



January 27th, 2026

City of Delray Beach
Development Services Department
100 NW 1st Avenue
Delray Beach, FL 33444

RE: Park Ten Variance (SW 15th Avenue & 1405 Poinsettia Drive Delray Beach, FL 33444;
PCN 12434620370000010 & 12434620450010000)

Dear Sir or Madam,

PLANW3ST is representing applicant THE SENECA GROUP LLC in pursuit of approval for the above-referenced property and application. The property is an overall 741,923 sq. ft. (17.03 acres), located on the east side of I-95, on the south side of SW 10th Street within the City of Delray Beach (refer to **EXHIBIT A** included with this narrative). The property currently houses a combined 276,558 sq. ft. warehouse complex. The applicant intends to modify a portion of the parking lot to accommodate an additional 16 parking spaces. The project limits are the same as those shown on approved permit 83-8578.

The proposed additional parking is needed for several reasons. Businesses in the business park are growing with more employees per business—a good thing for the city! Both Tamiami Tile and Delray Shooting Center are businesses that are open to the public, driving the additional parking demand. Semi-trailers have gotten larger since the 1980s (when this business park was constructed), which demand they take up more space for parking and circulation as well (Source: <https://lynxpermits.com/history-evolving/>) Lastly, according to the property manager, the business park was previously zoned light industrial but was upgraded to a general industrial district in recent years, which opens the business park up to more, and more intensive businesses. It is very possible that the overall business park meets previous requirements today as it has been unified through the years; however, we used the previously approved plan as a standard to meet—a standard that was already noncompliant at the time of approval (18.8%).

<u>DRAINAGE DESIGN</u>		
Total Site		166,500 ft ² = 3.82 A.
Impervious		
Bldgs	61936	
Paving Walk	73224	135,160 ft ²
Pervious		31,340 ft ²
Weighted C	31,340 (0.25) + 135,160 (0.95)	166,500

The Zoning Designation is I Industrial District, and the Land Use Designation is IND Industrial, which allows industrial use. The use is not changing and no other changes to the site are proposed. The applicant intends to modify a portion of the parking lot to accommodate 36 new parking spaces (16 additional from the approved 139, as 20 of the approved parking spaces are being reconfigured—see image below). The project limits are the same as those shown on approved permit 83-8578



This proposal includes modifications to existing development that do not increase building square footage and are generally limited to landscaping and hardscaping. With the additional parking spaces proposed, the southern parking row head-to-head landscaped area reduces from 5.4 feet to 6 inches, which is the purpose of this request from **Article 4.6, Section 4.6.16(H)(3)(k)** and **Article 4.1, Section 4.3.4.K**. We hereby request to reduce the landscape strip between abutting parking tiers to 6 inches (0.5 feet), and eliminate the hedge requirement in portions that measure less than 2 feet as there is not enough planting space. In addition, we request to reduce the non-vehicular open space requirement from 25% to 12.9% (existing at 18.8%).

ARTICLE 4.3. - DISTRICT REGULATIONS, GENERAL PROVISIONS

Sec. 4.3.4. - Base district development standards.

(K)

Development standards matrix. The following matrices set forth the minimum and maximum development standards for each zoning district subject to descriptions, interpretations, and exceptions as provided for elsewhere in [Section 4.3.4](#).

DEVELOPMENT STANDARDS MATRIX—NONRESIDENTIAL ZONING DISTRICTS

	MINIMUM				LOT COVERAGE	MINIMUM				SETBACKS				HEIGHT (ft.)	MINIMUM DEVELOPMENT AREA	OTHER
	LOT SIZE (sq. ft.)	LOT WIDTH (ft.)	LOT DEPTH (ft.)	LOT FRONTAGE (ft.)		FLOOR AREA (sq. ft.)	PERIMETER (ft.)	FRONT (ft.)	SIDE STREET (ft.)	SIDE INTERIOR (ft.)	Rear (ft.)					
General Commercial	GC	0	0	0	(3)	N/A	N/A	10 (5)	12 (6)	(2) (5)	10 (5)	48	N/A			
Automobile Commercial	AC	10,000 (1)	500 (1)	100 (1)	500 (1)	(3)	N/A	(1)	15 (5)	16	(2)	10	48	(1)	Refer to specific requirements for auto sales	
Neighborhood Commercial	NC	1 ACRE	100	200	100	40% (3)	4,000	N/A	40	20	20	10 (4)	48	1 ACRE		Maximum side area of non-CO areas
Planned Commercial	PC	10,000	50	100	50	(3)	6,000	N/A	10	10	0	10	48	N/A		Refer to Section 4.4.2(B)(2) restrictions on floor area
Central Business District	CBD	0	0	0	0	(1)	N/A	(1)	(1)	(1)	(1)	48	N/A			
Resort-Tourism	RT	1 ACRE	100	100	100	60% (3)	N/A	15	N/A	N/A	N/A	48	N/A			
Planned Office Center	POC	1 ACRE	N/A	N/A	N/A	60% (3)	4,000	(1)	30	30	10	10	48	3 ACRES		
Professional Office	POD	0	0	0	0	40% (3)	N/A	N/A	25	25	0 (2)	10	48	N/A		
Residential Office	RO	8,000	80	100	80	40% (3)	N/A	N/A	25	15	7 1/2	10	35	N/A		
Planned Commerce Center	PCC	See Section 4.4.18										48	10 ACRES			
Mixed Industrial/Commercial	MIC	0	0	0	0	50% (3)	N/A	N/A	25	25	10	10	48	N/A		
Industrial	I	20,000	100	200	100	50% (3)	N/A	(1)	30	30	10	10	48	(1)		
Light Industrial	LI	20,000	0	0	100	50% (3)	N/A	N/A	10	10	5	10	48	1 ACRE		
O.S.S. Historic Arts	OSSHAD	8,000	80	100	80	40% (3)	(1)	N/A	25 (1)	15 (1)	7 1/2 (1)	10 (1)	35	N/A		Refer to Section 4.4.24 for special areas and additional regulations
Community Facilities	CF	0	0	0	0	(3)	N/A	10	N/A	N/A	N/A	48	N/A			Refer to Section 4.4.25 for additional setback & open space requirements
Open Space	OS	See Section 4.4.22														
Open Space and Recreation	OSR	See Section 4.4.27														
Conservation	CD	See Section 4.4.23														
Special Activities District	SAD	0	0	0	0	(1)	(3)	N/A	15	(1)	(1)	(1)	48	(1)		Refer to Section 4.4.29 for additional regulations
Mixed Residential/Office/Commercial	MROC	0	N/A	N/A	N/A	75% (3)	4,000	(1)	(1)	(1)	(1)	(1)	65	3 ACRES (4)		

NOTES:

(1) = Refer to individual district regulations.

(2) = When there is no dedicated access to the rear of any structure a ten-foot side yard setback shall be provided.

(3) = In addition to lot coverage restrictions, a minimum of 25-percent non-vehicular open space shall be provided. Interior and perimeter landscaping may be applied toward meeting this requirement.

(4) = Minimum rear yard setback is ten feet and then one additional foot for each foot in building height above ten feet.

(5) = Refer to individual district regulations "Development Standards" section for special setbacks in the North Federal Corridor.

(6) = Waivers to this minimum size may be granted during the Master Plan approval process.

ARTICLE 4.6. - SUPPLEMENTAL DISTRICT REGULATIONS

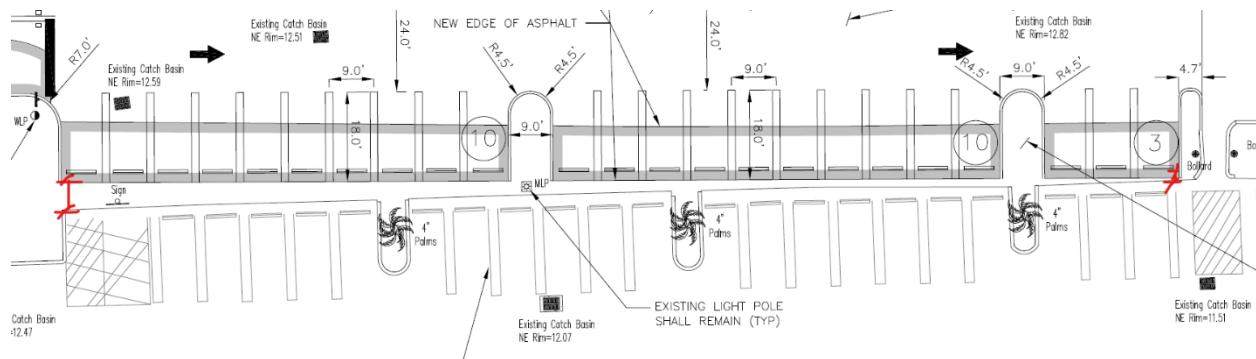
Sec. 4.6.16. - Landscape regulations.

(H) Minimum landscape requirements.

(3) New multiple family, commercial, and industrial development.

(k) Whenever parking tiers abut, they shall be separated by a minimum five-foot wide landscape strip. This strip shall be in addition to the parking stall and be free of any vehicular encroachment, including car overhang. In addition, a two-foot hedge shall be installed within this landscape strip and run the entire length of the strip. Pedestrian walkways are permitted to allow passage through the hedge. Nonmountable curbs are not required for these landscaping strips, providing carstops are provided.

Please see below a snapshot of the area that this waiver request pertains to:



We understand that a Variance shall only be approved on a finding that the request as proposed meets the following standards in accordance with Sec. 2.4.11(A)(5) and we believe we meet them all:

(a) That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not generally applicable to other lands, structures, or buildings subject to the same zoning. Economic hardship shall not constitute a basis for the granting of a variance.

The proposed modification is in the interior of the site and is not visible from any street or adjacent property. The special condition that exists is the fact that the modification is proposed to an existing property, with existing site conditions that need to be maintained to the maximum extent possible. Moreover, the city rezoned this property between during the citywide 1990 rezoning (refer to backup zoning maps) from LI Light Industrial to I Industrial, a more general and intensive zoning district. The proposed scope of work does not trigger an overall site parking and landscape update. The project limits meet code and the site remains in the same function, with the same use, and maintains the same site circulation. As mentioned in the introduction, the business park is older and with the additional non-self-imposed factors demanding parking, the additional parking spaces are a necessity. Finally, permit 83-8578 shows parking in the same area as we are proposing it, only with a different layout.

- (b) That literal interpretation of the regulations would deprive the applicant of rights commonly enjoyed by other properties subject to the same zoning.

Requiring full code for an outdated site would create nonconformities in drive aisle widths, circulation, and possibly create unsafe conditions in parking as cars would possibly be parked in unapproved areas of the business park. If there isn't enough parking available, businesses would suffer and possibly close, affecting the business park and the city's success. The business park was already non-compliant to today's requirements when approved. The proposed parking lot modification does not diminish public facilities and in fact improves the drainage of the area. The additional parking will service the uses within the complex that need it as the business park has evolved. Several of the warehouse businesses operate with fleet vehicles, thus additional parking is necessary. As previously mentioned, parking requirements are met. Other properties or projects may request parking reductions, whereas we are requesting to add parking over and above minimums.

- (c) That the special conditions and circumstances have not resulted from actions of the applicant.

The evolution of this business park and the businesses located within it, are not a result of the actions of the applicant. The business park was noncompliant to current code minimums at the time of approval, which infers that parking calculations have changed since the property was initially developed. All businesses approved in the business park have been properly approved and vetted by the city. No business expansion or new buildings are being proposed. The increase in trailer sizes, as well as changes in zoning through the years are also not the fault of the applicant.

- (d) That granting the variance will not confer onto the applicant any special privilege that is denied to other lands, structures, and buildings under the same zoning. Neither the permitted, nor nonconforming use, of neighborhood lands, structures, or buildings under the same zoning shall be considered grounds for the issuance of a variance.

Allowing an additional 16 parking spaces on this site is not conferring a special privilege on this property. Since the proposal is in the interior of the site and not visible from adjacent streets or adjacent properties, this request has no impact to the surroundings. Additionally, several areas throughout the complex provide surplus perimeter landscaping that offsets the landscape reduction in this request.

- (e) That the reasons established in the variance petition justify the granting of the variance, and that the variance is the minimum variance that will make possible the reasonable use of the land, building, or structure.

In order to avoid code violations and parking of vehicles in unauthorized areas on the site, this proposal is the minimum that will make possible the reasonable use of the land. No previous site plan approval was found (via Public Records Request) for the complex, only for this portion; however, even if the site as it is developed today does not meet the parking requirements for the overall complex, the additional parking spaces being proposed do bring the site up to a closer level of code compliance. Businesses that rely on fleet vehicles taking up parking spaces do not violate code if the overall complex provides the minimum number of parking spaces per code. Within this project limit, the required number of spaces (62) is far less than what was approved (139) and what is being proposed (155).

The additional 16 spaces are the least amount needed to function efficiently within the business park, while still maintaining a narrow landscape strip between parking rows, and reducing the pervious area by 3% from approved amounts. This proposal is the minimum that will make possible the reasonable use of the land.

(f) That the granting of the variance will be in harmony with the general purpose and intent of existing regulations, and will not be injurious to the neighborhood, or be otherwise detrimental to the public welfare.

The granting of this variance is in harmony with the general purpose and intent of the code. Approval of this variance will help avoid code violations and parking of vehicles in unauthorized areas on the site. Additionally, removing the hedge in the landscape strip being proposed will visibly open up the parking area in this location of the business park that is experiencing vagrancy and trespassing. With such a small deviation, pervious areas are still mostly maintained. A landscape strip is still provided between parking rows, all of which make the property safer from both a function and security standpoint.

Sec. 4.4.20. - Industrial (I) District.

(A) **Purpose and intent.** The Industrial (I) District provides for **industrial land uses** and their regulation so as to provide reasonable **protection** for the environment and the **public** with respect to the impacts of such use.

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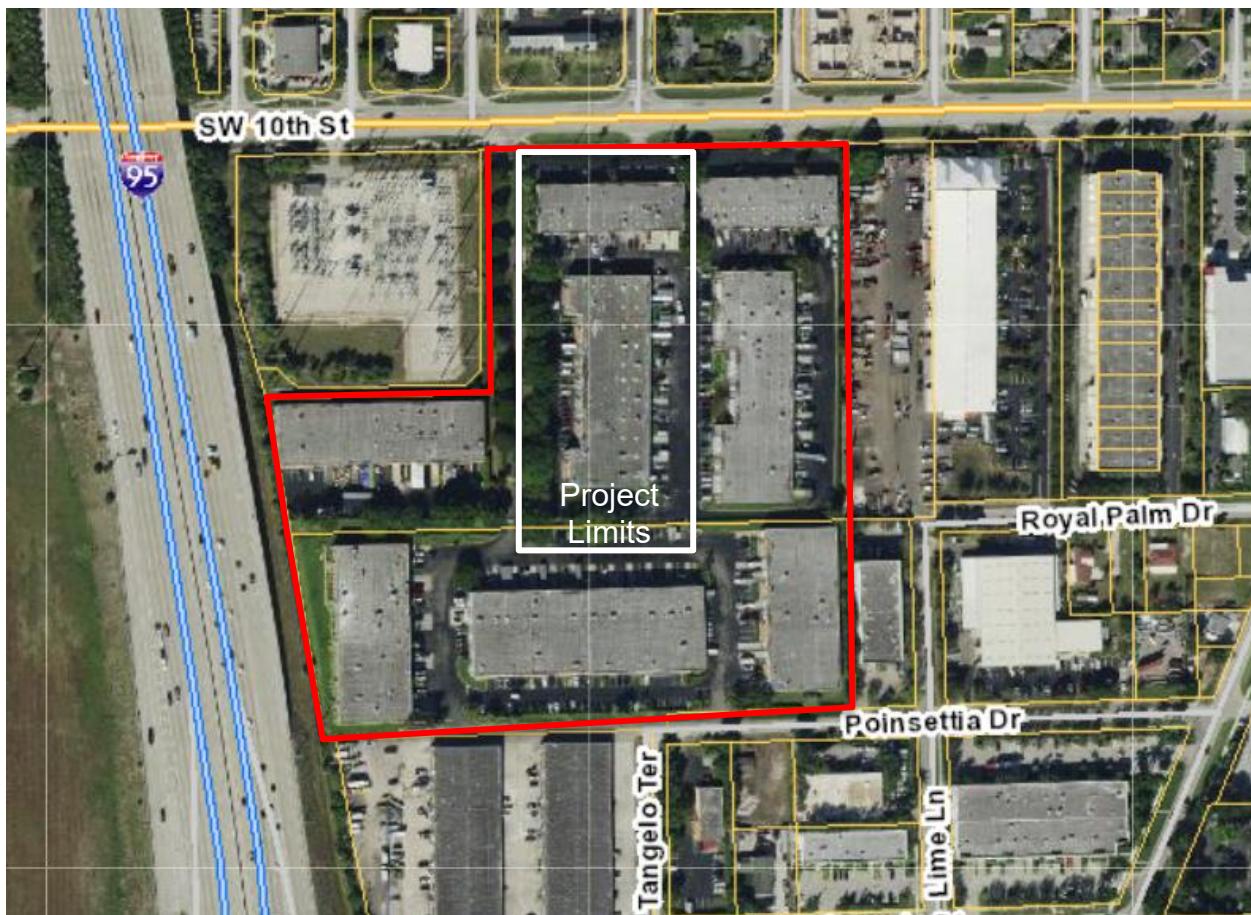
Thank you for your consideration. We respectfully request you allow the owner to add parking as justified above.

Please do not hesitate to contact me with any questions.



Paola A. West, AICP, ISA CA
President

EXHIBIT A

Location Map

Owner:	SENECA GROUP
PCN:	12434620370000010
Location:	1065 SW 15TH AVE
PCN:	12434620450010000
Location:	1405 POINSETTIA DR