

## **B. GROUP 2: REDEVELOPMENT PROJECTS**

### **#2.1: "NW & SW 5<sup>th</sup> Avenue Beautification**

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

#### **Background**



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

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

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

#### **Project Objectives**

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

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

### **Project Description**

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

The Project is divided into four Phases:

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

## **Project Participants and Administration**

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

## **Funding Sources**

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

## **Project Schedule**

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

### **#2.2: FEC Railway Station**

## **Background**



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