



# 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: 1/13/2021 | File No: 2020-253-SPF-SPR-CL5 | Application Name: Frederick Isles Townhomes

### General Data:

**Applicant:** Miles Rich, Frederick Isles, LLC

**Location:** East of South Federal Highway, west of Florida Boulevard and north of La Mat Avenue (2621 Frederick Boulevard)

**PCN:** 12-43-46-28-07-035-0200

**Property Size:** 0.39 Acres

**LUM:** Transitional (TRN)

**Zoning:** Medium Density Residential (RM)

### Adjacent Zoning:

- **North:** Multiple Family Residential (RM)
- **East:** Multiple Family Residential (RM)
- **South:** Multiple Family Residential (RM)
- **West:** Automotive Commercial (AC)

**Existing Land Use:** Vacant Land

**Proposed Land Use:** Multi-Family Residential (Townhouses)

**Floor Area Ratio:** 0.69

**Dwelling Units Per Acre:** 16 du/ac

### Item before the Board:

The action before the Board is for the approval of a Class V Site Plan application for Frederick Isles Townhomes pursuant to LDR section 2.4.5 (F)(1)(a), including the following:

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



### Optional Board Motions for Action Items:

1. **Move to continue** with direction
2. **Move approval** of the Class V (2020-253) Site Plan, Landscape Plan, and Architectural Elevations for the Frederick Isles Townhomes project located at 2621 Frederick Boulevard, 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 (2020-253) Site Plan, Landscape Plan, and Architectural Elevations for the Frederick Isles Townhomes project located at 2621 Frederick 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.

### Notes:

1. Prior to building permit issuance, a plat shall be recorded subdividing the townhomes into individual lots, and dedicating the required cross access, limited access, and utility easements.
2. Prior to building permit issuance, a landscape maintenance agreement shall be recorded to maintain the proposed street trees between the sidewalk and the edge of pavement (outside the property lines).
3. Prior to building permit issuance, execute and record with Palm Beach County a covenant to ensure that one (1) dwelling unit will remain a moderate-income workforce housing unit, subject to review and approval of the Neighborhood Services division.

#### Project Planner:

Elizabeth Eassa, AICP, Senior Planner;  
[eassae@mydelraybeach.com](mailto:eassae@mydelraybeach.com)  
561-243-7325

#### Review Dates:

SPRAB Board:  
January 13, 2021

#### Attachments

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



**Summary:**

The proposed project consists of a 2-story, 6-unit townhome development with associated parking and landscaping. Of the six units, four are proposed as 2-bedroom, 2.5-bathroom units and two are proposed as 3-bedroom, 2.5-bathroom units. All six units are proposed with a 1-car garage, driveway with space to park two additional vehicles, and a patio. The project does not include any other common amenities.

**Background:**

The 0.39-acre subject site is vacant and has never been developed. It is zoned Medium Density Residential (RM) with a Land Use Map (FLUM) designation of Transitional (TRN) within an identified Infill Workforce Housing Area.

Frederick Boulevard was previously accessible from South Federal Highway via La Mat Avenue, Avenue "G" and Avenue "F". In 2018, Avenue "G" and Avenue "F" were abandoned to allow for the construction of the Delray Chevrolet car dealership. As such, the Property is now only accessible from Frederick Boulevard via La Mat Avenue.

In order to facilitate this request, the Applicant received conditional use approval from the City Commission to increase the density from a maximum of 12 du/ac to 16 du/ac (Resolution No. 179-20) on December 1, 2020.

**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.

The Property has a LUM designation of TRN, and a zoning designation of RM, which are compatible with each other. Pursuant to LDR Section 4.4.6(B)(3), multiple family structures are an allowed use in the RM zoning district with a base density of six and a maximum density of 12 du/ac. Pursuant to LDR Section 4.4.6(D)(10), additional density may be granted by conditional approval in the Infill Workforce Housing Area, subject to compliance with LDR Section 4.4.6(I) and Article 4.7.

**Standards for Specific Areas or Purposes:**

**Standards for Townhouse Developments**

As described below, the development proposal complies with the design standards for townhouse developments as outlined in LOR Sections 4.3.3(O)(4)(a) through (d):

- a) No more than two (2) townhouses may be constructed without providing a front setback of no less than four feet (4') offset front to rear.

The purpose of this requirement is to prevent a long linear appearance. The proposed development contains one single building which provides variation in the front and rear elevations as well as the roof line. The units are offset between 6'7" and 10'2" in the front and 6' in the back. Thus, the intent of the code has been met.

- b) No townhouse row shall consist of more than 8 units or a length of 200'.

The proposed townhomes consists of a row of six (6) units and is 127' 6.5" wide. Thus, the proposed development meets this code requirement.

- c) Service features, garages, parking areas, and entrances to dwelling units shall, whenever possible, be located on a side of the individual lot having access to the interior street. Walkways should be designed to connect dwelling units with each other and connect each dwelling unit with common open space.

This standard applies to large townhouse developments, and it does not apply in this situation as the proposal is an infill development the fronts of the units are oriented towards the street. A 5' sidewalk is proposed along the east side of the street, along the western property line of the project. Paved walkways are proposed from individual unit entries to the respective driveways

- d) Not less than 25% of the total area, less water bodies, shall be usable open space, either for recreational or some other suitable purpose, public or private.



The basis for this standard is to assure that larger residential developments provide adequate recreational amenities. With smaller developments, the provision of these amenities is not considered financially feasible, and the required contribution of \$500.00 per unit (park impact fee) is considered adequate. It is noted, however, that 48.2% of the site will be landscape/open space and each unit a patio in the rear yard. As there are only 6 units, it is not practical to require a tot lot or large recreational area.

**Performance Standards:**

- Pursuant to LDR Section 4.4.6 (l) **Performance Standards**, *in order to increase a project density beyond six units per acre, the approving body must make a finding that the development substantially complies with the performance standards listed in this section. It is acknowledged that some of the referenced standards below may not be entirely applicable to small, infill type residential projects. For those types of projects, the ultimate density should be based upon the attainment of those standards which are applicable, as well as the development's ability to meet or exceed other minimum code requirements.*

LDR Section	Performance Standard	Compliance
4.4.6(l)(1)(a)	Provides interior and exterior traffic circulation/traffic calming devices	N/A
4.4.6(l)(1)(b)	Provides building placement to reduce overall mass and increase the feeling of open space	N/A
4.4.6(l)(1)(c)	Provides increased landscape buffer and setback adjacent to a residential zoning district with lower density	N/A
4.4.6(l)(1)(d)	Provides varied streetscape and building design	Yes
4.4.6(l)(1)(e)	Provides a variety of unit types, sizes, and floor plans	Yes
4.4.6(l)(1)(f)	Provides preservation or enhancement of the natural area, open space or native habitat	N/A
4.4.6(l)(1)(g)	Provides a bike/ped network, and access to transit	N/A
4.4.6(l)(2)	Acknowledgment that some of the above-referenced standards may not be entirely applicable to small, infill type residential projects.	Yes
4.4.6(l)(3)	For vacant properties that are proposing a rezoning to RM with a density suffix	N/A

Pursuant to LDR Section 4.4.6 (l)(1)(a), *"The traffic circulation system is designed to control speed and reduce volumes on the interior and exterior street network. This can be accomplished through the use of traffic calming devices; street networks consisting of loops and short segments; multiple entrances and exits into the development; and similar measures that are intended to minimize through traffic and keep speeds within the development at or below 20 m.p.h."*

- As mentioned, the proposed development is a 6-unit townhome project on a 0.39-acre lot. Due to the size of the site and scope of the development, the opportunity for traffic calming devices is not feasible for this type of project. The development features individual driveways from Frederick Boulevard.

Pursuant to LDR Section 4.4.6 (l)(1)(b), *buildings are placed throughout the development in a manner that reduces the overall massing and provides a feeling of open space.*

- The aforementioned performance standard is not applicable for this project as it relates to developments with multiple buildings. The proposed development consists of one structure, subdivided into 6 individual dwelling units.

Pursuant to LDR Section 4.4.6 (l)(1)(c), *"Where immediately adjacent to residential zoning districts having a lower density, building setbacks and landscape materials along those adjacent property lines are increased beyond the required minimums in order to provide a meaningful buffer to those lower density areas. Building setbacks are increased by at least 25 percent of the required minimum; at least one tree per 30 linear feet (or fraction thereof) is provided; trees exceed the required height at time of planting by 25 percent or more; and a hedge, wall or fence is provided as a visual buffer between the properties."*

- The aforementioned performance standard is not applicable for this project as the surrounding zoning is Medium Density Residential (RM), consistent with the zoning of the subject site.

Pursuant to LDR Section 4.4.6 (l)(1)(d), *the development offers a varied streetscape and building design. For example, setbacks are staggered and offset, with varying roof heights (for multi-family buildings, the planes of the facades are offset to add interest and distinguish individual units). Building elevations incorporate diversity in window*



and door shapes and locations; features such as balconies, arches, porches, courtyards; and design elements such as shutters, window mullions, quoins, decorative tiles, etc.

- The plans provided shows varied streetscape and building designs. The building design includes recessed façade planes and a variety of different window scales and locations.

Pursuant to LDR Section 4.4.6 (I)(1)(e), *a number of different unit types, sizes and floor plans are available within the development in order to accommodate households of various ages and sizes. Multi-family housing will at a minimum have a mix of one, two and three-bedroom units with varying floor plans. Single-family housing (attached and detached) will at a minimum offer a mix of three and four-bedroom units with varying floor plans.*

- The intent of this performance standard pertains to development projects with multiple structures and is not applicable for this project. However, the proposed project does provide varying layouts and units that range from 2-bedroom floorplans to 3-bedroom floorplans.

Pursuant to LDR Section 4.4.6 (I)(1)(f), *the development is designed to preserve and enhance existing natural areas and/or water bodies. Where no such areas exist, new areas which provide open space and native habitat are created and incorporated into the project.*

- The intent of this performance standard pertains to large scale developments with multiple structures, internal roadways, drive aisles, and drainage preservation requirements with enhancements. Since the proposed project is of a small scale and not adjacent to any natural areas or bodies of water, the aforementioned performance standard is not applicable for this project.

Pursuant to LDR Section 4.4.6 (I)(1)(g), *the project provides a convenient and extensive bicycle/pedestrian network, and access to available transit.*

- The aforementioned performance standard is not applicable to this project due to the scale and location of the project. The development is not large enough to contain an extensive internal bicycle or pedestrian network. Furthermore, the project is not located along any external bicycle or bus routes. However, the project is proposing a paved sidewalk along Frederick Boulevard that will eventually connect to a city-wide grid system that would allow pedestrians external access to nearby bus stops.

Pursuant to LDR Section 4.4.6 (I)(2), *It is acknowledged that some of the above referenced standards may not be entirely applicable to small, infill type residential projects. For those types of projects, the ultimate density should be based upon the attainment of those standards which are applicable, as well as the development's ability to meet or exceed other minimum code requirements.*

- a) The proposed project is considered a small infill residential development. The aforementioned LDR Section mentions, *"the ultimate density should be based upon the attainment of those standards which are applicable."* As such, 2 of the 7 performance standards apply to this project.

Pursuant to LDR Section 4.4.6 (I)(3), *for vacant property that is proposed for rezoning to RM with a density suffix, the approving body must made a finding that the proposed density is appropriate based upon the future land use map designations of surrounding property as well as the prevailing development pattern of the surrounding area.*

- The aforementioned performance standard is not applicable to this project since the property is already zoned RM.

#### **Density Bonus Program for the Infill Workforce Housing Area:**

- LDR Section 4.7.4 specifies that *developers of property in the Infill Workforce Housing Area will earn bonus units for building workforce housing for very low, low and moderate income families, that meet the minimum standards of the aforementioned section.*
- a) The size of the bonus varies based on several factors including:
  - i. Affordability (i.e., homes affordable to very low, low, or moderate-income families)
  - ii. Home Size (i.e., workforce housing units with four or more bedrooms are awarded larger bonuses)
  - iii. Ownership versus Rental (i.e., larger bonuses are awarded for workforce housing units offered for sale to low and very-low income families and larger bonuses are awarded for ownership versus rental units.)



- b) To be eligible for bonus units, developers must meet one or more of the following criteria:
- i. A designated number of the total units are restricted to very low-income households, and/or
  - ii. A designated number of the total units are restricted to low income households, and/or
  - iii. A designated number of the units are restricted to moderate income households

The Applicant is proposing one fee simple dwelling unit available to a moderate-income household. The LDR's allow for two bonus units to be earned for each moderate dwelling unit provided. As the Applicant is proposing only one bonus unit, the proposal complies with the LDR requirements of 4.7.4. The Applicant will be required to execute and record with Palm Beach County a covenant to ensure that one (1) dwelling unit will remain a moderate-income workforce housing unit, subject to review and approval of the Neighborhood Services division.

**Base District Requirements:**

The following matrix compares the project design to the minimum and maximum development standards for the RM zoning district set forth in LDR Section 4.3.4 (K). It should be noted that as the project is located within the Infill Workforce Housing Area and is proposing a workforce housing unit, the setbacks are less than the requirements of 4.3.4(K), pursuant to Section 4.4.6(F)(3)(a).

<u>Zoning</u> <b>Medium Density Residential (RM)</b>	<b>Required / Allowed</b>	<b>Provided</b>
Lot Area (Min.)	8,000 SF	17,251 SF (0.69 acres)
Lot Width (Min.)	60 feet	150 feet
Lot Depth (Min.)	100 feet	115 feet
Lot Frontage (Min.)	60 feet	115 feet
Minimum Floor Area		
2-Bedroom Units (4 units)	900 SF	1,424 SF.
3-Bedroom Units (2 units)	1,250 SF	1,636 SF.
Maximum Lot Coverage	40%	36.75
Open Space (Min.)	25%	48.2%
Height (Max.)	35 feet	24 feet 8 inches
Setbacks (Min.):		
<b>Front/ West</b>	15 feet	25 feet
<b>Side Interior/ North</b>	10 feet	11 feet 3 inches
<b>Side Interior/ South</b>	10 feet	11 feet 3 inches
<b>Rear/ West</b>	10 feet	32 feet 3 inches
<b>Density</b>	6-12 du/ac (Max of 18 with conditional use approval)	16

**Lighting:**

- As the proposed site plan does not include any street lighting or free-standing fixtures, a photometric plan is not required.

**Off-Street Parking Requirements:**

- The following table demonstrates compliance of the proposed site plan with the parking requirements of LDR Section 4.6.9(C)(2)(c).

<b>Parking</b>	<b>Space per unit</b>	<b>Space Required</b>	<b>Spaces Provided</b>
Two or more Bedroom Unit	2.0	6 x 2.0 = 14	14
Guest Parking Spaces			
First 20 units	0.50	6 x 0.5 = 3	4
		<b>Total Required = 17</b>	<b>Total Provided = 18</b>



- The plans provided show that the project has provided the minimum required residential spaces. The project requires 17 spaces based off the requirements of LDR Section 4.6.9(C)(2)(c), and 18 have been provided. Each townhouse is designed with a 1-car garage and driveway with space to park two additional vehicles, for a total of 3 spaces per unit.

**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. Tree Disposition Plan LD-101 shows that there are no trees that need to be removed as the site is clear.

The project design includes common area around the perimeter of the site plan. Adonidia (Double) Palms line the front of the project along Frederick Boulevard. Green buttonwood, cocoplum, cat palm, clusia, ixora, live oak, mahogany, dwarf variegated schefflera and sabal palms are proposed throughout the proposed perimeter common area.

The Applicant was required to provide a landscape maintenance agreement for the proposed street trees between the sidewalk and the edge of pavement (outside the property lines).

**Architecture Elevations:**

Pursuant to LDR Section 4.6.18 (A)(2), It is required that all site development, structures, buildings, or alterations to same, show proper design concepts, express honest design construction, and be appropriate to surroundings

Pursuant to LDR Section 4.6.18 (B)(1), *Buildings or structures which are a part of a present or future group or complex shall have a unity of character and design. The relationship of forms and the use, texture, and color of materials shall be such as to create a harmonious whole. When the area involved forms an integral part of, is immediately adjacent to, or otherwise clearly affects the future of any established section of the City, the design, scale and location on the site shall enhance rather than detract from the character, value, and attractiveness of the surroundings.*

Pursuant to LDR Section 4.6.18 (E), *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.*
- 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 Frederick Isles Townhomes development includes one 2-story building, containing a total of 6 multifamily townhouse units, totaling 11,778 square feet. The elevations provide typical townhouse development with balconies, garages and window openings on both floors. The colors selected include gray, silver and white. The colors are used to accent the windows, doors, stairwells, and corners of the buildings. The elevations include stucco finishes, aluminum doors, windows and roof, aluminum and wood fascia's, and aluminum balcony railing. The windows orientation and mullion pattern selected provide a variety of shapes, sizes, and orientations to the buildings' aesthetic.

The proposed building design and scale are uniform throughout the development to internally complement each other aesthetically, thus meeting the intent of LDR Section 4.6.18 (B)(1). The plans provided show the building with offsetting increased setbacks in the front and rear of each unit demonstrating compliance with LDR Section 4.6.18 (E)(1). The Applicant states that the design was intended to complement the existing multifamily residential and townhome developments in the surrounding area of the project.

**Required Findings:**

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

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

- The Property has a LUM designation of TRN, and a zoning designation of RM, which are compatible with each other. Pursuant to LDR Section 4.4.6(B)(3), multiple family structures are an allowed use in the RM zoning district with a base density of six and a maximum density of 12 du/ac. Pursuant to LDR Section 4.4.6(D)(10), additional density may be granted by conditional approval in the Infill Workforce Housing Area, subject to compliance with LDR Section 4.4.6(I) and Article 4.7.

As the TRN land use designation allows for a standard density of 5 to 12 du/ac, the density is increased for the TRN land use designation to a range of 12 to 24 du/ac as a revitalization / incentive density. The site has been included within an area designated with an incentive density to provide workforce housing, and the project is consistent with the provisions of the land use designation. The project received conditional use approval by the City Commission on December 1, 2020 (Resolution No. 179-20).

### Section 3.1.1 (B) – Concurrency:

*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 Concurrency 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:

Adjacent Zoning, Land Use, and Use			
	Zoning Designation	Land Use	Use
<b>North</b>	Multiple Family Residential (RM)	Transitional (TRN)	Townhouse Development
<b>South</b>	Multiple Family Residential (RM)	Transitional (TRN)	Single-Family Residential
<b>East</b>	Multiple Family Residential (RM)	Transitional (TRN)	Single-Family Residential
<b>West</b>	Automotive Commercial (AC)	General Commercial (GC)	Delray Chevrolet (under construction)

The subject site is situated east of an automotive commercial district and is largely surrounded by a residential neighborhood. Staff has analyzed the surrounding area and notes that the townhouse project immediately adjacent to the north of the Project was approved at 9.64 dwelling units per acre which exceeds the base density allowed by the RM regulations. If approved, the project would have the highest density in the immediate surrounding area but is of a small scale and therefore would not cause an incompatibility to the adjacent property owners.

### 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.



## **Housing Element**

Policy HOU 5.1.1: *Encourage construction of mixed-income housing developments to avoid a concentration of affordable units in one development or neighborhood and to provide a full range of residential unit types and prices.*

Policy HOU 6.1.1: *Provide opportunities for income diversity by allowing a mix of housing types and ownership options.*

Objective HOU 6.1.4: *Implement incentives in the Land Development Regulations, such as increases in density, to establish workforce housing units within targeted areas.*

Policy HOU 6.2.8: *Protect the affordability of units at risk of losing subsidies or being converted to market rate housing and retain workforce housing options in existing neighborhoods that will allow long-term residents to age in place.*

## **Neighborhoods, Districts, and Corridors Element**

Policy NDC 1.3.13: Allow a wide range of residential and low intensity nonresidential uses for properties with a Transitional land use designation to address varied community needs, unique development patterns, and/or distinctive uses.

Policy NDC 1.3.14: Use the Transitional land use designation for properties located between two or more land use designations that allow different building scale, heights, uses, or levels of intensity to create development patterns that balance the changes in intensity relative to the specific, unique surrounding conditions.

Policy NDC 1.3.15: Allow a maximum floor area ratio of 1.0, a maximum standard density of 12 dwelling units per acre, and a revitalization/incentive density of 12-24 dwelling units per acre in the Transitional land use designation to provide a mix of uses and potential development patterns to provide an appropriate scale, height, and intensity, and other essential transitions among areas with different land uses or levels of intensity.

The Property has a Transitional land use designation and is located within the Infill Workforce Housing Area. The project proposes a density of 16 du/ac and a Floor Area Ratio of 0.69, thereby complying with the density and intensity limitations of the Transitional land use designation. The Project provides six dwelling units with a mix of two- and three-bedroom floor plans, with one unit provided as a workforce housing unit for a moderate-income household. The workforce housing unit provides an additional affordable unit available in the City where one was not previously proposed and allows for a mix of income diversity as well as housing type. The property owner will be required to execute a restrictive covenant ensuring that the workforce housing unit will be retained in perpetuity. The mix of floor plans and the addition of the workforce housing unit increases the range of residential uses within the City and provides a transition between an automotive commercial use along Federal Highway and the adjacent single-family residential neighborhood.

## **Review by Others:**

### **Utility Providers:**

Pursuant LDR Section to 2.4.2 (C)(2)(a), utility providers were notified of the site plan submission. No comments of objection were provided to date.

### **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:

- Tropic Isle
- Tropic Bay

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

## **Appendix "A" – Concurrency Findings**

Pursuant to LDR Section 3.1.1(B), Concurrency, as defined by NDC 3.1 of the Neighborhoods, Districts, and Corridors Element of the adopted Comprehensive Plan must be met and a determination made that the public facility needs, including public schools, of the requested land use and/or development application will not exceed the ability of the City and The School District of Palm Beach County to fund and provide, or to require the provision of, needed capital improvements in order to maintain the Levels of Service Standards established in CIE-2, Level of Service Standards, of the Capital Improvements Element of the adopted Comprehensive Plan of the City of Delray Beach:



- **Traffic:** The Applicant has received a Traffic Performance Standards (TPS) approval letter from Palm Beach County for 6 Low-rise Multi-Family Residential dwelling units. The proposed Project will generate 44 New Net Daily trips, 2 (1/1) New Net AM Peak Hour trips, and 3 New Net PM Peak Hour Trips. Six individual driveways are proposed to each unit that are accessed from Frederick Boulevard.
- **Schools:** The Applicant has received a School Capacity Availability Determination (SCAD) from the Palm Beach County School District (see attached SCAD form) which determined that the Project will generate one student at the elementary level, one student at the middle school level, and one student at the high school level. Based on the findings and evaluation of the proposed development, there will be negative impact on the public-school system. Therefore, if the proposed development is approved, School District staff recommends the following condition to mitigate such impact:

*In order to address the school capacity deficiency generated by this proposed development at the District Middle and High School level, the School District has recommended that the Applicant contribute a total of \$18,798 to the School District of Palm Beach County prior to the issuance of first building permit.*

This school capacity contribution is intended to supplement the required school impact fee (impact fee credit has already been applied). It is noted that this issue was raised by the Palm Beach County School District and as such the City cannot hold the Applicant responsible for purposes of building permit issuance. It will be the responsibility of the Applicant to address the issue with the School Board to ensure proper compliance with the SCAD form.

- **Water and Sewer:** The City's Water and Sewer Atlases indicate that water and sewer service will be provided to the site by 8-inch water mains located within Frederick Boulevard right-of-way.
- **Solid Waste:** 6 units x 1.99 tons = 11.94 tons/ 23,880 lbs. per year.

As the property is vacant, the proposed development will generate an additional 11.94 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.** The applicant has provided 48.12% impervious surfaces on the site to accommodate the storm water drainage.

#### 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.



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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