

DATA COLLECTION

In preparation of this Plan, City staff compiled a database of all properties within the Study Area. The primary source of data was the Palm Beach County Property Appraiser's tax roll. Additional information was obtained from field surveys conducted in the summer of 2004 and from review of recorded documents. The information in the database includes the property control number, property area, property ownership, building area, occupancy information, existing land use, and assessed value. The following land use and other property information is based on this database.

EXISTING LAND USE

There are approximately 107 acres (not including road rights-of-way) in the Study Area. The *"Existing Land Use Map,"* (Figure 6) shows the distribution of the various land uses in the area and Table 1, below gives a complete breakdown of these uses by type.

Table 1
Existing Land Use
Osceola Park Neighborhood

Land Use	# of Parcels	Acres	Land Area (Sq. Ft.)	% Land Area	Bldg. Area (Sq. Ft.)	% Bldg. Area
City Park	1	3.20	139,392	2.98%	858	0.10%
Commercial	34	9.86	429,351	9.18%	105,996	12.83%
Duplex	44	8.01	349,123	7.46%	72,470	8.77%
Light Industrial	12	6.02	262,328	5.61%	64,130	7.76%
Multi-Family	32	8.44	367,581	7.86%	101,756	12.31%
Office	14	3.83	167,020	3.57%	21,173	2.56%
Open Space	3	2.17	94,533	2.02%	0	0.00%
Pre-school	1	0.30	13,000	0.28%	1,559	0.19%
Single Family	270	55.11	2,400,521	51.32%	409,921	49.53%
Single Family with Apartment	21	4.39	191,176	4.09%	40,464	4.90%
Undeveloped	16	3.59	156,180	3.34%	0	0.00%
Utilities	3	2.46	107,187	2.29%	8,696	1.05%
TOTALS	451	107.38	4,677,392	100.00%	826,393	100.00%

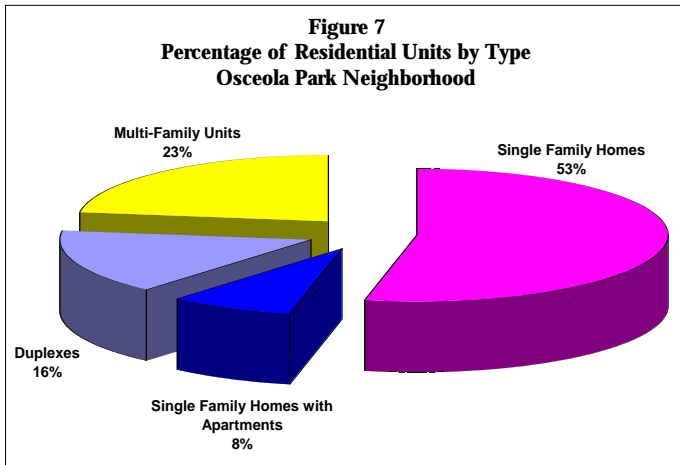
The neighborhood area contains a mix of residential, commercial, light industrial and community facility land uses. The area also contains 17 undeveloped parcels. The principal land use is detached single-family residences with over one-half of the land area. Other major land uses in the area include 44 duplex parcels (7.46%) and 34 commercial parcels with (9.18%).

Residential Development

Residential development accounts for 71% of the land area within the neighborhood. There are several residential subdivisions within the neighborhood area, containing a mix of single-family, duplex and multi-family structures. Overall, the neighborhood contains 294 single-family residential units, 21 apartments/guest houses associated with single family homes, 82 duplex units, 117 multi-family units and one unit above a commercial business for a total of 515 residential units. Figure 7 depicts the relative percentages of residential units by type.



Figure 6. Existing Land Use



While the redevelopment of these lots will ultimately be an improvement to the neighborhood, they pose an ongoing problem for the city's code enforcement program in dealing with the overgrowth or lack of vegetation and the illegal dumping of trash and debris.



Figure 9. Illegal Dumping on Vacant Lots Degrades the Neighborhood

Non-Residential Development

Non-residential development within the study area consists of a mix of commercial and light industrial land uses. Development parcels fronting on Federal Highway consist primarily of automotive sales/rental, offices and personal service commercial uses, while the area surrounding the FEC Railroad in the north part of the neighborhood consists primarily of light industrial, uses. The neighborhood also contains a city park, between SE 7th and SE 8th Streets, and a public utility on SE 10th Street.

Undeveloped Property

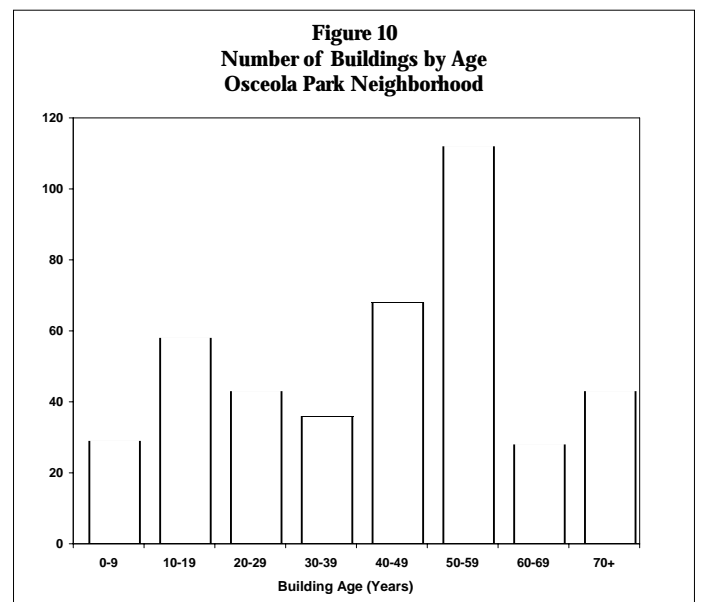
The existence of undeveloped lots indicates unproductive land use, which limits tax revenues. These lots often become dumping grounds for trash and unsightly or unsafe debris. Overgrowth of vegetation on vacant lots often becomes an ongoing problem for the city's code enforcement program. There are 16 parcels within the neighborhood that are currently undeveloped. This figure equates to nearly 4 acres of land and 3.3% of the total land area within the neighborhood. The largest of the undeveloped parcels with 0.85 acres is located along the railroad, south of SE 6th Street. The remaining parcels are concentrated in the north portion of the neighborhood and consist primarily of previously developed lots on which older structures have been removed to make way for new development.



Figure 8. One of Several Reclaimed Single-Family Home Sites Being Offered For Redevelopment

AGE OF BUILDINGS

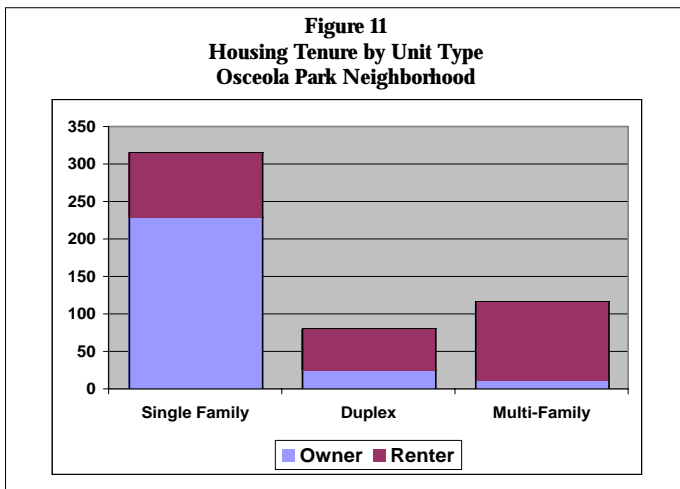
A criterion to determine the need for rehabilitation is the age of the buildings. With a median age of 48 years old, one-half of all buildings within the neighborhood were constructed before 1956. Although new buildings are still being constructed, only 21% are less than 20 years old. Given their age, it is unlikely that many buildings meet current life safety regulations with respect to smoke detectors, emergency egress escape windows, hurricane anchorage, electrical wiring, etc. Therefore, an incentive program to upgrade these items would be appropriate in this neighborhood. The following chart gives a breakdown of all buildings within the neighborhood by age. As shown the chart, there are 183 buildings in the neighborhood over 50 years old.



In 1999, the City hired Janus Research to perform a historic site survey of the neighborhood to determine if the creation of a historic district was warranted. Based on its analysis of the historic resources within the neighborhood, Janus recommended that the City consider creation of a Local Conservation District instead of a Historic District designation. Additional information on this issue is included in the Implementation Section of this Plan.

HOUSING TENURE

The Osceola Park neighborhood contains a total of 515 residential units. Of the 515 total units, 2 units are under construction, 265 are owner-occupied and 248 are rentals. Compared to the overall City, the percentage of owner-occupied units is much lower in the Osceola Park neighborhood (51.5%) than the City as a whole (69.7%). The “Residential Occupancy Map,” (Figure 11) shows housing tenure for the entire neighborhood area. Although rentals are scattered throughout the area, the highest concentrations are in the multi-family districts in the northern and western portions of the neighborhood. This was expected, since multi-family structures are much more likely to contain rental units. The chart below gives a comparison of occupancy status for the different housing types within the neighborhood. Since absentee ownership often contributes to property neglect, encouragement of owner-occupied single-family housing is a feature of this redevelopment plan.



RESIDENTIAL UNIT SIZE

There is a wide range of residential unit sizes within the neighborhood area. The largest units are single-family detached units with an average size of 1,515 square feet. Duplex units are significantly smaller, with an average size of 905 square feet. Multiple-family units are smaller still with an average size of only 869 square feet. The Delray Beach Land Development Regulations currently require a minimum of 1,000 sq. ft. for duplex units. The minimum size for multi-family units is dependent on the number of bedrooms, with 400 sq. ft. for efficiencies, 600 sq. ft. for 1-bedroom, 900 sq. ft. for 2-bedrooms, 1,250 sq. ft. for 3-bedrooms and 1,500 sq. ft. for 4-bedrooms. These numbers indicate that many neigh-

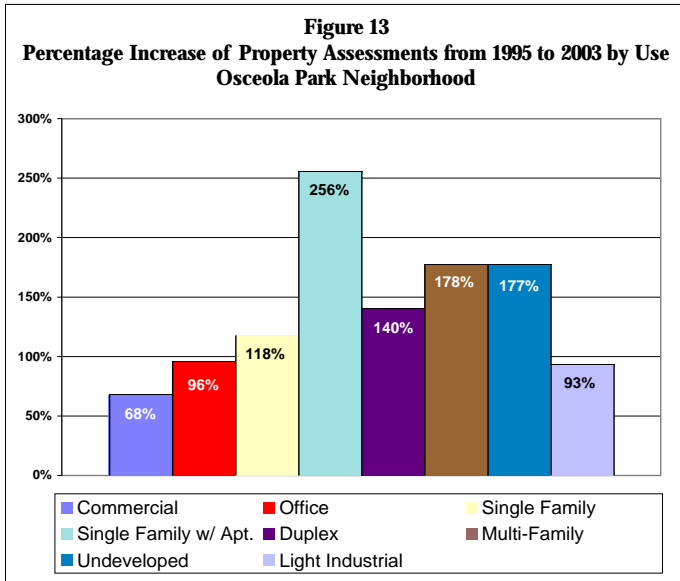


Figure 12. Housing Tenure

borhood duplex and multi-family units are nonconforming with regard to size.

PROPERTY VALUES

The total assessed value of the 451 properties within the study area was \$52.9 million in 2003, up by 117% from \$24.3 in 1995. The following chart shows a comparison of percentage increases in property assessments between 1995 and 2003 for the major land uses within the neighborhood. It is interesting to note that overall, residential properties performed much better than non-residential properties during this time period.



Given a total acreage (excluding rights-of-way) of 107.4 acres, the average assessed value of all property in the neighborhood, including structures, was \$11.30 per square foot of land in 2003. A breakdown of 2003 assessed values by existing land use is given in the following table:

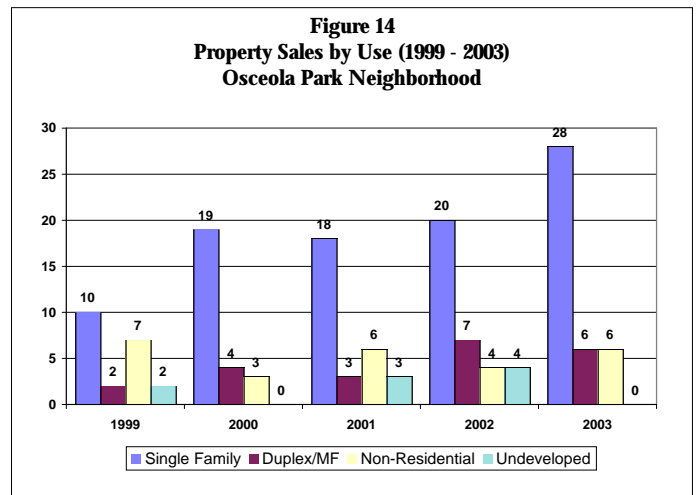
Table 2
2003 Property Assessments
Osceola Park Neighborhood

Land Use	Land Area (Sq. Ft.)	Assessed Value	Value per Sq. Ft.
City Park	139,392	\$211,572	\$1.52
Commercial	429,351	\$7,176,938	\$16.72
Duplex	349,123	\$4,975,008	\$14.25
Light Industrial	262,328	\$3,023,489	\$11.53
Multi-Family	367,581	\$5,576,785	\$15.17
Office	167,020	\$2,684,500	\$16.07
Open Space	94,533	\$166,507	\$1.76
Pre-school	13,000	\$60,690	\$4.67
Single Family	2,400,521	\$23,980,958	\$9.99
Single Family with Apartment	191,176	\$3,661,751	\$19.15
Undeveloped	156,180	\$868,476	\$5.56
Utilities	107,187	\$480,961	\$4.49
TOTALS	4,677,392	\$52,867,635	\$11.30

PROPERTY SALES

The ability to sell property while values continue to rise indicates a strong market demand in the neighborhood. However, excessive turnover in a predominantly residential area can have a negative effect on social relationships and sense of identity in a neighborhood. Palm Beach County property tax roll records indicate that 64.5% of all properties within the neighborhood have been under the same ownership for at least 5 years and 45.7% have been under the same ownership for at least 10 years.

Of the 152 properties, which sold in the last five years, 62 properties changed hands twice and 24 sold three times. Figure 13 shows the number of property sales by type of development for each of the last five years. While the number of sales for most land uses vary only slightly from year to year, there appears to be an upward trend in the sale of single family homes since 1999.



This trend is likely the result of sellers taking advantage of increasing property values and the high demand for housing in Delray Beach. However, its long term impact on neighborhood cohesiveness is worth watching.

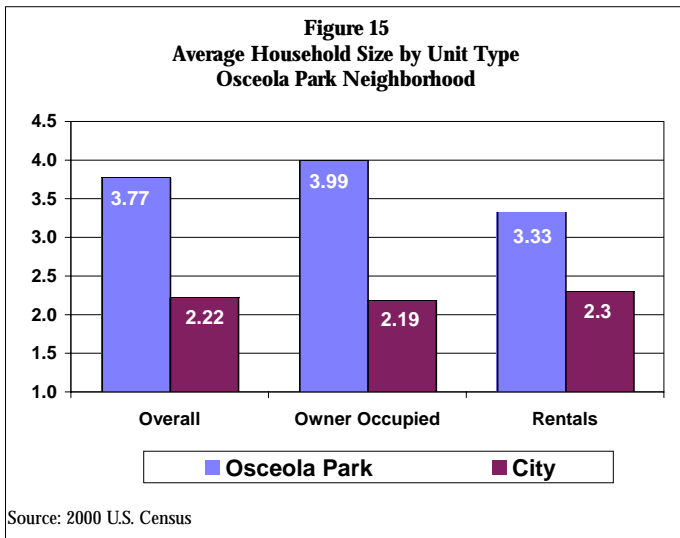
It is also important to note that although the actual number of sales vary by type of development, the figures are nearly proportional to the number of properties in each land use. For example, single family development, which accounts for 59.5% of all properties in the neighborhood had 62.5% of the total number of sales in the five year period.

DEMOGRAPHICS

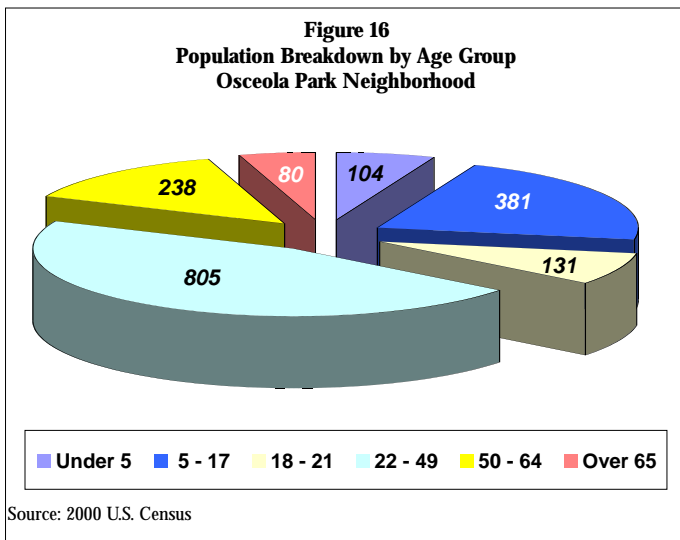
Demographic information was collected from the 2000 U.S. Census related to average household size and the age of the neighborhood population. This information is relevant since it relates to the adequacy of the existing housing supply and the provision of services to the residents, including recreational facilities.

While the average household size for the overall City, is only 2.22

persons per households, the average is much larger in the Osceola Park neighborhood at 3.77 persons per household. The breakdown for household size for owner-occupied and rental units compared to the entire City is shown on Figure 14, below:



The Osceola Park population is much younger than that of the City as a whole. As shown on the following figure, children (under 18) make up nearly 28% of the total population. This is considerably greater than the citywide figure of only 19.2% children. Additionally, while seniors (over 65) make up only 4.6% of the total population in Osceola Park, they account for 25.9 of the City's total population.



FUTURE LAND USE AND ZONING MAPS

The Future Land Use Map (FLUM) and Zoning Map specify the land uses and types of structures that can be permitted on a parcel. Together with the Comprehensive Plan and the Land Development Regulations, these are the primary tools by which the City regulates development within its boundaries.

FUTURE LAND USE

Several Future Land Use Map designations are applied within the study area. In addition to a large part of the area being designated as Redevelopment Area #5, LD (Low Density Residential), MD (Medium Density Residential), CC (Commercial Core), GC (General Commercial), OS (Open Space) and CF (Community Facilities) are each applied to at least one property in the area. The "Future Land Use Map," currently in effect for the area, is shown on (Figure 16, page 12). The following paragraphs describe the FLUM designations shown on this map.

Redevelopment Area #5

This designation was intended to serve as a temporary "holding" category, where Future Land Uses designations are not assigned until a Redevelopment Plan has been completed and adopted. Following adoption of this Plan, a Future Land Use Map Amendment will be processed to eliminate the Redevelopment Area #5 designation from the FLUM and establish appropriate designations for all parcels in the Area.

Low Density Residential

The majority of the neighborhood south of Redevelopment Area #5 is designated as Low Density Residential on the City's Future Land Use Map. This designation allows residential development at densities up to 5 units per acre. All residential zoning districts, except RM (Medium Density Residential) are consistent with the Low Density Residential FLUM designation. Residential units in the Low Density residential designation should be primarily single family, but duplex, multiple family, or townhouse units may be constructed in the PRD (Planned Residential Development) and RL (Low Density Residential) zoning districts.

Medium Density Residential

One area of the neighborhood, adjacent to South Swinton Avenue is designated as Medium Density Residential on the City's Future Land Use Map. This designation permits residential units at densities of 5-12 d.u./acre. All residential zoning districts are consistent with the Medium Density Residential FLUM designation. The residential units may be single-family, duplex, multiple family, or townhouse.

Commercial Core

This designation is applied to the Community's Downtown Area, which extends southward into the neighborhood along Federal Highway. It accommodates a variety of land uses including commercial and office development; residential development; older homes renovated to accommodate office use; "bed and breakfast" establishments; and industrial/commerce type uses.

Community Facilities

This designation is applied to current and future school sites; to current and future sites for public buildings; and to current and future sites for public facilities. It is also applied to single function buildings which have been constructed for community related

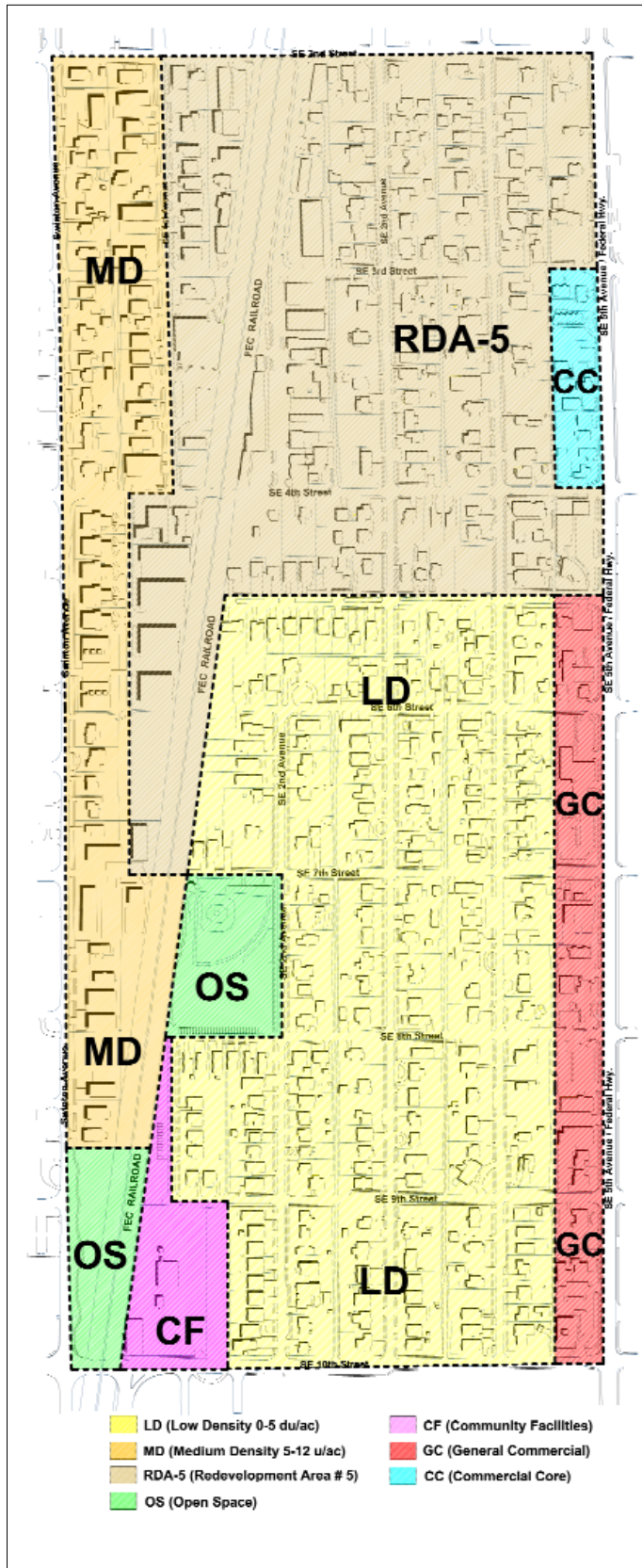


Figure 17. Current Future Land Use Map

purposes (e.g. churches) and which are not commercial in nature. The designation is applied to several parcels on SE 10th Street which are owned by Florida Power and Light Company and the City.

Open Space

This designation is applied to public recreation areas (such as municipal parks), to open space areas, and to conservation areas. Within the neighborhood area, there are two parcels designated as open space. One is the Currie Commons Park, located between SE 7th Street and SE 8th Street, adjacent to the FEC Railway. The other, a well-landscaped mini-park located adjacent to Swinton Avenue and SE 10th Street, provides a visual break in the development pattern and an opportunity for passive recreation in the area.

ZONING

The zoning designation assigned to a parcel is an important factor in its development potential. Zoning establishes the specific uses allowed as well as setbacks, height limits, and other development standards for structures on the parcel.

The last major zoning changes occurred as part of a citywide rezoning, following adoption of the City's 1989 Comprehensive Plan. A new zoning map, which included five separate zoning categories for the neighborhood, was adopted in September 1990. East of the railroad, south of SE 3rd Street, the largest area within the neighborhood remained R-1-A, single-family residential. The CBD (Central Business District) was expanded southward to include properties fronting on Federal Highway between SE 2nd and SE 3rd Street. South of SE 3rd Street, the remaining Federal Highway frontage was zoned GC (General Commercial). The properties surrounding the railway corridor between SE 2nd and SE 6th Streets were also zoned GC. The area between SE 2nd and SE 3rd Streets, between the two commercial zones was zoned RM (Multiple Family Residential - Medium Density). Properties along the Swinton Avenue corridor, between SE 2nd and SE 9th Street were also primarily zoned RM. Finally, the parks, open space and FPL facility in the south portion of the neighborhood, were zoned CF (Community Facilities).

Since 1990, there have been several rezonings in the area dealing primarily with the non-residential classifications. These included the following:

- (1992) - Rezoning of the Federal Highway Frontage between SE 6th and SE 7th Streets from GC to AC (Automotive Commercial) to accommodate a used car dealership.
- (1994) - Rezoning of the two parks from CF to OS (Open Space) and OS-R (Open Space and Recreation)
- (1995) - Rezoning of the railroad corridor properties from GC to CBD-RC (Central Business District - Rail Corridor) to accommodate light industrial uses in the area.
- (1996) - Expansion of the CBD-RC district, west of the rail-

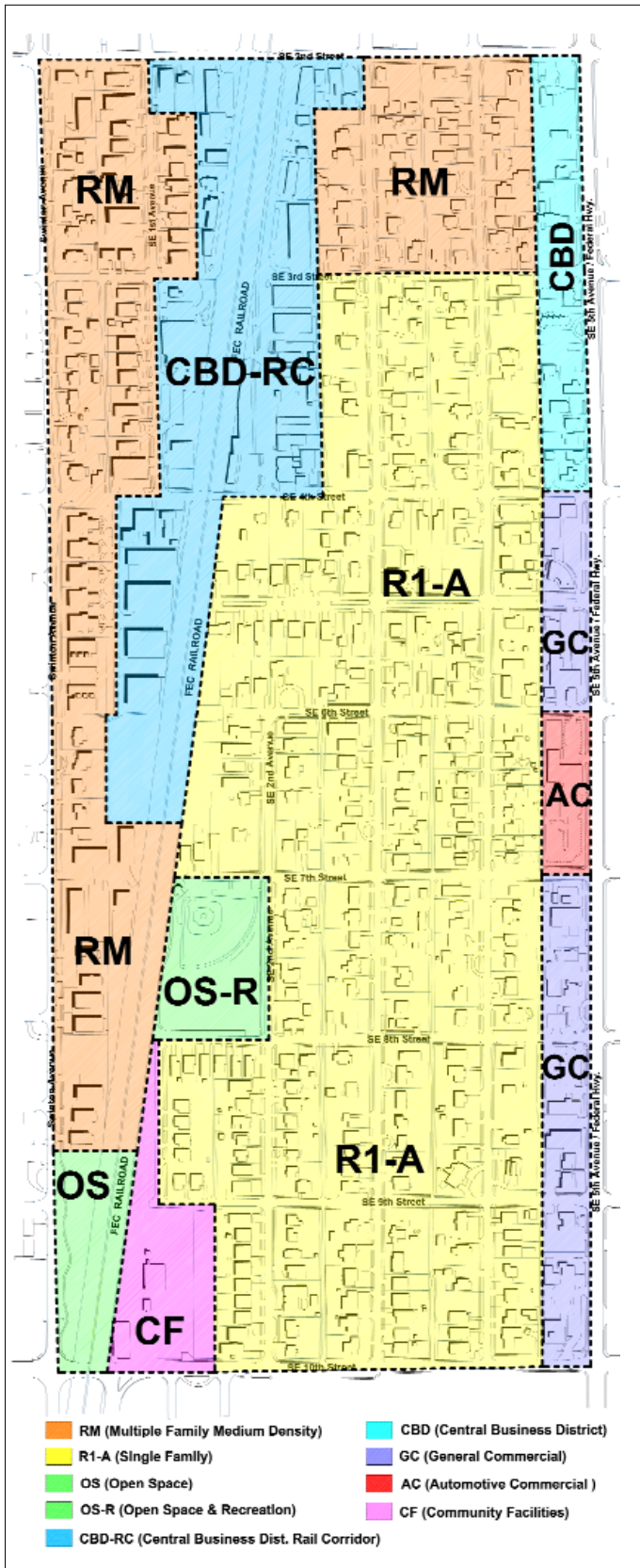


Figure 18. Current Zoning Map

road, southward to SE 7th Street.

- (2000) - Expansion of the CBD district along Federal Highway southward to SE 4th Street.

As a result of the rezonings, the original five zoning districts within the neighborhood in 1990 has increased to nine:

- R-1-A (Single Family Residential);
- RM (Medium Density Residential);
- GC (General Commercial);
- AC (Automotive Commercial);
- CBD (Central Business District);
- CBD-RC (Central Business District - Rail Corridor);
- CF (Community Facilities);
- OS (Open Space); and
- OSR (Open Space & Recreation)

Zoning district locations are shown on the “Current Zoning Map,” (Figure 17). The following paragraphs briefly describe the zoning districts that are applied within the neighborhood area.

R-1-A (Single Family Residential)

The R-1 zoning districts were created to provide areas of single family detached residences and to protect those areas from the intrusion of inappropriate uses. The R-1-A district permits single family residential units with a minimum lot area of 7,500 square feet. Additionally, the district accommodates some non-residential uses (e.g. churches, day care facilities) as conditional uses. The R-1-A designation is applied to most of the neighborhood east of the FEC Railroad.

RM (Multiple Family Residential - Medium Density)

The RM district allows a variety of housing types at densities of 6 to 12 units per acre. The district is applied adjacent to Swinton Avenue, between SE 2nd and SE 9th Streets and east of the railroad, between SE 2nd and SE 3rd Streets.

CBD (Central Business District)

The CBD district was established to preserve and protect the cultural and historic aspects of downtown Delray Beach and simultaneously provide for the stimulation and enhancement of the vitality and economic growth of the area. The district accommodates a wide range of residential and commercial development and has special provisions for increased densities and heights to accommodate higher intensity uses. The district is applied along the Federal Highway Corridor between SE 2nd and SE 4th Streets.

CBD-RC (Central Business District-Railway Corridor)

The CBD-RC district is a specialized district that is intended to allow for development of light industrial type uses on properties that are in the downtown area, but are in close proximity to the FEC railroad. The purpose of the district is to recognize the long-standing light industrial character of this railroad corridor; to provide for the upgrading and expansion of existing uses when

appropriate; and to enhance the economic growth of the central business district by providing employment opportunities in the downtown area.

GC (General Commercial)

The GC district is intended for small parcels of land that are suited to small scale retail, service, and office uses. South of SE 4th Street, most of the land fronting on South Federal Highway is designated GC.

AC (Automotive Commercial)

The AC district is intended to provide areas for the sale, lease or rental of automobiles. Full service dealerships, with attendant accessory service uses are also permitted. Free-standing full service and specialized vehicle repair shops are permitted as conditional uses within the district. This zoning district is applied to a used car dealership on South Federal Highway, between SE 6th and SE 7th Streets.

CF (Community Facilities)

The CF district is a special purpose district, primarily, but not exclusively, intended for facilities which serve public, semi-public, and private purposes. Such uses include governmental, religious, educational, health care, social service and special facilities. The district is applied to the the FPL facility on SE 10th Street and the open space/park between Swinton Avenue and the railroad north of SE 10th Street.

OS (Open Space)

The OS district was established to most appropriately identify parcels of land which are used primarily in an open space manner. Created to reflect some of the open space areas as shown on the Future Land Use Map, the OS District is applied to portions of land development projects which are primarily open space in nature (e.g., water bodies) and to other open space areas, including the municipal beach, which are normally not to have intense use or commercialization. The district is applied to the landscaped open space area at northeast corner of Swinton Avenue and SE 10th Street

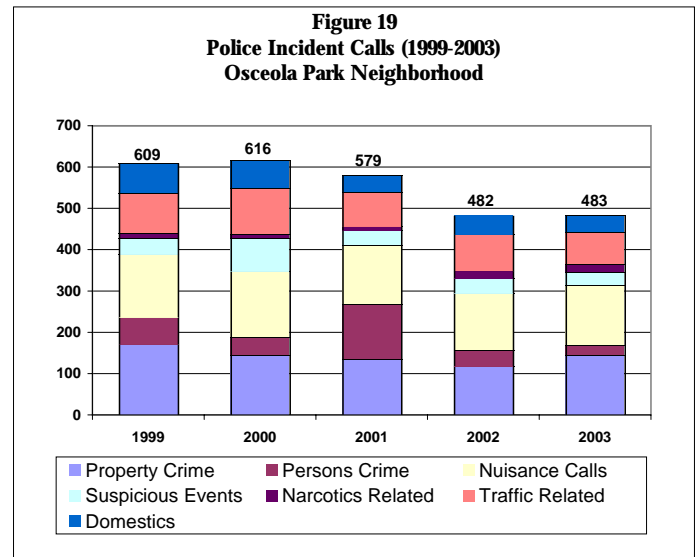
OSR (Open Space & Recreation)

The OSR district was established to most appropriately identify parcels of land which are used primarily for recreational or public purposes in an outdoor setting. Thus, it is generally applied to parks, golf courses, and situations where public recreational facilities may exist. The district is applied to Currie Commons Park.

POLICE CRIME REPORT

The Delray Beach Police Department maintains crime figures for the City tabulated by a number of patrol grids. The study area is located within two patrol grids (800 & 850). The crime statistics shown in Figure 18 are compiled from the statistics for those two grids which represent approximately 1.4% of the total city land area. The statistics include seven categories: Property Crime,

Person Crime, Narcotics, Nuisance Calls, Traffic Related, Domestic and Suspicious Events calls. Property Crime includes arrests for auto theft, burglary, and larceny. Persons crime includes arrests for homicides, assault and battery, sex crimes, and robbery. Narcotics arrests include all arrests for drug offenses. Nuisance/suspicious events calls are reports of activities such as unlawful assembly, noise, disorderly conduct and intoxication, unlawful discharge of a firearm, trespassing, loitering, and prostitution reports.

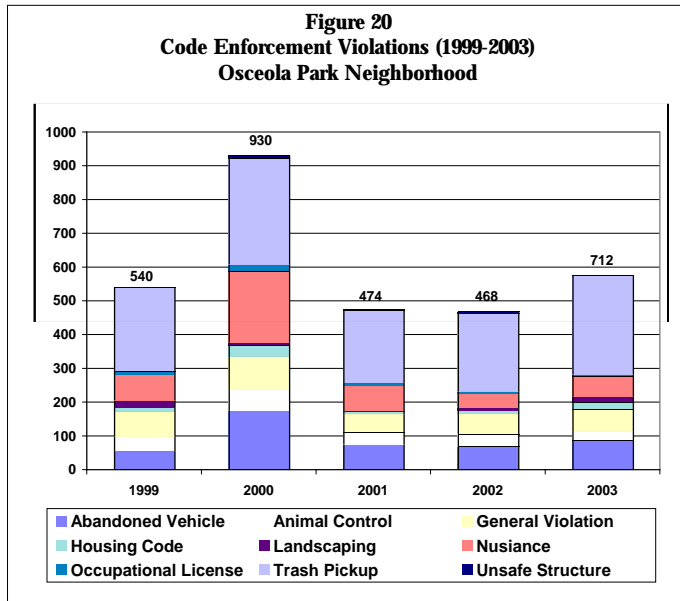


As shown in the above graph, the overall crime level in the neighborhood decreased by 20% over the five year period between 1999 and 2003. Narcotics related crime was the only category with an increase during this time period, going from 11 in 1999 to 19 in 2003 – a 73% increase. Of the remaining categories, persons crime had the largest decrease, going from 66 in 1999 to 24 in 2003 – a 64% decrease.

Compared to Citywide figures, overall crime in the Osceola Neighborhood decreased from 3.29% of the citywide total in 1999 to 2.76% in 2003. Although this trend is encouraging, the current figure is still nearly twice the citywide average based on land area. Additional measures will need to be taken to realize further reductions.

CODE ENFORCEMENT

Staff examined City records for the five year period of 1999 to 2003 to determine the presence of building and property code violations that would constitute a blighting influence. The violations included conditions such as the animal control, abandoned vehicles, landscape issues, unsafe structures and uses being conducted on the property that are not permitted. During that period, 3,124 calls were made for one or more of the these conditions. Figure 19 gives a breakdown of violations by year for the neighborhood.



Based on this chart, there does not appear to be any trend for these violations. The average total violations for the five year period was 624. The overall number of violations spiked to a much higher level in 2000, dipped in 2001 and 2002 and then rose again in 2003.

Compared to Citywide figures, overall code violations in the Osceola Neighborhood increased from 5.2% of the citywide total in 1999 to 8.3% in 2003. Since the neighborhood represents only 1.4% of the total land area of the city, the 2003 figure is nearly 6 times the citywide average based on land area. Drastic measures will need to be taken to bring this figure closer to the citywide average.

PROXIMITY TO NUISANCES

The Osceola Park neighborhood is adjacent to a number of properties and transportation facilities that affect the stability of residential properties in the neighborhood. Residential properties backing up to the Federal Highway and Railroad commercial corridors contend with increased noise levels, overflow parking and unsightly service areas. Landscape buffers between these commercial/industrial uses and residential properties within the neighborhood are often deteriorating or nonexistent. Dealing with these deficiencies would have a major impact on the neighborhood as a whole.



Figure 21. Rear of Commercial Uses Adjacent to Residential Properties

The railroad also presents a noise problem in areas where it directly abuts residential development. Although landscape buffering would improve the situation, it is the responsibility of the property owners to address the problem, since the landscaping would have to be placed on private property. However, in areas where the east/west roadways terminate at the railroad, landscape buffering is appropriate and should be installed by the City.



Figure 22. Roadway Terminus at Railroad

Consideration must also be given to eliminating excessive commercial truck traffic through the neighborhood. Commercial truck traffic associated with the railroad commercial corridor should be directed away from residential streets.

NON-CONFORMING LOTS AND USES

Existing development within the neighborhood was examined for deficiencies with respect to meeting today's land development code regulations. Lots were surveyed for such characteristics as land use, lot size, width, building size, meeting minimum parking standards and landscape compliance.

Non-Residential Uses

Most non-residential land uses within the neighborhood were found to be consistent with respect to use within their respective zoning district. However, problems with respect to other code requirements were identified within the non-residential zoning districts on Federal Highway and adjacent to the FEC Railroad. These problems include lack of landscape buffering and insufficient parking.

Residential Uses

All existing single-family development within the neighborhood is conforming with respect to use. However, 140 single-family lots (52%) do not meet the minimum lot size and/or lot width requirements within the R-1-A zoning district. The Land Development Regulations address this issue with respect to the use of lots within recorded subdivisions. These "Lots of Record" may be used for

purposes allowed within the zoning district, as long as they comply with all other requirements of the district. It should be noted that these provisions exclude duplex and multiple-family structures constructed on lots which are less than 8,000 sq. ft. in size. There is also a limitation that single-family lots have at least 50' of frontage. Some of the single-family lots within the neighborhood do not meet this requirement.

Of the 44 duplex parcels within the neighborhood, 19 (43%) are located in the R-1-A district, which does not permit duplexes, and are therefore nonconforming with respect to use. Of the remaining parcels, 9 (20%) are non-conforming with respect to lot size (i.e. less than 8,000 sq. ft.).

Of the 22 multifamily developments within the neighborhood, 4 are located in the R-1-A district, which does not permit multifamily, and are therefore nonconforming with respect to use. Of the remaining projects, within the neighborhood, 13 were found to be non-conforming with respect to density. Four of these projects had densities in excess of 20 units per acre and 1 exceeded 30 units per acre.

PEDESTRIAN CIRCULATION – SIDEWALKS

Sidewalks are provided on the perimeter roadways surrounding the neighborhood. Within the neighborhood, however, sidewalks are provided on only about half of the residential streets. On streets where sidewalks do exist, there are many missing or broken segments.



Figure 23. Broken and Missing Sidewalks

STREET LIGHTING

Typical cobra head street lights, attached to Florida Power & Light poles, are located throughout the neighborhood, primarily at roadway intersections and mid block. Although this level of lighting meets the minimum standards, excessive dead spots create opportunities for criminal activity and the overall feel is that of not being very safe when walking at night. This system should be augmented with lighting on private property – preferably residential scale pole lamps, in the front yard of residences.

ALLEYWAYS

Most of the alleys within the neighborhood are unpaved and overgrown.



Figure 24. Existing Sidewalks