

**Kia Delray
2255 South Federal Highway
Project Narrative**

Myers Auto Group DK, LLC (“Applicant”) is the owner of the +/- 3.07 acre property located at 2255 S Federal Highway (PCN 12-43-46-28-07-021-0010), which is generally located on the east side of South Federal Highway approximately 0.3 miles south of Linton Boulevard (“Property”), within the City of Delray Beach (“City”). The Property is designated GC, General Commercial, on the City’s Future Land Use Map, and located within the AC, Automotive Commercial, zoning district. The Property is currently developed as an older Kia car dealership (developed in the mid-1980s), which is in need of modernization.

The Myers Auto Group is a family owned and operated dealership that is committed to redefining the automotive experience one relationship at a time by providing a superior product at an attainable price. The Kia Delray dealership provides a wide selection of new and pre-owned vehicles, as well as a high quality service center for repairs and routine maintenance.

At this time, Applicant intends to redevelop the Property with a modern Kia car dealership that provides expanded car inventory and services to the City’s growing population. The Project will consist of a 42,228 square foot building, which includes a 2,936 square foot Service Shop area for quick service activities (7 service bays), a 10,747 square foot first floor showroom with 2,600 square feet of display area, as well as a 1,786 square foot second floor administration area. In addition, there will be a 6,177 square foot Reception Drive, 2,931 square foot Parts Department, and 17,651 square foot internal Service Shop (25 service bays), as well as restrooms and ancillary offices. Parking will be a combination of regular spaces and ADA accessible spaces for customers, employees, inventory, display, and service with a total of four hundred thirty-four (434) parking spaces provided where one hundred fifty-nine (159) spaces are required. Lastly, the Project will feature a three (3) story garage to help meet the parking demand of the use.

The Applicant intends to redevelop the Property in phases in order to continue conducting business within the existing Kia dealership without the need to shut down operations. The existing Kia dealership will be in operation while the new building is constructed. Once constructed, the Applicant will commence demolition of the existing structure.

Site Plan Performance Standards

In accordance with Section 3.2.3. of the City Code, Applicant has demonstrated compliance with the site plan performance standards provided below.

- a) Building design, landscaping, and lighting (glare) shall be such that they do not create unwarranted distractions or blockage of visibility as it pertains to traffic circulation.**

The site plan is designed to emphasize visibility and safety by thoughtfully positioning buildings, landscaping, and lighting to prevent distractions and ensure clear sight lines for traffic. The building is centrally located on the Property with well-defined entrances and exits, reducing any potential visibility issues for traffic on surrounding roads. Landscaping is carefully arranged to avoid obstructing drivers' views, with larger trees placed away from key visibility areas like entry and exit points, and smaller plants positioned closer to these areas. This approach enhances the site's appearance without compromising visibility. Additionally, lighting is strategically placed around parking areas and along the building perimeter to provide consistent illumination across the site. The fixtures are designed to maintain appropriate lighting levels on-site while minimizing excess brightness that could impact nearby traffic.

- b) All development shall provide pedestrian, bicycle, and vehicular interconnections to adjacent properties, where possible, and include accessible routes from the entry points of publicly-accessible buildings to the sidewalk network in accordance with the Americans with Disabilities Act (ADA).**

The development includes right-in, right-out access to and from S Federal Highway. There are also sidewalk connections along S Federal Highway and in front of the proposed building to accommodate frequent pedestrian access. ADA-compliant access routes will be provided as well.

- c) Open space enhancements and recreational amenities shall be provided to meet Objective OPR 1.4 and other requirements of the Goals, Objectives and Policies, as applicable, of both the Open Space, Parks, and Recreation Element and Conservation Element.**

Objective OPR 1.4 states the following: "Provide sufficient and appropriate park and recreational facilities to supplement the City's provision of recreation facilities and programs in private development, particularly residential, for the well-being of the future residents of the development."

The Project is not a residential development. The Project is the redevelopment of an existing Kia dealership. Pursuant to Code Section 4.3.4(K), the Project will provide a minimum of 25% open space.

- d) **Any proposed street widening or modifications to traffic circulation shall be evaluated by the City, and if found to have a detrimental impact upon or result in the degradation of an existing neighborhood, the request shall be modified or denied.**

The Project does not include any street widening or modifications to traffic circulation. As such, this criterion does not apply.

- e) **Development of residentially zoned vacant land shall be planned in a manner consistent with adjacent development regardless of zoning designations.**

The Property is not residentially zoned vacant land. As such, this criterion does not apply.

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

The Property currently hosts an existing Kia dealership. The Project aims to redevelop the site by replacing the current dealership with a newer, more modern Kia facility. The proposed Project is consistent and compatible with the surrounding area, which also features several car dealerships to the north, south, and west.

- g) **Development shall provide a variety of housing types that accommodates the City's growing and socio-economically diverse population to meet the Goals, Objectives, and Policies the Housing Element.**

The Project is not a residential development. The proposed Project is to replace an existing Kia dealership with a new, more modern Kia dealership. As such, this criterion is not applicable.

- h) **Consideration shall be given to the effect a development will have on the safety, livability, and stability of surrounding neighborhoods and residential areas. Factors such as but not limited to, noise, odors, dust, and traffic volumes and circulation patterns shall be reviewed and if found to result in a degradation of the surrounding areas, the project shall be modified accordingly or denied.**

The Project will not have a negative impact on the surrounding area regarding safety, livability, or the stability of the surrounding neighborhood. The Project will not produce any noise, odors or dust, and will not negatively impact the traffic on the surrounding roadways. It is important to note that the project entails modernization

of an existing car dealership, which has operated in this location for many years without adversely impacting the safety, livability, and stability of the surrounding residential neighbors. The existing site is designed such that there is parking immediately adjacent to the east property line, and the service bays are located within 50 feet of the eastern property line. The proposed plan provides a new 10 foot wide landscape buffer, along with a new +/- 19 foot wide green detention area, thus creating an additional buffer of 39 feet when considering the existing 10 foot wide landscape area within the ROW immediately east of the property line. Further, the Project is designed to locate centers of activity away from the residential uses to the east with bay doors oriented to the east and west, and all service areas being fully enclosed within the building. The building is situated such that it will block any potential for noise from the activities on the site, as well as provide noise attenuation for the existing noise generated by the heavily trafficked Federal Highway corridor. Lastly, all traffic will enter and exit directly from Federal Highway and will not access the residential areas. These design features will ensure that there are no adverse impacts to the surrounding residential uses.

- i) **Development shall not be approved if traffic associated with such development would create a new high accident location or exacerbate an existing situation causing it to become a high accident location, without such development taking actions to remedy the accident situation.**

The Project will not change the existing traffic patterns and circulation and will not create a high accident location.

- j) **Tot lots and recreational areas, serving children, teens, and adults shall be a feature of all new housing developments as part of the design to accommodate households having a range of ages. This requirement may be waived or modified for residential developments located in the downtown area, and for infill projects having fewer than 25 units.**

The Project is not proposing a residential product and, therefore, this criterion is not applicable.

- k) **Development shall not exceed the maximum limits established in the Table NDC-1, Land Use Designations: Density, Intensity, and Implementing Zoning Districts, of the Neighborhoods, Districts, and Corridors Element or specific standards established in the zoning districts that limit density (dwelling units per acre) or intensity (floor area ratio) and must adhere to whichever limit is lower. Development in areas included in density or incentive programs (i.e. workforce**

housing programs specified in Article 4.7-Family/Workforce Housing) may exceed the Standard density limit, up to the specified Revitalization/Incentive density established for the program: development in all other areas shall not exceed the Standard density.

The Project meets all dimensional and intensity standards set forth in the City Code.

- l) Development shall meet the intent of CSR 5, Energy Efficiently and Diverse Energy Mix and, where applicable, the requirements of LDR Section 7.11.1, Green Building Regulations.**

The Project will meet LDR Section 7.11.1 requirements as demonstrated in the green building checklist included with this application.

Site Plan Review and Appearance Board Criteria

In addition to the foregoing, Petitioner will demonstrate below that the Project complies with the criteria established in LDR Section 4.6.18(E).

- a. The Project is in conformity with good taste, good design, and in general, contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality. As detailed above, the Project entails infill redevelopment of an existing auto dealership within the AC, Automotive Commercial, zoning district. It is important to note that the project entails modernization of an existing car dealership, which has operated in this location for many years without adversely impacting the City. The existing site is designed such that there is parking immediately adjacent to the east property line, and the service bays are located within 50 feet of the eastern property line. The proposed plan provides a new 10 foot wide landscape buffer, along with a new +/- 19 foot wide green detention area, thus creating an additional buffer of 39 feet when considering the existing 10 foot wide landscape area within the ROW immediately east of the property line. Further, the Project is designed to locate centers of activity away from the residential uses to the east with bay doors oriented to the east and west, and all service areas being fully enclosed within the building. The building is situated such that it will block any potential for noise from the activities on the site, as well as provide noise attenuation for the existing noise generated by the heavily trafficked Federal Highway corridor. Lastly, all traffic will enter and exit directly from Federal Highway and will not access the residential areas. These design features will ensure that the Project is in conformity with good taste, good design, and in general, contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality.

- b. The Project is, in its exterior design and appearance, of quality such as not to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value. The proposed infill redevelopment entails creation of a modern car dealership that is consistent with the modern design found on recently redeveloped car dealerships along the South Federal Highway corridor. The design incorporates an expansive glass storefront that will provide an open and airy façade along Federal Highway. The design further incorporates a variety of materials along the base of the parking garage and a parking garage design that is consistent and compatible with the design of the Greico Ford dealership located just south of the Property. This infill redevelopment will eliminate existing structures that are in need of replacement and create a fresh, new, modern car buying experience for residents and visitors of the City. As such, the Project's quality in exterior design and appearance will improve the appearance and value of the area.
- c. The proposed structure, or project, is in harmony with the proposed developments in the general area, with the Comprehensive Plan, and with the supplemental criteria which may be set forth for the Board from time to time. As noted above, the Property is located along the South Federal Highway corridor, which is primarily developed as auto dealerships. The proposed redevelopment of the Kia Delray is in harmony with these existing uses and the general area, and will be a significant improvement to the existing buildings.

Height Exception

The AC zoning district allows a maximum building height of 48-feet. The Project complies with the maximum building height for 98.6% of the building area; however, as permitted by Land Development Regulation Section 4.3.4(J)(3)(b), the Project incorporates two (2) stair towers and one (1) elevator shaft that exceed the maximum height allowance by a maximum of 8-feet with a height of 53-feet and 10-inches for the stair towers and 56-feet for the elevator shaft. These areas total 625 square feet over a 43,612 square foot roof area, which is +/- 1.4% of the roof area. This additional height is permissible as a height exception subject to action by the Site Plan Review and Appearance Board. Included with this application are line of sight analysis/visual impact analysis, as well as elevations that provide roof area calculations. Further, the Project as a whole, and the height exception, meet the standards of Section 4.6.18(E) as detailed above. As such, Petitioner respectfully requests approval for the proposed height exception.

Loading Demand Statement

Land Development Regulation Section 4.6.10(C) provides that a loading demand statement may be provided in circumstances where the City's loading guidelines are not applicable or appropriate. The Project is designed to provide one (1) loading space where three (3) loading spaces are technically required by the Land Development Regulations. One (1) loading space is more than sufficient to meet the actual loading demand of the Project, which is as follows:

- One (1) parts stock order delivery each night from the manufacturer.
- Car carrier deliveries occur on average one (1) every three (3) days.
- Tires are delivered as needed by local suppliers and may occur several times per day.
- Bulk oil delivery and recovery is occurs approximately one (1) time every two (2) weeks.
- Box trucks occasionally deliver cleaning supplies, office supplies, etc – typically maybe once or twice per week.

As detailed above, the loading demand generated by the use required only one (1) loading bay as it is unlikely that more than one (1) vehicle that requires a loading bay would be on-site at one (1) time. The variety of deliveries have differing delivery time of day and frequency, thus limiting the loading demand for this use. As such, Applicant respectfully requests approval of the proposed loading.

Orientation of Service Doors

Land Development Regulation Section 4.4.10(G)(4), Locational Restrictions, requires that repair facilities and paint and body shops shall be located at least 100 feet from any residentially-zoned property, and that service bay doors shall not be oriented toward any adjacent residentially-zoned property, except where currently existing, nor oriented toward any adjacent public street unless it can be demonstrated to the approving body that it is not feasible to comply. The existing car dealership includes service bays and doors within +/- 50 feet of the existing residential uses and that face the existing residential to the south and east. Given the location of the property with residential to the south and east and Federal Highway to the west, it is not possible to locate the service bays and doors in strict compliance with the locational requirements of Section 4.4.10(G)(4); however, the proposed site plan is designed to improve the existing condition by shifting the building to be setback a minimum of +/- 55 feet from the south property line and a minimum of 68 feet from the east property line, and to upgrade the landscape buffering to comply with both the City Code and the recommendations of the South Federal Highway Redevelopment Plan.

South Federal Highway Redevelopment Plan

The Property is located within the South Federal Highway Redevelopment Plan (“Plan”) area. The Plan provided several recommendations for code amendments to implement the vision of the Plan; however, at this time, the City has not adopted Land Development Regulation amendments to implement the recommendations of the Plan. That being said, Applicant has designed the Site Plan to comply with the recommendations of the Plan to the greatest extent possible including shifting the proposed building farther west than the existing building to provide a 68 foot setback from the rear property line. In addition, expanded landscape buffering with trees existing and proposed on both sides of the existing wall is provided on the east and south sides of the Property. These features are intended to further enhance the redevelopment project, and to promote the vision of the Plan.