
Redevelopment Plan

INTRODUCTION

The previous sections outlined existing conditions and the strengths and weaknesses of the North Federal Highway corridor with respect to potential for redevelopment. Those sections can be summarized as follows:

Since losing the tourist market, North Federal Highway has been unable to find its niche. It has become a roadway of decreasing traffic volumes serving marginal businesses. It is surrounded by low density neighborhoods that are unable to sustain existing businesses in the area. The once active corridor has become increasingly blighted as businesses have moved out and aging commercial buildings have become obsolete and deteriorated. It also contains significant amounts of vacant property and structures, which have a blighting influence on the area. Commercial property depth is inadequate to support many of the larger building sizes required by today's retailers and although it is possible to increase the depth of some commercial property, doing so would encroach on existing low density residential development.

Residential uses consist of a mix of single-family homes and sub-standard multiple family structures. There is little or no buffering between residential uses and commercial properties fronting on Federal Highway.

However, there is also tremendous redevelopment potential for the North Federal Highway corridor and is one of the next logical expansions of the downtown revitalization efforts. As a whole, the area is significantly underdeveloped. Vacant properties and buildings provide opportunities for redevelopment and depressed property values make property acquisitions in this area more affordable. Opportunity is evidenced by recent reinvestment in the area with the construction of new housing and commercial businesses.

Given the current trends, it is probable that the Corridor will eventually recover and be redeveloped without much governmental intervention. Major public expenditures downtown have strengthened the entire area and created a positive atmosphere for private investment. It should be the private sector rather than the public sector that is the driving force behind the redevelopment initiative on North Federal Highway. The role of the public sector is to provide direction, remove obstacles, and promote the area.

The purpose of this redevelopment plan is to capitalize on the strengths of the area and eliminate the weaknesses. The North Federal Highway Redevelopment Area can become a premier place to live, work, shop and relax. The missing element is a good plan for the area emphasizing the following basic principals:

- *Reconstruction of North Federal Highway utilizing traditional neighborhood principles to facilitate pedestrian movement and neighborhood connections;*

- *Completion of the road network;*
- *Proper connection of the existing neighborhood to future redevelopment areas;*
- *Creation of new public places;*
- *Encouragement of a greater diversity of uses for commercial development; and,*
- *Improvement of the perceived image and overall physical appearance of the area—
police, code enforcement, neighborhood plans, beautification.*

FUTURE LAND USE

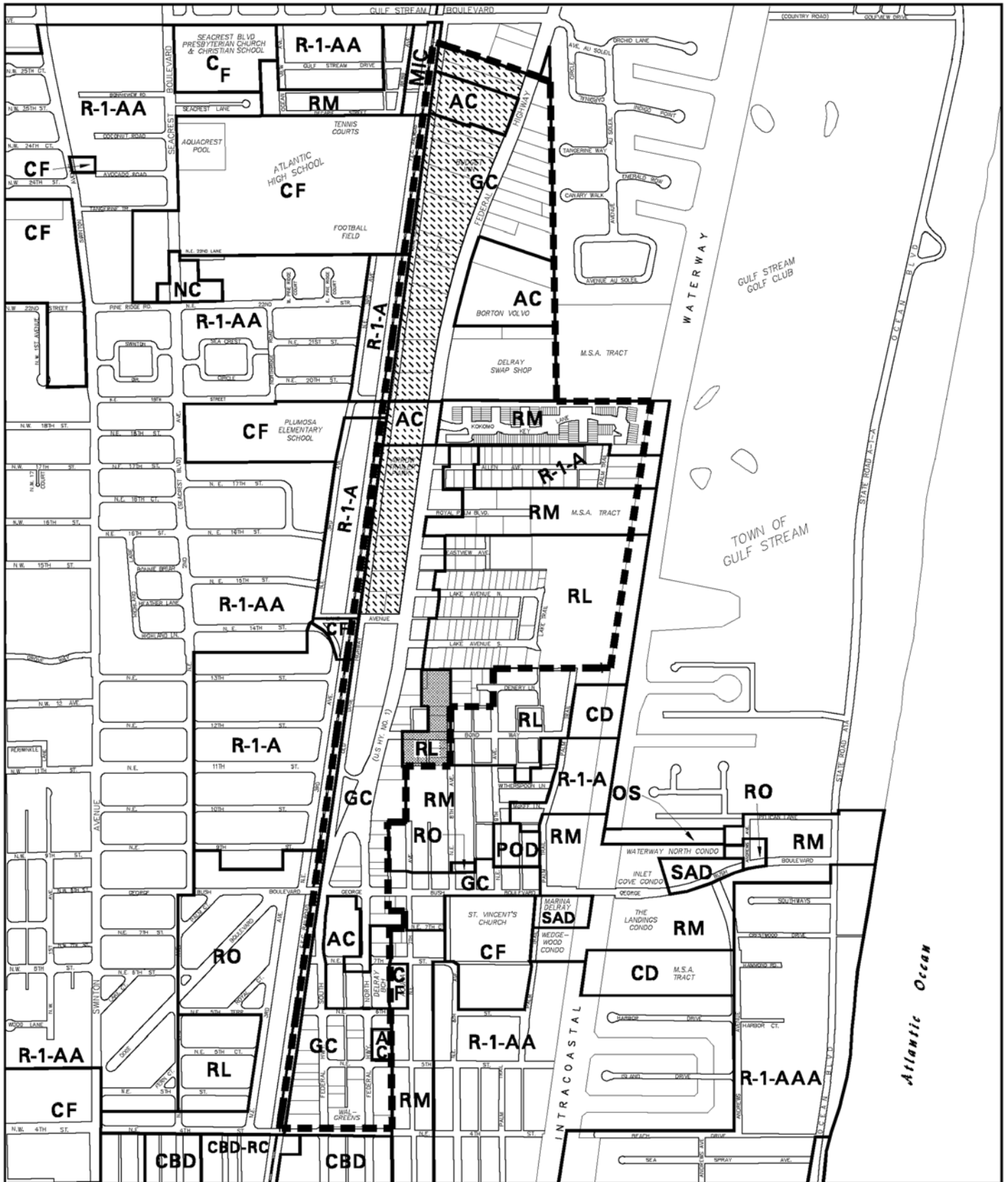
No changes to the FLUM designations are recommended in this Plan. However, the City will continue to study the feasibility of changing the existing commercial areas south of George Bush Boulevard, except existing auto dealerships, from General Commercial to Commercial Core. As the downtown area grows and develops, greater areas may be incorporated into the CBD. Given its proximity to the downtown core, this area is a prime location for future redevelopment projects.

ZONING

Only one change to the current zoning is recommended at this time, involving 8 parcels in the area of Bond Way and NE 8th Avenue to be rezoned from Multiple Family Residential - Medium Density (RM) to Multiple Family Residential - Low Density (RL). RL zoning exists both north and east of this area and seven of the eight parcels to be rezoned are currently developed as single family homes. The proposed Zoning Map for the North Federal Corridor is attached as Figure 8 (page 30). Also, as noted above, the area south of George Bush Boulevard should continue to be evaluated for potential rezoning to CBD.

LAND DEVELOPMENT REGULATIONS

Processing of LDR text amendments made necessary by the Redevelopment Plan will be initiated following the adoption of the Redevelopment Plan. These amendments which are discussed later in this section, include the elimination of the special landscape setback along North Federal Highway except where off-street parking directly abuts the roadway, and reduction of the front building setback.



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PLANNING DEPARTMENT
CITY OF DELRAY BEACH, FL

--- DIGITAL BASE MAP SYSTEM ---

FIGURE 8

**NORTH FEDERAL HIGHWAY
PROPOSED ZONING**

GRAPHIC SCALE

250' 0 1000'

125' 500'

REDEVELOPMENT AREA

OVERLAY DISTRICT

OS-OPEN SPACE RO-RESIDENTIAL OFFICE AC-AUTOMOTIVE COMMERCIAL CD-CONSERVATION DISTRICT NC-NEIGHBORHOOD COMMERCIAL MIC-MIXED INDUSTRIAL & COMMERCIAL	CBD-CENTRAL BUSINESS DISTRICT CF-COMMUNITY FACILITY SAD-SPECIAL ACTIVITIES DISTRICT GC-GENERAL COMMERCIAL POD-PROFESSIONAL OFFICE DISTRICT R-1-(A,AA)-SINGLE FAMILY RESIDENTIAL	RM-MULTIPLE FAMILY RESIDENTIAL (MEDIUM DENSITY) RL-MULTIPLE FAMILY RESIDENTIAL (LOW DENSITY)
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DEPTH OF COMMERCIAL DEVELOPMENT

The depth of most commercial properties in the North Federal Highway area is limited by existing residential neighborhoods, road and railroad rights-of-way, and F.I.N.D. parcels. Commercial developers must make every effort to provide sufficient buffers to ensure compatibility with existing residential areas. Although the Redevelopment Plan does not propose any expansion of the commercial area at this time, expanding the depth to permit planned commercial rather than strip commercial development may be desirable in the future. The City will consider private sector Rezoning and FLUM amendment applications that expand the commercial area to allow larger scale, well planned commercial and mixed-use development.

BUILDING PLACEMENT ON NORTH FEDERAL HIGHWAY

The typical strip center development scenario with parking up front and buildings set toward the back of the lot is designed for the automobile. This arrangement is destination-oriented and does not promote pedestrian movement between businesses along the corridor. Future development of this type is discouraged in the North Federal Highway area. Instead a neo-traditional approach consisting of buildings located closer to the roadway's edge with wide, shade-covered sidewalks, and pedestrian scaled lighting and other street furniture is recommended. Although on-street parking will be located in the front of businesses for convenience, the bulk of the required parking will be located in the rear. This arrangement will promote rather than inhibit pedestrian flow between adjacent businesses. It is also recommended that businesses interconnect their off-street parking lots and enter into cross-parking agreements to share parking. This will provide a more efficient parking system which is more convenient to the customer.

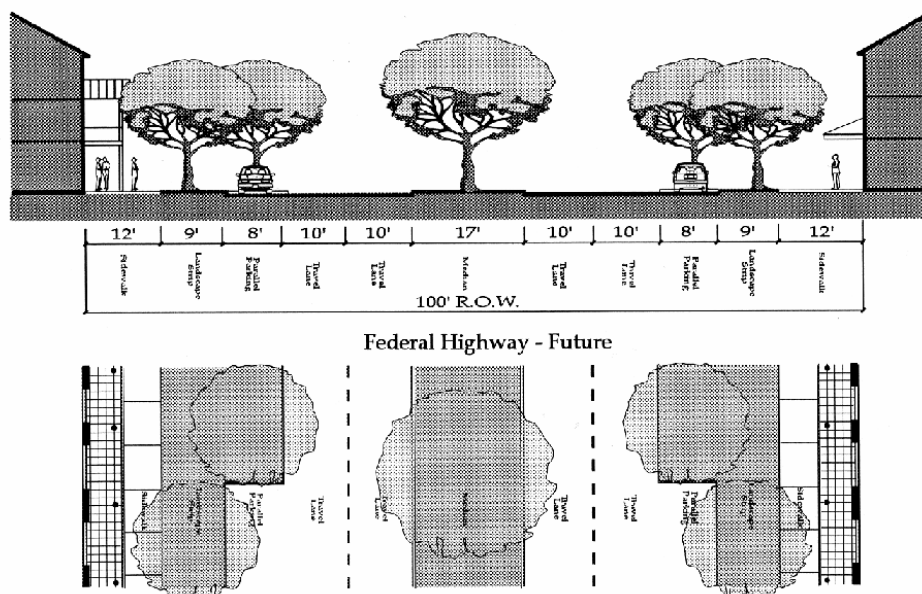


Figure 9: Proposed Roadway Section for North Federal Highway
Source: Dover, Kohl & Partners

As shown in Figure 9, new buildings constructed along North Federal Highway should be placed closer to the edge of the right-of-way and should be at least two stories high. The bottom floors of the buildings along the highway should be for commerce and other non-residential uses. Upper floors should be dominated by offices and residences. Current City regulations require a special landscape setback along North Federal Highway. It is recommended that this setback in the North Federal Area be eliminated from the regulations except where off-street parking directly abuts the roadway. Additionally, the front building setback should be reduced from 10' to 5'. Although the consultant has recommended a 0' front setback as represented in the figure, staff recommends a 5' setback be maintained. This will provide a minimum 10' sidewalk with the existing roadway section and a 17' sidewalk if N. Federal Highway is reconstructed in the future pursuant to the proposed section. It is also recommended that a maximum setback of 15' be adopted with provisions to allow the Site Plan Review and Appearance Board to approve a waiver of the requirement if warranted.

The proposed roadway section for North Federal Highway is maintained within the existing 100' road right-of-way. However, according to the Palm Beach County Roadway Map and the City's Comprehensive Plan, the ultimate right-of-way for Federal Highway is 120'. In 1998, FDOT improvements were completed in the existing 100' right-of-way. Because the 120' width is included in the County and City plans, the City is required to collect additional right-of-way with any development proposal. As further roadway improvements are unlikely in the foreseeable future, additional right-of-way may not be necessary. The City should work with FDOT to reduce the ultimate right-of-way to 100' as soon as possible.

FEDERAL HIGHWAY OVERLAY DISTRICT

The parcels located between Dixie Highway and Federal Highway north of NE 14th Street have a number of unique characteristics. The relatively narrow lot widths, double frontage, proximity to the FEC Railroad corridor, and the relatively light traffic on Federal Highway make commercial development difficult.

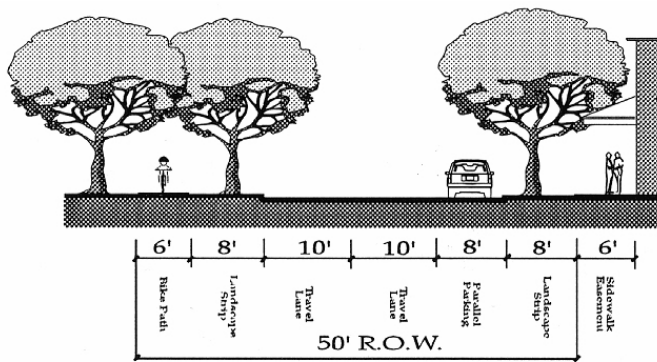
Pursuant to an earlier draft of this Redevelopment Plan, an overlay district was created in this area to allow a mixture of light industrial and more traditional commercial uses. The location of this Overlay District is depicted in Figure 8. It is anticipated that this mixture of uses will provide opportunities for future revitalization of the area. All uses permitted in the GC zoning district are permitted in the overlay district. In addition to those uses, fabrication and/or assembly of manufactured materials or parts for distribution or sale, such as sheet metal, sign shops, glass shops, electronics, cabinet and furniture making; and the wholesaling, storage and distribution of products and materials, other than self-storage facilities are also allowed. These additional uses require approval as Conditional Uses, to ensure compatibility with adjacent areas. They are also required to operate as a part of or in conjunction with a permitted service, retail or business use. Additionally, the light industrial aspect of the business must be operated indoors and oriented toward Dixie Highway. All service areas must be

screened adequately to ensure compatibility with the residential area to the west. Structures in the overlay area must maintain a commercial appearance, regardless of use. Retail and office areas are encouraged to be accessed from Federal Highway.

No applications for this type of development have been submitted since the Overlay District was created in 1996. One problem that has been identified is the poor connection between Dixie Highway and Federal Highway. The plan proposes to improve the roadway network in the area including several new connections between Dixie and Federal, north of NE 14th Street. The lack of awareness of the opportunities for mixed industrial/retail in the area is another problem. The creation of a marketing plan and promotion of this redevelopment plan will help to promote new development.

FEC/DIXIE HIGHWAY CORRIDOR

The appearance of Dixie Highway and the adjacent railroad right-of-way is a problem for the redevelopment of the area. Noise from the railroad is a nuisance for residential and commercial retail properties. There are also a number of dilapidated commercial and residential uses along Dixie Highway that contribute to the blighted conditions in the area.



Old Dixie Highway

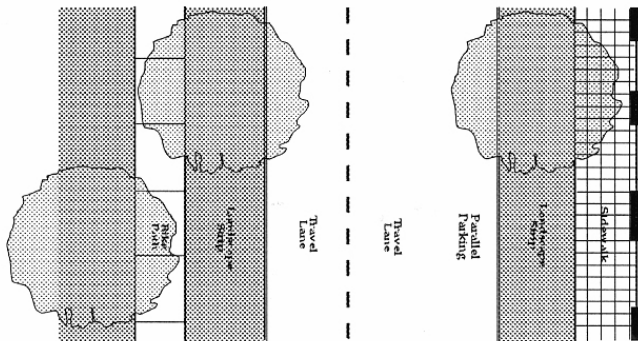


Figure 10: Proposed Section for Old Dixie Highway

Source: Dover, Kohl & Partners

Improving the image of the Dixie Highway corridor will be an important challenge in the revitalization efforts. Proposals for improving the appearance of the Dixie Highway right-of-way include placement of a bike path between the railroad and Dixie Highway, adding street trees on both sides of the road and on-street parallel parking and a sidewalk on the east side of the street. These improvements will encourage the development of commerce uses fronting on Dixie Highway. This part of the plan will require cooperation and approval by the FEC Railroad. A 10' building setback is recommended for those buildings having storefronts facing the roadway. A 10' landscape buffer will be required along Dixie Highway when buildings face Federal Highway to screen rear loading and service areas. This is a long term project that would be undertaken jointly by the City and the CRA.

There are also a number of dilapidated commercial and residential uses along Dixie Highway that contribute to the blighted conditions in the area. Improving the image of the Dixie Highway corridor will be an important challenge in the revitalization efforts. Proposals for improving the appearance of the Dixie Highway right-of-way include placement of a bike path between the railroad and Dixie Highway, adding street trees on both sides of the road and on-street parallel parking and a sidewalk on the east side of the street. These improvements will encourage the development of commerce uses fronting on Dixie Highway. This part of the plan will require cooperation and approval by the FEC Railroad. A 10' building setback is recommended for those buildings having storefronts facing the roadway. A 10' landscape

Improvement of this corridor will also include installation of landscaping along the Railroad to buffer the residential neighborhood on the west side of the tracks. The CRA will use a portion of the tax increment generated by new development and redevelopment of the North Federal Highway corridor for this buffer. The project will include landscaping and irrigation along the railroad between George Bush Boulevard and Gulfstream Boulevard. In order to accomplish these improvements, the CRA must obtain an agreement from the FEC Railroad to place improvements in their right-of-way. Similar agreements are in place in Lantana, Lake Worth, and Boca Raton.

ELIMINATION OF DILAPIDATED STRUCTURES AND PROPERTIES

There are many dilapidated and/or abandoned structures within the redevelopment area. These structures impede the redevelopment effort by creating an image of blight in the area. Although elimination of blighted properties is important to the revitalization of the area, major intervention by the public sector is not recommended. While key properties may be purchased when necessary to accomplish specific objectives or to eliminate an impediment to redevelopment, eminent domain will not play a major role in redevelopment of the corridor. It is the intent of the redevelopment plan to promote private redevelopment. As property values increase, market demand for space and increased rental costs will force marginal uses to locate elsewhere.

If acquisition of properties which have a severe blighting influence on the area becomes necessary, the CRA, subject to available funds, would take the lead in such acquisition. The CRA would, in turn, resell the property to a user who would guarantee redevelopment consistent with the stated goals and objectives of the plan. In some cases the CRA may demolish existing structures and clean up a site. One such problem property that might be targeted is the Arrow Trailer Park.

VEHICULAR TRAFFIC CIRCULATION

Vehicular access is provided to all parcels in the Federal Highway corridor. However, a number of changes will be required to improve the commercial climate along Federal Highway itself, and to help stabilize existing residential neighborhoods.

Federal Highway:

As stated earlier, it is the intent of this Plan that the ultimate right-of-way be reduced from 120' to 100'. Since a major reconstruction project for the roadway was just completed, it is unlikely that the proposed road configuration recommended in this Plan can be accomplished until a major upgrade is needed again. This may take 10-15 years.

Another long term recommendation by the consultant is that the one-way pair of 5th and 6th Avenues be converted to two way traffic flow. The area north of George Bush Boulevard would be reconfigured so that Dixie Highway would flow into 5th Avenue and Federal Highway would flow into 6th Avenue. A connection between Dixie and Federal would be provided north of the existing “International House of Pancakes” building.

One improvement that could be accomplished in the short term is the addition of landscape nodes within the parking lanes along Federal Highway to discourage drivers from using this lane as an additional travel lane. The landscape nodes should be located at roadway intersections to draw attention to the connection as well as to provide a shorter distance for pedestrian crossing. The cost for these landscape nodes will be shared between the City and the CRA. It is recommended that one or more grants be sought to offset the cost.

New Connections to Dixie Highway:

It is recommended that at least two additional roadway connections be constructed between Dixie Highway and North Federal Highway, north of NE 14th Street. This will create more manageable block lengths and improve circulation between the two roadways. Funding for right-of-way acquisition and roadway construction will be the responsibility of the City.

Royal Palm Boulevard:

The pavement for Royal Palm Boulevard currently ends just east of Federal Highway. This roadway is to serve as a secondary entrance for the Estuary townhouse project to be developed on the 17 acre Yake property. The cost of paving this roadway is proposed to be shared by the City, CRA, developers of the Estuary and by the other property owners fronting along the roadway. By providing an alternative means of access to North Federal Highway from the Estuary, the roadway will reduce traffic impacts on the residential neighborhood to the south.

Bond Way:

The residents of the Bond Way area have expressed concerns regarding traffic encroachments into their neighborhood. The major problem cited is excessive through traffic to Federal Highway. This situation has been improved significantly by the closing of the median opening for Bond Way in N. Federal Highway. Some residents maintain that the problem still exists to a lesser degree. 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 consultants recommended that a roundabout be installed at the intersection of Bond Way and NE 8th Avenue. However, this recommendation preceded the closure of the median cut on Federal Highway. Although it appears that the round-about is no longer necessary, the situation should continued to be monitored and if warranted, the roundabout or alternative traffic calming measures should be installed on the street as part of the streetscape improvements.

Other Residential Streets:

Traffic problems within the residential neighborhoods to the east include speeding and lack of observance of stop signs. Additionally, Eastview Avenue, NE 8th Avenue, and Palm Trail dead-end without a proper cul-de-sac or turn-around area. The following measures are recommended to help alleviate the problems associated with vehicular traffic in the neighborhood:

- ❑ Install traffic calming measures, such as divided roadway entrances on selected streets within the neighborhood. Divided entrances are planned as part of the recommended streetscape improvements. The installation of speed humps may be considered at a later date if additional traffic calming is warranted;
- ❑ Reduce the highway feel on local residential streets by removing additional pavement used for on-street parking on all single family homes and multi-family structures where possible;
- ❑ Stricter enforcement of speed limits on local residential streets. Place speed limit signs on westbound Bond Way. Reduce the speed limit from 30 mph to 25 mph on Lake Avenue North and install a 25 mph speed limit sign on Lake Avenue South;
- ❑ Completion of the roadway network to eliminate dead-ends, strengthen street and pathway connections within the neighborhood where appropriate. Initially, only the completion of Royal Palm Boulevard is proposed. Additional roadway connections may be considered if opportunities or needs arise due to additional development or redevelopment within the neighborhoods; and,
- ❑ Installation of turn-around areas at the end of Eastview Avenue, NE 8th Avenue and Palm Trail if feasible.

PEDESTRIAN TRAFFIC CIRCULATION

Although sidewalks exist for all of the commercial areas along Federal Highway and 5th and 6th Avenues, few residential areas in and around the study area have sidewalks.

Lack of sidewalks discourages walking around the neighborhood. The installation of sidewalks is included as part of the overall streetscape program for the neighborhood.

Policy E-3.3 of the Public Facilities Element of the Comprehensive Plan states:

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.

Dead-end streets in the area creates fragmentation of the roadway system within the existing residential neighborhoods. However, the residents do not want the streets to be connected for automobiles, due to concerns with possible traffic problems. A pedestrian system connecting “The Estuary” along the Intracoastal Waterway to the existing neighborhoods and a new neighborhood park is proposed to create a “sense of community”.

RESIDENTIAL NEIGHBORHOOD STABILIZATION

There are three existing residential areas (La Hacienda, Allen Avenue, and Eastview Avenue) in the redevelopment area. A fourth residential area (Bond Way and vicinity) is located to the south and east of the redevelopment area. All of these residential areas contain older housing stock. As a result, some of the residential structures are deteriorating. The area suffers visually from lack of landscaping, poor swale conditions and unpaved driveways.

STREET BEAUTIFICATION

It is recommended that streetscape improvements be made to the residential neighborhoods. The improvements include street trees, new sidewalks, removal of



Figure 11: Proposed Improvements – Lake Avenue South
Source: Dover, Kohl & Partners

illegal on-street parking, and the reconstruction of drainage swales. In addition, an entry feature, designed to promote traffic calming would also be included. Figure 11 is an example of the proposed street beautification.

The homeowners associations should be involved in the location and design of all new facilities. For the three neighborhoods located within the redevelopment area,

funding would be shared by the City, CRA and the property owners. It is recommended that one or more special assessment districts be created which, in turn, would be the legal entity with which the City would create a partnership. The formation of a property improvement district will also 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 drainage swales along the roadways, which by city code are the maintenance responsibility of the abutting property owners, are in poor condition. In most cases, sod has been replaced by gravel, dirt and weeds. Additionally, some swales have been paved to provide on-street parking. Regrading these swales and adding sod and street trees will reduce speeding, discourage on-street parking and improve area drainage.

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

- ❑ Weekly inspections by the associations and annual inspections by the City.
- ❑ Swale maintenance education for homeowners and tenants conducted by the associations.
- ❑ Mowing and clean-up by the associations when property owners fail to do so.
- ❑ Code enforcement action by the City when necessary.

A breakdown of project costs for the improvements is included in Table 6, page 41. If the cost of the improvements were assessed on a linear foot basis over a 10-year period, the annual cost to property owners within the three neighborhoods in the redevelopment area would be \$89 for a 50' wide lot, and \$133 for a 75' wide lot.

The fourth residential neighborhood including Bond Way is located outside the redevelopment area. This neighborhood was considered a part of the study area by the consultants and is also recommended for streetscape improvements. However, since it is located outside the Community Redevelopment Area, the CRA is unable to share in the cost of improvements. Therefore, either the City, the homeowners, or both would have to pay a greater percentage of the improvement costs.

STREET LIGHTING

The City, in cooperation with Florida Power and Light, recently increased the intensity of the street lights on North Federal Highway. The installation of additional street lighting in the adjacent neighborhoods can be accomplished by Florida Power and Light at no cost to the City. The City would, however, have to accept responsibility for the

costs of operating the lights. Requests for improved lighting are handled on a case-by-case basis as problems are reported to the Public Works Division.

This Plan recommends that the adjacent residential neighborhoods along the North Federal Highway corridor participate in the CRA residential post-light program. Under this program, the CRA shares the cost with individual property owners to install a decorative post light in their front yard. Photo cells are installed in each fixture to ensure that the lights are activated each night. These lights improve security in the neighborhood by filling in the dark spots between street lights. It is estimated that the fixture and installation would cost between \$400 and \$500 per light. 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 one-half the cost with the CRA paying the balance.

NEIGHBORHOOD PARK

There are no neighborhood parks currently located in the North Federal Highway area. The nearest recreation areas are Plumosa Elementary School, Atlantic High School, Veteran's Park, and the public beach. During the planning process, the City explored the possibility of including a neighborhood park in the study area, but residents did not support it because it would attract outsiders into the neighborhood. Therefore, any future public park in the area would have to be located on the fringe of the neighborhood with convenient access from Federal Highway. The most likely location is between Eastview Avenue and Royal Palm Boulevard. Vacant property exists in this area which could be acquired for a small neighborhood park. If the neighborhood supports this concept, the CRA should attempt to acquire a suitable site as soon as possible before property values start to escalate in response to the redevelopment initiative.

The City-owned Donnelly Tract, located on Palm Trail and the Intracoastal Waterway, is a preservation area and is to remain passive. Some improvements which preserve the area in its natural state but allow visitors access, such as a boardwalk, may be possible in the future.

ALLEYWAYS

Neighborhood residents have expressed concerns regarding the disposition of existing alleyways within the neighborhood. These alleys are currently unimproved and are being utilized as part of the side and rear yards by adjacent property owners. There is a concern that if these alleys were to be improved, it would provide a place for people to loiter and increase the potential for crime in the area. Since the city does not have any plans to improve the alleys, it is recommended that the city initiate their abandonment. The City is currently conducting a citywide alleyway study to determine what paving and utility improvements are in place and which alleys should be abandoned.

CITY ENTRANCE SIGNAGE

The North Federal Highway corridor is one of the principal gateways into the City of Delray Beach. The City maintains a “Welcome to” monument where Federal Highway splits into NE 5th Avenue and NE 6th Avenue, just north of George Bush Boulevard. The placement of that monument symbolically separates the study area from the rest of the City. The existing monument should be reworded to welcome visitors to Downtown. An additional sign should be installed further to the north near the entrance to the City. The City of Boynton Beach has such a sign located in the median just north of Gulfstream Boulevard.

POLICE SUB-STATION

The Police Department has initiated a number of programs intended to reduce crime problems in the study area and surrounding 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 Police and residents. 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. Police sub-stations are often used to strengthen the tie between the police and the neighborhoods they patrol. It is recommended that a sub-station be established within the study area.

IMPLEMENTATION

Following the adoption of this plan, amendments to the Land Development Regulations and rezonings required to implement the Plan will occur.

The City and Community Redevelopment Agency should begin to meet with neighborhood residents to discuss the provisions of the Plan and gather support for the Special Assessment Districts.

The CRA’s Community Redevelopment Plan will also need to be revised to include the projects and programs included in this Plan. Since the capital improvements included in the Plan are not currently included in the 5-Year Capital Improvement Schedule of the City’s Comprehensive Plan or the CRA’s Community Redevelopment Plan, these schedules will have 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. The

City and CRA will meet with the property owners in the neighborhoods to discuss the design, schedule and cost of the planned improvements.

LAND ACQUISITION

As funds accrue from the tax increment created by new development, the CRA will have funding available for acquisition of dilapidated properties in the study area. Use of condemnation for acquisition of dilapidated properties will be kept at a minimum, but may be used to eliminate problem properties. Acquisition of parcels will be prioritized according to their condition and accomplished as funding becomes available.

FUNDING SOURCES

The City and CRA will provide whatever support is available to assist in the implementation of this Redevelopment Plan. Funding for some public improvements may be available from the City or through the CRA's tax increment generated by new development and redevelopment in the N. Federal Highway corridor. Other improvements will be financed in part through the establishment of one or more special assessment districts created pursuant to the Plan.

Preliminary cost estimates for improvements included in this plan are provided in the following Table:

Table 6
North Federal Highway Redevelopment Plan
Preliminary Cost Estimates

ITEM	UNITS	QUANTITY	UNIT COST	TOTAL COST
I. F.E.C. Rail Corridor Beautification				
6,400 Linear Feet				
Trees (30' O.C.)	each	214	\$ 200.00	\$ 42,800.00
Hedge (3' O.C.)	each	2,134	\$ 8.00	\$ 17,072.00
Irrigation	L.F.	6,400	\$ 10.00	\$ 64,000.00
Landscape Feature Nodes (500 Sq. Ft.)	each	6	\$ 2,000.00	\$ 12,000.00
Survey, Design (10%)				\$ 13,587.00
TOTAL				\$ 149,459.00
II. Streetscape - North & South Lake Avenues				
1,800 Linear Feet Roadway (3,600 L.F. Both Sides)				
Sidewalks (4" concrete)	Sq. Ft.	14,250	\$ 2.50	\$ 35,625.00
Sidewalks (6" through driveways)	Sq. Ft.	3,750	\$ 3.50	\$ 13,125.00
Reconstruct Driveway Aprons/Parking	Sq. Ft.	8,250	\$ 3.50	\$ 28,875.00
Trees (50' O.C.)	each	74	\$ 200.00	\$ 14,800.00
Sod/Regrade 11' Swales	Sq. Ft.	31,350	\$ 0.50	\$ 15,675.00
Entry Features/Signage	each	2	\$ 20,000.00	\$ 40,000.00
Irrigation	L.F.	2,850	\$ 10.00	\$ 28,500.00
Survey, Design, Engineering (10%)				\$ 17,660.00
TOTAL				\$ 194,260.00

ITEM	UNITS	QUANTITY	UNIT COST	TOTAL COST
III. Streetscape - Eastview Avenue				
475 Linear Feet Roadway (950 L.F. Both Sides)				
Sidewalks (4" concrete)	Sq. Ft.	4,270	\$ 2.50	\$ 10,675.00
Sidewalks (6" through driveways)	Sq. Ft.	480	\$ 3.50	\$ 1,680.00
Reconstruct Driveway Aprons/Parking	Sq. Ft.	768	\$ 3.50	\$ 2,688.00
Trees (50' O.C.)	each	20	\$ 200.00	\$ 4,000.00
Sod/Regrade 8' Swales	Sq. Ft.	6,832	\$ 0.50	\$ 3,416.00
Entry Features/Signage	each	1	\$ 20,000.00	\$ 20,000.00
Irrigation	L.F.	854	\$ 10.00	\$ 8,540.00
Survey, Design, Engineering (10%)				\$ 5,100.00
TOTAL				\$ 56,099.00
IV. Streetscape - Allen Avenue				
1,200 Linear Feet Roadway (2,400 L.F. Both Sides)				
Sidewalks (4" concrete)	Sq. Ft.	9,500	\$ 2.50	\$ 23,750.00
Sidewalks (6" through driveways)	Sq. Ft.	2,500	\$ 3.50	\$ 8,750.00
Reconstruct Driveway Aprons/Parking	Sq. Ft.	4,000	\$ 3.50	\$ 14,000.00
Trees (50' O.C.)	each	50	\$ 200.00	\$ 10,000.00
Sod/Regrade 8' Swales	Sq. Ft.	15,200	\$ 0.50	\$ 7,600.00
Entry Features/Signage	each	1	\$ 20,000.00	\$ 20,000.00
Irrigation	L.F.	1,900	\$ 10.00	\$ 24,000.00
Survey, Design, Engineering (10%)				\$ 10,810.00
TOTAL				\$ 118,910.00
V. Streetscape – Bond Way (Outside Redevelopment Plan Area)				
1,200 Linear Feet Roadway (2,400 L.F. Both Sides)				
Sidewalks (4" concrete)	Sq. Ft.	9,500	\$ 2.50	\$ 23,750.00
Sidewalks (6" through driveways)	Sq. Ft.	2,500	\$ 3.50	\$ 8,750.00
Reconstruct Driveway Aprons/Parking	Sq. Ft.	4,000	\$ 3.50	\$ 14,000.00
Trees (50' O.C.)	each	50	\$ 200.00	\$ 10,000.00
Sod/Regrade 8' Swales	Sq. Ft.	15,200	\$ 0.50	\$ 7,600.00
Entry Features/Signage	each	1	\$ 20,000.00	\$ 20,000.00
Irrigation	L.F.	1,900	\$ 10.00	\$ 24,000.00
Survey, Design, Engineering (10%)				\$ 10,810.00
TOTAL				\$ 118,910.00
VI. Landscape Nodes – North Federal Highway				
30' Landscape Node with Landscaping	each	20	\$ 5,000.00	\$ 100,000
TOTAL				\$ 100,000
VII. 3 New Roadway Connections Between Dixie and Federal Highway – 1000 L.F.				
Property Acquisition for right-of-way (60')	Sq. Ft.	60,000	\$ 5.00	\$300,000.00
Construction (24' pavement w/ swales)	L.F.	1,000	\$ 80.00	\$ 80,000.00
Sidewalks (4" concrete)	Sq. Ft.	10,000	\$ 2.50	\$25,000.00
TOTAL				\$ 405,000.00
Grand Total				\$ 1,142,638.00