



Transformation Plan



Adopted • 2020

Updated • 2025



ACKNOWLEDGEMENTS

The success of The Set Transformation Plan 2025 (The Plan) is a testament to the dedication, vision, and collaboration of many individuals and organizations who contributed their time, energy, and expertise throughout the planning process.

We extend our deepest gratitude to the residents, business owners, and community stakeholders who participated in public meetings, workshops, and surveys. Your voices, ideas, and lived experiences shaped the foundation of this plan and ensured it reflects the values and aspirations of the community at large.

To our elected officials, thank you for your leadership, guidance, and unwavering commitment to inclusive development and community empowerment. Your support has been instrumental in advancing this transformative vision.

We also recognize and appreciate the contributions of CRA and City staff, consultants, and partner organizations whose hard work and professionalism brought this plan to life. Your dedication to excellence and community service has made a lasting impact.

Together, we have laid the groundwork for a vibrant, equitable, and resilient future for The Set. Thank you for being part of this journey.



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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

INTRODUCTION

The Set (short for the “Settlement”) is a thousand-acre community located in east-central Delray Beach, Florida - a three-time All-American City award recipient from the National Civic League, an award given to cities that advance civic engagement to create equitable, thriving communities. The Set draws inspiration from the gathering spaces located at historically Black colleges and universities. Its name celebrates the resilience of the community.

The Set is predominantly a single-family residential community with the City’s historic main streets of Atlantic and Fifth Avenues, traversing the east-west and north-south corridors of the western end of Downtown Delray Beach, accessible from I-95 and within walking distance of cultural venues, parks, schools, dining, shopping and two-mile municipal beaches. Within 30 minutes of the Set are two international airports - Ft. Lauderdale and Palm Beach.

The Delray Beach Community Redevelopment (CRA) Area’s 1,961 acres are nearly 20% of the City and The Set covers approximately 50% of the CRA area. With a population of approximately 9,500 people, the Set makes up 14% of Delray Beach’s population. The Set has a young population with an average age of 38 as compared to the City’s average age of 50. This is a strong and resilient community known for its historical roots, community leaders, multi-generational families, and tight knit social fabric. It’s residents and outspoken, involved community leaders are working together to maintain the soul of Delray.

The opportunity to own land and businesses attracted freed African Americans and Bahamians to the Set in the late 1800’s. These early settlers had the determination to build a community from scratch and created a self-sufficient neighborhood with schools, churches, stores and civic organizations. Historic Fifth Avenue - including West Settlers and Frog Alley - was the hub of the community’s bustling business district with Black-owned storefronts and residences developed by these community builders.

Early residents called the area “Frog Alley”, as the frequent flooding made the neighborhood suitable for frogs hatching in puddles.

Like many cities in the south, Delray Beach was segregated by race. In the days of Jim Crow laws of segregation, Black citizens had to be west of 3rd Avenue before sunset. In 1956, the City

attempted to reannex the “colored” portion of the City, which was supported by the sitting Commission 4-1 with the lone dissent from the first female mayor - Catherine Strong. Mayor Strong was later honored by naming of the Catherine Strong Splash Park. The State denied the City’s request. In the 1960’s, activists from the Set made national news for peaceful demonstrations calling for the City to allow Blacks access to the City beach and other public areas. In response, the City reversed its segregation policies. Shortly after, the City elected its first Black City Commissioner.



“Do all you can
on your watch.”
-Alfred “Zach” Straughn

Today, residents of the Set remain a close-knit community with strong familial ties in place. Due to the efforts over the last thirty-five years of dedicated residents, the overall appearance of the Set has experienced positive change. Over the last thirty-five plus years, neighborhood residents have worked in partnership with the City and CRA to develop plans - West Atlantic Avenue Redevelopment Plan, Downtown Master Plan, Southwest Area Neighborhood Redevelopment Plan, and the West Atlantic Needs Assessment. From these plans, new multi-family and single-family housing, infrastructure improvements, and public and private development were initiated.

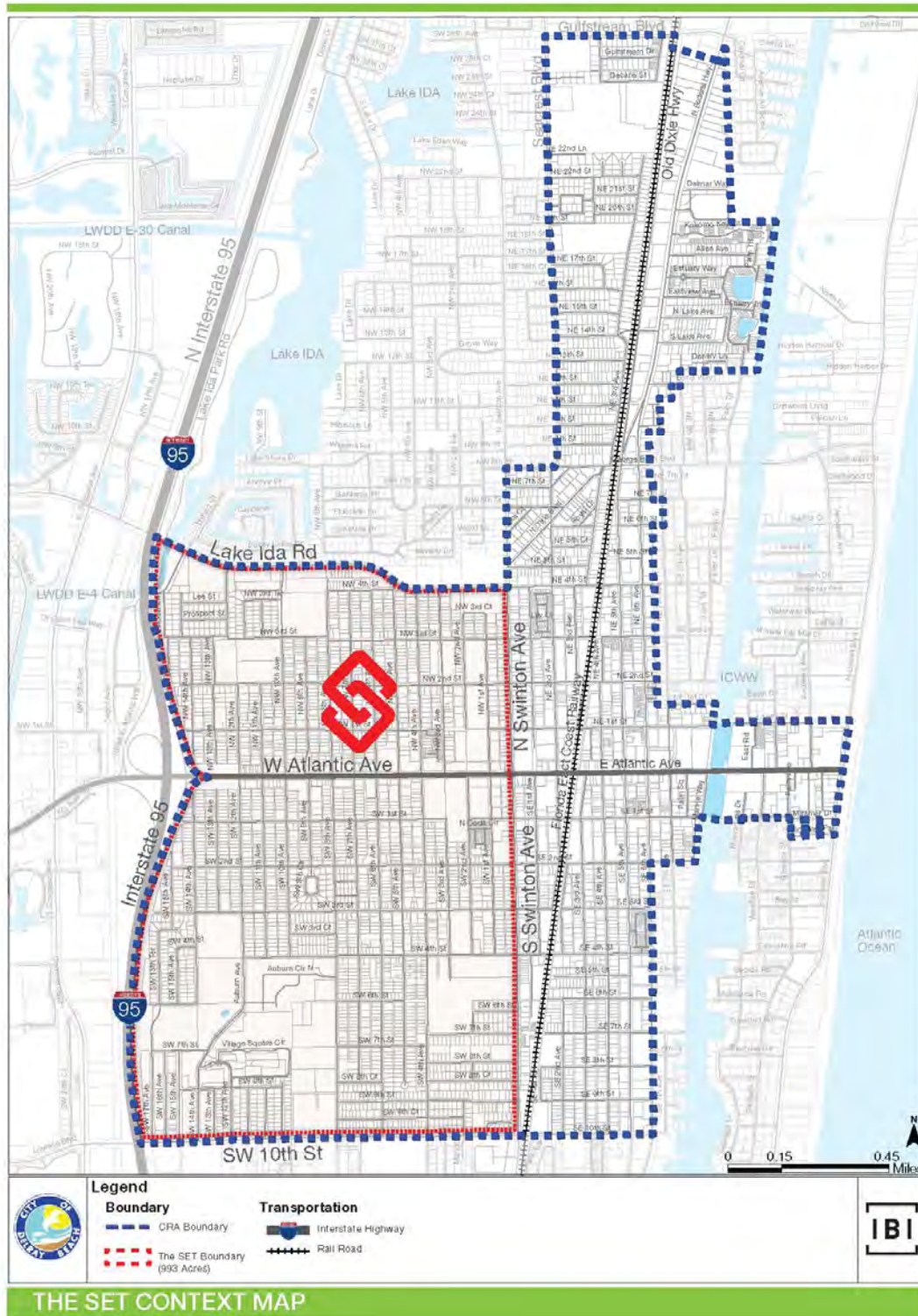
The West Atlantic Master Plan (2020) built upon those prior efforts with the ultimate goal of aligning The West Atlantic neighborhoods with the rest of Delray Beach - not just in terms of appearance, but more importantly in terms of equitable access to economic opportunity, wealth creation, and health. In 2025, the Delray Beach CRA initiated an update to the 2020 West Atlantic Master Plan, known as the Set Transformation Plan. Building upon the original West Atlantic Master Plan, The Plan is the result of a collaborative effort of various community organizations, the City and the CRA.

The community takes pride in The Set and achieving its successful redevelopment and implementation of the ideas and goals in this Plan which requires continued collaborative efforts. Through the Implementation Plan, a dynamic

THE SET TRANSFORMATION PLAN (2025)

companion document that outlines the projects and programs derived from the Plan and its guiding principles, the community has a pathway to achieve

its goals and improve the quality of life for everyone within The Set.



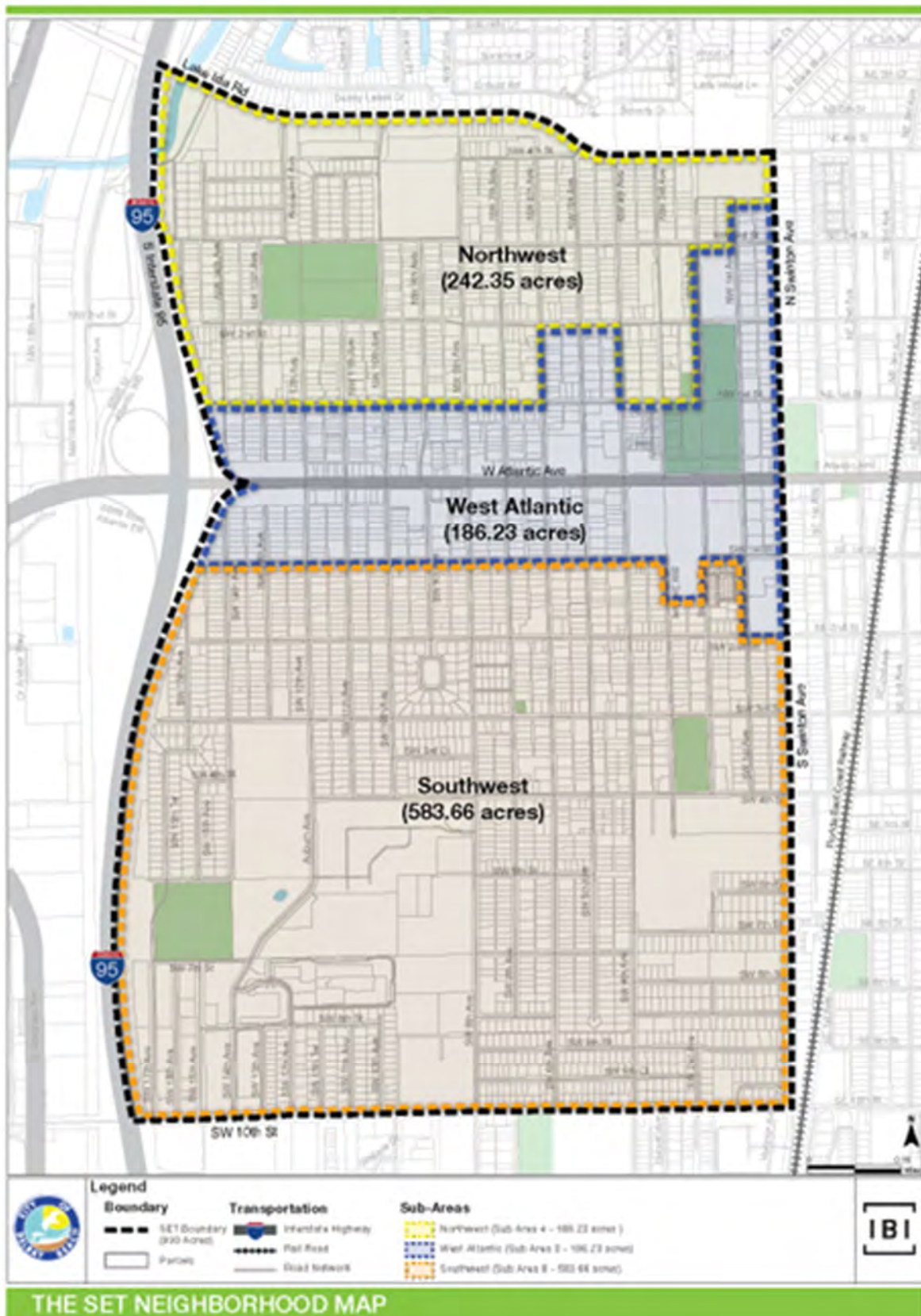
THE SET TODAY

The Set is a 993-acre community located in eastern Delray Beach that extends from the west at I-95, east to Swinton Avenue, north to Lake Ida Road and south to SW 10th Street. The Set comprises approximately 50% of the 1,961 acres that make up the Delray Beach Community Redevelopment Area. The Set remains a majority Black community with a predominant land use of single-family residential, and The Set contains approximately 8% of City businesses.

FACTS: AREA + POPULATION

	9,448	Residents of The Set
	DIVERSE	14% of City's population lives in the area 28% of residents of the area are foreign born
	BLACK MAJORITY	76% Black 13% White 10% Hispanic
	COST BURDEN	44.6% of households spend more than 30% of income on housing
	Workers	77% of workers in The Set work outside the City
	Workforce	13.8% of the workforce lives in The Set
	Non-residents	90% of the people working in The Set are not residents
	Business	8% of City Businesses are inside The Set

Source: US Census Tract, 2015



SOCIO-ECONOMIC BRIGHT SPOTS

There are jobs in The Set which pay above the median wage. The majority of the City's municipal departments are located within the Set. Many of these jobs are in the Public Administration and Professional Services industries. There are three public schools within or adjacent to the area along with major automobile dealerships and industrial uses. The Set has a young workforce with more job opportunities than available workers; however, the community is interested in providing resources to its residents to improve their skillset to create a better match between available jobs and the skillsets of the available opportunities.

- » **Young population** - Average age is 37.2 vs. 49.8 for the City
- » 55% of residents are **active participants in the workforce**.
- » Majority of businesses in the area (89%) are **micro or small businesses** employing 20 employees or less.
- » **Many local jobs within the area pay more than the County median wage** - Public Administration and Professional Services account for a large percentage of the jobs.
- » The area has a **high number of self-employed workers** - particularly in the Specialty Contractor sector.
- » The Set has a **43% homeownership rate** - lower than the City rate of 50%.

DISTINCTIVENESS

The Set is the most heterogenous area of Delray Beach. Descendants from the African diaspora of the original settlers still call the area home. There is a large Haitian community particularly in the Southwest neighborhood. Many neighborhood families have multi-generational roots in the community. The diversity of cultures and historic importance gives the Set its own unique essence, distinct from many other areas of Delray Beach.



- » The Set has an intergenerational history of community activism.
- » The area is a tight-knit community where residents know their neighbors.
- » The Branding Initiative recommended the area's culture and history be celebrated and highlighted through branding efforts in order to attract and retain residents, businesses, and visitors.
- » Spady Museum is the only Palm Beach County resource for Black history and culture.



The Spady Cultural Heritage Museum: Celebrating African-American History of Palm Beach County

SOCIO-ECONOMIC CHALLENGES

The rationale for The Plan is revealed in the socio-economic challenges facing a large sector of the population. While these challenges prevent residents from building wealth, accessing better jobs and living healthier lives, its residents and outspoken, involved community leaders are working together to maintain the soul of Delray. The Set's residents want to own their community and build community wealth so that all of its residents have a place they are proud to live, work, and play in now and in the future.

- » **44.3% of families are housing cost-burdened** - paying more than 30% for housing costs.
- » **6% unemployment rate** vs. 4% in the City.
- » **High School graduation rate** is 25% lower than the City.
- » **College degree attainment rate is 60% lower than the City.**
- » **Median household income is \$55,472** as compared to \$74,010 in the City.
- » **Workers in the area earn 67% of workers** citywide for the same job.
- » **20.4% of residents have no health insurance** coverage.
- » **77% of jobs within The Set are held by workers from outside the area.**
- » **Majority of employed residents leave the Set to work.**



PHYSICAL ASSETS

Comparing The Set today to thirty years ago it is clear that there has been significant work and investment in the community. The majority of residents agree that these improvements have made a huge difference - but there is more work to be done! The recommendation is to continue building on the work that has been done and the work that is in progress by enhancing civic and cultural spaces, along with parks and recreational areas, while attracting development in line with the community vision and needs.

01 ENHANCEMENT OF THE SET'S CULTURAL IDENTITY

- Historic 5th Avenue streetscape
- Libby Wesley Amphitheatre
- Spady Museum
- West Settlers Historic District
- Dr. Martin Luther King, Jr. Drive streetscape



Frog Alley Streetscape Improvements



Spady Museum

02 PARKS

- Merritt Park Improvements
- Pompey Park and Catherine Strong Master Plans
- Three new neighborhood parks



Proposed Pompey Park Renovation



Catherine Strong Park

03 SCHOOLS

- Spady Elementary
- Village Academy - Pre-K through 12th grade
- Pine Grove Elementary - (this school serves The Set community though just outside its boundaries)



SD Spady Elementary School



Village Academy Middle/ High School

04 CITY & CRA INVESTMENTS

- Comprehensive alleyway network upgrade
- Strategic streetscape investment
- Comprehensive sidewalk network upgrade
- New single-family housing - infill and subdivisions
- Renovated multi-family rentals
- Public/Private partnership for Village Square affordable housing
- Public/Private partnership for Atlantic Grove mixed-use project
- Streetscape improvements on W. Atlantic Avenue



Atlantic Grove Mixed-Use



W. Atlantic Avenue Streetscape Improvement

05 DEVELOPMENT OPPORTUNITIES & INCENTIVES

- CRA redevelopment parcels along W. Atlantic Avenue
- Large inventory of vacant single-family lots
- Additional density as permitted by current Land Development Regulations and the City's Comprehensive Plan objectives, goals and policies.
- Significant CRA financial incentives
- CRA public/private partnerships



CRA owned parcels along W. Atlantic Avenue

THE SET'S CHALLENGES

For the most part, challenges facing The Set are unique to the area and are not nearly as prevalent in Delray Beach at large. These include:

- Severe lack of decent affordable housing options - 44.3% of families pay more than 30% of income for housing.
- Lower educational attainment, only 11.4% have a college degree and only 3.3% have an advanced degree as compared to 28.2% and 16.1% for the City.
- Lower median household income, \$55,471 as compared to \$74,010 citywide.
- No local college or university provides technical training.
- Mismatch between area jobs and residents' skillsets.
- 17.65 acres of small, scattered vacant lots approximately 0.15 acres in size or less.
- Lack of multi-modal connectivity between north/south and east/west.

- Lack of attractions and tourist destinations on West Atlantic Avenue.
- Incomplete sidewalk network.

Sources: U. S. Census Bureau, BusinessFlare, Lightcast, IBI Group.
Additional data can be found in the 'Appendix'

COMMUNITY ENGAGEMENT

The CRA continues to work with the community to create opportunities for residents to be involved in the community. Frequent events that celebrate the diversity and pride of the community keep The Set lively and engaged. The Spady Museum conducts regular events attended by residents and visitors.

Additionally, The Police Department's National Night Out, events at Pompey Park hosted by the Parks & Recreation, and the Holiday Parade all are within or traverse the Set.



Community events organized by WARC & CRA



COMMUNITY GATHERING PLACES

Residents of The Set meet their neighbors on a formal and informal basis throughout the community. Gathering places are locations where people come together, including public spaces like parks. These places build a sense of community. They create a shared sense of identity and ownership, bringing diverse groups of people together to build relationships and understand one another better.

Pompey Park offers senior, children and teen programs. Most every family is or has been involved in Pompey Park. Many stakeholders suggested that Pompey Park be utilized as a site to distribute community information.

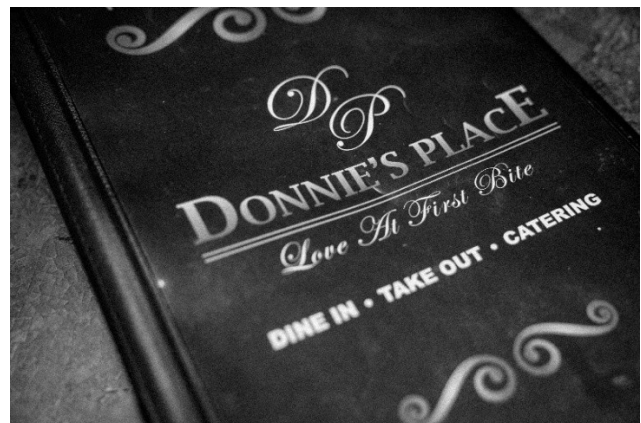
The library is a resource for the entire City. Its location in The Set also makes it gathering space for area residents. From teens doing homework to local businesses looking for resources, the library is heavily utilized by the community.

Gathering on a front porch or under a shady tree is a favorite way to spend time with friends in the area. The Caribbean custom of informally gathering to pass time and catch-up is alive and well in the community, creating a friendly, laid-back atmosphere. A smile and wave from residents is the norm.

Over the years, there have been many different locations that organically developed as community gathering places. These spaces offer opportunities to

fellowship with different people such as, property owner, residents, community elders, business owners, elected officials, etc. Historically, Donnie's Place Restaurant served as an informal and organic gathering place for the Elders Table to meet on a weekly basis where elders in the community would share their knowledge and history with attendees.

This continued tradition of the Elders Table signifies the importance of Community Gathering Places in The Set and continues to meet in The Set.



Donnie's Place menu

WEST ATLANTIC REDEVELOPMENT COALITION AND THE SET NEIGHBORHOOD ALLIANCE

Appointed by the City Commission to advise the City of Delray Beach and the Delray Beach Community Redevelopment Agency (CRA) on redevelopment issues within the West Atlantic Avenue corridor, the West Atlantic Redevelopment Coalition (WARC) and the Set Neighborhood Alliance worked hand in hand to engage residents and advocate for The Set. While the advising functions were sunsetted by the Commission in 2018, Block captains from the various neighborhoods continue to create an effective community engagement system by getting citizens to meetings and out to vote. Block captains distribute and gather information from residents in their area.



Community engagement meetings during the Plan update workshop

CITIZEN FEEDBACK: THE SET TRANSFORMATION PLAN

In order to formulate The Plan, the CRA and the City reached out to community through **community engagement** sessions to glean the desired vision and outcomes. All of the sessions were well attended and those that attended were extremely engaged in the discussion and process. It is clear that The Set residents, business owners, and community members want The Set to be a thriving community now and in the future!

The majority of participants said that they liked The Set for its **community feel and history**. The consensus was that the City/CRA improvements had improved the community and residents **felt safe living** in the area.

Residents also supported the **continuation of infrastructure improvement projects** particularly with regards to alleyways and sidewalks. They want to see **W. Atlantic Avenue developed in a similar style as E. Atlantic Avenue** with neighborhood services such as a grocery stores, drug stores and a bank, however, future development must be in **harmony with the adjacent single-family neighborhoods**.

Residents want to ensure that they retain ownership of the neighborhood growth by having priority in any redevelopment. Most participants said that better paying jobs was a priority, but that training is needed in order to make this a reality.



Community engagement meetings during the Plan update workshop

While a great deal of **affordable housing** has been built in The Set, this remained a concern for most participants. The community supports development within The Set, however, they expressed interest in seeing their community developed in a way that does not displace the existing residents.

They also expressed concern over the number of properties not up to code within the neighborhoods and the need for effective programs and resources to address these concerns.

Overall, resident input was positive and constructive - the majority said they love living in The Set.

THE SET TRANSFORMATION PLAN

During community engagement exercises for the 2020 West Atlantic Masterplan residents and community stakeholders developed their vision for the neighborhood:

“ The Set shall become a place of opportunity, resiliency, inclusion and wellness through equitable policies and development, strategic partnerships, and the power of community leadership.”

The vision reflects the desire of the residents to positively impact the direction of the socio-economic data for the area. The people of The Set emphasized in their vision statement their desire to be the stewards of their community in partnership with the City, CRA and non-profits. The community tag line, “Where You Can” highlights the communities desire to be the arbiter of the redevelopment process.

The Plan builds upon the success achieved under the West Atlantic Avenue Redevelopment Plan, Southwest Area Neighborhood Redevelopment Plan and the Downtown Master Plan. Projects still relevant and not implemented from prior plans remain in The Plan. However, the priority of The Plan is to change people’s lives so they may achieve equity with the rest of Delray Beach. The guiding principles of The Plan have been carried forward and modified from the 2020 West Atlantic Master Plan. The Guiding Principles are:





01 COMMUNITY CAPACITY BUILDING

Community capacity building is the continuous process required to foster the pride and appropriate local leadership that allows communities, through their members, to take responsibility for their own success. The genesis of planning for The Set area came from the community's desire to control their future and limit government actions that would adversely impact the community. The West Atlantic Avenue and the Southwest Area Redevelopment Plans recommended the utilization of community stakeholders to ensure successful implementation of the various plans.



02 CIVIC STEWARDSHIP

Empowered and engaged residents play a vital role in the ultimate success of The Set neighborhood. Community stakeholders will be the custodians of the Plan by advocating for the implementation of various strategies within the Plan. Residents are encouraged to be involved and engaged by participating in various activities, such as attending local meetings and events. The community will serve as the feedback loop to evaluate the effectiveness of The Plan and the strategies outlined within.



03 COMMUNITY WEALTH BUILDING

The ultimate aim of community wealth building is to create a new system—a new normal of economic activity, where concern for broad prosperity is at the core. Community wealth building seeks equity for communities that have experienced wealth inequality due to institutional and structural bias - particularly in communities of color.

Strategies designed to enhance employment, expand and grow small businesses, create new housing opportunities and boost educational attainment are proposed.



04 HEALTHY COMMUNITY

A healthy community is one that engages its residents in their own wellness - meeting them where they are - while also encouraging residents to connect and support the community as a whole. Urban design in The Set will be enhanced to encourage residents to walk or bike.



Village Center Community Campus



05 PLACEMAKING

Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being. The Plan recommends streetscape improvements, urban design and connections to the destinations within The Set.



Existing West Atlantic Avenue



Proposed reconfiguration at West Atlantic Avenue



EXISTING RETAIL/ COMMERCIAL

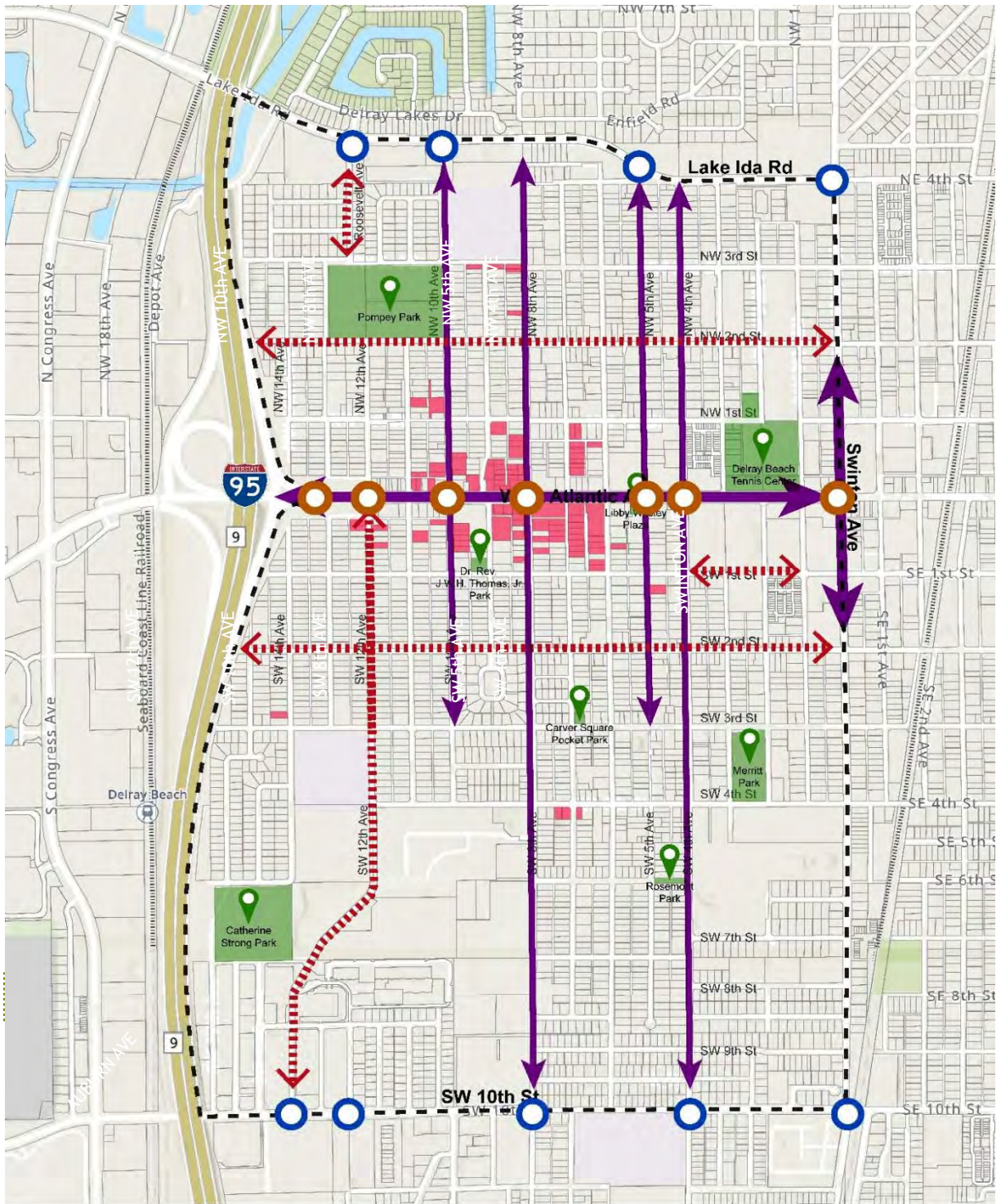


PROPOSED RETAIL/ COMMERCIAL



06 STRATEGIC INVESTMENTS

The Plan carries forward projects intended to have the greatest impact on residents. These include physical improvements that have multi-tiered benefits such as access to affordable housing, neighborhood pride, and increased homeownership rates.



West Atlantic Redevelopment Concept

Legend

Streetscape Improvement

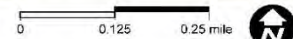
- Priority Streetscapes
 - West Atlantic Avenue
 - Swinton Avenue
 - NW/ SW 4th Avenue
 - NW/ SW 8th Avenue
 - NW/ SW 10th Avenue
 - NW/ SW 5th Avenue
- Secondary Streetscapes
 - SW 12th Avenue
 - SW/ NW 2nd Street
 - SW 1st Street
 - Roosevelt Avenue

CRA-Owned Parcels

- Vacant CRA-Owned Parcels

Gateway Beautification & Intersection Improvement

- Primary
 - I-95 & Atlantic Avenue
 - Swinton & Atlantic Avenue
 - 5th Avenue & Atlantic Avenue
 - Atlantic Avenue at 4th, 8th, 10th, & 12th Avenues
- Neighborhood
 - Lake Ida Road at Roosevelt, 10th, 5th, & Swinton
 - SW 10th Street at 14th, 12th, 8th, 4th, & Swinton
 - Neighborhood Identification Signs



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REALIZING THE SET TRANSFORMATION PLAN: VISION WITH A PURPOSE

Achieving the community's aspiration to transform residents' lives will truly take a village - a unified coalition of nonprofit partners, foundations, corporations, the City, the CRA, neighborhood organizations and engaged residents working together. The six guiding principles of The Plan operate as an interconnected framework, each reinforcing the others to drive meaningful, lasting change. Yet, without the active engagement and leadership of the community, the implementation of any project or program would not be possible.

To ensure that these efforts produce measurable results, the community led Implementation Plan will require continuous evaluation and community feedback to guide adjustments and improvements, to achieve the goals and objectives, and to realize the outcomes and see an improvement in the quality of lives for those that reside and do business within The Set.

This is an ambitious, multi-generational Plan and its success depends on long-term commitment from all community stakeholders, partners, and most especially the community's voice, participation, and stewardship that will bring the vision to life and shape a thriving future for The Set.

CHAPTER-1

HISTORY OF THE SET

1. HISTORY OF THE SET

Many residents and stakeholders cited the storied history of the neighborhood as a positive quality of the community. They are proud of their community's role in advancing civil rights for African Americans in Delray Beach. Many residents also stated that the area has families that go back generations in Delray Beach and remember the Jim Crow days. This shared history is important to the community and is celebrated at The Spady Cultural Heritage Museum located at 170 NW 5th Avenue on historic Frog Alley. The museum also celebrates the life of Solomon D. Spady, one of Delray Beach's most influential people.

1.1. Beginnings of The Set: 19th Century

Prior to 1845, when Florida became a state, Africans, Seminole Native Americans, and Black Seminoles were already living in South Florida and continued to do so after the arrival of white Europeans.

In 1868 William and Sara Gleason, Wisconsin natives, began purchasing thousands of acres of land in various locations in Florida including in what is now the City of Delray Beach. William Gleason was the Lieutenant Governor of Florida from 1868 to 1870. Two of their sons (W.H.H. and George) participated with them in handling real estate transactions using the business name of "Gleason Brothers, dealers in Real Estate." Many early settlers in the area bought property from the Gleason family.

In 1876 The Orange Grove House of Refuge #3 was constructed by the U.S. Lifesaving Service and located just north of the ancient orange grove depicted on earlier military maps. This is just north of current day Atlantic Avenue. The House of Refuge was established to assist shipwrecked sailors, and it served as a resting place for the barefoot mailmen who delivered mail along the East Coast of Florida between 1888 and 1892. The first refuge- keeper was Hannibal D. Pierce. The town of Delray grew around the Orange Grove House of Refuge.

By 1894 pioneers of African descent had settled in the area now known as the Set from north Florida, other nearby southern states and the Bahamas. Their population grew as they encouraged their relatives to relocate to the area.



St. Matthews Episcopal Church



Mt. Olive Missionary Baptist Church

In 1894, pioneers of European descent such as William S. Linton arrived in the area from Michigan with David Swinton and Major Nathan Boynton. Linton bought tracts of land from Henry Flagler's Model Land Company, the Gleasons, and others. The following year, William Linton returned with a group of almost a dozen people, including civil engineer E. Burslem Thompson, and named the town Linton. In 1898 the town was renamed Delray, derived from a town in Michigan called Del Ray.

Using local materials and their knowledge of construction, settlers began building schools, homes, stores and churches, thus beginning the development of the West Atlantic community. The first African- American church, Greater Mt. Olive Baptist Church, was established in 1896. The church, in its current location at 40 NW 4th Avenue still serves a major role in the social and civic life of The Set.

The first school in Linton opened in 1895 and was called Colored Number 4. The school closed in 1907 due to lack of attendance, which was normal during that time.

Many of the pioneering families were migrant workers and children and families often left the area during harvest season.

1.2 The Transition Years: 1901- 1970

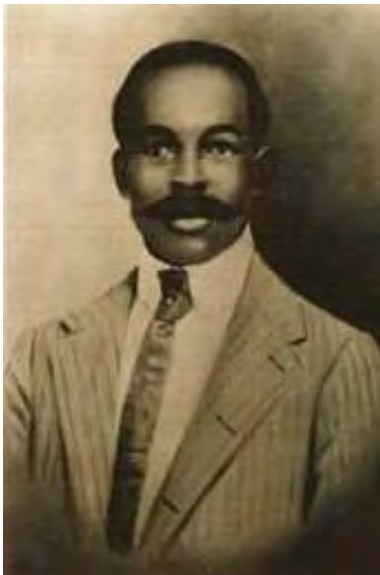
In the early days of Delray Beach, Black men were permitted to vote. The West Atlantic community put forth its own candidate for City Alderman in 1911 - Mr. George Green. He was a successful businessman - shipping fruits and vegetables to the north. Mr. Green fell just short of receiving sufficient votes to be elected. He received 16 votes of 57 cast for eleven candidates.

In 1922 Solomon D. Spady moved to Delray to take over as principal of the renamed colored school, County Training School, Delray. At that time, the school had 100 students in grades one through eight.

During Mr. Spady's 28 years as principal the school grew to over 300 students up to grade twelve. By the time Mr. Spady retired in 1957, a new high school building had been built and the elementary school was renamed S.D. Spady Elementary School, to honor Solomon Spady's great contribution to the City and community.

Schools, neighborhoods, public areas, and businesses were racially segregated in Delray Beach. Segregation defined - and in many ways strengthened - black neighborhoods. In 1935 the Delray Beach City Council and a joint committee made up of "certain of the colored people" agreed on Resolution 146, which defined property areas on racial grounds. The "Negro Settlement" or "Negro Area" was generally west of 3rd Avenue between N.W. 5th Street and S.W. 5th Street. Segregation meant that black residents had to rely on each other to provide for all of their wants and needs leading to the growth of black-owned businesses and a tight-knit, family-oriented community that residents still value today.

The Set community's history of civic engagement came to a zenith in the late 1960's. Residents peacefully protested racial segregation at public places within the City. Blacks were not permitted on the City's beach or golf course. The "wade-ins" conducted at the City's public beach made national headlines. As a result of their perseverance, the City eventually conceded that all citizens of Delray Beach could use City facilities. A few years following this policy change, Delray Beach elected its first Black City Commissioner - Ozzie Franklin Youngblood, a community activist.



Mr. George Green



Mr. Solomon D. Spady

13. The Set on the Decline: 1970-80's

In the late 1970's downtown Delray Beach started to experience a decline, similar to many downtowns in the United States. Atlantic Avenue was perceived as unsafe and was avoided at night. Drug activity and loitering along W. Atlantic Avenue spread into the neighborhoods and E. Atlantic Avenue.

To add to the situation the Department of Transportation had plans to widen Atlantic Avenue to six lanes and make it a highway to allow better evacuation in the event of a hurricane. City residents believed the widening project would be the nail in the coffin for the City. A group of residents and business owners mounted an effort to prevent the project and succeeded, beginning the renaissance of Downtown Delray Beach.

In the early 1980's the Haitian diaspora grew in Delray Beach through immigration and migration out of Little Haiti in Miami. Haitian immigrants found affordable housing in southwest Delray and plentiful work in area resorts. The Haitian people, by purchasing and renovating homes, helped to stabilize the area. Delray Beach has one of the highest concentrations of Haitian diaspora in the state of Florida.

The City of Delray Beach began the process to establish the Community Redevelopment Agency in the early 1980's by preparing a finding of necessity, which detailed the declining conditions of the CRA area, including The Set. Based on the Census at that time, there were indicators of distress such as slum and blighted conditions, deteriorating structures, low-income levels, high unemployment, unsafe conditions, and a high crime rate. Due to these conditions, the Delray Beach CRA was created on June 18, 1985 by the City Commission to aid in eliminating blight in the City and guide the City in its redevelopment efforts.



Atlantic Avenue west of the railroad tracks in 1900 | Source: Delray Beach Historical Society



Members of The Founders Board

1.4. Decade of Excellence: 1990s

The Delray Beach Community Redevelopment Agency (CRA) was established in 1985 to revitalize the physical environment and stimulate the economy within its boundaries. The decline of W. Atlantic Avenue and a CRA project that proposed removing large portions of housing in the Set resulted in a community-led planning effort. The West Atlantic Property Owners Association (WAPOA) was formed to advocate for redevelopment that was acceptable to area residents. The Community Development Corporation formed in 1992 to develop economic and housing opportunities in target neighborhoods.



First historic district - West Settler's Historic District

During this time, the City of Delray Beach expended considerable funds on infrastructure improvements and beautification efforts. Additionally, in the 1990's the City spent over 21 million dollars on public improvements through the "Decade of Excellence" bond program. The majority of the improvements funded by the bond are located within the Community Redevelopment Area and include several major drainage projects and the main Fire Station Headquarters.

Also in the early 1990's, in partnership with Palm Beach County, the City of Delray Beach, the Community Financing Consortium, the TED Center, the Delray Beach Community Development

Corporation, and local builders a housing partnership formed called, "The Renaissance Program," for the purpose of developing a housing program to eliminate deteriorating conditions and building new, affordable housing in these neighborhoods. This program provided more than 170 homes for first time low to moderate income home buyers. The growth that Delray Beach experienced around this time was the result of the redevelopment of the older neighborhoods as well as the influx of residents into new areas of the City.

Efforts around improving education were taking place as well as Village Academy opened on SW 12th Avenue in 2000. It was the first new Palm Beach County public school in this area in over 25 years. A grass-roots effort started in 1998, coordinated by the Delray Beach chapter of Men Against Destruction - Defending Against Drugs and Social Disorder (MAD DADS), in reaction to poor academic achievement by the county's minority students. Residents attributed the problem to the closing of community-based schools and bussing to achieve desegregation. The organization restored a strong sense of family, faith, and community through visible street patrols led by recovering addicts, neighborhood associations that empowered residents to advocate for resources, youth programs serving over 1,000 young people daily, and family support networks linking parents and services.

The Decade of Excellence marked a significant time of growth in Delray Beach as illustrated by the important projects that took place during this period.

EPOCH

Expanding and Preserving Our Cultural Heritage, Inc. (EPOCH) was formed by Vera Rolle Farrington, Sam McGhee- Executive Director of the TED Center, David Randolph- City Commissioner, and Dorothy Patterson- Archivist of the Delray Beach Historical Society. EPOCH was formed to address the limited amount of information on file within the Delray Beach Historical Society about local African American citizens and their contribution to Delray Beach.

EPOCH had a future goal of creating a museum to house historical information. A Founder's Board was convened, and the collection of black history began. On May 15, 1996, EPOCH was officially organized. Founding officers were: Vera Farrington-President, C. Spencer Pompey-1st Vice President,

Clarence Vaughn- 2nd Vice President, Rosa Bush-Secretary, and Marguerite McKay-Treasurer.

In September of 1996, EPOCH presented information to the City of Delray Beach for the first historic district West of Swinton Avenue, now known as the West Settler's Historic District. In 1997, the City of Delray Beach agreed to purchase the Spady House (now known as the Spady Museum) and the Munnings Cottage (now known as the Williams Cottage) to be used for the black history museum and cultural center. The CRA provided funding to renovate the building and also funds the ongoing operation of the museum. The engaged community of Delray Beach inclusive of the Set had effected a major change to the Atlantic Avenue corridor in a relatively short time period. The City was rewarded for its efforts in 1993 with its first All-American City award from the National Civic League. The League looks at a cities civic infrastructure and uses a civic index to measure the elements of a community to determine the depth of citizen decision-making and public problem solving. Subsequently, Delray Beach has won the All-American City award in 2001 and 2017.

Between 1987 and 1990, the City made a conscious decision to place municipal uses along West Atlantic Avenue with the idea that these investments would immediately improve the area and encourage private investment. The Police headquarters (1987), Fire headquarters (1993), the South Palm Beach County Courthouse (1990) and the Tennis Center (1993) were added to the east end of W. Atlantic Avenue joining the existing City Hall and Public Utilities sites. While adding investment to W. Atlantic Avenue, these uses have had the unintended consequence of creating a pedestrian dead zone. During the 1990's the City invested in developing new single-family housing units. The multi-family development project Auburn Trace (now Village at Delray) was constructed in 1990.

1.5. Redeveloping The Set Area: 2000 - Present

As East Atlantic Avenue reached its potential, West Atlantic Avenue continued to lag behind. A City/CRA partnership to upgrade the infrastructure; drainage, streets, landscaping and alleys has resulted in many of the major neighborhood thoroughfares being upgraded with more in the pipeline. The alleyway system upgrade is ongoing with annual appropriations for this project.

Since 2000, key investments have been made into the Set. Atlantic Grove was the first mixed-use project constructed on W. Atlantic Avenue. The two-block development contains retail, office and residential uses and was developed through a public-private partnership with the CRA. The Delray Beach Library was re-built on W. Atlantic Avenue in 2005.

In order to provide and maintain an adequate supply of permanently affordable housing for families that work within our community, the CRA also collaborated with the City and the Housing Authority to create the Delray Beach Community Land Trust (DBCLT) in 2006. The CRA has also purchased a number of deteriorated multi-family buildings with the intent of redeveloping and upgrading them for affordable housing purposes. Construction and renovation of several buildings have been completed (La France Apartments, Carolyn Quince Court, and Palm Manor Apartments on SW 9th Avenue), which provides affordable housing for elderly residents (60 years and older) as well as families.

More progress was made to improve the deteriorating housing stock when the Delray Beach Housing Authority partnered with a developer to build a 253-unit development on the land once occupied by the blighted Carver Estates public housing project in 2012.

The Delray Beach Housing Authority redeveloped an old multi-family site into the new Village Square project that includes family, senior and for-sale housing. In 2015 a Fairfield Inn was constructed at SW 10th Avenue on W. Atlantic Avenue. This too was developed through a public/private partnership with the CRA. The Delray Beach Community Land Trust in partnership with the CRA and City constructed over 60 new single-family homes within the Set.

The Plan reaffirms the community's desire for a full-service grocery store, financial institution, drug store and entertainment uses from previous planning efforts. The CRA is currently preparing to accept proposals for a grocery chain to locate on W. Atlantic Avenue on CRA-owned land.

Building on its history of activism, The Set has become a political force in Delray Beach elections. Through its network of block captain's, voter turnout rose from 5%-15% in 2013 to around 20% in 2024. Prominent historical organizations - like the Delray Beach Voters League, Frances J Bright Women's Club, the Young Man Progressive Club, and MAD DADS - provide support for political and cultural advocacy.

The mix of African-Seminoles and Afro-Caribbeans from the Bahamas, Jamaica, Haiti and other islands creates the unique experience that is the Set. During the community engagement process residents expressed the desire to celebrate the history and culture of the settlers to communicate community pride and strengthen the sense of belonging to the neighborhood while creating a unique sense of place.



“There’s no question this is a jewel of a community,” said Roy Simon, a local native who served on various municipal boards in Delray Beach for more than 40 years. “One thing the city of Delray Beach has is community-minded citizens who are loyal and dedicated to the city and the betterment of its lifestyle.”

CHAPTER-2

THE SET TODAY

2. THE SET TODAY

In 1993, the CRA organized the first phase of the planning effort for West Atlantic by inviting numerous community members to a series of organizational meetings to discuss the concept of developing a West Atlantic Avenue Redevelopment Plan. These meetings, which were facilitated by professional planners, resulted in the organization of a larger community based Steering Committee of over 50 people. The initial charge of this Steering Committee was to develop a process and strategy for the planning effort. The Steering Committee participants referred to themselves as "Stakeholders" in the resulting process which was termed "Visions West Atlantic". "Visions West Atlantic" was a forum for a series of community meetings which ultimately produced recommendations concerning redevelopment issues for West Atlantic Avenue. The 2025 update to The Set Transformation Plan updates and replaces The West Atlantic Master Plan adopted in 2020.

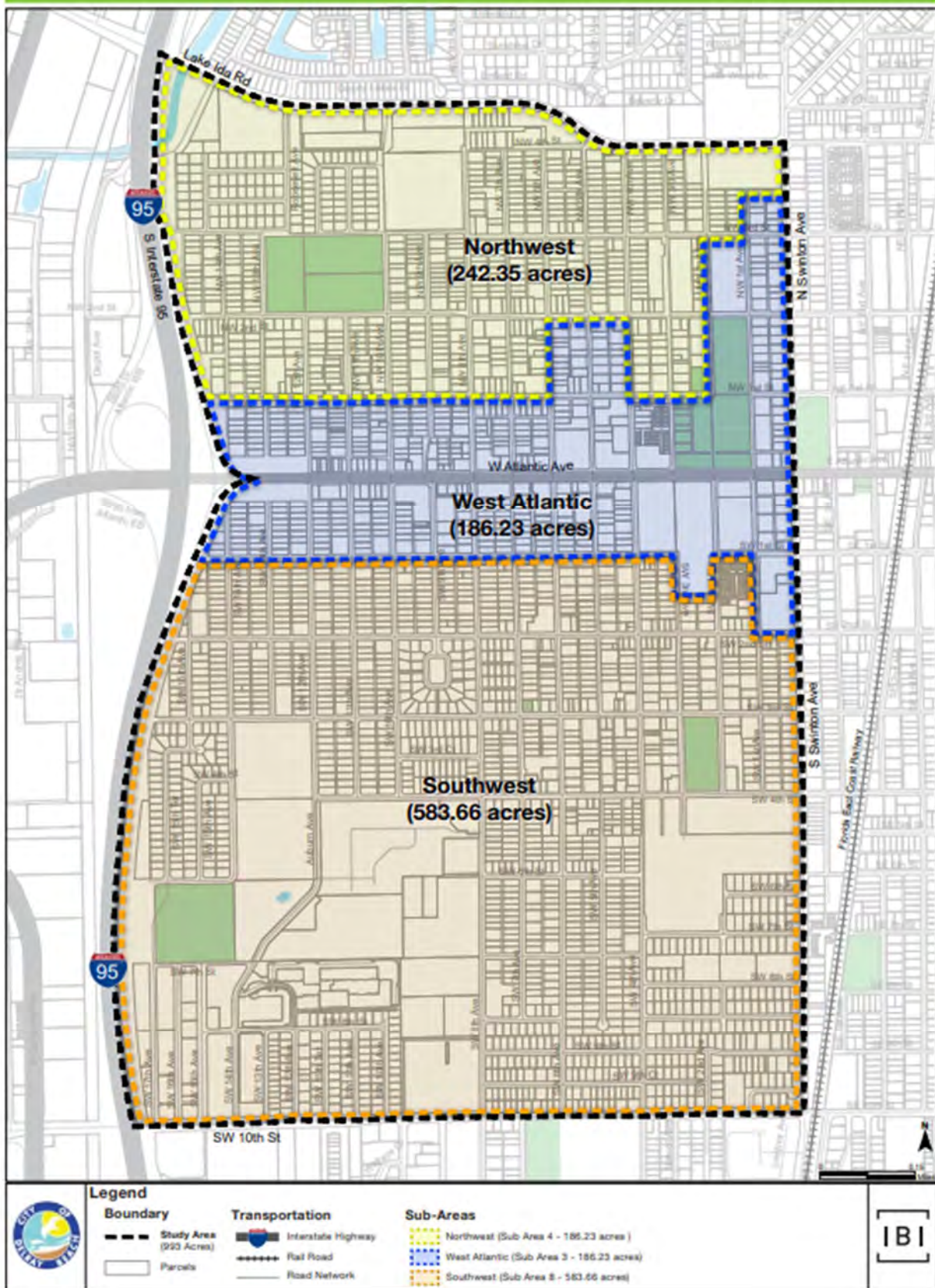
While there have been significant planning efforts over the last two decades, few have dealt with the community in a holistic manner where the health, wealth and long-term prospects of the residents were taken into consideration.

Understanding the evolving successes and challenges of The Set is critical in creating a blueprint for its future transformation. This section documents and analyzes the area's strengths and challenges as it relates to demographic composition, existing infrastructure and physical conditions, available community resources and implemented projects. The data presented below was compiled using a combination of primary and secondary collection methods, including:

- Review of past and ongoing **planning studies and regulations** impacting The Set;
- GIS-based **community asset mapping** supported by on-the-ground verification through field visits; and,
- Feedback solicited through extensive **stakeholder discussion** and during community workshops.



3-dimensional view of The Set's existing urban form



MAP 1: THE SET BOUNDARIES

2.1 Study Area Context

The Set is a 993-acre seamless network of diverse neighborhoods, located in eastern Delray Beach, generally defined by I-95 to the west, Swinton Avenue to the east, Lake Ida Road to the north and SW 10th Street to the south. The area's prime location as a gateway into Downtown Delray Beach from the I-95 and the surrounding cities is one of its most valuable untapped assets (see Map 1).

The Delray Beach Community Redevelopment (CRA) Area's 1,961 acres nearly 20% of the City and The Set covers approximately 50% of the CRA area. With a population of approximately 9,500 people, The Set makes up 14% of Delray Beach's population. The primary neighborhoods that make up the area include the Northwest neighborhood, the Southwest neighborhood and the West Atlantic Avenue neighborhood.

- The Northwest neighborhood totals 250 acres in size and is bound to the west by I-95, to the east by Swinton Avenue, to the south by W. Atlantic Avenue and to the north by Lake Ida Road. This area was home to many of the original settlers of the Set.
- The Southwest Neighborhood is the largest sub-area at 556 acres. This neighborhood is predominantly single-family with a traditional street grid.
- The West Atlantic Avenue neighborhood is comprised of 187 acres. Its boundaries are I-95 to the west, Swinton Avenue to the east, and to the north and south by NW 1st and SW 1st Street respectively. The predominant feature of this area is the W. Atlantic Avenue corridor, a five-lane commercial corridor dotted with vacant land - both privately and publicly held - that is slowly transitioning to active uses.



Aerial view showing the boundaries of The Set.

2.2 Socio-Economic Profile

Overall, The Set falls short of the City and County relative to most socio-economic indicators. During the public engagement process, most residents' comments related to socio-economic issues, reinforcing the data collected by the planning team. At a fundamental level, residents are aware The Set has not kept pace in terms of education and better job opportunities. Central to The Plan is developing a community-driven process that provides the tools necessary for residents to improve their socio-economic well-being. Full reports are included in the Appendix of The Plan.



POPULATION

The Set is a major community within the City. With a population of 9,448 in 2023, The Set accounts for 14% of the total population of the City. The area has a higher number of family households as compared to the entire City: roughly 74% of the area's 2,947 households are family households, comprising 25% of family households for the entire City. These family households are also larger at 3.55 people per household. Between 2010 and 2020 the population of children aged 5-9 years old increased 19.5%. The overall median age for the population within The Set is 37.2 years old. The senior population aged 65 and up accounts for 24% of residents.

Racially, the Set is 85% Black, 10% Hispanic and 13% White. The Haitian diaspora accounts for a large percentage of foreign-born residents at 30% of the total foreign-born residents. A high percentage of residents (11.8%) do not speak English.



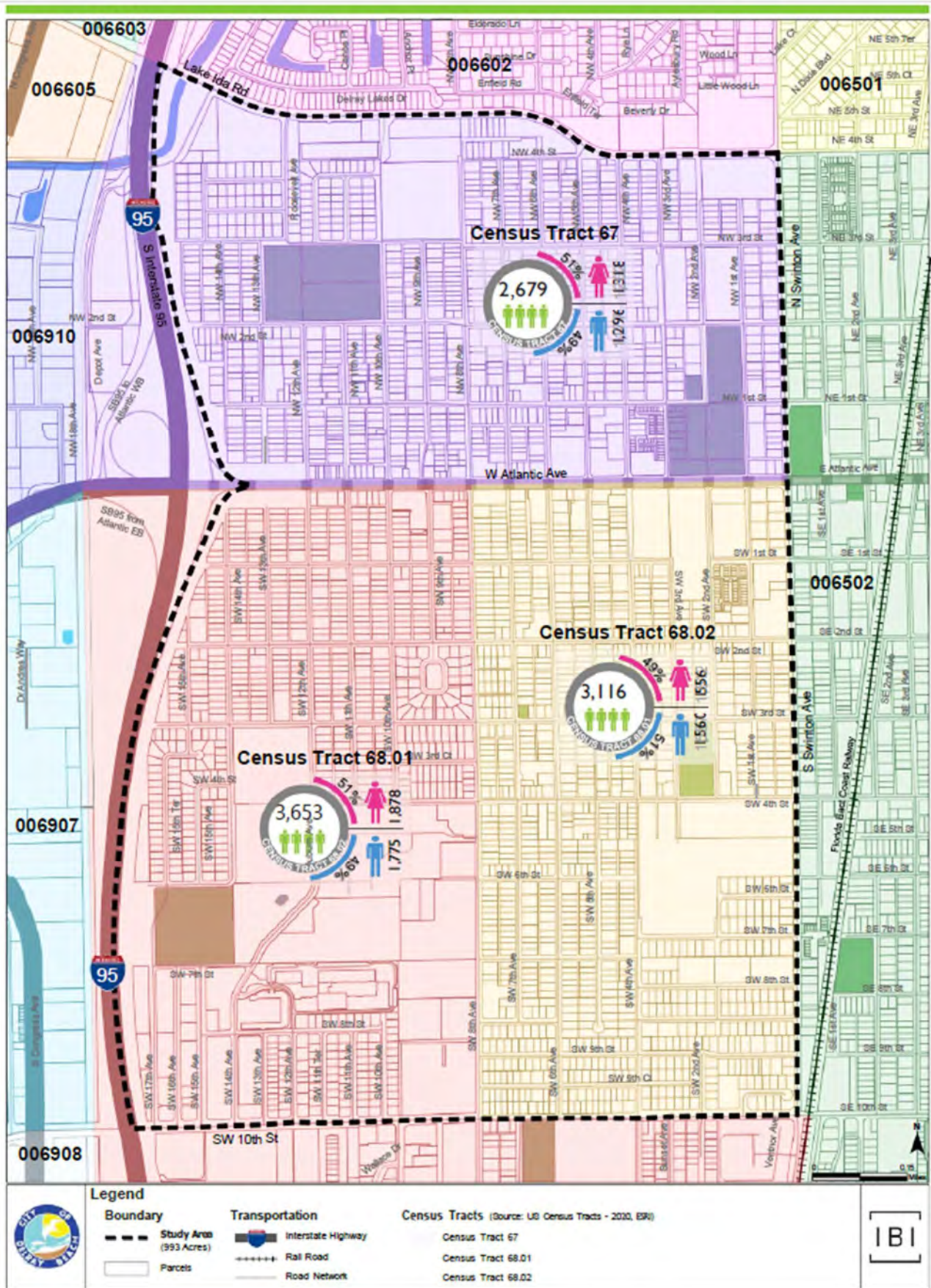
HOUSING

Development pressure exerted by the success of eastern Delray Beach has caused the median home prices in The Set to rise significantly faster than the County and City. Between 2019 and 2023, The Set experienced a 115% increase in housing prices. While lower than the City's median home price, as of 2024 the median home sale price of \$503,625 is unaffordable and unattainable for most.

Housing costs across Palm Beach County continue to rise affecting moderate to low-income households to a greater degree. Households within the area are cost-burdened, paying more than 30% of their annual income for housing costs. Approximately 72% of renters in The Set are cost burdened as compared to 36% of homeowners.

Source for Housing Data: Beaches Multiple Listing Service. Additional real estate data is available in the Appendix.

Source for Population Data: U.S. Census Bureau. Additional population data is available in the Appendix.



MAP 2: CENSUS TRACTS IN THE SET



INCOME

Compared to the City and County, The Set has a much higher poverty rate. 15% of residents' income falls at or below 200% of the Federal poverty line (\$30,000 for a family of four). Almost 5% of households receive some form of public assistance, significantly more than the City or County. Almost half of the population (42.4%) of The Set qualifies for Medicaid. A large percentage of residents (20%) have no health insurance.



EDUCATION

Earnings for residents at all levels of educational attainment are lower than workers in the rest of the City and County. Only 14.7% of residents in The Set have attained a four-year college degree compared to 44.3% for the City and 41.3% for Palm Beach County. Forty-eight percent (48%) of residents have graduated from high school or have some higher education vs. the City at 65%. Public schools serving students from The Set are Spady Elementary, Village Academy (Pre-K -12th), Pine Grove Elementary, Carver Middle School and Atlantic High School. Village Academy and Carver both received a C grade in 2022, while Atlantic High School, Spady, and Pine Grove improved to a B in 2022 from a C in 2019.



EMPLOYMENT

The majority of residents (54.8%) work. However, workers from the Set at all levels of educational attainment earn 33% less than City and County workers for the same jobs. Working residents make up 13.8% of the City's workforce but unemployment in the area is significantly higher than for the City or County - 6% compared to 4%

There are 482 businesses in The Set vs. the City at 5,951. Purchasing power in The Set is a small share of citywide purchasing power, only \$137 million compared to \$2 billion citywide. Businesses in the area account for 10% of the City's sales. Small and microbusinesses, employing less than 20 people, make up 89% of the businesses in the Set. Seventy-seven (77%) of workers work outside of the area. The majority of workers that work inside The Set come from outside the area.

Many of the local jobs in the following sectors located in the Set pay above the County's median annual wage:

- Financial and Insurance
- Wholesale Trade
- Information
- Professional Services
- Manufacturing
- Public Administration
- Real Estate
- Construction
- Health Care

ANALYSIS

Analysis of the socio-economic data reveals that there are more jobs in The Set than workers. The majority of the jobs pay better than average wages. The Inflow/Outflow data shows that non-residents are filling the jobs within the Set, while most workers from the area leave the neighborhood to work. This may be attributed to a skill gap between jobs in The Set and worker skillsets. A cluster of specialty trade contractors presents an opportunity to build on this employment sector. Helping this sector grow by adopting new policies and funding programs will result in new job opportunities for local residents.

Building on the existing jobs and industry clusters requires understanding the job skills local businesses need and identify gaps in local workers' skillsets. Data collected will drive the type of resident training programs fitting business needs. Preparing area students and workers for the digitized work world is another essential need within The Set. Whether students decide to go to college or into a trade, a working knowledge of technology is a must. The basics of word processing, spreadsheets, and presentations are all necessary in most workplaces.

The low level of educational attainment within the area, compounded by low-performing schools, low grades, and high poverty rates, fosters an environment where educational success may not be perceived as feasible or important. Research from the Brookings Institution (Claro & Loeb, 2017) found that traditionally underserved students—particularly those in poverty, ESL learners, Hispanics, and African American students—are less likely to hold a growth mindset, meaning they may not believe they are capable of mastering complex concepts. More recent evidence from Claro & Loeb (2024) demonstrates that students with a growth mindset gain the equivalent of an additional month of learning each year in both English language arts and mathematics, underscoring the powerful role mindset plays in academic achievement. These findings highlight that improving growth mindset must be paired with strengthening school systems—through teacher training, curriculum design, and accountability structures that foster better learning environments.

Cultivating growth mindset is a multi-generational task involving parents, grandparents, teachers, and community residents of The Set, but it also requires investment in schools to ensure that children not only believe they can succeed but are provided with the support to make that success possible. This combined effort reinforces that the children of The Set live in a place “Where They Can”.



2.3 Neighborhood Assets

The planning team conducted research to understand the existing assets in The Set. Local assets can be the primary building block of sustainable community development. Asset-based community development draws upon existing community strengths to build stronger, more sustainable communities for the future. Research into The Set revealed a network of assets. The Set Transformation Plan strategies will build upon existing community assets.

CHURCHES

Historically Black churches helped sustain communities against the ravages of slavery, Jim Crow, poverty and racial violence that impacted African Americans. Compared to American churches, Black churches tend to focus more on social issues such as poverty, gang violence, drug use, prison ministries and racism. A study found that Black Christians were more likely to have heard about health care reform from their pastors than were white Christians.

At the time of this Plan, there were approximately 23 houses of worship located within The Set. Mt. Olive Missionary Baptist Church was the first African American church in Delray Beach and continues to operate in The Set today. Churches not only represent a source of spiritual life for residents, but they are also where many residents in the Set get their regular social interactions and find out about neighborhood happenings.



Mt. Olive Missionary Baptist Church | Source: Google Street View

COMMUNITY FACILITIES

Recreation

Recreational facilities provide fun learning and socialization opportunities, all necessary components for a healthy, happy and resilient community. Through its Parks and Recreation Department, the City of Delray Beach offers a slate of programs geared towards all ages. The Parks and Recreation Department operates seven City parks in The Set, the largest being Pompey Park.

Pompey Park, located in the Northwest neighborhood, has a pool, baseball court, football field and gymnasium, with programing geared towards all ages. Libby Wesley Park and Amphitheater, located in historic Frog Alley, has public art, shaded seating areas, and an amphitheater for live performances.

Most of the parks in The Set are located in the Southwest neighborhood, which is home to a larger population. The Catherine Strong Park has a splash zone, picnic area and walking trail. Merritt Park was recently renovated and serves as a multi-purpose athletic field.

There are five neighborhood parks in the Southwest, Carver Square Park, Rosemont Park, Rev. Dr. J.W.H. Thomas, Jr. Park and Sunshine Park.



Merritt Park

Learning

The Set is home to the City's library, offering a variety of programs for all ages. This includes classes geared towards improving job skills and school performance. Palm Beach College operates a satellite office at the library for its Small Business Development Center, offering hands-on assistance to entrepreneurs. The Spady Museum is the only museum in Palm Beach County dedicated to preserving and celebrating the history of Black contributions to the area. The Spady Museum conducts trolley tours teaching about Delray Beach's history and holds regular events celebrating the community's history and legacy residents.

Schools

Five public schools serve students of The Set - three elementary schools: S.D. Spady Elementary School, Pine Grove Elementary School and Village Academy School; one middle school: Carver Middle School; and one high school: Atlantic Community High School. Only two of the schools, Village Academy School and S.D. Spady Elementary School, are located within The Set's boundaries. As noted in the Department of Children, Youth and Families White Paper, 49% of students attending these schools fall below the Federal poverty line.

For more information on the schools that serve The Set, visit: <https://www.palmbeachschools.org>.



Rev. Dr. J.W.H. Thomas Jr.

EVENTS

The benefits of community events continue far after the date of the event. Events strengthen community pride, encourage involvement, teach organizational skills and engage the community. The Set neighborhoods come together to celebrate the area's history, culture and community elders. Frequent events put on by the various community groups and stakeholders keep The Set lively. Improved coordination may be beneficial in terms of avoiding overlapping of events, decreasing duplication of efforts and increasing attendance. Community members have recently started gathering details about local events to create a centralized community calendar, designed to reduce scheduling conflicts and enhance public awareness of local activities.

Community Gathering Places

A gathering place is any place where people can congregate. Gathering places can be public such as city streets, town squares, and parks; or they may be privately owned - for example churches, coffee shops, and theaters. These spaces are where community spirit thrives.

Residents of The Set meet their neighbors on both a formal and informal basis throughout the community. Pompey Park, with its multi-generational programming, is well-loved and frequently utilized by community residents. Many stakeholders suggested that **Pompey Park** become a distribution site for community information as so many residents come there on a regular basis.

The engaged residents of The Set are the stewards of their community, always at the ready and prepared to speak for their community at the City Commission or CRA Board meeting.

Whether on the front porch or under a shady tree - the Caribbean custom of informally gathering to pass time and catch-up is alive and well in The Set, creating a friendly atmosphere.

2.4 Character & Identity

The history, culture, places and especially the people in The Set convey a character different from other neighborhoods in Delray Beach and the County. The deep roots of the residents are displayed by the many multi-generational, legacy families who call The Set home. The pride of the locals is evident on every street and in every community meeting. For many members of the community there is no other place like The Set.

The Set community supports and values its legacy families that have longstanding generational ties to the community — especially those who have lived, owned property, or been rooted in The Set for many years (often decades).

Elements making up the area's unique physical character have been catalogued by the planning team to gain an understanding of the framework that can be built upon for recommended strategies in the Plan.

OPEN SPACE

In an urban area like The Set, open spaces are generally areas ranging from playing fields to plazas. Open space provides an opportunity to exercise, connect and relax. A healthy community has various forms of open space appealing to a wide range of ages and interests. There are 66 acres of open space available to residents. From pocket parks like Rev. J.W.H. Thomas, Jr. to major recreational parks like Pompey Park, The Set has a strong network of parks and open space.



I-95 Gateway Features



Pompey Park



Rev. Dr. JWH Thomas Park



Libby Jackson Wesley Plaza



MAP 3: NEIGHBORHOOD ASSETS AND DESTINATIONS

HOUSING

There are 3,502 housing units within The Set. Approximately 46% of the residences are detached and 48% are attached units. The City's land use map indicates that the majority of land uses within The Set are designated as single-family. However, dotted throughout the single-family designation are areas with duplexes and other small multi-family properties. These units provide much-needed affordable housing for residents. Under the City's zoning regulations many of these units are deemed as non-conforming, limiting the dollar amount that can be invested in improvements to the property without requiring it be brought up fully to the current code. As a result, many of the properties have not been well maintained. Preservation of this type of housing aligns with residents' desire for more affordable housing.

The **Village Square multi-family development** provides affordable rental housing for families and seniors. The project has additional land, called Island Cove, that was developed in 2023 as for-sale housing to the south of the multi-family development. The project was developed as a public/private partnership with the Delray Beach Housing Authority and the CRA.

A partnership between the **Delray Beach Community Land Trust, the CRA and City** has yielded 63 new single-family for-sale homes throughout The Set, predominantly in the Southwest neighborhood. In 2023, the CRA developed 21 single-family houses on its land in the Southwest neighborhood called Corey Jones Isle.

Funding for rehabilitation of seniors' homes is a need identified by area stakeholders. Seniors said they wanted to stay in their homes but could not afford the repairs necessary. Both the City and CRA have funding programs to rehabilitate single-family, owner-occupied residences for people meeting income guidelines. The CRA's Curb Appeal Program grants up to \$15,000 for exterior repairs.

The City's **Housing Rehabilitation Program** provides funding for both interior and exterior repairs including retrofitting for handicap accessibility.

Only one project has been developed as mixed-use in the area - Atlantic Grove. This two-block development includes retail, offices and town homes.

DESTINATIONS

Implementing strategies from previously adopted plans, the CRA and City have invested heavily in public improvements throughout the Set. The Downtown Master Plan recommended adding neighborhood parks throughout the area. Three parks have been constructed within the Southwest neighborhoods since adoption of the plan in 2002. Key destinations in the area include:

- Pompey Park
- Merritt Park
- Sunshine Park
- Rev. Dr. J.W.H. Thomas, Jr. Park
- Catherine Strong Splash Park
- Carver Square Park
- Fairfield Inn, public parking and pocket park (a public/ private partnership with the CRA and private developer)
- Atlantic Grove mixed-use project (public/private partnership with the CRA and private developer)
- Spady Cultural Heritage Museum (CRA and EPOCH)
- Libby Welsey Park & Amphitheater
- Delray Beach City Hall
- Delray Beach Public Library
- Area schools



Island Cove Apartments

INFRASTRUCTURE

Currently, there are unique infrastructure conditions within The Set. The Set has eight wellfield protected areas within or overlapping into the community. A wellfield protected area is the area (surface and subsurface) surrounding a water well or wellfield which supplies a public water supply system. In a wellfield protected area, there are prohibitions or limitations on chemical storage and land use activities. There are also several water retention areas in the Set: 6 acres at SW 12th Avenue and Auburn Drive and approximately 4 acres at Lake Idea Road and NW 10th Avenue. Water retention areas can be re-purposed to serve multiple uses, including creating natural areas and recreational uses, however, the 10 acres of retention areas do not currently serve those purposes for The Set community.

While the infrastructure within the Set had been previously updated, there are principal infrastructure elements that now require updates and improvements, such as alleyways, roads, lighting, water and sewer systems, sidewalks, etc.

In 2017, the City and CRA started working on the Northwest Neighborhood Improvements Project. The goal of this Project is to reconstruct and retrofit the existing public infrastructure to meet the needs of area residents, businesses, and visitors in the north side of The Set. The primary components of the project include resurfacing or reconstruction of 8.4 miles of roadway, construction of 2.0 miles of new permeable pavement alleyways, rehabilitation of the existing potable water, sanitary and storm sewer systems, improve area drainage and landscaped parkways, improve sidewalk deficiencies (fill in gaps and replace trip hazards) meeting ADA standards, decorative LED street lighting and traffic calming Improvements.

Additional information is available on the website: <http://nwneighborhoodproject.com/>. The CRA and City are also planning to improve the Southwest Neighborhood area in the future. The updates and improvements to reconstruct and retrofit the existing public infrastructure will be in line with those included in the Northwest Neighborhood Improvements Project and will serve to meet the needs of area residents, businesses and visitors in the south side of The Set.

MARKET FACTORS

The success of The Plan will depend largely on private sector market forces. Any recommendations, including land use and zoning must consider the potential impact on private sector investment. Existing and potential competitive markets must be understood as well as developing trends in demographics.

2.5 Connectivity

Transportation is one of the basic building blocks shaping the City. It is essential infrastructure that often drives the urban form, as well as impacts the economic and physical health and well-being of residents.

Transportation elements that help contribute to connectivity within a community are:

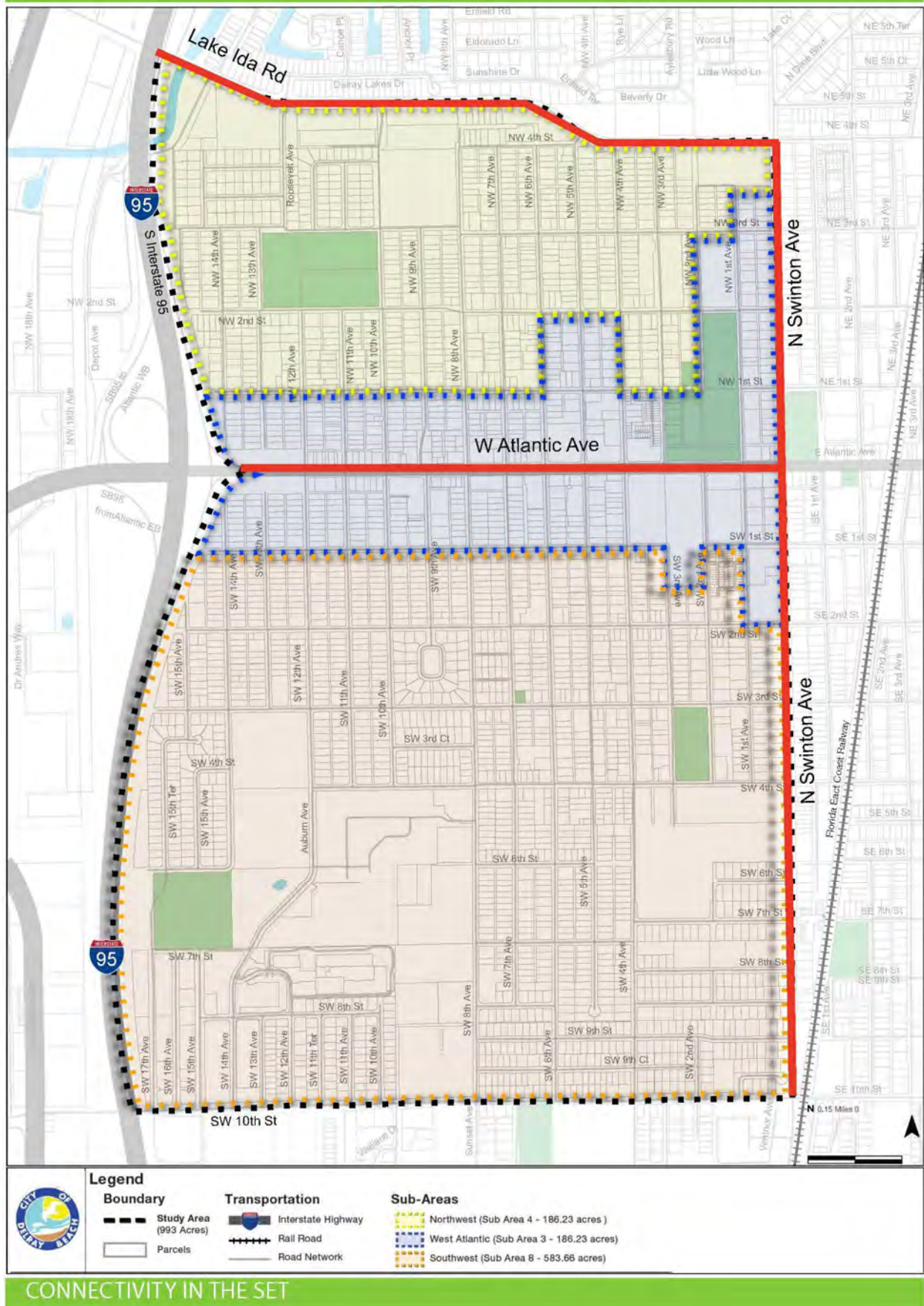
- Streets and pathways - a traditional grid pattern helps define space and directs movement, especially for pedestrians and cyclists. Proper landscaping of streets is important to encourage pedestrian usage. The proper street width to building height ratio creates an urban space that makes people feel comfortable.
- Transit - moving through the area and region easily makes an area more livable.
- Roadways are essential for establishing multi-modal connectivity.

ROADWAY NETWORK

The Set has excellent ingress and egress via its traditional street grid, except in areas where large blocks have interrupted the grid. This situation is more prevalent in the Southwest area. The area is physically defined by several roads, I-95 to the west, West Atlantic Avenue running through the community, Swinton Avenue to the east, Lake Ida Road to the north and SW 10th Street to the south.

Major Roadway Classifications in the area include:

Name	Classification	Jurisdiction	Right of Way
I-95	Primary Arterial	State	varies/10 lanes
W. Atlantic	Minor Arterial	State	110'
Swinton	Collector	City	60'
Lake Ida	Collector	County	110'



CONNECTIVITY IN THE SET

West Atlantic Avenue is the major roadway within The Set and runs west to east through the center of the community from I-95 to Swinton Avenue. West Atlantic is five lanes wide with four thru lanes and one turn lane. There is on-street parking on the north and south sides of the Avenue. The Avenue has been improved with a wide tree-lined median. The public area along the Avenue has also been improved with wider sidewalks, pavers, decorative streetlights and street trees. A major gateway feature at I-95 was added that includes public art and green space.

While the Set is considered part of the City's downtown, only two of its major roadways narrow at Swinton Avenue to a typical width that is more consistent with a downtown. The right-of-way width of W. Atlantic Avenue is 110 feet between I-95 to Swinton Avenue. East of Swinton, E. Atlantic Avenue narrows to 60-66 feet in width. The impact of this difference is that speeds are greater along W. Atlantic, inhibiting the ability to create a walkable mixed-use corridor from the west to east. Also, W. Atlantic Avenue is under the jurisdiction of the State while E. Atlantic Avenue is under the jurisdiction of the City, meaning that any proposed improvements to W. Atlantic Avenue must obtain approval of the Florida Department of Transportation (FDOT).

Similarly, Lake Ida's right-of-way width is 110 feet within the West Atlantic area. East of Swinton Avenue, Lake Ida narrows to a width of 80 feet. While Lake Ida Road is under the purview of the County, east of Swinton Avenue the road is under the jurisdiction of the City. Again, the greater width of Lake Ida Road within The Set encourages speeding and requires County approval for any changes within the right-of-way.

The Palm Beach County Traffic Division estimates that 26,352 cars traverse along W. Atlantic Avenue daily, presenting a unique opportunity to capture this potential market for new or expanding businesses within The Set. The lack of activity nodes along W. Atlantic Avenue encourages traffic to pass through the area to E. Atlantic Avenue. Many stakeholders expressed the desire to see West Atlantic Avenue enjoy similar uses and design appearance as East Atlantic Avenue to include sidewalk dining, entertainment and shopping. Both the CRA and City, in accordance with the West Atlantic Avenue Redevelopment Plan and the Southwest Area Neighborhood Redevelopment Plan, have implemented many of the recommended roadway and alleyway improvements as reflected below.

CRA Completed Projects

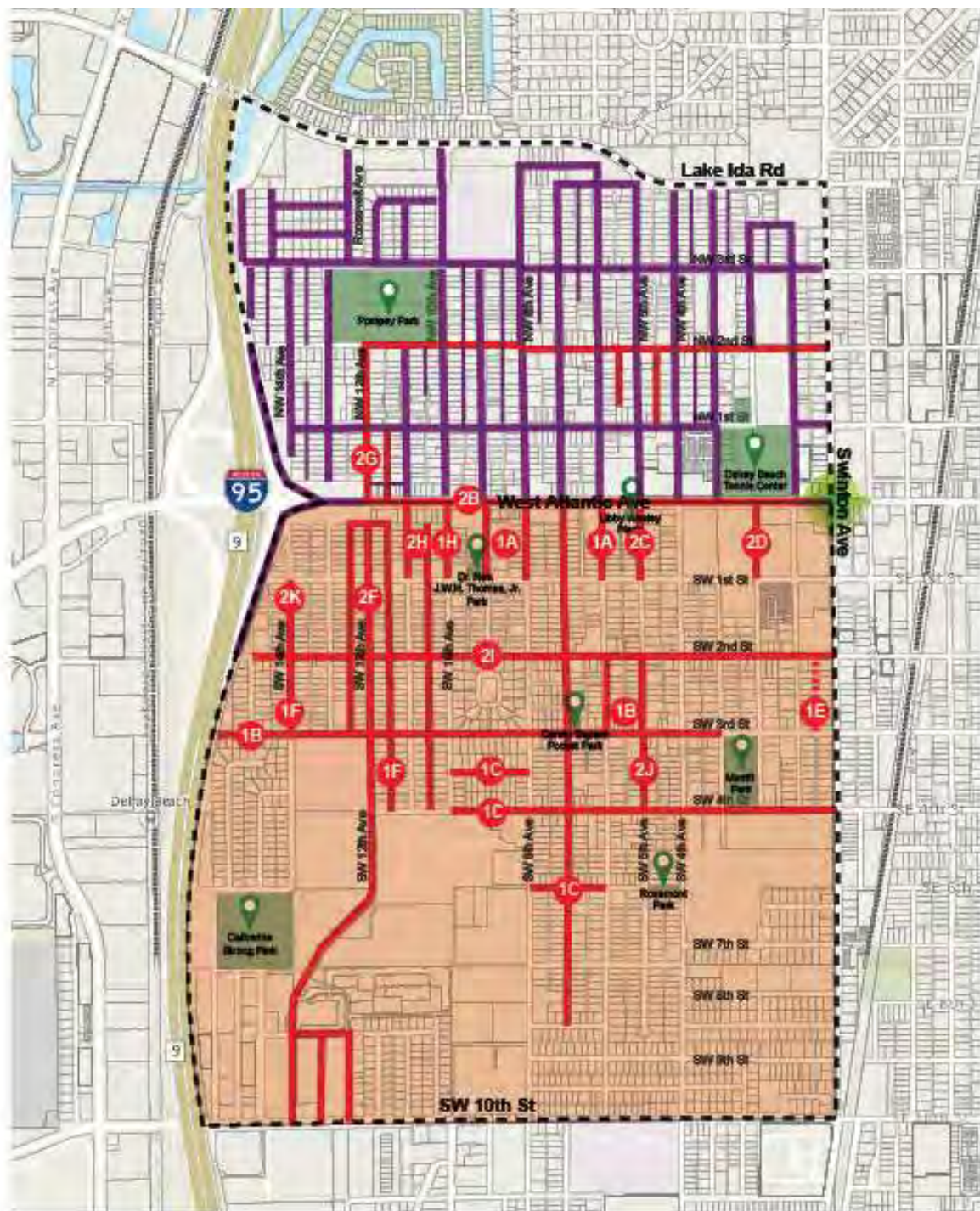
- 1A** SW 6th, 7th, 8th & 9th Avenue Improvements
- 1B** Sidewalks - NW/SW Neighborhoods
- 1D** SW 4th Street, SW 6th Street & 7th Avenue
- 1E** Block 63 Alley (between SW 2nd & 3rd Streets and Swinton & SW 1st Avenue)
- 1F** SW Neighborhood Alley (5 Alleys)
- 1G** NW 5th Avenue Alleys (1 Alleys)
- 1H** SW 9th Avenue Project
- 2A** Atlantic Grove - NW 3rd/4th Avenue Beautification
- 2B** W. Atlantic Beautification
- 2C** NW/SW 5th Avenue Streetscape Beautification
- 2D** SW 2nd Avenue Streetscape Beautification

- 2E** Blocks 8 and 20 Alleys
- 2F** SW 2nd Street Beautification (Phase II)
- 2G** Block 32 Alleyway Project
- 2H** SW 14th Avenue (SW 1st -2nd Streets)

CRA/City Proposed Streetscape Projects

- Swinton & Atlantic Avenue intersection
- NW Neighborhood Improvements
- SW Neighborhood Improvements

Index for Map 4



Streetscape Improvement Projects

Legend

Study Area (983 Acres) / West Atlantic Neighborhood

CRA/City Completed Projects

CRA/City Proposed Projects:

NW Neighborhood Improvement Projects

SW Neighborhood Improvement Projects

Atlantic Avenue and Swinton Avenue Intersection

Parks

BUSINESS
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MAP 4: THE SET STREETScape IMPROVEMENT PROJECTS

ALLEYWAYS

In the 1980's at the start of redevelopment in The Set, the emphasis was on upgrading infrastructure as residents reported flooding, houses settling and unkept alleys as primary concerns. The City and CRA embarked on an ambitious plan to improve these conditions. The alleyway system in The Set is indicative of the time the area was platted in the 1920's. Originally conceived as service access to buildings and streets for garbage collection, most of the alleys are now underutilized and not maintained by the City. However, the alleys are still important to the residents as they allow access through the block and to the rear of both commercial and residential areas. Alleyways are also important to maintaining the traditional street grid and act as pathways for pedestrians and cyclists. It is recommended that the alleyways continue to be preserved and improved to provide additional parking for residents, delivery access to commercial uses along W. Atlantic Avenue and prevention of dumping.

There are comprehensive infrastructure projects planned for the north side and the south side of The Set. These improvements include the reconstruction of alleyways, which will achieve a multi-purpose goal by providing additional access to homes and businesses. The Implementation Plan provides more detailed information regarding the alleyway improvements. Outside of these comprehensive infrastructure projects, the City and CRA partner annually to fund streetscape projects including underground utilities and alleyway improvements.



Deteriorating conditions in alleys

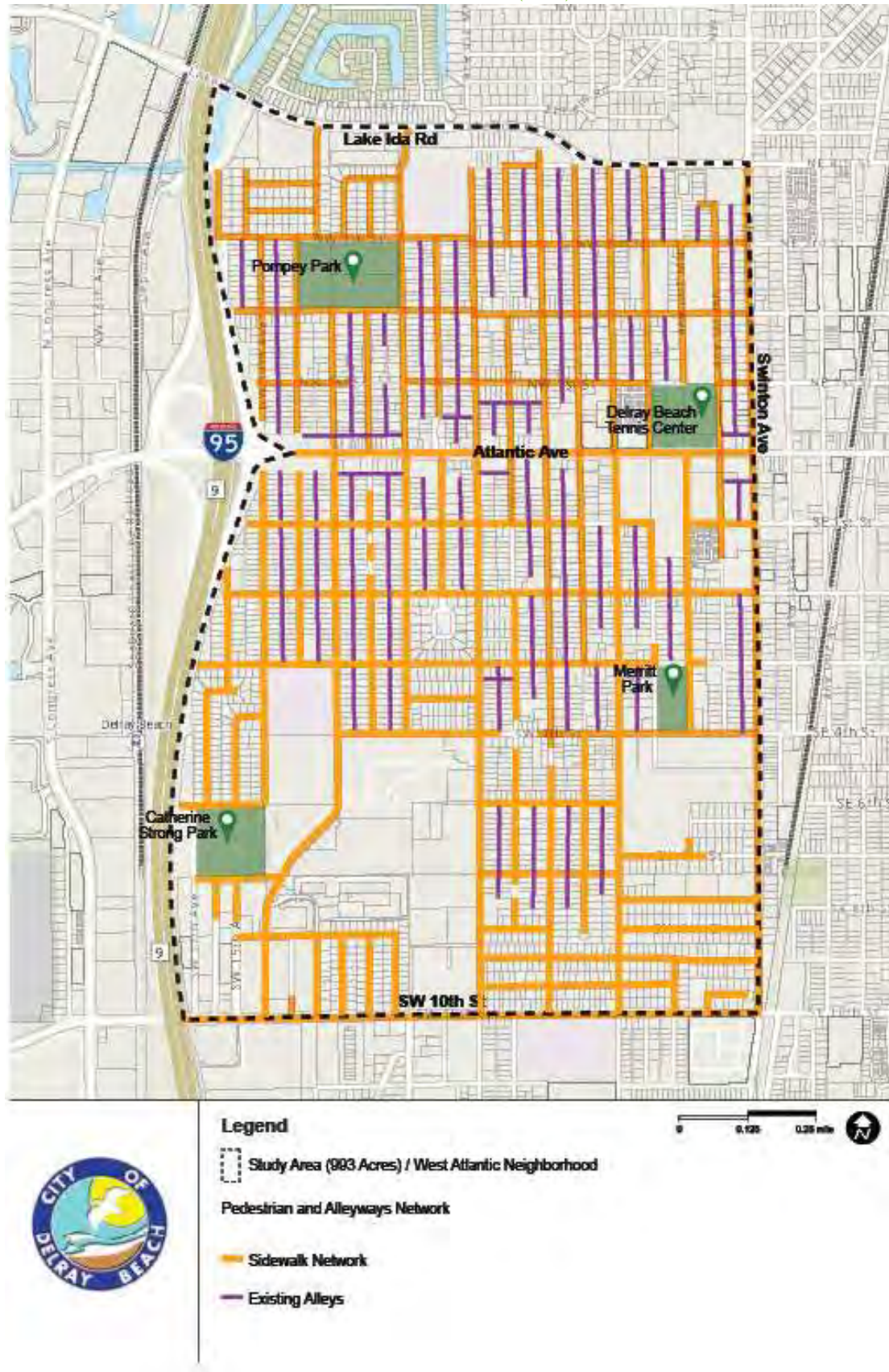
PEDESTRIAN PATHWAYS

The Set does not have a connected pedestrian network and while some blocks have sidewalks, others do not. Schoolchildren can be observed walking in the road to and from school. Additionally, there is insufficient tree canopy along sidewalks to provide shade. Residents also report that the streetlight network is not effective and not functional in certain locations.

The City and CRA have partnered to complete the sidewalk network - to include both sidewalk repair and construction - in their annual budgets. The Plan recommends creating pedestrian pathways through large blocks to encourage walking and biking as an implementation strategy.



Lack of sidewalk on neighborhood streets



MAP 5: PEDESTRIAN AND ALLEYWAYS NETWORK

ACCESS TO TRANSIT

Residents of The Set are well served by several transit services. Palm Tran, the County's public bus service, operates two routes that community residents can access. Route 80 runs along SW 4th Avenue and Route 81 that runs along SW 10th Street, SW 12th Avenue and Atlantic Avenue.

Tri-Rail is a regional rail service that serves the metropolitan region of South Florida. Tri-Rail serves the major employment centers of Boca Raton, West Palm Beach, Ft. Lauderdale and Miami. West Atlantic area residents can access the Delray Beach station located at 345 S. Congress Avenue via the City's free Downtown Roundabout Trolley. The trolley also serves the Atlantic Avenue corridor helping to alleviate parking and traffic congestion in this popular destination.

The proposed Tri-Rail Coastal Link commuter rail service will run along the Florida East Coast (FEC) rail line.

The Delray Tri-Rail Coastal Link station is proposed on

NE 2nd Avenue just north of Atlantic Avenue. Portions of The Set fall within the half-mile radius of the proposed station. The Coastal Link will provide public transit that will stop at all major downtown areas in South Florida. The construction work preparing for this service is underway as the FEC adds a second rail line to allow both passenger and freight travel. The City has received a planning grant from the South Florida Regional Transit Authority (SFRTA) to create a plan for the future downtown Coastal Link station.

Brightline provides an express rail service with stops in Miami, Aventura, Fort Lauderdale, Boca Raton, West Palm Beach, and Orlando. This system provides residents of The Set access to major job centers throughout the region.



MAP 6: TRANSIT SERVICE IN THE SET

1/2 mile walking radius from proposed Tri-Rail Coastal Link station includes a major portion of The Set.

Source: Delray Beach SFTOD Charrette Presentation, August 2017

2.6 Planning & Regulatory Context

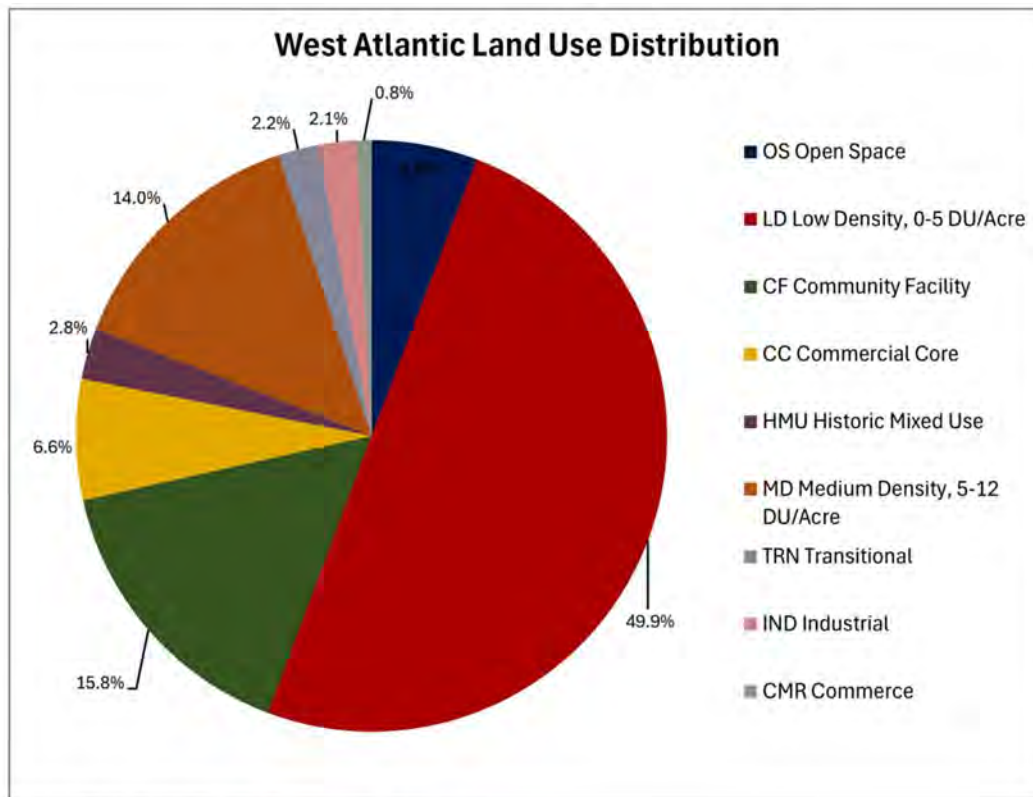
The following section presents the current planning and regulatory policies and documents that will impact the future development patterns within The Set.

LAND USE

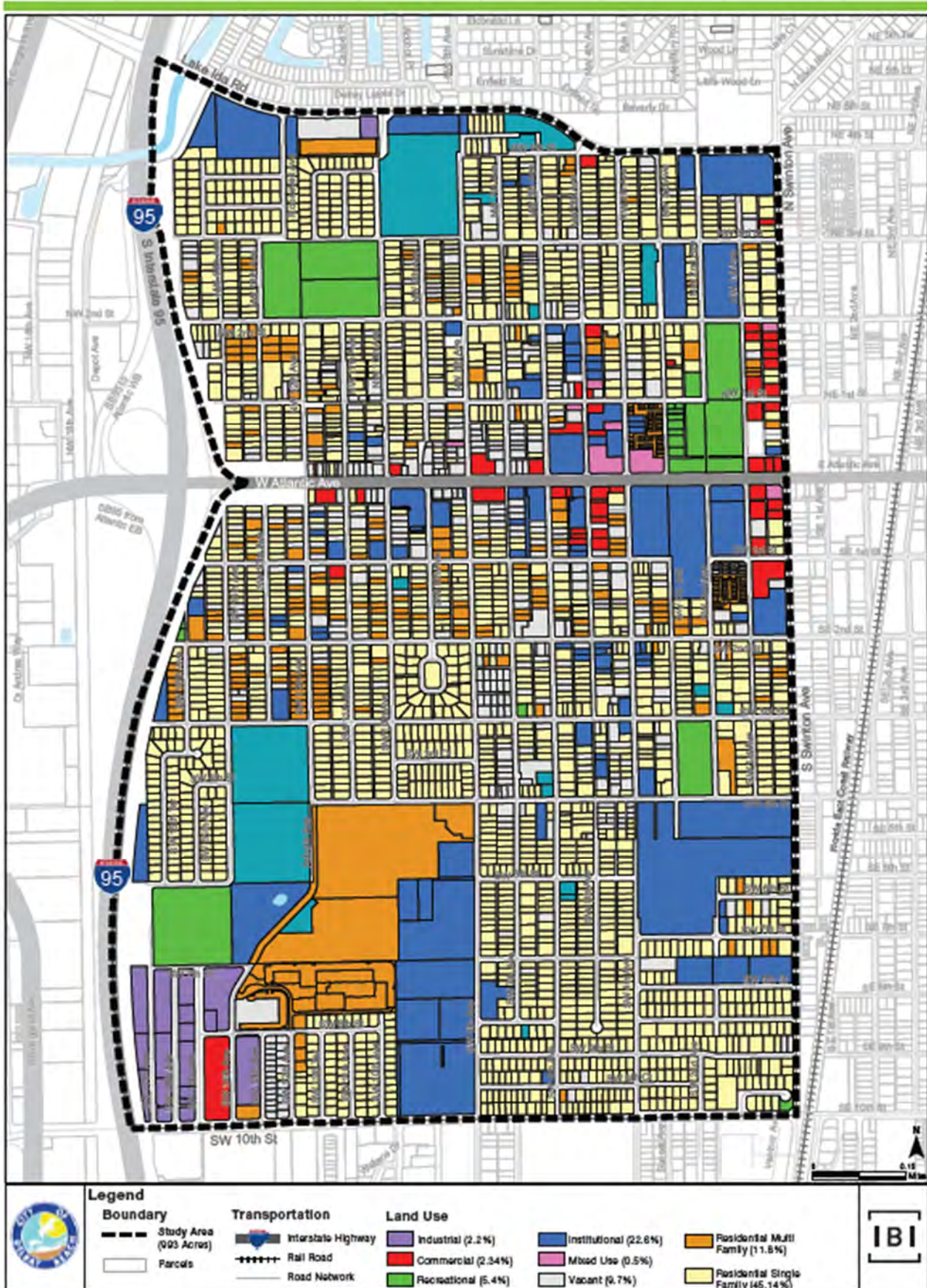
Most of The Set neighborhoods were platted in the 1920's as small residential lots. Most of The Set's neighborhoods were originally platted in the 1920s with small residential lots. According to the City's Existing Land Use Map, low-density residential remains the single largest land-use category in the area, generally permitting 1 to 5 dwelling units per acre. Higher residential density is permitted within two areas of the Southwest neighborhood under the medium-density land use category: the Southwest Neighborhood District Overlay and the Carver Estates Overlay. These overlay districts were created under the City's Code of Ordinances, Article 4.7 Family/Workforce Housing that permits density of up to 18-24 units with the inclusion of affordable housing units.

Of the 993 acres of The Set, Commercial land use makes up only 6.6% and Industrial land use 2.1%. The bulk of resident feedback during the planning process was that the area needs more jobs and better wages. The limited amount of traditional job-creating land uses limits the ability to create additional employment opportunities.

The majority of the City's municipal uses are located within the Set, reflecting 15.8% of the land use designated as Community Facility. This includes schools, City fire, police and utility departments.



Source: City of Delray Beach Comprehensive Plan



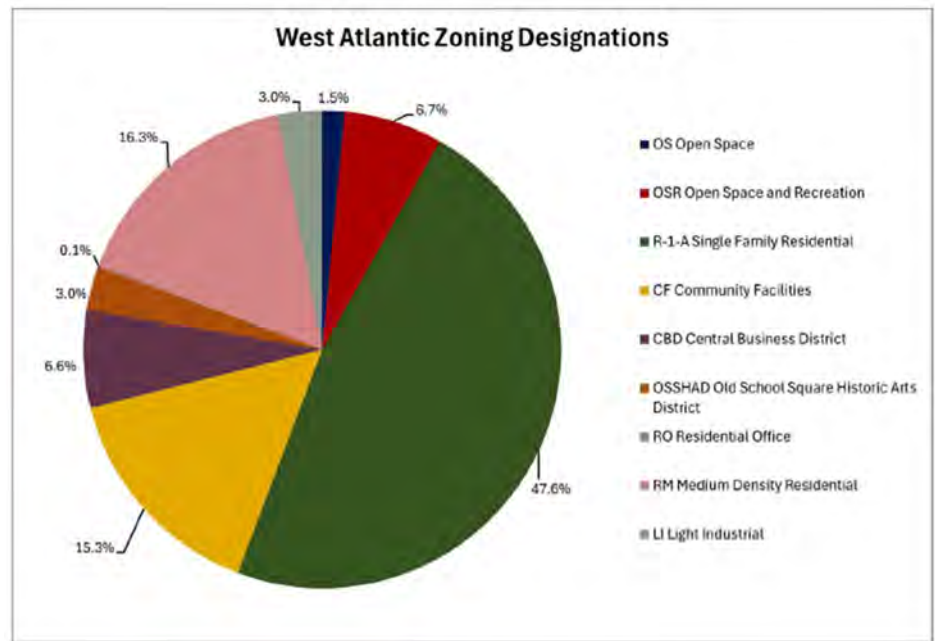
ZONING

Reflecting the Existing Land Use Map, the majority of the Set is zoned R-1-A - Single Family Residential. The Zoning Map follows the Land Use map showing the numerous parks designated as Open Space or Open Space Recreation. Also shown on the map are the numerous municipal uses designated as Community Facilities.

Zoning Overlay Districts

The West Atlantic Avenue corridor is designated Central Business District with an overlay district applied to it- **West Atlantic Neighborhood Sub-District** - which extends north and south of Atlantic Avenue generally to NW and SW 1st Streets. The intent of this sub-district is to provide for development that is consistent with the adopted West Atlantic Avenue Redevelopment Plan and the Downtown Delray Beach Master Plan. Emphasis is on the preservation and enhancement of existing neighborhoods, while promoting a pedestrian friendly neighborhood serving the commercial area along West Atlantic Avenue that contains a mix of residential, commercial and civic functions. Businesses oriented towards serving the local neighborhood are encouraged.

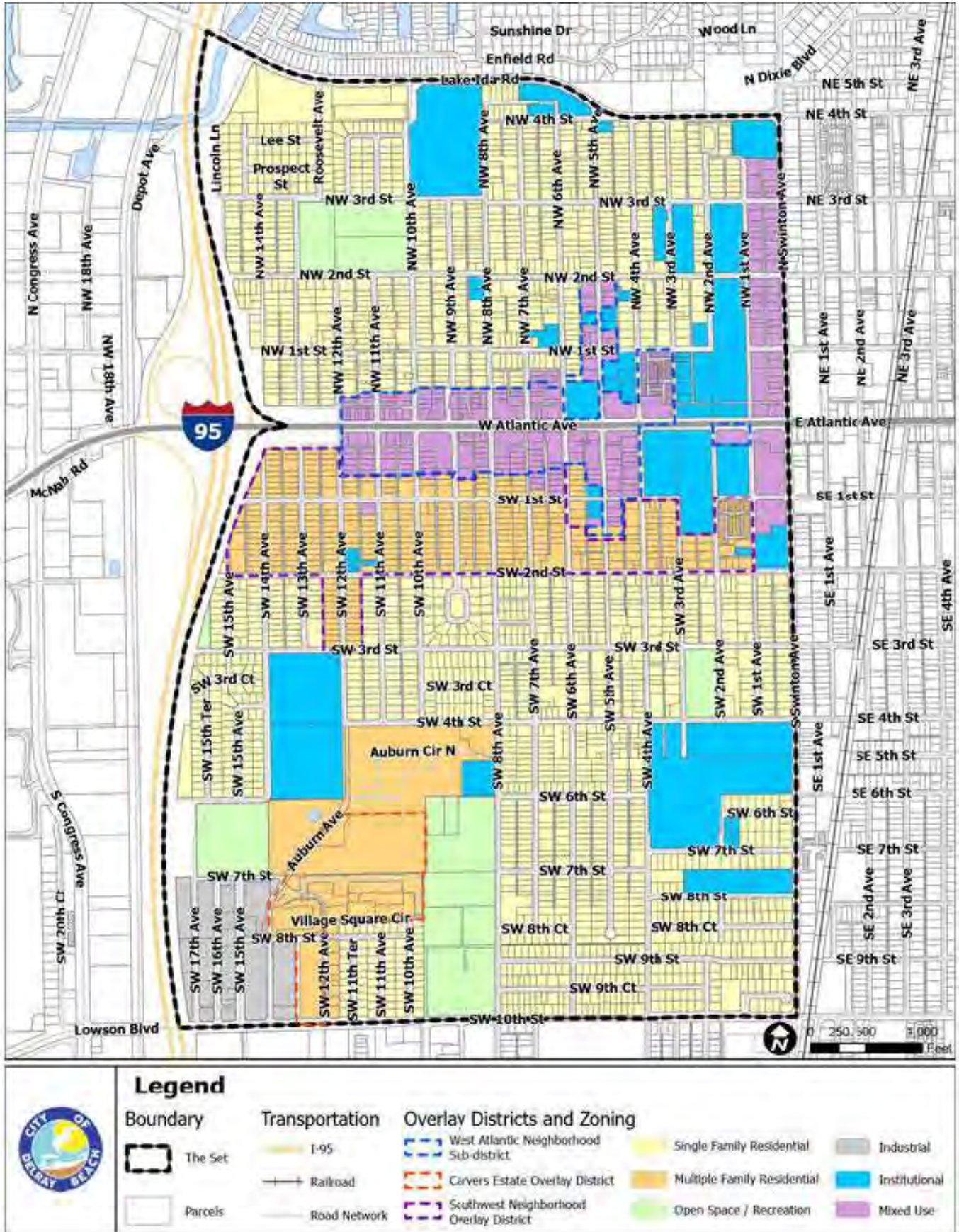
Within this overlay district, at least 50% of the building frontage on the ground floor is required to be utilized for general retail with a minimum depth of 20 feet. At the time of this plan, the **only development built pursuant to the West Atlantic Neighborhood Sub-District is the Atlantic Grove mixed-use project**. Commercial structures are allowed on W. Atlantic, NW 5th and SW 5th Avenues, and may extend up to 150 feet deep from the property line.



Source: City of Delray Beach Comprehensive Plan

Accessory uses such as parking areas, landscaping, and drainage retention areas may extend beyond the 150 feet limit. Full-service grocery stores may extend beyond the 150 feet limit with approval from the City's Site Plan Review and Appearance Board. Any proposed site plan must ensure a compatible transition between the site and any adjacent residential areas. Proposed projects that extend deeper than the 150 feet limit are subject to a conditional use review.

Two additional overlay districts have been applied to the area designed to **encourage the development of workforce housing – Carver Estates and Southwest Neighborhood Overlay Districts**. The overlay districts allow for increase in density for the provision of workforce housing units. Density increases are dependent upon the type of housing units. The multi-family rental developments of Village at Delray and Village Square are located in the Carver Overlay District. The Southwest Neighborhood Overlay District has not resulted in new housing units.



MAP 8: EXISTING ZONING DESIGNATIONS AND OVERLAY DISTRICTS

Transportation Concurrency Exception Area (TCEA)

To encourage mixed-use development along Atlantic Avenue, the City adopted a Transportation Concurrency Exception Area (See Map). The TCEA, shown in red covers the majority of Atlantic Avenue traversing through the study area. Within the TCEA, higher density development is permitted than under the Palm Beach County Traffic Concurrency rules.

The intent of a TCEA is to encourage infill and redevelopment in certain areas. TCEA's encourage alternative modes of transportation, mix of land uses, urban design and connectivity. The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure exists, thereby reducing urban sprawl. The TCEA concurrency exceptions apply to all land uses, development and types of facilities within the TCEA. The TCEA designation permits greater opportunities within the area than otherwise would be permitted if Palm Beach County traffic concurrency standards had to be met. The following are excerpts from the Comprehensive Plan that will have an impact on future transportation planning and development proposals within The Set.

Objective D-3

A Transportation Concurrency Exception Area (TCEA) is hereby established for the purpose of downtown revitalization. Within the TCEA, there shall be no traffic concurrency requirements. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:

Policy D-3.1 In cooperation with the Florida Department of Transportation regional Commuter Assistance Program, the City shall perform and analyze transportation surveys to determine the issues and needs for employer based TDM activities, including but not limited to ride sharing, van pooling, and flexible work hours. These activities shall be completed in FY 2010/11. [Revised by Amendment 2010-1]

Policy D-3.2 An analysis shall be made by FY 09/10, based in part upon the above noted surveys, to determine the feasibility and potential efficiency, of the establishment of a Transportation Management Association (TMA). Until such

time as a TMA is established, the feasibility shall be reassessed periodically, at least every two years.

Policy D-3.3 The City shall coordinate with Palm Tran and the MPO [through the Congestion Management System (CMS)] to increase the number of buses on the Palm Tran routes to reduce headways to 20 minutes in the peak hours, and 45 minutes in the off-peak hours by 2015.

Policy D-3.4 The City and CRA shall, on a continuing basis, assess the need to install additional bicycle facilities in the TCEA to accommodate and encourage the use of bicycles as transportation. These could include bike lanes, bike racks, bike lockers and other bicycle parking facilities.

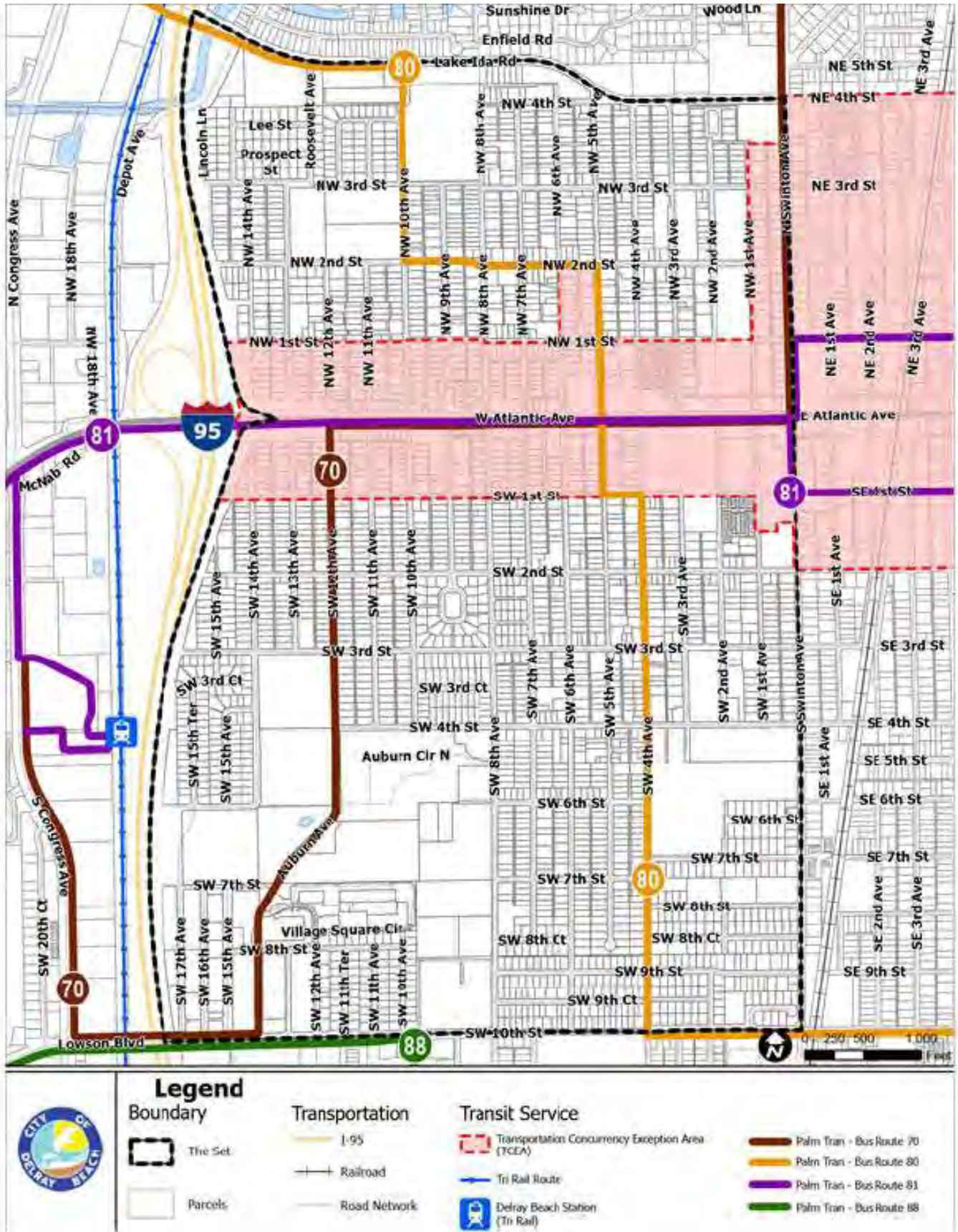
Policy D-3.5 The City and the CRA shall continue to monitor the feasibility of the existing in-town shuttle system providing service between Tri-Rail and the beach with headways of 20-30 minutes. In FY 2010/11, the City shall determine the operational feasibility and grant funding requirements necessary to provide shuttle service to meet and greet all trains at the station. [Revised by Amendment 2010-1]

Policy D-3.6 Implementation of the in-town shuttle system described in Policy D-3.5 shall be coordinated with the MPO through the Congestion Management System (CMS) by the year 2010.

Policy D-3.7 The City shall eliminate the missing links in the sidewalk network throughout the TCEA and within one-quarter mile of its boundaries by FY 09/10.

Policy D-3.8 Intermodal linkages shall be provided between different types of transportation. These could include sidewalks from parking areas to Atlantic Avenue, shuttle and bus stops, and a shuttle from bus stops to shopping areas or parking.

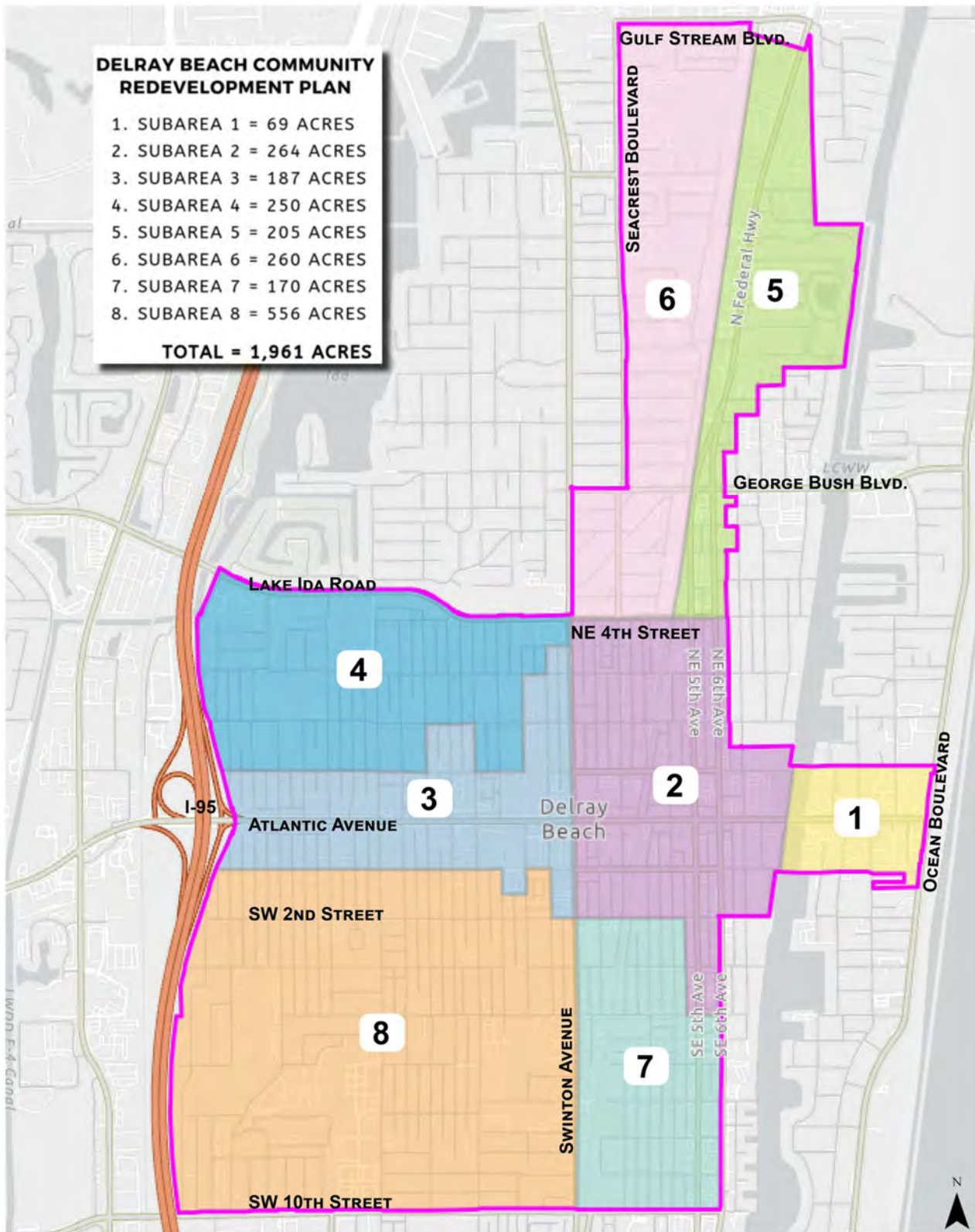
Policy D-3.9 The City and CRA shall implement a plan for enhancement of the US-1 corridor (NE/SE 5th Avenue and NE/SE 6th Avenue) between NE 8th Street and SE 10th Street through beautification and the provision of improved safety, parking, bike lanes, and pedestrian circulation. Improvements supported by the traffic circulation test conducted in 2008 shall be constructed in phases between FY 2009/10 and FY 2014/15. Adjacent new development and redevelopment shall be required to contribute toward the costs of these improvements.



MAP 9: TRANSPORTATION CONCURRENCY EXCEPTION AREA

CRA PLANNING AREAS

The Community Redevelopment Area of the City is divided into eight sub- districts based on each district's unique land use and character. The Set is made up of CRA sub-areas: 3, 4, and 8.



Northwest Neighborhood (CRA Sub-Area 4)



The Northwest neighborhood is 242 acres and is bounded to the north by Lake Ida Road, to the south generally by NW 1st Street, to the east by Swinton Avenue and to the west by I-95. Prior to the development of the West Atlantic Master Plan Update (2017), this neighborhood had not been included in a formal planning process.

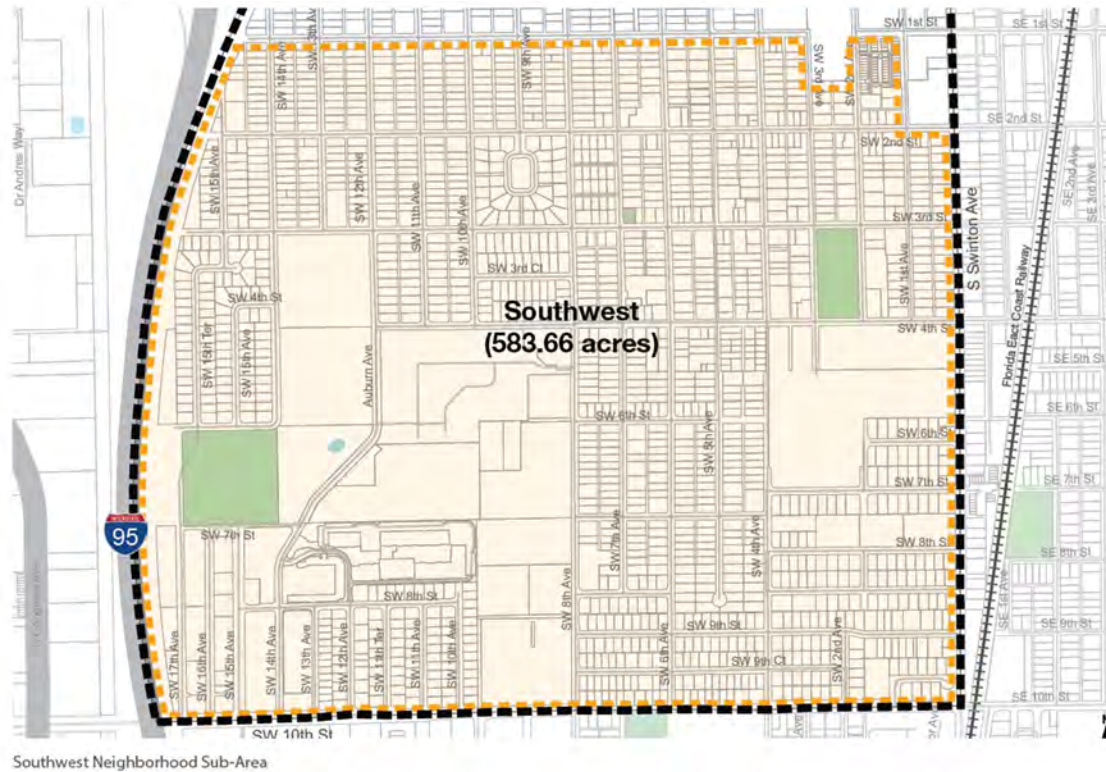
The predominant land use within the Northwest area is low-density residential. However, there are several large sites designated as Community Facilities; Pompey Park at 13.8 acres, S. D. Spady Elementary School at 12.4 acres and City Hall and the City Attorney offices at 8.4 acres. The Lake Ida Road area of the Northwest neighborhood contains large uses: Church of Christ at 5 acres, Cason United Methodist at 5.9 acres and the Community Child Care Center at 2.8 acres. The Northwest neighborhood is home to one of the City's historically designated areas. The West Settlers area, designated in 1997, is the site of the first African American settlement in Delray Beach. Isaiah Bruin, one of the community's earliest builders, constructed many residences along NW 3rd and 4th Avenues, including the Susan Williams House, now located at the S.D. Spady Cultural Complex on NW 5th Avenue.

The La France Hotel (1949), located at 140 NW 4th Avenue, was once the only hotel in Delray Beach that welcomed African Americans during segregation. Owned by Charles and Francenia Patrick, the hotel welcomed celebrated black musicians and civil rights figures.

Educators Row, although not historically designated, is located on NW 2nd Street/Martin Luther King, Jr. Drive. This is where many of the West Atlantic area teachers and professionals built their homes. CRA and City investment into the Northwest neighborhood include:

- Streetscape improvements on NW 2nd Street/Martin Luther King, Jr. Drive.
- Streetscape improvements on NW 12th Ave from W. Atlantic Ave to NW 2nd Street (this links to the SW 12th Ave improvements)
- NW 5th Ave Alleyways (construction budgeted for in 2018 CRA budget)
- Sidewalk repairs/improvements on NW 6th and 8th Aves (construction budgeted for in 2018 CRA budget)
- Miscellaneous alleyway improvements (completed and proposed)
- NW/SW 5th Avenue Streetscape beautification
- Atlantic Grove - NW 3rd/4th Avenue beautification

Southwest Neighborhood (CRA Sub-Area 8)



The Southwest neighborhood is covered by the Southwest Neighborhood Area Redevelopment Plan adopted in 2003. The plan included specific recommendations for the enhancement or redevelopment of each of the seventeen neighborhoods in this area. During the planning process for The Set, residents expressed continued support for the goals and objectives of the Southwest Neighborhood Plan. Residents also expressed satisfaction with the projects completed as part of the Plan, saying that these projects increased their quality of life.

The Southwest Neighborhood is the largest CRA sub-area within The Set. Located within the Southwest area are large civic and public uses on multi-acre sites: the City cemetery, City Public Utilities, the Village Center campus and the multi-family developments of Auburn Trace and Village of Delray. These large sites disrupt the traditional street grid of the neighborhood. The Southwest Plan called for creating green spaces and pedestrian connections to and thru these uses. The Village Center campus that currently includes Village Academy and the Delray Full Service Center, is envisioned by residents as the centralized destination for job skill training, family, health and wellness services.

The CRA and City have embarked on an ambitious effort to install streetscape improvements throughout the area to calm traffic on the major roadways, increase parking and upgrade the area's appearance. Continued improvement of the alleyway system remains a recommendation of the Set Transformation Plan. The City and CRA have partnered to systematically improve the alleyways over time. Improved alleyways provide additional parking for the area, access for pedestrians and increased property values. Within the Southwest sub-area there is a need to increase the provision of infill housing. Partnerships between the CRA, the Delray Beach Housing Authority and the Delray Beach Community Land Trust have yielded major results, with the addition of new multi-family and single-family housing units.

The Southwest sub-area is home to a majority of the City's Haitian and Caribbean population. These residents have had a stabilizing impact on the area by purchasing and rehabbing homes and starting businesses.

The sub-area has a small industrial area that is a continuation of the larger area south of SW 10th Street. The Set Transformation Plan recommends that the vacant parcels be redeveloped in order to create additional jobs and provide entrepreneurial opportunities.



The CRA has invested in streetscape improvements along W. Atlantic Avenue such as bulb-outs, large, landscaped medians, street trees and decorative streetlights. However, the street is five lanes wide with four travel lanes and one center turn lane. Combined with excessive drive aisle widths and the lack of destinations, W. Atlantic Avenue functions primarily as a pass-through corridor for vehicles exiting I-95, rather than a pedestrian-oriented destination.

VACANT LANDS

The Set has an abundance of vacant lots. Approximately 9.7% of the area's 993 acres is vacant land. The majority of these vacant parcels are privately owned. The amount of vacant land presents challenges to the neighborhoods by creating instability on the blocks where the vacant lots are located. Illegal dumping and parking are also issues. Such large amounts of vacant lands convey a message of blight to residents and visitors.

The strategic vision is for these parcels to be used to construct infill single-family homes that will add to the tax base and strengthen the neighborhood fabric. All vacant privately owned parcels that are buildable under the City's code should be targeted for land acquisition by the CRA. The CRA is a major property owner within the Set. The CRA has assembled significant acreage along West Atlantic Avenue, mostly on the south side, for redevelopment projects. Government ownership of large parcels, whether vacant or not, creates the opportunity to redefine these sites in the future as the needs of the City and neighborhood change.

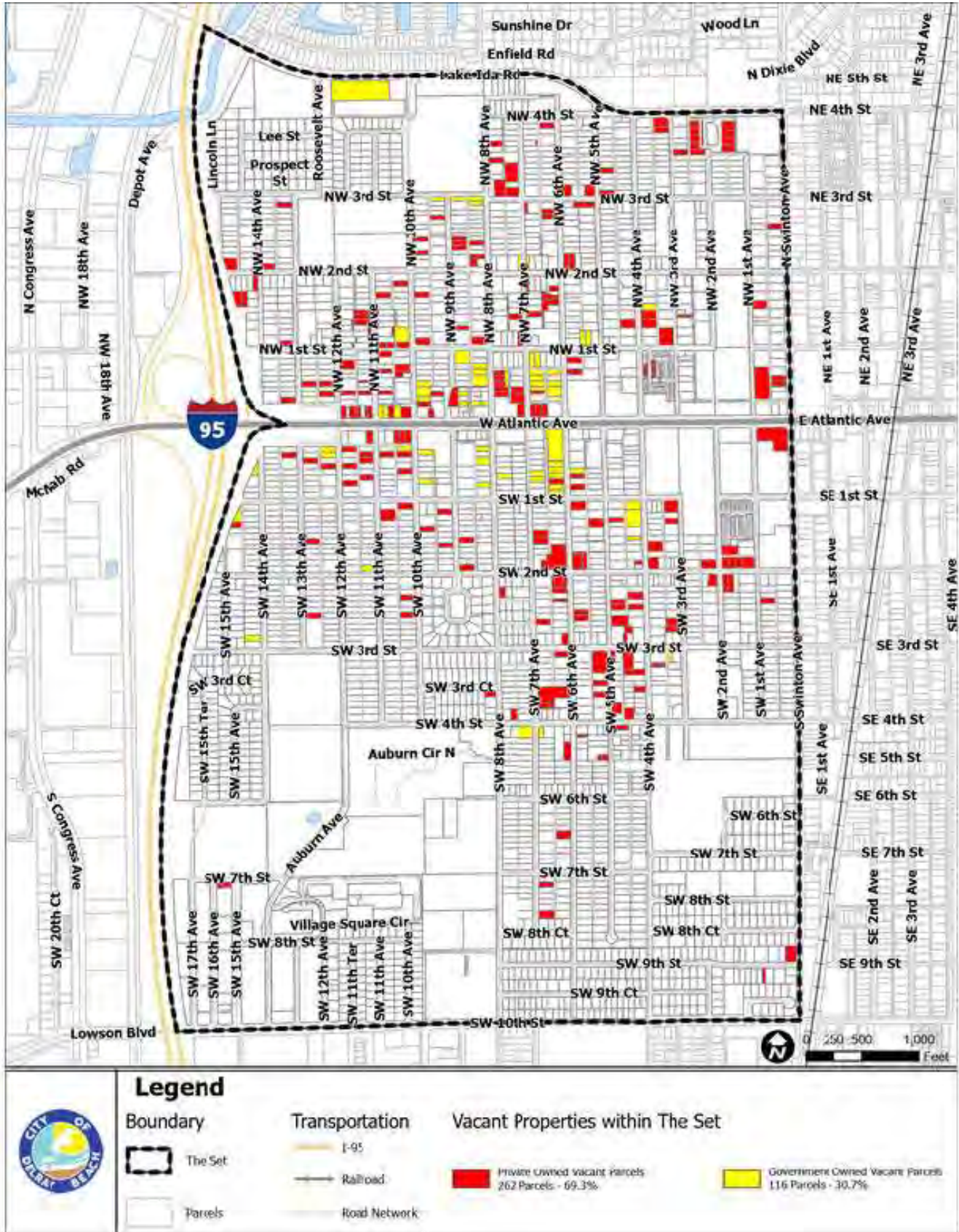
LARGE BLOCKS

There are a number of large blocks within the West Atlantic area - predominately in the Southwest neighborhood. Large blocks interrupt the traditional street grid of a neighborhood. By aggregating blocks to develop a major private or institutional use, a community's traffic, walking and cycling patterns are interrupted. The area's traditional street grid has been changed to accommodate these large-scale sites; most of which are public uses. The recommendation for The Set is to create a series of pathways and greenways through and around the largest blocks within the neighborhood to include the Village Center Community Campus, Catherine Strong Park, the Boys and Girls Club, and the Delray Beach Memorial Gardens.

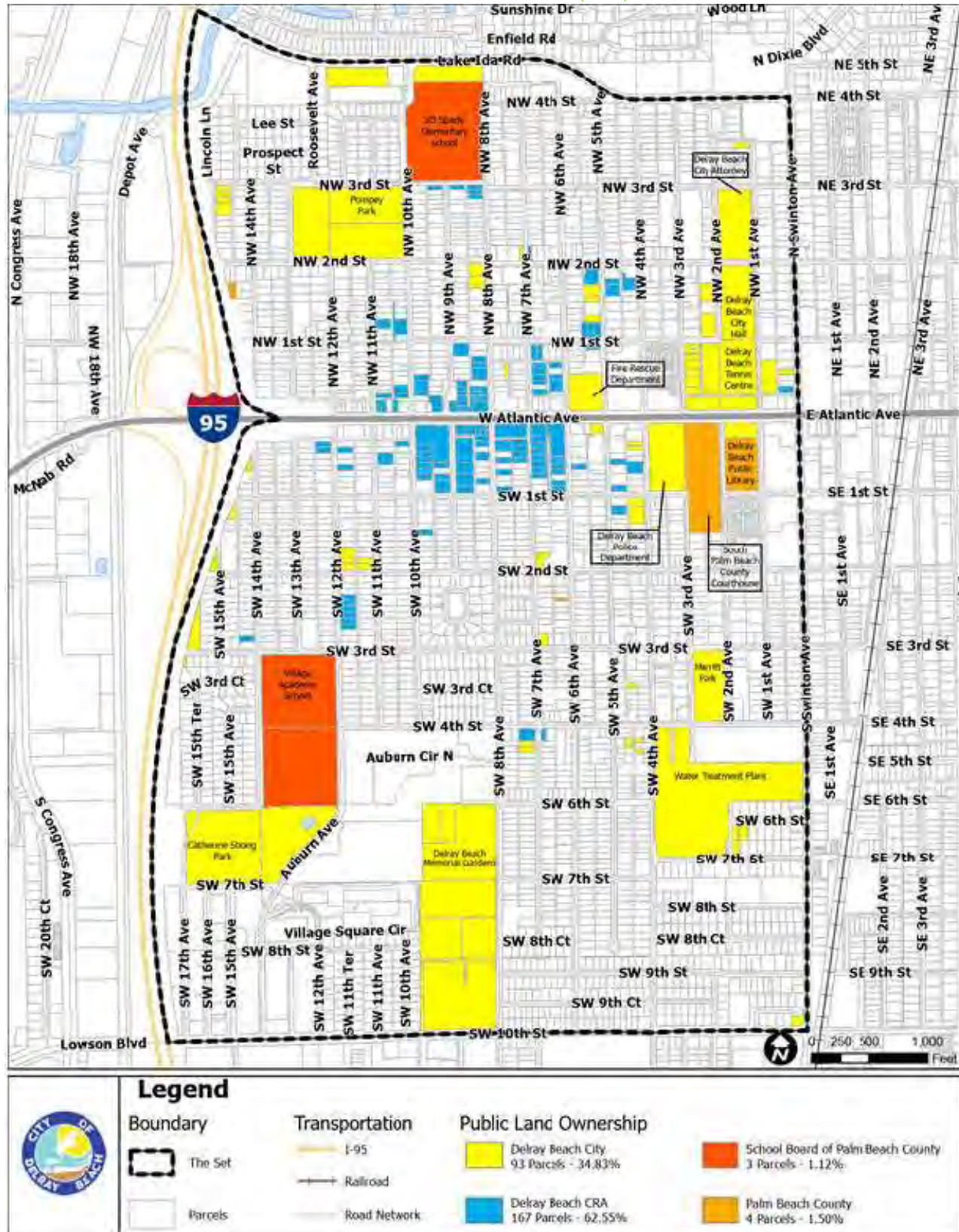
Use	Acres	Streets/Avenues Disconnected
Cemetery	28	SW 7th Street
Public Utilities	18.7	SW 6th Street
Drug Abuse PBC	6.6	SW 2nd Avenue
Courthouse	6.5	SW 1st Street
Village Academy/ Full Service Center	28	SW 4th/6th Streets
Tennis Center	8.5	NW 2nd Avenue
Spady Elem.	12.3	NW 4th Street
Village at Delray	19.2	SW 12th Avenue & SW 6th Street
Village Square	11.4	SW 11th Avenue & SW 12th Avenue

Key Findings

- The City and CRA are the major property owners within The Set.
- The majority of the City's municipal functions are located in the Set area.
- Other municipal uses located in the area include South Palm Beach County Courthouse and the South County Drug Abuse Foundation.
- These large public use sites have disrupted the traditional street grid of the community.
- The unintended consequence of clustering municipal functions along W. Atlantic Avenue is the creation of a pedestrian "dead zone" particularly in the evening.
- The large amount of vacant land presents a major opportunity to provide new housing.
- The retail minimum depth of 20' requirement in the West Atlantic Neighborhood Overlay could have the unintended consequence of developers building retail that is not financially viable, just to get plan approvals.
- The 150' building depth limit of the West Atlantic Neighborhood Overlay - without going through the conditional Approval process - may not be financially feasible for mixed-use development.
- Work remains to implement projects through The Set Transformation Plan.



MAP 10: VACANT LAND IN THE SET



MAP 11: PUBLIC LAND OWNERSHIP IN THE SET

PREVIOUS PLANNING EFFORTS

Delray Beach began to come together as a city in the early 1980's to address the issues facing the City, particularly along Atlantic Avenue. Crime, dilapidated structures, and the threat of the Florida Department of Transportation widening the Avenue to A1A, galvanized the wealthy beach residents, merchants, and the black community to come together to address these issues. Early leaders of The Set advocated for the creation of plans to improve the community in order to mitigate blight caused by the effects of segregation, desegregation, the expansion of Atlantic Avenue, the extension of I-95 through Palm Beach County, and the general disinvestment from downtown areas.

Beginning in 1981, efforts to improve the Set have consisted of numerous plans, programs and projects - each building upon the last. Since then, millions of dollars have been invested by the City, CRA, non-profits, and the private sector, resulting in implementation projects such as alleyway improvements, streetscape upgrades, new and rehabbed homes, new multi-family developments, mixed-use developments, public sector projects, and parks and open space.

Today, the Set bears no resemblance to what it was in the 1970's - 1980's when Atlantic Avenue was perceived as an area to be avoided. While work remains to improve the daily lives of residents, overall, many of the negative elements have been significantly improved and crime reduced.

At 993 acres, the Set represents 50% of the CRA's land area. Over the last thirty years, the CRA has expanded 48% of its funding within the area. However, the majority of growth in taxable value has been experienced in the Central Core subarea or East Atlantic Avenue.

Delray Beach's use of community-based planning efforts and solutions have yielded tremendous success and have become the norm for the City.

NEIGHBORHOOD STRATEGY AREA

The first planning effort on behalf of The Set began in 1981 when the Palm Beach County Department of Housing and Community Development Department designated a portion of The Set as the Delray Beach Neighborhood Strategy Area (NSA). A Neighborhood Strategic Area Plan was created that identified existing conditions and needs for the area. The three-year plan outlined ambitious goals for physical and housing improvements to the area utilizing Community Development Block Grant (CDBG) funding. A total of \$2,385,250 of improvements were proposed in the first year alone. However, the CDBG funding that was actually received by the City was considerably less.

WEST ATLANTIC TASK FORCE

To address the deteriorating conditions along the West Atlantic Avenue corridor, the City initiated a task force to study the area and make recommendations for an overall redevelopment plan. 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, parking, zoning and other improvements. The findings of the task force were outlined in the "Interim Report" presented to the City Commission on April 16, 1985.

GREENWAY PLAN

The Greenway Plan was created to address the unsightly appearance of West Atlantic Avenue caused by numerous vacant lots lining the Avenue. The City, in partnership with local business owners, created the Greenway Plan. The Plan's goal was to eliminate illegal parking on vacant lots and improve the appearance of West Atlantic Avenue. Easements from property owners allowed the City to install landscape berms to prevent parking, along with irrigation and sod. The City/CRA maintains the lots until the property owners are ready to develop them.

VISIONS 2000

In 1988, through hearings with city residents, public officials, civic groups, neighborhood groups, and business leaders, the City of Delray Beach adopted a policy statement developed by the Visions 2000 Committee. 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 a \$21 million “Decade of Excellence” bond issuance, which financed a 10-year program to implement the improvements suggested by Visions 2000.

VISIONS WEST ATLANTIC

In response to an unpopular plan put forward by the newly created CRA, the West Atlantic Property Owners Association (WAPOA) was formed in 1988. The CRA’s plan to redevelop the West Atlantic Avenue corridor involved assembling a full block on the north and south sides of West Atlantic Avenue, encroaching into the single-family neighborhood. Residents and businesses feared being displaced by this aggressive redevelopment approach and banded together to create an alternative vision for the area.

In 1989, WAPOA issued “A Conceptual Approach and Framework for the Redevelopment of the West Atlantic Community.” WAPOA’s plan emphasized citizen participation in the planning process for the redevelopment of the West Atlantic corridor.

The plan outlined four basic principles to be included in a redevelopment plan for the West Atlantic Corridor:

- Limited encroachment of commercial land uses into existing residential areas
- Increased provision of affordable housing, particularly single-family residential units in the area
- Establishment of a Minority Business Enterprise (MBE) program for the West Atlantic Avenue Business District.
- Limit commercial development to 150’ to 300’ deep.

The Visions West Atlantic Steering Committee built a consensus regarding solutions to the area’s problems. On

October 11, 1993, the Steering Committee finalized its Vision Statement for the area:

West Atlantic Avenue is a gateway to employment opportunities, a safe, clean, well landscaped pedestrian environment, a thriving historic 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 businesses that support both the residents’ immediate needs and the City of Delray Beach.

RELATIONSHIP TO COMPREHENSIVE PLAN

The City’s 2020 Comprehensive Plan Update branded “Always Delray” is a blueprint for the future of the City. The Plan includes 14 Elements that are grouped by theme: Live, Work, Play, and Grow. The community’s vision guided the creation of the land use and zoning policies contained within the Neighborhoods, Districts & Corridors Element, and which are implemented through the City’s Land Development Regulations.

- | | |
|--------------------------|---|
| • Housing | • Education |
| • Historic Preservation | • Open Space, Parks and Recreation |
| • Mobility | • Neighborhoods, Districts and Corridors |
| • Healthy Community | • Conservation, Sustainability and Resilience |
| • Capital Improvement | • Public Facilities and Services |
| • Strategic Partnerships | • Coastal Management |
| • Economic Prosperity | • Private Property Rights (added November 2021) |

WEST ATLANTIC AVENUE REDEVELOPMENT PLAN

To formalize the work of WAPOA and create an implementation plan, the West Atlantic Avenue Redevelopment Plan was created. The projects completed as a result of this plan have had the greatest impact on the physical condition of The Set. The West Atlantic Avenue Redevelopment Plan was adopted in 1995 and subsequently updated in 2002.

The West Atlantic Avenue Redevelopment Plan formalized the desired outcomes of the Visions Charrette, specifically introducing a healthy mix of commercial and residential

development, a respect for pedestrian traffic, and a distinct cultural and architectural identity.

The West Atlantic Avenue Redevelopment Plan called for gradual redevelopment based on traditional neighborhood planning values. West Atlantic Avenue and how it can support the neighborhood and the Delray Beach community was emphasized. Additionally, the plan encouraged a combination of residential, commercial, and civic functions to ensure a vital neighborhood.



OUTCOMES FROM PRIOR PLANNING EFFORTS - WEST ATLANTIC REDEVELOPMENT PLAN 1995/2002

Actions	Outcomes	Work in Progress
FLU/Zoning/Code Changes	- Eliminated Redevelopment Area #1 and established appropriate FLUM designations - Creation of West Atlantic Overlay - Eliminated 60' height east of 4th Ave - Reduction of in-lieu parking fee - Creation of Design Guidelines and WARC as Advisory Board	
Land Acquisition	The CRA has assembled major tracts on the south side of Atlantic.	Land assembly on the north side of Atlantic has been stymied by investors.
Expansion of Public Uses	- Major addition and renovation to SPBC Courthouse - New City library	
Public/ Private Partnerships	- Atlantic Grove Mixed-Use Project (NW 5th/3rd Aves) - CODA Condos (SW 1st Street@SW 1st Ave) - Rectory bldg. (Swinton/Atlantic) - Fairfield Inn (SW 9th/10th Aves) - The Village at Delray @ Auburn Drive (SW area) - Housing Authority Full-Service Center on NW 5th Ave	- Full-service grocery store - Drug store
Historic/Cultural Preservation	Preservation of Spady & Williams homes (NW 5th Ave)	
Infrastructure/ Streetscape/Parking	- Streetscape on NW/SW 5th Ave (Frog Alley) - Streetscape improvements (ISTEA) Atlantic (1st/6th Aves) - CRA developed parking lot on the N. 000 Block	
Marketing	Expanded the DDA boundaries to cover W. Atlantic	
Capacity Building	Hired Project Coordinator for WA	

DOWNTOWN DELRAY BEACH MASTER PLAN

Adopted by the City Commission in March 2002, the Downtown Master Plan provided a block-by-block urban design framework for the Atlantic Avenue corridor from I-95 to A1A, and NW 4th Street to SW 4th Street.

The Plan divided the Avenue into three sections: the West Atlantic Neighborhood, the Central Core District and the Beach District, each having its own distinct character. The recommendations for West Atlantic Avenue included changes to the roadway including narrowing travel lanes, adding bulb-outs, and widening medians to make the street more pedestrian friendly. Decorative streetlights, shade trees, and outdoor seating were also recommendations.

To help strengthen the urban fabric and walkability of West Atlantic Avenue, the Plan recommended lining the Atlantic Avenue frontage of the Tennis Center with two-story buildings. Recommendations were also made for the proposed library. The recommendations were considered when the library was ultimately constructed.

Within the neighborhoods, the Downtown Master Plan calls for establishing a network of neighborhood parks that people can walk and ride their bikes to safely. The plan also called for the preservation and improvement of the alleyway system.



REDEVELOPMENT OUTCOMES FROM PRIOR PLANNING EFFORTS - DOWNTOWN DELRAY BEACH MASTER PLAN 2002

Actions	Outcomes	Work in Progress
Expansion of Public Uses	Creation of network of interior neighborhood parks	
Infrastructure/ Streetscape/Parking	- Preservation and enhancement of alleyways - Added bulb-outs on W. Atlantic Ave. - Added decorative streetlights at W. Atlantic Ave. - Enhanced pedestrian crosswalks; added at major intersections - Addition of mixed-use buildings along W. Atlantic Ave. (Atlantic Grove)	- Narrow travel lanes on W. Atlantic to 11 feet - Widen median on W. Atlantic to 26 feet - Add café seating along W. Atlantic Ave. - Line the Tennis Center at W. Atlantic Ave. with two-story bldgs.

SOUTHWEST AREA NEIGHBORHOOD REDEVELOPMENT PLAN

In 2003 the Southwest Area Neighborhood Redevelopment Plan was adopted to address the neighborhood comprising the bulk of The Set. The Southwest neighborhood is 584 acres and is primarily single-family in nature. However, there are several large public uses in the neighborhood including the City's Public Works Department, Delray Beach Memorial Gardens and the School District's property housing Village Academy and the Delray Full Service Center.

Many of the recommendations dealt with streetscapes, housing, and economic development initiatives. The

economic development initiatives continue to be relevant to residents of The Set.

The major goals of the Southwest Neighborhood Plan included prevention of resident displacement, creation of single-family infill housing, encouragement of additional light industrial land, redevelopment of Frog Alley, inclusion of green spaces and parks, creation of neighborhood-serving retail in the NW quadrant, and redevelopment of Village Center.



REDEVELOPMENT OUTCOMES FROM PRIOR PLANNING EFFORTS - SOUTHWEST AREA NEIGHBORHOOD REDEVELOPMENT PLAN 2003

Actions	Outcomes	Work in Progress
FLU/Zoning/Code Changes		- In the NW quadrant, expand MX full block south. Allow multifamily to SW 2nd St - In the Frog Alley quadrant, expand MX full block south.
Expansion of Public Uses	- Redevelopment of Catherine Strong Park - Newly built Boys & Girls Club - Reconstruction of Merritt Park	Land assembly on the north side of Atlantic has been stymied by investors.
Private Development and Public/ Private Partnerships		- Develop NW quadrant w/ neighborhood-serving commercial center along with residential uses. - Redevelop Frog Alley corridor as a mixed-use and residential area.
Economic Development	- Infill and Rehab Housing - Mitigation of displacement	Creation of microenterprise programs, Frog Alley, Atlantic, incentives, job training, etc.
Infrastructure/ Streetscape/Parking		Improve pedestrian connectivity between The Village quadrant, Atlantic and Frog Alley.
Capacity Building	- Established WARC as the primary liaison for redevelopment activity within West Atlantic area. - Developed WARC strategic plan	- Designation as Safe Neighborhood per FSS - Develop methods to keep residents involved.

WEST ATLANTIC NEEDS ASSESSMENT PLAN

In 2012, stakeholders conducted the West Atlantic Avenue Needs Assessment community workshop. The community generally reconfirmed the goals stated in the West Atlantic Avenue Redevelopment Plan and the Southwest Neighborhood Plan. Other findings were:

- Engage community stakeholders to advise the CRA on the block-by-block development of the area, focusing on contiguous development.
- Prioritize basic community services development and recruitment.
- Develop a marketing strategy and incentives that will attract desired development.
- Preserve historical and cultural heritage of the area by encouraging community engaged development.
- Seek commitment and buy-in by stakeholders through transparency and a solid communication plan.
- Establish a national public relations campaign to attract entrepreneurs that provides cultural diversity, empowerment and local job creation.
- The core goals from SW Neighborhood Plan are still relevant but the Plan needs to be updated and expanded to include the NW Neighborhood and West Atlantic Avenue Redevelopment Plan into one comprehensive plan.



THE SET REDEVELOPMENT OUTCOMES FROM PRIOR PLANNING EFFORTS - WEST ATLANTIC AREA NEEDS ASSESSMENT COMMUNITY WORKSHOP SUMMARY 2012

Actions	Outcomes	Work in Progress
Public/ Private Partnerships	• Fairfield Inn	• Full-Service Grocery Store • Health/Wellness Center / Pharmacy • Bank • Entertainment Cluster
Economic Development	• More focus on attracting basic neighborhood services than on broader businesses to balance the local economy.	

WARC STRATEGIC PLAN

In 2013 WARC created its Strategic Plan designed to help the organization transform into a non-profit Community Development Corporation. The WARC Strategic Plan was the guiding document for WARC's previous role as an advisory board for projects in the area.

2015 STAKEHOLDER YEAR-END WORKSHOP

Paving the way for the West Atlantic Master Plan (2020), community stakeholders held the 2015 Year-End Workshop. The Summary Report resulting from the workshop identified the following goals for the community:

- Provide and sustain high-quality, mixed-income housing that is well managed
- Improve educational outcomes and intergenerational

upward mobility for youth and adults with services and support delivered directly to youth and their families

- Create conditions necessary for public and private reinvestment, as well as offer amenities and assets including safety, good schools, quality neighborhood-serving businesses and community activities
- The brand identity of the area is its promise. That has to be real and experienced by the area's users when they choose to invest their money, time, skill and lives here.



THE SET- REDEVELOPMENT OUTCOMES FROM PRIOR PLANNING EFFORTS - WARC STRATEGIC PLAN 2013

Actions	Outcomes	Work in Progress
Economic Development		• Promote economic development that is inclusive of local residents, property owners and businesses
Historic/Cultural Preservation	• Developed a plan to market The Set as a cultural and historic destination preserving the African Diaspora.	• Adopt National Main Street principals in marketing, development and public improvements.
Marketing	• Marketing of The Set with new street banners and social media outreach.	
Capacity Building	• Full-time staff and budget. • WARC shall be the voice for the West Atlantic Community.	• Continued Board development. • Development of effective community outreach programs.
FLU/Zoning/Code Changes	• Transition between Atlantic Avenue development height/ • intensity to SF.	• Preservation of single-family neighborhoods N/S of Atlantic through in-fill and rehab. • Change code to bring duplexes into conformance and encourage their rehab.

CHAPTER 3

THE SET PLAN

3. THE SET PLAN

The Set Plan (the Plan) is a detailed blueprint expressing the community's vision for what the community ultimately desires to become. The important aspect of the planning process is not to have a finished plan but to have and maintain a framework for paths to be followed to ensure the desired change is achieved. Specific milestones are recommended to measure the effectiveness of Plan projects and programs.

For the most part, prior plans addressing The Set dealt mainly with improvements to the physical elements in the community. The Southwest Neighborhood Plan made specific economic development recommendations. The Plan expands on this and incorporates the principle of social equity.

While there have been significant planning efforts over the last four decades, few have dealt with the community in a holistic manner where the health, wealth, and long-term prospects of the residents were taken into consideration. These factors are just as important as improvements to the physical elements.

Recommended projects are intended to have multiple outcomes: physical improvements, social equity, safety and strengthening neighborhood brand identity. Proposed infrastructure improvements for The Set neighborhoods are viewed from a larger context to maximize positive impact. Coordination at all levels will achieve projects that contribute to creating a healthy community.

The community desires to build on its history to move forward. Capitalizing on the unique history and culture of The Set can help make the community a destination for people and businesses that want to be part of an authentic experience.

The Implementation Plan is a living document that comprises projects and programs that are developed from the action strategies within each guiding principle. The adopted West Atlantic Master Plan included the Implementation Plan as a chapter within the document. However, during this 2025 Plan update, in order to be more effective in meeting the goals of The Plan, it was determined that the Implementation Plan should be shifted to a stand-alone document to allow for more agility to meet the community's needs.

The Set Plan is designed to move the community forward into the next generation by providing a roadmap that residents can follow and participate in its progress. The residents will be the custodians, participants, and the beneficiaries of The Set Transformation Plan.

Plan Principles

The Plan strategies are built around the following six principles. These principles are designed to reinforce each other - building upon success to increase positive outcomes. Strategies to implement projects which change the outcomes of the area are recommended.

GUIDING PRINCIPLES





1. COMMUNITY CAPACITY BUILDING

Empowering people to be the change agents for their community creates sustainability of outcomes that cannot be achieved through the traditional top-down community development mode. Residents of The Set are and have been active participants in the redevelopment of their community, but they desire to expand their role to drive the solutions, processes and outcomes they feel are appropriate for their community. Residents of the area want community-driven development in which residents are the stewards responsible for change.

Both the West Atlantic Avenue Redevelopment and the Southwest Area Neighborhood Redevelopment Plan recommended that a community organization support and participate in the implementation of plans and the redevelopment of The Set neighborhoods. Over the years, community organizations previously came together as the Community Management Team (CMT) and performed the role of community advocates, organizers, educators, and conveners. This system raised awareness of The Set's needs within the West Atlantic neighborhoods.

The CMT remains The Set neighborhood's champion for change, led by volunteer groups with other jobs and professions, donating their time in the interest of increasing the quality of life for The Set and its residents. There are many groups and individuals that are involved in the furtherance of the goals of the Set Transformation Plan. This includes the City of Delray Beach, CRA, Delray Beach Downtown Development Authority (DDA), Palm Beach County School District, Palm Beach County and various non-profit organizations, and individuals. All these groups and individuals, and many more, are guided by the principles within the Set Transformation Plan and an Implementation Plan that accompanies the Set Transformation Plan.

Achieving the successful redevelopment of The Set and implementation of the ideas in this plan requires continued community stewardship of the area, as well as both leadership and partnership between the CRA and the City. Successful implementation will engage the community to help prioritize community investment, foster collaboration among diverse organizations, and cultivate partnerships with outside entities that provide both capacity-building and access to state and federal funding (such as Community Development Corporations).

ACTION STRATEGIES: COMMUNITY CAPACITY BUILDING

- City, CRA, and community stakeholders will identify people who will take the lead for the various community building strategies identified in The Plan.
- Expand on existing partnerships that provide opportunities for youth to learn about community engagement and civic involvement.
- Assess utilization opportunities for the West Atlantic Avenue Neighborhood Improvement District (NID) created pursuant to FSS 163.511. The NID was created in 1988 for the purpose of applying for planning grant funding. At present, the NID is not authorized to impose special assessments or a tax in the designated area.
- Create a non-profit commercial land trust, guided by community stakeholders, which can offer a powerful tool to address the challenges faced by businesses considering rising rents and high land costs. By purchasing property and leasing it to businesses, commercial land trusts help support the business community and preserve neighborhood character.

Best Practice – South Florida Community Land Trust (SFCLT)

Established in 2006

Mission - A regional land trust to provide affordable rental and homeownership opportunities, particularly in Little Haiti, Liberty City, South Dade, Allapattah, Little Havana, and West Coconut Grove. The land trust aims to assist buyers with down payments on newly constructed or existing community land trust homes.

PolicyLink provides resources for commercial community land trusts through its All-In Cities Toolkit that offers actionable strategies that advocates and policymakers can use to form their own commercial community land trust.

Source: <https://allincities.org/toolkit/commercial-community-land-trusts>

In 2019, Rondo Community Land Trust became the first commercial land trust in the state with the opening of Selby Milton Victoria (SMV), a mixed-use development featuring affordable senior housing and 9,300 sq. ft. of commercial space.

Source: <https://www.rondoclt.org/commercial/how-it-works>



Best Practice - Wynwood Norte: The Neighborhood Revitalization District (NRD-2)

The Wynwood Norte (NRD- 2) is an overlay zoning district that is intended to restore, enhance, and grow the existing diverse and mixed-use Wynwood Norte neighborhood. The NRD provides additional regulations or design guidelines for new constructions or modifications to existing buildings and streetscapes.





2. CIVIC STEWARDSHIP

Residents' sense of community is the key to successfully implementing the Plan. The Set must be recognized as unique and something to be protected. Civic stewardship involves residents taking an active role in maintaining and improving their neighborhood. This may include local organizing, volunteering, or participating in decision-making. Civic stewardship is essential for fostering long-term community well-being, particularly in communities of color like The Set that have been historically excluded from policy decisions that affect daily life.

A strong sense of community builds solidarity and encourages community collaboration on solutions to common challenges such as housing affordability and economic stability. When residents are engaged in their future, they are able to shape spaces that reflect their values, culture, and aspirations, while at the same time creating pathways for economic growth and revitalization that ensures residents are to benefit.

In communities where residents are challenged by language barriers, working hours, and family responsibility, community involvement may not be a priority. However, the most successful community efforts are built upon resident engagement and action. The desired changes cannot be achieved without strong engagement of resources and efforts of residents. Residents want to join the effort as co-producers/co-creators of their own well-being and the well-being of their community.

To encourage an environment of community engagement, the City and CRA must partner with residents to perform work in areas where they have the desire and capacity. All residents have skills that can be harnessed to change the community. In areas where residents do not have the skills or capacity to be involved in making their community better, there are resources within the community where residents can receive training and learn how to be a better community partner.

COMMUNITY FEEDBACK

- Residents are and want to be involved
- Elders need help
- There are numerous partners within the community



HOW TO GET INVOLVED

- *Attend community meetings: City Commission, CRA Board meetings, DDA meetings, City advisory board meetings, and attend Neighborhood Association Meetings*
- *Volunteer on an advisory board*
- *Seek opportunities to learn more about City operations, such as City of Delray Beach Citizens Academy*
- *Get to know your elected officials and City staff*
- *Sign up to receive newsletters, code red, social media*
- *Download the mydelraybeach.app*
- *Build pride by volunteering for neighborhood clean-up and beautification projects*
- *Mentor youth to help them build skills and develop civic responsibility*

BEST PRACTICE – South Florida Community Development Coalition (SFCDC)

This community development corporation is an expansive member-led network of community and economic development practitioners serving low-income people and places in the Miami/Fort Lauderdale/West Palm Beach metropolitan statistical areas (MSA). Since 2010, SFCDC has conducted over 65 capacity-building trainings for community development professionals and community-based organizations in the MSA. ,





3. COMMUNITY WEALTH BUILDING

Community wealth building focuses on creating long-term, locally controlled economic power and development priorities, without heavy reliance on outside investment.

Historically, communities of color like the Set have faced systemic barriers to wealth building such as redlining, job discrimination and unequal access to credit. This lack of access to savings and credible financial institutions often leads to costly payday loan services charging as much as 600% interest, or high short-term lending rates that keep lower income households in a continual cycle of debt and poverty. However, it has been proven that by attracting local financial institutions, increasing local capital and refocusing both public and private resources, generational poverty trends can be reversed.

Community wealth building is a tool that can keep resources circulating within the Set community and allow residents to distribute wealth across generations through assets such as property and businesses, not just income alone. This local ownership creates stability during economic downturns and keeps profits in the neighborhood, while reducing economic disparity and providing opportunities to hire locally and invest in entrepreneurship.

Recent data show that only about half of Americans have enough emergency savings to cover three months of expenses, with surveys such as Bankrate's 2025 report indicating that roughly 46% do meet this threshold. There is a substantial and persistent racial wealth gap and the central role of homeownership in building wealth. According to the U.S. Census Bureau, the median wealth of White households is more than ten times that of Black households, and Pew Research Center finds that home equity makes up a larger share of total net worth for Black and Hispanic homeowners (around 63% and 66%, respectively) compared with White homeowners (about 41%). Older data showing homeowners having an average net worth of about \$195,400 versus \$5,400 for renters highlights a real pattern—though the gap today is even larger, with recent estimates showing that homeowners have roughly 40 times the net worth of renters.

The ability to build wealth is also constrained by low educational attainment, as a college degree carries the greatest potential for improved economic standing. However, there is significant disparity of college completion between the children of low-income families versus those from moderate-to-high income families.

All of these indicators are present in the Set, with residents tending to have lower median household incomes - \$55,472 for the Set in 2023 as compared to \$74,010 (City) and \$74,715 (County); lower levels of educational attainment - 22% without a high school diploma as compared to 8% (City) and 9% (County); and home ownership - 47% owner occupied in comparison to 61% (City) and 68% (County). Achieving financial equity with the rest of the City requires long-term commitment on the part of residents, the community stakeholders, City, CRA and non-profit partners.

The residents of The Set want to invest in their community and provide the training necessary to strengthen the skills and knowledge of its residents. Ultimately, the residents of The Set want to own homes in a community they are proud to call their own with flourishing businesses, which they own and run, active retail, and opportunities for their children. The Set Plan Community Wealth Building strategies will focus on the following areas:

- A. Financial Literacy
- B. Educational Attainment
- C. Worker Skill Enhancement/Existing Businesses
- D. Drivers of Job Creation
- E. Entrepreneurial Environment Enhancement
- F. Housing
- G. Public Policy

A Financial Literacy

The U.S. Financial Literacy and Education Commission defines financial literacy as “the ability to make informed judgments and to take effective actions regarding the current and future use and management of money.” Financial literacy should include the ability to understand financial choices, plan for the future, spend wisely and manage and be ready for life events such as job loss or saving for retirement.

Based on studies, **financial knowledge has a strong association with financial behavior**. People who completed a financial education program report greater increases in their understanding of basic

banking services, budgeting, increased savings, and repair credit problems. Financial literacy education is related to improved financial behavior among a program’s very low-income clients. The primary evidence of behavior change is the significant increase in savings account balances (an additional \$362), as well as the modest decrease in the percentage of clients whose FICO scores were below 680.

Local efforts aimed at **reducing residents’ dependency on payday lending** by creating programs that reward saving and provide affordable loan options, can change a family’s ability to generate wealth.

ACTION STRATEGIES: FINANCIAL LITERACY

- Collaborating with current community partners, conduct a financial literacy training program that is culturally contextual to residents of The Set to help small businesses scale up and gain knowledge and provide incentives to graduates of the training program.
- Create Individual Development Account (IDA) program, or small dollar loan programs for low-income residents. Create a Children’s Savings Account (CSAs) Program Partner with a credit union to offer their services to The Set residents.

B Educational Attainment

In terms of educational attainment, over 22% of Set residents are without a high school diploma, as compared to 8% (City) and 9% (County). These residents also tend to have lower median household incomes - \$55,472 for the Set in 2023 as compared to \$74,010 (City) and \$74,715 (County). The common thread running through this data is that lower education rates for residents of The Set is adversely impacting their household income. In lower income communities, the achievement gaps between more affluent and less privileged children is wider than ever, notes Sean Reardon of the Center for Education Policy Analysis at Stanford.

The income proficiency gap starts in kindergarten where children of low-income families begin school one year behind higher income children in reading and math comprehension. The proficiency gap continues to grow throughout their school career from one-third to one-half.

While the causes for this proficiency gap are myriad and complex, likely involving numerous social issues, there are success stories in moving low-income children into college and ultimately graduation. Closing these proficiency gaps long before college would do more to help increase the area's college graduation rate, along with offering easier terms on student loans and significant financial aid.

Empowering students from communities where many adults have not attended or graduated from college with the belief that college is a real and attainable goal for them, requires starting in kindergarten and continuing throughout the college years.

Moving the needle towards higher income levels within The Set will require fostering an environment where attending college and graduating is the norm for students who are academically qualified.

HONORING THE PAST, BUILDING THE FUTURE: HISTORIC CARVER TECHNICAL EDUCATION CENTER USHERS IN A NEW ERA

The legacy of Delray Beach’s educational history continues to flourish with the transformation of the Delray Full-Service Center into the newly named Historic Carver Technical Education Center.

Approved by the School Board in May 2025, the name-change pays tribute to the former Carver High School - a beloved institution that played a vital role in the community for decades. Located adjacent to Village Academy, Historic Carver Technical Education Center stands as a bridge between the city’s proud past and its bright educational future.

The first phase of redevelopment has brought significant and exciting changes to the campus. Several aging buildings were demolished to make way for a modern new facility, while the original Carver High School gymnasium underwent a major renovation to house a Pearson VUE Testing Center, giving residents access to professional certification exams in various fields. Additional updates include new classrooms, a dedicated historic room, and flexible meeting spaces. To accommodate the growing interest in workforce programs, eight new portable classrooms have also been added to the site.

Beginning in Fall 2026, Historic Carver’s state-of-the-art facility will begin to serve some high school students, offering select technical education courses alongside adult learners. A new career exploration program, set to launch in Spring 2026, will introduce students to high-demand fields such as healthcare and air conditioning repair, helping them discover pathways to meaningful, well-paying careers.

LOOKING AHEAD

The next stage of development, scheduled to begin in 2026, will further enhance the campus. Plans include demolition of a building to create much-needed parking. Renovation of the historic high school building to include a healthcare clinic, additional workforce training spaces and a complete cafeteria remodel to support both students and community events.

Today, the Historic Carver Technical Education Center serves approximately 600 adult learners each term, with three academic terms per year. Its programming spans a wide range of disciplines, including HVAC Residential Repair, Culinary Arts, Food Service Preparation, Medical Training, and both Pre-Apprenticeship and Apprenticeship programs in Electrical and HVAC.

Eagles Nest Initiative

The Eagle Nest initiative is a partnership with the City of Delray Beach, CRA, and the Palm Beach County School District - Atlantic High School where students learn to build a home. This program was born out of an idea to not only provide affordable housing for Delray’s community members, but to also support our local high school youth through this training program. Students have the ability to prepare for college and/or for employment in the construction industry by providing the hands-on skills necessary to enter home building, general contraction, and related industries.



Cooperative Education Programs

The benefits of cooperative education programs are elective high school credit(s), valuable experience in the workplace which gives students a head start on their career, employability skills to be successful, employee training, financial earnings, and flexibility in the school day with release time from campus.

<https://www.fldoe.org/academics/career-adult-edu/career-tech-edu/additional-cte-programs-courses/ojt/faq.shtml>

Hillsborough County Public Schools

Hillsborough County Public Schools currently offers on-the-job training (OJT) programs through organizations like CareerSource Tampa Bay and through its school system, allowing participants to "earn and learn" by working part-time and earning school credit.

<https://www.hillsboroughschools.org/o/wharton/page/on-the-job-training-ojt>

ACTION STRATEGIES: EDUCATIONAL ATTAINMENT

- Use creative events to teach parents about the importance of college.
- Assist schools serving students from The Set to connect with parents.
- Create a program for the area's children to tour colleges.
- Revamp the mission of Village Academy to provide students mentorship starting in kindergarten.
- Support and advocate for a college mentoring program where local college graduates work with high school students to prepare for the SAT test, assist with the college application process, apply for grant and financial aid and mentor them through their first year at college.

Best Practice - Palm Beach County Digital Inclusion Initiative

The School District of Palm Beach County invested \$45 million to achieve a 1:1 student to digital device ratio before the start of the 2020-2021 academic school year.



C Worker Skill Enhancement/Existing Businesses

Worker skill enhancement can bring important benefits to the Set community. Skillsets training helps close the opportunity gap by providing access to better-paying, more stable jobs. Furthermore, developing new skills - particularly in emerging industries - reduces both rates of unemployment and poverty, allowing individuals to better support their families and build economic independence. On a larger scale, workforce training strengthens the community by attracting businesses, increasing local spending, and creating a more inclusive and equitable economy.

Best Practice

United Way UpSkill Miami

<https://unitedwaymiami.org/UpSkillMiami>

UpSkill Miami is United Way Miami's innovative training-to-employment pipeline. The program provides access to training, support, and career pathways in high-need industries. Since the last two years, 1,129 individuals have enrolled, in which 908 have had training and 683 have been placed. Industries have ranged from the following: healthcare, constructions, aviation, education, and energy.



ACTION STRATEGIES: WORKER SKILL ENHANCEMENT

- Create Worker Readiness Program which provides sector-specific occupational skills training that leads to certifications which are in demand in the labor market (The residents have already identified Palm Beach State College, Career Source, and churches as places where occupational and skills training can be provided.)
- Provide job placement services after occupational skills training is complete

D Drivers of Job Creation

Currently, there are more jobs within The Set than there are workers; however, approximately 94% of these jobs are held by non-residents. In terms of outflow, roughly 96% of Set residents leave the area to go to work, all while earning 33% less for the same jobs.

It is important that the CMT develop strategies to increase the number of local jobs held by local residents. When residents are hired locally, money stays within the neighborhood, rather than flowing out to other areas. Local hiring also helps reduce unemployment and poverty, giving people a fair chance to earn a living wage and build wealth. Additionally, local workers often have a stronger connection to the neighborhood's needs, leading to the provision of goods and services that truly benefit the community.

ACTION STRATEGIES: DRIVERS OF JOB CREATION

- Expand and widely share database of businesses in The Set with Standard Industrial Classification (SIC) codes, along with number of employees and education and skillset requirements including certifications.
- Promote existing employment incentive programs to local businesses:
 - Portions of The Set and adjacent industrial areas are located within a HUBZone and an Urban Job Tax Credit Area. The **HUBZone** program encourages economic development in historically underutilized business areas by establishing preferences in federal contracts. The federal government has a goal of awarding 3% of all dollars for federal prime contracts to HUBZone certified small businesses. Benefits for HUBZone certified companies include competitive and sole source contracting and 10% price evaluation preference, as well as subcontracting opportunities.
 - Another program available to local businesses is the Florida Work Opportunity Tax Credit (WOTC) Program. The program provides tax credits against corporate income tax or Sales & Use Tax to businesses located in the designated area who hire a specific number of employees and are predominantly engaged in or serve as the headquarters for a specific list of activities classified by the Standard Industrial Classification (SIC) code. Businesses are encouraged to hire disadvantaged persons such as veterans and individuals with significant barriers to employment. Employers claim about \$1 billion in tax credits each year under the WOTC program. There is no limit on the number of individuals an employer can hire to qualify to claim the tax credit.
 - An **Opportunity Zone** is a geographic area where the federal government encourages investment and economic growth through the Tax Cuts and Job Act of 2017. Investors who put money into these areas through special funds called **Qualified Opportunity Funds** receive tax breaks with the goal of bringing jobs, businesses, and development to communities that need it most.
- Encourage repurpose of industrial properties into active uses with financial incentives
- Create partnerships between community organizations, non-profits, and the City to develop an **Intern-to-Work Program** in which local businesses participate and provide incentives to employers to hire interns

E Entrepreneurial Environment Enhancement

Residents of the Set expressed the need to increase opportunities for residents to open businesses and provide assistance to those already in place to expand and succeed. National and local trends must be understood to provide the correct type of assistance to small businesses. In order for The Set to become an economic success, there must be businesses and destinations that attract visitors from a wider market than area and City residents. Businesses catering only to residents in The Set struggle due to low density, smaller population and lower income of the area.

Since 2020, the CRA purchased 102 NW 5th Avenue, 95 SW 5th Avenue, and renovated 98 NW 5th Avenue to provide affordable retail space to the area. Unfortunately, Main Street retail is no longer a reliable method for redevelopment of blighted commercial areas. The retail industry continues to shift towards e-commerce. Millennials are driving this trend, and the rate is only expected to increase over time as larger chains close their physical locations. Currently, the Set has limited space to locate small businesses.

The City's land development code for the Central Business District requires that development along West Atlantic Avenue contains retail uses on at least 50% of the building's frontage.

The population of the Set is comprised of 76% African American. To be successful, small businesses within the Set must offer unique products and experiences that help make the set a destination in the region, capitalizing on its roots to reflect the community's character, culture and history.

Currently, 80% of visitors live within 10 miles of The Set and are loyal customers. They visit more than 30 times throughout the year, primarily during lunchtime and the early evening, and stay for an average of 90 minutes.

Stakeholders within The Set are particularly interested in more places to purchase prepared, specialty foods within The Set. However, the number of buildings equipped or suitable for restaurants is limited and would need extensive build-out to house restaurants, or construction of a new space, which most small business owners cannot afford upfront.

The Set has a large percentage of self-employed community members that cook and sell food from their home as allowed under Florida's Cottage Food Law that could help meet the desires and demands of The Set community with more access to prepared specialty foods if they could expand their reach. Helping meet those demands would ensure that dollars spent with local businesses returns to the local community.

Developing low-cost commercial kitchen space for entrepreneurs that want to create specialty food products or hone their hospitality/management skills has led to the development of shared commercial kitchens, both for-profit and non-profit, that can be rented for hourly or monthly rates. Through these spaces, culinary entrepreneurs are also often provided one-on-one training to successfully package, market, and sell their product at these shared facilities. Utilizing this entrepreneurial model would be an effective way to create wealth in The Set.

ACTION STRATEGIES: ENTREPRENEURIAL ENVIRONMENT ENHANCEMENT

- Create an Impact Zone designation for West Atlantic Avenue and 5th Avenue. Grants would include facade improvements, interior build-outs and rent subsidies with a tiered structure providing additional funding to local owners and businesses utilizing local contractors.
- Encourage the location of retail and restaurants in The Set by assembling properties in the Commercial Land Trust and giving priority and/or lease incentives to The Set's residents.
- Develop a database of residents from The Set who are Specialty Trade Contractors and share it as part of every Request for Proposal by the City and CRA. Residents have identified the City's Office of Economic Development as the entity which could take the lead on this strategy. Give priority to Specialty Trade Contractors who are residents of The Set when projects are in The Set.
- Consider creating designated areas for food trucks to encourage scalable small businesses within The Set. Amend City Ordinance No. 04-16 to make food trucks, vendor carts, kiosks, or other small points of sale a permitted use within The Set.
- Amend City Ordinance No. 04-16 to permit the rental of scooters, golf carts and segways as permitted use within The Set.
- Create an economic development program that will incentivize green energy businesses to locate to the City and CRA with the condition of training and employing local residents.
- In projects with a public/private partnership component, require that a percentage of retail/commercial space be leased at a 25% discount to encourage local residents or business to locate in the project.
- Amend the City Code 4.4.13. requiring 20 feet minimum depth of first floor retail to 50 feet minimum depth to create sustainable commercial space.
- Amend City Code 4.4.13. requiring at least 50% of the building frontage of the sidewalk level story to be for the following uses (as described in Table 4.4.13(A)), a. General retail uses and/or facilities, except that sales of automotive parts, lawn care equipment, firearms, or second-hand material (other than verifiable antiques) are not permitted. b. Services and facilities and c. Hotels, motels, or residential-type inns as a Conditional Use to require 75% of primary street frontage shall be for retail uses from 10th Avenue to Swinton Avenue.

Best Practice – Food Truck Profit

<https://www.foodtruckprofit.com/guide/florida/miami>

Food Truck Profit is an organization that provides guidance on obtaining the necessary permits and operating a food truck business. It offers detailed information on the City of Miami's food truck permitting process, including costs, background requirements, health and safety regulations, permitted operating hours, fire safety standards, and other relevant operational guidelines. The organization also highlights upcoming events and locations for food truck courts throughout Miami.



F Housing

Controlling the amount a family pays towards housing and related expenses is key to wealth creation. Overall, residents of The Set are housing cost burdened, particularly those that rent. Housing expenses over 30% of income restrict a family's ability to save for short- and long-term needs. Continuing to increase the inventory of affordable housing options within The Set will help residents have ownership in their neighborhood. The Set Plan supports the goals, objectives, and policies included in the City's Comprehensive Plan, more specifically the following objectives and policies related to housing. To address the evolving housing needs, new development standards should be assessed and created that enable a diverse range of innovative housing types. These include cottage homes, micro-units, modular dwellings, co-housing models, and accessory dwelling units (ADUs). Emphasis is placed on promoting small, resource-efficient, and affordable single-family homes either as standalone units or in clustered configurations to expand housing options while preserving neighborhood character.

A detailed analysis could aid in identifying areas where ADUs can be integrated without adversely affecting existing communities. Additionally, the feasibility of adopting flexible zoning and development standards should be explored to support creative housing solutions that enhance affordability, sustainability, and inclusiveness. Housing development in The Set should consider the residents of The Set and the relationship between growth and density and proactively evaluate strategies to mitigate the unintended consequences such as gentrification.

ACTION STRATEGIES: HOUSING

- The CRA shall continue acquiring properties to rehabilitate or construct homes that can be sold to families based on the current workforce housing programs offered by the City of Delray Beach and Palm Beach County.
- Continue issuing Request for Proposals for development and disposition of the City and CRA owned scattered single-family vacant lots.
- In partnership with the community stakeholders, City, Housing Authority, CLT, and CDC develop an **Affordable Housing Master Plan** for the City to ensure resources are leveraged, and housing development has the greatest impact on a community.
- Adopt the ADU and alternative housing options study for the Set and amend LDRs as needed to implement the suggested changes in the study.
- Prioritize homeownership opportunities for families associated with current workforce housing programs offered by the City of Delray Beach and Palm Beach County.

Best Practice - Model Block Delray Beach

The Model Block project is a partnership between the City, CRA and non-profits or developers, to enhance entire blocks.

Carver Square is a development of 20 single-family homes built in partnership with the Pulte Home Group. Corey Isle is another model block project built in partnership with The Community Land Trust (CLT) creating affordable housing for low- to moderate-income families.

Delray Beach Community Development Corporation We Are Home - This program identifies private vacant lots and lots with dilapidated homes (to be demolished) and helps the existing landowners and their families to qualify and build a new workforce housing unit on the existing lot.



E Public Policy

Public policy is one of the most powerful tools local governments have to shape the future of their communities. In Delray Beach, the West Atlantic Master Plan and The Set Transformation Plan recognize that meaningful change—especially in historically undeserved neighborhoods like The Set—requires more than vision; it demands intentional, well-crafted policy action.

Local governments influence the local economy and community well-being through a range of policy levers including revising land development codes, adjusting fee structures, and enacting targeted programs to support minority-owned businesses and blog-disinvested neighborhoods. However, the mere existence of a policy is not enough. For policies to be effective, they must be clearly defined with unambiguous language and scope, anchored in measurable goals that reflect community priorities, supported by robust tracking and accountability mechanisms, and integrated across departments and agencies to ensure coordinated implementation.

The Set Transformation Plan serves as a blueprint for this kind of policy-driven change. It calls on city leaders, staff, and stakeholders to actively review, refine, and implement policy recommendations that promote equitable development, economic opportunity, and cultural preservation in The Set.

A recent example of this approach in action is the City’s amendment to the Land Development Regulations, which reduced parking requirements for restaurants within The Set. This strategic change lowers barriers to entry for food and beverage entrepreneurs, making it more feasible for local and minority-owned restaurants to open and thrive in the area. It’s a small but significant step toward creating a more vibrant, inclusive, and economically resilient neighborhood.

As Delray Beach continues to evolve, the alignment of public policy with community-driven goals will be essential. The Set Transformation Plan is not just a document—it’s a call to action for policy makers to use every tool at their disposal to build a more just and prosperous future for all residents.

ACTION STRATEGIES: PUBLIC POLICY

- Create & implement a local-preference procurement policy for the City, CRA and their non-profit partners requiring hiring of local businesses and workers. Create tracking and measurements to determine policy outcomes.
- Enact a living wage ordinance covering contracts in The Set and City workers.
- Change City codes to encourage sustainable retail in The Set.
- Assist businesses with obtaining grants that would best serve the community and offer grant programs to small business entrepreneurs.

Best Practices - Public Outreach

National Civic League - *America Conversations Toolkit* is a free resource published by the National Civic League that guides communities through holding structured conversations with residents *aimed at bridging divides and building community*: <https://www.nationalcivicleague.org/resources/america-conversations-toolkit/>

Collective Impact Forum – *Community Engagement Toolkit* offers a purpose-driven framework for community engagement which Includes big-picture mindset and planning questions good for larger initiatives and multi-stakeholder processes. <https://collectiveimpactforum.org/>

Best Practices - Public Policy

The Lincoln Institute of Land Policy’s *Land & Communities program* provides toolkits, data, frameworks or training to help with policy development, community planning, land use, and equity: <https://www.lincolninst.edu/our-work/land-communities/>

The Urban Institute *Community-Engaged and Participatory Methods Toolkits* focuses on methods for engaging communities – especially those historically excluded – in policy, planning and evaluation; includes worksheets, frameworks for power/positionality, partnership building: <https://www.urban.org/>



4. HEALTHY COMMUNITY

A healthy community is one that engages its residents as active partners in their own wellness, meeting people where they are and creating the conditions for everyone to thrive. It understands that true health is shaped not only by personal choices but also by the social determinants of health: safe housing, quality education, good jobs, nutritious food, transportation, and strong social connections. When these determinants are equitably addressed and implemented, they form the foundation of lasting community well-being.

Equally important, a healthy community ensures that every resident has access to traditional, holistic, and culturally responsive services that honor their values, beliefs, and lived experiences. Healing must reflect the culture and spirit of the people it serves. This means embracing both modern and traditional practices, faith-based support, peer-led recovery, herbal and natural healing, and other culturally grounded approaches are essential components of care.

Ultimately, community wellness thrives when residents, institutions, and leaders work together to remove barriers, build trust, and create spaces where people can heal and grow. It is through this shared commitment—celebrating progress, confronting challenges, and nurturing the whole person—that communities achieve true health, resilience, and collective strength.

Additionally, The Set has long faced the challenges of being a food desert, with limited access to fresh, affordable, and nutritious food options. This lack of nearby food resources disproportionately affects families, seniors, and individuals without reliable transportation. It is important that a grocery store or other access to fresh food is established in The Set.

COMMUNITY FEEDBACK

- Need an all-encompassing wellness center
- Mental health should be considered
- Need a grocery store





ACTION STRATEGIES: HEALTHY COMMUNITY

- Partner and advocate for a physical site potentially located at Village Center or 95 SW 5th Avenue, for a wellness center within The Set that includes wellness services, fitness, integrated healthcare for both physical and mental health, social services, education, and career support.
- Support initiatives that teach healthy eating, exercise, mental health and wellness.
- Improve access to fresh food options, such as establishing a full-service supermarket, cooperative market, farmer's market or similar; This will be a critical step towards improving public health and fostering a more sustainable community. It would also serve as a cornerstone for food access, community well-being, and neighborhood revitalization.
- Distribute information about nutrition and health and wellness in schools, recreation centers, churches, offices and businesses in the West Atlantic neighborhoods.
- Support trauma-informed care and behavioral health training
- Support a connected network of accessible, affordable, and high-quality community healthcare for residents from prenatal and infancy to end of life, that includes education, prevention, early intervention, treatment, and support.
- Encourage neighborhoods to work together on initiatives with local organizations, the faith-based community, the CRA, and the City of Delray Beach to spread awareness and offer resources through programs such as the Walk Against Violence (Pompey Park) and resident engagement events.
- Assist with coordinating efforts that support the voices of youth within The Set.
- Create a community health and wellness assessment to be completed every 3 years by residents - available in multiple languages and provided through various outlets (door-to-door, web-based); and analyze assessment data with the intent to influence future programming.
- Offer/Support opportunities for residents to hold leadership positions on local initiatives, organizations, businesses, CRA, Delray Beach Police Department, and the City of Delray Beach boards and committees.
- Partner with residents and organizations to implement equitable practices, policies and procedures and community wellness approaches that improve population health.
- Map resources already available to The Set or within The Set and help communicate these resources through The Set's social media, website, radio, and other news sources.
- Cultivate partnerships with initiatives such as Birth to 22: United for Brighter Futures, and integrated healthcare companies and agencies.
- Support faith-based organizations to partner with agencies to offer social services to residents of The Set.
- Improve access to fresh food options, such as establishing a full-service supermarket, community gardens, cooperative market, or similar. This will be a critical step toward improving public health and fostering a more sustainable community. It also would serve as a cornerstone for food access, community well-being, and neighborhood revitalization.



5. PLACEMAKING

Transforming the West Atlantic neighborhoods into a seamless network of vibrant, aesthetically pleasing and stable neighborhoods will require high quality pedestrian-oriented streets and alleyways, bicycling paths, public spaces, parks and a mix of context sensitive building types, specifically for the vacant redevelopment opportunity sites. Placemaking in The Set serves as the foundation for creating neighborhoods that are vibrant, welcoming, and supportive of both residents and businesses.

By combining design improvements with programming and branding, this Plan strengthens neighborhood identity and creates spaces that are both functional and inspiring. Ultimately, placemaking in this area is about more than physical design and includes strategies and elements that support fostering community pride, supporting businesses, and creating destinations that generate revenue while offering residents and visitors places to gather.

The intent of the placemaking principle is presented within a larger Urban Design framework for The Set. The framework provides a structure as to the scale and type of interventions envisioned for the area as represented by the following elements:

01. Priority Streetscape Improvements
02. Secondary Streetscape Improvements
03. Alleys
04. Gateways and Intersection Improvements
05. Built Environment Opportunities and Recreation Areas
06. Branding Opportunities



ACTION STRATEGIES: PLACEMAKING

The placemaking strategies and the associated urban design framework are envisioned to not only improve the physical conditions of the area, but to also enhance the quality of life for area residents. In turn this creates a conducive environment for improving the area's investment image, furthering the goal of building community wealth. The following objectives were established to guide the urban design framework:

- Create a compact mixed-use urban form that encourages active street life.
- Provide improved visual and physical connectivity between the different land uses.
- Develop a distinctive and attractive visual character that is unique to The Set, based on the branding initiative.
- Establish a safe and efficient multi-modal circulation system that discourages personal automobile trips between The Set's activity centers.
- Provide direction for developing more detailed design standards and capital projects, while allowing design flexibility in the development and redevelopment of properties.
- Promote economic opportunities for area residents, property owners, and businesses by promoting denser development where appropriate within The Set.



Creating place value at streets | Source: Economic Development.org



THE SET TRANSFORMATION PLAN (2025)

The quality of The Set's civic life is largely defined by what happens in its public areas, particularly its streets, which are fundamental elements to creating a sense of community. The Set Transformation Plan (2025) recommends a series of public realm projects that will enhance the functional and aesthetic quality of the neighborhoods and provide the basis for leveraging private investment within the area. Placemaking projects proposed within The Set include a street hierarchy based on priority streets and secondary neighborhood streets, alleyway improvements, gateways, continued extension of the pedestrian environment, and expansion of the parks and open space network to help achieve the community's desired vision for the area's overall growth.



01 PRIORITY STREETSCAPE IMPROVEMENTS

Priority streetscape improvements are proposed for roadways most frequently used by pedestrians and for multiple modes of transport, that provide amenities to pedestrians such as sidewalks.

The City and CRA have worked diligently together to improve the streets, avenues and alleyways of The Set and will continue to do so, including an ongoing complete streets improvement project in the NW neighborhood and future complete streets improvement project in the SW neighborhood. Several of the streets throughout the area have had improvements constructed with the intent of slowing traffic, adding on-street parking, and beautification. These projects have been well received by the community and have achieved their intended goals.

The Set is rich in cultural and recreational resources, which are currently underutilized and need better connectivity through appropriate physical improvements that reinforce the area's brand identity. The priority streetscape network as part of the overall improvement strategies include:

1. **West Atlantic Avenue:** area's east-west spine providing access from I-95 into Delray Beach;
2. **Swinton Avenue:** North-south connector functioning as an alternative route for area residents and visitors to access Downtown Delray Beach;
3. **NW/SW 8th Avenue:** Major north-south street with a residential character linking neighborhoods with Lake Ida Road and SW 10th Street;
4. **NW/SW 10th Avenue:** Connects Pompey Park, SD Spady Elementary School, Lake Ida Road in the north, and the Village Center proposed mixed use development in the South. **SW 4th Avenue** traverses the residential neighborhoods and connects to Village Center Campus, Catherine Strong Park and Village of Delray multi-family residential.

The design interventions include expansion of sidewalks and public spaces with active street edge, road space reallocation (road diets) to create walkable streets, plantings and landscape to include retaining existing trees, street lighting, area branding, street furniture, intersection design and signage.



Checklist for Priority Streetscape Improvements:

- Minimum 10 feet sidewalk width
- High quality paving and stone curbing
- Shade trees with 50-foot spacing
- Seating area at mid-block and intersection locations
- Protective bollards at crosswalks
- Pedestrian scale lighting with common theme
- Signal mast arms at intersections
- Area themed site furnishings: benches, trash cans, planters, etc.
- Area themed wayfinding and directional signage
- Area themed shaded bus shelters; cooling bus waiting areas
- Information at strategic locations
- On-street parking where feasible
- Pedestrian 'bulb-outs' and 'neck-downs' at intersections and mid-block pedestrian crossing locations



MAP 13: PRIORITY STREETScape IMPROVEMENTS

West Atlantic Avenue

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

- West Atlantic Avenue Vision Plan (2003)

Presently, West Atlantic Avenue is the major roadway within the Plan area and runs west to east through the center of the community from I-95 to Swinton Avenue. As a five-lane roadway with four thru lanes and one turn lane, along with on-street parking on the north and south side, the avenue functions more as an automobile-oriented thru corridor. The Avenue has been improved with a wide, tree-lined median. Sidewalks along the Avenue have also been widened, as well as adding pavers and street trees. A major gateway feature at I-95 was added that includes public art and green space.



Existing West Atlantic View towards I95 | Source: Google Street View



Existing West Atlantic View towards Swinton Avenue | Source: Google Street View

East Atlantic Avenue, which begins east of Swinton Avenue, went through a major transformation and is a stark contrast to the West Atlantic Avenue segment particularly as it relates to its walkability and pedestrian environment. As a two-lane thoroughfare with two on-street parking lanes, East Atlantic Avenue provides generous sidewalks (25 feet), no medians and reduced traffic speeds. Another structural difference between East Atlantic Avenue and West Atlantic Avenue is the lack of active street edges and an abundance of parking lots that front the street. These conditions, along with the placement of institutional uses on the east end of West Atlantic, have created the unintended consequence of an uninviting environment that discourages pedestrians from visiting this area.



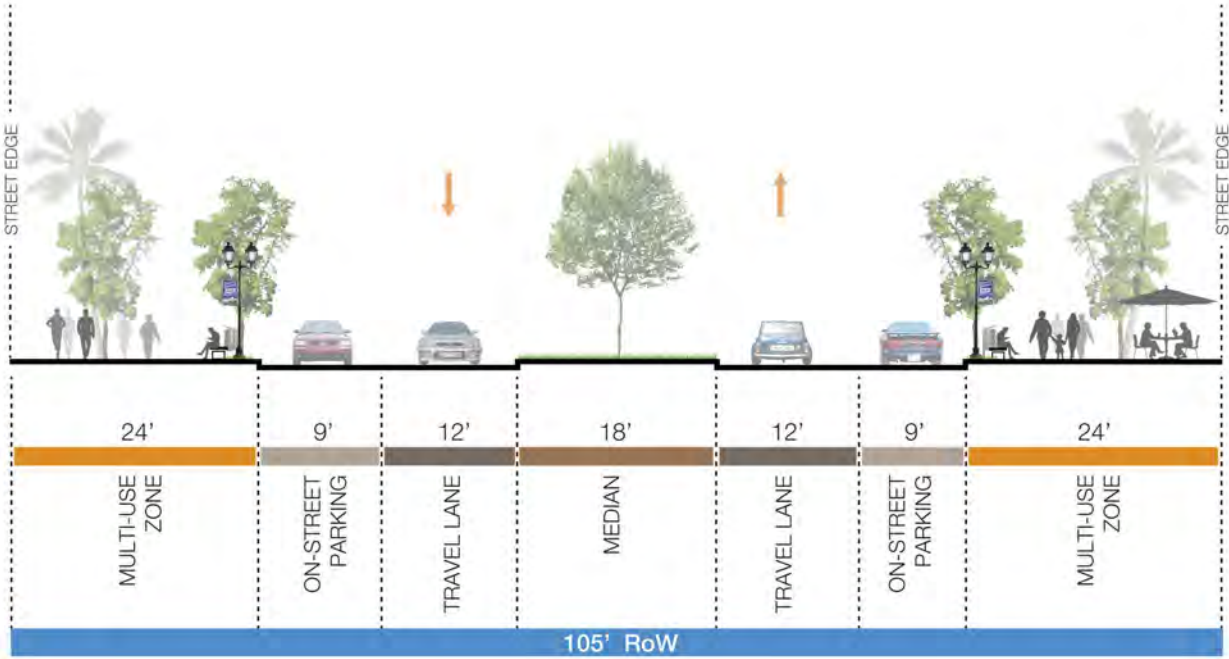
East Atlantic Avenue

West Atlantic Avenue lies within the City's Transportation Concurrency Exception Area (TCEA), which allows for a lower level of service.

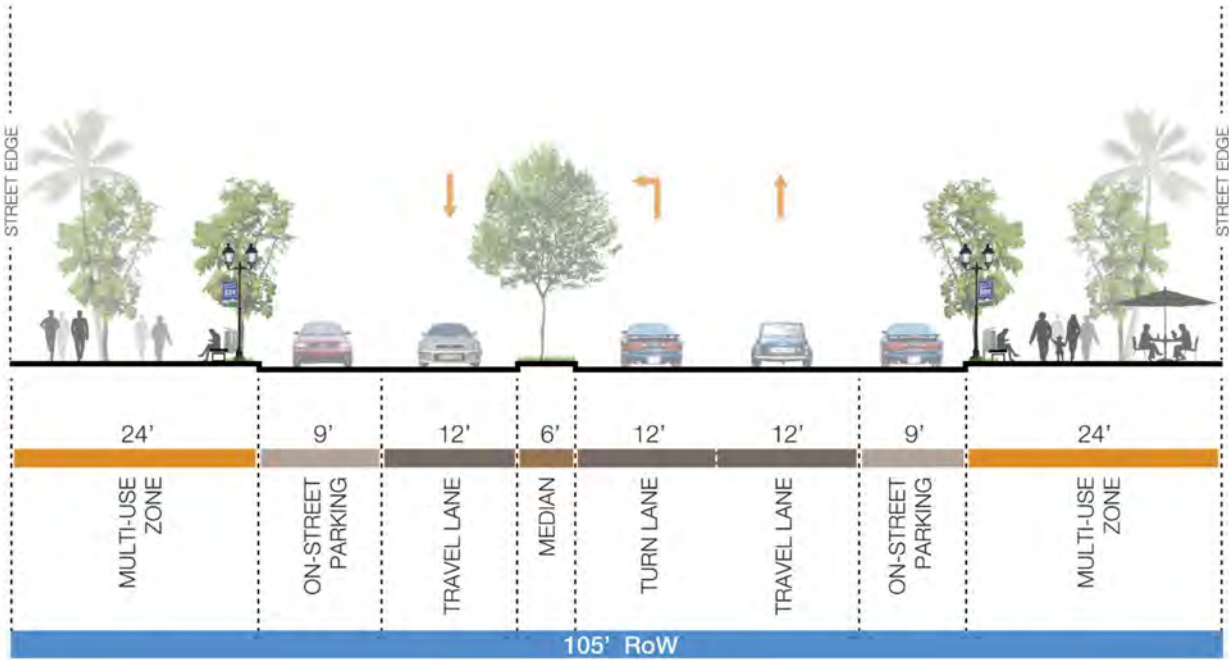
The intent of the TCEA is to discourage the proliferation of urban sprawl while encouraging a compact urban form and providing for the redevelopment and renewal of blighted areas, infill development, and alternative transportation modes. The West Atlantic Community Redevelopment Plan identified the widening of West Atlantic Avenue as a factor contributing to the negative changes affecting the Plan area. The recommendation from the Downtown Master Plan to line the Tennis Center with mixed-use buildings along Atlantic Avenue is still needed.

During the community workshops conducted as part of the Set Transformation Plan development process, participants expressed the desire for West Atlantic Avenue to align with East Atlantic Avenue in design and activity level, while maintaining a local feel. In order to achieve this goal, the travel speed of vehicles must be reduced, and road diets may need to be explored as an option. However, there are challenges that will need structural changes such as the lack of active street frontages along West Atlantic including institutional uses like the Courthouse, Fire Station and Police Station. The Set Transformation Plan (2025) recommends the CRA consider embarking on a detailed traffic and streetscape design plan for West Atlantic Avenue (Swinton Avenue to 12th Avenue), and study alternatives for pedestrianizing this section of the roadway serving the West Atlantic neighborhoods.

As the primary access spine through the West Atlantic area, West Atlantic Avenue is intended to be transformed into an urban, pedestrian friendly boulevard with central landscaped medians, traffic calming through mid-block speed tables near activity centers, and wider sidewalks where feasible. To achieve this, the following alternatives were analyzed conceptually.



Existing Street Section
West Atlantic Avenue

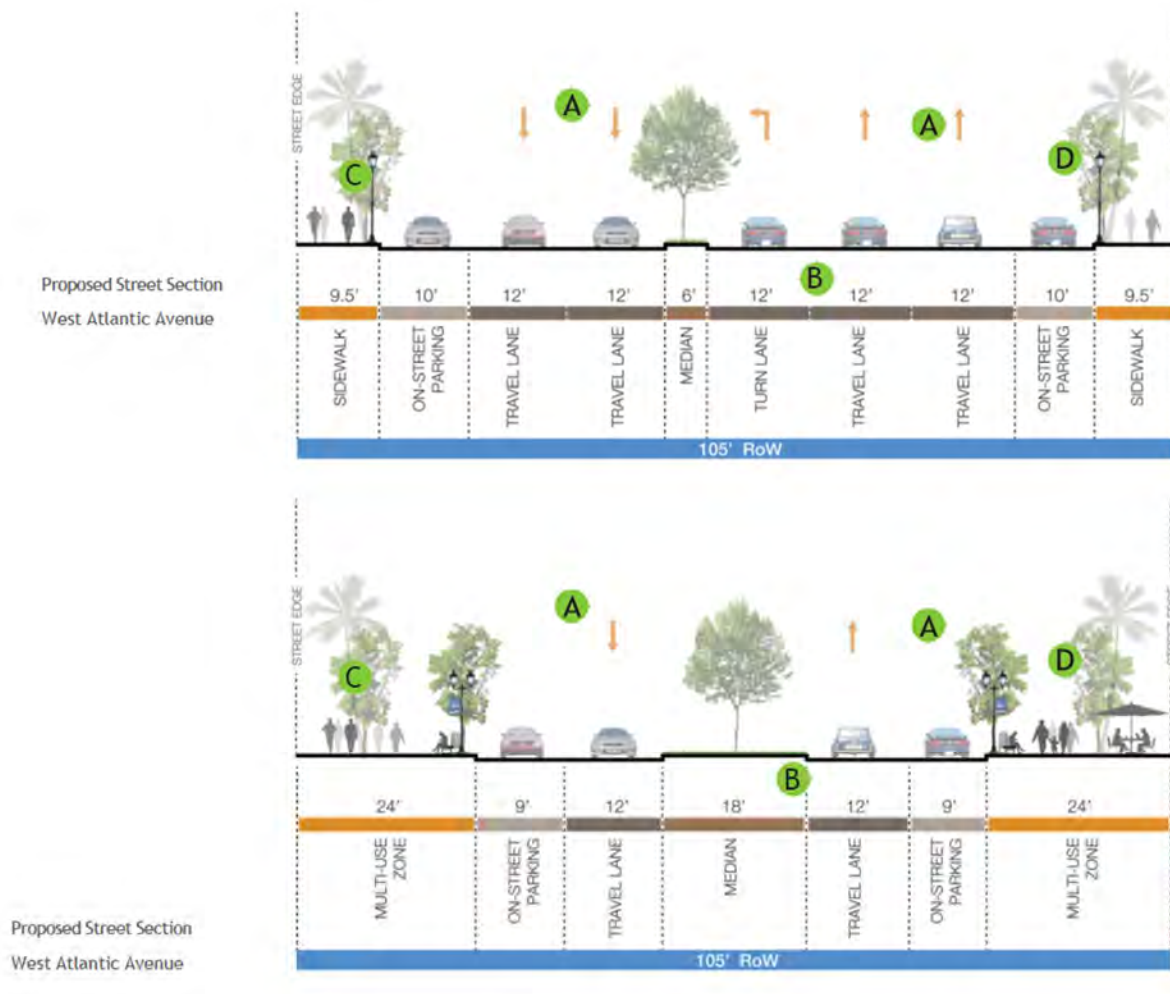


Existing Street Section
West Atlantic Avenue

Proposed Alternative A: 4-lane to 2-lane conversion

To implement the community's vision for West Atlantic Avenue to be aligned with East Atlantic Avenue's character, which includes walkability and active uses, the Plan proposes a conceptual alternative that converts the 4-lane roadway to a 2-lane roadway with the following features:

- A. Reduced Traffic Lanes:** The 4 lanes on the Avenue are restriped to 2 lanes of 11' each and one 11' turning lane with 9' on-street parking on both sides. A 6' pedestrian refuge median island is also recommended to be incorporated at all intersections.
- B. Lane Narrowing:** The proposed design reduces the lane width from 12' to 11' to avoid unintended speeding and make it safer for traveling.
- C. Widened Sidewalks with multi-utility zone:** To develop a strong pedestrian orientation, the existing sidewalks are widened from 10' to 24' to accommodate clear walking space, along with a range of street furnishings and fixtures to make the street more comfortable and active.
- D. Pedestrian Amenities:** The street furnishings on West Atlantic Avenue include public spaces with active street edge, seating (on benches or planter ledges), plantings and landscape by retaining existing trees, light fixtures, trash receptacles, and information kiosks; and banners and flags for area branding.
- E. Curb Extensions with Pedestrian Refuge Islands:** Pedestrian 'bulb-outs' and 'neck-downs' at intersection and mid-block pedestrian crossing locations





Existing W Atlantic Ave - Aerial View



Proposed W Atlantic Streetscape (Option A) - Aerial View



CONCLUSION

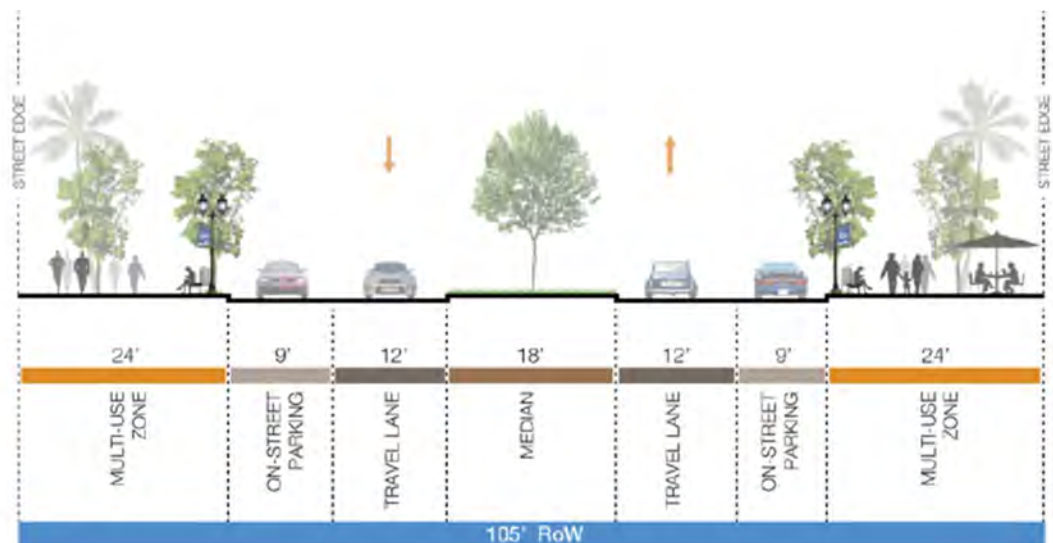
While this option will help achieve the desired character, similar to East Atlantic Avenue, the function of this roadway as a primary access point from I-95 results in higher traffic volumes and reduces its operational feasibility. Additionally, the development character along West Atlantic, from 10th Avenue to Swinton Avenue, may result in more conflicts because of the high percentage of residential and institutional uses in The Set. Once the redevelopment program matures, the City/CRA should revisit the alternative as a long-term strategy and study this as part of a feasibility determination study.

Proposed Alternative B: With Lane Diet

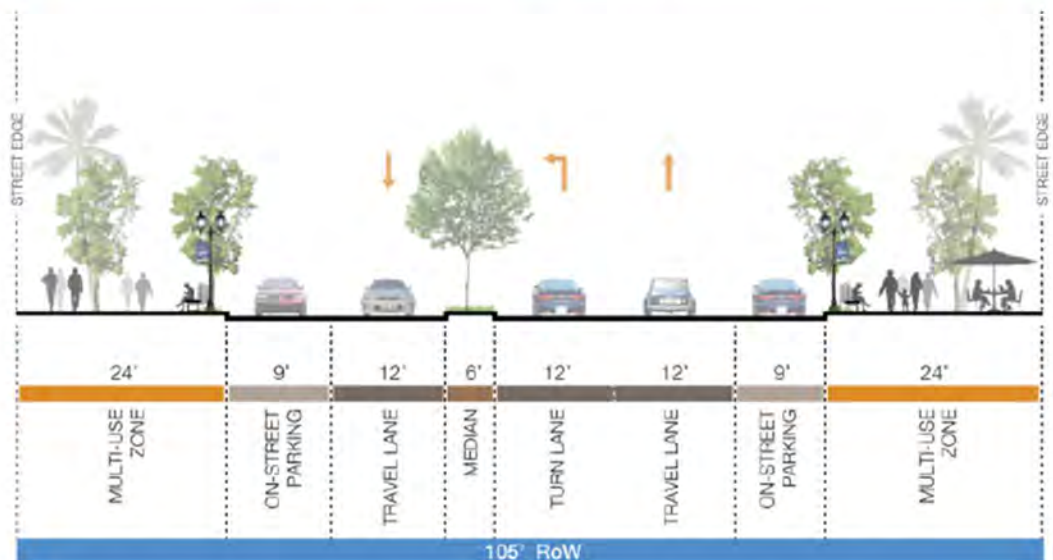
Reduced lane widths encourage slower vehicular speeds and can help make the street more conducive for pedestrians and bicyclists. The Plan recommends that the CRA explore implementing opportunities for reallocating space to provide additional space to:

- **Narrow the travel lane widths to 11’:** This will slow traffic and encourage more retail and active uses along the Avenue like outdoor dining.
 - Narrow the **on-street parking width to 9’.**
 - Installation of **speed tables** using textured material at all intersections to slow traffic
 - Create **pedestrian safety islands** at each intersection and mid-block if possible.
 - Use in-pavement **LED crosswalk lighting markers** at each intersection.
- Soften the transition between East and West Atlantic Avenue at Swinton Avenue to encourage east/west pedestrian movement. The current configuration creates a physical barrier and visual barrier.

Proposed Street Section
West Atlantic Avenue



Proposed Street Section
West Atlantic Avenue





Existing W Atlantic Ave - Aerial View



Proposed W Atlantic Streetscape (Option B) - Aerial View

CONCLUSION

This alternative will help minimize the impacts of the five-lane roadway that currently acts as a barrier between neighborhoods on the north and south of West Atlantic Avenue. The reduction of speed differential due to a Road Diet provides more consistent traffic flow and reallocates space from travel lanes to sidewalks and sometimes bike lanes.

This alternative will also require a detailed study to understand the operational impacts including speeds, level of service, pedestrian and bicycling volumes, traffic volumes, costs, right-of-way availability, and coordination with FDOT, County and City.

 ACTION STRATEGIES: WEST ATLANTIC AVENUE

- Explore viability of initiating a pilot tactical urbanism project to test the effectiveness of the proposed road diet and community acceptance prior to detail designing.
- Undertake a detailed streetscape design study and road diet feasibility study for all priority streets, specifically West Atlantic Avenue.
- Encourage development of mixed-use buildings at the W. Atlantic frontage of the Tennis Center, Courthouse, Police Station and other CRA-owned properties.
- Work with Palm Beach County and City to update regulations/codes that will allow pop- up vendors on government owned properties along W. Atlantic to activate these pedestrian dead zones.
- The area's primary mobility corridors be upgraded as "complete streets" designed to balance the needs of pedestrians, cyclists, transit and cars.

Proposed Alternative A: 4-lane to 2-lane conversion

To implement the community's vision for West Atlantic, the Plan proposes a conceptual alternative with the following features:

- **Lane Narrowing:** reducing lane width from 12' to 11' to avoid unintended speeding and make it safer for traveling.
- **Pedestrian Amenities:** The street furnishings to include public spaces with active street edges, seating (on benches or planter ledges), plantings and landscape by retaining existing trees, light fixtures, trash receptacles, and information kiosks; and banners and flags for area branding.
- **Curb Extensions with Pedestrian Refuge Islands:** Pedestrian 'bulb-outs' and 'neck-downs' at intersection and mid-block pedestrian crossing locations
- Installation of **speed tables** using textured material at all intersections to slow traffic
- Soften the transition between East and West Atlantic Avenue at Swinton Avenue to encourage east/west pedestrian movement.
- New bicycle lanes and landscaping along the entire corridor
- Additional on-street parking along the corridor
- Upgraded traffic signals
- Parking lot, railings, landscape and other buffer treatments, sidewalk paving, benches, outdoor seating, sculpture, and other street furniture.
- Include bulb-outs, roundabouts, sidewalk network connectivity and bike paths to encourage walking and biking in the safest manner possible
- Design of the streets (including on the light poles and banners) should reinforce the branding for The Set



Existing S Swinton Ave. Streetscape



Existing N Swinton Ave Streetscape





Existing Swinton Ave. and Atlantic Ave, Intersection



Proposed Swinton Ave. and Atlantic Ave, Intersection



NW 4th Ave.



NW 8th Ave.



SW 4th Ave.



SW 8th Ave.



Existing SW 8th Ave.



Proposed SW 8th Ave.



SW 10th Ave.

ACTION STRATEGIES: PRIMARY STREETS

- Develop a **Streetscape Master Plan** to integrate with existing land uses, proposed redevelopment opportunities and integration with streetscape improvements Including a multi-level parking lot, railings, landscape and other buffer treatments, sidewalk paving, **seating, trash receptacles, tree grates, bike racks, bus shelters/ stops utility enclosures and newspaper stands.** outdoor seating, sculpture, and other street furniture.
- Add iconic signage using area brand elements.
- Partner with Community Greening to plant street trees
- Utilize area branding elements within intersections and street furniture

02

SECONDARY STREETSCAPE IMPROVEMENTS

The roadway sections that are designated in the secondary streetscape system are internal streets of the grid system that have lower pedestrian and traffic counts than those in the priority streetscape system but are still of considerable importance in linking neighborhood destinations, especially for children, youth and other users of non-motorized transportation modes - walking and biking. The secondary improvements help create network of alternative low speed and safer routes while also supporting the City's Healthy Delray Initiative by promoting healthy, safe and active lifestyles for all residents.

For the secondary streetscape system, The Plan recommends expanding on past CRA street upgrade investments. These streets will incorporate the same palette of elements designed for the priority streets but will be applied in a less intense manner. The Plan identifies the following secondary streetscape improvements within The Set covered on the following pages in detail.

**Checklist for Secondary Streetscape Improvements:**

- Minimum 6 feet sidewalks on both sides, where feasible with cooling places for people to wait for the bus
- High quality brick paving and stone curbing.
- Speed tables at crosswalks
- Pedestrian scale lighting
- Shade trees
- Redesigned fencing
- Area themed site furnishings: benches, trash cans, planters, etc.

The Plan recommends additional streetscape enhancements to be considered for traffic calming, sidewalk enhancements, shade trees, re-design fencing, lighting, sidewalks, wayfinding, markers, area theme banners and eco-art trails with bike/walking paths.



NW 5th Ave



SW 5th Ave



SW 12th Ave



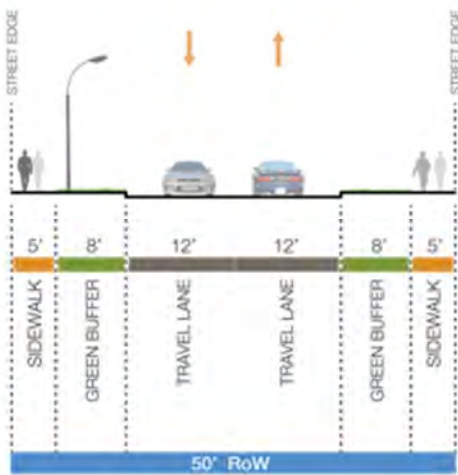
SW 14th Ave



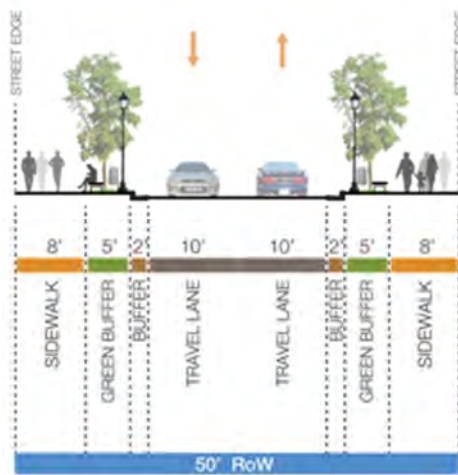
Existing Roosevelt Ave



Proposed Roosevelt Ave



Existing Street Section Roosevelt Avenue



Proposed Street Section Roosevelt Avenue

ACTION STRATEGIES: SECONDARY STREETScape

- Develop a **Streetscape Master Plan** for the identified secondary streets to better integrate with existing land uses, proposed development redevelopment opportunities and integration with improvements to the primary street
- Redesign the City's storm water retention sites as multipurpose athletic fields and retention areas.

03 ALLEYS

The Downtown Master Plan recommended maintaining the traditional alleyway grid throughout The Set. The Plan area has an existing network of alleys that could, be transformed into public spaces for pedestrians and cyclists to experience the neighborhoods.

- Alleys could be utilized for trash collection and utility access for pedestrians and pedestrian linkages supported by retail uses, cyclists parking, and service areas in commercial areas
- Alleys to be used to provide vehicular access to garages and service areas, as well as frontage access to residential areas, where appropriate.
- Alleys be repurposed as public art canvases reflecting the character and identity of the neighborhood.



Alley for commercial uses



Residential alley at Corey Jones Isle development

ACTION STRATEGIES: ALLEYS

- Identify and **classify alleys** according to their function and character within the Plan area - residential, commercial, service access, etc.
- Explore **multi-modal connection** opportunities for pedestrians and cyclists.
- Create **incentive provisions in zoning regulations** to attract private sector driven alley improvement measures.
- Establish a **funding mechanism** for alley enhancement projects.
- Encourage **street art, outdoor cafes, and pop-up markets** at strategic locations.

04 GATEWAYS & INTERSECTION IMPROVEMENTS

Gateways serve not only to mark an event, the arrival or departure from an area, but may also be used to create a node around which public spaces in The Set may be organized. They may be comprised of a grand formal structure or consist of a series of smaller elements that may include artwork or sculpture, lighting and landscaping, and signage. Whether used to distinguish differences between neighborhoods within the Plan area or identify historic markers, gateways will be an important element in establishing a visual identity for The Set.

It is through implementation of these coordinated set of visual improvements - pavers, signage, markers, logos, public art- identified in the West Atlantic Brand Initiatives, will be witnessed in tangible forms throughout the Plan area. The Plan identifies the following strategic locations that reinforce an arrival into The Set. Gateway and intersection treatments are categorized into two types: Primary Gateways and Neighborhood Gateways, based on the function and character of the roadways.

IMPROVEMENTS

Primary Gateways:

- I-95 & Atlantic Avenue
- Swinton & Atlantic Avenue
- 5th Avenue & Atlantic Avenue (Libby Wesley Plaza)
- Atlantic Avenue at 4th 8th, 10th 12th Avenues

Neighborhood Gateways:

- Lake Ida Road at Roosevelt, 10th Avenue, 5th & Swinton Avenues
- SW 10th Street at 14th, 12th, 8th 4th & Swinton Avenues
- Neighborhood Identification signs



Existing 8th Avenue Gateway



Proposed 8th Avenue Gateway



MAP 14: GATEWAY BEAUTIFICATION & INTERSECTION IMPROVEMENT

SWINTON AVENUE AND ATLANTIC AVENUE



Existing Swinton Avenue and Atlantic Avenue Intersection



Proposed Swinton Avenue and Atlantic Avenue Intersection



05 BUILT ENVIRONMENT OPPORTUNITIES AND RECREATION AREAS

The Set is home to a number of facilities that encourage leisure activity and social interactions between the community members. The City has established a high-quality system of parks, open space and trails in The Set- Pompey Park, Carver Square Park, Catherine Strong Splash Park, Libby Wesley Plaza, Merritt Park (playground renovated), Rev. Dr. J.W.H Thomas Park, Rosemont Park, Sunshine Park, and the Naoma Donnelley Haggin Boys & Girls Club. The Delray Beach Tennis Center and Public Library are also within The Set. The Plan supports the continued strengthening of these facilities, while focusing on improving the access to these recreational facilities.

1. Pompey Park

A 17.5-acre multi-use facility, located in the heart of Plan area functions as a destination and gathering space for the community.

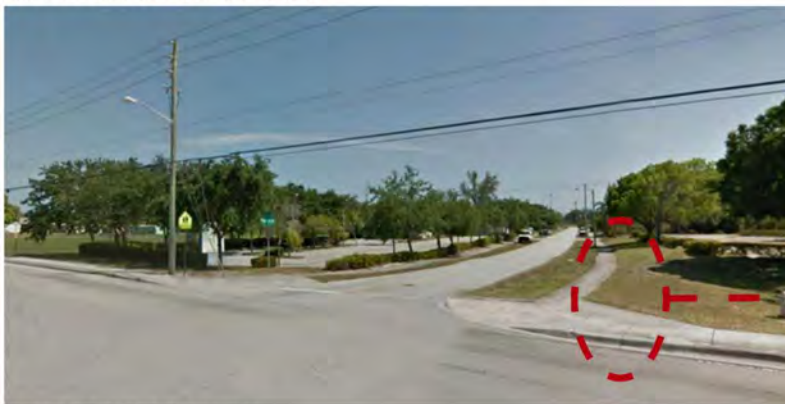
The Plan proposes pursuing priority streetscape improvements including directional signage from Atlantic Avenue to direct traffic towards the facility.

Pompey Park is in the process of being renovated. The renovation will include the following improvements:

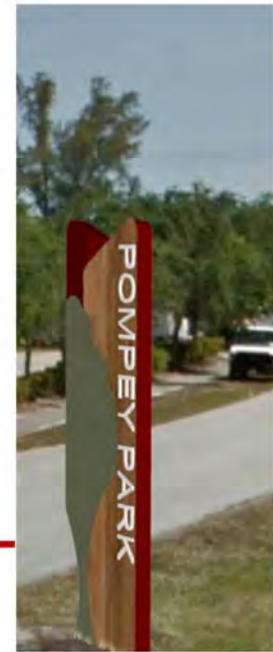
- Playground replacements
- Shade structures for playgrounds
- New turf on sports fields
- Development of pollinator and wildflower gardens



PROPOSED POMPEY PARK IMPROVEMENTS



EXISTING POMPEY PARK GATEWAY



PROPOSED POMPEY PARK GATEWAY

2. Catherine Strong Splash Park

The City has invested in Catherine Strong Splash Park, which also serves the Southwest Neighborhoods. While the park's main feature is the splash park, it also includes a splash pad cover, pickleball courts, active recreational facilities, and a fitness trail. The Park also offers a wide variety of amenities, including a playground, two basketball courts, and open fields for soccer, volleyball, shaded walking paths lined with benches, restrooms, and large rental pavilions available for family gatherings or parties. It's an ideal destination for families with children, groups hosting events, or anyone looking for outdoor recreation and relaxation. Strategies focused on use integration into the community, in addition to the City's plan for renovation, will help increase the park's viability for use.

The community expressed the need to identify a strategic location for developing athletic practice fields for area youth. Reusing retention areas for recreational purposes is a practice followed by cities in Florida and nationally. The Boca Raton Community Church is one such case study that repurposed its vacant area to accommodate a combined retention and multi-purpose recreational area. The site is graded to retain the volume for which it is designed to hold (retention) or hold with post-storm release (detention). During storm events and the associated recovery period, the active functions are postponed. The design must take into account the specific materials used, with respect to percolation, water tolerance and the heavy foot traffic of sports and recreational activities. The Plan proposes to redevelop the water retention area east of Catherine Strong Park and south of Village Academy School as an athletic practice field, working in partnership with the School Board.



3. Reimagining Vacant Land

Vacant land, whether publicly, or privately owned, represents a powerful opportunity to advance placemaking within The Set. Underutilized parcels, including retention areas and other vacant land, can be reimagined as vibrant neighborhood destinations that enhance quality of life and strengthen community identity. With thoughtful planning, these sites can host amenities such as community gardens, green markets, fitness trails, and outdoor art installations, while serving as gateways and gathering places. To illustrate this potential below is an example of how a retention area on Lake Ida Road could be transformed into a dynamic community linear park.



Existing Lake IDA linear Park



Proposed Lake IDA linear Park



Proposed Lake Ida linear Park



Proposed Artists' Street

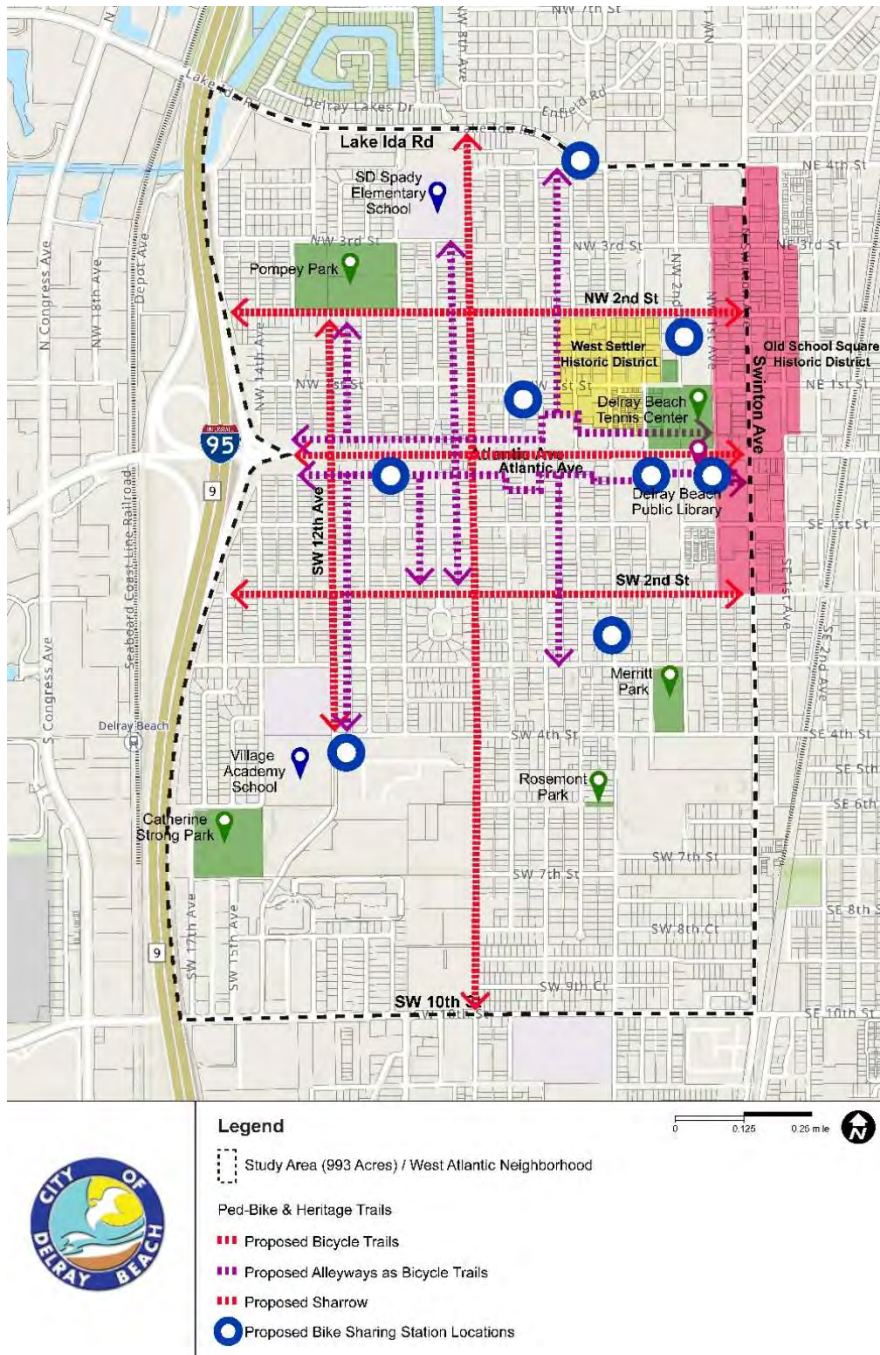


Proposed Green Market

4. Trails: Ped-Bike & Heritage

With its street grid system, alleys and mature tree canopies, The Set lends itself to an ideal neighborhood for walking paths and a neighborhood bicycle trail network. The Plan identifies opportunities to better connect destinations within the area and its surrounding neighborhoods. The Plan identifies NW/SW 8th Avenue, NW/ SW 12th Avenue, NE 2nd Street and SE 2nd. Alleys, while currently functioning informally as alternate pedestrian and bicycle routes should also be integrated into the network through appropriate signage. The Set's unique heritage can be displayed on a heritage walking path and bicycle trail through the West Settlers District and the adjacent Old School Square Historic Arts District.

Bike sharing stations can be located at key destinations throughout The Set.



MAP 15: PEDESTRIAN AND BIKE PATH

5. Community Gathering Spaces

The Set’s brand is defined by the characteristics of AUTHENTICITY, ENGAGEMENT, EMPOWERMENT AND FEARLESSNESS. Gathering spaces are vital to The Set because they strengthen the neighborhood’s social fabric, preserve its cultural identity, and sustain its legacy of civic engagement. Historically, The Set developed as a close-knit African American where churches, schools, and local businesses doubled as meeting places and centers of mutual support. These spaces allowed residents to organize civil rights, share resources, and celebrate cultural traditions that defined the community’s character. Today, as redevelopment pressures increase, accessible gathering spaces—parks, cultural centers, public plazas, and community halls—remain essential for maintaining social cohesion and intergenerational connection. They provide opportunities for residents to collaborate, mentor youth, hold events, and ensure that change in the neighborhood continues to reflect local voices and values. In The Set, gathering spaces are more than physical locations—they are living anchors of identity, empowerment, and collective resilience. As described in the branding strategy, congregating cooperatively to create interactive moments are the foundation of the

community’s identity. Gathering spaces for the community go beyond the traditional plazas and include the streets, and front porches currently found in The Set. The future of The Set should include opportunities for community interaction through developing new spaces and programming existing spaces that serve as anchors for civic life. Development of areas such as improving community center facilities, public event spaces, shared meeting rooms and event facilities can support the community in general, encourage economic vitality, and allow for social interaction. Below is a summary of existing gathering spaces currently in The Set.

Libby Wesley Plaza

Located at the intersection of SW 5th Avenue and Atlantic Avenue, the “Libby” Jackson Wesley Plaza is designed as a community gathering space with an amphitheater, benches, trellis, and public art installation. From a design perspective, the space acts as a venue for community events and performances. However, the plaza needs to be more activated and could serve as an ideal setting for constructing a **visitor information center** with **food trucks or pop-up stores** to attract more pedestrian traffic in the area.



Libby Wesley Ampitheatre

Community Gardens

Delray Beach has witnessed a growth in community gardens in recent years. The West Atlantic neighborhoods are home to two of these gardens- The Delray Beach Children's Garden and the Swinton Community Garden. With a high percentage of vacant lands, the area has the potential of turning City-owned lots appropriate for urban agriculture into community gardens. These can be operated by individuals for supplemental incomes and could also be a part of the proposed Lake Ida Linear Park project in this plan and combined with a "Green Market" and a community-driven initiative.

Spady Cultural Museum

The Spady Cultural Heritage Museum is dedicated to discovering, collecting and sharing the African American history and heritage of Palm Beach County. Located in the former home of the late Solomon D. Spady, the most prominent African American educator and community leader in Delray Beach from 1922 to 1957, the museum opened in July 2001 and is the only Black History Museum & Cultural Center of its kind in Palm Beach County. The museum, located on NW 5th Avenue, could be activated further by turning the street into a pedestrian zone during weekends and adding more cultural events related to The Set's history in order to reinvigorate street life.



Spady Cultural Museum

06 BRANDING OPPORTUNITIES

The West Atlantic Branding Initiative in 2016 was a comprehensive research-based approach to developing a distinctive and compelling identity for the communities surrounding West Atlantic Avenue. This rebranding initiative was a community-led effort organized by WARC with the support of a collaboration of partners via WARC's Promotions Committee (now The Set's Branding Committee). The effort was supported by Delray Beach's Downtown Development Authority (DDA), the City of Delray Beach's Office of Economic Development (OED), CRA, Delray Beach Marketing Cooperative (DBMC), Greater Delray Beach Chamber of Commerce and the Spady Cultural Heritage Museum. The branding initiative provided design solutions reflective of the unique identity envisioned for The Set.

This brand goes beyond logos and icons, it created a “strategic platform for West Atlantic that recognizes and honors the community’s rich history”. (West Atlantic Branding Initiative, CaliBranding Consulting, 2016).

The Set brand connects history and people to place and below are examples of opportunities where the branding could be utilized throughout the community. The placemaking strategies presented in this section build upon the branding initiative, provide a framework for the desire for a more self-sustaining neighborhood that fosters local economic growth, small business innovation, and community interconnectedness.

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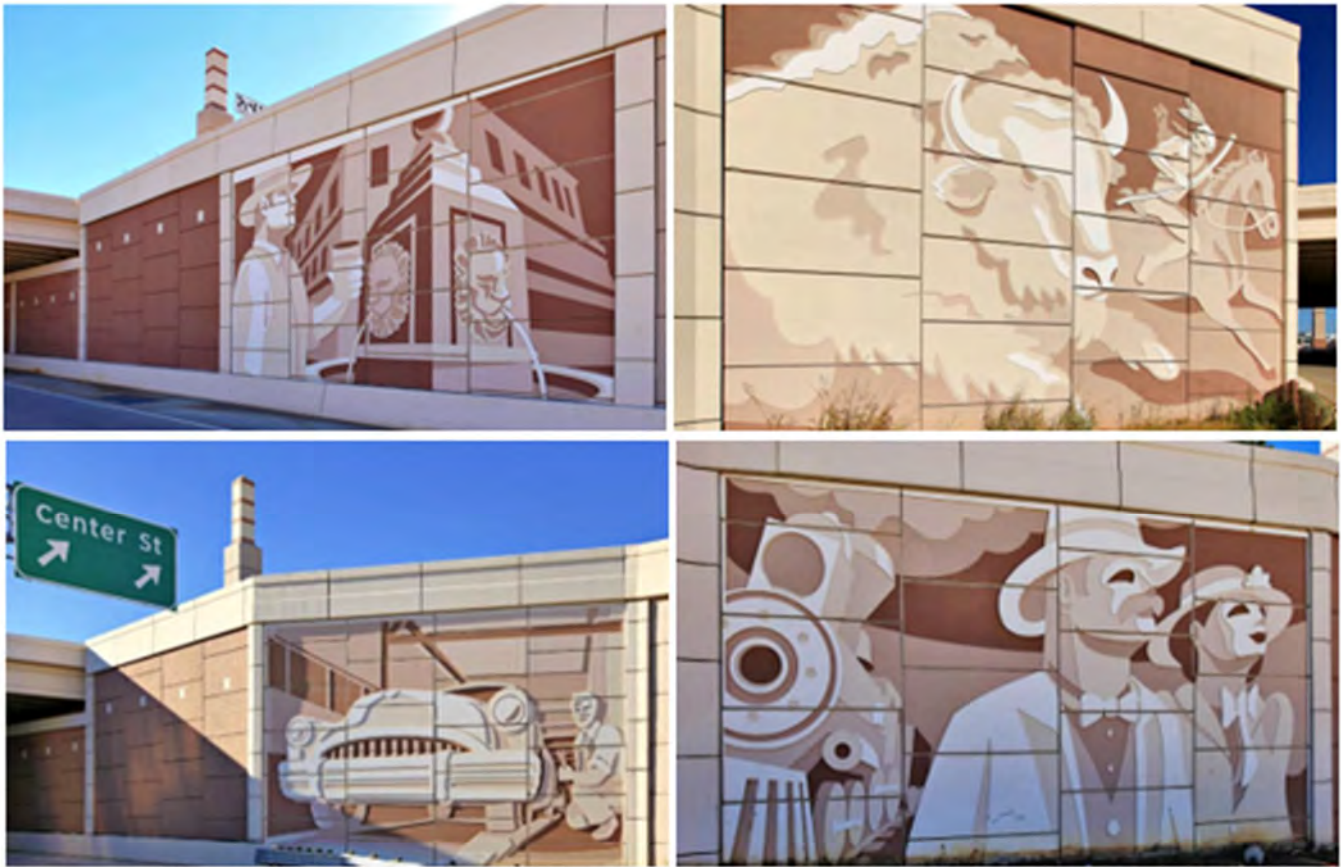
I-95 Wall Murals, Public Art, and Murals

Public art and murals play an especially important role in The Set because they support cultural identity and community pride in an area with deep historical roots and strong civic engagement. Investing in murals and public art installations, fosters a sense of belonging and celebrates the unique spirit of The Set. By investing in murals and public installations, the master plan fosters a sense of belonging and celebrates the unique spirit of The Set. As an example, in 2021, a mural was completed on the I-95 wall near Catherine Strong Park, which beautified the area and honored members of the community.

Additionally, sections where the I-95 wall could be improved by a mural installation include:

- Southwest: The Grove - SW 6th Street; SW 3rd Street Tree Park; Sunshine Park - SW 2nd Street; SW 14th Ave Alley thru SW 14th Ave (United House of Prayer)
- Northwest: NW 14th Ave Vacant Area - Gateway; Dr. MLK Jr. Drive Terminal; NW 15th Avenue - Carver Memorial Park; NW 3rd Street; Lincoln Lane - Jefferson Manors





Interstate murals, Arlington, Texas. Accessed from: <http://www.coroflot.com/mattkaser/interstate-murals>



Community Center mural

Wayfinding and Signage

The aesthetic quality of any streetscape design is often affected by the visual harmony of the signs and their relationship to the overall character of neighborhoods such as the West Atlantic Plan area. Examples of wayfinding and signage could include directional signage, destination maps and interpretive heritage signage.

Street Furniture

Street furniture is an important functional component of streetscape design. Street furnishings could include a combination of seating, trash receptacles, tree grates, bike racks, bus shelters/ stops utility enclosures and newspaper stands.



Bus stop Branding, W. Atlantic Avenue



Decatur Wayfinding Signage.
Accessed online at <https://www.mccommgroup.com/project/decatur-wayfinding-signage/>



Pop-Ups and Tactical Urbanism Projects

Areas in The Set where tactical urbanism can be tied into the area's community values include:

- **Activation of frontage dead zones** in the neighborhoods (*i.e.*, Tennis Center, Courthouse, Police Department, Libby Wesley Plaza, and other city owned vacant lands) through pop-up food truck events, special events, street vendors. Residents of The Set should have priority to rent these spaces. Eventually, this area could be developed into mixed-use buildings with residents having opportunities to participate in development and construction projects and given priority to rent space.
- **Curb Extensions/Bulb-outs:** Curb extensions (sometimes called bulb-outs) expand sidewalk space into the parking lane to narrow the street and provide additional space for pedestrians.
- **Parklets:** A parklet is a sidewalk extension that provides more public space and amenities for people using the street. These are often placed in on-street parking spaces.
- **Play Areas and Outdoor Seating:** temporary areas for leisure opportunity to gauge what is more popular with residents.



Metered parking converted into mini-parks Source: parametric-architecture.com



Kansas City Better Block Project | Source: The Planner's Guide to Tactical Urbanism

ACTION STRATEGIES: BRANDING OPPORTUNITIES

- Obtain/provide longer range permits pop-up stores and food trucks within The Set's Impact Zone to encourage more residents of The Set to explore and utilize outdoor spaces in the community.
- Implement streetscape, traffic and parking projects.
- Implement The Set's branding in all public and private projects
- Ensure that all new infrastructure projects and private redevelopment projects adhere to the area Branding Guidelines.





6. STRATEGIC INVESTMENTS

The Set Transformation Plan seeks to encourage investment in Set neighborhoods and identify strategic opportunities that will stimulate development and align with the six pillars. As we look to the future transformation of The Set, the need to support a more compact urban form, while preserving the essence of the neighborhood's tangible and intangible heritage consistently surfaces as a high priority for area residents.

The Plan accommodates the continuing provision of single-family housing, while also supporting development of a wide range of mixed-uses in order to accommodate changing community needs within the context of the Set's role as a part of the larger Downtown Delray Beach boundaries. The City's recent Transit-Oriented Development study identifies a portion of The Set as a capture area for the Tri-Rail transit station planned on East Atlantic Avenue and FEC Railroad.

Within The Set, opportunities abound to redevelop vacant City-owned properties, implement adaptive reuse for industrial sites, activate underutilized frontages of institutional buildings, and construct strategic redevelopment catalyst projects such as the Village Center Community Center as proposed in this Plan. Connecting The Set through expansion of the existing transit system and by introducing sustainable non-motorized modes of transportation such as bike sharing and a connected pedestrian network, will ensure that the area's transformation creates a complete community with proximity and access to daily needs and diverse destinations. Through the extensive public engagement process, the community and consultant team arrived at the following strategic priorities to guide future development.

01 VILLAGE CENTER COMMUNITY HUB

The Village Center Community campus - bounded by SW 3rd Street, SW 10th Street, I-95 and SW 8th Avenue - represents a significant strategic investment for the future of West Atlantic. This campus is envisioned as a comprehensive hub that integrates education, recreation, workforce development, and health services to meet the needs of the surrounding neighborhoods.

At the heart of this investment is the Historic Carver Technical Education Center, originally constructed in the mid-20th century as George Washington Carver High School. Today, the site functions as a center for adult and technical education, offering GED preparation, English language learning, and career training. Plans under consideration by the Palm Beach County School District include rebuilding portions of the Delray Full Service Center while preserving and enhancing Carver's historic facilities. Future improvements may expand the campus to include multipurpose athletic fields, renovated community space and new facilities for workforce development and family wellness. There is a desire for this campus as a true neighborhood hub anchored by multi-purpose uses such as a neighborhood

resource center, a family health and wellness center, co-working and business incubator spaces, and upgrades connections to Catherine Strong Park. These investments would not only serve residents but also attract neighborhood-serving businesses, reinforcing West Atlantic as a destination for both community life and economic activity. The Plan recommends that the Palm Beach County School Board, CRA, City, and community organizations collaborate to develop a shared vision for the full 35-acre campus. This unified vision would allow each parcel to complement the others, creating a seamless campus that honors the legacy of Carver while advancing a modern vision for a healthy, strong, and vibrant community.

Implementation should be pursued as a joint effort where investments in the campus will transform the Village Center Community Campus into a cornerstone of placemaking and a catalyst for long-term neighborhood revitalization.

ACTION STRATEGIES: VILLAGE CENTER

- Plan, design and implement a Community center which offers a variety of services to The Set residents.



Village Academy Elementary School



Carver Technical Educational Center



Village Center Community Campus



Proposed Village Center Community Hub

02 REDEVELOPMENT OF CITY-OWNED LARGE BLOCKS

The City and CRA have made commendable efforts in acquiring vacant lands for redevelopment projects and partnering with private entities. The CRA is also actively involved in attracting a full-service grocery store to The Set to meet the needs of area residents. CRA owned properties in the NW 600 block, SW 700 block, SW 800 block and NW 800 block for a total of 14.69 acres presents an excellent opportunity to introduce new compact, mixed- use development consistent to the West Atlantic Avenue Community Redevelopment Plan and the Downtown Master Plan.

Higher density is permitted within two areas of the Southwest neighborhood under the medium-density land use category, the Southwest Neighborhood District Overlay and the Carver Estates Overlay. These overlay districts were created under the Density Bonus Program for the City, which allows for developers of property in these Districts to earn additional permissible housing units for building workforce housing for low- and moderate-income families.

The future land use designation along the Atlantic Avenue corridor is Commercial Core with zoning of Central Business District. Additionally, West Atlantic Avenue has an overlay district applied to it; the West Atlantic Neighborhood Sub-District that extends north and south of the Avenue. The density permitted within The Set is 12 units to the acre unless the development includes Family/Workforce housing units - increasing to 18-24 units per acre.

The goal for the West Atlantic Neighborhood Sub-district is to develop consistent with the adopted West Atlantic Avenue Redevelopment Plan and the Downtown Delray Beach Master Plan. Emphasis is on the preservation and enhancement of existing neighborhoods, while promoting a pedestrian friendly neighborhood serving commercial area along West Atlantic Avenue that contains a mix of residential, commercial and civic functions. Businesses that are oriented toward serving the local neighborhood, as opposed to a regional area, are encouraged.

Strategies of The Plan support the community's expressed preference for the built form and encourage the City to use the redevelopment of the public owned parcels to create context sensitive designs that will set a precedent for future redevelopment proposals in the area. However, to ensure that private investors are able to see a financial return on their investment, the Plan suggests revising the development regulations to allow for greater flexibility and incentives to encourage mid-rise (2-3 stories) in The Set.

COMMUNITY FEEDBACK

- Attract neighborhood serving businesses
- There should be no physical difference between East and West Atlantic Avenue
- Create opportunity for outdoor dining
- Develop W. Atlantic to be pedestrian friendly
- Development along W. Atlantic Avenue should be complimentary to existing residential neighborhoods.



ACTION STRATEGIES: CITY-OWNED REDEVELOPMENT SITES

Amend Land Development Regulations in the area to include the following:

- Reduce the height on West Atlantic Avenue from 54' or 4 stories to three stories. Amend City Land Development Regulation code Section 4.4.13 Table 4.4.12 (C) to decrease the allowable height from four stories or 54' to three stories and 44' along the West Atlantic Corridor.
- Allow commercial buildings on West Atlantic Avenue to exceed the current 150' -300' depth without conditional approval within selected blocks subject to the following requirements:
 - Site and building design that exceeds code as defined between the City Land Development Regulations, the developer, and the CRA
 - If the project extends to SW 1st Street, create a transition between the existing neighborhood and the new project by lining the north side of SW 1st with housing.
 - Entering into a Community Benefits Agreement
- Provision of a use identified in the West Atlantic Needs Assessment:
 - Supermarket/ Grocery Store
 - Health/Wellness/Pharmacy
 - Bank/Financial Institution
 - Entertainment/Hospitality Cluster - Restaurants, Music Clubs, Theater
- Consider eliminating or reducing minimum parking requirements as an incentive for developers to provide the appropriate number of parking spaces for a development given the City's future goal to make the area more walkable and transit friendly.



Proposed Plan of Redevelopment Projects along W Atlantic Av.



EXISTING CRA REDEVELOPMENT SITES ON WEST ATLANTIC AVENUE



PROPOSED REDEVELOPMENT OF CRA OWNED PROPERTIES ALONG WEST ATLANTIC AVENUE



03 ACTIVATING STREET FRONTAGES ON INSTITUTIONAL USES

The Set is home to most of the City's municipal uses such as the Tennis Center, City Hall, Police Headquarters, Fire Headquarters, City Utilities, and surface parking lots.

These sites can be activated by developing liner retail storefronts. The goal is to give residents of The Set

priority in development and construction of these areas, assistance with build-out, start-up costs, and rental fees to local business owners, and priority Until those more permanent retail storefronts are built, allowing for pop-up stores, street vendors or landscaped public plazas along these routes to provide spaces with residents having rental priority and, as an added benefit, visual interest.



Existing inactive frontages along institutional uses

ACTION STRATEGIES: ACTIVATE STREET FRONTAGES

- Allow street vendors to operate at the street frontage of all governmental buildings on a continual basis.
- Incentivize the development of a mixed-use building at the street frontage of the Tennis Center.
- Create shade and seating at frontages of institutional uses to compliment outdoor dining.

04 NEIGHBORHOOD PRESERVATION

Historic NW 5th Avenue/Frog Alley/West Settlers Area

Historic West Settlers and Frog Alley - soon to be designated as a historic district by the City - have great importance to residents of the West Atlantic neighborhoods. Preserving the Historic NW 5th Avenue/Frog Alley/West Settlers Area is a priority for the community along with creating opportunities for local residents and business owners. The preservation strategy encourages adaptive use of residential properties within these districts by amending the City code to allow Residential Office zoning similar to the Old School Square Historic Arts District.



SW 5th Avenue



NW 5th Avenue

SW 1st & NW 1st Streets - Buffer Zone

The community, through many planning processes, has communicated that they desire to maintain the single-family nature of the West Atlantic area neighborhoods. Residents also desire that W. Atlantic Avenue be redeveloped consistent with E. Atlantic Avenue - outdoor cafes, pedestrian-friendly and stores. E. Atlantic Avenue had consistent retail frontage along the Avenue between Swinton Avenue and Federal Highway with the majority of the buildings being two stories. This traditional main street became revitalized by narrowing the roadway and expanding the public realm space to accommodate pedestrians and outdoor dining. To accomplish the same development pattern west of Swinton Avenue to 10th Avenue will require attracting the private sector to build new mixed-use developments in an urban form.

The communities desire to see development along W. Atlantic Avenue capped at three stories - as reflected in the community workshops - limits the financial feasibility of mixed-use development that would create the neighborhood serving retail the community also desires. Density within the West Atlantic Avenue Sub- District is limited to 12 units/acre unless creating low- income housing units within the development where it may increase to 18-24 units/acre. Low density, height reduction and retail frontage requirements make development financially difficult. Add to these factors the necessity to assemble numerous small parcels from many property owners and potential development is stymied.

Allowing mixed-use development that includes uses identified in the West Atlantic Needs Assessment to extend the full block of Atlantic Avenue to SW and NW 1st Streets and go to four stories from Atlantic Avenue to mid-block will allow flexibility for development. Any development extending the full block must line 1st Street with residential units fronting the street not to exceed three stories. This is consistent with the vision of preserving single-family neighborhoods. These recommendations are for the blocks from NW/SW 10th Avenue to Swinton Avenue.

Focus on 5th Initiative

Historic 5th Avenue along NW/SW 5th Avenue was once a vital business area of black-owned businesses. The official launching of the “Where You Can” brand in September 2016 validated the community’s interests to activate 5th Avenue “where the authenticity of a historical community meets the potential of small business development ... where untapped opportunities to mix entrepreneurship, culture, recreation and education into a hub for next-generation and current residents” would be possible.

The community wants to activate CRA-owned properties with in-area career services and industry learning centers, filling vacant and underutilized properties along the corridor with activities and local enterprises designed to increase vibrancy and foot traffic, building patronage of local area businesses, inspiring an active business community of innovation featuring new co-ops, co-working spaces, incubators and live-work units, cultivate an ‘incubating and high-growth environment’ to help local entrepreneurs to start-up, innovate and scale and encourage private capital investment and quality job creation.

Since 2018, both public and private investments have supported the Focus on 5th Initiative along NW and SW 5th Avenue. Key developments include the opening of The Hive, new restaurants, 5th Avenue Suites, and CRA-funded projects at 98 NW and 95 SW 5th Avenue. The CRA transformed 98 NW 5th Avenue into the Edmonds Baine Building and rehabilitated 95 SW 5th Avenue to offer affordable retail, office, and co-working spaces. These efforts aim to boost economic growth, enhance walkability, and catalyze further development in The Set. In 2024, the CRA also acquired and upgraded 102 NW 5th Avenue, adding to the corridor’s revitalization. Collectively, these strategic investments advance the initiative’s goals through thoughtful, incremental improvements to the area.

Frog Alley

Frog Alley, or SW 5th Avenue, has a special place in the history of the West Atlantic area and Delray Beach. The City has invested in improving the streetscape and the area is witnessing a gradual change in its development character. The area is dominated mostly by single-family homes, however, there are several surface parking lots scattered along the street. Transforming these parking lots into more active and vibrant spaces by permitting food trucks/ street vendors and/or pop-up stores or ‘parklets’ may help turn the alley into an additional community gathering space, as the redevelopment program matures.

ACTION STRATEGIES: NEIGHBORHOOD PRESERVATION

- Change City development code to permit Residential Office zoning within the West Settlers Historic District
- Change City development code 4.4.13. to permit mixed-use development to extend the full block north and south of W. Atlantic Avenue from 10th Avenue to Swinton Avenue with the condition that the frontage of 1st Street be lined with residential limited to three stories.
- Promote opportunities for remote workers and entrepreneurs to utilize the CRA Workspace on 5th Avenue.
- Height of development past 150’ feet from W. Atlantic Avenue shall be limited to three stories.
- Develop food truck map and allow The Set’s residents to have priority to open food trucks within The Set .
- CRA to continue to purchase or lease on a long- term basis, properties along 5th Avenue for use as affordable retail space and business incubator with The Set’s residents having priority for rentals, rental and build-out assistance
- Seek businesses to operate on NW 5th avenue to generate private investment and increased economic amenities for nearby residents.

Best Practice – Food Truck Ordinance in Port St. Lucie, Florida

The City of Port St. Lucie introduced an ordinance to permit food trucks in more zoning districts. This supports local entrepreneurship while encouraging more diverse use of underutilized spaces.



Best Practice – Terra Fermata, Stuart, Florida

A former gas station and landscaping business were repurposed to create an open-air music venue near downtown Stuart. Terra Fermata draws hundreds the weekends.



05 INDUSTRIAL AREA REVITALIZATION

The West Atlantic area has a small industrial area located on SW 13th - SW 17th Avenues between SW 7th and SW 10th Streets. The area is built out except for a 1.5-acre parcel. The blocks between SW 15th - SW 17th Avenue are zoned Industrial. The remaining blocks are zoned Light Industrial. There is a mix of heavy industrial, light industrial and a 3.3 acres parcel of self-storage use.

Repurposing of older industrial areas to create spaces for artists, craftsman and shared maker space is happening all over the United States turning formerly large buildings with few employees to active and engaging spaces attracting visitors. Wynwood in Miami is one such area. The former industrial area has, for the most part, been converted to art galleries, breweries and restaurants.



ACTION STRATEGIES: INDUSTRIAL AREA REVITALIZATION

- Amend the City's land development regulations to increase allowable retail space from 10% to 50% within the Industrial and Light Industrial zoning categories within the Impact Zone (The West Atlantic Area).
- Encourage development of vacant parcel into co-working space through incentives.
- Incentivize conversion from low-activity industrial use to higher activity uses such as retail or commercial

Best Practice – Deuces Live

<https://www.deuceslive.org/>

The Deuces Live, Inc. is a nonprofit organization founded in 1962 to revitalize the historic 22nd Street South corridor in St. Petersburg. This area used to be home to thriving Black-owned businesses, beloved neighborhoods, and legendary entertainment venues.

Deuces Live is revitalizing this area as a place where the African American community can gather and build a sense of community for generations to come!



06 MOBILITY

The City's Comprehensive Plan states "...the City has made a conscious effort to direct growth to the east, through significant public investment in infrastructure, and through planning strategies such as the establishment of the Transportation Concurrency Exception Area (TCEA) and redevelopment plans. Such strategies as the TCEA emphasize compact, mixed-use development which internalizes trips. Many trips between uses become pedestrian rather than vehicular trips. High availability of alternate transportation modes reduces automobile dependency. In the east, land uses are planned to maximize the existing roadway facilities and utilize alternate transportation modes."

To further the City's goal of multi-modal transportation options, redevelopment form within The Set should be such that auto transportation is only one option and encourages walking and biking. One strategy used by many municipalities in transit-oriented districts is reductions in minimum parking requirements to reduce automobile usage among residents and commuters due to close proximity to transit services. Typically, these reduced parking minimums are applied to land use types that are better correlated with transit usage, such as multi-family residential, commercial office, and small-scale retail. Typical approaches to reductions to minimum parking requirements include applying an overall percentage reduction to citywide parking requirements or establishing new minimum parking ratios that apply with the boundaries of the plan or transit station area. Additionally, the advent of Uber, Lyft and self-driving cars will lead to a reduction in the area needed for parking.

Residents of The Plan area are well served by several transit services. Palm Tran, the County's public bus service operates two routes that community residents can access. Route 80 that runs along SW 4th Avenue and Route 81 that runs along SW 10th Street, SW 12th Avenue and Atlantic Avenue.

Tri-Rail is a regional rail service that serves the metropolitan region of South Florida. Tri-Rail serves major employment centers located in Boca Raton, West Palm Beach, Ft. Lauderdale and Miami. Residents of the West Atlantic neighborhoods can access the Delray Beach station located at 345 S. Congress Avenue via the City's free Downtown Roundabout Trolley. The trolley also serves the Atlantic Avenue corridor helping to alleviate parking and traffic congestion on this popular destination.

The eastern end of W. Atlantic Avenue is within ½ mile of the proposed station for the Tri-Rail Coastal Link commuter rail service that will cover South Florida.

Encouraging mixed-use development within The Set will support the commuter rail service. Reduction in parking requirements will help to stimulate denser development patterns and create a vibrant retail area.

Expanding multi-modal transportation options within The Set is essential to improving mobility. Accessible public transit, bike-sharing stations, pedestrian-friendly pathways, and EV charging infrastructure can help reduce commuting challenges. These systems promote healthier lifestyles and reduce traffic congestion. Integrating diverse modes of transportation into the neighborhood fabric aids in moving around the community safely, affordably, and efficiently connecting them to jobs, services, and community amenities.

Shared Mobility

Shared-use mobility is a term used to describe transportation services that are shared among users, including public transit; taxis and limos; bike sharing; car sharing (round-trip, one-way, and personal vehicle sharing); ridesharing (carpooling, vanpooling); ride sourcing/ride-splitting; scooter sharing; shuttle services. Shared mobility business models could also serve as entrepreneurship opportunities for residents of The Set.



ACTION STRATEGIES: MOBILITY

- Amend the City's land development regulations to reduce the parking requirement by 10% for development within the TCEA District.
- To create consistency with this policy, delete language from the CBD parking requirement relating to distance from Tri-Rail Coastal Link station or public parking garage.
- Encourage local entrepreneurship investment in shared mobility models.

SHARED MOBILITY TERMS AND DEFINITIONS

Following is an overview of common shared-use mobility terminology:

Bikesharing
IT-enabled, public bikesharing provides real-time information and uses technology to assist in rebalancing demand for bikes at docking stations throughout a community. Bikesharing comes in a variety of forms, including dock-based and dockless systems, tech-light solutions that do not place technology in the bike or dock, and peer-to-peer bikesharing.



Carsharing

Carsharing is a service that provides members with access to an automobile for short-term—usually hourly—use. Types of carsharing include traditional or round-trip carsharing, which requires customers to borrow and return vehicles at the same location; one-way carsharing, which allows customers to pick up a vehicle at one location and drop it off at another; and peer-to-peer carsharing, which allows car owners to monetize the excess capacity of their vehicles by enrolling them in carsharing programs.



Ridesourcing

Ridesourcing providers, such as Uber and Lyft, use online platforms to connect passengers with drivers who use personal, non-commercial vehicles. These services were codified first in California state law and subsequently in many other jurisdictions as Transportation Network Companies (TNCs). Ridesourcing has become one of the most recognized and ubiquitous forms of shared mobility.



Ride-splitting

TNCs have begun providing services in select cities such as San Francisco, New York and Los Angeles that combine fares to reduce vehicle trips and generate cost savings. Uber Pool and Lyft Line allow drivers to add additional passengers to a trip in real time. These services are known as "ride-splitting"—since the passengers split the cost of the trip—and continue to evolve as companies experiment with various models.



Ridesharing/Carpooling

At its core, ridesharing involves adding additional passengers to a trip that will already take place. Such an arrangement provides additional transportation options for riders while allowing drivers to fill otherwise empty seats in their vehicles. Types of ridesharing include carpooling, vanpooling, and real-time or dynamic ridesharing services such as Tripdi and Blablacar.



Public Transit

Transit—publicly owned fleets of buses, trains, and ferries that generally operate on fixed routes and schedules—provides the foundation for most other forms of shared-use mobility.



Microtransit

Technology-enabled private shuttle services, such as Bridj and Chanit, serve passengers using dynamically generated routes, usually between designated stop locations rather than door-to-door. Because they provide transit-like service but on a smaller, more flexible scale, these new services have been referred to as "microtransit." In general, they draw customers who are willing to pay somewhat more for greater comfort and service.



Shuttles

Traditional shuttle services include corporate, regional, and local shuttles that make limited stops and only serve riders from specific employers, buildings, or residential developments. One example is the "Google Bus," which transports the technology company's San Francisco-based employees to and from Silicon Valley each day.



Mobility Hubs

Mobility hubs are strategically located transfer points that feature facilities for multiple transportation modes (such as bikesharing, carsharing, and transit) combined in one location.



West Atlantic Area / Delray Beach CRA

May 12, 2024

Key Findings and Observations

Attached, please find a series of data tables that are the basis of the update to the economic analysis for the West Atlantic area of the Delray Beach Community Redevelopment Area. There are several consistent themes that are present in the area and that contribute to the continued need for attention to redevelopment and revitalization.

Some of the most important findings about the West Atlantic area:

- The population is younger than the rest of the city.
- High housing cost burden;
- Skills mismatch between the local resident workforce and the local jobs;
- High job migration (residents leave for work, non-residents arrive for work);
- Negative health impacts – 20% do not have health insurance, and a large portion of the population do not exercise.
- The housing market is leaving this neighborhood behind. Residents cannot afford the sale price of the area's housing today.
- The area's residents do not have the same level of educational attainment as the rest of the city or county.

Population

The area has 8.5% of the City's households but 14% of the population. It is an area of higher density than most other parts of the city and has experienced a slow rate of growth. The households are larger than the city as a whole, with an average of 3.55 residents per household. 30% of the households are married couples, and there are a number of residents that do not speak English.

The youth population (under 18) is a much larger proportion of the population (24%) than the city (15%) or county (18%). The area has a smaller elderly population than the city and county. 22% of the city's child population lives in the West Atlantic area. The area is younger than the rest of the city; the median age is much lower, 37.2 years old compared to 49.8 for the city.

9% of the population between the ages of 19 and 34 do not have health insurance, double the rate of the city and county overall, and 9.4% of the population ages 35 to 64 do not have insurance. The West Atlantic population get less exercise than the residents of the city or the county.

The population is 76% Black and 13% White, while the city's population is 60% White and 25% Black, a similar breakdown to the time of the last plan update.

Housing

The area has a disproportionate share (200%) of the City's group quarters. 44.5% of units are owner-occupied, compared to 60% in the city and 67% countywide.

The area has 8% of the city's housing units, with 14% of the city's population.

The run-up in housing prices in recent years has impacted everyone. The ESRI housing affordability index for the West Atlantic area and the city as a whole is 69, and it is 73 for the county. (US Average = 100). More significantly, according to the Multiple Listing Service (MLS) the median sale price of a home in the area has risen 115% since 2019 and was \$502,000 in April 2024. This pricing is unaffordable to the majority of the area's residents.

The number of listings for sale remains lower than pre-pandemic levels, further contributing to a tight supply on the increase in process. The number of rentals listed as available increased through 2022 and stabilized in 2023. Apartment buildings specifically have experienced steady growth in median rents and median rents per square foot, but rents per square foot are still well below the levels necessary for financially feasible new multifamily development.

The area has a significant housing cost burden; the housing cost burden is 35.9% in the West Atlantic area and 35.1% city-wide. 26% of the area's households with a mortgage pay more than 50% of their income, compared to 19% citywide. These cost burden stats are lagging and do not fully account for the recent run-up in actual housing prices.

Income and Wealth

The area also has lower incomes than the rest of the City and Palm Beach County. The West Atlantic area's 2023 Wealth Index is 60, compared to 118 for the city and 127 for the county. 100 is the National average.

15% of the households in the West Atlantic area are below the poverty line, compared to 11% in the city and county. 17.6% of the area's households earn under \$25,000 per year; Citywide, 16.1% earn less than that amount.

14.5% of the households below poverty live in the West Atlantic area, even though the area only has 8.5% of the city's households.

The median net worth of the West Atlantic population is \$66,091, much less than the city (\$176K) and the County (209K).

Transportation and Mobility

78% of the workforce drives to work alone. 6% carpool and 3.5% take transit. Only 1.5% walk or ride their bicycle.

19% of the area's workforce spends more than 7 hours commuting to and from work each week, the equivalent of an extra workday. Only 13% of the city and county workforce have the same experience.

Business

The office market, while small in the Atlantic West area, has demonstrated strength with vacancy rates below 4% and rents that have increased steadily since 2020 during the uncertainty that the pandemic created in the office sector. Retail real estate has also performed well, quickly absorbing space and experiencing significant rent increases.

The mismatch between resident job skills and local business needs is evident in the Atlantic West Labor Economics. The industries in which residents work are industries that are not as dominant in the area, such as administration, transportation, manufacturing, retail trade, construction, health care, and hospitality. Similarly, the dominant job-creating industries in the West Atlantic area are sectors in which there is limited local talent: Public administration, arts and entertainment, other services, professional and scientific services, real estate, and information.

The area receives visitors (customers) from the nearby region; 80% of visitors live within ten miles of the area. The visitors are loyal customers, and the majority of them visit the area more than 30 times in a 12-month period. They visit primarily during lunchtime and early evening hours and, on average, will stay in the area for 90 minutes.

Workforce and Labor

The largest workforce industries for the workforce that lives in the West Atlantic area are Health Care, Hospitality, Retail Trade, Administration and Waste Management, and Construction. In the city, the largest industries are Health Care, Retail Trade, Professional Services, and Hospitality.

A significant portion of the city's workforce lives in the area works in the Utilities, Administration and Waste Management, Hospitality, Public Administration, Agriculture, and Retail.

Only 3.3% of the Professional Services workforce and 5.5% of the Manufacturing workforce live in the West Atlantic Area.

16.4% of the workforce lives in the area compared to 14% of the population.

The workers employed in the area are primarily at their jobs during the traditional workday: 9-5 and Monday to Friday.

Fifty percent of the local workers live within 5 miles of their job in the Atlantic West area, and they earn an average of \$99,000 per year. The resident workforce is employed throughout the Palm Beach County area. Only 22% of the residents are employed within 1 mile of their home, and 40% travel more than 5 miles to reach their job.

Unemployment is higher in the West Atlantic Area at 5.9% compared to 4.2% for the city's overall workforce.

Education

The area has lower educational attainment than the city or the county. Only 3.4% of the population have a graduate degree, compared to 16% for the city and county. 34% only have a

high school diploma, whereas in the city and county, only 20% are just high school graduates. 22% do not have a high school diploma, compared to 8 percent citywide.

Summary

The issues identified herein work in conjunction with each other regarding economic growth. There are six (6) drivers of investment and economic growth, and each has its own unique influence on a local economy. For this assignment, BusinessFlare® evaluated 4 of the 6.

Land – Land costs continue to rise, especially for-sale housing. The area's housing market has more renters than owners, increasing vulnerability.

Labor – The local workforce does is not locally employed, and the local jobs are filled by workers that do not live in the area. This is primarily due to a skills and occupational mismatch.

Capital – Incomes are low, with a portion of the population living below the poverty line. With 14% of the city's population, the area only has 6.8% of the city's spending power.

Markets – The consumer markets that visit the area come from outside of the area, and the locals must travel outside of the area for many of their goods and services.

Regulation – Regulations can have significant influence on the economy of an area; a review of the effectiveness and efficiency of local regulations for redevelopment and revitalization was not part of this assignment.

Quality of Life – Quality of life impacts how a place is viewed. Economic development is about creating places people want to be, places people want to stay. Some of this is quantifiable, such as commute times, crime rates, etc. Other elements are subjective, such as aesthetics and comfortability.

At Risk Population

	West Atlantic	Delray Beach	Palm Beach Co.
2023 Total Population	9,448	67,061	1,527,592
2023 Total Households	2,947	31,522	625,316
2023 Average Household Size	3.14	2.10	2.40

	West Atlantic	Delray Beach	Palm Beach Co.
2023 Median Age	37.2	49.8	46.4
2023 Median Household Income	\$55,472	\$74,010	\$74,715
2023 Median Home Value	\$331,381	\$433,178	\$409,788

	West Atlantic	Delray Beach	Palm Beach Co.
2023 Wealth Index	60	118	127
2023 Housing Affordability Index	69	69	73
2023 Diversity Index	52	66	76

AT RISK POPULATION			
	West Atlantic	Delray Beach	Palm Beach Co.
2021 HHs w/1+ Persons w/Disability (ACS 5-Yr)	824	5,965	139,933
Population 65+	1,566	19,866	413,103
Vehicle	251	1,678	34,591

Language Spoken (ACS)	Total	Total	Total
English Only	6,520	44,153	940,558
Spanish	613	5,559	273,922
Spanish & English Well	613	4,869	203,795
Spanish & English Not Well	0	416	46,036
Spanish & No English	0	275	24,091
Indo-European	2,687	11,690	154,578
Indo-European & English Well	1,801	8,663	128,302
Indo-European & English Not Well	705	2,203	20,109
Indo-European & No English	181	824	6,167
Asian-Pacific Island	0	902	20,400
Asian-Pacific Isl & English Well	0	738	16,491
Asian-Pacific Isl & English Not Well	0	146	3,306
Asian-Pacific Isl & No English	0	18	603
Other Language	0	367	17,143
Other Language & English Well	0	366	15,941
Other Language & English Not Well	0	0	821
Other Language & No English	0	1	381

POVERTY AND LANGUAGE			
	West Atlantic	Delray Beach	Palm Beach Co.
2021 HHs: Inc Below Poverty Level (ACS 5-Yr): Percent	15%	11%	11%
2021 HHs: Inc Below Poverty Level (ACS 5-Yr)	444	3,053	64,579
2021 Pop 65+ Speak Span/No English (ACS 5-Yr)	0	14	5,477

	West Atlantic	Delray Beach	Palm Beach Co.
Aged less than 18	2,273.0	10,075.0	273,072.0
Ages 18 to 64	5,618	37,120	841,417
Aged 65+	1,566	19,866	413,103
Aged less than 18	24.1%	15.0%	17.9%
Ages 18 to 64	59.5%	55.4%	55.1%
Aged 65+	16.6%	29.6%	27.0%

POPULATION AND BUSINESSES			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Total Daytime Population	8,882	78,878	1,545,056
2023 Total Businesses (SIC)	482	5,951	85,830
2023 Total Employees (SIC)	4,077	44,671	724,821

Source: This infographic contains data provided by Esri (2023, 2028), ACS (2017-2021), Esri-Data Axle (2023).

Business Characteristics				
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	West Atlantic		Delray Beach	
2023 Total Businesses	482		5,951	
2023 Total Employees	4,077		44,671	
Total Sales	\$2,121,900,038		\$14,914,821,852	

Establishment Size				
Less than 20 Employees	432	90%	5,118	86%
20-99 Employees	39	8%	714	12%
100 or more	10	2%	119	2%

Establishments by Sales Revenue				
<1M in sales	354	73.4%	4,291	72.1%
\$1-5M	92	19.1%	1,220	20.5%
\$5-10M	17	3.5%	250	4.2%
\$10-50M	19	4.0%	167	2.8%
\$50-100M	-	0.0%	18	0.3%
>\$100	-	0.0%	7	0.1%

Source: ESRI; Lightcast; DataAxle; BusinessFlare

2020 Census Summary

	West Atlantic			Delray Beach	Palm Beach Co.
2020 Total Population	9,388	14.0%	0.6%	66,851	1,492,191
2020 Total Housing Units	3,226	8.5%	0.0%	38,014	705,988
2020 Population Density	5,970.3			4,198.0	757.5

	West Atlantic			Delray Beach	Palm Beach Co.
2020 Average Household Size	3.13	148.3%	129.9%	2.11	2.41
2020 Total Households	2,937	9.4%	0.0%	31,206	607,880
2020 Diversity Index	51.3			65.4	75.3

HOUSEHOLD POPULATION					
	West Atlantic			Delray Beach	Palm Beach Co.
2000 Household Population	9,278	15.4%	0.8%	60,084	1,111,856
2010 Household Population	7,821	13.1%	0.0%	59,689	1,300,162
2020 Household Population	9,188	13.9%	0.6%	65,875	1,464,848

2010-2020 ANNUAL GROWTH RATE					
	West Atlantic			Delray Beach	Palm Beach Co.
2010-2020 Growth Rate: Population	1.78%			0.96%	1.23%
2010-2020 Growth Rate: Group Quarters Population	15.34%			-1.01%	3.19%
2010-2020 Growth Rate: Households	2.33%			1.36%	1.11%

TOTAL POPULATION BY RACE					
	West Atlantic			Delray Beach	Palm Beach Co.
2020 Population of 2+ Races: Percent	5.55	65.4%	39.8%	8.48	13.96
2020 Pop 1 Race: Other Race: Percent	4.65	127.0%	17.0%	3.66	7.47
2020 Pop 1 Race: Pacific: Percent	0.01	25.0%	20.0%	0.04	0.05
2020 Pop 1 Race: Asian: Percent	0.61	31.6%	10.7%	1.93	2.96
2020 Pop 1 Race: Amer Indian: Percent	0.47	146.9%	73.4%	0.32	0.64
2020 Pop 1 Race: Black: Percent	76.04	298.4%	17.0%	25.48	17.59
2020 Pop 1 Race: White: Percent	12.67	21.1%	22.1%	60.10	57.34

	West Atlantic			Delray Beach	Palm Beach Co.
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2020 Population of 1 Race: Percent	94.45	103.2%	109.8%	91.52	86.04
2020 Population of 2+ Races: Percent	5.55	65.4%	4.7%	8.48	13.96

POPULATION BY AGE AND RACE	Less Than 18 Years	% of Total		Less Than 18 Years	Less Than 18 Years
Total	2,137			9,025	283,567
1 Race	1,987	93.0%		7,835	229,875
White	124	5.8%		3,164	118,347
Black	1,746	81.7%		3,984	69,906
American Indian/Alaska Native	9	0.4%		43	2,914
Asian	13	0.6%		176	8,529
Pacific Islander	1	0.0%		1	133
Some Other Race	94	4.4%		467	30,046
2 or More Races	150	7.0%		1,190	53,692

GROUP QUARTERS					
	West Atlantic			Delray Beach	Palm Beach Co.
2000 Group Quarters Population	170	31.6%	0.9%	538	19,328
2010 Group Quarters Population	48	4.4%	0.0%	1,080	19,972
2020 Pop in Group Quarters	200	20.5%	0.7%	976	27,343

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2020 Total Housing Units	3,226	8.5%	0.0%	38,014	705,988
2020 Population Density	5,970.3	142.2%	788.2%	4,198.0	757.5

	West Atlantic			Delray Beach	Palm Beach Co.
2020 Average Household Size	3.13	148.3%	129.9%	2.11	2.41
2020 Total Households	2,937	9.4%	0.0%	31,206	607,880
2020 Diversity Index	51.3	78.4%	68.1%	65.4	75.3

Population by Relationship					
	West Atlantic			Delray Beach	Palm Beach Co.
2020 HHr Population in HHs: Percent	32.75	69.3%	78.9%	47.28	41.50

2020 Opposite-Sex Spouse Pop in HHs: Percent	9.65	59.1%	3.2%	16.33	18.44
2020 Same-Sex Spouse Pop in HHs: Percent	0.17	45.9%	70.8%	0.37	0.24
2020 Opposite-Sex Unmarried Prtr Pop in HHs: Percent	2.11	64.9%	24.5%	3.25	2.65
2020 Same-Sex Unmarried Prtr Pop in HHs: Percent	0.14	63.6%	93.3%	0.22	0.15
2020 Biological Child Pop in HHs: Percent	30.49	162.4%	6.6%	18.77	24.72
2020 Adopted Child Pop in HHs: Percent	0.52	133.3%	118.2%	0.39	0.44
2020 Stepchild Pop in HHs: Percent	0.73	125.9%	127.1%	0.58	0.99
2020 Grandchild Pop in HHs: Percent	6.38	294.0%	332.3%	2.17	1.92
2020 Brother/Sister Pop in HHs: Percent	3.19	200.6%	147.5%	1.59	1.36
2020 Parent Population in HHs: Percent	2.36	171.0%	143.9%	1.38	1.64
2020 Parent-in-law Pop in HHs: Percent	0.32	133.3%	350.9%	0.24	0.38
2020 Son/Daughter-in-law Pop in HHs: Percent	0.63	170.3%	157.5%	0.37	0.40
2020 Othr Relative Pop in HHs: Percent	4.28	193.7%	110.7%	2.21	1.75
2020 Foster Child Pop in HHs: Percent	0.09	225.0%	180.0%	0.04	0.05
2020 Othr Nonrelative Pop in HHs: Percent	6.20	129.4%	38.5%	4.79	3.36

HISPANIC POPULATION BY AGE AND RACE	Less Than 18 Years			Less Than 18 Years	Less Than 18 Years
Total	262			1,526	93,061
1 Race	180			834	54,973
White	41			331	22,255
Black	43			84	2,810
American Indian/Alaska Native	7			30	2,600
Asian	0			0	250
Pacific Islander	1			1	72
Some Other Race	88			388	26,986
2 or More Races	82			692	38,088

NON-HISPANIC POPULATION BY AGE AND RACE	Less Than 18 Years			Less Than 18 Years	Less Than 18 Years
Total	1,875			7,499	190,506
1 Race	1,807			7,001	174,902
White	83			2,833	96,092
Black	1,702			3,900	67,096
American Indian/Alaska Native	2			13	314
Asian	13			176	8,279
Pacific Islander	0			0	61
Some Other Race	6			79	3,060

2 or More Races	68			498	15,604
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	West Atlantic			Delray Beach	Palm Beach Co.
2020 Total Population	9,388	14.0%	0.6%	66,851	1,492,191
2020 Total Housing Units	3,226	8.5%	0.0%	38,014	705,988
2020 Population Density	5,970.3	142.2%	788.2%	4,198.0	757.5

	West Atlantic			Delray Beach	Palm Beach Co.
2020 Average Household Size	3.13	148.3%	129.9%	2.11	2.41
2020 Total Households	2,937	9.4%	0.0%	31,206	607,880
2020 Diversity Index	51.3	78.4%	68.1%	65.4	75.3

Households by Size	Number	% of Total		Number	Number
Total Households	2,937			31,206	607,880
1-Person Household	697	23.7%		12,051	181,465
2-Person Household	781	26.6%		11,498	214,976
3-Person Household	507	17.3%		3,522	86,969
4-Person Household	449	15.3%		2,205	70,736
5-Person Household	246	8.4%		1,017	31,739
6-Person Household	126	4.3%		484	13,374
7+ Person Household	131	4.5%		429	8,621
Average Household Size	3.13	0.1%		2.11	2.41

Total Housing Units by Occupancy					
	West Atlantic			Delray Beach	Palm Beach Co.
2020 Owner Occupied HUs: Percent	44.57			60.30	67.37
2020 Renter Occupied HUs: Percent	55.43			39.70	32.63

Total Housing Units by Vacancy					
	West Atlantic			Delray Beach	Palm Beach Co.
2020 Vacant HUs: Other Vacant: Percent	32.13			10.21	9.82
2020 Vacant HUs: Migrant Workers: Percent	0.00			0.00	0.16
2020 Vacant HUs: Seasonal/Rec/Occasional: Percent	14.44			61.53	58.16

2020 Vacant HUs: Sold-Not Occ: Percent	3.97			2.61	2.94
2020 Vacant HUs: For Sale Only: Percent	6.50			6.48	8.47
2020 Vacant HUs: Rented-Not Occ: Percent	5.42			2.07	1.94
2020 Vacant Housing Units: Percent	8.59			17.91	13.90

Households by Type					
	West Atlantic			Delray Beach	Palm Beach Co.
2020 Married-Cple HHs: Percent	30.27	85.8%	67.2%	35.26	45.02
2020 Cohabitaing-Cple HHs: Percent	6.74	91.2%	13.5%	7.39	6.75
2020 Male HHr HH: No Spouse: Percent	21.76	95.4%	121.1%	22.81	17.97
2020 Female HHr HH: No Spouse: Percent	41.23	119.4%	3.9%	34.54	30.27

Group Quarters Population					
	West Atlantic			Delray Beach	Palm Beach Co.
2020 GQ Pop: Other Noninstitutionalized: Percent	100.00			57.89	25.90
2020 GQ Pop: Military Quarters: Percent	0.00			0.00	0.03
2020 GQ Pop: College Dorm: Percent	0.00			0.00	21.03
2020 GQ Pop: Other Institution: Percent	0.00			1.43	0.40
2020 GQ Pop: Nursing Facility: Percent	0.00			40.68	36.89
2020 GQ Pop: Juvenile Facility: Percent	0.00			0.00	1.02
2020 GQ Pop: Adult Correctional: Percent	0.00			0.00	14.73

Source: This infographic contains data provided by U.S. Census (2000, 2010, 2020).

Commute Profile

TRAVEL TIME TO WORK			
	West Atlantic	Delray Beach	Palm Beach Co.
2021 Commute to Work: <5 Min (ACS 5-Yr): Percent	1.26	1.94	1.79
2021 Commute to Work: 5-9 Min (ACS 5-Yr): Percent	6.62	9.41	7.45
2021 Commute to Work: 10-14 Min (ACS 5-Yr): Percent	12.66	14.92	12.47
2021 Commute to Work: 15-19 Min (ACS 5-Yr): Percent	18.70	19.35	16.24
2021 Commute to Work: 20-24 Min (ACS 5-Yr): Percent	20.21	14.25	16.18
2021 Commute to Work: 25-29 Min (ACS 5-Yr): Percent	12.70	9.98	7.57
2021 Commute to Work: 30-34 Min (ACS 5-Yr): Percent	12.52	14.66	16.69
2021 Commute to Work: 35-39 Min (ACS 5-Yr): Percent	1.44	2.17	3.10
2021 Commute to Work: 40-44 Min (ACS 5-Yr): Percent	1.10	2.41	4.04
2021 Commute to Work: 45-59 Min (ACS 5-Yr): Percent	4.66	5.75	7.13
2021 Commute to Work: 60-89 Min (ACS 5-Yr): Percent	7.02	3.82	5.13
2021 Commute to Work: 90+ Min (ACS 5-Yr): Percent	1.08	1.34	2.20

WORKERS			
	West Atlantic	Delray Beach	Palm Beach Co.
2021 Workers Age 16+ (ACS 5-Yr)	5,323	32,912	674,668
2021 Workers 16+: Drove Alone (ACS 5-Yr): Percent	78.2%	74.3%	74.6%

TRANSPORTATION TO WORK			
	West Atlantic	Delray Beach	Palm Beach Co.
2021 Workers 16+: Public Transportation (ACS 5-Yr): Percent	3.5%	2.2%	1.5%
2021 Workers 16+: Carpooled (ACS 5-Yr): Percent	5.9%	5.8%	10.0%
2021 Workers 16+: Walked (ACS 5-Yr): Percent	1.3%	1.5%	1.2%
2021 Workers 16+: Bicycle (ACS 5-Yr): Percent	0.2%	0.5%	0.5%

Source: This infographic contains data provided by ACS (2017-2021).			
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Economic Development Profile						
	West Atlantic			Delray Beach		Palm Beach Co.
Services	37.00%			22.1%		19.8%
Blue Collar	25.30%			12.8%		17.5%
White Collar	37.60%			65.1%		62.7%

Labor Force by Industry						
	West Atlantic			Delray Beach		Palm Beach Co.
2021 Emp 16+/Ind: Agriculture (ACS 5-Yr)	59	1.1%	35.5%	166	0.5%	6,357
2021 Emp 16+/Ind: Mining (ACS 5-Yr)	0	0.0%	0.0%	16	0.0%	251
2021 Emp 16+/Ind: Construction (ACS 5-Yr)	485	8.8%	18.0%	2,689	8.0%	56,341
2021 Emp 16+/Ind: Manufacturing (ACS 5-Yr)	73	1.3%	5.5%	1,316	3.9%	31,011
2021 Emp 16+/Ind: Wholesl Trade (ACS 5-Yr)	203	3.7%	19.2%	1,058	3.2%	18,487
2021 Emp 16+/Ind: Retail Trade (ACS 5-Yr)	764	13.9%	21.8%	3,499	10.4%	83,811
2021 Emp 16+/Ind: Transportatn (ACS 5-Yr)	270	4.9%	28.5%	947	2.8%	27,995
2021 Emp 16+/Ind: Utilities (ACS 5-Yr)	187	3.4%	80.3%	233	0.7%	7,175
2021 Emp 16+/Ind: Information (ACS 5-Yr)	0	0.0%	0.0%	792	2.4%	12,214
2021 Emp 16+/Ind: Finance/Insur (ACS 5-Yr)	188	3.4%	10.9%	1,720	5.1%	31,033
2021 Emp 16+/Ind: Real Estate (ACS 5-Yr)	170	3.1%	10.9%	1,556	4.6%	23,491
2021 Emp 16+/Ind: Prof/Tech (ACS 5-Yr)	115	2.1%	3.3%	3,441	10.2%	59,989
2021 Emp 16+/Ind: Management (ACS 5-Yr)	0	0.0%	0.0%	58	0.2%	939
2021 Emp 16+/Ind: Admin/Waste (ACS 5-Yr)	571	10.4%	26.6%	2,150	6.4%	47,734
2021 Emp 16+/Ind: Educ Services (ACS 5-Yr)	205	3.7%	10.9%	1,880	5.6%	49,956
2021 Emp 16+/Ind: Health Care (ACS 5-Yr)	867	15.7%	16.5%	5,250	15.6%	95,892
2021 Emp 16+/Ind: Arts/Entertn (ACS 5-Yr)	155	2.8%	11.3%	1,369	4.1%	22,601
2021 Emp 16+/Ind: Accom/Food (ACS 5-Yr)	816	14.8%	25.7%	3,176	9.5%	52,920
2021 Emp 16+/Ind: Other Srvcs (ACS 5-Yr)	207	3.8%	11.7%	1,764	5.3%	39,907
2021 Emp 16+/Ind: Public Admin (ACS 5-Yr)	173	3.1%	34.2%	506	1.5%	22,126
Total Workforce	5,508		16.4%	33,586		690,230

Commute Time: Minutes						
	West Atlantic			Delray Beach		Palm Beach Co.
2021 Commute to Work: <5 Min (ACS 5-Yr): Percent	1.26			1.94		1.79
2021 Commute to Work: 5-9 Min (ACS 5-Yr): Percent	6.62			9.41		7.45

2021 Commute to Work: 10-14 Min (ACS 5-Yr): Percent	12.66			14.92		12.47
2021 Commute to Work: 15-19 Min (ACS 5-Yr): Percent	18.7			19.35		16.24
2021 Commute to Work: 20-24 Min (ACS 5-Yr): Percent	20.21			14.25		16.18
2021 Commute to Work: 25-29 Min (ACS 5-Yr): Percent	12.7			9.98		7.57
2021 Commute to Work: 30-34 Min (ACS 5-Yr): Percent	12.52			14.66		16.69
2021 Commute to Work: 35-39 Min (ACS 5-Yr): Percent	1.44			2.17		3.10
2021 Commute to Work: 40-44 Min (ACS 5-Yr): Percent	1.1			2.41		4.04
2021 Commute to Work: 45-59 Min (ACS 5-Yr): Percent	4.66			5.75		7.13
2021 Commute to Work: 60-89 Min (ACS 5-Yr): Percent	7.02			3.82		5.13
2021 Commute to Work: 90+ Min (ACS 5-Yr): Percent	1.08			1.34		2.20

Transportation to Work						
	West Atlantic			Delray Beach		Palm Beach Co.
2021 Workers 16+: Public Transportation (ACS 5-Yr): Percent	3.50%			2.2%		1.5%
2021 Workers 16+: Carpooled (ACS 5-Yr): Percent	5.90%			5.8%		10.0%
2021 Workers 16+: Walked (ACS 5-Yr): Percent	1.30%			1.5%		1.2%
2021 Workers 16+: Bicycle (ACS 5-Yr): Percent	0.20%			0.5%		0.5%
2021 Workers 16+: Drove Alone (ACS 5-Yr): Percent	78%			74%		75%

	West Atlantic			Delray Beach		Palm Beach Co.
2023 Total Businesses (SIC)	482			5,951		85,830
2023 Total Employees (SIC)	4,077			44,671		724,821

Home Ownership						
	West Atlantic			Delray Beach		Palm Beach Co.
2023 Owner Occupied HUs: Percent	46.79			60.74		68.34
2023 Renter Occupied HUs: Percent	53.21			39.26		31.66

Home Value						
	West Atlantic			Delray Beach		Palm Beach Co.
2023 Home Value <\$50000: Percent	0.44			1.30		3.39
2023 Home Value \$50K-99999: Percent	0.44			3.68		3.62
2023 Home Value \$100K-149999: Percent	1.89			4.39		3.84
2023 Home Value \$150K-199999: Percent	4.57			4.54		4.50
2023 Home Value \$200K-249999: Percent	13.49			6.08		6.32

2023 Home Value \$250K-299999: Percent	23.71			6.82		7.85
2023 Home Value \$300K-399999: Percent	17.33			17.62		18.68
2023 Home Value \$400K-499999: Percent	9.72			16.81		18.34
2023 Home Value \$500K-749999: Percent	17.33			19.39		20.13
2023 Home Value \$750K-999999: Percent	2.9			8.29		6.47
2023 Home Value \$1 Million-1499999: Percent	6.16			5.41		3.45

Household Income						
	West Atlantic			Delray Beach		Palm Beach Co.
<\$15,000	8.9			8.6		8.9
\$15,000 - \$24,999	8.7			7.5		7.3
\$25,000 - \$34,999	7			7.4		7.2
\$35,000 - \$49,999	18.3			11.0		10.3
\$50,000 - \$74,999	23.4			16.0		16.4
\$75,000 - \$99,999	13.8			12.2		12.0
\$100,000 - \$149,999	9.3			16.6		17.3
\$150,000 - \$199,999	6			8.0		8.0
\$200,000+	4.7			12.7		12.5

Educational Attainment						
	West Atlantic			Delray Beach		Palm Beach Co.
2023 Pop Age 25+: < 9th Grade: Percent	8.27			3.53		4.68
2023 Pop Age 25+: High School/No Diploma: Percent	13.58			4.39		4.40
2023 Pop Age 25+: High School Diploma: Percent	33.56			20.22		20.37
2023 Pop Age 25+: GED: Percent	3.66			2.29		3.07
2023 Pop Age 25+: Some College/No Degree: Percent	16.69			15.12		16.29
2023 Pop Age 25+: Associate's Degree: Percent	9.51			10.11		9.94
2023 Pop Age 25+: Bachelor's Degree: Percent	11.39			28.19		25.07
2023 Pop Age 25+: Grad/Professional Degree: Percent	3.35			16.15		16.18

	West Atlantic			Delray Beach		Palm Beach Co.
2023 Total Housing Units	3,207	8.4%	0.4%	38,215		721,261
2023 Housing Affordability Index	69			69		73
2021 HHs: Inc Below Poverty Level (ACS 5-Yr)	444	14.5%	0.7%	3,053		64,579

Employment Overview

INCOME			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Median Household Income	\$55,472	\$74,010	\$74,715
2023 Per Capita Income	\$25,866	\$53,852	\$46,921
2023 Median Net Worth	\$66,091	\$176,185	\$209,057

EDUCATION			
	West Atlantic	Delray Beach	Palm Beach Co.
No High School Diploma	21.8%	7.9%	9.1%
2023 Pop Age 25+: High School Diploma: Percent	33.6%	20.2%	20.4%
Some College	26.2%	25.2%	26.2%
Bachelor's/Grad/Prof Degree	14.7%	44.3%	41.2%

BUSINESS			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Total Businesses (SIC)	482	5,951	85,830
2023 Total Employees (SIC)	4,077	44,671	724,821

KEY FACTS			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Total Population	9,448	67,061	1,527,592
2023 Median Age	37.2	49.8	46.4
2023 Total Households	2,947	31,522	625,316
2023 Median Disposable Income	\$48,683	\$60,973	\$61,744

COMMUTERS			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Spend 7+ Hrs Commuting to/from Work/Wk: Percent	19.1%	12.9%	12.8%
2021 Workers 16+: Drove Alone (ACS 5-Yr): Percent	78.2%	74.3%	74.6%

EMPLOYMENT			
	West Atlantic	Delray Beach	Palm Beach Co.
White Collar	37.6%	65.1%	62.7%
Blue Collar	25.3%	12.8%	17.5%
Services	37.0%	22.1%	19.8%
2023 Unemployment Rate	5.9%	4.2%	4.5%

Source: This infographic contains data provided by Esri (2023, 2028), Esri-Data Axle (2023), Esri-MRI-Simmons (2023), ACS (2017-2021).

Health Care and Insurance Statistics

Health Care (Consumer Spending)	West Atlantic	Delray Beach	Palm Beach Co.
	Annual Expenditure	Annual Expenditure	Annual Expenditure
Blue Cross/Blue Shield	\$1,117.6	\$1,360.0	\$1,362.3
Medicare Payments	\$955.1	\$1,284.7	\$1,227.7
Physician Services	\$216.6	\$296.2	\$297.0
Dental Services	\$334.3	\$503.6	\$505.5
Eyecare Services	\$74.1	\$97.9	\$98.6
Lab Tests/X-rays	\$59.8	\$81.3	\$80.7
Hospital Room & Hospital Service	\$183.7	\$261.3	\$263.9
Convalescent/Nursing Home Care	\$31.2	\$45.6	\$41.9

Health Care Expenditure

	West Atlantic	Delray Beach	Palm Beach Co.
2023 Health Insurance: Average	\$4,027	\$5,427	\$5,364
2023 Medical Care: Average	\$1,902	\$2,669	\$2,644

	West Atlantic	Delray Beach	Palm Beach Co.
2021 Pop <19: 1 Type of Health Ins (ACS 5-Yr): Percent	19.4	13.2	17.5
2021 Pop 19-34: 1 Type of Health Ins (ACS 5-Yr): Percent	18.1	13.9	12.4
2021 Pop 35-64: 1 Type of Health Ins (ACS 5-Yr): Percent	24.8	31.5	28.2
2021 Pop 65+: 1 Type of Health Ins (ACS 5-Yr): Percent	6.9	11.9	10.0
2021 Civ Noninstitutionalized Pop <19 (ACS 5-Yr): Percent	21.6	15.2	20.5
2021 Civ Noninstitutionalized Pop 19-34 (ACS 5-Yr): Percent	28.0	18.9	18.0
2021 Civ Noninstitutionalized Pop 35-64 (ACS 5-Yr): Percent	38.1	40.2	37.9
2021 Civ Noninstitutionalized Pop 65+ (ACS 5-Yr): Percent	12.3	25.7	23.7
2021 Pop <19: No Health Insurance (ACS 5-Yr): Percent	2.0	1.2	1.9
2021 Pop 19-34: No Health Insurance (ACS 5-Yr): Percent	9.0	4.4	4.7
2021 Pop 35-64: No Health Insurance (ACS 5-Yr): Percent	9.4	6.1	6.8
2021 Pop 65+: No Health Insur (ACS 5-Yr): Percent	0.0	0.1	0.3

Health Insurance Coverage (ACS)	West Atlantic	Delray Beach	Palm Beach Co.
2021 Pop 19-34: Employer Health Ins (ACS 5-Yr): Percent	10.98	9.70	8.39
2021 Pop 19-34: Direct-Purch Health Ins (ACS 5-Yr): Percent	3.22	2.84	2.52
2021 Pop 19-34: Medicare Only (ACS 5-Yr): Percent	0.00	0.00	0.05
2021 Pop 19-34: Medicaid Only (ACS 5-Yr): Percent	3.58	1.08	1.37
2021 Pop 19-34: VA Health Care Only (ACS 5-Yr): Percent	0.00	0.13	0.04
2021 Pop 35-64: Employer Health Ins (ACS 5-Yr): Percent	17.96	20.87	19.13
2021 Pop 35-64: Direct-Purch Health Ins (ACS 5-Yr): Percent	1.71	7.69	6.17
2021 Pop 35-64: Medicare Only (ACS 5-Yr): Percent	0.84	0.71	0.67
2021 Pop 35-64: Medicaid Only (ACS 5-Yr): Percent	4.24	2.08	1.95
2021 Pop 35-64: VA Health Care Only (ACS 5-Yr): Percent	0.06	0.13	0.17

Medicare: Population 65+	West Atlantic	Delray Beach	Palm Beach Co.
2021 Pop 65+: Medicare Only (ACS 5-Yr)	692	7,040	135,148

2021 Pop 65+: Direct-Purch & Medicare (ACS 5-Yr)	215	3,030	71,582
2021 Pop 65+: Employer & Medicare (ACS 5-Yr)	90	2,565	49,356
2021 Pop 65+: Medicare & Medicaid (ACS 5-Yr)	173	941	21,649

Population			
	West Atlantic	Delray Beach	Palm Beach Co.
2021 Civ Noninstitutionalized Population (ACS 5-Yr)	10,651	65,812	1,469,032

Exercise (Percent of Adults)			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Exercise at Home 2+ Times/Wk: Percent	44.6%	50.6%	50.3%
2023 Exercise at Club 2+ Times/Wk: Percent	9.8%	12.4%	12.5%

Source: This infographic contains data provided by ACS (2017-2021), Esri-U.S. BLS (2023), Esri-MRI-Simmons (2023).		
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Housing Market Characteristics

All Households, Cost Burden by Income, 2022 Estimate (Summary)				
Geography	Household Income	Total Households	30.1-50%	Morth than 50%
Palm Beach County	30% AMI or less	73,500	13%	75%
Palm Beach County	30.01-50% AMI	81,128	31%	40%
Palm Beach County	50.01-80% AMI	110,043	36%	15%
Palm Beach County	80.01-100% AMI	61,862	27%	6%
Palm Beach County	Greater than 100% AMI	270,981	7%	1%
Delray Beach	30% AMI or less	3,469	12%	75%
Delray Beach	30.01-50% AMI	3,796	34%	33%
Delray Beach	50.01-80% AMI	5,366	31%	20%
Delray Beach	80.01-100% AMI	2,344	31%	7%
Delray Beach	Greater than 100% AMI	13,724	8%	2%
West Atlantic Ave Area	30% AMI or less	1,142	12%	77%
West Atlantic Ave Area	30.01-50% AMI	1,250	35%	37%
West Atlantic Ave Area	50.01-80% AMI	1,767	27%	24%
West Atlantic Ave Area	80.01-100% AMI	772	29%	10%
West Atlantic Ave Area	Greater than 100% AMI	4,518	11%	2%

Renter Households, Cost Burden by Income, 2022 Estimate (Summary)				
Geography	Household Income	Total Households	30.1-50%	Morth than 50%
Palm Beach County	30% AMI or less	33,946	8%	81%
Palm Beach County	30.01-50% AMI	33,623	35%	53%
Palm Beach County	50.01-80% AMI	42,081	51%	16%
Palm Beach County	80.01-100% AMI	21,306	35%	5%
Palm Beach County	Greater than 100% AMI	51,692	10%	1%
Delray Beach	30% AMI or less	1,857	4%	82%
Delray Beach	30.01-50% AMI	1,301	39%	47%
Delray Beach	50.01-80% AMI	2,045	45%	22%
Delray Beach	80.01-100% AMI	896	46%	5%
Delray Beach	Greater than 100% AMI	4,115	11%	3%
West Atlantic Ave Area	30% AMI or less	1,718	9%	83%
West Atlantic Ave Area	30.01-50% AMI	1,203	41%	52%
West Atlantic Ave Area	50.01-80% AMI	1,892	44%	26%
West Atlantic Ave Area	80.01-100% AMI	829	48%	14%
West Atlantic Ave Area	Greater than 100% AMI	3,806	12%	4%

Owner-Occupied Households, Cost Burden by Income, 2022 Estimate (Summary)				
Geography	Household Income	Total Households	30.1-50%	Morth than 50%
Palm Beach County	30% AMI or less	39,554	18%	70%
Palm Beach County	30.01-50% AMI	47,505	28%	31%
Palm Beach County	50.01-80% AMI	67,962	27%	14%
Palm Beach County	80.01-100% AMI	40,556	22%	6%
Palm Beach County	Greater than 100% AMI	219,289	7%	1%
Delray Beach	30% AMI or less	1,612	22%	67%
Delray Beach	30.01-50% AMI	2,495	32%	26%
Delray Beach	50.01-80% AMI	3,321	22%	18%
Delray Beach	80.01-100% AMI	1,448	21%	9%
Delray Beach	Greater than 100% AMI	9,609	7%	1%
West Atlantic Ave Area	30% AMI or less	824	22%	67%
West Atlantic Ave Area	30.01-50% AMI	1,275	32%	26%
West Atlantic Ave Area	50.01-80% AMI	1,697	22%	18%
West Atlantic Ave Area	80.01-100% AMI	740	21%	9%
West Atlantic Ave Area	Greater than 100% AMI	4,911	7%	1%

Source: Shimberg Center for Housing Studies, U.S. Census Bureau, BusinessFlare

Housing Cost Burden

Median Home Value					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2023 Median Home Value	\$331,381		\$433,178		\$409,788

Variable	West Atlantic		Delray Beach		Palm Beach Co.
2023 Housing Affordability Index	69		69		73
2023 Pct of Income for Mortgage	35.9%		35.1%		32.9%
2023 Pct of Income for Mortgage: Index	140		137		129

Variable	West Atlantic		Delray Beach		Palm Beach Co.
2023 Total Population	9,448		67,061		1,527,592
2020-2023 Growth Rate: Population	0.20%		0.10%		0.72%
2023 Average Household Size	3.14		2.10		2.40
2023 Median Net Worth	\$66,091		\$176,185		\$209,057

Variable	West Atlantic		Delray Beach		Palm Beach Co.
2023 Child Population	2,270		10,075		273,072
2023 Working-Age Population	5,614		37,120		841,417
2023 Senior Population	1,564		19,866		413,103

Home Value					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2023 Home Value <\$50000: Percent	0.44		1.30		3.39
2023 Home Value \$50K-99999: Percent	0.44		3.68		3.62
2023 Home Value \$100K-149999: Percent	1.89		4.39		3.84
2023 Home Value \$150K-199999: Percent	4.57		4.54		4.50
2023 Home Value \$200K-249999: Percent	13.49		6.08		6.32
2023 Home Value \$250K-299999: Percent	23.71		6.82		7.85
2023 Home Value \$300K-399999: Percent	17.33		17.62		18.68
2023 Home Value \$400K-499999: Percent	9.72		16.81		18.34
2023 Home Value \$500K-749999: Percent	17.33		19.39		20.13

2023 Home Value \$750K-999999: Percent	2.90		8.29		6.47
2023 Home Value \$1 Million-1499999: Percent	6.16		5.41		3.45
2023 Home Value \$1.5 Million-1999999: Percent	1.60		2.96		1.17
2023 Home Value \$2 Million+: Percent	0.36		2.72		2.24

Household Income					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2023 HH Income <\$15000: Percent	8.89		8.61		8.94
2023 HH Income \$15000-24999: Percent	8.69		7.48		7.27
2023 HH Income \$25000-34999: Percent	6.96		7.39		7.24
2023 HH Income \$35000-49999: Percent	18.26		10.97		10.26
2023 HH Income \$50000-74999: Percent	23.45		16.01		16.42
2023 HH Income \$75000-99999: Percent	13.78		12.24		11.99
2023 HH Income \$100000-149999: Percent	9.30		16.64		17.34
2023 HH Income \$150000-199999: Percent	6.01		7.95		8.02
2023 HH Income \$200000+: Percent	4.72		12.71		12.51

Mortgage as % Salary					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2021 HHs w/Mortg:MOC <10% of Income (ACS 5-Yr)	46	4.9%	524	5.5%	14,759
2021 HHs w/Mortg:MOC 10-14.9% of Inc (ACS 5-Yr)	93	9.8%	1,612	16.9%	29,420
2021 HHs w/Mortg:MOC 15-19.9% of Inc (ACS 5-Yr)	166	17.5%	1,555	16.3%	36,118
2021 HHs w/Mortg:MOC 20-24.9% of Inc (ACS 5-Yr)	103	10.9%	1,125	11.8%	31,183
2021 HHs w/Mortg:MOC 25-29.9% of Inc (ACS 5-Yr)	116	12.2%	1,016	10.7%	23,145
2021 HHs w/Mortg:MOC 30-34.9% of Inc (ACS 5-Yr)	44	4.6%	805	8.4%	17,243
2021 HHs w/Mortg:MOC 35-39.9% of Inc (ACS 5-Yr)	76	8.0%	375	3.9%	11,331
2021 HHs w/Mortg:MOC 40-49.9% of Inc (ACS 5-Yr)	49	5.2%	696	7.3%	14,641
2021 HHs w/Mortg:MOC 50+% of Income (ACS 5-Yr)	254	26.8%	1,824	19.1%	36,929
Total HHs w/Mortg	947		9,532		214,769

Year Property Built					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2021 HUs/Year Built: 1939 or Earlier (ACS 5-Yr): Percent	3.42		2.04		1.65
2021 HUs/Year Built: 1940-1949 (ACS 5-Yr): Percent	3.39		1.22		1.16
2021 HUs/Year Built: 1950-1959 (ACS 5-Yr): Percent	8.43		5.61		5.07
2021 HUs/Year Built: 1960-1969 (ACS 5-Yr): Percent	18.37		8.31		7.91

2021 HUs/Year Built: 1970-1979 (ACS 5-Yr): Percent	16.91		28.24		18.79
2021 HUs/Year Built: 1980-1989 (ACS 5-Yr): Percent	6.82		24.98		26.95
2021 HUs/Year Built: 1990-1999 (ACS 5-Yr): Percent	12.45		10.38		16.63
2021 HUs/Year Built: 2000-2009 (ACS 5-Yr): Percent	13.97		11.97		15.89
2021 HUs/Year Built: 2010-2019 (ACS 5-Yr): Percent	16.26		7.13		5.78
2021 HUs/Year Built: 2020/Later (ACS 5-Yr): Percent	0.00		0.10		0.17

Census Housing by Size					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2020 Owner Occ HUs: 1-Person: Percent	23.30		36.84		28.01
2020 Owner Occ HUs: 2-Person: Percent	26.66		40.16		39.00
2020 Owner Occ HUs: 3-Person: Percent	16.73		10.60		13.61
2020 Owner Occ HUs: 4-Person: Percent	14.36		6.71		11.46
2020 Owner Occ HUs: 5-Person: Percent	8.17		3.01		4.82
2020 Owner Occ HUs: 6-Person: Percent	4.89		1.38		1.92
2020 Owner Occ HUs: 7+ Person: Percent	5.96		1.30		1.17
2020 Renter Occ HUs: 1-Person: Percent	24.08		41.32		33.65
2020 Renter Occ HUs: 2-Person: Percent	26.54		31.81		27.86
2020 Renter Occ HUs: 3-Person: Percent	17.69		12.33		15.74
2020 Renter Occ HUs: 4-Person: Percent	16.03		7.60		12.00
2020 Renter Occ HUs: 5-Person: Percent	8.54		3.63		6.05
2020 Renter Occ HUs: 6-Person: Percent	3.75		1.82		2.77
2020 Renter Occ HUs: 7+ Person: Percent	3.32		1.49		1.92

Home Ownership					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2023 Owner Occupied HUs: Percent	46.79		60.74		68.34
2023 Renter Occupied HUs: Percent	53.21		39.26		31.66

Hispanic Home Ownership					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2020 OOHUs: Hispanic HHr: Percent	7.87		7.50		14.41
2020 Renter Occ HUs: Hispanic HHr: Percent	12.16		12.88		25.28

Housing by Race of Householder					
Variable	West Atlantic		Delray Beach		Palm Beach Co.

2020 OOHUs: White HHr: Percent	16.50		77.81		74.27
2020 OOHUs: Black HHr: Percent	74.33		12.67		9.42
2020 OOHUs: Amer Indian HHr: Percent	0.31		0.17		0.24
2020 OOHUs: Asian HHr: Percent	0.69		1.43		2.60
2020 OOHUs: Pacific Isl HHr: Percent	0.00		0.01		0.02
2020 OOHUs: Other Race HHr: Percent	2.44		1.86		3.69
2020 OOHUs: 2+ Races HHr: Percent	5.73		6.05		9.76
2020 Renter Occ HUs: White HHr: Percent	18.80		61.71		51.06
2020 Renter Occ HUs: Black HHr: Percent	68.18		22.60		23.07
2020 Renter Occ HUs: American Indian HHr: Percent	0.49		0.35		0.76
2020 Renter Occ HUs: Asian HHr: Percent	1.54		2.24		2.10
2020 Renter Occ HUs: Pacific Isl HHr: Percent	0.00		0.07		0.05
2020 Renter Occ HUs: Other Race HHr: Percent	4.98		3.99		8.84
2020 Renter Occ HUs: 2+ Races HHr: Percent	5.96		9.04		14.12

Housing by Age of Householder					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2020 Owner Occ HUs: HHr 15-24: Percent	0.84		0.59		0.58
2020 Owner Occ HUs: HHr 25-34: Percent	5.65		6.48		5.79
2020 Owner Occ HUs: HHr 35-44: Percent	10.77		8.67		11.35
2020 Owner Occ HUs: HHr 45-54: Percent	20.63		13.47		15.87
2020 Owner Occ HUs: HHr 55-59: Percent	12.07		11.33		10.48
2020 Owner Occ HUs: HHr 60-64: Percent	12.76		12.19		11.06
2020 Owner Occ HUs: HHr 65-74: Percent	21.62		25.22		22.18
2020 Owner Occ HUs: HHr 75-84: Percent	11.08		15.14		15.70
2020 Owner Occ HUs: HHr 85+: Percent	4.66		6.91		6.99
2020 Renter Occ HUs: HHr 15-24: Percent	4.73		6.11		5.27
2020 Renter Occ HUs: HHr 25-34: Percent	18.80		22.51		21.09
2020 Renter Occ HUs: HHr 35-44: Percent	21.81		16.70		20.48
2020 Renter Occ HUs: HHr 45-54: Percent	18.98		15.95		17.81
2020 Renter Occ HUs: HHr 55-59: Percent	8.60		7.90		8.26
2020 Renter Occ HUs: HHr 60-64: Percent	7.62		7.69		7.22
2020 Renter Occ HUs: HHr 65-74: Percent	12.96		11.80		10.29
2020 Renter Occ HUs: HHr 75-84: Percent	5.22		7.00		5.72
2020 Renter Occ HUs: HHr 85+: Percent	1.29		4.34		3.86

Year Householder Moved In					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2021 OHHs/Moved In: 1989/Before (ACS 5-Yr): Percent	16.56		6.25		6.03
2021 OHHs/Moved In: 1990-1999 (ACS 5-Yr): Percent	8.78		11.01		10.38
2021 OHHs/Moved In: 2000-2009 (ACS 5-Yr): Percent	7.49		17.10		18.92
2021 OHHs/Moved In: 2010-2014 (ACS 5-Yr): Percent	5.41		11.14		12.72
2021 OHHs/Moved In: 2015-2018 (ACS 5-Yr): Percent	7.49		13.92		16.70
2021 OHHs/Moved In: 2019/Later (ACS 5-Yr): Percent	1.62		4.52		4.67
2021 RHHs/Moved In: 1989/Before (ACS 5-Yr): Percent	0.79		0.14		0.24
2021 RHHs/Moved In: 1990-1999 (ACS 5-Yr): Percent	0.20		0.18		0.61
2021 RHHs/Moved In: 2000-2009 (ACS 5-Yr): Percent	7.23		2.79		2.43
2021 RHHs/Moved In: 2010-2014 (ACS 5-Yr): Percent	11.38		8.26		5.99
2021 RHHs/Moved In: 2015-2018 (ACS 5-Yr): Percent	22.27		18.35		15.53
2021 RHHs/Moved In: 2019/Later (ACS 5-Yr): Percent	10.76		6.33		5.76

Gross Rent					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2021 HH Gross Rent: < \$100 (ACS 5-Yr): Percent	0.00		0.00		0.04
2021 HH Gross Rent: \$100-149 (ACS 5-Yr): Percent	0.00		0.00		0.09
2021 HH Gross Rent: \$150-199 (ACS 5-Yr): Percent	0.00		0.20		0.24
2021 HH Gross Rent: \$200-249 (ACS 5-Yr): Percent	0.00		0.15		0.48
2021 HH Gross Rent: \$250-299 (ACS 5-Yr): Percent	0.00		0.34		0.39
2021 HH Gross Rent: \$300-349 (ACS 5-Yr): Percent	0.00		0.34		0.31
2021 HH Gross Rent: \$350-399 (ACS 5-Yr): Percent	1.07		0.16		0.38
2021 HH Gross Rent: \$400-449 (ACS 5-Yr): Percent	1.50		0.70		0.36
2021 HH Gross Rent: \$450-499 (ACS 5-Yr): Percent	0.00		0.00		0.56
2021 HH Gross Rent: \$500-549 (ACS 5-Yr): Percent	0.88		0.28		0.44
2021 HH Gross Rent: \$550-599 (ACS 5-Yr): Percent	2.01		0.31		0.67
2021 HH Gross Rent: \$600-649 (ACS 5-Yr): Percent	2.45		1.72		0.93
2021 HH Gross Rent: \$650-699 (ACS 5-Yr): Percent	0.00		0.15		0.91
2021 HH Gross Rent: \$700-749 (ACS 5-Yr): Percent	0.00		0.48		0.98
2021 HH Gross Rent: \$750-799 (ACS 5-Yr): Percent	1.57		0.28		1.10
2021 HH Gross Rent: \$800-899 (ACS 5-Yr): Percent	1.88		1.73		2.74
2021 HH Gross Rent: \$900-999 (ACS 5-Yr): Percent	8.34		4.14		3.61
2021 HH Gross Rent:\$1000-1249 (ACS 5-Yr): Percent	22.70		10.68		14.40
2021 HH Gross Rent:\$1250-1499 (ACS 5-Yr): Percent	24.08		17.51		17.40

2021 HH Gross Rent:\$1500-1999 (ACS 5-Yr): Percent	14.36		26.67		29.44
2021 HH Gross Rent: \$2000-2499 (ACS 5-Yr): Percent	11.85		18.89		11.81
2021 HH Gross Rent:\$2500-\$2999 (ACS 5-Yr): Percent	1.00		6.68		4.62
2021 HH Gross Rent:\$3000-\$3499 (ACS 5-Yr): Percent	0.88		1.71		2.02
2021 HH Gross Rent:\$3500+ (ACS 5-Yr): Percent	3.89		3.13		2.20

(Total 316)

Vacant Housing Units					
Variable	West Atlantic		Delray Beach		Palm Beach Co.
2021 Vacant HUs: For Rent (ACS 5-Yr)	50		819		14,130
2021 Vacant HUs: Rented, Not Occupied (ACS 5-Yr)	0		119		2,049
2021 Vacant HUs: For Sale Only (ACS 5-Yr)	57		334		6,466
2021 Vacant HUs: Sold, Not Occupied (ACS 5-Yr)	0		148		5,716
2021 Vacant HUs: Seasonal/Occasional (ACS 5-Yr)	82		5,069		78,015
2021 Vacant HUs: For Migrant Wrks (ACS 5-Yr)	0		0		196
2021 Vacant HUs: Other (ACS 5-Yr)	127		927		15,186

Source: This infographic contains data provided by Esri (2023), ACS (2017-2021), U.S. Census (2020).

Employment Inflow and Outflow - Census Tract 68.01

Selection Area Labor Market Size (Private Primary Jobs)	2021	
	Count	Share
Employed in the Selection Area	2,206	100.0%
Living in the Selection Area	967	43.8%
Net Job Inflow (+) or Outflow (-)	1,239	-

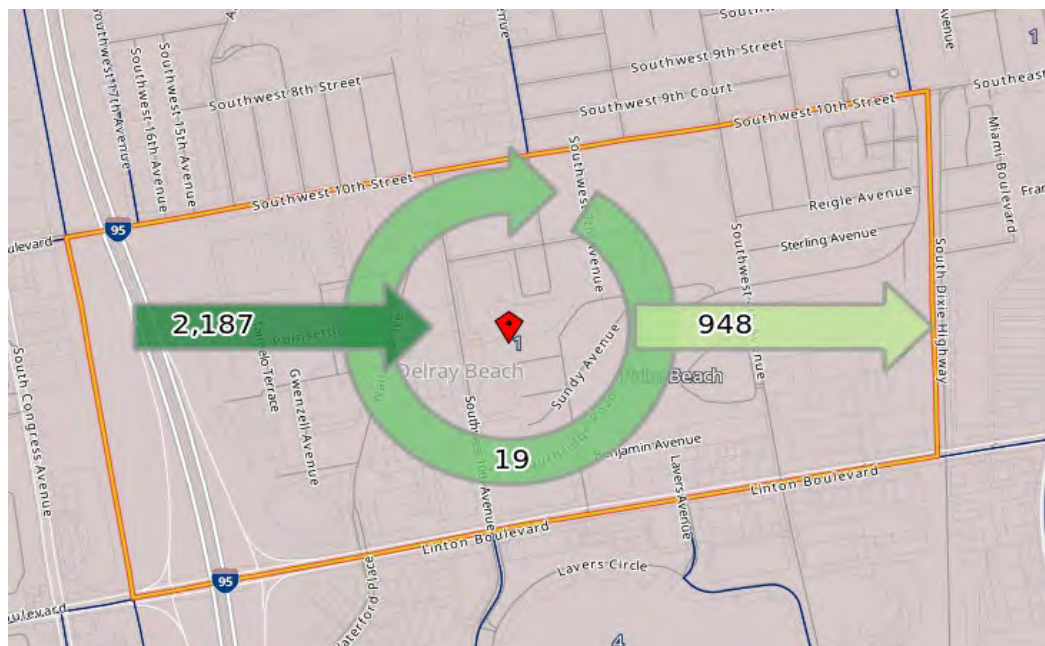
In-Area Labor Force Efficiency (Private Primary Jobs)	2021	
	Count	Share
Living in the Selection Area	967	100.0%
Living and Employed in the Selection Area	19	2.0%
Living in the Selection Area but Employed Outside	948	98.0%

In-Area Employment Efficiency (Private Primary Jobs)	2021	
	Count	Share
Employed in the Selection Area	2,206	100.0%
Employed and Living in the Selection Area	19	0.9%
Employed in the Selection Area but Living Outside	2,187	99.1%

Outflow Job Characteristics (Private Primary Jobs)	2021	
	Count	Share
External Jobs Filled by Residents	948	100.0%
Workers Aged 29 or younger	237	25.0%
Workers Aged 30 to 54	483	50.9%
Workers Aged 55 or older	228	24.1%
Workers Earning \$1,250 per month or less	185	19.5%
Workers Earning \$1,251 to \$3,333 per month	441	46.5%
Workers Earning More than \$3,333 per month	322	34.0%
Workers in the "Goods Producing" Industry Class	103	10.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	212	22.4%
Workers in the "All Other Services" Industry Class	633	66.8%

Inflow Job Characteristics (Private Primary Jobs)	2021	
	Count	Share
Internal Jobs Filled by Outside Workers	2,187	100.0%
Workers Aged 29 or younger	422	19.3%
Workers Aged 30 to 54	1,177	53.8%
Workers Aged 55 or older	588	26.9%
Workers Earning \$1,250 per month or less	226	10.3%
Workers Earning \$1,251 to \$3,333 per month	690	31.6%
Workers Earning More than \$3,333 per month	1,271	58.1%
Workers in the "Goods Producing" Industry Class	719	32.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	642	29.4%
Workers in the "All Other Services" Industry Class	826	37.8%

Interior Flow Job Characteristics (Private Primary Jobs)	2021	
	Count	Share
Internal Jobs Filled by Residents	19	100.0%
Workers Aged 29 or younger	6	31.6%
Workers Aged 30 to 54	9	47.4%
Workers Aged 55 or older	4	21.1%
Workers Earning \$1,250 per month or less	1	5.3%
Workers Earning \$1,251 to \$3,333 per month	13	68.4%
Workers Earning More than \$3,333 per month	5	26.3%
Workers in the "Goods Producing" Industry Class	5	26.3%
Workers in the "Trade, Transportation, and Utilities" Industry Class	6	31.6%
Workers in the "All Other Services" Industry Class	8	42.1%



Employment Inflow and Outflow - Census Tract 68.02

	2021	
	Count	Share
Employed in the Selection Area	293	100.0%
Living in the Selection Area	1,181	403.1%
Net Job Inflow (+) or Outflow (-)	-888	-

In-Area Labor Force Efficiency (Private Primary Jobs)		
	2021	
	Count	Share
Living in the Selection Area	1,181	100.0%
Living and Employed in the Selection Area	24	2.0%
Living in the Selection Area but Employed Outside	1,157	98.0%

In-Area Employment Efficiency (Private Primary Jobs)		
	2021	
	Count	Share
Employed in the Selection Area	293	100.0%
Employed and Living in the Selection Area	24	8.2%
Employed in the Selection Area but Living Outside	269	91.8%

Outflow Job Characteristics (Private Primary Jobs)		
	2021	
	Count	Share
External Jobs Filled by Residents	1,157	100.0%
Workers Aged 29 or younger	279	24.1%
Workers Aged 30 to 54	593	51.3%
Workers Aged 55 or older	285	24.6%
Workers Earning \$1,250 per month or less	232	20.1%
Workers Earning \$1,251 to \$3,333 per month	563	48.7%
Workers Earning More than \$3,333 per month	362	31.3%
Workers in the "Goods Producing" Industry Class	107	9.2%
Workers in the "Trade, Transportation, and Utilities" Industry Class	261	22.6%
Workers in the "All Other Services" Industry Class	789	68.2%

Employment Inflow and Outflow - Census Tract 67

Selection Area Labor Market Size (Private Primary Jobs)	2021	
	Count	Share
Employed in the Selection Area	425	100.0%
Living in the Selection Area	337	79.3%
Net Job Inflow (+) or Outflow (-)	88	-

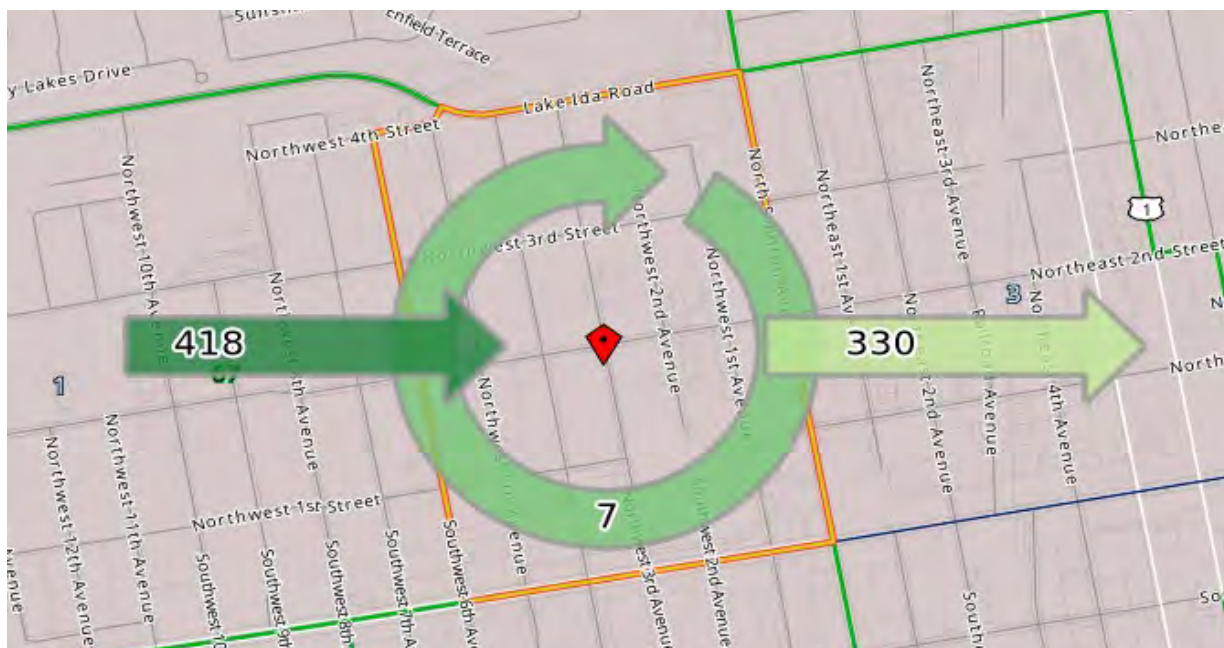
In-Area Labor Force Efficiency (Private Primary Jobs)	2021	
	Count	Share
Living in the Selection Area	337	100.0%
Living and Employed in the Selection Area	7	2.1%
Living in the Selection Area but Employed Outside	330	97.9%

In-Area Employment Efficiency (Private Primary Jobs)	2021	
	Count	Share
Employed in the Selection Area	425	100.0%
Employed and Living in the Selection Area	7	1.6%
Employed in the Selection Area but Living Outside	418	98.4%

Outflow Job Characteristics (Private Primary Jobs)	2021	
	Count	Share
External Jobs Filled by Residents	330	100.0%
Workers Aged 29 or younger	75	22.7%
Workers Aged 30 to 54	184	55.8%
Workers Aged 55 or older	71	21.5%
Workers Earning \$1,250 per month or less	79	23.9%
Workers Earning \$1,251 to \$3,333 per month	130	39.4%
Workers Earning More than \$3,333 per month	121	36.7%
Workers in the "Goods Producing" Industry Class	29	8.8%
Workers in the "Trade, Transportation, and Utilities" Industry Class	65	19.7%
Workers in the "All Other Services" Industry Class	236	71.5%

Inflow Job Characteristics (Private Primary Jobs)	2021	
	Count	Share
Internal Jobs Filled by Outside Workers	418	100.0%
Workers Aged 29 or younger	80	19.1%
Workers Aged 30 to 54	207	49.5%
Workers Aged 55 or older	131	31.3%
Workers Earning \$1,250 per month or less	50	12.0%
Workers Earning \$1,251 to \$3,333 per month	115	27.5%
Workers Earning More than \$3,333 per month	253	60.5%
Workers in the "Goods Producing" Industry Class	34	8.1%
Workers in the "Trade, Transportation, and Utilities" Industry Class	49	11.7%
Workers in the "All Other Services" Industry Class	335	80.1%

Interior Flow Job Characteristics (Private Primary Jobs)	2021	
	Count	Share
Internal Jobs Filled by Residents	7	100.0%
Workers Aged 29 or younger	2	28.6%
Workers Aged 30 to 54	3	42.9%
Workers Aged 55 or older	2	28.6%
Workers Earning \$1,250 per month or less	3	42.9%
Workers Earning \$1,251 to \$3,333 per month	2	28.6%
Workers Earning More than \$3,333 per month	2	28.6%
Workers in the "Goods Producing" Industry Class	1	14.3%
Workers in the "Trade, Transportation, and Utilities" Industry Class	2	28.6%
Workers in the "All Other Services" Industry Class	4	57.1%



Nonprofit Charitable Profile

Key Population Facts			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Total Households	2,947	31,522	625,316
2023 Median Household Income	\$55,472	\$74,010	\$74,715
2023 Median Disposable Income	\$48,683	\$60,973	\$61,744
2023 Median Net Worth	\$66,091	\$176,185	\$209,057
2023 Median Age	37.2	49.8	46.4

Estimated Consumer Charitable Spending			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Stocks/Bonds/Mutual Funds to Non-HH Mbr	\$169,598	\$2,494,341	\$48,093,988
2023 Cash Gifts to Charities	\$1,041,912	\$20,716,554	\$404,123,703
2023 Oth Cash Gifts	\$1,482,791	\$24,863,724	\$481,074,084
2023 Cash to Churches/Religious Orgs	\$2,438,266	\$39,840,118	\$826,913,418
2023 Cash to Educational Institutions	\$223,649	\$3,204,269	\$63,029,952
2023 Cash Gifts to Political Orgs	\$75,675	\$1,591,060	\$30,980,391

Key Volunteer Behaviors (Index)			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Served on Committee for Local Org/12 Mo: Index	74	115	106
2023 Engaged in Fundraising/12 Mo: Index	97	100	92
2023 Volunteered for Charitable Org/12 Mo: Index	62	102	103
2023 Participated in Public Activity/12 Mo: Index	90	104	102
2023 Social Media: Follow Charitable Groups: Index	81	92	93
2023 Attended Public Mtg on Town/School Affairs/12 Mo: Index	94	101	95

Estimated Market Potential for Charitable Giving (Index)			
	West Atlantic	Delray Beach	Palm Beach Co.
2023 Contributed to Arts or Cultural Org/12 Mo: Index	71	120	110
2023 Contributed to Environ Org/12 Mo: Index	58	112	106
2023 Contributed to Health Org/12 Mo: Index	94	117	114
2023 Contributed to Social Services Org/12 Mo: Index	78	110	105

Source: This infographic contains data provided by Esri (2023, 2028), U.S. Census (2000, 2020), Esri-U.S. BLS (2023), Esri-MRI-Simmons (2023).

Office Market Profile

INTERNET ACCESS (INDEX)			
Variable	West Atlantic	Delray Beach	Palm Beach Co.
2023 Have Internet Access at Home: Index	97	101	101
2023 Broadband/High Speed Internet Connection at Home: Index	95	101	101

PROJECTED ANNUAL GROWTH RATE			
Variable	West Atlantic	Delray Beach	Palm Beach Co.
2023-2028 Growth Rate: Population	-0.20%	0.25%	0.22%
Generation Z: annual growth rate	-1.15%	1.04%	0.00%
Generation X: annual growth rate	-1.03%	0.29%	-0.30%
Millennial Population: annual growth rate	-0.69%	-0.18%	0.35%

INCOME AND HOME VALUE			
Variable	West Atlantic	Delray Beach	Palm Beach Co.
2023 Median Household Income	\$55,472	\$74,010	\$74,715
2023 Per Capita Income	\$25,866	\$53,852	\$46,921
2023 Median Home Value	\$331,381	\$433,178	\$409,788

LIFESTYLE SPENDING (INDEX)			
Variable	West Atlantic	Delray Beach	Palm Beach Co.
2023 Meals at Restaurants/Other: Index	77	107	108
2023 Entertainment/Rec: Index	74	107	106
2023 Retail Goods: Index	77	107	107
2023 Apparel/Services: Index	80	106	106
2023 Home Services: Index	77	108	108

Source: This infographic contains data provided by Esri (2023, 2028), Esri-MRI-Simmons (2023), Esri-U.S. BLS (2023).

Retail Demand by Industry (Tabular)

		West Atlantic			Delray Beach			Palm Beach County		
NAICS Code	Industry Summary	Spending Potential Index	Average Spent	Total	Spending Potential Index	Average Spent	Total	Spending Potential Index	Average Spent	Total
44-45, 722	Retail Trade, Food Services & Drinking Places	78	\$21,376.66	\$62,997,009	107	\$29,246.80	\$921,917,606	106	\$29,046.49	\$18,163,233,582
44-45	Retail Trade	78	\$18,312.67	\$53,967,452	107	\$24,957.72	\$786,717,151	106	\$24,775.05	\$15,492,237,167
722	Food Services & Drinking Places	76	\$3,063.98	\$9,029,558	107	\$4,289.08	\$135,200,455	107	\$4,271.43	\$2,670,996,415
				\$125,994,019						\$36,326,467,164

NAICS Code	Industry Subsector & Group	Index	Average Spending	Total	Index	Average Spending	Total	Index	Average Spending	Total
441	Motor Vehicle & Parts Dealers	77	\$2,199.12	\$6,480,801	106	\$3,029.79	\$95,504,907	106	\$3,036.25	\$1,898,617,299
4411	Automobile Dealers	77	\$1,886.96	\$5,560,884	106	\$2,593.67	\$81,757,527	106	\$2,590.15	\$1,619,660,773
4412	Other Motor Vehicle Dealers	71	\$134.57	\$396,569	103	\$195.54	\$6,163,907	108	\$205.36	\$128,414,698
4413	Auto Parts, Accessories & Tire Stores	78	\$177.59	\$523,348	106	\$240.58	\$7,583,473	106	\$240.75	\$150,541,828
442	Furniture and Home Furnishings Stores	77	\$748.92	\$2,207,059	108	\$1,047.67	\$33,024,580	108	\$1,055.37	\$659,942,366
4421	Furniture Stores	80	\$489.39	\$1,442,230	108	\$663.13	\$20,903,340	107	\$660.07	\$412,752,168
4422	Home Furnishings Stores	72	\$259.53	\$764,829	107	\$384.53	\$12,121,240	110	\$395.30	\$247,190,198
443, 4431	Electronics and Appliance Stores	77	\$230.89	\$680,426	109	\$327.23	\$10,315,055	107	\$323.21	\$202,111,247
444	Bldg Material & Garden Equipment & Supplies Dealers	73	\$1,047.45	\$3,086,832	102	\$1,465.79	\$46,204,519	105	\$1,504.47	\$940,767,060
4441	Building Material and Supplies Dealers	73	\$950.44	\$2,800,937	102	\$1,327.86	\$41,856,921	105	\$1,365.26	\$853,716,613
4442	Lawn and Garden Equipment and Supplies Stores	73	\$97.01	\$285,896	103	\$137.92	\$4,347,598	104	\$139.21	\$87,050,447

445	Food and Beverage Stores	79	\$4,244.01	\$12,507,109	108	\$5,773.06	\$181,978,526	106	\$5,686.40	\$3,555,799,256
4451	Grocery Stores	80	\$3,956.91	\$11,661,025	108	\$5,368.04	\$169,211,503	106	\$5,286.37	\$3,305,649,784
4452	Specialty Food Stores	79	\$132.66	\$390,944	108	\$180.59	\$5,692,462	107	\$177.90	\$111,241,792
4453	Beer, Wine, and Liquor Stores	75	\$154.44	\$455,140	109	\$224.43	\$7,074,561	108	\$222.14	\$138,907,680
446, 4461	Health and Personal Care Stores	81	\$596.00	\$1,756,418	110	\$807.88	\$25,466,000	108	\$796.77	\$498,233,319
447, 4471	Gasoline Stations	82	\$2,369.15	\$6,981,884	105	\$3,030.84	\$95,538,041	104	\$2,989.56	\$1,869,416,781
448	Clothing and Clothing Accessories Stores	80	\$916.37	\$2,700,542	106	\$1,217.95	\$38,392,170	105	\$1,205.41	\$753,761,502
4481	Clothing Stores	80	\$724.33	\$2,134,606	107	\$966.19	\$30,456,295	106	\$957.29	\$598,606,460
4482	Shoe Stores	80	\$180.65	\$532,373	105	\$235.61	\$7,426,840	103	\$232.09	\$145,128,301
4483	Jewelry, Luggage, and Leather Goods Stores	77	\$11.39	\$33,564	109	\$16.15	\$509,035	108	\$16.03	\$10,026,741
451	Sporting Goods, Hobby, Musical Inst., and Book Stores	74	\$306.58	\$903,477	105	\$438.72	\$13,829,450	106	\$441.43	\$276,032,565
4511	Sporting Goods, Hobby, and Musical Inst Stores	73	\$250.82	\$739,178	105	\$358.26	\$11,293,128	106	\$361.80	\$226,238,395
4512	Book Stores and News Dealers	75	\$55.75	\$164,300	109	\$80.46	\$2,536,322	107	\$79.63	\$49,794,170
452	General Merchandise Stores	79	\$3,271.09	\$9,639,888	107	\$4,454.12	\$140,402,736	106	\$4,407.52	\$2,756,095,714
4522	Department Stores	78	\$283.04	\$834,127	107	\$385.61	\$12,155,062	106	\$382.70	\$239,307,233
4523	Merch. Stores, incl. Warehouse Clubs, Supercenters	79	\$2,988.04	\$8,805,762	107	\$4,068.51	\$128,247,674	106	\$4,024.83	\$2,516,788,481
453	Miscellaneous Store Retailers	74	\$422.62	\$1,245,471	105	\$597.91	\$18,847,260	104	\$592.35	\$370,405,959
4531	Florists	74	\$21.47	\$63,265	104	\$30.29	\$954,781	105	\$30.72	\$19,210,700
4532	Office Supplies, Stationery, and Gift Stores	76	\$69.01	\$203,381	107	\$97.59	\$3,076,225	107	\$97.15	\$60,750,073
4533	Used Merchandise Stores	70	\$54.87	\$161,702	105	\$83.08	\$2,618,696	106	\$83.43	\$52,171,214
4539	Other Miscellaneous Store Retailers	74	\$277.27	\$817,123	104	\$386.95	\$12,197,558	102	\$381.05	\$238,273,972
454	Nonstore Retailers	76	\$1,960.48	\$5,777,542	107	\$2,766.76	\$87,213,907	106	\$2,736.30	\$1,711,054,099

4541	Electronic Shopping and Mail-Order Houses	77	\$1,734.72	\$5,112,213	107	\$2,418.97	\$76,250,637	107	\$2,398.83	\$1,500,029,901
4542	Vending Machine Operators	83	\$29.62	\$87,282	107	\$38.38	\$1,209,898	106	\$37.76	\$23,610,180
4543	Direct Selling Establishments	65	\$196.15	\$578,047	103	\$309.41	\$9,753,372	100	\$299.71	\$187,414,018
722	Food Services & Drinking Places	76	\$3,063.98	\$9,029,558	107	\$4,289.08	\$135,200,455	107	\$4,271.43	\$2,670,996,415
7223	Special Food Services	76	\$10.91	\$32,142	107	\$15.34	\$483,489	106	\$15.24	\$9,529,254
7224	Drinking Places (Alcoholic Beverages)	75	\$69.90	\$206,002	109	\$101.52	\$3,200,179	107	\$99.77	\$62,388,494
7225	Restaurants and Other Eating Places	76	\$2,983.17	\$8,791,414	107	\$4,172.22	\$131,516,787	107	\$4,156.42	\$2,599,078,667

Shopping and Spending					
West Atlantic Ave DBCRA		Delray Beach City, FL		Palm Beach County, FL	

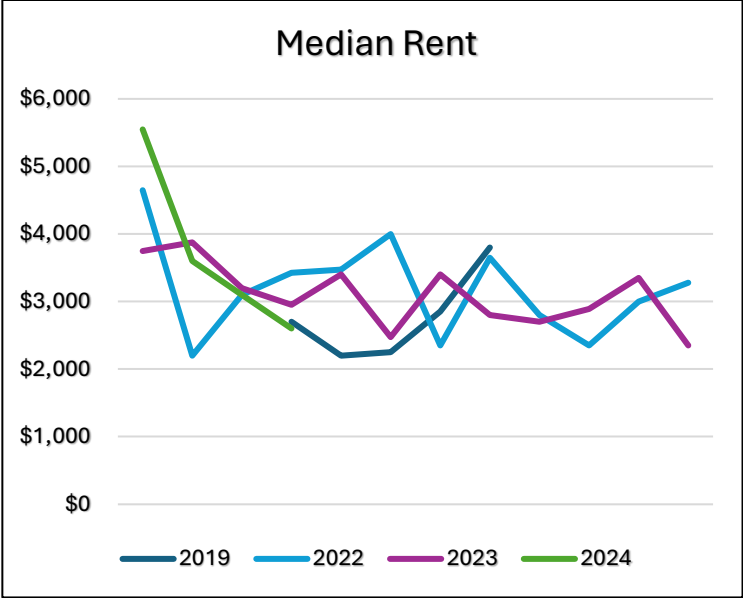
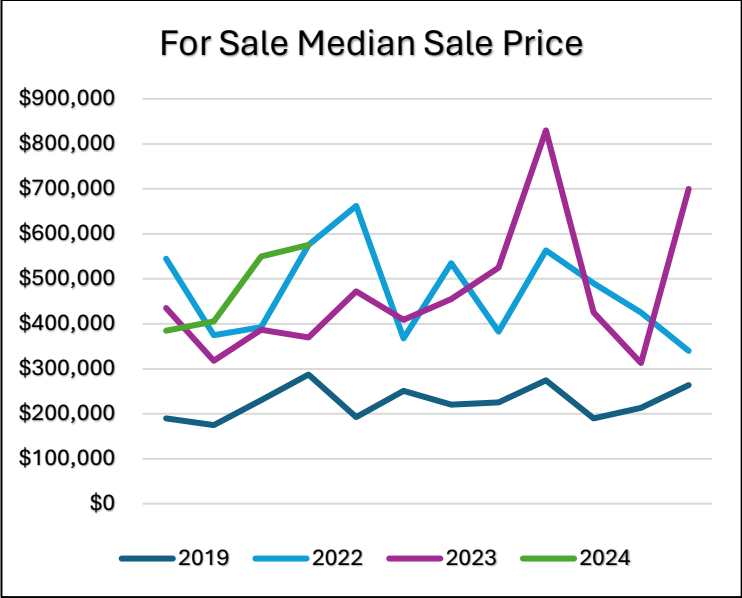
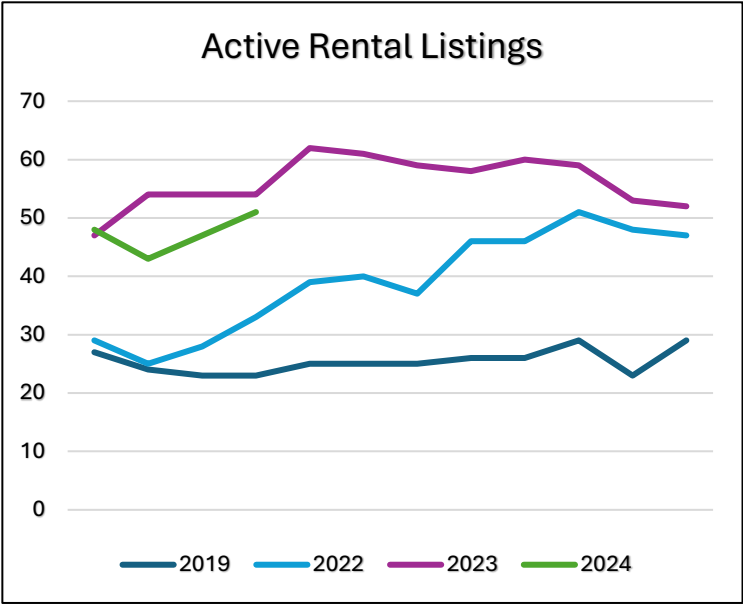
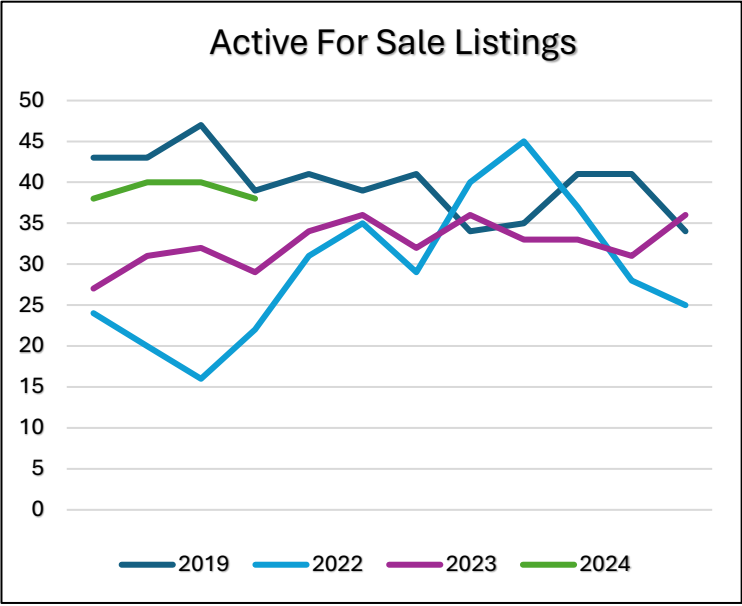
Variable	Value	Variable	Value	Variable	Value
2023 Loan Interest Paid on Oth Vehicles: Index	38	2023 Convalescent/Nursing Home Care: Index	141	2023 Parking (Owner): Index	137
2023 Coal/Wood/Oth Fuel: Index	43	2023 Parking (Owner): Index	139	2023 Mgmt/Upkeep Fees-Security (Owner): Index	143
2023 Oth Vehicles Financed: Index	52	2023 Care-Elderly/Handicapped: Index	138	2023 Stamp/Coin Collecting: Index	139
2023 Gas-Bottled/Tank (Owner): Index	58	2023 Mgmt/Upkeep Fees-Security (Owner): Index	140	2023 Water/Sewer Maint (Renter): Index	115
2023 Loan Principal Paid on Oth Vehicles: Index	54	2023 Rented Dwellings: Index	124	2023 Electricity (Renter): Index	113
2023 Bottled Gas: Index	61	2023 Rent: Index	124	2023 Rental of TV/VCR/Radio/Sound Equipment: Index	131
2023 Diesel Fuel: Index	62	2023 Tenant's Insurance: Index	124		
2023 Playground Equipment: Index	61	2023 Natural/Utility Gas (Renter): Index	116		
2023 Play Arcade Pinball/Video Games: Index	65	2023 Electricity (Renter): Index	122		
2023 Pet Food: Index	66	2023 Water/Sewer Maint (Renter): Index	119		
2023 Oth Sports Equipment: Index	64	2023 Rental of TV/VCR/Radio/Sound Equipment: Index	135		
2023 Wigs/Hairpieces: Index	137	2023 Dinner at Employer/School Cafe: Index	126		
2023 Water/Sewer Maint (Renter): Index	119				
2023 Electricity (Renter): Index	115				
2023 Rental of TV/VCR/Radio/Sound Equipment: Index	143				

Shopping		Shopping		Shopping	
Variable	Value	Variable	Value	Variable	Value
2023 Shopped at Family Dollar Store/3 Mo: Index	252	2023 Shopped at Tractor Supply Hardware Store/12 Mo: Index	78	2023 Shopped at Tractor Supply Hardware Store/12 Mo: Index	79
2023 Shopped at Tractor Supply Hardware Store/12 Mo: Index	43	2023 Shopped at Walgreens Drug Store/6 Mo: Index	105	2023 Used Coupons for Tobacco/12 Mo: Index	77
2023 Ordered Fishing/Camping Equip Online/6 Mo: Index	37	2023 Ordered Fishing/Camping Equip Online/6 Mo: Index	82	2023 Shopped at Walgreens Drug Store/6 Mo: Index	106
2023 Shopped at Walgreens Drug Store/6 Mo: Index	115	2023 Shopped at Wawa/6 Mo: Index	130	2023 Shopped at Dollar General Store/3 Mo: Index	87

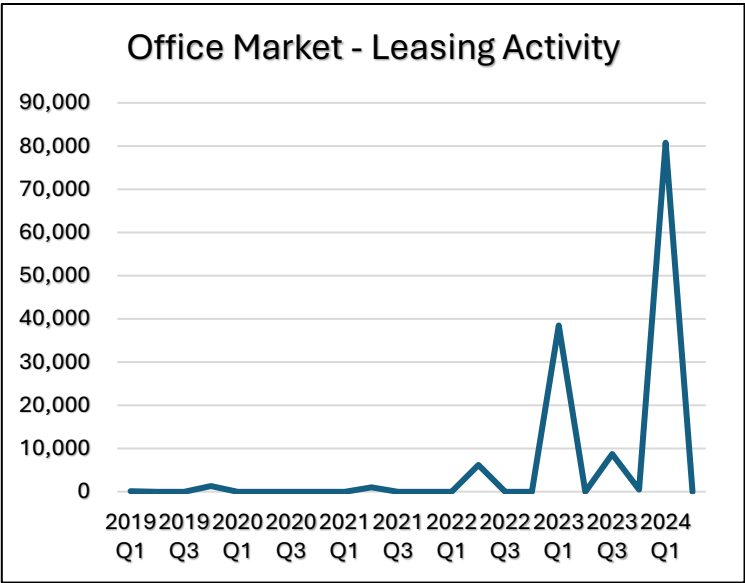
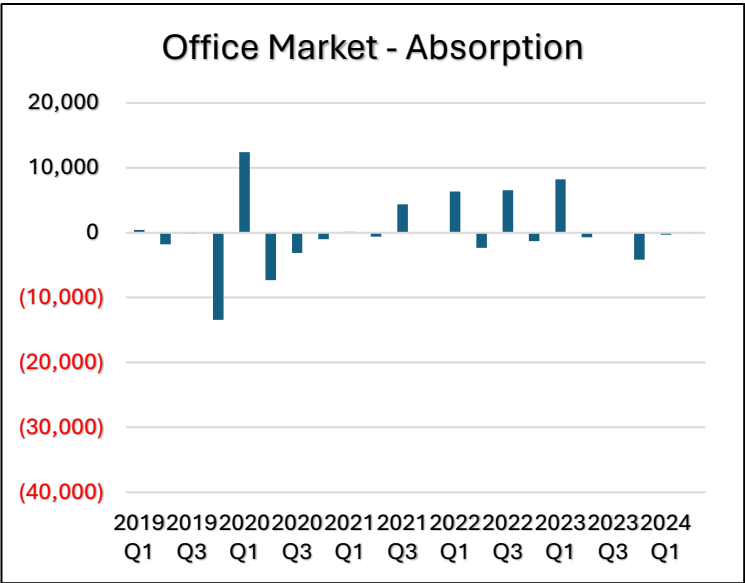
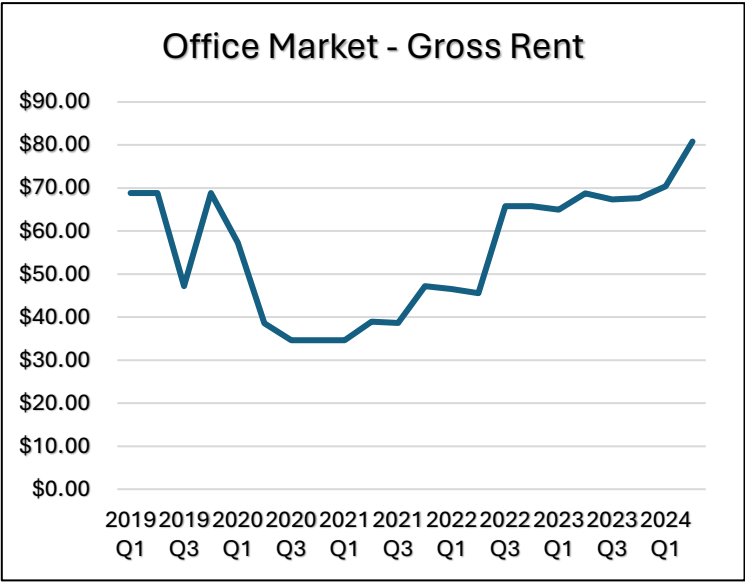
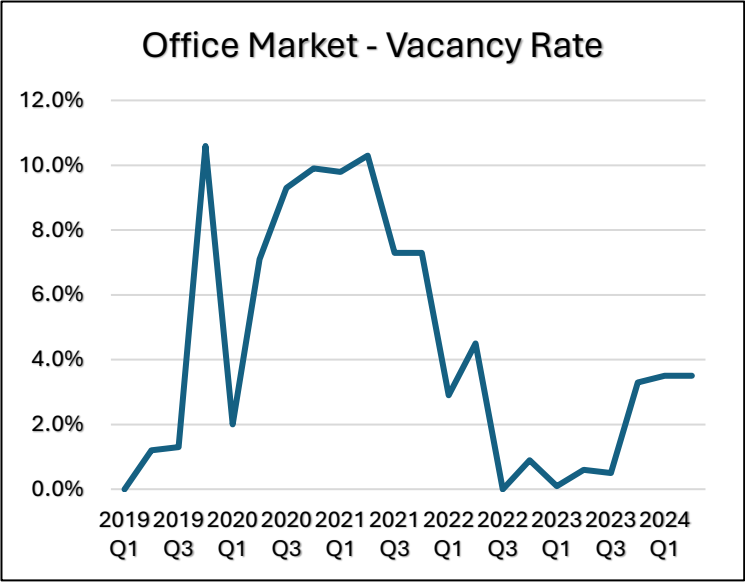
Variable	This area	Variable	This area	Variable	This area
2023 Average Disposable Income	\$63,732	2023 Average Disposable Income	\$85,913	2023 Average Disposable Income	\$86,030

Source: This infographic contains data provided by Esri (2023).	Source: This infographic contains data provided by Esri (2023).	Source: This infographic contains data provided by Esri (2023).
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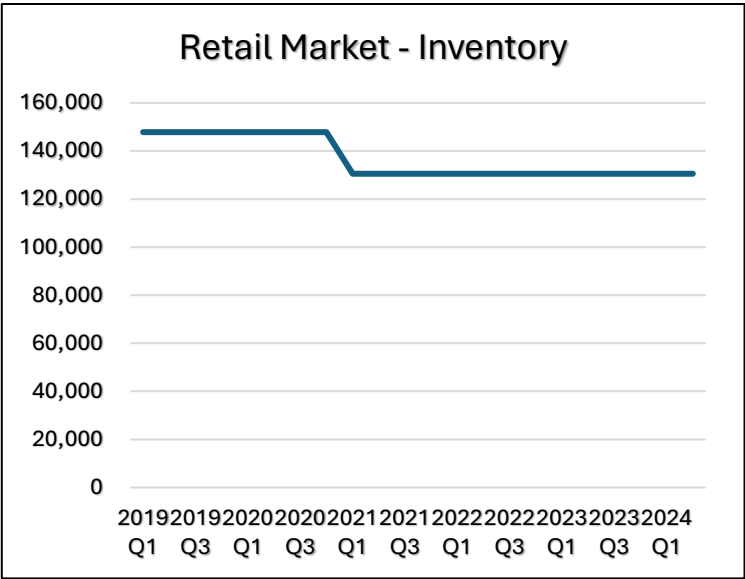
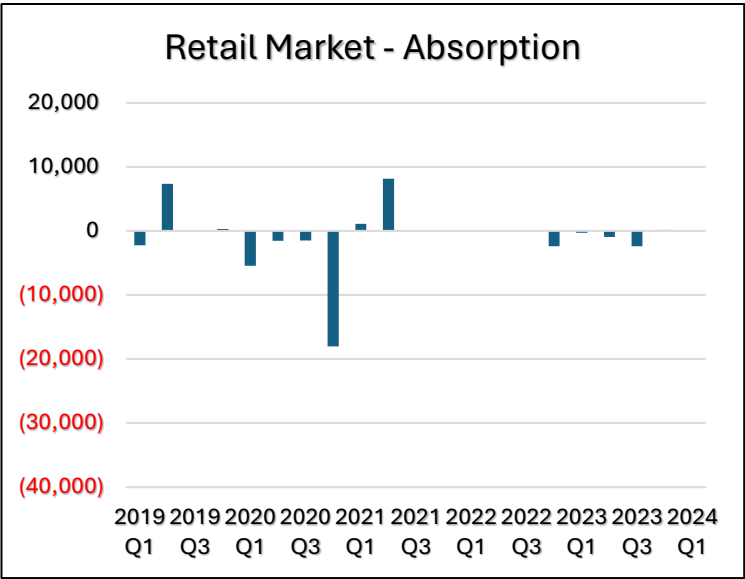
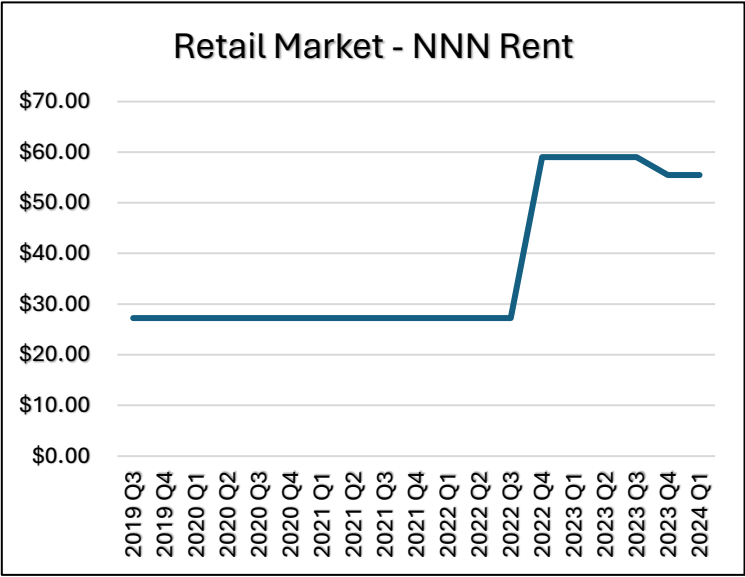
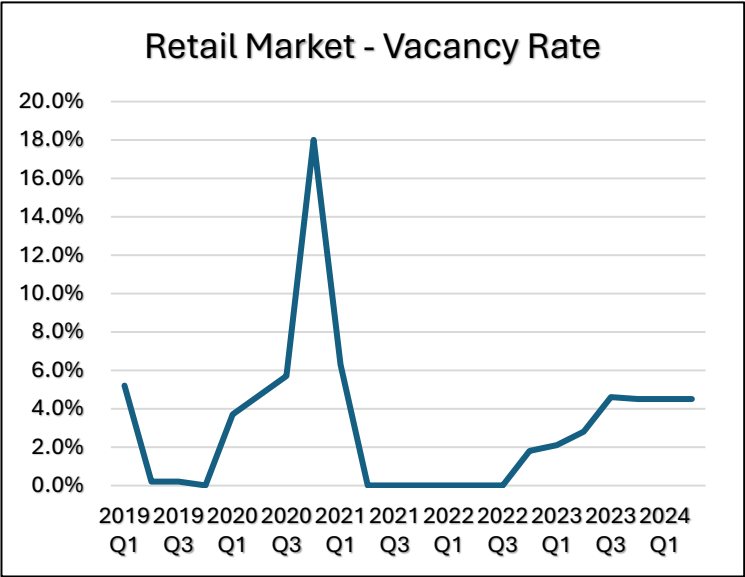
Residential Real Estate



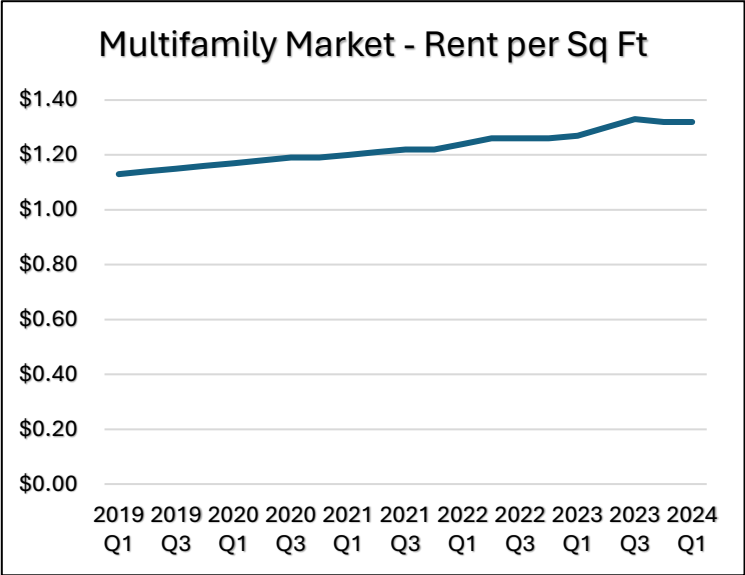
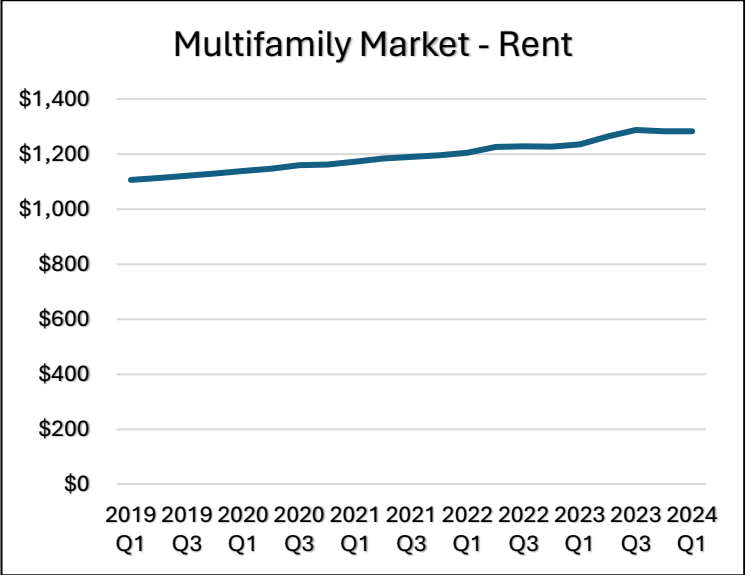
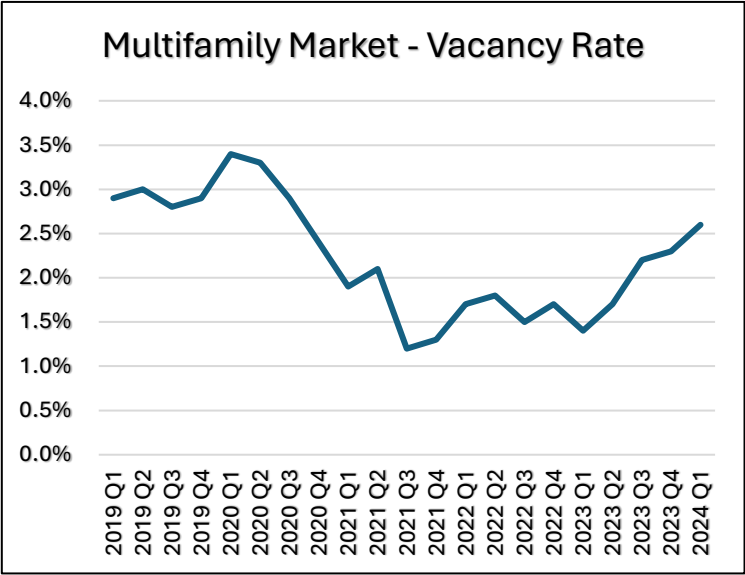
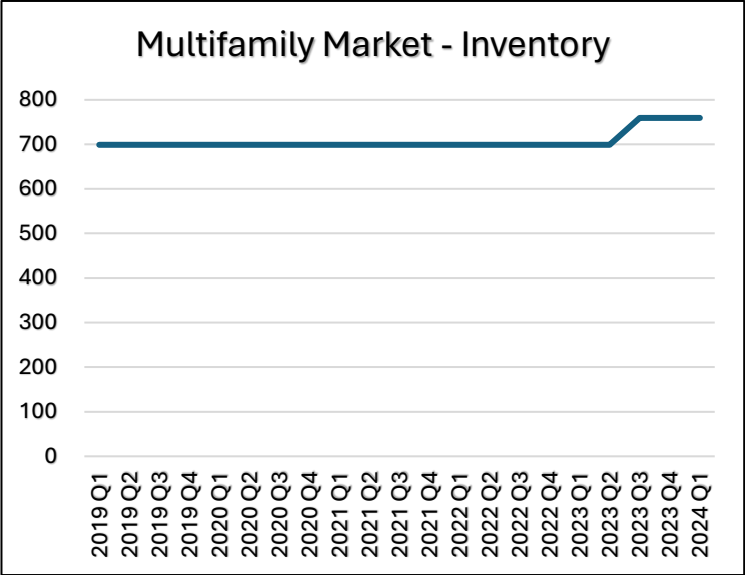
Commercial Real Estate - Office



Commercial Real Estate – Retail

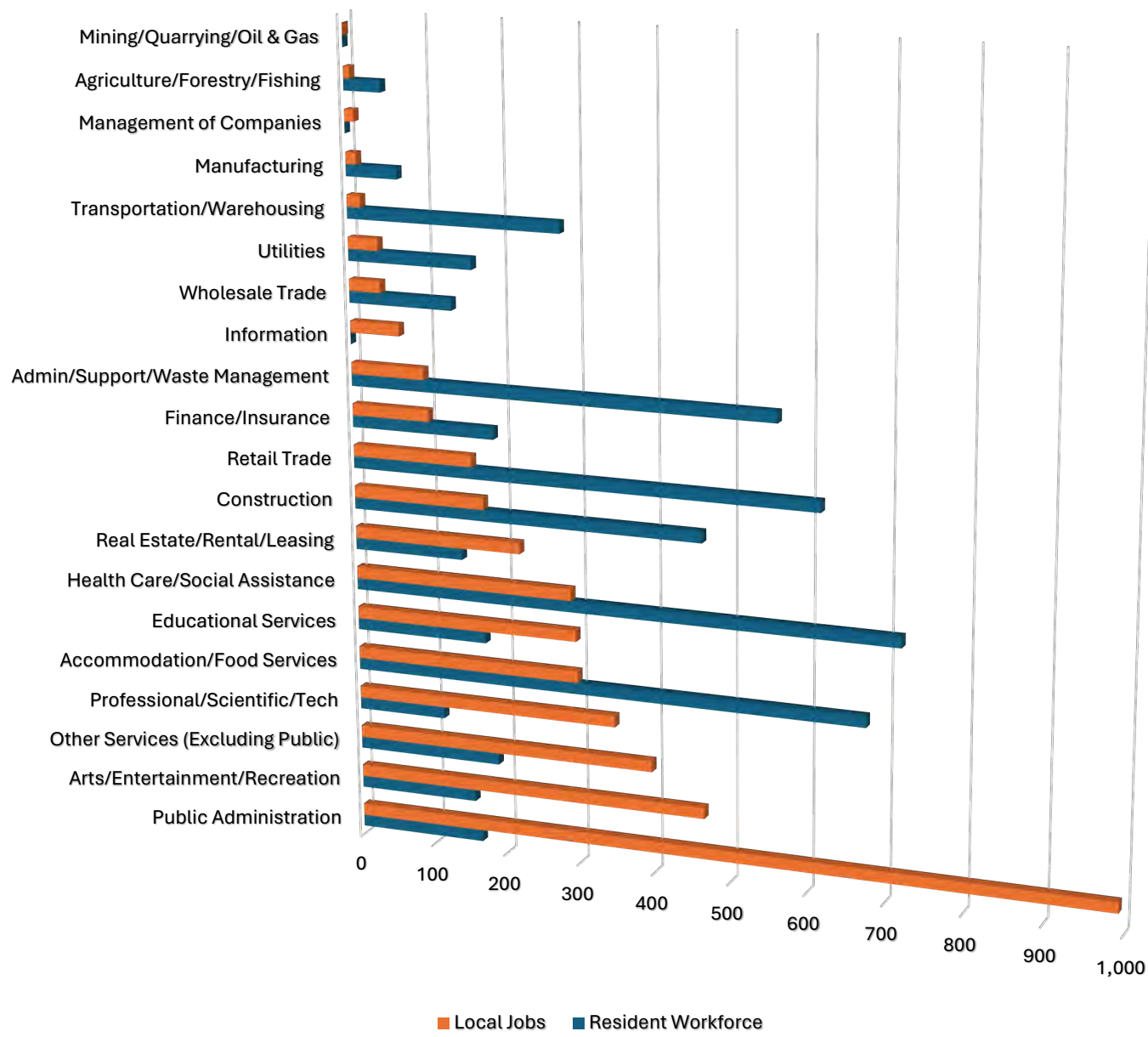


Commercial Real Estate - Multifamily



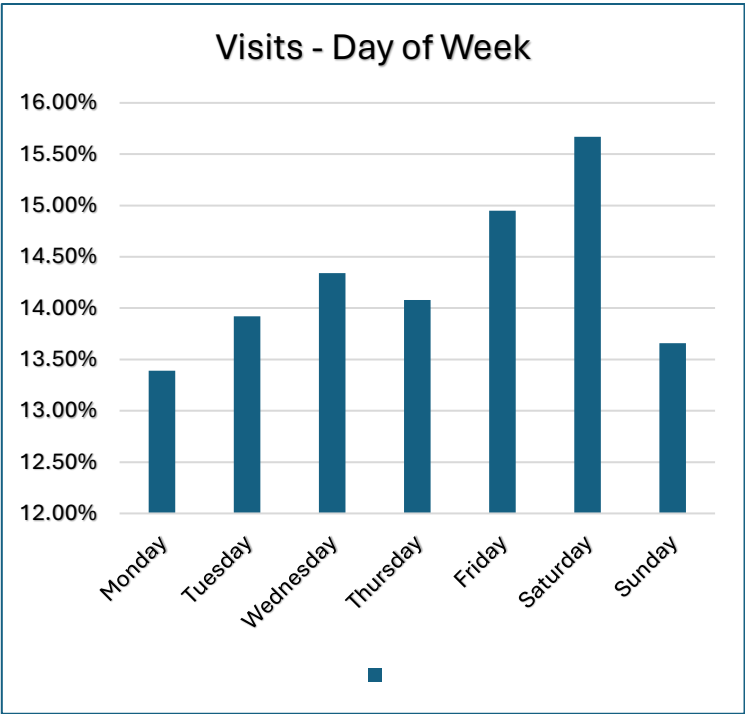
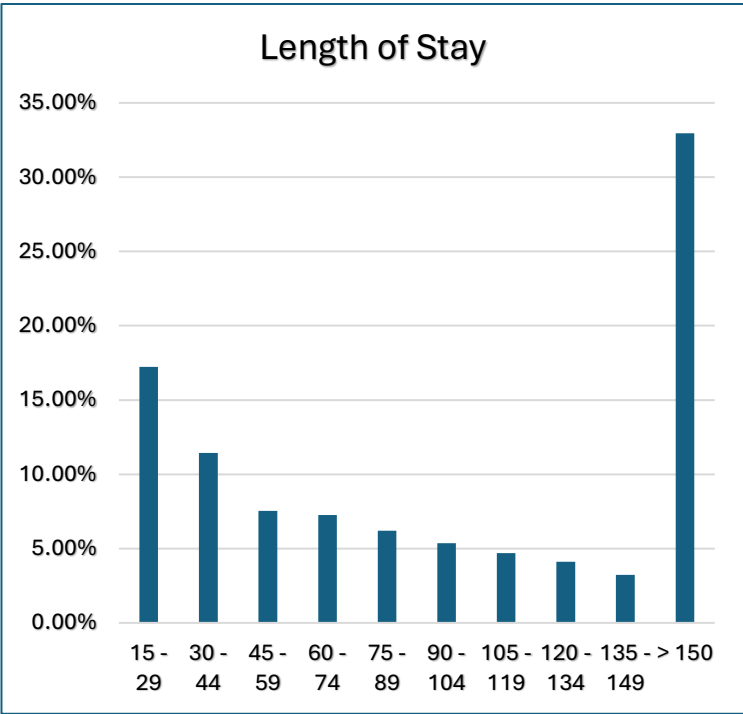
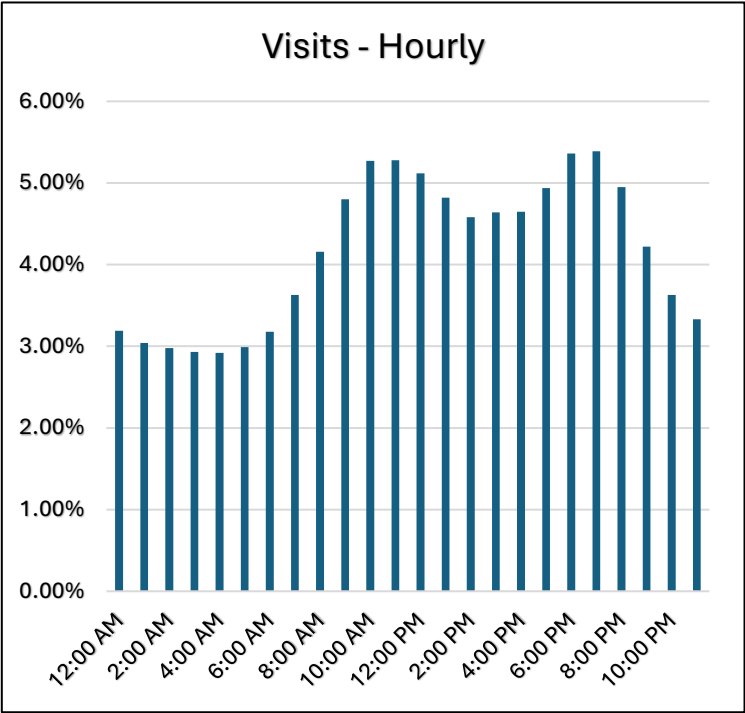
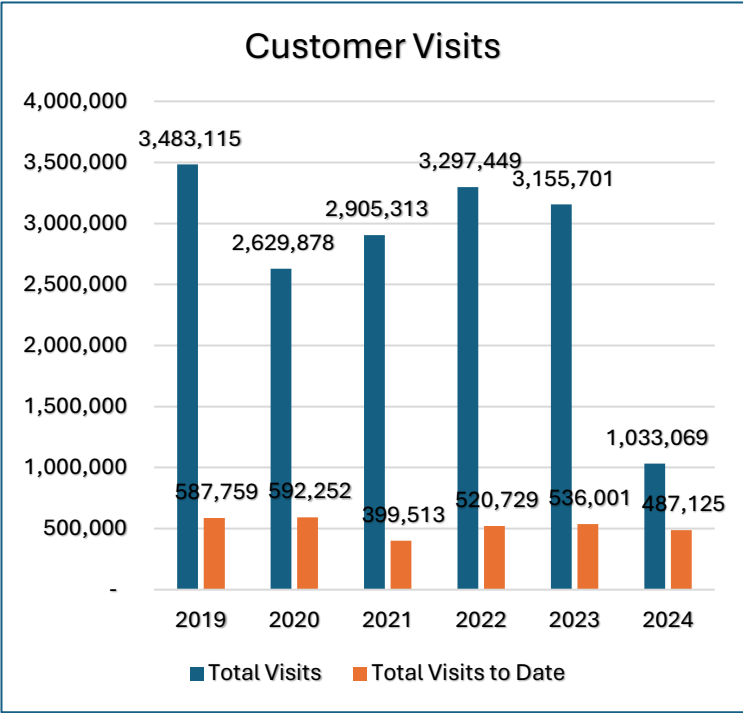
Atlantic West Labor Economics

Resident Workforce to Local Jobs

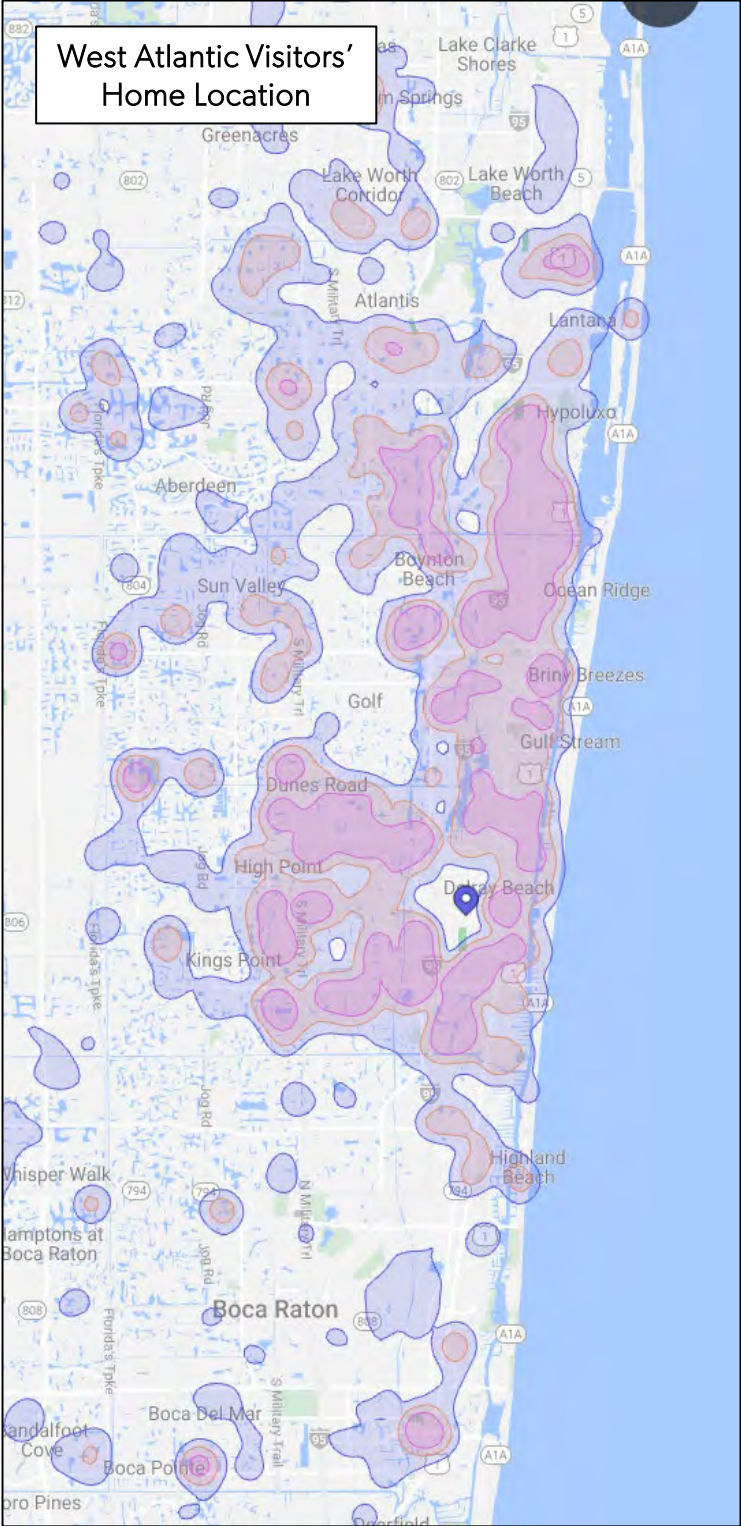
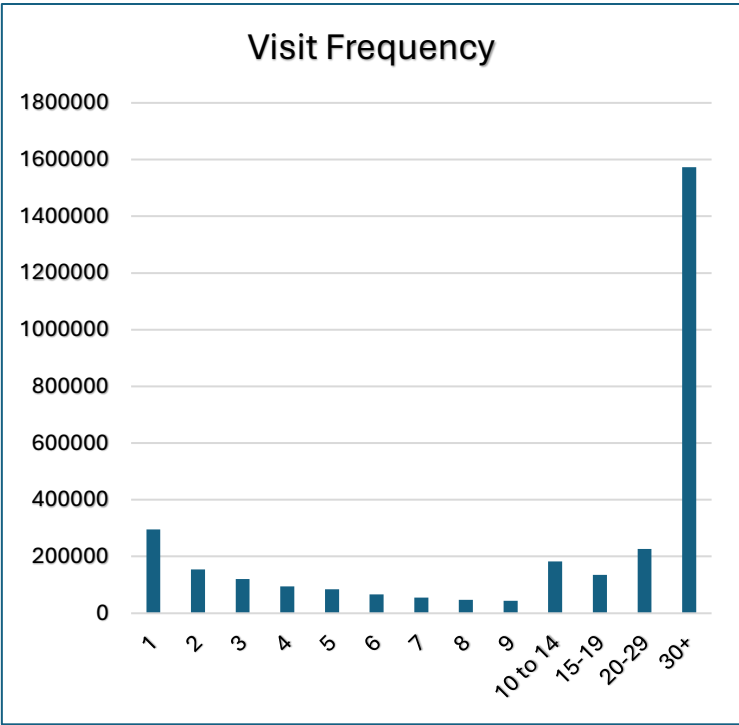
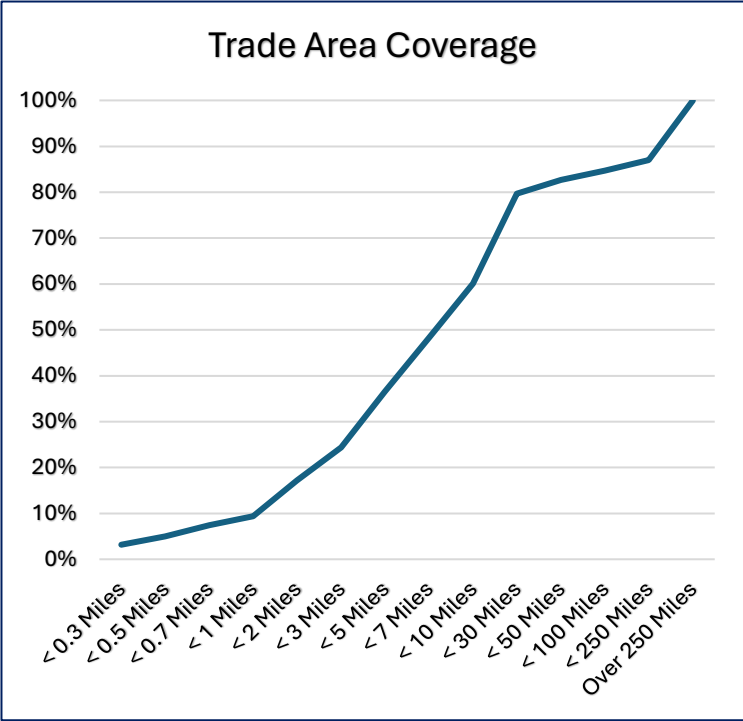


Source: ESRI

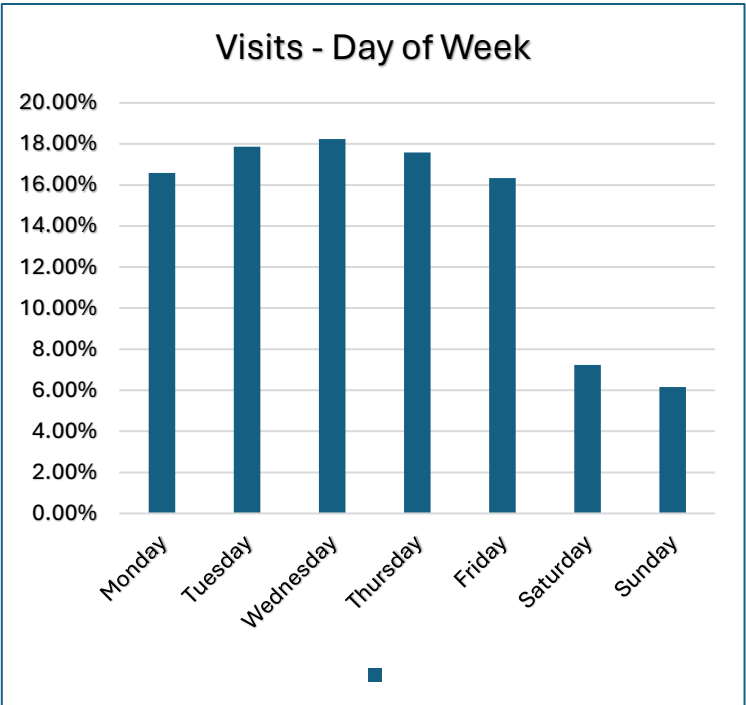
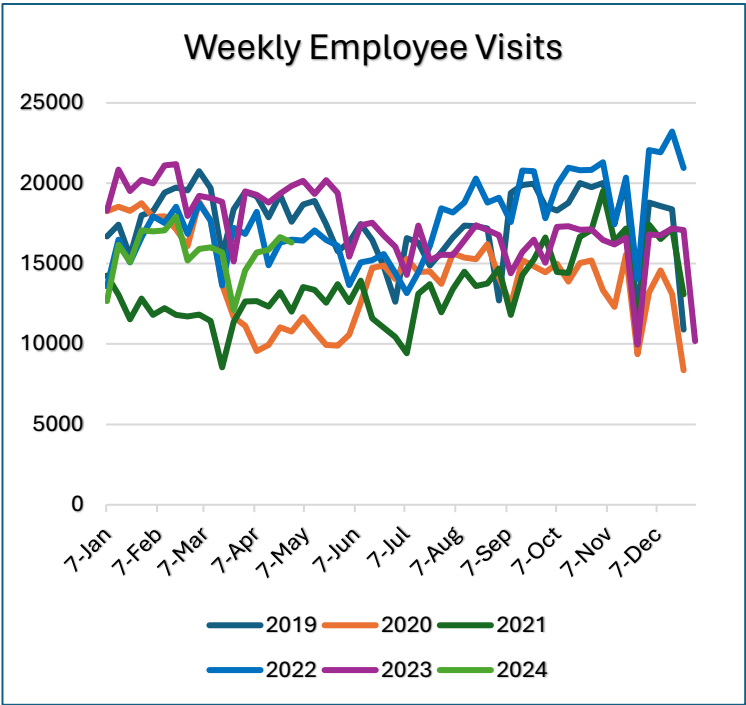
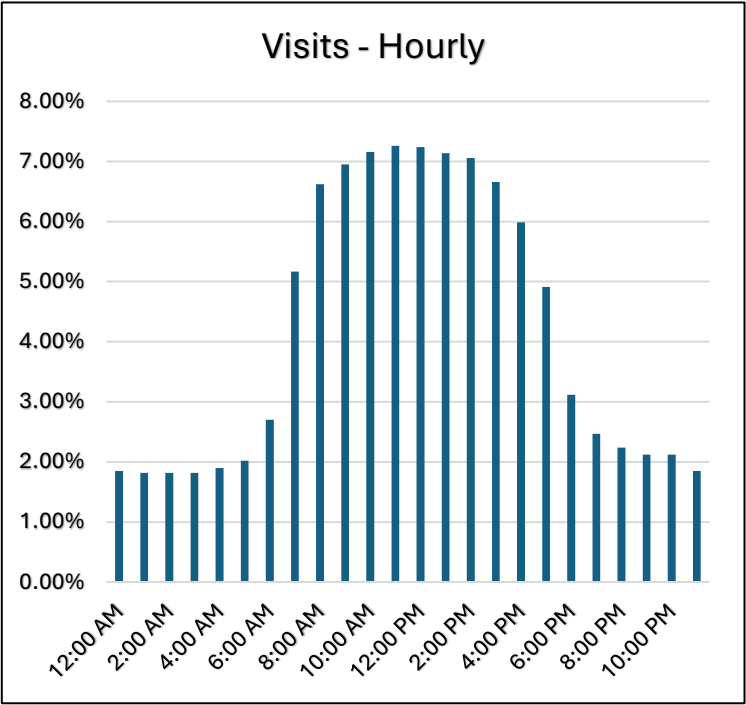
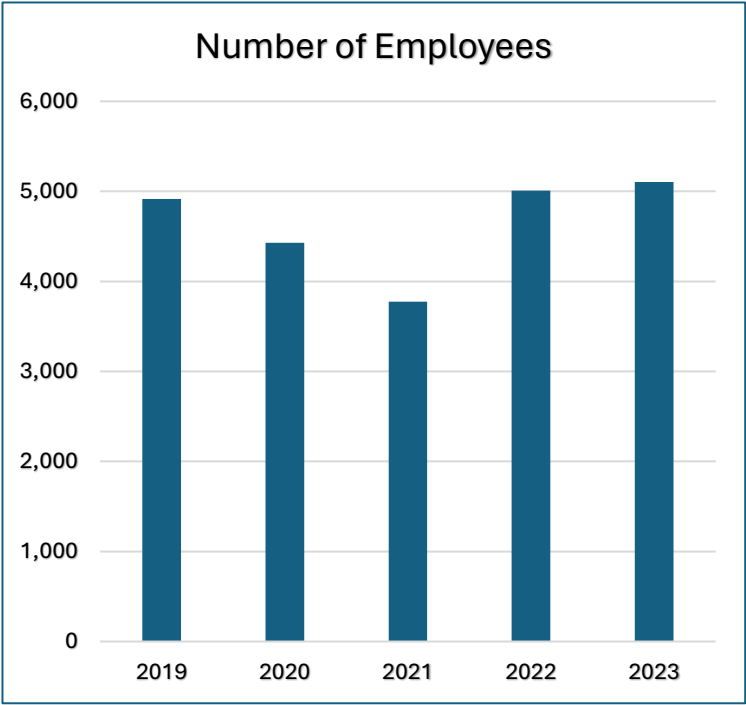
Visitor Foot Traffic to Atlantic West Area



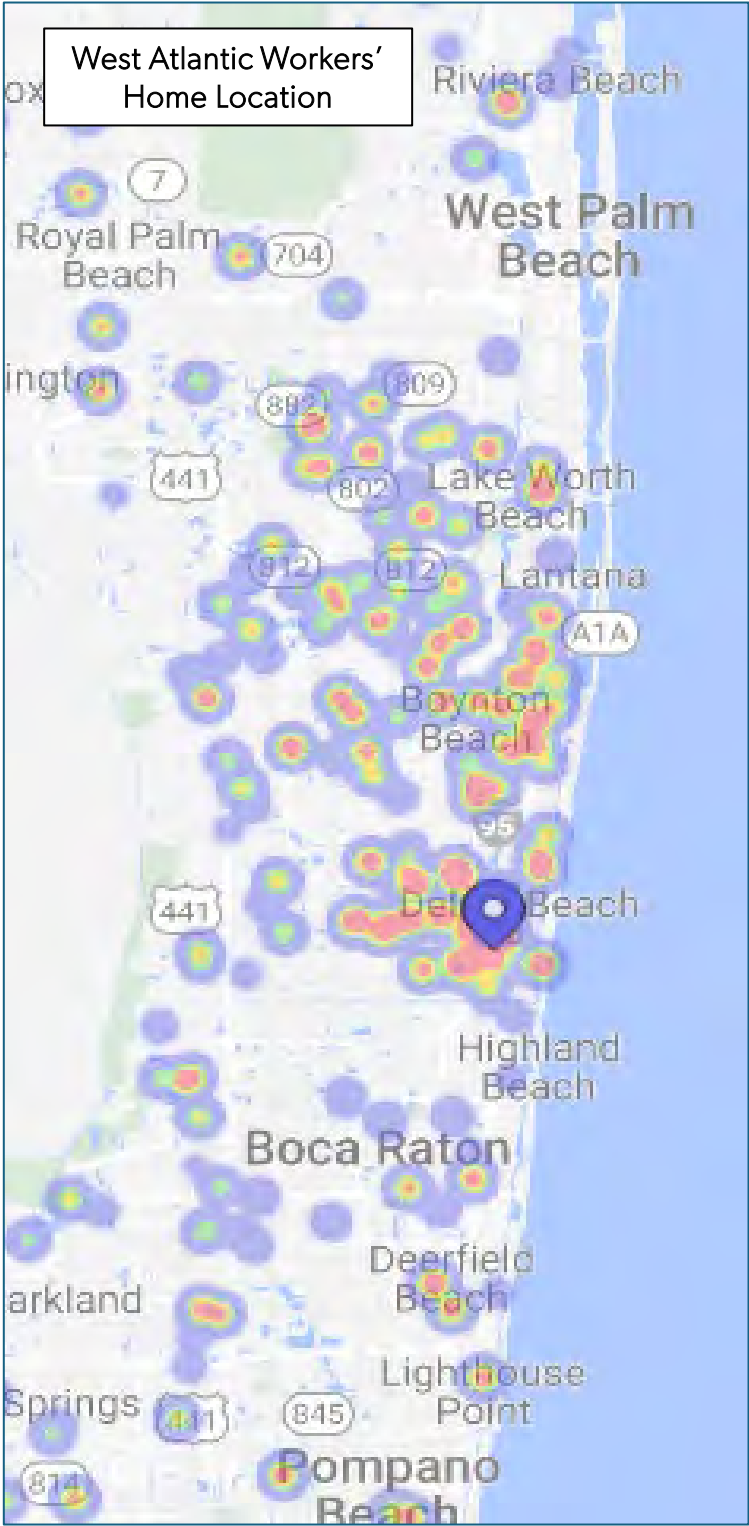
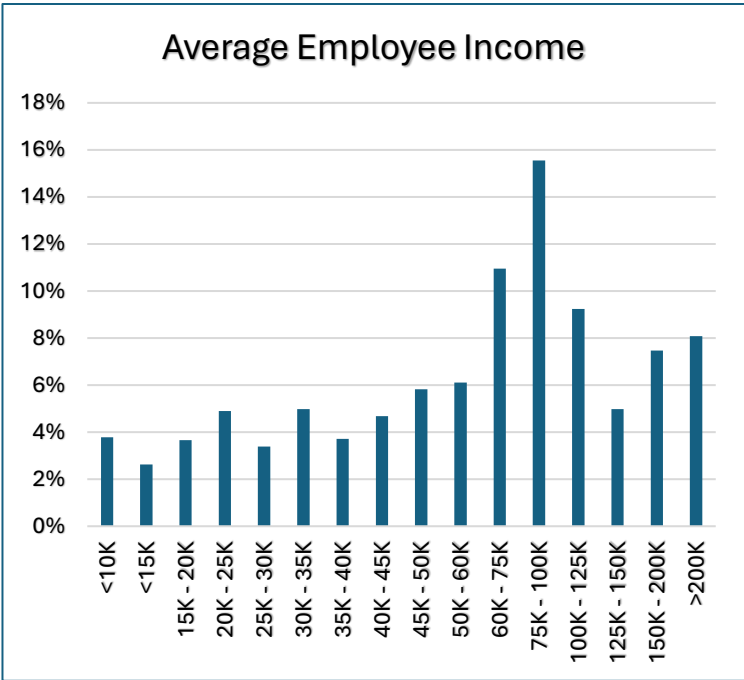
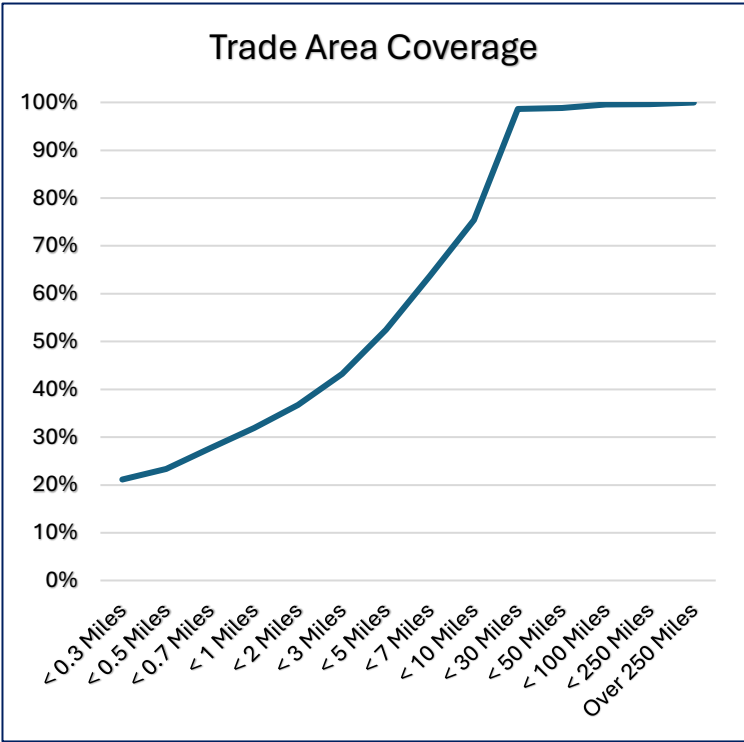
Visitor Foot Traffic to Atlantic West Area



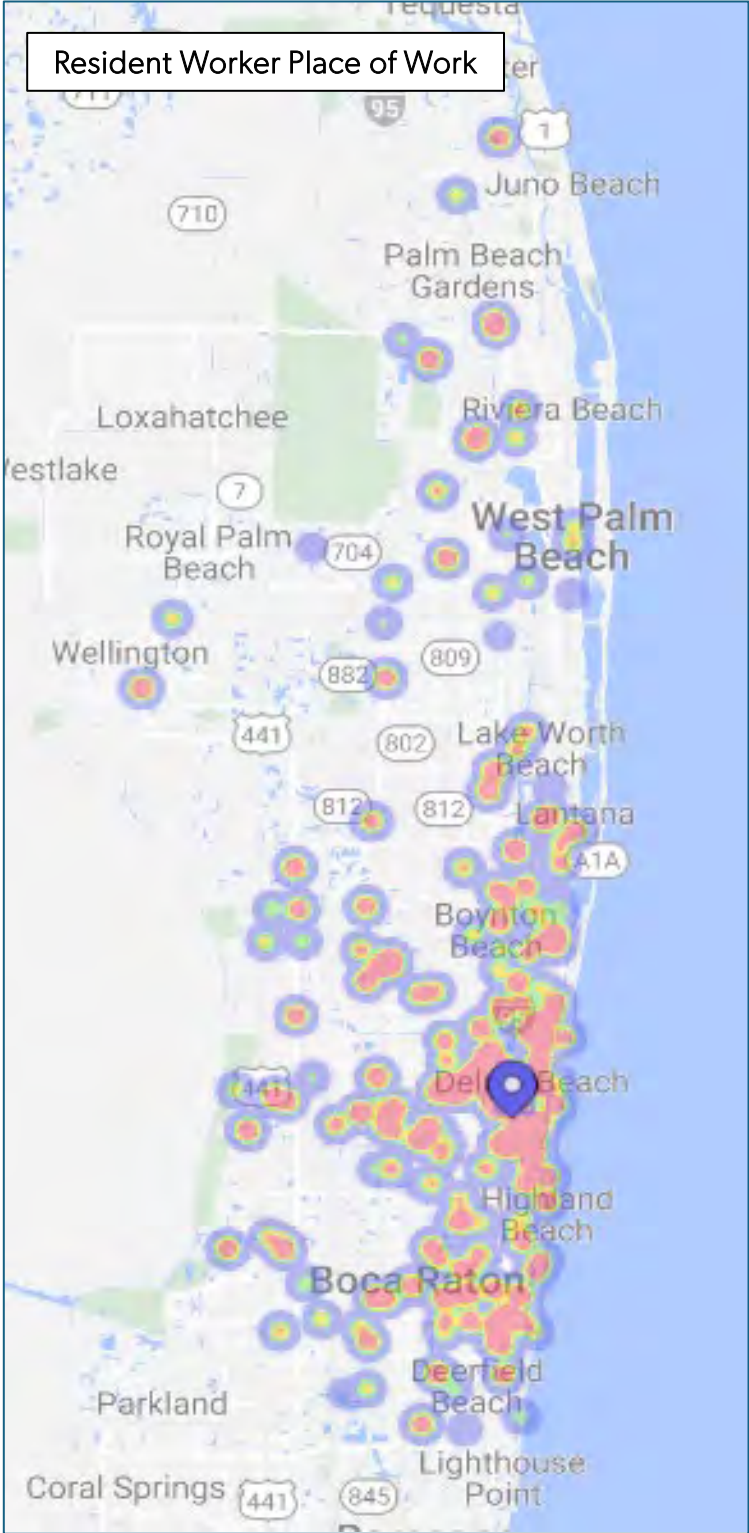
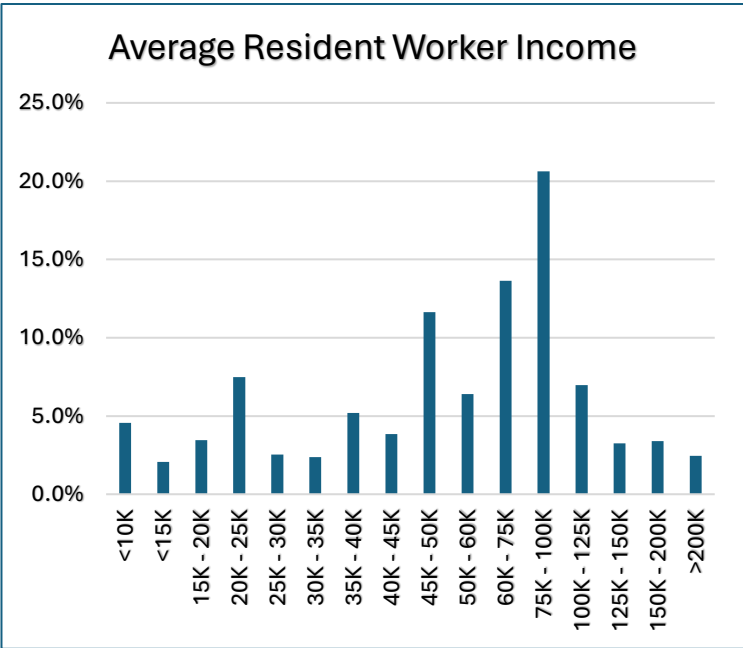
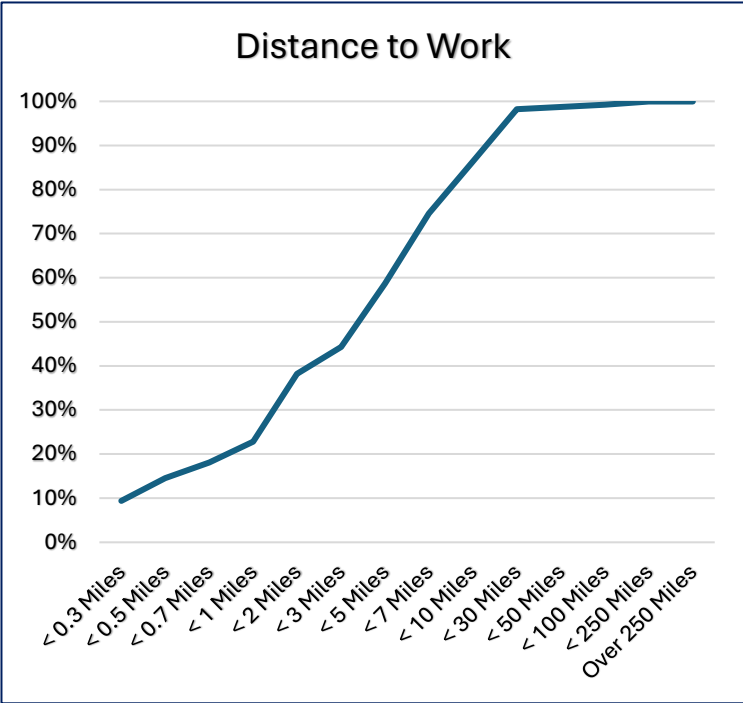
West Atlantic Area Worker Foot Traffic Trends



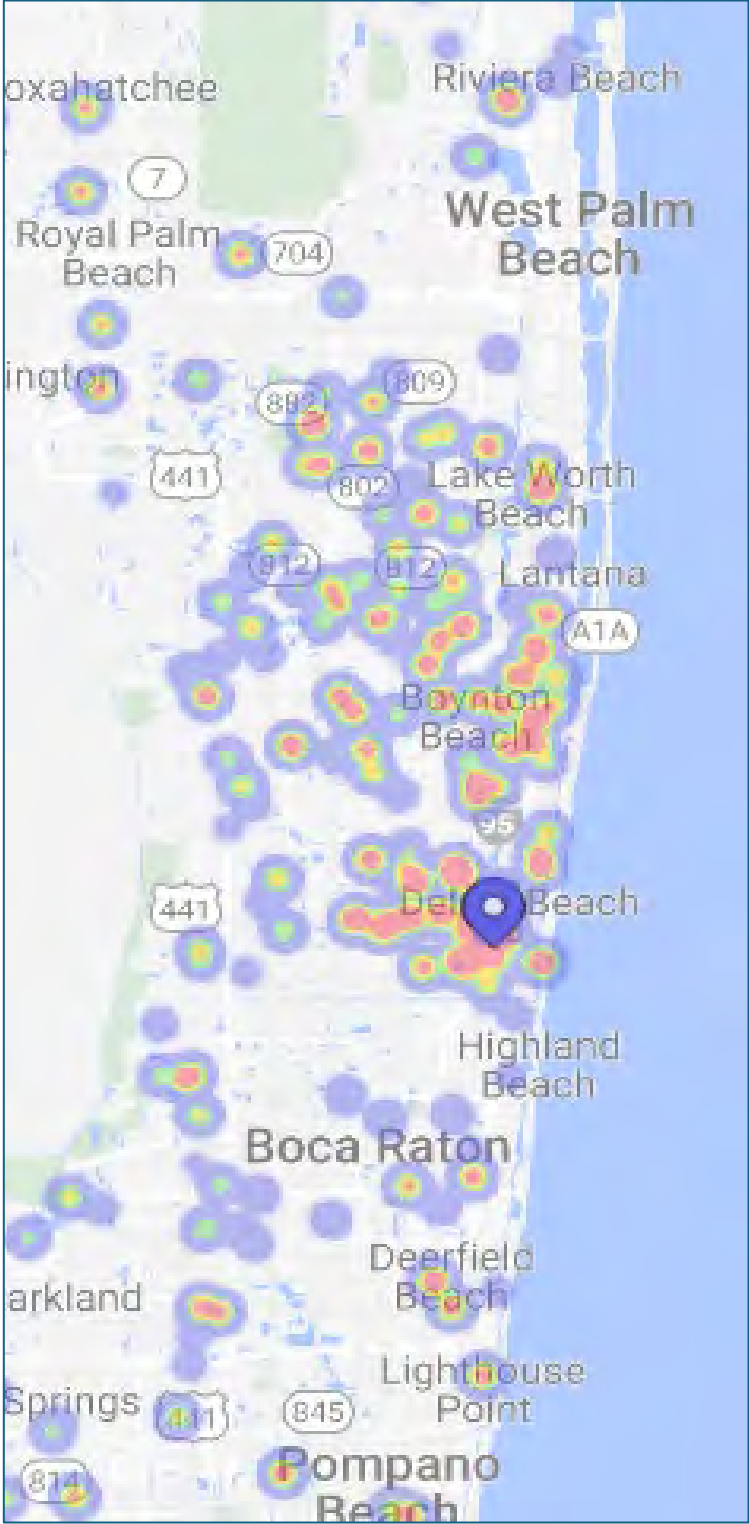
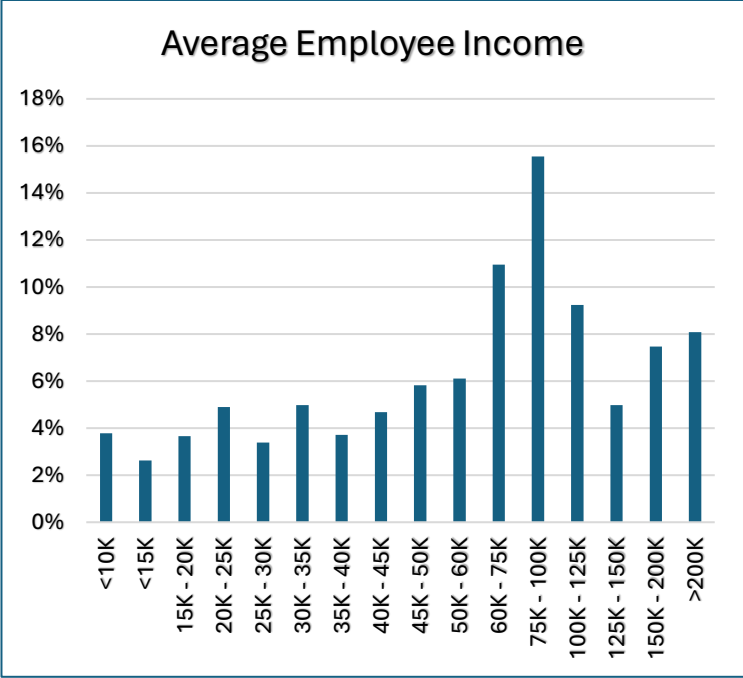
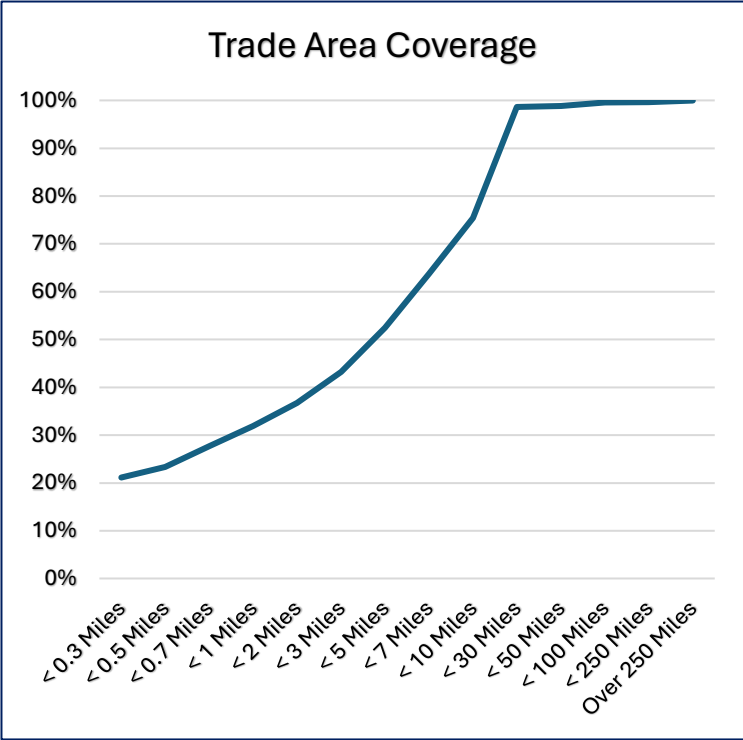
West Atlantic Area Worker Foot Traffic Trends



West Atlantic Area Resident Foot Traffic Trends



West Atlantic Area Resident Foot Traffic Trends



Employment Overview - City of Delray Beach

	2003	2008	2013	2018	2023
Total Jobs	31,298	30,141	29,420	38,415	44,671

Jobs by Worker Age					
29 and younger	6,841	6,851	6,522	8,637	10,044
30 to 54	19,015	17,298	16,060	18,842	21,910
55 and older	5,442	5,962	6,838	10,936	12,717

Jobs by Earnings					
\$1,250/month or less	8,792	7,457	7,368	8,577	9,974
\$1,251 to \$3,333 per month	14,131	12,173	12,305	14,884	17,308
More than \$3,333 per month	8,375	10,511	9,747	14,954	17,389

Jobs by Industry					
Agriculture/Forestry/Fishing	70	44	20	8	9
Mining/Quarrying/Oil & Gas	2	7	-	-	-
Construction	57	42	30	22	26
Manufacturing	2,336	2,817	1,557	1,191	1,385
Wholesale Trade	698	654	682	807	938
Retail Trade	1,091	1,009	1,154	1,696	1,972
Transportation/Warehousing	5,009	3,933	4,706	4,110	4,780
Utilities	204	339	299	609	708
Information	484	532	704	1,114	1,295
Finance/Insurance	769	940	984	1,383	1,608
Real Estate/Rental/Leasing	538	895	568	833	969
Professional/Scientific/Tech	1,628	1,795	2,289	3,227	3,752
Management of Companies	3,466	3,062	236	22	26
Admin/Support/Waste Management	2,047	1,504	1,430	1,268	1,474
Educational Services	130	82	256	700	814
Health Care/Social Assistance	6,465	6,341	6,513	8,797	10,230
Arts/Entertainment/Recreation	709	711	664	864	1,004
Accommodation/Food Services	3,049	2,910	5,058	8,797	10,230
Other Services (Excluding Public)	1,093	1,120	1,225	1,907	2,218
Public Administration	1,453	1,404	1,045	1,044	1,214

Jobs by Race					
White Alone	-	-	21,846	25,930	30,153
Black or African American Alone	-	-	6,203	8,874	10,319
American Indian/Alaska Native Alone	-	-	107	154	179
Asian Alone	-	-	929	1,421	1,653
Hawaiian/Pacific Islander Alone	-	-	23	77	89
Two or More Race Groups	-	-	312	1,959	2,278

Jobs by Ethnicity					
Not Hispanic or Latino	-	-	24,545	30,770	35,781
Hispanic or Latino	-	-	4,875	7,645	8,890

Source: 2018 and 2023 - U.S. Census Bureau; Lightcast; BusinessFlare | 2003-2013 - Unknown

Employment Overview - West Atlantic Area

	2003	2008	2013	2018	2023
Total Jobs	3,575	821	3,843	4,265	4,401

Jobs by Worker Age					
29 and younger	775	821	675	91	94
30 to 54	2,287	2,120	2,314	361	373
55 and older	513	61	854	3,813	3,935

Jobs by Earnings					
\$1,250/month or less	784	595	600	71	73
\$1,251 to \$3,333 per month	1,748	1,537	1,696	254	262
More than \$3,333 per month	1,043	1,422	1,547	3,940	4,066

Jobs by Industry					
Agriculture/Forestry/Fishing	-	-	2	-	-
Mining/Quarrying/Oil & Gas	-	-	-	-	-
Construction	-	-	-	-	-
Manufacturing	281	545	636	358	370
Wholesale Trade	281	270	143	90	92
Retail Trade	160	171	179	179	185
Transportation/Warehousing	351	308	307	456	471
Utilities	21	37	51	19	20
Information	30	128	234	124	128
Finance/Insurance	14	117	11	132	136
Real Estate/Rental/Leasing	56	78	89	22	23
Professional/Scientific/Tech	50	144	521	409	422
Management of Companies	2	5	5	2	2
Admin/Support/Waste Management	566	195	192	141	145
Educational Services	1	2	6	6	6
Health Care/Social Assistance	299	244	547	725	748
Arts/Entertainment/Recreation	41	49	47	8	9
Accommodation/Food Services	286	171	225	554	572
Other Services (Excluding Public)	158	92	125	15	16
Public Administration	978	998	904	1,024	1,056

Jobs by Race					
White Alone	-	-	2,700	2,777	2,865
Black or African American Alone	-	-	989	1,211	1,250
American Indian/Alaska Native Alone	-	-	11	17	18
Asian Alone	-	-	94	90	92
Hawaiian/Pacific Islander Alone	-	-	4	9	9

Two or More Race Groups	-	-	45	162	167
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Jobs by Ethnicity					
Not Hispanic or Latino	-	-	3,170	3,472	3,582
Hispanic or Latino	-	-	673	793	819

Source: 2018 and 2023 - U.S. Census Bureau; Lightcast; BusinessFlare | 2003-2013 - Unknown