

Riviera Beach Citizens' Master Plan

October 26, 2007

Treasure Coast Regional Planning Council

What We have Been Asked To Do.....

*Reevaluate the Current CRA
Master Plan*



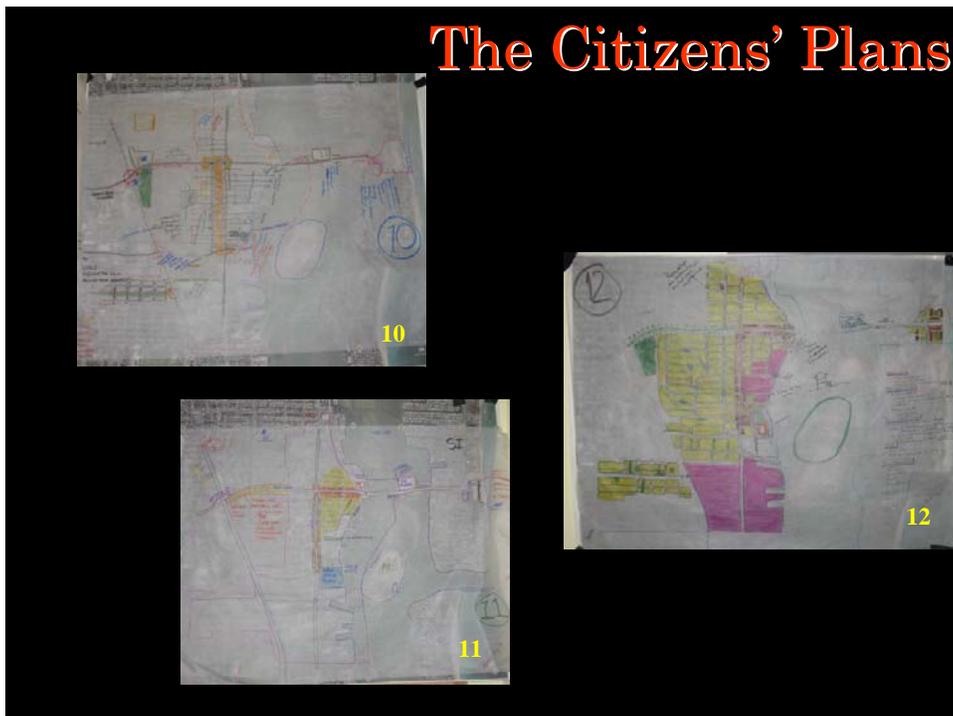
How The Master Plan Was Created: Public Process



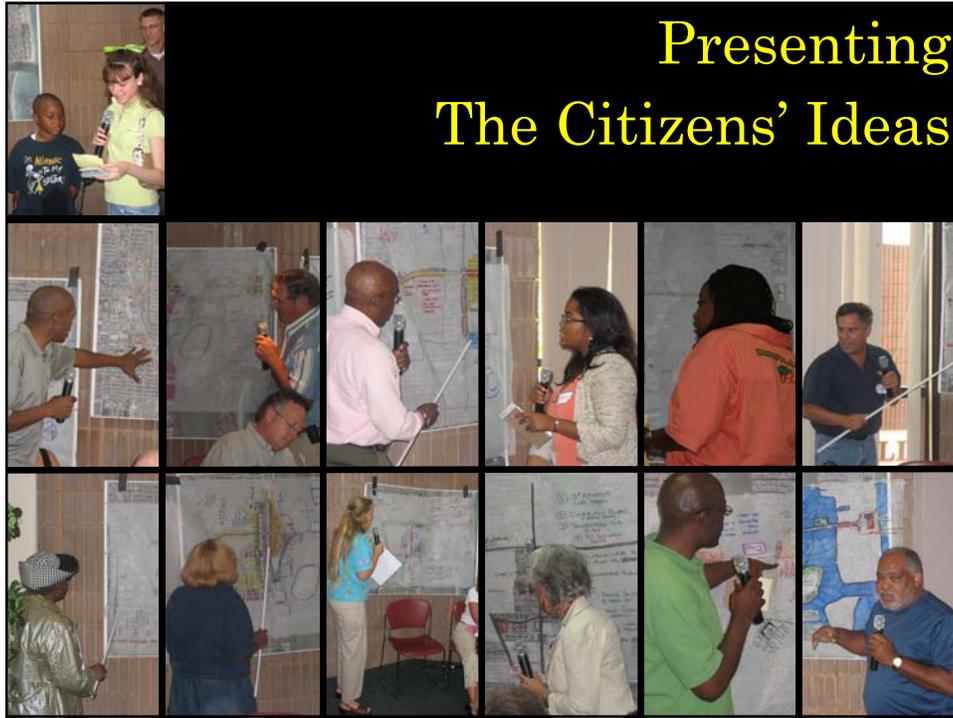
The Citizens' Plans



The Citizens' Plans



Presenting The Citizens' Ideas



The Studio This Week



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



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:

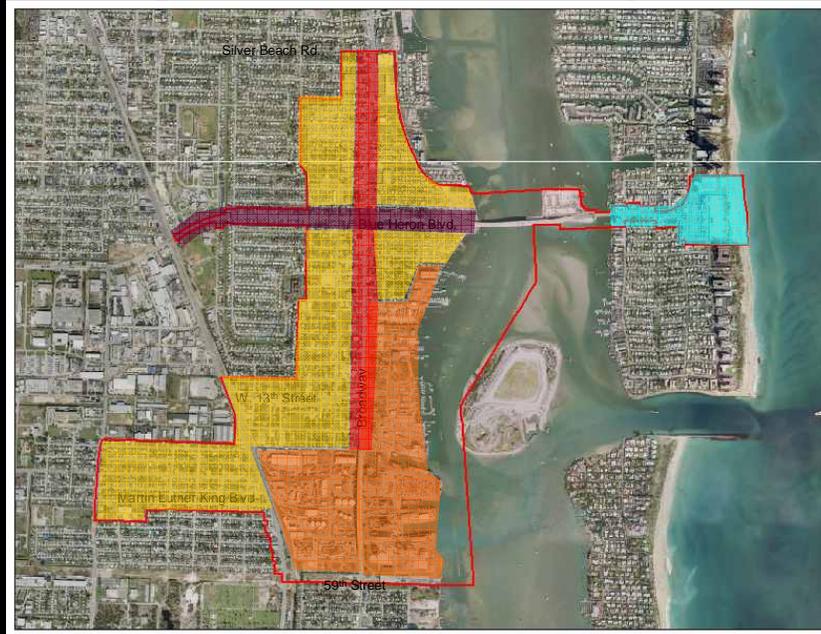


- Revitalize CRA neighborhoods
- Create a long-term strategy for mobile home parks
- Create a better neighborhood transition to the Port of Palm Beach
- Reconfigure the widening of MLK
- Reserve a mixed-use passenger rail station along the FEC
- Ensure public access to the public beach
- Promote incremental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

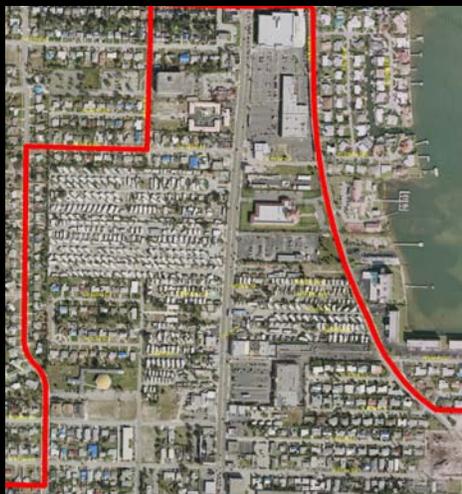


The Citizens' Master Plan

Special Districts & Neighborhoods



Blue Heron North District



Tour of The Master Plan

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

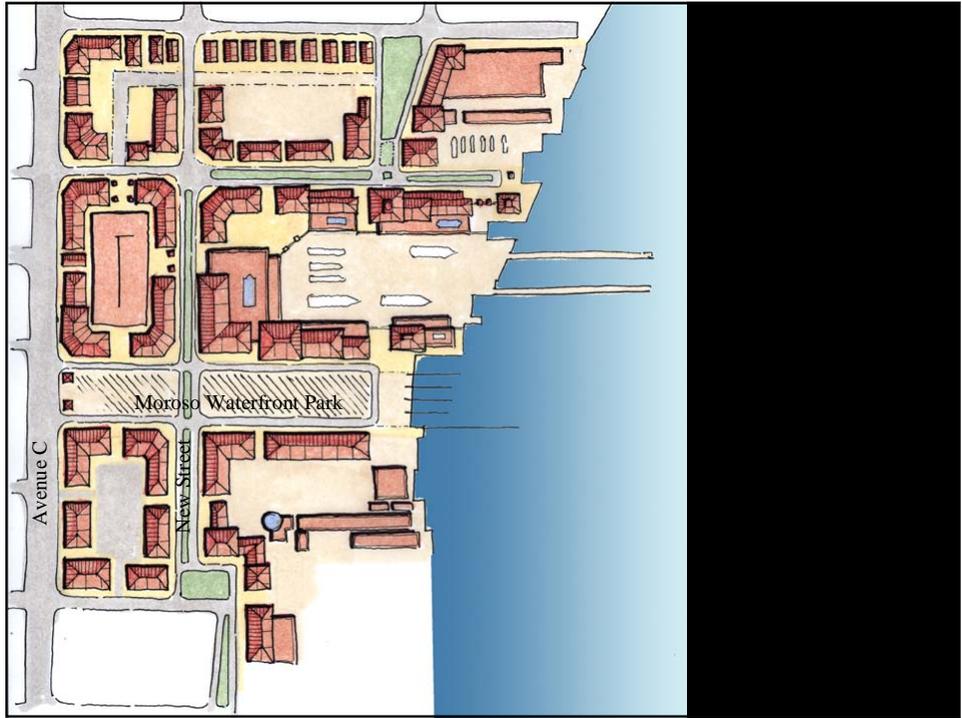


A Caribbean “Village”

Broadway East ~ Marine District



Rybovich ~ Huizenga





Broadway East ~ Marine District

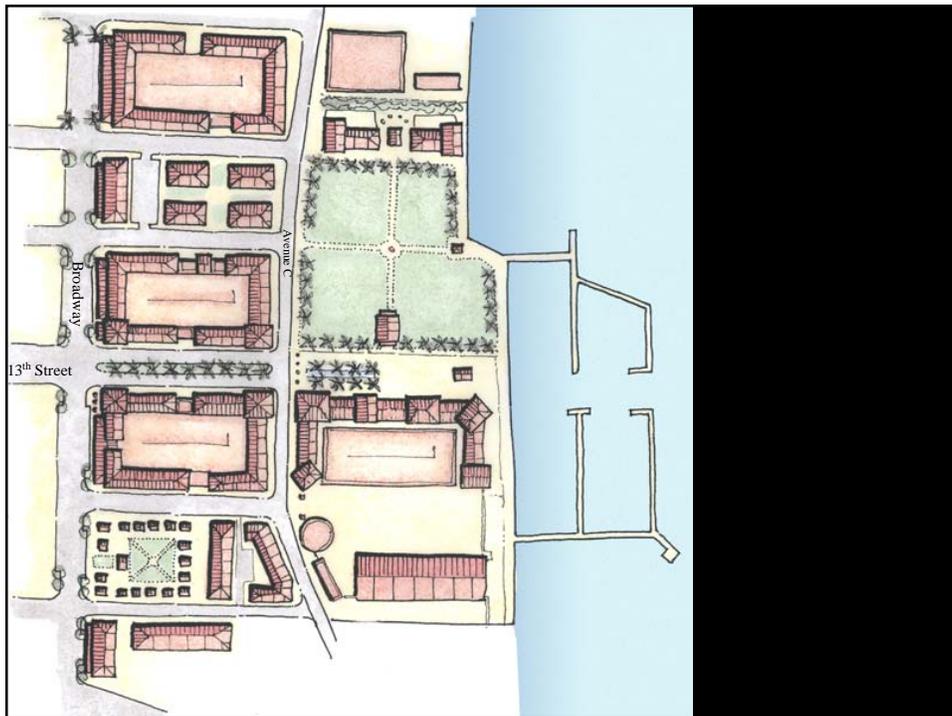


Rybovich ~ Huizenga Properties

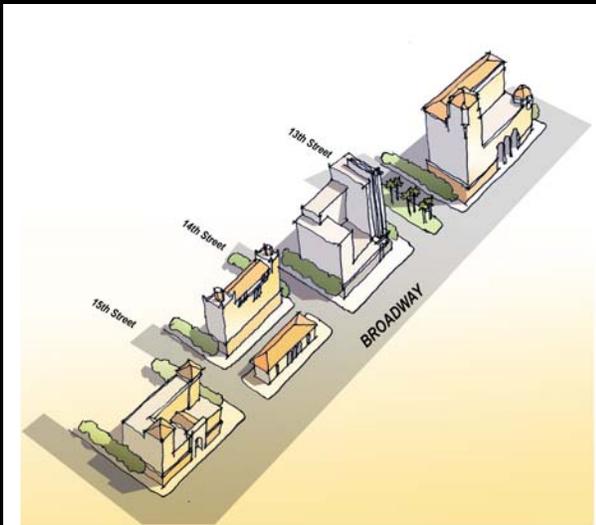
Broadway East ~ Marine District



Public Marina ~ Viking Properties



Broadway East ~ Marine District



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.

Appropriate height and density?

Broadway East ~ Marine District



Public Marina ~ Viking Properties

Broadway East ~ Marine District



Public Marina ~ Viking Properties

Broadway West Neighborhoods



Tour of The Master Plan

13th Street



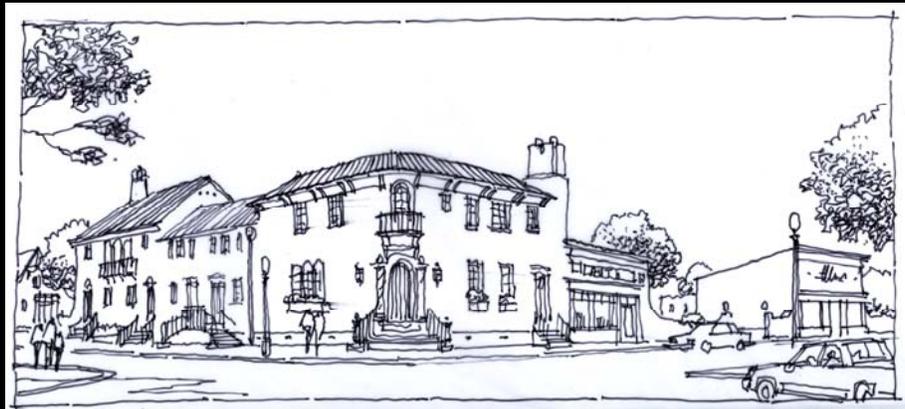
Tour of The Master Plan

13th Street



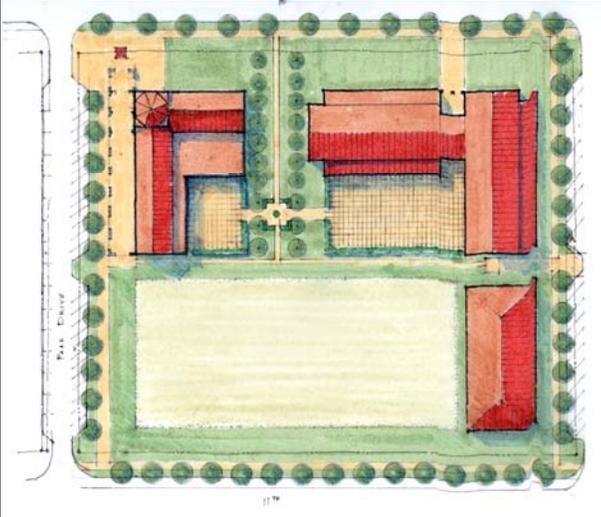
A Detailed Look at Infill Opportunities along 13th Street

13th Street



NW Corner of 13th and Avenue "E"

13th Street



Boys and Girls Club

13th Street



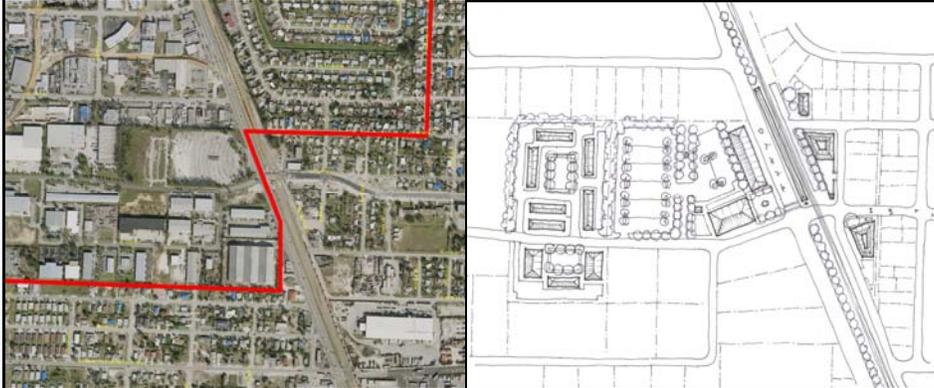
Boys and Girls Club

13th Street



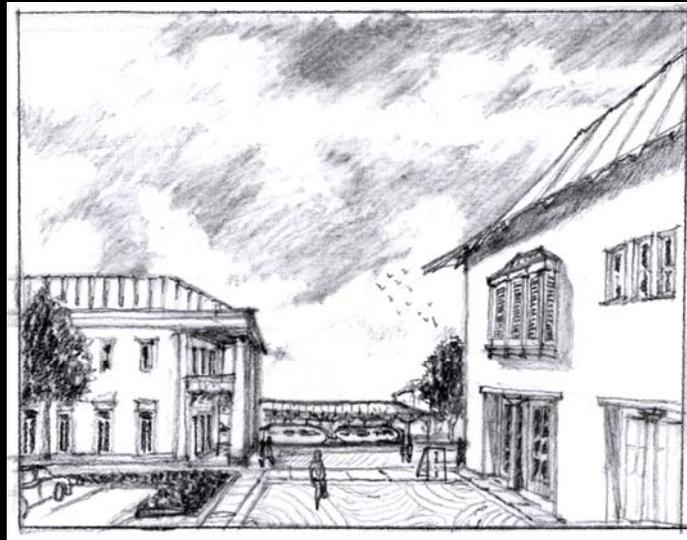
Maritime Academy

13th and Old Dixie Tri-Rail Station



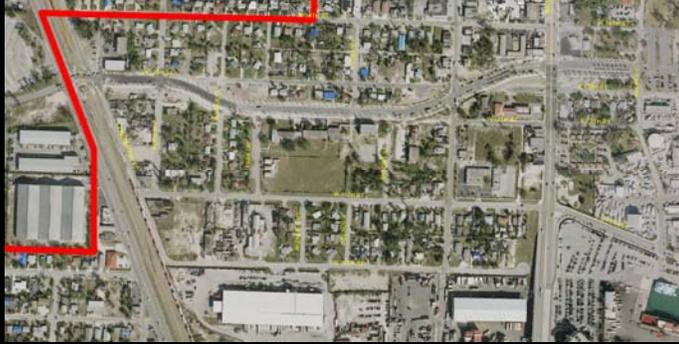
Tour of The Master Plan

13th and Old Dixie Tri-Rail Station



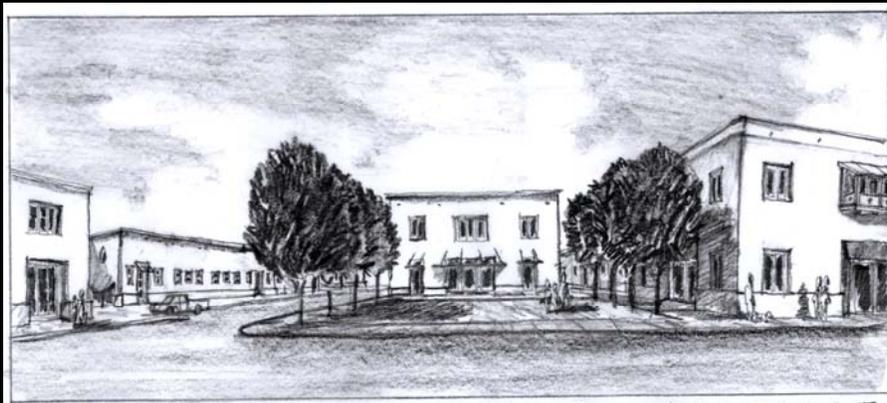
Through the Plaza to the Platform

13th Street-Port Transition



Tour of The Master Plan

13th Street-Port Transition



Transitional Building Types

13th Street-Port Transition

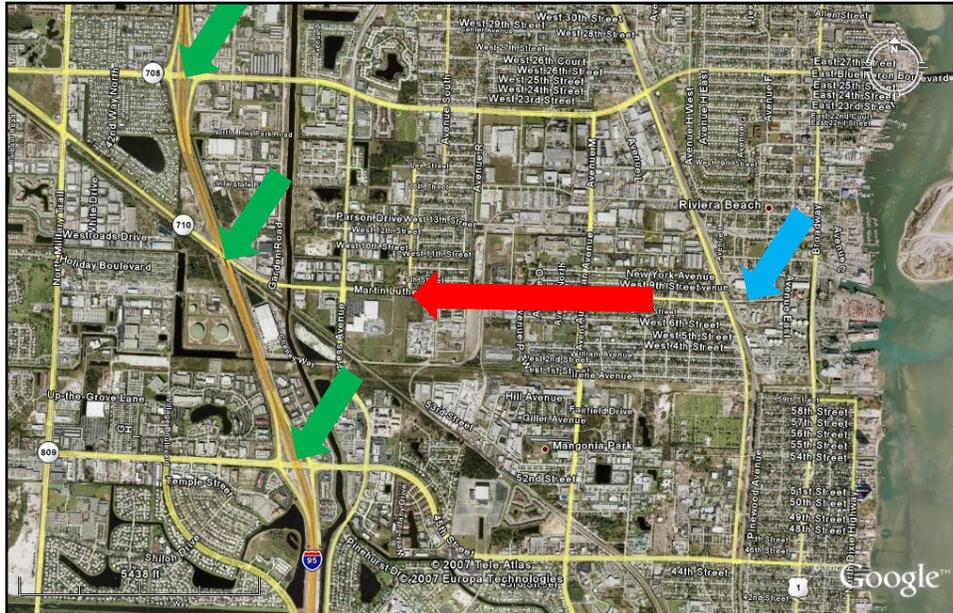


“Flex” Building Types

Riviera Beach Heights ~ MLK



Tour of The Master Plan



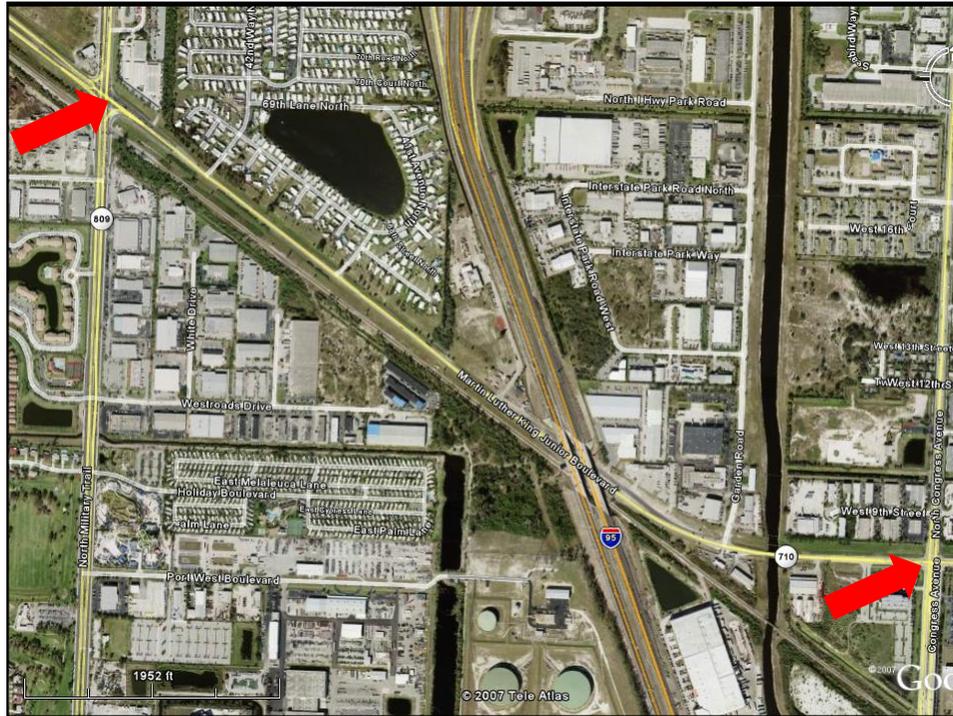
Study Area

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:

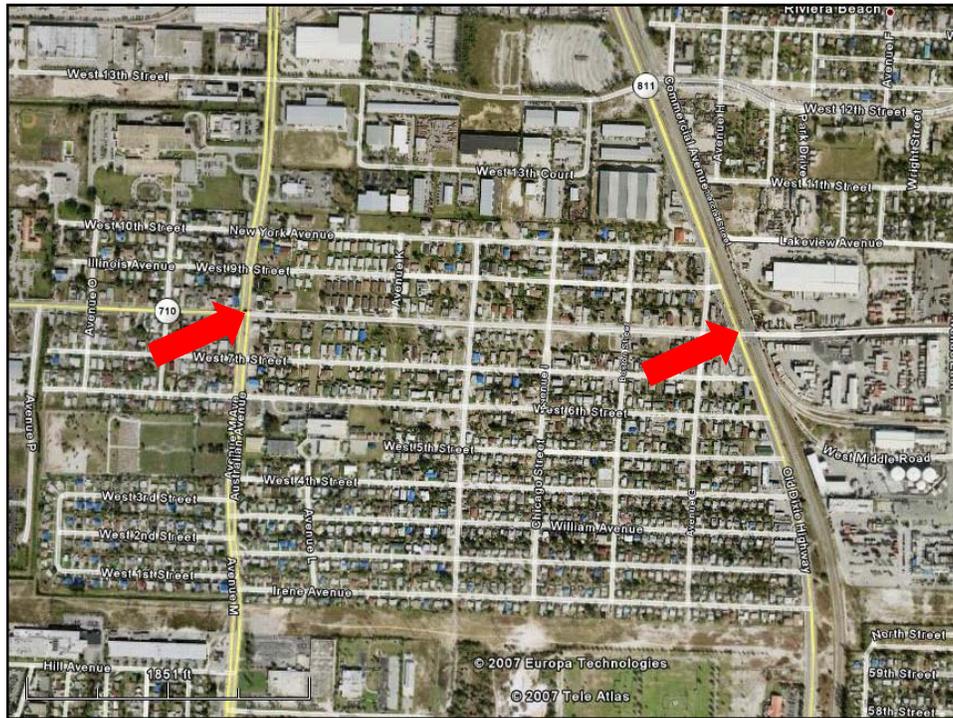
- FPID 229897-2
- Add lanes & reconstruct - .844 miles
 - Preliminary Engineering - \$ 2,677,769 (on-going)
 - R/W Acquisition - \$32,989,927 (on-going)
 - Railroad & Utilities - \$200,000
 - Construction Support - \$3,145,759
 - Construction - \$20,256,211
- **Total Programmed - \$59,269,666**



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**

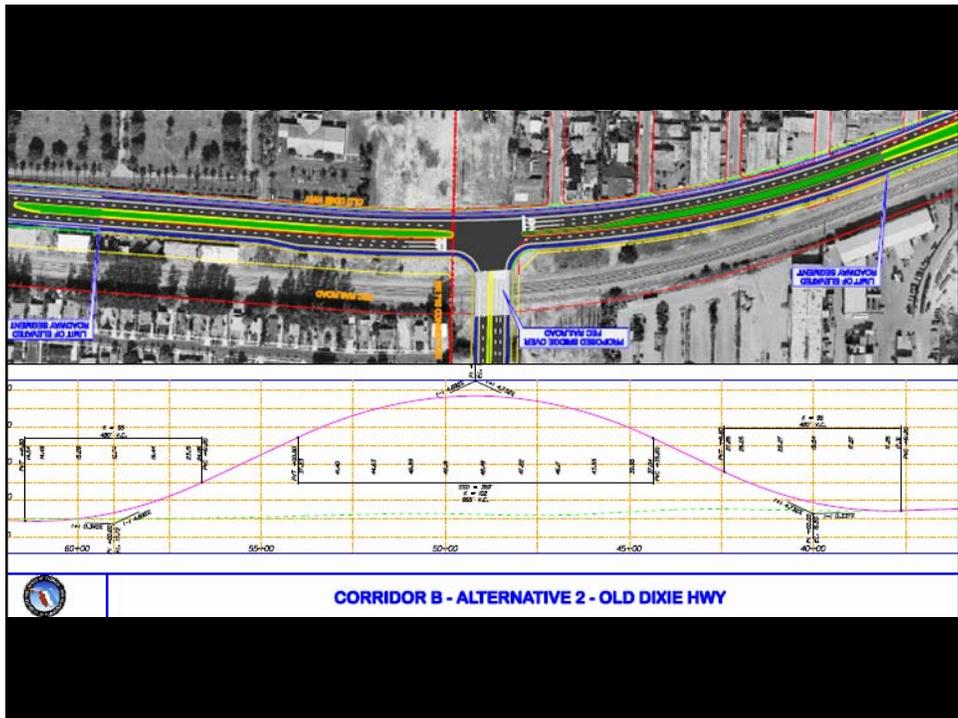
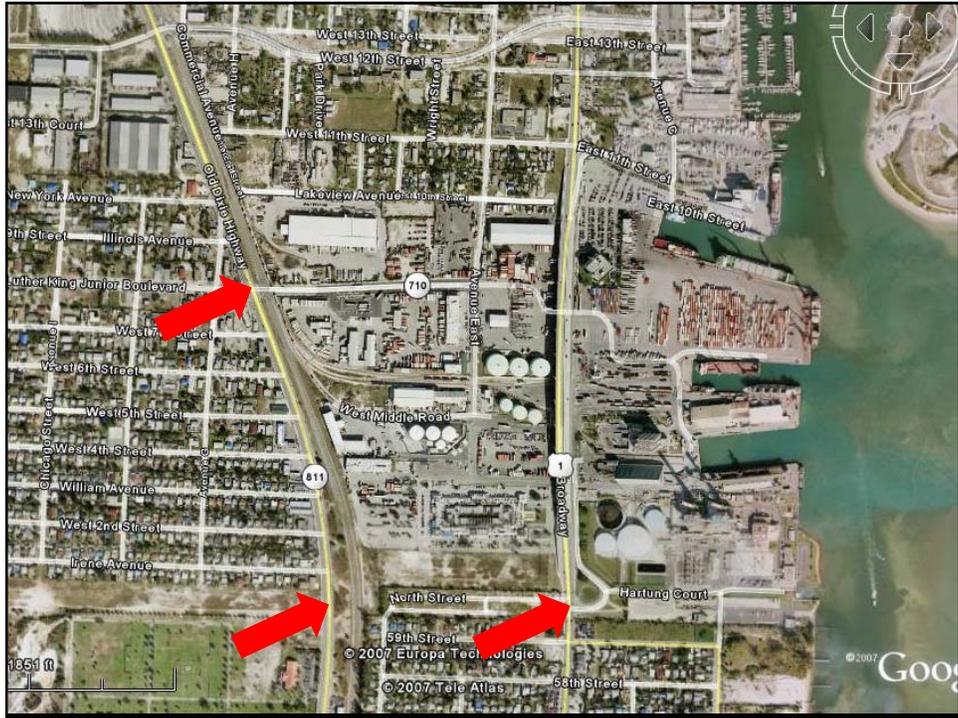


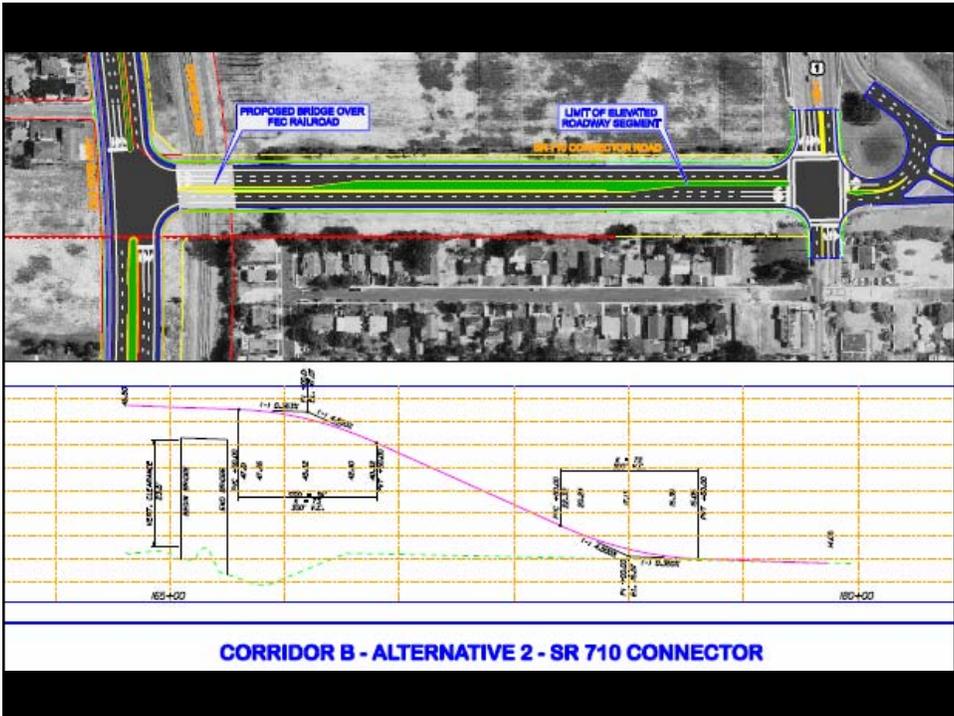
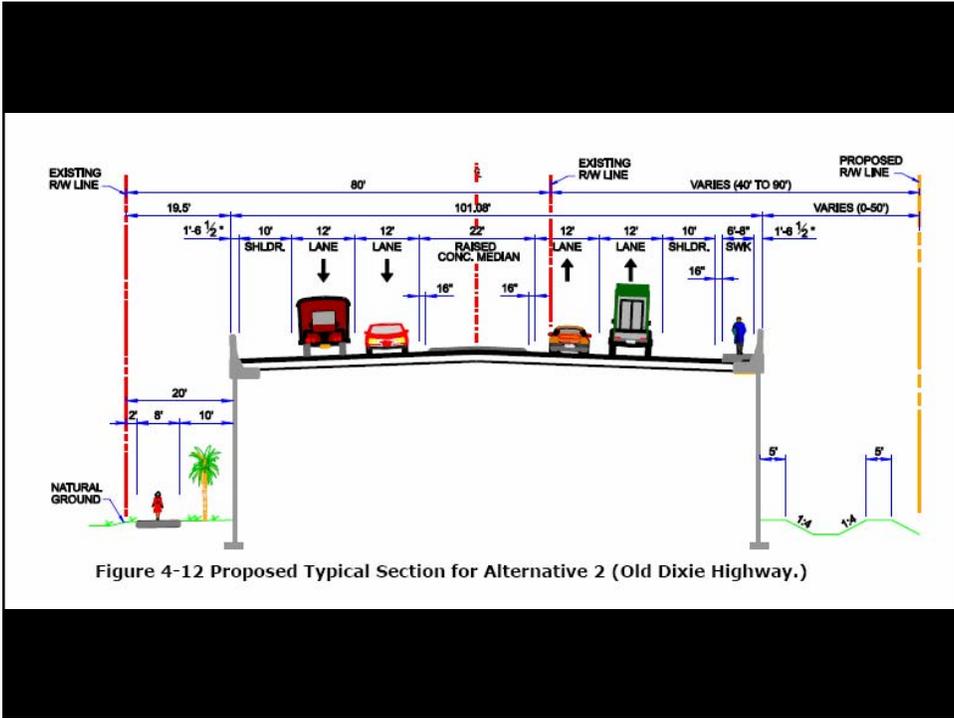
Dr. Martin Luther King Blvd.

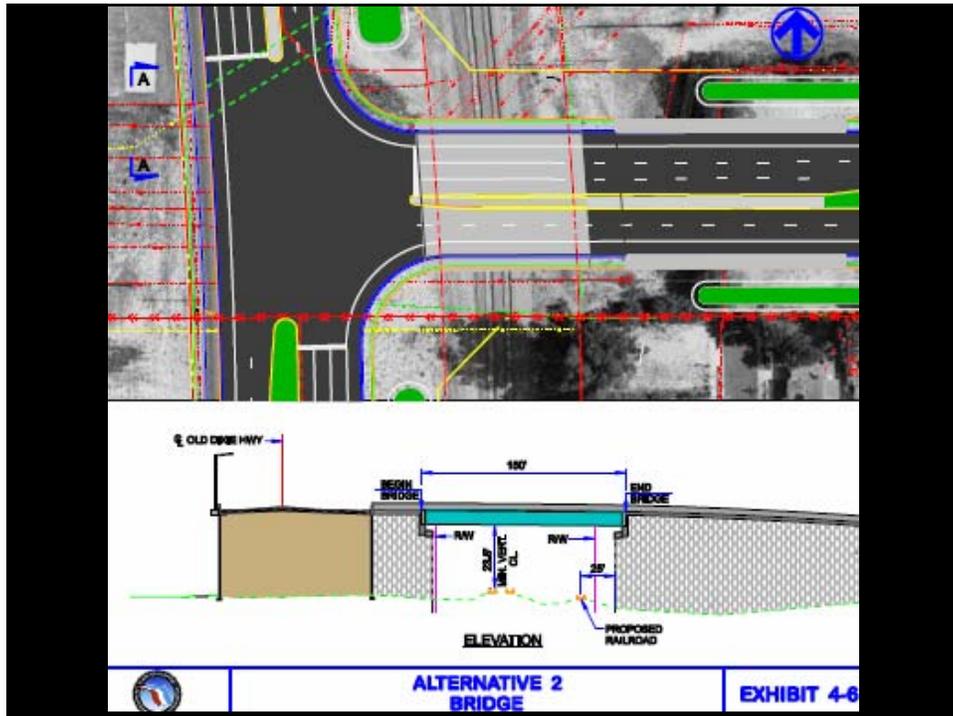
Old Dixie Highway to SR-5/US-1:

- FPID's 229895-1/229895-2
- New road construction/PD&E Study - .3 miles
 - Preliminary Engineering - \$2,362,268 (on-going)
 - R/W Acquisition - \$3,221,115 (ongoing)
 - Railroad & Utilities - \$96,000
 - 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

**Table 3-5
SUMMARY OF FUTURE INTERSECTION LOS ANALYSIS (NO-BUILD ALTERNATIVE)**

INTERSECTION	YEAR	AM	PM
Blue Heron Boulevard/I 95 East	2010	F	C
	2020	F	D
	2030	F	D
Blue Heron Boulevard/Congress Avenue	2010	D	D
	2020	D	E
	2030	E	E
Blue Heron Boulevard/Australian Avenue	2010	D	C
	2020	D	C
	2030	D	D
Blue Heron Boulevard/Old Dixie Highway	2010	B	D
	2020	C	D
	2030	D	F
Blue Heron Boulevard/US 1	2010	B	B
	2020	C	C
	2030	D	C
13th Street/Congress Avenue	2010	A	B
	2020	A	B
	2030	A	C
13th Street/Australian Avenue*	2010	A	A
	2020	A	A
	2030	A	A
SR 710 (MLK)/Congress Avenue	2010	B	D
	2020	C	E
	2030	C	E
SR 710 (MLK) Australian Avenue	2010	A	C
	2020	A	C
	2030	A	D
SR 710 (MLK)/Old Dixie Highway	2010	A	A
	2020	A	A
	2030	B	B
45th Street/I 95 (East)	2010	F	E
	2020	F	E
	2030	F	F
45th Street/Congress Avenue	2010	C	C
	2020	C	D
	2030	D	D
45th Street/Australian Avenue	2010	C	D
	2020	D	D
	2030	E	E
45th Street/Old Dixie Highway	2010	B	C
	2020	C	D
	2030	D	D
45th Street/US 1	2010	F	F
	2020	F	F
	2030	F	F

THE RESULTS:

“NO BUILD”

LOS “F”

Palm Beach Co:
Adopted LOS “E”

FDOT SIS Connector:
Adopted LOS ???

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	2030	F	D
Blue Heron Boulevard/Congress Avenue	2010	D	D
	2020	D	E
	2030	E	E
Blue Heron Boulevard/Australian Avenue	2010	D	C
	2020	D	C
	2030	D	D
Blue Heron Boulevard/Old Dixie Highway	2010	B	D
	2020	C	D
	2030	D	F
Blue Heron Boulevard/US 1	2010	B	B
	2020	C	C
	2030	D	C
13th Street/Congress Avenue	2010	A	B
	2020	A	B
	2030	A	C
13th Street/Australian Avenue*	2010	A	A
	2020	A	A
	2030	A	A
SR 710 (MLK)/Congress Avenue	2010	B	D
	2020	C	E
	2030	C	E
SR 710 (MLK) Australian Avenue	2010	A	C
	2020	A	C
	2030	A	D
SR 710 (MLK)/Old Dixie Highway	2010	A	A
	2020	A	A
	2030	B	B
45th Street/I 95 (East)	2010	F	E
	2020	F	E
	2030	F	F
45th Street/Congress Avenue	2010	C	C
	2020	C	D
	2030	D	D
45th Street/Australian Avenue	2010	C	D
	2020	D	D
	2030	E	E
45th Street/Old Dixie Highway	2010	B	C
	2020	C	D
	2030	D	D
45th Street/US 1	2010	F	F
	2020	F	F
	2030	F	F

THE RESULTS:

“BUILD”

LOS “D”

LOS “E”

Palm Beach Co:
Adopted LOS “E”

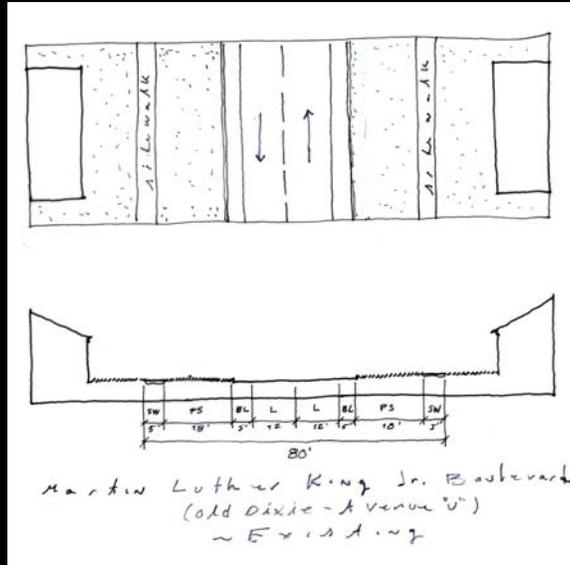
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Table 3-4 PROJECTED PM DAILY AND PEAK HOUR VOLUMES								
LOCATION	PEAK HOURLY VOLUMES			DAILY VOLUMES			EST. D FACTOR	EST. K FACTOR
	2010	2020	2030	2010	2020	2030		
Blue Heron Boulevard @ I 95 East	4,671	5,156	5,686	38,990	43,038	47,462	60/40	11.98
Blue Heron Blvd. W/O Congress Ave.	3,324	3,669	4,046	27,746	30,626	33,773	60/40	11.98
Blue Heron Boulevard W/O Australian Avenue	2,876	3,200	3,571	24,007	26,711	29,808	60/40	11.98
Blue Heron Boulevard W/O Old Dixie Highway	2,849	3,210	3,660	23,781	26,795	30,551	60/40	11.98
Blue Heron Boulevard W/O US 1	1,521	1,713	1,929	12,696	14,299	16,102	60/40	11.98
13th Street W/O Congress Avenue	155	171	187	1,294	1,427	1,561	60/40	11.98
13th Street W/O Australian Avenue	151	164	181	1,260	1,369	1,511	60/40	11.98
SR 710 (MLK) W/O Congress Avenue	1,521	1,685	1,857	12,696	14,065	15,501	60/40	11.98
SR 710 (MLK) W/O Australian Avenue	1,324	1,481	1,667	11,052	12,362	13,915	60/40	11.98
SR 710 (MLK) W/O Old Dixie Highway	816	879	1,113	6,811	7,337	9,290	60/40	11.98
45th Street E/O I 95	4,337	4,788	5,275	36,202	39,967	44,032	60/40	11.98
45th Street W/O Congress Avenue	3,638	5,119	5,643	30,367	42,730	47,104	60/40	11.98
45th Street W/O Australian Avenue	3,741	4,128	4,552	31,227	34,457	37,997	60/40	11.98
45th Street W/O Old Dixie Highway	2,121	2,381	2,689	17,705	19,875	22,446	60/40	11.98
45th Street W/O US 1	1,460	1,668	1,936	12,187	13,923	16,160	60/40	11.98
Congress Avenue S/O Blue Heron Boulevard	2,512	2,772	3,057	20,968	23,139	25,518	60/40	11.98
Congress Avenue N/O 45th Street	3,471	3,832	4,224	28,973	31,987	35,259	60/40	11.98
Australian Avenue S/O Blue Heron Boulevard	1,730	1,915	2,123	14,441	15,985	17,721	60/40	11.98
Australian Avenue N/O 45th Street	2,777	3,065	3,380	23,180	25,584	28,214	60/40	11.98
Old Dixie Highway S/O Blue Heron Boulevard	1,689	1,903	2,138	14,098	15,885	17,846	60/40	11.98
Old Dixie Highway N/O 45th Street	1,459	1,619	1,799	12,179	13,514	15,017	60/40	11.98
US 1 S/O Blue Heron Boulevard	2,649	3,005	3,338	22,112	25,083	27,863	60/40	10.80
US 1 N/O 45th St.	2,523	2,879	3,739	21,060	24,032	31,210	60/40	10.80

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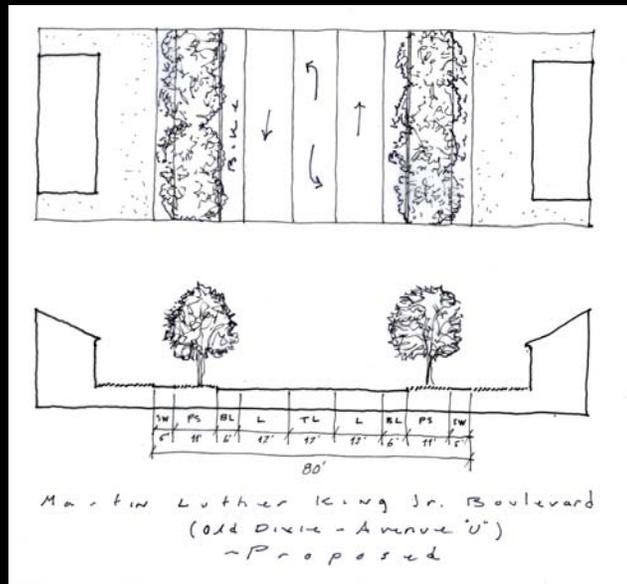
TWO LANE ROAD !

Streets ~ martin Luther King



Existing Street Section

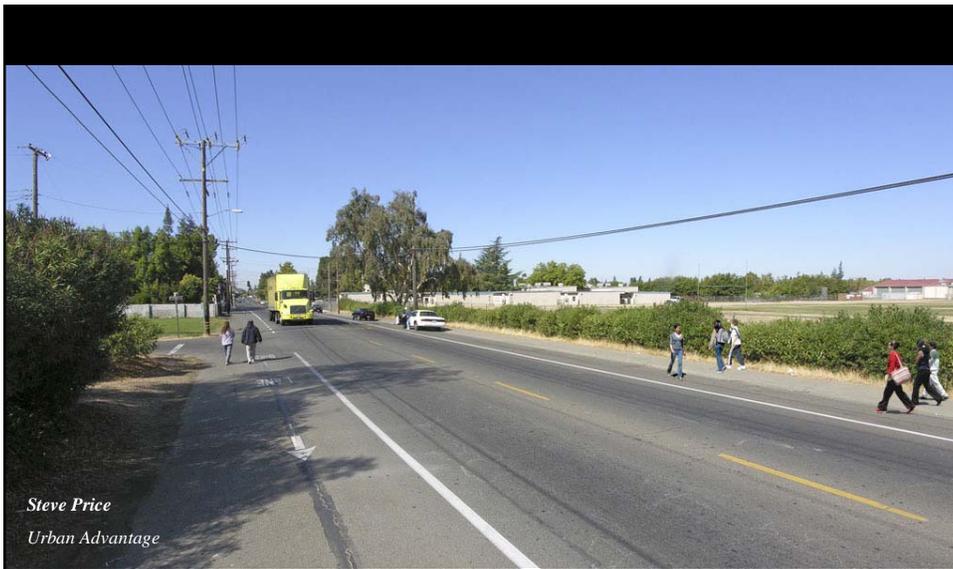
Streets ~ martin Luther King



Proposed Street Section



Textured Turn Lanes



Steve Price
Urban Advantage

Hurley Way
Sacramento, CA



Hurley Way
Sacramento, CA



Hurley Way
Sacramento, CA



Steve Price
Urban Advantage

Hurley Way
Sacramento, CA

Streets




*Nearly 30% of all
Developed Areas are
Roadways...*

*And they are ALWAYS a
Community's Front Door*

Broadway

Tour of The Master Plan

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

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

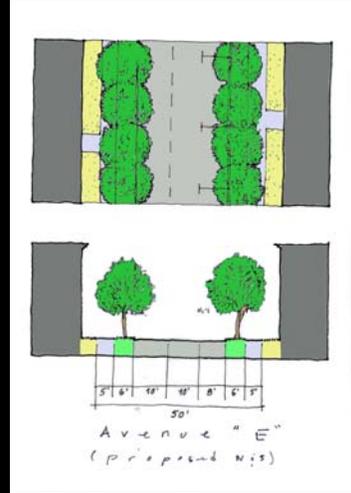
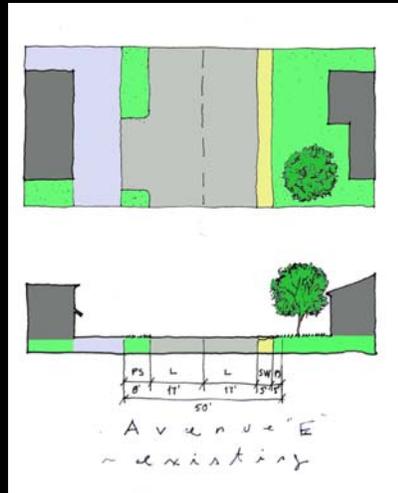
- Apparent retail opportunities in the CRA are focused in 3 key merchandising categories:
 - ✓ **Groceries** — 30,000 to 40,000 SF in new grocery store adjacent to Ocean Mall site
 - ✓ **Food & Beverage/Restaurant** — Creation of two “dining districts”: 25,000 to 35,000 SF at City Marina & 30,000 SF 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

Streets ~ Avenue "E"



Existing Conditions

Streets ~ Avenue "E"



Intermediate Improvements

Streets ~ Avenue "E"



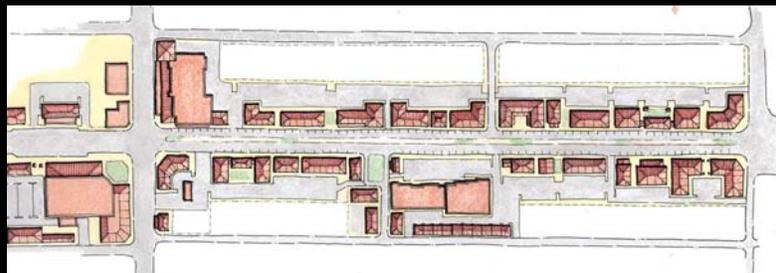
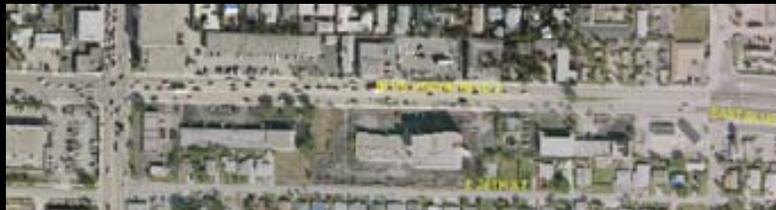
Tour of The Master Plan

Streets ~ Avenue "E"



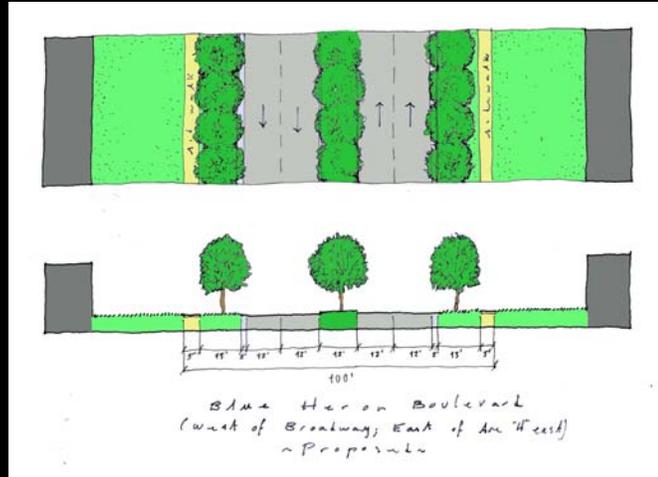
A Rebuilt Neighborhood Mixed-Use Street:

Streets ~ Blue Heron



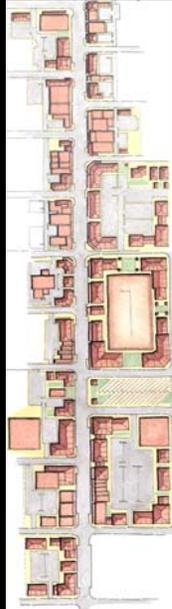
Tour of The Master Plan

Streets ~ Blue Heron



West of Broadway

Streets ~ Broadway



Four of The Master Plan

Streets ~ Broadway



Existing Conditions

Streets ~ Broadway



Change Over Time

Streets ~ Broadway



Change over Time

Streets ~ Broadway



A Re-Invented Broadway





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