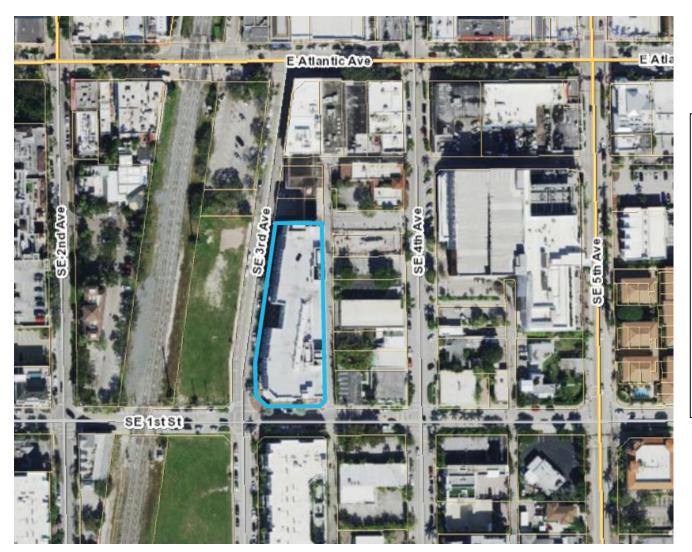
Delray Beach Market Valet Parking

City of Delray Beach – Parking Management Advisory Board

February 25, 2025

Existing Site Conditions



Land Use: Commercial

Zoning: CBD (Central Business District)

<u>Existing Use</u>: Retail, Restaurant & Business Office Uses

<u>Proposed Use</u>: Conversion to all Restaurant use (multi-tenant)

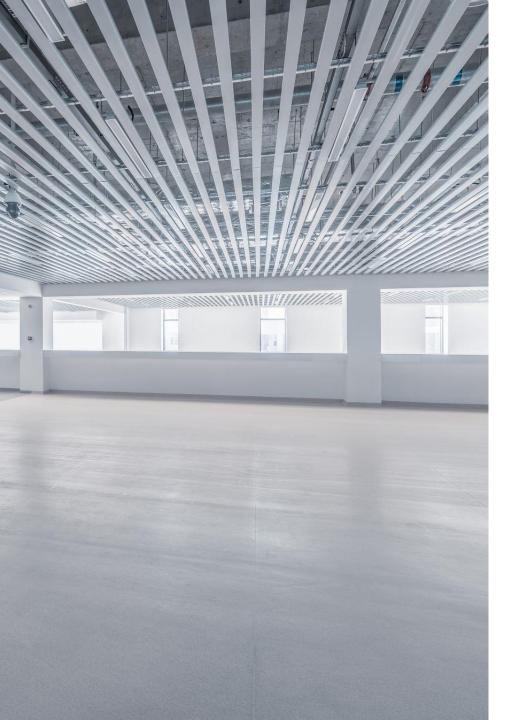
<u>Total Acreage</u>: +/- .86 acres

Mixed-Use to Restaurant

Delray Beach Market("DBM") was originally approved and opened as a Mixed-Use Project with +/- 31,816 sq.ft. Restaurant/Bar Use, 6,397 sq.ft. Retail Use & 7,315 sq.ft. business office

Applicant is seeking a conversion of the entire gross leasable area (37,765 sq.ft.) to restaurant

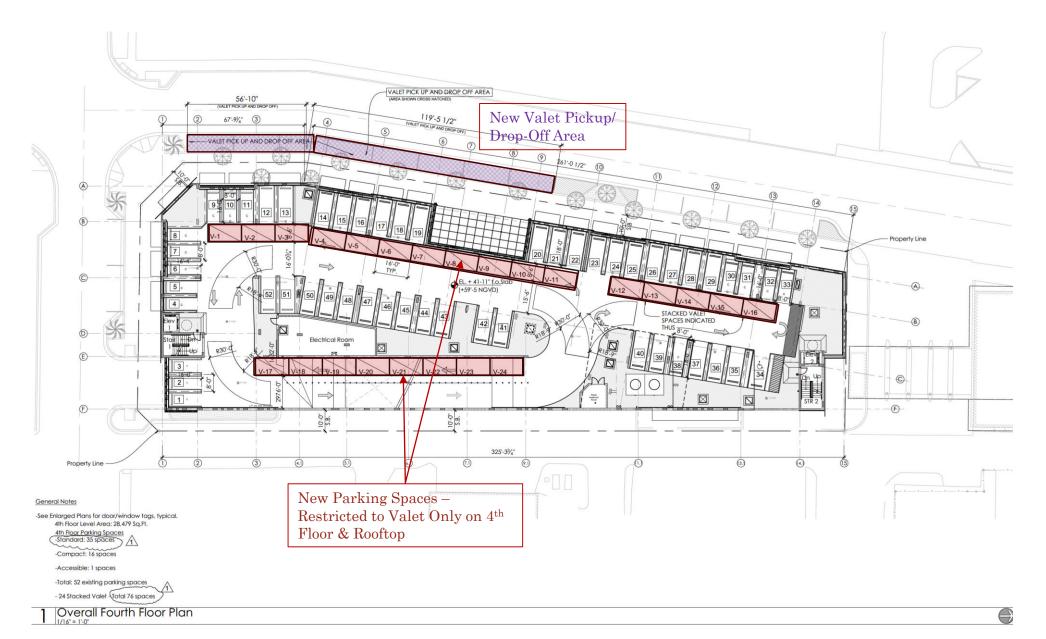
Parking Requirement for Restaurant: 6 spaces per 1,000 Sq. feet (227 spaces required)



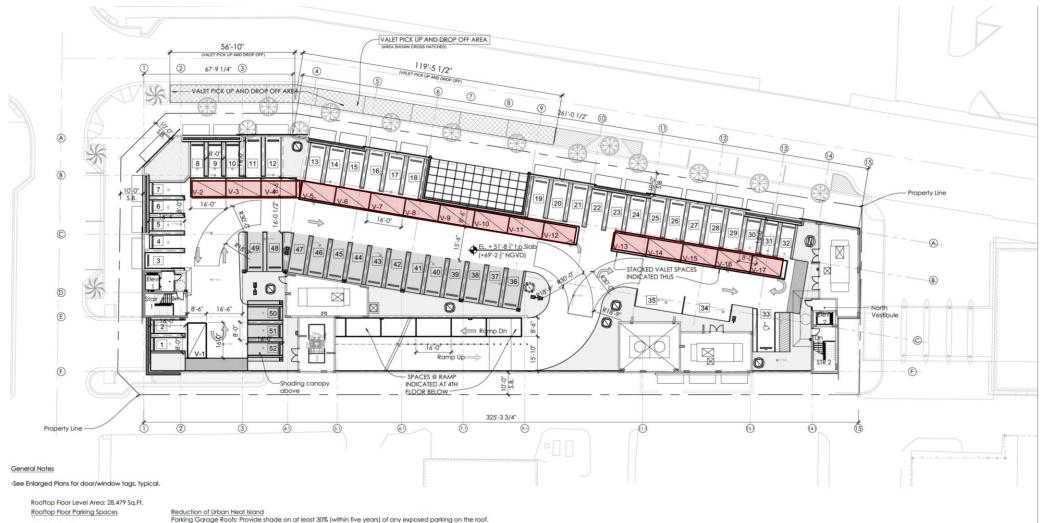
Conversion of Uses & Garage Only

- With the conversion of mixed use to restaurant there must be additional parking provided
 - 206 Parking Spaces existing.
 - Conversion to all restaurant uses requires 227 parking spaces + 8 spaces removed from street for valet.
 - Applicant is seeking to add valet parking spaces on the 4th and 5th floor (rooftop) and limit these areas to valet only. The public will not be able to access these floors.
 - Waiver from Section 4.6.9 (F)(3)(d) is required to provide a minimum 15'-6" drive aisle where 24' feet is required.

4th Floor



Rooftop



-Standard: 34 spaces -Compact: 15 spaces -Accessible: 1 spaces -Parallel: 2 spaces -Total: 52 existing parking spaces -T3 stacked Valet - Total 69 spaces

-Exposed Parking Spaces at Roof: 8,228 Sq.Ft. (100%)

Covered: -Shading Canopy: 2,855 Sq.Ft. (35%)



Questions?

To Meet Criteria

Applicant will demonstrate waiver meets criteria outlined in Section 2.4.11(B)(5):

- . No adverse affect on neighboring area
 - Ameristar in charge of operations- have been operating for 20 years in area
 - b) Valet area only accessed by trained valet operators
- 2. The waiver does not diminish the provision of public facilities
- **3**. The waiver does not create an unsafe condition
- 4. No special privilege granted
- 5. No inferior pedestrian experience results
- 6. No creation of incompatibilities with nearby buildings
- 7. Waiver will not erode the connectivity of the street or sidewalk network
- 8. No reduction in the quality of civic open space