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# Due Diligence Report (N Federal Hwy)

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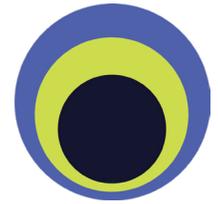
2410 N Federal Hwy, Delray Beach, FL 33483 / Parcel No: 12-43-46-04-08-000-0090  
2400 N Federal Hwy, Delray Beach, FL 33483 / Parcel No: 12-43-46-04-30-000-0020

**Client:** Delray Beach Community Redevelopment Agency

**Prepared by:** Peacock Architects

**Date of Submission:** March 6, 2026

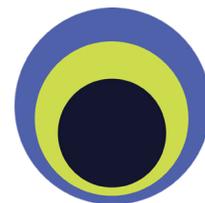




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# 1

## EXECUTIVE SUMMARY

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## 1.0 Executive Summary

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This Due Diligence Report evaluates the redevelopment potential of the subject parcels located along North Federal Highway (US-1) in Delray Beach, Florida. The purpose of this study is to assess regulatory feasibility, policy alignment, and planning-level residential capacity under multiple regulatory frameworks. The analysis is intended to test order-of-magnitude development potential, rather than establish a final development program, unit count, or financial feasibility.

At a planning level, the subject parcels are capable of supporting multi-family residential and workforce housing development under existing General Commercial (GC) zoning and, alternatively, under the Live Local Act incentive framework. Preliminary residential yield testing indicates that development capacity varies depending on regulatory path, affordability participation, and parking requirements.

When residential parking ratios are applied using the assumed unit mix and a tuck-under parking configuration beneath the building footprint, planning-level analysis indicates that a single level of parking may support approximately 130 to 140 residential units. While the conceptual building envelope could theoretically support a higher number of units based on gross floor area alone, parking supply and site circulation efficiency are expected to govern practical development capacity.

Live Local Act participation may influence unit mix and average unit size in order to meet affordability requirements, which may result in a modest reduction in total unit count. Under these assumptions, Live Local scenarios may support approximately 115 to 125 residential units, reflecting larger average unit sizes associated with affordability program requirements. While Live Local participation may result in a lower overall unit count, it provides regulatory flexibility, long-term affordability commitments, and policy alignment that may enhance overall feasibility depending on CRA objectives.

The subject parcels are zoned General Commercial (GC), and rezoning is not anticipated to be required to pursue residential redevelopment in principle. Development capacity is governed primarily by physical site constraints, including buildable area, building height limitations, and parking requirements, rather than by fixed density or FAR caps.

Based on preliminary analysis, the site is estimated to support an approximate 63,868 square-foot building floorplate and a maximum building height of approximately 48 feet, equating to up to five (5) stories based on typical residential floor-to-floor assumptions. These physical constraints form the basis of the residential yield analysis presented in this report.

The site benefits from prominent frontage along North Federal Highway (US-1), a major arterial corridor characterized by commercial, service, and institutional uses. Residential redevelopment along US-1 is consistent with CRA corridor revitalization objectives and is considered compatible with surrounding land uses. Access, circulation, and corridor adjacency considerations are typical of arterial redevelopment sites and are not anticipated to preclude development, subject to coordination with the City and applicable agencies.

At a due diligence level, municipal water, wastewater, stormwater, and utility services are anticipated to be available to serve redevelopment of the site. Confirmation of service capacity, connection locations, and potential infrastructure upgrades will be required during subsequent engineering phases; however, no infrastructure-related fatal flaws were identified as part of this review.

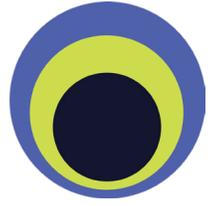
Residential and workforce housing are viable program components in principle. Workforce housing may be delivered as either a fully workforce program or a mixed workforce / market program, without materially altering total unit yield under base zoning assumptions. Final residential yield, unit mix, and program configuration remain dependent on confirmation of workforce housing participation levels, parking compliance, and CRA policy direction.

Overall, this due diligence review did not identify any zoning, access, infrastructure, or contextual constraints that would preclude redevelopment of the subject parcels. The primary remaining variables affecting feasibility relate to programmatic decisions and regulatory path selection, rather than site capacity. This report is intended to inform CRA decision-making and does not constitute a feasibility study, financial analysis, or entitlement approval.

# 2

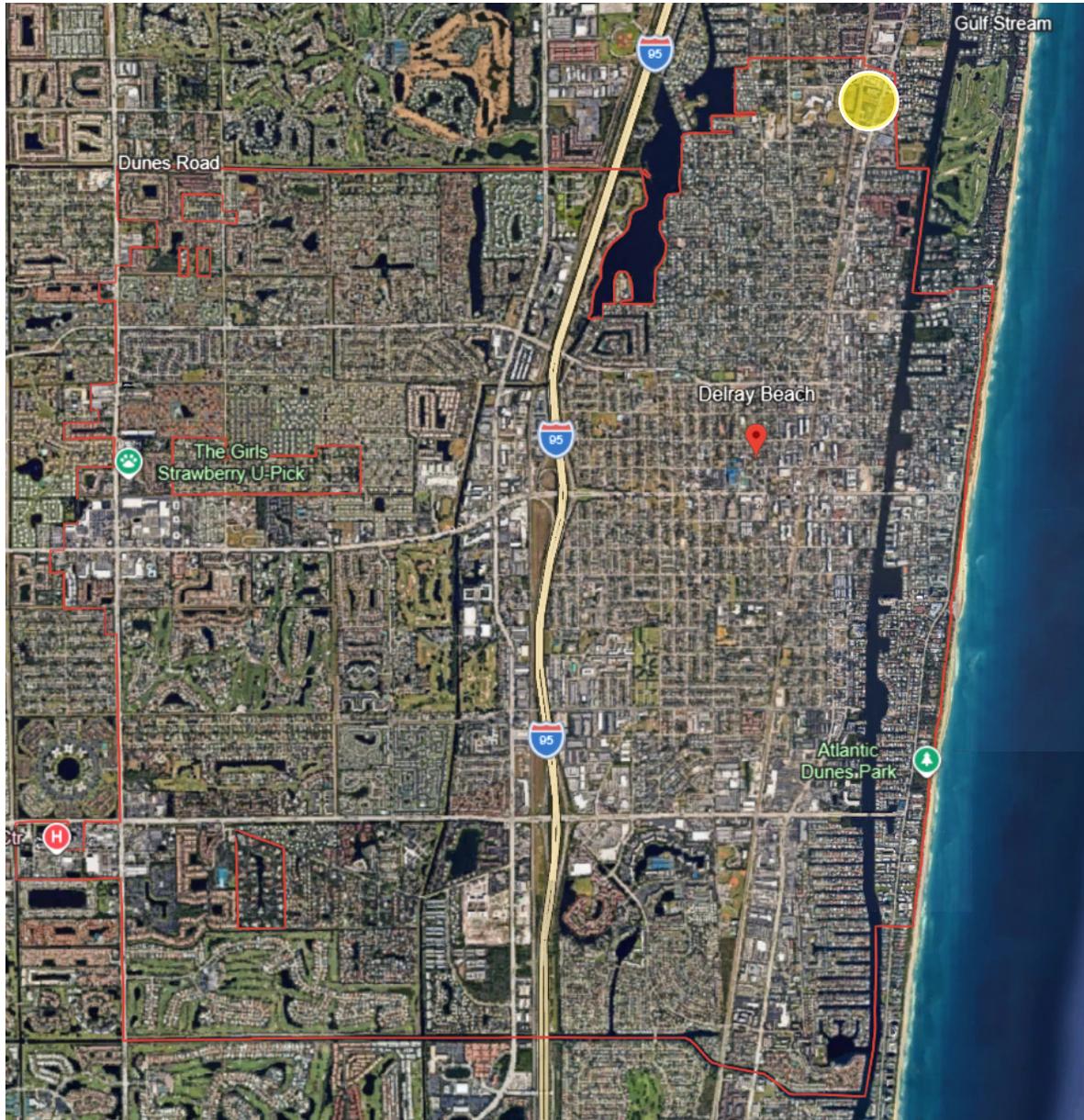
## SITE OVERVIEW

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## 2.1 Vicinity & Location

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Vicinity Map

 Site Location





Location Map

● Site Location



## 2.2 Site & Context

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### PARCEL 1

2410 N Federal Hwy, Delray Beach, FL 33483

Parcel No: 12-43-46-04-08-000-0090

### PARCEL 2

2400 N Federal Hwy, Delray Beach, FL 33483

Parcel No: 12-43-46-04-30-000-0020

The subject parcels are located along the North Federal Highway (US-1) corridor within an established urban commercial environment. For the purposes of this due diligence review, the parcels are evaluated collectively, as they share similar frontage, access conditions, and surrounding land use characteristics. The following summary identifies key adjacencies and contextual factors that may influence site access, circulation, and overall development feasibility.

### Surrounding Uses & Adjacencies

- **North:** Commercial uses along N Federal Highway (US-1), a major arterial corridor
- **South:** Commercial and mixed-use development
- **East:** Commercial / service-oriented uses and Residential
- **West:** Old Dixie Highway, Railroad, and Community Facility use

### Street Network & Access

- Primary frontage along N Federal Highway (US-1)
- High visibility corridor with regional connectivity
- Access management along US-1 may limit curb cuts, turning movements, and queuing.
- No signalized intersection immediately adjacent (to be verified)

### Contextual Considerations

- Corridor condition supports higher-intensity commercial and residential uses
- Traffic volumes along US-1 will influence ingress/egress design
- Potential friction between fast-moving arterial traffic and site access
- Context suggests need for clear separation of service, resident, and visitor access



North



South



East



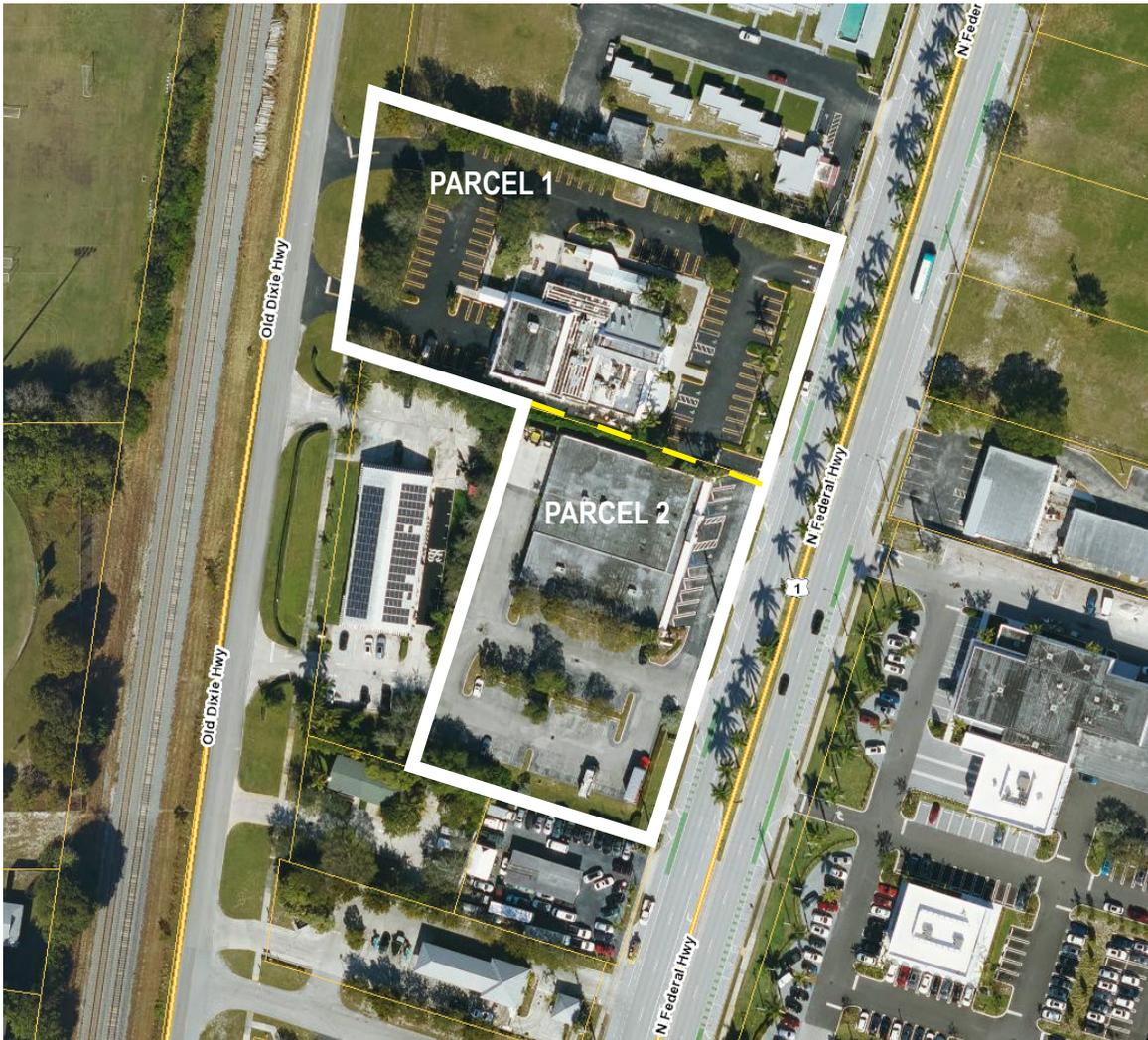
West

## 2.3 Parcel Size & Configuration

**Table 2.3 Parcel Summary (Public Records):**

Item	Information
Parcel Count	2 (contiguous)
Parcel Numbers	12-43-46-04-08-000-0090 / 12-43-46-04-30-000-0020
Approx. Combined Area	134,164.8SF (3.08 ac)
Frontage	North Federal Highway (US-1)
Data Source	Palm Beach County Property Appraiser

*Parcel configuration and area are based on publicly available records and have not been verified by a certified survey.*



# 3

## ZONING & LAND USE REVIEW

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### 3.1 Existing Zoning Designation

The subject parcels are located within the **General Commercial (GC)** zoning district, as identified on the City of Delray Beach Zoning Map. The parcels are further subject to the **North Federal Highway Overlay**, which establishes additional development standards and design considerations specific to properties along the North Federal Highway (US-1) corridor. The General Commercial zoning district is intended to accommodate a range of commercial and service-oriented uses, with development intensity and site design governed by both the base zoning district and applicable overlay regulations.

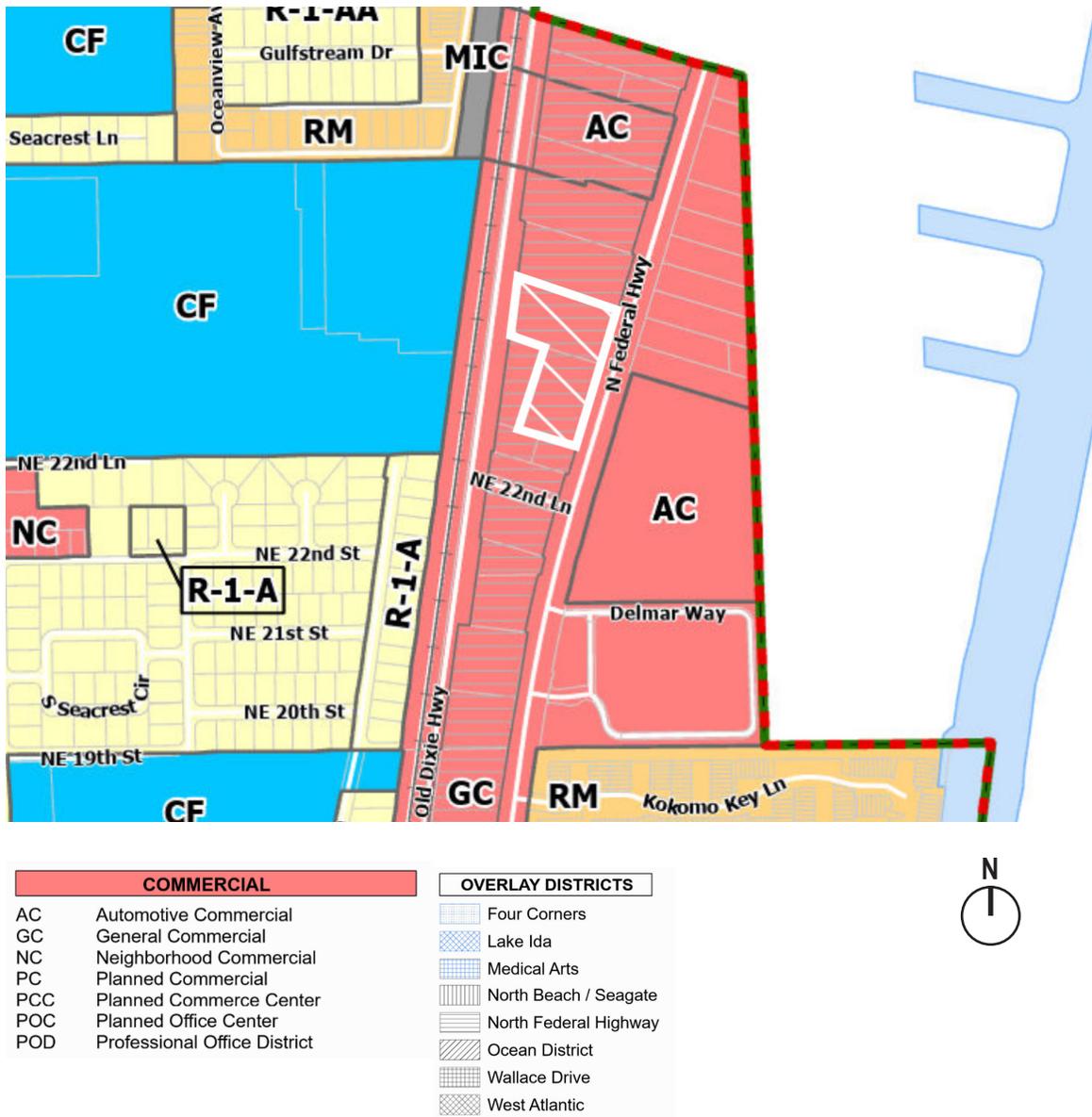


Figure 3.1 – City of Delray Beach Zoning Map  
 Subject parcels shown within the General Commercial (GC) zoning district and North Federal Highway Overlay.

### 3.2 Future Land use Designation

The Future Land Use designation for the subject parcels is **Mixed Use – General Commercial**, as identified on the City of Delray Beach Future Land Use Map. This designation is intended to support a mix of commercial and residential uses at an intensity appropriate for urban corridors, including properties along North Federal Highway (US-1). The designation provides a policy framework that supports redevelopment and a range of compatible uses, subject to compliance with applicable zoning and development regulations.

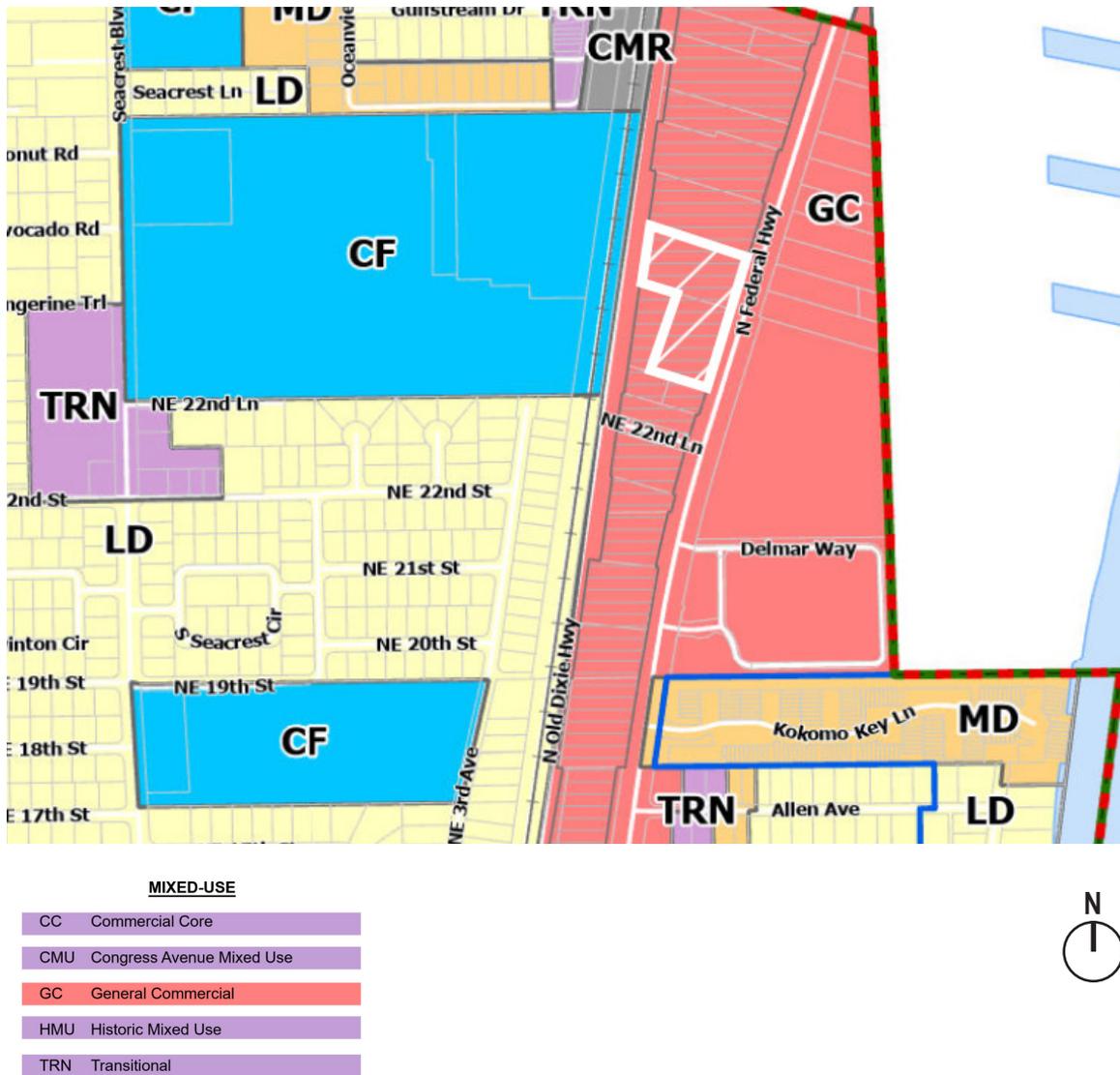


Figure 3.2 – City of Delray Beach Future Land Use Map  
*Subject parcels shown within the Mixed Use – General Commercial designation.*

### 3.3 Permitted Uses

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The General Commercial (GC) zoning district permits a wide range of commercial, service, and mixed-use development types, as outlined in Section 4.4.9 of the City of Delray Beach Land Development Regulations. For the purposes of this due diligence review, the discussion below focuses on permitted and conditional uses that are most relevant to the City's redevelopment and workforce housing objectives.

- General commercial and retail uses
- Office and professional uses
- Mixed-use development with commercial uses at the ground level and residential uses above
- Residential dwelling units as part of a mixed-use structure, subject to applicable density and development standards
- Multifamily residential uses as part of a mixed-use structure, where permitted or conditionally permitted

Other commercial and service uses are permitted within the GC district but are not evaluated as part of this due diligence review.

Certain residential and multifamily uses may require conditional use approval pursuant to Section 4.4.9 of the LDRs, which would be subject to additional review criteria and public hearing processes.

### 3.4 Development Standards Overview

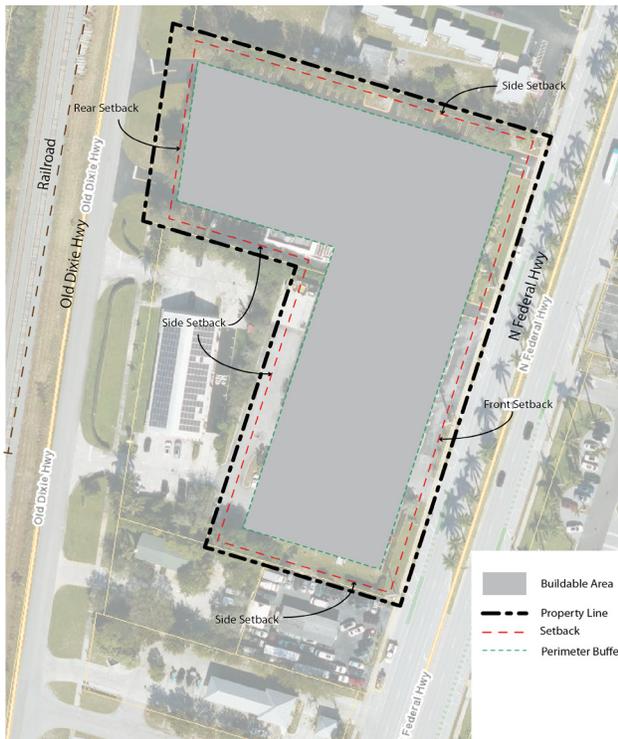
Development of the subject parcels within the General Commercial (GC) zoning district and the North Federal Highway Overlay is governed by a combination of base district standards and overlay-specific requirements. The following summarizes the primary development standards relevant to evaluating site feasibility for residential and mixed-use development. This overview focuses on standards that are expected to influence site capacity, circulation, and overall development potential.

**Table 3.4 Key Development Standards (Preliminary)**

Development Standard	GC District / Overlay Req.	Notes
Zoning District	General Commercial (GC)	Subject to North Federal Highway Overlay
Max. Height	Per GC District and Overlay	Anticipated governing constraint
Residential Density	Regulated by use provisions	Bonus provisions evaluated separately
Lot Coverage	Max. 75%	Includes buildings, pavement, hardscape
Front Setback	Per GC District / Overlay	Overlay modifies Federal Hwy frontage
Side/Rear Setbacks	Per GC District	To be verified with survey
Parking	Per Article 4.6	Shared parking provisions may apply
Overlay Regulations	North Federal Highway Overlay	Influences access and site layout

*Development standards summarized above are based on a preliminary review of the Land Development Regulations and are provided for due diligence purposes only. Final compliance will require verification through detailed site analysis and coordination with City staff.*

**Figure 3.4.1 Maximum Build-Out Envelope (Diagrammatic)**

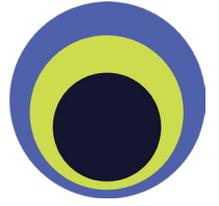


*Maximum build-out envelope shown diagrammatically based on preliminary review of applicable setbacks and landscape requirements. Final buildable area subject to survey verification and City interpretation.*

# 4

## ZONING ADEQUACY ASSESSMENT

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## 4.0 Zoning Adequacy Assessment

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This section evaluates whether the existing zoning framework applicable to the subject parcels is adequate to support residential and mixed-use development consistent with the City of Delray Beach Community Redevelopment Agency's redevelopment and workforce housing objectives. The assessment considers the alignment between existing zoning, future land use policy, and applicable development standards, as well as whether additional regulatory actions may be required to achieve the intended development program.

### 4.1 Zoning and Future Land Use Alignment

The subject parcels are zoned General Commercial (GC) and are designated Mixed Use – General Commercial on the City's Future Land Use Map. This alignment indicates that the Comprehensive Plan supports a mix of commercial and residential uses along the North Federal Highway corridor. From a policy perspective, the future land use designation is generally supportive of mixed-use and residential redevelopment, subject to compliance with applicable zoning and development standards.

### 4.2 Residential and Mixed-Use Feasibility

Residential uses within the GC zoning district are permitted in conjunction with commercial uses and are subject to specific use provisions and development standards. Residential uses are permitted within a mixed-use building configuration, subject to requirements for ground-floor commercial occupancy, physical separation of uses, and applicable residential density limitations. Based on a preliminary review, the zoning framework allows for mixed-use development that includes a residential component; however, development feasibility is expected to be influenced by height limitations, parking requirements, and site circulation constraints associated with the arterial roadway context.

### 4.3 Live Local Act Considerations

The Live Local Act introduces potential incentives related to residential density and development standards when workforce or affordable housing thresholds are met. At a high level, these provisions may enhance residential feasibility on the subject parcels by allowing increased density beyond standard zoning limits. The applicability and effectiveness of Live Local incentives will depend on final program assumptions, workforce housing percentages, and City interpretation and implementation of the Act. As such, Live Local considerations are viewed as a potential feasibility tool rather than a guaranteed entitlement at this stage.

### 4.4 Need for Rezoning or Regulatory Modifications

Based on the preliminary zoning and policy review, the existing zoning and future land use framework appear generally adequate to support residential or mixed-use redevelopment in principle. At this due diligence stage, rezoning of the subject parcels is not identified as a prerequisite for pursuing residential development; however, achieving target unit counts or optimizing site efficiency may require reliance on incentive programs, including Live Local provisions, and further coordination with City staff.

### 4.5 Preliminary Conclusion

In summary, the General Commercial zoning district, in combination with the Mixed Use – General Commercial future land use designation, provides a regulatory framework that can support residential and mixed-use development on the subject parcels. While the zoning appears adequate in principle, overall feasibility will be governed by development standards, including residential density limitations under base zoning and the practical application of workforce housing incentives. Further analysis and coordination will be required to confirm development potential and refine program assumptions.



# 5

## SITE CAPACITY & CIRCULATION ASSESSMENT

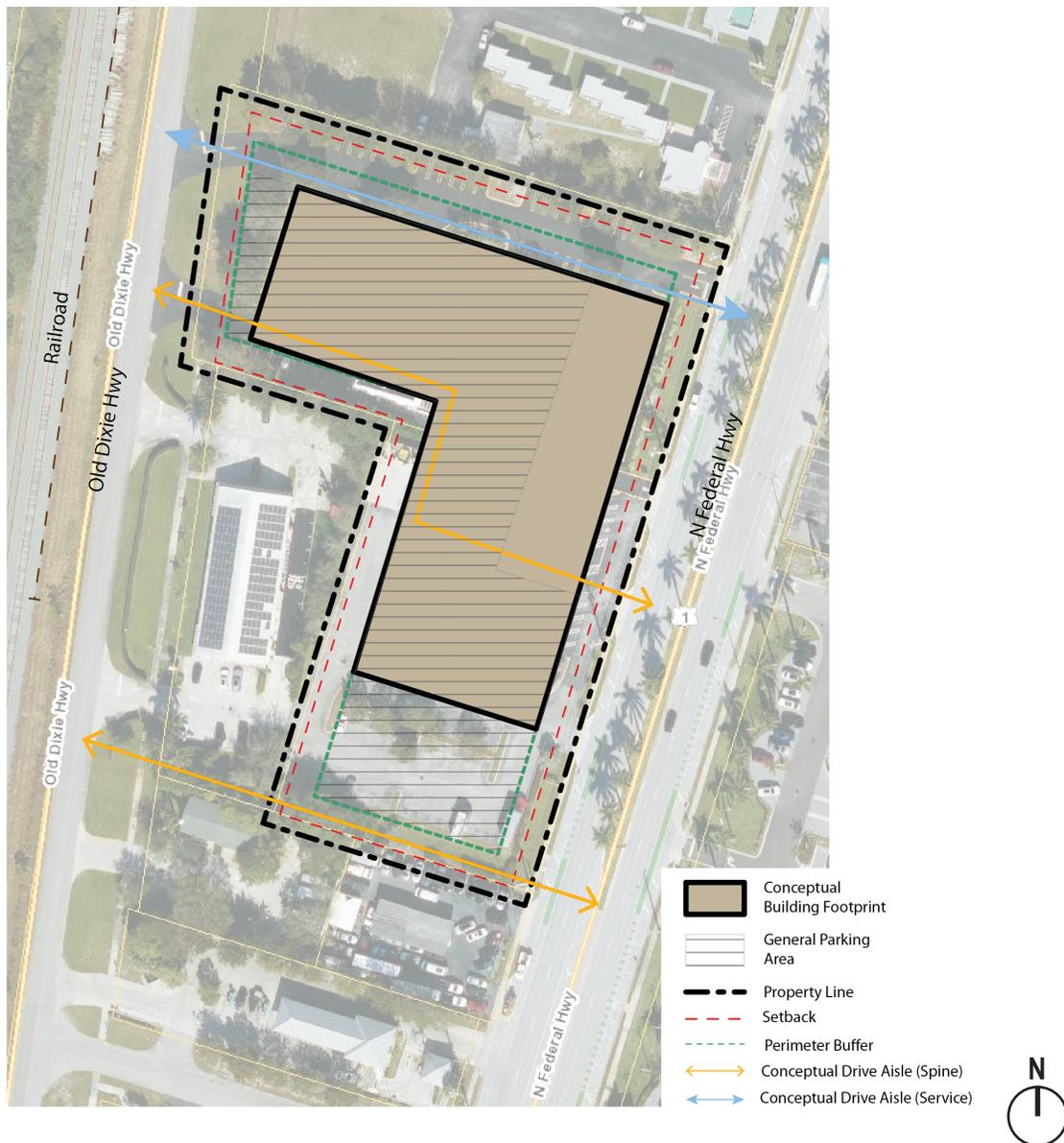
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## 5.0 Site Capacity & Circulation Assessment

### 5.1 Purpose of Assessment

This section provides a high-level assessment of site capacity and circulation to evaluate how the subject parcels may reasonably accommodate development within the applicable zoning framework. The analysis is intended to illustrate general relationships between building footprint, setbacks, parking, and circulation, rather than to establish a final site layout or design solution.

### 5.2 Conceptual Site Capacity Diagram



*Diagrammatic site capacity illustration provided for due diligence purposes only. Building footprint, circulation, parking areas, setbacks, and landscape requirements are shown conceptually and are based on preliminary code review and publicly available records. Diagram is not a survey, site plan, or design proposal.*

**Table 5.2 Setbacks (Preliminary)**

<b>Setback Type</b>	<b>Preliminary Req. (Per LDR)</b>	<b>Notes</b>
Front	5 - 15 ft	Build-to-range per overlay
Side	10 ft	Typical GC requirement
Rear	25 ft	Rail adjacency condition
Perimeter Buffer	30 ft	Applied conceptually along site perimeter. 10% of depth of property

*Setback requirements summarized above are preliminary and based on a high-level review of applicable regulations. Final setbacks may vary based on site-specific conditions and City interpretation. Landscape requirements are shown conceptually for feasibility purposes only and are subject to further verification.*

### **5.3 Building Footprint & Setback Relationships**

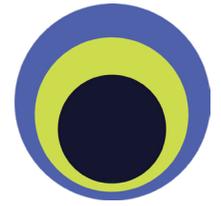
Based on preliminary development standards, minimum setbacks and maximum lot coverage establish a constrained buildable envelope along the North Federal Highway corridor. Within this envelope, the relationship between building footprint and circulation will be influenced by required access points, service needs, and parking configuration. As illustrated conceptually, the site is capable of accommodating a basic building footprint while maintaining functional circulation; however, efficiency will depend on access strategy and parking layout.

### **5.4 Vehicular Circulation & Access**

Vehicular circulation for the site is anticipated to be organized primarily around frontage and access from North Federal Highway (US-1), with secondary access available from Old Dixie Highway along the western edge of the parcels adjacent to the railroad corridor. While US-1 provides regional connectivity and visibility, circulation design will need to address the operational characteristics of an arterial roadway, including traffic volumes, turning movements, and queuing. Secondary access from Old Dixie Highway may provide opportunities to distribute traffic, support service and parking access, and reduce reliance on direct arterial ingress and egress. Internal circulation efficiency will be critical to maintaining safe ingress and egress while minimizing conflicts between resident, visitor, and service traffic.

### **5.5 Preliminary Feasibility Observations**

At a due diligence level, the subject parcels demonstrate the capacity to support development consistent with applicable zoning standards. The primary factors influencing site feasibility are anticipated to include access management along US-1, parking configuration efficiency, and the interaction between building footprint and circulation requirements. These factors do not preclude development but will require careful consideration in subsequent phases.



# 6

## TRAFFIC, ACCESS & FRICTION POINT ANALYSIS

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### 6.1 Purpose of Analysis

This section identifies high-level traffic, access, and circulation considerations that may influence development feasibility on the subject parcels. The analysis focuses on external roadway conditions and internal circulation relationships that could introduce operational friction or require further coordination during subsequent project phases.

### 6.2 Primary Access Conditions

The subject parcels front North Federal Highway (US-1), a major regional arterial characterized by high traffic volumes and access management controls. While frontage along US-1 provides strong visibility and regional connectivity, access is subject to limitations on curb cuts, turning movements, and ingress/egress operations. These conditions may affect site access efficiency and queuing, particularly during peak travel periods.

Key considerations include:

- Potential restrictions on full-movement access
- Right-in / right-out access scenarios
- Peak-hour queuing impacts along the arterial corridor

### 6.3 Secondary Access & Internal Circulation

Secondary vehicular access is available from Old Dixie Highway, located along the western edge of the parcels adjacent to the railroad corridor. This access may provide an opportunity to distribute site traffic, support service and parking access, and reduce reliance on direct ingress and egress from US-1. Internal circulation will need to be organized to clearly separate resident, visitor, and service movements while accommodating both primary and secondary access points.

### 6.4 FDOT Access Management / Non-Vehicular Access Line (NVAL)

Portions of the North Federal Highway (US-1) corridor are subject to Florida Department of Transportation (FDOT) access management policies, including the potential establishment of a Non-Vehicular Access Line (NVAL). Implementation of an NVAL may restrict or eliminate existing vehicular access points along the US-1 frontage. As a result, some existing access conditions may not be preserved in future redevelopment scenarios and will require verification through coordination with FDOT.

### 6.5 Identified Friction Points

Based on a preliminary review, the following friction points have been identified:

- **Arterial Access (US-1):** High traffic volumes and speeds may complicate ingress and egress operations and internal queuing.
- **Turning Movements:** Access management restrictions may limit turning movements and influence circulation efficiency.
- **Railroad Adjacency:** Proximity to the railroad corridor may constrain access configuration and require coordination for safety and operations.
- **Parking & Service Access:** Service and loading movements may conflict with resident or visitor access if not carefully separated.
- **Pedestrian–Vehicular Interaction:** Pedestrian activity along the corridor may introduce additional coordination considerations at access points.
- **FDOT Access Controls:** Future implementation of a Non-Vehicular Access Line (NVAL) along US-1 may restrict or remove existing curb cuts, increasing reliance on alternative access points and internal circulation strategies.

## **6.6 Preliminary Observations**

At a due diligence level, traffic and access conditions along North Federal Highway (US-1) are anticipated to be a governing factor in site feasibility. The availability of secondary access from Old Dixie Highway provides potential flexibility in circulation planning and may mitigate some arterial access constraints. Further analysis, including coordination with City staff and potential traffic engineering review, will be required to refine access strategies and confirm feasibility assumptions. Potential FDOT access modifications, including the establishment of an NVAL, represent a key coordination item that may influence final access strategy and site circulation planning. Verification of existing access locations, including any future non-vehicular access restrictions along North Federal Highway (US-1), will require confirmation through a certified boundary and topographic survey and coordination with FDOT.



# 7

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## **WORKFORCE /AFFORDABLE HOUSING STRATEGY**

## 7.0 Workforce / Housing Strategy

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This section evaluates the potential for residential and workforce housing on the subject parcels at a due diligence level. The analysis focuses on regulatory permissibility, policy alignment, and planning-level residential yield under multiple regulatory frameworks. This section is intended to test order-of-magnitude feasibility and yield sensitivity based on program assumptions rather than establish a preferred development program, final unit count, or financial feasibility.

### 7.1 Policy Context

The subject parcels are located within the General Commercial (GC) zoning district along the North Federal Highway (US-1) corridor. City policy and CRA objectives support residential redevelopment along US-1 as part of broader corridor revitalization and housing diversification efforts.

These policy objectives provide a supportive framework for considering residential and workforce housing on the site, subject to compliance with applicable zoning standards, height limitations, and parking requirements.

### 7.2 Site Context & Compatibility

The site fronts North Federal Highway (US-1), a major arterial corridor characterized by commercial, service, and institutional uses. Residential development along US-1 is intended to introduce housing opportunities in proximity to employment centers, transit corridors, and services.

Within this context:

- Residential and workforce housing are appropriate corridor-oriented uses
- Housing supports CRA reinvestment objectives
- Workforce housing aligns with nearby service, retail, and civic employment bases
- Residential redevelopment contributes to long-term corridor stabilization

Accordingly, residential and workforce housing are considered compatible with surrounding uses and consistent with CRA goals.

### 7.3 Residential Use Feasibility

Based on zoning review, multi-family residential development is permitted in principle within the GC zoning district when developed as a residential or mixed-use project. For purposes of this analysis, no non-residential uses are assumed, and yield calculations are based on a fully residential program, consistent with CRA direction.

Residential feasibility is governed primarily by buildable site area, height limitations, parking requirements, and unit size and efficiency assumptions, rather than by fixed density or FAR limits.

#### 7.4 CRA Policy Alignment & Public Benefit

Workforce and affordable housing align with CRA objectives related to housing availability, economic diversity, and support of local employment. Incorporation of workforce housing within the subject parcels may:

- Provide housing opportunities along a major transit corridor
- Support service and civic employment bases
- Advance public benefit objectives through policy-driven infill

**Table 7.0 Development Feasibility: Base Zoning vs. Live Local (Conceptual)**

	<b>Base Zoning (GC + Overlay)</b>	<b>GC + Live Local Scenario</b>
Regulatory Framework	General Commercial (GC) North Federal Highway Overlay	GC zoning + Live Local Act provisions
Residential Permissibility	Residential / mixed-use permitted Subject to standard GC requirements	Residential prioritized through incentive framework Workforce / affordable housing required
Development Intensity	Governed by base zoning standards Height, parking, and circulation are con- straining	Increased density flexibility Potential relief from base zoning constraints
Workforce Housing Role	Optional Not Required for base feasibility	Required (percentage TBD) Program-driven feasibility
Overall Feasibility	Feasible in principle Constrained by standard zoning limits	Enhanced feasibility Greater flexibility subject to City interpretation

*Comparison provided for due diligence purposes only and reflects a high-level evaluation of regulatory frameworks. Final feasibility subject to detailed program, financial, and regulatory analysis.*

#### 7.5 Live Local Act – High-Level Applicability

The Live Local Act may be applied to the subject parcels as part of a workforce or affordable housing strategy. When applicable, Live Local may provide additional regulatory flexibility related to residential density, subject to statutory compliance and City interpretation.

At a due diligence level, Live Local is considered an incentive framework rather than a guaranteed entitlement. While Live Local may provide regulatory flexibility, affordability requirements and associated unit size considerations may result in a lower overall unit count relative to base zoning scenarios.

#### 7.6 Preliminary Residential Yield Analysis (Assumption-Based)

To evaluate planning-level residential capacity and sensitivity to workforce and affordability participation, three preliminary yield scenarios were tested using planning-level building and parking assumptions to evaluate potential residential capacity under multiple regulatory frameworks.

The analysis assumes a consistent gross floor area and building efficiency across scenarios and does not reflect a site plan or architectural design. Parking reductions, shared parking strategies, and other potential efficiencies are noted qualitatively only.

**Table 7.1 Preliminary Residential Yield Scenarios**

Scenario	Regulatory Basis	Key Assumptions	Approx. Residential Units*
<b>Scenario A - GC Base (100% Workforce)</b>	General Commercial (GC)	<ul style="list-style-type: none"> <li>• 100% workforce housing (no non-residential uses)</li> <li>• 5 stories max (planning assumption)</li> <li>• Conceptual floorplate: 63,868 SF per floor (319,340 SF total GFA)</li> <li>• Net efficiency: 75–80%</li> <li>• Balanced unit mix: 25% studios / 50% 1BR / 25% 2BR</li> <li>• Avg net unit size: ~712.5 SF</li> <li>• Parking: tuck-under parking beneath building footprint</li> <li>• Workforce units distributed proportionally across 80 / 100 / 120 / 140% AMI</li> </ul>	<b>130 - 140 units</b>
<b>Scenario B – GC Base (Mixed Workforce + Market)</b>	General Commercial (GC)	<ul style="list-style-type: none"> <li>• Same building and efficiency assumptions as Scenario A</li> <li>• Mixed workforce / market program tested at 50% and 70% workforce</li> <li>• Parking configuration same as Scenario A</li> <li>• No non-residential uses</li> <li>• Workforce AMI distribution proportional across 80 / 100 / 120 / 140% AMI</li> </ul>	<b>130 – 140 units (total units unchanged; program split varies)</b>
<b>Scenario C - GC + Live Local (40%+ Affordable @ ≤120% AMI)</b>	GC + Live Local Act	<ul style="list-style-type: none"> <li>• Minimum 40% affordability at ≤120% AMI for 30 years</li> <li>• Parking assumed consistent with base scenario (potential reductions noted qualitatively only)</li> <li>• No non-residential uses</li> <li>• Same GFA and efficiency as Scenario A</li> <li>• Larger average unit size assumed (~780–820 SF) to reflect affordability program impacts</li> </ul>	<b>115 – 125 units</b>

*\*Unit counts are preliminary planning-level estimates based on due diligence assumptions and do not represent a site plan or architectural design. Final yields are subject to confirmation through detailed feasibility analysis and City interpretation.*

**Table 7.1A Residential Yield Comparison Summary (Planning-Level)**

<b>Metric / Assumption</b>	<b>Scenario A – Base GC (100% Workforce)</b>	<b>Scenario B – Base GC (Mixed Program)</b>	<b>Scenario C – Live Local (≥40% @ ≤120% AMI)</b>
Total GFA	319,340 SF	319,340 SF	319,340 SF
Net Efficiency	75–80%	75–80%	75–80%
Net Residential Area	239,505 – 255,472 SF	239,505 – 255,472 SF	239,505 – 255,472 SF
Workforce Requirement	100% workforce	50%–70% workforce (tested)	Minimum 40% workforce @ ≤120% AMI
Unit Mix Assumption	Balanced mix (25% S / 50% 1BR / 25% 2BR)	Same as Scenario A	Reduced studios; larger 1–2BR mix
Avg Net Unit Size	~725 SF	~725 SF	~780–820 SF
Parking Assumption	Tuck-under parking beneath building	Tuck-under parking beneath building	Tuck-under parking beneath building
Estimated Parking Supply	~175 – 190 spaces	~175 – 190 spaces	~175 – 190 spaces
<b>Resulting Unit Yield</b>	<b>130 - 140 units</b>	<b>130 -140 units (program split varies)</b>	<b>115 - 125 units</b>

While the conceptual building envelope could theoretically support a higher number of residential units based on gross floor area alone, practical development capacity on the subject parcels is expected to be governed primarily by parking supply and site circulation efficiency. Based on a planning-level parking efficiency of approximately 325 square feet per space, a single level of tuck-under parking beneath the building footprint is estimated to accommodate approximately 175 to 190 parking spaces. When standard residential parking ratios are applied to the assumed unit mix, this parking supply corresponds to a practical residential yield in the range of approximately 130 to 140 units under base zoning scenarios. Development beyond this range would likely require additional parking levels or parking reductions subject to City interpretation.

### 7.7 Preliminary Findings

Based on this due diligence review, the subject parcels appear capable of supporting residential and workforce housing development in principle under both base General Commercial (GC) zoning and the Live Local incentive framework. Planning-level yield ranges vary depending on regulatory path and affordability participation, with higher theoretical unit yields achievable under base zoning scenarios and lower—but policy-aligned—yields under Live Local participation.

When residential parking requirements are applied to the tested scenarios, parking supply becomes a governing factor influencing achievable residential yield. Based on the assumed building footprint and a single level of tuck-under parking beneath the building, planning-level analysis indicates that the site may accommodate approximately 175 to 190 parking spaces. When standard residential parking ratios are applied to the assumed unit mix, this parking supply corresponds to a practical residential yield in the range of approximately 130 to 140 units under base zoning scenarios.

Live Local participation may influence unit mix and average unit size to satisfy affordability program requirements. Under these assumptions, Live Local scenarios are estimated to support approximately 115 to 125 residential units, reflecting larger average unit sizes associated with affordability program participation.

No workforce housing–related fatal flaws have been identified at this stage. Final outcomes will depend on CRA policy direction, confirmation of affordability targets, parking strategy, and detailed regulatory coordination with the City of Delray Beach. Additional coordination with City staff and applicable agencies will be required to confirm access management conditions along North Federal Highway (US-1) and refine site circulation assumptions.

**Table 7.2 Preliminary Program Feasibility Summary**

<b>Topic</b>	<b>Preliminary Finding</b>	<b>Notes / Considerations</b>
Zoning & Land Use	Existing GC zoning aligned with Mixed Use – General Commercial FLU	Zoning supports residential and mixed-use development in principle
Need for Rezoning	Rezoning not required at due diligence stage	Development feasibility influenced by standards and incentives rather than zoning change
Residential Feasibility	Residential development feasible in principle	Site constraints and development standards will influence program efficiency
Workforce Housing	Workforce housing is a viable program component	Final percentages and income targets subject to further financial analysis
Live Local Act	Live Local may enhance development feasibility	Applicability dependent on workforce housing commitment and City interpretation
Site Capacity	Site capable of accommodating development	Envelope constrained by setbacks, landscape requirements, and circulation
Access & Circulation	Primary and secondary access available	US-1 access management and Old Dixie Highway coordination required
Traffic Considerations	Traffic and access are governing factors	Further traffic engineering review may be required in later phases
Overall Feasibility	Development feasible with identified constraints	Feasibility improves with incentive-based strategies

*Summary reflects a due diligence–level assessment based on preliminary code review and publicly available information. Findings are not final and are subject to further technical, financial, and regulatory analysis.*



# 8

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## UTILITIES & INFRASTRUCTURE (Preliminary)

## 8.0 Utilities & Infrastructure (Preliminary)

### 8.1 Purpose of Review

This section provides a high-level overview of utility and infrastructure considerations that may influence development feasibility on the subject parcels. The assessment is based on publicly available information and site context and is intended to identify potential constraints or follow-up items rather than confirm capacity or design solutions.

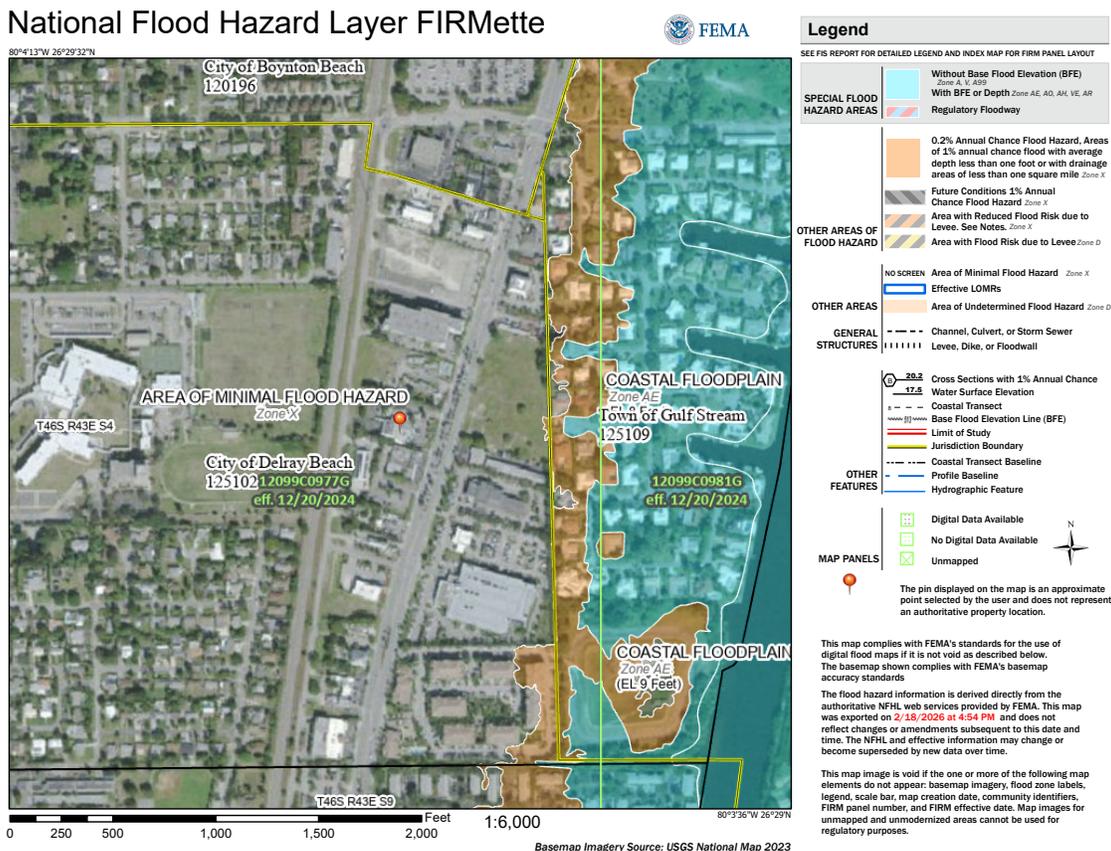
### 8.2 Existing Utility Context

The subject parcels are located within an established urban corridor along North Federal Highway (US-1) and are anticipated to be served by existing municipal water, sanitary sewer, stormwater, and electrical infrastructure typical of developed commercial areas. Based on a preliminary review, utilities are assumed to be available in the vicinity of the site; however, the adequacy, location, and capacity of existing infrastructure have not been verified as part of this due diligence effort.

### 8.3 Electrical & Overhead Infrastructure

Electrical service to the area is anticipated to be provided by Florida Power & Light (FPL). Overhead utility infrastructure is present along the corridor and may influence site access, circulation, and redevelopment potential. Coordination with FPL will be required in later phases to confirm service capacity and evaluate potential utility relocation or undergrounding requirements.

**Figure 8.0 Floodplain & FEMA Mapping (Preliminary)**



Floodplain information is based on FEMA Flood Insurance Rate Maps and is provided for preliminary planning purposes only. Final flood zone determinations are subject to survey verification and regulatory review.

FEMA Flood Insurance Rate Maps indicate that the subject parcels are located within Flood Zone X, which is outside of mapped special flood hazard areas. At a due diligence level, no floodplain-related constraints have been identified that would preclude redevelopment; however, final flood zone determinations remain subject to survey verification and regulatory review.

#### **8.4 Stormwater & Drainage Considerations**

Stormwater management requirements will be governed by applicable City and County standards. Given the site's urban context and anticipated redevelopment intensity, stormwater design may require on-site retention, underground systems, or other alternative solutions. Detailed drainage conditions, floodplain status, and soil characteristics have not been evaluated at this stage and will require further investigation.

#### **8.5 Sanitary Sewer & Water Capacity**

Sanitary sewer and potable water service are anticipated to be available to the site; however, service capacity, connection points, and potential upgrade requirements have not been confirmed. Future development may require coordination with the City and applicable utility providers to verify capacity and identify any off-site improvements.

#### **8.6 Utility Capacity & Pipe Sizing Considerations**

While utilities are anticipated to be available in the vicinity of the site, redevelopment with a mixed-use program that includes multifamily residential and commercial uses may require upsizing of existing utility infrastructure, including water and sanitary sewer lines, to meet projected demand. Utility pipe sizing, capacity, and connection requirements have not been evaluated at this stage and will require confirmation through detailed engineering analysis and coordination with the City and applicable utility providers. Any required utility upgrades may influence project cost and phasing and should be evaluated as part of subsequent feasibility and design efforts.

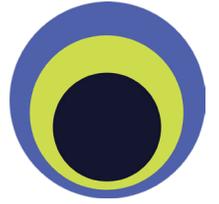
#### **8.7 Preliminary Observations**

At a due diligence level, utilities and infrastructure are not anticipated to preclude redevelopment of the subject parcels; however, redevelopment with a mixed-use program that includes multifamily residential and commercial uses may require confirmation of service availability and capacity, including potential utility upgrades such as pipe upsizing. These requirements will need to be evaluated through detailed engineering analysis and coordination with applicable utility providers and may influence project cost, phasing, and site layout.

# 9

## RISK SUMMARY

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## 9.0 Risk Summary

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### 9.1 Purpose of Summary

This section summarizes key risks and considerations identified through the due diligence review that may influence development feasibility, cost, or schedule. The risks outlined below are not intended to preclude redevelopment, but rather to highlight areas requiring further analysis, coordination, or confirmation in subsequent project phases.

### 9.2 Identified Risks & Considerations

#### Regulatory & Zoning Interpretation

- While existing zoning and future land use designations support residential and mixed-use development in principle, final feasibility will depend on detailed interpretation and application of development standards.
- Incentive-based strategies, including Live Local Act provisions, are subject to City interpretation and program compliance requirements.

Risk Level: Moderate

(Manageable through early coordination with City staff.)

#### Platting / Parcel Configuration

- Development of the subject parcels as a unified project may require replatting or lot consolidation to accommodate access, circulation, and utility coordination.
- Replatting would require review and approval by the City and may affect project schedule and sequencing.

Risk Level: Low to Moderate

(Process-related; not anticipated to preclude development.)

#### Site Capacity & Configuration

- Buildable area is constrained by setbacks, required landscape frontage, and circulation needs.
- Achieving an efficient site layout will require careful coordination between building footprint, parking, and access.

Risk Level: Moderate

(Conceptually feasible; efficiency to be confirmed in later phases.)

#### Traffic, Access & Circulation

- Access along North Federal Highway (US-1) is subject to access management constraints that may affect ingress, egress, and queuing.
- Secondary access from Old Dixie Highway provides flexibility but will require verification and coordination.

Risk Level: Moderate

(Likely manageable but governing for site planning.)

#### Utilities & Infrastructure

- Utilities are assumed to be available in the area; however, service capacity, connection points, and potential infrastructure upgrades have not been verified.
- Overhead utilities and coordination with service providers may influence site layout and project costs.

Risk Level: Low to Moderate

(Requires confirmation; not anticipated to preclude development.)

### **Floodplain & Environmental Considerations**

- FEMA Flood Insurance Rate Maps indicate the site is located within Flood Zone X, outside of mapped special flood hazard areas.
- No floodplain-related constraints have been identified at a due diligence level.

Risk Level: Low

(Not anticipated to affect feasibility.)

### **Market & Program Assumptions**

- Workforce housing participation, unit mix, and affordability targets have not been finalized.
- Economic feasibility will depend on future market analysis and financial modeling.

Risk Level: Moderate

(Program-dependent and outside the scope of this review.)

### **Survey and Easement Verification**

A current boundary and topographic survey was not available for review as part of this due diligence analysis. As a result, the presence or location of any recorded easements affecting the parcels could not be independently confirmed. While existing building improvements do not suggest apparent easement conflicts, confirmation of easements and property boundaries should be completed through preparation of a certified survey and title review prior to advancing site design.

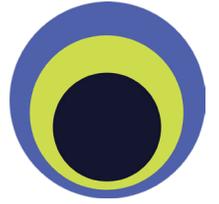
Risk Level: Low

### **9.3 Overall Risk Assessment**

Based on the due diligence review, no fatal flaws have been identified that would preclude redevelopment of the subject parcels. The primary risks affecting feasibility relate to regulatory interpretation, site efficiency, and access management along North Federal Highway. These risks are typical of urban corridor redevelopment projects and are considered manageable through further analysis and coordination during subsequent phases.

# 10

## CONCLUSIONS & RECOMMENDATIONS



## 10.1 Conclusions

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Based on this due diligence review, the subject parcels along North Federal Highway (US-1) are capable of supporting residential and workforce housing development in principle. Planning-level yield testing indicates that practical residential capacity is governed primarily by parking supply, building footprint, and circulation requirements. Based on the assumed building configuration and a single level of tuck-under parking beneath the building footprint, the site is estimated to support approximately 130 to 140 residential units under base zoning assumptions. Live Local participation, which may require larger average unit sizes to satisfy affordability program requirements, is estimated to support approximately 115 to 125 residential units, depending on final program assumptions.

The parcels' location within the General Commercial (GC) zoning district along the US-1 corridor supports residential redevelopment consistent with CRA objectives for corridor revitalization, housing diversification, and reinvestment. Development feasibility is governed primarily by physical site capacity, height limitations, parking compliance, and program assumptions, rather than by fixed density or FAR limitations.

No zoning, access, infrastructure, or contextual conditions were identified at a due diligence level that would preclude redevelopment of the subject parcels. Existing GC zoning is considered adequate to support residential development in principle without rezoning, subject to compliance with applicable development standards and City interpretation.

### **Zoning & Regulatory Findings**

- Existing General Commercial (GC) zoning supports residential development in principle.
- Development intensity is governed primarily by building footprint, parking capacity, circulation efficiency, and height limitations rather than by fixed density caps.
- Incentive-based strategies, including the Live Local Act, may enhance feasibility by providing regulatory flexibility, subject to workforce housing participation and City interpretation.

### **Site Capacity & Access Findings**

- The site is capable of accommodating development within a conceptual build-out envelope based on an approximate 63,868 SF building floorplate and an assumed five-story maximum building height.
- Primary access from US-1 is anticipated; final access configuration will require coordination with the City and applicable agencies.
- Corridor adjacency represents a typical redevelopment condition and does not preclude residential development.

### **Infrastructure Findings**

- Municipal water, wastewater, stormwater, and utility services are anticipated to be available to serve redevelopment of the site.
- Redevelopment intensity may require confirmation of service capacity and potential infrastructure upgrades, which should be evaluated during subsequent engineering phases
- No infrastructure-related fatal flaws were identified at this stage.

## **Residential & Workforce Housing Considerations**

- Residential and workforce housing are viable program components in principle under the existing zoning framework.
- Planning-level yield varies by regulatory path:
  - Higher unit yields are achievable under base GC zoning scenarios; however, practical development capacity is expected to be governed by parking supply and site circulation efficiency.
  - Lower—but policy-aligned—unit yields are anticipated under Live Local participation due to affordability requirements and larger average unit sizes.
- Workforce housing may be delivered as either a fully workforce program or a mixed workforce / market program, without materially changing total unit yield under base zoning assumptions.
- Final residential yield and program configuration are dependent on confirmation of workforce housing participation levels, unit mix, and parking compliance.

### **10.2 Regulatory Path Implications**

Selection of a regulatory path has direct implications for achievable unit yield, unit size, and program composition. Base GC zoning scenarios prioritize unit yield efficiency, while Live Local scenarios prioritize long-term affordability, regulatory flexibility, and alignment with State and CRA housing objectives, with corresponding impacts on total unit count.

At a due diligence level, the choice between base zoning and Live Local participation represents a policy decision rather than a site capacity limitation.

## 10.2 Recommendations

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Advancement beyond due diligence will require CRA direction regarding the preferred housing strategy and regulatory path. Based on the findings of this review, the following next steps are recommended:

- Confirm the desired level of workforce or affordable housing participation and target AMI ranges.
- Confirm preference for implementation under base GC zoning versus the Live Local Act incentive framework.
- Refine a single preferred scenario through schematic massing, unit mix, and parking studies.
- Initiate preparation of a certified boundary and topographic survey to verify parcel boundaries, access locations, and frontage conditions.
- Conduct preliminary utility capacity and infrastructure assessments, including confirmation of service availability and potential pipe upsizing requirements.
- Initiate early coordination with the City of Delray Beach to confirm zoning interpretation, parking requirements, access configuration, and Live Local applicability.

## 10.3 SNAPSHOT ANALYSIS

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### **Conclusion – Workforce Housing Capacity Assessment North Federal Highway – Development Capacity Summary**

This development scenario for the North Federal Highway site is based on a maximum theoretical yield derived from preliminary site planning analysis. The scenario was refined to evaluate 100% workforce housing under the Live Local Act, without retail or mixed-use components. This approach allows the project to take advantage of Live Local incentives, including increased residential density and potential parking reductions.

However, at a high-level planning review, several site and development constraints suggest that achieving this yield may be challenging and could affect the overall feasibility of the project.

While zoning and Live Local provisions may theoretically support higher residential density, the practical development capacity of the site is governed primarily by parking yield and the physical space required to accommodate building systems and operational support areas within a multifamily building.

These required elements include:

- Vehicular parking and circulation
- Required ADA parking and loading areas
- Solid waste and recycling facilities
- Utility infrastructure and transformer locations
- Fire pump, mechanical, and electrical rooms
- Elevator cores and stairwells
- Mail and package rooms
- Bicycle parking
- Amenity and resident support spaces
- Required setbacks and site access points

Collectively, these systems consume a significant portion of the developable site area, reducing the footprint available for residential units.

Based on preliminary planning analysis and conceptual layout testing, the site is estimated to accommodate approximately 175 parking spaces within a tuck-under parking configuration. When applying the assumed residential unit mix and parking ratios, this parking supply corresponds to a planning-level residential yield of approximately 130 workforce housing units.

However, it is important to note that this yield represents a maximum planning-level scenario. Several key factors that have not yet been fully evaluated could further influence development feasibility, including:

- Florida Department of Transportation (FDOT) access management requirements along North Federal Highway (US-1), which may limit or restrict curb cuts and site access locations.
- Potential queuing and circulation requirements associated with access to a major arterial corridor.
- Absence of a certified boundary and topographic survey to confirm buildable area and easements.

### 10.3 SNAPSHOT ANALYSIS

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- Structural building configuration and column spacing that may affect parking efficiency beneath the building.
- Traffic impacts associated with additional residential density, which may require a traffic study and coordination with City and FDOT requirements.
- Lack of financial feasibility analysis to confirm economic viability of the development scenario.

Because these factors have not yet been fully evaluated, the current analysis should be viewed as a high-level capacity test rather than a confirmed development program.

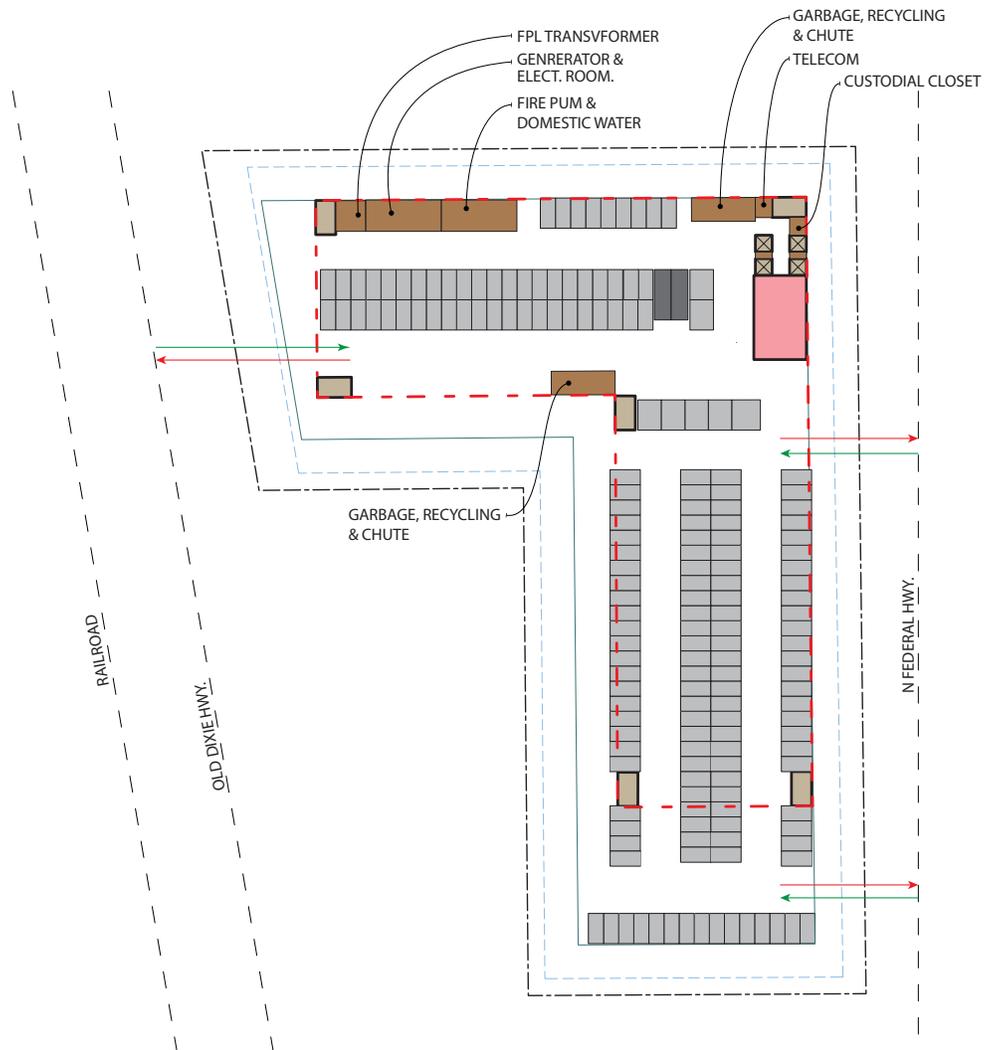
While the site may theoretically support approximately 130 workforce housing units based on parking capacity, the combination of access constraints, operational requirements, and outstanding technical analyses may ultimately affect the achievable development yield or feasibility of the project.

Further detailed analysis—including survey verification, traffic evaluation, FDOT coordination, structural planning, and financial feasibility assessment—would be required before confirming the viability of redevelopment on the North Federal Highway site.

A conceptual site layout has been prepared to illustrate how the building footprint, parking configuration, and required building systems would reasonably fit within the site constraints.

# 10.3 SNAPSHOT ANALYSIS

- PROPERTY LINE
- - - SETBACK
- PERIMETER BUFFER
- - - OUTLINE OF BLDG FOOTPRINT ABOVE
- CORE (LOBBY/ MAILROOM)
- VERTICAL CIRCULATION (EXIT STAIR/ELEV.)
- SUPPORT & SYSTEMS
- OFF-STREET PARKING (STND & ADA)
- LOADING BERTH



**N FEDERAL HIGHWAY SITE PLAN DIAGRAM**

N.T.S.

