

THE VISION

The essence of what the neighborhood is striving to become is represented in the following vision statements:

- The Osceola Park Neighborhood has a strong identity within the City as a clean, safe, attractive environment in which to live and raise children.
- The Osceola Park Neighborhood consists primarily of well-maintained owner-occupied single family homes on attractively landscaped lots.
- The Osceola Park Neighborhood roadway system provides for excellent access and traffic flow while maintaining traffic volume and vehicle speeds at low levels on residential streets.
- The Osceola Park Neighborhood provides for excellent pedestrian access in and around the neighborhood.
- The Osceola Park Neighborhood contains a significant number of preserved historic structures which contribute to the charm and character of the whole neighborhood.
- The Osceola Park Neighborhood provides space for children to play outdoors in a safe, controlled environment.
- The Osceola Park Neighborhood provides the opportunity for compatible business development and redevelopment in select areas.

The purpose of this plan is to develop strategies to guide the neighborhood in the direction prescribed in the above vision statements. This equates to the three main proposals of this Plan:

- Elimination of the problems associated with small lot duplex and multi-family development intermixed with single-family development.
- Reduction of the negative impacts associated with through and non-residential vehicular traffic on local residential streets.
- Improvement of the physical appearance of the neighborhood through enhanced police activity, code enforcement and beautification.

REDEVELOPMENT SCENARIOS BY AREA

Given the limited amount of vacant land, future development in the Osceola Park Neighborhood will consist primarily of infill development and redevelopment. The following discussion provides a basis for a plan for future development within the area. It is the intent of this Redevelopment Plan to provide for the type and intensity of uses that are appropriate based upon the location of the property, the configuration of the particular parcels, and the nature of the surrounding uses.

The Railway Corridor

This area contains a mix of light industrial and commercial land uses including automotive repair, cabinet making, boat repair and

construction contractors. Except for one parcel in the southern portion of this area, no changes are recommended for the area with respect to use. However, the Market Report in the Downtown Master Plan recommended building upon the niche created by the large number of Haitian businesses in the area to create a unique shopping experience in the downtown area.

Only one land use change is recommended for this area. The change involves the southernmost parcel in the area, located adjacent to the railroad behind residential properties fronting the 600 block of Swinton Avenue. The parcel was zoned for multi-family development until 1996 when it was rezoned to CBD-RC. Since its rezoning, it has had two different Site Plan Approvals for light industrial/commercial uses. Both Site Plan approvals have expired. It is recommended that the FLUM designation and zoning on this parcel be changed back to accommodate multi-family development. This amendment is consistent with the designation for properties on the east side of Swinton Avenue in this area and will present less problems with respect to compatibility with existing residential development. If this parcel is not developed in the short-term, an alternative use for the property could be for a City Park.

SE 2nd Avenue, which is split by the railroad in the 200 block, is the major commercial roadway in this area. On the east side of the railroad, parking is a problem on SE 2nd Avenue, due to the limited number of off-street parking spaces provided by the businesses and the concentration of automotive repair establishments. Where parking is provided, most spaces are configured as black-out parking directly into the roadway. This creates a hazardous situation during peak hours. A concentration of high turnover retail and service facilities, catering to the Haitian community, contributes to the high level of traffic in the area.

A primary focus in this area will be to provide additional parking for the businesses in the area. One location for additional spaces will be on SE 2nd Avenue, adjacent to the railroad. Another potential location would involve acquisition of the currently vacant lot at 215 SE 2nd Avenue to create an off-street parking lot. The former structure was demolished on the site and its limited size will make redevelopment difficult.

The parking of overflow vehicles from the automotive repair facilities on unimproved surfaces will be targeted for code enforcement and these facilities will have to find other ways to deal with the problem on site. For example, automobiles being stored on-site for parts should be relocated to another location and customers should be scheduled so that an excessive number of cars waiting to be repaired are not on-site at any one time.

Another focus for this area will be to improve the traffic circulation for commercial trucks on the 400 block of SE 1st Avenue. This narrow street is a dead end roadway with light industrial development on the east side of the road and residential development on

the west. Truck traffic currently maneuvers on SE 4th Street to back up southward onto SE 1st Avenue. With the intersection of SE 4th Street and Swinton Avenue so close, this impedes traffic flow and creates a hazardous situation. It is recommended that SE 6th Street be paved between SE 1st Avenue and Swinton Avenue to provide a more circuitous route for the truck traffic.

Commercial truck traffic servicing businesses in this area should be directed away from residential roadways. Truck traffic should use SE 2nd street as the primary entrance point into the area and then turn south onto SE 2nd Avenue on either side of the railroad. Alleyways will be improved to provide access alternatives and alleviate some of the service functions on the roadways. The use of SE 4th Street and the 200 block of SE 1st Avenue should be minimized. Since this will require some type of traffic control measures to achieve, it is recommended that the City hire a traffic consultant to study this issue and make recommendations.

Additional landscaping will be added throughout this area, where needed, to break up large expanses of paving and provide some shade relief. Landscape will also be used to buffer commercial properties from adjacent residential development.

Finally, the disposition of the city owned parcel of land at the northeast corner of SE 1st Avenue and SE 4th Street should be investigated. This property, which is not be maintained, contains a city well. Alternatives include the following:

- Sell the property with an appropriate easement for the well. One potential buyer is the property owner to the north.
- Construct off-street parking for use by local businesses. It could also be designated an employee lot.
- Landscape the area to provide a break to the large amount of paving in the area.



Figure 25. City Owned Property on SE 1st Avenue

Federal Highway Corridor

This area contains a mix of residential and commercial uses. Automotive related uses are prevalent in the area, including a used

car dealership, a body shop, a automatic car wash facility and vehicle rental. No land use changes are recommended for the area.

Limited intervention is needed in this area. The major focus for the area will be to improve the alleyways separating the commercial development from the residential properties to the west and to enhance the buffers between the two uses. There are no buffers provided by much of the older commercial development and this has a negative impact on adjacent residential properties.

Code enforcement will be used to target parking on unimproved surfaces and to bring landscape up to code. As in the railway corridor, automotive related uses will have to find alternative means to deal with the large number of vehicles serviced. Using the roadway swales and alleys as a permanent parking lot is not appropriate.

It is noted that a study is underway to reduce Federal Highway from three to two lanes in the downtown area. The change is proposed to extend south to SE 4th Street. If it occurs, this modification will include wider sidewalks and additional landscaping along the roadway making the area much more attractive to pedestrians. Over the long term, this will lead to a higher level of retail development along the corridor.

Swinton Avenue

This area contain a mix of single family and multi-family development. No land use changes are recommended for the area.

Limited public intervention is needed in this area. However, redevelopment opportunities exist along the entire corridor aggregate aging and deteriorating single and multi-family properties and construct new multi-family development. One such opportunity is to aggregate the five single family homes south of SE 6th Street and redevelop the property together with the vacant parcel to the east. A multifamily project, similar in scale to Swinton Place, immediately to the south, would be possible.

Recommended improvements in the area include construction of SE 6th between Swinton Avenue and SE 1st Avenue, discussed in the Railway Corridor Section, and traffic calming at the intersection of Swinton and SE 4th Street. This is a very busy intersection with stop signs on SE 4th Street. Traffic conflicts caused by speeding vehicles and the volume of traffic entering Swinton Avenue makes this a hazardous intersection. It is recommended that a traffic consultant be hired to study this issue and make recommendations.

East Residential Area

This area is located between the FEC rail corridor and commercial development to the west and the Federal Highway commercial development to the east. The two block area between SE 2nd and SE 3rd Street is currently zoned for multiple family development. The remaining parcels in this area, with the exception of Currie

Commons Park and the community facilities parcels near SE 10th Street, are zoned for single-family development. Although it includes some duplex and multi-family scattered throughout the area, this part of Osceola Park is exclusively single family homes. Therefore, the primary focus for this is to protect and enhance the single family character of the neighborhood. To accomplish this goal, it is recommended that most of the multi-family zoned parcels, between SE 2nd and SE 3rd Streets, be rezoned to single family. The parcels, which front directly on SE 2nd Street and one additional parcel to the rear, will retain multi-family zoning as a buffer from this busy commercial street and the Central Business District zoning to the north.

To further reinforce the single-family character of the neighborhood, existing duplexes will be targeted for conversion to single family homes. A CRA program, which provides grants up to \$10,000 to do the conversion, will be promoted in the area.



Figure 26. Example of a Duplex Converted Under this Program

Traffic calming measures will be strategically located throughout the neighborhood to reduce speeding. Neighborhood identification signage and landscaping will be incorporated into curb bulb-outs at the entrances to the neighborhood. Streetscape will also play an important role in traffic calming the neighborhood. The lack of street trees or other visual elements at the sides of the roadways exaggerates the width of the streets and creates a highway feel. This in turn leads to speeding. Removing excessive paving, regrading swales and planting street trees will help the situation

Another focus of the plan for this area is to reduce the excessive parking along roadways, in the swales and in many instances in front yards. To accomplish this, it is recommended that the alleys be paved to provide enhanced access to the rear yards. Although some properties already utilize the unpaved alleys to access parking in the rear, this improvement will make this option much more attractive. With more utilization, the alleys will become an important component of the public space and more eyes in the area will help to deter criminal activity.

Completion of the sidewalk system is also included as a recom-



Figure 27. Parking in the Swales

mendation of this plan. Only about 50% of the neighborhood currently has sidewalks and there missing links in in those area as well.

Finally, additional recreational opportunities are needed in this area to support the children in the neighborhood, which make up 28% of the total population. Although there is a shortage of undeveloped property, appropriate for a pocket park, in the neighborhood, two parcels have been identified for consideration. The first is located at the terminus of SE 6th Street, on the east side of the railroad. Development of the site could provide playground facilities for younger children. The second site is located adjacent to SE 1st Avenue, between SE 8th and SE 9th Streets. Development of this site would be oriented to teens with provision of a half basketball court, parking and open space.

RESIDENTIAL DEVELOPMENT

The median age for residential structures in the Osceola neighborhood is 48 years old and 58% of the buildings are at least 40 years old. Given their age, it is likely that many buildings do not meet current life safety regulations with respect to smoke detectors, emergency egress escape windows, hurricane anchorage, electrical wiring, etc. This plan recommends the creation of an incentive program to upgrade these items.

East of the Railroad, within the single-family portions of the neighborhood, there are a number of small-parcel duplex and multiple family developments scattered among the single family residences. Over 69% of the duplex units and 92% of the multi-family units in this area are rentals. Unfortunately, the combination of apathetic landlords and unmotivated tenants has resulted in many deteriorating duplex and multi-family properties. Lack of building maintenance (painting, window and door repair, etc.), inadequate and overgrown landscaping, crowding and overparking are the major problems. Combined, these problems have a blighting influence on adjacent single family homes.

Single-family homes in the neighborhood are generally in good

condition with isolated instances of structural decay. However, there are a number of properties with front yards in need of landscape improvements such as installation of sod or other ground cover and planting of decorative shrubbery.

It is the intent of this plan that all new residential development or redevelopment, located east of the railroad, be single-family detached housing. The only exceptions to this are for properties fronting on SE 2nd Street or Federal Highway where multi-family development will be permitted. The Future Land Use Map designations and zoning will be amended where necessary to support this goal.

Housing Improvement Programs

There are a number of existing City and CRA programs which are available to improve housing in the neighborhood. These include:

Bootstrap Program. A City program created to help improve the exterior of owner-occupied single family homes. The program targets certain areas each year so that whole neighborhoods can be improved. Qualification for the program is based on income level. The focus for the Osceola Park neighborhood will be on yard clean-up and landscaping work.

Subsidized Loan Program. A CRA program available to single and multi-family properties for exterior improvements. There are no special qualifications except that the property must be located within the CRA district. This qualifies all of the neighborhood area. Loans for residential structures have limits of 15,000 for a single-family residence, \$20,000 for a two-family residential structure, and \$5,000 for each residential unit combined in a building of three or more units. A loan ceiling of \$50,000 applies to multi-family structures of ten or more units. Loans are amortized over a maximum five-year period and principal payments are made monthly. The CRA prepays 95% of the interest charges, set at the prime rate of New York banks, at the closing of the loan. The exterior improvement program for residential properties may include: re-roofing, painting, signage, driveway paving, doors, windows, fencing, exterior modifications (porch, chimney), landscaping, awnings, security systems, rotten wood replacement, shutters, siding, exterior lighting, and irrigation systems.

SHIP Program. This is a State program. Although the City currently utilizes all its SHIP money within the CDBG area, the program allows funds to be used to provide grants or loans for rehabilitation of existing homes throughout the city. These funds could be used in the neighborhood to create-home ownership opportunities for very low, low and moderate income households. This issue is addressed in Policy B-1.3 of the Housing Element of the Comprehensive Plan as follows:

The City will utilize funds available from state and federal programs such as HOME and SHIP to create home ownership opportunities for very low, low and moderate income households. These funds will

be made available citywide in order to avoid a concentration of affordable housing in specific areas of the City.

Duplex Conversion Program. The CRA's Community Redevelopment Plan includes a program to convert non-conforming duplex structures to single family residences. The program provides grants up to \$10,000 provided the converted unit is owner-occupied for a minimum of 5 years after the conversion. Since over half of the duplex structures within the neighborhood have the owner living in one of the units, some of these owners might take advantage of this program.

One of the recommendations of this Redevelopment Plan is to prepare and distribute brochures detailing these programs to property owners in the area.

BUSINESS DEVELOPMENT

Opportunities for new commercial development are very limited in the neighborhood with only 1.16 acres of vacant land currently zoned for commercial uses. However, there are opportunities for new business development through the redevelopment of existing properties within the neighborhood's commercial districts. Many of these properties contain marginal uses with deteriorating structures that are ripe for redevelopment. Given the close proximity of this area to the downtown and significantly less property values compared to the downtown core, market pressures on this area for redevelopment are likely to increase.

The "Marketing" chapter of the Downtown Master Plan contained recommendation for commercial development by business cluster. The Osceola Park commercial districts are located within Cluster 5. The following excerpt from the Plan is a recommendation for the future development of this area.

"Recruitment efforts should also focus on building upon Haitian businesses already in the area. This niche would serve the needs of the local Haitian community as well as attract visitors and local residents who were looking for a unique shopping experience."

Business Assistance Programs

There are a number of existing programs which are available to businesses in the neighborhood. These include:

CRA Subsidized Loan Program. This program is available for businesses within the CRA district. The program was originally developed in 1990 as an incentive for property owners to upgrade the appearance of their properties. The program was expanded in 1992 to include loans for the creation of new businesses and interior modifications to existing structures to accommodate new businesses. Exterior renovation loans for commercial structures have a maximum loan limit of \$20,000 per building. The use of the funds are identical to residential exterior loans. The CRA prepays 50% of the interest charges, set at the prime rate of New York banks, at the closing of the loan.

Business loans may be made to either a business or to a property owner who wishes to renovate the interior of a structure. Loan limits are \$50,000 and the proceeds may be used for tenant improvements (interior). The loan is amortized over a five-year period. The lending institution disburses the funds after the approved applicant submits invoices or purchase orders. The lending institution sets its specific terms of disbursement. The tenant must be one whose use is permitted by the City's land development regulations. As with the exterior renovation loans, the CRA pays 50% of the interest charges.

CRA Site Development Assistance Program. This CRA program provides limited funding in the form of grants or loans to cover land development costs associated with new development or redevelopment. The program helps subsidize costs of site development such as site design and engineering.

One of the recommendations of this Redevelopment Plan is to prepare and distribute a brochure detailing these CRA programs to all existing businesses in the area. This brochure would also be used as part of a marketing package to attract new businesses to the area.

In addition to these programs, there are a number of business loan programs available from the Federal Government through the Small Business Administration. SBA administers three separate, but equally important loan programs. SBA sets the guidelines for the loans while SBA's partners (Lenders, Community Development Organizations, and Microlending Institutions) make the loans to small businesses. With a guaranty loan, the actual funds are provided by independent lenders who receive the full faith and credit backing of the Federal Government on a portion of the loan they make to small business.

The guaranty which SBA provides these institutions transfers the risk of borrower non-payment, up to the amount of the guaranty, from the lender to SBA. Therefore, when a business applies for an SBA Loan, they are actually applying for a commercial loan, structured according to SBA requirements, which receives an SBA guaranty.

Small Business Administration Basic 7a Program. The SBA 7(a) program serves as the SBA's primary business loan program to help qualified small businesses obtain financing when they might not be eligible for business loans through normal lending channels. It is also the agency's most flexible business loan program, since financing under this program can be guaranteed for a variety of general business purposes. Loan proceeds can be used for most sound business purposes including working capital, machinery and equipment, furniture and fixtures, land and building (including purchase, renovation and new construction), leasehold improvements, and debt refinancing (under special conditions). Loan maturity is up to 10 years for working capital and generally up to 25 years for fixed assets.

Small Business Administration 504 Program. This program uses Certified Development Companies (private, nonprofit corporations set up to contribute to the economic development of their communities or regions) as intermediaries. It provides long-term, fixed-rate financing to small businesses to acquire real estate or machinery or equipment for expansion or modernization. Typically a 504 project includes a loan secured from a private-sector lender with a senior lien, a loan secured from a CDC (funded by a 100 percent SBA-guaranteed debenture) with a junior lien covering up to 40 percent of the total cost, and a contribution of at least 10 percent equity from the borrower. The maximum SBA debenture generally is \$1 million (and up to \$1.3 million in some cases).

Small Business Administration Microloan 7(m) Loan Program. This program provides short-term loans of up to \$35,000 to small businesses and not-for-profit child-care centers for working capital or the purchase of inventory, supplies, furniture, fixtures, machinery and/or equipment. Proceeds cannot be used to pay existing debts or to purchase real estate. The SBA makes or guarantees a loan to an intermediary, who in turn, makes the microloan to the applicant. These organizations also provide management and technical assistance. The loans are not guaranteed by the SBA. In Palm Beach County, these loans are available through "The Business Loan Fund of the Palm Beaches, Inc."

HISTORIC PRESERVATION

Historic districts provide a legal framework and incentive for protecting the historic buildings within the district. Historic designation can give a sense of identity to a neighborhood and instill pride in residents. It can also help to stabilize and improve property values.

In 1999, the City hired Janus Research to perform a historic site survey to determine if the creation of a historic district within the Osceola Park Neighborhood was warranted. Janus found that the neighborhood, did not maintain the integrity or concentration of historic buildings to be designated as a local historic district, but recommended that the City consider creation of a Local Conservation District.

Conservation districts provide the following benefits:

- a municipal policy for the protection of older properties outside of historic districts;
- enables the preservation of older neighborhoods' character;
- establishes an objective selection criteria similar to that criteria used for historic districts;
- tailors design guidelines to the degree of regulation desired by the neighborhood; typically, new construction and additions are regulated, while general repairs and maintenance are not regulated;
- authorizes design guidelines for conservation districts general-

ly, or allows them to be specific to each district;

- provides an alternative method to preserve many older areas that have experienced some deterioration, demolition, or incompatible alterations; and
- stabilizes declining neighborhoods and protects and enhances property values.

Given the number of older structures within the neighborhood that do not currently have the benefit of protective regulations in place to preserve their historic value, it is recommended that the City begin the process of creating a Conservation District within Osceola Park as soon as possible.

FUTURE LAND USE

Adoption of the Redevelopment Plan will require amendments to the City’s Future Land Use Map and a number of text amendments to the Comprehensive Plan. These amendments will be adopted as a portion of Comprehensive Plan Amendment 2005-1.

The northern part of the neighborhood is currently designated as RDA-5 (Redevelopment Area #5) on the Future Land Use Map (FLUM). Five Future Land Use Map designations will be required to accommodate existing or proposed development within redevelopment area #5. No FLUM changes are required outside the boundaries of the redevelopment area. The proposed designations, shown on figure 27, for properties within this area are as follows:

- **Subarea 1:** Properties along the FEC rail corridor, between SE 2nd and SE 6th Streets on the west and between SE 2nd and SE 5th Streets on the east – Change the FLUM designation from RDA-5 to CC (Commercial Core) – approximately 10.26 acres. This change is required to accommodate existing commercial and light industrial development. The properties are currently zoned CBD-RC (Central Business District - Rail Corridor), which is consistent with the designation.
- **Subarea 2:** Properties along the Federal Highway corridor, between SE 2nd Street and SE 3rd Street – Change the FLUM designation from RDA-5 to CC (Commercial Core) - approximately 1.8 acres. This change is required to accommodate existing commercial development. The properties are currently zoned CBD (Central Business District), which is consistent with the designation.
- **Subarea 3:** Properties along the Federal Highway corridor, between SE 4th and SE 5th Streets – Change the FLUM designation from RDA-5 to GC (General Commercial) – approximately 0.85 acres. This change is required to accommodate existing commercial development. The properties are currently zoned GC (General Commercial), which is consistent with the designation.

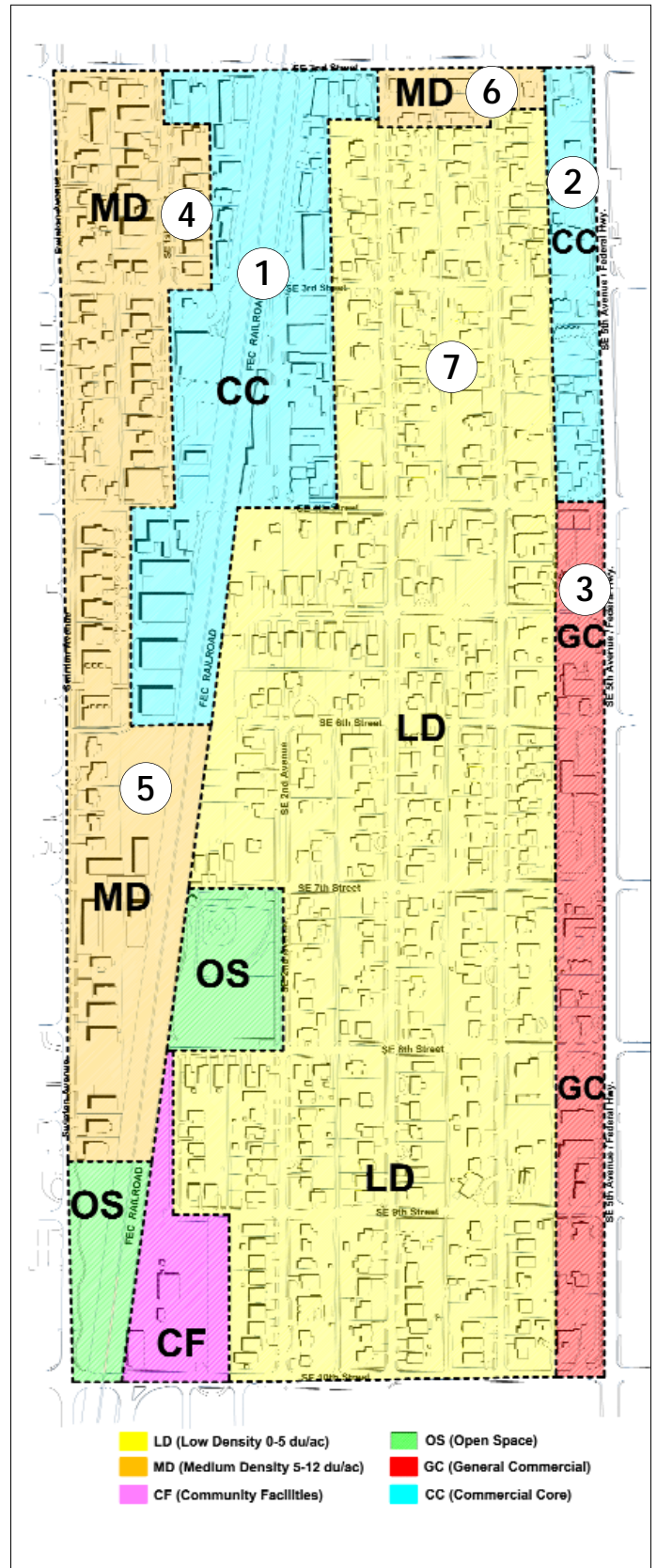


Figure 28. Proposed Future Land Use Map

- Subarea 4:** Lots 6 to 14, Block 79, Town of Delray, located on the east side of SE 1st Avenue, between SE 2nd and SE 3rd Streets – Change the FLUM designation from RDA-5 to MD (Medium Density Residential - 5 to 12 du/acre) – approximately 1.41 acres. The properties are currently zoned RM (Residential - Medium Density), which is consistent with the designation.
- Subarea 5:** Properties on the west side of the FEC rail corridor, between SE 6th and SE 7th Streets – Change the FLUM designation from RDA-5 to MD (Medium Density Residential - 5 to 12 du/acre) – approximately 1.23 acres. This change is required to accommodate existing and proposed development. The area consists of two parcels. The southern parcel is zoned RM, which is consistent with the designation. It is a part of Swinton Place, a 19-unit townhouse development. The northern parcel, which is undeveloped, is currently zoned CBD-RC (Central Business District - Rail Corridor), which is not consistent with the designation. Therefore, a rezoning of this parcel will be required as well.
- Subarea 6:** Properties fronting on SE 2nd Street, between SE 3rd Avenue and the Federal Highway frontage properties – Change the FLUM designation from RDA-5 to MD (Medium Density Residential - 5 to 12 du/acre) – approximately 1.12 acres. The properties are currently zoned RM (Residential - Medium Density), which is consistent with the designation.
- Subarea 7:** The remaining properties between SE 2nd Street and SE 5th Street, between the Federal Highway commercial frontage and the commercial/industrial rail corridor. – Change the FLUM designation from RDA-5 to LD (Low Density Residential - 0 to 5 du/acre) – approximately 19.75 acres. All of the parcels, south of SE 3rd Street, are currently zoned R-1-A (Single Family Residential) which is consistent with this designation. The parcels, located north of SE 3rd Street, are currently zoned RM (Residential - Medium Density), which is not consistent with the designation. These parcels will be rezoned concurrently with the FLUM amendment.

In addition to the above changes, modification of Future Land Use Element Policy C-2.6 is required to reflect adoption of this Plan for the “Osceola Park Redevelopment Area,” and to require that all future development be in compliance with the adopted Plan. Processing of this amendment will be undertaken by the Planning and Zoning Board and City Commission concurrent with consideration of the FLUM amendment.

ZONING MAP AMENDMENTS

Most parcels within the neighborhood area will retain their current zoning. However, implementation of the neighborhood plan will require rezoning of some parcels in the area. The proposed rezon-

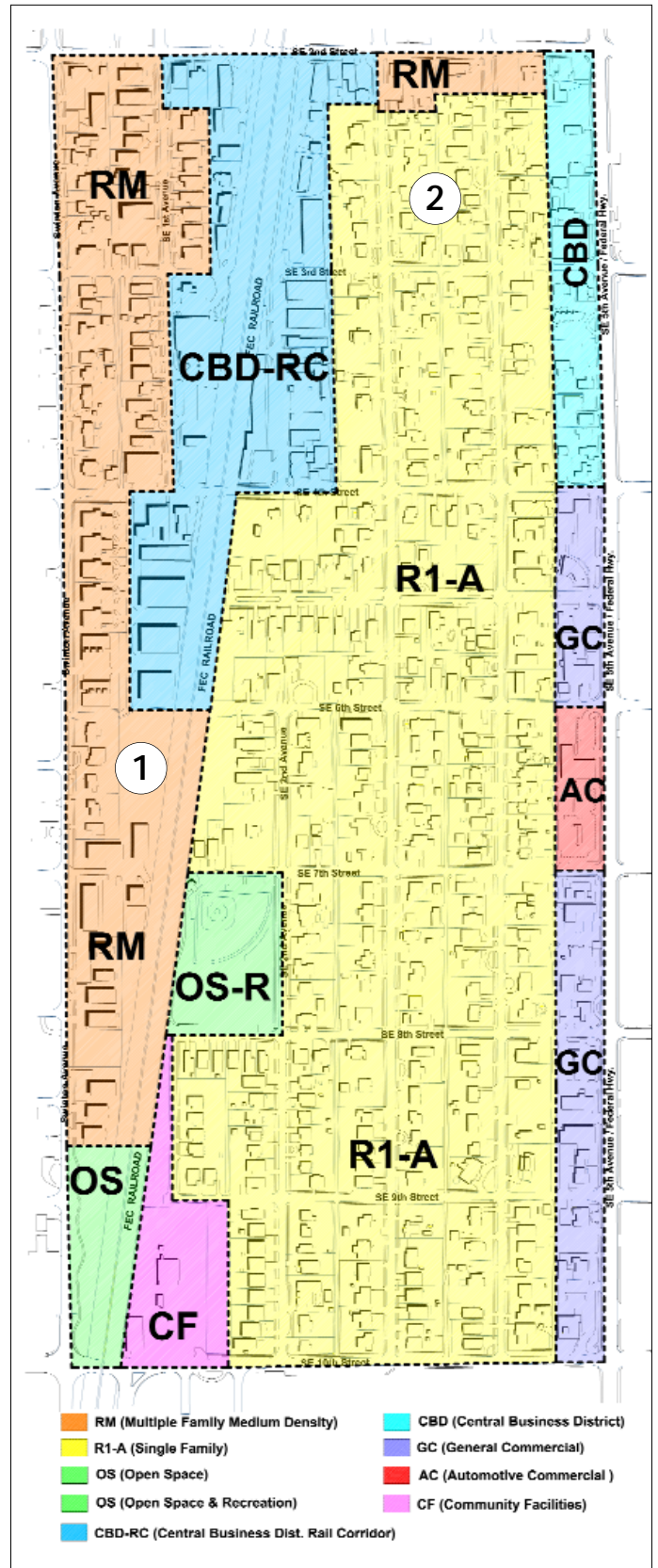


Figure 29. Proposed Zoning Map

ings, shown on figure 28, are as follows:

- **Subarea 1:** 1 parcel on the west side of the FEC rail corridor, south of SE 6th Street – Change the zoning designation from CBD-RC (Central Business District - Rail Corridor) to RM (Multiple Family Residential - Medium Density) – approximately 0.85 acres.
- **Subarea 2:** 33 properties, located south of the frontage properties on SE 2nd Street to SE 3rd Street, between the Federal Highway commercial frontage and the commercial/industrial rail corridor. – Change the zoning designation from RM (Multiple Family Residential - Medium Density) to R-1-A (Single Family Residential) – approximately 5.91 acres.

The rezonings will be considered by the Planning and Zoning Board and City Commission concurrent with the FLUM amendment.

LAND DEVELOPMENT REGULATIONS

Processing of LDR text amendments made necessary by the Neighborhood Plan will be initiated immediately following the adoption of the plan. As discussed in the “Existing Conditions” Section, there are a considerable number of non-conforming residential structures within the neighborhood. Additionally, some duplexes and multi-family buildings will become non-conforming with respect to use as a result of the recommended rezonings. It is a goal of this Plan that residential properties in the neighborhood be upgraded and improved. Article 1.3 of the LDRs, NON-CONFORMING USES, LOTS AND STRUCTURES, places limits on expenditures for repair and maintenance of non-conforming uses and structures. In order to prevent further decay, an amendment to the LDRs will be initiated to increase the current expenditure limits for residential properties within the neighborhood.

INFRASTRUCTURE IMPROVEMENTS

Overall, the neighborhood has a fully developed infrastructure system. Street surfaces are repaved on a regular basis and repaired as needed. Although there are isolated areas with drainage problems, the area as a whole does not have a serious problem with



Figure 30. Localized Flooding in Swale Areas

flooding. Localized flooding on some streets is due to poorly maintained swales which have become built up over the years. Street lighting is provided, but the lighting level is inadequate in many areas. The following section outlines the proposed infrastructure improvements in the area.

Traffic Circulation

Vehicular Traffic Circulation. Traffic problems within the neighborhood include speeding on local residential streets, lack of observance at stop signs, and commercial through traffic to the light industrial/commercial properties along the rail corridor. Policy C-1.1 of the Transportation Element of the Comprehensive Plan addresses this issue as follows:

Efforts shall be made to limit excessive through-traffic and nonresidential traffic on local roads within residential neighborhoods. Where a problem with such traffic is specifically identified, it should be addressed through the utilization of traffic calming measures, such as round-a-bouts, medians and speed humps.

The intent of the policy is clear—this type of traffic has a negative impact on the quality of life in residential neighborhoods and must be controlled. The following measures are recommended to help alleviate the problems associated with vehicular traffic in the neighborhood:

- Reduce the highway feel on local residential streets by removing additional pavement used for off-street parking on all single family homes and multi-family structures where possible.
- Plant street trees to add visual interest and reduce the feeling of width of the roadways.
- Remove conflicting landscaping at the intersections where visibility is a problem.
- Install traffic calming measures on selected streets to control speeding and nonresidential traffic. The use of curb bulb-outs at the entrances to the neighborhood will include landscaping and signage for neighborhood identify. Two roundabouts are planned for southern end of the neighborhood where excessive speeding is a problem. The location of these improvements is indicated on the “Master Plan” (Figure 31).
- Pave SE 6th Street between Swinton Avenue and SE 1st Avenue to provide improve truck access.
- Hire a traffic consultant to study the commercial truck traffic in the neighborhood and recommend ways to direct the traffic away from residential areas.
- Hire a traffic consultant to study the Swinton Avenue / SE 4th Street Intersection to make recommendations regarding traffic calming.

Alleys are public spaces, service streets. As such, they service buildings, both residential and commercial. They must be wide enough to accommodate trucks, dumpsters and utilities. Alleys need to be easily accessible both for vehicles and pedestrians, but they have no

sidewalks, setbacks or landscaping. The service and separation provided by alleys improves the overall aspect of the general streets, enhances the privacy of rear yards and the back of buildings. The alleys throughout the neighborhood should be improved to provide a means to access alternative parking in the rear yards.

Pedestrian Traffic Circulation. Damaged sidewalks or lack of sidewalks on major roadways discourages walking around the neighborhood. Policy E-3.3 of the Public Facilities Element of the Comprehensive Plan states as follows:

The City shall program installation of sidewalks on an annual basis, with the goal of completing a safe and convenient sidewalk system throughout the City by the year 2000.

The sidewalk system should be repaired and completed on residential streets within the neighborhood. The installation of sidewalks will enable residents to safely walk from one area of the neighborhood to another. The proposed walkway system for the neighborhood is depicted on Figure 31. An inventory of damaged or missing segments should be prepared as soon as possible. The Homeowners Associations should participate in this task. Repair of existing walks and installation of new walks should be included as part of an overall streetscape program for the neighborhood. It is also recommended that a study of the railroad crossings at SE 4th and SE 10th Streets be performed to determine if pedestrian safety can be improved.

Streetscape

It is recommended that streetscape improvements be made to the neighborhood which includes additional street lights, street trees, repair of damaged sidewalks, the addition of new sidewalks, removal of illegal on-street parking, and the reconstruction of drainage swales. The Homeowners Association should be involved in the location and design of all new facilities. Funding for the project would be shared by the City, CRA and the property owners. It is recommended that the neighborhood create a property assessment district which, in turn, would be the legal entity with which the City would create a partnership. The formation of a property improvement district would give the owners a collective voice in improving their neighborhood. The district would contribute a portion of the moneys needed to pay for the improvements.

The swale areas, which by city code are the maintenance responsibility of the abutting property owners, are in poor condition in a large portion of the neighborhood. Over time these swales have filled up with soil to the point where they have lost the ability to carry stormwater runoff. Additionally, a significant amount of swale area has been paved to provide on-street parking. This creates a visual highway effect on residential roadways and leads to speeding. Regrading these swales and adding sod and street trees will reduce speeding, discourage on-street parking and improve area drainage.



Figure 31. Proposed Master Plan

Once these swales are improved, a program should be developed to ensure that they are adequately maintained. Since this effects the appearance of the neighborhood as a whole, the Homeowners Association should be given primary responsibility for the program. The program should include the following components:

- Quarterly inspections by the association and annual inspections by the City.
- Swale maintenance education for homeowners and tenants conducted by the association.
- Code enforcement action by the City when necessary.

Another factor affecting the general visual appearance of the neighborhood is the excessive number of deteriorating chain link fences in the front yards of residential properties. It is recommended that a study be completed to determine the status of all nonconforming fencing in the neighborhood. The neighborhood Association should be included in this task. The feasibility of a program to require nonconforming fencing to be removed within five years should be determined.

UTILITIES

Water And Sewer Service

Water service is provided to properties throughout the study area. While some extensions may be needed to serve vacant properties, no extensions or upgrades are required for existing developments.

Sewer service is provided to properties throughout the neighborhood. No upgrades will be required to serve existing development. Extensions may be required with new development of vacant parcels.

According to the Comprehensive Plan, the City’s water treatment plant and the South Central Wastewater Treatment Facility will both be operating under capacity at build out. This Neighborhood Plan will not significantly affect the overall demand for water and sewer service in the City.

Storm Water Collection

The regrading of existing roadway swales is the primary need throughout the area. Other improvements needed to correct areas of localized flooding will be identified and corrected as funding becomes available. The current 5-Year Capital Improvements Program includes \$590,000 for drainage work in this area. Although these specific projects are not a part of the improvements included in this Plan, their timing should be coordinated with the roadway and streetscape improvements identified in the Plan to avoid duplication of efforts, waste and most importantly, the destruction of completed work.

Electrical Distribution And Street Lighting

Electrical service is provided throughout the neighborhood area. No upgrades are required at this time.

This Plan recommends development of a program to provide additional exterior lighting on private property. Under this program, the CRA would share the cost with individual property owners to install a decorative pole light in the front yard. Photo cells would be installed in each fixture to ensure that the lights are activated each night. These lights would improve security in the neighborhood by filling in the dark spots between street lights. The program should be bid on a per light basis and installed in quantities of 5 to 10 at a time to reduce costs. The cost to each resident who wishes to participate in the program would be the same. It is recommended that the homeowners pay one-half the cost and that the CRA pay one-half.

FIRE PROTECTION

The Delray Beach Fire Department indicates that existing fire stations are sufficient to provide adequate response times and service to existing development. The City will monitor the need for fire protection as new development or redevelopment is proposed.

ENHANCED CODE ENFORCEMENT

Deteriorating structures, peeling paint, litter and overgrown and unkempt vegetation can have a devastating effect on a neighborhood. Neglect can lead to blight, decay, decreased property values and loss of neighborhood pride. Code enforcement compels the care and upkeep of private property, including the exterior structure and surrounding yard.

Code enforcement will play a critical role in the redevelopment of the area. The City will begin by implementing a special outreach program to help property owners understand applicable codes and ordinances regarding maintenance, trash disposal, parking, etc. It is recommended that the homeowners association work with the City to help educate neighborhood residents. Information included in newsletters or flyers as well as a door-to-door canvassing to explain these programs would help the City to reduce violations and improve the area.

The second phase of the program will be for city code enforcement officers to do a complete canvassing of the neighborhood. A resident task force should be appointed by the homeowners association to be included in this initial walk through. The City will then prepare a report and call a meeting to present the findings to the association and then property owners will be cited accordingly.

Following the initial clean-up phase, as the Pan is implemented, the area should be targeted for zero-tolerance code enforcement with frequent inspections for compliance. However, since code enforcement can only do so much, the area should also begin to police itself. The homeowners association will be tasked with providing information on violations as soon as possible to the City. It is hoped that once the area is cleaned up, property owners will begin to develop a sense of pride in the area.

CRIME MANAGEMENT AND PUBLIC SAFETY

The Police Department has initiated a number of programs intended to reduce crime problems in our neighborhoods. The cornerstone of Police Department efforts to reduce crime in Delray Beach is the Community Policing program. Community Policing emphasizes a cooperative effort between the police and the community to find long term solutions to the community's problems. Community Policing is intended to both increase the police presence in the neighborhood and improve relations between the department and residents. This is a departure from past police methods which emphasized officers in patrol cars reporting to emergency radio calls. In addition to routine patrol activity, the Community Officers help to organize community improvement activities, such as trash pick-ups, paint-up projects and organization of neighborhood watches.

PARKS AND RECREATION

There is the potential for two small parks within the neighborhood which should be investigated. See Redevelopment Scenarios.

DILAPIDATED STRUCTURES

Dilapidated structures can give an area a blighted appearance, which discourages investment in adjacent properties. Therefore, the City will continue to evaluate poorly maintained and abandoned structures to determine if they should be demolished.

FUNDING

Item	Description	Unit	Quantity	Unit Cost	Cost
1	Mobilization Cost	LS	1		\$175,000.00
2	Maintenance of Traffic	LS	1		\$75,000.00
3	Clearing and Grubbing	LS	1		\$75,000.00
4	Pavement Marking & Signage	LS	1		\$25,000.00
5	Swale Grading & Sodding	SY	23,300	5.75	\$133,975.00
6	F-Curb	LF	120	25.00	\$3,000.00
7	Drop Curb	LF	10,500	16.00	\$168,000.00
8	1" Type S-III Asphaltic Overlay	TN	800	67.00	\$53,600.00
9	Street Trees	EA	1,000	300.00	\$300,000.00
10	5' Sidewalk (4" Thick)	LF	12,802	14.00	\$179,228.00
11	5' Sidewalk (6" Thick) Incl Dway Aprons	LF	5,301	16.00	\$84,813.33
Proposed Alley Reconstruction					
12	1 1/2" Type S-III Asphalt	TN	1,700	80.00	\$136,000.00
13	8" Limerock Base	SY	18,700	9.00	\$168,300.00
14	12" Stabilized Sub-grade	SY	18,700	3.00	\$56,100.00
Traffic Calming					
15	Intersection Narrowing	EA	17	8,000.00	\$136,000.00
16	Roundabouts	EA	2	35,000.00	\$70,000.00
17	Specialty Signs	EA	15	5,000.00	\$75,000.00
Utilities					
18	Water Main				\$899,000.00
19	Drainage				\$590,000.00
20	Sanitary Rehab	LF	359	26.00	\$9,334.00
21	As-Built Record Drawings	LS	1	5,000.00	\$5,000.00
22	Video Allowance	LS	1	3,000.00	\$3,000.00
23	Utility Allowance	LS	1	10,000.00	\$10,000.00
24	Sanitary Lateral Allowance	LS	1	15,000.00	\$15,000.00
25	Irrigation System Allowance	LS	1	15,000.00	\$15,000.00
26	Indemnification	LS	1	10.00	\$10.00
Sub Total=				\$3,460,360.33	
10% Contingency				\$346,036.03	
Total=				\$3,806,396.37	
				\$3,806,000.00	
				Beautyfication	\$2,317,000.00
				Water/Sewer	\$899,000.00
				Drainage	\$590,000.00
				Total	\$3,806,000.00

Figure 32. Preliminary Cost Estimates

Infrastructure improvements identified in the Plan for the Redevelopment Area should be included in the City's 5-Year Capital Improvement Plan. Engineering, design and detailed cost estimates of individual projects can begin as time and funding becomes available. The cost of the beautification component of the project (see Figure 32) will be divided equally between the City, CRA and the Property Owners, through creation of a property assessment district. The City will commit staff time to accomplish some of the activities outlined in the Plan, including enhanced code enforcement.

IMPLEMENTATION STEPS

- Future Land Use Map Amendments and Rezoning
- Modification of CIP as required
- Enhanced code enforcement - clean up
- Creation of Conservation District
- Design and engineering of improvements within the neighborhood
- Set up Special Assessment District
- Construction
- Monitor implementation and make strategy adjustments as required

Immediately following the adoption of this plan, processing of the Comprehensive Plan amendments, Future Land Use Map amendments, Land Development Regulations text amendments and rezonings required to implement the plan will begin. The CRA's Community Redevelopment Plan will also need to be revised to include the projects and programs included in the Neighborhood Plan.

Members of the Homeowners Association who have participated in the development of this Plan should begin to meet with other neighborhood residents to discuss the provisions of the Plan and gather support for the Special Assessment District.

Since the some of the capital improvements included in the Plan are not yet included in the 5-Year Capital Improvement programs for either the City or the CRA, these budgets will need to be amended and dollars allocated for the various projects.

Implementation of the capital improvements included in the Plan will first require the preparation of land surveys. This work element should be scheduled as soon as possible. When the surveys are completed, the engineering, design and detailed cost estimates of individual projects can begin as time and funding becomes available.

Other new programs contained in the plan will be developed and implemented as opportunities arise and funding becomes available.