



# DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING

100 NW 1<sup>ST</sup> AVENUE, DELRAY BEACH, FLORIDA 33444  
PLANNING & ZONING DIVISION: (561) 243-7040 • BUILDING DIVISION: (561) 243-7200

## SITE PLAN REVIEW AND APPEARANCE BOARD

Meeting: January 13, 2021 | File No: 2020-183-SPF-SPR-CL5 | Application Name: The George

### General Data:

**Applicant:** 3 Sister Realty LLC.

**Agent:** Richard Jones Architecture

**Location:** 655 George Bush Blvd

**PCN:** 12-43-46-09-16-002-0100

**Property Size:** 0.32 acres

**FLUM:** General Commercial (GC)

**Zoning:** General Commercial (GC)

### Adjacent Zoning:

- **North:** Medium Density Residential (RM)
- **East:** (GC)
- **South:** Central Business District (CBD)  
Commercial Core
- **West:** (GC)

**Existing Land Use:** Vacant Lot

**Proposed Land Use:** Mixed-Use Office/Residential building

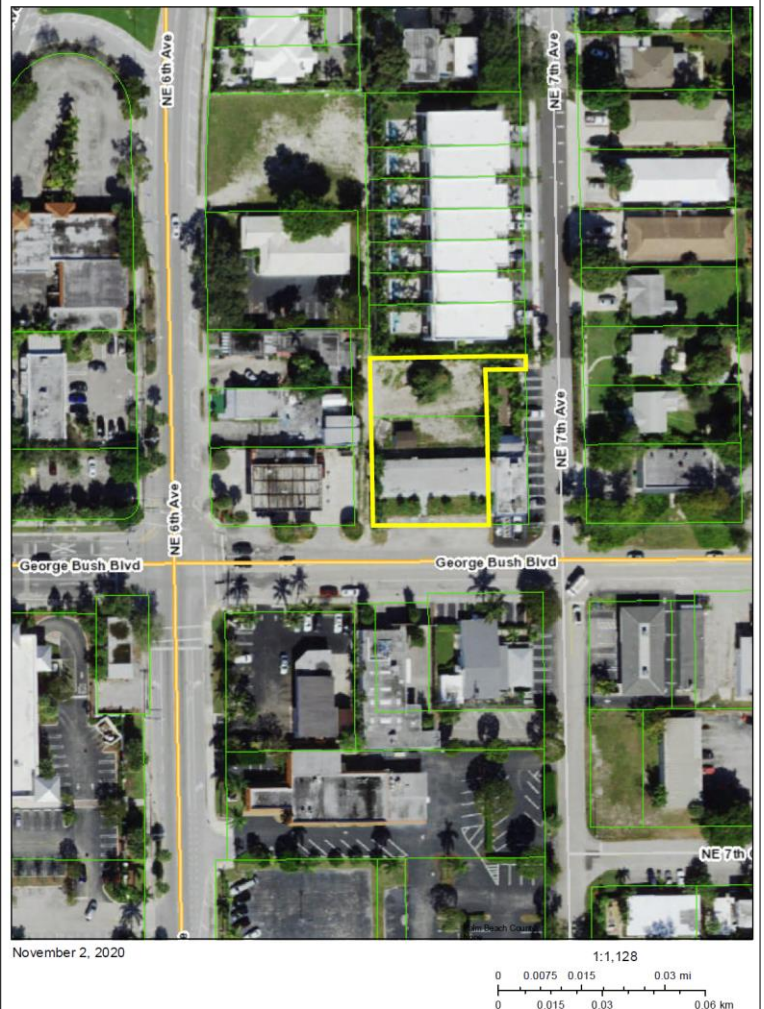
**Proposed Floor Area Ratio:** 1.04

### Item before the Board:

The action before the Board is for the approval of a Class V Site Plan application for The George pursuant to LDR Section 2.4.5 (F)(3), including the following:

- ☐ Site Plan
- ☐ Landscape Plan
- ☐ Architectural Plan

Location Map



### Optional Board Motions for Action Items:

1. **Move to continue** with direction
2. **Move approval** of the Class V (2020-183) Site Plan, Landscape Plan, and Architectural Elevations for The George located at 655 George Bush Boulevard as amended, by finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in the Land Development Regulations.
3. **Move denial** of the Class V (2020-183) Site Plan, Landscape Plan, and Architectural Elevations for The George located at 655 George Bush Boulevard, by finding that the request is inconsistent with the Comprehensive Plan and does not meet the criteria set forth in the Land Development Regulations.

#### Project Planner:

Kent Walia, AICP, Senior Planner;  
[waliak@mydelraybeach.com](mailto:waliak@mydelraybeach.com)  
561-243-7365

#### Review Dates:

SPRAB Board:  
January 13, 2021

#### Attachments

1. Site Plans
2. Landscape Plans
3. Architecture Plans

**Technical Notes:**

1. Prior to building permit issuance, provide a recorded 4' right-of-way alley dedication.
2. Prior to the certificate of occupancy, the property owner shall be responsible for paving the 20' wide alleyway adjacent to the subject site with a permit in accordance with City standards.
3. Relocate the electric pole in the alley prior to paving the alleyway prior to the certificate of occupancy.
4. Provide a recorded plat exemption combining the parcels prior to building permit of issuance.
5. Provide light fixture details with images prior to site plan certification.
6. At the time of building permit, provide a section detail for the pervious concrete for the paving of the alleyway.
7. Provide the Palm Beach County School concurrency letter prior to building permit issuance.

**Summary:**

The proposed Class V Site Plan application is associated with the construction of an 18,387 gross square foot, four-story mixed-use residential/office building located at 655 George Bush Blvd. The ground floor consists of a 485 sq. ft. office space, mechanical rooms, and a covered parking area. The second floor will consist of three office spaces. The third and fourth stories will consist of three two-story residential apartment units. The site includes paving, landscaping, lighting, and surface parking. The off-site improvements will include the paving of a 20' wide alleyway perpendicular to the property, with site lighting.

**Background:**

The following is a list of events relating to the property:

- Palm Beach County Property Appraiser (Property Appraiser) records indicate that the site contained a 7-unit motel one-story hotel since 1977 (f.k.a. Beachway Motel).
- On January 8, 2020, permit 20-187379 was issued demolishing the hotel structure, leaving the site vacant.
- On December 8, 2020, the City Commission approved resolution #182-20 granting a waiver from LDR Section 4.4.9 (B)(5), to allow a minimum of three percent commercial space on the ground floor; and allow commercial and residential uses to share common accessways.

**Site Plan 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.

Pursuant to LDR Section 4.4.9 (A) **Purpose and Intent**, *The General Commercial (GC) District provides basic regulations for small parcels which are best suited for general retail and office uses. In addition, this district has provisions in the Four Corners Overlay District which encourages mixed use development that may include retail, office, and multi-family uses. The GC designation is applied to small parcels, most of which are developed, where adherence to standard regulations is most appropriate. The GC designation is to be applied primarily along arterial and collector streets. Uses may be conducted singularly or in combination within the same structure.*

- The proposed development complies with the purpose and intent of LDR Section 4.4.9 (B)(5), in providing an office/residential mixed-use building which is considered a principal permitted use in the GC zoning district.

Pursuant to LDR Section 4.4.9 (B)(5) **Dwelling units in the same structure as commercial uses** *provided that: commercial uses must be provided on the ground floor; commercial uses on the ground floor must occupy no less than 25 percent of the total structure excluding square footage devoted to vehicular use; residential uses are not located on the ground level; residential uses and non-residential uses are physically separated and have separate accessways; and the residential density does not exceed 12 units per acre, except the Four Corners District which may have a free standing residential building as part of a multi-building unified master plan or the residential component may be a part of a single mixed use building.*

- A waiver from the above referenced LDR section was approved by the City Commission on December 8, 2020. The development is providing 3% of the required commercial space on the ground floor, and the other 22% percent on the 2<sup>nd</sup> floor. The justification statement provided for the waiver indicates that due to the size of the lot the building was designed over the parking spaces in order to provide adequate area for the 20 required parking spaces and open space. The residential apartment units being proposed will occupy the 3<sup>rd</sup>



and 4<sup>th</sup> floors. The plans show two stairwells and one elevator shaft which are equally accessible by both the residential and commercial spaces. The justification statement indicates that security and video surveillance will be provided throughout the site, and keypads and keycards would be required for stair and elevator access to the 3<sup>rd</sup> floor.

#### Base District Requirements:

The following matrix compares the project design to the minimum and maximum development standards for the GC zoning district set forth in LDR Sections 4.3.4 (H)(6)(a), 4.3.4 (K), and 4.4.9 (F):

**Development Standards Matrix**

<u>Zoning</u> <b>General Commercial (GC) District</b>	<b>Required / Allowed</b>	<b>Provided</b>
Lot Frontage (Min.)	0'	94.15' (Post dedication)
Lot Area (Min.)	0'	14,250 sq. ft.
Open Space (Min.)	25%	25.6%
Height (Max.)	48'	48'
Special Building Setback (from the centerline of George Bush Blvd) 4.3.4 (H)(6)(a)	50'	50'
Setbacks (Min.):		
Front (South)	10'	17'
Side Street – Alley (West)	10'	10'-2¾"
Side Interior (East)	0'	0'
Rear (North)	10'	55'-0¼"

#### Special Landscape Setbacks:

Pursuant to LDR Section 4.4.9 (H)(1), *The first ten feet of the front yard setback which is adjacent to a right-of-way shall be a landscaped area... Within the required front landscape area, no paving shall be allowed except for driveways and walkways which shall be generally perpendicular to the property line.*

- The plans provided show a 10' landscape setback in the front of the property adjacent to George Bush Blvd. The landscape plans show that within the setback there will be sod, shrubs, and Palm trees.

#### Supplemental District Regulations:

Pursuant to LDR Section 4.6.4 (A)(2)(a), **Commercial zoning adjacent to residential zoning with a 35-foot height limitation**, *Where the rear or side of commercially zoned property directly abuts residentially zoned property without any division or separation between them, such as a street, alley, railroad, waterway, park, or other public open space, the commercially zoned property shall provide a ten-foot building setback from the property line located adjacent to the residentially zoned property. In addition, either a solid finished masonry wall six feet in height, or a continuous hedge at least four and one-half feet in height at the time of installation, shall be located inside and adjacent to the portion of the boundary line of the commercially zoned property which directly abuts the residentially zoned property.*

- The subject site zoned GC and abuts RM zoned residential properties to the north. The plans provided show a 52'-0¼" rear building setback adjacent to the RM zoned properties, which exceed the 10' minimum. The landscape plans show that continuous row of Small Leaf Clusia hedges to be installed at 4-1/2' in height at time of planting, within a 5' wide landscape buffer containing East Palatka Holly trees, Washington Palm Trees, and sod.

#### Lighting:

Pursuant to LDR Section 4.6.8 (A), the following demonstrates compliance with the applicable lighting regulations:

<b>Outdoor Lighting</b>	<b>Maximum/Minimum Illumination Foot Candles (fc) Required</b>	<b>Provided</b>
Building Entrance	10.0 (fc) max / 1.0 (fc) min	3.2 (fc) max / 1.3 (fc) min
Surface Parking	12.0 (fc) max / 1.0 (fc) min	3.0 (fc) max / 1.0 (fc) min
Covered Parking	10.0 (fc) max / 1.0 (fc) min	6.8 (fc) max / 3.7 (fc) min
Stairway lighting	5.0 (fc) max / 2.0 (fc) min	24.2 (fc) max / 12.5 (fc) min*
Perimeter Exterior Lighting	0.25 (fc) max at property line	2.7 (fc) max at property line**



## SITE PLAN REVIEW AND APPEARANCE BOARD STAFF REPORT

\* The plans provided show higher than the maximum allowable foot-candle values in accordance with the Florida Fire Prevention Code 14.12.1.3 for illumination of means of egress, which are allowed to exceed the minimum requirements in the LDR when demonstrated in accordance with LDR Section 4.6.8 (B)(1) and LDR Section 6.1.5.

\*\* The photometric plan includes increased foot-candle values on the west side of the property in order to illuminate the alleyway which is required in accordance with City's streetlight requirements per LDR Section 4.6.8 (C). The photometric will be further reviewed by the city engineer during permitting.

- The photometric plans provided show light fixtures at a height of 15' above grade which comply with LDR Section 4.6.8 (A)(1). The architect has indicated in their response comments that all the light fixtures will be full cut off luminaires.

### **Off-Street Parking Requirements:**

The following table demonstrates the site plan's compliance with the parking requirements listed in LDR Section 4.6.9 (C)(2)(c) Multiple family structures, and 4.6.9 (C)(4)(a) Business and professional offices:

Use	Formula	Required	Provided
Business Office	4 spaces / 1,000 sq. ft net floor area > 3,000 sq. ft. plus 3.5 spaces / 1,000 sq. ft net floor area < 3,000 sq. ft.	4/1000 sf x 3,000 sf = 12 spaces 3.5/1000 sf x 757 = 2.65 spaces	-
Multi-Family Apartments	2.0 spaces per unit + 0.5 per unit guest spaces	2x3 units=6 3 units x0.5 = 1.5	-
<b>Total</b>		<b>22 Spaces</b>	<b>20 spaces*</b>

\* Pursuant to LDR Section 4.6.9 (C)(8) When a building or combination of buildings on a unified site or sites contains a mix of uses the minimum total number of required parking spaces shall be determined by the following method. For mixed use developments utilizing the shared parking calculations table, which contain both residential and non-residential uses, a minimum of one parking space shall be reserved for each residential unit.

<b>Shared Parking Calculations Table</b> Use for multiple use projects											
Use	Required	Weekday						Weekend			
		Night		Day		Evening		Day		Evening	
		Midnight to 6 AM		9 AM to 4 PM		6 PM to Midnight		9 AM to 4 PM		6 PM to Midnight	
Residential	4.5	100%	4.5	60%	2.7	90%	4.05	80%	3.6	90%	4.05
Office	14.65	5%	0.7325	100%	14.65	10%	1.465	10%	1.465	5%	0.7325
Commercial/Retail		5%	0	70%	0	90%	0	100%	0	70%	0
Hotel		80%	0	80%	0	100%	0	80%	0	100%	0
Restaurant		10%	0	50%	0	100%	0	50%	0	100%	0
Entertainment/Recreational (theatres, bowling alleys, etc)		10%	0	40%	0	100%	0	80%	0	100%	0
Reserved Parking	3	100%	3	100%	3	100%	3	100%	3	100%	3
Other		100%	0	100%	0	100%	0	100%	0	100%	0
<b>TOTALS</b>	<b>22</b>		<b>8</b>		<b>20</b>		<b>9</b>		<b>8</b>		<b>8</b>

- The plans provided show that project is providing the 20 parking spaces required when utilizing the Shared Parking Calculations Table in accordance with LDR Section 4.6.9 (C)(8). Of the spaces provided 4 will be 10'x18' (standard), 8 will be 9'x18' (standard), 2 will be 12'x18' (Handicap), and 6 will be 8'x16' (compact). The 6 compact spaces equate to 30% of the parking spaces required in accordance with LDR Section 4.6.9 (C)(1)(g). Lastly, the site plans show that 3 parking spaces will be labeled "reserved" exclusive for the apartment units in accordance with LDR Section 4.6.8(C)(8)(a).



**Maneuvering Area, aisle width, and space width:**

Pursuant to LDR Section 4.6.9 (D)(4)(d), **Standard Aisle Width.** *The standard aisle width is 24 feet for normal traffic flow with perpendicular parking. Exceptions may be made at the time of site plan approval in order to accommodate pickup or drop-off areas. The width of aisles associated with diagonal parking is per Subsection (4)(e). Two-way traffic flow must be used when perpendicular parking spaces are used. The minimum aisle width for two-way traffic flow is twenty feet but this dimension can only be used for short distances where there are no parking spaces entering therein.*

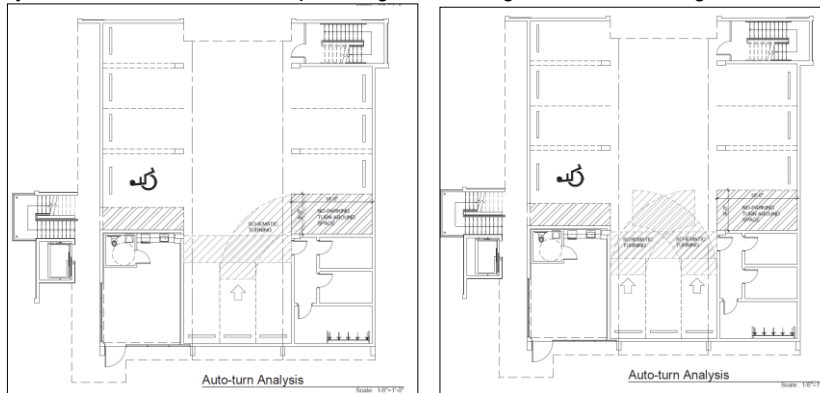
- Sheet SP-1 shows a 22' wide drive two-way aisle entering the property increasing to a 24' wide drive aisle adjacent to the 90° interior parking spaces in accordance with the LDR section.

Pursuant to LDR Section 4.6.9 (D)(2)(b), *when the parking is adjacent to an alley and the parking space and alley have a combined minimum depth of 42 feet and a minimum width of ten feet and the location of parked vehicles does not impair sight distance of pedestrians or vehicles utilizing the alley.*

- Sheet SP-1 shows 5 parking spaces provided adjacent to a proposed 20' wide improved alleyway. The plans show that the spaces and the alleyways will have a combined depth of 42', and the spaces will be at least 10' wide in compliance with the LDR section.

Pursuant to LDR Section (D)(4)(c), **Dead-end Parking Bays** *are discouraged, but when site conditions dictate that there be dead-end parking bays, they shall be designed so that there is a 24 feet wide by six feet deep maneuvering area at the end of the bay. This maneuvering area shall not encroach upon required landscape areas.*

- Sheet SP-1 shows three compact spaces within the covered parking area. The plans show that the spaces will have two striped backout areas: (1) 6'x24' and (1) 9'-4"x18'. The plans include signed and sealed auto-turn analysis that demonstrate adequate ingress and egress maneuvering of the dead-end parking spaces.



Pursuant to LDR Section 4.6.9 (D)(3)(c), **Stacking Distance,** *provisions must be made for stacking and transition of incoming traffic from a public street, such that traffic may not back up into the public street system. The minimum distance between a right-of-way and the first parking space or aisleway in a parking lot with 50 or fewer spaces along Non-Local roads shall be at least 20'.*

- The plans provide measure approximately 29.74' of stacking distance from George Bush Blvd to the first parking space. Since the alleyway provided will only serve as access to the development, the distance provided will allow for adequate stacking of vehicles in the alleyway in compliance with the LDR section.

**Sight Line Visibility:**

Pursuant to LDR Section 4.6.14 (B)(1), **Driveway intersecting street or alley.** *The area on both sides of a driveway formed by the intersection of a driveway and a street or alley with a length of ten feet along the driveway, a length of ten feet along the street or alley right-of-way and the third side being a line connecting the ends of the other two lines.*

- The plans provided show two 10'x10' sight line visibility triangles on each side of the driveway entrance intersecting the alleyway in accordance with LDR section.

Pursuant to LDR Section 4.6.14 (B)(2), **Alley intersecting street,** *the area formed by the intersection of an alley and a street with a length of ten feet along the alley right-of-way, a length of 20 feet along the street right-of-way, and the third side being a line connecting the ends of the other two lines.*



- The plans provided show a 10'x20' sight line visibility triangle where the alley intersects the George Bush Blvd right-of-way (City Collector) in accordance with LDR section.

**Dedications and Improvement requirements:**

Pursuant to LDR Section 5.3.1 (A)(1), **Dedications.** *Streets, public or private, shall be shown on all subdivision plats as tracts dedicated for such purposes. When development occurs absent platting, such streets may be provided for through easements (private property) or dedication of right-of-way by deed (public property).*

- The plans provided show an existing 16' unimproved alleyway adjacent to the site. The plans show that the alley will be used as the primary entrance to the site. In accordance with LDR Section 5.3.1 (D)(2), alleyways are required to a minimum of 20' wide. As a result, the plans provided show a 4' alleyway dedication on the west side of the property which will contribute to the creation of the 20' wide alleyway. A note has been added to this report requiring a recorded 4' alleyway dedication prior to building permit issuance.

Pursuant to LDR Section 6.1.2 (A)(2), **Improvement obligations.** *When the street or alley is located on a boundary of the project, the project is responsible for providing one-half of the current costs (in cash funds) of such improvements along its property line unless the project requires greater participation...*

- The plans provided show the 20' wide alleyway paved with concrete adjacent to subject site on the west from the south property line to the north property. A note has been added to this report requiring the property owner to pave the alleyway in accordance with the City's standards with a permit prior to certificate of occupancy.

**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 LDR 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 landscape plans have been reviewed for compliance with LDR Section 4.6.16 by the Senior Landscape Planner. Sheet L-1 shows one existing Seagrape tree with a Diameter at Breast Height (DBH) of 20" will be removed. Sheet L-2 shows that the proposed development will provide adequate plant material to comply with minimum landscape regulations for new multiple-family, commercial developments in accordance with LDR Section 4.6.16 (H)(3). The new trees provided will mitigate the tree that is being removed. The data table provided on the sheet shows that the project provides more than required: shrubs and ground covers, native vegetation, interior landscape area, perimeter trees, and native trees. The trees, shrubs, and grasses proposed provide a variety of native and Florida Friendly species.

**Architecture Elevations:**

- 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 or Historic Preservation Board, in the review of plans for building permits.*
  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.*
    - The building design is compatible with the neighborhood and will increase the overall aesthetic design of the community. Furthermore, the size and scale of the proposed building are in accordance with the GC zoning district.
  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.*
    - The proposed The George building will provide an aesthetic improvement to the neighborhood, infilling a currently vacant site. The mixed-use residential/office building will provide a transitional use from commercial to residential, which should increase surrounding values.
  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 project is compatible in scale, density, and zoning of the properties adjacent to the site.



Furthermore, the project complies with the goals, objectives, and policies (GOP) listed in the comprehensive plan. Specifically, the project furthers the GOP of the comprehensive plan by adding to a variety of uses along the corridor, providing additional rental housing and workspace in the area, and contributing to the vitality and economic growth of the community.

Pursuant to LDR section 4.6.18(B)(2), *buildings or structures located along strips of land or on single sites, and not a part of a unified multi-building complex, shall strive to achieve visual harmony with the surroundings. If they are built in undeveloped areas, the three primary requirements shall be met: express honest design construction, show proper design concepts, and be appropriate to the City.*

- The proposed design expresses visual harmony with the surrounding developments and expresses honest design construction, shows proper design concepts, and is appropriate for the area. The George is a masonry modern contemporary designed building. The façade includes bronze aluminum cladding, brown stucco accents, white base wall texture, and gray accentuations at the front eyebrows and balconies. The building includes aluminum balcony and stair railings. The plans show that the fourth-floor residential units will have a white sail cloth roof (canopy) that will shade the balcony which would provide a tranquil aesthetic.

The building demonstrates honest design construction in providing adequate open spaces for landscaping, covering a portion of surface parking spaces which would reduce the heat island index, LED lighting which would reduce energy consumption, and native and Florida Friendly landscaping which require reduce irrigation once established.

The building is appropriate to the City in providing a transition between the surrounding commercial and residential uses, by providing live-work space. The previous building which has been demolished was a old one-story dilapidated motel, the proposed modern design building would improve the aesthetics in the neighborhood. It is important to note that as designed, the building has a rear setback of 52'-0 $\frac{1}{4}$ " whereas only 10' is required, which provides an increased separation from the residential properties to the north.

Below are a couple of images of the surrounding architecture:



#### **Required Findings:**

Pursuant to section 3.1.1 **Required Findings**, *prior to the approval of development applications, certain findings must be made in a form which is part of the official record. This may be achieved through information on the application, 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:*

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

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

- As mentioned, the subject property has a FLUM designation of General Commercial (GC) and a Zoning map designation of General Commercial (GC). The FLUM designation is consistent with the zoning designation. In accordance with LDR Section 4.4.9 (B)(5), dwelling units in the same structure as commercial uses are allowed in the GC zoning district.





### Section 3.1.1 (B) – Concurrence:

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

- The Concurrence items and analysis are located in Appendix “A.”

### Section 3.1.1 (C) – 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.*

- The analysis regarding consistency is located in Appendix “B”.

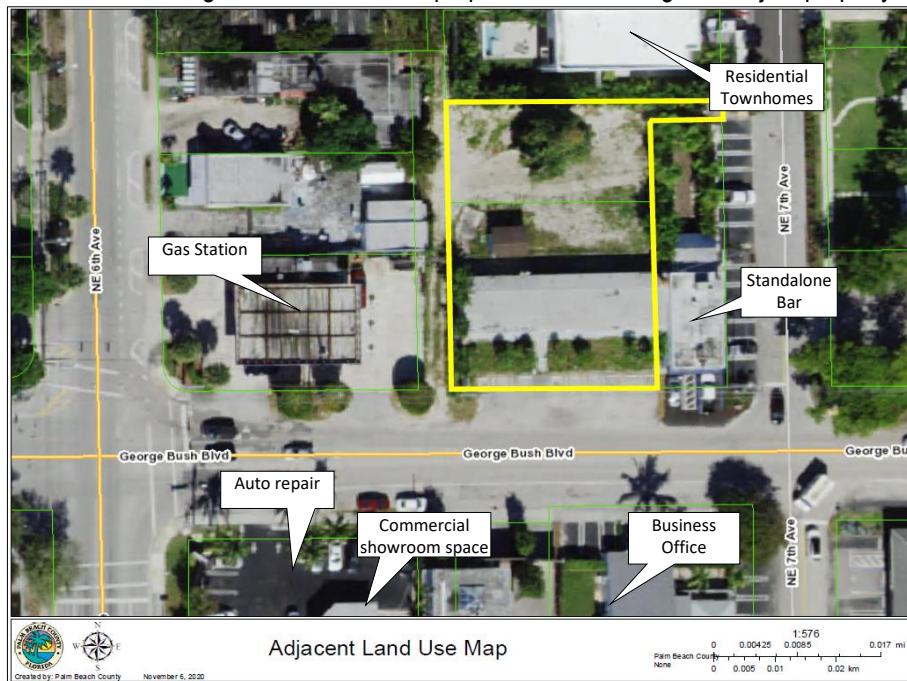
### Section 3.1.1 (D) – Compliance with the LDRs:

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

- See the Site Plan Analysis section of this report.

### Adjacent Land Uses:

Pursuant to LDR Section 2.4.5(F)(5), **Adjacent land use designations**, “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 diagram and table indicates the zoning and land use of the properties surrounding the subject property:



	Zoning	Future Land Use (FLUM)	Current Use
North	Medium Density Multiple Family Residential (RM)	Medium Density (5-12 du/ac)	Townhome Development
East	General Commercial (GC)	General Commercial (GC)	Gas Station
South	Central Business District (CBD)	Commercial Core (CC)	Commercial Office/Warehouse
West	General Commercial (GC)	General Commercial	Standalone Bar

The subject site located in the GC zoning district is adjacent to GC, CBD, and RM zoned properties. The proposed residential/office mixed-use building will be appropriate for area because it provides a transition from the commercial use properties on the east, west and south to the residential townhome properties on the north.



**Comprehensive Plan Policies:**

A review of the objectives and policies of the adopted “Always Delray” Comprehensive Plan was conducted, and the following applicable objectives or policies were noted.

**Neighborhoods, Districts, and Corridors Element**

*Policy NDC 1.1.14. Continue to require that property be developed or redeveloped or accommodated, in a manner so that the use, intensity and density are appropriate in terms of soil, topographic, and other applicable physical considerations; encourage affordable goods and services; are complementary to and compatible with adjacent land uses; and fulfill remaining land use needs.*

- The proposed mixed-use development furthers the intent of the comprehensive plan policy. The proposed building has a FAR of 1.04 which is less than the maximum 3.0 allowed for the GC zoning district per Table NDC-1. The development of the property will not negatively affect the environmental impacts to the area. The project does not propose any substantial topographic or soil changes to the property. If built the mixed-use development will increase the availability of rental and commercial space in the area. The project is compatible with the adjacent land uses and provides a transition.

*Policy NDC 1.3.9 Allow a maximum floor area ratio of 3.0 and a maximum standard density of 12 dwelling units per acre with a revitalization/incentive density of 12-30 dwelling units per acre in the General Commercial land use designation to accommodate general commercial uses such as retail, office, commercial services, and mixed use developments with limited residential development opportunities.*

- The proposed development provides a 1.04 FAR less than the maximum 3.0 allowed. The FAR includes both the residential and commercial square footages. The three residential units provided were calculated using the maximum 12 dwelling units per acre ( $12 \text{ du/ac} \times 0.34 \text{ acres} = 3.84 = 3 \text{ units}$ ). The development complies with the policy in providing commercial offices and residential units.

*Policy NDC 3.4.2. Use the development review process to determine development, redevelopment, and adaptive reuse is consistent with and complementary to adjacent development, regardless of the implementing zoning designations for each land use designation (See Table NDC-1).*

- The proposed development is compatible with the adjacent residential and commercial land uses. The project has a lower intensity than what is allowed in the LDR, has increased setbacks, and has an overall comparable aesthetic. The GC zoning district requires increased buffering adjacent to residential zoning districts. The project proposes a 5' landscape buffer along the west and south sides of the property with a continuous row of landscaping in accordance with LDR Section 4.6.4 (A)(2)(a) screening the property from the adjacent residential homes.

*Pursuant to LDR Section 3.2.3 (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 (Separation of Transportation Modes) and D-2 (Accommodating Bicycles) of the Transportation Element.*

- The project does not provide any internal bike trails, external bike lanes or complete streets. The project does provide bike racks, internal pedestrian connections, and is within walking distance of bus stops along US-1, which provide a variety of transportation options. The project also complies with Policy MBL 2.5.2 in provide sidewalk and stripped paths from publicly accessible openings of the building to sidewalks and bus stops in the ROW.

**Review by Others:****Utility Providers:**

Pursuant LDR section to 2.4.2 (C)(2)(a), Utility providers for gas, electricity, telephone, cable television, etc. shall be notified of the submission of a site plan or plat.

- Florida Power and Light (FPL) has indicated that an easement may be required, dependent on if they want overhead or underground service. American Telephone & Telegraph (AT&T) indicated that the proposed development will affect existing utility service and will require an extension of existing utility service. Comcast and Florida Public Utilities Company (FPUC) provided no additional comments.



**Courtesy Notices:**

Pursuant to 2.4.2 (C)(3), courtesy notices have been provided to the following homeowner associations, which have requested notice of developments in their areas:

- Palm Trail Neighborhood Association
- La Hacienda

Letters of objection or support, if any, will be presented at the Site Plan Review and Appearance Board (SPRAB) 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:**

- Sheet 1 of 7 shows a proposed lateral connection to an existing 6” water line along George Bush Blvd.
- Sheet 1 of 7 shows a proposed lateral connection to an existing 8” sanitary sewer main from the alleyway.

**Drainage:**

- The drainage calculations provided for the project were prepared by “EnviroDesign Associates Inc”. The calculations demonstrate that the drainage system was designed to meet to City’s engineering standards for rainstorms of maximum intensity based on a ten-year interval, and one-day run-off volume.

**Streets and Traffic:**

A traffic study was provided that indicates that the proposed development will generate a net of 77 external daily trips, which would result in 32 trip increase from the previous motel use of the site. The Palm Beach County Traffic Division reviewed the study for concurrency and determined that the project complies the Traffic Performance Standards (TPS) of Palm Beach County.

**Solid Waste:**

Proposed Demand:

Residential dwelling units:  $6,325 \text{ gsf} \times 0.8\text{lbs} = 5,606 / 2,000 = 2.53 \text{ tons per year}$

Office Space:  $3,757 \text{ gsf} \times 5.4\text{lbs} = 20,287.8 / 2,000 = 10.14 \text{ tons per year}$

**Tonnage per year = 12.67 tons**

The proposed development will add approximately 12.67 tons of waste per year to the current demand. The Solid Waste Authority has indicated that its facilities have sufficient capacity to handle all development proposals until the year 2048.

**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. All development shall provide pedestrian, bicycle, and vehicular interconnections to adjacent properties, where possible, and include accessible routes from the entry points of publicly-accessible buildings to the sidewalk network in accordance with the Americans with Disabilities Act (ADA).

- ☐ Not applicable  
☒ Meets intent of standard  
☐ Does not meet intent



- C. Open space enhancements and recreational amenities shall be provided to meet Objective OPR 1.4 and other requirements of the Goals, Objectives, and Policies, as applicable, of both the Open Space, Parks, and Recreation Element and Conservation Element.
- ☒ Not applicable  
☐ Meets intent of standard  
☐ Does not meet intent
- D. Any proposed street widening or modification to traffic circulation shall be evaluated by the City, and if found to have a detrimental impact upon or result in the degradation of an existing neighborhood, the request shall be modified or denied.
- ☐ Not applicable  
☒ Meets intent of standard  
☐ Does not meet intent
- E. Remaining infill lots within the Coastal High Hazard Area of the Coastal Planning Area shall be developed using zoning which is identical or similar to the zoning of adjacent properties or that results in less intense development.
- ☒ Not applicable  
☐ Meets intent of standard  
☐ Does not meet intent
- F. Property shall be developed or redeveloped in a manner so that the use, intensity, and density are appropriate in terms of soil, topographic, and other applicable physical considerations; encourage affordable goods and services; are complementary to and compatible with adjacent land uses; and fulfill 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. Consideration shall be given to the effect a development will have on the safety, livability, and stability of surrounding neighborhoods and residential areas. Factors such as but not limited to, noise, odors, dust, and traffic volumes and circulation patterns shall be reviewed and if found to result in a degradation of the surrounding areas, 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, teens, and adults 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

K. Development shall not exceed the maximum limits established in the Table NDC-1, Land Use Designations: Density, Intensity, and Implementing Zoning Districts, of the Neighborhoods, Districts, and Corridors Element or specific standards established in the zoning districts that limit density (dwelling units per acre) or intensity (floor area ratio) and must adhere to whichever limit is lower. Development in areas included in density or incentive programs (i.e. workforce housing programs specified in Article 4.7-Family/Workforce Housing) may exceed the Standard density limit, up to the specified Revitalization/Incentive density established for the program; development in all other areas shall not exceed the Standard density.

- ☐ Not applicable
- ☒ Meets intent of standard
- ☐ Does not meet intent