

March 3, 2020

**Additional Narrative for the
Docs Place rezoning justification
Based on the Delray Beach Master Plan 2001**

The 2001 Delray Beach Master Plan was conducted and contracted with the Treasure Coast Regional Planning Council and compiled from the Summary of the Citizens Requests (charrette in April 2001). We have extracted all of the related goals (*bullet points in italics*) from the Delray Beach Master Plan to supplement our justification (**in bold**) along with our explanation of the manner in which the proposed project would adhere to those desires.

- *Accomplish a general sense of unity:* This was the citizens' most important request. Walking or driving along the Avenue should reflect continuity. The character of the Avenue does not have to be the same throughout its entire length, but it all has to be physically seamless.

The removal of multiple surface parking lots along West Atlantic Ave between Swinton and NW 1st Avenue and replacement with the proposed continuous retail will create the desired continuity along the Avenue if walking or driving. The mixed use building will be a seamless and inviting improvement along with the preservation and restoration of Docs.

- *Build mixed-use buildings along the Avenue with parking in rear:* Commercial uses along the majority of West Atlantic Avenue should be limited to 300' North and South of Atlantic Avenue.

The project is a proposed mixed-use retail along the Avenue with office above with parking, not only behind, but located inside the structure.

- *Encourage development without displacement at an appropriate scale:* Encourage development fronting along the Avenue, with three stories as ideal height and four stories being the maximum desired height.

The project is proposed as the ideal three height of the proposed mixed use building with a style and scale appropriate along the east and west corridor of Atlantic Avenue.

- *Infill along the Tennis Center:* Improve the character of the street and create an uninterrupted pedestrian transition between the East and the West.

The project would provide a much needed link between the East and West downtown. It would encourage less traffic into the core of downtown and attract more pedestrians westward across Swinton Avenue.

- *Erase the "dividing line" created by Swinton Avenue:* Swinton Avenue can be reconfigured to make pedestrian and vehicular crossings easier, eliminating the physical barrier between the East and the West.

The project would still allow and possibly stimulate the reconfiguration of the Swinton and Atlantic intersection to reverse the physical and visual barrier to cross Swinton Avenue.

- Large parking lots are not pedestrian oriented. Pedestrians are constantly "sharing" the car's environment. They are unsafe. Pedestrians generally find themselves avoiding cars that are pulling into or backing out of spaces. Another important fact—if a pedestrian walks by his car when walking from point A to point B within the city, chances are high that he'll drive rather than walk, generating unnecessary short trips.

The project proposes to infill the surface parking lots and subsequently removes the multiple curb cuts that contribute to the danger of pedestrians walking between the intersections.

- Parking lots in front of buildings duplicating the suburban strip shopping center model should be avoided. Parking lots along the Avenue should be infilled with liner buildings.

The project again lines the Atlantic Ave with retail and will create more attraction to the NW corner location of Docs and further westward.

This is essentially an infill project along West Atlantic Avenue by replacing surface parking lots with continuous retail and pedestrian arcades with structured parking behind.

The project will promote connectedness, recruit quality businesses, minimizes displacement (saves Docs) as noted on page 90. The proposed zoning for the specified lots from OSSHAD to CBD would create the opportunity for a future project to be consistent and compatible with the goals and objectives of the City of Delray Beach.

Respectfully yours,



John W. Szerdi
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