

# HISTORIC PRESERVATION BOARD

---STAFF REPORT---

CITY OF DELRAY BEACH

## MEETING DATE:

December 19, 2017

## ITEM:

**Midtown Delray (2017-284):** A Class V site plan application for Midtown Delray that includes 39,396 square feet of retail; 11,117 square feet of restaurant; 55,218 square feet of office; 45 dwelling units; and 39 residential-type inn units. The project also includes the relocation of seven of the existing contributing buildings, reconstruction of one existing building, and demolition of two buildings. The relocation of six of the contributing buildings will occur on Block 61 along Swinton Avenue. Another contributing building will be relocated from Block 61 to the Sundry House property.

## RECOMMENDATION:

Approval

## GENERAL DATA:

Applicant..... MGM Sundry House LLC

Agent..... Bonnie Miskel, Esq. – Dunay, Miskel and Backman LLP

Location..... Block 61, portions of Block 69, 70 and Sundry Block

Property Size..... 6.44 acres

Future Land Use Map. Other Mixed Use (OMU)

Current Zoning..... OSSHAD  
(Old School Square Historic Arts District)

Adjacent Zoning  
North: OSSHAD & OSSHAD w/CBD (Central Business District) Overlay  
East: OSSHAD & CBD  
South: CF (Community Facilities) & OSSHAD  
West: RM (Medium Density Residential), & CF

Existing Land Use..... Block 61 - vacant land, storage, retail, office, and financial service. Several contributing buildings such as the Rectory Park building and the Cathcart House.

Sundry Block - Sundry House-Restaurant with Residential-Type Inn and associated office space.

Block 69 – residential

Block 70 - Parking lot & Vacant Single-Family Residences.

Proposed Land Use.... Mixed use development consisting of Residential-type Inn, residential, retail, office, and restaurant uses.

Water Service..... Existing on-site.

Sewer Service..... Existing on-site.



## ITEM BEFORE THE BOARD

The action before the Board is approval of COA 2017-284-SPM-HPB-CLV, which incorporates the following aspects of the development proposal for **Midtown Delray**, pursuant to LDR Section 2.4.5(F):

- Class V Site Plan
- Landscape Plan
- Architectural Elevations
- Waiver
- Structure Relocations
- Structure Demolitions

The subject property is located on the south side of West Atlantic Avenue between SW 1<sup>st</sup> Avenue and Swinton Avenue and north of SW 1<sup>st</sup> Street. The development also includes the Sundy House property on the south side of SW 1<sup>st</sup> Street, between Swinton Avenue and SW 1<sup>st</sup> Avenue. The property also includes that area on the south side of SE 1<sup>st</sup> Street, between Swinton Avenue and SE 1<sup>st</sup> Avenue and at the northwest corner of SE 1<sup>st</sup> Avenue and SE 1<sup>st</sup> Street.

## BACKGROUND

The properties associated with the subject development proposal are zoned Old School Square Historic Arts District (OSSHAD) and located within the Old School Square Historic District. That portion of the project that fronts on West Atlantic Avenue and the proposed condominium that front on SE 1<sup>st</sup> Avenue are subject to the development standards of the Central Business District (CBD).

In 1998, the original conditional use request was approved by the City Commission for Sundy House (Lots 1-3, Sundy Estates Subdivision) and included 11 Residential-Type Inn units. The Class V Site Plan for the Sundy House and Inn was approved by the HPB on March 18, 1998. The Sundy House property is listed on the National Register of Historic Places, while Lots 4-20 within Block 61, contains seven (7) contributing structures, and Lots 15-20, within Block 70, contains four (4) contributing structures.

At its April 4, 2007 meeting, the Board considered the conditional use request to expand the residential-type inn use within the Sundy House property located on Block 62, and establish the residential-type inn use within Blocks 61 and 70, located to the north and east, respectively. The request would have placed a total of 87 units within the development. The City Commission approved the request at its meeting of May 1, 2007. However, the units were never built and the approval has expired.

It is important to note that throughout the Spring of 2006, the Treasure Coast Regional Planning Council (TCRPC) analyzed the existing conditions of the South Swinton Avenue corridor. After multiple public meetings, a final presentation was made to the City Commission where the TCRPC's final recommendations were submitted. The applicant has taken those recommendations and used them as the template for the subject proposal.

The property (31 SE 1<sup>st</sup> Avenue) that is north of the northwest corner of SE 1<sup>st</sup> Avenue and SE 1<sup>st</sup> Street contains an eleven space surface parking lot constructed in 2005. Prior to construction of the surface parking lot, the property contained a contributing 1,075 square foot mission style single-family dwelling constructed in 1925, and a detached studio apartment

constructed in 1977. At its meeting of February 2, 2005, the HPB granted approval to demolish the structures and replace them with a surface parking lot that included two landscape waivers.

The original structure at 36 SE 1<sup>st</sup> Avenue was classified as contributing to the Old School Square Historic District; in 2010 it was approved for relocation to the West Settlers Historic District where it was designated as The Harvel House. The reuse of this building in its location at 36 SE 1<sup>st</sup> Avenue was deemed to have been compromised by development pressures; therefore, the Delray Beach CRA has purchased the structure and relocated it to 186 NW 5<sup>th</sup> Avenue. The relocation was initially necessitated by the 2008 approval of an appeal request to the City Commission to overturn the Historic Preservation Board's denial of a Class V Site Plan application which included the relocation of the subject structure and subsequent redevelopment of the property. While the redevelopment has since expired, the CRA was prepared to take and reuse the structure rather than leave it to fall into disrepair.

The property at 48 SE 1<sup>st</sup> Avenue contains an existing two-story contributing 4,107 square foot building built in 1955 and designed by Sam Ogren, Jr. At its meeting of July 10, 1984, the City Commission approved a conditional use application for an Adult Living Facility for Mariposa subject to conditions including that a lease agreement and stabilized sod parking spaces be provided off-site on the adjacent property to the north. An off-site parking agreement was executed to allow nine sod parking spaces on the adjacent property.

At its meeting of June 27, 2017, the Historic Preservation Board denied the Class V site plan approval for the Swinton Commons project. The Swinton Commons project consist of 35,049 square feet of retail, 22,525 square feet of restaurant, 21,872 square feet of office, 44 dwelling unit, 39 residential-type in units, and 109 hotel rooms.

The action now before the Board is approval of a site plan, landscape plan, architectural elevations, and waivers for a revised project.

<b>PROJECT DESCRIPTION</b>
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The development proposal incorporates the following:

- Construction of 39,396 square feet of retail; 11,117 square feet of restaurant; 55,218 square feet of office; 45 dwelling units; and 39 residential-type inn units.
- The development proposal includes the relocation of seven of the existing contributing buildings and reconstruction of one existing building. Relocation of six of the contributing buildings will occur on Block 61 along Swinton Avenue; and another contributing building will be relocated from Block 61 to the Sundry House property. The material of the structure to be reconstructed on the Sundry House property will be taken from the existing building on Block 70.
- Demolition of two structures. The remaining seven structures were approved by the HPB on June 26, 2017.
- Block 61 will include a wide pedestrian plaza that is in the location of the alley (to be abandoned) in the Block.
- Block 61 includes a valet queue at the north end of the block. The majority of parking for the project is located in a subgrade parking lot on Block 61 that will utilized by valet and self-parking. The condominium on Block 69 also includes a subgrade parking garage.

- The condominium buildings on Block 69 and Block 70 also include mechanical parking lifts.
- The primary loading and trash compound is located along SW 1<sup>st</sup> Avenue.

The development proposal includes waivers to the following sections of the Land Development Regulations:

1. A waiver to LDR Section 4.4.24(F)(4), which allows a maximum width of a building fronting a street shall be limited to 60', where 164', 156' 4", and 81' 4" respectively are proposed.

### SITE PLAN ANALYSIS

#### COMPLIANCE WITH THE LAND DEVELOPMENT REGULATIONS:

**Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development application/request.**

#### **Building Setbacks:**

The following tables indicate that the proposal complies with LDR Section 4.4.24[Old School Square Historic Arts District] and Section 4.4.13 [Central Business District (CBD)] zoning district.

Central Business District			
		Standard:	Provided:
Minimum Lot Area		2,000 sq.ft.	72,470.53 sq.ft.
Minimum Lot Width		20'	254' Block 61 150' Block 69 135' Block 70 220' Block Sundry
Building Height:		4 stories & 54' maximum	4 stories & 54' maximum
Building Setbacks:	Front	10' min/15' max	10' SW 1 <sup>st</sup> Av.
			10' Atlantic Av.
			11.5' Swinton Av.
			12' SE 1 <sup>st</sup> Av.
			15' SE 1 <sup>st</sup> Street
	Front above 3 <sup>rd</sup> story	20'	22' Block 61
			22' Block 69
			22' Block 70
	Rear	10'	10' Block 69
			24.7' Block 70
Density		12 du/ac	9.64 du/ac
Civic Open Space:	5% of area>20,000	Block 61 699 sq.ft.	1,557 sq.ft.
		Block 69 202 sq.ft.	251 sq.ft.

Old School Square Historic Arts District			
		Standard:	Provided:
Minimum Lot Area		8,000 sq.ft.	209,562 sq.ft.
Minimum Lot Width		80'	557.46' Block 61

			135.02 Block 70
Minimum Lot Depth		100'	266.03 Block 61 138' Block 70
Max. Lot Coverage		40%	26%
Minimum Open Space		25%	29%
Building Height:		35' maximum	34' Block 70
			35' Block 61
Building Setbacks:	Front	25'	25' Block 61 25' Block 70 25' Sundry Block
	Side Street	15'	15' Block 61 33' Block 70
	Side Interior	7.5'	15' Block 70 59' Sundry Block

**Central Business District (CBD) & Old School Square Historic Arts District (OSSHAD) Regulations:**

**Parking Requirements:**

Per LDR Section 4.4.13(I), within the CBD zoning district, the parking required for the condominium is 90.75 parking spaces. The required parking for the office use is one space per 300 square feet of net floor. The parking requirement for retail and commercial uses is one space per 500 square feet of net floor area. The required parking for the restaurant is six spaces per 1,000 square feet of gross floor area.

Per LDR Section 4.4.24(G)(4), within the OSSHAD zoning district, all non-residential uses, with the exception of restaurants, and business and professional offices, shall provide one parking space per 300 sq.ft. of total new or existing gross floor area being converted to non-residential use. This requirement may be reduced to one parking space per 400 sq.ft. of gross floor area, or by at least one space, where there is a mix of residential and non-residential use in the same structure. Restaurants shall provide six spaces per one thousand square feet of total new or existing floor area being converted to restaurant use. Residential-type inns shall provide one parking space per guest room/unit. Business and professional offices shall provide one space per 300 sq. ft. of total new or existing net floor area being converted to office use. This requirement may be reduced to one parking space per 400 sq.ft. of net floor area, or by at least one space, where there is a mix of residential and office use in the same structure. The required alternative fuel parking is three parking spaces and five alternative fuel parking spaces are provided.

Based on the above, the required parking for the proposed development is a total of 379 spaces and 379 spaces are provided. Thus, the development has met the City's parking requirements. The site plan incorrectly indicates that 368 parking spaces are required. A condition of approval is attached that the site plan be revised to correctly note the required parking of 379 parking spaces prior to certification of the site plan.

**OTHER ITEMS:**

**Auxiliary Power Generator:**

Per LDR Section 4.3.3(OO), the condominiums are required to provide an auxiliary power generator for all interior corridor lighting and exit signs and at least one public elevator. Further, the generator needs to be designed and equipped to operate the full capacity of the equipment being served for a period not less than 120 hours. The multi-story building along Atlantic

Avenue also requires an auxiliary power generator. A condition of approval is attached that the location of these generators are provided on the plans together with the source of fuel prior to certification of the site plan.

**Photometrics:**

A photometric plan has been submitted that demonstrates compliance with the illumination standards of LDR Section 4.6.8.

**Bicycle Parking:**

Per LDR Section 4.4.13(l)(4), a minimum of 65 bicycle parking spaces are required. The development proposal complies with this requirement since 69 bicycle parking spaces are provided on the property.

**WAIVER**

Pursuant to LDR Section 2.4.7(B)(5), prior to granting a waiver, the approving body shall make a finding that the granting of the waiver:

- (a) Shall not adversely affect the neighboring area;
- (b) Shall not significantly diminish the provision of public facilities;
- (c) Shall not create an unsafe situation; and
- (d) Does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

**Building Width:**

Per LDR Section 4.4.24(F)(4), the maximum width of a building fronting a street shall be limited to 60' and shall have a minimum separation of 15' between buildings fronting a street in a development site that contains more than one structure. The two Residential-type Inn buildings along SW 1<sup>st</sup> Avenue, the Inn building along Swinton Avenue (building #3), and the Inn building at the southeast corner of Swinton Avenue and SE 1<sup>st</sup> Street exceed the 60-foot maximum.

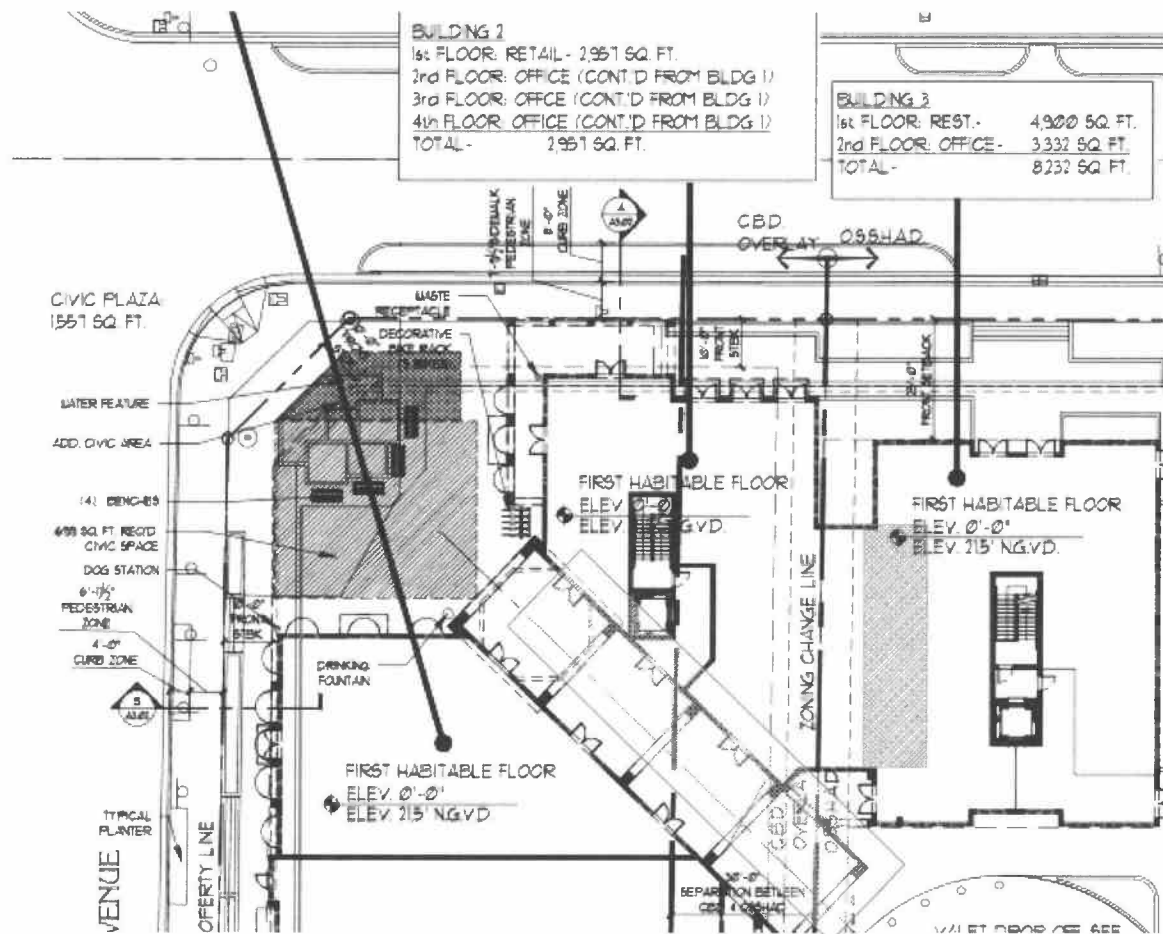
The applicant has submitted the following verbatim narrative in support of the waiver:

*"Maximum Building Width – LDR Section 4.4.24(F)(4)"*

*LDR Section 4.4.24(F)(4) provides that the maximum width of a building fronting a street shall be limited to sixty (60) feet and shall have a minimum separation of fifteen (15) feet between buildings fronting a street in a development site that contain more than one structure, except for properties identified in Sections 4.4.24(F)(1) and (2) and the Old School Square Cultural Arts Complex. Specifically, the Midtown Delray Project requires the following waivers:*

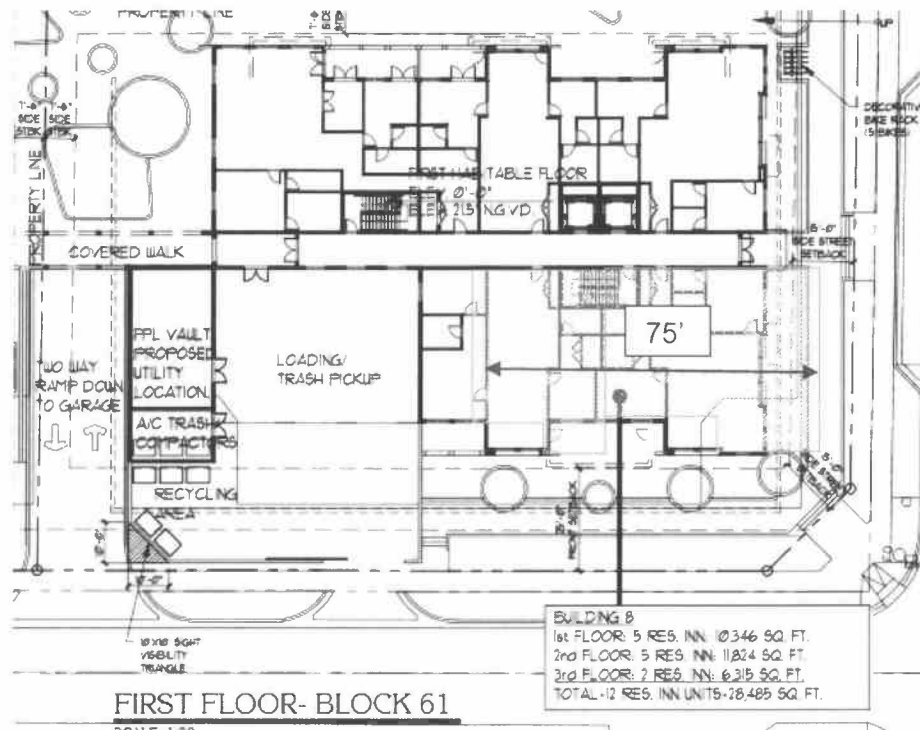
<b><u>Block</u></b>	<b><u>Building</u></b>	<b><u>Maximum Building Width Permitted</u></b>	<b><u>Proposed Building Width</u></b>
61	2	60 feet	71 feet 7 inches
61	8	60 feet	136 feet along S.W. First Avenue 100 feet along S.W. First Street
61	9	60 feet	164 feet along SW First Avenue
70	6/7	60 feet	104 feet 4 inches along SE 1 <sup>st</sup> Street 81 feet 7 inches along S Swinton Avenue

Block 61, Building 2 requires an additional eleven (11) feet and seven (7) inches in building width only to serve a first-floor connection to Building 1 in order to compensate for the usable retail space which was removed (yellow area) to create the main entry breezeway honoring Old School Square by virtue of its alignment. The breezeway is more than three times the area of the first connection (red area), which is part of the waiver. Also, the recess between Buildings 2 and 3 has been deepened to emphasize the separation in the facades. This first floor area connecting building 2 and 3 is similar to the type of permitted first connections between residential type inn buildings and will create the same visual separation for the remaining upper levels.



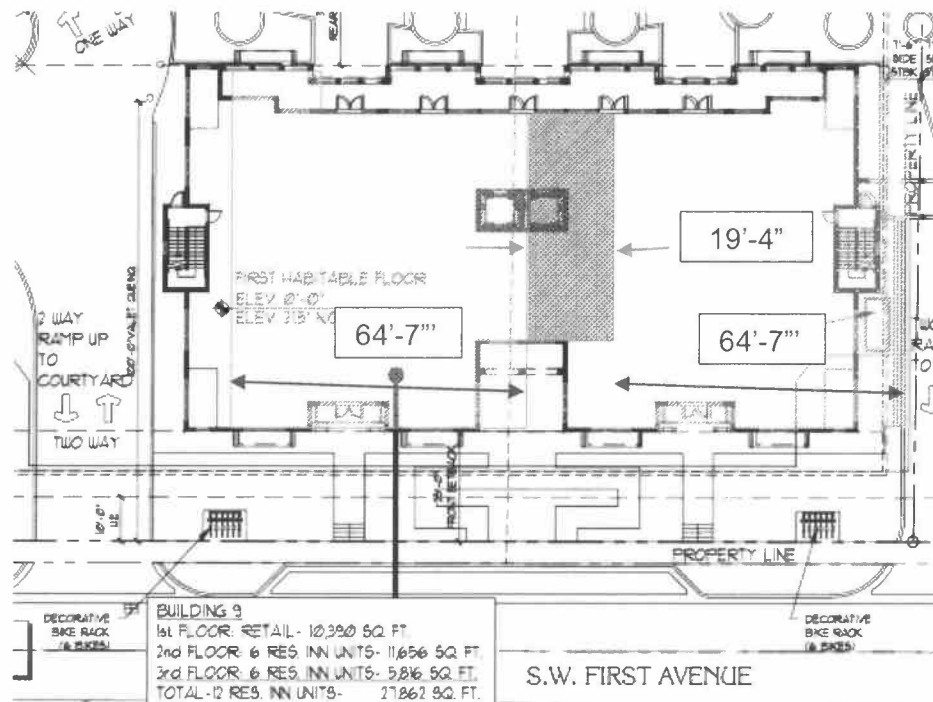
Block 61, Building 8 provides many of the necessary functional aspects of the Midtown Delray Project, which necessitates an additional seventy-six (76) feet in building width along S.W. First Avenue and forty (40) feet along S.W. First Street. Twelve (12) residential inn units comprise Building 8. It also houses a receiving, loading, and air conditioned and acoustically isolated solid waste area that has direct access to SW 1<sup>st</sup> Avenue and whose street frontage consumes fifty (50) feet and three (3) inches. A recycling area consumes an additional twenty-one (21) feet and one (1) inch of street frontage. These project logistics have resulted in a façade that is broken up to reduce the continuous length and relieve the visual length the actual dimension suggests. Similarly, the overhead FPL electric lines that run through the center of the property will be

*reworked to underground facilities, which requires an electrical vault that is shown within Building 8 on Sheet A1.02 of the site plan.*

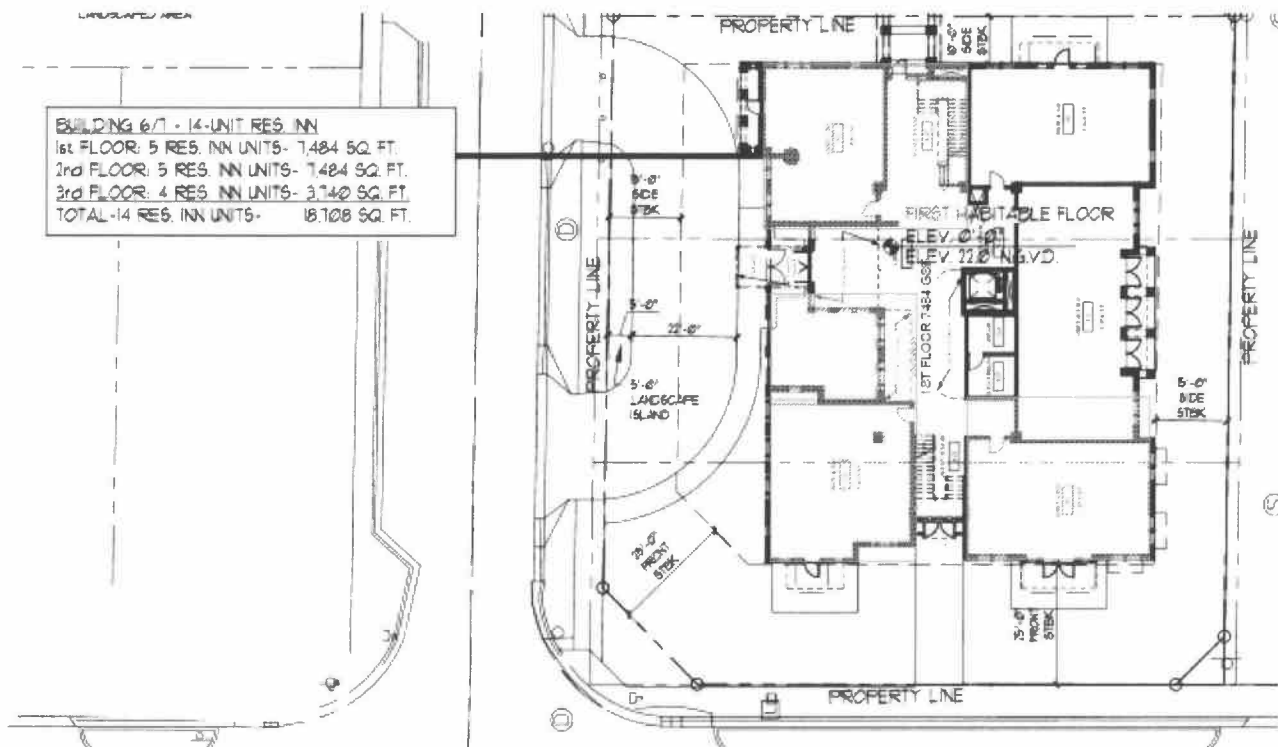


Block 61, Building 9 requires an additional one hundred and four (104) feet in building width in order to provide first floor retail and an additional twelve (12) residential inn units. In order to create a more visual separation in the façade, an additional fifteen (15) foot recess and nearly a twenty (20) foot gap has been added to the middle of Building 9 with landscaping buffers. The main central entry has been eliminated in favor of two entries in the north and south wings. These sixty-five foot wings are connected by the elevator and stairway elements that are stepped back even more on the second and third floors to accommodate upper story planted roofs and a green-wall system. The roof line changes from a sloped roof to a flat roof above the center connection core that further presents the building as two connected facades rather than one long façade.





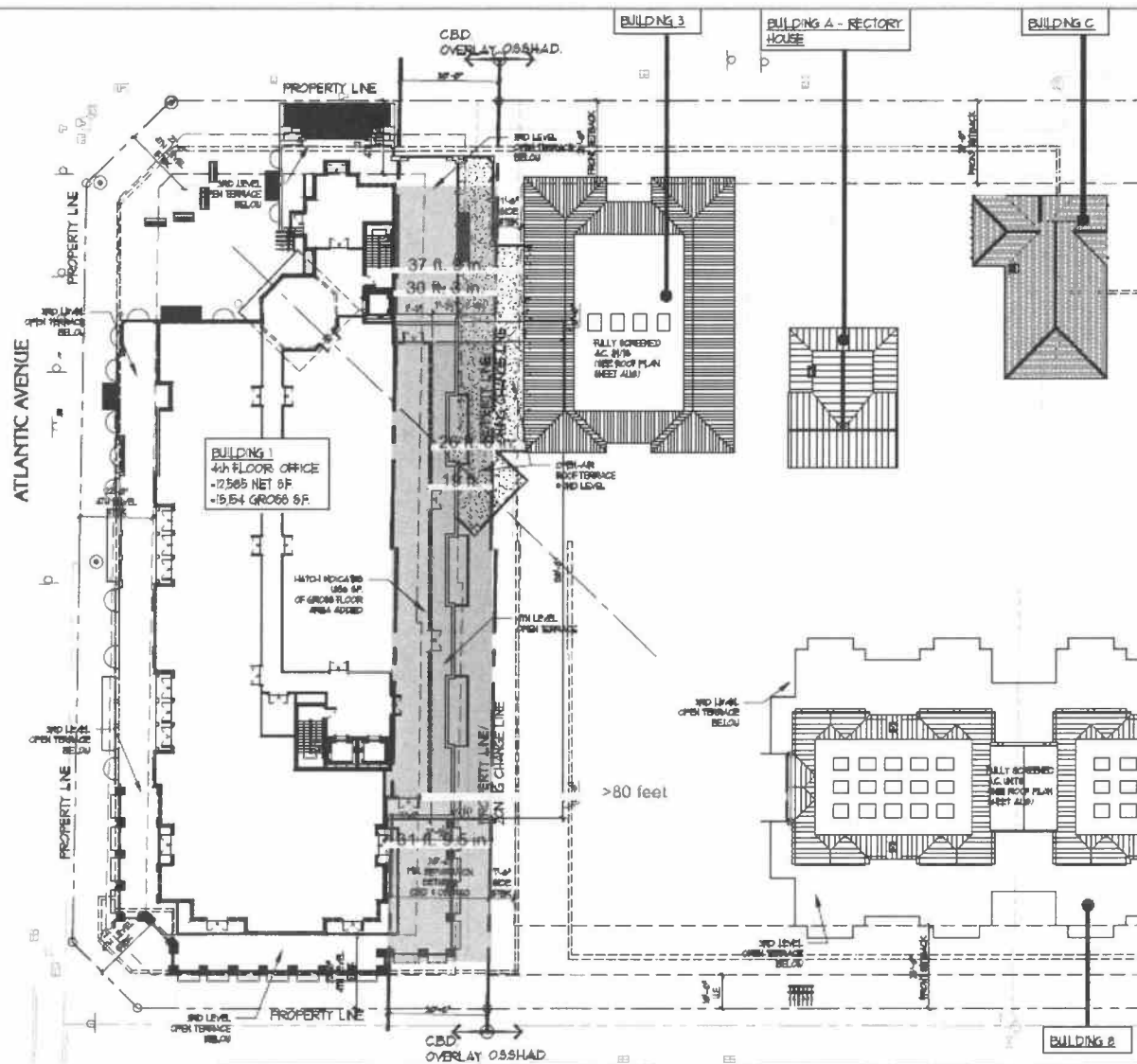
Block 70, Building 6/7 requires an additional forty-four (44) feet and four (4) inches in building width along SE First Street and twenty-one (21) feet and seven (7) inches along South Swinton Avenue in order to accommodate fourteen (14) residential inn units and to integrate the building with the Sundy House. The extension of the overall building beyond the sixty (60) foot façade lengths compensates for the reduction of the permitted three-story building along South Swinton Avenue down to two stories to better transition with the residential along the street and the Sundy House to the west. This is further emphasized with the zoning of the masses separated by the entry facing SE First Street and the stair entry facing South Swinton Avenue.



(Continued on next page)  
Minimum Rear Setback – LDR Section 4.6.4(A)(1)(a)(ii)

LDR Section 4.6.4(A)(1) is applicable to properties subject to the development standards of the CBD. In this case, Buildings 1 and 2 on Block 61 are subject to the development standards of the CBD and abut an OSSHAD zoned district. LDR Section 4.6.4(A)(1)(a)(ii) requires a minimum thirty (30) foot rear setback if the property abuts a zoning district with a height limitation of thirty-five (35) feet and if the building exceeds three (3) stories in height. Here, Buildings 1 and 2 abut OSSHAD, which limits building heights to thirty-five (35) feet, and Building 1 exceeds three (3) stories in height. Therefore, this code provision requires a thirty (30) foot rear setback for Building 1. Additionally, LDR Section 4.6.4(A)(1)(a)(ii) also provides that the rear setback is measured from the property line to the top of the third story. The Applicant proposes the following: (see illustrations below)

<u>Block</u>	<u>Building</u>	<u>Minimum Rear Setback Required</u>	<u>Proposed Rear Setback</u>
61	1	30 feet	19 feet for a portion of Building 1 from the top of the third floor to the property line only (Approx. 138 feet only)  The remainder of Building 1 complies with the 30 foot minimum rear setback.



The intent of this code provision is to create a visual separation between the height differentials of the CBD and OSSHAD zoning districts. The Applicant still meets the intent of the Code despite the proposed waiver request. On the southwest façade of Building 1, there is a significant distance separation (approximately over eighty (80) feet) between Building 1 in CBD and Building 9 in OSSHAD, which achieves the visual separation in excess of the minimum required. On the southeastern portion of the façade, there is a distance separation (approximately thirty-seven (37) feet and nine (9) inches) between Building 1 in CBD and Building 3 in OSSHAD, which also achieves the visual separation in excess of the minimum required. It is also important to note that the areas of Building 1 that do comply with the minimum rear setback are also the areas that are most visible from the adjacent right-of-ways. Therefore, the maximum amount of visual separation is achieved if the requested waiver is granted. Finally, the requested waiver is the minimum necessary to achieve the best site design and reasonable use of the property while balancing the interests of the community. As such, the Applicant respectfully requests that the waiver be granted because the proposed site design still meets the intent of this code provision.

*Below, the Applicant will demonstrate that there are sufficient findings that justify granting the requested waivers. Pursuant to LDR Section 2.4.7(B), prior to granting a waiver, the granting body shall make findings that the granting of the waiver:*

**(a) Shall not adversely affect the neighboring area;**

*Applicant's requested waivers will not adversely affect the neighboring area. LDR Section 4.4.24 was amended in October 2004 to regulate development size, massing, and scale in OSSHAD ("2004 Amendment") for each individual parcel. In particular, LDR Section 4.4.24(F)(1) was amended to limit the building width to sixty (60) feet and provide a minimum fifteen (15) foot separation between buildings fronting a street for a development site that contained more than one structure. At the time of the 2004 Amendment, these specific dimensions were selected to reflect the average lot width of seventy-five (75) feet and required side setbacks of seven and a half (7.5) feet. While these provisions were intended to regulate the development of individual lots within OSSHAD, the 2004 Amendment did not contemplate the redevelopment of an entire block within OSSHAD as proposed by Applicant. The redevelopment of Block 61 was chosen for the Midtown Delray Project because of the predominance of open vacant field and surface parking lots which offer little historical relevance to the overall block. In addition to all of Block 61, Applicant is proposing redevelopment of portions of neighboring blocks, such as the Sundy Block, Lot 69, and Lot 70. Therefore, Applicant is in a unique position and has the unique ability to layout an efficient site plan that results in sensible development size, massing, and scale and efficient integration of the neighboring area. Additionally, as mentioned above, the Applicant still meets the intent of LDR Section 4.6.4(A)(1)(a)(ii) by creating visual separations between building heights in CBD and in OSSHAD on the southwestern and southeastern portions of the façade for Building 1, which are most visible from the adjacent right-of-ways. Furthermore, the 2004 Amendment did not envision a mix of OSSHAD and CBD. Strict application of the LDR would impede the Applicant from proposing reasonable transitions between OSSHAD and CBD and from proposing a site plan that integrates not only all the lots located in Block 61, but also the redevelopment of three additional neighboring blocks in OSSHAD. Granting the requested waivers meets the original intent of LDR Section 4.4.24(F)(1) and gives the Applicant the flexibility to propose a site plan that efficiently lays out the Project's mixed uses that enhance the historic district, increase the pedestrian scale of the area, and integrate neighboring areas.*

**(b) Shall not significantly diminish the provision of public facilities;**

*Applicant's requested waivers will not significantly diminish the provision of public facilities. In fact, granting this waiver will result in the consolidation and protection of public facilities. Additionally, important provisions for parking access and loading/delivery areas necessitate a wider building than permitted by the City's LDR. The requested waiver is necessary to allow for functional site elements related to loading, delivery, parking, and utilities.*

**(c) Shall not create an unsafe situation; and**

*Applicant's requested waivers do not create an unsafe situation. In fact, the Midtown Delray Project creates a safer environment by increasing pedestrian activity and visibility. Presently, the area is greatly in need of redevelopment with little pedestrian activity and visibility. There is a predominance of open vacant field and surface parking lots that are hidden behind buildings, landscaping, and other parking lots. Applicant proposes a site plan that intentionally creates an attractive landscaped courtyard inviting pedestrian activity and visibility within and throughout the Midtown Delray Project. A valet drop-off available during all business hours is located within the development to provide an assisted option for patrons, residents and workers to have their vehicle parked in the underground parking facility. After hours security gates will be card or scan activated for all patrons and emergency personnel. Pedestrian walkways are available on the north, south, east and west side of the development. First floor retail and restaurants throughout the development will increase pedestrian traffic and activity; thus, providing for more visibility and security from other pedestrians, neighboring businesses, and on-site residents.*

**(d) Does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.**

*Applicant's requested waivers will not result in the grant of a special privilege and the same waiver could be granted under similar circumstances on other property for another applicant or owner. The requested waivers are necessary to meet the intent of OSSHAD, which is to provide for mixed uses of residential, office, and commercial activities to stimulate the preservation of historic structures. Another applicant or owner facing similar circumstances would have the opportunity to apply, justify, and request the same waivers for a project with similar lot areas and overall project scale.*

The proposed waiver will have no meaningful impact on the neighboring area. The subject buildings border on SW 1<sup>st</sup> Avenue, which are located across from the library, surface parking lot, and the Palm Beach County parking garage. The streetscape of the library and parking garage will not be impacted by allowing buildings wider than 60'. The wider buildings will have no impact on the provision of public facilities and will not create an unsafe situation. Given the surrounding use of land, the waiver will not grant a special privilege and would be supported for other properties with similar circumstances.

<b>LANDSCAPE ANALYSIS</b>
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On the Midtown Delray Tree Disposition Plans, as stated on the "Tree Disposition Summary", 105 trees are to be removed. There are 486 inches of DBH (Diameter at Breast Height) for trees greater than or equal to a 50% condition rating. There are 940 inches of DBH (Diameter at Breast Height) for trees between 26% and 49% condition rating. The trees being removed include older Southern Live Oak, Mahogany, Gumbo Limbo and many larger fruit trees, such as Mango, Avocado, Lychee, Starfruit and Sapodilla. On the "Tree Disposition Summary", it is stated that 35 trees will be relocated within the project. The relocated trees include Live Oaks, Gumbo Limbo trees, Lycence trees and Sapodillas. The proposal includes the removal of 62 palms. The palms that are being removed, include Sabal, Coconut, Royal and Christmas palms.

On the Tree Disposition Plans, as stated on the "Tree Mitigation Summary", of the 1,426 inches required to be replaced for trees greater than eight inch DBH, 405 inches are being provided on the Landscape Plans. On the "Tree Mitigation Summary", of the 90 inches required to be replaced for trees between four and eight inch DBH, none are being provided for on the Landscape Plans. Also on the "Tree Mitigation Summary", it is stated that the 62 palms being removed will be replaced with 124 palms on the Landscape Plans. As stated on the "Tree Mitigation Summary", the remainder of the DBH will be replaced by a payment of \$139,800 into the City of Delray Beach Trust Fund. The site planning of the buildings and hardscape areas, was conducted with an attempt to preserve some of the larger "historical" Banyan trees, that are located on the Swinton Commons properties.

On the Landscape Plans, the "Plant Schedule" includes Trees: Gumbo Limbo, Silver Buttonwood, Sea Grape, Natchez Crape Myrtle, Guiana Chestnut, Bay Rum, Mast tree, Pigeon Plum, Vera Wood, Japanese Fern tree, Spanish Stopper, and Southern Live Oaks; Palm Trees: Christmas Palms, Satakentia Palms, Green Malayan Coconut Palms, Medjool Date Palms, Florida Thatch Palms, Florida Royal Palms, Montgomery Palms and Foxtail Palms; Shrubs: Raspberry and Fireball Bromeliads, Seabreeze Bamboo, Gold dust Croton, Auntie Lou Ti Plants, Small Leaf Clusia, Red-Tip Cocoplum, 'Queen Emma' Crinum Lily, Spanish Stopper, Green Island Ficus, Firebush, Myers Foxtail Ferns, Pink Muhly Grass, Burle Marx Philodendron, Slit Leaf Philodendron, Rojo Congo Philodendrum, Xanadu Philodendren, Wild Coffee, Lobster Claw Heliconia, Variegated Shellginger, and Dwarf Fakahatchee Grass; Ground Covers: Blueberry Flax Lily, Kawaii Pink Madagascar Periwinkle, Dwarf Yaupon, Emerald Goddess Liriope, White Pentas and ground covers. The street trees along Swinton Avenue, S.W. 1<sup>st</sup> Avenue and S.E. 1<sup>st</sup> Avenue are indicated to be Southern Live Oaks. The street trees along Atlantic Avenue, S.E. 1<sup>st</sup> Street, between S.E. 1<sup>st</sup> Avenue and Swinton Avenue are indicated to be Royal Palms. The street trees along S.E. 1<sup>st</sup> Street, between Swinton Avenue and S.W. 1<sup>st</sup> Avenue, are indicated to be Natchez Crape Myrtles.

Along Swinton Avenue, the existing landscape nodes were indicated on the Tree Disposition Plans to have the existing Southern Live Oak trees replaced with Montgomery Palms. The existing Southern Live Oak trees are being over-pruned, due to the existing overhead utility lines that are on the west side of Swinton Avenue. The replacement with palm trees was to alleviate this required over-pruned condition on the Southern Live Oak trees. If those utility lines are to be placed underground, then in the opinion of the City Planning staff, the replacement and plant palette for those landscape nodes should be revisited. It is the desire of staff to retain the shade trees or at least retain the existing plant species that are within the landscape nodes, located along the Swinton Avenue corridor: Southern Live Oaks and Sabal Palms.

The overall Landscape Plans have been designed to create detailed planting and a central hardscape "common" connecting the various structures and land uses throughout the Swinton Commons properties. Although the "common" is designed in fairly detailed manner, it is the opinion of staff that the landscape design, around some of the "historic buildings", once their final use is determined, should be increased and detailed to fit these residential scale structures.

<p style="text-align: center;"><b>ARCHITECTURAL ELEVATIONS</b> <b>SECTION 4.5.1, HISTORIC PRESERVATION DISTRICTS AND SITES</b></p>
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Pursuant to LDR Section 2.4.6(H)(5), Procedures for Obtaining Permits and Approvals, Certificate of Appropriateness for Individually Designated Historic Structures and all Properties Located within Historic Districts, Findings, prior to approval, a finding must be made that any Certificate of Appropriateness which is to be approved is consistent with Historic Preservation purposes pursuant to Objective A-4 of the Land Use Element

of the Comprehensive Plan and specifically with provisions of Section 4.5.1, and the Secretary of the Interior's Standards for Rehabilitation.

Pursuant to LDR Section 4.5.1(E), Historic Preservation Sites and Districts, Development Standards, all development regardless of use within individually designated historic properties and/or properties located within historic districts, whether contributing or noncontributing, residential or nonresidential, shall comply with the goals, objectives, and policies of the Comprehensive Plan, these regulations, and the Secretary of the Interior's Standards for Rehabilitation.

Pursuant to LDR Section 4.5.1(E)(2)(b)(1), Major and Minor development, the subject proposal is classified as both Major and Minor Development. The portion of the property that is zoned OSSHAD and contains both contributing and non-contributing structures that is being modified by more than 25% is classified as Major development. The portion of the property which is zoned OSSHAD and is subject to CBD Overlay regulations is classified as Minor development.

Pursuant to LDR Section 4.5.1(E)(3)(b)(1), Buildings, Structures, Appurtenances and Parking, parking areas shall strive to contribute to the historic nature of the properties/districts in which they are located by use of creative design and landscape elements to buffer parking areas from adjacent historic structures. At a minimum, the following criteria shall be considered:

- a. Locate parking adjacent to the building or in the rear.
- b. Screen parking that can be viewed from a public right-of-way with fencing, landscaping, or a combination of the two.
- c. Utilize existing alleys to provide vehicular access to sites.
- d. Construct new curb cuts and street side driveways only in areas where they are appropriate or existed historically.
- e. Use appropriate materials for driveways.
- f. Driveway type and design should convey the historic character of the district and the property.

As previously noted, the project includes two types of parking areas, "underground" parking and surface parking. The "underground" parking is within two parking garages, Mechanical lift parking spaces are proposed within the Block 69 garage.

Two surface parking areas are proposed, one area behind each of the proposed condominium buildings located in Block 69 and 70. Access to these parking areas is provided from the adjacent alleyways to the rear of these buildings. Mechanical parking lifts are proposed for the parking area to the rear of Block 69 and to the rear of Block 70. These parking areas meet the intent of this code section as they are screened from adjacent rights-of-way. This creative design allows the parking areas to contribute to the historic nature of the properties and the district as a whole meeting the required criteria of this code section.

Pursuant to LDR Section 4.5.1(E)(4), Alterations, in considering proposals for alterations to the exterior of historic buildings and structures and in applying development and preservation standards, the documented, original design of the building may be considered, among other factors.

#### **Secretary of the Interior's Standards for Rehabilitation**

According to the Secretary of the Interior, these Standards are for rehabilitation projects and are applied to projects in a reasonable manner, taking into consideration economic and technical feasibility. The Standards apply to historic buildings of all periods, styles,



types, materials and sizes. They apply to both the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment as well as attached, adjacent or related new construction.

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

**Standard 1**

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

**Standard 2**

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

**Standard 3**

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

**Standard 4**

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

**Standard 5**

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

**Standard 6**

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

**Standard 7**

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

**Standard 8**

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

**Standard 9**

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the



**old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.**

**Standard 10**

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

**Existing Historic Component**

These standards are to be applied to the existing historic structures within the scope of the overall subject development project. Several existing contributing structures are proposed for minor relocation and renovation, one structure is proposed to be reconstructed at a new location in the project and there are several new buildings proposed for construction. Further review and discussion of the new buildings is provided later in this analysis.

The existing structures are proposed to be placed in a new commercial use, which is common in OSSHAD as it is a mixed-use zoning district. The main changes to a majority of the structures involves their relocation within the block, which will not negatively affect the defining characteristics of each building. While the adaptive reuse of the properties requires changes, the necessary changes are not deemed to negatively impact the historic integrity of each of the structures. Changes to the individual structures that have acquired historic significance are planned to be retained and the proposal does not include changes, which add conjectural features or architectural elements to the structures.

Preserving the structures within the west side of South Swinton Avenue retains the original development pattern of the block and allows for the adaptive reuse of the structures while maintaining defining and distinctive characteristics of each structure. Historically, the structures involved in this block of South Swinton Avenue have not experienced successful adaptive reuse. It is anticipated that the new construction will bolster the project affording success overall and attract businesses to South Swinton Avenue; thus, helping to protect the integrity of the structures, the property and the environment.

It is not anticipated that significant archeological resources exist on the subject property; however, should such resources be revealed during development of the project, mitigation measures shall be undertaken.

Chemical or physical treatments are inappropriate and should not be used.

New additions, exterior alterations, or related new construction is not proposed for the individual contributing structures. Overall, the proposal can be found to be in compliance with the intent of the Standards.

**New Construction Component**

In consideration of the Standards noted above and given the fact that the property contains many contributing principal and accessory structures as well as non-contributing structures such as the Rectory Office Building and the Check Cashing Store, the low-scale characteristic of the site and surrounding environment to the south and east will significantly change by the proposed new construction. This is based upon its inherently larger scale and mass, which is notable in new construction.

The related new construction is proposed to not destroy historic materials that characterize the property through the site design. The scale of the new construction is larger than the context of the existing historic properties and is primarily situated around the perimeter of the site, which is on the edge of the OSSHAD historic district and adjacent to existing larger scale projects such

as the Delray Beach Public Library, the Worthing Place Development and the Federspiel Parking Garage. This configuration provides for the desired buffer and transition between the adjacent larger scale CBD zoned properties and the existing smaller scale historic properties. Also, the site configuration provides for large separations between the existing structures and the new buildings with the design of the new common area in the center of the project.

The new construction is clearly influenced by the Vernacular and Spanish influenced architectural styles of OSSHAD as well as complimentary architectural styles such as Anglo-Caribbean and Art Deco, which are identified as acceptable styles for the area by the Delray Beach CBD Architectural Design Guidelines.

The proposed commercial buildings that face Atlantic Avenue, Swinton Avenue and SW 1<sup>st</sup> Avenue (Buildings 1, 3, 4 & 9) incorporate a storefront design and courtyards on the first floor. The North and South condominium Buildings in Block 69 & 70, respectively, features planters and forecourts on the first floor. The Residence-Inn Building (Building 6/7) features loggias and courtyard areas on the first floor. Storefronts, planters, forecourts, loggias and courtyards are all common features of commercial buildings along Atlantic Avenue and in the downtown. The new commercial buildings and the proposed layout of the overall site will better engage pedestrian traffic along the historic Swinton Avenue corridor and adjacent streets creating an improved opportunity for walkability.

Further, the proposed design of the structure situated at the intersection of Swinton and Atlantic Avenues completes the needed connection to West Atlantic Avenue beginning with the Delray Beach Public Library; thus, improving the pedestrian connection between East and West Atlantic Avenue.

The proposed architectural styles of the new construction coupled with the site design is compatible and distinguished within the Old School Square Historic District. The new construction in and of itself will not impact the district, because if these lots were vacant said construction would be permitted. Should the new construction be removed in the future the area would be unimpaired; therefore, the proposal is generally in keeping with the applicable Standards. Further analysis is provided below with the Visual Compatibility Standards review section.

Pursuant to **LDR Section 4.5.1(E)(6), Relocation**, an individual analysis of each of the 8 individual properties proposed for Relocation has been provided and are attached as exhibits to this staff report.

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

**(a) Height:** The height of proposed buildings or modifications shall be visually compatible in comparison or relation to the height of existing structures and buildings in a historic district for all major and minor development. For major development, visual compatibility with respect to the height of residential structures shall also

be determined through application of the Building Height Plane, First Floor Maximum Height, and Upper Story Height(s).

(b) **Front Facade Proportion:** The front facade of each building or structure shall be visually compatible with and be in direct relationship to the width of the building and to the height of the front elevation of other existing structures and buildings within the subject historic district.

(c) **Proportion of Openings (Windows and Doors):** The openings of any building within a historic district shall be visually compatible with the openings exemplified by prevailing historic architectural styles of similar buildings within the district. The relationship of the width of windows and doors to the height of windows and doors among buildings shall be visually compatible within the subject historic district.

(d) **Rhythm of Solids to Voids:** The relationship of solids to voids of a building or structure shall be visually compatible with existing historic buildings or structures within the subject historic district for all development, with particular attention paid to the front facades.

(e) **Rhythm of Buildings on Streets:** The relationship of buildings to open space between them and adjoining buildings shall be visually compatible with the relationship between existing historic buildings or structures within the subject historic district.

(f), **Rhythm of Entrance and/or Porch Projections:** The relationship of entrances and porch projections to the sidewalks of a building shall be visually compatible with existing architectural styles of entrances and porch projections on existing historic buildings and structures within the subject historic district for all development.

(g), **Relationship of Materials, Texture, and Color:** The relationship of materials, texture, and color of the facade of a building and/or hardscaping shall be visually compatible with the predominant materials used in the historic buildings and structures within the subject historic district.

(h) **Roof Shapes:** The roof shape, including type and slope, of a building or structure shall be visually compatible with the roof shape of existing historic buildings or structures within the subject historic district. The roof shape shall be consistent with the architectural style of the building.

(i) **Walls of Continuity:** Walls, fences, evergreen landscape masses, or building facades, shall form cohesive walls of enclosure along a street to ensure visual compatibility with historic buildings or structures within the subject historic district and the structure to which it is visually related.

(j) **Scale of a Building:** The size of a building and the building mass in relation to open spaces, windows, door openings, balconies, porches, and lot size shall be visually compatible with the building size and mass of historic buildings and structures within a historic district for all development.

(k) **Directional Expression of Front Elevation:** A building shall be visually compatible with the buildings, structures, and sites within a historic district for all development with regard to its directional character, whether vertical or horizontal.

(l) **Architectural Style:** All major and minor development shall consist of only one (1) architectural style per structure or property and not introduce elements definitive of another style.

(m) **Additions to Individually Designated Properties and Contributing Structures in all Historic Districts.**

The height of the proposed structures range from one-story to four-story buildings. The site has been designed to place a bulk of the taller buildings around the perimeter of the project boundary adjacent to larger scale CBD zoned properties such as the Delray Beach Public Library, the Worthing Place Development and the Federspeil Parking Garage. Visual Compatibility for the OSSHAD zoned properties requires compliance with respect to the Building

Height Plane, First Floor Maximum Height of 14', and the Upper Story Height maximum of 12'. The Building Height Plane requires the additional setback of upper stories from the front setback line to mitigate an impact on the streetscape. The proposal meets these requirements. The portion of the property that is zoned OSSHAD but is subject to the CBD Overlay is exempt from the requirement for Building Height Plane, First Floor Maximum Height of 14', and the Upper Story Height maximum of 12'.

Aside from the Waiver request for Buildings 3, 6/7, 8, and 9 in relation to maximum building width, as required by LDR Section 4.4.24(F)(4), the front façade proportion for the existing contributing buildings in combination with the new construction is generally proportionate with the overall width of the development site which spans an entire city block.

The site is designed with the larger building mass fronting Atlantic Avenue and the smaller buildings "stepping down" in scale along South Swinton Avenue, and SE & SW 1<sup>st</sup> Streets. Open spaces, courtyards and civic spaces are proposed throughout the project and between each individual contributing structure as well as through the center of Block 61. The new lot formation and proposed overall development will have a substantial impact on the rhythm of buildings on street and it can be demonstrated that the proposal is an improvement to what currently exists along some of the existing road frontages, which include several surface parking lots. The proposal also includes new subterranean parking for the storage of automobiles, which subordinates the importance of the automobile in a physical way. Also, the existing above ground utility lines are proposed to be placed underground, which will have an impact upon the existing environments. The variety of proposed architectural styles in relation to the proportion of newly arranged open space areas demonstrates the proposals' compliance with visual compatibility in the context of Rhythm of Buildings on Streets.

The historic relationship of entrances and porch projections to the sidewalks of the newly relocated contributing structures will be re-established through the shifting of the structures within the block. The new construction has been designed to be generally in context with this historic relationship of entrances/porch projections to sidewalks through the use of arcades, storefronts, planters, loggias and courtyards.

The proportion of openings is appropriate for the different styles of each of the new buildings, and the overall rhythm of solids and voids is compatible. This is evident in each façade. The rhythm of the entrance and the upper story projections are appropriate, as well and are not incompatible for the historic district. These projections also assist in breaking up the front façade and creating additional visual interest.

The relationship of materials, primarily stucco, siding and glass, is appropriate, with colors and textures to accent the building details and overall variety of architectural styles. Proposed roof shapes have been designed to be compatible with the shape of existing structures and buildings within the Old School Square Historic District and with the architectural style of each building.

In consideration of the compatibility of the wall of continuity standard: while there are retaining walls proposed along portions of the street-side of the property, these walls are in response to the drastic grade change that occurs on the property. The design of the retaining walls are pedestrian in scale and landscaping is proposed to soften their edges, which is compatible with respect to continuity.

The directional expression of the front elevations of all structures (existing and proposed) and is clear and evident in the design, and is thereby compatible with the district. The proposed architectural style is consistent with the built environment and does not introduce a new style to the district. The proposal does not include additions to any of the existing contributing structures.

Given the above, positive findings can be made with respect to the Visual Compatibility Standards.

**Pursuant to LDR Section 4.5.1(F), Demolition, demolition of historic or archaeological sites, or buildings, structures, improvements and appurtenances within historic districts shall be regulated by the Historic Preservation Board and shall be subject to requirements.** An individual analysis of each of the two individual properties proposed for Demolition has been provided and are attached as exhibits to this staff report.

## **ARCHITECTURAL ELEVATIONS (CBD)**

### **OSSHAD with Central Business District (CBD) Overlay**

Four new buildings are located within the OSSHAD with CBD Overlay: Building 1, Building 2, North condominium, and South condominium. LDR Section 4.4.13(F), "Architectural Standards," sets forth regulations for buildings in the downtown area, which apply to all buildings in the CBD and in the OSSHAD with CBD Overlay. The regulations intend to ensure high quality design through standards related to façade composition and the use of appropriate architectural style(s).

**Pursuant to LDR Section 4.4.13(F)(2)(a), Buildings articulations that respond to the site's unique urban condition, such as but limited to, locations on corners, near public open spaces, terminating the visual axis of a street, and/or that emphasize main building entries, shall be clearly expressed in the design.**

1. **Building articulations in the form of a change in building height and building placement shall be incorporated so that building façade proportions do not exceed height to width ratios of 3:1 or 1:3 (Figure 4.4.13-29).**
2. **Building articulations shall be reinforced by changes in roof design, fenestration patterns, or architectural elements.**

**Pursuant to LDR Section 4.4.13(F)(2)(b) Tripartite Composition (Base, Middle, Top), all buildings shall have a clearly expressed base, middle, and top in the façade design.**

**Pursuant to LDR Section 4.4.13(F)(3) Appropriate Architectural Styles.** The "Delray Beach Central Business District Architectural Design Guidelines", adopted by Ordinance 28-15 on December 8, 2015, identifies seven architectural styles as appropriate for downtown Delray Beach based on historical precedent, climate, and building scale. Defining characteristics and character examples are provided for each of the styles as guidance.

The seven architectural styles are described and illustrated in the Central Business District Architectural Design Guidelines (the "Guidelines"): Florida Vernacular, Anglo-Caribbean, Mediterranean Revival, Classical Tradition, Art Deco, Masonry Modern, and Main Street Vernacular. Mixing elements of various styles together is not permitted; however, projects comprised of multiple buildings may use more than one style (one per building), and portions of facades on long buildings may be designed using different styles, provided one style per portion is used.

In addition to architectural style, Section 4.4.13 regulates frontage standards.

**Pursuant to LDR Section 4.4.13(E) Frontage Standards.** Frontage Standards define architecture and design components for the entrance(s) to buildings and the area between building facades and streets. Building setbacks and other development standards are coordinated with street cross-sections to ensure a superior public realm results, improving both the overall visual appearance and multi-modal uses of downtown streets.

Frontage Standards are comprised of Streetscape Standards [LDR Section 4.4.13(E)(2)] and Frontage Types [LDR Section 4.4.13(E)(4)]. Streetscape Standards regulate minimum curb zone, pedestrian clear zone, and landscaping, including the provision of street trees. Frontage Types provides seven distinct options for detailing the main entry to a building: porch, stoop, bracketed balcony, forecourt, storefront, arcade, or lobby entry.

As previously noted, since these four buildings are entirely new construction within the OSSHAD with CBD overlay, they are classified as minor development. As such, they are evaluated pursuant to the criteria in LDR Section 4.4.13 and Section 4.6.18(E) as set forth below. If the following criteria are not met, the application shall be disapproved.

1. The plan or the proposed structure is in conformity with good taste, good design, and in general contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality.
2. The proposed structure, or project, is in its exterior design and appearance of quality such as not to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.
3. The proposed structure, or project, is in harmony with the proposed developments in the general area, with the Comprehensive Plan, and with the supplemental criteria which may be set forth for the Board from time to time.

### **Building 1**

#### *Building Articulation*

Building 1 is the largest building in the project, extending 205'-1" along Atlantic Avenue. The proposed building is four stories tall. The most significant building articulation is achieved by the civic open space located on the corner of Atlantic Avenue and Swinton Avenue. Building 1 and Building 2 are positioned to frame the plaza. An open-air breezeway between the two buildings connects the plaza to an internalized pedestrian walkway and is physically denoted with a tower element. Extending from the plaza westward, the façade has articulations generally consistent with the intent of the code. These articulations are achieved by slight shifts in building façade location and differing roof lines. Changes in fenestration shape and pattern, detailing material, and the use of balconies are used to distinguish different portions of the façade.

#### *Tripartite Composition (Base, Middle, Top)*

The building has a base, middle, and top generally consistent with the intent of the code. The base of the building is the first story, which is defined by storefronts with awnings. The middle is the upper stories of the building. The building sets back at the top of the second story, which reduces the scale of the building, but also divides the middle portion of the building. In some instances, windows change in size and shape on the fourth story, which distinguishes the top floor. The roof line detailing denotes the top of the building.

#### *Architectural Style*

Building 1 uses three of the approved CBD Architectural Styles. Mediterranean Revival is used on the easternmost portion of the façade at the corner of Swinton Avenue; Anglo Caribbean is

used in the central portion of the building; and Art Deco is the style at the corner of SW First Ave.

The Mediterranean Revival portion of the building has the following defining characteristics identified in the guidelines: smooth stucco finish with minimal window surrounds, attached arcade elements, wood brackets and corbels supporting balconies and overhangs, metal railings, and concrete "S" tile roofs. A tower element provides a variation in height and massing, which is consistent with the style.

The Anglo Caribbean portion of the façade has the following defining characteristics identified in the guidelines: smooth stucco finish, a sculptural parapet element, symmetrical façade composition, standing seam metal roof with brackets supporting the overhang, and metal railings.

The Art Deco building has simple geometries in a traditional, rather than streamline modern execution of the style. The Art Deco portion of the building has the following defining characteristics identified in the guidelines: smooth stucco finish with geometric motif stucco adornments, cantilevered balconies, metal railings, and flat roof with parapet. Cantilevered eyebrows are provided on the west façade.

#### *Frontage Standards*

Building 1 uses the Storefront frontage type along the entire base of the building with an arcade element on the east side of the north facade. Dimensional requirements for the required streetscape components and the Storefront and Arcade frontage types are analyzed in the table below.

<b>Frontage Standards</b>	<b>Required</b>	<b>Provided</b>
Curb Zone	4 feet min.	SW 1 <sup>st</sup> Avenue: 4'-0" Atlantic Avenue: 4'-2 ½" S Swinton Avenue: 8'-0"
Pedestrian Clear Zone	6 feet min.	SW 1 <sup>st</sup> Avenue: 8'-3 ½" Atlantic Avenue: 6'-11 ½" S Swinton Avenue: 10'-0"
Street Trees (30 feet o.c.)	SW 1 <sup>st</sup> Avenue: 4 trees Atlantic Avenue: 7 trees S Swinton Avenue: 3 trees	SW 1 <sup>st</sup> Ave: 6 Montgomery Palms Atlantic Avenue: <b>5 Royal Palms</b> S Swinton Ave: 5 Montgomery Palms
<b>Storefront Frontage Type*</b>	<b>Required</b>	<b>Provided</b>
Store Width on Req. Retail Street	75 feet max.	40 feet – 53 feet
Storefront Base	9 inches min. / 3 feet max.	9 inches
Glazing Height	8 feet min.	10 feet
Required Openings	80% min.	84%
<b>Arcade Frontage Type*</b>	<b>Required</b>	<b>Provided</b>
Arcade Depth	10 feet min. / 20 feet max.	10 feet
Arcade Height	10 feet min. / 20 feet max.	10 to 14 feet
Column to Face of Curb	2 feet min. / 4 feet max.	N/A (Not in Public ROW)*
Column Width and Depth	1 foot min.	1 foot

\*It is important to note that grading and finished floor elevation requirements result in a site design configuration where the finished floor elevation is at the sidewalk level at the corner of Atlantic Avenue and South Swinton Avenue, but gradually slopes to an elevation of approximately 2'-4 ½" at the corner of Atlantic Avenue and SW 1<sup>st</sup> Avenue. The site plan design provides the required curb and pedestrian clear zones within the public right-of-way and also



establishes a parallel pedestrian route with landscaping along the front of the building. Storefront and Arcade frontage types are used at the sidewalk level. Despite the grade changes, the site design is consistent with the intent of the code.

As designed, the project meets the streetscape standards, except for the provision of street trees along Atlantic Avenue. At a maximum spacing of 30 feet on center, the block should be planted with at least 7 trees; 5 trees are provided. The species is Royal Palm, which is established along the corridor though used in conjunction with oak trees.

**Prior to certification, the site plan and landscape plan shall be revised to incorporate at least two more trees of an oak species in the Atlantic Avenue streetscape and this is attached as a condition of approval.**

## **Building 2**

### *Building Articulation*

Building 2 is a Mediterranean Revival style building located on the corner of Atlantic Avenue and South Swinton Avenue. The proposed building is four stories tall. Building articulation is achieved by an arcade element facing South Swinton Avenue and building setbacks above the second story. An open-air breezeway between Building 1 and 2 that connects the adjacent plaza to an internalized pedestrian walkway is physically denoted with a tower element. The overall façade compositions are asymmetrical, which is consistent with the style.

### *Tripartite Composition (Base, Middle, Top)*

The building has a base, middle, and top generally consistent with the intent of the code. The base of the building is the first story, which is defined by storefronts with awnings facing the civic open space and an arcade element with storefronts facing South Swinton Avenue. The middle is the upper stories of the building. The building sets back at the top of the second story, which reduces the scale of the building, but also divides the middle portion of the building. The fourth story balcony element and roof line detailing denotes the top of the building.

### *Architectural Style*

The building has the following defining characteristics of Mediterranean Revival as identified in the guidelines: smooth stucco finish with minimal window surrounds, an attached arcade element, wood brackets and corbels supporting balconies and overhangs, metal railings, and concrete "S" tile roofs. The tower element provides a variation in height and massing, which is consistent with the style.

### *Frontage Standards*

Building 2 uses the arcade frontage type on the east facade. Dimensional requirements for the required streetscape components and Arcade frontage type are analyzed in the table below.

<b>Frontage Standards</b>	<b>Required</b>	<b>Provided</b>
Curb Zone	4 feet min.	8'-0"
Pedestrian Clear Zone	6 feet min.	10'-0"
Street Trees (30 feet o.c. max)	3 trees	5 Montgomery Palms
<b>Arcade Frontage Type*</b>	<b>Required</b>	<b>Provided</b>
Arcade Depth	10 feet min. / 20 feet max.	10 feet
Arcade Height	10 feet min. / 20 feet max.	10 to 14 feet
Column to Face of Curb	2 feet min. / 4 feet max.	N/A (Not in Public ROW)*
Column Width and Depth	1 foot min.	1 foot

The project meets the minimum standards for the streetscape and frontage type standards.



## **North Condominium**

### *Building Articulation*

North condominium is designed using the Classical Tradition style. The building is located on the northwest corner of Southeast 1<sup>st</sup> Street and Southeast 1<sup>st</sup> Avenue. The proposed building is four stories tall. The façades are generally symmetrical, composed using a vertically proportioned bay spacing, which is consistent with the style. Building articulation is provided by distinctions in the façade defined by pediments punctuating the hipped roof line and changes in the fenestration pattern.

### *Tripartite Composition (Base, Middle, Top)*

The building has a base, middle, and top generally consistent with the intent of the code. The base of the building is the first story, which is defined by a series of arched openings and a cornice line. The middle is the second and third stories of the building. The recessed fourth story defines the top, with a balcony element and pediments.

### *Architectural Style*

The building has the following defining characteristics of Classical Tradition as identified in the guidelines: a rational and symmetrical arrangement of elements, simplified classical detailing (moldings and cornices), thickened corners with quoining, a limited palette of window and door sizes, and a hipped roof line with pediments.

### *Frontage Standards*

A Forecourt frontage type is the main entry of the North Condominium facing Southeast 1<sup>st</sup> Street. Stoop Frontage type provides access from Southeast 1<sup>st</sup> Avenue. Dimensional requirements for the required streetscape components and Forecourt and Stoop frontage types are analyzed in the table below.

<b>Frontage Standards</b>	<b>Required</b>	<b>Provided</b>
Curb Zone	4 feet min.	SE 1 <sup>st</sup> Avenue: 4'-6 ½" SE 1 <sup>st</sup> Street: 4'-1 ½"
Pedestrian Clear Zone	6 feet min.	SE 1 <sup>st</sup> Avenue: 6'-0" SE 1 <sup>st</sup> Street: 7'- ½ "
Street Trees (30 feet o.c. max)	SE 1 <sup>st</sup> Avenue: 6 trees SE 1 <sup>st</sup> Street: 3 trees	SE 1 <sup>st</sup> Avenue: 6 Live Oak SE 1 <sup>st</sup> Street: 2 Jatropha & 2 Silver Buttonwood
<b>Forecourt Frontage Type</b>	<b>Required</b>	<b>Provided</b>
Depth	10 feet min. / 20 feet max.	19'-2"
Width	20 feet min. / 50% of Façade max.	32 feet
Elevation	3 feet max.	2'-8"
<b>Stoop Frontage Type</b>	<b>Required</b>	<b>Provided</b>
Depth	5 feet min. / 8 feet max.	8 feet
Width	4 feet min.	10 feet
Elevation	1 foot min. / 4 feet max.	3'-9"

The building meets the required streetscape and frontage type standards. The remaining set back area not used for required streetscape components is proposed to be landscaped; however, the change in grade between the sidewalk and building is not resolved in the landscape design. The slope is too steep from the building towards the street to be viable over time. Prior to site plan certification, the proposed landscaping in the front setback areas shall be redesigned to terrace the slope to prevent run off on the sidewalk and erosion and this is attached as a condition of approval.

### **South Condominium**

#### *Building Articulation*

The south condominium is designed using the Classical Tradition style. The building is located on the southwest corner of Southeast 1<sup>st</sup> Street and Southeast 1<sup>st</sup> Avenue. The proposed building is four stories tall. The building has a corner lobby entrance. The remaining portion of the north façade is composed of vertically proportioned bays with symmetrical elements, which is consistent with the style. The remaining portion of the east elevation is symmetrical in design (with the exception of one ground floor door) which is generally consistent with the style. Building articulation is provided by distinctions in the façade defined by the corner lobby entry and pediments punctuating the hipped roof line and changes in the fenestration pattern.

#### *Tripartite Composition (Base, Middle, Top)*

The building has a base, middle, and top generally consistent with the intent of the code. The base of the building is the first story, which is defined by a series of arched openings. The middle is the second and third stories of the building. The recessed fourth story defines the top with the roofline and pediments.

#### *Architectural Style*

The building has the following defining characteristics of Classical Tradition as identified in the guidelines: a rational and symmetrical arrangement of elements, simplified classical detailing (moldings and cornices), thickened corners with quoining, a limited palette of window and door sizes, and a hipped roof line with pediments.

#### *Frontage Standards*

A Lobby frontage type is the main entry of the South Condominium facing Southeast 1<sup>st</sup> Street. The Lobby frontage type is an architectural feature that emphasizes the main entry to the building. Dimensional requirements for the required streetscape components and the Lobby frontage types are analyzed in the table below.

<b>Frontage Standards</b>	<b>Required</b>	<b>Provided</b>
Curb Zone	4 feet min.	SE 1 <sup>st</sup> Avenue: 4'-0" SE 1 <sup>st</sup> Street: 4'-0"
Pedestrian Clear Zone	6 feet min.	SE 1 <sup>st</sup> Avenue: 6'-0" SE 1 <sup>st</sup> Street: 6'-0"
Street Trees (30 feet o.c.)	SE 1 <sup>st</sup> Avenue: 4 trees SE 1 <sup>st</sup> Street: 4 trees	SE 1 <sup>st</sup> Avenue: 4 Live Oak SE 1 <sup>st</sup> Street: 5 Royal Palms & 1 Silver Buttonwood
<b>Lobby Frontage Type*</b>	<b>Required</b>	<b>Provided</b>
Depth	10 feet min. / 20 feet max.	19'-2"
Width	20 feet min. / 50% of Façade max.	32 feet

### **REQUIRED FINDINGS**

Pursuant to Section 3.1.1 (Required Findings), prior to the approval of development applications, certain findings must be made in a form which is part of the official record. This may be achieved through information on the application, written materials submitted by the applicant, the staff report, or minutes. Findings shall be made by the body which has the authority to approve or deny the development application. These findings relate to the Future Land Use Map and Comprehensive Plan Consistency, Concurrency, and Compliance with the Land Development Regulations. At its meeting of May 7, 2002, the City Commission made positive findings with respect to the Future Land

**Use Map, Comprehensive Plan Consistency, and Concurrency provided conditions of approval are addressed. However, the following is provided:**

**Section 3.1.1 (A) - Future Land Use Map:**

That subject property has a FLUM (Future Land Use Map) designation of OMU (Other Mixed Use) and zoning designation of OSSHAD. That portion of the property that fronts on West Atlantic Avenue and at the northwest and southwest corners of SE 1<sup>st</sup> Avenue and SE 1<sup>st</sup> Street are subject to the development regulations of the CBD (Central Business District). The OSSHAD zoning district is consistent with the OMU FLUM designation. Thus, positive findings can be made with respect to Future Land Use Map consistency.

**Section 3.1.1 (B) - Concurrency:**

As described in Appendix A, a positive finding of concurrency can be made as it relates to water, sewer, streets and traffic, drainage, parks and recreation, open space, schools, and solid waste.

**Section 3.1.1 (C) - Consistency (Standards for Site Plan Actions):**

As described in Appendix B, a positive finding of consistency can be made as it relates to Standards for Site Plan Actions.

**Section 3.1.1 (D) - Compliance With the Land Development Regulations:**

As described under the Site Plan Analysis of this report, a positive finding of compliance with the LDRs can be made, provided that all outstanding items attached as conditions of approval are addressed.

**Comprehensive Plan Policies:**

A review of the objectives and policies of the adopted Comprehensive Plan was conducted and the following applicable objectives or policies were noted:

**Future Land Use Element Objective A-1 - Property shall be developed or redeveloped in a manner so that the future use and intensity is appropriate and complies in terms of soil, topographic, and other applicable physical considerations, is complimentary to adjacent land uses, and fulfills remaining land use needs.**

The residents of the condominiums will provide a customer base for the surrounding businesses. These guests will provide economic stability for businesses in the area, particularly with respect to the restaurant and entertainment sectors. This is also true of the office portion of the development. The office employees will provide a day-time customer base for area businesses with a particular emphasis on restaurants together with the residents and customers of the Residential-type Inns.

**Transportation Element Policy D-2.2 – Bicycle parking and facilities shall be required on all new development and redevelopment. Particular emphasis is to be placed on development within the TCEA Area.**

Bicycle parking is provided throughout the project.

**Section 2.4.5 (F)(5) - Compatibility (Site Plan Findings):** The approving body must make a finding that development of the property pursuant to the site plan will be compatible and

**harmonious with adjacent and nearby properties and the City as a whole, so as not to cause substantial depreciation of property values.**

The subject property is bordered to the north and east by the OSSHAD zoning district and to west by CF, CBD, RO, and RM zoning districts and to the south by CF and OSSHAD zoning districts. The adjacent land uses include: to the north across Atlantic Avenue by restaurant uses, to the south by a church and residential, to the east by restaurant uses and multiple family, and to the west by a library and multiple family residential. The proposed redevelopment will provide year-round customer and employment base for the nearby commercial redevelopment along West Atlantic Avenue as well as new opportunities for businesses. The stability of the downtown area will be enhanced by the addition of the hotel Residential-type Inn guests that will patronize area businesses and contribute to the long term revitalization of this redevelopment area together with employment base of the commercial uses.

#### **REVIEW BY OTHERS**

The development proposal is located in an area which requires review by the WARC (West Atlantic Redevelopment Coalition, the CRA (Community Redevelopment Agency), and the DDA (Downtown Development Authority).

##### **Community Redevelopment Agency (CRA)**

At its meeting of December 14, 2017, the CRA reviewed the revised development proposal and there was no consensus regarding the project.

##### **Downtown Development Authority (DDA)**

DDA reviewed the proposal at its meeting of December 14, 2017 and recommended approval.

##### **West Atlantic Redevelopment Coalition (WARC)**

The project will be considered by WARC at its meeting of January 4, 2018. The consensus of the WARC will be reported to the City Commission.

##### **Courtesy Notice:**

Courtesy notices have been provided to the following homeowner's associations, which have requested notice of developments in their areas:

- Chamber of Commerce
- Southwest Neighborhood

Any letters of support or objection will be presented at the Historic Preservation Board meeting.

#### **ASSESSMENT AND CONCLUSION**

The mixed-use development will further enhance the vibrancy of the historic district, the downtown area and the continued redevelopment of the Atlantic Avenue area. The proposed uses are consistent with the policies of the Comprehensive Plan and Chapter 3 of the Land Development Regulations. Positive findings can be made with respect to Section 2.4.5(F)(5) and 2.4.6(H)(5) regarding compatibility of the proposed development with surrounding properties. Positive findings can be made with respect to compliance with the Land Development Regulations provided the conditions of approval are addressed.

### ALTERNATIVE ACTIONS

- A. Postpone with direction.
- B. Move approval of COA 2017-284-SPM-HPB-CL-5, associated waiver, Class V site plan, landscape plan, design elements for **Midtown Delray**, by adopting the findings of fact and law contained in the staff report, and finding that the request, and approval thereof, meets criteria set forth in Chapter 3, Section 2.4.5(F)(5), 2.4.6(H)(5), 2.4.5(H)(5), 2.4.5(I)(5), and Section 2.4.7(B)(5) of the Land Development Regulations and Comprehensive Plan, subject to conditions of approval.
- C. Move denial of COA 2017-284-SPM-HPB-CL-5, associated Class V site plan modification, landscape plan, design elements, and waivers for **Midtown Delray**, by finding that the request, and approval thereof, does not meet criteria set forth in Chapter 3, Section 2.4.5(F)(5), 2.4.6(H)(5), 2.4.5(H)(5), 2.4.5(I)(5), and Section 2.4.7(B)(5) of the Land Development Regulations and Comprehensive Plan.

### STAFF RECOMMENDATION

By Separate Motions:

#### Waiver:

Recommend approval to the City Commission of the waiver to LDR Section 4.4.24(F)(4), the maximum width of a building fronting a street shall be limited to 60' and shall have a minimum separation of 15' between buildings fronting a street in a development site that contains more than one structure. The two Residential-type Inn buildings along SW 1<sup>st</sup> Avenue, the Inn building along Swinton Avenue (building #3), and the Inn building at the southeast corner of Swinton Avenue and SE 1<sup>st</sup> Street exceed the 60-foot maximum, based on a positive finding with respect to LDR Section 2.4.7(B)(5).

#### Site Plan Modification:

Approve COA 2017-284-SPM-HPB-CL5 and associated Class V site plan for **Midtown Delray**, by adopting the findings of fact and law contained in the staff report, and finding that the request, and approval thereof, meets criteria set forth in Chapter 3, Section 2.4.5(F)(5), and Section 2.4.6(H)(5) of the Land Development Regulations and Comprehensive Plan, subject to the following conditions of approval.

1. That the locations of the generators are provided on the plans together with the source of fuel prior to certification of the site plan.
2. That the site plan be revised to correctly note the required parking of 379 parking spaces prior to certification of the site plan.

#### Landscape Plan:

Approve COA 2017-284-SPM-HPB-CL5 and associated landscape plan for **Midtown Delray**, based on positive findings with respect to LDR Section 4.6.16 and Section 2.4.5(H)(5), subject to the condition that a payment of \$139,800 to the Delray Beach Tree Trust Fund for remediation of the trees to be removed.

**Elevations:**

Approve COA-2017-284-SPM-HPB-CL5 and associated design elements for **Midtown Delray**, based on positive findings with respect to LDR Section 4.6.18 and Section 2.4.5(1)(5).

**Relocations:**

Exhibit 1

Move approval of COA 2016-069 (Rectory, Building 'A'), 14 S. South Swinton for the relocation of the contributing structure on the property located at 20 W Atlantic Avenue, Block 61 to the property located at further south on Block 61 fronting on South Swinton Avenue (address to be determined) OSSHAD by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets the criteria set forth in the Land Development Regulations, and the Secretary of the Interior's Standards for Rehabilitation.

Exhibit 2

Move approval of COA 2016-070 (Rectory, Building 'B') for the relocation of the contributing structure on the property located at 20 W Atlantic Avenue, OSSHAD to the property located at southwest section of Block 70 (address to be determined) OSSHAD by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets the criteria set forth in the Land Development Regulations, and the Secretary of the Interior's Standards for Rehabilitation.

Exhibit 3

Move approval of COA 2016-071 (Building 'C') for the relocation of the contributing structure on the property located at 22 South Swinton Avenue, OSSHAD to the property located at north section of Block 70 (address to be determined) OSSHAD by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets the criteria set forth in the Land Development Regulations, and the Secretary of the Interior's Standards for Rehabilitation.

Exhibit 5

Move approval of COA 2016-063 (Building 'E'), a.k.a. Cathcart House for the relocation of the contributing structure on the property located at 38 South Swinton Avenue, OSSHAD to be relocated back to its current location by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets the criteria set forth in the Land Development Regulations, and the Secretary of the Interior's Standards for Rehabilitation.

Exhibit 6

Move approval of COA 2016-060 (Building 'F'), a.k.a. Peach House for the relocation of the contributing structure on the property located at 40 South Swinton Avenue, OSSHAD to property located on the Sundry Block, OSSHAD (address to be determined) by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets the criteria set forth in the Land Development Regulations, and the Secretary of the Interior's Standards for Rehabilitation.

**Demolitions:**

Exhibit 9

Move approval of COA 2016-064 (Building 'E-1') for the demolition of a contributing structure located at 38½ South Swinton Avenue, Old School Square Historic District, by adopting the findings of fact and law contained in the staff report and finding that the request is consistent with LDR Sections 4.5.1 (E)(5) and 4.5.1(F), Comprehensive Plan and meets the criteria set forth in the Land Development Regulations, and the Secretary of the Interior's Standards for Rehabilitation.

Exhibit 10

Move approval of the COA 2016-061 (Building 'G-ACC') for the demolition of a (contributing structure/accessory structure secondary building to Building 'G' a contributing structure) located at 44½ South Swinton Avenue, Old School Square Historic District, by adopting the findings of fact and law contained in the staff report and finding that the request is consistent with LDR Sections 4.5.1 (E)(5) and 4.5.1(F).

Attachments:

- Appendix A
- Appendix B
- Site Plan
- Architectural Elevations
- Landscape Plan
- Exhibit 1 (14 South Swinton Avenue – Relocation)
- Exhibit 2 (20 West Atlantic Avenue – Relocation)
- Exhibit 3 ( 22 South Swinton Avenue – Relocation)
- Exhibit 5 (38 South Swinton Avenue – Relocation)
- Exhibit 6 (40 South Swinton Avenue – Relocation)
- Exhibit 9 (38 ½ South Swinton Avenue – Demolition)
- Exhibit 10 (44 South Swinton Avenue – Demolition)

## **APPENDIX A CONCURRENCY FINDINGS**

**Pursuant to Section 3.1.1(B) Concurrency as defined pursuant to Objective B-2 of the Land Use Element of the Comprehensive Plan must be met and a determination made that the public facility needs of the requested land use and/or development application will not exceed the ability of the City to fund and provide, or to require the provision of, needed capital improvements for the following areas:**

### **Water and Sewer:**

With respect to water and sewer service, the following is noted:

- Water service will be available to the site via lateral connection to a proposed 18" main along SW 1<sup>st</sup> Avenue.
- Sewer service exists to the site via an 8" sewer main located along Swinton Avenue.

Pursuant to the City's Comprehensive Plan, treatment capacity is available at the City's Water Treatment Plant and the South Central County Waste Water Treatment Plant for the City at build-out. Based upon the above, positive findings can be made with respect to these levels of service standards.

### **Streets and Traffic:**

The subject property is located in the City's TCEA (Traffic Concurrency Exception Area), which encompasses the CBD, CBD-RC, and OSSHAD zoning districts, as well as the West Atlantic Avenue corridor. The TCEA was established in December, 1995 to aid in the revitalization of downtown, with a purpose of reducing the adverse impacts of transportation concurrency requirements on urban infill development and redevelopment. These revitalization efforts are achieved by exempting development within the TCEA from the requirements of traffic concurrency. The project will generate 3,399 average daily trips, 171 a.m. peak trips, and 301 p.m. peak trips. Therefore, a positive finding can be made with respect to traffic concurrency.

- Construction of 39,396 square feet of retail; 11,117 square feet of restaurant; 55,218 square feet of office; 45 dwelling units; and 39 residential-type inn units.

### **Parks and Recreation Facilities:**

The 84 condominium units and residential-type units will not have a significant impact with respect to level of service standards for parks and recreation facilities. However, pursuant to LDR Section 5.3.2(C), Impact Fee Required, whenever a development is proposed upon land which is not designated for park purposes in the Comprehensive Plan, a impact fee of \$500.00 per dwelling unit will be collected prior to issuance of building permits for each unit. Thus, an impact fee of \$42,500 will be required of this development.

### **Solid Waste:**

Trash generated each year by the mixed use project is 664 tons. The Solid Waste Authority has indicated that its facilities have sufficient capacity to handle all development proposals until the year 2048, thus a positive finding with respect to this level of service standard can be made.



**Drainage:**

Preliminary drainage plans were submitted which indicate that drainage will be accommodated via sheet flow to culverts that will direct storm water to exfiltration trenches. Based on the above, positive findings with respect to this level of service standard can be made.

<p style="text-align: center;"><b>APPENDIX B</b> <b>STANDARDS FOR SITE PLAN ACTIONS</b></p>
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- A. Building design, landscaping, and lighting (glare) shall be such that they do not create unwarranted distractions or blockage of visibility as it pertains to traffic circulation.**

Not applicable \_\_\_\_\_  
Meets intent of standard     X      
Does not meet intent \_\_\_\_\_

- B. Separation of different forms of transportation shall be encouraged. This includes pedestrians, bicyclists, and vehicles in a manner consistent with policies found under Objectives D-1 and D-2 of the Transportation Element.**

Not applicable \_\_\_\_\_  
Meets intent of standard     X      
Does not meet intent \_\_\_\_\_

- C. Open space enhancements as described in Policies found under Objective B-1 of the Open Space and Recreation Element are appropriately addressed.**

Not applicable     X      
Meets intent of standard \_\_\_\_\_  
Does not meet intent \_\_\_\_\_

- D. The City shall evaluate the effect that any street widening or traffic circulation modification may have upon an existing neighborhood. If it is determined that the widening or modification will be detrimental and result in a degradation of the neighborhood, the project shall not be permitted.**

Not applicable \_\_\_\_\_  
Meets intent of standard     X      
Does not meet intent \_\_\_\_\_

- E. Development of vacant land which is zoned for residential purposes shall be planned in a manner which is consistent with adjacent development regardless of zoning designations.**

Not applicable     X      
Meets intent of standard \_\_\_\_\_  
Does not meet intent \_\_\_\_\_

- F. Property shall be developed or redeveloped in a manner so that the future use and intensity are appropriate in terms of soil, topographic, and other applicable physical considerations; complementary to adjacent land uses; and fulfills remaining land use needs.**

Not applicable \_\_\_\_\_  
Meets intent of standard     X (Subject to Conditions of approval)      
Does not meet intent \_\_\_\_\_

- Not applicable     X      
Meets intent of standard \_\_\_\_\_  
Does not meet intent \_\_\_\_\_

- |                          |  |
|--------------------------|--|
| Not applicable           |  |
| Meets intent of standard | <b>X (Subject to Conditions of approval)</b> |
| Does not meet intent     |  |

- Not applicable \_\_\_\_\_  
Meets intent of standard     X      
Does not meet intent \_\_\_\_\_

- Not applicable     X      
Meets intent of standard \_\_\_\_\_  
Does not meet intent \_\_\_\_\_



## MIDTOWN DELRAY

Number	Address
1A	14 S Swinton Ave (Relocation)
1B	20 W Atlantic Ave (Relocation)
3	22 S Swinton Ave (Relocation)
4	38 S Swinton Ave (Relocation)
5	40 S Swinton Ave (Relocation)
6	44 1/2 S Swinton Ave (Demolition)
7	38 1/2 S Swinton Ave (Demolition)



Planning, Zoning and  
Building Department



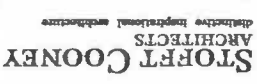
Midtown Delray Boundary

Midtown Delray




1 inch = 200 feet






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ARCHITECTS  
distinctive traditional architecture

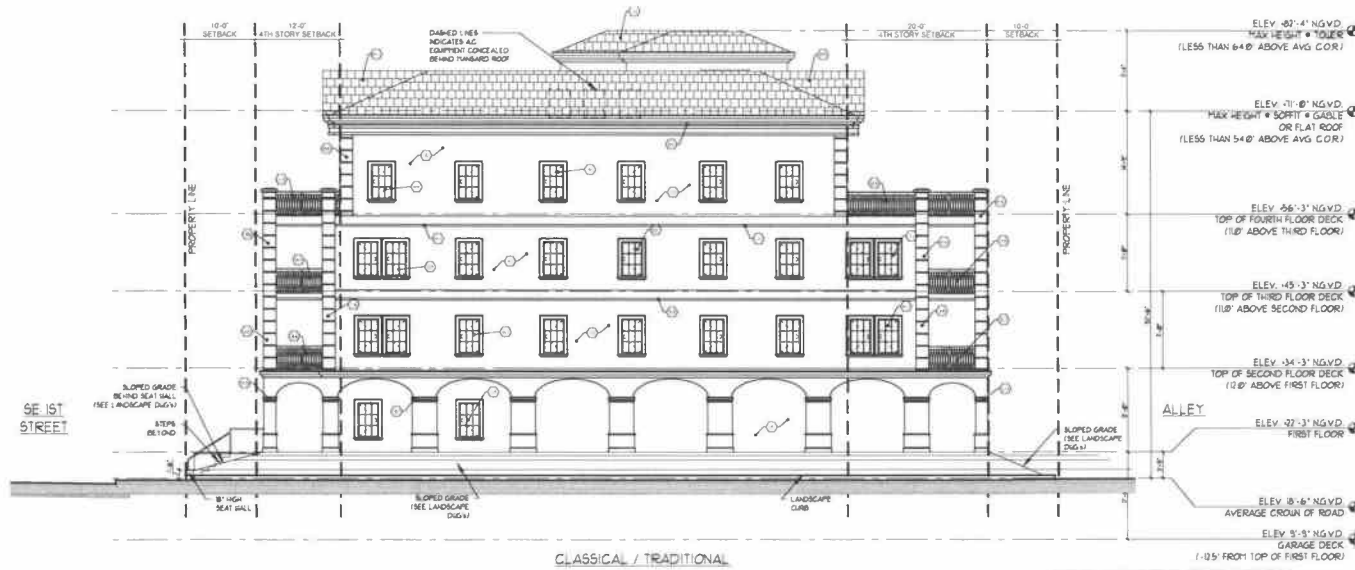


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DELRAY

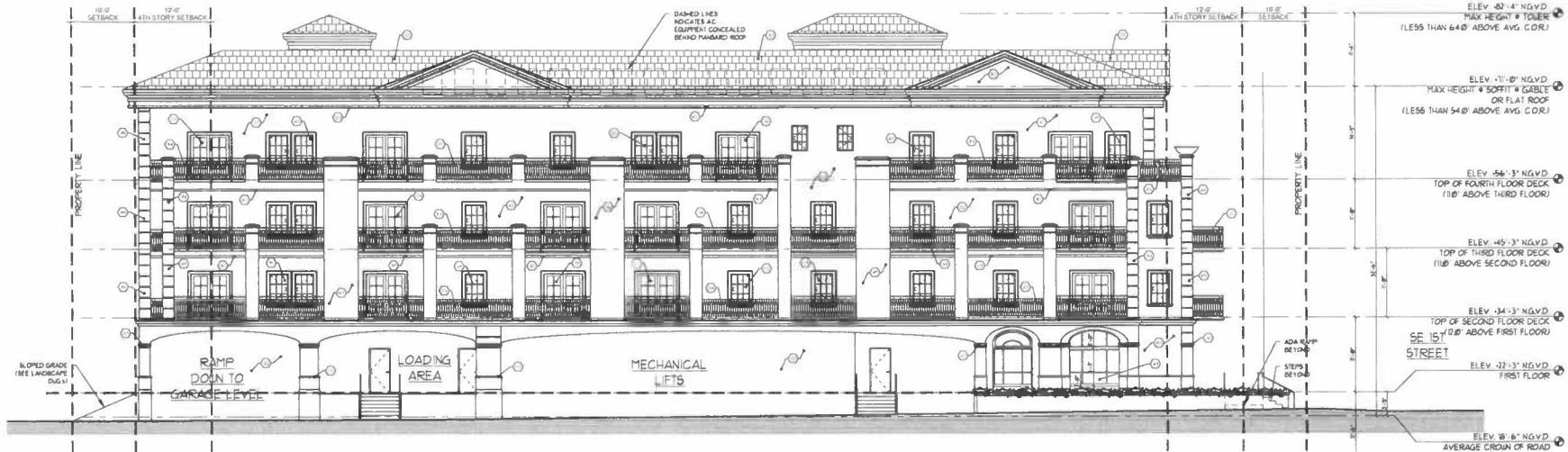


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distinctive traditional architecture





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2	TRIM: STUCCO FINISH: SEE COLOR PALETTE FOR SELECTION	2	POWDER COATED ALUMINUM LANTERN
3	PRECAST STONE TRIM	3	POWDER COATED ALUMINUM LANTERN
4	PAINTED STUCCO GUTTERS	4	POWDER COATED ALUMINUM LANTERN

**NORTH CONDO**

NO.	DESCRIPTION
1	FLAT CONCRETE ROOF TILE
2	TRIM: STUCCO FINISH: SEE COLOR PALETTE FOR SELECTION
3	PRECAST STONE TRIM
4	PAINTED STUCCO GUTTERS

**RANDALL STOFFT**  
ARCHITECTS  
distinctive traditional architecture

**MIDTOWN DELRAY**

**STOFFT COONEY**  
ARCHITECTS  
distinctive traditional architecture

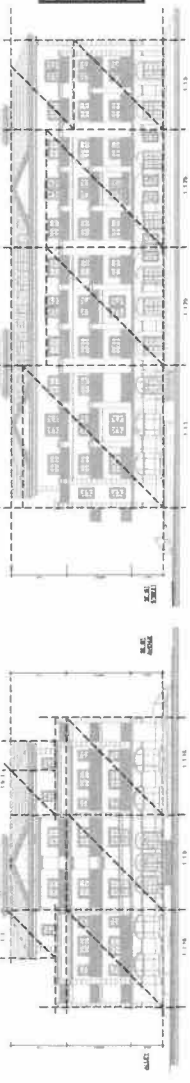
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**RANDALL STOFFT**  
ARCHITECTS  
distinctive inspirational architecture

**STOFFT COONEY**  
ARCHITECTS  
distinctive inspirational architecture

**STOFFT COONEY**  
ARCHITECTS  
distinctive inspirational architecture

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DESIGN DEVELOPMENT

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OVERALL (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"

1" = 0" FROM TOP OF FIRST FLOOR

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ELEV. -32'-0" NAVD

ELEV. -33'-0" NAVD

ELEV. -34'-0" NAVD

ELEV. -35'-0" NAVD

ELEV. -36'-0" NAVD

ELEV. -37'-0" NAVD

ELEV. -38'-0" NAVD

ELEV. -39'-0" NAVD

ELEV. -40'-0" NAVD

ELEV. -41'-0" NAVD

ELEV. -42'-0" NAVD

ELEV. -43'-0" NAVD

ELEV. -44'-0" NAVD

ELEV. -45'-0" NAVD

ELEV. -46'-0" NAVD

ELEV. -47'-0" NAVD

LEFT (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"

1" = 0" FROM TOP OF FIRST FLOOR

ELEV. 10'-0" NAVD

ELEV. 9'-0" NAVD

ELEV. 8'-0" NAVD

ELEV. 7'-0" NAVD

ELEV. 6'-0" NAVD

ELEV. 5'-0" NAVD

ELEV. 4'-0" NAVD

ELEV. 3'-0" NAVD

ELEV. 2'-0" NAVD

ELEV. 1'-0" NAVD

ELEV. 0'-0" NAVD

ELEV. -1'-0" NAVD

ELEV. -2'-0" NAVD

ELEV. -3'-0" NAVD

ELEV. -4'-0" NAVD

ELEV. -5'-0" NAVD

ELEV. -6'-0" NAVD

ELEV. -7'-0" NAVD

ELEV. -8'-0" NAVD

ELEV. -9'-0" NAVD

ELEV. -10'-0" NAVD

ELEV. -11'-0" NAVD

ELEV. -12'-0" NAVD

ELEV. -13'-0" NAVD

ELEV. -14'-0" NAVD

ELEV. -15'-0" NAVD

ELEV. -16'-0" NAVD

ELEV. -17'-0" NAVD

ELEV. -18'-0" NAVD

ELEV. -19'-0" NAVD

ELEV. -20'-0" NAVD

ELEV. -21'-0" NAVD

ELEV. -22'-0" NAVD

ELEV. -23'-0" NAVD

ELEV. -24'-0" NAVD

ELEV. -25'-0" NAVD

ELEV. -26'-0" NAVD

ELEV. -27'-0" NAVD

ELEV. -28'-0" NAVD

ELEV. -29'-0" NAVD

ELEV. -30'-0" NAVD

ELEV. -31'-0" NAVD

ELEV. -32'-0" NAVD

ELEV. -33'-0" NAVD

ELEV. -34'-0" NAVD

ELEV. -35'-0" NAVD

ELEV. -36'-0" NAVD

ELEV. -37'-0" NAVD

ELEV. -38'-0" NAVD

ELEV. -39'-0" NAVD

ELEV. -40'-0" NAVD

ELEV. -41'-0" NAVD

ELEV. -42'-0" NAVD

ELEV. -43'-0" NAVD

ELEV. -44'-0" NAVD

ELEV. -45'-0" NAVD

ELEV. -46'-0" NAVD

ELEV. -47'-0" NAVD

RIGHT (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"

1" = 0" FROM TOP OF FIRST FLOOR

ELEV. 10'-0" NAVD

ELEV. 9'-0" NAVD

ELEV. 8'-0" NAVD

ELEV. 7'-0" NAVD

ELEV. 6'-0" NAVD

ELEV. 5'-0" NAVD

ELEV. 4'-0" NAVD

ELEV. 3'-0" NAVD

ELEV. 2'-0" NAVD

ELEV. 1'-0" NAVD

ELEV. 0'-0" NAVD

ELEV. -1'-0" NAVD

ELEV. -2'-0" NAVD

ELEV. -3'-0" NAVD

ELEV. -4'-0" NAVD

ELEV. -5'-0" NAVD

ELEV. -6'-0" NAVD

ELEV. -7'-0" NAVD

ELEV. -8'-0" NAVD

ELEV. -9'-0" NAVD

ELEV. -10'-0" NAVD

ELEV. -11'-0" NAVD

ELEV. -12'-0" NAVD

ELEV. -13'-0" NAVD

ELEV. -14'-0" NAVD

ELEV. -15'-0" NAVD

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ELEV. -17'-0" NAVD

ELEV. -18'-0" NAVD

ELEV. -19'-0" NAVD

ELEV. -20'-0" NAVD

ELEV. -21'-0" NAVD

ELEV. -22'-0" NAVD

ELEV. -23'-0" NAVD

ELEV. -24'-0" NAVD

ELEV. -25'-0" NAVD

ELEV. -26'-0" NAVD

ELEV. -27'-0" NAVD

ELEV. -28'-0" NAVD

ELEV. -29'-0" NAVD

ELEV. -30'-0" NAVD

ELEV. -31'-0" NAVD

ELEV. -32'-0" NAVD

ELEV. -33'-0" NAVD

ELEV. -34'-0" NAVD

ELEV. -35'-0" NAVD

ELEV. -36'-0" NAVD

ELEV. -37'-0" NAVD

ELEV. -38'-0" NAVD

ELEV. -39'-0" NAVD

ELEV. -40'-0" NAVD

ELEV. -41'-0" NAVD

ELEV. -42'-0" NAVD

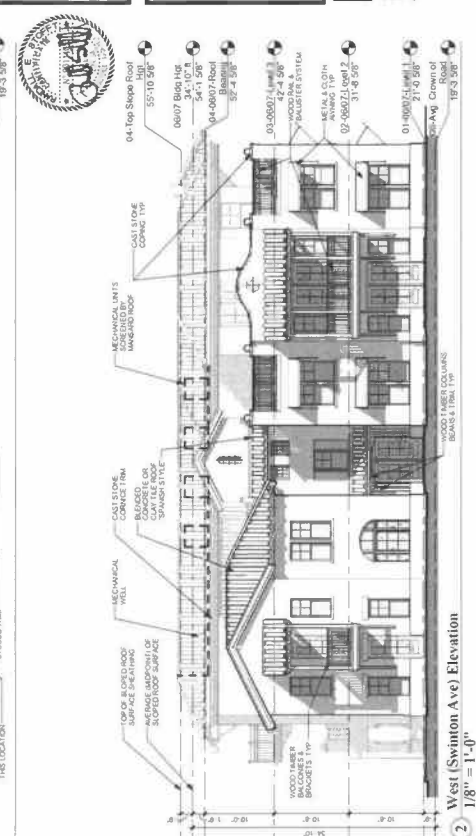
ELEV. -43'-0" NAVD

ELEV. -44'-0" NAVD

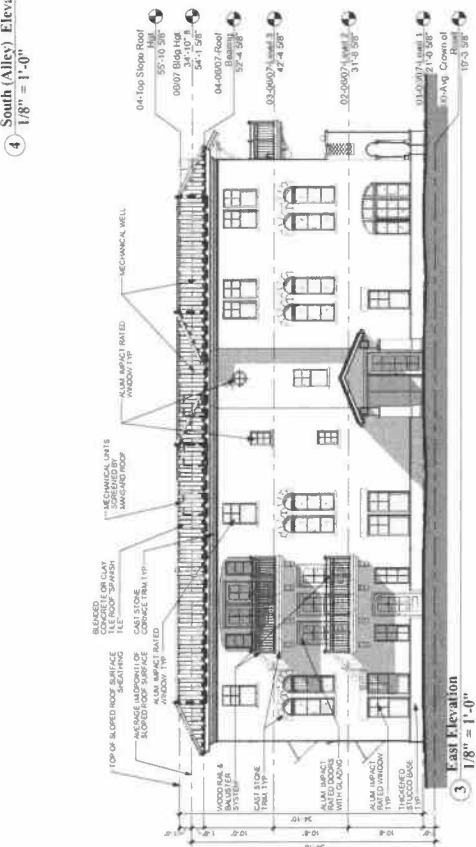




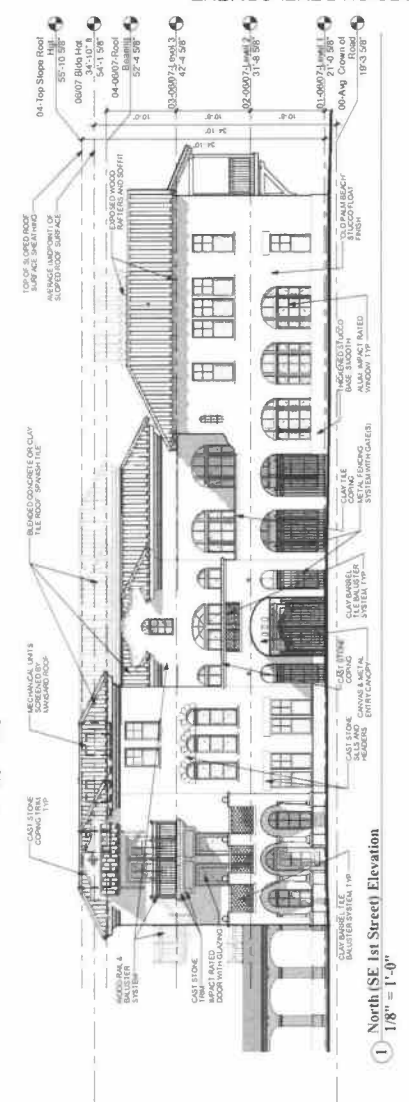
4 South (Alley) Elevation  
1/8" = 1'-0"



West (Swinton Ave) Elevation



### 3 East Elevation



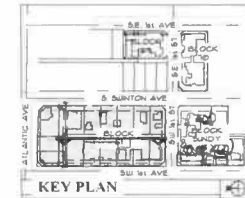
1 North (SE 1st Street) Elevation  
1/8" = 1'-0"

MATERIAL & PAINT SPECIFICATIONS - BLOCK 61	
ITEM	DESCRIPTION
0001	CONCRETE 15" STYLE ROOF TILE
0002	STANDING SEAM METAL ROOF
0003	SMOOTH STUCCO FINISH SEE COLOR PALETTE FOR SELECTION
0004	PRECAST STONE CLADDING
0005	PRECAST STONE TRIM
0006	POWDER COATED ALUMINUM RAILINGS NOTE: RAILINGS CONSTRUCTED SO THAT 4" SPHERE SHALL NOT PASS
0007	POWDER COATED ALUMINUM SHUTTER/LOUVERED PANEL
0008	PAINTED WOOD BRACKETS/CORBELS/OUTRIGGERS
0009	FABRIC AWNING
0010	SMOOTH STUCCO SIDING SEE COLOR PALETTE FOR SELECTION
0011	STUCCO TRIM / DETAIL
0012	CONCRETE TILE GUARDRAIL FILL NOTE: CONSTRUCT SO THAT 4" SPHERE SHALL NOT PASS
0013	CONCRETE 15" STYLE ROOF TILE AWNING
0014	PRECAST COLUMNS
0015	DECORATIVE CONCRETE TILE DETAIL

MATERIAL & PAINT SPECIFICATIONS - BLOCK 61	
ITEM	DESCRIPTION
0001	CONCRETE 15" STYLE ROOF TILE
0002	STANDING SEAM METAL ROOF
0003	SMOOTH STUCCO FINISH SEE COLOR PALETTE FOR SELECTION
0004	PRECAST STONE CLADDING
0005	PRECAST STONE TRIM
0006	POWDER COATED ALUMINUM RAILINGS NOTE: RAILINGS CONSTRUCTED SO THAT 4" SPHERE SHALL NOT PASS
0007	POWDER COATED ALUMINUM SHUTTER/LOUVERED PANEL
0008	PAINTED WOOD BRACKETS/CORBELS/OUTRIGGERS
0009	FABRIC AWNING
0010	SMOOTH STUCCO SIDING SEE COLOR PALETTE FOR SELECTION
0011	STUCCO TRIM / DETAIL
0012	CONCRETE TILE GUARDRAIL FILL NOTE: CONSTRUCT SO THAT 4" SPHERE SHALL NOT PASS
0013	CONCRETE 15" STYLE ROOF TILE AWNING
0014	PRECAST COLUMNS
0015	DECORATIVE CONCRETE TILE DETAIL



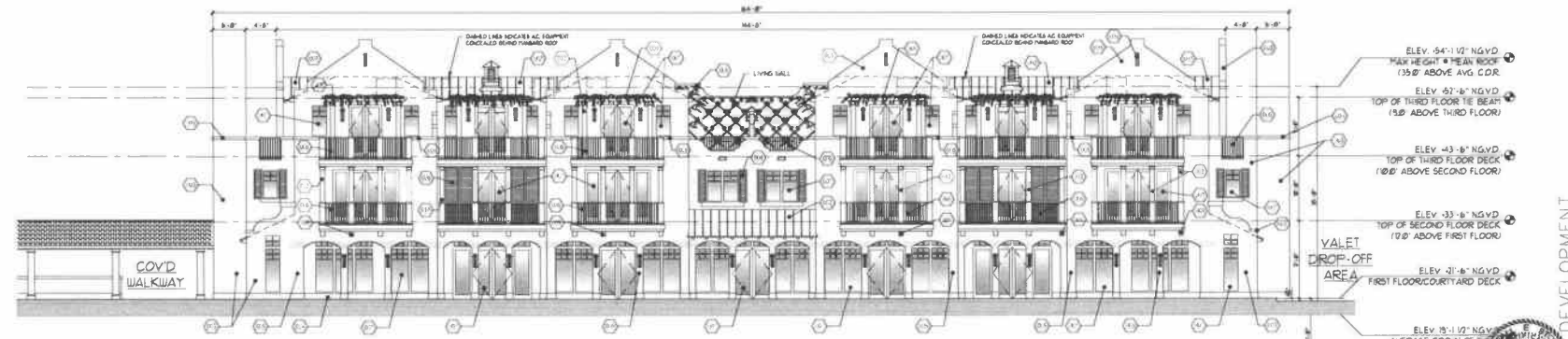
OVERALL (EAST) COURTYARD ELEVATION  
SCALE: 1/20



MATERIAL LEGEND									
MARK	DESCRIPTION	MARK	DESCRIPTION	MARK	DESCRIPTION	MARK	DESCRIPTION	MARK	DESCRIPTION
0001	CONCRETE 15" STYLE ROOF TILE	0004	PRECAST STONE CLADDING	0007	POWDER COATED ALUMINUM SHUTTER/LOUVERED PANEL	0010	SMOOTH STUCCO FINISH SEE COLOR PALETTE FOR SELECTION	0013	CONCRETE TILE GUARDRAIL FILL NOTE: CONSTRUCT SO THAT 4" SPHERE SHALL NOT PASS
0002	STANDING SEAM METAL ROOF	0005	PRECAST STONE TRIM	0008	PAINTED WOOD BRACKETS/CORBELS/OUTRIGGERS	0011	MECHANICAL EQUIPMENT BEYOND RECESSED IN ROOF MANHOLE OR CONCEALED BY VIEW ANGLE	0014	CONCRETE 15" STYLE ROOF TILE AWNING
0003	SMOOTH STUCCO FINISH SEE COLOR PALETTE FOR SELECTION	0006	POWDER COATED ALUMINUM RAILINGS NOTE: RAILINGS CONSTRUCTED SO THAT 4" SPHERE SHALL NOT PASS	0009	FABRIC AWNING	0012	SMOOTH STUCCO BASE (WATER TABLE) SEE COLOR PALETTE FOR SELECTION	0015	DECORATIVE CONCRETE TILE DETAIL
SEE COLOR SELECTION SHEET IN THIS SET FOR MORE INFORMATION									



PARTIAL (LEFT) EAST COURTYARD  
SCALE: 1/8" = 1'-0"



PARTIAL (RIGHT) EAST COURTYARD  
SCALE: 1/8" = 1'-0"

Revisions	Date
1	05/08/17
2	05/08/17
3	05/08/17
4	05/08/17
5	05/08/17
6	05/08/17
7	05/08/17
8	05/08/17
9	05/08/17
10	05/08/17

**RANDALL STOFF**  
ARCHITECTS  
disruptive inspirational architecture

**MIDTOWN DELRAY**

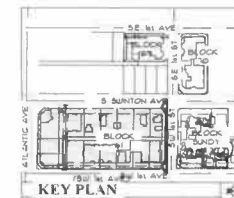
**STOFF COONEY**  
ARCHITECTS  
disruptive inspirational architecture

Scale: AS NOTED  
Job No: 09-00-01  
Date: 05/08/17  
Sheets: 1 of 1  
2.06  
LICENSE # AA 26000793

RIGHT (WEST) ELEVATION  
SCALE 1/8" = 1'-0"

SU 1ST





Revisions	Date
SYNOPSIS SUBMITTED	19 06 17
ISS VERSION 1	19 08 17
ISS VERSION 2	19 08 17

**RANDALL STOFFT**  
ARCHITECTS  
distinctive inspirational architecture

MIDTOWN  
DELRAY

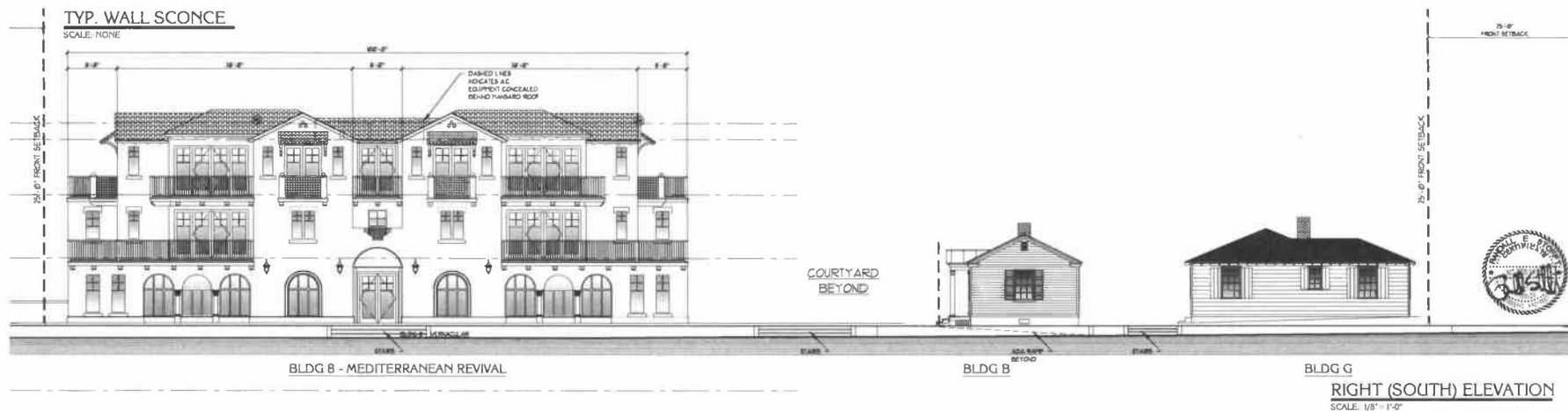
**STOFFT COONEY**  
**ARCHITECTS**  
*distinctive transitional architecture*

33 North Street North Suite 300 • Naples Florida 34102 • (239) 262 7617 • Delray Beach Florida (561) 243 0799 • WWW.STOFFCOONEY.COM



MATERIAL LEGEND					
NAME	DESCRIPTION	NAME	DESCRIPTION	NAME	DESCRIPTION
001	CONCRETE 9" BUTLE ROOF TILE	002	PRECAST STONE CLADDING	003	POLYMER COATED ALUMINUM BATTERED/DOMED PANEL
004	STANDING SEAM METAL ROOF	005	PRECAST STONE 18"X18"	006	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS
007	POLYMER BRICKS/BRICKS SEE COLOR PALETTE FOR SELECTION	008	PRECAST COATED ALUMINUM BATTERED/DOMED PANEL	009	POLYMER BRICKS/BRICKS SEE COLOR PALETTE FOR SELECTION
010	CONCRETE TILE SHANDHALL WALL, NORTH CONCRETE	011	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	012	CONCRETE 9" BUTLE ROOF TILE
013	CONCRETE 9" BUTLE ROOF TILE	014	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	015	CONCRETE 9" BUTLE ROOF TILE
016	CONCRETE 9" BUTLE ROOF TILE	017	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	018	CONCRETE 9" BUTLE ROOF TILE
019	CONCRETE 9" BUTLE ROOF TILE	020	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	021	CONCRETE 9" BUTLE ROOF TILE
022	CONCRETE 9" BUTLE ROOF TILE	023	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	024	CONCRETE 9" BUTLE ROOF TILE
025	CONCRETE 9" BUTLE ROOF TILE	026	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	027	CONCRETE 9" BUTLE ROOF TILE
028	CONCRETE 9" BUTLE ROOF TILE	029	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	030	CONCRETE 9" BUTLE ROOF TILE
029	CONCRETE 9" BUTLE ROOF TILE	031	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	032	CONCRETE 9" BUTLE ROOF TILE
030	CONCRETE 9" BUTLE ROOF TILE	033	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	034	CONCRETE 9" BUTLE ROOF TILE
031	CONCRETE 9" BUTLE ROOF TILE	035	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	036	CONCRETE 9" BUTLE ROOF TILE
032	CONCRETE 9" BUTLE ROOF TILE	037	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	038	CONCRETE 9" BUTLE ROOF TILE
033	CONCRETE 9" BUTLE ROOF TILE	039	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	040	CONCRETE 9" BUTLE ROOF TILE
034	CONCRETE 9" BUTLE ROOF TILE	041	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	042	CONCRETE 9" BUTLE ROOF TILE
035	CONCRETE 9" BUTLE ROOF TILE	043	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	044	CONCRETE 9" BUTLE ROOF TILE
036	CONCRETE 9" BUTLE ROOF TILE	045	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	046	CONCRETE 9" BUTLE ROOF TILE
037	CONCRETE 9" BUTLE ROOF TILE	047	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	048	CONCRETE 9" BUTLE ROOF TILE
038	CONCRETE 9" BUTLE ROOF TILE	049	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	049	CONCRETE 9" BUTLE ROOF TILE
039	CONCRETE 9" BUTLE ROOF TILE	051	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	050	CONCRETE 9" BUTLE ROOF TILE
040	CONCRETE 9" BUTLE ROOF TILE	053	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	051	CONCRETE 9" BUTLE ROOF TILE
041	CONCRETE 9" BUTLE ROOF TILE	055	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	052	CONCRETE 9" BUTLE ROOF TILE
042	CONCRETE 9" BUTLE ROOF TILE	057	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	053	CONCRETE 9" BUTLE ROOF TILE
043	CONCRETE 9" BUTLE ROOF TILE	059	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	054	CONCRETE 9" BUTLE ROOF TILE
044	CONCRETE 9" BUTLE ROOF TILE	061	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	055	CONCRETE 9" BUTLE ROOF TILE
045	CONCRETE 9" BUTLE ROOF TILE	063	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	056	CONCRETE 9" BUTLE ROOF TILE
046	CONCRETE 9" BUTLE ROOF TILE	065	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	057	CONCRETE 9" BUTLE ROOF TILE
047	CONCRETE 9" BUTLE ROOF TILE	067	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	058	CONCRETE 9" BUTLE ROOF TILE
048	CONCRETE 9" BUTLE ROOF TILE	069	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	059	CONCRETE 9" BUTLE ROOF TILE
049	CONCRETE 9" BUTLE ROOF TILE	071	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	060	CONCRETE 9" BUTLE ROOF TILE
050	CONCRETE 9" BUTLE ROOF TILE	073	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	061	CONCRETE 9" BUTLE ROOF TILE
051	CONCRETE 9" BUTLE ROOF TILE	075	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	062	CONCRETE 9" BUTLE ROOF TILE
052	CONCRETE 9" BUTLE ROOF TILE	077	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	063	CONCRETE 9" BUTLE ROOF TILE
053	CONCRETE 9" BUTLE ROOF TILE	079	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	064	CONCRETE 9" BUTLE ROOF TILE
054	CONCRETE 9" BUTLE ROOF TILE	081	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	065	CONCRETE 9" BUTLE ROOF TILE
055	CONCRETE 9" BUTLE ROOF TILE	083	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	066	CONCRETE 9" BUTLE ROOF TILE
056	CONCRETE 9" BUTLE ROOF TILE	085	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	067	CONCRETE 9" BUTLE ROOF TILE
057	CONCRETE 9" BUTLE ROOF TILE	087	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	068	CONCRETE 9" BUTLE ROOF TILE
058	CONCRETE 9" BUTLE ROOF TILE	089	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	069	CONCRETE 9" BUTLE ROOF TILE
059	CONCRETE 9" BUTLE ROOF TILE	091	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	070	CONCRETE 9" BUTLE ROOF TILE
060	CONCRETE 9" BUTLE ROOF TILE	093	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	071	CONCRETE 9" BUTLE ROOF TILE
061	CONCRETE 9" BUTLE ROOF TILE	095	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	072	CONCRETE 9" BUTLE ROOF TILE
062	CONCRETE 9" BUTLE ROOF TILE	097	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	073	CONCRETE 9" BUTLE ROOF TILE
063	CONCRETE 9" BUTLE ROOF TILE	099	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	074	CONCRETE 9" BUTLE ROOF TILE
064	CONCRETE 9" BUTLE ROOF TILE	101	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	075	CONCRETE 9" BUTLE ROOF TILE
065	CONCRETE 9" BUTLE ROOF TILE	103	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	076	CONCRETE 9" BUTLE ROOF TILE
066	CONCRETE 9" BUTLE ROOF TILE	105	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	077	CONCRETE 9" BUTLE ROOF TILE
067	CONCRETE 9" BUTLE ROOF TILE	107	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	078	CONCRETE 9" BUTLE ROOF TILE
068	CONCRETE 9" BUTLE ROOF TILE	109	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	079	CONCRETE 9" BUTLE ROOF TILE
069	CONCRETE 9" BUTLE ROOF TILE	111	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	080	CONCRETE 9" BUTLE ROOF TILE
070	CONCRETE 9" BUTLE ROOF TILE	113	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	081	CONCRETE 9" BUTLE ROOF TILE
071	CONCRETE 9" BUTLE ROOF TILE	115	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	082	CONCRETE 9" BUTLE ROOF TILE
072	CONCRETE 9" BUTLE ROOF TILE	117	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	083	CONCRETE 9" BUTLE ROOF TILE
073	CONCRETE 9" BUTLE ROOF TILE	119	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	084	CONCRETE 9" BUTLE ROOF TILE
074	CONCRETE 9" BUTLE ROOF TILE	121	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	085	CONCRETE 9" BUTLE ROOF TILE
075	CONCRETE 9" BUTLE ROOF TILE	123	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	086	CONCRETE 9" BUTLE ROOF TILE
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083	CONCRETE 9" BUTLE ROOF TILE	139	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	094	CONCRETE 9" BUTLE ROOF TILE
084	CONCRETE 9" BUTLE ROOF TILE	141	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	095	CONCRETE 9" BUTLE ROOF TILE
085	CONCRETE 9" BUTLE ROOF TILE	143	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	096	CONCRETE 9" BUTLE ROOF TILE
086	CONCRETE 9" BUTLE ROOF TILE	145	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	097	CONCRETE 9" BUTLE ROOF TILE
087	CONCRETE 9" BUTLE ROOF TILE	147	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	098	CONCRETE 9" BUTLE ROOF TILE
088	CONCRETE 9" BUTLE ROOF TILE	149	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	099	CONCRETE 9" BUTLE ROOF TILE
089	CONCRETE 9" BUTLE ROOF TILE	151	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS	100	CONCRETE 9" BUTLE ROOF TILE
090	CONCRETE 9" BUTLE ROOF TILE	153	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
091	CONCRETE 9" BUTLE ROOF TILE	155	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
092	CONCRETE 9" BUTLE ROOF TILE	157	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
093	CONCRETE 9" BUTLE ROOF TILE	159	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
094	CONCRETE 9" BUTLE ROOF TILE	161	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
095	CONCRETE 9" BUTLE ROOF TILE	163	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
096	CONCRETE 9" BUTLE ROOF TILE	165	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
097	CONCRETE 9" BUTLE ROOF TILE	167	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
098	CONCRETE 9" BUTLE ROOF TILE	169	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
099	CONCRETE 9" BUTLE ROOF TILE	171	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
100	CONCRETE 9" BUTLE ROOF TILE	173	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		175	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		177	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		179	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		181	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		183	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		185	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		187	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		189	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		191	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		193	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		195	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		197	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		199	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		201	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		203	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		205	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		207	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		209	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
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		399	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		401	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		403	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		405	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		407	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		409	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		411	PAINTED WOOD BRACKETS/BRACKETS/ROCKERS		
		413	PAINTED		

TYP. WALL SCONCE  
SCALE: NONE



DESIGN DEVELOPMENT

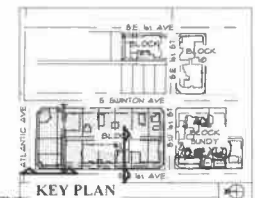
Scale	AS NOTED	
Job No.		
Date	09.06.17	DLD
Sheets	1 of 11	







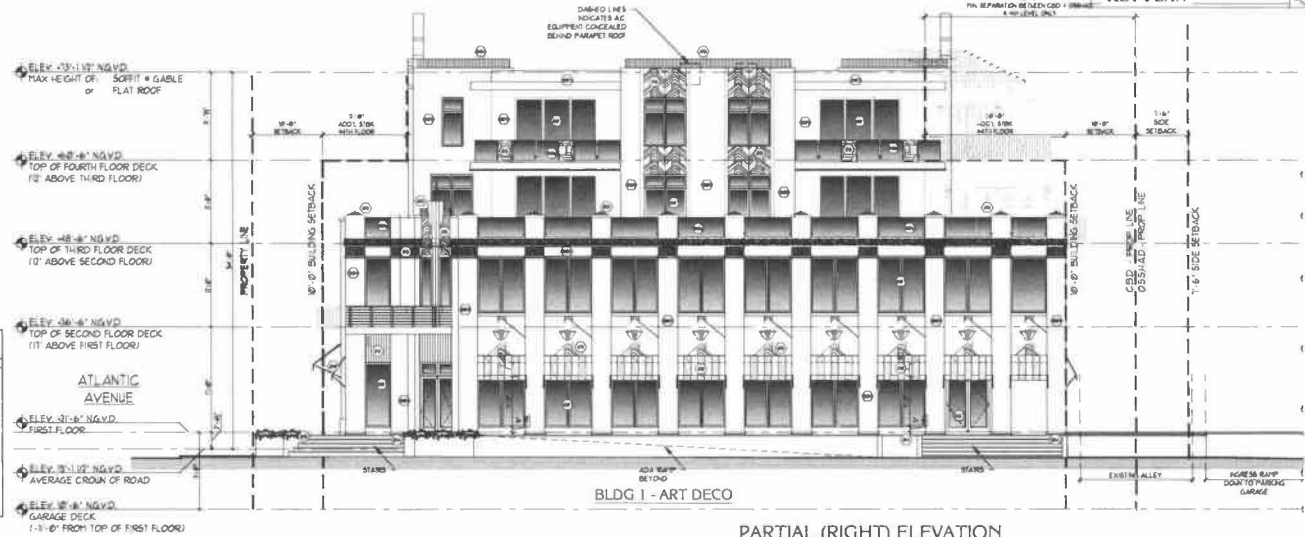
MARK	DESCRIPTION	MARK	DESCRIPTION	MARK	DESCRIPTION	MARK	DESCRIPTION
(00)	CONCRETE 'S' STYLE ROOF TILE	(005)	PRECAST STONE CLADDING	(010)	POLYMER COATED ALUMINUM SHUTTER/DOVERED PANEL	(015)	SMOOTH AZEK WRAPPED COLUMNS. SEE COLOR PALETTE FOR SELECTION
(01)	STANDING SEAM METAL ROOF	(010)	PRECAST STONE TRIM	(015)	PAINTED WOOD BRACKETS/CORBELS/OUTRIGGERS	(020)	MECHANICAL EQUIPMENT BEYOND RECESSED IN ROOF HANGING OR CONCEALED BY VIEW ANGLE
(02)	SMOOTH STUCCO FINISH. SEE COLOR PALETTE FOR SELECTION	(015)	POLYMER COATED ALUMINUM RAILINGS. NOTE: RAILINGS CONSTRUCTED SO THAT 4" SPHERE SHALL NOT PASS. IMPACT RESISTANT WINDOW OR DOOR REFER TO WINDOW AND DOOR SCHEDULES (TSDJ).	(020)	FABRIC AWNING	(025)	SMOOTH STUCCO BASE (WATER TABLE). SEE COLOR PALETTE FOR SELECTION
	SEE COLOR SELECTION SHEET IN THIS SET FOR MORE INFORMATION	(025)		(025)	SMOOTH STUCCO SIDING. SEE COLOR PALETTE FOR SELECTION	(030)	STUCCO TRIM / DETAIL
		(030)		(030)		(035)	CONCRETE TILE GUARDRAIL INFILL. NOTE: CONSTRUCT SO THAT 4" SPHERE SHALL NOT PASS.
						(040)	CONCRETE 'S' STYLE ROOF TILE AWNING
						(045)	PRECAST COLUMNS
						(050)	DECORATIVE CONCRETE TILE DETAIL



REVISIONS	DATE	BY	APP'D
1	10/15/17	STOFFT	COONEY
2	10/15/17	STOFFT	COONEY
3	10/15/17	STOFFT	COONEY

STOREFRONT LEGEND:	
A - BUILDING WIDTH	B - RETAIL SPACE WIDTH
C - WINDOW / DOOR OPENINGS EQUAL AT LEAST 80% OF D	C/D - 56A

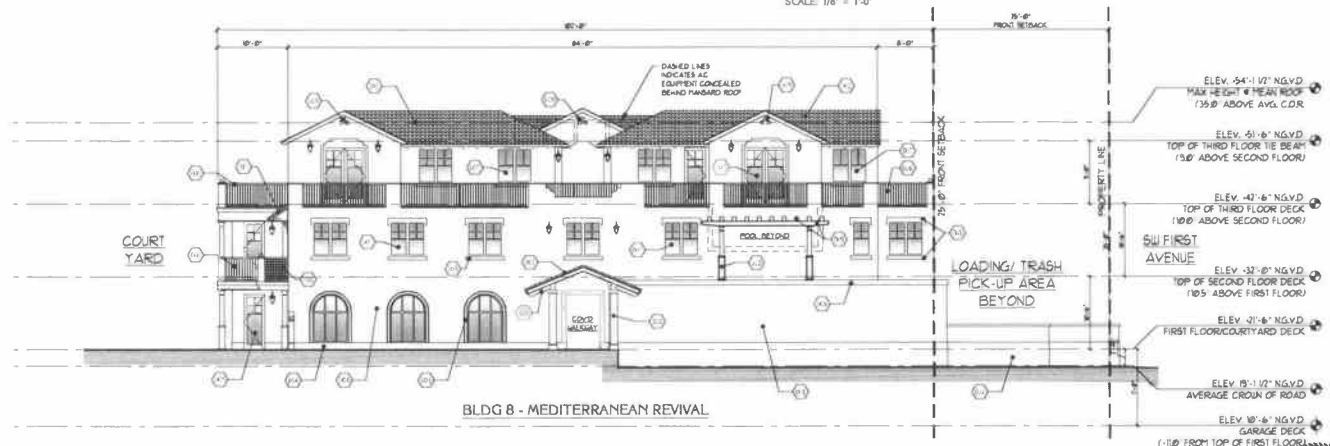
MATERIAL & PAINT SPECIFICATIONS - BLOCK 61	
<b>CLADDING</b>	<b>PAINTS</b>
ROOF: CONCRETE 'S' STYLE ROOF TILE COLOR: WHITE FINISH: GLOSS	INTERIOR: WHITE EXTERIOR: WHITE COLOR: WHITE FINISH: GLOSS
WALLS: PRECAST STONE CLADDING COLOR: WHITE FINISH: GLOSS	WALLS: PRECAST STONE CLADDING COLOR: WHITE FINISH: GLOSS
WALLS: PRECAST STONE TRIM COLOR: WHITE FINISH: GLOSS	WALLS: PRECAST STONE TRIM COLOR: WHITE FINISH: GLOSS
WALLS: POLYMER COATED ALUMINUM SHUTTER/DOVERED PANEL COLOR: WHITE FINISH: GLOSS	WALLS: POLYMER COATED ALUMINUM SHUTTER/DOVERED PANEL COLOR: WHITE FINISH: GLOSS
WALLS: POLYMER COATED ALUMINUM RAILINGS COLOR: WHITE FINISH: GLOSS	WALLS: POLYMER COATED ALUMINUM RAILINGS COLOR: WHITE FINISH: GLOSS
WALLS: FABRIC AWNING COLOR: WHITE FINISH: GLOSS	WALLS: FABRIC AWNING COLOR: WHITE FINISH: GLOSS
WALLS: SMOOTH STUCCO FINISH COLOR: WHITE FINISH: GLOSS	WALLS: SMOOTH STUCCO FINISH COLOR: WHITE FINISH: GLOSS
WALLS: SMOOTH STUCCO BASE (WATER TABLE) COLOR: WHITE FINISH: GLOSS	WALLS: SMOOTH STUCCO BASE (WATER TABLE) COLOR: WHITE FINISH: GLOSS
WALLS: SMOOTH STUCCO SIDING COLOR: WHITE FINISH: GLOSS	WALLS: SMOOTH STUCCO SIDING COLOR: WHITE FINISH: GLOSS
WALLS: STUCCO TRIM / DETAIL COLOR: WHITE FINISH: GLOSS	WALLS: STUCCO TRIM / DETAIL COLOR: WHITE FINISH: GLOSS
WALLS: CONCRETE TILE GUARDRAIL INFILL COLOR: WHITE FINISH: GLOSS	WALLS: CONCRETE TILE GUARDRAIL INFILL COLOR: WHITE FINISH: GLOSS
WALLS: CONCRETE 'S' STYLE ROOF TILE AWNING COLOR: WHITE FINISH: GLOSS	WALLS: CONCRETE 'S' STYLE ROOF TILE AWNING COLOR: WHITE FINISH: GLOSS
WALLS: PRECAST COLUMNS COLOR: WHITE FINISH: GLOSS	WALLS: PRECAST COLUMNS COLOR: WHITE FINISH: GLOSS
WALLS: DECORATIVE CONCRETE TILE DETAIL COLOR: WHITE FINISH: GLOSS	WALLS: DECORATIVE CONCRETE TILE DETAIL COLOR: WHITE FINISH: GLOSS



PARTIAL (RIGHT) ELEVATION  
SCALE: 1/8" = 1'-0"



MATERIAL & PAINT SPECIFICATIONS - BLOCK 61	
<b>CLADDING</b>	<b>PAINTS</b>
ROOF: CONCRETE 'S' STYLE ROOF TILE COLOR: WHITE FINISH: GLOSS	INTERIOR: WHITE EXTERIOR: WHITE COLOR: WHITE FINISH: GLOSS
WALLS: PRECAST STONE CLADDING COLOR: WHITE FINISH: GLOSS	WALLS: PRECAST STONE CLADDING COLOR: WHITE FINISH: GLOSS
WALLS: PRECAST STONE TRIM COLOR: WHITE FINISH: GLOSS	WALLS: PRECAST STONE TRIM COLOR: WHITE FINISH: GLOSS
WALLS: POLYMER COATED ALUMINUM SHUTTER/DOVERED PANEL COLOR: WHITE FINISH: GLOSS	WALLS: POLYMER COATED ALUMINUM SHUTTER/DOVERED PANEL COLOR: WHITE FINISH: GLOSS
WALLS: POLYMER COATED ALUMINUM RAILINGS COLOR: WHITE FINISH: GLOSS	WALLS: POLYMER COATED ALUMINUM RAILINGS COLOR: WHITE FINISH: GLOSS
WALLS: FABRIC AWNING COLOR: WHITE FINISH: GLOSS	WALLS: FABRIC AWNING COLOR: WHITE FINISH: GLOSS
WALLS: SMOOTH STUCCO FINISH COLOR: WHITE FINISH: GLOSS	WALLS: SMOOTH STUCCO FINISH COLOR: WHITE FINISH: GLOSS
WALLS: SMOOTH STUCCO BASE (WATER TABLE) COLOR: WHITE FINISH: GLOSS	WALLS: SMOOTH STUCCO BASE (WATER TABLE) COLOR: WHITE FINISH: GLOSS
WALLS: SMOOTH STUCCO SIDING COLOR: WHITE FINISH: GLOSS	WALLS: SMOOTH STUCCO SIDING COLOR: WHITE FINISH: GLOSS
WALLS: STUCCO TRIM / DETAIL COLOR: WHITE FINISH: GLOSS	WALLS: STUCCO TRIM / DETAIL COLOR: WHITE FINISH: GLOSS
WALLS: CONCRETE TILE GUARDRAIL INFILL COLOR: WHITE FINISH: GLOSS	WALLS: CONCRETE TILE GUARDRAIL INFILL COLOR: WHITE FINISH: GLOSS
WALLS: CONCRETE 'S' STYLE ROOF TILE AWNING COLOR: WHITE FINISH: GLOSS	WALLS: CONCRETE 'S' STYLE ROOF TILE AWNING COLOR: WHITE FINISH: GLOSS
WALLS: PRECAST COLUMNS COLOR: WHITE FINISH: GLOSS	WALLS: PRECAST COLUMNS COLOR: WHITE FINISH: GLOSS
WALLS: DECORATIVE CONCRETE TILE DETAIL COLOR: WHITE FINISH: GLOSS	WALLS: DECORATIVE CONCRETE TILE DETAIL COLOR: WHITE FINISH: GLOSS



LEFT (NORTH) ELEVATION  
SCALE: 1/8" = 1'-0"

**RANDALL STOFFT**  
ARCHITECTS  
distinctive inspirational architecture

**MIDTOWN DELRAY**

**STOFFT COONEY**  
ARCHITECTS  
distinctive inspirational architecture

**DESIGN DEVELOPMENT**

Scale: AS NOTED  
Job No: 09-06-17  
Date: 09-06-17  
Sheet: 1 of 1  
2020  
LICENSE # AA 20000703

# OVERALL (EAST) ELEVATION

SCALE: 1/8" = 1'-0"



SULLY STREET

COURTYARD BEYOND

COURTYARD BEYOND

## LEFT (EAST) ELEVATION

SCALE: 1/8" = 1'-0"

MATERIAL & PAINT SPECIFICATIONS - BLOCK 61	
TABLE 1: MATERIALS & FINISHES	TABLE 2: PAINTS & FINISHES
<ul style="list-style-type: none"> <li>BRICK: Common Brick, 8" x 8" x 16", laid in running bond.</li> <li>CONCRETE: Light Gray, 12" thick, finished with a smooth trowel.</li> <li>WOOD: Red Oak, 2" x 4" and 2" x 6" joists and studs, finished with a clear polyurethane.</li> <li>ROOFING: Asphalt/Flt Shingles, 30-year life.</li> <li>GLASS: Clear, 1/2" thick, in aluminum frames.</li> <li>IRONWORK: Black-painted cast iron, including railings and light fixtures.</li> </ul>	<ul style="list-style-type: none"> <li>PRIMER: White, 1 coat.</li> <li>PAINT: White, 2 coats.</li> <li>ACCENT COLOR: Navy Blue, 1 coat.</li> <li>TRIM: White, 1 coat.</li> <li>ROOFING: Black, 1 coat.</li> </ul>

### STOREFRONT LEGEND

- A = BUILDING WITH
- B = RETAIL SPACE WITH
- C = AT LEAST ONE OF

### BAUNTON AVENUE STOREFRONT

- A = 10'-0"
- B = 8'-0"
- C = 6'-0"
- C/B = 1'-0"

### MATERIAL & PAINT SPECIFICATIONS - BLOCK 61

- TABLE 1: MATERIALS & FINISHES
- TABLE 2: PAINTS & FINISHES

### MATERIAL & PAINT SPECIFICATIONS - BLOCK 61

- TABLE 1: MATERIALS & FINISHES
- TABLE 2: PAINTS & FINISHES

### MATERIAL & PAINT SPECIFICATIONS - BLOCK 61

- TABLE 1: MATERIALS & FINISHES
- TABLE 2: PAINTS & FINISHES

### MATERIAL & PAINT SPECIFICATIONS - BLOCK 61

- TABLE 1: MATERIALS & FINISHES
- TABLE 2: PAINTS & FINISHES

### MATERIAL & PAINT SPECIFICATIONS - BLOCK 61

- TABLE 1: MATERIALS & FINISHES
- TABLE 2: PAINTS & FINISHES

### MATERIAL & PAINT SPECIFICATIONS - BLOCK 61

- TABLE 1: MATERIALS & FINISHES
- TABLE 2: PAINTS & FINISHES

### MATERIAL & PAINT SPECIFICATIONS - BLOCK 61

- TABLE 1: MATERIALS & FINISHES
- TABLE 2: PAINTS & FINISHES



## MIDDLE (EAST) ELEVATION

SCALE: 1/8" = 1'-0"



ELEV. 64'-10" NAVD  
MAX HEIGHT OF: FLAT ROOF  
OR: PEAK ROOF HEIGHT

ELEV. 48'-4" NAVD  
TOP OF SECOND FLOOR DECK  
(12' COURTYARD)  
BEYOND

ELEV. 48'-4" NAVD  
TOP OF THIRD FLOOR DECK  
(12' ABOVE FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FOURTH FLOOR DECK  
(12' ABOVE SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTH FLOOR DECK  
(12' ABOVE THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTH FLOOR DECK  
(12' ABOVE FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTH FLOOR DECK  
(12' ABOVE FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTH FLOOR DECK  
(12' ABOVE SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINTH FLOOR DECK  
(12' ABOVE SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TENTH FLOOR DECK  
(12' ABOVE EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ELEVENTH FLOOR DECK  
(12' ABOVE NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWELFTH FLOOR DECK  
(12' ABOVE TENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTEENTH FLOOR DECK  
(12' ABOVE ELEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FOURTEENTH FLOOR DECK  
(12' ABOVE THIRTEENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTEENTH FLOOR DECK  
(12' ABOVE FOURTEENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTEENTH FLOOR DECK  
(12' ABOVE FIFTEENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTEENTH FLOOR DECK  
(12' ABOVE SIXTEENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTEENTH FLOOR DECK  
(12' ABOVE SEVENTEENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETEENTH FLOOR DECK  
(12' ABOVE EIGHTEENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTIETH FLOOR DECK  
(12' ABOVE NINETEENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-FIRST FLOOR DECK  
(12' ABOVE TWENTIETH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-SECOND FLOOR DECK  
(12' ABOVE TWENTY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-THIRD FLOOR DECK  
(12' ABOVE TWENTY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-FOURTH FLOOR DECK  
(12' ABOVE TWENTY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-FIFTH FLOOR DECK  
(12' ABOVE TWENTY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-SIXTH FLOOR DECK  
(12' ABOVE TWENTY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-SEVENTH FLOOR DECK  
(12' ABOVE TWENTY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-EIGHTH FLOOR DECK  
(12' ABOVE TWENTY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF TWENTY-NINTH FLOOR DECK  
(12' ABOVE TWENTY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTIETH FLOOR DECK  
(12' ABOVE TWENTY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-FIRST FLOOR DECK  
(12' ABOVE THIRTIETH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-SECOND FLOOR DECK  
(12' ABOVE THIRTY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-THIRD FLOOR DECK  
(12' ABOVE THIRTY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-FOURTH FLOOR DECK  
(12' ABOVE THIRTY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-FIFTH FLOOR DECK  
(12' ABOVE THIRTY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-SIXTH FLOOR DECK  
(12' ABOVE THIRTY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-SEVENTH FLOOR DECK  
(12' ABOVE THIRTY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-EIGHTH FLOOR DECK  
(12' ABOVE THIRTY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF THIRTY-NINTH FLOOR DECK  
(12' ABOVE THIRTY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTIETH FLOOR DECK  
(12' ABOVE THIRTY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-FIRST FLOOR DECK  
(12' ABOVE FORTIETH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-SECOND FLOOR DECK  
(12' ABOVE FORTY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-THIRD FLOOR DECK  
(12' ABOVE FORTY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-FOURTH FLOOR DECK  
(12' ABOVE FORTY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-FIFTH FLOOR DECK  
(12' ABOVE FORTY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-SIXTH FLOOR DECK  
(12' ABOVE FORTY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-SEVENTH FLOOR DECK  
(12' ABOVE FORTY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-EIGHTH FLOOR DECK  
(12' ABOVE FORTY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FORTY-NINTH FLOOR DECK  
(12' ABOVE FORTY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTIETH FLOOR DECK  
(12' ABOVE FORTY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-FIRST FLOOR DECK  
(12' ABOVE FIFTIETH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-SECOND FLOOR DECK  
(12' ABOVE FIFTY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-THIRD FLOOR DECK  
(12' ABOVE FIFTY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-FOURTH FLOOR DECK  
(12' ABOVE FIFTY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-FIFTH FLOOR DECK  
(12' ABOVE FIFTY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-SIXTH FLOOR DECK  
(12' ABOVE FIFTY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-SEVENTH FLOOR DECK  
(12' ABOVE FIFTY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-EIGHTH FLOOR DECK  
(12' ABOVE FIFTY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF FIFTY-NINTH FLOOR DECK  
(12' ABOVE FIFTY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTIETH FLOOR DECK  
(12' ABOVE FIFTY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-FIRST FLOOR DECK  
(12' ABOVE SIXTIETH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-SECOND FLOOR DECK  
(12' ABOVE SIXTY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-THIRD FLOOR DECK  
(12' ABOVE SIXTY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-FOURTH FLOOR DECK  
(12' ABOVE SIXTY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-FIFTH FLOOR DECK  
(12' ABOVE SIXTY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-SIXTH FLOOR DECK  
(12' ABOVE SIXTY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-SEVENTH FLOOR DECK  
(12' ABOVE SIXTY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-EIGHTH FLOOR DECK  
(12' ABOVE SIXTY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SIXTY-NINTH FLOOR DECK  
(12' ABOVE SIXTY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTIETH FLOOR DECK  
(12' ABOVE SIXTY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-FIRST FLOOR DECK  
(12' ABOVE SEVENTIETH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-SECOND FLOOR DECK  
(12' ABOVE SEVENTY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-THIRD FLOOR DECK  
(12' ABOVE SEVENTY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-FOURTH FLOOR DECK  
(12' ABOVE SEVENTY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-FIFTH FLOOR DECK  
(12' ABOVE SEVENTY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-SIXTH FLOOR DECK  
(12' ABOVE SEVENTY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-SEVENTH FLOOR DECK  
(12' ABOVE SEVENTY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-EIGHTH FLOOR DECK  
(12' ABOVE SEVENTY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF SEVENTY-NINTH FLOOR DECK  
(12' ABOVE SEVENTY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTIETH FLOOR DECK  
(12' ABOVE SEVENTY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-FIRST FLOOR DECK  
(12' ABOVE EIGHTIETH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-SECOND FLOOR DECK  
(12' ABOVE EIGHTY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-THIRD FLOOR DECK  
(12' ABOVE EIGHTY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-FOURTH FLOOR DECK  
(12' ABOVE EIGHTY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-FIFTH FLOOR DECK  
(12' ABOVE EIGHTY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-SIXTH FLOOR DECK  
(12' ABOVE EIGHTY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-SEVENTH FLOOR DECK  
(12' ABOVE EIGHTY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-EIGHTH FLOOR DECK  
(12' ABOVE EIGHTY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF EIGHTY-NINTH FLOOR DECK  
(12' ABOVE EIGHTY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY FLOOR DECK  
(12' ABOVE EIGHTY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-FIRST FLOOR DECK  
(12' ABOVE NINETY FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-SECOND FLOOR DECK  
(12' ABOVE NINETY-FIRST FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-THIRD FLOOR DECK  
(12' ABOVE NINETY-SECOND FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-FOURTH FLOOR DECK  
(12' ABOVE NINETY-THIRD FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-FIFTH FLOOR DECK  
(12' ABOVE NINETY-FOURTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-SIXTH FLOOR DECK  
(12' ABOVE NINETY-FIFTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-SEVENTH FLOOR DECK  
(12' ABOVE NINETY-SIXTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-EIGHTH FLOOR DECK  
(12' ABOVE NINETY-SEVENTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF NINETY-NINTH FLOOR DECK  
(12' ABOVE NINETY-EIGHTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED FLOOR DECK  
(12' ABOVE NINETY-NINTH FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND ONE FLOOR DECK  
(12' ABOVE ONE HUNDRED FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWO FLOOR DECK  
(12' ABOVE ONE HUNDRED AND ONE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND THREE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWO FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND FOUR FLOOR DECK  
(12' ABOVE ONE HUNDRED AND THREE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND FIVE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND FOUR FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND SIX FLOOR DECK  
(12' ABOVE ONE HUNDRED AND FIVE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND SEVEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND SIX FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND EIGHT FLOOR DECK  
(12' ABOVE ONE HUNDRED AND SEVEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND NINE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND EIGHT FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND NINE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND ELEVEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWELVE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND ELEVEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND THIRTEEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWELVE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND FOURTEEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND THIRTEEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND FIFTEEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND FOURTEEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND SIXTEEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND FIFTEEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND SEVENTEEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND SIXTEEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND EIGHTEEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND SEVENTEEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND NINETEEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND EIGHTEEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY FLOOR DECK  
(12' ABOVE ONE HUNDRED AND NINETEEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-ONE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-TWO FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-ONE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-THREE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-TWO FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-FOUR FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-THREE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-FIVE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-FOUR FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-SIX FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-FIVE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-SEVEN FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-SIX FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-EIGHT FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-SEVEN FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND TWENTY-NINE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-EIGHT FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND THIRTY FLOOR DECK  
(12' ABOVE ONE HUNDRED AND TWENTY-NINE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND THIRTY-ONE FLOOR DECK  
(12' ABOVE ONE HUNDRED AND THIRTY FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND THIRTY-TWO FLOOR DECK  
(12' ABOVE ONE HUNDRED AND THIRTY-ONE FLOOR)

ELEV. 48'-4" NAVD  
TOP OF ONE HUNDRED AND THIRTY-THREE

This architectural elevation drawing illustrates a five-story building facade divided into five distinct sections, each with a specific proportion and storefront type. The sections are labeled at the top: PROPORTION 1:1, PROPORTION 1:1, PROPORTION 1:1.25, PROPORTION 1:1.25, and PROPORTION 1:1. The vertical axis is marked with 'BASE' at the ground level and 'FIFTH FLOOR' at the top. The horizontal axis is labeled with 'STOREFRONT' under each of the five sections. The drawing shows a variety of architectural details, including arched windows, balconies, and different window arrangements across the floors. The facade is divided into five distinct sections, each with a specific proportion and storefront type. The sections are labeled at the top: PROPORTION 1:1, PROPORTION 1:1, PROPORTION 1:1.25, PROPORTION 1:1.25, and PROPORTION 1:1. The vertical axis is marked with 'BASE' at the ground level and 'FIFTH FLOOR' at the top. The horizontal axis is labeled with 'STOREFRONT' under each of the five sections. The drawing shows a variety of architectural details, including arched windows, balconies, and different window arrangements across the floors.



OVERALL (NORTH) ELEVATION  
SCALE: 1/20

FRONT LEGEND:  
1. WINDOW WIDTH  
2. WINDOW SPACE WIDTH  
3. DOOR OPENINGS EQUAL  
80% OF (1)

AVENUE STOREFRONT

SWINTON AVENUE

10'-0" SETBACK  
10'-0" ADJ. 5'-0" MIN. SETBACK  
10'-0" BUILDING SETBACK

PROPERTY LINE

MIDTOWN DELRAY

BLDG. 2 - MEDITERRANEAN REVIVAL, RAISED PLANTERS AND RETAINING WALLS - REFER TO LSA DRAWINGS

BLDG. 1 - MEDITERRANEAN REVIVAL

BLDG. 1 - ANGLO CARIBBEAN

STAIRS

RIGHT (NORTH) ELEVATION  
SCALE: 1/8" = 1'-0"

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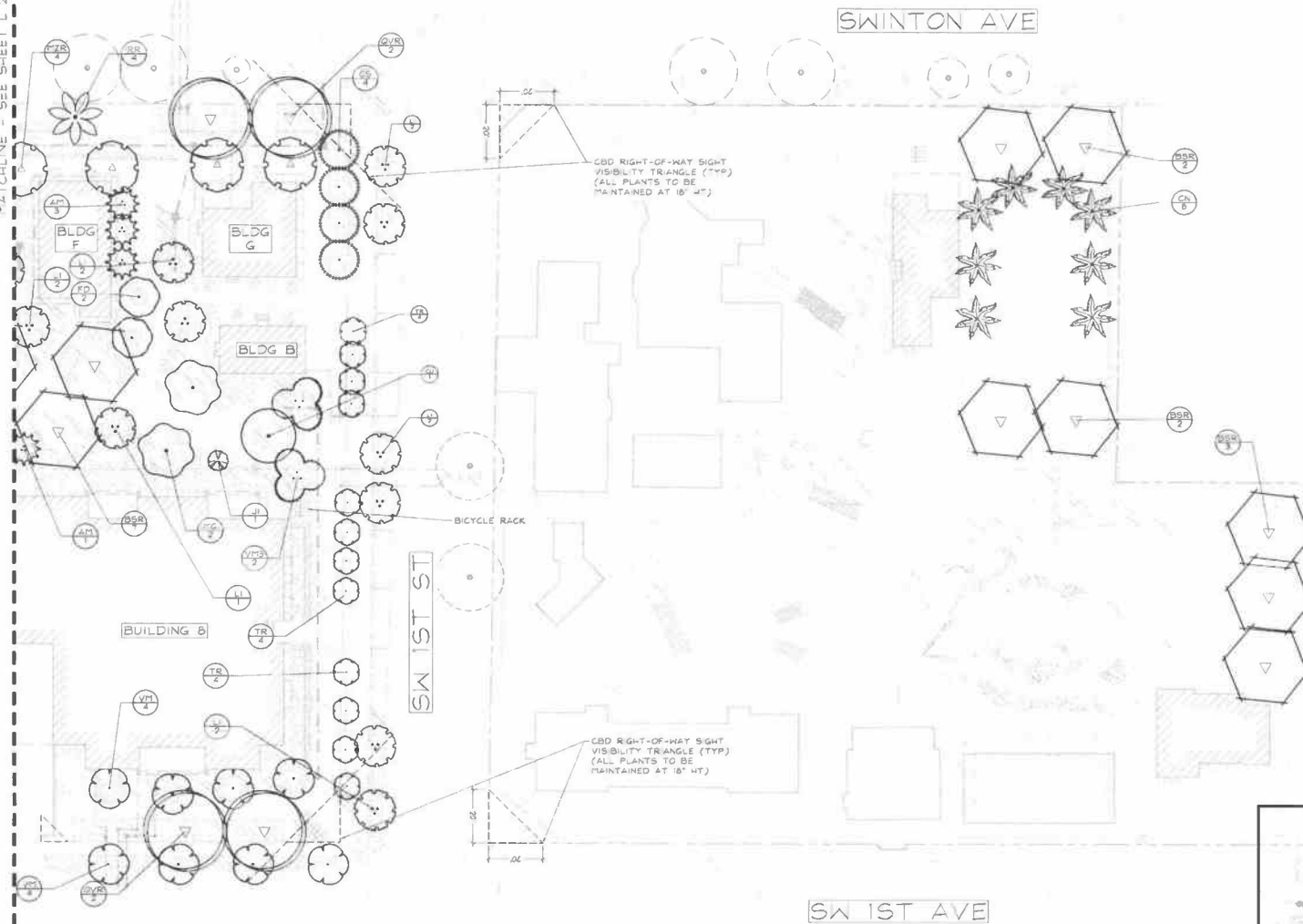
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## DESIGN DEVELOPMENT





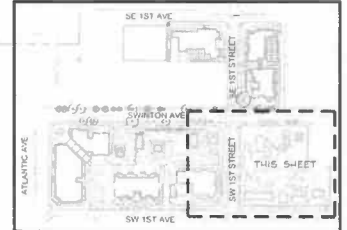
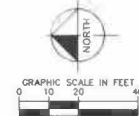
MATCHLINE - SEE SHEET L 200



# PLANT SCHEDULE

TREES	COMMON NAME
AD	Baldcypress
BA	Banana
BS	Bursera
BSR	Bursera
CD	Chinese Dogwood
CS	Chinese Silver Birch
CU	Chinese Umbrella
EJ	Japanese Elm
FD	Japanese Fern Tree
JI	Jatropha
LCR	Litchi Transplant
LI	Lilac Transplant
MG	Myrtle
MZR	Magnolia
PA	Palm
PL	Plant
PR	Prunella
QV	Quercus
QVR	Quercus
PALM TREES	COMMON NAME
AP1	Adiantum
CN	Chinese
PD	Palm
PE	Palm
RE	Royal
RR	Royal
RRR	Royal
SL	Sabal
SP	Spade
TR	Trident
VM	Single
VM3	Triple
WR	Wax

NOTE: SEE SHEET L 206 FOR FULL PLANTING SCHEDULE



NOTE: ABOVE GROUND AIR CONDITIONING UNITS AND ALL OTHER ABOVE GROUND UTILITIES SHALL BE SCREENED PER DETAIL A/L 205

<p><b>Kimley»Horn</b></p> <p>1228 S.W. 10TH AVE. SUITE 200 MIAMI, FL 33135 TEL: 305.575.1111 WWW.KIMLEY-HORN.COM</p>		<p>DATE: 11/18/2017</p>
<p>LANDSCAPE TREE PLAN</p>		<p>DATE: 11/18/2017</p>
<p>MIDTOWN DELRAY PREPARED FOR HUDSON HOLDINGS</p>		<p>FLORIDA</p>
<p>SHEET NUMBER L 201</p>		<p>DELRAY BEACH</p>



## LANDSCAPE TREE PLAN

0-CHD BY
CAN BY
DSCN BY
SCALE AS SHOWN
DATE CGT 2017
K&A PROJECT 14GJ35000
LICENSED PHOTOGRAPHY

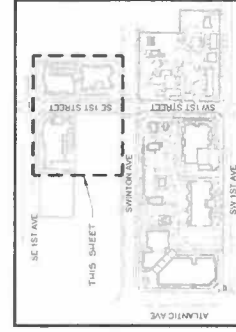
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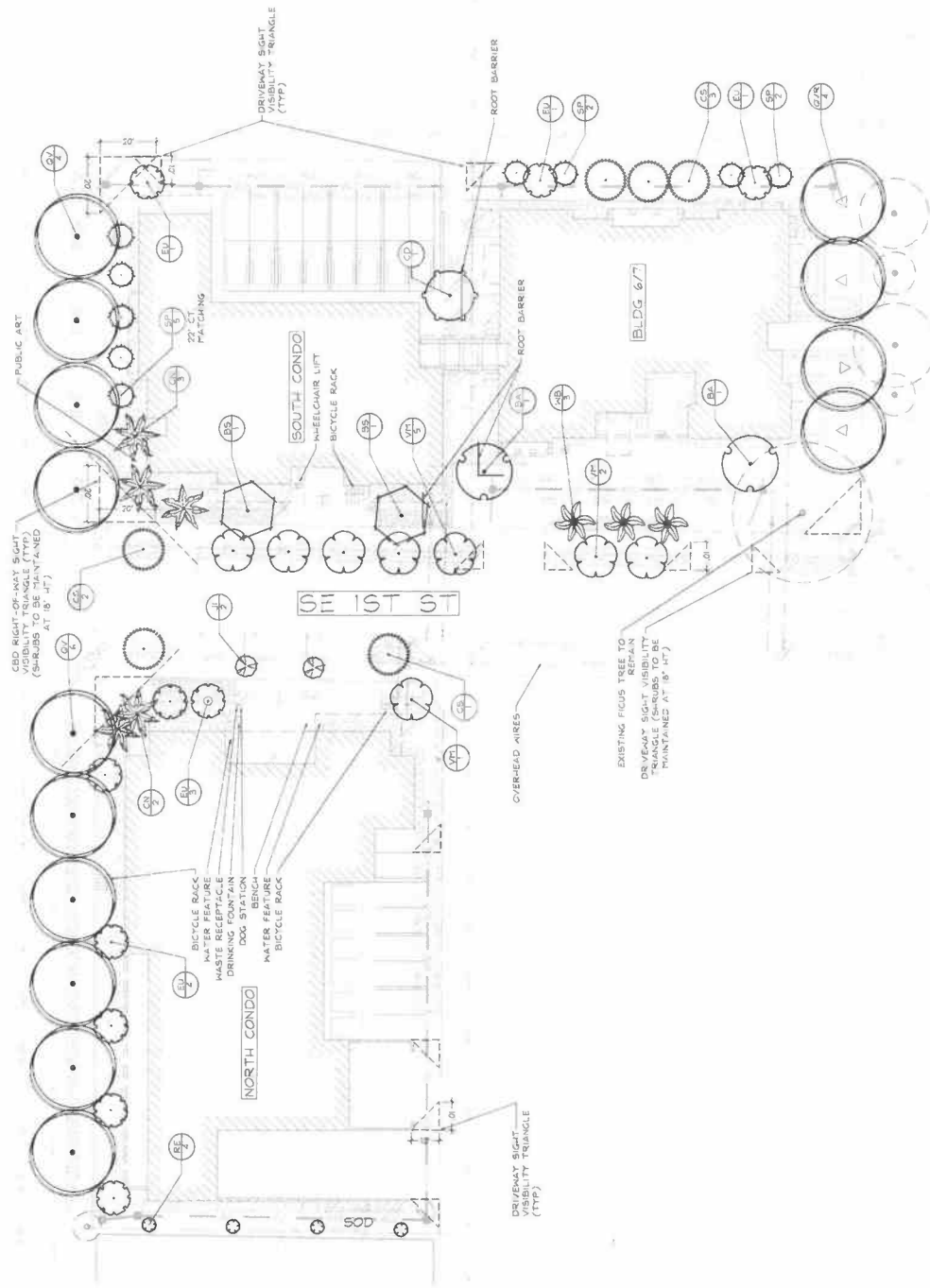
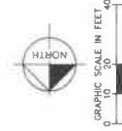
## PLANT SCHEDULE

COMMON NAME	SCIENTIFIC NAME	USDA HARDINESS ZONES
Boxelder	<i>Achillea Millefolium</i>	3-8
Butterfly Bush	<i>Buddleia Lindleyana</i>	5-9
Carolina Allspice	<i>Elaeagnus Argentea</i>	7-9
Chinese Elm	<i>Ulmus Parviflorus</i>	4-9
Chinese Wisteria	<i>Wisteria Sinensis</i>	4-8
Common Nettle	<i>Urtica Dioica</i>	3-9
Cornus	<i>Cornus Alba</i>	4-8
Cornus	<i>Cornus Stolonifera</i>	4-8
Cornus	<i>Cornus Rugosa</i>	4-8
Cornus	<i>Cornus Canadensis</i>	4-8
Cornus	<i>Cornus Mas</i>	7-9
Cornus	<i>Cornus Florida</i>	7-9
Cornus	<i>Cornus Amomum</i>	7-9
Cornus	<i>Cornus Nutans</i>	7-9
Cornus	<i>Cornus Alana</i>	7-9
Cornus	<i>Cornus Stolonifera</i>	7-9
Cornus	<i>Cornus Rugosa</i>	7-9
Cornus	<i>Cornus Canadensis</i>	7-9
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NOTE: SEE SHEET L 200 FOR FULL  
PAINTING SCHEDULE

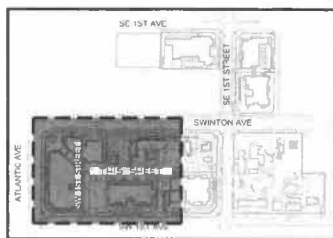
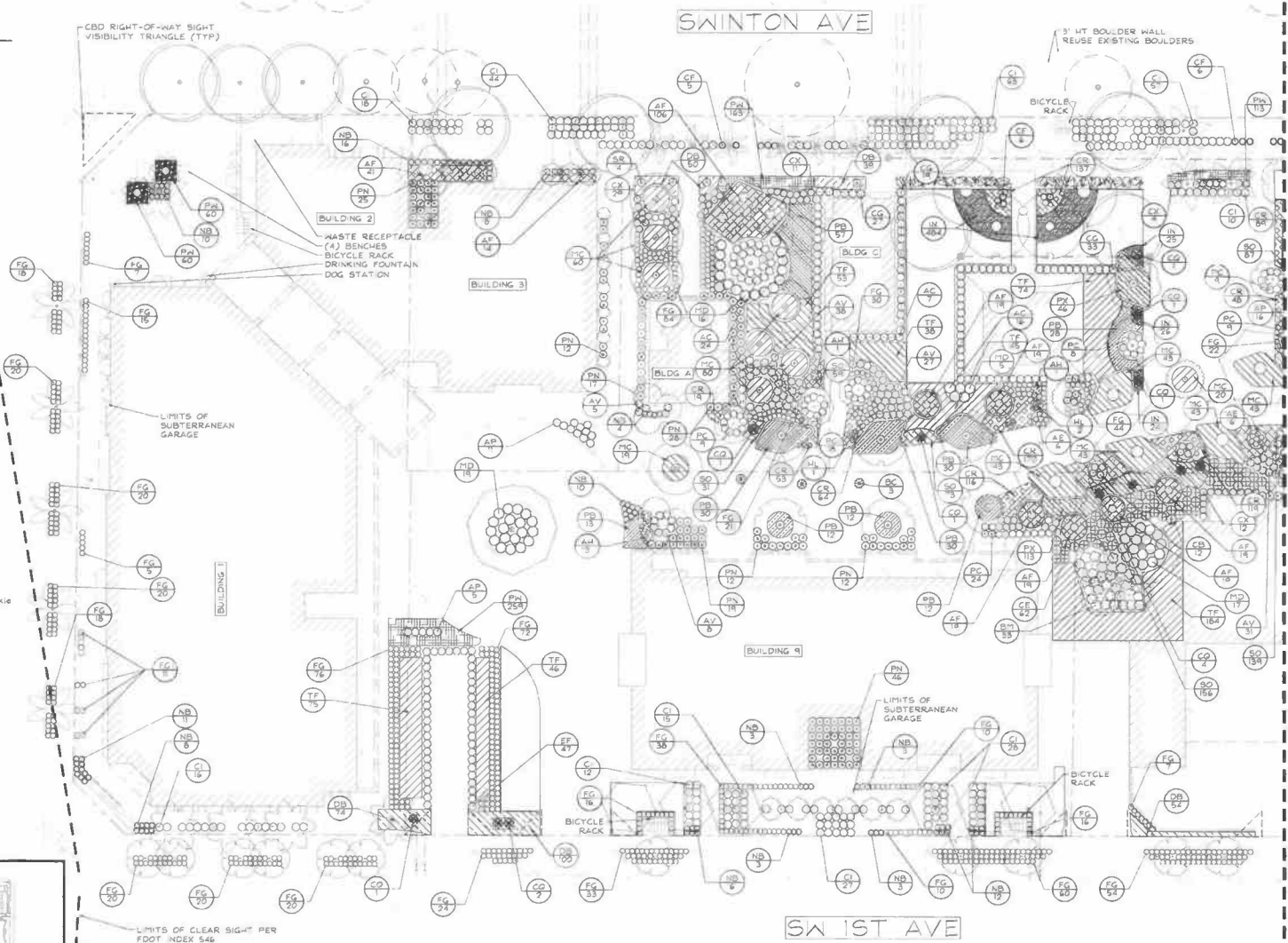


NOTE  
ABOVE GROUND AIR CONDITIONING UNITS  
AND ALL OTHER ABOVE GROUND UTILITIES  
SHALL BE SCREENED PER DETAIL A/L 205



SUBURBS	COMMON NAME
AC	Casperleaf
AE	Cast Iron Plant
AN	Charlie Plant
AP	Red Ginger
AR	Roseberry Bromeliad
AV	Variiegated Shell Ginger
BC	Dwarf Buddha Belly Bamboo
BF	Seasore Bamboo
CB	Black Magic Ti
CE	Black Elephant Ear
CF	Auntie Lay Ti
CG	Small Leaf Clusia
CI	Red Tip Coccophium
CQ	Queen Emma's Crinum
CF	Gold Dust Croton
EX	Spanish Stepper
FG	Green Island Ficus
HL	Leobster Claw Heliconia
HP	Fire Bush
UD	Spllt Leaf Philodendron
NB	Fireball Bromeliad
PC	Raja Congo Philodendron
PN	Willa Coffee
SR	Bird Of Paradise
<b>SUBURB AREAS</b>	
AF	COMMON NAME Myers Ficusli Fern
MC	Pink Mundy Grass
PB	Burla Marx Philodendron
PX	Xanadu Philodendron
TF	Dwarf Falcatachense Grass
<b>GROUND COVERS</b>	
CR	COMMON NAME Kauai Pink Madagascar Periwinkle
DB	Blueberry Flax Lilly
IN	Dwarf Yaloun
LM	Emerald Goddess Liriope
PW	White Pentas
SO	Ground Orchid
SOD	Florum Star Augustine Sod

NOTE: SEE SHEET L 206 FOR FULL PLANTING SCHEDULE



A graphic scale in feet showing 0, 10, and 20 feet. Above the scale is a north arrow pointing upwards, with the word "NORTH" written vertically next to it.

NOTE:  
ABOVE GROUND AIR CONDITIONING UNITS  
AND ALL OTHER ABOVE GROUND UTILITIES  
SHALL BE SCREENED PER DETAIL A/L 205

[illegible]

**Kimley»Horn**

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PH: 415/348-7500 • FAX: 415/348-7501  
[WWW.KIMLEY-HORN.COM](http://WWW.KIMLEY-HORN.COM) • CA 00000006

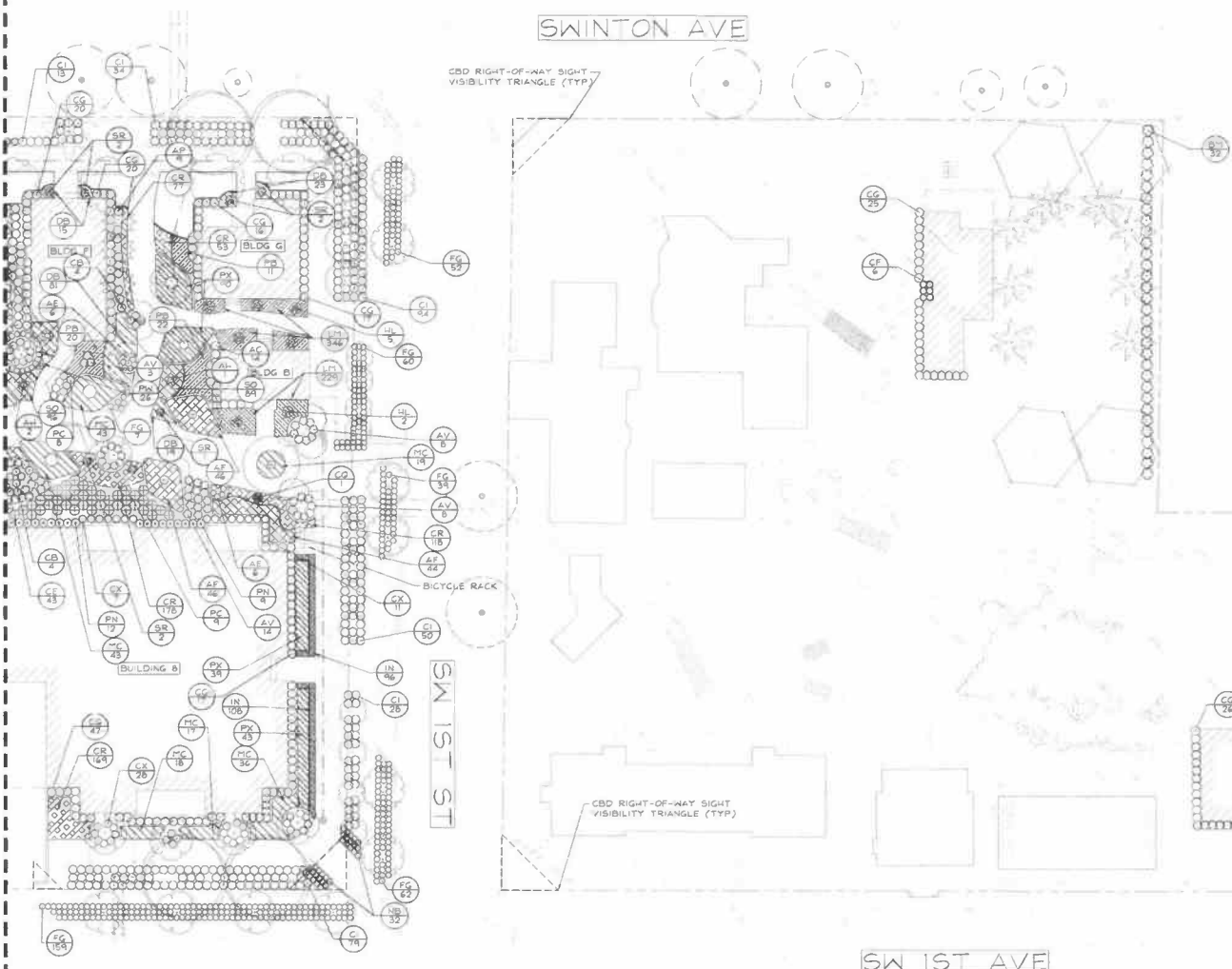
KHA PROJECT 1401350000	DATE OCT 17	SCALE AS SHOWN DESIGNED BY	LICENSED PROFESSIONAL CHA HAN D HUGH, FLA FLORIDA LICENSE NUMBER A 6666795 DATE 11/6/2007
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LANDSCAPE  
SHRUB PLAN

MIDTOWN DELRAY  
PREPARED FOR  
HUDSON HOLDINGS  
FLORIDA  
DELRAY BEACH  
SHEET NUMBER  
L 203



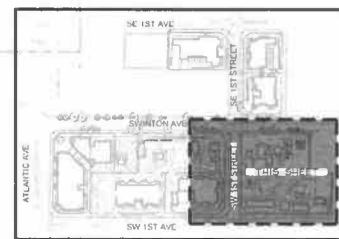
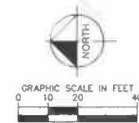
MATCHLINE - SEE SHEET L 203



PLANT SCHEDULE

SHRUBS	COMMON NAME
AC	Copperleaf
AE	Cast Iron Plant
AH	Chenille Plant
AP	Red Ginger
AR	Raspberry Bromeliad
AV	Variegated Shell Ginger
BC	Dwarf Buddha Belly Bamboo
BM	Seabreeze Bamboo
CB	Black Magic Ti
CE	Black Elephant Ear
CF	Auntie Lou Ti
CG	Small Leaf Clusia
CI	Red Tip Coccoloba
CO	Queen Emma Crinum
CX	Gold Dust Croton
EF	Spanish Stepper
FG	Green Island Ficus
HL	Lobster Claw Heliconia
HP	Fire Bush
HD	Split Leaf Philodendron
NB	Fireball Bromeliad
PC	Royal Congo Philodendron
PN	Wild Coffee
SR	Bird of Paradise
SHRUB AREAS	COMMON NAME
AF	Myers Foxtail Fern
MC	Pink Muntz Grass
PB	Burle Marx Philodendron
PX	Xanadu Philodendron
TF	Dwarf Fakahatchee Grass
GROUND COVERS	COMMON NAME
CR	Koussie Pink Madagascar Periwinkle
DB	Blueberry Flax Lily
IN	Dwarf Yucca
LM	Emerald Goddess Liriod
PN	White Pansies
SO	Ground Orchid
SOD	Floratum St. Augustine Sod

NOTE: SEE SHEET L 204 FOR FULL PLANTING SCHEDULE



NOTE: ABOVE GROUND AIR CONDITIONING UNITS AND ALL OTHER ABOVE GROUND UTILITIES SHALL BE SCREENED PER DETAIL A/L 205

<b>Kimley»Horn</b> <small>2275 W. 10TH AVE., SUITE 200, WEST PALM BEACH, FL 33411          PHONE: 561-833-7755          WWW.KIMLEY-HORN.COM CA 00000668</small>		REVISIONS	DATE
LICENSED PROFESSIONAL CIVIL ENGINEER OCT 2017 SCALE: AS SHOWN DESIGNED BY: [Signature] DRAWN BY: [Signature]		DATE: 11/6/2017	
<b>LANDSCAPE SHRUB PLAN</b>		MIDTOWN DELRAY PREPARED FOR HUDSON HOLDINGS DELRAY BEACH, FLORIDA	
SHEET NUMBER <b>L 204</b>		OF 204	



NOTE:  
ABOVE GROUND AIR CONDITIONING UNITS  
AND ALL OTHER ABOVE GROUND UTILITIES  
SHALL BE SCREENED PER DETAIL 4/L 205