



DATE: December 21, 2018

TO: Chairman and Members
Community Redevelopment Agency

FROM: Leif J. Ahnell, C.P.A., C.G.F.O.
Executive Director

SUBJECT: CRP-16-02/
16-97500013

Consideration of an Individual Development Approval of the City of Boca Raton Community Redevelopment Agency for the "Camino Square" project generally located on approximately 9.13 acres at 171 West Camino Real, to authorize the project to be constructed in two phases and provide for: a phase 1 (located on the eastern portion of the site), which includes a total of 350 residential units in two (2) eight (8) story residential buildings totaling 460,129 square feet and internal structured parking totaling 271,493 square feet with a maximum height not to exceed 77 feet, 11 inches, with architectural features with a maximum total height not to exceed 93 feet, 11 inches; and a phase 2 (located on the western portion of the site), which includes a total of 37,399 square feet of retail (high) in two buildings with a height not to exceed 34 feet, 11 inches; including a conversion of uses; resulting in approximately 156,422 square feet of office equivalent development remaining in Downtown Subarea G; providing that this Individual Development Approval will supersede Individual Development Approval No. CRP-92-1; providing for repealer; providing an effective date

RECOMMENDATION

Based on the recommendation of the Planning and Zoning Board and review of the matter, I recommend approval of the application from Ele Zachariades, Esq., Dunay, Miskel and Backman, LLP, agent on behalf of Kimco Delaware Inc. and FCI Camino LLC ("Applicant"), for an Individual Development Approval (IDA) of the City of Boca Raton Community Redevelopment Agency (CRA) for the "Camino Square" project generally located on an approximately 9.133 acres at 171 West Camino Real ("Property"). Specifically, the application seeks approval of a two-phase development including the demolition of existing improvements including four vacant, one-story retail buildings totaling approximately 73,580 square feet and an existing parking lot, and construction of new improvements as follows: in Phase 1, a total of 350 residential units in two eight-story residential buildings totaling 460,129 square feet and internal structured parking totaling 271,493 square feet; and, in Phase 2, two one-story retail buildings totaling 37,399 square feet ("Project"). The proposed IDA would supersede IDA No. CRP-92-1. This Project is in Subarea G in the Downtown and results in approximately 156,422 square feet of office equivalent development remaining in Subarea G.

Community Redevelopment Agency

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Zoning and future land use

The Property is located in the Downtown Development of Regional Impact (DDRI) zoning district with a compatible Comprehensive Plan future land use designation of Central Business District (CBD). The property is located north of West Camino Real, on the east side of Southwest 3rd Avenue and abutting the west side of the Florida East Coast (FEC) railroad.

Conversion of Land Uses within the Subarea

The Applicant's request for 350 residential units exceeds the number of residential units available in Downtown Subarea G (as there are currently zero such units available in the Subarea), and thus requires a conversion of uses within the Subarea. Three hundred fifty (350) residential units equates to an office equivalency of 145,833 square feet. As the Application includes demolition of 73,580 square feet of Retail (High), or 218,998 square feet of office equivalency, 38,152 square feet of office equivalent development requested by the Applicant to be converted (257,140 square feet office equivalent total needed – 218,998 square feet of office equivalent demolished = 38,152 square feet net of office equivalent remaining needed). If approved, this would result in approximately 156,422 square feet of office equivalent development remaining in Downtown Subarea G. The land use conversion was reviewed by Staff in accordance with 2.(2)(b) of Ordinance No. 4035 Downtown Development Order.

BACKGROUND

On September 28, 1964, the original site known as Camino Square received approval to construct a commercial center anchored by a Quick Check grocery store under the City's building permit no. 8252. The project consisted of approximately 69,000 square feet of retail and 3,000 square feet of restaurant use. Construction was completed in 1965. On February 10, 1992, the CRA approved IDA No. CRP-92-1 for the Camino Square Center to allow the expansion of 480 square feet of retail to improve the function and appearance of an existing store front as well as parking and landscape improvements on the site. A Winn Dixie grocery store was operating on the Property from 1982 until 2010.

Project Description/Project Review

As previously stated, the Applicant proposes to redevelop the site in two phases.

Phase 1 would include a 350 unit multifamily residential development comprised of two buildings as follows:

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Building 1	
Development Parameters	Proposed
Residential Units	199 Units
Square Footage	263,239 Square Feet
Parking Structure	147,338 Square Feet/7 Floors/345 Spaces
Number of Parking Spaces	345 Parking Spaces/7 Floors
Total Square Footage	410,577 Square Feet
Height	8 Stories/ 93 feet, 11 inches (Tallest Ornamental Roof Structure)

Building 2	
Development Parameters	Proposed
Residential Units	151 Residential Units
Residential Square Footage	196,890 Square Feet
Parking Structure	124,155 Square Feet/6 Floors/286 Spaces
Total Square Footage	321,045 Square Feet
Height	8 Stories/93 feet, 11 inches (Tallest Ornamental Roof Structure)

Building 1 is the northernmost building proposed on the site. A two way drive which provides an entry into the garage is located adjacent to the northern perimeter of the building. Ground floor amenities include a pool/courtyard, fitness center and club house for the residents. Building 1 extends southward to mid-point of the site, adjacent to the north/south driveway, located west of the proposed buildings. A pocket park is provided at the terminus of the interior drive, between the two residential structures and provides trellis sculptures and large circular courtyards.

Building 2 is located directly south of Building 1. The 1,950 square foot leasing office is located at the northwest corner of the building. The building features a plunge pool and deck and linear dog park is located at the southeastern corner of the site, adjacent to the FEC right-of-way. In addition, trellis features and a decorative seat wall are provided along a portion of the southern perimeter of the property, adjacent to West Camino Real.

The buildings feature covered arcades with five and six foot wide sidewalks. A pedestrian bridge which is provided for the convenience of the residents at the third level, connecting the buildings. Parking for both buildings would be within parking structures internal to each building, which would be located adjacent to the FEC right-of-way, largely buffering the residential units from the railroad.

The unit breakdown is as follows:

- 99 one (1) bedroom units (ranging from 700 SF – 880 SF)
- 14 one (1) bedroom + den units (ranging from 750 SF – 850 SF)
- 116 two (2) bedroom units (ranging from 1,050 SF – 1,190 SF)
- 76 two (2) bedroom units + den units (ranging from 1,160 SF – 1,315 SF)
- 45 three (3) bedroom units (ranging from 1,300 SF – 1,500 SF)

Phase 1 also includes a number of site improvements, including construction of a new north-south access drive and a new east-west access drive, each of which will serve both phases of the development.

Phase 2 would include construction of two one-story retail buildings. Retail Building 1 would be constructed on the northwest portion of the Property, facing south on the east-west access drive to be constructed as part of Phase 1, which would provide access from Southwest 3rd Avenue and be aligned with Southwest 8th Street. Retail Building 2 would be constructed at the southern end of the Property, near the corner the West Camino Real access way and the new north-south access drive to be constructed as part of Phase 1. An open area referred to on the proposed plans as a "Park Area" would be to the west of Building 2, with walkway connections to the sidewalk on West Camino Real. Phase 2 would include construction of a new parking lot between the two new retail buildings.

Urban Design Review

Phase 1:

A slightly different version of Phase 1, the Camino Square Residential project, underwent urban design review by the City's prior urban design consultant Calvin Giordano & Associates (CGA). Although that project, after receiving a recommendation of denial from the Planning and Zoning Board in January 2018, was revised to include all of the Property in two phases, Phase 1 of the Project largely reflects that earlier residential project including, significantly, the entirety of the building architecture in Phase 1. Therefore, urban design review of this Project by the City's current urban design consultant, The Mellgren Planning Group (TMPG) focused on Phase 2 as well as the pedestrian realm criteria as it relates to Phase 1 (which is the small portion of Phase 1 that differs from the former residential project).

CGA conducted a review of the building architecture of the residential portion of the Project and in the final memo dated November 20, 2017 (see Exhibit "D") indicated that the former residential Project did not comply and is inconsistent with elements of architectural design in Section 2.(5)(d)2., 1.a, c. and 6. of Ordinance No. 4035 and the policies listed below as provided in the amended Downtown Plan. The Consultant indicated the following:

-1.a.The East Elevation does not comply; "the fenestration on the tower element for the north stairwell (Building 1) is out of scale and appears to be an afterthought."

-All development in the Downtown Boca Raton shall contribute to the creation of a pedestrian oriented Downtown;

-street level architectural treatment reminiscent of Addison Mizner, including colonnades, arcades, awnings, and other shade producing elements should be provided along all pedestrian street frontages; As a result of the separation/phasing of the redevelopment of the overall site, the proposed development offers little, if any street level architectural treatment consistent with Exhibit O, attached herein;

- Pedestrian oriented frontages shall be integrated with adjacent properties which have also provided pedestrian oriented buildings; The proposed development does not integrate with adjacent properties consistent with Exhibit P (attached herein).

-“While the proposed Project attempts to meet the general intent of the design guidelines, one cannot ignore the voids created in streetscape, focal points and overall urban design by not redeveloping the entire site. As a result of the separation/phasing of the redevelopment of the overall site, the proposed Project creates a disjointed pattern that does not comply with the following policies of the Downtown Plan”:

- Land Use and Urban Design Policy 1.1: Provide for a diverse mix of land uses throughout the redevelopment area with a quality urban design consistent with the development of the Downtown as a focal point for the City;
- Land Use and Urban Design Policy 1.2: Encourage mixed retail, commercial, residential, and public uses throughout the area;
- Land Use Policy 4.1: Encourage the development of mixed use buildings and projects with a residential component in the Downtown; and,
- Urban Design Policy 1.6: Emphasize facades as major elements of the overall streetscape and recognize the scale and character of adjacent structures or developments.

Moreover, Chapter 4, section 3 of the Rules provides that the Board shall consider (3f) – “conformance with the Amended Downtown Plan”.

Section II of the Amended Downtown Plan (Vision) provides that redevelopment shall be “convenient”, one characteristic of which is “ease of access”. The issues with Southwest 3rd Avenue appear to be in conflict with this vision principle.

Section II, Exhibit 2 provides criteria applicable to each project in the Downtown, and that each project should have a visionary quality that “transcends conventional approach in terms of physical organization”. Leaving the retail building behind on the overall site does not appear to transcend a conventional approach to redevelopment of this site.

Section VII, Transportation Policy 1.1 provides that traffic improvements will be designed to “provide adequate access to and within the downtown.” The impact of the Project, as proposed, on Southwest 3rd Avenue appears to conflict with this principle in regard to adequate access because of the stacking issues and conflicting driveways [Note that the site redesign since CGA's November 2017 memo has combined the two driveways previously proposed for Southwest 3rd Avenue into one, and the depiction of a southbound left-turn lane at the intersection of Camino Real and Southwest 3rd Avenue as well as a northbound right

turn lane along Southwest 3rd Avenue into the project on the revised site plan have appropriately addressed traffic related concerns related to queuing along Southwest 3rd Avenue. Therefore, stacking concerns are no longer an issue]. In addition, the Property is now proposed to be developed with residential and retail uses. Staff strongly recommended that the Project be reoriented so that the residential component be entirely located adjacent to the existing residential parcels, currently located along the northern perimeter of the Property. The Applicant indicated that the Project could not be redesigned as the existing retail structure was to remain and due to the existing constraints based on the location of the existing gas station at the southwest corner of the property. The Applicant also indicated that, if the retail component was shifted to the eastern perimeter of the site (where the residential buildings are proposed), visibility from the street would be limited and the success of the retail would be in doubt.

The Applicant has addressed some of these concerns since CGA's November 2017 memo. The east elevations of the residential buildings have been revised since that time. As noted in TMPG's memo and in staff's analysis of the site design, lining up the east-west driveway with Southwest 8th Street and using the east-west and north-south driveways to resemble streets and create a better block structure has improved walkability in the design and would set the stage for more appropriate redevelopment in the future. Additionally, the current proposal would include demolition of the existing retail buildings, which has been important in making the improved design possible. Subsequent to the November 8, 2018 Planning and Zoning Board meeting (as addressed in detail later in this memorandum), the Applicant has revised the plans to accommodate both a southbound left turn lane (to turn onto eastbound West Camino Real) and a northbound right turn lane into the Property, which has addressed previous concerns about queuing distances and conflicts between potential queues from the West Camino Real/Southwest 3rd Avenue intersection and the Project's Southwest 3rd Avenue driveway, thus making the Project consistent with Transportation Policies 1.1 and 1.3 of the Amended Downtown Plan. While staff continues to believe that the placement of the residential (Phase 1) portion of the redevelopment is still not optimal, the revised Project is now consistent with Ordinance No. 4035.

Phase 2/Overall:

TMPG's review, in its final memo dated August 28, 2018, reviewed the pedestrian oriented criteria related to Phase 1, and conducted a full review of Phase 2. TMPG found that "The proposed design significantly improves standard suburban site and transforms it through new boulevards and a network of connected sidewalks and arcades ... The Applicant proposes active uses adjacent to the internal street, such as residential patios, the fitness center, and leasing office. A series of active gathering spaces are also incorporated into the design including the courtyard, mini park, and pool deck. A varied palette of hardscape and softscape materials enhance the public realm and includes trellises, sculptures, arcades, and decorative pavers. The proposed internal streets are framed with a combination of palm and canopy trees. Design themes are carried across the street for continuity.

The building base is defined by a series of connected first floor arcades, which provide shade to pedestrians, add visual interest, and contribute to the Mizner architectural theme. The base is also enhanced by second story logias and a building setback at the third floor. This terrace area includes trellis features that relate to upper story trellises and further visually defines the base."

TMPG found that Phase 1 complies with the pedestrian-oriented criteria of the DDRI DO.

TMPG also found that the overall site, including Phase 2, complies with the bulk criteria of the DDRI DO. TMPG noted that "The proposed development significantly improves the site layout and uses new internal pathways to create a frame for proposed and future development on site. These pathways include a new north-south boulevard and an east-west connection that aligns with the SW 8th Street intersection. These internal boulevards begin to divide the large site into smaller quasi-blocks, enhancing the urban character and walkability. The proposed development addresses both internal and external streets by wrapping design elements around all facades."

Acknowledging, as noted elsewhere, that Phase 2 will require an IDA amendment before its development to add additional detail and address needed modifications, and included a drawing attachment to its memo suggesting improvements in the design of Building 1 of the Phase 2. TMPG finds that, overall, the proposed redevelopment meets the intent of the DDRI DO with regard to its urban design characteristics

Setbacks

The setbacks meet the Code requirements pursuant to DDRI Ordinance No. 4035, and are as follows:

Phase 1

Building 1						
	1st – 3rd Floors 0' - 30'		4 th – 5th Floors 30' - 50'		6th – 9th Floors 50'-100'	
	Req.	Prov.	Req.	Prov.	Req.	Prov.
Front (W. Camino Real)	6'	299'-6"	20'	302'-9"	30'	302'-9"
Left Side/West	0'	3'-8"	0'	13'-5"	0'	10'
Right Side/East (FEC)	0'	21'-11"	0'	25'-3"	0'	24'-11"
Rear/North	0'	31'-6"	0'	32'-9"	0'	32'-9"

Building 2						
	1st - 3rd Floors 0' - 30'		4 th - 5th Floors 30' - 50'		6th - 9th Floors 50' - 100'	
	Req.	Prov.	Req.	Prov.	Req.	Prov.
Front (W. Camino Real)	6'	22'- 2"	20'	30'	30'	30'
Left Side/West	0'	30'-10"	0'	40'-4"	0'	36'-11"
Right Side/East (FEC)	0'	18'- 11"	0'	25'-1"	0'	24'-9"
Rear/North	0'	310'-4"	0'	312'	0'	312'

Phase 2

Building 1				
	0' - 30'		30' - 50'	
	Req.	Prov.	Req.	Prov.
Front (W. Camino Real)	6'	183.89'	20'	183.89'
Front (SW 3 rd Ave)	6'	95.73'	20'	95.73'
Left Side / West	0'	N/A	0'	N/A
Right Side/ East (FEC)	0'	392.43'	0'	392.43'
Rear/North	0'	57.73'	0'	57.73'

Building 2				
	0' - 30'		30' - 50'	
	Req.	Prov.	Req.	Prov.
Front (W. Camino Real)	6'	15'	20'	15'
Front (SW 3 rd Ave)	6'	N/A	20'	N/A
Left Side/West	0'	53.05'	0'	53.05'
Right Side/East (FEC)	0'	313.31'	0'	313.31'
Rear/North	0'	457.27'	0'	457.27'

Sidewalks

The Applicant proposes a new six foot wide concrete sidewalk along the southern perimeter of Phase 1 of the Property, partially in the right-of-way of the alley just north of West Camino Real and partially on the Property. The existing six foot wide sidewalk along the southern perimeter of Phase 2 of the Property, which includes a portion along the alley just north of West Camino Real, and a portion along West Camino Real, will remain. Along Southwest 3rd Avenue, the Applicant will replace portions of the sidewalk, which are currently six feet wide north of the proposed driveway and five feet wide south of the proposed driveway, with sidewalks that will be six feet wide along the portion of Southwest 3rd Avenue that abuts the Property (north of the existing gas station) and five feet wide abutting the existing gas station. This means that some of the sidewalk along Southwest 3rd Avenue will be increased from five feet to six feet in width. Due to the need for both a right turn lane into the Property and a southbound left turn lane on Southwest 3rd Avenue, and the fact that the Applicant does not own the property on either side of the street at and near the Southwest 3rd Avenue/West Camino Real intersection, no right-of-way remains to widen the sidewalk to six feet along the portion next to the existing gas station.

Open Space

The required "blended" open space requirement for a multi-building site with different height thresholds, is 34.39 percent, or 136,818 square feet. The proposed project would provide 36.332 percent of the site, or 144,486 square feet, as open space. The DDRI requires 65 percent of required open space to be open to the sky, and the project would provide 89.5 percent open to the sky. The Application meets the open space requirements of the DDRI.

Vehicular Access

Vehicular access to the Property will be provided by one full access, intermediate driveway on Southwest 3rd Avenue, and one full access, minor driveway and one left-in/right-out, minor driveway on the alley just north of West Camino Real (along the southern perimeter of the site). All driveways are to be completed as part of Phase 1.

Parking and Loading

In Phase 1, a total of 619 parking spaces are required, including 613 spaces for the residential units (350 units X 1.75 spaces/unit = 613) and six spaces for the leasing office (1,950 square feet leasing office X 3 spaces/1,000 square feet = 6). Provided parking in Phase 1 is 631 spaces, including 345 parking spaces in the seven-level parking structure in Building 1 and 286 parking spaces in the six-level parking structure in Building 2. Five parallel parking spaces proposed on the north side of the alley just north West Camino Real are not included in this total. Phase 1 also includes four loading spaces and 48 bicycle parking spaces.

In Phase 2, a total of 150 parking spaces are required (37,399 square feet of retail X 4 spaces/1,000 square feet = 150), and 167 parking spaces are proposed, all of which will be surface spaces. Phase 2 also includes two loading spaces and eight bicycle parking spaces.

Traffic Analysis

The Project traffic consultant, JMD Engineering, Inc., projects that the proposed redevelopment (Phases 1 and 2 combined) will generate 565 net daily trips, 151 net AM peak hour trips and 17 PM peak hour trips compared to the existing development on the Property. Moreover, the proposed trip generation, minus the existing development is as follows:

TRIP GENERATION
Proposed minus Existing Development

Land Use	Traffic		
	Daily	AM Peak Hour	PM Peak Hour
<u>Existing Development</u>			
73,000 SF Retail	3,159	40	277
<u>Proposed Development</u>			
350 Dwelling Units	2,095	173	164
37,399 SF Retail	1,629	18	130
Total	3,724	191	294
Net Trips in the Adjacent Roads	565	151	17

The Project is vested for concurrency as part of the Boca Raton Downtown DRI. The Project also required a Downtown subarea conversion analysis. The traffic consultant provided two operational analyses with and without a roundabout at the intersection of West Camino Real and Camino Gardens Boulevard.

The Project traffic consultant reported that all intersections significantly impacted by the proposed subarea conversion would have no degradation of level-of-service; thus, the Project meets the traffic standards to allow the subarea conversion.

Previously, staff was concerned about the potential for an unsafe conflict between the Project driveway on Southwest 3rd Avenue and potential for queueing distance from the intersection of Southwest 3rd Avenue and West Camino Real, which would have blocked the proposed driveway. At the time, the Applicant was providing northbound right turn lane into the Property, but not a southbound left turn lane from Southwest 3rd Avenue to eastbound West Camino Real, contending that there was insufficient right-of-way to accommodate that turn lane plus the four foot wide median that staff believes is necessary. At the November 8, 2018 Planning and Zoning Board meeting, the Board felt that that the southbound left turn lane was more important than the northbound right turn lane into the Property and recommended eliminating the latter in favor of the former. Subsequently, at the prodding of staff, the Applicant submitted drawings demonstrating that both turn lanes (including the four foot wide median) could be accommodated in the existing right-of-way by making the travel lanes 10.5 feet (rather than 12 feet and 11 feet). Staff not only finds that this eliminates previous queueing concerns, but the narrower lane width is additionally preferable to slow traffic during non-peak times and by reducing pedestrian crossing distances at the intersection, both of which will make the area more walkable.

One Variation to the City's Engineering Design Standards Manual (VEDSM) was requested and approved regarding the north parking garage functional analysis service rates. The inbound entering time of 47 minutes and outbound exiting time of 48 minutes exceeds the 45-minute loading/unloading standard. The Municipal Services Department did not object to this variation related to parking garage functional analysis service rates. Should an emergency occur where all vehicles would need to exit the garage at the same time, the gates would open and remain open.

At the public hearing, staff will be prepared to address the potential impact of the roundabout mentioned above, as well as the potential impact of traffic signalization changes.

School Capacity Availability Determination (SCAD)

Regarding adequate public facilities for public schools, the City along with many municipalities in Palm Beach County recently entered into an Interlocal Agreement with the Palm Beach County School District for Coordinated School Planning ("Agreement"). As part of the Agreement, the School District may recommend reasonable conditions to mitigate school impacts, and the conditions may be included in a project's development order to be considered by the local government. The Agreement states that the local government (in this case the CRA) may incorporate these conditions as it deems appropriate.

In the case of this Project, the School District, as part of its School Capacity Availability Determination (SCAD) analysis issued on January 18, 2018, has concluded as follows: Boca Raton Elementary is at 105 percent of its capacity, and that this Project is projected to add five students to that elementary

school; Boca Raton Middle School is at 113 percent of its capacity and this Project is projected to add two students to that school; and Boca Raton High School is at 131 percent of its capacity and this Project is projected to add three students to that school. The School District has recommended a voluntary financial contribution of \$47,144 to mitigate the impact of these additional students. The Applicant has reviewed this determination and has agreed to voluntarily proffer this contribution. As such, staff has included a condition of approval reflecting this voluntarily proffered financial contribution. The SCAD letter indicates that the Applicant must submit a development order (in this case the IDA) to the School District Planning Office by January 17, 2019 or the SCAD will automatically expire.

Community Outreach

The Applicant provided the following information with regard to community outreach:

“Two community meetings were held – the first on April 10, 2017 and the second on May 15, 2017. Prior to each meeting, notices were sent out to all property owners within a 500-foot radius of the Subject Property. Generally, those that were in attendance were pleased that the Subject Property was finally being redeveloped and they were pleased with the proposed development. Some voiced concern regarding traffic conditions on SW 3rd Avenue. Neighbors also voiced concern regarding the traffic on Camino Real and Camino Gardens. John Donaldson explained that by implementing signalized timing that would provide relief at these intersections. A concern was raised regarding the intersection of Camino Real and Dixie. We explained to our neighbors that any improvements planned at that intersection were removed by the City and beyond our control. Had these improvements not been removed, they would already be built. We also presented at the Federation meeting on November 7, 2017. The meeting was well attended and we answered many questions regarding the architectural design and concerns regarding traffic.

We also presented before the Camino Gardens Board Meeting. The Camino Gardens Board would like to see the roundabout at Camino Real and Camino Gardens.

Please note, we will schedule one more community meeting to discuss the revised Phase One and Phase Two plan with the community.”

The Applicant informed staff that an additional community meeting was held on October 24, 2018 to review the revised plans which included the Phase 2, retail component of the Project. “A final community meeting to show residents within 500’ the new plan - which now includes the retail. Twelve (12) people were in attendance. Every resident that attended supported the redevelopment plan and welcomed the redevelopment as they would like the property redeveloped and would like a catalyst for the neighborhood.”

PUBLIC AGENCY REVIEW

On November 6, 2018, the Community Appearance Board (CAB) reviewed the Petition and voted (6-0) to recommend approval with four (4) new conditions. The Board recommended that prior to the issuance of a main use building permit the Applicant shall:

- 5.y) Obtain approval from the Community Appearance Board of the following:
- i. Revised project floor plans to provide for middle columns on all four (4) levels consistent with the east elevation;
 - ii. Revised western elevation to incorporate faux balconies;
 - iii. Revised landscape plan to indicate that 25 gallon clusia plants will be planted (in place of 15 gallon clusia plants listed in the plant schedule) along the northern property line; and
 - iv. Revised applicable plans to demonstrate that lighting on the roof meets CAB criteria.

Staff concurs with this recommended condition and has included it in the IDA resolution.

On November 8, 2018, the Planning and Zoning Board (PZB) reviewed the Project and voted (4-1) to recommend approval with the new CAB conditions and a new condition relating to a proposed southbound left turn lane at the intersection of Southwest 3rd Avenue and Camino Real (see below). Neighboring residents voiced their concerns regarding the additional density, traffic and safety related issues and public school overcrowding that would impact the proposed development. At the hearing, as part of the Board's discussion of the site plan, the Board requested clarification from staff regarding the additional trips generated by the Project, impact of the roundabout proposed by the Applicant and staff's concerns relating to the location of the residential development in relation to the commercial buildings located on the property. Furthermore, the discussion included the City's decision not to provide improvements along Camino Real. It was noted that a determination was made by the City that the improvements were inconsistent with the historic designation of Camino Real (pursuant to Palm Beach County's Resolution No. R-97-2054, adopted on November 18, 1997). As such, Camino Real was protected as a four (4) lane broad boulevard.

To this end, a condition of approval was recommended by the Board to provide a dedicated southbound left turn lane (from Southwest 3rd Avenue to West Camino Real) and the elimination of the dedicated northbound right turn lane into the Project (on Southwest 3rd Avenue), as such:

Obtain approval of design plans and necessary permits from PWR for providing an additional southbound left turn lane at Southwest 3rd Avenue and the elimination of the northbound right turn lane into the Project on Southwest 3rd Avenue (as depicted on the site plan).

In late November 2018, staff received analysis for the PM peak hour trips on Southwest 3rd Avenue, and on November 30, 2018, staff received by email a revised site plan sheet from the Applicant demonstrating that both turn lanes (including the four foot wide median) could be accommodated in the existing right-of-way by making the travel lanes 10.5 feet (rather than 12 feet and 11 feet). Staff not only finds that this eliminates previous queueing concerns, but the narrower lane width is additionally preferable to slow traffic during non-peak times and by reducing pedestrian crossing distances at the intersection, both of which will make the area more walkable. Due to this change, staff has not included the Planning and Zoning Board's recommended condition in the proposed IDA.

SUMMARY

Based upon Staff's review of the Application, the site design has been improved beyond that previously proposed and has created a block structure fabric more appropriate to the Downtown than the existing suburban style retail center. While staff believes there are still opportunities to further improve the pedestrian-oriented design of the internal access drives, and to implement staff's consistently-stated suggestion to concentrate the residential portion of the Project along the northern part of the Property, the Applicant has successfully worked to address the Traffic circulation concerns that staff has raised, and meets the requirements for approval under Ordinance No. 4035, the CRA Rules and the amended Downtown Plan.

For these reasons, the Development Services Department recommends **Approval** of CRP-16-02 (16-97500013), subject to the conditions of approval in the attached Individual Development Approval.

FISCAL IMPACT

There is no fiscal impact associated with this Individual Development Approval.

Document originated by: Susan P. Lesser, Senior Planner
Development Services Department