

CITY OF DELRAY BEACH



Comprehensive Plan

Adopted by Ordinance 82-89

November 28, 1989

Last Revised
EAR 2017
Ordinance 06-17



**COMPREHENSIVE PLAN
FOR THE CITY OF DELRAY BEACH**

**Certified as In Compliance
February, 1990**

*Amended by Ordinance 52-90
November 20, 1990*

*Amended by Ordinance 74-91
October 8, 1991*

*Amended by Ordinance 28-92
September 8, 1992*

*Amended by Ordinance 63-92
December 8, 1992*

*Amended by Ordinance 52-93
September 28, 1993*

*Amended by Ordinance 84-93
December 14, 1993*

*Amended by Ordinance 90-94
November 15, 1994*

*Amended by Ordinance 94-94
December 6, 1994*

*Amended by Ordinance 47-95
August 15, 1995*

*Amended by Ordinance 44-95
September 5, 1995*

*Amended by Ordinance 69-95
December 5, 1995*

*Amended by Ordinance 36-96
September 17, 1996*

*Amended by Ordinance 51-96
November 19, 1996*

**Evaluation and Appraisal Report
Resolution Number 54-96
July 9, 1996**

*Amended by Ordinance 32-97
December 9, 1997*

*Amended by Ordinance 24-98
October 20, 1998*

*Amended by Ordinance 14-99
October 20, 1999*

*Amended by Ordinance 27-99
October 5, 1999*

*Amended by Ordinance 31-99
November 16, 1999*

*Amended by Ordinance 9-00
September 19, 2000*

*Amended by Ordinance 21-00
December 5, 2000*

*Amended by Ordinance 27-01
October 2, 2001*

*Amended by Ordinance 52-01
December 11, 2001*

*Amended by Ordinance 39-01
February 5, 2002*

*Amended by Ordinance 16-02
October 15, 2002*

*Amended by Ordinance 47-02
April 15, 2003*

*Amended by Ordinance 20-03
January 6, 2004*

*Amended by Ordinance 29-04
October 19, 2004*

*Amended by Ordinance 31-05
September 20, 2005*

*Amended by Ordinance 56-05
December 6, 2005*

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Evaluation and Appraisal Report
Resolution Number 65-06
October 17, 2006

*Amended by Ordinance 38-06
February 6, 2007*

*Amended by Ordinance 22-07
November 20, 2007*

*Amended by Ordinance 17-08
December 9, 2008*

*Amended by Ordinance 37-08
December 9, 2008*

*Amended by Ordinance 54-08
April 21, 2009*

*Amended by Ordinance 17-10
December 14, 2010*

*Amended by Ordinance 25-11
November 1, 2011*

*Amended by Ordinance 14-12
April 17, 2012*

*Amended by Ordinance 07-14
July 1, 2014*

*Amended by Ordinance 25-15
January 5, 2016*

Evaluation and Appraisal Report
Ordinance Number 06-17
July 18, 2017



Repealed

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Repealed

INTRODUCTION AND SUMMARY OF MAJOR FEATURES

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

INTRODUCTION

In 1989, at the adoption of the Comprehensive Plan, Delray Beach faced many of the problems common to aging cities. Infrastructure such as water and sewer lines were deteriorating. Storm drainage problems were evident in several areas, and streets and sidewalks were in need of repair. The historic downtown was tending toward decay as business moved to the suburbs. These problems, and others related to housing, the parks system, transportation, and public involvement were identified in the 1989 Plan, along with strategies to solve the problems. The Plan proposed a renaissance for the City, a revival in both economic and social terms, based on its unique history and culture.

Revival in the City went far beyond Comprehensive Plan language. A “Decade of Excellence” bond was issued to repair and upgrade infrastructure, including water and sewer systems, streets and drainage, parks and fire stations. Significant public investment was made in the downtown, including a complete reconstruction of the streetscape; the preservation and reuse of Old School Square (the original Delray School) into a museum, community center and theater; and the renovation of the Municipal Tennis Center and addition of a tennis stadium. Private investment has followed, resulting in a vibrant city center of shops, restaurants and theaters, with development incentives, such as increased densities and an exception to traffic concurrency, in place to continue revitalization into the future.

Recognition of its achievements has come to the City from sources beyond the local residents and business community. The City received the title of “All America City”, and the “Main Street” designation. Florida Trend magazine featured Delray Beach in a 1995 cover story as “The Best-Run Town in Florida”.

The City is approaching build-out, and the issues of today and tomorrow focus less on the classic growth management questions found in a fast growing area, and more on maintaining and enhancing a stable community. The emphasis has shifted to maintaining existing systems, correcting deficiencies in specific neighborhoods, and providing for the quality of life desired by the community. Therefore, the Plan goes beyond the minimum State requirements to address the needs and desires of the community.

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The Comprehensive Plan is the primary growth management planning tool for the City. The Plan describes how the community looks today and how it is expected to look in the future. It contains the policy guidelines for the control of growth and quality of life in the City and its Planning Area. The Plan is made up of ten specific elements addressing:

- Future Land Use
- Transportation
- Housing
- Public Facilities (Infrastructure)
- Coastal Management
- Conservation
- Open Space and Recreation
- Intergovernmental Coordination
- Capital Improvements
- Public Schools Facilities

The Plan elements are compatible and complementary. Together, they provide a comprehensive look at the issues facing the City, and plan for future growth.

The contents of the Comprehensive Plan reflect the requirements of the State statutes and rules governing local planning. These include:

- Chapter 163, F.S. Part II, entitled "Growth Policy; County and Municipal Planning; Land Development Regulation".

The Comprehensive Plan has been kept reasonably current through a series of amendments. In 1996, the City performed a complete review and update of the Plan through the Evaluation and Appraisal Report (EAR). Based on the EAR, the Plan was completely revised and amended in 1997. A second Evaluation and Appraisal Report was adopted on October 17, 2006 and the EAR-based amendments were adopted in 1998. Another amendment, to incorporate the City's 10-year Water Supply Facilities Work Plan into the Comprehensive Plan, was also revised and updated, and subsequently adopted in 2015. This cycle of annual analysis and amendment, and periodic major review will be continued in the future. The major check points in the process planning periods are described below.

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Evaluation and Appraisal Report	2017
Interlocal Agreement with School Board of Palm Beach County, Palm Beach County, and Municipalities of Palm Beach County for Coordinated Planning	

THE PLANNING AREA

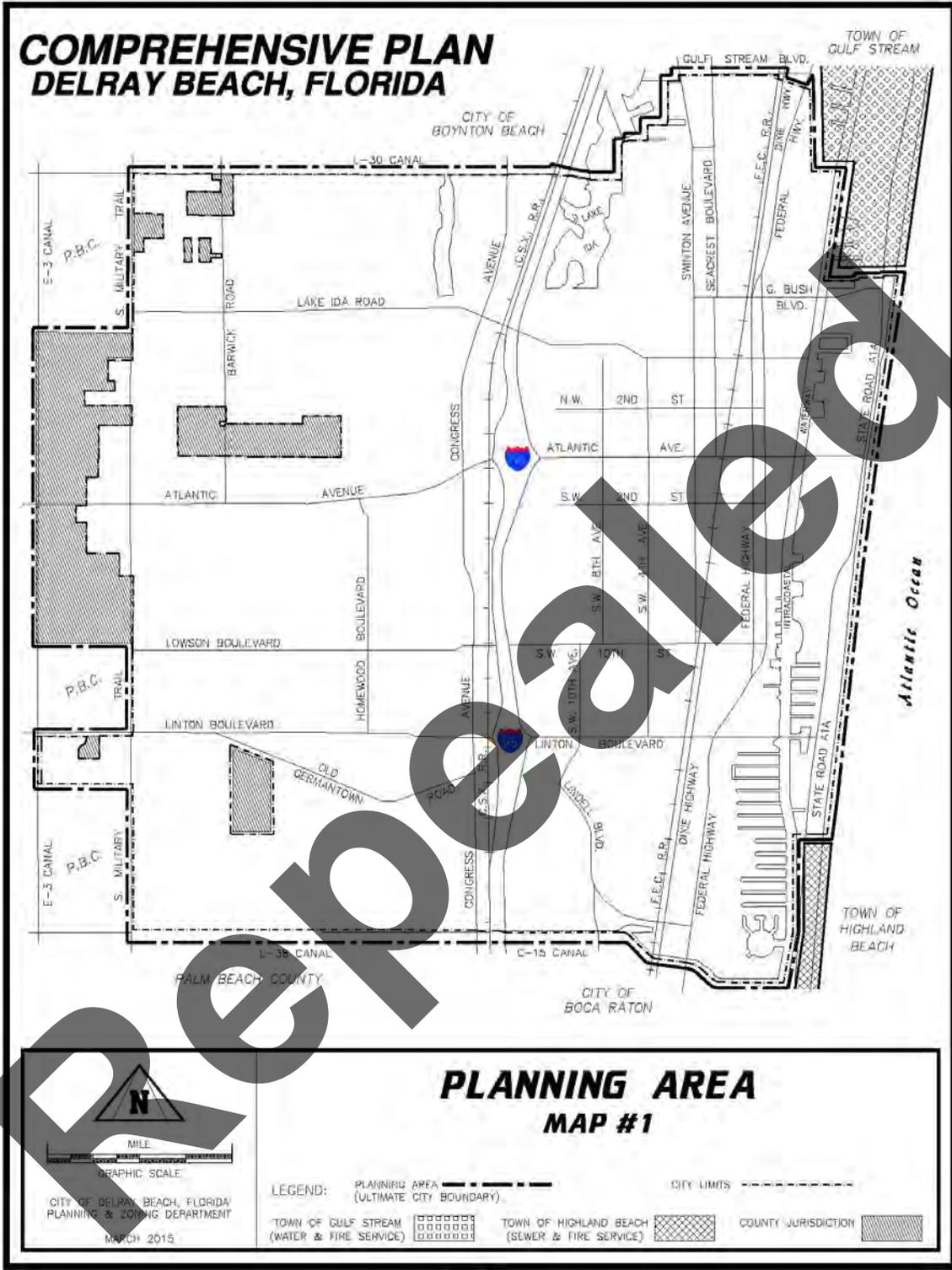
The Planning Area is that area which is projected to be the ultimate incorporated area for the City of Delray Beach. The City may provide a full or limited range of municipal services to the unincorporated portion of the Planning Area, before annexation. The actual limits of the Planning Area are shown in Map 1, and the Planning Area itself is discussed in greater detail in the *Land Use and Population Data* section of the Future Land Use Element

The total gross area within the Planning Area is approximately 17.1 sq. miles, with 0.80 sq. miles currently under County jurisdiction. Consistent with the 2014 Water Supply Plan, "As illustrated on the map, there are pockets of areas being served that are not currently within the City limits, but there are plans to annex those areas into the City's service area in the future."

The City of Delray Beach also provides limited services to adjacent municipalities, which are not in the Planning Area. The City provides water, fire protection and emergency services, and limited sewer services to the Town of Gulf Stream, and sewer services, fire protection and emergency services to the Town of Highland Beach, all on a contract basis.

LEVEL OF SERVICE STANDARDS & NEEDED IMPROVEMENTS

F.S. Section 163.3202(2)(g) requires that level of service standards be established to ensure that adequate facility capacity will be provided for future development. Thus, the City must establish such a standard for each public facility located within its boundaries. Level of service standards are identified in various elements of the Plan and are adopted as a part of the Capital Improvement Element. These standards are summarized in Table CI-GOP-1. Identified improvements are those necessary to reach and/or maintain L.O.S. standards. Other improvements for the overall operation of the facilities are addressed in the individual elements.



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T A B L E C I-GOP-1

CITY OF DELRAY BEACH LEVEL OF SERVICE STANDARDS

FACILITY	STANDARDS
Sewer Treatment System	
<ul style="list-style-type: none"> • Generation Inflow • Plant Design Capacity 	<p>115 gal per person per day. 24 mgd average / 30 mgd peak.</p>
Water Treatment System	
<ul style="list-style-type: none"> • Finished_Water Usage • Storage • Raw Water Permitted Allocation • Permitted Water Treatment Capacity • Water Pressure 	<p>234.8 gal per person per day. 15% of maximum flow + fire reserve at 1.5 mg + emergency reserve at 25% of storage 19.1 mgd. 26 mgd. 20 psi, minimum.</p>
Solid Waste	
<ul style="list-style-type: none"> • Generation Inflow 	<p>7.13 pounds per person per day.</p>
Drainage	
<ul style="list-style-type: none"> • SFWMD Standard 	<p>Retention of the first one inch of runoff for the entire site or 2.5 inches of water storage times the percentage of impervious areas, to protect water quality.</p>
Traffic	
<ul style="list-style-type: none"> • Local Streets • City Collectors and Arterials • County Streets • State Facilities • SIS Facilities 	<p>“C” under any condition. “D” under any conditions, pursuant to Exhibit 1 and 2. “D” under any conditions, per the adopted County level of service. Basis for calculations are the County Traffic Performance Standards. “D” Under any conditions, pursuant to Exhibit 2. “E” for I-95 and “D” for the Tri-Rail connector (Atlantic Avenue westward from I-95 to Congress Avenue and Congress Avenue southward to the Tri-Rail Station)</p>
Open Space and Recreation	
<ul style="list-style-type: none"> • Local Determination • Facilities <ul style="list-style-type: none"> Mini Park / Playground Neighborhood Park Community Park Urban District Park Regional Park • Activities <ul style="list-style-type: none"> Children Play Area Baseball Field Softball Field Football / Soccer Field Tennis Courts Golf Course (18 hole) Basketball Court Shuffleboard Court Handball / Racquetball Court Swimming Pool (small) Swimming Pool (Large) Boatramps Beachfront Boating 	<p>3 acres per 1,000 residents. 1 per 2,500 residents, ¼ mile service area. 1 per 5,000 residents, ¼ to ½ mile service area. 1 per 25,000 residents, ½ to 3 mile service area. 1 per 50,000 residents, 30 to 40 minutes driving time. 1 per 100,000 residents, 30 to 60 minutes driving time, 250 + acres. 1 per 5,000 residents. 1 per 5,000 residents. 1 per 5,000 residents. 1 per 6,000 residents. 1 per 2,000 residents. 1 per 25,000 residents. 1 per 5,000 residents. 1 per 2,000 residents. 1 per 10,000 residents. 1 per 2,000 residents. 1 per 25,000 residents. 1 per 5,000 residents. 1 mile per 25,000 residents. ¼ acre per 1,000 residents.</p>
Coastal Zone Levels of Service	Shall be the same as elsewhere in the City.
Public School Levels of Service	See Public Schools Facilities Element.

GROWTH MANAGEMENT -- DEVELOPMENT AND REDEVELOPMENT

As a mature community, at 98.9% build-out (based on land area), the focus of the Comprehensive Plan is not upon accommodating future growth but upon quality development of remaining vacant areas and redevelopment of areas which are in a state of decline or deterioration. Redevelopment is also a goal for commercial and industrial areas which are no longer functionally competitive in the regional marketplace.

Development goals and objectives are primarily addressed through the Future Land Use Element which contains the descriptions of the Future Land Use Map and its categories. These descriptions have been allocated to insure that new development and redevelopment is compatible with adjacent uses and does not create undue congestion or detract from the character of the City. In addition, an emphasis is placed upon land uses which will add to the economic base of the community through the provision of employment in commerce and related industries.

The Housing Element identifies several areas for which Strategic Task Team Neighborhood Action Plans are to be prepared and adopted. The Housing Element also sets forth an "action program" for taking neighborhoods through a phased process in achieving the goal of becoming a stable neighborhood.

There is a focus upon redevelopment in the Central Business District (CBD) with an emphasis on mixed use development. In addition, a Downtown Master Plan, adopted in 2002, was jointly prepared by the City and the Community Redevelopment Agency (CRA).

PROGRAMS AND ACTIVITIES

The elements of the Plan describe programs and activities which will maintain the level of service for infrastructure components, and enhance the quality of life in the community. A sampling of the major programs and activity thrusts from the various elements include:

❑ Future Land Use Element

- ◆ assessment of economic development needs;
- ◆ reevaluation of annexation efforts;
- ◆ retention of open space and natural areas.

❑ Transportation Element

- ◆ strategies to promote alternative transportation, including bicycle, pedestrian, and mass transit;
- ◆ maintain a public street beautification program;

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- ◆ reduction of the incidents of accidents in targeted areas and elimination of obstacles to vehicle and traffic safety;
- ◆ monitor and coordinate the MPO plans to provide necessary roadway improvements in the City.

☐ Housing Element

- ◆ strategies to promote workforce housing;
- ◆ assistance for the rehabilitation of renter-occupied housing;
- ◆ provision of housing in the Central Business District;
- ◆ acquisition of vacant lots for affordable housing.

☐ Public Facilities Element

- ◆ reduction of inflow/infiltration in the wastewater collection system;
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- ◆ correction of stormwater management deficiencies;
- ◆ development of a street system master plan;
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- ◆ solid waste recycling.

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- ◆ control the quality of stormwater runoff;
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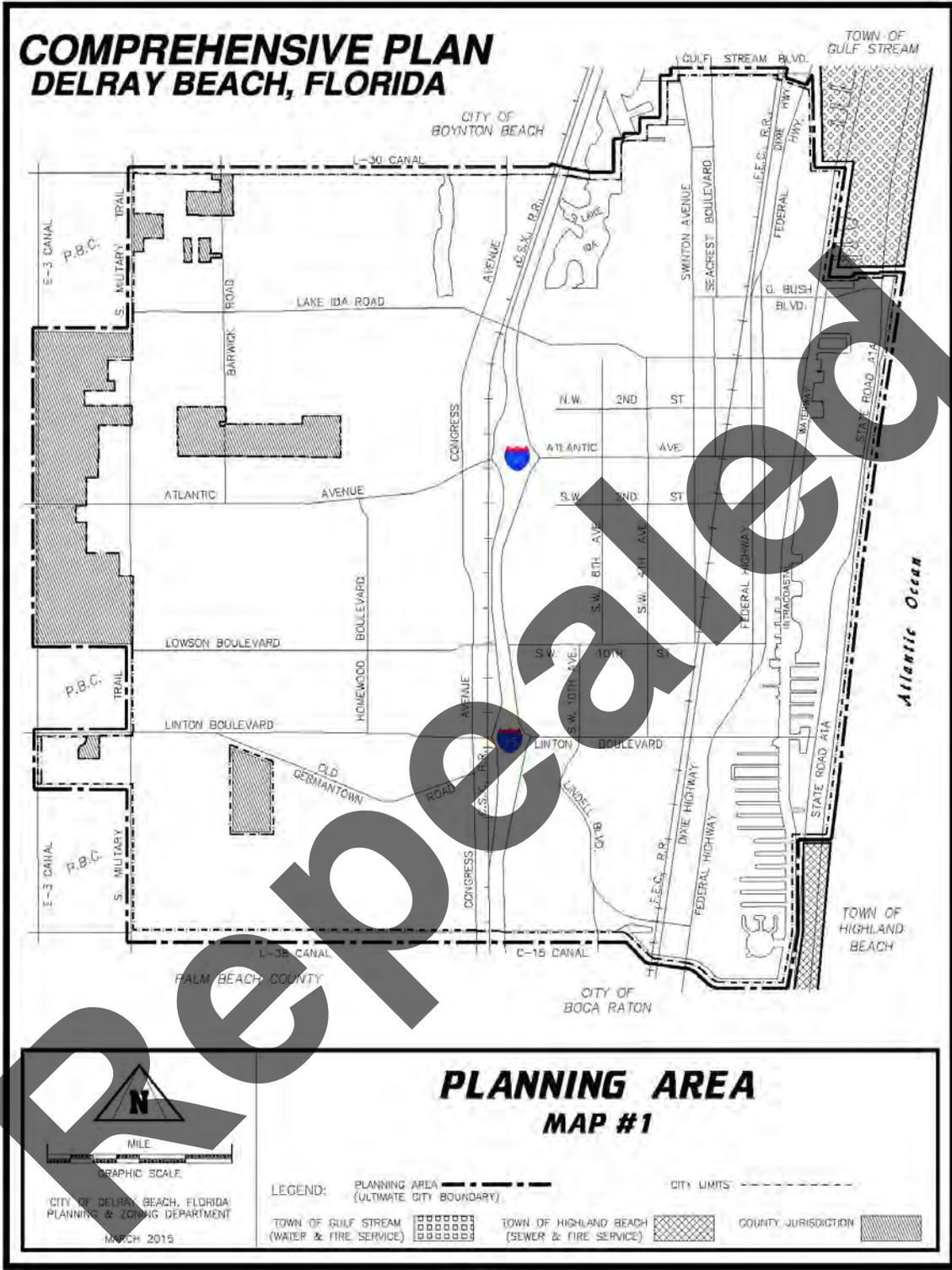
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☐ Capital Improvement Element

- ◆ citizen participation in establishment of priorities for infrastructure improvements;
- ◆ annual, public review of capital budgets and departmental capital improvement programs.

PROCEDURES FOR MONITORING AND EVALUATION OF THE PLAN

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

This portion of the Comprehensive Plan provides procedures for monitoring, evaluating, and appraising implementation of the plan as required by 163.3177(1)(d) F.S., and qualified by 163.3174(4)(b) F.S. and 163.3191 F.S. It is presented in the following framework:

- Implementation of Goals, Objectives, and Policies of the Elements of the Plan*
- The Annual Review Process*
- The Evaluation and Appraisal Report*
- Continuing Citizen Participation*

IMPLEMENTATION OF GOALS, OBJECTIVES, AND POLICIES OF THE ELEMENTS OF THE PLAN

Following is a list of programs, activities, and studies which are to be undertaken pursuant to individual policies within the Plan Elements. The list is by fiscal year with the Element and policy reference identified at the end of each item. (Please refer to the specific policy in order to determine the extent of the activity).

This list shall be used by the City Administration in the preparation of work plans and budget requests commencing with preparation of the FY 97/98 budget. Upon preparation and review of the resulting work plans and resource availability, individual tasks may be deferred to a subsequent year. However, no activities shall be completely eliminated or deferred longer than one year without first processing an amendment to the Plan. This amendment shall be a local amendment and shall be accommodated through the annual review process.

ANNUAL ACTIVITIES

- Report to the City Commission on potable water quality and consumption trends. [PF B-4.1]

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- Adjust water distribution system computer model calibration. [PF C-1.1]
- Adjust wastewater collection and transmission system computer model calibration. [PF C-1.2]
- Determine the most significant accident areas. [TR A-5.1]
- Inventory congested intersections. [TR B-2.1]
- Review pedestrian and bicycle accidents. [TR D-1.3 and D-2.3]
- Report status of coastal programs. [CM A-1]
- Review Emergency Operations Guide. [CM D-1.2]
- Prepare Five Year CIP. [CI A-3.4]
- Conduct a Town Hall meeting. [HO A-1.4]
- Acquire five lots to be used for infill housing. [HO B-1.2]
- Monitor development in the TCEA. [FL C-4.5]

FISCAL YEAR 97/98

- Develop a program for Hurricane Pines (preservation or mitigation of development). [CO B-1.2]
- Complete an inventory of obstructions in street travelways. [TR C-2.2]
- Perform TDM surveys. [TR D-3.1]
- Modify LDR to require TDM activities. [TR D-3.3]
- Develop a program to establish small parks in neighborhoods. [OS A-2.7]
- Develop a program for the reuse of Sarah Gleason Park. [OS A-2.9]
- Develop a program for field lighting at the Full Service Center and Carver Middle School. [OS A-2.10]
- Develop a program to establish an information exchange for recreational activities. [OS A-3.5]

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- Develop a program to diversify recreational programs. [OS A-3.7]
- Complete Osceola Park Redevelopment Plan. [HO A-7.2] [FL C-2.6]
- Perform feasibility study for rental rehabilitation program. [HO A-8.4]
- Mitigate the impacts of the “mansionization” trend. [HO A-12.4]
- Revise LDR regarding group homes and foster care facilities. [HO B-3.3]
- Reassess CBD regulations. [HO B-3.4]
- Resolve issue of transferring control of FIND parcels 645 and 650 to City. [CM C-4.1]
- Update seawall ordinance and regulations. [CM D-4.1]
- Complete Seacrest/Del Ida Neighborhood Plan. [HO A-5.5]
- Assist CRA in the preparation of the North Federal Highway Improvement Program. [FL C-1.4]
- Assist CRA in the West Atlantic Economic Development Strategy. [FL C-1.5]
- Evaluate the need for specific redevelopment plans. [FL C-2]
- Prepare a redevelopment plan for the vicinity of Lindell Boulevard and Federal Highway. [FL C-2.4]

FISCAL YEAR 98/99

- Through SCRWWTB, evaluate alternative methods of sludge disposal. [CO A-1.4] [PF C-6.3]
- Complete a study to determine program to correct I/I problems. [PF C-2.1]
- Complete a study to determine program to correct deficiencies in existing water mains. [PF C-2.2]
- Determine feasibility of TMA. [TR D-3.2]
- Install bicycle facilities in TCEA. [TR D-3.5]
- Improve signing at municipal parking lots in the TCEA . [TR D-3.8]

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- Develop a program to improve and upgrade recreation facilities at the Catherine Strong Center. [OS A-2.6]
- Prepare a redevelopment plan for the area on both sides of SW 4th Avenue, north of Linton Boulevard. [FL C-2.5] [HO A-7.2]
- Complete Allen/Eastview/Lake Avenue Neighborhood Plan. [HO A-5.5]
- Complete studies to develop FIND Parcel MSA 650. [CM B-1.5]
- Complete post-disaster redevelopment program. [CM D-3]
- Undertake an economic development study. [FL A-1.4]
- Evaluate LDR regarding nonconforming uses and structures. [FL A-2.4]
- Update LDR to implement Amendment 97-1. [FL A-5.1]
- Review the Mixed Use Category land use designation. [FL A-5.5]
- Undertake the annexation program. [FL B-3.5]

FISCAL YEAR 99/00

- Through recycling, reduce the waste stream to 43,500 tons. [PF A-2.2]
- Prepare a redevelopment plan for the Wallace Drive Industrial Area. [FL C-2.3] [HO A-7.2]
- Complete Osceola Park Neighborhood Plan. [HO A-5.5]
- Develop the southwest park. [CI A-2.1]
- Develop street system master plan. [PF E-3.2]

FISCAL YEAR 00/01

- Complete Delray Shores Neighborhood Plan. [HO A-5.5]
- Through SCRWTD Board, evaluate alternative methods of sludge disposal. [CO A-1.4] [PF C-6.3]
- Achieve per capita water consumption target of 176 gpd. [CO A-4]

- Complete a City-wide sidewalk system. [PF E-3.3]
- Establish plan for an in-town shuttle. [TR D-3.6]
- Update Residential Housing Categorization Map. [HO A-2.2]

FISCAL YEAR 01/02

- Evaluation and Appraisal.

The Annual Review Process

Chapter 163.9191(1) F.S. requires that the program for accommodating the required, 7-year evaluation and appraisal of the Plan be stated in the Plan. In addition, a means of ensuring continuous monitoring and evaluation (during the seven-year period) is required. The following constitutes the ongoing review and monitoring program:

THE FUTURE LAND USE ELEMENT AND FUTURE LAND USE MAP

At the conclusion of the fiscal year, an annual report listing land use actions and analyzing their cumulative impact upon the growth projections and assumptions shall be prepared by the Planning and Zoning Department and publicly reviewed by the Local Planning Agency (LPA). That report shall be reviewed each year during the winter months. The LPA shall determine if alterations need to be made to the Plan and, if so, shall initiate a Plan Amendment. In Delray Beach, the Planning and Zoning Board is the LPA.

THE TRANSPORTATION ELEMENT

At the conclusion of the fiscal year, an annual report listing significant automotive, pedestrian, and bicycle accident locations, and recommending mitigation shall be prepared by the City Engineer and publicly reviewed by the Local Planning Agency (LPA). The report shall be reviewed each year during the winter months. The LPA shall determine if the recommended mitigation(s) requires alterations to the Plan and, if so, shall initiate a Plan Amendment.

PROGRAMS AND ACTIVITIES

At the conclusion of the fiscal year, an annual report listing progress made on programs and activities shall be prepared by the City Administration and publicly reviewed by the LPA. That report shall be reviewed each year during the winter months. The LPA shall determine if alterations need to be made to the Plan and, if so, shall initiate a Plan Amendment.

CAPITAL BUDGET

Prior to a proposed annual budget document being forwarded to the City Commission for formal hearings, the capital budget shall be reviewed by the LPA for its consistency with the five-year schedule of improvements. If there are any inconsistencies, the LPA shall determine whether or not a Plan Amendment is necessary and, if so, shall initiate it. When reviewing the proposed capital budget, the LPA shall first review progress on the preceding year's capital budget and the status of projects in the current five-year schedule of improvements.

COMPREHENSIVE PLAN AMENDMENTS

There are three ways in which provisions of the Comprehensive Plan (adoption document) can be altered. These are:

- a. Pursuant to F.S. 163.3187,
- b. Pursuant to F.S. 163.3177(3)(b), and
- c. Pursuant to F.S. 163.3184

The above procedures apply only to the document which is formally adopted by ordinance, by the City Commission. The full elements and background data are not formally adopted and thus can be updated without being processed as an amendment. A Plan Amendment shall be initiated only by formal action of the City Commission.

- a. **F. S. 163.3187** - Small scale amendments are subject to an abbreviated adoption process, and do not require review by the State Land Planning Agency. A small scale amendment is defined as a future land use map amendment that comprises up to 10 acres of land, and may include text amendments to goals, objectives and policies that relate directly to, and are adopted simultaneously with, the map amendment. The cumulative land area of small scale amendments adopted within any calendar year must not exceed 120 acres.
- b. **F.S. 163.3177(3)(b)** - allows for the annual updating of the 5-year capital improvement schedule enumerated in the Capital Improvement Element by ordinance, and does not constitute a plan amendment.
- c. **F.S. 163.3184** - provides the process for adoption of comprehensive plan amendments other than those pertaining to small scale amendments and annual updates to the schedule of capital improvements.

EVALUATION AND APPRAISAL

The City shall evaluate its comprehensive plan at least once every seven (7) years, according to the schedule issued by the State Land Planning Agency, to determine if plan amendments are necessary to reflect changes in state statutes since the previous update. The City shall notify the State Land Planning Agency of the determination and transmit any such amendments within one (1) year following the determination.

The EAR shall be identified as an element in the Planning and Zoning Department's FY 01/02 work program. It shall involve at least two components. One shall be an overall evaluation performed by professional planning staff i.e. an audit (this may be performed through the technical assistance program of a county, regional or state planning agency if such services exist). The other component shall involve citizen participation as described in the next section.

CONTINUING PUBLIC PARTICIPATION

The City of Delray Beach utilized an extensive citizen participation program in the development and review of this Comprehensive Plan (see Adoption Documentation). This effort shall be continued through the implementation and review of the Plan as follows:

- The Local Planning Agency shall review progress reports dealing with the programs and activities of the Comprehensive Plan on an annual basis. This review shall be conducted during the winter months with announcement of the review advertised through a quarter page notice in a local newspaper.
- In FY 01/02, the evaluation and appraisal report preparation process shall include the formation of citizen task teams for the following elements: Housing, Open Space & Recreation, Public Facilities, Conservation, and Coastal Management. These citizens' task teams shall provide the assessment of progress made in each of the elements and shall recommend changes in their respective elements. The remaining elements of the Plan, which are considered technical in nature, will be prepared by the Planning and Zoning Board.

ADOPTION DOCUMENTATION

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

ENACTING ORDINANCE

The Comprehensive Plan was adopted November 28, 1989, by Ordinance 82-89. A copy of the Ordinance is at the end of this section.

PUBLIC PARTICIPATION

In October, 1987, the City Commission endorsed a public participation program and flow chart for the plan amendment program. The public participation program called for:

- Citizen task teams to be involved in creation of the Housing, Open Space & Recreation, Public Facilities, Coastal Management, and Conservation Elements;
- The Planning and Zoning Board (Local Planning Agency) to create the Traffic, Land Use, Capital Improvement, and Intergovernmental Coordination Elements;
- A coordination committee consisting of the Chairpersons of the Task Teams and P&Z Board Members was to be created;
- Public information meetings relative to each element were to be held.

In July, 1988, more details were reviewed and accepted relative to the citizen participation effort. A formal "kick-off" meeting was scheduled (and held) on August 2, 1988. Individual task teams were formed following newspaper advertisements and press coverage (see exhibits on following and opposite pages).

The individual task teams held a combined total of twenty-five (25) workshops. They then met with the Planning and Zoning Board or otherwise participated in nine (9) workshops. During two of these workshops, task teams presented their elements to the Board. Subsequently, tasks team chairpersons reviewed their elements in public work sessions before the City Commission.

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Following the Planning and Zoning Board workshop, a draft document was prepared. That document was then reviewed by the City Commission at work sessions which were attended by members of the Planning and Zoning Board, task team representatives, and members of the public. Those sessions began on February 16th and continued to April 25th. During that time, eleven (11) work session were conducted.

At the May 15, 1989, public hearing before the Planning and Zoning Board testimony was taken on fourteen subjects. The Board recommended ten areas of change. At the May 23rd public hearing before the City Commission, each of those items were again addressed as well as twenty-four additional items. On May 30, 1989, the City Commission reviewed each request for change. Changes were made by a positive action of the Commission.

On September 16, 1989, The City received the Objectives, Recommendations, and Comments Report from the Florida Department of Community Affairs. A response to that report was reviewed by the Local Planning Agency at a special meeting held on November 10, 1989. That response provided the basis for many changes to the proposed text. Those changes and additional items (see the "Response to ORC Report" for a listing and discussion of all changes) were considered at a public hearing before the City Commission on November 28, 1989. After additional public comments, The Plan was formally adopted.

AMENDMENTS

The Plan has been amended a number of times under the twice-yearly limitation for local plan amendments. A discussion of the content of these amendments can be found in the 1996 and 2006 Evaluation and Appraisal Reports. Full documentation of the amendments to the Plan and the rationale for each change can be found in the files of the Planning and Zoning Department. Amendments were as follows:

Amendment 90-1 The City adopted Amendment 90-1 on November 20, 1990 via Ordinance 52-90.

Amendment 91-1 The City adopted Amendment 91-1 on October 8, 1991 via Ordinances 68-91 and 74 -91.

Amendment 92-1 The City adopted Amendment 92-1 on September 8, 1992 via Ordinance 28-92.

Amendment 92-2 The City adopted Amendment 92-2 on December 8, 1992 via Ordinance 63-92.

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- Amendment 93-1** The City adopted Amendment 93-1 on September 28, 1993 via Ordinance 52-93.
- Amendment 93-2** The City adopted Amendment 93-2 on December 14, 1993 via Ordinance 84-93.
- Amendment 94-1** The City adopted Plan Amendment 94-1 on November 15, 1994 via Ordinance 90-94.
- Amendment 94-2** The City adopted Plan Amendment 94-2 on December 6, 1994, via Ordinance 94-94.
- Amendment 92-3** The City adopted Comprehensive Plan Compliance Agreement Amendment 92-3 on August 15, 1995, via Ordinance 47-95
- Amendment 95-1** The City adopted Plan Amendment 95-1 on September 5, 1995, via Ordinance 44-95.
- Amendment 95-2** The City adopted Plan Amendment 95-2 on December 5, 1995, via Ordinance 69-95.
- Amendment 96-1B** The City adopted Plan Amendment 96-1B on September 17, 1996, via Ordinance 36-96.
- Amendment 96-1A** The City adopted Plan Amendment 96-1A on November 19, 1996, via Ordinance 51-96.
- Amendment 97-1** The City adopted Plan Amendment 97-1 on December 9, 1997, via Ordinance 32-97. (EAR Based Amendment)
- Amendment 98-1** The City adopted Plan Amendment 98-1 on October 20, 1998, via Ordinance 24-98.
- School Siting and Intergovernmental Coordination** The City adopted Plan Amendment for School Siting and Intergovernmental Coordination on October 5, 1999, via Ordinance 27-99.
- Amendment 99-1** The City adopted Plan Amendment 99-1 on October 20, 1999, via Ordinance 14-99.
- Amendment 99-2** The City adopted Plan Amendment 99-2 on November 16, 1999, via Ordinance 31-99.
- Amendment 00-1** The City adopted Plan Amendment 00-1 on September 19, 2000, via Ordinance 9-00.

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- Amendment 00-2** The City adopted Plan Amendment 00-2 on December 5, 2000, via Ordinance 21-00.
- Amendment 01-1** The City adopted Plan Amendment 01-1 on October 2, 2001, via Ordinance 27-01.
- Amendment 01-2** The City adopted Plan Amendment 01-2 on February 5, 2002, via Ordinance 39-01.
- Amendment 01-3** The City adopted Plan Amendment 01-3 on December 11, 2001, via Ordinance 52-01.
- Amendment 02-1** The City adopted Plan Amendment 02-1 on October 15, 2002, via Ordinance 16-02.
- Amendment 03-1** The City adopted Plan Amendment 03-1 on April 15, 2003, via Ordinance 47-02.
- Amendment 04-1** The City adopted Plan Amendment 04-1 on January 6, 2004, via Ordinance 20-03.
- Amendment 04-2** The City adopted Plan Amendment 04-2 on October 19, 2004, via Ordinance 29-04.
- Amendment 05-1** The City adopted Plan Amendment 05-1 on September 20, 2005, via Ordinance 31-05.
- Amendment 05-2** The City adopted Plan Amendment 05-2 on December 6, 2005, via Ordinance 56-05.
- Amendment 07-1** The City adopted Plan Amendment 07-1 on February 6, 2007, via Ordinance 38-06.
- Amendment 07-2** The City adopted Plan Amendment 07-2 on November 20, 2007, via Ordinance 22-07.
- Amendment 08-1** The City adopted Plan Amendment 08-1 on December 9, 2008, via Ordinance 17-08. (EAR- Based Amendment)
- Amendment 08-WSP1** The City adopted Plan Amendment 08-WSP1 on December 9, 2008, via Ordinance 37-08. (Water Facilities Supply Plan)
- Amendment 09-1** The City adopted Plan Amendment 09-1 on April 21, 2009, via Ordinance 54-08.
- Amendment 10-1** The City adopted Plan Amendment 09-1 on December 14, 2010, via Ordinance 17-10.
- Amendment 11-1** The City adopted Plan Amendment 11-1 on November 1, 2011, via Ordinance 25-11.

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- Amendment 14-1** The City adopted Plan Amendment 14-1 on July 1, 2014, via Ordinance 07-14.
- Amendment 15-1** The City adopted Plan Amendment 15-1 on January 5, 2016, via Ordinance 25-15.
- Amendment 17-1** The City adopted EAR based via Plan Amendment 17-1 on July 18, 2017, via Ordinance 06-17.
- Small Scale Amendment** The City adopted a small scale FLUM amendment with a text amendment on April 17, 2012, via Ordinance 14-12.

Repealed

EVALUATION AND APPRAISAL REPORT

The first Evaluation and Appraisal (EAR) of the Comprehensive Plan was adopted July 9, 1996, by Resolution 54-96. The EAR directed a major revision to update the Comprehensive Plan. This revision took the form of Comprehensive Plan Amendment 97-1 (the EAR-based amendment).

Public participation in the development of the EAR was similar to that of the 1989 Comprehensive Plan. Citizen task teams were formed to prepare the Housing, Open Space and Recreation, Public Facilities, Coastal Management, and Conservation Elements. The Future Land Use, Transportation Capital Improvement, and Intergovernmental Coordination Element EAR's were prepared by the Planning and Zoning Board and staff. Beginning with a kick-off meeting on February 22, 1996, the task teams worked with staff through February and March to produce a Draft EAR.

The Planning and Zoning Board reviewed the Ear in sections, in noticed workshops on March 28, April 8, and April 11, 1996. On April 25, 1996, at a formal public hearing, the Planning and Zoning Board transmitted the proposed EAR to the City Commission for adoption, and to the Florida Department of Community Affairs (DCA) for their review. The City Commission reviewed the proposed EAR at a workshop on June 11, 1996. On July 9, 1996, the City Commission adopted the EAR by resolution. The DCA, on September 20, 1996, made a determination that the adopted EAR met the state requirements for the evaluation and appraisal process.

The EAR updated all the factual information in the Comprehensive Plan and assessed the City's performance in achieving stated goals. Essentially, the EAR described the state of the City, relative to its adopted Comprehensive Plan, and to the rules and statutes that govern growth management. Through this review, planning issues were identified, and recommendations made to address the issues and needs of the City for the next five-year planning period. While the EAR is not in itself a Comprehensive Plan amendment, the data, analysis, and recommendations contained within it formed the basis of a major amendment, described as the EAR-Based Amendment.

The second Evaluation and Appraisal (EAR) of the Comprehensive Plan was adopted on October 17, 2006, by Resolution 65-06. The EAR directed a major revision to update the Comprehensive Plan. This revision took the form of Comprehensive Plan Amendment 08-1 (the EAR-based amendment).

Public participation for the 2006 EAR began with a recruitment program in March, 2006. The City's adopted procedures call for the formation of citizen task teams for the Housing, Open Space & Recreation, Public Facilities, Conservation and Coastal Management elements of the comprehensive plan. A press release was issued; a notice was posted on the City's web site; emails were sent to subscribers of City newsletters and Board agendas; the Chamber of Commerce sent notices; and a notice was included on the rear of water bills. The campaign resulted in nearly 100 people who wished to participate in the process. An EAR kick-off meeting was held on April 24, 2006 to discuss the process with those interested in participating and to solicit

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comments on the list of major issues. At its meeting of May 2, 2006, the City Commission was scheduled to select approximately 40 members for the task teams. However, due to the large number of volunteers, the City Commission decided to forgo the use of small committees and instead create a series of community workshops where everyone could participate. Overall, five workshops were held in May and June to discuss the Future Land Use, Transportation, Housing, Open Space and Recreation, Public Facilities Coastal Management and Conservation Elements.

On July 24, a public hearing of the Planning & Zoning Board was held to discuss the draft EAR and make a recommendation to the City. The City Commission held a public hearing on August 1, 2006 to review and transmit the draft to the Department of Community Affairs for initial comments prior to its adoption. The public was also invited to participate at the City Commission public hearing to adopt the EAR. The table below outlines the public hearings and workshops that were involved in the preparation of the EAR.

Public Participation Process

Date	Meeting	Notice
April 18, 2005	Planning & Zoning Board identification of major issues	Agenda posted and emailed to subscribers; Agenda advertised on City's website
April 24, 2006	Ear Kick-off Meeting	Press release; notice posted on the City's website; emails sent to subscribers of City newsletters and Board agendas; notice included on rear of water bills.
May 2, 2006	City Commission Meeting on identification of major issues	Agenda posted and emailed to subscribers; Agenda advertised on City's website; Emails/phone calls to volunteers.
May 17, 2006 May 31, 2006 June 3, 2006 June 10, 2006 June 15, 2006	Community Workshop Series	Press release; notice posted on the City's website; emails sent to subscribers of City newsletters and Board agendas; notice included on rear of water bills; Emails to volunteers.
July 24, 2006	Planning & Zoning Board Public Hearing to review of draft EAR	Agenda posted and emailed to subscribers; Agenda advertised on City's website
August 1, 2006	City Commission workshop to review draft EAR	Agenda posted and emailed to subscribers; Agenda advertised on City's website
October 17, 2006	City Commission Adoption Public Hearing	Agenda posted and emailed to subscribers; Agenda advertised on City's website

The comments on the initial review of the EAR by the Department of Community Affairs were addressed prior to adoption by the City Commission on October 17, 2006 and the adopted EAR with the additional supporting data and analysis requested in the initial review was transmitted to the Department of Community Affairs for "final sufficiency review." A final determination of sufficiency was issued by the Department of Community Affairs on December 22, 2006.

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In 2015, the City determined that it was time for a new comprehensive plan. So the EAR amendment for 2015 was a letter to the State Department of Economic Opportunity (DEO), stating that the City would begin the process of preparing and adopting a new comprehensive plan.

In 2017, the City prepared an EAR based amendment meet the minimal requirements of the State in order to allow the city time to complete the new Comprehensive Plan for the City. The amendment was adopted via Ordinance 06-17 on July 18, 2017.

Repealed

FUTURE LAND USE ELEMENT

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FUTURE LAND USE ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- 1989 Delray Beach Future Land Use Element (Strategic Planning Group)
- 1996 Evaluation and Appraisal Report (City of Delray Beach, 1996)
- 2006 Evaluation and Appraisal Report (City of Delray Beach, 2006)
- 2015 10-Year Water Supply Facilities Work Plan (Kimley-Horn and Associates, 2015)
- Interlocal Agreement with School Board of Palm Beach County, Palm Beach County, and Municipalities of Palm Beach County for Coordinated Planning
- 2017 Evaluation and Appraisal Report (City of Delray Beach, 2017)

The source documents, along with other documents which are cited in the Element, are available for public review at the Planning & Zoning Department Offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

LAND USE AND POPULATION DATA

The Charter for the City of Delray Beach established the "Greater Delray Beach Area". That 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). 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.

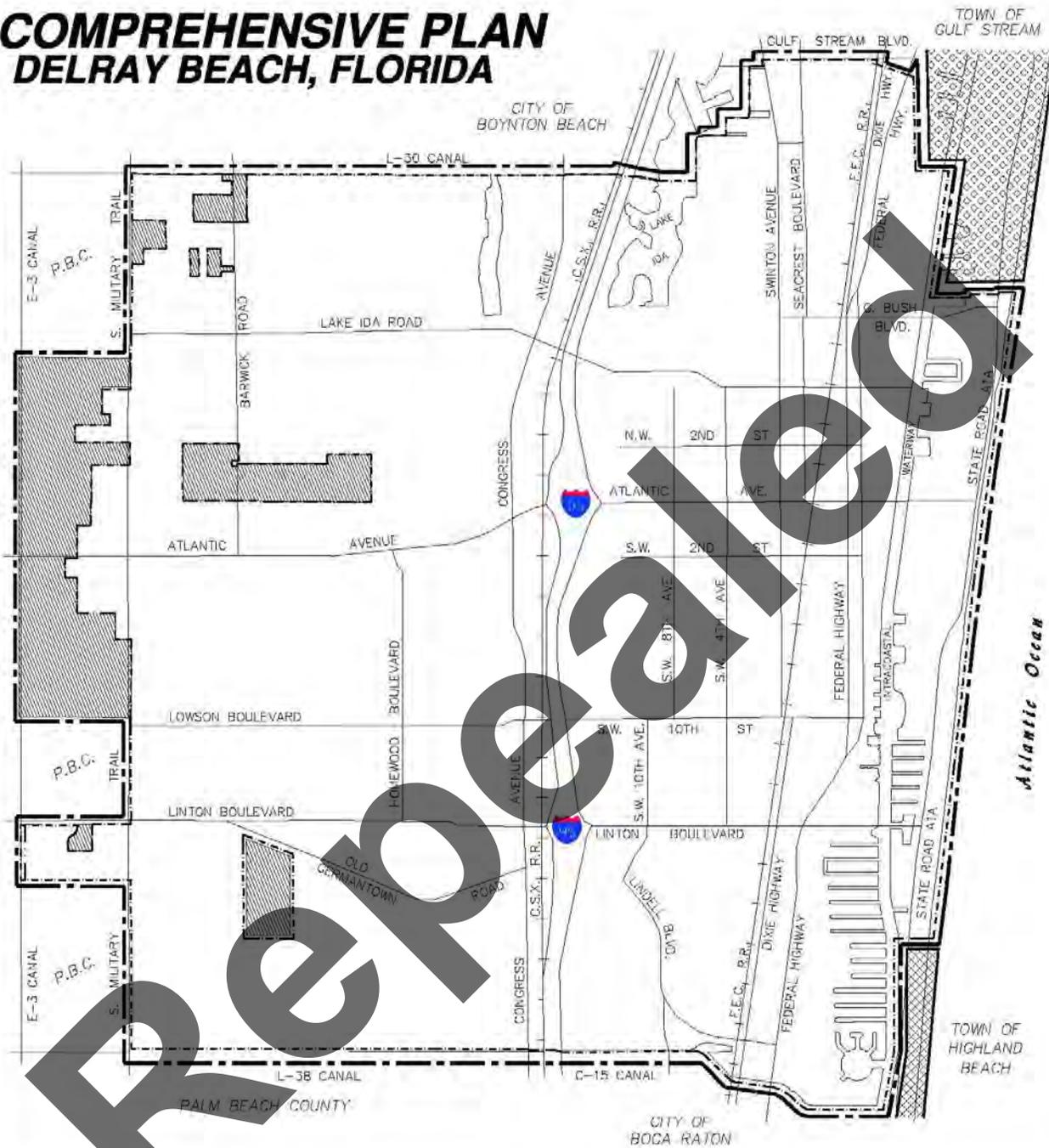
Upon adoption of the 1989 Comprehensive Plan, the City's "reserve annexation area" was replaced by the boundaries of its "Official Planning Area". The Official Planning

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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 #1, as well as most maps contained in this Element.

Repealed

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



N

MILE

GRAPHIC SCALE

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2015.

PLANNING AREA MAP #1

LEGEND:

PLANNING AREA (ULTIMATE CITY BOUNDARY)		CITY LIMITS	
TOWN OF GULF STREAM (WATER & FIRE SERVICE)		TOWN OF HIGHLAND BEACH (SEWER & FIRE SERVICE)	
		COUNTY JURISDICTION	

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At the time of adoption of the 1996 Evaluation and Appraisal Report, The City of Delray Beach consisted of approximately 15.1 square miles, with a total planning area of approximately 18.7 square miles. Since 1996, the City has processed 25 annexations including approximately 207 acres of land, thereby increasing the incorporated area to 16.4 square miles.

The Planning Area contains approximately 17 square miles (gross) with 0.8 square miles under County jurisdiction (September 2014). The areas under County jurisdiction include the following (please see Map #11 for geographical description of these areas):

- A. The Foxe Chase Subdivision, a 60.38 acre platted residential subdivision, containing 43 individual single family-detached lots. Two homes receives City water and sewer, five homes receive City water only, and the remaining existing homes are serviced by well water and septic tanks.
- B. Delray Community Hospital Area, 9.3 acres of institutional and commercial land uses (Delray Medical Center Condos). All uses receive City water and sewer.
- C. Barwick Road Area (just north of Atlantic Ave), 121.07 acres of predominately residential uses. A small number of homes receive City water and sewer, but the vast majority do not. The area includes several unplatted single family lots, and the following platted subdivisions: Kingsland, Kingsland Pines, and Franwood Pines.
- D. The Atlantic Avenue and Military Trail Area, 55.56 acres of mixed land uses. Services are provided to existing commercial uses, and some residential. This area does not include High Point West of Delray, or the portion of Country Club Acres west of Military Trail.
- E. The North Military Trail / Barwick Road Area, 51.28 acres of mixed land uses. Services are provided to some residential parcels.
- F. High Point West Area, 200 acres of mixed land uses. Water services are provided to High Point West of Delray through the form of a master meter. All service mains within High Point are privately owned and maintained. The remaining commercial and scattered residential uses do not receive City water and sewer.
- G. Country Club Acres (west of Military Trail). A 159 acre single family subdivision. None of the homes in this subdivision currently receive City water or sewer service.

Through this comprehensive planning formulation, review, and adoption process, it is intended that Palm Beach County formally recognize the City of Delray Beach Comprehensive Plan as the Plan for the designated planning area and that it shall guide future land development decision making. A program for annexation of the above areas are set forth in the Goals, Objectives, and Policies of this Element. Most future development, by virtue of existing boundaries, will be subject to annexation prior to development through the City's use of annexation agreements as a prerequisite for obtaining water service.

The following information is provided in summary form, consistent F.S. 163.3177.

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- Map #2 depicts generalized existing land uses. Table L-1 provides a listing of approximate acreage of existing uses.
- There are no conflicting land uses or conflicting designations on the Future Land Use Map between the City of Delray Beach and its municipal neighbors.
- Enclaves and land under County jurisdiction is discussed previously.
- There are no designated Areas of Critical State Concern, pursuant to Section 380.05, Florida Statutes.
- There are no dredge spoil disposal sites in the City.

Repealed

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



MILE
GRAPHIC SCALE

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT
MARCH 2008

EXISTING LAND USE MAP MAP #2

LEGEND:

 RESIDENTIAL	 RECREATION/OPEN SPACE & CONSERVATION	 PUBLIC FACILITIES
 COMMERCIAL	 VACANT & AGRICULTURAL	 INDUSTRIAL

PLANNING AREA

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**TABLE L-1
EXISTING LAND USE INVENTORY**

LAND USE	ACRES	PERCENT
RESIDENTIAL	6,826	67.2%
COMMERCIAL	1,004	9.9%
INDUSTRIAL	411	4%
VACANT & AGRICULTURE	108	1.1%
RECREATION, OPEN SPACE, AND CONSERVATION	1,321	13%
EDUCATION AND PUBLIC FACILITIES	492	4.8%
TOTALS	10,162	100%

* The above table provides a breakdown of existing land uses for the City and remaining Planning Area. These figures exclude the right-of-way for I-95, arterial roadways, and the surface area for Lake Ida and the Intracoastal Waterway.

Source: City of Delray Beach, 2008

POPULATION PROJECTIONS

Based on the population projections included in the 2015 10-Year Water Supply Facilities Work Plan, the 2010 population of the City of Delray Beach was comprised of 59,695 permanent residents and the 2025 projected population was 71,576 permanent residents. As shown Table L-2 below, the population projections made in the 1996 EAR were substantially lower than the corresponding 2000 Census figure and subsequent BEBR estimates. Given the large adjustment in 2000, it's obvious that the population had been growing at a much higher rate than estimated since the prior Census in 1990, thereby skewing the projections downward.

**Table L-2
1996 EAR Population Projections vs. 2000 Census and BEBR Estimates**

Year	1996 EAR	Census/BEBR	Difference	% Difference
1996	54,508			
2000	56,550	60,020	3,470	+6.1%
2001	57,060	60,645	3,585	+6.28%
2002	57,571	61,527	3,956	+6.87%
2003	58,081	62,578	4,497	+7.74%
2004	58,592	63,439	4,847	+8.27%
2005	59,103	63,888	4,785	+8.10%
2006	59,613	64,095	4,482	+7.5%
2007	60,124	64,360	4,236	+7.0%

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**Table L-3
City of Delray Beach
Population Projections**

Year	Population
1996	54,508
2000	60,020
2007	64,360
2010	59,695
2015	66,989
2020	69,283
2025	71,576
2030	73,870

Source: Palm Beach County Population Allocation Model using BEBR Population Projections and the 2014 Water Supply Plan (Population projections based on Palm Beach County TAZ data from 2012 and 2013 for service area and corresponding linear regressions)

As indicated in Table L-3, the 2007 estimated population of the City of Delray Beach was 64,360 as part of the previous water supply plan with an estimated 2010 population of 65,781. These estimates were based on high growth rates experienced through the early to mid-2000's. However, the 2010 US Census reflected an actual City population of 59,695 persons within the City. It is understood these numbers are reflective of the economic downturn and reduced growth experienced in the City and state as a whole. Based on this updated (baseline) population number and using the new average growth rate of approximately 1.5% per year, the projections from the previous water supply plan have been updated accordingly. The City's population is expected to increase by approximately 12% to 66,989 by the year 2015 with continued growth through the planning period of 2030. Beyond 2015, the City is anticipated to grow by an additional (approximate) 7% to 71,576 by the year 2025, and by an additional (approximate) 3% to 73,870 by year 2030. Population projections for the Planning Area (based on the 2014 Water Supply Plan) which exceed the City, are estimated to be 72, 248, 74,792, and 78, 236 for years 2020, 2025 and 2030; respectively.

ANALYSIS

The following information is provided in summary form, consistent with F.S. 163.3177. More detailed information and full explanations are found the 1996 and 2006 Evaluation and Appraisal Reports.

As the distribution of land uses indicates (Table L-1), the City is primarily residential in nature, with moderate amounts of commercial, industrial and recreation/open space. Approximately 1.1% of the planning area is currently vacant. Residential and vacant land is found throughout the Planning Area, both east and west of I-95. Commercial uses are mainly clustered in commercial "corridors", located along major roadways,

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such as Atlantic Avenue, Federal Highway and Linton Boulevard. The small amount of industrial land is primarily located adjacent to I-95, on either side.

AVAILABILITY OF FACILITIES AND SERVICES

- ❑ The City's water and sanitary sewer treatment facilities have sufficient capacity to provide the adopted level-of-service for the City's current and 2030 population, under the Comprehensive Plan's development scenario. Water and sewer service lines are extended to most properties. Wells for domestic potable water and septic tanks are fairly prevalent in the unincorporated sections of the Planning Area. The water and sewer sub-elements set forth programs for providing remedial actions to provide central services to existing, unserved residential areas. Central water and central sewer will be used by all projects which have currently approved development orders. Water supply, water treatment, and wastewater treatment facilities are all capable of accommodating existing development and land for which specific development orders have been issued.
- ❑ There are no ultimate solid waste disposal facilities within the corporate limits or Planning Area. The Palm Beach County Solid Waste Authority (SWA) has established a LOS of 7.13 pounds per person per day (PPD). Based on existing landfill space, current population, and the land use plans of the County and its municipalities, the SWA has sufficient landfill capacity to meet that LOS for the projected life of the existing landfill (2021). Additionally, the Board of the Solid Waste Authority has authorized the initial design and permitting efforts to develop a new landfill on 1,600 acres owned by the authority. The capacity of this new landfill facility will extend the life of the solid waste system beyond the year 2065. The City's solid waste generation is approximately 6.02 PPD. Thus the City meets the SWA's LOS standards.
- ❑ With the development of the Morikami Wellfield, west of the Planning Area, and expansion of the City's reclaimed distribution system the City has sufficient raw water capacity to meet the needs of the 2030 population.
- ❑ The City has adopted the Stormwater Master Plan that identifies current LOS throughout the City and areas needing remedial action. Cost estimates for those improvements are also included. Required improvements have been prioritized and programmed.
- ❑ Coordination was achieved with the Transportation Element by the use of different land use scenarios being used in the traffic model. No significant differences were noted with respect to impacts of local land use decisions. The most significant impacts to the street system occurred in response to inter-area traffic on County and State arterial roadways.
- ❑ Roadway level of service deficiencies (based on County and regional standards for all but State facilities in which case FDOT standards are used) currently (2008) exist on the following streets:
 - ◆ Lake Ida Road, Swinton Avenue to Federal Highway;

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- ◆ I-95 south of Linton Boulevard
- ◆ Federal Highway (US-1), Linton Boulevard to Lindell Boulevard;
- ◆ Atlantic Avenue, I-95 to Swinton Avenue;

In addition to the above mentioned LOS deficiencies, some areas in the City currently lack improved roadways. Several areas that the City has annexed contain unimproved streets. The affected areas are the Woods of Southridge, and Wallace Drive areas. Roadway improvements in the other areas are to be completed either following the adoption of associated redevelopment plans or through the City's capital improvement program.

- To aid in the revitalization of the downtown, the City has established a Transportation Concurrency Exception Area (TCEA). Designation of the TCEA is essential to achieve the City's goal of having a compact and vibrant downtown. Downtown Delray Beach, including West Atlantic Avenue and the commercial areas east of the Intracoastal Waterway, is the logical location for a concentration of growth, both commercial and residential. 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.

However, the existing building setbacks, as well as the pedestrian oriented streetscape, provide little opportunity for road widening to increase traffic capacity. Nor would such widening be consistent with the character and ambiance of the area. Adherence to a rigid level of service standard for traffic in the central business district would create a major obstacle to the City's revitalization efforts, and could jeopardize the substantial public and private investment that has been made in the area to date. The TCEA allows the City to continue to grow, within established limits, and without having to significantly alter the existing character of the downtown area.

VACANT LAND ANALYSIS / ACCOMMODATING PROJECTED POPULATION

In 1989, the term built-out was referencing current population as a percentage of the ultimate projected population ($54,410 / 62,400 = 87\%$). However, this methodology only takes residential development into consideration. In order to represent the actual amount of development left to take place in the Planning Area, the current definition of "built-out" represents acreage. More precisely, the total acreage of developed land represented as a percentage of the total acreage of the developable Planning Area ($10,054/10,162 = 98.9\%$). Thus other types of land uses, such as industrial and commercial, are taken into consideration.

A substantial amount of development has occurred in the Delray Beach Planning Area since adoption of the 1996 Comprehensive Plan. With over 98.9% of the total land area now developed, the city is nearly completely built out in terms of land area. In addition to the development of vacant parcels throughout the City, there was a substantial amount of redevelopment during this period in the downtown area. The success of the City's efforts to revitalize the downtown and policies to create a sustainable downtown resulted in a significant number of residential units being constructed in mixed-use and

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free standing residential developments in the downtown area. With the exception of Atlantic High School, which was relocated west of I-95 on residential property, development has generally occurred where it was anticipated.

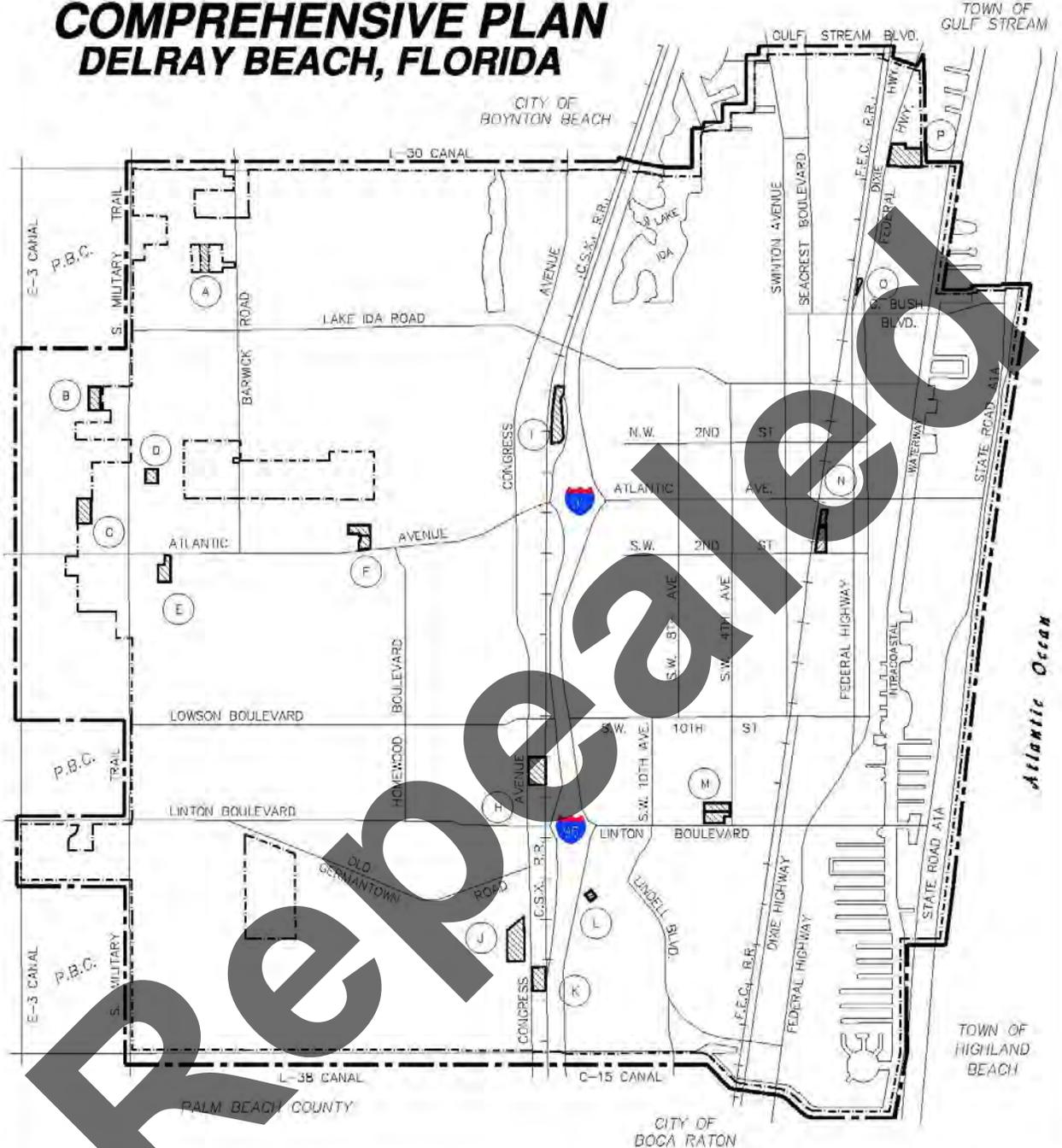
Of the remaining vacant land in the Planning Area, approximately 90 acres of land is available for residential development or mixed-use development (as shown on Map #3). There is also a substantial amount of land available for infill residential development on individual lots in residential subdivisions. In addition, there are approximately 18 acres suitable for commerce/industrial development (all in aggregated tracts of one acre or more). Here again, there are also several vacant tracts of less than one acre in size.

None of the above mentioned available vacant land was identified as having any soils, topographic, or historic constraints, which would preclude development.

All population and development estimates used in this report are predicated upon the remaining land available for development and redevelopment. Thus, the land needed for projected development is the amount of available land which remains.

Repealed

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT
MARCH 2015

POTENTIAL RESIDENTIAL UNITS MAP #3

AGGREGATE PARCELS OF LAND, WHICH ARE VACANT OR UNDERDEVELOPED, 5 ACRES OR GREATER IN SIZE, AND HAVE A F.L.U.M. DESIGNATION OF LOW DENSITY, MEDIUM DENSITY, TRANSITIONAL, MIXED USE, OR RURAL RESIDENTIAL.

LEGEND:
ID LETTER: (A) PLANNING AREA (ULTIMATE CITY BOUNDARY) CITY LIMITS (---)

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TABLE L - 4

POTENTIAL RESIDENTIAL UNITS

May 2008

MAP ID#	LAND USE DESIGNATION	CURRENT ZONING	ACRES	MAXIMUM POTENTIAL UNITS
A	MEDIUM DENSITY	RM-8	3.18	25
B	MEDIUM DENSITY	COUNTY	4.94	59
C	MEDIUM DENSITY	COUNTY	4.67	56
M	MEDIUM DENSITY	RM	7.1	127
	<i>SUBTOTALS</i>		<i>19.89</i>	<i>267</i>
D	TRANSITIONAL	A	2.43	29
F	TRANSITIONAL	A & POC	4.6	55
L	TRANSITIONAL	SAD	1.0	18
	<i>SUBTOTALS</i>		<i>8.03</i>	<i>102</i>
H	CONGRESS AVENUE MIXED-USE	MROC	6.5	260
J	CONGRESS AVENUE MIXED-USE	MROC	8.75	350
K	CONGRESS AVENUE MIXED-USE	MROC	7.0	280
	<i>SUBTOTALS</i>		<i>22.25</i>	<i>890</i>
N	COMMERCIAL CORE	CBD	3.25	97
	<i>SUBTOTALS</i>			
E	GENERAL COMMERCIAL	GG	4.3	129
O	GENERAL COMMERCIAL	GC	1.8	21
	<i>SUBTOTALS</i>		<i>6.1</i>	<i>150</i>
I	PREVIOUS APPROVAL	MIC	12.37	296
P	PREVIOUS APPROVAL	GC	7.8	134
	<i>SUBTOTALS</i>		<i>20.17</i>	<i>430</i>
	GRAND TOTALS:		<i>79.73</i>	<i>1936</i>

REDEVELOPMENT ANALYSIS

Blighted and Declining Areas

Delray Beach has been designated as an entitlement community, which automatically qualifies the City for state and federal funding through programs such as the Community Development Block Grant (CDBG) and State Housing Initiative Partnership (SHIP). These funds are used primarily for infrastructure and housing improvements in designated target areas (generally those neighborhoods classified as “Rehabilitation” in the Housing Element). In addition, a substantial portion of the City has been declared as “blighted” for the purposes of establishing a Community Redevelopment Area. This area is under the jurisdiction of the Community Redevelopment Agency (CRA), a 7-member board appointed by the City Commission. Redevelopment activities in the CRA area are established in a separate Community Redevelopment Plan and are funded through the use of Tax Increment Financing (TIFs). The CDBG area lies totally within the CRA boundaries, which allows for joint participation and funding of various affordable housing programs.

Redevelopment is identified as the approach to eliminate blighted conditions in six separate areas of the City, which were originally designated as Redevelopment Areas in the 1989 Comprehensive Plan. The general location of those areas is as follows:

- West Atlantic Avenue corridor, from Swinton Avenue to I-95
- Along Wallace Drive
- Lindell and Federal Highway area
- Silver Terrace subdivision
- S.W. 4th Avenue north of Linton Boulevard
- Osceola Park area (south of the CBD, west of S.E. 5th Avenue)

Redevelopment plans have been adopted for all of the areas, and corresponding changes to the Future Land Use Map and zoning designations have been made. In addition to those areas listed above, the North Federal Highway Corridor has been separately designated as a blighted area, and a Redevelopment Plan was developed to address that mixed use corridor.

The preparation of Strategic Task Team Neighborhood Action Plans is appropriate to help stabilize some of the City’s older neighborhoods that are in decline. These areas are identified as Revitalization on the Neighborhood Categorization Map in the Housing Element.

During the 2007 Goal Setting Session, the City Commission identified two additional areas which need a redevelopment plan, overlay district or other development tool to promote and guide their future redevelopment. The Linton Avenue corridor from I-95 east to Federal Highway contains a mismatch of uses with no clear direction for how this area could best be utilized to maximize its potential and the South Federal Highway

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area, south of Linton Boulevard contains a significant number of marginal uses that may become obsolete and be phased out. Redevelopment of both of these areas will help to expand and diversify the City's overall economy.

Non-conforming Uses

The need exists for the elimination or reduction of uses inconsistent with the community's character and proposed future land uses. The City currently pursues the termination of inappropriate uses through the traditional method of applying restrictions on the continuance and expansion of nonconforming uses (i.e., not allowing the use to be re-established once it has been abandoned for six months; restricting the type and value of improvements, etc.) The section of the Land Development Regulations concerning nonconforming uses has been periodically amended, but it has not been comprehensively evaluated for several years. There has on occasion been some confusion concerning the difference between nonconforming structures, and conforming structures which contain nonconforming uses. This section of the LDRs should be re-evaluated in order to clarify the language and the City's position regarding nonconforming uses and structures

FLOOD PRONE AREAS

Flood prone areas are identified on maps prepared by the Federal Emergency Management Agency. These maps are used by the Building Department Permit Division in determining compliance with the City's Flood Damage Protection Ordinance. Severe flooding of developed areas, other than by ocean activity, is influenced by the water levels in Lake Ida and the C-15 Canal. Water levels in each of these is controlled by the South Florida Water Management District; thus, in times of severe rainstorms some mitigation can be provided. In addition, existing and proposed development is regulated by the Flood Damage Protection Ordinance.

OTHER

The City of Delray Beach is located in the center of south Palm Beach County, and is a strategic location for regional public and semi-public facilities. It is currently the site of the south county courthouse, a solid waste transfer station, mental health and drug rehabilitation centers, County bus maintenance facility, wastewater treatment facility, and Palm Beach County administrative offices. Some of the facilities generate certain positive benefits, such as job growth and an increased consumer base for local businesses. However, there are also negative impacts associated with the uses, including a loss of property tax revenue. In addition, certain facilities generate odors from waste products, increase truck traffic throughout the City, and create similar detrimental impacts. The position of the City is that it has assumed much of the area's burden for the provision of these services, and that it is not obligated to accommodate additional facilities.

NEEDS AND RECOMMENDATIONS

RE-EVALUATION OF THE PLANNING AREA BOUNDARIES

The adopted Comprehensive Plan had specific policies with regard to annexing eligible properties by FY 94/95. While the City has been successful in annexing some properties through the ELMS III legislation and voluntary annexations, there has been difficulty annexing other properties that were not attainable through ELMS III. The problem areas are those near Military Trail which require approval of a referendum by over 50% of the property owners. The City will need to determine if its planning area boundaries should be defined to continue to pursue these “eligible” areas, reduced to exclude the current “eligible” areas, or expanded to include additional area.

ECONOMIC DEVELOPMENT STUDY

The Future Land Use Element has a policy which discourages Future Land Use Map Amendments which diminish the “Commerce” land use designation. Given the current downsizing trends of larger corporations; the reluctance of large users to build to suit versus occupying existing vacant built space; and current job creation primarily by small firms; the City needs to assess the adequacy of the existing Commerce land to sustain the City in the future, and if it is the most needed land use. Many of the City’s larger employers are companies located in office developments which have a Transitional land use designation. Also, the City needs to assess the other major economic components of the City such as tourism and the need for a major hotel. In order to better assess the economic needs, the City will have an economic development study conducted to determine the land uses that will be necessary to accommodate the employment needs and sustain the economic growth of the City.

GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" DEVELOPMENT AND REDEVELOPMENT OF REMAINING LAND

Objective A-1 Appropriateness of intensity

- Policy A-1.1 Establishment of Intensity of Use for Land Use Categories on the Future Land Use Map
- Policy A-1.2 Avoiding Strip Commercial Development
- Policy A-1.3 Retention of "Commerce" Land Use Designations
- Policy A-1.4 Economic Development Study *[Revised by Amendment 10-1]*
- Policy A-1.5 Balanced Demographic Mix of Year Round Residents
- Policy A-1.6 Commercial Land Use Amendments
- Policy A-1.7 Findings for Future Land Use Map Amendments
- Policy A-1.8 Demonstrated need for Regional Facilities
- Policy A-1.9 Class A Offices within Congress Avenue Corridor
- Policy A-1.10 Design Guidelines for Congress Avenue Corridor and Four Corners Overlay *[Revised by Amendment 10-1]*
- Policy A-1.11 Marketing Plan for Congress Ave. Corridor *[Revised by Amendment 10-1]*

Objective A-2 Elimination of Inconsistent Uses

- Policy A-2.1 Continuation of Code Enforcement Efforts
- Policy A-2.2 Requirement re "Findings Of Consistency"
- Policy A-2.3 Consistency in Development of Remaining Land
- Policy A-2.4 Location of Auto Dealers and Auto Related Uses
- Policy A-2.5 Evaluation of Non-Conforming Uses Regulations *[Revised by Amendment 10-1]*
- Policy A-2.6 Structures Destroyed by Disaster
- Policy A-2.7 Reconstruction of Structures Destroyed by Disaster

Objective A-3 Retention of Open Space & Natural Areas

- Policy A-3.1 Requirement re "Findings Of Consistency"
- Policy A-3.2 Relationship to "Conservation Areas"
- Policy A-3.3 Reference to Conservation Element and Open Space & Recreation Element Policies

Objective A-4 Historic Preservation

- Policy A-4.1 Requirement of "Findings of Consistency"
- Policy A-4.2 Inventory of Historical Buildings, Sites, or Districts

Objective A-5 Development Regulations - Upgrading

- Policy A-5.1 Enforcement of Sign Code
- Policy A-5.2 Sign Code
- Policy A-5.3 Flood Damage Protection Ordinance
- Policy A-5.4 CPTED *[Added by Amendment 11-1]*

Objective A-6 Discouraging Urban Sprawl

Objective A-7 Workforce Housing

- Policy A-7.1 Workforce Housing Density Bonus Program

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- Policy A-7.2 Workforce Housing Overlay Districts
- Policy A-7.3 Coastal High Hazard Area
- Policy A-7.4 Time Period for Affordability
- Policy A-7.5 Monitor Affordable Housing Initiatives

Objective A-8 Regional Activity Centers *[Added by Amendment 09-1]*

- Policy A-8.1 Community Design Elements *[Added by Amendment 09-1]*
- Policy A-8.2 Internal Circulation *[Added by Amendment 09-1]*
- Policy A-8.3 Bicycle and Pedestrian Connections *[Added by Amendment 09-1]*
- Policy A-8.4 Congress Village *[Added by Amendment 09-1]*
- Policy A-8.5 Transportation requirements *[Added by Amendment 09-1]*
- Policy A-8.6 Regional Activity Center Overlay Designation *[Added by Amendment 09-1]*

GOAL AREA "B" PROVISION OF SERVICES AND DEVELOPMENT

Objective B-1 Accommodating Needed Facilities

Objective B-2 Concurrency

- Policy B-2.1 Requirement for Provision of Facilities
- Policy B-2.2 Certification Required
- Policy B-2.3 Requirement re "Findings Of Consistency"
- Policy B-2.4 Referral of Drainage Plans for Review
- Policy B-2.5 Referral of Site Plans & Plats to FDOT for Review
- Policy B-2.6 Referral of Site Plans & Plats to County for Review
- Policy B-2.7 Water Supply Concurrency

Objective B-3 Services with the Planning Boundaries

- Policy B-3.1 Standard for Provision of Services
- Policy B-3.2 Provision of Facilities on Demand
- Policy B-3.3 Coordination with County re: Land Use
- Policy B-3.4 Coordination with County re Land Use
- Policy B-3.5 Annexation Program
- Policy B-3.6 Support Legislation for Unilateral Annexation

GOAL AREA "C" REDEVELOPMENT AND RENEWAL

Objective C-1 Blighted Areas

- Policy C-1.1 Reference to Housing Element Programs
- Policy C-1.2 Community Redevelopment Agency
- Policy C-1.3 Industrial Areas along Arterial Streets
- Policy C-1.4 North Federal Highway Corridor *[Revised by Amendment 10-1]*
- Policy C-1.5 West Atlantic Redevelopment Area
- Policy C-1.6 Silver Terrace Area
- Policy C-1.7 Southwest Area Neighborhood
- Policy C-1.8 Redevelopment of Wallace Drive Industrial Area
- Policy C-1.9 Lindell and Federal Highway
- Policy C-1.10 S.W. 4th Avenue
- Policy C-1.11 Osceola Park Area
- Policy C-1.12 South Federal Highway *[Revised by Amendment 10-1]*
- Policy C-1.13 Linton Boulevard *[Revised by Amendment 10-1]*

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Objective C-2 Economic Development

- Policy C-2.1 Role of Culture and the Arts
- Policy C-2.2 Alleys in Old School Square District
- Policy C-2.3 Beach Commercialization/Promotion

Objective C-3 The Central Business District

- Policy C-3.1 CBD Zone District
- Policy C-3.2 CBD Development Plan
- Policy C-3.3 Parking Structures
- Policy C-3.4 Pineapple Grove Main Street
- Policy C-3.5 TCEA Monitoring
- Policy C-3.6 TCEA Exempt from Traffic Concurrency
- Policy C-3.7 Developments of Regional Impact (DRI) with the TCEA
- Policy C-3.8 Parking Lots in Pineapple Grove

Objective C-4 Coastal Area/Hurricane Coordination

GOAL AREA "D" SCHOOLS

Objective D-1 Achieving a School Population which Mirrors the Diversity of the Community

- Policy D-1.1 Coordination with School Board
- Policy D-1.2 Deferral of Certain Projects
- Policy D-1.3 Advisory Boundary Committee

Objective D-2 Enhanced Role in Neighborhoods

- Policy D-2.1 Access Improvements
- Policy D-2.2 Expansion of Village Academy
- Policy D-2.3 Creation of Middle School on Current Atlantic High School Site

Objective D-3 City - School District Cooperation

- Policy D-3.1 Infrastructure
- Policy D-3.2 Coordination Assignment
- Policy D-3.3 New Schools
- Policy D-3.4 Public School Siting
- Policy D-3.5 Findings of Consistency
- Policy D-3.6 School Site Selection Criteria
- Policy D-3.7 Co-location of Schools with Parks, etc.
- Policy D-3.8 Classroom Size

Objective D-4 Continued Improvement of Schools

- Policy D-4.1 Funding
- Policy D-4.2 Continued Improvement of Schools, and Public Awareness

Objective D-5 Achievement Matters for All Programs

- Policy D-5.1 Improve Student Achievement
- Policy D-5.2 Pre-Kindergarten Programs
- Policy D-5.3 Support of Village Academy
- Policy D-5.4 Beacon Program Expansions
- Policy D-5.5 Education Board

GOAL AREA "A"

LAND WITHIN THE PLANNING AREA SHALL BE DEVELOPED OR REDEVELOPED, TO SUSTAIN AND ENHANCE THE EXISTING QUALITY OF LIFE, COMPLIMENT AND BE COMPATIBLE WITH EXISTING LAND USE AND RESULT IN A MIXED, BUT PREDOMINATELY RESIDENTIAL COMMUNITY WITH A BALANCED ECONOMIC BASE AND ENCOURAGE ACCESSIBLE AFFORDABLE EVERYDAY SERVICES.

Objective A-1

Property shall be developed or redeveloped, in a manner so that the future use, intensity and density are appropriate in terms of soil, topographic, and other applicable physical considerations; encourage affordable goods and services; are complementary to and compatible with adjacent land uses; and fulfill remaining land use needs.

Policy A-1.1 The descriptions of land use designations contained in this Element are hereby adopted and establish the intensity of use for each future land use category and compatible zoning district designations.

Policy A-1.2 Zoning changes which would result in strip commercial development shall be avoided. Where strip commercial developments or zoning currently exist along an arterial street, consideration should be given to increasing the depth of the commercial zoning in order to provide for better project design.

Strip commercial development, in this context, is characterized by several of the following design features: buildings are arranged in a linear (or strip) format on a narrow depth lot; parking is generally street frontage or on-street; uses are one store deep; no design integration among individual uses; typically no pedestrian access between adjacent developments; very little or no uniformity of signage on an individual development.

Policy A-1.3 The Commerce land use designation, which involves a mix of light industrial, commercial uses, and research and development, is the most needed land use during the City's final stage of build-out. Thus, changes to the Future Land Use Map, which diminish this land use, are discouraged.

Policy A-1.4 The City shall undertake a comprehensive study of economic development issues and needs in FY 2011-12. The study will, at a minimum, assess the major economic components of the City to determine the uses necessary to accommodate employment needs and sustain economic growth. Recommendations made in the study regarding land use needs shall be adopted as policies in the Future Land Use Element.
[Revised by Amendment 10-1]

Policy A-1.5 As the City has an ample supply of housing designed to accommodate its seasonal and retirement population, new residential developments shall be designed for a balanced demographic mix of permanent year-round residents. This shall be accomplished through the implementation of policies from Objective B-2 of the Housing Element.

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Policy A-1.6 To encourage revitalization of the City's Central Business District and enhance the residential character of the western portion of the City, Future Land Use Map amendments to commercial designations in the area west of Interstate I-95 shall be discouraged.

Policy A-1.7 Amendments to the Future Land Use Map (FLUM) must be based upon the findings listed below, and must be supported by data and analysis that demonstrate compliance with these findings:

- Demonstrated Need** -- That there is a need for the requested land use. The need must be based upon circumstances such as shifts in demographic trends, changes in the availability of land, including but not limited to the minimum amount of land required to accommodate the medium population projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period, changes in the existing character and FLUM designations of the surrounding area, fulfillment of a comprehensive plan objective or policy, annexation into the municipal boundaries, or similar circumstances. The need must be supported by data and analysis verifying the changing demographics or other circumstances. This requirement shall not apply to requests for the FLUM designations of Conservation or Recreation and Open Space; nor shall it apply to FLUM changes associated with annexations when the City's advisory FLUM designation is being applied, or when the requested designation is of a similar intensity to the advisory designation. However, the findings described in the remainder of this policy must be addressed with all FLUM amendments.
- Consistency** -- The requested designation is consistent with goals, objectives, and policies of the most recently adopted Comprehensive Plan.
- Concurrency** -- Development at the highest intensity possible under the requested designation can meet the adopted concurrency standards.
- Compatibility** -- The requested designation will be compatible with existing and future land uses of the surrounding area.
- Compliance** -- Development under the requested designation will comply with the provisions and requirements of the Land Development Regulations.

Policy A-1.8 Future proposals to establish regional public facilities shall be supported by data which demonstrates that the loss of property tax revenue and other negative impacts will be offset by mitigating measures which may include, but are not limited to: payment of fees, creation of significant numbers of local jobs, and measures to control odors, noise, traffic, and other potential impacts on the surrounding communities. If the approving body determines that the negative impact of a particular facility cannot be substantially offset by mitigating measures, the application shall be denied.

Policy A-1.9 The primary function of the Congress Avenue Mixed Use Future Land Use designation is to attract Class A office development while allowing limited residential development (including workforce housing) and support commercial uses. The designation allows commercial and office development at a total maximum FAR of 1.0. The commercial uses are limited to 20% of the total floor area of a master development

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plan. Office uses may comprise one hundred percent (100%) of the total floor area of a master development plan. Residential development, at a maximum density of up to 50 units per acre within 2,500 linear feet of the Tri Rail Station, and 40 units per acre for the balance of the corridor, will be allowed. Residential use may comprise up to 100% of the total floor area of a master development plan within 1,000 feet of the Tri-Rail Station; 80% of the total floor area between 1,001 and 2,500 feet of the Tri-Rail Station; and 75% of the total floor area for the balance of the corridor. The maximum FAR for residential uses is 2.0. Development must have an emphasis on non-vehicular (e.g. pedestrian and bicycle) access to mass transit, including but not limited to, Tri-rail and Palm Tran.

Policy A-1.10 In FY 2010/11, the Planning & Zoning department shall evaluate the need for establishing design guidelines for the Congress Avenue Corridor and the Four Corners Overlay District. *[Revised by Amendment 10-1]*

Policy A-1.11 In FY 2010/11, the City shall work with the Chamber of Commerce to develop a marketing plan to attract new business and promote redevelopment of the Congress Avenue Corridor. *[Revised by Amendment 10-1]*

Objective A-2

To reduce, and eventually eliminate, uses which are inconsistent with predominant adjacent land uses, and to insure compatibility of future development, the following policies shall be applied.

Policy A-2.1 The City shall continue its Code Enforcement Program at funding and staffing levels to no less than that of FY07/08.

Policy A-2.2 Prior to approving any development application which comes before it, the applicable approving board must make a "finding of overall consistency" of the requested land use action with the objectives and policies of the Future Land Use Element.

Policy A-2.3 Development of remaining vacant properties shall occur in a manner which is consistent with and complementary to adjacent development regardless of zoning designations. This policy shall be implemented through the review process associated with platting and site plans.

Policy A-2.4 Automobile uses are a significant land use within the City and as such they have presented unique concerns. In order to properly control these uses and guide them to locations which best suit the community's future development, the following shall apply:

- 1) Auto related uses other than gasoline stations, wash establishments, and auto parts sales, shall not be permitted in the area encompassed by the CBD zone district.
- 2) Automobile dealerships shall not locate and/or expand in the following areas:
 - Within the CBD zone district;

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- West side of Southbound Federal Highway between George Bush Boulevard and S.E. 10th Street;
 - East side of Federal Highway, between George Bush Boulevard and the north property line of the Delray Swap Shop/Flea Market Property;
 - On properties fronting George Bush Boulevard, east of Federal Highway.
- 3) Rezoning to AC (Automotive Commercial) to accommodate auto dealerships shall not be permitted west of I-95.
- 4) Automobile dealerships shall be directed to the following areas:
- North of George Bush Boulevard, between Federal and Dixie Highways;
 - East side of Federal Highway north of the north property line of the Delray Swap Shop/Flea Market;
 - South of Linton Boulevard, between Federal and Dixie Highways;
 - On the north side of Linton Boulevard, between I-95 and S.W. 10th Avenue, and along Wallace Drive.
- 5) Auto related uses which involve the servicing and repair of vehicles, other than as part of a full service dealership, shall be directed to industrial/commerce areas.

Policy A-2.5 The section of the Land Development Regulations that deals with nonconforming uses and structures shall be comprehensively evaluated in order to ensure that the restrictions on the continuation, expansion, and improvement of nonconforming structures and uses are clear and enforceable. This evaluation and the subsequent LDR changes shall be completed in FY 2011/12. *[Revised by Amendment 10-1]*

Policy A-2.6 Whenever a commercial, residential, hotel, motel, or resort dwelling unit structure is destroyed to an extent of greater than 50% of its value by disaster, the structure may be rebuilt to pre-disaster use, densities and heights if permit applications are submitted within one year following the disaster. Current fire and building codes shall be met; current parking, building setbacks, and landscape requirements shall be complied with as closely as possible. For purposes of this policy, disaster means any non-self imposed catastrophic damage including, but not limited to, fire, flood and storm.

Policy A-2.7 Whenever a structure is damaged to an extent of greater than 50% of its value, it shall not be reconstructed unless such reconstruction complies with the requirements of the zoning district which applied to the property, except as provided in Policy A-2.6.

Objective A-3

The development or utilization of remaining vacant land shall provide for the creation and retention of open space and the retention of natural resources. This objective shall be met through the following policies:

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Policy A-3.1 Prior to recommending approval of any land use application which involves vacant land, the appropriate approving board must make a finding that the requested land use action is consistent with this objective and its supporting policies.

Policy A-3.2 Proposed development should not adversely affect any land identified as an environmentally sensitive area pursuant to Objective B-1 of the Conservation Element.

Policy A-3.3 Proposed development shall accommodate required open space as provided for under Objective B-1 of the Open Space and Recreation Element.

Objective A-4

The redevelopment of land and buildings shall provide for the preservation of historic resources. The objective shall be met through continued adherence to the City's Historic Preservation Ordinance and, where applicable, to architectural design guidelines through the following policies:

Policy A-4.1 Prior to approval or recommending approval of any land use or development application for property located within a historic district or designated as a historic site, the Historic Preservation Board must make a finding that the requested action is consistent with the provisions of Section 4.5.1 of the Land Development Regulations relating to historic sites and districts and the "Delray Beach Design Guidelines".

Policy A-4.2 In order to protect the City's historic resources, the Land Development Regulations shall include provisions for designation of historically significant buildings, structures, archaeological sites, or districts. The City shall conduct periodic neighborhood surveys to identify and evaluate potential historic resources at least once every five years.

Objective A-5

The City shall maintain its Land Development Regulations, which shall be regularly reviewed and updated, to provide timely, equitable and streamlined processes including, but not limited to, building permit processes for residential developments and to accommodate mixed-use developments, and other innovative development practices.

Policy A-5.1 The City shall continue to enforce its existing sign code.

Policy A-5.2 The City shall continue to enforce its Flood Damage Protection Ordinance.

Policy A-5.3 The City shall continue to enforce its existing off-street parking regulations.

Policy A-5.4 Building and site designs for all development and redevelopment projects shall incorporate Crime Prevention Through Environmental Design (CPTED) standards to the greatest extent possible. This policy shall be implemented through the review process associated with site plans. The Land Development Regulations shall be amended in FY 2011/12 to reflect this requirement. *[Added by Amendment 11-1]*

Objective A-6

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Urban sprawl shall be discouraged by the provision of services necessary for development of unserved parcels in the City's Planning Area.

Objective A-7

To encourage the provision of workforce housing and transit-oriented workforce residential development in the City, the following policies shall be implemented.

Policy A-7.1 The maximum density may be increased within the Medium Density, General Commercial and Transitional Future Land Use designations through the Workforce Housing "Density Bonus Program". The concept is that for every workforce housing unit that a developer builds, a calculated number of market rate units greater than would be allowed otherwise may be built.

Policy A-7.2 Workforce Housing Overlay Districts shall be identified on the Future Land Use Map. The maximum density within these districts shall be as follows:

- The MROC (Mixed Residential Office Commercial) zoning district shall have a maximum density of 40 units per acre except within the Tri-rail Station Overlay where the maximum density is 50 units per acre.
- The Southwest Neighborhood and Carver Estates Overlay Districts shall have a maximum density of 24 units per acre.
- The I-95/CSX RR Corridor Overlay District shall have a maximum of 24 units per acre.
- The SW 10th Street Overlay District shall have a maximum density of 12 units per acre.
- The Four Corners Overlay District shall have a maximum density of 30 units per acre.
- The Infill Overlay District shall have a maximum density of 22 units per acre for lands zoned General Commercial. All other zoning districts within the Infill Overlay District shall have a maximum density of 18 units per acre. *[Revised by Amendment 14-1]*

Policy A-7.3 Residential Density may not be increased on any property located within the Coastal High Hazard Area through density bonuses in the Workforce Housing Program.

Policy A-7.4 All Workforce Housing Units, constructed under the Family/Workforce Housing Program, shall remain affordable for a period of no less than forty (40) years commencing from the date of initial occupancy of the unit.

Policy A-7.5 The City shall monitor the progress of its affordable housing initiatives and may modify the program or enact other provisions to improve the program when necessary.

Objective A-8

Encourage compact development reflecting characteristics which include a mixture of community-serving uses, such as residential, commercial, office, employment, civic and

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institutional, recreation and open space, characterized by efficient infrastructure, promotion of pedestrian circulation and convenient access to mass transit facilities through the establishment of Regional Activity Center overlays within the Congress Avenue corridor in the CMU (Congress Avenue Mixed Use) land use designation. *[Added by Amendment 09-1]*

Policy A-8.1 All Regional Activity Center Overlays shall include the following community design elements: *[Added by Amendment 09-1]*

1. An interconnected network of streets and paths designed to encourage walking and bicycle use, with traffic calming where desirable;
2. A complimentary mix and range of land uses, including residential, office, commercial and recreational. Education, civic and cultural land uses may also be included if desired.
3. Appropriate densities and intensities of land uses within walking distance of transit stops;
4. Daily activities within walking distance of residences and public uses
5. Streets and squares that are safe, comfortable, and attractive for the pedestrian;
6. Access to buildings streets and parking designed to be conducive with all transportation modes;
7. Off-street parking areas located and designed in a manner that supports and does not conflict with pedestrian activity, such as to the side or rear of buildings, and shall be limited in size and scale. Large fields of parking shall not be placed between the building façade and the connecting roadway.

Policy A-8.2: Regional Activity Center overlays shall be planned in a manner that maximizes internal circulation and minimizes conflicts on the major arterial roadways. *[Added by Amendment 09-1]*

Policy A-8.3: Regional Activity Center overlays shall provide fully-connected routes to all destinations with direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks and schools. The paths should be spatially defined by buildings, trees and lighting. *[Added by Amendment 09-1]*

Policy A-8.4: The Congress Village Regional Activity Center overlay, is hereby established on the 42.749 acre Office Depot headquarters site, located on the west side of Congress Avenue, south of Old Germantown Road. The development of the site as a Regional Activity Center will result in a maximum developable intensity of 600,000 square feet of office use, 400,000 square feet of commercial uses, 350 hotel units and 2,000 residential units. *[Added by Amendment 09-1]*

Policy A-8.5: Regional Activity Center overlays shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling and transit use. Improvements or enhancements to the multimodal network, which may be required as a condition of development approval, include the following: *[Added by Amendment 09-1]*

1. Full accommodations for pedestrian access and movement, including shaded sidewalks;
2. Full accommodations for bicycles, such as lockers, showers and racks;

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3. Direct connections between the Regional Activity Center overlay area and the regional bicycle/pedestrian network;
4. Installation of bike lanes, sidewalks, and shared use paths/trails;
5. Well designed accommodations for transfer of passengers at designated transit facilities;
6. Preferential parking for rideshare participants;
7. Well designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and commercial and office development sites;
8. Full accommodations for the mobility impaired, including parking spaces, sidewalks, and ramps for handicapped access; and
9. Installation of transit use shelters.

Policy A-8.6: All Regional Activity Center overlays within the CMU (Congress Avenue Mixed Use) land use designation shall be established by Policies under this Objective through a Comprehensive Plan text amendment. *[Added by Amendment 09-1]*

GOAL AREA "B"

THE REMAINING GROWTH OF THE COMMUNITY SHALL OCCUR IN A MANNER WHERE NEW DEVELOPMENT AND REDEVELOPMENT WILL BE SERVICEABLE AND IT WILL NOT IMPEDE THE COMMUNITY'S ABILITY TO ACCOMMODATE FUTURE GROWTH OR DETRACT FROM ITS CURRENT QUALITY OF LIFE.

Objective B-1

New development shall not occur upon land which is needed for public facilities or greenspace which are necessary to support development within the community.

Objective B-2

Facilities and services which are provided by, or through, the City of Delray Beach shall be provided to new development concurrent with issuance of a Certificate of Occupancy pursuant to the following policies.

Policy B-2.1 Services and facilities shall be provided pursuant to the levels of service as established elsewhere in this Plan, concurrent with occupancy. For water facilities, concurrency shall mean that direct connection to a functioning municipal system is made. For sewer facilities, concurrency shall mean that direct connection to a functioning municipal system is made; or, where such facilities are not reasonably accessible (as defined in the Land Development Regulations), connection to a septic system that meets the requirements of the County Health Department. For public schools, concurrency shall be defined as the improvement is in place or construction appropriations are specified within the first three years of the most recently approved School District of Palm Beach County Five Year Capital Improvement Schedule, as reflected in Table SD-CIP of the Capital Facilities Element. For streets, drainage, and other facilities concurrency shall be determined by the following:

- the improvement is in place prior to issuance of the occupancy permit;

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- 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;
- the improvement is a part of a governmental capital improvement budget; it has been designed; and a contract for installation has been solicited.

Policy B-2.2 As a part of the City's Concurrency Management System, prior to issuance of any certificate of occupancy, the Chief Building Official or a designee shall certify that concurrency is achieved.

Policy B-2.3 Prior to recommending approval of any land use application which comes before it, the Local Planning Agency, or appropriate approving body, must make a finding of consistency with this objective and its supporting policies. If such a finding cannot be made, either conditions shall be made which provide for concurrency or the land use request shall be denied.

Policy B-2.4 All drainage plans shall be reviewed pursuant to the policies of the Lake Worth Drainage District and/or the South Florida Water Management District, as applicable. This shall be accomplished by referral of development applications to these agencies. No building permit shall be issued unless and until an approval of drainage plans has been granted by the appropriate review agency.

Policy B-2.5 All site plans and plats which have direct access to State roads shall be referred to Florida Department of Transportation (FDOT). Permits from FDOT shall be obtained prior to approval of final plat or building permit, whichever is applicable.

Policy B-2.6 All site plans and plats which have direct access to County roads shall be referred to Palm Beach County. Permits from Palm Beach County shall be obtained prior to approval of final plat or building permit, whichever is applicable.

Policy B-2.7 Prior to approving a building permit or its functional equivalent, the City will consult with the City Environmental Services Department and its Public Utilities Division to determine whether water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy, or its functional equivalent, by the City. **[AMENDMENT 2008-WSP1]**

Objective B-3

The City of Delray Beach may provide facilities and limited services for that area within its planning boundaries which is not yet annexed. The City shall annex such properties as they become eligible.

Policy B-3.1 Services shall be provided to unincorporated areas upon annexation and they shall be at a level which exists for land uses elsewhere in the City under the same or similar conditions. In circumstances where it not feasible or appropriate to accomplish annexation, individual services (e.g. fire protection, code enforcement), may be provided to unincorporated parcels within the Planning Area, through an interlocal agreement. This paragraph shall not apply to water and sewer services, in areas which received these services from Palm Beach County, prior to annexation.

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Policy B-3.2 Water and sewer facilities may be provided to unincorporated areas by the City, upon demand, in a manner consistent with policies of the City. The provision of water facilities shall be accompanied by an agreement to voluntarily annex upon eligibility unless the property is already eligible in which case, annexation shall precede the provision of services.

Policy B-3.3 Within the Delray Beach Planning Area, the City's FLUM designation shall be in effect immediately upon annexation of a specific parcel. Following any annexation, the Future Land Use Map, and appropriate portions of the Comprehensive Plan, shall be amended to reflect the change in the City's boundaries.

Policy B-3.4 For purposes of implementing Policy B-3.3, the Future Land Use Map designations as initially contained on the City's Future Land Use Map upon adoption in November, 1989, (and as formally amended subsequently) are hereby deemed to be the Future Land Use Map designations for the territory subject to provisions of the interlocal agreement.

Policy B-3.5 The City shall undertake the following program for the annexation of remaining eligible properties:

- Preparation of an "urban services annexation report" as required by Florida Statutes, for each of the remaining designated annexation areas:
 - A. Foxe Chase subdivision
 - B. Delray Community Hospital Area
 - C. Barwick Road (just north of Atlantic Avenue)
 - D. Atlantic Avenue & Military Trail, (less the portion of Country Club Acres west of Military Trail and High Point of Delray West)
 - E. The North Military Trail / Barwick Road Area Area.
 - F. High Point Delray Area (north of Atlantic Avenue)(See Map #11 for a geographical description of the above referenced areas).
- Working in concert with the Palm Beach County Planning Department, address the annexation of improved property which lacks adequate sewer, water, street, and/or drainage facilities pursuant to the Palm Beach County Annexation Incentive Program;
- Recommend whether annexation should be pursued, and if so, the means by which annexation should occur.
- Accommodate individual voluntary annexations as the opportunities arise.

Policy B-3.6 The City of Delray Beach hereby supports legislation at the State level which allows for unilateral annexation by municipalities in designated urban areas.

GOAL AREA "C"

BLIGHTED AREAS OF THE CITY SHALL BE REDEVELOPED AND RENEWED AND SHALL BE THE MAJOR CONTRIBUTING AREAS TO THE RENAISSANCE OF DELRAY BEACH.

Objective C-1

Blighted areas, as designated by the City Commission, shall receive special attention and assistance in renewal. This objective shall be implemented through the following policies and activities.

Policy C-1.1 Residential areas shall be categorized in terms of their level of need and programs shall be identified to provide assistance. This policy shall be implemented through objectives and policies in the Housing Element, including a commitment to maintain and/or increase Community Development staff and funding levels to implement the programs.

Policy C-1.2 The City shall work with the Community Redevelopment Agency (CRA) for the improvement of neighborhoods within the CRA boundaries. The City shall take the lead in the preparation of Strategic Task Team Neighborhood Action Plans (as described in the Housing Element). The unique powers of the CRA may be used in the implementation of appropriate provisions of such plans.

Policy C-1.3 The City shall concentrate efforts in the heavy industrial and undeveloped areas along arterial roadways in order to provide a better image of the community. Such efforts should include:

- enhanced and continuous code enforcement,
- regulations which require heavy industrial uses to provide perimeter landscaping of their sites,
- owners of vacant property shall provide a landscaped appearance of their properties.

Policy C-1.4 The following pertains to the North Federal Highway Corridor:

The North Federal Highway Corridor is defined as the area bounded by the FEC railroad right-of-way to the west, the easterly boundary of the CRA to the east, NE 4th Street to the south, and the north City limits to the north.

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 North Federal Highway Redevelopment Plan was approved by City

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Commission on March 16, 1999. The Plan identified the need for limited rezonings and LDR amendments, along with improvements necessary to accomplish certain redevelopment goals. Future development in the area must be in accordance with the provisions of the Redevelopment Plan.

In FY 2010/11, the Planning & Zoning department shall evaluate the need for establishing design guidelines for the corridor. *[Revised by Amendment 10-1]*

Policy C-1.5 The following pertains to the redevelopment of the West Atlantic Avenue Area:

This area extends in a corridor along Atlantic Avenue eastward from I-95 to Swinton Avenue. The present land uses in this area include single family homes, duplexes, mini-parks, commercial uses along Atlantic Avenue and N.W. 5th Avenue, and scattered vacant parcels.

The West Atlantic Avenue Redevelopment Plan was adopted by the City Commission on July 11, 1995. The plan establishes Future Land Use Map designations, zonings, special development standards, and design guidelines for the Redevelopment Area. Future development in the area must be in accordance with the provisions of the redevelopment plan.

Policy C-1.6 The following pertains to the redevelopment of the Silver Terrace Area:

This area involves the old Silver Terrace Subdivision which contains some mixed use but is primarily single family. It also involves the adjacent land use of the Floranda Mobile Home Park which is a well maintained land use but which may, in the future, be inappropriate for its location along Federal Highway adjacent to a regional shopping center. The Silver Terrace Redevelopment Plan was adopted by the City Commission on March 5, 1996. The plan establishes Future Land Use Map designations, zonings, and special development standards for the redevelopment area. Future development in the area must be in accordance with the provisions of the Redevelopment Plan.

Policy C-1.7 The following pertains to redevelopment of the Southwest Neighborhood Area:

This area is generally defined as the area bounded by West Atlantic Avenue on the north, SW 10th Street on the south, Interstate 95 on the west, and Swinton Avenue on the east.

Many of parcels in the area contain vacant or dilapidated structures, substandard parking and substandard landscaping. The area also contains residential areas identified as "Rehabilitation" on the Residential Neighborhood Categorization Map contained in the Housing Element.

The Southwest Area Neighborhood Redevelopment Plan was adopted by the City Commission at its meeting of June 3, 2003. The Plan establishes a blueprint for the revitalization and stabilization of the area. The Southwest Area Neighborhood Redevelopment Plan is divided into five sub-areas based upon current and proposed land uses. The sub-areas serve to define potential boundaries for the phased

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implementation of the various plan components. Future development in the area must be in accordance with the provisions of the Redevelopment Plan.

Policy C-1.8 The following pertains to redevelopment of the Wallace Drive Industrial Area:

This area is bordered by SW 10th Street on the north; Milfred Street on the south; SW 9th Avenue on the east; and Tangelo Terrace on the west. The area had developed under County jurisdiction into a mix of incompatible land uses with limited public infrastructure and little or no code enforcement. The Wallace Drive Industrial Area Redevelopment Plan was adopted by City Commission on January 6, 2004. The Plan establishes proposed land use designations for the Redevelopment Area. Future development must be in accordance with the provisions of the Redevelopment Plan. The Redevelopment Plan encourages the development of light industrial, limited commercial and office uses in an urban setting. Aggregation of parcels is encouraged throughout the area to accommodate unified development.

Policy C-1.9 The following pertains to the vicinity of Lindell and Federal Highway:

This area extends from the C-15 Canal northward between Federal and Dixie Highways. The area does not include the existing (Honda) automobile dealership but does include the mobile home park north of it. Half of the land is vacant, almost half is underutilized as a substandard trailer park, and a few lots have residences upon them. The Lindell/Federal Highway Redevelopment Plan was adopted by the City Commission on April 4, 2000. The plan establishes proposed land use designations for the Redevelopment Area. Future development must be in accordance with the provisions of the redevelopment plan. Aggregation of parcels is encouraged throughout the area to accommodate a unified development.

Policy C-1.10 The following pertains to the area on both sides of S.W. 4th Avenue, north of Linton Boulevard.

This area involves warehouses, heavy industrial use, sporadic residential uses, and vacant land. The vacant land was platted as a part of the Woods of Southridge Subdivision. The Southridge/SW 4th Avenue Redevelopment Plan was adopted by City Commission on June 15, 1999. Future development must be in accordance with the provisions of the Redevelopment Plan.

Policy C-1.11 The following pertains to the area bounded by S.E. 2nd Street, Federal Highway, S.E. 5th Street, and Swinton Avenue (Osceola Park area):

This area has industrial uses with inadequate parking to the west, commercial uses to the east, and a mixed residential area which has turned mainly into renter-occupied units. It is also encompassed by wellfield protection zones. The Osceola Park Redevelopment Plan was adopted by the City Commission on December 6, 2004. The primary focus of this redevelopment plan is to arrest deterioration, provide adequate parking and services for the existing industrial and commercial areas, and accommodate housing which is compatible with the other uses. The Plan establishes proposed Future Land Use Map designations for the area. Future development must be in accordance with the provisions of the Redevelopment Plan.

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Policy C-1.12 The following pertains to the South Federal Highway area, south of Linton Boulevard.

In FY 2010/11, the City's Planning & Zoning Department shall review existing land uses in this area and shall create a redevelopment plan, overlay district or other development tool to promote and guide future redevelopment of the area. *[Revised by Amendment 10-1]*

Policy C-1.13 The following pertains to the Linton Boulevard area, from I-95 east to Federal Highway.

In FY 2010/11, the City's Planning & Zoning Department shall review existing land uses in this area and shall create a redevelopment plan, overlay district or other development tool to promote and guide future redevelopment of the area. *[Revised by Amendment 10-1]*

Objective C-2

Economic development, with due regard for private property rights, historic preservation and character, is an essential component of the redevelopment and renewal efforts which are directed to the future of the City of Delray Beach. Specific efforts for the coordination and provision of economic development activities shall be centered in the City Administration's Development Services Management Group. Those efforts shall be governed by the following policies.

Policy C-2.1 The City of Delray Beach hereby acknowledges the role of Culture and the Arts in Economic Development and pledges in pursuit of a theme of this Comprehensive Plan -- A Renaissance Community -- the promotion of the arts and accommodation of cultural activities for economic development ends.

Policy C-2.2 Alleys located within the Old School Square Historic District on either side of Swinton Avenue shall remain and be made available for access to abutting properties. Accordingly, these alleys shall not be abandoned to private interests.

Policy C-2.3 The City's Coastal Area is one of its most valuable resources in terms of economic attraction, recreation, and natural beauty. While action is appropriate to capitalize upon the economic benefits of this resource, commercialization and promotion shall not occur to such an extent that they diminish this beach resource.

Objective C-3

The Central Business District (CBD) and surrounding neighborhoods, including A-1-A, Seacrest and Swinton Avenue represents the essence of what is Delray Beach i.e. a "village by the sea". The continued revitalization of the CBD is essential to achieving the overall theme of the City's Comprehensive Plan by managing growth and preserving the charm. The following policies and activities shall be pursued in the achievement of this objective.

Policy C-3.1 The Central Business District (CBD) Zoning District regulations shall facilitate and encourage rehabilitation and revitalization and shall, at a minimum, address the following:

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- deletion of inappropriate uses
- incentives for locating retail on the ground floor with office and residential use on upper floors
- accommodating parking needs through innovative actions
- incentives for dinner theaters, playhouses, and other family oriented activities
- allowing and facilitating outdoor cafes
- incentives for mixed use development and rehabilitations
- elimination of side yard setback requirements
- allow structural overhang encroachments into required yard areas

Policy C-3.2 The “Downtown Delray Beach Master Plan” was adopted by the City Commission on March 19, 2002. Covering the downtown business districts surrounding the Atlantic Avenue corridor between I-95 and A-1-A, it represents the citizens’ vision for the growth and unification of Delray Beach, while still retaining the “village by-the-sea” character of the CBD. The Plan addresses a wide range of issues including infill development, neighborhood parks, shared parking, public art, the roadway and alleyway systems, marketing/economic development, and the need to modify the Land Development Regulations to include design guidelines to retain the character of Delray Beach. Future development and redevelopment in this area shall be consistent with the Master Plan.

Policy C-3.3 The City shall be the lead agency in pursuing the construction and operation of tiered parking structures with mixed uses in the CBD.

Policy C-3.4 The City supports the efforts to revitalize the Pineapple Grove Main Street area, and the use of the Main Street approach: organization, promotion, design, and economic restructuring. Opportunities to promote the area as a Arts District shall be emphasized.

Policy C-3.5 The City shall monitor development in the TCEA annually to assess the land use mix. Should monitoring show that the rate of development or land use mix vary significantly from projections, the City shall reanalyze the traffic impacts of the TCEA on the roadway network. The monitoring effort shall include a review of the implementing policies of the TCEA and adjustments to their schedules as necessary based on the actual rate of development.

Policy C-3.6 The City shall continue to exempt land uses within the TCEA from traffic concurrency requirements.

Policy C-3.7 Developments of Regional Impact (DRI), even when located within the TCEA, shall be subject to the requirements of Chapter 380, F.S.

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Policy C-3.8 The City will participate, along with the CRA, in funding the development of public/private parking lots in the Pineapple Grove Main Street area.

Objective C-4

The relationship between coastal area population and measures for evacuation in the event of a hurricane shall be enhanced through the requirement that redevelopment of existing properties in the coastal zone shall be consistent with the Future Land Use Map as opposed to reconstruction to current intensities, except as provided in Coastal Management Policy C-3.5.

GOAL AREA "D" *THE PUBLIC SCHOOL SYSTEM WHICH SERVES DELRAY BEACH SHALL BE AN ASSET TO THE COMMUNITY THROUGH ANTICIPATING AND ACCOMMODATING THE NEEDS AND DESIRES OF EXISTING AND FUTURE RESIDENTS OF THIS CITY.*

Objective D-1

The City shall strive to maintain a school population that mirrors the diversity of our community.

Policy D-1.1 The City shall advocate for housing strategies that enable residents of different socio-economic background to live work and attend schools in our community

Policy D-1.2 The City will continue monitoring the Advisory Boundary Committee (ABC) and participate and advocate as necessary in their discussions relating to boundary changes that may affect socio-economic balance within our schools.

Policy D-1.3 The City will strive to support specialized academies and choice programs to improve the diversity that has been compromised by recent boundary changes with the creation of neighborhood schools.

Objective D-2

The role of schools in their neighborhoods shall be enhanced so that the school facilities aid in achieving the goals and objectives of this Comprehensive Plan, particularly those identified in the Housing Element, which are directed toward the stabilization and revitalization of neighborhoods.

Policy D-2.1 The City shall make improvements to sidewalks and pathways under its jurisdiction which, without such improvements, would require that the School Board transport students. New developments shall be required to comply with this policy by providing such pathways concurrent with the development.

Policy D-2.2 The City will work with the School Board to maximize the use of the Delray Full Service Center.

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Policy D-2.3 The City will work with the School Board to insure that a new middle school of the arts is constructed on the old Atlantic High School site (Seacrest Boulevard) enhancing the neighborhood in which it is located.

Objective D-3

The City shall cooperate with the School Board to achieve placement of new schools inside of the County's urban services area, to upgrade and enhance existing facilities within the City, as provided for in The School District of Palm Beach County's 5-Year Plan and Capital Budget.

Policy D-3.1 The City shall work with the School Board to provide appropriate infrastructure and physical plant improvements.

Policy D-3.2 The policies of this objective shall be coordinated through ongoing communications between the Office of the City Manager and the School District Superintendent. There shall be a mutual obligation to insure that all policies within this goal area are urgently pursued.

Policy D-3.3 The City shall work with the School Board towards constructing and placing into operation, a new middle school of the arts at the old Atlantic High School site (Seacrest Boulevard).

Policy D-3.4 Public educational facilities of The School District of Palm Beach County shall be consistent with all land use categories except Conservation.

Policy D-3.5 The location and construction of new public education facilities and the expansion of existing facilities shall be permitted based upon a finding that the proposal is consistent with applicable goals, objectives, and policies of the Comprehensive Plan, and is compatible with adjacent land uses and development patterns.

Policy D-3.6 The City shall encourage the School Board to select elementary and middle school locations that are within a reasonable walking distance from neighborhoods that have substantial numbers of children who will attend the school. The sites should be easily and safely accessible to pedestrians, bicycles, school busses, mass transit, and cars. Whenever possible, access to the site should be from a collector road (City collector or local road for elementary schools), as opposed to an arterial road.

Policy D-3.7 The City shall seek to co-locate public facilities, such as parks, libraries, and community centers, with public educational facilities of The School District of Palm Beach County to the greatest extent possible.

Policy D-3.8 The City supports the Classroom Size Reduction (CSR) policy of the School district of Palm Beach County to enhance the learning environment of Delray Beach schools.

Policy D-3.9 The City will work with and abide by the "Interlocal Agreement between the School Board of Palm Beach County, Palm Beach County and Municipalities of

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Palm Beach County for Coordinated Planning" and the Intergovernmental Agreement between the Board of County Commissioners and the School Board of Palm Beach.

Objective D-4

The City shall work toward the continued improvement of its schools and to promote a positive image of the local public education facilities.

Policy D-4.1 The City will continue to lobby the School Board for an equitable amount of funding and resources for schools located within the City.

Policy D-4.2 Through its Education Board, the City will work to publicize the improvements that have been made to local schools, and to ensure that the schools, students and teachers are recognized for their achievements. This will be achieved through the production of informational brochures and the conducting of special programs and activities to promote education and the local schools.

Objective D-5.

The City Supports the School Board's policies and programs that are intended to raise student achievement.

Policy D-5.1 The City will continue its efforts to help improve student achievement, by working in concert with the School Board to provide programs and resources that are appropriate to the unique demographic profile of each school located within the City and help secure funding as necessary.

Policy D-5.2 The City shall encourage and help to promote the School District pre-kindergarten programs.

Policy D-5.3 The City will continue to lend its support to Village Academy school by providing technical assistance and partnering and funding of the Beacon Center program.

Policy D-5.4 The City will determine the need and advocate for Beacon program expansions.

Policy D-5.5 The Education Board will continue to support our schools by focusing on Literacy, parental Involvement, and Community Partnerships that will enhance academic success.

THE FUTURE LAND USE MAP

Maps #5, #7, and #10 depict the location of natural resources (wetlands, floodplains, and minerals and soils) which may affect the development potential of a specific site. A Future Land Use Map prepared in a manner as prescribed by F.S. 163.3177(6)(1) is an attachment to the Plan.

Historically Significant Properties: Existing Historic Districts and individual structures which are of historic significance are not shown on the Future Land Use Map. However, they are shown on Map #8 in the Future Land Use Element. Historically significant properties can only be redeveloped in a manner consistent with the City of Delray Beach's Historic Preservation Ordinance. Districts which have been formally designated (per the Historic Preservation Ordinance) as historically significant shall be shown as such on the Official Zoning Map.

Waterwells and Cones of Influence: In addition to being shown on the Future Land Use Map, Map #6 shows the approximate location of each of the municipal water wells which are located within the Delray Beach Planning Area. The location includes Wellfield Protection Zone #1 (approximately 100' radius from the well), within which no development is to occur. The Future Land Use Map also shows the boundary of Wellfield Protection Zones within which provisions of the Palm Beach County Wellfield Protection Ordinance apply. Further description of the wellfield protection program is provided within the Conservation and Public Facilities Elements.

Interpretation of Land Use Boundaries: The Future Land Use Map is produced through the City's Digital Base Map System (DBMS). While the DBMS is updated constantly, there are still areas of the City which may be slightly out of scale, and/or where property lines or road rights-of-way maybe out-dated. Thus, the boundaries of land uses, as shown on the Future Land Use Map, are considered to be approximate. The Local Planning Agency shall make a finding as to the specific boundaries at the time that they make a finding of consistency with the Comprehensive Plan. Such findings are mandatory when the Local Planning Agency acts upon a land use request.

Whenever there is a doubt as to the boundaries of land uses or there is a question as to how to interpret the application of the above land use designations as they apply to specific territory, the Local Planning Agency shall provide such an interpretation. However, such an interpretation shall not exceed the requirements for amendment to the Comprehensive Plan as set forth in the Land Use Management Act of 1985, as amended.

Table L-5 provides a listing of future land use categories used on the map and the acreage allocated to them.

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**TABLE L - 5
FUTURE LAND USE ALLOCATIONS**

TOTAL PLANNING AREA **10,574 ACRES**
ADJUSTED LAND USE AREA ¹ **10,162 ACRES**

LAND USE CATEGORY PER PLAN	AREA	PERCENT OF ALUA
Low Density, Stable Residential	3,817	37.6%
Medium Density, Stable Residential	2,528	24.9%
Transitional Designations	431	4.2%
Commercial Core	301	3.0%
General Commercial	698	6.9%
Industrial	112	1.1%
Commerce	262	2.6%
Recreation & Open Space & Conservation	1,182	11.6%
Community Facilities	507	5.0%
Congress Avenue Mixed Use	270	2.7%
Other Mixed Use	54	0.5%

¹ The Adjusted Land Use Area has been calculated to more accurately reflect comparison among percentages of land uses. It does not include the right-of-way for I-95, and arterial road ways. It does include the area for all other streets. In addition, the A.L.U.A. does not include the surface area of the Intracoastal Waterway or Lake Ida. It does include other water bodies.

Source: City of Delray Beach, 2008

The designated land use categories are described in the following material. Table L-6 identifies which zoning districts are consistent with the Future Land Use Map categories (designations).

RESIDENTIAL LAND USES: There are two categories of residential land use.

Low Density: This designation is applied to land which is developed, or is to be developed, at a density of five units per acre or less. Such land is usually developed for single family purposes although mixed residential uses may occur under a planned residential zoning district. Home ownership is characteristic of this designation. Where this designation exists, uses other than low density residential shall not be considered.

Medium Density: This designation is applied to land which is developed, or is to be developed, at a density between five and twelve units per acre. Residential density is limited to a maximum of 12 dwelling units per acre, except within the portion of the Southwest Neighborhood Area Overlay District lying between the commercial area along West Atlantic Avenue and SW 2nd Street (SW 3rd Street along SW 12th Avenue), from Swinton Avenue to Interstate 95, where the density may exceed 12 units per acre,

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up to a maximum of 24 units per acre subject to Conditional Use approval and the recommendations and strategies outlined in the Southwest Area Neighborhood Redevelopment Plan. Areas with this designation, located within a workforce housing overlay district, may also exceed 12 units per acre, up to a maximum of 24 units per acre within the Carver Estates Overlay District and 18 units per acre within other overlay districts by obtaining density bonuses through the provision of workforce housing units. Such land is usually developed in planned communities or exists in older areas where there are duplexes and condominiums. Home ownership is characteristic of this designation. Where this designation exists, uses other than those which are residential in character shall not be considered.

TRANSITIONAL LAND USES: This designation is applied to land which is developed, or is to be developed, for either residential or nonresidential uses, except when applied to property within the Wallace Drive Overlay District, in which case this designation will be limited to only nonresidential uses. In some instances this designation provides for a transition between less intensive residential use and commercial uses. In other instances, this designation allows the establishment of uses which are compatible with adjacent residential use. When Neighborhood Commercial Zoning is placed within or adjacent to a residential area, such zoning shall be limited to two acres, or less, which is sufficient to accommodate the needs of an immediate residential neighborhood. While in others, it provides for uses which are not as intensive as general commercial in areas where residential use is not desirable and/or appropriate.

Residential development at a density between five and twelve units per acre, mobile home parks and apartment development in addition to condominiums, Continuing Care Facilities, A.C.L.F., and various types of group homes are appropriate under this designation. Areas with this designation, located within a workforce housing overlay district, may exceed 12 units per acre up to a maximum of 24 units per acre within the Carver Estates Overlay District and 18 units per acre within the infill workforce housing area, by obtaining density bonuses through the provision of workforce housing units. Nonresidential development at an intensity equivalent to that associated with medium density residential land uses is also appropriate at a maximum FAR of 1.0, except when applied to property within the Wallace Drive Overlay District, where it is limited to a maximum FAR of 0.25. *[Revised by Small-Scale Amendment - Ordinance 14-12]*

COMMERCIAL LAND USES: There are two categories of commercial land use.

Commercial Core: This designation is applied to the Community's Downtown area. It includes a substantial portion of the Transportation Concurrency Exception Area described in the Future Land Use Element and graphically shown in Map 9. The Commercial Core designation accommodates a variety of uses including commercial and office development; residential land use upper story apartments; older homes renovated to accommodate office use; and uses such as "bed and breakfast" establishment; and industrial/commerce type uses. A maximum Floor Area Ratio of 3.0 is permitted for nonresidential uses and residential uses may comprise up to 50% of the total floor area, within the West Atlantic Avenue Neighborhood Area. The base residential density within the West Atlantic Avenue Neighborhood and Beach areas is 12 units per acre. The base residential density within the downtown core area is 30 units per acre, but portions of this area may exceed 30 units per acre, up to a maximum of 100 units per acre, subject to Conditional Use approval. Also, within the West Atlantic

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Avenue Neighborhood Area, the density may exceed the base of 12 units per acre, up to a maximum of 30 units per acre subject to Conditional Use approval.

General Commercial: This designation is applied to land which is, or should be, developed for general commercial purposes e.g. retail, office, services. Light industrial type uses such as fabrication and assembly are permissible under this designation when located in the special overlay district between Federal Highway and Dixie Highway, north of N.E. 14th Street to the north City limit. A maximum Floor Area Ratio of 3.0 is permitted for nonresidential uses, except as indicated within the following overlay districts:

- Four Corners Overlay District - For mixed-use development within this overlay district, the nonresidential component is limited to an FAR of 2.0
- Silver Terrace Courtyards Overlay District - Nonresidential development is limited to an FAR of 0.75
- Lintco Development Overlay District - Nonresidential development is limited to an FAR of 0.36.
- Waterford Overlay District - Nonresidential development is limited to an FAR of 1.32.
- Infill Workforce Housing Overlay District - Nonresidential development is limited to an FAR of 0.75 for lands zoned General Commercial (GC).

Residential uses may comprise up to 15% of the total floor area of the General Commercial Land Use designation. Residential uses are permitted either in conjunction with a commercial use, or as a stand-alone use subject to Conditional Use approval. Residential density is limited to a maximum of 12 dwelling units per acre, except in Redevelopment Area #6 (Lindell/Federal Highway) where residential densities may be allowed up to a maximum of 16 units per acre subject to Conditional Use approval and the criteria outlined in the Redevelopment Plan for that area and within the Silver Terrace Courtyards Overlay District where residential densities may be allowed up to a maximum of 22 units per acre subject to Conditional Use approval. Areas with the General Commercial designation, located within a workforce housing overlay district, may also exceed 12 units per acre up to a maximum of 30 units per acre within the Four Corners Overlay District and 18 units per acre within the infill workforce housing area, by obtaining density bonuses through the provision of workforce housing units. *[Revised by Amendment 10-1]; [Revised by Amendment 09-1]*

INDUSTRIAL LAND USE: There are two categories of industrial land use.

Industrial: This designation accommodates manufacturing, fabrication, assembly, and warehousing. It is applied to property which currently has such uses and which is located in an area which should continue to be used for industrial purposes. It is also applied to those areas of the community which are best suited, because of their location, to accommodate industrial uses. Residential and general commercial uses are not appropriate on land designated as Industrial. The maximum intensity for development within this category is 0.60 FAR.

Commerce: This designation is applied to property which is developed, or is to be developed, in such a manner as to accommodate a mix of industrial, service, and

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commercial uses. This may be done either through development of existing parcels or through a planned concept. Residential development may also be permitted provided that such development is within a designated workforce housing overlay district that allows such use and any residential development meets the criteria of the City of Delray Beach Workforce Housing Ordinance. Areas with this designation, located within a workforce housing overlay district, may be developed up to a maximum of 24 units per acre, provided at least 25% of the units are workforce housing units. The maximum intensity for nonresidential uses within this category is 0.60 FAR.

AGRICULTURAL LAND USE: There are no designations for agricultural land use on the Future Land Use Map. The City of Delray Beach Planning Area is an urbanized area with 98.9% of its land area developed. The long-term continuance of existing agricultural operations is not compatible with the urbanization which has occurred. The maximum intensity for development within this category is 0.15 FAR.

RECREATION & OPEN SPACE LAND USE: This designation applies to public recreational areas (such as municipal parks), to open space areas, and to conservation areas. Open space areas include canals, waterways, beaches, shores, estuarine systems, golf courses, private open (common) areas within planned developments, and undevelopable parcels. Public recreational areas which also have indoor facilities (e.g. community centers) are more apt to be shown as "Community Facilities". The conservation properties are those lands shown on the Conservation Map. Land shown under this designation shall not be used for any purpose other than recreation, open space, or conservation. The maximum intensity for development within this category is 0.5 FAR.

CONSERVATION LAND USE: This designation applies to those specific properties identified in the Conservation Element as land to be preserved. No other land use is appropriate. These properties shall be either placed into public ownership or developed only as allowed by policies of the Conservation Element. They are shown on the Future Land Use Map under the Open Space – Conservation designation. Properties having an Open Space-Conservation designation will be developed with an intensity consistent with the policies contained within Objective B-1 of the Conservation Element. The maximum intensity for development within this category is 0.01 FAR.

COMMUNITY FACILITY LAND USES: This designation is applied to current and future school sites; to current and future sites for public buildings; and to current and future sites for public facilities e.g. the wastewater treatment plant. It is also applied to single function (purpose) buildings which have been constructed for community related purposes (e.g. churches) and which are not commercial in nature. However, not all community facilities are required to be shown under this designation. Small sites are not shown nor are the locations of governmental services (e.g. H.R.S.) which lease common office space, nor are churches that do not include substantial accessory uses such as educational facilities. The maximum intensity for development within this category is 1.0 FAR.

MIXED USE CATEGORIES: There are two types of mixed use land designations on the Future Land Use Map.

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Congress Avenue Mixed Use: This designation is applied to properties in the Congress Avenue Corridor bounded by West Atlantic Avenue on the north, the C-15 Canal to the south, I-95 transportation corridor on the east and generally Congress Avenue on the west together with the Congress Park, Congress Park South, and the Office Depot complex located just west of Congress Avenue. The Mixed Use designation accommodates a variety of uses including limited commercial, office development and residential uses. The primary function of the district is to attract Class A office development while allowing limited residential development (including workforce housing) and support commercial uses.

The Congress Avenue Corridor is specifically designated as highly suitable for increased intensities. Within the corridor, mixed uses that meet the guidelines and standards prescribed in the Land Development Regulations for Regional Activity Centers and that are in conformance with Chapter 380.06 of the Florida Statutes, shall be entitled to increases in DRI threshold intensities as provided in Section 380.06(2)(e) of the Florida Statutes. *[Revised by Amendment 09-1]*

Upon establishment of the Congress Avenue Mixed Use (CMU) district, the City shall create a zoning district that permits mixed use development. Residential development at a maximum density of up to 50 units per acre within 2,500 linear feet of the Tri Rail Station, and 40 units per acre for the balance of the corridor will be allowed. Residential use may comprise up to 100% of the total floor area of a master development plan within 1,000 feet of the Tri-Rail Station; 80% of the total floor area between 1,001 and 2,500 feet of the Tri-Rail Station; and 75% of the total floor area for the balance of the corridor. The maximum FAR for residential uses is 2.0. The mixed use category will also allow commercial and office development at a maximum FAR of 1.0. The commercial uses are limited to 20% of the total floor area of a master development plan.

Other Mixed Use: This designation is applied along the Swinton Avenue corridor generally 4 blocks north and two blocks south of Atlantic Avenue. With the exception of the Old School Square facility itself, the boundaries are contiguous with the Old School Square Historic Arts zoning district. This category provides for mixed uses of residential, office and commercial activities with an emphasis on the arts, that will encourage the restoration or preservation of historic structures and, yet, maintain and enhance the historic and pedestrian scale of the area. Allowed residential uses include single family detached and duplex structures on a minimum 8,000 sq. ft. lot. Based on this minimum lot size, the maximum density within this category is 10 units per acre. Residential uses shall comprise no less than 10% of the uses in the OSSHAD District as expressed by the exclusive use of individual parcels, other than condominium ownerships. The maximum intensity for nonresidential development (commercial and office) within this category is 1.0 FAR and may comprise up to 100% of the total floor area of a building. The gross floor area of residential units within a structure containing permitted non-residential use(s) shall not exceed 50% of the gross floor area of the structure within which they are located.

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Table L-6 Land Use Designation/Zoning Matrix

RESIDENTIAL ZONING DISTRICTS

LAND USE DESIGNATION	ZONING DISTRICTS											
	A (2)	RR	R-1-AAA	R-1-AAAB	R-1-AA	R-1-AAB	R-1-A	R-1-AB	MH	RL	RM	PRD
LOW DENSITY RESIDENTIAL	X	X	X	X	X	X	X	X	X	X		X
MEDIUM DENSITY RESIDENTIAL	X	X (5)	X	X	X	X	X	X	X	X	X	X
TRANSITIONAL	X		X	X	X	X	X	X	X	X	X	X
COMMERCIAL CORE											X	
GENERAL COMMERCIAL	X											
INDUSTRIAL	X											
COMMERCE	X											
RECREATION & OPEN SPACE	X	X(6)	X(6)	X(6)	X(6)	X(6)	X(6)	X(6)	X(6)	X(6)	X(6)	X(6)
CONSERVATION												
COMMUNITY FACILITY	X											
MIXED USE												
CONGRESS AVENUE MIXED USE (1)												

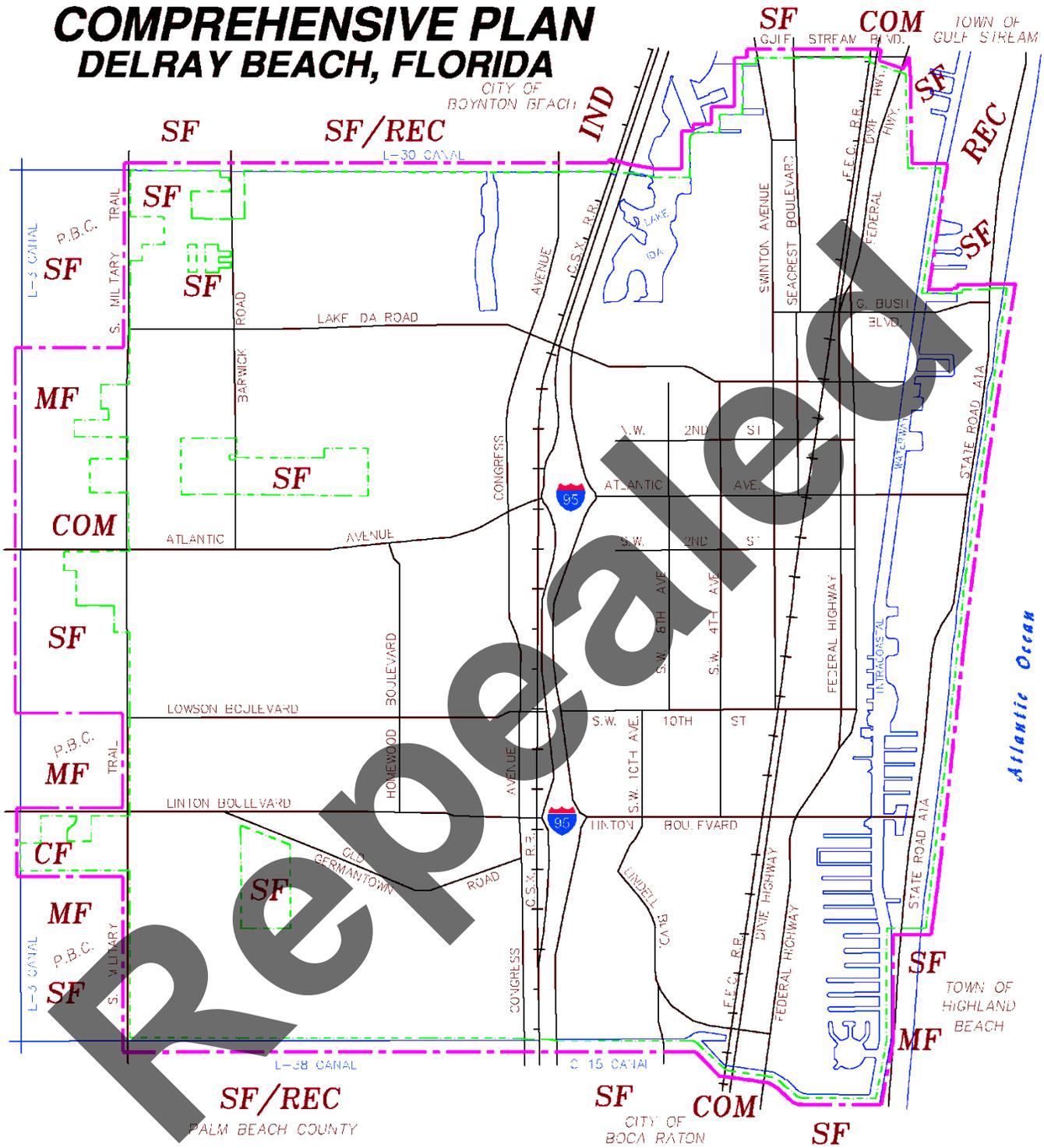
NON-RESIDENTIAL ZONING DISTRICTS

LAND USE DESIGNATIONS	ZONING DISTRICTS																		
	GC	AC	NC	PC	CBD	POC	POD	PCC	MIC	I	LI	RO	HAD	SAD	CF	CD	OS	OSR	MROC
LOW DENSITY RESIDENTIAL														X	X		X	X	
MEDIUM DENSITY RESIDENTIAL														X	X		X	X	
TRANSITIONAL			X			X	X					X		X	X		X	X	
COMMERCIAL CORE					X							X		X	X		X	X	
GENERAL COMMERCIAL	X	X	X	X		X	X							X	X		X	X	
INDUSTRIAL								X		X	X			X	X		X	X	
COMMERCE								X	X		X			X	X		X	X	
RECREATION & OPEN SPACE														X	X		X	X	
CONSERVATION														X		X	X		
COMMUNITY FACILITY														X	X		X (4)	X (4)	
MIXED USE													X (3)	X	X				
CONGRESS AVENUE MIXED USE (1)														X	X				X

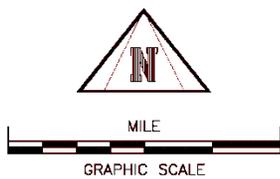
- (1) CONGRESS AVENUE MIXED USE – See Congress Avenue Mixed Use description beginning on page FL - 40, for more specific details.
- (2) Agricultural zoning may function as a "holding" zone in all of the noted Future Land Use Map designations except for the Rural Residential designation where it is a permanent zoning.
- (3) The HAD zoning district is a special use district which is only applicable to the Old School Square Historic District.
- (4) Open Space (OS), and Open Space & Recreation (OSR) zoning are utilized on the Community Facilities (CF) land use designation where more restriction is required to constrain uses.
- (5) The Rural Residential (RR) zoning is utilized in the Medium Density Residential (MDR) designation as a "holding" zone
- (6) Residential zoning districts are permitted within the Recreation and Open Space (OS) land use designation for open space and recreation uses (e.g. golf courses and water bodies)

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA

CITY OF
BOYNTON BEACH



GENERALIZED ADJACENT LAND USES MAP #4



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT
MARCH 2008

SF - SINGLE FAMILY RESIDENTIAL

CF - COMMUNITY FACILITIES

COM - COMMERCIAL

MF - MULTI-FAMILY RESIDENTIAL

REC - RECREATION

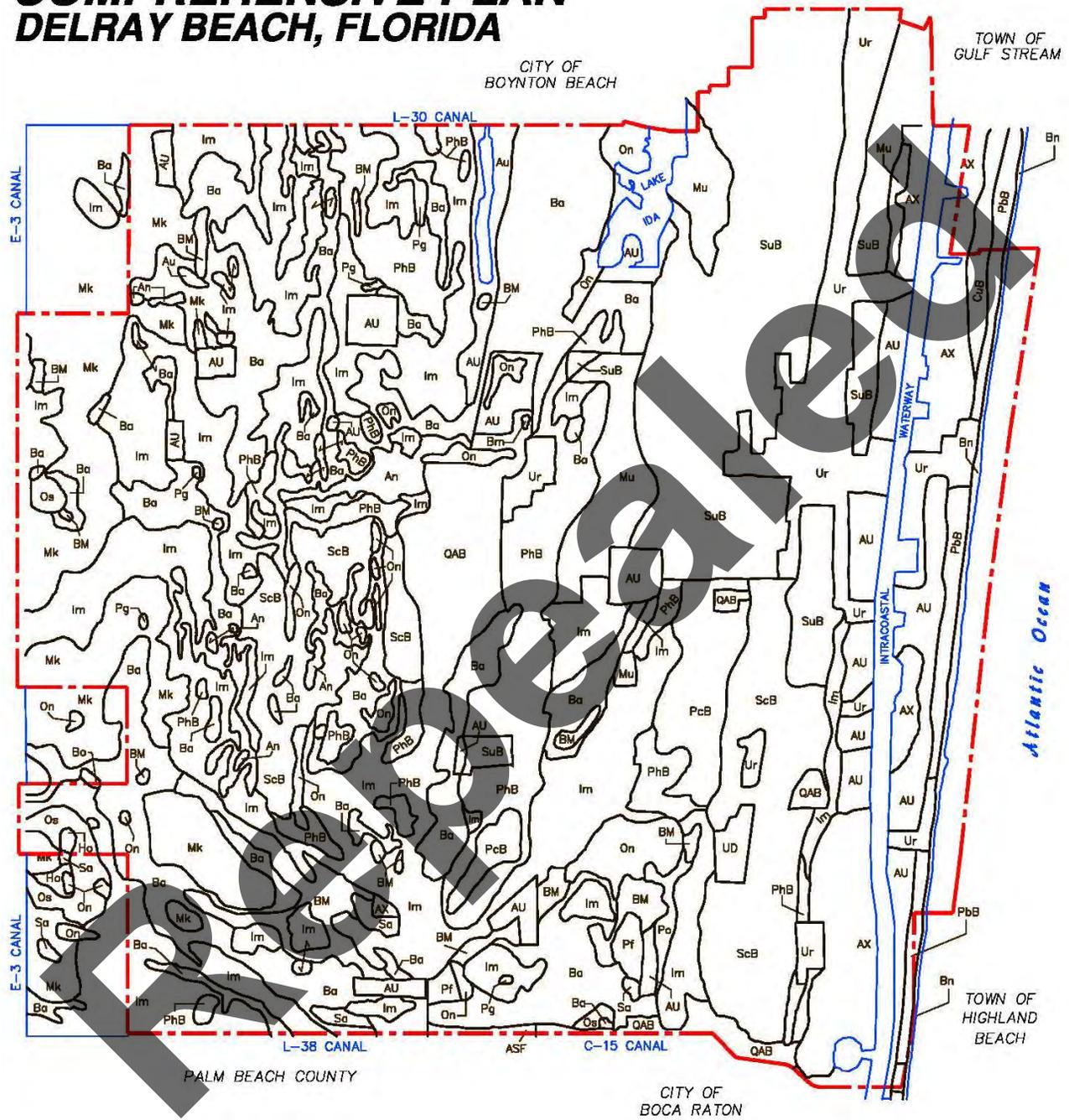
IND - INDUSTRIAL

PLANNING AREA (ULTIMATE CITY BOUNDARY)

CITY LIMITS

VCA - VACANT & AGRICULTURE

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA





 GRAPHIC SCALE
 CITY OF DELRAY BEACH, FLORIDA
 PLANNING & ZONING DEPARTMENT
 MARCH 2008

SOIL SURVEY MAP #5

LEGEND:
 SEE ATTACHED LIST FOR DETAILED SOIL CLASSIFICATIONS.
 SOURCE: 1978 SOIL SURVEY OF PALM BEACH COUNTY, FLORIDA; U.S. DEPT. OF AGRICULTURE.
 PLANNING AREA  (ULTIMATE CITY BOUNDARY)

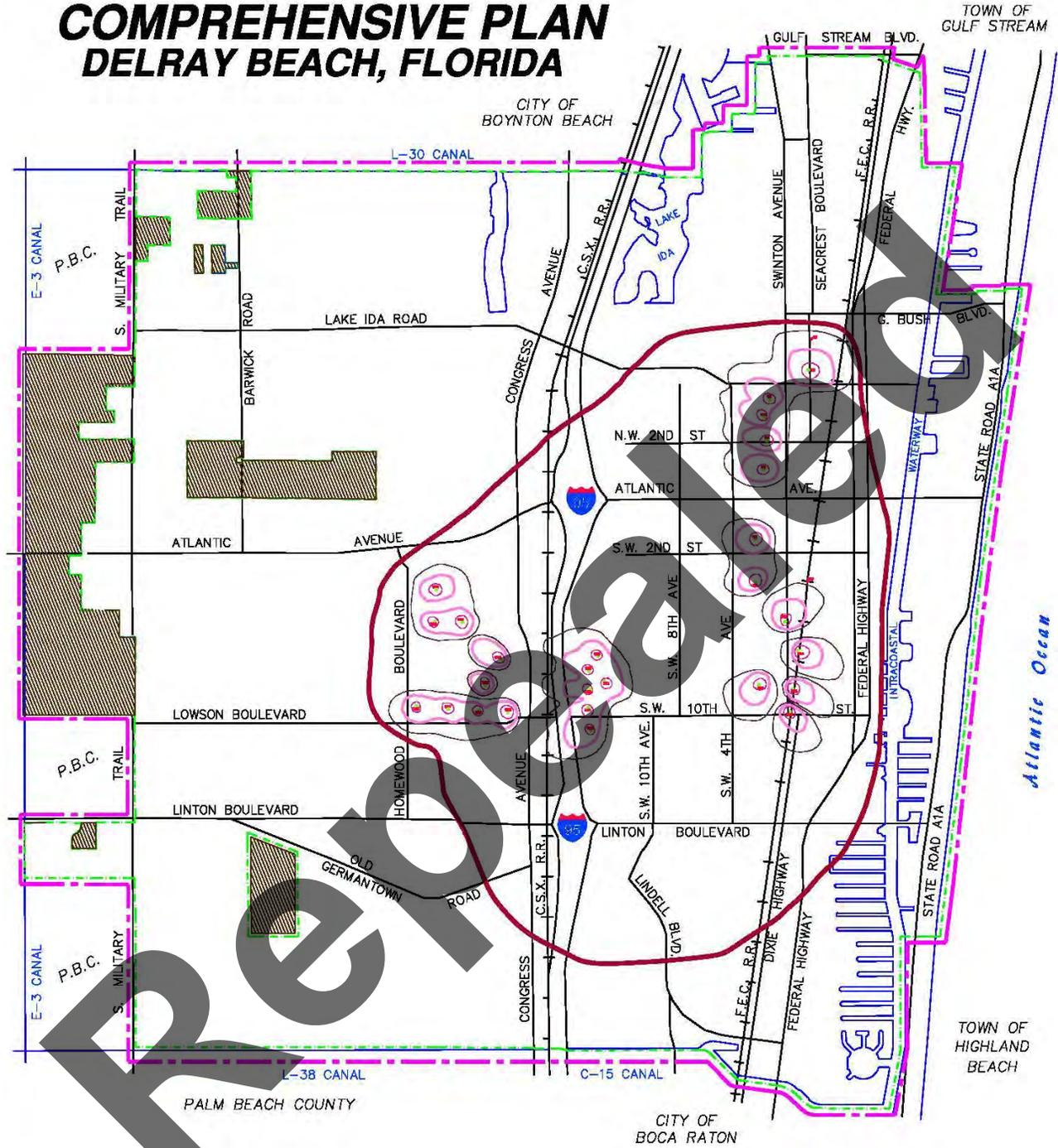
SOIL LEGEND
MAP # 5A

The first letter, always a capital, is the initial letter of the soil name. The second letter is a lower case letter for a narrowly defined unit, and a capital letter for a broadly defined unit.^{1/} The third position, if used, is a capital letter and connotes slope class. Most symbols without a slope letter are those for nearly level soils, but some are for land types or broadly defined units that have a considerable range in slope.

<u>SYMBOL</u>	<u>NAME</u>	<u>SYMBOL</u>	<u>NAME</u>
AdB	Adamsville sand, organic subsoil variant	Pa	Pahokee muck
An	Anclote fine sand	PbB	Palm Beach-Urban land complex
ASF	Arents, very steep ^{1/}	PcB	Paola sand, 0 to 8 percent slopes
AU	Arents-Urban land complex ^{1/}	Pd	Pineda sand
AX	Arents-Urban land complex, organic substratum	Pe	Pinellas fine sand
Ba	Basinger fine sand	Pf	Pits
Bc	Basinger-Urban land complex	Pg	Placid fine sand
BM	Basinger and Myakka sands, depressional ^{1/}	PhB	Pomello fine sand
Bn	Beaches	Po	Pompano fine sand
Bo	Boca fine sand	QAB	Quartzipsamments, shaped ^{1/}
Cc	Canaveral-Urban land complex	Ra	Riviera sand
Ch	Chobee fine sandy loam	Rd	Riviera sand, depressional
CuB	Cocoa-Urban land complex	Ru	Riviera-Urban land complex
Da	Dania muck	Sa	Sanibel muck
Fa	Floridana fine sand	ScB	St. Lucie sand, 0 to 8 percent slopes
Ha	Hallandale sand	SuB	St. Lucie-Urban land complex
Ho	Holopaw fine sand	Ta	Tequesta muck
Im	Immokalee fine sand	Tc	Terra Ceia muck
Ju	Jupiter fine sand	TM	Tidal swamp, mineral ^{1/}
La	Lauderhill muck	TO	Tidal swamp, organic ^{1/}
Mk	Myakka sand	Tr	Torry muck
Mu	Myakka-Urban land complex	UD	Udorthents ^{1/}
Oc	Okeechobee muck	Ur	Urban land
On	Okeelanta muck	Wa	Wabasso fine sand
Os	Oldsmar sand	Wn	Winder fine sand

^{1/} The composition of these units is apt to be more variable than the other units in the survey area. Mapping has been controlled well enough, however, to be interpreted for the anticipated use of the soils.

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



N

MILE

GRAPHIC SCALE

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008

WELLFIELD PROTECTION AREAS ZONES OF INFLUENCE MAP #6

LEGEND:

- ZONE 4 - [Red line]
- ZONE 3 - [Orange line]
- ZONE 2 - [Yellow line]
- ZONE 1 - [Green line]
- LOCATION OF WELL - [Black dot]

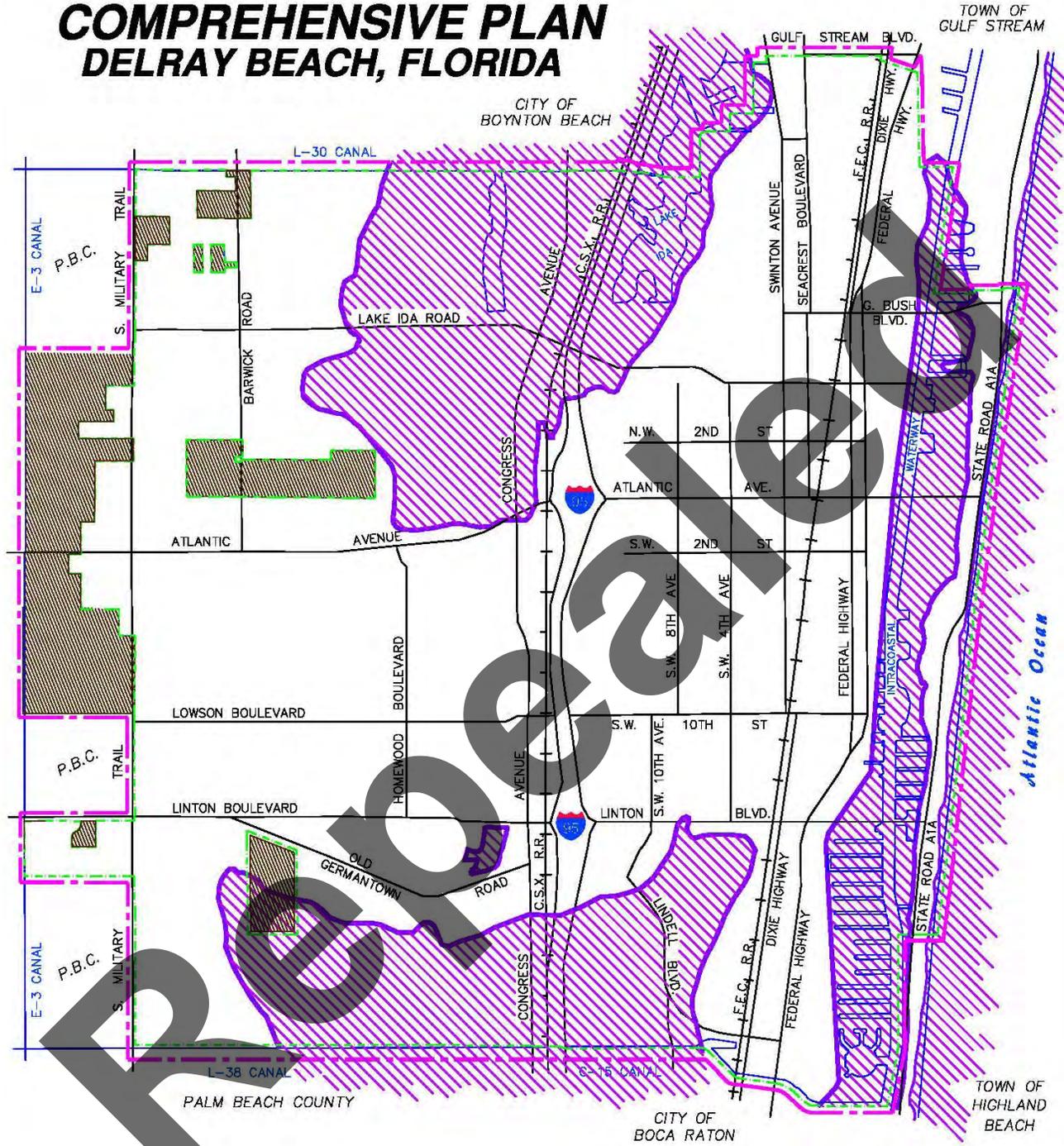
SOURCE: P.B.C. DEPT. OF ENVIRONMENTAL RESOURCES - WATER RESOURCES DIVISION, JUNE 1993

PLANNING AREA [Pink dashed line] (ULTIMATE CITY BOUNDARY)

CITY LIMITS [Green dashed line]

COUNTY JURISDICTION [Hatched box]

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



GRAPHIC SCALE

1 MILE

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008

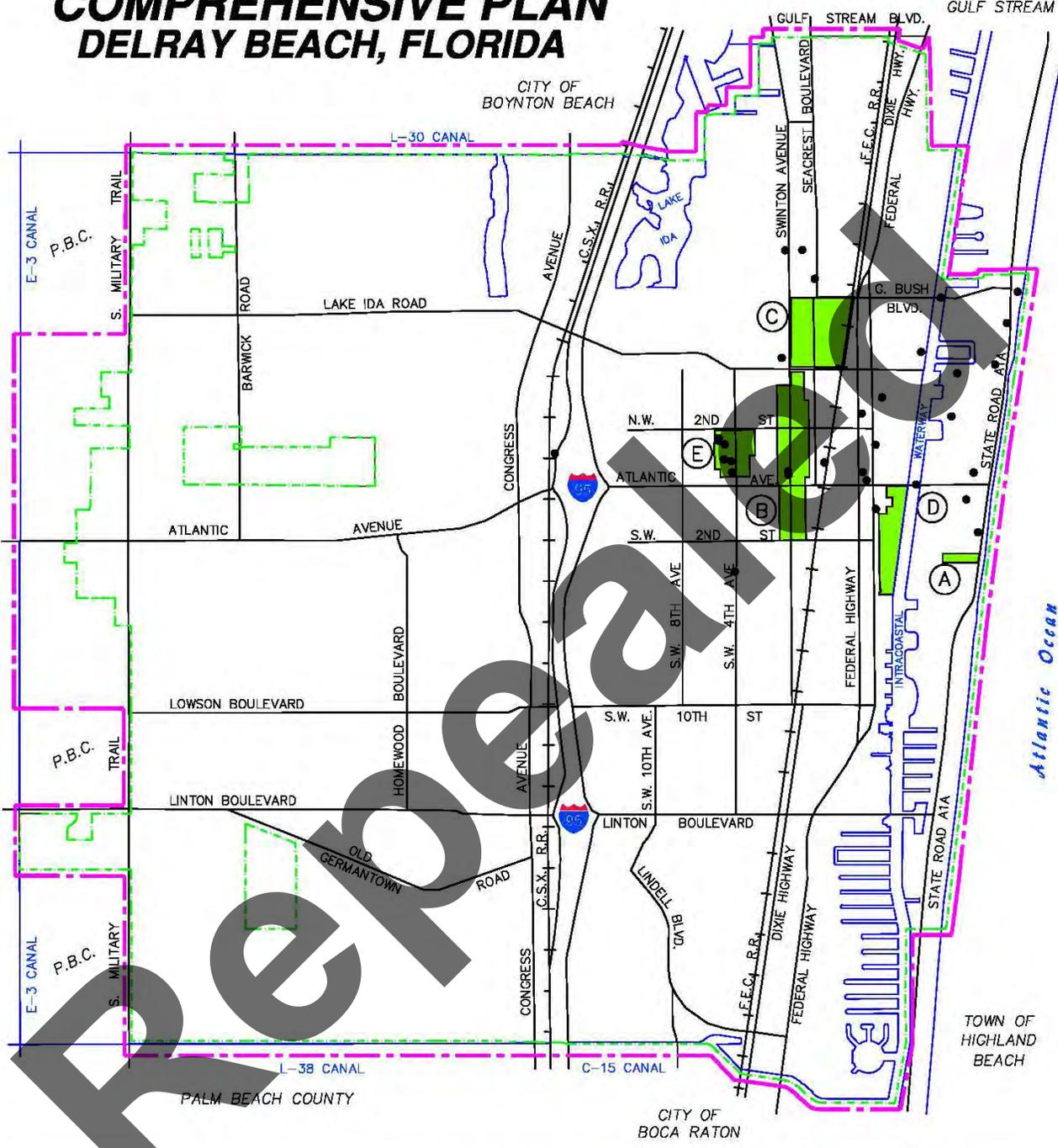
SPECIAL FLOOD HAZARD AREAS MAP #7

LEGEND:

SPECIAL HAZARD AREAS INUNDATED BY 100-YEAR FLOOD		PLANNING AREA (ULTIMATE CITY BOUNDARY)	
PALM BEACH COUNTY JURISDICTION		CITY LIMITS	

SOURCE: JANUARY 5, 1989, FLOOD INSURANCE RATE MAP, FEDERAL EMERGENCY MANAGEMENT AGENCY.

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA

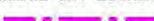




 GRAPHIC SCALE
 CITY OF DELRAY BEACH, FLORIDA
 PLANNING & ZONING DEPARTMENT
 MARCH 2008

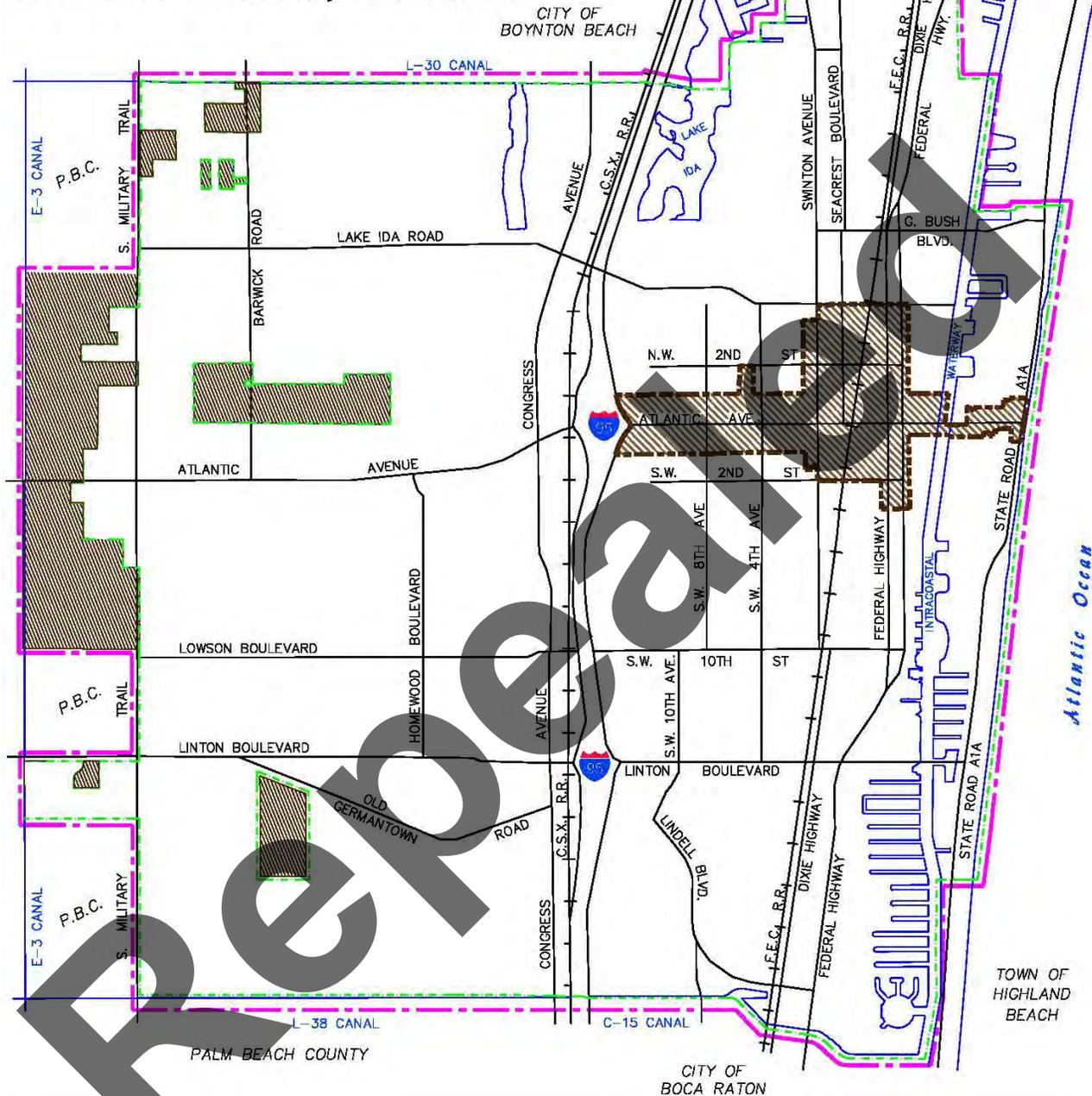
HISTORIC DISTRICTS & SITES MAP #8

- A. - NASSAU STREET
- B. - OLD SCHOOL SQUARE
- C. - DEL-IDA PARK
- D. - MARINA
- E. - WEST SETTLERS

- HISTORIC DISTRICTS - 
- HISTORIC SITES - 
- PLANNING AREA
(ULTIMATE CITY BOUNDARY) - 

CITY LIMITS - 

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



N

MILE

GRAPHIC SCALE

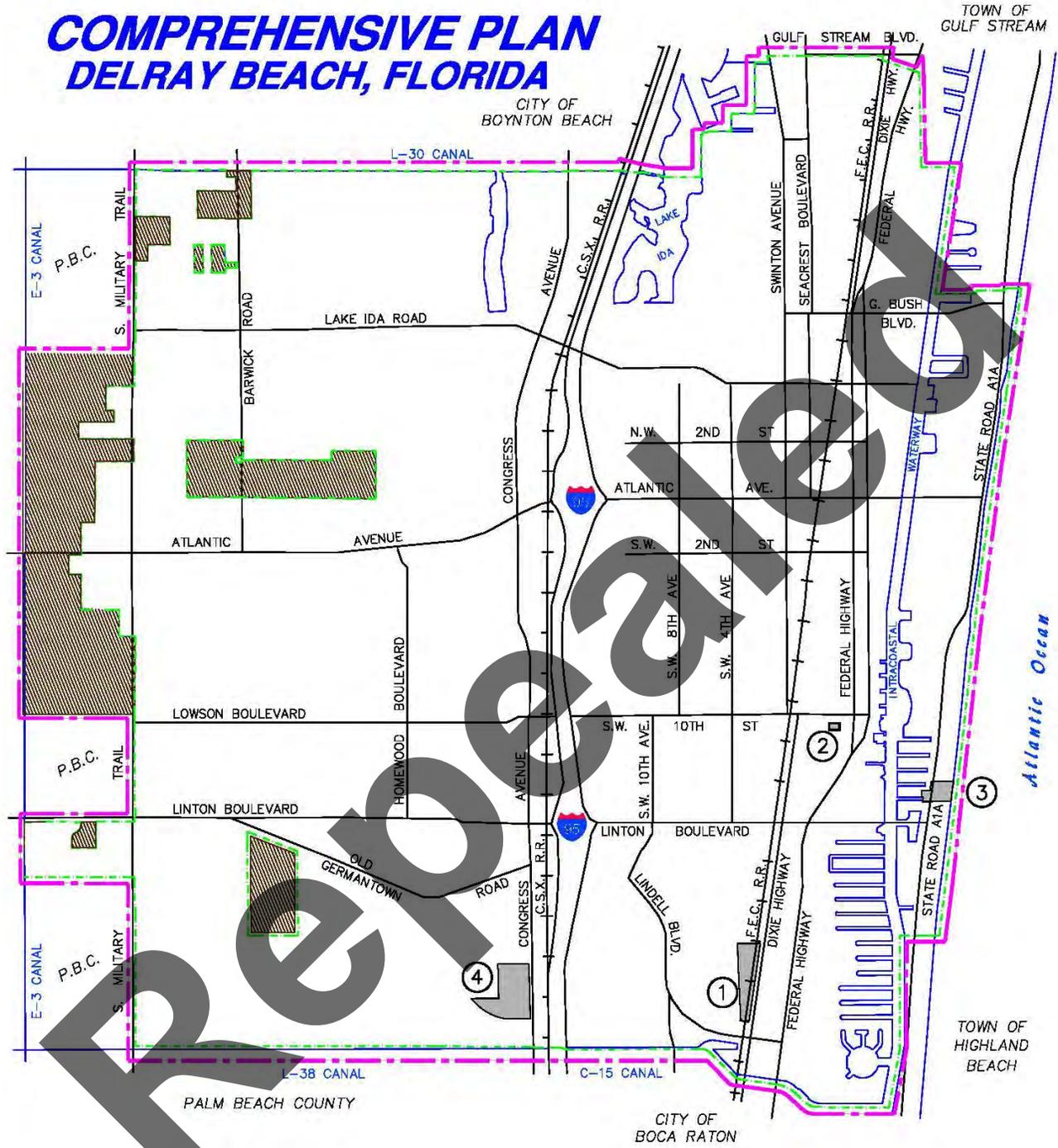
CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008

TRANSPORTATION CONCURRENCY EXCEPTION AREA (T.C.E.A.) MAP #9

- LEGEND:
- PLANNING AREA (ULTIMATE CITY BOUNDARY) ————
 - CITY LIMITS ————
 - PALM BEACH COUNTY JURISDICTION — [Hatched Box]

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



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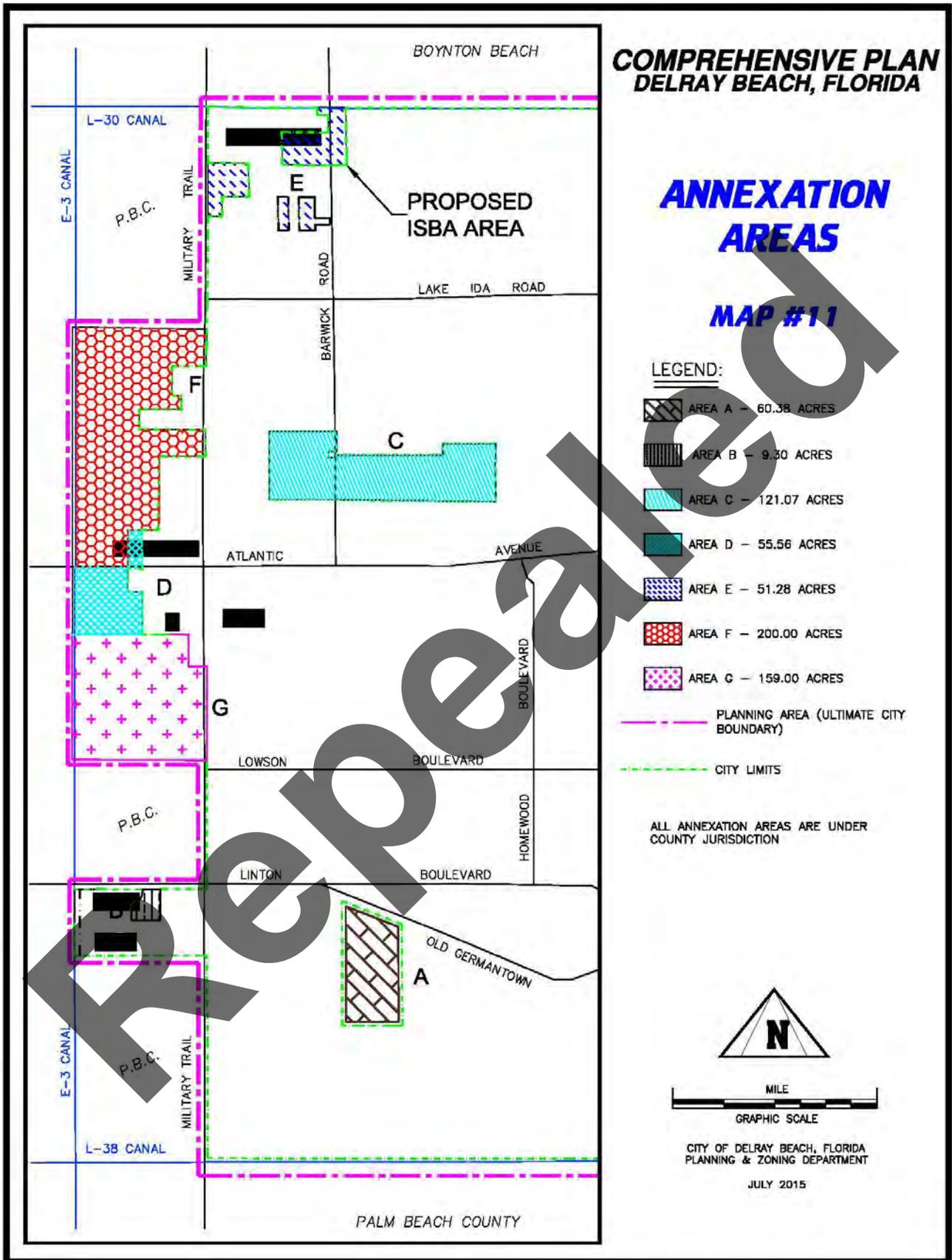
GRAPHIC SCALE

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008

LOCATION OF NATIVE ECOSYSTEMS MAP #10

- LEGEND:
- 1. LEON WEEKES ENVIRONMENTAL PRESERVE
 - 2. HURRICANE PINES
 - 3. ATLANTIC DUNES PARK
 - 4. DELRAY OAKS
- PLANNING AREA (ULTIMATE CITY BOUNDARY) ---
- CITY LIMITS ---
- COUNTY JURISDICTION



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Repealed

TRANSPORTATION ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Delray Beach Traffic Element (Walter Keller, Jr., 1989)
- Delray Beach Traffic Circulation Element, EAR (David Plummer & Associates, 1995)
- Evaluation and Appraisal Report (City of Delray Beach, 1996)
- Delray Beach Comprehensive Plan Update - Transportation Element (David Plummer & Associates, 1997)
- Evaluation and Appraisal Report (City of Delray Beach, 2006)
- Updates to Delray Beach Transportation Element (McMahon Associates, Inc., 2006)

The source documents, and other documents which are cited in the Element, are available for public review at the Planning Department offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

FUTURE TRAFFIC CIRCULATION MAP

Map #12 shows the location and classification of the Future Traffic Network with all elements pursuant to F.S. 163.3177(6)(b). Table T-1 provides a listing of all streets, their classification, responsible agency, ultimate right-of-way width, ultimate pavement width, and programmed improvements (if any).

INVENTORY

The following summary is prepared to facilitate review with the requirements of F.S. 163.3177. As a summary, only significant items are highlighted. The source documents should be referred to for more information.

The data included in the 2008 inventory was based on a number of sources. Traffic counts are 2008 counts from Palm Beach County with additional counts provided by the City of Delray Beach and a traffic consultant. Roadway classifications are by the Federal Functional Classification (FFC) system. The County and FDOT service volumes are based on procedures and methodologies included in the FDOT Highway Capacity Manual. The generalized service volumes are those contained in the FDOT 2002 LOS manual.

Palm Beach County utilizes existing and projected peak hour volumes (Test 1) or peak hour, peak season, peak direction and intersection's critical volumes (Alternative Test 1) as well as level of service standards on the improved system [Highway Systems Needs Plan] (Test 2); (see Tables T-3A, T-3B and T-4). FDOT utilizes peak season, peak hour directional level of service volumes (see Table T-3B).

Road System:

There are 48.4 miles of arterial and collector roadways in the City. Map #13 identifies roadway location, and design types (number of lanes). Map #15 and Map #16 show the 2008 annual average daily traffic and the peak hour, peak direction volumes. Map #14 shows the existing roadway network in the planning area by functional classification and maintenance responsibility.

The City has adopted the Federal Functional Classification (FFC) system for roadways which conform to the FDOT's "General Interest Data Procedures, Chapter 5: Federal Functional Classification". A map showing the FFC is included as Map #14, depicting roadways contained in FDOT's table entitled "Palm Beach County Federal Functional Classification".

Tables T-6 and T-7 show annual average daily and peak hour, peak season, peak direction projections of traffic volumes for the City's roadways in the year 2010 considering improvements proposed in the FDOT and Palm Beach County five year improvement plans.

Significant Parking Facilities:

Significant public parking facilities under the jurisdiction of the City are surface parking lots and on-street parking which serve the downtown area, and facilities such as City Hall and the Community Center. These facilities provide approximately 1,650 free parking spaces and two garages with an additional 730 spaces, with duration's ranging from two hour limits to unlimited times.

Safety:

Table T-5 summarizes data associated with locations with a high accident frequency in the Planning Area.

Port and Airport Facilities:

There are no ports or airports in the Planning Area.

Freight and Passenger Rail Lines:

The City currently is served by the following four railway lines:

- The Florida East Coast (FEC) Railroad, a freight line that runs north-south through the eastern portion of the City;
- The Seaboard Coast Line (CSX) Railroad, a freight line that runs north-south, just west of I-95;
- Amtrak passenger rail serves the City utilizing the CSX tracks, stopping just south of West Atlantic Avenue (South County Government Complex); and
- Tri-Rail commuter rail serves the City utilizing the CSX tracks, stopping just south of West Atlantic Avenue.

Rail terminals are identified on Map #14.

Public Transit:

Delray Beach is served by a regional bus transit provider. Palm Tran is the County-wide bus service, under the jurisdiction of Palm Beach County. A new route system was initiated in August, 1996 which included expanded service to Delray Beach. The new routes in the City are shown in Map #17. Palm Tran operates a maintenance and storage terminal within the City on Congress Avenue north of Atlantic Avenue (Map #17). The City initiated a free shuttle bus system (downtown roundabout) in 2006 . The system now includes three buses on two routes and covers the area between Tri-rail and the beach with headways of 20 to 30 minutes. The route is shown on Map #17.

Public Transit Trip Generators and Attractors:

The major trip producers and generators in Delray Beach are shown on Map #18. Palm Tran bus routes serve all of these areas with regular service as indicated in Map #17.

Intermodal Terminals:

Existing intermodal facilities in Delray Beach include rail, bus and shuttle bus. Two intermodal facilities (Tri-Rail and Amtrak stations) exist at a shared terminal along Congress Avenue near Atlantic Avenue in the central part of the City. The Palm Tran Satellite Facility is located on Congress Avenue near Atlantic Avenue, and provides for storage, maintenance, and staging of the Palm Tran bus fleet serving southern Palm Beach County.

Other intermodal facilities include High Occupancy Vehicle (HOV) lanes on I-95 and a park-and-ride lot. The park-and-ride lot is located just south of the City, at the Congress Avenue interchange with I-95. This lot can be used in conjunction with Palm Tran routes or the HOV lanes on I-95.

Evacuation Routes:

Three evacuation routes are designated in Delray Beach (Map #19), all of which have bridges over the Intracoastal Waterway. Bridge operations are directed by the Coast Guard and Palm Beach County Emergency Management Division to assure safe evacuation. The evacuation routes are:

- George Bush Boulevard to I-95, via Swinton Avenue and Atlantic Avenue
- Atlantic Avenue to I-95
- Linton Boulevard to I-95

Transportation Concurrency Exception Area:

The City has established a Transportation Concurrency Exception Area (TCEA) to aid in the revitalization of the downtown. One purpose of defining this specific area is to gain access to the flexibility allowed for concurrency management. The TCEA provides incentives to redevelopment by eliminating transportation concurrency requirements. These incentives encourage land use planning within a compact area which enhances mobility goals with a balanced development scenario. This development pattern will result in alternatives to the use of a single occupant automobile trip for mobility needs.

This area is described in detail in the Future Land Use Element. The TCEA encompasses the central business district of Delray Beach, pursuant to Section 163.3164(25) F.S., and contains approximately 436 acres. The general limits of the TCEA are I-95 on the west, SR A1A on the east, S.E. 2nd Street on the south, and N.E. 4th Street on the north. The specific boundaries of the TCEA are shown on Map #9 in the Future Land Use Element.

ANALYSIS

Existing Levels of Service and System Needs:

Map #13 provides the current roadway laneage for the expressway, arterials and collectors within the City. Map #15 shows the existing annual average daily traffic volumes for these area roadways. Map #16 shows peak hour peak direction traffic volumes for the State, County, and City roadways. There are no county or City roadways currently operating below adopted level of service standards.

For over capacity facilities, the Palm Beach County Unified Development Code allows for examination of peak hour, peak season, peak directional conditions (Alternative Test 1) and requires analysis of the intersections at the termini of each link. If roadways pass Alternative Test 1 they are considered to meet acceptable LOS. State facilities are assessed utilizing the peak hour, peak season, peak directional standards only. Based on that analysis, only the following roadway links are operating below the adopted level of service standards:

- I-95 - Woolbright Road to Congress Avenue - 10 LX - LOS "F"

The facility which is currently operating below the adopted peak season, peak hour, peak directional standards is maintained by a jurisdictions other than the City. I-95 is considered a backlogged facility.

Availability of Facilities and Services for Existing Land Uses:

Local land uses are compatible with the circulation system and where congestion and lower LOS occurs it is created by inter-area traffic.

There is no need for new street facilities as the City is 98.9% built out and all collector and arterial roads are either at their terminus (the ocean) or extend into adjacent jurisdictions. Developer-funded street extensions may occur based upon specific development proposals (e.g., in the currently underdeveloped northwest portion of the City).

There are no planned roadway expansions within the City on either the County of State Five Year Plans.

Natural Disaster Evacuation:

Planning for evacuation is accomplished under the auspices of the Palm Beach County Division of Emergency Management. A coordinated program exists between that agency and the City, based on the Hurricane Evacuation portion of the Palm Beach County Comprehensive Emergency Management Plan.

In Delray Beach, all of the barrier island would be evacuated in a category 1 hurricane, together with mobile home parks. In the case of more intense hurricane categories, the evacuation area would be expanded as stated in the City of Delray Beach Comprehensive Emergency Management Plan.

- ❑ Evacuation routes can accommodate the population of the Coastal High Hazard Area with an evacuation time of 7-10 hours.
- ❑ There are no constraints to evacuation other than localized street flooding along evacuation routes and backlog traffic on I-95 and the Florida Turnpike, the regional evacuation routes.
- ❑ No significant changes in these conditions would be created through development allowed by the Future Land Use Map. It is noted the City is approaching build out and most development is infill or development on relatively small vacant tracts of land. It is also noted that redevelopment at higher residential densities is not permitted on the barrier island.

Growth Trends and Travel Patterns:

Growth trends in the City, and the accompanying travel patterns, are expected to follow the patterns established through the Future Land Use Map (FLUM). The roadway network to service this growth is already in place, with sufficient rights-of-way to accommodate anticipated expansions.

Growth through much of the City will take the form of infill development and redevelopment in the east and along the Congress Avenue corridor and Four Corners area, and development of the remaining vacant parcels in the west. Investment by other transportation agencies provides expanded opportunities for intermodal transportation.

These include the expanded and improved Palm Tran fleet and network, and the Tri-Rail and Amtrak stations. Intermodal facilities are compatible with projected growth, as illustrated in the FLUM.

It is expected that the western suburbs (outside the City) will continue to grow to meet the demand for new single family housing. In the west, growth will be accommodated through roadway improvements providing additional vehicle capacity. However, the rate of growth is expected to slow as the availability of vacant land and roadway capacity are reduced.

In the east, the downtown area continues to increase in popularity. The City has made a conscious effort to direct growth to the east, through significant public investment in infrastructure, and through planning strategies such as the establishment of the Transportation Concurrency Exception Area (TCEA) and redevelopment plans. Such strategies as the TCEA emphasize compact, mixed use development which internalizes trips. Many trips between uses become pedestrian rather than vehicular trips. High availability of alternate transportation modes reduce automobile dependency. In the east, land uses are planned to maximize the existing roadway facilities and utilize alternate transportation modes.

Compatibility Between Future Land Use and Transportation:

Delray Beach is a mature City, approaching build-out. As discussed above, remaining development will be consistent with the patterns established in the Future Land Use Map. Planned roadway improvements and the requirements of the City's concurrency management system, will assure the availability of roadway capacity to serve development through build-out.

Intermodal Facilities:

In the past, opportunities for intermodal transportation in Delray Beach have been severely limited. New facilities, either planned or recently completed, promise to relieve much of the perceived deficiency. The expansion of the Palm Tran route system has been in place since late 1996. This expansion has provided additional bus routes to serve the City, including downtown. Reductions in headways on existing routes is a policy direction in the City's TCEA. The City's TCEA also contained policies requiring the development of a local shuttle to help increase capacities on vital corridors in the downtown. This shuttle bus system was put in place in 2006.

A park-and-ride lot has been constructed just outside the City limits at the Congress Avenue and I-95 interchange which is served by Palm Tran routes 2 and 26. Improvements to the Tri-Rail system, including future proposals for additional trains and double-tracking will result in improved commuter rail service. The City, through policies related to the TCEA, plans to expand bicycle and pedestrian facilities. These improvements should continue to expand intermodal opportunities to meet growing demand. However, continual monitoring of ridership demand, system programming and budgeting by transit entities is required, along with active involvement by the City to assure fulfillment of transportation needs.

Projected Levels of Service and System Needs:

Level of service and system needs for the year 2010 will be partially accommodated through planned improvements. After programmed improvements as contained within the FDOT and County's Five Year Roadway Plans (Table T-8) the following roadways are anticipated to be over capacity in the year 2010 (see Tables T-6 and T-7):

- I-95 - south City limits to the north City limits (facility will continue to be over capacity after improvements through 2010).
- Federal Highway - North of Linton Boulevard south to Lindell Boulevard
- Linton Boulevard - I-95 to SW 10th Avenue (not programmed through 2025 and has physical right-of-way constraints).

As the City looks further out to the Year 2025 additional County and FDOT roadway improvements are needed to maintain acceptable levels of service. The projected level of service deficiencies, prior to improvements outlined in the 2025 Cost Feasibility Plan prepared by the MPO (Metropolitan Planning Organization), are noted in Map #20. The

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2025 Cost Feasibility Plan improvements are noted in Map #21 and Table T-9 and include the following:

- Federal Highway widening from 4 lanes to 6 lanes from north of Linton Boulevard to Lindell Boulevard.
- Federal Highway reduction of lanes on one way pairs from 3 lanes in each direction to 2 lanes in each direction.
- Old Dixie Highway widening from 2 lanes to 4 lanes from south City Limits to Lindell Boulevard.

With the improvements noted in the 2025 Cost Feasibility Plan, the following LOS deficiencies will persist:

- Atlantic Avenue between Congress Avenue and I-95 (County facility for which no improvement or funding has been identified).
- Atlantic Avenue between Military Trail and Congress Avenue
- Atlantic Avenue between Swinton and Federal Highway (the roadway is in the TCEA area which is exempt from traffic concurrency and widening is inconsistent with downtown plans).
- Linton Boulevard between I-95 and Old Dixie Highway (This section is currently developed to its full right-of-way width).
- Dixie Highway from Lindell north to Linton Boulevard (no funding or improvement is shown on the 2025 Cost Feasibility Plan).
- I-95 - from south City limits north to the north City limits (will continue to exceed LOS E)
- Swinton Avenue between Lake Ida Road and George Bush Boulevard (Widening of this road is inconsistent with City plans).
- Lake Ida Road between NE 2nd Street and Federal Highway (This road is developed to its full right-of-way width)
- Military Trail from south City limits north to Lake Ida Road.
- A-1-A from Atlantic Avenue to Linton Boulevard (This is a constrained facility. Widening of this road is inconsistent with City plans).

Land Uses and Programs to Promote and Support Public Transportation:

Continued support of transit providers, including Tri-Rail, Palm Tran and Amtrak is required in order to enhance and maintain a viable public transit system. In addition, implementation of planning strategies which promote compact, sustainable

development will provide the ridership necessary to sustain public transit in the City. These strategies are expressed in policies such as those related to the TCEA and redevelopment planning, and design considerations for new development.

NEEDS AND RECOMMENDATIONS

Based upon the analysis provided above, the fact that each of the streets which require improvement to meet acceptable level of service are under the jurisdiction of other agencies, and that the City is essentially at build-out, the Year 2010 and 2025 deficiencies are created by traffic from outside the Planning Area. Therefore, the City will request the following modification to the FDOT standards, as appropriate, as they apply to issuance of development orders in the City of Delray Beach:

- I-95 to maintain at "F" as a backlogged condition.

The City will request modification of the MPO Cost Feasibility Plan to add the following improvements to the plan:

- Atlantic Avenue between Congress Avenue and I-95 - This improvement may include additional laneage and/or intersection improvements.

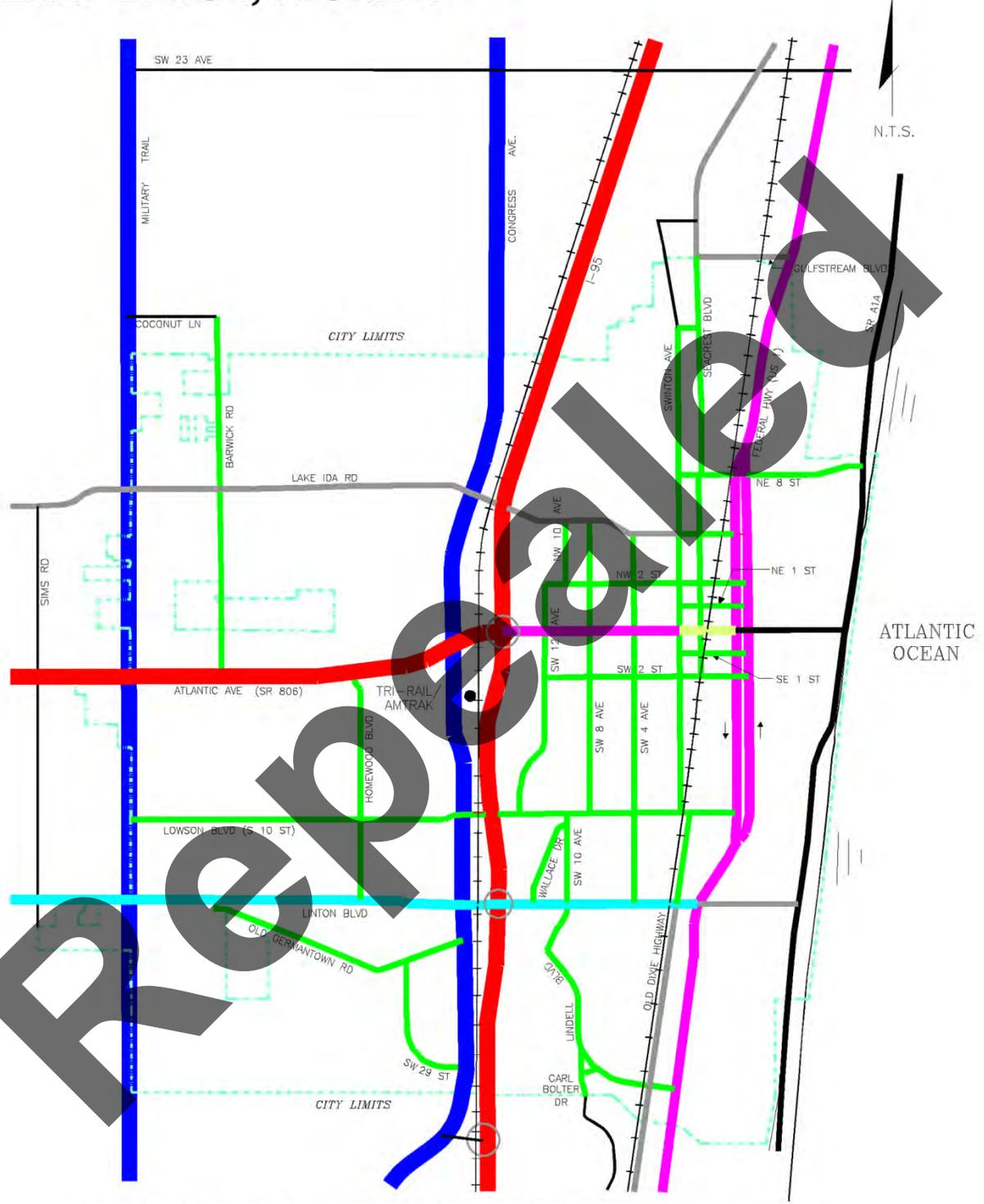
DEFINITIONS

This section of the Transportation Element contains definitions of traffic terms relating to the contents of this element. Inclusion of definitions is not a requirement of F.S. 163.3177, but is included in the plan for the purpose of clarifying technical traffic terminology appearing in this Element and elsewhere in this Plan.

DOWNTOWN REVITALIZATION - The physical and economic renewal of a central business district of a community as designated by local government, and includes both downtown development and redevelopment.

TRANSPORTATION DEMAND MANAGEMENT (TDM) - Strategies and techniques that can be used to increase the efficiency of the transportation system. Transportation Demand Management focuses on ways of influencing the amount of and demand for transportation by encouraging alternatives to the single occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ride sharing programs, flexible work hours, telecommuting, shuttle services, and parking management

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCES: FEDERAL FUNCTIONAL CLASSIFICATIONS AND PALM BEACH COUNTY ROAD MAINTENANCE INVENTORY LIST.



PLANNING & ZONING
DEPARTMENT
MARCH 2008

— DIGITAL BASE MAP SYSTEM —

FUTURE TRAFFIC NETWORK MAP #12

	— STATE PRINCIPAL ARTERIAL		— COUNTY PRINCIPAL ARTERIAL		— CITY MINOR ARTERIAL
	— STATE MINOR ARTERIAL		— COUNTY MINOR ARTERIAL		— CITY COLLECTOR
	— STATE COLLECTOR		— COUNTY COLLECTOR		— LOCAL ROADS AND ROADWAYS OUTSIDE CITY

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STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF-WAY	NUMBER OF ULTIMATE THRU LANES	IMPROVEMENT SCHEDULE
U.S. 1, Federal Highway (5th & 6th Avenues)	South City Limit to Linton Boulevard	Minor Arterial	State	120'	6	
	Linton Boulevard to S.E. 10 th Street	Minor Arterial	State	60' Northbound 60' Southbound	3 Northbound 3 Southbound	
	S.E. 10 th Street to approximately Bond Way.	Minor Arterial	State	60' Northbound 60' Southbound	2 Northbound 2 Southbound	
	Bond Way to North City Limit	Minor Arterial	State	120'	4	
I-95		Principal Arterial	State	Varies	10	
Atlantic Avenue	Military Trail to I-95	Principal Arterial	State	120'	6	
	I-95 to Swinton Avenue	Minor Arterial	State	110'	4	
	Swinton Avenue to S.E. / N.E. 5th Avenue	Minor Arterial	City	60' to 66'	2	
	Federal Highway to A-1-A (East 5th Avenue)	Collector	State	80'	4	
A-1-A (Ocean Boulevard)	City Limits	Collector	State	50' to 60'	2	
Congress Avenue	City Limits	Principal Arterial	County	120'	6	
Military Trail	City Limits	Principal Arterial	County	120'	6	

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STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF-WAY	NUMBER OF ULTIMATE THRU LANES	IMPROVEMENT SCHEDULE
Linton Boulevard	West City Limits to Federal Highway	Minor Arterial	County	120'	6	
	Federal Highway to A-1-A	Collector	County	120'	6 - 4	
Dixie Highway	S.E. 10th Street to Linton Boulevard	Collector	City	80'	2	
	Linton Boulevard to South City Limit	Collector	County	80'	4	
Swinton Avenue	N.E. 22 nd Street to South 10th Street	Collector	City	60'	2	
Seacrest / N.E. 2nd Avenue	Atlantic Avenue to Gulf Stream Boulevard	Collector	City	60'	2	
N.E. 22nd Street	Swinton Avenue to Seacrest Boulevard	Collector	City	60'	2	
Germantown Road	Linton Boulevard to Congress Avenue	Collector	City	80'	2	
Wallace Drive	Linton Boulevard to S.W. 10th Avenue	Collector	City	80'	4	
Barwick Road	Atlantic Avenue to North City Limits	Collector	City	80'	2	

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STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF-WAY	NUMBER OF ULTIMATE THRU LANES	IMPROVEMENT SCHEDULE
Lake Ida Road	Military Trail to Congress Avenue	Collector	County	110'	4	
	Congress Avenue to Swinton Avenue	Collector	County	110'	4	
	Swinton Avenue to Federal Highway (N.E. 6th Avenue)	Collector	City	80'	2	
Lindell Boulevard / S.W. 10th Avenue	S.W. 10 th Avenue to Federal Highway	Collector	City	80'	2	
	Linton Boulevard to S.W. 10th Avenue	Collector	City	50'	2	
N.W. / S.W. 4th Avenue	Lake Ida Road to South 10th Street	Collector	City	50'	2	
N.W. / S.W. 8th Avenue	Lake Ida Road to Linton Blvd.	Collector	City	50'	2	
N.W. 10th Avenue / S.W. 12th Avenue, Auburn Trace and S.W. 14th Avenue	Lake Ida Road to S.W. 10th Street	Collector	City	50'	2	
Homewood Boulevard	West Atlantic Avenue to Linton Boulevard	Collector	City	80'	4	
George Bush Boulevard	Swinton Avenue to A-1-A	Collector	City	80'	2	
S.E. / S.W. 10th Street	Congress Avenue to Federal Highway (S.E. 6th Avenue)	Collector	City	80'	4 - 2	

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STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF-WAY	NUMBER OF ULTIMATE THRU LANES	IMPROVEMENT SCHEDULE
Lowson Boulevard	Congress Avenue to Military Trail	Collector	City	80'	2	
N.E. 1st Street	Swinton Avenue to Federal Highway (N.E. 6th Avenue)	Collector	City	55'	2	
S.E. 1st Street	Swinton Avenue to Federal Highway (S.E. 6th Avenue)	Collector	City	55'	2	
Gulf Stream Boulevard	Seacrest Boulevard to Federal Highway	Collector	County	80'	2 - 4	
N.E. / N.W. 2nd Street	N.W. 12th Avenue to Federal Highway (N.E. 6th Avenue)	Collector	City	50'	2	
S.E. / S.W. 2nd Street	S.W. 12th Avenue to Federal Highway (S.E. 6th Avenue)	Collector	City	50'	2	
Brant Drive / Blue Jay Turn	Lindell Boulevard to City Limit	Collector	City	80'	2	
S.W. 29th Avenue / S.W. 22nd Street	Old Germantown Road to Congress Avenue	Collector	City	80'	2	
Other streets with curb and gutter		Local	City	50'	2	
Other streets without curb and gutter		Local	City	60'	2	
Other streets		Collectors	City	80'	2 - 5	

Table T-2

**ANNUAL AVERAGE DAILY SERVICE VOLUMES
FOR CITY ROADWAYS**

FACILITY	MAXIMUM DAILY SERVICE VOLUMES		
	LOS C	LOS D	LOS E
2 lanes undivided	9,100	14,600	15,600
4 lanes divided	21,400	31,100	32,900

Source: FDOT 2002 LOS Manual.

Repealed

Table T-3A

PALM BEACH COUNTY TEST ONE LEVEL OF SERVICE

LOS D Link Service Volumes

FACILITY TYPE	ADT	Peak Hour Two Way	Peak Season, Peak Hour, Peak Direction			
			(Class I)	(Class II)	Uninterrupted Flow	
2 lanes undivided ¹	2L	12,300	1,170	690	650	1030
2 lanes one-way	2LO	19,600	1,870	2,230	2,050	
3 lanes two-way	3L	15,400	1,460	860	810	
3 lanes one-way	3LO	29,500	2,810	3,350	3,080	
4 lanes undivided ¹	4L	24,500	2,330	1,400	1,280	3490
4 lanes divided	4LD	32,700	3,110	1,860	1,710	3490
5 lanes two-way	5L	32,700	3,110	1,860	1,710	
6 lanes divided	6LD	49,200	4,680	2,790	2,570	5230
8 lanes divided	8LD	63,800	6,060	3,540	3,330	
4 lanes expressway	4LX	67,200	6,250	3,440	3,440	
6 lanes expressway	6LX	105,800	9,840	5,410	5,410	
8 lanes expressway	8LX	144,300	13,420	7,380	7,380	
10 lanes expressway	10LX	182,600	16,980	9,340	9,340	

[Ord. 2005-002] [Ord. 2007-013]
Based on the FDOT Quality/ LOS Manual, 2002 edition
¹Service volumes for "undivided" roadways assume no left turn lanes are available

LOS D Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
D	1,400	Greater than 35.0 to 55.0 Seconds of Delay

Note: The delay identifies seconds of delay greater than 35.0 and less than or equal to 55.0.

LOS D Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
D	Greater than 21 to 27	Greater than 17 to 22	Greater than 14 to 18

Note: speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.

Radius of Development Influence

Net External Peak Hour	Two-Way Trip Generation	Radius
1	thru 20	Directly accessed link(s) of first accessed major thoroughfare(s)
21	thru 50	0.5 miles
51	thru 100	1 mile
101	thru 500	2 miles
501	thru 1,000	3 miles
1,001	thru 2,000	4 miles
2,001	thru Up	5 miles

[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013]

Test One Levels of Significance

Facility	All Links (except I-95 and the Turnpike)	I-95/Turnpike
Significance Level	one percent LOS D within Radius, five percent LOS D outside Radius	five percent LOS D

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Table T-3B

PALM BEACH COUNTY TEST TWO LEVEL OF SERVICE

LOS E- Link Service Volumes

FACILITY TYPE	ADT	Peak Hour	Peak Season, Peak Hour, Peak Direction		
			Two-Way	Class I	Class II (Uninterrupted Flow)
2 lanes undivided ¹	2L	13,000	1,240	710	680 1410
2 lanes one-way	2LO	20,700	1,960	2,230	2,160
3 lanes two-way	3L	16,300	1,550	890	850
3 lanes one-way	3LO	31,100	2,950	3,350	3,250
4 lanes undivided ¹	4L	25,900	2,450	1,400	1,350 3970
4 lanes divided	4LD	34,500	3,270	1,860	1,800 3970
5 lanes two-way	5L	34,500	3,270	1,860	1,800
6 lanes divided	6LD	51,800	4,920	2,790	2,710 5960
8 lanes divided	8LD	67,000	6,360	3,540	3,500
4 lanes expressway	4LX	76,500	7,110	3,910	3,910
6 lanes expressway	6LX	120,200	11,180	6,150	6,150
8 lanes expressway	8LX	163,900	15,240	8,380	8,380
10 lanes expressway	10LX	207,600	19,310	10,620	10,620

[Ord. 2006 - 002] [Ord. 2007-013]
Based on the FDOT Quality/LOS Manual, 2002 edition
¹Service volumes for "undivided" roadways assume no left turn lanes are available.

LOS E Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
E	1500	Greater than 55.0 to 80.0 Seconds of delay

Note: The delay identifies seconds of delay greater than 55.0 and less than or equal to 80.0.

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
E	Greater than 16 to 21	Greater than 13 to 17	Greater than 10 to 14

Note: speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway

Radius of Development Influence

Net External Peak Hour	Two-Way Trip Generation	Radius
1	20	Directly accessed link(s) of first accessed major thoroughfare(s)
21	50	0.5 miles
51	100	1 mile
101	500	2 miles
501	1,000	3 miles
1,001	2,000	4 miles
2,001	Up	5 miles

[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013]

Test Two Levels of Significance

Facility	All Links (except I-95 and the Turnpike)	I-95/Turnpike
Significance Level	three percent LOS E within Radius, five percent LOS E outside Radius	five percent LOS E

[Ord. 2006- 043]

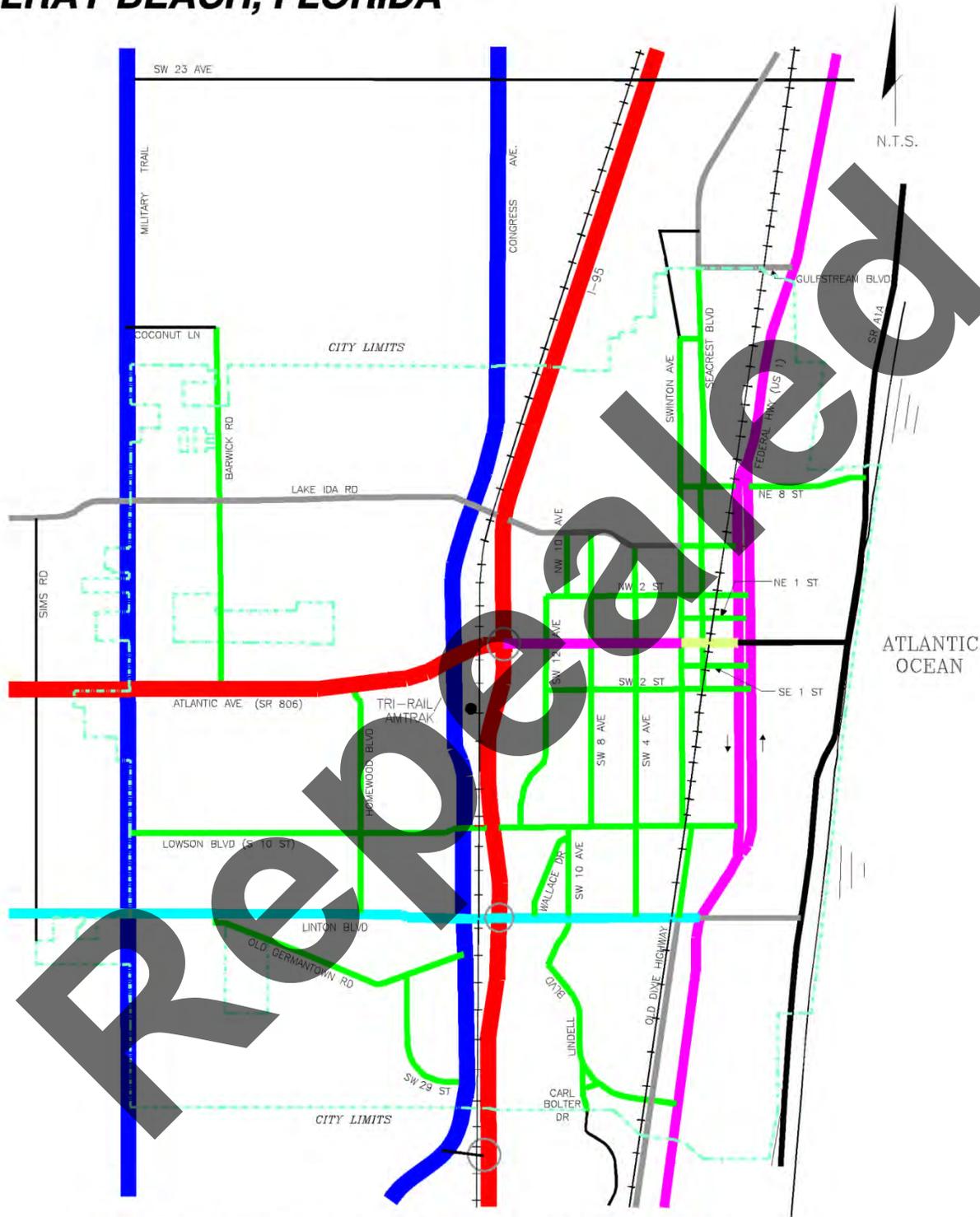
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**Table T-4
SIGNALS PER MILE (1)**

ROADWAY	FROM	TO	SIGNALS PER MILE (2)	ANALYSIS CLASS (3)
Military Trail	Coconut Lane	Lake Ida Road	1.4	I
	Lake Ida Road	Atlantic Avenue	2.7	II
	Atlantic Avenue	Linton Boulevard	0.8	I
	Linton Boulevard	South City Limits	3.0	II
Barwick Road	Coconut Lane	Atlantic Avenue	1.1	I
Homewood Boulevard	Atlantic Avenue	Linton Boulevard	0.6	I
SW 29 th Street	Old Germantown Road	Congress Avenue	0.0	Unsig
NW 10 th Ave./SW 12th Ave./ SW 14 th Avenue	Lake Ida Road	Lowson Boulevard	0.0	Unsig
Wallace Drive	Linton Boulevard	SW 10th Avenue	0.0	Unsig
SW 10 th Avenue	Lowson Boulevard	Linton Boulevard	0.0	Unsig
Lindell Boulevard	Linton Boulevard	Federal Highway (US 1)	1.2	I
Carl Bolter Drive	Lindell Boulevard	South City Limits	0.0	Unsig
Brant Drive/Blue Jay Turn	Carl Bolter Drive	Lindell Boulevard	0.0	Unsig
SW 8th Avenue	NW 4th Street	Lowson Boulevard	0.0	Unsig
SW 4th Avenue	Lake Ida Road	Lowson Boulevard	0.0	Unsig
Congress Avenue	Ridgewood Road	I-95	1.7	I
Seacrest Blvd./NE 2nd Ave.	Gulfstream Boulevard	Atlantic Avenue	2.3	II
Swinton Avenue	North City Limits NE 4th Street	NE 4th Street	0.5	I
		Lowson Boulevard	3.7	II
Old Dixie Highway	SE 10th Street	South City Limits	0.9	I
Federal Highway (US 1)	Gulfstream Boulevard NE 4th Street Linton Boulevard	NE 4th Street	1.3	I
		Linton Boulevard	3.5	II
		South City Limits	2.4	I
A1A	North City Limits	South City Limits	0.6	I
NE 8 th Street	Swinton Avenue	A1A	2.7	II
Lake Ida Road (NE 4 th Street)	Hagan Ranch Road Congress Avenue	Congress Avenue	1.6	I
		Federal Highway (US 1)	3.3	II
NW/NE 2 nd Street	NW 12 th Avenue	Federal Highway (US 1)	2.4	II
Atlantic Avenue	Military Trail I-95	I-95	2.6	II
		A1A	7.4	II
SW/SE 2nd Street	SW 12th Avenue	Federal Highway (US 1)	1.6	I
Lowson Boulevard	Military Trail Congress Avenue	Congress Avenue	0.6	I
		Federal Highway (US 1)	3.1	II
Linton Boulevard	Military Trail Congress Avenue	Congress Avenue	1.7	I
		A1A (1)	4.0	II
Old Germantown Road	Linton Boulevard	Congress Avenue	0.6	I

- (1) Roadway segments used to determine signals per mile were split based on changing roadway or traffic characteristics. Only links within and through the City of Delray Beach are shown, but longer segment may have been utilized to determine signals per mile.
- (2) Utilized for determining class for peak season peak hour peak direction level of service standards shown on Exhibit 2.
- (3) Source: FDOT 2002 LOS Manual.
- (4) Signal Class II used for this segment per Palm Beach County standards even though signals per mile is greater than 4.5.

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCES: FEDERAL FUNCTIONAL CLASSIFICATIONS AND PALM BEACH COUNTY ROAD MAINTENANCE INVENTORY LIST.



PLANNING & ZONING
DEPARTMENT
MARCH 2008

FUNCTIONAL CLASSIFICATIONS AND MAINTENANCE RESPONSIBILITY MAP #14

LEGEND:

- | | | | | | |
|--|----------------------------|--|-----------------------------|--|---|
| | — STATE PRINCIPAL ARTERIAL | | — COUNTY PRINCIPAL ARTERIAL | | — CITY MINOR ARTERIAL |
| | — STATE MINOR ARTERIAL | | — COUNTY MINOR ARTERIAL | | — CITY COLLECTOR |
| | — STATE COLLECTOR | | — COUNTY COLLECTOR | | — LOCAL ROADS AND ROADWAYS OUTSIDE CITY |

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: WEST PALM BEACH URBAN STUDY AREA TRAFFIC COUNT PROGRAM.



PLANNING & ZONING
DEPARTMENT
MARCH 2008

EXISTING (2008) PEAK SEASON PM PEAK HOUR PEAK DIRECTION TRAFFIC CONDITIONS MAP #16

** SOURCE: PALM BEACH COUNTY ENGINEERING AND PUBLIC WORKS DEPARTMENT 2008 PEAK AM COUNT

**Ordinance No. 19-19, Exhibit A
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Table T-5

2006 Intersection Accident Data⁽¹⁾

INTERSECTION	2004 ACCIDENTS	2004 MEV ⁽²⁾	ACCIDENT RATE ⁽³⁾	RANKS BY RATE	RANKS BY FREQUENCY
Atlantic Ave/I-95	35	24.1	1.5	16	9
Linton Blvd/Military Trail	80	26.8	3.0	4	3
Atlantic Ave/Military Trail	93	29.7	3.1	3	2
NE 8 ST (George Bush Blvd)/US-1	9	8.1	1.1	23	29
Atlantic Ave/US-1 (NE 5th Ave)	16	9.1	1.8	12	17
Atlantic Ave/Congress Ave	103	28.5	3.6	2	1
Linton Blvd/I-95	55	25.6	2.1	6	4
Atlantic Ave/Swinton Ave	20	12.6	1.6	14	15
Linton Blvd/US-1 (NE 5th Ave)	37	17.6	2.1	7	7
Linton Blvd/Congress Ave	48	24.1	2.0	8	5
Lake Ida Rd (NE 4th ST)/US-1(NE 5th Ave)	18	8.2	2.2	5	16
Linton Blvd/Homewood Blvd	21	14.1	1.6	13	14
NE 2 ST/US-1 (NE 5th Ave)	28	6.4	4.4	1	10
Atlantic Ave/Barwick Rd	25	18.8	1.3	17	11
Lake Ida Rd (NE 4th ST)/Congress Ave	38	20.2	1.9	10	6
Barwick Rd/Lake Ida Rd	12	10.1	1.2	20	22
Homewood Blvd/Lowson Blvd	11	6.1	1.8	11	25
Military Tr/Lowson Blvd	6	8.8	0.7	32	37
US-1(SR 5/NE 5th Ave)/Lindell Blvd	11	12.9	0.9	27	25
Atlantic Ave/Cumberland Dr	12	11.9	1.0	24	22
Atlantic Ave/SW 1st Ave	10	12.6	0.8	30	28
Atlantic Ave/SW 10th Ave	9	14.8	0.6	33	29
Atlantic Ave/SW 12th Ave	16	16.2	1.0	25	17
Atlantic Ave/Whalley Rd	23	14.9	1.5	15	13
Military Tr/Lake Front Blvd	16	17.0	0.9	26	17
Linton Blvd/Old Germantown Rd	16	13.4	1.2	19	17
Linton Blvd/Sims Rd	11	9.6	1.2	22	25
Linton Blvd/SW 10th Ave	24	19.3	1.2	18	12
Linton Blvd/SW 4th Ave	13	17.2	0.8	31	21
Linton Blvd/SW 8th Ave	12	14.7	0.8	28	22
Swinton Ave/SW 10th ST	7	6.1	1.2	21	34
Military Tr/Lake Ida Rd	37	19.1	1.9	9	7
Swinton Ave/Lake Ida Rd	9	11.3	0.8	29	29

Table Notes:

(1) Source: Traffic Records Section, Palm Beach County Traffic Engineering.

(2) MEV = Million Entering Vehicles

(3) Calculated by dividing number of crashes occurring by MEV.

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Table T-6

Future (2010) Annual Average Daily Traffic Conditions

ROADWAY	FROM	TO	NUMBER OF LANES	JURIS	TOTAL VOLUME ⁽²⁾	LOS D SERV VOL ⁽¹⁾	LOS
Military Trail	Coconut Ln	Lake Ida Rd	6LD	County	40,396	49,200	D
	Lake Ida Rd	Atlantic Ave	6LD	County	49,530	49,200	E
	Atlantic Ave	Linton Blvd	6LD	County	49,515	49,200	E
	Linton Blvd	South City Limits	6LD	County	43,543	49,200	D
Congress Ave	North City Limits	Lake Ida Rd	6LD	County	34,638	49,200	C
	Lake Ida Rd	Atlantic Ave	6LD	County	35,412	49,200	C
	Atlantic Ave	Linton Blvd	6LD	County	32,864	49,200	C
	Linton Blvd	South City Limits	6LD	County	32,864	49,200	C
I-95 ⁽³⁾	Woolbright Rd	Atlantic Ave	10LX	State	165,281	176,900	D
	Atlantic Ave	Linton Blvd	10LX	State	165,281	176,900	D
	Linton Blvd	Congress Ave	10LX	State	179,605	176,900	E
Seacrest Blvd	Gulfstream Blvd	NE 8 ST	2L	County/City	7,498	15,400	C
	NE 8 ST	Lake Ida Rd	2L	City	7,862	15,400	C
Swinton Ave	NE 8 ST	Lake Ida Rd	2L	City	10,257	15,400	C
	Lake Ida Rd	Atlantic Ave	2L	City	13,515	15,400	D
	Atlantic Ave	SE 10 ST	2L	City	12,706	15,400	D
Old Dixie Hwy	SE 10 ST	Lindell Blvd	2L	County	9,880	15,400	C
Federal Hwy (US-1)	Gulfstream Blvd	NE 8 ST	4LD	State	15,965	32,700	C
	NE 8 ST	Lake Ida Rd	3L 1-way	State	15,965	29,500	D
	Lake Ida Rd	NE 8 ST	3L 1-way	State	15,018	29,500	D
	Lake Ida Rd	Atlantic Ave	3L 1-way	State	15,842	29,500	D
	Atlantic Ave	Lake Ida Rd	3L 1-way	State	17,856	29,500	D
	Atlantic Ave	SE 10 ST	3L 1-way	State	15,619	29,500	D
	SE 10 ST	Atlantic Ave	3L 1-way	State	16,438	29,500	D
	SE 10 ST	Linton Blvd	4LD	State	35,002	32,700	F
Linton Blvd	Linton Blvd	Lindell Blvd	4LD	State	40,912	32,700	F
	Lindell Blvd	Linton Blvd	4LD	State	40,912	32,700	F
A-1-A	North City Limits	NE 8 ST	2L	State	11,620	15,400	D
	NE 8 ST	Atlantic Ave	2L	State	12,032	15,400	D
	Atlantic Ave	Linton Blvd	2L	State	13,614	15,400	D
NE 8 ST/George Bush Blvd	Federal Hwy (US-1)	A-1-A	2L	City	8,442	15,400	C
Lake Ida Rd	Military Trail	Barwick Rd	4LD	County	22,129	32,700	C
	Barwick Rd	Congress Ave	4LD	County	32,188	32,700	D
	Congress Ave	Swinton Ave	4LD	County	21,509	32,700	C
	Swinton Ave	Federal Hwy (US-1)	3L	County	21,509	16,170	F
Atlantic Ave	Military Trail	Congress Ave	6LD	State	44,315	49,200	D
	Congress Ave	I-95	6LD	State	40,641	49,200	D
	I-95	Swinton Ave	4LD	State	37,015	32,700	F
	Swinton Ave	Federal Hwy (US-1)	2L	City	13,284	15,400	D
	Federal Hwy (US-1)	A-1-A	4L	State	17,453	24,500	D
Lowson Blvd	Military Trail	Federal Hwy (US-1)	4L	City	23,703	24,500	D
Linton Blvd ⁽⁴⁾	Sims Rd	Military Trail	6LD	County	30,362	49,200	C
	Military Trail	Congress Ave	6LD	County	39,282	49,200	C
	Congress Ave	I-95	6LD	County	52,611	49,200	F
	I-95	SW 10 Ave	6LD	County	67,121	49,200	F
	SW 10 Ave	Federal Hwy (US-1)	6LD	County	41,267	49,200	D
	Federal Hwy (US-1)	A-1-A	6LD	County	20,554	49,200	C
NW 8 Ave (SW 8 Ave)	NW 4 ST	Atlantic Ave	2L	City	3,341	15,400	C
	Atlantic Ave	Lowson Blvd	2L	City	3,341	15,400	C
NW 4 Ave (SW 4 Ave)	Lake Ida Rd	Atlantic Ave	2L	City	1,769	15,400	B
	Atlantic Ave	Lowson Blvd	2L	City	5,898	15,400	C
SW 10 Ave	Lowson Blvd	Linton Blvd	2L	City	10,134	15,400	C
Homewood Blvd	Atlantic Ave	Linton Blvd	4LD	City	4,702	32,700	C
Lindell Blvd	SW 10 Ave	Carl Bolter Dr	2L	City	9,642	15,400	C
	Carl Bolter Dr	Federal Hwy (US-1)	2L	City	6,893	15,400	C
Carl Bolter Dr	Lindell Blvd	South City Limits	2L	City	4,208	15,400	C

Table Notes:

- (1) Source: Florida Department of Transportation (FDOT) Levels of Service (LOS) Standards Manual, 2002.
- (2) Total volume from 2005 and annual growth.
- (3) Data from FDOT Traffic Information 2004 CD.
- (4) Linton Blvd from Sims Rd to Military Trail is in the planning area not in the city.

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Table T-7

Future (2010) Peak Hour Peak Season Directional Traffic Conditions

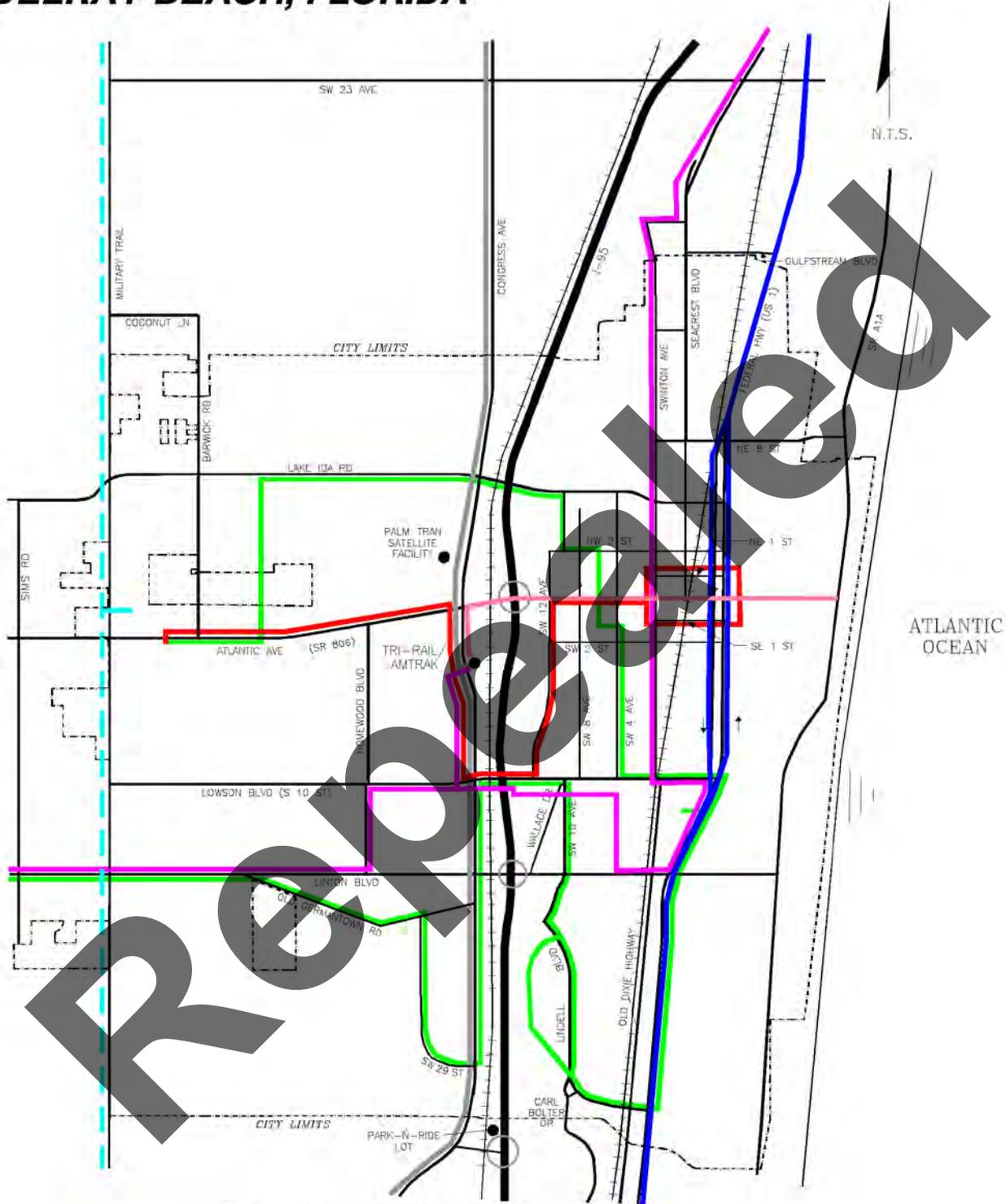
ROADWAY	FROM	TO	NUMBER OF LANES	SIGNALS PER MILE	JURIS	TOTAL VOLUME	LOS "D" CAPACITY ⁽¹⁾	LOS
Military Trail	Coconut Ln	Lake Ida Rd	6LD	1.4	County	2,305	2,790	B
	Lake Ida Rd	Atlantic Ave	6LD	2.7	County	2,609	2,570	B
	Atlantic Ave	Linton Blvd	6LD	0.8	County	2,513	2,790	C
	Linton Blvd	South City Limits	6LD	3.0	County	2,508	2,570	D
Congress Ave	North City Limits	Lake Ida Rd	6LD	2.1	County	1,739	2,570	B
	Lake Ida Rd	Atlantic Ave	6LD	2.1	County	1,713	2,570	B
	Atlantic Ave	Linton Blvd	6LD	2.1	County	1,788	2,570	B
	Linton Blvd	South City Limits	6LD	2.1	County	1,788	2,570	B
I-95	Woolbright Rd	Atlantic Ave	10LX	0.0	State	15,371	9,440	F
	Atlantic Ave	Linton Blvd	10LX	0.0	State	15,371	9,440	F
	Linton Blvd	Congress Ave	10LX	0.0	State	16,703	9,440	F
Seacrest Blvd	Gulfstream Blvd	NE 8 ST	2L	2.3	County/City	720	810	D
	NE 8 ST	Lake Ida Rd	2L	2.3	City	719	810	D
Swinton Ave	NE 8 ST	Lake Ida Rd	2L	0.8	City	477	860	C
	Lake Ida Rd	Atlantic Ave	2L	3.7	City	670	810	D
	Atlantic Ave	SE 10 ST	2L	3.7	City	633	810	D
Old Dixie Hwy	SE 10 ST	Lindell Blvd	2L	0.9	County	860	860	C
Federal Hwy (US-1)	Gulfstream Blvd	NE 8 ST	4LD	1.3	State	1,651	1,860	C
	NE 8 ST	Lake Ida Rd	3L 1-way	3.5	State	1,651	3,080	B
	Lake Ida Rd	NE 8 ST	3L 1-way	3.5	State	1,050	3,080	B
	Lake Ida Rd	Atlantic Ave	3L 1-way	3.5	State	1,187	3,080	B
	Atlantic Ave	Lake Ida Rd	3L 1-way	3.5	State	1,760	3,080	B
	Atlantic Ave	SE 10 ST	3L 1-way	3.5	State	1,250	3,080	B
	SE 10 ST	Atlantic Ave	3L 1-way	3.5	State	1,515	3,080	B
	SE 10 ST	Linton Blvd	4LD	3.5	State	1,520	1,710	D
	Linton Blvd	Lindell Blvd	4LD	2.4	State	1,988	1,860	F
A-1-A	North City Limits	NE 8 ST	2L	0.6	State	513	860	C
	NE 8 ST	Atlantic Ave	2L	0.6	State	536	860	C
	Atlantic Ave	Linton Blvd	2L	0.6	State	564	860	C
NE 8 ST/George Bush Blvd	Federal Hwy (US-1)	A-1-A	2L	2.7	City	365	810	C
Lake Ida Rd	Military Trail	Barwick Rd	4LD	1.3	County	990	1,860	B
	Barwick Rd	Congress Ave	4LD	1.3	County	1,134	1,860	B
	Congress Ave	Swinton Ave	4LD	1.3	County	1,043	1,860	B
	Swinton Ave	Federal Hwy (US-1)	3L	7.5	County	1,043	905	F
Atlantic Ave	Military Trail	Congress Ave	6LD	2.6	State	1,716	2,570	B
	Congress Ave	I-95	6LD	2.6	State	1,491	2,570	B
	I-95	Swinton Ave	4LD	7.5	State	1,464	1,710	D
	Swinton Ave	Federal Hwy (US-1)	2L	6.5	City	519	810	C
	Federal Hwy (US-1)	A-1-A	4LD	6.5	State	714	1,710	C
Lowson Blvd	Military Trail	Federal Hwy (US-1)	4L	3.1	City	1,133	1,400	B
Linton Blvd ⁽²⁾	Sims Rd	Military Trail	6LD	0.5	County	1,327	2,790	B
	Military Trail	Congress Ave	6LD	1.7	County	1,805	2,790	B
	Congress Ave	I-95	6LD	4.0	County	2,369	2,570	D
	I-95	SW 10 Ave	6LD	4.0	County	3,022	2,570	F
	SW 10 Ave	Federal Hwy (US-1)	6LD	4.0	County	1,860	2,570	B
	Federal Hwy (US-1)	A-1-A	6LD	4.0	County	896	2,570	B
NW 4 Ave (SW 8 Ave)	NW 4 ST	Atlantic Ave	2L	0.0	City	311	860	C
	Atlantic Ave	Lowson Blvd	2L	0.0	City	311	860	C
NW 4 Ave (SW 4 Ave)	Lake Ida Rd	Atlantic Ave	2L	0.0	City	165	860	B
	Atlantic Ave	Lowson Blvd	2L	0.0	City	549	860	C
SW 10 Ave	Lowson Blvd	Linton Blvd	2L	0.0	City	929	860	F
Homewood Blvd	Atlantic Ave	Linton Blvd	4LD	0.6	City	437	1,860	B
Lindell Blvd	SW 10 Ave	Carl Bolter Dr	2L	1.2	City	926	860	F
	Carl Bolter Dr	Federal Hwy (US-1)	2L	1.2	City	662	860	C
Carl Bolter Dr	Lindell Blvd	South City Limits	2L	0.0	City	391	860	C

Table Notes:

(1) Source: Florida Department of Transportation (FDOT) Levels of Service (LOS) Standards Manual, 2002.

(4) Linton Blvd from Sims Rd to Military Trail is in the planning area not in the city.

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: PALM TRAN, PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS.



PLANNING & ZONING
DEPARTMENT
MARCH 2008

INTERMODAL FACILITIES MAP #17

LEGEND:

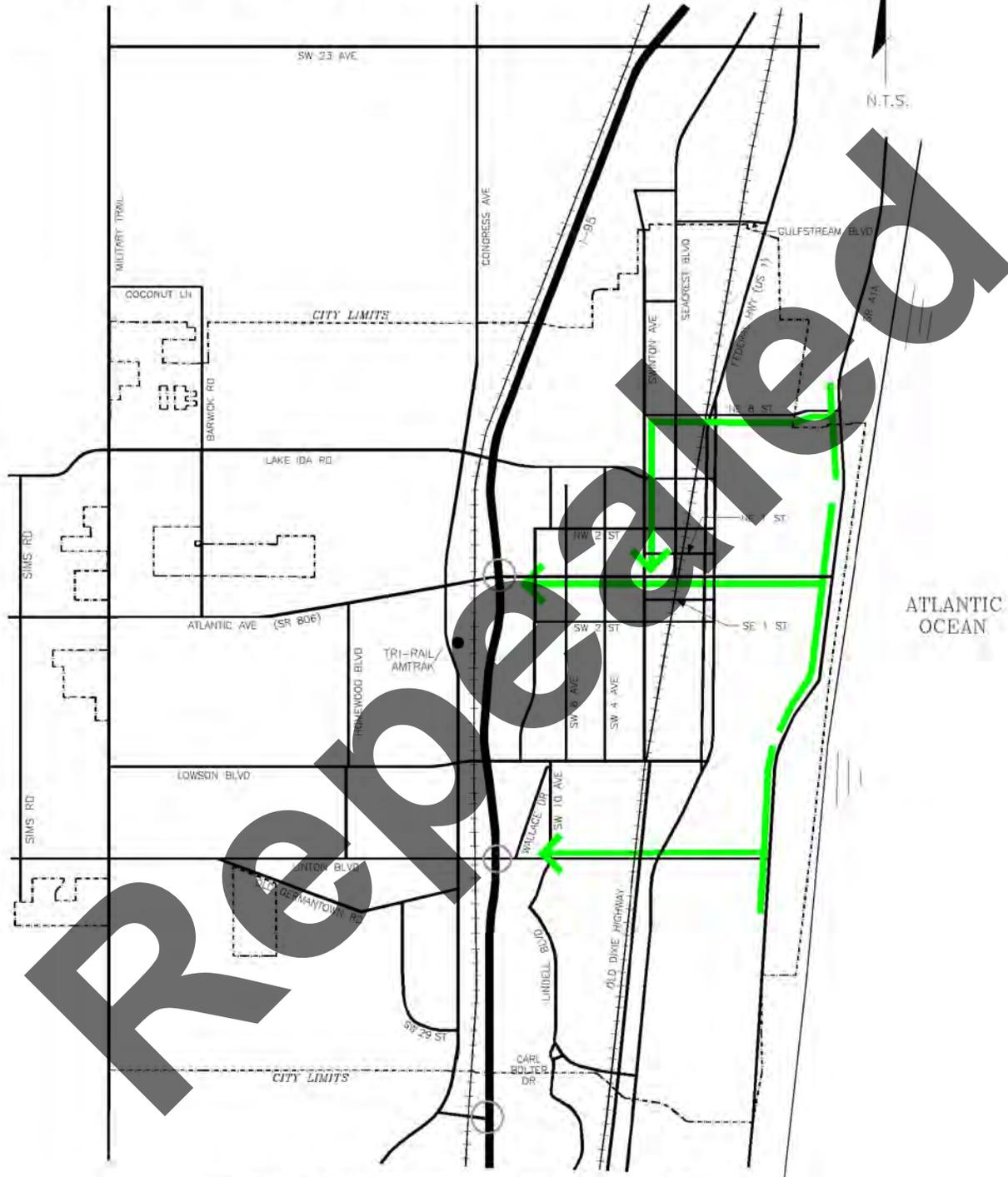
PALM TRAN ROUTES

- : ROUTE 81
- : ROUTE 80
- : ROUTE 3
- : ROUTE 2
- : ROUTE 70
- : ROUTE 7

- : ROUTE 2
- : EXISTING FACILITY

- : DOWNTOWN ROUNDABOUT ROUTE
- : DOWNTOWN ROUNDABOUT

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: PALM BEACH COUNTY COMPREHENSIVE EMERGENCY MANAGEMENT PLAN



PLANNING & ZONING
DEPARTMENT
MARCH 2008

HURRICANE EVACUATION ROUTES MAP #19

LEGEND:  - EVACUATION ROUTE

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**Table T-8
FUTURE OVER-CAPACITY FACILITIES
STATUS OF IMPROVEMENTS**

ROADWAY	FROM	TO	JURISDICTION	STATUS OF PROGRAMMED AND/OR PLANNED IMPROVEMENT	YEAR
				IMPROVEMENT	
I-95/SR-9	Yamato Road	Linton Boulevard	State	Addition of 2 lanes and reconstruction ⁽²⁾	2009 PE
Old Dixie Hwy	Yamato Road	Linton Boulevard	County	Addition of 2 lanes from 2L to 4LD ⁽¹⁾	2006-2007 ROW

Note:

- (1) Palm Beach Metropolitan Planning Organization Transportation Improvement Program, FY 06-10 June 21, 2005 as amended.
- (2) FY 06-11 FDOT Work Program.

Repealed

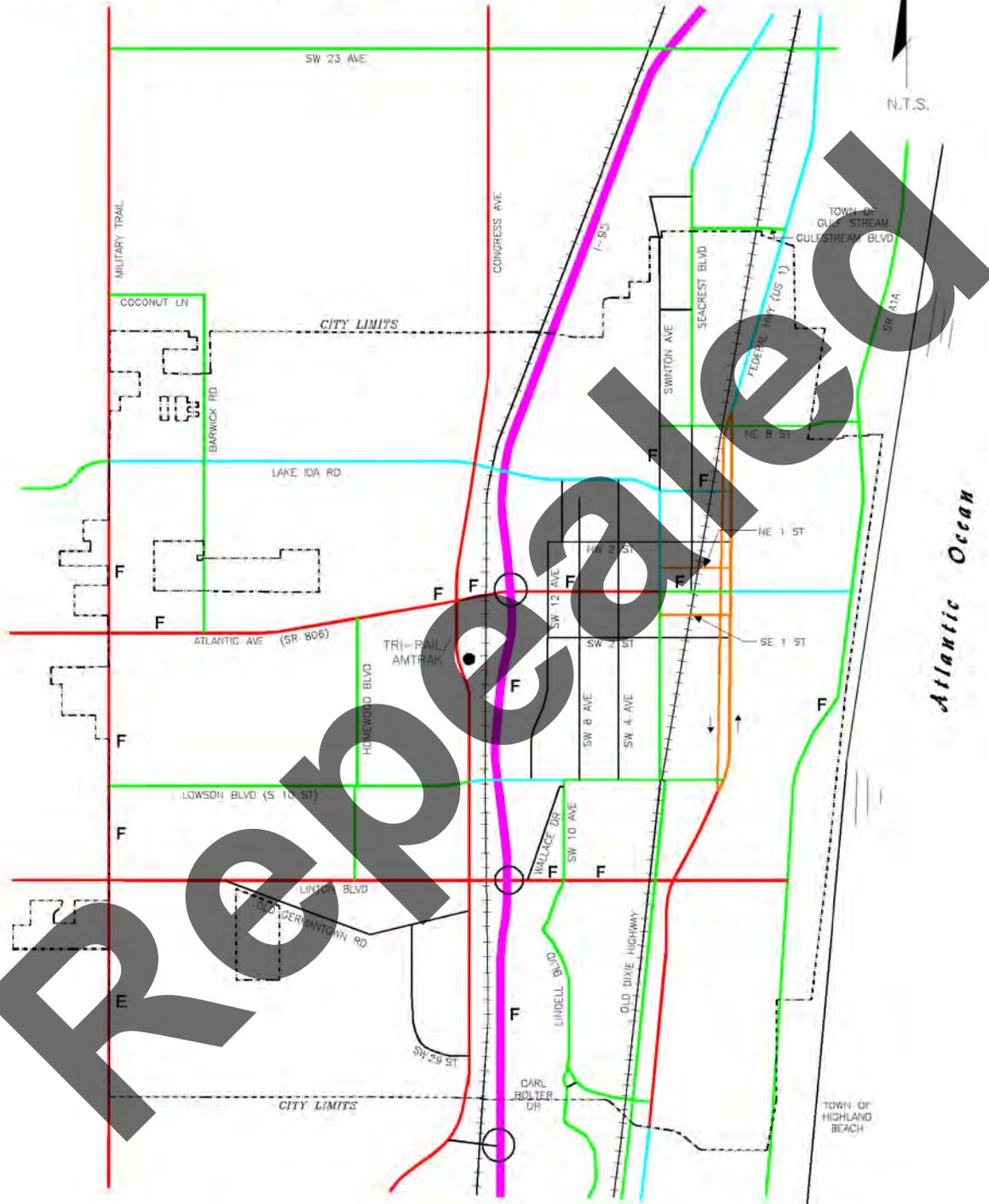
COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: METROPOLITAN PLANNING ORGANIZATION OF PALM BEACH COUNTY, 2015 COUNTY MODEL.

<p>PLANNING & ZONING DEPARTMENT MARCH 2006</p>	<p>2025 OPERATING CONDITIONS PRIOR TO PROGRAMMED IMPROVEMENTS MAP #20</p>	
	<p>LEGEND:</p> <ul style="list-style-type: none"> — : 10L — : 4L — : 8L — : 2L ONE-WAY — : 6L — : 2L 	<p>COUNTY JURISDICTION: </p> <p>— : NOT SHOWN IN 2025 COUNTY MODEL</p>

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: METROPOLITAN PLANNING ORGANIZATION OF PALM BEACH COUNTY, WPBUSA 2015 PLAN UPDATE.



PLANNING & ZONING
DEPARTMENT
MARCH 2006

2025 COST FEASIBLE PLAN MAP #21

LEGEND:

— 10L	— 2L ONE-WAY
— 6L	- - - NOT SHOWN ON 2015
— 4L	— COST FEASIBLE PLAN
— 2L	

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**Table T-9
2025 Roadway Improvement Schedule**

ROADWAY LINK	2025 IMPROVEMENT	PLANNED SCHEDULE FOR IMPROVEMENT	ESTIMATE NEED FOR IMPROVEMENT
US-1 Lindell Boulevard to N. of Linton Boulevard N. of George Bush Boulevard to South of S.E. 10th ST	6L 6L - 4L	Not Scheduled Not Scheduled	2010 2025
Old Dixie Hwy Lindell Boulevard to Linton Boulevard	4L	2007	2010

Note:

(1) Palm Beach County Long Range Transportation Plan.

Repealed

GOALS, OBJECTIVES, AND POLICIES

GOALS AREA "A" ACCOMMODATING FUTURE GROWTH

Objective A-1 Public Transit

- Policy A-1.1 Florida High Speed Rail System
- Policy A-1.2 Tri-Rail and Amtrak
- Policy A-1.3 Palm Tran Transit System
- Policy A-1.4 F.E.C. Rail Corridor
- Policy A-1.5 Bus Shelters
- Policy A-1.6 Non-Vehicular Access
- Policy A-1.7 Multi-Modal Non-Vehicular Transportation
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- Policy D-3.5 Plan for an In-Town Shuttle System *[Revised by Amendment 2010-1]*
- Policy D-3.6 Establishment of an In-Town Shuttle System
- Policy D-3.7 Downtown Sidewalk Network
- Policy D-3.8 Intermodal Linkages
- Policy D-3.9 US-1 Downtown

Repealed

GOAL AREA "A" *THE CITY'S TRANSPORTATION SYSTEM SHALL ACCOMMODATE FUTURE GROWTH THROUGH IMPROVEMENTS TO ITS STREET SYSTEM, INCLUDING MULTI-MODAL, PEDESTRIAN, BICYCLE AND PUBLIC TRANSPORTATION, AND ALTERNATIVES THERETO DIRECTED TOWARD ENHANCING ACCESSIBILITY, FACILITATING TRAFFIC FLOW THROUGH REAL TIME TRAFFIC MONITORING AND TRAFFIC DEMAND MANAGEMENT INITIATIVES, AND DOING SO IN A CONVENIENT, SAFE, AND EFFICIENT MANNER*

Objective A-1

Alternatives to use of the automobile through the provision of a safe, convenient and energy efficient integrated multimodal transportation system shall be made available to Delray Beach residents and visitors through the following policies:

Policy A-1.1 The City will monitor efforts to establish a high speed rail system in South Florida. If such a system is implemented, the City will work to obtain a route which is convenient to access but which minimizes impacts to residential areas.

Policy A-1.2 The City endorses the Tri-Rail Commuter Rail System and the Amtrak passenger rail system, and further supports the continuation of station stops in Delray Beach.

Policy A-1.3 The City endorses the continued operations of the Palm Tran Transit System and its operations in Delray Beach, and through policies of this Element related to the TCEA, will coordinate with Palm Tran to improve the system.

Policy A-1.4 The City supports the eventual use of the F.E.C. rail corridor for commuter travel with a station, and its potential to link the City's downtown with the downtowns of other eastern cities along the corridor.

Policy A-1.5 New residential projects over 25 units and nonresidential projects over 10,000 square feet adjacent to existing or future Palm Tran bus stops shall provide an easement and install a city-approved bus shelter on site. If the project is not adjacent to a bus stop, or a bus shelter already exist, a contribution shall be made to the City in-lieu of providing the bus shelter on site.

Policy A-1.6 Provisions for safe and convenient non-vehicular (e.g. pedestrian and bicycle) access to mass transit, including Tri-rail and Palm Tran, shall be required for redevelopment projects within the MROC zoning district to support increased residential densities and mixed-use development.

Policy A-1.7 The City shall work with the County to emphasize multimodal non-vehicular and public transportation alternatives to the automobile with redevelopment of the Congress Avenue corridor.

Policy A-1.8 In FY 2010/11, the city shall investigate the feasibility of implementing an impact fee or other system for assessment of new development to fund operation of the downtown roundabout shuttle service. *[Revised by Amendment 2010-1]*

Objective A-2

The traffic circulation system, and improvements thereto, shall be coordinated with new development as depicted on the Future Land Use Map in order to retain the appropriate level of service or otherwise provide for adequate and safe access concurrent with such new development. Implementation of this objective shall be accomplished through the following policies.

Policy A-2.1 Development proposals which add over 1% to the existing volume of any streets within its radius of influence (as defined by the Palm Beach County Traffic Performance Standards), that are currently operating below the acceptable level of service shall not be approved unless contracts have been let for required street improvements. This does not apply to development within the TCEA, which is exempt from traffic concurrency, or Palm Beach County level of service exceptions awarded residential development east of I-95.

Policy A-2.2 Commensurate with approval of development plans, provisions shall be made for dedication of land for the ultimate planned right-of-way of adjacent streets. Such dedication shall also include sufficient right-of-way for expansion of intersections pursuant to the Palm Beach County Thoroughfare Right-of-Way Identification Map.

Policy A-2.3 Concurrent with the issuance of building permits, provisions shall be made for the installation of improvements which are necessary to maintain the adopted level of service.

Policy A-2.4 Concurrency for transportation facilities shall be deemed as being met if the improvement is guaranteed to be in place prior to the issuance of an occupancy permit on the basis of financial surety provided by the developer, or the inclusion of the funded improvement in the schedule of capital improvements; or if the developer enters into a binding agreement to pay for or construct its proportionate fair share of required improvements pursuant to F.S. 163.3180(5)(h)(1) and Article 8.6 of the Land Development Code.

Policy A-2.5 The City, through this policy statement, endorses and subscribes to the Palm Beach County "Traffic Impact Fee" program.

Objective A-3

The City through its membership in the Metropolitan Planning Organization (M.P.O.) and Treasure Coast Regional Planning Council (T.C.R.P.C.) shall continue to coordinate its traffic and transportation programs with these agencies consistent with the Florida Department of Transportation (FDOT) and Palm Beach County adopted transportation work programs.

Policy A-3.1 The City will request appropriate modifications to MPO plans to implement the needs and recommendations identified in this Element.

Policy A- 3.2 The City and the CRA shall work with the M.P.O. to encourage the Florida Department of Transportation to reduce the ultimate right-of-way for North Federal Highway, north of George Bush Boulevard, from 120' to 102'.

Objective A-4

Ultimate rights-of-way shall be provided per the schedule contained in Table T-1. Setback requirements for new construction along streets shown in Table T-1 shall be measured from the ultimate property line, thus, providing protection of these rights-of-way from building encroachment.

Objective A-5

Special attention shall be paid to high pedestrian, bicycling and motor vehicle crash areas, and specific alterations shall be undertaken to reduce their occurrence.

Policy A-5.1 The City Engineer shall annually determine the most significant crash areas and shall identify methods to mitigate crashes at these locations. Those methods shall be given extra weight in the establishment of priorities among street capital improvement projects and/or referred to the responsible jurisdiction for initiation.

Policy A-5.2 Additional development in proximity of high crash areas shall include in the required traffic report the specific topic of the crash area. Such development shall not be approved without a finding that the additional traffic generated by, or directed toward, the new development will not necessarily exacerbate the situation which has led to the high crash designation. Development shall not be approved if traffic associated with such development would create a new high crash location, or exacerbate an existing situation causing it to become a high crash location, without such development taking actions to remedy the crash situation.

Policy A-5.3 The City shall guard against the over-commercialization of intersections by restricting land uses which are high traffic generators to no more than two adjoining intersection corners.

Objective A-6

The City's Land Development Regulations shall continue to provide standards which insure that new development and redevelopment mitigate adverse situations and/or provide for functionally safe traffic movements.

Policy A-6.1 The Land Development Regulations shall maintain consistent standards for, but not limited to, the following:

- Location and design of driveway access and on-site circulation;
- Width and location of curb cuts;
- Width and location of median openings;

- Radii of curves and criteria for locations where driveways or private streets may intersect on curves;
- Width and conditions of shoulders;
- Street lighting standards, particularly at intersections;
- Traffic impact analysis;
- Cross-access standards

Policy A-6.2 The approval of a modification to an existing site development plan and/or conditional use shall be conditioned upon the upgrading of its points of access to meet adopted standards.

Policy A-6.3 Abandonment of right-of-way shall not be granted unless it is conclusively demonstrated that there is not, nor will there be, a need for the use of the right-of-way for any public purpose.

Objective A-7

The greatest potential for negative impact to the City's character from the street system deals with the accommodation of east-west traffic flow. In order not to have such an adverse effect occur and yet to provide for efficient traffic flow, the following policies and programs shall be pursued.

Policy A-7.1 The City opposes widening or other enhancements of SR A-1-A which would accommodate greater traffic flow since such improvements would encourage the use of A-1-A for inter-area traffic movements and will therefore increase the use of east-west trafficways to access A-1-A.

Policy A-7.2 The existing east-west travelway of Lawson Boulevard shall retain its present function of primarily accommodating local traffic (2 lanes); thus, this road shall not extend west of Congress Avenue in the same capacity as it exists east of it (4 lanes). Further, it is not to become an arterial for inter-area traffic nor become burdened with obstacles to the free flow of traffic; thus keeping it available as a viable travelway for the knowledgeable Delray Beach resident.

Policy A-7.3 The City maintains a policy of supporting only two through travel lanes on Swinton Avenue, between the north City limits and S.W. 10th Street (excluding the segment between S.E. 1st Street and N.E. 1st Street), and that the ultimate right-of-way is sixty feet (60').

Policy A-7.4 The City shall continue its opposition, as expressed in Resolution No. 86-95, to increases in minimum bridge clearances across the Intracoastal Waterway. The current guidelines call for a 21 foot vertical clearance and 125 foot horizontal clearance. These guidelines will have an adverse impact on residents and business in the vicinity of bridges.

Objective A-8

In FY 2010/11, a program shall be developed to support the City character by encouraging street trees for green linkages. *[Revised by Amendment 2010-1]*

GOAL AREA "B" *THE MAINTENANCE AND ENHANCEMENT OF THE CITY'S EXISTING QUALITY OF LIFE SHALL BE COMPLIMENTED BY A CONVENIENT, SAFE AND EFFICIENT STREET SYSTEM WHICH MAINTAINS AN OPTIMAL LEVEL OF SERVICE. THE SYSTEM SHALL KEEP THE LOCAL TRAFFICWAYS OF DELRAY BEACH UNCONGESTED, THUS RETAINING ONE OF THE UNIQUE ATTRIBUTES OF THE DELRAY BEACH QUALITY OF LIFE AND PROVIDING AN ENVIRONMENT WHICH IS SAFE FOR THE DIVERSITY OF TRAVEL HABITS WHICH ARE EXHIBITED BY DELRAY BEACH RESIDENTS.*

Objective B-1

The Level of Service (LOS) for the Delray Beach street system is hereby established as "C" for all conditions except for:

- Streets under State jurisdiction which shall be allowed to function at LOS "D" under any condition pursuant to Exhibit 2, and
- Streets under County jurisdiction which shall be allowed to function at LOS "D" under any conditions pursuant to the Palm Beach County Traffic Performance Standards, Ordinance 90-40 (Exhibits 1 and 2), and
- Streets identified as City Collectors or City Arterials on the Functional Classifications Map (Exhibit 5) shall be allowed to function at LOS "D" under any condition pursuant to Exhibits 1 and 2.
- Streets within the TCEA, which are excepted from traffic concurrency requirements.
- The City hereby adopts the Florida Department of Transportation level of service standards for SIS facilities within the City of Delray Beach as follows: The level of service standard for I-95 is established at "E" and the Tri-Rail connector (Atlantic Avenue westward from I-95 to Congress Avenue and Congress Avenue southward to the Tri-Rail Station) is established at LOS "D".

Objective B-2

Travelways which are primarily used by residents (local streets) shall receive special attention in order to assure that they remain accessible to residents and provide for easy traffic flow. This objective shall be implemented through the following tasks.

Policy B-2.1 The City Engineer shall determine intersections which have congestion on an as needed basis. An inventory shall be maintained, and necessary improvements

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funded through the street improvement capital budget of the Environmental Services Department. Items to be addressed and corrected may include the following:

- Where restrictions to efficient traffic flow exist they shall be removed.
- Where appropriate, turn lanes should be provided in lieu of traffic lights or four-way stops in order to accommodate turning movements without hindering through traffic.
- Where traffic signals exist, turn arrows will be installed when warranted.
- Where signals do not exist and equivalent traffic volumes enter an intersection, four-way stops and traffic calming measures should be considered.

Policy B-2.2 In order to reduce confusion in locating properties, during the review of development proposals the Fire Marshal shall review proposed street names, and shall provide recommendations for changes which eliminate duplication and confusion. Duplicative names such as Holt Court, Holt Place, Holt Avenue shall be prohibited.

Policy B-2.3 The manner in which structures are identified, including street address numbers, shall be specifically reviewed at the time of issuance of building permits in order to facilitate building identification by the passing motorist.

Objective B-3

The accommodation of traffic, accomplished through street widening, shall not detract from the aesthetics of the community and shall be accomplished through an integrated multi-modal transportation system, and traffic demand management initiatives.

Policy B-3.1 The City shall continue its public street beautification program, for median and perimeter landscaping.

Policy B-3.2 The City shall continue to budget sufficient funds to maintain streetscapes under its jurisdiction for community aesthetics.

Objective B-4

By FY 2009/10, the City shall investigate the feasibility of providing a car-free zone.

GOAL AREA "C" ***A CONVENIENT, SAFE AND EFFICIENT TRANSPORTATION NETWORK WHICH EMPHASIZES SAFETY AND WHICH MEETS THE NEEDS OF RESIDENTS, BOTH YEAR-ROUND AND SEASONAL, SHALL BE CREATED. ITS FOCUS SHALL BE UPON AVOIDING CONGESTION AND ACCOMMODATING ALL FORMS OF TRAVEL THROUGHOUT THE CITY.***

Objective C-1

New development and redevelopment shall be directed to meeting the above goal through the following policies. These policies shall be assessed against projects during

review by the approving body. The Land Development Regulations shall continue to require the making of findings consistent with this objective as a prerequisite to project approval.

Policy C-1.1 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 roundabouts, medians, and speed humps.

Policy C-1.2 Alternative traffic pathways along City collectors shall be enhanced so that residents have an opportunity to reach a destination without competing with traffic on arterial roadways.

Objective C-2

Existing conditions which impose obstacles to accommodating this Goal of providing safer bicycle, pedestrian, automobile and public transportation shall be rectified through the following policies and programs:

Policy C-2.1 An enhanced program of street marking and traffic controls shall be maintained in the Streets Division budget. This program will, as its first priority, be directed toward areas where visitors most frequently encounter problems.

Policy C-2.2 Power poles and other obstructions shall be removed from travelways as a part of street reconstruction projects. An inventory of such obstructions shall be maintained by the Engineering Division.

Policy C-2.3 The City's Street Maintenance Program shall have a specific component which involves the filling of potholes, leveling of pavement at railroad crossings, and leveling of pavement at manholes. These items shall be used in determining the priority of street resurfacing projects which are undertaken on annual basis.

GOAL AREA "D" ALTERNATIVE (TO THE AUTOMOBILE) TRANSPORTATION OPTIONS SHALL BE CREATED AND ENHANCED, ENCOURAGING SAFETY AND UTILIZATION.

Objective D-1

Separation of different forms of transportation shall be created. This includes sidewalks for pedestrians, bicycle lanes for bicyclists, and safe roadways for vehicles. Providing for such separation shall be a mandatory criteria of development review.

Policy D-1.1 All new development and redevelopment shall provide for the installation of sidewalks or otherwise accommodate pedestrian traffic so that a pedestrian does not have to use vehicular travelways to access common areas or neighboring properties.

Policy D-1.2 The provision of a pedestrian system apart from the street as well as within rights-of-way shall be explored with the review of each development. Specific focus shall be given to access to waterways, to parks, between residential developments, and along access routes to schools including such systems through developments.

Policy D-1.3 Beginning in FY 2010/11, the City Engineer shall annually review pedestrian crashes to establish common patterns and/or locations. The annual listing of pedestrian crash locations shall be part of the annual report as set forth in the Procedures for Monitoring and Evaluation of the Plan. If applicable, remedial improvements and/or actions should be programmed.

Objective D-2

Facilities which accommodate the needs of the handicapped, pedestrians and bicyclists shall be assessed and required during development review, complying with state and national standards.

Policy D-2.1 Bicycle traffic shall be accommodated in the design and construction of Collector and Arterial roadways. These improvements are to emphasize safer bicycle movements by including bicycle lanes where there is sufficient right-of-way. The City, by adoption of this policy, requests that such improvements be included on all projects undertaken per Florida Department of Transportation or the County five-year road program, as well as the City's Capital Improvement Program.

Policy D-2.2 Bicycle parking and facilities shall be required on all new development and redevelopment. Particular emphasis is to be placed on development within the TCEA.

Policy D-2.3 Beginning in FY 2010/11, the City Engineer shall annually review bicycle crashes to establish common patterns and/or locations. If applicable, remedial improvements should be programmed.

Policy D-2.4 By FY 2011/12, the City shall prepare and adopt a bicycle network plan for the city. *[Revised by Amendment 2010-1]*

Objective D-3

A Transportation Concurrency Exception Area (TCEA) is hereby established for the purpose of downtown revitalization. Within the TCEA, there shall be no traffic concurrency requirements. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:

Policy D-3.1 In cooperation with the Florida Department of Transportation regional Commuter Assistance Program, the City shall perform and analyze transportation surveys to determine the issues and needs for employer based TDM activities, including but not limited to ride sharing, van pooling, and flexible work hours. These activities shall be completed in FY 2010/11. *[Revised by Amendment 2010-1]*

Policy D-3.2 An analysis shall be made by FY 09/10, based in part upon the above noted surveys, to determine the feasibility and potential efficiency, of the establishment of a Transportation Management Association (TMA). Until such time as a TMA is established, the feasibility shall be reassessed periodically, at least every two years.

Policy D-3.3 The City shall coordinate with Palm Tran and the MPO [through the Congestion Management System (CMS)] to increase the number of buses on the Palm Tran routes to reduce headways to 20 minutes in the peak hours, and 45 minutes in the off-peak hours by 2015.

Policy D-3.4 The City and CRA shall, on a continuing basis, assess the need to install additional bicycle facilities in the TCEA to accommodate and encourage the use of bicycles as transportation. These could include bike lanes bike racks, bike lockers and other bicycle parking facilities.

Policy D-3.5 The City and the CRA shall continue to monitor the feasibility of the existing in-town shuttle system providing service between Tri-Rail and the beach with headways of 20-30 minutes. In FY 2010/11, the City shall determine the operational feasibility and grant funding requirements necessary to provide shuttle service to meet and greet all trains at the station. *[Revised by Amendment 2010-1]*

Policy D-3.6 Implementation of the in-town shuttle system described in Policy D-3.5 shall be coordinated with the MPO through the Congestion Management System (CMS) by the year 2010.

Policy D-3.7 The City shall eliminate the missing links in the sidewalk network throughout the TCEA and within one-quarter mile of its boundaries by FY 09/10.

Policy D-3.8 Intermodal linkages shall be provided between different types of transportation. These could include sidewalks from parking areas to Atlantic Avenue, shuttle and bus stops, and a shuttle from bus stops to shopping areas or parking.

Policy D-3.9 The City and CRA shall implement a plan for enhancement of the US-1 corridor (NE/SE 5th Avenue and NE/SE 6th Avenue) between NE 8th Street and SE 10th Street through beautification and the provision of improved safety, parking, bike lanes and pedestrian circulation. Improvements supported by the traffic circulation test

conducted in 2008 shall be constructed in phases between FY 2009/10 and FY 2014/15. Adjacent new development and redevelopment shall be required to contribute toward the costs of these improvements.

Repealed

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Repealed

HOUSING ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Analysis of Current and Future Housing Needs (Reinhold P. Wolff Economic Research, Inc., 2006)
- Affordable Housing Needs Assessment (Shimberg Center for Affordable Housing, University of Florida, 2008)
- 1996 Evaluation and Appraisal Report (City of Delray Beach, 1996)
- 2006 Evaluation and Appraisal Report (City of Delray Beach, 2006)

The source documents, and other documents which are cited in the Element, are available for public review at the Planning and Zoning Department offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

HOUSING DATA

The following summaries have been prepared to facilitate review with the requirements of the Department of Community Affairs, Administrative Rule 9J-5. As a summary, only significant items are highlighted. The source documents should be referred to for more information.

HOUSING INVENTORY AND CHARACTERISTICS

This section deals with the characteristics and conditions of the City's existing housing stock in 2000. The primary sources of statistical information on the City's housing are the documents referenced above, as well as the 2000 Census of Population and Housing U.S. Census Bureau. Information was also obtained from the City's Building Department for permits that have been issued since 1996. The exact source used is listed under each table.

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In 2000, as shown in Table HO-1, there were 26,757 occupied year round housing units in Delray Beach, of which 50.4% were single family, 48.5% were multi-family (including duplexes, condominiums, and rental apartments), and 1% were mobile homes. Table HO-1 also indicates that of the City's 26,757 occupied units, 18,596 or about 69.5% were owner occupied, and 8,161 or 30.5% were renter occupied. Although not shown in the table, there were an additional 4,902 housing units which were vacant. Of the vacant units about 3,535 units were held for occasional/seasonal use, 188 units were sold or leased and are awaiting occupancy, 672 were for rent, 313 were for sale, and the balance were vacant for unspecified reasons.

TABLE HO-1
HOUSING TENANCY
CHARACTER OF HOUSING BY TYPE
CITY OF DELRAY BEACH
2000

TYPE OF HOUSING	RENTAL		OWNER OCCUPIED		TOTALS	
	UNITS	%	UNITS	%	UNITS	%
Single Family (Attached & Detached)	1,782	21.8%	11,698	62.9%	13,480	50.4%
Multi-Family	6,293	77.1%	6,683	35.9%	12,976	48.5%
Mobile Homes	86	1.1%	166	1.0%	252	1.0%
Other	0	0.0%	49	0.2%	49	0.1%
TOTAL	8,161	30.5%	18,596	69.5%	26,757	100%

Source: 2000 U. S. Census

TABLE H0-2

**AGE CHARACTER OF HOUSING
CITY OF DELRAY BEACH
2000**

YEAR BUILT	AGE OF HOUSING	NUMBER OF UNITS	PERCENTAGE OF HOUSING
1999 Or Later	0 - 1 Year	816	2.6%
1995 To 1998	1 - 5 Years	2,231	7.0%
1990 To 1994	6 - 10 Years	1,923	6.1%
1980 To 1989	11 - 20 Years	9,110	28.8%
1970 To 1979	21 - 30 Years	10,460	33.0%
1960 To 1969	31- 40 Years	3,076	9.7%
1950 To 1959	41 - 50 Years	2,460	7.8%
1940 To 1949	51 - 60 Years	876	2.8%
1939 Or Earlier	60 +	707	2.2%
TOTALS		31,659	100.0%

Source: 2000 US Census

Median Age = 22.0 Years

As Table HO-2 indicates, as of 2000, the median age of the housing units in the City of Delray Beach was 22.0 years. About 5.0% of the housing in the City was 51 or more years old and 22.5% was 31 or more years old. About 15.7% of the housing in the City was 10 or less years old.

TABLE HO-3

**ESTIMATED DISTRIBUTION OF
MONTHLY RENTS
CITY OF DELRAY BEACH
2000**

MONTHLY RENT	NUMBER OF UNITS	PERCENTAGE OF UNITS
Less Than \$200	430	5.3%
\$ 200 - 299	208	2.6%
\$ 300 - 499	549	6.7%
\$ 500 - 749	2,192	26.9%
\$ 750 - 999	2,024	24.8%
\$ 1,000 - 1.499	1,932	23.7%
\$ 1,500 +	440	5.4%
TOTALS	8,153	100.0%

Source: 2000 US Census

Median Rent = \$807

The estimated median rent in the City of Delray Beach was \$807 in 2000. This represents a 57% increase between 1990 and 2000. The figures above include those for all types of housing occupied on a rental basis, including single family homes, apartments, and condominiums.

TABLE HO-4

**ESTIMATED DISTRIBUTION OF
OWNERSHIP HOUSING BY VALUE RANGES
CITY OF DELRAY BEACH
2000**

VALUE RANGE	NUMBER OF UNITS	PERCENTAGE OF UNITS
Under \$ 50,000	674	6.0%
\$ 50,000 - 99,999	3,511	31.0%
\$100,000 - 149,999	2,765	24.4%
\$150,000 - 199,999	1,598	14.1%
\$200,000 - 299,999	1,061	9.4%
\$300,000 - 499,999	1,004	8.9%
\$500,000 - 999,999	556	4.9%
> \$1,000,000	149	1.3%
TOTALS	11,318	100.0%

Source: 2000 US Census

Median Value = \$127,700

From 1980 to 1995, the median value of ownership housing in the City increased by about 4.1% per year rising from \$61,990 in 1980 to \$92,900 in 1990 and \$113,518 in 1995. From 1995 to 2000, the median value of ownership housing increased to \$127,700, which represents an increase of only 2.5% per year. In 2000, about 37.0% of the ownership housing in the City was valued at under \$100,000 while 15.1% was valued at \$300,000 or more.

TABLE HO-5

**OWNERSHIP HOUSEHOLDS PAYING
EXCESSIVE HOUSING COSTS BY INCOME RANGE
CITY OF DELRAY BEACH
2000**

HOUSEHOLD INCOME RANGE	PERCENTAGE OF HOUSEHOLDS PAYING 30% OR MORE INCOME FOR HOUSING COSTS	NUMBER OF HOUSEHOLDS PAYING EXCESSIVE COSTS
Less Than \$10,000	27.6%	335
\$10,000 - 19,999	65.8%	621
\$20,000 - 34,999	48.9%	851
\$35,000 - 49,999	32.8%	574
\$50,000 - 74,999	16.0%	405
> \$75,000+	6.9%	268
TOTAL	27.0%	3,054

Source: AHNA, Shimberg Center for DCA

TABLE HO-6

**RENTER HOUSEHOLDS PAYING
EXCESSIVE RENTS BY INCOME RANGE
CITY OF DELRAY BEACH
2000**

HOUSEHOLD INCOME RANGE	PERCENTAGE OF HOUSEHOLDS PAYING 30% OR MORE INCOME FOR RENT	NUMBER OF HOUSEHOLDS PAYING EXCESSIVE RENTS
Less Than \$10,000	68.6%	783
\$10,000 - 19,999	77.4%	1,036
\$20,000 - 34,999	65.7%	1,299
\$35,000 - 49,999	27.4%	329
\$50,000 - 75,000	6.0%	79
> \$75,000	2.3%	27
TOTAL	43.6%	3,553

Source: AHNA, Shimberg Center for DCA

COMPARISON OF CITY CHARACTERISTICS WITH PALM BEACH COUNTY*

**(includes incorporated and unincorporated areas)*

TABLE HO-7

**PERCENTAGE OF HOUSING
 OWNER OCCUPIED VERSUS RENTER OCCUPIED
 COUNTY - CITY**

AREA	2000 % OF HOUSING		CHANGE IN %
	OWNER OCCUPIED	RENTER OCCUPIED	RENTER OCCUPIED 1990- 2000
Palm Beach County	74.7%	25.3%	- 1.7%
City of Delray Beach	69.5%	30.5%	+ 0.8%

Source: 2000 US Census

In the past two decades, Delray Beach has shown a trend toward providing a higher percentage of rental housing than Palm Beach County as a whole. From 1990 to 2000, statistics show that the percentage of renter occupied units in the Delray have increased by 0.8% to 30.5% while the County decreased by 1.7% to 25.3%, further increasing this disparity.

TABLE HO-8

**PERCENTAGE OF HOUSING BY TYPE
 COUNTY - CITY
 2000**

AREA	SINGLE FAMILY ATTACHED/ DETACHED	DUPLEX (2 UNITS)	MULTI-FAMILY (3+ UNITS)	MOBILE HOMES	OTHER
Palm Beach County	55.2%	3.1%	38.0%	3.6%	0.1%
City of Delray Beach	46.7%	3.0%	48.8%	1.2%	0.3%

Source: 2000 U.S. Census

Table HO-8 indicates that in 2000, Palm Beach County had a significantly higher percentage of single family units (55.2%) than Delray Beach (46.7%). Delray Beach accommodates a higher percentage of multi-family units (48.8%) than the County which has 38.0%. The County has a larger share of mobile home units with 3.6% compared

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to Delray which has 1.2% of housing stock. The percentage of duplex units in both the City and the County are nearly the same at about 3%.

**TABLE HO-9
PERCENTAGE OF MULTI-FAMILY RENTAL UNITS
COUNTY - CITY
2000**

AREA	PERCENTAGE OF UNITS
Palm Beach County	23.5%
City of Delray Beach	18.3%

Source: 2000 U.S. Census

**TABLE HO-10
VALUE OF OWNER OCCUPIED UNITS
COUNTY - CITY
2000**

AREA	UNDER \$100,000	\$100,000-\$299,999	\$300,000-\$499,999	OVER \$500,000	MEDIAN VALUE
Palm Beach County	31.4%	56.1%	7.1%	5.4%	\$135,200
City Of Delray Beach	37.0%	47.9%	8.9%	6.2%	\$127,700

Source: 2000 U.S. Census

In Delray Beach 37% of owner occupied units are valued at under \$100,000 which is more than the County at 31.4%. Delray Beach has a smaller share of housing valued at between \$100,000 and 299,999 than the County with 47.9% compared to 56.1%. The County has less housing valued in the \$300,000 - 499,000 range with 7.1% compared to the city's 8.9%. Delray has slightly more housing units valued over \$500,000 with 6.2% whereas the County has 5.4%.

INVENTORY OF HOUSING CONDITIONS AND SPECIAL HOUSING TYPES

**TABLE HO-11
NUMBER OF SUBSTANDARD UNITS (2000)**

CATEGORIES	NUMBER OF UNITS	% OF UNITS
Total Housing Units	31,659	100.0%
Lack of Complete Plumbing	175	0.6%
Lack of Complete Kitchen Facilities	180	0.6%
Lack of Heating	578	1.8%
Overcrowded*	1,672	6.2%

Source: 2000 U.S. Census

*NOTE: Defined as any unit having 1.01 or more persons per room (occupied units).

**TABLE HO-12
INVENTORY OF RENTER-OCCUPIED HOUSING PROGRAMS
CURRENTLY USING FEDERAL, STATE, OR LOCAL SUBSIDIES**

HOUSING DEVELOPMENT	SUBSIDY PROGRAM	# OF UNITS
Lake Delray Apartments 700 Lindell Boulevard	Housing Credits 4%; Local Bonds; Moderate Rehabilitation Program	403
Auburn Trace Apartments 625 Auburn Circle	Housing Credits 9%; SAIL Program; Urban Devt. Action Grant	256
Groves of Delray 1301 S.W. 10th Avenue	Housing Credits 9%; SAIL Program	158
Citywide	Section 8 Vouchers	1105 Utilized
TOTAL SUBSIDIES AVAILABLE		1,922

Source: AHNA, Shimberg Center for DCA & Delray Beach Community Improvement Department

TABLE HO-13

**INVENTORY OF GROUP HOMES
LICENSED BY THE DEPARTMENT OF
HEALTH AND REHABILITATIVE SERVICES***

NAME & ADDRESS	TYPE	MAXIMUM OCCUPANCY
AVDA	Abused Spouse	25
United Cerebral Palsy 640 S.W. 20th Court	Physically Handicapped	6
Sipporta House 202 Palm Court	Mentally Handicapped	8
Reyna Group Home 515 Enfield Rd	Group Home	5
Ashley Place, Inc. 3815 NW 10 th Street	Group Home	6

** RULE 9J-5 defines "group home" as a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It does not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, emergency shelters, or large-scale ALFs.*

TABLE HO-14

**INVENTORY OF MOBILE HOME PARKS
LICENSED BY THE DEPARTMENT OF
HEALTH AND REHABILITATIVE SERVICES**

NAME AND ADDRESS	CAPACITY	
	RV's	MOBILE HOMES
Del Raton Trailer Park 3008 South Federal Highway	36	24
Floranda Mobile Home Park 1206 South Federal Highway	4	88

Source: Department of Health and Rehabilitative Services

TABLE HO-15

INVENTORY OF SIGNIFICANT HISTORIC HOUSING

TYPE OF LISTINGS	NUMBER OF PROPERTIES
Florida Master Site File	1,347
National Register of Historic Places	5
Local Register of Historic Places/Sites Individually	30
Local Register of Historic Places/Historic Districts	5

Source: Delray Beach Planning & Zoning Department

With the exception of the Seaboard Airline Railroad Station (National and Local Register status, located north of Atlantic Avenue along the CSX railroad) and the Sundry Feed Store (Local Register, relocated to Palm Beach County's Morikami Park just west of the City limits), all of the City's historic resources are concentrated in the area bounded by Interstate Highway 95 on the west; the Atlantic Ocean on the east; N.E. 20th Street to the north and S.E. 10th Street to the south.

AMOUNT OF HOUSING CONSTRUCTION ACTIVITY AFFECTING CHANGES IN THE NUMBER OF UNITS SINCE THE 2000 CENSUS

Since the 2000 decennial United States Census, approximately 2,956 housing units have been permitted, 310 units have been removed, and 25 units have been converted from single family dwellings to non-residential uses. With respect to mobile home placements, two of the four mobile home parks licensed by HRS have been eliminated. In 1992, the City annexed Highland Trailer Park containing 162 lots, which is not licensed by HRS. Shortly after that annexation, the City approved three additional lots within the park.

HOUSING ANALYSIS

TABLE HO-16

PROJECTED HOUSEHOLDS BY INCOME RANGE

INCOME LEVEL	2000	2005	2010	2015	2020	2025
<= 30% AMI	3,063	3,190	3,456	3,726	4,001	4,279
30.01-50% AMI	3,135	3,248	3,505	3,783	4,066	4,372
50.01-80% AMI	4,655	4,904	5,342	5,753	6,146	6,528
80.01-120% AMI	5,327	56,88	6,248	6,717	7,137	7,502
120.01+% AMI	10,620	11,382	12,503	13,422	14,276	15,024
TOTALS	26,800	28,412	31,054	33,401	35,626	37,705

Source: AHNA, Shimberg Center for DCA

According to the above table from data provided by the AHNA Shimberg Center for the Department of Community Affairs (DCA), there will be 6,601 additional households (over 2000 figures) in the City by the year 2015 and an additional 10,905 by the year 2025.

TABLE HO-17

FORECAST NEED FOR ADDITIONAL HOUSING BY TYPE/CHARACTER

UNIT TYPE	2005 - 2010⁽¹⁾	2010 - 2015	2015 - 2020	2020 - 2025	TOTAL
Single Family	1,287	1,000	888	773	3,948
Multi-family	488	1,347	1,337	1,306	4,478
TOTAL	1,775	2,347	2,225	2,079	8,426

Source: Table based on data from AHNA, Shimberg Center for DCA (Projections), & RPW Economic Research, Inc., 2006 (Unit Types)

(1) 867 multi-family units under construction were excluded from 2005-2010 time period

TABLE HO-18

FORECAST NEED FOR ADDITIONAL HOUSING BY TENURE

CATEGORY	2005 - 2010⁽¹⁾	2010 - 2015	2015 - 2020	2020 - 2025	TOTAL
Owner Occupied	1,252	1,639	1,671	1,687	6,249
Renter Occupied	523	708	554	392	2,177
TOTAL	1,775	2,347	2,225	2,079	8,426

Source: Table based on data from AHNA, Shimberg Center for DCA

(1) 867 units (416 Owner & 451 Renter) under construction were excluded from the 2005-2010 time period

Some of the projected household growth will occupy existing vacant or seasonal units which will become available for year round occupancy. Additionally, there are 867 multi-family units currently under construction which were deducted from the total number of units needed in the 2005-2010 period. The tables above illustrate the remaining supply of new units which are needed to accommodate the projected growth in households through the year 2025.

The greatest need through all planning periods is for multi-family units. However, since a significant number of multi-family units are currently under construction, the greatest need identified in the years 2005 through 2010 is for single-family homes, which is forecast at an additional 1,287 units. A total of 3,948 additional single family homes are projected to be needed in the period between 2005-2025, while an additional 4,478 multi family homes will be needed during this same period. Projects under construction or which have recently been approved are well on the way to meeting that need (See Table HO-20).

At the time that the study was completed, it was estimated that an additional 3,044 rental housing units would be needed through the year 2025. Again, the majority of that need (approximately 2,677 units) is being addressed through projects that have been approved or are currently under construction. Thus, the City is ahead in terms of meeting the study's projected need for the provision of additional renter-occupied housing.

TABLE HO-19

**FORECAST NEED FOR AFFORDABLE HOUSING UNITS
 DEFICIT BY INCOME CATEGORY**

INCOME	OWNER-OCCUPIED UNITS				RENTER-OCCUPIED UNITS			
	2005-2010 ⁽¹⁾	2010-2015	2015-2020	2020-2025	2005-2010	2010-2015	2015-2020	2020-2025
<= 30% AMI	165	189	207	226	98	81	68	52
30.01 - 50% AMI	162	194	213	248	95	84	70	58
50.01 - 80% AMI	277	287	295	310	161	124	98	72
80.01 - 120% AMI	354	328	315	296	115	141	105	69
120.01+ AMI	295	642	641	607	53	277	213	141
TOTALS	1,252	1,639	1,671	1,687	523	708	554	392

Source: Table based on data from AHNA, Shimberg Center for DCA (Projections)

(1) 867 units under construction were excluded from the 2005-2010 time period

The data in Table HO-19 is from the Affordable Housing Needs Analysis provided by the Florida Department of Community Affairs.

The table indicates that the greatest need is in the provision of owner-occupied housing for above moderate income households.

In terms of rental housing, again, the highest numbers are in the above moderate income category. With more than 1105 Section 8 vouchers, plus 817 other subsidized housing units already in use, additional subsidies will be needed to meet the rental needs of the very low income category. Although some of this need may be met through new construction under the City's affordable housing programs, it is anticipated that most of the units constructed under this program will be for the low to moderate income categories.

In terms of a needs analysis for rural and farmworker housing which is required by Administrative Rule 9J-5, Delray Beach is an urbanized community and there are no special needs for migrant/agricultural housing within the City limits.

AVAILABILITY OF LAND TO MEET THE HOUSING NEED

While the number of large vacant tracts of land remaining in the City is quite limited, there is sufficient land, and redevelopment opportunities available to accommodate the future population. There are approximately 16 vacant tracts which could potentially be used for residential development (see Map #3). Under their existing Future Land Use Map (FLUM) designations these parcels could accommodate a maximum of 2,052 housing units (see Table HO-20). These parcels have sufficient potential densities to

meet the projected demand of 1,775 additional units through 2010 and 277 of the 2,347 additional units through 2015.

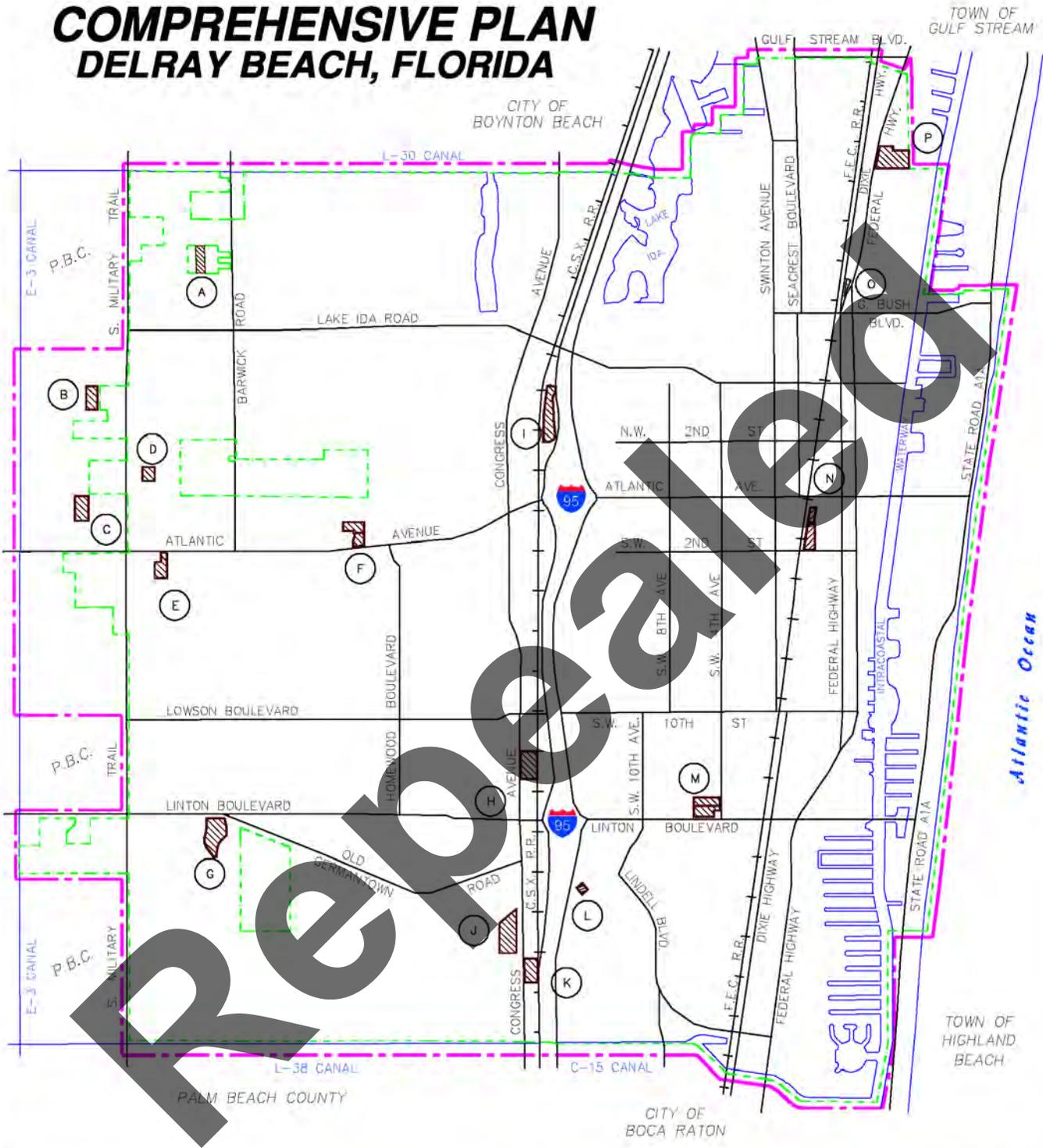
In addition to the 867 units already under construction, there are an additional 1,777 units approved in redevelopment projects. Construction of these projects would meet most of the additional projected demand through 2015. After, the remaining vacant parcels have been developed and the approved projects have been constructed, additional housing opportunities in the City will come from redevelopment in the downtown area, the Congress Avenue corridor, the Four Corners area at West Atlantic Avenue and Military Trail, and the workforce housing overlay districts. In the downtown area alone (CBD District) with base densities between 12 and 30 units per acre (higher with Conditional Use approval) there is the redevelopment potential for an additional 7,000 units. The redevelopment potential for residential development in the Congress Avenue corridor, with a potential density of 40 to 50 units per acre, is approximately 10,000 units. The redevelopment potential within the Four Corner Area, with a potential density of 30 units per acre, is an additional 1,800 units and within the workforce housing overlay districts, with potential densities from 18 to 24 units per acre, there is a potential for an additional 4,000 units. Permissible residential densities in these area, the a total potential of over 22,000 units is adequate to meet the demands well beyond the year 2025.

ADEQUACY OF THE HOUSING DELIVERY SYSTEM

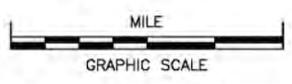
There are no known problems with the present housing delivery system. Although the City experienced a boom in new development and redevelopment in the first half of the decade, the current downturn, as a result of the nationwide housing crisis, has considerably slowed growth. It is anticipated that the trend will continue, at least in the near future.

The City has worked with the development community to achieve the goals of the Housing Element, particularly with regard to the provision of a variety of housing types to meet the needs of its diverse population. For example, in the years since adoption of the 1989 plan, Phases II and III of the Sabal Lakes single family subdivision were approved (total of 245 moderately priced units); several moderate and upscale apartment projects have been completed (approximately 880 units); the Groves of Delray project provided 158 rental units for low and moderate income senior citizens; the Auburn Trace rental community was completed, providing 256 affordable housing units; the Allamanda Gardens single family home subdivision was completed, providing 36 homes for low/moderate income residents; and several high end townhouse projects have been constructed in the beach area. More recently, in 2003, the City put out and RFP for an affordable housing project on property it had acquired for a potential high school site. The subsequent development, known as Bexley Park, includes a mix of townhouse, triplex and single family homes with a total of 264 units.

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



Repealed



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT
MARCH 2008

POTENTIAL RESIDENTIAL UNITS MAP #3

AGGREGATE PARCELS OF LAND, WHICH ARE VACANT OR UNDERDEVELOPED, 5 ACRES OR GREATER IN SIZE, AND HAVE A F.L.U.M. DESIGNATION OF LOW DENSITY, MEDIUM DENSITY, TRANSITIONAL, MIXED USE, OR RURAL RESIDENTIAL.

LEGEND:			
ID LETTER:	(A)	PLANNING AREA (ULTIMATE CITY BOUNDARY)	CITY LIMITS

TABLE HO-20

POTENTIAL RESIDENTIAL UNITS

May 2008

MAP ID#	LAND USE DESIGNATION	CURRENT ZONING	ACRES	MAXIMUM POTENTIAL UNITS
A	MEDIUM DENSITY	RM-8	3.18	25
B	MEDIUM DENSITY	COUNTY	4.94	59
C	MEDIUM DENSITY	COUNTY	4.67	56
M	MEDIUM DENSITY	RM	7.1	127
	<i>SUBTOTALS</i>		<i>19.89</i>	<i>267</i>
D	TRANSITIONAL	A	2.43	29
F	TRANSITIONAL	A & POC	4.6	55
L	TRANSITIONAL	SAD	1.0	18
	<i>SUBTOTALS</i>		<i>8.03</i>	<i>102</i>
H	CONGRESS AVENUE MIXED-USE	MROC	6.5	260
J	CONGRESS AVENUE MIXED-USE	MROC	8.75	350
K	CONGRESS AVENUE MIXED-USE	MROC	7.0	280
	<i>SUBTOTALS</i>		<i>22.25</i>	<i>890</i>
N	COMMERCIAL CORE	CBD	3.25	97
	<i>SUBTOTALS</i>			
E	GENERAL COMMERCIAL	GG	4.3	129
O	GENERAL COMMERCIAL	GC	1.8	21
	<i>SUBTOTALS</i>		<i>6.1</i>	<i>150</i>
G	PREVIOUS APPROVAL	SAD	9.86	116
I	PREVIOUS APPROVAL	MIC	12.37	296
P	PREVIOUS APPROVAL	GC	7.8	134
	<i>SUBTOTALS</i>		<i>30.03</i>	<i>546</i>
	GRAND TOTALS:		<u>89.59</u>	<u>2,052</u>

To enhance the efficiency of the development review and permitting process, the City created a new wing in City hall that provides a “one-stop shop” for Planning, Zoning, Building, Code Enforcement, Community Development, and Occupational Licensing services. In addition to being in close physical proximity, all of the various departments involved in development review are linked to a computerized land management system, which helps to expedite and monitor the permitting process. The City also works closely with the Delray Beach Chamber of Commerce to ensure that any complaints from the development community are satisfactorily addressed, and changes implemented where appropriate.

In terms of meeting the future housing need, residential developments have recently been approved or are presently under construction, as described in Table HO-21. The list includes private sector projects that are currently under construction or which have recently received site plan approval. With the exception of 212 very low, 181 low to moderate and 239 moderate income units, in projects approved under the City’s workforce housing program, all of these units are in the above moderate income range. At present there are no private sector projects in process that would help to fulfill the future need for owner-occupied Very Low Income housing, and only a few owner-occupied units that would be affordable for Low Income residents. These needs will have to be addressed primarily through publicly subsidized programs.

Repealed

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TABLE HO-21

PRIVATE SECTOR HOUSING SUPPLY

NAME OF DEVELOPMENT	Number of Units	Workforce Units	Unit Type	Tenure
280/290 NE 2nd Avenue	9		Multi-family	Own
5th Avenue at Delray (under construction)	47		Multi-family	Own
912 Plat	3		Multi-family	Own
Alta Congress (under construction)	451	91 moderate	Multi-family	Rent
Antique & Country Pine	3		Multi-family	Own
Atlantic Shores	35		Multi-family	Own
Bahia Delray	46		Multi-family	Own
Bermuda Gardens Townhomes	3		Multi-family	Own
Cannery Row (under construction)	82		Multi-family	Own
Coda (under construction)	40	6 moderate	Multi-family	Own
Colony Palms (under construction)	45		Multi-family	Own
Engtec Building	4		Multi-family	Own
Gramercy Square Phase II (under construction)	38		Multi-family	Own
Grove Square	55		Multi-family	Own
Historic Depot Square	296	74 moderate	Multi-family	Rent
Latitude (under construction)	114		Multi-family	Own
Midtown Delray	116	32 low/mod	Multi-family	Own
Mira Flores	30		Multi-family	Own
Nieto Park	2		Multi-family	Own
Ocean Terrace Townhomes	6		Multi-family	Own
Palms of Delray Beach	14		Multi-family	Own
Parc Place	45		Multi-family	Own
Pineapple Grove, Ltd.	40		Multi-family	Own
SE 2nd Street Flats	23		Multi-family	Own
Seagate Beach Residences	30		Multi-family	Own
Seagate Villas/Micheal's Way	3		Multi-family	Own
South Block 77	6		Multi-family	Own
Venetian Drive Townhomes	4		Multi-family	Own
Village Parc	134	15 moderate	Multi-family	Own
Village at Delray	264	212 very low 52 low/mod	Multi-family	Rent
Village Square	326	150 low/mod	Multi-family	Own
Villas in the Grove (under construction)	90		Multi-family	Own
Waksmackl Building	1		Multi-family	Own
Worthing Place Apts	219		Multi-family	Own
Yacht Club at Delray Beach	20		Multi-family	Own

CREATION AND PRESERVATION OF AFFORDABLE HOUSING

The City's existing housing supply includes households having a wide range of economic ability. In the past, the City's efforts to create and maintain an adequate supply of housing for persons of very low, low and moderate income levels concentrated primarily on the construction of new owner-occupied homes on available vacant lots, and on the rehabilitation and preservation of existing affordable housing. Since there is very little vacant land left for development in the city, this strategy is no longer adequate to meet future demands. Additionally, most of the remaining vacant tracts are valued at a range that makes their feasibility for development as affordable housing extremely unlikely. Delray Beach is fortunate to have an existing housing supply which accommodates a wide range of income levels, as well as an extensive array of programs to enhance affordability. To ensure that there continues to be an adequate supply of housing to accommodate very low, low, and moderate income households, the City has implemented a Family/Workforce housing program. This program allows increased residential densities as an incentive for developers to provide affordable housing and includes provisions for both owner-occupied and rental housing. Units developed under the program must remain affordable for 40 years. Most of the new units provided under this program will come through the redevelopment of existing properties in the workforce housing overlay districts, the Congress Avenue corridor and the Four Corners area.

As Delray Beach experienced revitalization and growth, the value of real property began to increase dramatically. By 2006 the median price of a home in Delray Beach was \$479,000, while the median household income was just over \$50,000. It was estimated that 90% of Palm Beach County households could not afford to purchase a single family home. While some traditional subsidy programs were available to low and moderate income households, they generally provided that the homes could be resold at full market value after approximately 10 years. Also, the amount of the subsidies had to be continually increased to make up the ever-widening gap between the price of the home and the buyer's ability to pay. The community cried out for a more permanent and effective solution to address the lack of affordable housing.

The City of Delray Beach, in collaboration with the Delray Beach CRA, Florida Atlantic University, and the MacArthur Foundation produced the "Development without Displacement" handbook. The handbook recommended strategies to avoid the involuntary displacement of residents as communities faced redevelopment, and suggested ways for residents to organize to work to fight common housing issues. The concept of the community land trust, already operating in communities across the state and country, seemed to offer Delray Beach a way to build a more sustainable affordable housing supply.

In February 2005, the CRA established a committee to help create a land trust organization for Delray Beach. The committee included representatives from the CRA board of commissioners, the Delray Beach Housing Authority, city staff, and the professional consultant that helped draft the Southwest Neighborhood Redevelopment

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Plan. After more than a year of planning and coordination, the Delray Beach Community Land Trust was established. The DBCLT became official after receiving its 501(c)(3) nonprofit status in March 2007. In January 2007, the DBCLT seated its first 12-member permanent board of directors at its annual meeting. The tripartite board consists of four DBCLT homeowners, four at-large community members, and four public and private stakeholders. The CRA executive director serves on the DBCLT board, as does a representative from the City, and the Delray Beach Housing Authority.

The Delray Beach Community Land Trust provides a middle ground where both individual families and the community at large can share in the long-term affordability and wealth creation that results from the wise investment of public money in privately owned housing. Its mission is to “create, preserve and protect the housing stock within the City of Delray Beach to provide for housing which is affordable for the workforce with incomes defined as moderate or less.” The DBCLT provides access to land and housing for people who are otherwise priced out of the housing market. One of the significant benefits for the homeowner is that when they decide to move, they can easily sell their home back to the Land Trust. A land lease agreement gives the CLT the right to buy each home back for an amount determined by a resale formula that gives the homeowner a fair return on investment while keeping the price affordable for other low income households.

The Delray Beach Community Land Trust is heavily supported by both the City of Delray Beach and the Delray Beach CRA. Upon its creation, the City donated a total of nine vacant lots to the Land Trust, where they could later build homes. Currently, the DBCLT staff is housed in approximately 1,300 square feet of office space at the City’s Neighborhood Resource Center and its annex building, occupying a total of eight offices. This office space is an in-kind service offered by the City, along with utility costs, computers, telephone and fax machines, and an additional \$750 for annual operating expenses.

As its major partner, the Delray Beach CRA supported the Community Land Trust by allocating a total of \$550,000 to the organization for 2006/07 operating expenses, and \$400,000 for the upcoming 2007/2008 fiscal year. The CRA has also obtained a \$7 million line of credit to provide land acquisition and construction financing to the CLT so that they could buy vacant lots and build new affordable housing. The construction loans are repaid to the CRA once the homes are sold, and the CRA writes off the cost of the land as a subsidy. The CRA also purchased and renovated two multi-family buildings that will be deeded to the DBCLT for permanent affordable rental housing. Because of such substantial support from the CRA and City, the DBCLT has quickly become one of the most active community land trusts in the nation. The DBCLT is expected to continue to add to the affordable housing stock of the city, and to provide many more residents with their first opportunity to become homeowners.

The City’s Community Improvement Department continually strives to create and implement new housing programs, working with various nonprofit groups and community development corporations, and aggressively pursuing all available sources

of funding. In addition to the federal funding available through the Community Development Block Grant (CDBG), the City has applied for and received federal funding through the HOME program, as well as dollars provided through the State Housing Initiative Partnership (SHIP). The City leverages its funds by forming and participating in partnerships with other housing providers. Until its replacement by the Community Land Trust Program in 2007, the Delray Beach Renaissance Program, created in 1995, was one such coordinated approach to housing delivery. Participants included the City, the Consortium for Affordable Housing (13 financial institutions), the Community Redevelopment Agency (CRA), the Delray Beach Housing Authority, the Delray Beach Center for Technology, Enterprise, and Development (TED Center), the Delray Beach Community Development Corporation (CDC), and several private builders. Private and public funds were pooled to finance the annual construction of 25 to 30 new homes for Very Low, Low, and Moderate income households. The City also continues to work with the Boca/Delray Habitat for Humanity, donating vacant lots through the Community Land Trust for the construction of affordable owner occupied single family housing.

Most of the infill housing that has been constructed to date is located in either the CDBG target area or the CRA area. This is due in part to the fact that most of the remaining affordable vacant lots are located in these areas.

The following table summarizes the available housing programs for owner-occupied units (see Table HO-12 for renter occupied projects).

Repealed

TABLE HO-22

AFFORDABLE HOUSING PROGRAMS (OWNER OCCUPIED)

NAME OF PROGRAM	TYPE OF ASSISTANCE	AREA AVAILABILITY	UNITS PER YR	INCOME RANGE*
Bootstrap	Hsg. Rehab	Citywide	10	VL, L, M
CDBG Rehab	Hsg. Rehab	Target Area	10	VL, L
SHIP Rehab	Hsg. Rehab	Citywide	10	VL-L
CRA Curb Appeal Program	Hsg. Rehab	West Atlantic SW and NW Neighborhoods	10-15	VL, L, M
CRA Loan Subsidy	Hsg. Rehab	CRA Area	15	No limit
Community Land Trust (CLT)**	New Construction	Target Area	25-30	VL, L, M

*VL=Very Low; L=Low; M=Moderate **Includes HOME and SHIP program dollars

In addition to the programs listed above, the City conducts a number of programs and activities that are intended to improve the overall condition and livability of its neighborhoods. Many of these activities are organized through the Neighborhood Association Program, which provides assistance in the creation of neighborhood associations to enhance communication among residents and help them to address problems in their areas. Through the Neighborhood Association Program, more than 100 such associations have been organized to become involved in crime prevention, beautification, recreational programming, community gardening, and other issues that are relevant in their neighborhoods. Other aspects of the Neighborhood Association Program which are intended to stabilize and improve the appearance and condition of the City's neighborhoods include the annual Paint Up Delray program, which provides free exterior paint jobs to approximately 30 low income households each year, the Adopt-A-Tree program (provides free street trees), and the Adopt-A-Street and Anti-Litter programs (litter control).

The City's Community Police program has resulted in the establishment of four substations in various neighborhoods, allowing for regular interaction between police officers and residents, who work together to create a safer environment. The City's Planning and Zoning Department and Community Redevelopment Agency coordinate on the preparation of Strategic Task Team Neighborhood Action Plans to implement improvements in streetscape, lighting, traffic and pedestrian circulation, land use, and various other aspects of neighborhood life.

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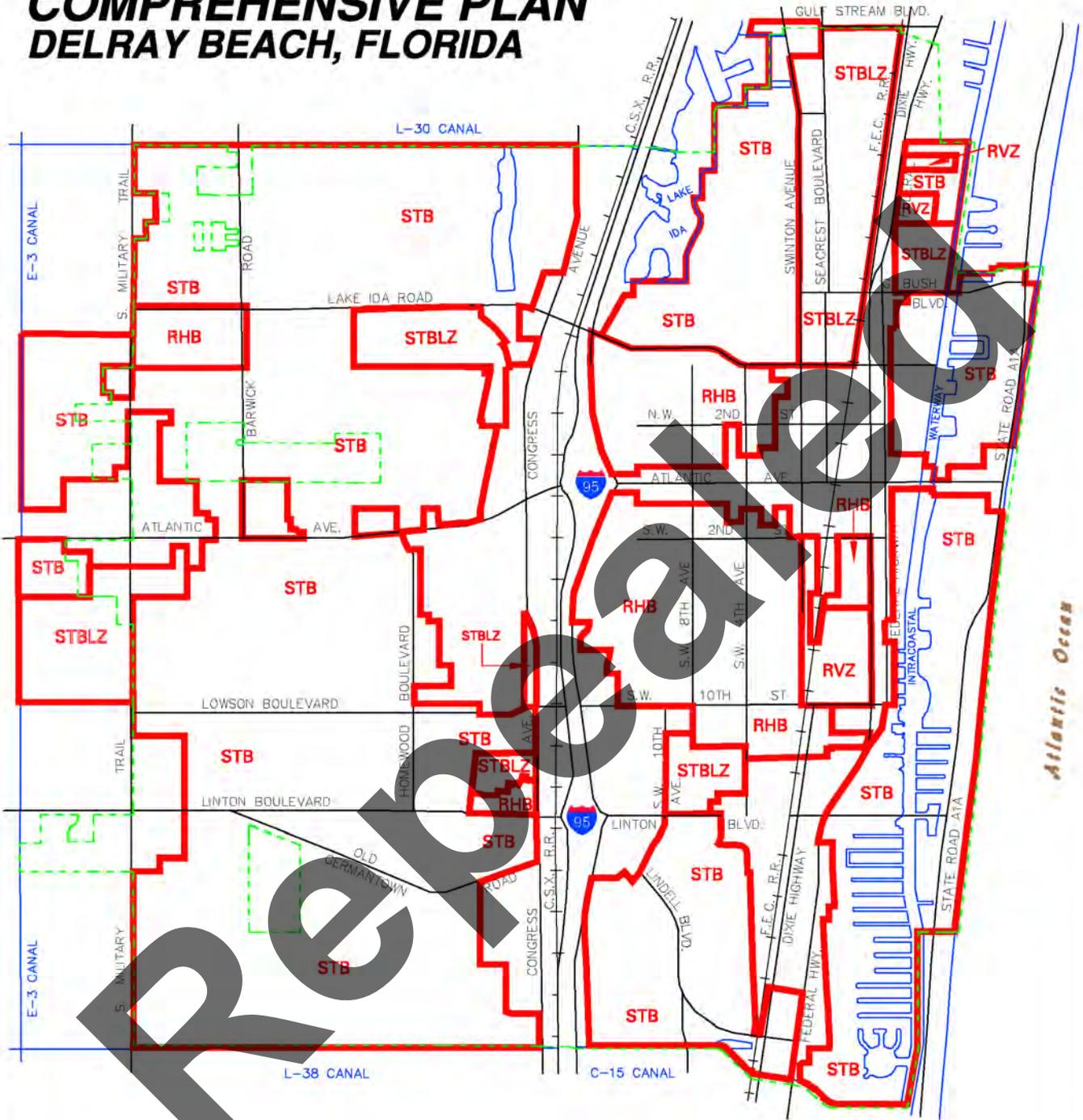
The City is committed to continuing and enhancing all of these programs in order to improve its neighborhoods, eliminate substandard housing, and enhance the overall value of the housing stock. The degree to which these programs are implemented in the various neighborhoods will depend upon the level of need, which was determined by the City's Housing Task Team in the creation and updating of this Element. Neighborhoods were classified as to their overall appearance and condition of the structures and infrastructure (see Map #22). The programs are to be implemented accordingly, as described in Goal Area "A" of the Goals, Objectives, and Policies. The neighborhood categories and their applicable descriptions are as follows:

- Stable**--No apparent signs of physical or other decline; no improvement needed.
- Needing Stabilization**--Appearance of minor code violations and maintenance problems; some improvement desired.
- Needing Revitalization**--Evidence of decline in condition of structures and yards; increase in crime; property values stagnant or declining.
- Needing Rehabilitation**--Numerous code violations; deteriorated and non-maintained structures; high level of absentee ownership; significant crime problems; large number of vacant lots.

Special needs housing, such as foster homes, group homes, etc., is accommodated through the City's land development regulations. Community residential facilities are permitted per state statutes, and other group housing arrangements such as abused spouse residences, nursing homes, and assisted living facilities are allowed as permitted or conditional uses in the various residential zoning districts, several commercial/office districts, and the Community Facilities (CF) zoning district.

Significant historical properties and archaeological sites are protected through the City's Historic Preservation Ordinance. As noted in Table HO-15, there are within the City 1,347 buildings or sites listed in the Florida Master Site File, five (5) on the National Register, and thirty (30) on the Local Register, as well as five (5) locally registered historic districts. Most of the significant housing stock is located within the districts, however, recent surveys have indicated significant concentrations outside of the designated districts. Within these established districts, and for all individually listed properties, the Historic Preservation Board must issue a Certificate of Appropriateness for changes in use, new construction, demolitions, and exterior building modifications. The City regularly evaluates and re-evaluates its older building stock and potential archaeological sites to determine if the age and historical, architectural or archaeological character of the property warrants the creation of new districts or an individually listed property or supports modification to an existing designation. The City also promotes the preservation of historic structures through the tax abatement program, which allows for the exemption of property taxes for improvements to qualified properties for a ten year period.

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



Revised

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT
MARCH 2008

RESIDENTIAL NEIGHBORHOOD CATEGORIZATION MAP MAP #22

LEGEND: STB – STABLE
STBLZ – NEEDING STABILIZATION
RVZ – NEEDING REVITALIZATION

RHB – NEEDING REHABILITATION
CITY LIMITS –

OTHER HOUSING ISSUES AND NEEDS

Acquisition of Vacant Lots

The City will continue to acquire lots for affordable housing through its Partnership with Palm Beach County with lots from the Palm Beach County Lots Available List. The City has acquired approximately 20 lots under this program in the past 5 years and 16 lots were transferred to the Community Land Trust.

Mansionization Effect

Another housing issue in the City is the “mansionization” trend that was occurring primarily east of the Intracoastal, until the Beach Overlay district was created in 2005. This trend is now occurring in other neighborhoods, where escalating land prices have made existing, older homes obsolete. Those homes are being demolished in favor of newer structures that are typically much larger in size and scale than is typical of the surrounding neighborhood. The City will provide planning and technical assistance to implement neighborhood-supported initiatives aimed at preserving the character of existing residential areas. Such assistance may involve the formulation of regulations that would limit the size and scale of new homes to be consistent with existing structures within a defined neighborhood, and analysis of the housing inventory to determine if the area qualifies for designation as a historic district, and similar measures. The second overlay district to deal with this issue was created in 2008 for the Lake Ida Neighborhood.

Housing in the Downtown Area

One of the most important objectives of the City’s overall housing policy is the establishment of housing in the downtown area. In the years since adoption of the 1989 Comprehensive Plan the downtown has changed from a somewhat sleepy, seasonally-oriented shopping district to a vibrant year-round retail, service, and entertainment area with an active night life. A critical missing element is a significant housing development. The City recognizes the importance of providing housing in close proximity to shopping, employment, and transportation, and the need to have a residential base to support the businesses in the downtown area.

GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" MAINTAIN A SAFE AND ADEQUATE SUPPLY OF HOUSING

Objective A-1 Program of Information Exchange

- Policy A-1.1 Neighborhood Program Specialist
- Policy A-1.2 Monthly Newsletter
- Policy A-1.3 Courtesy Notices
- Policy A-1.4 Town Hall Meeting
- Policy A-1.5 Neighborhood Resource Center

Objective A-2 Residential Categorization Map

- Policy A-2.1 Categorization of Neighborhoods
- Policy A-2.2 Updating of Map

Objective A-3 Stable Neighborhoods

- Policy A-3.1 Neighborhood Association
- Policy A-3.2 Most Restrictive Zoning

Objective A-4 Stabilization Neighborhoods

- Policy A-4.1 Neighborhood Association
- Policy A-4.2 Regular Contact by City
- Policy A-4.3 Priority in Code Enforcement
- Policy A-4.4 Most Restrictive Zoning

Objective A-5 Revitalization Neighborhoods

- Policy A-5.1 Neighborhood Association
- Policy A-5.2 Regular Contact by City
- Policy A-5.3 Priority in Code Enforcement/Law Enforcement
- Policy A-5.4 Capital Improvement Programming
- Policy A-5.5 Neighborhood Plan

Objective A-6 Rehabilitation Neighborhoods

- Policy A-6.1 Housing Programs
- Policy A-6.2 Neighborhood Association
- Policy A-6.3 Regular Contact by City
- Policy A-6.4 Priority in Code Enforcement/Law Enforcement
- Policy A-6.5 Capital Improvement Programming

Objective A-7 **Elimination of Substandard Housing**

- Policy A-7.1 Rehabilitation Funds
- Policy A-7.2 State and Federal Programs
- Policy A-7.3 Rehabilitation of Occupied Units
- Policy A-7.4 Other Programs

Objective A-8 **Elimination of Unsafe Structures**

- Policy A-8.1 Unsafe Buildings and Structures Ordinance

Objective A-9 **Historically Significant Housing**

- Policy A-9.1 Historic Preservation Ordinance
- Policy A-9.2 Historic Designations

Objective A-10 **Displacement of Residents**

- Policy A-10.1 Contact and Consultation
- Policy A-10.2 Relocation Policy

Objective A-11 **Neighborhood Protection Policies**

- Policy A-11.1 Street Modification Impacts
- Policy A-11.2 Streetscape Requirements
- Policy A-11.3 Impact of Proposed Developments
- Policy A-11.4 Size and Scale of New Homes

Objective A-12 **Cultural Diversity**

- Policy A-12.1 Outreach Programs
- Policy A-12.2 Overcrowding

Objective A-13 **Condition of Schools**

- Policy A-13.1 Physical Improvements
- Policy A-13.2 Participation by City

GOAL AREA "B" SUPPLY OF NEW HOUSING TO MEET FUTURE NEEDS

Objective B-1 **Adequate Supply of Very Low/Low/Moderate Income Housing**

- Policy B-1.1 Renaissance Program
- Policy B-1.2 Habitat for Humanity
- Policy B-1.3 HOME and SHIP Funds
- Policy B-1.4 Manufactured Housing

Policy B-1.5 Rental Housing Assistance
Policy B-1.6 Waiver Restrictions

Objective B-2 **Variety of Housing Types**

Policy B-2.1 Single Family Detached
Policy B-2.2 Housing for Various Age Ranges
Policy B-2.3 Variety of Styles and Types
Policy B-2.4 Foster Care

Objective B-3 **Streamlining of Permit Process**

Policy B-3.1 Expedited Permits for Affordable Housing
Policy B-3.2 Monitor Review Practices
Policy B-3.3 Group Home Ordinance *[Deleted by Amendment 10-1]*

Repealed

GOAL AREA “A” *TO MAINTAIN A SAFE AND ADEQUATE SUPPLY OF HOUSING FOR ALL INCOME LEVELS AND TO PRESERVE EXISTING STABLE NEIGHBORHOODS, STABILIZE AND ENHANCE NEIGHBORHOODS THAT ARE IN TRANSITION, AND RESTORE AND REHABILITATE NEIGHBORHOODS THAT HAVE DECLINED.*

Objective A-1

The City shall keep updated and continue to improve its program of information exchange with its neighborhoods. The purpose of this program is to provide a stronger mechanisms of information through which these areas are kept aware of the overall condition of the City, potential threats to the stability of the neighborhoods, and the information and assistance that is available to residents. The program is to be implemented through the following policies.

Policy A-1.1 The Community Improvement Department shall maintain a staff position or positions whose main emphasis is on the organization and continuation of neighborhood associations. The main purpose of forming these associations is to organize residents to work with the City to improve their neighborhoods. The Community Improvement Department shall maintain, and regularly update, a map of the boundaries of each association and the names of the official representatives.

Policy A-1.2 The City shall continue to publish, at least monthly, a newsletter that is intended to provide information on services, events, and activities that are of interest to the City’s residents. This newsletter will be mailed to the representatives of all neighborhood and homeowner associations.

Policy A-1.3 The City shall provide “courtesy notices” to the representatives of the various homeowner and neighborhood associations, of upcoming advisory board meetings which involve land use and development activities which may potentially impact their neighborhoods. Each association should identify the area or areas of the City which are of particular concern to them.

Policy A-1.4 At least once a year, the City Commission and the Planning and Zoning Board shall conduct a Town Hall Meeting, the purpose of which is to provide a report to its citizens of progress made in achieving the goals and objectives of the Comprehensive Plan, and to allow citizens to have input regarding infrastructure needs and other problems that they wish the City to address.

Policy A-1.5 Each City resident shall have access to the Neighborhood Resource Center which provides services to enhance neighborhoods and enrich quality of life through the delivery and connection of services that educate, develop financial management skills, and promote productive lifestyles. The NRC shall provide technical assistance to residential neighborhood associations and work to promote a sense of community throughout the City.

Objective A-2

The Planning and Zoning Department shall maintain a Residential Neighborhood Categorization Map as an integral part of this Housing Element. The main objective of the categorization is to identify the level of need in each neighborhood to be updated every year, which in turn will determine the important strategies to be taken in meeting that need. The map shall be widely distributed.

Policy A-2.1 Each residential area shall be categorized in terms of the descriptions provided in this Housing Element, and shall be identified as such on the Residential Neighborhood Categorization Map.

Policy A-2.2 The Planning and Zoning Department shall update the Residential Categorization Map, with the assistance of the Community Improvement Department and a citizen task team, at least once a year.

Objective A-3

For those areas identified as “stable residential” on the Residential Neighborhood Categorization Map, the City shall implement the following policies to ensure that they remain “stable residential” and do not decline.

Policy A-3.1 Each area of the City that is identified as “stable residential” shall be included within a neighborhood association which has an official representation. The purpose and implementation of this policy is as provided in Objective A-1 and its related policies.

Policy A-3.2 The most restrictive residential zoning district that is applicable given existing development patterns and typical lot sizes shall be applied to these neighborhoods and affixed to the zoning map. Requests for rezonings to a different zoning designation, other than Community Facilities, Open Space, Open Space and Recreation, or Conservation shall be denied.

Objective A-4

For those areas identified as “needing stabilization” on the Residential Neighborhood Categorization Map”, the City shall take measures to prevent further decline (i.e environmental impact, police activity, traffic, building height and density), and to help move the neighborhood toward a classification of “stable” residential,” without displacement of existing residents.

Policy A-4.1 The City shall initiate efforts to create a neighborhood association (if one does not exist). The purpose and implementation of this policy is as provided in Objective A-1 and its related policies.

Policy A-4.2 The Community Improvement Department, through its Neighborhood Planner (or equivalent) position, shall maintain regular personal contact with the representatives of the associations through attendance (on at least a quarterly basis) at association meetings and by acting as a liaison with the City to resolve matters of concern to the neighborhood.

Policy A-4.3 These areas shall have some priority in terms of targeting of code enforcement activities. That priority could take the form of task teams directed at solving specific problems, assignment of additional staff for specified periods, or any other measure that increases the level of activity to produce results.

Policy A-4.4 The most restrictive residential zoning district that is applicable given existing development patterns and typical lot sizes shall be applied to these neighborhoods and affixed to the zoning map. Requests for rezonings to a different zoning designation, other than Community Facilities, Open Space, Open Space and Recreation, or Conservation shall be denied.

Objective A-5

For those areas identified as “needing revitalization” the City shall take measures to prevent further decline, (i.e environmental impact, police activity, traffic, building height and density), and to help move the neighborhood toward a classification of “stable” residential,” without displacement of existing residents.

Policy A-5.1 The City shall initiate efforts to create a neighborhood association (if one does not exist). The purpose and implementation of this policy is as provided in Objective A-1 and its related policies.

Policy A-5.2 The Community Improvement Department, through its Neighborhood Planner (or equivalent) position, shall maintain regular personal contact with the representatives of the associations through attendance (on at least a quarterly basis) at association meetings and by acting as a liaison with the City to resolve matters of concern to the neighborhood.

Policy A-5.3 These areas shall have some priority in terms of targeting of code enforcement and law enforcement activities. That priority could take the form of task teams directed at solving specific problems, assignment of additional staff for specified periods, or any other measure that increases the level of activity to produce results.

Policy A-5.4 These areas shall have some priority in terms of scheduling of capital improvements (infrastructure) which will assist in arresting visible signs of deterioration.

Policy A-5.5 These areas shall be provided assistance through the creation of a Strategic Task Team Neighborhood Action Plan, which is a comprehensive evaluation of the physical and social characteristics of the neighborhood which have an effect on the quality of life of its residents. The plans shall be prepared by the Community

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Improvement Department with input from the Community Redevelopment Agency if located within the CRA district.

Objective A-6

For those areas identified as “needing rehabilitation” on the Residential Neighborhood Categorization Map, the City shall provide comprehensive programs of code enforcement, public investment in infrastructure, including pocket parks, public assistance to residents and in the rehabilitation of structures, public action in the provision of replacement housing, opportunities for new private development, wherein development impacts must be addressed, and special social programs, all directed toward the stabilization and revitalization of those designated areas, without displacement of existing residents. This objective shall be accomplished through the following policies.

Policy A-6.1 These areas shall have first priority for housing programs identified under Housing Element Objective A-7.

Policy A-6.2 The City shall initiate efforts to create a neighborhood association (if one does not exist). The purpose and implementation of this policy is as provided in Objective A-1 and its related policies.

Policy A-6.3 The Community Improvement Department, through its Neighborhood Planner (or equivalent) position, shall maintain regular personal contact with the representatives of the associations through attendance (on at least a quarterly basis) at association meetings and by acting as a liaison with the City to resolve matters of concern to the neighborhood.

Policy A-6.4 These areas shall have the highest priority in terms of targeting of code enforcement and law enforcement activities. That priority could take the form of task teams directed at solving specific problems, assignment of additional staff for specified periods, or any other measure that increases the level of activity to produce results.

Policy A-6.5 These areas shall have some priority in terms of scheduling of capital improvements (infrastructure) which will assist in arresting visible signs of deterioration.

Objective A-7

The City shall work to upgrade substandard housing conditions by providing programs to improve the structural and aesthetic conditions of its existing housing stock and neighborhoods and address the needs of displaced residents. Most programs will be targeted to those areas that are showing the greatest signs of deterioration (those identified as “needing Revitalization” or “needing Rehabilitation” on the Residential Neighborhood Categorization Map); others will be available citywide.

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Policy A-7.1 Through its CDBG program, the City will continue to offer housing rehabilitation loans for the upgrading of substandard owner-occupied housing in designated target areas.

Policy A-7.2 The City will participate in state and federal programs such as SHIP (State Housing Initiatives Partnership) and HOME, and to provide for the purchase and rehabilitation of existing housing and the construction of new housing.

Policy A-7.3 The City will provide local funding for the rehabilitation of the exterior of existing owner-occupied units, including improvements such as new landscaping, painting, and replacement of doors and windows. This program shall be available on a citywide basis.

Policy A-7.4 The City will continue to promote and fund programs such as Paint-Up Delray, Adopt-A-Street (litter control), Adopt-A-Tree (street tree plantings), and similar programs intended to improve the appearance of its neighborhoods.

Objective A-8

Code enforcement will be restructured and focused in the City in order to eliminate unsafe structural conditions in its neighborhoods. The City will ensure that housing units that cannot be effectively rehabilitated will be demolished when absolutely necessary and that they are replaced with structures compatible with the neighborhood.

Policy A-8.1 This objective will be implemented in accordance with the standards and criteria included in Article 7.8 of the Land Development Regulations, Unsafe Buildings and Structures.

Objective A-9

The City shall support the conservation and rehabilitation of historically significant housing, especially where such housing is an identifying characteristic of a particular neighborhood.

Policy A-9.1 This objective will be implemented in accordance with the standards and criteria of Section 4.5.1 of the Land Development Regulations, Historic Preservation Sites and Districts.

Policy A-9.2 The City will promote the use of historic designations as a revitalization tool in its preparation of Strategic Task Team Neighborhood Action Plans for those areas which have a significant inventory of historic structures.

Objective A-10

Displacement of individuals from their current living situation is generally undesirable, however, at times it is necessary to displace individuals because of immediate dangers

to health and safety or to accommodate redevelopment efforts. Displacement shall be accommodated in a sensitive manner and shall be guided by the following policies.

Policy A-10.1 All situations involving displacement, except those initiated by and fully accommodated by landlords, shall be brought to the attention of the Community Improvement Department. The Department shall make personal contact with the individuals being displaced and shall document whether or not public assistance is required or desired or appropriate.

Policy A-10.2 Displacement of owner-occupants or tenants shall be handled in accordance with the City's adopted relocation policy.

Objective A-11

To assist residents of the City in maintaining and enhancing their neighborhood, the City, through public input and notification, shall take steps to ensure that modifications in and around the neighborhood do not lead to its decline, such as those described in the following policies.

Policy A-11.1 The City shall evaluate the effect that any street widening or traffic circulation modification may have upon an existing neighborhood, and shall allow opportunity for public input on the proposed change. If it is determined that the widening or modification will be detrimental and result in a degradation of the neighborhood, the project shall not be permitted.

Policy A-11.2 There shall be strict adherence to streetscape landscaping requirements. Street plantings shall be consistent and compatible within a neighborhood, thus reinforcing a neighborhood theme and character.

Policy A-11.3 In evaluating proposals for new development or redevelopment, the City shall consider the effect that the proposal will have on the stability of nearby neighborhoods. Factors such as noise, odors, dust, traffic volumes and circulation patterns shall be reviewed in terms of their potential to negatively impact the safety, habitability and stability of residential areas. If it is determined that a proposed development will result in a degradation of any neighborhood, the project shall be modified accordingly or denied.

Policy A-11.4 The City will provide planning and technical assistance to implement neighborhood-supported initiatives aimed at preserving the character of existing residential areas. Such assistance may involve the formulation of regulations that would limit the size and scale of new homes to be consistent with existing structures within a defined neighborhood, and analysis of the housing inventory to determine if the area qualifies for designation as a historic district, and similar measures.

Objective A-12

The City shall continue to implement special outreach programs to help all residents understand applicable codes and ordinances.

Policy A-12.1 The City will continue to implement special outreach programs to help new residents understand applicable codes and ordinances regarding lawn maintenance, trash disposal, parking, etc.

Policy A-12.2 Wherever problems of illegal conversions of dwelling units and overcrowding exist, it shall be a priority of the Code Enforcement division to address and eliminate the problem.

Objective A-13

Recognizing that the condition and operation of its schools has a direct bearing on the stability of its neighborhoods, the City will continue its efforts to upgrade and improve schools located within its boundaries.

Policy A-13.1 The future of the public schools located in the City of Delray Beach is vital to the future of the associated neighborhoods. The City will continue to lobby the Palm Beach County School District to provide investment in physical improvements, staffing, and curriculum in order to have these facilities be assets to the neighborhoods.

Policy A-13.2 Where appropriate, the City will work in partnership with the School District to facilitate the improvement of local schools. If the City determines that financial investment is required, such investment shall be accomplished through interlocal agreements with the school district.

GOAL AREA "B" **TO ENSURE THAT AN ADEQUATE SUPPLY OF QUALITY NEW HOUSING IS AVAILABLE IN A RANGE OF TYPES AND COST LEVELS TO MEET THE NEEDS OF THE CITY'S FUTURE POPULATION**

Objective B-1

The City shall work to ensure that there continues to be an adequate supply of quality housing to accommodate very low, low, and moderate income households.

Policy B-1.1 The Community Improvement Department will continue to participate in partnerships, which coordinate the efforts of private and non-profit sectors to provide new single family housing throughout the City.

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Policy B-1.2 The City will continue to acquire lots from the Palm Beach County Lands Available List to be used for the provision of affordable infill housing by programs such as the Delray Beach Community Land Trust or Habitat for Humanity.

Policy B-1.3 The City will utilize funds available from state and federal programs such as HOME and SHIP to create homeownership opportunities for very low, low, and moderate income households. These funds will be made available citywide in order to avoid a concentration of affordable housing in specific areas of the City.

Policy B-1.4 Manufactured housing will continue to be permitted throughout the City, provided that it complies with building code requirements and is consistent with the aesthetic standards of the community.

Policy B-1.5 The City shall, through its Housing Authority, pursue increases in its allotment of Section 8 vouchers/certificates to provide for affordable rental housing. However, the City will not participate financially in the construction of new affordable rental housing projects.

Policy B-1.6 Due to the potential negative impact on the stability of its existing residential neighborhoods, the City does not support waivers of infrastructure requirements, provision of adequate parking and activity areas, or any reduction in the overall quality of new housing as a means of achieving affordability, particularly in areas of the community which are currently experiencing deterioration.

Objective B-2

Redevelopment and the development of new land shall result in the provision of a variety of housing types and other amenities (i.e. bike trails, parks, sidewalks) to accommodate the diverse economic makeup of the City's demographic profile, and meet the housing needs of all residents. Policies which will implement this objective include:

Policy B-2.1 Vacant land areas west of I-95, shown on the Future Land Use Map as low density residential, shall be retained for single family detached housing or low density planned unit residential development.

Policy B-2.2 The development of new adult oriented communities within the City is discouraged. New housing developments shall be designed to accommodate households having a range of ages, especially families with children, and shall be required to provide 3 and 4 bedroom units and activity areas for children ranging from toddlers to teens. This requirement may be waived or modified for residential developments located in the downtown area, and for infill projects having fewer than 25 units.

Policy B-2.3 New housing developments shall include a range of housing types that offer variety in size, color, and style.

Policy B-2.4 Foster care homes shall be permitted in all residential zoning districts. Community Residential Homes and other group home facilities that are licensed by the state shall be a permitted or conditional use in the City's residential zoning districts, based upon their size and level of intensity.

Objective B-3

The Community Improvement Department and the Planning and Zoning Department will work to streamline and expedite the review and permitting process and minimize costs and delays for housing, especially affordable housing. These departments shall operate under the philosophy of private enterprise regarding efficiency and delivery of product.

Policy B-3.1 The City will expedite the processing of building permits for homes being constructed through City-sponsored affordable housing programs.

Policy B-3.2 The City shall continually monitor its development review practices to ensure that applications are being processed in a timely manner, and shall regularly implement new programs and technological improvements to expedite the review and approval process.

Policy B-3.3 *[Deleted by Amendment 10-1]*

Repealed

PUBLIC FACILITIES ELEMENT

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Repealed

PUBLIC FACILITIES ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Water Distribution System Master Plan (Hazen & Sawyer, 1992)
- Water Supply Master Plan (CH2M Hill, 2007)
- 2015 10-Year Water Supply Facilities Work Plan (Kimley-Horn and Associates, 2015)
- Stormwater Master Plan (Kimley Horn, 2000)
- Wastewater Transmission System Master Plan (Hazen & Sawyer, 1992)
- 1996 Evaluation and Appraisal Report (City of Delray Beach, 1996)
- Alternative Water Treatment Study (CH2M Hill 2001)
- Reclaimed Water Master Plan (Mathews Consulting, 2003)
- Congress Avenue Corridor Capacity Study (Mathews Consulting, 2007)
- Roadway Conditions Atlas (City of Delray Beach, 2007)
- 2006 Evaluation and Appraisal Report (City of Delray Beach, 2006)
- 2017 Evaluation and Appraisal Report (City of Delray Beach, 2017)

The source documents, and other documents which are cited in the Element, are available for public review at the Planning and Zoning Department offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

INVENTORY AND ANALYSIS

The following summaries have been prepared to facilitate review with the requirements of F.S. 163.3177. As a summary, only significant items are highlighted. The source documents should be referred to for more information.

A separate inventory and analysis is provided for sewer, water, drainage, and solid waste disposal facilities. Inventory and analysis dealing with groundwater aquifer recharge is addressed under the water subsection.

SEWER FACILITIES

Wastewater treatment is provided by the South Central Wastewater Treatment Facility, located in Delray Beach. The facility is jointly owned by Delray Beach and Boynton Beach, under the responsibility of a board comprised of the City Commissions of both cities. Daily operations of the facility are overseen by an executive director, reporting to the board. Delray Beach Environmental Services Department is responsible for the wastewater collection and transmission system within the service area.

The service area coincides with the City's Planning Area plus service provided through contract to Highland Beach. Also included are several single and multi-family connections in the Town of Gulf Stream. The service area encompasses approximately 18 square miles, as shown on Map #1.

The wastewater collection system consists of approximately 355 miles of gravity and force mains interconnected to 126 lift stations. In addition, there are less than 100 septic tanks within the service area. The treatment plant was constructed in 1979, with a programmed life of 50 years (2029). Ultimate disposal is currently by ocean discharge of secondary effluent and land spreading of sludge. In late 2008, deep well injection will replace the ocean discharge except for emergency situations and DEP permitted exceptions. Also in late 2008, with completion of the Palm Beach County Biosolids Pelletization facility, land spreading of sludge will no longer be used. The new facility will dry and process the sludge into pellets for use in fertilizer. The design capacity of the treatment plant, established by its secondary treatment capacity, is 24 mgd. This capacity is shared equally between Boynton Beach and Delray Beach.

CITY OF DELRAY BEACH CAPACITY/DEMAND ANALYSIS (SEWER) (Includes Service to City of Highland Beach)

CAPACITY	DEMAND ('07)	DEMAND (2025)
12 mgd	7.5 mgd	9.5 mgd

Deficiencies

Upgrading and maintenance of lift stations requires on-going capital investment.

Infiltration into the collection system could impact future facility costs through capital expansion. This problem has been significantly reduced in recent years with the repair and reconstruction of the collection system east of I-95. An on-going program to reduce infiltration/inflow is a cost effective method of reducing the need for treatment facility expansion and requires on-going capital investment.

POTABLE WATER AND GROUNDWATER RECHARGE FACILITIES

Water treatment is provided by the City of Delray Beach at the Water Treatment Plant. The geographic service area coincides with the Planning Area plus service provided to Gulf Stream through contract as a bulk customer. The service area encompasses approximately 19 square miles, as shown on Map #1.

The treatment plant, as noted within the 2015 10-Year Water Supply Facilities Work Plan is rated at 26 MGD by the Florida Department of Environmental Protection (FDEP). The City maintains a State certified laboratory, the primary responsibility of which is monitoring potable water quality. EPA Stage 2 Standards for disinfection by-products are being met through the use of supplemental chemical treatment.

CITY OF DELRAY BEACH
CAPACITY/DEMAND ANALYSIS (WATER TREATMENT)
(Includes Service to Town of Gulf Stream)

<u>CAPACITY</u>	<u>POTABLE WATER DEMAND (2015)</u>	<u>POTABLE WATER DEMAND (2030)</u>
26 mgd	16.29 mgd	18.20 mgd

The water distribution system includes 430 miles of water mains ranging from 2 to 24 inch diameter, 2,635 fire hydrants, transfer pumps, and storage facilities with a capacity of 8.5 mg.

The City currently withdraws groundwater from the 30 active Surficial Aquifer System (SAS) wells in four wellfields and one (1) Floridan Aquifer System (FAS) well for subsequent treatment and distribution to its service area. The City's current SFWMD Water Use Permit No. 50-00177-W was issued on December 20, 2010 and expires on December 20, 2030. Under this permit, the annual groundwater allocation shall not

exceed 6,972 MG (19.10 MGD) and the maximum monthly allocation shall not exceed 654 MG (21.8 MGD). In addition, there are more than 1,000 domestic wells within the service area, predominantly used for irrigation. There are no major groundwater recharge areas within the Planning Area, although the entire region east of the Conservation Area is identified as a prime aquifer recharge area by the U.S. Geological Survey and the Palm Beach County Comprehensive Plan.

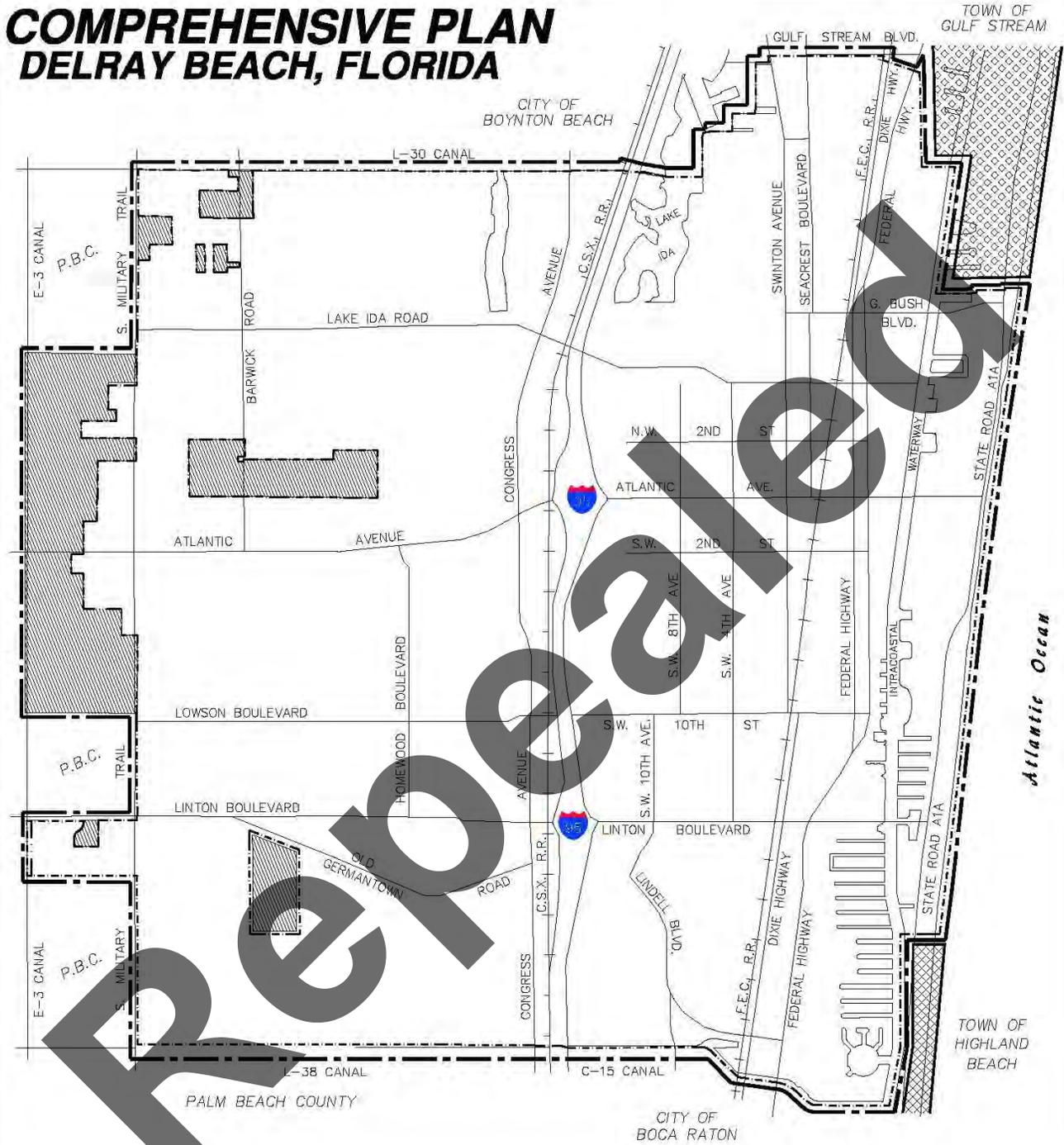
Deficiencies

Water mains of 2" diameter, found in older areas of the City, are not sufficient for fire protection. Funds are provided annually to upgrade these lines.

Needed improvements to the piping system have been identified to accommodate demand conditions and localized fire demands.

Repealed

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



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GRAPHIC SCALE

CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2015

PLANNING AREA MAP #1

LEGEND:

- PLANNING AREA (ULTIMATE CITY BOUNDARY) ————
- CITY LIMITS - - - - -
- TOWN OF GULF STREAM (WATER & FIRE SERVICE) [Grid Pattern]
- TOWN OF HIGHLAND BEACH (SEWER & FIRE SERVICE) [Cross-hatch Pattern]
- COUNTY JURISDICTION [Hatched Pattern]

SOLID WASTE MANAGEMENT

The Solid Waste Authority has responsibility for the ultimate disposal of solid waste in the region. The City is responsible for collection of solid waste within the City limits through a contract with a private firm.

Solid waste is collected by the City's contractor and generally taken to a transfer station located within the City, then by Solid Waste Authority trucks to the regional landfill, located near West Palm Beach. The transfer station, located on S.W. 4th Avenue just south of Linton Boulevard, has a capacity of 1,000 tons per day and is operating at approximately 15% below its maximum capacity. This transfer station serves the south county from Boynton Beach Boulevard south to the County line. Other transfer stations used are outside the City.

The North County Regional Solid Waste Disposal Facility, operated by the Solid Waste Authority, is the ultimate disposal site. This facility occupies 334 acres, and consists of a Class 1 (garbage and incinerator residue) and a Class 3 (trash) landfill. The landfill, at its established Level of Service standard of 7.13 pounds per person per day, has sufficient capacity to serve until the year 2021. The Board of the Solid Waste Authority has authorized the initial design and permitting efforts to develop a new landfill on 1,600 acres owned by the authority. The capacity of this new landfill would extend the life of the solid waste system beyond the year 2065. In addition to the landfill, the facility provides recycling, waste-to-energy incineration and composting facilities. The total tonnage added to the landfill annually is 1,918,735 tons (2007). The City of Delray Beach contributes 70,800 tons per year (commercial and residential) to the landfill (2007), including garbage, trash, and vegetation. This equates to 6.02 pounds per person per day. The City's yearly contribution to the landfill is 4.4% of the total. The Delray Beach population of 64,360 (2007 estimate) represents 5.0% of the County population of 1,295,033 (2007 estimate). The City's impact on the landfill is, therefore, 16% less than the Level of Service standard and 11% less than its portion of the County population.

The City has an aggressive recycling program that began in 1990. The program includes curbside residential recycling for single family and multi-family homes. The program accounts for a reduction to the waste stream of 5,180 tons per year (2007). This represents a reduction of over 12% in the residential waste stream.

There were no problems or deficiencies with the collection system. Long truck queues at the transfer station sometimes cause congestion problems.

The capacity of the landfill was not estimated for this report. Such capacity analysis is under the jurisdiction of the Solid Waste Authority, and indicates sufficient capacity through the year 2021. A local issue relative to capacity would be whether the local government is meeting the established level of service standard of 7.13 pounds per person per day. As discussed above, Delray Beach is well below the standard, at 6.02 pounds per person per day.

DRAINAGE

Responsibility for storm drainage in the City is divided among a hierarchy of state and regional agencies, the City, and landowners, as follows:

AGENCY	RESPONSIBILITY
South Florida Water Management District	Major canals and structures; permitting
Lake Worth Drainage District	Lateral and equalizer canals and minor structures
City of Delray Beach/Palm Beach County	Public storm sewer system
Land Owners	On-site storm sewers and retention areas

Deficiencies

Local and City-wide drainage deficiencies are identified in the Stormwater Master Plan (Kimley-Horn, 2000). The City has programmed projects to correct the deficiencies identified in this report and achieve a Level of Service standard of 'C', with funding to come from the Stormwater Utility Fee.

STREET SYSTEM

The City has repair and maintenance responsibility for most roads within the City limits. Exceptions to this include major roads under the jurisdiction of the State or County, and private roads maintained by land owners. The City maintains approximately 305.4 lane-miles of roadways (April, 2008).

The City has completed the 2000 Road Bond Program to reconstruct numerous streets under City jurisdiction. An annual program currently exists to resurface streets as needed. The program was developed to bring all city streets to Level of Service C, and to pave all unpaved streets which provide access to improved properties. Unpaved streets which do not currently provide access to improved properties will be paved by the developer with development of the property. In addition, there is a need to pave currently unpaved streets, particularly in areas added to the City by annexation. Approximately 2 miles of unpaved roads exist in the City (April, 2008).

There is no overall master plan for all the components of a street system, including roadways, sidewalks, street lights, drainage, and signs and markings. Without such a master plan, it is difficult to efficiently address problems in the area, and impossible to identify the proper level of funding needed to provide a uniform and equitable level of service to all parts of the City. These components are currently being added to the

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citywide GIS system. When completed, this will provide the necessary information to identify problem areas and make funding decisions.

BUILDINGS AND OTHER FACILITIES

An inventory of the major buildings and facilities owned by the City includes:

- City Hall and Community Center on NW 1st Avenue.
- City Attorney's Office on NW 1st Avenue.
- Central Fire Station on Atlantic Avenue.
- Four fire substations (#2, #3, #4, #5).
- Environmental Services complex on South Swinton Avenue.
- Water treatment plant on SW 2nd Avenue.
- Chemical/Generator Storage Building on SW 2nd Avenue.
- Public Safety Building (Police) on Atlantic Avenue.
- City Marina.
- Municipal Tennis Center and Stadium (operated by management firm).
- Municipal Golf Course (operated by a management firm).
- Lakeview Golf Course (operated by a management firm).
- Old School Square Complex (operated by a non-profit organization).
- Cason Cottage Museum (operated by a non-profit organization).
- Cemetery (mausoleum portion is operated by a lessee).
- Parks and Historic Structures (addressed in the Open Space & Recreation Element).
- Federspiel Parking Garage.
- Old School Square Parking Garage.
- Seacrest Soccer Complex.
- Delray Swim and Tennis Club (operated by management firm).

- Ocean Rescue Headquarters at Anchor Park

Deficiencies

There are no major deficiencies related to buildings and facilities.

NEEDS AND RECOMMENDATIONS

Summarizing from the previous facility and performance analysis, the following needs and recommendations are identified in the City's Public Facilities Element.

- Continue the program for reduction of I/I in the wastewater collection system.
- Continue the program for extending water and sewer mains to inhabited areas in the City.
- Complete the citywide GIS street network inventory and mapping, including roadways, sidewalks, street lights, drainage, signs and markings.

Repealed

GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" ENVIRONMENTAL PROTECTION

Objective A-1 Sources of Pollution

Policy A-1.1 Septic Systems

Policy A-1.2 Rehabilitation of Sewer System

Objective A-2 Solid Waste

Policy A-2.1 Local Drop Off for Hazardous Waste

Policy A-2.2 Waste Level of Service

GOAL AREA "B" POTABLE WATER

Objective B-1 Water Supply

Policy B-1.1 WWTP Effluent Recycling

Objective B-2 Meeting Future Demands

Policy B-2.1 Decrease in Consumption

Policy B-2.2 Level of Service

Policy B-2.3 New Development Concurrency

Objective B-3 Groundwater Protection

Policy B-3.1 Wellfield Protection

Policy B-3.2 Minimal Reliance on Eastern Wellfield

Objective B-4 Enhancement of Water Quality (Potable)

Policy B-4.1 Reports to the City Commission

Policy B-4.2 Water Main Inspection

Policy B-4.3 Discourage Urban Sprawl

Policy B-4.4 Alternative Treatment Methods

Objective B-5 Water Supply Facilities Work Plan

Policy B-5.1 Adoption of Work Plan

Policy B-5.2 Coordination with SFWMD

Policy B-5.3 Coordination with Town of Gulfstream

Policy B-5.4 Prioritization of Improvements

Policy B-5.5 Schedule of Improvements

GOAL AREA "C" SEWER COLLECTION AND WATER DISTRIBUTION SYSTEMS

Objective C-1 **Master Plans**

- Policy C-1.1 Water System Model
- Policy C-1.2 Sewer System Model

Objective C-2 **System Improvements**

- Policy C-2.1 Remedial Work - Sewer
- Policy C-2.2 Remedial Work - Water

Objective C-3 **Availability of Facilities - Sewer**

- Policy C-3.1 Obligations of New Development
- Policy C-3.2 Upgrading existing Facilities

Objective C-4 **Availability of Facilities - Water**

- Policy C-4.1 Upgrading of Existing Facilities
- Policy C-4.2 Obligations of New Development

Objective C-5 **Revenue Allocations**

- Policy C-5.1 General Fund Relationship
- Policy C-5.2 Annual Allocations for Upgrading of System Components
- Policy C-5.3 Financing of System expansions
- Policy C-5.4 Coordination with Other Improvement Projects

Objective C-6 **Wastewater Treatment Plant**

- Policy C-6.1 Level of Service
- Policy C-6.2 Participation Formula
- Policy C-6.3 Design Capacity

GOAL AREA "D" BUILDINGS AND FACILITIES

Objective D-1 **Public Facilities**

- Policy D-1.1 Repair and Maintenance
- Policy D-1.2 Facility Replacement
- Policy D-1.3 Accessibility

GOAL AREA "E" STREETS AND DRAINAGE

Objective E-1 Drainage Facilities

- Policy E-1.1 Project Priorities
- Policy E-1.2 Design Standards
- Policy E-1.3 Storm Water Management Regulations
- Policy E-1.4 Design Frequency Standards
- Policy E-1.5 NPDES Programs and Activities
- Policy E-1.6 Storm Water Mapping System

Objective E-2 Funding Mechanisms

Objective E-3 Street Resurfacing and Reconstruction

- Policy E-3.1 Street Resurfacing Program
- Policy E-3.2 Sidewalk System

GOAL AREA "F" PUBLIC INFORMATION

Objective F-1 Public Information Resources

Objective F-2 Public Participation

- Policy F-2.1 Public Hearings Required Prior to Setting Priorities
- Policy F-2.2 Local Planning Agency Responsibilities
- Policy F-2.3 Priority Changes restricted

Repealed

GOAL AREA "A" THE PURPOSES, PROGRAMMING, AND PROVISION OF WASTE DISPOSAL FACILITIES SHALL BE DIRECTED BY THE GOAL OF PROVIDING A SAFE, FUNCTIONAL, ECOLOGICALLY SOUND, AESTHETICALLY PLEASING AND SUSTAINABLE PHYSICAL ENVIRONMENT, ELIMINATING ANY WASTE INTO THE INTRACOASTAL WATERWAY AND OCEAN AND ENCOURAGING RECLAIMED WATER USAGE AS A WATER CONSERVATION MEASURE.

Objective A-1

Specific programs to mitigate the adverse impacts of point sources of pollution, as identified in the following policies, shall be developed and implemented by the City's Environmental Services Department and the South Central Regional Wastewater Treatment Facility Board, as appropriate.

Policy A-1.1 Existing septic tanks which are located in sewer areas throughout the City shall be removed from use as necessary pursuant to Florida Statutes. Septic systems deemed subject to flooding, or with chronic drainfield problems that may have an adverse impact on the environment shall be abandoned and connection made to the central sewer system.

Policy A-1.2 Programming of improvements to the sewer system shall place a high priority upon the rehabilitation of portions of the original system which experience infiltration and leakage.

Objective A-2

Programs to address the collection and disposal of solid waste shall be developed and implemented with particular regard to environmentally sound procedures.

Policy A-2.1 The City shall support the continued operation of the "transfer" station or suitable alternative for the collection of small amounts of hazardous substances from individuals, and public information efforts which educate the public on the identification and proper disposal of household hazardous waste.

Policy A-2.2 A level of service for solid waste at a generation of 7.13 pounds per person per day is hereby established within the City of Delray Beach.

GOAL AREA "B" **POTABLE WATER SHALL BE PLANNED FOR AND PROVIDED SO THAT IT IS AVAILABLE TO ACCOMMODATE DEMANDS BOTH IN TERMS OF QUANTITY AND QUALITY WHILE ALSO MAKING WISE USE OF THIS LIMITED RESOURCE AND THE LIMITED RESOURCE OF CAPITAL.**

Objective B-1

Even though the City has projected an adequate water supply, it shall provide for increasing draw-down and the potential of reduced capacity through salt water intrusion and/or extended drought conditions through optimum use of existing wells, development of new wells and development of alternative technologies and methods of providing water. This objective shall be met in the performance of the following:

Policy B-1.1 The City, through the South Central Regional Wastewater Treatment Facility Board, shall continue to monitor the area of effluent reuse with the ultimate goal of reclaiming and reusing more effluent from the wastewater treatment plant for irrigation. Priorities for expansion should be on golf courses in the City, large home owner associations on master meters, and in the Coastal Planning Area.

Objective B-2

To insure that potable water is available to meet consumption, a reduction in demand through year- round conservation and treatment plant enhancement shall be achieved.

Policy B-2.1 The City shall maintain its program of responsible consumption of water and shall strive to decrease the overall per capita consumption of water through continued implementation of the following techniques and programs: (Also see Objective A-4 of the Conservation Element).

- Maintaining its water rate structure which establishes an inverted block rate structure to set higher consumption rates for increased water use in order to promote reductions in water consumption as well as establishment of conservation surcharges, based on South Florida Water Management District formulae, and keyed to various levels of drought alert.
- Mandatory use of wells for irrigation purposes where conditions permit.
- Continued enforcement of water use laws.
- The consideration of xeriscape landscaping alternatives for all new development during the review of site and development plans.
- Continuation of the regular preventive maintenance program for water mains, pumps and meters.

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- Continuation and expansion of the wastewater effluent reuse program.
- Participating in SFWMD's Conservation Hotel and Motel Program (CHAMP) to promote water conservation for many of the City's hotels.

Policy B-2.2 The City's water utility shall perform at the following levels of service:

- Average finished water design flow of the water system @ 234.8 gpcd.
- Storage capacity for the water system @ 15% of maximum flow plus fire reserve at 1.5 mg, plus 25% of that total. (Based on 2007 figures, this amount is 5.6 mg).
- Minimum pressure for the water system @ 20 psi.

(Note: The above standards are currently met throughout the system).

Policy B-2.3 It shall be an obligation of new development to provide water system improvements to accommodate demands created by it and to meet the City's minimum design standards concurrent with development.

Objective B-3

The City shall provide for the protection of its potable water resources at all times, including, but not limited to, power outages and other emergency situations.

Policy B-3.1 Protection of existing wellfields shall be accommodated through the continued implementation of monitoring for salt water intrusion, wastewater pretreatment programs and monitoring wells and through enhanced quality control programs which provide early detection of possible contamination.

Policy B-3.2 The City shall maintain provisions in the program for raw water supply to require only minimal reliance upon wells which are subject to salt water intrusion.

Objective B-4

The City shall provide for the enhancement of the quality of its water through implementation of the following:

Policy B-4.1 Annual consumer confidence reports which describe the current condition of potable water, including at a minimum, water quality, consumption trends, and treatment methods, shall be distributed to residents.

Policy B-4.2 Whenever the opportunity occurs to uncover or examine an existing water main, an inspection shall be conducted relative to the presence of asbestos cement in the main. The results of each such inspection shall be logged and made a part of the Operation and Maintenance Plan.

Policy B-4.3 The City shall assist in discouraging urban sprawl within areas of County jurisdiction by denying requests to make water service available outside its existing Planning Area to areas which could be developed at low density with City water facilities.

Policy B-4.4 The City shall continue to meet the EPA stage 2 disinfection by-product rule requirements.

Objective B-5

The City shall ensure that there is an adequate water supply to meet existing and projected potable water needs in emergency and nonemergency situations, with the recognition that development which increases density also increases the demand for water.

Policy B-5.1 The City shall adopt and maintain a Water Supply Facilities Work Plan for at least a ten year period, based on the availability and appropriate use of regional water resources and the combined use of alternative water supplies to diversify the City's source of water and reduce dependence on the surficial aquifer. The Work Plan shall be consistent with the City's Water Use Permit renewals.

Policy B-5.2 The City shall consider the most current version of South Florida Water Management District's Lower East Coast Water Supply Plan and Regional Water Plan in developing a Water Supply Facilities Work Plan. The Work Plan will be updated within 18 months following an update of the Regional Water Supply Plan.

Policy B-5.3 The City will coordinate planning efforts regarding population projections and water demand with those of the Town of Gulfstream, to which it provides water service.

Policy B-5.4 The City will use the Water Supply Facilities Work Plan to prioritize and coordinate improvements to the City's water supply system.

Policy B-5.5 The City will maintain a current five-year schedule of capital improvements to the Water Supply System.

GOAL AREA "C" *SEWER COLLECTION SYSTEMS AND WATER DISTRIBUTION SYSTEMS SHALL BE PROVIDED TO UNSERVED AREAS, AND EXISTING SYSTEMS SHALL BE UPGRADED IN SUCH A MANNER AS TO PROVIDE FOR THE PROTECTION OF THE ENVIRONMENT THROUGH AN ACCELERATED IMPROVEMENT PROGRAM.*

Objective C-1

The condition and inventory of the water and sewer systems shall be kept current through regular updates of the City atlas and surveillance programs.

Policy C-1.1 The water distribution system atlas shall be maintained on an on-going basis and shall reflect current system inventory. Operational characteristics will be maintained utilizing an asset management program such as the Hansen Data Base Program, which shall be used in the planning of system extensions and upgrade requirements.

Policy C-1.2 The wastewater collection and transmission system atlas shall be maintained on an on-going basis and shall reflect current system inventory. Operational characteristics will be monitored by radio telemetry and surveillance programs, and shall be used in the planning of system extensions upgrade requirements.

Objective C-2

Upgrading of sewer and water facilities shall occur as quickly as possible based on available funding. System upgrades shall be funded through annual appropriations in the Water and Sewer Renewal and Replacement Fund.

Policy C-2.1 A study has been completed determining the total program cost of addressing remedial work needed, for wastewater lines and lift stations, to correct the problems with inflow and infiltration. The City shall allocate annual expenditures to complete the project by 2015.

Policy C-2.2 A study has been completed determining the total program cost of addressing remedial work needed to correct deficiencies in existing water lines. The City shall allocate annual expenditures to complete the project by 2015.

Objective C-3

Installation of wastewater collection facilities shall be programmed and provided when the need is demonstrated.

Policy C-3.1 New development shall be responsible for extending sewer service to and through the land to be developed. Said extensions shall meet the City's performance standards.

Policy C-3.2 Upgrading of existing wastewater facilities shall be provided for through annual appropriations in the capital improvement program.

Objective C-4

Installation of potable water distribution facilities shall be programmed and provided when the need is demonstrated.

Policy C-4.1 Upgrading of existing potable water facilities shall be provided through annual appropriations in the capital improvement program.

Policy C-4.2 New development shall be responsible for extending water service to and through the land to be developed. Said extensions shall meet the City's performance standards.

Objective C-5

Capital raised through the water and sewer enterprise funds shall be allocated as required by bond covenants.

Policy C-5.1 Transfers from enterprise funds to the general fund are made only for the fund's proportionate share of administrative costs and an in-lieu of tax payment.

Policy C-5.2 Annual allocations shall be provided for upgrading system components (i.e. manholes, hydrants, etc.) in the Water and Sewer Renewal and Replacement Fund.

Policy C-5.3 Upgrading of existing systems to construction and level of service standards and extension of new facilities to unserved, inhabited areas shall be financed through appropriations in the Water and Sewer New Capital Outlay Fund.

Policy C-5.4 Priorities for projects shall also consider other improvement projects (e.g. street construction and drainage) in establishing priorities.

Objective C-6

The City Commission in its role with the Board of the South Central Regional Waste Water Treatment Plant shall examine ways in which increased costs associated with capital expansion can be avoided with respect to property owners within the City.

Policy C-6.1 The Level of Service of the waste water treatment plant is hereby established as 115 gpcd up to the plant capacity of 12 mgd, in addition to the specific requirements of Boynton Beach.

Policy C-6.2 Commitments by the South Central Regional Waste Water Treatment Board for capital expansion at the wastewater treatment plant, are based on a 50%/50% cost sharing by the City of Delray Beach and the City of Boynton Beach. Costs related to operating the plant is based on the usage of Delray Beach and Boynton Beach respectively.

Policy C-6.3 Average and peak flow design capacity for the Regional Wastewater Treatment Plant shall be 24 mgd and 30 mgd respectively. Thus, capacity need shall be monitored by the South Central Wastewater Regional Treatment Plant Board.

GOAL AREA "D" *A COORDINATED AND COMPREHENSIVE PROGRAM FOR THE PROVISION OF ADEQUATE OFFICE FACILITIES FOR THE CONDUCT OF CITY BUSINESS SHALL BE CONTINUED.*

Objective D-1

Provisions are to be implemented to maintain and upgrade existing public facilities to a state of the art level of service and improve the appearance of the facilities.

Policy D-1.1 The City shall continue its established program for the maintenance and repair of buildings and facilities, including such items as roof replacement and major structural repair, in a timely manner to maintain the viability of the facility.

Policy D-1.2 The City shall continue its established program for the replacement of irreparable or obsolete buildings, facilities, and major facility elements and the upgrading of existing facilities to maintain their ability to deliver the established level of service to the community.

Policy D-1.3 All new construction projects shall be in accordance with Federal guidelines on accessibility. The City shall make modifications to existing facilities that are easily achievable without great expense, such that the facility will be in accordance with Federal guidelines on accessibility.

GOAL AREA "E" *PROPERTY DAMAGE AND INCONVENIENCE TO THE PUBLIC CREATED BY FLOODING AND POOR STREET CONDITIONS SHALL BE SUBSTANTIALLY REDUCED AND, WHERE POSSIBLE, ELIMINATED THROUGHOUT THE CITY.*

Objective E-1

A capital improvement program directed specifically to storm drainage and runoff management has been adopted by the City Commission, and capital projects, as

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identified in that program, shall be implemented with funding to come from the Stormwater Utility Fee.

Policy E-1.1 Criteria for determining project priorities shall be as defined in the Stormwater Master Plan, and based upon correcting current, localized problems.

Policy E-1.2 Minimum design standards for determining the scope of drainage projects shall be such as to establish a level of service at least equal to the standard of retaining the first one inch of runoff for the entire site, or 2.5 inches of water storage times the percentage of impervious area, whichever is greater, to protect water quality.

Policy E-1.3 Storm water drainage regulations which provide for the protection of natural drainage features and ensure that development utilizes storm water management systems which are compatible with this objective shall be retained.

Policy E-1.4 The City shall maintain through regulations the minimum design storm return frequency for stormwater facilities capacity.

Policy E-1.5 The City shall protect and enhance surface water quality through the full implementation of programs and activities included in the National Pollutant Discharge Elimination System (NPDES) permit.

Policy E-1.6 The City shall maintain a stormwater mapping system and maintenance program for storm sewers and structures.

Objective E-2

Drainage improvements and flood control measures shall be financed through the Stormwater Utility Fee. Funded projects shall be located throughout the City as opposed to being concentrated in a single quadrant. The fee shall be reassessed upon completion of the program.

Objective E-3

The street system under the City's jurisdiction shall be maintained and enhanced to provide a uniform level of service throughout the City and provide a safe and convenient transportation network.

Policy E-3.1 The program of resurfacing streets shall be maintained with at least the current funding level.

Policy E-3.2 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 2010.

GOAL AREA "F" *THE NEED FOR ENHANCEMENT OF PUBLIC FACILITIES AND THE PROCESSES USED TO IDENTIFY, PRIORITIZE, AND FINANCE IMPROVEMENTS SHALL BE PUT FORWARD IN A MANNER WHICH IS EASILY UNDERSTOOD BY THE PUBLIC AND IS CONSISTENTLY AND EQUITABLY APPLIED.*

Objective F-1

Public knowledge and understanding of public facilities and infrastructure planning shall be assured through continuation of the following practices: display of system maps for water, sewer and drainage in City Hall; ready availability of the Five Year Capital Improvement Plan; prominent display of pamphlets, innovative methods and website additions addressing water conservation, solid waste disposal, and other subjects relative to public facilities.

Objective F-2

Public awareness of the methods used to determine public improvement activities, and public input to the process, shall be encouraged.

Policy F-2.1 Public input through testimony received at public hearings, advertised and held before the Local Planning Agency, shall be solicited annually during winter months in order to identify geographic areas which are most in need of improvements.

Policy F-2.2 Criteria, as identified in the Capital Improvement Element, shall be followed in the establishment of priorities for construction of public facilities. On an annual basis, the Local Planning Agency shall forward to the City Commission a listing of new or revised priorities with written findings as to the relationship of projects to those criteria.

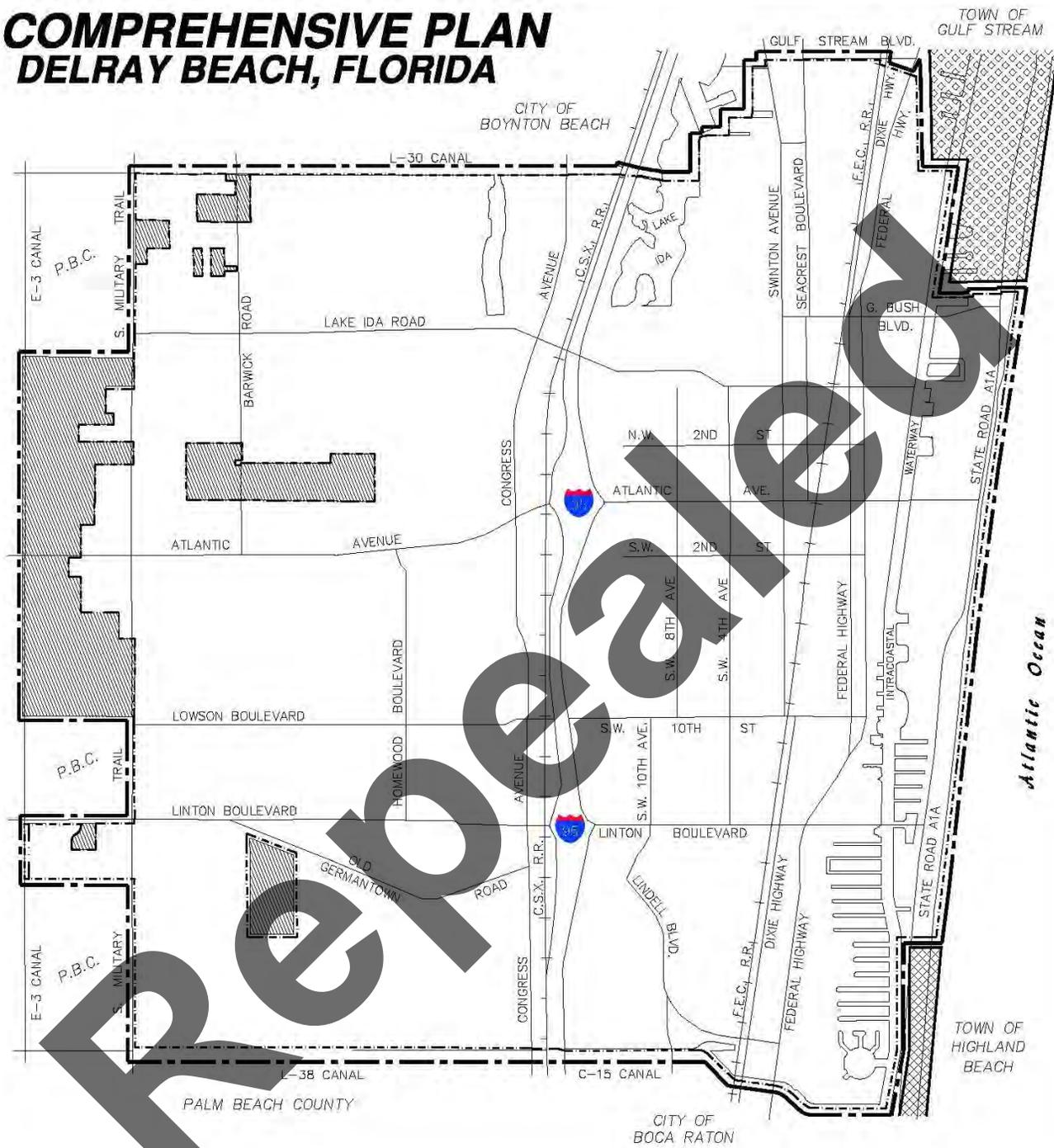
Policy F-2.3 Once established, program priorities shall not be altered except as allowed in the policies established for implementation of capital improvement programming.

Water Supply Facilities Work Plan Sub-Element

(Note: the 2015 Water Supply Facilities Work Plan Sub-Element is attached as an Appendix)

Repealed

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA





 GRAPHIC SCALE
 CITY OF DELRAY BEACH, FLORIDA
 PLANNING & ZONING DEPARTMENT
 MARCH 2015

PLANNING AREA MAP #1

LEGEND:	PLANNING AREA (ULTIMATE CITY BOUNDARY) 	CITY LIMITS 
TOWN OF GULF STREAM (WATER & FIRE SERVICE) 	TOWN OF HIGHLAND BEACH (SEWER & FIRE SERVICE) 	COUNTY JURISDICTION 

Repealed

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BACKGROUND	CM - 1
INVENTORY AND ANALYSIS	CM - 1
LAND USES	CM - 1
BEACH AREA	CM - 4
INTRACOASTAL WATERWAY	CM - 6
NATURAL DISASTER PLANNING	CM - 7
NEEDS AND RECOMMENDATIONS.....	CM - 9
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COASTAL MANAGEMENT ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Delray Beach Coastal Management Element (Coastal Planning & Engineering, Inc., 1989)
- 1996 Evaluation and Appraisal Report (City of Delray Beach, 1996)
- 2006 Evaluation and Appraisal Report (City of Delray Beach, 2006)
- 2015 10-Year Water Supply Facilities Work Plan (Kimley-Horn and Associates, 2015)
- 2017 Evaluation and Appraisal Report (City of Delray Beach, 2017)

The source documents, and other documents which are cited in the Element, are available for public review at the Planning and Zoning Department Offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

INVENTORY AND ANALYSIS

LAND USES

General

The City's Coastal Planning Area encompasses approximately 629 acres, bounded by the north and south City limits, and running from the Atlantic Ocean to a point approximately 200 feet west of the Intracoastal Waterway. The Coastal Planning Area includes the barrier island, the Intracoastal Waterway, and the Waterway's west shoreline.

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The length of the beach front is approximately three miles, approximately one mile of which is owned by the City. The barrier island varies in width from 1,000 to 2,000 feet. The land area on the barrier island is essentially built-out with only individual lots available for development. The land use is overwhelmingly residential with more than half the area zoned for single family detached housing. Commercial land uses are found along Atlantic Avenue and George Bush Boulevard.

On the west side of the Intracoastal Waterway, most of the remaining vacant land is located north of George Bush Boulevard. This area is addressed in a redevelopment plan (North Federal Highway Redevelopment Plan) jointly authored by the City and the Community Redevelopment Agency and adopted in March 1999. In other areas west of the Intracoastal Waterway, only isolated infill lots remain.

The Coastal Planning Area and its land uses are depicted in Map #23. Table CM-1 presents the acreage distribution of the land uses. There are no land use conflicts along either the beach front or the Intracoastal Waterway. There are no barrier island areas which are in the need of redevelopment. As noted, a portion of the North Federal Highway Redevelopment Area lies within the Coastal Planning Area.

TABLE CM-1
COASTAL PLANNING AREA LAND USES

LAND USE	AREA (acres)	% OF TOTAL AREA
Residential	553.6	88.0
Commercial	27.5	4.5
Industrial	0.0	0.0
Vacant	6.4	1.0
Recreation & Open Space	39.0	6.0
Education, Public & Other	2.5	0.5
TOTAL	629.0	100.00

Water-Dependent and Water-Related Uses

Water-related uses are depicted in Map #24. Water-dependent uses include only the beach itself and four marinas along the Intracoastal Waterway (Delray Harbor Club, Delray Beach Yacht Club, Ocean City Marina, and the City's Marina). Water-related uses include docking facilities and private marinas which are secondary to residential use. Three City parks provide water-related amenities: Veterans Park, with fishing and short term dockage, Knowles Park, with boat ramp facilities, and Mangrove Park, with boat ramp facilities.

There are no needs for additional water-dependent sites relative to meeting level of service needs of the Delray Beach Planning Area. However, there is a desire to provide additional water access through continued enhancement of Intracoastal and beach access opportunities, including enhancement of street ends that abut the Intracoastal Waterway.

Conflicts Among Shoreline Uses

There are no conflicts with future development (since there is minimum potential for future development). The most significant potential for conflict occurs with the preservation of the dune system and its vegetation while still providing accessibility to the beach. Continuation of existing beach and dune management programs will avert any such conflicts. The City is nearing completion of the implementation of the dune management plan adopted by the City Commission in January, 1995. The plan calls for removal of invasive exotics (primarily beachberry) and replacement with indigenous species, replicating the diversity of native dune environments. The continued vitality of this ecosystem is to be retained through maintenance activities by the Parks and Recreation Department.

There are no fishing piers, public docks or other traditional shoreline fishing areas along the ocean shoreline.

Economic Base

The planned economic character of the Coastal Planning Area, as depicted on the Future Land Use Map, is the same as exists today. This character is generally residential, with limited commercial development, providing support for both residents and tourists.

The economy of the Coastal Planning Area is reflective of the economy of the City as a whole, and in turn, of the region. It is a service economy based upon full-time residents. There is, however, a significant tourist and seasonal component within the economy that is oriented toward the beach resource.

Infrastructure

Public infrastructure facilities in the Coastal Planning Area include water and sewer systems, storm drains, and streets to serve the built out character of the area. Future infrastructure improvements will be those to assure that the Coastal Planning Area receives the same level of service as the rest of the City.

On the barrier island, the existing infrastructure systems for potable water, sewer, and streets accommodates existing development. The City has completed projects to provide reclaimed water to a significant portion of the island and has capital improvements plans to expand the system to most of the other potential residents

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identified in the Reclaimed Water Master Plan within the next five years. These projects will be included in the City's next update to their 5-year update is scheduled in the City's CIP (Capital Improvement Program)

Level of Service

The level of service for each infrastructure component in the Coastal Planning Area is the same as that for the rest of the City.

Historic Resources

There are two locally designated Historic Districts in the Coastal Planning Area. They are the Nassau Street Historic District and a portion of the Marina Historic District. There are ten individually designated structures on the local historic register. Those designated areas and other potential historic sites are shown on Map #8 in the Future Land Use Element. The City has a Historic Preservation Ordinance which is administered by the Historic Preservation Board. That ordinance requires issuance of a Certificate of Appropriateness by the Board prior to modification or new construction on properties in Historic Districts and on individually designated sites. There are no conflicts between the Future Land Use Map and historically designated sites.

Dredge Spoil Disposal Sites

No dredge spoil disposal sites have been identified as needed within the City throughout the planning period.

BEACH AREA

General

The beach area in Delray Beach consists of the barrier island lying east of the Intracoastal Waterway. The ocean shoreline is approximately three miles long. Of that frontage, the City is the upland owner of the 1 mile Municipal Beach; and Palm Beach County owns, and the City leases, the south 100 feet of the 500 foot long Atlantic Dunes Park. The remaining approximately two miles is adjacent to private lands. Permit conditions of the Beach Nourishment Project required the City to plat the Erosion Control Line (ECL), to fix the location of the mean high water line. Therefore, the sandy beach east of the ECL throughout the City is vested in the State pursuant to F.S. 161.191

Management of Natural Resources

Natural resources consist of the beach/dune ecosystem and the offshore reef. Maps depicting remaining natural resources and areas subject to coastal flooding are provided in Map #25 and Map #26.

In Delray Beach, there is a single offshore coral reef, in approximately 55 feet of water. Long term monitoring indicates this reef to be one of the healthiest and most diverse reef environments in the region. Between the reef and shore is sand bottom, there are no hard bottom areas or reef or rock outcrops.

The City has one of the premier beach erosion control and nourishment programs in the State. In 1973, the City constructed an initial beach restoration, placing 1.6 million cubic yards of sand in a 2.7 mile project area by hydraulic dredging from an offshore borrow area. Maintenance nourishment projects were constructed in 1978, 1984, 1992, and 2002. In 2005, emergency storm repair fill was undertaken to offset beach erosion associated with Hurricanes Frances and Jeanne, which impacted the area in 2004. Beach restoration and maintenance is an on-going project, with periodic maintenance nourishments. The next required nourishment is projected for the year 2012. The beach nourishment project has successfully provided storm protection for upland property. Since 1973, there has been no damage to upland property due to erosion or storm damage.

Beach nourishment has proven to be a very satisfactory solution to long term erosion. This method reacts in a similar manner to natural beaches, providing a flexible buffer to the impact of storm waves. In addition to recreation and storm protection, beach nourishment has recreated a habitat for nesting sea turtles.

The City has recreated a dune system at the Municipal Beach through a long term program of reconstruction and maintenance. Over the years, this has resulted in a distinct foredune and primary dune, vegetated in native species. In Atlantic Dunes Park, portions of the natural dune have survived. This remnant dune has been augmented with pioneer vegetation to recreate a foredune, and the entire dune system has been protected and enhanced. Adjacent to privately owned properties, remnants of the natural dune have also survived. Many property owners have undertaken vegetation projects similar to those of the City to recreate a vegetated foredune.

The City has had an on-going sea turtle conservation program since 1984. An average of 190 turtles per year nest in the City. This program includes nest monitoring and protection, and data collection such as nesting and hatching success. The City also maintains lighting restrictions during the nesting and hatching seasons. Other management practices include monitoring of both the beach, nearshore and reef environments, beach cleaning, and dune maintenance.

Beach Access

The following existing provisions have been made for public access to the beach:

- 663 parking spaces along SR A1A, Atlantic Avenue (east of the Intracoastal), and in six municipally maintained off-street parking areas;

- ❑ 33 designated and controlled pedestrian access points are provided to the more than one mile of public beach. The full extent (three miles) of the beach is accessible from these points;
- ❑ SR A1A runs parallel to the beach. The road functions at an average daily level of service (LOS) standard "C" north of Linton Boulevard, with LOS "D" south of Linton Boulevard, and is projected to function at LOS "D" throughout in 2010. This level of service is acceptable in light of the status of SR A1A as a policy constrained facility. Three bridges provide east/west access to A-1-A. The arterial streets along two of these routes have direct access to I-95. Accessibility of the beach is excellent.
- ❑ In addition to automobile access, the downtown area is served by the County-wide public bus system (Palm Tran). The beach area is located adjacent to the downtown, and is linked to it via a city shuttle system providing access to the beach area at Atlantic Avenue and A1A. In addition, bicycle parking facilities are provided throughout the beach area.

INTRACOASTAL WATERWAY

General

Technically, there is no estuarine environment in the Delray Beach Coastal Planning Area. The Intracoastal Waterway has been channelized throughout the City, and most of the shoreline is protected by seawalls. The natural areas which remain are not estuarine in a technical classification. However, the City and other responsible agencies consider it to be more than a transportation route and its estuarine features should be protected. Maps depicting remaining natural resources and areas subject to coastal flooding are provided in Maps #25 and #26. There are no significant areas that support manatees in the City, and the estimates of manatee sighting is relatively low. Even so, the City supports speed restrictions in the Intracoastal Waterway designed to protect this endangered species.

Three publicly owned parcels which front the Intracoastal have potential as preservation areas. The sites include Florida Inland Navigation District Parcels MSA 645 and 650, and the City-owned Donnelly Tract. All three sites have conservation land use designations and are zoned as conservation or open space areas. One of the most significant activities to be undertaken along the Intracoastal involves the preservation of these sites.

There are no known point sources of pollution along the Intracoastal Waterway other than places where storm water systems discharge into it. Implementation of projects and programs under the National Pollution Discharge Elimination System (NPDES) permit, together with standards already adopted in the Land Development Regulations for new construction and reconstruction, will bring the City in line with state and national standards for the quality of storm water runoff.

Access

- ❑ Three public parks (Veteran's Park, Knowles Park, and Mangrove Park) abut the Intracoastal Waterway. Knowles Park and Mangrove Park each provides two boat ramps. A municipally operated marina (22 slips) with a dock master is located on the Waterway.
- ❑ There are numerous private slips and private marinas (associated with condominium development) and three commercial marinas along the Waterway.
- ❑ Several street ends provide public access points to the Intracoastal Waterway where they intersect its right-of-way.

NATURAL DISASTER PLANNING

General

Natural disaster planning in the Coastal Planning Area involves all disasters, including hurricanes, tornadoes, floods, freezes and droughts. Due to the City's geographic location, the emphasis is directed toward hurricane response, including hurricane preparation and evacuation, post-storm evaluation and clean up, and long term post disaster redevelopment. As flooding is a key issue in the City associated with these Natural Disasters and can cause serious damage and potential loss of life, the City will continue to look for mechanisms to better monitor the "Peril of Flood" strategies as noted in F.S. 163.3178(2)(f).

Hurricane response plans are fully discussed in the City of Delray Beach Comprehensive Emergency Management Plan. The City has designated the Natural Incident Management System (NIMS) as the City's incident management standard for emergencies (including hurricanes) occurring within the city (Resolution 51-05). City personnel training is regularly updated through annual and pre-storm briefings, as table-top exercises.

Coastal High Hazard Area

The Coastal High-Hazard Area, as defined in F.S. 163.3178(2)(h), is the evacuation zone for a category 1 storm surge line as established in the regional hurricane evacuation study applicable to the City. For Delray Beach, this study is the Treasure Coast Transportation Analysis Hurricane Evacuation Study Update (2003). The western limits of the area are generalized in Map #27. The site-specific limits of the coastal high hazard area are based on vertical ground elevations below 6.3 NGVD. Therefore, significant portions of the area mapped in Map #27 are not, technically, in the Coastal High Hazard Area due to property elevation. The actual evacuation area in Delray Beach consists of the entire barrier island, together with mobile home parks, as directed by the Palm Beach County Division of Emergency Management. These areas are

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evacuated more because they can be isolated from emergency services than the threat of flooding.

Evacuation Planning

Planning for evacuation is accomplished under the auspices of the Palm Beach County Division of Emergency Management. A coordinated program exists between that agency and the City, based on the Hurricane Evacuation portion of the Palm Beach County Comprehensive Emergency Management Plan.

In Delray Beach, all of the barrier island would be evacuated in a category 1 hurricane, together with mobile home parks. In the case of more intense hurricane categories, the evacuation area would be expanded as stated in the City of Delray Beach Comprehensive Emergency Management Plan.

Three evacuation routes are designated, all of which have bridges over the Intracoastal Waterway. Bridge operations are directed by the Coast Guard and Palm Beach County Emergency Management Division to assure safe evacuation. The evacuation routes are:

- George Bush Boulevard to I-95, via Swinton Avenue and Atlantic Avenue
- Atlantic Avenue to I-95
- Linton Boulevard to I-95

In summary, the significant aspects of hurricane evacuation planning include:

- Within the City of Delray Beach, there is an existing population of approximately 7,120 within the Coastal High Hazard Area, of which approximately 3,711 reside on the barrier island (2000 U.S. Census).
- Evacuation routes can accommodate the population of the Coastal High Hazard Area with an evacuation time of 7-10 hours.
- There is one designated hurricane shelter (Atlantic Community High School) in the City limits, with a total capacity of 5,760 based upon a standard of 20 sq. ft. per person.
- There are no constraints to evacuation other than localized street flooding along evacuation routes and backlog traffic on I-95 and the Florida Turnpike, the regional evacuation routes.
- There are no hospitals or facilities for groups with special needs in the Coastal Planning Area, except for a life care retirement community with a nursing home component on Linton Boulevard, on the west side of the Intracoastal Waterway.

- No significant changes in these conditions would be created through development allowed by the Future Land Use Map.

Long Term Post Disaster Redevelopment

Post disaster redevelopment will replicate the existing land use pattern and character in the Coastal Planning Area. The Coastal Planning Area will remain primarily residential with a high level of public access to the beach. Commercial uses are restricted to the area along Atlantic Avenue and its intersection with SR A1A.

Except as provided in the one-year grace period for post-disaster reconstruction, all redevelopment will be required to conform to existing criteria as described in the Land Development Regulations. In addition to local regulations, the rules and regulations of the Florida Department of Environmental Protection regarding shoreline development (i.e. Erosion Control Line, Coastal Construction Control Line) have been incorporated by reference in the Land Development Regulations.

NEEDS AND RECOMMENDATIONS

- Continue efforts to take over management of FIND parcel 645.
- There is a desire to provide additional water access to the Intracoastal Waterway through additional marinas or boat ramp access, and to continue to enhance beach access. Since the last Comprehensive Plan EAR in 1996, the City has developed Mangrove Park which provides additional access to the Intracoastal Waterway and includes two additional boat ramps.
- Retain existing street end access to the Intracoastal Waterway and consider developing those sites as limited use mini-parks.
- Implement the projects and programs under the National Pollution Discharge Elimination System (NPDES) permit to control the quality of stormwater runoff.

**COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA**

**COASTAL
PLANNING AREA
EXISTING LAND USES**

MAP #23

LEGEND:

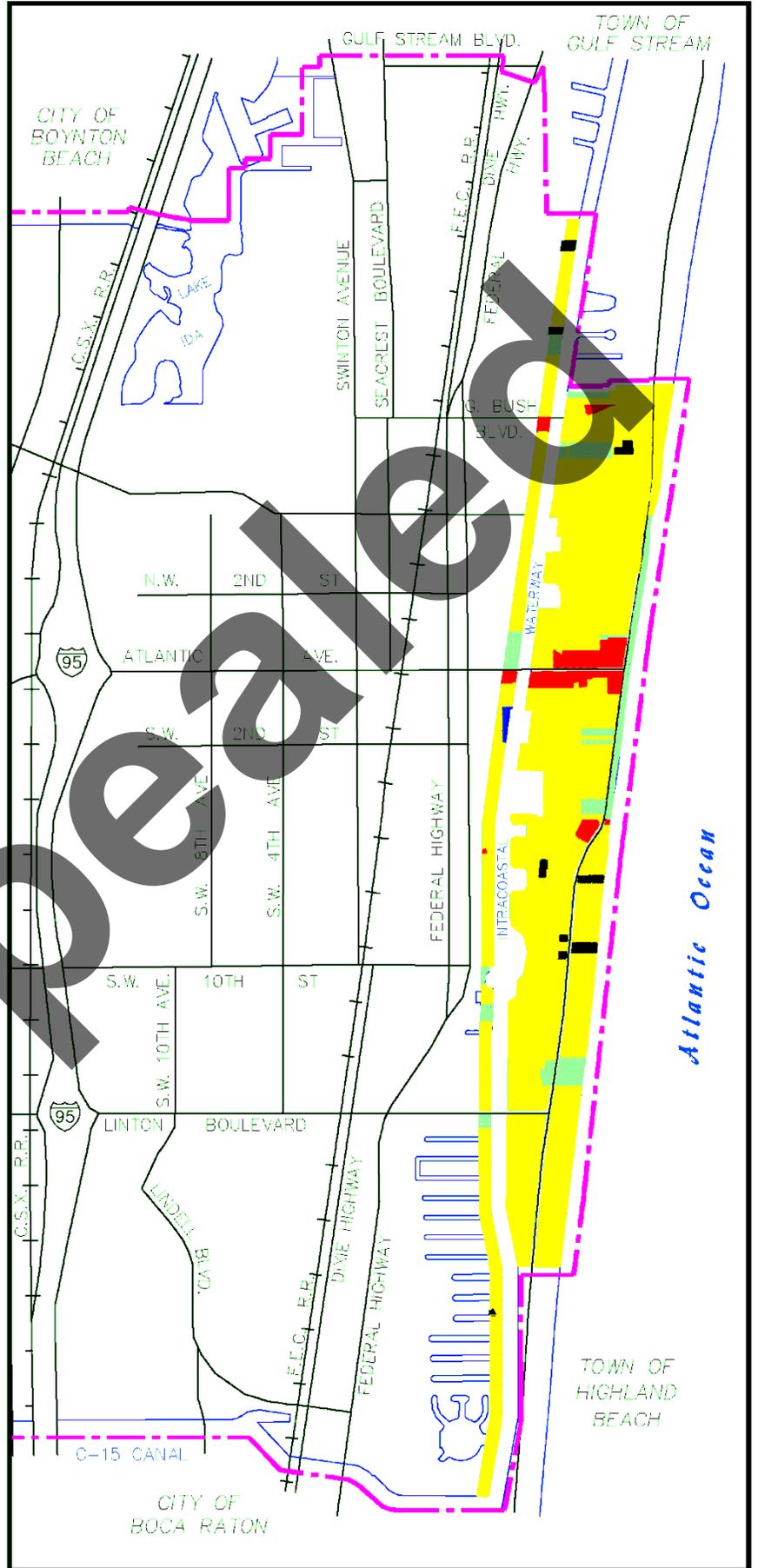
-  PUBLIC FACILITIES
-  RECREATION/OPEN SPACE & CONSERVATION
-  VACANT & AGRICULTURAL
-  RESIDENTIAL
-  COMMERCIAL
-  PLANNING AREA (ULTIMATE CITY BOUNDARY)

Reppealed



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008



**COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA**

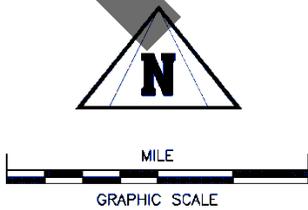
**COASTAL WATER
RELATED USES**

MAP #24

LEGEND:

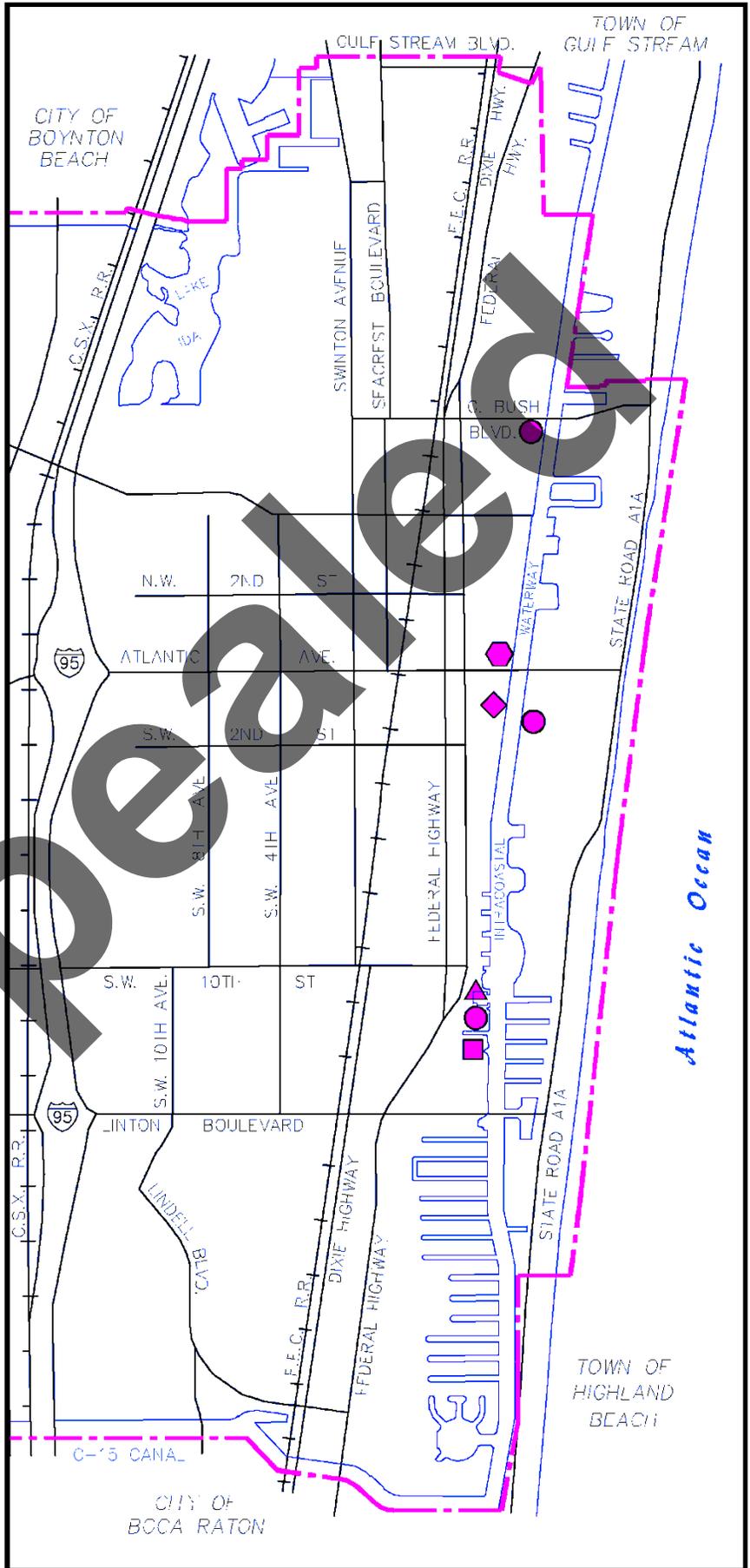
- COMMERCIAL MARINA ●
- CITY MARINA ◆
- VETERANS PARK ⬠
- KNOWLES PARK (BOAT RAMPS) ▲
- MANGROVE PARK (BOAT RAMPS) ■
- PLANNING AREA
(ULTIMATE CITY BOUNDARY) - - -

Repended



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008



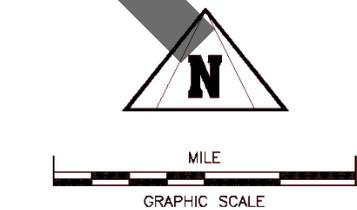
**COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA**

**COASTAL NATURAL
RESOURCES**

MAP #25

LEGEND:

- BEACH & DUNE HABITAT ●●●●
- COASTAL SCRUB HABITAT xxxxx
- ATLANTIC OCEAN/OFFSHORE REEF 
- INTRACOASTAL WATERWAY HABITAT (INTRACOASTAL ITSELF) 
- PLANNING AREA (ULTIMATE CITY BOUNDARY) - - - - -



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008



Repealed

**COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA**

**COASTAL AREAS
SUBJECT TO
FLOODING**

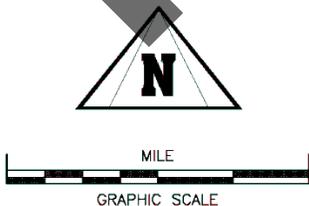
MAP #26

LEGEND:

- SPECIAL FLOOD HAZARD AREA
INUNDATED BY 100 YEAR FLOOD 
- AREAS OF 500 YEAR FLOOD 
- AREA DETERMINED TO BE OUTSIDE
THE 500 YEAR FLOOD PLAIN 
- PLANNING AREA
(ULTIMATE CITY BOUNDARY) 

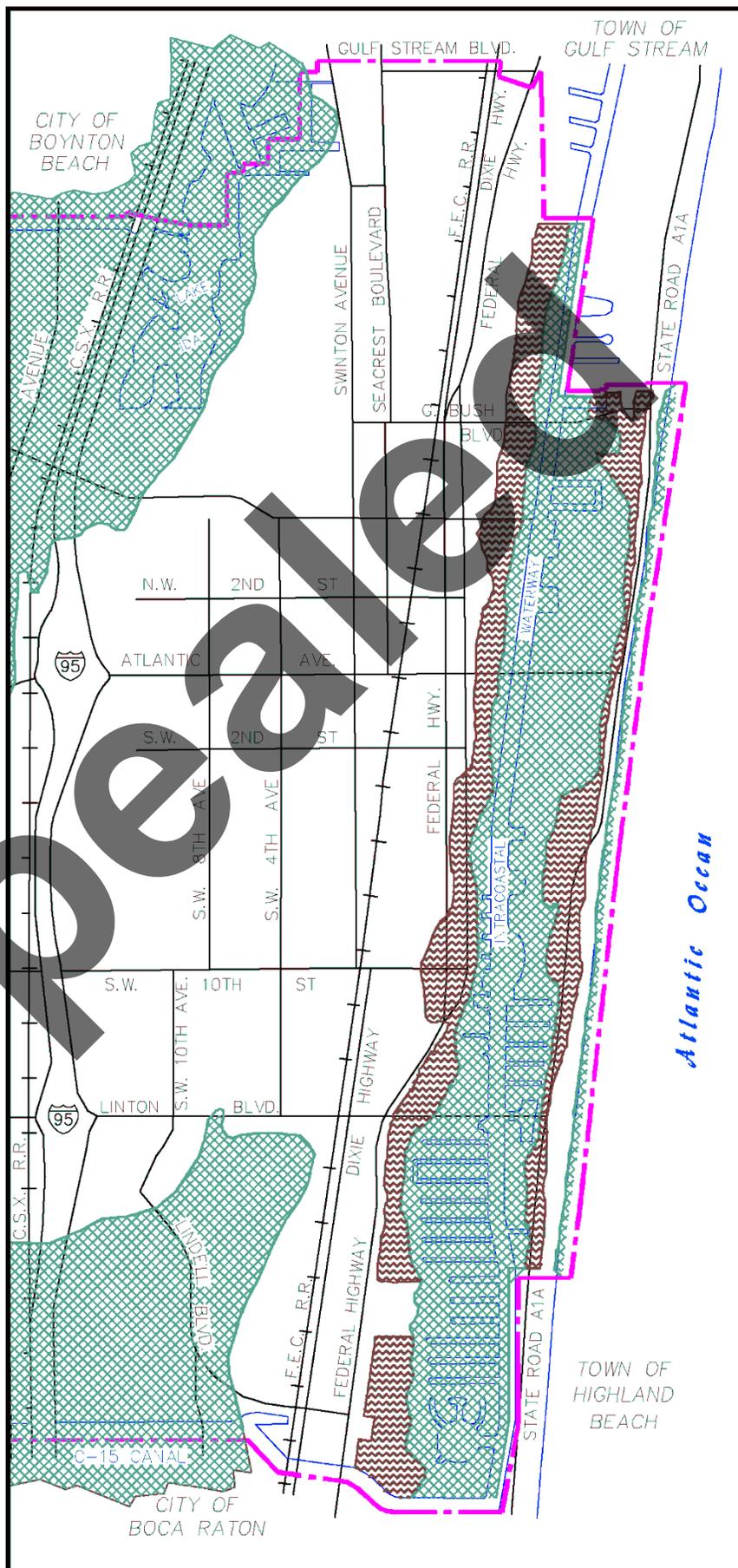
SOURCE: FLOOD INSURANCE RATE MAP,
TREASURE COAST JURISDICTION OF PALM
BEACH COUNTY, JANUARY 1989. (FEDERAL
EMERGENCY MANAGEMENT AGENCY,

Reproduced
ORIGINAL



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PLANNING & ZONING DEPARTMENT

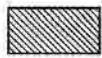
MARCH 2008



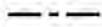
**COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA**

**COASTAL HIGH
HAZARD AREA
- GENERALIZED LIMITS -
MAP #27**

LEGEND:



GENERALIZED LIMITS OF THE COASTAL HIGH HAZARD AREA BASED ON THE CATEGORY 1 STORM SURGE LINE FROM THE MOST CURRENT STORM SURGE ATLAS PREPARED BASED ON THE SLOSH MODEL



PLANNING AREA (ULTIMATE CITY BOUNDARY)

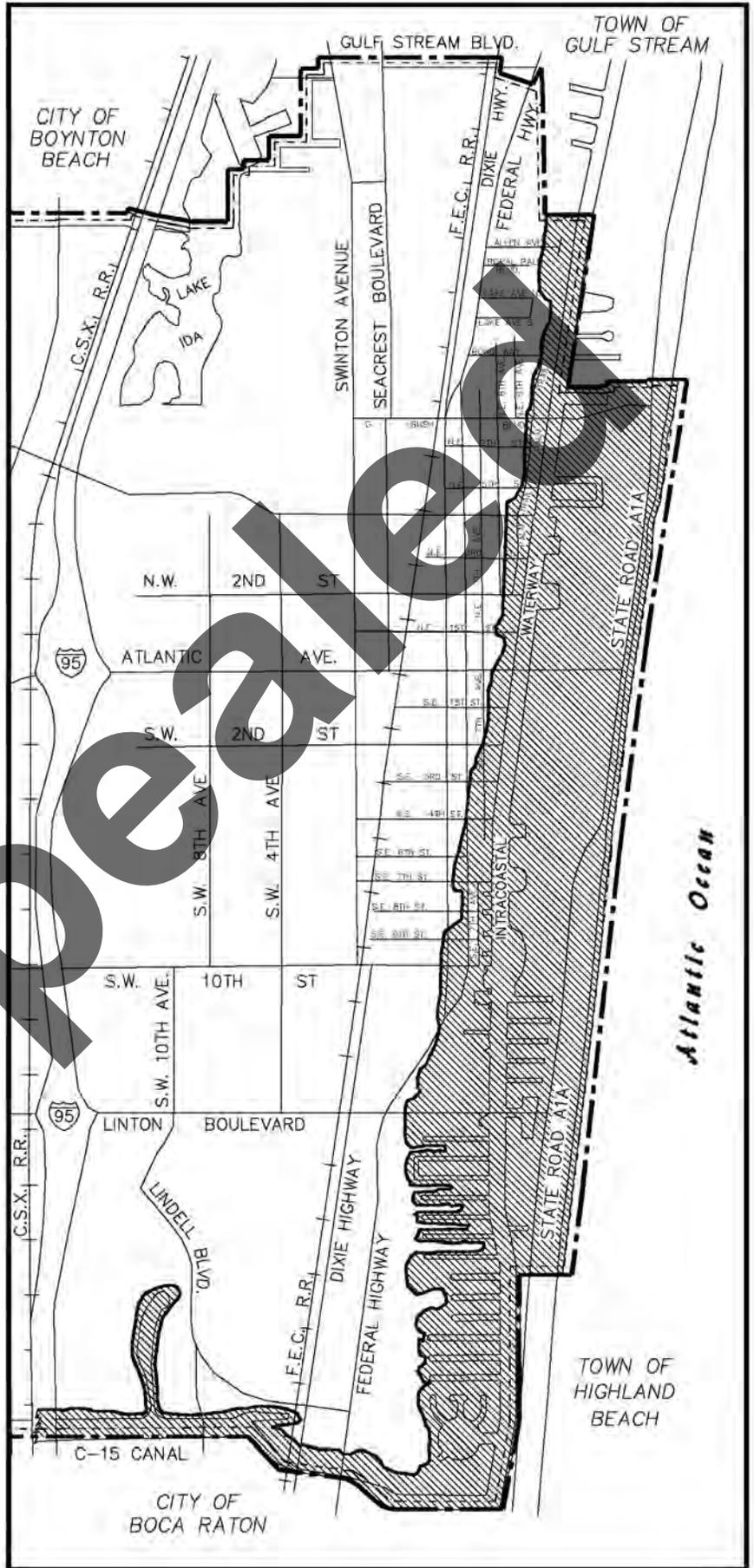
SOURCE: FLORIDA HURRICANE SURGE ATLAS, TREASURE COAST JURISDICTION OF PALM BEACH COUNTY, NOVEMBER 1993.

NOTE: INFORMATION ON THIS MAP IS A GENERALIZED REPRESENTATION OF A CATEGORY 1 HURRICANE SURGE LIMIT. PLEASE CONSULT THE SOURCE ATLAS FOR THE PRECISE LIMIT.



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT

MARCH 2008



GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" PROTECTION OF NATURAL COASTAL ENVIRONMENT

Objective A-1 Coastal Management Programs

- Policy A-1.1 Environmental Assessment Required
- Policy A-1.2 Water, Sewer and Storm Drainage
- Policy A-1.3 Dune and Beach Studies
- Policy A-1.4 Private Beach Access
- Policy A-1.5 Sea Turtle Protection

Objective A-2 Intracoastal Waterway

- Policy A-2.1 FIND Parcels 645 and 650
- Policy A-2.2 Storm Water Runoff
- Policy A-2.3 Multi-Jurisdictional Impacts
- Policy A-2.4 Boating Facilities

Objective A-3 Ocean Outfall

Objective A-4 Intergovernmental Regulation/Management

- Policy A-4.1 Countywide Coastal Council
- Policy A-4.2 Program Implementation Participation
- Policy A-4.3 "Countywide" Application of Regulations

GOAL AREA "B" ECONOMIC DEVELOPMENT

Objective B-1 Accessibility

- Policy B-1.1 Public Parking
- Policy B-1.2 Additional Marina Facilities
- Policy B-1.3 Public Beach Access
- Policy B-1.4 Street Ends
- Policy B-1.5 Deep Water Artificial Reef

Objective B-2 Historic Preservation

- Policy B-2.1 Marina Historic District
- Policy B-2.2 Individual Historic Structures

Objective B-3 Beach as an Economic Resource

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Policy B-3.1 Ocean Boulevard Streetscape
Policy B-3.2 Beach Use Restrictions

GOAL AREA "C" *DEVELOPMENT AND REDEVELOPMENT*

Objective C-1 *Historic Preservation*

Policy C-1.1 North Portion of Marina District
Policy C-1.2 Southernmost Portions of Marina District

Objective C-2 *Levels of Service*

Objective C-3 *Future Development on the Barrier Island and Marina Historic District*

Policy C-3.1 Consistent Zoning
Policy C-3.2 Maintain Intensity, Infill Connection to Stormwater and Sewer Systems
Policy C-3.3 Reconstruction Limitations
Policy C-3.4 Development Concurrency
Policy C-3.5 Post-Disaster Redevelopment Grace Period
Policy C-3.6 Recreational and Commercial Working Waterfronts
Policy C-3.7 Recreational and Commercial Working Waterfront Incentives.

Objective C-4 *F.I.N.D. Parcels*

Policy C-4.1 Transfer of Jurisdiction to City
Policy C-4.2 Future Use

Objective C-5 *Prioritizing Shoreline Uses*

Policy C-5.1 Shoreline Land Use Priorities

Objective C-6 *Construction Standards*

Policy C-6.1 Coastal Construction Control Line and Erosion Control Line

Objective C-7 *Limit Public Expenditures*

GOAL AREA "D" *PROTECTION, DISASTERS, REDEVELOPMENT*

Objective D-1 *Emergency Preparedness Plan*

Policy D-1.1 Hazard Mitigation

Policy D-1.2 Annual Comprehensive Emergency Management Plan Review

Objective D-2 **Hurricane Evacuation Times**

Objective D-3 **Comprehensive Emergency Management Plan Annual Review**

Policy D-3.1 Immediate and Short-Term Aspects

Policy D-3.2 Land Use and Character

Policy D-3.3 Reconstruction Limitations

Objective D-4 **Protection Re Water Related Damages & Safety**

Policy D-4.1 Seawalls

Policy D-4.2 Intracoastal Waterway Speed Restrictions

Repealed

GOAL AREA "A" THE CITY SHALL CONTINUE ITS PROGRAMS FOR THE PROTECTION, CONSERVATION, AND ENHANCEMENT OF THE NATURAL COASTAL ENVIRONMENT AND SHALL UNDERTAKE ADDITIONAL ACTIVITIES WHICH PROTECT THIS FRAGILE ENVIRONMENT.

Objective A-1

The City shall continue its established and ongoing programs that meet the following objectives: 1) Maintain, restore, and enhances the overall quality of the coastal zone environment, including its amenities and aesthetic values, 1) Preserve the existence of viable populations of all species of wildlife and marine life, 3) Protect the utilization and preservation of all living and non-living coastal zone resources, 4) Avoid irreversible and irretrievable loss of coastal zone resources, 5) Limit public expenditures that subsidize development in coastal high-hazard areas, 7) protect human life against the effects of natural disasters, 8) Preserve historic and archeological resources, including sensitive adaptive use, and 9) Consider the development of an adaption action area for low-lying coastal areas that experience coastal flooding due to extreme high tides and storm surge, and are susceptible to sea level rise. A report of the status of those programs shall be prepared annually and made available to the public at the Town Hall Meeting, at City Hall, and on the City's website.

Comment: The above programs all exist within the City's Coastal Planning Area and are already institutionalized. These existing programs meet the intent of F.S. 163.3177(6)(g).

Policy A-1.1 Any development proposal for property within the Coastal Planning Area which has the potential to adversely impact wetlands, wildlife habitat, living marine resources, and/or the beach and dune system shall be subject to the requirement of having an environmental assessment performed and presented as a part of that development proposal.

Policy A-1.2 Development in the Coastal Planning Area shall use only potable water from the City's municipal water system and shall connect to the municipal sanitary sewer system. The use of well water shall be prohibited. Stormwater discharge into waterways is prohibited except via an approved connection to the municipal storm sewer system or privately permitted system through SFWMD or LWDD.

Policy A-1.3 The City shall undertake beach and dune studies as required by permitting agencies to monitor and maintain the Beach Renourishment Project.

Policy A-1.4 Whenever new, private access is to be provided to the beach it shall be via approved access points which shall not disturb the dune or vegetative communities.

Policy A-1.5 The City shall protect sea turtles and their nesting habitat through continuation of lighting restrictions, monitoring and education programs.

Objective A-2

Although the Intracoastal Waterway (ICWW) has been dredged and improved throughout the City and South Florida, its remaining estuarine characteristics should be protected. Such protection shall be accomplished through the following policies.

Policy A-2.1 Florida Inland Navigation District (FIND) parcels 645 and 650 (Mangrove Park) shall be controlled so that their long-term use serves the environmental purposes of this goal area.

Policy A-2.2 The quality of the ICWW shall continue to be improved by the control of storm runoff and the implementation of the projects and programs in the National Pollution Discharge Elimination System (NPDES) permit.

Policy A-2.3 The City shall monitor development requests in adjacent communities. If it is not apparent that there will be no adverse impacts upon the Intracoastal Waterway, the item shall be referred to the IPARC (Intergovernmental Plan Amendment Review Committee) or Treasure Coast Regional Planning Council for review and mediation as needed.

Policy A-2.4 Any new marinas and boating facilities which are proposed within the City shall be limited to a maximum of six powerboat slips per one hundred linear feet of shoreline owned or controlled by the applicant for such facility, except the C-15 Canal and portion of the Intracoastal Waterway, approximately 1,000 to the north of the canal, which shall be limited to one powerboat slip per one hundred linear feet of shoreline owned by the applicant, as recommended in the boating facility siting plan in the Palm Beach County Manatee Protection Plan, adopted on August 21, 2007.

Objective A-3

The City shall protect and enhance the quality of the marine habitat through support for effluent reuse and deep water injection by the South Central Regional Wastewater Treatment Facility Board, with the ultimate goal of eliminating dependence on the ocean outfall for other than emergency and DEP permitted exceptions.

Objective A-4

The City of Delray Beach shall seek coordination with adjacent communities in matters dealing with the goals of the Coastal Management Element through the following policies:

Policy A-4.1 The City shall, through the Palm Beach Countywide Coastal Council, exchange information regarding beach/dune system protection and management, sea turtle protection, habitat protection and enhancement, and water quality.

Policy A-4.2 The City shall continue to participate with its adjacent units of government along the Intracoastal Waterway in responding to their efforts to implement programs contained within its Comprehensive Plan or their Comprehensive Plans for the protection of living marine resources, the reduction of exposure to natural hazards, and the continuing provision of public access.

Policy A-4.3 The City shall continue to support the concept of "countywide" application of regulations which are targeted toward the protection of existing resources. When such measures are enacted, the City shall provide the clerical and technical support personnel, in the appropriate department, to provide for the effective implementation of such ordinances.

GOAL AREA "B" *THE COASTAL PLANNING AREA IS A VITAL COMPONENT OF THE ECONOMIC BASE OF THE CITY. HOWEVER, THE BARRIER ISLAND SHALL NOT BE COMMERCIALIZED AND PROMOTED TO THE EXTENT THAT IT DIMINISHES THE BEACH RESOURCES.*

Objective B-1

Accessibility to the public beach areas and waterways along Delray's recreational and commercial working waterfronts, as defined in 342.07, FS, shall be maintained and enhanced after gathering residents' input through the following policies:

Policy B-1.1 The City shall retain the existing public parking under its control on the barrier island, and shall explore opportunities to expand parking for increased public beach access.

Policy B-1.2 Additional marina facilities and waterway access shall be provided pursuant to the boating facility siting plan in the Palm Beach County Manatee Protection Plan, adopted on August 21, 2007. The City shall maximize opportunities for public access to the Intracoastal Waterway while protecting the environment.

Policy B-1.3 Whenever development is proposed east of SR A-1-A a survey of the property shall be required. Said survey shall identify any public access to lands seaward of the mean high tide or Erosion Control Line (ECL) by prescription, prescriptive easement, or any other legal means or a surveyor's note that no such access exists. Such access shall not be eliminated or replaced, except in compliance with F.S. 161.55(6).

Policy B-1.4 The City shall retain all existing public access to the Intracoastal Waterway, including street ends, and should consider enhancement of the street ends as pocket parks with reasonable use restrictions including limited hours of operation.

Policy B-1.5 The City shall request that the County study the feasibility of establishing a deep water artificial fishing reef in the Delray Beach area in conjunction with its artificial reef program.

Objective B-2

The value of historic preservation to economic development is recognized and shall be a component of economic development programs throughout the City. With respect to the Coastal Planning Area, this relationship shall be achieved through the following policies:

Policy B-2.1 The Marina Historic District shall embrace principles of historic preservation and economic development in a sensitive and blending manner. See Objective C-1 for the specific implementation program.

Policy B-2.2 Individual historic structures shall continue to be designated pursuant to the City's Historic Preservation Ordinance.

Objective B-3

The City shall protect the beach as an economic resource by continuing to provide a valuable amenity for beach users, including reasonable support facilities, without jeopardizing the essentially passive character of the beach and its value as a natural resource. This objective shall be achieved through activities as expressed in the following policies:

Policy B-3.1 Municipal funds shall continue to be allocated in each year's budget for enhancement of the streetscape. Priority shall be on plantings along Ocean Boulevard (SR A-1-A). Enhancements shall include the maintenance of indigenous plants installed as part of the Dune Management Plan and the provision of street furniture particularly at beach access points and areas of congregation.

Policy B-3.2 The high quality of the Municipal Beach shall be retained through current use restriction programs. The beach concession, under contract with the City, may be allowed to provide certain limited recreational amenities for beach visitors. The services provided are limited to the rental of chairs, umbrellas, cabanas, and boogie boards. All other concessions shall be prohibited. Cooking on the beach shall be prohibited and litter law enforcement shall be strictly enforced except for publicly endorsed events.

GOAL AREA "C" *DEVELOPMENT AND REDEVELOPMENT IN THE COASTAL PLANNING AREA SHALL BE COMPATIBLE WITH THE EXISTING CHARACTER OF THE AREA, BEACH OVERLAY*

DESIGN GUIDELINES AND HISTORIC PRESERVATION GUIDELINES AND SHALL PROVIDE FOR A SENSITIVE BALANCING OF THE NEED FOR ENVIRONMENTAL PROTECTION.

Objective C-1

The retention, rehabilitation, and protection of historic resources as provided for in the City's Historic Preservation Ordinance shall continue to be applied in the Coastal Planning Area. In coordination with the residents and the Historic Preservation Board, all efforts will be made to keep all the listed historic structures in the coastal planning area in fine condition and to list additional structures and districts as needed.

Policy C-1.1 The northernmost portion of the Marina Historic District, located in the first and second blocks and zoned CBD and RM shall be developed with the active participation of both the Historic Preservation Board and the Community Redevelopment Agency.

Policy C-1.2 The southernmost portions of the Marina Historic District, located in the third and fourth blocks and zoned R-1AA, shall continue to be enhanced through the renovation of existing single family and multi-family structures, sensitive rehabilitation of historic structures, and new construction which is appropriate and compatible to the historic district.

Objective C-2

The Level of Service to be provided for land within the Coastal Planning Area shall be the same as elsewhere in the City with respect to traffic circulation, recreation and open space, solid waste, water supply, drainage, and sewage capacity.

Objective C-3

Development, redevelopment or conservation on the barrier island and in the Marina Historic District shall occur in a manner which does not change the character, intensity of use, or demand upon existing infrastructure in the Coastal Planning Area, as dictated in the following policies:

Policy C-3.1 Remaining, isolated infill lots shall be developed under zoning which is identical or similar to the zoning of adjacent properties; and, the resulting development shall be of a design and intensity which is similar to the adjacent development.

Policy C-3.2 There shall be no change in the intensity of land use designation within the barrier island and all infill development which does occur shall connect to the City's storm water management system and sanitary sewer system.

Policy C-3.3 Whenever a structure is damaged to an extent of greater than 50% of its value, it shall not be reconstructed unless such reconstruction complies with the requirements of the zoning district which applied to the property and with the policies of the Coastal Management Element of the Comprehensive Plan, except as provided in Policy C-3.5.

Policy C-3.4 Development in the Coastal Planning Area shall be subject to the same findings of concurrency as is required for other development in the City and shall additionally include a finding that such development is consistent with the densities proposed by the Future Land Use Element, except as provided in Policy C-3.5, and is consistent with coastal resource protection and safe evacuation programs.

Policy C-3.5 Whenever a commercial, residential, hotel, motel, or resort dwelling unit structure is destroyed to an extent of greater than 50% of its value by disaster, the structure may be rebuilt to pre-disaster use, densities and heights if permit applications are submitted within one year following the disaster. Current fire and building codes shall be met; current parking, building setbacks, and landscape requirements shall be complied with as closely as possible. For purposes of this policy, disaster means any non-self imposed catastrophic damage including, but not limited to, fire, flood and storm.

Policy C-3.6 In order to preserve the character of the City's recreational and commercial working waterfronts, it is hereby prohibited for redevelopment projects to delete components which provide for public interaction with the waterfront.

Policy C-3.7 In FY2009/10, the City shall develop incentives for development projects which increase public interaction with and enhance the City's recreational and commercial working waterfront. The City shall consider developing performance standards which guide the review of proposals in this respect.

Objective C-4

Florida Inland Navigational District (FIND) parcels 645 and 650 (Mangrove Park) shall be maintained and enhanced as conservation and marine habitat areas, and public access points. This objective shall be achieved through the following policies.

Policy C-4.1 The City, through its Parks and Recreation Department, shall continue to work with FIND to transfer these properties into City control upon termination of their need by the District.

Policy C-4.2 The City, through its Parks and Recreation Department, shall continue its programs for the acquisition and perpetual use of the FIND properties as marine and wildlife habitats through retention of flora and fauna and the possibility of sites for the relocation of mangroves which must be relocated from elsewhere along the Intracoastal Waterway, and development of Intracoastal Waterway access.

Objective C-5

Ocean shoreline uses shall only be for beach purposes. Beach purposes include, but are not limited to, normal beach recreation, designated areas for recreational activities, lifeguard towers, access facilities, dune and beach restoration, and beach cleaning and maintenance.

Policy C-5.1 The highest priority for ocean shoreline use in the City of Delray Beach shall be for beach purposes which shall include recreation and conservation. There shall be no commercial development nor water-dependent development (except the beach) or water-related uses, except those permitted pursuant to Policy B-3.2, along the shoreline which abuts the beach. Residential development shall not exceed a height greater than 48', except as provided in Policy C-3.5, from the elevation of the crown of SR A-1-A and shall be constructed in accordance with the City's Coastal Protection Ordinance.

Objective C-6

The rules and regulations of the Department of Natural Resources which establish a "Coastal Construction Control Line" and an "Erosion Control Line" shall continue to be enforced as a part of the Land Development Regulations.

Policy C-6.1 The City shall continue to administer its adopted regulations which prohibit non-beach related construction seaward of the Erosion Control Line (ECL) and which provide performance standards for construction seaward of the Coastal Construction Control Line (CCCL).

Objective C-7

There shall be no public expenditures which subsidize expanded development on the barrier island, unless such expenditures are necessary to: provide services to development allowed by the Future Land Use Map at the same level of service as the rest of the City; provide for recreational needs; maintain, restore or enhance natural resources; maintain adequate evacuation times; and maintain or enhance public beach access and use.

GOAL AREA "D" *THE CITY SHALL ENHANCE ITS EFFORTS FOR PREPARING FOR AND HANDLING DISASTERS WITHIN THE COASTAL REGION, SHALL PREPARE FOR REDEVELOPMENT IN THE EVENT THAT A DISASTER DOES OCCUR, AND SHALL DEVELOP PROGRAMS FOR THE PROTECTION OF PROPERTY AND SAFETY OF INDIVIDUALS IN CIRCUMSTANCES OTHER THAN DISASTERS.*

Objective D-1

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The City shall continue its established and ongoing programs for emergency preparedness, emergency evacuation, disaster relief, and coastal construction practices and shall enhance those programs through periodic reviews by the existing positions of City Manager, Fire Chief and Chief Building Official, as appropriate.

Policy D-1.1 Appendix I, Hurricane Evacuation; to Annex V, Evacuation, (III-L) of Palm Beach County's Comprehensive Emergency Management Plan and its attendant recommendations for hazard mitigation and interagency hazard mitigation reports is hereby adopted by the City of Delray Beach and the Coordinator of Emergency Services is directed to provide for the effective implementation and coordination required by those recommendations.

Policy D-1.2 The Fire Chief shall annually review the City's Comprehensive Emergency Management Plan to insure that base data is current and that the Guide is consistent with the Palm Beach County Comprehensive Emergency Management Plan.

Policy D-1.3 The Coastal High Hazard is defined as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake and Overland Surges for Hurricanes (SLOSH) computerized storm surge model, as described in F.S. 163.3178(2)(h).

Policy D-1.4 Based upon modeling of current and future sea level rise, using the NOAA Sea Level Rise Bathtub Inundation Methodology, the City of Delray Beach shall identify potential adverse impacts and identify and map areas vulnerable to these impacts. This shall include the identification of existing, pending, and proposed development and infrastructure that would be inappropriate or unsafe as a consequence of current and future flood hazard.

Objective D-2

There shall not be any development upon the barrier island which shall reduce hurricane evacuation time beyond its present level or which shall lower the level of service at the intersections of SR A-1-A and Atlantic Avenue; George Bush Boulevard and SR A-1-A; or at Linton Boulevard and SR A-1-A.

Objective D-3

A Comprehensive Emergency Management Plan, which includes the existing disaster planning and recovery programs of the City shall be reviewed annually.

Policy D-3.1 The immediate and short-term aspects shall address:

- mobilization for cleanup, repair, and restoration of services;
- the removal of hazards and damaged structures;

- ❑ coordination of interagency hazard mitigation and response reports/programs.

Policy D-3.2 The long range redevelopment portion shall provide for land use and character of development which presently exists except that the height of reconstructed buildings shall be limited to the then current height regulations of the City, except as provided in Policy C-3.5.

Policy D-3.3 Whenever a structure is damaged to an extent of greater than 50% of its value, it shall not be reconstructed unless such reconstruction complies with the requirements of the zoning district which applied to the property, except as provided in Policy C-3.5, and with the policies of the Coastal Management Element of the Comprehensive Plan.

Objective D-4

Programs shall be undertaken to protect property from water related damages and to provide for the safety of individuals.

Policy D-4.1 The City's seawall ordinance and regulations shall be reviewed annually by the Engineering Department, modifications made, and public information distributed to the effect of implementing an enhanced program for seawall maintenance through inspection and private rehabilitation.

Policy D-4.2 The City supports the designation and continuation of speed restrictions, as established by the Florida Department of Environmental Protection, throughout the entire length of the Intracoastal Waterway within the City limits.

Policy D-4.3 As part of the existing permitting and zoning approval procedures, the City shall review all plans for construction within the floodplain area to be consistent with, or more stringent than the minimal requirements addressed in the Florida Building Code.

Policy D-4.4 The City shall continue to participate in the Southeast Florida Regional Climate Change Compact, and evaluate the feasibility of involvement in the following:

- a) Participation with the South Florida Regional Council on future sea level rise vulnerability prediction modeling.
- b) Adoption of the Southeast Florida Regional Climate Change Compact *Regional Climate Action Plan* recommended adaptation strategies and engineering solutions to eliminate inappropriate and unsafe development as a consequence of current and future flood hazards.

Policy D-4.5 The City shall consider policies within the coastal management element that improve resilience to coastal flooding to areas that may include: areas below, at, or

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near mean higher high water; areas which have a hydrological connection to coastal waters; or areas designated as evacuation zones for storm surge (F.S., 163.3164 and 163.3177(6)(g)).

Policy D-4.6 The City shall continue to participate in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for residents.

Repealed

BACKGROUNDCO - 1
INVENTORYCO - 1
ANALYSIS.....CO - 4
NEEDS AND RECOMMENDATIONS.....CO - 8
GOALS, OBJECTIVES, AND POLICIESCO - 9

LIST OF MAPS

MAP # 10 - LOCATION OF NATIVE ECOSYSTEMSCO - 3

Repealed

CONSERVATION ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Conservation Element (Post, Buckley, Schuh & Jernigan, Inc., 1989)
- 1996 Evaluation and Appraisal Report (City of Delray Beach, 1996)
- 2006 Evaluation and Appraisal Report (City of Delray Beach, 2006)
- 2015 10-Year Water Supply Facilities Work Plan (Kimley-Horn and Associates, 2015)
- 2017 Evaluation and Appraisal Report (City of Delray Beach, 2017)

The source documents, and other documents which are cited in the Element, are available for public review at the Planning and Zoning Department offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

INVENTORY

The following summary is prepared to facilitate review with the requirements of F.S. 163.3177(6)(d). As a summary, only significant items are highlighted. The source documents should be referred to for more information.

The following natural resources, as listed in F.S.163.3177(6)(d), are found within the Delray Beach Planning Area:

- Surface Waters
 - ◆ The Intracoastal Waterway
 - ◆ Lake Ida (80 acres)
 - ◆ South Florida Water Management District (SFWMD) Canal C-15
 - ◆ Several Lake Worth Drainage District (LWDD) equalizer and lateral canals
 - ◆ Private water bodies used primarily as water retention areas (drainage requirements)
 - ◆ The Atlantic Ocean

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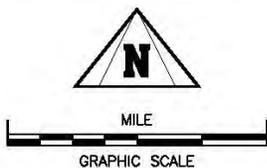
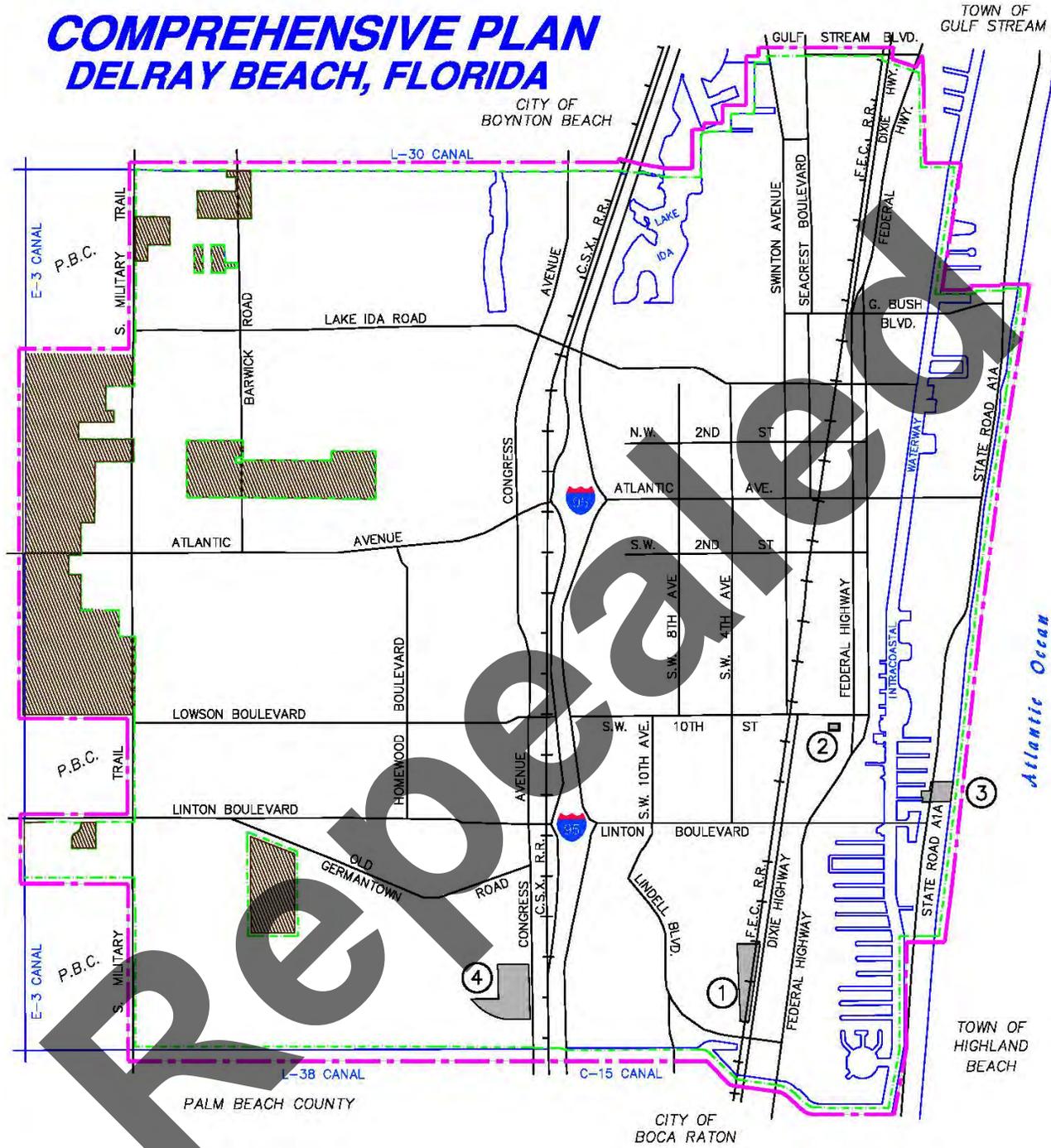
- ❑ Ground Water
 - ◆ Surficial Aquifer System, an unconfined unit, is the primary source of the City potable water supply through municipal wells.
 - ◆ Intermediate Confining Unit (Hawthorn formation).
 - ◆ Floridan Aquifer System, a confined unit, is currently used to supplement the Surficial Aquifer System for potable water supply and is a potential long-term water supply resource with reverse osmosis treatment.
- ❑ There are no wetlands in the Planning Area (South Florida Water Management District mapping program).
- ❑ There are no hazardous waste sites in the Planning Area.
- ❑ There are no commercially valuable minerals being mined or extracted in the Planning Area (Florida Mining Atlas and local knowledge). Some concentrations of coquina, dolomite, and sand exist below the surface but are located in developed areas.
- ❑ Four types of soil erosion are discussed in the PBS&J report. Three pertain to development activities and are now controlled by the City's Erosion Control Ordinance. The fourth is beach erosion which is addressed by the City's Beach Renourishment Program (see the Coastal Management Element for a full description of this program). Other than beach erosion, none of the erosion situations are significant.
- ❑ Vegetative Communities identified as native ecosystems in the "Inventory of Native Ecosystems in Palm Beach County, Phase III" report, include: (see Map #10)

Leon Weekes Environmental Preserve	12 acres, Florida Scrub
Hurricane Pines	0.4 acres, Florida Scrub
Atlantic Dunes Park	4 acres, Beach Strand Community
Delray Oaks	24 acres, Low (Oak) Hammock

Additional environmentally sensitive sites identified locally include:

Donnelley Tract	2 acres, Mangroves
FIND Parcel MSA 645	8 acres, Mangroves
FIND Parcel MSA 650 (Mangrove Park)	4 acres, Mangroves
Hammock Reserve Preserve Area	4 acres, Oak Hammock

COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



CITY OF DELRAY BEACH, FLORIDA
PLANNING & ZONING DEPARTMENT
MARCH 2008

LOCATION OF NATIVE ECOSYSTEMS MAP #10

- LEGEND:
- 1. LEON WEEKES ENVIRONMENTAL PRESERVE
 - 2. HURRICANE PINES
 - 3. ATLANTIC DUNES PARK
 - 4. DELRAY OAKS
- PLANNING AREA (ULTIMATE CITY BOUNDARY) ————
- CITY LIMITS - - - - -
- COUNTY JURISDICTION [Hatched Box]

❑ A complete list of endangered, threatened, or species of special concern whose range includes the Planning Area are listed in the PBS&J report. The manatee is frequently seen in the Intracoastal Waterway and the C-15 Canal. Several species of sea turtles nest upon the City's extensive coastal beach. The City has enacted a "Turtle Nesting Protection" ordinance.

ANALYSIS

KNOWN POLLUTION PROBLEMS

Water Quality

The City's major surface water bodies, which include the Intracoastal, Lake Ida, SFWMD and LWDD drainage canals, and private water retention bodies have shown no degradation in water quality. There is a continuing concern with the quality of Lake Ida in that swimming has not been allowed in the past and continues to be prohibited. A study was completed by Palm Beach County in 1997, entitled "State of the Lakes, A report on the State of the Lakes of the Coastal Ridge in Palm Beach County and a Plan for their Management." This report details the condition of Lake Ida in the context of the chain of interconnected lakes, and proposes a program of management to protect, restore and enhance the natural resource values the lakes provide. The lakes and the associated LWDD E-4 Canal are used extensively for boating, fishing and other recreation activities. However, the lakes are not included in the designated public bathing areas, by the Palm Beach County Health Department, primarily due to bacteriological concerns. The Chain-of-Lakes are also an integral part of the drainage system for central and southern Palm Beach County. While they are lakes, the hydrology is atypical of a lake/watershed regime, due to the interconnection with the Central and Southern Flood Control Project and the LWDD.

The 2002 Palm Beach County Chain-of-Lakes Water Quality and Pollutant Loading Evaluation ERD Report, provided an in-depth assessment of the pollutant sources for the lakes. The sources of pollutant loading were identified as; tributary inflow (canals), seepage inflow (groundwater), precipitation and miscellaneous stormwater outfall inputs (drainage pipes). Tributary inflow from the LWDD tributary canals was identified as the primary pollutant loading source for Lake Ida. In January 2006, Palm Beach County Department of Resource Management (ERM) initiated the Chain-of-Lakes Water Quality Monitoring Program. Water quality data from this program was used to develop the Chain-of-Lakes Water Quality Update dated May 2008.

A TMDL is the maximum amount of a given pollutant that a water body, such as a canal, river or an estuary, can absorb and still maintain its designated uses. Designated uses include; drinking, fishing, recreation, and shellfish harvesting. The purpose of a TMDL is to limit pollutant loading to water bodies that are not meeting their intended uses and therefore determined to be impaired by Rule, based on water quality monitoring. Pollutant loading reductions are placed on known pollutant sources such as drainage systems and other permitted discharges.

Currently, the Florida Department of Environmental Protection has included Lake Ida in the list of water bodies within Palm Beach County that are verified as impaired for a particular pollutant. Lake Ida was identified as having excessive nutrients with a Trophic State Index (TSI) of 61. This exceeds the Florida Impaired Waters Rule threshold of 60, for listing as an impaired water body. High and/or increasing TSI levels result in an abundance of plant and algae growth and widely ranging dissolved oxygen concentrations, which can have a detrimental effect on native plants and animals. The year 2010 is the implementation date for development of these TMDLs, although in 2009 a reassessment shall be conducted which may likely change the status of the water bodies listed as impaired.

There continues to be nuisance problems with litter, improper dumping and wastes from boats and boaters. The water quality in the Intracoastal Waterway is listed as fair (Palm Beach County Health Department). Although the Regional Wastewater Treatment Plant currently discharges through an ocean outfall, the Atlantic Ocean and beach area do not show any indications of pollution. Additionally, with the conversion to effluent reuse and deep well injection in 2008, this outfall will be phased out except for emergency situations and DEP permitted exceptions.

Ground Waters

The point source problem identified in 1988 in the Series 20 Wellfield (Aero Dry site) e was mitigated through the use of air scrubbers at the water treatment plant. Water quality has improved to the extent that the air scrubbers are no longer in use, although water quality testing continues. No further water quality problems are noted with ground water.

Air Quality

The air quality within Delray Beach and Palm Beach County as a whole continues to be in compliance with all National Ambient Air Quality Standards. In late 1993, the Florida Department of Environmental Protection (DEP) submitted a request to the US Environmental Protection Agency (EPA) to redesignate the Southeast Florida Area (Dade, Broward, and Palm Beach County) from non-attainment to a maintenance area for ozone. The EPA approved the request and the redesignation was effective April 25, 1995. Continued compliance with air quality standards is anticipated and has been achieved to date through new control methods including less evaporative gasoline, vapor controls for retail gasoline fueling, and replacement of older vehicles with less polluting ones. In addition, gasoline dispensing facilities within the City have been outfitted with vapor recovery systems, and all underground corrosive (steel) storage tanks have been replaced. It is also noted the Florida Department of Environment Protection deadline for replacement of all single-wall non-corrosive underground storage tanks and piping with double-wall systems is December 31, 2009.

Soil Erosion

Soil erosion is not a concern except beach erosion which is mitigated by the City's Beach Renourishment Program.

EXISTING USE AND THE POTENTIAL FOR CONSERVATION, OR PROTECTION

Surface Waters

The Intracoastal Waterway has three commercial marinas (Delray Harbor Club, Delray Beach Yacht Club, and Marina Delray) and one municipally operated marina. Three City parks, two of which also provides boat launching facilities, are located along the Waterway. Other public access points along the Waterway are via street ends. There is extensive boat traffic which originates from private marinas and waterfront properties within the City and locations (both private and commercial) outside the City.

Lake Ida has no commercial use. The west side of the lake is a regional park operated by Palm Beach County, and a City neighborhood park is located on the east side. While swimming is not allowed, there is extensive boat usage. There is potential to improve the water quality and weed control in Lake Ida as proposed in the County's "State of the Lakes" report.

There is no commercial usage of the South Florida Water Management Canal (C-15) nor of the several Lake Worth Drainage District laterals and equalizer canals. The only recreational use of the canals is for small craft.

There is no commercial use of the private water bodies, nor is there significant recreational use since they are used primarily as water retention areas and use is restricted by SFWMD and LWDD regulations.

There is no commercial usage along the beaches of the Atlantic Ocean within the City, except for concessions renting cabanas and recreational equipment such as surfboards, and windsurfers. However, the one and one-half miles of municipal beach is a major recreational center.

Vegetative Communities

Atlantic Dunes Park, Leon Weekes Environmental Preserve, and Delray Oaks sites are in public ownership. Interpretive trails exist in Atlantic Dunes Park, and in the Delray Oaks and Leon Weekes preserves.

Hurricane Pines (3 acres) continues in private ownership and the site was developed as part the Heritage Club development. Three portions of the site, totaling 0.4 acres were preserved as part of the open space of the development.

The oak hammock in the Hammock Reserve development has been preserved through conditions of a development order and set aside as a preservation area through zoning (Open Space) and platting.

The Donnelly Tract is a small (1.65 acre) mangrove tract owned by the City. The property is located on the west side of the Intracoastal Waterway approximately one-quarter mile north of George Bush Boulevard. The site is to be preserved and

maintained as a mangrove wetland. The only potential site improvement is a boardwalk for passive use, although there are no current plans developed.

The City is continuing to negotiate with Florida Inland Navigational District (FIND) for utilization and eventual ownership of MSA parcels 650 and 645. Parcel 650 (south of Knowles Park) is a 4.5 acre site, originally a spoil area for Intracoastal Waterway dredging. The City negotiated a long term lease on the site to take over management and maintenance and is currently developing Mangrove Park on the site. Parcel MSA 645 is a 8.5 acre mangrove site located on the east side of the Intracoastal just south of George Bush Blvd. The City is negotiating with FIND to acquire control of the site through a long term lease.

There are no other commercial or recreational uses of identified natural resources.

Endangered, Threatened, and Species of Special Concern

Species of special concern include the Florida Manatee which continues to be subject to danger from boat traffic. Boat speed restrictions have been established for the Intracoastal Waterway throughout the City. In addition, several species of sea turtles nest on the municipal beach and are protected through the City's Sea Turtle Conservation Program and lighting restrictions.

A complete list of endangered, threatened, or species of special concern whose habitats include the Planning Area are listed in the PBS&J report prepared for the 1989 Conservation Element.

CURRENT AND PROJECTED WATER SOURCES AND NEEDS

Reductions in per capita water consumption have been accomplished through implementation of various water conservation and public education programs. The City currently has a consumptive use permit through SFWMD which allows a maximum of 19.10 million gallons per day capacity. This is distributed among the City's four wellfields with the following SFWMD permit allocations; 2,300 million gallons per year from the series 20 wellfield, 3,051 million gallons per year from the golf course wellfields, 5.8 million gallons per day from the eastern wellfields, 478 million gallons per year from the Morikami wellfield. The City's projected 2015 average potable day water demand of 16.36 MGD and projected 2030 average day water demand of 18.37 can be accommodated by the existing permitted raw water wells. These are the net projected demands assuming that the City continues to expand its reclaimed water distribution system (Water Supply Plan, 2015, Table 3.5.1).

Significant improvements to the water treatment operations have been achieved through the addition of a lime softening process; and installation of three wells at Morikami, providing an additional capacity of 5.6 MGD. The City has also converted its Aquifer Storage and Recovery Well in the upper Floridan Aquifer to public water supply well to supplement withdrawals from the Surficial Aquifer. Withdrawals from the Floridan are limited to 1.5 MGD in order to keep the chloride level in the blended water to within the water quality requirements.

The City and the South Central Wastewater Treatment Facility Board have initiated a program of wastewater effluent reuse for irrigation to address water conservation and the reduction in demand for water. This program is projected to result in total reductions of 3.79 mgd. currently withdrawn from the aquifer for irrigation and 0.34 mgd. in potable water currently used for irrigation on the barrier island.

Both the City and South Florida Water Management District promote water conservation through public education. However, in times of crisis both entities may impose restrictions on the outdoor use of water (irrigation, car washing, etc.). While such efforts have been sufficient in the past, greater demands upon the area's water resources dictate that additional water conservation measures, particularly those directed toward reduction in normal consumption, be continued.

There is no special need for agricultural water in the next ten years based upon the projection that the few remaining agricultural operations will have been abandoned in favor of development.

There are no special needs for industrial water as intensification of industrial uses is not anticipated. The overall demand for water by commercial and industrial uses is calculated as a part of the per capita demand upon which water needs are projected.

FLOOD PRONE AREAS

Flood prone areas are identified upon Community Panel Numbers 125102-0001-0006, revised January 5, 1989, of the Federal Emergency Management Agency's National Flood Insurance Program. The City has a flood damage protection program which is certified by FEMA.

NEEDS AND RECOMMENDATIONS

Summarizing from the above, the following needs and recommendations are identified in the Conservation Element:

- Continuation of the beach erosion control program.
- Promotion of water quality and weed control improvements in Lake Ida and associated drainage canals.
- Continued pursuit of water conservation programs.
- Promotion of water conservation through public education.
- Development and/or implementation of programs for the preservation of Delray Oaks, the Donnelley Tract, and FIND parcels 645 and 650.

GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" WATER QUALITY AND QUANTITY

Objective A-1 Protection of Water Sources

- Policy A-1.1 Monitoring of Groundwater
- Policy A-1.2 Utilization of Cost-Effective Technology
- Policy A-1.3 Preservation of Recharge Areas

Objective A-2 Wellfield Protection Program

- Policy A-2.1 Performance Standard Requirement
- Policy A-2.2 Inspection and Monitoring of Commercial Property
- Policy A-2.3 Hazardous Waste Storage/Transfer/Generation Prohibited

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- Policy B-1.5 Natural Reservations/Historic Sites
- Policy B-1.6 Invasive Exotic Plant Species

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- Policy B-2.4 Speed Limits on the Intracoastal

Objective B-3 Erosion Protection

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- Policy B-4.1 Pedestrian Access Control
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- Policy E-1.1 Green Implementation Advancement Board *[Revised by Amendment 10-1]*

GOAL AREA "A" *THE PROTECTION AND CONSERVATION OF THE CITY'S WATER SUPPLY IS OF THE UTMOST IMPORTANCE. ALL EFFORTS SHALL BE UNDERTAKEN TO PROTECT, CONSERVE, RECYCLE AND WISELY USE WATER AND TO EDUCATE THE PUBLIC IN THESE EFFORTS.*

Objective A-1

Efforts shall be undertaken which focus upon detecting and eliminating contamination and instituting preventative measures which protect our water supply sources, through the following specific policies.

Policy A-1.1 The practice of monitoring groundwater conditions through installation of monitoring wells shall be continued through implementation of the County's Wellfield Protection Ordinance and the City's Industrial Pretreatment Program, as well as applicable State and Federal requirements.

Policy A-1.2 The City shall continue to monitor developments in the field of water treatment technology, including desalinization, and shall utilize the most cost effective technology available to meet long-term demands.

Policy A-1.3 The City shall encourage the preservation of existing groundwater recharge areas through sensitive site planning, including maximizing open space, pretreatment of stormwater runoff, etc. In the case of environmentally sensitive lands, such preservation may include sensitive development under "planned development" concepts, exaction (public site dedication provisions of the Land Development Regulations), and acquisition (including the County Environmentally Sensitive Lands Acquisition Program).

Objective A-2

The concepts, principles, and regulations contained in the Palm Beach County Wellfield Protection Program shall be implemented and expanded upon by the City as specifically identified in the following policies.

Policy A-2.1 The City shall continue to assure compliance with the County Wellfield Protection Ordinance by including compliance as a performance standard for which a specific finding must be made upon approval of any site plan or conditional use action.

Policy A-2.2 Inspection and monitoring of business premises, to ascertain that facilities and procedures exist and are utilized to properly manage hazardous materials and wastes commonly occurring as a result of existing or proposed activities, shall be continued through current processes related to the Wellfield Protection Program, Industrial Pretreatment Program, and Fire department inspections.

Policy A-2.3 The City of Delray Beach shall prohibit the establishment of hazardous waste storage, transfer, or generating facilities.

Objective A-3

Specific programs shall be implemented to monitor, enforce, reduce, eliminate, and provide environmentally responsible disposal methods of materials which may be hazardous and contaminate our water supply.

Policy A-3.1 The current program of monitoring and inspection of industrial and commercial sites shall be maintained through the allocation of adequate staff to such duties.

Policy A-3.2 The City supports public education programs to provide awareness of the impacts of the improper disposal of household hazardous waste.

Policy A-3.3 The City supports the continuation of a central collection site, under the jurisdiction of the Solid Waste Authority, to which the public may bring and deposit household hazardous wastes on a daily basis.

Objective A-4

To mitigate against future water shortages, a series of innovative activities, which educate the public, reduce consumption, minimize waste, and generally protect water resources, shall continue to be undertaken. These activities shall be directed toward a the continued reduction of water use, and shall be evaluated annually. [AMENDMENT 2015-WSP1]

Policy A-4.1 The City's current water conservation regulations shall, on a regular basis, be brought to the attention of the public. Vehicles for public information shall include; posting of literature in City Hall and along major roads, utility bills, neighborhood newsletters, and press releases.

Policy A-4.2 The City shall continue to implement up-to-date building code requirements for water conserving fixtures in new construction.

Policy A-4.3 The City shall encourage a broad range of water-saving irrigation techniques through the continued enforcement of the landscape code.

Policy A-4.4 Wherever possible, the City shall use xeriscape instead of traditional landscaping on City property. As a part of the submittal of any landscape plan, a xeriscape approach must be considered.

Policy A-4.5 Water which flows in canals or drainage lakes, or reclaimed water shall be used wherever possible for irrigation of golf courses and open space areas. The possibility of such water use shall be explored during the review of any development plans which are in proximity of such a water source.

Policy A-4.6 The City shall continue its present policy of requiring a water source, other than City water, for irrigation purposes in geographically defined areas of the City.

Policy A-4.7 The City, through the Regional Wastewater Treatment Facility Board, shall continue to utilize and expand its use of reclaimed water from the wastewater treatment plant. Priorities for effluent reuse should be on golf courses in the City, large homeowner associations with master meter systems, and in the Coastal Planning Area.

Policy A-4.8 Whenever water wells are discontinued from use, they shall be plugged and sealed as required by the Florida Department of Environmental Protection.

Policy A-4.9 The City of Delray Beach hereby supports the public education programs and emergency powers of the South Florida Water Management District with respect to the conservation of water sources and shall, when such programs and activities are imposed by the District, impose those similar restrictions which are available under the City's emergency water conservation powers.

Policy A-4.10 The City will encourage the directing of storm water into landscaped areas for use in irrigation throughout the city limits.

Policy A-4.11 The City shall work with South Florida Water Management District to permit innovative techniques of pervious paving/surfaces to reduce water runoff and promote percolation/stormwater recharge.

Objective A-5

To address the City's existing and projected potable water needs and sources in the context of the regional water supply, the following policy shall be implemented.

Policy A-5.1 The City adopts, by reference, the City of Delray Beach's 2015 Water Supply Facilities Work Plan.

GOAL AREA "B" *NATURAL RESERVATIONS AND SENSITIVE LANDS WHICH PROVIDE HABITAT OR CONTAIN NATIVE VEGETATION WHICH IS VITAL TO THE ENVIRONMENTAL QUALITY OF THIS COMMUNITY SHALL BE CONSERVED, ENHANCED, REGENERATED, MAINTAINED AND PROTECTED.*

Objective B-1

The City shall protect and regenerate natural reservations and environmentally sensitive areas through the following policies.

Policy B-1.1 Publicly-owned environmentally sensitive areas have been identified on the Future Land Use Map by an "Open Space - Conservation" symbol. The FIND parcels 645 has been zoned into the conservation zone district and parcel 650 (Mangrove Park) has been zoned Open Space. These designations shall be maintained in order to further Objective B-1 as well as the Goals, Objectives and Policies of the Open Space and Recreation Element.

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Policy B-1.2 With development of the Heritage Club project, a portion of the Hurricane Pines site has been preserved as part of the open space for the project. This area shall continue to be maintained by the homeowners association as preservation area.

Policy B-1.3 The City-owned park site in the Hammock Reserve area shall be developed with primarily passive uses to maximize retention of the existing native plant communities.

Policy B-1.4 The 4 acre oak hammock in the Hammock Reserve development shall continue to be preserved as a environmentally sensitive site.

Policy B-1.5 Natural reservations which exist as historic sites shall be protected through the continued implementation and enforcement of the City's Historic Preservation Ordinance.

Policy B-1.6 The City's Landscape Ordinance shall provide for the removal of existing invasive exotic species such as Australian Pine, Brazilian Pepper, and Melaleuca on private property as development and/or redevelopment occurs. It shall also prohibit the planting or cultivation of these species anywhere within the City.

Objective B-2

Educational programs shall be implemented to increase public awareness. Regulations shall provide for the protection of flora and fauna. All measures shall ensure the protection, preservation, enhancement, conservation, regeneration, and appropriate use of fisheries, wildlife and marine habitats which serve endangered, threatened and native plant and animal species.

Policy B-2.1 The submission of a biological survey and a habitat analysis shall accompany land use requests for plan amendments, rezonings, and site plan approval. However, the requirement shall not apply to small parcels, developed parcels, or where it is apparent that there are no such resources.

Policy B-2.2 Whenever and wherever significant or sensitive flora and fauna communities are identified, plans shall be required to preserve the habitat to the extent feasible, or provide for mitigation if preservation is infeasible or inappropriate.

Policy B-2.3 A tree permit shall be necessary to remove or destroy any tree which has a diameter of four inches or greater.

Policy B-2.4 The City supports the maintenance of speed limits on the Intracoastal Waterway in order to provide a degree of protection for the Manatee.

Objective B-3

The City shall implement programs and techniques to protect property from erosion and deterioration created by the impacts of wind and water.

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Policy B-3.1 The City shall continue to control erosion from wind and flowing water through the building permit review and inspection process and the soil erosion control ordinance.

Policy B-3.2 The City supports Palm Beach County's program to restore and protect the shoreline of Lake Ida. In addition, the City supports continuing monitoring of boating activity in the lake to assure that this activity does not produce adverse impacts on the shoreline.

Policy B-3.3 A program to accommodate necessary repair, replacement, and maintenance of City-owned seawalls along the Intracoastal Waterway shall be retained.

Objective B-4

The City shall continue to implement its beach erosion control program and the environmental protection and enhancement aspects of its Beach Renourishment Program.

Policy B-4.1 As a part of the City's ongoing beach renourishment and protection program, the existence of pedestrian accesses to the beach shall be maintained and enhanced through the continuation of the dune management program. Where necessary to control erosion, accesses shall be enhanced in accordance with the Beach Access Study.

Policy B-4.2 The City shall continue to implement the Sea Turtle Conservation Program, which includes monitoring of nesting and hatching activity, and enforcement of lighting restrictions.

Policy B-4.3 The City shall continue to implement its dune protection and enhancement programs, which include management of the dunes at the municipal beaches and regulation of private development activities.

Policy B-4.4 The City shall maintain existing programs to protect offshore reefs and marine habitat through monitoring and management of beach renourishment construction activities.

GOAL AREA "C" ***THE QUALITY OF THE AIR AND THE WATERWAYS OF THE COMMUNITY ARE TO BE PROTECTED AND ENHANCED.***

Objective C-1

The City's fleet shall use fuel efficient or hybrid vehicles where appropriate.

Objective C-2

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The City shall support and participate in regional efforts to protect and enhance the quality of waterways, including Lake Ida, the drainage canal system, and the Intracoastal Waterway.

Policy C-2.1 The City shall encourage continued monitoring and enhancement of the Lake Ida water quality by the responsible agencies, with the goal of achieving a level of water quality that will allow swimming.

GOAL AREA "D" ***THE CONSERVATION OF NATURAL RESOURCES SHALL BE ENCOURAGED THROUGH CITY SUPPORT OF WASTE MANAGEMENT PROGRAMS TO RECYCLE MATERIALS.***

Objective D-1

The City shall continue to participate in the Palm Beach County Solid Waste Authority recycling program.

Policy D-1.1 The City shall work with the Solid Waste Authority to increase the number of materials accepted for recycling to include items such as Styrofoam and plastic bags.

Policy D-1.2 The City shall continue to support the County's education program to increase participation in recycling.

Policy D-1.3 The City shall conduct an annual education program to encourage increased participation in the recycling program by low performing neighborhoods.

GOAL AREA "E" ***STRIVE TO BECOME MORE SUSTAINABLE CITY .***

Objective E-1

Annually, determine an actionable set of recommendations that enables the City of Delray Beach to implement its current environmental commitments in a timely, cost-effective, and citizen-centric manner, as well as explore new opportunities for sustainability. The City of Delray Beach encourages land use planning and development based on sustainability principles and practices. The City also, when applicable, recommends implementation of policies and programs that provide environmental, economic and social benefits to residents, businesses, visitors and other governmental agencies to strengthen Delray Beach's position as a model of sustainable practices.
[Amended by Amendment 10-1]

Policy E-1.1 By February 1st of each year, the Green Implementation Advancement Board (GIAB), shall review City operations and policies toward achieving Delray Beach's green and sustainability goals and providing a report of recommendation to the City Commission regarding:-*[Amended by Amendment 10-1]*

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1. Ways to improve the environmental Sustainability of City programs, services, and equipment facilities.
2. Strategies for improving environmental sustainability of the community
3. Incentives for residents, businesses, and organizations to practice environmental conservation including recycling.
4. Proposed means to enhance water and energy conservation.
5. Ideas for promotion of tree planting and xeriscaping.
6. Best Practices for implementation in Delray Beach, including long-term strategies.
7. Proposed revisions to City Ordinances to address Green Technologies.
8. Strategies to address factors that affect energy conservation.

The GIAB will consider the cost and environmental implications related to any potential recommendation to the City . The GIAB's consideration will include the "Double Bottom Line" approach, which includes:

- Financial – Total cost, funding availability and is the payback within a reasonable timeframe (5-8 years)
- Environmental - Is the recommendation good for the environment within the City of Delray Beach and does it improve the City's overall quality of life.

Repealed

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Repealed

**OPEN SPACE AND RECREATION
ELEMENT
OF THE COMPREHENSIVE PLAN
CITY OF DELRAY BEACH**

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Delray Beach Open Space & Recreation Element (Strategic Planning Group, Inc., 1989)
- 1996 Evaluation and Appraisal Report (City of Delray Beach, 1996)
- Parks and Recreation Master Plan (Glattig Jackson, 2002)
- 2006 Evaluation and Appraisal Report (City of Delray Beach, 2006)
- 2017 Evaluation and Appraisal Report (City of Delray Beach, 2017)

The source documents, and other documents which are cited in the Element, are available for public review at the Planning and Zoning Department offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

INVENTORY

The following summary is prepared to facilitate review with the requirements of F.S. 163.3177. As a summary, only significant items are highlighted. The source documents should be referred to for more information.

PARK AND RECREATION LANDS INVENTORY

Recreation areas can be classified as either “resource based” or “activity based”. Resource based facilities exist around natural resources such as beaches and lakes, and are generally used for hiking, swimming, boating, picnicking, and other activities adaptable to the resource. Activity based facilities are built for a particular activity, such as tennis or baseball. Recreation facilities can also be classified as active or passive.

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The City's Parks and Recreation Department seeks to provide sufficient facilities in all these categories to meet the needs of its citizens and visitors.

The City provides 146 acres of activity based recreation facilities, excluding golf courses. An additional 252 acres are considered resource based, including the beaches, Lake Ida, conservation parcels, and the golf courses. Not counted in these totals, but contributing to the recreation and open space inventory of the City, are specialty facilities such as nature centers and museums, schools whose recreation facilities are available to the community under joint use agreements, and urban district parks under the jurisdiction of Palm Beach County.

RECREATION FACILITY INVENTORY BY CATEGORY

Activity Based Recreation Facilities

Community Center/Tennis Center	9.7 acres
Veterans Park	7.0 acres
Pompey Park	20.0 acres
Orchard View Park	6.0 acres
Barwick Park	9.5 acres
Currie Commons	2.0 acres
Miller Park	29.0 acres
Merritt Park	3.0 acres
Mike Machek Boy Scout Park	5.0 acres
Catherine Strong Center (Splash Park and Boys & Girls Club)	10.0 acres
Oakmont Park	1.5 acres
I-95 Mini Parks	1.4 acres
Worthing Park	1.0 acres
Pine Grove Park	6.0 acres
Bexley Trail Community Park	11.1 acres
Cornell Park	3.4 acres
Eagle Park	4.2 acres
505 Teen Center and Skate Park	1.6 acres
Delray Swim and Tennis Club	5.6 acres
Atlantic Soccer Complex (under construction)	8.6 acres
TOTAL	145.6 acres

Resource Based Recreation Facilities

Lakeview Park	3.5 acres
Knowles Park	3.0 acres
City Marina	0.9 acres
Municipal Beach/Atlantic Dunes Park	22.5 acres
Leon Weekes Environmental Preservation Area	12.0 acres
Delray Oaks (County)	24.6 acres
Donnelly Tract Preservation Area	1.7 acres
Municipal Golf Course	137.0 acres
Lakeview Golf Course	42.0 acres
Mangrove Park (under construction)	4.5 acres
TOTAL	251.7 acres

Special Facilities

- Beach Parking Facilities
- Sarah Gleason Park
- Old School Square
- Cason Cottage
- Monterey House Historic Structure
- Spady House Historic Structure
- Sandoway House Nature Center

Schools With Joint Use Agreements

- Atlantic High School
- Carver Middle School
- Plumosa Elementary
- Pine Grove Elementary
- Orchard View Elementary
- Spady Elementary
- Banyan Creek Elementary
- Village Academy

County Urban District Parks

- Caloosa Park
- Lake Ida Park
- Morikami Park

RECREATION FACILITIES

Within recreation areas, amenities and facilities are provided to meet the demand for leisure opportunities for all segments of the community. Besides facilities provided by the City and County (Table OS-1), numerous recreational amenities are provided by local schools (Table OS-2) and by private developments (Table OS-3).

ANALYSIS

The provision of open space and recreation in a community, relative to broad standards, existing natural features, and its demographic demands, is an important factor in the quality of life of the community, and its ability to attract and retain businesses which fuel its economy.

Delray Beach has been a mature and nearly built-out City for some time, even before the adoption of the Comprehensive Plan in 1989. With much of its residential growth occurring in the 1970's through the 1980's, a large part of the newer development pattern consists of planned communities which provide some or all of the recreational needs of their residents. Swimming pools, tennis courts, shuffleboard courts, and golf courses are common. Like many such communities, the City has already met the national and state standards for parks and open space.

The natural features of the area include the Atlantic Ocean and Intracoastal Waterway, coupled with a climate perfect for the enjoyment of outdoor activities, especially water related activities. The City has made good use of these features, with one and one-half miles of public beach, boat ramps and other access to the Intracoastal Waterway, and an extensive park system.

Demographically, the City poses an interesting mix for recreation planners. A significant segment of the population is older adults, providing a high demand for certain leisure activities such as beach recreation, golf, tennis, shuffleboard and arts and crafts. While much of this demand is satisfied by the amenity packages within residential developments, the City provides opportunities for older residents without ready access to on-site facilities. At the same time, the City provides opportunities for children and young adults, family activities, and team sports. Programs and facilities are provided for all economic segments of the community, and all geographic areas.

As will be seen throughout this analysis, Delray Beach has moved past the provision of basic open space and recreation facilities, to strive to satisfy the entire community's demand for leisure opportunities at the highest level of quality.

There are three guidelines that apply to the provision of open space and recreation in Delray Beach. The first is an overall measure of open space, set forth in the 1986 Citizen's Policy Guide to the Future Land Use Element, of three acres per 1,000 residents. The amount of land currently provided in activity based recreation facilities, the municipal beaches, and the two public golf courses, represented a level of service of 6.2 acres per 1,000 residents in 2007, far exceeding the general guideline.

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FACILITIES	SWIMMING	GOLF COURSE	FISHING AREA	BOAT RAMP	TRAILS	PICNIC SHELTER	PICNIC AREA	RESTROOMS	SWIMMING POOL (LARGE)	SWIMMING POOL (SMALL)	CLUBHOUSE / RECREATION CENTER / GYM	SHUFFLEBOARD	TENNIS (UL)	TENNIS (L)	RACQUETBALL / HANDBALL	BASKETBALL	FOOTBALL / SOCCER (UL)	FOOTBALL / SOCCER (L)	BASEBALL FIELD (UL)	BASEBALL FIELD (L)	SOFTBALL FIELD (UL)	SOFTBALL FIELD (L)	LITTLE LEAGUE (UL)	LITTLE LEAGUE (L)	PLAYGROUND	VOLLEYBALL
Atlantic Ocean Beaches	2		2		1	1	2	3																		5
Pompey						2	1	3	1		1		2	2	3				1		1			2	1	1
Community/Tennis Center								2					2	17	1											1
Catherine Strong					1	5		1			1		2	2	1	1									1	1
Merritt								1									1			2		2				
Currie Commons								1									1							1		1
Barwick					1	1	1	1																		1
I-95 Mini Parks																										1
Oakmont							1																			1
Veterans			1			1	1	1			1	16														1
Knowles			1	2			1	1																		1
Marina (24 slips)								1																		
Worthing							1																			
Miller						1		3									2		2		1		3		1	
Municipal Golf Course		1					1				1															
Lake Ida View				1		3	1	1																		1
Lakeview Golf Course		1						1			1															
Boy Scott Park Hut											1													1		
Full Service Center																										
Orchard View					1	6		1																		1
Pine Grove							1																1			1
Bexley Trail					1	4		1																		1
Cornell					1																					1
Eagle					1	1																				1
505 Teen Center											1				1											
Delray Swim & Tennis Club									1	1			14													
Mangrove Park				2				1																		
Boys and Girls Club										1																
Atlantic Soccer Complex								1									3									
TOTAL	2	2	4	5	7	25	11	24	1	1	11	16	2	35	2	7	2	7	0	5	0	4	0	8	15	8

Source: City of Delray Beach 2008

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FACILITIES	SWIMMING	GOLF COURSE	FISHING AREA	BOAT RAMP	TRAILS	PICNIC SHELTER	PICNIC AREA	RESTROOMS	SWIMMING POOL (LARGE)	SWIMMING POOL (SMALL)	CLUBHOUSE / RECREATION CENTER / GYM	SHUFFLEBOARD	TENNIS (UL)	TENNIS (L)	RACQUETBALL / HANDBALL	BASKETBALL	FOOTBALL / SOCCER (UL)	FOOTBALL / SOCCER (L)	BASEBALL FIELD (UL)	BASEBALL FIELD (L)	SOFTBALL FIELD (UL)	SOFTBALL FIELD (L)	LITTLE LEAGUE (UL)	LITTLE LEAGUE (L)	PLAYGROUND	VOLLEYBALL
<i>Atlantic High</i>							1	1					4		2		1		1	1						3
<i>Carver Middle</i>					1						1		4	4	4	1			1		1					1
<i>Pine Grove</i>																									1	
<i>Plumosa</i>					1												1		1		2				1	
<i>Spady</i>																									1	
<i>Banyan Creek</i>							1												2						1	
<i>Orchard View</i>																1									1	
<i>Village Academy</i>																1									1	
TOTAL					2		2	1		1			8	4	8	2	1	4	1	4					6	4

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FACILITIES	SWIMMING	GOLF COURSE	FISHING AREA	BOAT RAMP	TRAILS	PICNIC SHELTER	PICNIC AREA	RESTROOMS	SWIMMING POOL (LARGE)	SWIMMING POOL (SMALL)	CLUBHOUSE / RECREATION CENTER	SHUFFLEBOARD	TENNIS (UL)	TENNIS (L)	RACQUETBALL / HANDBALL	BASKETBALL	FOOTBALL / SOCCER (UL)	FOOTBALL / SOCCER (L)	BASEBALL FIELD (UL)	BASEBALL FIELD (L)	SOFTBALL FIELD (UL)	SOFTBALL FIELD (L)	PLAYGROUND	
<i>Villa Delray</i>								1	1															
<i>Delray West</i>								4	4			4	2	2										1
<i>Country Woods</i>							2	9	9	1	24													
<i>Rainberry Woods</i>								1	1						2	1						1		1
<i>Rainberry Bay</i>					2		1	5	5	2	4	12			2									2
<i>Pines North</i>								2	2		4	4			2									
<i>High Point</i>							1	7	7	5	42	4												2
<i>Highland Trailer Park</i>								1	1		4													
<i>Hanover Square</i>								1	1				2											
<i>Sherwood</i>		1						3	3	1	9	3												
<i>The Hamlet</i>		1						1	1	2		9												
<i>Lago Del Ray</i>								2	2	1	4	4												
<i>Shady Woods</i>								1	1		2	2												1
<i>Lakeview</i>								1	1				2											
<i>Imperial Villas</i>								1	1	1	3													
<i>Palm Villas</i>								2	2		1													
SUB-TOTAL		2			2		4	42	42	13	101	44	2	6	1						1		7	

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FACILITIES	SWIMMING	GOLF COURSE	FISHING AREA	BOAT RAMP	TRAILS	PICNIC SHELTER	PICNIC AREA	RESTROOMS	SWIMMING POOL (LARGE)	SWIMMING POOL (SMALL)	CLUBHOUSE / RECREATION CENTER	SHUFFLEBOARD	TENNIS (UL)	TENNIS (L)	RACQUETBALL / HANDBALL	BASKETBALL	FOOTBALL / SOCCER (UL)	FOOTBALL / SOCCER (L)	BASEBALL FIELD (UL)	BASEBALL FIELD (L)	SOFTBALL FIELD (UL)	SOFTBALL FIELD (L)	PLAYGROUND	
Coconut Key								1		1	1													1
Renaissance Village								1		1														
Town Place at Delray								1		1														
Mallory Square							1	1		1														
San Sebastian								1		1														
Pineapple Grove Village								1		1	1													
Palms of Delray																								1
Duval Place							1	1		1														
Park Place Townhomes								1		1														1
Ocean City Lofts							1	1		1														
Porta al Mare										1														
City Walk								1		1														
The Meridian								1		1														
Village in the Grove - Astor								1		1														
Lindel Square							1	1		1	1													1
Gramercy						1	1	1		1	1													1
Village at Swinton Square						1	1	1		1	1													1
SUB-TOTAL						2	6	15		16	5													6
TOTAL	3	3	3	2	2	20	103	1	101	40	125	112	12	6	2				1		1			27

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The City has adopted the Florida Department of Environmental Protection, Division of Parks and Recreation Guidelines, and National Park, Recreation and Open Space Standards as the desired level of service (LOS) standard for its park system. This LOS is found in Objective A-1 of the Open Space and Recreation Element. In applying the guidelines, it is appropriate to include the facilities provided by the City, County, School Board, and private developments to achieve a complete picture of the service provided. The guidelines address two factors of park and recreation facilities: the number of parks available in specific categories, and the recreation facilities within those parks.

LAND FOR RECREATION AND OPEN SPACE

The Florida Department of Environmental Protection guidelines are the City's standard of comparison for the provision of land area for open space and recreation. In order to compare the City's parks to the guidelines, the service population is used to calculate the number of facilities needed in each category, both for the estimated 2007 permanent population of 64,360 and for the estimated 2025 population of 78,143. In addition, the existing parks were categorized (neighborhood park, community park, etc.) based on the existing facilities, providing a functional classification system. It should be noted that this classification method is not always clear cut, as community parks include all the facilities of a neighborhood park, but are larger. In addition, some of the City's parks in a particular category are either smaller or larger than the guideline, based on the population served. When viewed from a functional perspective, though, these inconsistencies are eliminated.

The term "playground" was used to refer to the categories of equipped play area and tot lot. Many of the playgrounds are located within other parks, so no specific acreage was assigned to them. Parks were assigned to the other three applicable functional classifications as follows:

Neighborhood Parks

Merritt - 3 acres	Currie Commons - 2 acres
Barwick - 9.5 acres	Orchard View Park - 6 acres
Knowles - 3 acres	Lakeview Park - 3.5 acres
Veterans - 7 acres	Mike Machek Boy Scout Park - 5 acres
Catherine Strong - 10 acres	Bexley Trail - 11.1 acres
Pine Grove - 6 acres	Eagle Park - 4.2 acres
Cornell - 3.4 acres	Delray Swim and Tennis Club - 5.6 acres
505 Teen Center - 1.6 acres	Atlantic Soccer Complex - 8.6 acres

Plumosa Elementary School
Atlantic High School
Carver Middle School
Pine Grove Elementary
Banyan Creek Elementary

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Orchard View Elementary
Village Academy

Community Parks

Community Center/Tennis Center - 9.7 acres
Pompey - 20 acres
Miller Park - 29 acres

Urban District Parks

Atlantic Beaches 22.5 acres
Caloosa (County) 64.5 acres
Lake Ida (County) 209.0 acres
Morikami (County) 207.0 acres

**TABLE 0S - 4
STATE GUIDELINES COMPARISON FOR PARK LANDS (2007)**

FACILITY	GUIDE-LINES	CITY	SCHOOLS	COUNTY	PRIVATE	TOTAL	ABOVE / BELOW GUIDELINE
Playground	26	15	6	2	27	50	+ 24
Neighborhood	13	16	7	--	--	23	+ 10
Community	3	3	--	--	--	3	--
Urban District	1	1	--	3	--	4	+ 3

Source: Outdoor Recreation In Florida, 2000, State of Florida Department of Environmental Protection, Division of Parks and Recreation. City of Delray Beach, 2008.

**TABLE 0S - 5
STATE GUIDELINES COMPARISON FOR PARK LANDS
(2025)**

FACILITY	GUIDELINES	TOTAL PROVIDED	ABOVE / BELOW GUIDELINE
Playground	31	50	+ 19
Neighborhood	16	23	+ 7
Community	3	3	---
Urban District	2	4	+ 2

Source: Outdoor Recreation In Florida, 2000, State of Florida Department of Environmental Protection, Division of Parks and Recreation. City of Delray Beach, 2008.

The City fares quite well in a comparison to accepted standards for the provision of parks. The City meets or exceeds the standards in all categories for the existing 2007 population as well as for the 2025 population of 78,143.

RECREATION AND OPEN SPACE FACILITIES

The City has adopted both the State and National standards for park facilities. This leads to some inconsistencies in application, since the standards do not correspond in all cases. In addition, the State guidelines list a minimum, maximum, and median category for provision of facilities. For the purposes of this analysis, the median State guideline was used for each facility. Further, comparisons were made to the strictest of the two standards (State or National).

Assessing recreation facilities relative to the stricter of the two applicable guidelines reveals a current deficiency only in the category of boat ramps. In 2025, deficiencies appear in beach area and again in boat ramps (6). There is no way to increase the amount of beach area in the City to eliminate the deficiency, and there may be no way to eliminate the deficiency in boat ramps either, since future development of boat ramps is constrained by State restrictions on boating facilities for manatee protection. Further, the deficiencies themselves are questionable. The State guideline for beach area is more than eight times the National Standard (16,504 feet vs. 1,943 feet) and the State guideline for boat ramps is three times the National standard (16 vs. 5). These disparities lead one to question the applicability of the State guidelines in these two areas. For the purpose of this analysis, the City must acknowledge that the State guidelines for beach area and boat ramps are unlikely to be met, but that by meeting the National Standard, the existing facilities will provide an acceptable level of service for the community.

CONCLUSIONS

The City will have sufficient recreation facilities in 2025 to meet the adopted standards. There will be an on-going need to assure that facilities are provided in a timely manner.

While the City has sufficient park lands to meet standards, the distribution of land at the neighborhood level could be improved. Surplus public land could be converted into mini-parks, designed and supported by the neighborhood residents. These mini-parks could enhance the beauty and quality of neighborhoods and provide a “common” for community interaction.

Beyond meeting guidelines and standards, the City has identified a number of programs and activities to improve the scope, quality, and delivery of leisure services to all segments of the community. These items include the following:

- Development of a scenic recreation pathway network for pedestrians and bicyclists. This network would make use of existing resources where possible, such as canal

rights-of-way. The network could be a strolling and biking destination, separate from the street system, which could take advantage of natural areas and views.

- ❑ A need identified in the originally Visions 2005 Assembly is to develop incentives to attract privately owned and operated recreation facilities, particularly those providing services to young people. As a beginning, the Land Development Regulations should be analyzed to identify unnecessary barriers and disincentives related to the establishment of private recreational facilities.
- ❑ The potential for further improvement was seen in the scope of recreational services provided, and the range of participants served. To achieve significant results, the City will need to act as a catalyst and clearinghouse for other public and private community partners. For example, the City could offer encouragement to other partners, such as religious and social organizations, to sponsor and produce leisure programs for the community as a whole.

Repealed

TABLE OS - 6

COMPARISON WITH FACILITIES STANDARDS (2007)

FACILITY	STATE GUIDELINES	NATIONAL GUIDELINES	CITY	SCHOOL	COUNTY	PRIVATE	TOTAL	+ / - (1)
Playground	6	13	15	6	2	27	50	+ 37
Baseball/Softball	13	13	17	9	4	2	32	+ 19
Football/Soccer	11	6	9	3	4	--	16	+ 5
Tennis	32	32	37	8	4	124	173	+ 141
Golf Course (18 holes)	2	2	2	--	--	3	5	+ 3
Basketball	13	13	7	8	4	2	21	+ 8
Handball/Racquetball	6	6	2	4	16	6	28	+ 22
Shuffleboard	11	32	16	--	--	125	141	+ 109
Swimming Pool (large)	3	3	1	1	--	1	3	---
Swimming Pool (small)	--	32	1	--	--	101	102	+ 70
Boat Ramps	13	4	5	--	2	3	10	- 3
Beach (feet)	13,592	1,609	15,840	--	--	--	15,840	+ 2,248
Volleyball	11	13	8	4	1	--	13	---
Exercise Trails	4	--	7	2	1	2	12	+ 8
Boating (acres)	--	16.1					250 (2)	+ 233.9

Source: City of Delray Beach, 2008.

(1) Deviation from the strictest of State or National guidelines

(2) Approximate area of Intracoastal Waterway and Lake Ida within Delray Beach

TABLE 0S - 7
COMPARISON WITH FACILITIES STANDARDS
(2025) (1)

FACILITY	STATE GUIDELINES	NATIONAL GUIDELINES	TOTAL EXISTING	PLANNED	+ / - (2)
Playground	8	16	50		+ 34
Baseball/Softball	16	16	32		+ 16
Football/Soccer	13	8	16		+ 3
Tennis	39	39	173		+ 34
Golf Course (18 holes)	2	3	5		+ 2
Basketball	16	16	21		+ 5
Handball/Racquetball	8	8	28		+ 20
Shuffleboard	13	39	141		+ 102
Swimming Pool (large)	3	3	3		--
Swimming Pool (small)	--	39	102		+ 63
Boat Ramps	16	5	10		- 6
Beach (feet)	16,504	1,943	15,840		- 664
Volleyball	13	--	13		--
Exercise Trails	5	--	12		+ 7
Boating (Ac)	--	19.5	250 ⁽³⁾		+ 230.5

Source: City of Delray Beach, 2008.

(1) Guidelines quantities expressed are calculated for the estimated 2025 population of **78,143**

(2) Deviation from the strictest of State or National guidelines

(3) Approximate area of Intracoastal Waterway and Lake Ida within Delray Beach

NEEDS AND RECOMMENDATIONS

Summarizing from the above and drawing upon additional information from the source documents, the following needs and recommendations are put forth from the Open Space and Recreation Element:

- Opportunities may exist for providing additional access to the Intracoastal Waterway, preserving natural areas, and providing public park areas through additions to the boat ramps at Knowles Park, and enhancement of existing street ends at the Intracoastal Waterway.
- Develop a scenic recreation network for bicycles and pedestrians.
- Encourage siting of appropriate private recreational facilities within the City.
- Encourage other community partners, including religious and social organizations, to join in the effort to provide leisure programs and activities for the community as a whole.
- Develop a program to establish small parks in neighborhoods. The program would include identification of vacant or surplus parcels, and strategies to assure that the neighborhood determines that parameters of the park and is responsible for construction and operating costs. Such strategies should rely heavily on existing neighborhood associations as the originating, motivating and organizing forces.
- Expansion of the Old School Square complex to accommodate an urban park.
- Development of a Community Center west of I-95.

GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" RECREATION OPPORTUNITIES AND FACILITIES

Objective A-1 Level of Service Adopted

Policy A-1.1 Maintenance of L.O.S.

Objective A-2 Provision of Recreation Facilities

Policy A-2.1 Additional Services to be Provided

Policy A-2.2 Methods of Providing Additional Service

Policy A-2.3 Annual Allocation Required

Policy A-2.4 Scenic Recreation Network

Policy A-2.5 Bicycle Safety Education

Policy A-2.6 Neighborhood Mini-Parks

Policy A-2.7 Criteria for Increasing CIP Priority

Policy A-2.8 Criteria for Increasing CIP Priority

Policy A-2.9 Criteria for Increasing CIP Priority

Policy A-2.10 Master Plan

Policy A-2.11 Old School Square Urban Park

Policy A-2.12 Western Community Center

Objective A-3 Public - Private Partnerships

Policy A-3.1 Tots Lots and Recreation Areas Required in New Residential Developments

Policy A-3.2 Public Role in the Arts and Culture

Policy A-3.3 Youth Activities

Policy A-3.4 Joint Use Programs with the School District

Policy A-3.5 Provision of Leisure Programs and Activities

Objective A-4 Private Recreational Facilities

Policy A-4.1 LDR Analysis Re: Private Recreational Facilities

GOAL AREA "B" OPEN SPACE

Objective B-1 Retention of Open Space

Policy B-1.1 View Corridors

Policy B-1.2 Street Beautification Programs

Policy B-1.3 Entry Features and Landscape Buffers

Objective B-2 Preservation of Natural Areas

- Policy B-2.1 Preservation of "Conservation Areas"
- Policy B-2.2 Zoning Requirements
- Policy B-2.3 Beach Pedestrian Access

Objective B-3 **Accessibility**

- Policy B-3.1 Access to the Intracoastal Waterway
- Policy B-3.2 Beach Access

Objective B-4 **Passive Area Public Access and Facilities**

Repealed

GOAL AREA "A" RECREATIONAL OPPORTUNITIES OPEN SPACES AND FACILITIES WHICH ENHANCE THE QUALITY OF LIFE, PROVIDE FOR RECREATION AND INTERACTION WITH OTHERS, AND PROMOTE THE SPIRIT OF COMMUNITY SHALL RECEIVE HIGH PRIORITY IN THE INVESTMENT OF THE CAPITAL RESOURCES OF THE CITY.

Objective A-1

The City hereby adopts the Florida Department of Environmental Protection, Division of Parks and Recreation guidelines and the National Park and Recreation and Open Space Standards, as shown in this Element as measures for "level of service" applicable to parks, recreation, and open space in Delray Beach.

Policy A-1.1 The City shall maintain the adopted level of service for all recreational facilities.

Objective A-2

Park and recreation facilities shall be adequately and efficiently provided with adequate parking and public access and shall be compatible with surrounding existing properties and new development through implementation of the following policies:

Policy A-2.1 The City shall provide additional park, recreation, and open space facilities through enhancement of existing facilities, major capital improvements, and the provision of new services to geographic areas which do not have facilities readily available to them.

Policy A-2.2 The City, through the Parks and Recreation Department, shall place its first recreation priority on the provision of facilities for activities which serve all residents of the community and which can be achieved through completing the development of existing park areas, enhancing existing facilities, and adding specialized items such as playgrounds to existing facilities.

Policy A-2.3 Funds shall be allocated, on an annual basis, for the purpose of achieving Policy A-2.2. This mechanism shall only be one of the funding sources which are applied to meeting that policy.

Policy A-2.4 The City shall strive to develop a scenic recreational network for pedestrians and bicyclists. This network should make use of existing resources where possible, such as canal rights-of-way. In this way the scenic network would be similar to the rails-to-trails concept. Development of the network is not seen as a high priority work item, but every opportunity to advance such a network should be taken.

Policy A-2.5 The City shall continue to support and expand bicycle safety education programs for both children and adults.

Policy A-2.6 As part of the preparation of Strategic Task Team Neighborhood Action Plans, the City shall evaluate the possibility of establishing neighborhood or “pocket parks” in the area for which the plan is being prepared. The evaluation should include identification of vacant or surplus parcels, and strategies to assure that the neighborhood determines the parameters of the park and is responsible for construction and operating costs. Such strategies should rely heavily on existing neighborhood associations as the originating, motivating and organizing forces.

Policy A-2.7 Whenever the accomplishment of one or more of the activities cited can be achieved through major investment in an existing facility, such a situation shall be a justification for raising the priority of the major capital improvement on the capital improvement list.

Policy A-2.8 The priority of a specific project may move up if it is funded from a dedicated revenue source and that funding is sufficient to accommodate the improvement (e.g. golf course improvement funded by a golf cart surcharge).

Policy A-2.9 The priority of a specific project may move up if there is a contribution from the private sector, or other sources, or area development/redevelopment can be coordinated with its construction.

Policy A-2.10 All planning for parks and recreational facilities shall be in accordance with the adopted City of Delray Beach Parks and Recreation System Master Plan.

Policy A-2.11 The City shall establish an Urban Park as part of the expansion of Old School Square Cultural Center. Multiple funding sources are to be pursued and Phase 1 of the development should be accomplished by FY 2008/09.

Policy A-2.12 The City shall continue to investigate the feasibility for the development of an additional Community Center west of I-95.

Objective A-3

The provision of recreation facilities and programs for the future well-being of this community is a joint responsibility of both the public and private sectors. Developers shall provide sufficient and appropriate recreational facilities for their development. That partnership shall be mandated by each body taking an appropriate role as expressed in the following policies:

Policy A-3.1 Tot lots and recreational areas, serving children from toddlers to teens, shall be a feature of all new housing developments as part of design to accommodate households having a range of ages. This requirement may be waived or modified for residential developments located in the downtown area, and for infill projects having fewer than 25 units. The City may require a monetary contribution in-lieu of the provision of on-site facilities where appropriate.

Policy A-3.2 The role of the Parks and Recreation Department in fulfilling community needs in culture and the arts shall continue to focus on programs. Private and quasi-public groups (e.g. Old School Square Foundation, Public Library, Atlantic Avenue Merchants Association, Historic Society, etc.) should be encouraged to provide facilities necessary to accommodate the arts (e.g. auditorium, indoor concerts, and the performing arts). The City shall provide reasonable assistance to such groups in as much as such efforts relate to the overall economic development of the community.

Policy A-3.3 The City shall continue to develop and sponsor programs for youth activities.

Policy A-3.4 The City, through the Parks and Recreation Department, shall continue its formal relationship and program with the school district for the joint use of school grounds for active sports such as soccer and for the creation of educational programs such as use of the nature and interpretative trails.

Policy A-3.5 The City shall continue to encourage other community partners, including religious and social organizations, to join in the effort to provide leisure programs and activities for the community as a whole.

Objective A-4

The provision of recreational facilities by the private sector is an important factor in the quality of life in the entire community, especially for teenagers and young adults. The City shall encourage the siting of appropriate private recreational facilities within the City through the provision of informational services, and consideration of innovative, quality development proposals.

Policy A-4.1 The City shall consider modifications to the Land Development Regulations with regard to private recreational facilities, including the number of permitted, vs. conditional, recreational uses allowed in commercial zoning districts.

GOAL AREA "B" *AN OPEN SPACE CREATION, RETENTION AND ENHANCEMENT SYSTEM CONSISTING OF, BUT NOT LIMITED TO, LINKS AND LOOPS THROUGHOUT THE CITY, SHALL BE PURSUED IN ORDER TO ENRICH THE QUALITY OF LIFE IN DELRAY BEACH AS WELL AS ENHANCING PROPERTY VALUE, THE COMMUNITY AESTHETIC AND ENVIRONMENTAL SUSTAINABILITY.*

Objective B-1

The retention and creation of visual open space areas is vital to meeting the overall goals of the Comprehensive Plan. Part of the image of open space is that of vistas and

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streetscapes. The maintenance of vistas, enhancement of the streetscapes, and additional open space are objectives which shall be accomplished through the following:

Policy B-1.1 Large open space areas like golf courses and lakes, when developed within a subdivision, shall be located so that they provide a view corridor for the general public. Similarly, common areas which are a part of new developments shall be located, in some degree, contiguous to the external street system and likewise provide a view corridor.

Policy B-1.2 The City shall continue its on-going street beautification efforts, including programs such as Adopt-A-Tree, landscaping upgrades as part of street construction projects, and an emphasis on providing sufficient funds to maintain existing landscaping at a high level.

Policy B-1.3 New developments shall provide central focal points at entries and landscape buffers along the external (arterial, collector) streets which service them. Back-lotting of individual homes along such streets should be allowed only when special landscape buffers are provided between the rear yard walls or fences and the right-of-way.

Objective B-2

Natural areas shall be protected and preserved through the following policies.

Policy B-2.1 The Land Use Map shall identify as "conservation" the following areas which shall be preserved:

- The FIND parcels 645, and 650 along the Intracoastal;
- The Leon Weekes Environmental Preserve;
- Delray Oaks; and
- The Donnelley Tract on Palm Trail.

Policy B-2.2 The Open Space (OS) and Open Space and Recreation (OSR) Zone Districts of the Land Development Regulations shall be applied to "Recreation", "Open Space" and "Conservation" parcels. The OS Zone shall provide for distinct standards applicable to open space lands and to conservation lands.

Policy B-2.3 As a part of the City's ongoing beach renourishment program, the existence of pedestrian accesses to the beach shall be maintained and enhanced (See Conservation Policy B-4.1).

Objective B-3

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Not only shall existing public access to beach areas and the Intracoastal Waterway be retained, but enhanced with special emphasis placed upon beach accessibility for residents of Delray Beach, while protecting the natural environment. This objective shall be accomplished through the following.

Policy B-3.1 Access to the Intracoastal Waterway shall be achieved through improvements made at the time of development of Mangrove Park (MSA 650).

Policy B-3.2 Current access points and pathways to the beach shall be enhanced through the policies which implement Objective B-4 of the Conservation Element.

Objective B-4

The City shall ensure that public access and that passive resource-based facilities (i.e. trails, wildlife observation areas, etc.) are provided on publicly owned natural areas for the public use and enjoyment of the site.

Repealed

INTRODUCTION..... IC - 1
BACKGROUND IC - 2
INTERGOVERNMENTAL COORDINATION DATA IC - 2
INVENTORY AND ASSESSMENT OF INTERGOVERNMENTAL COORDINATION IC - 3
STRATEGIC REGIONAL PLAN IC - 7
NEEDS AND RECOMMENDATIONS..... IC - 13
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LIST OF TABLES

TABLE IC-1 INVENTORY OF ESTABLISHED AGREEMENTS/ACTIVITIES IC - 3 - 6
TABLE IC-2 INVENTORY OF MECHANISMS/EFFECTIVENESS IC - 8 - 12

Repealed

**INTERGOVERNMENTAL
COORDINATION ELEMENT**

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

INTRODUCTION

The Intergovernmental Coordination Element is prepared to address the needs and desires of the City relative to coordinating programs and activities required to fulfill the goals and objectives of the Comprehensive Plan.

Pursuant to F.S. 163.3177, the City of Delray Beach is required to have established coordinating relationships with the adjacent unit of governments. Those adjacent units of government include the City of Boca Raton, City of Boynton Beach, Town of Gulf Stream, the Town of Highland Beach and Palm Beach County. The need to resolve growth management issues and incompatible aspects of development with the neighboring jurisdictions is limited as the planning area for the City is 98.9% built-out (acreage basis) and land use patterns along common borders with each of the neighboring jurisdictions are in place.

There is a need, however for further coordination with the various County, State and Federal agencies in order to maintain and improve level of service and the service delivery efforts of those entities as well as meeting common goals, objectives, and policies contained in the Plan.

There are no designated Areas of Critical State Concern in the City's Planning Area or immediately adjacent lands, thus there is no need for coordination with the rules, principles for guiding development, and development regulations for those areas.

There are no dredge spoil disposal sites identified within the City of Delray Beach or in the Florida Inland Navigation District (FIND) long range plans.

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Delray Beach Intergovernmental Coordination Element (City of Delray Beach, 1989)
- 1996 Evaluation and Appraisal Report (City of Delray Beach, 1996)
- 2006 Evaluation and Appraisal Report (City of Delray Beach, 2006)
- 2015 Interlocal Agreement with School Board of Palm Beach County, Palm Beach County, and Municipalities of Palm Beach County for Coordinated Planning
- 2017 Evaluation and Appraisal Report (City of Delray Beach, 2017)

The source documents and other documents which are cited in the Element, are available for public review at the Planning Department Office located at 100 N.W. 1st Avenue, Delray Beach, Florida.

INTERGOVERNMENTAL COORDINATION DATA

The City has established formal agreements with the adjacent units of government of Palm Beach County, City of Boynton Beach, City of Boca Raton, Town of Highland Beach and Town of Gulf Stream encompassing programs ranging from law enforcement services, fire and EMS services, water interconnection services and sewer services, to beach renourishment projects, wellfield protection and review of Comprehensive Plan amendments. Established programs and activities are in place with other agencies which perform services relating to the growth management issues of the City. These agencies are not limited to governmental entities and incorporate local, state and federal entities. These entities include the Palm Beach School Board, other units of government (with no land use authority); Independent Special Districts; the South Florida Water Management District, Planning Agencies; Regional/State and Federal Agencies with land use and environmental regulatory authority, and utility companies which provide services to the City.

Table IC-1 summarizes the on-going programs and activities conducted by the City with the jurisdictions with which intergovernmental coordination exist.

***INVENTORY AND ASSESSMENT OF INTERGOVERNMENTAL
COORDINATION***

The City of Delray Beach has been true to its commitment in participating in intergovernmental coordination activities to further the goals of the Plan. Table II provides an inventory of the agencies with which the City has established intergovernmental coordination programs in order to fulfill the policies set forth in other elements of the Plan and the requirements established in F.S. 163.3177(6)h.

Repealed

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T A B L E I C - 1

.CITY OF DELRAY BEACH COMPREHENSIVE PLAN INVENTORY OF ESTABLISHED AGREEMENTS/ACTIVITIES	
INTERGOVERNMENTAL COORDINATION ELEMENT MATRIX	
INVENTORY OF ENTITIES [Within the Area of Concern]	AGREEMENTS/ESTABLISHED PROGRAMS/ACTIVITIES
Palm Beach County Board of County Commissioners	<ul style="list-style-type: none"> * Mutual Aid Agreement - 911 expanded system * Mutual Aid Agreement - evacuation and disaster management; * Allocation of local option gas tax * Lease Agreement for Atlantic Dunes parking area, Miller Field, Anchor Park, Lake Ida Park northeast portion (N. E. 11th Avenue Park) and Sandoway House * Agreement re Catherine Strong Center (Head Start) * Lease and easements re Western Wellfield - Morikami * Mutual Aid Agreement re Law Enforcement * Mutual & Automatic Aid Agreement re Fire and EMS services * Water Interconnect Agreement * Forestry partnership agreement * Leon Weekes Preserve Agreement * South Palm Beach County Safety Communication Cooperative * Interlocal Agreement for Coordinated Planning
Palm Beach County - Engineering Department	<ul style="list-style-type: none"> * Collection of traffic impact fees * Five year road construction plan * Coordination re LOS criteria on street system * Continuation of beautification program * Review of Traffic Studies
Palm Beach County - Planning and Zoning Department	<ul style="list-style-type: none"> * Street name assignments * Special land use review in enclaves * Review of Plan amendments through the IPARC (Interlocal Plan Amendment Review Committee) process
Palm Beach County - Health Department (HRS)	<ul style="list-style-type: none"> * Water and sewer system approvals (ERC Rules)
Palm Beach County - Department of Environmental Resources Management	<ul style="list-style-type: none"> * Wellfield protection ordinance * Beach renourishment project

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INVENTORY OF ENTITIES [Within the Area of Concern]	AGREEMENTS/ESTABLISHED PROGRAMS/ACTIVITIES
City of Boynton Beach	<ul style="list-style-type: none"> * Mutual Aid Agreement re fire & EMT * Water interconnect agreement * Joint participation on the South Central Regional Wastewater Treatment Board * Review of Plan Amendments through the IPARC process * South Palm Beach County Safety Communication Cooperative
City of Boca Raton	<ul style="list-style-type: none"> * Mutual Aid Agreement re fire and EMT * Water Interconnect Agreement * Mutual Aid Agreement re law enforcement * Review of Plan Amendments through the IPARC process
Town of Gulf Stream	<ul style="list-style-type: none"> * Interlocal Agreement re Fire and EMS services * Water Service Agreement * Agreement re police communications & dispatch operations * Mutual Aid Agreement - law enforcement * Review of Plan Amendments through the IPARC process
Town of Highland Beach	<ul style="list-style-type: none"> * Water Interconnect Agreement * Sewer service agreement * Interlocal Agreement re Fire and EMS services * Mutual Aid Agreement - law enforcement * Review of Plan amendments through the IPARC process
Palm Beach County School Board	<ul style="list-style-type: none"> * Community school program *Strive to maintain school population that mirrors diversity of community * Community school relationship at the Full Service Center * Joint -use agreements * Role of schools as a part of neighborhoods * Recreational improvements * Interlocal Agreement for Coordinated Planning
South Central Regional Wastewater Treatment Board	<ul style="list-style-type: none"> * Reuse of effluent * Alternative methods of sludge disposal * Operations of the South Wastewater Treatment Plant * Cost sharing formula for future capital expansion
Solid Waste Authority	<ul style="list-style-type: none"> * Solid waste disposal * Transfer station for household hazardous wastes * Solid waste recycling
Florida High Speed Rail Commission	<ul style="list-style-type: none"> * Establishment of H.S.R. corridor
Tri-County Commuter Rail Authority	<ul style="list-style-type: none"> * Coordination of bus service

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INVENTORY OF ENTITIES [Within the Area of Concern]	AGREEMENTS/ESTABLISHED PROGRAMS/ACTIVITIES
Florida Department of Transportation (FDOT)	<ul style="list-style-type: none"> * Ensuring A-1-A is not widened * Review re construction permits on state roads * DRI review.
Florida Inland Navigation District (FIND)	<ul style="list-style-type: none"> * Grants * Preservation of FIND parcels
Federal Department of Housing & Urban Development	<ul style="list-style-type: none"> * CDBG
Health and Rehabilitative Services - Division of Emergency Medical Services	<ul style="list-style-type: none"> * Regulate EMS services
State Fire Marshal	<ul style="list-style-type: none"> * Fire scene investigation
Palm Beach County Housing and Community Development	<ul style="list-style-type: none"> * Technical and financial assistance for affordable housing
Florida Housing Finance Agency	<ul style="list-style-type: none"> * SHIP program
OSHA (Occupational Safety and Health Administration)	<ul style="list-style-type: none"> * Monitor industrial safety and accidents
Business and Professional Regulation	<ul style="list-style-type: none"> * Licensing building officials and inspectors
Downtown Development Authority	<ul style="list-style-type: none"> * Enhancement of the Central Business District * Review of land use requests within the Downtown Development Area * Review of Land Development Regulations text amendments
Community Redevelopment Agency	<ul style="list-style-type: none"> * Revitalization of the Community Redevelopment Area * Review of land use requests * Preparation of Community Redevelopment Plans
Pineapple Grove Main Street	<ul style="list-style-type: none"> * Review of land use requests * Revitalization of the Pineapple Grove Business District
Health Care District	<ul style="list-style-type: none"> * Trauma services * Emergency Medical Services education
Children's Services Council	<ul style="list-style-type: none"> * Grants (After School Program)
Metropolitan Planning Organization	<ul style="list-style-type: none"> * Five year road program determinations * Review of countywide projects associated with the 2035 Cost Feasibility Plan
Treasure Coast Regional Planning Council	<ul style="list-style-type: none"> * DRI reviews * Review of Plan amendments - ensuring consistency with the Regional Plan * Redevelopment plans and activities
Interlocal Plan Amendment Review Committee (IPARC)	<ul style="list-style-type: none"> * Review of Plan Amendments * Early coordination and consultation * Conflict identification and resolution

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INVENTORY OF ENTITIES [Within the Area of Concern]	AGREEMENTS/ESTABLISHED PROGRAMS/ACTIVITIES
	* Coordination among local government Planning Directors
Multi Jurisdictional Issues Coordination Forum	* Issue identification and definition * Direction for disposition * Education and communication
Palm Beach Countywide Beaches and Shores Council	* Beach protection and preservation
Department of Economic Opportunity	* Comprehensive Planning Act implementation
Department of State, Division of Historical Resources	* Grants * Provision of architectural and technical assistance * National Register of Historic Places program * Historic Site Survey program
South Florida Water Management District	* Review of drainage plans * Use of canals for aquifer recharge * Permitting of groundwater withdrawal
Lake Worth Drainage District	* Review of drainage plans * Use of canals for aquifer recharge * Lake Ida Shoreline Protection Program
Department of Environmental Protection (State)	* Speed & wake control on the ICWW * Air quality monitoring * Permitting of City owned projects within the ICWW * Beach erosion control program
Environmental Protection Agency (Federal)	* Ocean outfall * Non-point storm waste management (NPDES permit program)
Federal Emergency Management Agency (FEMA)	* Certification of City flood drainage control ordinances & program * Disaster mitigation
Army Corps of Engineer	* Permitting for City owned projects within ICWW * Beach erosion control program
Florida Power & Light	* Removal of power poles from travelways
Delray Beach Housing Authority	* Public housing program - Section 8 voucher program
Delray Beach Community Land Trust	* Provision of Affordable Housing

Table IC-2 further summarizes the function of the entities inventoried, the office with primary responsibility for coordination and the mechanism by which the coordinating relationship exist. The City's intergovernmental coordination activities exist either through formal actions such as special legislation, intergovernmental agreements, planning and service agreements or informal actions such as voluntary participation.

By and large the City enjoys excellent coordinating and cooperation with the participating jurisdictions and few problems have been identified. Where problems have been detected, the City has been diligent in its efforts to improve the coordinating relationships. For those agencies (which are discussed below) where problems in the coordinating relationship persist, resolution has been outside the City's control.

Environmental Protection Agency (EPA): Due to its size and limited contact with the City [EPA has delegated its responsibility for enforcement to the Department of Environmental Protection (State)], it is not likely that coordination will improve, or that improvement is necessary.

Florida Power and Light and Southern Bell Utility Companies: Problems in some service delivery functions.

Children's Services Council: Bureaucratic structure provides limited flexibility with respect to the allocation of funding.

The City will continue to work towards improving the relationships with those agencies that we deal with frequently.

STRATEGIC REGIONAL PLAN

The strategic plan prepared by the Treasure Coast Regional Planning Council (TCRPC) contains goals, objectives and policies for a number of development related issues. The goals objectives and policies of the City's Comprehensive Plan are not inconsistent with the Strategic Regional Plan. Further the Interlocal Plan Amendment Review Committee (IPARC) process ensures that TCRPC is notified of Future Land Use Map (FLUM) amendments, and the Development of Regional Impact (DRI) process ensures coordination on developments having a region-wide impact.

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INVENTORY OF AGENCIES

INTERGOVERNMENTAL COORDINATION ELEMENT MATRIX

INVENTORY OF ENTITIES <i>[Within the Area of Concern]</i>	MECHANISM	NATURE	EFFECTIVENESS
ADJACENT UNITS OF GOVERNMENT			
Palm Beach County City of Boynton Beach City of Boca Raton Town of Gulf Stream Town of Highland Beach	Mutual aid agreements; special legislation and County ordinances; service contracts / Direct administrative contact	Units of Government / Administration of ordinances and established procedures	Existing arrangements primarily work well.
SCHOOL BOARD AND UNITS OF GOVERNMENT (no land use authority)			
Palm Beach County School Board	Direct administrative contact / Education Advisory Board and through the adoption of the Interlocal Agreement for Coordinated Planning.	Administration of Contracts agreements/future facility planning for the Public School system	Administrative coordination is good. Political coordination effective as seen in recent projects such as the relocation of Atlantic High School, construction of the new soccer fields and the rebuilding of Plumosa associated with the K-8 Gr. School of the Arts Program.
South Central Regional Wastewater Treatment Board	Formal joint powers agreement between the City of Delray Beach & the City of Boynton Beach by special legislative act	Policy body for operations at the South Central Regional Wastewater Treatment Plant	Coordination works well
Solid Waste Authority	Interlocal agreement / administrative contact	Disposal of solid waste	Existing arrangements work well
Florida High Speed Rail Commission	State agency/administrative contact	Implementation of High Speed Rail System	Limited scope of coordination
SCHOOL BOARD AND UNITS OF GOVERNMENT (no land use authority)			
Tri-County Commuter Rail Authority	Inter-local agreement among Counties/ administrative contact	Coordination of Commuter Rail System	Coordination works well.

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INVENTORY OF AGENCIES

INTERGOVERNMENTAL COORDINATION ELEMENT MATRIX

INVENTORY OF ENTITIES <i>[Within the Area of Concern]</i>	MECHANISM	NATURE	EFFECTIVENESS
Department of Transportation (FDOT)	State agency / administrative contact	Traffic planning / construction / maintenance of State Roads.	Good coordination exists with the local and Regional offices.
Florida Inland Navigation District (FIND)	Special taxing district / administrative contact	Dredging of Intracoastal Waterway	Good coordination arrangements
Federal Department of Housing & Urban Development	Intergovernmental agreements/ contracts / administrative contact	Provision of Housing / removal of blight	Excellent coordination
Health and Rehabilitative Services/ Division of Emergency Medical Services (EMS)	State Agency / administrative contact	Regulation of EMS service	Good Coordination
State Fire Marshal	State Agency / administrative contact	Fire scene investigation	Excellent coordination
Palm Beach County Housing and Community Development	Interlocal agreement / administrative contact	Provision of technical and financial assistance for affordable housing	Coordination works well
Florida Housing Finance Agency (State)	State Agency / administrative contact	Administer SHIP program	Excellent coordination
OSHA Occupational Safety and Health Act	Federal Agency / administrative contact	Regulation of Occupational Safety	Generally fair, however the addition of recent on-call inspectors should improve coordination
Department of Business and Professional Regulation	State Agency / created by statutes	Regulation of licensing building officials	Good coordination
COORDINATION WITH SPECIAL DISTRICTS AND PLANNING AGENCIES			
Downtown Development Authority	Special taxing district/appointment by the City Commission	Improvements in the Central Business District area	Excellent coordination
Delray Beach Downtown Marketing Cooperative	Partnership between the Downtown Development Authority, the Community Redevelopment Agency, City of Delray Beach , and the Greater Delray Beach Chamber of Commerce	Marketing the Downtown and organize and manage events and programs to enhance the economic prosperity of the downtown	Excellent coordination

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INVENTORY OF AGENCIES

INTERGOVERNMENTAL COORDINATION ELEMENT MATRIX

INVENTORY OF ENTITIES <i>[Within the Area of Concern]</i>	MECHANISM	NATURE	EFFECTIVENESS
Community Redevelopment Agency	Special taxing district / appointment of Board by the City Commission/ administrative contact	Removal of slum and blight/economic development	Excellent coordination
Pineapple Grove Main Street	Non-profit organization partially funded by the City	Preservation/upgrading of neighborhood commercial area near downtown	Good coordination
Health Care District	Special taxing district /administrative contact	Managed health care, EMS services	Good coordination
Children's Services Council	Independent taxing district	Children's services funding program	Good coordination
Metropolitan Planning Organization	Special Planning Board created by statute/ City Commission Member sits on governing body / staff on technical board	Transportation/traffic planning	Good administrative coordination
Treasure Coast Regional Planning Council	Special body created by statute / City Commission member sits on governing body / administrative contact	Regional land use and social planning	Good administrative coordination
Interlocal Plan Amendment Review Committee (IPARC)	Interlocal agreements / administrative contact	Review of plan amendments/conflict resolution	Excellent coordination

COORDINATION WITH SPECIAL DISTRICTS AND PLANNING AGENCIES

Multi-Jurisdictional Issues Coordination Forum	Interlocal agreement / City Commission member sits on Forum	Forum for addressing items of multi-jurisdictional nature	Excellent coordination
Palm Beach Countywide Beaches and Shores Council	Interlocal agreement / City Commission member sits on the Council	Beach protection and preservation	Excellent coordination
Department of Economic Opportunity (State of Florida)	Interlocal agreements/grants/ administrative contact; formal	Coordination of State programs	Coordination through the formal mechanism works well.

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INVENTORY OF AGENCIES

INTERGOVERNMENTAL COORDINATION ELEMENT MATRIX

INVENTORY OF ENTITIES <i>[Within the Area of Concern]</i>	MECHANISM	NATURE	EFFECTIVENESS
	correspondence is through the Mayor		
Department of State (Florida), Division of Historical Resources	Contract Agreement/grants administration/ administrative contact	Provision of technical assistance on historical resources	Very good coordination
AGENCIES WITH ENVIRONMENTAL OR LAND USE REGULATORY AUTHORITY (REGIONAL, STATE, FEDERAL)			
South Florida Water Management District	Independent taxing district appointed by the Governor	Regulation of surface drainage and groundwater management	Good coordination.
Lake Worth Drainage District	Special taxing district / administrative contact.	Regulation of surface drainage	Administrative coordination works fairly well.
Department of Environmental Protection (State)	State agency / administrative contact.	Environmental Regulation /permitting and funding	Satisfactory relationship.
Environmental Protection Agency (Federal)	Federal agency / administrative contact	Environmental Regulation	Semi-responsive, out of touch with local conditions. Little coordination occurs with delegates responsible for enforcement from the Department of Environmental Protection.
AGENCIES WITH ENVIRONMENTAL OR LAND USE REGULATORY AUTHORITY (REGIONAL, STATE, FEDERAL)			
Federal Emergency Management Agency (FEMA)	Federal agency / administrative contact.	Flood damage prevention and mitigation	Poor coordination.
U.S. Army Corps of Engineers	Federal agency / administrative contact.	Regulation of Intracoastal Waterway / Regulation & Funding Administration - re: Beach Erosion Control Program	No apparent problems.
UTILITY COMPANIES			
Florida Power & Light	Public service company /administrative contact.		Generally good – very responsive on street light problems -
Flo Gas	Public service company/administrative contact.		Satisfactory.

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INVENTORY OF AGENCIES			
INTERGOVERNMENTAL COORDINATION ELEMENT MATRIX			
INVENTORY OF ENTITIES <i>[Within the Area of Concern]</i>	MECHANISM	NATURE	EFFECTIVENESS
Southern Bell Telephone	Public service company/administrative contact.		Poor coordinating relationship-very bureaucratic. Unresponsive when coordinating construction.
Comcast	Utilities under contract or franchise.		Poor Coordination
LOCAL ADVISORY BOARDS AND COMMISSIONS			
Delray Beach Housing Authority	Independent Board appointed by the City Commission/ administrative contact	Public housing program and administer Section 8 Housing Voucher and Certificate Programs	Good coordination relationship
Delray Beach Community Land Trust	Non-Profit Organization supported with both funding and in-kind services from the City of Delray Beach and the Community Redevelopment Agency	Provision of Affordable Housing	Excellent Coordination

Repealed

NEEDS AND RECOMMENDATIONS

OTHER COMPREHENSIVE PLAN ELEMENTS

The various elements of the Comprehensive Plan identify new and/or expanded programs and activities which are to be coordinated with jurisdictions outside the City. These programs and activities, usually expressed in objectives and policies, require intergovernmental coordination to achieve their aims and further the goals of the element. Therefore, it is appropriate to summarize the activities and programs in the Intergovernmental Coordination Element as needs. For ease of cross reference, the location of the programs and activities in their element is cited.

FUTURE LAND USE ELEMENT

Palm Beach County

Within the Delray Beach Planning Area, the City's FLUM designation shall be in effect immediately upon annexation of a specific parcel. Following any annexation, the Future Land Use Map, and appropriate portions of the Comprehensive Plan, shall be amended to reflect the change in the City's boundaries [Policy B-3.3]

The City shall, undertake the following program for the annexation of remaining eligible properties:

- Preparation of an "urban services annexation report" as required by Florida Statutes, for each of the remaining designated annexation areas:
 - A. Foxe Chase subdivision
 - B. Delray Community Hospital Area
 - C. Barwick Road (just north of Atlantic Avenue)
 - D. Atlantic Avenue & Military Trail, (less the portion of Country Club Acres west of Military Trail and High Point of Delray West)
 - E. The North Military Trail / Barwick Road Area.
 - F. High Point Delray Area (north of Atlantic Avenue)
 - G. Country Club Acres (west of Military Trail)

(See Map #11 for a geographical description of the above referenced areas).

- Working in concert with the Palm Beach County Planning Department, address the annexation of improved property which lacks adequate sewer, water, street, and/or drainage facilities pursuant to the Palm Beach County Annexation Incentive Program;

- Recommend whether annexation should be pursued, and if so, the means by which annexation should occur.

- Accommodate individual voluntary annexations as the opportunities arise. [Policy B-3.5]

Palm Beach County School Board

The City will continue to work with the Palm Beach County School Board to implement the 2015 Interlocal Agreement for Coordinated Planning as well as address the following:

- The City shall advocate for housing strategies that enable residents of different socio-economic background to live work and attend schools in our community. [Policy D-1.1]

- The City will strive to support specialized academies and choice programs to improve the diversity that has been compromised by recent boundary changes with the creation of neighborhood schools. [Policy D-1.3]

- The City shall work with the School Board to insure that a new middle school of the arts is constructed on the old Atlantic High School site (Seacrest Boulevard) enhancing the neighborhood in which it is located. [Policy D-2.3]

- Providing appropriate infrastructure and physical plan improvements.[Policy D-3.1]

- The City will continue to lobby for an equitable amount of funding and resources for schools located within the City. [Policy D-4.1]

Community Redevelopment Agency

The City shall work with the Community Redevelopment Agency (CRA) for the improvement of neighborhoods within the CRA boundaries. The City shall take the lead in the preparation of Strategic Task Team Neighborhood Action Plans (as described in the Housing Element). The unique powers of the CRA may be used in the implementation of appropriate provisions of such plans. [Policy C-1.2]

Pineapple Grove Main Street Organization

The City supports the efforts to revitalize the Pineapple Grove Main Street area, and the use of the Main Street approach: organization, promotion, design, and economic restructuring. Opportunities to promote the area as a Arts District shall be emphasized. Policy C-3.4]

PUBLIC FACILITIES ELEMENT

South Central Regional Wastewater Treatment Board

Cost Sharing: Commitments by the South Central Regional Waste Water Treatment Board for capital expansion at the wastewater treatment plant, are based on a 50%/50% cost sharing by the City of Delray Beach and the City of Boynton Beach. Costs related to operating the plant is based on the usage of Delray Beach and Boynton Beach respectively. [Policy C-6.2]

The City, through the South Central Regional Wastewater Treatment Facility Board, shall continue to monitor the area of effluent reuse with the ultimate goal of reclaiming and reusing more effluent from the wastewater treatment plant for irrigation. if and when such a program becomes technically and economically feasible. Priorities for expansion should be on golf courses in the City, large home owner associations on master meters, and in the Coastal Planning Area. [Policy B-1.1]

CONSERVATION ELEMENT

South Central Regional Wastewater Treatment Board

The City, through the Regional Wastewater Treatment Facility Board, shall continue to utilize and expand its use of reclaimed water from the wastewater treatment plant. Priorities for expansion of effluent reuse should be on golf courses in the City, large homeowner associations with master meter systems, and in the Coastal Planning Area. [Policy A-4.7]

South Florida Water Management District (SFWMD)

The City is committed to support the emergency powers of the District with respect to conservation of water sources. When the District imposes water restrictions, the City will impose those similar restrictions which are available under the City's emergency water conservation powers. [Policy A-4.9] This program is already institutionalized in the City, but implementation of activities may be considered as an expansion of intergovernmental coordination.

The City shall work with South Florida Water Management District to permit innovative techniques of pervious paving/surfaces to reduce water runoff and promote percolation/stormwater recharge. [Policy A-4.11]

Palm Beach County Department of Environmental Resources Management

The City shall encourage continued monitoring and enhancement of the Lake Ida water quality by the responsible agencies, with the goal of achieving a level of water quality that will allow swimming. [Policy C-2.1] Achieving this goal may require coordination with other responsible agencies.

Palm Beach County Solid Waste Authority

The City shall work with the Solid Waste Authority to increase the number of materials accepted for recycling to include items such as Styrofoam and plastic bags. [Policy D-1.1]

The City shall continue to support the County's education program to increase participation in recycling. [Policy D-1.2]

TRANSPORTATION ELEMENT

Palm Beach County

The City endorses the Palm Beach County Traffic Impact Fee Program and commits to the collection and transfer of funds pursuant to that program. [Policy A-2.5]

Metropolitan Planning Organization (MPO)

The City shall coordinate with Palm Tran and the MPO [through the Congestion Management System (CMS)] to increase the number of buses on the Palm Tran routes to reduce headways to 20 minutes in the peak hours, and 45 minutes in the off-peak hours by 2015. [Policy D-3.3]

Implementation of the in-town shuttle system described in Policy D-3.5 shall be coordinated with the MPO through the Congestion Management System (CMS) by the year 2010. [Policy D-3.6]

Community Redevelopment Agency

The City and the CRA shall, on a continuing basis, assess the need to install additional bicycle facilities in the Traffic Concurrency Exception Area to accommodate and encourage the use of bicycles as transportation. These could include bike lanes, bike racks, bike lockers and other bicycle parking facilities. [Policy D-3.4].

The City and the CRA shall continue to monitor the feasibility of the existing in-town shuttle system providing service between Tri-Rail, and the beach with headways of 20-30 minutes. [Policy D-3.5]

Florida Department of Transportation (FDOT)

The City shall continue its opposition, as expressed in Resolution No. 86-95, to increases in the minimum bridge clearances across the Intracoastal Waterway. [Policy A-7.4]

Bicycle traffic shall be accommodated in the design and construction of Collector and Arterial roadways. These improvements are to emphasize safe bicycle movements by including bicycle lanes where there is sufficient right-of-way. The City, by adoption of this policy, requests that such improvements be included on all projects undertaken per Florida Department of Transportation or the County five-year road program, as well as the City's Capital Improvement Program. [Policy D-2.1]

In cooperation with the Florida Department of Transportation regional Commuter Assistance Program, the City shall perform and analyze transportation surveys to determine the issues and needs for employer based TDM (Transportation Demand Management) activities, including but not limited to ride sharing, van pooling, and flexible work hours. These activities shall be completed in FY 09/10. [Policy D-3.1]

COASTAL MANAGEMENT ELEMENT

Florida Inland Navigation District (FIND)

Florida Inland Navigation District (FIND) parcels 645 and 650 (Mangrove Park) shall be controlled so that their long-term use serves the environmental purposes of this goal area (See Goal Area "A"). The City, through its Parks and Recreation Department, shall continue to work with FIND to transfer these properties into City control upon termination of their need by the District. The City, through its Parks and Recreation Department, shall continue its programs for the acquisition and perpetual use of the FIND properties as marine and wildlife habitats through retention of flora and fauna and the possibility of sites for the relocation of mangroves which must be relocated from elsewhere along the Intracoastal Waterway, and development of Intracoastal Waterway access. [Policies A-2.1, C-4.1, and C-4.2]

Neighboring Communities

The City shall monitor development requests in adjacent communities. If it is not apparent that there will be no adverse impacts upon the Intracoastal Waterway, the item shall be referred to the IPARC (Intergovernmental Plan Amendment Review Committee) or Treasure Coast Regional Planning Council for review and mediation as needed. [Policy A-2.3]

The City shall, through the Palm Beach Countywide Coastal Council, exchange information regarding beach/dune system protection and management, sea turtle protection, habitat protection and enhancement, and water quality. [Policy A-4.1]

The City shall continue to participate with its adjacent units of governments along the Intracoastal Waterway in responding to efforts of the others to implement programs contained within its Comprehensive Plan or their Comprehensive Plans for the protection of living marine resources, the reduction of exposure to natural hazards, and the continuing provision of public access. [Policy A-4.2]

Palm Beach County

The City shall continue to support the concept of “countywide” application of regulations which are targeted toward the protection of existing resources. When such measures are enacted, the City shall provide the clerical and technical support personnel, in the appropriate department, to provide for the effective implementation of such ordinances. [Policy A-4.3]

The City shall request that the County study the feasibility of establishing a deep water artificial fishing reef in the Delray Beach area in conjunction with its artificial reef program. [Policy B-1.5]

Florida Department of Environmental Protection (FDEP):

Additional marina facilities and waterway access shall be provided pursuant to the boating facility siting plan in the Palm Beach County Manatee Protection Plan adopted on August 21, 2007. [Policy B-1.2]

OPEN SPACE AND RECREATION ELEMENT

Palm Beach County School Board

The City, through the Parks and Recreation Department, shall continue its formal relationship and program with the school district for the joint use of school grounds for active sports such as soccer, and for the creation of educational programs such as the use of nature and interpretive trails. [Policy A-3.4] This program is already institutionalized in the City, but implementation of activities may be considered as an expansion of intergovernmental coordination.

HOUSING ELEMENT

Community Redevelopment Agency

Strategic Task Team Neighborhood Action Plans, prepared by the Community Improvement Department, for areas designated as “needing revitalization” on the

Neighborhood Categorization Map shall have input from the Community Redevelopment Agency if located within the CRA district. [Policy A-5.5]

Federal Department of Housing and Urban Development/ Florida Housing Finance Agency

The City will participate in state and federal programs such as, SHIP (State Housing Initiatives Partnership) and HOME to provide for the purchase and rehabilitation of existing housing and the construction of new housing. [Policy A-7.2].

Palm Beach County School Board

The future of the public schools located in the City of Delray Beach is vital to the future of the associated neighborhoods. The City will continue to lobby the Palm Beach County School District to provide investment in physical improvements, staffing and curriculum in order to have these facilities be assets to the neighborhoods. [Policy A-13.1]

Where appropriate, the City will work in partnership with the School District to facilitate the improvement of local schools. If the City determines that financial investment is required, such investment shall be accomplished through interlocal agreements with the school district. [Policy A-13.2]

Delray Beach Housing Authority

The City shall, through its Housing Authority, pursue increases in its allotment of Section 8 vouchers/certificate to provide for affordable rental housing. However, the City will not participate financially in the construction of new affordable rental housing projects. [Policy B-1.5]

The City will continue to work toward improving relationships with those entities with which coordination problems were identified in the assessment section of the Element.

GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" *USE OF INTERGOVERNMENTAL COORDINATION*

Objective A-1 *Coordination of Plans*

- Policy A-1.1 Distribution Prior to Adoption
- Policy A-1.2 Consistency with Adjacent Governments
- Policy A-1.3 Mediation of Conflicts
- Policy A-1.4 Provision of Services and Information
- Policy A-1.5 Annexation Coordination
- Policy A-1.6 Continuing Application
- Policy A-1.7 Adjacent Local Government Notification
- Policy A-1.8 Assessment of Local Government Impacts
- Policy A-1.9 Designation of Joint Planning Areas
- Policy A-1.10 Collaborative Planning for Matters of Interjurisdictional Significance
- Policy A-1.11 Regional Water Supply
- Policy A-1.12 Updates to Water Supply Plan
- Policy A-1.13 Coordination with SFWMD
- Policy A-1.14 Consumptive Use Permit
- Policy A-1.15 Coordination with Town of Gulfstream
- Policy A-1.16 Coordination with Palm Beach County

Objective A-2 *Coordination of L.O.S. Standards*

- Policy A-2.1 Distribution Prior to Adoption
- Policy A-2.2 Provision of Information
- Policy A-2.3 Resolution of Conflicts
- Policy A-2.4 Continuing Application

Objective A-3 *School Board Coordination*

Objective A-4 *Coordinating the Needs of Other Elements*

Objective A-5 *Improving Intergovernmental Coordination*

GOAL AREA "A" *A CONTINUOUS AND COORDINATED EFFORT WHICH INVOLVES ALL AFFECTED UNITS OF GOVERNMENT, REGULATORS, AND SERVICE PROVIDERS SHALL BE MADE IN PURSUIT OF ACCOMPLISHING THE GOALS OF THE COMPREHENSIVE PLAN*

Objective A-1

The City's Comprehensive Plan shall be coordinated with the planning and service delivery efforts of those units of government and agencies which may be impacted by it. This objective shall be met through the following:

Policy A-1.1 Notification of proposed plan amendments shall continue to be provided to all local units of government in Palm Beach County through the Interlocal Plan Amendment Review Committee (IPARC), and to affected adjacent municipalities and service providers through direct notification.

Policy A-1.2 Amendments to plans of adjacent units of government shall be reviewed pursuant to the formal plan amendment review program. The City Manager, or his designee, is authorized to issue a statement of "intent to object" when the actions of another municipality may affect the City of Delray Beach. Such situations may be analyzed by the Local Planning Agency who shall recommend to the City Commission any formal objection which is to be made.

Policy A-1.3 Conflicts which may occur in the implementation of the City's Comprehensive Plan or which may occur in the implementation of the Plan of a neighboring jurisdiction shall be brought to the attention of the affected jurisdiction in order to resolve the situation. If an early resolution of the conflict cannot be achieved, the item will first be taken to the Multi-Jurisdictional Issues Coordination Forum for review and direction. If further resolution is still necessary, the informal mediation process provided by the Treasure Coast Regional Planning Commission shall be pursued by the City of Delray Beach.

Policy A-1.4 The City Manager's Office through its Planning and Zoning Department shall maintain a listing of entities affected by this Plan and shall provide to them information regarding City actions which affect provision of services or plans for facilities which affect them.

Policy A-1.5 Future annexations by the City of Delray Beach shall be carried out pursuant to Policy B-3.5 of the Future Land Use Element (Annexation Program) and shall be consistent with adopted annexation policies of Palm Beach County. Consistency shall be determined by specific notification of each annexation to the Planning Director and concurrence by that office.

Policy A-1.6 This objective and its implementing policies shall be followed for each proposed plan amendment.

Policy A-1.7 Whenever a development proposal which involves a private land use petition that requires development review or implements a development activity proposed in this Comprehensive Plan and it is located within one-quarter mile of the boundary of an adjacent unit of government, a copy of the development application or development activity description shall be provided to the affected unit of government upon its receipt by the City of Delray Beach.

Policy A-1.8 The staff report prepared for any development application or development activities proposed in the plan and provided to the Local Planning Agency or other City approving body shall contain an assessment, if applicable, of how the proposed activity may affect the existing plans of any adjacent local government.

Policy A-1.9 The City shall coordinate with Palm Beach County to designate portions of the unincorporated areas within the City's official Planning Area as "Joint Planning Areas". Those areas shall be subject to the policies included within Future Land Use Element Objective B-3. This coordination shall be accomplished through the execution of an interlocal agreement with Palm Beach County as required by Florida Statutes.

Policy A-1.10 The City of Delray Beach shall utilize the Palm Beach Countywide Intergovernmental Coordination Program as a regular formal forum in which to deal with issues unique to Palm Beach County and the municipalities. The Multi-Jurisdictional Issues Coordination Forum shall be utilized as a means of collaborative planning for matters of inter-jurisdictional significance including, but not limited to, the siting of facilities with countywide significance and locally unwanted land uses.

Policy A-1.11 The City shall support efforts to integrate land use and water resource planning to ensure the availability of water for regional water management purposes. Accordingly, the SFWMD shall be designated as a commenting agency on large scale plan amendments and other projects with potential impacts on regional water resources and programs, and shall be encouraged to provide comments prior to any action on the amendments, rezonings or development projects with regional impacts, made by the Local Planning Agency / Zoning Board, or the City Commission.

Policy A-1.12 The City shall consider the most current version of South Florida Water Management District's Lower East Coast Water Supply Plan and Regional Water Plan in developing a Water Supply Facilities Work Plan. The Work Plan will be updated within 18 months following an update of the Regional Water Supply Plan. [AMENDMENT 2008-WSP1]

Policy A-1.13 The City shall continue to coordinate its water supply planning with the SFWMD. Accordingly, by November 15 of each year, the City shall report on the status of its water supply projects to the SFWMD. [AMENDMENT 2008-WSP1]

Policy A-1.14 The City shall coordinate with the SFWMD through the consumptive use permit renewal process (scheduled for renewal in 2010) on how the reclaimed water projects will offset further withdrawals from the Surficial aquifer. [AMENDMENT 2008-WSP1]

Policy A-1.15 The City shall coordinate its water supply planning efforts regarding population projections and water demand with those of the Town of Gulfstream, to which it provides water service. Accordingly, on an annual basis, following the receipt of BEBR population estimates, the City shall meet with the Town of Gulfstream to discuss the population estimates, conservation measures and any changes that might effect its future water demand. [AMENDMENT 2008-WSP1]

Policy A-1.16 Upon request from the property owner, the City may provide water service to areas within its planning boundaries which have not yet been annexed. The provision of water service shall be accompanied by an agreement to voluntarily annex upon eligibility, unless the property is already eligible in which case, annexation shall precede the provision of services. On an annual basis, the City shall meet with Palm Beach County to discuss annexation efforts and to coordinate its water supply planning with regard to the provision of water service to these areas. [AMENDMENT 2008-WSP1]

Objective A-2

The level of service standards contained within this Plan shall be reviewed by and established in conjunction with the entity which has operational and maintenance or planning responsibility for such facilities.

Policy A-2.1 During review of any Plan amendment which involves changes to the level of service standard, letters shall be sent to each entity which is affected by a level of service standard adopted pursuant to this Plan. The letter shall ask for concurrence with the proposed standard.

Policy A-2.2 Additional information as to the basis of the level of service standard shall be provided to said entities upon request.

Policy A-2.3 Any conflicts emanating from Policy A-2.1 and which are not resolved prior to resubmission to Department of Economic Opportunity (DEO) will be taken to the Interlocal Plan Amendment Review Committee (IPARC) and Multi-Jurisdictional Issues Coordination Forum as appropriate, for direction and/or mediation.

Policy A-2.4 This objective and its implementing policies shall be followed for each proposed plan amendment which affects a level of service standard.

Objective A-3

The objectives and policies contained in Goal Area D of the Future Land Use Element and which provide mutual obligations for the enhancement of schools in Delray Beach and the furtherance of School District policies shall be coordinated with the School District.

Objective A-4

The City shall emphasize the intergovernmental coordination activities needed to achieve the policies and programs identified in other elements of the Plan, as described in the Needs and Recommendation section of this Element.

Objective A-5

The City shall seek to improve relationships with those entities with which coordination problems have been identified.

Repealed

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CAPITAL IMPROVEMENT ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

BACKGROUND

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- Capital Improvements Element (City of Delray Beach, 1989)
- Evaluation and Appraisal Report (City of Delray Beach, 1996)
- Evaluation and Appraisal Report (City of Delray Beach, 2006)
- 2015 10-Year Water Supply Facilities Work Plan (Kimley-Horn and Associates, 2015)
- Interlocal Agreement with School Board of Palm Beach County, Palm Beach County, and Municipalities of Palm Beach County for Coordinated Planning
- 2017 Evaluation and Appraisal Report (City of Delray Beach, 2017)

The source documents, along with other documents which are cited in the Element, are available for public review in the Planning and Zoning Department offices at 100 N.W. 1st Avenue, Delray Beach, Florida.

INVENTORY

The inventory of capital improvements consists of programs and projects identified in other elements of the Comprehensive Plan. The time frame of these improvements is usually five years, although some needs have been identified through 2025.

In Delray Beach, as the City approaches build-out, many of these improvements involve maintaining the established levels of service for existing facilities through renewal,

replacement, and correction of localized deficiencies in existing systems. These are most often part of on-going programs, funded annually, such as street resurfacing.

Other capital improvements identified provide new facilities. Many of these improvements are identified in system master plans (water, sewer, stormwater, etc.) to improve overall level of service and meet the quality-of-life desires of the community.

POTENTIAL CAPITAL NEEDS AS IDENTIFIED IN OTHER ELEMENTS

CONSERVATION ELEMENT

Maintain/Replace/Enhance existing facilities

- Continue the beach erosion control program
- Provide for projected new conservation facilities
- Preservation program for the Donnelley Tract
- Preservation program for the FIND parcels

PUBLIC FACILITIES ELEMENT

Maintain/replace existing facilities, equipment and infrastructure

- Renewal and replacement programs for infrastructure components, including streets, stormwater management, water, sewer, and buildings and facilities Mainframe, software and other computer equipment
- Golf course improvements
- Vehicle replacements
- I/I reduction program
- Provide for projected new facilities, equipment and infrastructure
- Water main extensions
- Sewer main extensions
- Stormwater facilities (Stormwater Master Plan)
- Stormwater facilities (NPDES permit)

- Reclaimed Water System

OPEN SPACE AND RECREATION ELEMENT

Maintain/replace existing parks and facilities

- Develop new parks and facilities
- Develop Urban Park at Old School Square
- Develop Western Community Center

COASTAL MANAGEMENT ELEMENT

Maintain existing beachfront conditions

- Beach Nourishment Program
- Seawall maintenance and repair program

PUBLIC EDUCATION AND HEALTH SYSTEMS

The City is completely within the Palm Beach County School District. Within the City are: one high school, one middle school, and five elementary schools. The Delray Beach Full Service Center has been established at the site of the former Carver Middle School providing community-based services including counseling, alternative education programs, adult education, Head Start and health services.

Provision of appropriate public educational services in Delray Beach is a capital improvement matter only to the extent of the City's participation with the School Board in the provision of adequate infrastructure. Otherwise, it is a political matter. Goal Area 'D' of the Future Land Use Element addresses this subject.

The City's health system needs are met by two hospitals within one mile of the City limits: Bethesda Memorial Hospital and Delray Beach Community Hospital. The County Health and Rehabilitation Center is located in the City, along with a County social services center.

REVENUE SOURCES AND FINANCING MECHANISMS

REVENUE SOURCES:

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The City receives revenue from the following major sources, which are described in detail in the Approved Budget for the fiscal year starting October 1, 2007 and ending September 30, 2008:

General Revenues:

❑ Ad Valorem Property Taxes

Operations - \$6.14 per \$1,000 of assessed valuation (Maximum \$10.00)

Debt Service - \$0.43 per \$1,000 of assessed valuation, voted debt with no legal limit except that imposed by the municipality

❑ Sales/Use Taxes

City's distribution of the County gas tax levy on motor and special fuels.

The City receives 33.435% of all sums collected on the first six cents levy and 21.0759% of all sums collected on the second five cents levy.

❑ Franchise Taxes

Derived from the granting of non-exclusive rights to public service companies for the right to construct, maintain and operate within the corporate limits of the City.

Fees are 6% on electric, 5% on gas, and \$47,000 annually from the cabana beach services.

❑ Utility Taxes

Taxes imposed on electricity, metered or bottled gas. Taxes are assessed in the amount of 10% on commercial and residential electric, and 4 cents per gallon for metered or bottled gas.

❑ Communications Service Taxes

Taxes are assessed at 5.52% for telephone and cable service.

❑ Intergovernmental Revenue

City's distribution by the State of Florida for cigarette taxes, gas taxes, and mobile home license taxes.

Fees include State Revenue Sharing funds as well as a 1/2 cent sales tax, and a mobile home license tax which is in lieu of ad valorem tax.

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Also included in this category are County, State, and Federal grants for the Children's Services Council, Community Policing Officer Grant Program, and the Parks and Recreation after school programs.

☐ Licenses and Permits

This category includes occupational licenses, building activity permits, and landlord/tenant permits.

☐ Service Charges

These revenues are derived from a variety of governmental services to include public safety services (Fire/Emergency Medical Services) to other municipalities and townships to include Highland Beach and Gulf Stream, tennis operations, emergency medical services and transport fees, parking fees, and our parks and recreation and cemetery operations fees and charges.

☐ Fines and Forfeitures

This revenue consists of fines for traffic violations, non-compliance with building regulations and codes, late payment of property taxes, operating a business without a current business license, false alarms violations, and for construction without a permit.

☐ Miscellaneous Revenues

This revenue category consists of interest earnings, contributions from other entities, and transfers from other funds of the City.

OTHER REVENUES:

☐ Connection Fees

Water \$788 per unit
Sewer \$1,084 per unit

☐ Enterprise Funds

Stormwater Utility Fund
Stormwater utility fees

Water and Sewer Fund
Water and sewer rates

Service charges

Sanitation Fund

Garbage, trash, yard trash, bulk waste, and recycling fees

Municipal Marina Fund

Marina slip rentals

Delray Beach Municipal Golf Course Fund

Greens fees, cart rentals, restaurant and lounge charges

Lakeview Golf Course Fund

Greens fees, cart rentals, restaurant and lounge charges

Expendable Trust Funds

Cemetery Perpetual Care Fund

Cemetery lot fees

Crypt, niche and internment fees

Special Projects Fund

Resident and non-resident donations and fees for special events, activities, classes, or projects

Assessment Districts

A legal framework exists for creation of special assessment districts for accelerating project priorities.

Special Revenue Funds

Developers Land Contribution Fund (In-lieu, Parks), \$500 per residential unit

Law Enforcement Trust Fund

Forfeitures of confiscated property by Police Department

Community Development Fund

Federal, State and local (County) grants to improve targeted areas of the City

Beautification Fund

10% of the utility tax for landscape installation and maintenance of beautification on median strips and other landscaped areas

FINANCING MECHANISMS:

The financing methods in use by the City include:

- Pay as you go from operating and non-operating revenues
- Short-term and long-term borrowing from banks using operating revenues
- Short-term capital leasing
- Developer contributions
- Donations
- Interim-term borrowing from banks using operating revenues
- Grants, both participating and non-participating
- Long-term borrowing from municipal bond sales paid for by operating revenues:
 - ◆ Three (3) outstanding general obligation bonds
 - ◆ Four (4) outstanding special obligation bonds
 - ◆ Six (6) outstanding water and sewer revenue bonds
 - ◆ Five (5) outstanding capital leases

ANALYSIS

Local Policies And Practices

In 1989, the City had significant infrastructure problems. Water lines previously installed were undersized and deteriorating due to their age. Water pressure was a problem in several areas. Sewer transmission lines had high levels of salt content, and infiltration and inflow were also a problem. Storm drainage flooding was significant in several areas. Streets and sidewalks were in a poor state of repair or non-existent in several areas. The major arteries of the City were decaying, which was discouraging use of the downtown area.

Starting in 1989, the City initiated a multi-phased improvement program utilizing bond issues to resolve these severe infrastructure problems. The City then established annual renewal and replacement funding to improve and maintain the infrastructure that was in place or being installed during this period. Instead of focusing on growth dollars from new development, the City focused more on improving values of existing real estate. By improving infrastructure and beautifying areas of the City, the main arteries

and the downtown areas were improved to the point that a demand was created for vacant business buildings and the entire image and reputation of the City was improved.

Current local practices that guide the timing and location of construction, extension and increases in capacity for public facilities are described in the Guidelines for Prioritizing Capital Improvement Projects.

Fiscal Assessment

A current review of the General Fund and Enterprise Funds finds that capital improvement implementation needs could be accomplished without additional bonds, and the attendant impacts upon operating costs can be met with conservative increases in revenue. A five year Forecast of General Fund Revenues and Expenditures is attached. The City could readily accommodate additional bond expenses, if necessary, as shown in the attached Pledgeable Revenue Matrix for the City of Delray Beach schedule and the Debt Summary which shows existing debt service coverage ratios.

Relationship Of Capital Improvement Programming And Implementing The Goals, Objectives And Policies Of The Land Use Element

The goals, objectives and policies of the Future Land Use Element relate to the appropriate development of remaining vacant land, the provision of services for development, the continued renewal and redevelopment of the City, and the enhancement of the public school system.

In a city approaching build-out, such as Delray Beach, there are different priorities for projects than those in a growing community. Large vacant areas without infrastructure no longer exist, but redevelopment and infill development continue. Major infrastructure systems such as water, sewer and roads are in place. Capacity for major systems such as water and wastewater treatment, street networks, and stormwater conveyance are already sufficient to serve the build out population. Provision of infrastructure to provide services for new development is the responsibility of developers through the concurrency review process.

The issues in the community have shifted from providing for the accommodation of new development to maintaining existing systems, correcting deficiencies in specific neighborhoods to assure that all parts of the City receive the same level of service, and providing for the quality of life desired by the community.

There is a hierarchy of needs in a built out community, and decisions regarding the expenditure of limited funds follow that hierarchy. The section on Prioritization of Capital Improvement Projects describes the framework within which budget decisions are made for both the annual Capital Improvement Budget (CIB) and the Five Year Capital Improvement Plan (CIP). The framework for decision-making, and the CIB and CIP, implement the goals, objectives and policies contained in the Future Land Use Element regarding service provision and redevelopment.

GUIDELINES FOR PRIORITIZING OF CAPITAL IMPROVEMENT PROJECTS

Introduction

The following describes the framework within which budget decisions are made for both the annual Capital Improvement Budget and the Five Year Capital Improvement Plan.

Critical Items

Critical items are those which must be satisfied in the current year. They are necessary to the continued operation of the City and the normal delivery of services to the community. These items may force changes in project priority, displacing or delaying scheduled capital projects.

The most important of these are service interruptions. Service interruptions include any failure in the physical systems of the City which prevent the delivery of a service. For example, major potable water system breaks, or the failure of the emergency communication system which would prevent service delivery to a portion or all of the community. These interruptions are usually unforeseen, but because of their nature, will take precedence over any other programmed project.

Other critical (short-term, immediate) needs could include the following:

- storm damage
- facility damage (leaks, roof collapse, etc.)
- facility contamination
- emergency equipment breakdown or damage
- unforeseen, one-time opportunities

Mandatory Items

These are short term needs which should be satisfied within one year. Similar to critical needs, they are necessary to the continued optimum operation of the City and the normal delivery of services to the community. Unlike critical needs, they will not necessarily displace other planned projects, and can be planned ahead. Examples of such needs are:

- Corrections of deficiencies in internal (operations) infrastructure

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- ◆ emergency line department operational deficiencies
- ◆ other line department operational deficiencies
- ◆ other staff department operational deficiencies
- ◆ Correction of deficiencies in external infrastructure
- ◆ Legal/contractual requirements and commitments, bond covenants and commitments to capital projects after bonds are sold, annexation agreements, and grant requirements
- ◆ Maintenance of infrastructure
- ◆ Severe neighborhood flooding
- ◆ Structural integrity of public facilities

Desirable Items

These are the long term needs identified by the community to maintain and improve quality of life. These needs should be satisfied in a time frame that exceeds one year and can be planned for the most efficient use of available funds. Examples of such needs include:

- Correction of level of service deficiencies in specific neighborhoods.
 - ◆ extension of infrastructure to inhabited areas where none exists
 - ◆ upgrading infrastructure to meet the adopted level of service standard
 - ◆ Improvements to the efficiency of service provision or to productivity
 - ◆ Provision of new services and facilities
 - ◆ Upgrading outdated technology

NEEDS AND RECOMMENDATIONS

Implications of Meeting Identified Needs

Level of Service standard deficiencies have been nearly eliminated. Remaining needs in this area can be met without bonding or increasing rates.

The City generally follows a “pay-as-you-go” philosophy. While the needs of the City could be met without such vehicles as bonding or increasing rates and taxes, the time frame required to fully implement the projects may not be acceptable to the community. Community desires and overall project cost efficiency may dictate financing for specific needs.

Needs have been specifically identified, in master plans, for several public facility categories, including water distribution, wastewater transmission, water supply, and the stormwater system. It appears that these needs can be met in an acceptable time frame by relying upon the revenue from their respective enterprise funds.

Another major category of public facilities is the streets system. The City currently allocates funds annually for such items as street resurfacing, street reconstruction, and sidewalks. Efforts are made to prioritize such work efficiently and to coordinate with other programmed work such as water and sewer projects. However, there is no overall master plan for all the components of a street system, including roadways, sidewalks, street lights, drainage, and signs and markings. Without such a master plan, it is difficult to efficiently address problems in the area, and impossible to identify the proper level of funding needed to provide a uniform and equitable level of service to all parts of the City. These components are currently being added to the citywide GIS system. When completed, this will provide the necessary information to identify problem areas and make funding decisions.

Proposal for Meeting Identified Needs

The hierarchy of needs expressed in the Guideline for Prioritizing Capital Improvement Projects should be followed in the development of both annual Capital Improvement Budgets and the Five-Year Capital Improvement Plan.

To fund unforeseen critical items and provide cash flow prior to the receipt of ad valorem tax distribution, a general fund reserve of 25% of the recurring annual operating budget, excluding major one-time costs such as those related to bonding, should be maintained.

The specific plans and studies recommended in other elements should be completed to identify the costs and funding options to implement identified needs. The goal of these activities should be to correct remedial public facility needs in 5-10 years.

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GENERAL FUND REVENUE AND EXPENDITURE
FIVE YEAR FORECAST

REVENUES (1) (2)	BUDGET FY 10	ESTIMATED FY 11	ESTIMATED FY 12	ESTIMATED FY 13	ESTIMATED FY 14
AD VALOREM TAXES	52,078,456	46,416,548	46,371,008	47,660,539	47,816,052
AD VALOREM TAXES - DELINQUENT	164,544	260,000	266,500	273,163	279,992
SALES AND USE TAXES	1,300,000	1,357,420	1,391,356	1,426,139	1,461,793
FRANCHISE TAXES	5,290,900	5,298,020	5,430,471	5,566,232	5,705,388
UTILITY TAXES	5,007,960	5,109,000	5,236,725	5,367,643	5,501,834
OTHER TAXES	3,980,000	3,980,000	4,079,500	4,181,488	4,286,025
LICENSES/PERMITS	3,836,310	3,376,300	3,460,708	3,547,225	3,635,906
INTERGOVERNMENTAL	6,120,058	5,962,570	6,111,634	6,264,425	6,421,036
CHARGES FOR SERVICES	8,720,747	9,189,430	9,419,166	9,654,645	9,896,011
FINES & FORFEITURES	649,400	885,500	907,638	930,328	953,587
INTERFUND TRANSFERS	15,500	15,500	15,000	20,000	20,000
CONTRIBUTIONS FROM OTHER FUNDS	3,418,350	3,659,890	3,751,387	3,845,172	3,941,301
RECOVERY OF ADMINSTRATIVE COSTS	2,313,000	2,613,970	2,679,319	2,746,302	2,814,960
MISCELLANEOUS	2,852,630	2,930,580	3,003,845	3,078,941	3,155,914
SUB-TOTAL	95,747,855	91,054,728	92,124,255	94,562,243	95,889,797
PRIOR YEAR SURPLUS	621,210	73,411	125,000	-	164,339
PRIOR YEAR ENCUMBRANCES	308,862	-	-	-	-
TOTAL REVENUES	96,677,927	91,128,139	92,249,255	94,562,243	96,054,136
EXPENDITURES (3)					
GENERAL GOVERNMENT	7,147,949	6,669,036	6,735,727	6,870,441	7,007,850
POLICE DEPARTMENT	27,578,082	25,730,351	25,987,654	26,507,407	27,037,555
FIRE DEPARTMENT	23,015,065	21,473,056	21,687,786	22,121,542	22,563,973
PLANNING AND ZONING	1,183,830	1,104,513	1,115,559	1,137,870	1,160,627
COMMUNITY IMPROVEMENT	2,902,350	2,707,393	2,734,971	2,789,671	2,845,464
ENGINEERING	675,144	629,909	636,208	648,933	661,911
ENV SVC/PUBLIC WORKS	3,954,474	3,689,524	3,726,419	3,800,948	3,876,967
PARKS & RECREATION	12,411,253	11,579,699	11,695,496	12,179,406	12,922,994
TRANSFERS	9,703,093	9,052,986	9,143,516	9,326,386	9,512,914
GRANTS & MISC. EXPENSE	1,854,857	1,730,582	1,747,887	1,782,845	1,818,502
DEBT SERVICE - G.O.	3,576,620	3,576,540	3,573,840	3,569,827	2,168,937
DEBT SERVICE - UTIL TAX	1,205,620	1,252,500	1,246,500	1,245,700	1,294,900
DEBT SERVICE - NON AD VALOREM REV	1,364,450	1,596,200	1,604,750	1,605,663	1,572,542
DEBT SERVICE - LEASE	82,300	185,350	185,350	189,057	189,000
D. S. - NON AD VALOREM PROPOSED (4)	-	150,000	425,000	695,000	1,420,000
CONTINGENCY	22,840	-	2,591	91,548	-
TOTAL EXPENDITURES	96,677,927	91,128,139	92,249,255	94,562,243	96,054,136
TOTAL INCREASE OVER THE PRIOR YEAR		-6%	1%	3%	2%
ASSESSED VALUE - 1000'S	7,010,118	6,271,870	5,644,683	5,729,353	5,843,940
OPERATING MILLAGE - CURR	7.1900	7.1900	7.9809	8.1006	8.2221
DEBT MILLAGE - CURRENT	0.5316	0.6003	0.6665	0.6559	0.3907
DEBT MILLAGE - PROPOSED	-	-	-	-	-
ESTIMATED TOTAL MILLAGE	7.7216	7.7903	8.6474	8.7565	8.6128
AD VALOREM TAXES	52,078,456	46,416,548	46,371,008	47,660,539	47,816,052

Assumptions:

(1) Ad Valorem Revenues: a.) Assessed Valuations: FY10 and FY11 were provided by Palm Beach County. FY12, FY13 and FY14 assumed increases/decreases of (-10%), (1.5%) and (2%), respectively. b.) Millage economic growth factors for FY11 through FY 14 are as follows: FY11 (0%), FY12 (11%), FY13 (1.5%) and FY14 (1.5%).

(2) Non Ad Valorem Revenues: FY10 and FY11 reflects current projections. FY12 through FY13 assumes a 2.5% increase; FY 14 assumes a 3.5% increase.

(3) Operating and Non Operating Expenses excluding debt: FY 10 reflects current projections. FY 11 through FY 14 assumes increases/decreases as follows: FY11 (-6.7%), FY12 (1%), FY13 (2%) and FY14 (2%). FY 13 and FY14 in the Parks & Recreation Budget includes \$250,000 and \$500,000 respectively, to incorporate the staffing of the Family Community Center.

(4) Proposed Non Ad Valorem Debt Service is based on three borrowings: 1.) a principal amount of \$7,050,000, a 20 year term, an interest rate of 4% issued in FY12 for the construction of a Family Recreation and Fitness Center (\$6,000,000) and the Veteran's Park Project (\$1,050,000) and 2.) a principal amount of \$6,050,000, a 10 year term, and an interest rate of 4% for the purchase of a Motorola Radio System (\$6,000,000) and finance software (\$500,000) and 3.) a principal amount of \$640,000, a 5 year term, an interest rate of 5% issued in FY13 for the purchase of VMware Servers.

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**CITY OF DELRAY BEACH
PLEDGEABLE REVENUE MATRIX**

	<u>1/2 CENT SALES TAX</u>	<u>GUARANTEED ENTITLEMENT (1)</u>	<u>UTILITIES TAX (2)</u>	<u>FRANCHISE TAX (3)</u>	<u>LOCAL OPTION GAS TAX</u>	<u>LICENSES AND PERMITS (5)</u>	<u>FINES AND FORFEITURES (5)</u>	<u>TOTAL</u>	<u>WATER AND SEWER</u>
FYE 2009 REVENUES AVAILABLE FOR DEBT SERVICE AND COVERAGE	3,972,093	362,476	8,958,175	5,096,039	1,308,213	3,852,538	575,848	24,125,382	15,109,152
REVENUES AVAILABLE FOR DEBT SERVICE (4)	3,177,674	362,476	7,166,540	3,774,844	872,142	2,668,359	383,899	18,305,933	12,590,960
REVENUE DEBT CAPACITY	38,500,000	4,000,000	87,000,000	45,500,000	8,200,000	31,000,000	4,500,000	218,700,000	143,000,000
<u>OUTSTANDING DEBT</u>									
UTILITIES TAX			49,943,195					49,943,195	
REVENUE BONDS	4,939,565	450,763	-	6,337,267	1,626,851	4,790,890	716,106	18,861,441	
WATER AND SEWER SERIES									50,146,953
UNUSED REVENUE DEBT CAPACITY	33,560,435	3,549,237	37,056,805	39,162,733	6,573,149	26,209,110	3,783,894	149,895,364	92,853,047

FOOTNOTES:

- (1) This represents the guaranteed entitlement portion of the State Revenue Sharing.
- (2) Consists of Utilities Taxes on the following utilities: electric, metered and bottled gas and the CST.
- (3) Consists of Franchise taxes on the following utilities: electric, and gas.
- (4) The Revenue Debt Capacity amounts are calculated assuming the following coverage factors, maturity amounts and average coupons based on current market conditions.
- (5) Typically used as backup pledges.

<u>Revenue</u>	<u>Coverage Factor</u>	<u>Maturity</u>	<u>Average Coupon</u>
W/S	1.10	25 years	5.00
1/2 Cent Sales Tax	1.25	25 years	5.00
Guaranteed Entitlement	1.00	25 years	5.00
Utilities Service Tax	1.25	25 years	5.00
Franchise Tax	1.35	25 years	5.00
Local Option Gas Tax	1.50	15 years	5.00
Water and Sewer System	1.20	25 years	5.00
Licenses and Permits	1.50	25 years	5.00
Cigarette Tax	1.75	15 years	5.00
Fines & Forfeitures	1.50	25 years	5.00

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	<u>Principal as of 9/30/09</u>	<u>Security</u>	<u>Revenues (1)(2)</u>	<u>Maximum Annual Debt Service (2)</u>	<u>Coverage (2)</u>
<u>GENERAL OBLIGATION DEBT (6):</u>					
\$15,685,000 G.O. Series 2002 Matures 2013	7,655,000	Full faith and credit of the City (6)	n/a	n/a	n/a
\$14,000,000 G.O. Series 2004 Matures 2024	11,810,000	Full faith and credit of the City (6)	n/a	n/a	n/a
\$10,000,000 G.O. Series 2005 Matures 2024	10,000,000	Full faith and credit of the City (6)	n/a	n/a	n/a

Total General Obligation Debt: 29,465,000

Footnotes:

- (1) Audited amounts.
- (2) All Bonds are on a parity therefore, the coverage calculations are based on the respective combine maximum annual debt service.
- (3) The Utilities Tax is imposed on each and every purchase in the City of electricity, metered and bottled gas and telecommunications services.
- (4) Non Ad valorem revenues are based on the Gross General Fund Revenue less: Ad Valorem tax Revenue collected, 6.7% of the Unreserved Balance, as well as the highest year of Utility Tax debt service. An amount of \$350,000 was estimated for the 2008 Line of Credit.
- (5) The Net Revenues of the Combined Public Utility include the revenues derived from the operation of the City's Water System, exludes connection fees, interest expense, depreciation and amortization expense.
Special assessments and impact charges are not pledged for payment of Debt Service on the Bonds, however, the City may, by subsequent proceedings of the City Commission elect to pledge special assessments and impact charges for the payment of Debt Service.
The Combined Public Utility Revenues exclude connection fees totalling \$235,998.
- (6) The General Obligation Bonds are obligations of the City for which its full faith, credit, and taxing power are irrevocably pledged and and debt service is paid from ad valorem taxes levied on all taxable property located in the City (excluding homestead exemptions).
Revenues available to pay debt service on General Obligation Bonds are based on the millage rate as approved by referendum and are equal to the annual debt service requirement of the bonds.

Refunding Revenue Bonds, Series 2007 Facility (5)

Sub-total: 31,354,475

Total Revenue Bond Debt: 74,804,475

GOALS, OBJECTIVES, AND POLICIES

GOAL AREA "A" PUBLIC FACILITIES

Objective A-1 Maintaining and Upgrading Existing Public Facilities

- Policy A-1.1 Adherence to CIE/CIP
- Policy A-1.2 Service to Unserved Inhabited Areas
- Policy A-1.3 Storm Water Facility Fee
- Policy A-1.4 Capital Equipment Funding Source
- Policy A-1.5 Facility Maintenance Funding Source
- Policy A-1.6 Facility Replacement Funding Source
- Policy A-1.7 Allocations for Facilities Which Serve Existing Development
- Policy A-1.8 General Fund Reserve
- Policy A-1.9 Water and Sewer Systems
- Policy A-1.10 Reclaimed Water

Objective A-2 Future Growth & Concurrency

Objective A-3 Programs and Procedures

- Policy A-3.1 Five Year Schedule of Capital Improvements
- Policy A-3.2 Guidelines for Prioritizing Capital Improvement Projects
- Policy A-3.3 Criteria for Amendment of Five Year Schedule
- Policy A-3.4 Capital Improvement Plan (CIP) and Capital Improvement Budget (CIB)
- Policy A-3.5 Administration and Review of CIP and CIB
- Policy A-3.6 Adoption of LOS Standards
- Policy A-3.7 Definition of Concurrency
- Policy A-3.8 Grants Guidance
- Policy A-3.9 Principals for Debt Management

Objective A-4 Assessment of Development Impacts

- Policy A-4.1 Impact Fee Programs
- Policy A-4.2 Palm Beach County Traffic Impact Fee Program
- Policy A-4.3 Dedications of Right-of-ways
- Policy A-4.4 Extension of Public Utilities
- Policy A-4.5 Streets and Sidewalk Construction

Objective A-5 Land Use and CIE Coordination

Objective A-6 Limit Public Investment on the Barrier Island

Objective A-7 Local Planning Agency Finding of Consistency

Policy A-7.1 Consistency

Objective A-8 **Level of Service for School Concurrency**

Policy A-8.1 Determination of Capacity

Policy A-8.2 LOS Feasibility

Policy A-8.3 School District Five Year Capital Improvement Schedule

GOAL AREA "B" *QUALITY OF LIFE; CULTURAL AND ECONOMIC GROWTH*

Objective B-1 **Implementation of Identified Programs and Activities**

Policy B-1.1 Inventory Section Inclusion

Policy B-1.2 Priority Changes Re: Local Amendments

Repealed

GOAL AREA "A" *THE CITY OF DELRAY BEACH SHALL, IN AN EFFICIENT AND TIMELY MANNER, UNDERTAKE ACTIONS WHICH ARE NECESSARY TO PROVIDE NEEDED PUBLIC FACILITIES WHICH ACCOMMODATE FUTURE GROWTH AND WHICH MEET EXISTING DEFICIENCIES.*

Objective A-1

The City shall direct financial resources to the task of maintaining and upgrading existing public facilities as necessary to assure that the entire City achieves the adopted levels of service. To this end, the City shall allocate sufficient reserves and annual recurring funding to address critical needs and system deficiencies. This objective shall be met through the following policies.

Policy A-1.1 The City shall adhere to the Policies of Objective A-3 which describes the program for establishing and maintaining the schedule of improvements in the Capital Improvement Element.

Policy A-1.2 The City shall strive to coordinate projects for providing water and sewer services to inhabited areas which do not have such services, with other infrastructure work in the area and shall include them in the Capital Improvement Plan to optimize cost efficiency and service delivery.

Policy A-1.3 The City shall use the Stormwater Utility Fee to finance drainage improvements and the related maintenance and administration of the system.

Policy A-1.4 The City shall maintain a funding source for replacement of irreparable or obsolete office equipment, replacement of computer hardware and replacement of other major pieces of equipment. Funds for these purposes will be allocated annually from general funds.

Policy A-1.5 The City shall maintain a funding source for the maintenance and repair of buildings and facilities, including such items as roof replacement and major structural repair, in a timely manner to maintain the viability of the facility. Funds for these purposes will be allocated annually from general funds.

Policy A-1.6 The City shall maintain a funding source for the replacement of irreparable or obsolete buildings, facilities, and major facility elements and the upgrading of existing facilities to maintain their ability to deliver the established level of service to the community. Funds for these purposes will be allocated annually from general funds or from long-term financing.

Policy A-1.7 The City shall allocate funds annually to maintain and improve public facilities which serve existing development.

Policy A-1.8 The City shall strive to maintain a General Fund Reserve equal to 25% of the recurring annual operating revenue, excluding major one-time costs such as those related to bonding.

Policy A-1.9 The City shall use water and sewer operating funds to provide for the repair, replacement, and upgrade of critical components of the water and sewer systems in the amount of 2.5% of the value of fixed assets excluding land and works in progress.

Policy A-1.10 The City shall allocate funds necessary to implement the 10 Year Water Supply Facilities Work Plan as indicated in the current CIP as adopted. [AMENDMENT 2015-WSP1]

Objective A-2

The City shall insure that public facilities which are necessary to accommodate future growth are provided concurrent with the needs of such development.

Objective A-3

The City of Delray Beach shall establish programs and procedures which require the provision of needed and desired improvements, as identified in other elements, and which shall manage the land development process so that needs created by future development will not exceed the ability of the City to meet them. Such programs and procedures shall, at a minimum, include the following policies and activities.

Policy A-3.1 The City of Delray Beach hereby adopts the list of capital projects contained in the five year schedule contained in this element and establishes that all projects identified shall be carried out in accordance with that schedule or within one year thereof unless a Comprehensive Plan amendment is adopted to change the schedule.

Policy A-3.2 The Five Year Capital Improvements Schedule shall be established in accordance with the Guidelines for Prioritizing Capital Improvement Projects, as contained in this Element.

Policy A-3.3 The criteria which shall be considered in the amendment and possible modification of the 5-year schedule shall include the following:

- a) The highest priority shall be afforded to activities and projects which eliminate a public hazard whether it be to health or the reduction of damage potential. (c1a)
- b) The second highest priority shall be given to public safety equipment replacement.
- c) The third highest priority shall be given to activities and projects which eliminate system deficiencies, less than desirable conditions or provide services to unserved, inhabited areas.

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- d) Consideration shall be given to impacts upon the availability of funds for the project and for other projects; when appropriate for the purpose of providing financial resources for other needs, an activity or project shall be phased over a period of time.
- e) When a project can be combined with another project in the same geographic area, it shall receive a higher priority e.g. combining needed street improvements with scheduled water and sewer improvements may accelerate the street improvement project.
- f) When a project will receive significant funding assistance from a development project or through neighborhood contributions through an assessment district or other method, it shall be accelerated on the schedule.
- g) When a project can be funded through an exclusive funding source, it shall have a priority determined through that funding source regardless of its relationship to projects which are funded by other funding sources e.g. a park constructed with dedicated park funding can have a higher priority than a mandatory need when the financing for the need isn't available.
- h) A project's priority shall increase if it can be tied to the construction of a project undertaken by another unit of government e.g. water main upgrading and hydrant placements shall be coordinated with street improvements which are constructed by Palm Beach County.
- i) A project's scheduling shall be consistent with respect to other projects which have been prioritized within other elements of this Plan, except as they may be modified through the criteria contained within this Policy.

Policy A-3.4 The City will prepare a Five-Year Capital Improvement Plan (CIP) each year, in addition to a projection of the current year. The CIP shall address currently publicly funded federal, state, and local government projects and unfunded projects over a five-year period, including priority levels of funding for projects necessary to achieve level of service standards . The CIP shall include all projects contained on the five year schedule of this Element and shall contain those projects of greater than \$25,000 which are funded through the dedicated financial resources for renewal and replacement projects and all other projects of greater than \$25,000 which are proposed, except for repair and replacement items identified and funded via renewal and replacement programs. The first year of the CIP will be the Capital Improvement Budget (CIB) projected for the next year.

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T A B L E CI-GOP-1

CITY OF DELRAY BEACH LEVEL OF SERVICE STANDARDS

FACILITY	STANDARDS
<p>Sewer Treatment System</p> <ul style="list-style-type: none"> • Generation Inflow • Plant Design Capacity 	<p>115 gal per person per day. 24 mgd average / 30 mgd peak.</p>
<p>Water Treatment System</p> <ul style="list-style-type: none"> • Finished Water Usage • Storage • Raw Water • Permitted Water Treatment Capacity • Water Pressure 	<p>234.8 gal per person per day. 15% of maximum flow + fire reserve at 1.5 mg + emergency reserve at 25% of storage 19.10 mgd. 26 mgd. 20 psi, minimum.</p>
<p>Solid Waste</p> <ul style="list-style-type: none"> • Generation Inflow 	<p>7.13 pounds per person per day.</p>
<p>Drainage</p> <ul style="list-style-type: none"> • SFWMD Standard 	<p>Retention of the first one inch of runoff for the entire site or 2.5 inches of water storage times the percentage of impervious areas, to protect water quality.</p>
<p>Traffic</p> <ul style="list-style-type: none"> • Local Streets • City Collectors and Arterials • County Streets • State Facilities • SIS Facilities 	<p>“C” under any condition. “D” under any conditions, pursuant to Exhibit 1 and 2. “D” under any conditions, per the adopted County level of service. Basis for calculations are the County Traffic Performance Standards. “D” Under any conditions, pursuant to Exhibit 2. “E” for I-95 and “D” for the Tri-Rail connector (Atlantic Avenue westward from I-95 to Congress Avenue and Congress Avenue southward to the Tri-Rail Station)</p>
<p>Open Space and Recreation</p> <ul style="list-style-type: none"> • Local Determination • Facilities <ul style="list-style-type: none"> Mini Park / Playground Neighborhood Park Community Park Urban District Park Regional Park • Activities <ul style="list-style-type: none"> Children Play Area Baseball Field Softball Field Football / Soccer Field Tennis Courts Golf Course (18 hole) Basketball Court Shuffleboard Court Handball / Racquetball Court Swimming Pool (small) Swimming Pool (Large) Boatramps Beachfront Boating 	<p>3 acres per 1,000 residents. 1 per 2,500 residents, ¼ mile service area. 1 per 5,000 residents, ¼ to ½ mile service area. 1 per 25,000 residents, ½ to 3 mile service area. 1 per 50,000 residents, 30 to 40 minutes driving time. 1 per 100,000 residents, 30 to 60 minutes driving time, 250 + acres. 1 per 5,000 residents. 1 per 5,000 residents. 1 per 5,000 residents. 1 per 6,000 residents. 1 per 2,000 residents. 1 per 25,000 residents. 1 per 5,000 residents. 1 per 2,000 residents. 1 per 10,000 residents. 1 per 2,000 residents. 1 per 25,000 residents. 1 per 5,000 residents. 1 mile per 25,000 residents. ¼ acre per 1,000 residents.</p>
<p>Coastal Zone Levels of Service</p>	<p>Shall be the same as elsewhere in the City.</p>
<p>Public School Levels of Service</p>	<p>See Public Schools Facilities Element.</p>

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Policy A-3.5 The City will have each draft of the CIP reviewed by the Capital Improvement Committee consisting of the City Manager, Assistant City Manager, Finance Director, City Engineer, and Environmental Services Director. The CIP shall be reviewed annually by the Local Planning Agency which shall issue a statement of consistency with the Comprehensive Plan prior to its consideration the City Commission.

Policy A-3.6 The City of Delray Beach hereby adopts the Level of Service (LOS) standards as set forth in Table CI-GOP-1 as the mandatory levels of service for public facilities within the City's Municipal Boundaries and Planning Area.

Policy A-3.7 Wherever the term "concurrent" is used in this Element and other elements of the Plan it shall mean that the public facility capacity needed to satisfy the adopted level of service standards established in this Plan shall be in place and operational under any of the following conditions:

- a) The improvement is guaranteed to be in place prior to the issuance of an occupancy permit on the basis of financial surety provided by the developer, or the inclusion of the funded improvement in the schedule of capital improvements;
- b) In the case of public school facilities, a project may also satisfy concurrency if adequate capacity is available in a contiguous Planning Area or the School District of Palm Beach County Five Year Capital Improvement Schedule provides for commencement of construction within three years of the earlier of either a final plat or site plan approval, as reflected in Table SD-CIP of this element. Alternatively, the developer may execute a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the development pursuant to the mitigation options established in the Public Schools Facilities Element and the Interlocal Agreement.
- c) In the case of roadways, a project may also satisfy concurrency if the developer enters into a binding agreement to pay for or construct its proportionate fair share of required improvements pursuant to F.S. 163.3180(5)(h)(1) and Article 8.6 of the Land Development Code.

Policy A-3.8 The City shall be guided by the following in its pursuit of additional project funding through grants. Whenever a grant which will fund a capital project becomes available, the City Commission must determine that either the grant will fund a previously identified need, or that obtaining the grant and its administration and the construction of the capital project will not diminish the resources and activity which is directed toward meeting scheduled needs.

Policy A-3.9 In developing financial programs to fund needed capital projects, the following principles for the management of debt shall be observed:

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- a) Long term debt will not be issued to finance current operating costs or normal, routine maintenance.
- b) The City will strive to maintain a gross bonded general obligation debt (general obligation bond principal) at a level not to exceed 2% of the assessed value of property within the City.
- c) The City will strive to insure that its net bonded debt does not exceed \$700 per capita.
- d) The City will strive to insure that the combined total of its direct net bonded debt and its share of overlapping debt issued within Palm Beach County does not exceed \$2,000 per capita.
- e) The City will strive to insure that annual general bonded debt service costs (principal and interest) will not exceed 15% of General Fund Expenditures.
- f) Wherever possible, the City will use Revenue, Self-Supporting, or Special Assessment Bonds instead of General Obligation Bonds.
- g) The length of a bond issue shall relate to the useful life of the projects which it is financing. The City will attempt to schedule Bond Issues so that an equal principal amount is retired each year over the life of the Issue, producing a total debt service schedule with a declining balance each year.
- h) Each proposed borrowing shall analyze the impact of the future debt service upon projections of operating revenues and expenditures and the City Commission must make a finding that the impact will not diminish the City's ability to continue to provide services.
- i) Long-term borrowing shall be used only for capital projects listed in the Capital Project Schedule of this Element.

Objective A-4

Future development shall continue to pay its proportionate share for providing needed public facilities and shall be responsible for the extension of public facilities to the site of development.

Policy A-4.1 The City shall continue with the programs which it has established for water, sewer connection fees and park facilities impact fees.

Policy A-4.2 The City hereby endorses the Palm Beach County Traffic Impact Fee Program and commits to the collection and transfer of funds pursuant to that program.

Policy A-4.3 The City shall require the dedication of right-of-ways for street systems and easements for utility systems concurrent with the appropriate stage of granting of

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development orders. The size and location of such dedications shall be consistent with the Transportation and Public Facilities Elements.

Policy A-4.4 New development shall be required to extend public utilities for water, sewer, and drainage to the furthest portions of the property which is being developed in a manner so that adjacent property will have access to the facilities. This policy shall apply in all cases unless it is determined by the City Engineer that no good purpose is served by such extensions and no other development will occur at the end of such extensions.

Policy A-4.5 New development should be required to install sidewalks along abutting streets and should be responsible for the construction of one half of any street which abuts the property being developed whether it services the development or not. The developer's responsibility is limited to one half of a local street unless the improvement is needed in order to meet LOS standards, in which case full improvement is required.

Objective A-5

The City shall maintain programs and procedures to insure that the land use decision-making process is coordinated with the capital improvement element.

Objective A-6

The City of Delray Beach shall limit public expenditures on the barrier island which subsidize increased development intensities beyond those shown on the Future Land Use Map, or development which adversely affects hurricane evacuation times.

Objective A-7

For any land use project which requires review and action by the City Commission, Local Planning Agency (LPA) or other approving Board, the Board shall review the project with respect to all facets of the Comprehensive Plan. Upon such review, the Board shall provide findings addressing consistency of the project with the Plan. A finding of overall consistency must be made in order for the project to be approved and shall include specific reference to the manner in which public facility needs created by the project will not exceed the ability of the City to fund and provide or to require the provision of the needed capital improvements. (b5)

Policy A-7.1 A finding of consistency shall not be made if the zoning designation for the project is not consistent with the designations on the Future Land Use Map, and its supporting policies. A finding of consistency shall not be made if the project will not meet the test of concurrency pursuant to Policy A-3.6 of this element. A finding of consistency may be made even though the project will be in conflict with some individual policy statements contained within the Plan; provided that the LPA finds that the beneficial aspects of the project (hence implementation of some policies) outweighs the negative impacts of the identified points of conflict.

Objective A-8

The School District of Palm Beach County shall maintain minimum level of service standards for public school facilities, as defined in the Public School Facilities Element and in accordance with the Interlocal Agreement with School Board of Palm Beach County, Palm Beach County, and Municipalities of Palm Beach County for Coordinated Planning. In the case of public school facilities, the issuance of Development Orders, Development Permits or development approvals shall be based upon the School District of Palm Beach County's ability to maintain the minimum level of service standards as established in Policy A-1.1, Public School Facilities Element

Policy A-8.1 For public school facilities, the applicant for a Development Order or Development Permit which includes any residential component shall provide a determination of capacity by the School District of Palm Beach County that the proposed development will meet the public school facilities level of service. A determination by the School District is not required for existing single family legal lots of record, in accordance with the Public School Facilities Policy A-1.6, Public School Facilities Element.

Policy A-8.2 In accordance with Public Schools Facilities Element Policy A-1.1, prior to issuance of a Development Order/Permit, the School District of Palm Beach County shall determine that the level of service for public school facilities can be achieved and maintained. The necessary public school facilities shall be considered to be in place when sufficient capacity exists in the planning area in which the proposed development is located, or an immediately adjacent planning area..

Policy A-8.3 The School District of Palm Beach County Five, Year Capital Improvement Schedule included in (TABLE SD-CIP) is adopted as a supplement to the City of Delray Beach's "Five Year Capital Improvements Schedule".

GOAL AREA "B" *THE CITY OF DELRAY BEACH SHALL PROVIDE PUBLIC FACILITIES AND SHALL INVEST PUBLIC FUNDS TO ENHANCE THE QUALITY OF LIFE THROUGHOUT THE COMMUNITY AND TO PROMOTE AND ACHIEVE CULTURAL AND ECONOMIC GROWTH.*

Objective B-1

The fiscal policies and activities established in Goal Area A shall apply to programs and activities which have been identified in other elements and in this element.

Policy B-1.1 All projects and activities identified in The Inventory Section shall be included on the schedule of improvements of this Element.

Policy B-1.2 These projects and activities shall be subject to the rules of implementation of that schedule with the exception that changes in priority or timing may be enacted as local amendments to the Comprehensive Plan.

Repealed

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TABLE CI-CIP (ADOPTED by ORD 31-16)

FIVE YEAR CAPITAL IMPROVEMENTS SCHEDULE FOR PROJECTS > \$25,000

PROJECT & FUND	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	TOTAL
NEIGHBORHOOD SERVICES FUND						
Ship Program-State Grant	399,340	399,340	399,340	399,340	399,340	1,996,700
Curb Appeal	40,000	40,000	40,000	40,000	40,000	200,000
Workforce Housing	800,000	800,000	800,000	800,000	800,000	4,000,000
Micro Lending	35,000	35,000	35,000	35,000	35,000	175,000
Neighborhood Stabilization-CRA	69,610	69,610	69,610	69,610	69,610	348,050
Neighborhood Stabilization-DCA	81,920	81,920	81,920	81,920	81,920	409,600
Residential Mitigation Program	194,000	194,000	194,000	194,000	194,000	970,000
Planning Administration	81,624	81,624	81,624	81,624	81,624	408,120
Housing Rehab -Federal Grant	189,273	189,273	189,273	189,273	189,273	946,365
CDBG Misc. Exp-Federal Grant	94,630	94,630	94,630	94,630	94,630	473,150
Grants/Aids-Fed Grant-Econ Devel	65,340	65,340	65,340	65,340	65,340	326,700
Neighborhood Housing	162,213	162,213	162,213	162,213	162,213	811,065
TOTALS	2,212,950	2,212,950	2,212,950	2,212,950	2,212,950	11,064,750
GENERAL CONSTRUCTION FUND						
ESD-Barwick Road Sidewalks (West Side)					550,000	550,000
ESD/CRA-Block 63 Alley				110,000		110,000
ESD/CRA-NE 3rd St/Ave Alley Improvements		2,057,000				2,057,000
ESD/CRA-NW 5th Ave	400,000					400,000
ESD/CRA-NW/SW Neighborhood Alleys (NW Alley 17/18)		700,000	3,375,987	5,300,120	2,600,060	11,976,167
ESD/CRA-NW/SW Neighborhood Alleys (NW Alley 2015)	500,000		385,000			885,000
ESD/CRA-Old School Square Renovations and Maintenance	500,000	200,000	800,000			1,500,000
ESD/CRA-Osceola Neighborhood Improvements	837,870	5,516,971	5,516,971			11,871,812
ESD/CRA-Parking Management	350,000	200,000				550,000
ESD/Pedestrian Improvements East Atlantic Ave	500,000					500,000
ESD/CRA-Roadway Reconstruction - (OCI Rating 0-39)	713,295	4,052,424	4,052,424			8,818,143
ESD-Roadway Reconstruction - (OCI Rating 40-50)		1,677,507	5,790,088	5,790,088		13,257,683
ESD/CRA-Roadway Reconstruction - (OCI Rating 50-70)					1,702,499	1,702,499
ESD/CRA-SE 4th Av Beautification-Atlantic to SE 2nd St			800,000			800,000
ESD/CRA-Sidewalks-Other	300,000	50,000	495,000			845,000
ESD/CRA-SW 14th Ave. SW2nd St 3rd St (SW Alley)			550,000			550,000
ESD/CRA-SW 4th Av. Atl-SW 10th		100,000				100,000
ESD/CRA-SW 4th Av. Beautification - Atlantic to SE 2nd St			800,000			800,000
ESD/CRA-SW 6th, 7th, 8th and 9th Ave-Improvements		100,000				100,000
ESD/CRA-SW Neigh Imp				700,000	3,375,986	4,075,986
ESD/PW- Garage Roll Up Doors		100,000				100,000
ESD/PW- Parking meters upgrade and initial installation	500,000					500,000
ESD/PW-City Buildings-Air Conditioners		75,000	250,000	250,000	250,000	825,000
ESD/PW-City Library Roll UP Gates		50,000				50,000
ESD/PW-Citywide Buildings-Roofs		100,000	500,000	500,000	500,000	1,600,000
ESD/PW-Citywide Other Building Components		100,000	500,000	500,000	500,000	1,600,000
ESD/PW-OSS Parking Garage-LED Lighting		125,000				125,000
ESD/PW- Decorative Street Lights	200,000	200,000				400,000
ESD-Historic Train Depot Station Renovations	250,000					250,000
ESD-Lake Ida Project FDEP		332,300				332,300
ESD-Marine Way Roadway and Seawall Construction		100,000	5,610,000			5,710,000
ESD-MPO Local Agency Project-NE 2nd Av/Seacrest PH I	627,700					627,700
ESD-MPO Local Initiative - Lowson Blvd. Military Trail to Congress Ave. to SE 6th Ave.	195,000			1,082,500		1,277,500
ESD-MPO-NE 2nd Av/Seacrest Beautification Ph 3	203,500		1,100,000			1,303,500
ESD -MPO Project-NE 2nd Av/Seacrest PH II		1,578,034				1,578,034
Fire-Fire -Ocean Rescue Lifeguard Towers		77,400	77,400	77,400	77,400	309,600
Fire-FS Apparatus Door Replacement FS 2 & 5		100,000				100,000
Fire-FS#1 Apparatus Bay Floor		50,000				50,000
PD-Land Acquisition for future EOC				3,000,000	5,000,000	8,000,000
PD-Video Control Room/Surveillance Cameras Project	150,000	300,000				450,000
PD-Latent Print Station	71,650					71,650
PR/CRA-Pompey Park Master Plan		800,000	4,000,000	4,800,000	4,000,000	13,600,000
PR-Atlantic Dunes Nature Trail				30,000	203,500	233,500
PR-Hilltopper Elevator	115,000					115,000
PR-Merritt Park Lights R&R	218,340					218,340
PR-Miler Park Shade System	60,000					60,000
PR-Special Event Van	26,210					26,210
PR-Tennis Center Structural Assessment	75,000					75,000
TOTALS	6,793,565	18,741,636	34,602,870	22,140,108	18,759,445	101,037,624

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PROJECT & FUND	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	TOTAL
CITY MARINA FUND						
PR-Marina Renovation R&R		1,023,000				1,023,000
TOTALS	-	1,023,000	-	-	-	1,023,000
WATER & SEWER FUND						
PU-Reclaimed Water System Expansion, Area 6	190,000	2,200,000				2,390,000
PU-Reclaimed Water System Expansion, Area 12 C	2,475,000					2,475,000
PU-Customer Connections to Reclaimed Water System (after completion of construction)	200,000	200,000	200,000	200,000	200,000	1,000,000
City Contribution to CIP SCRWTP (FY 17-22)	550,000	600,000	650,000	700,000	750,000	3,250,000
TOTALS	3,415,000	3,000,000	850,000	900,000	950,000	9,115,000
WATER & SEWER RENEWAL & REPLACEMENT FUND						
City Contribution to R&R SCRWTP (FY 17-22)	84,000	84,000	84,000	84,000	84,000	420,000
ESD/IT-Computer Aided Design (CADD) Upgrade Licenses	37,500					37,500
ESD-Lewis Cove Drainage Improvements	125,000					125,000
ESD-Marine Way,Veterans Pk & City Marina Sewall Const.	45,000					45,000
ESD-Reclaimed Water System Expansion, Area 12	442,500					442,500
ESD-Reclaimed Water System Expansion, Area 6		220,000				220,000
ESD-Roadway Reconstruction - (OCI Rating 0-39)	144,348	347,350	347,350			839,048
ESD/CRA-Roadway Reconstruction - (OCI Rating 40-49)			1,156,268	1,156,268		2,312,536
ESD/CRA-NE 3rd St/Ave Alley Improvements		137,500				137,500
ESD-Sanitary Sewer Force Main System 58A & 87 Replacement	900,000					900,000
Public Utilities- ESD Complex Security Upgrades	50,000	550,000				600,000
Public Utilities-ESD-Bldg LS Wet Well Rehabilitation	100,000	100,000	100,000	100,000	100,000	500,000
Public Utilities-ESD-Fixed Generator Rplcmnts	120,000	120,000	120,000	120,000	120,000	600,000
Public Utilities-ESD-Large Water Meter R&R	25,000	25,000	25,000	25,000	25,000	125,000
Public Utilities-ESD-Lift Station Rehabilitation	160,000	160,000	160,000	160,000	160,000	800,000
Public Utilities-ESD-Lift Station #1 Upgrade	190,000	1,450,000				1,640,000
Public Utilities-ESD-Production Well Rehabilitation	200,000	200,000	200,000	200,000	200,000	1,000,000
Public Utilities-ESD-Utilites Portable Generator Rplcmnts	220,000	220,000	220,000			660,000
Public Utilities-ESD-Sanitary Sewer Man-Hole Rehab	75,000	75,000	75,000	75,000	75,000	375,000
Public Utilities-ESD-Sanitary Sewer Rehab	550,000	550,000	550,000	550,000	550,000	2,750,000
Public Utilities-ESD-Small Water Meter R&R	50,000	50,000	50,000	50,000	50,000	250,000
Public Utilities-ESD-Upgrade of Lift Station Telemetry System	460,000	460,000	460,000			1,380,000
Public Utilities-Elevated Water Storage Tank Maintenance	30,000	30,000	30,000	30,000	30,000	150,000
Public Utilities-Water Distribution System Evaluation	200,000	200,000	200,000			600,000
Public Utilities-Water Line Service Relocations	25,000	25,000	25,000	25,000	25,000	125,000
Public Utilities-Water Valve Renewal & Replacements	36,000	36,000	36,000	36,000	36,000	180,000
Public Utilities-WTP Bleach Tank Replacement	60,000					60,000
Public Utilities-WTP Clarifer Rehab	480,000	480,000				960,000
Public Utilities-WTP Fill & Drainage Valve Replacements	85,000	85,000	85,000			255,000
Public Utilities-WTP Laboratory Mass Specr Instrument Unit	180,000					180,000
Public Utilities-WTP Lime Slacker Replacement	250,000	250,000				500,000
Public Utilities-WTP Water Ammonia Tank Replacement	40,000					40,000
TOTALS	5,364,348	5,854,850	3,923,618	2,611,268	1,455,000	19,209,084
MUNICIPAL GOLF COURSE						
PR-Golf Course Renovation-R&R			435,000	4,356,275		4,791,275
TOTALS	-	-	435,000	4,356,275	-	4,791,275
STORM WATER FUND						
ESD-Atlantic Av and 2nd Ave Stormwater Improvements	25,000	110,000				135,000
ESD-/CRA Block 63 Alley				33,000		33,000
ESD/IT-Computer Aided Design (CADD) Upgrade Licenses	37,500					37,500
ESD-George Bush Boulevard Storm Water Improvements	137,500					137,500
ESD/CRA-NE 3rd St/Ave Alley Improvements		137,500				137,500
ESD-Island Drive Seawall Repairs	350,000					350,000
ESD-Lakeview Stormwater System Rehabilitation	330,000					330,000
ESD-Lewis Cove Drainage Improvements	225,000					225,000
ESD-Marine Way Seawall Construction	250,000					250,000
ESD-Reclaimed Water System Expansion, Area 12C	355,000					355,000
ESD-Reclaimed Water System Expansion, Area 6		385,000				385,000
ESD/CRA-Roadway Reconstruction - (OCI Rating 0-39)	66,240	231,565	231,565			529,370
ESD/CRA-Roadway Reconstruction - (OCI Rating 40-49)			2,279,933	2,279,932		4,559,865

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PROJECT & FUND	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	TOTAL
ESD-SE 4th Av. Beautification - Atlantic to SE 2nd St			200,000			200,000
ESD-SW 14th Ave. SW2nd St 3rd St (SW Alley)			137,500			137,500
ESD/CRA-SW 6th, 7th, 8th and 9th Ave-Improvements		16,500				16,500
ESD-MPO Local Agency Project-NE 2nd Av/Seacrest PH 3	11,000					11,000
ESD-Seawall Vulnerability Analysis	200,000					200,000
ESD-Update Stormwater Master Plan	200,000					200,000
TOTALS	2,187,240	880,565	2,848,998	2,312,932	-	8,230,228
GARAGE FUND						
Vehicle Replacement-Automotive	1,322,660	2,805,000	2,975,000	3,600,000	2,905,000	13,607,660
Vehicle Replacement-Heavy Equipment	2,600,000					2,600,000
Vehicle Restoration	95,000					95,000
TOTALS	4,017,660	2,805,000	2,975,000	3,600,000	2,905,000	16,302,660

Repealed

REVIEW, MONITORING AND EVALUATION PROGRAM

The principal program for monitoring and evaluating progress on the projects contained in this Element is through the work of the Capital Improvement Committee. In order to ensure that the work of that committee is available to all those individuals and groups which are involved and concerned with the future of the community, the work of the budget team shall be formally reviewed by the Local Planning Agency on an annual basis. The steps of this review shall be as follows:

1. In March of each year the Capital Improvement Committee shall prepare for the next budget year's work.
2. All appropriate departments shall report on the status of approved capital projects, upon projects which are scheduled for the next fiscal year, and upon any changes which are desired in the schedule of capital improvements. The departments shall also provide an update of their individual capital improvement programs.
3. The Capital Improvement Committee shall identify those projects and changes which can be accommodated through the normal budget review and adoption process. They shall also identify those which require a change to the schedule of improvements and shall immediately notify the Local Planning Agency of such potential changes so that the formal Plan Amendment Process can be initiated.
4. The Local Planning Agency shall consider such Plan Amendments as part of its review of the annual Capital Budget. In any event, the Local Planning Agency shall review this Element on an annual basis for the purpose of adding a new fiscal year to the schedule of improvements.
5. As a part of the annual Budget preparation process, the Local Planning Agency shall review the Capital Improvement Plan and Capital Improvement Budget at a public meeting and shall issue its findings as to consistency of individual projects with the Comprehensive Plan. All projects which are included in the Capital Budget must be found not to be inconsistent with the Plan.

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Project Name	Project or Program Number	Carryforward from FY 2015	New Appropriations FY 2016	Total Budget FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Construction Projects									
Addition and Remodeling Projects									
Pahokee HS Remodeling	17718427	\$ 76,500	\$ -	\$ 76,500	\$ -	\$ -	\$ -	\$ -	\$ 76,500
Riviera Beach Prep Academy	33558421	428,380	-	428,380	-	-	-	-	428,380
Transportation- South Remodeling	93238387	861,635	-	861,635	-	-	-	-	861,635
Transportation - West Central Remodeling	93318388	10,447	-	10,447	-	-	-	-	10,447
Total Addition and Remodeling		1,376,963	-	1,376,963	-	-	-	-	1,376,963
Modernization and Replacement Projects									
Galaxy Elem Modernization	08217510	170,777	-	170,777	-	-	-	-	170,777
Gladeview Elem Modernization	12518438	2,642,261	-	2,642,261	-	-	-	-	2,642,261
Gove Elem Modernization	12418437	264,056	-	264,056	-	-	-	-	264,056
Rosenwald Elem Modernization	13218439	2,366,971	-	2,366,971	-	-	-	-	2,366,971
The Conservatory School at NPB	01317503	3,311,947	-	3,311,947	-	-	-	-	3,311,947
Total Modernizations and Replacements		8,756,013	-	8,756,013	-	-	-	-	8,756,013
Total Construction Projects		\$ 10,132,976	\$ -	\$ 10,132,976	\$ -	\$ -	\$ -	\$ -	\$ 10,132,976
Other Items									
Debt Service									
Lease Payments for Certificates of Participation	7490	\$ -	\$ 147,000,000	\$ 147,000,000	\$ 147,000,000	\$ 146,000,000	\$ 146,000,000	\$ 146,000,000	\$ 732,000,000
Lease Payments for Bus Lease 2014	8076	-	2,880,000	2,880,000	2,880,000	2,880,000	2,880,000	-	11,520,000
Lease Payments for Bus Lease 2015	8083	-	4,451,643	4,451,643	2,950,000	2,950,000	3,000,000	3,100,000	16,451,643
Lease Payments for Equipment Lease 2015	8084	-	1,542,765	1,542,765	1,490,065	1,490,065	1,490,065	1,484,520	7,497,480
Total Required Debt Service		-	155,874,408	155,874,408	154,320,065	153,320,065	153,370,065	150,584,520	767,469,123
Site Acquisition									
Site Acquisition - Assigned	7494	193,559	-	193,559	-	-	-	-	193,559
Site Acquisition	7494	749,296	-	749,296	-	-	-	-	749,296
Total Site Acquisition		942,855	-	942,855	-	-	-	-	942,855
Contingency									
Capital Contingency	7467	18,793,605	2,054,894	20,848,499	-	-	-	-	20,848,499
Reserve for FY 17	7467	-	1,143,608	1,143,608	-	-	-	-	1,143,608
Restricted Reserve	7467	14,250,010	-	14,250,010	-	-	-	-	14,250,010
Total Contingency		33,043,615	3,198,502	36,242,117	-	-	-	-	36,242,117
Total Other Items		\$ 33,986,470	\$ 159,072,910	\$ 193,059,380	\$ 154,320,065	\$ 153,320,065	\$ 153,370,065	\$ 150,584,520	\$ 804,654,095

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Project Name	Project or Program Number	Carryforward from FY 2015	New Appropriations FY 2016	Total Budget FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Non-Construction Projects and Transfers									
Required Non-Construction Payments									
Charter School Capital Outlay	8426	\$ -	\$ 5,470,110	\$ 5,470,110	\$ 5,470,110	\$ 5,470,110	\$ 5,470,110	\$ 5,470,110	\$ 27,350,550
Property and Flood Insurance	9579	-	8,270,000	8,270,000	8,270,000	8,270,000	8,270,000	8,270,000	41,350,000
Total Required Non-Construction Payments		-	13,740,110	13,740,110	13,740,110	13,740,110	13,740,110	13,740,110	68,700,550
Equipment									
Capital Projects:									
AV Equipment Replacement Fund	8430	83,197	200,000	283,197	200,000	200,000	200,000	200,000	1,083,197
Choice Furnishings	8328	221,193	125,000	346,193	125,000	125,000	125,000	125,000	846,193
County-Wide Custodial Equipment	7542	6,613	250,000	256,613	250,000	250,000	250,000	250,000	1,256,613
County-Wide Equipment (FF&E)	7441	1,590,014	550,000	2,140,014	550,000	550,000	550,000	550,000	4,340,014
Musical Instruments	7488	62,454	140,000	202,454	140,000	140,000	140,000	140,000	762,454
Subtotal Equipment Capital Projects		1,963,470	1,265,000	3,228,470	1,265,000	1,265,000	1,265,000	1,265,000	8,288,470
Transfers to General Fund:									
Transfer for Copier Maintenance	7464(8446)	-	4,250,000	4,250,000	4,250,000	4,250,000	4,250,000	4,250,000	21,250,000
Transfer for Equipment Maintenance	7464(8442)	-	255,000	255,000	125,000	125,000	125,000	125,000	755,000
Transfer for Library Software Support	7464(8430)	-	110,000	110,000	110,000	110,000	110,000	110,000	550,000
Subtotal Equipment Transfers		-	4,615,000	4,615,000	4,485,000	4,485,000	4,485,000	4,485,000	22,555,000
Total Equipment		1,963,470	5,880,000	7,843,470	5,750,000	5,750,000	5,750,000	5,750,000	30,843,470
Facilities									
Capital Projects:									
ADA Compliance	7493	1,087,880	900,000	1,987,880	900,000	900,000	900,000	900,000	5,587,880
Building Envelope Maintenance Program	7591	2,394,313	3,080,090	5,474,403	-	-	-	-	5,474,403
Environmental Service	8283	-	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Facility Assessment	8176	-	2,000,000	2,000,000	-	-	-	-	2,000,000
Facility Renewal Projects	-	-	-	-	-	5,331,769	5,905,935	780,517	12,018,221
Fire & Life Safety Systems	8179	978,269	1,400,000	2,378,269	-	1,993,600	2,201,680	1,500,000	8,073,549
Fire Alarms	-	-	-	-	-	560,000	580,000	600,000	1,740,000
Generator Replacement	-	-	-	-	-	448,000	464,000	430,000	1,342,000
HVAC - Countywide	8728	1,219,723	7,152,000	8,371,723	-	-	-	-	8,371,723
Hurricane Issac Recovery	9884	(7,328)	-	(7,328)	-	-	-	-	(7,328)
Interlocal Agreements	8191	140,500	-	140,500	-	-	-	-	140,500
Lighting Conversion Projects	-	-	-	-	-	1,120,000	1,160,000	1,200,000	3,480,000
Maintenance Projects	8261	-	-	-	-	-	-	1,800,000	\$ 1,800,000
Minor Projects	7491	795,826	2,250,000	3,045,826	1,200,000	1,200,000	1,200,000	8,912,000	\$ 15,557,826
Minor Projects - New Restroom at John I Leonard	7491	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000

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Project Name	Project or Program Number	Carryforward from FY 2015	New Appropriations FY 2016	Total Budget FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Non-Construction Projects and Transfers									
Facilities (continued)									
Portable Leasing	8280	\$ 36,839	\$ -	\$ 36,839	\$ -	\$ -	\$ -	\$ -	\$ 36,839
Relocatables/Modulars	7440	2,947,352	-	2,947,352	-	-	-	-	2,947,352
Roof Replacement	8911	171,566	-	171,566	-	1,000,000	-	1,800,000	2,971,566
Walkway Canopies	8365	965,865	-	965,865	-	-	-	-	965,865
	8189,3434								
School Center Funds	6711,9394	365,308	34,004	399,311	-	-	-	-	399,311
Subtotal Facilities Capital Projects		11,096,112	19,016,094	30,112,206	4,100,000	14,553,369	14,411,615	19,922,517	83,099,707
Transfers to General Fund:									
Transfer for Building Envelope Maintenance	7464(7591)	-	1,219,520	1,219,520	4,500,000	4,500,000	4,500,000	4,500,000	19,219,520
Transfer for Capital Project Support	7464(8450)	-	186,672	186,672	228,816	233,392	233,392	233,392	1,115,664
Transfer for Environmental Control	7464(8283)	-	865,842	865,842	911,504	947,965	985,883	985,883	4,697,077
Transfer for Fire/Life/Safety	7464(8179)	-	850,280	850,280	1,143,251	1,188,981	1,236,540	1,286,002	5,705,054
Transfer for Hurricane Prep	7464(9885)	-	50,000	50,000	50,000	50,000	50,000	50,000	250,000
Transfer for HVAC Maintenance	7464(8728)	436,060	2,000,000	2,436,060	2,227,904	2,321,822	2,419,498	2,526,626	11,931,910
Transfer for ITV Towers	7464(8235)	-	96,000	96,000	96,000	96,000	96,000	96,000	480,000
Transfer for Maintenance of Facilities	7464(8444)	-	32,151,920	32,151,920	34,791,881	36,159,775	37,606,166	39,110,413	179,820,155
Transfer for Preventative Maintenance	7464(8361)	-	2,499,280	2,499,280	2,599,251	2,703,221	2,811,530	2,923,991	13,537,273
Subtotal Facilities Transfers		436,060	39,919,514	40,355,574	46,548,607	48,201,156	49,939,009	51,712,307	236,756,653
Total Facilities		11,532,172	58,935,608	70,467,780	50,648,607	62,754,525	64,350,624	71,634,824	319,856,360
Security									
Capital Projects:									
Card Access	8488	-	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Intrusion Alarms	8488	-	450,000	450,000	-	400,000	350,000	350,000	1,550,000
Open Sky	8488	-	450,000	450,000	-	350,000	100,000	100,000	1,000,000
School Center Security Projects	8188	5,155,080	3,111,986	8,267,066	2,500,000	2,500,000	2,000,000	2,000,000	17,267,066
Security and Data Communication Systems	8488	-	250,000	250,000	-	150,000	100,000	100,000	600,000
Video Surveillance	8488	-	500,000	500,000	116,351	450,000	375,000	375,000	1,816,351
Subtotal Security Capital Projects		5,155,080	4,911,986	10,067,066	2,766,351	4,000,000	3,075,000	3,075,000	22,983,417
Transfers to General Fund:									
Transfer for Security	7464(8314)	-	2,125,388	2,125,388	2,113,890	2,113,890	2,113,890	2,113,890	10,580,948
Subtotal Security Transfers		-	2,125,388	2,125,388	2,113,890	2,113,890	2,113,890	2,113,890	10,580,948
Total Security		\$ 5,155,080	\$ 7,037,374	\$ 12,192,454	\$ 4,880,241	\$ 6,113,890	\$ 5,188,890	\$ 5,188,890	\$ 33,564,365

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Project Name	Project or Program Number	Carryforward from FY 2015	New Appropriations FY 2016	Total Budget FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Non-Construction Projects and Transfers									
Educational Technology									
Capital Projects:									
Classroom Technology	8493	\$ 533,445	\$ -	\$ 533,445	\$ -	\$ -	\$ -	\$ -	\$ 533,445
Digital Divide	8431	80,222	-	80,222	-	-	-	-	80,222
Technology Tools	8423	48,449	-	48,449	-	1,000,000	353,552	1,000,000	2,402,001
Subtotal Education Technology Projects		662,116	-	662,116	-	1,000,000	353,552	1,000,000	3,015,668
Transfers to General Fund:									
Transfer for Blackboard Engage (Edline/Gradequick)	7464(8441)	-	583,625	583,625	586,000	587,000	588,000	588,000	2,932,625
Transfer for Equipment Maintenance	7464(7422)	-	350,000	350,000	325,000	350,000	350,000	350,000	1,725,000
Transfers for Data Warehouse	7464(8371)	-	2,042,222	2,042,222	2,085,098	2,085,098	2,085,098	2,085,098	10,382,614
Subtotal Educational Technology Transfers		-	2,975,847	2,975,847	2,996,098	3,022,098	3,023,098	3,023,098	15,040,239
Total Educational Technology		662,116	2,975,847	3,637,963	2,996,098	4,022,098	3,376,650	4,023,098	18,055,907
Technology									
Capital Projects:									
Application Monitoring	8934	39,550	-	39,550	-	-	-	-	39,550
Bring Your Own Device		-	-	-	-	1,000,000	1,000,000	1,000,000	3,000,000
Classroom Technology		-	-	-	-	-	-	2,000,000	2,000,000
Computer Refresh	8422	208,211	-	208,211	-	2,762,734	2,000,000	5,000,000	9,970,944
Disk Storage	8823	772	-	772	-	-	-	-	772
District Server Refresh	8253	44	-	44	-	781,511	290,000	663,396	1,734,951
Intrusion Prevention	8349	128,633	-	128,633	-	-	-	-	128,633
IT Service Management Upgrade	8253	8,758	-	8,758	-	-	-	-	8,758
School LAN Switch	8253	394	-	394	-	-	-	-	394
Student System Replacement	8370	43,674.60	3,400,000.00	3,443,675	2,500,000	1,500,000	1,500,000	1,500,000	10,443,675
TEN Broadcast IP Infrastructure	8235	14,745	-	14,745	-	-	-	-	14,745
Universal Power Supply	8440	-	503,640	503,640	-	-	-	-	503,640
Wireless Infrastructure	8253	3,326	-	3,326	-	182,726	-	500,000	686,052
Subtotal Technology Projects		\$ 448,107	\$ 3,903,640	\$ 4,351,747	\$ 2,500,000	\$ 6,226,971	\$ 4,790,000	\$ 10,663,396	\$ 28,532,113

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Project Name	Carryforward from FY 2015	New Appropriations		Total Budget		FY 2018	FY 2019	FY 2020	Total
		FY 2016		FY 2016	FY 2017				
Non-Construction Projects and Transfers									
Technology (continued)									
Transfers to General Fund:									
Transfer for Application Systems	7464(8934)	\$ -	\$ 2,098,875	\$ 2,098,875	\$ 2,042,599	\$ 2,251,965	\$ 2,364,564	\$ 2,482,792	\$ 11,240,795
Transfer for Business Operating Systems	7464(8823)	-	1,751,429	1,751,429	1,852,842	2,042,758	2,144,896	2,252,141	10,044,066
Transfer for CAFM	7464(8353)	-	1,161,807	1,161,807	1,188,777	1,310,627	1,376,158	1,444,966	6,482,335
Transfer for ERP	7464(8369)	-	3,427,257	3,427,257	3,506,451	3,865,862	4,059,155	4,262,113	19,120,838
Transfer for IT Security	7464(8349)	-	834,237	834,237	1,160,100	1,279,010	1,342,961	1,410,109	6,026,417
Transfer for Portal Project	7464(8394)	-	51,558	51,558	56,330	62,104	65,209	68,469	303,670
Transfer for Project Management Initiative	7464(8427)	-	17,743	17,743	-	-	-	-	17,743
Transfer for School Center Admin Technology	7464(8253)	-	343,812	343,812	618,323	681,701	715,786	751,575	3,111,197
Transfer for Secondary Tech Maintenance	7464(8447)	-	3,022,614	3,022,614	3,097,655	3,415,165	3,585,923	3,765,219	16,886,576
Transfer for Technology Infrastructure	7464(8440)	-	7,869,264	7,869,264	8,080,386	8,908,626	10,154,057	10,661,760	45,674,093
Transfer for System Lifecycle Management									
Endpoint Security	7464(8448)	-	651,700	651,700	975,000	1,074,938	1,128,684	1,185,119	5,015,441
Subtotal Technology Transfers		-	21,230,296	21,230,296	22,578,463	24,892,756	26,937,393	28,284,263	123,923,171
Total Technology		\$ 448,107	\$ 25,133,936	\$ 25,582,043	\$ 25,078,463	\$ 31,119,727	\$ 31,727,393	\$ 38,947,659	\$ 152,455,284

Reported

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Project Name	Project or Program Number	Carryforward from FY 2015	New Appropriation FY 2016	Total Budget FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Non-Construction Projects and Transfers									
Transportation									
Capital Projects:									
Bus Routing System	8056	\$ 113,750	\$ -	\$ 113,750	\$ -	\$ -	\$ -	\$ -	\$ 113,750
Vehicles - District-Wide	8056	579,492	1,500,000	2,079,492	-	1,000,000	1,000,000	2,250,000	6,329,492
Bus Washers	8056	-	144,000	144,000	-	-	-	-	144,000
Fuel Station Pump Replacement	8056	-	500,000	500,000	-	-	-	500,000	1,000,000
Bus Replacement	8056	49,170	14,182,596	14,231,766	1,386,721	5,000,000	5,000,000	5,000,000	30,618,487
GPS Hardware	8056	239	-	239	-	-	-	-	239
Subtotal Transportation Projects		742,650	16,326,596	17,069,246	1,386,721	6,000,000	6,000,000	7,750,000	38,205,967
Transfers to General Fund:									
Transfer for Transportation Maintenance	7464(8445)	-	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Transfer for Contracted Transportation	7464(8443)	-	6,390,109	6,390,109	6,847,676	6,847,676	6,847,676	6,847,676	33,780,813
Subtotal Transportation Transfers		-	7,890,109	7,890,109	8,347,676	8,347,676	8,347,676	8,347,676	41,280,813
Total Transportation		742,650	24,216,705	24,959,355	9,734,397	14,347,676	14,347,676	16,097,676	79,486,780
Sub-total Non-Construction Projects		20,067,535	45,423,316	65,490,851	12,018,072	33,045,340	29,895,167	43,675,913	184,125,343
Sub-total Non-Construction Transfers		436,060	92,496,264	92,932,324	100,809,844	104,802,686	108,586,176	111,706,344	518,837,374
Total Non-Construction Projects and Transfers		20,503,595	137,919,580	158,423,175	112,827,916	137,848,026	138,481,343	155,382,257	702,962,717
Total Capital Budget		\$ 64,623,041	\$ 296,992,490	361,615,531	\$267,147,981	\$ 291,168,091	\$ 291,851,408	\$ 305,966,777	\$ 1,517,749,788

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Revenues

	Projected Revenues FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
State Sources						
Charter School Capital Outlay	\$ 5,470,110	\$ 5,470,110	\$ 5,470,110	\$ 5,470,110	\$ 5,470,110	\$ 27,350,550
CO & DS	2,355,781	2,355,781	2,355,781	2,355,781	2,355,781	11,778,905
PECO Bonds - Maintenance	2,691,357	3,767,900	4,187,911	4,963,491	5,363,033	20,973,692
Subtotal State Sources	10,517,248	11,593,791	12,013,802	12,789,382	13,188,924	60,103,147
Local Sources						
<i>Property Values</i>	<i>165,191,584,364</i>	<i>173,592,573,332</i>	<i>182,876,079,984</i>	<i>191,709,740,577</i>	<i>201,234,620,471</i>	
Local Capital Improvement (1.5 mil)	237,875,881	249,973,306	263,341,555	276,062,026	289,777,853	1,317,030,621
Fund Balance Carried Forward	64,623,041	-	-	-	-	64,623,041
Reserve for FY16	10,319,649	-	-	-	-	10,319,649
Reserve for FY17	-	1,143,608	-	-	-	1,143,608
Restricted Reserve and Project Closeouts	12,136,329	1,437,276	12,812,734	-	-	26,386,339
Impact Fees	3,972,083	2,000,000	2,000,000	2,000,000	2,000,000	11,972,083
Interest Income	750,000	1,000,000	1,000,000	1,000,000	1,000,000	4,750,000
Transfers from General Fund	34,004	-	-	-	-	34,004
Subtotal Local Sources	329,710,987	255,554,190	279,154,289	279,062,026	292,777,853	1,436,259,345
Other Revenue Sources						
Bus Lease 2015	14,235,296	-	-	-	-	14,235,296
Equipment Lease 2015	7,152,000	-	-	-	-	7,152,000
Referendum	-	-	-	-	-	-
Subtotal Other Revenue Sources	21,387,296	-	-	-	-	21,387,296
Total Revenues	\$ 361,615,531	\$ 267,147,981	\$ 291,168,091	\$ 291,851,408	\$ 305,966,777	\$ 1,517,749,788

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Summary of Reductions

Category	Reductions to Balance FY 2016	Reductions to Balance FY 2017	Reductions to Balance FY 2018	Reductions to Balance FY 2019	Reductions to Balance FY 2020	Total Reductions
Construction Projects						
Addition and Remodeling Projects	\$ (3,972,800)	\$ (3,464,400)	\$ (3,712,000)	\$ -	\$ (13,923,360)	\$ (25,072,560)
Modernization and Replacement Projects	-	(1,000,000)	(12,584,000)	(14,000,000)	(37,094,424)	(64,678,424)
New Schools	-	-	-	-	-	-
Subtotal Construction Projects	(3,972,800)	(4,464,400)	(16,296,000)	(14,000,000)	(51,017,784)	(89,750,984)
Other Items						
Debt Service	-	-	-	-	-	-
Site Acquisition	-	(2,588,640)	(1,100,000)	-	-	(3,688,640)
Capital Contingency	(633,154)	-	-	-	-	(633,154)
Reserve for FY 17	1,143,608	-	-	-	-	1,143,608
Restricted Reserve	-	-	-	-	-	-
Subtotal Other Items	510,454	(2,588,640)	(1,100,000)	-	-	(3,178,186)
Non-Construction						
Equipment	-	-	-	-	-	-
Facilities	(21,654,264)	(61,678,368)	(69,305,303)	(85,652,551)	(82,213,483)	(320,503,969)
Security	-	(1,883,649)	-	-	-	(1,883,649)
Education Technology	(6,910,000)	(6,560,000)	(5,560,000)	(6,206,448)	(5,560,000)	(30,796,448)
Technology	(19,321,486)	(22,353,082)	(32,978,765)	(18,861,335)	(28,770,219)	(122,284,887)
Transportation	(28,951,004)	(9,463,279)	(4,650,000)	(4,650,000)	(4,900,000)	(52,614,283)
Subtotal Non-Construction Projects	(76,836,754)	(101,938,378)	(112,494,068)	(115,370,334)	(121,443,702)	(528,083,236)
Transfers to General Fund						
Charter School Capital Outlay	-	-	-	-	-	-
Property and Flood Insurance	-	-	-	-	-	-
Equipment Maintenance	-	-	-	-	-	-
Facilities Maintenance	(745,301)	(12,724)	-	-	-	(758,025)
Security Maintenance	-	-	-	-	-	-
Education Technology Maintenance	(200,170)	(25,000)	-	-	-	(225,170)
Technology Maintenance	(1,422,186)	(1,128,924)	-	-	-	(2,551,110)
Transportation Maintenance	(457,567)	-	-	-	-	(457,567)
Subtotal Transfers to General Fund	(2,825,224)	(1,166,648)	-	-	-	(3,991,872)
Total Reductions	\$ (83,124,324)	\$ (110,158,066)	\$ (129,890,068)	\$ (129,370,334)	\$ (172,461,486)	\$ (625,004,278)

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**City of Delray Beach
CAPITAL IMPROVEMENT PROJECT DETAIL 2014 - 2018**

Department/Division:	ESD / Pubic Utilities Division	New Project <input type="checkbox"/>
Project Title:	Area 12B Reclaimed Water System	Existing Project <input checked="" type="checkbox"/>
Projected Location:	Barrier Island; Lewis Cove to Del Haven Drive.	Project Start Date: 9-1-2013
		Project End Date: 09-30-2015
		Project Number: 12-009

Project Description/Justification	Project Drawing, Photo, Design, Map
Phased construction of expanding the Reclaimed Water transmission and distribution system on the barrier island from Casuarina Rd to Poinsettia Dr.	
Existing Project Update:	

Expenses	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Land Acquisition						0
Engineering/Architect Design/Preliminary Study	190,000					190,000
Construction/Buildings/Other Improvements		1,100,000				1,100,000
Equipment						0
Inspections Fees/Other Fees/Costs						0
Public Arts Program/Contingency						0
TOTAL	190,000	1,100,000	0	0	0	1,290,000
Revenues	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Cash ("Pay as you go")	190,000	1,100,000				1,290,000
Grants (Federal, State, County)						0
Special Revenue Funds						0
Assessment District-Special Funding						0
Bond/Bank Financing/Other						0
TOTAL	190,000	1,100,000	0	0	0	1,290,000
Impact to Operating	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Personnel						0
Maintenance/Other Operating						0
Capital Outlay						0
(Revenues)						0
Net Projected Impact on Operations	190,000	1,100,000	0	0	0	0

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**City of Delray Beach
CAPITAL IMPROVEMENT PROJECT DETAIL 2015 - 2019**

Department/Division:	ESD / Pubic Utilities Division	New Project <input checked="" type="checkbox"/>] Existing Project <input type="checkbox"/>]
Project Title:	Area 12C Reclaimed Water System	Project Start Date: 9-1-2014 Project End Date: 09-30-2016
Projected Location:	Barrier Island; Lewis Cove to Del Haven Drive.	Project Number 15-0XX

<p align="center">Project Description/Justification</p> <p>Phased construction of expanding the Reclaimed Water transmission and distribution system on the barrier island from Lewis Cove to Del Haven Drive, and along east side of A1A.</p> <p>Existing Project Update:</p>	<p align="center">Project Drawing, Photo, Design, Map</p>
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Expenses	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Land Acquisition						0
Engineering/Architect Design/Preliminary Study	125,000					125,000
Construction/Buildings/Other Improvements		930,000				930,000
Equipment						0
Inspections Fees/Other Fees/Costs						0
Public Arts Program/Contingency						0
TOTAL	125,000	930,000	0	0	0	1,055,000
Revenues	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Cash ("Pay as you go")	125,000	930,000				1,055,000
Grants (Federal, State, County)						0
Special Revenue Funds						0
Assessment District-Special Funding						0
Bond/Bank Financing/Other						0
TOTAL	125,000	930,000	0	0	0	1,055,000
Impact to Operating	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Personnel						0
Maintenance/Other Operating						0
Capital Outlay						0
(Revenues)						0
Net Projected Impact on Operations	125,000	930,000	0	0	0	0

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Department/Division Water-Sewer Network	City of Delray Beach CIP Project Detail Sheet FY2011-12 to FY2015-16					New project
Project Title: Rclmd Wtr Cust Conn-FY 12	Project Location: Various	Date Submitted 06/16/2011	Project Number: 2012-008	Project Start Date:	Project End Date:	
Projects Description: Connection of customers to the reclaimed water system in conjunction with transmission system expansion.						
PROJECTED COSTS		Five Year Capital Program				
Classification	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
Land Acquisition						
Engineering/Architect Design/ Preliminary Study						
Construction/ Buildings/ Other Improvements	200,000.00	200,000.00	225,000.00	225,000.00	225,000.00	1,075,000.00
Equipment						
Inspections Fees/ Other Fees/ Costs						
Public Arts Program/ Contingency						
TOTAL PROJECTED COSTS	200,000.00	200,000.00	225,000.00	225,000.00	225,000.00	\$1,075,000.00
PROJECTED REVENUES		Five Year Capital Program				
Revenue Source(s)	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
441-5161: Water/Sewer New Capital	200,000.00	200,000.00	225,000.00	225,000.00	225,000.00	1,075,000.00
Federal Grants						
State Grants						
County Grants						
Special Revenue Funds						
Assessment District-Special Funding						
Bond/Bank Financing/Other						
CRA						
TOTAL PROJECTED REVENUES	200,000.00	200,000.00	225,000.00	225,000.00	225,000.00	\$1,075,000.00

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TABLE RW-CIP - RECLAIMED WATER CAPITAL IMPROVEMENT SCHEDULE

Department/Division Environmental Services Division	City of Delray Beach CIP Project Detail Sheet FY2011-12 to FY2015-16					New project
Project Title: Reclaimed Water, Area 12B	Project Location: Barrier Island, Casuarina Road south to Linton Blvd.					Date Submitted 06/15/2011
						Project Number: 12-009
						Project Start Date: Project End Date:
Projects Description: Phased construction of expanding the Reclaimed Water transmission and distribution system on the Barrier Island from Casuarina Road south to Poinsettia Rd.						
PROJECTED COSTS		Five Year Capital Program				
Classification	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
Land Acquisition						
Engineering/Architect Design/ Preliminary Study						163,000.00
Construction/ Buildings/ Other Improvements						1,087,000.00
Equipment						
Inspections Fees/ Other Fees/ Costs						
Public Arts Program/ Contingency						
TOTAL PROJECTED COSTS	1,250,000.00					\$1,250,000.00
PROJECTED REVENUES		Five Year Capital Program				
Revenue Source(s)	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
441-5161: Water/Sewer New Capital	1,250,000.00					1,250,000.00
Federal Grants						
State Grants						
County Grants						
Special Revenue Funds						
Assessment District-Special Funding						
Bond/Bank Financing/Other						
CRA						
TOTAL PROJECTED REVENUES	1,250,000.00					\$1,250,000.00

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TABLE RW-CIP - RECLAIMED WATER CAPITAL IMPROVEMENT SCHEDULE

Department/Division Environmental Services Division	City of Delray Beach CIP Project Detail Sheet FY2011-12 to FY2015-16					New project
Project Title: Reclaimed Water, Area 6	Project Location: Lake Ida Road, northwest of Congress Aveune.	Date Submitted 06/15/2011				
		Project Number: 2012-559				
		Project Start Date: 10/01/2013				
Project End Date: 09/30/2015						
Projects Description: Phased construction of expanding the Reclaimed Water transmission and distribution system to the Lake Ida Road area, northwest of Cogress Avenue.						
PROJECTED COSTS		Five Year Capital Program				
Classification	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
Land Acquisition						
Engineering/Architect Design/ Preliminary Study		300,000.00				300,000.00
Construction/ Buildings/ Other Improvements		2,000,000.00				2,000,000.00
Equipment						
Inspections Fees/ Other Fees/ Costs						
Public Arts Program/ Contingency						
TOTAL PROJECTED COSTS		2,300,000.00				\$2,300,000.00
PROJECTED REVENUES		Five Year Capital Program				
Revenue Source(s)	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
441-5161: Water/Sewer New Capital		2,300,000.00				2,300,000.00
Federal Grants						
State Grants						
County Grants						
Special Revenue Funds						
Assessment District-Special Funding						
Bond/Bank Financing/Other						
CRA						
TOTAL PROJECTED REVENUES		2,300,000.00				\$2,300,000.00

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TABLE RW-CIP - RECLAIMED WATER CAPITAL IMPROVEMENT SCHEDULE

Department/Division Environmental Services Division	City of Delray Beach CIP Project Detail Sheet FY2011-12 to FY2015-16					New project
Project Title: Reclaimed Water; Area 8	Project Location: Barwick Road, north of Lake Ida Road.					Date Submitted 06/15/2011
						Project Number: 2012-560
						Project Start Date: Project End Date:
Projects Description: Phased construction expanding the Reclaimed Water transmission and distribution system to serve Barwick Road neighborhoods.						
PROJECTED COSTS		Five Year Capital Program				
Classification	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
Land Acquisition						
Engineering/Architect Design/ Preliminary Study			100,000.00			100,000.00
Construction/ Buildings/ Other Improvements			1,400,000.00			1,400,000.00
Equipment						
Inspections Fees/ Other Fees/ Costs						
Public Arts Program/ Contingency						
TOTAL PROJECTED COSTS			1,500,000.00			\$1,500,000.00
PROJECTED REVENUES		Five Year Capital Program				
Revenue Source(s)	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
441-5161: Water/Sewer New Capital			1,500,000.00			1,500,000.00
Federal Grants						
State Grants						
County Grants						
Special Revenue Funds						
Assessment District-Special Funding						
Bond/Bank Financing/Other						
CRA						
TOTAL PROJECTED REVENUES			1,500,000.00			\$1,500,000.00

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TABLE RW-CIP - RECLAIMED WATER CAPITAL IMPROVEMENT SCHEDULE

Department/Division Environmental Services Division	City of Delray Beach CIP Project Detail Sheet FY2011-12 to FY2015-16					New project
Project Title: Reclaimed Water, Area 9	Project Location: NW 10th Ave, from NW 2nd Street to Lake Ida Rd.				Date Submitted 06/15/2011	
					Project Number: 2012-561	
					Project Start Date: Project End Date:	
Projects Description: Phased construction expanding the Reclaimed Water transmission and distribution system along NW 10th Ave to serve Pompey Park and Spady Elementary School.						
PROJECTED COSTS		Five Year Capital Program				
Classification	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
Land Acquisition						
Engineering/Architect Design/ Preliminary Study			50,000.00			50,000.00
Construction/ Buildings/ Other Improvements			250,000.00			250,000.00
Equipment						
Inspections Fees/ Other Fees/ Costs						
Public Arts Program/ Contingency						
TOTAL PROJECTED COSTS			300,000.00			\$300,000.00
PROJECTED REVENUES		Five Year Capital Program				
Revenue Source(s)	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
441-5161: Water/Sewer New Capital			300,000.00			300,000.00
Federal Grants						
State Grants						
County Grants						
Special Revenue Funds						
Assessment District-Special Funding						
Bond/Bank Financing/Other						
CRA						
TOTAL PROJECTED REVENUES			300,000.00			\$300,000.00

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TABLE RW-CIP - RECLAIMED WATER CAPITAL IMPROVEMENT SCHEDULE

Department/Division Environmental Services Division	City of Delray Beach CIP Project Detail Sheet FY2011-12 to FY2015-16					New project
Project Title: Reclaimed Water, Area 10	Project Location: NW 1st Ave from NW 2nd Street to Atlantic Ave, and south along SW 2nd Ave from Atlantic to SW 4th Street.	Date Submitted 06/15/2011				
		Project Number: 2012-562				
		Project Start Date:				
Project End Date:						
Projects Description: Phased construction expanding the Reclaimed Water transmission and distribution system along NW 1st Ave and SW 2nd Ave to serve City Hall, Community Center, Old School Square, PD, County Courthouse, ESD Complex, and Park Maintenance.						
PROJECTED COSTS			Five Year Capital Program			
Classification	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
Land Acquisition						
Engineering/Architect Design/ Preliminary Study				100,000.00		100,000.00
Construction/ Buildings/ Other Improvements				1,900,000.00		1,900,000.00
Equipment						
Inspections Fees/ Other Fees/ Costs						
Public Arts Program/ Contingency						
TOTAL PROJECTED COSTS				2,000,000.00		\$2,000,000.00
PROJECTED REVENUES			Five Year Capital Program			
Revenue Source(s)	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
441-5161: Water/Sewer New Capital				2,000,000.00		2,000,000.00
Federal Grants						
State Grants						
County Grants						
Special Revenue Funds						
Assessment District-Special Funding						
Bond/Bank Financing/Other						
GRA						
TOTAL PROJECTED REVENUES					2,000,000.00	\$2,000,000.00

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TABLE RW-CIP - RECLAIMED WATER CAPITAL IMPROVEMENT SCHEDULE

Department/Division Environmental Services Division	City of Delray Beach CIP Project Detail Sheet FY2011-12 to FY2015-16					New project
Project Title: Reclaimed Water, Area 14A	Project Location: Transmission system along SW 4th Street and SW 8th Ave to serve the Municipal Cemetery.					Date Submitted 06/15/2011
						Project Number: 2012-563
						Project Start Date:
Project End Date:						
Projects Description: Phased construction of Reclaimed Water system along SW 8th Ave to serve the Municipal Cemetery.						
PROJECTED COSTS			Five Year Capital Program			
Classification	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
Land Acquisition						
Engineering/Architect Design/ Preliminary Study				300,000.00		300,000.00
Construction/ Buildings/ Other Improvements					1,700,000.00	1,700,000.00
Equipment						
Inspections Fees/ Other Fees/ Costs						
Public Arts Program/ Contingency						
TOTAL PROJECTED COSTS				300,000.00	1,700,000.00	\$2,000,000.00
PROJECTED REVENUES			Five Year Capital Program			
Revenue Source(s)	FY2011-12	FY2012-13	FY2013-14	FY2014-15	FY2015-16	Totals
441-5161: Water/Sewer New Capital				1,000,000.00		1,000,000.00
Federal Grants						
State Grants						
County Grants						
Special Revenue Funds						
Assessment District-Special Funding						
Bond/Bank Financing/Other						
CRA						
TOTAL PROJECTED REVENUES					1,000,000.00	\$1,000,000.00

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Repealed

PUBLIC SCHOOLS FACILITIES ELEMENT

OF THE COMPREHENSIVE PLAN

CITY OF DELRAY BEACH

A. INTRODUCTION

1. Overview.

Palm Beach County, the School District of Palm Beach County, and 26 participating local governments within the school district chose to implement the 2015 Interlocal Agreement between Palm Beach County, the School Board of Palm Beach County and the Municipalities of Palm Beach County for Coordinated Planning requiring each local government to adopt consistent comprehensive plan amendments. The amendments included the following:

- The proposed Public Schools Facilities Element and the accompanying data and analysis to meet the minimum criteria for the Element set forth in F.S. 163.3180, for the purpose of imposing school consistency and coordination. It is intended to assure coordination among the County, local governments, and the School District so that school capacity at the adopted level of service standard is available at the time of the impacts of development.
- The Capital Improvement Element to incorporate a financially feasible capital improvement plan for school concurrency, setting forth a six year financially feasible public school capital facilities program that demonstrates that the adopted levels of service will be achieved and maintained.
- The Comprehensive Plan Map Series to incorporate nine new maps depicting the proposed Planning Areas and other information required by the rule.

These amendments were adopted by the 2017 EAR amendment and the adoption of 2015 Interlocal Agreement between Palm Beach County, the School Board of Palm Beach County and the Municipalities of Palm Beach County for Coordinated Planning. The Plan amendments for school concurrency were submitted along with an executed Interlocal Agreement which satisfy the requirements of F.S.163.3177(6)(h)1 and 2, 163.31777 and 163.3180(6), establishing processes for intergovernmental coordination and collaborative planning among the School District, the County and the 26 participating municipalities.

The Public Schools Facilities Element (PSFE) to establish public school concurrency is based upon the following data and analysis pursuant to requirements of F.S. 163.3180(6)(b). The principal source of data and analysis is provided by the School

District of Palm Beach County in its adopted Five-Year Capital Facilities Plan and Capital Budget. (CIE Table SD-CIP)

2. School District of Palm Beach County Five-Year Plan and Capital Budget (Five-Year Plan).

The School District facilities and capital requirements are presented in the current adopted Five-Year Plan and Capital Budget pursuant to s. 235.185 Florida Statutes, and the Educational Plant Survey. The Five-Year Plan describes the status of the existing facilities, economics, and enrollment trends of the School District. Each planning zone depicts its area's schools grouped by school type. Special Schools with district-wide boundaries are grouped in Planning Zone 19. Additionally, the Five-Year Plan presents school facility planning, considering the District's facilities goals, capital requirements and funding mechanisms. The Five-Year Plan is organized to present facilities information by high school planning zones for the purpose of determining enrollment, capacity calculations, and educational program considerations with evaluations of each facility's issues. Further, the Five-Year Plan provides descriptions of the School District's budgeted projects. Revenue sources are also discussed in the document along with alternative funding options. The Five-Year Plan details each school facility's existing enrollment, the existing School Student Capacity (FISH), and existing level of service (LOS) (% of utilization) within the high school planning zones. Demographic information and enrollment projections are provided in the Five-Year Plan.

3. Five Year Capital Improvement Schedule.

In order to provide compatible financial feasibility between the School District's Five-Year Plan and the City of Delray Beach's required 5-Year Capital Improvement Program, the School District's Five-Year Plan was extended to project revenues and expenditures for a sixth year in the initial planning period. This information in total has been added to the Capital Improvement Element of the City of Delray Beach's Comprehensive Plan as: Table SD-CIP - School District of Palm Beach Five Year Capital Improvement Schedule.

B. SCHOOL DISTRICT OF PALM BEACH COUNTY DISTRICT-WIDE LONG RANGE PLANNING

1. Enrollment.

In the 2006/07 school year, the School District serves 170,015 K-12 students through regular and special programs and partnerships in a variety of facilities. There are more than 160,000 students served in schools with boundaries and/or magnet programs at regular schools measured in the Concurrency Service Area Tables.

2. Additional Capacity and Ancillary Plants.

For the end of the initial planning period, the required Map Series PS 3.1 depicts the locations of proposed schools with confirmed sites and the planned schools without confirmed sites. The long range facility demand map - PS 3.2 shows general future demand for schools based on projected population. The facilities required to meet these future demands are anticipated but not yet budgeted.

Based on the School District's Five-Year Plan, no ancillary plants are planned to be converted to school facilities for school concurrency purposes. Similarly, the Five-Year Plan shows the School District has no plans to convert any school facility to an ancillary plant. Additionally, the School District is not planning an expansion of any ancillary administration or support facilities. Currently, educational centers known as Full Service Centers operate out of two ancillary plants. These centers house a variety of public school and non-profit programs that serve preschool children through adults. These programs include Head Start, drop-out prevention and Second Chance Programs, adult education, child care and wellness centers, etc. Ancillary facilities are also utilized for School District Area offices, which support educational activities and are not utilized for the measurement of school concurrency.

3. School Attendance Zones.

Existing district-wide school attendance zones for each school facility are provided by school type on School Attendance Zone Maps.

4. District-wide Programs - Special, Alternative, and Supplemental Programs.

The School District of Palm Beach County offers a range of special, alternative, and supplemental educational programs on a district-wide basis. In the Five-Year Plan, the planning zone entitled "Planning Zone 19: Special, Alternative, and Supplemental Programs" analyzes a variety of programs offered in the special and alternative school setting. These programs operate at the discretion of the School Board in a range of different facilities with district-wide boundaries. The number of students served, where they are housed, and integration with the regular programs, are all choices driven by District policies and budgets. Planning for these programs is an essential component to long range planning for school buildings. Special programs affect school enrollment, capacity, utilization and building design.

The alternative and special schools serve more than 1,430 students. Students are assigned to these programs without regard to attendance zones. The enrollment in the programs is projected decline for the 5-year planning period.

Facilities Plans and recommendations to accommodate these programs during the next five years are to be completed for the current adopted Five-Year Plan. They will identify where programs are or will be located, how many students will be served at each facility, and other special facilities' needs.

5. Charter Schools

Charter schools are considered public schools that operate under a special charter with a school district. A charter school sets its own attendance criteria and selects its own facilities. The State provides funding through a separate formula for its operating and capital budgets directly to the charter schools; therefore, charter schools are not included in the School District's Capital Plan. For the purposes of school concurrency, charter schools cannot be used to determine capacity for residential development. In the 2006/07 school year, charter schools serve 6,772 students.

6. Population District-wide - Projected Enrollment.

The projected district-wide school enrollment is based upon the demographic and economic profiles developed by the County which establish the basis for projecting capacity requirements through the initial five year planning period and the end of the long range planning period, consistent with F.S. 163.3180(6). The School District of Palm Beach County enrolled 170,015 K-12 students in the 2006-07 school year(FY2007). Enrollment decreased by 3,221 students from the previous fall enrollment. This was the first enrollment decline in Palm Beach County since the 1970's. Prior to the last two school years, the public school enrollment had been growing by over 4000 students per year since 1985. More recently, the incremental enrollment growth has exceeded 5100 students per year. However, K-12 enrollment increased by only 477 students between FY05 and FY06, and then declined by over 3200 students between FY06 and FY07.

The following table, prepared by the School District, shows actual and projected total pre-kindergarten (Pre-K) through grade twelve (12) enrollment, which includes students housed in District-owned facilities, pre-kindergarten students, students in charter schools, as well as students housed in non District-owned facilities. Total projected K-12 enrollment in FY2012 is 170,481 students. The total projected K-12 enrollment increment in five years is only 466 students. In comparison, the five-year forecast made last year was for 5056 additional students. Therefore, the latest forecast is significantly lower than the enrollment projections made one year ago. The table also shows actual historical enrollment growth from FY2003 to FY2007 and projected enrollment from FY2008 to FY2012 in District-owned facilities. The latest K-12 enrollment forecast for District-owned schools shows an increase of only 1132 students over the next five years. Facilities not owned by the School District, include most charter schools, programs provided by other agencies, treatment facilities, and locations for students with behavioral issues. The data shown in Table 1.2 is the basis for determining the future capacity needs in the District. Enrollment in District-owned facilities is comparable to State Department of Education Capital Outlay full-time equivalent (FTE) enrollment projections.

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FACILITY TYPE	ACTUAL					PROJECTED				
	FY2003 SY2002-03	FY2004 SY2003-04	FY2005 SY2004-05	FY2006 SY2005-06	FY2007 SY2006-07	FY2008 SY2007-08	FY2009 SY2008-09	FY2010 SY2009-10	FY2011 SY2010-11	FY2012 SY2011-12
District-Owned Facilities										
Elementary Schools*	73,686	74,823	75,799	76,304	74,748	73,460	74,090	75,369	76,875	78,986
Middle Schools	36,694	37,880	38,881	38,042	36,657	35,527	36,176	35,764	35,900	35,898
High Schools**	44,192	45,287	47,456	47,760	47,821	47,137	46,073	45,952	45,302	45,474
K-12	154,572	157,990	162,136	162,106	159,226	156,124	156,339	157,085	158,077	160,358
Educational Alternatives Schools***	1,511	1,423	1,417	1,503	1,430	1,388	1,356	1,352	1,344	1,350
Total District-owned K-12****	156,083	159,413	163,553	163,609	160,656	157,512	157,695	158,437	159,421	161,708
Non-district owned facilities*****	1,617	1,980	1,857	1,951	2,587	2,509	2,445	2,439	2,426	2,439
Charter Schools	4,648	6,239	7,349	7,676	6,772	6,095	6,207	6,239	6,242	6,334
Total K-12	162,348	167,632	172,759	173,236	170,015	166,116	166,347	167,115	168,096	170,481
Prekindergarten	3,097	2,983	3,088	3,272	3,367	3,450	3,578	3,698	3,816	3,914
Grand Total (prek-12)	165,445	170,615	175,847	176,508	173,382	169,566	169,925	170,813	171,912	174,395
Incremental Enrollment	01 to 02	02 to 03	03 to 04	04 to 05	05 to 06	06 to 07	07 to 08	08 to 09	09 to 10	09 to 10
District-owned K-12****	2,138	3,330	4,140	56	(2,953)	(3,144)	183	742	983	2,287
K-12	5,126	5,284	5,127	477	(3,221)	(3,899)	231	768	980	2,385
Prek-12	5,024	5,170	5,232	661	(3,126)	(3,816)	359	888	1,098	2,483

* Elementary figures include sixth grade students housed at elementary schools

** High school enrollment projections include 7 & 8 grades students attending Pahokee Middle-Senior.

***K-12 students enrolled in district owned educational alternative schools, centers and other facilities.

**** Total K-12 students enrolled in district owned facilities (comparable to Department of Education Capital Outlay Projections)

*****Students housed in facilities that are not owned by the district; examples include County Jail, Eagle Academy, Sago Palm Academy, Pace Center for Girls, Palm Beach Mall Academy and others.

Note: South Technical Center and Inlet Grove Technical Center are conversion charter schools. The projected enrollment for these schools is part of the charter enrollment.

Historical high school enrollment has been adjusted to match projected data. Historical enrollment at South Technical School and Inlet Grove School are part of the charter school total.

7. Population Determination.

The Bureau of Economic and Business Research (BEBR) at the University of Florida, develops population estimates and projections for each of the municipalities within Palm Beach County. These are the official estimates and projections widely used for planning purposes by both the public and private sectors. However, local planning studies generally require smaller area estimates and projections (less than a jurisdiction level) for the evaluation of specific impacts on a local target area. To this end, the PBC Planning Division, over the past five years, has developed and refined a population disaggregation model to distribute BEBR's medium range population projections and annual estimates to smaller geographies, namely, the Traffic Analysis Zones (TAZ) used by the Metropolitan Planning Organization (MPO). By modeling projected population in local areas, the Planning Division provides insight into the direction and location of growth within the County.

The Bureau of Economic and Business Research (BEBR) projects that the County population will grow to approximately 1,444,000 persons by the year 2015.

8. Population Based School Surpluses and Deficiencies.

The Five-Year Plan provides short term projections (1-5 years) and long term district-wide enrollment projections by school type (1-20 years). Short term projections rely upon the utilization of the Cohort Survival Method. This Model uses enrollment data by grade and by facility, factoring in growth and rolling students forward through the schools by grade. Long term projections are based on the Population Disaggregation Model developed by Palm Beach County Planning. This model establishes the bases for projecting capacity requirements through the initial five year planning period and the

end of the long range planning period, consistent with F.S. 163.3180(6)(g) and 163.3177(3). The results are cross-verified and compared for variations.

9. Facility Demand.

The projected additional facility demand for long range planning of public school facilities by Planning Area and school type is depicted on Map PS 3.2. These surpluses and deficiencies are listed by Planning Area, representing projected seats needed (capacity demand).

Repealed

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ICE 2.1

SCHOOL FACILITY LOCATIONS

- Elementary Schools
- Middle Schools
- High Schools
- Adult & Community Schools
- Alternative Schools
- Charter Schools
- ESE Schools
- Ancillary Facilities

- Interstate 95
- Florida's Turnpike
- Major Roadways
- Water

Source: The School District of Palm Beach
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Note: Map is not official for presentation purposes.



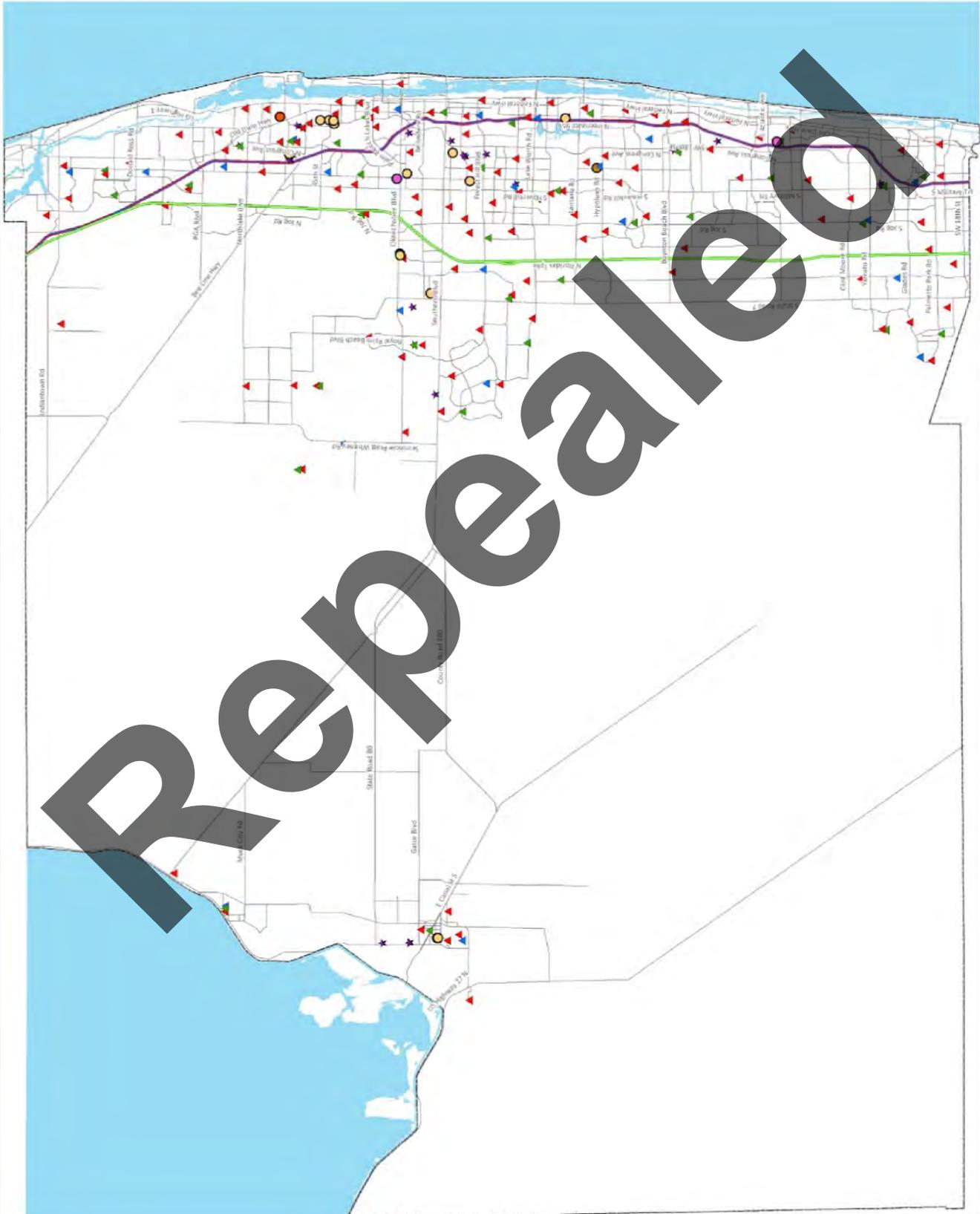
Planning, Zoning and Building Department
City of Delray Beach



PALM BEACH COUNTY
SCHOOL DISTRICT



Florida Code 1219.22(2)
Repealed 10/18/18
Contact: FBC Planning Dept.



ICE 3.1
**PLANNED
 ADDITIONAL
 CAPACITY**

- ▲ Planned Elementary
- ▲ Planned Middle School
- ▲ Planned High School
- Planning Areas

- Interstate 95
- Florida's Turnpike
- Major Roads
- Water

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Source: The School District of Palm Beach
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 Note: Map is not official for presentation purposes



Planning, Zoning and Building Department
 City of Delray Beach



**PALM BEACH COUNTY
 SCHOOL DISTRICT**



Effective Date: 12/18/2020
 Prepared by: Palm Beach County Schools
 Contact: PZD Planning Dept



ICE 3.2

Projected Additional Facility Demand

Planning Areas

- Adding 0 schools
- Adding 1 school
- Adding 2 schools
- Interstate 95
- Florida's Turnpike
- Major Roads
- Water

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Source: The Council on Education Planning
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Note: This is not a final plan for construction purposes.



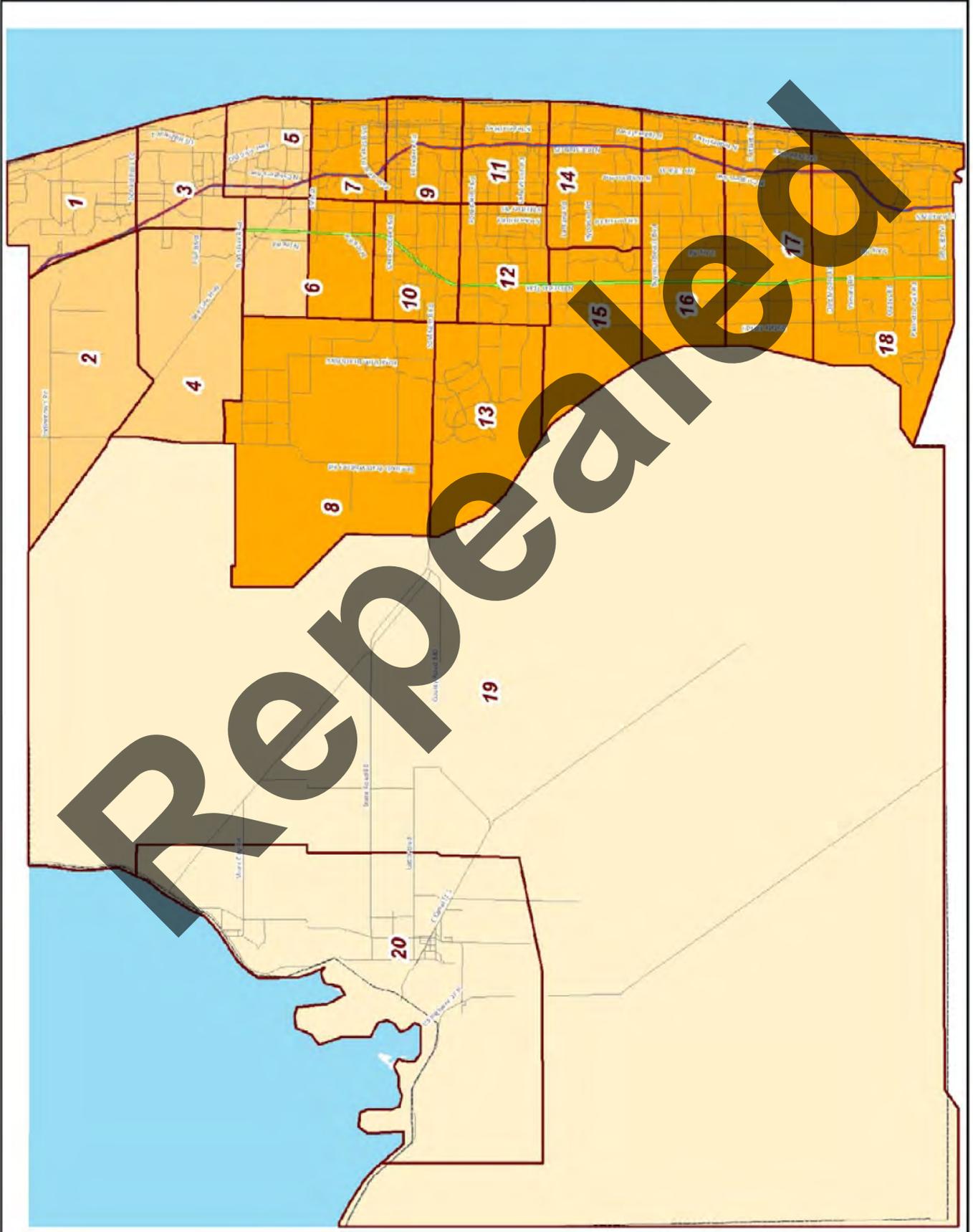
Planning, Zoning and Building Department
City of Delray Beach



PALM BEACH COUNTY
SCHOOL DISTRICT



Revised: July 1, 2019
Palmetto Park School District
Construction Planning Dept.



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ENROLLMENT PROJECTIONS OUTLINE:
USING COHORT SURVIVAL AND GIS
FOR SHORT & LONG TERM PLANNING

DATA SOURCES:

STUDENT DATA BY AREA, ADDRESS, & FACILITY
POPULATION DATA AND PROJECTIONS BY AREA
(other data: births, certificates of occupancy, development projects, program changes, other)

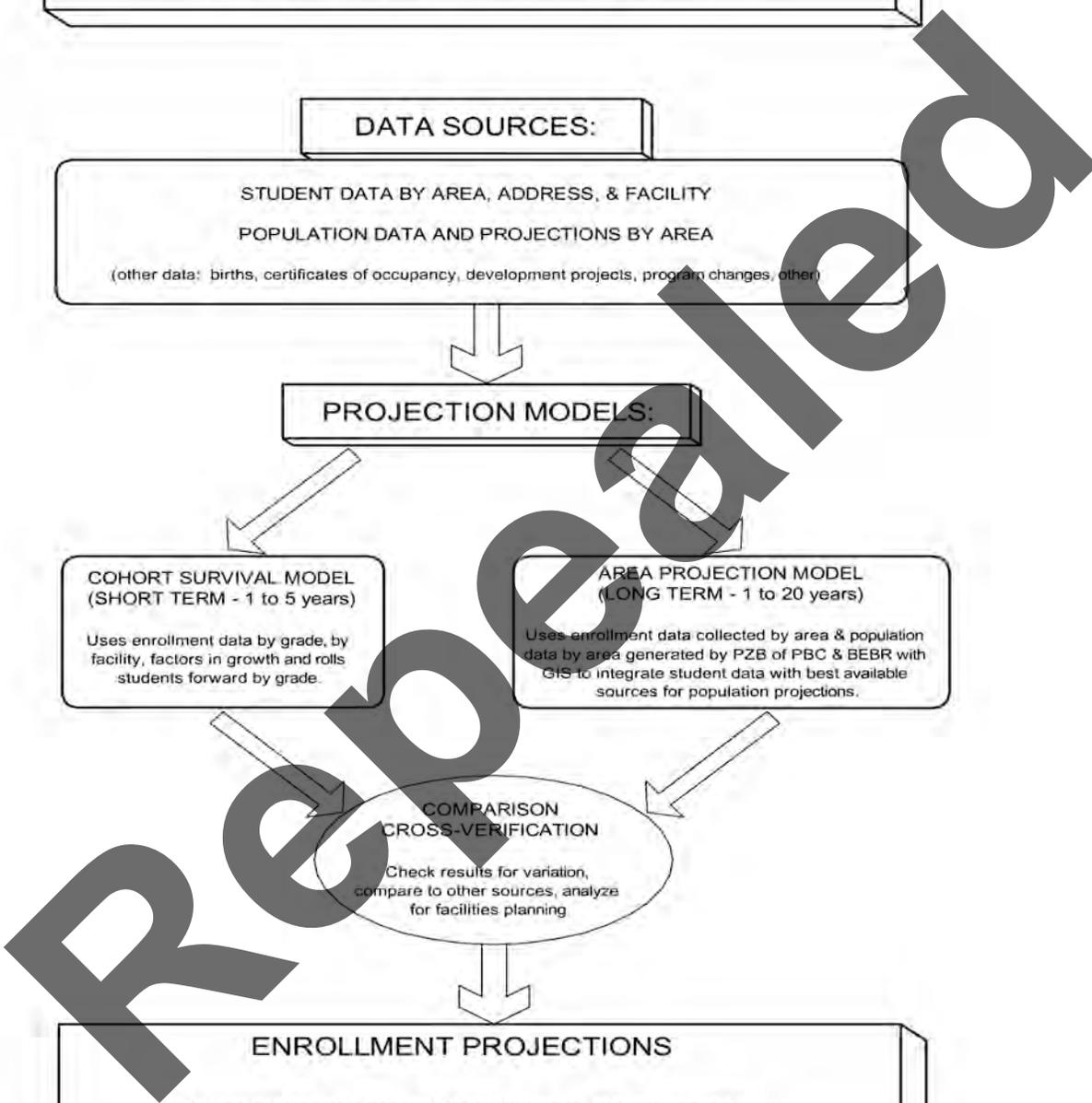
PROJECTION MODELS:

COHORT SURVIVAL MODEL
(SHORT TERM - 1 to 5 years)
Uses enrollment data by grade, by facility, factors in growth and rolls students forward by grade.

AREA PROJECTION MODEL
(LONG TERM - 1 to 20 years)
Uses enrollment data collected by area & population data by area generated by PZB of PBC & BEBR with GIS to integrate student data with best available sources for population projections.

COMPARISON
CROSS-VERIFICATION
Check results for variation, compare to other sources, analyze for facilities planning

ENROLLMENT PROJECTIONS
DEVELOPED USING ACCEPTED METHODOLOGY & BEST AVAILABLE SOURCES,
INCORPORATES VARIATION BY FACILITY AND GEOGRAPHIC REGION



C. LEVEL OF SERVICE ANALYSIS

The School District's current adopted Five-Year Plan and Capital Budget, provides an analysis of the adequacy of the existing level of service for each school facility within each high school planning zone, describing the physical condition of the facilities in order to develop appropriate level of service standards based on physical conditions and programs. The Five-Year Plan provides the existing enrollment, the existing School Student Capacity (FISH), and existing utilization for each school facility. The Five-Year Plan's high school planning zones provide an analysis of the schools within each zone and specific project recommendations.

1. Enrollment Distribution.

The public school enrollment in Palm Beach County indicates a range of facility utilization from under capacity to significantly over capacity as measured against the Florida Department of Education Inventory of School Housing (FISH).

2. Schools 35 Years Old or Older.

The School District performed an educational adequacy and physical condition analysis on 42 schools that are 35 years old or older. The study provides a basis for a determination of priority for capital improvements for modernization of facilities.

3. School Facility Utilization - Level of Service Standards.

School Board Policy 7.13 addresses the School Plant Capacity Level of Service (LOS). It requires the School District to maintain equitable levels of service for the District's schools. The School Board policy describes a range of enrollment per FISH capacity (LOS) from underutilized, 90% or less, to critically overcapacity (151% or more). The policy sets the District's goal for school utilization to between 90% and 110% of each school's FISH capacity, not to exceed 120%. The following policies in the Public Schools Facilities Element determine the LOS to be used for school concurrency, addressing how to implement the target LOS and the tiered LOS, and how to conduct School Capacity studies to make LOS determinations for individual schools that may go beyond the adopted LOS.

a. Policy A-1.1: Target Level of Service Standards

As a requirement for coordinated planning, the Interlocal Agreement establishes the procedures for the parties to work together to meet the countywide goal for LOS as 110% of FISH capacity. The LOS standard is the school's utilization which is defined as the enrollment as a percentage of school student capacity based upon the Florida Inventory of School Houses (FISH).

1) School Capacity Study

School Board Policy 7.13 requires a School Capacity Study (SCS) if a school in the first student count of the second semester exceeds 108% of FISH capacity. The Technical Advisory Group (TAG) is required to conduct a School Capacity Study (SCS) to determine if the specific school can operate at a LOS exceeding 110%, though no school shall be permitted to operate at a LOS greater than 120% of FISH capacity beginning in the 2004-2005 school year. The study must consider the demographics within the CSA; student population trends; core facility capacity; real estate trends and teacher student ratios.

2). Technical Advisory Group (TAG)

The TAG shall conduct studies and make recommendations regarding the five year and long range work program, facility utilization, and CSA adjustments to enhance joint planning and ensure that the School District's Work Plan and Capital Facilities Program provide a financially feasible plan to add enough capacity to provide permanent student stations for the projected growth.

In summary, this policy establishes the district-wide target level of service standard of 110% utilization. Or 120% subject to the results of a SCS undertaken by the School District to determine if a school can operate in excess of 110%. Finally, no school shall be permitted to operate at a LOS greater than 120% of FISH capacity beginning in the 2004-2005 school year, when the target LOS of 110% must have been reached county-wide.

b. Policy A-1.2: (120% Implementation)

This policy lays out the procedure that needs to be followed when a SCS determines that a school will exceed the 120% utilization, once the target LOS standard of 110% is in place. To correct the failure the School District would have to make program adjustments, attendance boundary adjustments or modifications to the Capital Facilities Program. After those adjustments are made and the SCS determines that the school exceeding the 110% standard can operate within the guidelines established by the school district's adjustments, then the Comprehensive Plan needs to be amended to reflect the new LOS standard for the school type in the corresponding CSA.

c. Policy A-1.3: (School Capacity Study Criteria)

This policy sets up the criteria to conduct a SCS and the minimum data and analysis to be considered when conducting the study. The policy also directs the TAG to notify the local government where the SCS is going to be conducted.

4. School Capacity Availability

The School District's Five Year Capital Improvement Schedule, depicted on CIE Table SD-CIP, assures that funding for construction of planned school facilities is available in the first three years of the adopted Plan. The City of Delray Beach may not deny a development permit authorizing residential development where adequate school facilities will be in place or under actual construction within three years. Within the initial six year planning period, the CSA Tables show assured construction within the first three years. This is consistent with F.S. 163.3180(6)(h)2., to provide a dependable school capacity availability when evaluating LOS determination.

5. Development Rights - Policy A-1.8.

The impact of a single family home on an existing lot of record is considered to have minimal impact on schools and is therefore exempted from LOS restrictions.

6. Public Infrastructure and Collocation.

The analysis of the problems and opportunities suggests that the School District is both a service (infrastructure) provider with a level of service determination, and a developer, requiring infrastructure to meet concurrency to proceed with construction of schools. The City of Delray Beach will assist the School District in the determination of site locations proximate to required infrastructure in an effort to reduce costs. Additionally, the City of Delray Beach will work with the School District in identifying funding for the provision of supporting infrastructure, such as water, sewer, roads, drainage, sidewalks and bus stops for existing and proposed public school facilities.

To assist in containing costs, the City of Delray Beach shall allow schools as a permitted use in all urban residential land use categories and encourage the collocation of schools proximate to the residential development which they will serve. The City of Delray Beach adopted on September 5, 1999, an amendment to the Future Land Use Element to comply with the requirements of F.S.163.3177(6)(a) in effect at the time, calling for the provision of opportunities to collocate schools with facilities, such as libraries, parks and community centers.

Due to the growth in the County's Rural and Exurban Planning Areas, the central western communities offer few potential school sites collocated with community facilities. Infrastructure is limited in these areas consistent with their more rural development pattern.

D. FINANCIAL FEASIBILITY

Data and analysis in support of the financial feasibility of the school Coordinated Planning program is described in the corresponding amendments to the Capital Improvements Element.

E. INTERGOVERNMENTAL COORDINATION

The Intergovernmental Coordination Element (ICE) addresses the requirements for coordination with the School District and municipalities for decision -making on school siting. The ICE addresses the requirements of F.S. 163.3177(6)(h), for coordination of Plans with the School Board and other units of local government. The executed Interlocal Agreement between the School Board of Palm Beach County, Palm Beach County and Municipalities of Palm Beach County for Coordinated Planning, which was recorded with the Clerk of Circuit Court of Palm Beach County on December 15, 2015 which is consistent with F.S.163.3177(6)(h)1.and 2., F.S..163.31777 and. 163.3180(6), establishes processes for intergovernmental coordination and collaborative planning among the School District, the City of Delray Beach, and Palm Beach County.

The following definitions have been added to the Public Schools Facilities Element to comply with the minimum criteria for the Public Schools Facilities Element for school concurrency and are consistent with the above-referenced statutory requirements.

DEFINITIONS

ANCILLARY PLANT - Facilities to support the educational program, such as warehouses, vehicle maintenance, garages, and administrative buildings.

CAPACITY PROJECTS - New school construction or any project that adds necessary improvements to accommodate additional permanent student stations or core facilities needed for the educational program of each type of school based on the State Requirements for Educational Facilities (SREF)

CONSISTENCY - The condition of not being in conflict with and in furtherance of the goals, objectives and policies of the Comprehensive Plan Elements and the Interlocal Agreement.

CORE FACILITY - Those facilities which include the media center, cafeteria, toilet facilities, and circulation space of an educational plant.

DEVELOPMENT ORDER - As defined in Section 163.3164(15) Florida Statutes.

DISTRICT SCHOOLS - All District owned regular, elementary, middle, high schools, magnet and special educational facilities.

EDUCATIONAL FACILITIES - The buildings and equipment, structures, and special educational use areas that are built, installed, or established to serve educational purposes only.

EDUCATIONAL PLANT SURVEY - A study of present educational and ancillary plants and the determination of future needs to provide an appropriate educational program and services for each student.

FINANCIALLY FEASIBLE FACILITIES PLAN - A plan which demonstrates the ability to finance capital improvements from existing revenue sources and funding mechanisms to correct deficiencies and meet future needs based on achieving and maintaining the adopted level of service for each year of the five (5) year planning period for all schools of each type in each CSA, and each individual school, and for the long range planning period.

FIRST FTE STUDENT COUNT - A first semester count of all "full time equivalent" students. The date of the first FTE count is determined by the Florida Department of Education each school year, pursuant to Chapter 1011.62, Florida Statutes.

Five-Year Work Plan - The School Board of Palm Beach County Five-Year District Facilities Work Program adopted pursuant to Section 1013.35, F.S.

FLORIDA INVENTORY OF SCHOOL HOUSES (FISH) - The report of the capacity of existing facilities. The FISH capacity is the number of students that may be housed in a facility (school) at any given time based on using a percentage of the number of existing satisfactory student stations and a designated size for each program. FISH capacity includes modular capacity in Palm Beach County.

INTERGOVERNMENTAL PLAN AMENDMENT REVIEW COMMITTEE (IPARC) - The Interlocal committee, established through the "Comprehensive Plan Amendment Coordinated Review Interlocal Agreement" dated October 1, 1993, which coordinates comprehensive plan amendment review.

INTERLOCAL AGREEMENT - Agreement between the Palm Beach County Board of County Commissioners, the Municipalities of Palm Beach County, and the Palm Beach County School Board effective January 25, 2001.

LEVEL OF SERVICE (LOS) - The measure of the utilization, expressed as a percentage, which is the result of comparing the number of students enrolled in any school with the satisfactory student stations (FISH capacity) at a given location or within a designated area (i.e., a CSA), e.g., a facility with 1000 students and a FISH capacity of 970, has a LOS of 103%. Also referred to as the utilization of a facility.

LOCAL GOVERNMENTS - Palm Beach County and the participating Municipalities.

PERMANENT STUDENT STATION - The floor area in a public school facility required to house a student in an instructional program.

PROPOSED NEW RESIDENTIAL DEVELOPMENT - Any application for residential development or amendment to a previously approved residential development that increases the number of housing units. This shall include any request for any approval of the type that establishes a density of development and which approves a site specific development order on a specific parcel of property.

RESIDENTIAL DEVELOPMENT - Any development that is comprised in whole, or part, of dwelling units; for permanent human habitation.

SCHOOL BOARD - The governing body of the SCHOOL DISTRICT, a body corporate pursuant to Section 230.21 Florida Statutes.

SCHOOL BOARD'S FIVE YEAR CAPITAL FACILITIES PLAN - The SCHOOL BOARD of Palm Beach County Five Year Work Plan and Capital Budget as authorized by Section 235.185 Florida Statutes.

SCHOOL BOARD'S FIVE YEAR CAPITAL IMPROVEMENT SCHEDULE - A Table of expenditures and revenues detailing how the SCHOOL BOARD shall achieve and maintain the LOS for public school facilities.

SCHOOL DISTRICT - The district for Palm Beach County created and existing pursuant to Section 4, Article IX of the State Constitution.

SIGNIFICANT RENOVATION - Renovation or construction on existing school sites, which results in a great that 5 percent increase in student capacity (FISH).

SITE SPECIFIC DEVELOPMENT ORDER - A development order issued by a Local Government which establishes the density, or maximum density, and which approves a specific plan of Development on a lot or lots pursuant to an application by or on behalf of an OWNER or CONTRACT PURCHASER, including applications initiated by a Local Government. It may apply to a lot or lots under single ownership or a group of lots under separate ownership. It shall apply to all parcels or lots in their entirety taken together of any subdivision. It includes site specific rezonings, special exceptions, conditional uses, special permits, master plan approvals, site plan approvals, plat approvals, BUILDING PERMITS and any Development of Regional Impact as defined in Section 380.06, F.S. It may or may not authorize the actual commencement of development. Two (2) or more development orders which individually do not constitute a site specific development order shall be considered a site specific development order if when taken together they meet the definition of a site specific development order.

STUDENT GENERATION MULTIPLIER - As published by the SCHOOL DISTRICT of Palm Beach County, the number of students per household determined by type and size of residential unit.

STUDENT STATION - The net square footage requirements per student based upon the instructional program to be housed as defined by FISH.

TYPE OF SCHOOL - Schools in the same categories of education, i.e. elementary, middle or high school.

VALID DEVELOPMENT ORDER - A DEVELOPMENT ORDER which: was issued by a LOCAL GOVERNMENT:

(1) in accordance with proper procedure and in compliance with state law, and the land development regulations and codes, administrative rules and procedures, and general policies of local governments, and the requirements of all other agencies; (2) not by mistake; and (3) which has not expired, lapsed, or been abandoned, revoked, or canceled, by operation of law, or by the local government or pursuant to the local government land development or pursuant to the local government land development regulations or codes, rules, or policies.

Repealed

GOALS, OBJECTIVES AND POLICIES

GOAL AREA “A” Public School Coordinated Planning

Objective A-1 Level of Service

- Policy A-1.1 Target Level of Service Standards
- Policy A-1.2 School Capacity Studies / 120% Utilization
- Policy A-1.3 School Capacity Study Criteria

- Policy A-1.4 Five Year Capital Improvement Schedule / LOS Determination
- Policy A-1.5 Consistency with the School District’s 5-Year Plan
- Policy A-1.6 Single-Family Lot Exemption

Objective A-2 Facilities Requirements

- Policy A-2.1 Mitigation Options
- Policy A-2.2 Capacity in Adjacent CSA’s

Objective A-3 Five-Year Capital Improvement Schedule

- Policy A-3.1 Intergovernmental Coordination

GOAL AREA “B SCHOOL FACILITY SITING AND DEVELOPMENT COORDINATION

Objective B-1 School Facility Siting

- Policy B-1.1 Expedited Review Process
- Policy B-1.2 Siting of Educational Facilities
- Policy B-1.3 Site Suitability / Water Management Standards
- Policy B-1.4 Site Compliance with Coastal Element
- Policy B-1.5 Site Proximity to Urban Residential Areas
- Policy B-1.6 Collocation with Public Facilities

Objective B-2 Intergovernmental Coordination

- Policy B-2.1 Interlocal Agreement
- Policy B-2.2 Technical Advisory Group (TAG)
- Policy B-2.3 Annual Data Update
- Policy B-2.4 Data Sharing
- Policy B-2.5 Communication of School Development Issues
- Policy B-2.6 School Board Comment on Land Use Amendment
- Policy B-2.7 Emergency Preparedness Coordination

Objective C-3 **Population Projections**

Policy C-3.1 Disaggregation of BEBR Projections

Policy C-3.2 Population Projection Coordination

Repealed

GOAL AREA "A" PUBLIC SCHOOL COORDINATED PLANNING: IT IS A GOAL OF THE CITY OF DELRAY BEACH TO PROVIDE FOR FUTURE AVAILABILITY OF PUBLIC SCHOOL FACILITIES CONSISTENT WITH THE ADOPTED LEVEL OF SERVICE STANDARD. THIS GOAL SHALL BE ACCOMPLISHED RECOGNIZING THE CONSTITUTIONAL OBLIGATION OF THE SCHOOL DISTRICT TO PROVIDE A UNIFORM SYSTEM OF FREE PUBLIC SCHOOLS ON A COUNTYWIDE BASIS.

Objective A-1

To ensure that the capacity of schools is sufficient to support student growth at the adopted level of service standard for each year of the five-year planning period and through the long term planning period.

Policy A-1.1 The LOS standard is the school's utilization which is defined as the enrollment as a percentage of school student capacity based upon the Florida Inventory of School Houses (FISH). The level of service (LOS) standard shall be established for all schools of each type within the School District as 110 percent utilization, measured as the average for all schools of each type within each Concurrency Service Area. No individual school shall be allowed to operate in excess of 110% utilization, unless the school is the subject of a School Capacity Study (SCS) undertaken by the School District, working with the Technical Advisory Group (TAG) which determines that the school can operate in excess of 110% utilization. The SCS shall be required if a school in the first FTE student count reaches 108 % or higher capacity. As a result of an SCS, an individual school may operate at up to 120% utilization. Upon determination by TAG, if a school is planned and under contract or construction which will relieve capacity of an existing school, the existing school shall be allowed to exceed the 120% maximum utilization for a period not to exceed 2 years. The former is intended to prevent the movement of students more than once.

Policy A-1.2 If, as a result of a School Capacity Study (SCS), a determination is made that a school will exceed 120% utilization or cannot operate in excess of 110% utilization, then the School District shall correct the failure of that school to be operating within the adopted LOS through 1) program adjustments 2) attendance boundary adjustments or 3) modifications to the Capital Facilities Program to add additional capacity. If, as a result of the SCS a determination is made that the school will exceed 110% and can operate within adopted guidelines, the identified school may operate at up to 120% utilization

Policy A-1.3 The School Capacity Study (SCS) shall determine if the growth rate within an area, causing the enrollment to exceed 110 percent of capacity, is temporary or reflects an ongoing trend affecting the LOS for the 5 year planning period. The study shall include data which shows the extent of the exceedance attributable to both existing and new development. Notification shall be provided to the local government within whose jurisdiction the study takes place. At a minimum, the study shall consider:

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1. Demographics in the school's Planning Area;
2. Student population trends;
3. Real estate trends (e.g. development and redevelopment);
4. Teacher/student ratios; and
5. Core facility capacity.

Policy A-1.4 The City of Delray Beach shall consider as committed and existing the public school capacity which is projected to be in place or under construction in the first three years of the School District's most recently adopted Five-Year Plan, as reflected in Table SD-CIP (Five Year Capital Improvement Schedule) of the Capital Improvement Element of the City of Delray Beach's Comprehensive Plan, when analyzing the availability of school capacity and making level of service compliance determinations.

Policy A-1.5 The City of Delray Beach shall amend Table SD-CIP (Five Year Capital Improvement Schedule) of the Capital Improvement Element when committed facility capacity is eliminated, deferred or delayed, to ensure consistency with the School District Five-Year Plan.

Policy A-1.6 For purposes of urban infill and in recognition of the entitlement density provisions of the City of Delray Beach's Future Land Use Element, the impact of a home on an existing single family lot of record shall not be subject to school concurrency.

Objective A-2

To provide for mitigation alternatives which are financially feasible and will achieve and maintain the adopted level of service standard in each year of the five-year planning period.

Policy A-2.1 Mitigation shall be allowed for those development proposals that cannot meet adopted level of service standard. Mitigation options shall include options listed below for which the School District assumes the operational responsibility and which will maintain the adopted level of service standards for each year of the five-year planning period.

1. Donation of buildings for use as a primary or alternative learning facility; and/or
2. Renovation of existing buildings for use as public school facilities; or
3. Construction of permanent student stations or core capacity.

The site plan for buildings being renovated pursuant to number 2 above, that are fifty years of age or older, shall demonstrate that there are no adverse impacts on sites listed in the National Register of Historic Places or otherwise designated in accordance with appropriate State guidelines as locally significant historic or archaeological resources.

Policy A-2.2 A development order shall be issued and mitigation measures shall not be exacted when the adopted level of service standard cannot be met in a particular planning area, as applied to an application for a development order, if the needed capacity for the particular planning area is available in one or more contiguous planning areas.

Objective A-3

To ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standard.

Policy A-3.1 The City of Delray Beach, in coordination with the School District and other local governments, shall annually adopt the updated School District of Palm Beach County Five-Year Capital Improvement Schedule, by reference or follow other procedures consistent with F.S. 163 Part II. This provision is intended to maintain consistency with the School Board's adopted Five-Year Plan and to maintain a financially feasible capital improvements program and ensure that level of service standards will continue to be achieved and maintained in each year of the five year planning period.

GOAL AREA "B" SCHOOL FACILITY SITING AND DEVELOPMENT COORDINATION: IT IS THE GOAL OF CITY OF DELRAY BEACH TO MAINTAIN AND ENHANCE JOINT PLANNING PROCESSES AND PROCEDURES FOR COORDINATION OF PUBLIC EDUCATION FACILITIES FOR PLANNING AND DECISION-MAKING REGARDING POPULATION PROJECTIONS, PUBLIC SCHOOL SITING, AND THE DEVELOPMENT OF PUBLIC EDUCATION FACILITIES CONCURRENT WITH RESIDENTIAL DEVELOPMENT AND OTHER SERVICES.

Objective B-1

To establish a process of coordination and collaboration between the County, local governments, and the School District in the planning and siting of public school facilities in coordination with planned infrastructure and public facilities.

Policy B-1.1 The City of Delray Beach shall coordinate and provide for expedited review of development proposals with the School District during the development review process to ensure integration of public school facilities with surrounding land uses and the compatibility of uses with schools.

Policy B-1.2 The siting of public educational facilities shall comply with the City of Delray Beach Code of Ordinances and the Comprehensive Plan.

Policy B-1.3 The proposed site shall be suitable or adaptable for development in accordance with applicable water management standards, and shall not be in conflict with the adopted or officially accepted plans of the South Florida Water Management District, or any applicable Stormwater Utility or Drainage District.

Policy B-1.4 The proposed location shall comply with the provisions of the Coastal Zone Management Element of the Comprehensive Plan, if applicable to the site.

Policy B-1.5 The City of Delray Beach shall encourage the location of schools proximate to urban residential areas by:

- Assisting the School District in identifying funding and/or construction opportunities (including developer participation or City of Delray Beach capital budget expenditures) for sidewalks, traffic signalization, access, water, sewer, drainage and other infrastructure improvements;
- Providing for the review for all school sites as indicated in Policy B-1.1 above; and,
- Allowing schools as a permitted use within all urban residential land use categories.

Policy B-1.6 The City of Delray Beach shall coordinate with the School District for the collocation of public facilities, such as parks, libraries, and community centers with schools, to the extent possible, as sites for these public facilities and schools are chosen and development plans prepared.

Objective B-2

To establish and maintain a cooperative relationship with the School District and municipalities in coordinating land use planning with development of public school facilities which are proximate to existing or proposed residential areas they will serve and which serve as community focal points.

Policy B-2.1 The City of Delray Beach shall abide by the “Palm Beach County Interlocal Agreement with Municipalities of Palm Beach County and the School District of Palm Beach County to establish Public School Concurrency”, which was fully executed by the parties involved and recorded with the Clerk of the Circuit Court of Palm Beach County on January 25, 2001, consistent with F.S.163.3177(6)(h)1.and 2., 163.31777 and 163.3180(6).

Policy B-2.2 The Technical Advisory Group (TAG) shall be established by the County, participating local governments, and the School District. The five member TAG will be comprised of a Certified Public Accountant, a General Contractor, a Demographer, a Business Person, and a Planner, nominated by their respective associations as indicated in the Interlocal Agreement to establish Public School Concurrency mentioned in Policy B-2.1 above. The Technical Advisory Group shall review and make recommendations including but not limited to the following:

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1. The Capital Facilities Plan;
2. The Ten and Twenty Year work programs;
3. Schools that trigger a School Capacity Study;
4. Planning Areas boundaries;
5. School District Management Reports; and
6. Operation and effectiveness of the Concurrency Program;
7. Program Evaluation Reports.

Policy B-2.3 The City of Delray Beach shall provide the School District with annual information needed to maintain school adequacy, including information required for the School District to establish:

1. School siting criteria;
2. Level of service update and maintenance;
3. Joint approval of the public school capital facilities program; and
4. School utilization.

Policy B-2.4 The City of Delray Beach shall provide the School District with its Comprehensive Plan, along with the five-year land use and population projections, to facilitate development of school enrollment projections and shall annually update this information. The City of Delray Beach shall coordinate its Comprehensive Plan and the Future Land Use Map with the School District's long range facilities maps (Maps PS 3.1 and PS 3.2), to ensure consistency and compatibility with the provisions of this Element.

Policy B-2.5 The City of Delray Beach shall advise the School District of a proposed public school site's consistency with the City of Delray Beach's Comprehensive Plan and land development regulations, including the availability of necessary public infrastructure to support the development of the site.

Policy B-2.6 The City of Delray Beach shall provide opportunity for the School District to comment on comprehensive plan amendments, rezonings, and other land-use decisions which may be projected to impact on the public schools facilities plan.

Policy B-2.7 The City of Delray Beach shall coordinate with local governments and the School District on emergency preparedness issues which may include consideration of:

1. Design and/or retrofit of public schools as emergency shelters;
2. Enhancing public awareness of evacuation zones, shelter locations, and evacuation routes;
3. Designation of sites other than public schools as long term shelters, to allow schools to resume normal operations following emergency events.

Objective C-3

To establish a joint process of coordination and collaboration between the City of Delray Beach, Palm Beach County and the School District in the planning and decision making on population projections.

Policy C-3.1 The County shall convert the BEBR projections into both existing and new residential units and disaggregate these units throughout incorporated and unincorporated Palm Beach County into each planning area, using BEBR's annual estimates by municipality, persons-per-household figures, historic growth rates and development potential considering the adopted Future Land Use maps of all local government Comprehensive Plans.

Policy C-3.2 The City of Delray Beach commits working with the School District and Palm Beach County to improve this methodology and enhance coordination with the plans of the School District and local governments. Population and student enrollment projections shall be revised annually to ensure that new residential development and redevelopment information provided by the municipalities and the County as well as changing demographic conditions are reflected in the updated projections. The revised projections and the variables utilized in making the projections shall be reviewed by all signatories through the Intergovernmental Plan Amendment Review Committee (IPARC). Projections shall be especially revisited and refined with the results of the 2010 Census. The responsibilities of local governments and the School District on population projections are described in Section VIII-B of the Interlocal Agreement.

Repealed