



DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING

SITE PLAN REVIEW AND APPEARANCE BOARD STAFF REPORT

Delray Dermatology – 802 SE 5th Avenue

Meeting	File No.	Application Type
September 24, 2025	2024-254	Level 2 Site Plan
Property Owner	Authorized Agent	
802 SE 5 th Ave LLC	Randall Stofft Architects	

Request

Consideration of a Level 2 Site Plan Application with Architectural Elevations, Landscape Plan, and a Landscape Waiver for a two-story, approximately 12,200 square foot commercial development with medical office and retail.

Site Data & Information

Location: 802 SE 5th Avenue

PCN: 12-43-46-21-09-001-0210

Property Size: 0.70 acres, 30,494 sq ft

Land Use: Commercial Core (CC)

Zoning: Central Business District (CBD) – South Pairs

Adjacent Zoning:

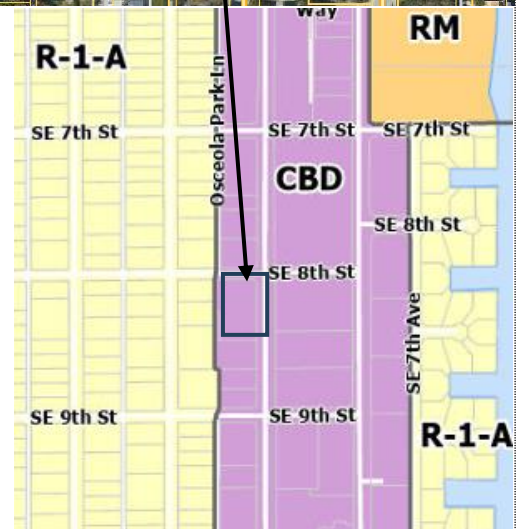
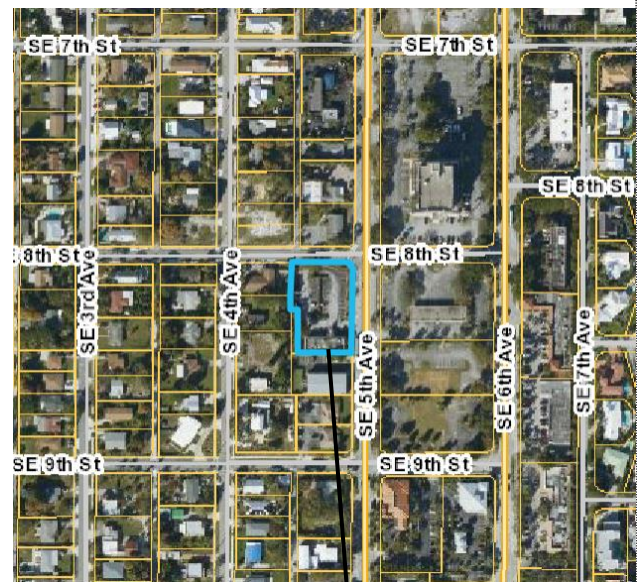
- **North, South, East:** Central Business District (CBD) – South Pairs
- **West:** Single-Family Residential

Existing Use: Vacant – Previously Restaurant (Demolished)

Proposed Land Use: Multi-family Residential

Floor Area Ratio:

- **Existing:** NA
- **Proposed:** .78
- **Maximum Allowed:** 3.0



Background Information

The subject property, currently vacant, previously consisted of an approximately 2,700 square foot commercial building constructed in 1976. The property is zoned Central Business District (CBD), South Pairs Sub-district, with an underlying Land Use Map (LUM) designation of Commercial Core (CC). The prior conditions of the site included a surface parking lot extending over the majority of the site, with minimal building frontage along 5th Avenue – a primary street. The previous building typology – suburban commercial strip development - was inconsistent with the development characteristic envisioned by the Central Business District. As such, redevelopment of this site is an opportunity to further move the district towards its stated goals and intent for thoughtful redevelopment that supports and facilitates walkable and appropriately scaled urban neighborhoods with mixed uses.

There is a platted alley tract at the SW corner of the property that has been abandoned as is now included within the boundary of the development site. Please refer to the attached survey and site plan for more information

Project Description

The proposed development is a two-story commercial development including medical office and retail uses. The gross building area is 12,200 square feet of use area or 23,881 square feet when inclusive of the interior parking garage. The use mix is comprised of 10,600 square feet of medical office and 900 sq. ft. of retail. No vehicular use area is proposed along the primary street frontage, preserving the entire streetscape between curb and building for the benefit of the pedestrian. Required parking is provided in a ground floor garage that is wrapped by the commercial use along the east façade (SE 5th Ave) and an exposed second level parking deck with access from the side street.



The architectural style proposed is Anglo-Caribbean, a permitted style pursuant to the Delray Beach CBD Design Guidelines. Overall, the project is presented in a way that significantly improves the streetscape with extended building frontage, expanded sidewalks where feasible, and the introduction of street trees along both frontages, which creates a continuous shade canopy that benefits the pedestrian experience while simultaneously beautifying the corridor and creating buffered protection from the vehicular travel lanes.

A landscape waiver, loading determination of adequacy, and parking reduction are requested as part of this application. Each of these requests are discussed in detail in the following sections. This development proposal contains less than 15,000 square feet and would be subject to administrative

Review and Analysis: Site Plan

The proposed site plan is a Level 2 application meaning that it would normally qualify for administrative approval; however, in this case, the proposal requires a determination of adequacy regarding loading, includes a parking reduction, and a requested landscape waiver. As such, this Level 2 application has been escalated for SPRAB consideration.

Regardless, the project meets the applicable requirements of the Land Development Regulations except where otherwise specifically discussed. The project is well within allowable intensity thresholds including Floor Area Ratio (0.78 FAR), meets the height requirement, and complies with all setback regulations. The building is thoughtfully configured to create a pedestrian scaled urban product that reinforces walkability in the central business district and helps facilitate redevelopment along the Primary Street in a way that is consistent with the intent of the CBD.

The south pairs subdistrict has a concentration of medical, cosmetic services, and medical adjacent office uses, many of which are in older buildings that are reaching the potential end of their lifecycle. This project serves as an example of how medical office uses can be developed with attention to the urban form and provides necessary facets of a vehicle intensive use – medical offices typically generate high trip turnover – without compromising the integrity of the public realm. There are multiple entry points to the building interior from the primary street which provides access via the public sidewalk thereby activating the public realm and reinforcing the integration between public and private property which is a desired outcome in urban settings. The sole point of vehicle access is shifted to the side street,

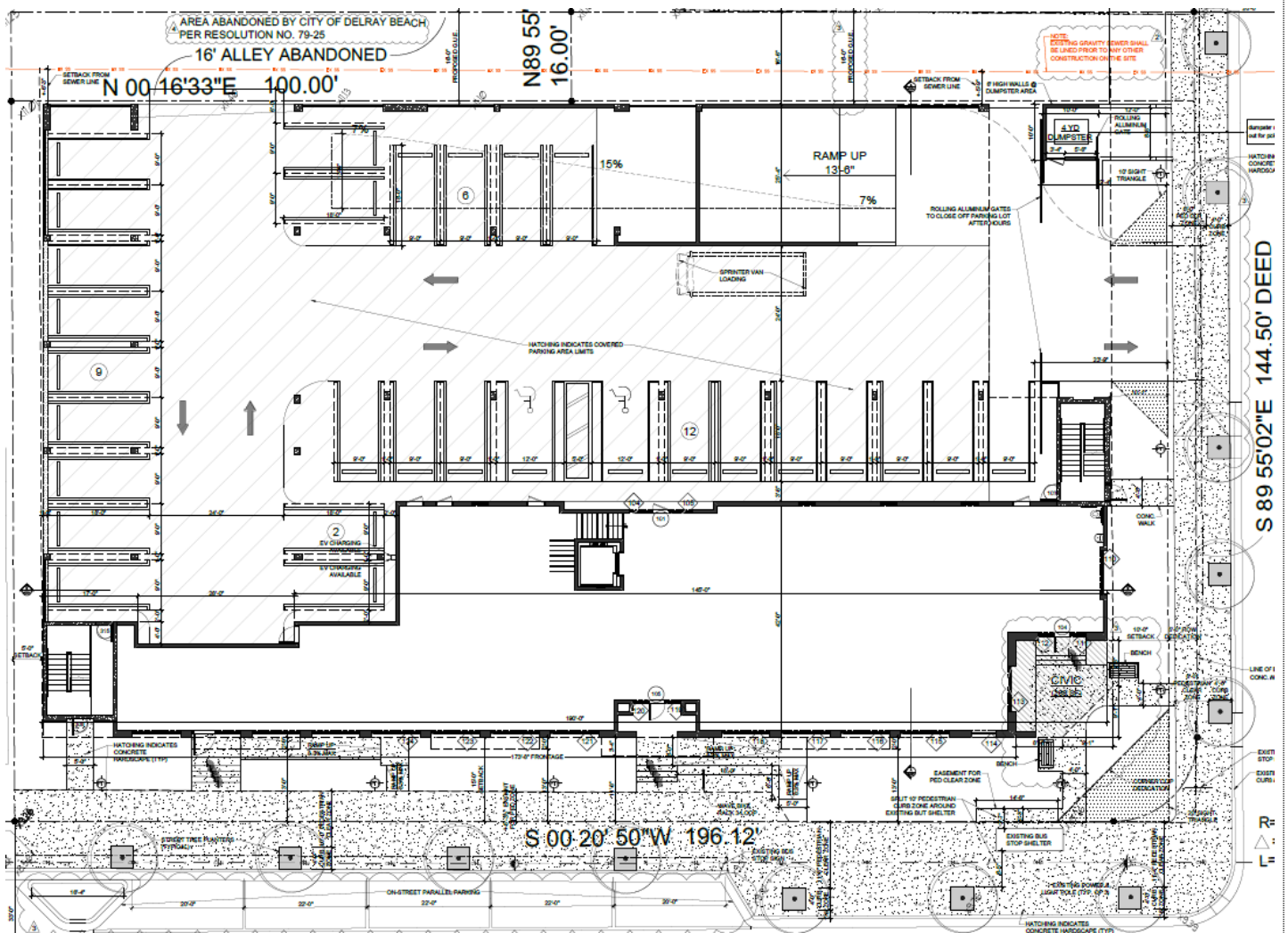
and existing curb cuts along 5th Ave are removed. This preserves the integrity of the Primary Streets as high-quality pedestrian focused environments.

Required parking is provided in a ground-level garage that is successfully lined by office and retail uses which screens the parking from view along the Primary Streets. An exposed second-level parking deck provides additional required parking. Landscaping has been added to the deck so as to improve the visible appearance from the adjacent properties while simultaneously aiding in the reduction of urban heat islands. Additional on-street parking is proposed along SE 5th Avenue which, while not permitted to count towards required parking, will be available for customers and employees to use as needed.

The minimum streetscape dimensions are provided in a way that maintains the maximum feasible pedestrian clear zone, while still allocating sufficient area for foundation landscaping and curb zone landscaping, which helps soften the starkness of the urban environment, and provides buffered protection between the pedestrian and vehicle travel lanes. The applicant and staff have worked closely to strike a balance between providing landscaping within the streetscape while ensuring that more than adequate clearance is provided for pedestrian traffic.

The clear zone has been routed to ensure that existing above ground infrastructure does not obstruct the pedestrian path, and likewise, a substantial street tree canopy is proposed along the full extent of the property.

A small amount of civic space is required based on the overall square footage of the property which has been integrated into the site at the NE corner, accentuating the corner of the building and defining the primary building entrance.



(Full-sized site plan available as an attachment)

LDR Section 2.4.10(A)(3), Findings. *All site plan applications require compliance with the applicable regulations and review criteria and shall be consistent with the Comprehensive Plan and other local ordinances.*

(b) Level 2, Level 3, and Level 4 Site Plan applications require compliance with the findings in Chapter 3, Performance Standards.

The Site Plan was reviewed according to the performance standards for site plan actions listed in **LDR Section 3.2.3** and these standards have been factored into the technical review of the application. The intent of the standards are to ensure that certain essential criteria and a level of quality are adhered to with regard to new development. The project complies with the performance standards.

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

These findings relate to the following four areas:

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

As noted previously, the configuration and typology of the development further achieves the goals and objectives of the district. Additionally, the redevelopment of the site will eliminate an existing nonconforming structure.

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

Water and Sewer. The development will connect to existing water and sewer networks as approved by the City Utilities Department.

Drainage. Drainage will be accommodated on site. All stormwater runoffs will be collected and contained within the subject property through a drainage system approved by the City Engineer.

Transportation. The provided Palm Beach County TPS approval letter indicates the proposed project will not have a significant impact on the existing road network. Therefore, the project meets transportation concurrency.

Solid Waste. The Solid Waste Authority has indicated that its facilities have sufficient capacity to accommodate all development proposals until 2054.

Schools. Not Applicable.

(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.*

The following Comprehensive Plan objectives and policies are relevant to the request:

Neighborhoods, Districts, and Corridors Element

Objective NDC 1.3 *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 1.1.2 *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 1.3.1 *Apply mixed-use land use designations to foster development patterns that support pedestrian and bicycle activity, stimulate public transit ridership, and create a park-like environment.*

Policy NDC 1.3.2 *Apply the mixed-use land use designation that best maintains the scale, density, intensity, and enhances the character of the surrounding neighborhood, district, or corridor.*

The proposed development maintains consistency and compatibility in terms of scale and intensity with surrounding developments and is presented in a configuration that improves upon the built environment and reinforces key goals of the CBD to facilitate walkable and well-connected development that is respectful to the historic scale and development pattern of downtown, while encouraging a mixture of uses along the corridor.

(D) Compliance with the LDRs *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.*

LDR Section 4.4.13, Central Business (CBD) District

Standard/Regulation	Review	
Height 4.4.13(D) – Central Business District	Maximum: 48 feet; 4 stories Proposed: 26 feet; 2 stories	
Setbacks 4.4.13(D) – Central Business District, South Pairs	Minimum Required Front – 15 feet (primary); 10 feet (secondary) Rear – 10 feet Interior – 5 feet	Provided: Front – 15 feet (primary); 10 feet (secondary) Rear – 10 feet Interior – 5 feet
Streetscape 4.4.13(F) – Central Business District	Minimum Required Curb – 4 feet Pedestrian Clear – 6 feet; 10 feet on primary street Total – 15 feet	Provided: Curb – 4 feet Pedestrian Clear – 6 feet to 11 feet 4 inches Total – Varies; exceeds minimum 15 feet

Other Development Regulations

Standard/Regulation	Review
4.4.13(I), CBD Parking Standards	Required: 56 Provided: 54 on site + 5 new on-street spaces
4.6.9, Bicycle Parking	Required: Type I spaces – 3 Type II spaces – NA Provided: Type I spaces – 3 Type II spaces – 0

LDR Section 4.6.10, Off-Street Loading

LDR Section 4.6.10 requires that at least one 12'x30' loading berth is provided for office developments between 5,000 and 20,000 square feet. As such, a loading zone should be integrated within the development site, however the applicant has elected not to include – citing spatial constraints and the lesser demand for intensive loading that they anticipate the proposed use will generate. Office uses can expect the majority of delivery and freight needs to occur in low volume frequent formats that may be handled by small to mid-sized delivery vehicles (i.e. Fed-Ex, USPS, Amazon). It is certainly viable to consider that this type of freight delivery can be accommodated in areas not specifically designated as a loading zone - such as within available on-street parking spaces or within the garage drive aisle - because of the quick turnaround time these low volume deliveries incur. However, while not frequent there will be times when larger deliveries are necessary (i.e., equipment or furniture delivery). In these instances, there is no viable location for a large delivery vehicle to park other than in the right of way. There is insufficient vertical clearance to allow larger vehicles to utilize the ground floor garage area for loading. Additionally, the proposed retail use may require frequent deliveries of new inventory which could necessitate use of larger vehicles depending on the product or goods sold.

Given that the proposed design is deficient in number of loading zones provided, a determination of adequacy must be granted by the Board in order to find the Site Plan in compliance with LDR Section 4.6.10. An analysis of the anticipated loading demand and potential solutions to mitigate any issues has been provided by the applicant for the Boards consideration.

Parking Reduction

The particular use mix proposed generates a parking requirement of 56 spaces, whereas only 54 are provided on site. Five additional new on-street parking spaces have been proposed that do not currently exist, however they do not count towards required parking. That being said, because of the locational proximity, it is likely that these new parking spaces will help offset any potential deficiency caused by the requested reduction of two spaces. Additionally, the applicant has provided a full analysis and justification of the parking reduction for the Boards consideration.

LDR Section 3.2.3, Standards for Site Plan Action

The development proposes a use mix of office and retail that is contextually appropriate for the area and aligns with the intent and permitted uses of the South Pais subdistrict of the CBD. The development meets the standards for site plan action, however the Board should consider if the requested determination of loading adequacy and parking reduction are sufficiently justified and appropriately mitigated, or whether additional measures or site revisions are necessary to avoid negative externalities on the surrounding neighborhood.

Review & Analysis: Landscape Plan

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

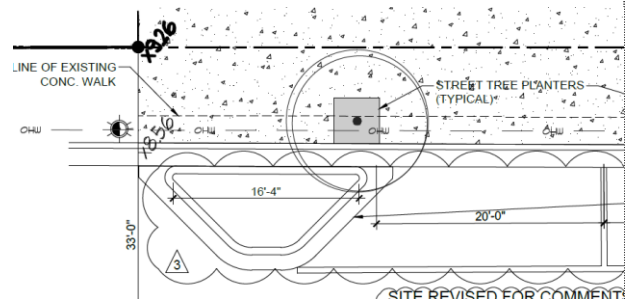
Landscape Plans, including modifications to existing landscaping, shall be consistent with Section 4.6.16, Landscape Regulations.

A technical review of this site plan has been performed, and a determination has been made that the project complies with all applicable landscape regulations, except for the requested waiver discussed below. Landscaping is interspersed throughout the site in a way that is appropriate for the urban setting, where some foundation landscaping is incorporated to soften the mass, while a wide sidewalk is simultaneously paired with street trees to establish a walkable corridor. The full landscape plan is available for review as an attachment.

Landscape Waiver: LDR Section 4.6.16(H)(5)(a)3., Parallel Parking Islands

Each island shall be a minimum of 22 feet in length and contain at least one canopy tree and associated understory plantings. Species and size to be consistent with those existing within adjacent on-street parking islands.

The project proposes a 16'4" landscape island at the SE corner of the development site whereas the LDR requires a minimum depth of 22' for islands. The reduction is predicated on the fact that, in order to extend the island to 22', the island would be required to extend beyond the subject property line. However, the drive-aisle curb cut providing access to the adjacent property is located close to the property line such that an extension of the island beyond the proposed 16'4" is not feasible. Alternatively, one of the proposed on-street parking spaces could be removed to allow for the full



extent of the 22' island to be placed adjacent to the subject property. However, both staff and the applicant agree that the additional parking space is a net benefit that justifies the provision of a 16' island, as the intent of the regulation is still met.

Further, the LDR states the following: *Existing site conditions will be examined during the plan review process. Flexibility for location and size of islands will be considered in achieving the overall goal of creating a consistent and unified streetscape.*

Staff has no issue with the requested landscape island reduction.

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

(E), Criteria for board action

The following criteria shall be considered, by the Site Plan Review and Appearance Board or Historic Preservation 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.*

Staff finds that the design criteria are met. A further analysis of compliance with the CBD design guidelines is discussed below.



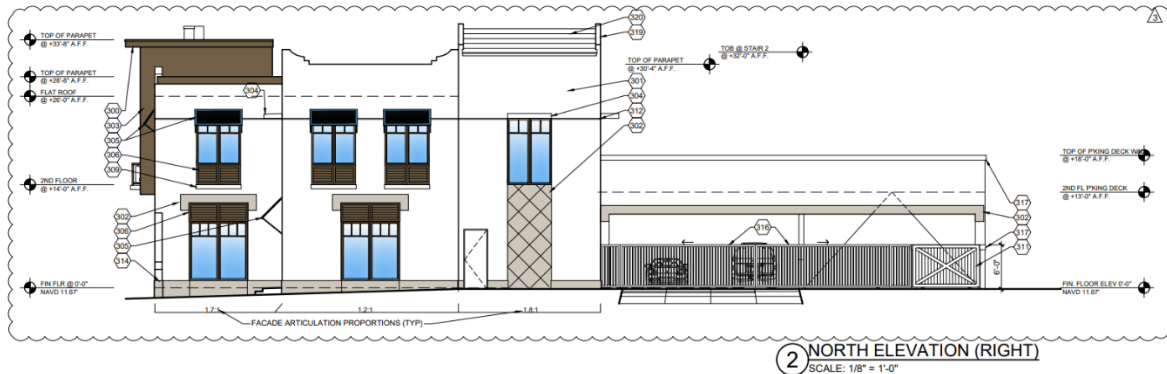
Delray Beach Central Business Architectural Design Guidelines

Anglo-Caribbean architecture is often considered an eclectic style, common to the British-settled isles of the Caribbean and influenced by Portuguese, Dutch, French, and Spanish colonization. Anglo-Caribbean architecture is characterized by wooden upper floors and roofs historically added over time to the masonry ground floors of initial settlements. The style today often references this through a change in material between floors or as a predominantly masonry construction with sculptural transitions between horizontal and vertical areas, incorporating wood building features.

The aesthetic standards of this Section have been met by the proposed architectural design. The architectural style of Anglo-Caribbean is a permitted design in the CBD, is regionally appropriate, and is a customary style for coastal Florida architecture. The composition is a predominantly masonry example that introduces movement and interest across the facades through articulation, changes in height, material variation, stylistically appropriate ornamentation, and a sculptural parapet.

The composition maintains compliance with established façade proportion ratios that allow the building to maintain consistency with the historic downtown scale, and the design successfully incorporates a tripartite composition on the primary street elevation where a clear base, middle, and top of the composition is defined on the two-story structure. However, the side facades lack a defined tripartite element.

Specifically, staff finds that the north elevation facing the secondary street provides a defined base, with the projected masonry stone base, while the middle and top are not clearly differentiated. The Board shall consider whether the intent of the regulation is met or if improvements are necessary on the secondary facades so that they also convey a clear tripartite composition.



Board Action Options

- A. Move **approval** of a Level 2 Site Plan Application request for **802 SE 5th Avenue**, including Architectural Elevations, Landscape Plan, and a Landscape Waiver to construct a two-story, approximately 12,200 sq. ft. commercial development, finding that the request is consistent with the Land Development Regulations and the Comprehensive Plan.
- B. Move **approval, as amended** of a Level 2 Site Plan Application request for **802 SE 5th Avenue**, including Architectural Elevations, Landscape Plan, and a Landscape Waiver to construct a two-story, approximately 12,200 sq. ft. commercial development,, finding that the request is consistent with the Land Development Regulations and the Comprehensive Plan, **subject to conditions**.
- C. Move **denial** of a Level 2 Site Plan Application request for **802 SE 5th Avenue**, including Architectural Elevations, Landscape Plan, and a Landscape Waiver to construct a two-story, approximately 12,200 sq. ft. commercial development, finding that the request is inconsistent with the Land Development Regulations and the Comprehensive Plan.
- D. **Continue with direction.**

Public and Courtesy Notices

No Public Notice was required by the LDR for this application.

TAC Review Timeline

Review No.	Submittal Date	TAC Comments Transmitted
1	9/25/2024	10/30/2024
2	12/27/2024	2/03/2025
3	4/30/2025	5/20/2025
4	7/3/2025	8/4/2025

Total time with Applicant: 188 days

Total time under review: 125 days

Applicant voluntarily waived the obligation for final action to be granted within 180 days of initial application date because of the complexity of the application.