DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING

PLANNING AND ZONING BOARD STAFF REPORT

Conklin Car Wash

Meeting	File No.	Application Type
November 17, 2025	2025-109 -SPR-LV4 (Site Plan) 2025-110-USE-PZB (Conditional Use)	Level 4 Site Plan & Conditional Use

Property Owner / Applicant	Authorized Agent
Andella Holdings, LLC	Bradley Miller, AICP-Urban Design Studio

Request

Provide a recommendation to the City Commission on a request for a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, including a Conditional Use (Resolution No. 210-25) to allow a 4,207 square foot automatic car wash at 14145 South Military Trail.

Site Data & Information

Location: 14145 S. Military Trail

PCN: 12-42-46-14-03-002-0010

Property Size: 0.99 acres (43,109 square feet)

Land Use Designation: General Commercial (GC)

Zoning District: General Commercial (GC)

Adjacent Zoning:

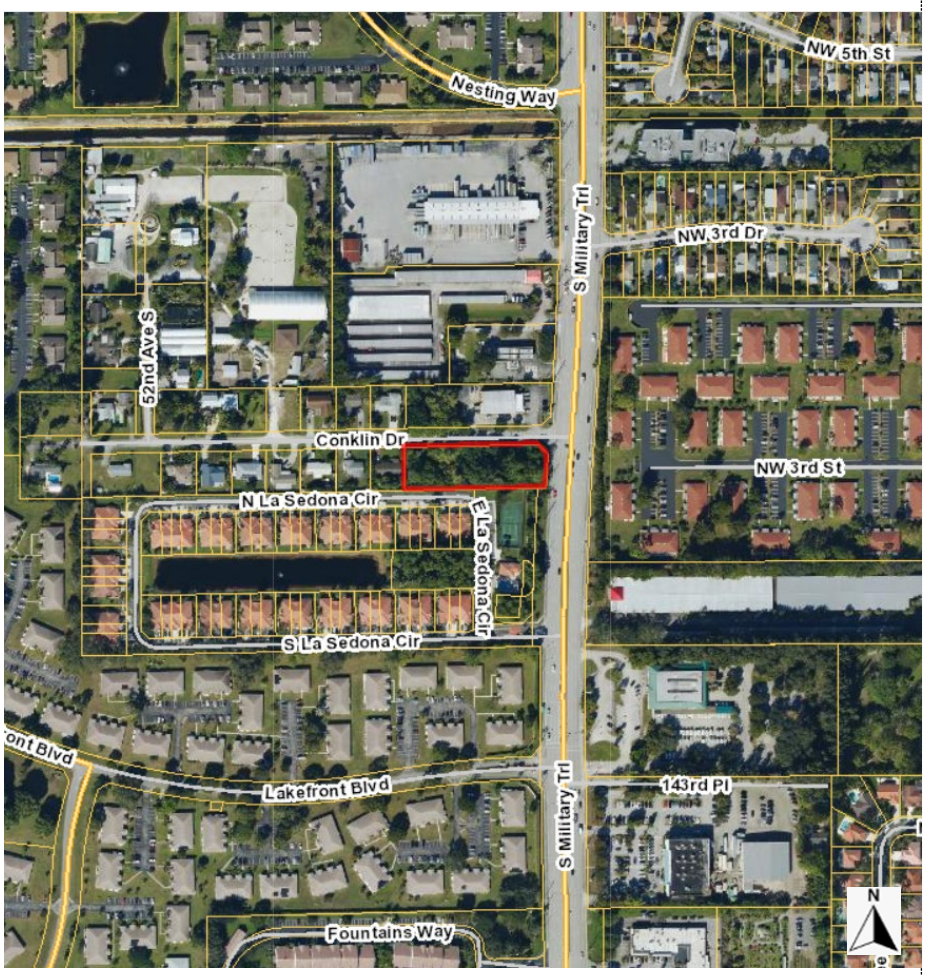
- **North:** Automotive Commercial (AC)
- **South:** Low Density Residential (RL)
- **East:** RL
- **West**: Low Density Residential (LR-3), Unincorporated Palm Beach County

Existing Use: Vacant

Proposed Use: 4,207 square foot automatic car wash

Floor Area Ratio:

- **Existing:** 0.00
- **Maximum Allowed:** 3.00
- **Proposed:** 0.10



Background Information

The 0.99-acre vacant, undeveloped property located at 14145 South Military Trail is positioned at the southwest corner of South Military Trail and Conklin Drive, between Lake Ida Road and West Atlantic Avenue.

In 2006, the property was annexed into the City of Delray Beach and a subsequent Land Use Map (LUM) amendment to City land use Transitional (TRN) and a City rezoning to Special Activities District (SAD) zoning was granted for a 4-story, 70,200 SF self-storage facility.

In 2018, the City processed a request to amend the SAD in conjunction with a site plan approval for an automotive parts store (O'Reily Auto Parts). At that time, it was determined that applying the GC zoning district was more appropriate for the proposed use. Consequently, in 2020, the City initiated a LUM amendment for the property, from TRN to GC to ensure greater compatibility.

While the GC land use and zoning designation was approved, the site plan for the automotive parts store was ultimately withdrawn, and the property remained vacant.

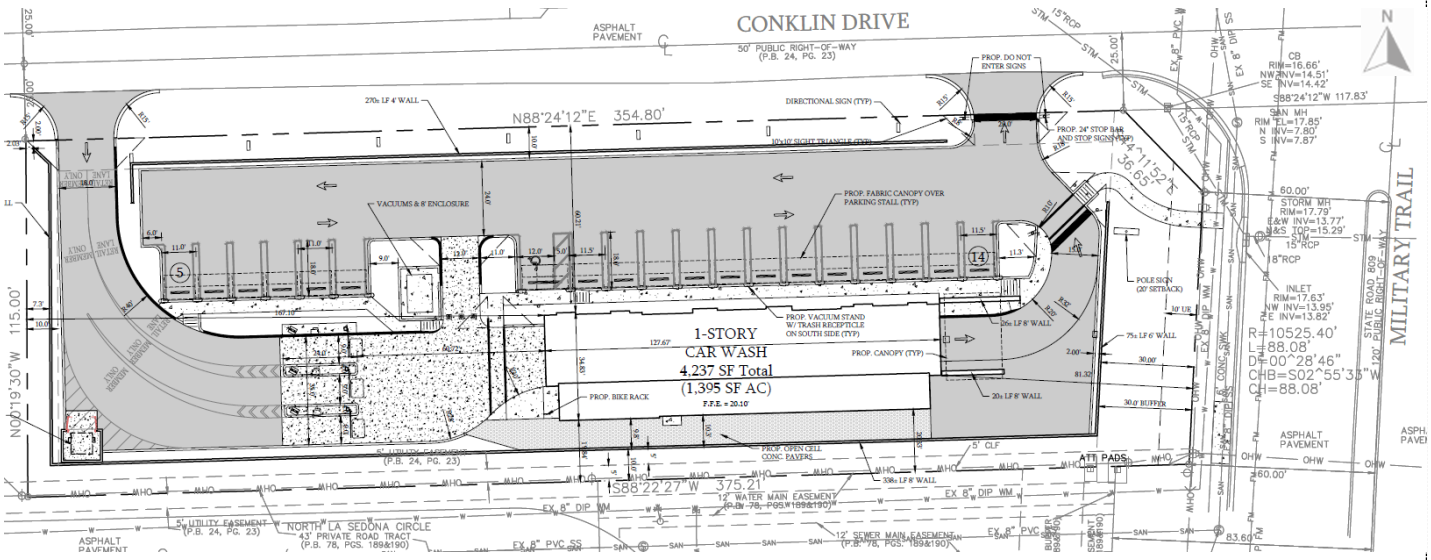
Now before the Board, the applicant is seeking approval for a Level 4 Site Plan, including a Conditional Use, to establish a 4,207 square foot automatic car wash.

Project Description & Request

The applicant, Fazio Consulting, LLC, is requesting approval of a Level 4 Site Plan (Level 2 Site Plan and Conditional Use) for an automatic car wash establishment. The proposed car wash features a one-story, 2,819 square-foot car wash tunnel equipped with 10 (15 hp) dryer blowers with silencers, two (30 hp) vacuum producers, and an air system blower. Additionally, there is a proposed 1,388 square-foot space attached to the wash tunnel containing mechanical equipment, storage, restrooms, a breakroom, and office space.

NORTHEAST BIRDEYE

The proposal includes 19 parking spaces, each equipped with high-power vacuums as an extension to the car wash service. The site is designed for efficient circulation with a one-way entry and exit system. Access begins at the western end of the property from Conklin Drive, proceeding south into three service lanes that curve east, leading to pay gates before the car wash tunnel. The car wash offers a membership plan and a one-time guest option, with menu boards available to select service levels. The one-tunnel car wash spans 128 feet in length and 34 feet in width, set 60 feet into the site from the property line adjacent to Conklin Drive. Customers can exit the property north onto Conklin Drive or park in one of the 19 spaces to utilize the vacuums. Site improvements include a perimeter wall, landscape buffering, drainage, water runoff tanks, and architectural elevations. No relief is associated with this conditional use and Level 4 site plan application.



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

Review and Analysis: Site Plan

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

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

(e) Establishment of a Conditional Use.

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

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

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

1. Increase of height or density as part of a City workforce housing or incentive program.

2. *Utilization of the Central Business District (CBD) Incentive Program.*
3. *Approval of Conditional Use.*
4. *Granting of an In-lieu of Parking Fee request.*
5. *Approval of Waiver(s) not otherwise authorized to other approving bodies.*

The proposed 4,207 square foot automatic car wash qualifies as a Level 2 Site Plan application based on the scope of new construction involving less than 15,000 square feet. However, in accordance with LDR Section 2.4.10(A)(1)(d), applications that include concurrent requests requiring City Commission approval, such as a Conditional Use, are elevated to a Level 4 Site Plan. Therefore, the subject application is being processed as a Level 4 Site Plan with Conditional Use, requiring review and recommendation by the Planning and Zoning Board, and final action by the City Commission pursuant to LDR Section 2.1.5(E)(5).

LDR Section 2.4.10(A)(2)(d)5., Board Review
Level 4 Site Plan applications require review and recommendation by the Planning and Zoning Board and/or Historic Preservation Board prior to action by the City Commission.

LDR Section 2.4.10(A)(3), Required Findings
Site plan applications must demonstrate consistency with the Comprehensive Plan and compliance with the applicable provisions of the Land Development Regulations. The following specifically apply:

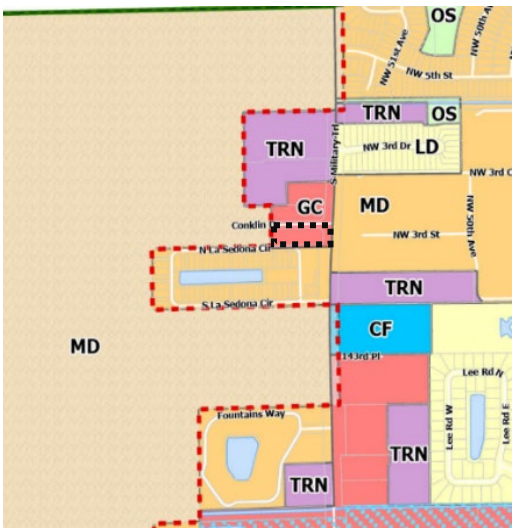
(b) Level 2, Level 3, and Level 4 Site Plan applications must comply with the findings in Chapter 3, Performance Standards.
(c) Landscape plans must comply with Section 4.6.16, Landscape Regulations.
(d) Architectural elevations must comply with Section 4.6.18, Architectural Elevations and Aesthetics, and adopted Architectural Design Guidelines.

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

LDR Section 3.1.1, Required Findings
Prior to the approval of development applications, certain findings must be made in a form which is part of the official record. This may be achieved through information on the application, the staff report, or minutes. Findings shall be made by the body which has the authority to approve or deny the development application. These findings relate to the following four areas:

(A) Land Use Map
(B) Concurrency
(C) Consistency
(D) Compliance with the LDR

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



The subject site is zoned GC, which is a preferred implementing district of the GC Land Use designation. Pursuant to the Always Delray Comprehensive Plan, the GC land use is intended to *support small parcels which are best suited for general retail and office uses*. The GC zoning district permits car wash establishments through the conditional use process. The review ensures that the request is evaluated not only for regulatory compliance but also for its broader compatibility with adjacent uses and long-range land use policy.

(B) Concurrency. *Concurrency as defined by Objective NDC 3.1 of the Neighborhoods, Districts, and Corridors Element of the adopted Comprehensive Plan must be met and a determination made that the public facility needs, including public schools, of the requested land use and/or*

development application will not exceed the ability of the City and The School District of Palm Beach County to fund and provide, or to require the provision of, needed capital improvements in order to maintain the Levels of Service Standards established in Table CIE, Level of Service Standards, of the Capital Improvements Element of the adopted Comprehensive Plan of the City of Delray Beach.

Water and Sewer. The Utilities Department reviewed the application and confirmed that adequate capacity is available to serve the proposed development. A sanitary sewer gravity main is located on the south side of the property. Additionally, a sand/oil interceptor is required, which is an underground tank used to capture and separate pollutants (e.g. sand, grit, oil, and grease) from wastewater before it enters the sanitary sewer system. The applicant also provided an email from Palm Beach County stating that a bleeder valve (used to release trapped air, drain water, or reduce pressure) is preferred to retention. If a bleeder valve is installed, a County permit will be required for the connection and work in the County's right-of-way. Final engineering plans must be coordinated with the Utilities Department to ensure compliance with adopted standards.

Solid Waste. The property is serviced by the Solid Waste Authority of Palm Beach County. There is sufficient capacity through the year 2054, and the current method of refuse collection is adequate to support the proposed expansion of use.

Drainage**.** The site currently has no drainage infrastructure. The proposed development will provide pretreatment and storage of the stormwater runoff per state and city requirements. The development's drainage system includes installation of pavement, curbs, grass swale, storm inlets, exfiltration trench, and conveyance piping. The site is currently designed to contain all runoff onsite through to the 25-year 3-day storm with only a 6" bleeder connected to an offsite catch basin.

Traffic. The traffic statement performed by Pinder Troutman Consulting, Inc, dated August 5, 2025, states that the automatic car wash is anticipated to generate approximately **166 daily trips**, including **12 AM peak hour trips** and **14 PM peak hour trips.** Additionally, a TPS letter was issued by the Palm Beach County Traffic Division, concluding that the project is consistent with the adopted Level of Service standards and does not require additional mitigation. The review found no significant impact on adjacent roadway segments or intersections. No roadway/intersection improvements are necessary.

The queuing area for vehicles is discussed further under the analysis for LDR Section 3.2.3, Standards for site plan action.

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

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

Article 3.2, Performance Standards

The following standards in Article 3.2 are applicable:

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

LDR Section 3.2.1. Basis for Determining Consistency.

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

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

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

Objective NDC 1.3 Mixed-Use Land Use Designations *Apply the mixed-use land use designations of Commercial Core, General Commercial, Transitional, Congress Mixed-Use, and Historic Mixed-Use to accommodate a wide range of commercial and residential housing opportunities appropriate in scale, intensity, and density for the diverse neighborhoods, districts, and corridors in the city.*

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

Objective 2.3 Western Neighborhoods (West of Interstate-95) *Protect and enhance the residential neighborhoods located west of I-95, improve connectivity, and provide a mix of uses that meet daily needs of residents.*

Policy NDC 2.3.2 Seek opportunities west of Interstate 95 to enhance and augment the street, sidewalk, and bicycle route network and require new development and redevelopment to provide pedestrian, bicycle, and vehicular interconnections to adjacent properties.

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

Mobility Element

Policy MBL 2.5.8 *Continue to provide standards for new development and redevelopment in the Land Development Regulations to provide for safe traffic movements and reduce potential pedestrian-vehicular conflict points, including, but not limited to*

- *Location and design of driveway access and site circulation;*
- *Width and location of curb cuts;*
- *Width and location of median openings;*
- *Radii of curves and location of intersections of driveways and intersections on curves;*
- *Street lighting standards*
- *Traffic impact analysis*
- *Cross-access standards*
- *Minimum sidewalk widths*

Economic Prosperity Element

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

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

LDR Section 3.2.3, Standards for site plan action.

The following standards are applicable to the request:

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

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

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

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

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

(K) Development shall not exceed the maximum limits established in the Table NDC-1, Land Use Designations: Density, Intensity, and Implementing Zoning Districts, of the Neighborhoods, Districts, and Corridors Element or specific standards established in the zoning districts that limit density (dwelling units per acre) or intensity (floor area ratio) and must adhere to whichever limit is lower. Development in areas included in density or incentive programs (i.e. workforce housing programs specified in Article 4.7-Family/Workforce Housing) may exceed the Standard density limit, up to the specified Revitalization/Incentive density established for the program: development in all other areas shall not exceed the Standard density.

The Conditional Use request is accompanied by a Site Plan application, which requires full review of the Performance Standards in Article 3.2. The overall proposal was reviewed and analyzed for consistency with the Performance Standards highlighted above, consisting of policies from the Comprehensive Plan or principles of good planning practices and Standards for Site Plan Action.

The Comprehensive Plan and the Standards for Site Plan Action identify the importance of protecting and supporting neighborhoods located west of I-95 through enhanced **connectivity**, the introduction of **complementary mix of uses** that meet the daily needs of residents, and the promotion of **design characteristics** that are consistent with the existing scale, intensity and development patterns. These policies aim to limit urban sprawl by designing communities for pedestrian and transit users along the major corridors, encouraging mix of uses within neighborhoods to create vibrant and walkable communities, while fostering cohesive neighborhood character.

The surrounding use of the subject property consists of predominately residential with commercial to the north. When evaluating the proposal, the intensity of the project was the primary focus to understand and manage its potential impact on the surrounding community.

Table NDC-1 of the Comprehensive Plan enforces a maximum Floor Area Ratio (FAR) of 3.0 under the GC land use category. The proposed project proposes an FAR of 0.10. While the FAR is similar to that of adjacent single-family residential areas, land use intensity is not measured solely by FAR. Intensity can also be influenced by factors such as traffic generation, noise, lighting, pollution, building scale, and employment density. Although the proposed FAR is relatively low, potential impacts related to noise, operational activities, increased traffic, and neighborhood congestion raise concerns regarding compatibility and the overall quality of life for nearby residents.

Likewise, a traffic statement and stacking analysis was requested to determine the traffic generation and circulation performance of the proposed automatic car wash at the subject property. The main entrance of the proposal is situated on Conklin Drive, a local street. The proposal features two separate driveways to allow dedicated ingress and egress. According to the stacking analysis conducted by a professional traffic engineer, the circulation pattern ensures a continuous flow of traffic. This study, based on a worst-case scenario during a peak Saturday hour, assesses the time required to process one vehicle through the tunnel. The study concludes that 24 inbound vehicles arrive in 15-minute intervals, necessitating a total queue length of 224 feet for members (119 feet for the middle lane and 105 feet for the south lane) and 104 feet for retail customers in the north lane. The site plan delineates the required queueing for each lane, measured from the kiosk to the point of lane intersection. Additionally, the traffic statement concludes that the project generates fewer than 21 peak hour trips and has an insignificant impact on the area roadways, therefore, the proposal is in compliance with the Palm Beach County Traffic Performance Standards. While this operational approach supports the analysis, the proximity to residential areas and utilization of a local street shall require monitoring of viability of the analysis that all stacking will be contained on-site and generation of the vehicles will not impact the local street. <u>The Board should consider if the proposal would increase the level of activity and adversely impact on the local roadway.</u>

Furthermore, the Performance Standards employ planning techniques to facilitate interconnectivity among similar land uses, thereby reducing potential traffic conflicts along the primary roadway, promoting walkability and multimodal transportation corridors. However, due to the nature of the use and its surroundings, pedestrian or vehicle interconnection is not deemed appropriate to protect adjacent residential areas from potential adverse impacts. The site plan includes pedestrian access from South Military Trail and ADA

accessibility, meeting the minimum requirements for pedestrian access from the right-of-way. While this method is preferred to mitigate any adverse impacts, this project does not correspond to the overall vision of connectivity to create a cohesive mix of uses and enhance the development pattern that encourages walkability and alternative modes of transportation. The Board should consider if the aspects of the proposed project that comply with some of the standards outweigh the negative impacts that conflict with the City's long-term growth objectives and future development patterns.

The proposed use demonstrates general consistency with the City's adopted Comprehensive Plan policies related to commercial activity, circulation, and employment generation. While the project aligns with the broad objectives of accommodating diverse commercial uses that could meet some of the needs of the residents while providing safe traffic movements and contribute to local job creation, the project should be evaluated within the context of the City's long term growth objectives and future development patterns,

The performance standards incorporate good planning practices by requiring analysis of noise, odors, dust, and traffic volumes to prevent degradation of the surrounding area and to maintain the safety, livability, and stability of adjacent properties. A noise study was requested and submitted by the applicant. The submitted operational noise analysis concluded that noise levels at all 11 receptors do not exceed the City's exterior noise standard of 60 dBA when measured at the neighboring property line. A noise exposure map, provided in Attachment G of the noise study, illustrates noise contour lines and levels of dBA. Table B illustrates that the proposed unwanted sounds levels are contained within the site and do not cross the property line of adjacent land uses. Although Table B lists all receptors with noise levels below 60 dBA, two specific points of concern are receptor number R-5B, located at the southeast corner of the property, with an operational noise level of 59.4 dBA. The receptor is adjacent to an amenity area belonging to the Sierra Vista residential community to the south. Additionally, receptor number R-9B at the northwest corner of the property has an operational noise level of 56.4 dBA. This receptor directly abuts a single-family residence to the west.

Figure 1. Attachment G: Noise exposure map

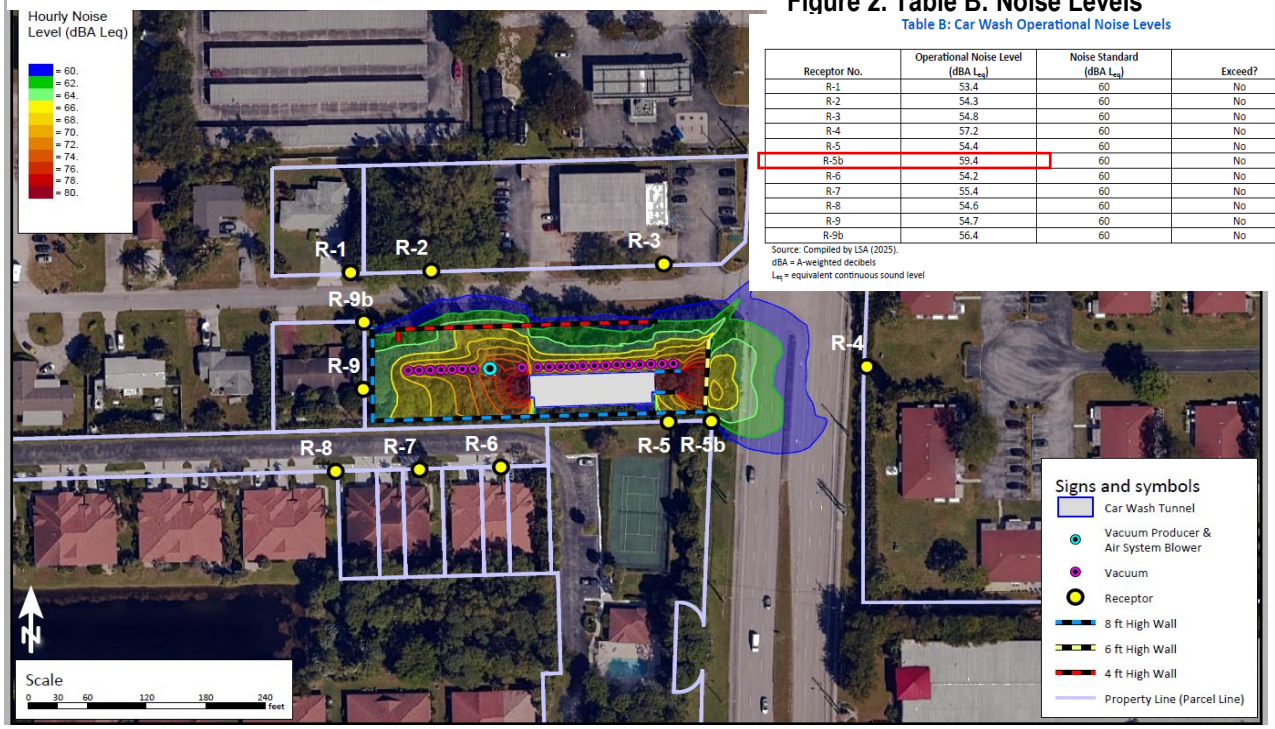


Figure 2. Table B: Noise Levels

Table B: Car Wash Operational Noise Levels

Receptor No.	Operational Noise Level (dBA L_{eq})	Noise Standard (dBA L_{eq})	Exceed?
R-1	53.4	60	No
R-2	54.3	60	No
R-3	54.8	60	No
R-4	57.2	60	No
R-5	54.4	60	No
R-5b	59.4	60	No
R-6	54.2	60	No
R-7	55.4	60	No
R-8	54.6	60	No
R-9	54.7	60	No
R-9b	56.4	60	No

Source: Compiled by LSA (2025).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

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

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

LDR Section 3.2.4, Standards for Specific Areas or Purposes

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

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

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

Section 4.4.9. - General Commercial (GC) District
The purpose and intent of the GC District is to provide basic regulations for **small parcels** which are best suited for **general retail and office uses** and to be applied primarily along arterial and collector streets. Uses may be conducted singularly or in combination within the same structure.

The subject property is a small vacant parcel located on a County designated Principal Arterial, providing direct access to regional transportation routes.

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

Standard/Regulation	**Review**	
Minimum	**Required:**	**Proposed:**
Lot Size	0 sf	43,109 sf
Lot Width	0 feet	88.08 feet
Lot Depth	0 feet	354.80 feet
Lot Frontage	0 feet	88.08 feet
Open Space	25% (10,777.25 sf)	32% (13,908.80 sf)
Maximum		
Height	48 feet	33 feet
Minimum Setbacks		
Front (East)	10 feet *Special Landscape Setback of 30 feet	81.3 feet
Side Street (North)	10 feet	60.2 feet
Side Interior (South)	10 feet	19.8 feet
Rear (West)	10 feet	167.1 feet

Article 4.6 – Supplemental District Regulations

Regulation	**Review**	
4.6.4., Special district boundary treatment	**Required:**	**Proposed:**
Rear and side abutting residentially zoned property without any separation	10 feet building setback and a solid 6-foot-high finished masonry wall	19.8 feet setback and a solid 8-foot-high finished masonry wall
4.6.5., Walls, Fences, And Hedges.	**Required:**	**Proposed:**
Height restrictions	**Front & Side Street:** Max. 6 feet **Interior Side & Rear:** Max. 8 feet	**Front:** 6 feet **Side Street:** 4 feet **Interior Side & Rear:** 8 feet
4.6.9, Off-Street Parking	**Required:**	**Proposed:**
Parking Spaces	**4.5 spaces per 1,000 sf:** 19 Spaces	Total 19 Spaces (18 Standard, 1 ADA)
Bicycle Parking	**Type I spaces:** 2 spaces minimum	2 (Type I) spaces

4.6.8, Lighting	Illumination spillover is limited to the maximum degree feasible given the minimum illumination requirements for street lighting, off-street parking illumination, and lighting at the building and garage entrance.

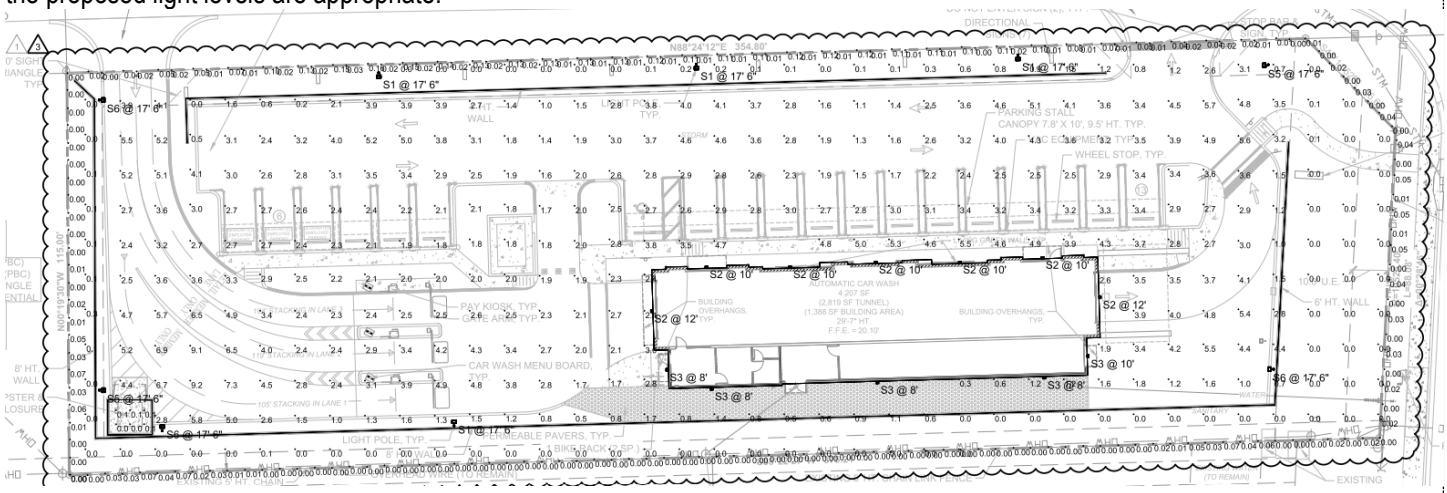
Section 4.6.6. - Commercial and industrial uses to operate within a building
Certain conditional uses that are allowed within commercial, industrial, and mixed use districts can be characterized as outside uses. Such operations may be conducted outside when it is specifically determined through the conditional use process that the outside aspects of the use are appropriate. Conditions may be applied to mitigate visual and other impacts.

All services associated with the automatic car wash will be conducted within the enclosed building, except for the use of free vacuums, which are located outside, accessible from the 19 parking spaces. Activities associated with outside conditional uses are allowed **when it is specifically determined through the conditional use process that the outside aspects of the use are appropriate**. The outdoor vacuums must be specifically considered and approved by the Board. Conditions may be applied to mitigate visual and other impacts.

LDR Section 4.6.8, Lighting
Artificial lighting used to illuminate premises shall be directed in such a way to minimize light spillover on adjacent properties and reduce urban glow.

The LDR requires all perimeter exterior lighting to be full cutoff luminaries to minimize spillover on adjacent properties. Maximum allowable illumination at the property line of any adjoining parcel or public right-of-way is 0.25 horizontal and vertical foot-candles measured at six feet above grade level.

The proposed photometric plan indicates that all site lighting will be full cutoff luminaries. All perimeter exterior lighting will follow a lighting schedule. Factoring in the perimeter wall and landscaping, the lighting is measured at 0.00-0.05 footcandles along all property lines, which is generally equivalent to the light level of a full moon on a clear night. While the proposed photometric plan complies with the City's standards, the site's location being immediately adjacent to residential should garner additional consideration as to whether the proposed light levels are appropriate.



Review & Analysis: Architectural Elevations

LDR Section 2.4.10(A)(3)(d), Findings
Architectural Elevations, including modifications to existing building facades, require an overall determination of consistency with the objectives and standards of Section 4.6.18, Architectural Elevations and Aesthetics, and any adopted architectural design guidelines and standards, as applicable.

LDR Section* 4.6.18. - Architectural elevations and aesthetics - *Minimum requirement
The requirements contained in this Section are minimum aesthetic standards for all site development, buildings, structures, or alterations except for single family development. It is required that all site development, structures, buildings, or alterations to same, show proper design concepts, express honest design construction, and be appropriate to surroundings

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

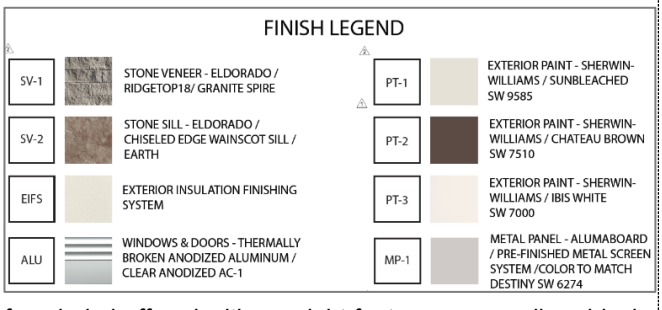
(A) Minimum requirements;
(B) Building and structure requirements;
(C) Exterior space;
(D) Parking lots and vehicular use areas, and
(E) Criteria for board action.

(E) Criteria for Board Action.

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

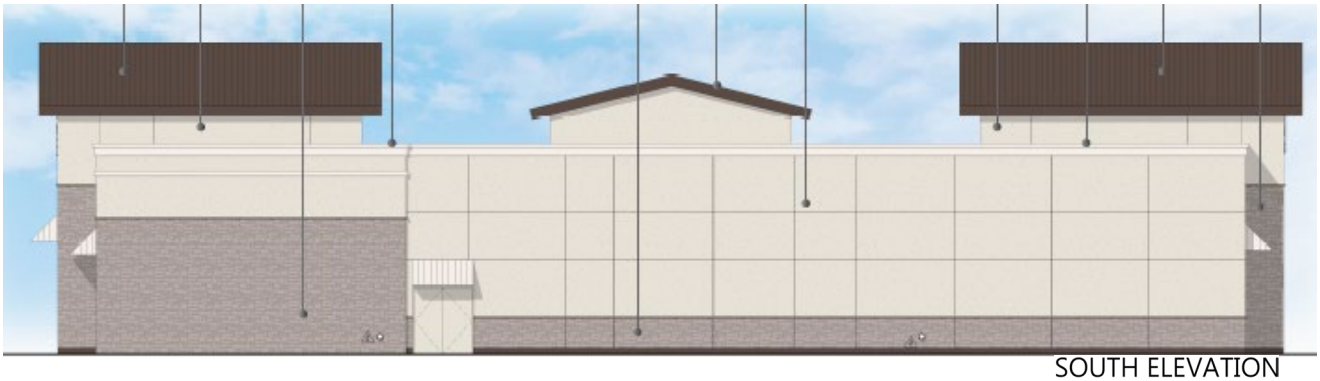
(1) The plan or the proposed structure is in conformity with good taste, good design, and in general contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality.
(2) The proposed structure, or project, is in its exterior design and appearance of quality such as not to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.
(3) The proposed structure, or project, is in harmony with the proposed developments in the general area, with the Comprehensive Plan, and with the supplemental criteria which may be set forth for the Board from time to time.

The proposed elevations provided below have been reviewed for compliance with Section 4.6.18 – Architectural Standards.

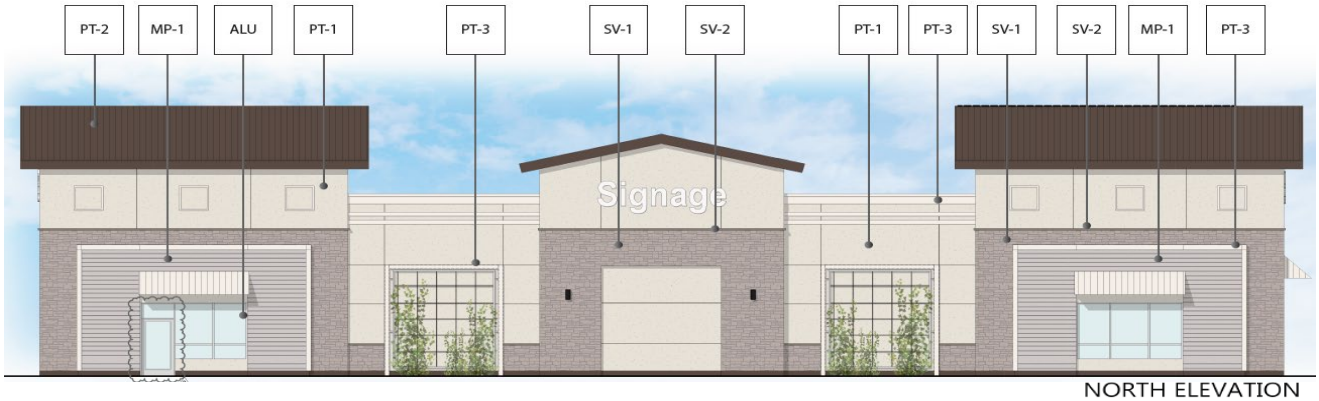


The building's design incorporates neutral earth tones, varying materials, a staggered roofline, and ornamental detailing, making it generally compatible with the surrounding commercial and residential development. The north elevation, which faces Conklin Drive, proposes two trellises to create a point of interest in lieu of glazing due to the need to soundproof the building. A combination of smooth stucco, alumaboard paneling, and stone veneer treatment creates contrast in colors and materials along the front façade. The south elevation is fully enclosed, with no glazing, but still provides material variation. While the southern border abuts a multi-family residential neighborhood, the primarily blank façade is buffered with an eight-foot masonry wall and lush landscaping, including a Firebush hedge, Red Tip Cocoplum hedge, Silver Buttonwoods, Spanish Stoppers, and Crape Myrtles.

Overall, the proposed architecture is generally conforming with good taste, good design, and is compatible with the materials, colors, and scale of nearby development. Further, the quality of the design and materials used are not anticipated to deprecate in appearance and value.



SOUTH ELEVATION



NORTH ELEVATION

WEST ELEVATION

EAST ELEVATION

Review & Analysis: Landscape Plan

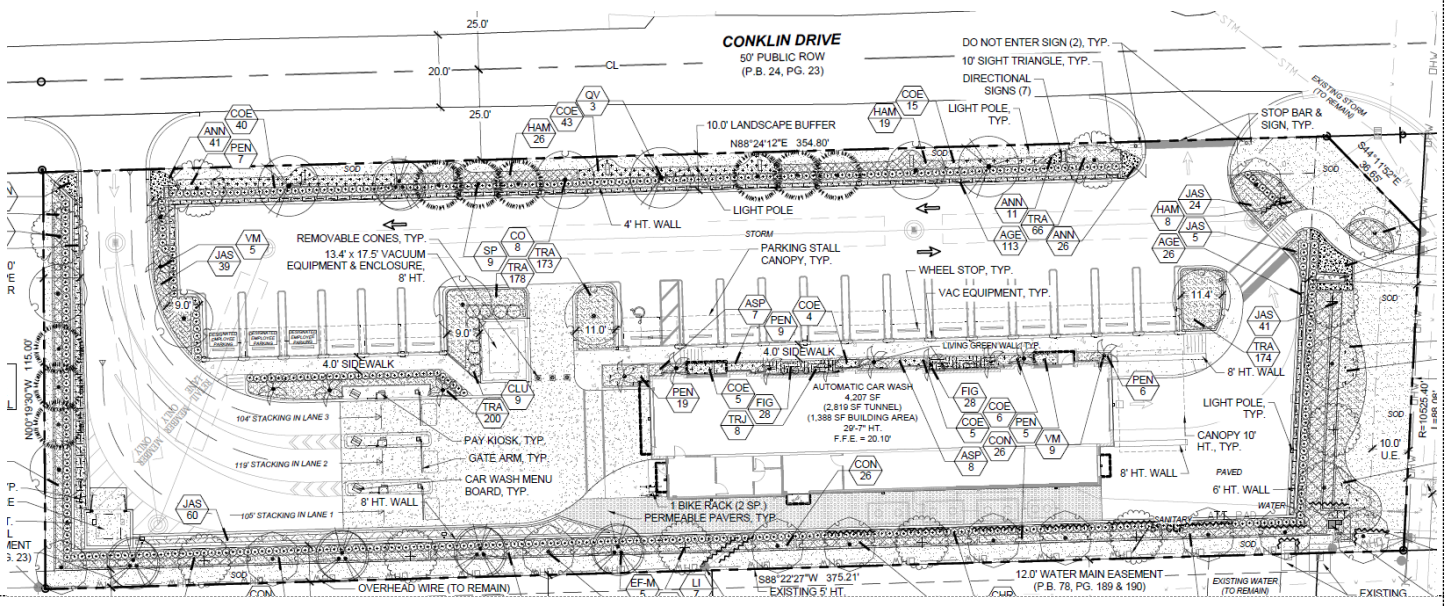
LDR Section 2.4.10(A)(3)(c), Findings

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

The landscaping plan for the proposed development has been evaluated for consistency with LDR Section 4.6.16. The project incorporates a lush and substantial landscape design along the perimeter of the site (image below and attached as full size).

The proposed development will provide and exceed the minimum buffering and landscaping around its perimeter. On the east perimeter, along South Military Trail, a required 30-foot special landscape buffer is provided with a 6-foot masonry wall, fully landscaped with Crape Myrtle and Spanish Stopper trees, layered with Penta and Minima Jasmine shrubs and ground cover. The perimeter buffer continues with an 8-foot-high masonry wall along the south and west property to include a 10-foot landscape buffer lined with Spanish Stopper, Crape Myrtle, and Southern Live Oaks, layered with various shrubs and ground cover. On the north perimeter along Conklin Drive, a 10-foot landscape buffer is provided to include a 4-foot-high masonry wall, heavily landscaped with three Southern Live Oaks, eight Green Buttonwood trees, two Pink Tabebuias, nine Sabal Palmetto, and one Spanish Stopper.

The proposal includes mitigation for the removal of a total of 64-inch DBH, replacing with a total of 105-inch DBH, and removal of five Slash Pines to be replaced one-for-one with Spanish Stopper. The Arborist Report, attached, reviews the conditions of the existing trees and proposed trees to be removed, many being invasive plant species. Overall, the proposed site improvements comply with the City's landscape requirements for properties within the GC zoning district.



Review & Analysis: Conditional Use

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

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

LDR Section 2.4.6(A)(4), Conditions

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

If the Board provides a recommendation of approval, the request will be scheduled for an upcoming City Commission meeting. However, if the Board votes to deny the request, the application will not move forward in the review process to the City Commission. The final action by City Commission can impose conditions if there are concerns with the request or limitations on the hours of operation or the longevity of the use.

The Board's recommendation to the City Commission must take into consideration the two required findings below when evaluating the conditional use. Each finding below is further explained to apply each finding to the conditional use request.

LDR Section 2.4.6(A)(5), Findings

In addition to provisions of Chapter 3, the City Commission must make findings that establishing the conditional use:

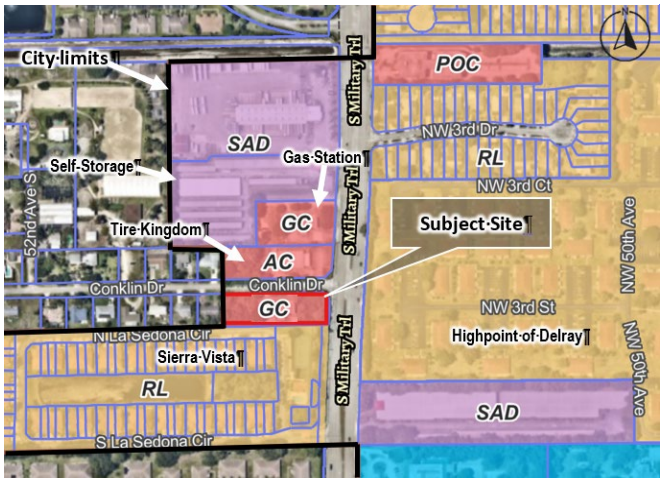
a) Will not have a significantly detrimental effect upon the stability of the neighborhood within which it will be located
Stability of the neighborhood generally refers to the continued viability and enjoyment of existing uses. In this case, the continued enjoyment of the residential neighborhood without external disruptions such as noise, traffic, safety, and aesthetics shall be considered to determine positive findings to establish a conditional use. Conditions of approval to further mitigate these impacts could potentially aid in the stability of the neighborhood.

Based upon best planning practices, the Comprehensive Plan policies and zoning regulations, to evaluate whether the proposed car wash would have significant detrimental effect on the stability of the area or hinder development or redevelopment of nearby properties, the Board must consider:

- Compatibility With Surrounding Land Uses
- Separation and Buffering from Residential Uses
- Noise Control and Operational Impacts
- Lighting and Visual Intrusion
- Traffic Generation and Circulation
- Visual Character and Site Design
- Consistency with the Comprehensive Plan

The subject property directly abuts residential property to the west and south. Across Conklin Drive to the north is an automotive-retail/service store (Tire Kingdom), and across South Military Trail to the east is the High Point of Delray residential community. The surrounding zoning, land use, and uses are outlined in Figure 2 and the table below:

Figure 2. Project Location & Land Use



Adjacent Zoning, Land Use, and Use			
Direction	**Zoning Designation**	**Land Use**	**Use**
North	Automotive Commercial (AC)	General Commercial (GC)	Tire Kingdom
South	Low Density Residential (RL)	Medium Density (MD)	Sierra Vista Development
East	S Military Trail (120 foot ROW) Low Density Residential (RL)	Low Density Residential (RL)	High Point of Delray
West	Unincorporated Palm Beach County - Agricultural Residential (AR)	Low Residential, 3 du/ac (LR-3)	Single Family Residential

b) Will not hinder development or redevelopment of nearby properties

This finding is about land use compatibility and economic development potential. Determination must be made to whether allowing the conditional use would interfere with or discourage the ability of adjacent land uses to develop or redevelop in accordance with the Comprehensive Plan and Land Development Regulations.

Compatibility and Neighborhood Context

The site lies along a major commercial corridor (S. Military Trail), which is a County designated Principal Arterial road. Meanwhile, the adjacent single-family to the west and south introduces a sensitive boundary. The intent of the GC zoning district is generally for small parcels suited for **general retail and office** uses and to be applied primarily along arterial roadway to activate the corridor. A range of commercial activities is anticipated in the GC zoning, including offices, general retail and restaurants. Among these, offices and retail uses are generally considered the most appropriate transitional uses when located adjacent to residential neighborhoods because they generate lower noise levels, predictable hours of operation, produce limited light and glare, and create visual compatibility with residential scale and design.

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

Noise Control and Operational Impacts

Automatic car washes create periodic noise from the car wash tunnel, vacuums, blowers and vehicle queuing. The most significant risk to stability arises from acoustic and visual intrusion into nearby homes, particularly on the west and south property lines. The development is subject to the City's noise ordinance, which limits sound levels to 60 dB or less when measured at any point on neighboring property lines. The noise study submitted by the applicant concludes that the use will not exceed 60 dB limit. However, careful consideration should be given to the noise exposure map and Table B (discussed above), as it depicts areas where projected noise levels approach the established threshold, potentially affecting adjacent residential properties.

The applicant has incorporated several sound buffering measures to mitigate noise impacts to adjacent residences. The site design includes an 8-foot masonry wall with landscape screening along the southern and western boundaries, as well as 8-foot-high block walls just north and south of the exit of the car wash tunnel. The tunnel exit is oriented toward the major roadway to direct noise away from residential areas and is supplemented by a 6-foot-high wall with landscaping. Along the northern property line, abutting Conklin Drive, a 4-foot-high masonry wall with landscape is proposed to provide additional screening. Furthermore, the applicant proposes to install silencers on the dryers and the vacuum producers will be surrounded by a 6-foot-high wall. The proposed hours of operation are from 7:00 am until 9:00 pm daily. The Board should consider whether these soundproofing measures are sufficient to mitigate potential noise impacts or whether additional attenuation is warranted to ensure that noise levels remain below the 60 dB threshold established by the City's noise ordinance.

Lighting and Visual Intrusion

Typically, car washes use bright lighting for safety purposes and signage. The concern of lighting is the uncontrolled glare that can intrude into the nearby residences. The city lighting standards require all perimeter exterior lighting to be full cutoff luminaries and no more than 0.25 footcandle to minimize spillover on adjacent properties. Likewise, to further decrease urban glow, no illumination shall be directed upwards. All proposed lighting are directed downwards and are full cut off luminaries with lighting measured at 0.00-0.05 footcandles along all property lines. The proposed light poles along the western edge are 17 feet, 6 inches high while three Pink Tabebuia trees and three Sabal Palmettos at 16 feet in height are proposed along the western perimeter buffer. The Board should consider if the minimum lighting standards are adequate to mitigate any potential visual intrusion to adjacent residences or additional measures shall be implemented.

Traffic Generation and Circulation

Overall, the traffic analysis concludes that the proposed automatic car wash ensures a continuous flow of traffic and the required queuing of vehicles is maintained on-site. Likewise, the proposal is designed to include an emergency bypass lane in anticipation of a customer needing to exit the site in an emergency. Although the traffic statement concludes the proposed use will not impact the roadways, the Board should consider if the proposal would increase the level of activity and adversely impact on the local neighborhood street.

Visual Character and Site Design

While the operational characteristics of an automatic car wash is more intense, when designed thoughtfully, a car wash can function as a transitional use under certain conditions. In terms of visual cohesiveness, the concern is to maintain visual compatibility and harmony within the neighborhood context. The proposed development exhibits architectural and visual characteristics that contribute to a compatible transition between commercial and residential. The building modest height, articulated façade, and use of neutral materials provides a residentially scaled architectural expression consistent with surrounding development. Likewise, the building placement not only affects the functionality of the site but also can determine cohesiveness with adjacent land uses. The proposed orientation of the tunnel is setback away from the western edge with buffers separating the residential use at the most extent possible way while the positioning of the exit which accommodates the blowers towards the roadway demonstrates thoughtful site design. However, the operations outside of the building, specifically the vacuum spaces in front of the building adjacent to Conklin Drive, may represent visual incompatibility with the adjacent residential development. While the building design is compatible with nearby residences in material, color and scale, the vacuums and above canopy shelter in front of the façade disrupts the site's visual harmony and weakens its cohesive appearance. The Board shall further consider whether the use by its nature and building placement would discourage enjoyment of the residential neighborhood and effect the stability of the surrounding area.

Consistency with the Comprehensive Plan

While the project aligns with the broad objectives of accommodating diverse commercial uses that could meet some of the needs of the residents and contribute to local job creation, while providing safe traffic movements, the project should be evaluated within the context of the City's long term growth objectives and future development patterns.

As mentioned earlier, the Comprehensive Plan and the Performance Standards identify the importance of protecting and supporting neighborhoods located west of I-95 through enhanced connectivity, the introduction of complementary mix of uses that meet the daily needs of residents, and the promotion of design characteristics that are consistent with the existing scale, intensity and development patterns. These policies aim to limit urban sprawl by designing communities for pedestrian and transit users along the major corridors, encouraging mix of uses within neighborhoods to create vibrant and walkable communities, while fostering cohesive neighborhood character. The Board shall consider whether the proposed use and development intensity is compatible with the surrounding land uses, meets community needs without adversely impacting adjacent properties, and advances the overall vision and policy and objectives of the City.

Summary of Board Considerations

- Whether the proposed use and development intensity are compatible with the surrounding land uses, meets community needs without adversely impacting adjacent properties, and meets the overall vision and policies of the Always Delray Comprehensive Plan.
- Whether the use is appropriate in its context and if adequate mitigation measures have been implemented such as buffers, walls, limits of hours, and proper site design.
- Whether these soundproofing measures are sufficient to mitigate potential noise impacts or whether additional attenuation is warranted to ensure that noise levels remain below the 60 dB threshold established by the City's noise ordinance.
- Whether the minimum lighting standards are adequate to mitigate any potential visual intrusion to adjacent residences or additional measures shall be implemented.
- Whether the proposal would increase the level of activity and adversely impact on the local neighborhood street.
- Whether the use by its nature and building placement would discourage enjoyment of the residential neighborhood and effect the stability of the surrounding area.

Options for Board Action

A. Recommend **approval** of a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, and including a Conditional Use (Resolution No. 210-25) to allow a 4,207 square foot automatic car wash at 14145 South Military Trail, by finding that the request and approval thereof is consistent with the Comprehensive Plan and meets criteria set forth in Section 2.4.6(A)(5), and the Land Development Regulations.

B. Recommend **approval as amended** of a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, and including a Conditional Use (Resolution No. 210-25) to allow a 4,207 square foot automatic car wash at 14145 South Military Trail, by finding that the request and approval thereof is consistent with the Comprehensive Plan and meets criteria set forth in Section 2.4.6(A)(5), and the Land Development Regulations.

C. **Deny** a Level 4 Site Plan Application with Architectural Elevations and Landscape Plan, and including a Conditional Use (Resolution No. 210-25) to allow a 4,207 square foot automatic car wash at 14145 South Military Trail, by finding that the request and approval thereof is not consistent with the Comprehensive Plan and does not meet criteria set forth in the Land Development Regulations.

D. **Continue with direction**.

Public and Courtesy Notices

_X_ Courtesy notices were sent at least 7 calendar days prior to meeting to the following neighborhood groups and homeowner associations: • Pine Trail South	_X_ Public Notice was posted at the property 7 calendar days prior to the meeting. _X_ Public Notice was mailed to property owners within a 500' radius 10 days prior to the meeting. _X_ Public Notice was posted to the City's website 10 calendar days prior to the meeting.

Sierra Vista is in close proximity to the subject property, but does not have an active HOA listing with the City.	_X_ Public Notice was posted in the main lobby at City Hall 10 working days prior to the meeting. _X_ Agenda was posted at least 7 calendar days prior to meeting.

Technical Advisory Committee (TAC) Timeline		
Review No.	Submittal Date	TAC Comments Transmitted
1	01/30/2025	03/06/2025
2	05/14/2025	06/10/2025
3	08/13/2025	09/02/2025
4	09/17/2025	10/03/2025
Extensions Requested by the Applicant		
1	04/25/2025	
2	08/05/2025	