

VILLAGE OF TEQUESTA  
**BEACH ROAD CORRIDOR  
DESIGN GUIDELINES**

NOVEMBER 17, 2022





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# INTRODUCTION

## Background

Its natural beauty sets the Village of Tequesta apart from other municipalities in the region. Tequesta is located in the northern portion of Palm Beach County along the County’s eastern seaboard. Incorporated in 1957, the Village encompasses 2.3 square miles, bounded by Martin County to the north; the Town of Jupiter, Town of Jupiter Inlet County, unincorporated Palm Beach County, and the Loxahatchee River to the south; the Atlantic Ocean, incorporated Palm Beach County, and the intracoastal waterway to the east, and; the northwest fork of the Loxahatchee River to the west.

The Village of Tequesta's boundaries within Jupiter Island include panoramic views and beaches that attract local residents as well as tourists. As shown on the map below, Beach Road is the main corridor serving this area, connecting Coral Cove Park and a number of multifamily buildings located on the barrier island.



The Beach Road corridor is evolving and has experienced redevelopment in recent years due to the increasing demand in the real estate market. This has triggered planning challenges such as zoning regulations, architectural design, and environmental concerns. The vision for the Beach Road corridor district is to maintain and enhance the dialogue between the built environment and its natural surroundings.

Beach Road is currently home to thirteen (13) multi-family residential buildings. Most were built during the 1960s, 1970s, and 1980s. One building is currently under construction. The ages of the buildings within the corridor are as follows:

- 4 built in the 1960s (E, G, H, and I)
- 6 built in the 1970s (B, C, D, F, J, and K)
- 1 built in the 1980s (A)
- 1 built in the 1990s (L)
- M (Sea Glass) currently under construction

These 13 condominiums have different heights, and the number of stories range from 3 to 11 stories as follows:

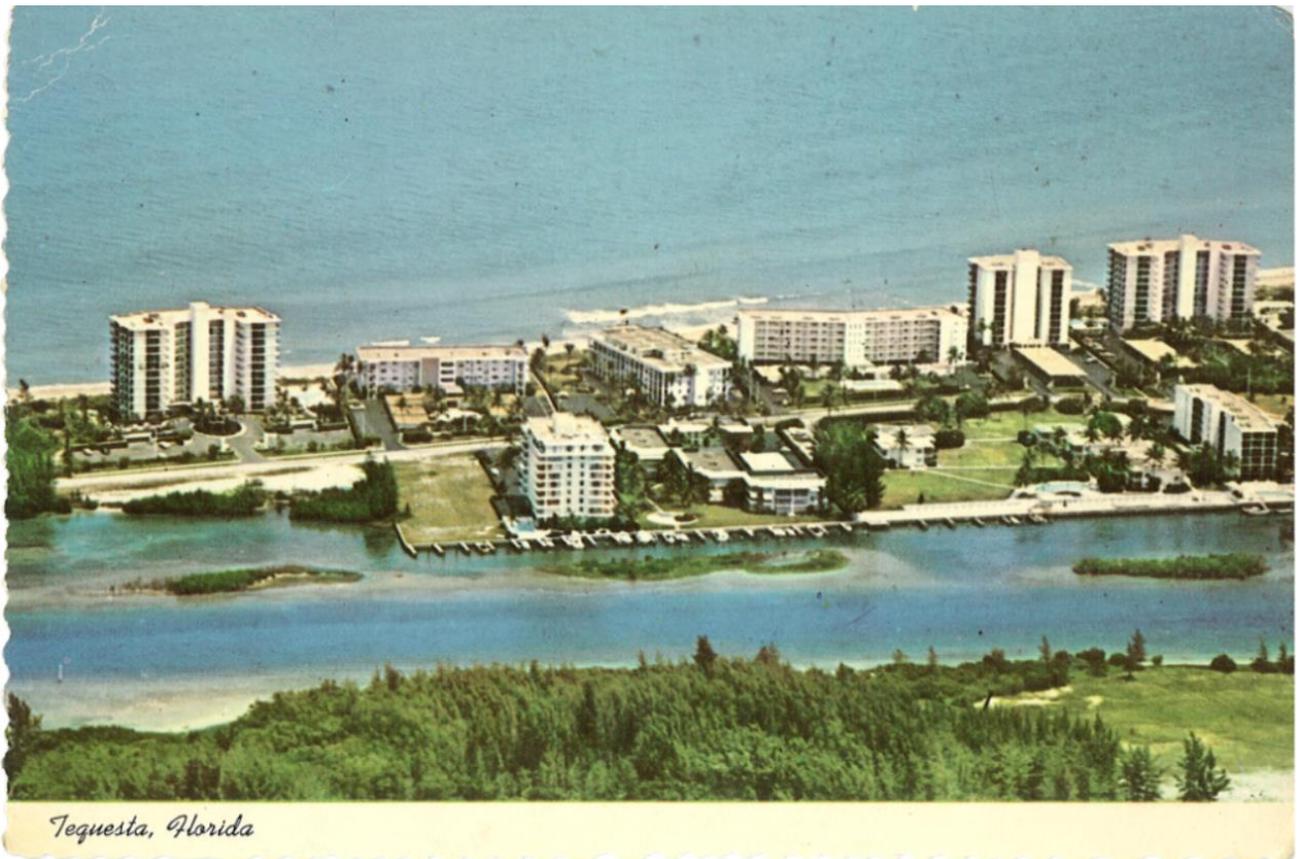
- 4 buildings – 11 stories (B, C, K, L)
- 2 buildings – 9 stories (J, M)
- 3 buildings – 6 stories (A, D, E)
- 2 buildings – 4 stories (G, I)
- 2 buildings – 3 stories (F, H)

# Existing Conditions



## Purpose

The Design Guidelines strive to maintain and enhance Tequesta's small village way of life, urban character and scenic charm. These guidelines encourage urban forms that provide human scale, and allow for an enriching and cohesive pedestrian experience throughout the corridor.



Beach Road Corridor in 1977.<sup>1</sup>

The Design Guidelines presented in this document will assist in preserving the identity of Beach Road, and will offer flexible guidelines to support development that does not compromise the existing character of the corridor while encouraging a high level of design and creativity.

The Design Guidelines provide a framework for the Village and developers to collaborate toward achieving high standards and harmony between the built and natural environment. As a complement to the zoning requirements, these Design Guidelines offer a flexible a tool that will encourage new development to be compatible with existing surroundings.

Beach Road is a residential corridor, and the proposed buildings must reflect this residential character and avoid the aesthetics common to commercial corridors characterized by the presence of hotels. Since the Beach Road Corridor is in a redevelopment phase, the intent of this document is to provide Design Guidelines to prevent an urban form characterized by block, monotonous buildings as shown in the photo below.



Building massing not recommended through these Design Guidelines. Photo from Panama City Beach, Florida.<sup>2</sup>

The Design Guidelines have five principal objectives:

1. *To support development that is consistent with the Village's vision.*
2. *To encourage site planning and architectural design that will enhance the character of the Beach Road Corridor.*
3. *To ensure compatibility between the built and natural environment.*
4. *To provide flexibility and cohesiveness in the design and planning of new development.*
5. *To communicate to developers the Villages aesthetic goals clearly and early in the design phase.*

## How to Use the Design Guidelines?

The Village will apply these Design Guidelines in reviewing individual development projects. The guidelines shall be utilized with the following considerations:

1. **Each project is unique and will pose unique design challenges. Through the site plan review process, the applicant will receive design comments based on these guidelines.**
2. **The illustrations presented in this document represent design principles and are not meant to be for literal interpretation.**
3. **The checklist is a summary of the design principles that shall be included in the proposed development. The checklist and design guidelines shall be used concurrently; the checklist is not a substitute for the guidelines.**

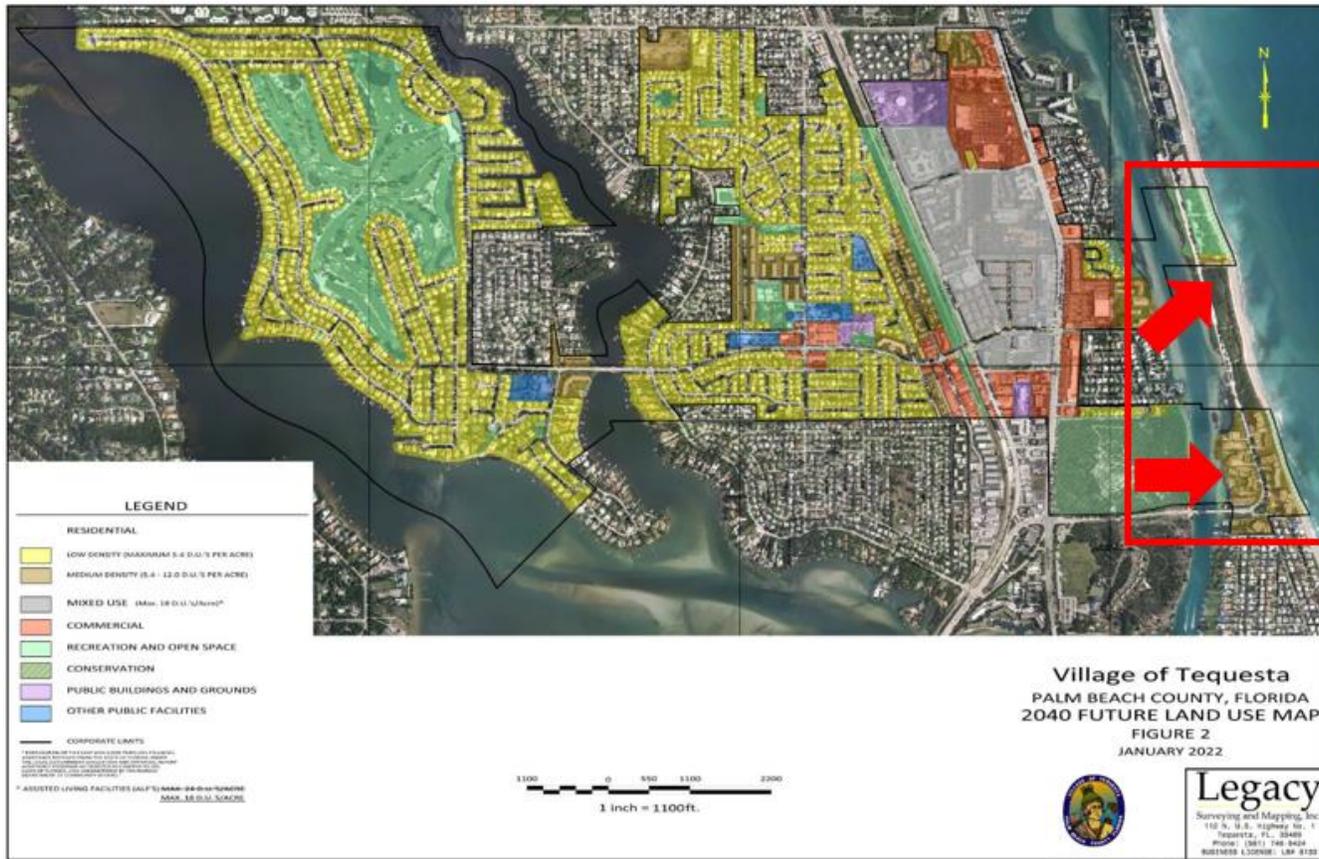
## Future Land Use and Zoning Regulations

The Beach Road Corridor has a land use designation of Residential Medium Density allowing up to a maximum density of 12 dwelling units per acre. The subject corridor is located in the R-3 Zoning District, which has the following site requirements:

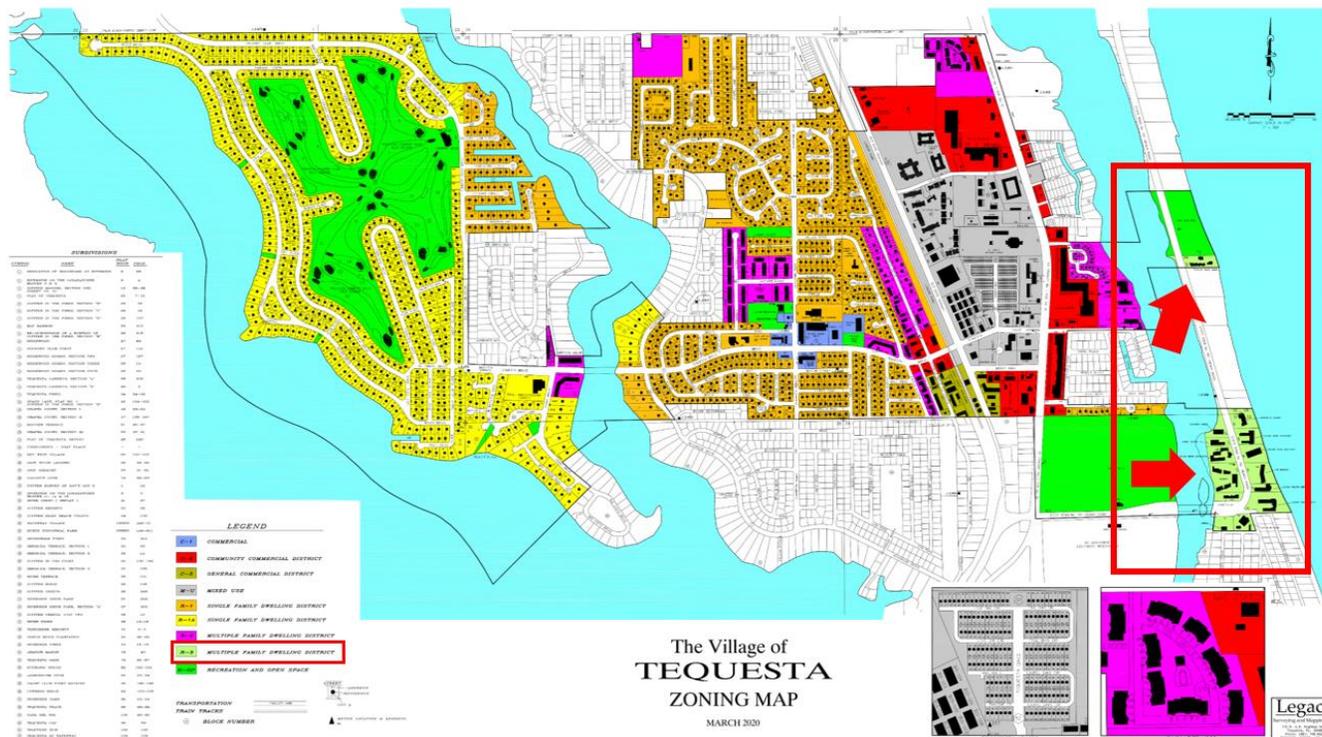
- Height: 11 stories/101 ft. measured from the average height of the crest of the sand dune line, for main building or structure east of Beach Road, and measured from grade west of Beach Road.  
2 stories/20 ft. for any accessory building or structure.
- Lot coverage: 35%
- Open space: 30%

*In terms of setbacks, all developments within the Beach Road Corridor must comply with Village Code Section 78-143. Please note, Section 22-82 and Section 78-175 also includes language pertaining to the subject design guidelines.*

## Future Land Use Map



## Zoning Map



## Community Participation and Feedback

During the process of creating the Design Guidelines, the Department of Community Development held public workshops in order to have an open dialogue between the Beach Road residents and the Village.

### June 29, 2022 - Public Workshop

This initial workshop was well attended and provided the opportunity to listen to the residents' vision, concerns, and ideas for the corridor. At this workshop, Village Staff made a PowerPoint presentation illustrating the existing conditions and preliminary ideas for the design and character of the corridor (see [link](#) to June 29th presentation or Appendix E). It was apparent that the residents cared about the natural beauty of the corridor, its safety, and accessibility to the beach. The following is a summary of the residents' desires and concerns for Beach Road:

- Improving the safety of the corridor (parking, speeding, etc.)
- Enhancing architectural aesthetic building (heights, sizes, and shapes)
- Ongoing construction operation and disruptions
- Adding landscaping and buffers
- Being respectful of the residential character of the corridor

The feedback received from residents shaped the content of this R-3 Design Guidelines.



## October 3, 2022 - Public Workshop

Following the June 29th meeting, Village Staff prepared these Design Guidelines and a list of proposed code modifications. On October 3, 2022, the Village of Tequesta held a second workshop with residents of the Beach Road Corridor and the Village Council. The purpose was to present the draft document and receive feedback from the Village Council and residents. At this workshop, Village Staff made a PowerPoint presentation illustrating key sections of the Design Guidelines and the proposed code modifications (see [link](#) to October 3rd presentation or Appendix E).



These Design Guidelines are based on the following urban design principles:

### **I. BUILDING DESIGN**

The design of a building accounts for the scale and aesthetics of a development while ensuring its compatibility with its surroundings. Building design encompasses design elements that should create a well-proportioned and unified urban form, by incorporating elements such as massing, articulations, and step-backs to provide aesthetics, movement, cohesiveness, and human scale.

### **II. SITE PLANNING**

The design and planning of a site is paramount. The location of buildings, landscaping, parking areas, lighting, driveways, and recreational facilities are key elements to site planning. Site design should provide a compatible and harmonious relationship between a proposed development, zoning code requirements, and the built and natural environment. Designs should provide adequate drainage and reduce stormwater runoff from the proposed development.

### **III. LANDSCAPING**

Landscape design not only beautifies a site but also creates enjoyable and inviting spaces that complement the building and its surroundings. Landscaping can be utilized to soften the building massing, around the foundation of buildings, within parking lots and right of ways, and to create a buffer between properties. Also, landscaping can enhance the architecture of a building by creating green roofs and green walls. Landscaping is essential to increasing the presence of urban forestry and cooling islands that reduce urban heat.

### **IV. PUBLIC STREETSCAPE**

Streetscape design is vital for the aesthetics of a corridor and urban character. It refers to the natural and built fabric of the street, and defines the quality of the street and its visual effect. The concept recognizes that a street is a public place where people are able to engage in various activities, and is not only access to other places, but also an experience within a space. Streetscape design provides balance between the built environment, the road, and surrounding nature.

## I. BUILDING DESIGN

The way a building is designed defines the urban character of a community. Successful building design provides attention to building fenestration, adequate setbacks, building orientation, proportions, scale, and various façade treatments. These elements, accompanied by diverse textures, materials, and colors, provide harmony and compatibility with surrounding buildings, the streetscape, and the natural environment. **Buildings for the Beach Road Corridor should be designed individually to promote creativity and uniqueness, and look-alike buildings are highly discouraged.**



The use of architectural elements such as building massing, variety of windows/balconies, and appropriate vegetation can enhance the presence and visual interest of a building.<sup>3, 4, & 5</sup>

**Proposed building designs for the Beach Road Corridor shall incorporate the following architectural elements:**

**Height and Massing**

The height of a building in relation to its overall configuration or massing is one of the more significant factors in determining the impact a building will have on its surrounding environment. From a design perspective, it is important to ensure that height and massing are considered together to arrive at a high-quality, well-proportioned building form.



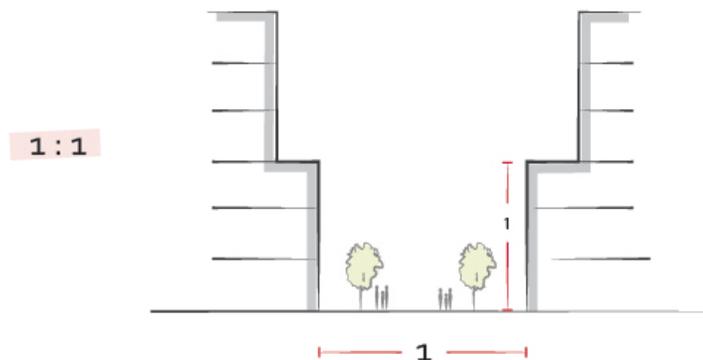
Well-proportioned buildings demonstrating massing in relation to height.<sup>6 & 7</sup>

**Height**

The combination of building height and form are key design elements for providing proper scale and massing which influences the sense of space and pedestrian comfort. The height and massing of a development contribute to a built form of high standard that is designed to respond to its context.

The following should be considered regarding the building height for buildings located within the Beach Road Corridor:

- The permitted zoning maximum height;
- the urban character;
- the immediate streetscape characteristics;
- height of surrounding/adjacent buildings;
- strategic panoramic views of the Intracoastal and the Ocean; and,
- the relationship of height to frontage width and building depth.



Suggested ratio between building height and distance between buildings.<sup>8</sup>

## Building Massing

Building massing refers to the overall configuration of the building. The way a building is arranged on its site is particularly important for larger buildings. Building massing provides a structure with a particular shape, size, and form in relation to the surrounding areas and the road. It helps create a sense of the space, around a building and also provides a defined character for the building. The following should be considered regarding building massing for buildings located within the Beach Road Corridor:

- Site size, geometry, topography, and configuration in relation to adjacent Intracoastal and Beach areas;
- Dividing a large form into smaller forms to minimize visual impact and minimize box/rectangular forms;
- Organizing the building's mass to express different vertical elements (e.g. a 'base' and a 'top');
- Using horizontal emphasis on tall buildings and vertical emphasis on wide buildings to balance the overall size;
- Breaking down the mass of the building by:
  - recessing and projecting elements to avoid flat monotonous facades;
  - set back upper levels to achieve an appropriate height-to-width ratio;
  - expressing different internal functions such as vertical circulation or entry;
  - differentiating individual apartments to achieve identity and personalization.

For taller and larger buildings:

- Use transitional volumes to help integrate a development where the adjacent built environment is of a lesser scale.
- Set back the upper floors or use a podium form to prevent visual dominance at the street edge.
- Divide the overall massing or break up overly large forms. Where appropriate, a large building should be able to be read as a series of discrete forms. This reduces visual dominance and creates aesthetic interest.
- Create variation along the facade of long buildings, potentially stepping volumes forward or backwards, to create visual rhythm.



Building massing demonstrating division of volumes and visual rhythm.<sup>9</sup>

## Step-backs

Building step-backs are architectural design elements that are applied to the upper-stories of a development. Step-backs add interest to a building, provide human scale, and create interaction with the street. A step-back requires that any portion of a building above a certain height recedes further towards the center of the property. Building design setbacks and step-backs provide the following benefits:

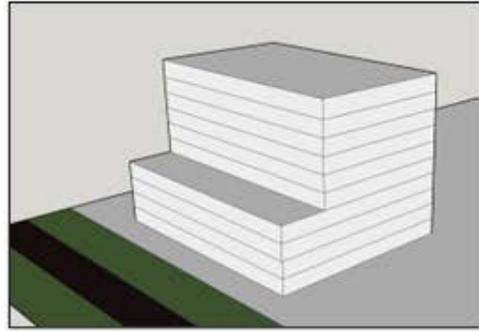
- Diversity in building height form, and placement
- Opportunity for adding landscaping and open spaces
- Creating human scale by proportionate height and massing
- Increasing views of surrounding areas



Example of building step-backs with views to the beach and interaction with the street.<sup>10, 11, 12 & 13</sup>

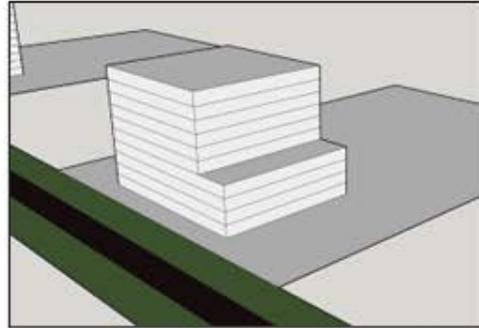
## Front Stepback

Reduces building height along the right of way, which creates a more human scale



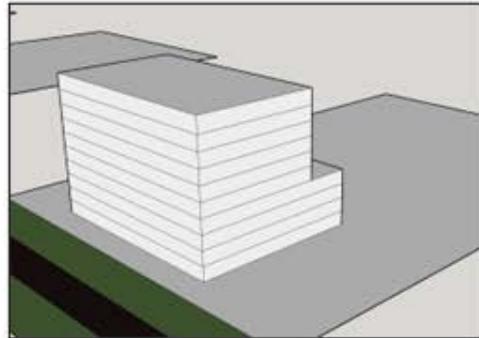
## Side Stepback

Reduces building height along the side property lines of a site, providing new view corridors



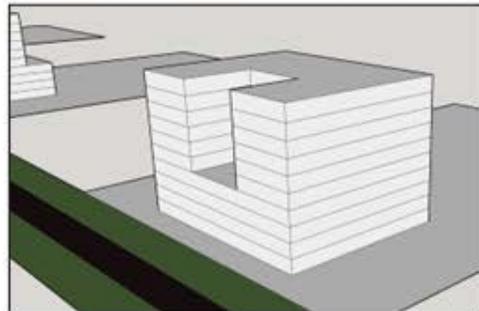
## Rear Stepback

Reduces building height along the rear property lines of a site, creating compatibility with surrounding developments



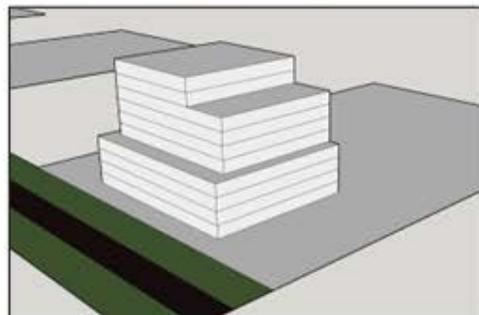
## Middle Stepback

Reduces height in the center of a building's façade, producing opportunities for open space and breaking up the building mass



## Combination of Stepbacks

Combined benefits of multiple setbacks create a more attractive building shape and overall design



*As a whole, step-backs help to provide better view corridors, compatibility, interesting building facades, and use setbacks to create building shape and form.*

## Articulations

Building articulation is an architectural element that promotes human scale by visually breaking building massing and facades into smaller portions. Articulations can be used to emphasize sections of buildings for aesthetic interest, create rhythm and movement along building facades, and distinguish particular uses of building sections such, as a main entry. Building designs should create both horizontal and vertical interests from the street and other views.

The appropriate scale for articulation is often a function of the size of the building and the adjacent public spaces including sidewalks, planting zones, and roadways. Building design for the Beach Road Corridor should include articulations toward the Intracoastal, the beach area, and along the elevation fronting the road.



Horizontal and vertical articulations create architectural design and interesting buildings.<sup>14 & 15</sup>

The following figure presents five (5) different considerations about building articulations:

<p><b>Minor Wall Offset</b></p>		<p><b>Variation in Height</b></p>	
<p>Can be used to break up large expanses of walls to provide movement through the façade</p>		<p>Can be used to provide a change in the roof line, creating top articulation</p>	
<p><b>Major Wall Offset</b></p> <p>Can be used to create opportunities for amenity space or to make a pronounced entryway</p>		<p><b>Multiple Articulations</b></p> <p>A combination of multiple articulations result in the most appealing building façade</p>	
<p><b>Arches and Trim</b></p> <p>Can also be used to provide rhythm to guide the eye along the building façade</p>			

The design of a building includes three (3) types of articulations: the top, the middle, and the ground, as shown in the following illustrations:



Various building articulations provide visual diversity a sense of human scale, and minimizes the massiveness of buildings.<sup>16</sup>



Building articulations define and distinguish spaces.<sup>17</sup>

## Top Articulation

The top section of the building should emphasize a distinct profile or outline with elements such as projecting parapets, cornices, different heights, upper-level setbacks or a defined roofline. Top or upper building articulations frame the structure and are an opportunity to create a unique addition to the skyline of the corridor. Roofs and roofline design create and enhance the building aesthetics through the following:

- Roofs can add visual interest to the building by creating a defined skyline or architectural feature.
- Roofline projections can break up a long ridge line.
- A variety of roof lines and planes adds rhythm and character to the building, especially for projects that exceed two stories in height.
- For large and tall buildings, diverse rooflines are encouraged to minimize massing.



Different shapes and building forms create a diverse top articulation.<sup>18</sup>



The roof design creates comfortable and enjoyable recreational spaces, providing amenities and pleasing views to the surrounding built and natural environment.<sup>19</sup>

## Middle Articulation

The middle section of the building should be distinguished from the top and bottom by a change in façades such as the materials, windows, balconies, and step-backs. Balconies create an apertures in building facades that allow the user to experience the outdoor environment and amenities. The following are design considerations when proposing balconies:

- Balconies railings should be designed to complement the architectural style of a building and preserve views of the natural and built environment.
- Balconies along building facades provide architectural breaks and strive for balance between repetition and rhythm.



Balcony furniture contributes to the outdoor realm and appeal of the balcony from the street/beach.<sup>20</sup>



Diverse balconies eliminate monotonous building facades.<sup>21</sup>

The pattern and proportion of windows and glazed areas are important to the building's architectural character. Building design should incorporate an appropriate balance between the solid wall and window ratio. Window design should include the following:

- Accents surrounding or within a window, such as muntins, mullions, shutters, or precast surrounds
- Provide balance between solid wall and window area and not overtake the entire façade
- Provide diversity of openings and not be repetitive
- Create depth and shadow on a façade
- Express individual modules of a larger façade
- Building surfaces, walls, fenestration and roofs shall be compatible and in harmony with the built and natural environment



Window size variation captures viewers eyes creating a visual interest.<sup>22</sup>



Window/balcony placement and proportions create visual interest.<sup>23</sup>

## Ground Articulation

The appropriate scale for ground articulation is often a function of the size of the building and the adjacent public spaces including sidewalks, planting zones, and roadways. Ground-floor building articulation is critical in creating a welcoming corridor that supports pedestrian activity by providing a sense of security and community identity, and aesthetic beauty. Special ground-floor design treatments shall provide articulation through landscaping, building materials, and fenestrations.



Ground articulations achieved through the use of landscaping, building materials, and fenestrations.<sup>24 & 25</sup>

## Fenestration

Fenestration refers to the openings in a building's façade or envelope, and it also includes its arrangement and installation. A building's envelope is any element of a building's outer shell that works to maintain a dry, heated, or cool indoor environment and facilitate its climate control. The three main components of fenestration in architecture are:

- Doors
- Windows
- Skylights

The proposed building fenestration for the Beach Road corridor shall contribute to the articulations (top, middle, and ground), consider opening to wall ratios, and be cohesive and complementary to the architecture. **Extensive glazing walls are highly discouraged.**



Height variations coupled with other elements such as wall offsets, fenestrations and articulations.<sup>26 & 27</sup>

Openings, including windows, doors, and skylights, should be designed for optimal performance with consideration given to environmental conditions and building orientation. Advancements in technology have led to fenestration options that offer sound reduction, extreme weather resistance, solar and thermal insulation, as well as decorative and privacy treatments.

The design of a building on the Beach Road Corridor should include fenestrations that take advantage of these technological advancements. The selected fenestration materials contribute to its efficiency and overall building performance. When considering glazing options, some issues to consider include:

- Heat gains and losses
- Visual requirements (privacy, glare, view)
- Shading and sun control
- Thermal comfort
- Condensation control
- Ultraviolet control
- Acoustic control
- Color effects
- Daylighting
- Energy requirements

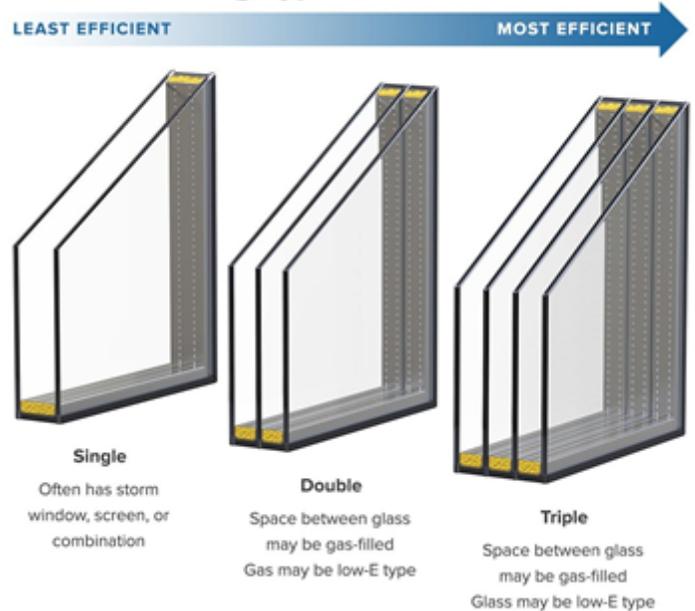
These fenestrations can be used at the ground, middle, or top articulations. The placement of windows provide environmental benefits such as the increase of natural lighting that reduces the usage of electricity.

Glass is the typical material used for windows, provides daylight and weather protection of buildings. The following are some of the most common types of glass:

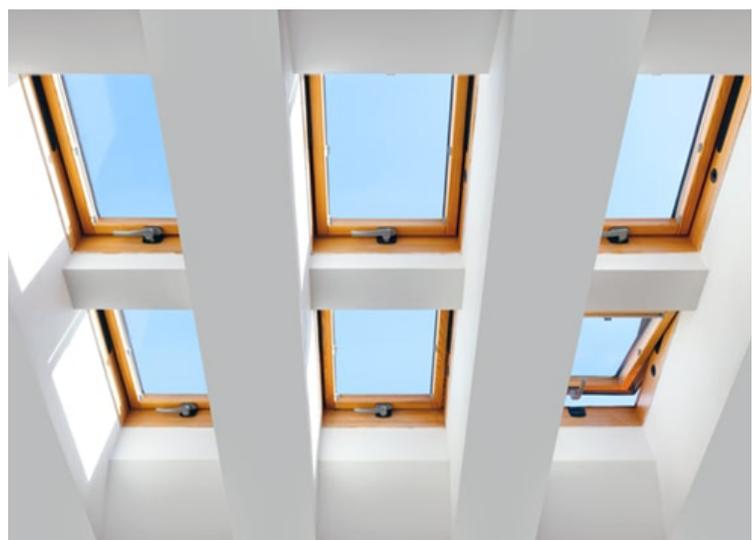
- Architectural glass
- Laminated glass
- Coated glass
- Tinted glass
- Insulating glass units

Like windows, skylights provide natural lighting and ventilation, but from the ceiling rather than walls. Skylights can make spaces feel larger, create interesting spaces, and promote diverse roof facades.

### Window Glazing Types



The type of pane glass can greatly reduce heat transfer through the building envelope.<sup>28</sup>



Skylights provide additional natural lighting and ventilation.<sup>29</sup>

## Building Materials & Color

Materials provide character and create a sense of permanence, and define architectural styles. Textures, colors and scale helping a new building blend in with its surroundings. Building materials should include the following:

- Be high quality and aesthetic pleasing
- Avoid the use of highly reflective or dark materials
- Be consistent with the building colors and complement the building form
- Emphasize the architectural features

The Beach Road Corridor is located within a Federal Emergency Management Agency (FEMA) flood zone and is subject to extreme weather conditions such as hurricanes, flooding and high impact winds. Design materials should include materials that will withstand corrosion, erosion, and high impact winds. FEMA provides examples of flood-resistant materials, such as:

- Lumber: Preservative-treated or naturally durable wood as defined in the International Building Code. Naturally durable wood includes the heartwood of redwood, cedar, black locust, and black walnut.
- Concrete: A sound, durable mix, and when exposed to saltwater or salt spray, made with a sulfate-resisting cement, with a 28-day compressive strength of 5,000 psi minimum and a water-cement ratio not higher than 0.40—such mixes are usually nominally more expensive and rarely add significant cost to the project (consult ACI 318-02, Building Code Requirements for Structural Concrete and Commentary by the American Concrete Institute). Reinforcing steel used in concrete or masonry construction in coastal areas should not be left exposed to moisture and should not be stored on bare ground. The reinforcing steel should be free from rust and clearances should be maintained as shown on the design drawings.
- Masonry: Reinforced and fully grouted. If left unfilled, then masonry block cells can create a reservoir that can hold water and can make the masonry difficult to clean following a flood.
- Structural Steel: Coated to resist corrosion.
- Insulation: Plastics, synthetics, and closed-cell foam, or other types approved by the local building official.



Materials chosen with context of the environment and aesthetic consideration.<sup>30, 31, & 32</sup>

In addition to FEMA's recommended flood-resistant materials, the following are materials suitable for oceanfront and flood risk environments.

- Coral Stone
- Sandstone
- Limestone
- Slate
- Granite
- Glass
- Porcelain
- Concrete



Sandstone



Coral Stone



Porcelain



Limestone

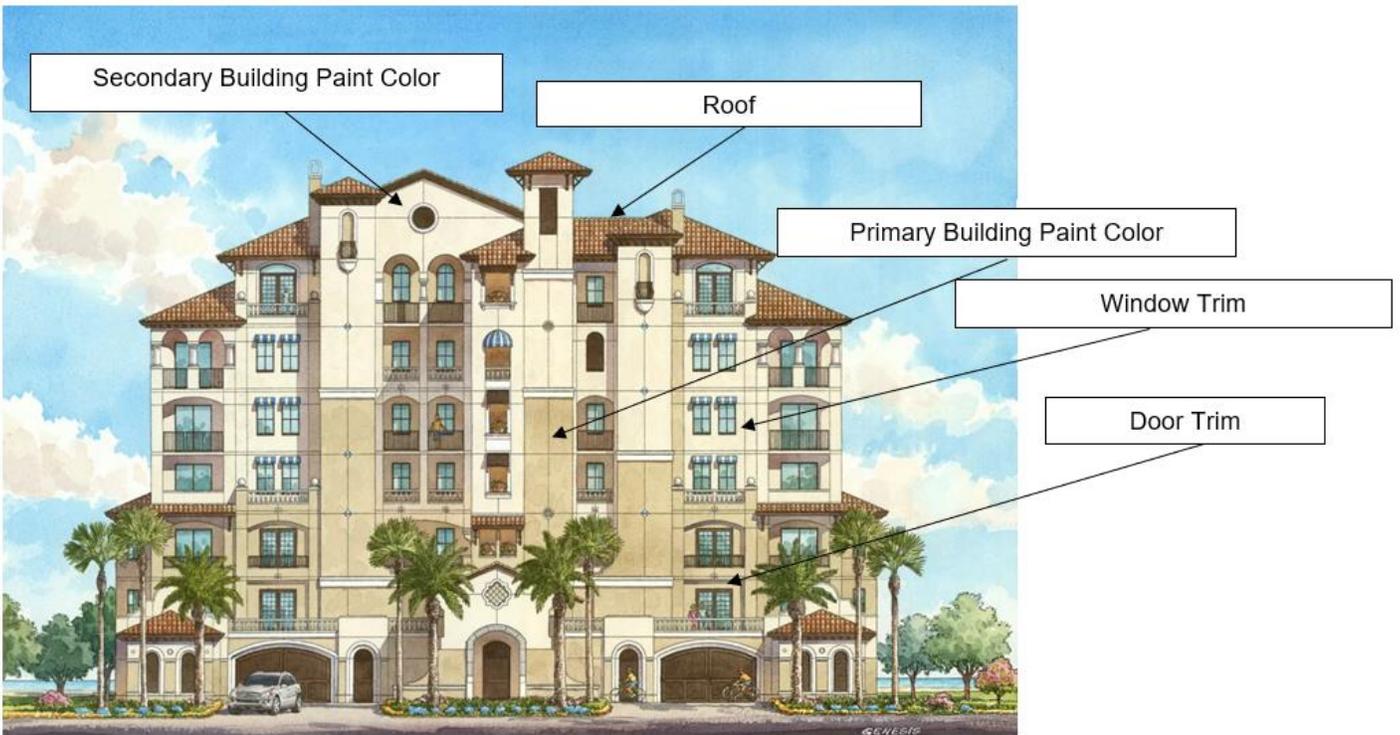
**Materials should withstand high winds and coastal hazards from the beach while matching the natural elements of the beach and the Intracoastal.**

Buildings and their appurtenances may be characterized by a distinguishable color palette that is compatible with its surroundings.

These guidelines establish building color criteria, including coastal and beach colors for all buildings and accessory structures in the district. However, the applicants may propose similar colors not shown on the color palette. Any secondary color or building trim must harmonize with the primary paint color.

These Design Guidelines aim to define and enhance the aesthetic character of the Beach Road Corridor, while improving and/or maintaining property values. Proposed colors for buildings are expressed in two (2) categories:

1. Primary building colors for building facades, and
2. Secondary building colors for larger "accent" areas such as a lower building base, roof lines building design details, or accent trim around fenestrations.



The assortment of building colors and building materials on various portions of the building façade contrast and emphasis on architectural details/elements.<sup>33</sup>

### Primary Building Colors

This color category relates to the majority (main color) area of façade on the building. Recommended colors include whites, neutral tones, and through soft pastel colors such as grays, pinks, yellows, light greens and blues. (see color palette)

### Secondary/Trim Building Colors

These colors are used for select sections of the building facade and are limited to mid-range intensity of the primary building color or a complementary color. Secondary colors shall be used for emphasis and limited to 45% of the major surface plane they cover.

Trim colors are used for accent purposes and are the most intensive group of colors allowed. They shall be limited to not more than 5% of the building surface. Trim colors can be darker or lighter than the primary colors.

- A. Exterior colors of a light intensity are generally appropriate. The use of highly saturated, dark colors, or black is discouraged.
- B. Exterior color schemes that attract undue attention to the building are heavily discouraged.

## RECOMMENDED COLOR PALETTE



The color palette board includes various recommendations; however, the applicants may propose similar colors not shown on the color palette board.



## II. SITE PLANNING

The design and planning of a site is paramount. The location of buildings, landscape, parking areas, lighting, driveways, and recreational facilities are key elements to site planning. Site design should provide a compatible and harmonious relationship between the proposed development, zoning code requirements, and the built and natural environment. The design must provide for adequate drainage and reduce stormwater runoff from the proposed development.

### Building Orientation

Building orientation is the practice of facing a building to maximize certain aspects of its surroundings, such as street appeal, to capture a scenic view, for energy efficiency, for drainage considerations, etc. Along with massing, building orientation is a crucial consideration in the design phase. It should be decided concurrently with massing early in the design process, as neither can be truly optimized without the other. Successful building orientation can also minimize other site conditions, such as rainwater harvesting driven by prevailing winds.

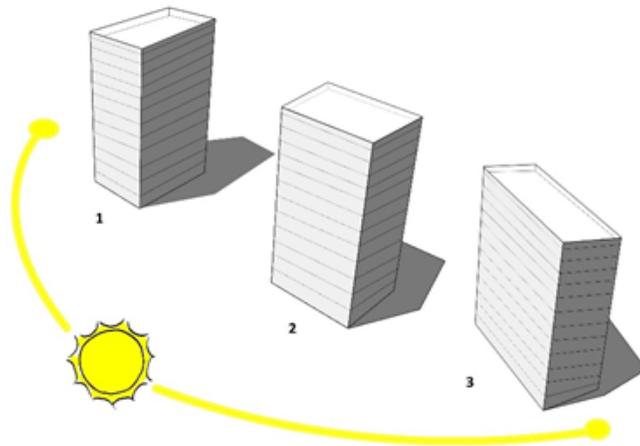


Building orientation provides significant importance not only from the street view, but from adjacent waterways and beaches.<sup>36</sup>

Decisions about building orientation begin early in the design phase and involve all project team members. It helps to have input from experienced passive solar design architects and builders and to consider site conditions such as temperature, solar access, and wind to evaluate design opportunities. Building orientation impacts daylighting, which also relates to building geometry, window selection, interior layout, HVAC sizing, and electrical lighting design. Utilizing computer simulation software and energy modeling tools help to assess how building orientation and passive design considerations affect overall building performance.

Building orientation plays a significant role with respect to the sun usually intended to maximize solar gain at the appropriate time of the year and to minimize solar gain in the summer. Best orientation can increase the energy efficiency of a residential building by making it more comfortable to live in and less expensive to maintain. The sun is lower in the sky in winter than in summer, allowing designers to plan and construct buildings that capture that free heat in winter and reject the heat in summer.

As with massing for visual comfort, buildings should usually be oriented east-west rather than north-south. This orientation harnesses daylight and controls glare along the long faces of the building. It also minimizes glare from the rising or setting sun.



Orientation #1 is worst for daylighting, #3 is good, and #2 is best.<sup>37</sup>

### Passive and Active Solar Strategies

Passive solar strategies use building components to collect, store, distribute, and control solar heat gains. Such strategies include implementing large, south-facing windows, sourcing building materials that absorb and slowly release heat, manipulating building form to influence ventilation, and minimizing unwanted heat gain through proper window selection and glazing. Shading devices such as roof overhangs or landscaping also reduce solar load.

Active solar strategies capture and store the sun's energy through mechanical or electrical means. Solar photovoltaic systems generate and store electricity, while solar thermal systems heat liquid directly and transfer thermal energy for heating water or air. Solar ready buildings have south-facing roofs not shaded by nearby trees, structures or buildings.

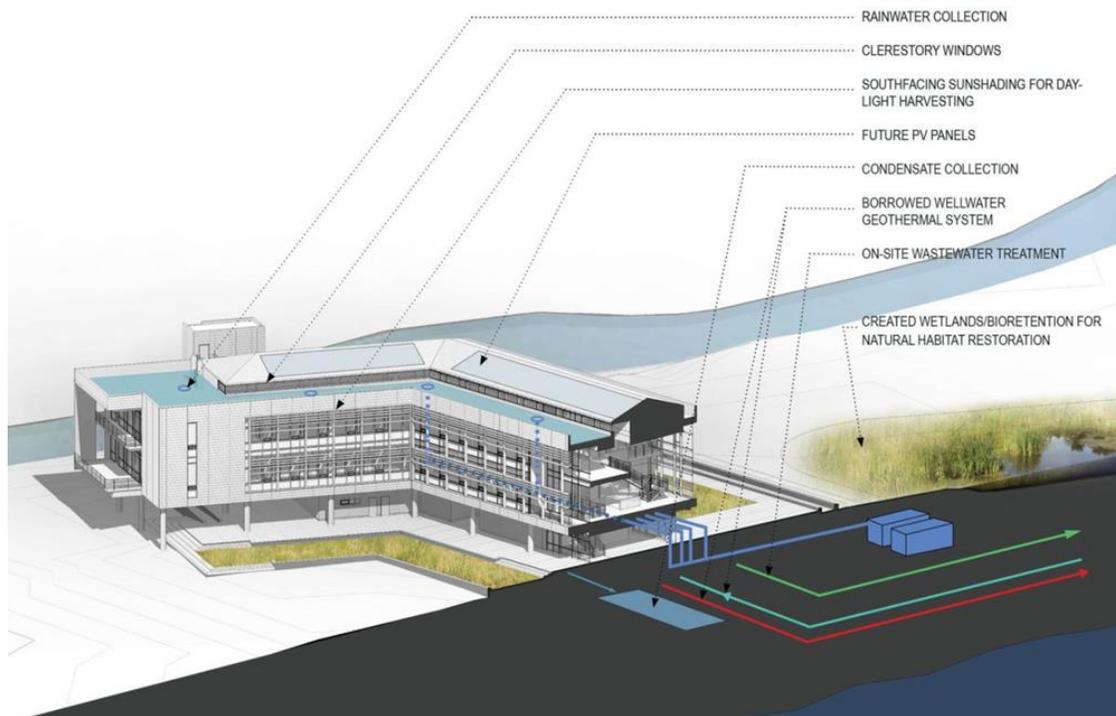
Buildings oriented for passive and active solar provide multiple benefits:

- Utilize solar, a renewable energy source, reducing greenhouse gas emissions and slowing fossil fuel depletion.
- Connect occupants to the natural environment by responding to changing weather conditions and providing window views.
- Provide daylighting, which decreases electrical lighting requirements and increases occupant satisfaction and productivity.
- Employ thermal massing, which reduces temperature swings and produces a higher degree of temperature stability and thermal comfort.
- Reduce heating and cooling costs through natural heating/cooling and ventilation.
- Lower operation and maintenance costs by requiring fewer moving parts and opportunities for mechanical failure.

Considering life-cycle costs and annual energy and maintenance savings, buildings designed to maximize solar access are often less expensive than conventional buildings. Passive solar features, such as south-facing windows, thermal mass, and roof overhangs, can theoretically pay for themselves by reducing mechanical heating and cooling loads, unit size, installation, operation, and maintenance costs. Compared to passive solar systems, active solar systems often have a higher initial cost and longer payback period depending on the size and the type of technology but may be offset with currently available federal and state tax credits.

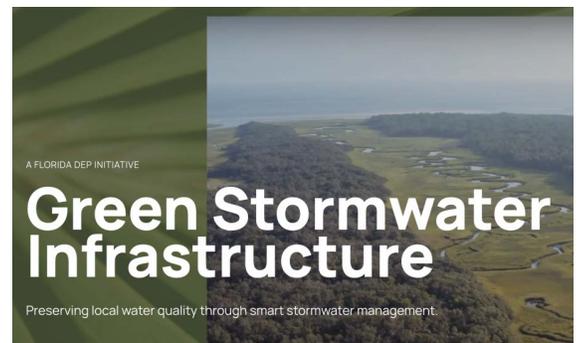
### Building Resiliency

Building orientation for passive and active solar design enhance a building’s resiliency by maintaining livable conditions in the event of power interruption and loss of heating fuel. Daylight-optimized buildings provide interior light, and highly insulated buildings with natural ventilation maintain thermal comfort for building occupants. Photovoltaic systems with battery storage and islanding inverters provide emergency “power islands” during times of storm or other grid outages.



Windows, solar panels, and drain collection elements help aid the sustainability of a building.<sup>38</sup>

Florida Department of Environmental Protection's (DEP) Green Stormwater Infrastructure manual contributes to building resiliency by integrating stormwater practices and policies into the development. This is accomplished by using a site's landscaping and open spaced areas to retain and treat stormwater on-site rather than transferring stormwater off-site.

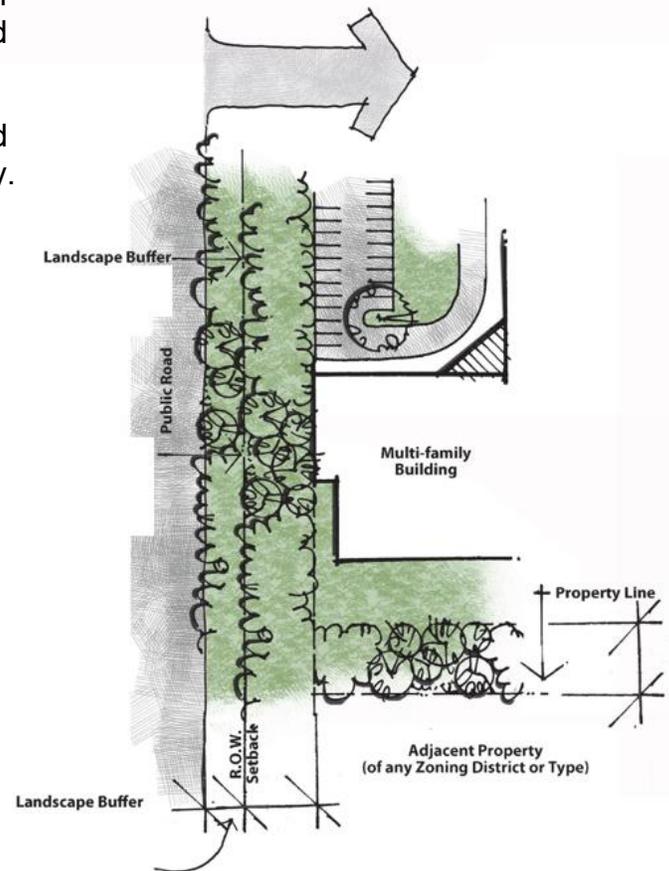


## Vehicular Access and Parking

Vehicular needs should be accommodated within a development without dominating the appearance of the site or compromising pedestrian accessibility and safety.

Since aesthetics and safety are paramount to the urban character of the Beach Road Corridor, these guidelines alluded to recommended, acceptable, and favorable designs for parking lot and vehicular use design configurations. Vehicular access areas and parking should include the following:

- Driveways should be less visually dominant and avoid long runways.
- Landscape buffers fronting the parking lot to eliminate direct views of parking lots from the public roadway.
- Garage parking is highly encouraged.
- Where parking must occupy a front yard, the landscape plan should provide for screening of cars from street view, and trees, should be planted to shade the parking area.
- Parking lots and similar vehicular use areas should be configured and designed as an aesthetic asset to the development and surrounding buildings/environment.
- Parking lots should be treated as a transitional space between the access areas, building and other spaces.
- Parking lot and vehicular access lighting should be designed for visual effects as well as safety.
- Parking lot light fixtures should 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.
- Permeable pavers and similar parking materials are encouraged.



Well maintained hedges, mature trees, and groundcover help soften the appearance of parking lots from the street.<sup>39</sup>

## Recreational Space

The design of the development shall comply with the R-3 Open Space Zoning Regulations and should be provided in multiple fashions, at grade, on the roof, balconies, terraces, etc.



Buildings using building design to create interesting open spaces and recreational spaces on multiple portions of the building.<sup>40 & 41</sup>

- Since the Beach Road Corridor is residential and surrounded by natural beauty, all developments should be sited to maximize views and opportunities for creating attractive and well-integrated private and public open spaces.
- Common areas should be accessible and connected by a comprehensive, on-site pedestrian circulation system.

## Refuse and Loading

The placement, screening and accessibility of refuse areas are critical in site design. Refuse and waste disposal which includes both trash collection and recyclables ensures that neighborhoods and environments remain clean and sustainable. Recycling reduces the amount of waste sent to landfills. Unkept and unsanitary dumpsters and other waste can create nuisance factors such as unsightliness, odors, and rodents.

The location of dumpsters and screening shall be in accordance with Village Code Section 78-300. In addition, developments shall coordinate with the Village's solid waste provider to determine any necessary ingress and egress requirements.

The site design shall consider the dumpster location and screening as follows:

- The design should be compatible with the architecture of the building(s) on site and incorporate similar color palettes and/or materials.
- Dumpster enclosures should be screened with landscaping.
- Exterior trash receptacles shall be enclosed within a concealed structure and be in a location that is convenient for all residents, and where noise and odors will not disturb adjacent properties.
- Receptacles should not be visible from public streets.



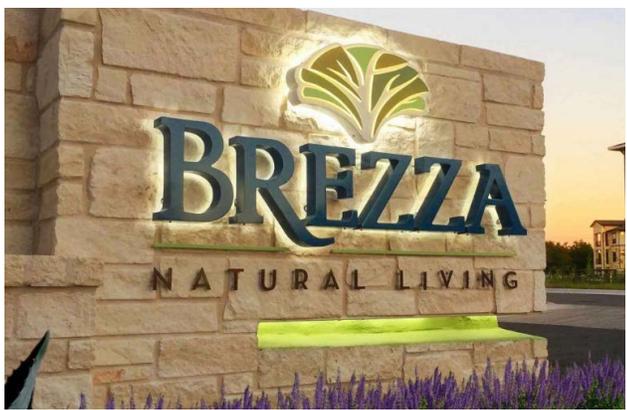
Dumpster screening reduces unsightliness and with the proper materials that complement the building aesthetic.<sup>42 & 43</sup>

## Signage and Lighting

The Beach Road Corridor is home to multifamily residential buildings that are required to provide signage in compliance with the Village Code. Signage should:

- Be aesthetically pleasing
- Incorporate complementary materials and colors that are compatible with the building.
- Include lighting or backlighting for visibility and aesthetic purposes.
- Be an integral component of the building and site design and should be appropriately scaled and consistent in character with the project's overall design.
- Be aligned and oriented to provide clear visibility so that information is easily communicated.
- Be an integral component of the site and not a dominant feature.
- Not obscure views of oncoming traffic for motorists or pedestrians.

Landscape and irrigation at the base of freestanding signs shall be provided in accordance with Article XI of the Village Code of Ordinance.



Signs should be designed to be aesthetically pleasing with landscaping and lighting at the base and lighting.<sup>44, 45, 46, & 47</sup>

Lighting should enhance the architectural character and ambiance of the development as well as provide safety. Lighting within a subject site shall be consistent with and provide the following:

- Exterior lighting shall be designed to coordinate with the building and landscape architecture.
- Building-mounted fixtures shall be compatible with the building façade.
- Overall lighting levels should be consistent with the character and intensity of existing lighting in the area surrounding the project site.
- Perimeter lights should direct light downward and not over property lines.
- Height of pole mounted fixtures should be compatible with the height of structures within the project.
- The type of light fixture shall be suitable for the use it serves: i.e., bollard lights along pedestrian walks, pole-mounted lights for parking areas, spotlights for accents, etc.
- The type of light source should be consistent throughout a project.
- Lighting should be in accordance with Crime Prevention Through Environmental Design (CPTED) guidelines.
- Lighting shall be in accordance with Article 14 Chapter A of the Palm Beach County Sea Turtle Ordinance.

## Compatibility and Transition

Compatibility and transition of buildings are key factors for development within the Beach Road Corridor. Compatibility between the proposed development and surrounding properties, as well as other properties in the corridor shall be considered in the design process. Transition refers to the gradual change in development characteristics such as building height across consecutive properties or areas. A development's scale, size, color and proportion of building elements, components, and materials must be designed to minimize intensity in the Corridor.

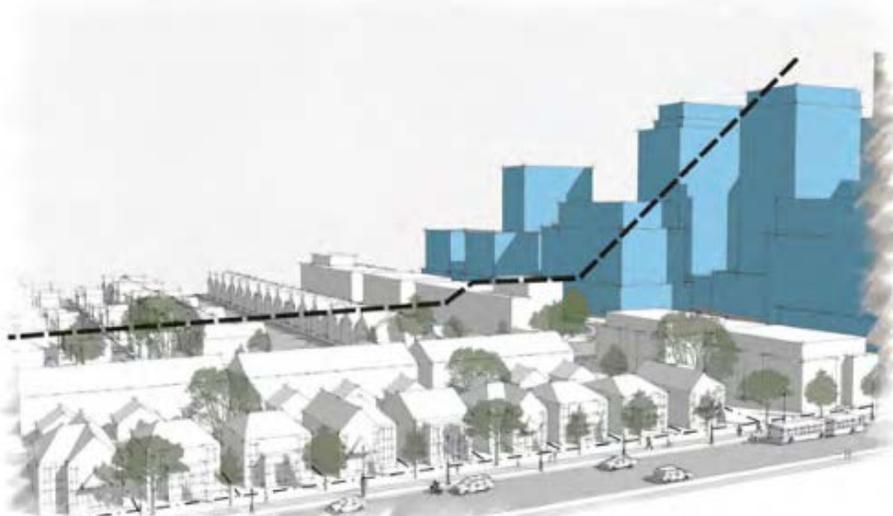
When considering building compatibility within a neighborhood or corridor:

- Simple box architectural forms are discouraged.
- Building facades should be articulated in vertical and horizontal intervals.
- Large blank walls should not face the street or sidewalk.
- Where large blank walls are unavoidable, they should be treated with trellises, planters, or other human scale architectural elements.

Proposed site design for the Beach Road Corridor should emphasize transitional elements as follows:

- Buildings should respect adjacent properties and minimize the disruption of the privacy and outdoor activities of residents in adjacent buildings.
- Upper floors or side or rear walls may be stepped back so that window areas and balconies are further from the property line.
- Site and building design should incorporate design treatments to provide transition and a mitigation of height, bulk, and scale impacts.
- Include the use of architectural style, façade modulation, details (such as roof lines or fenestration), color and material, and the creative use of landscaping or other screening along the boundaries/property lines.

Because part of the Beach Road Corridor is adjacent to single family homes in Jupiter Inlet Colony, proposed developments should provide transitioning elements to be compatible with its immediate surroundings and the height and massing of the single family residences.



Compatibility and transition with respect to surrounding buildings.<sup>48</sup>

### III. LANDSCAPING

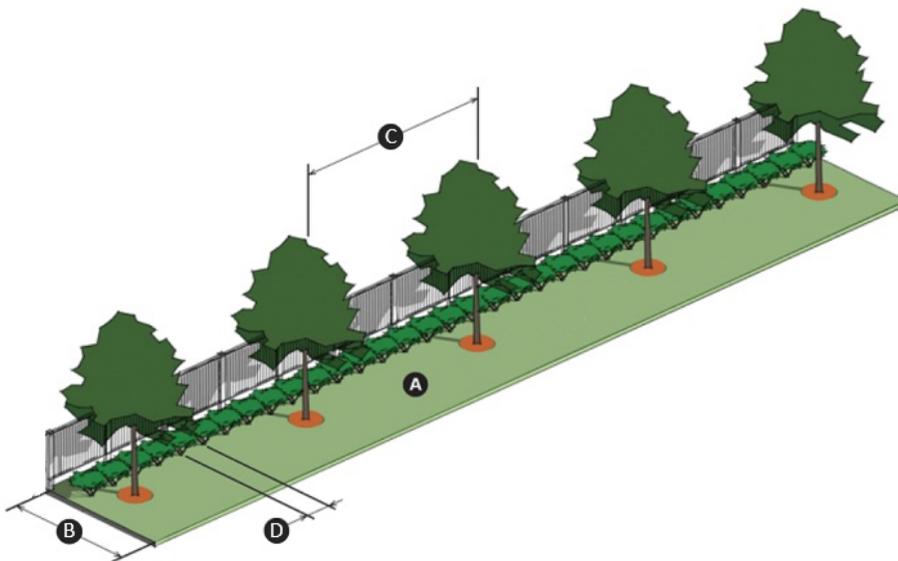
Landscape design not only beautifies a site but also creates enjoyable and inviting spaces that complement the building and its surroundings. Landscaping can be utilized to soften the building massing around the foundation of buildings, within parking lots and right of ways, and to buffer between properties. Also, landscaping can enhance the architecture of a building by creating green roofs and green walls. Landscaping is essential to increasing the presence of urban forestry and cooling islands that reduce urban heat. Determining the landscape material and placement provides a complementary element in achieving a successful development. Landscaping is a pivotal element and creates synergy between nature and the built environment.

#### Landscape Buffers

Landscape buffers are transitional areas between two or more land uses, which help with privacy, nuisance factors, water runoff, and promote a green environment between neighboring properties.

The Beach Road Corridor's land development code requires the following landscape buffer areas:

- A ten (10) foot landscaped buffer strip shall be provided along the side property lines.
- A fifteen (15) foot landscape buffer strip along the front property lines for properties within the R-3 Zoning District.
- Waterfront properties shall provide a 5-foot landscape buffer at a minimum 40 percent of the property's total rear lot line. The 5-foot landscape buffer shall be taken from the back side of the bulkhead/seawall/rip-rap of all waterway properties, and from the back (west) side of the dune. This buffer strip will be landscaped with various trees coupled with dense hedges and other plant materials. One canopy tree or three palms shall be required for each 30 linear feet of perimeter landscape strip. Trees and Palms may be grouped, but the minimum number of trees required by this section must be met. In addition, one shrub, at least 24 inches in height, shall be required for each 2 linear feet.



- Ⓐ Reserved for the planting of material and installation of screening as required.
- Ⓑ Minimum of ten feet in width.
- Ⓒ Shade or evergreen trees planted one per 30 linear feet.
- Ⓓ Scrubs planted one per two linear feet.

## Foundation Planting

- Planter guards, low planter walls and planter boxes on upper stories and roofs are features that help incorporate landscaping as part of a building's architecture.
- Plantings should help frame views and should define the project entrance and building entries.
- Foundation plantings should complement the building architecture as well as soften and break up the building and/or roof mass.

### Prohibited Species

The Village of Tequesta Code of Ordinances, Section 78-397 identifies trees and plants, which are prohibited in the Village of Tequesta.

### Prohibited Species

(a) The following plant species shall not be planted in the Village:

- (1) *Melaleuca quinquenervia* (commonly known as Punk Tree, Cajeput or Paper Bark).
- (2) *Schinus terebinthifolia* (commonly known as Brazilian Pepper or Florida Holly).
- (3) *Casuarina* species (commonly known as Australian Pine).
- (4) *Acacia auriculiformis* (commonly known as Earleaf Acacia).
- (5) *Albizia lebeck* (commonly known as Woman's Tongue).
- (6) *Ardisia solonacea* (commonly known as Shoebutton Ardisia).
- (7) *Colubrina asiatica* (commonly known as Lather Leaf).
- (8) *Dioscorea bulbifera* (commonly known as Air Potato).
- (9) *Ficus altissima* (commonly known as Lofty Fig).
- (10) *Ficus benghalensis* (commonly known as Banyan).
- (11) *Hibiscus tiliaceus* (commonly known as Mahoe).
- (12) *Jasminum dichotomum* (commonly known as Gold Coast Jasmine).
- (13) *Lygodium microphyllum* (commonly known as Old World Climbing Fern).
- (14) *Mimosa pigra* (commonly known as Cat's Claw).
- (15) *Rhodomyrtus tomentosa* (commonly known as Downy Rose Myrtle).
- (16) *Bischofia javanica* (commonly known as Japanese Bishopwood).
- (17) *Cupaniopsis anacardioides* (commonly known as Carrotwood).
- (18) *Schefflera actinophylla* (commonly known as Schefflera).
- (19) *Asparagus densiflorus* (commonly known as Asparagus Fern).
- (20) *Dalbergia sissio* (commonly known as Indian Rosewood).
- (21) *Eucalyptus* spp. (commonly known Eucalyptus Species).
- (22) *Eugenia uniflora* (commonly known as Surinam Cherry).
- (23) *Grevillea robusta* (commonly known as Silk Oak).
- (24) *Sansevieria* (commonly known as Snake Plant).
- (25) *Scaevola sericea* (commonly known as Beach Naupaka).
- (26) *Wedelia trilobata* (commonly known as Wedelia).

## Plant Palette

The following lists include plant material recommended to be planted in the Village:

### Trees

Bursera simaruba (commonly known as Gumbo Limbo) Calophyllum  
Brasiliense (commonly known as Beauty Leaf)  
Clusia rosea (commonly known as Pitch Apple)  
Conocarpus erectus (commonly known as Silver Buttonwood)  
Coccoloba uvifera (commonly known as Seagrape)  
Coccoloba diversifolia (commonly known as Pigeon Plum)  
Eleaocarpus decipiens (commonly known as Japanese Blueberry)  
Filicium decipiens (commonly known as Japanese Fern Tree)  
Ilex x attenuata (commonly known as Eagleston / Eagleston Holly)  
Lagerstroemia indica (commonly known as Crape Myrtle)  
Ligustrum japonicum (commonly known as Japanese Privet)  
Noronhia emarginata (commonly known as Madagascar Olive)  
Quercus laurifolia (commonly known as Laurel Oak)  
Quercus virginiana (commonly known as Live Oak)  
Swietenia mahogany (commonly known as Mahogany)

### Palms

Accoelorrhaphe wrightii/Paurotis (commonly known as Paurotis  
Palm) Adonidia Merrillii (commonly known as Adonidia Palm)  
Bismarckia nobilis (commonly known as Bismarck Palm)  
Butia capitata (commonly known as Pindo Palm)  
Coco nucifera/ "Green Malayan" (commonly known as Coconut Palm)  
Copernicia alba (commonly known as Caranday Palm)  
Hypphorbe verschaffettii (commonly known as Spindle Palm)  
Livistona decora (commonly known as Ribbon Palm)  
Livistona chinensis (commonly known as Chinese Fan Palm) Phoenix  
canariensis (commonly known as Canary Island Date Palm) Phoenix  
reclinata (commonly known as Senegal Date Palm) Phoenix  
sylvestris (commonly known as Wild Date Palm) Ptychosperma  
elegans (commonly known as Alexander Palm) Roystonea regia  
(commonly known as Royal Palm)  
Sabal palmetto (commonly known as Cabbage Palm)  
Thrinax radiata (commonly known as Florida Thatch Palm)  
Veitchia montgomeryana (commonly known as Montgomery Palm)  
Wodyetia bifurcata (commonly known as Foxtail Palm)

### Mangroves

Aricennia germinans (commonly known as Black Mangrove)  
Rhizophora mangle (commonly known as Red Mangrove)  
Laguncularia racemosa (commonly known as White Mangrove)



Landscape materials depicted on plant palette. 49, 50, 51, 52, & 53

## Shrubs and Groundcovers

Callicarpa americana (commonly known as Beautyberry)  
Carissa macrocarpa 'Emerald Blanket' (commonly known as Natal Plum)  
Chrysobalanus icaco (commonly known as Cocoplum)  
Citharexylum fruitcosum (commonly known as Florida Fiddlewood)  
Eleocharis decipiens (commonly known as Japanese Blueberry)  
Clusia flava (commonly known as Small Leaf Clusia)  
Coccoloba uvifera (commonly known as Seagrape)  
Codiaeum variegatum (commonly known as Croton)  
Conocarpus erectus (commonly known as Buttonwood)  
Conocarpus erectus sericeus (commonly known as Silver Buttonwood)  
Eugenia foetida (commonly known as Spanish Stopper)  
Euphorbia millii "Dwarf" (commonly known as Dwarf Crown of Thorns)  
Ficus macrocarpa "Green Island" (commonly known as Green Island Ficus)  
Hamelia patens "Compacta" (commonly known as Dwarf Firebush)  
Helianthus debilis (commonly known as Dune Sunflower)  
Hibiscus rosa sinensis (commonly known as Hibiscus)  
Ilex vomitoria "Stokes Dwarf" (commonly known as Dwarf Yaupon)  
Holly Ipomoea pes-carprae (commonly known as Railroad Vine)  
Ixora spp (commonly known as Ixora Species)  
Jasminum volubile (commonly known as Wax Jasmine)  
Jatropha integerrima (commonly known as Jatropha)  
Liqustrum lucidum (commonly known as Glossy Privet)  
Liriope spp, (commonly known as Liriope Species)  
Muhlenbergia capillaris (commonly known as Muhly Grass)  
Noronhia emarginata (commonly known as Madagascar Olive)  
Podocarpus macrophyllus (commonly known as Yew)  
Pittosporum tobira (commonly known as Japanese Pittosporum)  
Plumbago "Imperial Blue" (commonly known as Plumbago)  
Podocarpus macrophyllus "Pringles" (commonly known as Dwarf Yew) Psychotria  
nervosa (commonly known as Wild Coffee)  
Schefflera arboricola "Trinette" (commonly known as Variegated Dwarf Schefflera)  
Schefflera arboricola (commonly known as Dwarf Schefflera)  
Serenoa repens (commonly known as Saw Palmetto)  
Spartina spp. (commonly known as Cordgrass)  
Tabernaemontana divaricata (commonly known as Crape Jasmine)  
Tabernaemontana spp. (commonly known as Pinwheel Jasmine)  
Tripsacum Floridiana (commonly known as Florida Gama Grass)  
Uniola paniculata (commonly known as Sea Oats)  
Viburnum spp. (commonly known as Viburnum species)  
Zamia pumila (commonly known as Coontie)

## Accent Plants

Agave spp.

Bromeliad spp. (commonly known as Bromeliad Species)

Chamaedorea cataractarum (commonly known as Cat Palm)

Chamaerops humilis (commonly known as European Fan Palm)

Corduline fruticosa (commonly known as "Hawaiian Ti")

Crinum asiaticum (commonly known as Crinum Lily)

Garcinia spicata (commonly known as Mangosteen)

Gardenia jasminoides 'Miami Supreme' (commonly known as Gardenia)

Phoenix roebelenii (commonly known as Pygmy Date Palm)

Rhapis excelsa (commonly known as Lady Palm)

Tibouchina granulosa (commonly known as Purple Glory Tree)

Zamia furfuracea (commonly known as Cardboard Plant)

## Vines

Allamanda cathartica (commonly known as Allamanda)

Bougainvillea spp. (commonly known as Bougainvillea)

Clerodendrum thomsoniae (commonly known as Bleeding Heart)

Stephanotis floribunda (commonly known as Stephanotis)

Trachelospermum jasminoides (commonly known as Confederate Jasmine)



Landscape materials depicted on plant palette.<sup>54, 55, 56, & 57</sup>

## IV. PUBLIC STREETScape

Streetscape design is vital for the aesthetics of an urban corridor. Streetscape design refers to the natural and built fabric of the street, and defines the quality of the street and its visual effect. The concept recognizes that a street is a public place where people are able to engage in various activities and the different experiences within a space. Streetscape design provides balance between the built environment, the road, and surrounding nature. Public streetscape creates a linkage between pedestrians, cyclist, motorist and the built environment, and when designing a public streetscape, lighting, proper shade, pedestrian pathways, and amenities should create an inviting and comfortable public setting.

The vision for the Beach Road Corridor is to be a welcoming pedestrian-oriented streetscape characterized by the following design elements:

- Lush landscaping
- Meandering sidewalks
- Shade trees and small seating areas

### Street Amenities

Street amenities enhance the pedestrian experience, and should incorporate the following features:

- Benches under shade trees
- Planters
- Lighting
- Trash receptacles
- Bicycle racks

Street furniture shall should be placed along the sidewalks (no more than 150 feet apart). Corridor seating should be placed under or near a shade tree to provide comfort from the sun and other elements.



Street amenities and meandering sidewalks with lush landscaping enhance the user experience.<sup>58 & 59</sup>

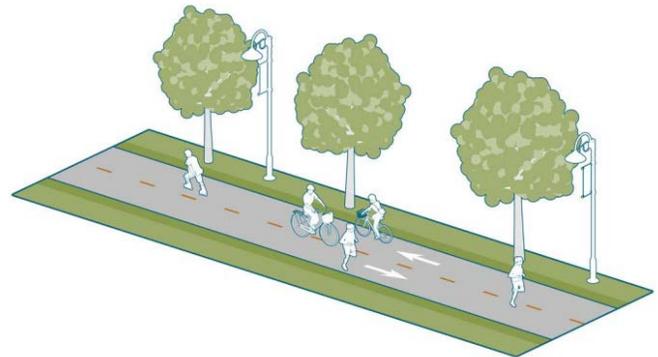
## Pedestrian and Cyclist Pathways

Streetscape design should foster a pedestrian-friendly street system, where residents can experience safe, comfortable, and accessible sidewalks. The Beach Road Corridor currently has one sidewalk on the east side of the corridor. Unlike US Highway 1, Beach Road does not have a bicycle lane accommodate cyclists. However, a multi-use path or enlarged sidewalk can accommodate modes of travel throughout the corridor without changing the configuration of the street. Multi-use pathways and sidewalks shall meander around vegetation maintaining the organically shaped design and natural feel of the corridor.

Bicycle racks provide safe storage for cyclists and promote alternative types of transportation. The placement of bicycle racks should coincide with other street furniture to avoid the interruption of pedestrian traffic on the sidewalk. Bicycle parking should be highly visible so cyclists can locate the area immediately upon entering from the street.

## Landscaping and Lighting

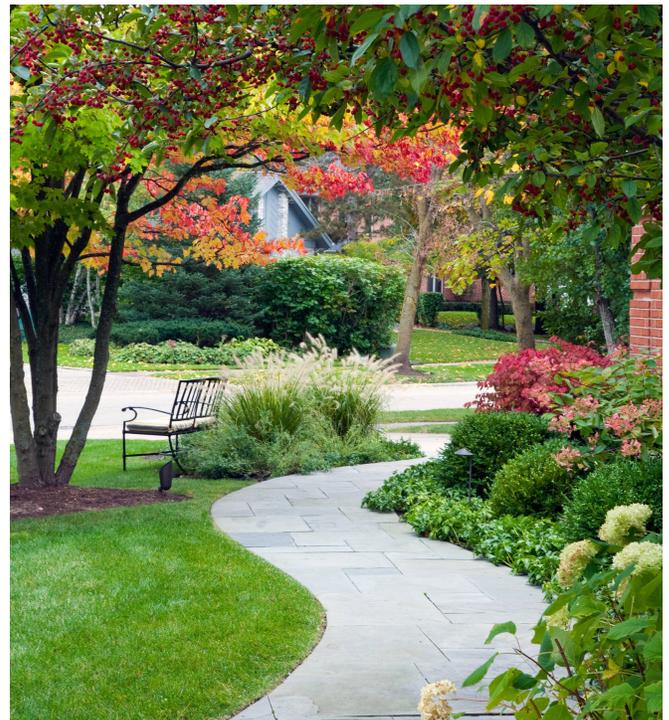
Landscaping within the Beach Road Corridor should be organic and free-flowing. It should include multiple plant sizes, clusters, single plantings, and shade trees. New landscaping should be compatible with the character of adjacent properties to create homogeneous continuity.



Street lighting should balance function, visual aesthetics, and environmental matters, while providing adequate lighting to vehicular traffic and creating pedestrian-friendly safe spaces.



Landscaping and lighting treatments that flow with the curved pathway.<sup>60, 61, & 62</sup>



## Utilities

The location of utilities can impose hazards for pedestrians and motor vehicles; therefore, they should not be located near pedestrian routes/paths. Service elements, utility meters, and equipment should be strategically located away from the street front as much as possible and must be screened from public view. Applicants should bury overhead power lines to eliminate potential hazards, reduce power outages, and contribute to the aesthetics of the corridor.

# CONCEPTUAL BEACH ROAD CORRIDOR STREETScape DESIGN

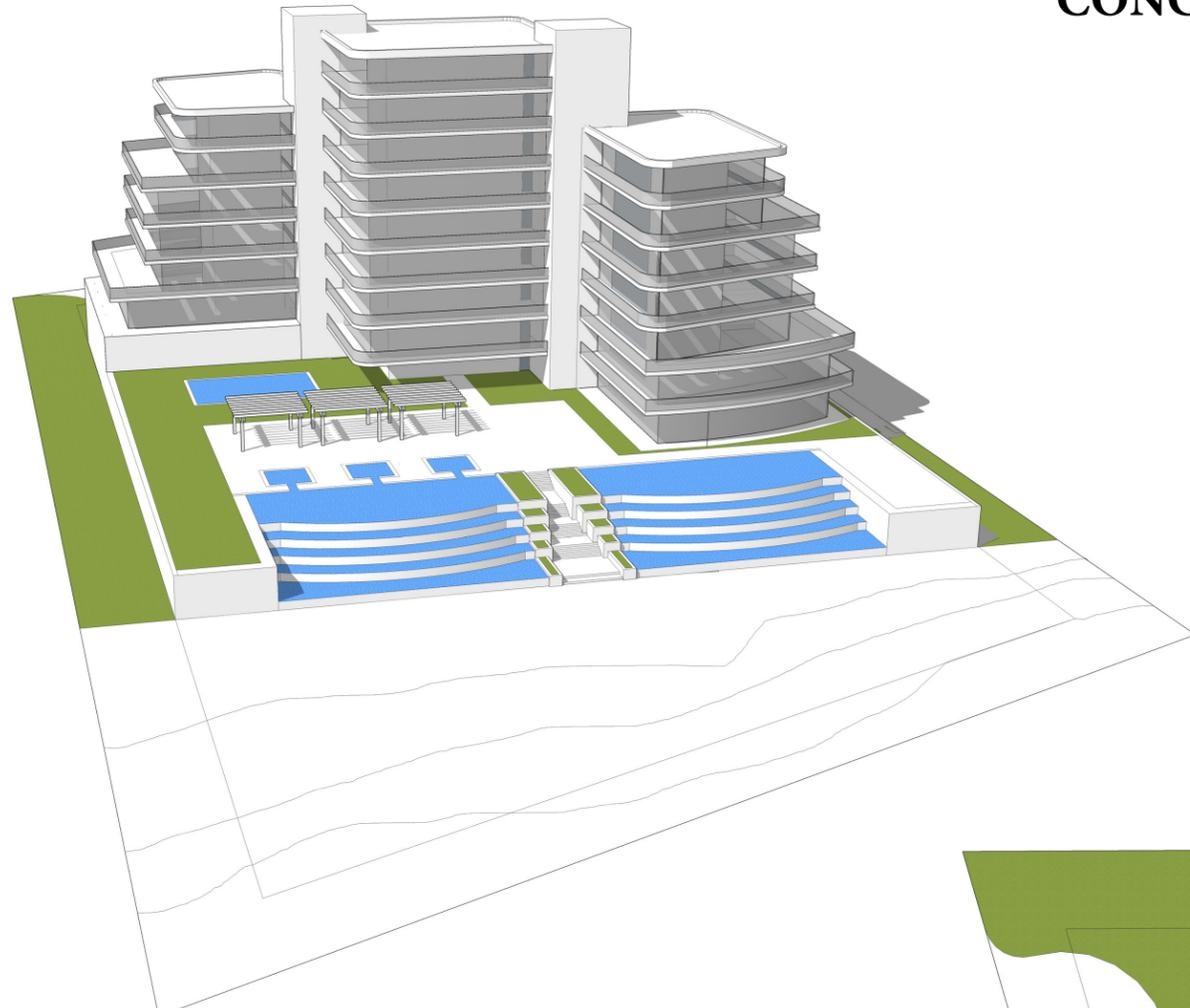


## CONCEPTUAL BEACH ROAD CORRIDOR SECTION



NOT TO SCALE

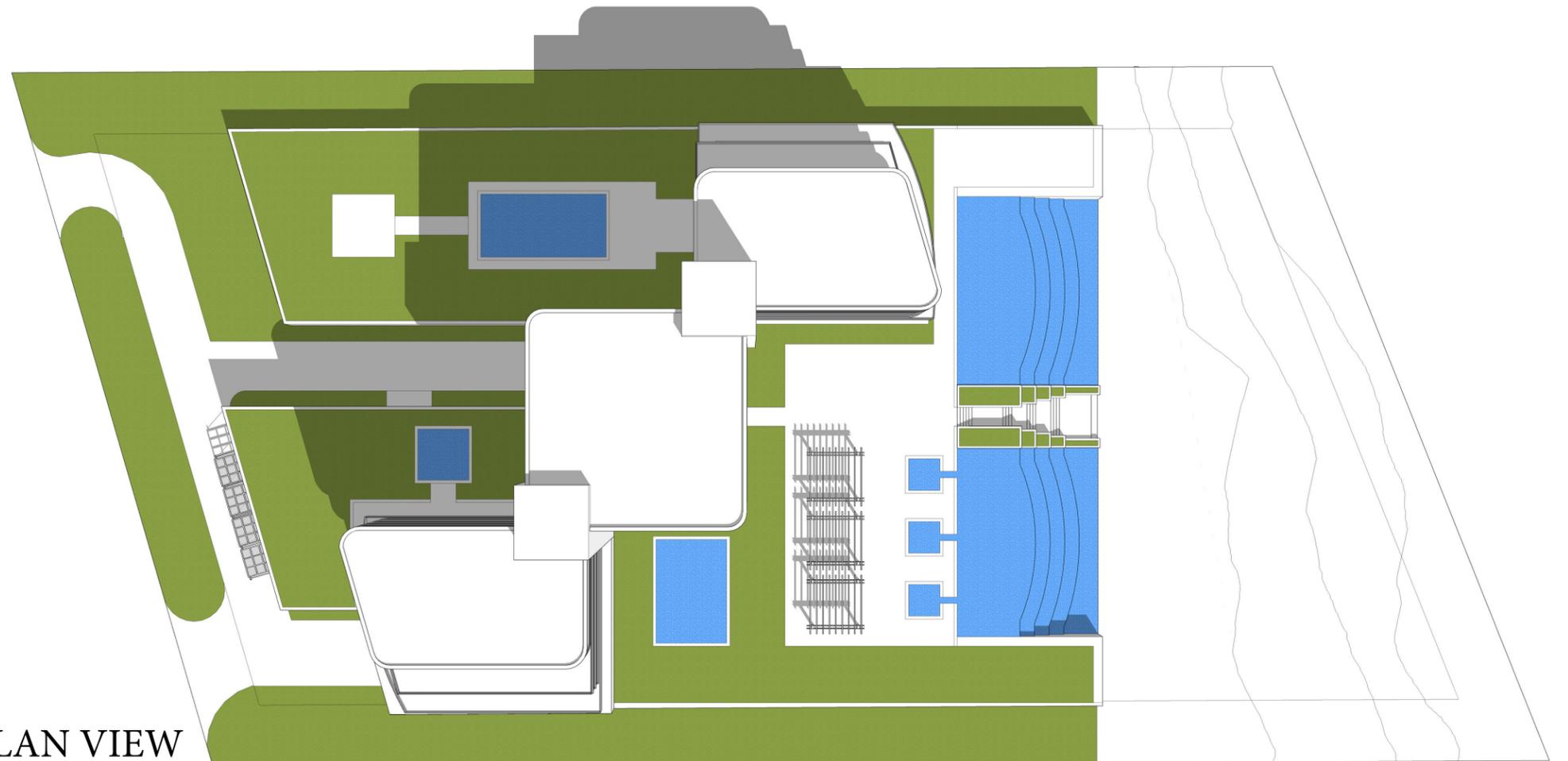
# CONCEPTUAL BUILDING DESIGN



OCEAN VIEW



STREET VIEW



PLAN VIEW

## V. APPENDICES

### A. Design Guidelines Checklist

The following checklist is a tool to assist in the design and review of the proposed development. This checklist presents a summary of the design guidelines; however, it is not meant to be a substitute for the detailed descriptions of the design principles included in the subject document. The applicant will need to complete this checklist and provide an explanation of how each design element is accomplished in the development.

<i>The proposed development includes the following:</i>	<b>EXPLANATION</b> (How is this achieved?)
<b>I. Building Design</b>	
<u>Height and Massing</u>	
1 The building is NOT an urban form represented by only one rectangular block.	
2 Height variations create human scale.	
3 Massing is broken down into smaller volumes to minimize visual dominance.	
4 Facades articulate vertical and horizontal intervals and do <u>not</u> resemble simple box forms.	
5 Recessing and projecting design elements avoid flat and monotonous façades.	
6 Major wall offsets carve the building form to create opportunities for amenity spaces or pronounced entry ways.	
7 Building step-backs to add visual interest and human scale.	
<u>Articulations</u>	
8 Top articulations emphasize a distinctive profile (projecting parapets, upper-level step-backs, height variation, variety of roofline, etc.).	
9 Skyline is defined by a variation of roofline projection planes that break up long lines and add visual interest and design elements (trellis, green roof, etc).	
10 Middle articulation (materials, color, balconies, windows, step-backs) to differentiate from top and ground articulations.	
11 Fenestrations (doors, windows, skylines) are cohesive and complement the building.	
12 Ground articulation (variety of materials, fenestrations, architectural elements, etc).	
13 The façades include movement, diverse balconies, and architectural breaks along large expanses of walls.	
14 Windows and glazed areas provide a sense of balance and scale.	

### Building Materials and Colors

- |    |   |  |
|----|---|--|
| 15 | Building colors compatible with the recommended color palette.                    |  |
| 16 | High quality, durable, and attractive materials are appropriate for the corridor. |  |
| 17 | Primary and secondary building paint colors for visual contrast.                  |  |

## II. Site Planning

### Building Orientation

- |   |  |  |
|---|--|--|
| 1 | Site design and orientation provide a cohesive visual relationship between the scenic views and the roadway. |  |
| 2 | Building orientation takes advantage of passive and/or active solar strategies.                              |  |
| 3 | Building resiliency, such as stormwater practices supported by FDEP.   |  |

### Vehicular Access and Parking

- |   |   |  |
|---|---|--|
| 4 | Parking garage for resident and guest parking.  |  |
| 5 | Surface parking screened/buffered from the adjacent roadway.  |  |
| 6 | Driveway is NOT visually dominant.  |  |
| 7 | Adequate light fixtures selected based on functional value, aesthetic quality, and environmental practices. |  |

### Open Space

- |   |  |  |
|---|--|--|
| 8 | Attractive, well-integrated, and accessible open spaces on various portions of the building: roof, terraces, balconies, ground floor, etc. |  |
| 9 | Common areas are accessible and connected by a comprehensive, on-site pedestrian circulation system.                                       |  |

### Refuse

- |    |  |  |
|----|--|--|
| 10 | Screening for trash receptacles and other refuse designed to be aesthetically pleasing.  |  |
| 11 | Design of receptacles and screening is compatible with the architecture of the building. |  |
| 12 | Trash receptacles are hidden from the public street and views.                           |  |

### Signage and Lighting

- |    |   |  |
|----|---|--|
| 13 | Signage complements the building and is compatible with the building architecture.          |  |
| 14 | Lighting enhances architectural character, ambience, and is consistent throughout the site. |  |

15	Ground signs landscaped to meet code.	
16	Signage provides clear visibility so information is easily communicated.	
<b><u>Compatability and Transition</u></b>		
17	Upper floors or side walls are stepped back so window areas and balconies are further from the property line.	
18	Architectural design provides transition to mitigate height, bulk, and scale impacts.	
19	Site design respects surroundings by minimizing the disruption of privacy and outdoor activities of residents in adjacent buildings.	
<b>III. Landscaping</b>		
<b><u>Landscape Buffers</u></b>		
1	Landscape buffers provide privacy and minimize water runoff.	
<b><u>Foundation Plantings</u></b>		
2	Foundation plantings complement the building's architecture.	
3	Foundation plantings soften and break up the building mass.	
4	Plantings frame views and define building entries.	
<b><u>Plant Palette List</u></b>		
5	Plants selected from the recommended plant palette list.	
<b>IV. Public Streetscape</b>		
1	On-street amenities (benches under shade trees, planters, lighting, trash receptacles, bicycle racks, etc.) provided.	
<b><u>Pedestrian and Cyclist Pathway</u></b>		
2	Meandering wide sidewalks accommodate pedestrians and cyclists along the public right of way.	
3	Lighting, benches, and street furniture to support pedestrian use in the corridor.	
<b><u>Landscaping and Lighting</u></b>		
4	Landscaping includes plant clusters, single plantings and shade trees.	
5	Street lighting balances function, visual aesthetics, and environmental matters.	
<b><u>Utilities</u></b>		
6	Utilities are buried underground.	

## B. Florida's Coastal System Agencies

The following agencies protect, restore and manage Florida's coastal system:

### **1. Palm Beach County Department of Environmental Resource Management (DERM)**

The Department of Environmental Resource Management (DERM) works to protect Palm Beach County's natural resources (land and water) through environmental assessment, permitting, compliance inspections, and land development review activities to ensure compliance with the County's Unified Land Development Codes (ULDC) and in some cases, the State of Florida's Administrative Codes (FAC).

DERM is in charge of overseeing the following: Beachfront Lighting, Lake Excavation & Littoral Zones, Native Vegetation, Petroleum Contamination Cleanup, Petroleum Storage Tanks, Surface Water, and Wellfield (Drinking Water).

**DERM manages public beaches and two (2 inlets within Palm Beach County by preserving dune habitats for people and nesting turtles. In efforts to combat beach erosion, DERM conducts dune restoration, inlet sand transfers, sand renourishment of Palm Beach County beaches, and installs support structures. As of today, DERM has overseen the enhancement of 100 acres of dunes, and such projects include the beach renourishment of Jupiter Beach, Carlin Park, Juno Beach, and Ocean Ridge, which all have a history of long-term erosion.**

- DERM receives funding from FDEP's CCCL program to renourish critically eroded beaches/shores.
- In order to meet funding requirements, dune restoration projects must be conducted within a ½ mile of a public beach or access.
- Typically, DERM will renourish public dunes, however, in some cases; developers adjacent to a public beach or access will sign public access easement agreements, which allows the Department to renourish the private portions.
- In event of a beach renourishment/restoration, DERM must receive additional permitting reviews from FDEP as well as Federal Agencies such as the Army Corp of Engineers.

According to the DERM website, a dune restoration for Coral Cove was scheduled for November 2021 through January 2022. The project includes sand placement and native dune vegetation planting. In 1989, the Coral Cove Park Dune Restoration Project was initiated, which included the removal of invasive nonnative vegetation, filling dunes with sand to restore natural dune elevations, installation of 9.6 acres of native dune vegetation and construction of 4 dune walkovers, and other annual dune maintenance.

### **2. Florida Department of Environmental Protection (FDEP)**

The Florida Department of Environmental Protection's Beaches Programs, within the Office of Resilience and Coastal Protection, have the primary mission of protecting, restoring and managing Florida's coastal systems. The 825 miles of sandy coastline fronting the Atlantic Ocean, the Gulf of Mexico or the Straits of Florida are one of Florida's most valuable natural resources. Florida's beaches are deserving of this status because they serve several important functions; they are all vital to maintaining the health of Florida's economy and environment.

To protect, preserve and manage Florida's valuable sandy beaches and adjacent coastal systems, the Florida Legislature adopted the Florida Beach and Shore Preservation Act, contained in Parts I and II of Chapter 161, Florida Statutes. The act provides three interrelated programs that the Department of Environmental Protection administers to protect the state's sandy beaches: the Coastal Construction Control Line (CCCL); Beach Management Funding Assistance; and Beaches, Inlets and Ports programs.

**Pursuant to Part I of Chapter 161 of the Florida Statutes (F.S.), the Florida Beach and Shore Preservation Act preserves and protects Florida's beach and dune systems. Section 161.053, F.S., the CCCL is a line of jurisdiction, which defines the landward limit of the DEP's authority to regulate construction. CCCL is not a setback line or line of prohibition for new construction; however, construction seaward of the CCCL is subject to DEP permitting. Section 161.053, F.S., also provides activities that are exempt from the permitting requirements in the CCCL program.**

The department's Coastal Construction Control Line (CCCL) Program protects coastal resources from improperly located and designed structures and activities that can destabilize the beach and dune system, cause erosion, expose upland property to storm damage or interfere with public access. In addition, coastal construction activities must be designed and conducted in a manner that protects sea turtles and dune plants. The CCCL program applies special siting and design criteria to construction, excavation and related activities to minimize impacts to the beach and dune system. The CCCL location is set at the upland limits of the damaging effects of a 100-year coastal storm as predicted by coastal engineering models. Condominiums, hotels, homes, pools and boardwalks, etc., to be constructed seaward of the CCCL must meet the specific requirements of this program.

### **3. Florida Fish and Wildlife Conservation (FWC)**

Florida Fish and Wildlife Conservation provides guidelines of general information for property owners living adjacent to sea turtle nesting beaches. These guidelines are specifically designed to help property owners required to avoid and minimize lighting impacts to sea turtles as part of State permitting projects, such as CCCL permits and Environmental Resource Permits. In this permitting process, property owners must minimize all lights that may be visible from the beach, including all exterior, structural, decorative, and landscape lighting.

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# D. Beach Road Corridor Workshop PowerPoint – June 29, 2022



### AGENDA

- Welcome and Introductions
- Goals of the Workshop
- Existing Conditions of Beach Road Corridor
- Brainstorming, Design & Aesthetics
- We Would Like to Hear from You**
- Next Steps

### Goals of the Workshop

- Listen and Gather Feedback from Residents
- Overview of Current Redevelopment Phase
- Analyze Existing Conditions of Residential Corridor
- Brainstorming and Exploring Design and Aesthetics

### Multiple Family Dwelling District (R-3)

R-3 - Density: Maximum 12 dwelling units per gross acre  
Height: 11 stories/101 ft max.

The Village of TEQUESTA  
ZONING MAP

### Multiple Family Dwelling District (R-3) Code Requirements

**Setback requirements**

- **Front:** 20 ft. (main structure)
- **Side:** 20 ft. plus 2 ft. for each additional 10 ft. or portion thereof over 50 ft. in height of the main structure. 10 ft. for any accessory one-story structure. Plus 2 ft. for each additional story of the accessory structure.
- **Rear:** 20 ft. plus 2 ft. for each additional 10 ft. or portion thereof over 50 ft. in height of the main structure. 10 ft. for any accessory one-story structure. Plus 2 ft. for each additional story of the accessory structure.

### Multiple Family Dwelling District (R-3) Code Requirements

- Open Space:** 30% Minimum
- Building Height:** 11 stories/101 ft. measured from the average height of the crest of the sand dune line, for main structure east of Beach Road, and measured from grade west of Beach Road. 2 stories/20 ft. for any accessory building or structure.
- Lot Coverage:** 35% Maximum
- Density:** 12 dwelling units per gross acre

Existing Conditions

**Beach Road Residential Corridor**



- Beach Road Corridor consists of 12 existing condominium buildings and 1 currently under construction
- 4 built in 1960s (E, G, H, and I) • 1 built in 1990s (L)
- 6 built in 1970s (B, C, D, F, J, and K) • M (Sea Glass) currently under construction
- 1 built in 1980s (A)

**Beach Road Residential Corridor Building Heights**



- 4 buildings – 11 stories (B, C, K, L)
- 2 buildings – 9 stories (J, M)
- 3 buildings – 6 stories (A, D, E)
- 2 buildings – 4 stories (G, I)
- 2 buildings – 3 stories (F, H)

**JIB Club – 50 Beach Road**

Density: Max. 12 dwelling units per gross acre  
 Height: 6 stories  
 Built in: 1981  
 20 condominium units

**A**



**Ocean Towers South – 100 Beach Road**

Density: Max. 12 dwelling units per gross acre  
 Height: 11 stories  
 Built in: 1972  
 42 condominium units

**B**



**Ocean Towers – 200 Beach Road**

Density: Max. 12 dwelling units per gross acre  
 Height: 11 stories  
 Built in: 1971  
 30 condominium units

**C**



**Ocean Villas – 225 Beach Road**  
 Density: Max.12 dwelling units per gross acre  
 Height: 6 stories  
 Built in: 1972  
 36 condominium units

**D**



**Regency Condominium – 250 Beach Road**  
 Density: Max. 12 dwelling units per gross acre  
 Height: 6 stories  
 Built in: 1969  
 40 condominium units

**E**



**Seamist Condominiums - 275 Beach Road**  
 Density: Max. 12 dwelling units per gross acre  
 Height: 3 stories  
 Built in: 1979  
 34 condominium units

**F**



**Island House Southeast– 300 Beach Road (Recently Purchased)**  
 Density: Max. 12 dwelling units per gross acre  
 Height: 4 stories  
 Built in: 1967  
 27 condominium units

**G**



**Island House Southwest - 325 Beach Road**  
 Density: Max. 12 dwelling units per gross acre  
 Height: 3 stories  
 Built in: 1968  
 30 condominium units

**H**



**Island House Northeast – 350 Beach Road**  
 Density: Max.12 dwelling units per gross acre  
 Existing Height: 4 stories  
 Built in 1968  
 23 condominium units

**I**



**La Mar Condos – 375 Beach Road**  
 Density: Max. 12 dwelling units per gross acre  
 Existing Height: 9 stories  
 Built in 1970  
 28 condominium units

**J**



**Tequesta Towers – 400 Beach Road**  
 Density: Max. 12 dwelling units per gross acre  
 Height: 11 stories  
 Built in: 1973  
 43 condominium units

**K**



**Cliveden – 425 Beach Road**  
 Density: Max. 12 dwelling units per gross acre  
 Height: 11 stories  
 Built in: 1996  
 20 condominium units

**L**



**Sea Glass – 1500 Beach Road - Under Construction**  
 Density: Max. 12 dwelling units per gross acre  
 Height: 9 stories/101 ft max.  
 21 condominium units

**M**



**Existing Conditions:  
 Building Character, Landscaping and  
 Overall Corridor Aesthetics**

23

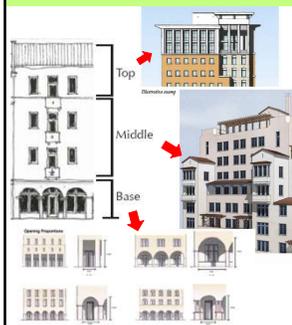
**Design & Aesthetics**

Building articulation, massing, colors, materials,  
 landscaping

**What does mean building articulation  
 and massing?**

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## Defining Building Articulations



- Adds Aesthetic Interest
- Buildings Commonly Include 3 Sections

## Existing Building Articulations

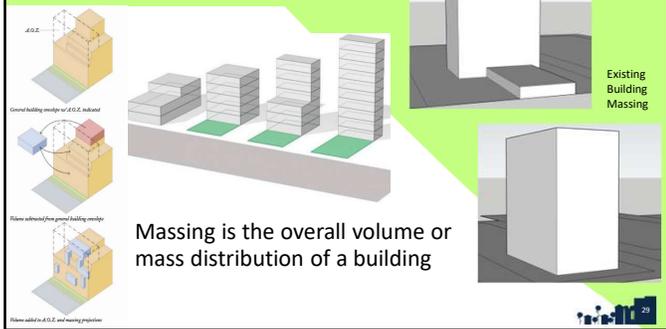


**R-3 Front setback for accessory structure**  
 0 ft. for an accessory structure not exceeding one story/10 ft. in height used for the parking of vehicles only (**covered parking**) and provided that the design of the front of the covered parking structure includes fully landscaped grade and/or raised planters that provide a **minimum of 10 ft. of landscaped width along the full frontage of the covered parking structure**

## Existing Building Articulations



## Defining Building Massing



## Existing Building Massing



### Existing Color Palette



### Existing Entry Signage



### Existing Windows and Balconies



### Existing Landscape Buffers



### Existing Landscape Buffer



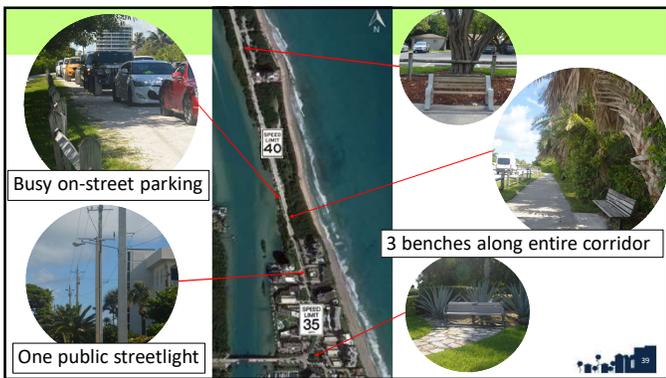
### Existing Lighting



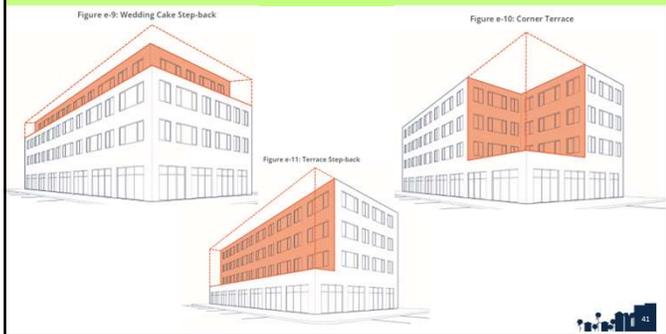
**Sidewalk Map**



**Recreational Activity**



**Building Articulations and Massing**



**Building Articulations**

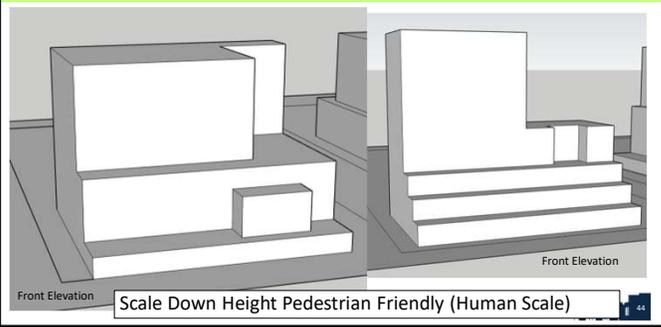


### Building Articulations

Variation in articulation creates visual interest



### Building Massing



### Building Articulations and Massing

Variation in Massing



### Building Articulations and Massing

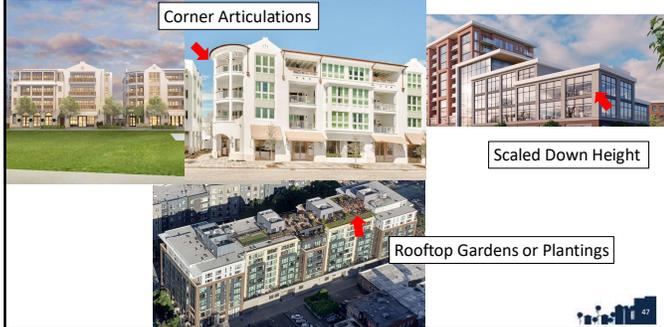


### Building Articulations and Massing

Corner Articulations

Scaled Down Height

Rooftop Gardens or Plantings



### Windows and Balconies



## Color Palette

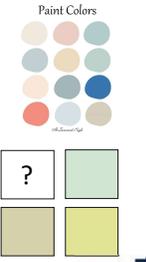


Colors That Reflect Coastal Environment

Coastal Paint Colors



Beach House Paint Colors



## Color Palette



Buildings With More Than One Color

## Landscaping

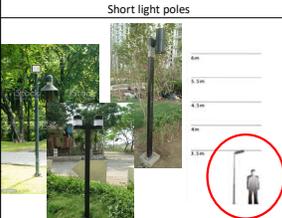


- Enhance view of buildings from the road
- Improve experience of Beach Road for all users
- Landscaping to soften the transition between the ground and foot of the building

## Lighting

Street lighting along sidewalks allow for better visibility at night

Short light poles



Bollards

Walkway Lighting



## Sea Turtle Protection

- Environmental Resource Management (ERM) from Palm Beach County approval of a sea turtle protection lighting plan is required for new building construction
- Lighting must be amber colored to reduce impact on turtle nesting



Turtle Nest at Coral Cove Park



FWC Approved Lighting Fixtures



Example of Appropriate Lighting

## Pedestrian Realm



- Textured Crosswalk with flashing lights
- Painted crosswalks increase visibility for drivers

## Pedestrian Realm



- Shade Trees and Benches Along Sidewalk
- Meandering Sidewalks instead of Straight and Adjacent to the Road



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What are your thoughts?

56

How do you envision Beach Road corridor in the next 10, 20 or 30 years?

What do you like about the Beach Road Corridor?

What would you like to change?

57

What do you think about the building design and aesthetics?

What are your thoughts about the zoning code?  
Setbacks  
Landscaping and Others

58

How Do you Use the "Most" Beach Road Corridor?



59

Which of these massing types do you prefer?



60

## Which style of landscaping do you prefer?



61

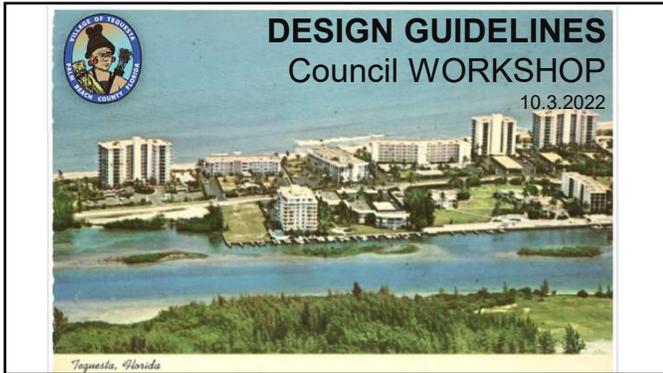
## Next Steps

- **Initial Workshop (6/29/2022)**
- Draft Code Language (August/September 2022)
- Follow up Workshop to Present Proposed Code (October 2022)
- Final Code Language and Initiate Approval Process
  - Local Planning Agency LPA (November 2022)
  - 1<sup>st</sup> Reading (December 2022)
  - 2<sup>nd</sup> Reading and Adoption (January 2023)

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The poster features the Village of Tequesta logo in the top left corner. The text reads: 'BEACH ROAD WORKSHOP' in large green letters, with '6.29.2022' below it. A photograph of a street scene with cars and buildings is in the background. A green box on the right contains the following text: 'Thank you! Please contact us: Nilsa Zacarias, AICP, [nzacarias@tequesta.org](mailto:nzacarias@tequesta.org) Lance Lilly, [lilly@tequesta.org](mailto:lilly@tequesta.org) Phone: 561.768.0457'.

# Beach Road Corridor Workshop PowerPoint – October 3, 2022

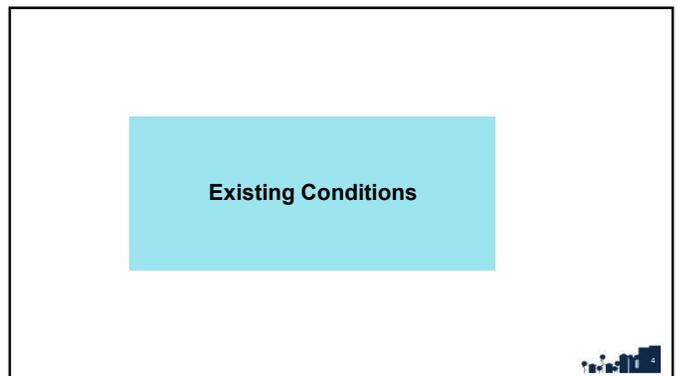


## June 29<sup>th</sup> Workshop

INTRODUCTION (9)

On June 29, 2022, Village held a well-attended workshop with residents of Beach Road Corridor and Village residents. **Goal: open dialogue with residents and to listen to their vision, concerns, and ideas**

Village Staff prepared the Design Guidelines and Code Changes based on feedback received from residents



- Beach Road corridor is evolving and experiencing redevelopment
- This emerging trend has triggered a new set of planning challenges such as zoning regulations, architectural design, and environmental concerns
- Maintain and enhance Tequesta's small village way of life, urban character, and scenic charm



Beach Road

### Multiple Family Dwelling District (R-3)

INTRODUCTION (8)

R-3 - Density:  
Maximum 12 dwelling units per gross acre  
Height: 11 stories/101 ft max.

The Village of TEQUESTA  
ZONING MAP

### Beach Road Residential Corridor

BACKGROUND (3)

Beach Road Corridor consists of 12 existing condominium buildings and 1 currently under construction. Amongst these 13 condominiums, the buildings have different heights and number of stories, ranging from 3 to 11 stories.

- 4 built in 1960s
- 6 built in 1970s
- 1 built in 1980s
- 1 built in 1990s (L)
- M (Sea Glass) currently under construction

## Proposed Design Guidelines

### Goals & Objectives

INTRODUCTION (6)

The Design Guidelines have five major objectives:

1. To **support** developments that are consistent with Village's vision
2. To **encourage** site planning and architectural design that will enhance the character of the Beach Road Corridor
3. To **ensure compatibility with the built and natural environment**
4. To provide flexibility in the design and planning of new development
5. To **communicate clearly the aesthetics goals to developers early on in the design phase**

### NOT RECOMMENDED

INTRODUCTION (6)

### Urban Design Principles

INTRODUCTION (11)

**I. Building Design**

**III. Landscaping**

**II. Site Planning**

**IV. Public Streetscape**

## I. Building Design

BUILDING DESIGN (12)

Encompasses following design elements :

1. Building Height and Massing
2. Step-backs
3. Articulation
4. Building Materials and Colors
5. Green Building Design



## Height and Massing

I. BUILDING DESIGN (15)



Suggested ratio between building height and distance between building

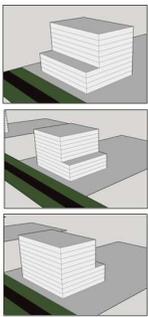
Height & massing are key elements used to provide human scale

Creates overall configuration of building through shapes, size, and form



## Step-Backs

I. BUILDING DESIGN (17)



Provide better view corridors, compatibility, interesting building facades, specific building shape and form, and human scale



## Articulations

I. BUILDING DESIGN (21 & 22)

Building articulations typically broken down into the following:

- Top Articulation
- Middle Articulation
- Ground Articulation

Fenestration (Doors, windows, skylights), arches, trim, and wall offsets are some examples of building articulations



## Top Articulation

I. BUILDING DESIGN (23)



17

## Middle Articulation

I. BUILDING DESIGN (24)



18

## Ground Articulation

I. BUILDING DESIGN (26)



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## Fenestration

I. BUILDING DESIGN (26)



20



18

## Building Materials & Color

I. BUILDING DESIGN (27)



Materials provide character, create a sense of permanence, and define architectural styles, textures, colors and scale

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## Building Materials & Color

I. BUILDING DESIGN (29 & 30)



## Green Building Design

I. BUILDING DESIGN (30)

Green design reduces the carbon footprint and helps create a better quality of living by reducing the excessive use of energy and pollution



Solar Panels

Green Roofs

Certifications

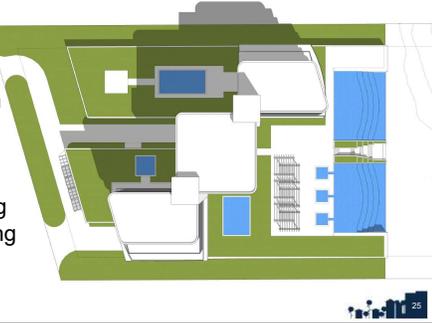
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## II. Site Planning

SITE PLANNING (12)

Includes following urban design and architectural elements:

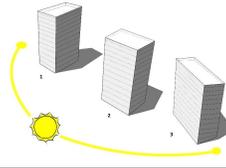
1. Building Orientation
2. Vehicular Access & Parking
3. Open Space
4. Refuse and Loading
5. Signage and Lighting
6. Compatibility and Transition



## Building Orientation

II. SITE PLANNING (32)

- Maximize street appeal
- Capture scenic view
- Energy efficiency
- Drainage considerations
- Passive & Active Solar



## Vehicular Access & Parking

II. SITE PLANNING (35)

- **Driveways** should be less visually dominant and reduce the runway type of driveways
- **Landscape buffers** fronting the parking lot to eliminate direct views of parking lots from the public roadway
- **Garage parking** is highly encouraged
- Accommodate **guest/maintenance parking**



## Open Space

II. SITE PLANNING (36)

Attractive, well-integrated private & public open space including roofs tops



## Refuse, Loading, Signage & Lighting

II. SITE PLANNING (37)

### Refuse

Screened dumpster enclosures compatible with architecture of building

### Signage and Lighting

- Information is clearly communicated
- Lighting provides visibility and aesthetic quality



## Compatibility & Transition

II. SITE PLANNING (39)

Development's scale, size, color and proportion of building elements, components, and materials must appropriately relate to surroundings

- **Simple box architectural forms are discouraged**
- **Building facades should be articulated in vertical and horizontal intervals**
- Site and building design should incorporate design treatments to provide transition and a mitigation of height, bulk, and scale impacts



### III. Landscaping

III. LANDSCAPING (40)

Landscaping includes the following design elements:

1. Landscape Buffers
2. Foundation Plantings
3. Plant Palette

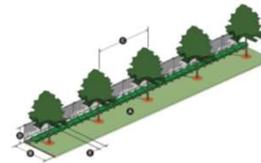


### Landscape Buffers & Foundation Planting

III. LANDSCAPING (40)

Transitional area between two or more land uses

Foundation planting softens building



1. Remove for the planting of material and installation of screening as required by this section. Minimum of ten feet in width.
2. Shade or evergreen trees planted one per 30 linear feet.
3. Solid fence or wall of a minimum of five feet and a maximum of six feet in height erected along 50% of the buffer yard length.
4. Shrubs planted one per two linear feet.



### Plant Palette

III. LANDSCAPING (42)

List of recommended plantings such as vines, palms, and canopies for the Beach Road Corridor

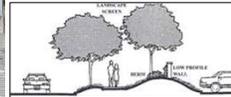


### IV. Public Streetscape

SITE PLANNING (12)

Public Streetscape includes the following urban design elements:

1. Pedestrian Realm
2. Pedestrian & Cyclist Pathways
3. Landscaping & Lighting



### Pedestrian Realm

IV. PUBLIC STREETScape (46)



Pedestrian Realm should include:

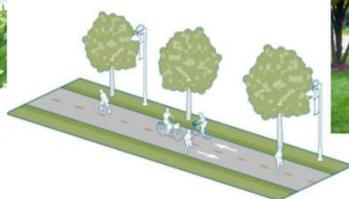
- Street Amenities
- Shade Trees and Benches Along Sidewalk
- Meandering Sidewalks



### Pedestrian & Cyclist Pathways

IV. PUBLIC STREETScape (47)

Foster pedestrian friendly street system with bike racks and similar street amenities



## Landscaping & Lighting

IV. PUBLIC STREETSCAPE (47)

- Enhance view of buildings from the road
- Street lighting along sidewalks allow for better visibility at night
- Landscaping to soften the transition between the ground and foot of the building



## Conceptual Section

IV. PUBLIC STREETSCAPE (47)

CONCEPTUAL BEACH ROAD CORRIDOR SECTION



## Conceptual Streetscape Design

IV. PUBLIC STREETScape (48)



## Checklist

V. APPENDICES (50)

This checklist presents a summary of this document and is **not meant to be a substitute for the detailed descriptions and referenced illustrations**

It is meant to be a tool to assist in the design process

Applicants will need to **complete this checklist and provide an explanation of how each design element is accomplished** in the proposed development

## Checklist

V. CHECKLIST (50-52)

<i>The proposed development includes the following:</i>	EXPLANATION (How is this achieved?)
<b>I. Building Design</b>	
<u>Height and Massing</u>	
1 The building is NOT an urban form represented by only one rectangular block.	
2 Height variations to create human scale.	
3 Massing is broken down into smaller volumes to minimize visual dominance.	
4 Facades articulate vertical and horizontal intervals and does <u>not</u> resemble simple box forms.	
5 Recessing and projecting design elements to avoid flat and monotonous façade.	
6 Major wall offsets carve the building form to create opportunities for amenity spaces or pronounced entry ways.	
7 Building step-backs to add visual interest and human scale.	

Proposed Code Changes

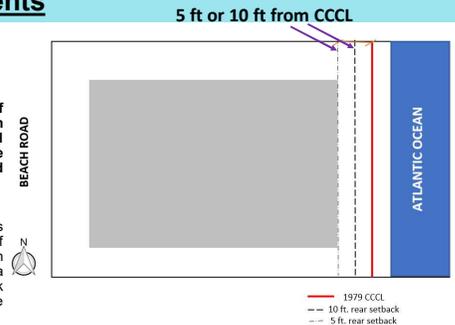
42

## Design Guideline Language & Guest Parking

- Adding the definition of design guidelines
- Incorporating the design guidelines into the R-3 Multiple Family Dwelling District
  - Include language to break down the massing of the building, provide articulations, and avoid block and box-shaped buildings
- Including guest/visitor parking requirements
  - Provide half a parking space for the first 20 residential units and a quarter of space for any additional units above 20.

## Site Requirements

- Clarification to include accessory structures in the front setback
- Include rear setbacks of five (5) or ten (10) feet from the 1979 Coastal Construction Control Line (CCCL) for main and accessory structures
- Require accessory structures located in the rear of properties east of Beach Road be built between a newly proposed rear setback line and the 1979 CCCL (see below graphic)



## Landscaping

- Including irrigation plans to the site plan review requirements
- Revision to the landscape definitions and updating the prohibited plant species list
- **Revision to the foundation planting requirement around buildings**
  - Provide a minimum landscape strip of at least four feet in width and one (1) canopy tree/three (3) palms for every 30 linear feet of landscape strip. In addition, provide 20' high trees and/or palms with staggered heights for buildings over three stories.
- Revision to the landscape buffer requirements and number of trees/shrubs
  - Add language to provide a **fifteen (15) foot front landscape buffer instead of ten (10) feet**
  - Provide a **ten (10) foot side landscape buffer rather than five (5) feet**
  - Provide a **five (5) foot rear landscape buffer at a minimum of 40 percent of the property's rear lot line for waterfront properties.**
- Clarification of the tree heights and spacing

NEXT STEPS

## Process and Next Steps

- Initial Beach Road Corridor Workshop (6/29/2022)
- **Follow up Workshop to present draft Design Guidelines and proposed Code Modifications (October 3, 2022)**
- Finalize Design Guidelines, Code Language, and Initiate Approval Process
  - Local Planning Agency LPA (November 2022)
  - 1<sup>st</sup> Reading of proposed Ordinance (December 2022)
  - 2<sup>nd</sup> Reading of the proposed Ordinance and Adoption (January 2023)

A graphic with a background image of a street scene. On the left is the Village of Tequesta logo. In the center, the text reads 'DESIGN GUIDELINES WORKSHOP 10.3.2022'. On the right, a green box contains the text: 'Thank you! Please contact us: Nilsa Zacarias, AICP, [nzacarias@tequesta.org](mailto:nzacarias@tequesta.org) Lance Lilly [lilly@tequesta.org](mailto:lilly@tequesta.org) Phone: 561.401.9459'.



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