



## *Development Services Department*

### **BOARD ACTION REPORT – APPEALABLE ITEM**

---

**Project Name:** “Historic Depot Square”, AKA “Seaboard Air Line Railway Station” (2021-166)

**Project Location:** 80 Depot Avenue, Individually Listed to the Local & National Registers of Historic Places

**PCN:** 12-43-46-18-00-000-1440

**Request:** Class II Site Plan Modification, Certificate of Appropriateness, and Demolition

**Board:** Historic Preservation Board

**Meeting Date:** September 1, 2021

**Board Vote:** Approved on a 6-0 vote

#### **Board Actions:**

Approved the Class II Site Plan Modification, Certificate of Appropriateness, and Demolition (2021-166) request associated with the reconstruction and renovation of the property subject to the following conditions:

1. Applicant is to work with staff on a mixture fencing that best suits the situation, with a preference towards aluminum vertical picket.

#### **Site Plan Technical Items:**

1. That the photometric plan be updated to provide for foot candle measurements on the west side of the structure;
2. That a Palm Beach County Traffic Performance Statement be provided;
3. That the adjacent CSX railroad tracks be depicted on the survey;
4. That the FDOT permit/pre-application documents be provided; and,
5. That the site plan be amended to provide an increased turn-around area for fire trucks at the south end of the property and that associated plans and drainage calculations be updated if needed.

#### **Project Description:**

The Seaboard Air Line Railway Station was designed by renowned architect Gustav A. Maass and constructed in 1927. The property was listed on the National Register of Historic Places in 1986 and on the Local Register of Historic Places in 1988. Local architect Rick Brautigan, a train enthusiast, was the owner of the property when it was listed to the National Register of Historic Places. Mr. Brautigan designed many buildings in Delray Beach, more recently completing designs in the Art Deco architectural style such as the former Mercer Wenzel Building at the northeast corner of E. Atlantic Avenue and NE 4th Avenue and the Delray Pharmacy on NE 5th Avenue. Mr. Brautigan passed away in early 2021.

On February 25, 2020, a fire consumed the building, which was a result of arson. The fire destroyed the entire interior of the building as well as the roof, windows, and doors.

The request before the board was for approval for the demolition and reconstruction of a portion of the existing structure, renovation of the structure for adaptive reuse as offices, along with construction of new parking areas, installation of landscaping and related site improvements.

#### **Board Comments:**

All of the board members were supportive of the proposal.

#### **Public Comments:**

There were no public comments.

#### **Associated Actions:**

N/A

#### **Next Action:**

The HPB action is final unless appealed by the City Commission



# DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING  
100 NW 1<sup>ST</sup> AVENUE, DELRAY BEACH, FLORIDA 33444  
(561) 243-7040

## HISTORIC PRESERVATION BOARD STAFF REPORT

### 80 Depot Avenue

Meeting	File No.	Application Type
September 1, 2021	2021-166	Certificate of Appropriateness (COA), Class II Site Plan Modification, & Demolition

### REQUEST

The item before the Board is approval of a Class II Site Plan Modification, Certificate of Appropriateness (2021-166), and Demolition request associated with the reconstruction and renovation of the property located at **80 Depot Avenue**, which is listed to the **Local Register of Historic Places** as the **"Historic Depot Square"** and is listed to the **National Register of Historic Places** as the **"Seaboard Air Line Railway Station"**.

### GENERAL DATA

**Agent:** RJ Heisenbottle Architects, PA;  
Richard J Heisenbottle, FAIA  
**Owner/Applicant:** City of Delray Beach  
**Location:** 80 Depot Avenue  
**PCN:** 12-43-46-18-00-000-1440  
**Property Size:** 2.245 Acres  
**Zoning:** MIC (Mixed Industrial & Commercial)  
**Historic District:** Nationally & Locally Designated  
**FLUM:** Commerce  
**Adjacent Zoning:**

- Mixed Industrial Commercial (MIC) (North)
- MIC (East)
- MIC (West)
- MIC (South)

**Existing Land Use:** Storage/Warehouse  
**Proposed Land Use:** Office



### BACKGROUND INFORMATION

The Seaboard Air Line Railway Station was designed by renowned architect Gustav A. Maass and constructed in 1927. The property was listed on the National Register of Historic Places in 1986 and on the Local Register of Historic Places in 1988. Local architect Rick Brautigan, a train enthusiast, was the owner of the property when it was listed to the National Register of Historic Places. Mr. Brautigan designed many buildings in Delray Beach, more recently completing designs in the Art Deco architectural style such as the former Mercer Wenzel Building at the northeast corner of E. Atlantic Avenue and NE 4<sup>th</sup> Avenue and the Delray Pharmacy on NE 5<sup>th</sup> Avenue. Mr. Brautigan passed away in early 2021.

The property is located northwest of the intersection of interstate 95 and West Atlantic Avenue in Delray Beach. The original vehicular access from West Atlantic Avenue was closed as a result of the construction of entrance and exit roadways servicing Interstate 95 in the early 1970's. Vehicular access is now via Lake Ida Road.

The exterior of the building retains the characteristic elements of the Mediterranean Revival style of architecture: original stucco walls, flat built-up roof (with original red semi-circular-clay tiles along the

Project Planner:  
Michelle Hoyland, Principal Planner [HoylandM@mydelraybeach.com](mailto:HoylandM@mydelraybeach.com)  
Katherina Paliwoda, Planner [PaliwodaK@mydelraybeach.com](mailto:PaliwodaK@mydelraybeach.com)

Review Dates:  
HPB: September 1, 2021

Attachments:  
1. Architectural Plans  
2. Justification Statements  
3. Demolition Report  
4. Photographs



perimeter), two decorative square towers (with pyramid-type clay tile roofs), decorative entrance moldings, an arched open-air waiting area, and wood and metal frame sash windows. The one-story building has concrete foundations, concrete bearing walls, wood frame and steel I beam roof framing, and concrete floors in all sections, except the Freight Room. The Freight Room is elevated on concrete piers with reinforced concrete walls and 2" wood plank flooring. The Freight Room has a low-pitched gable roof supported by I beam and wood trusses. On the north elevation of the Freight Room is a sign in stucco relief with the brown letters "Delray Florida. On the south elevation the letters "Delray Beach" are painted in brown letters directly on the stucco exterior above and between the arches. The original concrete sidewalk surrounds the south half of the building.

Immediately west of the building is a 400' trackside canopy constructed of a steel frame bolted on 10" concrete posts set in concrete foundations at 20' intervals. The canopy has a corrugated steel roof and a steel gutter surrounds most of the canopy. The canopy is in disrepair and is planned for removal. There was once a 14' extension of the canopy, set on two steel posts, that connected the main canopy to the west elevation of the Covered Waiting Area of the train station.

Original steel-wheeled baggage wagons are featured in the distance of several photographs of the train station. Recently, one of the original baggage wagons was donated to the City of Delray Beach by Joe Van Ness on behalf of his family who had acquired one of the wagons years ago. The wagon will be on display at the property upon completion.

Railway activities on the property ceased in 1995 and the property was purchased by the City of Delray Beach in 2005. Over the years, the building has been utilized by the city for storage and by the city Fire Department for training activities. Resolution 85-05 was approved by the City Commission on November 1, 2005 naming the building "The Peter L. Firehock Public Safety Training Center" in honor Peter L. Firehock who was a great leader and was honored for his hard work, loyalty, dedication and service to the City of Delray Beach. Mr. Firehock created the Delray Beach Fire Department's Dive Team and trained hundreds of Fire Fighters in Delray Beach and neighboring municipalities. Upon completion of the proposed project, the city may wish to name another facility in honor of Mr. Firehock as the use of the site will no longer be a Public Safety Training Center.

On February 25, 2020, a fire consumed the building, which was a result of arson. The fire destroyed the entire interior of the building as well as the roof, windows, and doors.

The request before the board is for approval for the demolition and reconstruction of a portion of the existing structure, renovation of the structure for adaptive reuse as offices, along with construction of new parking areas, installation of landscaping and related site improvements.

The proposed use is for offices for the City of Delray Beach Human Resources Department and its attendant employee clinic. The location primarily serves the employees of the City of Delray Beach and is not open to the general public in a traditional sense, meaning most if not all visitors to the property are employees of the City of Delray Beach.

#### REVIEW AND ANALYSIS

**Pursuant to LDR Section 2.4.5(G), Modifications to site and development plans - Class II. Approval of a modification to a site plan (other than Class I applications), which requires no review of Performance Standards found in Section 3.1.1, but which requires action by a Board.**

**Pursuant to LDR Section 2.4.5(G)(5), Findings. Formal findings are not required for a Class I or II modification.**

Pursuant to LDR Section 2.4.6(H)(5), prior to approval, a finding must be made that any Certificate of Appropriateness which is to be approved is consistent with Historic Preservation purposes pursuant to Objective A-4 of the Land Use Element of the Comprehensive Plan and specifically with provisions of Section 4.5.1, the Delray Beach Historic Preservation Design Guidelines, and the Secretary of the Interior's Standards for Rehabilitation.

### **ZONING REVIEW**

#### **LDR Section 4.4.19 – Mixed Industrial Commercial (MIC)**

Pursuant to LDR Section 4.4.19(B)(3) – Principal Uses and Structures: Within the MIC zoning district, Business and Professional offices are listed as a Permitted Use.

Pursuant to LDR Section 4.3.4.(K) – **Property Development Standards**: The standards as set forth in Section 4.3.4 shall apply:

	Required/Permitted	Proposed
Lot Coverage (Max)	50%	8.6%
Setbacks		
Front (South)	25'	137'2"
Side Interior (West)	10'	9'2"
Side Street (East)	10'	55'7"
Rear (North)	10'	437'3"
Open Space (Min)	25%	53.6%

The chart above illustrates compliance with the required development standards; therefore, positive findings with these code requirements can be made.

Pursuant to LDR Section 4.6.8 – **Site Lighting** - Light control and spillage. For perimeter exterior lighting, only full cutoff luminaries will be approved. The applicant is encouraged to minimize light spillage from building and site and to reduce urban glow for the development/redevelopment proposed. Maximum allowable illumination at the property line of any adjoining parcel or public right-of-way is 0.25 horizontal and vertical foot-candles measured at six feet above grade level.

A Photometric Plan has been submitted, which complies with the site lighting regulations. A site plan technical item is added that the photometric plan be updated to provide for foot candle measurements on the west side of the structure.

Pursuant to LDR Section 4.6.9(C)(4)(b) – **Parking Requirements**: Governmental offices. Including public health and rehabilitative services, shall provide five spaces per 1,000 square feet of gross floor area.

As proposed, the parking requirements for the office building requires 33 parking spaces and 33 parking spaces have been provided. Thus, the parking requirements have been met.

### **Refuse Container Area**

The proposed refuse area includes a concrete block dumpster enclosure with metal gates, which is situated at the north end of the parking area. The area will be screened by hedging.

Pursuant to LDR Section 4.5.1(E)(3) – **Buildings, Structures, Appurtenances and Parking**: Buildings, structures, appurtenances and parking shall only be moved, reconstructed, altered, or maintained, in accordance with this chapter, in a manner that will preserve the historical and architectural character of the building, structure, site, or district:

**Appurtenances**: Appurtenances include, but are not limited to, stone walls, fences, light fixtures, steps, paving, sidewalks, signs, and accessory structures.

**Fences and Walls:** The provisions of Section 4.6.5 shall apply, except as modified below:

- a. Chain-link fences are discouraged. When permitted, chain-link fences shall be clad in a green or black vinyl and only used in rear yards where they are not visible from a public right of way, even when screened by a hedge or other landscaping.
- b. Swimming pool fences shall be designed in a manner that integrates the layout with the lot and structures without exhibiting a utilitarian or stand-alone appearance.
- c. Fences and walls over four feet (4') shall not be allowed in front or side street setbacks.
- d. Non-historic and/or synthetic materials are discouraged, particularly when visible from a public right of way.
- e. Decorative landscape features, including but not limited to, arbors, pergolas, and trellises shall not exceed a height of eight feet (8') within the front or side street setbacks.

A 6' high chain-link fence exists, surrounding the perimeter of the property. The fence is proposed to be replaced with a vinyl coated chain-link fence, which does not comply with the code requirements as chain-link fencing is discouraged, particularly when visible from a public right-of-way.

Further, based upon the vandalism history of the property, the Police Department Technical Advisory Committee (TAC) reviewer raised concerns with the continued use of chain-link fencing with respect to Crime Prevention Through Environmental Design (CPTED) principles. The concerns are that the fence can be subject to destruction and is easy to scale (climb) leading to continued vandalism and trespassing on the property.

Staff has discussed the use of a more appropriate fencing material, such as vertical rail, aluminum picket. An added condition of approval is that the proposed fence type be consistent with the requirements of the LDRs.

**Pursuant to LDR Section 4.6.18(E) - Criteria for board action on Architectural Elevations and aesthetics,** the following criteria shall be considered, by the Site Plan Review and Appearance Board or Historic Preservation Board, in the review of plans for building permits. If the following criteria are not met, the application shall be disapproved.

1. The plan or the proposed structure is in conformity with good taste, good design, and in general, contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality.
2. The proposed structure, or project, is in its exterior design and appearance of quality such as not to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.
3. The proposed structure, or project, is in harmony with the proposed developments in the general area, with the Comprehensive Plan, and with the supplemental criteria which may be set forth for the Board from time to time.

The proposal can be found to be consistent with this code section and a complete review of the elevations and aesthetics can be found in the historic analysis section of this report.

**LDR SECTION 4.5.1, HISTORIC PRESERVATION, DESIGNATED DISTRICTS, SITES, AND BUILDINGS**

**Pursuant to LDR Section 4.5.1(E), Development Standards,** all new development or exterior improvements on individually designated historic properties and/or properties located within historic districts shall, comply with the goals, objectives, and policies of the Comprehensive Plan, the Delray Beach Historic Preservation Design Guidelines, the Secretary of the Interior's Standards for Rehabilitation, and the Development Standards of this Section.

**Pursuant to LDR Section 4.5.1(E)(5) - Standards and Guidelines:** a historic site, building, structure, improvement, or appurtenance within a historic district shall only be altered, restored, preserved, repaired, relocated, demolished, or otherwise changed in accordance with the Secretary of the Interior's Standards for Rehabilitation, and the Delray Beach Historic Preservation Design Guidelines, as amended from time to time.



**Standard 1**

A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

**Standard 2**

The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

**Standard 3**

Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

**Standard 4**

Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

**Standard 5**

Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

**Standard 6**

Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

**Standard 7**

Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

**Standard 8**

Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

**Standard 9**

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

**Standard 10**

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

All of the above standards except for Standard 8 are applicable to the subject project. The proposal involves demolition, reconstruction, and restoration of the existing structure in order to facilitate an adaptive reuse of the building for use as offices and the original footprint of the structure will remain. The project requires minimal change to the defining characteristics of the building, in fact the exterior of the building will be carefully restored to its original appearance. The site is currently surrounded by pavement and grass, which will be updated to current code requirements for parking, landscaping, and drainage providing for a modernized, but appropriate setting for the property. The historic character of the property will be restored as the project

involves reconstruction and restoration resulting from destruction due to fire. Many of the exterior features such as window and door surrounds will be retained for reuse in the completed project.

The proposal does not involve changes that create a false sense of historical development. On the contrary, features that were original to the structure are being introduced to ensure historical accuracy of the original use as a train station. For example, loading platforms are proposed on the east and west sides of the warehouse portion of the building, these platforms have been designed to be historically accurate to the original platforms. Originally, the platforms were utilitarian in nature, serving as an area where farmers and business owners would unload and load their goods for transport via rail. The proposed platforms will be decorative rather than operational but will help to tell the story of the train station as a place of commerce for the community.

The proposal involves the preservation, reconstruction, and restoration of distinctive features, finishes, and construction techniques that characterize the structure. For example, portions of the structure were originally built of hollow clay tile, which will remain where possible with new materials utilized to ensure compliance with the Florida Building code. The Mediterranean Revival architectural style involved detailing such as barrel tile roofing, decorative moldings and trim work, metal window grilles, arches, etc. Some of these elements still exist, facilitating the retention of such features. Where features are missing or have been destroyed, much photographic evidence exists making replication straightforward.

As a result of a fire in 2020 that partially destroyed the historic structure, the proposal involves alterations that are designed as a reconstruction and restoration project to protect the historic integrity of the structure.

**Pursuant to LDR Section 4.5.1(E)(7) - Visual Compatibility Standards: new construction and all improvements to both contributing and noncontributing buildings, structures and appurtenances thereto within a designated historic district or on an individually designated property shall be visually compatible. In addition to the Zoning District Regulations, the Historic Preservation Board shall apply the visual compatibility standards provided for in this Section with regard to height, width, mass, scale, façade, openings, rhythm, material, color, texture, roof shape, direction, and other criteria set forth elsewhere in Section 4.5.1. Visual compatibility for minor and major development as referenced in Section 4.5.1(E)(2) shall be determined by utilizing criteria contained in (a)-(m) below. Visual compatibility for all development on individually designated properties outside the district shall be determined by comparison to other structures within the site.**

**The following criteria apply:**

- a) Height:** The height of proposed buildings or modifications shall be visually compatible in comparison or relation to the height of existing structures and buildings in a historic district for all major and minor development. For major development, visual compatibility with respect to the height of residential structures, as defined by 4.5.1(E)(2)(a), shall also be determined through application of the Building Height Plane.
- b) Front Facade Proportion:** The front facade of each building or structure shall be visually compatible with and be in direct relationship to the width of the building and to the height of the front elevation of other existing structures and buildings within the subject historic district.
- c) Proportion of Openings (Windows and Doors):** The openings of any building within a historic district shall be visually compatible with the openings exemplified by prevailing historic architectural styles of similar buildings within the district. The relationship of the width of windows and doors to the height of windows and doors among buildings shall be visually compatible within the subject historic district.
- d) Rhythm of Solids to Voids:** The relationship of solids to voids of a building or structure shall be visually compatible with existing historic buildings or structures within the subject historic district for all development, with particular attention paid to the front facades.

- e) **Rhythm of Buildings on Streets:** The relationship of buildings to open space between them and adjoining buildings shall be visually compatible with the relationship between existing historic buildings or structures within the subject historic district.
- f) **Rhythm of Entrance and/or Porch Projections:** The relationship of entrances and porch projections to the sidewalks of a building shall be visually compatible with existing architectural styles of entrances and porch projections on existing historic buildings and structures within the subject historic district for all development.
- g) **Relationship of Materials, Texture, and Color:** The relationship of materials, texture, and color of the facade of a building and/or hardscaping shall be visually compatible with the predominant materials used in the historic buildings and structures within the subject historic district.
- h) **Roof Shapes:** The roof shape, including type and slope, of a building or structure shall be visually compatible with the roof shape of existing historic buildings or structures within the subject historic district. The roof shape shall be consistent with the architectural style of the building.
- i) **Walls of Continuity:** Walls, fences, evergreen landscape masses, or building facades, shall form cohesive walls of enclosure along a street to ensure visual compatibility with historic buildings or structures within the subject historic district and the structure to which it is visually related.
- j) **Scale of a Building:** The size of a building and the building mass in relation to open spaces, windows, door openings, balconies, porches, and lot size shall be visually compatible with the building size and mass of historic buildings and structures within a historic district for all development. To determine whether the scale of a building is appropriate, the following shall apply for major development only:
  - a. For buildings wider than sixty percent (60%) of the lot width, a portion of the front façade must be setback a minimum of seven (7) additional feet from the front setback line:
  - b. For buildings deeper than fifty percent (50%) of the lot depth, a portion of each side façade, which is greater than one story high, must be setback a minimum of five (5) additional feet from the side setback line:
- k) **Directional Expression of Front Elevation:** A building shall be visually compatible with the buildings, structures, and sites within a historic district for all development with regard to its directional character, whether vertical or horizontal.
- l) **Architectural Style:** All major and minor development shall consist of only one (1) architectural style per structure or property and not introduce elements definitive of another style.
- (m) **Additions to individually designated properties and contributing structures in all historic districts:** Visual compatibility shall be accomplished as follows:
  - 1. Additions shall be located to the rear or least public side of a building and be as inconspicuous as possible.
  - 2. Additions or accessory structures shall not be located in front of the established front wall plane of a historic building.
  - 3. Characteristic features of the original building shall not be destroyed or obscured.
  - 4. Additions shall be designed and constructed so that the basic form and character of the historic building will remain intact if the addition is ever removed.
  - 5. Additions shall not introduce a new architectural style, mimic too closely the style of the existing building nor replicate the original design but shall be coherent in design with the existing building.
  - 6. Additions shall be secondary and subordinate to the main mass of the historic building and shall not overwhelm the original building.

The Visual Compatibility Standards will be met through the careful reconstruction and restoration of the existing building that was damaged by fire in 2020. The proposal does not involve modification of the characteristic features and spaces, rather upon completion of the project the structure will be placed in a use that will aid in ensuring the longevity of the building and its historical context.



### LANDSCAPE PLAN ANALYSIS

Pursuant to LDR Section 2.4.5(H)(5) – Landscape Plan Findings - At the time of action on a landscape plan, the approving body shall make finding with respect to the proposed plan's relationship to the following:

- (a) Objectives of landscaping regulations Section 4.6.16;
- (b) Site and landscape design standards pursuant to Section 4.6.16.

An overall determination of consistency with respect to the above items is required in order for a landscaping plan to be approved.

Pursuant to LDR Section 4.6.16(A) – Landscape Regulations – The objective of this article is to improve the appearance of setback and yard areas in conjunction with the development of commercial, industrial, and residential properties, including off-street vehicular parking and open-lot sales and service areas in the City, and to protect and preserve the appearance, character and value of the surrounding neighborhoods and thereby promote the general welfare by providing minimum standards for the installation and maintenance of landscaping.

The existing site does not contain landscaping other than lawn areas. The proposed landscape plan includes new landscaping area within the parking areas, foundation plantings, and perimeter landscaping. The proposal has been reviewed and determined to be in compliance with LDR Section 4.6.16.

### DEMOLITION ANALYSIS

Pursuant to LDR Section 4.5.1(F), Demolitions – Demolition of historic or archaeological sites, or buildings, structures, improvements and appurtenances within historic districts shall be regulated by the Historic Preservation Board and shall be subject to the following requirements:

1. No structure within a historic district or on a historic site shall be demolished before a Certificate of Appropriateness has been issued pursuant to Section 2.4.6(H).
2. The application for a Certificate of Appropriateness for demolition must be accompanied by an application for a Certificate of Appropriateness for alterations to the structure or the redevelopment of the property.
3. Demolition shall not occur until a building permit has been issued for the alterations or redevelopment as described in the applicable Certificate of Appropriateness.
4. All structures approved for demolition and awaiting issuance of a building permit for the alterations or redevelopment shall be maintained so as to remain in a condition similar to that which existed at time that the Certificate of Appropriateness for demolition was approved unless the Chief Building Official determines that an unsafe building condition exists in accordance with Section 4.5.3(G).
5. A Certificate of Appropriateness for demolition of 25 percent or more of contributing or individually designated structure shall be subject to the following additional requirements:
  1. A demolition plan shall accompany the application for a Certificate of Appropriateness for demolition. The plan shall illustrate all portions of the existing structure that will be removed or altered.
  2. The Certificate of Appropriateness for demolition and the Certificate of Appropriateness for alternation or redevelopment shall meet the "Additional Public Notice" requirements of LDR Section 2.4.2(B)(1)(j).
6. The Board upon a request for demolition by a property owner, shall consider the following guidelines in evaluating applications for a Certificate of Appropriateness for demolition of designated historic sites, historic interiors, or buildings, structures, or appurtenances within designated historic districts;
  - (a) Whether the structure is of such interest or quality that it would reasonably fulfill criteria for designation for listing on the national register.
  - (b) Whether the structure is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense.

- (c) Whether the structure is one of the last remaining examples of its kind in the designated historic district within the city.
  - (d) Whether retaining the structure would promote the general and value of a particular culture and heritage.
  - (e) Whether there are approved plans for immediate reuse of the property if the proposed demolition is carried out, and what effect those plans will have on the historic district designation or the individual designation of the property.
7. No decision of the Board shall result in undue economic hardship for the property owner. The Board shall determine the existence of such hardship in accordance with the definition of undue economic hardship found in Section 4.5.1(H).
  8. The Board's refusal to grant a Certificate of Appropriateness requested by a property owner for the purpose of demolition will be supported by a written statement describing the public interest that the Board seeks to preserve.
  9. The Board may grant a certificate of appropriateness as requested by a property owner, for demolition which may provide for a delayed effective date. The effective date of the certificate will be determined by the Board based on the relative significance of the structure and the probable time required to arrange a possible alternative to demolition. The Board may delay the demolition of designated historic sites and contributing buildings within historic districts for up to six months while demolition of non-contributing buildings within the historic district may be delayed for up to three months.
  10. Request for demolition justification statement. A justification statement shall accompany the application for a Certificate of Appropriateness for demolition of any contributing structure in a historic district or individually designated historic structure. The justification statement must include the following:
    - (a) A certified report from a registered architect or engineer which provides documentation explaining that the building is structurally unsound and is damaged beyond the ability to repair it at a reasonable cost. The report must include photographs to substantiate the damage.
    - (b) A certified report from an engineer, architect, general contractor, or other qualified professional which documents the projected cost of repairing the structure and returning it to a safe and habitable condition.
    - (c) An appraisal of the property in its current condition, its value as vacant land and its potential value as a preserved and restored historic property.
    - (d) Documentation that reasonable efforts have been made to find a suitable alternate location for the structure within the City of Delray Beach to which the contributing/individually designated historic structure could be safely relocated.
    - (e) Documentation that the applicant or property owner has taken such steps as it deems necessary to preserve the structure requested for demolition including consultation with community groups, public agencies, and interested citizens, recommendations for acquisition of property by public or private bodies, or agencies and exploration of the possibility of moving one or more structures or other features.
  11. Salvage and recordation of historic structures.
    - (a) The property owner shall contact the Delray Beach Historical Society for the purpose of salvaging and preserving specified classes of building materials, architectural details and ornaments, fixtures, and the like for reuse in the restoration of the other historic properties. Confirmation of such efforts shall be provided in a written statement and submitted with the other demolition application prior to consideration by the Historic Preservation Board.
    - (b) The Board may, with the consent of the property owner, request that the Delray Beach Historical Society, or the owner, at the owner's expense, record the architectural details for archival purposes prior to demolition.
      - i. The recording may include, but shall not be limited to photographs, documents and scaled architectural drawings to include elevations and floor plans.

**ii. One copy of the recording shall be submitted to the City's Planning and Zoning Department, and one copy shall be submitted to the Delray Beach Historical Society for archiving purposes.**

On the morning of Tuesday, February 25, 2020, the former train station was nearly totally destroyed as a result of a fire started by four teens. What is left of the structure is primarily exterior walls. The entire interior of the south portion of the building was destroyed along with the original tower features and roof. The portico remains with little to no damage. The north side of the building, which was the original open warehouse area, was also damaged by the fire and water with large portions of the roof missing. The city has had plans to improve and rehabilitate the structure prior to fire, but plans had stalled as a result of the damage so that staff could develop a new plan. The plan has now changed from a rehabilitation to a reconstruction and restoration. In order to move forward with the improvement plan for the building, demolition and reconstruction of a portion of the building is necessary.

Pursuant to this code section, reports and documentation are required to be submitted and public notice of the demolition must be provided to property owners within a 500' radius of the subject property. Such reports and documentation along with development plans have been submitted and the project is moving forward to the Historic Preservation Board for review.

The board must review and determine if the structure meets the demolition guidelines as follows:

The structure was listed on the National Register of Historic Places in 1986 and the Local Register of Historic Places in 1988; thus, fulfilling the criteria for listing on the national register. The structure was designed in 1927 by architect Gustav Maass. At the time Maass worked for the renowned West Palm Beach architectural firm Harvey & Clarke. He designed several other Seaboard Airline RailWay stations during this time period. Some of these train stations still exist within Florida, notably the Naples, Deerfield, and Homestead Train Stations. Each of the remaining structures possesses unique qualities, such as the design of the porticos, train platform waiting areas, and tower features to name a few.

The structure demonstrates that it is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense. Preservation and reconstruction of the structure will promote the general and value of Delray Beach's culture and heritage, specifically the development of rail transportation that led to the settlement of Florida. The plan for demolition is accompanied by plans for reconstruction and eminent reuse of the property. Finally, the reconstruction and restoration of the structure is anticipated to facilitate the structure remaining on the both the Local and National Registers of Historic Places, demonstrating the city's commitment to historic preservation within the community and region.

## **COMPREHENSIVE PLAN**

**Pursuant to the Historic Preservation Element (HPE), Objective 1.4, Historic Preservation Planning: Implement appropriate and compatible design and planning strategies for historic sites and properties within historic districts.**

The objective shall be met through continued adherence to the City's Historic Preservation Ordinance and, where applicable, to architectural design guidelines through the following policies:

**Historic Preservation Element 1.4 Property shall be developed or redeveloped, in a manner so that the future use, intensity and density are appropriate in terms of soil, topographic, and other applicable physical considerations; encourage affordable goods and services; are complementary to and compatible with adjacent land uses; and fulfill remaining land use needs.**

The development proposal involves the demolition, reconstruction, and restoration of the fire damaged train station for adaptive reuse of offices. Additionally, site improvements are planned further facilitate the adaptive reuse of the structure. There are no concerns with respect to soil, topographic or other physical considerations. With respect to the adjacent land uses, the property is



in an area surrounded by residential, industrial, and service type uses. Establishment of an office on the subject property provides a good transitional use between the adjacent Delray Station Apartment Complex and the industrial uses to the west. Further, access to the site is constrained. While the site is highly visible from the adjacent I-95 Highway and West Atlantic Avenue, an access point to West Atlantic Avenue does not exist. Access to the site is taken from Lake Ida Road via Depot Avenue. The proposal provides for an appropriate adaptive reuse for offices, which will fulfill a remaining land use need in this area. Based upon the above, the proposal can be considered consistent with the subject Objective.

**Historic Preservation Policy 1.4.1 Prior to approval or recommending approval of any land use or development application for property located within a historic district or designated as a historic site, the Historic Preservation Board must make a finding that the requested action is consistent with the provisions of Section 4.5.1 of the Land Development Regulations relating to historic sites and districts and the “Delray Beach Design Guidelines”.**

The structure is Individually Listed to the Local and National Registers of Historic Places. Provided the conditions of approval are addressed, the proposal can be found to be consistent with the requirements of the Comprehensive Plan and the request can be considered to be consistent with the provisions of LDR Section 4.5.1 relating to historic sites and districts as well as the “Delray Beach Historic Preservation Design Guidelines”.

#### ALTERNATIVE ACTIONS

- A. Move to continue with direction.
- B. Approve the Class II Site Plan Modification and Certificate of Appropriateness (2021-166) for property located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by adopting the findings of fact and law contained in the staff report and finding the request and approval thereof meets the criteria set forth in Land Development Regulations.
- C. Approve the Class II Site Plan Modification, Landscape Plan, and Certificate of Appropriateness (2021-166) for property located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by adopting the findings of fact and law contained in the staff report and finding the request and approval thereof meets the criteria set forth in Land Development Regulations subject to the following conditions:
  - 1. That the proposed fence type be consistent with the requirements of LDR Section 4.5.1.

#### Site Plan Technical Items:

- 1. That the photometric plan be updated to provide for foot candle measurements on the west side of the structure;
  - 2. That a Palm Beach County Traffic Performance Statement be provided;
  - 3. That the adjacent CSX railroad tracks be depicted on the survey;
  - 4. That the FDOT permit/pre-application documents be provided; and,
  - 5. That the site plan be amended to provide an increased turn-around area for fire trucks at the south end of the property and that associated plans and drainage calculations be updated if needed.
- D. Deny the Class II Site Plan Modification, Landscape Plan, and Certificate of Appropriateness (2021-166) for educational landscape improvement located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by finding the request and approval thereof does not meet the criteria set forth in Land Development Regulations.

#### PUBLIC AND COURTESY NOTICES

☒ Courtesy Notices are not applicable to this request

☒ Public Notice mailers were sent to all properties within a 500' radius of the subject property on August, 19, 2021.

☒ Agenda was posted on August 25, 2021, 5 working days prior to meeting.

## DEMOLITION JUSTIFICATION STATEMENT

### Seaboard Airline Railroad Station, Delray Beach, FL

The Mediterranean Revival-styled train depot located at 1525 West Atlantic Avenue was built circa 1927. The building was extremely significant in the early growth and development of Delray Beach since, as a railroad depot, the building was instrumental in transporting people, agriculture, and building materials in and out of the city. The building retained its architectural integrity

The architect was Gustav A. Maass, for Harvey & Clarke, and because of its significance and retention of integrity, it was listed in the National Register of Historic Places on September 4, 1986 and locally designated by the city on October 11, 1988. The building fell victim to arson in February 2020.

Fortunately, because of the multiple historic designations, there is ample documentation and research, including photography, which describes the structure and its architectural features. Additionally, RJ Heisenbottle Architects performed an extensive existing conditions survey which fully documented the building, allowing for the accurate restoration and reconstruction of this building.

### Compliance with The Secretary of the Interior's Standards for Rehabilitation

**As is required for locally historically designated buildings, the restoration and reconstruction will follow all of the Secretary of the Interior's Standards for Rehabilitation**, in particular, the following:

**STANDARD 2.** The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. *All of the historic materials and features on the exterior and within the building that are salvageable from the fire damage shall be retained and restored.*

**STANDARD 3.** Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken. *The restoration and reconstruction will not create a false sense of historical development, rather it will intend to bring back the structure to its physical appearance from the 1920s.*

**STANDARD 6.** Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence. *Historic features and elements that are salvageable shall be repaired, those that are beyond repair shall be replaced to match original features in design, color, and materials.*



Because of the unique situation present in that much of the building was recently destroyed by an act of vandalism, the restoration will not only follow the Secretary of the Interior's Standards of Rehabilitation, but also the Secretary of the Interior's Standards for Reconstruction. The reconstruction standards that will be utilized in this project will include:

**STANDARD 1.** Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.

**STANDARD 2.** Reconstruction of a landscape, building, structure or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts that are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.

**STANDARD 3.** Reconstruction will include measures to preserve any remaining historic materials, features and spatial relationships.

**STANDARD 4.** Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color and texture.

### **Visual Compatibility Standards**

The restoration and the reconstruction will also conform to the requirements of City of Delray Beach's Land Development Regulations, in particular, Section 4.5.1 (E)(7). Section 4.5.1 is the Historic Preservation Section for Designated Districts, Sites, and Buildings, and Subsection (E) is Development Standards, subsection (7) is Visual Compatibility Standards.

The Seaboard Airline Railroad Station is a solitary structure that does not have other historic buildings in its immediate vicinity, nor is it located within a historic district. Therefore, the structure will not visually impact other buildings, since there is little development around it. However, the plans are to return the building to its original appearance, and thus will not change its previous compatibility with any nearby structures.

## Evaluation Guidelines for Demolition COA's

A significant portion of the building is planned for demolition (and reconstruction) as a result of the devastating damage due to fire. The following is a Justification Statement addressing the Standards in LDR Section 4.5.1 (F) *Demolitions*, specifically from subsection (6), which provides guidelines to the Board when evaluating applications for a Certificate of Appropriateness for Demolition. There are five evaluation criteria the board must consider (here, with a response as to how the demolition is justified, in this case):

*(a) Whether the structure is of such interest or quality that it would reasonable fulfill criteria for designation for listing in the National Register.*

The building was listed in the National Register of Historic Places on September 4, 1986 and locally designated by the City on October 11, 1988. Therefore, the building clearly represents a unique part of Delray's history and exemplifies significant historic architecture.

*(b) Whether the structure is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense.*

This is not a request for complete demolition, and the portion being demolished will be reconstructed to its historic configuration and appearance.

*(c) Whether the structure is one of the last remaining examples of its kind in the designated historic district within the city.*

The building is individually designated, and not within a historic district. The station was designed by Gustav A. Maass, who at the time was working for renowned West Palm Beach architectural firm of Harvey & Clarke. Though other stations were constructed in a similar manner at the time (including Deerfield Beach, Homestead, and Boynton Beach Seaboard Railway Stations,) the Delray Beach station is one of the last remaining examples of its specific design, and by architect Maass. The Boynton Beach station was demolished in the 1960s, and the Homestead station has been empty and derelict for several years.

*(d) Whether retaining the structure would promote the general and value of a particular culture and heritage.*

The portion of the building being proposed for demolition is going to be reconstructed, so the structure will continue to promote Delray's earliest architecture, commerce, and transportation heritage.

*(e) Whether there are approved plans for immediate reuse of the property if the proposed demolition is carried out, and what effect those plans will have on the historic district designation or the individual designation of the property.*

The demolition will not negatively affect the designation, since it is going to be reconstructed and rehabilitated with the Secretary of the Interior's Standards for Rehabilitation as well as the Standards for Reconstruction guiding the process.

## Demolition Justification Statement

Certificates of Appropriateness that are requesting demolition of an individually designated historic structure must also be accompanied by a justification statement. Since the portion to be demolished will be reconstructed, many of these will not be applicable, but the following are the five requirements for the statement as identified in LDR Section 4.5.1 (F)(10):

*(a) A certified report from a registered architect or engineer which provides documentation explaining that the building is structurally unsound and is damaged beyond the ability to repair it at a reasonable cost. The report must include photographs to substantiate the damage.*

There are several reports available which detail the damage to the building, including photographs, but again, the plan is to reconstruct the demolished portion.

*(b) A certified report from an engineer, architect, general contractor, or other qualified professional which documents the projected cost of repairing the structure and returning it to a safe and habitable condition.*

Since the plan is to restore the portion that is salvageable, and reconstruct the portion that is not salvageable, there will be qualified professionals providing cost estimates and complete restoration plans to the City.

*(c) An appraisal of the property in its current condition, its value as vacant land and its potential value as a preserved and restored historic property.*

Not applicable, as there are no plans to completely demolish the structure and create vacant land.


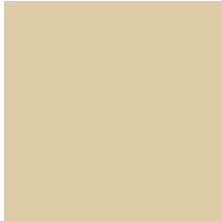
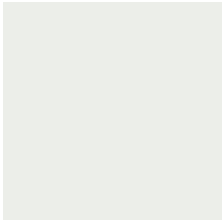
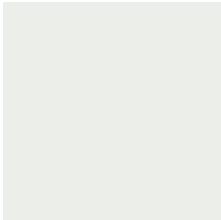


*(d) Documentation that reasonable efforts have been made to find a suitable alternate location for the structure within the City of Delray Beach to which the contributing/individually designated historic structure could be safely relocated.*

Not applicable, as there are no plans to relocate the structure.

*(e) Documentation that the applicant or property owner has taken such steps as it deems necessary to preserve the structure requested for demolition including consultation with community groups, public agencies, and interested citizens, recommendations for acquisition of property by public or private bodies, or agencies and exploration of the possibility of moving one or more structures or other features.*

Not applicable, since the City will be restoring the historic structure.

CITY OF DELRAY BEACH DEVELOPMENT SERVICES DEPARTMENT  
SUPPLEMENTAL FORMS

<b>BUILDING MATERIALS AND COLOR SAMPLE FORM</b>	
NOTE THE TYPE OF MATERIAL AND COLOR SPECIFICATION PROPOSED INCLUDING TYPES OF FINISHES. CAN ATTACH IMAGES OR PHOTOS OF MATERIALS. <b>ATTACH ACTUAL PAINT COLOR SAMPLES WITH DETAILS OF MANUFACTURER</b>	
ROOF	WALLS
<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <b>LUDOWICI CLAY TILE</b> </div> </div>	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <b>BENJAMIN MOORE HC-35 POWELL BUFF</b> </div> </div>
FASCIA	TRIM/OTHER
<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <b>BENJAMIN MOORE OC-63 WINTER SNOW</b> </div> </div>	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <b>BENJAMIN MOORE OC-63 WINTER SNOW</b> </div> </div>
WINDOWS	SHUTTERS/AWNINGS
<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <b>BENJAMIN MOORE HC-135 LAFAYETTE GREEN</b> </div> </div>	
RAILINGS	FENCE
COLUMNS	OTHER - WALL BASE
	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <b>BENJAMIN MOORE HC-38 DECATUR BUFF</b> </div> </div>

# CITY OF DELRAY BEACH

100 NW First Avenue, Delray Beach, FL 33444



## INDEX OF DRAWINGS

COVER/ INDEX OF DRAWINGS  
1 SURVEY PAGE 1  
2 SURVEY PAGE 2

A0.00 VICINITY AND CONTEXT MAP  
A0.01 HISTORIC PHOTOGRAPHS  
A0.02 RENDERING OF PROPOSED RESTORATION  
A0.03 EXISTING EXTERIOR CONDITIONS  
A0.04 EXISTING INTERIOR CONDITIONS  
A1.00 PROPOSED SITE PLAN - PART 1  
A1.01 PROPOSED SITE PLAN - PART 2  
A1.02 RENDERED SITE PLAN  
A2.01 DEMOLITION GROUND FLOOR PLAN  
A2.02 PROPOSED GROUND FLOOR PLAN  
A2.03 DEMOLITION ROOF PLAN  
A2.04 PROPOSED ROOF PLAN  
A3.01 EXISTING AND PROPOSED NORTH AND SOUTH ELEVATIONS  
A3.02 EXISTING AND PROPOSED EAST ELEVATIONS  
A3.03 EXISTING AND PROPOSED WEST ELEVATIONS  
A3.04 PROPOSED SECTIONS  
A3.05 EXTERIOR DOOR AND WINDOW SCHEDULE  
A3.06 BUILDING DETAILS  
A3.07 BUILDING DETAILS  
A4.00 PROPOSED SITE AND BUILDING LIGHTING FIXTURES

ENGINEERING PLANS COVER SHEET  
GH-001 LEGEND  
GH-002 CONSTRUCTION SPECIFICATIONS  
GH-003 GENERAL NOTES  
CD-101 DEMOLITION SITE PLAN  
CG-101 STORM WATER POLLUTION PREVENTION PLAN  
CG-501 STORM WATER POLLUTION PREVENTION DETAILS  
CP-101 PAVING, GRADING, AND DRAINAGE PLAN  
CP-301 PAVING, GRADING, AND DRAINAGE SECTIONS  
CP-501 PAVING, GRADING, AND DRAINAGE DETAILS  
CP-502 PAVING, GRADING, AND DRAINAGE DETAILS  
CU-101 WATER & SEWER PLAN  
CU-501 WATER & SEWER DETAILS  
CU-502 WATER & SEWER DETAILS  
CM-101 PAVEMENT MARKINGS AND SIGNAGE PLAN  
CM-501 PAVEMENT MARKINGS AND SIGNAGE DETAILS  
LP-001 LANDSCAPE NOTES  
LP-101 LANDSCAPE PLAN  
LP-501 LANDSCAPE DETAILS  
LD-101 TREE DISPOSITION PLAN

PP PHOTOMETRY SITE PLAN

## HISTORIC APPLICATION SUBMITTAL AND CLASS II SITE PLAN MODIFICATION

RJHA PROJECT No.: 20-3495

RE-SUBMITTAL

## SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021



**RJ** HEISENBOTTLE  
ARCHITECTS  
2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865



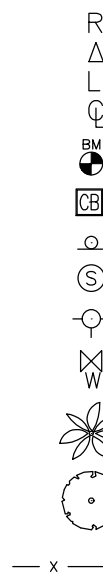
SHEET 1 OF 2  
PROJECT NUMBER  
09515.01



N:\07\090102 - Delray Beach Station At Line Entry Station - 4d\dwg\dwg\Boundary Survey\BSP01.dwg (BSP01.dwg) 11/20/2019 10:00 AM

LEGEND:

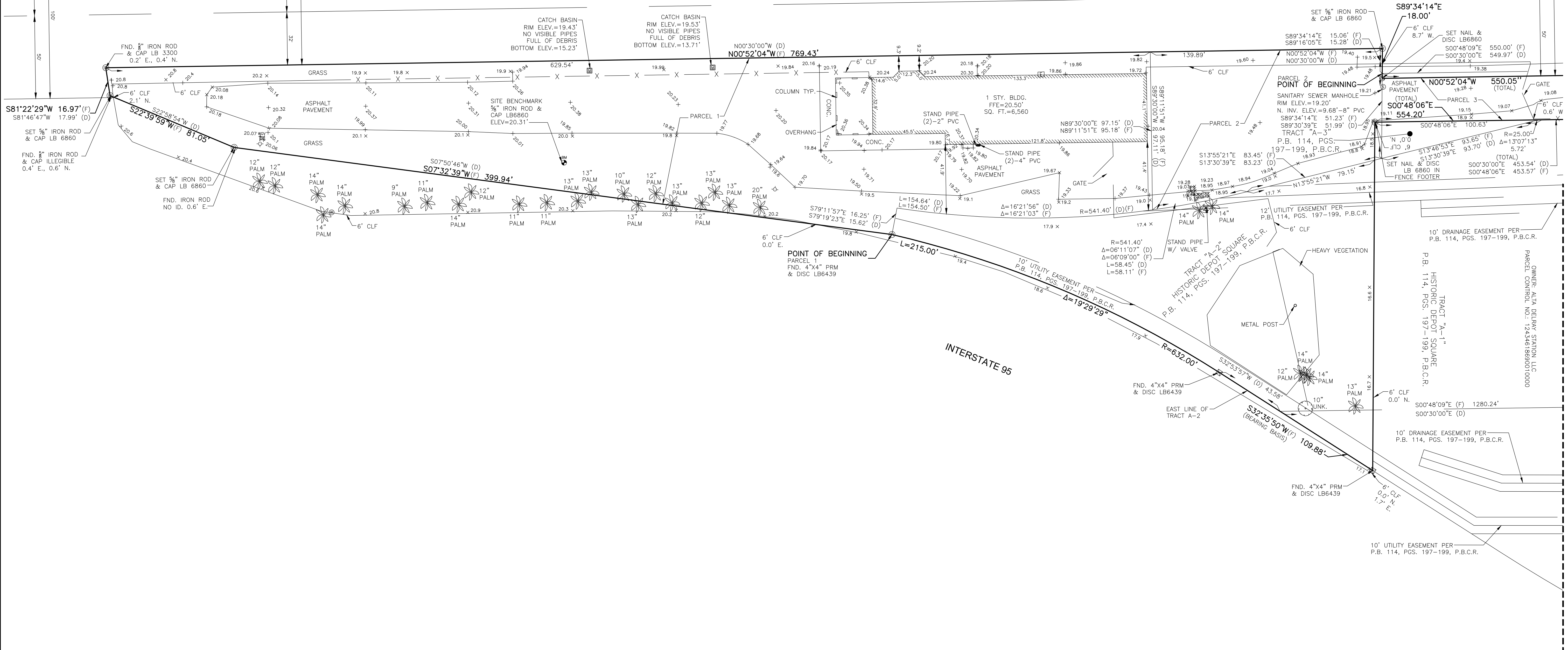
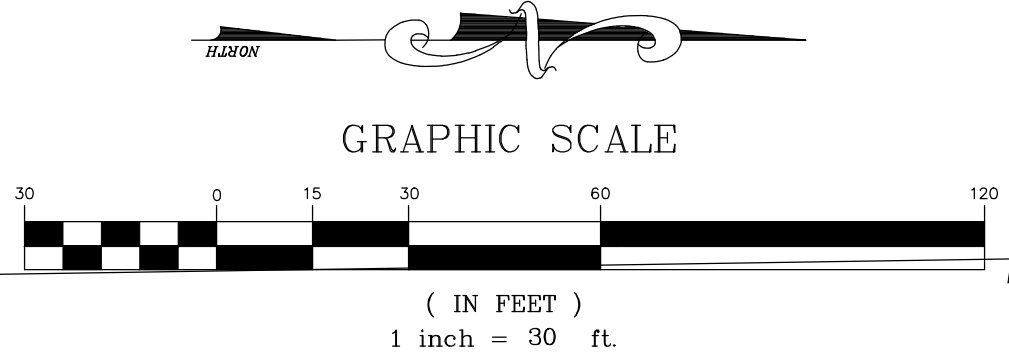
- |          |                                  |                        |
|----------|----------------------------------|------------------------|
| BLDG.    | BUILDING                         | RADIUS                 |
| BM       | BENCHMARK                        | CENTRAL ANGLE          |
| CB       | CATCH BASIN                      | ARC LENGTH             |
| C.B.S.   | CONCRETE BLOCK STRUCTURE         | CENTERLINE             |
| CLF      | CHAIN LINK FENCE                 | BENCHMARK              |
| CMP      | CORRUGATED METAL PIPE            | CATCH BASIN            |
| CONC.    | CONCRETE                         | SINGLE POST SIGN       |
| (D)      | PER DEED                         | SANITARY SEWER MANHOLE |
| ELEV.    | ELEVATION                        | FIRE HYDRANT           |
| (F)      | PER FIELD                        | WATER VALVE            |
| FFE      | FINISHED FLOOR ELEVATION         | PALM TREE              |
| FND.     | FOUND                            | SHADE TREE             |
| FPL      | FLORIDA POWER & LIGHT COMPANY    | CHAIN LINK FENCE       |
| ID.      | IDENTIFICATION                   |                        |
| INV.     | INVERT                           |                        |
| LB       | FLORIDA LICENSED BUSINESS NUMBER |                        |
| NO.      | NUMBER                           |                        |
| O.R.B.   | OFFICIAL RECORDS BOOK            |                        |
| RCP      | REINFORCED CONCRETE PIPE         |                        |
| R/W      | RIGHT OF WAY                     |                        |
| P.B.     | PLAT BOOK                        |                        |
| P.B.C.R. | PALM BEACH COUNTY RECORDS        |                        |
| PG.      | PAGE                             |                        |
| PGS.     | PAGES                            |                        |
| PRM      | PERMANENT REFERENCE MONUMENT     |                        |
| PVC      | POLYVINYL CHLORIDE PIPE          |                        |
| STY.     | STORY                            |                        |
| SQ. FT.  | SQUARE FEET                      |                        |
| TYP.     | TYPICAL                          |                        |
| UNK.     | UNKNOWN TREE                     |                        |



OWEN'S COMMERCIAL SUBDIVISION  
P.B. 74, PGS. 130-131, P.B.C.R.

82' RIGHT OF WAY PER FLORIDA DEPARTMENT OF  
TRANSPORTATION RIGHT OF WAY MAP SECTION  
93220-2403, SHEET 33 OF 75, LAST REVISED 03/23/90

CSX RAILROAD  
SEABOARD COASTLINE RAILROAD



MATCH LINE "A"  
SEE SHEET 1

MATCH LINE "A"  
SEE SHEET 1

BOUNDARY & TOPOGRAPHIC SURVEY  
DELRAY BEACH HISTORIC DEPOT STATION

A PORTION OF THE  
NORTHEAST ONE-QUARTER (NE 1/4)  
OF SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST  
CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA

SHEET 2 OF 2  
PROJECT NUMBER  
09515.01

KEITH  
301 EAST ATLANTIC BOULEVARD  
POMPAHO BEACH, FLORIDA 33060-6643  
(954) 788-3400 FAX (954) 788-3500  
EMAIL: mail@KEITHteam.com LB NO. 6860

DATE	4/9/19			DATE	REVISION	BY
			</			









CIRCA 1981



CIRCA 1973

#### HISTORIC PHOTOGRAPHS

## SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021



**RJ** HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A0.01**





RENDERING OF PROPOSED RESTORATION

## SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

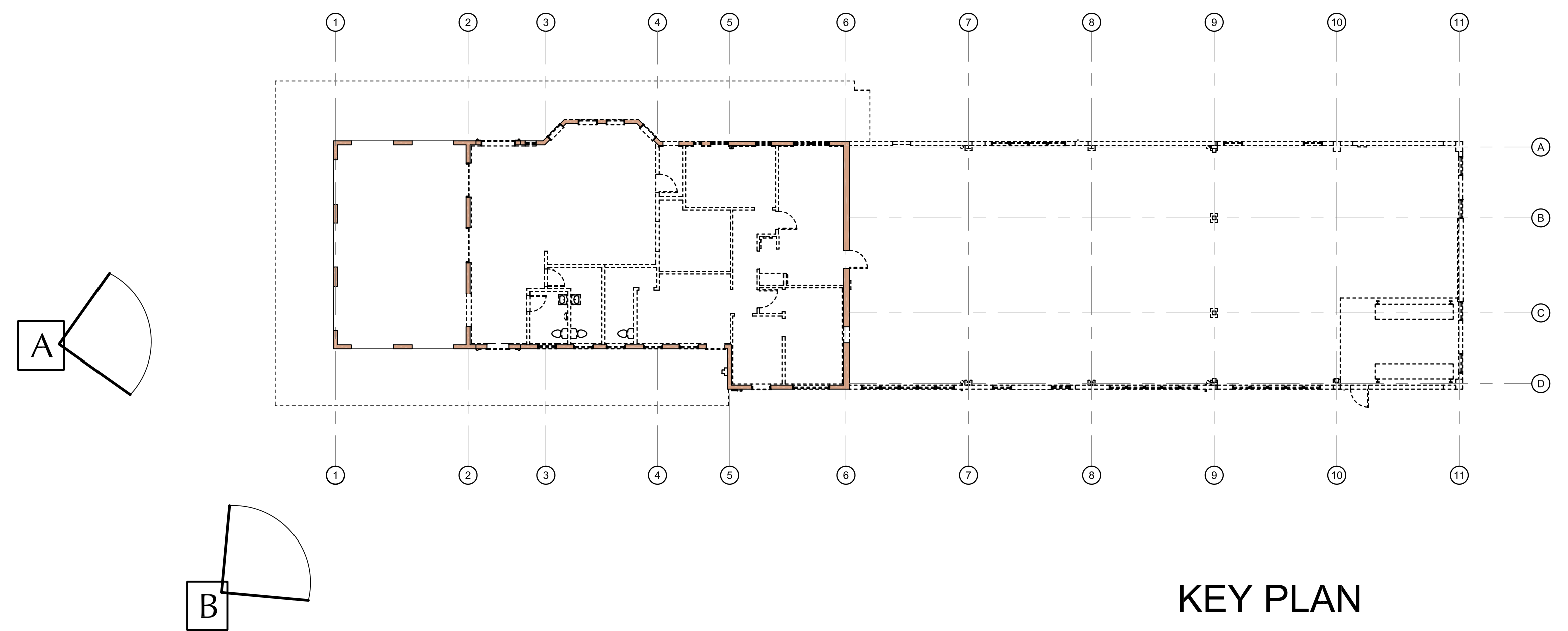


**RJ** HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A0.02**





A. SOUTH ELEVATION



B. SOUTH-EAST ELEVATION



EXISTING CONDITIONS PHOTOGRAPHS  
**SEABOARD AIRLINE RAILWAY STATION  
 RESTORATION AND RECONSTRUCTION**

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

**RJ** HEISENBOTTLE  
 ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
 CORAL GABLES, FL 33134 TELEPHONE:  
 305/446-7799 FAX: 305/446-9275 FLORIDA  
 REGISTRATION NUMBER: AR 0010865

**A0.03**





A. REAR OFFICE LOOKING SOUTH-EAST



B. WAREHOUSE AREA LOOKING NORTH



C. OFFICE AREA BAY WINDOWS



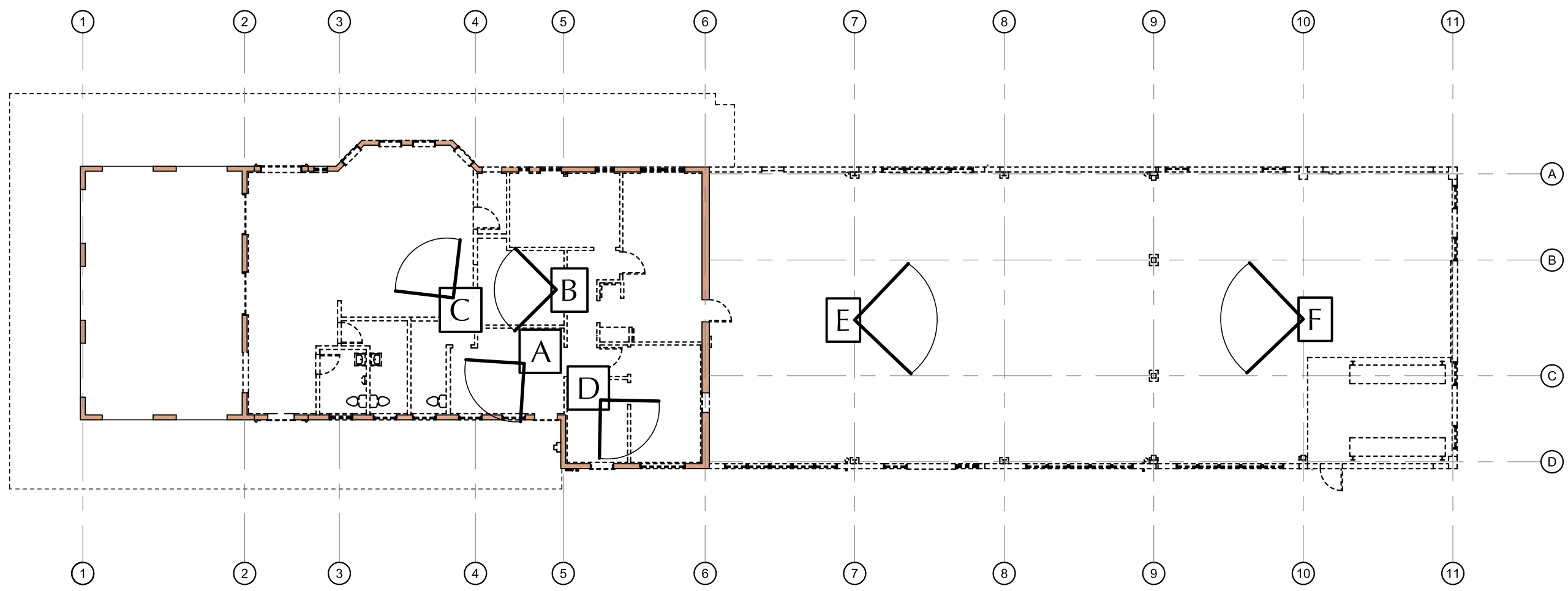
D. REAR OFFICE LOOKING NORTH-EAST



E. WAREHOUSE AREA LOOKING NORTH



F. WAREHOUSE AREA LOOKING SOUTH



KEY PLAN



# EXISTING CONDITIONS PHOTOGRAPHS SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

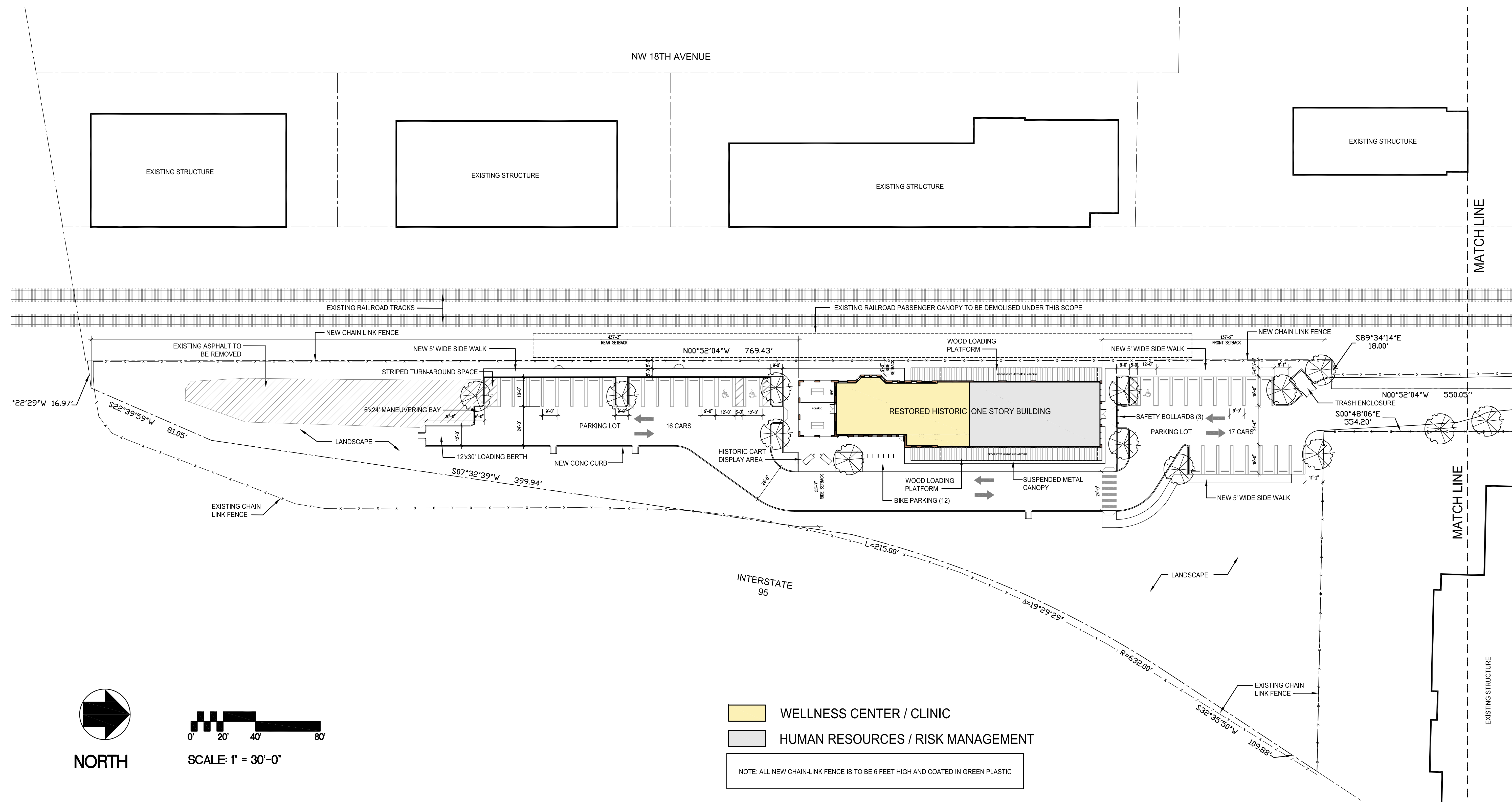
AUGUST 6, 2021

**RJ** HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A0.04**





PROPOSED SITE PLAN, PART 1

# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021



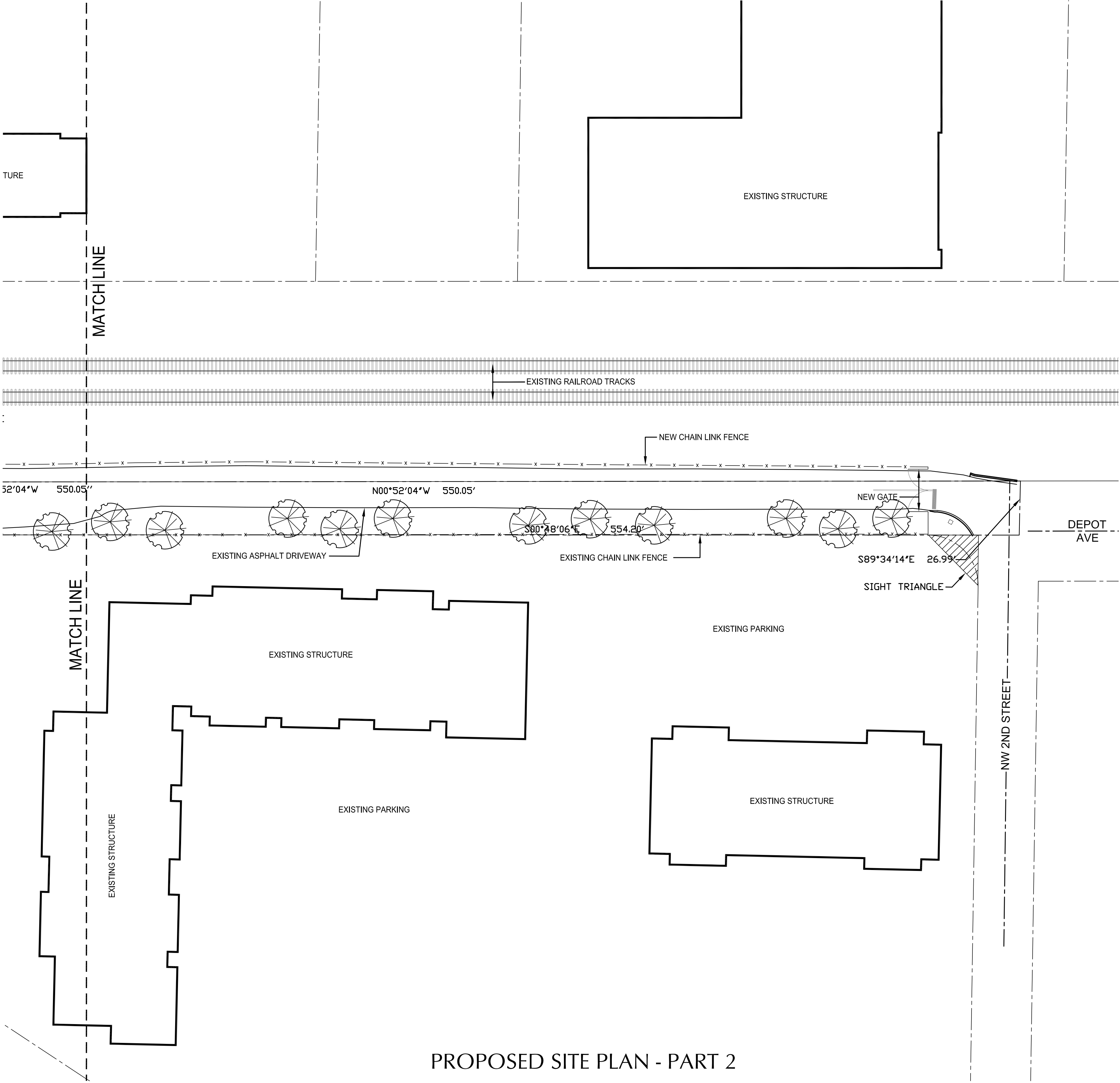
**RJ HEISENBOTTLE**  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A1.00**

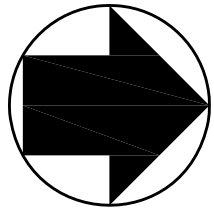
PARKING CALCULATIONS:			
REQUIRED PARKING:	RATIO	AREA:	NO. OF SPACES
BUILDING TYPE (100% - 6,580 SF)			
GOVERNMENTAL BUSINESS AND PROFESSIONAL OFFICES SECTION 4.6.9(C)(4)(b)	(5 / 1000)	3,208 SF.	16 SPACES
GOVERNMENTAL BUSINESS AND PROFESSIONAL OFFICES SECTION 4.6.9(C)(4)(b)	(5 / 1000)	3,372 SF.	17 SPACES
TOTAL REQUIRED:			33 SPACES
PROVIDED PARKING:	OFF STREET STANDARD SPACES: (9'x18')		30 SPACES
	ON STREET PARALLEL SPACES: (8'x22')		0 SPACES
	ACCESSIBLE SPACES: (12'x18')		3 SPACES
TOTAL PROVIDED:			33 SPACES
OFF-STREET LOADING:	5,000 - 20,000 G SF. = ONE BERTH		
Sec. 4.6.10			
TOTAL REQUIRED:			1 BERTH
TOTAL PROVIDED:			(12'x30') 1 BERTH
NOTES: 1) PARKING FACILITIES CONTAINING 21 OR MORE SPACES SHALL BE MARKED WITH DIRECTIONAL ARROWS 2) STANDARD ISLE WIDTH = 24'-0" 3) 1 ADA PARKING SPACE PER 25 REQUIRED SPACES IS REQUIRED 4) LANDSCAPE ISLANDS SHALL BE PLACED AT AN INTERVAL NO LESS THAN 1 ISLAND PER EVERY 13 STANDARD PARKING SPACES. 5) EACH ROW OF PARKING SHALL BE TERMINATED BY LANDSCAPE ISLANDS WITH MINIMUM DIMENSIONS OF 9'-0" IN WIDTH, EXCLUSIVE OF CURB, AND 135 SQUARE FT.			

PARKING CALCULATIONS

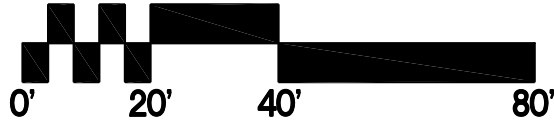


PROPOSED SITE PLAN - PART 2

NOTE: ALL NEW CHAIN-LINK FENCE IS TO BE 6 FEET HIGH AND COATED IN GREEN PLASTIC



NORTH



SCALE: 1" = 30'-0"

PROJECT DATA				
The following information must be provided in the spaces below and must be shown on the Site Plan.				
	REQUIRED/PERMITTED	EXISTING	PROPOSED	
FRONT SETBACK	25 FT.	137 FT. 2 IN.	137 FT. 2 IN.	
SIDE INTERIOR SETBACK	10 FT.	9 FT. 2 IN.	9 FT. 2 IN.	
SIDE STREET SETBACK	10 FT.	55 FT. 7 IN.	55 FT. 7 IN.	
REAR SETBACK	10 FT.	437 FT. 3 IN.	437 FT. 3 IN.	
HEIGHT/FLOORS	48 FT.			
WIDTH OF SITE	0 FT.			
DEPTH OF SITE	0 FT.			
FRONTAGE				
TOTAL SITE AREA		97,797 SF	97,797 SF	
PERVIOUS/IMPERVIOUS AREA		48,428 SF/49,371 SF	52,483 SF/45,334 SF	
OPEN SPACE (LANDSCAPED)	25% MIN. (24,449 SF)		53.6% (52,483 SF)	
WATER BODIES	N/A	N/A	N/A	
GROUND FLOOR AREA		5,580 SF	5,580 SF	
TOTAL FLOOR AREA				
LOT COVERAGE	50.0% (48,888 SF)	5.6% (3285 SF)	5.6% (3285 SF)	
FLOOR AREA RATIO		0.087 FAR	0.067 FAR	
NUMBER OF DWELLING UNITS	N/A			
DENSITY (UNITS PER ACRE)	N/A			
DWELLING UNITS				
	NUMBER OF UNITS	A/C SQ. FT.	TOTAL SQ. FT.	
EFFICIENCY	N/A			
1 BEDROOM	N/A			
2 BEDROOM	N/A			
3 BEDROOM	N/A			
4 BEDROOM	N/A			
PARKING SPACES REQUIRED				
USE	CALCULATED AT #SPACES PER	REQUIRED	EXISTING	PROPOSED
MEDICAL OFFICES INCL. CLINICS	5 PER 1,000 SF	16		16
GOVERNMENTAL OFFICES	5 PER 1,000 SF	17		17
REGULAR SPACES		31		30
COMPACT SPACES (30% max. of required may be compact)				
HANDICAPPED SPACES		2		3
TOTALS		33		33
Number of bike racks required: 10 SPACES		Number of bike racks proposed: 12 SPACES		

PROJECT DATA



# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

RJ HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

A1.01





PROPOSED RENDERED SITE PLAN

# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021



**RJ** HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A1.02**



# DEMOLITION KEYNOTES

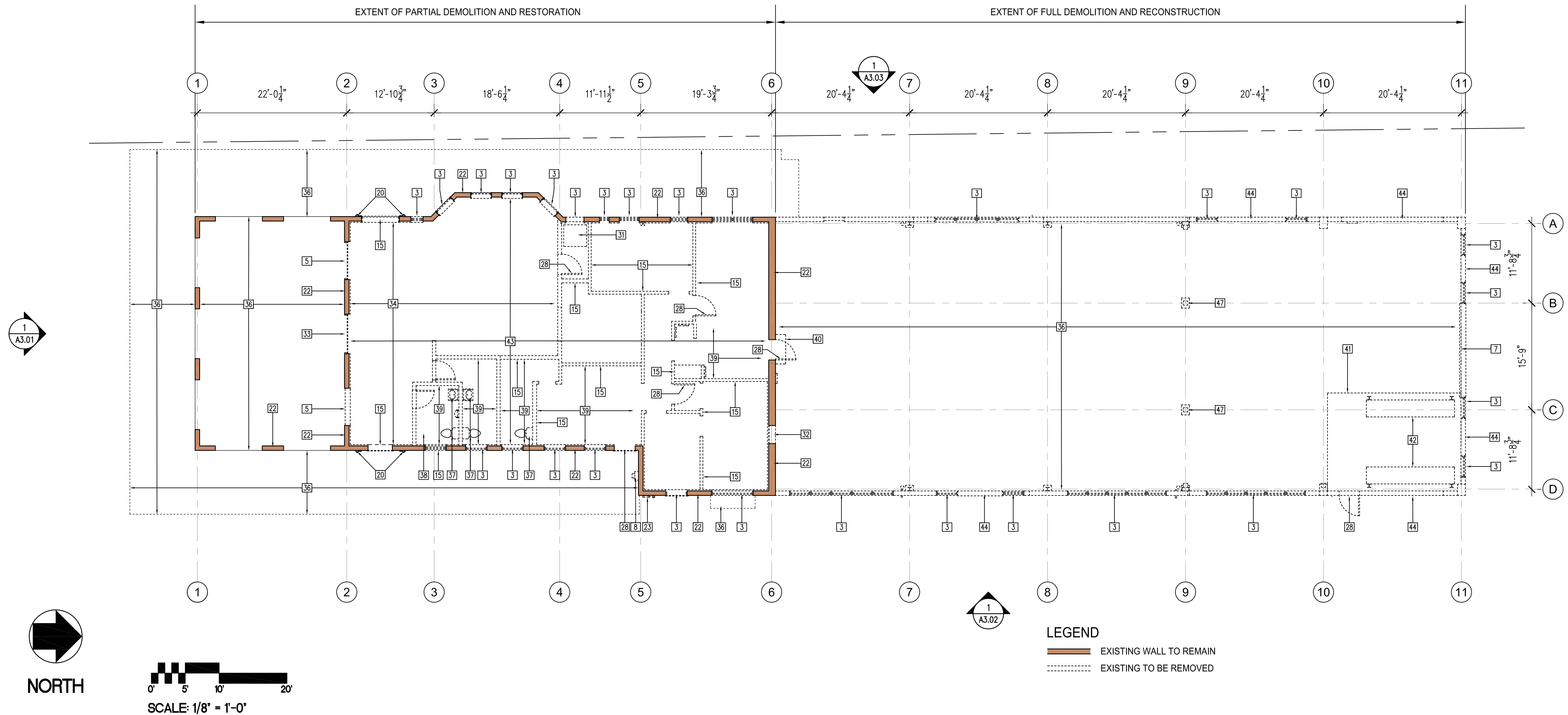
- 1 REMOVE REMAINING BARREL TILE ROOF AND COPING
- 2 EXISTING CRACK TO BE REPAIRED (TYP)
- 3 REMOVE EXISTING WINDOW OR REMAINS THEREOF INCLUDING ANY COVERING PLYWOOD
- 4 REMOVE ALL DEBRIS FROM COLLAPSED ROOF AND WALLS
- 5 REMOVE EXISTING PLYWOOD INFILL WALL
- 6 REMOVE EXISTING CONTROL JOINTS (TYP)
- 7 REMOVE EXISTING ROLL-UP DOOR
- 8 REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- 9 ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED
- 10 EXISTING STUCCO SIGNAGE TO BE RESTORED
- 11 EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
- 12 ROOF STRUCTURE TO REMAIN BARREL TILE AND ROOFING TO BE REMOVED
- 13 EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
- 14 CUT AND PRESERVE ENTIRE SIGNAGE PANEL FOR FUTURE REUSE OR REPLICATI

- 15 REMOVE ALL PARTITIONS OR REMAINS THEREOF
- 16 EXISTING BARREL TILE CAP TO BE RESTORED
- 17 REMOVE EXISTING WALL VENT
- 18 REMOVE EXISTING DOWNSPOUT
- 19 REMOVE EXISTING CONDENSING UNIT
- 20 EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
- 21 REMOVE REMAINS OF EXISTING LOUVER
- 22 EXISTING EXTERIOR WALL TO BE PRESERVED SHORING WHEN REQUIRED
- 23 REMOVE EXISTING TELEPHONE BOX
- 24 REMOVE EXISTING PIPE PENETRATION
- 25 REMOVE EXISTING FIRE ALARM/STROBE
- 26 REMOVE EXISTING CHAINLINK FENCE AND GATE
- 27 REMOVE EXISTING KNOX BOX
- 28 REMOVE EXISTING DOOR OR REMAINS THEREOF
- 29 REMOVE EXISTING ORIGINAL TRANSOM TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION
- 30 EXISTING ORIGINAL MOLDINGS TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION

- 31 REMOVE ANY REMAINS OF HVAC EQUIPMENT THROUGHOUT
- 32 EXISTING OPENING TO BE INFILLED
- 33 REMOVE EXISTING DOOR, FRAME AND TRANSOM
- 34 REMOVE EXISTING REMAINING TERRAZZO FLOOR
- 35 EXISTING TILE FLOOR TO REMAIN
- 36 REMOVE EXISTING CONCRETE FLOOR
- 37 REMOVE ANY REMAINING TOILET FIXTURES AND PLUMBING
- 38 REMOVE ANY TOILET PARTITION REMAINS
- 39 REMOVE ANY REMAINING FLOOR TILES
- 40 REMOVE EXISTING CONCRETE STEP
- 41 REMOVE EXISTING CONCRETE PLATFORM
- 42 REMOVE EXISTING STEEL STORAGE STRUCTURE
- 43 REMOVE ANY REMAINING PLASTER & DRYWALL CEILING THROUGHOUT
- 44 REMOVE EXISTING EXTERIOR WALL IN ITS ENTIRETY
- 45 REMOVE EXISTING STUCCO ON WOOD FROM WALL
- 46 REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- 47 REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCTURAL ELEMENTS
- 48 REMOVE EXISTING ROOF AND ROOF STRUCTURE

# GENERAL NOTES:

- REMOVE ALL EXISTING DEBRIS
- REMOVE ALL LIGHTING FIXTURES
- REMOVE ALL ELECTRICAL CONDUITS AND PANELS
- REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS
- REMOVE ALL PLUMBING FIXTURES AND PIPING



## EXISTING CONDITIONS / SELECTIVE DEMOLITION GROUND FLOOR PLAN SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

**RJ HEISENBOTTLE**  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A2.01**





PROPOSED KEYNOTES

- 101 NEW HISTORIC REPLICA DOOR (TYP)  
102 NEW HISTORIC REPLICA LAMPS (TYP)  
103 BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)  
104 NEW HISTORIC REPLICA WOOD LOADING PLATFORM  
105 NEW HISTORIC NON-OPERATIONAL REPLICA DOOR  
106 RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION  
107 HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)  
108 RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL  
109 NEW HISTORIC REPLICA METAL CANOPY  
110 NEW PAINTED WOOD BRACKET AND FASCIA (TYP)  
111 NEW SINGLE HUNG METAL WINDOWS TO MATCH ORIGINAL  
112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)  
113 NEW STOREFRONT GLAZING SYSTEM (TYP)  
114 NEW GLASS DOOR  
115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)

- 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)  
117 NEW BARREL TILE ROOF (TYP)  
118 NEW WOOD STEPS TO MATCH HISTORICAL  
119 NEW HISTORIC REPLICA BENCH  
120 NEW DRYWALL PARTITION  
121 NEW GLASS PARTITION  
122 NEW CONCRETE REINFORCING WALL  
123 MASONRY INFILL WALL  
124 NEW BARREL TILE COPING  
125 NEW CONCRETE FLOOR  
126 NEW CONCRETE SIDEWALK  
127 NEW ROOF MOUNTED A/C UNIT ALUMINUM SCREEN  
128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM  
129 NEW STUCCO EXP. JOINT (TYP.)

- 130 NEW CMU AND STUCCO WALL  
131 NEW FULL HEIGHT CMU WALL  
132 NEW 12' HIGH DRYWALL PARTITION  
133 NEW 5' HIGH DRYWALL PARTITION  
134 INTERIOR STOREFRONT GLAZING SYSTEM  
135 NEW INTERIOR WOOD DOOR  
136 NEW TRUSSES TO REPLICATE HISTORIC TRUSSES  
137 NEW 3" TALL x 6" DIA. CONCRETE FILLED STEEL BOLLARDS  
138 NEW ALUMINUM LOUVERS TO MATCH ORIGINAL

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT

BOMA RENTABLE AREA

- WELLNESS CENTER = 2,940 SF.  
HR / RISK MANAGEMENT = 3,203 SF.

GROSS BUILDING AREA

TOTAL GROSS AREA = 6,580SF.



SEABOARD AIRLINE RAILWAY STATION  
RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

RJ HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

A2.02





DEMOLITION KEYNOTES

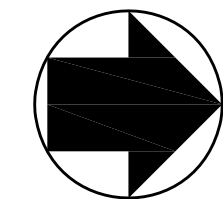
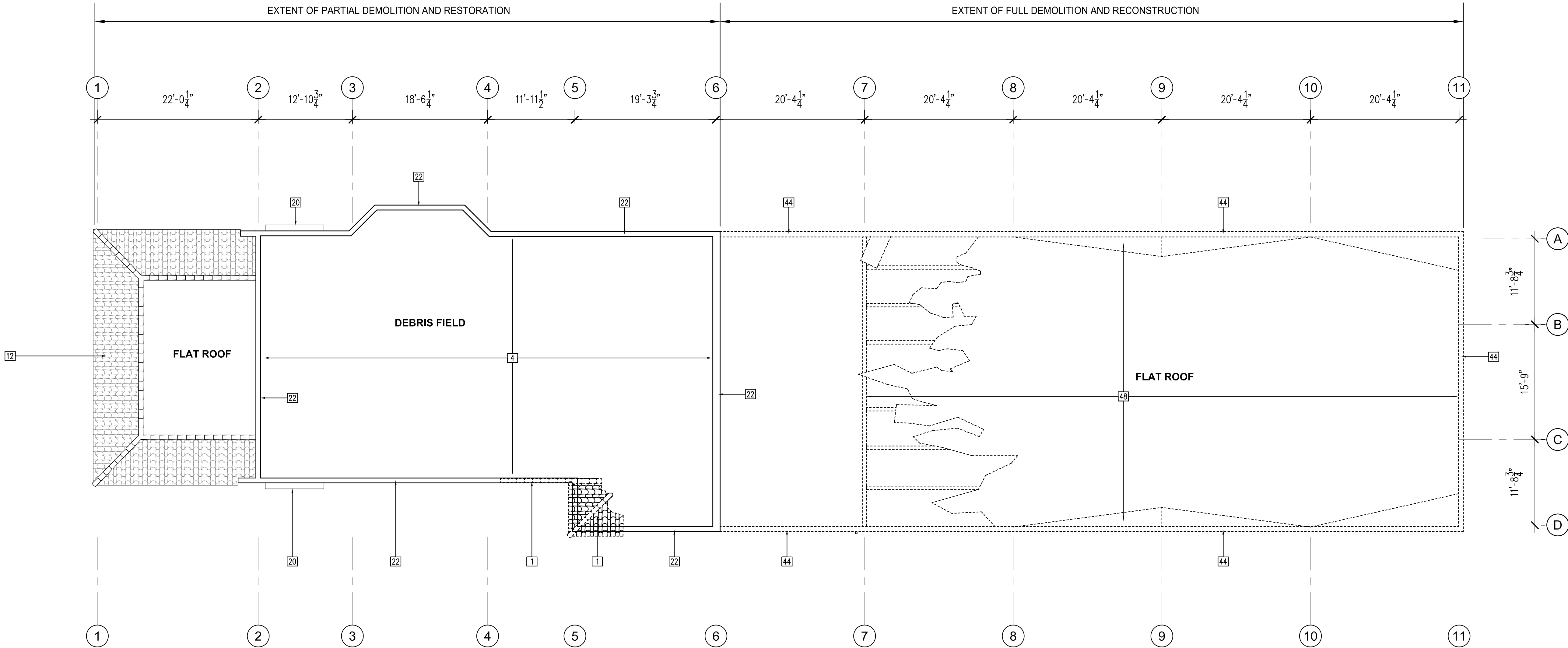
- 11 REMOVE REMAINING BARREL TILE ROOF AND COPING
- 12 EXISTING CRACK TO BE REPAIRED (TYP)
- 13 REMOVE EXISTING WINDOW OR REMAINS THEREOF INCLUDING ANY COVERING PLYWOOD
- 24 REMOVE ALL DEBRIS FROM COLLAPSED ROOF AND WALLS
- 14 REMOVE EXISTING PLYWOOD INFILL WALL
- 16 REMOVE EXISTING CONTROL JOINTS (TYP)
- 17 REMOVE EXISTING ROLL-UP DOOR
- 18 REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- 19 ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED
- 10 EXISTING STUCCO SIGNAGE TO BE RESTORED
- 11 EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
- 12 ROOF STRUCTURE TO REMAIN BARREL TILE AND ROOFING TO BE REMOVED
- 13 EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
- 14 CUT AND PRESERVE ENTIRE SIGNAGE PANEL FOR FUTURE REUSE OR REPLICATIO

- 15 REMOVE ALL PARTITIONS OR REMAINS THEREOF
- 16 EXISTING BARREL TILE CAP TO BE RESTORED
- 17 REMOVE EXISTING WALL VENT
- 18 REMOVE EXISTING DOWNSPOUT
- 19 REMOVE EXISTING CONDENSING UNIT
- 24 EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
- 24 REMOVE REMAINS OF EXISTING LOUVER
- 24 EXISTING EXTERIOR WALL TO BE PRESERVED SHORING WHEN REQUIRED
- 24 REMOVE EXISTING TELEPHONE BOX
- 24 REMOVE EXISTING PIPE PENETRATION
- 24 REMOVE EXISTING FIRE ALARM/STROBE
- 24 REMOVE EXISTING CHAINLINK FENCE AND GATE
- 24 REMOVE EXISTING KNOX BOX
- 24 REMOVE EXISTING DOOR OR REMAINS THEREOF
- 24 REMOVE EXISTING ORIGINAL TRANSOM TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION
- 24 EXISTING ORIGINAL MOLDINGS TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION

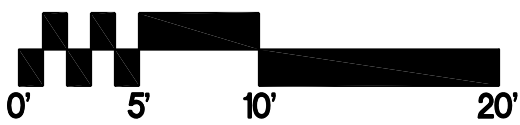
- 11 REMOVE ANY REMAINS OF HVAC EQUIPMENT THROUGHOUT
- 12 EXISTING OPENING TO BE INFILLED
- 13 REMOVE EXISTING DOOR, FRAME AND TRANSOM
- 14 REMOVE EXISTING REMAINING TERRAZZO FLOOR
- 15 EXISTING TILE FLOOR TO REMAIN
- 24 REMOVE EXISTING CONCRETE FLOOR
- 17 REMOVE ANY REMAINING TOILET FIXTURES AND PLUMBING
- 19 REMOVE ANY TOILET PARTITION REMAINS
- 10 REMOVE ANY REMAINING FLOOR TILES
- 11 REMOVE EXISTING CONCRETE STEP
- 11 REMOVE EXISTING CONCRETE PLATFORM
- 24 REMOVE EXISTING STEEL STORAGE STRUCTURE
- 13 REMOVE ANY REMAINING PLASTER & DRYWALL CEILING THROUGHOUT
- 14 REMOVE EXISTING EXTERIOR WALL IN ITS ENTIRETY
- 13 REMOVE EXISTING STUCCO ON WOOD FROM WALL
- 24 REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- 15 REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCTURAL ELEMENTS
- 10 REMOVE EXISTING ROOF AND ROOF STRUCTURE

GENERAL NOTES:

- REMOVE ALL EXISTING DEBRIS
- REMOVE ALL LIGHTING FIXTURES
- REMOVE ALL ELECTRICAL CONDUITS AND PANELS
- REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS
- REMOVE ALL PLUMBING FIXTURES AND PIPING



NORTH



SCALE: 1/8" = 1'-0"



SELECTIVE DEMOLITION ROOF PLAN  
SEABOARD AIRLINE RAILWAY STATION  
RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

RJ HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

A2.03



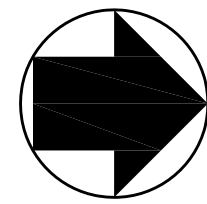
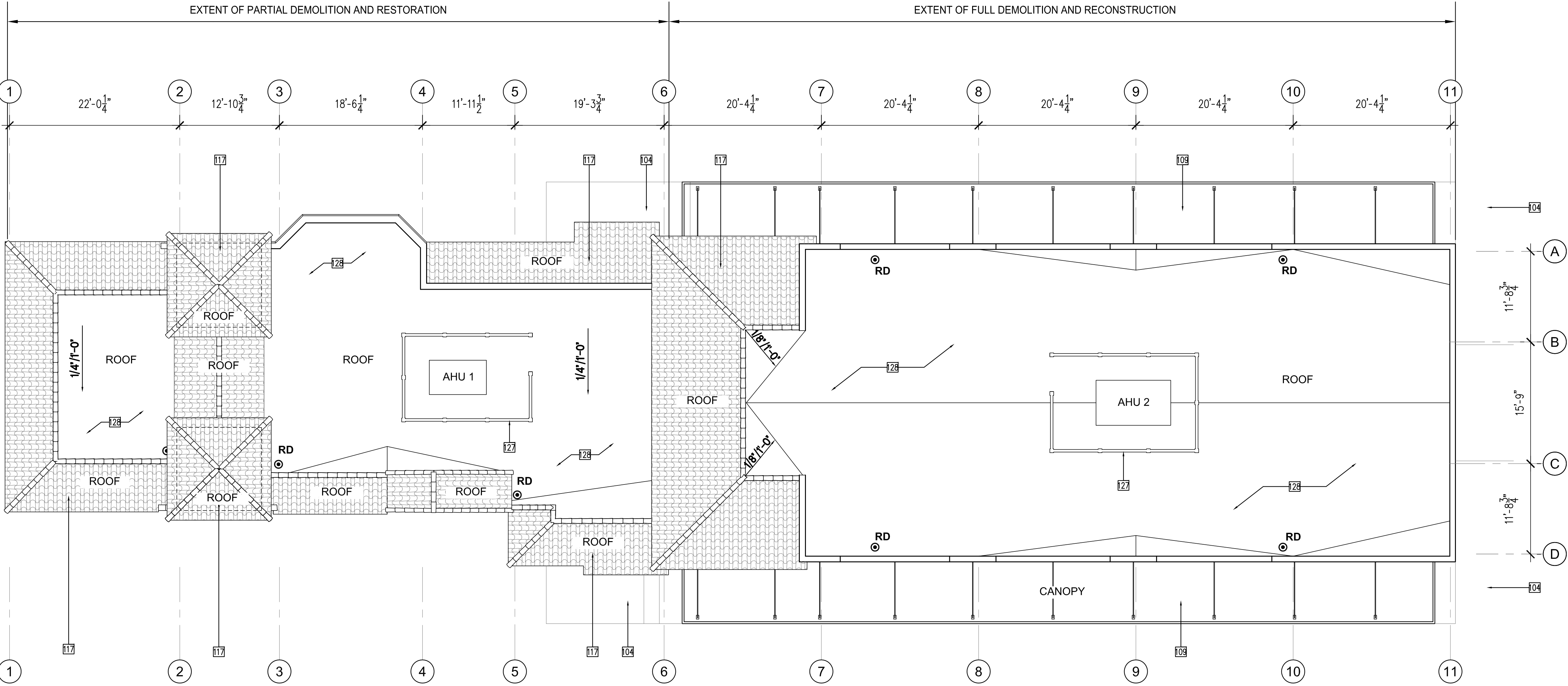
PROPOSED KEYNOTES

- 101 NEW HISTORIC REPLICA DOOR (TYP)
- 102 NEW HISTORIC REPLICA LAMPS (TYP)
- 103 BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- 104 NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- 105 NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- 106 RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- 107 HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- 108 RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL
- 109 NEW HISTORIC REPLICA METAL CANOPY
- 110 NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- 111 NEW SINGLE HUNG METAL WINDOWS TO MATCH ORIGINAL
- 112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- 113 NEW STOREFRONT GLAZING SYSTEM (TYP)
- 114 NEW GLASS DOOR
- 115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)

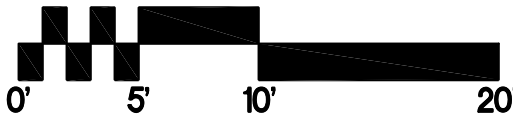
- 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)
- 117 NEW BARREL TILE ROOF (TYP)
- 118 NEW WOOD STEPS TO MATCH HISTORICAL
- 119 NEW HISTORIC REPLICA BENCH
- 120 NEW DRYWALL PARTITION
- 121 NEW GLASS PARTITION
- 122 NEW CONCRETE REINFORCING WALL
- 123 MASONRY INFILL WALL
- 124 NEW BARREL TILE COPING
- 125 NEW CONCRETE FLOOR
- 126 NEW CONCRETE SIDEWALK
- 127 NEW ROOF MOUNTED A/C UNIT ALUMINUM SCREEN
- 128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- 129 NEW STUCCO EXP. JOINT (TYP.)

- 130 NEW CMU AND STUCCO WALL
- 131 NEW FULL HEIGHT CMU WALL
- 132 NEW 12' HIGH DRYWALL PARTITION
- 133 NEW 5' HIGH DRYWALL PARTITION
- 134 INTERIOR STOREFRONT GLAZING SYSTEM
- 135 NEW INTERIOR WOOD DOOR
- 136 NEW TRUSSES TO REPLICATE HISTORIC TRUSSES
- 137 NEW 3" TALL x 6" DIA. CONCRETE FILLED STEEL BOLLARDS
- 138 NEW ALUMINUM LOUVERS TO MATCH ORIGINAL

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



NORTH



SCALE: 1/8" = 1'-0"



PROPOSED ROOF PLAN  
SEABOARD AIRLINE RAILWAY STATION  
RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

RJ HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

A2.04



# DEMOLITION KEYNOTES

- 1 REMOVE REMAINING BARREL TILE ROOF AND COPING
- 2 EXISTING CRACK TO BE REPAIRED (TYP)
- 3 REMOVE EXISTING WINDOW OR REMAINS THEREOF INCLUDING ANY COVERING PLYWOOD
- 4 REMOVE ALL DEBRIS FROM COLLAPSED ROOF AND WALLS
- 5 REMOVE EXISTING PLYWOOD INFILL WALL
- 6 REMOVE EXISTING CONTROL JOINTS (TYP)
- 7 REMOVE EXISTING ROLL-UP DOOR
- 8 REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- 9 ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED

- 10 EXISTING STUCCO SIGNAGE TO BE RESTORED
- 11 EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
- 12 ROOF STRUCTURE TO REMAIN BARREL TILE AND ROOFING TO BE REMOVED
- 13 EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
- 14 CUT AND PRESERVE ENTIRE SIGNAGE PANEL FOR FUTURE REUSE OR REPLICATION
- 15 REMOVE ALL PARTITIONS OR REMAINS THEREOF
- 16 EXISTING BARREL TILE CAP TO BE RESTORED
- 17 REMOVE EXISTING WALL VENT
- 18 REMOVE EXISTING DOWNSPOUT
- 19 REMOVE EXISTING CONDENSING UNIT

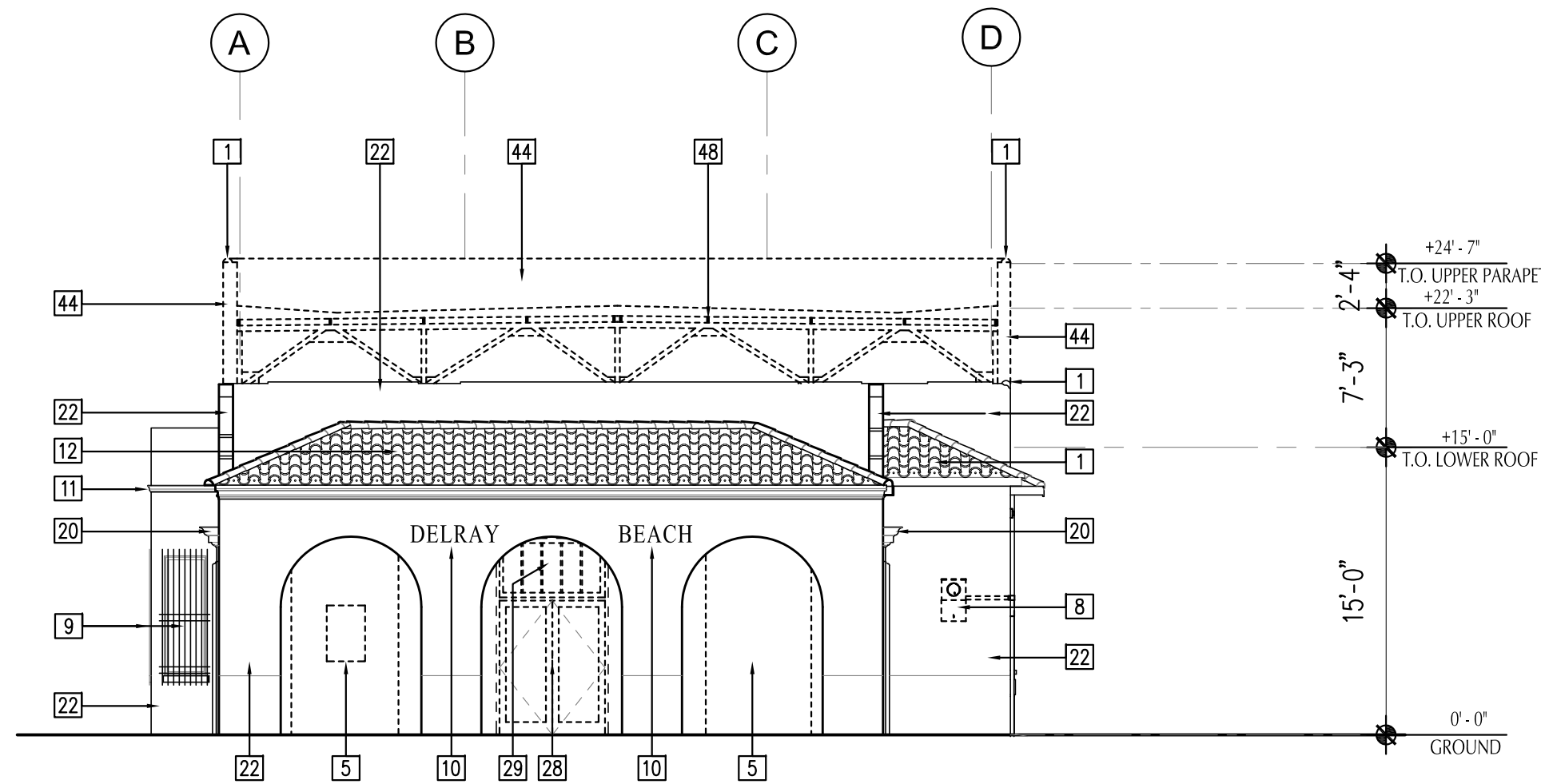
- 20 EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
- 21 REMOVE REMAINS OF EXISTING LOUVER
- 22 EXISTING EXTERIOR WALL TO BE PRESERVED SHORING WHEN REQUIRED
- 23 REMOVE EXISTING TELEPHONE BOX
- 24 REMOVE EXISTING PIPE PENETRATION
- 25 REMOVE EXISTING FIRE ALARM/STROBE
- 26 REMOVE EXISTING CHAINLINK FENCE AND GATE
- 27 REMOVE EXISTING KNOX BOX
- 28 REMOVE EXISTING DOOR OR REMAINS THEREOF
- 29 REMOVE EXISTING ORIGINAL TRANSOM TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION

- 30 EXISTING ORIGINAL MOLDINGS TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION
- 31 REMOVE ANY REMAINS OF HVAC EQUIPMENT THROUGHOUT
- 32 EXISTING OPENING TO BE INFILLED
- 33 REMOVE EXISTING DOOR, FRAME AND TRANSOM
- 34 REMOVE EXISTING REMAINING TERRAZZO FLOOR
- 35 EXISTING TILE FLOOR TO REMAIN
- 36 REMOVE EXISTING CONCRETE FLOOR
- 37 REMOVE ANY REMAINING TOILET FIXTURES AND PLUMBING
- 38 REMOVE ANY TOILET PARTITION REMAINS
- 39 REMOVE ANY REMAINING FLOOR TILES

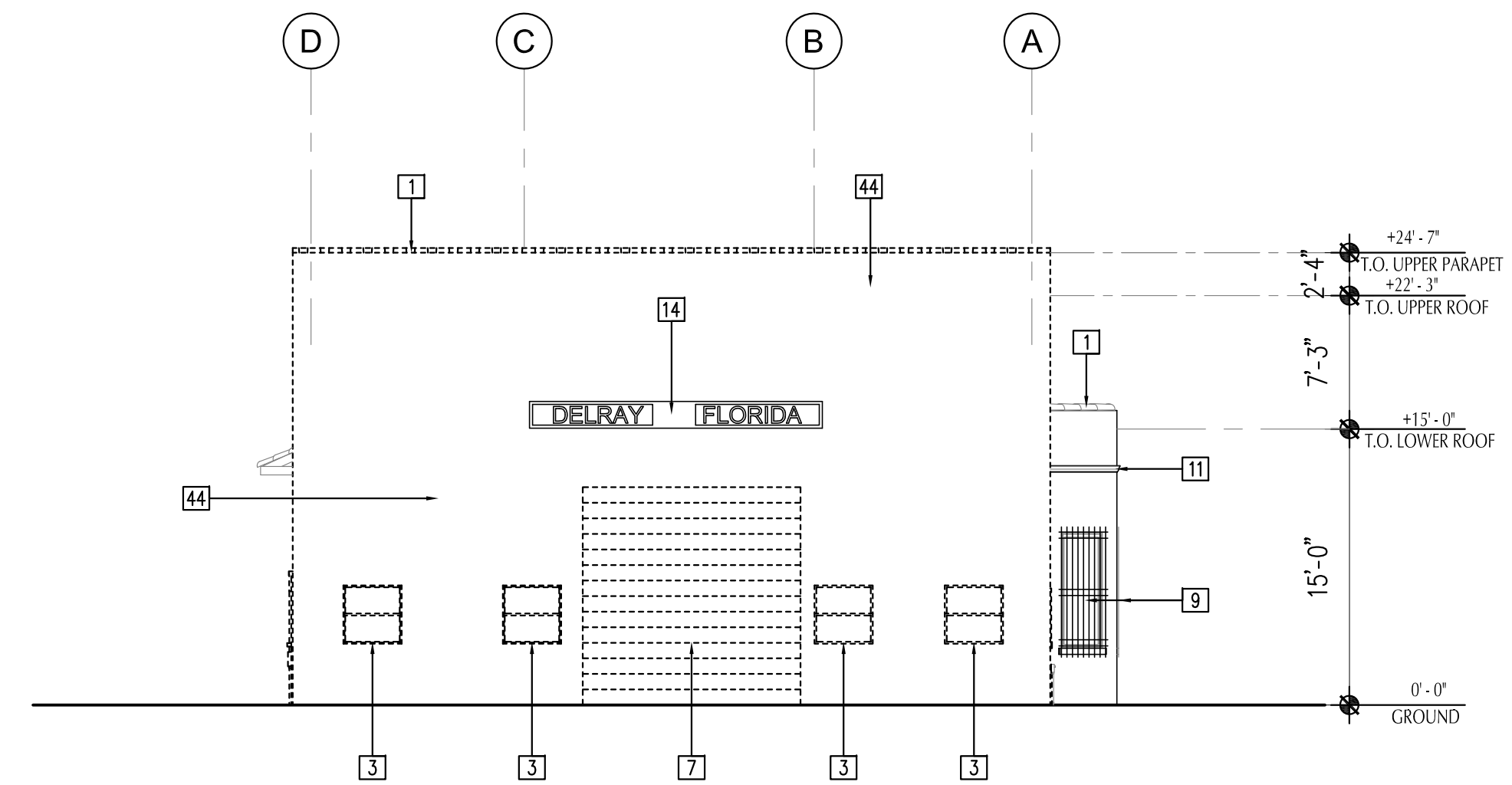
- 40 REMOVE EXISTING CONCRETE STEP
- 41 REMOVE EXISTING CONCRETE PLATFORM
- 42 REMOVE EXISTING STEEL STORAGE STRUCTURE
- 43 REMOVE ANY REMAINING PLASTER & DRYWALL CEILING THRC
- 44 REMOVE EXISTING EXTERIOR WALL IN ITS ENTIRETY
- 45 REMOVE EXISTING STUCCO ON WOOD FROM WALL
- 46 REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- 47 REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCT
- 48 REMOVE EXISTING ROOF AND ROOF STRUCTURE

# GENERAL NOTES:

- REMOVE ALL EXISTING DEBRIS  
REMOVE ALL LIGHTING FIXTURES  
REMOVE ALL ELECTRICAL CONDUITS AND PANELS  
REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS  
REMOVE ALL PLUMBING FIXTURES AND PIPING



EXISTING SOUTH ELEVATION / SELECTIVE DEMOLITION



EXISTING NORTH ELEVATION / SELECTIVE DEMOLITION

# PROPOSED KEYNOTES

- 101 NEW HISTORIC REPLICA DOOR (TYP)
- 102 NEW HISTORIC REPLICA LAMPS (TYP)
- 103 BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- 104 NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- 105 NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- 106 RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- 107 HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- 108 RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL

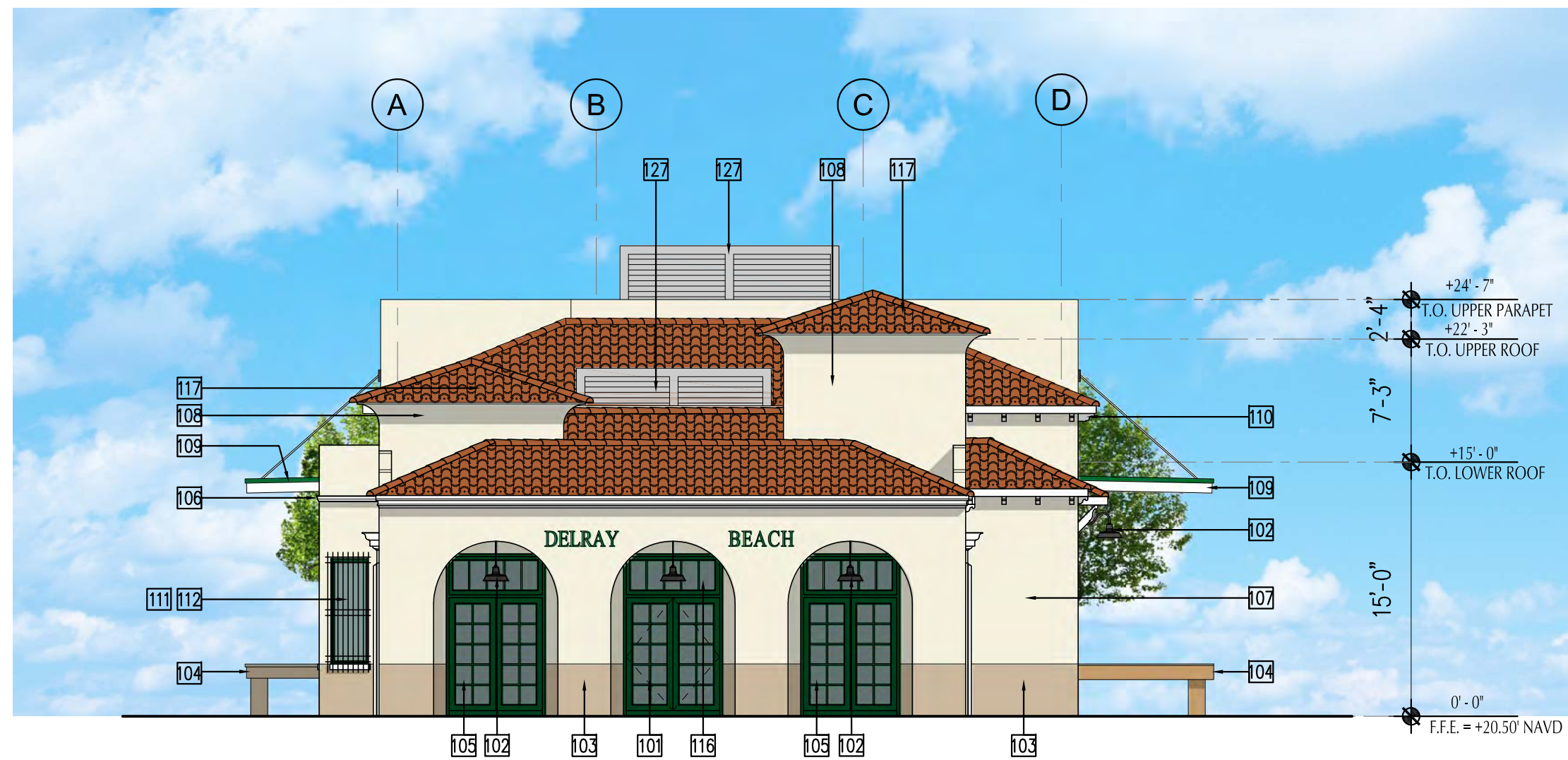
- 109 NEW HISTORIC REPLICA METAL CANOPY
- 110 NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- 111 NEW 2/2 SINGLE HUNG WINDOWS TO MATCH HISTORICAL
- 112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- 113 NEW STOREFRONT GLAZING SYSTEM (TYP)
- 114 NEW GLASS DOOR
- 115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

- 117 NEW BARREL TILE ROOF (TYP)
- 118 NEW WOOD STEPS TO MATCH HISTORICAL
- 119 NEW HISTORIC REPLICA BENCH
- 120 NEW DRYWALL PARTITION
- 121 NEW GLASS PARTITION
- 122 NEW CONCRETE REINFORCING WALL
- 123 MASONRY INFILL WALL
- 124 NEW BARREL TILE COPING

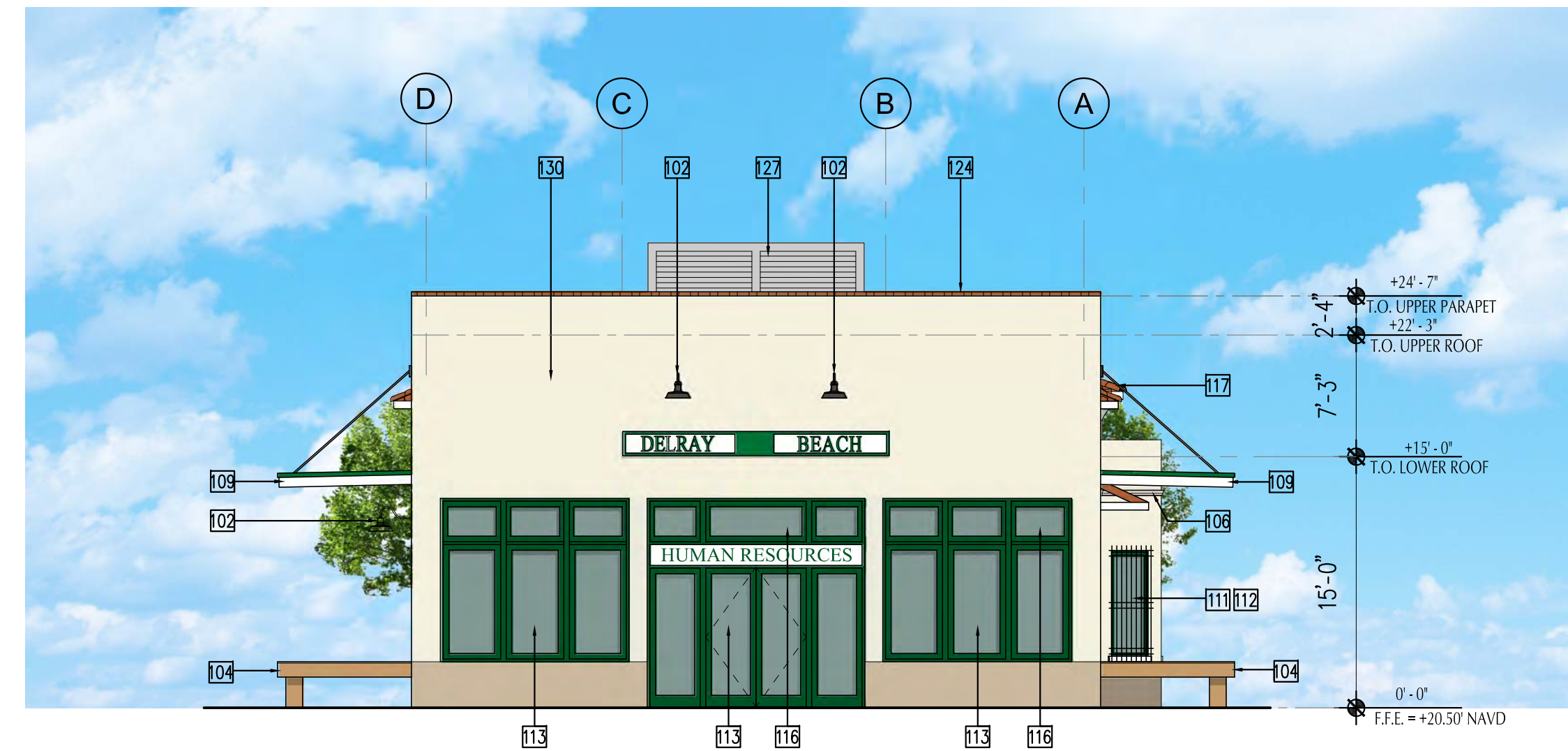
- 125 NEW CONCRETE FLOOR
- 126 NEW CONCRETE SIDEWALK
- 127 NEW ROOF MOUNTED AIR HANDLER UNIT
- 128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- 129 NEW STUCCO EXP. JOINT (TYP.)
- 130 NEW CMU AND STUCCO WALL
- 131 NEW FULL HEIGHT CMU WALL
- 132 NEW 10' HIGH DRYWALL PARTITION

- 133 NEW 5' HIGH DRYWALL PARTITION
- 134 7' HIGH INTERIOR STOREFRONT GLAZING
- 135 STUCCO PANEL TO MATCH HISTORICAL - PAINTED

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



PROPOSED SOUTH ELEVATION



PROPOSED NORTH ELEVATION

OPTION A - DOUBLE LOADING PLATFORM

SCALE: 1/8" = 1'-0"



# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

**RJ HEISENBOTTLE**  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A3.01**



# DEMOLITION KEYNOTES

- 1 REMOVE REMAINING BARREL TILE ROOF AND COPING
- 2 EXISTING CRACK TO BE REPAIRED (TYP)
- 3 REMOVE EXISTING WINDOW OR REMAINS THEREOF INCLUDING ANY COVERING PLYWOOD
- 4 REMOVE ALL DEBRIS FROM COLLAPSED ROOF AND WALLS
- 5 REMOVE EXISTING PLYWOOD INFILL WALL
- 6 REMOVE EXISTING CONTROL JOINTS (TYP)
- 7 REMOVE EXISTING ROLL-UP DOOR
- 8 REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- 9 ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED

- 10 EXISTING STUCCO SIGNAGE TO BE RESTORED
- 11 EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
- 12 ROOF STRUCTURE TO REMAIN BARREL TILE AND ROOFING TO BE REMOVED
- 13 EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
- 14 CUT AND PRESERVE ENTIRE SIGNAGE PANEL FOR FUTURE REUSE OR REPLICATION
- 15 REMOVE ALL PARTITIONS OR REMAINS THEREOF
- 16 EXISTING BARREL TILE CAP TO BE RESTORED
- 17 REMOVE EXISTING WALL VENT
- 18 REMOVE EXISTING DOWNSPOUT
- 19 REMOVE EXISTING CONDENSING UNIT

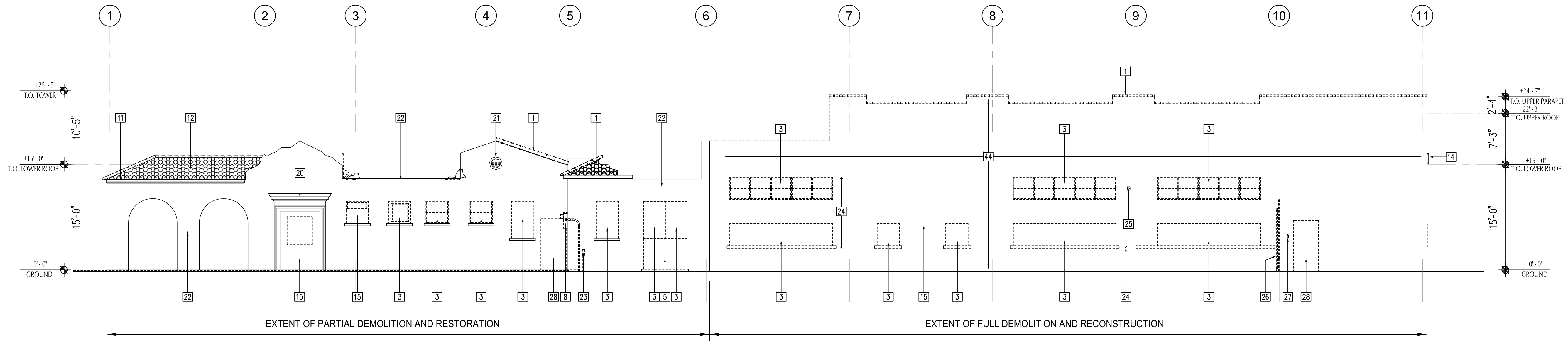
- 20 EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
- 21 REMOVE REMAINS OF EXISTING LOUVER
- 22 EXISTING EXTERIOR WALL TO BE PRESERVED SHORING WHEN REQUIRED
- 23 REMOVE EXISTING TELEPHONE BOX
- 24 REMOVE EXISTING PIPE PENETRATION
- 25 REMOVE EXISTING FIRE ALARM/STROBE
- 26 REMOVE EXISTING CHAINLINK FENCE AND GATE
- 27 REMOVE EXISTING KNOX BOX
- 28 REMOVE EXISTING DOOR OR REMAINS THEREOF
- 29 REMOVE EXISTING ORIGINAL TRANSOM TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION

- 30 EXISTING ORIGINAL MOLDINGS TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION
- 31 REMOVE ANY REMAINS OF HVAC EQUIPMENT THROUGHOUT
- 32 EXISTING OPENING TO BE INFILLED
- 33 REMOVE EXISTING DOOR, FRAME AND TRANSOM
- 34 REMOVE EXISTING REMAINING TERRAZZO FLOOR
- 35 EXISTING TILE FLOOR TO REMAIN
- 36 REMOVE EXISTING CONCRETE FLOOR
- 37 REMOVE ANY REMAINING TOILET FIXTURES AND PLUMBING
- 38 REMOVE ANY TOILET PARTITION REMAINS
- 39 REMOVE ANY REMAINING FLOOR TILES

- 40 REMOVE EXISTING CONCRETE STEP
- 41 REMOVE EXISTING CONCRETE PLATFORM
- 42 REMOVE EXISTING STEEL STORAGE STRUCTURE
- 43 REMOVE ANY REMAINING PLASTER & DRYWALL CEILING THRU
- 44 REMOVE EXISTING EXTERIOR WALL IN ITS ENTIRETY
- 45 REMOVE EXISTING STUCCO ON WOOD FROM WALL
- 46 REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- 47 REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCT
- 48 REMOVE EXISTING ROOF AND ROOF STRUCTURE

# GENERAL NOTES:

REMOVE ALL EXISTING DEBRIS  
REMOVE ALL LIGHTING FIXTURES  
REMOVE ALL ELECTRICAL CONDUITS AND PANELS  
REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS  
REMOVE ALL PLUMBING FIXTURES AND PIPING



EXISTING EAST ELEVATION / SELECTIVE DEMOLITION

# PROPOSED KEYNOTES

- 101 NEW HISTORIC REPLICA DOOR (TYP)
- 102 NEW HISTORIC REPLICA LAMPS (TYP)
- 103 BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- 104 NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- 105 NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- 106 RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- 107 HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- 108 RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL

- 109 NEW HISTORIC REPLICA METAL CANOPY
- 110 NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- 111 NEW 2/2 SINGLE HUNG WINDOWS TO MATCH HISTORICAL
- 112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- 113 NEW STOREFRONT GLAZING SYSTEM (TYP)
- 114 NEW GLASS DOOR
- 115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

- 117 NEW BARREL TILE ROOF (TYP)
- 118 NEW WOOD STEPS TO MATCH HISTORICAL
- 119 NEW HISTORIC REPLICA BENCH
- 120 NEW DRYWALL PARTITION
- 121 NEW GLASS PARTITION
- 122 NEW CONCRETE REINFORCING WALL
- 123 MASONRY INFILL WALL
- 124 NEW BARREL TILE COPING

- 125 NEW CONCRETE FLOOR
- 126 NEW CONCRETE SIDEWALK
- 127 NEW ROOF MOUNTED AIR HANDLER UNIT
- 128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- 129 NEW STUCCO EXP. JOINT (TYP.)
- 130 NEW CMU AND STUCCO WALL
- 131 NEW FULL HEIGHT CMU WALL
- 132 NEW 10' HIGH DRYWALL PARTITION

- 133 NEW 5' HIGH DRYWALL PARTITION
- 134 7' HIGH INTERIOR STOREFRONT GLAZING
- 135 STUCCO PANEL TO MATCH HISTORICAL - PAINTED

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



PROPOSED EAST ELEVATION



# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

**RJ HEISENBOTTLE**  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A3.02**



- 1 REMOVE EXISTING BARREL TILE COPING (TYP)
- 2 EXISTING CRACK TO BE REPAIRED (TYP)
- 3 REMOVE EXISTING SINGLE HUNG WINDOW (TYP)
- 4 REMOVE EXISTING VEGETATION GROWTH
- 5 REMOVE EXISTING PLYWOOD INFILL WALL
- 6 REMOVE EXISTING CONTROL JOINTS (TYP)
- 7 REMOVE EXISTING ROLL-UP DOOR
- 8 REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- 9 EXISTING ORIGINAL WINDOW BARS TO BE RESTORED (TYP)
- 10 CAREFULLY REMOVE EXISTING WINDOW AND WINDOW FRAME TO BE RESTORED AND REINSTALLED - STORE AND PROTECT FROM DAMAGE

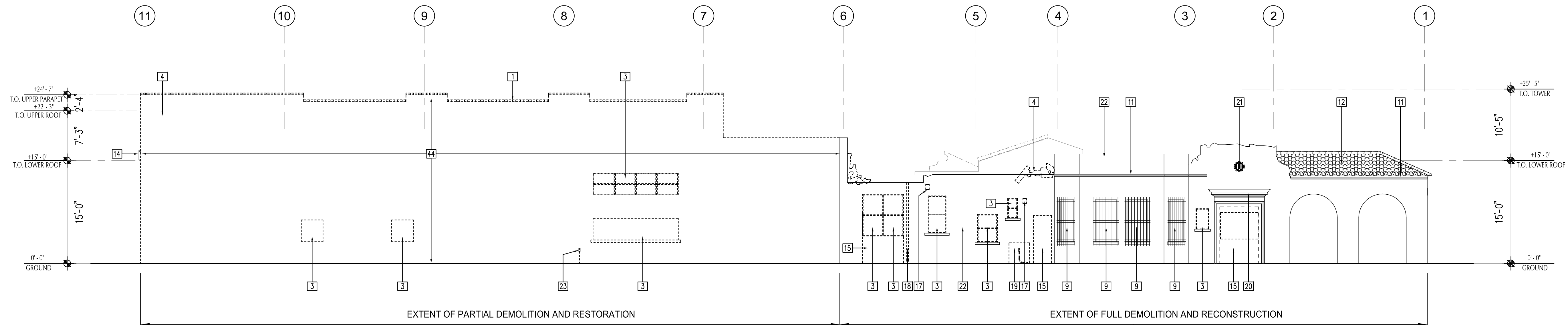
- 11 EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
- 12 EXISTING BARREL TILE ROOF TO BE REMOVED (TYP)
- 13 EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
- 14 EXISTING ORIGINAL SIGNAGE TO BE RESTORED
- 15 REMOVE EXISTING PLASTER ON WOOD STUD PARTITION
- 16 EXISTING BARREL TILE CAP TO BE RESTORED
- 17 REMOVE EXISTING WALL VENT
- 18 REMOVE EXISTING DOWNSPOUT
- 19 REMOVE EXISTING CONDENSING UNIT

- 20 EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
- 21 EXISTING ORIGINAL 18" D LOUVER TO BE RESTORED
- 22 EXISTING ORIGINAL WINDOWS TO BE RESTORED (TYP)
- 23 REMOVE EXISTING TELEPHONE BOX
- 24 REMOVE EXISTING PIPE PENETRATION
- 25 REMOVE EXISTING FIRE ALARM/STROBE
- 26 REMOVE EXISTING CHAINLINK FENCE AND GATE
- 27 REMOVE EXISTING KNOX BOX
- 28 REMOVE EXISTING DOOR
- 29 EXISTING ORIGINAL TRANSOM TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION

- 30 EXISTING ORIGINAL MOLDINGS TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION
- 31 REMOVE EXISTING HVAC EQUIPMENT
- 32 EXISTING OPENING TO BE INFILLED
- 33 REMOVE EXISTING DOOR, FRAME AND TRANSOM
- 34 EXISTING TERRAZO FLOOR TO REMAIN
- 35 EXISTING TILE FLOOR TO REMAIN
- 36 REMOVE EXISTING CONCRETE FLOOR
- 37 EXISTING TOILET FIXTURES TO BE REMOVED
- 38 TOILET PARTITIONS TO REMAIN
- 39 REMOVE EXISTING FLOOR TILE
- 40 REMOVE EXISTING CONCRETE STEP

- 41 REMOVE EXISTING CONCRETE PLATFORM
- 42 REMOVE EXISTING STEEL STORAGE STRUCTURE
- 43 REMOVE EXISTING PLASTER & DRYWALL CEILING THROUGHOUT
- 44 EXISTING STUCCO TO BE REMOVED DOWN TO MASONRY
- 45 REMOVE EXISTING STUCCO ON WOOD FROM WALL
- 46 REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- 47 CONCRETE COLUMN TO REMAIN
- 48 REMOVE EXISTING BUILT-UP ROOF

NOTE: REMOVE ALL ELECTRICAL CONDUITS AND PANELS  
NOTE: REMOVE ALL LIGHTING FIXTURES



EXISTING WEST ELEVATION / SELECTIVE DEMOLITION

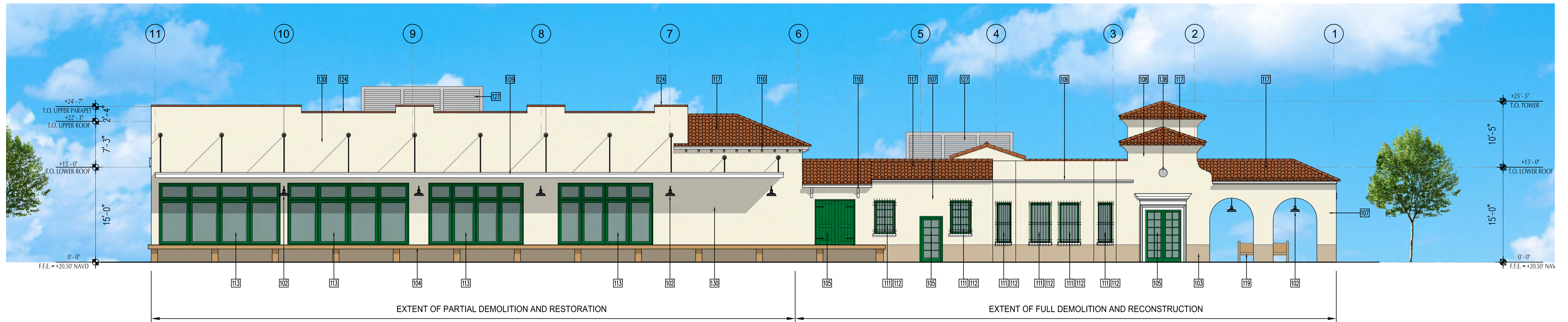
PROPOSED KEYNOTES

- 101 NEW HISTORIC REPLICA DOOR TO BE INSTALLED (TYP)
- 102 NEW HISTORIC REPLICA LAMPS TO BE INSTALLED (TYP)
- 103 BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- 104 NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- 105 NEW HISTORIC REPLICA DOOR TO BE INSTALLED (FIXED)
- 106 RESTORE AND REFINISH ORIGINAL HISTORIC CORNICE TO ORIGINAL CONDITION
- 107 PAINTED STUCCO (TYP)
- 108 NEW HISTORIC REPLICA STEEL CORNER GUARDS (TYP)

- 109 NEW HISTORIC REPLICA PLATFORM ROOF
- 110 NEW PAINTED WOOD BRACKET (TYP)
- 111 ORIGINAL 2/2 SINGLE HUNG STEEL WINDOWS W/ WEIGHTED SASH
- 112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- 113 NEW STOREFRONT GLAZING SYSTEM (TYP)
- 114 NEW GLASS DOOR
- 115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

- 117 NEW BARREL TILE ROOF (TYP)
- 118 NEW WINDOW TO BE INSTALLED
- 119 NEW HISTORIC REPLICA BENCH
- 120 NEW DRYWALL PARTITION
- 121 NEW GLASS PARTITION
- 122 NEW ADA LIFT
- 123 MASONRY INFILL WALL
- 124 BIFOLD WOOD DOORS TO MATCH ORIGINAL (TYP)

- 125 NEW CONCRETE FLOOR
- 126 NEW CONCRETE SIDEWALK
- 127 NEW ROOF MOUNTED AIR HANDLER UNIT
- 128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- 129 NEW STUCCO EXP. JOINT (TYP.)
- 130 NEW STUCCO WALL
- 131 ELECTRIC WATER COOLERS
- NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



PROPOSED WEST ELEVATION

# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021



**RJ HEISENBOTTLE**  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A3.03**



PROPOSED KEYNOTES

- 101 NEW HISTORIC REPLICA DOOR (TYP)
- 102 NEW HISTORIC REPLICA LAMPS (TYP)
- 103 BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- 104 NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- 105 NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- 106 RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- 107 HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- 108 RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL

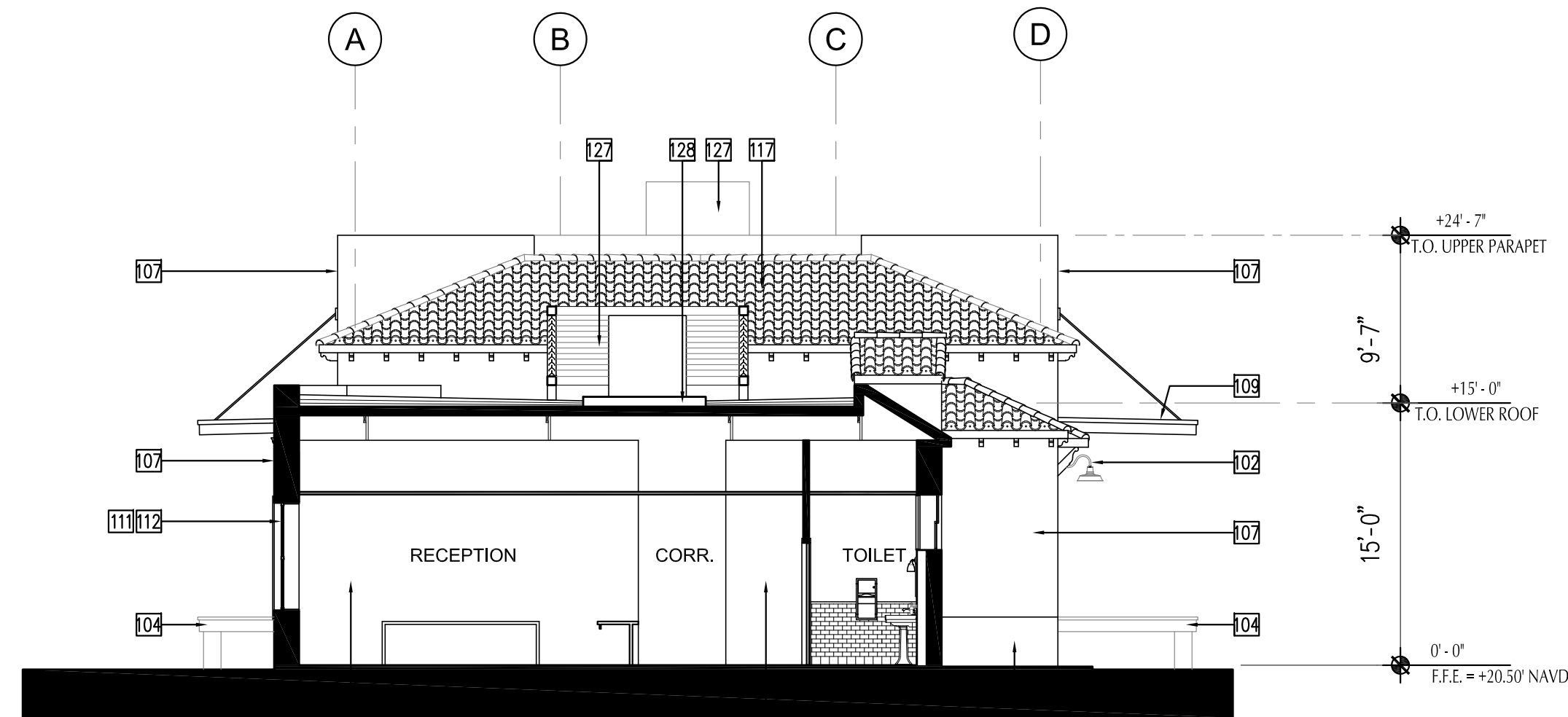
- 109 NEW HISTORIC REPLICA METAL CANOPY
- 110 NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- 111 NEW SINGLE HUNG METAL WINDOWS TO MATCH ORIGINAL
- 112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- 113 NEW STOREFRONT GLAZING SYSTEM (TYP)
- 114 NEW GLASS DOOR
- 115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

- 117 NEW BARREL TILE ROOF (TYP)
- 118 NEW WOOD STEPS TO MATCH HISTORICAL
- 119 NEW HISTORIC REPLICA BENCH
- 120 NEW DRYWALL PARTITION
- 121 NEW GLASS PARTITION
- 122 NEW CONCRETE REINFORCING WALL
- 123 MASONRY INFILL WALL
- 124 NEW BARREL TILE COPING

- 125 NEW CONCRETE FLOOR
- 126 NEW CONCRETE SIDEWALK
- 127 NEW ROOF MOUNTED A/C UNIT ALUMINUM SCREEN
- 128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- 129 NEW STUCCO EXP. JOINT (TYP.)
- 130 NEW CMU AND STUCCO WALL
- 131 NEW FULL HEIGHT CMU WALL
- 132 NEW 12" HIGH DRYWALL PARTITION

- 133 NEW 5' HIGH DRYWALL PARTITION
- 134 INTERIOR STOREFRONT GLAZING SYSTEM
- 135 NEW INTERIOR WOOD DOOR
- 136 NEW TRUSSES TO REPLICATE HISTORIC TRUSSES
- 137 NEW 3" TALL x 6" DIA. CONCRETE FILLED STEEL BOLLARDS
- 138 NEW ALUMINUM LOUVERS TO MATCH ORIGINAL

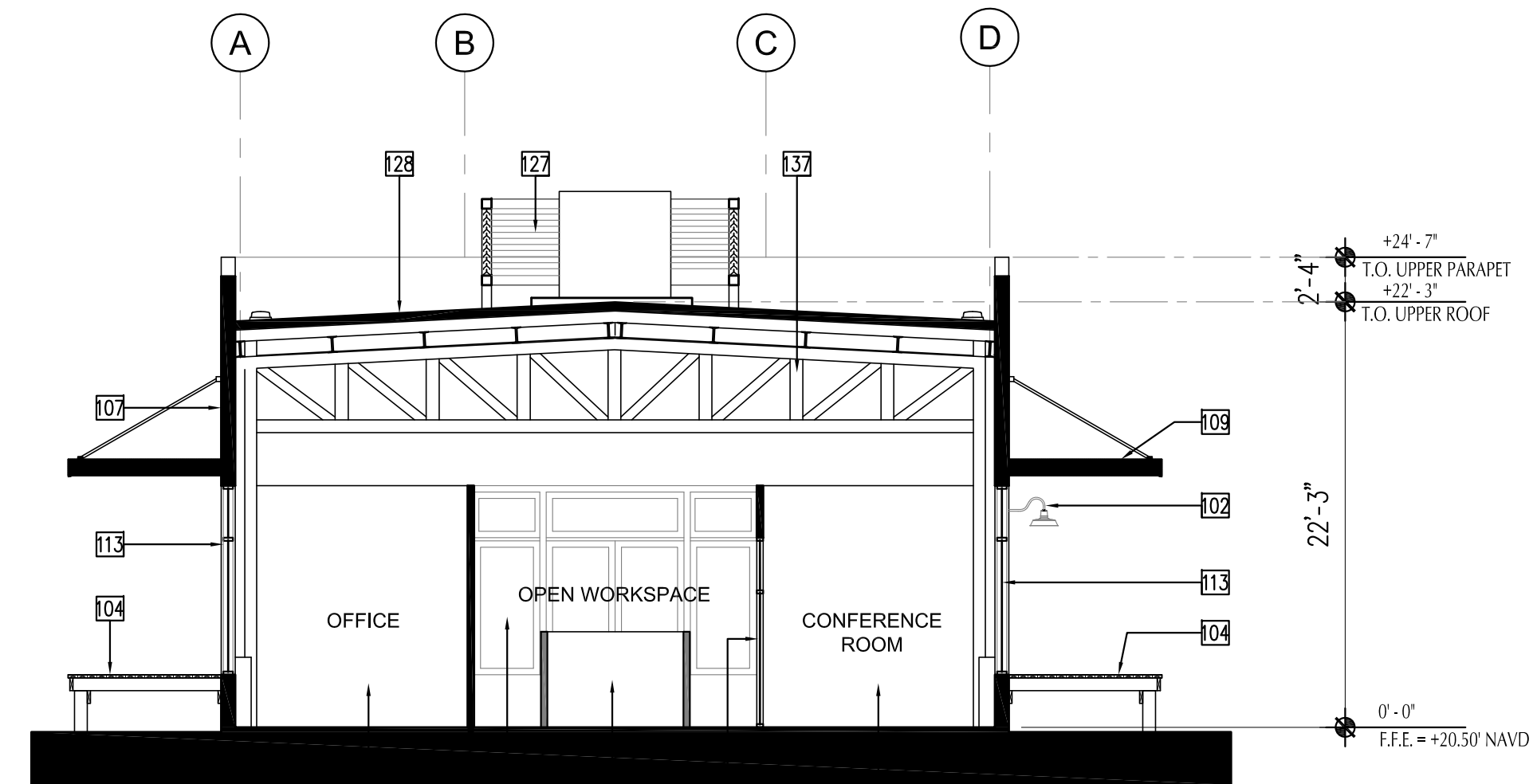
NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



A

PROPOSED SECTION

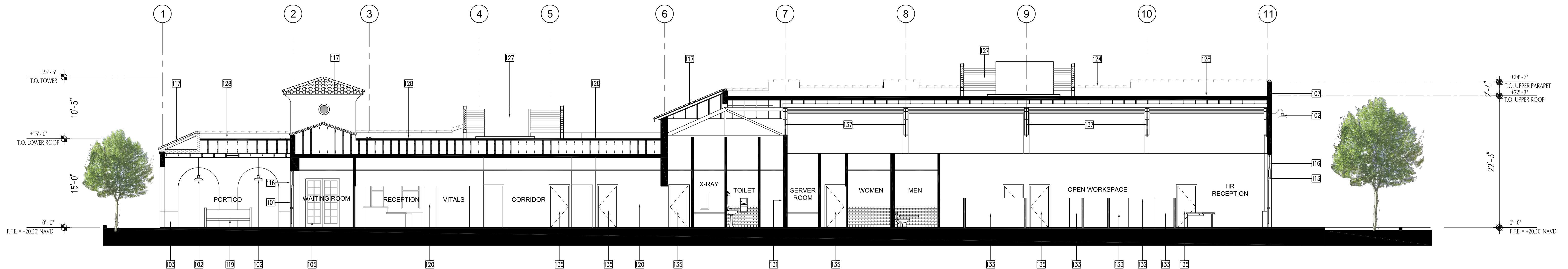
SCALE: 1/8" = 1' - 0"



B

PROPOSED SECTION

SCALE: 1/8" = 1' - 0"



C

PROPOSED SECTION

SCALE: 1/8" = 1' - 0"



# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

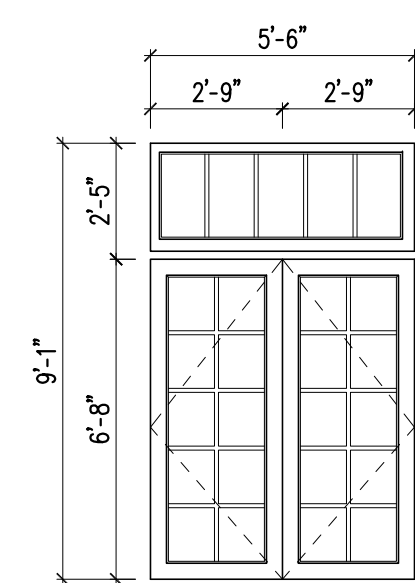
**RJ HEISENBOTTLE**  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A3.04**

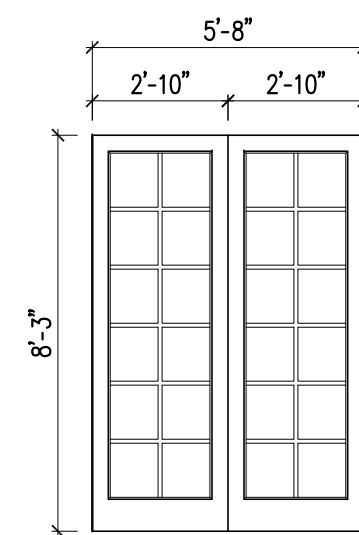
EXTERIOR DOOR SCHEDULE					
DOOR NUMBER	TYPE	DOOR			
		WIDTH	HEIGHT	MATERIAL	COMMENTS
1	A	(2) 2' - 9"	6' - 8"	WOOD/GLASS	FIXED/WITH TRANSOM
2	A	(2) 2' - 9"	6' - 8"	WOOD/GLASS	WITH TRANSOM
3	A	(2) 2' - 9"	6' - 8"	WOOD/GLASS	FIXED/WITH TRANSOM
4	B	(2) 2' - 10"	8' - 3"	WOOD/GLASS	FIXED
5	C	3' - 1"	7' - 0"	WOOD/GLASS	
6	D	(2) 3' - 0"	7' - 0"	WOOD	FIXED
7	E	(2) 3' - 0"	8' - 4"	ALUMINUM/GLASS	STOREFRONT
8	D	(2) 3' - 0"	7' - 0"	WOOD	FIXED
9	C	3' - 1"	7' - 0"	WOOD/GLASS	
10	B	(2) 2' - 10"	8' - 3"	WOOD/GLASS	FIXED

WINDOW SCHEDULE					
WINDOW TYPE	WINDOW				
	WIDTH	HEIGHT	MATERIAL	GLASS	COMMENTS
1	3' - 2"	3' - 2"	ALUMINUM/GLASS	LOW-E CLEAR	
2	3' - 2"	5' - 3"	ALUMINUM/GLASS	LOW-E CLEAR	
3	3' - 2"	5' - 3"	WOOD/GLASS	LOW-E CLEAR	
4	15' - 0"	9' - 9"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
5	19' - 2"	9' - 9"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
6	11' - 3 1/2"	9' - 9"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
7	13' - 0"	12' - 6"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
8	3' - 1"	6' - 3"	WOOD/GLASS	LOW-E CLEAR	



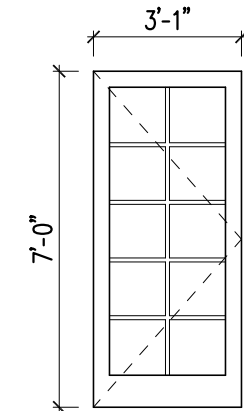
A  
WOOD/GLASS DOOR  
WITH TRANSOM

IMPACT RESISTANT  
NOA NO. 20-0619.04  
EXP. 09/09/2021



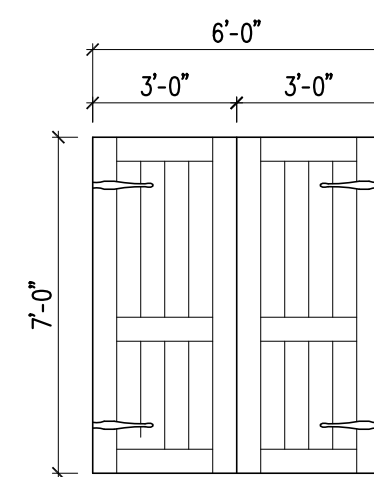
B  
WOOD/GLASS DOOR

IMPACT RESISTANT  
NOA NO. 20-0619.04  
EXP. 09/09/2021



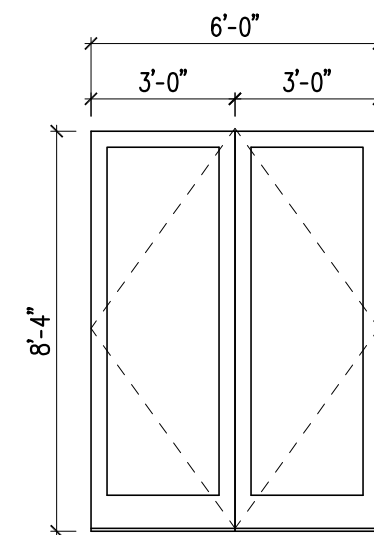
C  
WOOD/GLASS DOOR

IMPACT RESISTANT  
NOA NO. 20-0619.04  
EXP. 09/09/2021



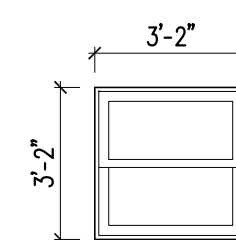
D  
WOOD DOOR

IMPACT RESISTANT  
NOA NO. 19-0808.06  
EXP. 08/08/2024



E  
ALUMINUM  
STOREFRONT DOOR

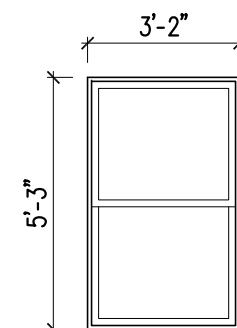
IMPACT RESISTANT  
NOA NO. 20-0828.08  
EXP. 05/12/2022



TYPE 1

SINGLE HUNG  
ALUM./GLASS WINDOW

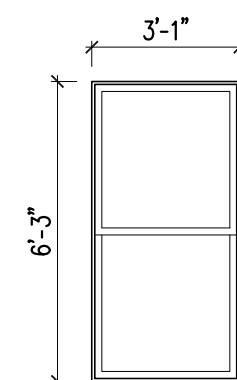
IMPACT RESISTANT  
NOA NO. 20-0722.13  
EXP. 05/05/2025



TYPE 2

SINGLE HUNG  
ALUM./GLASS WINDOW

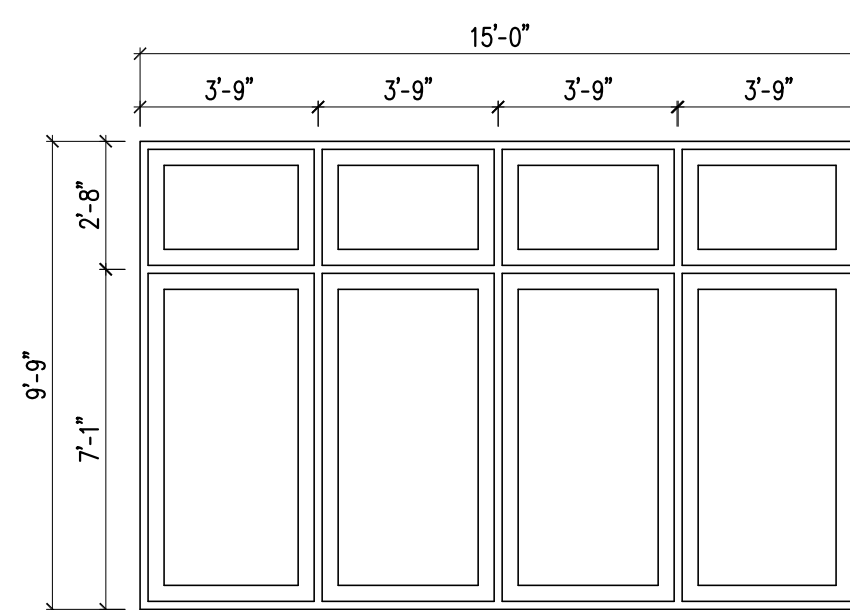
IMPACT RESISTANT  
NOA NO. 20-0722.13  
EXP. 05/05/2025



TYPE 3

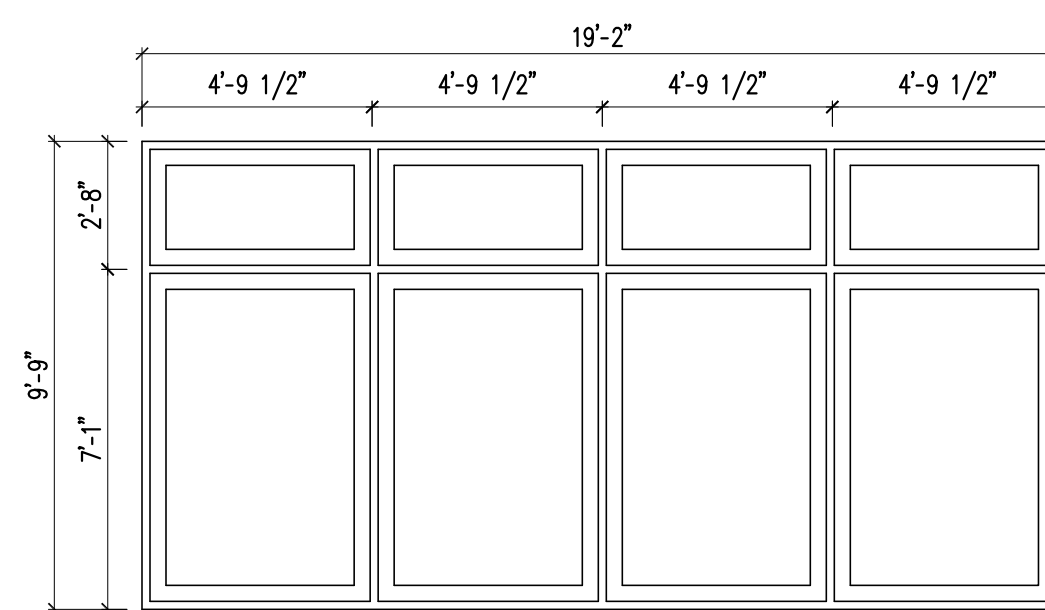
SINGLE HUNG  
ALUM./GLASS WINDOW

IMPACT RESISTANT  
NOA NO. 20-0722.13  
EXP. 05/05/2025



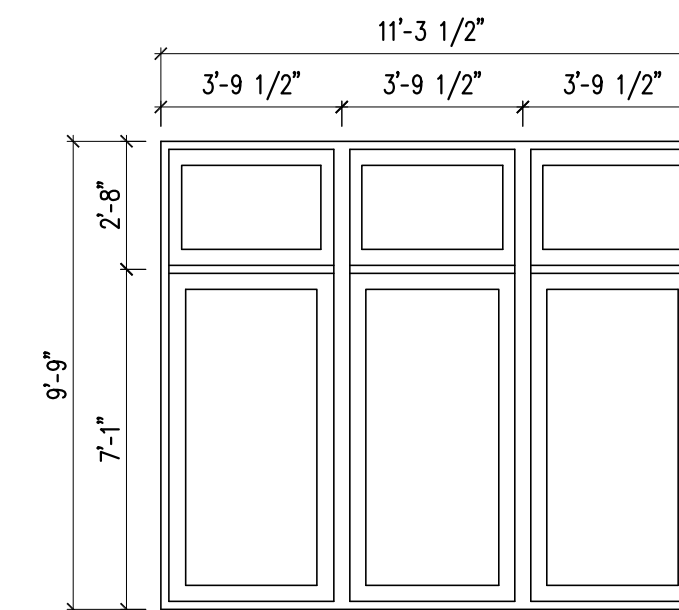
TYPE 4  
FIXED ALUMINUM  
STOREFRONT WINDOW

IMPACT RESISTANT  
NOA NO. 20-0915.18  
EXP. 11/21/2022



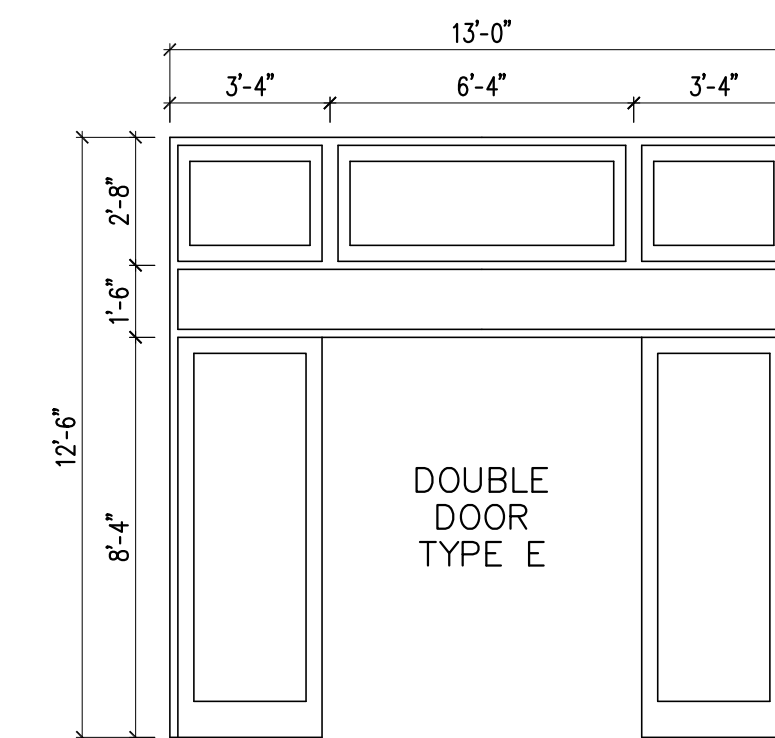
TYPE 5  
FIXED ALUMINUM  
STOREFRONT WINDOW

IMPACT RESISTANT  
NOA NO. 20-0915.18  
EXP. 11/21/2022



TYPE 6  
FIXED ALUMINUM  
STOREFRONT WINDOW

IMPACT RESISTANT  
NOA NO. 20-0915.18  
EXP. 11/21/2022



TYPE 7  
FIXED ALUMINUM  
STOREFRONT WINDOW

IMPACT RESISTANT  
NOA NO. 20-0915.18  
EXP. 11/21/2022



# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

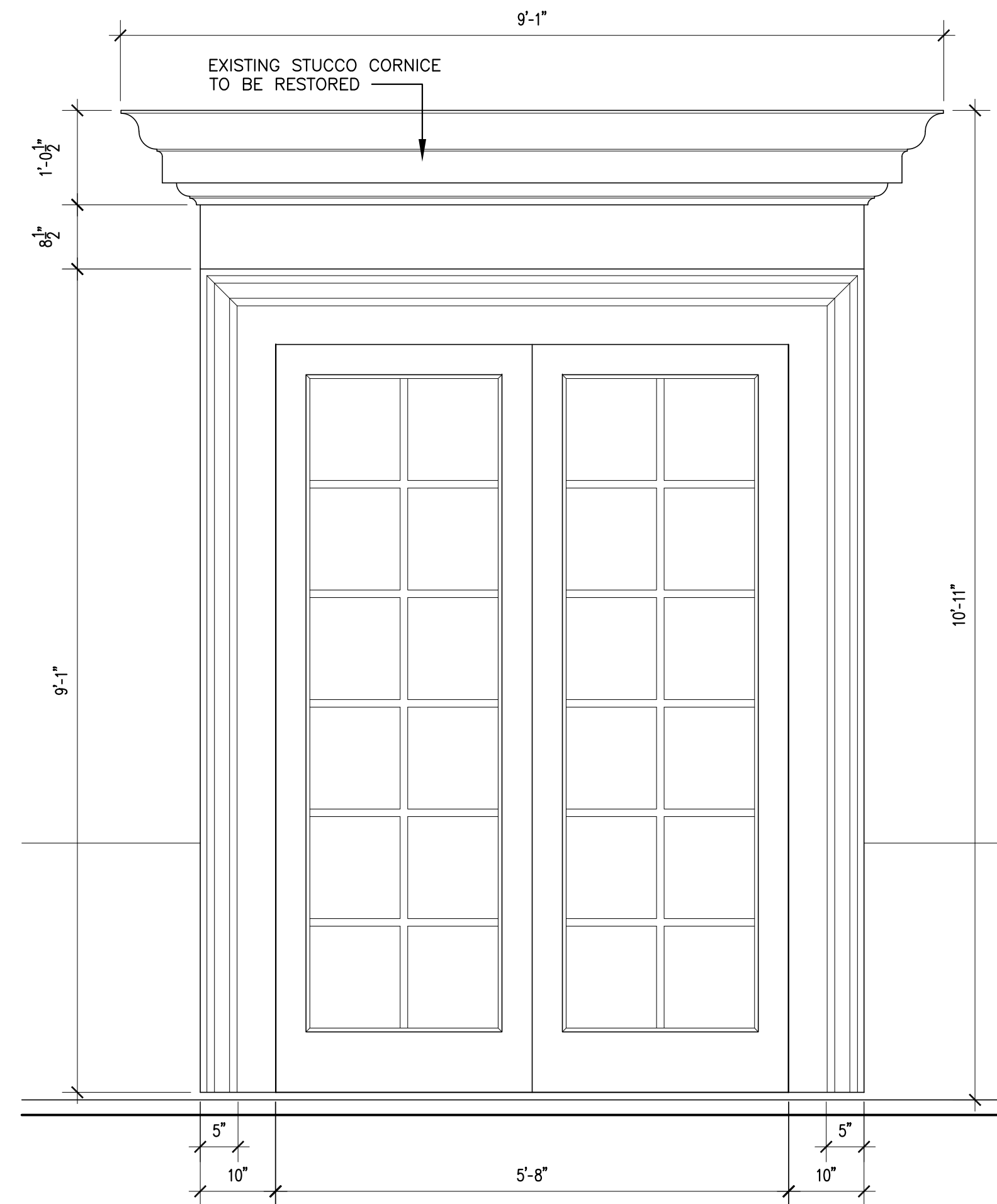
AUGUST 6, 2021

**RJ** HEISENBOTTLE  
ARCHITECTS

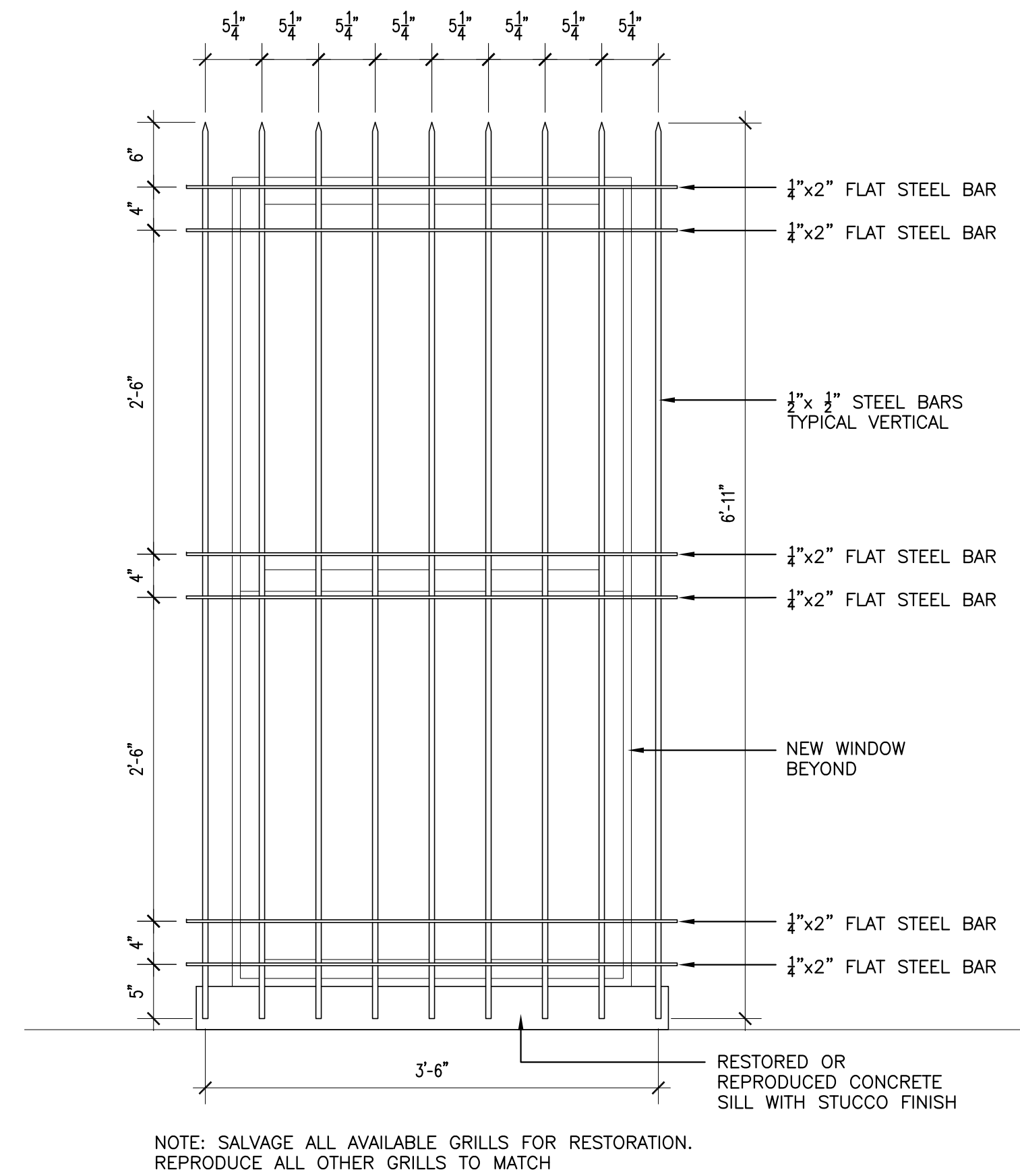
2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A3.05**

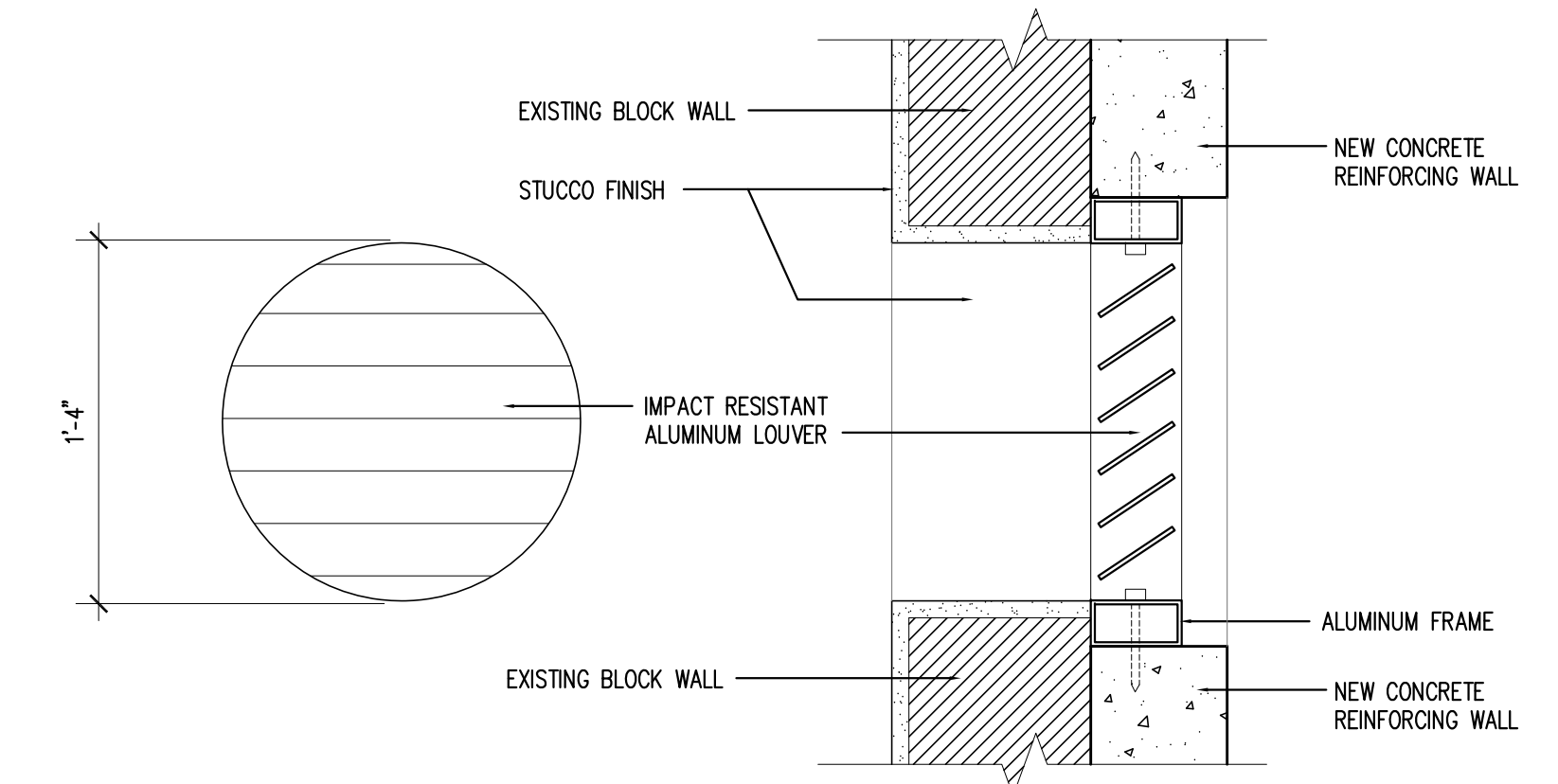




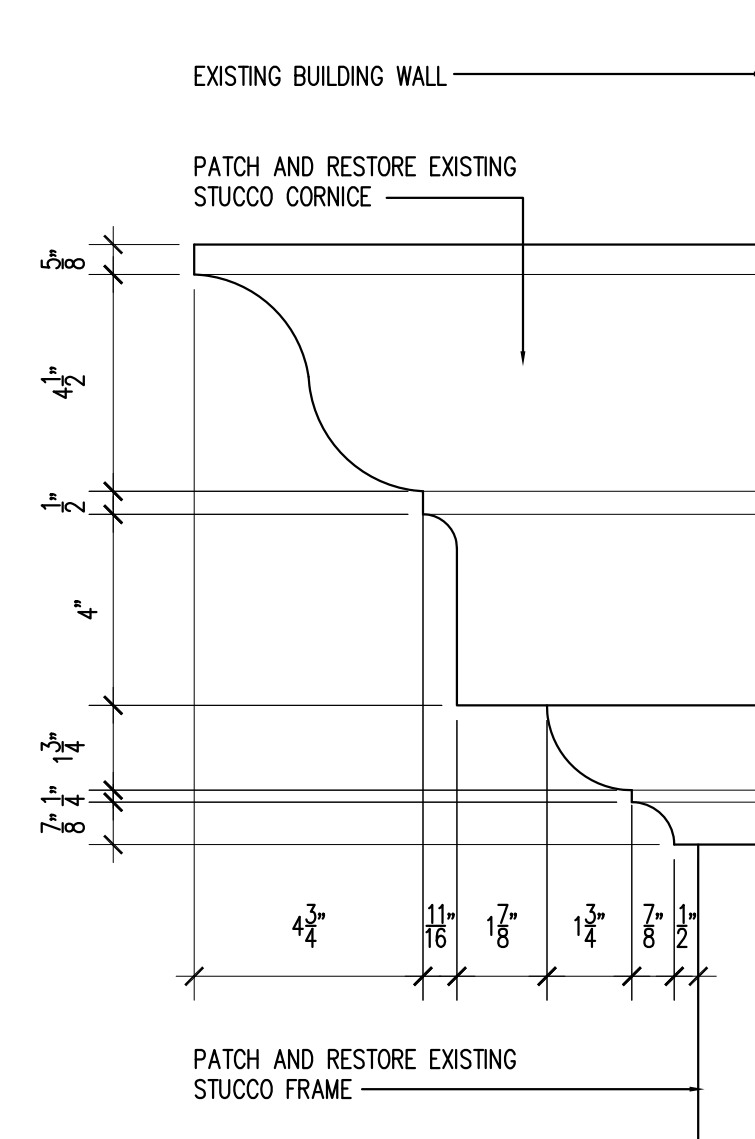
1 DOOR PORTICO ELEVATION SCALE: 3/4" = 1' - 0"



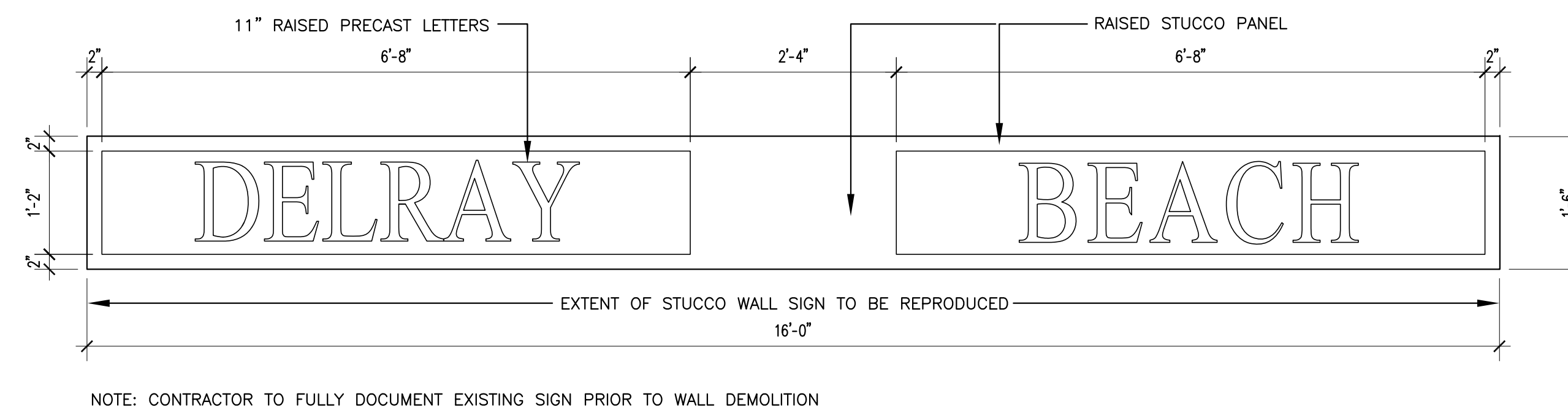
3 HISTORIC IRON GRILL SCALE: 1" = 1' - 0"



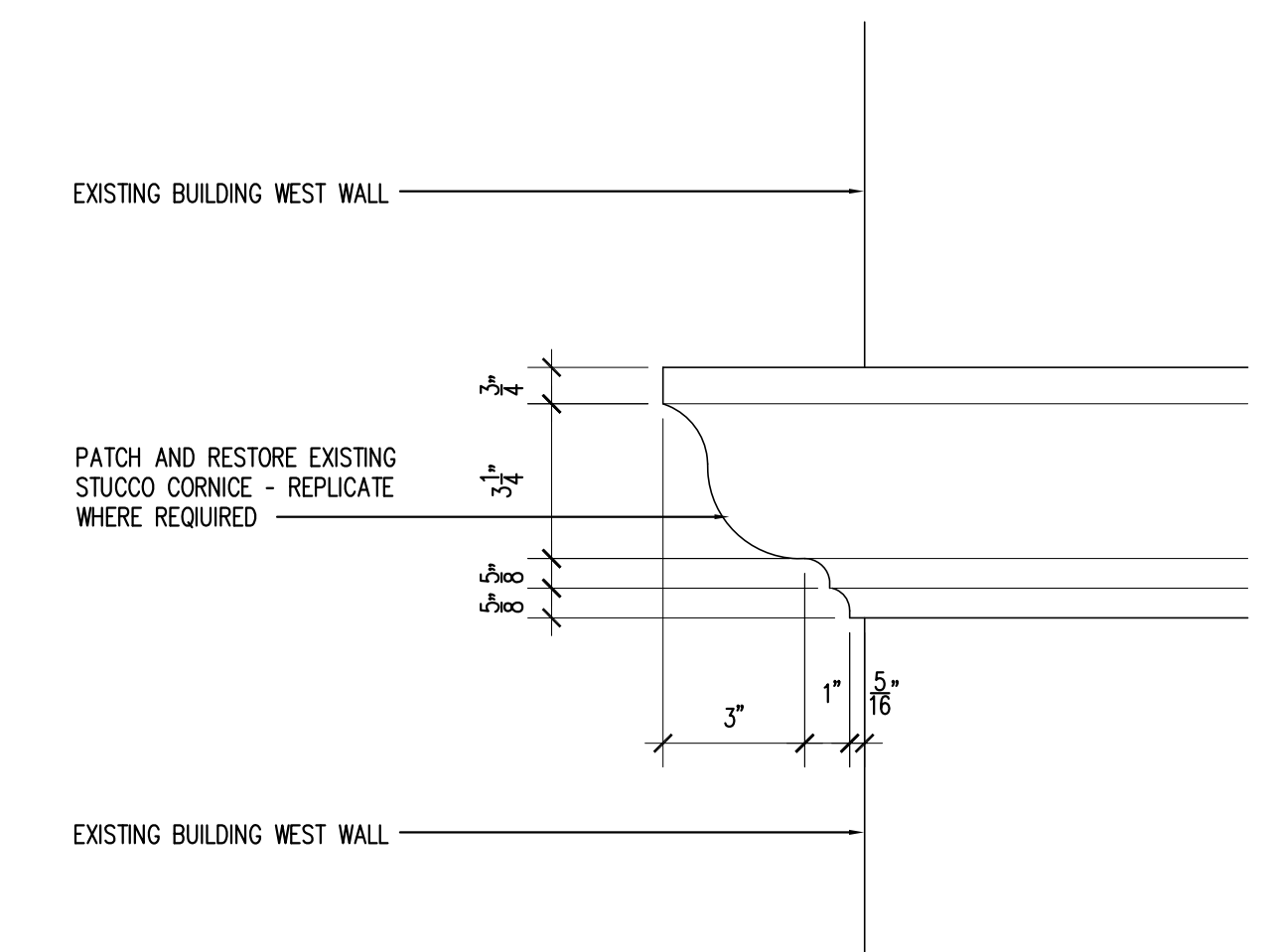
5 LOUVER DETAIL SCALE: 1-1/2" = 1' - 0"



2 PORTICO CORNICE DETAIL SCALE: 3" = 1' - 0"



4 HISTORIC NORTH WALL SIGNAGE SCALE: 3/4" = 1' - 0"



6 WEST WALL CORNICE/TRIM DETAIL SCALE: 3" = 1' - 0"



# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

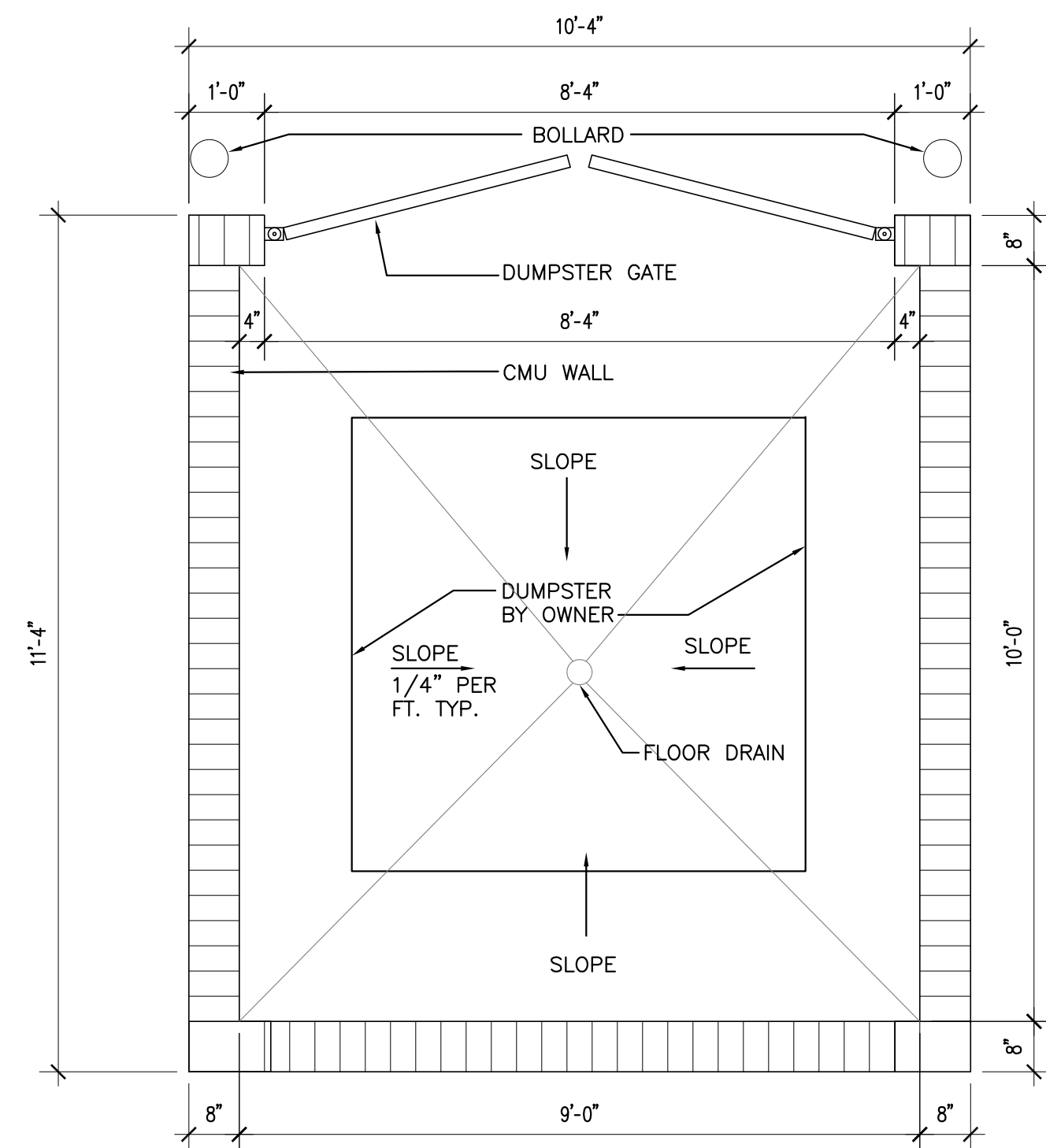
AUGUST 6, 2021

**RJ** HEISENBOTTLE  
ARCHITECTS

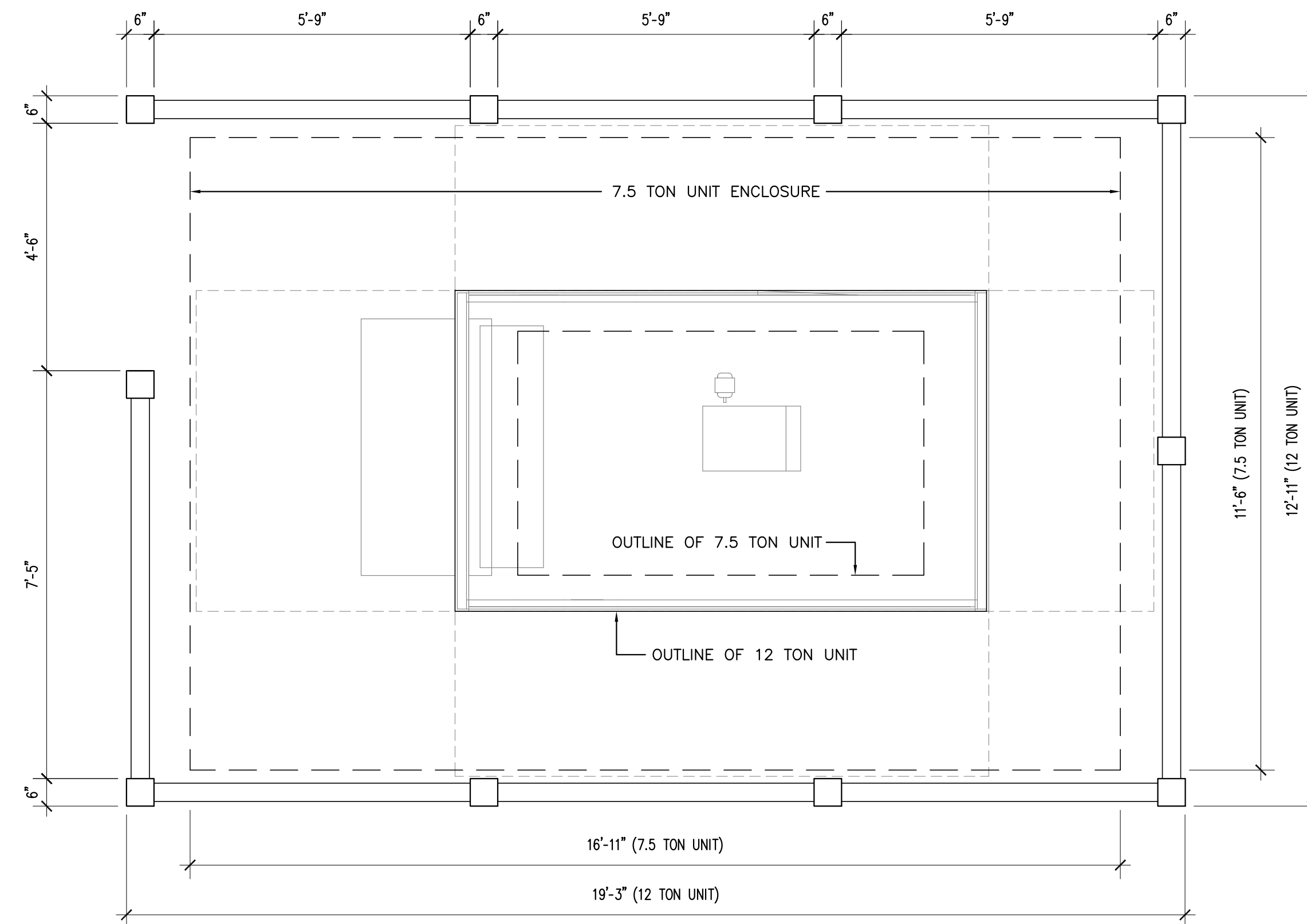
2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A3.06**

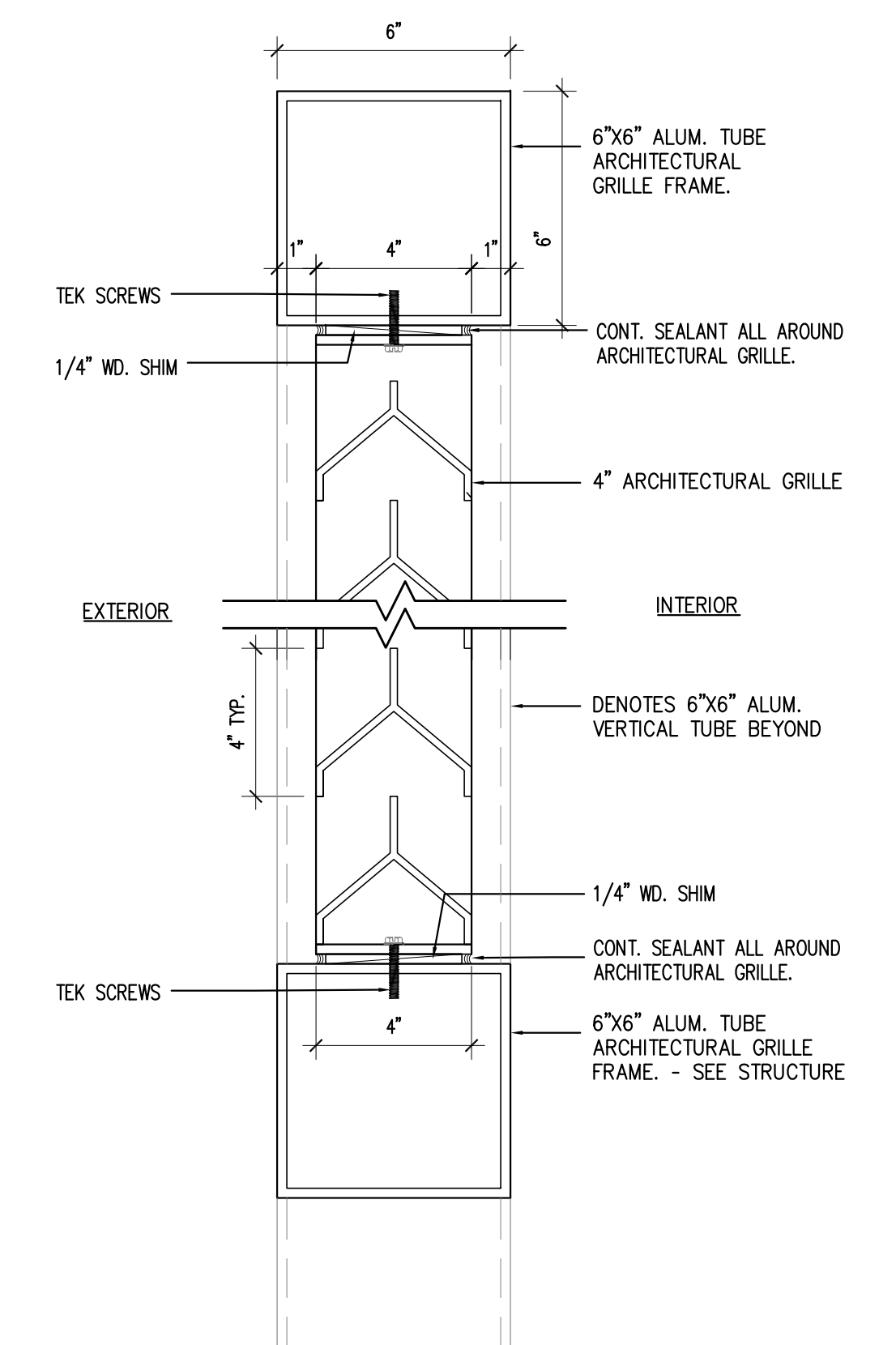




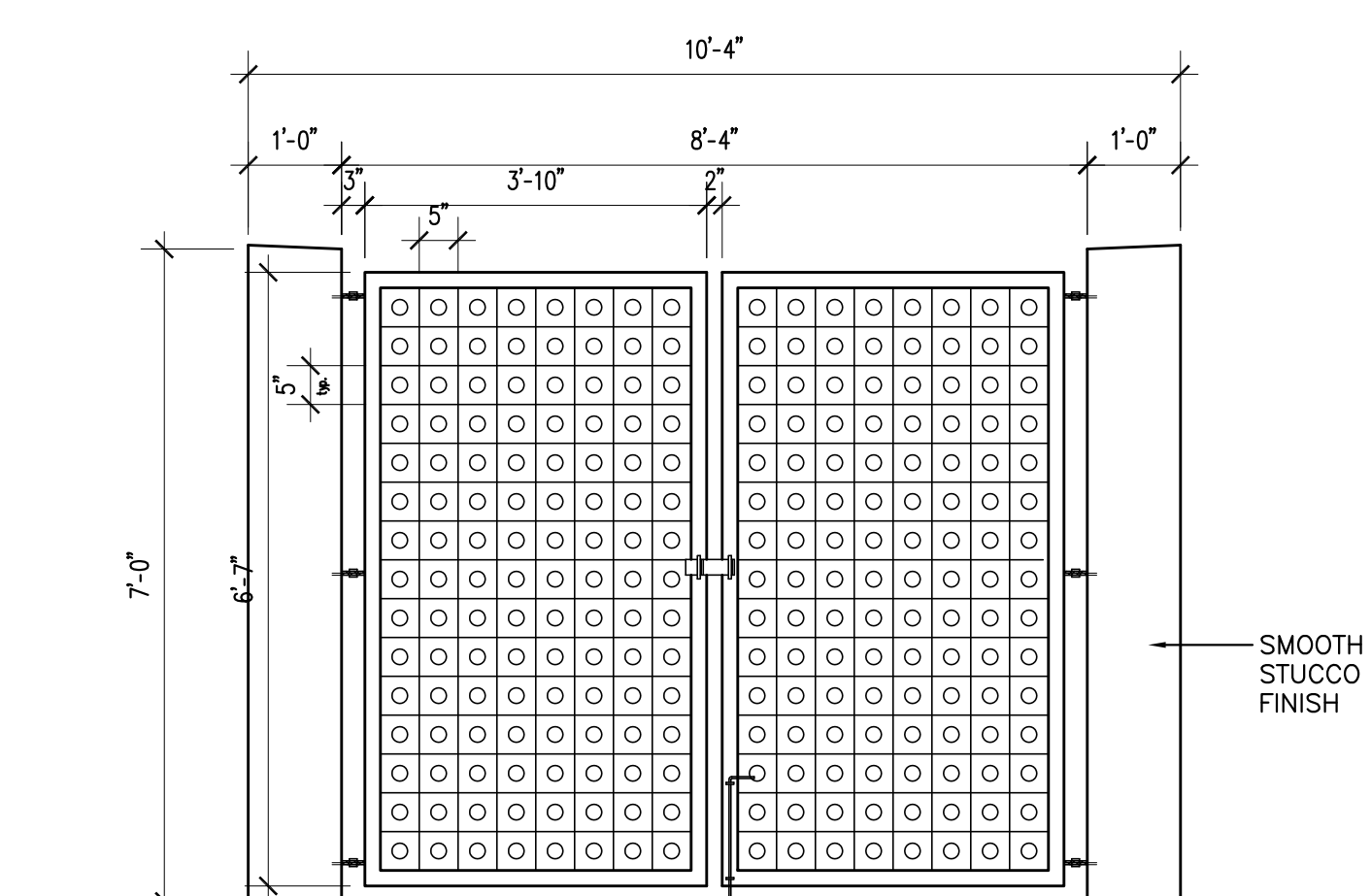
1 DUMPSTER ENCLOSURE PLAN SCALE: 1/2" = 1' - 0"



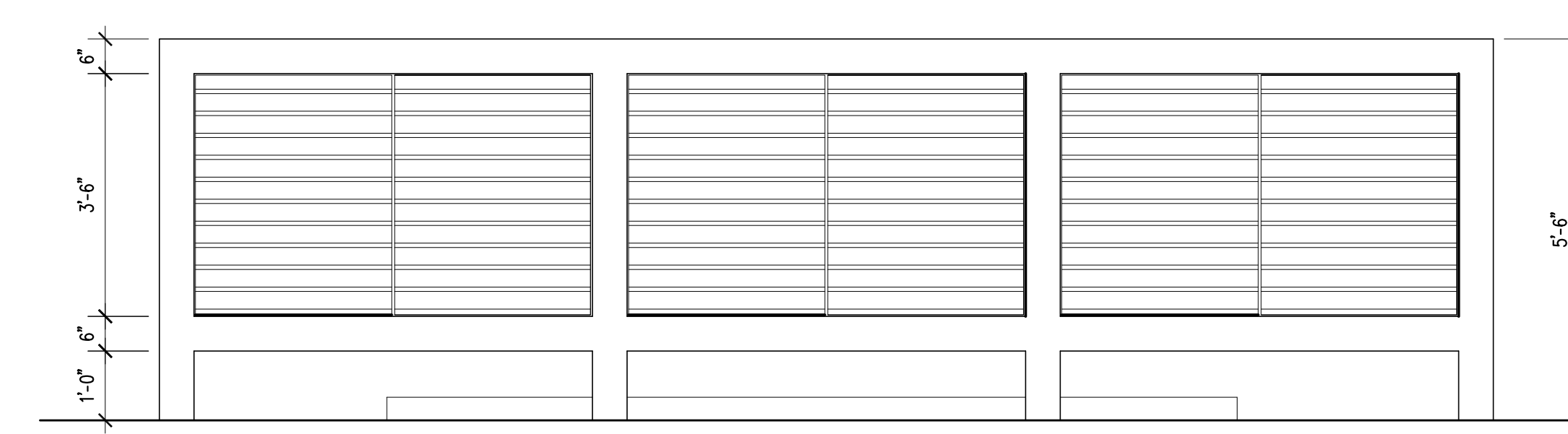
3 ROOFTOP A/C SCREEN PLAN SCALE: 1/2" = 1' - 0"



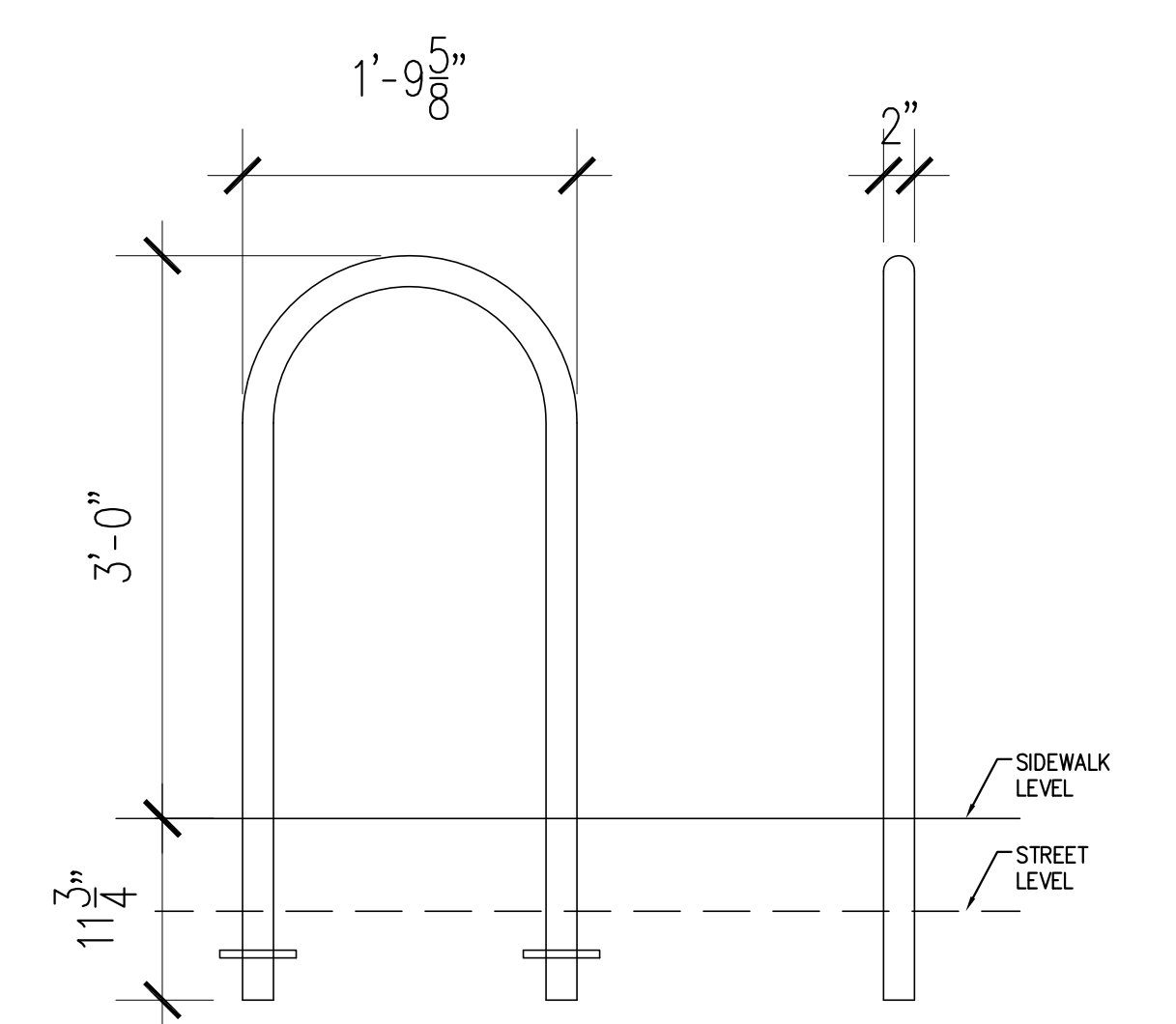
5 SCREEN SECTION SCALE: 3" = 1' - 0"



2 DUMPSTER ENCLOSURE ELEVATION SCALE: 1/2" = 1' - 0"



4 ROOFTOP A/C SCREEN ELEVATION SCALE: 1/2" = 1' - 0"



6 BIKE RACK SCALE: 1" = 1' - 0"



# SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

**RJ** HEISENBOTTLE  
ARCHITECTS

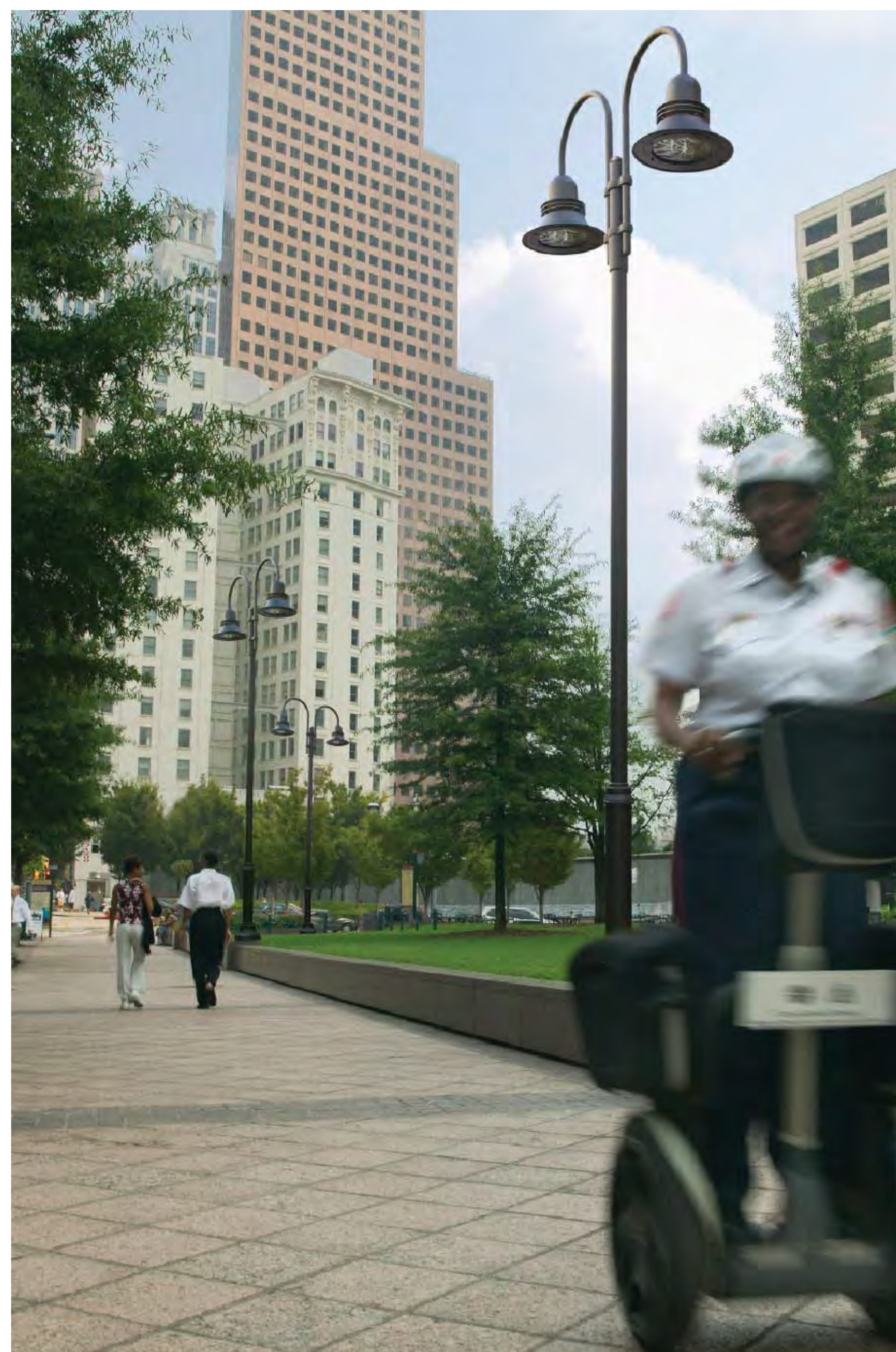
2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A3.07**





SITE LIGHT DETAIL



POST MOUNTED SITE LIGHTING



GOOSENECK MOUNTED BUILDING LIGHTING



STEM MOUNTED PENDANT BUILDING LIGHTING



# PROPOSED SITE AND BUILDING LIGHTING FIXTURES

## SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021



**RJ** HEISENBOTTLE  
ARCHITECTS

2199 PONCE DE LEON BLVD., SUITE 400  
CORAL GABLES, FL 33134 TELEPHONE:  
305/446-7799 FAX: 305/446-9275 FLORIDA  
REGISTRATION NUMBER: AR 0010865

**A4.00**



## A map of the state of Florida with major cities labeled: Pensacola, Tallahassee, Jacksonville, Gainesville, St. Augustine, Daytona Beach, Orlando, Rockledge, Tampa, St. Petersburg, W. Palm Beach, Fort Lauderdale, Miami, and Key West. The word "FLORIDA" is written diagonally across the center in large, bold, black letters. A red triangle on the southeastern coast highlights the location of Delray Beach, with a line pointing to it from the text "CITY OF DELRAY BEACH" at the bottom left.

THE PROPERTY IS LOCATED WITHIN FLOOD  
ZONE: "X" (EL. 15.906), AS SHOWN ON  
F.I.R.M. PANEL No. 12099C0979G BEARING A  
MAP EFFECTIVE DATE OF 12/20/2019.

**LEGAL DESCRIPTION**  
PARCEL 1

A PARCEL OF LAND LYING IN SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST, CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 680.0 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89° 30' 00" WEST, A DISTANCE OF 284.0 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE 284.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 1,280.24 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, ALONG A LINE 284.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 632.0 FEET, AN ARC LENGTH OF 215.00 FEET TO THE POINT OF BEGINNING, THENCE WITH A BEARING OF SOUTH 07°50'46" WEST, A DISTANCE OF 399.94 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 22°58'54" WEST, A DISTANCE OF 81.05 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 81°49'47" WEST, A DISTANCE OF 17.99 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 629.54 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°30'00" EAST, ALONG A LINE 284.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 1,280.24 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 07°50'46" WEST, ALONG A LINE 284.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 632.0 FEET, AN ARC LENGTH OF 215.00 FEET TO THE POINT OF BEGINNING, THENCE WITH A BEARING OF SOUTH 07°50'46" WEST, A DISTANCE OF 399.94 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 22°58'54" WEST, A DISTANCE OF 81.05 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 81°49'47" WEST, A DISTANCE OF 17.99 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 629.54 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°30'00" EAST, ALONG A LINE 284.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 1,280.24 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 07°50'46" WEST, ALONG A LINE 284.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 632.0 FEET, AN ARC LENGTH OF 215.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 49,373 SQUARE FEET, MORE OR LESS, AND SUBJECT TO EASEMENTS AND RIGHTS-OF-WAY OF RECORD

PARCEL2

A PARCEL OF LAND LYING IN SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST, CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 690.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 264.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE LYING 264.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 670.10 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE LYING 264.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 30.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 549.97 FEET TO THE POINT OF BEGINNING; THENCE WITH A BEARING OF SOUTH 89°16'00" EAST, A DISTANCE OF 51.98 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 13°30'39" EAST, A DISTANCE OF 83.23 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE SOUTHWEST, HAVING AN INITIAL TANGENT BEARING OF SOUTH 14°33'49" EAST, A RADIUS OF 541.40 FEET, A CENTRAL ANGLE OF 06°17'10", AN ARC LENGTH OF 58.45 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 97.11 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 139.89 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°16'00" EAST, A DISTANCE OF 15.28 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL3

A PARCEL OF LAND LYING IN SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST, CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18, THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 690.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 284.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE LYING 264.00 FEET WEST AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 67.10 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°17'11" WEST, A DISTANCE OF 1278.55 FEET TO THE POINT OF BEGINNING, THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 453.54 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE EAST, HAVING AN INITIAL BEARING OF SOUTH 02°56'45" EAST, A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 130°37'19", AN ARC LENGTH OF 5.72 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 13°30'39" EAST, A DISTANCE OF 93.30 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°16'05" WEST, A DISTANCE OF 51.99 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 549.97 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°16'05" EAST, A DISTANCE OF 30.00 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

CONTAINING 17,533 SQUARE FEET.

PARCELS 2 & 3 CONTAIN A TOTAL OF 29,073 SQUARE FEET

SUBJECT TO A 16 FOOT RAILROAD TRACK EASEMENT FOR RAILROAD PURPOSES, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

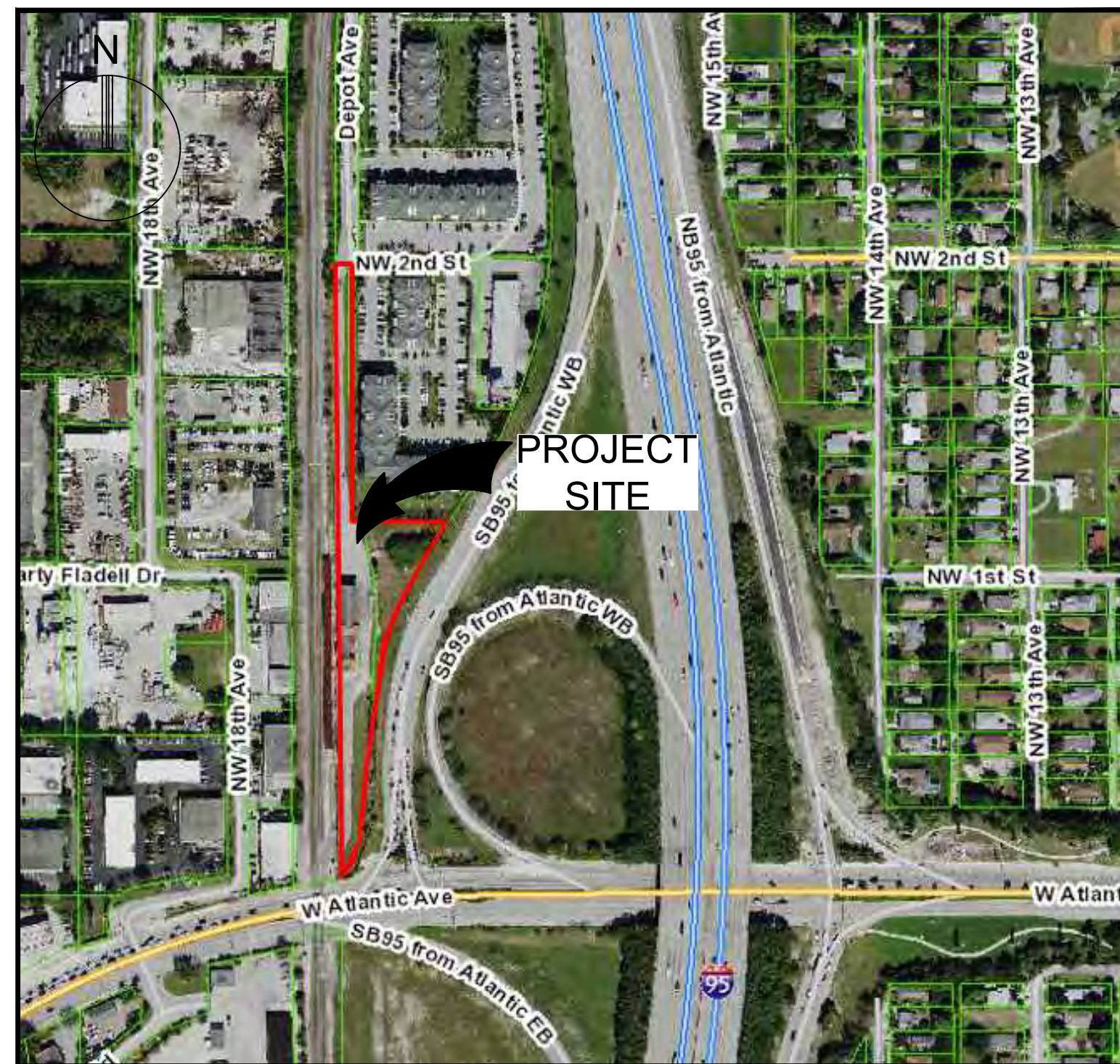
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 690.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 264.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE LYING 264.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 670.10 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°17'11" WEST, A DISTANCE OF 172.85 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 222.16 FEET TO THE POINT OF BEGINNING OF THE BOUNDARY OF A 160 FOOT TRACK EASEMENT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 222.16 FEET TO A POINT; THENCE WITH A CURVE TO THE RIGHT, HAVING AN ARC LENGTH OF 10.00 FEET, AN ARC RADIUS OF 110.71 FEET, AN ARC BEARING OF 92.44°34'00" CENTRAL, AN ARC LENGTH OF 10.00 FEET, AN ARC RADIUS OF 78.53 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 50.31 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE NORTHEAST; HAVING AN INTERNAL TANGENT BEARING OF SOUTH 17°32'49" EAST, A RADIUS OF 90.85 FEET, A CENTRAL ANGLE OF 55°34'34" EAST, AN ARC LENGTH OF 88.43 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

TOGETHER WITH:

TRACT "A-2, HISTORIC DEPOT SQUARE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 114, PAGE 197 THRU 199 OF THE PUBLIC RECORDS OF PALM BEACH, COUNTY, FLORIDA.

LESS OUT:

TRACT "A-3", HISTORIC DEPOT SQUARE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 114, PAGE 197 THRU 199 OF THE PUBLIC RECORDS OF PALM BEACH, COUNTY, FLORIDA.



SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST  
N.T.S.



**KNOW WHAT'S BELOW  
ALWAYS CALL 811  
BEFORE YOU DIG**

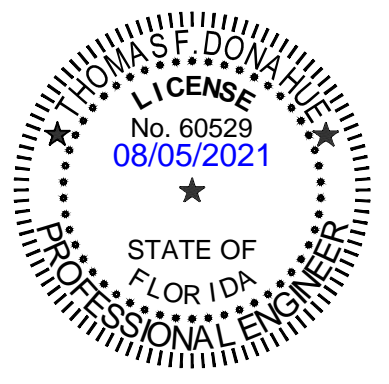
*It's fast. It's free. It's the law.*

[www.callsunshine.com](http://www.callsunshine.com)

301 East Atlantic Boulevard  
Pompano Beach, Florida 33060-6643  
(954) 788-3400

---

State of Florida Certificate of  
Authorization Number - 7928



THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

PROJECT No. 09515.02  
AUGUST 6, 2021







CONSTRUCTION SPECIFICATIONS

Section 20 - General Specifications Paving Grading Drainage and Earthwork

20.General

20.1. It is the intent of these specifications to describe the minimum acceptable technical requirements for the materials and workmanship for construction of site improvements for this project. Such improvements may generally include, but not to be limited to, clearing, grading, paving, removal of existing pavement storm drainage, water lines and sanitary sewers.

20.2. It is the intent that the Florida Department of Transportation (FDOT) "FDOT Standard Specifications for Road and Bridge Construction: (current edition) together with "Supplemental Specifications to the FDOT Standard Specifications for Road and Bridge Construction" (current edition), and the FDOT Roadway and Traffic Design Standards (current edition) be used where applicable for the various work, and that where such wording therein refers to the State of Florida and its Department of Transportation and personnel, such wording is intended to be replaced with the wording which would provide proper terminology; thereby making such "FDOT Standard Specifications for Road and Bridge Construction" together with the "FDOT Roadway and Traffic Design Standards" as the "FDOT Standard Specifications" for this project. If within a particular section, another section, article or paragraph is referred to, it shall be part of the FDOT Standard Specifications also. The Contractor shall abide by all local and State laws, regulations and building codes which have jurisdiction in the area.

20.3. The Contractor shall furnish all labor, materials and equipment and perform all operations required to complete the construction of a paving and drainage system as shown on the plans, specified herein, or both. It is the intent to provide a complete and operating facility in accordance with these specifications and the construction drawings. The material and equipment shown or specified shall not be taken to exclude any other incidentals necessary to complete the work.

20.4. All labor, materials, and methods of construction shall be in strict accordance with the plans and construction specifications and the minimum engineering and construction standards adopted by the unit of government which has jurisdiction and responsibility for the construction. Where conflicts or omissions exist, the jurisdictional government Engineering Department's standards shall govern. Substitutions and deviations from plans and specifications shall be permitted only when written approval has been issued by the Engineer of Record (EOR).

20.5. Guarantee - all materials and equipment to be furnished and/or installed by the Contractor under this contract, shall be guaranteed for a period of (l) one year from the date of final acceptance thereof, against defective materials, design and workmanship. Upon receipt of notice from the owner of failure of any part of the guaranteed equipment or materials, during the guarantee period, the affected part or materials shall be replaced promptly with new parts or materials by the contractor, at no expense to the owner. In the event the Contractor fails to make necessary replacement or repairs within (7) seven days after notification by the owner, the owner may accomplish the work at the expense of the contractor.

21.Earthwork

21.1. All areas within the project limits shall be cleared and grubbed prior to construction. This shall consist of the complete removal and disposal of all trees, brush, stumps, roots, grass, weeds, rubbish and all other obstructions resting on or protruding through the surface of the existing ground to a depth of 1'. All work shall be in accordance with section 110 of the FDOT Standard Specifications.

21.2. None of the existing limerock material from demolished pavement is to be incorporated in the new limerock base, unless noted in plans. The existing limerock material from demolished pavement may be incorporated into the stabilized subgrade / subbase, or stabilized shoulder.

21.3. Fill material shall be classified as A-1, A-3, or A-2-4 in accordance with AASHTO N-145 and shall be free from vegetation and organic material. Not more than 12% by weight of fill material shall pass the no. 200 sieve.

21.4. All fill material in areas not to be paved shall be compacted to 95% of the maximum density as determined by AASHTO T-180.

21.5. All material of construction shall be subject to inspection and testing to establish conformance with the specifications and suitably for the uses intended. The Contractor shall notify the Engineer at least 24 hours prior to the time he will be ready for an inspection or test. The Contractor shall follow City and County inspection procedures. The Contractor shall not proceed with any phase of work dependent on an inspection or test of an earlier phase of work, prior to that test or inspection passing. The Contractor shall be responsible for providing certified material test results to the Engineer of record prior to the release of final certification by the Engineer. A copy of the entire set of certified material test report shall also be submitted to the City. Test results must include, but may not be limited to, densities for subgrade and limerock, utilities, excavation, asphalt gradation reports, concrete cylinders, etc.

21.6. When encountered, muck shall be completely removed from the center line (10) ten feet beyond the edge of pavement each side. All such material shall be replaced by approved granular fill.

21.7. When encountered within drainage swales, hardpan shall be removed to full depth for a width of (5) five feet at the invert and replaced with granular materials.

21.8. All underground utilities and drainage installations shall be in place prior to subgrade compaction and pavement construction.

21.9. Ground adjacent to roadway/pavement having runoff shall be graded (2) two inches lower than the edge of pavement to allow for the placement of sod.

21.10.Site grading elevations shall be within 0.1' of the required elevation for non paved areas and all areas shall be graded to drain without ponding and to provide a continuous drainage flow to applicable drainage structure.

21.11.The Contractor shall perform all excavation, fill, embankment and grading to achieve the proposed plan grades including typical road sections, side slopes and canal sections. All work shall be in accordance with section 120 of the FDOT Standard Specifications. If fill

material is required in excess of that generated by the excavation, the Contractor shall supply this material as required from off-site.

21.12.A 2" blanket of top soil shall be placed over all areas to be sodded or seeded and mulched within the project limits unless otherwise indicated on the plans.

21.13.Sod shall be St. Augustine unless otherwise indicated on the plans, and shall be placed on the graded top soil and watered to insure satisfactory condition upon final acceptance of the project.

22.Drainage

22.1. Inlets - all inlets shall be the type designated on the plans, and shall be constructed in accordance with section 425 of the FDOT Standard Specifications. All inlets and pipe shall be protected during construction to prevent siltation in the drainage systems by way of temporary plugs and plywood or plastic covers over the inlets. The entire drainage system shall be cleaned of all debris and inspected prior to final acceptance.

22.2. Pipe specifications: the material type is shown on the drawings by one of the following designations:

• RCP = reinforced concrete pipe, ASTM designation C--76, section 941 of the FDOT Standard Specifications.

• CMP = corrugated metal (aluminum) pipe, ASTM designation M-196.

• CMP (smooth lined) = corrugated metal aluminum pipe, (smooth lined) ASTM designation M-196.

• SCP = slotted concrete pipe, sections 941 and 942, of the FDOT Standard Specifications.

• PVC = polyvinyl chloride pipe.

• PCMP = perforated cmp, section 945, of the FDOT Standard Specifications

• Corrugated High Density Polyethylene Pipe (HDPE) (12 Inches to 60 Inches), shall meet the requirements of FDOT Specification section 948-2.3.

22.3. Pipe backfill - requirements for pipe backfill crossing roads or parking areas shall be as defined in the section 125-8, of the FDOT Standard Specifications. Pipeline backfill shall be placed in 6 inch lifts and compacted to 98% of the standard proctor (AASHTO T-180 specifications)

22.4. Location of drainage structures shall govern, and pipe length may have to be adjusted to accomplish construction as shown on these plans.

22.5. Distance and lengths shown on plans and profile drawings are referenced to the inner walls of structures.

22.6. Filter fabric shall be Mirafi, Typar or approved equal conforming to section 985 of the FDOT Standard Specifications.

23.Asphalt Paving

23.1. Where new asphalt meets existing asphalt, the existing asphalt shall be saw cut to provide a straight even line. Prior to removing curb or gutter, the adjacent asphalt shall be saw cut to provide a straight even line.

23.2. Internal asphalt paving constructed on existing sandy soils shall be constructed with a 12" subgrade, compacted to a minimum density of 98% maximum density as determined by AASHTO T-180. The compacted subgrade shall be constructed in the limits shown on the plans. All subgrade shall have an LBR of 40 unless otherwise noted.

23.3. Asphaltic concrete surface course shall be constructed to the limits shown on the plans. The surface course shall consist of the thickness and type asphaltic concrete as specified in the plans. All asphaltic concrete shall be in accordance with sections 320, 327, 330, 334, 336, 337, 337, 338, 339 and 341 of the FDOT Standard Specifications.

23.4. Limerock base shall be prepared, compacted and graded and shall be in accordance with section 200 of the FDOT Standard Specifications. All limerock shall be compacted to 98% per AASHTO T-180 and have not less than 70% of carbonates of calcium and magnesium unless otherwise designated. The Engineer shall inspect the completed base course and the Contractor shall correct any deficiencies and clean the base course prior to the placement of the prime coat. A tack coat shall also be required if the Engineer finds that the primed base has become excessively dirty or the prime coat has cured to the extent of losing bounding effect prior to placement of the asphaltic concrete surface course. The prime and tack coats shall be in accordance with section 300 of the FDOT Standard Specifications. All limerock base shall have an LBR of 100.

23.5. Limerock base material shall be placed in maximum 6" lifts. Bases greater than 6" shall be placed in two equal lifts. If, through field tests, the Contractor can demonstrate that the compaction equipment can achieve density for the full depth of a thicker lift, and if approved by the engineer, the base may be constructed in successive courses of not more than 8 inches (200 mm) compacted thickness.

23.6. Asphalt edges that are not curbed shall be saw cut to provide a straight even line to the dimensions shown on plans.

24.Concrete Construction

24.1. Concrete sidewalk shall be in accordance with section 522 of the FDOT Standard Specifications and in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 310. Concrete sidewalk shall be 4" thick, unless otherwise not and constructed on compacted subgrade, with 1/2" expansion joints placed at a maximum of 75', unless otherwise noted on plans. Crack control joints shall be 5' on center. All concrete sidewalks that cross driveways shall be 6" thick, unless otherwise noted on plans.

24.2. Sidewalk Curb ramps hall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 304.

24.3. Concrete curb shall be constructed to the limits shown on the plans. The concrete shall have a minimum compressive strength of 3000 PSI at 28 days and shall be in accordance with section 520 of the FDOT Standard Specifications. Concrete curbing shall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 300.

Section 30 - Water distribution and sanitary sewer force mains.

30. Materials:

Note: If materials list here on are in conflict with utility owner, material owner requirements shall govern.

30.1. All water main pipe, including fittings, shall be color coded or marked using blue as a predominant color to differentiate drinking water from reclaimed or other water. Underground plastic pipe shall be solid-wall blue pipe, shall have a co-extruded blue external skin, or shall be white

or black pipe with blue stripes incorporated into, or applied to, the pipe wall; and underground metal or concrete pipe shall have blue stripes applied to the pipe wall. Pipe striped during manufacturing of the pipe shall have continuous stripes that run parallel to the axis of the pipe, that are located at no greater than 90-degree intervals around the pipe, and that will remain intact during and after installation of the pipe. If tape or paint is used to stripe pipe during installation of the pipe, the tape or paint shall be applied in a continuous line that runs parallel to the axis of the pipe and that is located along the top of the pipe; for pipes with an internal diameter of 24 inches or greater, tape or paint shall be applied in continuous lines along each side of the pipe as well as along the top of the pipe.

30.2. Ductile iron pipe for water distribution mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with a minimum wall thickness of class 51 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision. The pipe shall be adapted for use with class 250 fittings for all sizes. Water main shall be colored blue in accordance with Florida State Statutes.

30.3. Ductile iron pipe for sewage force mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand- lined molds" with a minimum wall thickness of class 51 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be interior ceramic epoxy lined and exterior coated with the manufacturer's coating system (Protecto 401 ceramic epoxy with a minimum dry film thickness of 40 mils and an outside coating of either coal tar epoxy or asphalt). Cement mortared linings are not appropriate for this application.

30.4. All pipe & fittings on the lift station sites shall be ductile iron conforming to the same specifications as above for sewage force mains except that flanged ductile iron pipe & fittings shall be used inside valve pits and wet wells. Flanged pipe and fittings shall conform to ANSI/AWWA C115/a21.15 latest revision and ANSI/AWWA C110/A21.10 latest revision. The following thickness classes shall be adhered to: 4" - 12" - class 52, 14" & larger - class 51.

30.5. PVC pressure pipe for sizes 4" through 12" and shall conform to ANSI/AWWA standard C900 latest revision. PVC pressure pipe shall be made from class 12454-a or class 12454-b virgin material and conform with the outside diameter of cast iron pipe with a minimum wall thickness of dr series 18. Ultra violet degradation or sun bleached pipe will be cause for rejection. Water main shall be colored blue in accordance with Florida State Statutes. Force main shall be impregnated with green pigment. Reuse main shall be impregnated with purple pigment.

30.6. Ductile iron fittings for water distribution mains shall conform to ANSI/AWWA standard C110/A21.10 latest revision. Fittings 4" and larger shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision. Water Main fitting shall be colored blue in accordance with Florida state statutes.

30.7. Cast iron and ductile iron fittings for sewage force mains shall conform to ANSI/AWWA standard C110/A21.10 latest revision. Fittings 4" and larger shall be coated in accordance with the requirements of ductile iron pipe for sewage force mains.

30.8. Joints for bell and spigot ductile iron pipe and fittings shall conform to ANSI/AWWA standard C111/A21.11 latest revision. Mechanical joint or push-on joint to be rubber gasket compression-type. Special fittings and joints shall be considered for specific installation subject to the approval of the engineer.

30.9. Joints for PVC pressure pipe shall be bell and spigot push-on rubber gasket type only. No solvent weld or threaded joints will be permitted.

30.10. Water distribution system restraint: all fittings and specific pipe joints shall be restrained as outlined below:

• Joint restraint

• Push-on P.V.C. EBAA iron series 1600

• Push-on DIP EBAA iron series 1700

• tr-flex by U.S. Pipe or

• flex ring by American

• Fittings w/ DIP EBAA iron series 1100 megalug

• Fittings w/ P.V.C. EBAA iron series 2000 megalug

• Length of restrained pipe shall be as indicated on restrained joint pipe detail. (see water & sewer detail sheet)

30.11. Sewage force main system restraint: all fittings and specific pipe joints shall be restrained as outlined below

• Joint restraint

• Push-on P.V.C. EBAA iron series 1600

• Push-on DIP EBAA iron series 1700

• tr-flex by U.S. Pipe or

• flex ring by American

• Fittings w/ DIP EBAA iron series 1100 megalug

• Fittings w/ P.V.C. EBAA iron series 2000 megalug

• Length of restrained pipe shall be as indicated on restrained joint pipe detail. (see water & sewer detail sheet)

30.12. Water distribution valves shall be gate valves, iron body, fully resilient seat bronzed mounted non-rising stem, rated at 200 PSI and conforming to ANSI/AWWA C509 latest revision, and shall have mechanical joints.

30.12.1. Gate valves 4" and larger shall be Mueller A-2360, American 250 line or Clow F-6100, conforming to ANSI/AWWA C500 latest revision or approved equal.

30.12.2. Tapping valves shall be Mueller T-2360 or approved equal.

30.12.3. Gate valves 3" or less shall be Nibco T-133 or T-136 with malleable hand wheels or approved equal.

30.13.Tapping sleeves shall be Mueller H615, Clow F- 2505 or approved equal.

30.14.Valve boxes shall be U.S. foundry 7500 or approved equal painted blue with the designation "water".

30.15.Retainer glands for DIP shall conform to ANSI/AWWA C111/A21.11 latest revision. All glands shall be manufactured from ductile iron as listed by underwriters laboratories for 250 psi minimum water pressure rating. Clow corporation model f-1058, standard fire protection equipment company or approved equal.

30.16.Dresser couplings shall be regular black couplings with plain gaskets

for galvanized steel pipe. They shall be dresser style 90. No substitutions allowed.

30.17.Fire hydrants shall be Mueller centurion traffic type A-423 with 5 1/4" internal valve opening or approved equal. Pumper nozzle to be 18" from finished grade. All hydrants to be installed with control valve. Retainer glands are preferred for restraining. Fire hydrant shall comply with ANSI/AWWA C502 latest revision. Fire hydrants shall be painted in accordance with NFPA #291 or per agency standards having jurisdiction. Blue raised reflective pavement marker (rpm) shall be used to identify fire hydrant location. The placement of the rpm to be at the centerline of the outside roadway lane.

30.18.Sewage force main valves shall be plug valves which shall be of the non-lubricated, eccentric type with resilient faced plugs, port areas for valves 20 inches and smaller shall be at least 80% of full pipe area. Port area of valves 24 inches and larger shall be at least 70% of full pipe area. The body shall be of semi-steel (ASTM A-126 C1.b) and shall have bolted bonnet which gives access to the internals of the valve. Seats shall be welded overlay of high nickel content or a stainless steel plate locked in the body cavity. If a plate is used, it shall be replaceable through the bonnet access. Bearings shall be permanently lubricated of stainless steel, bronze or Teflon lined, fiber glass backed Duralon. Bearing areas shall be isolated from the flow with grit seals. Valves shall have packing bonnets where the shaft protrudes from the valve and the packing shall be self-adjusting chevron type which can be replaced without removing the bonnet. All nuts, bolts, springs and washers shall be stainless steel.

30.19.Plug valves shall be designed for a working pressure of 150 PSI the valve and actuator shall be capable of satisfactory operation in either direction of flow against pressure drops up to and including 100 PSI (for plug valves over 12" in diameter). Valves shall be bubble tight in both directions at 100 psi differential. Plug valves over 12" in diameter shall have worm gear operators. The operating mechanism shall be for buried service with a 2 inch square operating nut.

30.20.Plug valves are to be installed with the seat pointed towards the upstream flow, when specified.

30.21.Swing check valves for water, sewage, sludge, and general service shall be of the outside lever and spring or weight type, in accordance with ANSI/AWWA C 508 latest revision swing-check valves for waterworks service, 2" through 24" NPS, unless otherwise indicated, with full-opening passages, designed for a water-working pressure of 150 PSI they shall have a flanged cover piece to provide access to the disc.

30.22.High density polyethylene pipe (HDPE) for water distribution mains shall conform to AWWA C906 standard, latest revision. Pipes shall be color-coded blue, minimum 40 feet standard lengths.

31.Service connection:

31.1. Service saddles shall be fusion bonded plastic coated ductile iron (ASTM A536) with stainless steel straps, saddles shall be double strap type.

31.2. Service lines shall be polyethylene (PE 3408), 200 p.s.i rated, DR9. Pipe joints shall be of the compression type totally confined grip seal and coupling nut.

31.3. Corporation stops shall be manufactured of brass alloy in accordance with ASTM B-62 with threaded ends, as manufactured by Ford ballcorp, catalog # 1100 or approved equal.

31.4. Curb stops shall be Ford v63-44w-x" latest revision or approved equal.

31.5. Meter stops shall be 90 degree locking type and shall be of bronze construction in accordance FV63-777W" latest revision with ASTM B-62. Meter stops shall be closed bottom design and resilient "O" ring sealed against external leakage at the top. Stops shall be equipped with a meter coupling nut on the outlet sides, as manufactured by Ford or approved equal.

32. Installation:

32.1. Where restrained pipe joints are required due to fittings, appurtenances, etc., pipe material shall be DIP

32.2. All PVC pipe shall be installed in accordance with the uni-bell plastic pipe association "guide for installation of PVC pressure pipe for municipal water distribution system," and ANSI/AWWA C605-xx latest revision standard.

32.3. All DIP shall be installed in accordance with ANSI/ C600-xx latest revision.

32.4. All water mains shall typically be laid with a minimum 36" cover for PVC and 30" cover for DIP.

32.5. Detector tape shall be laid 18 inches above all water and sewer lines. A 14 gauge multi-strand wire shall be attached to all nonconductive water mains to facilitate location. An extra 4 feet of wire shall be provided at all valves, blow-offs, hydrants, etc. The wire shall be tested for continuity at the pressure test.

32.6. Pipe deflection shall not exceed 50% of the maximum deflection recommended by the manufacturer.

32.7. A continuous and uniform bedding shall be provided. Backfill material shall be placed in accordance with the plans and specifications.

32.8. All valves shall be installed with adjustable cast iron valve boxes with the word "water" or "sewer", as applicable, cast in the cover. U.S. foundry or approved equal.

33. Testing:

33.1. Before any physical connections and acceptance for operation to the existing water mains are made, the complete water system shall be flushed, pressure tested and disinfected. Copies of passing bacteriological results and pressure test results must be submitted to, and approved by, the engineer, utility owner, and health department. Hydrostatic testing of new mains shall be performed at a minimum starting pressure of 150 PSI for two hours in accordance with ANSI/AWWA C600-05 (hydrostatic test). The pressure test shall not vary more than 5 PSI during the test. The allowable leakage during the pressure test shall be less than the number of gallons per hour as determined by the formula:

L = (sd(p)1/2)/148,000.

In which L equals the allowable leakage in gallons per hour. S equals length of pipe (linear feet), d equals nominal diameter of pipe (inches) and p equals the average test pressure (pounds per square inch gauge). Maximum length of test pipe section should be 2000 feet. The water system shall be disinfected in accordance with the ANSI/AWWA

C651-05 (water main bacteriological tests).

33.2. The pressure test shall be witnessed by a representative of the utility owner and the engineer of record.

33.3. For water distribution pipes, sampling points shall be provided by the contractor at the locations shown on the plans.

33.4. For water distribution pipes, disinfection and bacteriological testing shall be in accordance with ANSI/AWWA C651-14 (water main bacteriological tests). Maximum distance between sampling points shall be as follows:

• Transmission mains: every 1200 feet

• Branch mains: every 1000 feet

• Isolated mains < 1000 feet: 2 sample points

• Isolated mains > 1000 feet: 3 sample points

Section 40 - Gravity Sanitary Sewer Collection System

40.General:

40.1. Manhole, valve box, meter box and other structure rim elevations within the limits of construction are to be adjusted to conform to plan grades proposed in these plans. If no other individual cost item is included in the contract schedule for a particular structure adjustment.

40.2. Distance and lengths shown on plans and profile drawings are referenced to the center of structures.

41. Materials:

Note: If materials list here on are in conflict with utility owner, material owner requirements shall govern.

41.1. All PVC sewer pipe and fittings shall be non-pressure polyvinyl chloride (PVC) pipe conforming to ASTM D 3034, SDR 26, with push-on rubber gasket joints.

41.2. Ductile iron pipe shall conform to ANSI/AWWA C151/A21.51-xx latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with wall thickness class 51 for 8" and above, class 52 for 4" and 6", unless otherwise directed by the engineer. Ductile iron pipe shall be epoxy lined or coated with the manufacturer's coating system as approved by the engineer of record and the local municipality or utility owner. In either case, the engineer's review and approval is required for either alternative prior to construction. Cement mortared linings are not appropriate for this application.

41.3. All ductile iron fittings shall conform to ANSI/AWWA standard C110/A21.10-xx latest revision. All fittings and accessories shall be epoxy lined and as manufactured or supplied by the pipe manufacturer or approved equal.

41.4. Manholes shall be precast per ASTM C 478 and in accordance with the plans and specifications.

41.5. Manholes are to be sealed with type II sulphate resistant cement or approved equal - no molding plaster.

41.6. Joints for bell and spigot ductile iron pipe and fittings shall conform to ANSI/AWWA standard C111/A21.11-xx latest revision. Mechanical joint or push-on joint to be rubber gasket compression- type.

41.7. PVC clean-outs to have screw type access plug. Long radius wye connections and fittings shall be used in order to access clean-out operations.

41.8. Cleanouts shall be installed at all sewer services exceeding 75' in length (every 75') with a clean out at the property line, easement line, or 5' from a building. The contractor shall coordinate the location of the building cleanout (5' from the building) and elevation of the end of the sewer service with the building plumbing contractor. Cleanouts shall be the same size as the service lateral in which they are installed.

42. Installation:

42.1. PVC sewer pipe shall be laid in accordance with ASTM D 2321 and the Uni-Bell plastic pipe association's "recommended practice for the installation of PVC sewer pipe."

42.2. DIP shall be installed in accordance with ANSI/AWWA C-600-xx latest revision.

42.3. Pipe to manhole connection to be Fernco neoprene boot couplings with stainless steel accessories or approved equal.

42.4. Manholes shall be set plumb to line and grade on firm subgrade providing uniform bearing under the base.

42.5. All openings and joints shall be sealed watertight.

42.6. Two coats of Koppers 300-m, first red, second one black, shall be applied to the inside of all manholes and shall be applied in accordance with the manufacturer's specifications (16 mils per coat). Coating as required by utility owner or engineer shall be applied to the outside of the manhole. The interior coats shall be applied after sewer lamping of lines. After the application of each coat, the utility owner and engineer shall inspect the manholes. The inspection shall be scheduled a minimum of 48 hours prior to inspection.

43.Testing: Testing of gravity sewer mains and laterals shall be in accordance with the utility owner's minimum design and construction standards latest revision.

43.1. After construction of the sewer system, the engineer may require a visual infiltration and/or exfiltration test to be performed on the entire system or any part thereof.

43.2. An air test may be substituted for the water exfiltration test, upon approval of the engineer.

43.3. The allowable limits of sewer pipe leakage for gravity sewer mains shall not exceed 100 gallons per inch of inside pipe diameter per mile per day for any section tested. No visible leakage shall be allowed.

43.4. The installed sewers may require video inspections.

KEITH

301 East Atlantic Boulevard  
Pompano Beach, FL 33060

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :

REVISIONS

NO.	DESCRIPTION	DATE

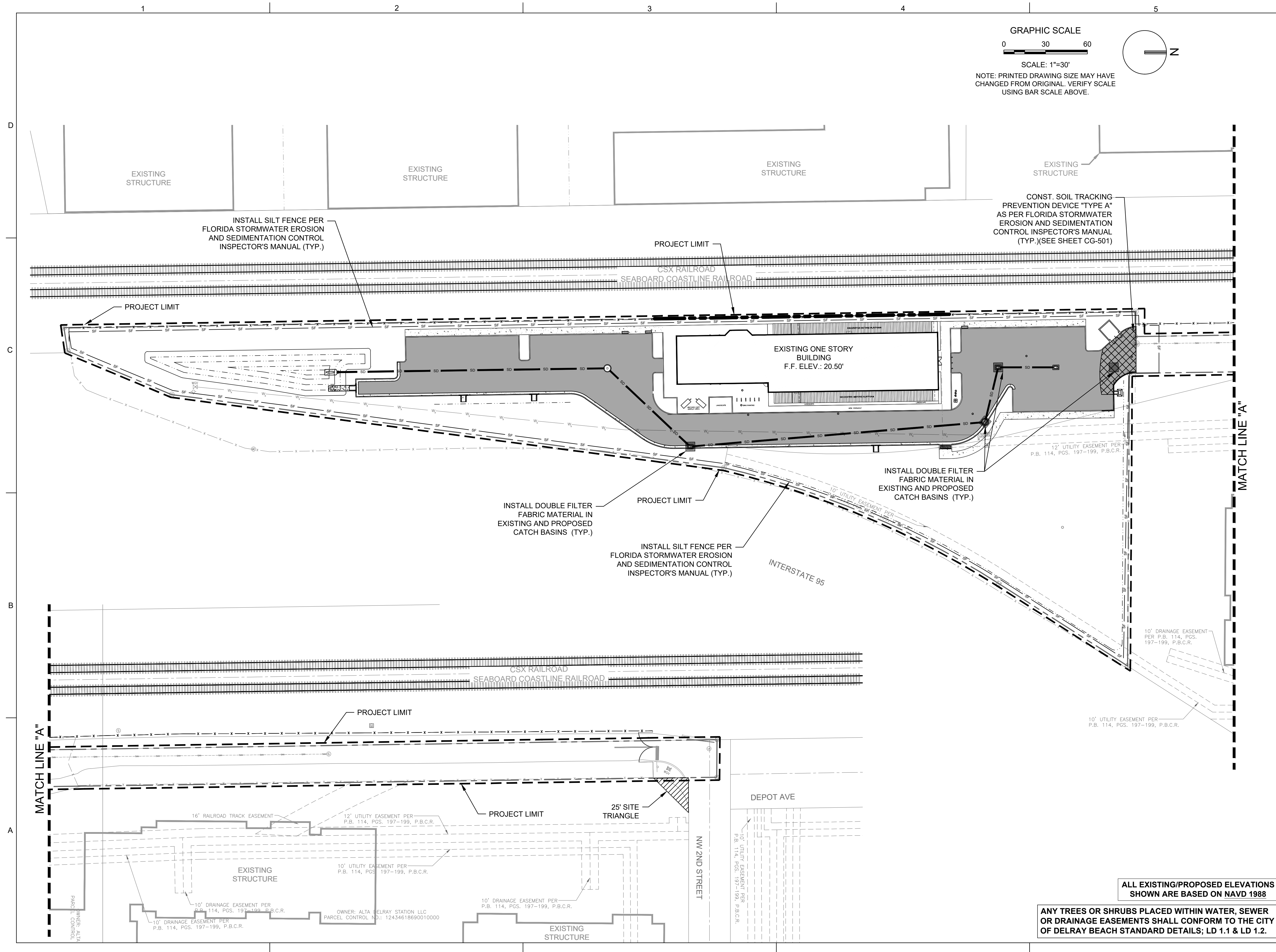












301 East Atlantic Boulevard  
Pompano Beach, FL 33060

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :

## REVISIONS

[illegible]

PRELIMINARY PLAN  
NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.

DELRAY BEACH

# SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

80 DEPOT AVE  
DELRAY BEACH

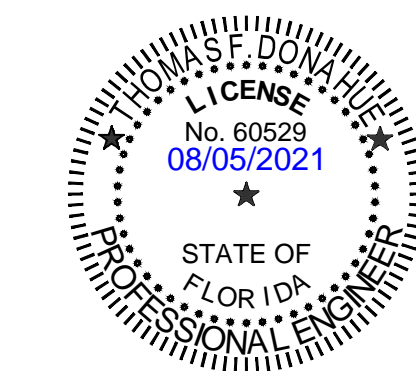
SCALE: AS NOTED

DATE ISSUED: AUGUST 6, 2021

DRAWN BY: FA/NW/AM

DESIGNED BY: JW

CHECKED BY:	TD
-------------	----



THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

SHEET TITLE

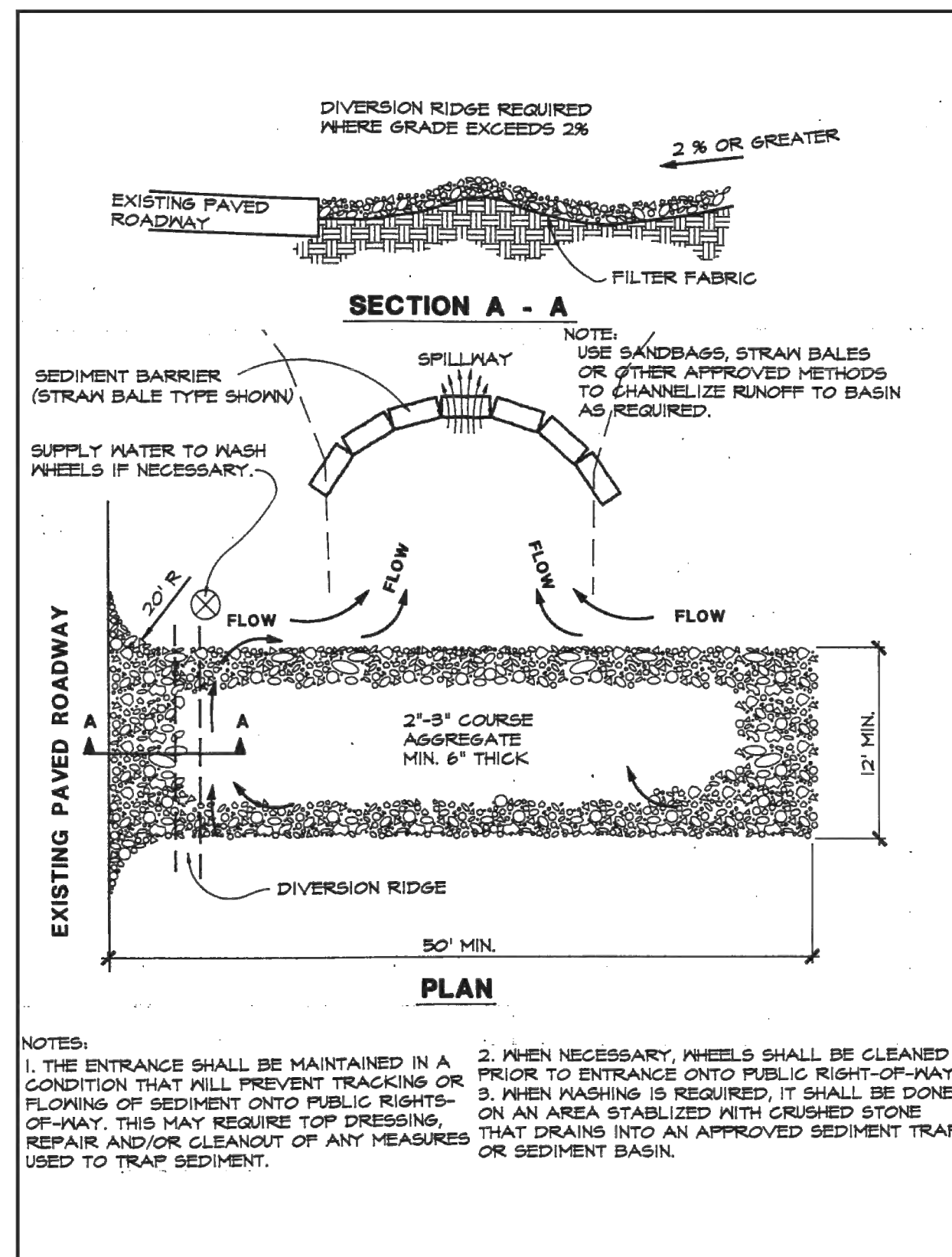
# STORMWATER POLLUTION PREVENTION PLAN

SHEET NUMBER

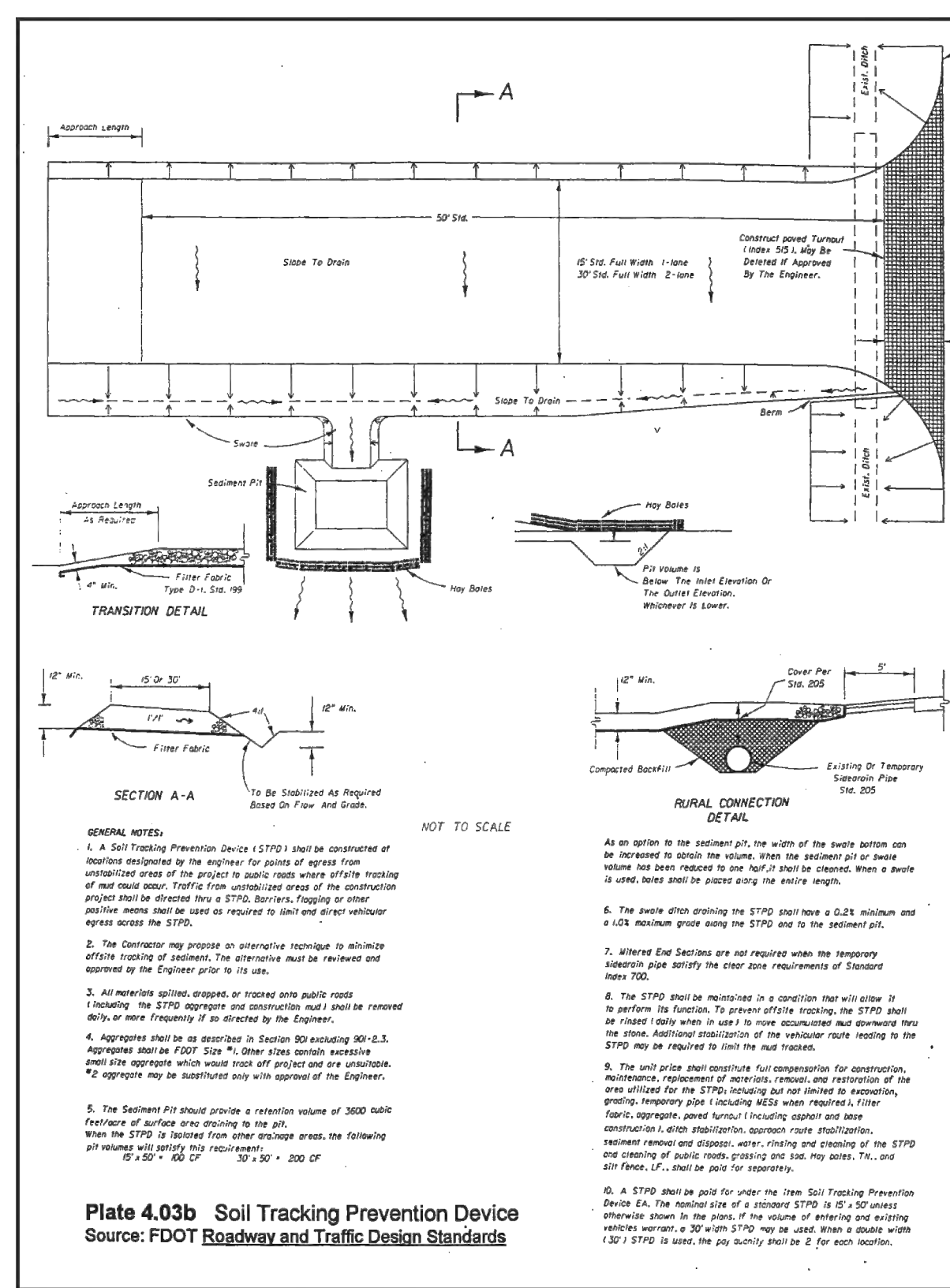
CG-101

PROJECT NO. 09515.02

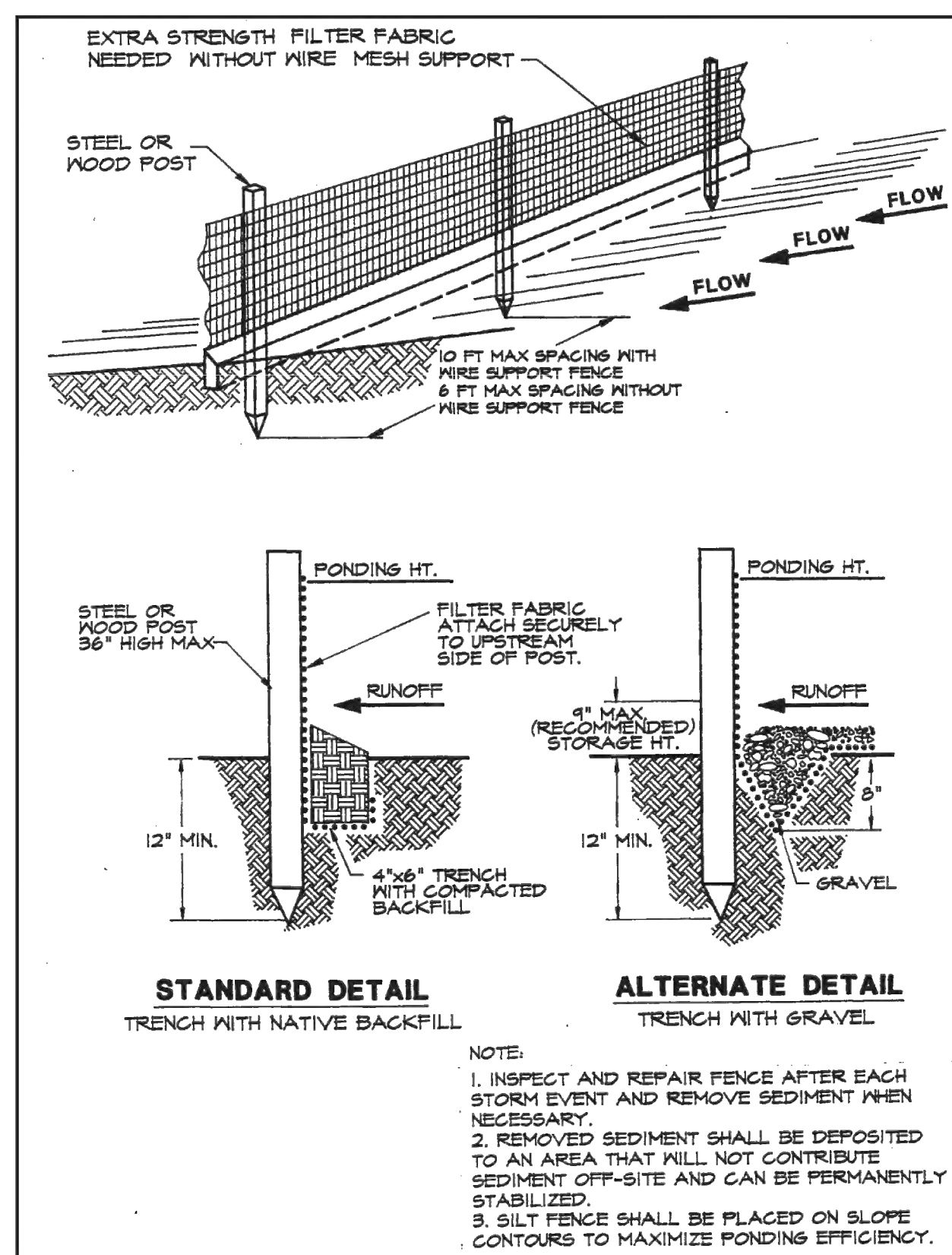




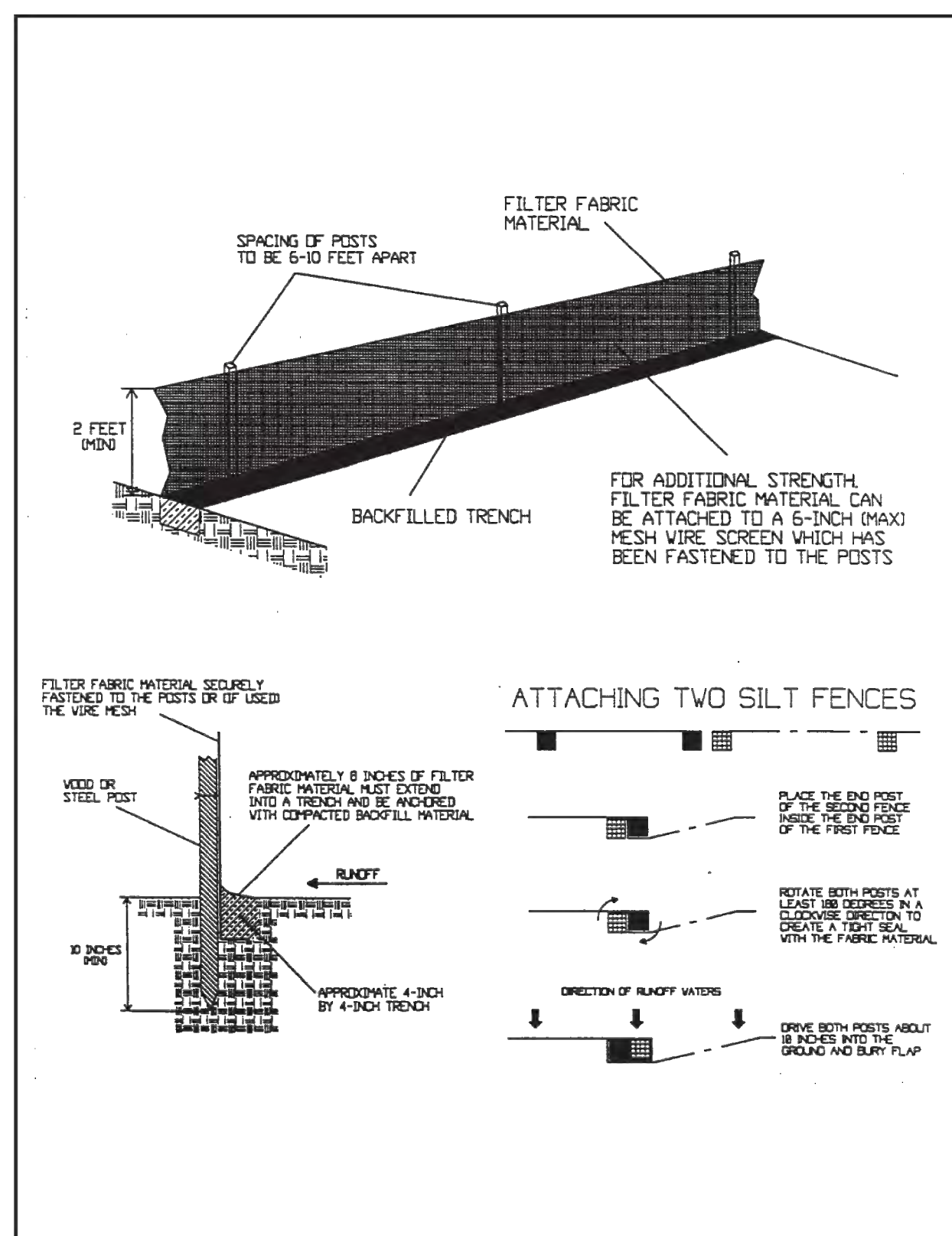
**Figure 4.3a. Temporary Gravel Construction Entrance**  
Source: Erosion Draw



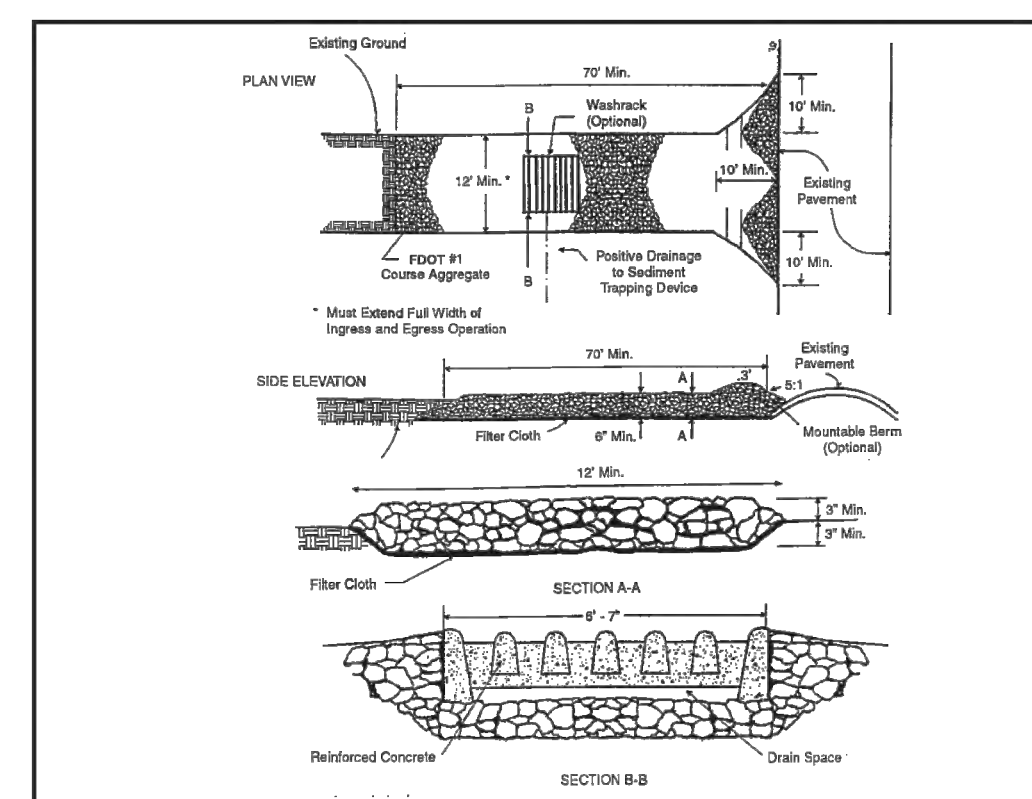
**Figure 4.3b. Soil Tracking Prevention Device**  
Source: FDOT Roadway and Traffic Design Standards



**Figure 4.4a. Silt Fence**  
Source: Erosion Draw



**Figure 4.4b. Installing a Filter Fabric Silt Fence**  
Source: HydroDynamics, Inc.



**Figure 4.3c. Construction Entrance with Wash Rack**  
Source: 1983 Maryland Standards for Soil Erosion and Sediment Control

### Location

The entrance should be located to provide for maximum utility by all construction vehicles.

### Construction Specifications

The entrance area should be cleared of all vegetation, roots, and other objectionable material. A geotextile should be laid down to improve stability and simplify maintenance when gravel is used. The gravel shall then be placed over the geotextile to the specified dimensions.



### ***Maintenance***

The stabilized construction exit shall be maintained in a condition that will prevent the tracking or flow of mud onto public rights of way. This may require periodic maintenance as conditions demand, and the repair and/or cleanout of any structures used to trap sediments. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately. Look for signs of trucks and trailed equipment "cutting corners" where the construction exit meets the roadway. Sweep the paved road as needed.

301 East Atlantic Boulevard  
Pompano Beach, FL 33060

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :

## REVISIONS

[illegible]

**PRELIMINARY PLAN**  
**NOT FOR CONSTRUCTION**

THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.

DELRAY BEACH  
SEABOARD AIRLINE  
RAILWAY STATION  
RESTORATION  
PROJECT

80 DEPOT AVE  
DELRAY BEACH

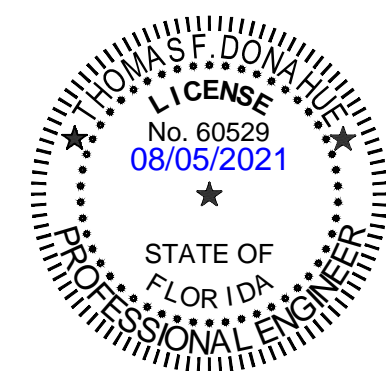
SCALE: AS NOTED

DATE ISSUED: AUGUST 6, 202

DRAWN BY: FA/NW/AM

DESIGNED BY: J.M.

CHECKED BY:	TH
-------------	----



THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

SHEET TITLE

## STORMWATER POLLUTION PREVENTION DETAILS

SHEET NUMBER

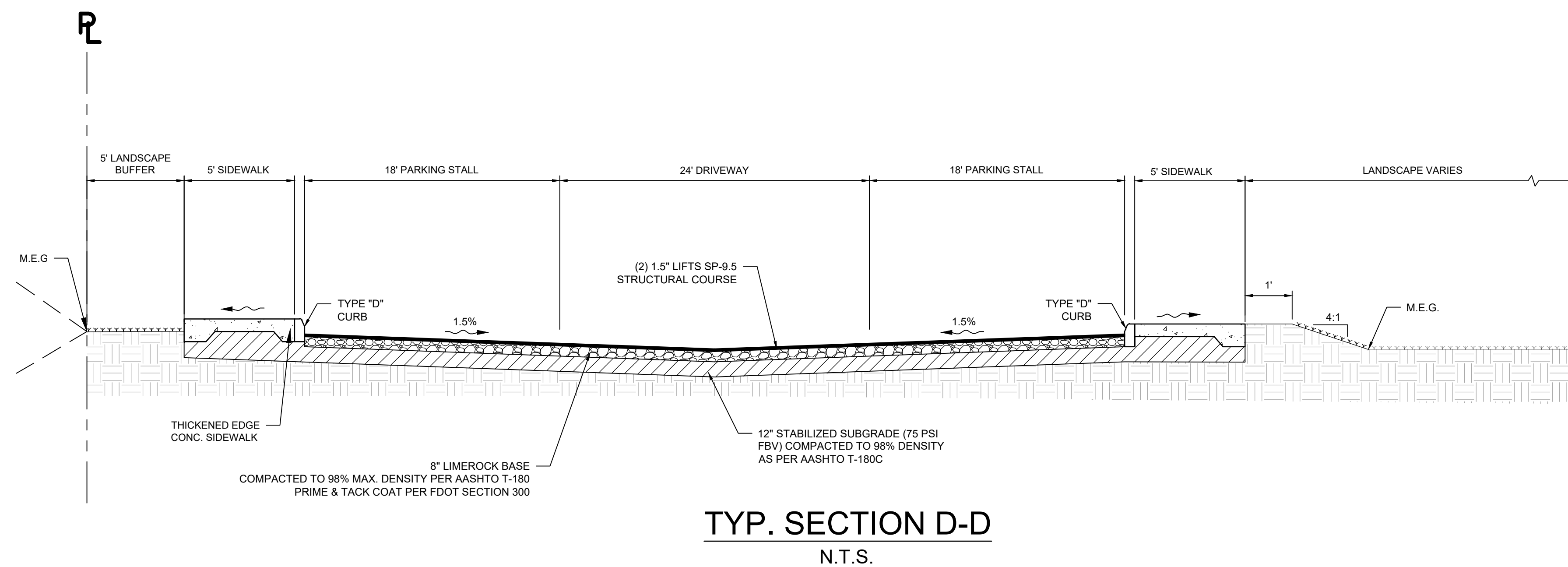
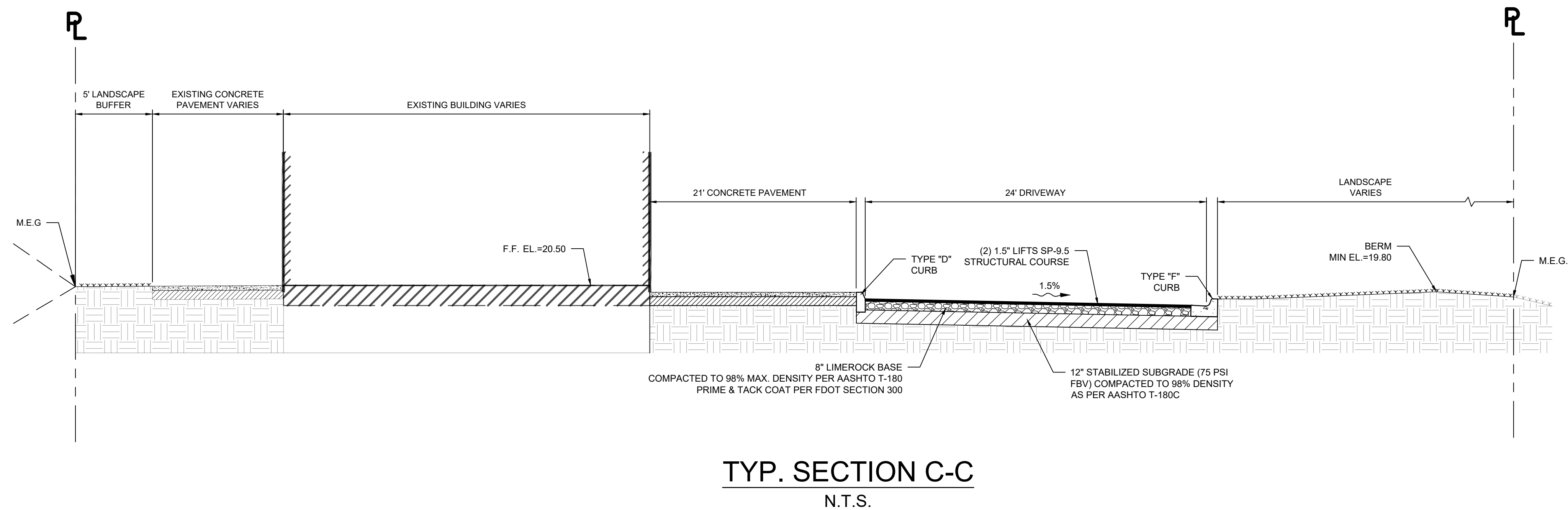
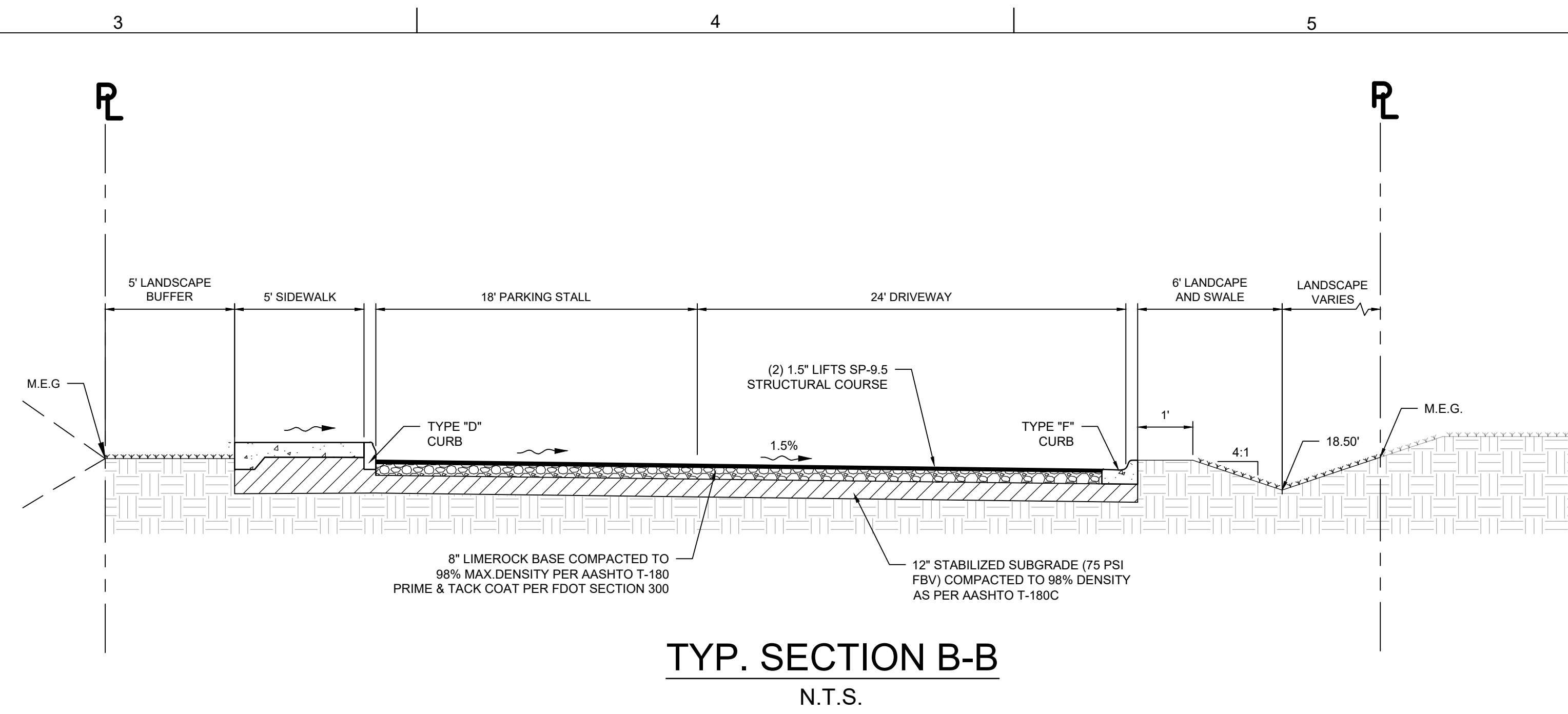
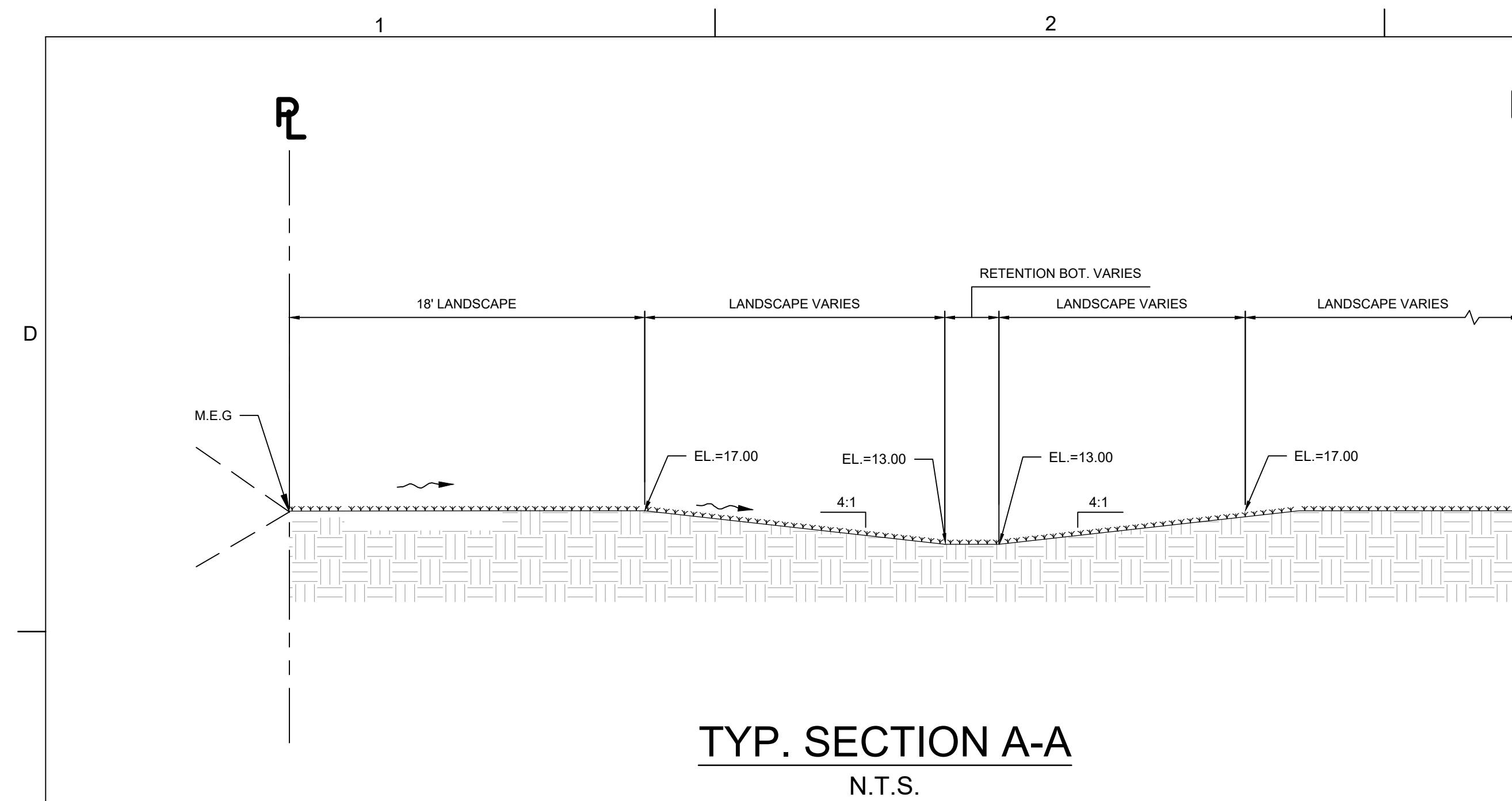
CG-501

PROJECT NO. 09515.02









**ALL EXISTING/PROPOSED ELEVATIONS  
SHOWN ARE BASED ON NAVD 1988**

**ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.**



301 East Atlantic Boulevard  
Pompano Beach, FL 33060

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :

[illegible]

**PRELIMINARY PLAN**  
**NOT FOR CONSTRUCTION**

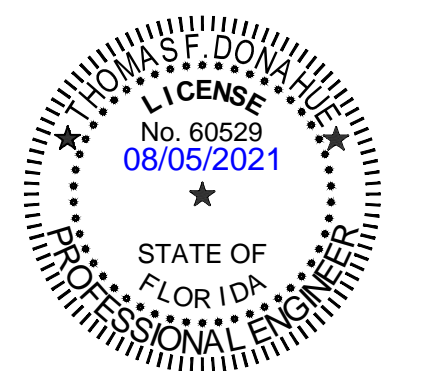
THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.

DELRAY BEACH

SEABOARD AIRLINE  
RAILWAY STATION  
RESTORATION  
PROJECT

80 DEPOT AVE  
DELRAY BEACH

SCALE:	AS NOTED
DATE ISSUED:	AUGUST 6, 2021
DRAWN BY:	FA/NW/AM
DESIGNED BY:	JW
CHECKED BY:	TD



THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

SHEET TITLE

PAVING, GRADING, &amp; DRAINAGE SECTIONS

SHEET NUMBER

CP-301

PROJECT NO. 09515.02

Drawing name: N:\09\06515.02 -Delray Beach Seaboard Air Line Railway Station -RJ Heisenbottle Architects\Engineering\Cadd\06515.02-CP-301.dwg    Plotted by: fscuntar    Layout Name: CP-301    Plotted on: Aug 05, 2021 - 1:38pm

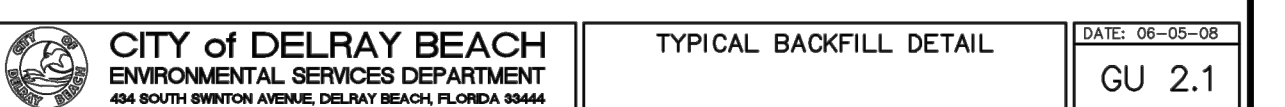
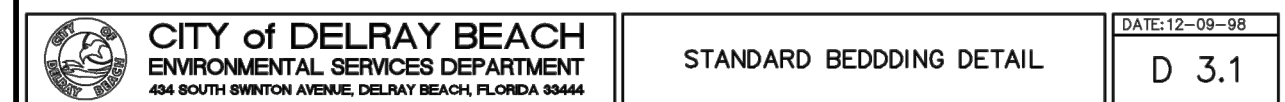




- |   |   |                               |
|---|---|-------------------------------|
|  <b>CITY of DELRAY BEACH</b><br>ENVIRONMENTAL SERVICES DEPARTMENT<br>404 SOUTH SWINTON AVENUE, DELRAY BEACH, FLORIDA 33444 | STORM SEWER MANHOLE<br>FRAME & COVER  | DATE: 06-27-2011<br><br>D 1.1 |
|   |  |                               |



- |   |  |                               |                                   |
|---|--|-------------------------------|-----------------------------------|
|  | <b>CITY of DELRAY BEACH</b><br><b>ENVIRONMENTAL SERVICES DEPARTMENT</b><br>434 SOUTH SWINTON AVENUE, DELRAY BEACH, FLORIDA 33444 | <b>PAVEMENT REPAIR DETAIL</b> | DATE: 02-13-2008<br><b>GU 1.1</b> |
|---|--|-------------------------------|-----------------------------------|



PROJECT NO. 09515.02

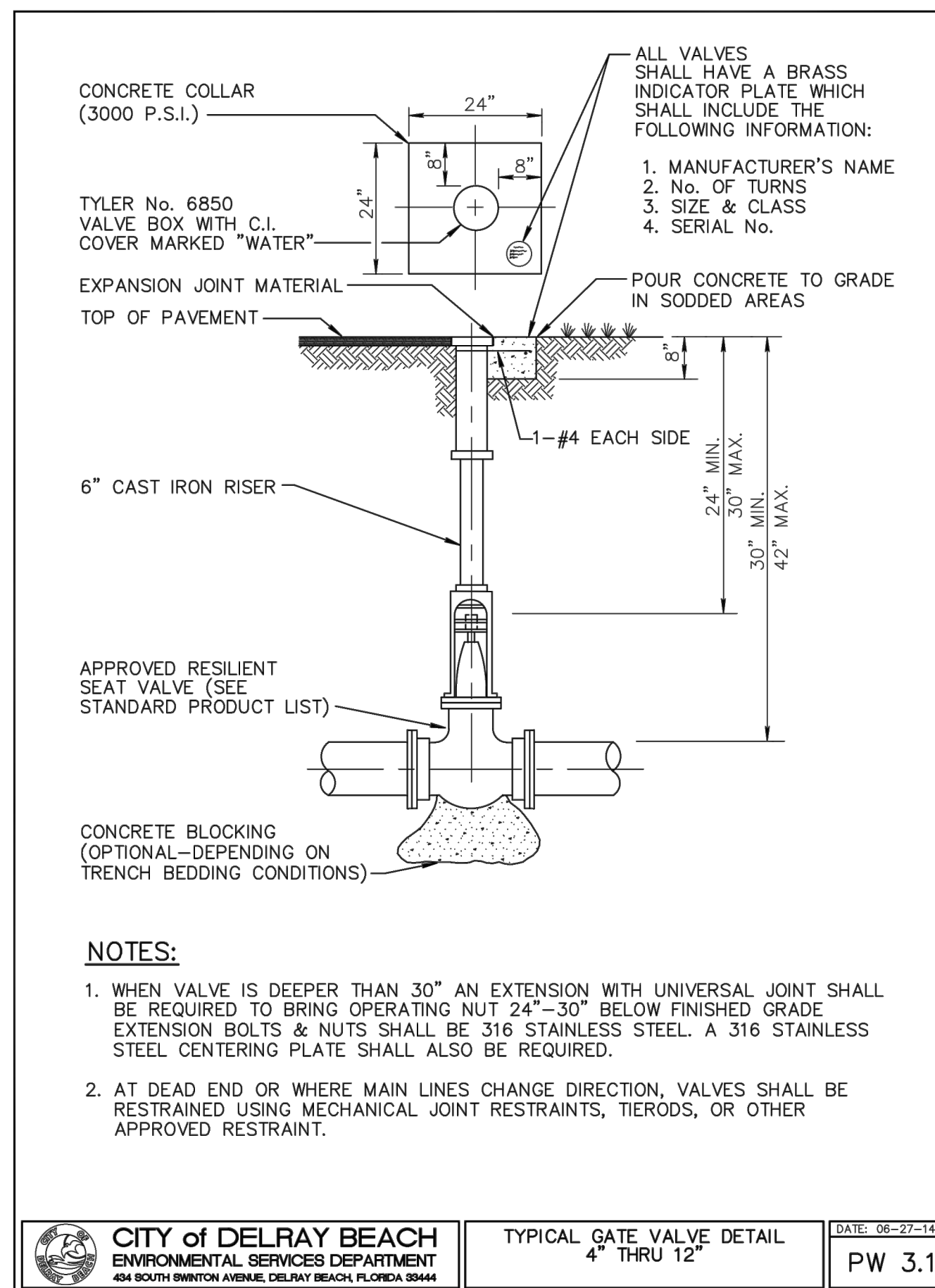
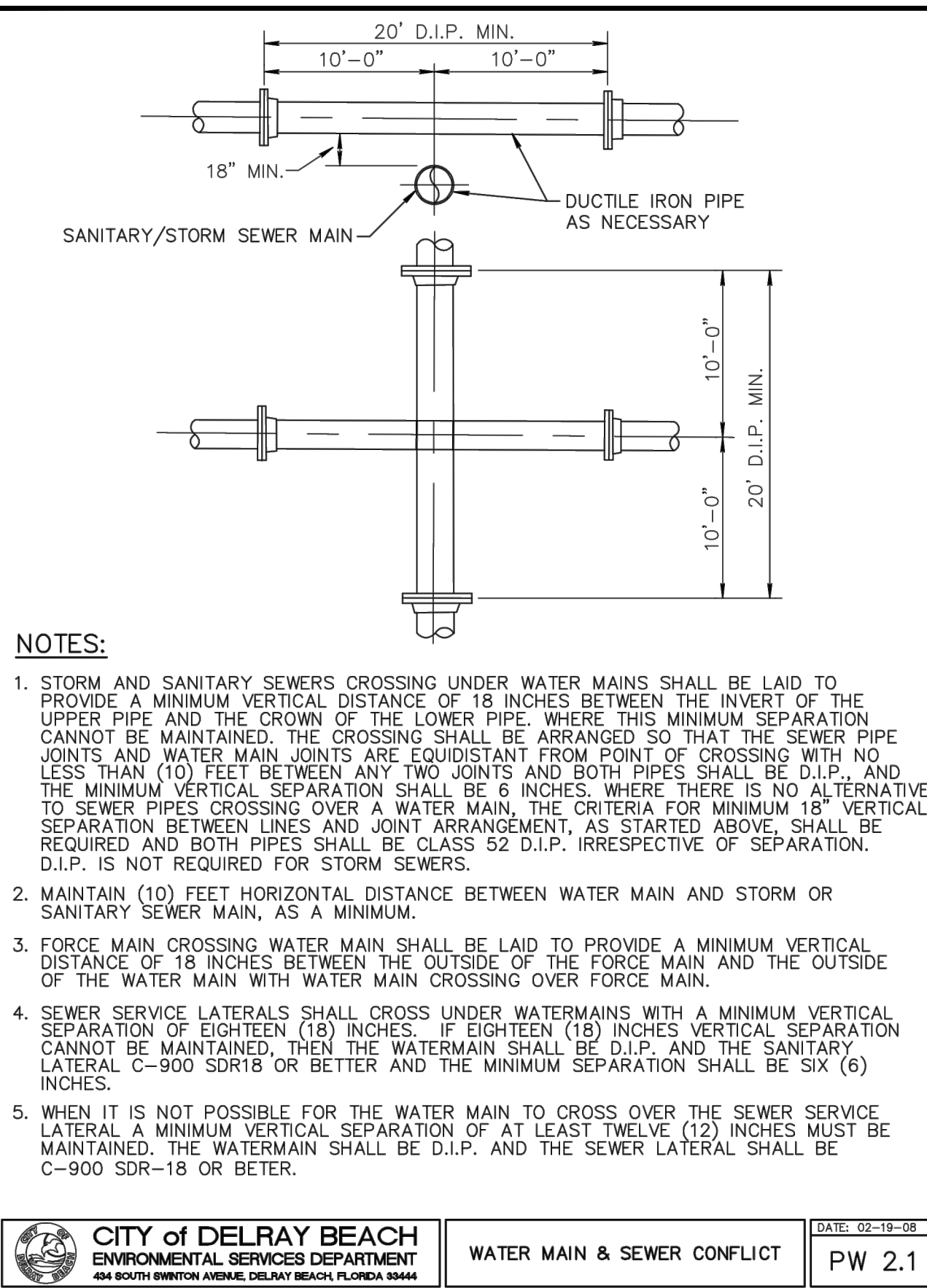
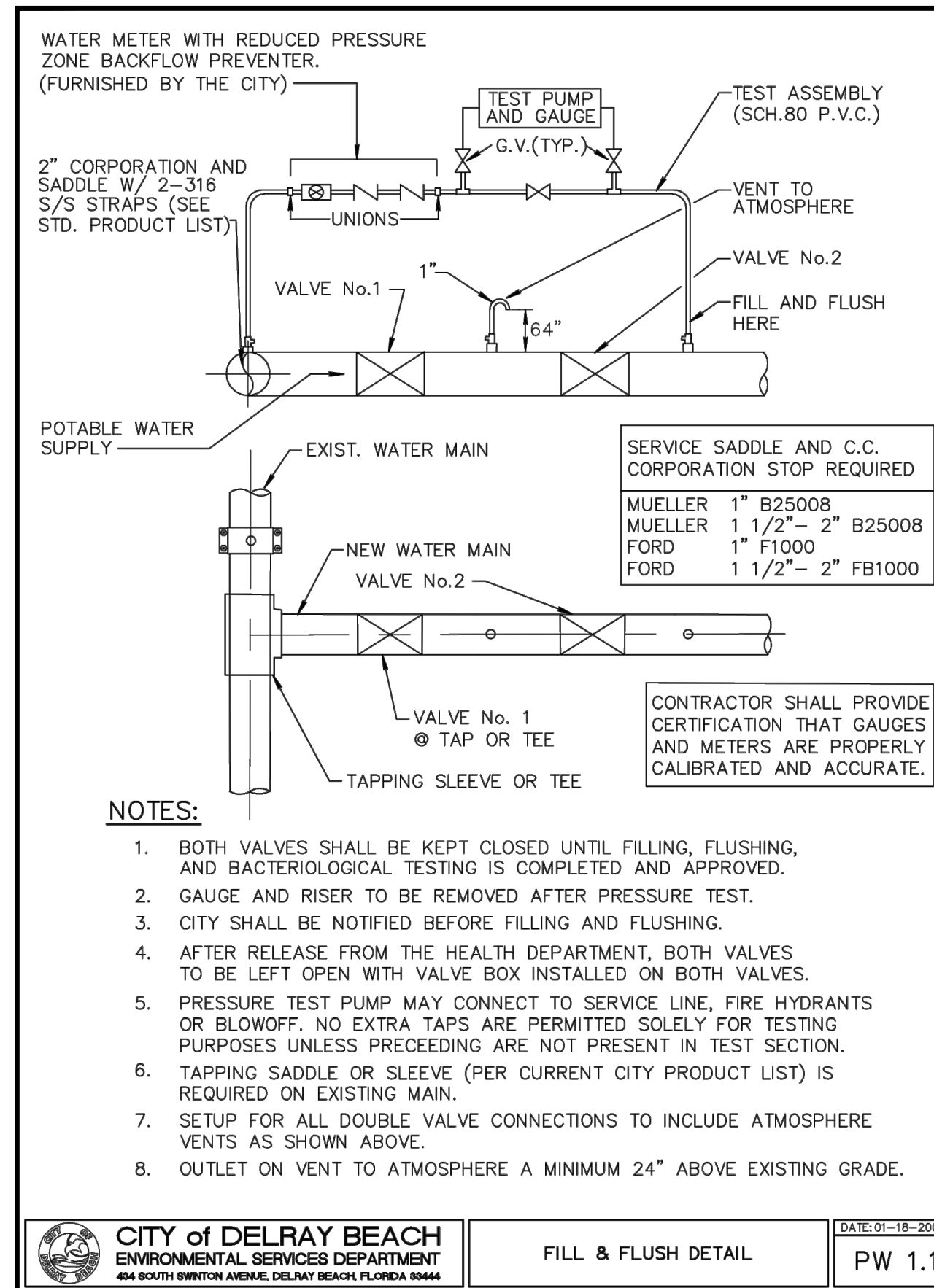


Drawing name: N:\09\09515.02 -Delray Station -RJ Heisenbottle Architects\Engineering\Cadd\09515.02-CP-501-503.dwg  
Layout Name: CP-502  
Plotted by: facsuniar  
Plotted on: Aug 05, 2021 - 1:38pm









ITEM	BOX COMPLETE EXTENSION IN INCHES	WT.	TOP SECTION W/LID		BOTTOM		PIECES PER PKG.
			LENGTH	W/LID	LENGTH	WT.	
461-5	19-22	60	10	35	15	25	..
462-5	27-30	70	10	35	24	35	20
582-5	27-37	80	16	45	24	35	20
583-5	33-43	85	16	45	30	40	20
584-5	39-50	90	16	45	36	45	20
662-5	36-52	105	26	65	30	40	20
664-5	39-60	110	26	65	36	45	20
666-5	51-71	135	26	65	**48	70	20
669-5	62-82	145	26	65	**60	80	20

\*\*MAY BE FURNISHED IN TWO PIECES SCREWED TOGETHER TO MAKE THE LENGTH REQUIRED.

5 1/4 DROP LID  
VARIABLE SKIRT  
DEPTHS

SKIRT WT.  
1/2 13  
2 13  
2 13

9  
7 5/8  
7 3/8  
6 3/8  
2  
1/2  
VARIABLE  
7 3/16  
6 3/4

10 1/4  
8  
VARIABLE  
6 1/2  
3/8  
1 1/2  
5 3/4  
5 1/4

18 or 24  
1 1/2  
5 3/4  
5 1/4  
1/4  
1/2  
7  
2 3/8  
8 1/8  
58 AND 59  
EXTENSION

ITEM HEIGHT  
58 INCREASE WT.  
59 14 25  
18 30

60 EXTENSION  
ITEM HEIGHT  
60 INCREASE WT.  
24 35  
24 35

THESE EXTENSIONS ALSO  
FIT SERIES 6660 THREE  
PIECE VALVE BOXES.

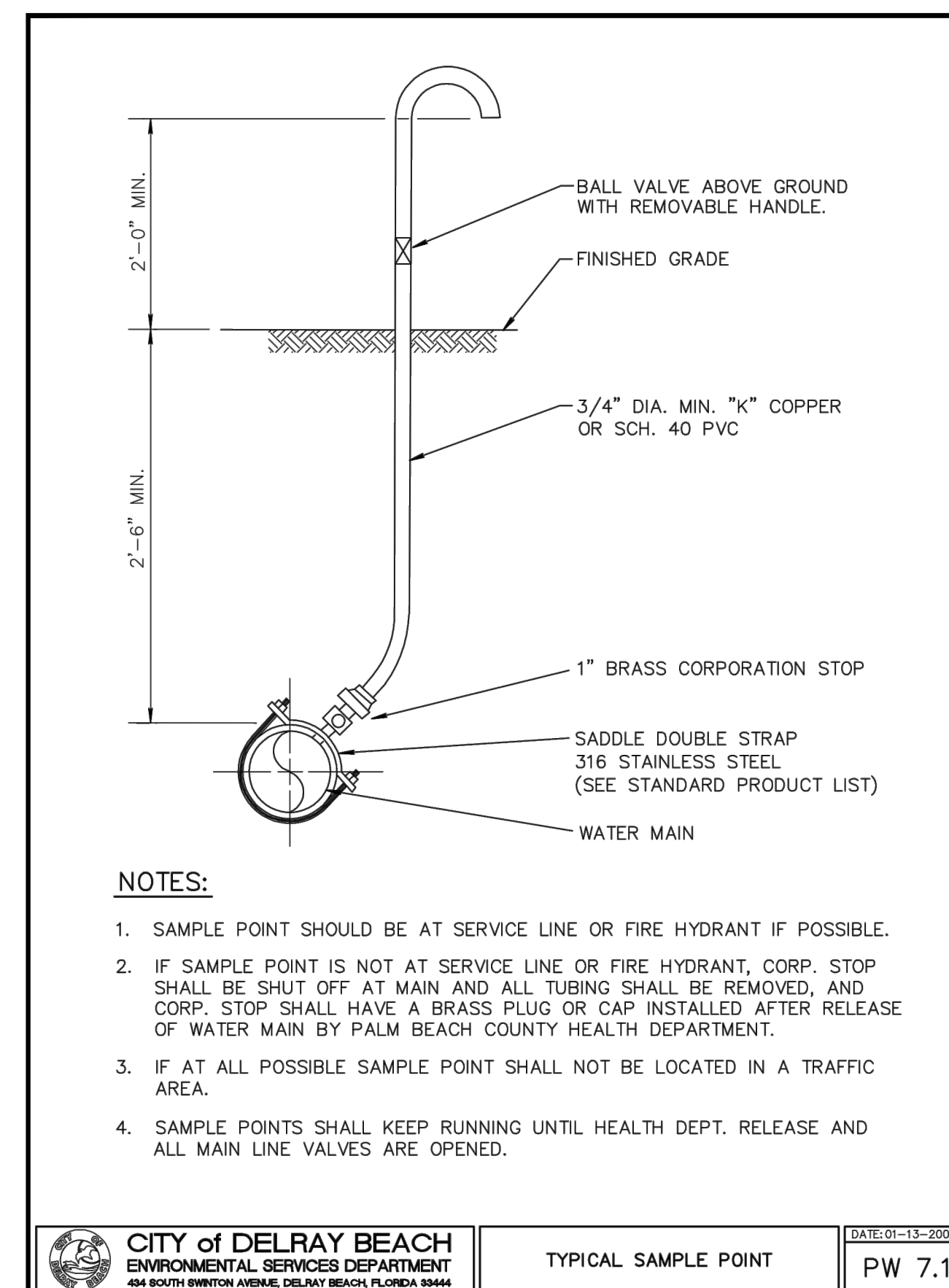
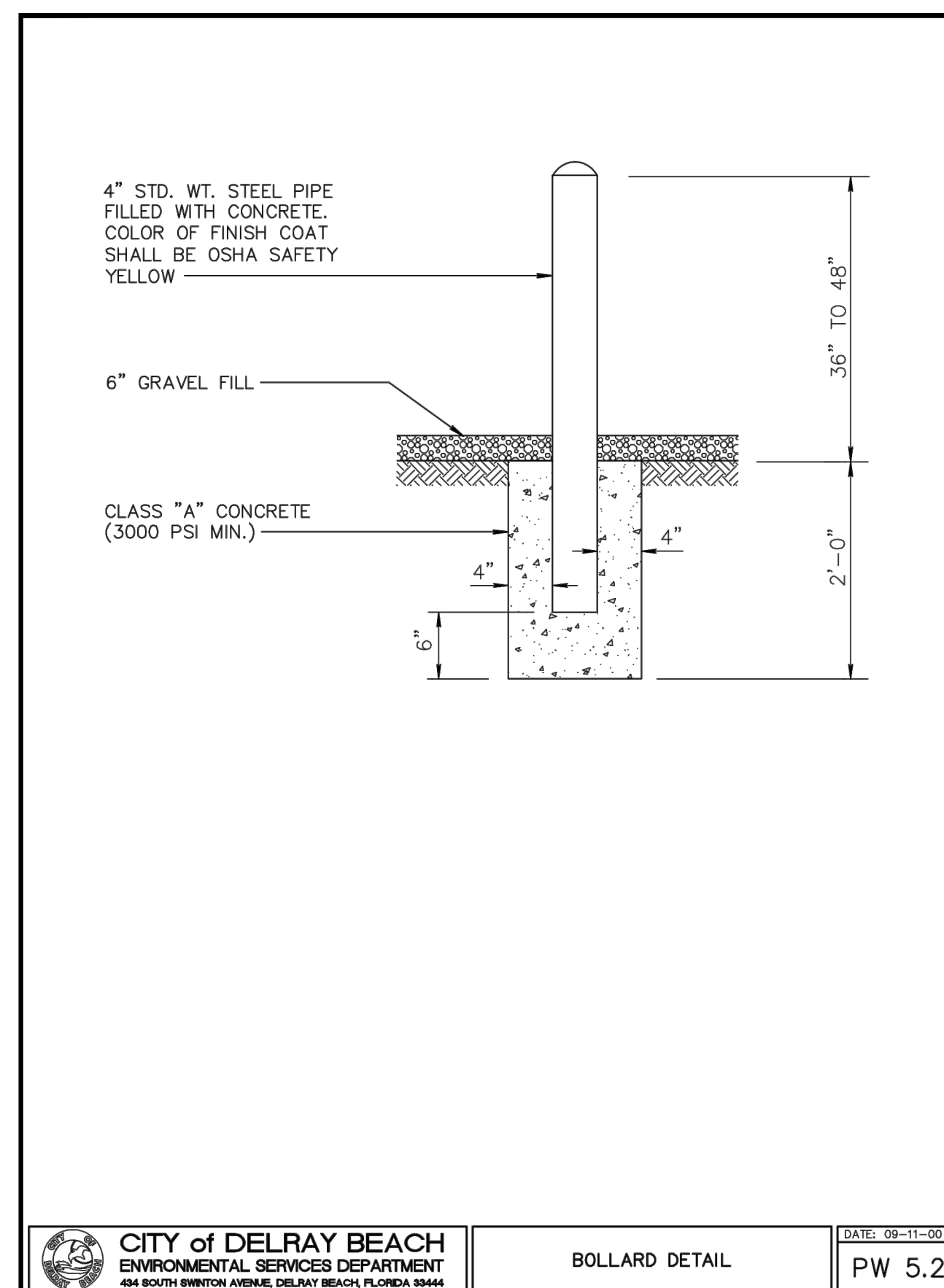
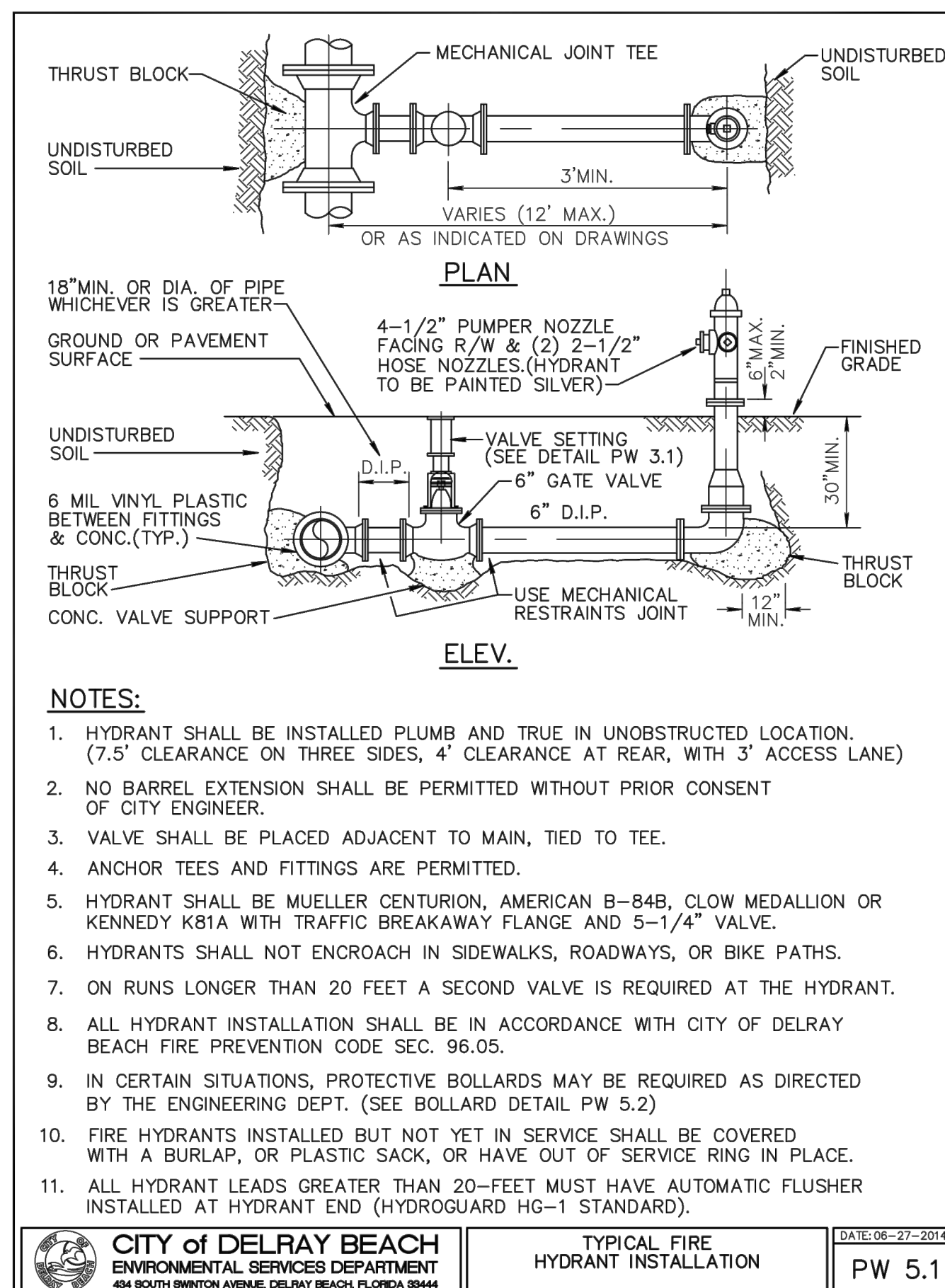
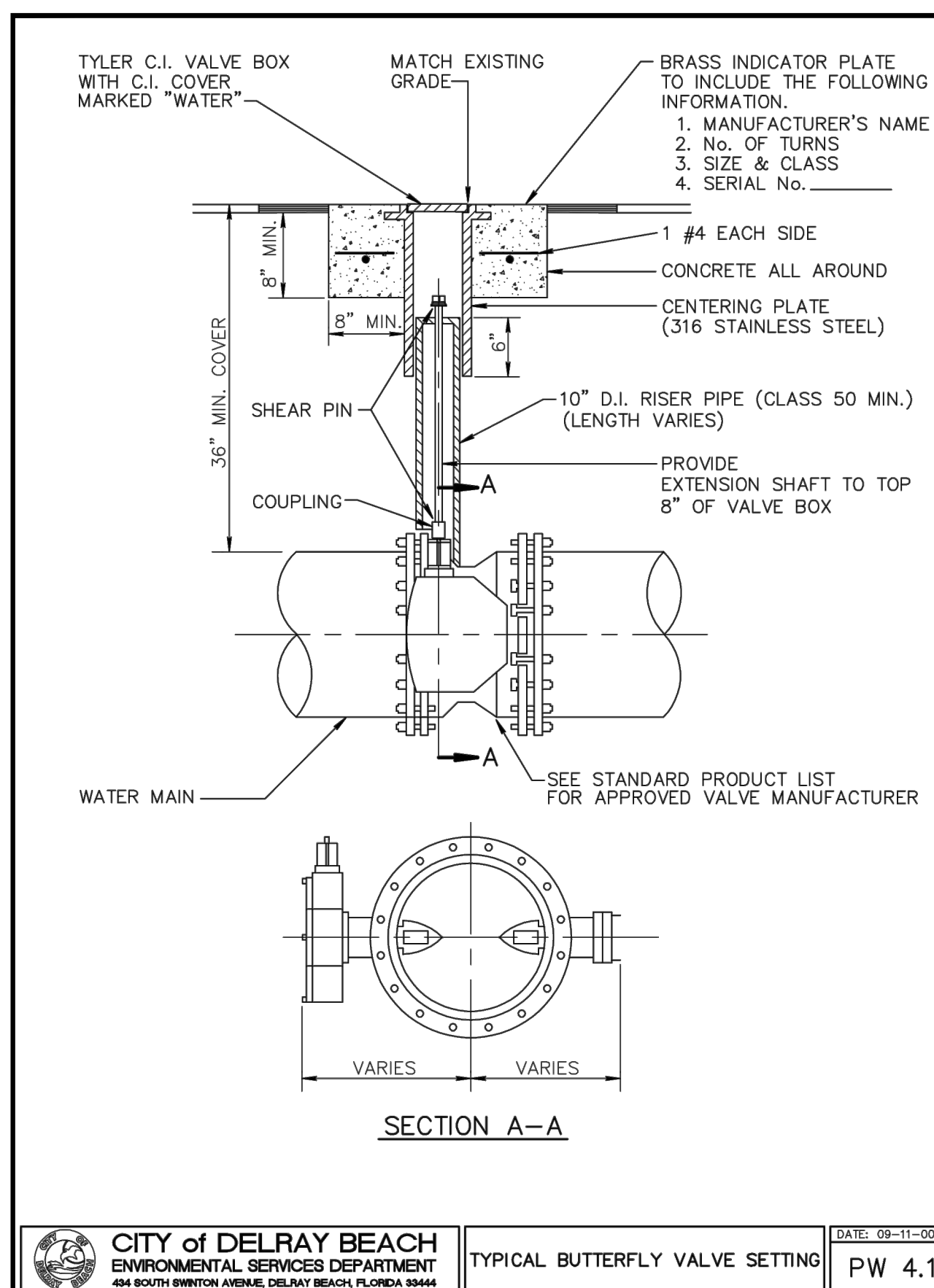
BOX COMPLETE TOP BOTTOM

NOTE: LOCKING LIDS WILL NOT BE ACCEPTED.

**CITY of DELRAY BEACH**  
ENVIRONMENTAL SERVICES DEPARTMENT  
404 SOUTH BOWEN AVENUE, DELRAY BEACH, FLORIDA 33444

**CAST IRON VALVE BOXES,  
TWO PIECE**

DATE: 02-28-08  
**PW 3.2**



**ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.**



301 East Atlantic Boulevard  
Pompano Beach, FL 33060

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :
----------------------

REVISIONS

[illegible]

PRELIMINARY PLAN  
NOT FOR CONSTRUCTION

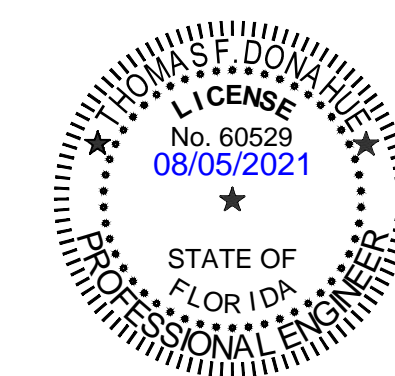
THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.

## DELRAY BEACH

# SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

80 DEPOT AVE  
DELRAY BEACH

SCALE:	AS NOTED
DATE ISSUED:	AUGUST 6, 2023
DRAWN BY:	FA/NW/AN
DESIGNED BY:	JW
CHECKED BY:	TH



THOMAS F. DONAHUE, P.E.  
FLORIDA REG. NO. 60529  
(FOR THE FIRM)

SHEET TITLE

## WATER & SEWER DETAILS

SHEET NUMBER

CU-501

PROJECT NO. 09515.02



**ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.**

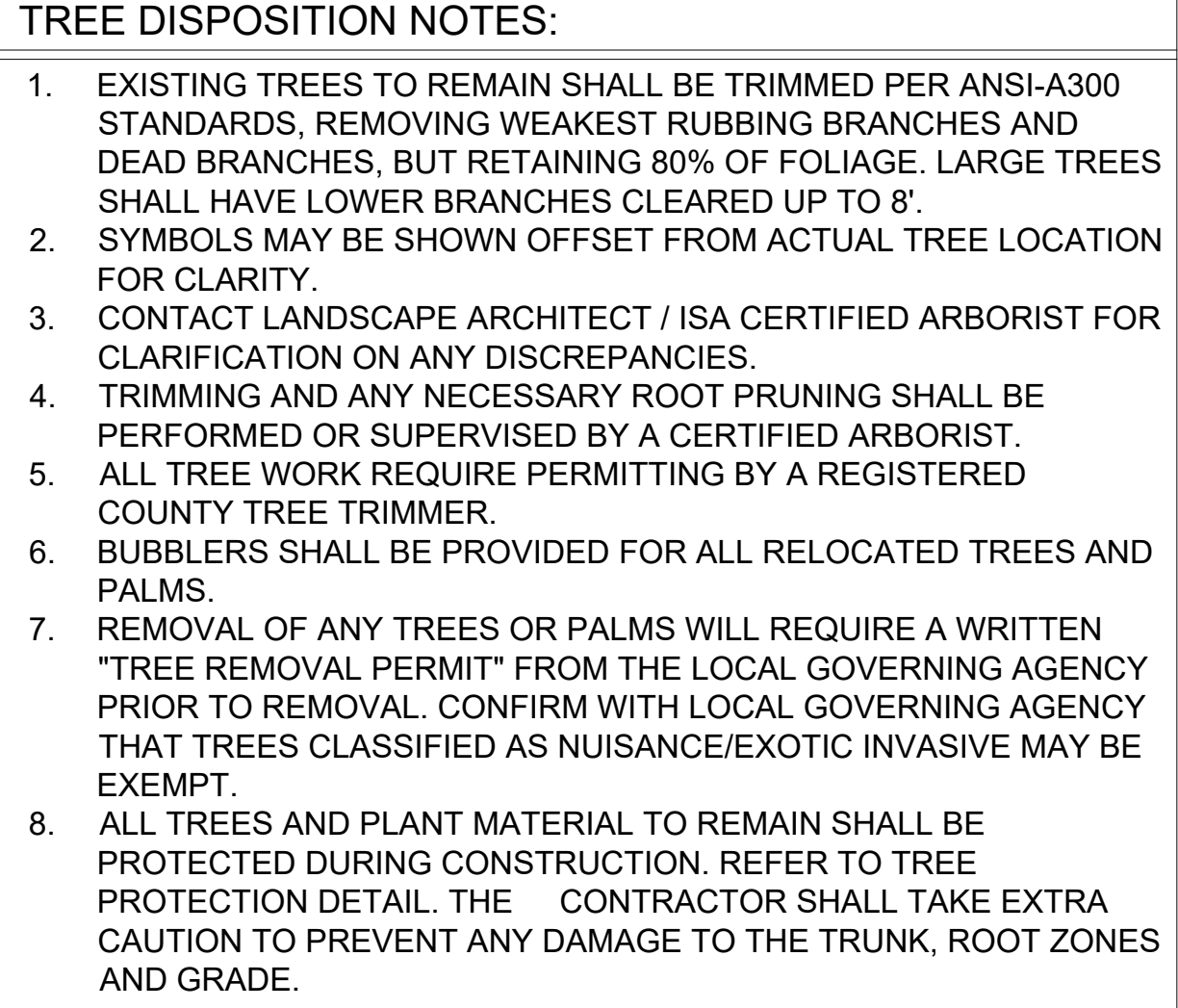




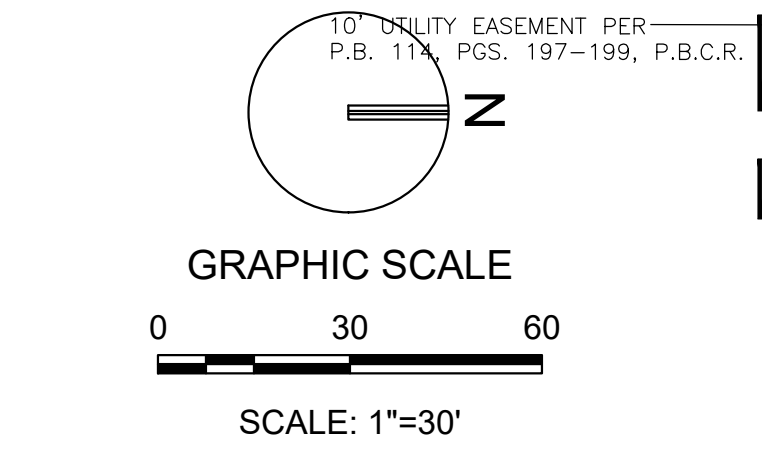








NOT TO SCALE



**ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS: LD 1.1 & LD 1.2.**

[illegible]



<



**KEITH**

301 East Atlantic Boulevard  
Pompano Beach, FL 33060

PH: (954) 788-3400

---

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :REVISIONS[illegible]

**PRELIMINARY PLAN  
NOT FOR CONSTRUCTION**

THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.

DELRAY BEACH

SEABOARD AIRLINE

## RAILWAY STATION RESTORATION

# RESTORATION PROJECT

80 DEPOT AVE

DELRAY BEACH

DATE ISSUED: AUGUST 6, 2023

DRAWN BY: A

DESIGNED BY: M

CHECKED BY: M

---

MICHAEL J. PHILLIPS, R.L.A.  
FLORIDA REG. NO. LA0001540  
(FOR THE FIRM)

SHEET TITLE

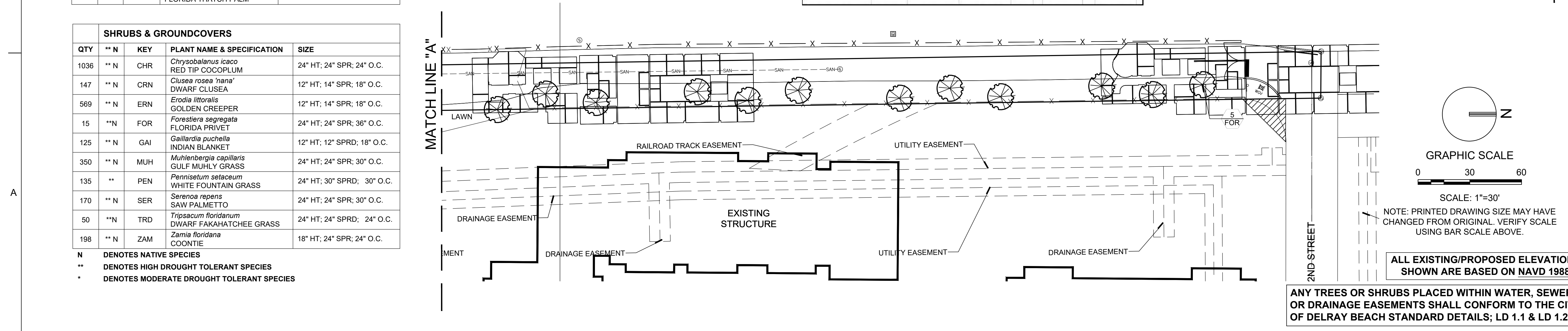
LANDSCAPE NOTESSHEET NUMBER

LP-001

PROJECT NO. 09515 02

05519.02

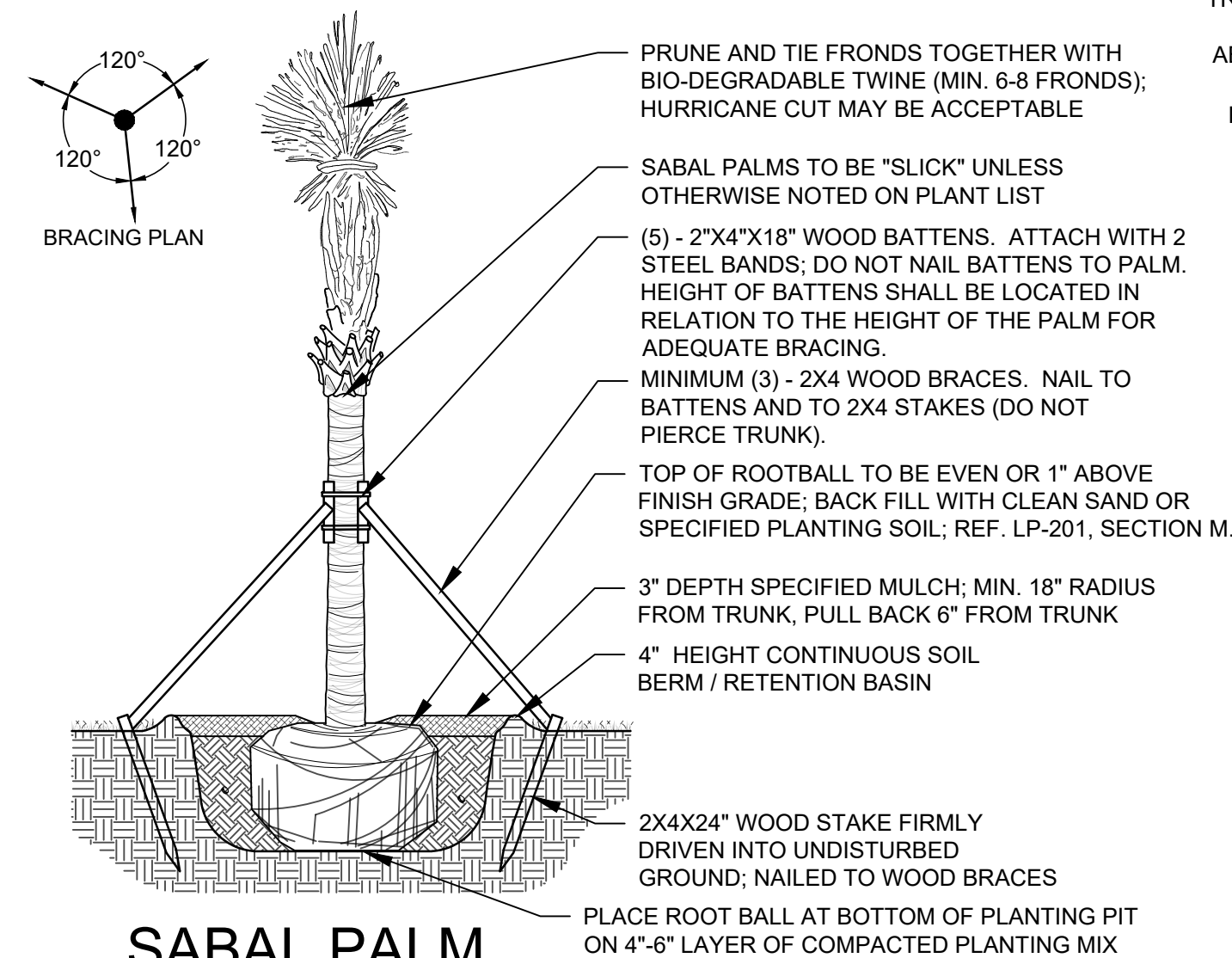




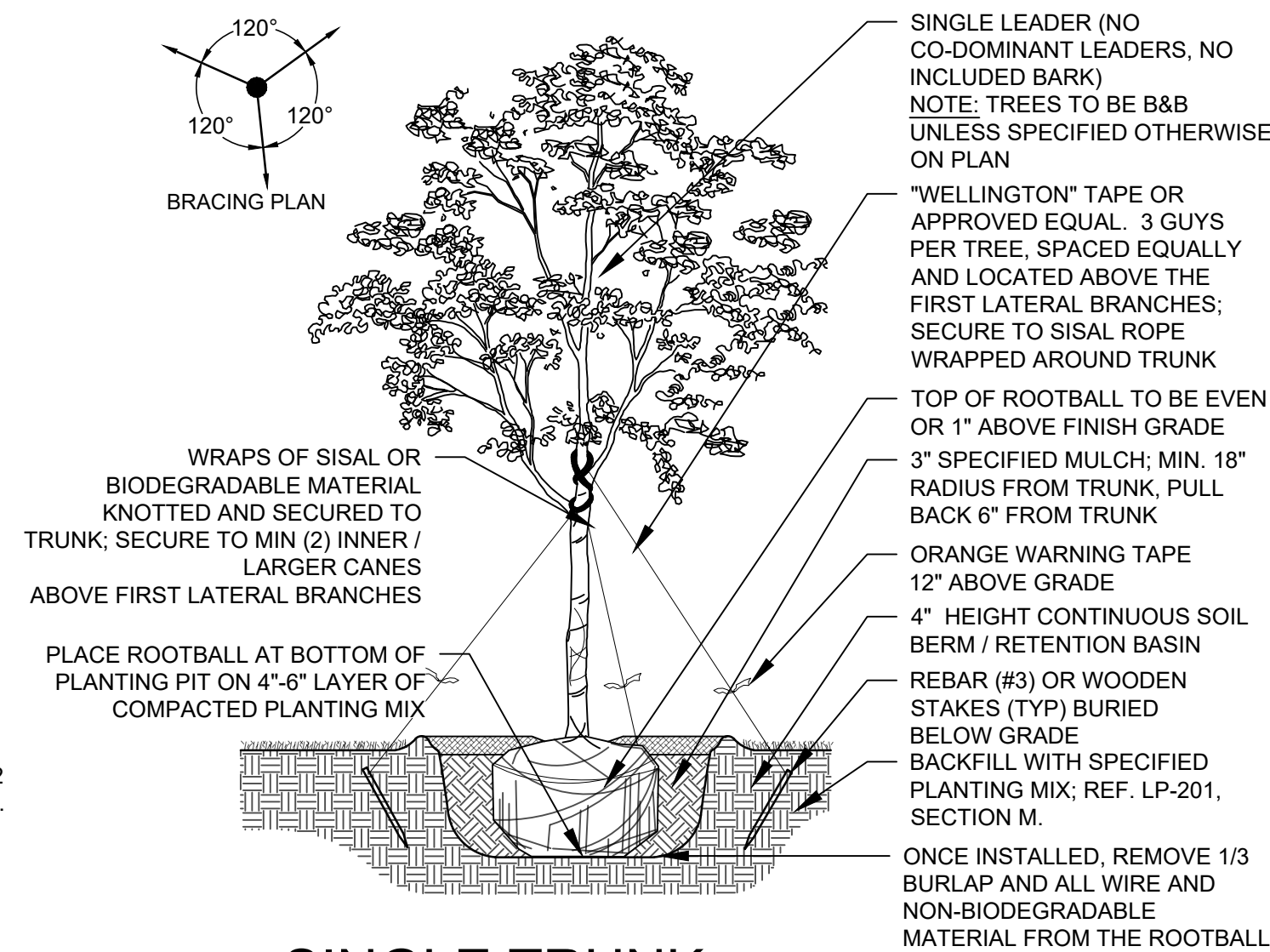


**NOTE:**

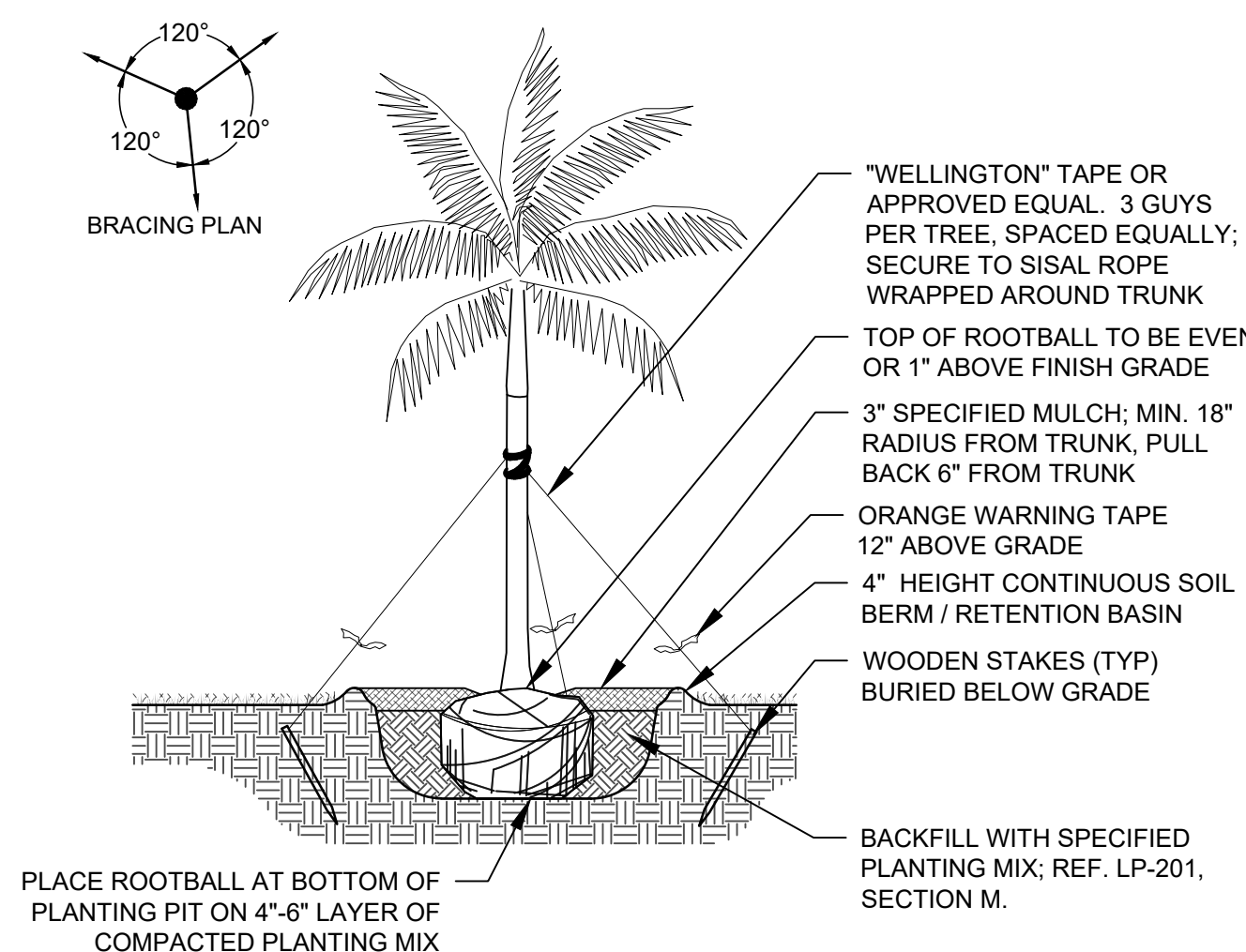
- REF. LP-001, LANDSCAPE NOTES, FOR ADDITIONAL REQUIREMENTS.
- ROOT BALL SIZE FOR ALL TREES AND PALMS TO BE IN PROPORTION TO SIZE AND TYPE OF PALM PER FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS.



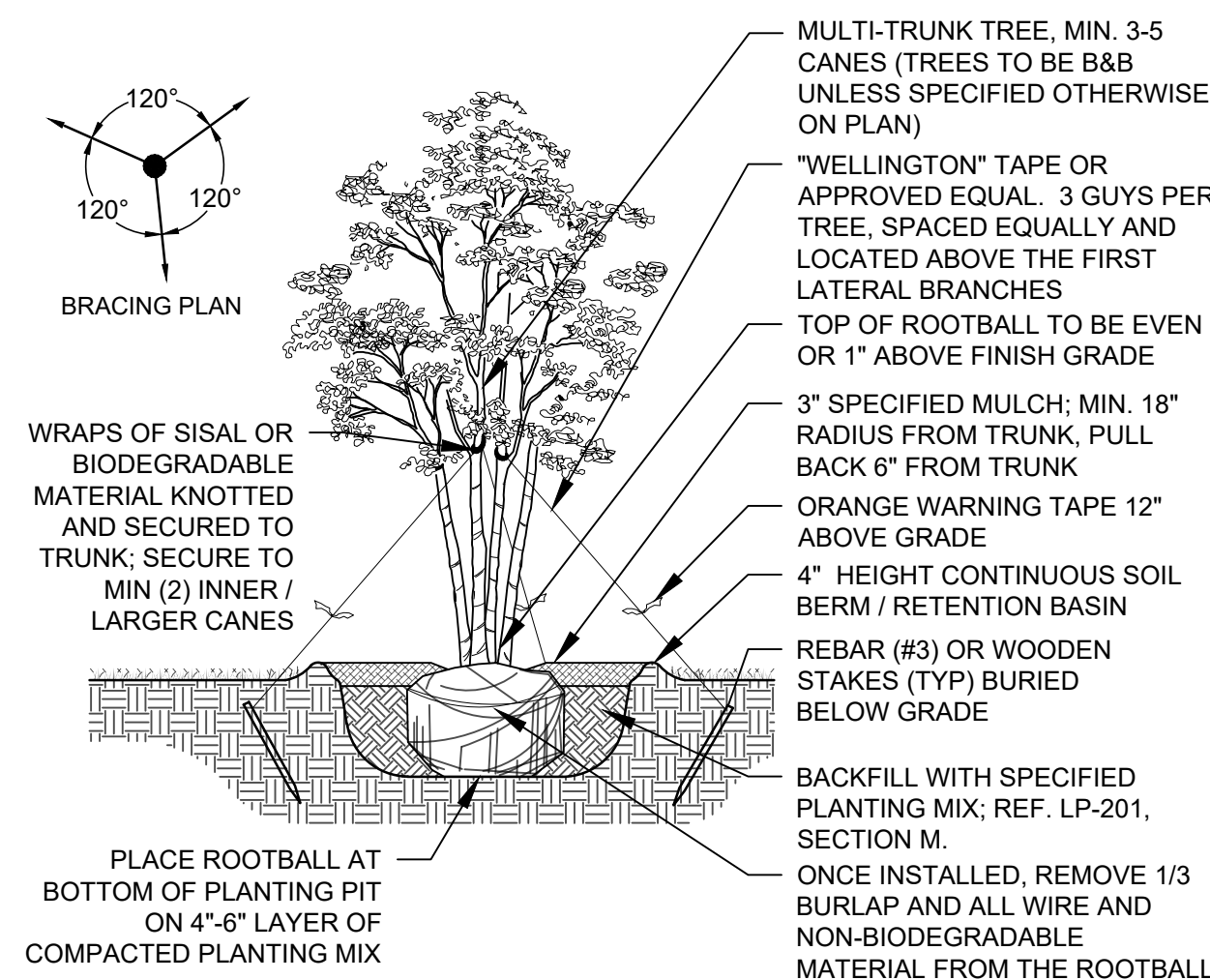
## SABAL PALM PLANTING DETAIL



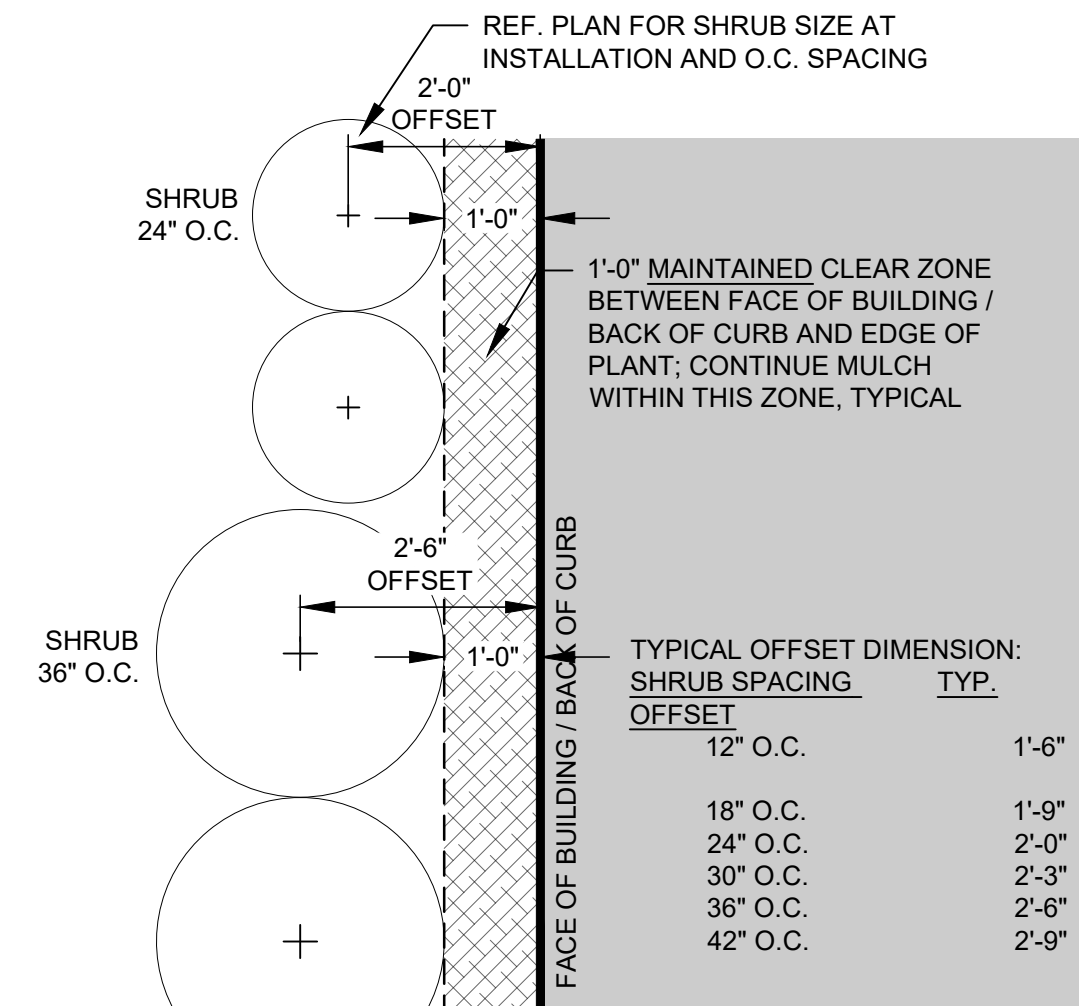
00 SINGLE TRUNK  
TREE PLANTING DETAIL



00 SMALL / MEDIUM TREE  
PALM PLANTING DETAIL

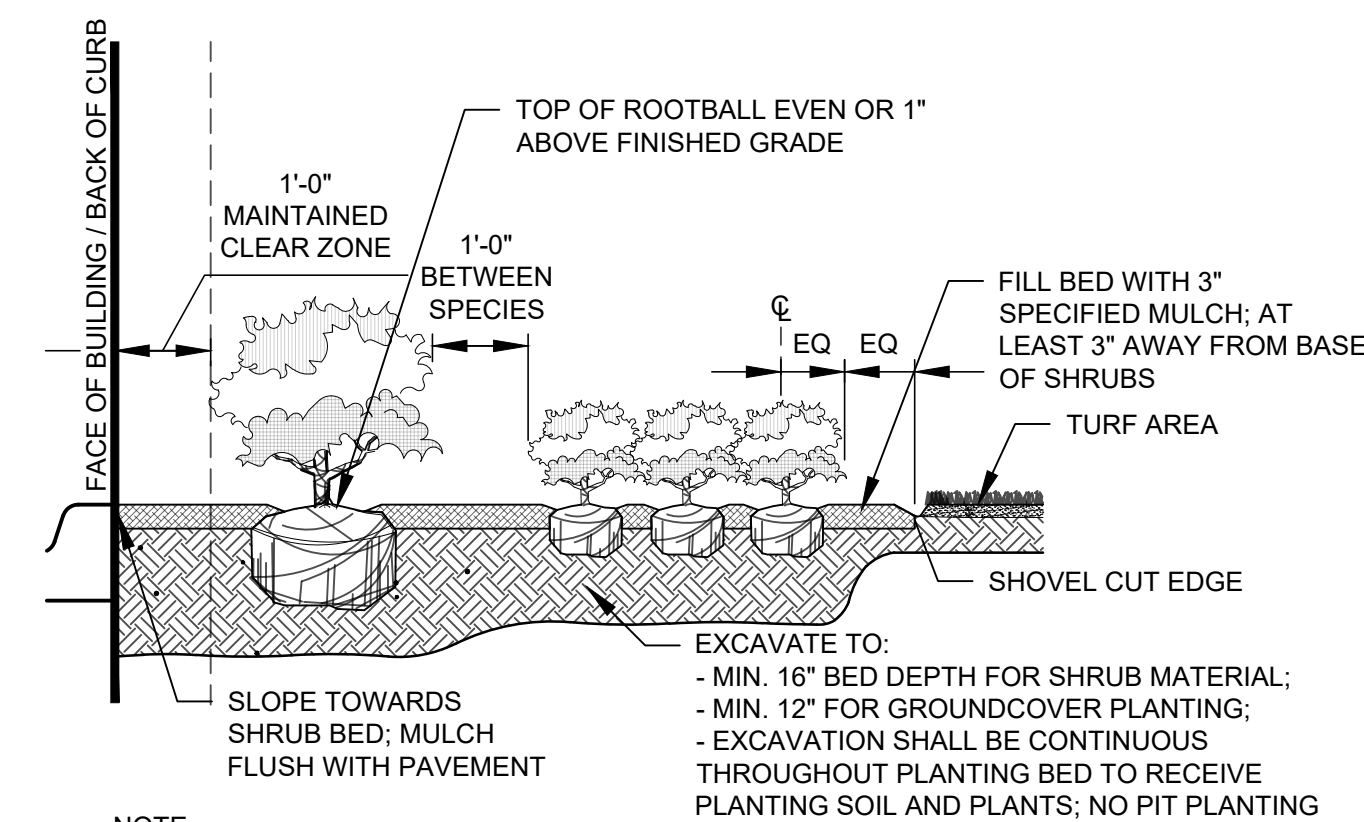


## MULTI-TRUNK TREE PLANTING DETAIL

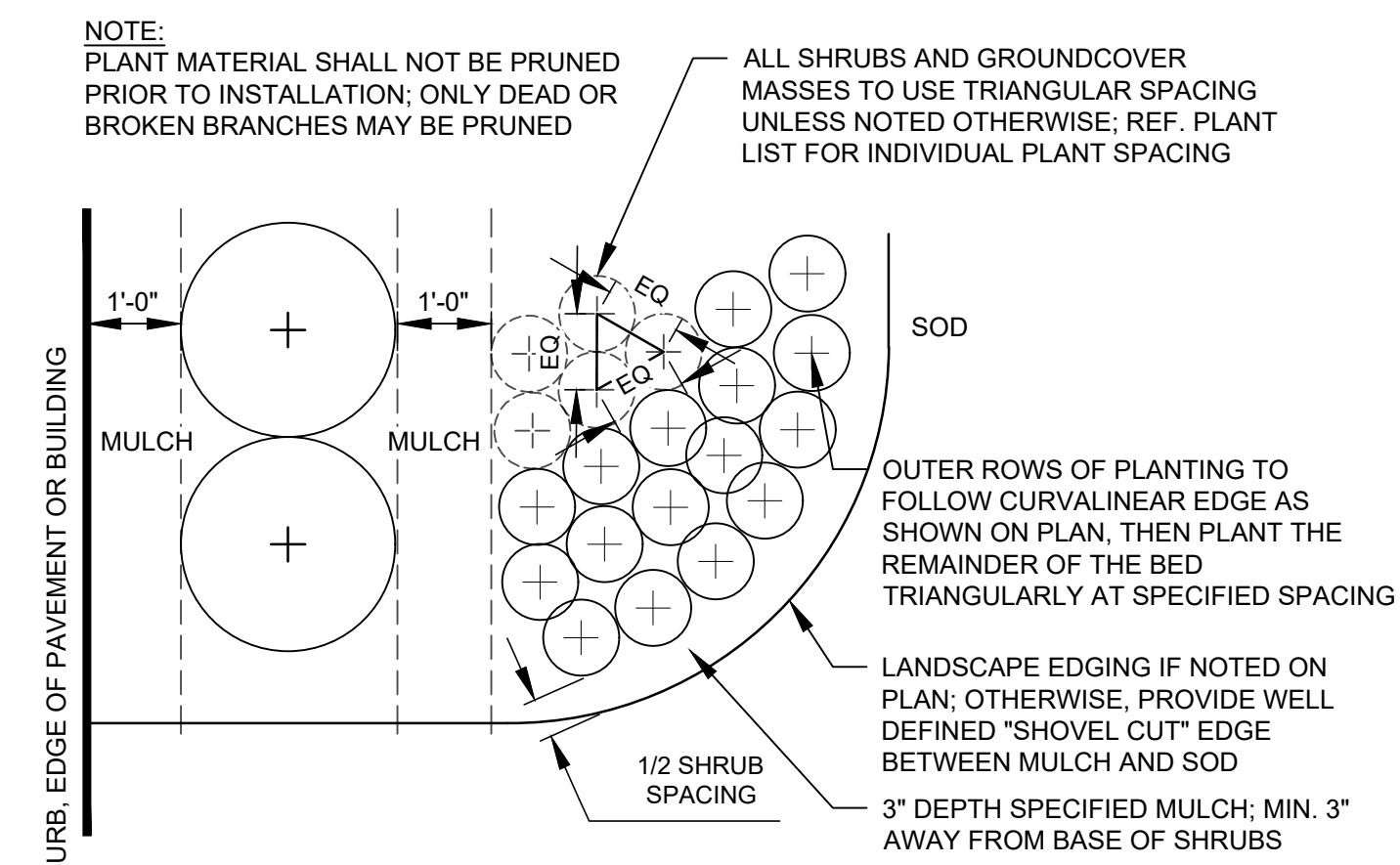


**TYPICAL SHRUB OFFSET  
AT BUILDING / CURB**

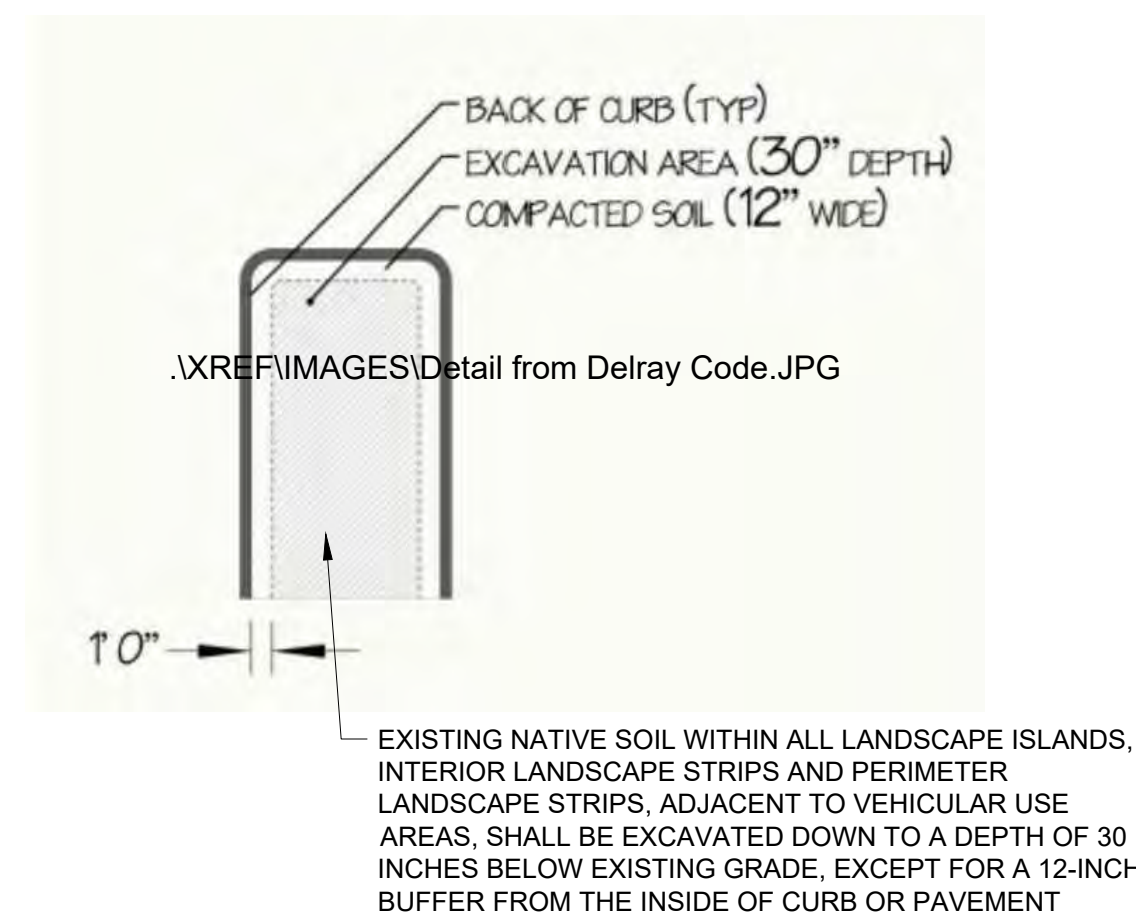
00 PLAN NOT TO SCALE



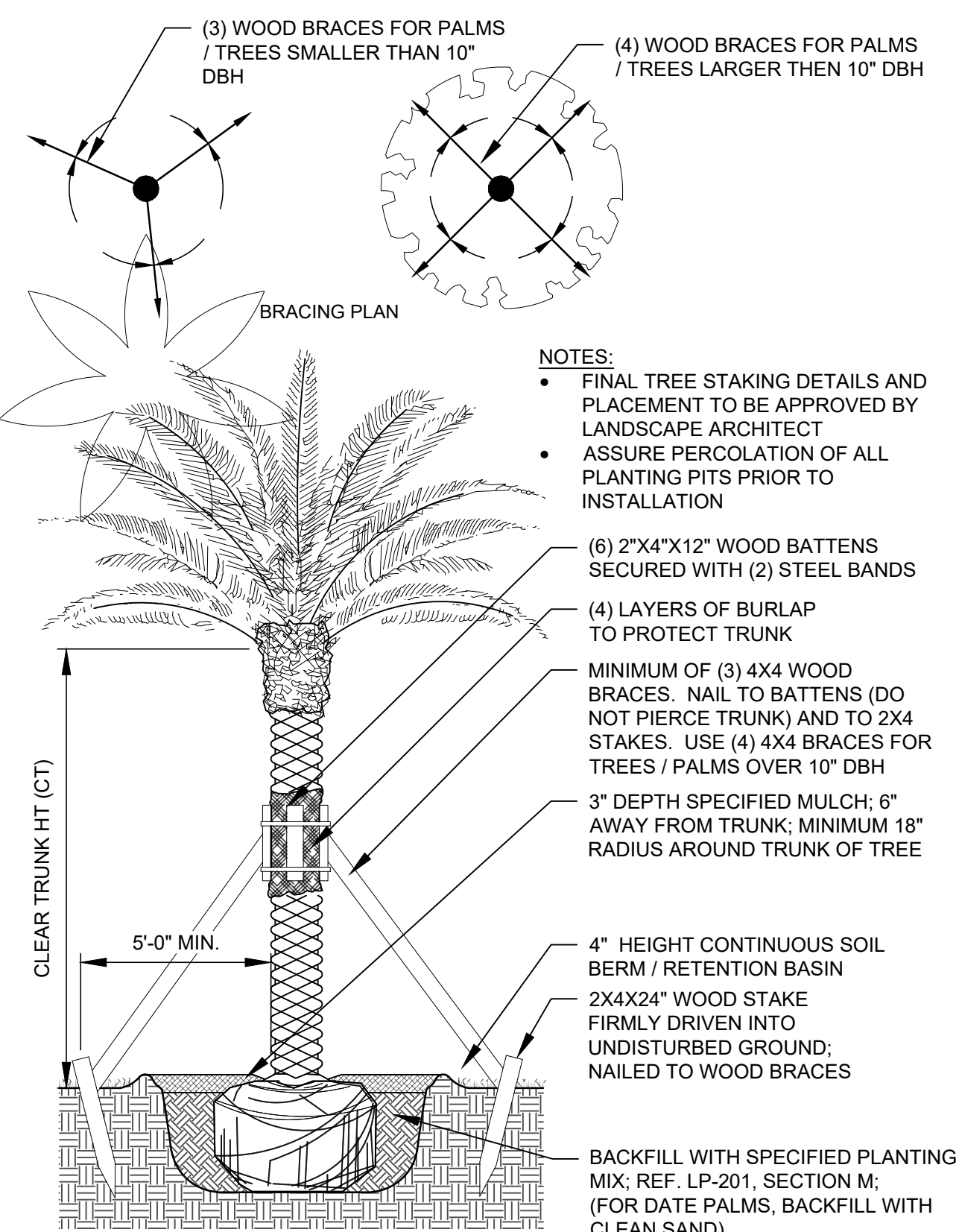
## SHRUB AND GROUND COVER PLANTING



## SHRUB AND GROUNDCOVER PLANTING



# EXCAVATION DETAIL



# LARGE TREE PALM PLANTING DETAIL

**ALL EXISTING/PROPOSED ELEVATIONS  
SHOWN ARE BASED ON NAVD 1988**

**ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS: LD 1.1 & LD 1.2.**



301 East Atlantic Boulevard  
Pompano Beach, FL 33060

PH: (954) 788-3400

Florida Certificate of  
Authorization # - 7928

BID / CONTRACT NO. :

[illegible]

PRELIMINARY PLAN  
NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED  
AND ARE SUBJECT TO REVISIONS MADE  
DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE  
PLANS PRIOR TO OBTAINING PERMITS  
FROM ALL AGENCIES HAVING JURISDICTION  
OVER THE PROJECT WILL FALL SOLELY  
UPON THE USER.

DELRAY BEACH

# SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

80 DEPOT AVE  
DELRAY BEACH

SCALE:	AS NOTED
--------	----------

DATE ISSUED: AUGUST 6, 2021

DRAWN BY: AS

DESIGNED BY: MF

CHECKED BY:	ME
-------------	----

MICHAEL J. PHILLIPS, R.L.A.  
FLORIDA REG. NO. LA0001540  
(FOR THE FIRM)

## SHEET TITLE

## LANDSCAPE DETAILS

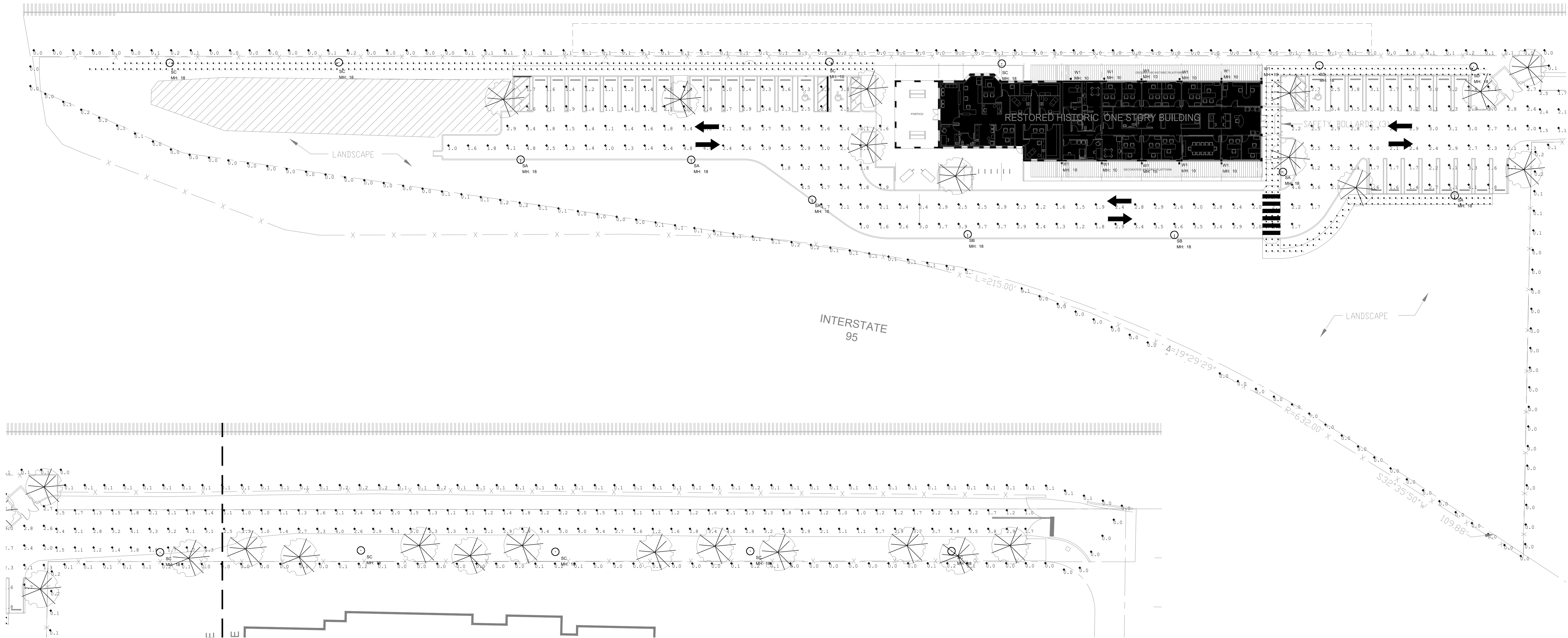
SHEET NUMBER

LP-501

PROJECT NO. 09515 02

Drawing name: N:\09\09515.02 -Delray Beech Seaboard Air Line Railway Station -R.J Heisenbottle Architects\Landscap Architecture\CAD\09515.01-LP-501.dwg      Layout Name: LP-501      Plotted by: qborntmas      Plotted on: Aug 05, 2021 - 11:56am





1 PHOTOMETRIC SITE PLAN  
SCALE: NTS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
DRIVEWAY ENTRANCE	Illuminance	Fc	2.12	4.1	1.0	2.12	4.10
PARKING LOT	Illuminance	Fc	2.53	5.1	1.0	2.53	5.10
PROPERTY LINE AT 6FT AFG	Illuminance	Fc	0.06	0.2	0.0	N.A.	N.A.
SIDEWALK NORTH	Illuminance	Fc	2.09	6.4	0.6	3.48	10.67
SIDEWALK SOUTH	Illuminance	Fc	1.04	2.5	0.5	2.08	5.00

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Lum. Watts	Arr. Watts
⊖	5	SA	SINGLE	11294	0.900	97.2	97.2
⊖	2	SB	SINGLE	11576	0.900	97.2	97.2
⊖	9	SC	SINGLE	6973	0.900	97.2	97.2
⊖	2	SD	SINGLE	6594	0.900	97.2	97.2
⊕	11	W1	Single	1204	0.900	16	16

DELRAY BEACH SEABOARD AIR LINE RAILWAY STATION SITE									
LIGHTING FIXTURE SCHEDULE									
TYPE	DESCRIPTION	MFR	CATALOG NUMBER	VOLTS	LAMPS	INPUT WATTS	MOUNTING	DIMMING (If Req)	REMARKS
SA	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL4-XX-XX-XX / VA6158-XX	UNV	LED	97.2	18" POLE	0-10V	NOTE 1, 2
SB	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL3-XX-XX-XX / VA6158-XX	UNV	LED	97.2	18" POLE	0-10V	NOTE 1, 2
SC	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL2-HSS-XX-XX-XX / VA6158-XX	UNV	LED	97.2	18" POLE	0-10V	NOTE 1, 2
SD	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL3-HSS-XX-XX-XX / VA6158-XX	UNV	LED	97.2	18" POLE	0-10V	NOTE 1, 2
W1	LED FACADE LUMINAIRE	BARN LIGHT	WHS18-1250LMN-DOME	UNV	LED	16	WALL		
FIXTURE SCHEDULE NOTES									
NOTE 1: ADVISE FINISH									
NOTE 2: FIXTURES MOUNTED ON 18" VALMONT ALUMINUM POLE #170840705T4-XX-FINISH									

This item has been electronically signed by Jorge L. Fleitas, PE on 08/04/2021 using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



# DELRAY BEACH RAILWAY STATION RESTORATION PROJECT

80 DEPOT, DELRAY BEACH, Florida 33131  
SCHEMATIC DESIGN

NOVEMBER 12, 2020  
SCALE: 1/8" = 1' - 0"





RESOLUTION NO. 86-05

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, RECOGNIZING PARAMEDIC PETER L. FIREHOCK BY NAMING THE FIRE-RESCUE TRAINING CENTER AT 80 DEPOT AVENUE IN DELRAY BEACH, FLORIDA, "THE PETER L. FIREHOCK PUBLIC SAFETY TRAINING CENTER"; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Delray Beach desires to recognize and honor Paramedic, Peter L. Firehock, for his twenty-three (23) years of dedicated service to the City of Delray Beach; and

WHEREAS, Peter L. Firehock created the Delray Beach Fire Department's Dive Team and he trained hundreds of Fire Fighters in Delray Beach and neighboring municipalities; and

WHEREAS, Peter L. Firehock was a great leader and is being honored for his hard work, loyalty, dedication and service to the City of Delray Beach; and

WHEREAS, the City Commission desires to name the Fire-Rescue Training Center on 80 Depot Avenue in Delray Beach, Florida, in Peter Firehock's honor as "The Peter L. Firehock Public Safety Training Center"; and

WHEREAS, in the event the City no longer owns the property, then the City Commission and the Fire Chief agree to use their best efforts to honor Peter L. Firehock with another suitable memorial.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, AS FOLLOWS:

Section 1. The City Commission of the City Delray Beach recognizes Paramedic Peter L. Firehock for his leadership, dedication and service to the City for over twenty-three (23) years.

Section 2. The City Commission shall honor Peter L. Firehock by naming the Fire-Rescue Training Center currently located at 80 Depot Avenue in Delray Beach, Florida, "The Peter L. Firehock Public Safety Training Center".

Section 3. In the event the City no longer owns the property, then the City Commission and the Fire Chief desire to honor Peter L. Firehock with another suitable memorial.



Section 4. That this resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED in regular session on this the 1<sup>st</sup> day of November,  
2005.

Jeffrey Z. Paul  
MAYOR

ATTEST:

Chenell D. Nisbani  
City Clerk



# CITY OF DELRAY BEACH

## CITY ATTORNEY'S OFFICE

200 NW 1st AVENUE • DELRAY BEACH, FLORIDA 33444  
TELEPHONE: 561/243-7090 • FACSIMILE: 561/278-4755

Writer's Direct Line: 561/243-7091



### MEMORANDUM

DATE: October 19, 2005  
TO: City Commission  
David Harden, City Manager  
FROM: Terrill C. Barton, Assistant City Attorney JCB  
SUBJECT: Resolution No. 86-05

Attached please find a resolution proposing to name the Fire-Rescue Training Center at 80 Depot Avenue in Delray Beach, Florida, the "Peter L. Firehock Fire-Rescue Training Center" in honor of Paramedic Peter L. Firehock

Please place this item on the October 25, 2005 Commission agenda for the Commission's consideration.

Thank you.

TCB:smk

cc: Chevelle Nubin, City Clerk

8G



RESOLUTION NO. 86-05

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, RECOGNIZING PARAMEDIC PETER L. FIREHOCK BY NAMING THE FIRE-RESCUE TRAINING CENTER AT 80 DEPOT AVENUE IN DELRAY BEACH, FLORIDA, "THE PETER L. FIREHOCK PUBLIC SAFETY TRAINING CENTER"; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Delray Beach desires to recognize and honor Paramedic, Peter L. Firehock, for his twenty-three (23) years of dedicated service to the City of Delray Beach; and

WHEREAS, Peter L. Firehock created the Delray Beach Fire Department's Dive Team and he trained hundreds of Fire Fighters in Delray Beach and neighboring municipalities; and

WHEREAS, Peter L. Firehock was a great leader and is being honored for his hard work, loyalty, dedication and service to the City of Delray Beach; and

WHEREAS, the City Commission desires to name the Fire-Rescue Training Center on 80 Depot Avenue in Delray Beach, Florida, in Peter Firehock's honor as "The Peter L. Firehock Public Safety Training Center"; and

WHEREAS, in the event the City no longer owns the property, then the City Commission and the Fire Chief agree to use their best efforts to honor Peter L. Firehock with another suitable memorial.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, AS FOLLOWS:

Section 1. The City Commission of the City Delray Beach recognizes Paramedic Peter L. Firehock for his leadership, dedication and service to the City for over twenty-three (23) years.

Section 2. The City Commission shall honor Peter L. Firehock by naming the Fire-Rescue Training Center currently located at 80 Depot Avenue in Delray Beach, Florida, "The Peter L. Firehock Public Safety Training Center".

Section 3. In the event the City no longer owns the property, then the City Commission and the Fire Chief desire to honor Peter L. Firehock with another suitable memorial.

Section 4. That this resolution shall become effective immediately upon its passage.



PASSED AND ADOPTED in regular session on this the \_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
City Clerk





Rimkus Building Consultants, L.L.C.  
The Flatiron Building  
927 E. New Haven Avenue, Suite 315  
Melbourne, FL 32901

October 7, 2020

Kurt Waterman  
Synergy NDS, Inc.  
1400 Sarno Road  
Melbourne, FL 32935

Claim No.: GC2020096996  
Asset No.: 092001  
Address: 80 Depot Avenue, Delray Beach, FL 33444  
Rimkus File No: 100042144  
**Subject: Report of Findings**

Dear Mr. Waterman:

The City of Delray Beach City, Florida reported that on February 25, 2020 the Delray Train Depot was damaged by fire. The Delray Train Depot is located at 80 Depot Avenue, Delray Beach, FL.

Rimkus Building Consultants, L.L.C. (Rimkus) was retained to evaluate the reported damage and provide a conceptual scope of repairs. The work to complete the assignment was conducted by Remy E. Phillip, E.I.T. This report was prepared under the direction of, and reviewed by, Craig Williams, P.E., Rimkus Engineer.

In the course of our work, we completed the items listed in the **Basis of Report** included in this report.

## Conclusions

1. The damage to the building caused by the subject fire met the requirements to be classified as "substantial structural damage" as defined in the 2017 Florida Existing Building Code. Therefore, the repairs performed on the building would be required to meet current code requirements.
2. The damage to the building required that the existing structure be razed and replaced with a new structure.



## Discussion

### Structural Description

The Delray Train Depot was a one-story masonry, concrete and wood structure (**Photograph 1**). The building was constructed over a concrete slab-on-grade foundation. The exterior walls of the building were clad with stucco. The roof was covered with terracotta tiles and was framed with one wooden truss and four metal trusses. The interior walls were constructed of wood and covered with gypsum board.

According to the Palm Beach County Florida Property Appraiser website, the building was constructed in 1926 and was 6,562 square feet (sf) in gross area. For the purpose of the report, as well as consistency with property appraiser website, the building was divided into north and south sections. Throughout this report, the front of the building was referenced to face north.

### Observations and Analysis

The Delray Train Depot was inspected to evaluate the fire damage reported to the building. The stucco on the exterior of the building was cracked and displaced in various locations (**Photographs 2, 3, and 4**). The brick parapet wall was broken on the east side of the building, consistent with damage caused by displacement of the roof framing (**Photograph 5**).

The roof over the south section of the building and the south end of the north section of the building had collapsed (**Photograph 6**). A portion of the roof framing remained in place above the north section of the building. The remaining roof framing was covered in soot and partially charred (**Photograph 7**). The wooden truss at the middle of the north section of the building was partially charred and a portion of a wood member was newly exposed indicating that a portion of the member had been dislodged. (**Photograph 8**). As wood burns, it is progressively converted to char above the charred-uncharred interface (or char base) temperature of 550 degrees Fahrenheit. Char is the ashed or “alligatored” remains of the burned wood that are considered to have negligible strength, i.e., no allowable mechanical properties. Thus, reduction in the strength of wood framing members, caused by fire and heat, does not generally occur until the temperature of the wood fibers reaches the heat threshold for charring. Therefore, structural elements with char should be reinforced or replaced in order to restore the integrity of the elements to their pre-damaged condition.

The southernmost steel truss above the north section of the building was warped and was no longer suitable for support of the roof framing (**Photograph 9**).



The roof above the south section of the building had mostly collapsed with only severely charred portions of some rafters remaining (**Photograph 10**). The interior wood framed walls were severely charred, and there was a significant amount of debris on the floor in the south section of the building (**Photograph 11**).

The damage to the building caused by the subject fire met the requirements to be classified as “substantial structural damage” as defined in the 2017 Florida Existing Building Code. Therefore, the repairs performed on the building would be required to meet current code requirements. While the undamaged portions of the building walls may be reinforced to meet these requirements, the cost of these upgrades would likely approach or exceed the cost to demolish the existing structure and construct a structure of similar size intended for the same use. Therefore, we concluded that the damage to the building required that the existing structure be razed and replaced with a new structure.

Photographs taken during our inspection, including photographs that were not included in this report, were retained in our files and are available to you upon request.

This report was prepared for the exclusive use of Synergy NDS, Inc. and was not intended for any other purpose. Our report was based on the information available to us at this time. Should additional information become available, we reserve the right to determine the impact, if any, the new information may have on our opinions and conclusions and to revise our opinions and conclusions if necessary and warranted.

Thank you for allowing us to provide this service. If you have any questions or need additional assistance, please call.

Sincerely,

RIMKUS BUILDING CONSULTANTS, L.L.C.

Craig A. Williams, P.E.  
Florida Licensed Engineer No. 81819  
Engineer



Attachments: Basis of Report, Photographs, Curriculum Vitae

This item has been digitally signed and sealed by Craig A. Williams, P.E., 81819, on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



## **Basis of Report**

1. Inspected and photographically documented the existing conditions of the Delray Train Depot on July 31, 2020.
2. Reviewed the Palm Beach County, FL Geographic Information System (GIS) website (<http://maps.co.palm-beach.fl.us/cwgis/papa.html>).
3. Reviewed the applicable sections in the 2017 Florida Existing Building Code.



October 7, 2020  
Rinkus File No. 100042144

**Photograph 1**

A view of the north (front) and east elevations of the Delray Train Depot building.



**Photograph 2**

A view of broken and displaced stucco on the north elevation of the building.





**Photograph 3**

There were cracks in the stucco at the northeast corner of the building.



**Photograph 4**

There was broken and displaced stucco above a door on the east side of the building. Note soot on the stucco at this location.





October 7, 2020  
Rimkus File No. 100042144

**Photograph 5**

The brick parapet wall was broken on the east side of the building.



**Photograph 6**

The roof over the south section of the building and the south end of the north section of the building had collapsed.





**Photograph 7**

A portion of the roof framing remained in place above the north section of the building. The remaining roof framing was covered in soot and partially charred.



**Photograph 8**

The wooden truss at the middle of the north section of the building was partially charred and a portion of a wood member was newly exposed.





**Photograph 9**

The southernmost steel truss above the north section of the building was warped.



**Photograph 10**

The roof above the south section of the building had mostly collapsed with only severely charred portions of some rafters remaining.





October 7, 2020  
Rimkus File No. 100042144

---

**Photograph 11**

The interior wood framed walls were severely charred and there was a significant amount of debris on the floor in the south section of the building.





October 7, 2020  
Rimkus File No. 100042144

---

## **Curriculum Vitae**





## Craig A. Williams, P.E.

Consultant  
Property Division

### Background

Mr. Williams earned his B.S. degree in Civil Engineering from the University of North Carolina at Charlotte. He is a registered professional engineer with over 15 years of structural engineering experience and specializes in the design and evaluation of residential and commercial properties.

Mr. Williams' engineering expertise extends to single- and multi-family residences, prefabricated metal building foundations, modular and mobile home foundations, commercial buildings, bridges, and other structures. He is skilled in identifying, diagnosing, and providing remediation plans for a variety of structural defects in residential, commercial, and industrial properties. He has designed with building construction materials of timber, steel, reinforced masonry, and concrete (reinforced and prestressed) to achieve proper gravity and lateral-resisting elements for wind and seismic loads based on the various model building codes.

At Rimkus, Mr. Williams' responsibilities include structural and construction evaluations, construction document and code compliance reviews, and water intrusion investigations. In addition, he evaluates cases focusing on construction vibration, roof and exterior wall cladding and swimming pools.

### Professional Engagements

- Engineering Design/Analysis
  - Residential/Light Commercial – Charlotte, NC (2000-2008), Provided structural designs and calculations for numerous residential and light commercial projects.
  - Manufactured Homes – Charlotte, NC (2000-2008), Designed FHA/HUD compliant foundations.
  - Metal Buildings – Charlotte, NC (2000-2008), Designed foundations for prefabricated metal buildings for compliance with local codes and conditions.
- Engineering Inspections
  - Structural Inspections – North Carolina (2001-2008), Inspected standing structures during construction for code compliance and adherence to design documents
  - Real Estate Transfers – North Carolina (2001-2008), Inspected residences prior to real estate transfers for structural defects and provided repair recommendations for issues identified.

### Contact Information

(704) 896-6227

[cawillia@rimkus.com](mailto:cawillia@rimkus.com)

5900 Harris Technology  
Boulevard, Suite P  
Charlotte, NC 28269



- Basements – North Carolina (2001-2008), Verified installation of reinforcing bars in concrete basement walls prior to placement of concrete.
- Transportation
  - US-21 Bridge – Rock Hill, SC (2009-2011), Project engineer responsible for performing and checking structural calculations of bridge crossing over the Catawba River. Reviewed shop drawings, wrote structural specifications, and performed quality assurance/quality control.
  - Railroad Bridge – Clemson, SC (2009-2011), Project engineer responsible for performing and checking structural calculations of bridge over SC-133. Reviewed shop drawings, wrote structural specifications, and performed quality assurance/quality control.
  - New US-17 Bridge – Mount Pleasant, SC (2009-2011), Project engineer responsible for performing and checking structural calculations of a new bridge for a grade separation for US-17 (Johnnie Dodds Boulevard) over Bowman Road. Reviewed shop drawings, wrote structural specifications, and performed quality assurance/quality control.

## Forensic Engagements

- Claims Investigations
  - Inspected site conditions related to reported damage to a structure and determine the root cause of the damage
  - Inspected structures damaged by known causes (fire, tree impact, vehicle impact, etc.) to determine the limits of the damage to structures from the event, determine if the structure was repairable and provide a conceptual scope of repairs.
- Construction Defect Reports
  - Investigated failures in the materials or installation of the materials that resulted in damage to the structure.
- Roof and Exterior Wall Cladding Evaluations
  - Inspected exterior finishes for damage and determine the cause of the damage.
- Construction Vibration
  - Inspected structures reportedly damaged by ground vibrations from nearby construction activity. Determined if reported damage was consistent with the equipment used at the construction site and distance between the construction site and the reportedly damaged structure.
- Swimming Pool Assessments
  - Inspected damaged swimming pools and surrounding patios to determine the cause of the reported damage.

## Professional Experience

- Rimkus Consulting Group, Inc.
  - Consultant – Property Division

2011 – Present



Responsible for structural and construction evaluations, construction document and code compliance reviews, and water intrusion investigations. Additional responsibilities include evaluations of construction vibration, roof and exterior wall cladding, swimming pools, slip/trip/fall incidents, and falls from high elevations.

- Triplett-King & Associates, Inc. 2009 – 2011
  - Project Engineer  
Responsible for performing and checking structural calculations for bridge design projects including prestressed concrete and steel girders, pile foundations, bent caps, and columns. Significant projects include the US-21 bridge over the Catawba River in Rock Hill, SC, a railroad bridge over SC-133 in Clemson, SC, a new bridge for a grade separation for US-17 (Johnnie Dodds Boulevard) over Bowman Road in Mount Pleasant, SC, and various bridge projects in Charleston, SC, Kershaw County, SC, and York County, SC. Additional responsibilities included reviewing shop drawings, residential inspections, writing structural specifications, and quality assurance/quality control.
- Whitley Engineering, Inc. 2001 – 2008
  - Structural Engineer  
Responsible for performing site visits and preparing reports concerning structural issues on residential and commercial projects. Report preparation included performing any necessary calculations, researching applicable codes, determining cause of structural issues, and recommending future actions to be taken. Additional responsibilities included structural reviews of residential and commercial plans, writing structural specifications, and training interns and assistants.
- Verna Engineering, PC 2000 – 2001
  - Engineering Intern  
Responsible for performing structural designs of residential properties in the Charlotte, NC, area. Additional tasks included light industrial designs, roadway bridge designs, and structural inspections.

## Education and Certifications

- Civil Engineering, B.S.: University of North Carolina at Charlotte (2000)
- Registered Professional Engineer: Florida, Georgia, Iowa, Missouri, North Carolina, South Carolina, Texas, Virginia, and West Virginia
- National Council of Examiners for Engineering and Surveying: Member

## Continuing Education

- Annual coursework to maintain engineering licenses.

## Publications