



*Planning, Zoning, and Building Department*

**BOARD ACTION REPORT – APPEALABLE ITEM**

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**Project Name:** Schumacher Automotive Delray  
**Project Location:** 1835 Old Dixie Highway  
**Request:** Class IV Site Plan, Landscape Plan, and Architectural Elevations.

**Board:** Site Plan Review and Appearance Board  
**Meeting Date:** April 12, 2017

**Board Actions:** Approved the Class IV Site Plan (2016-257) with conditions on a 6 to 0 vote; approved the Architectural Elevations with conditions on a 6 to 0 vote; approved the Landscape Plan with conditions on a 6 to 0 vote.

**Project Description:**

The subject property consists of 13.85 acres of land, generally located on the west side of South Federal Highway, south of Linton Boulevard. The subject property is zoned AC (Automotive Commercial) with a GC (General Commercial) Future Land Use Map (FLUM) designation. The Class IV Site Plan modification is to construct a new one-story Subaru Dealership building in the center of the site, to reconfigure existing parking areas, and to modify the existing Lincoln Dealership building by updating the building elevations and enclosing one covered drive to create additional office area.

**Board comments:**

Concern regarding the existing nonconforming low percentage of open space on the site was discussed. The Board approved the project with Staff's conditions and also added a condition at the applicant's request (#2 below):

1. Prior to obtaining a Tree Removal Permit, the applicant shall pay \$48,655 into the City's Tree Trust fund.
2. Allow the parking spaces on the north side of the Lincoln Building to be administratively adjusted to maintain the current driveway access.

**Public Comments:**

No public comment was provided at the meeting. The Tropic Isle Civic Association was notified of the project and raised no objections or concerns.

**Associated Actions:**

All required actions were taken.

**Next Action:**

SPRAB action is final unless appealed by the City Commission.

# SITE PLAN REVIEW AND APPEARANCE BOARD

## CITY OF DELRAY BEACH

### ---STAFF REPORT---

**MEETING DATE:** April 12, 2017

**ITEM:** Schumacher Automotive Delray – Class IV Site Plan, Landscape Plan and Architectural Elevations associated with construction of a new building, parking lot reconfiguration, landscaping modifications, and modifications to an existing building, enclosing a service drive to create additional office space.

**RECOMMENDATION:** Approve the Class IV Site Plan, the Landscape Plan with a condition, and the Architectural Elevations

#### GENERAL DATA:

Owner..... Schumacher Auto Group Delray LLC.

Applicant..... Jason A. Webber, PE.

Agent..... Weiner & Thompson, P. A.

Address..... 1835 Old Dixie Highway

Location..... On the west side of South Federal Highway, south of Linton Blvd.

Property Size..... 13.85 acres (602,694 sq.ft.)

Future Land Use Map..... GC (General Commercial)

Current Zoning..... AC (Automotive Commercial)

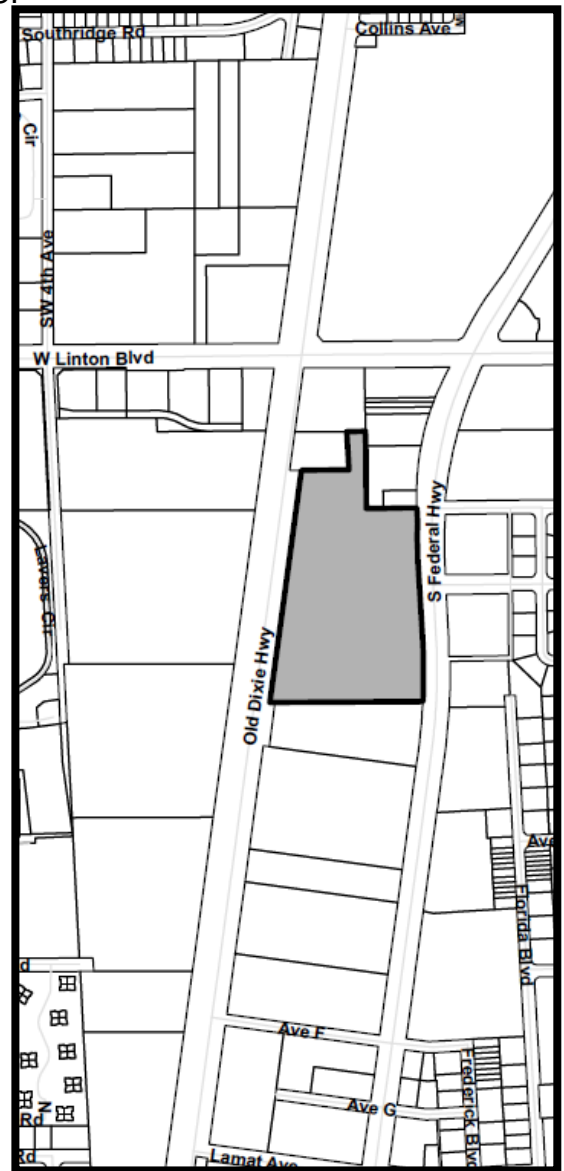
Adjacent Zoning..... North: PC (Planned Commercial)  
South: AC (Automotive Commercial)  
East: PC (Planned Commercial) &  
AC (Automotive Commercial)  
West: CF (Community Facilities)

Existing Land Use..... Automotive Dealership

Proposed Land Use..... No Change

Water Service..... Existing on site

Sewer Service..... Existing on site



## ITEM BEFORE THE BOARD

The item before the Board is the approval of the following aspects of a Class IV site plan request for **Schumacher Automotive Delray**, pursuant to Land Development Regulations (LDR) Section 2.4.5(F):

- ☐ Site Plan;
- ☐ Landscape Plan; and,
- ☐ Architectural Elevations

The subject property is located at 1835 Old Dixie Highway on the west side of South Federal Highway, south of Linton Blvd.

## BACKGROUND ANALYSIS

The subject property is a platted parcel of land consisting of 13.85 acres. It is zoned AC (Automotive Commercial) with a GC (General Commercial) Future Land Use Map (FLUM) designation.

Now before the Board for consideration is a Class IV Site Plan to construct a new one-story Subaru Dealership building in the center of the site, to reconfigure parking areas, and to modify the existing Lincoln Dealership building by enclosing one covered drive to create additional office area.

## PROJECT DESCRIPTION

The development proposal consists of the following:

- Construction of a new 9,100 square foot, one-story Subaru Dealership building (BLDG #1400 on the Site Plan) in the center of the site, with an automobile showroom, administrative and sales offices, and automobile service facilities;
- Reconfiguration of the existing parking areas;
- Modification of the existing Lincoln Dealership building (BLDG #300 on the Site Plan) by enclosing one service bay to create 490 square feet of additional administrative and sales office area;
- Landscaping the affected areas.

## SITE PLAN MODIFICATION ANALYSIS

### **COMPLIANCE WITH THE LAND DEVELOPMENT REGULATIONS:**

**Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development application/request.**

### **LDR Section 4.3.4(K) Development Standards Matrix – Nonresidential Zoning Districts:**

The following table indicates that the development proposal complies with the applicable development standards of LDR Section 4.3.4(K) and 4.4.10(F) as they pertain to the Automotive Commercial (AC) zoning district:

<b>AC</b>	<b>Required</b>	<b>Provided</b>
Min. Lot Area (acres)	1.5*	13.85
Min. Lot Width (ft.)	125*	1,204
Min. Lot Depth (ft.)	200*	542
Min. Lot Frontage (ft.)	125*	871
Min. Open Space (%)	<b>25</b>	<b>15.1</b>
Min. Front Setback (ft.)	15	25
Min. Side Interior Setback (ft.) - N	0	11.1
Min. Side Interior Setback (ft.) - S	0	15.3
Min. Rear Setback (ft.)	<b>10</b>	<b>0</b>
Max. Bldg. Height (ft.)	48	24'-2"
Min. Buffer (ft.) – US1	20	20
Min. Buffer (ft.) – Dixie	<b>20</b>	<b>0</b>

*\*Items indicated by an asterisk (\*) are specific to lots explicitly for the sale, lease or rental of automobiles or trucks.*

Three development standards are not met in the proposed site plan: minimum percentage of open space, minimum rear setback, and minimum buffer along Old Dixie Highway. Each of these conditions is an existing non-conformity on the site. The minimum open space requirement (non-vehicular areas) standard is 25%. Currently, the site has 14.3% open space. Under the proposed development, the open space is increased to 15.1%, reducing the existing nonconformity. Pursuant to LDR Section 4.6.16(B)(4), *"modifications to existing development which results in an increase of 25% of gross floor area...shall be upgraded to present landscape standards."* The proposed building is 9,100 square feet, which is only 6% of the 148,275 square feet of gross developed area of the site; therefore, the site is not required to meet the open space standard or to upgrade the landscaping to current standards.

An existing building located in the northwest corner of the site, along Old Dixie Highway has a non-conforming setback. The required setback for this 2,400 sq. ft. building is 10 feet and zero feet exists. No changes are proposed in this portion of the site or to the building. The nonconforming setback is maintained and not increased under the proposal.

Pursuant to Section 4.3.4(H)(6)(b)(1), a 20-ft. special landscape setback is required along both Federal Highway and Old Dixie Highway. Portions of the property do not meet this standard along Old Dixie Highway, including the northwest portion with the above-referenced building located on the property line. This area of the site is not part of the proposed redevelopment changes. The existing non-conformity along the northern portion of the Old Dixie Highway will not be increased under the proposal.

### **Supplemental District Regulations:**

#### **LDR Section 4.6.9 (Parking Requirements):**

Pursuant to LDR section 4.6.9(C)(3)(f), vehicle sales and rental, shall provide 4 spaces per 1,000 sq. ft. of total building(s) area, except indoor display areas. Required parking spaces shall be designated for employee, customer and/or service use at the standard of at least 1.5 spaces per service bay and 2 spaces per 1,000 sq. ft. of floor area (less indoor display area). Any remaining spaces may be used for display purposes. Pursuant to LDR section 4.6.9(C)(5)(b), vehicle, paint, body and repair shops shall provided 4.5 spaces per 1,000 sq. ft. of gross floor area. The table below depicts the overall number of required parking spaces (482); the portion of the overall required parking designated to serve customer, employee, and service uses; and the parking provided.

PARKING	SQ. FT.	BAYS	CALCULATION	REQUIRED	PROVIDED
Overall Parking Required	120,395		4 spaces /1,000	482	483
Customer & Employee	59,502		2 / 1,000	120	401
Service	N/A	96	Bays x 1.5 =	144	
Bullpen parking	N/A	N/A	N/A	N/A	67
Total				264	468
ADA Spaces				10	15

As indicated from the table above, the parking requirement for the overall site is met.

#### **LDR Section 4.4.10.G.6 (Lighting Restrictions):**

Pursuant to LDR Section 4.4.10.G.6., when measured 10' inside any property line, a maximum of 100 foot-candles is permitted within display areas and 40 foot-candles within all other areas. After 11:00 p.m., the illumination in display areas shall be reduced to 50 foot-candles. All light fixtures shall meet the maximum height requirement of twenty-five feet (25'), shall be directed away from adjacent properties, have a sharp cutoff luminary and be confined to the site only. As a photometric plan has been provided that satisfies this requirement, this standard is met.

### **LANDSCAPE PLAN ANALYSIS**

A Landscape Plan has been submitted and evaluated by the City's Senior Landscape Planner. The plan provides for parking lot islands, perimeter and building foundation landscaping. The addition of a new building to the site necessitates reconfiguring parking and landscaped areas on the site. Pursuant to Section 4.6.16(B)(4), since the increase of gross floor area on the site is less than 25%, the entire site is not required to be upgraded to present landscape standards. The proposed Landscape Plan includes upgrades to areas beyond the affected areas of the site plan, including adding landscaping along Old Dixie Highway.

Pursuant to LDR Section 4.6.16(H)(3)(g), interior landscaping within off-street parking areas shall amount to no less than 10% of the total area used for parking and accessways. Pursuant to LDR Section 4.6.16(H)(3)(m), up to 25% of the required interior landscaping for parking spaces may be relocated to emphasize corridors or special landscape areas within the general parking area or adjacent to buildings located on the site, if this is helpful in achieving greater overall aesthetic effect.

The applicant has provided a Landscape Area Exhibit (**Exhibit 1**) depicting how the interior landscaping requirement for parking lots is met and which landscape areas are proposed to be relocated. The minimum interior landscaping requirement for the parking area is 37,048 square feet, which is provided. However, certain landscaping features required in parking lots, specifically areas for landscape islands and the five-foot wide landscape strip between parking tiers, are proposed to be relocated. In total, 5,995 square feet of interior landscaping is proposed to be relocated to expand landscape buffer areas. The design results in 14,806 square feet more landscaping in the parking areas than required. However, it is important to note that the overall 25% open space requirement for the site is not met, though the design slightly reduces the existing nonconformity.

The Landscape Plan proposes to remove and add tree species. The city evaluates tree removal based upon the condition and size of the species. The applicant has provided an arborist's report (**Exhibit 2**) evaluating the existing trees on the site, determining which trees based on city standards are viable and, secondarily, which would survive relocation. The proposed Landscape Plan results in a loss of 119.5 inches of tree caliper on the site. The table below provides the overall tree plan for the site, including calculations for determining mitigation.

<b>Tree Disposition</b>	<b>Number</b>
Existing Trees	169
Trees to Remain in Place	77
Trees to be Relocated	23
Trees to be Removed	67
Trees Dead	2
<b>Tree Mitigation</b>	<b>Caliper Inches</b>
Total Caliper Inches Removed	637.5
Total Caliper Inches Proposed	518
Total Caliper Provided	(119.5)

Pursuant to Section 4.6.19(E)(5)(d), where the property cannot accommodate tree replacement on a caliper inch-per-inch basis, an in-lieu of fee shall be deposited into the Tree Trust Fund. Based upon the code standards, to mitigate the loss of trees on the site, the applicant is required to pay \$48,655 into the City's Tree Trust fund as a condition of approval of the Landscape Plan.

### ARCHITECTURAL ELEVATIONS ANALYSIS

**LDR Section 4.6.18(E) – Criteria for Board Action:** The following criteria shall be considered, by the Site Plan Review and Appearance Board (SPRAB), 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.

#### **Proposed Schumacher Subaru Building (BLDG #1400 on the Site Plan)**

The proposed architectural elevations reflect the current national Subaru Dealership brand design. The building has a vertical element finished in slate stone. The wall material is finished in metal panels colored "Silver Metallic" and has a high percentage of storefront glass on the South façade. The glazing will be insulated glass and is tinted grey "as required for sun control." The other three elevations utilize a limestone plaster colored gray. Two covered drives provide access to customer service and have garage doors to secure the space when the business is closed.

#### **Modifications to Schumacher Lincoln Building (BLDG #300 on the Site Plan)**

The plan includes modifications to the existing Lincoln building (BLDG #300 on the Site Plan). Generally, the elevation update removes details that are Mediterranean in origin and adds modern details, which are generally more consistent with the high amount of glazing that exists on the building. One of five covered drives is proposed to be enclosed to create new office space. The remaining four drives will be changed from arched openings to rectangular openings. The main entry to the building is relocated from the east elevation to the north façade. The existing barrel tile, mansard roof is proposed to be removed. The wall will be clad in a ceramic material in a pearl color. Most of the existing glazing is maintained. Details include a new cantilevered "eyebrow" over the second story windows on the east

and north elevations. The architecture is consistent with the new building proposed for the Subaru dealership.

The design will be in harmony with adjacent properties and will not cause the nature of the environment to depreciate in appearance or value. All architectural elevations will be compatible and harmonious with the surrounding properties and an enhancement to the area. Based upon the above, positive findings can be made with regard to the criteria listed in LDR Section 4.6.18(E).

<b>REQUIRED FINDINGS</b>
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**Pursuant to LDR Section 3.1.1, 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, written materials submitted by the applicant, 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 areas:**

**LDR Section 3.1.1(A) - Future Land Use Map:**

The subject property has a FLUM designation of General Commercial (GC) and Zoning District Map designation of Automotive Commercial (AC). The AC zoning district is consistent with the GC FLUM designation. Pursuant to LDR Section 4.4.10(B)(5), within the AC zoning district, full-service automobile dealerships are allowed as a permitted use and repair shops/garages are allowed as an accessory use. Based on the above, it is appropriate to make a finding with respect to consistency with the Future Land Use Map (FLUM) designation.

**LDR Section 3.1.1(B) - Concurrency:**

As described in Appendix "A", a positive finding of Concurrency can be made as it relates to water and sewer, streets and traffic, drainage, parks and recreation, open space, solid waste, and schools.

**LDR Section 3.1.1(C) - Consistency:**

As described in Appendix "B", a positive finding of Consistency can be made as it relates to Standards for Site Plan Actions.

**LDR Section 3.1.1(D) - Compliance with the Land Development Regulations:**

As described under the Site Plan analysis of this report, a positive finding of compliance with the LDR can be made when all outstanding items attached as conditions of approval are addressed.

**Required Findings:**

**Pursuant to LDR Section 2.4.5(F)(5), the approving body must make a finding that development of the property pursuant to the site plan will be compatible and harmonious with adjacent and nearby properties and the City as a whole, so as not to cause substantial depreciation of property values.**

The following table indicates the zoning and future land use designation of the properties surrounding the subject property:

<i><b>Adjacent Zoning</b></i>		<i><b>Adjacent Land Use</b></i>
<i><b>North</b></i>	PC (Planned Commercial)	Verizon Store
<i><b>South</b></i>	AC (Automotive Commercial)	Maroone Nissan Automobile Dealership

<b>East</b>	AC (Automotive Commercial)	Grieco Mazda
<b>West</b>	CF Community Facilities	Solid Waste Transfer Station & Miller Field

The proposed development on the Schumacher Delray Automotive site will complement the existing fabric of the site, as well as the adjacent South Federal Highway corridor. The proposed improvements will not pose any adverse affects on the surrounding properties.

Based upon the above, a positive finding can be made with regard to LDR Section 2.4.5(F)(5) that the site plan will be compatible and harmonious with adjacent and nearby properties.

**Comprehensive Plan Policies:**

A review of the Comprehensive Plan has been conducted and the following objective is applicable:

**Future Land Use Element Objective A-1:** Property shall be developed or redeveloped in a manner so that the future use and intensity is appropriate and complies in terms of soil, topographic, and other applicable physical considerations, is complimentary to adjacent land uses, and fulfills remaining land use needs.

The proposed construction of a new one-story full service Subaru Dealership with an automobile showroom, administrative and sales offices, covered service drives, customer parking and display parking is similar to the automobile dealership related uses currently existing on-site. There are no known soil, topographic, or other physical considerations associated with the property that would negatively affect the proposed redevelopment. Thus, the proposed improvement is deemed a compatible and appropriate use for this site.

Based upon the above, no incompatibility issues exist between the proposed automobile dealership and the surrounding land uses. Thus, a positive finding can be made with regard to Future Land Use Element Objective A-1.

**Future Land Use Policy A-2.4:** Automobile uses are a significant land use within the City and as such they have presented unique concerns. In order to properly control these uses and guide them to locations which best suit the community's future development, the following shall apply:

4) Automobile dealerships shall be directed to the following areas:

- ☐ North of George Bush Boulevard, between Federal and Dixie Highways;
- ☐ East side of Federal Highway north of the north property line of the Delray Swap Shop/Flea Market;
- ☐ South of Linton Boulevard, between Federal and Dixie Highways;
- ☐ Between the one-way pairs (Federal Highway), from SE 3<sup>rd</sup> Street to SE 10th Street; and from N.E. 5th Street to George Bush Boulevard;
- ☐ On the north side of Linton Boulevard, between I-95 and SW 10<sup>th</sup> Avenue, and along Wallace Drive.

The subject property is located south of Linton Boulevard, between South Federal Highway (US1) and Old Dixie Highway which is within the identified area. The proposed development furthers the City's stated policy with respect to directing automobile dealerships to a particular area of the City.



## SOUTH FEDERAL HIGHWAY REDEVELOPMENT PLAN

The South Federal Highway Redevelopment Plan creates a framework for the future redevelopment of US1 along the south corridor in Delray Beach. The Redevelopment Area includes the commercial property along both sides of South Federal Highway, between Linton Boulevard on the north and the City Limits to the south. The purpose of this plan is to guide and promote the future redevelopment of the area. The Plan, which was developed by the City of Delray Beach Planning and Zoning Department, was adopted by the City Commission on September 20, 2012. The adopted Plan supports the following applicable initiations relative to the proposed Delray Honda development:

- The Plan calls for retention and expansion of the AC (Automotive Commercial) zoned properties on the west side of South Federal Highway which consist primarily of Automobile Dealerships and a few vacant properties and nonconforming uses.

As such, the proposed Schumacher Automotive dealership is found consistent with the South Federal Highway Redevelopment Plan and associated aspects of the Comprehensive Plan.

## REVIEW BY OTHERS

The development proposal is not located within a geographical area requiring review by the PGMS (Pineapple Grove Main Street), WARC (West Atlantic Development Coalition), HPB (Historic Preservation Board), CRA (Community Redevelopment Agency) or the DDA (Downtown Development Authority).

### Courtesy Notices:

Courtesy notices have been provided to the Tropic Isle homeowner's association.

### Public Notices:

No public notice is required for Class IV Site Plan applications. Letters of objection, if any, will be presented at the Site Plan Review and Appearance Board (SPRAB) meeting.

## ASSESSMENT AND CONCLUSION

The development proposal consists of construction of a new one-story full service Subaru Dealership with an automobile showroom, administrative and sales offices, and customer parking and display parking, as well as modifications to the existing two-story Lincoln Dealership building. These improvements will have no negative affect on the environment or property values in the surrounding area. Upon addressing the attached conditions of approval, the development proposal will be found consistent with LDR Sections 2.4.5(F) and 3.1.1 (Required Findings), as well as applicable policies and objectives of the Comprehensive Plan.

## ALTERNATIVE ACTIONS

- A. Move **postponement** of the Class IV Site Plan, Landscape Plan and Architectural Elevations for Schumacher Automotive Delray, by electing to continue with direction.
- B. Move **approval** of the Class IV Site Plan, Landscape Plan and Architectural Elevations for Schumacher Automotive Delray, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and meets the criteria set forth in Sections 2.4.5(F) and Chapter 3 of the Land Development Regulations, subject to the attached conditions of approval.

- C. Move **denial** of the Class IV Site Plan, Landscape Plan and Architectural Elevations for Schumacher Automotive Delray, by adopting the findings of fact and law contained in the staff report, and finding that the request is inconsistent with the Comprehensive Plan and does not meet the criteria set forth in Sections 2.4.5(F) and Chapter 3 of the Land Development Regulations.

<b>STAFF RECOMMENDATION</b>
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***By Separate Motions:***

*Site Plan:*

Move **approval** of the Class IV Site Plan for Schumacher Automotive Delray, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in Sections 2.4.5(G)(1)(d) and Chapter 3 of the Land Development Regulations.

*Landscape Plan:*

Move **approval** of the landscape plans for Schumacher Automotive Delray, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in Section 4.6.16 of the Land Development Regulations, subject to the following condition:

1. Prior to obtaining a Tree Removal Permit, the applicant shall pay \$48,655 into the City's Tree Trust fund.

*Architectural Elevations:*

Move **approval** of the architectural elevations for Schumacher Automotive Delray, by adopting the findings of fact and law contained in the staff report, and finding that the request and is consistent with the Comprehensive Plan and meets criteria set forth in Section 4.6.18(E) of the Land Development Regulations.

*Attachments: Appendix "A", Appendix "B", Location Map, Survey, Site Plan, Landscape Plan, Civil Plans, Floor Plans and Architectural Elevations  
Staff Report Prepared by: Anthea Gianniotis, AICP, Senior Planner*

## APPENDIX "A" CONCURRENCY FINDINGS

**Pursuant to LDR Section 3.1.1(B), Concurrency, as defined pursuant to Objective B-2 of the Land Use Element of the Comprehensive Plan, must be met and a determination made that the public facility needs of the requested land use and/or development application will not exceed the ability of the City to fund and provide, or to require the provision of, needed capital improvements for the following areas:**

### Water and Sewer:

- Water service is existing on the site and will be provided to the new building via a new lateral connection to a water main located within the Federal Highway right-of-way.
- Sewer service is existing on the site and will be provided to the new building via a new lateral connection to an existing sanitary sewer lateral, which connects to a 24 inch sanitary sewer main located within the Federal Highway right-of-way.

Pursuant to the City's Comprehensive Plan, treatment capacity is available at the City's Water Treatment Plant and the South Central County Waste Water Treatment Plant for the City at build-out.

### Streets and Traffic:

The Palm Beach County Traffic Division has indicated that the development proposal meets the minimum required standards.

### Parks and Recreation Facilities:

Park dedication requirements do not apply to non-residential uses. Thus, the proposed development will not have any impact with respect to this standard.

### Solid Waste:

The proposed 9,950 sq. ft. of additional automobile dealership use will generate a net increase of 44.144 tons of solid waste per year on the site. The Solid Waste Authority has indicated that its facilities have sufficient capacity to handle all development proposals until the year 2046.

### Schools:

School concurrency findings do not apply for non-residential uses. Thus, the proposed development will not have any impacts with respect to this standard.

### Drainage:

Drainage will be accommodated on site through sheet flow to new and existing catch basins with exfiltration trenches. There should be no impact on drainage as it relates to this standard.

**APPENDIX "B"**  
**STANDARDS FOR SITE PLAN ACTIONS**

- 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.**

Not applicable \_\_\_\_\_  
Meets intent of standard     X      
Does not meet intent \_\_\_\_\_

- B. Separation of different forms of transportation shall be encouraged. This includes pedestrians, bicyclists and vehicles in a manner consistent with policies found under Objectives D-1 and D-2 of the Transportation Element.**

Not applicable \_\_\_\_\_  
Meets intent of standard     X      
Does not meet intent \_\_\_\_\_

- C. Open space enhancements as described in Policies found under Objective B-1 of the Open Space and Recreation Element are appropriately addressed.**

Not applicable     X      
Meets intent of standard \_\_\_\_\_  
Does not meet intent \_\_\_\_\_

- D. The City shall evaluate the effect that any street widening or traffic circulation modification may have upon an existing neighborhood. If it is determined that the widening or modification will be detrimental and result in a degradation of the neighborhood, the project shall not be permitted.**

Not applicable     X      
Meets intent of standard \_\_\_\_\_  
Does not meet intent \_\_\_\_\_

- E. Development of vacant land which is zoned for residential purposes shall be planned in a manner which is consistent with adjacent development regardless of zoning designations.**

Not applicable     X      
Meets intent of standard \_\_\_\_\_  
Does not meet intent \_\_\_\_\_

- F. Property shall be developed or redeveloped in a manner so that the future use and intensity are appropriate in terms of soil, topographic, and other applicable physical considerations; complementary to adjacent land uses; and fulfills remaining land use needs.**

Not applicable \_\_\_\_\_

Meets intent of standard     X    

Does not meet intent \_\_\_\_\_

- G. Redevelopment and the development of new land shall result in the provision of a variety of housing types which shall continue to accommodate the diverse makeup of the City's demographic profile, and meet the housing needs identified in the Housing Element. This shall be accomplished through the implementation of policies under Objective B-2 of the Housing Element.**

Not applicable     X    

Meets intent of standard \_\_\_\_\_

Does not meet intent \_\_\_\_\_

- H. The City shall consider the effect that the proposal will have on the stability of nearby neighborhoods. Factors such as noise, odors, dust, traffic volumes and circulation patterns shall be reviewed in terms of their potential to negatively impact the safety, habitability and stability of residential areas. If it is determined that a proposed development will result in a degradation of any neighborhood, the project shall be modified accordingly or denied.**

Not applicable \_\_\_\_\_

Meets intent of standard     X    

Does not meet intent \_\_\_\_\_

- 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.**

Not applicable \_\_\_\_\_

Meets intent of standard     X    

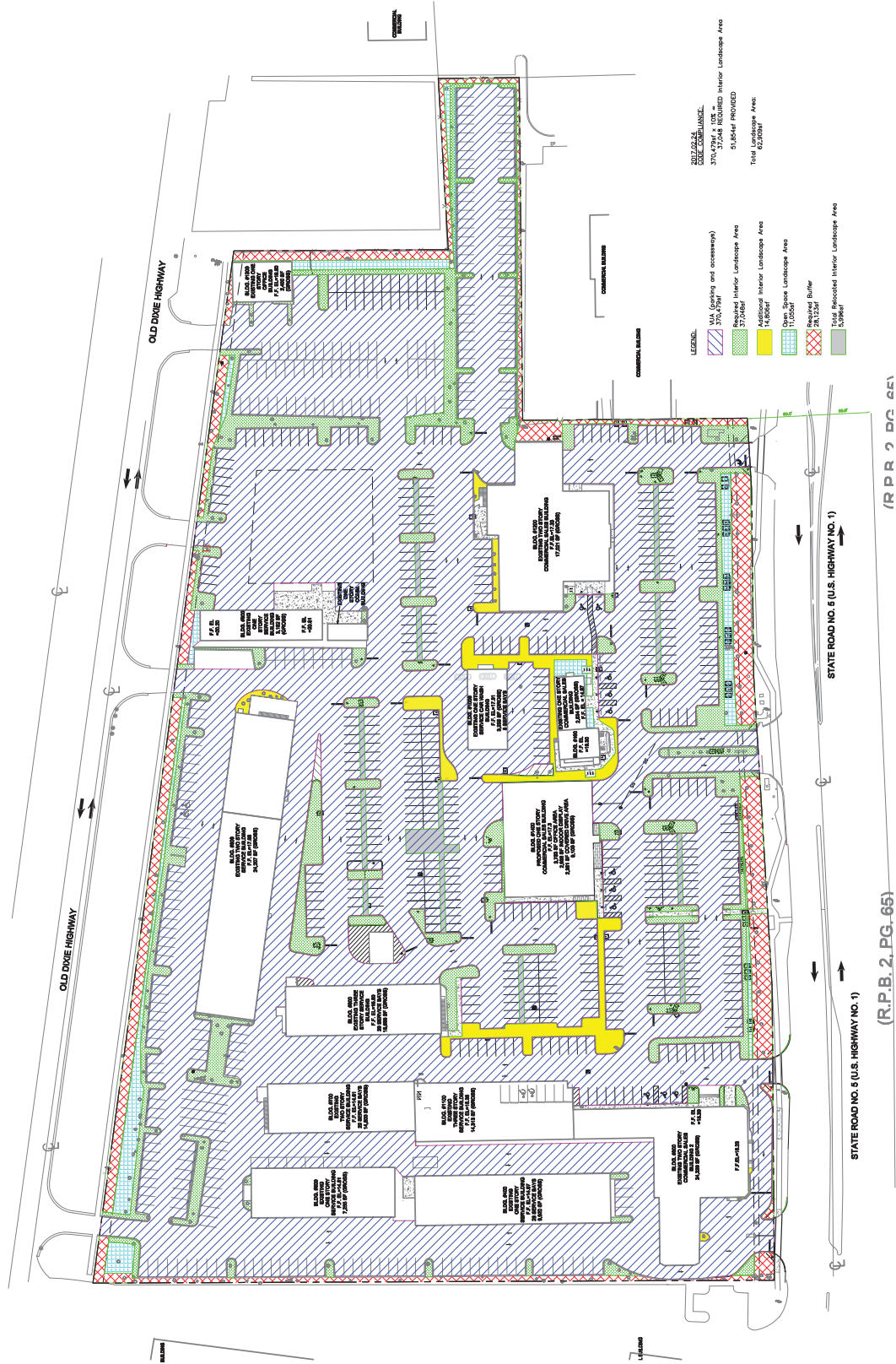
Does not meet intent \_\_\_\_\_

- J. Tot lots and recreational areas, serving children from toddler to teens, shall be a feature of all new housing developments as part of the design to accommodate households having a range of ages. This requirement may be waived or modified for residential developments located in the downtown area, and for infill projects having fewer than 25 units.**

Not applicable     X    

Meets intent of standard \_\_\_\_\_

Does not meet intent \_\_\_\_\_





**LISA H. HAMMER, RCA**  
*Horticultural Consultant*

RCA #333  
ISA #SO-0758  
P.O. Box 330203, Miami, FL 33233  
Phone (305) 858-4667  
Fax (305) 858-4237  
Lisa@LisaHammerRCA.com  
LisaHammerRCA.com  
 AMERICAN SOCIETY of  
CONSULTING ARBORISTS

February 27, 2017

Ms. Tricia Richter, PLA, ASLA  
Kimley-Horn  
1920 Wekiva Way, Suite 200  
West Palm Beach, FL 33411

RE: Delray Schumacher

Dear Tricia:

As you requested, I visited the Delray Schumacher car dealership on February 16 and 20, 2017, to evaluate the existing trees on the site. You provided Tree Disposition Plans dated August 2016 (Sheets L0.00, L0.01, L0.02) and Sheet L0.10 dated 12/16/2016 with trees and palms numbered consecutively from 1 to 287.

## **METHODS**

I located each of the hardwood trees (palms were excluded) on the plans and identified them by common and scientific name. There are six additional trees that were not on the plans and a marked-up copy of the plans showing their approximate locations is attached. I numbered them consecutively as 288-293. I measured each tree's trunk diameter at breast height (DBH = 4.5 feet above grade), overall height, and crown spread. I evaluated each tree's condition using the rating system in *Guide for Plant Appraisal*, 9<sup>th</sup> edition (Council of Tree & Landscape Appraisers. 2000. International Society of Arboriculture. Champaign, IL USA. pp. 33-34) to obtain a condition rating by percentage. I evaluated each tree's potential for successful relocation, and provided relevant comments about each tree. All of these data can be found in the attached spreadsheet.

## **SUMMARY**

This site is a car dealership with many parking areas, driveways, and frequent vehicle activity. Some trees are larger, older trees and some are young, recently-installed trees. Most are located in small spaces in parking lot medians or islands. The older trees have incurred much damage from vehicles and over-pruning. Many have been struck by vehicles, wounding trunks and surface roots. Most of the larger trees have been pruned many times to top, raise, or thin their crowns, leaving numerous wounds, some of which are significant where large limbs or leaders were removed. Some have been pruned away from lights or buildings. Even the youngest trees have already been over-raised or thinned. Some trees have incurred storm damage including limb rip-outs or partial toppling (leaning).

In general, most of the older trees on this site are not in good condition and I have recommended relocation of very few. Many of the younger trees are good candidates for relocation and should readily recover from over-pruning.

## **DISCUSSION**

The City of Delray Beach's Tree Protection Ordinance calls for relocating all trees proposed for removal with a condition rating of 50% or greater. The condition rating system in the *Guide* (which is the only industry standard percentage rating system I am aware of) rates root health and structure, trunk health and structure, scaffolding limbs health and structure, twig health, and foliage health on a scale of 1 to 4, which are averaged together to obtain a total percentage rating.

When assessing a tree's potential for successful relocation, I consider tree species (some species are inherently more tolerant of relocation than others), size (the larger the tree the more difficult to relocate), condition (if in poor condition a tree is not likely to survive relocation), and location (accessibility for root pruning and other operations), as all are integral to not only survival, but also the tree's ability to thrive. Receiving sites are also important factors to be considered, especially for the larger trees and this should be taken into consideration when you finalize your Tree Disposition Plans.

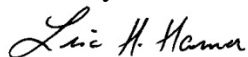
In my professional opinion, tree condition alone is not sufficient to determine whether or not a tree is a good candidate for relocation, as it does not take into account species, size, location, or receiving site. In my data you will see that I have recommended against relocating many trees with a condition rating greater than 50%. The comments about each tree should provide some of the reasons for those recommendations.

## **CONCLUSION**

In conclusion, I have evaluated 169 hardwood trees at Delray Schumacher car dealership and recommend relocation of 59 of those trees, most of which are smaller, younger trees. These recommendations are based on tree species, size, condition, and location.

Thank you for calling on me and please feel free to contact me if you have any questions or need any additional assistance.

Sincerely,



Lisa H. Hammer, RCA  
Horticultural Consultant



Tree No.	Common Name	Scientific Name	DBH (in)	Ht (ft)	Sprd (ft)	Cond (%)	Relocate (Y/N)	Comments
1	West Indies Mahogany	<i>Swietenia mahagoni</i>	7.4	22	18	59	No	included bark; in small space
2	West Indies Mahogany	<i>Swietenia mahagoni</i>	7.6	22	20	66	No	multiple leaders; in small space
3	West Indies Mahogany	<i>Swietenia mahagoni</i>	10.4	24	22	66	No	codom w/included bark; in small space
4	West Indies Mahogany	<i>Swietenia mahagoni</i>	7.2	24	12	59	No	trunk seam; in small space
5	West Indies Mahogany	<i>Swietenia mahagoni</i>	10.2	22	20	66	No	codom w/included bark; in small space
6	West Indies Mahogany	<i>Swietenia mahagoni</i>	12.3	24	20	69	No	in small space
7	West Indies Mahogany	<i>Swietenia mahagoni</i>	7.8	20	15	37	No	dead limb 4" diam; twig dieback; small space
8	Pink Trumpet	<i>Tabebuia heterophylla</i>	6.6	18	15	56	Yes	in island
9	Carrotwood	<i>Cupaniopsis anacardioides</i>	3.8 + 2.7	18	12	50	No	seedling in fenceline; invasive species
10	Carrotwood	<i>Cupaniopsis anacardioides</i>	4.9 + 2.4	18	12	50	No	seedling in fenceline; invasive species
11	Carrotwood	<i>Cupaniopsis anacardioides</i>	3.5 + 3.4 + 4.1	18	12	50	No	seedling in fenceline; invasive species
12	Live Oak	<i>Quercus virginiana</i>	5.2	20	15	97	Yes	
17	Pink Trumpet	<i>Tabebuia heterophylla</i>	4	15	10	81	Yes	raised; wounds on trunk
18	Pink Trumpet	<i>Tabebuia heterophylla</i>	2.4	12	6	41	No	severe stress & decline
19	Pink Trumpet	<i>Tabebuia heterophylla</i>	3.3	12	8	53	No	trunk damage from pruning; stunted, chlorotic
20	Pink Trumpet	<i>Tabebuia heterophylla</i>	6.6	20	12	62	No	pruning wounds on trunk; small space
21	Live Oak	<i>Quercus virginiana</i>	3	12	4	47	No	root stress; small space
22	Pink Trumpet	<i>Tabebuia heterophylla</i>	2.3	6	4	34	No	root stress; general decline; pruning wounds
23	West Indies Mahogany	<i>Swietenia mahagoni</i>	21.8	30	28	72	No	large tree; codom w/incl bark; prev. topped
24	West Indies Mahogany	<i>Swietenia mahagoni</i>	14.5	25	24	56	No	prev. topped; large wound on trunk; small space
27	Black Olive	<i>Bucida buceras</i>	15.1	35	36	62	No	V-cut under wires; old pruning wounds on trunk
28	Pink Trumpet	<i>Tabebuia heterophylla</i>	3	10	5	28	No	general stress & decline; old pruning wounds
29	West Indies Mahogany	<i>Swietenia mahagoni</i>	15.1	28	28	69	No	large wound on trunk (rip-out); multi leaders; prev topped
30	West Indies Mahogany	<i>Swietenia mahagoni</i>	18.2	28	28	69	No	multi leaders (5) w/ incl bark, wide spread; roots in median
31	West Indies Mahogany	<i>Swietenia mahagoni</i>	11.7	28	18	50	No	large trunk wound (rip-out into crotch)
32	West Indies Mahogany	<i>Swietenia mahagoni</i>	12.2	24	22	53	No	codom w/included bark; lg limbs cut, decayed into trunk
33	West Indies Mahogany	<i>Swietenia mahagoni</i>	12.8	28	24	53	No	tri-dom w/included bark; 1 rip-out at crotch; prev topped
34	West Indies Mahogany	<i>Swietenia mahagoni</i>	15.7	28	28	59	No	multiple leaders w/included bark; trunk leaning
35	West Indies Mahogany	<i>Swietenia mahagoni</i>	13.7	28	18	62	No	multiple leaders w/included bark; leaders cut; over-raised
36	West Indies Mahogany	<i>Swietenia mahagoni</i>	12.4	25	22	69	No	multi leaders w/incl bark; 1 leader cut off; over-raised
37	Black Olive	<i>Bucida buceras</i>	7.3 + 5.5 + 5.4	25	28	69	No	tri-dom w/included bark; over-raised
38	Pink Trumpet	<i>Tabebuia heterophylla</i>	10	22	15	44	No	large trunk wound (rip-out); 4 leaders with galls
39	West Indies Mahogany	<i>Swietenia mahagoni</i>	11.3	25	24	59	No	trunk bends w/rip-out at bend. Rip-out top of leader
40	West Indies Mahogany	<i>Swietenia mahagoni</i>	11.3	28	22	75	No	trunk bends; codom w/included bark; small space
41	West Indies Mahogany	<i>Swietenia mahagoni</i>	9.2	26	20	62	No	multi-leaders w/incl bark; over-raised; small space
42	West Indies Mahogany	<i>Swietenia mahagoni</i>	13.5	30	32	53	No	trunk bends w/pruning wounds & rip-out; girdling root
43	West Indies Mahogany	<i>Swietenia mahagoni</i>	14	30	28	72	No	old pruning wounds on trunk; small space
44	West Indies Mahogany	<i>Swietenia mahagoni</i>	8.6	24	18	66	No	codom w/incl bark & old pruning wounds; small space
45	West Indies Mahogany	<i>Swietenia mahagoni</i>	23.2	35	36	66	No	codom w/sig. incl bark between 2 lg leaders; large wound on leader
46	West Indies Mahogany	<i>Swietenia mahagoni</i>	17	28	28	72	No	large tree; small space; large old pruning wounds on trunk
52	West Indies Mahogany	<i>Swietenia mahagoni</i>	15	28	28	59	No	codom w/incl bark; large pruning wound on trunk
53	West Indies Mahogany	<i>Swietenia mahagoni</i>	8.7	20	18	44	No	general stress & decline; dieback; codom w/incl bark
54	West Indies Mahogany	<i>Swietenia mahagoni</i>	4.8	18	12	75	Yes	some root damage and pruning wounds on trunk
55	West Indies Mahogany	<i>Swietenia mahagoni</i>	13.8	28	22	66	No	multi leaders w/ pruning wounds; high crown; small space
56	West Indies Mahogany	<i>Swietenia mahagoni</i>	11.6	28	20	62	No	prev. topped; high crown w/no sig radial branching
57	West Indies Mahogany	<i>Swietenia mahagoni</i>	13.5	30	22	50	No	basal trunk wound; large pruning wounds at crotch and on trunk
69	Black Olive	<i>Bucida buceras</i>	19.3	26	30	62	No	large trunk wound into root flare; root damage
70	Live Oak	<i>Quercus virginiana</i>	2.8	12	8	75	Yes	young tree
71	Black Olive	<i>Bucida buceras</i>	20.5	40	30	69	No	codom w/sig incl bark; over-raised; many old pruning wounds
72	West Indies Mahogany	<i>Swietenia mahagoni</i>	15	28	24	56	No	small space; tri-dom; over-pruned; lg rip-out on trunk - hazardous
73	West Indies Mahogany	<i>Swietenia mahagoni</i>	24.5	30	26	56	No	small space; circling roots; lg trunk wound; codom; over-pruned
74	West Indies Mahogany	<i>Swietenia mahagoni</i>	17.7	26	20	47	No	small space; old pruning wounds; interior sprouting; dieback

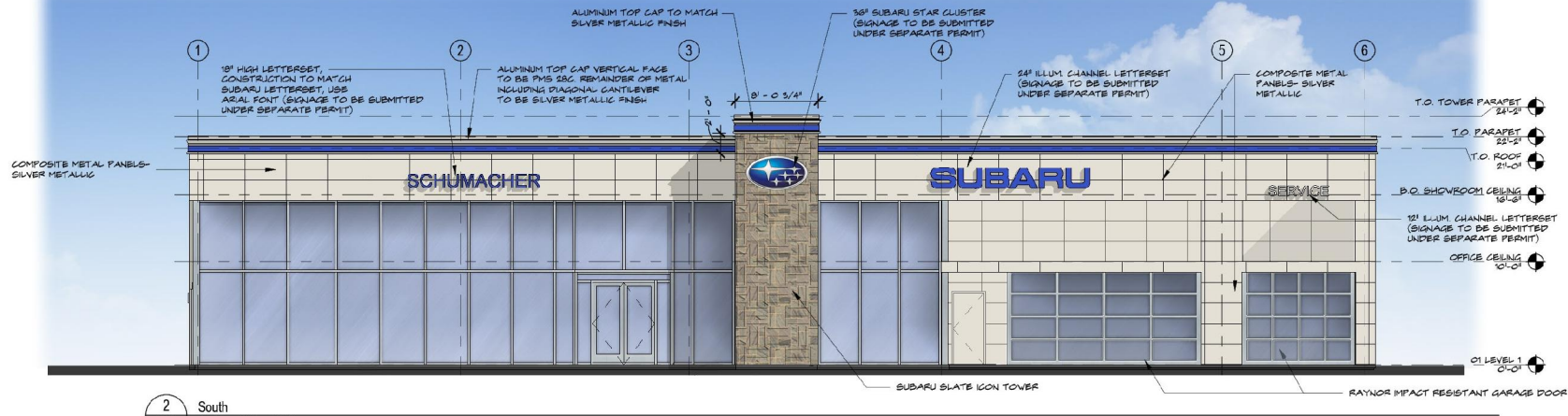
75	West Indies Mahogany	<i>Swietenia mahagoni</i>	13.8	26	26	66	No	small space; codom in upper crown; pruning wounds on trunk
76	West Indies Mahogany	<i>Swietenia mahagoni</i>	19.3	28	26	62	No	small space; large pruning wounds; tri-dom; over-pruned
77	West Indies Mahogany	<i>Swietenia mahagoni</i>	18.7	28	26	59	No	small space; pruning wounds on trunk; codom; prev topped
79	West Indies Mahogany	<i>Swietenia mahagoni</i>	17.2	28	30	53	No	tri-dom; wounds on leaders & lg wound on trunk; prev topped; hazardous
80	Live Oak	<i>Quercus virginiana</i>	6	12	12	31	No	general stress, decline; dying
81	West Indies Mahogany	<i>Swietenia mahagoni</i>	15.2	26	28	59	No	small space; circling roots; codom w/large pruning wound at crotch
82	West Indies Mahogany	<i>Swietenia mahagoni</i>	10.8	22	22	59	No	girdling root, trunk irregular; codom w/incl bark; over-pruned
83	Pink Trumpet	<i>Tabebuia heterophylla</i>	3.6	14	6	78	Yes	young tree
86	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	5.5	12	10	69	Yes	tri-dominant; over-raised
87	Live Oak	<i>Quercus virginiana</i>	11.3	22	28	87	Yes	codom in upper crown; over-pruned
88	Live Oak	<i>Quercus virginiana</i>	12.1	22	20	72	Yes	codom in upper crown; over-pruned
89	Live Oak	<i>Quercus virginiana</i>	20.5	28	40	72	No	small space; tri-dom; over-pruned
90	Live Oak	<i>Quercus virginiana</i>	11.8	18	18	75	Yes	codom; over-pruned; 1 trunk wound
91	Live Oak	<i>Quercus virginiana</i>	5.9	14	10	72	Yes	2 small trunk wounds
93	Pigeon Plum	<i>Coccoloba diversifolia</i>	7	12	10	66	No	codominant; over-pruned; general stress; weevils
94	Pigeon Plum	<i>Coccoloba diversifolia</i>	6	14	10	47	No	severe trunk wound; thin, dieback, general stress
95	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.1	10	8	75	Yes	codominant
96	West Indies Mahogany	<i>Swietenia mahagoni</i>	9.1	20	18	75	Yes	
97	West Indies Mahogany	<i>Swietenia mahagoni</i>	16.7	30	34	66	No	small space; large pruning wounds on trunk & leader
99	West Indies Mahogany	<i>Swietenia mahagoni</i>	2.9 + 3.4	18	8	62	No	codom low w/included bark
104	Live Oak	<i>Quercus virginiana</i>	19.5	22	24	50	No	small space; codom w/incl. bark; root damage; sparse; wounds
105	Live Oak	<i>Quercus virginiana</i>	16.9	26	24	66	No	small space; old pruning wounds on trunk & leaders; codom; over-pruned
106	Silver Trumpet	<i>Tabebuia caraiba</i>	6.8	12	8	50	No	general stress, decline, dieback; T-shaped trunk
107	Silver Trumpet	<i>Tabebuia caraiba</i>	10.6 + 10.9	20	24	50	No	codom low; prev topped; over-pruned; galls
108	Silver Trumpet	<i>Tabebuia caraiba</i>	12.6	20	18	53	No	general stress; pruning wounds; codominant
111	Live Oak	<i>Quercus virginiana</i>	9	18	16	44	No	trunk wound; large pruning wounds; few limbs, sparse
112	Pigeon Plum	<i>Coccoloba diversifolia</i>	9.8	16	14	50	No	codom; galls, weeping on trunk; bark sloughing
113	Pigeon Plum	<i>Coccoloba diversifolia</i>	9.4	18	12	53	No	codom; 1 leader with large wound; prev topped; over-pruned
114	West Indies Mahogany	<i>Swietenia mahagoni</i>	18.2	28	30	69	No	large; over-pruned; prev topped; under wires
115	Silver Trumpet	<i>Tabebuia caraiba</i>	12.5	22	12	59	No	leaning; no lower limbs; under wires
116	West Indies Mahogany	<i>Swietenia mahagoni</i>	25.8	35	40	75	No	too large to relocate; multi leaders; prev topped; under wires
117	Black Olive	<i>Bucida buceras</i>	21.5	28	24	66	No	large old pruning cuts on trunk; under wires
118	Silver Trumpet	<i>Tabebuia caraiba</i>	16.5	22	24	50	No	leaning; trunk cracked on underside of lean
119	Silver Trumpet	<i>Tabebuia caraiba</i>	14.7	22	24	53	No	trunk cracked, vehicle damage
122	Pigeon Plum	<i>Coccoloba diversifolia</i>	6.5	16	14	59	No	codom; prev topped, now lion-tailed; line-trimmer damage
126	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3	10	6	69	No	poor structure; thin; over-pruned
127	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.9	12	8	72	Yes	
128	Pink Trumpet	<i>Tabebuia heterophylla</i>	7.6 + 8.8	22	18	62	No	codom low; both leaders damaged; over-pruned
129	Pink Trumpet	<i>Tabebuia heterophylla</i>	11.3	20	16	75	Yes	codom; over-pruned
130	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.6	12	10	91	Yes	codom; over-pruned
133	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.9	12	8	84	Yes	over-pruned
134	Pigeon Plum	<i>Coccoloba diversifolia</i>	7.3	14	10	78	Yes	tri-dom; 1 small hole in trunk; little twig dieback
139	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.7	12	6	78	Yes	
148	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	5.1	12	12	91	Yes	codominant
150	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.4	12	10	97	Yes	
153	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.7	14	10	81	Yes	poor branching structure
157	West Indies Mahogany	<i>Swietenia mahagoni</i>	18.4	35	30	59	No	very large rip-out, leader cut, torn down trunk; pruned by wires
158	Live Oak	<i>Quercus virginiana</i>	3.7	16	10	72	Yes	very top of leader cut off
159	West Indies Mahogany	<i>Swietenia mahagoni</i>	13.3	30	24	69	No	multi-leaders w/1 cut/wound at crotch; many old cuts, suckers
177	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.3	16	14	75	Yes	a little over-pruned
178	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.8	16	12	75	Yes	a little over-pruned
179	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	5.3	16	12	75	Yes	trunk slightly bent
180	Pink Trumpet	<i>Tabebuia heterophylla</i>	3.5	16	6	75	Yes	young tree; codominant

181	Pink Trumpet	<i>Tabebuia heterophylla</i>	3.2	10	8	75	Yes	young tree
182	Pink Trumpet	<i>Tabebuia heterophylla</i>	2.2	10	6	56	No	leaning, dieback; possible vehicle damage
183	Pink Trumpet	<i>Tabebuia heterophylla</i>	2.7	10	6	50	No	top dead
184	Pigeon Plum	<i>Coccoloba diversifolia</i>	7.5	20	14	56	No	large trunk wound; twig dieback; cracked leader
185	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.9	14	12	72	Yes	odd structure
186	Pink Trumpet	<i>Tabebuia heterophylla</i>	2.6	12	6	53	No	dieback at top
187	Pink Trumpet	<i>Tabebuia heterophylla</i>	2.9	10	10	59	No	dieback at top; stunted foliage
188	Pink Trumpet	<i>Tabebuia heterophylla</i>	2.4	10	6	53	No	dieback, general stress
189	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.1	10	14	69	Yes	odd structure
190	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	5.3	12	12	75	Yes	
191	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.5	10	10	62	No	leaning, staked; prob root damage; poor trunk structure
192	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.4	14	14	78	Yes	leaning with old stake; overgrown by bougainvillea
193	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.8	14	10	66	No	stressed from vine overgrowth
194	West Indies Mahogany	<i>Swietenia mahagoni</i>	22.4	30	30	72	No	leaning; 1 lg leader removed; prev. topped, decay, trunk wound
195	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.9	15	12	69	Yes	over-pruned
196	Pink Trumpet	<i>Tabebuia heterophylla</i>	3.1	20	6	78	Yes	
202	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	2.4	10	6	50	No	general stress; over-pruned
203	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.9	10	8	53	Yes	over-pruned
204	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.6	10	10	56	No	topped & over-pruned; leaning
205	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	5	12	14	66	Yes	over-pruned
206	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.4	12	12	72	Yes	over-pruned
207	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	5	10	15	72	Yes	over-pruned
208	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	5.1	12	12	66	Yes	guy strap embedded in trunk; over-pruned
212	Live Oak	<i>Quercus virginiana</i>	7.6	20	15	69	Yes	small space
213	Pink Trumpet	<i>Tabebuia heterophylla</i>	4	12	10	56	No	small, stunted; small space
214	Live Oak	<i>Quercus virginiana</i>	7.2	20	20	69	Yes	some trunk irregularities
215	West Indies Mahogany	<i>Swietenia mahagoni</i>	11.4	25	20	59	No	under wires; sparse; pruning wounds
216	West Indies Mahogany	<i>Swietenia mahagoni</i>	7.89	20	20	40	No	V-cut under wires; in decline; codominant
217	Black Olive	<i>Bucida buceras</i>	9	14	12	62	No	wind-thrown but self-corrected; codom; over-pruned
220	West Indies Mahogany	<i>Swietenia mahagoni</i>	12.8	25	24	50	No	root stress; over-pruned; small space
221	Live Oak	<i>Quercus virginiana</i>	9.6	22	26	84	Yes	young tree; some small pruning wounds
222	Queensland Umbrella	<i>Schefflera actinophylla</i>	4.7 + 7.6 + 5.5	25	18	59	No	invasive species
229	Live Oak	<i>Quercus virginiana</i>	8.4	18	22	69	Yes	
230	Pigeon Plum	<i>Coccoloba diversifolia</i>	2.9 + 3.3 + 4.0	16	12	50	No	tri-dominant just above grade; leaning
231	Live Oak	<i>Quercus virginiana</i>	9.3	20	16	75	Yes	
232	Live Oak	<i>Quercus virginiana</i>	9.6	22	18	81	Yes	
233	Live Oak	<i>Quercus virginiana</i>	6.5	16	12	75	Yes	
234	Live Oak	<i>Quercus virginiana</i>	10	16	20	66	Yes	multi-leaders w/incl bark; trunk irregularities, fissures
235	Live Oak	<i>Quercus virginiana</i>	10.2	22	18	84	Yes	
236	Live Oak	<i>Quercus virginiana</i>	8.8	22	18	94	Yes	
237	Live Oak	<i>Quercus virginiana</i>	7	20	14	69	Yes	trunk irregularities
238	Gumbo Limbo	<i>Bursera simaruba</i>	5.5	12	10	69	No	1 low limb, codom above; poor structure
245	West Indies Mahogany	<i>Swietenia mahagoni</i>	18.9	30	28	69	No	codominant w/incl. bark; cut back from lights
246	Silver Trumpet	<i>Tabebuia caraiba</i>	9.1	16	10	75	Yes	codominant
249	West Indies Mahogany	<i>Swietenia mahagoni</i>	10.3	25	16	62	No	codominant w/incl. bark; galls
250	Silver Trumpet	<i>Tabebuia caraiba</i>	12.1	22	16	75	Yes	over-pruned
251	Gumbo Limbo	<i>Bursera simaruba</i>	3.3+3.8+3.8+4.7	12	22	47	No	suckers off an old stump
252	Silver Trumpet	<i>Tabebuia caraiba</i>	10.1	14	12	66	No	codominant; 1 leader topped under lights
253	West Indies Mahogany	<i>Swietenia mahagoni</i>	3.3	12	8	66	No	all small laterals removed from trunk
254	Silver Trumpet	<i>Tabebuia caraiba</i>	15.7	22	15	56	No	leaning, girdling roots, large trunk wound
256	West Indies Mahogany	<i>Swietenia mahagoni</i>	14.4	25	24	66	No	in small space; codominant; cut back from lights
257	Pigeon Plum	<i>Coccoloba diversifolia</i>	7.1	20	12	50	No	basal trunk/root flare swollen; vertical cracks in trunk; weevils
259	Black Olive	<i>Bucida buceras</i>	13.3	25	24	50	No	codom; many old pruning wounds; prev. topped

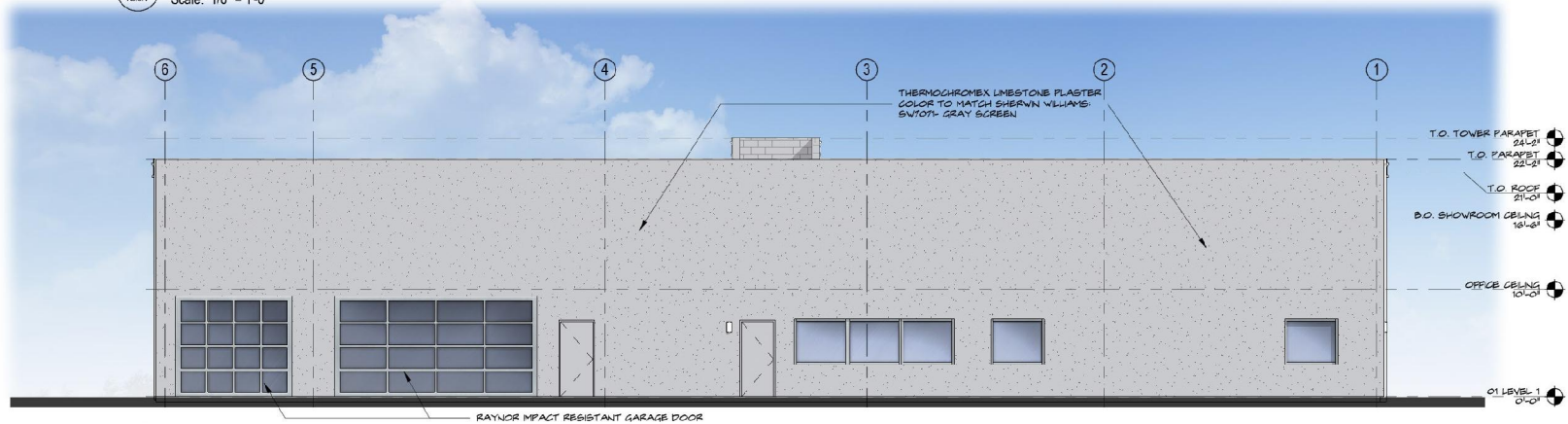
260	Black Olive	<i>Bucida buceras</i>	16	30	24	53	No	codom; rebar in trunk; many old pruning wounds; prev. topped
264	Silver Trumpet	<i>Tabebuia caraiba</i>	14.2	28	24	81	Yes	codominant; leaning but self-corrected
265	Pigeon Plum	<i>Coccoloba diversifolia</i>	6	12	10	56	No	vehicle damage, leaning; line-trimmer damage
266	Live Oak	<i>Quercus virginiana</i>	4.7	10	8	66	No	topped, rounded; some trunk damage
288	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.8	12	8	84	Yes	
289	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.3	12	10	84	Yes	
290	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.1	12	8	72	Yes	
291	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	3.8	12	10	81	Yes	
292	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.5	12	12	81	Yes	
293	Silver Buttonwood	<i>Conocarpus erectus -sericeus</i>	4.5	14	12	94	Yes	



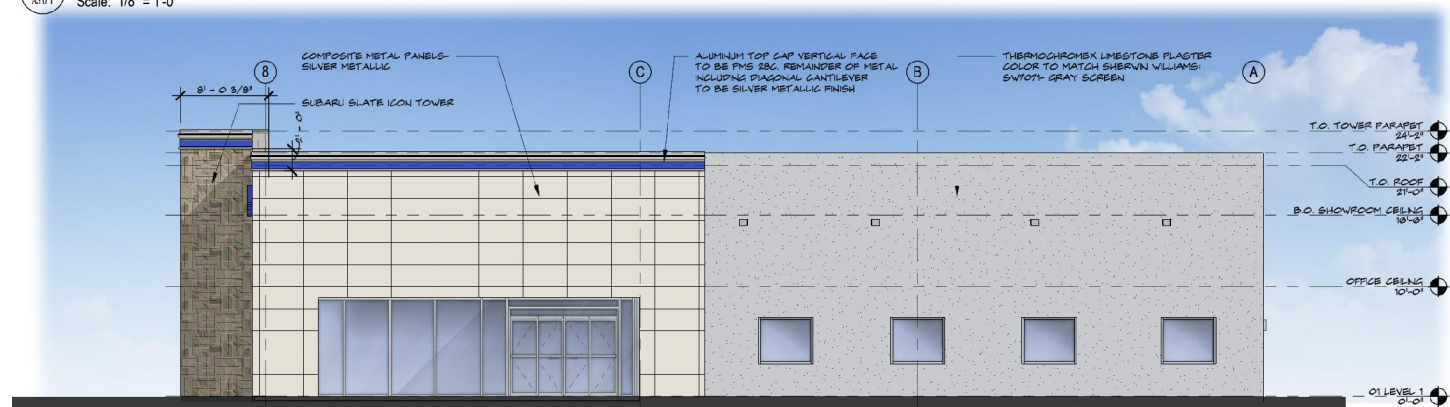




2 South  
Scale: 1/8" = 1'-0"



1 North  
Scale: 1/8" = 1'-0"

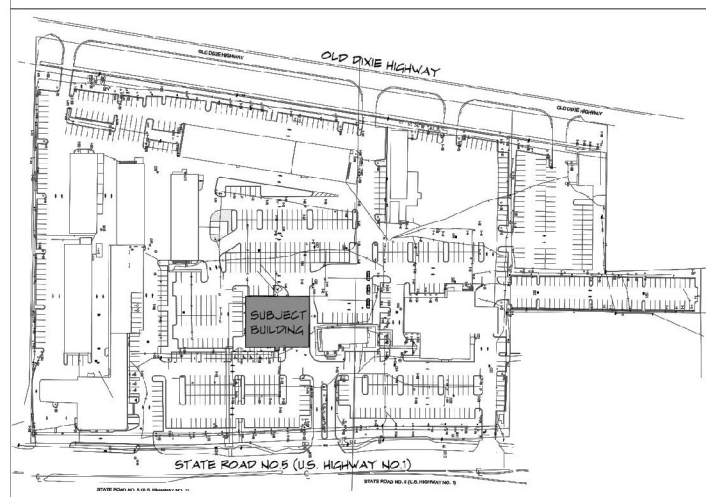


3 East  
Scale: 1/8" = 1'-0"



4 West  
Scale: 1/8" = 1'-0"

## KEY PLAN

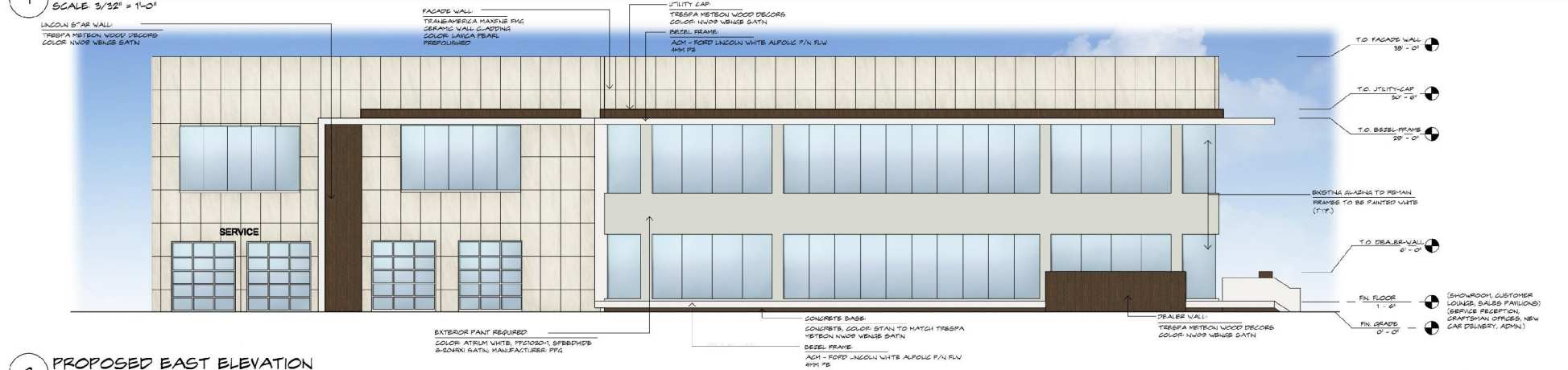






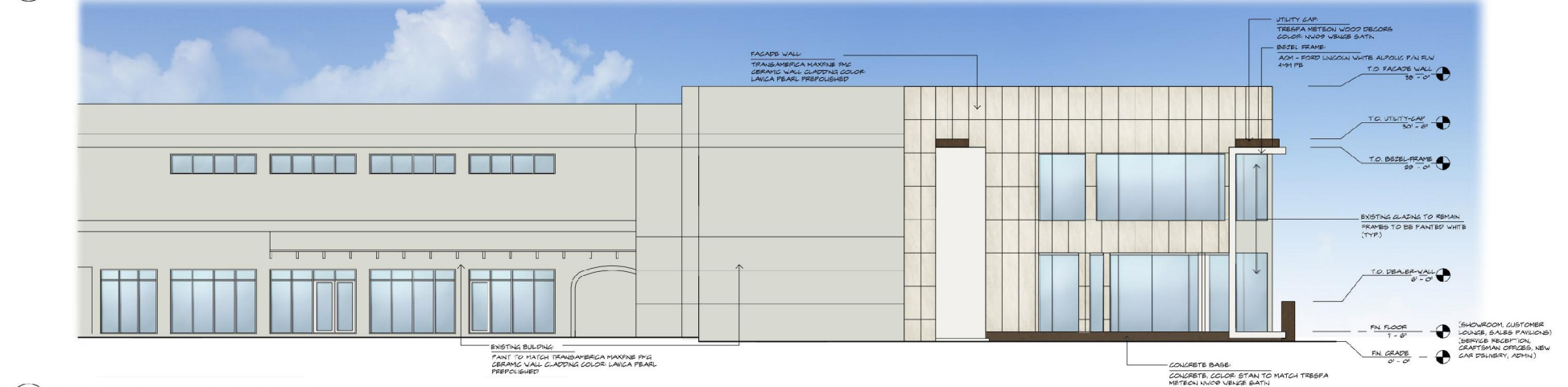
1 PROPOSED NORTH ELEVATION

SCALE 3/32" = 1'-0"



2 PROPOSED EAST ELEVATION

SCALE 3/32" = 1'-0"



3 PROPOSED SOUTH ELEVATION

SCALE 3/32" = 1'-0"



4 PROPOSED WEST ELEVATION

SCALE 3/32" = 1'-0"



A EXISTING NORTH ELEVATION

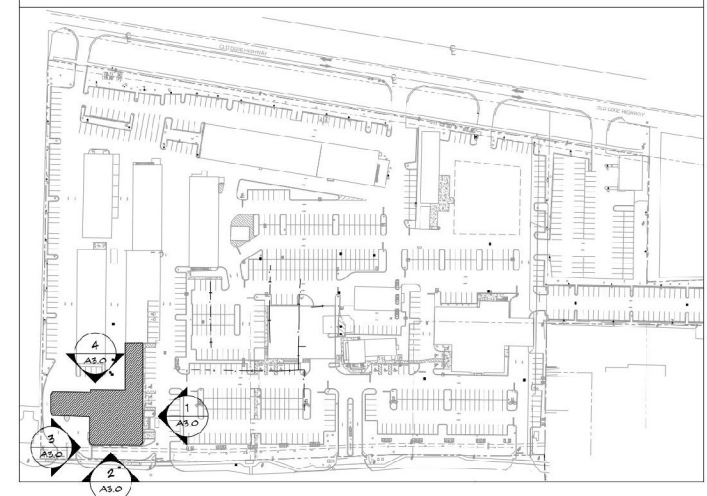


B EXISTING EAST ELEVATION



C EXISTING SOUTH ELEVATION

ELEVATION KEY PLAN



207 SIXTH STREET  
WEST PALM BEACH, FLORIDA 33401  
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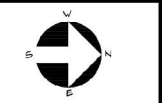


TENANT IMPROVEMENTS FOR:  
**SCHUMACHER LINCOLN**  
LINCOLN  
2102 SOUTH FEDERAL HWY.,  
DELRAY BEACH, FLORIDA

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Revisions:

Project no: 15187  
Date: 01/27/17  
Drawn by: JL  
Project Architect: JL

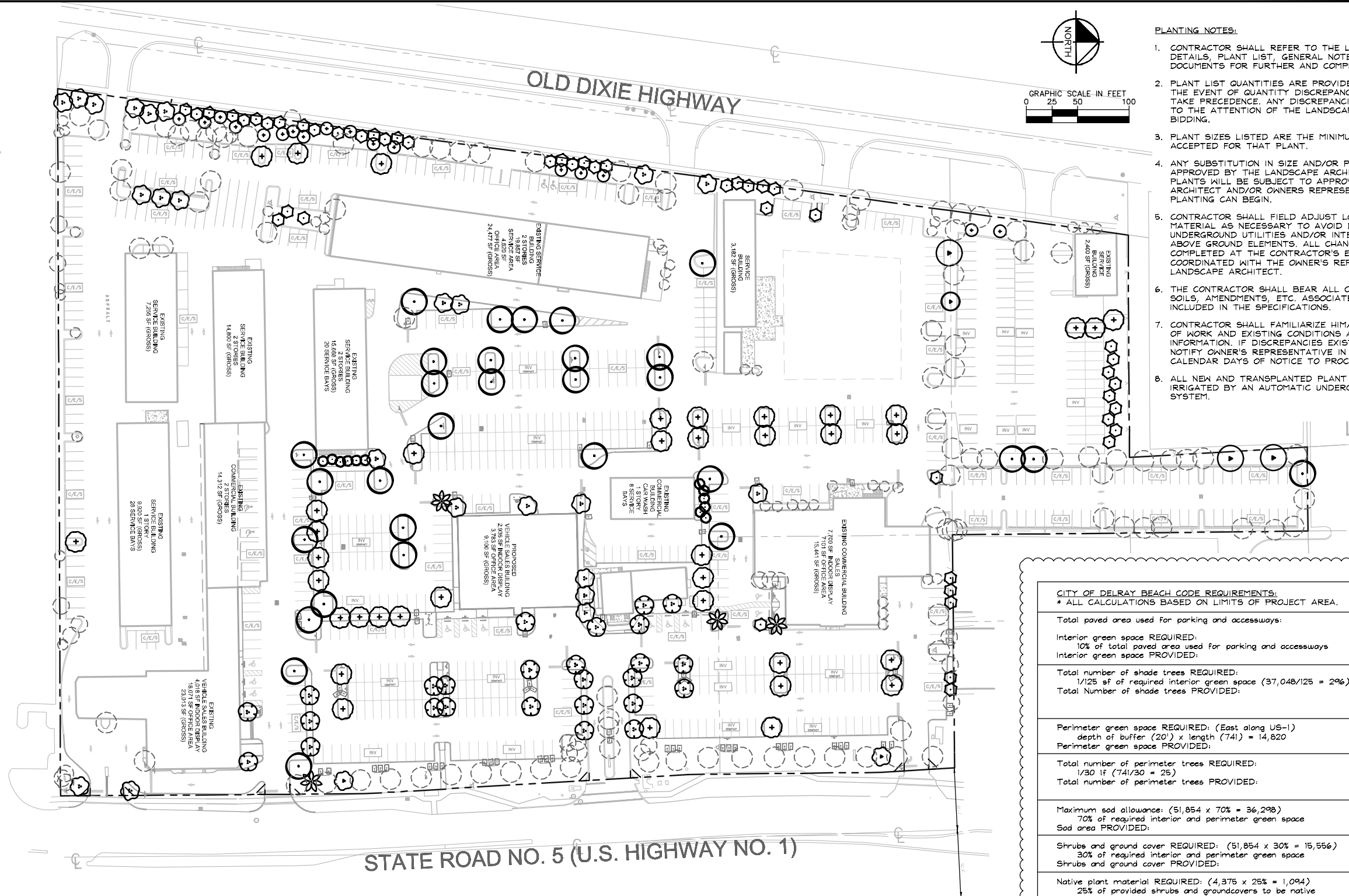


**A-3.0**

FACADE MODIFICATION

Architecture • Interior Design  
John Glidden #A00000000 • Keith M. Spina #A015819





MULCH IN LANDSCAPE BEDS TO BE APPLIED AT A MINIMUM TWO (2) INCHES THICK AND KEPT SIX (6) INCHES AWAY FROM THE TRUNKS.

PLANTING NOTES:

1. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND ALL CONTRACT DOCUMENTS FOR FURTHER AND COMPLETE INSTRUCTIONS.
2. PLANT LIST SPECIFICATIONS ARE PROVIDED FOR CONVENIENCE. IN THE EVENT OF QUANTITY DISCREPANCIES THE DRAWING SHALL TAKE PRECEDENCE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BIDDING.
3. PLANT SIZES LISTED ARE THE MINIMUM SIZE THAT WILL BE ACCEPTED FOR THAT PLANT.
4. ANY SUBSTITUTION IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY THE LANDSCAPE ARCHITECT IN WRITING. ALL PLANTS WILL BE SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT AND/OR OWNERS REPRESENTATIVE BEFORE PLANTING CAN BEGIN.
5. CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO EXISTING UNDERGROUND UTILITIES AND/OR INTERFERE WITH EXISTING ABOVE GROUND ELEMENTS. ALL CHANGES REQUIRED SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE AND SHALL BE COORDINATED WITH THE OWNER'S REPRESENTATIVE AND THE LANDSCAPE ARCHITECT.
6. THE CONTRACTOR SHALL BEAR ALL COSTS OF TESTING OF SOILS, AMENDMENTS, ETC. ASSOCIATED WITH THE WORK AND INCLUDED IN THE SPECIFICATIONS.
7. CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LIMITS OF WORK AND EXISTING CONDITIONS AND VERIFY ALL INFORMATION. IF DISCREPANCIES EXIST, CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE IN WRITING WITHIN SEVEN CALENDAR DAYS OF NOTICE TO PROCEED.
8. ALL NEW AND TRANSPLANTED PLANT MATERIAL SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.

CITY OF DELRAY BEACH CODE REQUIREMENTS:  
\* ALL CALCULATIONS BASED ON LIMITS OF PROJECT AREA.

Total paved area used for parking and accessways:	370,479 sf
Interior green space REQUIRED:	37,048 sf
10% of total paved area used for parking and accessways	
Interior green space PROVIDED:	51,854 sf
Total number of shade trees REQUIRED:	296
1/125 sf of required interior green space (37,048/125 = 296)	
Total Number of shade trees PROVIDED:	261 (105 Existing) (Sabals 3/1)
Perimeter green space REQUIRED: (East along US-1) depth of buffer (20') x length (741) = 14,820	14,820 sf
Perimeter green space PROVIDED:	16,020 sf
Total number of perimeter trees REQUIRED:	25
1/30 lf (741/30 = 25)	
Total number of perimeter trees PROVIDED:	26 (21 Existing)
Maximum sod allowance: (51,854 x 70% = 36,298)	36,298 sf
70% of required interior and perimeter green space	
Sod area PROVIDED:	27,931 sf
Shrubs and ground cover REQUIRED: (51,854 x 30% = 15,556)	15,556 sf
30% of required interior and perimeter green space	
Shrubs and ground cover PROVIDED:	22,513 sf
Native plant material REQUIRED: (4,375 x 25% = 1,094)	1,094
25% of provided shrubs and groundcovers to be native	
Native shrubs/groundcovers PROVIDED:	779
Native trees REQUIRED: (296 x 50% = 160)	148
(50% of required trees (interior and perimeter) to be native)	
Native trees PROVIDED:	295

PLANS ARE IN NAVD 1988 DATUM  
CONVERSION EQUATION IS BELOW:  
(NAVD 1988) + 1.55' = (NGVD 1929)

SHEET NUMBER		L1.00		SCHUMACHER DELRAY PREPARED FOR SCHUMACHER AUTOMOTIVE DELRAY, LLC.		OVERALL LANDSCAPE PLAN		KHA PROJECT 1402080000 DATE MAR 2017 SCALE AS SHOWN DESIGNED BY TOR DRAWN BY TCR		LICENSED PROFESSIONAL  TRIGIA C. RICHTER, PLA  FLORIDA LICENSE NUMBER LA#6667244		© 2017 KIMLEY-HORN AND ASSOCIATES, INC. 1615 S CONGRESS AVE. SUITE 201, DELRAY BEACH, FL 33445 PHONE: 561-330-2345 FAX: 561-863-8175 WWW.KIMLEY-HORN.COM CA 00000696		Kimley»Horn		△ REV. PER SITE PLAN COMMENTS		12/16/2016 JSH	
														△		REV. PER SITE PLAN COMMENTS 2		3/7/2017 JSH	
DELRAY BEACH FLORIDA		CHECKED BY JDH		DATE: 03/07/2017		REVISIONS		No.		BY		DATE							