What We have Been Asked To Do…..

Revaluate the Current CRA Master Plan
How The Master Plan Was Created:
Public Process
The Citizens’ Plans
Presenting
The Citizens’ Ideas

The Studio This Week

220 participants on Saturday!

30–60 visitors every day!
Some of What We Heard…

• Increase code enforcement throughout CRA
• Ocean Mall must remain a Public Beach with Public Access (Caribbean)
• Maintain and enhance working waterfront
• Avenue “E” should be mixed-use with shopping and residential
• Broadway and Blue Heron as beautified mixed-use gateways
• Special places for kids
• Connect existing neighborhoods to waterfront
• Tri-Rail station at 13th and Old Dixie
• Economically feasible and “revenue-driven” plan
• Relocate truck route from Martin Luther King Boulevard
• Multi-cultural facility in the immediate area
• Rebuild Newcomb Hall
• Balance of housing price ranges (not all high-end)
• Improve Marina and Bicentennial Park; Keep Public with mixed-uses
• Improve streets and neighborhoods west of Broadway
• Do NOT Throw Out the Previous Plans!

The Goal of ALL Plans Since 1982 is the Same:
Build a Better, Safer Riviera Beach of Planning
Main Components of 2001 Inlet Harbor Plan
(current CRA plan)

- Improve the City Marina
- Improve Bicentennial Park
- Increase Prominence and Use of Newcomb Hall
- Enhance Working Waterfront
- Improve Public Access to Waterfront
- Redevelop Ocean Mall
- Improve Look, Feel, and Potential of Broadway
- Create New City parks
- Establish Riviera Beach as Tourist Destination
- 13th Street as Celebratory Entrance to Waterfront
- Capitalize on Broadway and Blue Heron

Citizens’ Master Plan
same big ideas with a few key Differences

- Does not rely upon extraordinary displacement of residences and businesses;
- Does not rely upon extraordinary infrastructure expenditures and changes;
- Does not rely upon one very large project and a major investor to build-out the plan;
- Does not need a perfect economic “storm” of cheap money, unrestrained lending policies, and a boom economy to sustain the plan;
- Does not rely upon an overly prescriptive

These are unintended “anchors” that would sink any noble planning effort.
In Addition
The Citizens’ Master Plan
Proposes to:

- Revitalize CRA neighborhoods
- Create a long-term strategy for mobile home parks
- Create a better neighborhood transition to the Port of Palm Beach
- Reconfigure the widening of MLK
- Reserve a mixed-use passenger rail station along the FEC
- Ensure public access to the public beach
- Promote incremental neighborhood infill
- Recast Avenue “E” as a vital mixed-use neighborhood street
Blue Heron North District

The Neighborhood Transition

Ocean Mall District

Tour of The Master Plan
Ocean Mall District

View from Blue Heron

Ocean Mall District

Entry Plaza
Ocean Mall District

Tour of The Master Plan

Ocean Mall District

The Beach Plaza
Ocean Mall District

A Caribbean “Village”

Broadway East ~ Marine District

Rybovich ~ Huizenga
Broadway East ~ Marine District

Rybovich ~ Huizenga Properties
The current CRA Plan allows a variety of heights and uses in the area. Further study will be done to ensure that property rights are protected and that density and height are located at the most appropriate locations to create a great public realm.
Broadway East ~ Marine District

Public Marina ~ Viking Properties

Broadway West Neighborhoods

Tour of The Master Plan
13th Street

Tour of The Master Plan

A Detailed Look at Infill Opportunities along 13th Street
NW Corner of 13th and Avenue “E”

Boys and Girls Club
13th and Old Dixie Tri-Rail Station

Tour of The Master Plan

13th and Old Dixie Tri-Rail Station

Through the Plaza to the Platform
13th Street-Port Transition

Tour of The Master Plan

Transitional Building Types
13th Street-Port Transition

“Flex” Building Types

Riviera Beach Heights ~ MLK

Tour of The Master Plan
Dr. Martin Luther King Blvd.

Military Trail to West of Congress Ave:

- FPID 229897-1
- Add lanes & reconstruct – 1.363 miles
  - Preliminary Engineering - $3,214,329 (on-going)
  - R/W Acquisition - $3,789,193 (on-going)
  - Railroad & Utilities - $2,240,760 (on-going)
  - Construction Support - $2,924,743 (on-going)
  - Construction - $17,940,158 (on-going)

- Total Programmed - $30,109,183
Dr. Martin Luther King Blvd.

West of Congress Ave to West of Australian Ave:

- FPID 229897-2
- Add lanes & reconstruct - .844 miles
  - Preliminary Engineering - $2,677,769 (on-going)
  - R/W Acquisition - $32,989,927 (on-going)
  - Railroad & Utilities - $200,000
  - Construction Support - $3,145,759
  - Construction - $20,256,211

- **Total Programmed - $59,269,666**
Dr. Martin Luther King Blvd.

West of Australian Ave to Old Dixie Hwy:
- FPID 229896-1
- Add lanes & reconstruct - .833 miles
  - Preliminary Engineering - $4,763,909 (on-going)
  - R/W Acquisition - $46,443,907 (on-going)
  - Railroad & Utilities - $200,000
  - Construction Support - $3,206,415
  - Construction - $29,783,577

- Total Programmed - $84,397,808
Dr. Martin Luther King Blvd.

Old Dixie Highway to SR-5/US-1:
• FPID’s 229895-1/229895-2
• New road construction/PD&E Study - .3 miles
  o Preliminary Engineering - $2,362,268 (on-going)
  o R/W Acquisition - $3,221,115 (ongoing)
  o Railroad & Utilities - $96,000
  o Construction/Design - $51-66 Million for Corridor B Alternative 2

• Total Planned/Programmed - $56,700,000-71,700,000
Dr. Martin Luther King Blvd.

Project Totals: 3.34 miles @ $230 – 245 Million

- Not Including:
  - Dr. Martin Luther King Blvd Interchange @ I-95
  - Collector - Distributor Roads between 45th Street and Blue Heron Blvd.
  - Modifications to Blue Heron Blvd. Interchange
  - Modifications to 45TH Street Interchange
### The Results: "NO BUILD"

**Palm Beach Co:**
Adopted LOS “E”

**FDOT SIS Connector:**
Adopted LOS ???

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### The Results: "BUILD"

**Palm Beach Co:**
Adopted LOS “E”

**FDOT SIS Connector:**
Adopted LOS ???

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**Table 3-5**

**SUMMARY OF FUTURE INTERSECTION LOS ANALYSIS (NO-BUILD ALTERNATIVE)**

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<th>INTERSECTION</th>
<th>2010</th>
<th>2020</th>
<th>2030</th>
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### Table 3-4: Projected PM Daily and Peak Hour Volumes

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<tr>
<th>LOCATION</th>
<th>PEAK HOURS VOLUMES</th>
<th>DAILY VOLUMES</th>
<th>EST. D. FACTOR</th>
<th>EST. K FACTOR</th>
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<td></td>
<td>2010</td>
<td>2020</td>
<td>2030</td>
<td>2040</td>
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<td>Blue Heron Boulevard/W/O Congress Ave</td>
<td>4,671</td>
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<tr>
<td>45th Street/W/O Old Dixie Highway</td>
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<td>20,666</td>
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<td>3,471</td>
<td>3,822</td>
<td>4,224</td>
<td>28,973</td>
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**Two Lane Road!**
Textured Turn Lanes

Steve Price
Urban Advantage

Hurley Way
Sacramento, CA
Nearly 30% of all Developed Areas are Roadways…

And they are ALWAYS a Community’s Front Door
Market Study

Why a Market & Financial Analysis?

- Understand market conditions & near-term redevelopment opportunities
- Identify “drivers” of demand
- Test market support for various uses — housing, office, retail, industrial
- Measure financial viability of selected sites
- Estimate economic benefits (jobs, tax revenues)

City Demographics

- During the 1990s, the City’s population increased by only 2,200 — to 30,000
- Growth is accelerating: between 2000-2007, population increased by 5,200 — to 35,000 residents in 13,300 households
- City will add 18,000 new residents in 6,500 new households (units) by 2030
- Future growth suggests demand for 275+ new housing units each year
- Household incomes expected to increase to $48,000 by 2012 — good for retail potentials
Economic Profile

- Current job base: **25,500** (5% of County’s 552,000 jobs)
  - Primary sectors: Service & Industrial
  - Specialty sectors: Marine Industrial (County has 18,000 total jobs)

- City’s job base comparable to Delray & Boynton

- County added 53,000 new jobs in past 7 years; 156,000 new jobs expected in next 20+ years

- City expected to add **4,700 +/- new jobs** by 2020 — improving market for office, industrial, retail space City-wide

Market Potential: Housing

- South Florida’s housing boom (2000-05) fueled new residential development — Turtle Cay, Marina Grand, 2700 Ocean, Sonoma Bay, Via Delfino

- City issues average of **175 multi-family and 300 single-family permits** annually — 4% of County’s total

- Larger market forces will determine near-term housing market potentials

- Growth forecasts suggest 275+ new housing units annually City-wide over next 20+ years

- **CRA Potential: 400 to 500 units** (2007-2012)
Market Potential: Office

- Countywide leasing activity — key measure of strength of an office market — is strong: **605,000 SF per year**

- Riviera Beach is a “tertiary” office submarket within the County: limited inventory & absorption, below-market rents, moderate vacancies

- New job growth expected to fuel additional demand

- To increase demand, City needs strategy to attract price-sensitive office tenants, especially Service & Marine-related sectors

  - **CRA Potential: 50,000 to 75,000 SF (2007-2012)**

Market Potential: Industrial

- City’s industrial base: 8 Million SF (15% of County)

- Market is stable (low vacancies, rising rents)

- Aging, obsolete space has resulted in tenant departures over the past two years

- Redevelopment of selected properties creates opportunities for investment-grade business parks

- Within CRA, focus on attracting higher-value marine industrial uses

  - **CRA Potential: 100,000 – 200,000 SF (2007-2012)**
Market Potential: Retail

- *Apparent* amount of City retail space ranges from 415,000 to 1 Million SF in mostly aging, obsolete properties

- City household spending supports 1 Million SF of retail space regardless of location (inside/outside City, Internet, etc.)

- Many City retailers are undercapitalized “mom & pop” businesses that do *not* meet industry standards

- Redevelopment would require higher rents to support new construction

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Market Potential: Retail

- Strategies for redevelopment include:
  - Replacing obsolete commercial buildings with other uses (moderate-density housing)
  - Clustering retail in specific locations (next to “anchors” or in locations with superior amenities)
  - Prioritizing quality-of-life improvements
  - Attracting higher-income households with greater disposable incomes
  - Making *significant* improvements to visitor-related services such as the City Marina
  - Recruiting better quality retailers
Market Potential: Retail

- Apparent retail opportunities in the CRA are focused in 3 key merchandising categories:

  ✓ Groceries — 30,000 to 40,000 SF in new grocery store adjacent to Ocean Mall site

  ✓ Food & Beverage/Restaurant — Creation of two “dining districts”: 25,000 to 35,000 SF at City Marina & 30,000 SF at Ocean Mall

  ✓ Leisure & Entertainment — 20,000 to 30,000 SF to support the restaurant clusters at City Marina & Ocean Mall

  ✓ Convenience & Service — 20,000 to 30,000 SF in specific locations providing high visibility/traffic/adjacency to anchor tenants

Streets ~ Avenue “E”

Tour of The Master Plan
Streets ~ Avenue “E”

Tour of The Master Plan

Existing Conditions
Streets ~ Avenue “E”

Intermediate Improvements

Tour of The Master Plan
Streets ~ Avenue “E”

A Rebuilt Neighborhood Mixed-Use Street:

Streets ~ Blue Heron

Tour of The Master Plan
Streets ~ Blue Heron

West of Broadway

Streets ~ Broadway

Tour of The Master Plan
Streets ~ Broadway

Existing Conditions

Streets ~ Broadway

Change Over Time
Streets ~ Broadway

Change over Time

Streets ~ Broadway

A Re-Invented Broadway
Riviera Beach is a City... and cities are never “Completed”

Riviera Beaches’ Last Chance?

A GREAT Chance to Unite Riviera Beach with a Clear, Strong, and Achievable Master Plan
Thank You

Some of What We Heard...

• Expand and refurbish wet and dry slips and facilities
• No impediments to public access
• Keep smaller, residential friendly uses like the Tiki Restaurant, as part of the Marina’s fabric
• Maintain the Marina’s scale and character so that ALL of the city’s residents and visitors feel welcome
• Maintain affordable pricing schedules for qualified residents on some portion of the wet and dry slips
• Maintain some portion of the wet slips for boats under 35 feet
• Institute a resident priority program for slips
• Maintain the flexibility that owning the submerged lands give you
• Do not sell your waterfront and underwater property