

PLANNING AND ZONING BOARD REPORT

PZB Project Number 24-01400024: A Major Site Plan and Waiver request for the construction of an automotive parts retail store, known as AutoZone, designated as a single destination retail use located at 501 South Dixie Highway, 507 South Dixie Highway, 913 5th Avenue South, South H Street, South H Street, 508 South H Street, and 510 South H Street.

Meeting Date: February 5, 2025

Property Owner: 501 507 S Dixie Hwy LLC/508 SOUTH H STREET LLC

Applicant: Maxwell Kaplan, Thomas Engineering Group, LLC

Addresses: 501 South Dixie Highway, 507 South Dixie Highway, 913 5th Avenue South, South H Street, South H Street, 508 South H Street, 510 South H Street

PCNs:

38-43-44-21-15-175-0170, 38-43-44-21-15-175-0180,
 38-43-44-21-15-175-0160, 38-43-44-21-15-175-0150,
 38-43-44-21-15-175-0140, 38-43-44-21-15-175-0130,
 38-43-44-21-15-175-0120

Size: 0.759 total combined acres.

General Location: South of 5th Avenue South between South Dixie Highway and South H Street

Existing Land Use: The west lots are developed with a duplex and an industrial/mechanical building. The east lots are currently vacant.

Current Future Land Use Designation: Mixed Use – East (MU-E)

Zoning District: Mixed Use – Dixie Highway (MU-DH)

Location Map:



RECOMMENDATION

The documentation and materials provided with the application request were reviewed for compliance with the applicable guidelines and standards found in the City of Lake Worth Beach Land Development Regulations (LDRs), and for consistency with the Comprehensive Plan and Strategic Plan. Therefore, a **recommendation of approval with conditions** for the proposed Major Site Plan and Waiver is provided to the Planning and Zoning Board. The conditions are located on pages 8-9 of this report.

PROJECT DESCRIPTION

The applicant, Maxwell Kaplan, P.E., of the Thomas Engineering Group, LLC, seeks approval for the construction automotive parts retail store, known as AutoZone, designated as a single destination retail use, as well as site improvements.

- **Major Site Plan** to construct a single destination retail use, as well as site improvements
- **Street Wall Waiver** to construct a street wall in lieu of meeting build-to line requirements.

The applicant is also seeking a right-of-way abandonment (City Commission approval), Unity of Title for parcels 38-43-44-21-15-175-0170, 38-43-44-21-15-175-0180, 38-43-44-21-15-175-0160, 38-43-44-21-15-175-0150, 38-43-44-21-15-175-0140, 38-43-44-21-15-175-0130, 38-43-44-21-15-175-0120, and an Administrative Use Permit (AUP) under separate cover.

Per the applicant, AutoZone proposes to redevelop the existing lots located along the south side of 5th Avenue South between South H Street and Dixie Highway into a 6,000 square foot automotive parts retail store with associated parking lot infrastructure. The address for the project is 507 S Dixie Highway. The site is comprised of a total of seven (7) existing lots with a 10' wide city owned and maintained alley running north-south between the lots. There are existing overhead lines and power poles within the alley along with underground water and sewer piping.

The site is currently zoned Mixed Use – Dixie Highway (MU-DH) and the land use designation is Mixed Use – East (MU-E). The zoning and land use designation will remain the same. The proposed use for the AutoZone will be Single Destination Retail. The proposed hours of operation are 8 AM to 9 PM Monday through Saturday and 10 AM to 7 PM on Sunday. There are eight (8) to twelve (12) employees per store with three (3) to five (5) employees per shift. There are deliveries once a week during the day with a tractor trailer. The lots will be combined via the Unity of Title process and the 10' wide alley will be vacated and a 15' wide easement will be dedicated for utilities. The site layout has been designed to feature the building along the major thoroughfare (Dixie Highway) with driveways along 5th Avenue South and South H Street. The loading and dumpster areas have been situated along the rear of the building away from Dixie Highway and front parking lot area. The proposed landscaping provides the necessary buffering around the perimeter of the site along with the required landscaping for the interior vehicular use area and building façade. A 5' wide right-of-way dedication to FDOT is required along Dixie Highway to meet the ultimate 40' right-of-way width from the centerline of the road with a 25' corner chord at the northeast corner of the property. The proposed net property area is 0.759 acres.

The design intent for the new building is Contemporary in style with some attributes of Bungalow architecture drawn from the Major Thoroughfare Design Guides, Section 7 'Design Considerations'. Below are Bungalow features that have been incorporated into the design intent, along with their descriptions.

1. Exterior Finishes and Features – Stucco that mimics wood clapboard horizontality and stone column bases.
2. Porches and Stoops – Covered entry feature that represents a front porch as a primary structure / element of the building composition.
3. Overhangs – Deep cornice overhangs with wooden style brackets at entry.
4. Doors and Windows – Large windows, vertically proportioned.
5. Foundation – Decorative trellises between piers that resemble the standard wooden lattice between foundation piers.

COMMUNITY OUTREACH

Staff has not received any letters of support or opposition for this application.

BACKGROUND

Below is a summary of the property based on Palm Beach Property Appraiser's records and City records:

The site is comprised of a total of seven (7) existing lots with a 10' wide city owned and maintained alley running north-south between the lots. The west lots are developed with a duplex and an industrial/mechanical building. The east lots are currently vacant. There are existing overhead lines and power poles within the alley along with underground water and sewer piping. The existing site is sparsely vegetated with mostly smaller trees and a handful of larger trees. Based on historical aerials, the east lots were previously developed with three (3) buildings that were demolished at the end of 2007.

Code Compliance: There are no active code cases on the subject site.

ANALYSIS

Consistency with the Comprehensive Plan and Strategic Plan

The subject site has a Future Land Use (FLU) designation of Mixed Use – East (MU-E). The MU-E FLU is intended to provide for a mixture of residential, office, service and commercial retail uses within specific areas east of I-95, near or adjacent to the central commercial core and major thoroughfares of the City. The maximum density of permitted residential development is 30 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. While mixed-use projects are allowed on a single site, it is not a requirement that each site within the category incorporate multiple uses. Zoning regulations implementing the Mixed-Use East category shall permit the establishment and expansion of residential (including single family, two-family and multi-family), office, service and commercial retail uses either as uses permitted by right or through conditional use permit provisions. All buildings are required to provide transitional buffering and design features to mitigate impact of the MU-E sites adjacent to residential zoning districts. The proposed project is seeking to develop an AutoZone designated as a Single Destination Retail use.

The City's Strategic Plan focuses on fostering safer neighborhoods, encouraging community pride, building a vibrant and diverse economy, planning for the future, and enhancing the natural, historic, and cultural environment of the City. Pillars IV.A, IV.D, and IV.E of the Strategic Plan state that the City shall achieve economic and financial sustainability through a versatile and stable tax base, influence the supply and expansion of jobs ensure facility placement, construction and development that anticipates and embraces the future. The proposed site improvements will add to the City's tax base and sustain or increase jobs as recommended under Pillar's IV.A, IV.D, and IV.E.

Based on the analysis above, the proposed Major Site Plan and Waiver requests are consistent with the goals, objectives, and polices of the City of Lake Worth Beach's Comprehensive Plan and Strategic Plan.

Consistency with the Land Development Regulations

The **Mixed Use-Dixie Highway (MU-DH) zoning district** is intended to provide the establishment and expansion of a broad range of office and commercial uses, including higher density residential use. Certain commercial uses are not permitted in the district because they will be detrimental to the shopping or office functions of the area. The establishment of certain uses is subject to conditional use review to ensure they will not have a negative impact on nearby residential uses or on the commercial viability of their neighbors. The district implements in part the downtown mixed use land use category of the Lake Worth Comprehensive Plan.

Analysis: Medium intensity (use areas less than 7,500 square feet) single destination retail uses are allowed in the MU-DH zoning district subject to an Administrative Use Permit approval (staff level). Single destination retail uses are allowed as permitted uses in the MU-DH district, subject to the regulations and standards as set forth in LDR Section 23.4-13. The single destination retail use and development standards will be reviewed by staff with application PZ 24-02100029.

The analysis for the major site plan is provided in this section below and as consistent with the review criteria located in Attachment A.

The table below shows the proposed site features and its compliance with the LDRs, as applicable:

Mixed Use – Dixie Highway (MU-DH) (LDR Section 23.3-17)			
Development Standard	Base Zoning District	Single-Destination Retail Development Standards (Sec. 23.4-13.(c)5.)	Proposed
Min. Lot Size in square feet (sf)	6,500	10,000 SF	33,438 SF
Min. Lot Width	50'	100'	125'
Setbacks¹	Front – (East)	10' minimum not to exceed 22'	10' with 2' overhang
	Rear (West)	15' or 10% of lot depth when next to residential zoning district. 10' in general.	159.33'
	Street Side – (North)	10'	56.67'
	Side (South)	0'	3'
Max. Impermeable Surface Coverage	65%	n/a	65%²
Max. Structure Coverage	45%	n/a	44.9%
Parking Spaces	Commercial/Single Destination Retail/Stand Alone Retail—One (1) space per two hundred fifty (250) gross square feet of space = 24 spaces	n/a	25 spaces (24 standard; 1 ADA)
Max. Building Height	30'	n/a	26'2"
Floor Area Ratio (FAR) Limitations	0.9	n/a	.181

¹ Per Section Sec. 23.3-17.d)3., front and street-side build-to-lines are also required. The proposed street walls will meet this requirement.

² The civil plans indicate a semi-pervious material will be used which allows semi-pervious credit towards total impermeable surface coverage. Conditions will be added to show the calculations in the site data on the site plan and to submit the required documentation for review prior to building permit application.

Section 12-7, Dumpster Requirements: *The location of all dumpsters shall be approved by the public services director or his designee and/or the building official or his designee. All dumpsters shall meet the requirements set forth in this section and all other ordinances, rules, regulations and policies adopted by the city.*

Analysis: The proposed dumpster enclosure is located at the south side of the site with service from South H Street. The dumpster area has been situated along the rear of the building away from Dixie Highway and front parking lot area. The proposed dumpster location was reviewed and approved by Public Works. The proposed dumpster complies with Code Section 12-7, *Dumpster requirements*.

Section 23.4-3, Exterior Lighting: *All outdoor lighting shall be installed in conformance with the provisions of this chapter, applicable electrical and energy codes, and applicable sections of the building code.*

Analysis: A photometric plan was provided depicting compliance with the exterior lighting requirements in Section 23.4-3, including that light does not trespass upon neighboring residential properties in excess of 12.57 lumens. A condition of approval has been provided requiring the proposed lighting to comply with Dark Sky lighting requirements. The proposed fixtures shall be required to have a warm tone setting of 3000 K or less. The proposed fixtures may be substituted with similar fully shielded light fixtures at building permit to achieve a warm LED light tone of 3000K or less if the proposed fixture cannot be set to provide the required light tone.

Section 23.4-10. - Off-street parking: This section provides general provisions for off-street parking. The standards “*apply to all parking spaces required for new buildings, new uses, additions, enlargements, or changes.*”

Analysis: Per Section 23.4-10(f)(1)(A), Off-street parking, Single Destination Retail uses require one (1) space per two hundred fifty (250) gross square feet of space. Therefore, the required parking for the use is 24 spaces. The proposed site plan depicts 25 spaces including an ADA space.

Section 23.4-9. - Off-street loading regulations: This section provides minimum loading space requirements.

Analysis: Per Section 23.4-9.a.2), *Retail operations, wholesale operations and industrial operations, with gross floor area of less than ten thousand (10,000) square feet, shall provide sufficient space (not necessarily a full berth) so as not to hinder the free movements of vehicles and pedestrians over a sidewalk, street or alley.* The gross floor area of the proposed building is ±6,000 square feet. The applicant has indicated that deliveries will be made and staff has included a condition to identify the loading space through a minor site plan modification.

Signage: Signage is required to comply with the size and design requirements in the Land Development Regulations. Any proposed signage will be reviewed at building permit for consistency with these requirements.

Section 23.6-1. - Landscape regulations: *The objective of this section is to provide minimum standards for the installation and maintenance of landscaping within the city. Per Section 23.6-1(c)(2), “on the site of a building or open-lot use providing an off-street parking, storage or other vehicular use area, where such an area will not be screened visually by an intervening building or structure from an abutting right-of-way or dedicated alley, shall require landscaping”.*

Analysis: The development proposes adequate perimeter landscaping on all sides. Perimeter landscaping will include shade trees, palm trees, and hedges/shrubs. Interior landscaping and vegetation will also be provided. The proposed landscaping is consistent with the City’s landscape regulations and the Major Thoroughfare Design Guidelines. Tree species include a mix of Pigeon Plum, Simpsons Stopper, Live Oak, Green Buttonwood, and Dahoon Holly trees for the perimeter and interior plantings along with multiple native and non-native shrubs and sod. The proposed landscape complies with the City’s requirement that 75% of all required plants be Florida native.

As required by the tree removal provisions in the landscape regulations, the applicant submitted a tree survey and disposition plan that was reviewed by staff. The diameter at breast height (DBH) for the existing trees with a condition rating of fifty (50) percent or greater on the property is used to calculate the replacement tree requirement. Although a Sabal Palm is proposed to be removed from the City ROW and one (1) Ficus and Mango are also proposed to be removed, no mitigation payment is required due to onsite replacement.

Section 23.2-31 - Site Design Qualitative Standards (Attachment A)

Site Design Qualitative Standards are intended to “promote safety and minimize negative impacts of development on its neighbors by establishing qualitative requirements for the arrangements of buildings, structures, parking areas, landscaping and other site improvements. The qualitative standards are designed to ensure that site improvements are arranged in ways which cannot be otherwise accomplished with quantitative standards.” These qualitative standards are applicable to site plan applications as well as all conditional uses. The Major Thoroughfare Design Guidelines are an adopted component of these Site Design Qualitative Standards as per Section 23.2-31(j), which are applicable to properties adjacent to the City’s major thoroughfares, inclusive of the subject site. Compliance determinations with the applicable standards in Section 23.2-31 are provided in Attachment A. **The following analysis of the site, building, vehicular use area and appearance support the compliance findings for the applicable standards listed in Attachment A and in the Major Thoroughfare Design Guidelines.**

Site Design Qualitative Standards Analysis (including vehicular use areas) & Major Thoroughfare Design Guidelines:

The proposed project will develop a ±6,000 square foot building with associated site improvements. The vehicular use areas will be adequately screened from the public view with buildings, shade trees and shrubs within the landscape areas. The proposed curb cut and parking lot layout does not create an unsafe situation and will provide and support internal vehicle circulation consistent with the LDRs. The proposed building architecture is in a contemporary style with bungalow attributes that is harmonious as a whole and will improve the aesthetics of the site. The building architecture, project siting, and parking are consistent with both the site design qualitative standards and the Major Thoroughfare Design Guidelines.

The existing uses in the surrounding area are as follows:

Direction	Future Land Use	Zoning District	Existing Use
North (Across 5 th Avenue South)	Artisanal Mixed Use (AMU)/ Mixed Use – East (MU-E)	Artisanal Industrial (AI)/ Mixed Use – Dixie Highway (MU-DH)	Vacant / Industrial
South	Mixed Use – East (MU-E)	Mixed Use – Dixie Highway (MU-DH)	Vacant / Pharmacy (Walgreens)
East (Across South Dixie Highway)	Mixed Use – East (MU-E)	Mixed Use – Dixie Highway (MU-DH)	Motel
West (Across South H Street)	Artisanal Mixed Use (AMU)	Artisanal Industrial (AI)	Auto-Dealer/Factory & Merchant Inventory

The proposed uses and site improvements will not negatively affect the existing surrounding properties and uses. The proposed changes are harmonious and compatible with the existing residential and mixed-use area.

Community Appearance Criteria:

The proposed project is suitable and compatible with the surrounding zoning districts and land uses. The AutoZone use will contribute to the surrounding character of the area and is an anticipated form of development in the South Dixie Highway corridor. The proposed single destination retail use and concurrent site improvements will provide new construction in an architecturally appropriate style with landscape screening around the perimeter of the

property, and ensuring that on-site and off-site site circulation is adequate. The proposed architecture of the building is appropriate and in harmony with the surrounding mixed-use and industrial areas.

Section 23.2-27.c) – Waiver

Per LDR Section Sec. 23.2-31.1) *Street wall*, street walls shall not be utilized for new construction, except for inherently auto-centric uses. Utilization of a street wall in lieu of meeting front build-to line requirements shall require waiver approval as described in section 23.2-27.c.

Autocentric uses are those that are primarily designed to accommodate automobiles, such as retail establishments where people drive in to pick up goods or services, often with large parking lots or drive-thru options. AutoZone, as an automotive parts retailer, usually has a layout that facilitates car access, so it fits within this category. The primary reason is that customers are driving in to pick up car parts or other automotive-related items.

A waiver of limited land development regulations relating to site development requirements only, and excluding use regulations, may be requested to certain sections or subsections of [Chapter 23](#) - Land Development Regulations where it is expressly stated in that section or subsection that a waiver may be requested to specified provisions for approval by the applicable review board. The waiver shall meet the following review criteria:

- 1) The waiver requested is the smallest or minimum modification necessary;

Analysis: The applicant is proposing a street wall along the 5th Avenue South and South Dixie Highway ROWs in lieu of meeting front build-to line requirements. The waiver is the most minimal alteration that will still allow them to move forward, without seeking an excessive change to the site design.

- 2) The waiver request shall not negatively impact adjacent property owners or protected land uses as described in section 23.1-12;

Analysis: The street wall ensures a continuous building line along the street, allowing breaks only for pedestrian access and tree protection, with no negative impact on adjacent properties.

- 3) The applicable review board has determined that the waiver is appropriate in massing, scale, visual impact and does not create noise, light or other impacts greater than similar improvements permitted in the immediate area;

Analysis: Staff is recommending that the PZB approve the street wall waiver. The waiver will not create noise, light, or other impacts greater than similar improvements to the immediate area.

- 4) The waiver request supports the goals, objectives and policies of the City's Comprehensive Plan; and,

Analysis: The waiver request is supportive of the goals, objectives and policies of the City's Comprehensive Plan.

- 5) The waiver request is supportive of currently permitted uses, and shall not create or increase a nonconformity with regards to use as described in section 23.5-3.

Analysis: The proposed project is new construction and the establishment of the street walls will not create a nonconformity.

The proposed request is consistent with the Comprehensive Plan, Strategic Plan, and LDRs as conditioned and meets the requirements for a waiver.

CONCLUSION AND CONDITIONS

The Mixed Use-Dixie Highway (MU-DH) zoning district is intended to provide the establishment and expansion of a broad range of office and commercial uses, including higher density residential use. Certain commercial uses are not permitted in the district because they will be detrimental to the shopping or office functions of the area. The establishment of certain uses is subject to conditional use review to ensure they will not have a negative impact on nearby residential uses or on the commercial viability of their neighbors. The district implements in part the downtown mixed-use land use category of the Lake Worth Comprehensive Plan. Based on the data and analysis in this report and the supporting materials by the applicant, the major site plan and waiver requested is not anticipated to negatively impact adjacent properties. Further, the proposed single destination retail development, site improvements, landscaping, and lighting will be compatible with the neighboring uses. Therefore, a recommendation of approval is provided to the PZB with the following conditions:

Planning & Zoning

1. At time of building permit:
 - a. A concurrent minor site plan modification will be required to address loading space location and minor inconsistencies with the site data table.
 - b. Documentation shall be provided to Water Utility staff showing the percolation rate of the semi-pervious paving material to ensure that has a percolation rate that is at least 50% relate to the ground percolation rate.
 - c. A maintenance plan shall be submitted to ensure that the semi-pervious paving will maintain its permeability over time.
2. Signage shall be reviewed through the building permit process for consistency with the requirements of the Land Development Regulations. If ground signage is desired at a later date, a minor site plan amendment shall be required to amend both the site plan and landscape plans.
3. All lighting fixtures shall be fully shielded, have a warm LED light tone of 3000K or less, and be Dark Sky compliant.

Public Works

1. The issuance of any permits shall comply with all provisions of the Lake Worth Municipal Code and all other applicable standards including but not limited to the Florida Department of Transportation (FDOT), Manual on Uniform Traffic Control Devices (MUTCD), and City of Lake Worth Public Works Construction Standards and Policy and Procedure Manual.
2. No Certificate of Occupancy shall be granted until all conditions of approval have been satisfied under jurisdiction of the Department of Public Works.
3. Prior to the issuance of a building permit, contact the Lake Worth Drainage (LWDD) District's Engineering Department and obtain any required permit(s), if necessary, and furnish to the City. Prior to the issuance of a building permit, contact the South Florida Water Management District's (SFWMD) Engineering Department and obtain any required permit(s), if necessary.
4. Prior to issuance of a certificate of occupancy, construct a new 5-foot wide sidewalk along the south side of 5th Avenue South from Dixie Highway to South H St in compliance with the Public Works Department's specifications and Policy and Procedure Manual.
5. Prior to issuance of a certificate of occupancy, construct a new 5-foot wide sidewalk along the east side of South H Street from the south property line to the intersection of 5th Ave South and South H St in compliance with the Public Works Department's specifications and Policy and Procedure Manual.
6. Prior to issuance of a certificate of occupancy, install a new ADA compliant corner at the southeast corner of 5th Ave South and South H Street.
7. Prior to issuance of a certificate of occupancy, mill and overlay along the eastern half of South H Street from the south property line to the intersection of 5th Ave South and South H St in compliance with the Public Works Department's specifications.

8. Prior to the issuance of a building permit, provide a signage and striping plan that illustrates the striping pattern necessary for vehicles entering and exiting the property.
9. Prior to issuance of a certificate of occupancy, construct off-site signage and striping improvements per the approved plan.
10. Prior to the issuance of a certificate of occupancy, ensure the entire surrounding off-site infrastructure inclusive of the roadway, sidewalk, curbing, stormwater system piping and structures, valve boxes, manholes, landscaping, striping, signage, and other improvements are in the same condition as prior to construction. A pre-construction video of the entire perimeter shall be performed and submitted to the City.
11. Prior to the issuance of a Building Permit, the dumpster enclosure design shall meet the specifications of the Public Works Dept for size, type and material.
12. Prior to the issuance of a building permit, submit an Erosion Control plan (SWPPP) and indicate the BMP's and NPDES compliance practices.
13. Prior to the issuance of a Certificate of Occupancy, fine grade and sod all disturbed areas with Bahia sod.
14. Prior to the issuance of a Certificate of Occupancy, broom sweep all areas of the affected right of way and remove of all silt and debris collected as a result of construction activity.
15. Prior to performing work in the City Right-of-Way (ROW), apply for and receive issuance of a "Right of Way/Utility Permit" application.
16. Prior to the issuance of a Certificate of Occupancy, restore the right of way to a like or better condition. Any damages to pavement, curbing, striping, sidewalks or other areas shall be restored in kind.

Utilities (Water, Sewer & Stormwater)

1. Prior to building permit issuance, capacity fees for water and sewer must be paid in full in accordance with the current City Ordinance.

Electric Utilities

1. Before or at the time of application for a Building Permit, Developer must provide the load calculation, voltage requirements and riser diagram. If a pad mount transformer will be requested, we will need to know the location of the pad-mount transformers for the building. The transformer locations must be accessible to our vehicles and must have 8-ft minimum clearance in front of them and 3-ft clearance to the side or rear, including landscaping. They also must not be under or inside any structure.
2. Before the issuance of a building permit, if pad-mount transformer will be requested, we will need a 10-ft wide utility easement for the underground electric, transformers and other equipment that will need to be installed to provide power to this project.
3. Before the issuance of a Certificate of Occupancy, the utility easement must be recorded.
4. Developer to show the location of the meter center on the site plan.
5. Developer will be responsible for installing their own lightning for the parking areas.
6. Developer will be responsible for the cost of Lake Worth Beach's materials and labor for this project.
7. Before the issuance of a Certificate of Occupancy (CO) a final electrical inspection must be done.
8. The pole that the developer wants to relocate in 5th Ave S, north of the property, cannot be relocated.

BOARD POTENTIAL MOTION:

I move to **approve with conditions** the request for PZB Project Number 24-01400024 Major Site Plan and Waiver based on upon the competent and substantial evidence provided in the staff report and in the testimony at the public hearing.

I move to **disapprove** the request for PZB Project Number 24-01400024 Major Site Plan and Waiver request. The project does not meet the Major Site Plan and Waiver criteria for the following reasons [Board member please state reasons.].

Consequent Action: *The Planning & Zoning Board's decision will be final decision for the Major Site Plan and Waiver request. The Applicant may appeal the Board's decision to the City Commission.*

ATTACHMENTS

- A. Qualitative Development Standards
- B. Application Package (civil, architectural, and landscape plans & supporting documents)

ATTACHMENT A – Qualitative Development Standards

Section 23.2-31(c) – Qualitative Development Standards	Analysis
<p>1. Harmonious and efficient organization. All elements of the site plan shall be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The site shall be developed so as to not impede the normal and orderly development or improvement of surrounding property for uses permitted in these LDRs.</p>	In compliance
<p>2. Preservation of natural conditions. The natural (refer to landscape code, Article 6 of these LDRs) landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal and by such other site planning approaches as are appropriate. Terrain and vegetation shall not be disturbed in a manner likely to significantly increase either wind or water erosion within or adjacent to a development site. Natural detention areas and other means of natural vegetative filtration of stormwater runoff shall be used to minimize ground and surface water pollution, particularly adjacent to major waterbodies. Fertilizer/pesticide conditions may be attached to development adjacent to waterbodies. Marinas shall be permitted only in water with a mean low tide depth of four feet or more.</p>	In compliance
<p>3. Screening and buffering. Fences, walls or vegetative screening shall be provided where needed and practical to protect residents and users from undesirable views, lighting, noise, odors or other adverse off-site effects, and to protect residents and users of off-site development from on-site adverse effects. This section may be interpreted to require screening and buffering in addition to that specifically required by other sections of these LDRs, but not less.</p>	In compliance
<p>4. Enhancement of residential privacy. The site plan shall provide reasonable, visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walls, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.</p>	In compliance
<p>5. Emergency access. Structures and other site features shall be so arranged as to permit emergency vehicle access by some practical means to all sides of all buildings.</p>	In compliance
<p>6. Access to public ways. All buildings, dwelling units and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use; curb cuts close to railroad crossings shall be avoided.</p>	In compliance
<p>7. Pedestrian circulation. There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system.</p>	In compliance

- 8. Design of ingress and egress drives.** *The location, size and numbers of ingress and egress drives to the site will be arranged to minimize the negative impacts on public and private ways and on adjacent private property. Merging and turnout lanes traffic dividers shall be provided where they would significantly improve safety for vehicles and pedestrians.* **In compliance**
- 9. Coordination of on-site circulation with off-site circulation.** *The arrangement of public or common ways for vehicular and pedestrian circulation shall be coordinated with the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Minor streets shall not be connected to major streets in such a way as to facilitate improper utilization.* **In compliance**
- 10. Design of on-site public right-of-way (ROW).** *On-site public street and rights-of-way shall be designed to for maximum efficiency. They shall occupy no more land than is required to provide access, nor shall they unnecessarily fragment development into small blocks. Large developments containing extensive public rights-of-way shall have said rights-of-way arranged in a hierarchy with local streets providing direct access to parcels and other streets providing no or limited access to parcels.* **Not applicable**
- 11. Off-street parking, loading and vehicular circulation areas.** *Off-street parking, loading and vehicular circulation areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.* **In compliance**
- 12. Refuse and service areas.** *Refuse and service areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.* **In compliance**
- 13. Protection of property values.** *The elements of the site plan shall be arranged so as to have minimum negative impact on the property values of adjoining property.* **In compliance**
- 14. Transitional development.** *Where the property being developed is located on the edge of the zoning district, the site plan shall be designed to provide for a harmonious transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings and character. Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. Additional consideration shall be given to complementary setbacks between the existing and proposed development.* **In compliance**
- 15. Consideration of future development.** *In finding whether or not the above standards are met, the review authority shall consider likely future development as well as existing development.* **In compliance**

Section 23.2-31(d) - Qualitative Buildings, generally	Analysis
<p><i>1. Buildings or structures which are part of a present or future group or complex shall have a unity of character and design. The relationship of forms of the use, texture and color of material shall be such as to create one (1) 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 of the site shall enhance rather than detract from the character, value and attractiveness of the surroundings. Harmonious does not mean or require that the buildings be the same.</i></p>	In compliance
<p><i>2. Buildings or structures located along strips of land or on a single site, and not a part of a unified multi-building complex shall achieve as much visual harmony with the surroundings as is possible under the circumstances. If a building is built in an undeveloped area, three (3) primary requirements</i></p>	In compliance

shall be met, including honest design construction, proper design concepts, and appropriateness to the city.

3. All façades visible to public or adjacent property shall be designed to create a harmonious whole. Materials shall express their function clearly and not appear foreign to the rest of the building. **In compliance**
4. The concept of harmony shall not infer that buildings must look alike or be of the same style. Harmony can be achieved through the proper consideration of scale, mass, bulk, proportion, height, orientation, site planning, landscaping, materials, rhythm of solids to voids and architectural components including but not limited to porches, roof types, fenestration, orientation and stylistic expression. **In compliance**
5. Look-alike buildings shall not be allowed unless, in the opinion of the board, there is sufficient separation to preserve the aesthetic character of the present or evolving neighborhood. This is not to be construed to prohibit the duplication of floor plans and exterior treatment in a planned development where, in the opinion of the board, the aesthetics or the development depend upon, or are enhanced by the look-alike buildings and their relationship to each other. **In compliance**
6. Buildings, which are of symbolic design for reasons of advertising, unless otherwise compatible with the criteria herein, will not be approved by the board. Symbols attached to the buildings will not be allowed unless they are secondary in appearance to the building and landscape and are an aesthetic asset to the building, project and neighborhood. **In compliance**
7. Exterior lighting may be used to illuminate a building and its grounds for safety purposes, but in an aesthetic manner. Lighting is not to be used as a form of advertising in a manner that is not compatible to the neighborhood or in a manner that draws considerably more attention to the building or grounds at night than in the day. Lighting following the form of the building or part of the building will not be allowed if, in the opinion of the board, the overall effect will be detrimental to the environment. All fixtures used in exterior lighting are to be selected for functional as well as aesthetic value. **In compliance**
8. Building surfaces, walls and roofs shall be compatible and in harmony with the neighborhood. **In compliance**
9. "Take-out" or "pick-up" windows of retail or wholesale establishments shall not be located on a building façade that faces a public right-of-way, unless they are designed in such a manner as to constitute an aesthetic asset to the building and neighborhood. **Not Applicable**
10. All exterior forms, attached to buildings, shall be in conformity to and secondary to the building. They shall be an asset to the aesthetics of the site and to the neighborhood. **In compliance**
11. All telephones, vending machines, or any facility dispensing merchandise, or a service on private property, shall be confined to a space built into the building or buildings or enclosed in a separate structure compatible with the main building, and where appropriate and feasible, should not be readily visible from off-premises. **Not applicable**
12. Buildings of a style or style-type foreign to south Florida or its climate will not be allowed. It is also to be understood that buildings which do not conform to the existing or to the evolving atmosphere of the city, even though possessing historical significance to south Florida, may not be approved. **In compliance**

13. *No advertising will be allowed on any exposed amenity or facility such as benches and trash containers.* **In compliance**

14. *Light spillage restriction. The applicant shall make adequate provision to ensure that light spillage onto adjacent residential properties is minimized.* **In compliance**

<u>Section 23.2-31(h) – Criteria for parking lots and vehicular use areas</u>	<u>Analysis</u>
<p>1. <i>Parking lots and other vehicular use areas are to be designed as an aesthetic asset to a neighborhood and to the building, group of buildings, or facility they serve. A parking lot is to be considered an outside space; a transitional space that is located between access areas (such as roads) and the building, group of buildings or other outside spaces which it serves. The parking lot, because it is viewed from above as well as at eye level, should be designed accordingly.</i></p>	In compliance
<p>2. <i>Parking lots, vehicular use areas, and vehicles parked therein are to be effectively screened from the public view and from adjacent property in a manner that is attractive and compatible with safety, the neighborhood and the facility served.</i></p>	In compliance
<p>3. <i>The responsibility for beautification and design of a parking lot is the same as that which a homeowner has to his residential lot. The atmosphere within a parking lot or vehicular use area is to be as pleasant and park-like as possible, rather than a harsh stand of paving. Trees are of primary importance to the landscape and are not to be minimized in either height or quantity. Trees impart a sense of three-dimensional space in a relatively flat area. Trees cast shadows that help to reduce the monotony of an expanse of paving and create a refuge from the tropical sun. Signs designating entrances, exits and regulations are to be of a tasteful design and shall be subject to review by the board. Consideration may be given to use of pavement which is varied in texture or color to designate lanes for automobile traffic, pedestrian walks and parking spaces. Brightly colored pavement is to be used with restraint. In order to create a pleasant atmosphere, it is recommended that consideration be given to sculpture, fountains, gardens, pools and benches. Design emphasis is to be given to the entrance and exit areas of the lot. Trash, refuse and unaesthetic storage and mechanical equipment shall be screened from the parking lot.</i></p>	In compliance
<p>4. <i>Lighting is to be designed for visual effects as well as safety and resistance to vandalism. Care should be taken not to create a nuisance to the neighborhood from brightness or glare. Low lights in modest scale can be used along with feature lighting emphasizing plants, trees, barriers, entrances and exits. The fixtures are to be selected for functional value and aesthetic quality. Fixtures should be regarded as "furniture of the parking lot" which are visible both day and night.</i></p>	In compliance

<u>Section 23.2-31(l) – Community Appearance Criteria</u>	<u>Analysis</u>
<p>1. <i>The plan for the proposed structure or project 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.</i></p>	In compliance
<p>2. <i>The proposed structure or project is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.</i></p>	In compliance

3. *The proposed structure or project is in harmony with the proposed developments in the general area, with code requirements pertaining to site plan, signage and landscaping, and the comprehensive plan for the city, and with the criteria set forth herein.* **In compliance**

4. *The proposed structure or project is in compliance with this section and 23.2-29, Conditional Use Permits (CUP), as applicable.* **In compliance**