



NEIGHBORHOODS, DISTRICTS, AND CORRIDORS





NEIGHBORHOODS, DISTRICTS, AND CORRIDORS ELEMENT

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INTRODUCTION

The Neighborhoods, Districts, and Corridors Element, formerly known as the Future Land Use Element, recognizes that Delray Beach is made up of a variety of interconnected, distinctive and unique neighborhoods, districts, and corridors. Together, they are the structure that forms identifiable areas of the community.

Neighborhoods are predominantly residential areas with varying levels of intensity and use that accommodate many activities of daily life. Delray Beach's eastern neighborhoods accommodate a wider mix of uses within the neighborhoods than the western neighborhoods, which rely on corridors for access to shopping and workplaces. Districts are areas that emphasize a specific use, have a unique land use pattern, or specialized plan. Corridors are both the connectors and the boundaries of neighborhoods and districts; they include thoroughfares, rail lines, and greenways. Delray Beach is linked both internally and to the region by its corridors.

The Neighborhoods, Districts and Corridors Element provides the land use principles and standards to guide development and redevelopment, to reinforce the character of existing neighborhoods, to revitalize blighted areas, and to accommodate growth in the form envisioned by Delray Beach residents and stakeholders.



The NE 2nd Avenue corridor runs through the Del-Ida Park Historic District; the Del-Ida Park neighborhood was established by plat in 1923.

West Atlantic Avenue
The Set Downtown Osceola Park
I-95 NEIGHBORHOODS Lake Ida
Pineapple Grove Way
Banker's Row North Federal Highway
Military Trail DISTRICTS Swinton Avenue
Linton Boulevard South Federal Highway
Wallace Drive Southwest Neighborhood
East Atlantic Avenue Historic Districts
South Ridge CORRIDORS The Beach
Congress Avenue Four Corners
NE 2nd Avenue—Seacrest Boulevard
NW/SW 5th Avenue

POPULATION DATA

In the 2000 US Census, 60,020 residents were counted in Delray Beach. Between 2000 and 2010, population growth was nominal. At the last US Census in 2010, 60,522 residents were accounted for within the city. Since 2010, Delray Beach's population has increased at a more significant rate and is estimated to be 68,749 residents, a gain of over 8,000 new residents in more than 2,500 new households.

As illustrated in Table NDC-A, Delray Beach's share of Palm Beach County's population has declined slightly over the past 16 years—from 5.3% in 2000 to 4.5% in 2017—as other areas of the county have exhibited more significant population growth.

Quick Facts:

- 60,522 residents in 2010 Census
- 68,749 residents (July 2017 estimate)
- 48.4 years is the median age
- \$83,600 Average Household Income

In comparison to Florida as a whole, Delray Beach has a younger population with a median age of 48.4 years, which is forecast to increase to 49.4 years by 2022. A generally affluent community, the average household incomes were \$83,600 per year in 2017. Fully 26% of households have annual incomes greater than \$100,000 per year. Average household incomes are forecast to increase by 2.6% per year over the next five years, to more than \$95,000 by 2022, but are forecast to remain slightly



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below their counterparts across Palm Beach County, which is forecast to be more than \$96,900 by 2022.

TABLE I
POPULATION GROWTH* - DELRAY BEACH, FLORIDA
1920 - 1960

	<u>Population</u>	<u>Increase</u>	<u>Percent of Increase</u>
1920	1051		
1930	2333	1282	122.0
1940	3737	1404	49.0
1950	6312	2575	69.0
1955	8337	2025	32.0
1960	11939	3602	43.0 (5 year gain)

*U. S. Census Reports

The Delray Beach Comprehensive Plan from 1961 shows the rapid population growth from 1920 – 1960.

TABLE NDC-A								
Regional Population Trends, 2000—2016								
	2000	% of County	2010	% of County	April 2016	% of County	Change Amount	2010-2016 CAGR
Palm Beach County	1,131,184		1,320,134		1,391,741		71,607	0.88%
Delray Beach	60,020	5.30%	60,522	4.60%	63,972	4.60%	3,450	0.90%
Boca Raton	74,764	6.60%	84,392	6.40%	88,275	6.30%	3,883	0.80%
Boynton Beach	60,389	5.30%	68,217	5.20%	73,163	5.30%	4,946	1.20%
CAGR=Compound Annual Growth Rate.								
Source: U.S. Census Bureau; University of Florida, Bureau of Business & Economic Research; ESRI Business Analyst; WTL+a, July 2017								

POPULATION PROJECTIONS

A number of population projections have been conducted in the preparation of this plan to analyze specific topics. For example, data from the Shimberg Center for Housing Studies is part of the housing demand analysis. Table NDC-B Delray Beach Population Projections compares the projections from various sources. It is important to note that the most aggressive population projection is the 2018 Lower East Coast Water Supply Plan, which projects 81,874 by 2040 and is

the population projection used for the Plan. This estimate anticipates an increase of approximately 13,125 people within the planning period from the current US Census estimate of 68,749 (July, 2017). Using the estimated household size of 2.4 people per household (US Census, 2013-2017), the City can anticipate needing approximately 5,469 additional residential units under the high growth estimate.

TABLE NDC-B					
Delray Beach Population Projections					
Year	US Census	PBC	LECWSP	Shimberg	BEBR
2010	60,522				60,522
2015	68,749		67,272		63,175
2020	69,283	67,643	70,520	65,493	
2025	71,576	70,519	74,188	67,184	
2030	73,870	73,433	77,079	68,578	
2035		76,054	79,597	70,187	
2040			81,874	71,433	
PBC = Palm Beach County Population Allocation Model; LECWSP = Lower East Coast Water Supply Plan; BEBR = Bureau of Economics and Business Research					



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ACCOMMODATING GROWTH

The Planning Area contains approximately 17.4 square miles, of which approximately 1 square mile is within Palm Beach County's jurisdiction. While 642.55 acres of unincorporated land exists within the planning area and is anticipated for eventual annexation into the municipal boundary, much of this land, like land already located within Delray Beach, is developed and will not necessarily generate a significant number of new units. The era of westward expansion, development of agricultural areas, and settlement on greenfield land is over for Delray Beach. In the next 30 years, Delray Beach will grow mainly through infill, adaptive reuse, and redevelopment.

Map DIA-6 (Potential Residential Units) illustrates potential locations for new residential units within the current municipal boundaries. This map identifies vacant parcels that have a residential or mixed-use land use designation and provides an estimated number of potential units.

It is important to note that while the other analyses in this plan measure impact or future demand on services (like potable water supply) with the assumption of the highest intensity or density of the land, the potential number of units estimated for these parcels was measured conservatively, using the lower density in the range permitted by the land use designation. It is the City's practice to reserve the highest density allowed in the land use designation for incentive programs focused on specific community benefits, such as the provision of workforce housing units, as stipulated in the land development regulations.

For example, the Commercial Core land use designation allows up to 100 du/acres; however, generally, 30 du/acres is currently the maximum permitted under the implementing zoning, without using an incentive program. This analysis assumed the base density for two reasons: to identify a conservative scenario for meeting future housing needs and to determine whether incentive programs will continue to be needed.

Incentive programs continue to be needed to:

- Close the gap of approximately 1,200 units between projected need and potential units on vacant land;
- Encourage transit-oriented development patterns;
- Provide housing affordable for all household incomes; and,
- Attract investment to areas of the City in need of revitalization.

As depicted in Table-NDC-C, approximately 3,850 residential units can be accommodated on vacant parcels under the current land use designations within the municipal boundary. The same methodology was used for the potential annexation areas (Map AD-23 - Annexation Areas). The vacant parcels yield approximately 95 units under the Advisory Land Use.

TABLE NDC-C
Potential Residential Units in Delray Beach

Land Use Designation	Acres	Tested Density	Potential Units
Low Density – 1 to 5 du/ac	79.83	5 du/ac	399
Medium Density – 5 to 24 du/ac	27.68	12 du/ac	332
Commercial Core – 12 to 100 du/ac	45.52	30 du/ac	1,275
General Commercial – 12 to 30 du/ac	29.05	30 du/ac	871
Congress Mixed Use – 40 to 50 du/ac	17.27	40 du/ac	691
Transitional – 18 du/ac	15.59	18 du/ac	281
Total	211.95		3,850 Units



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The maps also identify parcels that are considered “underutilized”. Underutilized parcels have a land value that exceeds the improvement value on the site by more than 50%. This methodology indicates when the potential redevelopment of the land is worth more than the value with current structure(s) on the site. This condition could result from the structural age or condition of the building(s) or from a land use designation with a higher density or intensity than the existing development.

TABLE NDC-D Potential Residential Units in the Delray Beach Planning Area	
Area	Units
Vacant Parcels in the City	3,850
Vacant Parcels in Annexation Area	95
Underutilized Parcels in Annexation Area	260
Total	4,205

Since many of these areas will annex because of the need for water service to serve redevelopment, an analysis of the potential residential unit yield was conducted for the underutilized parcels in the annexation area. This yields potentially 260 new units. The total potential is 4,205 units on likely development sites.

Outside of the annexation areas, many underutilized parcels are located within mixed-use districts. Mixed-use land use designations have many benefits, including a flexible environment for investment, facilitating transportation trip capture by collocating uses, providing the foundation for transit-oriented development, and, (when executed with a high degree of design) contributing to the quality of life for residents and surrounding areas. The challenge moving forward is that mixed-use land may be needed for both housing and commercial development as Delray Beach grows to meet both the city's housing needs and economic development goals.

Growth is also accommodated by commercial uses that serve the residential population through the provision of goods and services that meet daily needs and provide workplaces to grow the city's economy. Commercial uses are accommodated by mixed-use and industrial land use designations.

Economic and land use policies continue to protect Commerce land from re-designation to ensure industrial businesses will remain within Delray Beach.

Underutilized parcels have a land value that exceeds the value of improvements on the site by more than 50%.

As Delray Beach grows, development and redevelopment must not only provide for compatibility within the city limits, but with the adjacent land uses of the neighboring municipalities (see Map AD-1 – Planning Area). Delray Beach's neighbors include the Town of Highland Beach, City of Boca Raton, Palm Beach County, City of Boynton Beach, and the Town of Gulfstream. The City of Delray Beach and its neighboring municipalities work together when a request that impacts the land use designation or a new development of adjoining land is submitted for review.



This sign along Federal Highway welcomes those traveling north into Boynton Beach from Delray Beach.



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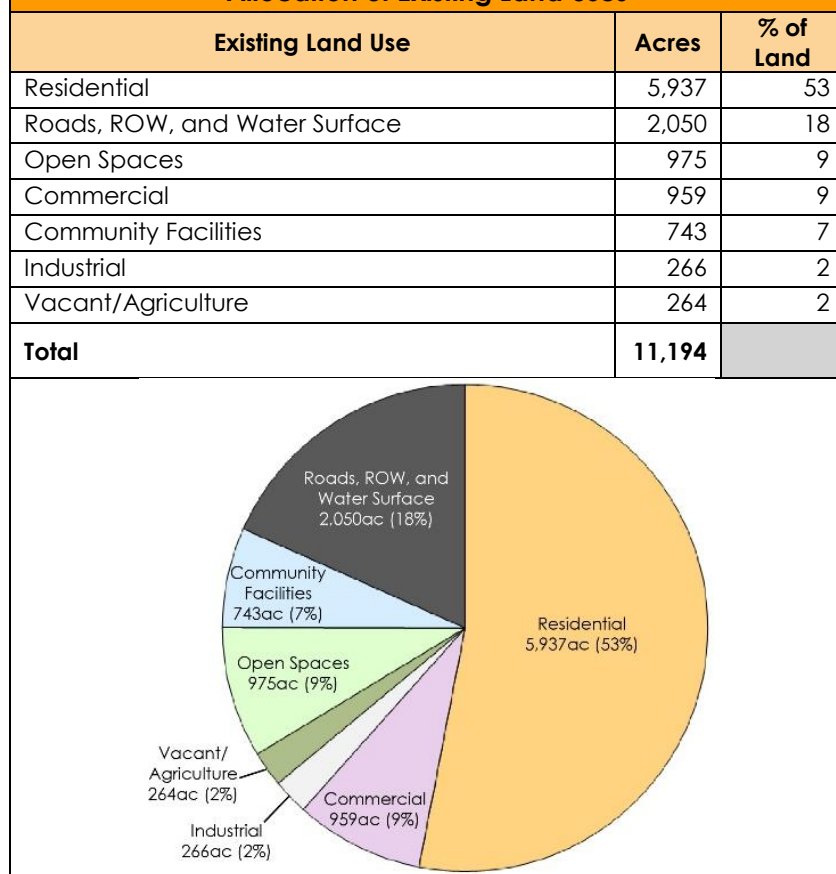
EXISTING LAND USE

An analysis of the existing land uses in Delray Beach indicates the settlement pattern is largely comprised of residential neighborhoods. The available data from Palm Beach County provides information on existing development using the following use categories:

- Residential
- Commercial
- Industrial
- Vacant/Agriculture, Recreation
- Education and Public Facilities,
- Roadways and water rights-of-way

Mixed use development is accounted for under the commercial allocation. The existing use of the land throughout the Delray Beach planning area shows a predominantly residential community, with open space, recreation, conservation, served by commercial uses located along main corridors or in nodes at major intersections.

TABLE NDC-E
Allocation of Existing Land Uses





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LAND USE DESIGNATIONS

The Land Use Map (Map AD-2), formerly known as the Future Land Use Map, identifies the land use designations for all properties within the defined Planning Area for the planning horizon of 2019 through 2049. The land use categories have a variety of densities and intensities that are strategically applied to accommodate for the diverse and different neighborhoods, districts, and corridors in Delray Beach.

The distribution of land use designations throughout the Delray Beach planning area illustrates that a large majority of the land designated for residential use is located west of Interstate-95, served by nodes of commercial or mixed use development along Military Trail and Congress Avenue.

Residential Land Use Designations

The Low Density Residential and Medium Density

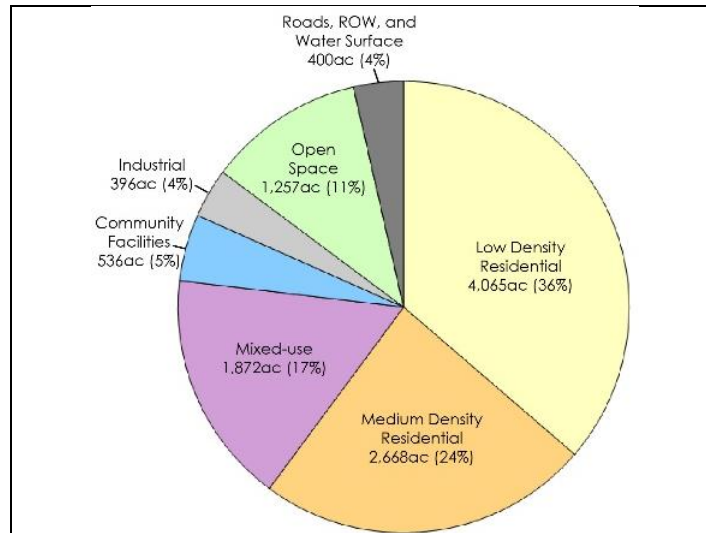
Residential land use designations are utilized to maintain and enhance Delray Beach's established neighborhood characteristics, while supporting new and revitalized housing that compliments the desired development pattern and intensity. These two residential land use designations, which consist of 60% of the land area within the Delray Beach municipal city limits, are applied based on existing development patterns and lot sizes in the surrounding neighborhood.

Based on the amount of land with residential land use designations, that is likely to infill, up to 731 additional residential units are possible (see Map DIA-6 - Potential Residential Units). Land in the Low Density Residential land use designation has the potential to accommodate 399 units, while land with the Medium Density Residential land use designation could accommodate 332 potential units.

TABLE NDC-F Allocation of Land Use Designations		
Existing Land Use	Acres	% of Land
Low Density Residential	4,065	36
Medium Density Residential	2,668	24
Mixed-use	1,872	17
Open Space	1,257	11
Community Facilities	536	5
Industrial	396	4
Roads, ROW, and Water Surfaces	400	4
Total	11,194	



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Low-Density (LD) Land Use

The purpose and intent of the Low Density Residential land use designation is to create and maintain low density residential neighborhoods by limiting the development intensity to five dwelling units per acre. Therefore, the Low Density Residential land use designation is primarily reserved for detached, single family residential housing development, while providing for a mix of residential housing types under a planned residential zoning district. The Low Density Residential land use designation also accommodates non-commercial, neighborhood-oriented facilities, such as community clubhouses, neighborhood amenities, and places of worship.



Aerial view of the northwest neighborhood where a number of Community Facilities are located including Pompey Park, many places of worship and SD Spady Elementary School.

Medium-Density (LD) Land Use

The purpose of the Medium Density Residential land use designation is to create and maintain residential neighborhoods that have a wide range of housing types with associated neighborhood amenities. The Medium Density Residential land use designation is primarily reserved for housing types, including but not limited to attached and detached single-family and multi-family housing. Generally, the implementing zoning districts have a density of at least five and up to 12 units per acre. In areas that have adopted redevelopment plans or are part of incentive programs, like the Workforce Housing Overlay, density can be increased up to 24 dwelling units per acre. The City has successfully utilized density incentives to encourage private sector investment to build workforce units. In addition to the provision of a variety of housing types, the Medium Density Residential land use designation also accommodates non-commercial, neighborhood-oriented facilities, such as community clubhouses, neighborhood amenities, and places of worship.



CODA Townhomes at the southeast corner of SW 2nd Avenue and SW 1st Street contain four workforce housing units as a result



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of a partnership between the Delray Beach Community Land Trust and the Delray Beach Community Redevelopment Agency.

Mixed-Use Land Use Designations

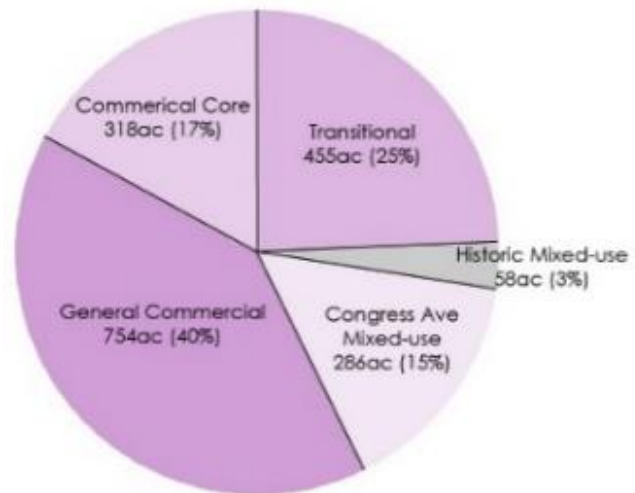
The mixed-use land use designations consist of:

- Commercial Core;
- General Commercial;
- Transitional;
- Congress Avenue Mixed-use; and,
- Historic Mixed-use.

A wide range of commercial and residential housing opportunities throughout the City's diverse neighborhoods, districts, and corridors are accommodated by the mixed-use land use designations. The development patterns within mixed-use land use designations should encourage pedestrian and bicycle activity, stimulate public transit ridership, and create a park-once environment. The maximum density and intensity offered through incentive programs should encourage adaptive re-use, development, and redevelopment that advances strategic, policy-driven goals, such as diverse residential housing opportunities, sustainable building practices, historic preservation, public parking, civic open space, or economic development strategies.

The mixed-use land use designations consist of 10% of the land area within the Delray Beach municipal city limits. The advisory land use designations for the annexation areas will add an additional 56.19 acres of land with a mixed-use land use designation.

Within the mixed-use land use designations, the General Commercial designation is the largest with 40% of the category, while the Historic Mixed-Use land use designation is the smallest with just 3% of the mixed-use land use category. Figure NDC-A shows how each of the mixed-use land designation area divided throughout the city.



Commercial Core (CC) Land Use

The Commercial Core land use designation is applied to stimulate Delray Beach's vitality and economic growth while simultaneously enhancing and preserving the cultural and historic downtown area. The City has successfully achieved this purpose through adopted form-based code techniques, which encourage adaptive-reuse, development, and redevelopment that preserves the downtown's historic moderate scale while promoting a balanced mix of uses to help the area continue to evolve into a traditional, self-sufficient downtown.

The intensity and density for the Commercial Core land use designation is a maximum floor area ratio of 3.0 with density allowed in a range of 12 to 30 units per acre, depending upon the location. Higher density, up to a maximum of 100 dwelling units per acre is reserved for specific incentive programs; at this time, the City is not offering density over 30 du/ac

The Central Business District is the zoning district that mainly implements the Commercial Core land use. The Central Business District has four sub-districts that are customized to respond to differing characteristics within the downtown area:

- Central Core
- Beach
- West Atlantic Neighborhood
- Railroad Corridor



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The Central Core Sub-district strives to provide development that preserves the downtown's historic moderate scale, while promoting a balanced mix of uses that will help the area evolve into a traditional, self-sufficient downtown. Residential development is permitted at higher densities in this area than any other part of Delray Beach as a means of fostering compact, pedestrian oriented growth that will support downtown businesses.



City Walk, located on Pineapple Grove Way within the Central Core Sub-district, is a mixed-use development completed in 2006; three stories of residential units sit atop the ground floor of a mix of commercial uses.

The Beach Sub-district, located east of the Intracoastal Waterway along and adjacent to East Atlantic Avenue, strives to preserve and enhance the character of the commercial area, the public condition of the beach, and the natural environment. Residential development is strictly limited to 12 du/ac and increases, including those from incentive programs, are not permitted as the sub-district is within the Coastal High Hazard Area. All increases in land use intensity are not permitted as a life-safety measure to maintain evacuation speed and to limit potential property losses.



This circa 1954 building at 1100 East Atlantic Avenue remains indicative of the original scale and character within the Beach Sub-district.

The West Atlantic Neighborhood Sub-district provides for development that emphasizes the preservation and enhancement of the existing neighborhood, while promoting a pedestrian friendly commercial area along West Atlantic Avenue. Development is encouraged to contain a mix of residential, commercial and civic functions. The density is lower in this area to ensure compatibility with the adjacent residential neighborhoods, however, a density bonus up to 18 du/ac is currently offered to encourage workforce housing. Businesses that are oriented toward serving the local neighborhood, as opposed to the city as a whole, are encouraged.



Atlantic Grove, located on West Atlantic Avenue from SW 3rd Avenue to SW 5th Avenue, is a mixed-use development containing a variety of commercial businesses on the ground floor, offices on the second floor, and residential units on the third floor.

The Railroad Corridor Sub-district allows for development of light industrial type uses on properties that are in the downtown area, but are in close proximity to the FEC railroad. This sub-district recognizes the long-standing light industrial character of this railroad corridor, while providing



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for additional uses to enhance the economic growth of the downtown.



The Railroad Sub-district extends along SE 2nd Avenue within the Osceola Park neighborhood, and is home to many small, local businesses.

General Commercial (GC) Land Use

The General Commercial land use designation accommodates a wide range of non-residential and mixed-use development and limited stand-alone residential development along major corridors and within certain districts. Light industrial type uses are accommodated on certain parcels with a General Commercial land use designation. This is also the only designation that accommodates the Automotive Commercial zoning district.

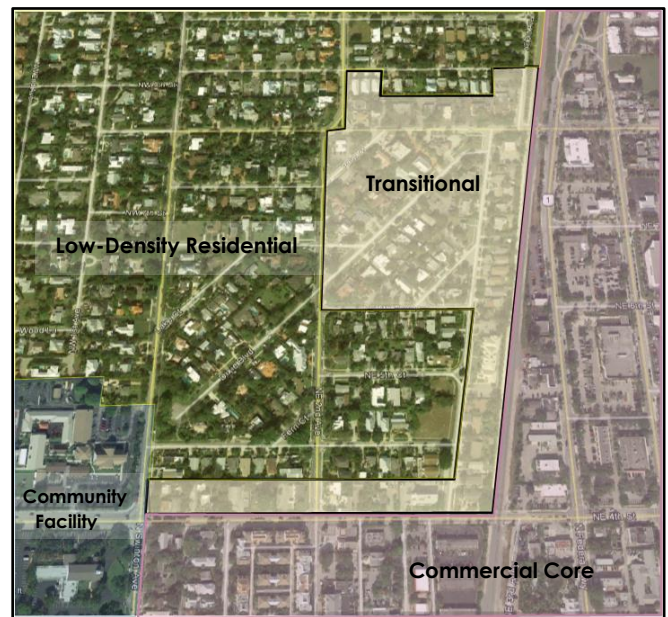


The North Federal Highway corridor contains a variety of small, local and corporate auto dealerships among many commercial properties.

The intensity and density for the General Commercial land use designation is a maximum floor area ratio of 3.0 and a maximum density of 30 dwelling units per acre. However, there are current restrictions on the prescribed density and required use mix in the implementing zoning districts. This should be re-evaluated to provide for desirable and appropriate amounts and locations of mixed use developments with residential uses.

Transitional (TRN) Land Use

The Transitional land use designation allows a wide range of residential and low intensity nonresidential uses to address varied community needs, unique development patterns, and/or distinctive uses. The Transitional land use designation is appropriate for properties located between two or more land use designations with differing building scale, uses, or levels of intensity to create development patterns that are compatible with the specific, unique surrounding conditions.



Properties with a Transitional land use designation (center) are located between the Del-Ida Park Historic District to the west and the more intense downtown area to the east (highlighted in pink). The Transitional land use provides a compatible transition between the low density neighborhood and more intense Commercial Core redevelopment by allowing for adaptive reuse.

Daily shopping and service needs of adjacent residential neighborhoods can be provided by utilizing the Neighborhood Commercial zoning designation for properties with a Transitional land use designation. Therefore, the intensity and density for the Transitional land use designation is limited to a maximum floor area ratio of 1.0 and a maximum density of 12 dwelling units per acre to provide an appropriate scale and essential transition between areas with different land uses or levels of intensity.

Congress Avenue Mixed Use (CMU) Land Use



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The Congress Avenue Mixed Use land use designation accommodates a variety of commercial, office, and residential uses that provide development intensities intended to spur economic growth, provide incentives for transit oriented development, and create multimodal development patterns along the Congress Avenue corridor, south of West Atlantic Avenue. Transit-oriented development is encouraged for properties in close proximity to the Delray Beach Tri-Rail Station through the provision of incentives in the land development regulations, such as higher residential densities. The intensity and density for the Congress Avenue Mixed Use land use designation is a maximum floor area ratio of 3.0 and a maximum density up to 50 dwelling units per acre to encourage a mix of uses and assist in the transformation of the Congress Avenue corridor as a destination.



Alta Congress, located along South Congress Avenue in close proximity to the Delray Beach Tri-Rail station, consists of a 369-unit luxury apartment complex that includes 90 workforce housing units.

The previous floor area ratio for the Congress Mixed Use land use designation was limited to a 2.0 for residential, and a 1.0 for commercial. The plan was not clear if the FAR allowances could be combined into a total of 3.0. Given the desire for more intense development in the form of transit-oriented development along Congress Avenue, the floor area ratio has been clearly stated as combined/increased to a total of 3.0 for all development. The permitted height in the Land Development Regulations for this area is the highest in the city at 85 feet, which also complements and supports the increased floor area ratio.

It is also important to note that the transportation analysis provided in the Mobility Element indicates that Congress Avenue in this area will have excess vehicular capacity through the year 2040. Therefore, using this land use designation to attract residential and commercial investment to this corridor from Military Trail or Federal Highway provides multiple benefits, for both economic and transportation goals.

Within the Congress Avenue corridor, there is one designated Regional Activity Center, which is the only one located within the municipal limits of Delray Beach. The Congress Village Regional Activity Center overlay is established to encourage new development at an appropriate intensity and density on the 42.749 acre site previously occupied by the Office Depot headquarters. The site, which is located on the west side of South Congress Avenue, south of Old Germantown Road, is allowed a maximum development program of 600,000 square feet of office use, 400,000 square feet of commercial uses, 350 hotel units and 2,000 residential units.

Historic Mixed Use (HMU) Land Use



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The circa 1924 historic structure at 102 NE 1st Avenue within the Old School Square Historic District, is an example of a successful adaptive reuse from single-family residential to office.

The Historic Mixed Use land use designation is applied to encourage the preservation and adaptive reuse of historic structures while maintaining and enhancing the historic, pedestrian scale and character. The land use designation is applied to properties located within the Old School Square Historic District. The Historic Mixed Use land use designation provides for a mix of residential, commercial, and arts-based uses. As a means of maintaining the historically balanced mix of residential and nonresidential uses, planning tools can be utilized to encourage the maintenance of residential use, such as incentives in the Land Development Regulations for maintaining existing residential units, including live-work units, and/or providing incentives for residential and non-residential developments.

The intensity and density for the Historic Mixed Use land use designation is limited to a maximum floor area ratio of 1.0, and a density up to 10 dwelling units per acre. The land use is mostly implemented though the Old School Square Historic Arts District (OSSHAD); however, an overlay is also utilized for properties located along the historic main streets of Atlantic Avenue and Swinton Avenue. The intent of the overlay is to support adaptive reuse of historic structures and achieve compatible infill development in a pattern and scale consistent with Delray Beach's historic commercial main streets. The overlay allows the principal and accessory uses from the Central Business District to be established on the designated properties. The overlay also allows the designated properties to utilize the development standards and

architectural guidelines of the Central Business District. The overlay does not change the land use designation, and the properties are still limited to the floor area ratio and density maximums for Historic Mixed Use.



The hatched properties have the Historic Mixed Use land use designation with the Central Business District overlay zoning.

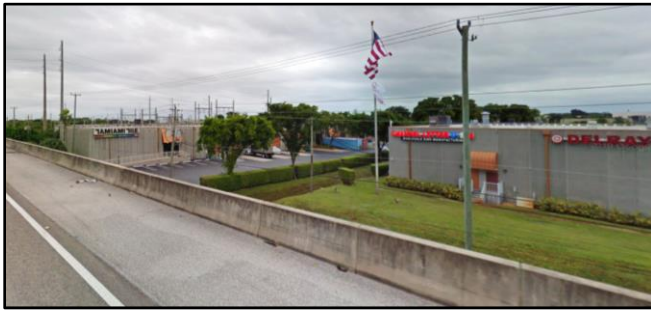
Industrial Land Use Designations

The Industrial land use designations of Industrial and Commerce are applied to those areas where industrial type uses, such as fabrication and assembly of goods, warehousing, and vehicle repair, are the primary economic strategy for the district. While Delray Beach is not known as an industrial hub, many sites located along Congress Avenue and along or adjacent to Linton Boulevard take advantage of the nearby railway and highway access in the area. Accommodation of these industrial-type uses is essential to the local economy as they help to support and grow the local job base. Based on established development patterns, the intensity for development on land with an Industrial land use designation is deemed appropriate at a maximum floor area ratio of 0.60.

Only 2% of land area within the Delray Beach municipal city limit has the Industrial land use designation. The advisory land use designations for the annexation areas will not add any land for industrial-type development. Therefore, amendments to the land use map that reduce the amount of land with an Industrial land use designation are discouraged for long term economic prosperity.



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A glimpse of an industrial section from Interstate-95; industrial uses are typically located in proximity to interstates and highways for ease of access both for distribution and customers.

Industrial (I) Land Use

The Industrial land use designation accommodates manufacturing, fabrication, assembly, and warehousing uses on properties where such uses currently exist, and in areas identified as appropriate to continue or expand industrial-based uses. As a means of ensuring the perpetual accommodation of industrial uses, residential and general commercial uses are prohibited on properties with an Industrial land use designation.

Commerce (CMR) Land Use

The Commerce land use designation is located along or adjacent to the North Congress Avenue corridor, north of West Atlantic Avenue. While categorized as an Industrial-type land use designation, the Commerce land use designation accommodates a mix of industrial, service, and commercial uses. Residential uses are also allowed on a limited basis and require the inclusion of workforce housing.



The Congress Commerce Center at the southeast corner of North Congress Avenue and Lake Ida Road provides a

balanced variety of businesses with limited retail-based opportunities.

Congress Avenue is classified as a major arterial roadway that connects Delray Beach to Boynton Beach to the north and Boca Raton to the south. An analysis is needed to determine if the Commerce and Congress Mixed Use land use designations should be combined into a single land use designation. The intent of the single land use designation would be to establish a cohesive and unified streetscape aesthetic while accommodating a balanced mix of commercial, industrial, office, and residential uses.

Open Space Land Use Designations

The Open Space and Conservation land use designations are intended to protect and preserve open and natural areas that serve to benefit the public. The provision of recreational opportunities is also an important aspect of these land use designations.

The Open Space and Conservation land use designations comprise 9% of the land area within the Delray Beach municipal city limits (see Map AD-1). The current advisory land use designations for the annexation areas will not add any open space or conservation lands. However, new development could apply these designations to community amenities and recreational areas.

Open Space (OS) Land Use

The Open Space land use designation is predominantly utilized for canals, waterways, beaches, shores, estuarine systems, golf courses, private common areas within planned developments, and undevelopable parcels. The Open Space land use designation is also utilized for public recreational areas, including those sites with associated indoor facilities open space areas, and some areas intended to remain as natural habitats, even if not currently limited with a Conservation land use designation. The Open Space land use designation is implemented mostly by the Open Space or Open Space Recreational zoning districts, although the City has assigned some parcels Conservation zoning as well. The Open Space land use designation is also implemented



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by residential zoning districts with the area limited to the provision of amenities for residential development.



The community amenities for High Point of Delray is a good example of the Open Space land use designation implementation by a residential zoning district.

The development intensity for the open space land use designation is 0.10 and is intended to provide for ancillary structures such as maintenance, storage, or public restrooms. The floor area ratio for the Open Space land use designation was previously 0.50. However, an analysis of the twenty-three parcels with an Open Space land use designation indicated that the floor area ratio for all parcels was below 0.10. Therefore, the floor area ratio has been reduced accordingly.

Conservation (CON) Land Use

The Conservation land use designation is limited to recreation, open space, and conservation uses. However, those properties identified in the Conservation Element as land to be preserved, may only be developed in accordance with the Conservation Element. Given that land reserved for conservation is predominantly for public purpose, those properties with a Conservation land use designation should be required to be placed into public ownership or protected through a perpetual restrictive land covenant. Development on conservation land is limited to ancillary structures that support the needs of the conservation of land and do not have a negative impact on the property or environment. Therefore, the maximum intensity for properties with a Conservation land use designation is limited to a 0.01 floor area ratio.



Delray Oaks Natural Area, which is owned by Palm Beach County, is located in Delray Beach along South Congress Avenue. The Conservation land use designation protects remaining natural areas within the city.

Community Facility Land Use Designation

The Community Facility land use designation accommodates a full range of local or regional community based uses primarily intended to serve the public. Those community based uses include current and future school sites, public buildings, public facilities, and buildings that serve the community and are not commercial in nature, such as places of worship. The maximum intensity for development on land with a Community Facility land use designation is a 1.0 floor area ratio.



Pompey Park, located within the northwest neighborhood, is a community facility that provides diverse recreational opportunities for residents of all ages.



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Agricultural Land Use Designation

Given that 98.9% of the land within the Delray Beach Planning Area has been developed, the Agricultural land use designation is not applied to any parcels on the Land Use Map. The long-term continuance of existing agricultural operations is unlikely from an economic perspective and is not compatible with the urbanization that has occurred. The Agricultural land use designation, which is implemented by the Agricultural zoning district, has a maximum intensity for development at a 0.15 floor area ratio.

ANNEXATION AREAS

The Charter for the City of Delray Beach established the "Greater Delray Beach Area". The area exceeded the municipal boundaries and provided that the City could annex properties within it (i.e. a "reserve annexation area"). Since the Charter was adopted, the City has enacted numerous annexations. Through 1987, these annexations had mostly been voluntary and were usually associated with proposed development seeking municipally provided services (water, sewer, fire, police, street maintenance, etc.). That annexation process led to the creation of numerous County islands or "enclaves". Following enactment of special legislation entitled the "Delray Beach Enclave Annexation Act", the City in 1988 unilaterally annexed approximately 1,300 parcels located within 68 enclaves which comprised 834 acres and a population of approximately 3,100 individuals.

by the boundaries of its "Official Planning Area". The Official Planning Area is the area for which most calculations and projections in this Plan are predicated upon. It is also considered the City's ultimate boundaries. The Planning Area is specifically delineated on Map AD-1, as well as most maps contained in this Element.

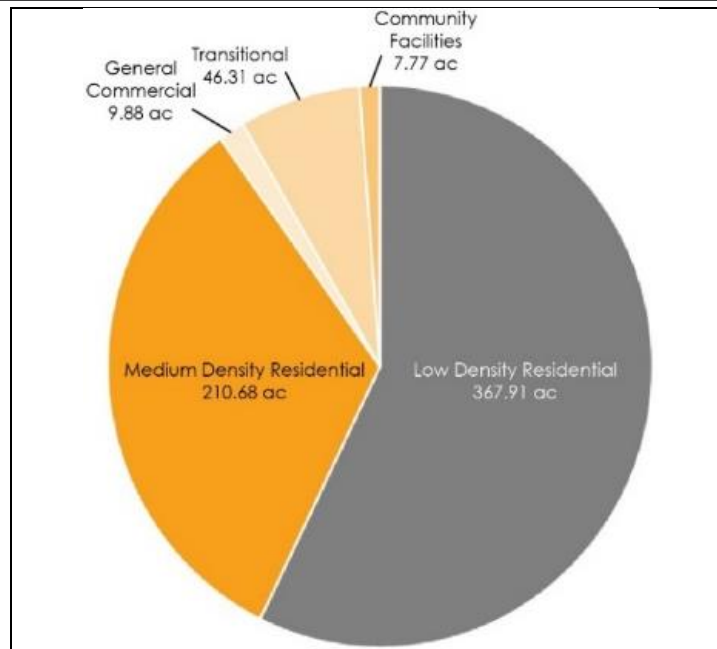
The current Planning Area for Delray Beach includes 642.55 acres of unincorporated land (See Map AD-23 - Annexation Areas). These areas have a mix of advisory land uses including Low Density Residential, Medium Density Residential, General Commercial, Transitional, and Community Facilities. The advisory land use is the City's intended density and intensity for the land; assigning another land use requires a determination of need from the same findings any other Land Use Map amendment requires.

Upon adoption of the 1989 Comprehensive Plan, the City's "reserve annexation area" was replaced

TABLE NDC-G Advisory Land Use Designations for Annexation Areas		
Existing Land Use	Acres	% of Land
Low Density Residential	367.91	57%
Medium Density Residential	210.68	33%
Transitional	46.31	7%
General Commercial	9.88	1.5%
Community Facilities	7.77	1.2%
Total	642.55	



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Country Club Acres, located off of South Military Trail, is a single-family neighborhood with approximately five-hundred parcels. The 158 acre neighborhood is located within the City's Future Annexation Area.

The City has a program for annexation of the areas identified on Map AD-23 (Annexation Areas). The program includes the preparation of an "urban services annexation report" as required by Florida Statutes, for each of the remaining designated annexation areas. Additionally, the City must work with Palm Beach County to address the annexation of improved property that lacks adequate sewer, water, street, and/or drainage

facilities pursuant to the Palm Beach County Annexation Incentive Program, and recommend whether annexation should be pursued and, if so, the means by which annexation should occur.

The program also requires that the City accommodate individual voluntary annexations as the opportunities arise; most annexations are anticipated to result from voluntary annexations. Any future development or redevelopment of these areas will likely pursue annexation to receive water service, which is necessary to serve any densification or increased intensity on the properties. Prior to obtaining water service, annexation or an agreement to annex when conditions are appropriate, is a prerequisite.

Concurrency findings are required for all land to be annexed with respect to water facilities, sewer facilities, public schools, streets, drainage, and other facilities (See Table NDC-H). This analysis is necessary to ensure public facilities are in place to adequately serve the area without negatively impacting both existing and future residents.



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TABLE NDC-H
Concurrency Findings

Findings for:	Shall mean that:
water facilities	direct connection to a functioning municipal system is made.
sewer facilities	direct connection to a functioning municipal system is made; or, where such facilities are not reasonably accessible, connection to a septic system.
public schools	the improvement is in place or construction appropriations are specified within the first three years of the most recently approved School District Improvement Schedule, as reflected in Table SD-CIP of the Capital Facilities Element.
streets, drainage, and other facilities	the improvement is in place prior to issuance of the occupancy permit; or,
	the improvement is bonded, as a part of the subdivision improvements agreement or similar instrument, and there is a schedule of completion in the bonding agreement; or,
	the improvement is a part of a governmental capital improvement budget; it has been designed; and a contract for installation has been solicited.

AVAILABILITY OF SERVICES

Potable Water Supply

Based upon the 2018 Lower East Coast Water Supply Plan, the demand for water in 2040 for the projected 2040 population of 81,874 will require 18.75 MGD. The City's current SFWMD Water Use Permit (No. 50-00177-W) has an annual groundwater allocation of 19.10 MGD, which exceeds the current demand and meets the future projects. The City's system is capable of producing 26.0 MGD. It should also be noted that the population projections in the plan are higher than other sources indicate. In addition, the planned expansion of the reclaimed water system will provide alternative water supply for irrigation, lessening the demand on the potable water system. More than 1,000 domestic wells still exist within the service area, predominantly used for irrigation.

Sewer Facilities

The design capacity of the City's sewer system is 24 MGD, which has a planned expansion to 30 MGD. The current demand is 17 MGD, indicating that the facility has the capacity to absorb the projected almost 20% population increase during the planning period.

Solid Waste

No solid waste disposal facilities exist within the Planning Area. The Palm Beach County Solid

Waste Authority (SWA) has established a level of service standard of 9.54 pounds per person per day. Delray Beach has an estimated 2.74 pounds per capita per day need, which is well below the established level of service standard. This level of use indicates the landfill is anticipated to meet the City's capacity needs within the projected final depletion year. use plans of the County and its municipalities. In addition to landfill capacity, the City is interested in expanding recycling and other sustainability efforts that will aid in the reduction of the demand per person per day.

Stormwater

The City's 2018 Stormwater Management Master Plan Update includes assumptions for sea level rise based on 30-year and 75-year projections identified in the City of Delray Beach Intracoastal Waterway Water Level & Infrastructure Vulnerability Study, conducted in 2018. The Stormwater Management Master Plan Update identifies stormwater management challenges due to impacts of sea level rise and localized flooding. These issues, coupled with a rising groundwater table, will impact primary and secondary drainage systems, ultimately reducing the capacity of these systems. The required improvements are prioritized and programmed in the Capital Improvements Element. Ongoing



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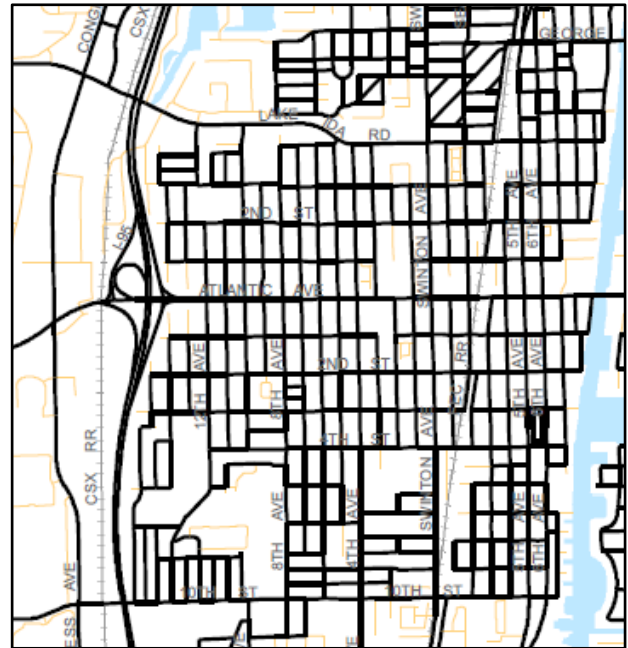
discussion regarding seawall improvements based on a recently completed evaluation is anticipated to drive new standards for both public and private properties. Ultimately, the City will need to undertake a citywide climate change vulnerability assessment to develop a long term, focused approach to managing the impacts of climate change.

Mobility

Recognizing that growth through redevelopment and densification provides limited opportunity for new lane mileages, the City's direction in the planning period is to diversify viable modes of transportation within its boundaries through both capital improvements and land use strategies. The priority to meet transportation needs is the creation of a Mobility Plan, ultimately supported by a Mobility Fee, to retrofit existing streets, expand bike-ped facilities, and construct a new commuter rail station for the Tri-Rail Coastal Link and potentially the Brightline services.

Using conventional roadway level of service standards (County and regional standards for all but the State facilities, which use FDOT standards), deficiencies exist at the following roadway segments:

- 🌸 Military Trail from Flavor Pict Road to Clint Moore Road
- 🌸 Interstate 95 from West Atlantic Avenue to Peninsula Corporate Drive
- 🌸 Federal Highway from Linton Boulevard to Lindell Boulevard
- 🌸 Linton Boulevard from Old Dixie Highway to 10th Avenue SW
- 🌸 Lake Ida Road from North Swinton Avenue to Military Trail
- 🌸 SW 10th Avenue from Lindell Boulevard to Hidden Valley Boulevard



The original grid network throughout the downtown area and surrounding neighborhoods remains largely intact (see Map DIA-10, Roadway Connectivity).

To aid in the revitalization of the downtown, the City has established a Transportation Concurrency Exception Area (TCEA), which is depicted on Map AD-11 (TCEA Boundary). The TCEA provides an alternative to expanding roadway capacity through wider roads and higher speeds. Therefore, the TCEA designation is an essential tool to achieve the City's vision of maintaining the overall scale and character of the downtown as the "Village by the Sea." In addition, all major infrastructure systems are in place, including a grid network of streets providing convenient access to and from major arterials and the Interstate highway system. The TCEA is further described in the Data, Inventory, and Analysis of the Mobility Element.

REDEVELOPMENT AND NEIGHBORHOOD PLANS

The City has undertaken a focused, area-specific strategy to revitalizing aging or under-utilized areas using Neighborhood or Redevelopment Plans created with a high degree of resident and stakeholder involvement (See Map AD-22 - Neighborhood and Redevelopment Plan Areas). The transformation of the downtown during the last 20 years is a testimony to the power of developing a master plan in partnership with the public, and



NEIGHBORHOODS, DISTRICTS, AND CORRIDORS ELEMENT

implementing the recommendations of the plan to achieve the vision defined by the plan. Since growth will largely be accommodated through redevelopment, this strategy will continue to be an important tool.

The City will continue to facilitate and prepare neighborhood and redevelopment plans with a high degree of public participation and in collaboration with City departments, the Delray Beach Community Redevelopment Agency (if located within their boundaries), strategic partners, and neighborhood residents. Once a plan is adopted, specialized planning strategies will be determined to implement the vision of adopted Neighborhood and Redevelopment Plans. Table NDC-I lists the adopted plans, which are also illustrated in see Map AD-22 (Redevelopment Areas). These plans will continue to be utilized to assist in the transformation of Delray Beach's neighborhoods, districts, and corridors.

In the update of the listed plans, or creation of any new plans, the City will continue to facilitate public participation through the creation of neighborhood, community, and stakeholder groups to provide balanced representation. The creation or update of a neighborhood or redevelopment plan will be prioritized for areas of the city that are in a historic district, presenting signs of deterioration, or raising concerns regarding the intrusion of incompatible uses or development patterns.

Plan recommendations will be based on the need, desirability, and level of support for enacting specific planning strategies, such as the creation of a historic or other special purpose district, introduction of new uses or housing types, inclusion of streetscape or landscape design guidelines, or amendment of land use designations. Requests to change residential land use or zoning designations

to designations other than Community Facilities or Open Space land use designations or zoning categories will not be supported unless the proposed changes implement an adopted neighborhood or redevelopment plan. To ensure the implementation of an adopted Plan's vision and recommendations, any required land use or zoning designation changes, amendments to the Land Development Regulations, creation of design guidelines, etc. will be adopted within two years of the adoption of a new or updated Neighborhood or Redevelopment Plan.

TABLE NDC-I
Adopted Neighborhood and
Redevelopment Plans

Plan	Year Adopted
Banker's Row: A program for Re-Use and Restoration	1991
West Atlantic Avenue Redevelopment Plan	1995
Silver Terrace Redevelopment Plan	1996
A Neighborhood Plan for 'Main Street' in the Grove	1998
Seacrest / Del-Ida Park Neighborhood Plan	1998
North Federal Highway Redevelopment Plan	1999
Southridge / SW 4 th Avenue Redevelopment Plan	1999
Lindell/Federal Highway Redevelopment Plan	2000
Downtown Delray Beach Master Plan	2002
Southwest Area Neighborhood Plan	2003
Wallace Drive Industrial Area Redevelopment Plan	2004
Osceola Park Redevelopment Plan	2004
South Federal Highway Redevelopment Plan	2012



NEIGHBORHOODS, DISTRICTS, AND CORRIDORS ELEMENT

NEEDS AND RECOMMENDATIONS

Land Use

Goal 1, Land Use, focuses on the enhancement of the quality and character of Delray Beach's neighborhoods, districts, and corridors to create a sustainable community in which to live, work, play and grow. The needs and recommendations inform policies that focus on establishing compatibility among land uses with appropriate transitions in scale, intensity, and development pattern through the application of appropriate land use designations and their associated intensities and densities. The identified needs and recommendations, which are discussed within each land use designation category, will guide the implementing zoning districts for each land use designation to provide adaptive reuse, redevelopment, and development that is compatible, appropriate, and meet the intent of each land use designation.

Recommendations, Land Use:

- Provide incentives for adaptive reuse of structures eligible for historic designation.
- Provide incentives to encourage transit-oriented development.
- Re-evaluate implementing zoning districts for land with a General Commercial land use designation to provide for desirable and appropriate amounts and locations of mixed use developments with residential uses.
- Analyze the feasibility of combining the Commerce and Congress Avenue Mixed Use land use designations.

Quality of Life and Urban Form

Goal 2, Quality of Life and Urban Form, focuses on providing a high quality of life for all residents through the transformation of underutilized and blighted areas into attractive and thriving neighborhoods, districts, and corridors. The objectives and policies are organized from east to west, and reflect ~~based on~~ the needs and recommendations for each area of the City: the barrier island, the downtown and surrounding neighborhoods, and the area located west of Interstate-95, which is comprised largely of residential neighborhoods and commercial corridors.

The policies guide specific uses and issues, such as accommodating automotive dealers, encouraging transit-oriented development, and improving Delray Beach's corridors, which reflects their importance in improving quality of life and urban form throughout the City. The policies relevant to automotive dealerships are carried forward from the current Comprehensive Plan, which specify the limited locations where they can be located. Given market changes and industry

advancements, future consideration may be given to permitting automotive dealerships west of Interstate-95 along the Congress Avenue corridor with specified limitations.

Goal 2 also provides the planning strategies the City uses to improve Delray Beach's neighborhoods, districts, and corridors. The City has realized successful transformations of distressed or declining areas using focused neighborhood planning activities with a high degree of citizen involvement. The transformation of the downtown area during the last 20 years is a testimony of the power of developing a master plan in collaboration with residents and stakeholders, then using land use and land development regulations and capital improvements to revitalize an area.

Goal 2 identifies the process for prioritizing areas for new or updated plans, as well as the adopted neighborhood and redevelopment plans the city uses to guide redevelopment decisions and improvements. Many of the current plans need to be updated based on an analysis of the plan's vision, particularly if a significant amount of



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improvements has occurred either within or adjacent to the plan area. Additional areas are identified that should have a redevelopment plan created to establish a specific vision. Given the amount of needs and recommendations identified for Goal 2, the list is organized by topic or geographical location.

Recommendations, Development on the Barrier Island:

- Update the Land Development Regulations with respect to maintain the character of and increase the resiliency within the Coastal Planning Area.
- Study a Transfer of Development Rights program to direct density and development away from the Coastal Planning Area.

Recommendations, Downtown and Eastern Neighborhoods:

- Retain alleys and maintain the street network.
- Provide incentives to encourage adaptive reuse within mixed-use and commercial land use designations.
- Provide incentives that encourage the long-term viability, adaptive reuse, and redevelopment of small properties located within mixed-use and commercial land use designations.

Recommendations, Western Neighborhoods (West of Interstate-95):

- Enhance and augment the street, sidewalk, and bicycle network west of Interstate-95.
- Improve recreational opportunities west of Interstate-95.
- Create incentives to encourage the redevelopment of strip commercial centers to mixed-use, multi-modal environments.

Recommendations, Promote Transit-Oriented Development:

- Create incentives to provide transit-oriented workforce housing.
- Create an infill/redevelopment plan for the station area surrounding the Delray Beach Tri-Rail Station.
- Develop plans and provide site improvements for the Tri-Rail Coastal Link Station downtown.

Recommendations, Improve City Corridors:

- Utilize creative strategies to improve the view shed of Delray Beach from the FEC and CSX Railways, and Interstate-95.
- Create a greenway along the CSX Railway.

Recommendations, Planning of Neighborhoods, Districts, and Corridors:

- Prepare and update redevelopment and neighborhood plans; implement recommendations within two years of adoption.
- Prioritize public participation in the creation or update of neighborhood and redevelopment plans.
- Prioritize areas based on specific criteria for the creation or update of neighborhood and redevelopment plans.
- Re-evaluate the vision of current plans, in order of adoption or last update, to identify any impacting conditions or factors.
- Identify areas where new plans are needed to realize the City's vision.

Recommendations, Innovative Housing Strategies:

- Identify where greater housing choices, more affordable housing, and innovative housing types are appropriate.
- Establish criteria for the provision of accessory units when not included in a density calculation.
- Create and promote incentives for workforce housing programs.



NEIGHBORHOODS, DISTRICTS, AND CORRIDORS ELEMENT

Smart Growth

The needs and recommendations of Goal 3, Smart Growth, concern the provision of efficient, cost effective urban services to discourage sprawling settlement patterns, the establishment of a consistent review procedures for land use changes, and the ongoing streamlining and refinement of predictable land development regulations that realize the vision of the City.

Recommendations, Smart Growth:

- Require Concurrency criteria.
- Maintain coordination with Strategic Partners for new development.
- Discourage urban sprawl.
- Continue to provide services to properties within the City's Planning Area.
- Continue to provide a process for the annexation of properties within the City's Planning Area.
- Consistently evaluate amendments to the Land Use Map.
- Evaluate the Land Development Regulations to address recommended incentives and concepts identified throughout the Always Delray Comprehensive Plan.
- Conduct a thorough review of the Land Development Regulations to address inconsistent terminology and redundancy.



NEIGHBORHOODS, DISTRICTS, AND CORRIDORS ELEMENT

DEFINITIONS

ANNEXATION

The process by which the City expands its boundaries to unincorporated adjacent areas through voluntary petition.

DENSITY

The ratio of the number of dwelling units in relation to the area included within the property lines.

COASTAL HIGH HAZARD AREA

A special flood hazard area extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources. Coastal high hazard areas are also referred to as "high hazard areas subject to high velocity wave action" or "V Zones" and are designated on Flood Insurance Rate Maps (FIRM) as Zone V1-V30, VE, or V.

CONCURRENCY

The timely provision of public facilities concurrent with new development.

FLOOR AREA RATIO

The ratio of the "total floor area" of the structure(s) to the area of the lot. "Total Floor Area" shall be defined as the gross horizontal areas of all floors of all buildings measured from the exterior walls or other types of enclosures and shall include garages, carports and port-cocheres. The floor areas of attics (unless used as a living space), enclosed decks or patios, covered porches, exterior balconies (covered or uncovered) or crawl spaces are excluded from the total floor area used in the Floor Area Ratio calculation.

IN-FILL DEVELOPMENT

The development of a single parcel having frontage on one street or two streets for a corner parcel, and is surrounded by buildings on two or more sides.

INTENSITY

See Floor Area Ratio.

NEW DEVELOPMENT

The construction of a building or buildings or other improvement(s) on vacant property or a new stand alone building on a developed property, excluding in-fill development.

PLANNING AREA

The area shown in the Comprehensive Plan map series, which is identified for future annexation.

REDEVELOPMENT

Undertakings, activities, or projects initiated or supported by a unit of government to address slum and blight, or increase the tax base through projects that improve the quality of life for residents and visitors to the City.

WORKFORCE HOUSING UNIT

A dwelling unit for which the rent or mortgage payment (including principal, interest, taxes and Insurance P.I.T.I.) does not exceed 35 percent of the gross income of households that classify as very low, low, or moderate income households and meets the other requirements of the Family/Workforce Housing Program.



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APPENDIX NDC - A

IMPLEMENTING ZONING DISTRICTS	
District Name	Acronym
Agriculture	A
Automotive Commercial	AC
Central Business District	CBD
Community Facilities	CF
Conservation	CD
General Commercial	GC
Industrial	I
Light Industrial	LI
Low Density Residential	RL
Medium Density Residential	RM
Mixed Industrial and Commercial District	MIC
Mixed Residential, Office, and Commercial	MROC
Mobile Home	MH
Neighborhood Commercial	NC
Old School Square Historic Arts District	OSSHAD
Open Space	OS
Open Space and Recreation	OSR
Planned Commerce Center District	PCC
Planned Commercial	PC
Planned Office Center	POC
Planned Residential Development	PRD
Professional and Office District	POD
Residential Office	RO
Resort/Tourism	RT
Rural Residential	RR
Single-Family Residential	R-1
Special Activities District	SAD