



**HISTORIC PRESERVATION BOARD STAFF REPORT**

46 Marine Way		
Meeting	File No.	Application Type
March 5, 2025	2024-133	Certificate of Appropriateness, Relocations, Variances, & Waivers

**REQUEST**

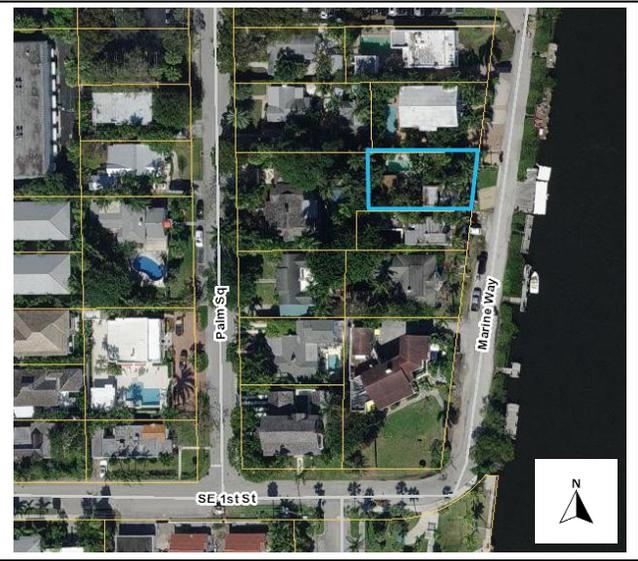
The item before the Board is consideration of a Certificate of Appropriateness, Relocation, Variances, & Waivers (2024-133) in association with the vertical relocation and alteration of the existing contributing structures (296 sq. ft. one story accessory structure & 1,328 two-story main structure), and construction of additions containing 3,631 sq. ft. for the property located at **46 Marine Way, Marina Historic District.**

**GENERAL DATA**

**Owner:** 46 Marine Way, LLC  
**Applicant:** Catherine Edwards  
**Location:** 46 Marine Way  
**PCN:** 12-43-46-16-34-000-0642  
**Property Size:** 0.12 Acres  
**Zoning:** Multiple Family Residential (RM)  
**FLUM:** Multiple Family Residential (RM)  
**Historic District:** Marina Historic District  
**Adjacent Zoning:**

- RM - Medium Density Residential (North)
- RM - Medium Density Residential (East)
- RM - Multiple Density Residential (South)
- RM - Multiple Density Residential (West)

**Existing Land Use:** Residential  
**Proposed Land Use:** Residential



**BACKGROUND AND PROJECT DESCRIPTION**

The subject 0.12-acre property is located on the west side of Marine Way, south of E. Atlantic Avenue and north of SE 1<sup>st</sup> Street within the Locally and Nationally Registered Marina Historic District. The property contains a two-story residential structure with a detached pool house in the rear of the property. According to the original city of Delray Beach Building Yellowcards, both structures were built in 1926. The structures are classified as contributing to the Marina Historic District and serve as a prime example of Mediterranean Revival architecture within Delray Beach. The original detailing of the structures has been preserved and as such they qualify for individual listing to the National Register of Historic Places.

The request before the board is for the vertical relocation of an existing contributing, 1,328 sq. ft. two-story residence and detached, 296 sq. ft. one-story guest cottage, alteration of the structures, construction of new one and three-story additions containing 3,631 sq. ft. that will connect the two

<p><b>Project Planner(s):</b>          Katherina Paliwoda, Senior Historic Preservation Planner,          paliwodak@mydelraybeach.com          Michelle Hoyland, Principal Historic Preservation Planner,          hoylandm@mydelraybeach.com</p>	<p><b>Review Dates:</b>          March 5, 2025</p>	<p><b>Attachments:</b></p> <ol style="list-style-type: none"> <li>1. Plans, Survey, &amp; Renderings</li> <li>2. Photographs</li> <li>3. Color &amp; Materials</li> <li>4. Justification Statements</li> </ol>
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existing structures, construction of a new swimming pool, and hardscaping. Relief requests for the property include setback variances for the front (east), sides (south) and (north – swimming pool); and relief Waivers to the Land Development Regulations - Visual Compatibility Standards for Secondary and Subordinate and Building Height Plane for the proposed addition.

**REVIEW AND ANALYSIS**

Pursuant to Land Development Regulation (LDR) Section 2.4.12(A)(5), prior to approval, a finding must be made that any Certificate of Appropriateness is consistent with Historic Preservation purposes pursuant to Objective HPE 1.4 of the Historic Preservation Element of the Comprehensive Plan; the provisions of Section 4.5.1; the Delray Beach Historic Preservation Design Guidelines; and, the Secretary of the Interior’s Standards for Rehabilitation.

**ZONING USE AND REVIEW**

Pursuant to LDR Section 4.4.6 – **Multiple Family Residential (RM) Development Standards:** The proposed use is single-family residential, which is a permitted use within the RM zoning district. Pursuant to LDR Section 4.4.6(F)(1), the R-1-A District regulations apply to single-family detached dwellings.

Pursuant to LDR Section 4.3.4(K) Development Standards and LDR Section 4.6.15 Swimming Pools, single-family structures within the RM zoning district, shall be developed according to the requirements set forth in the R-1-A development standards, noted in the chart below:

DEVELOPMENT STANDARDS	REQUIRED	EXISTING*	PROPOSED
<b>OPEN SPACE</b>	25%	74%	54%
<b>SETBACKS (MINIMUM)</b>			
FRONT (EAST)	25'	17'7"	7' 5 1/2" – 10' 4 1/2" *
SIDE INTERIOR (SOUTH)	7'-6"	2'3"	2'-3" – 6'1" *
SIDE INTERIOR (NORTH)	7'-6"	22'1"	7'6"
REAR (WEST)	10'	6'8"	6'8"
<b>HEIGHT</b>	35'(MAX)	18'-6"	35'
<b>SWIMMING POOL</b>			
SIDE INTERIOR (NORTH)	10'	7'2"	7'6" *

\* Proposed Relief Request

**SWIMMING POOL, WHIRLPOOLS, AND SPAS**

Pursuant to LDR Section 4.6.15(G) Swimming Pool - Yard encroachment. Swimming pools, the tops of which are no higher than grade level, may extend into the rear, interior or street side setback areas but no closer than ten feet to any property line. Swimming pools shall not extend into the front setback area noted in Section 4.3.4(K).

The property contains an existing swimming pool on the north side of the property, which is proposed for removal. The existing swimming pool is non-conforming with respect to the required 10 feet setback, currently a 7 feet 2 inch for its north setback. A new swimming pool is proposed for construction on the north side of the structure, to encroach into the required 10 feet setback (proposed north setback 7 feet 6 inches). Additionally, the swimming pool is proposed to be constructed at the proposed finished floor elevation of the north portion of the structure, which is proposed at 9 feet N.A.V.D. (North American Vertical Datum), rather than at grade level. The raised pool deck is considered a structure and will meet the 7 feet 6 inch side and 25 feet front setback requirements. However, the required swimming pool setback is 10 feet where a 7 feet 6 inch setback is proposed, requiring relief in the form of a setback variance. Further analysis of the setback relief request is included in the Variance section of this staff report.

Pursuant to LDR Section 4.6.9 - Off-street Parking Regulations(C)(2)(b), Two spaces per dwelling unit. Tandem parking may be used in the Single Family (R-1) Residential Districts or Low Density Residential (RL) District. Required parking spaces shall not be located in the front setback or side street setback areas. For lots that are less than 60 feet wide and do not have alley access, one parking space may be located in either the front setback area or the side street setback area, provided that no more than 50 percent of the front and side street setback area may be improved for parking purposes.

The subject property is less than 60 feet wide and does not have alley access. A two-vehicle gravel parking area exists on the east side (front) of the property, which encroaches into the front setback and the public right-of-way. The request provides for parking for two vehicles within a parking garage proposed for construction underneath the relocated existing contributing residence. The proposal eliminates the existing non-conformity with respect to the location of parking spaces.

**ROW DEDICATIONS**

Pursuant to LDR Section 5.3.1(A)(6) - Additional right-of-way width may be required to promote public safety and welfare; to provide for stormwater management; to provide adequate area for street trees; and to assure adequate access, circulation, and parking in high intensity use areas. Such a determination shall be advanced by a recommendation from the City Engineer and may be based upon the results of a traffic study or general knowledge of the City. The authority for requiring such additional right-of-way shall rest with the body having the approval authority of the associated development application.

While it is noted that there are no right-of-way dedications for this application there is a capital improvement project underway known as the Historic Marine Way Seawall, Roadway and Drainage Improvement. The project is aimed at addressing flooding issues occurring along Marine Way (see photo bottom right). The project will install a new seawall along Marine Way. The drainage system will be upgraded and routed to a new stormwater pump station with a backup emergency generator. There will be a new water-main and sewer system along Marine Way. Pedestrian friendly lighting, shared-use path, landscape/hardscape improvement, and wayfinding signage will be included in this project.



New Section & Status Updates



Improve Roadway Conditions



Flooding Streets

The city has held community meetings have occurred over the last several years to gather input from the public about the project and the impact of flooding upon the area. The applicant has been encouraged to connect with the Public Works Department to learn more about the project and how their proposal coordinates with the same.

## **LDR SECTION 4.5.1**

### **HISTORIC PRESERVATION: DESIGNATED DISTRICTS, SITES, AND BUILDINGS**

Pursuant to LDR Section 4.5.1(E), Development Standards, all new development or exterior improvements on individually designated historic properties and/or properties located within historic districts shall, comply with the goals, objectives, and policies of the Comprehensive Plan, the Delray Beach Historic Preservation Design Guidelines, the Secretary of the Interior's Standards for Rehabilitation, and the Development Standards of this Section.

#### **Pursuant to LDR Section 4.5.1E(2) – Major and Minor Development.**

The subject application is considered "Major Development" as it involves the modification of more than 25 percent of the existing contributing single-family residence within the RM zoning district.

Pursuant to LDR Section 4.5.1E(3) – Buildings, Structures, Appurtenances and Parking: Buildings, structures, appurtenances and parking shall only be moved, reconstructed, altered, or maintained, in accordance with this chapter, in a manner that will preserve the historical and architectural character of the building, structure, site, or district:

Appurtenances: Appurtenances include, but are not limited to, stone walls, fences, light fixtures, steps, paving, sidewalks, signs, and accessory structures.

Fences and Walls: The provisions of Section 4.6.5 shall apply, except as modified below:

- a. Chain-link fences are discouraged. When permitted, chain-link fences shall be clad in a green or black vinyl and only used in rear yards where they are not visible from a public right of way, even when screened by a hedge or other landscaping.
- b. Swimming pool fences shall be designed in a manner that integrates the layout with the lot and structures without exhibiting a utilitarian or stand-alone appearance.
- c. Fences and walls over four feet (4') shall not be allowed in front or side street setbacks.
- d. Non-historic and/or synthetic materials are discouraged, particularly when visible from a public right of way.
- e. Decorative landscape features, including but not limited to, arbors, pergolas, and trellises shall not exceed a height of eight feet (8') within the front or side street setbacks.

The subject site contains an existing 6' fence on the north, west, and south sides of the property. The wood fence has been proposed to remain. There is also an existing aluminum fence located with the interior and rear side of the property of the main existing structure. The proposal includes construction of a 3' CBS planter wall around the base of the structure at the front of the property. It is noted that the wall is illustrated on the elevation but not called out on the site plans, therefore, a site plan technical item is noted below.

#### Garages and Carports:

- a. Garages and carports are encouraged to be oriented so that they may be accessed from the side or rear and out of view from a public right of way.
- b. The orientation of garages and carports shall be consistent with the historic development pattern of structures of a similar architectural style within the district.
- c. The enclosure of carports is discouraged. When permitted, the enclosure of the carport should maintain the original details, associated with the carport, such as decorative posts, columns, roof planes, and other features.
- d. Garage doors shall be designed to be compatible with the architectural style of the principal structure and should include individual openings for vehicles rather than two car expanses of doors. Metal two car garage doors are discouraged; however, if

**options are limited and metal is proposed, the doors must include additional architectural detailing appropriate to the building.**

A two-car garage is proposed at the ground level underneath the existing structure, which is proposed for vertical elevation/relocation. The garage will be accessible from the front of the property and faces north rather than facing the right-of-way. The proposed two-car garage door will be white aluminum with wood framing. Although the door is proposed to match the existing white aluminum/wood windows, the style of door is discouraged as it does not match the Mediterranean Revival architectural style of the structure and does not include the two separate door openings to give a more appropriate residential appearance. Further, while this LDR requirement indicates that garages are encouraged to be oriented so they are out-of-view from a public right-of-way, and the side loaded garage does aid in this requirement, it will still be visible from the Marine Way right-of-way. Given the narrow width of the lot such orientation is difficult to achieve.

This LDR Section relating to **Appurtenances**, states that **Buildings, structures, appurtenances and parking shall only be moved, reconstructed, altered, or maintained, in accordance with this chapter, in a manner that will preserve the historical and architectural character of the building, structure, site, or district.** The proposal involves vertical relocation of the main residence, which is situated below the minimum required 9 feet finished floor elevation required by the Federal Emergency Management Agency (FEMA) and the Florida Building Code. Vertical elevation of the contributing structure is anticipated to ensure it is resiliency and longevity, given the frequency with which Marine Way has flooded. As previously noted the city has begun a multi-million dollar improvement project to further reduce the effects of flooding due to severe weather events, king tides, sea level rise, etc. However, it is noted that the main structure is proposed for vertical elevation to a finished floor elevation of 14 feet in order to accommodate the new garage on the ground level, while the three-story addition is proposed at 9 feet finished floor elevation. Consideration could be given to locating the garage underneath the new addition in an effort to minimize the impact of vertical relocation upon the contributing residence and to further preserve the architectural and historical character of the building, site, and surrounding Marina Historic District. It is understood that the garage would likely still be visible from the Marine Way and Intracoastal rights-of-way. The board will need to make a determination that the configuration and location of the garage, style of garage door, and two-car expanse of the door meets the requirements of the LDRs.

**Parking: Parking areas shall strive to contribute to the historic nature of the properties/districts in which they are located by use of creative design and landscape elements to buffer parking areas from adjacent historic structures. At a minimum, the following criteria shall be considered:**

- a. **Locate parking adjacent to the building or in the rear.**
- b. **Screen parking that can be viewed from a public right-of-way with fencing, landscaping, or a combination of the two.**
- c. **Utilize existing alleys to provide vehicular access to sites.**
- d. **Construct new curb cuts and street side driveways only in areas where they are appropriate or existed historically.**
- e. **Use appropriate materials for driveways.**
- f. **Driveway type and design should convey the historic character of the district and the property.**

The subject request includes a two-car garage that is accessed from the front side of the structure which is visible from the Marine Way and Intracoastal public rights-of-way when viewed from the north. While an alley does not exist in the rear of the property, the parking area could be accommodated further to the rear of the site as has been done with other projects in the Marina Historic District. Additionally, a new driveway will be constructed on the front (northeast) side of the property. The

driveway material will be pavers which can be considered an appropriate material as it is typically utilized throughout the historic district. Finally, construction of a garage aids in reducing the existing non-conformity of parking situated within the front setback and adjacent right-of-way.

**Pursuant to LDR Section 4.5.1(E)(4) – Alterations: in considering proposals for alterations to the exterior of historic buildings and structures and in applying development and preservation standards, the documented, original design of the building may be considered, among other factors.**

Applicable development and preservation standards have been applied during the review of the proposal while also taking into consideration the original design of the contributing structure and its location within the Locally and Nationally Designated Marina Historic District.

### **SECRETARY OF THE INTERIORS STANDARDS**

**Pursuant to LDR Section 4.5.11(5) – Standards and Guidelines: a historic site, building, structure, improvement, or appurtenance within a historic district shall only be altered, restored, preserved, repaired, relocated, demolished, or otherwise changed in accordance with the Secretary of the Interior’s Standards for Rehabilitation, and the Delray Beach Historic Preservation Design Guidelines, as amended from time to time.**

#### **Standard 1**

**A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.**

#### **Standard 2**

**The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.**

#### **Standard 3**

**Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.**

#### **Standard 4**

**Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.**

#### **Standard 5**

**Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.**

#### **Standard 6**

**Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.**

#### **Standard 7**

**Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.**

### **Standard 8**

**Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.**

### **Standard 9**

**New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.**

### **Standard 10**

**New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.**

Standards 1, 2, 3, 5, 9, and 10 are applicable. The property has been utilized as a single-family residence, to which there is no change in the use proposed for the site, therefore there are no concerns with **Standard 1**. With regard to **Standards 2, 3 & 5**, the proposal involves vertical relocation of the existing contributing structure to ensure compliance with minimum finished floor elevation requirements established by FEMA and the Florida Building Code. The National Park Service provides information about how to adapt historic buildings to be more resilient to flooding risk via *The Secretary of the Interior's Standards for Rehabilitation and Guidelines on Flood Adaptation for Rehabilitating Historic Buildings*. There are eleven adaptation treatments including *Elevating on a New Foundation*, which is one of the most common treatments and the approach proposed for the subject structure. An excerpt from the Guidelines in relation to assessing flood risk and the selection of an adaptation treatment is as follows:

*“The Guidelines are intended to assist property owners undertaking a flooding adaptation project, recognizing that, as with any rehabilitation project, there are always other design, programmatic, financial, and regulatory requirements that must also be considered in planning such projects. Among these, the National Flood Insurance Program (NFIP) may have significant financial impacts and influence design decisions. The NFIP is administered by the FEMA and implemented by state and local governments. This program is responsible for providing flood insurance, improving floodplain management, and developing Flood Insurance Rate Maps (FIRM). These Guidelines are not an attempt to interpret or provide guidance on the NFIP or which treatments may or may not reduce flood insurance costs.”*

Given the established flood risk level related to the frequency and negative effects of flooding upon the historic building stock in the subject area, the application of one or more of the adaptation approaches to flood resiliency is anticipated for most (if not all) of the historic structures along this block of Marine Way. In fact, the subject request is one of three COA applications currently in process along Marine Way. The other two COA applications are for properties immediately south of 46 Marine Way (48 Marine Way and 54 Marine Way). The subject request to vertically relocate the existing structure by *Elevating it on a New Foundation* raises some concerns with the application's ability to meet the recommended approach for such adaptation method. For example, there is concern with the elevation of the structure from its existing 2.5 – 4 foot finished floor elevation to 14 feet. The increase represents a vertical shift of the structure by 10 - 11.5 feet from its existing position on the site where the FEMA & Florida Building Code requirement is 9 feet (5 feet higher required). It is noted that a proposed three-story addition is planned to the rear and side of the existing structure with a finished floor elevation of 9 feet, not 14 feet due to the new garage being situated underneath the historic structure rather than the new addition.

Additionally, the proposal involves construction of a raised, patio/open porch forward of the front wall plane of the existing historic structure, surrounded by a 3 foot high planter wall. The planter wall may not effectively aid in screening the new solid base of the front patio/open porch nor the structure's overall increase in height. The vertical relocation of the historic structure to a finished floor elevation of 14 feet is anticipated to draw attention to the structures' proposed higher placement on the site. Construction of the patio/open porch forward of the front wall plane of the residence also raises concerns with respect to preservation of the historic façade and the structures position on the lot in relation to the front setback.

The existing structure has low scale floor heights, while the new ground floor garage is nearly one-and-a-half times the size of the structure's existing story heights (the height of the garage is taller than an existing story.) While the spirit of the Flood Adaptation Guidelines express that every project faces its own challenges and most often no two projects are identical, the recommended approaches take this into account. For example, when designing associated site alterations, the recommended approach is to *"design new driveways, parking areas, or patios so that they are unobtrusive as possible and are compatible with the historic character of the property and the district"*. The Guidelines do not recommend *"adding new site features in prominent locations where they negatively impact the historic character of the building site or result in the loss of historic landscape features or plant materials"* nor is it recommended to *"add new driveways and curb cuts to facilitate parking underneath an elevated house"*. While it is noted that a patio does exist on the east side of the historic structure, it is a ground level improvement with concrete paver stones and a 2 foot high masonry wall surrounding it. The subject request also includes a new 2-car garage underneath the elevated historic house.

Further, the new patio/open porch structure is comprised of a solid wall with storage on the interior along with the 3 foot high planter. The design incorporates a solid wall structure rather than an open air area with columns or pillars. It is understood that such may be the appropriate design approach for a Mediterranean Revival style structure, by not placing it on visible piers/columns, but there is concern that the height of the proposed wall may not be in scale with the scale of the historic structure. Again, the patio/open porch is to be situated forward of the front façade plane, potentially detracting from the historic façade of the home.

Given the flood risk along Marine Way, the home must be elevated, but the adaptation approach could be adjusted to preserve as much of the historic character as possible. The overall increase in height of the historic structure could have a negative effect upon the historic character of the site, the structure's architectural style, the Marine Way streetscape, and the overall Marina Historic District. Particularly, since the increase exceeds the minimum FEMA requirement by 5 feet. Reducing the home to a 9 foot finished floor elevation and redesign or elimination of the front patio/open porch could aid in preserving the historic appearance of the home as well as the homes siting on the lot. The proposed changes could also be seen as creating a false sense of historical development, creating the appearance of new construction (**Standard 3**). While the proposed addition incorporates Mediterranean Revival architectural detailing, such is more modern than the modest detailing of the existing historic structure. The proposal does however preserve the distinctive Mediterranean Revival features, finishes and construction techniques/examples of craftsmanship that characterize the historic portion of the structure (**Standard 5**). The board will need to make a determination that the alterations are appropriate examples of craftsmanship that characterize the Mediterranean Revival structure.

Below are site specific examples of projects and a few recommended approaches/guidance to Elevating on a New Foundation, taken directly from the Secretary of the Interior's Flood Adaptation Guidelines:



(a) Photo: Rubion Construction Co., LLC

[83] This historic house has been elevated and altered to an extent that it has lost its historic character and integrity. As part of the project to elevate the house, a new story was added beneath the original one-story building. Elevating a small-scale or one-story building by an additional story is almost always not an appropriate adaption.



(b) Photo: Rubion Construction Co., LLC

## HEIGHT OF THE ELEVATION

RECOMMENDED	NOT RECOMMENDED
Identifying and retaining the historic massing, scale, size, form, and proportional relationships of the major elements of the historic building and/or the historic district.	Elevating a building without considering the impact to the massing, size, scale, form, and proportional relationships of the historic building and/or the historic district.
Designing a new foundation that preserves the historic character of the building.	Designing a new foundation that is too tall, so that its size and scale are out of proportion to the historic building and, diminishing its character.

## ASSOCIATED SITE ALTERATIONS (SEE ALSO SITE AND LANDSCAPE ADAPTATIONS)

RECOMMENDED	NOT RECOMMENDED
Altering the landscape by adding fill or constructing raised planters to reduce the amount of new foundation that is visible.	Altering a landscape, garden, or archeological site that has historic significance in its own right or that is integral to the significance of the site in conjunction with the building.
Designing new driveways, parking areas, or patios so that they are as unobtrusive as possible and are compatible with the historic character of the property and the district.	Adding new site features in prominent locations where they negatively impact the historic character of the building site or result in the loss of historic landscape features or plant materials.
Using permeable surfaces where possible.	Adding new driveways and curb cuts to facilitate parking underneath an elevated house.



(a) Photo: Rubion Construction Co., LLC

[98] (a) This small Creole cottage was built in 1890. The house is located in a V-zone, an area designated by FEMA flood maps with a defined flood risk that includes additional hazards from waves. (b) After elevating the house, the new floor level is approximately thirteen feet above the surrounding grade. In addition to elevating the house, parking was created underneath the building, with a driveway placed directly in the center of the front yard. These changes emphasize the new elevated height of the building, impact its setting and appearance, and eliminate access to the front doors. These alterations significantly change the historic character of the building and do not meet the Standards.



(b) Photo: Jennifer Parker/NPS



(a) Photo: Courtesy of Julie Nucci and James Overhiser



(b) Photo: Courtesy of Julie Nucci and James Overhiser



(c) Photo: Courtesy of Julie Nucci and James Overhiser

## NEW FOUNDATION

### RECOMMENDED

Using creative design techniques to minimize the perception of the change in height and appearance of the foundation of the historic building where compatible.

Creating an illusion of solidity in tall open foundations by installing louvers or traditional lattice between piers or posts.

Creating an illusion of a shorter foundation in wood-clad buildings by lowering the transition point from visible foundation materials to siding or weatherboard.

### NOT RECOMMENDED

Designing new foundation treatments that mask the change in elevation to a point that alters the historic proportions of the building and changes its historic character.

[87] This Greek Revival temple-front residence in Owego, NY, was flooded in 2011. The building sits close to the ground, with little visible foundation, and it was substantially elevated to reduce flood risk. In this case, the lot size, massing, and style of the property enabled it to be raised on a new plinth foundation. This compilation of images shows (a) the original location; (b) during the flood, which inundated the first floor; and (c) after the building was repaired and elevated to its new height. The treatments to visually minimize the new height include a new foundation with flood vents and a change in the new stair design and materials: stone at the first run of stairs, then wood above a landing, that breaks the stairs into two smaller runs. Plantings and new fill also help disguise the change in height.

[93] This home has used elevated planting beds across the front of the house to bring the landscaping up higher and help screen the change in height. The stairs are stone, to blend in with the foundation and the planters, and a landing breaks up the long run of stairs at a point that aligns with the top of the planters. This provides a visual reference point for what was the original foundation height. The garage remains at grade level. Photo: FloodSavvy.com



Regarding **Standard 9**, new additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. New work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. The proposed three-story addition, patio/open porch addition, and new garage/storage area underneath the historic home raises concerns with respect to compatibility of massing, size, and scale of the proposed additions to the existing historic structure. Regarding the architectural features, those that are present in the historic home are simple, modest even, where the architectural features associated with the new three-story addition are more ornate or detailed and could represent a modern approach to the Mediterranean Revival architectural style. Further, the detached accessory structure is proposed to be attached to the main home via the new addition, it will no longer function as a separate detached structure.

The historic residential structures within the Marina Historic District are typically 1 to 2 stories in height. Construction of a three-story addition to the subject structure could not only create a false sense of historical development but could also be considered not compatible with the size, massing, and scale of the historic streetscape. Below is imagery of the existing and proposed streetscape along Marine Way. These images depict examples of how alteration of a site and structure with regards to massing and height could negatively affect visual compatibility within a historic streetscape and could have a negative effect upon the historic integrity of the property and its environment.



Subject Property

Existing streetview - Marine Way



Existing streetscape - Marine Way



Proposed streetscape - Marine Way

Regarding **Standard 10**, the proposal involves alteration of the interior layout of the home, for example the kitchen is to be relocated from the original structure and placed within the new addition and a new 2-car garage is proposed to be built underneath the home. Should the additions ever be removed in the future, the home would be left with a bedroom and recreational space (yoga room). It is difficult to envision a scenario where the garage could be removed as it is proposed to become the structures new ground floor and foundation. Thus, there are concerns with respect to the project's ability to comply with this Secretary of the Interior's Standard.

The board will need to make a determination that the proposal can be found in compliance with these requirements.

**Pursuant to LDR Section 4.5.1I(7) – Visual Compatibility Standards: new construction and all improvements to both contributing and noncontributing buildings, structures, and appurtenances thereto within a designated historic district or on an individually designated property shall be visually compatible. In addition to the Zoning District Regulations, the Historic Preservation Board shall apply the visual compatibility standards provided for in this Section with regard to height, width, mass, scale, façade, openings, rhythm, material, color, texture, roof shape, direction, and other criteria set forth elsewhere in Section 4.5.1. Visual compatibility for minor and major development as referenced in Section 4.5.1I(2) shall be determined by utilizing criteria contained in (a)-(m) below.**

- a. **Height:** The height of proposed buildings or modifications shall be visually compatible in comparison or relation to the height of existing structures and buildings in a historic district for all major and minor development. For major development, visual compatibility with respect to the height of residential structures, as defined by 4.5.1I(2)(a), shall also be determined through application of the Building Height Plane.
- b. **Front Facade Proportion:** The front facade of each building or structure shall be visually compatible with and be in direct relationship to the width of the building and to the height of the front elevation of other existing structures and buildings within the subject historic district.
- c. **Proportion of Openings (Windows and Doors):** The openings of any building within a historic district shall be visually compatible with the openings exemplified by prevailing historic architectural styles of similar buildings within the district. The relationship of the width of windows and doors to the height of windows and doors among buildings shall be visually compatible within the subject historic district.
- d. **Rhythm of Solids to Voids:** The relationship of solids to voids of a building or structure shall be visually compatible with existing historic buildings or structures within the subject historic district for all development, with particular attention paid to the front facades.
- e. **Rhythm of Buildings on Streets:** The relationship of buildings to open space between them and adjoining buildings shall be visually compatible with the relationship between existing historic buildings or structures within the subject historic district.
- f. **Rhythm of Entrance and/or Porch Projections:** The relationship of entrances and porch projections to the sidewalks of a building shall be visually compatible with existing architectural styles of entrances and porch projections on existing historic buildings and structures within the subject historic district for all development.
- g. **Relationship of Materials, Texture, and Color:** The relationship of materials, texture, and color of the facade of a building and/or hardscaping shall be visually compatible with the

predominant materials used in the historic buildings and structures within the subject historic district.

- h. **Roof Shapes:** The roof shape, including type and slope, of a building or structure shall be visually compatible with the roof shape of existing historic buildings or structures within the subject historic district. The roof shape shall be consistent with the architectural style of the building.
- i. **Walls of Continuity:** Walls, fences, evergreen landscape masses, or building facades, shall form cohesive walls of enclosure along a street to ensure visual compatibility with historic buildings or structures within the subject historic district and the structure to which it is visually related.
- j. **Scale of a Building:** The size of a building and the building mass in relation to open spaces, windows, door openings, balconies, porches, and lot size shall be visually compatible with the building size and mass of historic buildings and structures within a historic district for all development. To determine whether the scale of a building is appropriate, the following shall apply for major development only:
  - a. For buildings wider than sixty percent (60%) of the lot width, a portion of the front façade must be setback a minimum of seven (7) additional feet from the front setback line:
  - b. For buildings deeper than fifty percent (50%) of the lot depth, a portion of each side façade, which is greater than one story high, must be setback a minimum of five (5) additional feet from the side setback line:
- k. **Directional Expression of Front Elevation:** A building shall be visually compatible with the buildings, structures, and sites within a historic district for all development with regard to its directional character, whether vertical or horizontal.
- l. **Architectural Style:** All major and minor development shall consist of only one (1) architectural style per structure or property and not introduce elements definitive of another style.
- m. **Additions to individually designated properties and contributing structures in all historic districts:** Visual compatibility shall be accomplished as follows:
  - 1. Additions shall be located to the rear or least public side of a building and be as inconspicuous as possible.
  - 2. Additions or accessory structures shall not be located in front of the established front wall plane of a historic building.
  - 3. Characteristic features of the original building shall not be destroyed or obscured.
  - 4. Additions shall be designed and constructed so that the basic form and character of the historic building will remain intact if the addition is ever removed.
  - 5. Additions shall not introduce a new architectural style, mimic too closely the style of the existing building nor replicate the original design but shall be coherent in design with the existing building.
  - 6. Additions shall be secondary and subordinate to the main mass of the historic building and shall not overwhelm the original building.

With respect to **Height**, although the proposed three-story addition meets the 35' maximum height requirement for the zoning district, there is concern that the three-story addition is not visually compatible with the historic streetscape. Historically, the Marina Historic District has a pattern of one to two story residences. In addition, the proposal does not meet the requirements for Building Height Plane (BHP) so relief has been requested for this standard, which will be analyzed further in this report.

There is concern with the proposed **Proportion of Openings (Windows and Doors)** in that the rhythm and placement of the windows on the existing structure may no longer reflect the window pattern of the historic structure. Also, the placement of windows/doors that correlate to the use and floor levels within

the building creates an array of window placements on some of the building elevations. There are concerns that the proposed window sizes could create a conflict with the transition of the original structure to the new addition.

The new two-car garage/storage area with patio/open porch above creates an expansive blank wall that is nearly 11 feet high and should the variances be approved, will be as close as 7 feet 6 inches from the front property line and 2 feet 3 inches from the south property line. This creates additional concerns with the project's ability to comply with the **Rhythm of Solids to Voids** as well as the **Directional Expression of the Front Elevation** as it relates to the existing Marine Way streetscape. The front wall facing the street is significantly larger than the historic district's development pattern and may not be in scale with surrounding residences nor the pedestrian experience.

With regard to **Relationship of Materials, Texture, and Color**, the new addition will be constructed using CBS block material covered with a similar smooth stucco exterior to match the existing historic structures. The proposal will utilize the clear glass windows with white aluminum frames, roof material will be barrel tile to match the existing structures. Colors for the exterior walls on the existing and new structure will be SW-6386 Napery with fascia, columns, and trim to be SW-7103 Whitetail. The proposed railings will be aluminum with a black powder coat finish. The proposed driveway will be Old Chicago Brick pavers. As the request will be using the appropriate materials to match the historic structures, the proposal can be found in compliance with this standard.

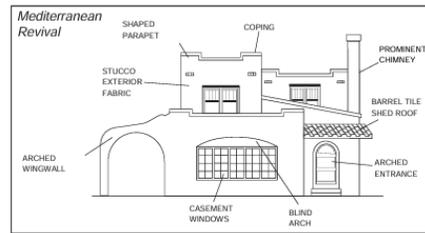
There is concern with **Rhythm of Entrance and/or Porch Projections** and **Directional Expression Of The Front Elevation** as the new proposed entrance does not reflect the existing structure, as it has been relocated further west on the property within the new 3-story addition. This could be problematic as the existing residence should retain the main entrance to the building. There is concern with the proposed site as it has been altered not only horizontally but vertically. The original structure is no longer prominent as it gets lost within the larger massing of the additions. Additionally, the new patio/open porch addition is proposed forward of the front wall plane of the historic home. The images below illustrate the existing structure highlighted in red:



For **Architectural Style**, while some of the characteristic features of the original building are being retained, there is concern with the proposed modifications relating to the execution of the Mediterranean Revival architectural style. Some of the original decorative ornamentation to the windows and doors are being removed or minimized and other architectural features are proposed for removal such as the clay roof scuppers. Some of the proposed windows and doors are larger in scale and may not be visually compatible to the size of openings on the existing structure or other historic structures within the historic district. Further, new elements are introduced with the 3-story addition and the scale of the proposed additions are substantially larger than the existing structure. Regarding the **Roof**, the addition

has a large overhang with outlookers/support brackets. Oftentimes with the historic execution of the Mediterranean Revival style, brackets were commonly utilized in association with ornamental awnings for doorways & windows or supports for balconies (see screenshot to right from the Delray Beach Historic Preservation Design Guidelines). Although, it could be interpreted that the roof overhangs are a modern execution to the Mediterranean style and could be deemed compatible with the existing structure in that they provide for differentiation between the original structure and the new addition.

Mediterranean Revival/Spanish Eclectic (1920–1940)



The Mediterranean Revival style was not limited to Florida, but finds examples across the country, notably in California, Arizona and Texas. Contemporary architectural historians have differed in their choice of names for this Florida phenomenon, but all agree that Florida's Mediterranean Revival demonstrates an eclecticism that capitalizes on a number of design traditions.

In an article entitled "The New Mediterranean Architecture of Florida" by Matlack Price, published in the June 1925 edition of *House Beautiful*, the author describes the style that became the pre-eminent choice for buildings in Florida during the Land Boom of the 1920s. He begins by describing the Spanish-derivative forms in California, specifically refers to Mission Revival, and then continues to Arizona and Texas to describe Pueblo designs.



Mediterranean Revival commercial building

Virginia and Lee McAlester in their book, *A Field Guide to American Architecture*, begin their explanation with a section entitled "Eclectic Houses 1880–1940." They then

name variants of what has been generically called Mediterranean Revival. They include the following styles: Italian Renaissance, Mission, Spanish Eclectic, Monterey, and Pueblo Revival.

Professor David Gebhard, in his article for the *Journal of the Society of Architectural Historians* entitled "The Spanish Colonial Revival in Southern California," provides a simpler explanation. He states that in the broader application, the style is best called Spanish Colonial Revival. He then notes that the Spanish Colonial Revival had two distinctive variations, first the Mission Revival and then later the Mediterranean Revival.



Mediterranean Revival residence

In South Florida, historians are comfortable with the stylistic identity of Mediterranean Revival as a commingling of inspiration from the countries that border the Mediterranean Sea, including Spain, Italy and the Northern coast of Africa, with its rich Moorish heritage.

General Characteristics:

- Plan shape: asymmetrical or U-shaped to create a courtyard
- Building material: generally masonry
- Exterior surface treatment: stucco (smooth or textured)
- Roof type: combination; gable; hipped; shed; pyramidal
- Height: one to two-and-one-half stories
- Window type: casement
- Other:
  - Broad areas of uninterrupted surfaces with ornament concentrated around windows and doorways
  - Cast stone or concrete ornament concentrated around windows and doors
  - Covered open areas created by arcades and loggias
  - Porte cochères attached on the side of the residence
  - Juxtaposition of one and two stories
  - Wrought iron decorative ornament employed as grilles
  - Use of towers, especially at corners
  - Barrel tile roof coverings

SECTION IV



Decorative ornamentation around windows and doors, and decorative drainpipe.

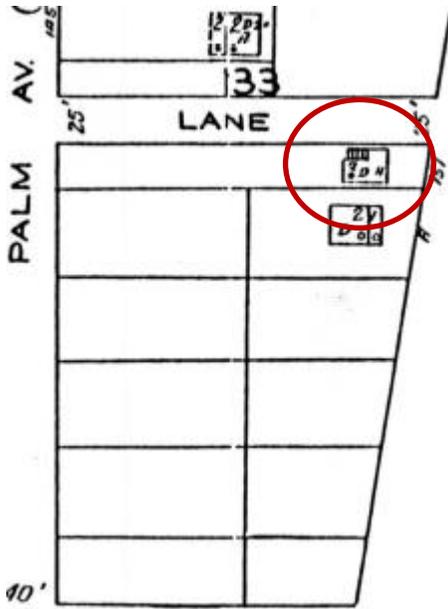


Clay Roof Scuppers



Architectural detailing and enclosed staircase

Typically, the Mediterranean Revival style demonstrates an eclecticism that capitalizes on a number of design traditions. The design of the existing residence is a modest example of the style, with ornate architectural detailing primarily located near the rear of the home adjacent to the enclosed stairwell on the north side of the structure. Further, the historic execution of the Mediterranean Revival architectural style, was often limited to one and two-and-one-half stories. The subject structure is a two-story structure and the proposed request includes construction of a three-story addition. Interestingly, on the interior of the front of the home a landing/catwalk feature exists which suggests the structure may have been two independent units (1<sup>st</sup> floor and 2<sup>nd</sup> floor units) in its design. An exterior staircase once existed on the north elevation that accessed the upper floor landing/catwalk which is believed to have been a covered porch (see 1926 Sanborn Map and interior images below). The staircase was later enclosed and the structure has been a single-family residence for many years. The board will need to make a determination that the proposal is compliant with the **Architectural Style** visual compatibility standard.



Regarding the **Additions** visual compatibility standard, concerns exist with massing of the proposed additions in relation to the existing historic structure and surrounding historic structures within the Marina Historic District. While the proposed three-story addition is situated to the side and rear of the existing structure, which is can be considered an appropriate location for the addition, it is substantially larger than the historic structure, affecting visual compatibility relating to additions being “as inconspicuous as possible”. Additionally, the addition of the ground floor 2-car garage/storage area with patio/open porch is to be situated in front of the established front wall plane of the historic building contrary to the LDR requirements, the Secretary of the Interior’s Standards and Guidelines for Rehabilitation, and the Delray Beach Historic Preservation Design Guidelines. As the structure is being lifted, its elevation, which is a characteristic of the original structure, is being altered. Such vertical elevation on a new foundation is anticipated for properties which are within the flood zone. However, the FEMA required finished floor elevation is 9 feet and the proposal involves elevating the historic structure to 14 feet. The proposal also involves elevating and connecting the existing one-story detached accessory structure to the main structure via an addition.





Pursuant to the **Secretary of the Interior’s Standards and Guidelines for Rehabilitation** (pg.156 & 158):

**NEW EXTERIOR ADDITIONS TO HISTORIC BUILDINGS AND RELATED NEW CONSTRUCTION**

RECOMMENDED	NOT RECOMMENDED
<b>New Additions</b>	
Placing functions and services required for a new use (including elevators and stairways) in secondary or non-character-defining interior spaces of the historic building rather than constructing a new addition.	Expanding the size of the historic building by constructing a new addition when requirements for the new use could be met by altering non-character-defining interior spaces.
Constructing a new addition on a secondary or non-character-defining elevation and limiting its size and scale in relationship to the historic building.	Constructing a new addition on or adjacent to a primary elevation of the building which negatively impacts the building's historic character.
Constructing a new addition that results in the least possible loss of historic materials so that character-defining features are not obscured, damaged, or destroyed.	Attaching a new addition in a manner that obscures, damages, or destroys character-defining features of the historic building.
Designing a new addition that is compatible with the historic building.	Designing a new addition that is significantly different and, thus, incompatible with the historic building.
Ensuring that the addition is subordinate and secondary to the historic building and is compatible in massing, scale, materials, relationship of solids to voids, and color.	Constructing a new addition that is as large as or larger than the historic building, which visually overwhelms it (i.e., results in the diminution or loss of its historic character).

**NEW EXTERIOR ADDITIONS TO HISTORIC BUILDINGS AND RELATED NEW CONSTRUCTION**

RECOMMENDED	NOT RECOMMENDED
Ensuring that the addition is stylistically appropriate for the historic building type (e.g., whether it is residential or institutional).	
Considering the design for a new addition in terms of its relationship to the historic building as well as the historic district, neighborhood, and setting.	

Two waivers for relief have been submitted to the Building Height Plane and Additions (Secondary and Subordinate) visual compatibility standards and are analyzed later in the report.

**RELOCATION ANALYSIS**

Pursuant to LDR Section 4.5.1(E)(6)(b)(1), Relocation of Contributing or Individually Designated Structures, Criteria - when considering the relocation of a contributing structure from a historic district, or an individually designated structure from a site, the Board shall be guided by the following, as applicable:

- a. Whether the structure will be relocated within the same historic district, into a new historic district, or outside of a historic district;
- b. Whether the proposed relocation may have a detrimental effect on the structural soundness of the building or structure;
- c. Whether the proposed relocation would have a negative or positive effect on other historic sites, buildings, or structures within the originating historic district, at the new site;

- d. Whether the new surroundings of the relocated structure would be compatible with its architectural character; and,**
- e. Whether the proposed relocation is the only practicable means of saving the structure from demolition.**

The existing historic structure is situated along the west side of Marine Way and has a finished floor elevation of 2.5 feet to 4 feet N.A.V.D., which is below the required 9-foot FEMA & Florida Building Code finished floor requirements. It is noted that Marine Way does experience significant flooding, in fact it is the subject of a multi-million-dollar city improvement project to install/construct flood resilient mechanisms such as higher seawalls, flood pumps, drainage, etc.

The FEMA maps were recently updated requiring the finished floor elevation to change from 6' to 8'. It is also noted that the Florida Building Code requires an additional 12 inches above the FEMA requirement, bringing the current finished floor elevation requirement to 9'. However, the proposal is to elevate the existing structure to a 14-foot finished floor elevation in order to accommodate a new ground level garage and storage area. There are concerns with regard to the massing, character, and compatibility of the proposed addition in relation to the existing structure.

**Pursuant to LDR Section 4.5.1(E)(6)(b)(2), Relocation of Contributing or Individually Designated Structures, Relocation Plan - when considering the relocation of a contributing or individually designated structure, the Board shall require a Relocation Plan that includes the following:**

- a. A detailed explanation of the relocation method including the type of machinery and equipment to be utilized;**
- b. A demolition plan illustrating any parts of the structure to be removed or modified to facilitate the relocation;**
- c. An illustration of locations where the building will be split, as applicable;**
- d. The name of the Florida Licensed Building Mover who will relocate the structure(s) and the following support materials, if available:**
  - i. A description of the Florida Licensed Building Mover's past experience in moving historic buildings of a similar construction technique.**
  - ii. Photographs of prior relocation projects completed by the Florida Licensed Building Mover taken before and after the relocation, if applicable.**
- e. A certified engineering report which includes:**
  - i. A relocation feasibility study with an assessment of the building's structural condition to determine any damage that might occur during the move.**
  - ii. Details and a description of the historic structure's construction type including technique and materials and current condition of materials.**
  - iii. Identification of any areas of concern, and how these areas will be addressed prior to the relocation.**

Modern Movers is the proposed Relocation Contractor (mover) who is a Florida Licensed Contractor. The Mover has indicated that they have experience with relocating historic structures in Delray as well as other Florida cities. Their method of vertical relocation consists of raising structures with steel beams, unified jacking system, and cribbing to secure the structure until the new foundation is constructed. Multiple steel beams are to be placed beneath the structure, to which the structure is hydraulically loaded onto the beams, then elevated to the proposed elevation with helical pilings installed. Once pilings are in place, a new footing is poured, then the structure is lowered to allow the concrete stem wall to be constructed, then the structure is finally placed onto the new wall. In some instances, structures must be shifted horizontally within the site in order to place the new foundation and then returned to its original location. Such technique is dependent on the existing slab and footing construction method.

**Pursuant to the Secretary of the Interior’s Standards for Rehabilitation and Guidelines on Flood Adaptation For Rehabilitating Historic Buildings:**

**ELEVATE THE BUILDING ON A NEW FOUNDATION**

*“This adaptation method involves raising the height of a building by lifting the building from the existing foundation, constructing a higher foundation, and resetting the building on the new base. While this is one of the most common solutions for addressing flood risk, the historic character and appearance of the building can be considerably impacted when the change in height of the new foundation is significantly different from the original height. Elevating a building on a new foundation can greatly affect the historic character and integrity of the building, and any associated historic district, if not carefully planned and considered.*

*A smaller-scale building may be difficult to elevate more than a few feet without having an impact on its historic character. With some exceptions, elevating a small building to a height approaching a full story will not meet the Standards for Rehabilitation. The historic setting, features, spaces, and materials of a building should be preserved if they are important in conveying the historic associations, character, and significance of the property. As the height of a building increases, meeting the Standards will be more challenging because of the substantial change to the character and appearance of foundations, basements, porches or terraces, and staircase height and length, as well as other exterior features and materials. For buildings within historic districts, elevations should be coordinated to maintain the historic spatial and architectural relationships among buildings and the character of the district. Local preservation guidelines can help provide standardized design and treatment approaches for elevating buildings specific to the district. Where there is a tradition of elevating buildings, there may be more flexibility to increase the height of a foundation. In this historic context, a more significant degree of change may be acceptable while still maintaining the historic character of the property. Traditional adaptive approaches may be specific to certain regions, to building or construction types in those areas, and have common materials or design features. It is important to maintain the material and foundation treatments of the regional tradition.”*

<p><b>ELEVATE THE BUILDING ON A NEW FOUNDATION</b></p> <p>This adaptation method involves raising the height of a building by lifting the building from the existing foundation, constructing a higher foundation, and resetting the building on the new base. While this is one of the most common solutions for addressing flood risk, the historic character and appearance of the building can be considerably impacted when the change in height of the new foundation is significantly different from the original height. Elevating a building on a new foundation can greatly affect the historic character and integrity of the building, and any associated historic district, if not carefully planned and considered.</p> <p>A smaller-scale building may be difficult to elevate more than a few feet without having an impact on its historic character. With some exceptions, elevating a small building to a height approaching a full story will not meet the Standards for Rehabilitation.</p>
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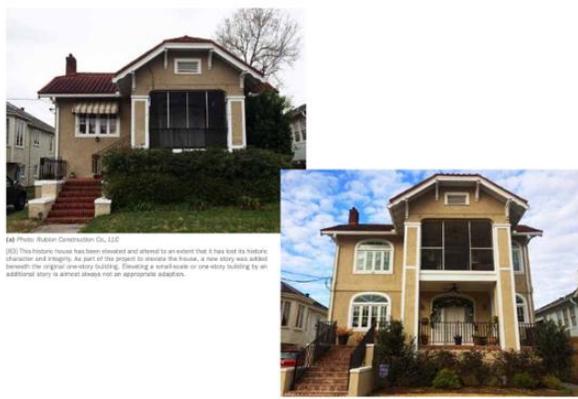
**HEIGHT OF THE ELEVATION**

RECOMMENDED	NOT RECOMMENDED
Identifying and retaining the historic massing, scale, size, form, and proportional relationships of the major elements of the historic building and/or the historic district.	Elevating a building without considering the impact to the massing, size, scale, form, and proportional relationships of the historic building and/or the historic district.
Designing a new foundation that preserves the historic character of the building.	Designing a new foundation that is too tall, so that its size and scale are out of proportion to the historic building and, diminishing its character.

**ASSOCIATED SITE ALTERATIONS**  
(SEE ALSO SITE AND LANDSCAPE ADAPTATIONS)

RECOMMENDED	NOT RECOMMENDED
Altering the landscape by adding fill or constructing raised planters to reduce the amount of new foundation that is visible.	Altering a landscape, garden, or archeological site that has historic significance in its own right or that is integral to the significance of the site in conjunction with the building.
Designing new driveways, parking areas, or patios so that they are as unobtrusive as possible and are compatible with the historic character of the property and the district.	Adding new site features in prominent locations where they negatively impact the historic character of the building site or result in the loss of historic landscape features or plant materials.
Using permeable surfaces where possible.	Adding new driveways and curb cuts to facilitate parking underneath an elevated house.

Not Recommended:



Recommended:



**Pursuant to LDR Section 4.5.1(E)(6)(b)(3), Relocation of Contributing or Individually Designated Structures, Supplemental Documentation - The following information shall be provided with the application for a Certificate of Appropriateness for relocation of a contributing or individually designated structure prior to Board consideration:**

- As built drawings of the building as it exists on its originating site before undertaking the move, particularly if the move will require substantial reconstruction, including but not limited to floor plans, elevations, and architectural details and profiles;**
- Photographs of the site and the interior and exterior of the building, including but not limited to all elevations and exterior details.**
- History of any code violations applied to the structure and property, along with an explanation of any pending violations or structure violations which have been issued within five (5) years of the application request.**

Architectural drawings documenting the existing conditions of the structure have been provided as well as interior and exterior photographs of the structure.

**Pursuant to LDR Section 4.5.1(E)(6)(b)(4), Relocation, Relocation of Contributing or Individually Designated Structures, Concurrent New Development Review - Applications for a Certificate of Appropriateness for relocation shall be submitted concurrently with the application for a Certificate of Appropriateness for the new development on the originating site.**

The subject request for relocation of the structure on site includes modifications to the existing structures.

**Pursuant to LDR Section 4.5.1(E)(6)(b)(5), Relocation, Relocation of Contributing or Individually Designated Structures, Site Maintenance** - If the originating site is to remain vacant and construction of the new development will not commence for more than 90 days following the relocation, the lot shall be sodded and maintained in a manner consistent with other open space in the historic district.

The proposal involves the relocation of the existing structure within the site; thus, this requirement is not applicable.

**Pursuant to LDR Section 4.5.1(E)(6)(b)(6), Relocation, Relocation of Contributing or Individually Designated Structures, Successful or Unsuccessful Relocation** - The relocation of a historic structure is deemed successful when either no damage occurs during or as a result of the relocation or minimal damage occurs which is not deemed to compromise the integrity (structurally and architecturally) of the structure, and when the relocation is completed in accordance with the approved Certificate of Appropriateness, including the associated Relocation Plan.

- a. If damage occurs during the relocation, then the property owner, applicant and/or Licensed Building Mover shall notify the Historic Preservation Planner and Chief Building Official within 24 hours of completion of the move to determine if the damage has compromised the integrity of the structure, thereby deeming the relocation as unsuccessful.
- b. If a relocation is not successful, then the property owner and/or applicant shall notify the Historic Preservation Planner and Chief Building Official within 24 hours of the failed relocation, or before the close of business on the next business day.
- c. Failure of any degree to successfully relocate the historic structure may result in the revocation of any site development relief (waivers, variances, internal adjustments, or other relief) associated with the relocation that has been granted by the Board or the City Commission, as required by the Planning and Zoning Director.
- d. The applicant or property owner may submit a written request for the reconsideration of any previously approved site development relief associated with the unsuccessfully relocated structure in accordance with the following:
  - i. The reconsideration request shall be submitted to the Planning and Zoning Director within five business days of notification of the unsuccessful relocation. The reconsideration will be placed on the next available agenda of the recommending or approving body as appropriate.
  - ii. Requests for reconsideration shall include a statement regarding the relocation, documentation of the relocation, an explanation of the relocation failure, and how the relocation failed to meet the Relocation Plan of the approved Certificate of Appropriateness and the corrective actions to address issues caused by failed relocation.

The Applicant must comply with this code section should there be damage that compromises the integrity of the structure, and if relocation is deemed unsuccessful.

**Pursuant to LDR Section 4.5.1(E)(6)(b)(7), Relocation, Relocation of Contributing or Individually Designated Structures, Public Notice** - All applications for a Certificate of Appropriateness for the relocation of a contributing structure or an individually designated structure shall meet the "Additional Public Notice" requirements of LDR Section 2.4.2(B)(f)(j).

A notice of the Relocation was posted on the City's website at least ten days prior to the scheduled hearing, sent to surrounding property owners within a 500' radius of the subject property, and the notice was also posted at City Hall.

**Pursuant to LDR Section 4.5.1(E)(6)(d), Relocation, Supplemental Requirements, all buildings and structures approved for relocation shall comply with the following:**

- 1. The building to be relocated shall be secured from vandalism and potential weather damage before and after its move, in a manner as approved by the Chief Building Official.**
- 2. All structures approved for relocation and awaiting issuance of a building permit for the new development on the originating site shall be maintained so as to remain in a condition similar to that which existed at the time of the application.**
- 3. All structures to be relocated pursuant to this Section shall comply with the requirements of Section 7.10.11, "Moving of Building: Historic Structures".**

The Applicant shall meet all requirements of this code section.

### **LDR Section 7.10 – Moving of Building**

The request must be compliant with the requirements of this code section including the below referenced code section relating to Surety Bond or Letter of Credit.

**Pursuant to LDR Section 7.10.5, Cash deposit, bond, or insurance required.**

- (A) Cash deposit. An application hereunder shall be accompanied by a cash deposit in the sum of \$5,000.00, as an indemnity for any damage which the City may sustain by reason of damage or injury to any highway, street, or alley, sidewalk, fire hydrant, or other property of the City, which may be caused by or be incidental to the removal of any building over, along, or across any highway, street, alley, or other rights-of-way within the City and to indemnify the City against any claims of damages to persons or private property, and to satisfy any claims by private individuals arising out of, caused by, or incidental to the moving of any building over, along, or across any street in the City.**
- (B) Bond in lieu of deposit. Any person filing an application hereunder may, in lieu of the general cash deposit required above, file with the Building Official a bond, approved as to form by the City Manager, executed by a bonding or surety company authorized to do business in the state in the amount of \$5,000.00, conditioned upon the assurance that this subchapter and other applicable ordinances and laws will be complied with. This bond shall run to the City for the use and benefit of any person intended to be protected thereby and shall be conditioned on the payment for any damages or losses resulting from any malfeasance, misfeasance, or nonfeasance or negligence in connection with any of the activities or conditions upon which the permit applied for is granted.**
- (C) Insurance policy in lieu of deposit. Any person filing an application hereunder may, in lieu of the general cash deposit required above, file with the Building Official a liability insurance company authorized to do business in the state, and approved as to form by the City Manager, in the same amount and providing the same protection as would be required for a bond hereunder.**
- (D) Historic structure relocation bond. In addition to the above, an applicant requesting the relocation of a contributing structure or an individually designated structure shall provide a Surety Bond or a Letter of Credit in favor of the City of Delray Beach and in a form satisfactory to the City Attorney's Office of an amount equal to 125 percent of the "fair market value" of the property which includes the value of the land and any improvements such as the historic structure, as determined by or through an MAI (Member of the Appraisal Institute) appraisal. The appraisal must be performed no more than 60 days prior to the date of application for a relocation permit. The Surety Bond or Letter of Credit shall**

not be released until final inspection of the successfully completed relocation to the new foundation. Failure to successfully relocate a Historic structure may result in the forfeiture of the Surety Bond or a draw on the Letter of Credit as determined by the City Commission upon recommendation by the Historic preservation Board.

The request must comply with the requirements of this code section if approved.

**VARIANCE ANALYSIS**

Pursuant to LDR Section 2.4.11(A) A variance is a departure from the dimensional or numeric requirements of these land development regulations where such variance will not be contrary to the public interest and where, owing to the existing conditions peculiar to the property and not the result of the actions of the landowner, a literal enforcement of the regulations would result in unnecessary and undue hardship.

Pursuant to LDR Section 2.1.9(E)(12)(d)(1)&(3), Board Actions. The Board hereby has the authority to take action on Variances from LDR Section 4.3.4 - Base district development standards and LDR Section 4.6 - Supplemental District Regulations associated with property, sites, and structures located within a Historic District or for Individually Designated Sites as listed on the Local Register of Historic Places in Section 4.5.1(I), pursuant to the procedures and standards of the LDR.

Below are the Variance requests for the subject property:

LDR Section	Requirement	Existing	Variance Request
<u>Variance Request 1: Front (East) Setback</u> 4.3.4(K) Structure Setback (Minimum)	25'	17'7" - 20'6"	7' 5½" - 10' 4½"
<u>Variance Request 2: Side Interior (South) Setback</u> 4.3.4(K) Structure Setback (Minimum)	7'6"	2'3" - 6'1"	2'-3"
<u>Variance Request 3: Side Interior (North) Setback</u> 4.6.15 Swimming Pool Setback	10' from water's edge	7'2"	7'6"

**Variance Request 1**

Pursuant to Section 4.3.4(K), Development Standards Matrix, the required front setback is 25' for the R-1-A zoning requirements. The request is to reduce the minimum required front (east) setback, from 25 feet to 7' 5½" - 10' 4½" for additions to the existing contributing one-story structure.

Pursuant to LDR Section 2.4.11(A)(6) – Alternative Findings of the Historic Preservation Board: The Board may be guided by the following to make findings as an alternative to the variance standard criteria:

- (a) That a variance is necessary to maintain the historic character of property and demonstrating that the granting of the variance would not be contrary to the public interest, safety, or welfare.

The request includes the construction of one and three-story additions containing 3,631 sq. ft, with the one-story addition proposed within the front setback and forward of the existing historic residence. The existing 1,328 sq. ft. structure is currently non-conforming, with a front setback of 17'7" – 20'6". The proposed front addition is to contain a two-car garage & storage area on the ground level with a patio/open porch area above. It is noted that a ground level patio currently exists on the east (front) side of the historic structure, in the general location of the new

patio/open porch with garage & storage area below. However, the existing patio is a ground level improvement containing paver stones and a low masonry wall surrounding the area. The variance to allow the addition to encroach into the front setback may not be necessary to maintain the historic character of the property.

- (b) That special conditions and circumstances exist, because of the historic setting, location, nature, or character of the land, structure, appurtenance, sign, or building involved, which are not applicable to other lands, structures, appurtenances, signs, or buildings in the same zoning district, which have not been designated as historic sites or a historic district nor listed on the Local Register of Historic Places.**

The subject property is approximately 52 feet wide and 90' feet deep and the existing contributing residence encroaches into the front setback at 17'7". The subject request includes the construction of a one-story addition to contain a garage & storage area with a patio/open porch above. As the site is smaller than the required zoning regulations permit, the site's existing non-conformity could be considered a special condition or circumstance that currently exists. However, the proposal is to increase the existing setback non-conformity to allow a 7' 5½" – 10' 4½" front setback for the new addition. It is noted that the proposal includes construction of a three-story addition to the side and rear of the property, which is the most appropriate location for such based upon the visual compatibility standards.

- (c) That literal interpretation of the provisions of existing ordinances would alter the historic character of the historic district, or historic site to such an extent that it would not be feasible to preserve the historic character of the historic district or historic site.**

Literal interpretation of the code is not anticipated to alter the historic character of the historic district as sufficient land area exists to the side and rear of the contributing structure where additional building area can and is being accommodated. Preservation of the historic character of the residence also relies upon compliance with visual compatibility standards, such as not constructing additions forward of the established front wall plane of a historic building. The proposed front setback variance could facilitate non-compliance with this LDR standard.

- (d) That the variance requested will not significantly diminish the historic character of a historic site or of a historic district.**

The historic structure is setback to 17'7" from the front property line and is proposed to remain at that setback once vertically elevated. The variance request if approved, would allow construction of an addition in front of the front wall plane of the existing contributing structure. Such addition could diminish the historic character of the site and Marina Historic District.

- (e) That the requested variance is necessary to accommodate an appropriate adaptive reuse of a historic building, structure, or site.**

The property has historically been utilized for residential use and is proposed for residential use. It is reasonable to expect that the structure could be enlarged in order to accommodate its adaptive reuse. A three-story addition is proposed to the side and rear of the property; thus, it is documented that sufficient area exists to accommodate enlargement and modernization of the structure. The variance would facilitate the construction of a two-car garage & storage area with a patio/open porch above within the front setback. The proposal could accommodate a garage in a different configuration, one that does not encroach into the front setback nor increases the existing setback non-conformity. Further, the proposal may not be in compliance with the visual compatibility standard limiting additions to not be in front of the established front wall plane of a historic building.

## **Variance Request 2**

**Pursuant to Section 4.3.4(K), Development Standards Matrix, the required side interior setback is 7'6" for the R-1-A zoning requirements.** The request is to reduce the minimum required side interior (south) setback, from 7'6" inches to 2'3" for additions to an existing contributing one-story structure.

**Pursuant to LDR Section 2.4.11(A)(6) – Alternative Findings of the Historic Preservation Board: The Board may be guided by the following to make findings as an alternative to the variance standard criteria:**

- (a) That a variance is necessary to maintain the historic character of property and demonstrating that the granting of the variance would not be contrary to the public interest, safety, or welfare.**

The request includes the construction of two additions containing 3,631 sq. ft. to the rear of the existing 1,328 sq. ft. two-story residence which will also connect to the existing 296 sq. ft. one-story guest cottage. The existing setback for the historic structure on the side (south) of the property is 2'3" and is an existing non-conformity. The proposed side setback would allow the new three-story addition to continue at the same wall plane on the south side as the main structure. As the setback already exists on site for the main structure the request could be considered appropriate to allow the existing historic structure to remain in its siting, however the board will need to determine if the variance is necessary to maintain the historic character of the property for the entirety of the project.

- (b) That special conditions and circumstances exist, because of the historic setting, location, nature, or character of the land, structure, appurtenance, sign, or building involved, which are not applicable to other lands, structures, appurtenances, signs, or buildings in the same zoning district, which have not been designated as historic sites or a historic district nor listed on the Local Register of Historic Places.**

The request is for the three-story addition to be constructed at the existing south side setback of 2'3", which is the current south side setback for the existing main structure. Due to the lot being 52' by 90'+/-, there could be some constraints with regard to building an addition on the site as it's not the minimum required lot size for the zoning district. Although, it is noted that the existing structure sits forward and south on the property allowing space in the rear and side yard where an addition can be accommodated. Per the Secretary of the Interior's Standard for Rehabilitation, an addition to an historic structure is most appropriate when placed to the rear, and most inconspicuous side of the main structure. The request would allow the addition to be constructed at the same wall plane as existing, yet in a 3-story configuration.

- (c) That literal interpretation of the provisions of existing ordinances would alter the historic character of the historic district, or historic site to such an extent that it would not be feasible to preserve the historic character of the historic district or historic site.**

Literal interpretation of the code is not anticipated to alter the historic character of the historic district as a new addition could be constructed which meets the setback requirements. Further, construction of an addition that meets the setback requirements, could allow for differentiation between the existing and proposed structures. A standard typical of historic rehabilitation projects.

**(d) That the variance requested will not significantly diminish the historic character of a historic site or of a historic district.**

The historic structure is proposed to remain at its current non-conforming setbacks, but will be elevated vertically on the site. The additions are proposed forward of the front wall plane of the home and to its side and rear. The variance request if approved, would allow construction of an addition to be constructed at the same wall plane along the south side of the property as the existing historic structure. In some instances, it is appropriate to offset an addition from the existing wall plane to allow for differentiation from old to new. There is concern that the side setback variance could diminish the historic character of the site in that it also facilitates an addition that is considerably larger than the existing contributing historic residence.

**(e) That the requested variance is necessary to accommodate an appropriate adaptive reuse of a historic building, structure, or site.**

The property has historically been utilized for residential use and is proposed for residential use. It is reasonable to expect that the structure could be enlarged in order to accommodate its adaptive reuse. A 3,631 sq. ft. three-story addition is proposed to the side and rear of the 1,328 sq. ft. main structure property and encompasses the 296 sq. ft. pool house; thus, it is documented that sufficient area exists to accommodate enlargement and modernization of the structure. The variance would facilitate the construction of the additions with a side setback of 2 feet 3 inches on the south side of the property. The proposal could accommodate an addition to the property that does not encroach into the side setback nor increases the existing setback non-conformity. Further, the proposal may not be in compliance with the visual compatibility standard relating to Additions and concerns exist with respect to such.

**Variance Request 3**

**Pursuant to Section 4.6.15(G), Yard Encroachment, Swimming pools may encroach into rear, interior, and side street setback areas, but no closer than 10 feet to any property line.** The request is to encroach within the side interior (north) setback from the required 10' to 7'6".

**Pursuant to LDR Section 2.4.11(A)(6) – Alternative Findings of the Historic Preservation Board: The Board may be guided by the following to make findings as an alternative to the variance standard criteria:**

**(a) That a variance is necessary to maintain the historic character of property and demonstrating that the granting of the variance would not be contrary to the public interest, safety, or welfare.**

The request is to allow a new swimming pool to be constructed with a 7 feet 6 inch setback on the north side of the property where 10 feet is required. A swimming pool currently exists on the north side of the property with an existing non-conforming setback of 7 feet 2 inches to the north property line. The variance request will allow for the swimming pool to remain on the north side while decreasing the non-conformity. Typically swimming pools are a ground level improvement, which are not anticipated to have a negative effect upon existing historic structures. The proposal provides for the new swimming pool to be constructed on an elevated structure at the same 9-foot finished-floor elevation as the proposed rear addition. It is unclear if the existing swimming pool was an original element to the 1926 property, but the proposal does not include a ground level swimming pool as is characteristic to the subject property.

- (b) That special conditions and circumstances exist, because of the historic setting, location, nature, or character of the land, structure, appurtenance, sign, or building involved, which are not applicable to other lands, structures, appurtenances, signs, or buildings in the same zoning district, which have not been designated as historic sites or a historic district nor listed on the Local Register of Historic Places.**

It could be determined that special conditions or circumstances exist given the small size of the subject property at approximately 52 feet by 90 feet.

- (c) That literal interpretation of the provisions of existing ordinances would alter the historic character of the historic district, or historic site to such an extent that it would not be feasible to preserve the historic character of the historic district or historic site.**

Literal interpretation of the code would situate the proposed swimming pool closer to the proposed addition. The variance request to reduce the required setbacks for the swimming pool could be considered supportable given the proposed location of the new swimming pool is in the same northern location on site as the existing swimming pool. Although, the existing swimming pool is a ground level improvement and the proposed swimming pool is situated on top of a new raised structure.

- (d) That the variance requested will not significantly diminish the historic character of a historic site or of a historic district.**

The location of the new swimming pool is situated on top of a raised deck at the same 9-foot finished-floor elevation as the proposed rear addition. Typically, swimming pools are a ground level improvement rather than being placed on an elevated surface. Situating the pool closer to the property line than is permitted on a 9-foot elevated structure, could have a negative effect upon the historic character of the historic site or district.

- (e) That the requested variance is necessary to accommodate an appropriate adaptive reuse of a historic building, structure, or site.**

A swimming pool currently exists within the area where the new rear addition is proposed. Removal of the existing pool and construction of a new pool could be considered a reasonable improvement to the property that accommodates an adaptive reuse of the site.

The property owner has submitted justification statements for each of the requests (attached).

Note: As required by the LDRs, a notice regarding the subject variance request was sent to those property owners located within a 500' radius of the subject property.

#### WAIVER ANALYSIS

**Pursuant to LDR Section 2.4.11(B) A waiver involves the granting of partial or total relief from a specific development regulation. A waiver may be granted to the procedural and substantive provisions of these regulations. A waiver may be granted only for those substantive items within these regulations for which such provision is made. A waiver to substantive provisions may be granted only by the approving body with the final authority to approve or deny the related development application.**

**Pursuant to LDR Section 2.1.9(E)(12)(i), Board Actions. The Board hereby has the authority to take action on any other regulations or requirements that specify relief is available by the body acting upon the development application.**

Pursuant to LDR Section 4.5.1(E) – Development Standards. Relief from Subsections (1) through (9) may be granted by seeking a waiver approvable by the Historic Preservation Board, unless otherwise stated.

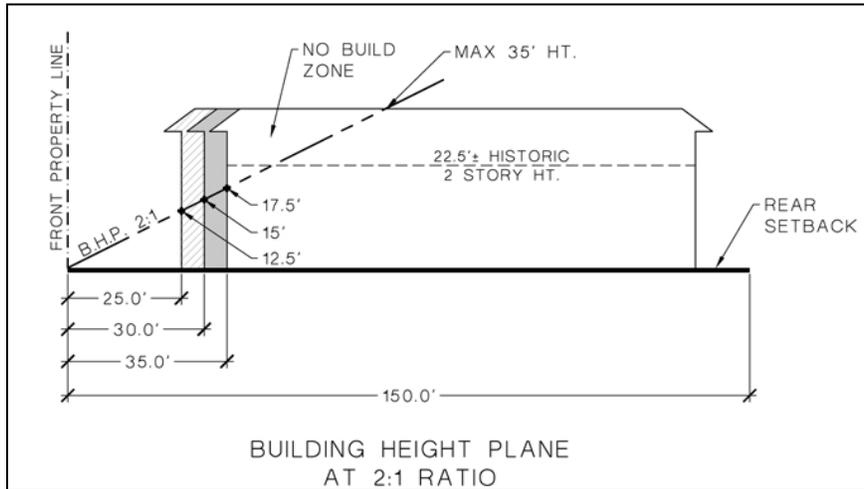
**Waiver Request 1:**

The Waiver request is to allow the addition to the front addition and existing vertically elevated structure to encroach within the required 2:1 Building Height Plane ratio.

**Pursuant to LDR Section 4.5.1(E)(7)(a) Height.**

- (a) The height of proposed buildings or modifications shall be visually compatible in comparison or relation to the height of existing structures and buildings in a historic district for all major and minor development. For major development, visual compatibility with respect to the height of residential structures, as defined by 4.5.1(E)(2)(a), shall also be determined through application of the following:

- 1. Building Height Plane (BHP): The building height plane technique sets back the overall height of a building from the front property line.
  - a. The building height plane line is extended at an inclined angle from the intersection of the front yard property line and the average grade of the adjacent street along the lot frontage. The inclined angle shall be established at a two to one (2:1) ratio. See illustration below.



**Pursuant to LDR Section 2.4.11(B)(5) – Findings: The following findings must be made prior to approval of a waiver:**

**(a) Shall not adversely affect the neighboring area:**

The request would allow for the existing two-story structure, once elevated, along with the proposed three-story structure to encroach into the “No Build Zone” of the standard’s requirements. There is concern that relief will cause the overall request not to be compatible with the historic streetscape as this standard is a tool to control massing and height within historic districts. It is noted however, that vertical elevation of historic structures along Marine Way is imminent given recent increases from FEMA to the minimum finished floor elevation requirements and ongoing flooding occurring in the area. The concern is to what degree the waiver is necessary. Should the structure be elevated to a 9-foot finished floor elevation rather than a 14-foot elevation, it would reduce the impact of the massing of the structure’s vertical elevation upon the area and specifically Marine Way. Additionally, it is important to note that the entirety of the third floor of the rear addition and a small portion of the second floor of the addition also fall within the Building Height Plane (BHP) area. Some level of waiver is anticipated with improvement of the property. The board will need to make a determination that the waiver shall not adversely affect the neighboring area.

**(b) Shall not significantly diminish the provision of public facilities;**

The proposal is required to meet the standards for drainage, which will be reviewed at the time of the building permit. With that said it is anticipated that the proposal may utilize a drainage trenching system, which stores drainage underground. The proposal is situated along Marine Way, where a multi-million dollar city capital improvement project is underway to make the area more flood resilient. The proposed waiver involves private residential development and is not anticipated to diminish the provision of any public facilities.

**(c) Shall not create an unsafe situation; and,**

The request is anticipated not to cause any unsafe situations.

**(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.**

As more development occurs within historic district, it is imperative that the historic sites and the historic streetscape as a whole remain with compatible massing and size in order to maintain the historic setting of the district. The Marine Way area is known for flooding during storms and King tides and vertical elevation of the existing contributing structure will improve its resiliency to flooding. The height requirement to elevate to a minimum 9-foot finished floor elevation is now required by FEMA. However, the proposal involves elevating the existing structure to a finished floor elevation of 14 feet, 5 feet above the minimum requirement in order to accommodate a ground level garage underneath the historic residence. Thus, nearly the entire historic structure and portion of the new garage fall within the “No Build Zone” of the BHP. Also, the entirety of the third-floor rear addition and a portion of the second floor are within the “No Build Zone”. Three-story structures do exist within the historic district, but they are limited to newer built structures, which are located further west and south of the subject property where the land is slightly higher than the subject site. It may not be possible to elevate the existing structure with a two or three-story addition to the minimum FEMA finished floor requirements without seeking a waiver to this visual compatibility standard. But the extent of the waiver would need to be studied. Should the proposal have planned for a one or two-story addition only to the rear of the site and also situated the historic residence at a 9-foot finished floor elevation, the impact upon the historic district and adjacent streetscape could be

minimized. The board will need to determine if the waiver results in a special privilege and if the same waiver would be granted under similar circumstances on other property.

**Waiver Request 2:**

**Pursuant to LDR Section 4.5.1(E)(7)(m)(6), Additions shall be secondary and subordinate to the main mass of the historic building and shall not overwhelm the original building.**

A waiver to allow for relief to the secondary and subordinate Visual Compatibility Standard for the proposed three-story addition.

**Pursuant to LDR Section 2.4.11(B)(5) – Findings: The following findings must be made prior to approval of a waiver:**

**(a) Shall not adversely affect the neighboring area:**

The submitted waiver request is due to the construction of a three-story addition to the rear of an existing two-story structure, which does not meet the Visual Compatibility Standard as it relates to the requirement that “Additions be secondary and subordinate to the main mass of the historic building and shall not overwhelm the original building.” It is noted, however, that with recent development pressures in Delray Beach, many property owners want to expand their buildings to allow for “modernization” such as bigger kitchens, closets, bathrooms, etc. Such alterations and additions are common but depend upon the configuration of the site. Per the Secretary of the Interior’s Standards and Guidelines for Rehabilitation it is not recommended to ***Construct a new addition that is as large or larger than the historic building, which visually overwhelms it (i.e., results in the diminution or loss of its historic character)***. In a historic district, an appropriate addition should not overwhelm a one-story and especially a two-story structure. Also, over the years there have been large additions and new construction to some properties within several of Delray’s historic districts, including the Marina Historic District, many of which have occurred on Marine Way, that have negatively impacted the historic integrity of the area. This type of construction was the impetus behind removal of most of the 300 block from the historic district with the last Historic Resource survey in 2008. The redevelopment of several properties within that block pushed the limits on massing and scale. Recently, there have been applicants that have based their cases for large additions or arguments for relief to code requirements relating to massing, upon the fact that the board has approved large additions and new construction on neighboring properties. It is noted that each request is considered by the board on a case-by-case basis. The Visual Compatibility Standards are specific in that they contain massing controls and require compatibility with “historic structures” within the district; thus, if the existing development pattern is a low scale (one or two-story structures) then that is what is appropriate for modifications to historic buildings and structures.

It is also important to note that if all the additions were to be removed in the future, it could have a negative effect on the historic integrity of the existing structures.

**(b) Shall not significantly diminish the provision of public facilities;**

The proposal is required to meet the standards for drainage, which will be reviewed at the time of the building permit. With that said it is anticipated that the proposal will utilize a drainage trenching system, which stores drainage underground. The proposal is situated along Marine Way, where a multi-million dollar city capital improvement project is underway to make the area more flood resilient. The proposed waiver involves a private residence and is not anticipated to diminish the provision of any public facilities.

**(c) Shall not create an unsafe situation; and,**

The request is not anticipated to create an unsafe situation.

**(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.**

As more development occurs within historic district, it is imperative that the historic sites and the historic streetscape as a whole remain with compatible massing and size in order to maintain the historic setting of the district. The Marine Way area is known for flooding during storms and King tides and vertical elevation of the existing contributing structure will improve its resiliency to flooding. The height requirement to elevate to a minimum 9-foot finished floor elevation is now required by FEMA. However, the proposal involves elevating the existing structure to a finished floor elevation of 14 feet, 5 feet above the minimum requirement in order to accommodate a ground level garage underneath the historic residence. Thus, nearly the entire historic structure and portion of the new garage fall within the “No Build Zone” of the BHP. Also, the entirety of the third-floor rear addition and a portion of the second floor are within the “No Build Zone”. Three-story structures do exist within the historic district, but they are limited to newer built structures, which are located further west and south of the subject property where the land is slightly higher than the subject site. A smaller addition could be accommodated in the rear of the site, that could be secondary and subordinate to the main mass of the historic building and may not overwhelm the historic character of the existing contributing residence. Additionally, the proposed ground level garage addition which is to be placed under and forward of the existing historic residence could be determined to have a negative effect upon the massing of the historic structure. The board will need to determine if the waiver results in a special privilege and if the same waiver would be granted under similar circumstances on other property.

While the subject property is considered smaller than the minimum requirements for a lot in R-1-A zoning district there is some constraint on square footage that can be built on the property. However, it is noted that the proposal is for a 3,631 sq. ft. addition to the front and rear of the 1,328 sq. ft. main structure property and encompasses the 296 sq. ft. pool house. The proposal will result in a building containing 5,255 sq. ft. on the 4,972 sq. ft. lot. While smaller non-conforming lots are common within historic districts, it is possible to construct an addition that can be considered more secondary and subordinate to the main structure, than the proposed additions in the request.

The property owner has submitted justification statements for each of the requests (attached).

<b>SITE PLAN TECHNICAL ITEMS</b>
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1. That the 3' CBS wall on the front of the property be labelled on all proposed plans.
2. That at the time of submittal of a building permit, the request must comply with LDR 4.5.1(E)(6) and LDR Section 7.10 – Moving of a Building, including but not limited to the requirements for a Historic Structure Relocation Bond.

**COMPREHENSIVE PLAN**

**Pursuant to the Historic Preservation Element (HPE), Objective 1.4, Historic Preservation Planning: Implement appropriate and compatible design and planning strategies for historic sites and properties within historic districts.**

The objective shall be met through continued adherence to the City’s Historic Preservation Ordinance and, where applicable, to architectural design guidelines through the following policies:

**HPE Policy 1.4.1**

**Continue to require that the Historic Preservation Board make findings that any land use or development application for a historic structure, site or within a historic district, is consistent with the provisions of the Secretary of the Interior’s Standards for Rehabilitation, the Land Development Regulations, and Delray Beach Historic Preservation Design Guidelines.**

The board will need to make a determination that the request can be found to be consistent with the provisions of LDR Section 4.5.1 relating to historic sites and districts as well as the Secretary of the Interior’s Standards and the Delray Beach Historic Preservation Design Guidelines.

**ALTERNATIVE ACTIONS**

- A. Move to continue with direction.
- B. Approve Certificate of Appropriateness, Relocations, Variances, and Waivers (2024-133), for **46 Marine Way, Marina Historic District**, by finding that the request and approval thereof is consistent with the Comprehensive Plan and meets the criteria set forth in the Land Development Regulations.
- C. Approve Certificate of Appropriateness, Relocations, Variances, and Waivers (2024-133), for **46 Marine Way, Marina Historic District**, by finding that the request and approval thereof is consistent with the Comprehensive Plan and meets the criteria set forth in the Land Development Regulations, subject to the following conditions:
- D. Deny Certificate of Appropriateness, Relocations, Variances, and Waivers (2024-133), for **46 Marine Way, Marina Historic District**, by finding that the request is inconsistent with the Comprehensive Plan and does not meet the criteria set forth in the Land Development Regulations.

**PUBLIC AND COURTESY NOTICES**

<input checked="" type="checkbox"/> Courtesy Notices were provided to the following, at least 5 working days prior to the meeting:  Marina Historic District Homeowners Association	<input checked="" type="checkbox"/> Public Notice was mailed to property owners within a 500’ radius on 2/21/25, 10 days prior to the meeting. <input checked="" type="checkbox"/> Public Notice was posted at the property on 2/26/25, 7 calendar days prior to the meeting. <input checked="" type="checkbox"/> Public Notice was posted in the main lobby at City Hall on 2/21/25, 10 working days prior to the meeting. <input checked="" type="checkbox"/> Public Notice was posted to the City’s website on 2/21/25, 10 calendar days prior to the meeting. <input checked="" type="checkbox"/> Agenda was posted on 2/26/25, 5 working days prior to meeting.
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