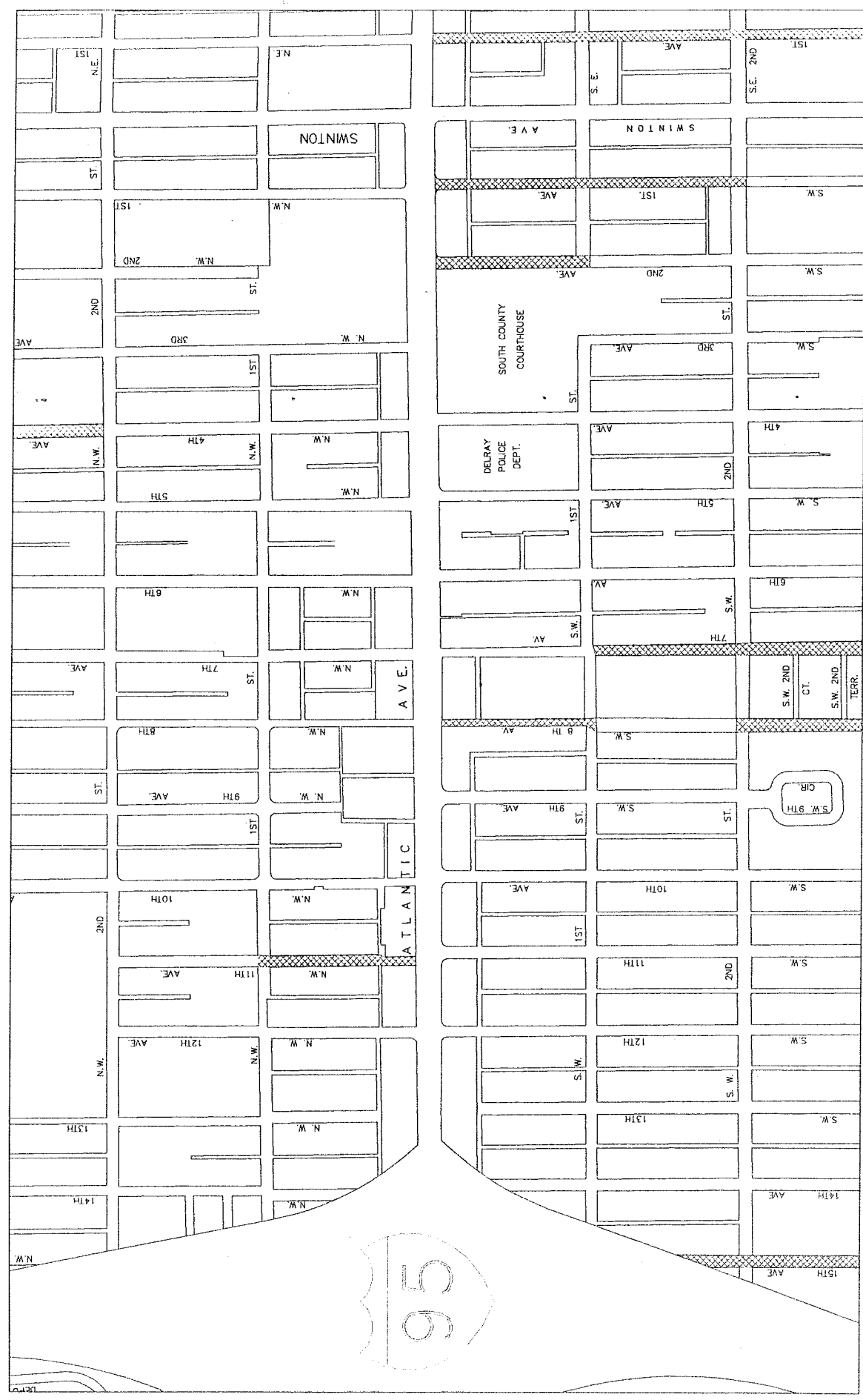
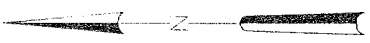
Sidewalks on West Atlantic Avenue were improved in 1995 by the City, replacing the existing sidewalks with brick pavers. However, the sidewalks are too narrow to accommodate the future land use projected on the Avenue. The sidewalks north and south of West Atlantic Avenue in the residential neighborhoods are in poor condition or non-existent except those which have been replaced or newly built by the City.

Parking Inventory:

In 1995, City and CRA staff undertook a review of existing parking conditions in the Redevelopment Area. The review inventoried existing spaces for all non-residential land uses in the area, public parking lots and available on-street spaces. The counts of existing spaces were compared to current LDR parking requirements for the existing land uses. An overall deficit of 511 spaces in order to serve the existing retail and office for the area was noted. A full analysis of parking in the area and solutions to parking deficiencies is outlined in "The Redevelopment Plan" section.

Alleyways:

Most of the blocks in the area have 15'-20' alley rights-of-way. However, few of these



PLANT DATE: 5/18/95
DRAWN FILE: 00-000001 STREETCROWD 71, 00-000001



WEST ATLANTIC REDEVELOPMENT PLAN

ROADWAY CONDITIONS:
MODERATELY EXCESSIVE DEFECTS

Most of the blocks in the area have 15'-20' alley rights-of-way. However, few of these alleys are currently improved. Paving of alleys, particularly the east-west alleys (adjacent to Atlantic Avenue) may be required to serve new development in the area. The City of Delray Beach does not have plans at this time for improving those alleyways. However, some funding for alleyway construction is available from the current alleyway improvement program. Amendments to the City's Capital Improvements Program will be required in order to access those funds. In the absence of City alleyway construction, improvements to the existing alley rights-of-way will be required with new development on parcels that abut those rights-of-way. However, abandonments of unimproved alleys should only be permitted in order to help aggregate property for development.

Public Transportation:

West Atlantic Avenue is served by a number of mass transit facilities. The services in the area include Palm Tran and Tri-Rail with other services also available. The following is a brief summary of transit in the area.

Palm Tran (formerly Co Tran):

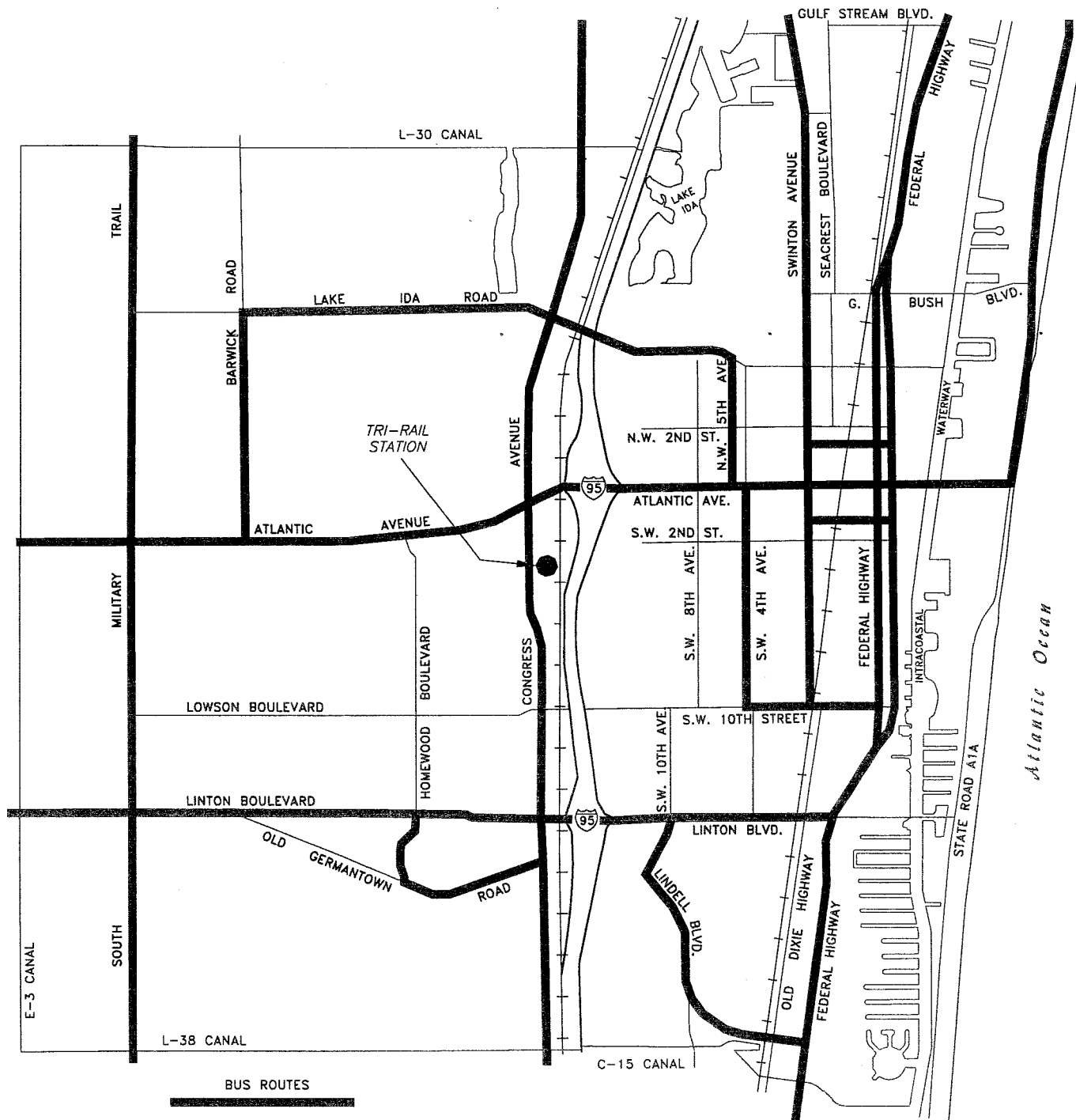
Mass transit in the Redevelopment Area is provided by Palm Tran. The City of Delray Beach is served by five Palm Tran bus routes. Although only two of these routes (Routes 80 & 81) have stops on West Atlantic Avenue, transfer locations along the route give passengers access to a number of destinations within Palm Beach County. Bus stops are conveniently spaced within the area. Buses run from 6:30 a.m. to 8:00 p.m. on weekdays, 7:00 a.m. to 7:00 p.m. on Saturday, and 9:30 a.m. to 5:00 p.m. on Sunday, all with a 60-minute headway. Refer to Figure 6 (Page 22) for an illustration of the new routes.

Tri-Rail:

The Tri-Rail commuter service runs from Mangonia Park to Miami International Airport. Tri-Rail serves the Delray Beach area via a station located at the Palm Beach County South County Governmental Center, 345 S. Congress Avenue. Thirteen southbound, and 13 northbound trains service the Delray Beach station. PalmTran Route 81 services Tri-Rail making it more accessible from the West Atlantic area. Figure 7 (Page 23) shows the existing Delray Beach Tri-Rail shuttle bus route.

In-town Shuttle:

The City of Delray Beach Comprehensive Plan outlines plans for the establishment of an in-town shuttle service to supplement existing transit systems. The shuttle would service existing transit stations (Tri-Rail, Amtrak), the public beach, downtown Delray, West Atlantic Avenue, and the Delray Mall. In 1992, the City commissioned a feasibility study for a shuttle system by the FIU/FAU Joint Center for Urban Studies. The study envisioned a trolley serving West Atlantic Avenue from A-1-A to Congress Avenue and the Tri-Rail Station. Headways would be approximately 10 minutes. The City is continuing its efforts toward the creation of a trolley system.



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CITY OF DELRAY BEACH, FL

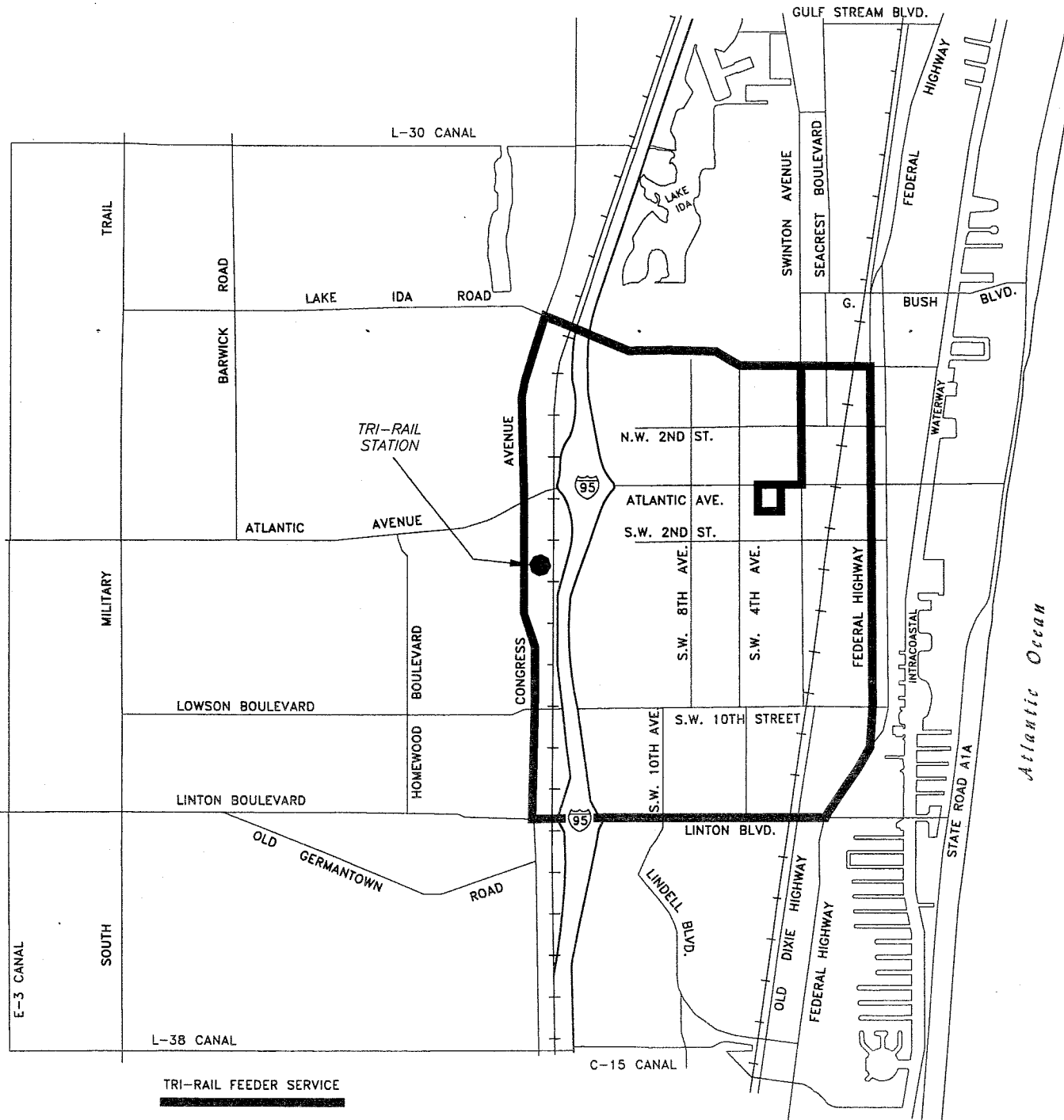
-- DIGITAL BASE MAP SYSTEM --

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

EXISTING PALM TRAN BUS ROUTES

FIGURE 6

MAP REF: LMA56



PLANNING DEPARTMENT
CITY OF DELRAY BEACH, FL

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

TRI-RAIL FEEDER SERVICE

FIGURE 7

As previously mentioned, the City established a TCEA (Traffic Concurrency Exemption Area). The TCEA establishes an area in which alternative transit systems are a part of an overall transportation strategy to reduce automobile trips in the area. The in-town shuttle is being considered as a part of a transportation strategy for the TCEA.

Water and Sanitary Sewer Service

Water service is provided by the City throughout the Redevelopment Area. The primary service is via a 20" main located in the SW 4th Street and NW 4th Street right-of-way and a 12" main in the northern portion of the Atlantic Avenue right-of-way. A network of 6" and 2" mains distribute water to the remainder of the area.

Although the existing mains provide adequate service for existing development, upgrades of existing 2" mains may be required to accommodate future commercial or multiple family developments. This is especially true of the commercial areas on the south side of Atlantic Avenue. The City's Environmental Services Department is implementing a program to upgrade water service and fire protection in the southwest area. As those improvements will take place over a period of years (as funding becomes available), necessary upgrades may be required to be completed by future developers. Figure 8 (page 25) shows the existing water service network in the Redevelopment Area as of 1995.

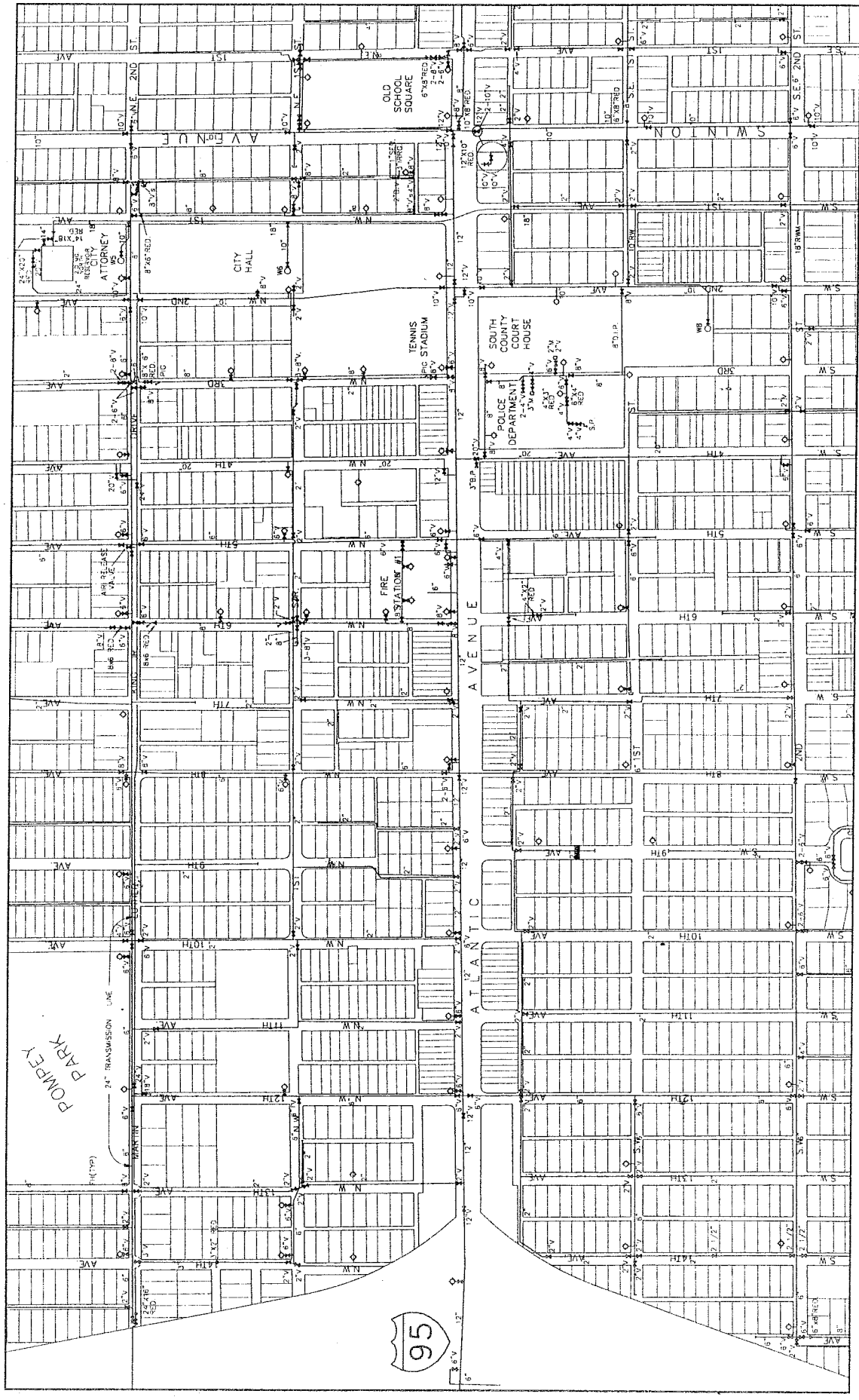
Sewer service is provided to the area by the City, in conjunction with the South Central Wastewater Treatment Facility Board. A network of sanitary sewer mains serves all properties in the area. The existing mains provide adequate service for existing development and no upgrades are necessary to accommodate future developments are noted at this time. Figure 9 (page 26) shows the existing sanitary sewer service network in the Redevelopment Area as of 1995.

According to the Comprehensive Plan, the City's water treatment plant and the South Central Wastewater Treatment Facility have sufficient capacity to meet level-of-service for the City's build-out population. As the provisions of this Redevelopment Plan will decrease the potential intensity of the area, adequate sanitary sewer and water treatment capacity is available to serve the area at its maximum development potential.

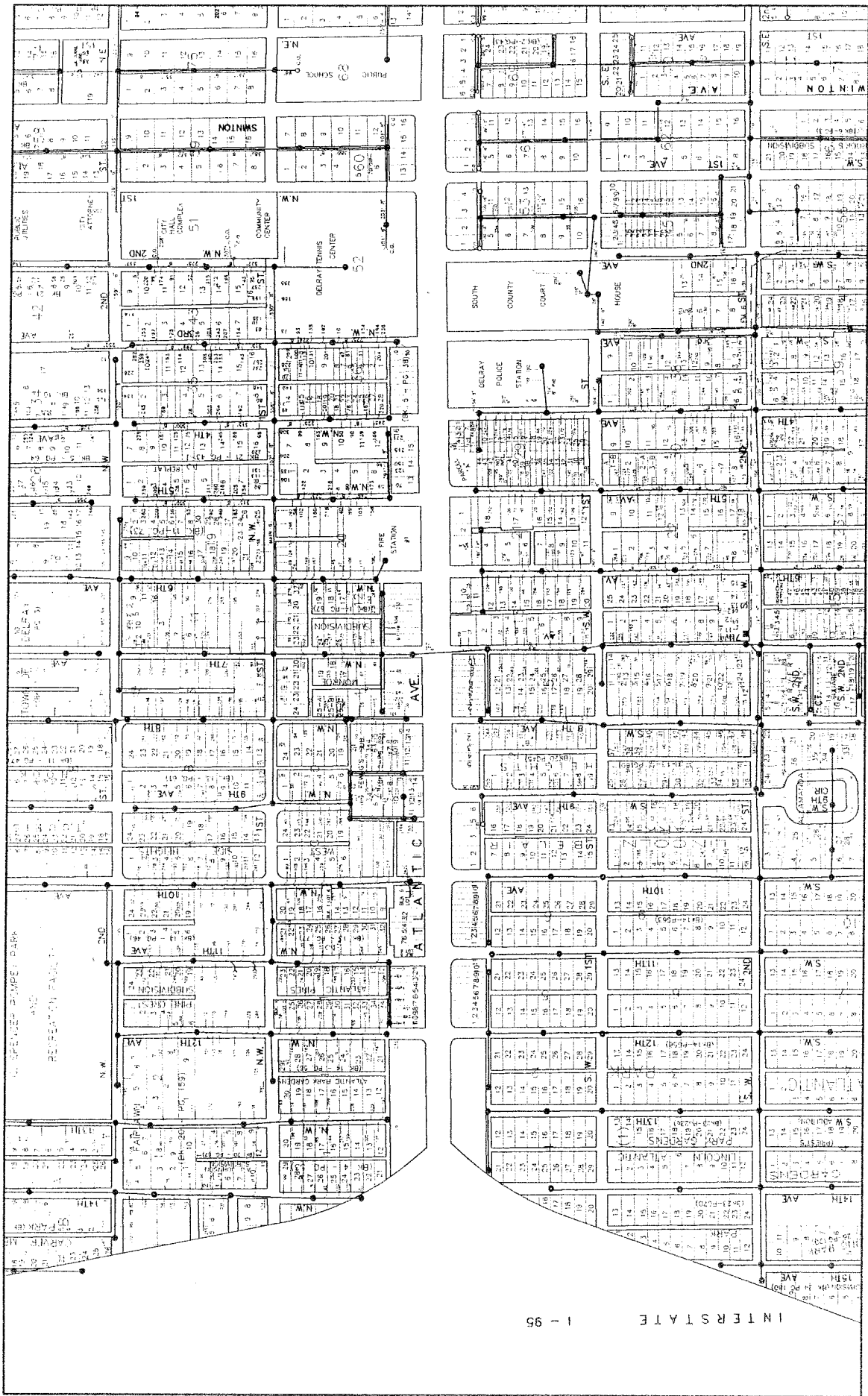
Storm Sewer Collection

The City adopted a Stormwater Master Plan in 1993 (revised in 1994). The plan identifies the storm drainage level of service (LOS) in all areas of the City and identifies locations requiring improvements. The following description of storm drainage in the area is based on the adopted Stormwater Master Plan. Storm drainage for Atlantic Avenue is provided by a series of catch basins leading to a 60' storm sewer that outfalls into the E-4 Canal. No drainage problems or required stormwater drainage improvements are identified for Atlantic Avenue.

Serious drainage problems, such as street and yard flooding had been previously identified in the northwest area (between Atlantic Avenue and Lake Ida Road). However, drainage



N
 PLANNING & ZONING DEPARTMENT
 CITY OF DELRAY BEACH, FLORIDA
 -DIGITAL BASE MAP SYSTEM-
 WEST ATLANTIC AVENUE REDEVELOPMENT PLAN
 WATER ATLAS
 FIGURE 8



2007 DATE: 2/18/09
 2008 DATE: 2/18/09
 2009 DATE: 2/18/09

improvements for that area were funded through the Decade of Excellence bond issues and are currently under construction. The improvements consist of an exfiltration system and a system with an outfall to the E-4. When those improvements are completed, the area will meet or exceed the minimum LOS standards (LOS "C") for stormwater drainage established in the plan.

The portion of the Redevelopment Area south of Atlantic Avenue is served by an 84" storm sewer which outfalls to the Intracoastal Waterway. The area is identified as LOS "D" by the Stormwater Master Plan. LOS "D" indicates minor flooding problems in roadways without significant safety hazards or property damage. The Stormwater Master Plan identifies drainage improvements for this area which will be completed as Stormwater Utility Fund revenues become available.

Electrical and Telephone Distribution

Existing Service:

Telephone and electrical service are available to the Redevelopment Area from existing lines located in road and alley rights-of-way. No deficiencies or required upgrades are noted at this time.

Undergrounding:

While no required upgrades for electric and telephone service are noted at this time, the appearance of existing service lines is important to the redevelopment of West Atlantic Avenue. Existing poles, lines, street lights, and stop lights create visual clutter at many intersections. Undergrounding of on-site utility service will be a requirement for all new developments in the area, and will be strongly encouraged for redevelopment of existing properties.

Street Lighting:

Street lighting is provided throughout the Redevelopment Area. The existing street lights generally provide adequate coverage. Areas which require improved lighting can be handled on a case by case basis as problems are reported to the Environmental Services Department. Although lighting is provided in the area, increased lighting, in the form of decorative light fixtures would help to improve the image of West Atlantic Avenue and act as a deterrent to crime. The City is working toward a Federal grant (see ISTEPA in the Redevelopment Plan section) for improvements to West Atlantic Avenue, which include improved lighting.

Fire Protection

Fire protection in the Redevelopment Area is generally adequate, due primarily to the presence of Fire Station #1 in the area. The proximity of the station to area businesses and residences provides for minimal response times for emergency calls.

Hydrant Distribution:

Fire hydrants are distributed through much of the Redevelopment Area. However a number of locations in the area are without hydrants. LDR requirements for hydrant spacing are a maximum of 500 feet in residential areas, 400 feet in multi-family residential areas, and 300 feet in commercial areas. Hydrants should be provided on both sides of divided streets (such as Atlantic Avenue).

These requirements are met for most areas north of Atlantic Avenue and east of NW 6th Avenue. A maximum 300' spacing is maintained along the north side of the Atlantic Avenue right-of-way. In the residential areas west of NW 6th Avenue many areas exceed the maximum spacing requirements, but most of those areas are within 600-700 feet of existing hydrants.

South of Atlantic Avenue, main deficiencies exist. West of SW 5th Avenue no hydrants exist on the south side of Atlantic Avenue. West of SW 8th Avenue few hydrants exist. With the ongoing program to upgrade water mains in the southwest area (see Water and Sanitary Sewer Service, p. 24), mains will be installed in this area.

Fire Flows:

Fire flows in the area are adequate where water mains sufficiently large to support hydrants (minimum 6 inch) exist. Improvements to upgrade water mains in the area are ongoing (see above).

Police Crime Report

The Delray Beach Police Department maintains crime figures for the City tabulated by a number of patrol zones. The Redevelopment Area is located in three of the City's 15 patrol zones. A large portion of the area is located in Patrol Zone # 7, which contains West Atlantic Avenue and approximately 300' north and south of the Avenue. The remainder falls in zones #6 and 8, which are located to the north and south of Zone #7.

During the period of 1992-1994, Patrol Zone # 7 had a disproportionate share of crime when compared to the City as a whole. Over these years, 8.2% of arrests in the City for part one crimes (murder, rape, robbery, auto theft, burglary, etc.) took place in Zone #7, which consists of about 1% of the City's land area.

Narcotics arrests in the City are particularly concentrated in Zone #7. Over the same three year period, 43.8% of narcotics arrests in the City took place in Zone #7.

On the positive side, the rate of crime activity in Zone #7 appears to have decreased significantly in 1994. For the year, Table 4 reports arrest activity in the City and in Zone #7 for the years 1992-1994. Part one arrests have been stable over the past three years. However, after an increase in 1993, part one arrests dropped by almost one quarter in 1994. After a significant (63.8%) increase in 1993, narcotics arrests decreased by 29%

in 1994. Narcotics arrests also declined by 29% in the City as a whole during 1994.

Table 4

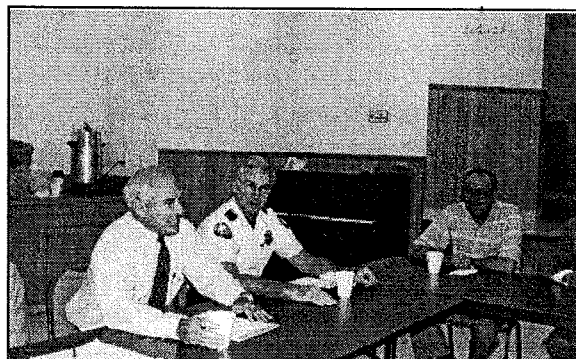
**1992-1994 Part One and Narcotics Arrests
City of Delray Beach and Patrol Zone #7**

	Part 1 Crimes	% of Total	% Change	Narcotics Crimes	% of Total	% Change
Zone #7						
1992	532	8.3	- ---	152	32.7	---
1993	598	9.3	+12.4	249	49.9	+63.8
1994	452	7.0	-24.4	176	50.0	-29.3
City						
1992	6,444	100.0	---	465	100.0	---
1993	6,458	100.0	+0.2	499	100.0	+7.3
1994	6,442	100.0	-0.2	352	100.0	-29.5

ORGANIZATIONS

The following organizations are active in the redevelopment, maintenance, or improvement of conditions in the West Atlantic Redevelopment area. A description of the activities and programs of the various groups is included below. A listing of contact people and phone numbers for the organizations is included as Appendix "A."

Delray Merchants Association



Chief Rehr, Chief Overman and Commissioner Ellingsworth at Delray Merchants Association meeting

The Delray Merchants Association (DMA) is composed of business owners in the City of Delray Beach. The association was formed in 1991 to give owners of businesses along West Atlantic Avenue a forum to discuss their ideas and concerns. For several years the DMA has been working with the Police Department to reduce loitering along Atlantic Avenue. The Association meets on the second Wednesday of each month at the Pompey Park Community Center.

Community Redevelopment Agency

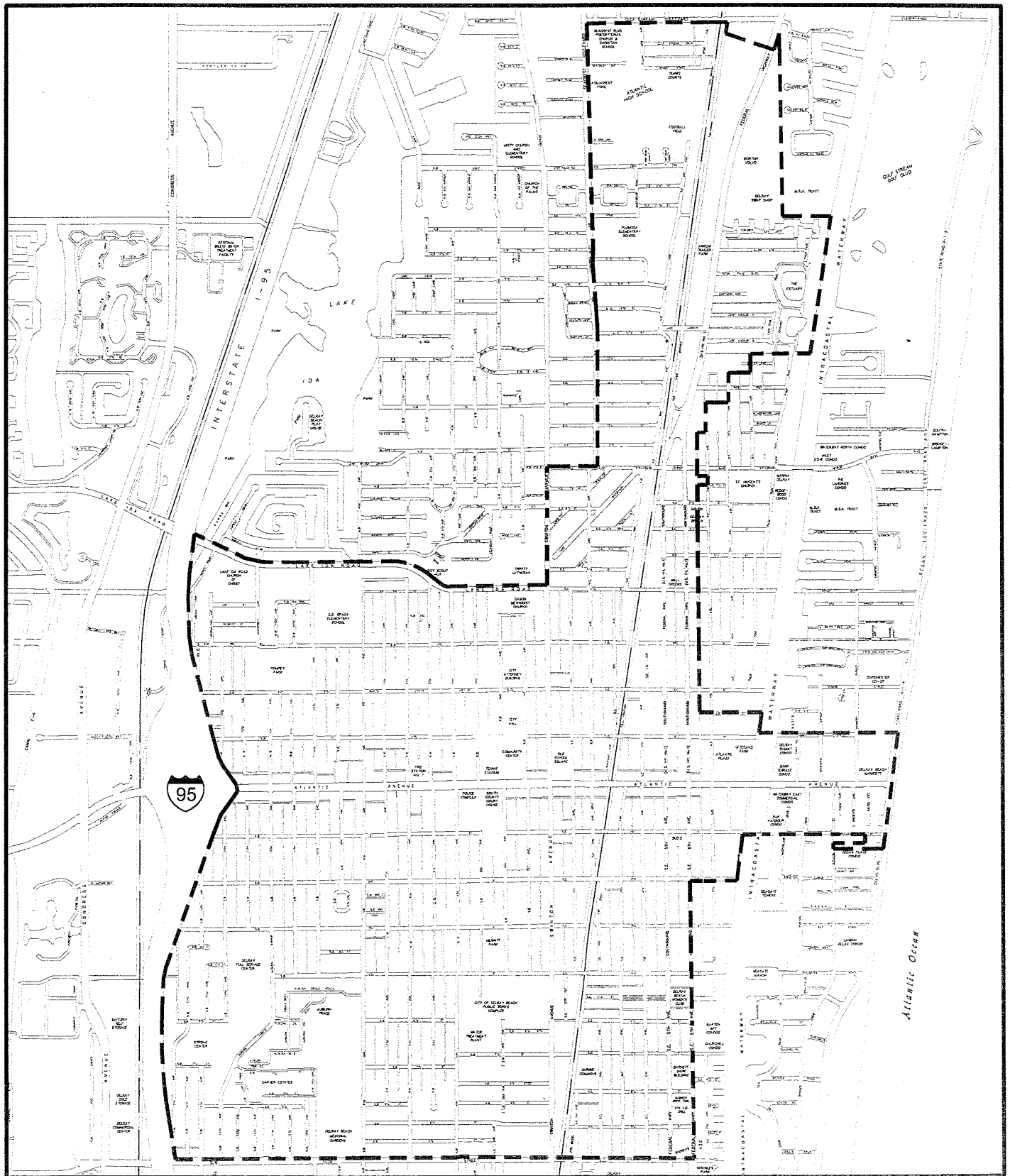
The Community Redevelopment Agency (CRA) was established in 1985 to be the lead agency in the City's redevelopment efforts. The CRA is empowered to carry out redevelopment activities in the Community Redevelopment Area, a 1,915 acre portion of the City located east of I-95. Figure 10 (page 31) shows the boundaries of the CRA. The West Atlantic Redevelopment Area is included within the Community Redevelopment Area. Thus property and business owners in the area are eligible for CRA assistance. The CRA has been involved in the preparation of the West Atlantic Avenue Redevelopment Plan and funded the costs of preparing the plan. A summary of programs administered by the CRA is included in the Opportunities and Constraints section of this report.

Peach Umbrella Plaza Association

Peach Umbrella Plaza Association is a not-for-profit development corporation created to foster the redevelopment of the 400 Block of West Atlantic Avenue. Peach Umbrella was responsible, with assistance from the CRA, for the creation of a development plan for the 400 block. Restoration of the Wideman Building, located at 400 W. Atlantic Avenue, was completed by the property owner in 1993. A plan for remodeling the structure at 401-419 West Atlantic Avenue has been produced, but has not been carried out at this time.

TED Center

The Center for Technology, Enterprise, and Development (TED Center) was established in 1993 to help foster housing opportunities in economically depressed areas of the City. In co-operation with the CRA, the TED Center helps low income residents find financing to purchase a home. The TED Center also operates as a non-profit developer of new housing. By promoting home ownership, and helping home owners to organize neighborhood organizations, the TED Center works to stabilize neighborhoods and curtail crime. A model block of homes developed by the TED Center, with a neighborhood association organized with assistance from the Center, is under construction in the 300 Block of NW 5th Avenue. Finally, the TED Center operates a small business incubator. The incubator provides small businesses with technical assistance in developing a business plan, bookkeeping practices, and marketing.



CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT

-- DIGITAL BASE MAP SYSTEM --

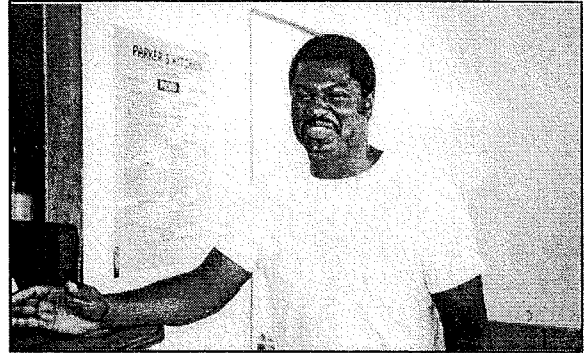
FIGURE 10

COMMUNITY REDEVELOPMENT AREA BOUNDARY

MAP REF: LMA12



TED Center staff and clients on West Atlantic Avenue



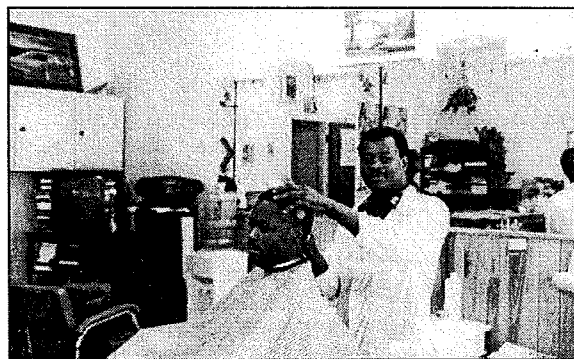
Donnie Dobson, proprietor of the restaurant "Parker's Kitchen", a client of the TED Center

Visions 2005

The Visions 2000 conference addressed the infrastructure requirements for the revitalization of Delray Beach. Visions 2005 picked up where Visions 2000 left off. The focus of Visions 2005 was to build upon the physical improvements to the City by addressing social and quality-of-life issues. Approximately 90 residents, community leaders, business people, and government officials met over a two day period in 1994 to identify the issues such as crime prevention, neighborhood revitalization, public education, and economic development. The conclusions and recommendations of the forum are outlined in the Visions 2005 Policy Statement.

Haitian-American Council

The Haitian-American Council was founded in 1993 to provide services to Haitian immigrants living in Delray Beach. The Council's Board of Directors meets monthly to discuss issues related to the Haitian Community in the City and develop programs to assist the community. The programs administered by the Council include job placement and health care services.



Barber, Carlos Osias, a prominent Haitian-American merchant

600 Block Association

The 600 Block Association was created to promote development of the north side of the 600 block of Atlantic Avenue. The Association, which consists of property owners and merchants, meets at least monthly. The purpose of their organization is to produce a strategy for redeveloping the block and reducing problems such as crime and loitering in the area. Some of the issues that are discussed include facade improvements, reducing loitering, parking, marketing, and attracting new tenants to vacant spaces.

City of Delray Beach Community Improvement Department

The Community Improvement Department is responsible for a number of functions related to development. The Duties of the Department include; code enforcement, landscaping, building permit review and building inspection, signs, occupational licenses, and community development. The Department also organizes and participates in a number of activities intended to improve the appearance of the City, such as Paint-Up Delray and the Code Enforcement Division's graffiti elimination program.

City of Delray Beach Police Department

The Police Department recently initiated several projects that are intended to reduce the prevalence of crime in the area. A police sub-station was established in 1993 at 141 SW 12th Avenue to provide a more visible police presence in the area. In 1994 the City Commission approved funding for the addition of Police foot patrols for West Atlantic Avenue, and in 1995 the Police Department implemented a Community Policing program.



*The City of Delray Beach Police Department
headquarters*

City of Delray Beach Historic Preservation Board

The Delray Beach Historic Preservation Board has review authority for all developments located within the City's five historic districts and in structures listed on the Local Register of Historic Places. The two blocks adjacent to Swinton Avenue are located in the Old School Square Historic District. Additionally there are three sites in the Redevelopment Area that are listed on the Local Register. The sites are the B. F. James-Frances J. Bright

Park, which houses a historic marker commemorating five nearby historic sites, and two single family residences located at 30 NW 3rd Avenue and 170 NW 5th Avenue.

City of Delray Beach Planning and Zoning Department

The Planning and Zoning Department's primary responsibility is for guiding and directing the City's future growth. The Department oversees the implementation of the Comprehensive Plan, which describes current conditions and sets goals for future conditions within the City. The P&Z Department also administers the Land Development Regulations, which specify development standards (setbacks, permitted uses, etc.) for all parcels in the City. The P&Z Department is the lead agency in the preparation of the Redevelopment Plan for West Atlantic Avenue, and will be responsible for processing the resulting Future Land Use Map amendments, Comprehensive Plan amendments, rezonings, and LDR amendments to ensure the plan's implementation.

Downtown Development Authority

The Downtown Development Authority was created in 1971 to help improve economic conditions in the downtown area. The Authority's current boundaries are Swinton Avenue to the west, A-1-A on the east, NE 4th Street to the north, and SE 2nd Street on the south. The DDA has had discussions with Visions West Atlantic regarding an expansion of the DDA boundary to include the commercial properties along West Atlantic Avenue. Annexation into the DDA would enable West Atlantic Avenue merchants to be a part of the DDA's overall marketing plan for the downtown area.

Delray Beach Community Development Corporation

The Delray Beach Community Development Corporation (CDC) is a not-for-profit developer that operates in the Redevelopment Area. The CDC works with local home builders to provide in-fill affordable housing in its development area. The boundaries of the CDC's area are Lake Ida Road to the North, I-95 on the west, Swinton Avenue on the east, and Linton Boulevard on the south. The CDC then uses Community Development Block Grant (CDBG) funds from the City's Community Improvement Department to subsidize loans for the purchasers of homes. The first home developed by the CDC is currently under construction at 239 NW 4th Avenue.

MAD DADS

MAD DADS of Greater Delray Beach is a neighborhood organization co-founded by Ben Bryant and Charles Ridley, longtime residents of the West Atlantic area. The name MAD DADS is an acronym for Men Against Destruction Defending Against Drugs and Social Disorder. The group is a local chapter of a nationwide organization dedicated to combating drug abuse in the community. Toward that end they organize activities such as neighborhood organizations, street patrols clean-up and fix-up campaigns, and out of school programs for youth.

EPOCH

In 1994 Vera Farrington and Spencer Pompey, two educators, historians, and preservationists, formed a non-profit organization whose purpose is to promote preservation and cultural, anthropological projects dealing with the Delray Beach area. The organization called Expanding and Preserving Our Cultural Heritage ("EPOCH") initiated, in partnership with the City, particularly the Historic Preservation Board, the creation of the West Settlers Historic District, an area located in the northwest section of downtown Delray Beach. It is predominately the area where the first African-Americans settled, establishing the City's first school and first church in the middle 1890's. The organization, in partnership with the City and CRA, is embarking on the creation of a cultural museum, to be called the Spady House, named after a well respected educator, Solomon D. Spady. Professor Spady served as principal from 1922 to 1950. He then went back to teaching for another seven years and retired from the Palm Beach County school system in 1957. EPOCH intends to create other historic districts in the area.

OPPORTUNITIES AND CONSTRAINTS

The previous section "Existing Conditions" contains a general description of the West Atlantic Avenue area in terms of geography, demographics, infrastructure, land use regulations, etc. This section builds on that information by relating how current conditions affect the potential for redevelopment of the area. This section outlines problems in the area that hinder redevelopment as well as strengths that may be catalysts for redevelopment. One important opportunities and constraints factor is the demand for commercial and residential space. This section will analyze, from a market demand point of view, these opportunities and constraints.

MULTIPLE OWNERSHIP

One factor that hinders commercial development along West Atlantic Avenue is the lack of single parcels of a size and shape that can accommodate development and its required parking and landscaping. It is often necessary to combine a number of contiguous properties in order to create a developable site. For example, in the block on the north side of Atlantic Avenue, between NW 8th Avenue and NW 9th Avenue, there are approximately 2.4 acres of land in the GC zoning district. The 2.4 acres are owned by 15 separate owners. The adjacent block (between 9th and 10th) has approximately 1.6 acres of commercial land with eight different owners. When properties are owned by a number of different individuals, a potential developer is faced with the task of negotiating with a large number of land owners in order to obtain sufficient land to carry out a proposed project. The problems involved with this process discourage persons from selecting a particular site and may lead them to construct their project elsewhere. Agencies like the West Atlantic Redevelopment Coalition, the Delray Merchants Association, and the CRA offer opportunities for facilitating contact between property owners so that properties can be aggregated for development.

STREETSCAPE AND BEAUTIFICATION

An area's overall appearance can have a significant impact on the potential of an area to attract investment. A great deal of effort has been expended by the City, CRA, and others to improve the appearance of West Atlantic Avenue, including median plantings, street trees, paver block sidewalks, landscaping of vacant parcels, and the construction of public buildings in the area. Regardless of these efforts, a number of additional improvements can be undertaken to further beautify West Atlantic Avenue. Those improvements are discussed in the following paragraphs.

West Atlantic Avenue Beautification

In 1997 the CRA studied the elements of beautification including adding landscape nodes at the intersections, widening sidewalks, burying electrical lines under ground, installing cantilevered signal arms, adding street lighting, and completing the Avenue treescaping.

The Avenue is the principal entrance to the historic downtown and the consumer's

perception of the City is immediately formed as they travel from the Interstate or from the west to the center of the City. For economic development reasons, the first perception must be a positive one. Beautification of the State-owned road is an important element to enhance the success of businesses and real estate projects fronting the Avenue.

As redevelopment projects occur, street beautification will be particularly important. In 1997 and 1998, the CRA applied to the Department of Transportation for ISTEA monies which were awarded. In 2001, the CRA and City will construct the first phase of beautification between SW/NW 1st Avenue and SW/NW 6th Avenue.

In 2000 and 2001, the CRA will apply for additional grants to DOT to complete the West Atlantic Avenue beautification. If the CRA receives these grants, then a second phase will be initiated, probably in 2003, for work between SW/NW 6th Avenue and SW/NW 12th Avenue.

Streetscape will also include the consideration of bus and trolley stops, benches, information kiosks, and trash receptacles. The concept of streetscape is linked to both the area's community pedestrian plan and the long-range transit plan.

Entrance Features

An entranceway to a district serves an important symbolic function for the area. An attractive gateway to an area gives first time visitors a positive first impression and helps to promote a sense of pride in property owners, residents, and the business community.

The gateway to the West Atlantic Avenue area currently consists of passive parks on the north and south sides of the road and a landscaped median in the right-of-way. A new sign welcoming motorists to the City of Delray Beach was recently added in the landscape median and in 1996, the City improved the parks significantly with a special grant from FDOT. Although these items improve the appearance of the gateway, several problems remain:

- ☐ clutter of lights, poles, wires, etc. at 12th Avenue and Atlantic Avenue
- ☐ lack of an entrance marker or "Welcome to the West Atlantic Village" sign for the neighborhoods
- ☐ lack of lighting features in the passive parks
- ☐ chain link fences in the passive parks (side streets)

While the appearance of the entryway is a great improvement from that of a few years ago, the gateway to West Atlantic Avenue could be further improved. The subject of entrance features is discussed further in the Redevelopment Plan section.

FDOT Sound Barrier

The Florida Department of Transportation (FDOT) is scheduled to begin widening of I-95 through Delray Beach in 1996. Prior to the widening, sound barrier walls were constructed

through Delray Beach in 1996. Prior to the widening, sound barrier walls were constructed adjacent to residential areas in 1996. The walls have a maximum height of 20' (above grade) and end approximately 500' north and south of Atlantic Avenue. FDOT completed the project in 1997.

While the buffer walls serve the important function of protecting neighborhoods adjacent to I-95 from highway noise, the height of the wall will have a visual impact on the adjacent residents. At present there are no plans to provide landscape buffers to soften the appearance of the wall.

CRIME MANAGEMENT AND PUBLIC SAFETY

Eliminating the perception of West Atlantic Avenue as a high crime area is a critical issue in revitalizing the area. When an area is perceived as a high crime area, the associated negative image tends to drive potential customers away from commercial areas and residents away from neighborhoods. As the area becomes less appealing for businesses and residents, property values fall. The reduction in property values inhibits investment in the area and the resulting dilapidation of structures further contributes to the negative image of the area. Reduction and prevention of drug activity and other crimes are critical to the redevelopment of the area. Drug abuse and sales play a key role in negative perceptions of the West Atlantic Avenue Area (see Police Crime Report, p. 28). A review of efforts being made by the Delray Beach Police Department, together with community groups is included in The Redevelopment Plan section.

FUTURE LAND USE MAP DESIGNATIONS

The Redevelopment Area is identified on the Delray Beach Future Land Use Map (FLUM) as Redevelopment Area #1. That designation has some specific advantages and disadvantages for the Area. An advantage is the preparation of this plan and the associated public input that developed into Visions West Atlantic. A disadvantage of the Redevelopment Area designation is that potential developments in the area may be deferred until the completion of the plan, thus creating an impediment to development in the area. Public improvements are also to be deferred until the completion of the plan. The removal of the Redevelopment Plan designation and assignment of Low and Medium Density Residential, General Commercial and Community Facilities FLUM designations will remove one factor hindering development in the area. The Future Land Use Map was revised in 1995.

ZONING DISTRICTS

The zoning designation assigned to a parcel is an important factor in its development potential. The zoning establishes the uses permitted as well as setbacks, height limits, and other development standards for structures on the parcel. Figure 4 (page 15) is the 1995

zoning map for the Redevelopment Area and adjoining properties. The following paragraphs briefly describe the zoning districts that are applied within the area. Refer to Figure 12 in the Redevelopment Plan section for the current zoning map.

GC (General Commercial)

The GC district is intended for small parcels of land that are suited to small scale retail, service, and office uses. Much of the land adjacent to Atlantic Avenue in the Redevelopment Area is designated GC. While the GC district is generally appropriate for parcels adjacent to Atlantic Avenue, some revisions to the district's development standards will be required to best promote the type of commercial area desired.

OSSHAD (Old School Square Historic Arts District)

A small portion of the area discussed in this Redevelopment Plan is located in the OSSHAD zoning district. The preservation of historic structures is the primary goal of the OSSHAD district. As a means to that end, OSSHAD district regulations are very flexible and promote the adaptive reuse of existing structures for a mix of retail, office, and residential uses. Although the portion of the OSSHAD district within the Redevelopment Area includes a number of historic structures, the area also includes several structures that are of little historic value.



Chef, Tony Damiano, in his mixed-use historic house on Swinton Avenue

RM (Multiple Family Residential - Medium Density)

The RM district permits a variety of housing types at densities of 6 to 12 units per acre. The district furthers the goals of Goal Area "B" of the Housing Element of the Comprehensive Plan. Those include; provision of a variety of housing types, provision of affordable housing for moderate and middle income families, particularly first time home buyers, and meeting the housing needs of low and moderate income families. However, development of small parcels in the multiple family zoned portions of the Redevelopment Area with multiple family structures having substandard parking, landscaping and other facilities, along with absentee ownership of those properties have combined to create blighted conditions.

R-1-A (Single Family Residential)

The R-1 zoning districts were created to provide areas of single family detached residential and to protect those areas from the intrusion of inappropriate uses. The R-1-A designation is applied to the residential area in the Redevelopment Area to the north of Atlantic Avenue. The R-1-A district permits single family residential units with a minimum lot area of 7,500 square feet. Additionally, R-1-A accommodates some non-residential uses (churches, day care facilities) as conditional uses. While the stability of owner-occupied single family housing is an asset to the area, the proximity of the low density residential housing to commercial properties creates a potential for conflicts between the uses. Precautions must be taken in the planning of commercial sites to minimize possible conflicts.

CF (Community Facilities)

The CF district accommodates public or semi-public uses. Those uses include governmental, religious, educational, health care, and social service uses. Over the past several years the City has rezoned a number of parcels in the Redevelopment Area to CF to accommodate public buildings. These include Fire Station #1, the Police Station, the Courthouse, and the Tennis Center. Mount Olive Church and St. Paul AME churches are also zoned CF.

OS (Open Space)

The OS district is intended for the preservation of open space areas such as water bodies, passive recreation areas, and the public beach. These areas are not to be intensely developed. No parcels in the Redevelopment Area are currently zoned OS. The OS district is, however, appropriate for the two parcels adjacent to I-95 currently in use as passive parks.

West Atlantic Avenue Overlay District

While the GC district generally accommodates the types and intensity of uses that are appropriate for West Atlantic Avenue, the specific conditions of this area require special development standards that reflect the area's needs and conditions. The provisions of a West Atlantic Avenue Overlay District to be added to the GC district of the LDRs is included in The Redevelopment Plan section of this report.

***The Overlay District and provisions were added to the LDR's
on December 5, 1995 by Ordinance 72-95***

INFRASTRUCTURE

Water

Portions of the redevelopment area do not currently have water service that will be adequate for the intensity of development envisioned in the plan. Most notably, many parcels on the south side of Atlantic Avenue are served only by a 2" water main. The 2" main will not accommodate sufficient flow for fire protection and other needs of new development. The City has programmed water main improvements in this area. However, those improvements are scheduled for construction on an ongoing basis as funds become available. Completion of the improvements may take a number of years. Thus, any upgrades required by a development would be funded by the developer until completion of the programmed improvements.

Roads

As previously mentioned, the current traffic volume on sections of Atlantic Avenue exceed the maximum permitted by Palm Beach County concurrency standards. That condition will severely limit potential development unless steps are taken to alleviate traffic concurrency problems on West Atlantic Avenue. As widening of Atlantic Avenue to six lanes is incompatible with the Vision, that is not an acceptable solution. The City is pursuing a TCEA (see page 19) to exempt the area from concurrency requirements. Unless a TCEA that includes West Atlantic Avenue is approved, traffic concurrency will be a major constraint on development. The TCEA was created in 1995 to alleviate the issue of traffic concurrency and excessive volumes.

HISTORIC STRUCTURES

The City of Delray Beach maintains the Local Register of Historic Places. The Local Register lists structures and sites that are associated with an event, institution, or person of historical significance; as well as structures that have particular architectural significance. The Local Register gives the City a method of preserving important reminders of its past. Designation of historic areas such as the Old School Square Historic Arts District and the Marina Historic District have also acted as catalysts for redevelopment and new development in those areas. There are seven locations listed on the Local Register within the area covered by the Redevelopment Plan:

Solomon D. Spady House - 170 NW 5th Avenue

The Mission Revival style house was constructed in 1926 and was the home of Solomon D. Spady, a prominent Black educator and community leader. The house was added to the Local Register on February 7, 1995. The City, in May of 1997, purchased the house with the intention of entering into a lease with EPOCH who, in turn, will operate a multi-cultural museum.

Susan Williams House - 30 NW 3rd Avenue

The bungalow style Williams House was constructed in 1935 by Isaiah Bruin, a well-known local builder at that time. The house was the residence of Susan Williams, one of the City's first midwives. The house was added to the Local Register on February 7, 1995. In 2000, the CRA moved the house to NW 5th Avenue adjacent to the Spady House. The Williams house is expected to be the headquarters for EPOCH.



Williams' historic house on NW 3rd Avenue

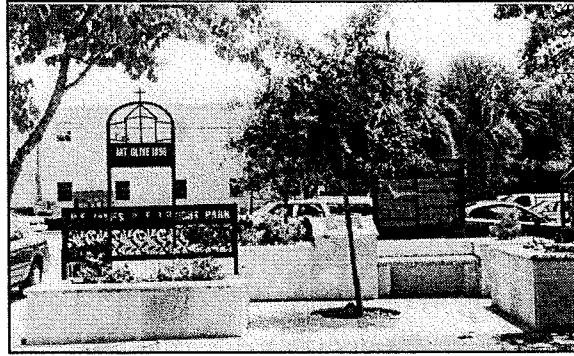
B.F. James-Frances J. Bright Park

Located on the grounds of the Greater Mt. Olive Missionary Baptist Church on NW 5th Avenue, the park contains a historic marker commemorating five nearby historic sites. The five sites are:

- ☐ Greater Mt. Olive Missionary Baptist Church
- ☐ School Number 4 - Delray Colored
- ☐ St. Paul African Methodist Episcopal Church
- ☐ Free and Accepted Masons, Lodge 275
- ☐ St. Matthew Episcopal Church

The subject properties represented the educational, social, and spiritual center of the early Black settlers of Delray Beach.

The above referenced properties are the only designated sites within the area covered by this report. However, other sites and properties that may qualify for designation (over 50 years old) exist in the area. Those structures may be considered for designation on the Local Register, upon the owner's request.



Bright Park on NW 5th Avenue

ECONOMIC AND CULTURAL CENTER FOR THE COMMUNITY

West Atlantic Avenue has historically served as the center for commercial, cultural and social activities for the Delray Beach's Black Community. The Avenue was the principal shopping area and also, the principal gathering place for point of a close-knit community. As automobile oriented uses began to dominate development, businesses on the Avenue declined as they lost business to shopping centers and malls in suburban locations. Although the Avenue still serves the same functions to some extent, the decline of economic activity on the Avenue diminished its importance as a social center. Re-establishing commercial entertainment activities such as a movie theater, ice cream shop, restaurants, etc. and cultural activities such as a Black History Museum would help to restore Atlantic Avenue as a vital focal point for the community.

BUSINESS ASSISTANCE AND ECONOMIC DEVELOPMENT

Small Business Administration 504 Program

The Small Business Administration (SBA) a program provides real estate loans for small businesses. The loans are provided for acquisition of property or construction. The SBA can provide loans of up to 40% of the total cost of a project, with 50% provided through a direct bank mortgage, and 10% owner equity. The 10% equity requirement allows businesses to retain more of their working capital rather than investing it in the business location. Additionally, the interest rate for SBA financing is slightly below the market rate and repayment terms are more favorable than for direct bank financing.

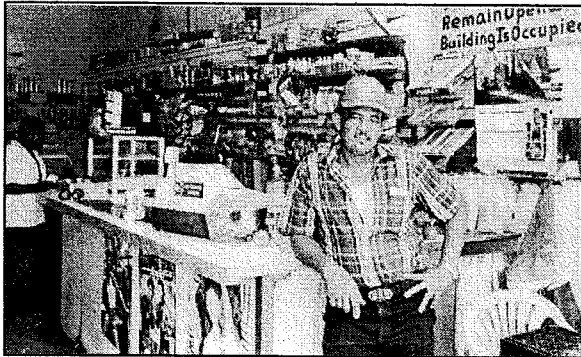
Small Business Administration 7a Program

The SBA 7a loan program provides financing for small businesses to expand or modernize facilities; construct or purchase new facilities; purchase equipment, fixtures, furniture or machinery; make improvements to leased property; finance increased levels of receivable or inventory; or refinance existing debt. The SBA does not provide direct loans, but guarantees loans from commercial lenders. Loans obtained through the 7a program do not have interest rates below market levels, but do have longer repayment terms than

direct loans from commercial lenders. The SBA 7a program also can help businesses that lack collateral to obtain financing, if requirements for owner equity, management ability, and cash flow are met.

CRA Business Assistance Programs

Subsidized Loan Program:



Grocer, Santos Cruz, recipient of CRA subsidized loan for new walk-in cooler



Pastry Chef, Lisa Damiano, of the "Tarrimore House," who received a CRA subsidized loan for interior renovations

The CRA subsidized loan program was originally developed in 1990 as an incentive for property owners to upgrade the appearance of their properties. Working with lenders, the CRA provides funding to "buy down" interest, thus providing subsidized interest loans for businesses. In 1992 the program was expanded to include loans for the creation of new businesses and interior modifications to existing structures to accommodate new businesses.

Historic Facade Easements:



The Wideman Building, an example of redevelopment with historic facade easement

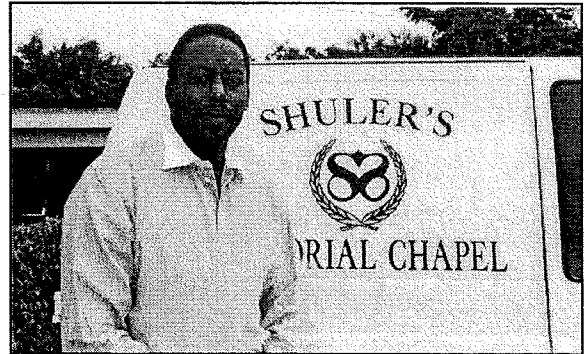
The CRA provides financial assistance for owners of historic structures to maintain and improve those structures in the form of Historic Facade Easements. To take advantage of a Historic Facade Easement, the property owner sells an easement over the facade of

the structure to the CRA, giving the agency control of the appearance of the facade. In exchange for that control the CRA provides the property owner funding assistance for renovations to the facade. In order to qualify for Historic Facade Easements, property owners must designate their structures to the Local Register of Historic Places.

Business Development Program:



Pharmacist, Simon Barnes, was recently relocated to new space with assistance from the County and CRA



Lamar Shuler studying his expansion plans with assistance from the County and CRA

This program was established by the CRA to help foster the establishment of new businesses in the Redevelopment Area. The program helps subsidize start up costs for new businesses by providing rental subsidies for the first year of long term leases and other expenses such as:

- ☐ utility deposits
- ☐ advertising signs
- ☐ licenses
- ☐ legal assistance

Site Development Assistance Program:

This program provides limited CRA funding in the form of grants or loans to cover land development costs associated with new development or redevelopment. The program helps subsidize costs of site development such as site design and engineering.

Palm Beach County Development Regions Core Grant Program

Each year the CRA teams up with the Economic Development Department of Palm Beach County to apply for grant funds on behalf of businesses in the West Atlantic area. The program has successfully funded several businesses, including 5th Avenue Pharmacy, Shuler's Memorial Chapel, Dobson's Golden Spoon Restaurant, and others. The CRA intends to utilize these funds to assist businesses to expand or be newly established.

MARKET DEMAND ANALYSIS

The Community Redevelopment Agency and the Visions West Atlantic Steering Committee envision the redevelopment of the area to include a mix of uses, particularly retail, office, and residential. Consequently, the Agency commissioned a market demand analysis for retail and office uses from a market research firm, Marketek, Inc. of Atlanta, GA, for the purposes of quantifying the demand. The study, completed in 1996, quantified the demand for a short-term (5-year) period and a long-term (20-year) period for the downtown area, which includes the West Atlantic Redevelopment area.

Retail Demand

The market demand study suggests that the downtown, over the next 20 years, could reasonably assume an absorption of over 400,000 square feet of retail space. The study suggests for the short term, a five-year period, 100,000 square feet of retail could be absorbed.

Marketek also suggests that West Atlantic Avenue could capture approximately 20-25% of the demand in its early years of development, and as redevelopment matures, it could capture a greater percentage, in the 35-40% rate. Based upon the suggested capture rates, the West Atlantic Redevelopment area could absorb annually approximately 20,000-30,000 square feet of retail space during the short term and approximately 30,000-40,000 square feet annually in the period between the years 2000 and 2015.

The retail supply on the Avenue is currently very low relative to the potential demand, and there exists a situation of disequilibrium between demand and supply. The "pent-up" demand for retail goods and services could easily absorb 25,000 square feet annually in the first five years; and once the new retail space is positioned in the market place, a more aggressive growth could occur. The demand for retail goods and services will increase as the Avenue begins to physically improve and as a strong marketing theme becomes evident to the consumer. Improving the physical and social conditions of the Avenue is very important since the success for retailers depends upon consumers' perception of the area.

Table 5 describes the projected short-term and long-term absorption rates for retail space on an annual basis for West Atlantic. In addition, please refer to the study by Marketek, Inc., "Market Analysis and Development Recommendations for Downtown Delray Beach," found in Appendix "C" for a more detailed analysis of the market demand.

Marketek, in its study, suggests that the retail demand in the downtown area (the commercial area east of Interstate 95 including all of the West Atlantic area and the Central Business District) includes specific uses, such as a grocery store, a drug store, numerous restaurants, specialty retail, and apparel and general merchandise. West Atlantic could be an excellent area to place all of these suggested uses, particularly restaurants, specialty stores, apparel and general merchandise, and a drug store.

Referring to another part of this report entitled, "Development Opportunities Analysis," the Redevelopment Plan illustrates potential development scenarios for each block in the study area. The redevelopment scenarios collectively suggest that an additional 180,000 square feet of retail could potentially serve the market. Comparing the potential supply (248,500 square feet) and Marketek's demand analysis (350,000 to 550,000 square feet), it is concluded that the potential supply could be easily absorbed over the next 20 years. Furthermore, the short-term demand could be easily obtained within the next five years; however, it is important that the land be aggregated properly in order to insure sites will be available to meet the demand.

Office Demand

Office demand suggested by Marketek, as described in their study for the downtown, amounts to approximately 74,000 square feet annually. The demand includes only new office space formation and does not include existing offices shifting locations. It does, however, include expansion space for existing businesses. Marketek furthermore suggests that West Atlantic Avenue could capture annually 20-25% of this demand or approximately 15,000 to 20,000 square feet in the early years (1995 to 2000). The annual average rate, it must be noted, may occur in peaks during this period as a single, large tenant may occupy space. For example, a 50,000 square foot user may construct office space at the end of the year 2000 and when added to the previous four years of absorption, the average annual rate would equal 15,000 to 20,000 square feet.

Absorption of office space in later years (2001-2015) for West Atlantic Avenue could increase to 25,000 to 30,000 square feet annually as absorption in the more developed areas of the downtown levels off. West Atlantic Avenue, because of the availability of undeveloped or under-developed land, will in the long term, be well suited to absorb the office space demand. The area designated in the West Atlantic Redevelopment Plan suited for office development is the area between Swinton Avenue and 5th Avenue.

Referring to the section of this report entitled, "Development Opportunities Analysis," (page 65), the Redevelopment Plan illustrates the potential office supply on West Atlantic Avenue at the end of a 20-year period of 320,000 square feet. This is an increase of approximately 280,000 square feet over the long term. Comparing Marketek's suggested absorption rate of 15,000 to 20,000 annually in the period between 1995 and 2000 and an annual rate of 25,000 to 30,000 square feet in the period between 2001 and 2015, the range of potential demand of 425,000 to 550,000 square feet could be absorbed before the end of the 20-year period.

In order to meet the potential office demand, the private and public sectors will have to assemble sites large enough to accommodate an office building development. It is assumed that site acquisition will be limited in the early years, and therefore, much of the demand will not be met.

Table 5
Annual Market Demand
West Atlantic Avenue Area

Short-Term and Long-Term Land Use	Demand in Square feet		
	1996-2000 5-Year Period	2001-2015 20-Year Period	Total Aggregate Demand
Commercial (Retail)	10,000-20,000	20,000-30,000	350,000-550,000
Office	15,000-20,000	25,000-30,000	450,000-550,000
Multi-Family	25,000-30,000 (25-30 units)	30,000-40,000 (30-40 units)	575,000-750,000 (575-750 units)

Source: "Market Analysis and Development Recommendations for Downtown Delray Beach," by Marketek, Inc., January, 1996 for retail and office and CRA/City staff for residential.

Residential

The City of Delray Beach contracted in 1995 with a market research firm, Reinhold P. Wolff Economic Research, Inc. of Fort Lauderdale, FL to study the single-family and multi-family demand for the City. With respect to multi-family, Reinhold P. Wolff focused on the moderate and higher income rental apartment market and not on low income housing. The following summarizes the study's conclusions:

- ☐ Vacancy rates in Palm Beach County are in the 3% range and in Delray Beach a very low 0.5%.
- ☐ Apartment rents in Delray Beach have increased annually at a rate of 6% to 8% in the past 15 years. This trend will likely continue since the availability of land, particularly quality sites, is limited.
- ☐ As suburban sites (west of Interstate 95) become scarce, developers will start looking to the urban coastal sites for apartments.
- ☐ Lifestyle housing choices are rapidly changing. More professional couples, both young and middle aged, are seeking luxury rental housing instead of home ownership.
- ☐ The market for Palm Beach County will continue in the future to be strong. Population increases in the City of Delray Beach could be increased if housing opportunities were to become available.
- ☐ Absorption in Delray Beach historically for rental apartments (1980-1990) has been approximately 162 units per year. Condominium, "for sale" housing, has experienced an absorption of over 1,200 units annually in the greater Delray Beach area for the past 15 years. However, it must be noted that the majority

of the condominium sales are in the lower price range (under \$52,000).

- ❑ For Delray Beach annual forecasts for rental housing in the short term (1995 to 2000) are 145 units; for the long term approximately 155 units per year. For "for sale" housing, the short-term forecast (1995 to 2000) calls for 86 units per year and long term, 54 per year.
- ❑ Multi-family housing in the future will out pace single-family housing.
- ❑ The greatest need for rental housing is in the rental rates of \$840 per month and above, followed by the \$420 per month and below.
- ❑ Currently in Delray Beach there is neither an over supply or under supply of housing. Delray Beach is considered to be in balance with the demand. However, there is a severe under supply for households whose annual incomes are under \$20,000.

Residential Forecast for West Atlantic Avenue

Based upon preceding information, projections for West Atlantic Avenue would be difficult to make unless a market study for the specific area is conducted. The Reinhold Wolff study focused on suburban areas where the majority of apartments have been built in the last 10 years and where empirical data is available. However, as suburban sites become scarce, apartment developers will look, as they are now, for sites east of Interstate 95 in the coastal cities. Delray Beach is a prime candidate for moderate and luxury apartments and other types of multi-family housing in the next 20 years.

The CRA staff has projected demand for West Atlantic avenue on an annual basis for a short-term period (1996-2000) and a long-term period (2001-2015). The estimated annual absorption is 25-30 units for the short term and 30-40 units for the long term. The projections are based upon qualitative analysis in conjunction with the Wolff study which projected 145 units for the short term and 155 units for the long term for the entire city for rental apartments. The CRA projection would include a combination of rental apartments and condominiums.

The projections also are dependent upon providing apartments; for example, a two-bedroom, two-bath, averaging 1,000 square feet, renting for \$650 to \$750 per month. Equating the rental rate to the consumer's income, a \$650 to \$750 per month apartment could be affordable to a household whose annual incomes range from \$25,000 to \$35,000. Refer to Table 5 for projected absorption rates.

Table 6
Land Use Projections
West Atlantic Avenue Area

Land Use	1994 Area (sq. ft.)	2015 Area (sq. ft.)	20-Year Increase Area (sq. ft.)
Commercial	64,639	248,500	183,861
Office	35,105	245,000	209,895
Government	114,494	189,494	75,000
Industrial	1,957	1,957	0
Warehouse	4,900	4,900	0
Lodging	2,408	2,408	0
Membership Organizations	<u>39,616</u>	<u>39,616</u>	<u>0</u>
TOTAL	263,119	731,875	468,756

Source: City of Delray Beach, "Transportation Concurrency Exception Area Study," 1995, and CRA staff analysis, 1996, as illustrated in this report under "Development Opportunities Analysis."

THE REDEVELOPMENT PLAN

The "Vision"

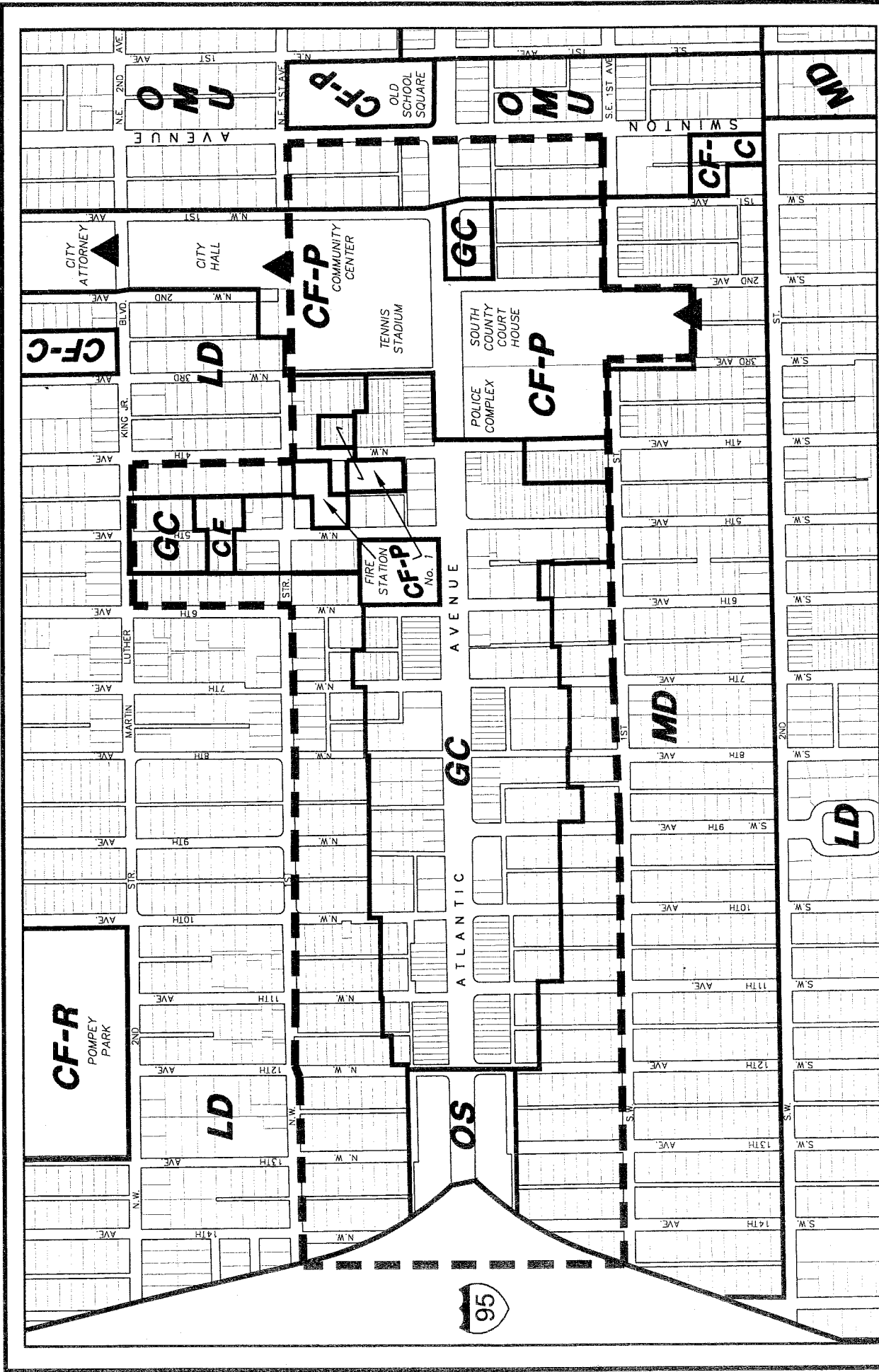
West Atlantic Avenue is a gateway to employment opportunities, a safe, clean, well-landscaped environment, and a thriving historical and cultural area. West Atlantic Avenue is a beautifully landscaped strip with a combination of business and residential development. West Atlantic Avenue encourages pedestrian traffic, provides entertainment and parks for children, with business that support both the immediate residents' needs and the City of Delray Beach's.

FUTURE LAND USE

Prior to adoption of the Redevelopment Plan in 1995, the West Atlantic Redevelopment Area was designated as "Redevelopment Area #1" on the City of Delray Beach Future Land Use Map. This designation was intended to serve as a temporary "holding" category, until such time that the Redevelopment Plan was completed and permanent Future Land Use Map designations applied. Following adoption of the Redevelopment Plan, Comprehensive Plan Amendment 95-2 was processed to eliminate the Redevelopment Area #1 designation and establish appropriate designations for all parcels in the Area. These Future Land Use Map Designations are as follows:

<u>Designation</u>	<u>Location(s)</u>
General Commercial	Within approximately 300' north and south of Atlantic Avenue and parcels fronting on NW and SW 5th Avenue
Low Density Residential	Between approximately 300' north of Atlantic Avenue and NW 1st Street
Medium Density Residential	Between approximately 300' south of Atlantic Avenue and SW 1st Street
Community Facilities	Existing and proposed government buildings and existing churches

The current Future Land Use Map for the West Atlantic Redevelopment Area is attached as Figure 11.



WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

EXISTING FUTURE LAND USE MAP (JAN. 2000)

REDEVELOPMENT AREA BOUNDARY

CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT

DIGITAL BASE MAP SYSTEM

The CRA began assembling property for its first major redevelopment project on West Atlantic Avenue in 1998. The assemblage, which includes over 4.6 acres on the North 300 and 400 Blocks (Block 28 and 36), is located on the north side West Atlantic Avenue, adjacent to the City's tennis facility. As a result of the redevelopment analysis for the property, it was determined that the redevelopment should consist of a commercial or mixed-use project. Since the Future Land Use Map designations of Residential-Low Density (LD) and Community Facilities (CF) on the rear of this block are not compatible with either of these scenarios, a Comprehensive Plan amendment will be processed in 2000 to change the designations to General Commercial (See Figure 11A).

ZONING

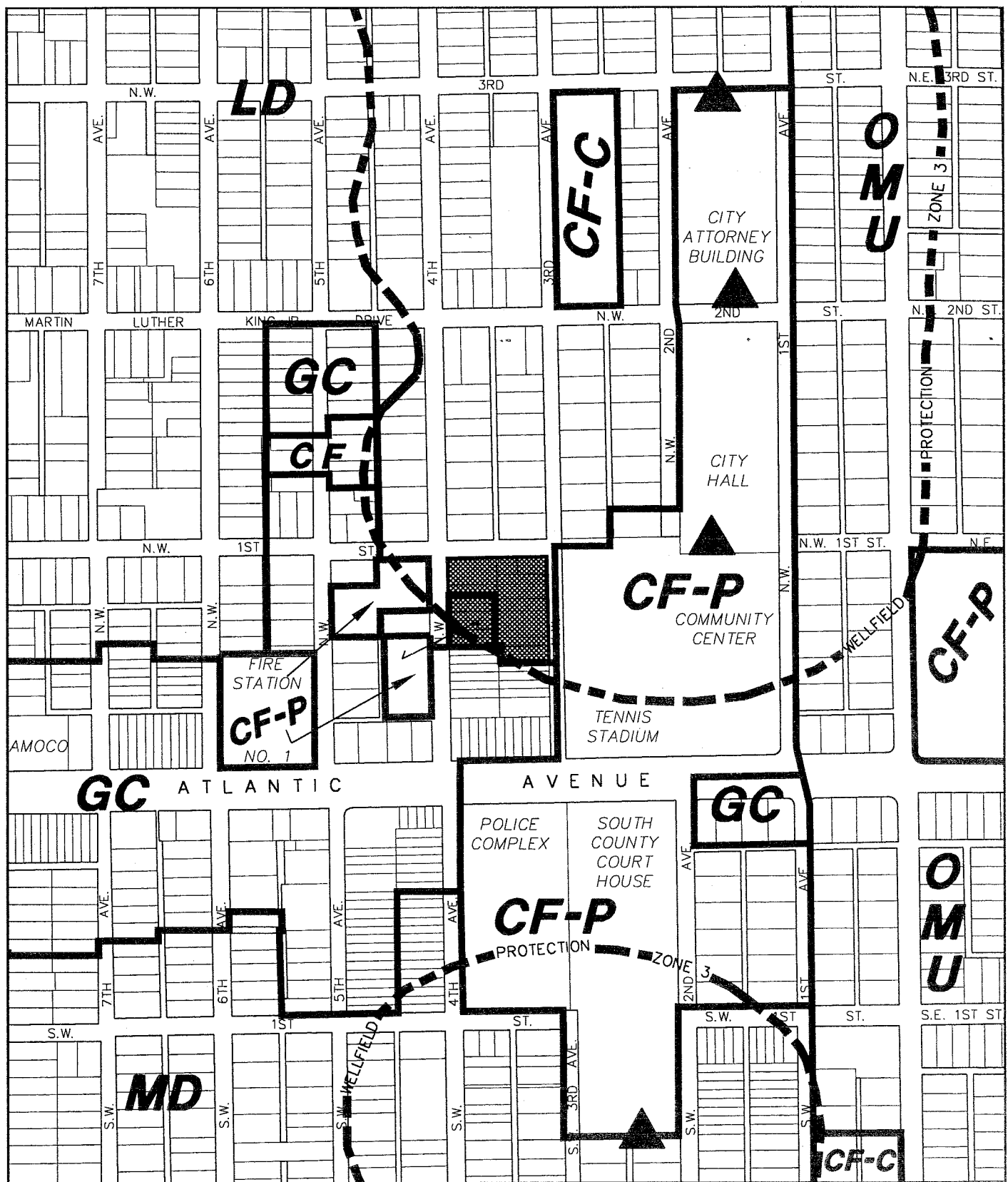
Although most parcels within the West Atlantic Avenue Redevelopment Area retained their current zoning following adoption of the Redevelopment Plan in 1995, some rezonings were required to implement the Plan. The city-owned passive parks located at the entrance from I-95 were rezoned from GC (General Commercial) to OS (Open Space) and a number of privately owned parcels were rezoned to move the boundary between commercial and residential zoning districts along Atlantic Avenue. These rezonings included:

- ☐ Rezoning of 23 parcels from RM to GC;
- ☐ Rezoning of 8 parcels from GC to RM;
- ☐ Rezoning of 8 parcels from R-1-A to GC;
- ☐ Rezoning of 8 parcels from GC to R-1-A; and
- ☐ One rezoning from GC to CF.

The City recognized the sensitive nature of rezonings in this area and attempted to minimize changes in existing residential areas. The rezonings from residential designations to GC primarily affected vacant parcels, parcels in the existing commercial area along 5th Avenue, or parcels requested to be changed by the property owner. Figure 12 shows the zoning designations for the West Atlantic Avenue Redevelopment Area following these rezonings in 1995.

As a result of the block analysis for the North 300 Block (Block 36) during the first amendment to the Redevelopment Plan in 1998, it was recommended that portions of the Block, (those that are currently zoned R-1-A), be rezoned to CF. This CF zoning classification would have allowed parking to be built to serve both the proposed redevelopment of the West Atlantic Avenue frontage and future church development on the rear of the block. However, since this rezoning was not necessary until the CRA was ready to proceed with redevelopment, an application was not submitted until property acquisitions were completed.

The CRA began assembling property for redevelopment of the North 300 and 400 Blocks of West Atlantic Avenue (Blocks 28 & 36) in 1998. After completing acquisition of over 4.6 acres in 2000, it was determined that the best redevelopment scenario for the blocks was



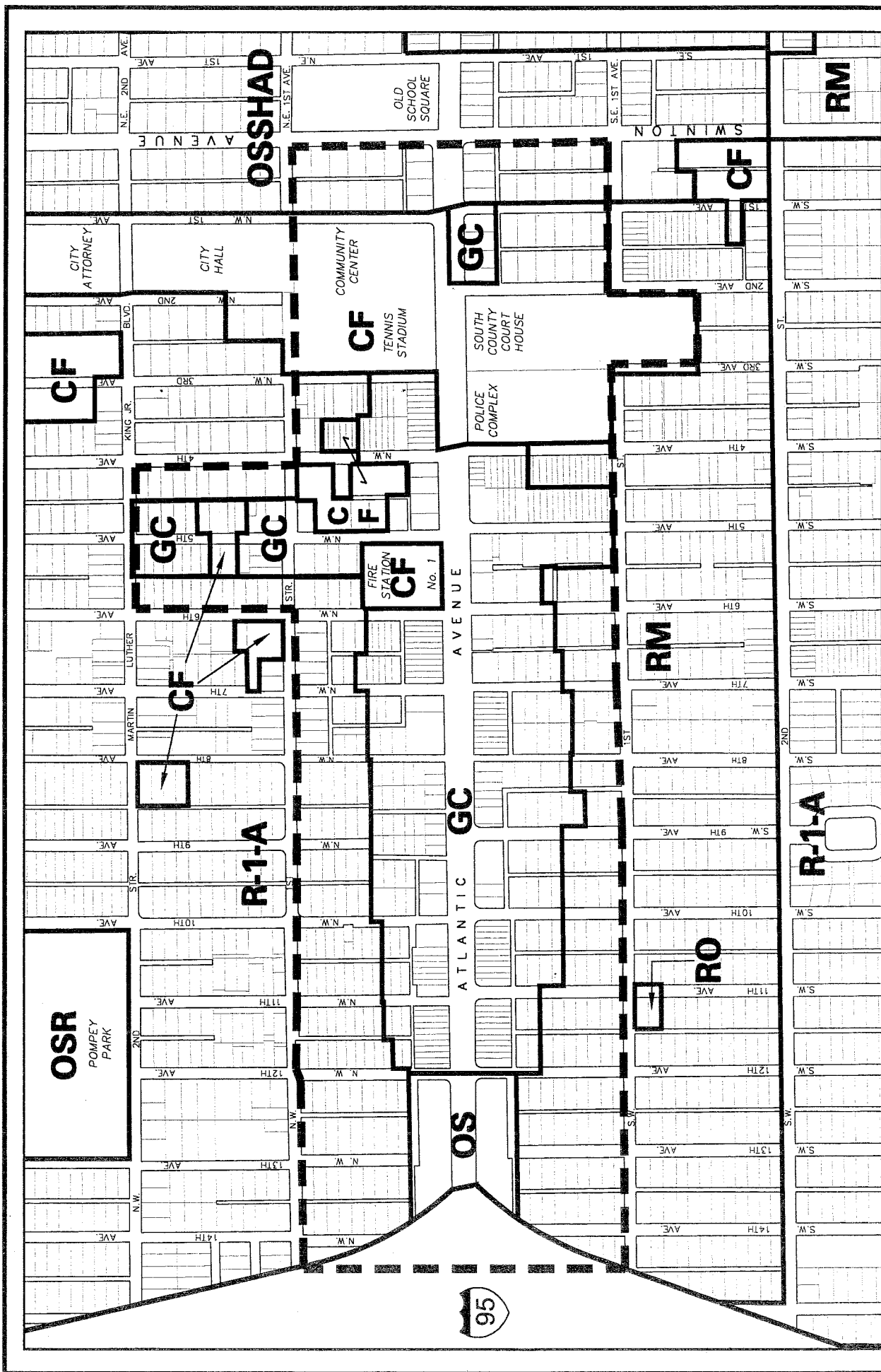
CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT

FIGURE 11a WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

PROPOSED FUTURE LAND USE MAP AMENDMENTS
FROM: COMMUNITY FACILITIES-PUBLIC BUILDING & LOW DENSITY RESIDENTIAL, 0-5 UNITS/ACRE
TO: GENERAL COMMERCIAL

-- DIGITAL BASE MAP SYSTEM --

MAP REF: LM463



WEST ATLANTIC AVENUE REDEVELOPMENT PLAN EXISTING ZONING DISTRICT MAP (JAN. 2000)

REDEVELOPMENT AREA BOUNDARY

for a mixed-use development. A Request for Proposals (RFP) for the project was issued on March 1, 2000 with the following project description:

"Development of a mixed-use redevelopment project, preferably with the building on the street, with retail or restaurant(s) on the first floor and offices, hotel and/or residential above. Parking would be situated behind the building. A mid-block pedestrian access to the rear parking would also be desirable."

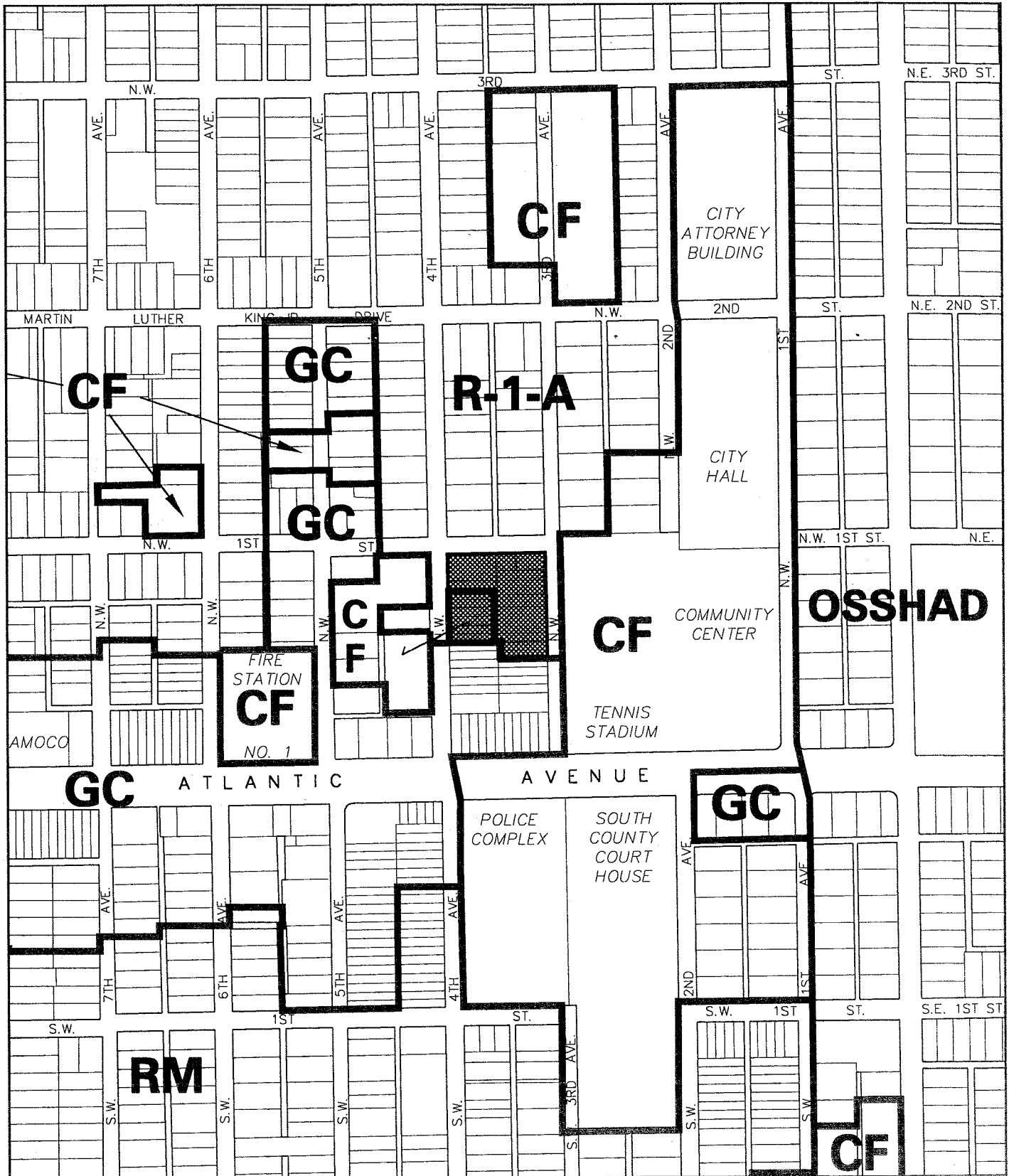
Discussions with developers during the RFP process indicated that at least some of the proposals were going to include housing as a major component that would extend into the rear of the 300 block. Although the CRA had already submitted an application to rezone the R-1-A portions of the property to CF, it became evident that this zoning would not allow the residential development that was to be included in some of the proposals. In order to accommodate this type of development on the block it would be necessary that the entire 300 block (Block 36) be zoned GC (See Figure 12A). Within the West Atlantic Overlay District, GC zoning allows residential densities up to 30 units per acre (subject to performance standards) through the conditional use process. Therefore, the CRA withdrew its application for CF zoning and requested that the City initiate a FLUM amendment and rezoning to General Commercial. The rezoning will be considered concurrently with the Future Land Use Map change in Comprehensive Plan Amendment 2000-2. It is recommended that development within this expanded GC area be limited to community facilities, residential redevelopment or parking for the project.

LAND DEVELOPMENT REGULATIONS

Following adoption of the Redevelopment Plan in 1995, a number of changes to the Land Development Regulations (LDR) were required to enforce the provisions of the Plan. The changes, which were processed as LDR text amendments included the following:

- ☐ Establishment of the West Atlantic Avenue Overlay District
- ☐ Elimination of the provision allowing height increases up to 60' in the West Atlantic Area east of NW 3rd Avenue and SW 4th Avenue
- ☐ Establishment of Architectural Review Committee as an advisory Board
- ☐ Elimination of special building setbacks for Atlantic Avenue
- ☐ Reduction of open space requirements for commercial parcels, without reduction of landscape requirements for parking areas and perimeter buffers to residential areas

In 1999, during the processing of Comprehensive Plan Amendment 99-1, the CRA requested that a greater density be permitted within the West Atlantic Avenue Redevelopment Area, via the Conditional Use process and subject to the same performance standards that apply in the Central Business District. This was necessary since the Redevelopment Plan called for two to four story mixed-use buildings with either residential or office on the upper floors and density limitations in the Comprehensive Plan



CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT

FIGURE 12a WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

PROPOSED REZONING

FROM: CF (COMMUNITY FACILITIES) & R-1-A (SINGLE FAMILY RESIDENTIAL)
TO: GC (GENERAL COMMERCIAL)

and Land Development Regulations would have generally limited residential development to one floor only. The CRA's recommendation was included in the amendment which was later adopted.

Following adoption of the Comprehensive Plan amendment, the Land Development Regulations were amended to allow residential density up to 30 units per acre in the West Atlantic Avenue Redevelopment Overlay Area as a Conditional use and subject to performance standards. This amendment was adopted by the City Commission on March 21, 2000.

WEST ATLANTIC AVENUE OVERLAY DISTRICT

While the GC district generally allows uses of a type and intensity that are appropriate for West Atlantic Avenue, the Redevelopment Plan calls for special development standards that reflect the needs and conditions of the area. In particular, it is important to prevent over-encroachment of commercial uses into established residential neighborhoods, while still providing enough flexibility to encourage commercial development. A two-tiered approach is applied to development within the 300' deep GC zoned area north and south of Atlantic Avenue. The following section outlines provisions that have been included in the *West Atlantic Avenue Overlay District* regulations within the GC zoning district of the LDRs. The Overlay District was created on December 5, 1995.

Uses

The Visions West Atlantic Steering Committee undertook a review of the permitted and conditional uses listed in the GC district at its meeting of July 11, 1994. Although the Committee felt that the majority of the uses listed in the GC district are appropriate for West Atlantic Avenue, they identified several uses that should not be permitted. The uses they recommended to be prohibited are:

- ☐ Retail or Wholesale Automotive Parts Sales
- ☐ Lawn Care Equipment Sales
- ☐ Contractor's Offices
- ☐ Abused Spouse Residences
- ☐ Shooting Ranges
- ☐ Gun Shops
- ☐ Adult Entertainment Establishments
- ☐ Service Stations

All of these uses are now prohibited within the Overlay District.

In addition to the elimination of the above uses, the committee suggested two further

changes to the GC district. First the Committee proposed restrictions on drive thru and drive in restaurants. One proposed change was to make drive in, or drive thru restaurants Conditional Uses, leaving other restaurants as Permitted Uses. This change was not included in the Overlay District regulations in 1995. It is recommended that the change be incorporated into the Overlay District regulations following adoption of this second amendment to the Redevelopment Plan. Finally, the Committee recommended adding a provision requiring that residential units located in the same structure as a commercial use be located above the first floor. This provision was included in the Overlay District Regulations in 1995, but was modified to require nonresidential uses on the ground floor facing the street in buildings facing West Atlantic Avenue or NW 5th and SW 5th Avenues.

Setbacks

Generally, the GC district requires 10' setbacks front, side, and rear. The front setback in the district is required to be a landscaped area. The side setbacks can be reduced to 0' when there is an alley to the rear of the property. Prior to adoption of the Redevelopment Plan, in addition to the above requirements, special front setbacks of 68' from the center line were required of all parcels fronting Atlantic Avenue. That requirement translates to a 15' front setback from the right-of-way line as it currently exists. This special setback requirement has been eliminated.

One of the goals of the Redevelopment Plan is to create a pedestrian friendly, human scale commercial area. In order to create that environment, the areas directly adjacent to commercial structures should be accessible to pedestrians. Sidewalk areas with adequate width, sidewalk cafes, window shopping opportunities, shelter for pedestrians (awnings, canopies, etc.) help to foster pedestrian activity in a commercial area. Requiring a 10' landscaped front setback is not conducive to this goal. Therefore, the front setback was reduced to 5' from the ultimate right-of-way for those properties fronting on West Atlantic Avenue within the Overlay District. It is recommended that the front setback reduction also be applied to properties fronting on NW 5th and SW 5th Avenues. The front setback must be primarily paver block either matching the existing sidewalks or in a color or pattern approved by the West Atlantic Avenue Architectural Review Committee (see below) and the CRA. These provisions will help to create the type of pedestrian areas necessary for an active downtown.

Architectural Review Committee

Visions West Atlantic called for the establishment of an Architectural Review Committee (ARC) to review all development proposals located in the Redevelopment Area. In 1995, the City and CRA established the ARC as a sub-committee of the CRA. However, because of limited participation by ARC members, the architectural review responsibilities were transferred to the WARC (West Atlantic Redevelopment Coalition).

The WARC consists of 9 board members serving staggered terms. Two of the WARC members are nominated by the CRA Board of Commissioners while the remainder are elected by the WARC membership. The WARC is a 501(c)(3) non-profit corporation supported by the CRA. Staff support is provided by the existing staffs of the Community Redevelopment Agency and the Planning and Zoning Department. The Board meets once a month.

Height Limits

Prior to the adoption of the West Atlantic Redevelopment Plan in 1995, LDR height regulations for the redevelopment area allowed a maximum height of 35' for structures in residential zoning districts and 48' in non-residential districts. Additionally, increases up to a maximum of 60' could have been approved on parcels located between NW 1st Street and SW 1st Street within the Redevelopment Area by the City Commission, with a Conditional Use approval.

The participants in the Visions West Atlantic Charrette stated a desire for a pedestrian friendly commercial area consisting primarily of one and two story structures. The preferences of Visions and the findings of the Charrette recommended that the maximum height permitted in the overlay district be reduced. The City Commission, however, felt two stories were too limiting to attract investment from the private sector. The City Commission voted to maintain the 48' height limit, however, the area where the height could be increased to 60' pursuant to LDR Section 4.3.4(J)(4)(b)(I), was limited to the portion of the West Atlantic Avenue redevelopment area between NW 1st Avenue and NW 3rd Avenue and between SW 1st Avenue and SW 4th Avenue.

Depth of Commercial Development

One of the important issues voiced by area residents is commercial encroachment into existing residential areas. Limits on the depth of commercial development from Atlantic Avenue, ranging from 150' to 300' were proposed in 1995. In order to allow for some flexibility for commercial developments while protecting existing residential areas the following system was established.

Generally, application of the GC district is limited to 300' in depth measured from the ultimate right-of-way of Atlantic Avenue (see the zoning map, page 54). One exception to this is the NW/SW 5th Avenue frontage which is zoned GC to NW 2nd Street and to SW 1st Street. The second exception is the North 300 Block (Block 36), the area bounded by NW 3rd Avenue and NW 4th Avenue. The block is proposed to be redeveloped through the sale of land to the private sector. The entire block is proposed to be rezoned to GC.

Within the GC district, commercial structures, except for those fronting on NW/SW 5th Avenue, are limited to 150' in depth from Atlantic Avenue. Accessory uses such as parking

areas, landscaping, and drainage retention areas are permitted in the remaining area of the GC district beyond the 150' limit. To allow for some flexibility in the applications, commercial developments are permitted to encroach beyond the 150' line with the approval of a Conditional Use by the City Commission. This provision allows the City to review, on a case-by-case basis, more intense developments than would be permitted under the 150' limit. The Conditional Use process requires public notice to all residents within 500' of the proposal, ensuring that opportunity for public comment on the project will be given. A second effect of this provision is that owners of single family residences within the GC district have the opportunity to convert their properties to an office or retail use with the approval of a Conditional Use.

Non-Conforming Uses

Non-conforming uses throughout the City are currently governed by the provisions of LDR Section 1.3.5. The Section prohibits non-conforming uses from expanding into additional floor area or making repairs exceeding 15% of the replacement cost of the structure in which it is located. If a non-conforming use ceases operation for 180 consecutive days, the use cannot be re-established. As the current provisions have been effective in the remainder of the City, no changes are proposed for provisions regarding non-conforming commercial uses in the Redevelopment Area. However, the Overlay District will provide for maintenance and/or reconstruction of non-conforming single family structures in the GC district, beyond 150' from Atlantic Avenue.

Parking Requirements

Within the Redevelopment Area in 1995, parking requirements for commercial structures were determined by the type of use and the total square foot area of the use. As the Redevelopment Plan calls for a pedestrian activity area and addition of public parking lots, the parking requirements for the Overlay District were established at one space per 300 square feet for all non-residential uses except restaurants. The parking requirement for restaurants was established at 6 spaces per 1,000 square feet. Parking requirements for residential land uses are as applied elsewhere in the City. The code should be further amended for hotels to encourage such development. It is recommended that the requirement be set at .7 space per room and 1 space per 300 square feet for meeting rooms and 6 spaces per thousand square feet for restaurants within the hotel.

In-Lieu Fee:

The in-lieu fee is an allowance for businesses in the CBD zoning district to reduce their parking requirement in exchange for a payment to the City's Parking Trust Fund of \$6,000 per space. The payment contributes to the construction of new public parking and maintenance of existing lots. Use of the in-lieu fee must be approved by the City Commission. As one of the goals of the redevelopment plan is the creation of public

parking, the in-lieu fee has been adopted for the West Atlantic Overlay District. To further promote redevelopment in this area, the in-lieu fee was reduced from \$6,000 to \$4,000 within the Overlay District in 1999.

Access and Curb Cuts:

As the Vision calls for encouragement of pedestrian activity on the Avenue, parking areas and the access to parking areas should be located to the rear of commercial structures fronting on West Atlantic Avenue. No new parking lots, or curb cuts to access parking lots will be permitted on West Atlantic Avenue. Existing curb cuts on the Avenue should be eliminated whenever possible.

Window Security Systems

The Avenue contains several buildings which have "burglar" bars installed over the windows on the ground floor. The CRA has, in the past, encouraged property owners and business tenants to remove the unsightly bars and has compensated the owner for 50% of the cost of removal and the use of security film. Few have responded. The Redevelopment Plan calls for the prohibition of bars and the eventual removal over a five-year period.

Landscaping and Open Space

Street Trees, Sidewalks and Curb Cuts

The City has carried out a number of projects to beautify and improve Atlantic Avenue. In 1988 the existing landscape medians were installed. At the same time, the existing street trees were added on the north and south sides of the travel lanes. Paver block sidewalks also have been added. The CRA has been successful in receiving a number of grants for additional beautification to the right-of-way of West Atlantic Avenue. The beautification utilizes US Department of Transportation Intermodal Surface Transportation Efficient Act (ISTEA) and Keep Palm Beach County Beautiful, Inc. dollars to provide for trees (live oaks, royal palms and coconut palms) in the landscape nodes, ground cover, irrigation, "Delray Red" brick sidewalks and crosswalks, spun concrete light poles, burying utilities under ground, and limited drainage.

New developments along West Atlantic Avenue should maintain and expand on the impending street tree planting and paver block, including sufficient ground cover and irrigation to support these changes. Specifically, developers should utilize the "Delray Red" brick, removing existing header curb and lock edge, and replacing them with brick to the curb. Approved trees include live oaks, royal palms, and coconut palms (18', 65 gallon). Developers should remove curb cuts whenever possible. If removal is not possible, they should reduce curb cuts to a maximum of 21'. In the event of a curb cut reduction or

removal, curbs and gutters must be restored.

On-Site Landscaping Requirements:

Except as noted elsewhere in this report, landscape requirements will be as are applied elsewhere in the City.

Open Space:

A minimum open space requirement must be met for all sites in the GC zoning district. According to the definitions in the LDRs, open space refers only to landscaped areas. In May of 1995, an amendment to the CBD (Central Business District) regulations reduced the 25% requirement for the district to 10% and eliminated open space requirements for properties within one block of East Atlantic Avenue. Since a reduction of the open space requirement is also appropriate for the overlay district, the CRA requested that a similar reduction be made. An amendment reducing the open space requirement to 10% was approved on December 5, 1995. All landscaping requirements for parking lots and buffering residential properties still apply within the overlay district. Those requirements ensure proper buffering of residential areas, while permitting property owners to create pedestrian plazas or outdoor dining areas in place of landscape areas.

DEVELOPMENT OPPORTUNITIES ANALYSIS

Urban Design Principals

Based on the zoning requirements and existing development, CRA staff reviewed the commercially zoned portion of each block of the redevelopment area and estimated its development potential.

Each block was analyzed conceptually taking into consideration the following vital, urban design principals:

1. Buildings on the Avenue should have a residential scale no more than four stories (except in the cultural government sub area). Retail uses should dominate first floor spaces and office and residential should be located on upper floors.
2. Buildings on the Avenue should be situated adjacent to the public, pedestrian sidewalk, and parking should be placed in the rear. Parking forms a buffer to the residential, mostly single-family, to the rear of commercial.
3. Sidewalks are an extremely important part of West Atlantic's urban design.

They should be foremost pedestrian friendly, wide, colorful, lighted, and uninterrupted. The result of this leads the urban plan to set buildings back five to ten feet and enlarge sidewalks to at least 10 to 15 feet. Decorative street lights should dot the Avenue. The texture of the sidewalks and setbacks should be "Delray" red brick. Curb cuts should be eliminated on West Atlantic Avenue, particularly when redevelopment occurs so the pedestrian has fewer impediments.

4. Alleys should be paved and widened, if possible, to provide access to the rear of both commercial and residential properties. The rear alley access eliminates the need for curb cuts in the front of buildings. Pedestrians can walk more easily without the curb cut impediments. Happy pedestrians equate to greater consumption of goods and services, and therefore, greater activity for the Avenue.
5. Good landscaping should buffer the commercial from the single-family residential neighborhoods.
6. Brick plazas in front of buildings should be connected to the wide brick avenue sidewalks. Plazas become spaces in which to meet, eat, and socialize.
7. Mid-block pedestrian access should be encouraged on Atlantic Avenue to allow pedestrians to cut through buildings to access the rear parking and likewise to allow consumers to conveniently walk from their parked automobile to the Avenue "through the buildings."
8. Encourage immediate development of infill single-family housing on vacant lots within the first block of Atlantic Avenue in order to produce more consumers for the Avenue and to assist in stabilizing the residential neighborhoods which, in turn, will stabilize the commercial areas.
9. Encourage development of residential apartments and condominiums above first floor retail in order to energize consumer activity.
10. Encourage development of office space above first floor retail, particularly in the government/cultural center area (5th Avenue to Swinton) section of the West Atlantic redevelopment area. Office workers are important in creating demand for retail goods and services and in creating demand for local housing.
11. Parking lots should be shared by uses, particularly among commercial users and non-commercial users, such as churches.
12. Developments could be accomplished in small increments but larger projects

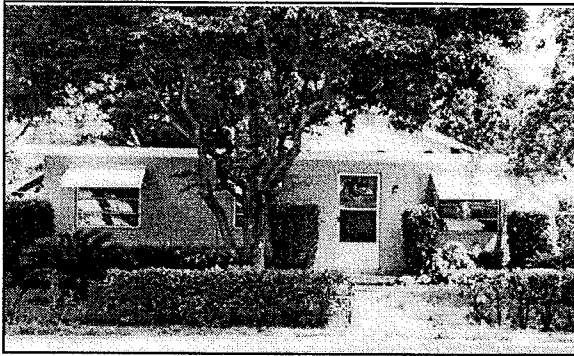
(utilizing the entire Atlantic Avenue frontage) may be more practical, especially considering the need to provide parking in large increments.

Block Redevelopment Plans

These principles, derived from the goals of Visions West Atlantic, are illustrated on a block-by-block basis in the following part of this report. The illustrations are diagrams of what may be possible and should not be considered as what actually will occur on properties. In every case the redevelopment extends only to the boundary of the commercially zoned areas and never infringes on the residential areas.

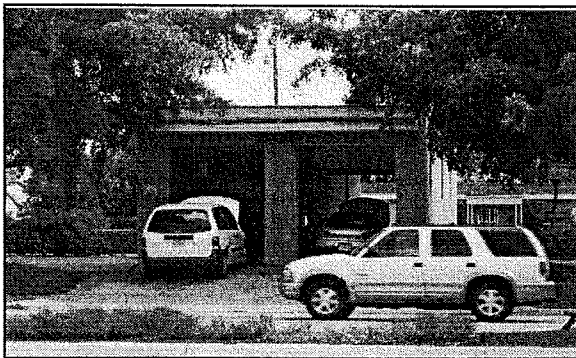
The redevelopment block diagrams may assist the CRA and the City in evaluating the quality of site plan proposals by developers and applicants. Underwritten in every diagram is the overriding public policy that acquisition of properties for redevelopment should minimize displacement. Furthermore, the redevelopment block diagrams, when summarized as a whole, quantify future land uses. (See Table 6, p. 51).

North 1100 Block



West Atlantic Avenue Frontage

This block is located on the north side of Atlantic Avenue between NW 12th Avenue and NW 11th Avenue. The Atlantic Avenue frontage currently contains a non-conforming auto repair use (Byrd's), a single-family home that could be converted to commercial, and several vacant parcels. Development opportunities for the block are hampered by residential uses on the rear lots and the small, vacant parcels on the frontage. However, over time if the parcels could be assembled, a more intense use may result.



Byrd's Garage on West Atlantic Avenue

The diagrammatic plan assumes land could be assembled to accomplish the desire to more intensely develop the block. The two existing structures might

remain and smaller structures could be built as in-fill over time in conjunction with parking.

In the alternative, the entire area could, given a more lengthy time frame, be redeveloped with a new structure fronting West Atlantic Avenue. A 70-space parking lot could support an 18,000 to 21,000 square foot commercial building.

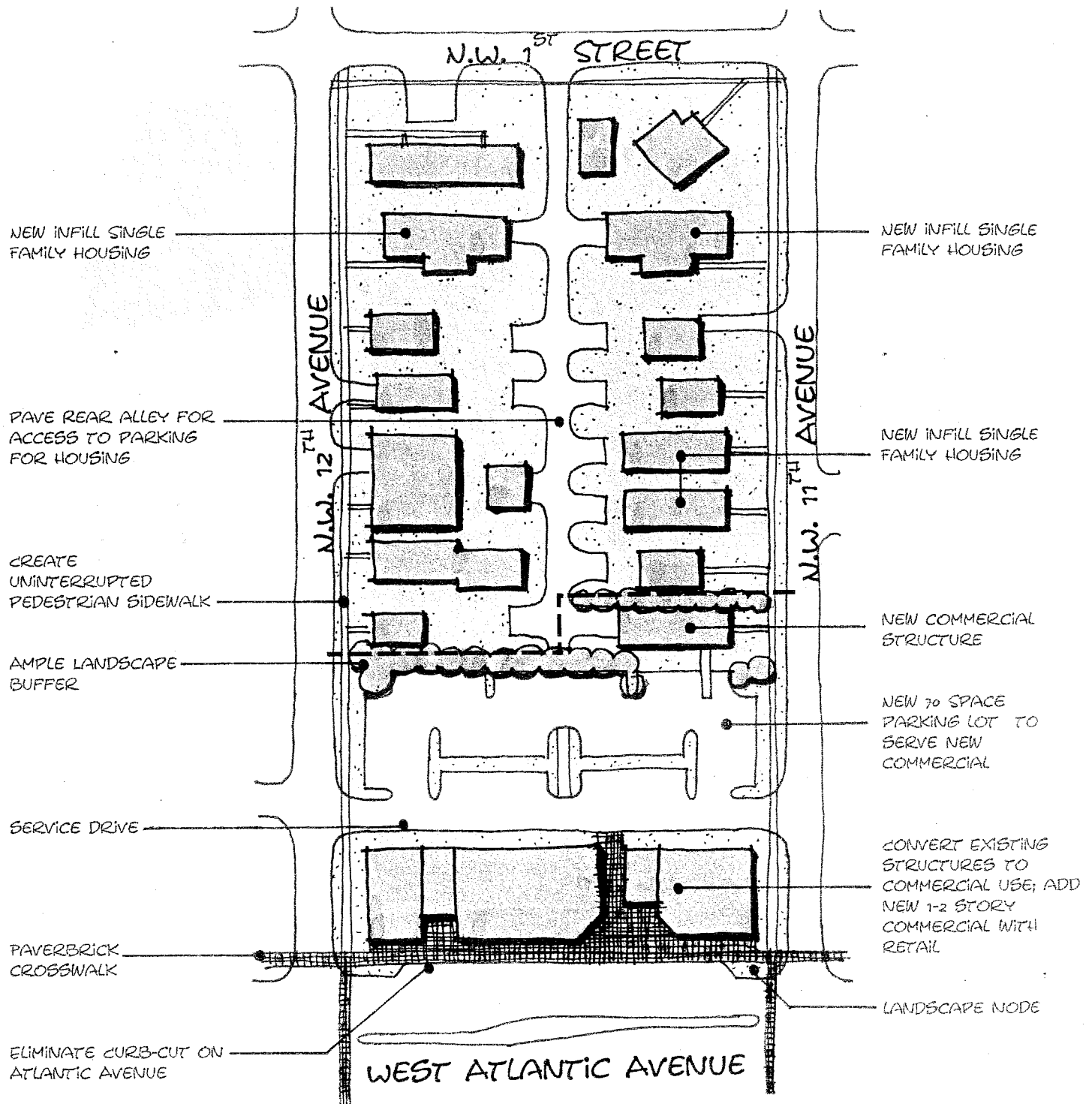


New Infill Housing Example

Note the suggested buffer between the commercial area and residential as well as the paving of the residential alleys. Several vacant lots in the residential zone could be developed for in-fill, single family homes.



Entry to West Atlantic Avenue from Interstate 95



N. 1100 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



BLOCK PROGRAM

RETAIL:	15,000 S.F.
NEW INFILL S.F.:	4
PARKING:	70

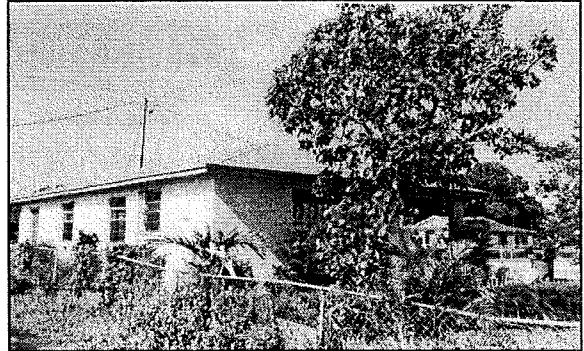
South 1100 Block



Mario's Market on West Atlantic Avenue

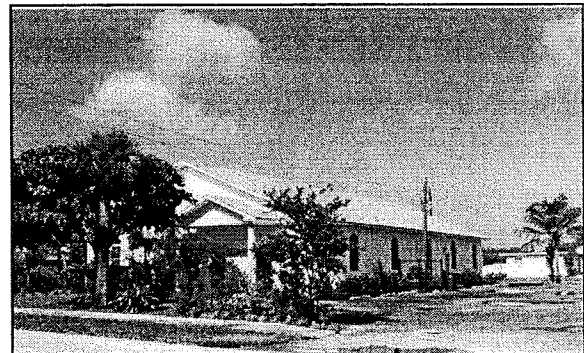
This Block is on the south side of Atlantic Avenue between SW 12th Avenue and SW 11th Avenue. The West Atlantic frontage currently contains a single-family house and a small grocery store (Mario's Market). There appears to be the opportunity to convert the single-family structure to commercial and develop the remaining area with a new building. The upper floors of the new structure could be residential apartments. To support this development, a 90 space parking lot would be constructed in the rear.

As illustrated in the diagrammatic plan, the plan calls for wide sidewalks, elimination of all curb cuts on Atlantic Avenue, a plaza in front of the corner property, and parking in the rear. An ample buffer between residential and commercial parking should be constructed.

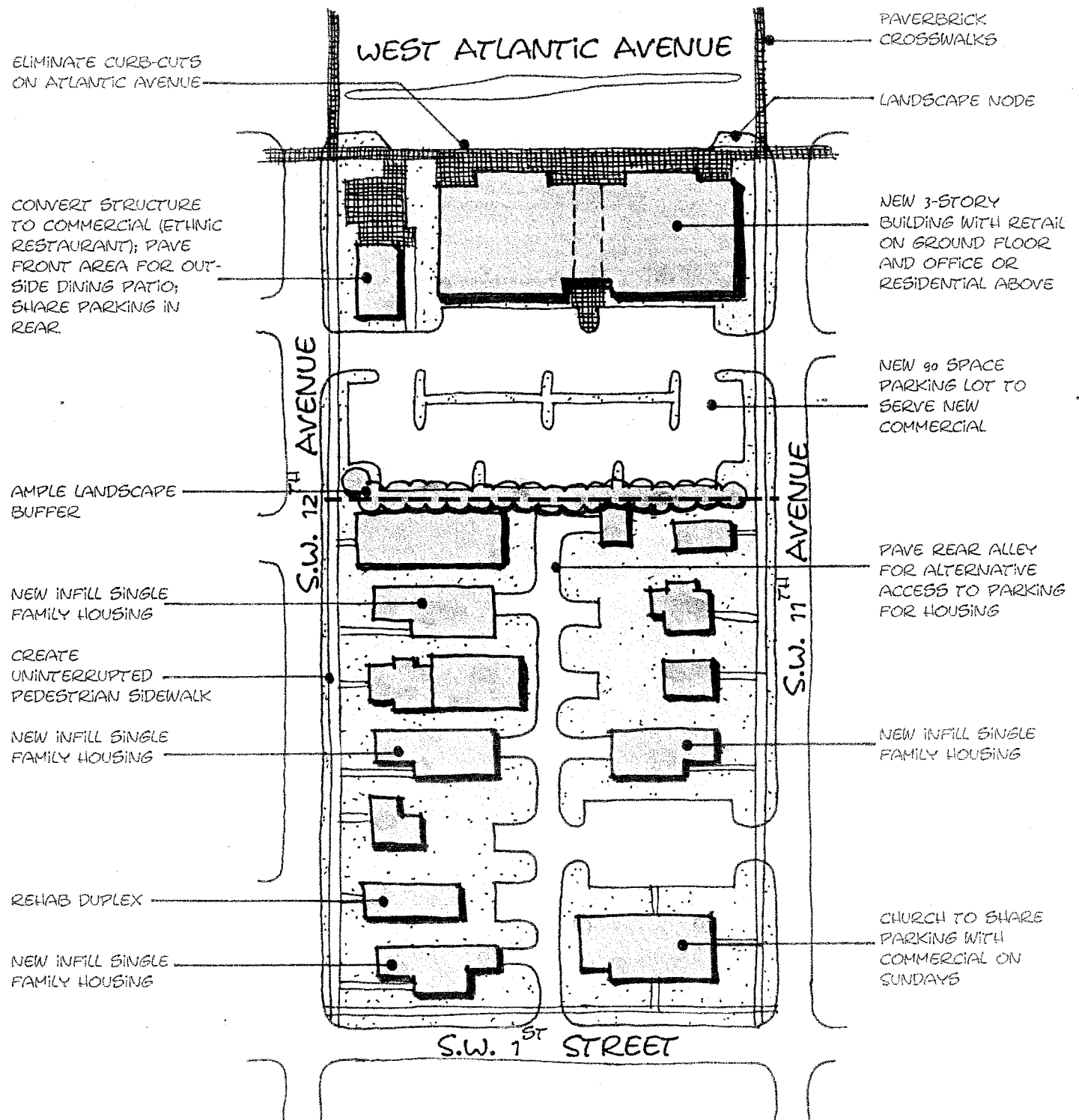


Corner House on West Atlantic Avenue

In the rear of the block, an opportunity exists to build several new in-fill, single-family structures to assist in stabilizing the area. Also note the paving of the rear alley in order to provide better access for the automobile, thus avoiding conflicts with pedestrians.



Church on SW 11th Avenue



S. 1100 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

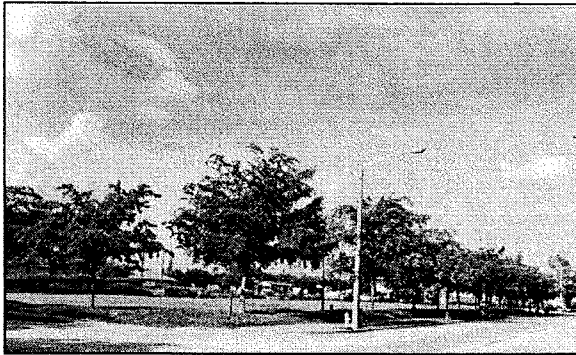
DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



BLOCK PROGRAM

RETAIL:	13,000 S.F.
APARTMENTS:	48
NEW INFILL S.F.:	4
PARKING:	90

North 1000 Block



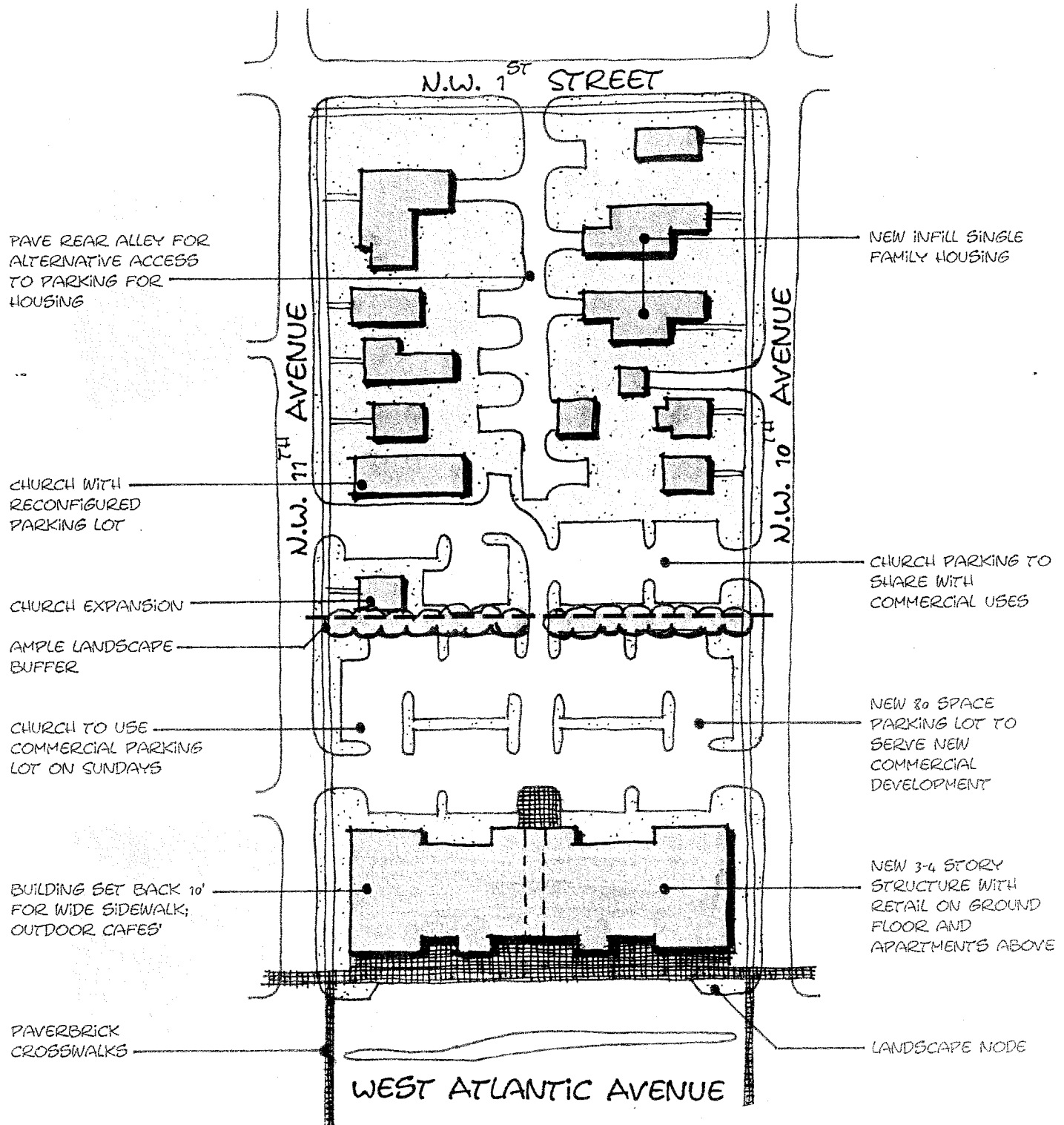
Vacant Land on West Atlantic Avenue

This block has been designated in the Redevelopment Plan as an area for acquisition by the CRA (refer to Table 9, page131).

This block is located on the north side of Atlantic Avenue between NW 11th Avenue and NW 10th Avenue. The entire frontage on Atlantic is vacant as are several parcels fronting on NW 10th Avenue. The block could accommodate a three-story building with retail on the ground floor and apartments on the upper floors or office on the upper floors. A church fronts on NW 11th Avenue and owns a parking lot fronting on NW 10th Avenue. An opportunity exists to improve the church parking by both expanding to the adjacent property on NW 11th Avenue and by sharing parking with the parking created by a new project.

The diagrammatic plan illustrates a commercial building on the Avenue, set back 10' in order to create 15' of sidewalk. The area would be ideal for sidewalk cafes and socializing.

The plan also illustrates the construction of two new in-fill, single-family homes on vacant lots located in the residential zone. Also note the paved alleys in the rear of the residential homes which would provide better parking for the automobiles.



N. 1000 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY REACH COMMUNITY REDEVELOPMENT AGENCY

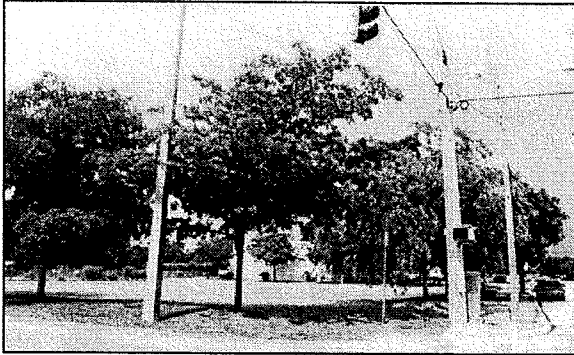


NORTH
1"=100'

BLOCK PROGRAM

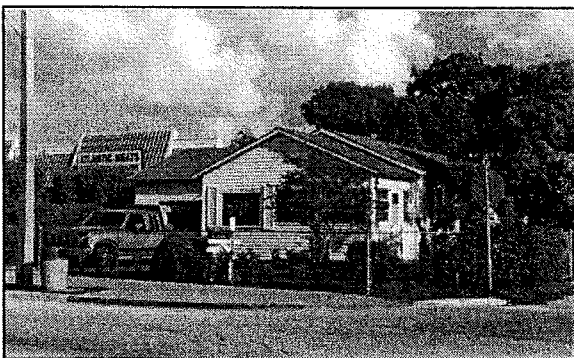
RETAIL:	15,000 S.F.
APARTMENTS:	32
NEW INFILL S.F.:	2
PARKING:	80

South 1000 Block



West Atlantic Avenue Frontage

This Block is on the south side of Atlantic Avenue between SW 11th Avenue and SW 10th Avenue. The Atlantic Avenue frontage contains one single-family house (which could be converted to commercial), a recently renovated strip center containing a Chinese restaurant and a fish market and vacant land. The opportunity exists to construct a more intense use on the vacant parcel if land for parking could be acquired to the rear of the parcels.



Corner House on West Atlantic Avenue

The diagrammatic plan illustrates wide sidewalk fronting Atlantic avenue, plazas in front of the buildings, and all parking in the rear. The parking lot in front of the existing center should be eliminated and

converted to a brick plaza.



New Strip Center on West Atlantic Avenue

In the rear of the block, zoned residential, an opportunity exists for a single-family in-fill home. Note the paved alley in order to provide better access for parking.

The upper floors of the new structure fronting Atlantic Avenue could be apartments. The parking in the rear would be shared by retail consumers (during the day) and apartment dwellers, whose peak demand is at night.



Church on SW 10th Avenue

ELIMINATE CURB CUT,
EXPAND BUILDING AND
CREATE PATIO FOR
NEW RESTAURANT

CONVERT EXISTING
HOUSE TO COMMERCIAL

CONVERT EXISTING
HOUSE TO COMMERCIAL

AMPLE LANDSCAPE
BUFFER TO
RESIDENTIAL

PAVE REAR ALLEY FOR
ALTERNATIVE ACCESS
TO PARKING FOR
HOUSING

CREATE
UNINTERRUPTED
PEDESTRIAN SIDEWALK

WEST ATLANTIC AVENUE

PAVERBRICK
CROSSWALK

LANDSCAPE NODE

NEW 3-4 STORY
STRUCTURE WITH
RETAIL ON GROUND
FLOOR AND
APARTMENTS ABOVE

SERVICE DRIVE

NEW 100+ SPACE
PARKING LOT TO
SERVE EXISTING AND
NEW COMMERCIAL AND
APARTMENTS

NEW INFILL SINGLE
FAMILY HOUSING

CHURCH TO SHARE
PARKING WITH
COMMERCIAL USES ON
SUNDAY

S.W. 11TH AVENUE

S.W. 10TH AVENUE

S.W. 1ST STREET

S. 1000 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



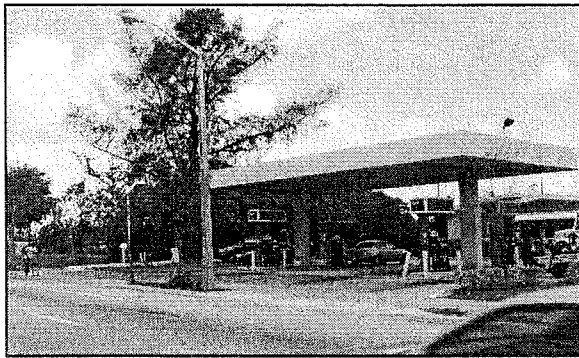
BLOCK PROGRAM

RETAIL:	16,000 S.F.
APARTMENTS:	24
NEW INFILL S.F.:	1
PARKING:	100+

North 800-900 Blocks

The North 900 Block, located between NW 9th Avenue and NW 10th Avenue on the north side of Atlantic Avenue, currently contains a night club (Backroom) and a small strip shopping center. A vacant lot separates the two.

The North 800 Block, located between NW 8th Avenue and 9th Avenues, contains an Exxon service station on the corner of NW 8th Avenue and the remaining parcels on the Atlantic frontage are vacant.



Exxon Station on West Atlantic Avenue

There exists a rare opportunity to combine the two blocks in order to build a larger shopping center, one which could attract national tenants, particularly apparel retailers. The diagrammatic plan illustrates constructing at least 30,000 square feet of new, ground floor retail which could be occupied by 3,000 to 10,000 square foot tenants or a combination of one or two large tenants and several smaller tenants.

The center would eliminate NW 9th Avenue except in the residentially zoned area. A major entry feature and plaza is suggested in order to attract the attention

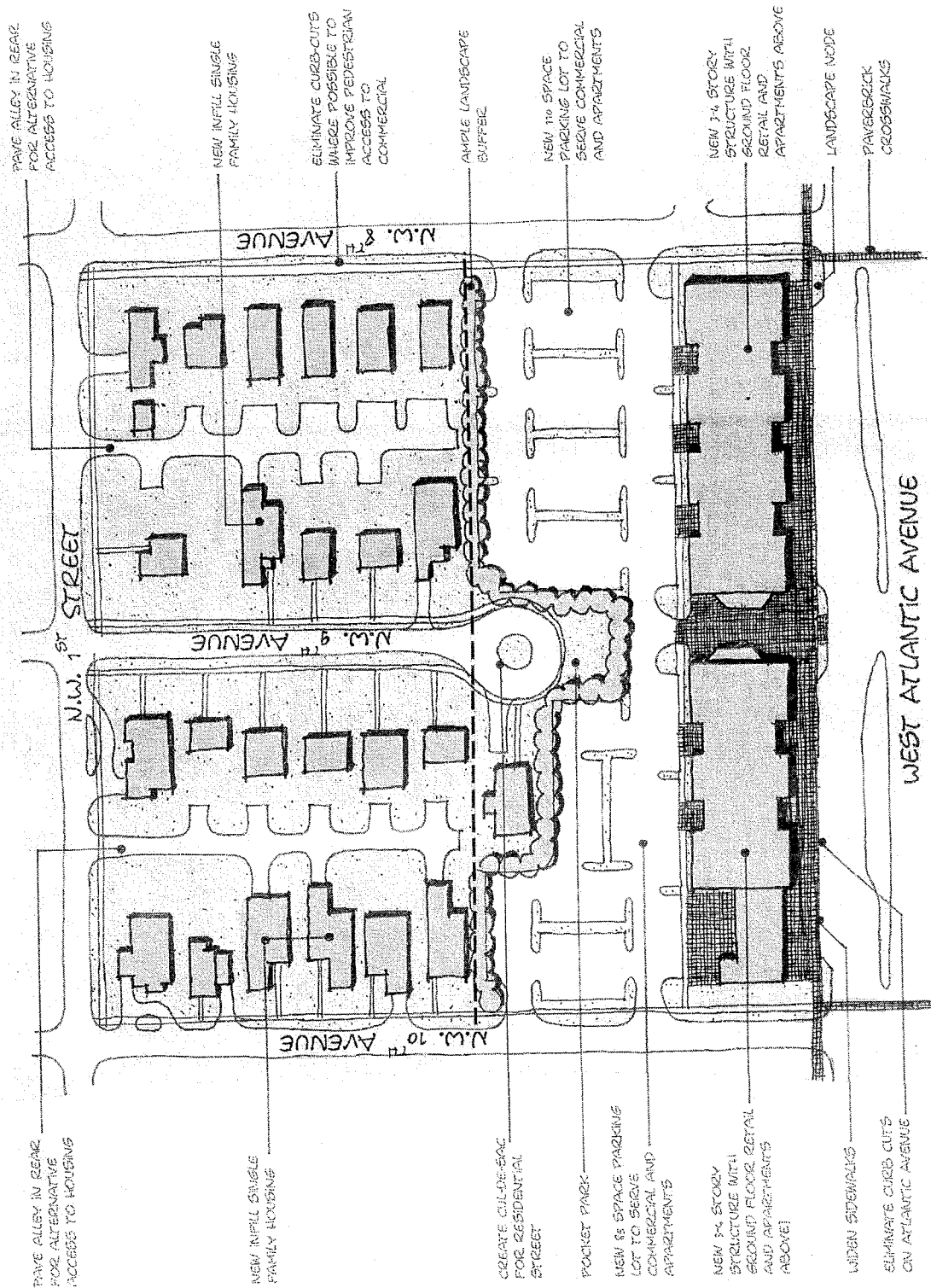
of the consumers walking and driving by.

NW 9th Avenue in the rear would be terminated by constructing a cul de sac. The improvement would dramatically reduce the intrusion of commercial activity onto the street.

In 1999, the City and CRA met with the residents of the first block of NW 9th Avenue concerning the construction of the cul de sac. The residents were against the proposal and preferred a straight connection with West Atlantic Avenue. This, of course, would eliminate the opportunity to develop a large center and would dictate the creation of two smaller sites.

Also, the Plan depicts constructing new in-fill, single-family homes on the vacant lots in the residential zone and constructing alleys in the rear of the residential homes in order to provide better organization for parking.

The project, because of its size, could likely attract a developer whose interest would include not only retail development but also residential (upper floor) development. Fifty to 60 apartments could be built in a four-story building.



N. 800 & 900 BLOCKS

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=140'

BLOCK PROGRAM

RETAIL:	34,000 S.F.
APARTMENTS:	54
NEW INFILL S.F.:	4
PARKING:	195

South 900 Block

This Block is on the south side of Atlantic Avenue between SW 9th Avenue and SW 10th Avenue. The Atlantic Avenue frontage currently contains a convenience store (Bi-Lo) and coin laundromat. Future expansion could include in-fill retail uses along the frontage, however, rear lots would need to be acquired for parking. A vacant frontage parcel on the SW 10th Avenue corner could be logical for additional retail development with possibly apartments on the upper floors.

The diagrammatic plan illustrates creating wide brick sidewalks with no curb cuts on Atlantic Avenue, an internal plaza within the retail shopping area, and organizing all the parking in the rear of the commercial. The parking would be buffered by heavy landscaping adjacent to the residential.

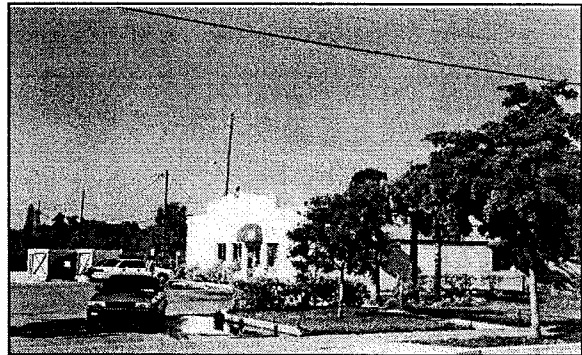
The alternative, a more long-term approach, would be to acquire all the properties in the commercial zone and create a site for new development.

Shared parking with area churches would be an important use of the new commercial parking.

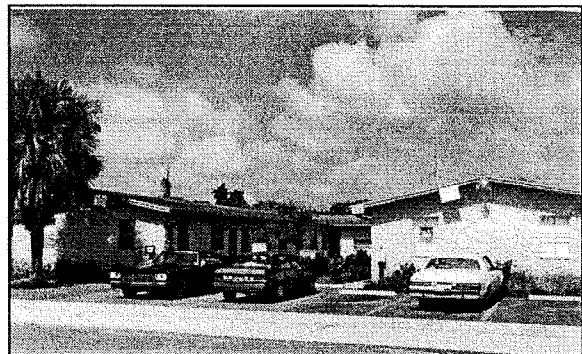
The rear of the block, zoned residential, shows an opportunity for new in-fill, single-family housing. The existing housing, both single-family and duplexes, are in need of rehabilitation.



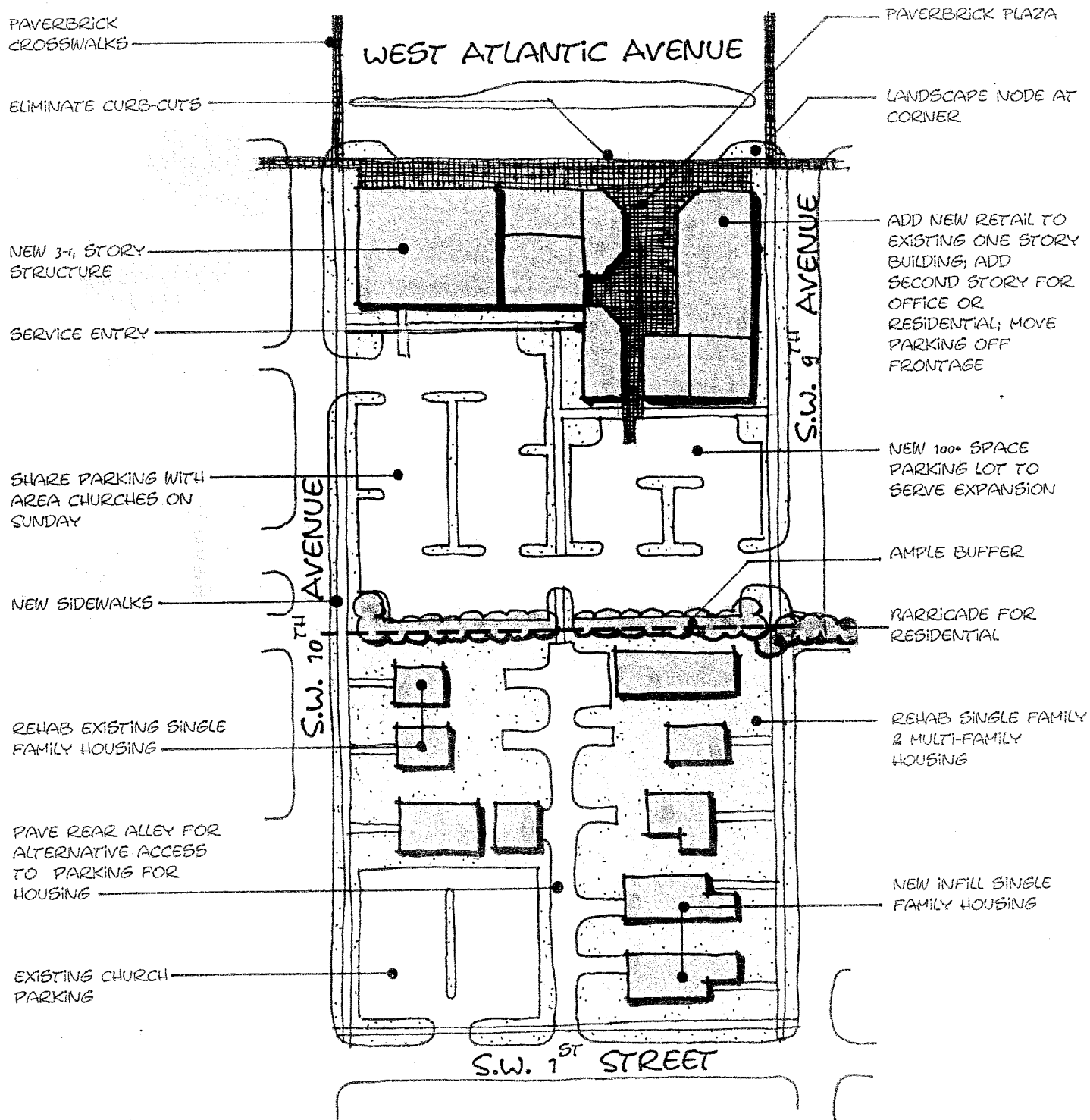
Coin Laundry on West Atlantic Avenue



Bi-Lo Market on West Atlantic Avenue



Multi-Family Housing on SW 9th Avenue



S. 900 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY REACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=100'

BLOCK PROGRAM

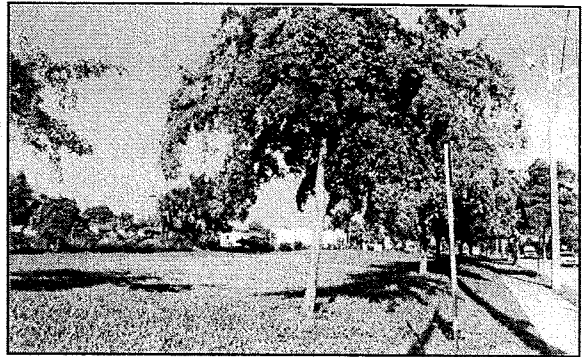
RETAIL:	17,500 S.F.
APARTMENTS:	10
NEW INFILL S.F.:	2
PARKING:	100

South 800 Block

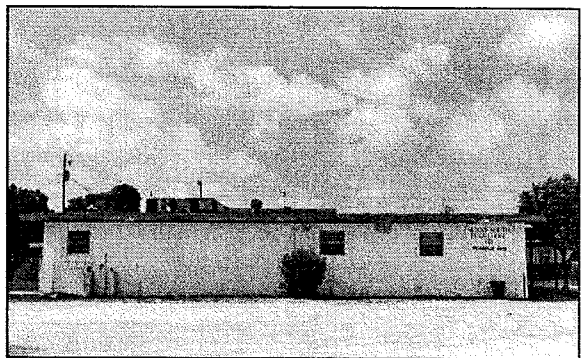
The West Atlantic frontage of the South 800, located on the south side of Atlantic Avenue, between 8th and 9th, is entirely vacant. In addition, there is a vacant lot fronting SW 8th Avenue and a large, unimproved parking lot on SW 9th Avenue formerly owned by the Elks Club. The block lends itself to a one or two building development fronting Atlantic with parking in the rear.

The diagrammatic plan illustrates an opportunity to construct a single building on the Avenue with apartments or offices on the upper floors and new retail on the ground floor. A mini-anchor, such as an apparel or shoe store (5,000 to 10,000 square feet), could be included in the development as well as an anchor restaurant (4,000 to 6,000 square feet). Parking is organized in the rear and could be shared with the apartment complex on SW 9th Avenue in order to create better pedestrian access to the Avenue. The new structure should create wide brick sidewalks and an entry plaza.

The rear of the block, zoned residential under this Plan, would create a rear alley access for the houses on the block. Curb cuts on the street would be eliminated.



West Atlantic Avenue Vacant Land



Elk's Lodge (Demolished in 1999)

PAVERBRICK
CROSSWALKS

WIDE SIDEWALK

ANCHOR NEW PROJECT
WITH ETHNIC
RESTAURANT

CREATE PASSAGE IN
MID-BLOCK FOR
PEDESTRIAN ACCESS
TO PARKING

NEW PARKING LOT

BARRICADE FOR
RESIDENTIAL

REHAB EXISTING MULTI-
FAMILY HOUSING

ELIMINATE CURB-CUTS
ON STREET; MOVE
PARKING FOR
RESIDENTIAL TO REAR;
ADD NEW SIDEWALK

WEST ATLANTIC AVENUE

S.W. 9TH AVENUE

S.W. 8TH AVENUE

S.W. 1ST STREET

LANDSCAPE NODE

NEW 3-STORY
STRUCTURE WITH
RETAIL ON GROUND
FLOOR AND
APARTMENTS ABOVE

SERVICE DRIVE AND
SHORT-TERM
CUSTOMER PARKING

NEW 100+ SPACE
PARKING LOT TO
SERVE NEW BUILDING
ON ATLANTIC AVENUE

AMPLE BUFFER

PAVE ALLEY FOR
REAR ACCESS TO
RESIDENTIAL

REHAB EXISTING
RESIDENTIAL
DEVELOPMENT

S. 800 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=100'

BLOCK PROGRAM

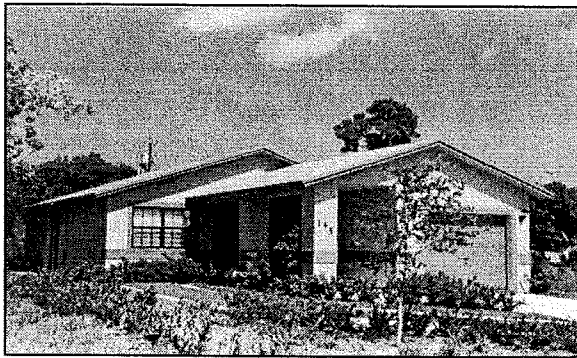
RETAIL:	20,000 S.F.
APARTMENTS:	32
PARKING:	125

North 700 Block (Block 4)

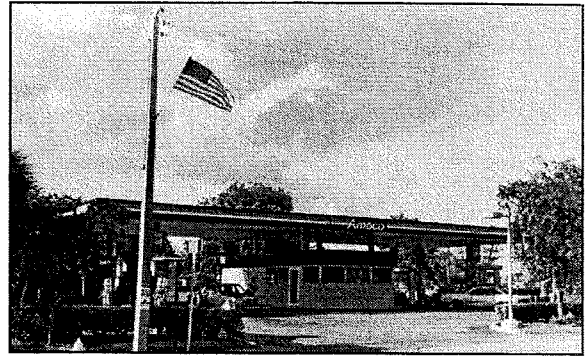
This Block, located on the north side of Atlantic Avenue between NW 7th Avenue and NW 8th Avenue, currently contains an Amoco service station and a vacant corner. The service station will likely remain in its current location.

The diagrammatic plan illustrates a new, two-story office building which would contain retail services on the ground floor. The plan assumes the Amoco station would not move.

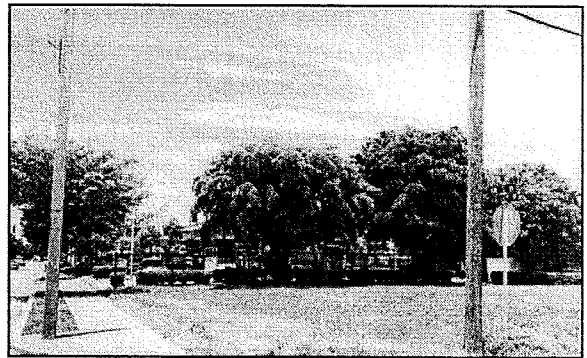
The plan also depicts the construction of new in-fill, single-family homes on the vacant lots located in the residential zone. The alleys are improved in order to provide a better location to park the automobile.



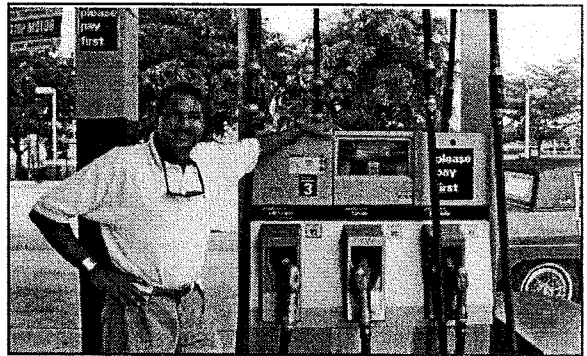
New Infill Housing Example



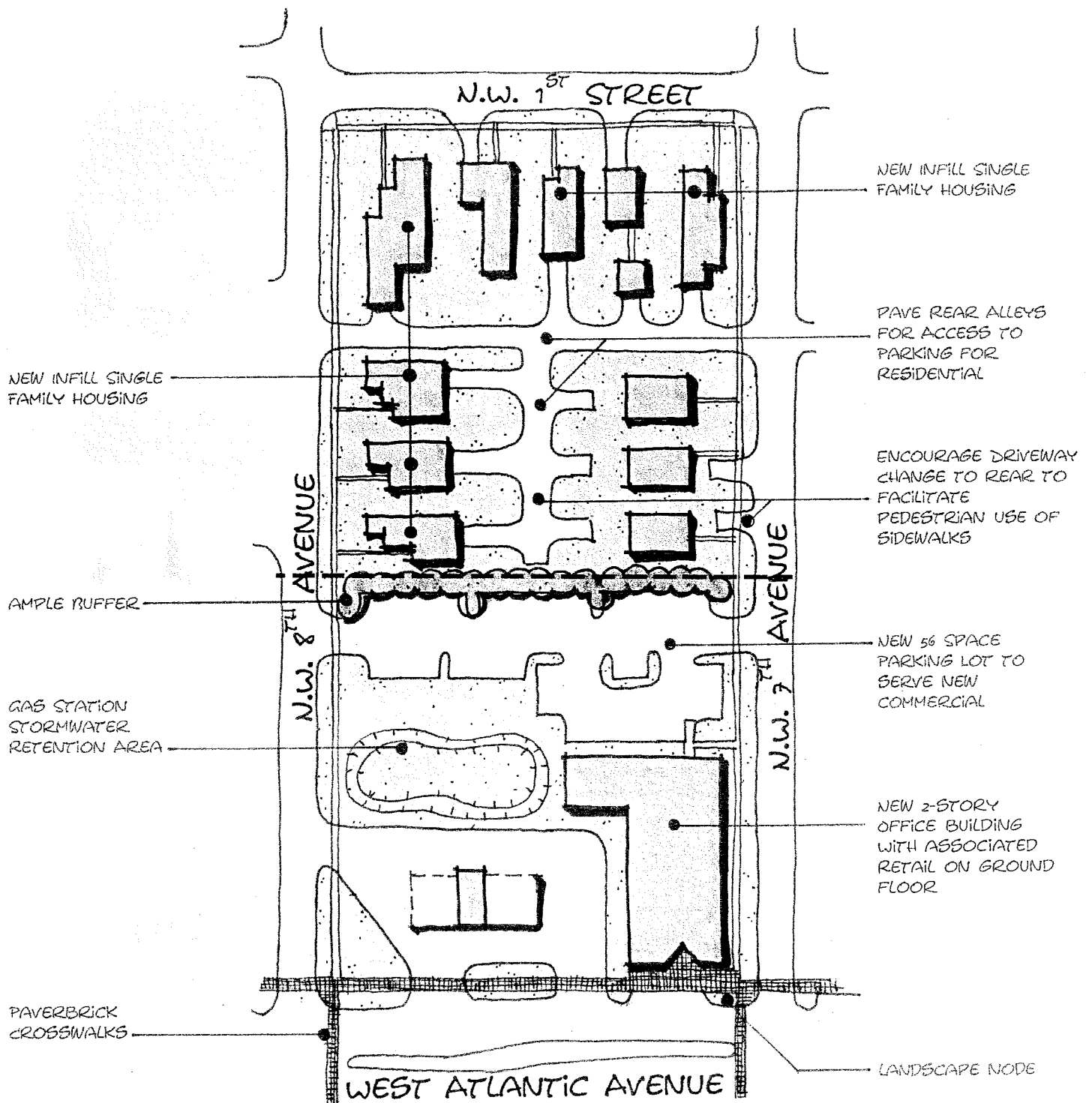
Amoco Station on West Atlantic Avenue



Vacant Land with Amoco in Background



Amoco Station Owner, Howard Lewis



N. 700 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=100'

BLOCK PROGRAM

RETAIL:	5,000 S.F.
OFFICE:	15,000 S.F.
GAS STA:	1,000 S.F.
TOTAL	21,000 S.F.

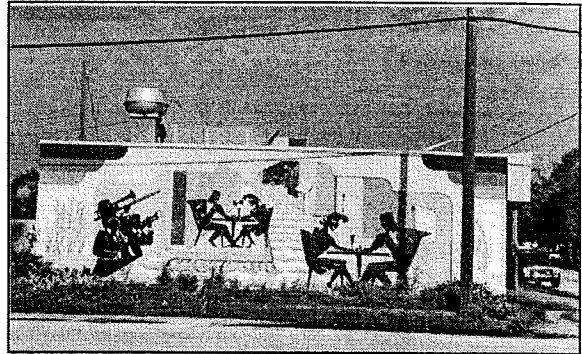
NEW INFILL S.F.: 6

PARKING: 56

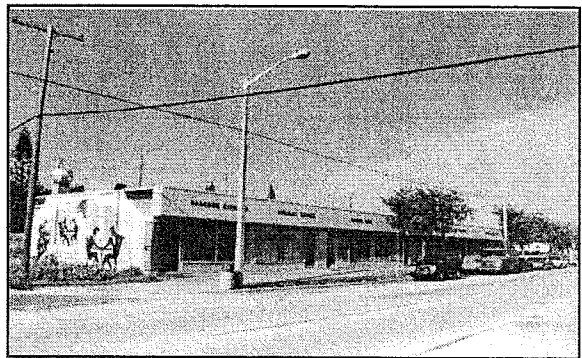
South 700 Block (Block 5)

This Block, located between SW 7th Avenue and SW 8th Avenue on the south side of Atlantic Avenue, currently contains a small, one-story building with approximately five retail shops (Parker's Kitchen, etc.). The corner on SW 8th Avenue is vacant. The new owner recently proposed to landscape the site and construct parking in the rear. Although an opportunity to add additional retail at the corner may be feasible, the project may create a parking shortage. A more suitable alternative may be to acquire, over a long term, a larger area in which to construct a new, large building whose parking would be organized in the rear of the property. The new structure could contain residential or office on three upper floors with new retail on the ground floor. In addition, the new building with proper bay depths could accommodate a medium-size anchor (10,000 to 12,000 square feet) such as an apparel, shoe, entertainment, restaurant, pharmacy, and others.

The diagrammatic plan illustrates the wide brick sidewalk and an important mid-block pedestrian walkway through the building to access the parking more comfortably.



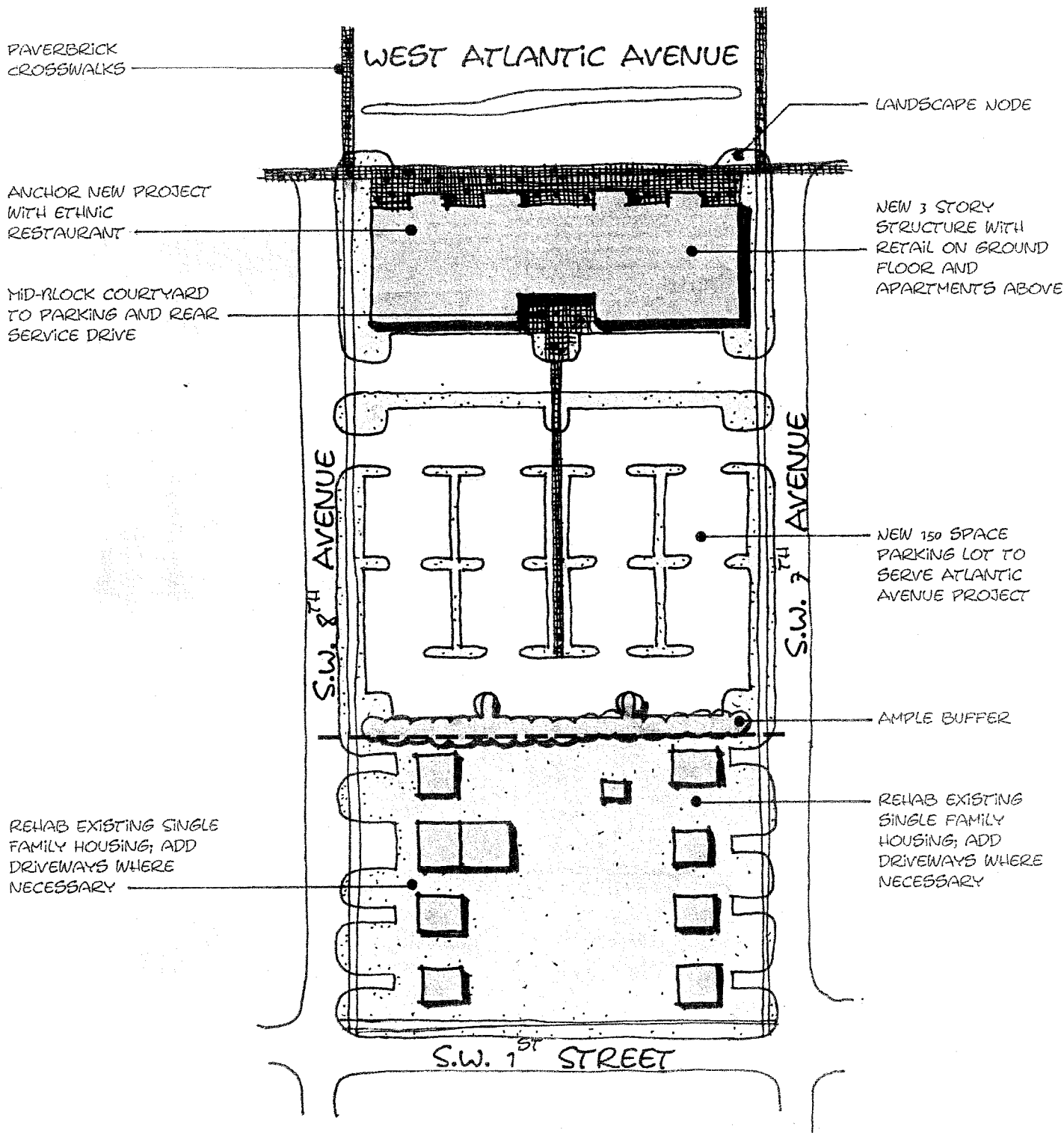
Community Mural on SW 7th Avenue



West Atlantic Avenue Frontage



Rear View of Existing Building on West Atlantic Avenue



S. 700 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



BLOCK PROGRAM

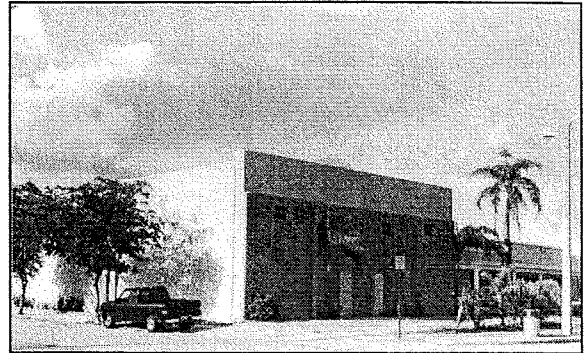
RETAIL:	15,000 S.F.
APARTMENTS:	48
PARKING:	150

North 600 Block (Block 12)

This Block is on the north side of Atlantic Avenue between NW 6th Avenue and NW 7th Avenue. The block currently contains several structures facing West Atlantic that lack such basic commercial improvements (electric, plumbing, and air conditioning) that it has been almost impossible to attract retailers to the buildings. To the rear of the structures are several, small, poorly improved parking lots. Future development in this block may be in the form of significant renovations to the existing structures and parking improvements. In the alternative, new structures may replace existing structures where renovation costs of the existing structures are more costly than building new structures. Retail and restaurant uses could be expanded into the parking areas between the existing structures and West Atlantic Avenue. However, additional parking would be required to accommodate those expansions.

In the event new structures replace older ones, then two to three stories are encouraged. The upper floors would be used for either office or residential and the ground floor for retail.

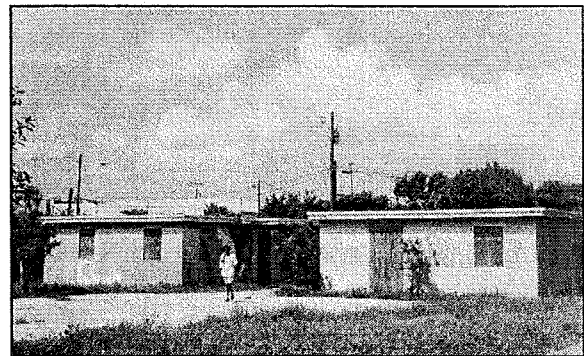
Note that the diagrammatic plan illustrates a buffer to the residential area and an opportunity to in-fill the vacant lots in the residential zone with new, single family. Also note the pavement of the rear alleys in the residential area in order to provide better access by automobile to the housing.



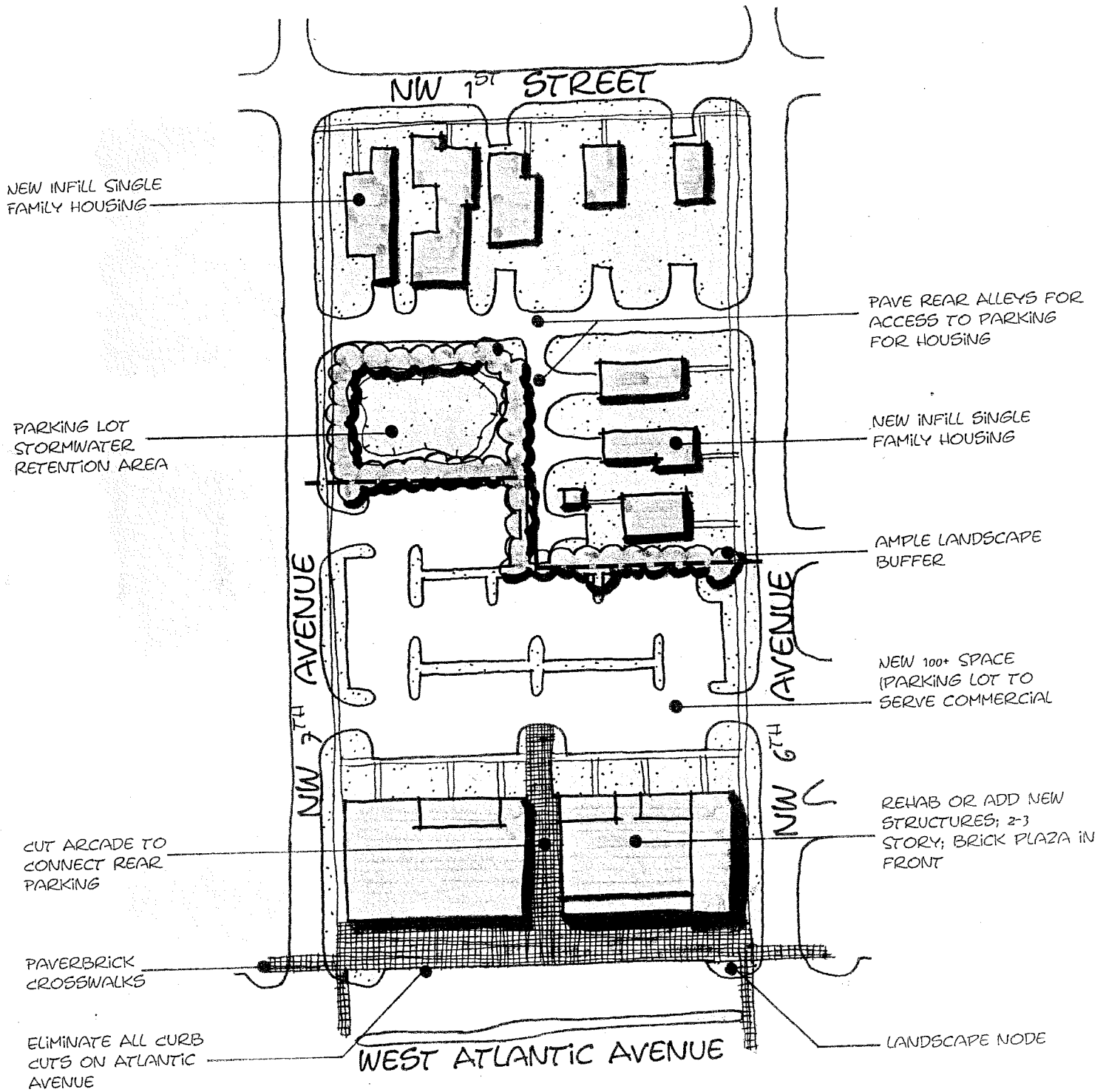
-- Fashaw Building on West Atlantic Avenue



West Atlantic Avenue Frontage



Condemned Multi-Family on NW 6th Avenue



N. 600 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY REACH COMMUNITY REDEVELOPMENT AGENCY



BLOCK PROGRAM

RETAIL:	20,000 S.F.
OFFICE:	10,000 S.F.
TOTAL:	30,000 S.F.

NEW INFILL S.F.:	2
PARKING:	100

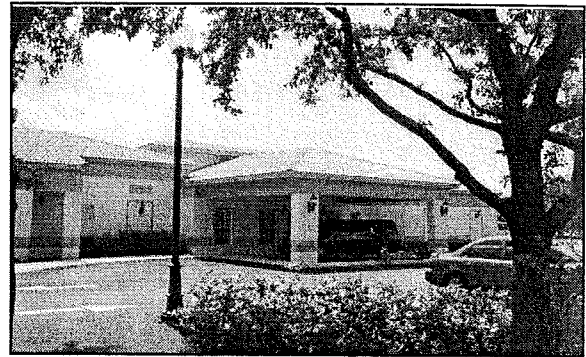
South 600 Block (Block 13)

This Block is on the south side of Atlantic Avenue between SW 7th Avenue and SW 6th Avenue and currently contains one commercial business, a funeral home (Shuler's). Almost $\frac{1}{2}$ of the frontage along West Atlantic Avenue is vacant land. However, the depth of the parcel is not sufficient to accommodate adequate parking without acquisition of additional land.

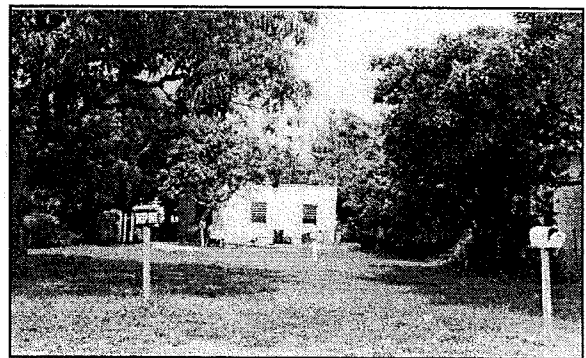
The diagrammatic plan illustrates the development of a three-story building on the Avenue at the corner of SW 7th Avenue in which a restaurant anchors the project. On the upper floors are offices and eight apartments. Also illustrated is the expansion of Shuler's Funeral Home on the Atlantic Avenue and SW 6th Avenue frontages. Parking is organized in the rear of each project and each project would, hopefully, share parking with the other. Note the brick pedestrian walk linking both parking lots.

Also indicated is a plaza which is internal to the restaurant. The restaurant could include an outdoor café on the Avenue with a wide sidewalk incorporated in the project.

In the rear of the block the residentially zoned areas also illustrate a rear alley which could be used to organize the parking for the housing. Wherever possible curb cuts should be eliminated on SW 6th and SW 7th Avenues in order to encourage pedestrian linkage with the commercial projects.



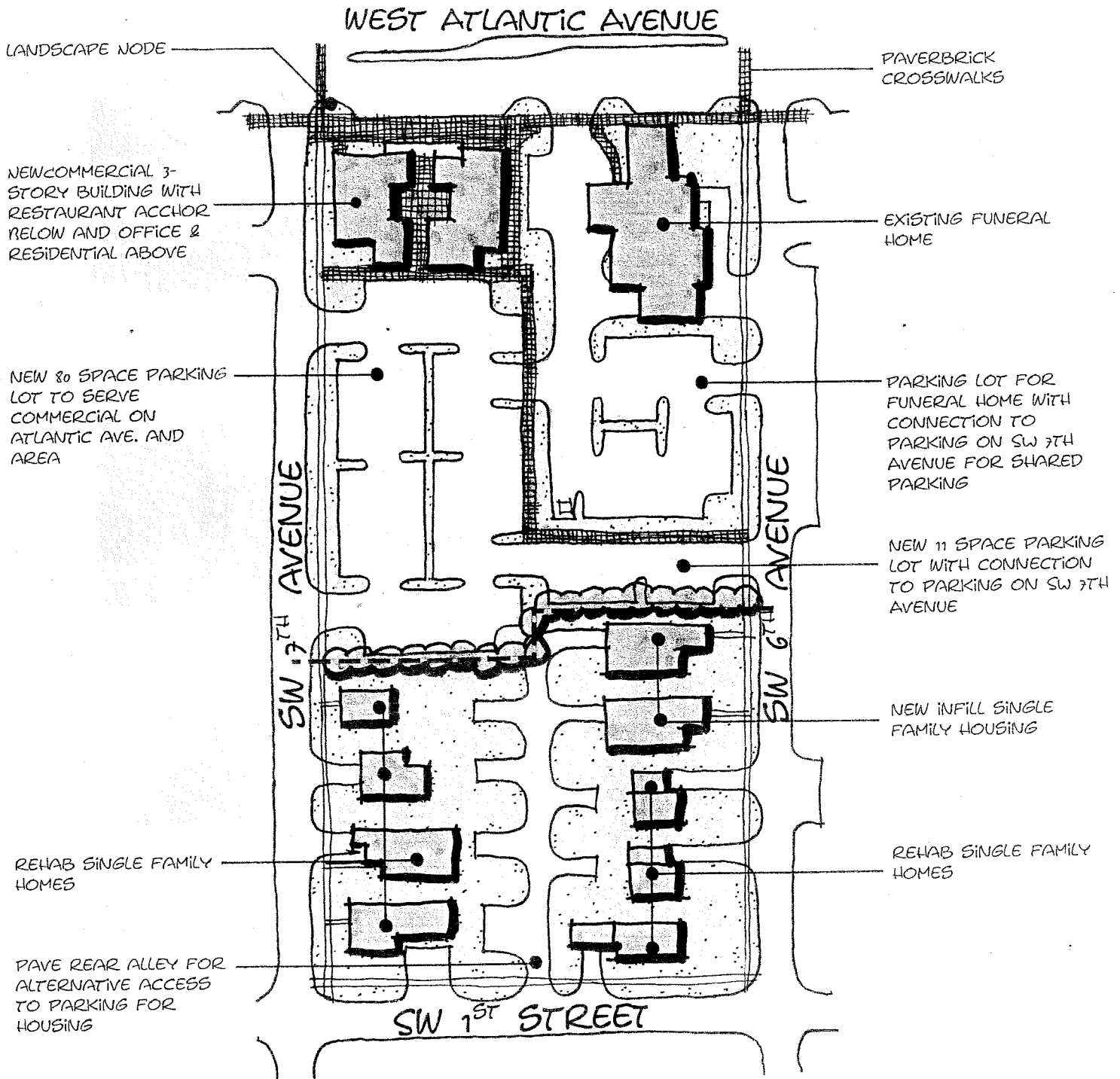
Shuler Memorial Chapel on West Atlantic Avenue



House on SW 6th Avenue Demolished in 1999



Vacant Land with Shuler's in Background



S. 600 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY

BLOCK PROGRAM

RETAIL:	5,000 S.F.
OFFICE:	10,000 S.F.
RESTAURANT:	5,000 S.F.
TOTAL:	20,000 S.F.

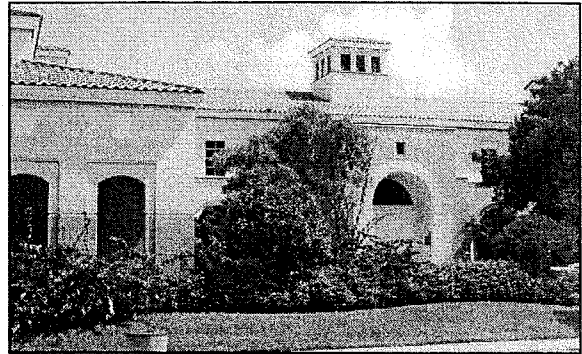
NEW INFILL S.F.:	2
APARTMENTS:	8

PARKING:	91
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North 500 Block (Block 20)

In 1995, the City constructed a new fire station in this block. However, redevelopment on this block will occur in the rear half. A unique opportunity to build new, in-fill, single-family homes exists. Note that the diagrammatic plan illustrates the reuse of the rear alley so that the housing may have access to parking in the rear. Garages for the single family could be detached from or attached to the main structure. The absence of driveways on the principal streets provides better pedestrian sidewalk access to the commercial avenue.

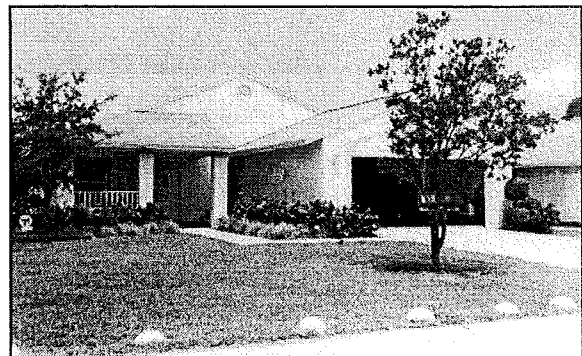
Another opportunity on the block is the potential to convert a sub-standard apartment building on NW 5th Avenue into newly renovated office space. However, for this to occur, additional parking may be necessary to serve the new uses. The parking lot could be constructed on NW 6th Avenue in lieu of one or more infill single family homes. Recently Donnie Dobson, owner of Donnie's Golden Spoon restaurant, a West Atlantic Avenue restaurant, received a CRA and Palm Beach County grant to build a new restaurant behind the Fire Station. Mr. Dobson has purchased the land.



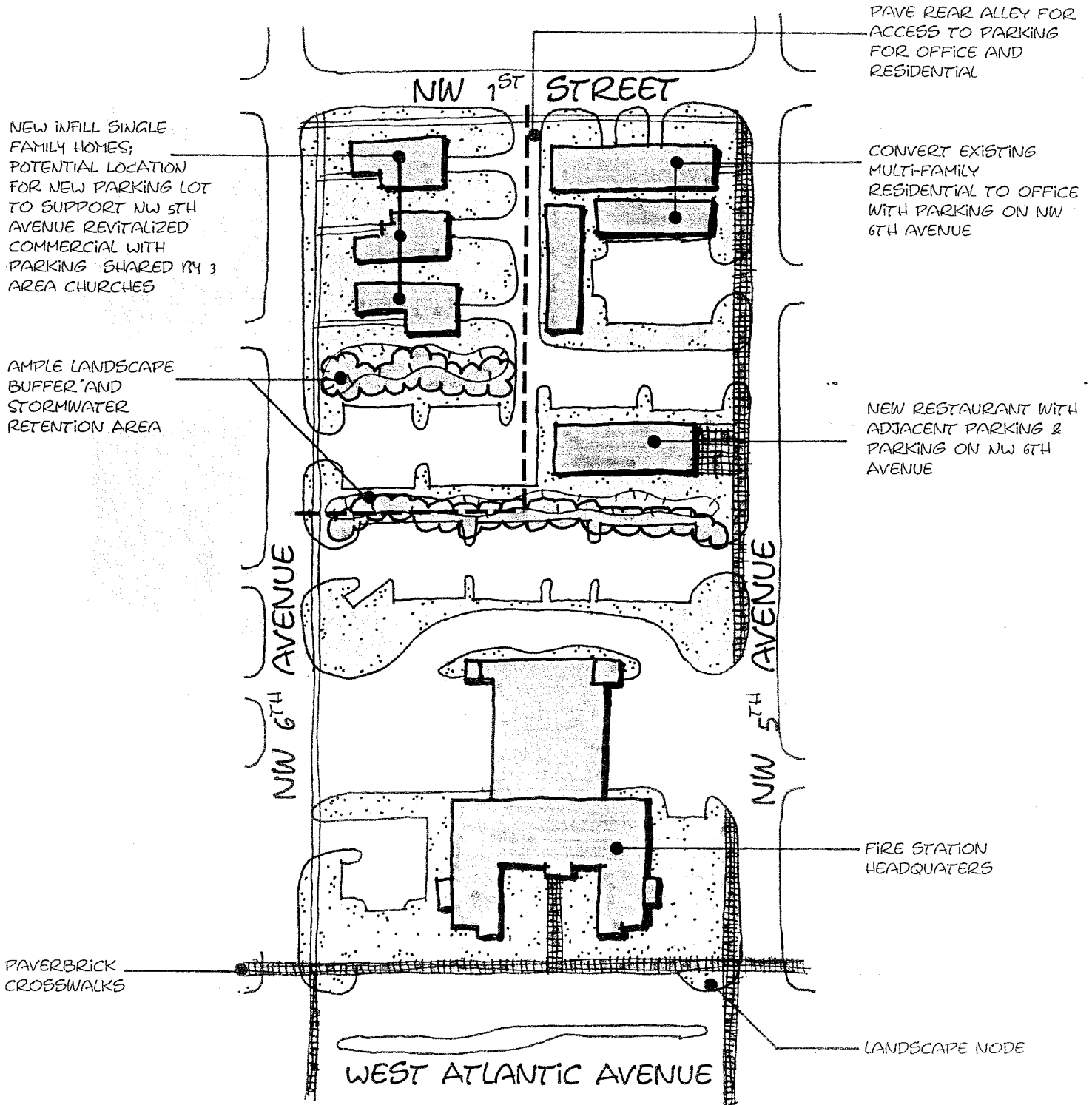
Fire Station on West Atlantic Avenue



Apartment Building on West Side of NW 5th Ave.



New Infill Housing Example



N. 500 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=100'

BLOCK PROGRAM

FIRE STATION

RESTAURANT 3,000 S.F.
OFFICE: 8,000 S.F.
TOTAL: 11,000 S.F.

PARKING:

35

100 Block NW 5th Avenue

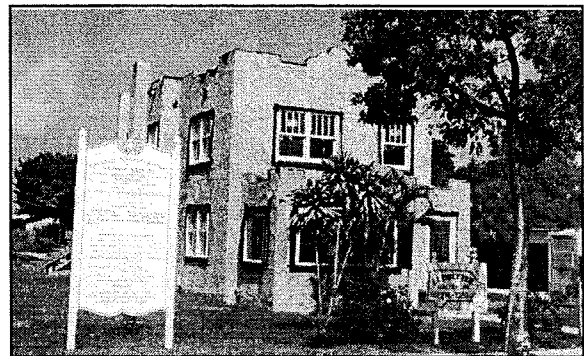
NW 5th Avenue is an important historical neighborhood shopping street and should be revived to include not only retail, but office and even residential (mixed-use) over retail and office. The NW 5th Avenue corridor is two blocks long with the commercial zoning fronting the Avenue. The rear of the frontage, properties fronting NW 4th Avenue and NW 6th Avenue, may, in selective cases, be used for parking to serve the commercial. The following describes opportunities on each of these blocks.

West Side - Block 19

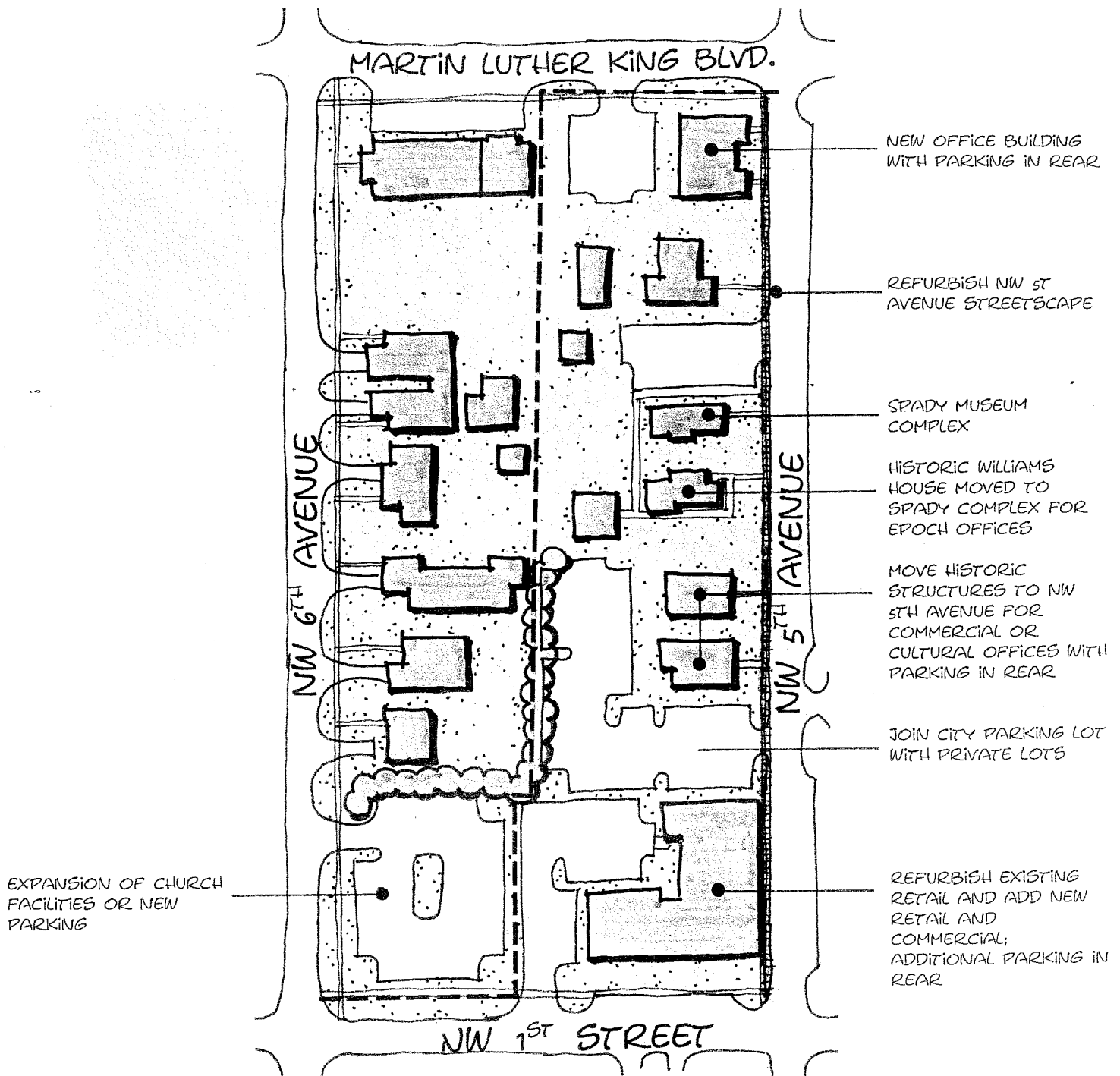
Block 19 is an important block for it is the site of the new Solomon D. Spady Multi-Cultural Museum being developed by EPOCH. It also contains, on the corner of NW 1st Street, an important retail center which will hopefully undergo renovations. This center will need additional parking in the rear. Also, a city parking lot exists and an unimproved parking lot of St. Paul AME Church. There exists an opportunity to change these under utilized sites to sites for new construction, retail, and office. The loss of parking would be made up with new parking on NW 4th and 6th Avenues.



La Rosa Market - Future Site of Spady Plaza



Spady Museum Under Construction



NW 5TH AVE. (WEST)

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY REACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=100'

BLOCK PROGRAM

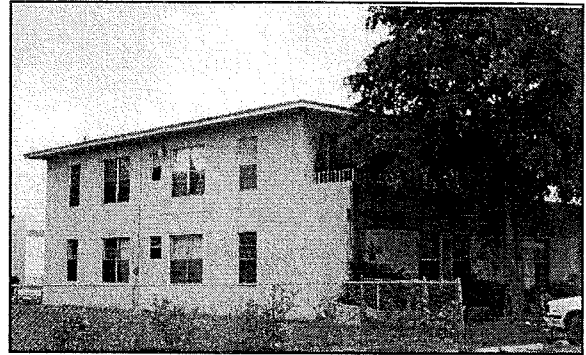
RETAIL:	5,000 S.F.
OFFICE	4,500 S.F.

SPADY MUSEUM
ST. PAUL'S

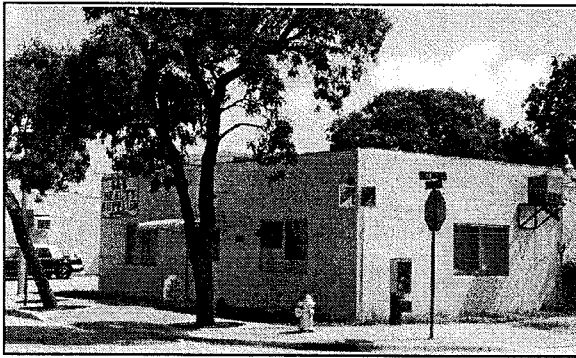
NEW PARKING:	50
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East Side - Block 27

The block is a mixture of uses including St. Paul's AME Church. Several opportunities exist to rehabilitate existing commercial structures on NW 5th Avenue to retail, office, and residential. In addition, increased parking could be realized on NW 4th Avenue. Note that an existing, blighted, multi-family structure is situated on NW 6th Avenue, "the LaFrance Hotel." This structure is an excellent candidate for conversion to office or residential.



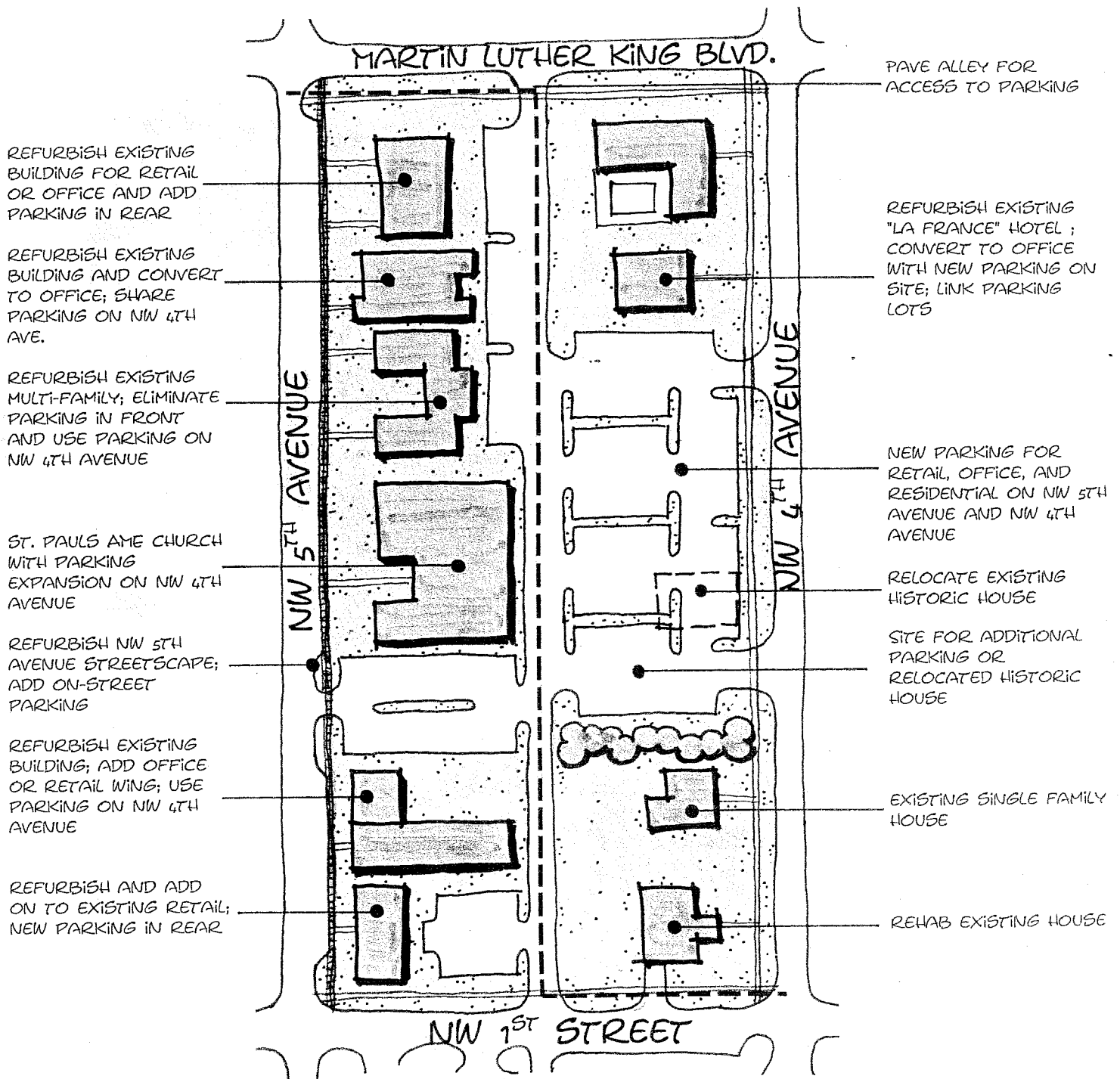
LaFrance Hotel on NW 6th Avenue ..



Commercial Building at Corner of SW 1st Street



Market at Corner of Martin Luther King Boulevard



NW 5TH AVE. (EAST)

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



BLOCK PROGRAM

RETAIL: 10,000 S.F.
OFFICE: 5,000 S.F.

NEW PARKING: 110

South 500 Block (Block 21)

SW 5th Avenue is part of the historic neighborhood commercial district of the West Atlantic community. The revival of this district will require important changes as described below.

This Block is the south side of Atlantic Avenue between SW 5th Avenue and SW 6th Avenue. The Atlantic Avenue frontage contains a Haitian restaurant (Chez Zette) and a bar (Clear View Lounge) adjacent to the restaurant. The corner on SW 5th Avenue is vacant. Limited commercial potential is available in the area unless the Clear View Lounge and the vacant parcel are combined to accommodate a single, 2-story building with limited rear parking.

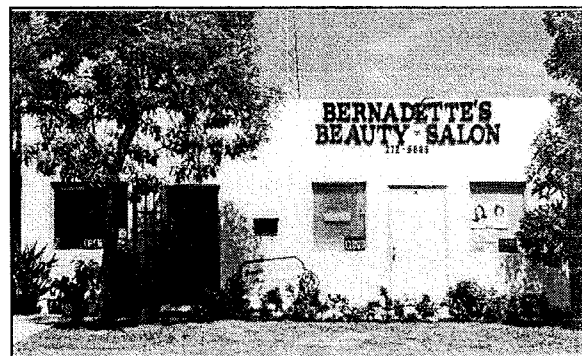
The diagrammatic plan illustrates eliminating a curb cut on Atlantic Avenue and adding a brick plaza in front of the existing restaurant. In addition, SW 5th Avenue development includes the recently expanded Straghn Funeral Home and its parking lot. Future development could include renovated, existing buildings and new buildings. Parking would occur behind these structures and on lots facing SW 6th Avenue. The apartments on SW 6th Avenue could be converted to small offices as well. Smaller retailers could occupy first floor space with apartments or offices on the second floor.



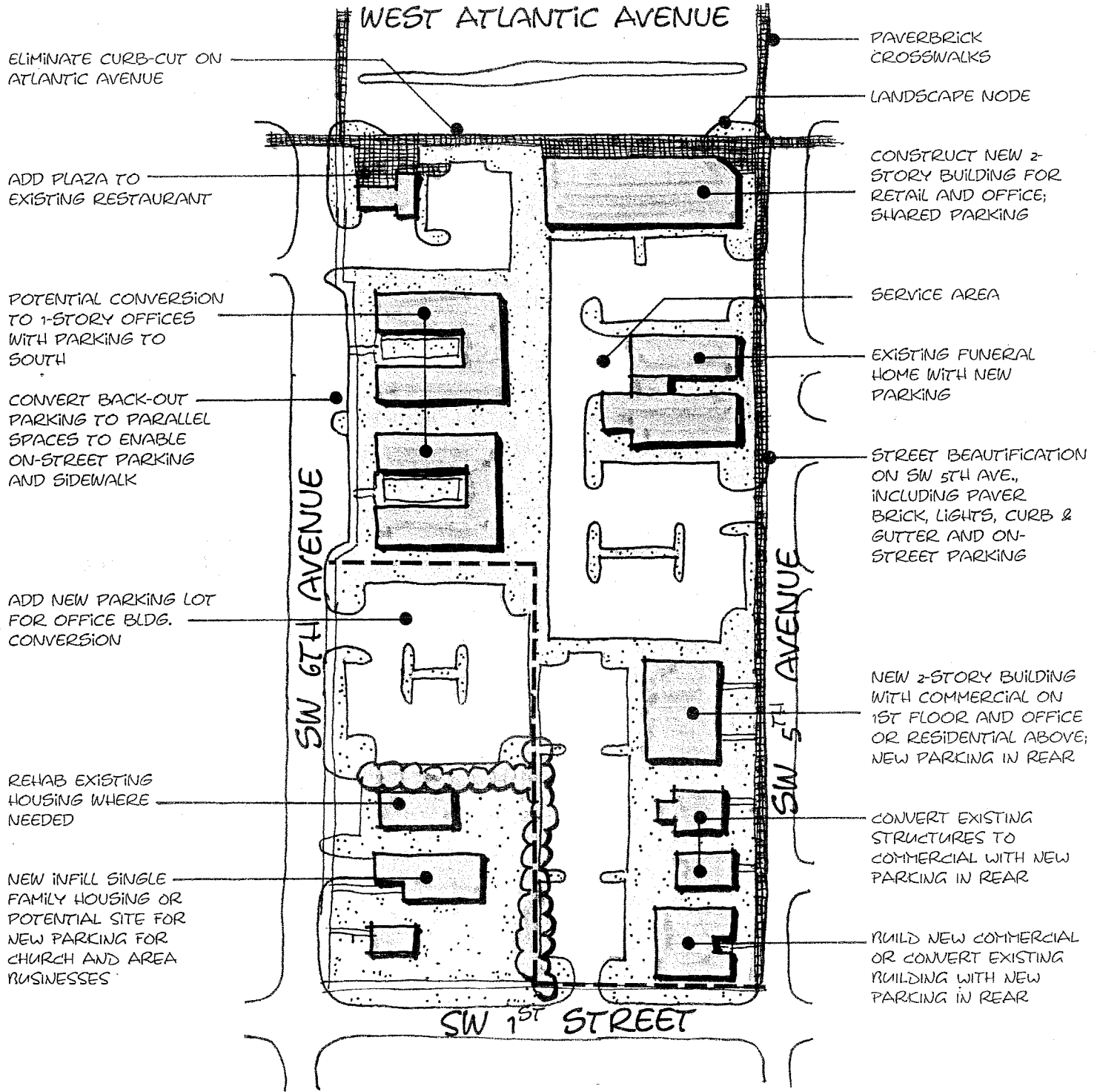
Chez Zette Restaurant on West Atlantic Avenue



Straghn Funeral Home on SW 5th Avenue



Bernadette Butler Hair Salon



S. 500 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY REACH COMMUNITY REDEVELOPMENT AGENCY



BLOCK PROGRAM

RETAIL:	6,000 S.F.
OFFICE:	16,000 S.F.
TOTAL:	20,000 S.F.

APARTMENTS:	4
NEW INFILL S.F.:	1
PARKING:	110

North 300-400 Blocks (Blocks 28 & 36)

The North 400 Block is one of two blocks which were the focus of the first merchant based redevelopment effort known as "Peach Umbrella."

The diagrammatic plan illustrates construction of new 3 to 4 story mixed-use structures fronting on West Atlantic Avenue. Retail services would occupy ground floor space with residential or offices above. These two blocks would be an ideal location for restaurants and apparel stores (women's, men's, shoes, and others). Additionally, the close proximity to the Courthouse would make the location attractive for professional office space.

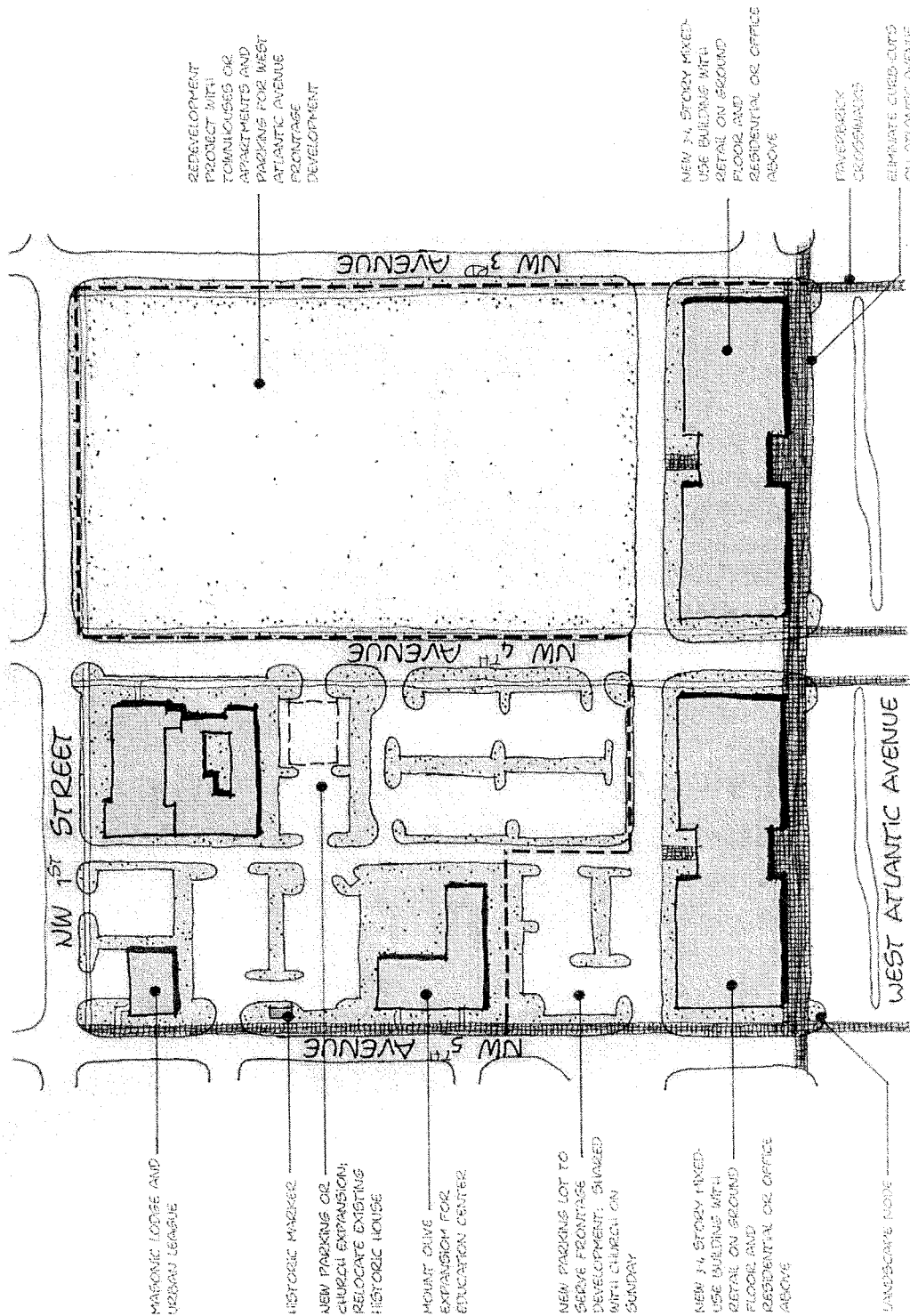
The block plan also illustrates mid-block pedestrian access to the rear parking in order to provide easy access to the Avenue for the shoppers. To intensify the development, structured parking would allow greater use of the West Atlantic frontage.

Mount Olive could be an important source of consumer demand for these blocks and the three land uses, institutional, retail, and office, are very compatible.

The principal uses currently in the North 300 Block are Westside Liquor and its parking lot and a Mount Olive Church parking lot. This block is ripe for redevelopment with a building in the front 150' and parking and residential development in the rear. Mount Olive Missionary Baptist Church has a long-term vision of developing a religious,

educational, and institutional campus on part of these blocks. The concept of developing a larger institution in the rear and commercial on the Atlantic Avenue frontage is very compatible. Each can share the parking of the other since peak demand for parking is at different times of the week for each.

In 2000, the CRA issued a Request for Proposal ("RFP") to develop the two blocks. It is anticipated that the blocks will be redeveloped with new structures fronting West Atlantic and would be a mixture of uses, including retail, office, and residential. These blocks represent the first major land assemblage by the CRA for purposes of developing new structures.



N. 300 & 400 BLOCKS

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY REACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=140'

BLOCK PROGRAM

RETAIL:	45,000 S.F.
OFFICE:	30,000 S.F.
TOTAL:	75,000 S.F.

APARTMENTS AND/OR TOWNHOMES:	150
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NEW PARKING:	400
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South 100 & 200 Blocks

The County Courthouse on the South 200 Block currently contains 42,440 square feet of space. The County intends to expand the facility by remodeling existing space and constructing an addition within the next five to ten years. The addition could amount to 75,000 square feet. The need for parking will increase when the addition is completed and courtrooms are added. A proposed parking lot on the South 100 Block, directly to the east, would serve the expanded courthouse. The County, in 1996, constructed an additional 44 spaces on the land behind the Courthouse where the old City police station was located. The lot provides approximately 300 spaces.

The CRA owns the frontage on the South 100 Block. The development potential of the block is high, particularly for a 2-4 story building with retail, restaurant, and office services on the ground floor and office space on the upper levels. Parking for the site could be shared with the County.

The parking should also be shared with other adjacent users, particularly the tennis stadium, Rectory Park, and the police station. The CRA and City negotiated, in 1996, with the County to reserve air rights over the parking on Block 53 in order to construct, if warranted, a multi-story garage. The garage would serve the entire area known as the government cultural center and, in particular, the tennis stadium.



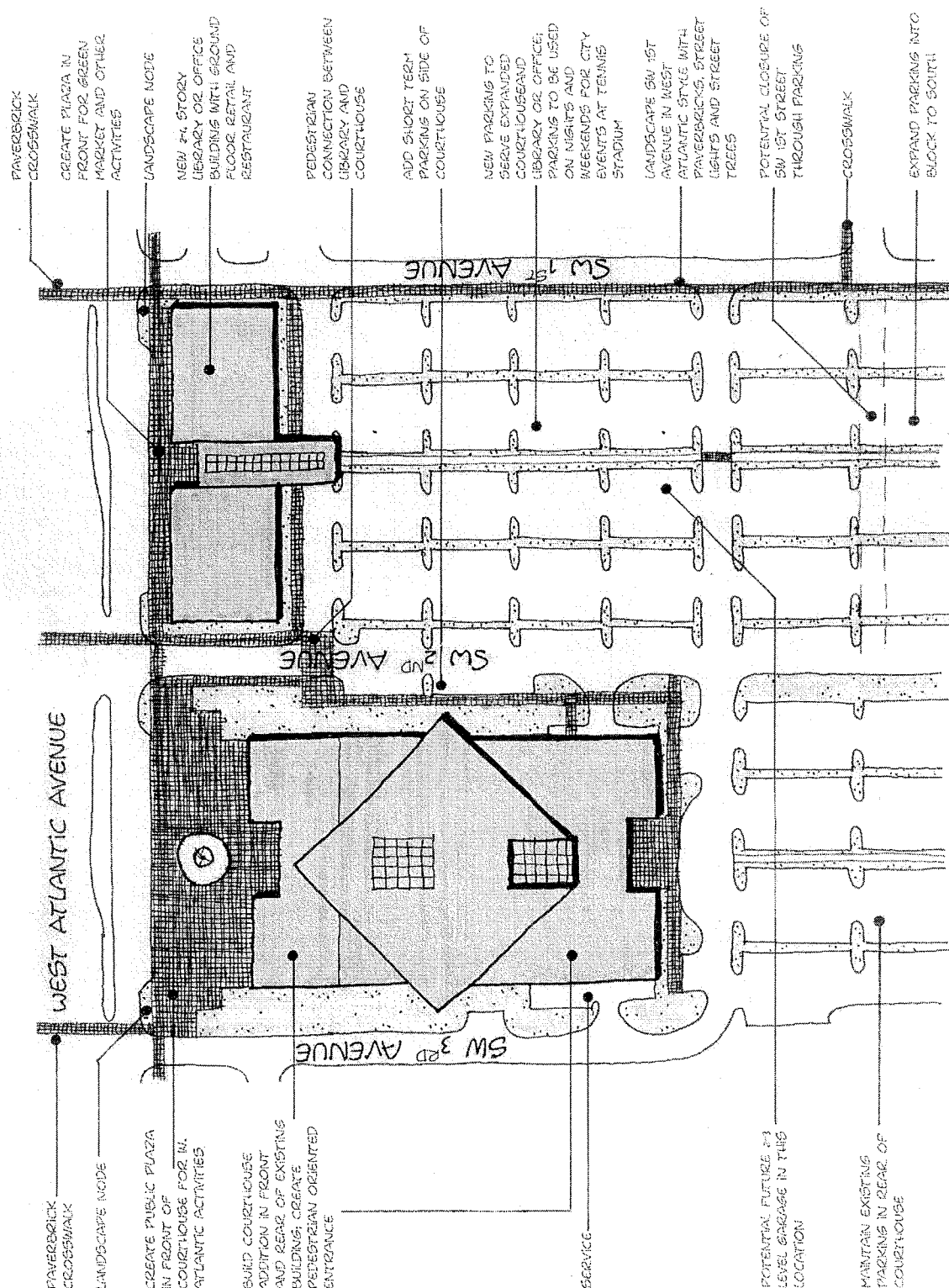
Kwik Stop Convenience Store on West Atlantic Avenue



Palm Beach County Courthouse



Discount Auto Parts Store on West Atlantic Avenue



S. 100 & 200 BLOCKS

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=140'

BLOCK PROGRAM

GOVT:	120,000 S.F.
RETAIL:	15,000 S.F.
LIBRARY:	50,000 S.F.
RESTAURANT:	5,000 S.F.
TOTAL:	190,000 S.F.

PARKING: 750

South 400 Block (Block 29)

This Block was a part of the "Peach Umbrella" redevelopment project. The block is located between SW 4th Avenue and SW 5th Avenue. The West Atlantic frontage has been redeveloped by Clay and Hy Wideman (5,092 square feet) and Checker's restaurant, a fast food operation. The Wideman building had no on-site parking and was in desperate need of off-site parking. The CRA completed a new 23-space parking lot on SW 4th Avenue in 1996. The lot serves businesses on the block.

Directly behind the Wideman Building is a one-story historic house situated on a double lot. An opportunity exists to relocate the house and construct a new commercial structure with apartments above retail on the lot. Additional parking could be joined with the existing CRA lot on the south side.

Since all of the frontage on SW 5th Avenue is zoned commercial, there exists, in the long term, an opportunity to redevelop existing businesses to commercial and, where feasible, place residential apartments and offices on the second floor above the commercial. The retail proprietor or one of its employees could reside above the store. Additional land on SW 4th Avenue would be needed for parking, and the multi-family structure on SW 4th Avenue could be converted to offices.

The diagram for SW 5th Avenue redevelopment suggests the aggregation of land for new construction.

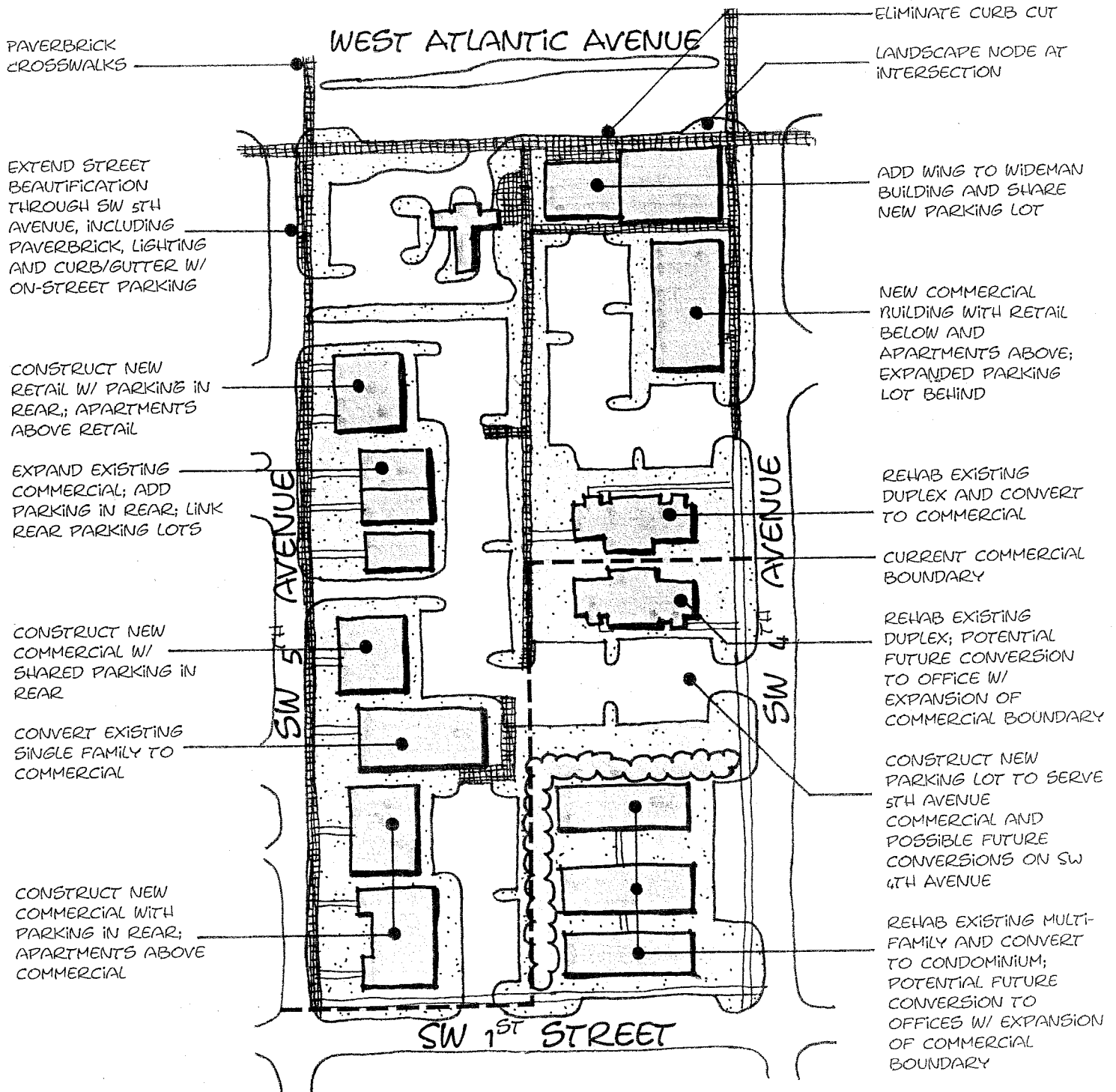
An opportunity also exists for the future rezoning of the rear portion of the block on SW 4th Avenue to commercial. This small area, located between the Police Station on the east and the commercial area on the west may be better suited for commercial uses.



CRA Parking Lot on SW 4th Ave. (looking east)



Multi-Family Housing on SW 4th Avenue



S. 400 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY REACH COMMUNITY REDEVELOPMENT AGENCY



BLOCK PROGRAM

RETAIL:	11,000 S.F.
OFFICE:	8,000 S.F.
TOTAL:	19,000 S.F.

APARTMENTS:	10
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PARKING:	110
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North 000 Block (Block 60)

This Block is the first block west of Swinton Avenue on the north side of Atlantic Avenue. Currently the frontage on West Atlantic contains a fast food, walk-up restaurant called Doc's All American Café. In addition, a former Church's Fried Chicken fast food restaurant was converted to a Dunkin Donuts fast food franchise.

In 1994, the CRA, in partnership with the City and Historic Palm Beach County Preservation Board, moved two historic houses from West Palm Beach to a site on Swinton Avenue north of Doc's. The structures were converted to office space, one of which houses the CRA. As part of the project, the CRA constructed a 49-space parking lot behind the historic houses and Dunkin Donuts. In 1995, the City purchased 12 spaces, and the CRA contemplates the sale of additional spaces to the future developer of the property fronting on West Atlantic, particularly if the development calls for a more intense use of the land. The diagrammatic plan suggests such an intensity. The frontage could accommodate a two-story building with retail, restaurant, and office services on the ground floor and office space on the second floor.

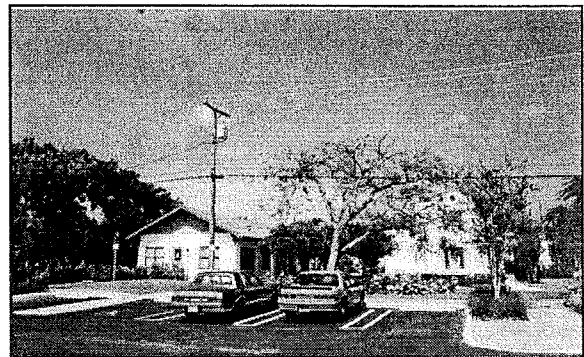
In 1995, the Agency acquired, through eminent domain, a blighted, substandard multi-family housing complex in 1995 and subsequently razed the structures. The CRA sold one parcel out of the acquisition to a developer who constructed a two-story office building. In addition, in 1997, the CRA completed

a 43-space parking lot. Five spaces were sold to the new office development.

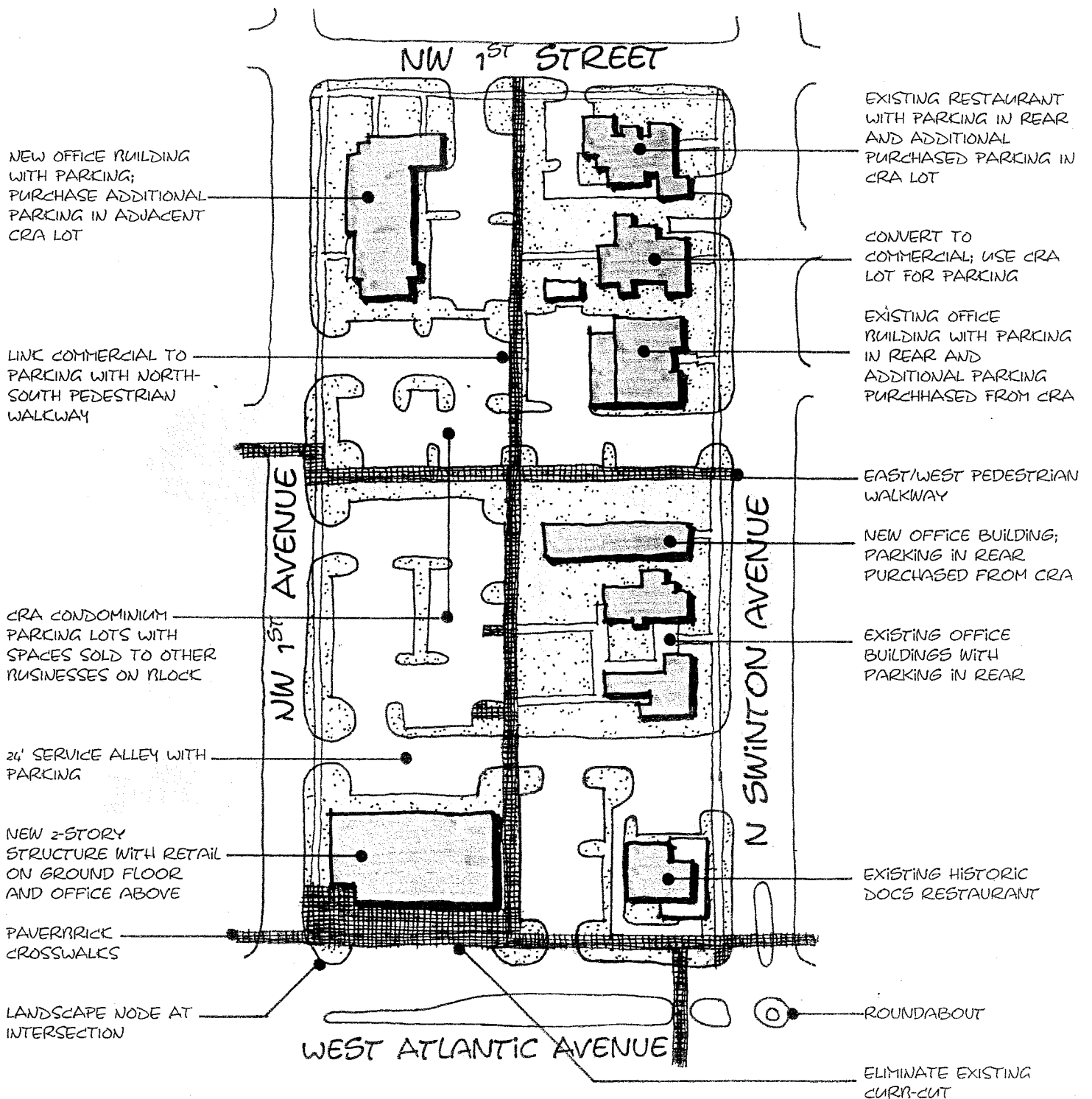
The purpose of constructing the two parking lots is to provide spaces to users on the block as well as provide spaces for Old School Square and the City Civic Center. By purchasing spaces, property owners can intensify the development of their own property and alleviate the need to construct parking on site.

The structures remaining on the block, originally single-family homes, are slowly converting to commercial uses. Currently one such structure at the corner of NW 1st Street and Swinton Avenue is the Da Da Lounge. Another property owner has indicated its intention to convert a home to office space.

The CRA constructed pedestrian walkways on the block. The walkways encourage City Hall office workers, Old School Square attendants, and the general public to walk to shops, offices, and cultural activities. Also note on the plan the addition of street lights on Swinton Avenue to encourage night time walking.



CRA Parking Lot



N. 000 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=100'

BLOCK PROGRAM

RETAIL:	7,000 S.F.
OFFICE:	22,000 S.F.
TOTAL:	39,000 S.F.

PARKING:	140
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South 000 Block (Block 61)

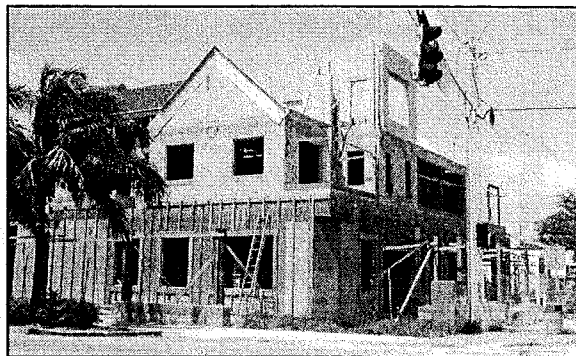
Block 61 is the first block west of Swinton Avenue on the south side of Atlantic. Currently the Atlantic Avenue frontage contains a three story mixed use building (retail and residential), which is under construction and a check cashing service. The redevelopment of this block is vitally important since it must provide a bridge between the commercial district on East Atlantic and the extremely blighted West Atlantic. Special attention must be made to this block.

The diagrammatic plan illustrates redevelopment plans already approved for the block. Both the check cashing facility and the Rectory Park complex have provided new off-street parking accessed from West Atlantic Avenue to serve the development. Additional parking needed for Rectory Park was constructed on SW 1st Avenue. The proposed County parking lot between SW 1st Avenue and SW 2nd Avenue could be used for employee parking when completed.

The historic buildings on South Swinton should be preserved and eventually converted to commercial. Since a new alley exists, additional parking could be built in the rear of the buildings for employees and guests. The properties on SW 1st Avenue, likewise, should all be converted over time to commercial. Some of the buildings should be demolished and replaced with new structures or relocated historic houses.

The streetscape on South Swinton and

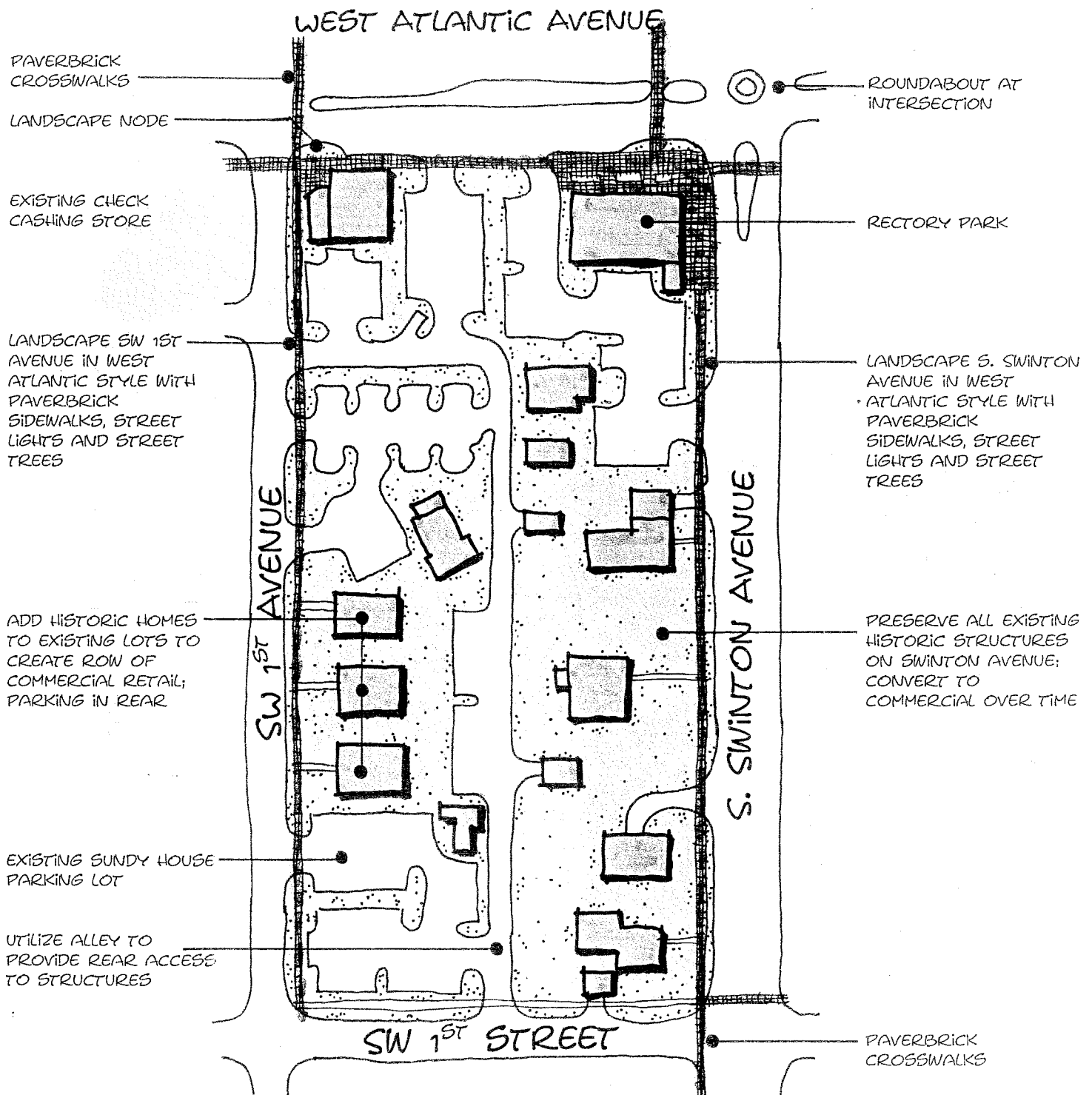
SW 1st Avenue should be enhanced in the West Atlantic Style with paverbrick sidewalks, street trees and historic street lights to encourage pedestrian traffic, particularly at night.



Rectory Park Building Under Construction



Check Cashing Building on West Atlantic Avenue



S. 000 BLOCK

REDEVELOPMENT SITE PLAN

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY



NORTH
1"=100'

BLOCK PROGRAM

RETAIL:	10,000 S.F.
OFFICE:	10,000 S.F.
TOTAL:	20,000 S.F.

APARTMENTS:	3
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PARKING:	120
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SW 1st Street - 000 & 100 Blocks

These two blocks are located between South Swinton Avenue and SW 2nd Avenue, one block off Atlantic Avenue. The significant uses are located on the 000 block where the Sundry House Restaurant and Inn and St. Paul's Church are situated.



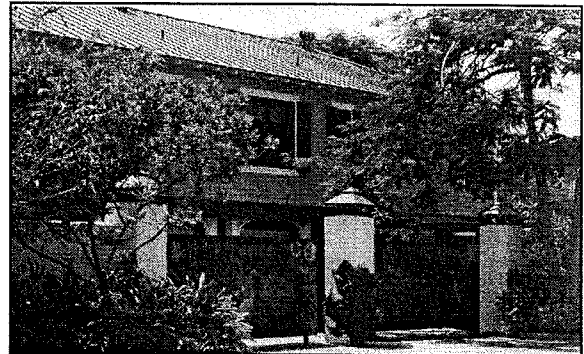
The Sundry House Restaurant



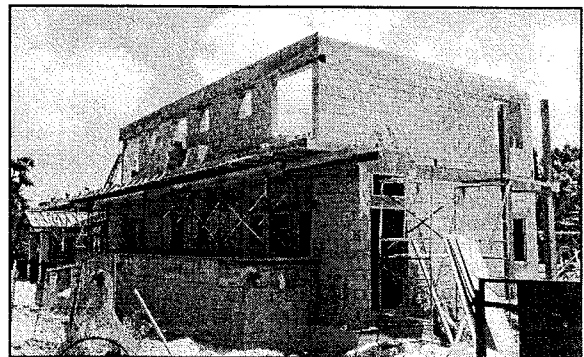
St. Paul's Church on S. Swinton Avenue

The developer of the Sundry House and Inn is also developing the block to the north and St. Paul's wishes to expand their campus to the west in the 100 block where they expect to establish an urban mission. A critical need for both of these projects is adequate parking. Expansion of the parking facilities for the South County Courthouse and proposed library into the block south of SW 1st Street would enhance the redevelopment effort

for the entire area.



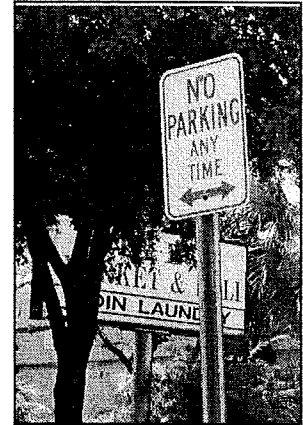
Sundry Inn Units on SW 1st Avenue



New Units for Sundry Inn Under Construction

MASTER PARKING PLAN

One of the problems facing developments in the Redevelopment Area is a lack of available parking for many existing structures, as well as the use of unimproved or poorly improved areas for parking. The following analysis identifies parking deficiencies in the redevelopment area and a program for improving parking conditions.



Parking Inventory and Demand Analysis

Existing Spaces and Requirement:

In 1995, City and CRA staff reviewed existing parking conditions in the Redevelopment Area. The review inventoried existing spaces for all non-residential land uses, public parking lots and available on-street spaces. The counts of existing spaces were compared to 1995 LDR parking requirements for the existing land uses. In 1995, approximately 262,000 square feet of non-residential land use exist in the redevelopment area, with 1,187 spaces. An overall deficit of 430 spaces with respect to 1995 parking requirements for the area was noted.

The parking code has changed for West Atlantic since 1995, thereby reducing the ratio of spaces to 1 space per 300 square feet of area for all non-residential uses except restaurants which is now 6 spaces per 1000 square feet of area. Although this change reduced the parking deficit with respect to code requirements, it had no effect on actual parking demand. Initiated to spur redevelopment activity on the Avenue, the current parking requirements do not provide adequate parking for many uses, especially restaurants. While some new buildings, including the fire station and the check cashing store, have included adequate parking for their uses, a parking deficit continues to exist for many existing buildings on the Avenue. These buildings, such as the Backroom Lounge, just do not have enough property to provide adequate parking. To meet the growing demand in the area, supplemental parking must be provided by alternative means, such as public parking lots and shared parking arrangements.

Build-out Requirements:

The Planning and Zoning Department performed an analysis of the maximum potential development of the Area under the provisions of this plan in 1995. Based on the proposed zoning designations and the provisions of the Overlay District, the Department estimated a maximum build-out of approximately 450,000 square feet of commercial and office space, 350,000 square feet of governmental and institutional uses and 364 residential units. Under the current parking requirements for the Overlay District, 800,000 square feet of non-residential uses would require approximately 2,933 spaces if the restaurants

occupied 100,000 square feet of the total area.. However, development at this intensity is extremely unlikely, due primarily to the presence of existing developments (Tennis Center, Courthouse, Checkers, 700 Block Plaza, etc.), built at lower intensities.

In order to get a more accurate idea of the eventual build out of the area, the CRA carried out the previously described block-by-block development scenario, which took into account existing structures that are likely to remain. Based on that block-by-block scenario, the development potential of the area is considerably less: 578,000 square feet of non-residential uses , and 451 new residential units. The additional parking required for those uses would be 2,500 spaces.

Although most of the additional parking required for that development scenario will be located on the individual sites, construction of additional public parking lots may be necessary to help foster redevelopment in areas with parking deficits and to meet the demands of new development. Future plans for meeting the parking requirements of the Redevelopment Area are discussed below.

On-Street Parking

On-street parking is currently available on most occupied blocks of West Atlantic Avenue. That on-street parking will be preserved wherever possible. On-street parking will be made available adjacent to currently vacant parcels as they are developed.

A problem with the existing on-street parallel parking is that the spaces are poorly delineated. The landscape nodes at the front and rear of each row of spaces to be provided under the ISTEAs grants will help to delineate the parking spaces. ISTEAs will also provide for striping of spaces that will help to identify on-street parking areas. The first two ISTEAs grants and one Beautiful Palm Beaches grant will be installed starting in the Spring of 2001. Beautification will occur from NW/SW 1st Avenue to NW/SW 6th Avenue. It is anticipated that the remainder (NW/SW 6th to NW/SW 12th Avenues) will occur in the summer of 2002. A roundabout is planned for the intersection of Swinton Avenue and Atlantic Avenue, including beautification in the center of the roundabout and in the block approaching the roundabout from the West. This project is only partially funded at the present time. It is also recommended that the City consider reconstructing NW 5th Avenue to provide on-street parking. With the arrival of the Spady Multi-Cultural Museum and other planned redevelopment projects in the area, parking will be of significant concern.

Private Off-Street Parking

New developments in the Redevelopment Area are required to provide parking at the rate established in the West Atlantic Avenue Overlay District. Additionally, a number of existing structures have little improved parking. Improvements to one of those lots have been

proposed by the property owner of the 700 Block Plaza.

Public Off-Street Parking

Some off-street parking for public use is available in the governmental "campus" at the east end of the Redevelopment Area. Public parking is available at the South County Courthouse, Tennis Center, and the Community Center. The CRA constructed a 49-space parking lot and a 43-space parking lot on the east side of NW 1st Avenue which is open for public use. The spaces in those lots are available for existing uses, such as the Tennis Center, City Hall and the Community Center, as well as for future development in the area.

The CRA is working toward the establishment of new public parking areas to serve existing and future developments along West Atlantic Avenue. One parking lot has been constructed in association with the development plans for the Peach Umbrella Plaza. The lot contains 23 spaces in the south 400 Block (Block 29).

Parking Lot Development Opportunities for the CRA

The block redevelopment plan analysis, previously discussed, illustrates redevelopment opportunities. Parking is an important catalyst to encouraging the private sector to renovate existing buildings or construct new buildings. The CRA has, in the past, constructed parking lots in order to promote redevelopment, and such examples are found in its redevelopment efforts on the North 000 Block (Block 60) and SW 4th Avenue (Peach Umbrella). The CRA, in both of the above-referenced cases, constructed the lots with the intention of selling parking spaces to individual property owners adjacent to or in close proximity to the lot. The property owners need to purchase only those number of spaces to satisfy their tenant demand. The CRA acts as a parking lot master developer and resells parts of the lots. An individual property owner in many cases may not be able to afford to build its own lot.



Example of public parking by the CRA to serve existing and new businesses

The CRA should construct additional parking lots, in particular when it can resell parts of the lots to adjacent property owners fronting on West Atlantic Avenue. It, furthermore, may want to construct a lot as part of a total project development where a developer needs the parking lot developed by the CRA as an incentive to construct a new multi-story structure. The following sites should be considered for development of parking lots in conjunction with private redevelopment proposals:

- ❑ The existing 23 space public parking lot at Peach Umbrella Plaza (South 400 Block) should be expanded. Additional parking would be useful in redeveloping the land on SW 4th Avenue, between the Wideman building and the existing parking lot.
- ❑ The South 700 Block contains an existing one-story plaza which was recently purchased. Parking is grossly inadequate for the existing buildings. The CRA should assess the feasibility of assisting the new property owners with new parking.
- ❑ The South 600 Block (Block 13) contains one completed redevelopment project; the expansion of an existing funeral home. The adjacent parcel could be a future retail plaza. In both cases the projects need parking. The two entities could share parking with one another. Parking is a critical issue to the success of the businesses, and the CRA should analyze assisting the businesses with their parking.

Cross-Parking Rights

Wherever possible, existing parking areas should be utilized by multiple users. For example, area churches have a large number of existing spaces which are lightly used except during church services. Some of those parking spaces could also be utilized by nearby commercial developments Monday through Saturday, in order to meet a portion of their parking requirements. Use of off-site parking spaces to meet parking requirements must be approved with an off-site parking agreement between the property owners and the City. The City may consider rewriting the off-site parking regulations which currently require that the off-site land be legally tied to the user's property. The suggested change may be to require a long-term lease agreement with an off-site property owner.

Design Issues

The design standards for parking lots in the redevelopment area will be the requirements of LDR Section 4.6.9 as applied elsewhere in the City, except as modified by the provisions of the West Atlantic Avenue Overlay District.

Lighting:

Provision of adequate lighting is an important part of parking lot design and should be provided. However, all parking lots in the redevelopment area will be located in close proximity to residential areas. Careful consideration of the possible impacts on those areas should be given when designing parking lot lighting. Lighting standards for the redevelopment area are the requirements of LDR Section 4.6.10, as applied elsewhere in the City.

Landscaping:

Landscape standards for parking areas within the redevelopment area will be the requirements of LDR Section 4.6.16, as applied elsewhere in the City.

INFRASTRUCTURE IMPROVEMENT PLAN

Traffic Circulation

Vehicular Traffic Circulation:

As previously mentioned in the Existing Conditions and Opportunities and Constraints sections of the plan, West Atlantic Avenue exceeds (between 12th Ave. and I-95) the maximum number of trips which can be accommodated on a 4 lane roadway and is approaching the maximum elsewhere. The usual solution to that problem is simply to widen the road to six-lanes. However, widening West Atlantic Avenue to six lanes is not compatible with the stated Vision.

Rather than proposing expensive lane additions, which would be counterproductive to the goals of this plan, the City included West Atlantic Avenue in its adopted Transportation Concurrency Exception Area (TCEA). A TCEA defines an urban area in which relief from transportation concurrency requirements are permitted in order to encourage infill development and urban redevelopment. Application of a wide range of planning strategies (provision of alternative transit systems, parking improvements, improvements to pedestrian systems, etc.) that correspond with local circumstances and address the mobility needs of the area are required to mitigate traffic impacts in the area. Proposed improvements to West Atlantic Avenue associated with the TCEA may include establishment of the Downtown Trolley, parking additions, sidewalk and streetscape improvements, and extension of deceleration and acceleration lanes for I-95 to improve the safety and efficiency of the interchange. With the adoption of a TCEA, additional traffic lanes will not be required.

Another mechanism to improve traffic flow or circulation would be to install a roundabout at the intersection of Swinton and Atlantic Avenues. Roundabouts are usually one to two-

lane circular intersections, not to be confused with the much larger and more complicated "traffic circles." In addition to improving the flow of traffic by reducing waiting or idling time, roundabouts promote a higher level of pedestrian safety by reducing the crossing distance from one side of the road to the other and by having the pedestrians cross the street behind the vehicle entering the roundabout at the Yield signal. Roundabouts are attractive traffic calming features that often become a focal point for a community.

The proposed roundabout at Swinton and Atlantic Avenues also serves to link East Atlantic Avenue to West Atlantic Avenue, providing an exciting link or transition between the two.

Pedestrian Traffic Circulation and the Community Pedestrian Plan

As part of the West Atlantic Redevelopment Plan, establishing a relationship between the commercial district on the Avenue and the residential neighborhoods north and south of the Avenue are important. The consumers in close proximity, particularly walking distance, are important to the survival of businesses on the Avenue. In order to encourage pedestrian access to the commercial area, both for consumers, employees, and business owners, it is important to develop two levels of pedestrian corridors. The first level is Atlantic Avenue itself, the major east-west pedestrian corridor. As previously discussed, the corridor will incorporate wider brick sidewalks, additional street lighting, well defined Avenue crosswalks, and several scales of landscaping elements. These improvements will encourage pedestrians to use the corridor since its result will be to create a safer and aesthetically pleasing experience. The second level of pedestrian corridors are the north-south streets which run perpendicular to the Avenue. Sidewalks on both sides of the street should be constructed in order to encourage residents to walk to work and walk to shop.

In order to create an uninterrupted pedestrian sidewalk on the side streets leading to Atlantic Avenue, the development of rear property line alleys should be considered. By developing the north-south alleys (refer to "Block Redevelopment Plans," pages 68-108), the automobiles could be housed in the rear of the residential lots thus eliminating the future need for curb cuts on the streets which, in turn, would provide for an uninterrupted path for pedestrians.

The beautification of the north-south corridors has an additional effect, that of encouraging consumers and particularly employees to bicycle to the Avenue. As important as the pedestrian mode, bicycle travel could be an important mode as well. Situated within the wider sidewalk area, bicycle racks would be installed, particularly near transit stops. The bicycle racks become a small, but important, modal transfer station. Along side the bicycle racks and transit stops, benches would be placed to accommodate transfer passengers.

The long-term result of a community pedestrian plan is not only to encourage consumer and employee shopping and walking to work, but to reduce the number of vehicle traffic trips on the Avenue and within the neighborhood.

One of the possible methods for funding the proposed improvements (ISTEA) is discussed in the following section.

ISTEA:

The program formerly known as the Intermodal Surface Transportation Efficiency Act is a Federal program to assist local governments in encouraging use of alternative (*i.e.* other than automobile) surface transportation modes. The Act provides funding for facilities that encourage the use of those modes, such as bicycle and pedestrian paths, park and ride facilities, roadway beautification projects, and trolley systems. In 1997 and 1998, the CRA applied to the Department of Transportation for ISTEA monies which were awarded. In 2000, the CRA and City will construct the first phase of beautification between SW/NW 1st Avenue and SW/NW 6th Avenue. This beautification to West Atlantic Avenue will improve pedestrian access and circulation as well as improve the area's image. Improvements include:

- ☐ Decorative lighting (similar to East Atlantic)
- ☐ Landscape nodes (similar to East Atlantic)
- ☐ Crosswalks
- ☐ Landscaping and irrigation improvements
- ☐ Transit stops

In 2000 and 2001, the CRA will apply for additional grants to DOT to complete the West Atlantic Avenue beautification. If the CRA receives these grants, then a second phase will be initiated, probably in 2003, for work between SW/NW 6th Avenue and SW/NW 12th Avenue.

Public Transportation and Park and Ride Stations:

Public Transportation in the area will be greatly enhanced by the planned improvements to Palm Tran (formerly known as Co Tran) service which will go into effect in 1996. The increased routes and shortened waiting times for buses will greatly improve the accessibility and convenience of transit service to residents. The improvements may be supplemented by the establishment of the City's in-town shuttle service, which has been identified as a potential means of mitigating traffic in the City's proposed TCEA.

In addition, the Redevelopment Plan encourages additional transit stops. These stops will enable a passenger to walk no more than 1-1/2 blocks to his destination on the Avenue. Also, through the development of the long-range parking lot strategy for West Atlantic, many of the lots can be officially designated as park and ride lots. These lots would have a sufficient number of public, long-term parking spaces for the park and ride traveler. The lots would always be well lighted in order to insure safe conditions for the consumer.

Water Distribution

As noted in the "Existing Conditions" and "Opportunities and Constraints" sections, some areas south of Atlantic Avenue are currently served by inadequate 2" water mains. The City's Environmental Services department is working toward the replacement of those mains with 6" and 8" mains. The improvements will be completed in conjunction with the West Atlantic Avenue beautification or as redevelopment occurs.

Sewer Collection

No required sewer improvements have been identified for the Redevelopment Area.

Storm Water Collection

The City's Stormwater Master Plan identified a number of locations in and around the redevelopment area that require upgrades to storm drainage facilities. A program to improve storm drainage throughout the City was also outlined in the plan. Improvements in the northwest area (bounded by I-95, Atlantic Avenue, Swinton Avenue, and Lake Ida Road) are complete.

Electrical Distribution

Adequate electrical service is available to the redevelopment area. Improvements to electrical service in the area will be geared toward reducing the visibility of power poles, especially along West Atlantic Avenue.

Police and Safety

The Police Department has initiated a number of programs intended to reduce crime problems in the Redevelopment Area and surrounding neighborhoods. The following programs are included in the overall crime reduction strategy.

Community Policing:

The Delray Beach Police Department has emphasized Community Policing for the past eight years. They envision a cooperative effort between the police and the community; an effort that finds long-term solutions to community problems. Operationally, community policing begins with increased police presence in a targeted, defined geographic area and eventually evolves into a collaborative effort by local government and community members; i.e., residents, property owners, and business leaders. Activities by the collaborative include paint-ups, neighborhood watches, and resident training.

Sub-station:

A police substation was established in 1992 at 141 SW 12th Avenue to make the police more accessible and more visible to the community. The substation is not only a base for police, but also provides many community services. The substation has become a resource center that provides referral services for individuals and families in crisis. In 1997, the Police Department invoked another strategy, the Mobile Substation. The Mobile Substation serves areas plagued by drug dealers and other unwanted criminal enterprises that establish themselves in residential areas. It is a fully self-contained mobile police substation that can be located in an area and provide a compliment of officers, while ensuring continuous police presence.

Foot Patrols:

The redevelopment efforts of the West Atlantic Avenue business corridor are complimented by a small number of officers who are dedicated to the area. At the urging of area residents and business owners, the Police Department initiated foot patrols in 1993. The primary mission of the foot patrol officers is to eradicate problems such as drug activity, public intoxication, loitering, loud music, and a litany of other nuisance complaints that lead to a negative image of the area.

Defensible Space and CPTED:

The development of the defensible space approach originated with the writings of an architect named Oscar Newman. Newman argued that crime problems in public spaces can be partially traced to the physical characteristics of those spaces, and that changing those characteristics can help to reduce the crime problems. His fundamental premise is that criminals will select a location for a crime where there is a low chance of detection and easy escape routes. Principles of defensible space include provision of adequate lighting at entrances and exits, removal of visual barriers that create hiding places, and providing windows looking out into the space. Newman's work has resulted in the establishment of a professional organization known as Crime Prevention Through Environmental Design (CPTED), which does research into the effects of defensible space principles.

Defensible space principles have been effective in reducing crime in many neighborhoods, especially when paired with strategies such as community policing and organization of homeowners associations and crime watch groups. Further information on this subject is available in a number of publications such as; Henry Cisneros, *Defensible Space: Detering Crime and Building Community* and Oscar Newman, *Defensible Space* (see References).

Other:

Along with the police efforts described above, the Police Department has invested in partnerships with those who have like concerns over public safety and desire to improve the quality of life for residents throughout Delray Beach. Community efforts such as those lead by MAD DADS, the DMA, the TED Center, the City of Delray Beach's Community Improvement Department, and the neighborhood associations reduces illegal activity in the community and leads to a safer area, not to mention increased property values.

SITE ANALYSIS BY USE

Public Institutions

Expansion of the governmental and public use campus was not identified in the Charrette as desirable on West Atlantic Avenue. However, many participants indicated that some public uses, such as a library and post office would be desirable additions to the area. Those uses should be located in, or as close as possible to, the existing node of governmental uses between Swinton Avenue and 4th Avenue. In that scenario, the post office and library additions would be an intensification of the existing governmental "campus," rather than an expansion of the area into areas with commercial or residential potential.

An additional public use which will be developed in the area is the Palm Beach County Courthouse expansion. As the expansion is already planned, those provisions are included in the plan. The expansion will either be located on the approximately three acre parcel located to the east of the existing courthouse along Atlantic Avenue to the rear of the existing commercial structures, or directly to the south of the existing courthouse.

Supermarket

Although a supermarket was not identified as a desired use during the Charrette, a supermarket can be an important part of a community. As well as providing goods and services, a supermarket also functions as a focal point for the day-to-day activities of a community. Typically, a community shopping center will utilize an area of approximately 10 acres to accommodate approximately 100,000 square feet of floor area, of which 40,000, or so, square feet is the principal anchor grocery store. The limitations on commercial development contained in the West Atlantic Avenue Overlay District will make it difficult for a person to develop a project of that scale in the redevelopment area. However, a smaller community shopping center, similar in scale to the Pineapple Grove Center (NE 2nd Avenue which contains 25,000 square feet) could be accommodated. Table 8 (page 119) contains property area and square footage information for existing community centers in the City. Also refer to the block plans which identify sites which could accommodate a retail establishment of 20,000 to 30,000 square feet.

Drug Store

West Atlantic Avenue is well situated to accommodate a full-service drug store ranging in size from 8,000 to 15,000 square feet. The store would provide not only the important pharmaceuticals for the residents, but also products once found in traditional dry goods stores. It is important to impose that the store be located on the Avenue as opposed to a typical suburban site plan solution of setting the store to the rear of the site. A buffer must be created between the residential area and the parking lot.

Table 8

Community Shopping Centers in the City of Delray Beach

<u>Location</u>	<u>Square Feet</u>	<u>Acres</u>
Post Office Square (NE 2nd Ave. and NE 3rd St.)	49,646	3.44
Sherwood Park Plaza (S. Congress Ave. and Lawson Blvd.)	33,480	3.90
Linton Square (S. Congress Ave. and Linton Blvd.)	107,885	9.40
Delray Town Center (Linton Blvd. and Military Trail)	102,912	9.90
Lake Ida Plaza (Congress Ave. and Lake Ida Rd.)	Approx. 100,000	8.38
South Delray Shopping Ctr. (S. Federal Hwy. and Lindell)	92,578	10.38

Fast Food

The small size of parcels on Atlantic Avenue, as well as the high traffic volumes along the Avenue, make those parcels very conducive to development as fast food restaurants with drive-thru facilities. Fast food locations typically require less than an acre of land and property depth of less than 300 feet. Development of a large number of fast food restaurants with drive-thru windows, is inconsistent with the goal of a pedestrian oriented commercial corridor, which was recommended by participants in the Charrette. Thus, steps to limit development of fast food restaurants with drive-through facilities are included in the Plan (see West Atlantic Avenue Overlay District, p.60). Fast food restaurants without drive-thru facilities will be encouraged, especially in non-free standing buildings incorporated within the structure of a mixed-use development.

Hotel

Although the uses "hotel or motel" were not specifically identified by the participants of the Charrette as desirable for the Redevelopment Area, several participants did identify a "bed and breakfast" as desirable. Given the particular requirements for a bed and breakfast (i.e. in a historic structure, commercial or OSSHAD zoning), establishment of that use along West Atlantic Avenue is unlikely. However, a small hotel or residence inn (all suite motel) could be constructed in the redevelopment area.

Drive Thru Facilities

All facilities which propose a drive thru, for example fast food, drug store, bank, liquor store, should only be considered as a conditional use. In no case should a proposed retail use be permitted to build a curb cut on West Atlantic Avenue. The drive thru facility should only be accessed through a side entrance to the alley or parking lot situated behind a retail building.

WEST ATLANTIC REDEVELOPMENT COALITION, INC.

The CRA worked with Visions West Atlantic to establish Visions as a non-profit development corporation. The West Atlantic Redevelopment Coalition, Inc. provides an opportunity to apply to public and private sources for grant monies. The corporation has the capability to act in partnership with the public sector, including the City and CRA, as a review body and generator of ideas and concepts. The body contains a Board of Directors, appointed by the CRA; the majority of whom would come from the West Atlantic community.

RELOCATION POLICIES

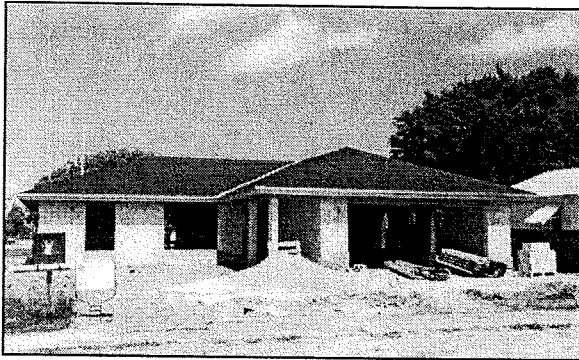
One of the principal concerns of residents of the West Atlantic redevelopment area is the potential for forced relocation of area residents to make way for commercial development. In response to those concerns, the participants of the Visions West Atlantic Avenue Charrette recommended a policy of minimal relocation of residents. The CRA will act as a facilitator to assist potential buyers to find available properties and to negotiate with property owners and will simultaneously acquire property for sale to developers and businesses.

The CRA recently purchased three residential structures in the commercially zoned area. The homeowners not only received fair market value for their property, but were also given assistance from the CRA in finding new homes. In all three cases, the new homes were rehabilitated structures. The homeowners received affordable housing subsidies and assistance so that their mortgages, if any, were no greater than for the homes sold to the CRA. The CRA will use its Affordable Housing Program to assist future homeowners as well. With respect to relocation of renters, the CRA has a standard relocation policy, a copy of which is included in the Appendix of this Plan.

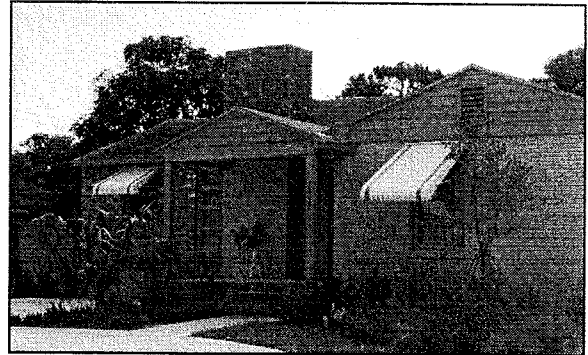
HOUSING OPPORTUNITIES

A number of groups and agencies are currently working in the redevelopment area to increase the availability of affordable housing and promote home ownership. The TED Center, Habitat for Humanity, and the Delray Beach CDC, in cooperation with the City and CRA, are active in the construction of new housing units in the area. The City of Delray

Beach and CRA will continue to work with those agencies to improve the availability of housing.



The "Renaissance Program", affordable housing under construction



A relocated and refurbished house on NW 4th Avenue

In 1995, the City, CRA, Delray Beach CDC, TED Center, Delray Beach Housing Authority, and the Financing Consortium, a multi-bank financial intermediary, entered into a partnership to deliver approximately 25 to 40 homes a year for low and moderate income families. The program is enriched with a substantial second mortgage subsidy whereby a home buyer may receive a subsidy depending upon need. The program is called the Delray Beach Renaissance Program.

In addition to facilitating construction of new housing in the area, the City is working to help stabilize neighborhoods. As previously described, the Police Department is implementing a community policing program to foster cooperation between police and the community to reduce crime problems. The Community Improvement Department sponsors the annual Paint-up Delray event to help improve the appearance of neighborhoods. The Community Development Division administers the bootstrap program, which assists homeowners to improve their properties. The Community Development Division's Neighborhood Program Specialist works to establish homeowners associations in neighborhoods throughout the City. Those associations can be effective in communicating neighborhood concerns or problems to government officials and working with those officials to find solutions.

ARCHITECTURAL DESIGN GUIDELINES

No particular design theme (e.g. Mediterranean Revival, Art Deco, Western, etc.) has been identified for the West Atlantic area, however several general design principles were identified by Visions West Atlantic. Many of the design principles are reflected in the development requirements of the overlay district (height limit, setbacks, etc.). Additional design principles for the redevelopment area are outlined in this section. These design principles will be the basis for WARC acting as the Architectural Review Committee for review of development proposals.

Building Styles and Scale

Buildings should be consistent with the stated desire of Visions West Atlantic for a pedestrian oriented shopping area. The following characteristics will be emphasized:

- ☐ First floor retail or service uses with office or residential uses above
- ☐ Traditional storefront structure
- ☐ Four story (48') maximum height with a preference for two to four stories
- ☐ Harmony with adjacent structures, in terms of scale, height, and mass must be maintained

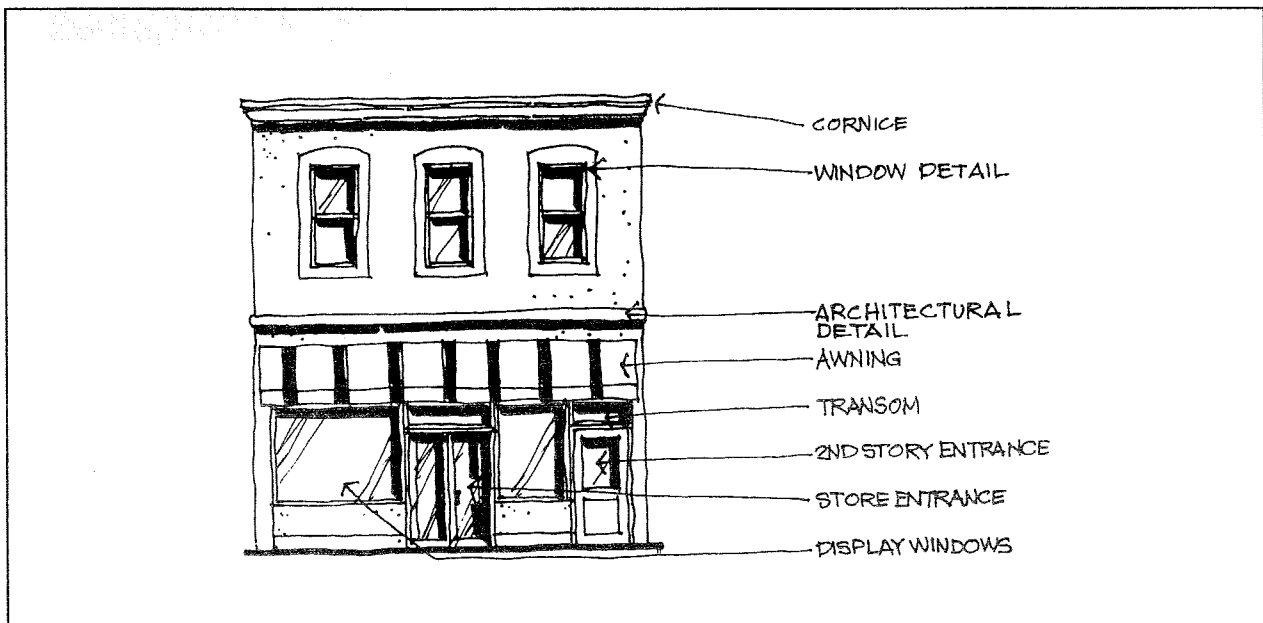


Figure 13: Two-story, traditional storefront structure with first floor retail use and second story office or residential uses

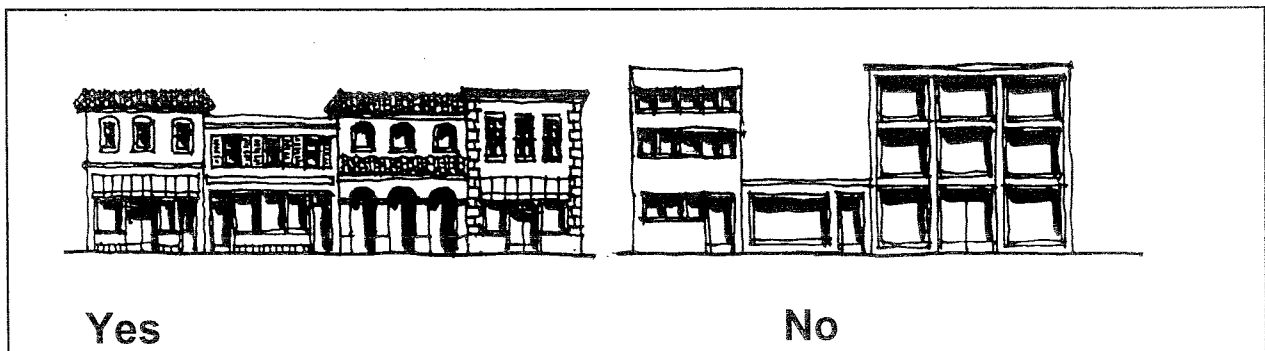


Figure 14: Harmony with adjacent structures, in terms of scale, height, and mass must be maintained

Site Plan Issues

Planning for a pedestrian orientation should be reflected in a site plan, as well as the appearance of the structure. The following principles should be included in the site plan for any development in the redevelopment area.

- ☐ Front setback areas should be hardscaped for pedestrian usage, rather than landscaped areas or vehicular use areas
- ☐ No parking should be located between structures and the Atlantic Avenue right-of-way, with a preference for parking located to the rear of any structure
- ☐ No parking should be located on parcels fronting Atlantic Avenue
- ☐ Special consideration should be given to buffering of adjacent residential properties from commercial development
- ☐ Cross access between adjacent parking lots should be provided wherever possible
- ☐ The principal access to ground floor businesses should be from Atlantic Avenue, or from pedestrian plazas opening to Atlantic Avenue
- ☐ Sidewalk connections and other pedestrian access from parking areas to Atlantic Avenue and business entrances must be integrated into the site design
- ☐ Fences shall not be allowed in the front or side setback of a structure with frontage on Atlantic Avenue, unless the fence is integrated into and a part of an approved sidewalk café
- ☐ No new chain-link fences will be permitted on any commercial property or commercially zoned vacant property. Wood, masonry, wrought iron, or other fence or wall materials may be used in rear setback areas, subject to approval through, the ARC, CRA, and SPRAB

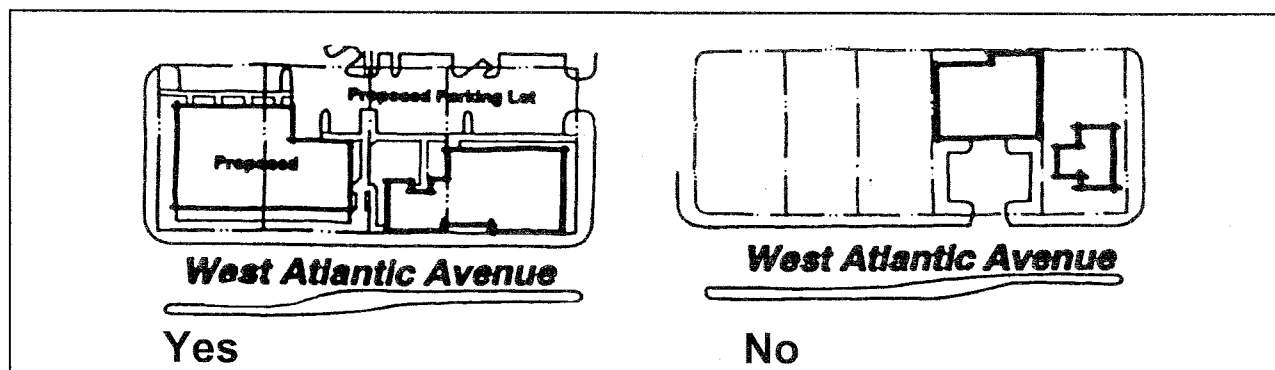


Figure 15: Parking lots should be to the rear of structures with provision of cross access wherever possible.

Colors

In 1991, the CRA produced a palette of color schemes which were to be pre-approved for

commercial structures on West Atlantic Avenue. In 1997, the West Atlantic Architectural Review Committee amended the color palette which replaces the preapproved palette of 1991. Refer to the exhibit for a copy of the palette. Business owners who intend to paint their structures should select a color scheme from the palette before beginning work. The selection of a pre-approved color scheme permits the building owner to go directly to the SPRAB Board for final approval without WARC or CRA approval. However, business owners who intend to use a color scheme not included on the palette must obtain approval from the West Atlantic Redevelopment Coalition, Inc. acting at the ARC, the CRA, and SPRAB before painting.

Signage

The City of Delray Beach Sign Code, Section 4.6.7 of the Land Development Regulations, will apply within the Redevelopment Area with the following additional guidelines.

- ☐ Signs in the Redevelopment area will require review by the West Atlantic Avenue ARC and the CRA

Free Standing Signs:

- ☐ Free standing signs are discouraged in the Redevelopment Area
- ☐ If free standing signs are proposed, they will be limited to monument signs with a maximum height of 6'
- ☐ Pylon signs are prohibited
- ☐ Foundation and accent plantings must be provided for any free standing sign

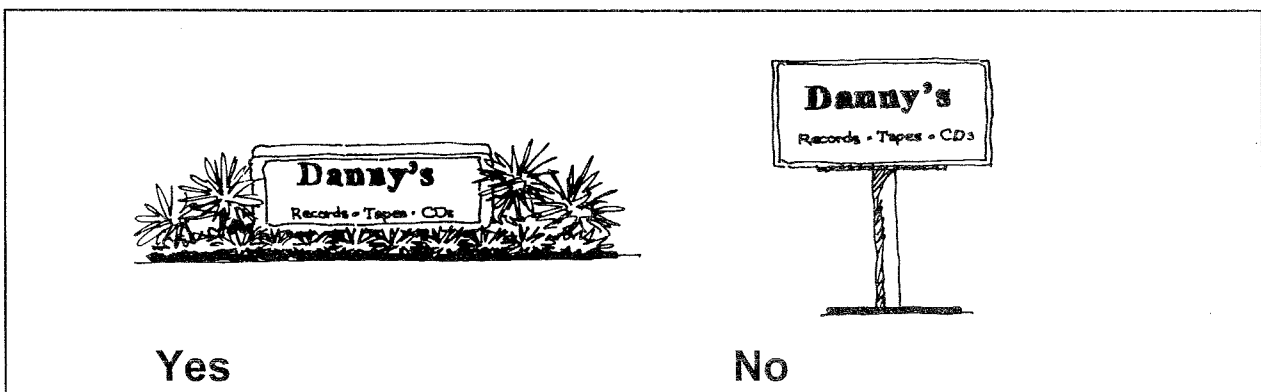


Figure 16: If free-standing signs are to be used, monument signs, with foundation and accent plantings must be provided. Pylon signs are prohibited.

Wall signs:

- ☐ Wall signs are to be in scale and proportion with the building facade
- ☐ Sign clutter and excessive signage are to be avoided
- ☐ Multiple signs on one structure should be consistent in terms of color, scale, print style, etc.
- ☐ Wall signs should be integrated into the facade of the structure rather than appearing to be "added-on"
- ☐ Hand painted signs are discouraged
- ☐ Under canopy or projecting signs are permitted as regulated by the City Sign Code

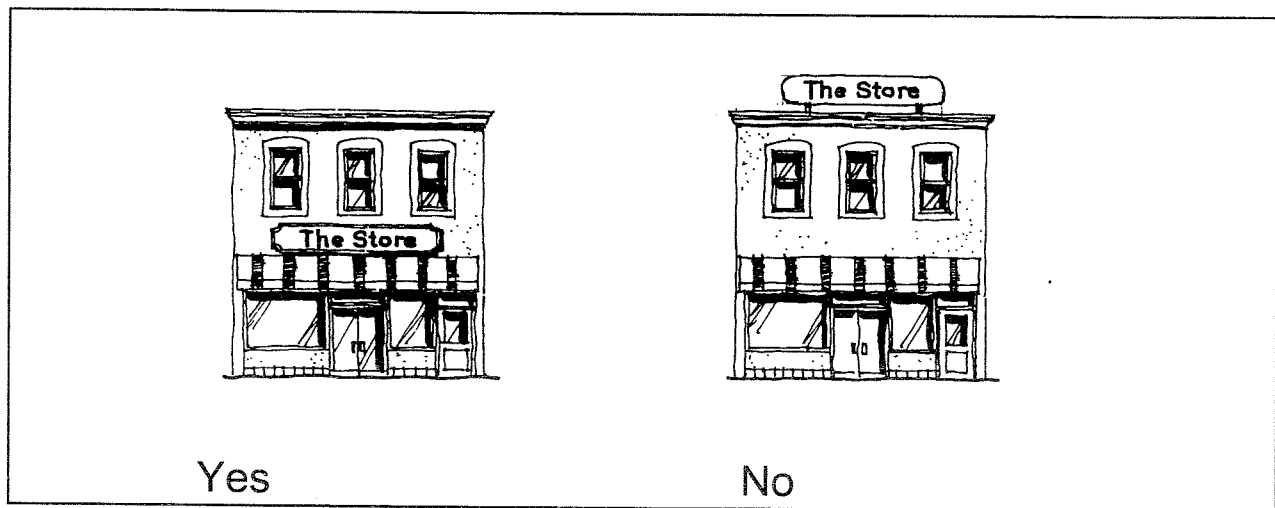


Figure 17: Wall signs should be integrated into the facade of the structure rather than appearing to be "added-on".

Architectural Detail

- ☐ Pedestrian features such as awnings and covered walkways are encouraged along Atlantic Avenue.
- ☐ Back-lit awnings are discouraged along Atlantic Avenue.
- ☐ Window bars are prohibited where visible from the public right-of-way. Alternate provisions, such as storm shutters or security window film is to be used in place of bars.
- ☐ Provide window shopping opportunities.
- ☐ Blank walls are to be avoided and existing blank walls should be softened, wherever possible, with landscaping, murals, banding, or other architectural features.
- ☐ No mechanical equipment such as air conditioning units or exhaust vents located on the roof of a structure will be visible from the adjacent right-of-way.

- ☐ On-site lighting, landscaping, paver treatments, and other decorative features must be coordinated with and enhance existing and planned streetscape features.
- ☐ Flat roofed structures should utilize decorative parapets rather than faux mansard roofs or similar structures.
- ☐ Pitched roofs should have a minimum slope of 5/12 and be covered with suitable roofing material - asphalt shingles are acceptable, concrete tile or standing seam metal are preferable.
- ☐ Fluorescent lighting on the exterior of buildings should be prohibited.

Rehabilitation

- ☐ Renovations of existing structures must adhere to the design guidelines as much as is possible.

Maintenance

Maintenance of existing structures is at least as important to the image of a commercial area as the design of new or remodeled structures. The following items are examples of the kinds of routine maintenance that contribute to the appearance of a shopping area.

- ☐ Timely replacement of broken glass
- ☐ Regular cleaning and painting of walls
- ☐ Maintenance of landscaping and sodded areas
- ☐ Prevention of parking in landscape areas
- ☐ Regular clean-up of trash in parking lots, landscape areas, pedestrian areas

Rights-of-way and Public Areas

- ☐ Limit West Atlantic Avenue to four through lanes
- ☐ Create landscape nodes to delineate parking areas and facilitate pedestrian crossings
- ☐ Consolidate utility and light poles to enhance the area's appearance
- ☐ Maintain on-street parking wherever feasible
- ☐ Create an improved entrance feature at the entrance from I-95

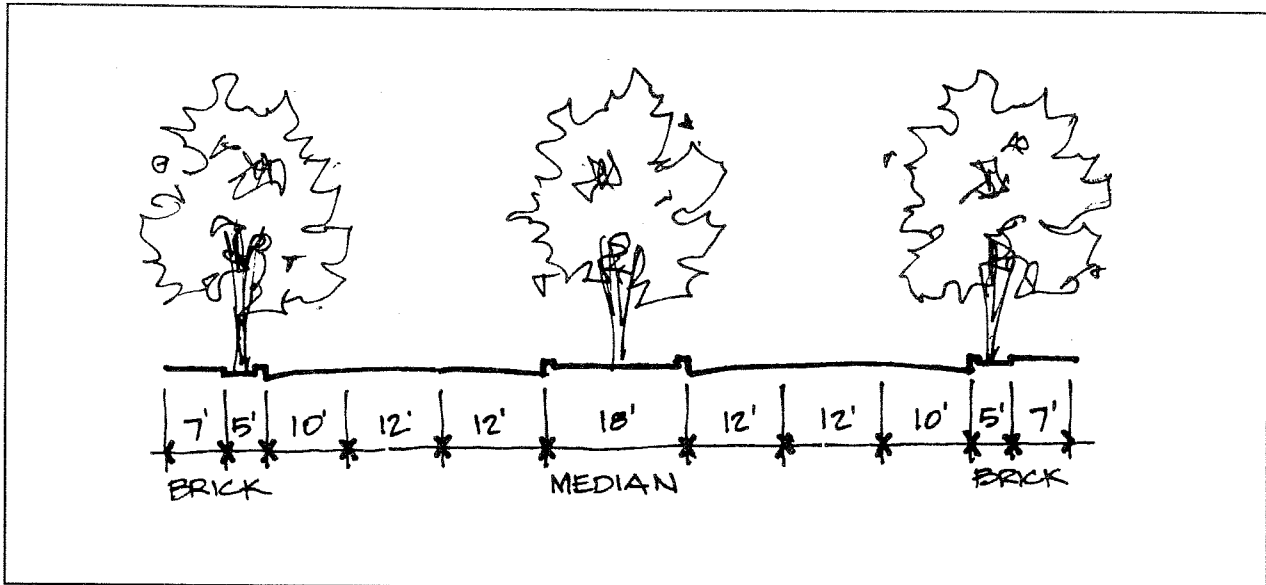


Figure 18: Section of the proposed ultimate right-of-way for West Atlantic Avenue through the redevelopment area

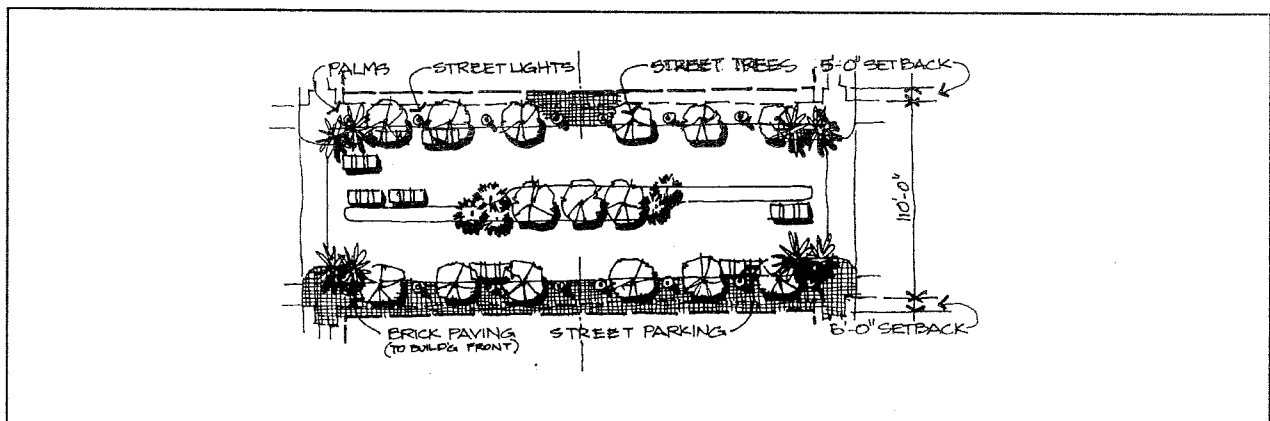


Figure 19: Plan view of the proposed ultimate right-of-way for Atlantic Avenue through the redevelopment area

Revisions of Design Guidelines

The West Atlantic Redevelopment Coalition, Inc., acting as ARC, will take an active role in the maintenance, review and updating of the design guidelines for the West Atlantic Avenue redevelopment area. The Committee, with staff assistance from the Planning and

Zoning Department and the CRA, will undertake periodic reviews of the provisions of the guidelines and propose revisions, additions, and refinements to the guidelines. Changes to the design guidelines must be approved by the CRA Board and SPRAB before taking effect.

IMPLEMENTATION

Processing of Land Use Plan Amendments

Adoption of the Redevelopment Plan will require a number of amendments to the City's Future Land Use Map and Comprehensive Plan. Most of these amendments were adopted as a portion of Comprehensive Plan Amendment 95-2. Figure 11 shows the current FLUM designations for the West Atlantic Avenue Redevelopment Area. An additional Future Land Use Map amendment is proposed for the North 300 Block in 2000 (See Figure 11A). This change will be processed as a part of Comprehensive Plan Amendment 2000-2.

Processing of Rezoning

Most parcels within the West Atlantic Avenue redevelopment area retained their existing zoning designations in 1995 following the rezonings recommended in the Plan. Figure 12 shows the current zoning designations for the redevelopment area. Additional rezonings are proposed for 2000 on the North 300 Block (See Figure 12A). These rezonings will be processed concurrently with the proposed Land Use Plan amendment.

Processing of LDR Amendments

Creation of the West Atlantic Avenue Overlay District required a number of text amendments to the Land Development Regulations. Processing of those amendments began immediately following the adoption of the Redevelopment Plan in 1995. The amendments were adopted on December 5, 1995.

Two of the proposed text amendments were not made in 1995. These amendments which were detailed earlier in the Redevelopment Plan section of this report, are recommended to be adopted in 2000. They include the following:

- ☐ All drive-thru facilities within the Overlay District will require conditional use approval.
- ☐ The front setback for properties fronting on NW and SW 5th Avenue within the Overlay District shall be reduced to 5'.

An additional change recommended with this amendment of the Redevelopment Plan is:

- ☐ The parking requirements for hotels should be set at .7 space per room and 1 space per 300 square feet for meeting rooms and 6 spaces per thousand square feet for restaurants within the hotel.

West Atlantic ARC

As previously discussed an Architectural Review Committee (ARC) has been established to review all development proposals located in redevelopment area #1, as defined by the Comprehensive Plan. The West Atlantic Redevelopment Coalition, Inc., acting as the ARC, acts in an advisory capacity to the CRA and the City Board reviewing any development proposal in the area.

Staff support for the West Atlantic Redevelopment Coalition, Inc. is provided by the existing staffs of the Community Redevelopment Agency and the Planning and Zoning Department. The Committee meets as required to review submissions, rather than at regular intervals.

Project Coordinator

In 1995, the CRA hired a project coordinator to oversee the implementation of the Redevelopment Plan. The position is part of the functions of the CRA economic development manager, one which oversees all economic development functions in the CRA district. The functions of the manager include:

- ☐ Administration of West Atlantic Redevelopment Coalition and its Sub-committees
- ☐ Production of grant requests for the area
- ☐ Provide assistance to existing businesses and new businesses in the area
- ☐ Promotion of CRA business assistance programs
- ☐ Markets the area as a destination for minority businesses

Marketing Strategy

Visions West Atlantic, in association with the CRA and Pineapple Grove Main Street commissioned Marketek, Inc. to perform a market analysis for the two areas. The information gained from that study can be utilized by the CRA and its partners in generating a marketing plan for the area. Several concepts suggested by Visions West Atlantic Charrette, Marketek, the CRA, and the Downtown Joint Venture are summarized as follows:

- ☐ Create an entertainment component to the redevelopment land uses, including restaurants, night clubs, blues clubs, music stores, art galleries, and outdoor concerts in the tennis stadium. The entertainment theme should contain a regional theatre to serve South Palm Beach County, a facility with

500 to 1,000 seats.

- ☐ Create a theme for the area and market the theme through signage, logo, and other promotional materials. The theme would be based upon arts and entertainment.
- ☐ Extend the Art & Jazz on the Avenue events to West Atlantic and develop additional promotions centered on the multi-ethnic theme.
- ☐ Encourage artists and musicians to locate in the new residential apartments located above the retail.
- ☐ Extend the boundaries of the Downtown Development Authority to the commercial areas of West Atlantic Avenue and expend the monies generated on marketing and promotion (accomplished through a vote in 1998). It is expected that a one mil tax on the existing 1995 values would produce a revenue of approximately \$10,000.

Redevelopment Strategy

In order to fulfill the vision for West Atlantic Avenue, the City, CRA, and the County must play an important role of being the catalyst for redevelopment. Public/private partnerships with property owners and real estate developers will be necessary to commence redevelopment. The CRA's role is summarized as follows:

- ☐ Assist in construction of parking lots, particularly when spaces can be resold to individual property owners who seek to redevelop their own property.
- ☐ Acquire properties in order to assemble larger tracts for resale to real estate developers and office and retail users. Refer to Table 9 and 10 for a list of suggested properties.
- ☐ In partnership with the West Atlantic Redevelopment Coalition, seek redevelopment grants, the proceeds of which can be used to match private investment in a redevelopment project.
- ☐ Assist property owners and businesses in securing financing for expansion and development.
- ☐ Assist the TED Center in providing technical services to businesses on West Atlantic Avenue.
- ☐ Assist through the Downtown Joint Venture the marketing of the area with

promotions and events.

- ☐ Market the availability of a special loan fund called The Business Loan Fund of the Palm Beaches, Inc. ("BLF") so that businesses can have access to capital for expansion and creation of new businesses.
- ☐ Work jointly with the City to continue the beautification of the Avenue by completing tree planting, constructing corner nodes, and placing pedestrian street lights on the Avenue utilizing State and County grants whenever possible.

Short-Term Redevelopment Acquisitions

In order to continue the redevelopment process, the CRA needs to acquire additional property for resale to developers and users. Table 8 is a list of those properties which should be considered for immediate acquisition. These properties are clustered east of NW/SW 7th Avenue, adjacent to or within the government cultural center area of West Atlantic Avenue. Note that since the First Amendment, the CRA has acquired properties in Blocks 28 and 36 and issued an RFP to developers for new development proposals.

Table 8
Short-Term Redevelopment Acquisitions

Acquisitions	Remarks
600 Block North	
Fashaw Building Bernmax Bldg. Phoenix Bldg. Figaro Bldg. Figaro Duplex Stephens Tract Pitman Cleckley Residence (S.F.)	<p>The assemblage of these properties would result in a 2-acre redevelopment parcel which could be resold to a developer to construct ground floor retail shops and upper floor offices or residential.</p> <p>The project is a candidate for development of a 100-space parking lot simultaneously with redevelopment of the West Atlantic Avenue frontage.</p>
600 Block South	
Rodriguez Tract Cleckley Residence Tompson Residence	The block contains an existing funeral home and a vacant parcel fronting West Atlantic. Opportunity exists to build parking in the rear of these sites in order to encourage redevelopment, both on the frontage property and properties on adjacent blocks. The 4 lots which are candidates for acquisition could provide approximately 100 parking spaces.

Acquisitions	Remarks
600 Block South (Con't)	
Shumake Residence	The expansion of Shuler Memorial Chapel will be dependant upon parking. Three lots south of Shuler's were purchased by Shuler for the recent expansion. One additional lot will assist in enlarging the Shuler parking lot. Shuler's was a recipient for the Palm Beach County Development Regions Grant in 1996.
100 Block South	
Norris Apartments	The CRA is under agreement to acquire the Norris apartments property and turn it over to Palm Beach County along with other property it already owns on the block sometime in 2000 or 2001. The CRA will seek proposals to redevelop the Atlantic Avenue frontage into a mixed-use project or a library which may share parking with the county courthouse.
1000 Block North	
Bassie Property Thurston Property Haynes Residences Andre Lone Residence Haynes Property Emma Sharpe Property Mary Randolph Property	The entire frontage on West Atlantic is vacant land. The block is an excellent opportunity to redevelop into a mixed-use structure with parking in the rear.
NW/SW 5th Avenues	
Properties on SW 4 th , 5 th & 6 th Avenues. Properties on NW 4 th , 5 th & 6 th Avenues	<p>The redevelopment of NW and SW 5th Avenue from SW 1st Street to NW 2nd Street (Martin Luther King Boulevard) is based on reviving the traditional neighborhood shopping district for the West Atlantic area. SW 5th Avenue needs to be beautified, and NW 5th Avenue needs to be refurbished.</p> <p>Properties fronting on NW & SW 5th Avenues could be one and two-story structures, and its parking could be behind the buildings, sometimes on parcels fronting on NW/SW 4th Avenue and NW/SW 6th Avenue.</p>

Acquisitions	Remarks
700 Block South	
<p>Retail Center on West Atlantic Vacant Land on West Atlantic</p> <p>Williams Residence Darrison Residence Reed Residence Mosley Residence Jackson Residence Reeves Residence Zanders Residence Hickman Residence Roseboro Residence</p>	<p>The block contains a one-story, unsightly retail structure fronting on West Atlantic Avenue whose facade is dominated by security bars. The rear of the building is an unimproved parking lot. A vacant lot on the corner of SW 8th Avenue is under developed. Behind the retail strip are residential structures, some of which are in very poor condition. The opportunity for the block is to redevelop the front, add a new structure on the vacant lot and provide parking to support new structures on the frontage.</p> <p>The residential structures behind the retail center are owner occupied. The CRA would, in its acquisition of a homeowner's residence, assist the homeowner with a rehabilitated or new residence through the Renaissance Partnership. Two residents, Jackson and Reeves, are in the process of selling their homes to the CRA and in purchasing a new home. The acquisition of the rear properties will require this important assistance and once accomplished, parking to support the retail can be realized.</p>
800 Block South	
<p>Klasfeld Tracts Vinik Tract Flint Residence Odom Residence Cartwright Residence</p>	<p>The block contains an entirely vacant frontage on West Atlantic Avenue and a large, vacant parcel (formerly the Elks Lodge) owned by the CRA. The block is an opportunity to develop one, large redevelopment site or two smaller ones. The frontage would contain mixed-use structures and the rear would contain parking.</p> <p>Residences are located in the rear along SW 8th Avenue. These homeowners would be offered new housing through the Renaissance Partnership.</p>

Long-Term Redevelopment Acquisitions

As part of a long-term strategy, the CRA should acquire other properties in the commercial district on an on-going basis in order to fulfill the goal of providing future sites for development and parking sites.

Table 9
Long-Term Redevelopment Acquisition

Acquisition	Remarks
West Atlantic Avenue Redevelopment Property within the general commercial district of West Atlantic.	The CRA would acquire, as part of a long-term strategy, properties in the commercial corridor in anticipation of assembling other block frontage for redevelopment. Furthermore, some properties could be utilized for future parking sites.
NW 8th/10th Avenues	An important set of blocks to commence acquisition and target a project in order to seed an area particularly blighted. In addition, the blocks contain the realignment of NW 9 th Street.
SW 11th/12th Avenue	An important block to encourage redevelopment, particularly since the private sector has expressed an interest in developing the block. The CRA could assist in acquisition.

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APPENDIX A

ORGANIZATIONS AND CONTACT PEOPLE

<u>Organization</u>	<u>Contact</u>	<u>Phone</u>
West Atlantic Redevelopment Coalition, Inc.	Rosalind Murray	276-8640
Delray Merchants Association	Clay Wideman	276-4915
Community Redevelopment Agency	Diane Dominguez	276-8640
TED Center	Seabron Smith	265-3790
Visions 2010	Sandy Simon	243-8998
Haitian American Council	Daniella Henry	272-2520
City of Delray Beach Community Development Department	Ken Thomas	243-7280
City of Delray Beach Neighborhood Program Specialist	Winston Hudson	243-7246
City of Delray Beach Community Improvement Department	Lula Butler	243-7204
City of Delray Beach Police Dept.	Capt. Will McCollom	243-7856
City of Delray Beach Historic Preservation Board	Pat Cayce	243-7284
City of Delray Beach Planning and Zoning Department	Paul Dorling	243-7041
Downtown Development Authority	Frank Wheat	278-2628
Chamber of Commerce	Bill Wood	279-1380, Ext. 14
Downtown Joint Venture	Marjorie Ferrer	279-1380, Ext. 15

Delray Beach CDC	Bill Sanders	266-9840
Local Initiatives Support Coalition	Annetta Jenkins	471-7700
EPOCH	Vera Farrington	272-6538
MAD DADS	Charles Ridley	276-6755