

April 5, 2021

Stonemont Financial Group
Shoppes of Village of Golf: Last Mile Delivery Station
Narrative and Justification Statement

Introduction:

Village Park B, LLC is the current owner (“Owner”) and Stonemont Financial Group (“Applicant”) is the contract purchaser of a portion of the property located at the SE corner of Military Trail and Woolbright Road (“Property”) in the Village of Golf (“Village”). The Property is located within the General Commercial (“GC”) and WorkPlace Commercial (“WC”) zoning districts with a land use designation of Commercial. The Applicant is proposing to construct a 71,638 SF build-to-suit warehouse building to be utilized as an Amazon Last Mile Delivery Station to be located within the WC zoning district portion of the Property. The Applicant previously submitted a Development Application for this same proposed project that was scheduled to be heard on March 17, 2021. However, the Applicant withdrew that Development Application in order to have more time to review and address staff comments that were contained in the Village Staff Report that was received by the Applicant on March 11, 2021. Please allow this letter to dually serve a response to the Village Staff Report (including engineering responses to Schmidt Nichols and Mock Roos Associates, enclosed herewith) in conjunction with our new Development Application.

Background:

On September 5, 2019, the Village approved a Planned Commercial Development, Master Plan/Site Plan, and Subdistrict Plan consisting of Parcels A-L and an amendment to the LDRs approved as Ordinance No. 125. The Master Site Plan approval allowed for seven buildings on Parcels H, J and K located within the WC zoning district. Parcel H was approved for two buildings of flex office ranging in square footage between 11,000 SF and 17,000 SF. Parcel J was approved for four warehouse buildings ranging in square footage between 9,800 SF and 11,000 SF. Parcel K was approved for one building of flex office of up to 31,000 SF. In the aggregate, the overall square footage that was approved for the seven buildings totaled 99,931 SF, as shown on the Subdistrict Plan. At this time, the Applicant is requesting to modify the above-referenced approvals as described in more detail below.

Development Application:

The Applicant is filing the enclosed Development Application with the following requests: 1) amend the Village Land Development Regulations (“LDRs”) to increase the current allowable warehouse square footage from 50,000 to 75,000 square feet; 2) amend the Master Site Plan to change from seven warehouse and flex-office buildings to a single warehouse distribution facility for an Amazon Last Mile Delivery Station; 3) amend the Subdistrict Plan to be consistent with the Master Site Plan; 4) approve a special exception use for the Last Mile distribution facility; 5) approve the Site Plan for the Last Mile Delivery; and 6) amend the Development Order for the Planned Commercial Development (“PCD”) to incorporate the modifications to the LDRs as well as the modifications to both the Master Site Plan and Subdistrict Plan.

Proposed Project-Amazon Last Mile Delivery Station:

The Applicant is proposing to construct a 71,638 SF build-to-suit warehouse Last Mile Distribution Station. In supply chain management, a last mile delivery station is the last leg of a fulfillment journey of moving goods from a transportation hub to a final destination. As such,

Amazon's Last Mile Delivery Station is the final stop prior to direct delivery to the customer's doorstep in a specific geographical radius. Amazon's fulfillment network is comprised of state-of-the-art technology and a variety of building types and sizes to support processing customer orders.

Prior to a product reaching a Last Mile Delivery Station, the product is processed through a sortable or a non-sortable fulfillment center. Amazon's sortable fulfillment centers are exceptionally large buildings at approximately 800,000 square feet. In these buildings, Amazon's employees pick, pack, and ship customer orders such as computers, books, toys, and housewares. Amazon also has what is called non-sortable fulfillment centers ranging in size from 600,000 square feet to 1 million square feet. In non-sortable fulfillment buildings, the associates pick, pack, and ship bulky or larger-sized customer items such as patio furniture, outdoor equipment, or rugs. At sortation centers, associates sort customer orders by final destination location and consolidate them onto trucks for quick delivery. Amazon also has buildings that are called receive centers and specialty buildings which support customer fulfillment by taking in large orders of the types of inventory that is expected to quickly sell or items during peak season such as the holidays so they allocate it to fulfillment centers within the network.

A Last Mile Delivery Station is vastly different from the very large fulfillment buildings. In a Last Mile Delivery Station, customer orders are prepared for delivery to a customer's doorstep. The customer product orders are received from the larger fulfillment center and then are prepared for "last-mile" delivery directly to the customer in a specified geographical area. Typically, the "last mile" delivery stations serve customers within a 45 minute driving distance. A last-mile delivery station is a building specifically customized to operate as the last leg prior to direct delivery to the customer. As such, the proposed Last Mile Delivery Station would not be able to operate as one of the large fulfillment centers.

As described in more detail below, the proposed Last Mile Delivery Station complies with the Village's Comprehensive Plan. The overall Master Site Plan encompasses approximately 36 acres. The proposed modifications to the Master Site Plan will continue to allow for the development of a multi-purpose development. The previously approved uses such as the gas station, retail,

restaurants, grocery store and pharmacy, warehouse, and self-storage are all remaining unchanged. As such, the Master Site Plan will continue to provide a unique mix of uses which will benefit the residents of the Village as well as the surrounding communities.

The Applicant appreciates the time and effort that went into the original Master Plan that was approved by the Village of Golf in 2019. Subsequent to the 2019 approvals, the world has changed drastically in that timeframe due to the COVID-19 pandemic. Prior to the COVID-19 pandemic, consumers were already moving at an exponentially increased rate towards purchasing goods via an online platform, but the pace has been catapulted due to COVID-19. Consumers are expecting their products to be delivered in shorter time frames and online retailers are having to put their last-mile delivery stations in locations close to those roof-tops in order to meet the consumer demands. It is now commonly known that online shopping is here to stay. Plus, the demand for the flex office space has dramatically reduced during COVID-19 and multiple resources have indicated that the work from home model will continue to be the new normal with more employers and professionals working remotely post-pandemic. While some of those potential tenants could have possibly been professional services, the majority of the potential tenants would be your typical warehouse tenants who use trucks, outdoor storage, and other uses that are not yet known to the community. The Village will not have the ability to pick and choose the tenants of those buildings and they may not be as well-managed as Amazon's Last Mile Delivery Station.

As retail has evolved from brick and mortar stores to online, Amazon has emerged as a global innovator and one of the country's most successful companies. During the Covid pandemic, Palm Beach County residents, including those living in the Village and surrounding neighborhoods, have relied on Amazon to safely and securely deliver necessities and other goods to their front door. It is not surprising that Amazon has ranked #2 on *Fortune* magazine's World Most Admired Companies list for five consecutive years.

Despite its size, Amazon is guided by a neighborhood mindset. The company empowers local Amazon leaders to build solutions that match what's important to the community. For the Village Last Mile Delivery Station, Amazon's local efforts will be directed by a specific person known as the "Community Operations Lead" for the Southeastern United States. The

“Community Operations Lead” will serve as a single point of contact for the neighborhoods, something unlike the original seven building plan in which there would be numerous small tenants without a community liaison.

It should also be noted that Amazon will not be relocate the Last Mile Delivery Station into one of the million square foot fulfillment centers. As explained above, fulfillment centers and last mile delivery stations are completely different building types in terms of size and operations. For this change to occur, Amazon would need to change its business model. Basically, Amazon’s corporate executives and Board of Directors and/or any other decision-makers would have to amend its well-established business model in order to locate a last mile delivery station inside a fulfillment center. This will not occur because the small delivery stations are specifically designed to actually deliver the packages to the consumers. The fulfillment centers do not house actual packages, but large amounts of bulk product. The product is moved from the fulfillment centers to smaller sortation facilities to begin packaging the products. The packages are then sent to the last-mile delivery stations for delivery. Each type of building is integral to Amazon’s logistical needs and Amazon will not be consolidating these types of facilities together in the future. On the contrary, they are doing the opposite and creating strategic locations like what is being proposed for the Village. Moreover, Amazon will be signing a 15 year lease upon the Applicant receiving approval of the Development Application. Amazon will be legally obligated to remain as a tenant during that lease term.

In regards to concerns as to expansion to the Blunt property to the south of the proposed project, the Applicant has no intention of expanding the Amazon Last Mile Delivery Station onto that property. The Last Mile Delivery Station is not designed for expansion. It is designed to operate at full capacity from day one. Even if the Applicant or another future applicant or developer wanted to develop the Blunt property in the future for commercial use, they would have to return to the Village Council for approval as the Blunt property is not currently zoned for commercial use. Ms. Blunt is very familiar with both the original project and the proposed project, and has provided a written a letter supporting the one building project. Ms. Blunt’s family was integral in creating the vision for the Village, and the Applicant has made sure to include Ms. Blunt in this process.

Text Amendment:

According to Section 3.04.C.2.c of the Village LDRs, warehouses no greater than 50,000 square feet are allowed as a Special Exception. The Applicant is proposing to construct a 71,638 SF build-to-suit retail distribution warehouse. Therefore, the Applicant is requesting to amend the LDR to allow for retail distribution use and to increase the permitted square footage from 50,000 SF to 75,000 SF to be approved by the Village Council. As discussed above, the overall square footage that was approved in 2019 for the seven buildings totaled 99,931 SF. The Applicant is proposing to modify the Master Site Plan to have only one warehouse building containing 71,638 SF instead of the seven separate buildings containing 99,931 SF.

Special Exception:

Pursuant to the Village LDRs, a Special Exception is defined as a use that would not be appropriate generally or without restriction throughout a land use category, but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or the general welfare of the area and the community. Such uses may be permitted in the land use category as special exceptions, only if specific provision for these special exceptions is made in the ordinance.

According to Section 3.04.C.2.c of the Village LDRs, warehouses no greater than 50,000 SF are allowed as a Special Exception. The Applicant is proposing to construct a 71,638 SF build-to-suit retail distribution warehouse for an Amazon Last Mile Delivery Station. Therefore, the Applicant is requesting to amend the LDR to allow for retail distribution use in a warehouse not greater than 75,000 square feet to be approved by the Village Council as a Special Exception under very limited circumstances with restrictions as discussed in more detail below.

A. Criteria pursuant to Section 10.05.B of the LDRs:

1. **That the proposed use is a permitted special exception use as listed in the zoning district in which it is proposed.**

Section 3.04 of the LDR provides the regulations governing the Commercial Zoning Districts including the WC zoning district where the Property is located. Section 3.04.C.2. of the LDR establishes special exception uses allowable in the WC zoning district, and 3.04.C.2 specifies that warehouse not greater than 50,000 square feet is a permitted special exception use in the WC zoning district. The proposed warehouse with distribution use for a delivery station is consistent with the allowable uses and with the requested amendment to the LDR to allow for a warehouse not greater than 75,000 square feet to be utilized for a distribution use including a delivery station.

2. **That the use is so designed located and proposed to be operated so that the public health, safety, welfare and morals will be protected.**

The proposed project is a true state-of-the-art building that was designed to be located and operated so that the public health, safety, welfare and morals will be protected. The Applicant put extra care and thought into developing a 71,638 SF building that is even more attractive to the community than the smaller warehouse and flex office buildings. The Applicant has found that there is an increased demand for modern last-mile warehouse space. The proposed Last Mile Delivery Station is ultramodern consisting of well-developed protocols for operations and security. Amazon has a very regimented and sophisticated operations plan in which the associates and managers must adhere to in order to meet Amazon's high standards for excellence.

Below is the Last Mile Delivery Station Daily Operations:

Step 1: Shipments: three trucks arriving from fulfillment centers deliver packages

between 10PM – 8AM

Step 2: Packages: customer orders are sorted and placed by 45 associates and managers

Step 3: Driver arrival: 9:20AM (after rush hour) and queue up for loading

Step 4: Loading: 9:50AM; 85 vans are loaded for the entire day of deliveries

Step 5: Departure: 10:10AM. 30 vans will depart every 20 minutes from 10:10AM to 10:50AM

Step 6: Return: all vans return between 7PM – 9PM (after rush hour) and are parked on-site for the night

3. That the use will not cause substantial injury to the value of other property in the Village.

The operation of the Last Mile Delivery Station will not cause substantial injury to other property in the Village. The proposed Last Mile Delivery Station will be located on land which is currently vacant. The tax base is anticipated to grow by about \$21,446,656.00 if the proposed project is completed in 2021 as a highly automated distribution facility. The proposed project will generate \$154,827 more to all taxing authorities and \$47,906 more to the Village than the previously approved seven smaller warehouses. See attached Fiscal Impact Analysis prepared by Munilytics. The Property is surrounded by other compatible uses being constructed by the Applicant in which increased property values is anticipated. The proposed warehouse is more than 400 feet from Golf Road and the closest residential home. The Applicant submitted a Noise Impact Analysis/Sound Study that reflects very minimal noise (enclosed herewith). The Applicant has met with surrounding property owners and is cooperatively working with those property owners to determine potential noise mitigation. The Applicant has gone to great lengths to ensure that there will be no noise nuisance factor from the proposed project. The initial noise study by NV5, a national recognized engineering firm, determined that the facility would create less sound than existing ambient noise levels in the area at all hours of the day. Despite that,

the Applicant has agreed to add sound walls that would even further reduce noise levels. The previously approved project has outdoor storage and unpredictable nuisance factors compared to the clean, efficient and predictable operation that the Applicant has proposed. The operation is very similar to how the adjacent the 7-Eleven and Publix operate in that they receive and sort inventory in the evenings and early mornings. As discussed herein, Amazon will have a minimal number of trucks that deliver the products overnight. However, instead of customers driving to the store during the day to shop, as they do at 7-Eleven and Publix. Amazon will have the products conveniently delivered via vans to the doorsteps of community.

4. That the use will be compatible with adjoining development and the proposed character of the land class where it is to be located.

The Last Mile Delivery Station is compatible with adjoining development and will have adequate screening and landscaping as described in more detail below. The original Master Site Plan that was approved in 2019 was carefully designed to provide retail uses along Woolbright Road and Military Trail while locating the office, self-storage, and warehouse uses in the interior of the site with little to no visibility from major roadways. The proposed Last Mile Delivery Station, just like the seven previously approved warehouses, will also be screened by landscaping and will have specifically placed sound barriers. Based on feedback from the Village and surrounding community, the proposed warehouse building has been scaled down to the smallest Amazon Last Mile Delivery Station possible. The height has been reduced considerably. The Applicant and consultants together with Amazon listened to the community to reduce the building height and complied with this request notwithstanding the Last Mile Delivery Station will be set far back in the Property and out of the sightlines of homes. Quail Ridge which is the closest development with residential homes nearest to the proposed project has provided their support of the project. Please see attached Neighborhood outreach summary that was completed by the Applicant and consultants. Countless hours were spent

reaching out to the community and working with them to improve upon our project. It is our understanding that the vast majority of the opposition received were all in the exact same form by virtue of a “Sign a Petition” click a button campaign. The letters of support were all original letters from actual members of the community including a hand written letter by Ms. Blunt and support from Quail Ridge. While some neighborhoods were initially in opposition to the project due to the need for more detailed information from the Applicant about the proposed project, the Applicant was able to greatly reduce that opposition after delivering the facts and providing multiple presentations about the project.

Moreover, the proposed development plan conforms with all applicable regulations governing the land use and the uses meet all requirements of the LDRs, should the text amendment and Special Exception be approved. No variances are being requested. Additionally, the proposed project is consistent with the Comprehensive Plan as described in more detail herein. The Applicant submitted a traffic study that reflected less trips generated by the proposed project than the original approved project as described in more detail below.

5. That adequate landscaping and screening is provided as required herein.

The landscape plan is in compliance with Section 5.03 of the Village LDR. The landscape plan adds a substantial number of new trees, including but not limited to Royal Palms, Sylvester Date Palms, Gumbo Limbo, Medjool Palms, Mahogany Palms tree, Royal Poinciana, Pigeon Plums and numerous shrubs and ground coverings. The added landscape will greatly enhance the area by exceeding both the quality and quantity of required landscaping. The proposed landscaping plan will implement Florida-friendly landscaping principles such as: 1) proper tree selection adjacent to utilities to mitigate damages which may be caused by trees; 2) establishment of permeable land areas essential to surface water management and aquifer recharge; and 3) the planting of site specific, native and drought tolerant plant materials.

The landscape plan establishes the interior streetscape theming identified in the previously-approved master development plan. Entrances are enhanced with Date Palms and colorful understory plantings. Multi-layered buffers with shade trees and palms are designed for perimeters to visually screen the proposed warehouse from outside views, while smaller trees and palms are planted at the building foundation to soften the exterior architecture. Parking lot interior landscape spaces are planted with a variety of trees, palms, shrubs, and groundcovers that complement and match the previously approved master development landscape plans.

6. That adequate off-street parking and loading is provided, where required, and ingress and egress is so designed as to cause minimum interference with traffic or abutting roadways.

According to the LDR, the parking required for warehouse is 1 space per 1,000 SF plus 1 space per 200 SF of office and 2 loading spaces are required. Parking and loading for the development will comply with the LDRs. The proposed development project, inclusive of the proposed Last Mile Delivery Station as described by this special exception, request does not create any adverse impacts on traffic operations internal or external to the Property. The Property will provide ingress and egress points along Military Trail and Woolbright Road. The overall development provides fluidity and connectivity by virtue of the six interior driveways. In regards to routing of Amazon's trucks and vans, Amazon has gone over and beyond to ensure that they will not Golf Road. Applicant is agreeing to pay for multiple signs along Golf Road stating no commercial truck or van through traffic. In addition, Golf Road has no direct access to the interstate or the turnpike and is a two lane road. Thus, it would never be efficient for Amazon to use Golf Road as a pass-through compared to a faster moving four or six lane road. The entire purpose of the proposed project is to efficiently deliver product to consumers in a safe, quick, and predictable manner. It goes against Amazon's

business plan to use small two lane roads like Golf Road.

A traffic study was completed on January 7, 2021 as an update to the previous 2018 and 2019 approvals. The January 7, 2021 traffic study has been approved by the Palm Beach County Traffic Division and a supplemental letter reaffirming same was received on January 12, 2021. The analysis for this study utilized the full entitlements for the site, with the proposed delivery center replacing the previous entitlements for warehouse, light industrial, and outdoor storage uses to determine if the project meets the Traffic Performance Standards (“TPS”) of the Palm Beach County Unified Land Development Code (“ULDC”). This traffic analysis determined that the project will generate a reduction of 83 A.M. peak hour trips and a reduction of 63 P.M. trips in comparison to the existing entitlements for the overall site. Therefore, the project meets the requirements of the TPS of Palm Beach County.

Subsequent to the County Traffic Division’s approval and verification that the project is in compliance with the County’s TPS requirements, claims were made by a consultant hired by owner(s) of property near this site that raised questions related to the traffic impacts generated by this site. Those claims were outlined in a letter dated January 6, 2021. The County reviewed the claims made in that consultant’s letter with respect to the traffic study performed for this site and issued a response letter re-affirming the County’s original conclusion that the proposed application is in compliance with the County’s TPS requirements.

The vehicular circulation for the Property is accomplished by a series of interconnected roadways organized in a traditional block structure. The traditional block organization facilitates connectivity and wayfinding. The primary internal roads are lined with formally spaced Royal Palms. Additionally, there are sidewalks along the internal roads, providing pedestrian connectivity between the parcels and access to both Military Trail and Woolbright Road.

Vehicular circulation will be enhanced by directional arrows on the pavement and with appropriate signage. In addition, traffic calming at the main ingress and egress locations, in addition to the main interior intersections, will be achieved by adding decorative pavers, thus creating a visual and textural variation. There will be three internal roads running north and south and two internal roads running east and west.

Nuisance factors which may be viewed as potentially detrimental have been mitigated by locating the building in the interior of the development site and away from other properties and major thoroughfares. Furthermore, the landscaping, screening and exterior lighting, required yards and open space are compatible with the adjacent uses and other properties with the respective zoning districts. It is important to note that the proposed project does not require large signage. Therefore, there will be very minimal monument signage or building signage. The site lighting has been submitted in compliance with the LDRs and will not cause any light bleeding off the property lines.

7. That the use conforms to all applicable regulations governing the land use where located.

If the proposed text amendment and Special Exception request described herein are approved by the Village Council, then the project will be in conformance with all applicable regulations governing the land use where located. The warehouse building otherwise complies with the LDRs as no variances are being requested.

8. That the use meets all the requirements in the land development regulations and conforms to the comprehensive plan.

The proposed Last Mile Delivery Station furthers the goals, objectives, and policies of the Comprehensive Plan as the distribution use is consistent with and nested within the commercial land use which was approved and found to be consistent and compatible with neighboring properties. Specifically, the Last

Mile Delivery Station is consistent with Goal 1.0.0 by providing a development of suitable and compatible land uses which preserve, enhance, and is within the established character of the Village.

Per Chapter 9, Section 9.1, economic assumptions of the Village Comprehensive Plan, the economic well-being of the Village residents is not linked to the regional economy. Many of Village's residents are retired individuals, and thus, do not depend on local employment for income. In addition, a large portion of the population is seasonal which also emphasizes the Village's non-dependency on the regional economy. The Comprehensive Plan specifies the fact that the Village is a residential community and therefore it is not necessary for the Village to promote employment opportunities for residents through land use distribution and other policies. Ad valorem taxes are anticipated to provide the bulk of municipal general fund revenues in the future. As development occurs in the Village, the tax base will continue to expand. The tax base is anticipated to grow by about \$21,446,656.00 if the proposed project is completed in 2021 as a highly automated distribution facility. The proposed project will generate \$154,827 more to all taxing authorities and \$47,906 more to the Village than the previously approved seven smaller warehouses. Although the square footage of the proposed facility is smaller, the build-out costs and quality of the facility lead to a much higher construction cost, and thus a higher value. In addition, the land value will increase dramatically from the proposed sale. The Applicant does not plan to sell the building and the value of a long-term Amazon lease will lead to a much more valuable asset than the 7 smaller buildings. See attached Fiscal Impact Analysis prepared by Munilytics.

Policy 1.3.7 of the Future Land Use Section of the Comprehensive Plan states that the Village should promote commercial development that will adequately serve the community needs. The Last Mile Delivery Station will fill a critical need and an amenity to the nearby residents. The Last Mile Delivery Station will serve the needs of the residents and simultaneously diversify the local tax base.

Also, Policy 1.3.8 states that the Village should strive for compatibility developments that are assets to the Village and complement the aesthetic character of the community. The Amazon Last Mile Delivery Station will be a state-of-the-art Class-A single-story building with glass features at the entry. Unlike most warehouse buildings, there will be minimal tractor trailer parking and traffic to this site. There are only 6 dock doors and no trailer parking spaces. This is far less than a typical warehouse, as the true use of the property is for last-mile delivery using smaller vehicles. The Last Mile Delivery Station is designed for a package delivery service. Packages arriving from a larger fulfillment facility are prepackaged in cardboard boxes and labeled for shipping, then delivered within local neighborhoods and areas surrounding the Last Mile Delivery Station. The packages are brought into the distribution facility via trucks, using designated loading dock positions. Once unloaded into the facility, the packages are sorted into more specific locations, put into bins and onto small mobile carts. These carts are rolled out to the loading area, from which the packages are loaded into vans for final delivery.

As discussed above, the proposed project is in-line with the vision of the Village's Comprehensive Plan. The Last Mile Delivery Station will both service the needs of the residents and diversify the local tax base, which is presently overrepresented by residential uses. According to the Village of Golf Comprehensive Plan, only 1.9% of land within the Village is presently used for commercial purposes. Policy 1.3.7 of the Comprehensive Plan states that a policy of the Village is to "[p]romote commercial developments that will adequately serve the community's needs." The LDRs define "commercial use" as an establishment which supplies commodities and services to the general public, including retail consumer goods as well as professional, business and personal services. The Last Mile Delivery Station is providing product and services including retail goods with the extra convenience of delivery to the residents' front door. In accordance with the amendments as described above, the Applicant proposes to make improvements that will enhance the Property by developing

vacant land and offering its services to the community. As the shopping habits of the world continue to change, the Last Mile Delivery Station will be able to support the Palm Beach County area with superior access to goods than previously available.

B. Criteria pursuant to Section 10.05.C of the LDRs:

In addition to the above and as discussed in the Village Staff Report, before any special exception is granted, the Village Council shall apply the standards set forth below and shall determine that satisfactory provision and arrangement of the following factors have been met by the Applicant, where applicable:

1. Compliance with all elements of the Village of Golf Comprehensive Development Plan

As discussed above, the Applicant is requesting a text amendment to the LDRs to allow for retail distribution use in a proposed 71,638 square foot warehouse building as a Special Exception. As provided in the Local Planning Agency (“LPA”) Staff Report, dated March 17, 2021, the Village’s Comprehensive Plan contains elements each with goals, objectives, and policies to which the Village utilizes as guidance in shaping future growth. Any amendment to the LDRs should be generally consistent with the Plan and should further Village goals which are carried out via the LDRs. According to the LPA Staff Report, the proposed text amendment has been found to be generally consistent with the goals, objectives, and policies of the Village’s Comprehensive Plan.

2. Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.

Great care was given in providing sufficient ingress and egress to the Property and proposed structures with a particular focus on vehicular and pedestrian safety

and convenience, in addition to traffic flow, control and access in case of fire or catastrophes. Moreover, the Applicant will add a covered walkway from the southwest lot as requested. See above for additional details.

3. Off-street parking and loading area, where required, with particular attention to the items in 2. above.

As shown on the attached Site Plan, adequate off-street parking and loading will be provided with sufficient ingress and egress points which allow for adequate vehicular and pedestrian circulation.

4. Refuse and service areas with particular reference to items 2. and 3. above

As shown on the attached Site Plan, refuse and service areas have been provided as to not interfere with ingress and egress or the parking and loading areas.

5. Nuisance factors detrimental to adjacent and nearby properties and the Village as a whole. Nuisance factors shall include by not necessarily be limited to: noise, odor, smoke, glare, electrical interference and/or mechanical vibrations;

The Applicant, together with Amazon, have gone above and beyond to ensure that there will not be a noise nuisance factor from the proposed project. The initial noise study by NV5, a national recognized engineering firm, determined that the facility would create less sound than existing ambient noise levels in the area at all hours of the day. Despite that, the Applicant and Amazon have agreed to add sound walls that would even further reduce noise levels. The previously approved project has outdoor storage and unpredictable nuisance factors compared to the clean, efficient and predictable operation that the Applicant has proposed.

6. Utilities, with reference to location, availability and compatibility.

As shown on the plans, utilities are appropriately located, available and

compatible. Moreover, the proposed landscape plan implements Florida-friendly landscaping principles with proper tree selection adjacent to utilities to mitigate damages which may be caused by trees.

7. Screening and buffering with reference to type, dimensions and character.

As described above, the landscape plan is in compliance with Section 5.03 of the Village LDR. The landscape plan adds a substantial number of new trees, including but not limited to Royal Palms, Sylvester Date Palms, Gumbo Limbo, Medjool Palms, Mahogany Palms, Royal Poinciana, Pigeon Plums and numerous shrubs and ground coverings. The added landscape will greatly enhance the area by exceeding both the quality and quantity of required landscaping. The proposed landscaping plan will implement Florida-friendly landscaping principles such as: 1) proper tree selection adjacent to utilities to mitigate damages which may be caused by trees; 2) establishment of permeable land areas essential to surface water management and aquifer recharge; and 3) the planting of site specific, native and drought tolerant plant materials.

The landscape plan establishes the interior streetscape theming identified in the previously-approved master development plan. Entrances are enhanced with Date Palms and colorful understory plantings. Multi-layered buffers with shade trees and palms are designed for perimeters to visually screen the proposed warehouse from outside views, while smaller trees and palms are planted at the building foundation to soften the exterior architecture. Parking lot interior landscape spaces are planted with a variety of trees, palms, shrubs, and groundcovers that complement and match the previously approved master development landscape plans.

8. **Signs and proposed exterior lighting with reference to glare, traffic safety, economic effect and compatibility and harmony with properties in the zoning district.**

As discussed above, exterior lighting and signage have been designed to be compatible with the adjacent uses and other properties with the respective zoning districts. The proposed project does not require large signage. Therefore, there will be very minimal monument signage or building signage. The site lighting has been submitted in compliance with the LDRs and will not cause any light bleeding off the property lines.

9. **Required yards and other open space.**

The required yards and open space are compatible with the adjacent uses and other properties. An extra perk to the proposed project is the reduced coverage ratio and the addition of 2.3 acres on the north side of the project that the Applicant is dedicating as open green space for the community. The Applicant is willing to enter into a restrictive covenant agreeing not to develop the 2.3 acres in order to mitigate concern over potential future expansion.

10. **General compatibility with adjacent properties and other property in the zoning district.**

The Last Mile Delivery Station is compatible with adjoining development and will have adequate screening and landscaping as herein. The proposed warehouse for the Last Mile Delivery Station will be located in the interior of the site with little to no visibility from major roadways or residential homes. The proposed Last Mile Delivery Station, just like the seven previously approved warehouses, will be screened by landscaping and will have specifically placed sound barriers. The Applicant met with the nearby neighborhoods to present the project and provide an opportunity for questions and feedback. The Applicant listened to the neighbors and implemented numerous changes to mitigate any potential impact such as rotating the

building 180 degrees, relocating the truck entrance, truck court and loading dock to the west side of the building. The Applicant also reduced the height from 44' to 40'4" after one of the first neighborhood meetings. The neighbors requested a further reduction in height and the Applicant worked hard with Amazon to reduce the height even more down to 38'4" which is the lowest possible height. This height is in-line with Publix. The proposed warehouse is a micro delivery station that will be located in the back corner of the Property behind Publix. The Applicant agreed to reduce the building height and complied with this request notwithstanding the fact that the proposed Last Mile Delivery Station will be set far back in the Property and out of the sightlines of homes.

As acknowledged in the Village Staff report, the Applicant worked with the Village to draft a declaration of restrictive covenants that prohibits the use of drones within the Village. The Applicant has worked tirelessly to develop a fair agreement to restrict the delivery of packages via drones at the facility. This is another great example in which the Applicant together with Amazon showed their commitment and flexibility in order to be good neighbors.

11. Whether the change suggested is out of scale with the needs and character of the neighborhood or the Village.

Based on feedback from the Village and surrounding community, the proposed warehouse building has been scaled down to the smallest Amazon Last Mile Delivery Station possible. The height has been reduced considerably. The Applicant and consultants together with Amazon listened to the community to reduce the building height and complied with this request notwithstanding the fact that Last Mile Delivery Station will be set far back in the Property and out of the sightlines of homes. The Applicant reduced the height from 44' to 40'4" after one of the first neighborhood meetings. The neighbors requested a greater reduction in height and the Applicant worked hard with Amazon to reduce the height even more down to 38'4" which is the lowest possible height. This height is in-line with Publix.

12. Any special requirements set out in the zoning district in which it is proposed.

The Applicant acknowledges that the LDRs authorizes the Village Council to impose additional conditions and safeguards with respect to a Special Exception Application.

Conclusion

The proposed project is consistent with the Village's Comprehensive Plan and will be consistent with the Village's LDRs should the text amendment be approved as no variances are being requested. The proposed Last Mile Delivery Station will provide an enormous benefit to the Village and surrounding community. The proposed Last Mile Delivery Station will bring much needed services to the Village, at an appropriate location at the corner of Woolbright and Military Trail. The approval of the Development Application will allow for a quality project that is well placed within the overall Master Plan.

As discussed above, Amazon has emerged as a global innovator and is one of the country's most successful companies. During the Covid pandemic, Palm Beach County residents, including those living in the Village and surrounding neighborhoods, have relied on Amazon to safely and securely deliver necessities and other goods to their front door. It is not surprising that Amazon has ranked #2 on *Fortune* magazine's World Most Admired Companies list for five consecutive years. Despite its size, Amazon is guided by a neighborhood mindset. The company empowers local Amazon leaders to build solutions that match what's important to the community.