

September 28, 2020

**VIA HAND-DELIVERY & E-MAIL**

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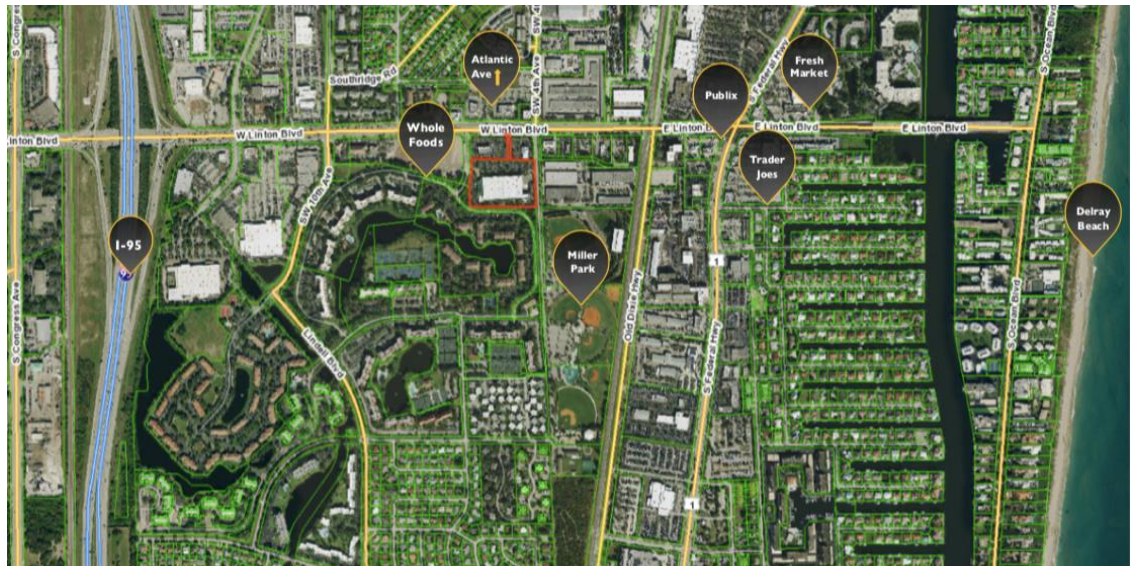
**Re: Project Name – The Linton**  
**Property Address – 510 West Linton Boulevard 100, Delray Beach, FL 33483**  
**Property Owner – NCC Rosebud Two, LLC (“Applicant” or “Owner”)**  
**PZB Conditional Use (Multi-Family) Application Narrative**

Dear Ms. Gianniotas:

The proposed redevelopment is of an existing underutilized shopping center into a multi-family residential project (hereafter “The Linton” or “Project”) located at the southwest corner of Linton Boulevard and SW 4<sup>th</sup> Avenue (hereafter the “Property”). The proposed redevelopment will replace an existing 78,399 square-foot general commercial building with a 277-unit multi-family building with a fully contained and screened parking garage. Pursuant to LDR Section 4.4.12(B)(1), the PC zoning district allows all the same uses as the GC zoning district. Multi-family residential development is permitted in GC as a conditional use. *LDR Section 4.4.9. (D)(18)*. Accordingly, the Applicant is seeking conditional use approval of the Project. In conjunction with the attached PZB application and submittal package, below is a detailed description of the Property, the proposed redevelopment project and the requested conditional use.

**I. ENTITLEMENT BACKGROUND, PROPERTY & PROJECT DESCRIPTION**

The Project is proposed to be located at 510 W Linton Boulevard 100, Delray Beach, Florida 33483 (Parcel No. 12-43-46-29-51-001-0000; hereafter “Parcel A”). *See highlighted aerial below outlining Parcel A.*



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Parcel A is part of the New Century Commons Plat (Plat Book 65, Page 21)(the “Plat”), which is made up of three parcels – Parcel A, Parcel B and Parcel C (collectively “the Parcels”). The Parcels totaling 9.3480 acres (407,199 square feet) are currently developed as a shopping center, consisting of a 7,420 square-foot general commercial multi-bay building outparcel (Parcel B), a 3,339.70 square-foot bank outparcel (Parcel C), and a 78,399 square-foot general commercial three-bay anchor building (Parcel A).

Parcel A is the most southern parcel of the Plat and has residential to the south of it with Parcel B and Parcel C to the north of it. Current tenants of Parcel A are PetSmart and Guitar Center. Sports Authority and Orchard were previous anchor tenants in the third bay, but both retailers have since gone bankrupt and vacated this primary anchor bay. While the Applicant has been marketing the space since Orchard’s bankruptcy, we have been unable to secure not only a long-term tenant for the entire space, but also a Comparable Tenant as defined by both PetSmart and Guitar Center’s leases. Most recently, World of Décor licensed this third retail bay through a month-to-month below market license, but during COVID-19 and the government shutdowns, this tenant has since vacated. To date, the bay remains vacant despite our best efforts to lease it out. As noted in multiple news sources and industry publications, big box retail has been struggling for some time – simply unable to compete with Amazon and online pricing. And with COVID-19 government closures, retail has taken an even harder hit and as we are seeing from the multiple bankruptcies, many retailers will not come back.

Parcel B, located at 520 W Linton Boulevard 101, Delray Beach, Florida 33483 (Parcel No. 12-43-46-29-51-002-0000; hereafter the “Parcel B”), fronts Linton Boulevard on the northwest corner of the Plat. The existing use is commercial (retail and restaurant) and current tenants are Cream, AT&T, & Chipotle. Each of these tenants requested rent relief at the on-set of the COVID-19 government closures. With some minor common area landscaping and circulation improvements, this commercial outparcel will remain once the Project is built as part of an overall mixed-use development to compliment the proposed residential.

Parcel C is located at 500 W Linton Boulevard, Delray Beach, Florida 33483 (Parcel No. 12-43-46-29-51-003-0000; hereafter the “Parcel B”) and fronts Linton Boulevard on the northeast corner of the Plat. The existing use is commercial and the current tenant is PNC Bank. This commercial outparcel will remain once the Project is built as part of an overall mixed-use development to compliment the proposed residential.

The Property has a land use designation of General Commercial and is zoned Planned Commercial (PC). In terms of the zoning of this area, to the north is General Commercial (GC) and Professional Office District (POD); to the south is Special Activities District (SAD); to the east is GC and Industrial (I); and to the west is PC.

The Property is centrally located. It is roughly a mile from the beach, three-quarters of a mile to I-95 and half-a-mile to U.S. 1. It is a 5-minute car drive to Atlantic Avenue/Delray’s Downtown Core. It is directly adjacent to Whole Foods and a plethora of neighborhood retail stores, restaurants and personal services. Less than half of a mile east of the Property is Trader Joe’s, Publix, Fresh Market, neighborhood retail, personal services and fitness options. To the southeast, is a 32-acre park and a 11.64 conservation area. Several hospitals, as well as FAU and Lynn University, are within a six to seven-mile drive of the Property. The Tri-Rail Station is roughly two miles from the Property and the planned Boca Raton Brightline Station is 4.7 miles from the Property. There are multiple PalmTran stops within walking/biking distance of the Property and a Park & Ride Stop at the nearby Tr-Rail Station.

The Property (all three parcels) originally contained a 187,218 square foot building constructed in 1990 for Costco. In 2007, a Class IV Site Plan Modification was approved for partial demolition of the old Costco building and conversion of roughly 72,500 square feet for multi-tenant retail use along with the two outparcel buildings. The most recent Site Plan Modification, in March 2017, was a Class IV for Orchard Supply Hardware

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(2017-066), which approved an addition to the structure on Parcel A, along with parking lot and landscaping modifications to the overall Property. Again, the existing multi-parcel development consists of the 7,420 square-foot three-bay building front outparcel, the roughly 3,340 square-foot bank outparcel, and the 78,399 square-foot multi-bay anchor tenants building in the rear.

The proposed height of 60' (measured to architectural roof elements) and 52'-6" (measured to flat roof) is broken up into five stories. While the 5-story/277-unit Project can be built within the 48-foot maximum height limit of the PC zoning district, the Applicant would like to build a more superior residential product with higher ceilings (10' ceilings on the ground floor, 9' ceilings on floors 2-5, plus architectural design elements above the flat roof).

Based on a market study we commissioned on housing in Delray, the Project will have a mix of unit sizes. Specifically, 36 studios, 112 one bedrooms, 118 two bedrooms and 14 three bedrooms. The units will range in size from 575 square feet to 1275 square feet. **The Applicant is proposing a mixed-income housing development with 20% of the project density designated as workforce housing units, which shall be located on-site for a variety of income levels.**

Some additional key site plan data from the SPRAB Class V application is highlighted below.

The proposed residential structure will only occupy 37.4% of the Property and it has a FAR of 1.38. In terms of setbacks, the required front setback is 10' and the Project has a 51'2" front setback. The required side and rear setbacks are 10', and the Applicant is proposing 20' and 25' for the side and rear respectively. The third-story amenity deck directly adjacent to the residential to the south has setbacks ranging from 70-90'.

In terms of parking, the Project requires 533 parking spaces for the apartment building, which the Applicant is proposing to provide 494 of in the completely screened (on all four sides) parking garage with the remainder spaces located on the surface adjacent to the Project. The existing commercial coupled with the proposed multi-family Project thus requires 616 parking spaces. The Applicant is proposing 674 parking spaces, which is a **surplus of 58 parking spaces.**

Additionally, the Applicant will be providing ample bicycle storage facilities for its residents and visitors. At the entrance, is a secure, air-conditioned 1,063 square foot bike storage room, which can hold roughly **60 bicycles.** As discussed herein, promoting a multimodal lifestyle is key in some of the design decisions such as this. Having a bike storage room at the entrance eliminates the need for residents to store their bikes in their apartments and carry them through the building. There will also be **private storage available through-out the building for private bike storage as well as the bike racks in the common areas.** Given the nearby uses, residents can bike for recreation or to access commercial retailers and restaurants, handle their daily necessities and services or to employment. Having secure bike storage is key to promoting that.

**A significant effort was put into the overall design and how the proposed apartment building would complement and tie into the overall Property (commercial parcels in the front) as well as the adjacent properties. From structure lay-out, to architecture, to multi-modal design decisions, to amenities, to landscaping and pedestrian connectivity – each design decision was made to support and intended Comprehensive Plan Goal and/or to meet and/or exceed the LDRs.**

For example, the two-story parking garage is completely hidden from view. It is lined on all four sides of the building with residential units and topped with the Amenity Deck and residential units. Each of the ground level units – on all four sides – have private patio entryways to give the appearance of townhome units rather than

a 5-story apartment unit. This design is repeated on all four sides so there is no back-of-house or rear facing the residential to the south, unlike the existing commercial building.

**Much effort was put into the pedestrian connectivity – not only to the commercial parcels in the front of the Property to reflect a mixed-use development, but also to the adjacent properties and uses to encourage multimodal, non-vehicular behavior.** The Project has an **oversized linear green space lining all sides of the structure and a paved multi-modal promenade to the north.** The width of the linear green spaces ranges from 25' to 65' at its widest feet and includes a 5' wide sidewalk, a Tot Lot, and a dog park (we also have pet spa in the interior adjacent to the dog park). **The total square footage of this linear green space is 45,000 square feet.**

The tree species and lay-out was designed in order to **maximize shade to encourage the residents to walk or bike to Miller Park or to Whole Foods or to lunch at Chipotle or to PNC Bank.** We **lined all the pedestrian passageways and sidewalks with canopy trees to provide adequate shading as well as natural wayfinding to enhance non-vehicular connectivity.**

The chart below lays out the landscaping data for what the Code requires and what we are proposing. Important to note, we **exceed every single requirement.** To highlight a few: we are required to provide 9,873 square feet of landscaped area and we are proposing 15,254; we are required to provide 57 perimeter trees and we are proposing 75; we are required to provide 68 native trees and we are proposing 99. *See table below for the complete breakdown of the landscape calculations.*

LANDSCAPE CALCULATION FORM MULTIPLE FAMILY, COMMERCIAL & INDUSTRIAL		
CITY OF DELRAY BEACH (561) 243-7200		
A	TOTAL LOT AREA	407,199 S.F.
B	STRUCTURES, PARKING, WALKWAYS, DRIVES, ETC.	283,092
C	TOTAL PERVIOUS LOT AREA $C = (A - B)$	124,107
D	AREA OF SHRUBS AND GROUND COVERS REQUIRED $D = (C \times .30)$	37,321
E	AREA OF SHRUBS AND GROUND COVERS PROVIDED	37,692
F	NATIVE VEGETATION REQUIRED $F = (PLANTS \times .25) (15,263) \times .25 =$	3,816
G	NATIVE VEGETATION PROVIDED	5,396 (35%) + EX. TREES
H	TOTAL PAVED VEHICULAR USE AREA	96,736
I	TOTAL INTERIOR LANDSCAPE AREA REQUIRED $I = (H \times .10)$	9,673.60
J	TOTAL INTERIOR LANDSCAPE AREA PROVIDED	15,254
K	TOTAL INTERIOR SHADE TREES REQUIRED $K = (I / 125 \text{ S.F.})$	79
L	TOTAL INTERIOR SHADE TREES PROVIDED	85
M	TOTAL LINEAR FEET SURROUNDING PARKING OR VEHICULAR USE AREAS*	1,420
N	TOTAL NUMBER OF PERIMETER TREES REQUIRED $N = (M / 30)$ $N = (M / 25)$ IF ADJACENT TO PROPERTY IN RESIDENTIAL USE	57
O	TOTAL NUMBER OF PERIMETER TREES PROVIDED	75
P	TOTAL NUMBER OF EXISTING TREES TO BE SAVED OF SITE	93 Trees 49 Palms
Q	TOTAL NUMBER OF NATIVE TREES REQUIRED $Q = [(K + N) \times .50]$ $136 \times .50 =$	68
R	TOTAL NUMBER OF NATIVE TREES PROVIDED NOTE: ADDITIONAL TREES AND PALMS IN ADJACENT PARCELS NOT INCLUDED	35 Trees+56 Palms (18) + 46 Existing =99
S	TOTAL NUMBER OF TREES ON PLAN PROVIDED NOTE: ADDITIONAL TREES AND PALMS IN ADJACENT PARCELS ARE INCLUDED	261 Trees 105 Palms

Perhaps an even more important metric than the area calculation of the ground floor landscape area, is the canopy coverage from the trees and palms that the proposed design achieves. “Trees have enormous long-term benefits for our environment. They clean our air and water, reduce energy costs, increase property values, improve health and well-being, and generate business.” *Community Greening Corp.*, <https://communitygreening.org/about-us/>. “Trees moderate the effects of sun, wind, and rain; buffer and screen out noise or air pollution; and improve the appearance of individual lots, neighborhoods, and communities.” *American Planning Association*, <https://www.planning.org/pas/reports/report236.htm>. And in sunny South Florida, pedestrian and bike pathways receive more active users when ample shading is provided.

The ground level **tree canopy** of The Linton covers roughly **146,900 square feet – almost 40% of the Property**. **On the 60,000 square foot Amenity Deck**, the planting beds were intentionally left small to maximize the walkable footprint, but the addition of the trees species and sizes in oversized pots and in the perimeter planting provides **41,400 square feet of shade coverage** that will reduce urban heat island roof effect and create a comfortable outdoor atmosphere for the residents and guests. The lay-out of the trees on the Amenity Deck also provides a floating forest view for the neighboring properties (while also mitigating noise impacts).

**The existing site has a tree canopy of only 18%.** We are proposing a tree canopy for the ground level of 36%. When you add in the lush amenity deck, **the overall site (ground plus amenity) will have a tree canopy of just under 50%.** All in, we are proposing 366 trees (261 canopy trees and 105 palms).

As far as the tree types: We have 12 species proposed in addition to the existing trees. Of those, six are native: Live Oak, Autograph Tree, Pigeon Plum, Sea Grape, and Green Buttonwood. Non-Native we are proposing Bulnesia and Crepe Myrtles as ‘flowering trees’ as well as Ligustrum and Japanese blueberry as ‘evergreen’ trees.

With regards to the 60,000 square foot third-level Amenity Deck, much focus was put into providing the residents their own resort-level destination in order to meet their **recreation and open space needs, and to support a healthy living lifestyle.** Multiple outdoor seating and dining areas, multiple outdoor kitchen areas, multiple flex areas for working out or lounging or recreation both covered and uncovered, cabanas, a pool and spa, a 2,670 square foot clubhouse, and a 2,670 square foot state-of-the-art fitness studio with additional flex space in front of it for expanded outdoor work-out classes. Again, as shown in the landscape plans and amenity deck site plan, much focus was given on the type of species and lay-out as well as architectural features/shade structures in order to maximize shading and outdoor use of this amenity deck. Lastly, certain architectural elements and landscaping of this amenity deck was also focused on providing screening and aesthetic appeal to the residential neighbors to the rear (i.e., planters, tree placement, stepbacks, trellises, etc).

The design also includes certain amenities that enhance the livability and functionality of the Project, which supports enhanced housing options for renters. For example, at the entrance and adjacent to the internal, covered drop-off area is an oversized mail and package center. Even prior to COVID-19, apartment and condo buildings were including oversized package rooms to deal with the Amazon/delivery driven culture we have embraced. The storage room will be secure, and residents will be provided alerts when they have a package.

At the entrance is the leasing center with a second-floor business center/cybercafé for the residents. In the business center, residents will have access to computers, printers and internet service. This gives an on-site option to individuals that do not have computers or internet in their homes.

As mentioned above, we also have individual storage units through-out the Project for residents interested in additional storage. From the housing studies the City has done as well as the market study we commissioned, many of the residents and future residents of our City are empty nesters/baby boomers, who are downsizing usually from a single-family home. Having additional storage available makes this transition easier.

In terms of traffic, the Applicant had a traffic study commissioned (“Traffic Study”), which it submitted to Palm Beach County for traffic concurrency review. The Traffic Study was completed in accordance with the requirements in the Traffic Performance Standards (TPS) adopted by Palm Beach County and trip generation rates from Palm Beach County were used to estimate the Project’s traffic impacts. The Traffic Study shows that the proposed redevelopment results in a trip **reduction** from the existing use.

Further, PBC’s TPS has two tests to determine the impact of a proposed development. Test 1 is the project build-out test and intersection analysis. Test 2 addresses the total traffic anticipated at the end of five years. The Traffic Study showed that the Project satisfied Test 1 and Test 2 requirements in PBC’s TPS. PBC reviewed the Traffic Study and on June 23, 2020 issued a letter finding that “the proposed development **meets** the Traffic Performance Standards of Palm Beach County.” *Both the Traffic Study and the County’s letter is attached with this submittal package.*

The Project will be located on Parcel A. However, there will be site changes to all three parcels with regards to the common areas. Specifically, the access drives off of SW 4<sup>th</sup> Avenue and Lavers Circle shift slightly to the south, which improves traffic circulation and access. All three parcels will have landscape changes including the entrance and entry drive off of Linton. Much of these landscaping changes was to increase the tree canopy (from 18% to 36% on the ground level alone) as well as to improve site circulation and pedestrian connectivity. The redesigned pedestrian pathways and sidewalks connect the residential building to not only the from commercial parcels but also to the adjacent uses in order to encourage residents to walk and bike to these nearby uses rather than drive.

Regarding parking, Parcel A will have an increase in parking, but Parcels B and C will have a decrease to account for revised landscaping, redesigned drive aisles, pedestrian/bike connectivity and common area elements (both outparcels have a surplus of parking for their uses so the slight decrease does not impact required parking and again, there will be an overall parking surplus of 58 parking spaces).

In terms of architecture, The Linton is designed in a Florida Vernacular style. While the PC Zoning District does not contain required architectural styles like the CBD zoning district, we have chosen to design a Project consistent with the CBD Design Guidelines for this type of architectural style.

“Key Massing Elements of the Florida Vernacular language display one to three volumetric components.” *Delray Beach Central Beach District Architectural Design Guidelines, prepared by Treasure Coast Regional Planning Council and adopted December 8, 2015, page 15.* “If more than one building volume is used, different roof pitch orientation and building placement distinguish among them.” *Id.*

“Massing utilizing three building volumes frequently establishes a symmetrical composition.” *Id.* “The main building façade has a regular rhythmic pattern set by the intercolumniation of the porch and continued by the vertically proportioned windows and doors.” *Id.* “The façade is composed of repetitive bays and a limited palette of window and door sizes.” *Id.*

Florida Vernacular has “horizontal siding...[and] simplified classical detailing and trim.” *Id.* at 11. “Distinguishing elements of the Florida Vernacular Architecture can also be found at the top.” *Id.* “[A] pitched roof, typically occupiable, [defines] the top.” *Id.* Elements such as...viewing terraces, articulated...caps...and dormers generally populate the tops of the buildings.” *Id.* Other elements include a sloped, metal roof with the gable end of the roof facing the street. *Id.* at 11. “The base always incorporates a porch or arcade or provides shade from a projecting second story balcony or awning that are integral elements of the building.” *Id.*

The massing of the proposed structure is broken up first to appear as two separate 5-story buildings with a 2-story structure in between (the “separation” between the two residential buildings is 88’-4”). Each separate “structure” then has a symmetrical and repetitive pattern utilizing certain design elements to further break up the massing, provide articulation and define three distinct individual components.

In addition to the banded flat roof, there are three different tower features to not only provide visual interest from Linton Boulevard, but also to be consistent with Florida Vernacular architecture. To further distinguish the building articulation and rhythmic pattern, certain building components have a metal roof accent. The metal is also consistent with this architectural style.

Windows and sliding glass doors are again designed and laid-out in a symmetrical and repetitive pattern. Significant glazing at the main entry and single light windows and sliding glass doors will allow for



maximum daylight to enter the dwelling units while at the same time complimenting the contemporary interiors planned for this multi-family Project.

Consistent with the Florida Vernacular architecture, the Project includes design elements such as horizontal siding, projected balconies, brackets, trellises, articulated banding at flat roof line, crown moldings, awnings, decorative railings and Bahama shutters. Each of the ground floor units on all four sides of the building have porches. There are balconies and trellises through-out that not serve as decorative elements but also serve to break up the massing and further the building's rhythmic pattern.

The color palette is white on white to emphasize the detailing and massing of the buildings, which has steps and offsets for façade relief. The all white color palate serves as a visual contrast to the significant landscaping and greenery planned at the ground level and the upper level amenity deck as well as to provide a visible backdrop behind the commercial outparcels lining Linton Boulevard.

## **II. CONDITIONAL USE**

The PC zoning district allows all the same uses as the GC zoning district. *LDR Section 4.4.12(B)(1)*. Multi-family residential development is permitted in GC as a conditional use. *LDR Section 4.4.9(D)(18)*. Accordingly, the Applicant is seeking conditional use approval of a multi-family residential project.

For Conditional Use applications, in addition to the provisions of Chapter 3, the City Commission must also make findings that establishing the Conditional Use will not:

- (a) Have a significantly detrimental effect upon the stability of the neighborhood within which it will be located;
- (b) Hinder the redevelopment of nearby properties. *LDR Section 2.4.5(E)(5)*

**For the reasons setforth herein, the proposed conditional use shall not have a detrimental effect on the stability of the neighborhood, but rather it shall improve it. It will also encourage the redevelopment of nearby properties primarily because it not only results in reduced traffic impact from the existing use, but also it improves the harmony and aesthetics of the area, and more importantly furthers the Goals, Objectives and Policies of the 2020 Comprehensive Plan.**

“The ultimate goal is to provide housing in Delray Beach through complete, stable and attractive neighborhoods that contain quality, affordable, and accessible housing choices that serve all income levels and age groups and that preserve and reinforce livability, character and the special sense of place of Delray Beach.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 1*. “A wide range of high-quality housing is one of the most integral components for any City to thrive.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 1*. “[P]roviding quality affordable housing opportunities for existing and new residents at all income levels will be of primary importance for the City of Delray Beach in fulfilling its goals regarding community and quality of life.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 28*.

The increase of non-traditional family, married couples without children, and single person households' signals “increasing demand for housing other than single-family detached units.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 4*. “Similar to the national trend, the average number of persons per household in Delray has declined...a decline average household size creates a greater demand for additional housing units than a larger household size, as more units are needed to absorb population growth.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 5*.



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“Delray Beach is 98% developed with few remaining large parcels available for residential development.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 26.* “[A]n estimated 5,471 additional housing units will be needed to accommodate the anticipated population growth.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 26.* “Potential options to expand the housing supply include redevelopment of underutilized parcels where the potential to obtain higher densities exists.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 26.* “Higher density developments will be most beneficial to its residents and the City when located near job centers, commuter rail service, and existing and planned transit corridors.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 27.*

“By offering incentives...Delray Beach can encourage superior projects that deliver numerous community benefits. These benefits can include affordable housing, great design that beautifies our City and creates lively public places...” *Always Delray 2020 Comprehensive Plan, Housing Element, page 27.* “Density bonuses, expedited processing, fee waivers, and parking reductions are the most common [incentives] to meet affordable housing requirements provided by the private sector.” *Always Delray 2020 Comprehensive Plan, Housing Element, page 30.*

Some Comprehensive Plan Housing Policies are laid out below that are applicable to the Project.

- Encourage walking, bicycling and transit use to benefit people of all ages, as a means to encourage social interaction and provide a sense of place in new developments and neighborhood improvements. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 1.1.4.*
- Provide opportunities for residential development to accommodate the housing needs of existing and future residents. *Always Delray 2020 Comprehensive Plan, Housing Element, Objective HOU 3.1.*
- Create and update an inventory of land suitable for residential development, including vacant land and underutilized land suitable for infill/redevelopment opportunities, every two years. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 3.1.7.*
- Expand the housing supply by allowing different unit types in a variety of locations. *Always Delray 2020 Comprehensive Plan, Housing Element, Objective HOU 3.2.*
- Allow a variety of housing types to reflect the needs of all household types, including...rental...opportunities.” *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 3.2.1.*
- Support innovative use of higher density in detached and attached housing which maintains usable open space, while providing larger living spaces. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 4.1.7.*
- Promote healthy, safe, and environmentally sustainable housing that is adaptable to changing conditions and diverse households. *Always Delray 2020 Comprehensive Plan, Housing Element, Objective HOU 4.2.*
- Encourage housing that supports sustainable development patterns by promoting the efficient uses of land, conservation of natural resources, easy access to public transit or other efficient modes of transportation, access to services and parks, efficient design and construction practices and the use of renewable energy resources. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 4.2.6.*
- Continue to require new development to include open space and recreational amenities that promotes and encourages healthy living. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 4.2.9.*
- Encourage residents and property owners to plant and maintain trees on their own property to increase air quality. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 4.2.10.*
- Support housing options which ensure equitable access and elimination of disparities for all residents and household types. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 5.1.*

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- Encourage construction of mixed-income housing developments to avoid a concentration of affordable units in one development or neighborhood and provide a full range of residential unit types and prices. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 5.1.1.*
- Expand and diversify Delray Beach's housing stock. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 6.1.*
- Promote mixed-income development in areas with access to amenities including parks, recreational and cultural facilities, transit services, employment centers and healthcare centers. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 6.1.3.*
- Implement incentives in the LDRs, such as increases in density, to establish workforce housing units within targeted areas. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 6.1.4.*
- Provide very-low, low, moderate, and high moderate income level housing opportunities through-out Delray Beach. *Always Delray 2020 Comprehensive Plan, Housing Element, Objective HOU 6.2.*
- Analyze and amend Workforce Housing regulations in the Land Development Regulations to implement the adopted comprehensive housing strategy. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 6.2.3.*
- Analyze areas targeted for workforce housing to determine opportunities for expansion and identify new areas which should be included. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 6.2.4.*
- Utilize incentives outlined in the workforce housing ordinance to develop additional workforce housing units. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 6.2.5.*
- Encourage a shared responsibility for the private sector to address workforce housing needs by offering incentives. *Always Delray 2020 Comprehensive Plan, Housing Element, Policy HOU 6.4.10.*

In the Comprehensive Plan's Housing Element's list of goals and recommendations to address Delray's housing shortage, the below items are applicable to the proposed Project.

- Maintain adequate sites for affordable housing to all residents by continuing and expanding the Workforce Housing Program and affordable housing initiatives.
- Continue to promote mixed use and mixed income development.
- Focus long-term development on the redevelopment of underutilized properties and provide support through...changes to the City's Land Development Regulations.
- Promote higher density detached and attached housing with usable private yard space.
- Encourage development that focuses on wellness and facilitates aging in place to provide options for the 55+ population. *Always Delray 2020 Comprehensive Plan, Housing Element, page 35.*

In addition to the goals, objectives and policies of the Housing Element, the below also supports the Project's consistency with the 2020 Comprehensive Plan.

- Establish the maximum density, measured in dwelling units per gross acre, for residential land use and mixed-use designations. The Standard density is the range of density allowed in the land use designation. The Revitalization/Incentive density is the maximum density that may be offered in the Land Development Regulations to achieve a certain common benefit in a specific area as part of an incentive program, or to implement the recommendations of an adopted redevelopment or neighborhood plan. *Always Delray 2020 Comprehensive Plan, Neighborhoods, Districts and Corridors Element, Policy NDC 1.1.7.*
- Increase in percentage of tree canopy coverage. *Always Delray 2020 Comprehensive Plan, Conservation, Sustainability & Resiliency Element, Goal CSR 1 Performance Standards.*

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- Improve neighborhood connectivity by connecting sidewalks and multi-use paths that lead to City parks and require new development and redevelopment to accommodate bicycle and pedestrian facilities and connections to existing development through the use of striped or buffered/marked bicycle lanes, cycle-tracks, parallel off-street paths and/or dedicated facilities. *Always Delray 2020 Comprehensive Plan, Conservation, Sustainability & Resiliency Element, Policy CSR 1.3.7.*
- If providing more connections cannot be achieved, linking pedestrian and bicycle routes should be a priority. *Always Delray 2020 Comprehensive Plan, Mobility Element, page 13.*
- One of the objectives of the City has been to develop a multimodal transportation system. In Delray Beach, these modes include walking, bicycling, transit, and automobile. *Always Delray 2020 Comprehensive Plan, Mobility Element, MBL DIA page 17.*
- Delray Beach's residents include a higher share of the population that already uses alternatives to single occupant vehicles for commuting purposes than many surrounding communities. *Always Delray 2020 Comprehensive Plan, Mobility Element, MBL DIA page 17.*
- Delray Beach has a significant bicycling community that uses bicycles for community, shopping, and recreational purposes. *Always Delray 2020 Comprehensive Plan, Mobility Element, MBL DIA page 13.*
- An overarching goal of the updated Mobility Element is to provide mobility options for all users, not just motorists. It is therefore imperative that Delray Beach's Goals, Objectives and Policies provide direction and guidance to provide opportunities to reduce the necessity for automobile travel, by enhancing the options and built environment for bicyclists, pedestrians, and transit users. *Always Delray 2020 Comprehensive Plan, Mobility Element, MBL DIA page 13.*
- Promote biking and walking through the provisions of context-sensitive Complete Streets, when appropriate, and a connected system greenways and trails that encourages recreational physical activity and exposure to the environment. *Always Delray 2020 Comprehensive Plan, Healthy Community, Policy HCE 1.7.5.*
- Study existing neighborhoods to determine if residents can easily access commercial retailers to obtain daily necessities, and if public facilities such as schools, parks, and transit stops are less than a five-minute walk from residents. *Always Delray 2020 Comprehensive Plan Healthy Community, Policy HCE 19.3.*
- Improve street design to encourage reduced vehicular speeds to increase and promote the safety of pedestrians and cyclists. *Always Delray 2020 Comprehensive Plan Healthy Community, Policy HCE 1.9.5.*
- Transform existing streets to accommodate multiple modalities, such as walking, biking, and operating low speed vehicles (golf carts) by using techniques such as complete street design, where appropriate, traffic calming, and building and landscape position to increase the sense of spatial enclosure of the street, etc. *Always Delray 2020 Comprehensive Plan, Healthy Community, Policy HCE 1.9.7.*
- Reduce exposure to excess ultraviolet rays by providing shade along sidewalks and pedestrians pathways and on playgrounds, and educating residents on the importance of sunscreen, clothing, avoiding peak sunlight hours for outdoor activity, and the need for adequate exposure to sunlight in order to avoid Vitamin D deficiencies without other health risks. *Always Delray 2020 Comprehensive Plan, Healthy Community, Policy HCE 3.2.2*
- Accommodate pedestrian circulation mixed-use and commercial projects with sidewalks and internal pathways. *Always Delray 2020 Comprehensive Plan, Healthy Community, Policy HCE 3.3.7.*
- Continue to require that property be developed or redeveloped or accommodated, in a manner so that the use, intensity and density are appropriate in terms of soil, topographic, and other applicable physical considerations; encourage affordable good and service; are complementary to and

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compatible with adjacent land uses; and fulfill remaining land use needs. *Always Delray 2020 Comprehensive Plan, District, Neighborhoods, District, & Corridors, Policy NDC 1.1.14.*

- Apply mixed-use land use designations to foster development patterns that support pedestrian and bicycle activity, stimulate public transit ridership, and create a park-like environment. *Always Delray 2020 Comprehensive Plan, District, Neighborhoods, District, & Corridors, Policy NDC 1.3.1.*

In the Comprehensive Plan's Healthy Community Element's list of performance measures, the below items are applicable to the proposed Project.

- Increasing the walkability and biking scores above 50%;
- Increasing the number of bike and golf cart spaces provided throughout Delray Beach;
- Increasing the number of green and healthy buildings;
- Reducing the number of substandard homes; and
- Increasing the tree canopy within Delray Beach. *Always Delray 2020 Comprehensive Plan, Healthy Community.*

The Property is centrally located and residential would be a perfect use for the currently underutilized Property. It is roughly a mile from the beach, three-quarters of a mile to I-95 and half-a-mile to U.S. 1. It is a 5-minute car drive to Atlantic Avenue/Delray's Downtown Core. It is directly adjacent to Whole Foods and a plethora of neighborhood retail stores, restaurants and personal services. Less than half of a mile east of the Property is Trader Joe's, Publix, Fresh Market, neighborhood retail, personal services and fitness options. To the southeast, is a 32-acre park and a 11.64 conservation area. Several hospitals, as well as FAU and Lynn University, are within a six to seven-mile drive of the Property. The Tri-Rail Station is roughly two miles from the Property and the planned Boca Raton Brightline Station is 4.7 miles from the Property. There are multiple PalmTran stops within walking/biking distance of the Property and a Park & Ride Stop at the nearby Tr-Rail Station.

Within walking/biking distance are four grocers already and multiple big retail shopping centers starting with Home Depot's plaza, Target's, and the newly built Whole Foods to the West and Public, Trader Joe's and Fresh Market to the east. Simply put the area is saturated with retail and restaurants, which has much higher traffic impacts than residential. There have been no new multi-family residential developments in the area since the Franklin, which is located on Federal Highway and north of Linton. Most of the recent multi-family has been concentrated in the Downtown Core. This location is ideal because it decreases the traffic impacts to Linton, adds much needed density to overly saturated commercial area, and redevelops an underutilized site with a use that is specifically called for in the 2020 Comprehensive Plan.

In addition to the housing needs of the City and the Property's ideal location, the design of the Project was done in a focused manner not only looking at the LDRs and the underlying PC zoning district, but also the Goals, Policies and Objectives laid out in the 2020 Comprehensive Plan. A significant effort was put into the overall design and how the proposed apartment building would complement and tie into the overall Property (commercial parcels in the front) as well as the adjacent properties. From structure lay-out, to architecture, to multimodal design decisions, to amenities, to landscaping/tree canopy, to pedestrian connectivity – each design decision was made to support an intended 2020 Comprehensive Plan Goal, Policy and/or Objective. These design details are described more fully above and in the SPRAB Class V application package, but for ease of review below is a sampling the Project's features that meet the Comp Plan's goals, policies and objectives.

- *Mixed-use and mixed-income high-density redevelopment of an underutilized site.*
- *20% of the 277 units are dedicated as workforce housing at three different income levels.*

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- *Superior residential product with higher ceilings in residential units than standard and affordable workforce housing units.*
- *Setbacks ranging from 51'2" in the front to 90' in the rear.*
- *Ample bicycle storage facilities for its residents and visitors (60 in a common area secure storage area at entrance, multiple bike racks through-out entire Property and individual storage units through-out residential building).*
- *Oversized linear green space lining all sides of the structure and a paved multi-modal promenade to the north totaling 45,000 square feet.*
- *The tree species and lay-out was designed in order to maximize shade to encourage the residents to walk or bike to Miller Park or to Whole Foods or to lunch at Chipotle or to PNC Bank. All of the pedestrian passageways and sidewalks are lined with canopy trees to provide adequate shading as well as natural wayfinding to enhance non-vehicular connectivity.*
- *Exceeds every single landscaping code requirement.*
- *60,000 square foot third-level Amenity Deck designed to provide residents their own resort-level destination in order to meet their recreation and open space needs, and to support a healthy living lifestyle*
- *Increased tree canopy from 18% to just shy of 50%.*
- *Change of use decreases traffic and the multimodal design further encourages walking/biking to adjacent uses for recreation, personal services, shopping and/or employment.*
- *The Property is centrally located and residential would be a perfect use for the currently underutilized Property.*
  - *1 mile from the beach, three-quarters of a mile to I-95 and half-a-mile to U.S. 1.*
  - *5-minute car drive to Atlantic Avenue/Delray's Downtown Core.*
  - *Directly adjacent to Whole Foods and a plethora of neighborhood retail stores, restaurants and personal services.*
  - *Less than half of a mile east of the Property is Trader Joe's, Publix, Fresh Market, neighborhood retail, personal services and fitness options.*
  - *To the southeast, is a 32-acre park and a 11.64 conservation area.*
  - *Several hospitals, as well as FAU and Lynn University, are within a six to seven-mile drive of the Property.*
  - *The Tri-Rail Station is roughly two miles from the Property and the planned Boca Raton Brightline Station is 4.7 miles from the Property.*
  - *There are multiple PalmTran stops within walking/biking distance of the Property and a Park & Ride Stop at the nearby Tr-Rail Station.*
- *Enhanced architectural design includes but is not limited to:*
  - *The Linton is designed in a Florida Vernacular style. The massing of the proposed structure is broken up first to appear as two separate 5-story buildings with a 2-story structure in between (the "separation" between the two residential buildings is 88'-4"). Each separate "structure" then has a symmetrical and repetitive pattern utilizing certain design elements to further break up the massing, provide articulation and define three distinct individual components. This coupled with the 51'2" front setback and tree lined entrance, significantly improves the aesthetics of the site and the streetview.*
  - *In addition to the banded flat roof, there are three different tower features to not only provide visual interest from Linton Boulevard, but also to be consistent with Florida Vernacular architecture. To further distinguish the building articulation and rhythmic pattern, certain building components have a metal roof accent. The metal is also consistent with this architectural style.*
  - *Consistent with the Florida Vernacular architecture, the Project includes design elements such as horizontal siding, projected balconies, brackets, trellises, articulated banding at flat roof line,*

*crown moldings, awnings, decorative railings and Bahama shutters. Each of the ground floor units on all four sides of the building have porches. There are balconies and trellises throughout that not serve as decorative elements but also serve to break up the massing and further the building's rhythmic pattern.*

- *The color palette is white on white to emphasize the detailing and massing of the buildings, which has steps and offsets for façade relief. The all white color palate serves as a visual contrast to the significant landscaping and greenery planned at the ground level and the upper level amenity deck as well as to provide a visible backdrop behind the commercial outparcels lining Linton Boulevard.*
- *The parking is all provided in a completely hidden from view parking garage.*

### **III. CONCLUSION & REQUEST**

The Project meets the Goals and Objectives of the 2020 Comprehensive Plan. In addition to the provisions of Chapter 3, pursuant to Section 2.4.5(E)(5) of the Land Development Regulations, the City Commission must also make findings that establishing the Conditional Use will not:

- (a) Have a significantly detrimental effect upon the stability of the neighborhood within which it will be located;
- (b) Hinder the redevelopment of nearby properties.

For the reasons set forth herein, the Commission can make those findings. Accordingly, we are respectfully requesting recommendation from the Planning and Zoning Board and approval from the City Commission of conditional use for multi-family use for the Property.

Should you need anything further, please do not hesitate to contact me at [jordana@menin.com](mailto:jordana@menin.com).

Very Truly Yours,

Jordana L. Jarjura

Enclosures

cc: Scott Pape, Principal Planner  
Craig Menin  
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(All Via E-Mail)