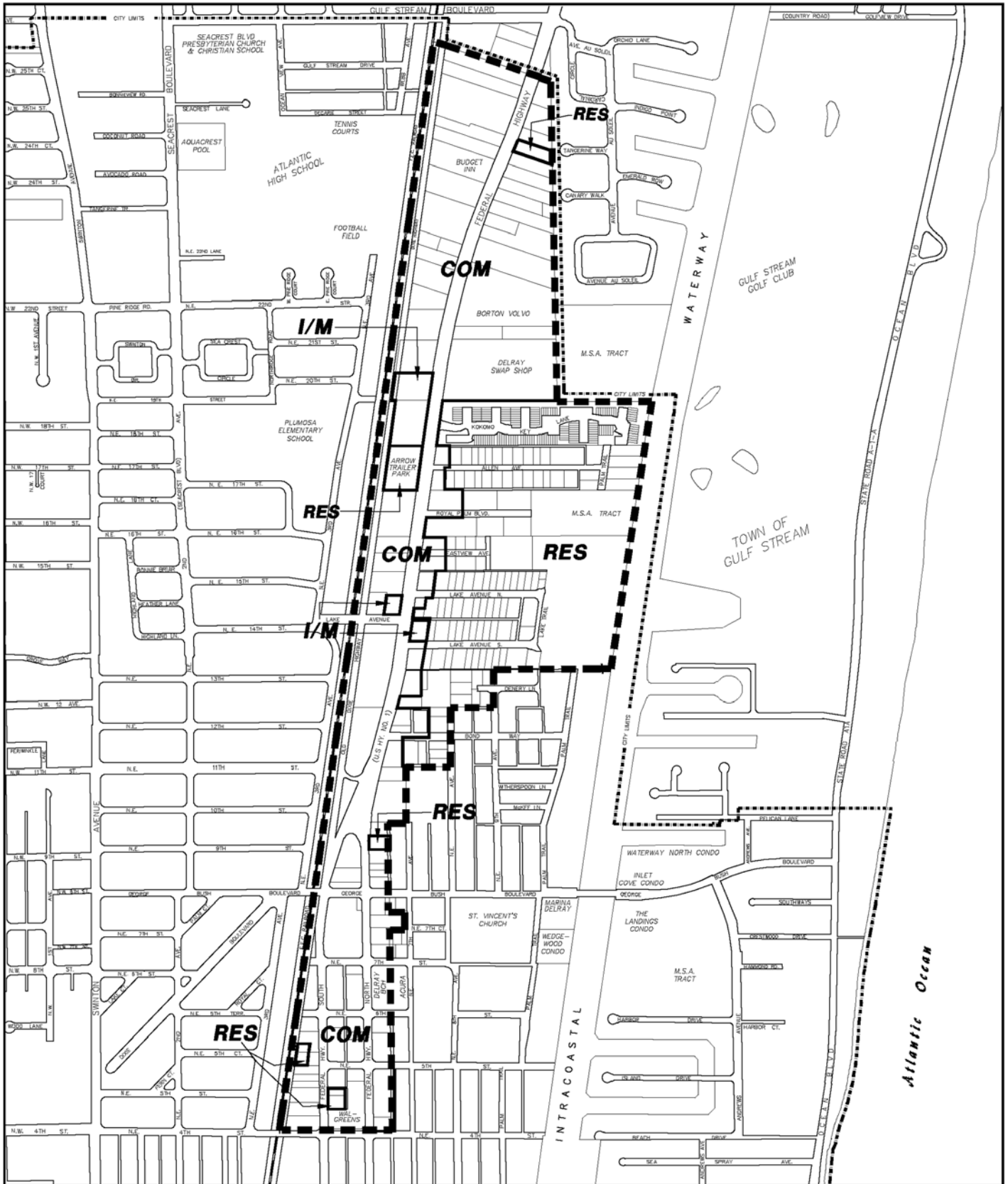

Existing Conditions



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PLANNING DEPARTMENT
CITY OF DELRAY BEACH, FL

-- DIGITAL BASE MAP SYSTEM --

FIGURE 2

NORTH FEDERAL HIGHWAY GENERALIZED EXISTING LAND USE

RES—RESIDENTIAL COM—COMMERCIAL I/M—INDUSTRIAL(MANUFACTURING)

GRAPHIC SCALE

250' 0 1000'

125' 500'

CITY LIMITS ·········

REDEVELOPMENT AREA - - - - -

INTRODUCTION

This section of the Plan describes the North Federal Highway Corridor in terms of the factors that affect development potential and quality of life in the area. It contains a brief description of the existing land uses, zoning, and Future Land Use designations in the area, as well as traffic conditions, infrastructure and crime problems.

DATA COLLECTION

The CRA has compiled a database of all properties within the Study Area. The information in the database includes the property control number, property area, property ownership, building area in square feet, occupancy information, existing land use, use of the property by Standard Industrial Classification (S.I.C.) code, existing parking and assessed value. The following land use and other property information is based on this database.

EXISTING LAND USES

There are approximately 143 acres (not including road rights-of-way) in the Study Area. Corridor development is focused on commercial properties fronting Federal Highway, but the area also contains pockets of deteriorating residential structures, and several large vacant parcels. The residential portion of the Study Area consists of several subdivisions on the east side of Federal Highway, containing a mix of single family and multiple family structures. Several industrial uses and a number of vacant parcels and structures are distributed throughout the area. The “*Generalized Existing Land Use Map*,” (Figure 2, page 7) shows the distribution of the commercial and residential uses in the area and Table 1, below gives a breakdown of these uses by type.

Table 1
Existing Land Uses in the North Federal Highway Corridor

| Land Use | # of Parcels | Acres | Land Area (Sq. Ft.) | % Land Area | Bldg. Area (Sq. Ft.) | % Bldg. Area |
|----------------------|-------------------------|--------------|--------------------------------|------------------------|---------------------------------|-------------------------|
| Auto Repair/Gas | 18 | 4.51 | 196,620 | 3.16% | 36,373 | 6.65% |
| Industrial | 5 | 3.33 | 144,960 | 2.33% | 42,428 | 7.75% |
| Mobile Home Park | 1 | 1.80 | 78,371 | 1.26% | 1,426 | 0.26% |
| Motels | 4 | 3.58 | 156,108 | 2.51% | 13,533 | 2.47% |
| Multi Family | 20 | 15.80 | 688,447 | 11.08% | 41,016 | 7.50% |
| Mixed Commercial | 10 | 5.17 | 225,418 | 3.63% | 51,909 | 9.49% |
| New Car Sales | 6 | 8.09 | 352,555 | 5.67% | 55,116 | 10.07% |
| Office | 16 | 4.76 | 207,373 | 3.34% | 35,208 | 6.43% |
| Parking/Auto storage | 2 | 0.92 | 40,043 | 0.64% | 0 | 0% |
| Restaurant | 12 | 6.54 | 284,994 | 4.59% | 23,135 | 4.23% |
| Retail | 35 | 24.84 | 1,082,193 | 17.41% | 130,146 | 23.78% |
| Services | 4 | 0.91 | 39,527 | 0.64% | 9,841 | 1.80% |

| Land Use | # of Parcels | Acres | Land Area (Sq. Ft.) | % Land Area | Bldg. Area (Sq. Ft.) | % Bldg. Area |
|-----------------|-------------------------|---------------|--------------------------------|------------------------|---------------------------------|-------------------------|
| Single Family | 93 | 23.06 | 1,004,422 | 16.16% | 98,386 | 17.98% |
| Storage | 2 | 1.25 | 54,550 | 0.88% | 4,809 | 0.88% |
| Used Car Sales | 3 | 2.41 | 104,810 | 1.69% | 3,883 | 0.71% |
| Vacant Lots | 37 | 35.69 | 1,554,739 | 25.02% | 0 | 0% |
| TOTALS | 268 | 142.66 | 6,215,130 | 100% | 547,209 | 100% |

COMMERCIAL ACTIVITIES

The commercial portion of the study area contains a mix of retail, office, service, industrial, and residential uses. The area south of George Bush Boulevard contains a concentration of automobile related uses, while general retail and service uses are predominant north of George Bush Boulevard. A large proportion of the retail uses within the area have some or all of their inventory in second hand merchandise. A number of restaurants are scattered throughout the area. Table 2, below, gives a breakdown of these uses by type.

Table 2
Existing Non-Residential Uses in the
North Federal Highway Corridor

| <u>Land Use</u> | <u>Number</u> | <u>%</u> |
|-------------------------|----------------------|-----------------|
| General Retail | 23 | 18.11% |
| Retail (2nd Hand) | 15 | 11.81% |
| Auto Sales (New) | 3 | 2.36% |
| Auto Sales (Used) | 3 | 2.36% |
| Gas Station/Auto Repair | 14 | 11.02% |
| Restaurant | 10 | 7.87% |
| Service | 15 | 11.81% |
| Storage | 1 | 0.79% |
| Office | 15 | 11.81% |
| Industrial | 2 | 1.57% |
| Motel | 3 | 2.36% |
| Vacant | 23 | 18.11% |
| Total | 127 | 100% |

FUTURE LAND USE MAP AND ZONING

The Future Land Use Map (FLUM) and Zoning Map specify the land uses, type and specific uses that are permitted on a parcel. These, along with the Land development regulations, which deal with spatial relationships of improvements, are the primary tools by which the City regulates development within its boundaries.

FUTURE LAND USE

Several Future Land Use Map designations apply within the study area. Low Density Residential, Medium Density Residential, General Commercial, Transitional, and Conservation FLUM designations 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 3 (page 11). The following paragraphs describe the FLUM Designations shown on this map.

Low Density Residential

A part of one existing single family residential neighborhood (Allen Avenue) in the Study area is designated as Low Density Residential on the City’s Future Land Use Map. This designation allows residential development at densities of less than 5 units per acre. All residential zoning districts, except RM (Medium Density Residential) are consistent with the Low Density Residential FLUM designation, including R-1A (Single Family), RL (Low Density Residential), and PRD (Planned Residential Development). 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 and RL zoning districts.

Medium Density Residential

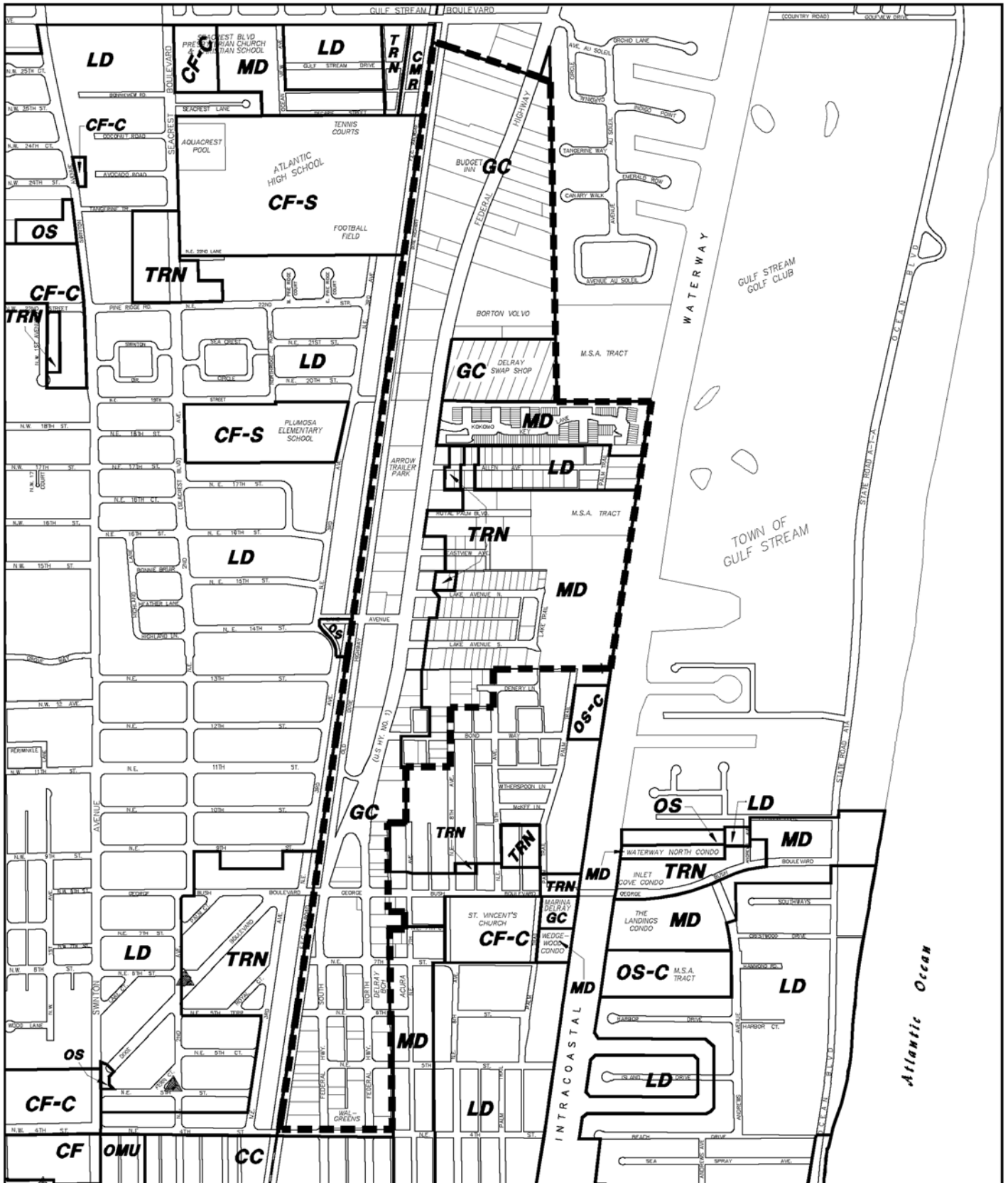
The remaining residential properties in the study area are designated as Medium Density Residential on the City’s Future Land Use Map. This designation permits residential units at densities of 5-12 units per acre. All residential zoning districts, including those consistent with Low Density Residential, are consistent with the Medium Density Residential FLUM designation. The residential units may be single family, duplex, multiple family, or townhouse.

General Commercial

The General Commercial Land Use designation is applied to parcels that have frontage on Federal Highway, Dixie Highway, and/or George Bush Boulevard. All commercial zoning districts (except CBD) are consistent with General Commercial FLUM designation.

Transitional

The Transitional FLUM designation is often used for an area of intermediate intensity between commercial uses and residential uses. Zoning designations which accommodate office uses, medium density residential uses, and very limited commercial uses are consistent with the Transitional Land Use designation. The Transitional designation is applied to a few small parcels located to the rear of existing commercial uses in the study area.



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PLANNING DEPARTMENT
CITY OF DELRAY BEACH, FL

-- DIGITAL BASE MAP SYSTEM --

FIGURE 3

**NORTH FEDERAL HIGHWAY
FUTURE LAND USE MAP (F.L.U.M.)**

| | | | |
|---|---|--|--|
| <p>OS—OPEN SPACE OS-C —OPEN SPACE (CONSERVATION AREA)</p> | <p>LDR—LOW DENSITY RESIDENTIAL MDR—MEDIUM DENSITY RESIDENTIAL</p> | <p>TRN—TRANSITIONAL CC—COMMERCIAL CORE GC—GENERAL COMMERCIAL</p> | <p>CF—COMMUNITY FACILITY CF-C —COMMUNITY FACILITY (CHURCHES)</p> |
|---|---|--|--|

GRAPHIC SCALE

250' 0 1000'

125' 500'

REDEVELOPMENT AREA — — — — —

ZONING

There are five zoning designations currently applied within the North Federal Highway Corridor:

- RM (Medium Density Residential);
- RL (Low Density Residential);
- R-1-A (Single Family Residential);
- GC (General Commercial); and,
- AC (Automotive Commercial)

The zoning designation assigned to a parcel is an important factor in its development potential. Zoning establishes the uses allowed as well as setbacks, height limits, and other development standards for structures on the parcel. District locations are shown on the “*Existing Zoning Map*,” (Figure 4, page 13). The following paragraphs briefly describe the zoning districts that are applied within the study area.

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 furthers the goals of Goal Area "C" of the Housing Element of the Comprehensive Plan. These goals include: provision of a variety of housing types, provision of affordable housing for moderate and middle income families, particularly first time home buyers, and meeting the housing needs of low and moderate income families.

RL (Multiple Family Residential - Low Density)

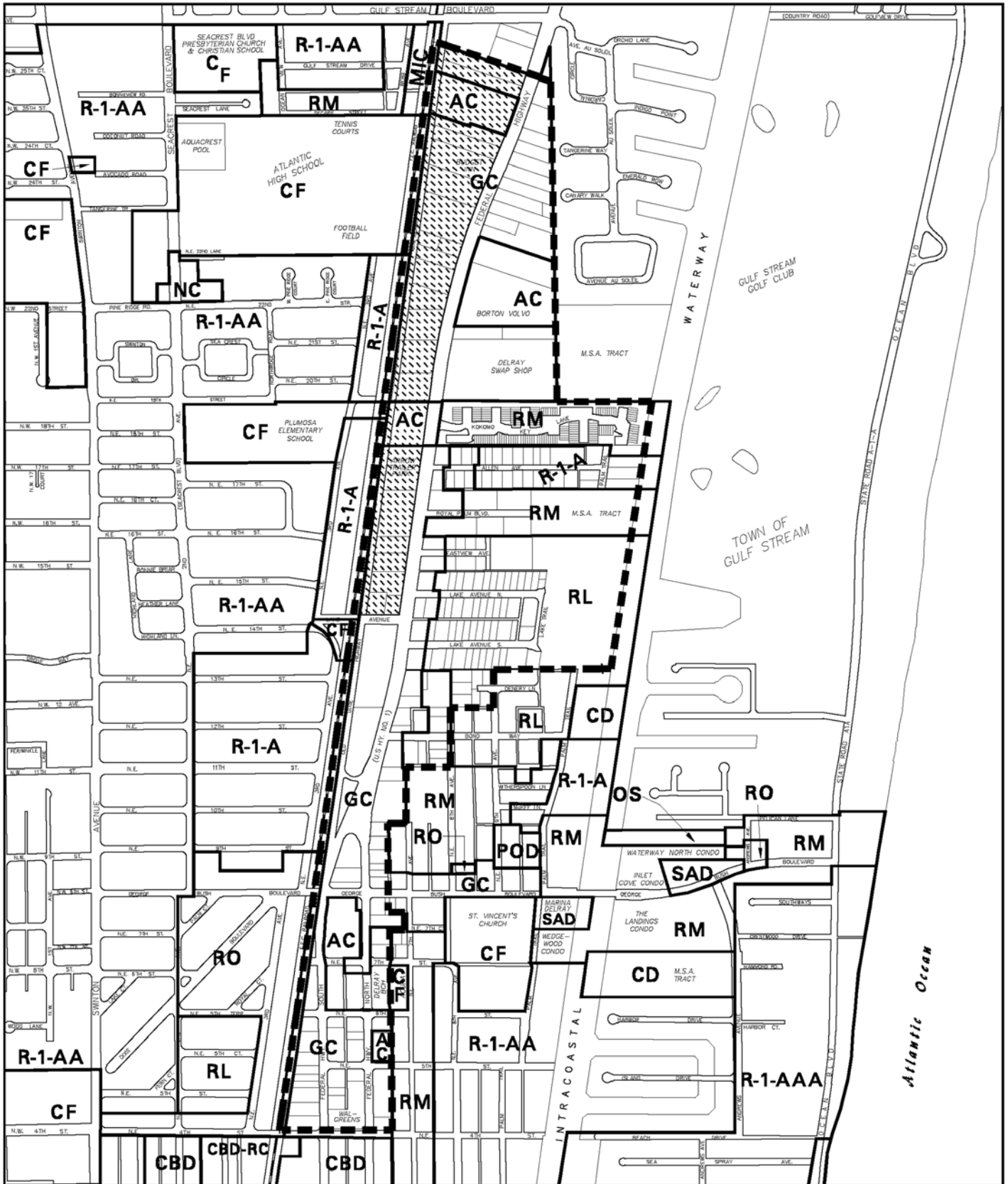
The RL district allows a variety of housing types at densities of up to 6 units per acre. Like RM, the district furthers the goals of Goal Area "C" of the Housing Element of the Comprehensive Plan.

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, R-1-A accommodates some non-residential uses (churches and daycare facilities) as conditional uses. The R-1-A designation is applied to the residential area on Allen Avenue.

GC (General Commercial)

The GC district is intended for small parcels of land that are suited to small scale retail, service, and office uses. Most of the land adjacent to North Federal Highway in the study area is designated GC.



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PLANNING DEPARTMENT
CITY OF DELRAY BEACH, FL

-- DIGITAL BASE MAP SYSTEM --

FIGURE 4

**NORTH FEDERAL HIGHWAY
EXISTING ZONING**

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

GRAPHIC SCALE

250' 0 1000'

125' 500'

REDEVELOPMENT AREA

OVERLAY DISTRICT

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 several areas of the corridor with frontage on Federal Highway. Three larger sites support four new car dealerships while the balance contain small used car sales and auto service uses.

POPULATION AND DEMOGRAPHICS

The most recent demographic data available for the study area are from the 1990 United States Census of Population. In 1990, the area had approximately 125 housing units with a total population of 240 persons. There were 52 children (21.7%) and 188 (78.3%) adults.

INFRASTRUCTURE

TRAFFIC AND TRANSPORTATION

Traffic Counts

The Palm Beach County Engineering and Public Works Dept. and the Metropolitan Planning Organization of Palm Beach County maintain traffic counts on all State and County Roads. Within the general area, counts are available for Federal Highway, George Bush Boulevard, and Gulfstream Boulevard. Federal Highway is the most heavily traveled roadway segment in the area with approximately 20,161 average daily trips (ADT) (1998 count). This figure is well below its design capacity of 29,400 ADT. Loss of the tourist market, marginal business and blighted conditions have resulted in declining traffic volumes for the North Federal Highway corridor. In fact, traffic volumes have dropped nearly 14% since 1990.

Federal Highway and FDOT

Since Federal Highway is a State highway through the study area, maintenance and improvements in the right-of-way are carried out by the Florida Department of Transportation (FDOT). FDOT installed a number of improvements along North Federal Highway in 1997 and 1998. Those improvements consisted of the addition of bicycle lanes, resurfacing and the reconfiguration of median cuts to provide for smoother traffic flow in the area. On-street parking was retained in the area.

Condition of Streets

Generally, streets in the study area are in good condition. Local streets in the La Hacienda subdivision were resurfaced in 1993. Federal Highway was resurfaced with the FDOT improvements (1998). There are a few substandard conditions with the

existing street system. Eastview Avenue, NE 8th Avenue, and Palm Trail dead-end without a proper cul-de-sac or turn-around area and Royal Palm Boulevard is currently unimproved. Proposed improvements to the existing street system will be discussed in the Redevelopment Plan section of this report.

Alleyways

A few alleys exist in the North Federal Highway area and most are unimproved. Within the residential areas, property owners use the unimproved alleys as part of their backyards and there are many encroachments into the right-of-ways. It is unlikely that paving of these alleys will be required to serve new development in the area. Since the City does not have plans for improving these alleyways, they should be considered for abandonment in order to return the property to adjacent property owners.

Public Transportation

Mass transit in the North Federal Highway area is provided by Palm Tran. The City of Delray Beach is served by five Palm Tran Bus routes. Although only one of these routes (Route 1) has stops on North Federal Highway, transfer locations along the route give passengers access to a number of destinations within Palm Beach County. Bus Stops are conveniently spaced along the corridor with 8 stops northbound and 5 southbound. Buses run from 6:00 AM to 9:00 PM on weekdays with a 30 minute headway, 7:30 AM to 7:30 PM on Saturday and 9:30 AM to 5:00 PM on Sunday, both with a 60 minute headway.

WATER AND SANITARY SEWER SERVICE

Water service is provided by the City throughout the study area. The primary service is via an 8" main located in Federal Highway. A network of 6" and 8" mains distribute water to all properties in the study area. The existing mains are adequate to provide service for existing as well as anticipated development. Figure 5 (page 16) shows the existing water service network in the area.

Sewer service is provided to the area by the City, in conjunction with the South Central Regional Waste Water Treatment and Disposal Board. A network of sanitary sewer mains serves most parcels in the area. Extensions of the existing mains may be required for the development of some vacant parcels. Figure 6 (page 17) shows the existing sanitary sewer service network in the area.

According to the Comprehensive Plan, the City's water treatment plant and the South Central Regional Wastewater Treatment facility will both be operating under capacity at build-out. The provisions of this Redevelopment Plan will not significantly increase the overall demand for water and sewer service in the City, therefore, adequate sanitary sewer and water treatment capacity will be available to serve the study area at build-out.

STORM WATER COLLECTION

The City adopted a Stormwater Master Plan in 1993 (revised in 1994). The plan identifies the storm drainage level of service (LOS) in all areas of the City and identifies locations requiring improvements. Storm drainage for Federal Highway is provided by a series of catch basins leading to a 54" storm sewer that outfalls into a drainage ditch connected to the Intracoastal Waterway. The drainage Level of Service within the study area is "C". No drainage problems or required drainage improvements are identified for Federal Highway.

The area east of Federal Highway does not have positive drainage, however, overland flow and infiltration appear to be adequate to curtail major problems. A large undeveloped parcel, adjacent to the Intracoastal Waterway (Yake Property), currently receives run-off from adjacent residential subdivisions to the west. A new 82-unit townhouse project was recently approved on this Property. The project, known as "The Estuary", included catch basins in adjacent rights-of-way and adequate retention ponds to accommodate the existing off-site sheet flow.

ELECTRICAL AND TELEPHONE DISTRIBUTION

Existing Service:

Telephone and electrical service are available within the study area from existing lines located in road and alley rights-of-way. Although no deficiencies or required upgrades are noted at this time, the visual appearance of overhead utility lines is degrading to the appearance of the area. Many residents and business owners have expressed concerns regarding street lighting in the area. The City in cooperation with Florida Power and Light recently increased the intensity of the street lights on North Federal Highway. Request for improved neighborhood lighting can also be handled on a case-by-case basis as problems are reported to Public Works.

FIRE PROTECTION

Fire protection is provided from Station #2, located on Andrews Avenue, just north of Atlantic Avenue. Back-up service is provided from Station #1 on Atlantic Avenue and Station #4 on Lake Ida Road. The existing stations provide adequate service to the study area with a 5 to 6 minute response time. The City will monitor fire protection for the area as new development is proposed. Fire hydrants are distributed throughout the study area. LDR requirements for hydrant spacing are a maximum of 500 feet in residential areas, 400 feet in multi-family residential areas, and 300 feet in commercial areas. Those spacing requirements are met for most of the area. Additional hydrants may be required with development of vacant portions of the study area.

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 five grids (10, 50, 80, 250, and 260). The crime statistics shown in Table 3 are compiled from the statistics for those five grids which represent approximately 2.5% of the total city area. While they do contain properties outside the study area, these grids are primarily made up of properties within the area.

The statistics include five categories: Part-1 Property Crimes, Part-1 Persons Crimes, Narcotics Arrests, Nuisance Incidents, and Suspicious Incidents. Part-One Property Crimes includes arrests for auto theft, burglary, and larceny. Part-One Persons crime includes arrests for homicides, assault and battery, sex crimes, and robbery. Narcotics Arrests include all arrests for drug offenses. Nuisance Incidents are reports of activities such as unlawful assembly, noise, disorderly conduct and intoxication, and unlawful discharge of a firearm. Suspicious Incidents include trespassing, loitering, and prostitution reports.

Table 3
North Federal Highway Corridor
Incident Calls by Type: 1995-1997

| Crime Type | 1995 | | 1996 | | 1997 | |
|------------------------|--------------|---------------|-------------|---------------|-------------|---------------|
| | Number | % of Citywide | Number | % of Citywide | Number | % of Citywide |
| Part-1 Property Crimes | 274 | 4.6% | 208 | 3.8% | 247 | 4.5% |
| Part-1 Persons Crimes | 21 | 3.4% | 26 | 2.5% | 13 | 1.4% |
| Narcotics Arrests | 14 | 4.9% | 2 | 2.4% | 1 | 2.0% |
| Nuisance Incidents | 63 | 9.0% | 96 | 4.0% | 172 | 5.1% |
| Suspicious Incidents | 274 | 5.7% | 240 | 5.4% | 340 | 5.2% |
| Traffic Related Calls | 672 | 5.7% | 764 | 5.9% | 949 | 4.9% |
| Totals | 1,318 | 5.4% | 1336 | 5.1% | 1722 | 4.8% |

Source: City of Delray Beach Police Department, 1998

Crime in the area increased significantly between 1995 and 1997. However, Serious crimes including Part-1 crimes and Narcotics Arrests decreased in that time. Nuisance Incidents, Suspicious Incidents and Traffic Related Calls all increased. Unfortunately, it is these types of activities which contribute to the area's negative image and effect the quality of life for its residents. The numbers indicate that the area continues to have a problem with these "quality-of-life" crimes. It is also significant to note that these five grids, which contain only 2.5% of the city's total area, account for twice that percentage of police incident calls.