



North Federal Highway Redevelopment Plan

Adopted by the City Commission
March 16, 1999

City of Delray Beach
Delray Beach Community Redevelopment Agency

North Federal Highway Redevelopment Plan

Prepared by:

**The City of Delray Beach
Planning and Zoning Department**

in conjunction with

The Delray Beach Community Redevelopment Agency

We gratefully acknowledge contributions made by:

**The Treasure Coast Regional Planning Council
Dover, Kohl & Partners, Town Planning**

Special Thanks to:

The Participants of the 1997 North Federal Planning Charrette

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TABLE OF CONTENTS

| | |
|--------------------------------|----|
| EXECUTIVE SUMMARY | vi |
|--------------------------------|----|

INTRODUCTION

| | |
|--|---|
| The Study Area | 1 |
| History Of The North Federal Highway Corridor..... | 1 |
| Purpose Of The Redevelopment Plan | 3 |
| The Planning Process | 5 |

EXISTING CONDITIONS

| | |
|--|----|
| Introduction | 8 |
| Data Collection..... | 8 |
| Existing Land Uses | 8 |
| Commercial Activities | 9 |
| Future Land Use Map And Zoning | 9 |
| Future Land Use..... | 10 |
| Zoning | 12 |
| Population And Demographics..... | 14 |
| Infrastructure | 14 |
| Traffic And Transportation..... | 14 |
| Water And Sanitary Sewer Service | 15 |
| Storm Water Collection | 18 |
| Electrical And Telephone Distribution..... | 18 |
| Fire Protection | 18 |
| Police Crime Report | 19 |

OPPORTUNITIES AND CONSTRAINTS

| | |
|-----------------------------|----|
| Introduction | 20 |
| Commercial Development..... | 20 |

| | |
|--|----|
| Residential Development | 21 |
| Vacant And Dilapidated Structures | 21 |
| Market Demand Analysis | 22 |
| Retail Demand..... | 22 |
| Office/Light Industrial Demand | 22 |
| Streetscape And Beautification | 26 |
| Streetscaping | 26 |
| Entrance Features | 26 |
| FEC/Dixie Highway Corridor..... | 26 |
| Crime Management And Public Safety | 26 |
| Traffic Concurrency..... | 27 |
| CRA Business Assistance Programs | 27 |

THE REDEVELOPMENT PLAN

| | |
|---|----|
| Introduction | 28 |
| Future Land Use | 29 |
| Zoning | 29 |
| Land Development Regulations | 29 |
| Depth Of Commercial Development..... | 31 |
| Building Placement on North Federal Highway | 31 |
| Federal Highway Overlay District | 32 |
| FEC/Dixie Highway Corridor..... | 33 |
| Elimination Of Dilapidated Structures And Properties..... | 34 |
| Vehicular Traffic Circulation | 34 |
| Pedestrian Traffic Circulation | 36 |
| Residential Neighborhood Stabilization..... | 37 |
| Street Beautification | 37 |
| Street Lighting | 38 |
| Neighborhood Park..... | 39 |
| Alleyways..... | 39 |

| | |
|----------------------------|----|
| City Entrance Signage..... | 40 |
| Police Sub-Station..... | 40 |
| Implementation..... | 40 |
| Land Acquisition | 41 |
| Funding Sources | 41 |

LIST OF TABLES

| Table # | Title | Page |
|----------------|---|-------------|
| 1 | Existing Land Uses In The North Federal Highway Corridor | 8 |
| 2 | Existing Non-Residential Uses In The North Federal Highway Corridor | 9 |
| 3 | North Federal Highway Corridor Incident Calls By Type: 1995-1997 | 19 |
| 4 | North Federal Highway Corridor - Retail And Office-Industrial Market Demand Potential: 1996-2015 | 24 |
| 5 | North Federal Highway Corridor New Development Potential | 25 |
| 6 | North Federal Highway Redevelopment Plan Preliminary Cost Estimates..... | 41 |

LIST OF FIGURES

| Figure # | Title | Page |
|-----------------|---|-------------|
| 1 | North Federal Highway Study Area | 2 |
| 2 | Generalized Existing Land Use..... | 7 |
| 3 | Future Land Use Map (FLUM) | 11 |
| 4 | Existing Zoning | 13 |
| 5 | Existing Water Lines | 16 |
| 6 | Existing Sewer Lines..... | 17 |
| 7 | Market Study Zones..... | 23 |
| 8 | Proposed Zoning | 30 |
| 9 | Proposed Roadway Section for North Federal Highway..... | 31 |
| 10 | Proposed Section for Dixie Highway..... | 33 |
| 11 | Proposed Improvements – Lake Avenue South | 37 |

EXECUTIVE SUMMARY

North Federal Highway Redevelopment Plan

City of Delray Beach Community Redevelopment Agency

The North Federal Highway Redevelopment Plan provides the framework for the future redevelopment of the North Federal Highway Corridor, located between NE 4th Street and the north city limits. The plan was produced by the Community Redevelopment Agency and the City of Delray Beach.

The report is organized into four sections:

The **Introduction** describes the Study Area. It gives a brief background and history of the North Federal Highway Corridor in terms of what factors led to current conditions in the area. It also describes the purpose of the Redevelopment Plan and gives a brief summary of the planning process that helped shaped the contents of the Plan.

The **Existing Conditions** section describes the Corridor in terms of the factors that affect development 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. An analysis of traffic conditions, as well as the infrastructure and a description of crime problems are also included.

The **Opportunities and Constraints** section examines the relationship between the existing conditions and the Corridor's redevelopment potential. The section outlines problems in the area that hinder redevelopment as well as strengths that may be catalysts for redevelopment.

The **Redevelopment Plan** section outlines the framework for the future redevelopment of the North Federal Highway Corridor, including the actions that the City will take to facilitate redevelopment. The overall purpose of the Redevelopment Plan is to capitalize on the strengths of the area and provide methods to deal with 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 principles:

- ❑ *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.*

There is tremendous redevelopment potential for the North Federal Highway corridor. It is the next logical expansion of the downtown revitalization efforts. As a whole, the area is significantly underdeveloped. Vacant properties and buildings provide opportunities for redevelopment and depressed real estate 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 would 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.

Introduction

THE STUDY AREA

The City of Delray Beach “***North Federal Highway Corridor***,” (shown graphically on Figure 1, page 2), is defined as the area of the City bordered by the F.E.C. Railroad on the west; the Community Redevelopment Area (CRA) boundary on the east; NE 4th Street on the south and the city limits to the north.

HISTORY OF THE NORTH FEDERAL HIGHWAY CORRIDOR

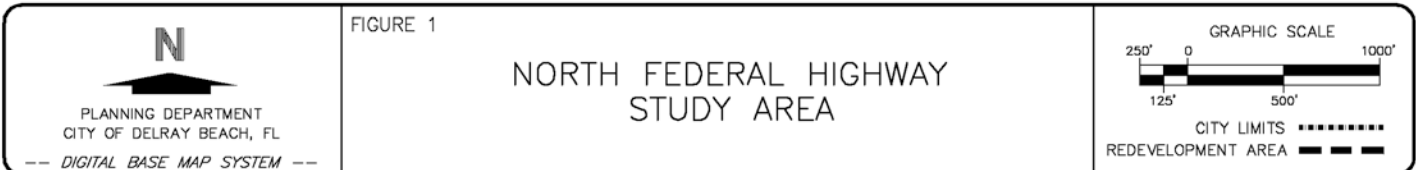
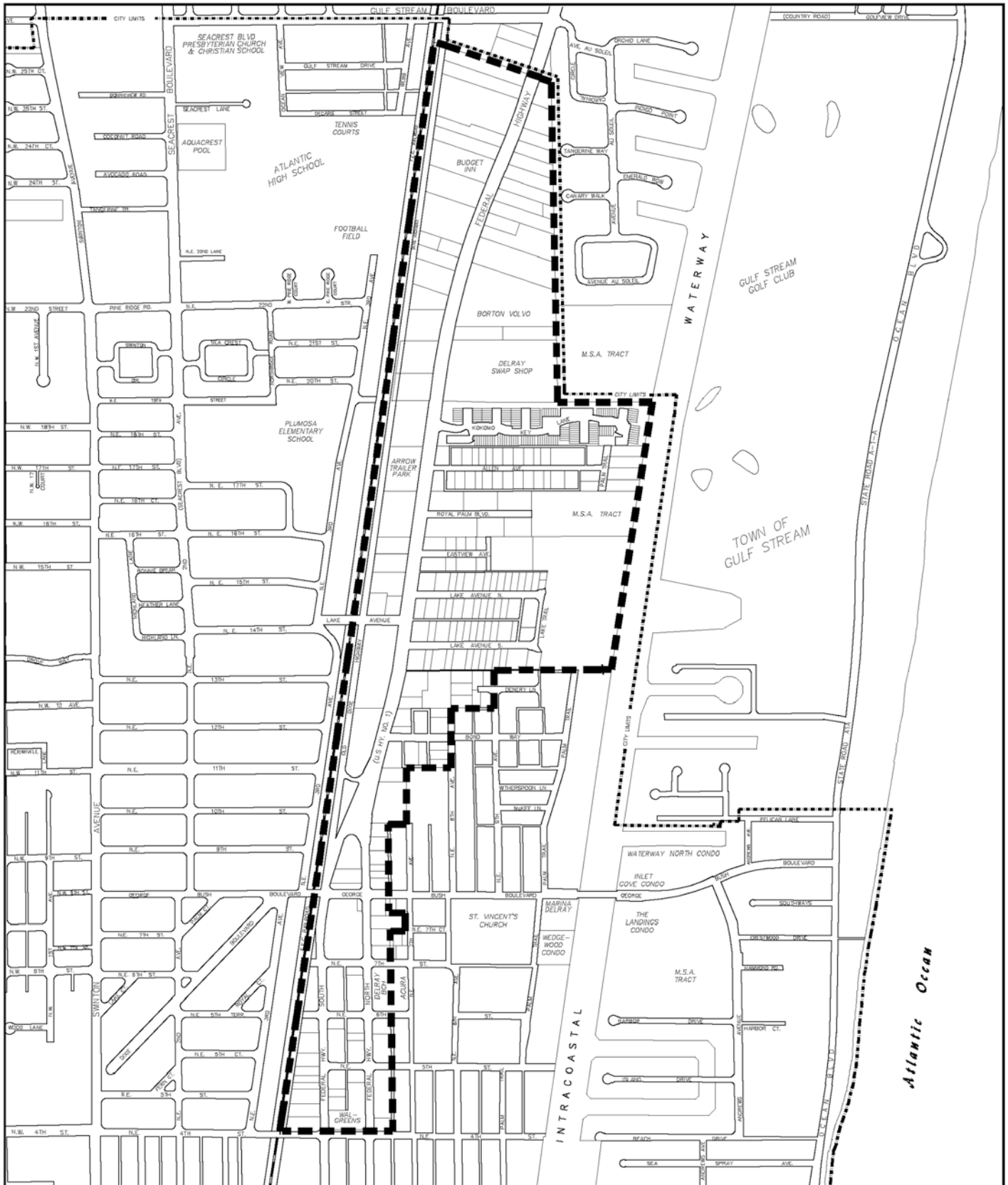
The North Federal Highway area was historically platted in three distinct phases. The section between NE 4th Street and George Bush Boulevard was subdivided by several plats recorded in 1913. The area just north of George Bush Boulevard (Sofia Frey subdivision) and the Lake Avenues (La Hacienda) were platted in 1926. The Bond Way area (Kenmont) and areas north of La Hacienda were platted between 1946 and 1950.

Early development in the area consisted of a mix of single family homes and commercial uses which were highly dependent on the tourist trade. These uses, including trailer parks, auto repair, filling stations, and small motels continued to thrive during this period, since Federal Highway was the principal route for travelers to reach South Florida.

Completion of the Florida Turnpike and I-95 reduced the importance of Federal Highway as a route for tourists bound for South Florida. The opening of Walt Disney World in 1971 also contributed to the decline of the corridor, as many tourists began stopping in the Orlando area rather than continuing to South Florida. These changes in the Florida tourist industry combined to marginalize the Federal Highway corridor as a tourist destination. Inevitably, the loss of a customer base led many businesses to become obsolete and disappear.

Economic activity and property values continued to decline throughout most of the 1980s. At the same time, many commercial structures and residences in the area were falling into disrepair due to age and neglect. As businesses left the area, they were often replaced by marginal uses located in poorly maintained buildings with inadequate parking and landscaping. While the physical appearance of these uses contributed to the negative image of the area, several locations created more serious problems for the stability of the neighborhood. Declining motels, trailer parks, and an adult book store became attractors for criminal activities, such as drug sales and prostitution. The presence of these activities inhibited investment in the area and deepened the decline.

The City has taken steps in recent years to help stabilize the area. It purchased the Adult Book Store property and resold it to a farm equipment dealer. The Delray Beach Police Department began working with neighborhood groups to help reduce problems with drugs and prostitution in the area. Following the enclave annexations, City water and sewer services were extended to most properties. In 1995, the last County “pockets” along the North Federal Highway corridor were annexed into the City.



Private investment has also increased in the past few years. New development and redevelopment in the area include: Kokomo Key, a 133 unit townhouse development, establishment of the Del-Sol Patio Furniture outlet, Ellie's Diner and Borton Volvo, conversion of the old Miller Dodge site into a Kawasaki motorcycle and jet ski dealership, and a major redevelopment of the Delray Swap Shop property. Additionally, many businesses in the area have installed landscape improvements in response to the City's 1993 landscape compliance ordinance. The new landscaping has helped to improve the appearance of the area.

Notwithstanding recent improvements, the area still has a long way to go before the blight is eliminated. The City is preparing this redevelopment plan to build upon those recent advances and help speed up the revitalization of the corridor.

PURPOSE OF THE REDEVELOPMENT PLAN

In preparing its vision for the future in the 1989 Comprehensive Plan, the City of Delray Beach realized that the City was rapidly approaching build-out. It was also evident that future increases in ad-valorem tax revenues would become more and more dependent upon the value of existing properties and less dependent on new development. This fact and a growing realization of the importance of neighborhood stability, led the City to refocus its attention toward redevelopment and revitalization of the older sections of Delray Beach. Recognizing that several of these older areas were becoming increasingly blighted and that property values were declining, the City adopted a proactive approach to stop the decline. The following Goal statement from the Comprehensive Plan represents the starting block upon which its implementation strategy has been built:

| |
|--|
| <p>BLIGHTED AREAS OF THE CITY SHALL BE REDEVELOPED AND RENEWED AND SHALL BE THE MAJOR CONTRIBUTING AREAS TO THE RENAISSANCE OF DELRAY BEACH.</p> |
|--|

A major part of the implementation strategy is for the City to prepare and adopt "Redevelopment Plans" for declining areas of the City. These areas are depicted on the Future Land Use Map as Redevelopment Areas #1 through #6. This designation effectively acts as a holding zone on each area, where Future Land Uses designations will not be assigned until a Redevelopment Plan has been completed and adopted.

Although the North Federal Highway Corridor is not identified as one of the six redevelopment areas, the City's Comprehensive Plan and the CRA's Community Redevelopment Plan both identify the area as blighted and call for the preparation of a program to hasten the revitalization of the area. The following language, excerpted from Future Land Use Element Policy C-1.4 in the City's Comprehensive Plan, gives a description of the program:

Properties in the corridor that front on Federal Highway primarily contain small-scale, strip commercial development. Many parcels in the area contain vacant or dilapidated structures, substandard parking, and substandard landscaping. The area also contains residential areas identified as "Stabilization" and "Revitalization" on the Residential Neighborhood Categorization Map contained in the Housing Element. Many of the remaining parcels in the area are currently vacant.

Due to those conditions, the North Federal Highway Corridor is hereby identified as a blighted area. The CRA will be the lead agency for the preparation of an Improvement Program for the North Federal Highway Corridor. The City, through its Planning and Zoning Department will provide support and assistance to the CRA in the preparation of the North Federal Highway Corridor Improvement Program.

The program will, at a minimum address the following issues:

- *Improvement of the appearance of the area;*
- *Identification of appropriate uses for parcels adjacent to Dixie Highway and the FEC railroad tracks;*
- *Identification of and strategies for the elimination of inappropriate and marginal uses;*
- *Provision for increases in permitted residential densities adjacent to the Intracoastal Waterway;*
- *Directing smaller business operations to more concentrated areas;*
- *Providing economic stimulation and investment in the area;*
- *Creation of jobs;*
- *Stabilization and preservation of residential neighborhoods through new development, redevelopment and the elimination of blight.*

This document is the Redevelopment Plan for "**The North Federal Highway Corridor.**" The Plan will attempt to reflect the essence of the community's redevelopment needs for the future. These needs will then be addressed by determining what regulations are appropriate and how they fit into the overall design concept. The elimination of blight through redevelopment will be made possible by promoting a healthy mix of commercial and residential development, coexistence of automobile, pedestrian, and bicycle traffic and the orderly development of vacant parcels.

THE PLANNING PROCESS

City staff began developing the concepts that led to this plan in 1995, following annexation of the last county enclaves in the North Federal Highway corridor. Now that the City finally had jurisdiction over all property along the corridor, it became possible to implement a coordinated redevelopment program for the area. Since redevelopment of the corridor is just beginning to take place, the City still has considerable opportunity to influence and guide the effort.

City and CRA staff first presented their ideas for redevelopment of the corridor at a public meeting held on March 25, 1996. The meeting was well attended by residents of the neighborhoods within and around the study area. The residents expressed concerns regarding the future of their neighborhoods, given the City's ambitious redevelopment program. On April 10, 1996, the City and CRA held a second public meeting to gather information for the preparation of the plan. That meeting, which was also heavily attended, indicated significantly different priorities for area residents, residents of surrounding areas, and owners of commercial properties and businesses in the area. In order that each of the three groups would have an adequate forum for their concerns, the City and CRA held special meetings with each of the groups. The comments received at all of those meetings helped to shape the contents of the first draft of the Redevelopment Plan.

One of the major elements of the Plan was to add a High Density Residential category to the zoning code and apply it to the 17-acre Yake property, adjacent to the Intracoastal Waterway. Concerns over increased traffic and compatibility with adjacent single-family development caused residents in the area to oppose the Plan. The City Commission denied the Plan on November 5, 1996. Staff was directed to work with the residents and businesses in the area to build a consensus on the scope of the plan and then revise it accordingly.

The City and CRA entered into partnership with the Treasure Coast Regional Planning Council (TCRPC) to prepare a new redevelopment plan. TCRPC in turn hired the private consulting firm of Dover, Kohl & Partners to conduct an intensive planning workshop called a "charrette", and prepare final recommendations for the redevelopment of the area. In November, 1997, a group of residents and property owners gathered together with public officials, City staff, CRA staff, and professional planners from Dover, Kohl and Partners and the Treasure Coast Planning Council to voice their opinions and propose specific courses of action for the area's future growth and development.

The purpose of the workshop was to gather citizen input and then meld all of the proposed ideas into one development plan. This was accomplished in a two step process. First, the participants were divided into five groups. Working with a professional planner, each group expressed their ideas with drawings on a map of the area. Next came the presentation by each group of their proposed plan. As each plan was presented, it became apparent that many of the ideas, while slightly different, had

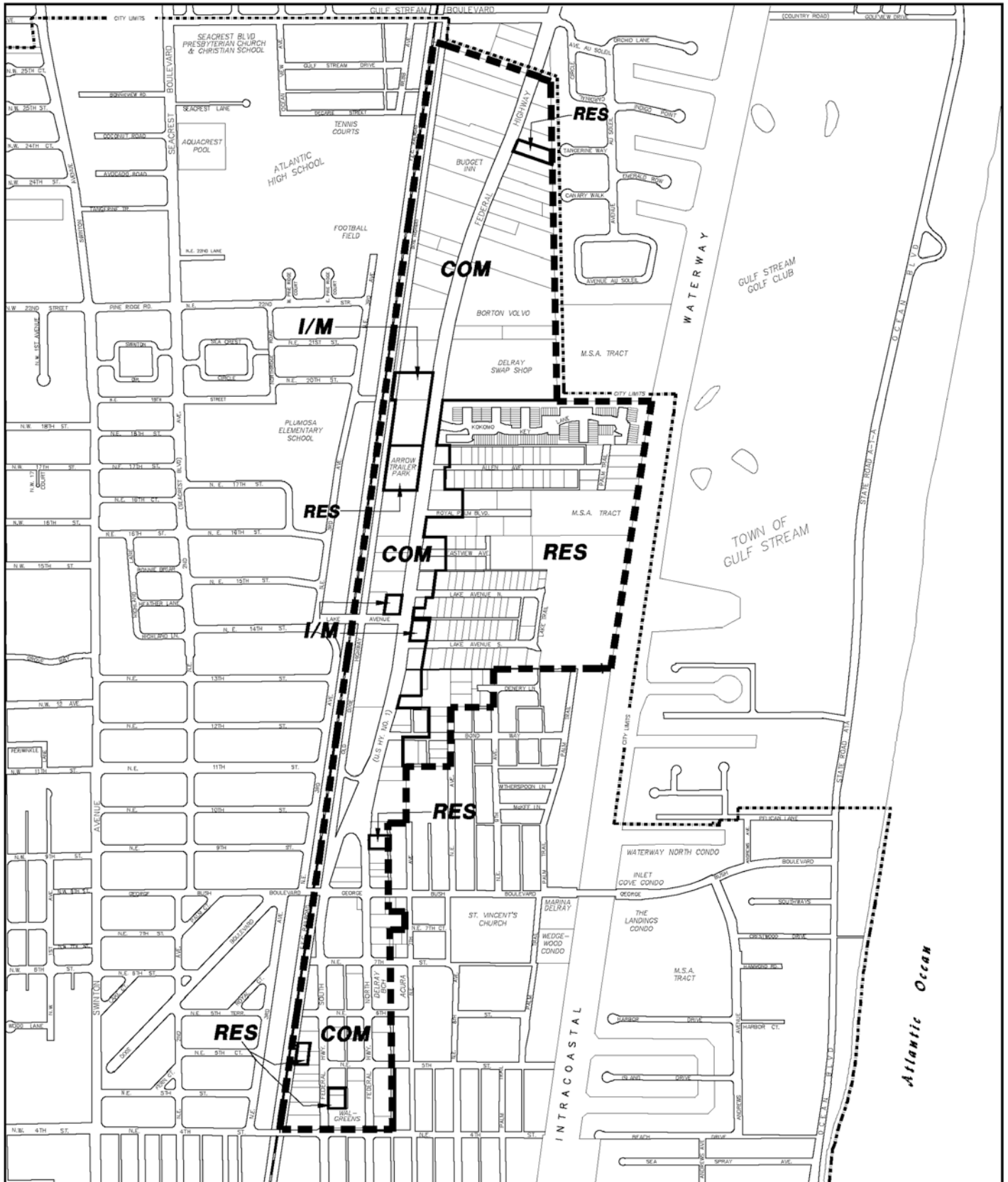
common themes. The groups' suggestions included extensive landscape improvements; placing buildings closer to the street; and better utilization of Dixie Highway. Other ideas included traffic calming in neighborhoods south of the Swap Shop; revitalizing the Swap Shop and the Delray Shopping Center; developing waterfront parks; and promoting mixed use development. The participants also agreed that North Federal Highway should not compete with Atlantic Avenue, but compliment it by becoming a "workplace" with office buildings as opposed to boutiques and specialty shops.

Immediately following the charrette, the joint team of planners from the Treasure Coast Regional Planning Council and the private consulting firm of Dover, Kohl & Partners began to develop their professional interpretation of the plan based on the extensive public input.

The charrette participants gathered again in February, 1998 for a formal presentation of an overall illustrative plan and redevelopment concepts by the consultants. A final report including all the consultant's recommendations was presented to the City in August, 1998. Many of the elements included in the report have been incorporated into this "Redevelopment Plan".

A draft of this Redevelopment Plan was presented to the Community Redevelopment Agency and the Planning and Zoning Board in February, 1999. The Plan was adopted by the City Commission on March 16, 1999.

Existing Conditions



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

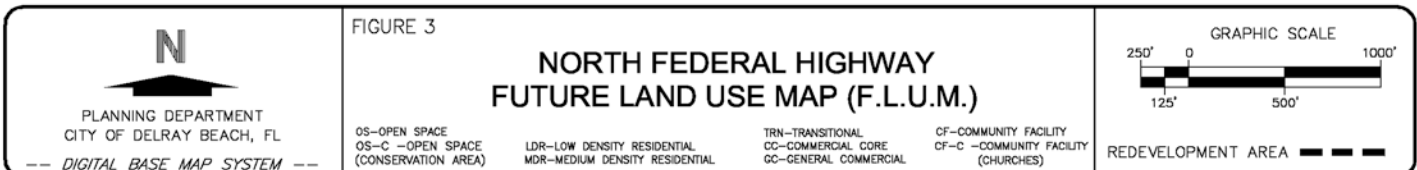
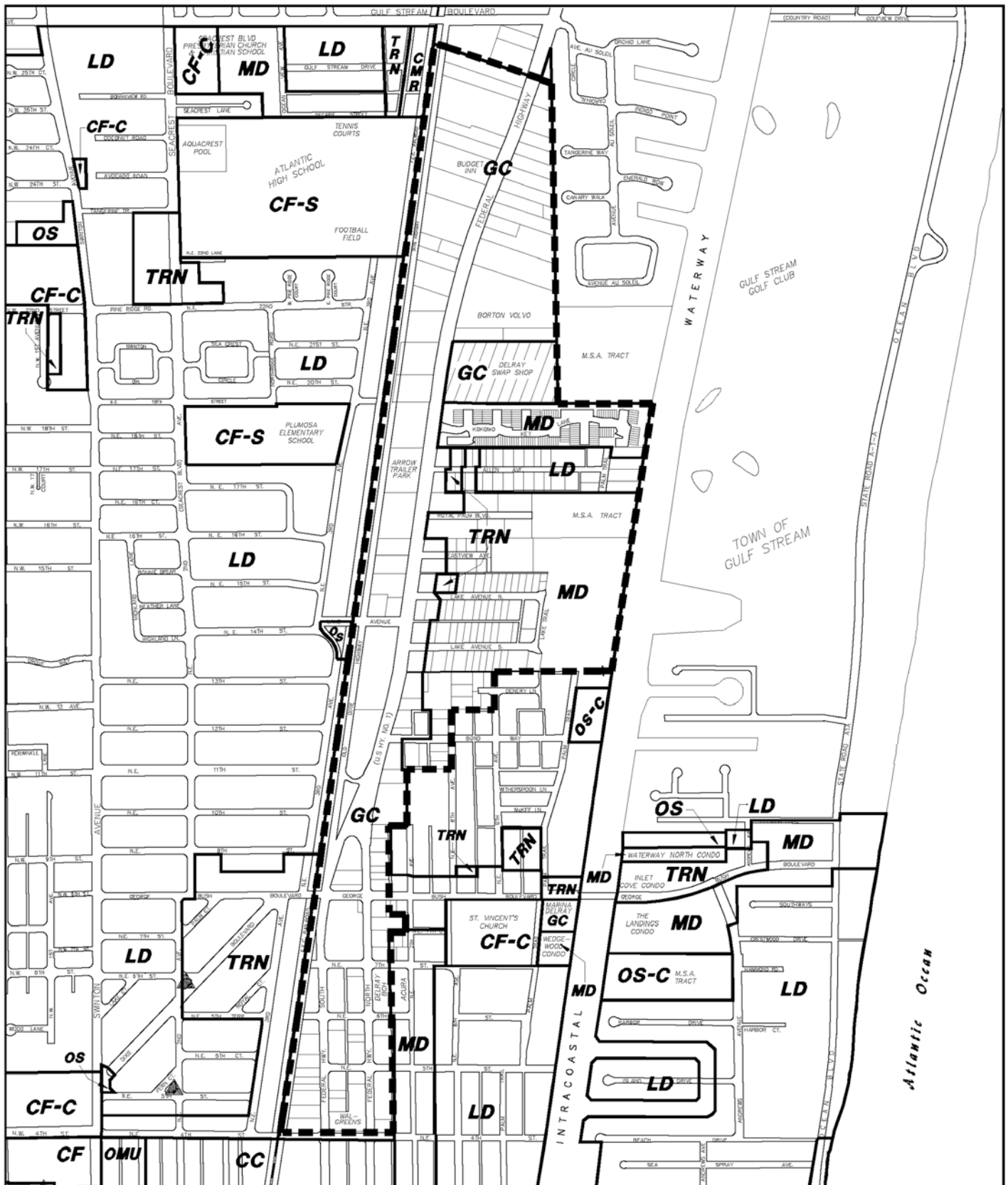
The remaining residential properties in the study area are designated as Medium Density Residential on the City’s Future Land Use Map. This designation permits residential units at densities of 5-12 units per acre. All residential zoning districts, including those consistent with Low Density Residential,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



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)

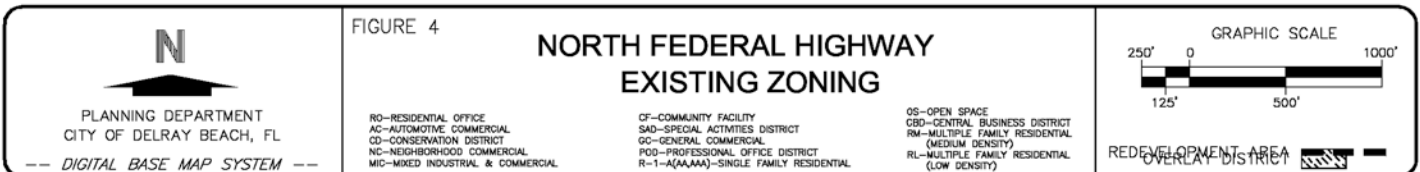
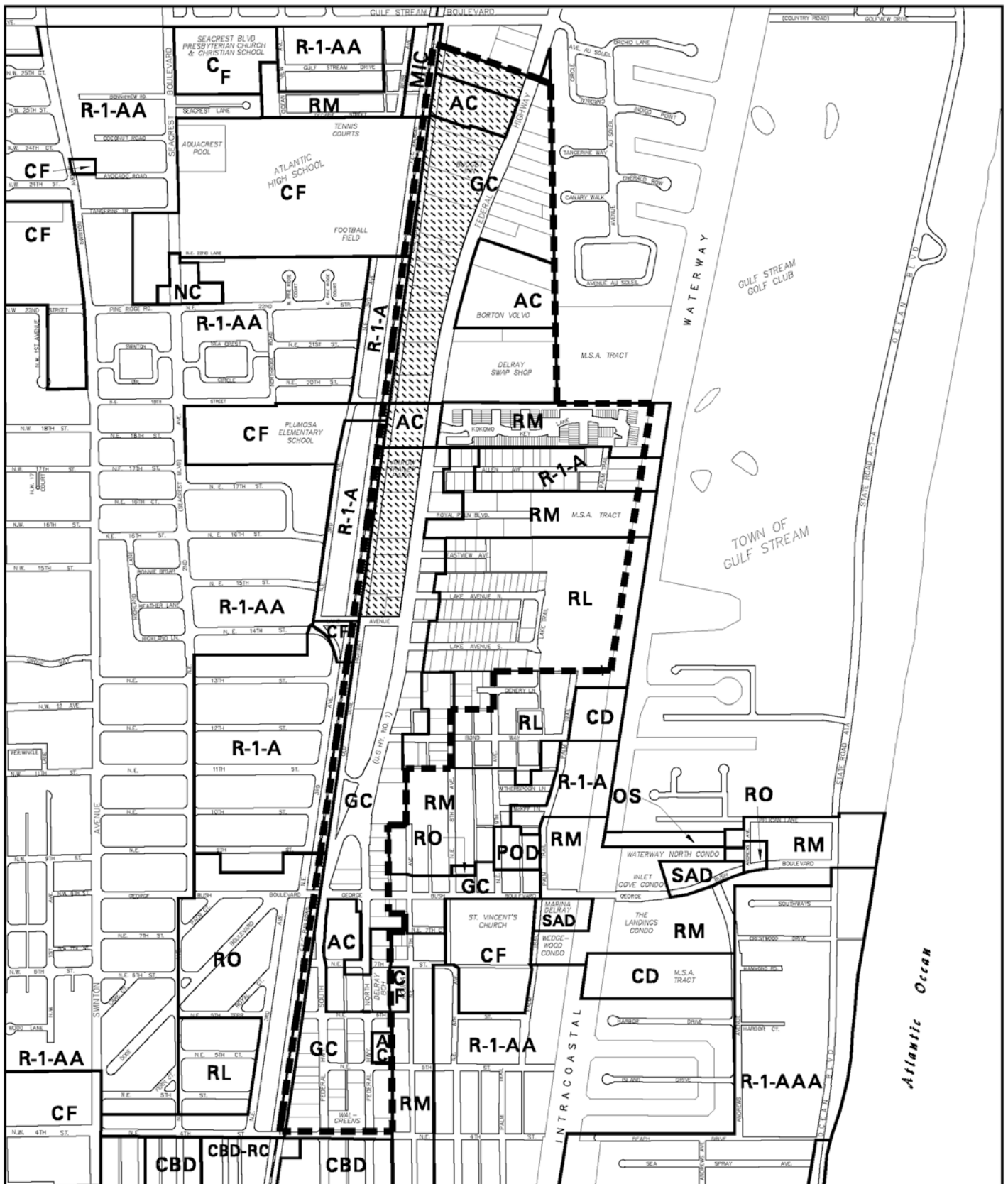
The RL district allows a variety of housing types at densities of up to 6 units per acre. Like RM, the district furthers the goals of Goal Area "C" of the Housing Element of the Comprehensive Plan.

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.



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.

Opportunities & Constraints

INTRODUCTION

The previous section “Existing Conditions” contained a general description of the North Federal Highway Corridor in terms of geography, demographics, infrastructure, land use, regulations, etc. This section, “Opportunities & Constraints,” builds on that information by relating how current conditions and regulations affect the potential for redevelopment. The section outlines problems in the area that hinder redevelopment as well as strengths that may be catalysts for redevelopment.

COMMERCIAL DEVELOPMENT

The commercial properties on North Federal Highway are less than 300' in depth. Parcels of this size are most conducive to strip type commercial development, which the City is working to reduce and discourage. While commercial redevelopment is still possible within this depth, development and redevelopment options are limited. Increases to the depth of commercial zoning may be considered to allow for future planned commercial development of the area.

Most of the commercial properties on North Federal Highway have a General Commercial zoning designation. While this zoning district generally accommodates the types and intensity of uses that are appropriate for the area, the specific conditions of this area require special development standards that reflect the area's needs and conditions. A North Federal Highway Overlay District was added to the GC district of the LDRs in 1996 to accommodate a mix of commercial and light industrial uses in the area between North Federal Highway and Dixie Highway, north of NE 14th Street. A description of this district is included in The Redevelopment Plan section of this report.

The Delray Swap Shop is now undergoing major redevelopment. In its original configuration, the Swap Shop had a negative influence on redevelopment of the entire corridor. Overflow parking on adjacent properties and poor visual appearance were two of the major problems. However, participants at the charrette felt that the Swap Shop should be viewed as an opportunity for increasing neighborhood commerce and that it could become an asset to the neighborhood with proper redevelopment and enhancement. It was suggested that a public market plaza be created and that buildings be located adjacent to Federal Highway. As a charrette participant, the owner of the Swap Shop took these suggestions seriously and incorporated them into a major redevelopment effort. Now known as “Delray's Lost Drive-In”, the project also includes increased parking, improved traffic and pedestrian circulation and movement of a large number of vendors indoors. Phase One of the redevelopment is expected to be completed in 1999. Phase Two and Three of the project include the construction of two buildings adjacent to Federal Highway and a secondary plaza between the buildings. These buildings will have more traditional hours than the Swap Shop, which will increase economic activity in the area. Overall, the project should have a positive impact on the area and lead to additional investment along the corridor.

The participants of the planning charrette agreed that North Federal Highway should not compete with Atlantic Avenue, but compliment it by becoming a "workplace" with

office buildings and light-industrial uses as opposed to boutiques and specialty shops. Restaurants, dry-cleaning, daycare, banks, etc. should be provided to meet the daily needs of workers in the area. Additionally, businesses providing goods and services to the local neighborhood market as well as a larger community market are also appropriate.

RESIDENTIAL DEVELOPMENT

The existing development pattern of low density residential housing and the close proximity of commercial properties along Federal Highway creates the potential for conflicts between uses in the study area. Precautions must be taken in the redevelopment of commercial properties along Federal Highway to minimize the conflicts and avoid unnecessary intrusion into the residential neighborhoods. Although the stability of owner-occupied single family housing is generally deemed to be an asset to the area, there is also an intermixing of multiple family structures on small parcels. These multiple family structures have limited parking, landscaping and other facilities, and along with absentee ownership have combined to create substandard conditions.

The City encourages additional residential development in the study area. There are few vacant building lots within the existing residential neighborhoods and new development on these lots is limited to infill single and low density multiple family housing. Although residential development within these neighborhoods should be allowed to continue in the existing pattern, development code requirements for future multiple family structures must be strictly enforced.

One portion of the study area with a high potential for residential development is the vacant parcel adjacent to the Intracoastal Waterway (Yake Property). Site plan approval was recently granted for an 82-unit townhouse project on this site. The potential for mixed-use development consisting of commercial uses on the ground floor and residential units above also exists along Federal Highway. The convenience of living and working in the same area saves time and reduces dependence on the automobile.

VACANT AND DILAPIDATED STRUCTURES

One factor that hinders redevelopment in the North Federal Highway corridor is the presence of a number of vacant and/or dilapidated structures. These structures give the area a blighted appearance, which discourages investment in other properties.

In recent years, many dilapidated structures have been eliminated. The former drug treatment center and the Rusty Anchor restaurant were demolished. The former Tadpole Lounge, the Adult Book Store, the former trailer court south of the Swap Shop, and the Miller Dodge site, were redeveloped or are in the process of being redeveloped with new commercial uses. The elimination of the remaining dilapidated structures, either through demolition or rehabilitation should be an objective of redevelopment efforts in the area. Strategies for eliminating blighted properties are given in The Redevelopment Plan section of this report.

MARKET DEMAND ANALYSIS

The Community Redevelopment Agency and the City of Delray Beach Planning and Zoning Department envision the redevelopment of the North Federal Highway area to include a mix of uses, particularly retail, office, office-light industrial, and residential. Consequently, the Agency commissioned a market demand analysis for retail and office uses from a market research firm, Marketek, Inc. of Atlanta, GA, for the purpose of quantifying the long-term demand.

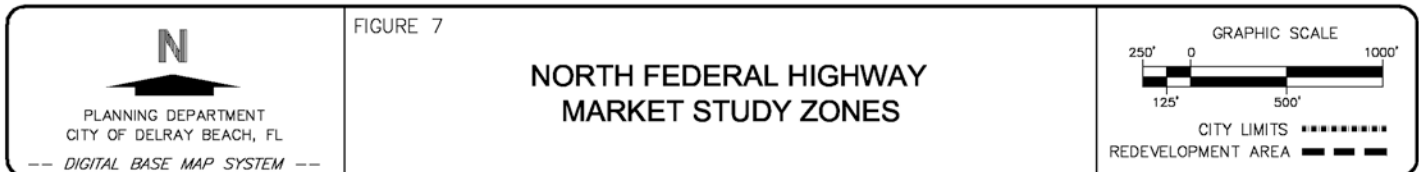
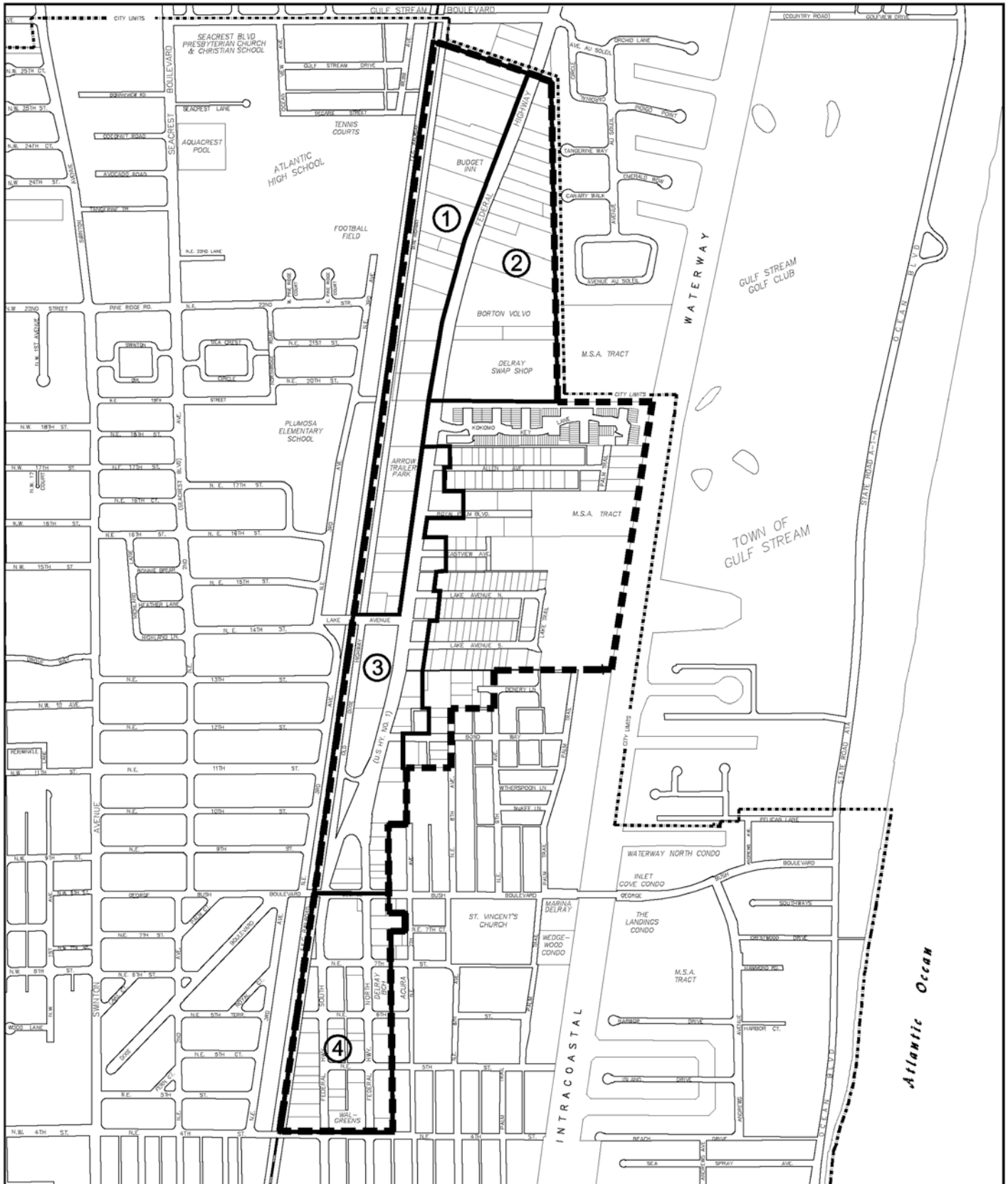
RETAIL DEMAND

Businesses in the North Federal Highway corridor are providing retail goods and services for the local neighborhood market as well as a larger community market. A few businesses such as Del Sol Patio, the Swap Shop, and large furniture stores may appeal to consumers on a regional basis. The market demand study suggests that the Study Area could absorb approximately 150,000 square feet of additional retail space over the next 15 years. This amounts to an average of approximately 10,000 square feet per year. In the first five years, the absorption would be relatively low, but as residential development takes place in the area and the local demand for goods and services increases, the absorption rate will begin to increase. Additionally, improvement of the area's physical appearance, reduction of crime, and the establishment of a stronger retail theme, such as factory outlets will also significantly increase the retail absorption rate over the long term.

Table 4 describes the projected 15-year absorption rate for retail space. Table 5 describes the potential maximum supply that could be expected on the corridor. This amounts to a total potential of 245,000 additional square feet of retail space. See Figure 7, page 23 for location of market study zones shown in the table.

OFFICE/LIGHT INDUSTRIAL DEMAND

The Marketek study suggests that the demand for office and industrial space within the corridor amounts to approximately 250,000 square feet over a 15-year period. This demand includes only new space formation and does not include existing businesses shifting locations. It does, however, include expansion space for existing businesses. Marketek suggests that office and light industrial will outpace retail in the short term, five years, as well as the long term, 15 years. There are several factors to suggest a greater strength in office and light industrial for the area.



First, there is relatively little land available in the South Palm Beach County area where small, light industrial users can find attractive locations, particularly with adequate frontage on major roadways. Federal Highway is an excellent location for businesses that wish to sell their products from their place of manufacturing/assembly. The overlay district allows light industrial uses in the commercial area with the stipulation that industrial operations operate in conjunction with a permitted service or retail use located on the premises are contained within an enclosed building with no outside storage. This concept is very important in order to attract smaller businesses that cannot afford to locate in the more expensive planned office/industrial developments in the suburbs whose minimum size lots may be five acres or more.

Secondly, North Federal Highway is a major thoroughfare and sites fronting on the road offer businesses the opportunity to market their goods and services on a community and regional basis. Consumers from Boca Raton to West Palm Beach can easily access Federal Highway to seek a product.

Thirdly, small office users in South Palm Beach County are scrambling to find relatively inexpensive office space, and the Federal Highway corridor offers the user a known and easily accessible address as well as moderately priced space.

With respect to the relationship of physical appearance and safety, as these issues change for the better, absorption rates for office and light industrial space will increase. Table 4 describes the projected 15-year absorption rate for Office-Industrial space. Table 5 describes the potential maximum supply that could be expected on the corridor. This amounts to a total potential of 336,000 additional square feet of office and industrial space. See Figure 7, page 23 for location of market study zones shown in the table.

In order to meet the potential office demand, the private and public sectors may have to assemble a few sites large enough to accommodate larger office/light industrial business development.

Table 4
North Federal Highway Corridor
Retail and Office-Industrial Market Demand Potential
1996-2015

| Time Period | Retail | | | Office-Industrial | | |
|-------------|---------------------------|---------------------|-----|---------------------------|---------------------|------|
| | Total Demand ¹ | North Federal Share | | Total Demand ² | North Federal Share | |
| | (Square Feet) | (Square Feet) | (%) | (Square Feet) | (Square Feet) | (%) |
| 1996-2002 | 2,396,402 | 40,000 | 2% | 15,040,277 | 60,000 | 0.4% |
| 2003-2009 | 1,200,164 | 60,000 | 5% | 16,215,929 | 120,000 | 0.7% |
| 2010-2015 | 1,028,712 | 50,000 | 5% | 14,655,144 | 70,000 | 0.4% |
| TOTAL | 4,625,278 | 150,000 | 3% | 45,911,350 | 250,000 | 0.5% |

Source: Marketek, Inc., 1996

¹ In Delray Beach Market Area

² In Palm Beach County

Table 5
North Federal Highway Corridor
New Development Potential

| Use | Land Area | Existing Building Area | | Potential Building Area | | Net Potential |
|--------------------------|---------------|------------------------|-------|-------------------------|-------|----------------|
| | (Square Feet) | (Square Feet) | Ratio | (Square Feet) | Ratio | (Square Feet) |
| Zone 1 | | | | | | |
| <u>Retail</u> | | | | | | |
| Developed | 490,141 | 97,144 | 20% | 127,237 | 26% | 30,093 |
| Undeveloped | | | | | | 0 |
| Total | | | | | | 30,093 |
| <u>Office-Industrial</u> | | | | | | |
| Developed | 164,760 | 5,761 | 3% | 57,666 | 35% | 51,905 |
| Undeveloped | 317,471 | | | 111,115 | 35% | 111,115 |
| Total | | | | | | 163,020 |

| | | | | | | |
|--------------------------|---------|--------|----|--------|-----|----------------|
| Zone 2 | | | | | | |
| <u>Retail</u> | | | | | | |
| Developed | 311,962 | 16,869 | 5% | 81,110 | 26% | 64,241 |
| Undeveloped | 191,465 | | | 49,781 | 26% | 49,781 |
| Total | | | | | | 114,022 |
| <u>Office-Industrial</u> | | | | | | |
| Developed | 144,661 | 13,178 | 9% | 50,631 | 35% | 37,453 |
| Undeveloped | 191,465 | | | 67,013 | 35% | 67,013 |
| Total | | | | | | 104,466 |

| | | | | | | |
|--------------------------|---------|--------|-----|---------|-----|---------------|
| Zone 3 | | | | | | |
| <u>Retail</u> | | | | | | |
| Developed | 425,508 | 59,228 | 14% | 110,632 | 26% | 51,404 |
| Undeveloped | 153,044 | | | 39,791 | 35% | 39,791 |
| Total | | | | | | 91,195 |
| <u>Office-Industrial</u> | | | | | | |
| Developed | 103,230 | 29,136 | 28% | 36,131 | 35% | 6,995 |
| Undeveloped | 51,014 | | | 17,855 | 35% | 17,855 |
| Total | | | | | | 24,850 |

| | | | | | | |
|--------------------------|---------|--------|-----|---------|-----|---------------|
| Zone 4 | | | | | | |
| <u>Retail</u> | | | | | | |
| Developed | 193,037 | 46,703 | 24% | 50,190 | 26% | 3,487 |
| Undeveloped | 22,875 | | | 5,948 | 26% | 5,948 |
| Total | | | | | | 9,435 |
| <u>Office-Industrial</u> | | | | | | |
| Developed | 289,771 | 57,135 | 20% | 101,420 | 35% | 44,285 |
| Undeveloped | | | | | | 0 |
| Total | | | | | | 44,285 |

| | | | | | | |
|--|--|--|--|--|--|----------------|
| Totals | | | | | | |
| Grand Total Potential New Retail | | | | | | 244,745 |
| Grand Total Potential New Office-Industrial | | | | | | 336,621 |

Source: Marketek, Inc., 1996

STREETSCAPE AND BEAUTIFICATION

STREETSCAPING

The appearance of the rights-of-way in the study area has been cited as a problem by several residents. By contributing to the area's run-down appearance, the lack of landscaping and other improvements may hinder redevelopment. The installation of streetscape improvements is an important factor in revitalization as proven by the impact of Atlantic Avenue beautification on the rebirth of the downtown. These improvements will be discussed in the Redevelopment Plan section of this report.

ENTRANCE FEATURES

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. That separation could be eliminated by adding additional entrance signage within the median strip at the north boundary of the City.

FEC/DIXIE HIGHWAY CORRIDOR

The condition of the FEC Railroad/Dixie Highway area is a concern for the redevelopment of the area. Noise from the railroad is a nuisance for both residential and commercial retail properties. There are a number of dilapidated commercial and residential uses along the railway corridor which contribute to the blighted conditions in the study area. Improving the image of the FEC/Dixie Highway corridor will be an important challenge in the revitalization efforts. Proposals for improving the appearance of the Dixie Highway right-of-way and encouragement of new uses in the area are included in the Redevelopment Plan section.

CRIME MANAGEMENT AND PUBLIC SAFETY

Eliminating the perception of North Federal Highway as a high crime area is a critical issue in revitalizing the area. When an area is perceived as a high crime area, the associated negative image tends to drive potential customers away from commercial areas and residents away from neighborhoods. As the area becomes less appealing for businesses and residents, property values fall. The reduction in property values inhibits investment in the area and the resulting dilapidation of structures further contributes to the negative image of the area. Nuisance activities play a role in negative perceptions of the North Federal Highway corridor. Methods to alter this perception and reduce crime in the area are included in the Redevelopment Plan.

TRAFFIC CONCURRENCY

Traffic levels on North Federal Highway have historically been well below design capacity. As stated earlier in this report, low traffic volumes have contributed to the decline of the commercial businesses within the corridor. However, in terms of this redevelopment plan, this situation is also an opportunity. Since new development must meet traffic concurrency standards, the excess capacity on this roadway makes development more attractive here than on suburban sites located on near or over-capacity roadways that require substantial off-site improvements to mitigate impacts and meet concurrency standards.

CRA BUSINESS ASSISTANCE PROGRAMS

Subsidized Loan Program

The CRA subsidized loan program was originally developed in 1990 as an incentive for property owners to upgrade the appearance of their properties. Working with lenders, the CRA provides funding to “buy down” interest, thus providing subsidized interest loans for businesses. 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.

Business Development Program

Although not currently funded, this program was established by the CRA to help foster the establishment of new businesses in the Redevelopment Area. The program will help subsidize start up costs for new businesses by providing rental subsidies for the first year of long term leases and other expenses such as:

- ☐ utility deposits;
- ☐ advertising signs;
- ☐ licenses; and
- ☐ legal assistance.

Site Development Assistance Program

This program provides limited CRA 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.

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

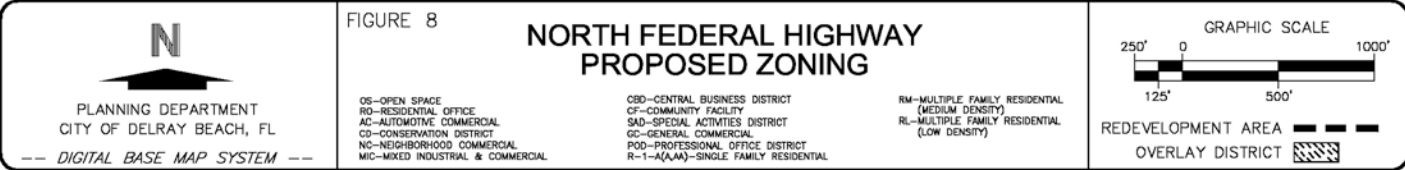
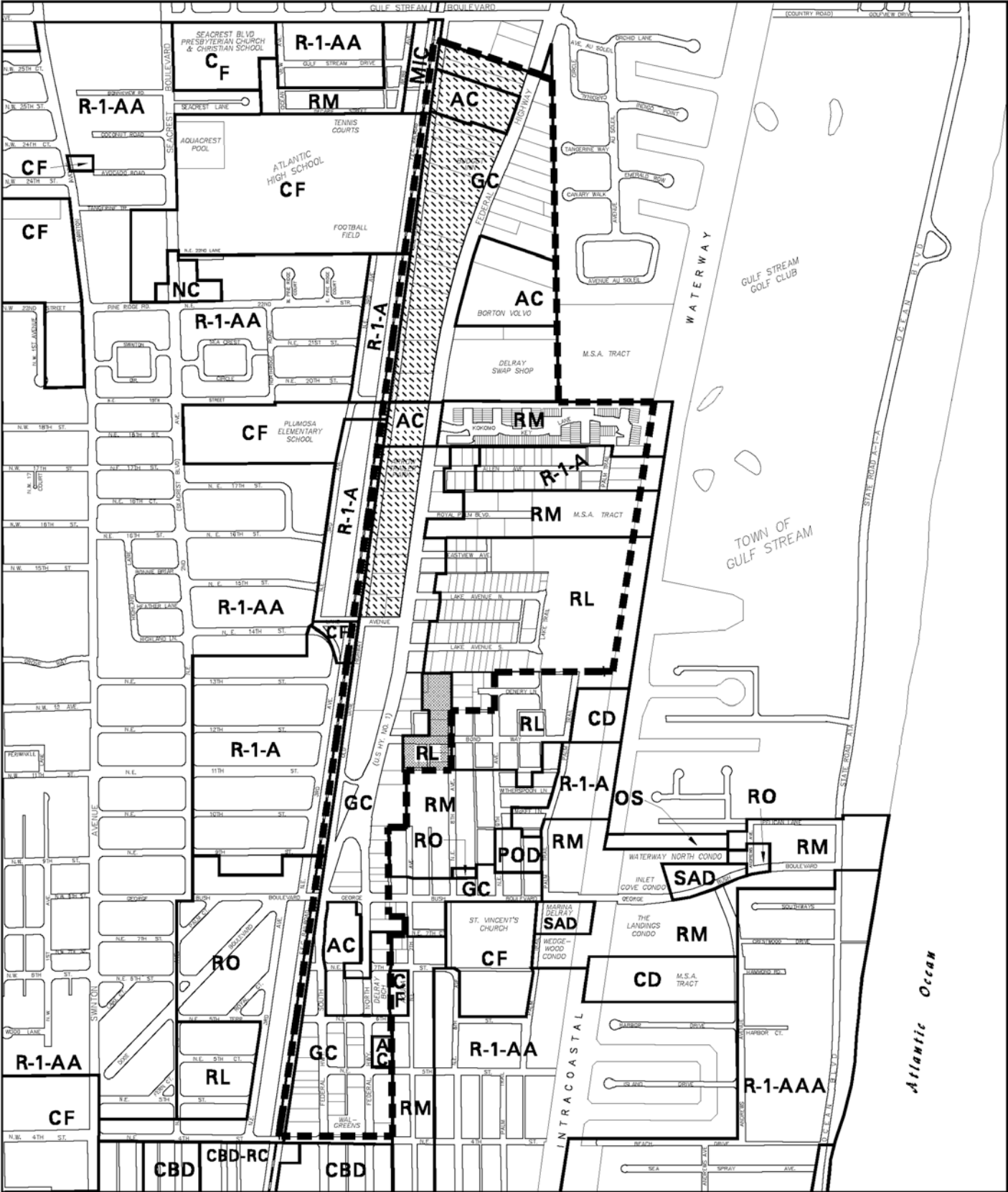
No changes to the FLUM designations are recommended in this Plan. However, the City will continue to study the feasibility of changing the existing commercial areas south of George Bush Boulevard, except existing auto dealerships, from General Commercial to Commercial Core. As the downtown area grows 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.



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.

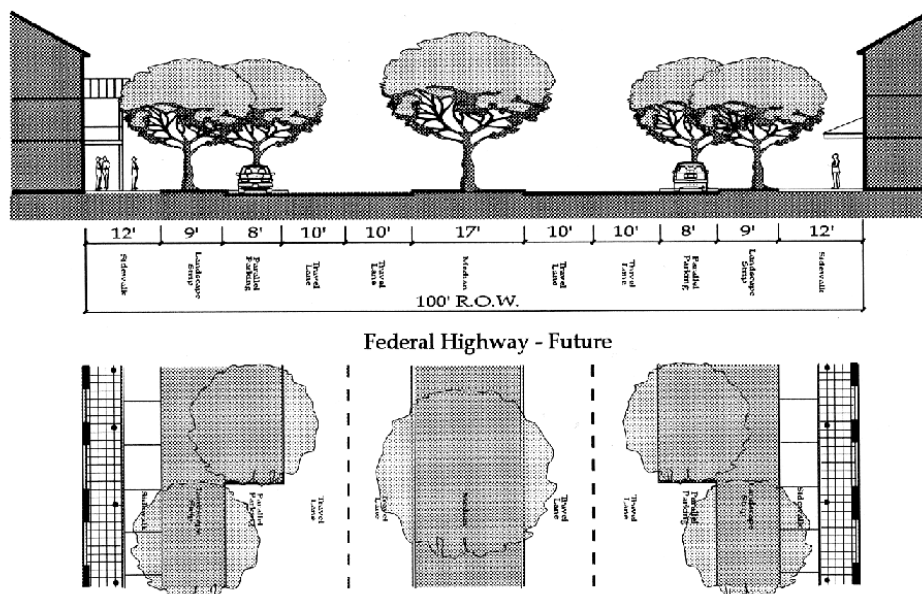


Figure 9: Proposed Roadway Section for North Federal Highway
Source: Dover, Kohl & Partners

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. Improving the image of the FEC/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

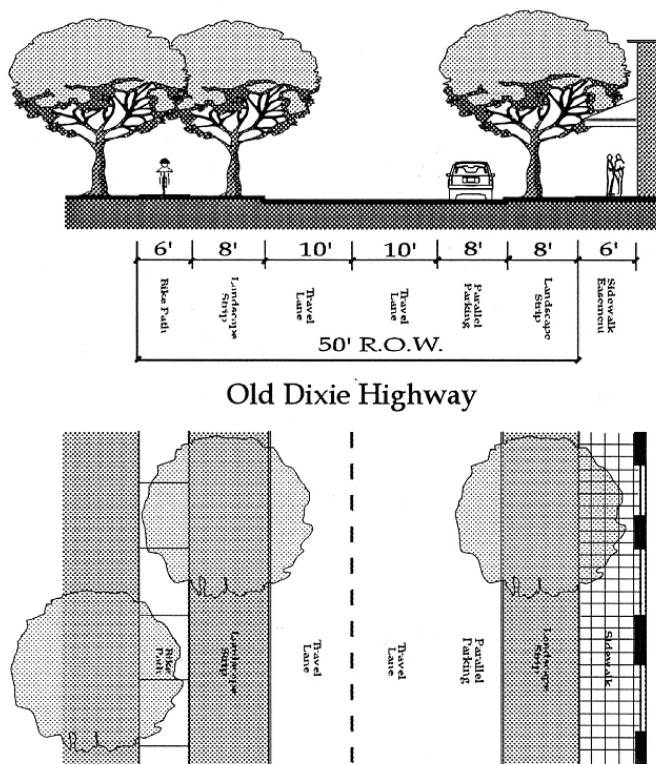


Figure 10: Proposed Section for Old Dixie Highway

Source: Dover, Kohl & Partners

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.

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 |