



MEMORANDUM DATE: May 6, 2020

AGENDA DATE: May 13, 2020

TO: Chair and Members of the Historic Resources Preservation Board

RE: **246 Vanderbilt Drive**

FROM: Jordan Hodges, Senior Preservation Coordinator
Abraham Fogel, Preservation Planner
Department for Community Sustainability

TITLE: **HRPB Project Number 20-00100078:** Consideration of a Certificate of Appropriateness (COA) for the removal of an existing driveway and installation of a new driveway in the front yard of the property located at **246 Vanderbilt Drive**; PCN# 38-43-44-15-07-000-6700. The subject property is a contributing resource to the College Park Local Historic District and located in the Single-Family (SF-R) Zoning District.

OWNER: Aleatha Hoff
246 Vanderbilt Drive
Lake Worth Beach, FL 33460

PROJECT DESCRIPTION:

The property owner, Aleatha Hoff, is requesting approval to remove an existing driveway on Pennsylvania Drive and to install a new driveway on Princeton Drive. The subject property is a 75' x 88.73' (6,655 square foot) parcel comprised of three platted lots of record located at the northeast corner of Vanderbilt Drive and Pennsylvania Drive, in Lake Worth Beach. The property is located in the Single-Family Residential (SF-R) Zoning District and retains a Future Land Use (FLU) designation of Single-Family Residential (SFR).

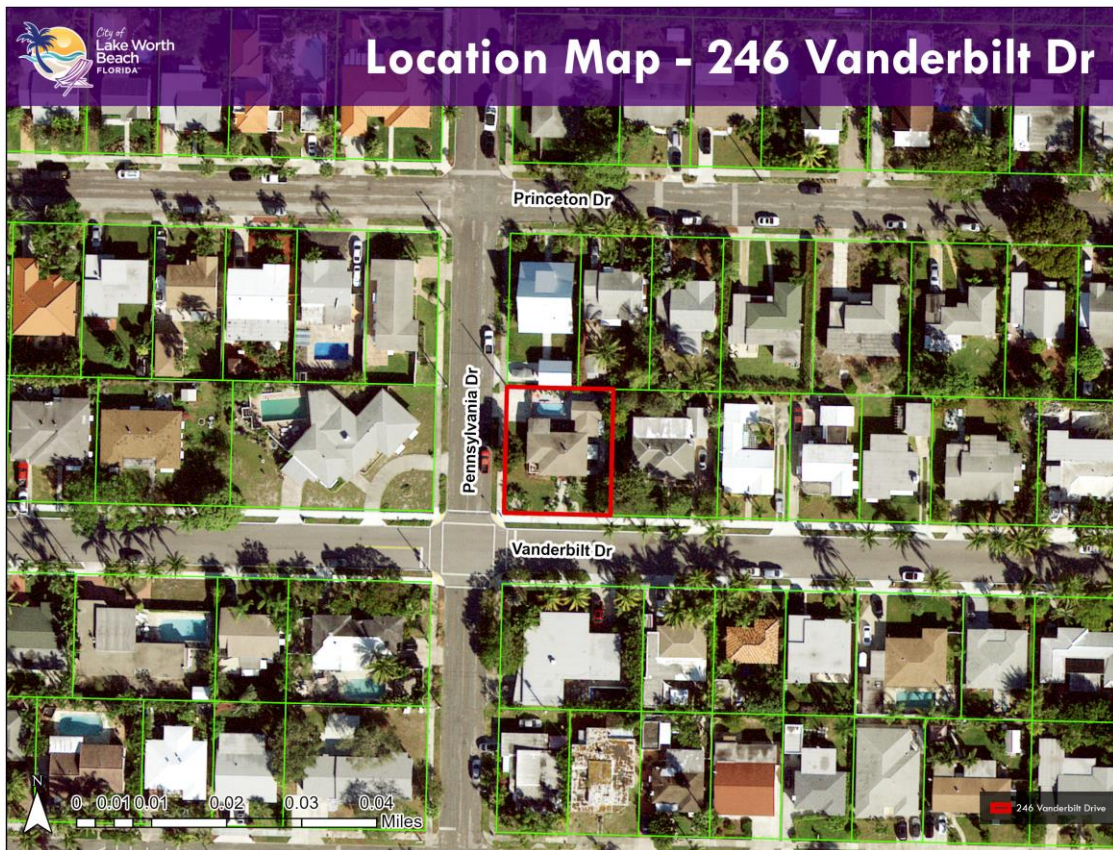
If approved, the subject application would allow construction of a new 20'x29.5' driveway in the front yard of the single-family residence. The structure located at 246 Vanderbilt Drive was designed in 1948 by prominent Florida architect, Arthur L. Weeks. The single-family residence is designed in a Masonry Vernacular architectural style. City building records indicate the structure utilizes masonry construction with a smooth stucco exterior finish, an asbestos shingle hip roof, a small open-air integral front porch, and a rear detached one-car garage. In 1949, Arthur L. Weeks also designed a laundry room addition that connected the residence and the detached garage. In 1991, the garage was converted into a family room. City permit records indicate the structure has had alterations over time, including permits for a new in-ground pool, roof replacement with asphalt shingles, window replacement, and fencing. The property file documentation is included as **Attachment C**. The application will require the following approval:

1. **Certificate of Appropriateness (COA)** for the removal of an existing driveway and installation of a new driveway in the front yard of the property located at 246 Vanderbilt Drive.

STAFF RECOMMENDATION: Staff recommends approval with conditions that modify the size and material of the driveway as provided on page 6.

PROPERTY DESCRIPTION

Owner	Aleatha Hoff
General Location	Northeast corner of Vanderbilt Drive and Pennsylvania Drive
PCN	38-43-44-15-07-000-6700
Zoning	Single-Family Residential (SF-R)
Existing Land Use	Single-Family
Future Land Use Designation	Single-Family Residential (SFR)



LAND DEVELOPMENT CODE REQUIREMENTS

Land Development Code Requirements		
Code References	23.3-7 (SF-R); 23.4-10 (Off-street parking)	
	Required	Proposed
Lot Area	5,000 square feet	6,655 square feet
Lot Width	50'-0"	75'-0"
Impermeable Surface Total ⁽¹⁾	55.0% total	44.3%
Front Yard Impermeable Surface Total	553 square feet	410 square feet
Parking	2 spaces	2 spaces
Parking Dimensions	9'x18' perpendicular or angled	10'x29.5'

(1)- Medium lot (lots 5,000 square feet to 7,499 square feet)

The proposed new driveway is consistent with all site data requirements in the City's Zoning Code. The existing 17.5'x16.9 (296 square foot) driveway fronting Pennsylvania Drive is proposed to be removed and replaced with living ground cover. The proposed 20'x29.5' (590 square foot) driveway would be installed in the front yard of the residence with vehicular access from Vanderbilt Drive.

The new driveway will utilize semi-pervious pavers. Historic preservation staff will review the material for appropriateness during the building permit review process. Pursuant to LDR Section 23.1-12, *"For semi-pervious surface materials, two (2) square feet of semi-pervious surface shall be equivalent to one (1) square foot of impervious surface for the purpose of calculating development regulation requirements for permitted, administrative or conditional uses. Percolation (perc) rate of the semi-pervious material must be fifty (50) percent relative to the ground perc rate. Semi pervious material may include but is not limited to pervious pavers, pervious concrete, grasscrete and substantially similar materials."*

By utilizing semi-pervious materials, the total area calculation of impermeable surface for the new driveway is reduced to 295 square feet. The front yard impermeable surface total for the subject property is 553 square feet. The proposed site plan indicates that 410 square feet of the front yard will be impermeable, which is in compliance with the zoning requirement.

Pursuant to LDR Section 23.3-7(c)(5)(D): *"Provided however that the lesser of nine hundred (900) square feet or seventy-five (75) percent of the front yard area shall remain pervious and be landscaped."* The landscaping for the property will need to be evaluated to ensure it meets the minimum requirements of Section 23.6-1, Landscape Regulations. Staff has added a condition of approval that the final review and approval of the landscaping will take place during the building permit review process.

SITE ANALYSIS

Surrounding Properties

The site is surrounded by single-family structures with similar Zoning and FLU designation. The following summarizes the nature of the surrounding properties adjacent to the subject site and their driveway design:

NORTH: Immediately north of the subject site is a single-family structure. This area contains a FLU designation of SFR and a Zoning designation of SF-R.

- Driveway Design: One-car wide driveway leading directly to a rear garage on Pennsylvania Avenue.

SOUTH: Immediately north of the subject site is a single-family structure. This area contains a FLU designation of SFR and a Zoning designation of SF-R.

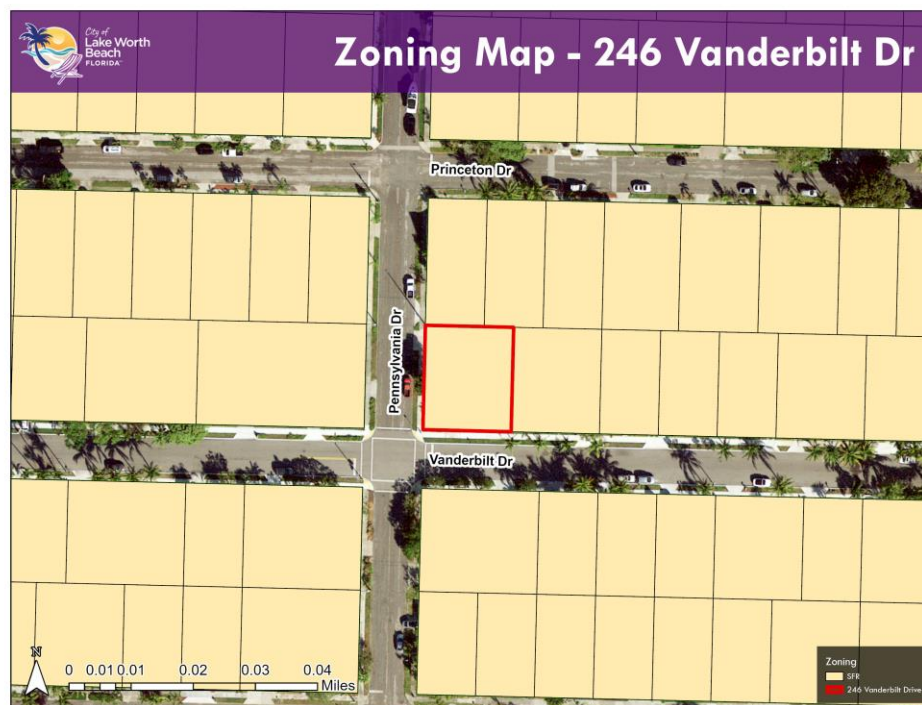
- Driveway Design: Two-car wide driveway leading directly to a front-facing integral garage on Vanderbilt Drive.

EAST: Immediately north of the subject site is a single-family structure. This area contains a FLU designation of SFR and a Zoning designation of SF-R.

- Driveway Design: One-car wide driveway leading directly to a rear garage.

WEST: Immediately north of the subject site is a single-family structure. This area contains a FLU designation of SFR and a Zoning designation of SF-R.

- Driveway Design: One-car wide circular driveway with vehicular access from Pennsylvania Drive and Vanderbilt Drive. Also, a one-car wide driveway leading to a front-facing integral garage on Vanderbilt Drive.



The applicant is requesting approval for the removal of an existing driveway and installation of a new 20'x29.5' driveway in the front yard of the property. The proposed site plan is included as **Attachment D**. As indicated in the site analysis of surrounding properties, there are several driveway designs utilized, although single-car wide driveways remain the most prevalent. The Historic Preservation analysis will further discuss driveway design and location compatibility within the historic districts.

Consistency with the Comprehensive Plan

The subject property is located in the Single-Family Residential Future Land Use (FLU) designation. Although driveways are not specifically addressed in the Comprehensive Plan, the intent of Single-Family Residential land use category (Policy 1.1.1.2) is intended primarily to permit the development of single-family structures at a maximum of 7 dwelling units per acre. As the proposed driveway is necessary to provide the minimum parking required for a single-family residence, it is consistent with the intent of the Single-Family Residential designation.

HISTORIC PRESERVATION ANALYSIS

Historic Preservation Design Guidelines (Landscape and Site Features)

The City's Historic Preservation Design Guidelines provide a guide for landscaping and site features in the historic districts. Driveways and walkways can enhance, or detract from, the character of a historic property and street. Historically, narrow concrete or paver walkways provided an important connection between the street, sidewalk, and front door of a house; they connected the public and private realm. Traditional single-car wide ribbon driveways (two strips of poured concrete to accommodate car tires), are the most common type of historic driveway and result in more permeable areas for water to percolate into the soil.

Per the Design Guidelines, driveways within the historic districts should be located to the side of the house, unless leading directly to a carport or garage. It is rarely appropriate for a driveway to terminate at the front façade of a single-family house. Typically, driveways more than one car wide and/or circular driveways are inappropriate in residential historic districts as they pave significant areas of the front yard, they are historically inaccurate, and they give unwanted prominence to the automobile, which can obscure the view of the building.

Review

Historically, it is atypical for driveways to be two spaces wide and to terminate at the front setback of a single-family residence. City building records indicate parking for the property has historically been located in a rear garage with vehicular access from Pennsylvania Drive. Over time, the garage has been repurposed into additional living space and an in-ground pool has been installed between the garage and the street. These alterations have eliminated the original parking configuration from the parcel. As there is no visible garage, there no longer is the typical proximity and function between the garage and the parking spaces.

The proposed driveway is located in the front yard and is largely side-loaded to the existing structure. This configuration would allow parking closer to the principal point of access to the structure. Based on

the property survey, the 20'x29.5' driveway will overlap with the southeast corner of the front façade of the residence. The length of the proposed driveway also extends to the front setback of the building, which is typical for commercial and multi-family structures within the historic districts, but atypical for single-family residences. The width and length of the proposed driveway are generally greater than what is necessary to accommodate two off-street parking spaces. Staff has added conditions of approval to reduce the size of the driveway from 20'x29.5' to 18'x18'. An 18'x18' driveway, set one foot (1'-0") from the east property line will eliminate the overlap of the driveway and the front façade of the structure. Terminating the driveway at eighteen feet (18'-0") in length instead of the proposed twenty-nine and a half feet (29'-6") will also create a lawn or landscape buffer between the driveway and the front façade of the structure, which is more compatible for single-family residences.

As there no longer is a relationship between the garage and the parking and with staff conditions limiting the size, material type, and required landscaping, the proposed new driveway located in front yard meets the minimum threshold to qualify as an appropriate improvement for this particular property and compatible with the surrounding historic district. Should the Board find that the driveway location is compatible; Staff has included conditions of approval to configure the driveway in the most historically compatible manner.

PUBLIC COMMENT

At the time of publication of the agenda, Staff has received no public comment.

CONCLUSION:

The proposed driveway is consistent with the City's Land Development Requirements as conditioned.

As there is no longer a relationship between the garage and the parking and with staff conditions limiting the size, material type, and required landscaping, the proposed new driveway located in front yard meets the minimum threshold to qualify as an appropriate improvement for this particular property and compatible with the surrounding historic district. Therefore, staff recommends approval with conditions, listed below, to allow construction of a new driveway in the front yard of the single-family residence.

Conditions of Approval:

- 1) The Applicant shall apply for a City of Lake Worth Beach Building Permit and Right-of-Way Permit Application.
- 2) Final review and approval of the landscaping will take place during the building permit review process to ensure at least 75% of the front yard shall remain pervious and landscaped.
- 3) The proposed new driveway shall utilize a semi-pervious material, subject to Staff review at permitting.
- 4) The driveway dimensions shall be reduced to 18'x18' to comply with the minimum parking dimensions for two parking spaces. A ribbon driveway design (in lieu of a pad) may also be utilized the minimize the visual impact of the two-car wide driveway.
- 5) The driveway shall be set back one foot (1'-0") from the east property line to allow for adequate water run-off.

POTENTIAL MOTION:

I MOVE TO **APPROVE** HRPB Project Number 20-00100078 with staff recommended conditions for a Certificate of Appropriateness (COA) for the removal of an existing driveway and installation of a new driveway in the front yard of the property located at **246 Vanderbilt Drive**, based upon the competent substantial evidence in the staff report and pursuant to the City of Lake Worth Beach Land Development Regulations and Historic Preservation requirements.

I MOVE TO **DENY** HRPB Project Number 20-00100078 for a Certificate of Appropriateness (COA) for the removal of an existing driveway and installation of a new driveway in the front yard of the property located at **246 Vanderbilt Drive**, because the Applicant has not established by competent substantial evidence that the application is in compliance with the City of Lake Worth Beach Land Development Regulation and Historic Preservation requirements.

ATTACHMENTS:

- A. Property Survey
- B. Current Photos
- C. Property File Documentation
- D. Proposed Site Plan
- E. Historic Preservation Design Guidelines – Landscape and Site Features (Excerpt)