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perimeter), two decorative square towers (with pyramid-type clay tile roofs), decorative entrance moldings, an arched open-air waiting area, and wood and metal frame sash windows. The one-story building has concrete foundations, concrete bearing walls, wood frame and steel I beam roof framing, and concrete floors in all sections, except the Freight Room. The Freight Room is elevated on concrete piers with reinforced concrete walls and 2" wood plank flooring. The Freight Room has a low-pitched gable roof supported by I beam and wood trusses. On the north elevation of the Freight Room is a sign in stucco relief with the brown letters "Delray Florida. On the south elevation the letters "Delray Beach" are painted in brown letters directly on the stucco exterior above and between the arches. The original concrete sidewalk surrounds the south half of the building.

Immediately west of the building is a 400' trackside canopy constructed of a steel frame bolted on 10" concrete posts set in concrete foundations at 20' intervals. The canopy has a corrugated steel roof and a steel gutter surrounds most of the canopy. The canopy is in disrepair and is planned for removal. There was once a 14' extension of the canopy, set on two steel posts, that connected the main canopy to the west elevation of the Covered Waiting Area of the train station.

Original steel-wheeled baggage wagons are featured in the distance of several photographs of the train station. Recently, one of the original baggage wagons was donated to the City of Delray Beach by Joe Van Ness on behalf of his family who had acquired one of the wagons years ago. The wagon will be on display at the property upon completion.

Railway activities on the property ceased in 1995 and the property was purchased by the City of Delray Beach in 2005. Over the years, the building has been utilized by the city for storage and by the city Fire Department for training activities. Resolution 85-05 was approved by the City Commission on November 1, 2005 naming the building "The Peter L. Firehock Public Safety Training Center" in honor Peter L. Firehock who was a great leader and was honored for his hard work, loyalty, dedication and service to the City of Delray Beach. Mr. Firehock created the Delray Beach Fire Department's Dive Team and trained hundreds of Fire Fighters in Delray Beach and neighboring municipalities. Upon completion of the proposed project, the city may wish to name another facility in honor of Mr. Firehock as the use of the site will no longer be a Public Safety Training Center.

On February 25, 2020, a fire consumed the building, which was a result of arson. The fire destroyed the entire interior of the building as well as the roof, windows, and doors.

The request before the board is for approval for the demolition and reconstruction of a portion of the existing structure, renovation of the structure for adaptive reuse as offices, along with construction of new parking areas, installation of landscaping and related site improvements.

The proposed use is for offices for the City of Delray Beach Human Resources Department and its attendant employee clinic. The location primarily serves the employees of the City of Delray Beach and is not open to the general public in a traditional sense, meaning most if not all visitors to the property are employees of the City of Delray Beach.

REVIEW AND ANALYSIS

Pursuant to LDR Section 2.4.5(G), Modifications to site and development plans - Class II. Approval of a modification to a site plan (other than Class I applications), which requires no review of Performance Standards found in Section 3.1.1, but which requires action by a Board.

Pursuant to LDR Section 2.4.5(G)(5), Findings. Formal findings are not required for a Class I or II modification.

Pursuant to LDR Section 2.4.6(H)(5), prior to approval, a finding must be made that any Certificate of Appropriateness which is to be approved is consistent with Historic Preservation purposes pursuant to Objective A-4 of the Land Use Element of the Comprehensive Plan and specifically with provisions of Section 4.5.1, the Delray Beach Historic Preservation Design Guidelines, and the Secretary of the Interior's Standards for Rehabilitation.

ZONING REVIEW

LDR Section 4.4.19 – Mixed Industrial Commercial (MIC)

Pursuant to LDR Section 4.4.19(B)(3) – Principal Uses and Structures: Within the MIC zoning district, Business and Professional offices are listed as a Permitted Use.

Pursuant to LDR Section 4.3.4.(K) – **Property Development Standards**: The standards as set forth in Section 4.3.4 shall apply:

	Required/Permitted	Proposed
Lot Coverage (Max)	50%	8.6%
Setbacks		
Front (South)	25'	137'2"
Side Interior (West)	10'	9'2"
Side Street (East)	10'	55'7"
Rear (North)	10'	437'3"
Open Space (Min)	25%	53.6%

The chart above illustrates compliance with the required development standards; therefore, positive findings with these code requirements can be made.

Pursuant to LDR Section 4.6.8 – **Site Lighting** - Light control and spillage. For perimeter exterior lighting, only full cutoff luminaries will be approved. The applicant is encouraged to minimize light spillage from building and site and to reduce urban glow for the development/redevelopment proposed. Maximum allowable illumination at the property line of any adjoining parcel or public right-of-way is 0.25 horizontal and vertical foot-candles measured at six feet above grade level.

A Photometric Plan has been submitted, which complies with the site lighting regulations. A site plan technical item is added that the photometric plan be updated to provide for foot candle measurements on the west side of the structure.

Pursuant to LDR Section 4.6.9(C)(4)(b) – **Parking Requirements**: Governmental offices. Including public health and rehabilitative services, shall provide five spaces per 1,000 square feet of gross floor area.

As proposed, the parking requirements for the office building requires 33 parking spaces and 33 parking spaces have been provided. Thus, the parking requirements have been met.

Refuse Container Area

The proposed refuse area includes a concrete block dumpster enclosure with metal gates, which is situated at the north end of the parking area. The area will be screened by hedging.

Pursuant to LDR Section 4.5.1(E)(3) – **Buildings, Structures, Appurtenances and Parking**: Buildings, structures, appurtenances and parking shall only be moved, reconstructed, altered, or maintained, in accordance with this chapter, in a manner that will preserve the historical and architectural character of the building, structure, site, or district:

Appurtenances: Appurtenances include, but are not limited to, stone walls, fences, light fixtures, steps, paving, sidewalks, signs, and accessory structures.

Fences and Walls: The provisions of Section 4.6.5 shall apply, except as modified below:

- a. Chain-link fences are discouraged. When permitted, chain-link fences shall be clad in a green or black vinyl and only used in rear yards where they are not visible from a public right of way, even when screened by a hedge or other landscaping.
- b. Swimming pool fences shall be designed in a manner that integrates the layout with the lot and structures without exhibiting a utilitarian or stand-alone appearance.
- c. Fences and walls over four feet (4') shall not be allowed in front or side street setbacks.
- d. Non-historic and/or synthetic materials are discouraged, particularly when visible from a public right of way.
- e. Decorative landscape features, including but not limited to, arbors, pergolas, and trellises shall not exceed a height of eight feet (8') within the front or side street setbacks.

A 6' high chain-link fence exists, surrounding the perimeter of the property. The fence is proposed to be replaced with a vinyl coated chain-link fence, which does not comply with the code requirements as chain-link fencing is discouraged, particularly when visible from a public right-of-way.

Further, based upon the vandalism history of the property, the Police Department Technical Advisory Committee (TAC) reviewer raised concerns with the continued use of chain-link fencing with respect to Crime Prevention Through Environmental Design (CPTED) principles. The concerns are that the fence can be subject to destruction and is easy to scale (climb) leading to continued vandalism and trespassing on the property.

Staff has discussed the use of a more appropriate fencing material, such as vertical rail, aluminum picket. An added condition of approval is that the proposed fence type be consistent with the requirements of the LDRs.

Pursuant to LDR Section 4.6.18(E) - Criteria for board action on Architectural Elevations and aesthetics, 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. 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 proposal can be found to be consistent with this code section and a complete review of the elevations and aesthetics can be found in the historic analysis section of this report.

LDR SECTION 4.5.1, HISTORIC PRESERVATION, DESIGNATED DISTRICTS, SITES, AND BUILDINGS

Pursuant to LDR Section 4.5.1(E), Development Standards, all new development or exterior improvements on individually designated historic properties and/or properties located within historic districts shall, comply with the goals, objectives, and policies of the Comprehensive Plan, the Delray Beach Historic Preservation Design Guidelines, the Secretary of the Interior's Standards for Rehabilitation, and the Development Standards of this Section.

Pursuant to LDR Section 4.5.1(E)(5) - Standards and Guidelines: a historic site, building, structure, improvement, or appurtenance within a historic district shall only be altered, restored, preserved, repaired, relocated, demolished, or otherwise changed in accordance with the Secretary of the Interior's Standards for Rehabilitation, and the Delray Beach Historic Preservation Design Guidelines, as amended from time to time.

Standard 1

A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

Standard 2

The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Standard 3

Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

Standard 4

Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

Standard 5

Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

Standard 6

Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Standard 7

Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

Standard 8

Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Standard 9

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

Standard 10

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

All of the above standards except for Standard 8 are applicable to the subject project. The proposal involves demolition, reconstruction, and restoration of the existing structure in order to facilitate an adaptive reuse of the building for use as offices and the original footprint of the structure will remain. The project requires minimal change to the defining characteristics of the building, in fact the exterior of the building will be carefully restored to its original appearance. The site is currently surrounded by pavement and grass, which will be updated to current code requirements for parking, landscaping, and drainage providing for a modernized, but appropriate setting for the property. The historic character of the property will be restored as the project

involves reconstruction and restoration resulting from destruction due to fire. Many of the exterior features such as window and door surrounds will be retained for reuse in the completed project.

The proposal does not involve changes that create a false sense of historical development. On the contrary, features that were original to the structure are being introduced to ensure historical accuracy of the original use as a train station. For example, loading platforms are proposed on the east and west sides of the warehouse portion of the building, these platforms have been designed to be historically accurate to the original platforms. Originally, the platforms were utilitarian in nature, serving as an area where farmers and business owners would unload and load their goods for transport via rail. The proposed platforms will be decorative rather than operational but will help to tell the story of the train station as a place of commerce for the community.

The proposal involves the preservation, reconstruction, and restoration of distinctive features, finishes, and construction techniques that characterize the structure. For example, portions of the structure were originally built of hollow clay tile, which will remain where possible with new materials utilized to ensure compliance with the Florida Building code. The Mediterranean Revival architectural style involved detailing such as barrel tile roofing, decorative moldings and trim work, metal window grilles, arches, etc. Some of these elements still exist, facilitating the retention of such features. Where features are missing or have been destroyed, much photographic evidence exists making replication straightforward.

As a result of a fire in 2020 that partially destroyed the historic structure, the proposal involves alterations that are designed as a reconstruction and restoration project to protect the historic integrity of the structure.

Pursuant to LDR Section 4.5.1(E)(7) - Visual Compatibility Standards: new construction and all improvements to both contributing and noncontributing buildings, structures and appurtenances thereto within a designated historic district or on an individually designated property shall be visually compatible. In addition to the Zoning District Regulations, the Historic Preservation Board shall apply the visual compatibility standards provided for in this Section with regard to height, width, mass, scale, façade, openings, rhythm, material, color, texture, roof shape, direction, and other criteria set forth elsewhere in Section 4.5.1. Visual compatibility for minor and major development as referenced in Section 4.5.1(E)(2) shall be determined by utilizing criteria contained in (a)-(m) below. Visual compatibility for all development on individually designated properties outside the district shall be determined by comparison to other structures within the site.

The following criteria apply:

- a) Height:** The height of proposed buildings or modifications shall be visually compatible in comparison or relation to the height of existing structures and buildings in a historic district for all major and minor development. For major development, visual compatibility with respect to the height of residential structures, as defined by 4.5.1(E)(2)(a), shall also be determined through application of the Building Height Plane.
- b) Front Facade Proportion:** The front facade of each building or structure shall be visually compatible with and be in direct relationship to the width of the building and to the height of the front elevation of other existing structures and buildings within the subject historic district.
- c) Proportion of Openings (Windows and Doors):** The openings of any building within a historic district shall be visually compatible with the openings exemplified by prevailing historic architectural styles of similar buildings within the district. The relationship of the width of windows and doors to the height of windows and doors among buildings shall be visually compatible within the subject historic district.
- d) Rhythm of Solids to Voids:** The relationship of solids to voids of a building or structure shall be visually compatible with existing historic buildings or structures within the subject historic district for all development, with particular attention paid to the front facades.

- e) **Rhythm of Buildings on Streets:** The relationship of buildings to open space between them and adjoining buildings shall be visually compatible with the relationship between existing historic buildings or structures within the subject historic district.
- f) **Rhythm of Entrance and/or Porch Projections:** The relationship of entrances and porch projections to the sidewalks of a building shall be visually compatible with existing architectural styles of entrances and porch projections on existing historic buildings and structures within the subject historic district for all development.
- g) **Relationship of Materials, Texture, and Color:** The relationship of materials, texture, and color of the facade of a building and/or hardscaping shall be visually compatible with the predominant materials used in the historic buildings and structures within the subject historic district.
- h) **Roof Shapes:** The roof shape, including type and slope, of a building or structure shall be visually compatible with the roof shape of existing historic buildings or structures within the subject historic district. The roof shape shall be consistent with the architectural style of the building.
- i) **Walls of Continuity:** Walls, fences, evergreen landscape masses, or building facades, shall form cohesive walls of enclosure along a street to ensure visual compatibility with historic buildings or structures within the subject historic district and the structure to which it is visually related.
- j) **Scale of a Building:** The size of a building and the building mass in relation to open spaces, windows, door openings, balconies, porches, and lot size shall be visually compatible with the building size and mass of historic buildings and structures within a historic district for all development. To determine whether the scale of a building is appropriate, the following shall apply for major development only:
 - a. For buildings wider than sixty percent (60%) of the lot width, a portion of the front façade must be setback a minimum of seven (7) additional feet from the front setback line:
 - b. For buildings deeper than fifty percent (50%) of the lot depth, a portion of each side façade, which is greater than one story high, must be setback a minimum of five (5) additional feet from the side setback line:
- k) **Directional Expression of Front Elevation:** A building shall be visually compatible with the buildings, structures, and sites within a historic district for all development with regard to its directional character, whether vertical or horizontal.
- l) **Architectural Style:** All major and minor development shall consist of only one (1) architectural style per structure or property and not introduce elements definitive of another style.
- (m) **Additions to individually designated properties and contributing structures in all historic districts:** Visual compatibility shall be accomplished as follows:
 - 1. Additions shall be located to the rear or least public side of a building and be as inconspicuous as possible.
 - 2. Additions or accessory structures shall not be located in front of the established front wall plane of a historic building.
 - 3. Characteristic features of the original building shall not be destroyed or obscured.
 - 4. Additions shall be designed and constructed so that the basic form and character of the historic building will remain intact if the addition is ever removed.
 - 5. Additions shall not introduce a new architectural style, mimic too closely the style of the existing building nor replicate the original design but shall be coherent in design with the existing building.
 - 6. Additions shall be secondary and subordinate to the main mass of the historic building and shall not overwhelm the original building.

The Visual Compatibility Standards will be met through the careful reconstruction and restoration of the existing building that was damaged by fire in 2020. The proposal does not involve modification of the characteristic features and spaces, rather upon completion of the project the structure will be placed in a use that will aid in ensuring the longevity of the building and its historical context.

LANDSCAPE PLAN ANALYSIS

Pursuant to LDR Section 2.4.5(H)(5) – Landscape Plan Findings - At the time of action on a landscape plan, the approving body shall make finding with respect to the proposed plan's relationship to the following:

- (a) Objectives of landscaping regulations Section 4.6.16;
- (b) Site and landscape design standards pursuant to Section 4.6.16.

An overall determination of consistency with respect to the above items is required in order for a landscaping plan to be approved.

Pursuant to LDR Section 4.6.16(A) – Landscape Regulations – The objective of this article is to improve the appearance of setback and yard areas in conjunction with the development of commercial, industrial, and residential properties, including off-street vehicular parking and open-lot sales and service areas in the City, and to protect and preserve the appearance, character and value of the surrounding neighborhoods and thereby promote the general welfare by providing minimum standards for the installation and maintenance of landscaping.

The existing site does not contain landscaping other than lawn areas. The proposed landscape plan includes new landscaping area within the parking areas, foundation plantings, and perimeter landscaping. The proposal has been reviewed and determined to be in compliance with LDR Section 4.6.16.

DEMOLITION ANALYSIS

Pursuant to LDR Section 4.5.1(F), Demolitions – Demolition of historic or archaeological sites, or buildings, structures, improvements and appurtenances within historic districts shall be regulated by the Historic Preservation Board and shall be subject to the following requirements:

1. No structure within a historic district or on a historic site shall be demolished before a Certificate of Appropriateness has been issued pursuant to Section 2.4.6(H).
2. The application for a Certificate of Appropriateness for demolition must be accompanied by an application for a Certificate of Appropriateness for alterations to the structure or the redevelopment of the property.
3. Demolition shall not occur until a building permit has been issued for the alterations or redevelopment as described in the applicable Certificate of Appropriateness.
4. All structures approved for demolition and awaiting issuance of a building permit for the alterations or redevelopment shall be maintained so as to remain in a condition similar to that which existed at time that the Certificate of Appropriateness for demolition was approved unless the Chief Building Official determines that an unsafe building condition exists in accordance with Section 4.5.3(G).
5. A Certificate of Appropriateness for demolition of 25 percent or more of contributing or individually designated structure shall be subject to the following additional requirements:
 1. A demolition plan shall accompany the application for a Certificate of Appropriateness for demolition. The plan shall illustrate all portions of the existing structure that will be removed or altered.
 2. The Certificate of Appropriateness for demolition and the Certificate of Appropriateness for alternation or redevelopment shall meet the "Additional Public Notice" requirements of LDR Section 2.4.2(B)(1)(j).
6. The Board upon a request for demolition by a property owner, shall consider the following guidelines in evaluating applications for a Certificate of Appropriateness for demolition of designated historic sites, historic interiors, or buildings, structures, or appurtenances within designated historic districts;
 - (a) Whether the structure is of such interest or quality that it would reasonably fulfill criteria for designation for listing on the national register.
 - (b) Whether the structure is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense.

- (c) Whether the structure is one of the last remaining examples of its kind in the designated historic district within the city.
 - (d) Whether retaining the structure would promote the general and value of a particular culture and heritage.
 - (e) Whether there are approved plans for immediate reuse of the property if the proposed demolition is carried out, and what effect those plans will have on the historic district designation or the individual designation of the property.
7. No decision of the Board shall result in undue economic hardship for the property owner. The Board shall determine the existence of such hardship in accordance with the definition of undue economic hardship found in Section 4.5.1(H).
8. The Board's refusal to grant a Certificate of Appropriateness requested by a property owner for the purpose of demolition will be supported by a written statement describing the public interest that the Board seeks to preserve.
9. The Board may grant a certificate of appropriateness as requested by a property owner, for demolition which may provide for a delayed effective date. The effective date of the certificate will be determined by the Board based on the relative significance of the structure and the probable time required to arrange a possible alternative to demolition. The Board may delay the demolition of designated historic sites and contributing buildings within historic districts for up to six months while demolition of non-contributing buildings within the historic district may be delayed for up to three months.
10. Request for demolition justification statement. A justification statement shall accompany the application for a Certificate of Appropriateness for demolition of any contributing structure in a historic district or individually designated historic structure. The justification statement must include the following:
- (a) A certified report from a registered architect or engineer which provides documentation explaining that the building is structurally unsound and is damaged beyond the ability to repair it at a reasonable cost. The report must include photographs to substantiate the damage.
 - (b) A certified report from an engineer, architect, general contractor, or other qualified professional which documents the projected cost of repairing the structure and returning it to a safe and habitable condition.
 - (c) An appraisal of the property in its current condition, its value as vacant land and its potential value as a preserved and restored historic property.
 - (d) Documentation that reasonable efforts have been made to find a suitable alternate location for the structure within the City of Delray Beach to which the contributing/individually designated historic structure could be safely relocated.
 - (e) Documentation that the applicant or property owner has taken such steps as it deems necessary to preserve the structure requested for demolition including consultation with community groups, public agencies, and interested citizens, recommendations for acquisition of property by public or private bodies, or agencies and exploration of the possibility of moving one or more structures or other features.
11. Salvage and recordation of historic structures.
- (a) The property owner shall contact the Delray Beach Historical Society for the purpose of salvaging and preserving specified classes of building materials, architectural details and ornaments, fixtures, and the like for reuse in the restoration of the other historic properties. Confirmation of such efforts shall be provided in a written statement and submitted with the other demolition application prior to consideration by the Historic Preservation Board.
 - (b) The Board may, with the consent of the property owner, request that the Delray Beach Historical Society, or the owner, at the owner's expense, record the architectural details for archival purposes prior to demolition.
 - i. The recording may include, but shall not be limited to photographs, documents and scaled architectural drawings to include elevations and floor plans.

ii. One copy of the recording shall be submitted to the City's Planning and Zoning Department, and one copy shall be submitted to the Delray Beach Historical Society for archiving purposes.

On the morning of Tuesday, February 25, 2020, the former train station was nearly totally destroyed as a result of a fire started by four teens. What is left of the structure is primarily exterior walls. The entire interior of the south portion of the building was destroyed along with the original tower features and roof. The portico remains with little to no damage. The north side of the building, which was the original open warehouse area, was also damaged by the fire and water with large portions of the roof missing. The city has had plans to improve and rehabilitate the structure prior to fire, but plans had stalled as a result of the damage so that staff could develop a new plan. The plan has now changed from a rehabilitation to a reconstruction and restoration. In order to move forward with the improvement plan for the building, demolition and reconstruction of a portion of the building is necessary.

Pursuant to this code section, reports and documentation are required to be submitted and public notice of the demolition must be provided to property owners within a 500' radius of the subject property. Such reports and documentation along with development plans have been submitted and the project is moving forward to the Historic Preservation Board for review.

The board must review and determine if the structure meets the demolition guidelines as follows:

The structure was listed on the National Register of Historic Places in 1986 and the Local Register of Historic Places in 1988; thus, fulfilling the criteria for listing on the national register. The structure was designed in 1927 by architect Gustav Maass. At the time Maass worked for the renowned West Palm Beach architectural firm Harvey & Clarke. He designed several other Seaboard Airline RailWay stations during this time period. Some of these train stations still exist within Florida, notably the Naples, Deerfield, and Homestead Train Stations. Each of the remaining structures possesses unique qualities, such as the design of the porticos, train platform waiting areas, and tower features to name a few.

The structure demonstrates that it is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense. Preservation and reconstruction of the structure will promote the general and value of Delray Beach's culture and heritage, specifically the development of rail transportation that led to the settlement of Florida. The plan for demolition is accompanied by plans for reconstruction and eminent reuse of the property. Finally, the reconstruction and restoration of the structure is anticipated to facilitate the structure remaining on the both the Local and National Registers of Historic Places, demonstrating the city's commitment to historic preservation within the community and region.

COMPREHENSIVE PLAN

Pursuant to the Historic Preservation Element (HPE), Objective 1.4, Historic Preservation Planning: Implement appropriate and compatible design and planning strategies for historic sites and properties within historic districts.

The objective shall be met through continued adherence to the City's Historic Preservation Ordinance and, where applicable, to architectural design guidelines through the following policies:

Historic Preservation Element 1.4 Property shall be developed or redeveloped, in a manner so that the future 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 development proposal involves the demolition, reconstruction, and restoration of the fire damaged train station for adaptive reuse of offices. Additionally, site improvements are planned further facilitate the adaptive reuse of the structure. There are no concerns with respect to soil, topographic or other physical considerations. With respect to the adjacent land uses, the property is

in an area surrounded by residential, industrial, and service type uses. Establishment of an office on the subject property provides a good transitional use between the adjacent Delray Station Apartment Complex and the industrial uses to the west. Further, access to the site is constrained. While the site is highly visible from the adjacent I-95 Highway and West Atlantic Avenue, an access point to West Atlantic Avenue does not exist. Access to the site is taken from Lake Ida Road via Depot Avenue. The proposal provides for an appropriate adaptive reuse for offices, which will fulfill a remaining land use need in this area. Based upon the above, the proposal can be considered consistent with the subject Objective.

Historic Preservation Policy 1.4.1 Prior to approval or recommending approval of any land use or development application for property located within a historic district or designated as a historic site, the Historic Preservation Board must make a finding that the requested action is consistent with the provisions of Section 4.5.1 of the Land Development Regulations relating to historic sites and districts and the “Delray Beach Design Guidelines”.

The structure is Individually Listed to the Local and National Registers of Historic Places. Provided the conditions of approval are addressed, the proposal can be found to be consistent with the requirements of the Comprehensive Plan and the request can be considered to be consistent with the provisions of LDR Section 4.5.1 relating to historic sites and districts as well as the “Delray Beach Historic Preservation Design Guidelines”.

ALTERNATIVE ACTIONS

- A. Move to continue with direction.
- B. Approve the Class II Site Plan Modification and Certificate of Appropriateness (2021-166) for property located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by adopting the findings of fact and law contained in the staff report and finding the request and approval thereof meets the criteria set forth in Land Development Regulations.
- C. Approve the Class II Site Plan Modification, Landscape Plan, and Certificate of Appropriateness (2021-166) for property located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by adopting the findings of fact and law contained in the staff report and finding the request and approval thereof meets the criteria set forth in Land Development Regulations subject to the following conditions:
 - 1. That the proposed fence type be consistent with the requirements of LDR Section 4.5.1.

Site Plan Technical Items:

- 1. That the photometric plan be updated to provide for foot candle measurements on the west side of the structure;
 - 2. That a Palm Beach County Traffic Performance Statement be provided;
 - 3. That the adjacent CSX railroad tracks be depicted on the survey;
 - 4. That the FDOT permit/pre-application documents be provided; and,
 - 5. That the site plan be amended to provide an increased turn-around area for fire trucks at the south end of the property and that associated plans and drainage calculations be updated if needed.
- D. Deny the Class II Site Plan Modification, Landscape Plan, and Certificate of Appropriateness (2021-166) for educational landscape improvement located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by finding the request and approval thereof does not meet the criteria set forth in Land Development Regulations.

PUBLIC AND COURTESY NOTICES

☒ Courtesy Notices are not applicable to this request

☒ Public Notice mailers were sent to all properties within a 500' radius of the subject property on August, 19, 2021.

☒ Agenda was posted on August 25, 2021, 5 working days prior to meeting.