



DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING

PLANNING AND ZONING BOARD STAFF REPORT

Lenny's Car Wash

Meeting	File No.	Application Type
August 17, 2026	PZ-000360-2025 (Site Plan) PZ-000359-2025 (Conditional Use)	Level 4 Site Plan & Conditional Use
Property Owner / Applicant		Authorized Agent
Equitable Reof, LLC		Jeffrey Costello, AICP, FRA-RP JC Planning Solutions

Request

Provide a recommendation to the City Commission on a request for a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, including a Conditional Use to allow a 3,310 square-foot automatic car wash at 2210 North Federal Highway, and a waiver for one-way traffic flow adjacent to perpendicular parking spaces.

Site Data & Information

Location: 2210 North Federal Highway

PCN: 12-43-46-04-35-000-0010

Property Size: 0.48 acres (0.49 acres pre-ROW dedication)

Land Use Designation: General Commercial (GC)

Zoning District: General Commercial (GC)

Adjacent Zoning:

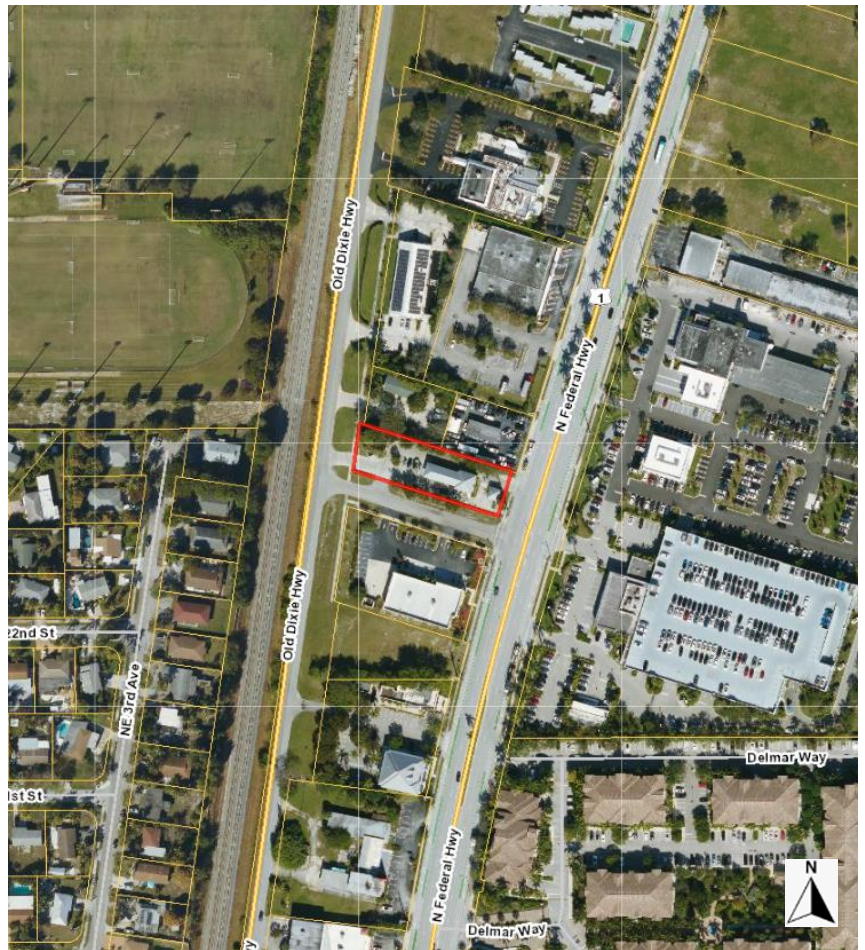
- **North:** General Commercial (GC)
- **South:** General Commercial (GC)
- **East:** Automotive Commercial (AC)
- **West:** Single Family Residential (R-1-A), Community Facilities (CF)

Existing Use: Self-service car wash

Proposed Use: Automatic car wash

Floor Area Ratio:

- **Existing:** 0.10
- **Maximum Allowed:** 3.00
- **Proposed:** 0.16



Background Information

The site is located between North Federal Highway and Old Dixie Highway, north of NE 22nd Lane. Two structures currently exist on the site (image at right).

The subject property voluntarily annexed into the City on August 22, 1989, with the GC zoning designation, Ordinance No. 43-89, along with other properties fronting the North Federal Highway corridor. At the time of annexation, Maury's Tool Chest, a repair shop and truck rental store, existed on site.



Existing Car Wash

The City Commission approved the Conditional Use for a self-service car wash on June 3, 2003. The Class V Site Plan for the self-service car wash facility, formerly known as Weatherspoon Car Wash, was subsequently approved by the Site Plan Review and Appearance Board (SPRAB) on March 23, 2005.

Pursuant to LDR Section 4.4.9(A), GC zoning generally is intended to provide *basic regulations for small parcels which are best suited for general retail and office uses*, but wash facilities for vehicles are permitted with approval of a Conditional Use. As the request proposes to demolish the existing structures, approval of a new Conditional Use is required for the proposed automatic car wash.

The property is also located within the North Federal Highway Redevelopment Area (map on the right). The Redevelopment Plan was adopted in 1999, as the City recognized that several older areas of the City were becoming increasingly blighted and that property values were declining. The Redevelopment Plan established a framework for the future redevelopment of the North Federal Highway Corridor, with the intention of fostering redevelopment through strategic investments that support traditional neighborhood development.



North Federal Highway Redevelopment Map

Project Description

The applicant is requesting approval of a Level 4 Site Plan for an automatic car wash establishment. The proposed car wash is a one-story, 2,432 square-foot car wash tunnel equipped with a central vacuum system. Additionally, there is a proposed 878 square-foot space attached to the wash tunnel containing mechanical equipment, restrooms, and office space. The total proposed square footage is 3,310. The proposed operation time is from 7:00am to 7:00pm.

The proposal includes a total of 21 parking spaces, 16 on-site and 5 on-street spaces. The on-site parking spaces are each equipped with vacuums as an extension to the car wash service.



Proposed Southwest Elevation

The Level 4 Site Plan request is associated with a Conditional Use request to construct a wash facility for vehicles in the GC zoning district. All services associated with the automatic car wash, including the use of 16 vacuums located outside are subject to the findings for a Conditional Use.

The request includes two waivers as follows:

1. **LDR Section 4.6.9(D)(6)(d)**: Relief from the required two-way traffic flow when perpendicular parking spaces are used to allow one-way traffic flow.
2. **LDR Section 4.6.9(D)(4)(b)(i)**: Relief from the required 100-foot minimum stacking distance from the property line to allow 88 feet.

A reduction in stacking distance is subject to approval by the City Engineer, pursuant to **LDR Section 4.6.9(D)(3)(c)2**. The stacking-distance reduction is included in the project relief summary but has been reviewed and approved by the City Engineer and is not presented for Board action. The remaining waiver is presented for Board consideration.

NOTE: Any signage included in the renderings has not been reviewed for compliance with the LDR and is not included as part of the subject review and approval. A separate review and approval process is required for signage.

Review and Analysis: Site Plan

LDR Section 2.1.5(E)(5), The Planning and Zoning Board – Board Recommendations

The Planning and Zoning Board shall review and make recommendations to the City Commission with respect to the following items, pursuant to the procedures and standards of the Land Development Regulations (LDR):

(e) Establishment of a Conditional Use.

(j) Level 4 Site Plan Applications, including any density or height increases, and associated relief such as waivers, variances, etc

LDR Section 2.4.10(A)(1)(d), Level 4

Applications include requests that could otherwise be classified as a Level 2 or Level 3 Site Plan application but have concurrent request requiring final action by the City Commission for one or more of the following:

1. *Increase of height or density as part of a City workforce housing or incentive program.*
2. *Utilization of the Central Business District (CBD) Incentive Program.*
3. *Approval of Conditional Use.*
4. *Granting of an In-lieu of Parking Fee request.*
5. *Approval of Waiver(s) not otherwise authorized to other approving bodies.*

The proposed 3,310 square-foot automatic car wash qualifies as a Level 2 Site Plan application based on the scope of new construction involving less than 15,000 square feet. However, in accordance with LDR Section 2.4.10(A)(1)(d), applications that include concurrent requests requiring City Commission approval, such as a Conditional Use, are elevated to a Level 4 Site Plan. Therefore, the subject application is being processed as a Level 4 Site Plan with Conditional Use, requiring review and recommendation by the Planning and Zoning Board, and final action by the City Commission pursuant to LDR Section 2.1.5(E)(5).

LDR Section 2.4.10(A)(2)(d)5., Board Review

Level 4 Site Plan applications require review and recommendation by the Planning and Zoning Board and/or Historic Preservation Board prior to action by the City Commission.

LDR Section 2.4.10(A)(3), Required Findings

Site plan applications must demonstrate consistency with the Comprehensive Plan and compliance with the applicable provisions of the Land Development Regulations. The following specifically apply:

- (b) Level 2, Level 3, and Level 4 Site Plan applications must comply with the findings in Chapter 3, Performance Standards.*
- (c) Landscape plans must comply with Section 4.6.16, Landscape Regulations.*
- (d) Architectural elevations must comply with Section 4.6.18, Architectural Elevations and Aesthetics, and adopted Architectural Design Guidelines.*
- (f) Site Plan applications that include a waiver(s) are subject to the findings of 2.4.11(B).*

In addition to the review of the Site Plan application, the Conditional Use request will also be analyzed to assess operational characteristics, compliance with applicable zoning criteria, and potential impacts on surrounding properties.

LDR Section 3.1.1, Required Findings

Prior to the approval of development applications, certain findings must be made in a form which is part of the official record. This may be achieved through information on the application, the staff report, or minutes. Findings shall be made by the body which has the authority to approve or deny the development application.

These findings relate to the following four areas:

(A) Land Use Map. *The resulting use of land or structures must be allowed in the zoning district within which the land is situated and said zoning must be consistent with the applicable land use designation as shown on the Land Use Map.*

As noted, the subject property is zoned GC, which is a preferred implementing district of the GC Land Use designation. The GC zoning district permits wash facilities for vehicles through the Conditional Use process, as the review ensures that the request is evaluated not only for regulatory compliance but also for its broader compatibility with adjacent uses and long-range land use policy.

(B) Concurrence. *Concurrence as defined by Objective NDC 3.1 of the Neighborhoods, Districts, and Corridors Element of the adopted Comprehensive Plan must be met and a determination made that the public facility needs, including public schools, of the requested land use and/or development application will not exceed the ability of the City and The School District of Palm Beach County to fund and provide, or to require the provision of, needed capital improvements in order to maintain the Levels of Service Standards established in Table CIE-2, Level of Service Standards, of the Capital Improvements Element of the adopted Comprehensive Plan of the City of Delray Beach.*

Water and Sewer: The project will be serviced through connections to an existing eight-inch PVC sewer main and an eight-inch water main along Old Dixie Highway. No utility extensions are required as a result of this project. Additionally, the project includes a sand/oil interceptor which is an underground tank used to capture and separate pollutants (e.g. sand, grit, oil, and grease) from wastewater before it enters the sanitary sewer system.

Drainage: Drainage will be accommodated on site. All stormwater runoff will be collected and contained within the subject property through a utility drainage system, as approved by the City Engineer and Utility Plans Reviewer.

Transportation: The submitted Traffic Statement indicates the proposed car wash will result in an anticipated 678 daily trips after the 28% pass-by deduction. The applicant has provided a TPS letter indicating the project meets the Palm Beach County requirements for

traffic performance standards. As the project is seeking relief for the two-way traffic flow, further analysis of the traffic flow is provided with the waiver review.

Parks and Open Space: Commercial development is not subject to park impact fees.

Solid Waste: The proposed development is estimated to generate 15.23 tons of solid waste compared to the 9.41 tons generated from the existing car wash. The Solid Waste Authority has indicated that its facilities have sufficient capacity to accommodate all development proposals until 2071, and the current method of refuse collection is adequate to support the proposed redevelopment with an increased operational intensity.

Schools: Commercial development is not subject to school concurrency evaluation.

(C) Consistency. *A finding of overall consistency may be made even though the action will be in conflict with some individual performance standards contained within Article 3.2, provided that the approving body specifically finds that the beneficial aspects of the proposed project (hence compliance with some standards) outweighs the negative impacts of identified points of conflict.*

Article 3.2, Performance Standards

The following standards in Article 3.2 are applicable:

- **LDR Section 3.2.1, Basis for Determining Consistency**
- **LDR Section 3.2.3, Standards for site plan and/or plat actions**
- **LDR Section 3.2.4, Standards for Specific Areas or Purposes**

LDR Section 3.2.1, Basis for Determining Consistency.

The following Comprehensive Plan objectives and policies are relevant to the Conditional Use and Level 4 request:

Neighborhoods, Districts, and Corridors Element

Policy NDC 1.1.2 *Provide a complementary mix of land uses, including residential, office, commercial, industrial, recreational, and community facilities, with design characteristics that provide: Similar uses, intensity, height, and development patterns facing each other, especially in residential neighborhoods, Uses that meet the daily needs of residents, Public open spaces that are safe and attractive.*

Policy NDC 1.1.14 *Continue to require that property be developed or redeveloped or accommodated, in a manner so that the use, intensity and density are appropriate in terms of soil, topographic, and other applicable physical considerations; affordable goods and encourage services; are complementary to and compatible with adjacent land uses; and fulfill remaining land use needs.*

Policy NDC 1.3.10 *Use the General Commercial land use designation to accommodate a wide range of non-residential and mixed-use development, and limited stand-alone residential development, along major corridors and in certain districts in the city.*

Policy NDC 3.4.2 *Use the development review process to determine development, redevelopment, and adaptive reuse is consistent with and complementary to adjacent development, regardless of the implementing zoning designations for each land use designation (See Table NDC-1).*

The Comprehensive Plan allows for a wide range of non-residential development within the General Commercial Land Use designation and further emphasizes that similar uses, intensities, heights, and development patterns should orient towards each other when new developments are proposed. Although the site is adjacent to single-family residential uses to the west, the proposed one-story project is separated by the FEC Railway, required setback, and landscape buffer to reduce potential compatibility impacts. The adjacent properties to the north and south consist of one-story commercial structures, and across North Federal Highway are two-story automotive dealerships. The Board should consider whether this specific proposal fits the adjacent context.

Policy NDC 2.7.9 *Review and update the North Federal Highway Redevelopment Plan to include new development and other improvements that have occurred since the Plan's adoption in 1999, and re-evaluate the vision for the North Federal Highway Redevelopment Area; new development shall comply with the provisions of the adopted Plan until an updated plan is adopted.*

The Redevelopment Plan served as a guideline for the North Federal Highway development with many of the concepts codified into the Land Development Regulations in 1996 and 1999. The Redevelopment Plan does not provide specific guidance relative to car wash type uses within the GC district, nor was any language adopted to the code relevant to car washes in the North Federal Highway corridor as car wash was listed as a conditional use within GC prior to the adoption of the Redevelopment Plan; however, the plan generally supports redevelopment, improving the image of the FEC/Old Dixie Highway corridor, and encouraging new uses in the area. The Board should consider whether the proposed project supports the corridor's redevelopment direction or whether the direction of the North Federal Highway area has changed course through time and if the proposal aligns with what is recognized presently in the corridor.

The Redevelopment Plan also supports a neo-traditional approach, recommending that new buildings constructed along North Federal Highway should be placed closer to the edge of the right-of-way and be at least two stories high with wide, shade-covered sidewalks, pedestrian scaled lighting, and other street furniture. Although the proposal is less than two stories, the project maintains the building proximity to North Federal Highway with a 10-foot setback, as well as connecting the existing sidewalks on North Federal Highway and Old Dixie Highway, providing adjacent shade trees and new street lighting along the sidewalk. The Board should consider whether the proposed frontage design, sidewalk, landscaping, and building placement sufficiently compensate for the one-story, auto-oriented design.

Economic Prosperity Element

Policy ECP 3.1.6 *Promote both good job creation and business ownership opportunities when encouraging the development and diversification of industry clusters.*

Policy ECP 5.5.2 *Increase essential retail and consumer services and neighborhood based employment opportunities for residents.*

LDR Section 3.2.3, Standards for Site Plan Action.

The following standards are applicable to the request:

(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 building layout, landscaping and lighting do not appear to create visibility obstruction for traffic circulation.

(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 site provides a pedestrian connection from North Federal Highway to Old Dixie Highway. Bicycle parking is provided. Vehicular access is limited to one entrance on Old Dixie Highway and exit on NE 22nd Lane, with no shared vehicular connection to adjacent properties.

(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.*

The project provides 25 percent open space, where 25 percent is required.

(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.*

Access and circulation improvements are proposed along North Federal Highway and Old Dixie Highway. These improvements remain subject to review by the City, Palm Beach County, and the Florida Department of Transportation, as applicable.

(E) 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 proposed FAR is within the maximum limits allowed for the property. The use typically is deemed noisy and not appropriate to be adjacent to residential uses; however, this specific site is separated by the FEC Railway and Old Dixie Highway, and the potential impacts may be mitigated through landscape buffers, daytime hours of operation, and most equipment being enclosed in the building, with the exception being the outdoor vacuums adjacent to the parking spaces. Additionally, the one-story structure may provide some transition to the adjacent single-family residential area to the west.

(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 is adjacent to single-family residential development to the west; however, the railway separation and buffer help to reduce potential impacts. The sufficiency of the site design, internal circulation, pedestrian layout, and lighting remain a consideration in determining the project's effect on the safety, livability, and stability of the surrounding area.

A noise study was requested and submitted by the applicant. Pursuant to Ordinance Section 99.05(A), the City's noise standard for commercial use at the property line is 65 dBA or 70 dBC during active hours from 7:00 am. to 7:00 pm. The submitted operational noise analysis concludes that sound levels would remain below these thresholds at the property lines, including the west property line nearest the single-family residences. However, the analysis appears to focus primarily on the dryer sources at the tunnel entrance and exit and does not clearly confirm that all outdoor operational components, particularly the 16 vacuum stations, were included in the model. As the proposed operation is limited to active hours, analysis during quiet hours is not required.

The study provides preliminary support that noise from the modeled equipment may comply with Ordinance Chapter 99. However, because the analysis does not clearly account for all outdoor operational sources, staff does not consider the study conclusive evidence that the complete operation will comply with the applicable property-line standards. The Board should evaluate whether the submitted information, together with the proposed hours of operation, building enclosure, setbacks, and landscape buffer, is sufficient to support the required compatibility findings or whether additional noise analysis or attenuation is necessary. Any approval remains subject to continuing compliance with Ordinance Chapter 99, and future violations may be considered in a public hearing regarding revocation of the Conditional Use.

(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 traffic statement identifies 678 daily trips, and a TPS letter has been provided. The access is limited to one-way circulation entering from Old Dixie Highway and exiting onto NE 22nd Lane. The requested waiver remains relevant to the overall review of traffic as the request limits the site to one way traffic. Further analysis is provided later in the report.

(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 proposed FAR of 0.16 does not exceed the applicable maximum limits.

In evaluating the proposal, the Board should consider whether the proposed use and development intensity are compatible with the surrounding land uses, meet community needs without adversely impacting adjacent properties, and advance the overall vision, policy and objectives of the City.

Compatibility and potential impacts on the neighborhood are further discussed in the Conditional Use analysis of this report.

LDR Section 3.2.4, Standards for Specific Areas or Purposes

The property is not located within a flood-prone area, a Wellfield Protection Zone, an environmentally sensitive area, on the barrier island, or a historic district. The property is not an individually designated site or in a historic district.

(D) Compliance with the LDR. *Whenever an item is identified elsewhere in the LDR, it shall specifically be addressed by the body taking final action on a land development application/request. Such items are found in Section 2.4.5 and in special regulation portions of individual zoning district regulations.*

This section evaluates the application's compliance with applicable provisions of the LDR as they relate to the Site Plan review. Staff's analysis is outlined below.

LDR Section 4.4.9, General Commercial - 4.3.4(K), Development Standards Matrix

Standard/Regulation	Review	
Minimum	Required:	Proposed:
Open Space	25%	25%
Height	48 feet	24 feet, 8 inches
Front Setback (East)	5 feet Minimum 15 feet Maximum *Special Landscape Setback of 10 feet	10 feet
Side Street Setback (South)	10 feet	47 feet, 8 inches
Side Interior Setback (North)	0 feet	3 feet
Rear Setback (West)	10 feet	128 feet, 1 inch

Article 4.6 – Supplemental District Regulations

Regulation	Review	
4.6.6, Commercial and industrial uses to operate within a building	All services associated with the automatic car wash will be conducted within the enclosed building, except for the use of 16 vacuums, which are located outside, accessible to each on-site parking space. Activities associated with outside Conditional Uses are allowed when it is specifically determined through the Conditional Use process that the outside aspects of the use are appropriate . The outdoor vacuums must be specifically considered and approved by the Board. Conditions may be applied to mitigate visual and other impacts.	
4.6.8, Lighting	Illumination spillover is limited to the maximum degree feasible given the minimum illumination requirements for street lighting, off-street parking illumination, and lighting at the building and garage entrance. The LDR requires all perimeter exterior lighting to be full-cutoff luminaires to minimize spillovers on adjacent properties, with a maximum allowable illumination at the property line of any adjoining parcel or public right-of-way of 0.25 foot-candles. The proposed light fixtures are to be full-cutoff and comply with the maximum illumination at the north property line; however, the proposal exceeds the maximum on the remaining property lines to comply with the required illumination standards for public right-of-way.	
4.6.9, Off-Street Parking	Required:	Proposed:
Parking Spaces	4.5 spaces per 1,000 sqft: 15 spaces	On-site: 16 spaces On-street: 5 spaces Total: 21 Spaces (15 standard, 1 ADA, 5 parallel)
Bicycle Parking	Type I spaces: 2 spaces minimum	Type I: 2 spaces

Review and Analysis: Landscape Plan

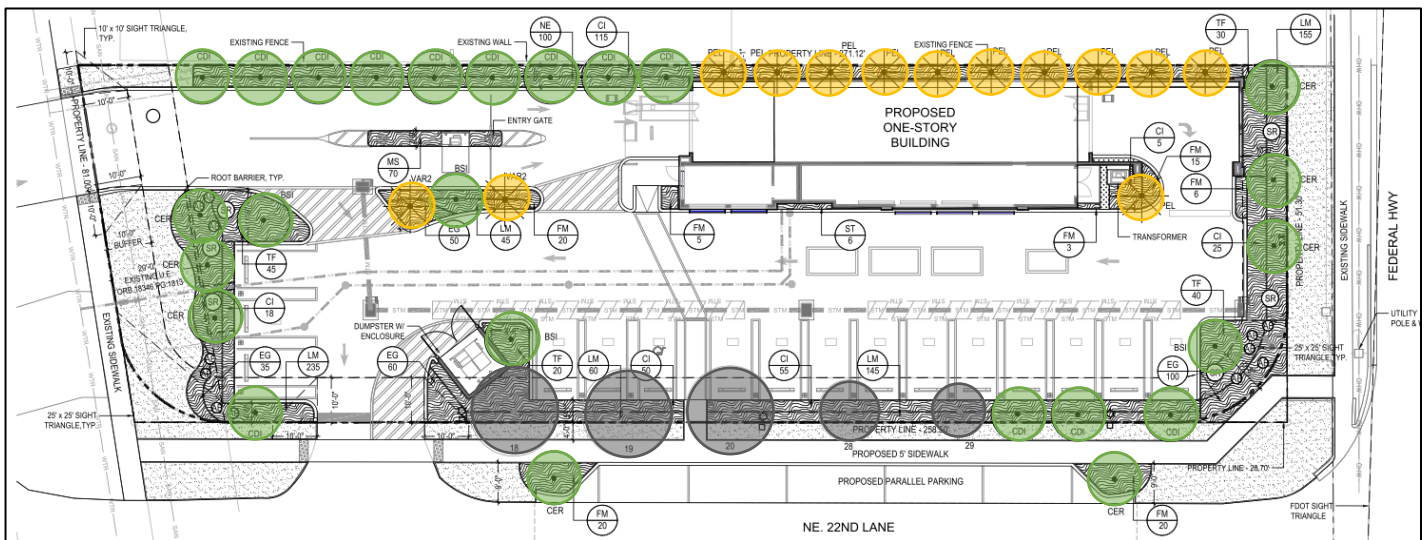
LDR Section 2.4.10(A)(3)(c), Findings

Landscape Plans, including modifications to existing landscaping, shall be consistent with Section 4.6.16, Landscape Regulations.

Based on the technical review, the landscape plan is deemed compliant with the applicable landscape regulations including the open space requirements highlighted in LDR Section 4.3.4(K).

The proposal includes the removal of 12 trees and 12 palms; the removed trees meet the mitigation standards pursuant to LDR Section 4.6.19, with replacement on a one-to-one or Diameter at Breast Height (DBH) basis depending on the condition rating of each tree/palm. Five existing trees will remain, shown in grey below.

The proposal includes 25 new trees, shown in green, and 13 new palms, shown in orange. The canopy trees are primarily along the property line, with some located on the parking islands including along the proposed parallel parking spaces along NE 22nd Lane. Although no trees are proposed near the existing sidewalks on Old Dixie and North Federal Highway due to the existing utility and overhead lines, the proposed sidewalk along NE 22nd Lane is shaded by both existing trees to remain and new canopy trees. The proposal also includes new shrubs and groundcovers throughout the site.



Proposed Landscape Plan

Review and Analysis: Architectural Elevations

LDR Section 2.4.10(A)(3)(d), Findings

Architectural Elevations, including modifications to existing building facades, require an overall determination of consistency with the objectives and standards of Section 4.6.18, Architectural Elevations and Aesthetics, and any adopted architectural design guidelines and standards, as applicable.

LDR Section 4.6.18, Architectural elevations and aesthetics - Minimum requirement

The requirements contained in this Section are minimum aesthetic standards for all site development, buildings, structures, or alterations except for single family development. It is required that all site development, structures, buildings, or alterations to same, show proper design concepts, express honest design construction, and be appropriate to surroundings.

There are five subsections for consideration in **LDR Section 4.6.18**:

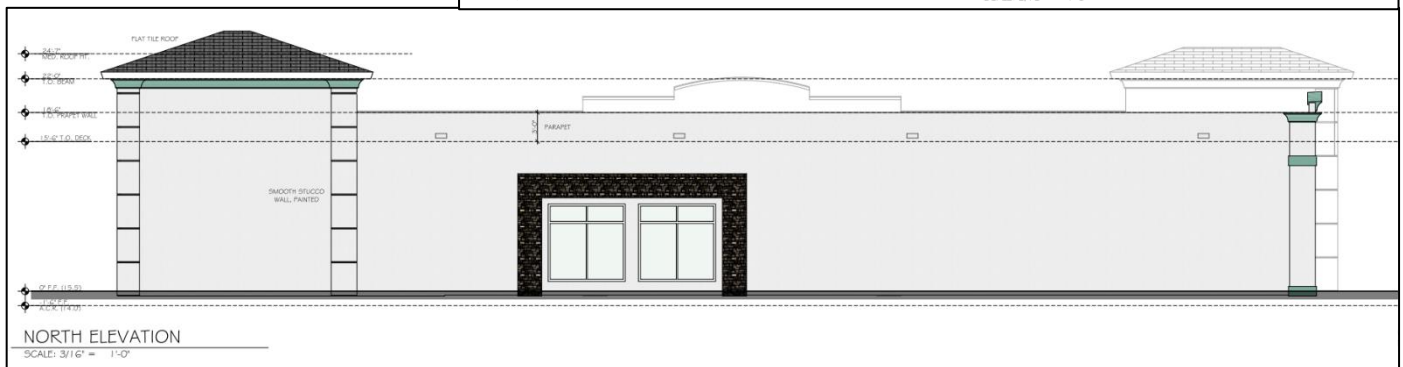
- (A) Minimum requirements;
- (B) Building and structure requirements;
- (C) Exterior space;
- (D) Parking lots and vehicular use areas, and
- (E) Criteria for board action.

(E) Criteria for Board Action.

The following criteria shall be considered by the Board in the review of plans for building permits. If the following criteria are not met, the application shall be disapproved.

- (1) *The plan or the proposed structure 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.*
- (2) *The proposed structure, or 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.*
- (3) *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.*

The proposed elevations have been reviewed for compliance with Section 4.6.18, Architectural Standards. The building's design incorporates a neutral color palette specifically white for the main façade and teal for the trim, varied materials including stucco and stone, and a pitched grey tile roofline, making it generally compatible with the surrounding commercial and residential development.



The east elevation fronting North Federal Highway features window openings to the car wash tunnel. The façade adjacent to the north property includes an opening into the car wash tunnel, stone material around the opening similar to the south façade, and minimal relief to the stucco to break up the blank façade; however, the overall design on the north façade is lacking the same quality of design proposed on the other facades and is viewed as the ‘rear of the building’ with minimal design although fronting an adjacent property. The façade has an opportunity to incorporate additional design elements, possibly a mural, to break up the large expanse of blank stucco.

Overall, the proposed architecture is generally compatible with the materials, colors, and scale of nearby development. Further, the quality of the design and materials used are not anticipated to cause depreciation in the appearance and value of the surrounding area.

The Board should consider whether the proposed elevations satisfy the criteria in LDR Section 4.6.18; in particular, whether the architectural treatment contributes to the image of the City, and whether the project remains harmonious with the evolving character of the North Federal Highway corridor and the adjacent residential development.

Review and Analysis: Waivers

Pursuant to **LDR Section 2.4.11(B)(5)**, *Prior to granting a waiver, the granting body shall make findings that the granting of the waiver:*

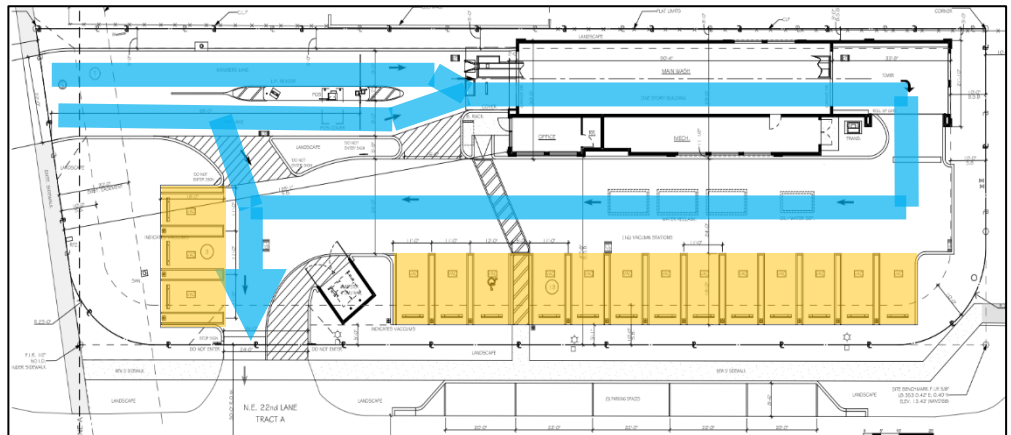
- (a) Shall not adversely affect the neighboring area;*
- (b) Shall not significantly diminish the provision of public facilities;*
- (c) Shall not create an unsafe situation; and*
- (d) Does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.*

The subject request includes relief in the form of two waivers. The stacking-distance reduction has been approved by the City Engineer and is included for reference only. The remaining relief items are discussed below:

1. **LDR Section 4.6.9(D)(6)(d):** Traffic Flow

The standard aisle width is 24 feet for normal traffic flow with perpendicular parking. The maximum aisle width is 26 feet. Exceptions may be made at the time of site plan approval in order to accommodate pickup or drop-off areas. The width of aisles associated with diagonal parking is per Subsection (4)(e). Two-way traffic flow must be used when perpendicular parking spaces are used. The minimum aisle width for two-way traffic flow is twenty feet but this dimension can only be used for short distances where there are no parking spaces entering therein.

The proposed parking spaces are perpendicular, which require a 24-foot, two-way drive aisle. The project proposes to maintain the required 24-foot drive aisle, but to allow one-way traffic flow. The overall site is designed for one-way circulation, entering from Old Dixie Highway and exiting onto NE 22nd Lane. The entrance splits into two service lanes leading to pay gates before the car wash tunnel. The car wash offers a membership plan and a one-time guest option, with menu boards available to select service levels. If customers no longer want to continue through the tunnel, there are two opportunities before and after the gate to exit the line. Once customers exit the tunnel, there is an opportunity to park in one of the 16 spaces to utilize the vacuums or continue to the exit on NE 22nd Lane.



Proposed One-Way Route

The proposed 24-foot drive aisle meets the required maneuvering width, and the plans identify a defined one-way route, directional signage, and service-vehicle maneuvering route. Employees are limited to entering the site from Old Dixie Highway turning south prior to the arm gate with the only available parking being the three located to the west. Service vehicles will also maneuver the same route as the employees, collecting waste prior to exiting the site on NE 22nd Lane. The relief applies to an internal drive aisle located after the car wash tunnel and does not alter the public right-of-way or principal vehicle queue. No direct adverse effect on the neighboring area, significant reduction in public facilities, or special privilege has been identified based on the site-specific configuration

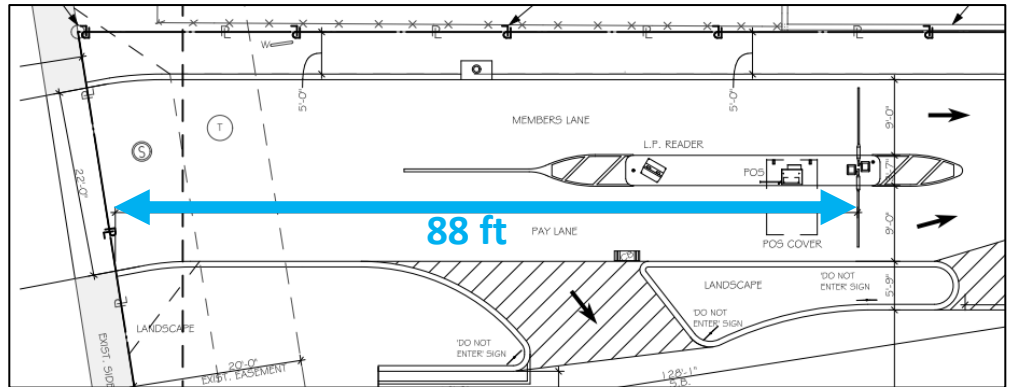
The remaining issue is whether the proposed one-way circulation next to the perpendicular parking spaces would create an unsafe situation. Vehicles backing from the vacuum spaces to the west would share the aisle with employees and service-vehicle movements. The aisle meets the required width, but the submitted information does not establish that the proposed one-way pattern will not create an unsafe situation. Two-way circulation within the parking area may be feasible on the site after ensuring there is sufficient six-foot

maneuvering area for the dead-end bay; the two-way circulation would offer an alternative entrance from NE 22nd Lane. The Board should consider whether the one-way traffic flow will adversely affect internal circulation or safety, or whether the proposed operational maneuvering route is functional for the site.

2. LDR Section 4.6.9(D)(4)(b)(i): Stacking Distance – Approved by City Engineer

A minimum stacking distance of 100 feet from the property line or ultimate right-of-way, whichever is greater.

The Applicant is requesting to reduce the required 100-foot minimum stacking distance from the property line to allow a stacking distance of 88 feet for the car wash access gate. Pursuant to LDR Section 4.6.9(D)(5), a reduction to the minimum required stacking distance may be requested when supported by a traffic study and justification statement addressing access into the site and efforts to diminish the impact of queuing on the public right-of-way and the City Engineer shall provide a written determination regarding the request to reduce the stacking distance. The City Engineer has reviewed and approved the reduced stacking distance.



Proposed Reduced Stacking Distance

Review and Analysis: Conditional Use

LDR Section 2.4.6(A)(1), Establishment of a Conditional Use: General

The City Commission, by motion, after review and recommendation for approval by the Planning and Zoning Board may approve or reject a request for a Conditional Use.

LDR Section 2.4.6(A)(4), Conditions

Conditions may be imposed pursuant to Article 2.2. In addition, limitations on the hours of operation and/or the longevity of the use may be imposed.

If the Board provides a recommendation of approval, the request will be scheduled for an upcoming City Commission meeting. However, if the Board does not provide a recommendation of approval, the application would not move forward with the review process to the City Commission unless an appeal is submitted by the Applicant. If there are concerns with the request, conditions may be imposed in accordance with the following provisions:

LDR Section 2.2.1(E)(3), Approval with Conditions

In granting approval to any development application, the granting body may impose conditions it deems necessary to ensure:

- The compatibility of the use with nearby existing and proposed uses.*
- Consistency with the requirements of these Land Development Regulations.*
- Meeting concurrency requirements.*
- Consistency with the Comprehensive Plan.*
- The fulfillment of requirements of the Land Development Regulations that should have or could have been fulfilled prior to the approval action but were not due to conditions beyond the control of the applicant.*
- The fulfillment of requirements of the Land Development Regulations that could have been fulfilled prior to the approval action, but remain outstanding, providing that they will be completed in a later stage of processing.*
- Notwithstanding the provisions above, neither a final subdivision plat, nor an abandonment of a right-of-way or an easement shall be approved subject to conditions.*

In general, the reviewing bodies must review and make a recommendation on a Conditional Use request with negative or positive findings as follows:

LDR Section 2.4.6(A)(5), Findings

In addition to provisions of Chapter 3, the City Commission must make findings that establishing the conditional use will not:

- Have a significantly detrimental effect upon the stability of the neighborhood within which it will be located;*
- Hinder development or redevelopment of nearby properties.*

The Conditional Use review is required because wash facilities for vehicles are not permitted by right in the GC zoning district. It may be considered only through Conditional Use approval. The Conditional Use includes the automatic car wash tunnel, the 16 exterior vacuum stations, queuing to the pay station, the hours of operation, and any noise or operational mitigations. The question before the Board is not whether the car wash is generally appropriate, but whether this specific use, on this specific site and with the proposed design, satisfies the Conditional Use findings. The Board's recommendation should therefore focus on compatibility, neighborhood stability, and the long-term redevelopment function of the North Federal Highway corridor.

Adjacent Zoning, Land Use, and Use					
Direction	Zoning	Land Use	Use		
North	GC	GC	Auto Sales, Office		
South	GC	GC	Auto Parts Sales		
East	AC	GC	Automotive Dealership		
West	R-1-A, CF	RL, CF	Single Family Residential, High School		

The closest residential zoning district, located west, consists of single-family residences. The subject property and the single-family zoning district are separated by the FEC Railway and Old Dixie Highway. The proposed one-story, large setback and landscape buffer assist in reducing any potential compatibility impacts and provides a transition between the single-family neighborhood and the General Commercial corridor.

Based on the site context, the Board should evaluate whether the proposed building placement, one-story structure, perimeter buffering, and landscape treatment are sufficient to mitigate the potential noise impact on the adjacent residential neighborhood, as well as not impacting any nearby development or redevelopment in a negative manner. The Board should consider whether these noise mitigations are sufficient to reduce potential noise impacts or whether additional attenuation is warranted to ensure that noise levels remain below the required threshold established by the City's noise ordinance.

While a car wash establishment is an anticipated use in the GC zoning district, an automatic car wash is inherently more operationally intense, particularly related to noise, light, and traffic. These characteristics can produce auditory and visual impacts that require mitigation to achieve compatibility. The Board should consider whether the use is appropriate in its context and if adequate mitigation measures have been implemented such as buffers, walls, limits of hours, and proper site design.

The Board should consider the corridor context. The GC land use designation and GC zoning district are intended to support commercial activity along major corridors. The proposed car wash meets the intent of maintaining the commercial type uses within the corridor. The Board shall consider whether the proposed use and development intensity is compatible with the surrounding land uses, meets community needs without adversely impacting adjacent properties, and advances the overall vision, policy and objectives of the City.

The Board's recommendation should be based on the required findings in LDR Section 2.4.6(A)(5), together with the applicable Chapter 3 performance standards.

Options for Board Action

- A. Recommend **approval** of a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, including a Conditional Use to allow a 3,310 square-foot automatic car wash at 2210 North Federal Highway, and a waiver for one-way traffic flow adjacent to perpendicular parking spaces, by finding that the request and approval thereof is consistent with the Comprehensive Plan and meets criteria set forth in LDR Section 2.4.6(A)(5), and the Land Development Regulations.
- B. Recommend **approval as amended** of a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, including a Conditional Use to allow a 3,310 square-foot automatic car wash at 2210 North Federal Highway, and a waiver for one-way traffic flow adjacent to perpendicular parking spaces, by finding that the request and approval thereof is consistent with the Comprehensive Plan and meets criteria set forth in LDR Section 2.4.6(A)(5), and the Land Development Regulations.
- C. **Deny** a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, including a Conditional Use to allow a 3,310 square-foot automatic car wash at 2210 North Federal Highway, and a waiver for one-way traffic flow adjacent to perpendicular parking spaces., by finding that the request and approval thereof is not consistent with the Comprehensive Plan and does not meet criteria set forth in the Land Development Regulations.
- D. **Continue with direction.**

Public and Courtesy Notices

LDR Section 2.6.3. - Required Public Notice.

- (C) **Conditional uses.** *Notice requirements in Section 2.6.2 (A), (B), (C) and (D) shall be provided prior to the scheduled Public Hearing before the Planning and Zoning Board.*
- (H) **Waivers.** *Notice in accordance with Section 2.6.2 (A), (B), (C), and (D) shall be provided prior to a Public Hearing before the City Commission.*

- ☒ Public Notice was posted at the property 7 calendar days prior to the meeting.
- ☒ Public Notice was mailed to property owners within a 500' radius 10 days prior to the meeting.
- ☒ Public Notice was posted to the City's website 10 calendar days prior to the meeting.
- ☒ Public Notice was posted in the main lobby at City Hall 10 working days prior to the meeting.
- ☒ Agenda was posted at least 7 calendar days prior to meeting.

LDR Section 2.6.4. - Courtesy notice and notice to external agencies.

- (A) **General.** *Courtesy notice of receipt of a development application shall be made to affected and interested groups as identified in this Section. Notice shall be provided concurrent with agenda posting to allow for review and comment prior to action.*
- (B) **Neighborhood groups.**
- (C) **Utility Companies:**
- (D) **Adjacent Units of Government:**
- (E) **Florida Department of Transportation (FDOT):**
- (F) **Palm Beach County Traffic Division:**
- (G) **Lake Worth Drainage District (LWDD):**
- (H) **City boards.**
1. **Downtown Development Authority.**
 2. **Community Redevelopment Agency.**
 3. **Historic Preservation Board.**

☒ Courtesy notices were sent at least 7 calendar days prior to meeting to the following neighborhood groups and homeowner associations:

- Seacrest Neighborhood

Items included in submittal:

- Utility Notification Forms from AT&T, Comcast, FPL, and FPUC.

- FDOT pre-application letter
- Palm Beach County TPS letter

Project was placed on the July CRA memo.

Technical Advisory Committee (TAC) Timeline

Review No.	Submittal Date	TAC Comments Transmitted	
1	12/22/2025	01/15/2026	Total time with Applicant: 138 days
2	03/10/2026	03/27/2026	Total time under review: 81 days
3	05/22/2026	06/15/2026	
4	07/08/2026	07/24/2026	
5	07/29/2026	-	

Technical Notes

Technical Notes to be addressed prior to certification:

1. As there are landscape improvements proposed in the City right-of-way, the property owner shall enter into a landscape maintenance agreement requiring the property owner to be responsible for and maintain any improvements made or installed by the owner in the right of way.

Prior to the issuance of a building permit, the following must be completed:

1. ROW Dedication must be approved and recorded for the intersections of NE 22nd Lane and Old Dixie Highway and NE 22nd Lane and North Federal Highway.
2. Submit required Florida Department of Transportation (FDOT) permits.
3. Applicant must provide 50% of the cost of the purchase of a bus shelter (\$5,500 which is 50% of the \$11,000 full bus shelter cost).
4. Provide sizing calculations and shop drawings for wash reclaimed water tanks and for oil/water separator.
5. Water and Sewer Utility Plan must callout the water recycling tank models and sand/grit interceptor models and have them drawn to scale. Include sizing calculations and the shop drawings on the plans. The information to match the MEP Plans.