



Seacrest / Del-Ida Park Neighborhood Plan

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March 3, 1998

City of Delray Beach
Delray Beach Community Redevelopment Agency



Seacrest/Del-Ida Park Neighborhood Plan



Prepared by:

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

in conjunction with

**The Delray Beach Community Redevelopment Agency
The Seacrest Neighborhood Association
The Del-Ida Park Neighborhood Association**

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TABLE OF CONTENTS

<p>EXECUTIVE SUMMARY iii</p> <p>INTRODUCTION</p> <p>The Study Area..... 2</p> <p>Background And History Of The Area 2</p> <p>Purpose Of The Neighborhood Plan 2</p> <p>The Planning Process..... 3</p> <p>EXISTING CONDITIONS</p> <p>Data Collection..... 5</p> <p>Existing Land Uses 5</p> <p style="padding-left: 20px;">Residential Development..... 5</p> <p style="padding-left: 20px;">Non-Residential Development..... 5</p> <p style="padding-left: 20px;">Undeveloped Property..... 7</p> <p style="padding-left: 20px;">Vacant Buildings..... 7</p> <p>Future Land Use And Zoning Maps 7</p> <p>Future Land Use..... 7</p> <p style="padding-left: 20px;">Low Density Residential..... 7</p> <p style="padding-left: 20px;">Medium Density Residential..... 7</p> <p style="padding-left: 20px;">Transitional..... 7</p> <p style="padding-left: 20px;">Community Facilities 7</p> <p style="padding-left: 20px;">Recreation and Open Space..... 7</p> <p>Zoning 9</p> <p style="padding-left: 20px;">R-1-AA (Single Family Residential) 9</p> <p style="padding-left: 20px;">RL (Multiple Family Residential-Low Density) 9</p> <p style="padding-left: 20px;">RM (Multiple Family Residential - Medium Density) 9</p> <p style="padding-left: 20px;">RO (Residential/Office) 9</p> <p style="padding-left: 20px;">NC (Neighborhood Commercial) 9</p> <p style="padding-left: 20px;">CF (Community Facilities)..... 11</p> <p>Residential Occupancy Status 11</p> <p>Residential Unit Size..... 11</p> <p>Property Values..... 11</p> <p>Property Sales..... 11</p> <p>Age of Buildings..... 12</p>	<p>Police Crime Report 12</p> <p>Proximity To Nuisances..... 13</p> <p>Non-Conforming Lots and Uses..... 13</p> <p style="padding-left: 20px;">Non-residential Uses..... 13</p> <p style="padding-left: 20px;">Residential Uses..... 14</p> <p>Code Enforcement 14</p> <p>Traffic And Transportation 15</p> <p style="padding-left: 20px;">Traffic Counts 15</p> <p style="padding-left: 20px;">Public Transportation 16</p> <p style="padding-left: 20px;">Traffic Concurrency 16</p> <p>Water And Sanitary Sewer Service 16</p> <p>Storm Water Collection..... 16</p> <p>Electrical And Telephone Distribution 19</p> <p style="padding-left: 20px;">Street Lighting..... 19</p> <p>Fire Protection..... 19</p> <p style="padding-left: 20px;">Hydrant Distribution 19</p> <p>Streetscaping 19</p> <p>PLAN IMPLEMENTATION</p> <p>The Vision..... 20</p> <p>Future Development Opportunities..... 20</p> <p>Residential Development 20</p> <p style="padding-left: 20px;">Housing Improvement Programs 20</p> <p>Business Development..... 22</p> <p style="padding-left: 20px;">Business Assistance Programs 22</p> <p>Historic District Expansion 24</p> <p>Future Land Use 24</p> <p>Zoning Map Amendments 24</p> <p>Land Development Regulations 27</p> <p style="padding-left: 20px;">Non-Conforming Uses..... 37</p> <p>Infrastructure Improvements..... 27</p> <p style="padding-left: 20px;">Traffic Circulation 27</p> <p style="padding-left: 20px;">Streetscape..... 27</p>
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Public Parking Lots.....	31
NE 22nd Street/Seacrest Blvd. Intersection	31
Water And Sewer Service	31
Storm Water Collection.....	31
Electrical Distribution And Street Lighting.....	33
F.E.C. Railroad Buffer.....	33
Fire Protection	33
Code Enforcement Activities.....	33
Crime Management and Public Safety.....	34
Community Policing.....	34
Citizens on Patrol (COPS).....	34
Dilapidated Buildings and Blighted Properties.....	34
Parks and Recreation.....	34
First Steps.....	34
Funding Sources.....	35

FIGURES

Figure 1 <i>Seacrest/Del-Ida Park Neighborhood.....</i>	1
Figure 2 <i>Generalized Existing Land Use</i>	4
Figure 3 <i>Percentage of Residential Units by Type.....</i>	5
Figure 4 <i>Existing Future Land Use Map.....</i>	6
Figure 5 <i>Existing Zoning Map.....</i>	8
Figure 6 <i>Residential Property Occupancy Status.....</i>	10
Figure 7 <i>Housing Tenure by Area</i>	11
Figure 8 <i>Percentage of Properties Owned at Least 10-Years</i>	12
Figure 9 <i>Property Sales.....</i>	12
Figure 10 <i>Building Age.....</i>	12

Figure 11 <i>Code Enforcement Incident Calls Per Property, Per Unit and Per Acre (1991-1997).....</i>	15
Figure 12 <i>Water Map.....</i>	17
Figure 13 <i>Sewer Map.....</i>	18
Figure 14 <i>Historic District Map.....</i>	23
Figure 15 <i>Proposed Future Land Use Map</i>	25
Figure 16 <i>Proposed Zoning</i>	26
Figure 17 <i>Traffic Calming Measures Map</i>	28
Figure 18 <i>Sidewalk System Map</i>	30
Figure 19 <i>Parking Lot Design Alternative Dominos Pizza/Convenience Store.....</i>	31
Figure 20 <i>Preliminary Streetscape and Parking Plan</i>	32

TABLES

Table 1 <i>Existing Land Uses</i>	5
Table 2 <i>Existing Non-Residential Land Uses.....</i>	5
Table 3 <i>1996 Property Assessments</i>	11
Table 4 <i>Police Incidents Calls by Type 1994-1996</i>	13
Table 5 <i>Code Enforcement Calls by Type (1991-1997).....</i>	14
Table 6 <i>1997 Traffic Counts</i>	15
Table 7 <i>Preliminary Cost Estimates.....</i>	36

EXECUTIVE SUMMARY

PURPOSE OF THE PLAN

The “Residential Neighborhood Categorization Map,” contained in the Housing Element of the City’s Comprehensive Plan, delineates neighborhoods throughout the City according to the prevailing condition of private property. The main objective of the categorization is to identify the level of need in each neighborhood, which in turn will determine the strategies to be taken in meeting that need. The Seacrest/Del-Ida Park Neighborhood is currently categorized as follows:

Revitalization - Evidence of decline in condition of structures and yards; increase in crime; property values stagnant or declining.

The Comprehensive Plan calls for areas with this categorization to have a greater priority in terms of targeting of code enforcement and law enforcement operations; and to have a greater priority in the scheduling of capital improvements (infrastructure) which will assist in arresting visual signs of deterioration. It also calls for the creation of a Neighborhood Plan.

The overall purpose of this Neighborhood Plan is to capitalize on the strengths of the area and provide methods to deal with the weaknesses. The Plan provides the framework for the revitalization of **the “Seacrest/Del-Ida Park Neighborhood,”** bordered by the F.E.C. Railroad on the east; Swinton Avenue on the west; NE 4th Street on the south and the city limits to the north. The plan is organized into three sections, the “Introduction”, “Existing Conditions” and “Plan Implementation”.

The “**Introduction**” gives a brief background and history of the area. It also describes the purpose of the Plan and gives a brief summary of the planning process that helped shaped the contents of the Plan.

The “**Existing Conditions**” section describes the neighborhood in terms of the factors that affect the quality of life in the area. It contains a description of the existing land uses, zoning, and Future Land Use Map designations that apply. Analyses of development patterns, occupancy status, property values, infrastructure, code enforcement calls and crime problems are also included.

The “**Plan Implementation**” section outlines the strategy for the revitalization of the neighborhood, including the actions that the City will take to facilitate it.

EXISTING CONDITIONS

Development Pattern

The neighborhood area contains a mix of residential, commercial, office, and community facility land uses. The area also contains many undeveloped parcels. The principal land uses are detached single-family residences and duplexes. Six hundred eighteen single-family parcels take up 64.19% of the land area and 108 duplex parcels take up 9.55%. Other major land uses in the area include 45 undeveloped parcels (8.15%) and 1 public school (Plumosa Elementary School) with 4.5%.

There are several residential subdivisions within the neighborhood area, containing a mix of single-family, duplex and multi-family structures. Overall, the neighborhood contains 642 single-family residential units, 21 apartments/guest houses associated with single family, 240 duplex units and 94 multi-family units for a total of 997 residential units.

Within some parts of the neighborhood, there is an inappropriate mix of small-parcel duplex and multiple family development with single family residences. A major concern of neighborhood residents is the continuation and potential expansion of this development pattern. Over 75% of the residential units in the areas where this development pattern occurs are rentals. Unfortunately, the combination of apathetic landlords and unmotivated tenants has resulted in many deteriorating duplex and multi-family properties. Lack of building maintenance (painting, window and door repair, etc.), inadequate and overgrown landscaping, crowding and overparking are the major problems. Combined, these problems have a blighting influence on adjacent single family homes. As a result, many of these homes have also converted to rentals—the problems escalate and the blight spreads.

Back-out parking onto adjacent roadways is the typical parking arrangement for duplex development within the neighborhood. In most cases, the number of spaces are maximized with the entire roadway frontage covered in asphalt without the benefit of landscaped

breaks between spaces. This degrades the appearance of the area, affects drainage and encourages speeding.

Of the 108 duplex parcels within the neighborhood, 93 (86%) are non-conforming. Two parcels are located in the R-1-AA district, which does not permit duplexes. Of the remaining parcels, 65 (61%) are non-conforming with respect to lot size (i.e. less than 8,000 sq. ft.), 4 parcels (4%) do not meet minimum lot width requirements (i.e. less than 60 ft. wide) and 22 parcels (21%) are non-conforming with respect to unit size (i.e. less than 1,000 sq. ft.)

All multi-family development within the neighborhood was found to be non-conforming with respect to density. Within the RL zone (3-6 du/acre), three multi-family buildings have densities between 19 and 27 du/acre. Within the RM zone (6-12 du/acre), 1 multi-family building has a density of 20 du/acre and four others have a density of 40 du/acre. Two multi-family buildings within the neighborhood are located in a zoning districts which does not permit the use. Both of these buildings are located in the Del-Ida Park subdivision, within the RO-Residential/Office zoning district.

Historic Structures

There are 105 buildings in the neighborhood over 50 years old. Geographically, 45 (42.9%) are located within the Del-Ida Park Historic District. The remaining 60 buildings are located outside the historic district without protective regulations in place to preserve their historic value. Of these 60 buildings, 55 (52.4%) are located within the Dell Park subdivision.

Code Enforcement

The location of each property within the neighborhood was examined with respect to the number of incident calls generated. Generally, the number of incident calls was consistent in areas of the neighborhood with primarily single-family residential development; whereas, the number of incident calls was significantly higher in areas where duplex and multi-family development is prevalent.

Adjacent Nuisances

The neighborhood is adjacent to a number of properties and transportation facilities that affect the stability of the neighborhood. Directly to the east of the neighborhood is an existing commercial corridor with uses including automotive sales and repair, restaurants and strip commercial development. The development fronts on Federal Highway, which puts the rear of buildings and service areas facing Dixie

Highway and the neighborhood. These areas are visually unattractive, and generate noise within the neighborhood.

Traffic Issues

Traffic problems within the neighborhood include speeding on NE 2nd and Swinton Avenues as well as on local residential streets, lack of observance at stop signs, and non-residential through traffic to Federal Highway on NE 13th Street, NE 14th Street and NE 16th Street. Consideration must be given to eliminating excessive through-traffic on residential streets in the neighborhood which are headed for the commercial corridor.

PLAN IMPLEMENTATION

The implementation programs and work elements of this plan are aimed at achieving three major objectives:

- *Elimination of the problems associated with small lot duplex and multi-family development. Prohibition of new duplex and multi-family development north of George Bush Boulevard.*
- *Reduction of the negative impacts associated with through and non-residential vehicular traffic on local residential streets.*
- *Improvement of the physical appearance of the neighborhood through enhanced police activity, code enforcement and beautification.*

FLUM Amendments and Rezonings

It is the intent of this plan that all new residential development or redevelopment, not located within the Del-Ida Park Historic District be single-family detached housing. FLUM and zoning designations will be amended where necessary to support this goal. Within the Del-Ida Park RO and RL zoning districts, low density multi-family and/or duplex development will continue to be permitted under the control of the Historic Preservation Board.

Most parcels within the neighborhood area will retain their current FLUM and zoning designation. However, implementation of the neighborhood plan will require FLUM amendment and/or rezoning of some parcels in the area. The proposed Future Land Use Map and Zoning Map for the Neighborhood Area are attached.

The proposed FLUM amendments and rezonings include:

- Amendment of FLUM designation from “Medium Density Residential” to “Low Density Residential” and rezoning from RM to R-1-A of 34 parcels located on the east side of NE 3rd Avenue, north of NE 14th Street. Single-family zoning (R-1-AA) exists west of this area and six parcels to be rezoned are currently developed as single family homes.;
- Amendment of FLUM designation from “Transitional” to “Low Density Residential” of 6 parcels and rezoning from RL to R-1-AA of 2 parcels located on NE 22 Street. The two parcels to be rezoned are the only properties in the area currently zoned RL. They are surrounded on three sides by single-family homes zoned R-1-AA.; and
- Rezoning from RL to R-1-A of 134 parcels located east of NE 2nd Avenue (Seacrest Boulevard), between George Bush Boulevard and NE 13th Street. The area contains a mix of single-family homes, duplexes and multi-family structures. The areas to the north and west are zoned R-1-AA Single Family.

Land Development Regulations

Processing of LDR text amendments made necessary by the Neighborhood Plan will be initiated immediately following the adoption of the plan. As discussed in the “*Existing Conditions*” Section, there are a considerable number of non-conforming residential structures within the neighborhood. Additionally, many duplexes and multi-family buildings will become non-conforming with respect to use as a result of the recommended rezonings. It is a goal of this Plan that residential properties in the neighborhood be upgraded and improved. Article 1.3 of the LDR’s, NONCONFORMING USES, LOTS AND STRUCTURES, places limits on expenditures for repair and maintenance of non-conforming uses and structures. In order to prevent further decay, an amendment to the LDR’s will be initiated to increase or eliminate the current expenditure limits within the neighborhood.

Traffic

The following measures are recommended to help alleviate the problems associated with excessive through and non-residential vehicular traffic in the neighborhood:

- Install traffic calming measures (speed humps) on selected streets. At a minimum, speed humps should be installed on NE 13th Street, NE 14th

Street, NE 16th Street, NE 22nd Street, Dixie Boulevard (between NE 2nd Avenue and NE 3rd Avenue) and NE 3rd Avenue (between George Bush Boulevard and NE 22nd Street). Install roundabouts and divided roadways on selected streets. Consideration may also be given to installing a temporary street closure at the NE 14th Street railroad crossing until these traffic calming devices are installed.

- Reduce the highway feel on local residential streets by removing additional pavement used for off-street parking on all single family homes and multi-family structures where possible.
- Evaluate the possibility of changing the caution signal to traffic light at Swinton Avenue and George Bush Boulevard.
- There is a need for stricter enforcement of speed limits on NE 2nd Avenue (Seacrest Boulevard) and Swinton Avenue as well as on local residential streets.
- Ban through truck traffic north of NE 4th Street on Swinton and NE 2nd Avenue (Seacrest Boulevard). Within this area, these are residential streets. This type of traffic should be using North Federal Highway, Congress Avenue, or I-95.
- Remove conflicting landscaping at the intersections where visibility is a problem.
- Require lawn maintenance companies to park in driveways where possible to avoid blocking traffic.
- Install improved signage to route people around the neighborhood to Federal Highway.
- Convert Lake Court back to two-way traffic flow.

Streetscape

It is recommended that streetscape improvements be made to the neighborhood which includes additional street lights, street trees, repair of damaged sidewalks, the addition of new sidewalks, removal of illegal on-street parking, and the reconstruction of drainage swales. The Homeowners Associations should be involved in the location and design of all new facilities. Funding for the project would be shared by the City, CRA and the property owners. It is recommended that the neighborhood create a property improvement district which, in turn, would be the legal entity with which the City would create a partnership. The formation of a property improvement district would give the owners a collective voice in improving their neighborhood. The district would contribute a portion of the moneys needed to pay for the improvements.

This plan also recommends development of a program to provide additional exterior lighting on private property. Under this program, the City and CRA would share the cost with individual property owners

to install a decorative pole light in the front yard. These lights would improve security in the neighborhood by filling in the dark spots between street lights.

Public Parking Lots

As part of the overall streetscape program for the neighborhood, it is recommended that the CRA acquire one or more lots on each block within the higher density duplex/multi-family areas. These lots will be used for the construction of off-street parking lots for the residents. This will help alleviate many of the problems associated with the large number of back-out parking spaces on the street and provide opportunities to install additional landscaping and drainage.

Del-Ida Park Residential/Office District

In order to facilitate business development in the RO district, it is recommended that the CRA consider acquisition of one or more parcels to provide off-street parking. It is recommended that funding for this parking be provided by the CRA and/or City. The parking spaces would then be sold to adjacent properties who wish to redevelop their properties or convert existing homes to nonresidential uses.

Historic District Expansion

It is the recommendation of this plan that a historic evaluation of the buildings in this area be conducted. If the results of the study indicate that it is warranted, the historic district boundaries should be expanded north of George Bush Boulevard to include the Dell Park subdivision.

F.E.C. Railroad Buffer and Linear Park

The appearance of the adjacent railroad right-of-way and Dixie Highway has a serious impact on the neighborhood. The CRA will use a portion of the tax increment generated by new development and redevelopment of the North Federal Highway corridor for landscape buffers along the railroad.

As a long-term goal, the CRA is exploring the possibility of creating a linear park along the railroad tracks adjacent to NE 3rd Avenue. This park would provide opportunities for passive recreation in the area and create a buffer between the railroad and the single-family neighborhood to the west. The park would also enable the City to provide additional stormwater retention in the area. Construction of the park could be financed in part by the parks and recreation impact fees and tax increment revenues generated by new development and redevelopment in the area and along the North Federal Highway corridor.

In moving toward this long-term goal, the CRA should be prepared to purchase any properties in this area that become available in the short-term.

First Steps

Immediately following the adoption of this plan, processing of the Comprehensive Plan amendments, Future Land Use Map amendments, Land Development Regulations text amendments and rezonings required to implement the plan will begin. The CRA's Community Redevelopment Plan will also need to be revised to include the projects and programs included in the Neighborhood Plan.

Members of the Homeowners Associations who have participated in the development of this Plan should begin to meet with other neighborhood residents to discuss the provisions of the Plan and gather support for the Special Assessment District.

Since the capital improvements included in the Plan are not yet included in the 5-Year Capital Improvement programs for either the City or the CRA, these budgets will need to be amended and dollars allocated for the various projects.

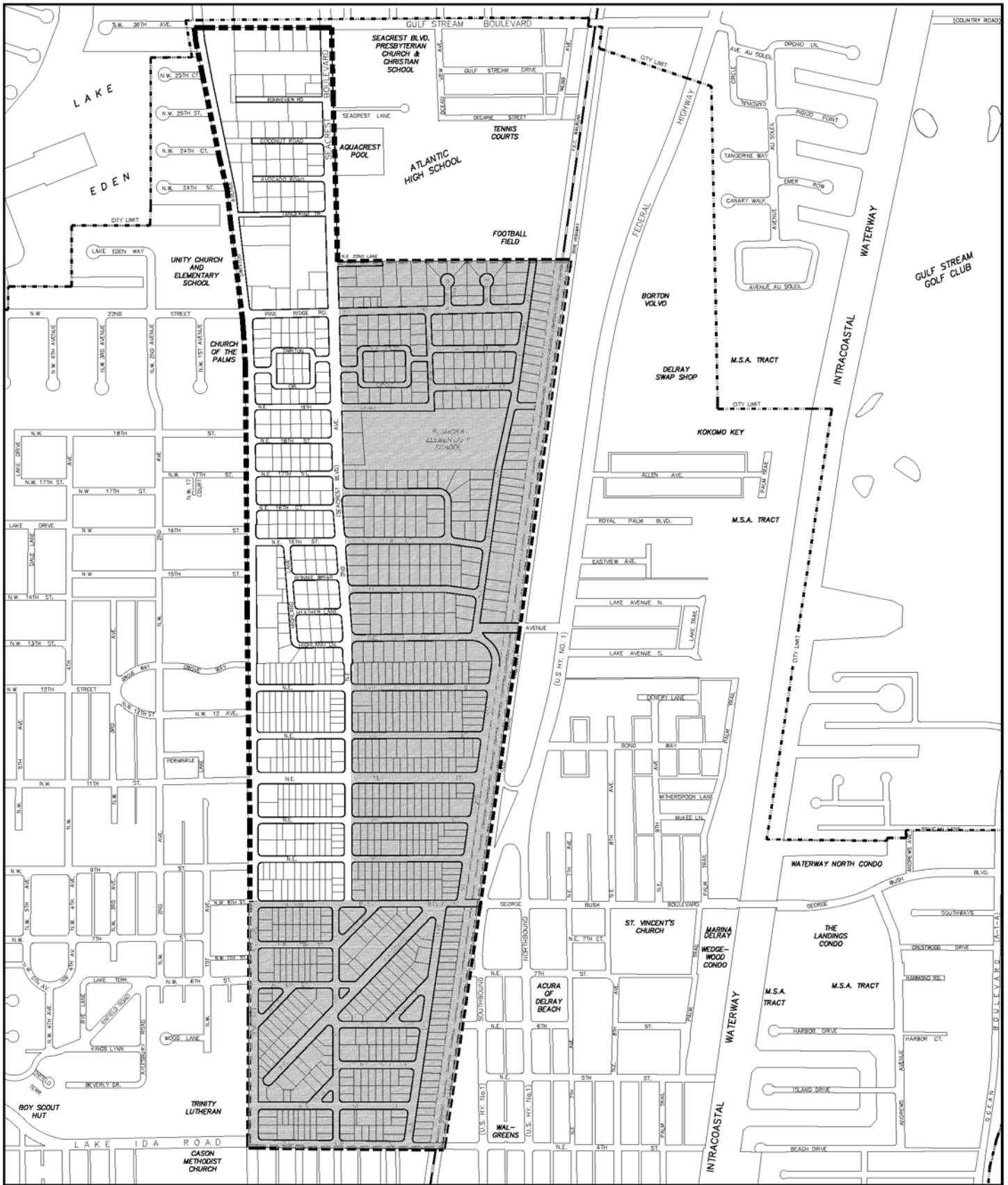
Implementation of the capital improvements included in the Plan will first require the preparation of land surveys. This work element should be scheduled as soon as possible. When the surveys are completed, the engineering, design and detailed cost estimates of individual projects can begin as time and funding becomes available.

Other new programs contained in the plan will be developed and implemented as opportunities arise and funding becomes available.

Funding Sources

The City and CRA will provide whatever support is available to assist in the implementation of this Neighborhood Plan. Funding for some public improvements may be available from the City or through the CRA's tax increment generated by new development and redevelopment in the neighborhood and in the N. Federal Highway corridor. Other improvements may be financed in part through the establishment of one or more special assessment districts created pursuant to the neighborhood plan. The CRA will expend funds on behalf of the neighborhood in order to create the required Special Assessment Districts.

Introduction



N

CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT
-- DIGITAL BASE MAP SYSTEM --

SEACREST/DEL-IDA PARK NEIGHBORHOOD

Within Community Redevelopment Area

GRAPHIC SCALE

400' 0 1000'

200' 500'

STUDY AREA
 CITY LIMITS

THE STUDY AREA

The City of Delray Beach Seacrest/Del-Ida Park Study Area, (shown graphically on Figure 1, Page 1), is generally defined as the area of the City bordered by the F.E.C. Railroad on the east; Swinton Avenue on the west; NE 4th Street on the south and Atlantic High School and the city limits to the north. The Study Area is made up of two neighborhoods, each with its own homeowners association. The Del-Ida Park Neighborhood includes properties between NE 4th Street and George Bush Boulevard and the Seacrest Neighborhood includes properties north of George Bush Boulevard. For the purposes of this plan, these two neighborhoods have been combined.

BACKGROUND AND HISTORY OF THE AREA

The Del-Ida Park neighborhood is one of Delray Beach's planned developments. Mr. J. C. Secord of Miami organized the Ocean City Development Company and purchased a 58 acre tract along the northern city limits of Delray. The plat was designed with 12 blocks containing 300 building lots and 3 public parks. The Ocean City Development Company recorded the plat on September 18, 1923. At a time when the rest of the town was using a rectangular grid plan, Mr. Secord chose to integrate diagonal streets into the design to create a sense of space and attractive irregularity. The design created unusual triangular blocks and provided the opportunity to integrate three small parks into the scheme. The overall effect was the creation of a park-like atmosphere accessible to all the residents of the neighborhood.

In 1987, the Del-Ida Park Plat was selected for a comprehensive historic survey which identified 22 Mediterranean Revival style buildings constructed between 1923 and 1930. The Del-Ida Park neighborhood was designated an Historic District by the City in 1988.

The Seacrest neighborhood began in 1922 when 70 acres of undeveloped land just north of the Delray City limits were platted by Floradixi Farms Company as the *Dell Park* subdivision. One home was constructed that year. However, 1923 was the start of a construction rush in Delray (as well as other South Florida cities) and by the end of the decade, there were 45 new homes scattered throughout the subdivision. Most of the rest of Dell Park was built up during the 50's and 60's.

The first set of neighborhood homeowners included many young families. The increase in the number of Delray school children caused Delray Elementary School to institute double sessions in 1950. The

overcrowding was not relieved until Plumosa Elementary School was opened in 1954. Homes in the neighborhood were built to serve both year-round and seasonal residents. Many of the older homes included rear cottages. These cottages often served as a family's main residence while the front house was under construction. They were then used as guest cottages for visiting friends and family, and converted to rental housing for serviceman during World War II. Later, these cottages became workshops, storage areas and affordable rental housing.

The next subdivision to be platted was Plumosa park, platted in 1950 by Mr. August Pruyser, who lived at what was then the north end of Swinton Avenue on "Swinton Hill". The Thayer Development Company built 50 homes, most of which were located on NE 14th Street. Demand for postwar housing was great, and all fifty homes were sold within the first year, at a cost of \$8,000 each.

The Seacrest Neighborhood includes several other subdivisions, all platted between 1951 and 1958. These include Northridge (1951), Seacrest Park (1953), Bonniecrist (1953) and Swinton Heights (1954). Like Plumosa Park, these areas were developed in response to the high demand for housing in South Florida during the 1950's.

PURPOSE OF THE PLAN

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

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

In preparation of the Housing Element of the Comprehensive Plan, neighborhoods throughout the City were evaluated and a "Residential Neighborhood Categorization Map" was created. This map delineates areas according to the prevailing condition of private property. The main objective of the categorization is to identify the level of need in each neighborhood, which in turn will determine the strategies to be taken in meeting that need. The Seacrest/Del-Ida Park Neighborhood is currently categorized as follows:

Revitalization - *Evidence of decline in condition of structures and yards; increase in crime; property values stagnant or declining.*

Objective A-5 of the Comprehensive Plan Housing Element calls for areas with this categorization to have a greater priority in terms of targeting of code enforcement and law enforcement operations; and to have a greater priority in the scheduling of capital improvements (infrastructure) which will assist in arresting visual signs of deterioration.

Additionally, "Policy A-5.5" states that neighborhood plans are to be prepared for areas designated as "revitalization."

POLICY A-5.5 *These areas shall be provided assistance through the development of a "neighborhood plan" which is directed toward the arresting of deterioration through physical improvements such as street lighting, street trees, landscaping, street repair, drainage improvements, sidewalks, parks and parking areas, installation or upgrading water and sewer facilities, all of which may be provided through funding and/or assessment districts. The plans shall also address the appropriateness of existing land use and zoning classifications, traffic circulation patterns, abatement of inappropriate uses, and targeting of code enforcement programs. The plans shall be prepared by the Planning and Zoning Department, with assistance from the Community Improvement Department, and the Community Redevelopment Agency if located within the CRA district. At least one neighborhood plan shall be prepared each fiscal year. The priority of these plans is as follows:*

- *Seacrest/Del-Ida*
- *Allen/Eastview/Lake Avenues (to be addressed in the North Federal Plan*
- *Osceola Park*
- *Delray Shores*

This document is the Neighborhood Plan for the "Seacrest/Del-Ida Park Neighborhood." The Plan will attempt to reflect the essence of the neighborhood's needs for the future. These needs will then be addressed by determining what regulations and

programs are appropriate and how they fit into an overall concept.

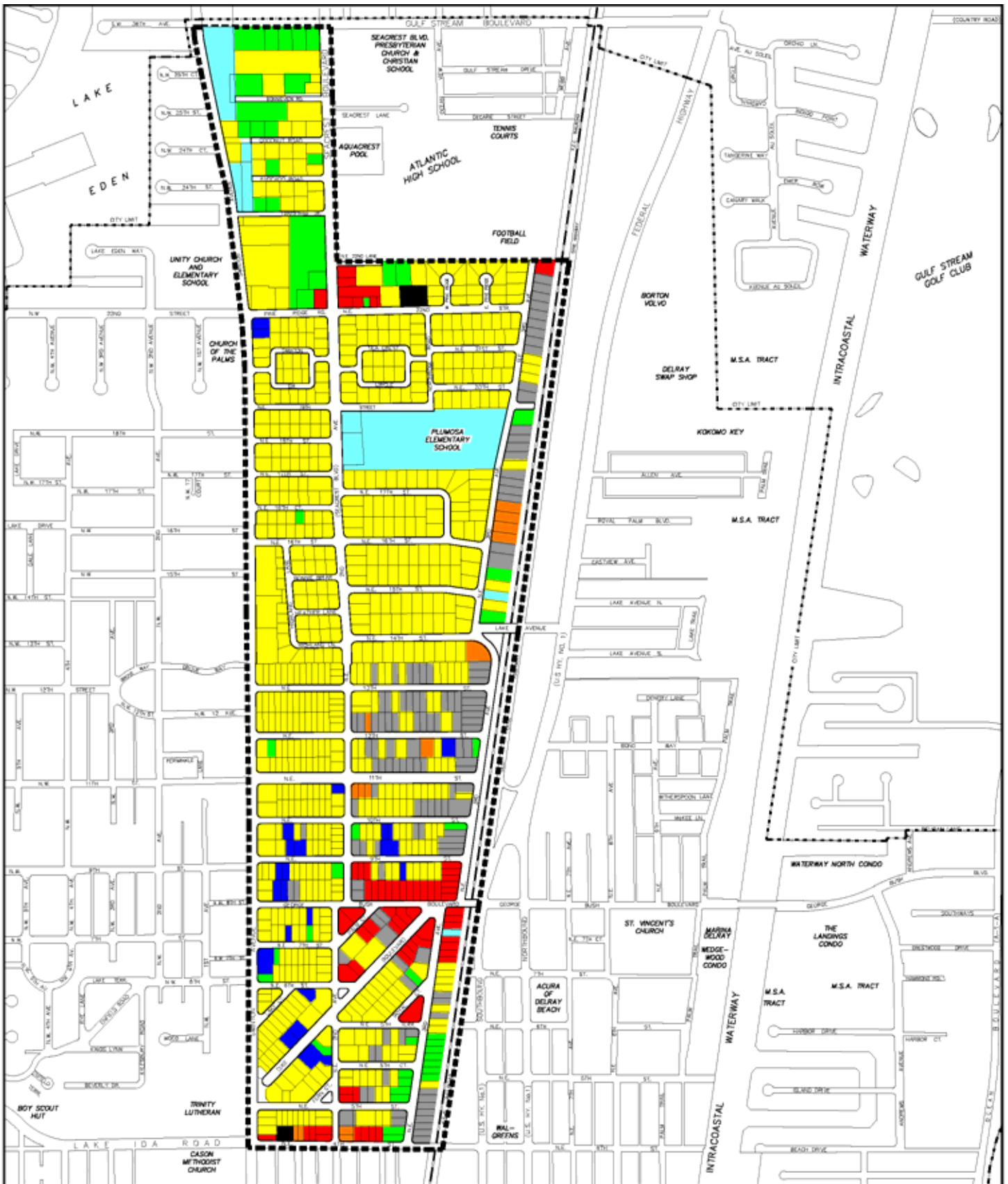
THE PLANNING PROCESS

Following a series of neighborhood visits and collection of land use and environmental data, staff attended a series of neighborhood association meetings to ascertain the priorities of residents and property owners in the study area. The property owners who attended the meetings were enthusiastic and supportive of the idea of neighborhood stabilization through development of a neighborhood plan. The residents identified their concerns and priorities for the neighborhood. Staff incorporated many of those ideas into this plan.

A draft of this plan was submitted to members of both the Seacrest Neighborhood Association and the Del-Ida Park Neighborhood Association in November, 1997 and discussed again at its meeting in January, 1998.

A draft of this Redevelopment Plan was presented to the Community Redevelopment Agency and the Planning and Zoning Board in February, 1998. The Plan was adopted by the City Commission on March 3, 1998.

Existing Conditions



<p style="text-align: center;">N</p> <p style="text-align: center;">CITY OF DELRAY BEACH, FL PLANNING & ZONING DEPARTMENT -- DIGITAL BASE MAP SYSTEM --</p>	<p>SEACREST/DEL-IDA PARK NEIGHBORHOOD Generalized Land Use</p>				<p>GRAPHIC SCALE</p> <p>200' 500' 1000'</p>
	<p>■ Single Family</p> <p>■ Single Family w/Apartment</p>	<p>■ Duplex</p> <p>■ Single Family w/Business</p>	<p>■ Multi-Family</p> <p>■ Community Facilities</p>	<p>■ Commercial</p> <p>■ Undeveloped</p>	

DATA COLLECTION

In preparation of this Plan, City staff compiled a database of all properties within the Study Area. The primary source of data was the Palm Beach County Property Appraiser’s 1996 tax roll. Additional information was obtained from field surveys and review of recorded documents. The information in the database includes the property control number, property area, property ownership, building area, occupancy information, existing land use, and assessed value. The following land use and other property information is based on this database.

EXISTING LAND USES

There are approximately 231 acres (not including road rights-of-way) in the Study Area. The “*Existing Land Use Map*,” (Figure 2, page 4) shows the distribution of the various land uses in the area and Table 1, below gives a complete breakdown of these uses by type.

**Table 1
Existing Land Uses
Seacrest/Del-Ida Park Neighborhood**

Land Use	# of Parcels	Acres	Land Area (Sq. Ft.)	% Land Area	Bldg. Area (Sq. Ft.)	% Bldg. Area
Access Drive	4	1.00	43,621	0.43%	0	0.00%
Church	3	5.29	230,311	2.29%	13,400	0.89%
Commercial	8	1.63	70,982	0.71%	16,738	1.11%
Daycare Center	2	0.58	25,393	0.25%	3,842	0.26%
Duplex	108	22.02	959,067	9.55%	190,779	12.70%
Group Home	1	0.48	21,000	0.21%	4,460	0.30%
Multi-Family	10	3.11	135,385	1.35%	59,106	3.93%
Office	27	8.90	387,478	3.86%	68,002	4.53%
Open Space	5	0.88	38,180	0.38%	0	0.00%
Private School	4	2.58	112,222	1.12%	5,484	0.37%
Public School	1	10.37	451,717	4.50%	10,782	0.72%
Single-Family	618	148.07	6,449,856	64.19%	1,088,565	72.46%
Single Family w/ Apt.	21	5.77	251,290	2.50%	38,847	2.59%
Single Family w/ Business	2	1.05	45,922	0.46%	2,233	0.15%
Undeveloped	45	18.81	819,188	8.15%	0	0.00%
Utility	1	0.14	6,000	0.06%	0	0.00%
TOTALS	860	230.68	10,047,612	100%	1,502,238	100%

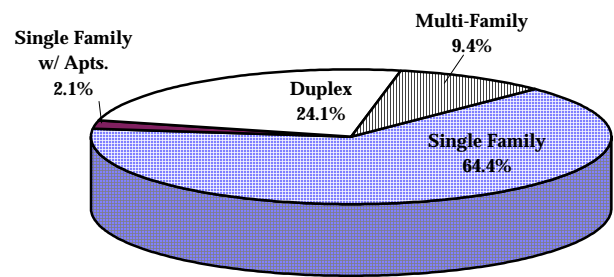
The neighborhood area contains a mix of residential, commercial, office, and community facility land uses. The area also contains many undeveloped parcels. The principal land uses are detached single-family residences and duplexes. Six hundred eighteen single-family parcels take up 64.19% of the land area and 108 parcels containing a total of 120 duplexes (240 dwelling units) take up 9.55%. Other major land uses in the area

include 45 undeveloped parcels (8.15%) and 1 public school (Plumosa Elementary School) with 4.5%.

Residential Development

There are several residential subdivisions within the Neighborhood Area, containing a mix of single-family, duplex and multi-family structures. Overall, the neighborhood contains 642 single-family residential units, 21 apartments/guest houses associated with single family, 240 duplex units and 94 multi-family units for a total of 997 residential units.

**Figure 3
Percentage of Residential Units by Type
Seacrest/Del-Ida Park Neighborhood**

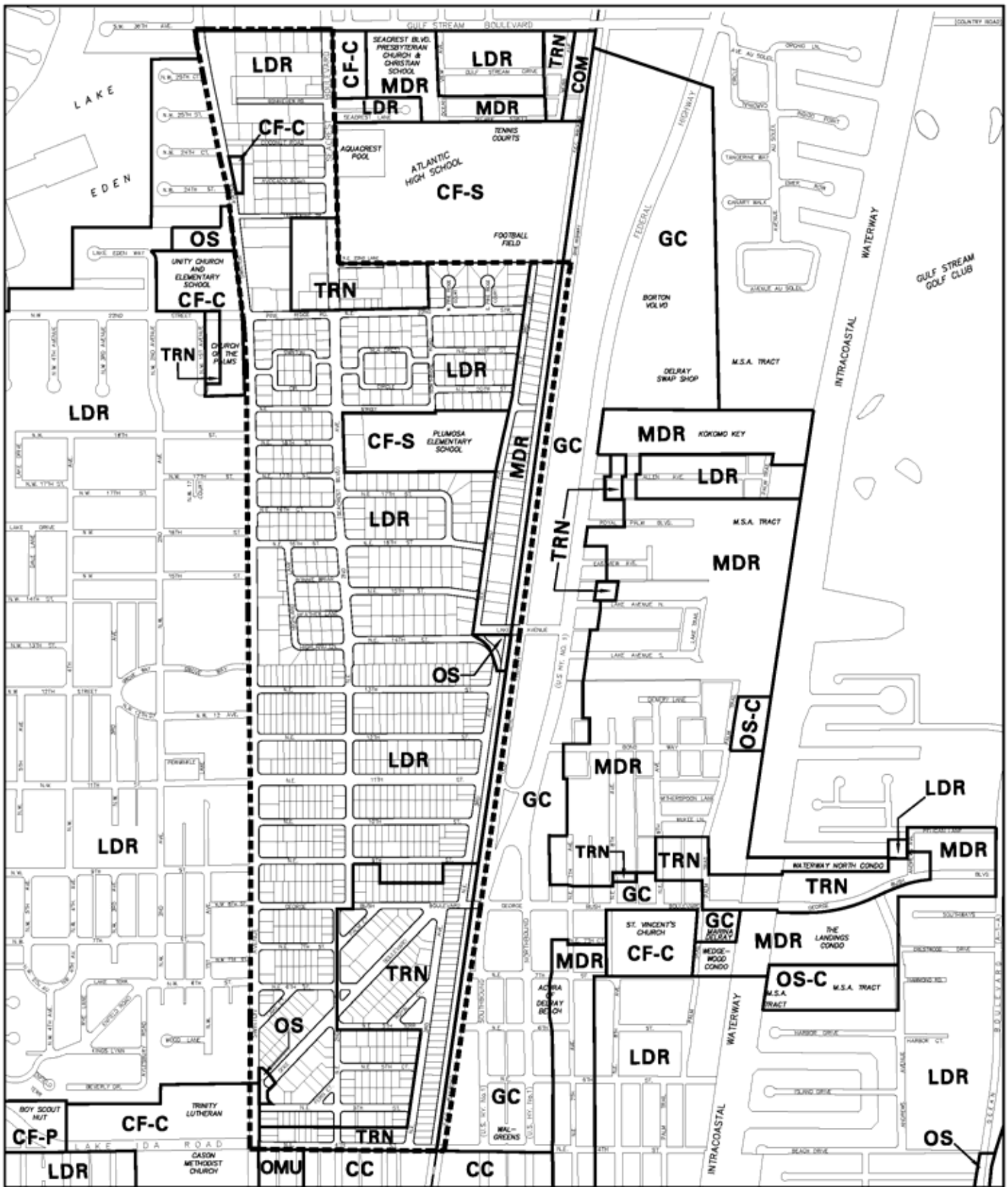


Non-Residential Development

Commercial and other non-residential land uses within the study area consist of a mix of retail, office and service uses. Commercial development parcels fronting on and immediately south of George Bush Boulevard contain a concentration of medical office uses, while general retail, restaurant and service uses prevail in the commercial area adjacent to Atlantic High School. The neighborhood also contains several community facilities, including one public school, two private schools and two churches. Table 2, below, gives a breakdown of these uses by type.

**Table 2
Existing Non-Residential Uses in the
Seacrest/Del-Ida Park Neighborhood**

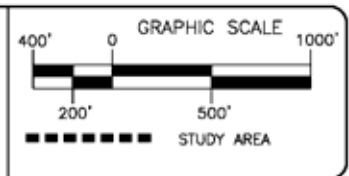
Land Use	Number	%
General Retail	2	5.6%
Restaurant (take-out)	2	5.6%
Service	3	8.3%
Office Buildings	23	63.9%
Schools	3	8.3%
Utilities	1	2.7%
Church	2	5.6%
TOTALS	36	100%



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 CITY OF DELRAY BEACH, FL
 PLANNING & ZONING DEPARTMENT
 -- DIGITAL BASE MAP SYSTEM --

SEACREST/DEL-IDA PARK NEIGHBORHOOD
 - EXISTING FUTURE LAND USE -



Undeveloped Property

The existence of undeveloped lots indicates unproductive land use, which limits tax revenues. Vacant lots often become dumping grounds for trash and unsightly or unsafe debris. Overgrowth of vegetation on vacant lots often becomes an ongoing problem for the city's code enforcement program. There are 45 parcels within the neighborhood that are currently vacant. This figure equates to over 800,000 square feet of land and 8% of the buildable area within the neighborhood.

Over 25% of this vacant area is contained within three parcels planned for expansion of the Atlantic High School Campus which includes the Seacrest Athletic Facility and a 191 space parking lot. The site plan for the facility was approved on October 22, 1997.

Vacant Buildings

The survey of properties within the neighborhood identified four vacant single family homes. There were no vacant commercial or other non-residential structures within the area. One of these vacant homes, located at 1012 NE 3rd Street, was deteriorated and was recently demolished by the City.

FUTURE LAND USE AND ZONING MAPS

The Future Land Use Map (FLUM) and Zoning Map specify the land uses and types of structures that can be permitted on a parcel. These are the primary tools by which the City regulates development within its boundaries.

FUTURE LAND USE

Several Future Land Use Map designations apply within the neighborhood area. Low Density Residential, Medium Density Residential, Transitional, Open Space and Community Facilities are each applied to at least one property in the area. The "**Future Land Use Map**," currently in effect for the area, is shown on (Figure 4, page 6). The following paragraphs describe the FLUM designations shown on this map.

Low Density Residential

The majority of the neighborhood is designated as Low Density Residential on the City's Future Land Use Map. This designation allows residential development at densities of 5 units per acre or less. All existing residential zoning districts, except RM (Medium Density Residential) are consistent with the Low Density Residential FLUM designation. Residential units in the Low Density residential designation should

be primarily single family, but duplex, multiple family, or townhouse units may be constructed in the PRD (Planned Residential Development) and RL (Low Density Residential) zoning districts.

Medium Density Residential

One area of the neighborhood, adjacent to the FEC railroad is designated as Medium Density Residential on the City's Future Land Use Map. This designation permits residential units at densities of 5-12 d.u./acre. All existing residential zoning districts are consistent with the Medium Density Residential FLUM designation. The residential units may be single-family, duplex, multiple family, or townhouse.

Transitional

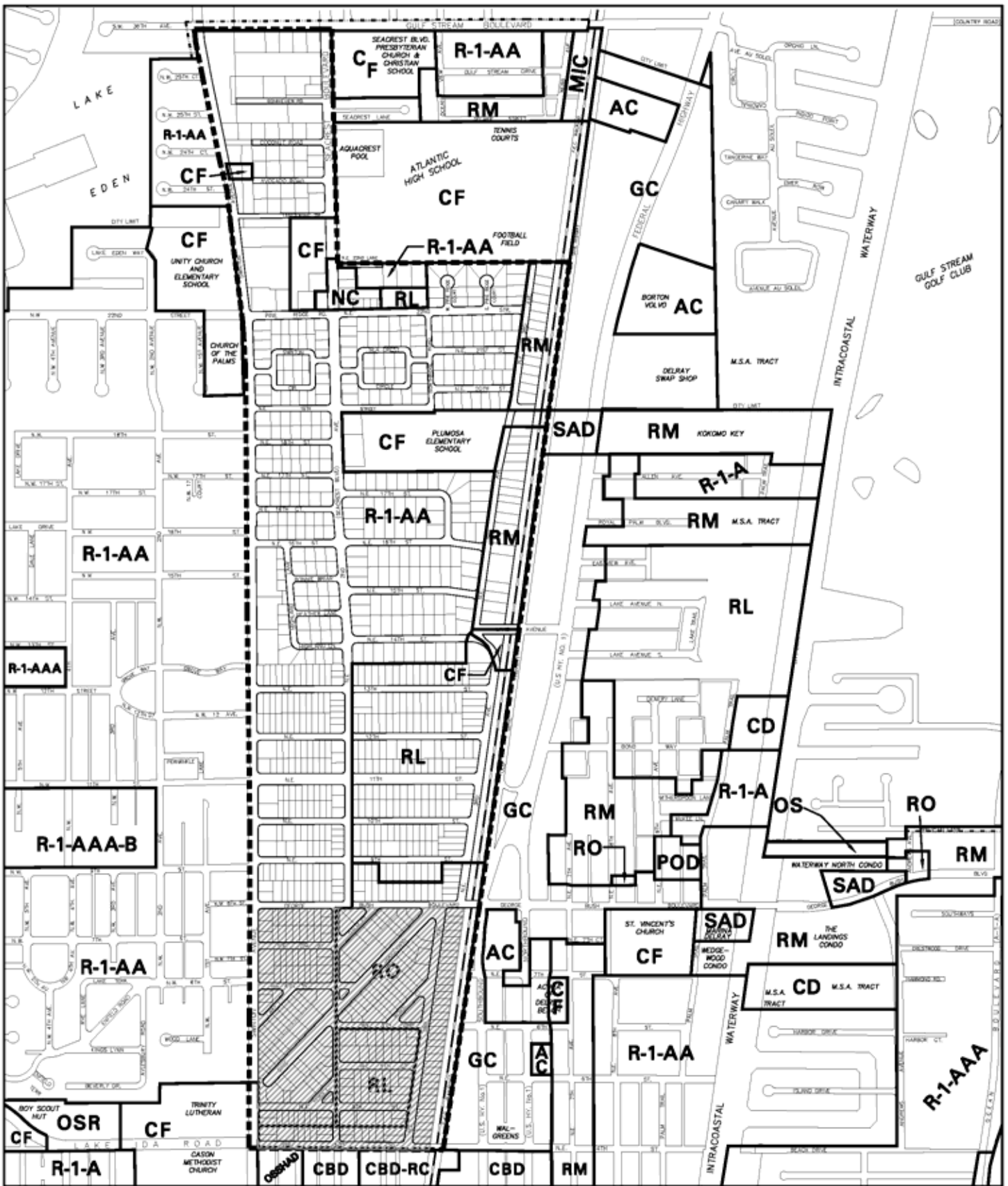
The Transitional FLUM designation is often used for an area of intermediate intensity between commercial uses and residential uses. Office uses, medium density residential uses, and very limited commercial uses are permitted in Transitional. The Transitional designation is applied in two areas of the neighborhood. One is located between NE 4th Street and George Bush Boulevard, in the Dell Park and Del-Ida Park subdivisions. It contains a number of medical and professional offices mixed with single family and duplex residential development. The second is located adjacent to Atlantic High School and contains several commercial buildings, single-family houses and a planned expansion area for Atlantic High School.

Community Facilities

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. It is also applied to single function buildings which have been constructed for community related purposes (e.g. churches) and which are not commercial in nature. The designation is applied to one school site and two churches within the neighborhood area.

Recreation and Open Space

This designation is applied to public recreation areas (such as municipal parks), to open space areas, and to conservation areas. Within the neighborhood area, there are two parcels designated as open space. They are both small, irregular shaped lots located at roadway intersections. One is located at the intersection of NE 14th Street and NE 3rd Avenue and is used as a dry stormwater retention area. The other, a well-landscaped mini-park located adjacent to Swinton Avenue and the cul-de-sac of Dixie Boulevard, provides a visual break in the development pattern and an opportunity for passive recreation in the area.



<p>N</p> <p>CITY OF DELRAY BEACH, FL PLANNING & ZONING DEPARTMENT -- DIGITAL BASE MAP SYSTEM --</p>	<p>SEACREST/DEL-IDA PARK NEIGHBORHOOD</p> <p>— EXISTING ZONING —</p> <table style="width: 100%; border: none;"> <tr> <td style="border: none;"> N. FEDERAL OVERLAY</td> <td style="border: none;"> EXISTING DEL-IDA PARK HISTORIC DISTRICT</td> </tr> </table>	N. FEDERAL OVERLAY	EXISTING DEL-IDA PARK HISTORIC DISTRICT	<p>GRAPHIC SCALE</p> <p>400' 0 1000'</p> <p>200' 500'</p> <table style="width: 100%; border: none;"> <tr> <td style="border: none;"> STUDY AREA</td> <td style="border: none;"> CITY LIMITS</td> </tr> </table>	STUDY AREA	CITY LIMITS
N. FEDERAL OVERLAY	EXISTING DEL-IDA PARK HISTORIC DISTRICT					
STUDY AREA	CITY LIMITS					

ZONING

The zoning designation assigned to a parcel is an important factor in its development potential. Zoning establishes the specific uses allowed as well as setbacks, height limits, and other development standards for structures on the parcel.

The earliest uses in the neighborhood included detached single-family homes and guest cottages. When zoning regulations were first adopted in Delray Beach during the 1940's, the neighborhood was nearly entirely single-family residential.

Modern zoning categories were in place by the 1950's. At that time, most of the neighborhood was zoned R-1-AA, which allowed only single family residential uses. The eastern half of Dell Park, and the strip of land running between the railroad tracks and NE 3rd Avenue (northward from Dell Park to the north edge of Seacrest Park) were zoned differently to accommodate duplex and multi-family uses. As a result, most of the non-single-family dwelling units lie within this section of the neighborhood. The first duplex was constructed in 1948 on NE 12th Street, and most of the other duplexes in the neighborhood were constructed during the 1950's and 1960's. With the exception of one building on NE 2nd Avenue, constructed in 1924, all of the multiple-family buildings were constructed between 1969 and 1974.

The final component of the current land use pattern was established during the 1970's when most of the properties fronting on George Bush Boulevard, within Block 12 of Dell Park, were converted to medical office use. At that time, the relevant zoning category was RM-10, a residential zoning category which allowed professional offices as a conditional use.

The latest major zoning change occurred as part of a citywide rezoning, following adoption of the City's 1989 Comprehensive Plan. A new zoning map which included six separate zoning categories for the neighborhood was adopted in September 1990. The largest area within the neighborhood remained R-1-AA, single-family residential. Also included were RL, Multiple Family Residential (Low Density); RM, Multiple Family Residential (Medium Density); and RO, Residential Office, which includes duplexes and offices as permitted uses.

There are six zoning designations currently applied within the neighborhood:

- R-1-AA (Single Family Residential);

- RL (Low Density Residential);
- RM (Medium Density Residential);
- RO (Residential/Office)
- NC (Neighborhood Commercial);
- CF (Community Facilities)

Zoning district locations are shown on the "*Existing Zoning Map*," (Figure 5, page 8). The following paragraphs briefly describe the zoning districts that are applied within the study area.

R-1-AA (Single Family Residential)

The R-1 zoning districts were created to provide areas of single family detached residences and to protect those areas from the intrusion of inappropriate uses. The R-1-AA district permits single family residential units with a minimum lot area of 7,500 square feet. Additionally, the district accommodates some non-residential uses (e.g. churches, day care facilities) as conditional uses. The R-1-AA designation is applied to most of the neighborhood west of NE 2nd Avenue and to the area north of NE 13th Street.

RL (Multiple Family Residential - Low Density)

The RL district allows a variety of housing types at densities of up to 6 units per acre. This district is applied to most of the Dell Park subdivision, east of NE 2nd Avenue, a portion of the Del-Ida Park subdivision and two lots on NE 22nd Street.

RM (Multiple Family Residential - Medium Density)

The RM district allows a variety of housing types at densities of 6 to 12 units per acre. The district is applied adjacent to the railroad tracts between NE 14th Street and Atlantic High School.

RO (Residential/Office)

The RO district provides for mixed use of a neighborhood office and residential nature. The RO district is appropriate as a transitional land use between a commercial or industrial area and a residential area; as an incentive zoning in older residential areas which are in a state of redevelopment or revitalization or are in a state of transition; or, to accommodate professional offices which will meet the needs of nearby neighborhoods. This district is applied in an area between NE 4th Street and George Bush Boulevard, in the Dell Park and Del-Ida Park subdivisions.

NC (Neighborhood Commercial)

The NC district is intended for small parcels of land that are suited to small scale retail, service, and office uses. It provides the opportunity to locate limited



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CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT
-- DIGITAL BASE MAP SYSTEM --

SEACREST/DEL-IDA PARK NEIGHBORHOOD
Residential Property Occupancy Status

■ - Owner Occupied	■ - Rental	■ - Undeveloped
--	---	--

GRAPHIC SCALE

STUDY AREA
 CITY LIMITS

retail and service uses in a manner convenient to and yet not disruptive to residential uses. The NC district is applied to a small area south of Atlantic High School.

CF (Community Facilities)

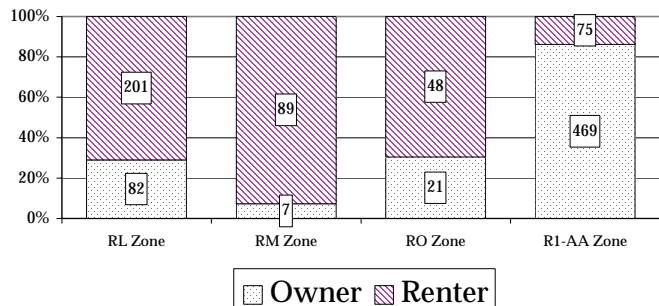
The CF district is a special purpose district primarily, but not exclusively, intended for locations at which facilities are intended to serve public, semi-public, and private purposes. Such uses include governmental, religious, educational, health care, social service and special facilities. The district is applied to two public school properties, two churches and one open space parcel.

RESIDENTIAL OCCUPANCY STATUS

The Seacrest/Del-Ida Park neighborhood contains a total of 997 residential units. Of the 997 units, 992 are occupied units. This represents a vacancy rate of only 0.5% and indicates an extremely strong demand for housing in the neighborhood.

The “*Residential Occupancy Map*,” (Figure 6, page 10) shows housing tenure for the entire neighborhood area. It is evident from this map that rentals are clustered in the multi-family zoning districts. The chart below gives a comparison of occupancy status for the different residential zoning categories within the neighborhood. Absentee ownership, within the RL and RM multi-family districts and the RO residential/office district contributes to the decline of those areas. Encouragement of owner-occupied housing is a feature of this neighborhood plan.

**Figure 7
Housing Tenure by Area
Seacrest/Del-Ida Park Neighborhood**



RESIDENTIAL UNIT SIZE

There is a wide range of residential unit sizes within the neighborhood area. Single-family detached units are an average size of 1,758 square feet. Duplex units are significantly smaller, with an average of 795 square

feet. Multiple-family units are smaller still with an average of only 628 sq. ft. The Delray Beach Land Development Regulations currently require a minimum of 1,000 sq. ft. for duplex units. The minimum size for multi-family units is dependent on the number of bedrooms, with 400 sq. ft. for efficiencies, 600 sq. ft. for 1-bedroom, 900 sq. ft. for 2-bedrooms, 1,250 sq. ft. for 3- bedrooms and 1,500 sq. ft. for 4-bedrooms. These numbers indicate that many neighborhood duplex and multi-family units are nonconforming with regard to size.

PROPERTY VALUES

The total assessed value of the 860 properties within the study area was \$ 57,011,846 in 1996, up by 8.0% from \$ 52,794,178 in 1995. Given a total acreage (excluding rights-of-way) of 230.66 acres, the average assessed value of all property in the area, including structures, is \$5.67 per square foot of land. A breakdown of assessed values for different land uses within the neighborhood is given in the following table:

**Table 3
1996 Property Assessments
Seacrest/Del-Ida Park Neighborhood**

Use	Land Area (sq. ft.)	Assessed Value	Value per Sq. Ft.
Commercial	483,853	\$ 4,345,352	\$ 8.98
Community Facilities	882,051	\$ 2,951,847	\$ 3.35
Single-Family	6,768,068	\$ 40,599,934	\$ 6.00
Duplex	959,067	\$ 6,037,190	\$ 6.29
Multi-Family	135,385	\$ 1,749,325	\$12.92
Undeveloped	819,188	\$ 1,328,198	\$ 1.62
TOTALS	10,047,612	\$ 57,011,846	\$ 5.67

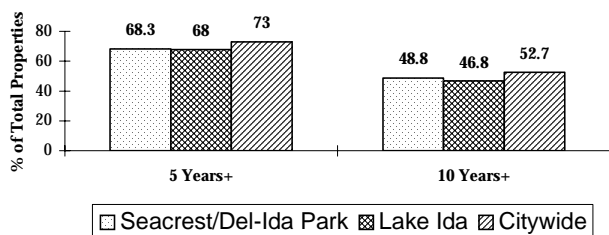
This table shows an additional impact of undeveloped property on the City. Within the neighborhood, undeveloped property is assessed an average of \$4.38 per sq. ft. less than single-family development. This equates to a loss of over \$26,000 per year to the city in ad-valorem tax revenue.

PROPERTY SALES

The ability to sell property while values continue to rise indicates a strong market demand in the neighborhood. However, excessive turnover in a predominantly residential area can have a negative effect on social relationships and sense of identity in a neighborhood. Palm Beach County property tax roll records indicate that 68.3% of all properties within the neighborhood have been under the same ownership for at least 5 years and 48.8% have been under the

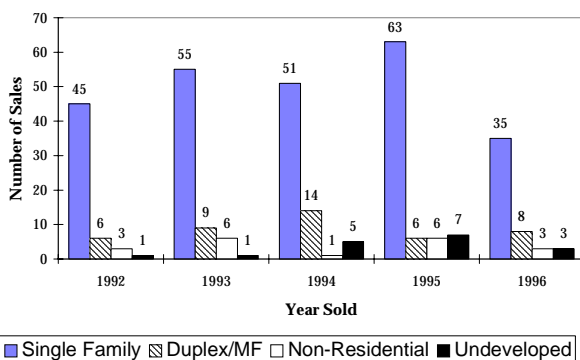
same ownership for at least 10 years. For comparison, figures were also obtained for the city as a whole and for the "Lake Ida" neighborhood, a stable residential area located immediately west of the study area. The comparison of these three areas is shown in Figure 8, below. From this chart, it appears that properties in the Seacrest/Del-Ida Park neighborhood have an average turnover rate.

Figure 8
Percentage of Properties Owned for 5 and 10 Years
Seacrest/Del-Ida Park, Lake Ida and Citywide



Of the 272 properties (31.6%), which sold in the last five years, 44 properties changed hands twice and 6 sold three times. Figure 9, below shows the number of property sales by type of development for each of the last five years. As shown in the chart, the figures vary slightly from year to year, with no significant trend being evident. 1995 had the largest number of total sales with 82 or 9.53% of all neighborhood properties. 1996 had the smallest number with only 49 sales or 5.70% of all properties.

Figure 9
Property Sales
Seacrest/Del-Ida Park Neighborhood (1992-1996)



It is important to note that although the actual number of sales vary considerably by type of development, the figures are proportional to the number of properties in each land use. For example, single family development, which accounts for 74.5% of all

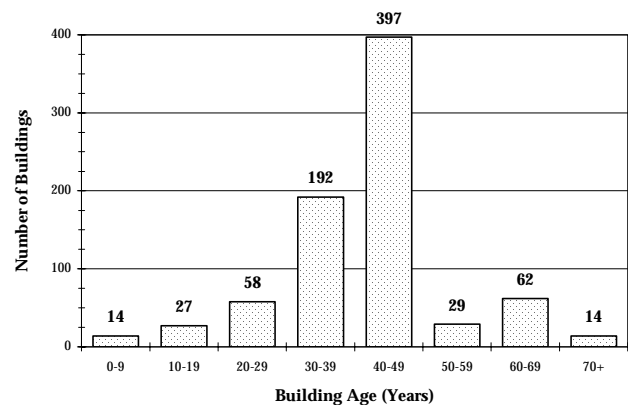
properties in the neighborhood had 75.9% of the total number of sales in the five year period.

AGE OF BUILDINGS

A criterion to determine the need for rehabilitation is the age of the buildings. With a median age of 42 years old, one-half of all buildings within the neighborhood were constructed before 1955. Although new buildings are still being constructed, only 12.5% are less than 30 years old. Given their age, it is unlikely that most buildings meet current life safety regulations with respect to smoke detectors, emergency egress escape windows, hurricane anchorage, electrical wiring, etc. An incentive program to upgrade these items would be appropriate in this neighborhood.

The following chart gives a breakdown of all buildings within the neighborhood by age. As shown the chart, there are 105 buildings in the neighborhood over 50 years old. Geographically, 45 (42.9%) are located within the Del-Ida Park Historic District (see Figure 5, page 8 for district boundaries). The remaining 60 buildings are located outside the historic district without protective regulations in place to preserve their historic value. Of these 60 buildings, 55 (52.4%) are located within the Dell Park subdivision.

Figure 10
Building Age
Seacrest/Del-Ida Park Neighborhood



POLICE CRIME REPORT

The Delray Beach Police Department maintains crime figures for the City tabulated by a number of patrol grids. The study area is located within five grids (20, 30, 60, 90, and 240). The crime statistics shown in Table 6 are compiled from the statistics for those five grids which represent approximately 3.5% of the total city area. While they do contain properties outside the study area, these grids are primarily made up of

properties within the area. The statistics include five categories: Part-1 Property Crimes, Part-1 Persons Crimes, Narcotics Arrests, Nuisance Calls, and Suspicious Events calls. Part-1 Property Crimes includes arrests for auto theft, burglary, and larceny. Part-1 Persons crime includes arrests for homicides, assault and battery, sex crimes, and robbery. Narcotics arrests include all arrests for drug offenses. Nuisance/suspicious events calls are reports of activities such as unlawful assembly, noise, disorderly conduct and intoxication, unlawful discharge of a firearm, trespassing, loitering, and prostitution reports.

Table 4
Seacrest/Del-Ida Park Neighborhood
Police Incident Calls by Type 1994-1996

Crime	1994		1995		1996	
	#	Per Ac.	#	Per Ac.	#	Per Ac.
Part-1 Property	221	0.61	270	0.75	200	0.56
Part-1 Persons	25	0.07	40	0.11	39	0.11
Narcotics	2	0.01	7	0.02	6	0.02
Nuisance/Suspicious	224	0.62	255	0.71	193	0.54
Traffic	572	1.59	565	1.57	452	1.26
Totals	1,044	2.90	1,137	3.16	890	2.47
CityWide	25,339	2.47	24,230	2.36	24,825	2.42

Source: City of Delray Beach Police Department

The number of police calls in the area increased by 8.9% between 1994 and 1995 but dropped sharply in 1996 to 14% below the 1994 level. Overall, between 1994 and 1996, calls in all categories, except Part-1 Persons crimes decrease.

Compared to Citywide figures in 1996, the number of incident calls per acre was only 2% higher with 2.47 calls per acre. This indicates that the neighborhood does not have a serious crime problem. Although the majority of the reported crimes are non-violent in nature, these types of activities affect the quality of life for neighborhood residents.

PROXIMITY TO NUISANCES

The Seacrest/Del-Ida neighborhood is adjacent to a number of properties and transportation facilities that affect the stability of the neighborhood. These include proximity to commercial/light industrial uses along the Dixie Highway/N. Federal Highway commercial corridor and train traffic on the F.E.C. Railroad.

Directly to the east of the neighborhood is an existing commercial corridor with uses including automotive sales and repair, restaurants and strip commercial

development. The development fronts on Federal Highway, which puts the rear of buildings and service areas facing Dixie Highway and the neighborhood. These areas are visually unattractive, and generate noise within the neighborhood.

In addition to the commercial development, the transportation corridor itself, consisting of the Florida East Coast Railroad, Dixie Highway and N. Federal Highway, generates considerable noise and traffic which detract from the quality of life within the neighborhood.

Buffering the neighborhood from these nuisances by means of a landscaped corridor along the railroad could be a worthwhile strategy to help stabilize the neighborhood. Landscaping would provide a visual separation as well as a means to attenuate the noise.

Consideration must also be given to eliminating excessive through-traffic on residential streets in the neighborhood which are headed for the commercial corridor.

NON-CONFORMING LOTS AND USES

Existing development within the neighborhood was examined for deficiencies with respect to meeting today's land development code regulations. Lots were surveyed for such characteristics as land use, lot size, width, building size, meeting minimum parking standards and landscape compliance.

Non-Residential Uses

All non-residential land uses within the neighborhood were found to be consistent with respect to use within their respective zoning district. However, problems with respect to other code requirements were identified within the NC-Neighborhood Commercial zone at the intersection of NE 22nd Street/Pineridge Road and Seacrest Boulevard. The problems include lack of landscaping and parking design.

The Domino's Pizza/Convenience store building has parking which currently backs out into the adjacent road rights-of-way. These uses generate a significant amount of traffic at the intersection. Without a separation between the parking lot and the roadway, parked cars at the businesses back out right into the roadway and right turns from Seacrest Boulevard onto Pineridge/NE 22nd are made through the parking lot. This creates serious traffic conflicts at the intersection and is a hazard to oncoming motorists. The parking lot should be redesigned to eliminate this conflict or alternative parking should be provided.

Residential Uses

All existing single-family development within the neighborhood is conforming with respect to use. However, 345 single-family lots (53.4%) do not meet the minimum lot size and/or lot width requirements within their respective zoning category. The Land Development Regulations address this issue with respect to the use of lots within recorded subdivisions. These "Lots of Record" may be used for purposes allowed within the zoning district, as long as they comply with all other requirements of the district. It should be noted that these provisions exclude duplex and multiple-family structures constructed on lots which are less than 8,000 sq. ft. in size. There is also a limitation that single-family lots have at least 50' of frontage. All single-family lots within the neighborhood meet this requirement.

Of the 108 duplex parcels within the neighborhood, 93 (86%) are non-conforming. Two parcels are located in the R-1-AA district, which does not permit duplexes. Of the remaining parcels, 65 (61%) are non-conforming with respect to lot size (i.e. less than 8,000 sq. ft.), 4 parcels (4%) do not meet minimum lot width requirements (i.e. less than 60 ft. wide) and 22 parcels (21%) are non-conforming with respect to unit size (i.e. less than 1,000 sq. ft.).

All multi-family development within the neighborhood was found to be non-conforming with respect to density. Within the RL zone (3-6 du/acre), three multi-family buildings have densities between 19 and 27 du/acre. Within the RM zone (6-12 du/acre), 1 multi-family building has a density of 20 du/acre and four others have a density of 40 du/acre. Two multi-family buildings within the neighborhood are located in a zoning districts which does not permit the use. Both of these buildings are located in the Del-Ida Park subdivision, within the RO-Residential/Office zoning district.

Overall, the development of duplex and multi-family units on small lots within the neighborhood has created the appearance of over-crowding on many streets. This is best evidenced by the excessive number of parked cars in these areas. Most of these uses were found to be deficient with respect to number of parking spaces and/or parking lot design. Where adequate spaces do not exist in off-street parking lots or immediately in front of these uses, parking has spilled onto front yards and into the swales of adjacent single-family development.

Back-out parking onto adjacent roadways is the typical parking arrangement for duplex development within

the neighborhood. In most cases, the number of spaces are maximized with the entire roadway frontage covered in asphalt without the benefit of landscaped breaks between spaces. This degrades the appearance of the area, affects drainage and encourages speeding.

CODE ENFORCEMENT

Staff examined City records for the period of January 1991 to September 1997 to determine the presence of building and property code violations that would constitute a blighting influence. The violations included conditions such as the presence of debris, overgrowth, abandoned vehicles, non-compliance with landscape codes, and uses being conducted on the property that are not permitted. During that period, 2,729 calls were made for one or more of the above conditions.

Table 5
Seacrest/Del-Ida Park Neighborhood
Code Enforcement Incident Calls by Type (1991-1997)

Type	1992	1993	1994	1995	1996	1997 (9 months)	TOTALS
Abandoned Vehicle	64	42	65	67	83	53	374
Animal Control	0	0	24	101	103	23	251
General Violation	53	132	197	112	96	112	702
Housing Code	5	27	18	10	6	6	72
Landscaping	2	107	2	0	3	7	121
Nuisance	455	214	124	131	146	130	1,200
Unsafe Structure	2	1	0	2	1	3	9
Totals	581	523	430	423	438	334	2,729

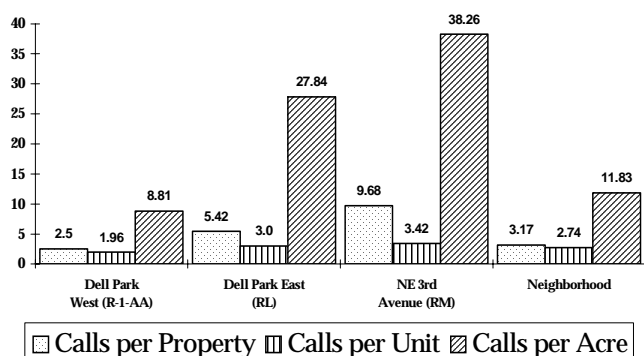
The location of each property within the neighborhood was examined with respect to the number of incident calls generated. Generally, the number of incident calls was lower in areas of the neighborhood with primarily single-family residential development; whereas, the number of incident calls was significantly higher in areas where duplex and multi-family development is prevalent. To further illustrate this point, three areas of the neighborhood were selected for comparison with the neighborhood as a whole. The information is illustrated in the chart in Figure 11, below. The following areas were selected for comparison:

- Dell Park West (R-1-AA zoning) - primarily single-family development)
- Dell Park East (RL zoning) - a mix of single family, duplex and multi-family development)
- NE 3rd Avenue, north of NE 14th Street (RM zoning) - a mix of duplex and multi-family development with a few single-family homes.

As shown in the chart, the number of incident calls per dwelling unit in the mixed-residential Dell Park East was 53% higher than in the predominantly single-family Dell Park West. The duplex/multi-family area

on NE 3rd Avenue was 74% higher. It should be noted however, that these figures do not adequately illustrate the magnitude of the problem. Since the perception of blight is more directly related to the concentration of these types of violations within a given geographic area, comparisons based on the number of properties or land area are more meaningful. As illustrated in the chart, the number of incident calls per property in the mixed residential Dell Park East was more than twice that of the single-family area. The duplex/multi-family area on NE 3rd Avenue had nearly four times the number of calls per property as the single-family area. Comparisons based on acreages yielded even greater disparities. It is this high concentration of problems associated with these types of code violations that has led to the blighted conditions within the duplex and multi-family areas of the neighborhood.

Figure 11
Seacrest/Del-Ida Park Neighborhood
Code Enforcement Incident Calls Per Property, Per Unit,
and Per Acre (1991-1997)



TRAFFIC AND TRANSPORTATION

Within the neighborhood, the streets are laid out in a traditional grid pattern with right-of-way widths of generally 50'. All of the rights-of-way are improved and streets are generally in good condition. Proposed improvements to the existing street system will be discussed in the "Plan Implementation" section of this report.

Traffic Counts

The Palm Beach County Engineering and Public Works Dept. and the Metropolitan Planning Organization of Palm Beach County maintain traffic counts on all State and County Roads. Within the general area of the Seacrest/Del-Ida Park neighborhood, counts are only available for Federal Highway and George Bush Boulevard. Federal Highway is the most heavily traveled roadway segment in the area with approximately 20,161 average daily trips (ADT)

according to a 1997 count. This figure is well below its design capacity of 29,400 ADT. Loss of the tourist market, marginal business and blighted conditions have resulted in declining traffic volumes for the North Federal Highway corridor. In fact, traffic volumes have dropped nearly 14% since 1990.

The City has taken steps in recent years to help stabilize the North Federal Highway area. Following the enclave annexations, City water and sewer services were extended to most properties. In 1995, the last County "pockets" along the North Federal Highway corridor were annexed into the City.

Private investment has also increased in the past few years. New development and redevelopment in the area include: Kokomo Key, a 133 unit townhouse development; the Irish Cottage, a new restaurant in a formerly vacant structure; and expansions of the Dee-Carr Patio Furniture outlet and Ellie's Diner.

The City and CRA are preparing a redevelopment plan to build upon the recent advances and help speed up the revitalization of the North Federal Highway Corridor. A revitalized North Federal Highway will mean increased business activity and increased traffic, both for the corridor itself and for the adjacent neighborhoods. Since the Seacrest/Del-Ida Park neighborhood is already experiencing problems associated with non-residential through traffic bound for Federal Highway, the problem must be addressed now.

Since the County does not collect traffic counts for local roadways within the neighborhood, the City installed its own counters to measure volumes and speeds for selected roadways during September and October of 1997. This information is illustrated in Table 8, below.

Table 6
1997 Traffic Counts
Seacrest/Del-Ida Park Neighborhood

Location	Count (ADT)	Speed 85%ile
440 N. Swinton Avenue	6,435 north/9,480 south	38.94
1305 N. Swinton Avenue	4,166 north/7,547 south	39.30
1500 N Swinton Avenue	3,955 north/6,822 south	39.26
1907 N Swinton Avenue	3,340 north/6,105 south	39.38
1012 NE 2 nd Avenue	3,973 north/3,070 south	33.29
1907 NE 2 nd Avenue	2,892 north/3,237 south	38.63
George Bush Blvd (w of rr)	3,358 east/3,278 west	--
NE 14th (west of railroad)	1,270 east/1,136 west	--
101 NE 13 th Street	202 east/214 west	30.34
108 NE 22 nd Street	4,133 east/1,963 west	--
222 NE 22 nd Street	530 east/1,129 west	32.86
240 NE 22 nd Street	436 east/790 west	34.73

As depicted in the table, Swinton Avenue is the most heavily traveled roadway within the neighborhood with a northbound/southbound traffic split of 48%/62%. The figures also indicate that a significant amount of the traffic carried on Swinton Avenue is bound for the residential neighborhoods on either side of the roadway between NE 4th Street and NE 19th Street. Northbound traffic entering the neighborhood accounts for 3,095 vehicles or 48% of the total volume. Similarly, southbound traffic follows a similar pattern with 3,375 vehicles or 36% entering the neighborhoods.

NE 2nd Avenue/Seacrest Boulevard is the second most heavily traveled roadway in the neighborhood. Although a portion of traffic on this roadway is also bound for the residential neighborhood, the percentage of through traffic is much higher than on Swinton Avenue.

Excessive speed is a major problem on both North Swinton Avenue and NE 2nd Avenue. The combination of speed and higher volumes during peak hours often makes it difficult for vehicles to enter traffic from the homes fronting on these roadways and from neighborhood streets. Commercial truck traffic, public bus stops, school bus pickups and trash pickups during peak hours add to the problem.

Access is provided to the N. Federal Highway corridor via the George Bush Boulevard and NE 14th Street railroad crossings with George Bush Boulevard taking the majority of the traffic. Although volumes are significantly lower at the NE 14th Street crossing than at George Bush Boulevard, it should be noted that every car utilizing this crossing must travel through the neighborhood on local residential streets. This fact is illustrated in the figures for NE 13th Street, which has a traffic volume of 416 vehicles a day on a roadway with only 13 homes.

NE 2nd Street is a natural crossover point between Swinton Avenue and Seacrest Boulevard. High volumes and adjacent parking lots which conflict with traffic at the intersection at Seacrest Boulevard create a serious traffic hazard in the area. A solution should be found as soon as possible, before construction of the *Seacrest Athletic Facility* at the intersection adds to the problem.

Public Transportation

Mass transit in the neighborhood area is provided by Palm Tran. The City of Delray Beach is served by five Palm Tran Bus routes. Although only one of these routes (Route 70) has stops within the neighborhood, transfer locations along the route give passengers

access to a number of destinations within Palm Beach County. Bus Stops are conveniently spaced along the corridor with 8 stops northbound and 5 stops southbound on Swinton Avenue. Buses run from 6:00 AM to 9:00 PM on weekdays with a 30 minute headway, 7:30 AM to 7:30 PM on Saturday and 9:30 AM to 5:00 PM on Sunday, both with a 60 minute headway.

Traffic Concurrency

Residential development, east of I-95 is exempt from traffic concurrency standards. New non-residential development or redevelopment must meet traffic concurrency standards.

WATER AND SANITARY SEWER SERVICE

Water service is provided by the City throughout the neighborhood area. A network of mains distribute water to all properties in the study area. The existing mains are adequate to provide service for existing as well as anticipated development. Figure 12 (page 17) shows the existing water service network in the area.

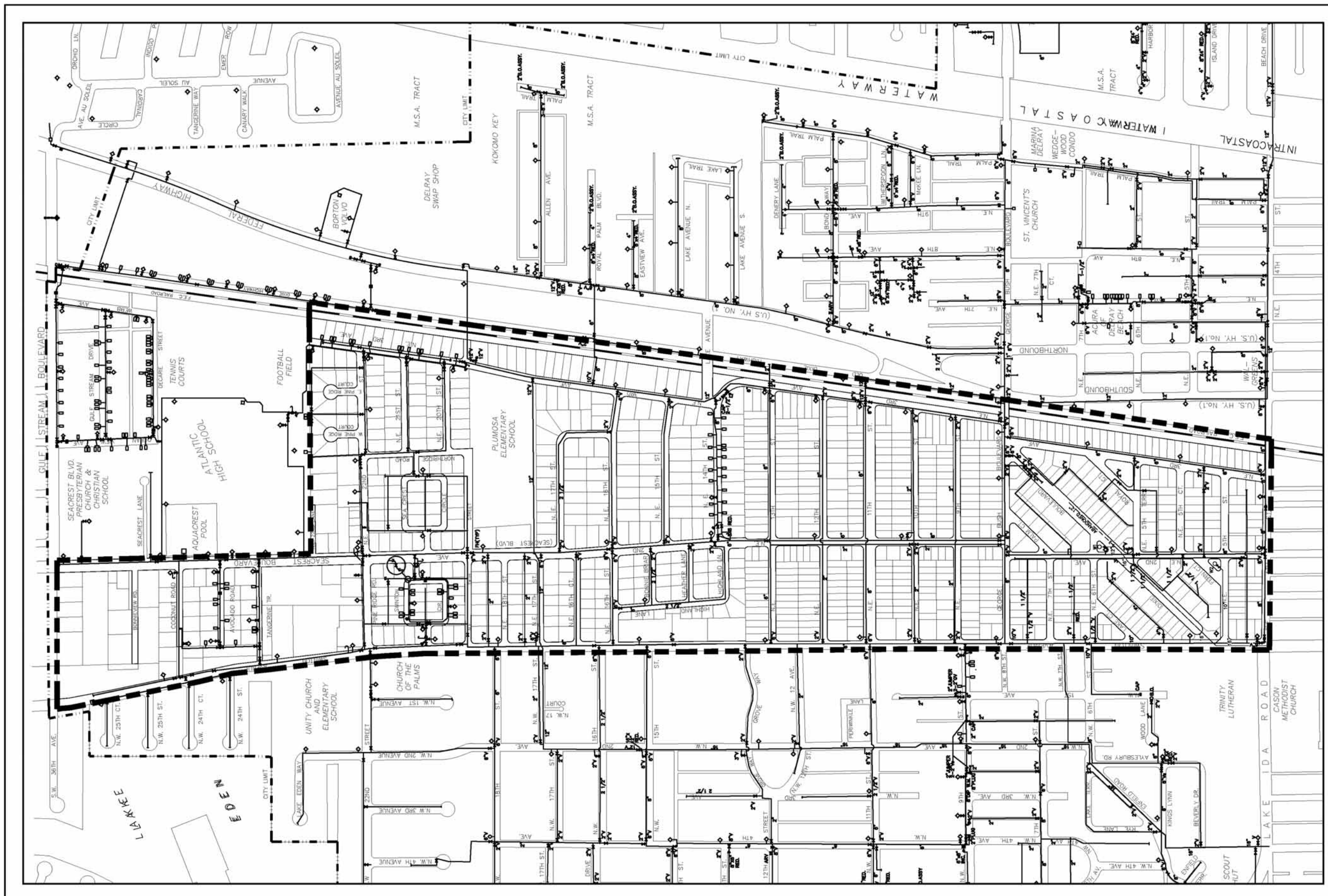
Sewer service is provided to the area by the City, in conjunction with the South Central Wastewater Treatment Facility Board. A network of sanitary sewer mains serves most parcels in the area. Extensions of the existing mains may be required for the development of some parcels. Figure 13 (page 18) shows the existing sanitary sewer service network in the area.

STORM WATER COLLECTION

The City adopted a Stormwater Master Plan in 1993 (revised in 1994). The plan identifies the storm drainage level of service (LOS) in all areas of the City and identifies locations requiring improvements. The following description of storm drainage in the area is based on the adopted Stormwater Master Plan.

The neighborhood area slopes to the east from elevations as high as 25 feet N.G.V.D. at Swinton Avenue to elevations as low as 17 feet N.G.V.D. at the F.E.C. Railroad. The area is not currently served by a positive drainage system. Several flood prone and problem areas were identified in the plan. These areas are located in the eastern portion of the area, along the railroad tracks.

Developed areas of the City with no positive drainage system, but where drainage problems have not been identified, are assigned a LOS Standard "D". Where significant drainage problems have been identified, an LOS Standard "E" is applied. The applicable LOS



SEACREST/DEL-IDA PARK NEIGHBORHOOD

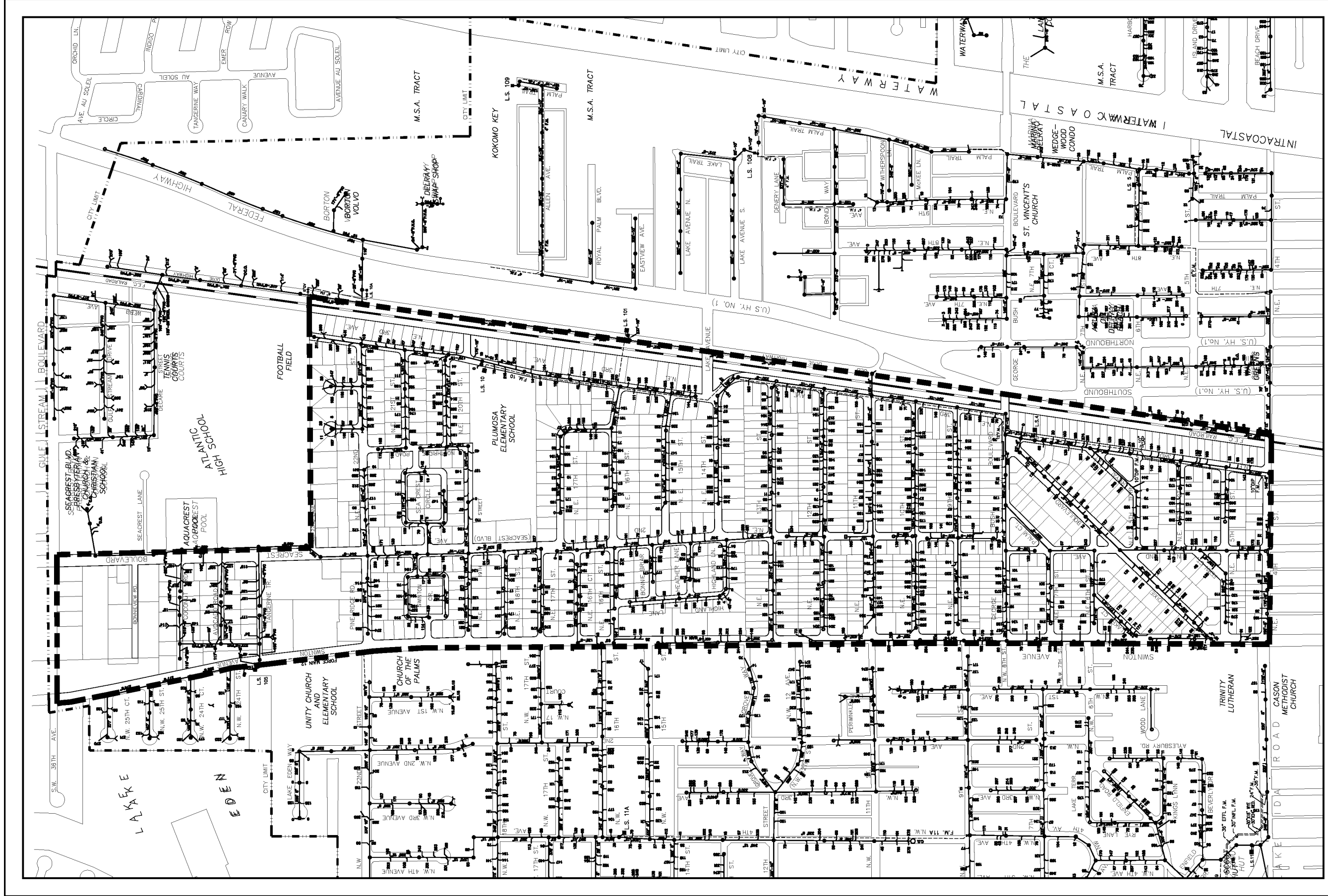
— WATER MAP —



CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT

— DIGITAL BASE MAP SYSTEM —

MAP REF. IMAGES



SEACREST/DEL-IDA PARK NEIGHBORHOOD
— SEWER MAP —

N

CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT
— DIGITAL BASE MAP SYSTEM —

MAP REF: LM465

Standards for the neighborhood are “D” and “E”. The roadway design standard for LOS “D” or “E” is less than a 3-year, 24-hour storm event. The potential impacts from such an event are ponding with moderate (less than 12 hours) duration and general inconvenience for LOS “D” to ponding with relatively long duration (greater than 12 hours) and inaccessible sections of roadways for LOS “E”.

The City has programmed projects to correct the deficiencies and achieve a Level of Service “C”, with funding to come from the Stormwater Utility Fee, a non ad-valorem tax added to the property tax bill. A description of the proposed improvements for the neighborhood is included in the “*Plan Implementation*” Section.

ELECTRICAL AND TELEPHONE DISTRIBUTION

Telephone and electric services are provided to all neighborhood properties from existing lines located in road rights-of-ways. Although no deficiencies or required upgrades are noted at this time, the visual appearance of overhead utility lines is degrading to the appearance of the area. These lines should be relocated underground on all new projects.

Street Lighting

Despite the presence of adequate electrical service in the area, many residents expressed concerns regarding street lighting in the area. Plans for additional lighting improvements are discussed in the “*Plan Implementation*” Section.

FIRE PROTECTION

Fire protection is provided from Station #1 on West Atlantic Avenue. The station provides adequate service to the entire neighborhood with a 3 to 7 minute average response time.

Hydrant Distribution

Fire hydrants are distributed throughout the study area. LDR requirements for hydrant spacing are a maximum of 500 feet in residential areas, 400 feet in multi-family residential areas, and 300 feet in commercial areas. Those spacing requirements are met for most of the area.

STREETSCAPING

The appearance of the rights-of-way in the study area has been cited as a problem by several residents. The installation of streetscape improvements is an important factor in revitalization as proven by the impact of Atlantic Avenue beautification on the

downtown. Public improvements will be discussed in the “*Plan Implementation*” section of this report.

Plan Implementation

THE VISION

The essence of what the neighborhood is striving to become is represented in the following vision statements:

- The Seacrest/Del-Ida Park neighborhood has a strong communication link and working relationship with the City of Delray Beach
- The Seacrest/Del-Ida Park Neighborhood has a strong identity within the City as a clean, safe, attractive environment in which to live and raise children.
- The Seacrest/Del-Ida Park Neighborhood consists primarily of well-maintained owner-occupied single family homes on attractively landscaped lots.
- The Seacrest/Del-Ida Park Neighborhood roadway system provides for excellent access and traffic flow while maintaining traffic volume and vehicle speeds at low levels on residential streets.
- The Seacrest/Del-Ida Park Neighborhood provides for excellent pedestrian access in and around the neighborhood.
- The Seacrest/Del-Ida Park Neighborhood contains a significant number of preserved historic structures which contribute to the charm and character of the whole neighborhood.
- The Seacrest/Del-Ida Park Neighborhood provides space for children to play outdoors in a safe, controlled environment.
- The Seacrest/Del-Ida Park Neighborhood provides the opportunity for compatible business development and redevelopment in select areas.

The purpose of this plan is to develop regulations and strategies to guide the neighborhood in the direction prescribed in the above vision statements. This equates to the three main proposals of this Plan:

- Elimination of the problems associated with small lot duplex and multi-family development. Prohibition of new duplex and multi-family development north of George Bush Boulevard.
- Reduction of the negative impacts associated with through and non-residential vehicular traffic on local residential streets.

- Improvement of the physical appearance of the neighborhood through enhanced police activity, code enforcement and beautification.

FUTURE DEVELOPMENT OPPORTUNITIES

Given the limited amount of vacant land, future development in the Seacrest/Del-Ida Park Neighborhood will consist primarily of small parcel infill development and redevelopment.

RESIDENTIAL DEVELOPMENT

Most of the neighborhood contains housing that is at least 40 years old. Given their age, it is unlikely that most buildings meet current life safety regulations with respect to smoke detectors, emergency egress escape windows, hurricane anchorage, electrical wiring, etc. This plan recommends the creation of an incentive program to upgrade these items.

Within some parts of the neighborhood, there is an inappropriate mix of small-parcel duplex and multiple family development with single family residences. A major concern of neighborhood residents is the continuation and potential expansion of this development pattern. Over 75% of the residential units in the areas where this development pattern occurs are rentals. Unfortunately, the combination of apathetic landlords and unmotivated tenants has resulted in many deteriorating duplex and multi-family properties. Lack of building maintenance (painting, window and door repair, etc.), inadequate and overgrown landscaping, crowding and overparking are the major problems. Combined, these problems have a blighting influence on adjacent single family homes. As a result, many of these homes have also converted to rentals—the problems escalate and the blight spreads.

Single-family homes in the neighborhood are generally in good condition with isolated instances of structural decay. However, there are a number of properties with front yards in need of landscape improvements such as installation of sod or other ground cover and planting of decorative shrubbery.

It is the intent of this plan that all new residential development or redevelopment, not located within the Del-Ida Park Historic District be single-family detached housing. FLUM and zoning will be amended where necessary to support this goal. Within Del-Ida Park's RO and RL zoning districts, low density multi-family and/or duplex development will continue to be permitted under the control of the Historic Preservation Board.

Housing Improvement Programs

There are a number of existing City and CRA programs which are available to improve housing in the neighborhood. These include:

Bootstrap Program. A City program created to help improve the exterior of owner-occupied single family homes. The program targets certain areas each year so that whole neighborhoods can be improved. Qualification for the program is based on income level. The focus for the Seacrest/Del-Ida Park neighborhood will be on yard clean-up and landscaping work.

Subsidized Loan Program. A CRA program available to single and multi-family properties for exterior improvements. The loans are for a five-year period with all interest paid by the CRA. There are no special qualifications except that the property must be located within the CRA district. This includes about one-half of the neighborhood area. The loans themselves are not made by the CRA—they are made by private lending institutions with the CRA paying the interest up-front. Therefore, applicants must meet the lending institution's underwriting requirements.

The CRA currently commits \$100,000 per year for the interest subsidy. Loans are made on a first-come, first-served basis until the subsidy runs out. There are several banks participating in the program. Applications are available from the CRA office.

HOPE-3 Program. This is a federal program in which the City purchases single family homes obtained through HUD foreclosures. These properties are rehabilitated and then resold for owner-occupied housing with a zero interest, no-payment second mortgage that is forgiven after 20 years. The City has already purchased two such properties in the neighborhood. One is located at 239 NE 9th Street and the other is located at 264 NE 14th Street.

In addition to these existing programs, this plan recommends several new programs or expansion of existing city programs into the neighborhood. They include:

Housing Renaissance Program(expanded). This is an existing program which does not currently include the Seacrest/Del-Ida Park neighborhood. The purpose is to provide assistance to potential single-family home owners to construct new affordable housing. This plan recommends that the program be evaluated for potential expansion in the neighborhood.

SHIP Program. This is a State program. Although the City currently utilizes all its SHIP money within the CBDG area, the program allows funds to be used to provide grants or loans for rehabilitation of existing homes throughout the city. These funds could be used in the neighborhood to create-home ownership opportunities for very low, low and moderate income households. This issue is addressed in Policy B-1.3 of the Housing Element of the Comprehensive Plan as follows:

The City will utilize funds available from state and federal programs such as HOME and SHIP to create home ownership 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.

Duplex Conversion Program. The "Del-Ida Park and Seacrest Neighborhood Improvement Plan" program in the CRA's Community Redevelopment Plan includes a work element to develop and fund a program to convert duplex structures to single family residences within the neighborhood. Since the majority of duplex rentals within the neighborhood are income properties owned by absentee landlords, the number of owners who might take advantage of a program of this nature is probably very low.

On the other hand, there are quite a few duplexes in the neighborhood in which the owner lives in one half and rents the other. Generally, these units tend to be better maintained. The program might have a greater impact if it were modified to include incentives to promote this type of home ownership. Additionally, funds from the SHIP Program could also be used for this purpose to create owner-occupied units.

Rental Housing Assistance. During the "Evaluation and Appraisal" of the City's Comprehensive Plan, The Housing Task Team noted that since the discontinuance of the federally funded Rental Rehabilitation Program, there is no assistance available for the rehabilitation of renter-occupied housing. It was suggested that a revolving short-term loan fund be established. Since 42% of the housing units are rentals, this program has the potential to make a significant impact in the neighborhood. Policy A-8.4 of the Housing Element of the Comprehensive Plan states as follows:

In FY 97/98, the City will examine the possibility of establishing a revolving loan program to help subsidize the rehabilitation of rental properties. As

envisioned, the program will consist of short term, secured loans that will concentrate primarily on exterior improvements and the correction of code deficiencies. A possible funding source for the program is money received from the repayment of the Auburn Trace UDAG.

BUSINESS DEVELOPMENT

Opportunities for new commercial development are very limited in the neighborhood. There are only 1.12 acres of vacant land currently zoned for commercial uses, all of which is located primarily in Del-Ida Park within the Residential/Office (RO) zoning district. There are also opportunities for additional commercial uses through redevelopment of existing single family homes or duplexes within this zoning district. However, many of the lots are too small to provide adequate off-street parking, drainage and open space. Demolition of existing buildings to provide these items is expensive. Given these constraints, it is unlikely that many conversions will occur without public intervention.

In order to facilitate business development in the RO district, the “*Del-Ida Park and Seacrest Neighborhood Improvement Plan*” program in the CRA’s Community Redevelopment Plan includes a program element to improve the appearance of selected streets. It has already prepared designs for new sidewalks, lighting and landscape improvements on NE 3rd Street and George Bush Boulevard. If the residents and businesses on these two streets agree to the proposal, a special assessment district will be formed to pay for the improvements. Although these improvements will provide a major boost to the visual appearance of the area, redevelopment will still be difficult due to inability to provide adequate off-street parking. It is the recommendation of this neighborhood plan that the CRA consider acquisition of one or more parcels within the RO district to provide off-street parking. It is recommended that funding for this parking be provided by the CRA. The parking spaces would then be sold to adjacent properties who wish to redevelop their properties or convert existing homes to non-residential uses.

Business Assistance Programs

There are a number of existing programs which are available to businesses in the neighborhood. These include:

Small Business Administration 504 Program. The Small Business Administration (SBA) 504 program provides real estate loans for small businesses. These

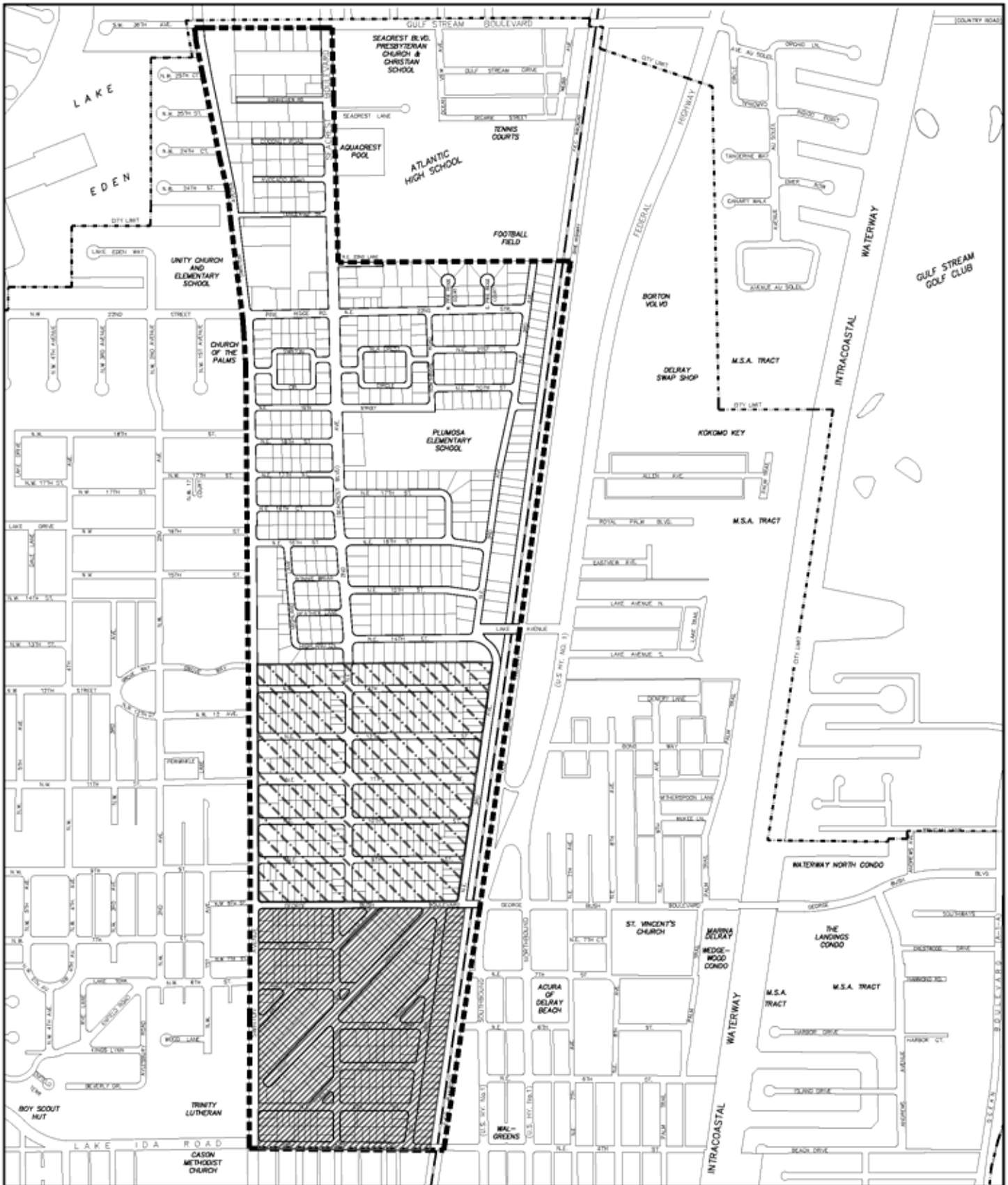
loans are available for property acquisition or construction. The SBA can provide loans of up to 40% of the total cost of a project, with 50% provided through a direct bank mortgage, and 10% owner equity. The 10% equity requirement allows businesses to retain more of their working capital rather than investing it in the business location. Additionally, the interest rate for SBA financing is slightly below the market rate and repayment terms are more favorable than for direct bank financing.

Small Business Administration 7a Program. The SBA 7a program provides financing for small businesses to expand or modernize facilities; construct or purchase new facilities; purchase equipment, fixtures, furniture or machinery; make improvements to leased property; finance increased levels of receivable or inventory; or refinance existing debt. The SBA does not provide direct loans, but guarantees loans from commercial lenders. Although loans obtained through the 7a program do not have interest rates below market levels, they do have longer repayment terms than non-program loans. The SBA 7a program can also help businesses that lack collateral to obtain financing, if requirements for owner equity, management ability, and cash flow are met.

CRA Subsidized Loan Program. This program is available for businesses within the CRA district. The program was originally developed in 1990 as an incentive for property owners to upgrade the appearance of their properties. The program was expanded in 1992 to include loans for the creation of new businesses and interior modifications to existing structures to accommodate new businesses.

Historic Facade Easements. The CRA provides financial assistance for owners of historic structures to maintain and improve those structures in the form of Historic Facade Easements. The property owner sells an easement over the facade of the structure to the CRA, giving the agency control of the appearance of the facade. In exchange for that control the CRA provides funding assistance for renovations to the facade. In order to qualify for Historic Facade Easements, property owners must designate their structures to the Local Register of Historic Places. At this time, the program is limited to properties located within the Central Business district. The CRA should consider expanding the program to include commercial conversions of historic properties located within the Del-Ida Park RO zoning district.

Site Development Assistance Program. This CRA program provides limited funding in the form of



<p>N</p> <p>CITY OF DELRAY BEACH, FL PLANNING & ZONING DEPARTMENT -- DIGITAL BASE MAP SYSTEM --</p>	<p>SEACREST/DEL-IDA PARK NEIGHBORHOOD</p> <p>— HISTORIC DISTRICT MAP —</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>PROPOSED DISTRICT EXPANSION AREA</p> </div> <div style="text-align: center;"> <p>EXISTING DEL-IDA PARK HISTORIC DISTRICT</p> </div> </div>	<p>GRAPHIC SCALE</p> <p>400' 0 1000'</p> <p>200' 500'</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>STUDY AREA</p> </div> <div style="text-align: center;"> <p>CITY LIMITS</p> </div> </div>
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grants or loans to cover land development costs associated with new development or redevelopment. The program helps subsidize costs of site development such as site design and engineering.

HISTORIC DISTRICT EXPANSION

Historic districts provide a legal framework and incentive for protecting the historic buildings within the district. Historic designation can give a sense of identity to a neighborhood and instill pride in residents. It can also help to stabilize and improve property values. The City's use of historic designations as a tool to improve neighborhoods is depicted in Policy A-10.2 of the Housing Element of the Comprehensive Plan, stated as follows:

The City will promote the use of historic designations as a revitalization tool in its preparation of Neighborhood Plans for those areas which have a significant inventory of historic structures.

When historic properties are properly cared for and rehabilitated, they can make important contributions to the quality and variety of the environment. The City of Delray Beach and Palm Beach County have established a property tax abatement program available to owners of historic properties located within historic districts or individually designated. The exemption, which is designed to encourage private investment in historic properties and neighborhoods, is available for 100% of the assessed value of improvements for a period of 10 years.

Within the Seacrest/Del-Ida Park neighborhood, there are 60 structures over 50 years of age which are not now located within a historic district. Fifty-five of these structures are located between George Bush Boulevard and NE 13th Street within the Dell Park subdivision. This represents 24% of all structures within that subdivision. Additionally 56% (130) of all structures, within this same area are over 40 years old. Overall, this represents a significant amount of potential historic or soon to be historic buildings which do not have the benefit of protective regulations in place to preserve their historic value.

It is the recommendation of this plan that a historic evaluation of the buildings in this area be conducted. If the results of the study indicate that it is warranted, the historic district boundaries should be expanded north of George Bush Boulevard to include the Dell Park subdivision. The proposed expansion of the

Historic District is depicted on the "**Historic District Map**" (Figure 14, page 23).

FUTURE LAND USE

Adoption of the Neighborhood Plan will require two amendments to the City's Future Land Use Map and a number of amendments to the Comprehensive Plan. Those amendments will be adopted as a portion of Comprehensive Plan Amendment 98-1.

The Seacrest/Del-Ida Park Neighborhood is currently assigned five Future Land Use Map (FLUM) designations. Although the designations will be unchanged for most parcels in the neighborhood, it is the recommendation of this plan that 35 parcels on NE 3rd Avenue be changed from "Medium Density Residential" to "Low Density Residential". Additionally 6 parcels, located north of NE 22nd Street, will be changed from "Transitional" to "Low Density Residential." The "**Proposed Future Land Use Map**" for the neighborhood area is attached as Figure 15 (page 25).

In addition to the above changes, amendments to the Comprehensive Plan text will also be made to accommodate the provisions of the Neighborhood Plan and provide the means for implementation. Processing of these amendments will be undertaken by the Planning and Zoning Board and City Commission concurrent with consideration of the FLUM amendment.

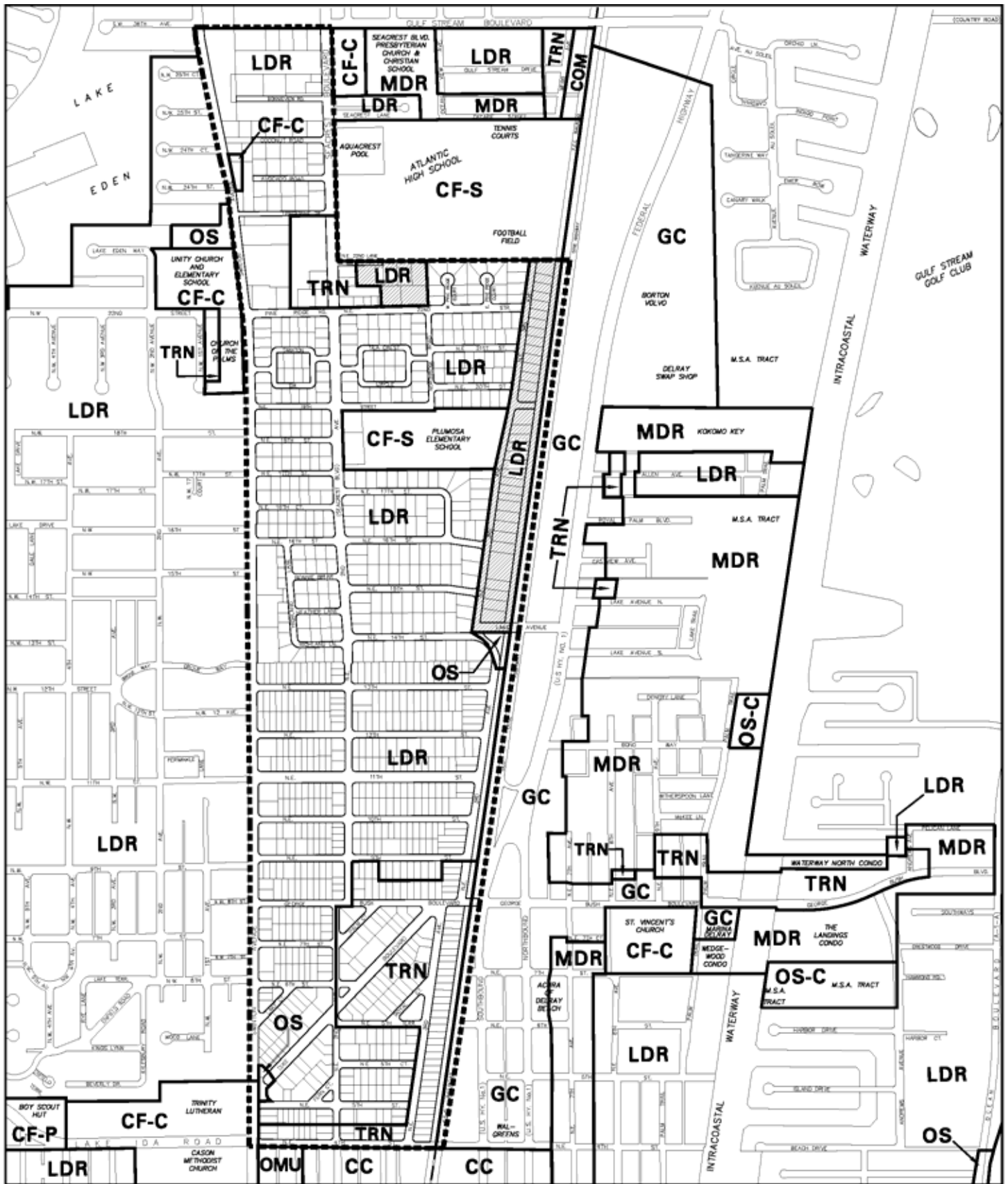
ZONING MAP AMENDMENTS

Most parcels within the neighborhood area will retain their current zoning. However, implementation of the neighborhood plan will require rezoning of some parcels in the area. The "**Proposed Zoning Map**" for the Neighborhood Area is attached as Figure 16 (page 26).

The proposed rezonings include:

- Rezoning of 34 parcels from RM to R-1-A;
- Rezoning of 2 parcels from RL to R-1-AA; and
- Rezoning of 134 parcels from RL to R-1-A

The rezonings from RM to R-1-A will be on the east side of NE 3rd Avenue, north of NE 14th Street. The existing density of the residential development on these parcels is 13.22 units per acre. Single-family zoning (R-1-AA) exists west of this area and six parcels



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-- DIGITAL BASE MAP SYSTEM --

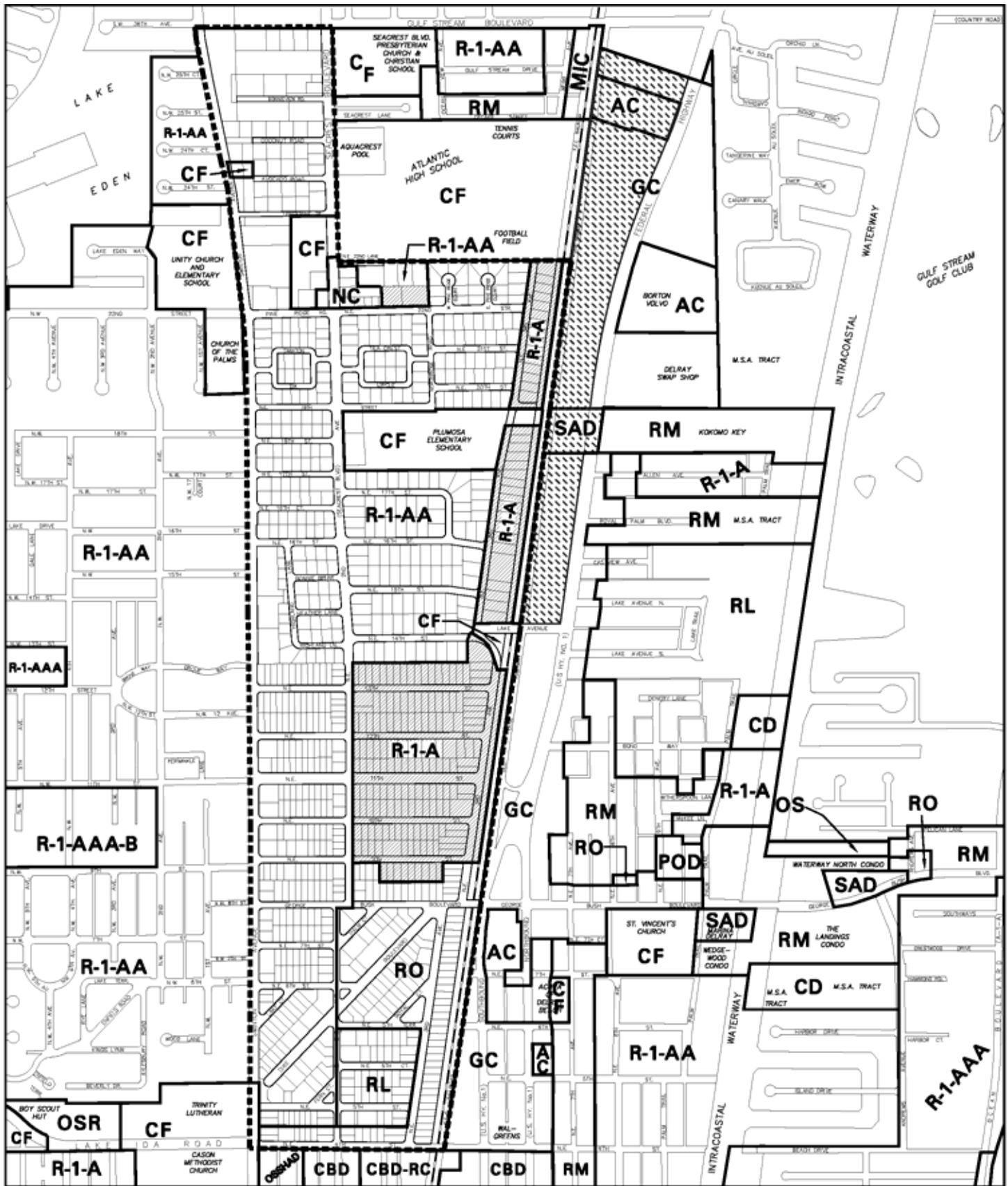
SEACREST/DEL-IDA PARK NEIGHBORHOOD

- PROPOSED FUTURE LAND USE -

- AREA PROPOSED FOR CHANGE

GRAPHIC SCALE

400' 0 1000'
 200' 500'
 STUDY AREA



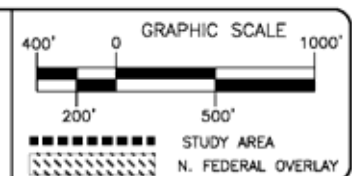
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CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT
-- DIGITAL BASE MAP SYSTEM --

SEACREST/DEL-IDA PARK NEIGHBORHOOD

- PROPOSED ZONING -

- AREA PROPOSED FOR CHANGE



to be rezoned are currently developed as single family homes.

The 2 parcels to be rezoned from RL to R-1-AA are located on NE 22 Street. These two parcels are the only properties in the area zoned RL. They are surrounded on three sides by single family homes zoned R-1-AA. The existing density of the residential development on these two large parcels is only 1.76 units per acre.

The remaining rezonings are located east of NE 2nd Avenue (Seacrest Boulevard), between George Bush Boulevard and NE 13th Street. The area contains a mix of single-family homes, duplexes and multi-family structures. The areas to the north and west are zoned R-1-AA Single Family. The existing density of the residential development in this area is 9.47 units per acre. For comparative purposes, the density of the single-family area immediately west of NE 2nd Avenue is 4.54 units per acre.

The rezonings will be considered by the Planning and Zoning Board and City Commission concurrent with or shortly after consideration of the FLUM amendment.

LAND DEVELOPMENT REGULATIONS

Processing of LDR text amendments made necessary by the Neighborhood Plan will be initiated immediately following the adoption of the plan.

Non-conforming Uses

As discussed in the “*Existing Conditions*” Section, there are a considerable number of non-conforming residential structures within the neighborhood. Additionally, many duplexes and multi-family buildings will become non-conforming with respect to use as a result of the recommended rezonings. It is a goal of this Plan that residential properties in the neighborhood be upgraded and improved. Article 1.3 of the LDR’s, NONCONFORMING USES, LOTS AND STRUCTURES, places limits on expenditures for repair and maintenance of non-conforming uses and structures. In order to prevent further decay, an amendment to the LDR’s will be initiated to increase or eliminate the current expenditure limits within the neighborhood.

INFRASTRUCTURE IMPROVEMENTS

Overall, the neighborhood has a fully developed infrastructure system. Street surfaces are repaved on a regular basis and repaired as needed. Although there are isolated areas with drainage problems, the area as a whole does not have a serious problem with flooding. Localized flooding on some streets is due to poorly

maintained swales which have become built up over the years. Street lighting is provided, but the lighting level is inadequate in many areas. The following section outlines the proposed infrastructure improvements in the area.

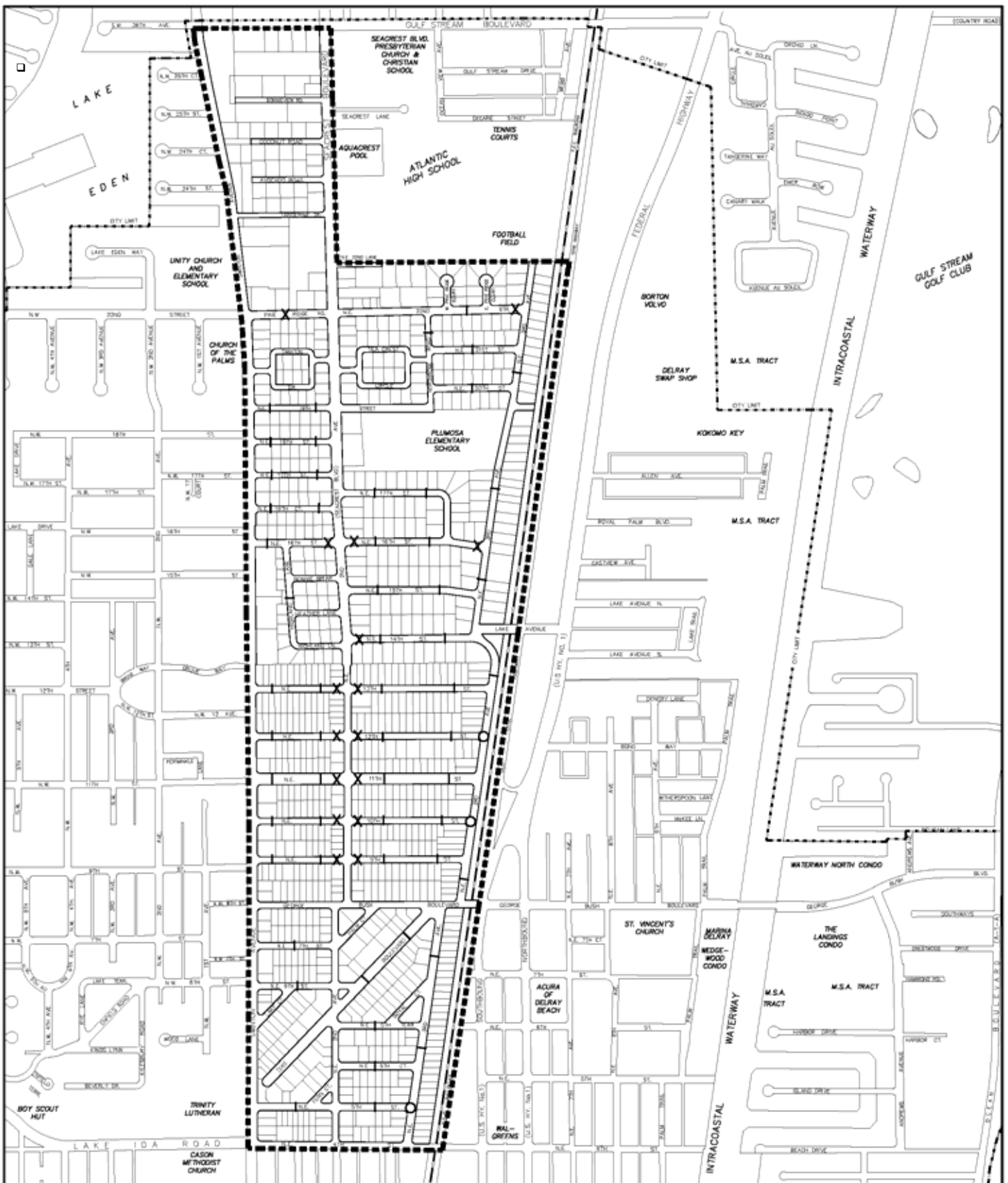
Traffic Circulation

Vehicular Traffic Circulation. Traffic problems within the neighborhood include speeding on NE 2nd and Swinton Avenues as well as on local residential streets, lack of observance at stop signs, and non-residential through traffic to Federal Highway on NE 13th Street, NE 14th Street and NE 16th Street. Policy C-1.1 of the Transportation Element of the Comprehensive Plan addresses this issue as follows:

Efforts shall be made to limit excessive through-traffic and nonresidential traffic on local roads within residential neighborhoods. Where a problem with such traffic is specifically identified, it should be addressed through the utilization of traffic calming measures, such as round-a-bouts, medians and speed humps.

The intent of the policy is clear—this type of traffic has a negative impact on the quality of life in residential neighborhoods and must be controlled. The following measures are recommended to help alleviate the problems associated with vehicular traffic in the neighborhood:

- Install traffic calming measures (speed humps), on selected streets. At a minimum, speed humps should be installed on NE 13th Street, NE 14th Street, NE 16th Street, NE 22nd Street, Dixie Boulevard (between NE 2nd Avenue and NE 3rd Avenue) and NE 3rd Avenue (between George Bush Boulevard and NE 22nd Street). Install roundabouts and divided roadways on selected streets. The location of these improvements is indicated on the “*Traffic Calming Measures Map*” (Figure 17, page 28). Consideration may also be given to installing a temporary street closure at the NE 14th Street railroad crossing until these traffic calming devices are installed.
- Reduce the highway feel on local residential streets by removing additional pavement used for off-street parking on all single family homes and multi-family structures where possible.
- Evaluate the possibility of changing the caution signal to a traffic light at Swinton Avenue and George Bush Boulevard.



<p>N</p> <p>CITY OF DELRAY BEACH, FL PLANNING & ZONING DEPARTMENT -- DIGITAL BASE MAP SYSTEM --</p>	<p>SEACREST/DEL-IDA PARK NEIGHBORHOOD</p> <p>— TRAFFIC CALMING MEASURES —</p>		<p>GRAPHIC SCALE</p> <p>200' 500' 1000'</p>
	<p>○ - ROUND ABOUT</p>	<p>X - DIVIDED ROADWAY</p>	

STUDY AREA
 CITY LIMITS

There is a need for stricter enforcement of speed limits on NE 2nd Avenue (Seacrest Boulevard) and Swinton Avenue as well as on local residential streets.

- Ban through truck traffic north of NE 4th Street on Swinton and NE 2nd Avenue (Seacrest Boulevard). Within this area, these are residential streets. This type of traffic should be using North Federal Highway, Congress Avenue, or I-95.
- Remove conflicting landscaping at the intersections where visibility is a problem.
- Require lawn maintenance companies to park in driveways where possible to avoid blocking traffic.
- Install improved signage to route people around the neighborhood to Federal Highway.
- Convert Lake Court back to two-way traffic flow.

Pedestrian Traffic Circulation. Damaged sidewalks or lack of sidewalks on major roadways discourages walking around the neighborhood. Policy E-3.3 of the Public Facilities Element of the Comprehensive Plan states as follows:

The City shall program installation of sidewalks on an annual basis, with the goal of completing a safe and convenient sidewalk system throughout the City by the year 2000.

In reviewing the need for sidewalks within the Seacrest/Del-Ida Park neighborhood with residents, it was determined that sidewalks are only wanted on the major roadways within the neighborhood. Installation of sidewalks on many of the local residential streets would require the removal of a significant amount of old-growth vegetation, fences and walls. In blocks where a significant number of duplexes exist, the installation of sidewalks is difficult due to the large amount of back-out parking on the roadway. In both of these areas, the installation of traffic calming measures will slow traffic to a point where walking in the roadway will be relatively safe.

The sidewalk system should be repaired and completed on the major roadways around the periphery of the neighborhood. Higher traffic volumes and vehicle speeds in these areas make it too dangerous to walk in the roadway. The installation of sidewalks will enable residents to safely walk from one area of the neighborhood to another. The proposed walkway system for the neighborhood is depicted on

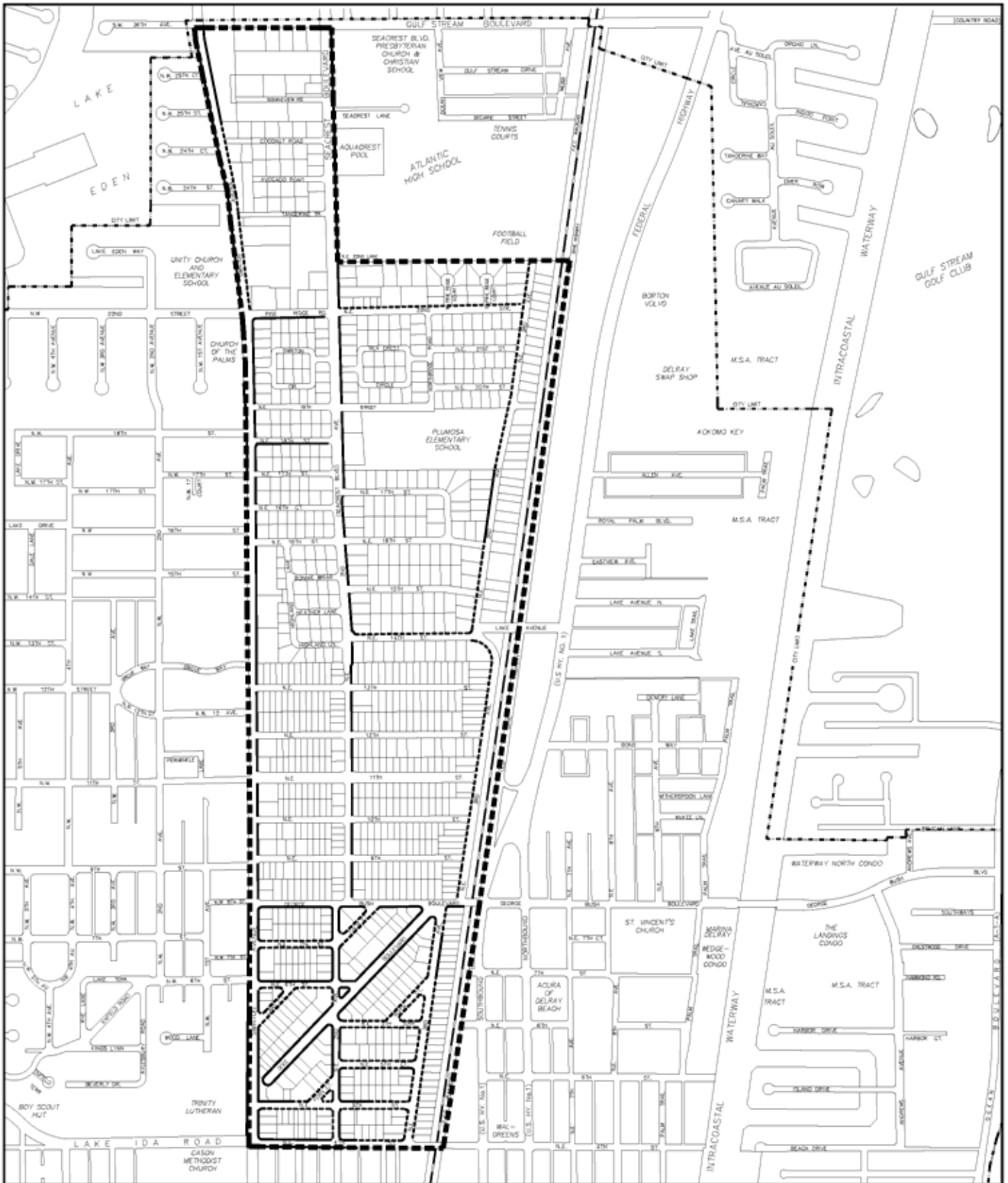
the “**Sidewalk System Map**” (Figure 18, page 30). An inventory of damaged or missing segments should be prepared as soon as possible. The Homeowners Associations have agreed to participate in this task. Repair of existing walks and installation of new walks should be included as part of an overall streetscape program for the neighborhood.

Public Transportation. Public Transportation in the area has been greatly enhanced by the recent improvements to Palm Tran service. The increased routes and shortened waiting times for buses has improved the accessibility and convenience of transit service to residents. Palm Tran may be supplemented by the establishment of the City’s in-town shuttle service, which has been identified as a potential means of mitigating traffic in the City’s Transportation Concurrency Exception Area (TCEA). The shuttle system is currently proposed to serve primarily the downtown area, but additional links to North Federal Highway and adjacent neighborhoods could be considered if warranted.

Streetscape

It is recommended that streetscape improvements be made to the neighborhood which includes additional street lights, street trees, repair of damaged sidewalks, the addition of new sidewalks, removal of illegal on-street parking, and the reconstruction of drainage swales. The Homeowners Associations should be involved in the location and design of all new facilities. Funding for the project would be shared by the City, CRA and the property owners. It is recommended that the neighborhood create a property improvement district which, in turn, would be the legal entity with which the City would create a partnership. The formation of a property improvement district would give the owners a collective voice in improving their neighborhood. The district would contribute a portion of the moneys needed to pay for the improvements.

The swale areas, which by city code are the maintenance responsibility of the abutting property owners, are in poor condition in a large portion of the neighborhood. Over time these swales have filled up with soil to the point where they have lost the ability to carry stormwater runoff. Additionally, a significant amount of swale area has been paved to provide on-street parking. This creates a visual highway effect on residential roadways and leads to speeding. Regrading these swales and adding sod and street trees will reduce speeding, discourage on-street parking and improve area drainage.



N

CITY OF DELRAY BEACH, FL
PLANNING & ZONING DEPARTMENT
-- DIGITAL BASE MAP SYSTEM --

SEACREST/DEL-IDA PARK NEIGHBORHOOD

- SIDEWALK SYSTEM -

— EXISTING SIDEWALKS - - - - - PROPOSED SIDEWALKS

GRAPHIC SCALE

400' 0 1000'

200' 500'

■ ■ ■ ■ ■ STUDY AREA
- - - - - CITY LIMITS

Once these swales are improved, a program should be developed to ensure that they are adequately maintained. Since this affects the appearance of the neighborhood as a whole, the Homeowners Associations should be given primary responsibility for the program. The program should include the following components:

- Weekly inspections by the association and annual inspections by the City.
- Swale maintenance education for homeowners and tenants conducted by the association.
- Mowing and clean-up by the association when property owners fail to do so.
- Code enforcement action by the City when necessary.

Public Parking Lots

As part of the overall streetscape program for the neighborhood, it is recommended that the CRA acquire one or more lots on each block within the higher density duplex/multi-family areas. These lots will be used for the construction of off-street parking lots for the residents. This will help alleviate many of the problems associated with the large number of back-out parking spaces on the street and provide opportunities to install additional landscaping and drainage. A *“Preliminary Streetscape & Parking Plan,”* (Figure 20, page 32) illustrates a possible scheme for two blocks in this area of the neighborhood.

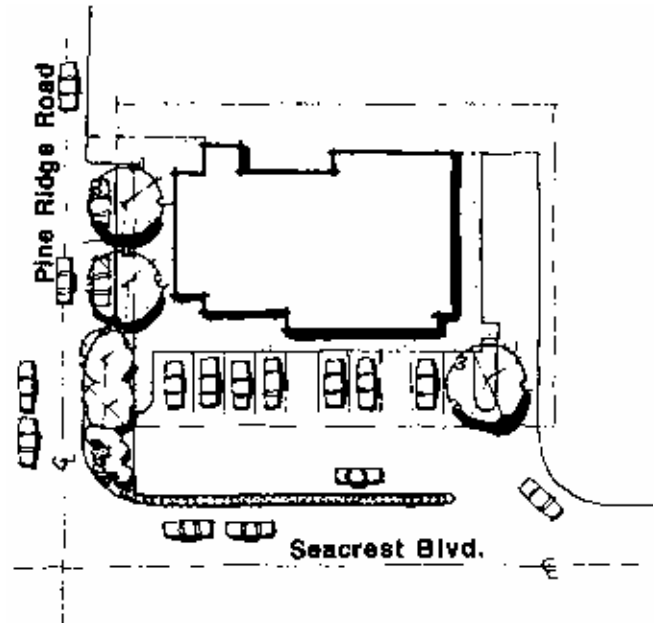
As shown on this plan, the provision of new off-street parking on each block significantly reduces the amount of additional pavement adjacent to the roadway. Except for driveway entrances, and allowed back-out parking spaces, all additional pavement in the right-of-way will be eliminated. Duplexes in close proximity to the new parking lot will be required to reduce their back-out parking to 1 space per unit. Duplexes further from the lot will be allowed 2 back-out spaces per unit. The installation of street trees and green areas will enhance the area, reduce speeding and improve drainage. Traffic calming measures and additional lighting are also included in the design.

NE 22nd Street/Seacrest Boulevard Intersection

As stated in the *“Existing Conditions”* section, the existing parking layout for the Dominos Pizza and Convenience Store at the intersection of NE 22nd Street and Seacrest Boulevard creates a hazard at the intersection. Since construction of the Seacrest Athletic

facility will undoubtedly exacerbate the problem, it is important to improve the parking layout as soon as possible. The preliminary design in Figure 19 is one example of how this parking lot could be redesigned to address the traffic circulation problems at the intersection.

Figure 19
Parking Lot Design Alternative
Dominos Pizza/Convenience Store



Water And Sewer Service

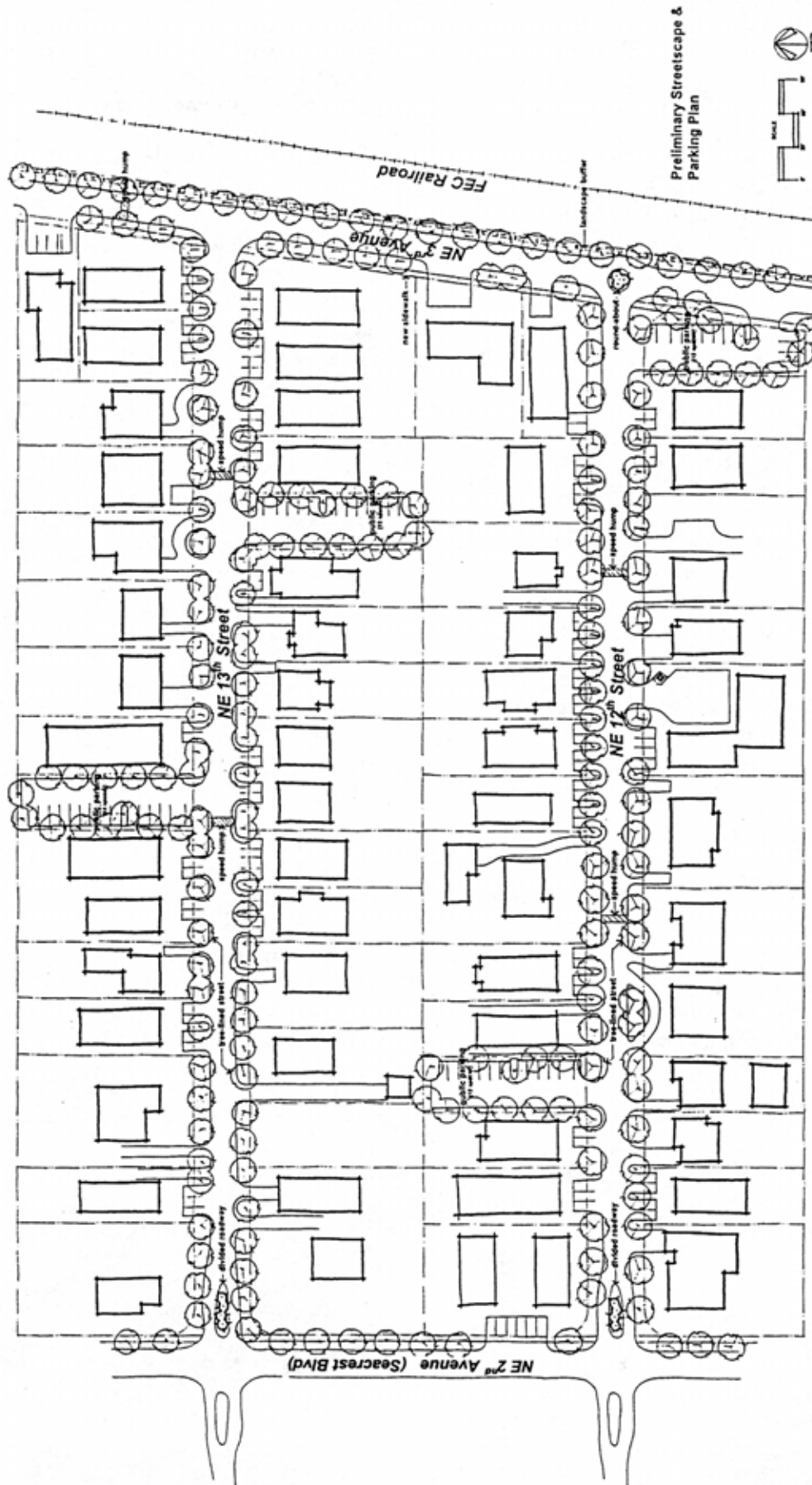
Water service is provided to properties throughout the study area. While some extensions may be needed to serve vacant properties, no extensions or upgrades are required for existing developments.

Sewer service is provided to properties throughout the neighborhood. No upgrades will be required to serve existing development. Extensions may be required with new development of vacant parcels.

According to the Comprehensive Plan, the City's water treatment plant and the South Central Wastewater Treatment Facility will both be operating under capacity at build-out. This Neighborhood Plan will not significantly affect the overall demand for water and sewer service in the City.

Storm Water Collection

Since the neighborhood area currently lacks positive drainage, any new development or redevelopment must control run-off so that existing properties are not



negatively impacted. This impact is addressed with approval of project site plans.

The Stormwater Master Plan has identified portions of the neighborhood as problem and flood prone areas. Recommended improvements in the plan include a storm sewer system with main trunk line along NE 3rd Avenue and George Bush Boulevard and outfall to the Intracoastal Waterway. In order to meet water quality regulations, an appropriate amount of retention or detention is also required for storage of the first 1" of stormwater runoff prior to discharge. The amount of land required for dry detention in the neighborhood is 4.8 acres. When adequate land area is not available, this number can be reduced by utilizing exfiltration trenches.

By utilizing dry detention areas without permanent ponding, there is an opportunity to provide for recreational uses between storms. The City has already purchased one parcel, located at the northeast corner of NE 3rd Avenue and NE 14th Street for this purpose. This parcel which will double as a passive park. It is the first parcel to be acquired in the multi-family area along the railroad.

The overall project improvements proposed by the Stormwater Master Plan are not currently programmed in the City's 5-Year Capital Improvements Plan. However, the City has budgeted \$275,000 in FY 1998/99 for drainage improvements in the area.

Electrical Distribution And Street Lighting

Electrical service is provided throughout the neighborhood area. No upgrades are required at this time.

Street lighting improvements are recommended for the entire neighborhood. The installation of additional street lighting can be accomplished by Florida Power and Light at no cost to the City. The City would, however, assume responsibility for the costs of operating the lights. Requests for improved lighting can also be handled on a case-by-case basis as problems are reported to the Environmental Services Department.

This Plan also recommends development of a program to provide additional exterior lighting on private property. Under this program, the City and CRA would share the cost with individual property owners to install a decorative pole light in the front yard. Photo cells would be installed in each fixture to ensure that the lights are activated each night. These lights would improve security in the neighborhood by filling

in the dark spots between street lights. It is estimated that the fixture and installation would cost between \$400 and \$500 per light. The program should be bid on a per light basis and installed in quantities of 5 to 10 at a time to reduce costs. The cost to each resident who wishes to participate in the program would be the same. It is recommended that the homeowners pay one-half the cost and that the CRA and the City each pay one-quarter.

F.E.C. Railroad Buffer

The appearance of the adjacent railroad right-of-way and Dixie Highway has a serious impact on the neighborhood. The CRA will use a portion of the tax increment generated by new development and redevelopment of the North Federal Highway corridor for landscape buffers along the railroad. The project would include landscaping and irrigation along the Railroad, between George Bush Boulevard and NE 14th Street. Existing trees and other landscaping will be accommodated within the design.

FIRE PROTECTION

The Delray Beach Fire Department indicates that existing fire stations are sufficient to provide adequate response times and service to existing development. The City will monitor the need for fire protection as new development or redevelopment is proposed.

CODE ENFORCEMENT ACTIVITIES

Deteriorating structures, peeling paint, litter and overgrown and unkempt vegetation can have a devastating effect on a neighborhood. Neglect can lead to blight, decay, decreased property values and loss of neighborhood pride. Code enforcement compels the care and upkeep of private property, including the exterior structure and surrounding yard.

It is recommended that the code enforcement efforts be concentrated in the areas of the neighborhood with the worst physical conditions. This includes the area east of NE 2nd Avenue (Seacrest Boulevard), between George Bush Boulevard and NE 13th Street and the area along the railroad tracks, north of NE 14th Street.

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. It is recommended that the homeowners' associations work with the City to help educate neighborhood residents. Information included in newsletters or flyers as well as a door-to-door canvassing of the neighborhood to explain these

programs would help the City to reduce violations and improve the neighborhood.

CRIME MANAGEMENT AND PUBLIC SAFETY

The Police Department has initiated a number of programs intended to reduce crime problems in the neighborhood. The following programs are included in the overall crime reduction strategy.

Community Policing

The cornerstone of Police Department efforts to reduce crime in Delray Beach is the Community Policing program. Community Policing emphasizes a cooperative effort between the police and the community to find long term solutions to the community's problems. Community Policing is intended to both increase the police presence in the neighborhood and improve relations between the department and residents. This is a departure from past police methods which emphasized officers in patrol cars reporting to emergency radio calls. In addition to routine patrol activity, the Community Officers help to organize community improvement activities, such as trash pick-ups, paint-up projects and organization of neighborhood watches.

Citizens on Patrol (COPS)

As a supplement to the police patrols, this program utilizes citizens in marked vehicles to patrol their own neighborhood. This fills in the voids left by the police patrols and greatly improves security. The COPS program is currently in effect in the area of the neighborhood north of George Bush Boulevard. It is run by the Seacrest Homeowners Association. The area south of George Bush Boulevard is within the Del-Ida Park Homeowners Association and does not participate in the program. Since the effect of crime on an area does not respect these boundaries, it is recommended that the two groups combine and participate jointly.

DILAPIDATED STRUCTURES AND BLIGHTED PROPERTIES

Dilapidated structures can give an area a blighted appearance, which discourages investment in adjacent properties. Therefore, the City will continue to evaluate poorly maintained and abandoned structures to determine if they should be demolished. This issue is addressed in Objective A-9 of the Housing Element of the Comprehensive Plan:

In order to eliminate blighting and unsafe conditions in its neighborhoods, the City will

ensure that housing units which cannot be effectively rehabilitated will be demolished.

The CRA Community Redevelopment Plan includes a recommendation for acquisition of deteriorated properties within the neighborhood, subject to available funds. These properties impede the revitalization effort by creating an image of blight. The plan would target those properties which have a severe blighting influence on the entire area. For example, the four multi-family apartment buildings on NE 3rd Avenue are a priority acquisition.

The intent of this neighborhood plan is to use eminent domain sparingly, however, due of the serious impediment to revitalization imposed by dilapidated properties, the CRA may pursue acquisition of selected properties if private sector initiatives do not eliminate them within a reasonable time.

As stated earlier, it is also recommended that the CRA acquire one or more properties on each block in the duplex/multi-family areas in order to provide off-street parking for the residents on the block.

PARKS AND RECREATION

As described in the "Existing Conditions" section, the nearest public parks to the study area are the public beach and Veteran's Park, both approximately 2 miles from the neighborhood. As a long-term goal, the CRA is exploring the possibility of creating a linear park along the railroad tracks adjacent to NE 3rd Avenue. This park would provide opportunities for passive recreation in the area and create a buffer between the railroad and the single-family neighborhood to the west. The park would also enable the City to provide additional stormwater retention in the area. Construction of the park could be financed in part by the parks and recreation impact fees and tax increment revenues generated by new development and redevelopment in the area and along the North Federal Highway corridor.

In moving toward this long-term goal, the CRA should be prepared to purchase any properties in this area that become available in the short-term.

FIRST STEPS

Immediately following the adoption of this plan, processing of the Comprehensive Plan amendments, Future Land Use Map amendments, Land Development Regulations text amendments and rezonings required to implement the plan will begin. The CRA's Community Redevelopment Plan will also

need to be revised to include the projects and programs included in the Neighborhood Plan.

Members of the Homeowners Associations who have participated in the development of this Plan should begin to meet with other neighborhood residents to discuss the provisions of the Plan and gather support for the Special Assessment District.

Since the capital improvements included in the Plan are not yet included in the 5-Year Capital Improvement programs for either the City or the CRA, these budgets will need to be amended and dollars allocated for the various projects.

Implementation of the capital improvements included in the Plan will first require the preparation of land surveys. This work element should be scheduled as soon as possible. When the surveys are completed, the engineering, design and detailed cost estimates of individual projects can begin as time and funding becomes available.

Other new programs contained in the plan will be developed and implemented as opportunities arise and funding becomes available.

FUNDING SOURCES

The City and CRA will provide whatever support is available to assist in the implementation of this Neighborhood Plan. Funding for some public improvements may be available from the City or through the CRA's tax increment generated by new development and redevelopment in the neighborhood and in the N. Federal Highway corridor. Other improvements may be financed in part through the establishment of one or more special assessment districts created pursuant to the neighborhood plan. The CRA will expend funds on behalf of the neighborhood in order to create the required Special Assessment Districts.

Preliminary cost estimates for improvements included in this plan are provided in Table 7, page 36.

Table 7
Seacrest/Del-Ida Park Neighborhood Plan
Preliminary Cost Estimates

ITEM	UNITS	QUANTITY	UNIT COST	TOTAL COST
I. F.E.C. Rail Corridor Beautification (Between George Bush Boulevard and NE 14th Street)				
Trees (30' O.C.)	each	58	\$ 200.00	\$ 11,600.00
Hedge (3' O.C.)	each	583	\$ 8.00	\$ 4,664.00
Irrigation	L.F.	1,750	\$ 10.00	\$ 17,500.00
Survey & Design (10%)				\$ 3,376.00
TOTAL				\$ 37,140.00
II. Del-Ida Park Parking Lot for RO District				
Land Cost (70' x 120' Lot)	lot	1	\$ 50,000.00	\$ 50,000.00
Parking Lot Construction	space	20	\$ 2,000.00	\$ 40,000.00
Survey & Design (10%)				\$ 9,000.00
TOTAL				\$ 99,000.00
III. Parking Lots for Duplexes				
Land Cost	lots	7	\$ 95,000.00	\$ 665,000.00
Parking Lot Construction	space	91	\$ 2,000.00	\$ 182,000.00
Survey & Design (10%)				\$ 18,200.00
TOTAL				\$ 865,200.00
IV. Streetscape - Dell Park East (9th -13th street) & NE 3rd Avenue(North of 14th Street) 13,500 Linear Feet Roadway (Both Sides)				
Reconstruct Driveway Aprons/Parking	Sq. Ft.	40,000	\$ 3.50	\$ 140,000.00
Curbs for Landscape islands	L.F.	3,000	\$ 10.00	\$ 30,000.00
Trees (30' O.C. Average)	each	450	\$ 200.00	\$ 90,000.00
Remove Asphalt & Regrade 14' Swales	Sq. Ft.	189,000	\$ 1.00	\$ 189,000.00
Survey, Design, Engineering (10%)				\$ 44,900.00
TOTAL				\$ 493,900.00
V. Streetscape (remaining neighborhood roadways) 28,000 Linear Feet Roadway (Both Sides)				
Trees (30' O.C.)	each	933	\$ 200.00	\$ 186,600.00
Sod/Regrade 14' Swales	Sq. Ft.	392,000	\$ 0.50	\$ 196,000.00
Survey, Design, Engineering (10%)				\$ 38,260.00
TOTAL				\$ 420,860.00
VI. Traffic Calming				
Speed Humps	each	57	\$ 1,500.00	\$ 85,500.00
Roundabouts	each	2	\$ 5,000.00	\$ 10,000.00
Divided roadway medians	each	15	\$ 5,000.00	\$ 75,000.00
TOTAL				\$ 170,500.00
VII. Sidewalks 18,000 Linear Feet, 5 feet wide				
	Sq. Ft.	90,000	\$ 2.00	\$ 180,000.00
TOTAL				\$ 180,000.00
VIII. Decorative Post Light Program (50% incentive contribution)				
(10% of Single Family & Duplex Bldgs)	each	67	\$ 250.00	\$ 16,750.00
TOTAL				\$ 16,750.00
GRAND TOTAL				\$ 2,283,350.00