



**CITY OF DELRAY BEACH**  
 DEPARTMENT OF DEVELOPMENT SERVICES  
 100 N.W. 1<sup>ST</sup> AVENUE • DELRAY BEACH • FLORIDA 33444 • (561) 243-7040



**TO:** DEVELOPMENT SERVICES MANAGEMENT GROUP (DSMG)

**FROM:** Jennifer Buce, Planner

**DATE:** March 26, 2026

**REQUEST:** Consideration of a request to reduce the front setback from the minimum requirement of 25 feet to 20 feet associated with redevelopment of the property located at **121 SE 7<sup>th</sup> Street. (PZ-516-2026)**

**PROPERTY INFORMATION**

**PCN:** 12-43-46-21-01-007-0470

**Legal Description:**

Lot 3 Block A of Lake Heights recorded on Plat Book 23, Page 206 Public Records of Palm Beach County, Florida.

**Zoning:**

Single-family Residential (R-1-A)

**Existing use:**

Single-Family Residence, ca. 2007.  
 Demolished; 2025

**Proposed Use:**

Single-Family Residence.  
 (New Construction)



**BACKGROUND:**

The request is associated with the redevelopment of the property. The subject property was platted in 1913 as part of the Osceola Park Plat, with a lot width of 50 feet and a lot depth of 131.70 feet. The lot is considered a lot of record, and can be developed even though it does not conform to current development standards within the R-1-A zoning district. In 1970, the 10 foot alley to the north of the subject property was abandoned giving the property an additional five feet (Resolution No. 21-70). The Osceola Park Plat established a 40 feet Right-of-Way along SE 7<sup>th</sup> Street (then named Blackmere), shown on the image to the right. The Plat also illustrates that the majority of the lots along SE 7<sup>th</sup> Street are consistent in lot dimension. The earliest recorded structure was built in 1944. In 2007, the property was redeveloped with a single-family home, which was subsequently demolished in 2025.



Given the redevelopment of the property, a right-of-way dedication of five feet is required for 121 SE 7<sup>th</sup> Street. Pursuant to **LDR Section 5.3.1(A), Right-of-way Dimensions and Dedication required, Right-of-way dimensions and dedications, whether public or private, shall be consistent with Table MBL-1 "Street**





**APPLICANT JUSTIFICATION:**

The applicant's request is provided as an attachment.

**FINDINGS:**

Pursuant to **LDR Section 2.1.2(B)**, the *Development Services Management Group (DSMG)* has the authority to grant administrative relief to adjustments to setback requirements for detached single-family and duplex structures resulting from right-of-way dedications, equal to the amount of the dedication, but no more than five feet.

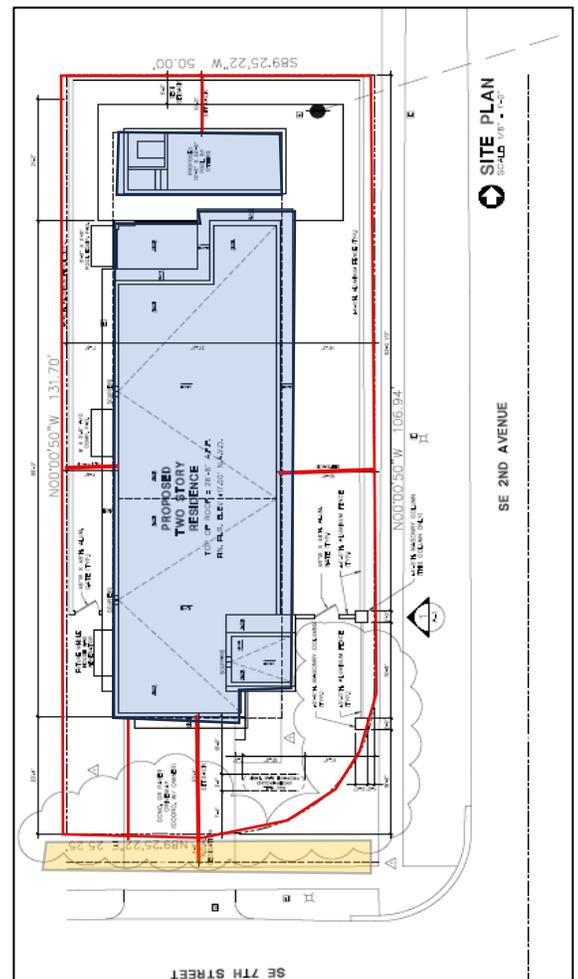
**LDR Section 2.4.11(D)(5), Findings**, Prior to granting administrative relief, the administrative official or body shall find:

- (a) That the relief sought is consistent with the specific authorization provided for in these regulations;
- (b) That the intent of the affected regulation is preserved;
- (c) That the action will not be detrimental to the public health, safety, or welfare; and,
- (d) The relief is consistent with the established character of the surrounding neighborhood.

The intent of the front setback requirement is to provide a minimum dimension that will allow for reasonable development of the land given the minimum lot size requirements. The R-1-A zoning district allows the smallest lot sizes in the city, to accommodate the smaller lot pattern in older neighborhoods. However, many of the oldest platted lots still do not meet the current minimum development standards.

The ROW dedication is required for all new developments to meet the future infrastructure needs of the community. The subject property is the first one along SE 7th Street to make the required five-foot ROW dedication, but any other properties that redevelop will be required to make the same dedication.

The LDR requires that parking be provided outside of the front setback. While parking is typically "provided" within a two-car garage, it is common to not fully utilize the garage for parking or to use the driveway to accommodate guests. If the request is approved, any cars parked in the driveway are limited to a depth of 20 feet from the front wall plane (based on the plans



submitted in BLDR-007963-2025) to the property line. The minimum depth of a space in a parking lot is 18 feet, however, a driveway provides less leeway because the driveway ends at a wall, rather than a wheel stop which allows overhang. The intent of keeping cars out of the front setback is to maintain a clear pedestrian pathway along the sidewalk without the vehicle hanging out into the sidewalk and impeding pedestrian safety.. Even if the residents fully utilize the garage, any visitors to the property would still have a limited depth for parking that could potentially impact pedestrians using the sidewalk network.

Given the above analysis, consideration of the established development pattern of the streetscape is part of the findings. There is a mix of setbacks along the street. However, since the subject property is the first on the block to grant the right-of-way dedication, DSMG should consider if granting of the relief impacts the overall character of the well-established neighborhood or impacts the safety of pedestrians using the sidewalk. Although the lot is constrained by the right-of-way dedication, the lot already received the benefit of the alleyway abandonment to the north in 1970. Further, the lot was platted to accommodate a much smaller structure than the applicant is proposing, as seen in the cottage size / style homes that predominate in the older homes in Osceola Park. DSMG should consider if the granting of the relief accommodates a structure that is not suited for the size of the lot, or if the relief is necessary to support its proposed redevelopment.

#### **REVIEW PROCESS:**

If the request is approved and no other relief is requested, the property owner may proceed with the submittal of a building permit application illustrating a front setback of 20 feet along SE 7<sup>th</sup> Street.

If the request is denied, the plans must be amended to reflect the minimum required front setback of 30 feet, or an appeal can be requested in accordance with LDR Article 2.5, Appeals. Appeals of the Development Services Management Group (DSMG) are considered by the City Commission for final determination.