



***Notes:**

1. Prior to building permit issuance, the AutoNation Land Rover Jaguar of Delray Beach Replat and the Cross-Access Easement Agreement under review shall be recorded.
2. Prior to building permit issuance, a Tree Mitigation fee in the amount of \$23,000 must be remitted.
3. Receipt of a letter Palm Beach County Traffic Division indicating that the project meets the Traffic Performance Standards of Palm Beach County is required prior to site plan certification.

**If the request is approved, the items listed under the Notes section must be addressed as applicable.*

Background:

The 20.5 acre property consists of Tract C, Wallace Dodge, (PBC Records Plat Book 72 Page 54) together with Tracks D and E, Wallace Dodge replat (PBC Records Plat Book 74 Page 9), together with Parcel A, Bill Wallace Nissan (PBC Records Plat Book 56 Page 91) together with a portion of Lot 47 and a portion of the south 25 feet of Princess Boulevard, Sand's O'Sea (PBC Records Plat Book 21 Page 27). The subject property is located at the northeast corner of Linton Boulevard and Wallace Drive (1001 and 1111 Linton Boulevard) and is zoned Automotive Commercial (AC) with a Future Land Use designation of General Commercial (GC).

The following is the annexation, zoning, and land use history that relate to the property:

The property was annexed into the City in 1969 with the General Commercial (C-2) zoning designation. As part of the citywide rezoning and adoption of the Land Development Regulations in October 1990, the property was rezoned from Specialized Commercial (SC) to Planned Commercial (PC). In 1993, the City Commission rezoned the property from PC to Automotive Commercial (AC) as part of a corrective rezoning. The site encompasses 20.5 acres and extends from Wallace Drive to SW 10th Avenue. The development accommodated two automobile dealerships: Nissan and Dodge. The Dodge dealership which occupied the eastern half of the site, has been redeveloped and replaced with the Mercedes Benz dealership. A Site Plan Modification was approved on July 13, 2016, by the Site Plan Review and Appearance Board for the Mercedes Benz site for the construction of an on-site carwash facility associated with the full-service automotive dealership. The Nissan dealership was constructed in 1987 and occupied the western portion of the site. The Nissan Dealership relocated to South Federal Highway and the site was subsequently occupied by Chevrolet of Delray. This application focuses on the redevelopment of the western 7.36 acres of the site which is the location of the Chevrolet dealership site.

Project Description and Assessment:

A Class IV Site Plan Modification application was submitted for the redevelopment of the western portion of the property, which is currently occupied by Chevrolet. The request consists of demolishing the existing two buildings and the construction of a full-service automotive dealership. The proposed two-story 59,214 sf. building includes a 7,050 sf. of indoor display area and 52,164 sf. of sale and administration offices, service/repair shops, indoor detail and carwash garages, and a parts department. A replat is currently under review pending City Commission action to subdivide the 20.40 acre site into two lots: the western portion (proposed Parcel 1), associated with this application for AutoNation Land Rover and Jaguar, will include 7.36 acres, and the eastern portion (proposed Parcel 2), currently occupied by Mercedes Benz, will include 13.04 acres. A Cross Access Easement Agreement between the two proposed parcels will be provided through a separate agreement. The proposed improvements include surface parking, including 525 spaces, and landscaped areas. The site will have access from W. Linton Blvd. and Wallace Drive.

The proposed two-story building has a contemporary style of architecture. The linear building articulates recessed openings along the elevations that have frontage along Linton Boulevard and Wallace Drive to provide full view into the showroom. The primary entrance along the south facade is recessed from the building face creating a distinct fenestration within the solid mass. The exterior material finish consists of gray metal panels with a differentiation in color shade, pattern and material finish.

The development proposal includes the consideration of a special action subject to SPRAB action. The west elevation includes a service bay door that faces a public street, Wallace Drive, which is not allowed by code unless it is demonstrated to the SPRAB that it is not feasible to comply with this restriction. Action pertaining to this item is included in the motion.

Site Plan Analysis:

The following items identified in the Land Development Regulations shall specifically be addressed by the Site Plan Review and Appearance Board (SPRAB) for final action on the site and development applications/requests, as presented.



LDR Section 4.3.4(K) Development Standards Matrix

The following table demonstrates that the proposal complies with LDR Section 4.3.4(K) and Section 4.4.10 as it pertains to the AC Zoning District:

	Required	*Provided
Minimum Lot Size	1.5 acres	7.36 acres
Minimum Lot Width	125'	471.08'
Minimum Lot Depth	200'	660.78'
Minimum Lot Frontage	125'	471.08'
Setbacks*:		
Front (S-W. Linton Blvd.)	15'	93.42'
Side Street (W-Wallace Drive)	15'	77.84'
Side Interior (E-Parcel 1)	10'	126.68'
Rear (N-Parcel 1)	10'	465.57'
Maximum Building Height	48'	30.9'
Open Space	25%	25.8%
Lot Coverage	-Max 25%	14.6%
*Based on pending Autonation Landrover Jaguar of Delray Beach Replat to subdivide the 20.40 acres site into two properties as indicated under the Project Description section of this report.		

LDR Article 4.4.10 – Automotive District Regulations:

Principal Uses and Structures Permitted: Per LDR Section 4.4.10(B), full service automotive dealerships are a permitted use. Full-service dealerships are defined as, “the provision of all services necessary to accommodate the sale and service of new automobiles including franchise sales. At a minimum, all of the following must be accommodated at the dealership site in order to qualify as a full-service automotive dealership; franchise auto sales, auto repair, and auto service.”

The proposed development meets the definition of a full-service automotive dealership. The development includes a showroom, offices, parts department, service garage, detail garage, indoor carwash bay, and on-site inventory storage and merchandise area.

Accessory Uses and Structures Permitted: Per LDR Section 4.4.10(C), full-service automotive dealerships are permitted to have a repair shop and garage as well as body shops. The proposed development includes these uses or elements of these uses noted above.

Supplemental District Regulations: This section includes supplemental district regulations specific to the AC zoning district per LDR Section 4.4.10(G).

Outside Display: The applicant proposes to include outdoor display areas for inventory. This standard for full-service automotive dealerships is found in other dealerships located in AC the zoning district. Outdoor display areas are located around the perimeter of the site facing Wallace Drive and Linton Boulevard. Per LDR Section 4.4.10(G)(a), these display areas are required to be screened within a five-foot minimum width landscape strip when located adjacent to nonresidential zoning and shall include a three-foot hedge or berm and trees planted at 40 feet on center. A variety of shrubs and tree species are proposed as the perimeter hedge along with additional landscaping to comply with this requirement.

Bullpen Area: Bullpen areas are defined as parking areas that allow vehicles to be stored on an approved parking surface without reference to parking stalls, stall striping, or wheel stops. Per LDR Section 4.4.10(G)(2), bullpen parking may be used for employee parking areas. The proposed development includes a bullpen area at the rear (north) of the site, which accommodates employee parking and storage of inventory. A total of 324 tandem spaces are proposed which includes 34 spaces designated for employee and 290 spaces designated for storage of inventory.

Customer and Employee Parking Areas: The proposed parking scheme meets the parking standards. Refer to “Off-Street Parking” within this report for further details.

Locational Restrictions: Per LDR Section 4.4.10(G)(4), service bay doors shall not be oriented toward any adjacent residentially zoned property or toward adjacent public streets unless it is demonstrated to the Board that it is not feasible to comply with this requirement.



The applicant proposes bay doors with access to the service shop along the west and east elevation. The proposal conflicts with this restriction as the west elevation faces Wallace Drive. The intent of the subject requirement is to limit visibility and exposure of service type uses from a public street. The applicant states that *“due to the nature of work and safety concerns within the service area of car dealerships, the service areas are designed so that they have straight drive lanes without bends. Based on the criteria, the service drive would need to be oriented either north-south or east-west through the building. Since Linton is the primary façade and Wallace Drive the secondary roadway, the project was designed with an east-west orientation which requires a service bay door to face the secondary roadway. The service drive door has been shifted to the south so that it is further offset from Wallace Drive access driveway to allow better screening with landscape to mitigate the door placement. Hence, we believe this is the most feasible alternative for the design of the automotive dealership.”* Approval of the proposal would include acceptance by the Site Plan Review and Appearance Board that the justification provided by the applicant demonstrated that it not feasible to comply with this restriction.

Use and Operating Restrictions: The development is required comply with restrictions regarding the daily operations of the use as listed in LDR Section 4.4.10(G)(5), which pertains to the operations and use of the outdoor display and storage areas, signage placed on vehicles, on-site marketing and advertising of the business/inventory, and prohibition of the use of residential streets for vehicle testing.

Lighting Restrictions: Per LDR Section 4.4.10(G)(6), exterior lighting fixtures shall not exceed 25 feet in height and shall be directed away from adjacent properties. These fixtures shall be sharp cutoff luminaries, shall confine the light to the site only. 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. The proposed photometric plan meets these requirements. The proposed pole mounted lights are 25 feet, and the maximum foot candle (FC) measurement is 57.0 FC within the display areas and a maximum of 13.9 FC within other locations. A note on the photometric plan was included stating that “site illumination is reduced to less than 50 foot-candles after 11:00pm.”

Supplemental District Regulations:

Commercial and Industrial Uses to Operate Within a Building: Per LDR Section 4.6.6, all commercial uses shall operate within a completely enclosed building rather than outside, with the exception of the following allowable usage areas: off-street parking, refuse and service area, signage, loading and unloading, outside storage permitted by zoning district, and retail displays. All activities except for those permitted by the Code will be conducted inside the proposed structure.

This section also requires dumpsters to be enclosed on three sides and have solid gates on the fourth side that screen the dumpster from view. The applicant has provided a drawing that demonstrates compliance with this requirement and includes an eight-foot masonry wall enclosure with a solid, metal gate on the fourth side.

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. The proposed full-service dealership is required to provide 209 parking spaces and 525 spaces are provided on-site, which accounts for 70 spaces designated for customers, 34 spaces for employees, 43 spaces for service use, 63 spaces for display and the remaining 316 for vehicle inventory/storage. The following is a parking breakdown which identifies compliance with the minimum number of parking spaces required:

Required Parking				
Required Parking	Square Feet	Bays	Calculation	Total
Gross Floor Area	59,214	---		
Gross Floor Area (less 7,050 of indoor display)	52,164	---	4 spaces / 1,000 sf	209

Required Parking Designation for Employee, Customer and/or Service Use				
	Square Feet	Bays	Calculation	Total
Gross Floor area (less indoor display)	52,164	---	2 spaces / 1,000 sf	104
Service Bays (includes Detailing)	---	28	1.5 spaces / service bay	42
Remaining (may be used for display)				63
Total Required				209
Total Provided				525



Off-Street Loading: Per LDR Section 4.6.10(C), areas designated for the off-loading of vehicles or for loading and deliveries shall be located to the rear of buildings and shall be located so as to contain noise on-site. These areas shall not be located closer than 100 feet from any residentially-zoned lot, and shall be appropriately designated, marked, and signed. Automotive sales and services should provide two berths for 15,000 sf to 40,000 sf of gross floor area and 1 berth for every 10,000 sf, thereafter. The proposed 59,214 sf automotive sales and service dealership is required to provide four (4) berths. The proposal provides one off-street loading space on the northwest side of the property, adjacent to the nonconforming single-family residential property (located in the AC zoning district). Per LDR Section 4.6.10(B), the body approving the site plan associated with the proposed development shall determine the adequacy of the provisions which are made for (un)loading. In making such a determination, the standards and guidelines of this Section shall be considered. The final determination may result in accommodations in excess of or less than such guidelines, or in the waiving of any such accommodations. To justify the deficiency in the number of berths proposed, the applicant stated that the property owner *"indicated that they expect to have one (1) weekly car carrier delivery of vehicles and two (2) to (3) tractor trailer deliveries for parts and supplies weekly. Since the deliveries typically do not occur during the same times of the day, the one (1) loading space is more than sufficient to meet the needs of the proposed use. Based on this, we respectfully request approval to deviate from the land development code."* Approval of the proposal would include acceptance by the Site Plan Review and Appearance Board that it is adequate for the subject development to provide one berth, instead of four as required by code, for off-street loading.

The property to the west is a nonconforming single-family dwelling unit located in the AC zoning district. Efforts to mitigate the negative effect of the loading area should be considered. The applicant proposes a continuous hedge measuring 4 ½ feet in height at the time of installation along the perimeter of the residential property, and canopy trees, measuring 16 feet in height, are proposed every 10 feet adjacent the loading area as an additional buffer. Currently, there is a privacy wooden fence (approximately 6 ft. high) located along the perimeter of the residential use property.

Landscape Analysis:

Pursuant to LDR section 4.6.16(C)(1)(a), prior to the issuance of a building permit for a structure or a paving permit, compliance with the requirements of Section 4.6.16 shall be assured through the review and approval of a landscape plan submitted pursuant to Section 2.4.3(C). The plan provides for parking lot islands, perimeter and building foundation landscaping. The subject proposal is required to comply with the landscape standards. A proposed landscape plan has been submitted and evaluated by the Senior Landscape Planner and found to be in compliance.

The proposed landscaping consists of a variety of trees, shrubs, and ground covers including but not limited to: Buttonwood trees, Silver Buttonwood trees, East Palatka trees, Southern Live Oak trees, Orange Ginger trees, Southern Magnolia, Winin Palm, Cocoplum shrub, Wax Myrtle, Fire Bush shrub, Southern Wax Jasmine shrub, and others.

Landscape Islands and Barrier: Per LDR Section 4.6.16(H)(3)(i), landscape islands which contain a minimum of 135 square feet of planting area, with a minimum dimension of 9 feet, exclusive of the required curb, shall be placed at intervals of no less than one landscaped island for every 13 standard parking spaces. Per LDR Section 4.6.16(H)(3)(d), a landscape barrier shall be located between the common lot line and the off-street parking area or other vehicular use area in a planting strip of not less than five feet in width that is free of any vehicular encroachment, including car overhang.

Per LDR Section 4.4.10(G)(2), landscaping strips and landscaped islands internal to the bullpen parking area are not required; however, the ten percent interior landscaping requirement shall be met by transferring the required landscaping to the perimeter of the site and/or bullpen area. The transferred landscaped areas have been designed and located so as to mitigate and buffer the impact of the aggregated car storage area.

The proposed parking and vehicular areas comply with the landscape isle and barrier requirements. A cross access agreement will be processed with the required plat application to address the existing common ingress and egress between the two properties to be platted as Parcel 1 and Parcel 2.

Vegetation Removal: The Landscape Plan proposes to remove, relocate and maintain a portion of the existing tree species on site. The city evaluates tree removal based upon the condition, location, and size of the species. The applicant has provided a report evaluating the existing trees on the site, determining which trees based on city standards are viable and, secondarily, which would survive relocation. The report with further information on tree conditions and action is included on Landscape Plan sheet L-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 for those trees with a condition rating 50 percent or greater. Based upon the code standards, to mitigate the loss of trees on the site, the applicant is required to pay \$23,000 into the City's Tree Trust fund. A note stating the compliance with this requirement is listed under the notes section of this report.

Architectural Elevations Analysis

Pursuant to 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.

The proposed two-story building architectural design is of a contemporary style. The building design incorporates a horizontal composition including the volume and the openings within it. The recessed openings along the elevations facing Linton Boulevard and Wallace Drive provide full view into the showroom. The primary entrance along the south facade is recessed from the building face creating a distinct fenestration in the middle of the front façade; this feature proportionally divides the building front into two volumes connected internally. The exterior material finish consists of gray metal panels with a differentiation in color shade, pattern and material finish. The continuous roofline includes a parapet on the south and west elevation which screens the roof equipment from being visible from the adjacent public streets; a metal screen is proposed on the north and east (interior elevations) to also screen the roof equipment.

Findings Analysis:

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, the staff report, or minutes. Findings shall be made by the body which has the authority to approve or deny the development application. These analysis of findings relate to the following four areas.

FUTURE LAND USE MAP: The use or structures must be allowed in the zoning district and the zoning district must be consistent with the land use designation.

The subject property has a Future Land Use Map designation of General Commercial (GC) and is zoned Automotive Commercial (AC). Pursuant to LDR Section 4.4.10(B), full-service automotive dealerships are allowed as a permitted use in the AC zoning district.

CONCURRENCY: Facilities which are provided by, or through, the City shall be provided to new development concurrent with issuance of a Certificate of Occupancy. These facilities shall be provided pursuant to levels of service established within the Comprehensive Plan.

Refer to Appendix A, as it relates to water, sewer, streets and traffic, parks and recreation, and solid waste.

CONSISTENCY: Compliance with performance standards set forth in Chapter 3 and required findings in Section 2.4.5(F)(5) for the request shall be the basis upon which a finding of overall consistency is to be made. Other objectives and policies found in the adopted Comprehensive Plan may be used in making a finding of overall consistency.

Refer to Appendix B as it relates to Development Standards for Site Plan Actions.

COMPLIANCE WITH THE LAND DEVELOPMENT REGULATIONS (LDRs): Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development application/request.



Refer to the Site Plan Analysis section of this report, regarding compliance with the LDRs.

LDR Section 2.4.5(F) (5) - Compatibility (Site Plan Findings): 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 land use of the properties surrounding the subject parcel:

	<u>Zoning Designation:</u>	<u>Use:</u>
North	Automotive Commercial (AC)	Full-Service Dealership/ Mercedes Benz
South	Planned Commercial (PC)	Shopping Center
East	Automotive Commercial (AC)	Full-Service Dealership/ Mercedes
West	AC/ Mixed Industrial and Commercial (MIC)	Automobile Paint, Body and Repair Shop/ Nonconforming Single-Family Residencies

The adjacent zoning districts are compatible with the AC zoning district and the proposed land use of a full-service automotive dealership. However, there are two nonconforming single-family residential properties (located in the AC zoning district) adjacent to the subject site: one is located to the west separated by Wallace Drive and the other property is abutting the west property line without a physical separator. Additional measures were included in the development proposal to buffer the potential negative effects of the proposed loading area adjacent to the nonconforming single-family residential property. In addition, the proposed redevelopment is not changing the land use of the property. The subject property has been utilized as a full-service automotive dealership for over three decades as indicated in the background section of this report.

Comprehensive Plan Policies: A review of the goals, objectives and policies of the adopted Comprehensive Plan was conducted, and the following applicable objectives or policies were noted.

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.

There are no unique conditions in terms of soil, topography or physical considerations to the land that would be negatively impacted by its redevelopment. The adjacent zoning districts are compatible with the AC zoning designation of the property. As stated above, additional measures were included with the proposal to buffer the potential negative effects of the proposed loading area adjacent to the nonconforming single-family residential property (located in the AC zoning district). The proposed redevelopment is not changing the existing land use of the property and can be considered compatible in size and intensity as the existing, established full-service automotive dealership (Chevrolet). Policy A-2.4, controls which areas are not allowed for the location or expansion of automotive dealerships. The proposed site is not within the applicable areas. This policy also indicates location which shall be directed for the use of that automotive dealerships which includes the north side of Linton Blvd, between 1-95 and SW 10th Avenue, and Wallace Drive is

Future Land Use Element Objective A-2: To reduce, and eventually eliminate, uses which are inconsistent with predominant adjacent land uses, and to insure compatibility of future development.

Policy A-2, controls the permitted areas for the location or expansion of automotive dealerships. The proposed site is not located within these restricted areas. This policy also indicates locations that shall be directed for the development of automotive dealerships; The subject site, located on the north side of Linton Blvd, between 1-95 and SW 10th Avenue, and Wallace Drive, is listed as a location that shall be directed to accommodate automotive dealerships.

Review by Others:

The development proposal is not in a geographic area requiring review by the Pineapple Grove Main Street (PGMS), West Atlantic Redevelopment Coalition (WARC), Historic Preservation Board (HPB), Downtown Development Authority (DDA) or the Community Redevelopment Agency (CRA). Formal public notice is not required as there is no information on neighborhood associations nearby that have requested to receive development application notices. Any letters of objection and/or support for this project received subsequent to publication of this report will be presented at the board meeting.



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 will be provided by an existing 10" watermain existing on site.
- Sewer service will be provided by an existing 8" line existing on site.

Pursuant to the 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: A traffic study has been submitted that indicates that the new full-service automotive dealership will generate 783 new net daily trips, an increase of 47 net AM peak hour trips and an increase of 64 net PM peak hour trips. A letter from the Palm Beach County Traffic Division indicating that the project meets the Traffic Performance Standards of Palm Beach County is required prior to certification.

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

Solid Waste: The proposed 59,214 automobile dealership will generate 272 tons of solid waste per year. The Solid Waste Authority has indicated that its facilities have sufficient capacity to accommodate all development proposals until 2047.

Drainage: Drainage will be accommodated on site via an existing retention area and new and existing exfiltration trenches.



APPENDIX "B" - STANDARDS FOR SITE PLAN ACTIONS Sec. 3.2.3 (A) through (J)

- 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
☐ 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
☐ 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
☐ 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
☐ 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
☐ 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
☐ 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
☐ 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
 - ☐ 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
 - ☐ 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
 - ☐ Meets intent of standard
 - ☐ Does not meet intent