



January 29, 2021

Mr. Allan Hendricks
Agent
Caulfield & Wheeler, Inc.
7900 Glades Road, Suite 100
Boca Raton, FL, 33434

RE: Delray Ridge Project (2020-237)
Request for Reduction in the Right-of-Way width and classification change of Tangerine Trail

Dear Mr. Hendricks:

We have received your request for reduction in the width of the Tangerine Trail and to change in classification to a shared-use path adjacent for the project at 2201 North Swinton.

REQUEST SUBMITTED BY THE APPLICANT: *"We are asking the city to allow us to create a landscape buffer of fifteen (15) feet at the Northeast of our parcel (adjacent to lots 6 & 7) and a twenty (20) foot pathway easement on the Northwest area of our parcel (adjacent to church property)." The full request is provided as an attachment.*

REQUEST UNDER REVIEW: A reduction request to the required right-of-way width for Tangerine Trail was submitted in response to the technical review for the Major Subdivision request known as "Delray Ridge". Based on the survey provided, the eastern portion of Tangerine Trail (adjacent to the project) is 20 ft. wide. Per Mobility Element Table MBL-1 of the Comprehensive Plan, *streets not specifically listed on the table have an ultimate width of 50 ft. wide*; this width requirement applies to Tangerine Trail. Therefore, a right-of-way dedication of 25 ft. is required along the southern boundary of the existing 20 ft. wide Tangerine Lane. The western portion of the subject area that intersects with North Swinton Avenue does not have any area dedicated as right-of-way; a right-of-way dedication of 45 feet is required. Both of the requested right-of-way dedications are required as part of the proposed Delray Ridge plat.

REQUIREMENT, LDR Section 5.3.1(A) *Right-of-way Dimensions and Dedication required. Right-of-way dimensions and dedications, whether public or private, shall be consistent with Table MBL-1 "Street Network and Classification and Improvements" of the Mobility Element.*

REDUCTION IN WIDTH PROCESS, LDR Section 5.3.1(A)(7): *For existing streets, reductions in right-of-way width may be granted by the City Engineer upon a favorable recommendation from the Development Management Services Group (DSMG). Reductions in the required right-of-way width may be granted pursuant to the following:*

(a) *The reduction is supported by the City Engineer. Nonsupport by the City Engineer may be appealed to the City Commission.*

(b) *That requiring full dedication would constitute a hardship in a particular instance and that all required improvements will be provided in a manner which will not endanger public safety and welfare.*

(c) *That acceptable, alternative provisions are made to accommodate features which would otherwise be accommodated within the right-of-way e.g. alternative drainage systems, alternative pedestrian walkways, alternative on-street parking, etc.*

DSMG CONSIDERATION: At its meeting of January 28, 2021, the DSMG considered the request and provided a recommendation of denial.

REQUEST REVIEW:

The following table depicts the existing conditions, dedication requirements and the request under consideration as forementioned:

	Required Right-of-Way Width	Existing Right-of-Way Width	Required Dedication	Applicant Reduction Request	Total Right-of-Way width (if request granted)
West portion along Tangerine Trail up to the North Swinton Avenue intersection	50 ft.	0 ft.	45 ft.	0 ft. 20 ft. Pedestrian way as a public access easement in lieu of ROW dedication	20 ft. Pedestrian way as a public access easement
East portion along Tangerine Trail	50 ft.	20 ft.	25 ft.	15 ft.	35 ft.

ANALYSIS: Tangerine Trail is currently a substandard 20-foot right-of-way; the LDRs dedication process allows the City to reach the ultimate right-of-way as Comprehensive Plan requires through its development processes.

The request to reduce the width of Tangerine Trail, and provide a pedestrian way via an access easement cannot be supported as it is not consistent with the LDRs and the Comprehensive Plan. First, the proposed reduction in right-of-way width would not provide adequate width to extend Tangerine Trail and connect it to North Swinton Avenue. The request to provide a 20-foot access easement would grant the City a right for limited use of private property for a public or quasi-public purpose. This type of limited rights and access is not appropriate for local road that grant access to multiple properties under different ownerships. With regards to the area, the existing neighborhood pattern along North Swinton Avenue and Seacrest Boulevard is historically characterized by having short blocks with front yards facing the streets; however, this section of the neighborhood does not provide the interconnected street network between North Swinton Avenue and Seacrest Boulevard. This condition is due to the lot sizes facing North Swinton Avenue and the current development configuration. Providing approval to the proposed design and reduction request would limit the options of any future development of the site located at 2515 North Swinton Avenue to face Tangerine Trail and would eliminate any future possibility for Tangerine Trail to

continue the established neighborhood development pattern along Swinton Avenue and complete network of streets as envisioned by the Comprehensive Plan

The required width of 50 feet, which will provide adequate width for a complete street design, is inconsistent with the City's complete street goals and policies of the Comprehensive Plan's Mobility Element. The policies support context-based transportation solutions for all system users, including people who walk, bicycle, take transit or drive. The proposed development does not include an improvement to the street grid system for all users, notably people who drive. This improvement could be made by dedicating the required right-of-way to extend Tangerine Trail through to North Swinton Avenue. The required connection will provide an alternative connection between North Swinton Avenue and Seacrest Boulevard and result in less cut-through traffic on nearby streets, such as Coconut Road, and a shorter block length along North Swinton Avenue. Given the proposed development, site locations and City policies, alternative design options may be proposed that can include the required right-of-way width dedication.

FINAL DETERMINATION: Based on the LDRs, the Comprehensive Plan goals, objectives and policies, and the DSMG recommendation, request to reduce the required ultimate right-of-way width along Tangerine Trail from a total of 50 feet to a 20 foot-pedestrian way as a public access easement in on the west portion and a total of 35 ft. on the east portion was denied by the Development Services Management Group at their meet held January 28, 2021.

If you have further questions, please call me at 561-243-7000, ext. 6220.

Sincerely,



Patrick A. Figurella, P.E.
City Engineer

Attachment: Appendix A - Applicable Comprehensive Plan Goals Objectives and Policies

cc: Development Services Management Group Members
Jennifer Alvarez, Interim City Manager
Lynn Gelin, City Attorney
Debora Slaski, Senior Planner
Brian Rusher, Transportation Planner

Appendix A

The following Comprehensive Plan, Goals Objectives and Policies were considered and applied as part of the review of the request:

Comprehensive Plan - Mobility Element:

Policy MBL 1.1.4: *Address mobility principles and transportation issues, such as but not limited to the following, within the Mobility Plan:*

- *Pedestrian and Bicycle Master Plans (see also MBL 2.1.1 and MBL 2.2.1)*
- *Transit opportunities through commuter rail service providers*
- *City of Delray Beach Complete Streets Policy and guide to context-sensitive and appropriate implementation*
- *Interconnected street network*
- *Access management Freight mobility*
- *Transportation Demand Management*
- *Historic neighborhood character considerations*
- *Parking Equity*
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Policy MBL 2.5.2: *Ensure safe vehicular, pedestrian, and bicycle operations in all new development, redevelopment, and on all City streets, including at driveway entrances and at intersections.*

Policy MBL 2.5.5: *Seek opportunities to provide an interconnected roadway network, especially in areas of the City where the network of streets is disconnected (such as area generally west of I-95). Require development to provide pedestrian, bicycle, and vehicular interconnections to adjacent properties.*

Policy MBL 2.5.9: *New development or modifications to existing development shall upgrade points of access to meet current, adopted standards.*

Policy MBL 2.7.1: *Ultimate right-of-way shall be provided per the schedule in Table MBL-1 "Street Network and Classification and Improvements".*

Policy MBL 3.1.2: *Implement a gridded, fine-grain network of pedestrian and roadway connections in areas where an interconnected street network does not exist by requiring development to make accommodations for new pedestrian, bicycle and vehicular links in the network.*

Policy MBL 3.1.3: *Limit dead-end streets and cul-de-sacs and encourage connectivity of vehicular, pedestrian and bicycle routes.*

Objective MBL 3.2 Vehicular Dependency: *Take measures to reduce the number of vehicular trips, reduce trip length, and reduce vehicle miles travelled through interconnectivity principles and through Transportation Demand Management principles.*

Policy NDC 2.2.1: *Maintain and enhance the tightly gridded, interconnected street network that facilitates the dispersal of traffic and contributes to the character of Delray Beach using the following Complete Streets techniques, where appropriate:*

- *Design streets to be safe, comfortable, and attractive for pedestrians, cyclists, and drivers;*
- *Do not close or abandon streets or alleys and encourage connectivity of vehicular, pedestrian and bicycle routes.*
- *Provide links to regional bicycle/pedestrian networks*

- Reinvest in roadway infrastructure, such as intersections, signalization, and turning movements without increasing the number of through vehicular lanes.