WEST PALM BEACH

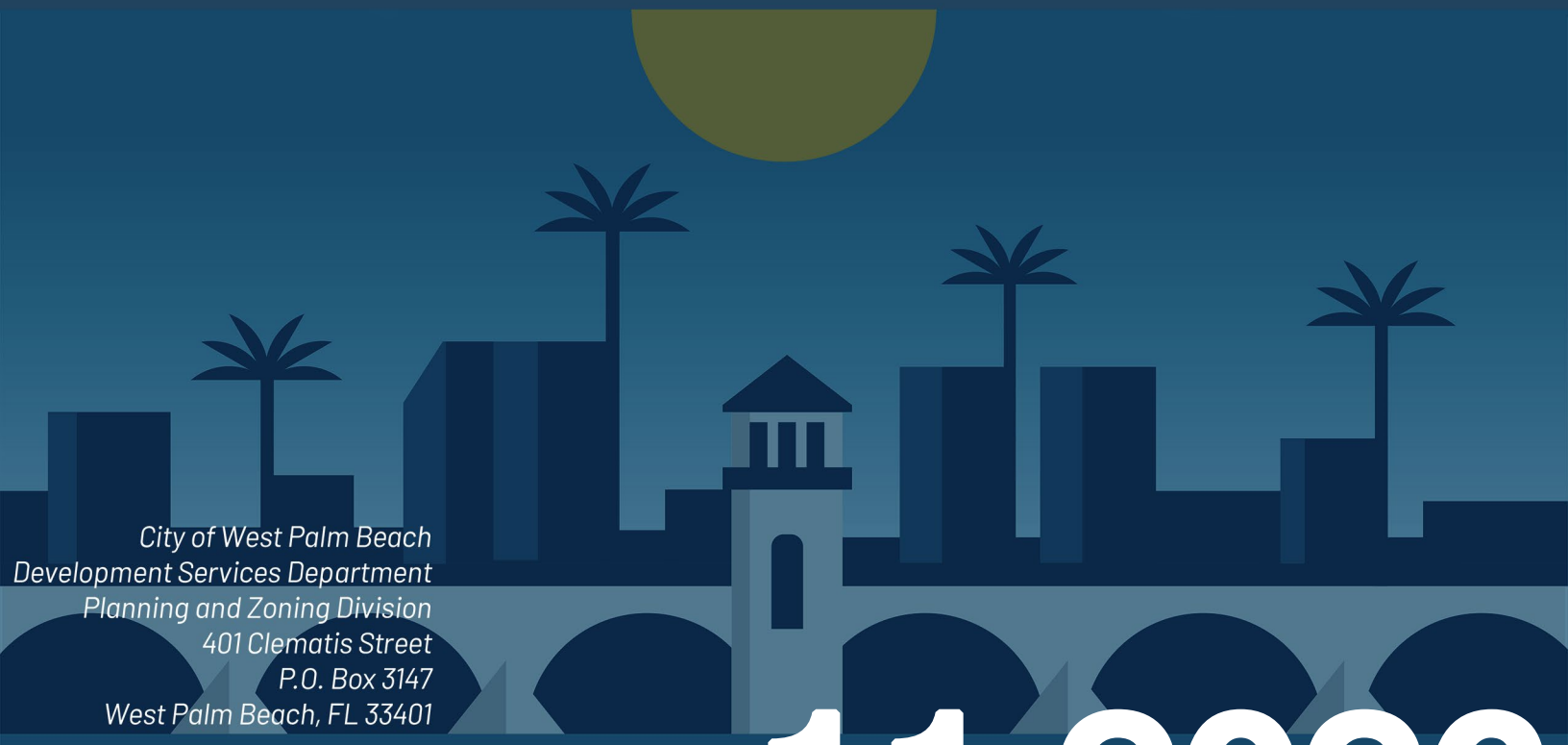
DEVELOPMENT SERVICES DEPARTMENT

PLANNING & ZONING DIVISION

DOWNTOWN ACTION COMMITTEE

STAFF REPORTS

November 10, 2026 @ 9:00am



City of West Palm Beach
Development Services Department
Planning and Zoning Division
401 Clematis Street
P.O. Box 3147
West Palm Beach, FL 33401

P: 561.822.1435
TTY: 800.955.8771
W: wpb.org

11.2026

WEST PALM BEACH
DEVELOPMENT SERVICES DEPARTMENT
PLANNING & ZONING DIVISION

401 Clematis Street
PO BOX 3366
West Palm Beach. FL 33402

DATE: November 06, 2026

TO: Downtown Action Committee Members
Ms. Melissa Anderson, Senior Assistant City Attorney

FROM: Development Services Department – Planning Division

SUBJECT: Downtown Action Committee Meeting |November 10, 2026

Enclosed are the Planning Division's Staff Reports and supporting information regarding applications for action before the City of West Palm Beach Downtown Action Committee. The Downtown Action Committee meeting will be held in the Commission Chambers located at City Hall, 401 Clematis Street, on **November 10, 2026**, beginning at 9:00am.

If you have any questions or require additional information, please feel free to contact myself or the respective Project Manager via e-mail or telephone.

If you are unable to attend the meeting, please contact me at 561.822.1402 or cibaven@wpb.org.

Claudia Ibaven
City Urban Designer

cc: City Commission



WEST PALM BEACH
DEVELOPMENT SERVICES DEPARTMENT
PLANNING & ZONING DIVISION

MAYOR

Honorable Keith A. James

CITY COMMISSION

Commissioner Cathleen Ward – District 1
Commissioner Shalonda Warren – District 2
Commission President Christy Fox – District 3
Commissioner Joseph Peduzzi – District 4
Commissioner Christina Lambert – District 5

DOWNTOWN ACTION COMMITTEE MEMBERS

Roger Janssen, Chairperson
Nick Mihelich, Vice Chairperson
Brian Cheguis, Member
Gregory Gabriel, Member
Kim Do, Member
Michael Bakst, Member
Brian Laura, Member
Veronica Barducci, 1st Alternate
Vacant, 2nd Alternate

Melissa Anderson, City Attorney

Ms. Jasmine Hodgson, Administrative Assistant II (Board Secretary)

AGENDA

WEST PALM BEACH
DEVELOPMENT SERVICES DEPARTMENT
PLANNING & ZONING DIVISION

CITY OF WEST PALM BEACH
DOWNTOWN ACTION COMMITTEE

AGENDA

Date: November 11, 2026

Time: 9:00am

Place: Commission Chambers
401 Clematis Street | West Palm Beach, FL 33401

I. Call to Order / Roll Call / Pledge of Allegiance

II. Approval of Minutes

October 14, 2026

III. Report from the City Urban Designer

IV. Remarks by the Chairperson

V. Declaration of Ex-Parte Communication

VI. Public Hearing

A. Swearing In of the Speakers

B. Continued Cases

C. New Cases

1. TDR Case No. 26-09 (DMP-000567-2026)

A request by Tyler N. Woolsey of Shutts & Bowen, LLP, on behalf of Nora West 10-11 Owner LLC and Nora East 10-11 Owner LLC for the transfer of development rights (TDRs) from the sending properties of: 805, 825, 85-875, 860, 885, 925,95, 975, 1005-1035-1045, 1040 N Railroad Avenue and the sending bank of NORA east 10-11 Owner LLC to the receiving properties of 456 11th Street and 1105 N Dixie Highway.

The subject sending properties are ± 2.86 acres and are within Commission District No. 3 – Commissioner Christy Fox.

Case Manager: Chris Kimmerly, AICP, Principal Planner
Phone: 561.822.1426 | 800.955.8771
Email: ckimmerly@wpb.org

2. **DMP Formal Site Plan Review Case No. 25-03 (DMP-000330-2025):**

A request by Tyler N. Woolsey of Shutts & Bowen, LLP on behalf of NORA EAST 10-11 OWNER LLC for the DMP Formal Site Plan Review (Level II) with DAC Special Review and includes variances for an 11-story, 339,762 gross square foot mixed-use residential development, consisting of 117 units with 313 total parking spaces at 1105 N Dixie Highway.

The subject properties are in aggregate ± 2.2 acres and are generally located between 11th Street, 10th Street, N Dixie Highway, and the Madeira Court extension within Commission District No. 3 – Commissioner Christy Fox.

Case Manager: Chris Kimmerly, AICP, Principal Planner
Phone: 561.822.1426 | 800.955.8771
Email: ckimmerly@wpb.org

D. Administrative Appeals

VII. Unfinished Business

VIII. New Business

IX. Other Business

X. Adjournment

All interested parties may appear at the above Public Hearing at the stated time and place and be heard with respect thereto. Please be advised that should any interested person seek to appeal any decision made by the Downtown Action Committee with respect to any matter considered at such hearing, such person will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based. The hearing may be continued from time to time, which may be necessary.

In accordance with the provisions of the Americans with Disabilities Act (ADA), persons in need of a special accommodation to participate in this proceeding shall, within three (3) working days prior to any proceeding, contact the City Clerk's office, 401 Clematis Street, West Palm Beach, Florida 33401, (561) 822-1210.

Exact legal descriptions of the property involved may be obtained from the Planning Division of the City of West Palm Beach.

PUBLISH: The Palm Beach Post | October 31, 2026

PROOF OF ADVERTISEMENT

Classifieds

To Advertise, visit our website: **Classifieds.palmbeachpost.com**
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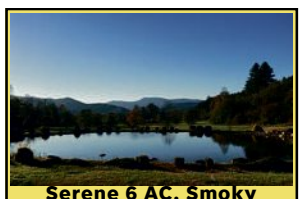
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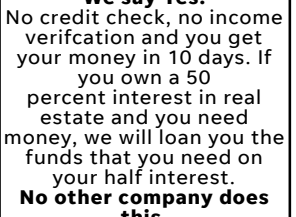
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PUBLIC NOTICES

Fictitious Business

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of JWC VENTURES located at 1655 PALM BEACH LAKES BLVD STE 903 in the County of PALM BEACH in the City of WEST PALM BEACH, FL 33401, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.
Owner, ACCOUNTABLE MEDIA SERVICES INC
October 31 2026
LSAR0625938

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of BIG GRIN ECARDS located at 500 N CONGRESS AVE, APT 34 in the County of PALM BEACH in the City of WEST PALM BEACH, FLORIDA 33401, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.
Owner, SUZETTE THOMAS
October 31 2026
LSAR0626380

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of SUSILIST.COM located at 4569 PERTH RD in the County of PALM BEACH in the City of WEST PALM BEACH, FL 33415, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.
Owner, EDUARDO MONDRAGON
October 31 2026
LSAR0626474

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of House of Terracotta located at 6881 Eastview Drive in the County of Palm Beach in the City of Lake Worth Beach, FL 33462, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.
Owner, Nicole Rasmussen
October 31 2026
LSAR0625019

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of Diamond Quest located at 363 NE Wavecrest Way in the County of Palm Beach in the City of Boca Raton, FL 33432, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.
Owner, Doane Marketing Services LLC
October 31 2026
LSAR0626016

NOTICE IS HEREBY GIVEN that the undersigned desiring to engage in business under fictitious name of Lucky Penny & Co. located at 16405 Mirabell Manor Lane in the County of Palm Beach in the City of Westlake, FL 33479, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.
Owner, Casey Duval
October 31 2026
LSAR0626240

Foreclosure / Sheriff Sales

IN THE CIRCUIT COURT OF THE FIFTEENTH JUDICIAL CIRCUIT IN AND FOR PALM BEACH COUNTY, FLORIDA
PENNYMAC LOAN SERVICES, LLC,
Plaintiff,
v.
SHERYL N. DUN, et al.,
Defendants.

CASE NO.: 2025-CA-011005

NOTICE OF FORECLOSURE SALE

NOTICE is hereby given that Shannon Ramsey-Chessman, Clerk of the Circuit Court of Palm Beach County, Florida, will on November 30, 2026, at 10:00 a.m. ET, via the online auction site at https://palmbeach.realforeclose.com in accordance with Chapter 45, F.S., offer for sale and sell to the highest and best bidder for cash, the following described property situated in Palm Beach County, Florida, to wit:

Condominium Parcel No. 102 of Normandy "C" Condominium, a Condominium, according to the Declaration of Condominium thereof, as recorded in Official Records Book 3258, at Pages 95, of the Public Records of Palm Beach County, Florida, together with an undivided share in the common elements appurtenant thereto.
Property Address: 102 Normandy C, Delray Beach, FL 33484

pursuant to the Final Judgment of Foreclosure entered in a case pending in said Court, the style and case number of which is set forth above.

Any person claiming an interest in the surplus from the sale, if any, other than the property owner as of the date of the Lis Pendens must file a claim before the clerk reports the surplus as unclaimed.

If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact William Hutchings, Jr., Americans with Disabilities Act Coordinator, Palm Beach County Courthouse, 205 North Dixie Highway West Palm Beach, Florida 33401; telephone number (561) 355-4380 at least 7 days before your scheduled court appearance, or immediately upon receiving this notification if the time before the scheduled appearance is less than 7 days; if you are hearing or voice impaired, call 711.

Si usted es una persona minusválida que necesita algún acomodamiento para poder participar en este procedimiento, usted tiene derecho, sin tener gastos propios, a que se le provea cierta ayuda. Tenga la amabilidad de ponerse en contacto con William Hutchings, Jr., 205 N. Dixie Highway, West Palm Beach, Florida 33401; teléfono número (561) 355-4380, por lo menos 7 días antes de la cita fijada para su comparecencia en los tribunales, o inmediatamente después de recibir esta notificación si el tiempo antes de la comparecencia que se ha programado es menos de 7 días; si usted tiene discapacitación del oído o
de la voz, llame al 711.

Si ou se yon moun ki enfim ki bezwen akomodasyon pou w ka patisipe nan pwosedi sa, ou kalifye san ou pa gen okenn lajan pou w peye, gen pwovizyon pou jwen kèk èd. Tanpri kontakte William Hutchings, Jr., kòòdonatè pwogram Lwa pou ameriken ki Enfim yo nan Tribinal Konte Palm Beach la ki nan 205 NorthDixie Highway, West Palm Beach, Florida 33401; telefòn li se (561) 355-4380 nan 7 jou anvan dat ou gen randevou pou parèt nan tribinal la, oubyen imedyatman apre ou fin resevwa konvokasyon an si lè ou gen pou w
parèt nan tribinal la mwens ke 7 jou; si ou gen pwoblèm pou w tande oubyen pale, rele 711.

SUBMITTED on this 20th day of October, 2026.

TIFFANY & BOSCO, P.A.

/s/ Kathryn I. Kasper, Esq.
Anthony R. Smith, Esq.
FL Bar #157147
Kathryn I. Kasper, Esq.
FL Bar #621188
Attorneys for Plaintiff
OF COUNSEL:
Tiffany & Bosco, P.A.
1201 S. Orlando Ave, Suite 430
Winter Park, FL 32789
Telephone: (205) 930-5200
Facsimile: (407) 712-9201

PUBLISH: PALM BEACH POST
October 31, November 7 2026
LSAR0619753

IN THE CIRCUIT COURT OF THE 15TH JUDICIAL CIRCUIT, IN AND FOR PALM BEACH COUNTY, FLORIDA
CASE NO. 502023CA014442XXX-AMB

STONEHAVEN HOMEOWNERS ASSOCIATION, INC., a Florida non-profit Corporation,
Plaintiff,
vs.
DALE MCCRAY, et al.,
Defendant(s).

AMENDED NOTICE OF SALE PURSUANT TO CHAPTER 45
Amending to change Newspaper

NOTICE IS HEREBY GIVEN pursuant to Final Judgment of Foreclosure dated October 15, 2026, entered in Case No. 502023CA014442XXX-AMB in the Circuit Court in and for Palm Beach County, Florida

Foreclosure / Sheriff Sales

Palm Beach, Florida 33401; teléfono número (561) 355-4380, por lo menos 7 días antes de la cita fijada para su comparecencia en los tribunales, o inmediatamente después de recibir esta notificación si el tiempo antes de la comparecencia que se ha programado es menos de 7 días; si usted tiene discapacitación del oído o
de la voz, llame al 711.

Si ou se yon moun ki enfim ki bezwen akomodasyon pou w ka patisipe nan pwosedi sa, ou kalifye san ou pa gen okenn lajan pou w peye, gen pwovizyon pou jwen kèk èd. Tanpri kontakte William Hutchings, Jr., kòòdonatè pwogram Lwa pou ameriken ki Enfim yo nan Tribinal Konte Palm Beach la ki nan 205 NorthDixie Highway, West Palm Beach, Florida 33401; telefòn li se (561) 355-4380 nan 7 jou anvan dat ou gen randevou pou parèt nan tribinal la, oubyen imedyatman apre ou fin resevwa konvokasyon an si lè ou gen pou w
parèt nan tribinal la mwens ke 7 jou; si ou gen pwoblèm pou w tande oubyen pale, rele 711.

SUBMITTED on this 20th day of October, 2026.

TIFFANY & BOSCO, P.A.

/s/ Kathryn I. Kasper, Esq.
Anthony R. Smith, Esq.
FL Bar #157147
Kathryn I. Kasper, Esq.
FL Bar #621188
Attorneys for Plaintiff
OF COUNSEL:
Tiffany & Bosco, P.A.
1201 S. Orlando Ave, Suite 430
Winter Park, FL 32789
Telephone: (205) 930-5200
Facsimile: (407) 712-9201

PUBLISH: PALM BEACH POST
October 31, November 7 2026
LSAR0619608

IN THE CIRCUIT COURT OF THE FIFTEENTH JUDICIAL CIRCUIT IN AND FOR PALM BEACH COUNTY, FLORIDA
PENNYMAC LOAN SERVICES, LLC,
Plaintiff,
v.
JENNIFER BONIFAS, et al.,
Defendants.

CASE NO.: 2025-CA-013247

NOTICE OF FORECLOSURE SALE

NOTICE is hereby given that Shannon Ramsey-Chessman, Clerk of the Circuit Court of Palm Beach County, Florida, will on November 30, 2026, at 10:00 a.m. ET, via the online auction site at https://palmbeach.realforeclose.com in accordance with Chapter 45, F.S., offer for sale and sell to the highest and best bidder for cash, the following described property situated in Palm Beach County, Florida, to wit:

LOT 714, A PLANNED UNIT DEVELOPMENT GARDEN LAKES & GARDEN SQUARE SHOPS, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 34, PAGE(S) 139 THROUGH 145, INCLUSIVE, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.
Property Address: 714 7th Ln, Palm Beach Gardens, FL 33418

pursuant to the Final Judgment of Foreclosure entered in a case pending in said Court, the style and case number of which is set forth above.

Any person claiming an interest in the surplus from the sale, if any, other than the property owner as of the date of the Lis Pendens must file a claim before the clerk reports the surplus as unclaimed.

If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact William Hutchings, Jr., Americans with Disabilities Act Coordinator, Palm Beach County Courthouse, 205 North Dixie Highway West Palm Beach, Florida 33401; telephone number (561) 355-4380 at least 7 days before your scheduled court appearance, or immediately upon receiving this notification if the time before the scheduled appearance is less than 7 days; if you are hearing or voice impaired, call 711.

Si usted es una persona minusválida que necesita algún acomodamiento para poder participar en este procedimiento, usted tiene derecho, sin tener gastos propios, a que se le provea cierta ayuda. Tenga la amabilidad de ponerse en contacto con William Hutchings, Jr., 205 N. Dixie Highway, West Palm Beach, Florida 33401; teléfono número (561) 355-4380, por lo menos 7 días antes de la cita fijada para su comparecencia en los tribunales, o inmediatamente después de recibir esta notificación si el tiempo antes de la comparecencia que se ha programado es menos de 7 días; si usted tiene discapacitación del oído o de la voz, llame al 711.

Si ou se yon moun ki enfim ki bezwen akomodasyon pou w ka patisipe nan pwosedi sa, ou kalifye san ou pa gen okenn lajan pou w peye, gen pwovizyon pou jwen kèk èd. Tanpri kontakte William Hutchings, Jr., kòòdonatè pwogram Lwa pou ameriken ki Enfim yo nan Tribinal Konte Palm Beach la ki nan 205 NorthDixie Highway, West Palm Beach, Florida 33401; telefòn li se (561) 355-4380 nan 7 jou anvan dat ou gen randevou pou parèt nan tribinal la, oubyen imedyatman apre ou fin resevwa konvokasyon an si lè ou gen pou w
parèt nan tribinal la mwens ke 7 jou; si ou gen pwoblèm pou w tande oubyen pale, rele 711.

SUBMITTED on this 20th day of October, 2026.

TIFFANY & BOSCO, P.A.

/s/ Kathryn I. Kasper, Esq.
Anthony R. Smith, Esq.
FL Bar #157147
Kathryn I. Kasper, Esq.
FL Bar #621188
Attorneys for Plaintiff
OF COUNSEL:
Tiffany & Bosco, P.A.
1201 S. Orlando Ave, Suite 430
Winter Park, FL 32789
Telephone: (205) 930-5200
Facsimile: (407) 712-9201

PUBLISH: PALM BEACH POST
October 31, November 7 2026
LSAR0619753

IN THE CIRCUIT COURT OF THE 15TH JUDICIAL CIRCUIT, IN AND FOR PALM BEACH COUNTY, FLORIDA
CASE NO. 502023CA014442XXX-AMB

STONEHAVEN HOMEOWNERS ASSOCIATION INC., is Plaintiff, and DALE MCCRAY, et al, is the Defendant, I will sell to the highest and best bidder for cash at: 10:00 A.M. ET on NOVEMBER 30, 2026 ( ) https://palmbeach.realforeclose.com the Clerk's website for online auctions after first given notice as required by Section 45.031, Florida Statutes, the following described real property as set forth in the Final Judgment, to wit:
LOT 151, STONEHAVEN PLAT NO. 1 (P.U.D.), ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 48, PAGE 1, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

A/K/A: 1814 EDGEWATER DRIVE, BOYNTON BEACH FL 33436

Dated: October 15, 2026

FLORIDA COMMUNITY LAW GROUP, P.L.
Attorneys for Plaintiff
P.O. Box 292965
Davie, FL 33329-2965
Tel: (954) 372-5298
Fax: (866) 424-5348
Email: jared@flclg.com
By: /s/ Jared Block_____
Jared Block, Esq.
Florida Bar No. 90297

ANY PERSON CLAIMING AN INTEREST IN THE SURPLUS FROM THE SALE, IF ANY, OTHER THAN THE PROPERTY OWNER AS OF THE DATE OF THE LIS PENDENS MUST FILE A CLAIM BEFORE THE CLERK REPORTS THE SURPLUS AS UNCLAIMED.

SERVICE LIST
CASE NO. 502023CA014442XXX-AMB

JARED BLOCK, ESQ.
FLORIDA COMMUNITY LAW GROUP, P.L.
Attorney for Plaintiff
P.O. BOX 292965
DAVIE, FL 33329-2965
JARED@FLCLG.COM

DALE MCCRAY
C/O MATTHEW GLACHMAN, ESQ.
SERVICE@GLACHMANBRILL.COM ; MATT@GLACHMANBRILL.COM
October 24, 31 2026
LSAR0618115

IN THE CIRCUIT COURT OF THE 15TH JUDICIAL CIRCUIT IN AND FOR PALM BEACH COUNTY, FLORIDA
CASE NO.: 502025CA009015XXX-AMB
AMERANT BANK, N.A., a national banking
association,
Plaintiff,
v.
NADINE VALENTIN BLACKETT, a single
woman; et al,
Defendant(s).
_____/

NOTICE OF JUDICIAL SALE BY CLERK
NOTICE IS HEREBY GIVEN that pursuant to Plaintiff's Summary Final Judgment of Mortgage Foreclosure entered in the above styled cause now pending in said court, that I will sell to the highest bidder for cash at www.mypalmbeachclerk.clerkauction.com on the 10th day of November 2026 at 10:00 a.m., in accordance with Sec. 45.031 of the Florida Statutes, the following property:
LOT 4, BLOCK I, MADISON GREENPLAT NO. 1, PARCEL "F" AND "G" AND PARCEL "I" REPLAT, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 91, PAGE 33, AS RECORDED IN THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID LAND SITUATE, LYING AND BEING IN PALM BEACH COUNTY, FLORIDA.
ANY PERSON CLAIMING AN INTEREST IN THE SURPLUS FROM THE SALE, IF ANY, OTHER THAN THE PROPERTY OWNER AS OF THE DATE OF THE LIS PENDENS MUST FILE A CLAIM WITHIN 60 DAYS AFTER THE SALE.
Dated: August 18, 2026.
GARRIDO LEGAL, P.A. F/K/A
GARRIDO & RUNDQUIST, P.A.
Attorneys for Plaintiff
251 Valencia Ave No.143679
Coral Gables, Florida 33114
Tel. (305) 987-5782
Primary email: cary@garridolegal.com
Secondary email: carygrlaw@gmail.com
By: /S/ Caridad M. Garrido
Caridad M. Garrido, Esq.
F.B.N. 814733
October 24, 31 2026
LSAR0621528

Govt Public Notices

PUBLIC MEETING NOTICE
The City of West Palm Beach herein provides this notice per the Sunshine Law, Florida Statue, 286.011 that a public meeting is scheduled for:
RFP 25-26-216 ES
Alarm Management System
EVALUATION AND SELECTION COMMITTEE
Tuesday November 3, 2026, at 9:30a.m.
City of West Palm Beach
City Hall – 5th Floor Room 519
West Palm Beach, FL 33401
The general public and proposers can otherwise watch and observe, but cannot comment or actively participate in any portion of the meeting. Please direct questions to West Palm Beach Procurement Division, Eileen Shepherd 561-822-2031, TTY: 1-800-955-8771.
IMPORTANT: Contact by a Proposer (or anyone representing a Proposer) regarding this solicitation with the Mayor, any City Commissioner, officer, or City or CRA employee other than an employee of the West Palm Beach Procurement Division is grounds for disqualification.
October 31 2026
LSAR0626220

CITY OF WEST PALM BEACH
DOWNTOWN ACTION COMMITTEE
AGENDA
I. Call to Order / Roll Call / Pledge of Allegiance
II. Approval of Minutes October 14, 2026
III.Report from the City Urban Designer
IV. Remarks by the Chairperson
V.Declaration of Ex-Parte Communication
VI.Public Hearing
A.Swearing In of the Speakers
B.Continued Cases

C. New Cases

1.TDR Case No. 26-09 (DMP-000567-2026)
A request by Tyler N. Woolsey of Shutts & Bowen, LLP, on behalf of Nora West 10-11 Owner LLC and Nora East 10-11 Owner LLC for the transfer of development rights (TDRs) from the sending properties of: 805, 825, 85-875, 860, 885, 925,95, 975, 1005-1035-1045, 1040 N Railroad Avenue and the sending bank of NORA east 10-11 Owner LLC to the receiving properties of 456 11th Street and 1105 N Dixie Highway.
The subject sending properties are ▯ 2.86 acres and are within Commission District No. 3 – Commissioner Christy Fox.
Case Manager: Chris Kimmerly, AICP, Principal Planner
Phone: 561.822.1426 | 800.955.8771
Email: ckimmerly@wpb.org
2. DMP Formal Site Plan Review Case No. 25-03 (DMP-000330-2025):

A request by Tyler N. Woolsey of Shutts & Bowen, LLP on behalf of NORA EAST 10-11 OWNER LLC for the DMP Formal Site Plan Review (Level II) with DAC Special Review and includes variances for an 11-story, 339,762 gross square foot mixed-use residential development, consisting of 117 units with 313 total parking spaces at 1105 N Dixie Highway.

The subject properties are in aggregate ▯ 2.2 acres and are generally located between 11th Street, 10th Street, N Dixie Highway, and the Madeira Court extension within Commission District No. 3 – Commissioner Christy Fox.

Case Manager: Chris Kimmerly, AICP, Principal Planner
Phone: 561.822.1426 | 800.955.8771
Email: ckimmerly@wpb.org

D. Administrative Appeals

VII. Unfinished Business

VIII. New Business

IX. Other Business

X. Adjournment

All interested parties may appear at the above Public Hearing at the stated time and place and be heard with respect thereto. Please be advised that should any interested person seek to appeal any decision made by the Downtown Action Committee with respect to any matter considered at such hearing, such person will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based. The hearing may be continued from time to time, which may be necessary.

In accordance with the provisions of the Americans with Disabilities Act (ADA), persons in need of a special accommodation to participate in this proceeding shall, within three (3) working days prior to any proceeding, contact the City Clerk's office, 401 Clematis Street, West Palm Beach, Florida 33401, (561) 822-1210.

Exact legal descriptions of the property involved may be obtained from the Planning Division of the City of West Palm Beach.

PUBLISH: The Palm Beach Post | October 31, 2026
October 31 2026
LSAR0626592

THE BOARD OF COUNTY COMMISSIONERS PURSUANT TO THE AUTHORITY PROVIDED IN SECTIONS 336.09 AND 177.101, FLORIDA STATUTES AND PURSUANT TO ORDINANCE 86-18, DID HOLD A MEETING ON OCTOBER 22, 2026. THE FOLLOWING RESOLUTION WAS DULY PASSED AND RECORDED IN THE MINUTES OF THE BOARD OF COUNTY COMMISSIONERS:
RESOLUTION R2026-1278
PERTAINING TO ABANDONING ANY PUBLIC INTEREST IN A PORTION OF A 10-FOOT WIDE DRAINAGE EASEMENT, AND A 20-FOOT WIDE UTILITY EASEMENT, ALL LYING IN LOT "A" AS SHOWN IN THE PLAT OF SHERBROOKE BAPTIST CHURCH, AS RECORDED IN PLAT BOOK 51, PAGE 144, PUBLIC RECORDS OF PALM BEACH COUNTY.
BOARD OF COUNTY COMMISSIONERS
PALM BEACH COUNTY, FLORIDA
11/1/26

Notice To Creditors

IN THE CIRCUIT COURT FOR PALM BEACH COUNTY, FLORIDA
PROBATE DIVISION
File No. 2026-CP-003332
IN RE: Estate of Richard Allan Schatz

NOTICE TO CREDITORS
The administration of the estate of Richard Allan Schatz, deceased, whose date of death was April 21, 2026, is pending in the Circuit Court for Palm Beach County, Florida, Probate Division, the address of which is P. O. Box 4667, West Palm Beach, FL 33402. The names and addresses of the personal representative and the personal representative's attorney are set forth below.
All creditors of the decedent and other persons having claims or demands against decedent's estate on whom a copy of this notice is required to be served must file their claims with this court ON OR BEFORE THE LATER OF 3 MONTHS AFTER THE TIME OF THE FIRST PUBLICATION OF THIS NOTICE OR 30 DAYS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.
All other creditors of the decedent and other persons having claims or demands against decedent's estate must file their claims with this court WITHIN 3 MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE.
ALL CLAIMS NOT FILED WITHIN THE TIME PERIODS SET FORTH IN FLORIDA STATUTES 733.702 WILL BE FOREVER BARRED.
NOTWITHSTANDING THE TIME PERIODS SET FORTH ABOVE, ANY CLAIM FILED TWO (2) YEARS OR MORE AFTER THE DECEDENT'S DATE OF DEATH IS BARRED.
The personal representative or curator has no duty to discover whether any property held at the time of the decedent's death by the decedent or the decedent's surviving spouse is property to which the Florida Community Property Rights at Death Act as described in ss. 732.216-732.228 applies, or may apply, unless a written demand is made by a creditor or a beneficiary as specified under s. 732.2211. The written demand must be filed with the clerk.
The date of first publication of this notice is October 31, 2026.

Attorney for Personal Representative:
Mary Merrell Bailey

Personal Representative:
Kristina Schatz
October 31, November 7 2026
LSAR0625998

IN THE CIRCUIT COURT FOR PALM BEACH COUNTY, FLORIDA
PROBATE DIVISION
File No. 502026CP004847XXXANB
IN RE: Estate of Sarah Elizabeth Oblaczynski

NOTICE TO CREDITORS
The administration of the estate of Sarah Elizabeth Oblaczynski, deceased, whose date of death was August 21, 2026, is pending in the Circuit Court for Palm Beach County, Florida, Probate Division, the address of which is 205 N Dixie Hwy, West Palm Beach, FL 33401. The names and addresses of the personal representative and the personal representative's attorney are set forth below.
All creditors of the decedent and other persons having claims or demands against decedent's estate on whom a copy of this notice is required to be served must file their claims with this court ON OR BEFORE THE LATER OF 3 MONTHS AFTER THE TIME OF THE FIRST PUBLICATION OF THIS NOTICE OR 30 DAYS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.
All other creditors of the decedent and other persons having claims or demands against decedent's estate must file their claims with this court WITHIN 3 MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE.
ALL CLAIMS NOT FILED WITHIN THE TIME PERIODS SET FORTH IN FLORIDA STATUTES 733.702 WILL BE FOREVER BARRED.
NOTWITHSTANDING THE TIME PERIODS SET FORTH ABOVE, ANY CLAIM FILED TWO (2) YEARS OR MORE AFTER THE DECEDENT'S DATE OF DEATH IS BARRED.
The personal representative or curator has no duty to discover

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Advertiser: Angella Vann
Agency: N/A
Section-Page-Zone(s): C-8-All
Description: Legal 1 Column

The Palm Beach Post
REAL NEWS STARTS HERE
Saturday, October 31, 2026

ATTENDANCE RECORD

WEST PALM BEACH
DEVELOPMENT SERVICES DEPARTMENT
PLANNING & ZONING DIVISION

CITY OF WEST PALM BEACH
DOWNTOWN ACTION COMMITTEE

ATTENDANCE RECORD
Fiscal Year 2026-2027

	Roger Janssen (Chairperson) Term Exp.: 03.03.2029	**Nick Mihelich** (Vice Chairperson) Term Exp.: 08.21.2028	**Brian Cheguis** (Member) Term Exp.: 09.01.2027	**Gregory Gabriel** (Member) Term Exp.: 11.25.2028	**Kim Do** (Member) Term Exp.: 05.23.2028	**Michael R. Bakst** (Member) Term Exp.: 11.28.2026	**Brian Laura** (Member) Term Exp.: 02.28.2027	**Veronica Barducci** (1st Alternate) Term Exp.: 06.05.2028
Oct. 14 – 26	P	P	P	P	P	P	P	P
Nov. 10 – 26								
Dec. 09 – 26								
Jan. 13 – 27								
Feb. 10 – 27								
Mar. 10 – 27								
Apr. 14 – 27								
May. 12 – 27								
Jun. 09 – 27								
Jul. 14 – 27								
Aug. 11 – 27								
Sep. 08 – 27								
Present	1	1	1	1	1	1	1	1
Absent								

ATTENDANCE RULES & PROCEDURES | Article V. Section 5: Attendance

A. The absence of a member or alternate member from three (3) consecutive meetings without cause and the prior approval of the Chairperson shall be deemed cause for removal by the mayor. The City Urban Designer shall forward to the mayor the name of any member who has been absent without cause and the prior approval of the Chairperson from three consecutive meetings.

B. Any member unable to attend a meeting must advise the City Urban Designer of such prior to the meeting. The absence of a member caused by a unique or unforeseeable event or occurrence shall be deemed with cause.

C. The Recording Secretary shall notify the members when a member has been absent from two (2) or more consecutive meetings. The City Urban Designer shall also notify each member of his/her attendance record each year at the annual meeting.

NEW CASES

CITY OF WEST PALM BEACH DOWNTOWN ACTION COMMITTEE
Meeting Date: November 10, 2026
TDR Case No. 26-09 (DMP-000567-2026)
Transfer of Development Rights

Sending Sites: 805, 825, 85-875, 860, 885, 925,95, 975, 1005-1035-1045, 1040 N Railroad Avenue and the sending bank of NORA east 10-11 Owner LLC
Receiving Sites: 456 11th Street and 1105 N Dixie Highway



I. Requests

A request by Tyler N. Woolsey of Shutts & Bowen, LLP, on behalf of Nora West 10-11 Owner LLC and Nora East 10-11 Owner LLC for the transfer of development rights (TDRs) from the sending properties of: 805, 825, 85-875, 860, 885, 925,95, 975, 1005-1035-1045, 1040 N Railroad Avenue and the sending bank of NORA east 10-11 Owner LLC to the receiving properties of 456 11th Street and 1105 N Dixie Highway.

The subject sending properties are ± 2.86 acres and are within Commission District No. 3 – Commissioner Christy Fox.

II. TDR Program

The intent of the Transfer of Development Rights (TDR) program is to leverage market forces to facilitate the preservation of historic buildings and the creation of new public open spaces. The program allows developers to acquire development rights from designated sending sites and apply them to eligible receiving sites, where additional development potential may be more appropriate. In doing so, property owners can realize the financial value of their development rights without requiring the demolition of historic structures or the loss of open spaces that contribute to West Palm Beach's unique character. The TDR program shall apply to qualified properties within the Downtown Master Plan (DMP) area, with qualification limited to properties designated as eligible sending or receiving sites on Figure IV-35.

On February 7, 2022 the City Commission had approved Ordinance No. 4986-21 which amended the Downtown Master Plan Urban Regulations, to provide regulations for the then newly rezoned North Railroad Avenue District (NORA) and the Brelsford Park District. Including within this ordinance were additional text revisions to the Downtown's Transfer of Development Rights Program of Section 94-132; one of the subsequent revisions was the introduction of the following language:

Sec. 94-132. - Transfer of development rights program.

******

5. NoRA-Brelsford Park district special TDR sending area. Due to the special characteristics of the NoRA and Brelsford Park districts, and with the goal to maintain the character of the area, certain properties within the NoRA district and the Brelsford Park district are allowed to transfer their unused development capacity to other receiving sites within the NoRa district in compliance with the following conditions:

i. NoRA-Brelsford Park legacy structure sending site.
    a. Completion of all building renovations, reconstruction or new construction maintaining the defining characteristics of the NoRA district or the Brelsford Park district.
    b. All improvements or renovations shall have passed all applicable final building permit inspections.

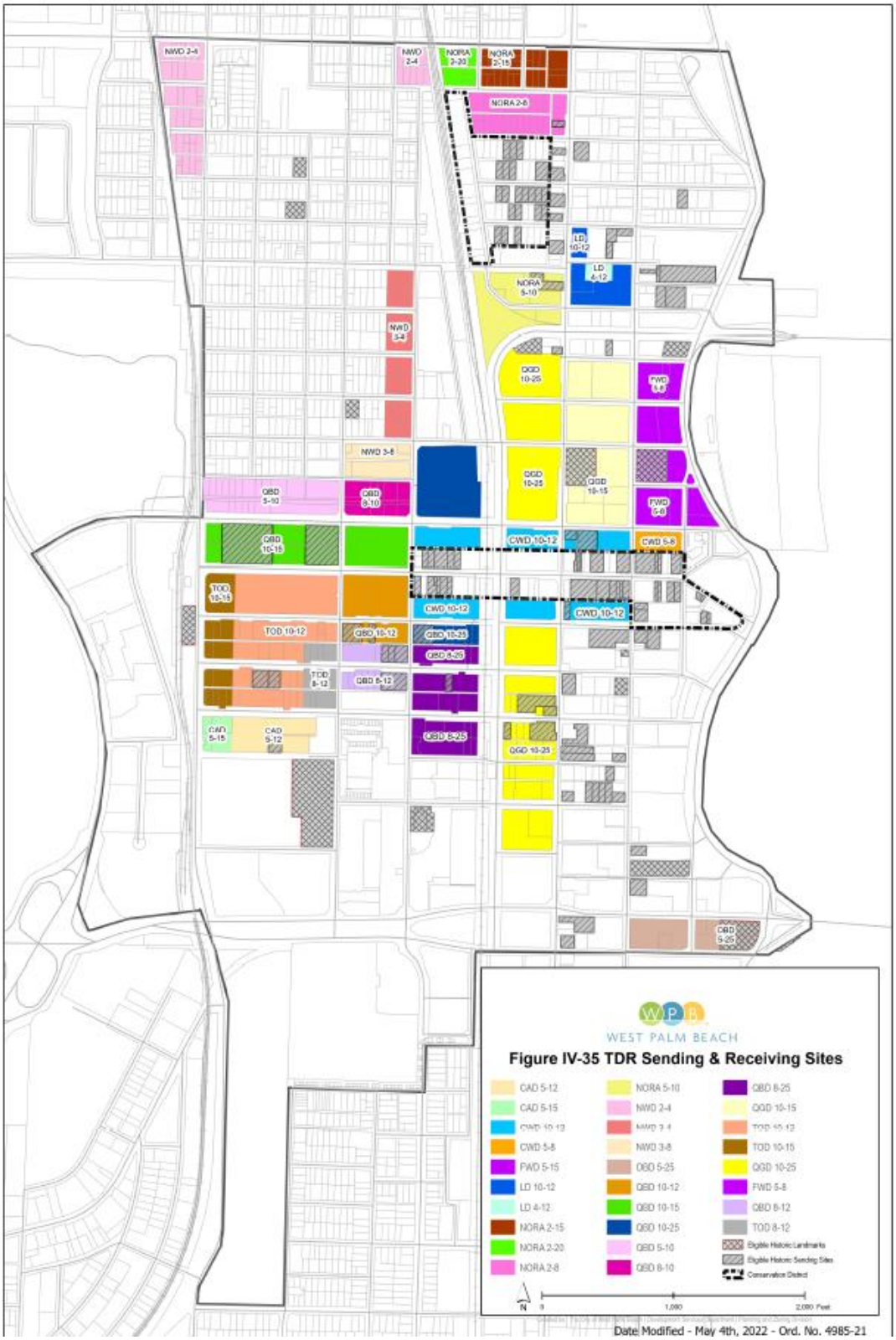
ii. NoRA temporary public open space sending site.
    a. Completion of all improvements to the site according to the temporary public open space standards.
    b. All improvements shall have passed all applicable final building permit inspections.

iii. NoRA temporary public parking sending site
    a. Completions of all improvements to the site according to the off-site accessory surface parking lot standards permitted within the district.
    b. All improvements shall have passed all applicable final building permit inspections.

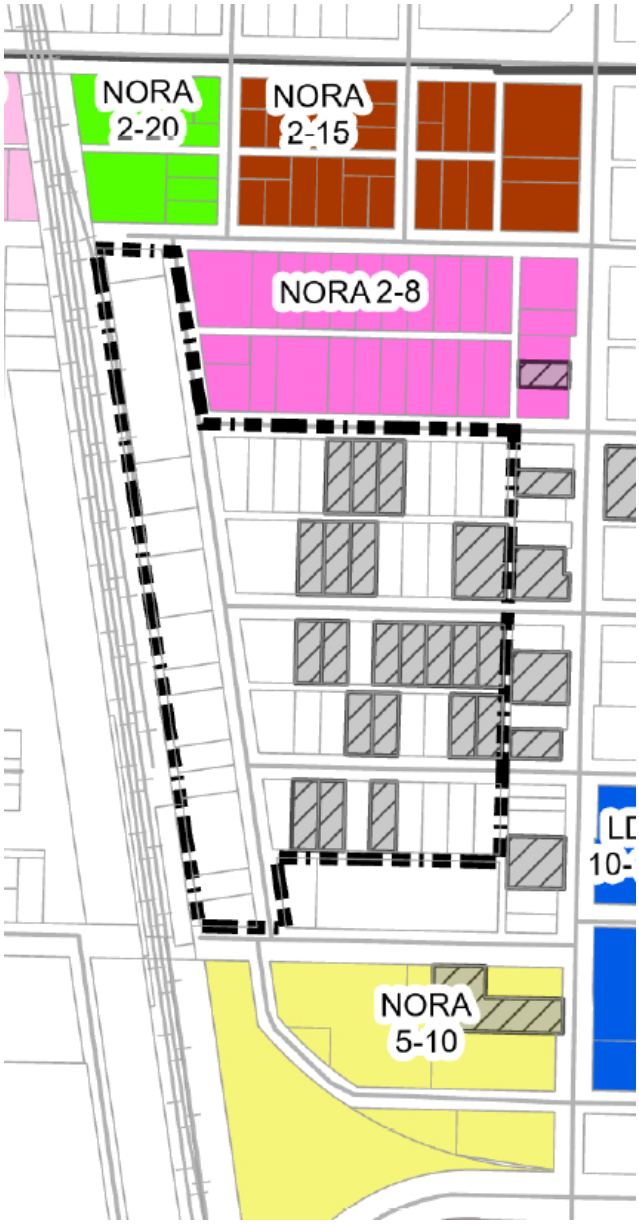
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Also included within Ordinance No. 4986-21 was the DMP Zoning Atlas Figure IV-35-Sending & Receiving Sites map:

Zoning Atlas Figure 4 - TDR Sending & Receiving Sites



The area outlined within the dashed line were the properties identified as the "NoRA-Brelsford Park district special TDR sending area" or the referenced NORA-Brelsford Park legacy structure sending sites.



III. Sending Site

The subject TDR request will facilitate the transfer of development rights from over 10 different properties within the NORA and Brelsford districts, as well as from a TDR holding bank. The subject properties have been identified in Figure I, and the transfer calculations can be found within Table I. All the subject sending sites have either had site plan projects which include new constructions, or varying degrees of building renovations and adaptive reuse via building permits. These project's have since completed all final building inspections and been issued Certificates of Occupancy (CO).

Figure I – Sending Site Locations



Table I – Sending Site TDR Details

Site Address & Zoning	Subject Lot Area (sf)	FAR/Stories Allowed	Site Development Capacity (sf)	Existing Structures Onsite (sf)	TDRs Previously Transferred (sf)	TDRs Subject to Transfer (sf)	TDRs Remaining Onsite After Transfer (sf)
805 N Railroad Ave. NORA-5	6,171	2.75 FAR	16,970	11,294	0	5,676	0
825 N Railroad Ave. NORA-5	5,450	3.5 FAR	19,075	10,021	0	9,054	0
855-875 N Railroad Ave. NORA-5	16,350	2.75 FAR	44,963	8,142	0	36,821	0
860 N Railroad Ave. BPD-R	13,299	3 Stories	39,897	13,818	0	26,079	0
885 N Railroad Ave. NORA-5	10,900	2.75 FAR	29,975	17,560	0	12,415	0
925 N Railroad Ave. NORA-5	10,945	2.75 FAR	30,099	29,162	0	937	0
955 N Railroad Ave. NORA-5	5,400	3.5 FAR	18,900	9,776	0	9,124	0
975 N Railroad Ave. NORA-5	10,900	2.75 FAR	29,975	10,095	0	19,880	0
1005 N Railroad Ave. NORA-5	30,357	2.75 FAR	83,480	34,323	0	49,157	0
1035 N Railroad Ave. NORA-5		2.75 FAR			0		0
1045 N Railroad Ave. NORA-5		2.75 FAR			0		0
1040 N Railroad Ave. BPD-R	14,696	3 Stories	44,088	14,826	0	29,262	0
Nora East 10-11 Owner LLC	N/A					136,186	
TOTALS	**124,468**	**N/A**	**357,422**	**159,017**	**0**	**334,591**	**0**

All numbers verified via property survey and building permit drawing sets.

IV. Receiving Sites

The subject TDR request will facilitate the development of two mixed-use projects across Parcel D (the block between North Railroad Avenue, 10th Street, 11th Street, and N Dixie Highway). The two projects include:

1. Nora Multifamily West Tower ("The George") generally located at 456 11th St. on the western half of Parcel D and approved under Formal Site Plan Review 25-01 (approved on June 4, 2026) and;
2. Nora Condo East Tower ("Nora House") generally located at 1105 N Dixie Highway on the eastern half of Parcel D and subject to approval under Formal Site Plan 25-03, under separate application.

Both the 456 11th Street and 1105 N Dixie Highway properties are designated as a receiving sites within the North Railroad Avenue District 2-8 (NORA 2-8) incentive districts as shown in Figure

IV-35 (Attachment I). Within the NORA 2-8 district, the development permits a maximum FAR of 3.8 with a maximum height of 8 stories* or 125' (whichever is less) utilizing the TDRs.

> **Per Sec. 94-124. – North Railroad Avenue District (NORA) multi-family residential or mixed-use projects utilizing the DMP Housing Incentive Program and comprised of a minimum 65 percent of residential gross building area shall be exempt from the stories height limitation.*

The applicant is proposing to transfer 334,591 square feet of development rights to the two properties for the purpose of developing two 11-story residential mixed-use projects. Details on the two project's development capacity are provided within Table II.

Table II – Receiving Site TDR Details

Project	Lot Size	Base Development Capacity (1.0 FAR)	Incentive Development Capacity (3.8 FAR)	Proposed Development Capacity	Total TDRs Needed	Previous TDR Transfers	Total TDRs to be Transferred	Remaining TDRs Needed
456 11th St	124,710 sf (2.86 ac)	124,710 sf	473,898 sf	476,003 sf	351,293 sf	0 sf	**334,591 sf**	**285,101 sf**
1105 N Dixie Hwy	95,857 sf (2.2 ac)	95,857 sf	364,256 sf	339,762 sf	268,399 sf	0 sf		
TOTAL (Parcel D)	**220,567 sf (5.06 acre)**	**220,567 sf**	**838,154 sf**	**815,765**	**619,692**	**0 sf**		

Render of The George (456 11th Street)



Render of NORA House (1105 N Dixie Highway)



V. Recommendations

Staff recommends APPROVAL:
Based upon the findings for the Transfer of Development Rights Case No. 26-09 a transfer of 334,591 square feet from the sending properties of: 805, 825, 85-875, 860, 885, 925,95, 975, 1005-1035-1045, 1040 N Railroad Avenue and the sending bank of NORA east 10-11 Owner LLC to the receiving properties of 456 11th Street and 1105 N Dixie Highway, meets all of the standards as prescribed by Article IV: Downtown Master Plan Urban Regulations; Section 94-132: Transfer of Development Rights Program of the Zoning and Land Development Regulations.

Prepared and respectfully submitted by:



Chris Kimmerly, AICP
Principal Planner

GRANTING – Transfer of Development Rights

I move that the Downtown Action Committee **APPROVE** the Transfer of Development Rights TDR Case No. 26-09 as listed in the staff report dated November 10, 2026, as follows:

a. The transfer of 334,591 square feet from 805, 825, 85-875, 860, 885, 925,95, 975, 1005-1035-1045, 1040 N Railroad Avenue and the sending bank of NORA east 10-11 Owner LLC to the properties of 456 11th Street and 1105 N Dixie Highway, pursuant to the requirements of Section 94-132.

DENYING – Transfer of Development Rights

I move that the Downtown Action Committee **DENY** the Transfer of Development Rights TDR Case No. 26-09 as listed in the staff report dated November 10, 2026.

The motion is based upon a determination that the testimony presented at this hearing along with the application submitted indicates that the applicant has not presented a preponderance of the competent, substantial evidence of record that the request satisfies all of the criteria required by the City of West Palm Beach Zoning and Land Development Regulations, Article IV, Section 94-132.

ATTACHMENT I
Applicant Justification Statement

[To be attached as an addendum to the staff report]

JUSTIFICATION STATEMENT
Nora Parcel D
TDR Transfer Request
Submittal: September 18, 2026

REQUEST

On behalf of the property owners, Nora West 10-11 Owner LLC and Nora East 10-11 Owner LLC ("Owners"), Shutts & Bowen, LLP hereby submits this application to request the transfer of development rights ("TDR") from the Nora East 10-11 Owner LLC bank and multiple sending sites located along N. Railroad Avenue to the receiving site known as Nora Parcel D ("Parcel D").

Parcel D is bounded by 11th Street on the north, 10th Street on the south, North Railroad Avenue on the west and North Dixie Highway on the east. Parcel D is platted as NORA 10-11 Boundary Plat, totaling ±5.063 acres of land area, as recorded in Plat Book 141, at pages 110-111 of the public records of Palm Beach County. Parcel D is located in the Nora 2-8 Downtown Master Plan ("DMP") subdistrict and designated as an eligible TDR receiving site. This TDR request will facilitate the development of two mixed-use projects across Parcel D: Nora Multifamily West Tower ("The George") on the western half of Parcel D and the Nora Condo East Tower ("Nora House") on the eastern half of Parcel D.

The application proposes to transfer the following unused development rights from the sending sites/bank as listed below:

- Nora East 10-11 Owner LLC Bank: 136,186 SF
- Various Parcels along N. Railroad Avenue: 198,405 SF

This transfer would result in Parcel D receiving a total of 334,591 SF of TDRs representing a substantial portion of the TDRs required to pursue development of the projects approved or under review within Parcel D.

Please refer to the summary table of TDR Transfer Details attached hereto as Exhibit "A" for additional details on the TDRs derived from the bank and each of the parcels along N. Railroad Avenue. Please also refer to the surveys and permit drawings included with this application as backup to verify the available TDRs for each of the N. Railroad Avenue parcels.

CONCLUSION

Based on the above and the application submittal documentation, the Applicant respectfully requests the approval of the proposed TDR transfer request. The request and overall Project continue to comply with all applicable standards of the City's ZLDRs. Should you have any questions or require any additional information, please do not hesitate to contact us.

Exhibit A – TDR Transfer Details

Site Address	Zoning	Subject Lot Area (SF)	FAR/Stories Allowed	Site Development Capacity (SF)	Existing Structures Onsite (SF)	TDRs Previously Transferred (SF)	TDRs Subject to Transfer (SF)	TDRs Remaining Onsite After Transfer (SF)
Nora East 10-11 Owner LLC Bank	N/A	N/A	N/A	N/A	N/A	0	136,186	0
805 (f.k.a. 801) N. Railroad Avenue	NoRA-5	6,171	2.75 FAR	16,970	11,294	0	5,676	0
825 (f.k.a. 805) N. Railroad Avenue	NoRA-5	5,450	3.50 FAR	19,075	10,021	0	9,054	0
855-875 (f.k.a. 809) N. Railroad Avenue	NoRA-5	16,350	2.75 FAR	44,963	8,142	0	36,821	0
860 (f.k.a. 810) N. Railroad Avenue	BPD-R	13,299	3 Stories	39,897	13,818	0	26,079	0
885 (f.k.a. 831-861) N. Railroad Avenue	NoRA-5	10,900	2.75 FAR	29,975	17,560	0	12,415	0
925 (f.k.a. 905) N. Railroad Avenue	NoRA-5	10,945	2.75 FAR	30,099	29,162	0	937	0
955 (f.k.a. 915) N. Railroad Avenue	NoRA-5	5,400	3.50 FAR	18,900	9,776	0	9,124	0
975 (f.k.a. 917) N. Railroad Avenue	NoRA-5	10,900	2.75 FAR	29,975	10,095	0	19,880	0
1005-1035-1045 (f.k.a. 925) N. Railroad Avenue	NoRA-5	30,357	2.75 FAR	83,480	34,323	0	49,157	0
1040 N. Railroad Avenue	BPD-R	14,696	3 Stories	44,088	14,826	0	29,262	0
TOTALS	**124,468 SF**			**357,422 SF**	**159,017 SF**	**0 SF**	**334,591 SF**	**0 SF**

NOTES:

1. 1005 N. Railroad Ave survey area reduced by 2,343.5 SF to account for portion of surveyed area included in Nora Hotel property and includes site area for 1035 and 1045 N. Railroad Ave
2. 885 N. Railroad Ave survey area reduced by 10,945 SF (925 N. Railroad Ave), 5,400 SF (955 N. Railroad Ave), and 9,384 SF (920-960 N. Railroad Ave)

CITY OF WEST PALM BEACH DOWNTOWN ACTION COMMITTEE
Meeting Date: November 10, 2026
Formal Site Plan Review No. 25-03 (DMP-000330-2025)
DAC Special Review & Variances



Location Aerial of Subject Property Outlined in Red

I. REQUEST

A request by Tyler N. Woolsey of Shutts & Bowen, LLP on behalf of NORA EAST 10-11 OWNER LLC for the DMP Formal Site Plan Review (Level II) with DAC Special Review and includes the variances:

1. A variance request from Sec. 94-109 Definitions and minimum requirements, Figure IV-22, to reduce the minimum driveway separation from the required 100' to the proposed 71'-9" (a 28'-3" decrease).
2. A variance request from Sec.94-111 Parking and loading requirements (o.) (4.), to reduce the minimum driveway separation from the required 10' to the proposed 6' (a 4' decrease).

3. A variance request from Table IV-63 Incentive Building Requirements — Nora 2-8 to reduce the minimum ground-floor active uses from the required 80% (along a Primary Pedestrian Street – 11th Street) to the proposed 61% (a 19% decrease).
4. A variance request from Table IV-63 Incentive Building Requirements — Nora 2-8 to reduce the minimum active use liners on podium floors 2 to 3 (up to 50') from the required 60% (along a Primary Pedestrian Street – 11th Street and N Dixie Highway) and 80% (along Residential Street – 10th Street) to the proposed 0%.

The request supports development of an 11-story, 339,762-gross square foot mixed-use residential building containing 117 dwelling units and 313 parking spaces at 1105 N Dixie Highway.

The subject properties comprise approximately ± 2.2 acres and are generally located between 11th Street, 10th Street, N Dixie Highway, and the Madeira Court extension within Commission District No. 3 – Commissioner Christy Fox.

II. RECOMMENDATIONS

Regarding the Special Review by the Downtown Action Committee (DAC), staff recommend **APPROVAL with Conditions** based on the findings that the petition MEETS the Special Review Standards as indicated by Section 94-54 (b.)(2.) of the Zoning and Land Development Regulations (ZLDRs). The conditions of approval for special review shall include the following:

1. The project's loading/sanitation driveway shall include a roll-down or opaque gate at the entrance and exit. This is to screen the back of house services/functions when the driveway is not in use.
2. The required on-street bicycle racks (1 per 100 linear feet of street frontage) shall be strategically located nearby building entrances and distributed evenly across all street frontages.
3. A construction traffic and parking management plan PERMIT is required prior to the issuance of a building permit. Please refer to City Code Section 86-246. The construction traffic and parking management plan shall be submitted through EPL.
4. Prior to obtaining a Certificate of Occupancy, the owner or designee of 1105 Dixie Highway shall replace the sidewalk on the south side of 10th Street from Madeira Avenue to Dixie Highway.
5. The loading zone exit vehicular driveway on 10th Street shall be limited to the use of vehicles larger than SU-30 Single Unit Trucks. SU-30 Single Unit Trucks and smaller vehicles shall use the vehicular driveway on 11th Street to enter and exit the loading zone. The loading zone exit vehicular driveway on 10th Street shall be always closed until such time that a vehicle larger than SU-30 Single Unit Truck needs to exit the loading zone. This condition remains in perpetuity.

6. The owner or designee of 1105 Dixie Highway shall provide to the City of West Palm Beach a traffic statement annually on June 1, commencing one (1) year after obtaining the Temporary Certificate of Occupancy for a period of five (5) years, prepared by a Traffic Engineer certifying the number of crashes, if any, due to the loading zone exit vehicular driveway on 10th Street. If in a period of one (1) year, there are three (3) or more crashes caused by the operations of exiting trucks of said vehicular driveway, the owner or designee of 1105 Dixie Highway shall be required to close the loading zone exit driveway on 10th Street and provide the City of West Palm Beach a loading zone operations plans. The loading zone operations plan shall be acceptable to the City of West Palm Beach.
7. Prior to receiving the Certificate of Occupancy, the owner or designee of 1105 Dixie Highway Street (Owner) shall at its sole cost and expense, have a signal warrant study prepared by a licensed professional engineer consistent with the Manual on Uniform Traffic Devices requirements for the intersections along Dixie Hwy at 7th Street, 8th Street, 9th Street, 10th Street and 11th Street. If the warrant study demonstrates that a traffic signal is warranted at any of the evaluated intersections and FDOT (and the City, as applicable) approve installation, the Owner shall fully fund, design, permit, and construct the approved traffic signal at the Owner's sole cost and expense.If a signal is not warranted or approved, the owner or designee of 1105 Dixie Highway Street (Owner), shall provide a cost estimate for the installation (design and construction) of a traffic signal at the intersection of Dixie Highway and 10th Street. The Owner shall, at its sole cost and expense, have a signal warrant study for the intersections along Dixie Hwy at 7th Street, 8th Street, 9th Street, 10th Street and 11th Street annually until such time that a signal is warranted or 10 years after full buildout of master plan, whichever occurs first. If a signal is not warranted beginning of the 11th year of full buildout of the master plan, . the owner will no longer be required to fund the traffic signal. When/if the signal is warranted and accepted by the Florida Department of Transportation, the Owner shall design and construct the traffic signal at its own cost.
8. Prior to obtaining a Certificate of Occupancy, the owner or designee of 1105 Dixie Highway shall install a southbound right turn lane at the intersection of Dixie Highway and 10th Street. NOTE: Pending FDOT decision.
9. The location of the garage for employees must be identified, the agreement between NoRA and the garage owner must be provided, and the shuttle operations must be provided.
10. Before the issuance of the CO, the TDM agreement shall be finalized and approved by the parking and mobility administrator.

Regarding the variance requests to the Downtown Action Committee (DAC), staff recommend **APPROVAL** based on the findings that the petition DOES MEET all ten (10) variance standards as outlined by Article II, Section 94-38(d)(6) of the Zoning and Land Development Regulations (ZLDRs).

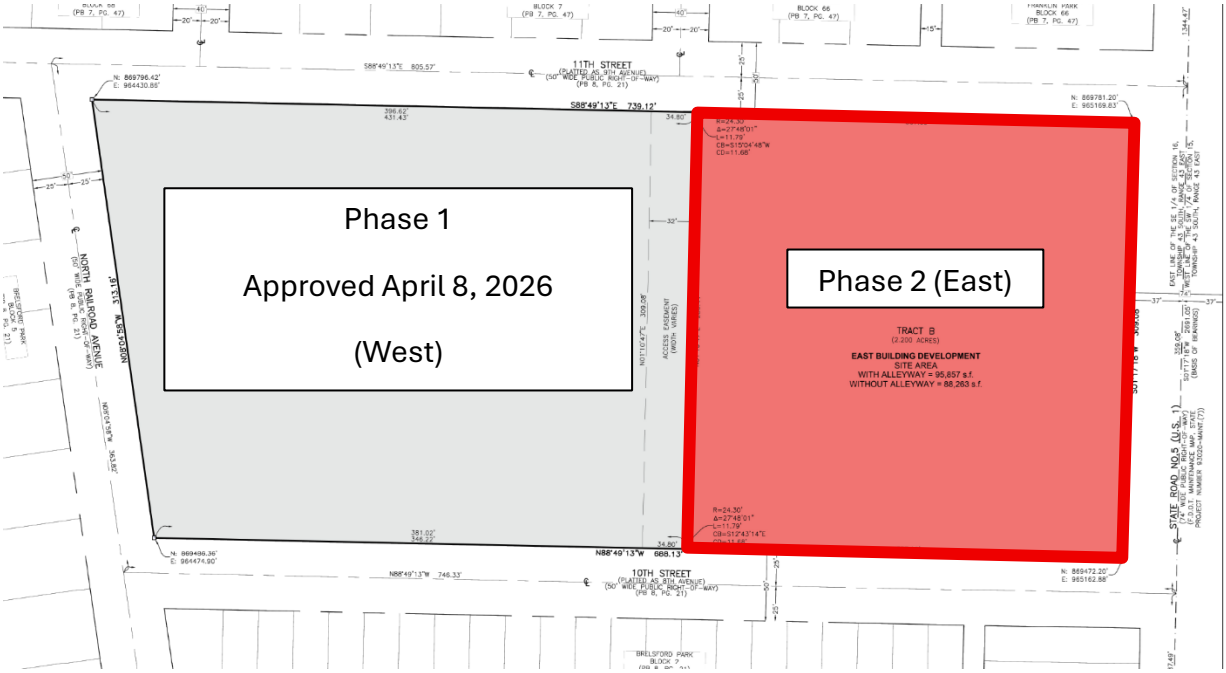
III. BACKGROUND & PROJECT DESCRIPTION

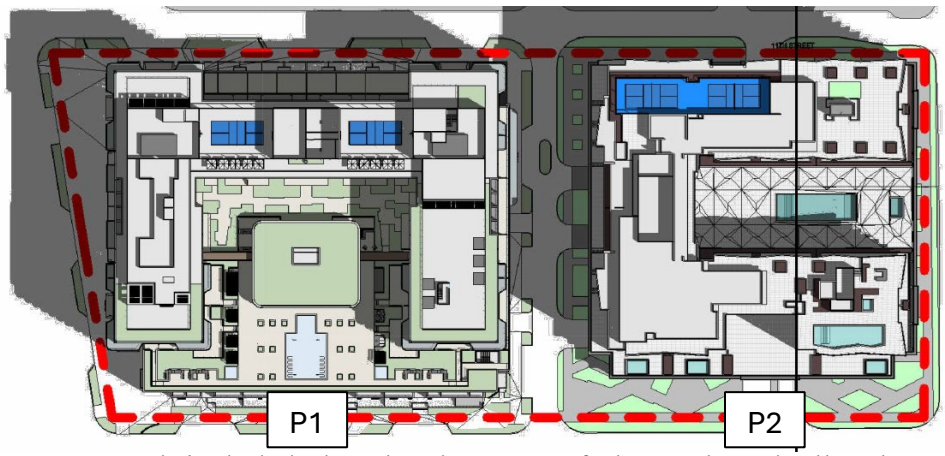
On July 8, 2025, Tyler N. Woolsey of Shutts & Bowen, LLP on behalf of NORA EAST 10-11 OWNER LLC, submitted an application for a Level II Formal Site Plan Review application to

construct an 11-story, 125-foot-tall, 117-unit residential condominium and mixed-use development totaling 339,762 gross square feet. The 2.2-acre (95,857-square-foot) property is generally located at 1105 N Dixie Highway. This is the second phase of development on the 'Parcel D' block. On April 8, 2026, the DAC approved Formal Site Plan Review No. 25-01 (DMP-000281-2025) for a 350-unit residential mixed-use rental development on the western half of the block (Figure I).

Figure I

Project Phasing Diagrams





The Phase 1 approval included the abandonment of the T-shaped alley between the two development areas (application DMP-000294-2025) and construction of the Madeira Court extension south to connect 11th Street and 10th Street. The 60-foot-wide extension will remain a privately owned access drive serving both buildings, with a public access easement.

The proposed project is located within the Transfer of Development Rights (TDR) incentive receiving area and the North Railroad Avenue (NORA 2-8) incentive subdistrict. The subdistrict allows residential and commercial uses up to a maximum of 8 stories or 125 feet, whichever is less, and a maximum floor area ratio (FAR) of 3.8 (Attachment I – Downtown Zoning Designations). Section 94-124, North Railroad Avenue District (NORA), also states:

> *...multi-family residential or mixed-use projects utilizing the DMP Housing Incentive Program and comprised of a minimum 65 percent of residential gross building area shall be exempt from the stories height limitation.*

This provision allows the subject project to exceed the 8-story limit and incorporate 11 stories, while remaining within the 125-foot height cap.

Because the project uses incentive zoning and TDRs, it must comply with the DMP Workforce Housing Incentive Program in Section 94-134. Under this program, the applicant must select one of the following options:

1. Provide income-restricted units on site as part of the overall development.
2. Provide the units off site in a separate project that is under construction concurrently with the subject development and is located within an area permitted by the DMP program.
3. Make a payment in lieu to the City's Housing Trust Fund, calculated using the per-square-foot construction cost established in the International Code Council Building Valuation Data.

The applicant has elected to provide the required income-restricted units off site through a separate project. The applicant must identify the concurrent off-site project in an affordable housing agreement with the City's Housing and Community Development Department (HCD) before any building permits are issued. Any change to this commitment would require a site plan amendment and may require the DAC to rehear the application.

The project is subject to DAC Special Review under Section 94-54 for the following reasons:

- The development is located on a lot larger than 50,000 square feet.
- The development uses the Transfer of Development Rights and Downtown Master Plan Housing Incentive Program.
- The application included a request to abandon an alley.

The applicant is also requesting four variances from the Downtown Zoning and Land Development Regulations.

The development capacity for the subject project is summarized in Table I.

Table I – Allowable Development Capacity

Gross Lot Area (West & East)	220,567 sf
FAR allowed by right (West & East) 1.00	220,567 sf
FAR allowed with TDR incentive (West & East) 3.8	838,154 sf
Total square footage proposed (West & East)	815,625 sf
TDRs needed (West & East)	595,058 sf
Gross Lot Area (East Phase 2 Only)	**95,857 sf**
FAR allowed by right (East Phase 2 Only) 1.00	**95,857 sf**
FAR allowed with TDR incentive (East Phase 2 Only) 3.8	**364,257 sf**
Total square footage proposed (East Phase 2 Only)	**339,762 sf**
TDRs needed (East Phase 1 Only)	**243,905 sf**

Combined, the west and east phases remain below the maximum FAR permitted for the entire block.

The applicant's full description of the proposed development is included (ATTACHMENT III - Applicant's Justification Statement) and a complete set of drawings are included as an addendum to the staff report.

IV. ANALYSIS

1. Special Review

The Special Review Standards address a project's size, massing, architecture, and general impacts. The DAC must determine whether the project complies with these standards as part of its final site plan review. The four standards are:

A. Relationship of building to site and surroundings

B. Circulation and traffic flow

C. Building design

D. Public realm

Staff's analysis for compliance with the special review standards is as follows:

A. Relationship of Building to Site and Surroundings

Special Review Standard A requires a review of the relationship of the building to the site and surroundings, analyzing the effects of the proposed building scale and form on adjacent streets,

neighboring properties, and the overall development of the district in which it is located, to ensure that any potential negative impacts are minimized.

- **Building Height:**

The site's base zoning is NORA-2, which permits a maximum height of 2 stories or 30 feet, whichever is less, and a maximum FAR of 1.00 (Attachment I). The site is also eligible to receive TDRs under the NORA 2-8 incentive zoning, increasing the permitted height to a maximum of 8 stories or 125 feet, whichever is less, and the maximum FAR from 1.00 to 3.8 (Figure IV-35, TDR Sending and Receiving Sites; Attachment II).

Ordinance No. 134-25, approved by the City Commission on June 9, 2025, following DAC review of Code Revision Case 25-03 on April 9, 2025, added language to the NORA district intended to maximize FAR utilization and increase the number of workforce housing units. The text amendment provides:

Multi-family Residential or Mixed-Use Projects Utilizing the DMP Housing Incentive Program

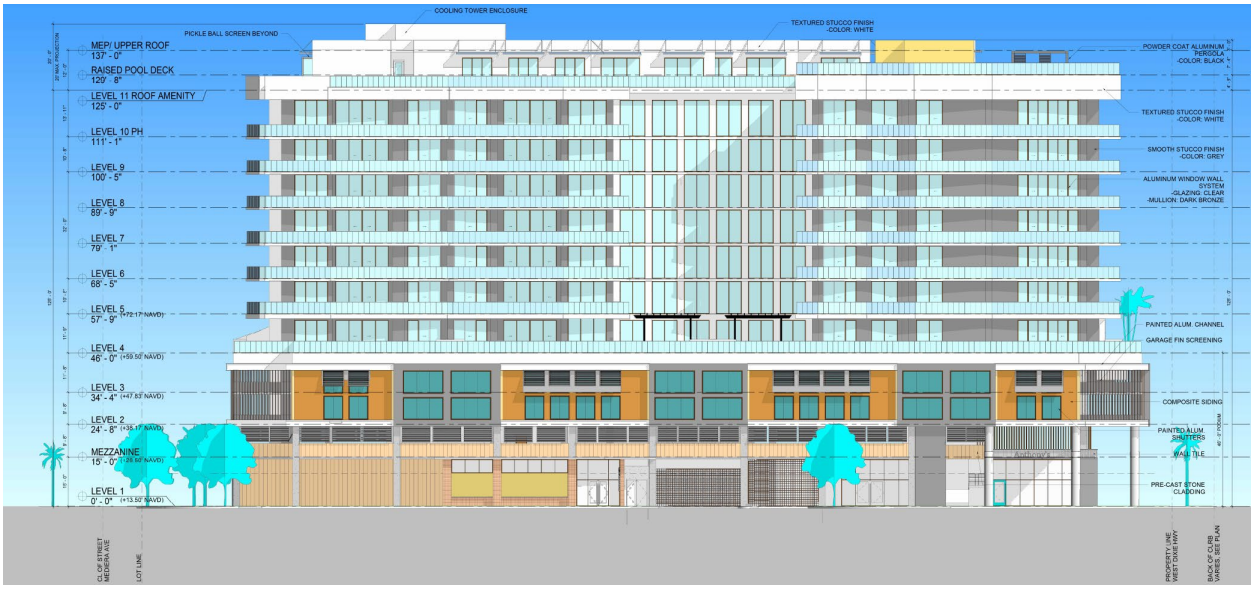
a. Projects comprised of a minimum 65 percent of the gross building area reserved for residential uses shall be exempt from the stories height limitation applicable to the subdistrict building requirements table. The maximum building height permitted shall correspond to the maximum height in feet specific to the subdistrict. Additionally, the following shall apply:
    i. The minimum finished floor to ceiling height for the residential uses shall be 9 ft.
    ii. All applicable setbacks shall be exempt from the stories limitation and instead shall be measured to the respective height in feet found in the building requirements table of the specific subdistrict.
    iii. All applicable active use liner requirements shall be exempt from the stories limitation and instead shall be measured to the respective height in feet found in the building requirements table of the specific subdistrict.
    iv. The maximum building footprint percentage for any stories above the maximum identified within the building requirements table, shall match the percentage found within the highest story of the subdistrict's building requirements table.

The proposed project complies with these regulations and reaches the district's maximum permitted height of 125 feet. The building contains 11 stories within that height.

The report identifies an overall building height of 145 feet, including the 125-foot maximum district height and an additional 20 feet of vertical encroachment for mechanical spaces per Section 94-109 TABLE IV-5 (Figure II).

Figure II

Project Height Diagram



- **Relationship with Adjacent Properties:**

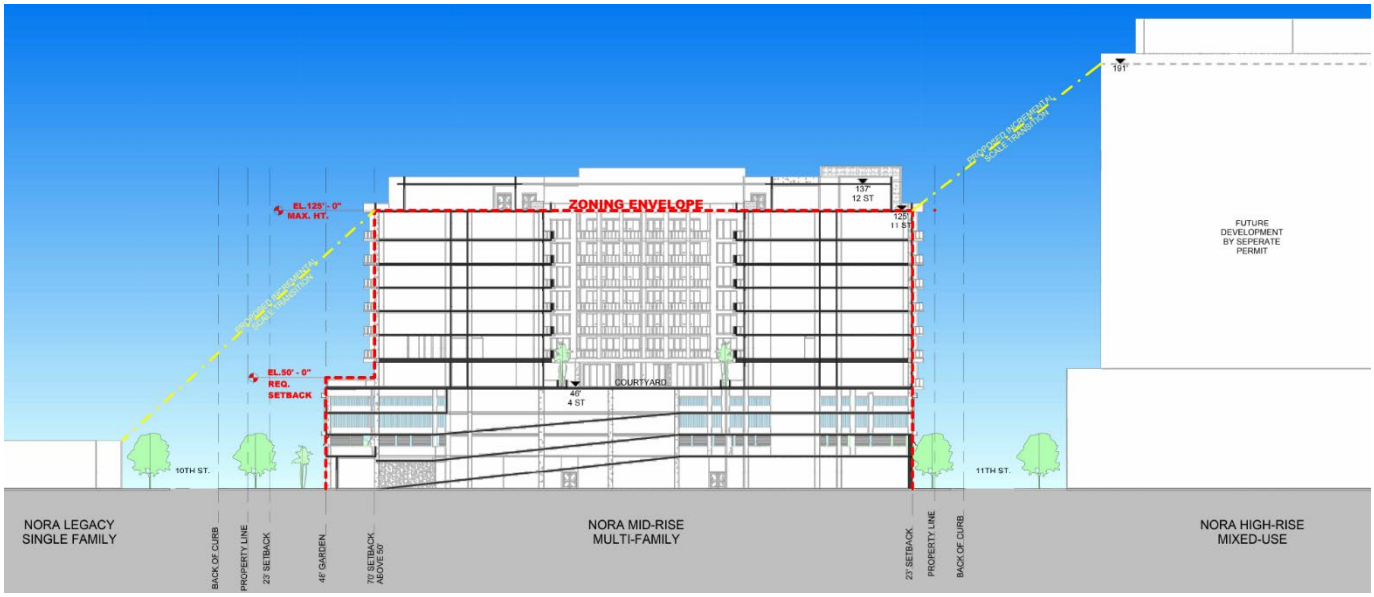
Section 94-124 of the Downtown Master Plan Urban Regulations states that the intent of the North Railroad Avenue District (NORA) is to establish "*an urban district that adapts the neighborhood into a walkable, mixed-use district,"* where "*less conventional and more intense housing types and commercial uses co-exist,*" with appropriate transitions in scale and height and increased residential and commercial density through compact, vibrant development.

The proposed development is consistent with the district's overall intent. The eastern residential building is positioned in relation to the lower-scale, one- to three-story (approximately 40-foot-tall) residential buildings to the south, the 11-story (125-foot-tall) NORA mixed-use residential building immediately to the west, and anticipated developments of 15 or more stories (approximately 230 to 305 feet tall) to the north. The project meets all applicable ground-floor and upper-level setback requirements.

In response to the lower-scale context to the south, the project maintains a three-story, 50-foot-high podium along 10th Street. The two tower elements are each limited to 75 feet in width and are separated by a 60-foot-wide, approximately 25-foot-deep planar break. The tower is set back more than 70 feet from the curb along 10th Street, reducing its visual impact on the neighborhood's residential core. This massing transition is consistent with the building requirements table and the intended scale of the NORA district. Figure III illustrates a building section and the transition in scale.

Figure III

Project Massing Diagram



B. Circulation and Traffic Flow

Special Review Standard B requires a review of pedestrian and vehicular circulation, reinforcing the concept that proposed developments should promote pedestrian circulation by providing attractive, safe and comfortable paths of travel. Vehicular circulation should be efficient and limit its impacts to pedestrian movement around and through the site.

- **Vehicular Circulation:**

The project includes an internal three-story parking structure, with mezzanine, totaling 313 spaces: 240 for residents and their guests, 57 for retail, and 16 public spaces serving the retail uses across both the east and west phases. Within both phases, the project provides a total of 858 spaces, or 1.05 spaces per 1,000 square feet. This is within the range between the minimum requirement of 522 spaces, and the maximum permitted 1,051 spaces (Table II).

Table II - Parcel D – Parking Details

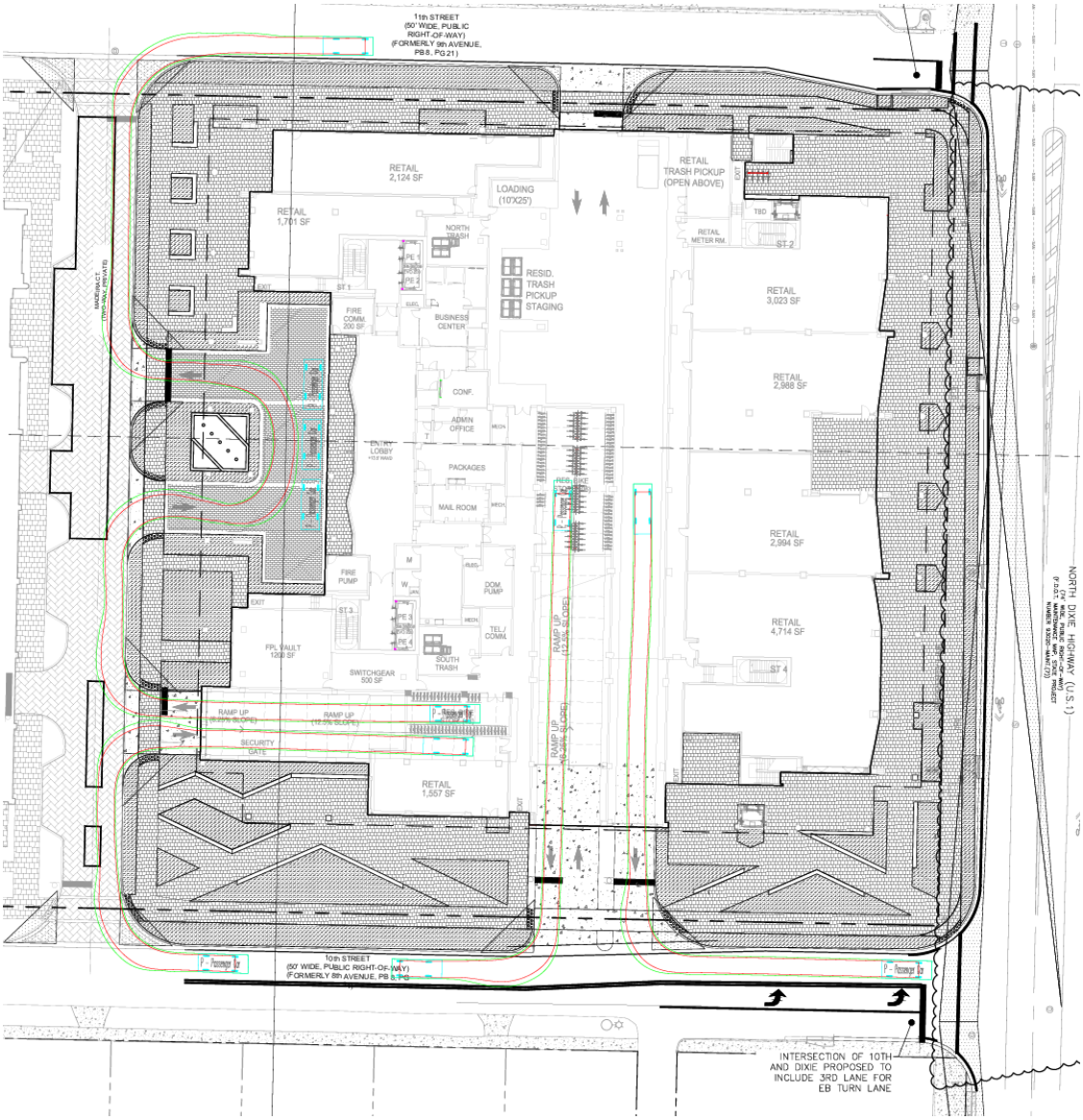
Min. Required	Max. Permitted	Provided (West P1)	Provided (East P2)	Total
522 spaces	1051 spaces	545 spaces	313 spaces	858 spaces

Parking is accessed from two locations: a two-way driveway along the Madeira Court extension, which is subject to two of the requested variances discussed later in this report, and a shared driveway along 10th Street that accommodates resident ingress and egress and loading egress.

The project benefits from the north-south Madeira Court extension between 10th and 11th Streets, constructed as part of the Phase 1 development. The privately owned street will be subject to a public access easement. The final design includes a 60-foot-wide, two-way roadway, 8-foot-wide sidewalks on both sides, and 4-foot-wide landscape beds with street trees adjacent to the curb. All sanitation and loading services for Phase 2 will be accommodated inside the building on the first floor with access from 11th Street. The Madeira Court extension will also provide a porte-cochere for residential valet pickup and drop-off. Residential and retail parking will be accessed by ramps from 10th Street and the Madeira Court extension. No new curb cuts are proposed along the N Dixie Highway frontage.

Figure IV

Project Circulation Plan



- **Pedestrian Circulation:**

The project will substantially improve the existing narrow, sparsely landscaped streetscape. The Madeira Court extension will create a new mid-block connection between 10th and 11th Streets. 8-foot-wide sidewalks will extend around the project perimeter, with landscape beds and street trees spaced 30 feet on center. The building's corners will include three public open spaces totaling 12,195 square feet, or approximately 5% of the lot area. These spaces provide relief from the building mass and opportunities for public gathering and leisure. The open spaces include a 3,286-square-foot plaza at the northwest corner of Madeira Court and 10th Street, a 3,493-square-foot plaza at the southeast corner of 10th Street and N Dixie Highway, and a 5,416-square-foot plaza at the southwest intersection of the Madeira Court extension and 11th Street.

The project provides 159 bicycle parking spaces for residents and the general public, as compared to the minimum requirement of 20 spaces. The building includes two controlled-access bicycle storage rooms, with additional bicycle racks along the street frontages.

C. Building Design

Special Review Standard C requires a review regarding the quality and execution of the design. According to the standards for special review, the architectural style of a proposed development should not be restricted, but the proposed development should be evaluated based upon the quality and execution of the design.

The building is proposed in a contemporary architectural style that is compatible with the North Railroad Avenue commercial and hotel redevelopment and the adjacent NORA multifamily residential building. Its façades incorporate a range of materials, including precast stone and tile, smooth and textured stucco, faux-wood aluminum siding, aluminum shutters, and screening. The lower podium levels include storefronts with large areas of transparent glass. Non-active façades use a consistent pattern of faux windows, shutters, or metal screens, designed as integral components of the architecture rather than applied features. The internal parking structure is screened to reduce its visual impact, with a coordinated transition between active and non-active portions of the building. The tower includes projecting balconies and is oriented toward 11th Street, where taller zoning districts are located. The tower complies with the district's width limits and required setbacks. The indented C- or U-shaped building form reduces the building's visual impact along the lower-scale 10th Street residential frontage and orients residential units toward an east-facing pool and amenity deck. Step backs, projections, framing, and planar breaks further articulate the façades and reduce the perceived mass of the building. Public open spaces along Madeira Court, 10th Street, and 11th Street create pedestrian-oriented focal points between the two large NORA developments.

Figure V

Project Renderings



Intersection of 10th and N Dixie Highway



N Dixie Highway Frontage



Intersection of 11th and Madeira Extension

D. Public Realm

Special Review Standard D requires a review regarding the enhancement of the public realm.

- **Street Level:**

Madeira Court extension establishes a shared private street/drive across both phases of development. The Madeira Court and 10th Street frontages will also include three public open spaces totaling 12,195 square feet. These pocket plazas provide visual and spatial relief along the 10th and 11th Street corridors, soften the edge of Madeira Court, and create opportunities for ground-floor activity to extend into the public realm.

The project proposes an enhanced, pedestrian-oriented streetscape along all building frontages.

1. Continuous 8-foot-wide sidewalks around the entire project perimeter.
2. A constant rhythm of shade trees planted every 30 feet within 4-foot-wide landscape strips and vegetated spaces along the curb.
3. Ample bicycle parking for residents and the general public.
4. Commercial uses along the N Dixie Highway frontage.
5. Internalized parking and loading operations

Overall, the project widens and enhances the pedestrian realm through consistent streetscape improvements that meet the Downtown Master Plan's requirements.

2. Variance Requests

A high-quality public realm is a defining feature of a vibrant downtown. It is shaped not only by activities within private buildings, but also by streetscape design, building orientation, and façade details experienced at the pedestrian scale. Private buildings contribute to an inviting street environment by providing uses that attract pedestrians, generate activity, and create a compatible relationship between the public and built environments. The ZLDRs establish requirements for building design and street frontages to promote compatibility, accessibility, functionality, and an attractive public realm.

The project requests four variances that affect the design and function of the intended public realm:

Minimum Driveway Separation:

1. A variance request from Sec. 94-109 Definitions and minimum requirements, Figure IV-22, to reduce the minimum driveway separation from the required 100' to the proposed 71'-9" (a 28'-3" decrease).

2. A variance request from Sec.94-111 Parking and loading requirements (o.) (4.), to reduce the minimum driveway separation from the required 10' to the proposed 6' (a 4' decrease).

Staff's analysis of the requested variances are as follows:

The minimum driveway separation requirements are intended to support a pedestrian-oriented public realm and continuous streetscape. Limiting the frequency of curb cuts and driveways reduces interruptions to pedestrian travel, improves sidewalk continuity, and decreases potential conflicts between pedestrians and vehicles. Driveway separation also helps maintain clear sight lines and encourages vehicles to slow as they approach intersections.

The project proposes two curb cuts along the Madeira Court extension to provide access for valet service and resident parking. The extension is designed as a private driveway or service court serving the Phase 1 and Phase 2 developments, with a public access easement. It is the most practical location for the residential porte-cochere and parking ramp because it serves both developments. Madeira Court will function as a narrow, two-lane, low-speed drive, with most vehicle activity contained within the block rather than directed to the 10th Street, 11th Street, and N Dixie Highway frontages. Its primary purpose is to accommodate access and service functions that are less appropriate along the more prominent street frontages. Although a public access easement will be maintained, Madeira Court is not intended to function as a heavily traveled public thoroughfare; it will primarily serve residents, commercial patrons, and guests of the two mixed-use developments.

The project does not meet the 100-foot minimum separation between the resident parking ramp and the intersection of 10th Street and the Madeira Court extension; the proposed separation is 71

feet, 9 inches. The project also provides 6 feet between the porte-cochere and the residential parking ramp, rather than the required 10 feet. Clear visibility is maintained at each intersection, with no building elements or other obstructions in the sight lines. The Madeira Court extension will also include code-compliant 8-foot-wide sidewalks and 4-foot-wide landscape beds with street trees, creating a safe mid-block pedestrian connection.

Staff finds that many of the safety concerns typically associated with driveways located close to intersections or adjacent curb cuts are mitigated by clear visibility and the low-speed movements expected on Madeira Court. Traffic is anticipated to consist primarily of residents and guests entering or leaving the two developments. The frontage also accommodates wider sidewalks and public open spaces. Providing the required driveway separation within this private-drive configuration would result in an inefficient site layout and could jeopardize the feasibility of the infill project. Staff therefore considers the requested reductions a reasonable accommodation and the proposed access locations appropriate for the development.

Ground Floor Active Use Percentage:

3. A variance request from Sec. 94-132 Transfer of development rights program TABLE IV-63 to reduce the minimum ground-floor active uses from the required 80% (along a Primary Pedestrian Street – 11th Street) to the proposed 61% (a 19% decrease).

Upper Floor Active Use Liner Percentage:

4. A variance request from Sec. 94-132 Transfer of development rights program TABLE IV-63 to reduce the minimum active use liners on podium floors 2 to 3 (up to 50') from the required 60% (along a Primary Pedestrian Street – 11th Street and N Dixie Highway) and 80% (along Residential Street – 10th Street) to the proposed 0%.

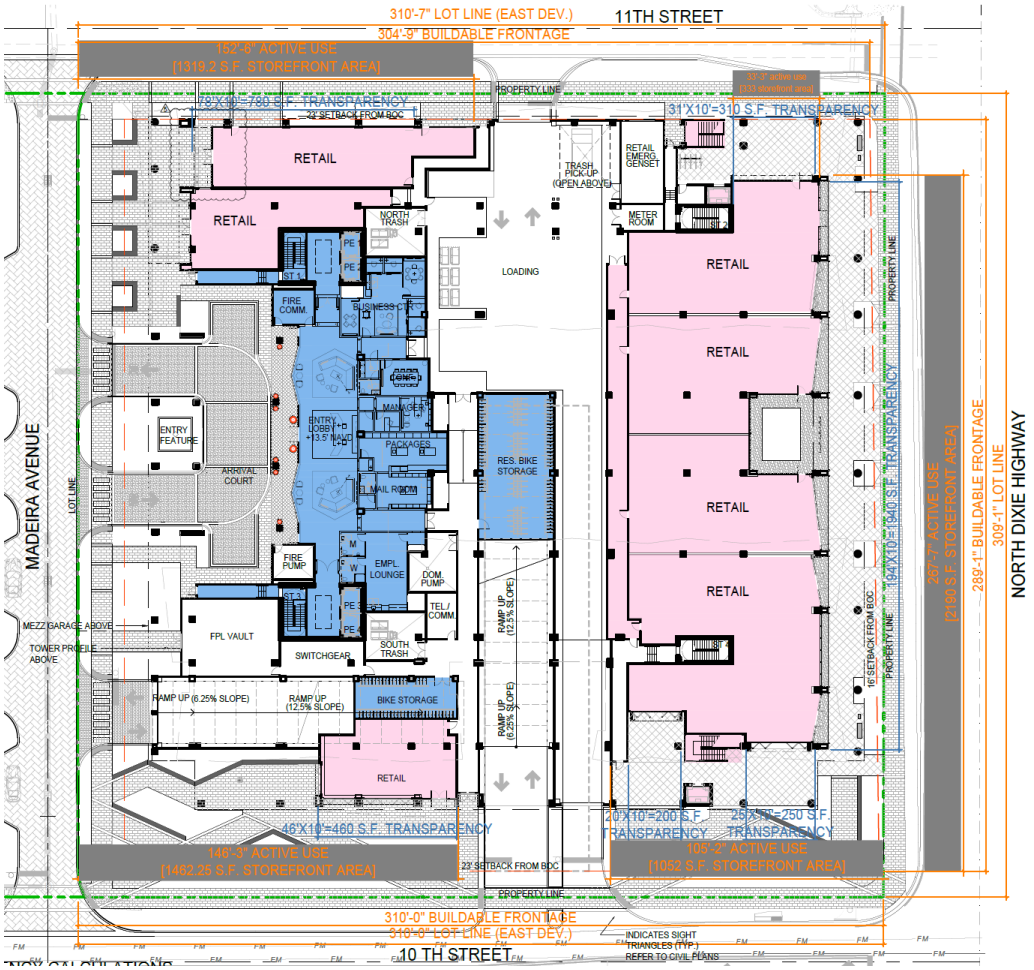
Staff's analysis of the requested variances is as follows:

Section 94-109 defines an "*active use*" as "*a use within an enclosed building designed for human occupation with a direct view to adjacent streets or public open space.*"

The NORA building requirements table subsequently requires a minimum of 80% of the ground-floor buildable frontage to consist of active uses along the Primary Pedestrian Streets (11th Street and N. Dixie Highway) and the Residential Street (10th Street). The project satisfies this requirement along two of the three applicable frontages, providing 93% active uses along N. Dixie Highway and 81% along 10th Street. Along 11th Street, the applicant is requesting a reduction to 61% active use, equivalent to 185 feet, 9 inches of frontage. The proposed active-use area includes three individual retail bays, in addition to a 3,286-square-foot public open space (Figure VI).

Figure VI

Active Use Diagram



The NORA 2-8 subdistrict differs from many other downtown subdistricts because the project's three street frontages are subject to an 80% ground-floor active-use requirement. In other downtown districts, a frontage designated as a Secondary or Avenue street may be subject to a lower requirement of 30% to 60%, providing greater design flexibility. Requiring 80% active use on all three frontages creates a design challenge because a building typically needs at least one frontage to accommodate less-active service functions, such as loading, generators, trash rooms, utility meters, emergency stairs, and corridors.

The applicant has placed the residential lobby along the more intimate, less-impacted Madeira Court extension, where a porte-cochere can accommodate passenger loading. The 10th Street frontage includes two public plazas and supporting retail bays, while the N Dixie Highway frontage includes a series of retail bays that continue the corridor's commercial character. The applicant has therefore designed the 11th Street frontage to accommodate dedicated sanitation,

delivery, and loading access. This arrangement is intended to maintain operational efficiency and avoid conflicts between residential and retail traffic and larger service vehicles. As a result, the podium accommodates building services and parking access, and portions of the street frontage are designed to support site circulation and the project's mix of uses.

Staff finds that the proposal generally advances the intent of the NORA district. Granting the ground-floor active-use variance would provide design flexibility while retaining active, economically vibrant, and pedestrian-oriented street frontages.

The parking structure is already compact and constrained within a three-story, double-loaded garage configuration with two-way circulation. Strict application of the active-use liner requirement could require a taller parking structure or reduce parking efficiency, potentially affecting the project's feasibility. The liner requirement for floors above the second floor is intended to screen parking and mechanical areas that may otherwise detract from the public realm. Given the parking demand across both development phases and the goal of maintaining a low-scale podium with efficient circulation, the applicant requests a reduction of the active-use liner requirement on the second and third floors to 0%.

To reduce the visual impact of the parking garage, the applicant has designed the façade to create a coordinated transition between active and non-active areas. The ground floor includes a double-height space, while parking is accommodated across the mezzanine, second floor, and third floor. Portions of the garage façade are designed to read consistently with the active portions of the building through continuous fenestration patterns, shutters or louvers, aluminum screens, and faux or spandrel-glass windows. The garage façade will also continue the building's pattern of projections and architectural articulation.

Conclusion

Based on the analysis above, staff finds that the project is generally consistent with the intent of the North Railroad Avenue subdistrict and meets the Special Review Standards. Staff also finds that the requested variances are supported by the site conditions and constraints described in this report. The project incorporates design measures intended to reduce and mitigate potential impacts to the urban form and public realm.

V. INTERDEPARTMENTAL REVIEW

The project was reviewed by the Plans and Plats Review Committee (PPRC) on August 14, 2025. City staff provided comments to the applicant, and the applicant subsequently submitted project revisions.

VI. PROJECT DETAILS

A. Land Use and Zoning

The subject property currently has an Urban Central Business District (UCBD) land use designation and is split zoned North Railroad Avenue District (NORA-2) and (NORA-5) base zoning designations.

The adjacent land use designations are:

North: Urban Central Business District (UCBD)

South: Urban Central Business District (UCBD)

East: Urban Central Business District (UCBD)

West: Urban Central Business District (UCBD)

The adjacent zoning designations are:

North: North Railroad Avenue District (NORA-2)

South: Brelsford Park District (BPD-R)

East: Brelsford Park District (BPD-5)

West: North Railroad Avenue District (NORA-5)

B. Special Review Standards

Applications for Special Review must be determined to be consistent with the standards as indicated by Section 94-54 (b) (2) of the Zoning and Land Development Regulations. The staff's determination of compliance with the Special Review Standards is as follows:

A. Relationship of Building to Site and Surrounding. The proposed development should be designed in consideration of a three-dimensional context that included surrounding private properties and public realm. The effects of the proposed building scale and form on adjacent streets, neighboring properties, and the overall development of the district in which it is located, shall be assessed to ensure any possible negative impacts are minimized.

The form and scale of each building shall meet the requirements for each subdistrict, as defined in the corresponding building requirements table. Proposed developments shall submit floor plans, building elevations, building cross-sections and street level three-dimensional renders for the proposed development and all buildings on adjacent sites, public spaces and streets to illustrate how the new building relates to

the surrounding area. All the quantitative requirements included in section 94-109 will be used as references to evaluate the relationship of building site and surroundings.

Response:

The proposed development is appropriately designed in consideration of its surrounding context and the intended development pattern of the North Railroad Avenue (NORA) district. The building's height, massing, setbacks, and architectural form are consistent with the applicable district requirements and provide an appropriate transition between the lower-scale residential properties to the south and the more intensive development anticipated to the north and west. The three-story podium along 10th Street, upper-level tower setbacks, and architectural breaks help reduce the perceived scale of the building along the residential frontage while maintaining the density and intensity envisioned for the district. Overall, the project establishes a compatible relationship with adjacent properties, streets, and the broader downtown development pattern.

COMPLIES

B. Circulation and Traffic Flow. The proposed development should promote pedestrian circulation by providing attractive, safe and comfortable paths of travel. Vehicular circulation should be efficient and limit impacts to pedestrian movement around and through the site. Vehicular circulation should not detract from the quality of active uses occurring on-site or on adjacent sites.

Response:

The proposed development provides an efficient circulation system that accommodates residential, commercial, service, and loading functions while prioritizing pedestrian movement throughout the site. Vehicular access is consolidated along 10th Street and the Madeira Court extension, allowing parking, loading, and service operations to be accommodated internally and minimizing additional curb cuts along N Dixie Highway. The Madeira Court extension also establishes a new north-south connection between 10th and 11th Streets, with continuous sidewalks, landscaping, and street trees. Although the project requires variances for driveway separation, the proposed access configuration maintains visibility, accommodates low-speed vehicular movements, and provides a functional circulation arrangement that limits conflicts between vehicles and pedestrians.

COMPLIES

C. Building Design. While architectural style should not be restricted, the proposed development should be evaluated based upon the quality and execution of the design, as well as its relationship to surrounding buildings. The architectural elements chosen should be consistent across the entire development. Consistency will be determined

based upon mass, bulk, proportion, fenestration, and rhythm of building elements when reviewed together and as separate elements.

Response:

The proposed building demonstrates a coordinated architectural design that is compatible with the evolving character of the NORA district. The contemporary architectural treatment incorporates a variety of complementary materials, façade articulations, balconies, fenestration patterns, and architectural projections that provide visual interest and reduce the perceived mass of the structure. The building's C- or U-shaped configuration, upper-level setbacks, and planar breaks respond to the surrounding development context, particularly the lower-scale residential properties along 10th Street. Additionally, the parking structure is integrated into the overall architectural design through coordinated façade treatments, screening, and fenestration, allowing active and non-active portions of the building to maintain a cohesive appearance.

COMPLIES

D. Public Realm. The proposed development should enhance the quality of the public realm. Enhancement may be determined based upon the provision of open space, public amenities, landscaping, or a building design with features which contribute to the viability and attractiveness of the public realm. The public realm should be integrated with the building site plan in a way that not only fully incorporated surrounding pedestrian circulation at the ground level but also allows visual interaction with the floors above the ground level.

Response:

The proposed development enhances the public realm through substantial improvements to the surrounding streetscape and the introduction of publicly accessible open spaces. The project provides continuous 8-foot-wide sidewalks, landscaped areas, street trees spaced approximately 30 feet on center, and a total of 12,195 square feet of public open space distributed among three plaza areas. These improvements create opportunities for pedestrian activity, gathering, and interaction while providing visual and spatial relief along the building frontages. The project also incorporates bicycle parking substantially exceeding the minimum requirement and provides commercial uses along N Dixie Highway. Collectively, these improvements strengthen the pedestrian experience and contribute to the walkable, mixed-use character envisioned by the NORA District and Downtown Master Plan.

COMPLIES

C. Standard for Variance Review - ZLDR Section 94-38(d)(6)

A variance is a departure from the dimensional or numerical requirements of the regulations, where such variance will not be contrary to the public interest, and where, owing to conditions peculiar

to the property and not as a result of the actions of the applicant, a literal enforcement of the chapter would result in unnecessary and undue hardship. A variance is authorized only for height, area and size of structure or size of yards, open spaces, or landscape requirements. Establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted due to the presence of nonconformities in the zoning district or adjoining zoning districts. To obtain a variance, a landowner must comply with all the following standards.

A. PECULIAR TO LAND, STRUCTURE, OR BUILDING:

Special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.

Findings:

Variance 1:

The subject property is part of a larger, two-phase development occupying a consolidated block with the Madeira Court extension serving as a shared internal access drive. The configuration of the site, including its relationship to the adjoining Phase 1 development and the location of the residential parking entrance, creates unique circulation conditions that warrant consideration of a reduced driveway separation. The proposed access arrangement allows vehicular movements to be consolidated within the interior of the block rather than distributed across the more prominent street frontages.

COMPLIES

Variance 2:

The location of the proposed porte-cochere and residential parking ramp along the Madeira Court extension presents a site-specific design constraint. The shared access drive must accommodate residential passenger loading, parking access, and circulation associated with both development phases. The reduced separation allows these functions to operate within the limited available frontage while maintaining the intended internalized circulation pattern.

COMPLIES

Variance 3:

The subject property is uniquely affected by the NORA 2-8 subdistrict requirement for 80% ground-floor active uses along three separate street frontages. This requirement creates a more restrictive design condition than that found in many other downtown subdistricts, where certain secondary or avenue frontages allow lower active-use percentages. The need to accommodate residential access, sanitation, loading, and other building support functions across the consolidated

development creates a site-specific challenge in maintaining the required active-use percentage along every frontage.

COMPLIES

Variance 4:

The proposed development incorporates a constrained, three-story parking podium that serves the parking demand associated with both phases of development. The requirement to provide active-use liners on the second and third floors presents a unique design challenge given the limited building envelope, required parking capacity, and desire to maintain a lower-scale podium along the surrounding streets. The proposed architectural treatment of the parking structure further responds to this condition by incorporating screening, fenestration, and façade articulation to minimize its visual impact.

COMPLIES

B. ACTIONS OF THE APPLICANT:

The special conditions and circumstances do not result from the action of the applicant.

Findings:

Variance 1:

The need for reduced driveway separation is primarily attributable to the configuration of the development site, the shared Madeira Court extension, and the location necessary to accommodate the residential parking entrance. These conditions are associated with the overall site layout and development pattern rather than being created solely by the applicant to circumvent the applicable regulations.

COMPLIES

Variance 2:

The reduced separation between the porte-cochere and residential parking ramp results from the need to accommodate multiple site functions within the available frontage along the shared internal access drive. The proposed configuration is intended to provide functional residential access while maintaining an efficient circulation arrangement for both development phases.

COMPLIES

Variance 3:

The design challenge results from the applicable NORA district requirements, which mandate a high percentage of active uses along all three street frontages. The need to accommodate building services, loading, sanitation, residential access, and other operational functions is inherent to the

development of a mixed-use residential project of this scale and is not solely the result of an action taken by the applicant.

COMPLIES

Variance 4:

The request is associated with the site's development capacity, required parking supply, and the physical limitations of incorporating a functional parking structure within the proposed podium. The applicant's desire to maintain an efficient parking layout and lower-scale building form presents a design constraint that is not attributable solely to an action taken to create the need for the variance.

COMPLIES

C. SPECIAL PRIVILEGES:

Granting the variance requested will not confer on the applicant any special privilege that is denied to the other lands, buildings, or structures in the same zoning district.

Findings:

Variance 1:

The requested reduction is specific to the site's configuration and shared internal access arrangement. Approval would not establish a general entitlement to reduced driveway separation throughout the NORA district, but would recognize the unique circumstances associated with this consolidated, phased development.

COMPLIES

Variance 2:

The requested reduction is limited to the specific relationship between the porte-cochere and residential parking ramp along Madeira Court. The variance is supported by the project's particular circulation needs and does not provide an unrestricted privilege beyond what may otherwise be permitted under the applicable regulations.

COMPLIES

Variance 3:

The requested reduction applies only to the 11th Street frontage, where the applicant proposes 61% active use. The remaining applicable frontages exceed the required 80% threshold, with 93% active use along N Dixie Highway and 81% along 10th Street. The request is therefore limited to a specific site condition and does not eliminate the district's active-use requirements for the development as a whole.

COMPLIES

Variance 4:

The requested reduction is based on the particular configuration of the project's parking podium, its required parking capacity, and the proposed architectural treatment. The applicant remains responsible for providing a building façade that is compatible with the district's design objectives and maintains an appropriate relationship with the public realm. Approval would not automatically extend the same relief to other properties without consideration of their individual site conditions.

COMPLIES

D. LITERAL INTERPRETATION:

Literal interpretation of the provisions of the regulations would deprive the applicant rights commonly enjoyed by other properties in the same zoning district.

Findings:

Variance 1:

Strict application of the 100-foot driveway separation requirement would substantially restrict the ability to locate the residential parking entrance along the Madeira Court extension, which is the most appropriate location for consolidating vehicular access within the block. Requiring full separation would potentially necessitate a less efficient site configuration and shift additional vehicular activity toward the surrounding public street frontages.

COMPLIES

Variance 2:

Strict application of the 10-foot separation requirement would limit the ability to efficiently accommodate both the residential porte-cochere and parking ramp along the shared internal access drive. The requested reduction allows these functions to coexist while maintaining the intended circulation pattern and accommodating the operational needs of the development.

COMPLIES

Variance 3:

Strict application of the 80% active-use requirement along the 11th Street frontage would limit the applicant's ability to accommodate necessary building support functions and internal circulation while maintaining the project's intended mixed-use configuration. The proposed 61% active-use frontage, which includes three retail bays and a public plaza, maintains a meaningful level of pedestrian-oriented activity while allowing the remaining frontage to serve necessary operational functions.

COMPLIES

Variance 4:

Strict application of the upper-floor active-use liner requirements would require additional active-use areas within an already constrained parking podium, potentially increasing the building's height or reducing parking efficiency. The proposed architectural treatment provides an alternative means of addressing the visual impacts of the parking structure while allowing the development to maintain its intended scale and functionality.

COMPLIES

E. MINIMUM REQUEST:

The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

Findings:

Variance 1:

The applicant requests a reduction of 28 feet, 3 inches, providing 71 feet, 9 inches of separation in lieu of the required 100 feet. The proposed separation represents a limited departure from the dimensional requirement while allowing the residential parking entrance to remain along the internal Madeira Court extension. The requested reduction is intended to accommodate the development's circulation needs without requiring a more substantial redesign of the site.

COMPLIES

Variance 2:

The applicant requests a 4-foot reduction, providing 6 feet of separation in lieu of the required 10 feet. The request is limited to the specific spacing necessary to accommodate the porte-cochere and residential parking ramp. The proposed configuration maintains the functionality of both access points while minimizing the extent of relief requested.

COMPLIES

Variance 3:

The applicant requests a reduction from 80% to 61% along the 11th Street frontage only. The other applicable frontages exceed the required active-use percentage. The requested relief is limited to the frontage where the applicant has identified the greatest operational constraints, while retaining retail bays and public open space to maintain pedestrian activity.

COMPLIES

Variance 4:

The requested reduction to 0% is the minimum necessary to accommodate the project's integrated parking structure and maintain the proposed three-story podium configuration. Requiring active-use liners on the second and third floors would introduce additional building depth and structural and operational constraints, limiting the efficient provision of the parking necessary to serve the development. The proposed design instead concentrates active uses at the ground-floor level, where they provide the greatest benefit to the pedestrian environment, while incorporating architectural screening and façade treatments to maintain an attractive streetscape and minimize the visual impact of the parking structure. Accordingly, the complete reduction of the upper-level active-use liner requirement is justified by the project's site-specific design and operational needs and does not diminish the overall pedestrian-oriented character of the development.

COMPLIES

F. COMPREHENSIVE PLAN:

The granting of the variance will be in harmony with the intent and purpose of these regulations and the comprehensive plan.

Findings:

All four of the requested variances are generally consistent with the Comprehensive Plan's objectives for a compact, walkable, mixed-use Downtown. The project maintains a pedestrian-oriented environment through its proposed sidewalks, landscaping, public open spaces, bicycle parking, and active ground-floor uses along the primary frontages. The requested deviations accommodate the site's circulation and building design while supporting the broader intent of Downtown development policies.

COMPLIES

G. PUBLIC WELFARE:

The variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

Findings:

The requested variances are not anticipated to adversely affect the public welfare. The proposed development provides pedestrian improvements, landscaped streetscapes, public open spaces, and active uses along the principal street frontages. The proposed access configuration is designed to accommodate vehicle circulation within the site, while the building's architectural treatment and screening help minimize the visual impact of the parking structure.

COMPLIES

H. REASONABLE USE:

The property cannot be put to a reasonable use which fully complies with the requirement of this code.

Findings:

The four requested variances allow the property to be developed with a functional mixed-use residential project while accommodating the site's circulation, access, parking, and operational requirements. Strict application of the standards would constrain the proposed site layout and building configuration, potentially limiting the property's reasonable use and the project's ability to provide the proposed residential, commercial, and public-realm improvements. The requested variances provide flexibility to address these site-specific conditions while maintaining the overall intent of the NORA zoning regulations.

COMPLIES

I. PERMITTED USES IN THE SAME DISTRICT:

Nonconforming use of neighboring lands, structures or buildings in the same zoning districts shall not be considered grounds for the authorization of a variance.

Findings:

Nonconforming neighboring lands have not been used as a basis for authorization of these variances.

COMPLIES

J. FINANCIAL HARDSHIP:

Financial hardship is not the only evidence of hardship considered in the authorization of a variance.

Findings:

Financial hardship is not used as the only evidence of hardship for these variance requests.

COMPLIES

Prepared and respectfully submitted by,



Chris Kimmerly, AICP
Principal Planner

GRANTING THE SPECIAL REVIEW

I move that the Downtown Action Committee APPROVE with Conditions the Special Review for Formal Site Plan Review No. 25-03 (DMP-000330-2025) as listed in the staff report dated November 10, 2026. The conditions of approval for special review shall include the following:

1. The project's loading/sanitation driveway shall include a roll-down or opaque gate at the entrance and exit. This is to screen the back of house services/functions when the driveway is not in use.
2. The required on-street bicycle racks (1 per 100 linear feet of street frontage) shall be strategically located nearby building entrances and distributed evenly across all street frontages.
3. A construction traffic and parking management plan PERMIT is required prior to the issuance of a building permit. Please refer to City Code Section 86-246. The construction traffic and parking management plan shall be submitted through EPL.
4. Prior to obtaining a Certificate of Occupancy, the owner or designee of 1105 Dixie Highway shall replace the sidewalk on the south side of 10th Street from Madeira Avenue to Dixie Highway.
5. The loading zone exit vehicular driveway on 10th Street shall be limited to the use of vehicles larger than SU-30 Single Unit Trucks. SU-30 Single Unit Trucks and smaller vehicles shall use the vehicular driveway on 11th Street to enter and exit the loading zone. The loading zone exit vehicular driveway on 10th Street shall be always closed until such time that a vehicle larger than SU-30 Single Unit Truck needs to exit the loading zone. This condition remains in perpetuity.
6. The owner or designee of 1105 Dixie Highway shall provide to the City of West Palm Beach a traffic statement annually on June 1, commencing one (1) year after obtaining the Temporary Certificate of Occupancy for a period of five (5) years, prepared by a Traffic Engineer certifying the number of crashes, if any, due to the loading zone exit vehicular driveway on 10th Street. If in a period of one (1) year, there are three (3) or more crashes caused by the operations of exiting trucks of said vehicular driveway, the owner or designee of 1105 Dixie Highway shall be required to close the loading zone exit driveway on 10th Street and provide the City of West Palm Beach a loading zone operations plans. The loading zone operations plan shall be acceptable to the City of West Palm Beach.
7. Prior to receiving the Certificate of Occupancy, the owner or designee of 1105 Dixie Highway Street (Owner) shall at its sole cost and expense, have a signal warrant study prepared by a licensed professional engineer consistent with the Manual on Uniform Traffic Devices requirements for the intersections along Dixie Hwy at 7th Street, 8th Street, 9th Street, 10th Street and 11th Street. If the warrant study demonstrates that a traffic signal is warranted at any of the evaluated intersections and FDOT (and the City, as applicable) approve installation, the Owner shall fully fund, design, permit, and construct the approved traffic signal at the Owner's sole cost and expense.If a signal is not warranted or approved, the owner or designee of 1105 Dixie Highway Street (Owner), shall provide a cost estimate for the installation (design and construction) of a traffic signal at the intersection of Dixie Highway and 10th Street. The Owner shall, at its sole cost and expense, have a signal warrant study for the intersections along Dixie Hwy at 7th Street, 8th Street, 9th Street,

10th Street and 11th Street annually until such time that a signal is warranted or 10 years after full buildout of master plan, whichever occurs first. If a signal is not warranted beginning of the 11th year of full buildout of the master plan, . the owner will no longer be required to fund the traffic signal. When/if the signal is warranted and accepted by the Florida Department of Transportation, the Owner shall design and construct the traffic signal at its own cost.

8. Prior to obtaining a Certificate of Occupancy, the owner or designee of 1105 Dixie Highway shall install a southbound right turn lane at the intersection of Dixie Highway and 10th Street. NOTE: Pending FDOT decision.
9. The location of the garage for employees must be identified, the agreement between NoRA and the garage owner must be provided, and the shuttle operations must be provided.
10. Before the issuance of the CO, the TDM agreement shall be finalized and approved by the parking and mobility administrator.

The motion is based upon a determination that the testimony presented at this hearing along with the application submitted constitutes a preponderance of competent, substantial evidence. The Committee hereby makes findings of fact that the special review requested satisfies all the criteria of the City of West Palm Beach Zoning and Land Development Regulations, Article II, Section 94-52(b.)(2.).

DENYING THE SPECIAL REVIEW

I move that the Downtown Action Committee **DENY** the Special Review for Formal Site Plan Review No. 25-03 (DMP-000330-2025) as listed in the staff report dated November 10, 2026.

The motion is based upon a determination that the testimony presented at this hearing along with the application submitted indicates that the applicant has not presented a preponderance of the competent, substantial evidence of record that the request satisfies all of the criteria required by the City of West Palm Beach Zoning and Land Development Regulations, Article II, Section 94--52(b.)(2.).

GRANTING A VARIANCE

I move that the Downtown Action Committee **APPROVE** the variance requests included with Formal Site Plan Review No. 25-03 (DMP-000330-2025) as listed in the staff report dated November 10, 2025 as follows:

1. A variance request from Sec. 94-109 Definitions and minimum requirements, Figure IV-22, to reduce the minimum driveway separation from the required 100' to the proposed 71'-9" (a 28'-3" decrease).
2. A variance request from Sec.94-111 Parking and loading requirements (o.) (4.), to reduce the minimum driveway separation from the required 10' to the proposed 6' (a 4' decrease).
3. A variance request from Table IV-63 Incentive Building Requirements — Nora 2-8 to reduce the minimum ground-floor active uses from the required 80% (along a Primary Pedestrian Street – 11th Street) to the proposed 61% (a 19% decrease).
4. A variance request from Table IV-63 Incentive Building Requirements — Nora 2-8 to reduce the minimum active use liners on podium floors 2 to 3 (up to 50') from the required 60% (along a Primary Pedestrian Street – 11th Street and N Dixie Highway) and 80% (along Residential Street – 10th Street) to the proposed 0%.

This motion is based upon the testimony presented along with the application submitted which constitutes competent, substantial evidence that the standards in Section 94-38(d.)(6.) have been met.

READ ONLY IF NEW CONDITIONS ARE PROPOSED OR REVISED:

In addition, the granting of the variance approval is made conditional upon the following restrictions, stipulations and/or safeguards that I move are necessary to ensure compliance with the purpose and intent of the Zoning Code and consistent with the Comprehensive Plan and the Downtown Master Plan of the City of West Palm Beach.

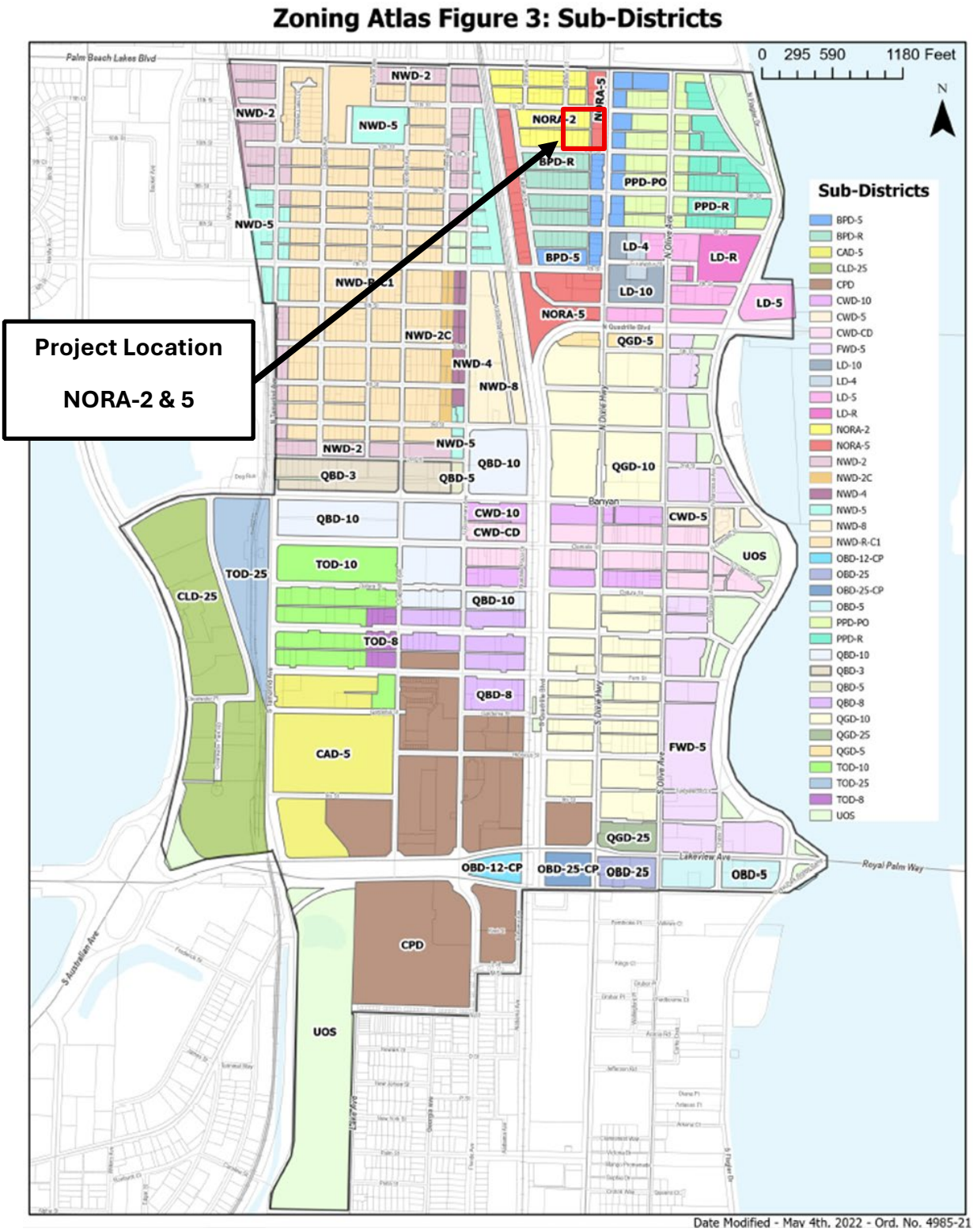
DENYING A VARIANCE

I move that the Downtown Action Committee **DENY** the variance requests included with Formal Site Plan Review No. 25-03 (DMP-000330-2025) as listed in the staff report dated November 10, 2026 as follows:

The motion is based upon the testimony presented along with the application submitted that the applicant has not presented competent, substantial evidence of record that satisfies all criteria required by Article II, Section 94-38(d)(6).

ATTACHMENT I

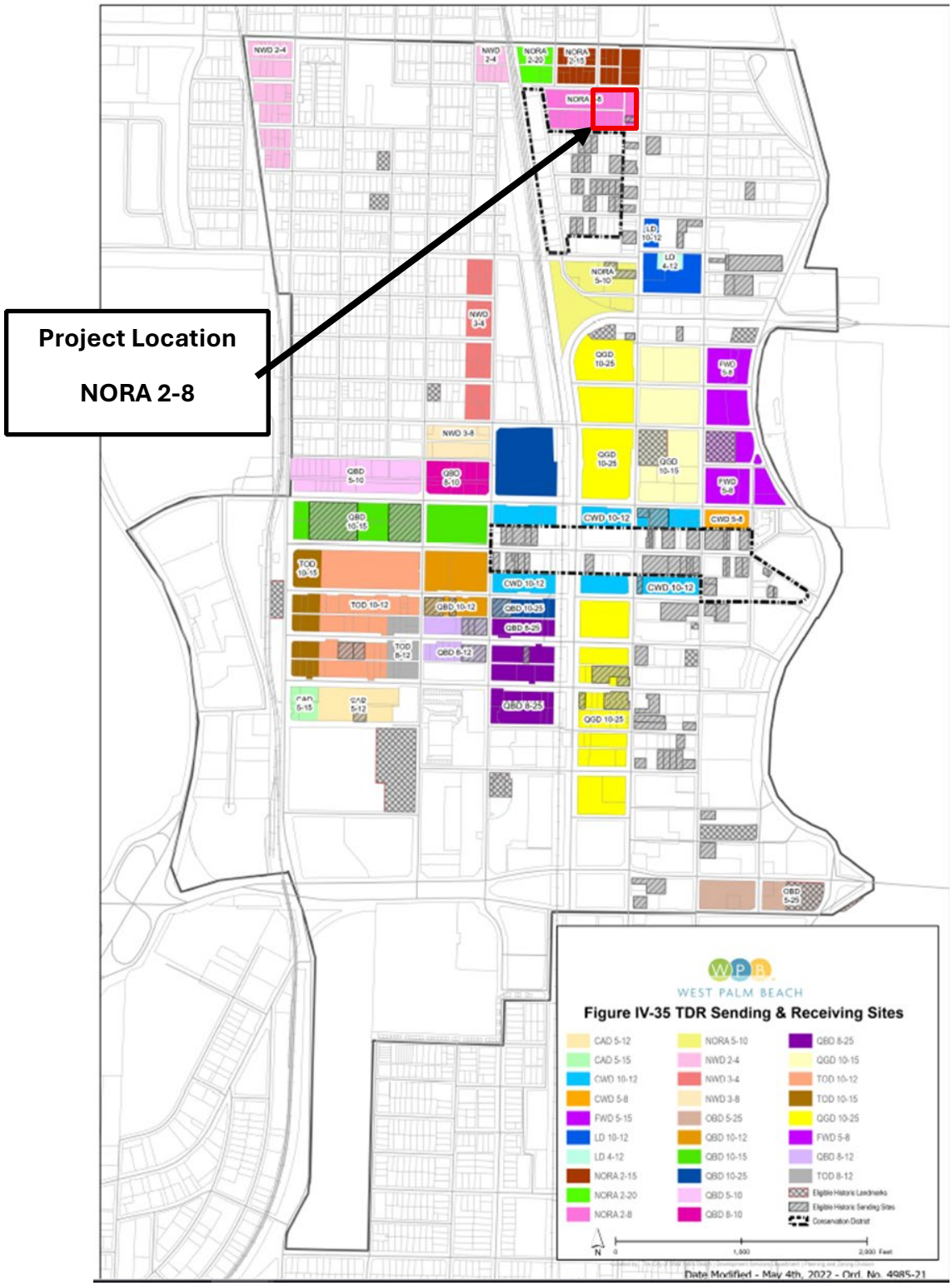
Downtown Master Plan Base Zoning Designation



ATTACHMENT II

Sending and Receiving Sites Incentive Zoning Designation

Zoning Atlas Figure 4 - TDR Sending & Receiving Sites



ATTACHMENT III

Applicant Justification Statement & Standards for Code Compliance

[To be attached as an addendum to the staff report]

JUSTIFICATION STATEMENT
Nora Multifamily - East Tower ("Project")
Formal Level II Site Plan Review
Special Review by the Downtown Action Committee ("DAC")
Variances

Submittal: July 8, 2025
Resubmittal #1: September 26, 20225
Resubmittal #2: December 23, 2025
Resubmittal #3: February 20, 2026

REQUEST

On behalf of the Property Owners and Applicants, Nora East 10-11 Owner, LLC and Nora West 10-11 Owner, LLC, Shutts & Bowen, LLP hereby submits this formal Level II Site Plan Review application with variances, and request for a Special Review by the DAC. The Nora Multifamily East Tower is the second of a two-project development. The Nora Multifamily West Tower development application was submitted in March 2025 (Project No. DMP-281-2025). In April 2025, an alley right-of-way abandonment was also submitted (DMP-294-2025) to abandon the east-west, and north-south alleyway that runs through the subject site. Both applications are currently under review. The subject property ("Site") consists of 25 parcels of land plus the alleyway land area, totaling ±5.15 acres ("ac.") of land area. The East Tower development includes the east half of a proposed extension of Madeira Court (as a private street) and will be constructed over the western ±2.20 ac. The parcels included for the development of the East Tower and private street are as indicated in Table 1. The proposed project is bounded by 11th Street on the north, 10th Street on the south, North Dixie Highway on the east and vacant parcels owned by Nora West 10-11 Owner, LLC on the west, and is located in the Nora 2 and Nora 5 Downtown Master Plan ("DMP") subdistricts. Applicants are proposing to construct an 11-story mixed-use building with ground floor commercial, multifamily residential and a vertically integrated parking structure ("Project").

The application includes the following requests:

- A Formal Level II Site Plan Review
- A Special Review by the DAC
- Variances
- An alleyway abandonment, submitted separately

Table 1 - Property and Land Use Data

Future Land Use	Urban Central Business District ("UCBD")
Zoning District	North Railroad Avenue ("NORA")
DMP Subdistrict	NORA 2 NORA 5
DMP Incentive Area	NORA 2-8

Property Information	Address	PCN	Land Area	Property Owner
	428 11th Street	74-43-43-15-20-001-0210	0.17	Nora West 10-11 Owner, LLC
	425 10th Street	74-43-43-15-20-001-0450	0.17	
	422 11th Street	74-43-43-15-20-001-0190	0.17	Nora East 10-11 Owner, LLC
	416 11th Street	74-43-43-15-20-001-0170	0.17	
	414 11th Street	74-43-43-15-20-001-0150	0.17	
	410 11th Street	74-43-43-15-20-001-0130	0.17	
	1121 North Dixie Highway	74-43-43-15-20-001-0010	0.25	
	1115 North Dixie Highway	74-43-43-15-20-001-0050	0.13	
	1105 North Dixie Highway	74-43-43-15-20-001-0050	0.36	
	405 10th Street	74-43-43-15-20-001-0370	0.17	
	415 10th Street	74-43-43-15-20-001-0390	0.17	
	417 10th Street	74-43-43-15-20-001-0410	0.17	
	421 10th Street	74-43-43-15-20-001-0430	0.34	



Figure 1 - Location Map

BACKGROUND

The Site is currently vacant and primed for redevelopment, having previously been developed with single and multi-family dwelling units. The Site is currently part of the Brelsford Park Subdivision (Plat Book 8, Page 21). There are no formal site plan approvals for any of the properties; however, the Site was rezoned from the Industrial Chic ("ICD") and Brelsford Park ("BPD") Zoning Districts to the NORA Zoning District in February 2022. At the time of the rezoning and accompanying Zoning and Land Development Regulations ("ZLDRs", or "Code"), the subject block was envisioned as a mid-rise development on the master plan, serving as a transition from the low-rise multifamily and single-family development that comprises the majority of the BPD between 10th Street and 7th Street, and high-rise development the ZLDRs and Zoning Map now allow between 11th Street and Palm Beach Lakes Boulevard. The Project is part of the second phase of the implementation of the Nora District redevelopment plan that will breathe new life into the northern extents of the downtown that has been characterized by the appearance of vagrancy and blighted conditions with many boarded up buildings. Those boarded up buildings have been demolished to make way for the new development being requested herein.

The intent of the NORA Zoning District is to foster the creation of a walkable mixed-use district. The inclusion of higher-density residential is a key component to the success of the district. With the commercial redevelopment of North Railroad Avenue, including the Nora Hotel, nearing completion, the Project will further enliven the neighborhood and enhance public safety with more neighbors to look out for one another as they boost the sense of community. With an abundance of community-scaled commercial uses less than a block away from the Project and integrated on the ground floor of the proposed building, residents will be able to walk to shops, restaurants, cafes, and potential their workplaces.

GENERAL DESCRIPTION OF THE REQUEST

The NORA-2 subdistrict building requirements allow a maximum building height of two stories, or 30 feet, whichever is less, and a maximum floor area ratio ("FAR") of 1.00 or 1.75, depending on lot frontage. The Property is in the NORA 2-8 Transferrable Development Rights ("TDR's") incentive receiving area, and may therefore increase the FAR by up to 2.80, for a maximum of 3.80 and increase the building height to eight stories or 125 feet, whichever is less. Applicant is proposing an 11-story building, at a maximum of 125 feet in height and has already secured a sufficient number of TDR's. As the Project is utilizing TDR's and includes more than 25% of the total gross building area as residential, participation in the DMP Housing Incentive Program is required. The proposed height of 11 stories is permitted pursuant to recently adopted ZLDRs text amendment that exempts mixed-use and multifamily projects utilizing the DMP Housing Incentive Program comprising of at least 65% residential uses from the applicable subdistrict story-height limitation. The text amendment was adopted via Ordinance No. 5134-25 at the June 9, 2025 City Commission hearing.

The proposed Project will ultimately transform the entire block, consolidating the lots into one with the creation of a new private street for access. The proposed private street will align with the existing Madeira Court on the north side of 11th Street ("Madeira Court extension", see Figure 3).



Figure 2 - Aerial showing location of proposed Madeira Court extension

The proposed East Tower will consist of one (1) 11-story building with three levels of structured parking, ground floor commercial along North Dixie Highway and 11th Street and 122 condominium units. At 5.06 acres, or 220,567 square feet ("sq. ft.") of lot area (includes the alley) for the entire block bounded by North Dixie Highway, North Railroad Avenue, 11th Street and 10th Street, the two-building development is permitted 220,567 sq. ft. of FAR by right and 838,153 sq. ft. of FAR through the use of TDR's. Property Owners are proposing to distribute the FAR between the West and East towers. The West Tower is proposed with 476,003 sq. ft., reserving 362,150 sq. ft. for use in the East Tower. The East Tower proposes a total of 339,559 sq. ft. counted towards FAR. As a result, the total building area proposed between the two towers equates to 815,625 sq. ft. or 22,528 sq. ft. less than the maximum permitted through the use of TDRs.

The Property Owners' goal for the proposed development, for both the East and West buildings, is to help foster a sense of community by including neighborhood-scale commercial uses in the Project at locations that will not interfere with the day-to-day residential traffic pattern and character of the existing BPD residential neighborhood. To improve traffic flow around the Project, Property Owners are proposing to extend Madeira Court south to 10th Street; however, the extension will remain privately owned and maintained. The Project is also proposing to add on-

street parking spaces on all four street frontages, which are proposed to be public parking spaces, and count toward the required parking. Further, the Project includes 16 parking spaces above the maximum permitted as publicly-accessible parking intended to serve guests and patrons of surrounding uses in support of the district at large. The parking analysis is indicated in Table 2, below.

Table 2 – Required and Proposed Parking

	Minimum Required Parking		**Maximum Allowed Parking**		**Proposed**
Residential (117 Units)	1 space per unit	117 spaces	2 spaces per unit	234 spaces	234 spaces
Multifamily Guests	1 space per 20 units	6 spaces	1 space per 20 units	6 spaces	6 spaces
Commercial (18,873 sq. ft.)	1 space per 1,000 sq. ft.	19 spaces	3 spaces per 1,000 sq. ft.	57 spaces	73 spaces
Totals		142 spaces		297 spaces	313 spaces

The proposed vehicular entrance and exit for the residences are on Madeira Court where there is a motor court and, separately, an entrance to the garage ramp. Resident parking is proposed on the second and third level of the building. Parking for the ground-floor commercial uses is proposed on the mezzanine level of the garage which has a separate, dedicated entrance on 10th Street. Loading and waste management circulation is proposed to occur within the footprint of the building. Service and delivery vehicles will enter the service area from 11th Street and exit onto 10th Street so that they can head east toward Dixie Highway so as to impact 10th Street as little as possible.

The proposed Project includes an amenity deck on the rooftop of the garage on the 4th floor and on the 11th floor for the residents and their guests. On the ground floor, three public open space plazas are proposed that satisfy the five percent required by Table IV-63, Nora 2-8 Incentive Building Requirements, and the additional open space required due to the alley abandonment. A public art piece will be installed in the plaza on the southwest corner of the Project.

The commercial component of the project includes, retail and food and beverage uses along Dixie Highway and 11th Street. A small retail space is proposed on 10th Street to activate the street near Dixie Highway.

SURROUNDING PROPERTIES AND USES

The Project is bordered by compatible and similar land uses. Breakdowns of the surrounding uses are as follows:

Table 3 - Surrounding Properties and Uses

DIRECTION	USE	FLU DESIGNATION	ZONING DISTRICT
NORTH (Across 11th Street)	Vacant and Residential	UCBD	NORA-2-15
SOUTH (Across 10th Street)	Residential	UCBD	BPD-Residential
EAST (Across Dixie Highway)	Vehicle repair and maintenance and a surface parking lot	UCBD	BPD-5
WEST	Vacant	UCBD	NORA-2-8

VARIANCES

Table 4 – Requested Variances

V#	ZLDR Code Section		Required	Provided	Variance Requested
V1	Sec. 94-109, Table IV-22, Porte Cochere	100' Minimum Separation from Porte Cochere Ingress to Nearest Driveway	100'	71'-9"	To reduce the minimum driveway separation by 28'-3"
V2	Sec. 94-111(o)(4) Curb Cuts, Parking Entrances, and Driveways	Curb cuts, parking entrances, exits, and driveways shall be separated at least 10 feet to minimize the impact of contiguous curb cuts on the pedestrian environment.	10'	6'	To reduce the minimum driveway separation by 4'
V3	Sec 94-132 Table IV-63: Incentive Building Requirements – NoRA 2-8	Minimum Active Uses Ground Floor	Primary (11th St): 80%.	61%	To reduce the active use liner on ground floor by 19% along 11th St.
V4	Sec 94-132 Table IV-63: Incentive Building Requirements – NoRA 2-8	Minimum Active Uses Liners floors 2 to 5 (80')	Primary (Dixie Hwy): 60%	0%	To eliminate the active use liner on floors 2 and 3 (20' - 50')
			Primary (11th St): 60%.	0%	
			Residential (10th St): 80%	0%	

JUSTIFICATION OF VARIANCES

Four (4) variances are requested to allow for reductions in minimum driveway separation, reduction of the minimum active use requirement on the ground floor along 11th Street, and the elimination of minimum active use requirements on floors 2 and 3 along 10th Street, 11th Street, and N. Dixie Highway. The requested variances are described in detail below and applicable review criteria have been addressed within the separate Standards for Code Compliance narrative included with this application.

Variance 1 ("V1")

Pursuant to Section 94-109, Table IV-22, Port Cochere, the ingress curb cut of a port cochere must be separated by a minimum of 100' from the nearest driveway as measured from the centerline of the closest driveway to the curb cut of the port cochere ingress lane. The Project features an arrival court along the private driveway of Madeira Court designed for compliance with the City's port cochere detail referenced above. Also located along the private driveway is a dedicated resident garage access separated from the porte cochere ingress by 71'-9'. While these curb cuts are located along a private driveway, the minimum driveway separation standards for a port cochere remain applicable. The Applicants are requesting a variance to allow a reduction of 28'-3" in the minimum spacing required for the ingress of the porte cochere arrival court.

The requested variance to allow a reduction in the minimum spacing between curb cuts along Madeira Court, a private driveway, is justified by the functional design of the proposed development. The Project is located on a compact urban infill site with constrained access opportunities due to surrounding development and existing circulation patterns. The private street is designed to function as an internal, low-speed access drive serving primarily residents and guests of the Project rather than as a public thoroughfare. The porte cochere serves as a controlled, low-speed arrival court designed for short-term stopping and passenger drop-off, while the adjacent garage access provides secure, resident-only access. As such, the intent of the driveway spacing standards related to traffic safety, conflict minimization, and efficient traffic flow is fully maintained with the proposed access configuration despite the request for reduced driveway spacing. Both access points are essential to the functional operation of the development and cannot be consolidated without compromising safety, circulation clarity, or building operations. Strict application of the minimum driveway spacing requirement would unnecessarily restrict safe and functional site access, limit the ability to provide dedicated garage access from the private driveway, and adversely impact building layout and site circulation.

The proposed driveway configuration has been carefully engineered to ensure adequate sight distance, clear lane delineation, and safe vehicular and pedestrian movements, despite the reduced spacing. Requiring full driveway separation would force an inefficient or unsafe circulation pattern, eliminate necessary operational functions, or preclude reasonable development of the site. The requested reduction represents the minimum variance necessary to allow reasonable and orderly development of the site and does not increase traffic impacts or compromise public safety. Accordingly, approval of the variance will enable development consistent with the intent of the zoning regulations and urban design goals of the district, without conferring any special privilege or creating adverse impacts to surrounding properties or the transportation network.

Variance 2 ("V2")

Pursuant to Section 94-111(o)(4), curb cuts, parking entrances, and driveways shall be separated by at least 10 feet to minimize the impact of contiguous curb cuts on the pedestrian environment. Along 10th Street, the Project proposes a dedicated egress-only service and loading

access drive adjacent to a separate two-way driveway providing garage access for retail patrons. A 6-foot-wide pedestrian refuge zone separates the two driveways while an 8-foot-wide paver sidewalk maintains a consistent pedestrian zone across these driveways. The Applicants are requesting a variance to allow a 4' reduction in the minimum driveway spacing.

The requested variance to allow a reduction in minimum driveway separation standards is necessitated by the distinct needs of service and loading functions related to the variety of uses included withing the Project. To ensure efficient access, circulation, and functionality of the various service and loading operations, it is necessary to provide a dedicated service and loading driveway as a secondary means of egress onto 10th Street adjacent to the retail patron garage access driveway. By the nature of a vertically-integrated mixed-use structure, a variety of dedicated service and loading functions must be accommodated. The Project works to effectively internalize and screen all service and loading operations within the garage. The urban context of the site creates certain constraints and dictates a compact configuration in which the essential service and loading functions are efficiently accommodated within the base of the podium. These operations will be primarily accessed via the sole driveway along 11th Street; however, the compact nature of the site results in the need to provide a dedicated secondary egress from this area to ensure that all service and loading vehicles can efficiently exit the site. The service/loading driveway onto 10th Street is specifically designed to serve as a secondary means of egress for service and delivery vehicles. This secondary egress from the loading zone provides a contingency in the case a vehicle cannot effectively maneuver within the garage to exit on to 11th Street or if this primary access point should become blocked. This secondary egress point allows for sufficient maneuverability within the garage where certain vehicles may not be able to turn around otherwise and ensures efficient circulation of back-of-house traffic separate from resident or visitor traffic.

In order to maximize efficiency and minimize the potential for conflict with service and loading operations, it is necessary to physically and operationally separate such back-of-house areas from resident and customer parking circulation. The adjacent retail garage access driveway provides clear, intuitive access for retail patrons and the loading egress driveway will be similarly marked with pavement markings and signage to clearly identify the drive as exit only for loading vehicles. These access points cannot be reasonably consolidated due to differing vehicle types, turning requirements, and operational needs. The proposed design effectively routes retail patrons directly up the garage ramp to the public parking serving the retail uses. The consolidation of the dual driveways effectively focuses the point of interaction between vehicular and pedestrian routes to a single portion of the frontage which enhances the safety of the public realm by reducing the potential for pedestrian-vehicle conflicts and demarcating a clear access position. The Project continues to prioritize the pedestrian experience by providing a continuous 8-foot-wide paver sidewalk across the driveways with a 6-foot-wide pedestrian refuge located between the driveways. Despite the requested variance, the Project meets the intent of the code by providing an uninterrupted pedestrian realm prioritizing pedestrian safety and convenience.

The driveways are located along a low-speed residential street, and the circulation design incorporates clear signage, pavement markings, and geometric controls to minimize conflicts and maintain safe vehicular and pedestrian movement. As such, the intent of the driveway separation

standards to ensure safety, traffic efficiency, and conflict reduction is preserved despite the reduced spacing. Strict enforcement of the separation requirement would force service vehicles to share customer access points or relocate loading functions to less appropriate locations, creating operational conflicts, safety concerns, and adverse impacts to the public realm. The requested variance represents the minimum relief necessary to allow functional site circulation and to support viable ground-floor retail uses consistent with the district's urban design and economic development goals. Approval of the variance will not increase traffic impacts, will not confer a special privilege, and will allow a practical, well-managed access solution that supports both retail operations and overall site functionality in a manner consistent with the intent of the zoning regulations.

Variance 3 ("V3")

Pursuant to Section 94-132, Table IV-63, Incentive Building Requirements for NORA 2-8, buildings with frontage on primary or residential streets must provide a minimum of 80% of the buildable lot frontage as active uses. The Project fronts N. Dixie Highway and 11th Street as primary streets and 10th Street as a residential street. Buildable lot frontage is measured as the portion of a lot line parallel to the street minus applicable minimum setbacks. Along N. Dixie Highway, the Project exceeds the 80% requirement by programming 267'-7" or 93% of the ground floor frontage as active use, exceeding the requirement by 13%. Along 10th Street, 251'-2" or 81% of the ground floor frontage is programmed as active use, exceeding the requirement by 1%. Along 11th Street, 185'-9" or 61% of the ground floor frontage is programmed as active use, requiring a variance for a 19% reduction. Architectural sheet A2.6 provides detailed calculations and corresponding graphics describing the active use required and proposed along each frontage. The Applicants are requesting a variance to allow a reduction of 19% along 11th Street from the minimum active use requirement along the ground floor façade.

The NORA District encourages active ground floor uses along primary and residential streets to promote pedestrian activity, neighborhood engagement, and economic vitality. While the Project is generally consistent with the intent of the NORA District, strict adherence to the active use requirement along the entirety of the 11th Street frontages presents practical and site-specific challenges. The requested variance seeks to reduce the linear frontage required to be occupied by active uses at the ground floor, while still maintaining a significant degree of ground floor active uses at key pedestrian-oriented locations. The project incorporates active uses along prominent frontage areas and at primary building entrances, supporting walkability and street activation, while allowing limited portions of the ground floor frontage to accommodate building services, vehicular access, and other non-active functions necessary for the efficient and safe operation of the development.

The need for the variance is based on unique conditions of the site with street frontage along three sides requiring a significant degree of active uses. The secondary character of 11th Street compared to N. Dixie Highway, as the primary commercial corridor, results in a design which prioritizes active uses at the ground floor along the primary frontage. Additionally, the nature of N. Dixie Highway requires vehicular access to the site to be provided along 10th Street and 11th Street,

detracting from the possible active uses along these façades. These building configuration constraints related to access, life-safety requirements, and efficient internal circulation provide the minimum interruption to active use areas necessary to create a functioning urban, mixed-use development. The integration of structured parking and building support spaces cannot reasonably be relocated without adversely affecting the overall Project design.

The Project works to meet the intent of the NORA District by providing meaningful activated retail uses along all three street frontages. Further, the Project offers ground floor active uses along the private Madeira driveway along the west façade to offer active uses on all four sides of the building. The ground floor active uses are complimented by a thoughtfully designed pedestrian realm with expanded sidewalks and public open spaces. Granting the variance will not be contrary to the public interest and will remain consistent with the intent of the NORA District by providing an active and engaging streetscape on all sides of the building, delivering a high-quality, context-sensitive development that contributes to neighborhood revitalization, and supporting the long-term viability of the Project while maintaining compliance with all other applicable development standards. The proposed reduction in active ground floor frontage represents the minimum variance necessary to alleviate the site-specific hardship and will not adversely impact surrounding properties, pedestrian experience, or the overall goals of the City's zoning regulations.

Variance 4 ("V4")

Pursuant to Section 94-132, Table IV-63, Incentive Building Requirements for NORA 2-8, buildings with frontage on primary streets must provide a minimum of 60% of the buildable lot frontage as active uses liners on floors 2-5 while portions of the building with frontage on residential streets must provide a minimum of 80% active uses on floors 2-5. The Project fronts N. Dixie Highway and 11th Street as primary streets and 10th Street as a residential street. The Applicants are requesting a variance to eliminate the requirement for active use liners on floors 2 and 3 along all frontages while exceeding the active use requirement on floors 4 and 5 along all frontages.

The NORA District regulations require active use liners along street frontages on multiple floors to promote pedestrian engagement, visual interest, and an active urban environment. The proposed project complies with the intent of these regulations at the ground floor, where active uses are provided along key street frontages to support walkability and neighborhood vitality. However, the requirement to extend active use liners on all upper-level floors presents practical and site-specific challenges that are incompatible with the vertically integrated design of the project.

The request to eliminate the active use liner requirement for Floors 2 and 3 is based on unique site and project conditions with a goal of minimizing the number of floors dedicated to parking podium thereby limiting the massing of the structure. First, the vertical integration of uses limits the feasibility of stacking commercial or active spaces above the ground floor in the context of a constrained urban site where it is necessary to integrate structured parking and associated back

of house operations to serve the proposed mix of uses within the building. Building code, accessibility, and life-safety requirements dictate the placement of corridors, cores, and mechanical systems on upper levels which further limits the viability of providing active use liners above the ground floor. The integrated parking garage provides an efficient circulation and parking plan which minimizes the number of stories used for parking to no more than three stories including a mezzanine level. This design would not be possible if active use liners were provided which would result in additional floors of parking and additional massing which is undesirable in the context of the surrounding development pattern. Finally, market and operational realities do not support active commercial uses on upper floors.

The proposed development is designed as a vertically integrated mixed-use building, where ground floor retail, residential units, structured parking, and building services must function cohesively across multiple levels. Requiring active use liners on Floors 2–5 along all street frontages would disrupt efficient floorplate design, compromise residential unit layout and livability, and introduce operational and security challenges that are inconsistent with the intended use of upper floors. Further, requiring active use liners would increase the mass of the structure by dictating additional floors of parking where the current design requires no more than 3 floors of parking thoughtfully screened by double-height active use spaces at the ground floor and painted aluminum shutters along the third level which serve as a cohesive design element between the ground floor uses wrapping the podium and the residential tower.

The building design works to provide enhanced architectural treatments on Floors 2-3 where the variance is requested to eliminate the active use liner. The façade design gives the impression of windows and louvers consistent with the design implemented for active use areas along other portions of the façade and tying the ground floor to the vertical design expression. Above floor 3 on levels 4-5, the design exceeds the required active use requirements. Along N. Dixie Highway, the Project exceeds the 60% requirement by programming 242'-1" or 100% of the frontage on floors 4-5 as active use, exceeding the requirement by 40%. Along 11th Street, 272'-8" or 95% of the frontage on floors 4-5 is programmed as active use, exceeding the requirement by 35%. Along 10th Street, 272'-8" or 94% of the frontage on floors 4-5 is programmed as active use, exceeding the requirement by 34%.

Granting the variance will not be contrary to the public interest and remains consistent with the purpose and intent of the NORA District by ensuring active and pedestrian-oriented uses are concentrated at the ground floor where they are most effective, maintaining an engaging streetscape through architectural articulation, glazing, and high-quality façade treatments on upper floors, minimizing the height and massing of the parking uses, and allowing a well-designed, economically viable mixed-use project that contributes to neighborhood revitalization and long-term investment in the NORA District. The requested variance represents the minimum relief necessary to address the site-specific constraints of the project while preserving the overall goals of the City's zoning regulations and ensuring compatibility with surrounding development.

CONCLUSION

Based on the above and the application submittal documentation, the Applicant respectfully requests the approval of the proposed Level II Site Plan Review with Variances and Special Review by DAC. The request complies with all applicable standards as contained in Section 94-35(c), Site Design Qualitative Development Standards, Section 94-38(d)(6), Variance Standards, and, Section 94-54(B)(2), Standards for Special Review. Please see to the Standards for Code Compliance submitted with this application. Should you have any questions or require any additional information, please do not hesitate to us.

STANDARDS FOR CODE COMPLIANCE
Nora Multifamily – East Tower ("Project")
Site Design Qualitative Development Standards
Standards for Special Review by the Downtown Action Committee ("DAC")
Variances

Submittal: July 8, 2025
Resubmittal #1: September 26, 20225
Resubmittal #2: December 23, 2025
Resubmittal #3: February 20, 2026

SEC. 94-35(C) – SITE DESIGN QUALITATIVE DEVELOPMENT STANDARDS

1. Harmonious and efficient organization – All elements of a plan shall be organized harmoniously and efficiently in relation to topography, the size and type of the property affected, the character of adjoining property, and the type and size of buildings. The site will be developed in a manner that will not impede the normal and orderly development or improvement of surrounding property for uses permitted in this chapter.

Response: *The proposed project is designed to be harmonious with the existing residential and proposed developments on adjacent properties. The architectural design of the East Tower complements that of the West Tower (submitted separately) as the podiums are at similar heights, the tower levels step back to 70 ft. above 50 ft. in accordance with the code. The podium and tower design will have the intended effect of minimizing the visual impact of the building façade at the ground level on 10th Street, and create a logical step down from the ultimate height of the proposed building to the one- and two-story buildings on the south side of 10th Street.*

The ground floor of the south side of the building will be activated with commercial wrapping around the southeast corner and public open space plazas along the entire length of the façade with the exception of the garage entrance for the retail spaces and service area egress. Ground floor commercial retail is proposed along the east side of the building and at the northwest corner. The placement of the commercial space on the northwest corner is intentional, as with the proposed café space on the southeast corner of the West Tower, the corner of Madeira Court and 11th Street will be activated and draw visitors into the site but keeps the hub of activity away from existing residential on 10th Street.

The primary residential entrance and separate garage entrance of the East Tower is proposed on Madeira Court as is the lobby and garage entrance for the West Tower. The garage egress lanes of both buildings align with one another. The loading and service area entrance is proposed within the building footprint and located on 11th Street, again, away from the existing residential development. No on-street parking is proposed on 10th Street and 11th Street or Dixie Highway. There are currently two on street parking spaces on 10th Street which are not metered. Those spaces are proposed to be removed to accommodate a widened sidewalk and new streetscaping.

2. Preservation of natural conditions – The landscape shall be preserved in its natural state, to the degree practical, by minimizing tree and soil removal and by other appropriate site planning techniques. Terrain and vegetation shall not be disturbed in a manner likely to increase significantly either wind or water erosion within or adjacent to a development site.

Response: *The subject site is on the northern end of the Downtown. There are no natural conditions to preserve. The existing street trees the site will be removed and mitigated per City requirements. The site will be landscaped in accordance with the current code requirements for streetscaping, open space, and screening.*

3. Screening and buffering – Fences, walls, or vegetative screening shall be provided where needed to protect residents and users from undesirable views, lighting, noise or other adverse off-site effects and to protect residents and users of off-site development from on- site adverse effects.

Response: *Landscape buffers and fencing are not required or proposed as part of this project. The integrated parking garage is proposed to be naturally ventilated and completely screened with an architectural treatment to obscure the appearance of a garage.*

4. Enhancement of residential privacy – The site plan shall provide reasonable visual and auditory privacy for all dwelling units located within and adjacent to the site. Fences, walks, barriers and vegetation shall be arranged to protect and enhance the property and to enhance the privacy of occupants.

Response: *The proposed building was designed in consideration of this very principle. All of the residential floors are proposed on the fifth floor and above which will ensure that the interior of the units is reasonably protected from exterior sound from the roadway below. The balconies are set back 70 feet from the south façade, and more than 100 feet way from the nearest existing residential unit on 10th Street, which will ensure that the privacy of both the existing and new residents is protected.*

5. Emergency access - Structures and other site features shall be arranged to permit access by emergency vehicles to all buildings.

Response: *All applicable codes, and proper site planning methods, have been implemented in the site design to ensure adequate emergency vehicle circulation and access to the building.*

6. Access to public ways – All buildings, dwelling units and other facilities shall have safe and convenient access to public rights-of-way and/or other areas dedicated to common use.

Response: *All uses and units will have safe, convenient access the street frontages from the garage, lobby, emergency pedestrian egress points or primary pedestrian entrances. The*

proposed commercial spaces will be accessed directly from the 10th Street, 11th Street, and Dixie Highway. On all sides of the building, a planting strip or open space plaza separate the sidewalk from vehicular traffic. Vehicular and pedestrian access to the residential portion of the building to the project is proposed from the private street extension of Madeira Court. The design of Madeira Court was inspired by the Dutch woonerf, as a street for living, as a social common space to be shared by pedestrians, bicyclists, and low speed cars.

7. Pedestrian circulation – When residential uses are included, a pedestrian circulation system shall be provided that is separated to the extent possible from the vehicular circulation system and that at a minimum shall conform to sidewalk standards of the city.

Response: *New, wider sidewalks are provided along all street frontages. The sidewalks lead to and through the three aforementioned plazas. In accordance with the Code, the sidewalks are separated from the vehicular lanes by street trees and planting strips. The sidewalks maintain their level height as they cross the garage entrances, to prioritize pedestrian safety in accordance with City standards.*

8. Design of access and egress drives – The location, size, and numbers of access drives to a site will be arranged to minimize any negative impacts on public and private ways and on adjacent private property. Traffic improvements shall be provided where they will significantly improve safety for vehicles and pedestrians.

Response: *The number of access driveways have been kept to a minimum. On 11th Street, a single two-way driveway is proposed to access the loading, delivery, service, and waste management area. Because maneuvering area is limited, vehicle that enter the service area will exit onto 10th Street. The egress driveway is next to the retail garage ramp. The positioning and separation of the two drives on 10th Street is comparable to that used at 360 Rosemary.*



On Madeira Court, a motor court is proposed at the mid-point of the block where vehicles will enter and exit on separate curb cuts



Separate driveways are proposed for the resident and retail garage entries.



Proposed Traffic improvements include new striping for crosswalks, the construction of a private driveway as the extension of Madeira Court, and appropriate wayfinding and warning signage.

9. Coordination of on-site circulation with off-site circulation – The arrangement of public or common ways for vehicular and pedestrian circulation shall be coordinated with the pattern of existing or planned streets and pedestrian or bicycle pathways in the area.

Response: *The proposed pedestrian and vehicular circulation will be coordinated with the existing street network. Madeira Court extension will be privately maintained and constructed to fit into the existing street pattern.*

10. Design of public R-O-W – Public streets and rights-of-way within a site shall be designed for maximum efficiency. They shall occupy no more land than is required to provide access, nor shall they unnecessarily fragment development into small blocks. Large developments containing extensive public R-O-W shall provide a road network with local streets which provide direct access to individual parcels and other streets which provide no or limited direct access to individual parcels.

Response: *Madeira Court is designed to meet City standards as a two-way private street with on-street parking and/or drop-off zones on the west side.*

11. Stormwater control – Appropriate measures shall be taken to ensure that removal of stormwater will not adversely affect neighboring properties or the public storm drainage system. Provisions shall be made for the construction of facilities, including grading, gutters, piping and the treatment of turf, to accommodate stormwater and to prevent erosion and the formation of silt.

Response: *The proposed development plan for the site will receive a series of inlets and pipes coupled with a South Florida Water Management District ("SFWMD") compliant amount of underground detention/retention prior to discharge to an adjacent right-of-way for the ultimate stormwater outfall to the site. No adverse stormwater affects to adjacent properties or rights-of-ways are anticipated as SFWMD permit requirements will be implemented within the on-site design prior to discharge.*

12. Exterior lighting – Exterior lighting shall not interfere with the quiet enjoyment of adjacent properties or the safety of public R-O-W.

Response: *The proposed exterior lighting design will not cause light pollution or an undesirable effect. The design will provide a soft aesthetic appeal while providing the necessary lumens to satisfy public safety standards.*

13. Protection of property values – All elements of a site plan shall be arranged to have minimal negative impact on the property values of adjoining property.

Response: *The proposed project will have a positive impact on the property values of adjoining properties. The proposed project would bring new life to the neighborhood and with it, enhance public safety and security, and improve pedestrian connectivity. The project will activate long-vacant, underutilized properties with new streetscaping, new lighting, new active uses and new neighbors that will enliven the street, all qualities that enhance value in a neighborhood.*

14. Consideration of future development – Site plan reviews performed pursuant to this section shall consider existing and likely future development adjacent to the site.

Response: *The properties surrounding the site are either already developed, in the process of being developed or have plans in process for redevelopment. The proposed project is the first in Phase 2 of the Nora District redevelopment plan. The tallest portion of the building is oriented toward 11th Street. The properties on the north side of 11th Street are permitted building heights of up to 15 and 20 stories per code. The proposed building steps down to three stories on 10th Street as a transition to the lower building heights in the Brelsford Park residential neighborhood. It should be noted that at no time of the day, during any time of the year, would the proposed building cast a shadow on the properties to the south. As discussed in the justification statement and in the preceding standards herein, the existing, approved, and potential development on adjacent properties was a major design consideration in how the proposed project took shape.*

VARIANCES

Table 1 - Requested Variances

V#	ZLDR Code Section		Required	Provided	Variance Requested
V1	Sec. 94-109, Table IV-22, Porte Cochere	100' Minimum Separation from Porte Cochere Ingress to Nearest Driveway	100'	71'-9"	To reduce the minimum driveway separation by 28'-3"
V2	Sec. 94-111(o)(4) Curb Cuts, Parking Entrances, and Driveways	Curb cuts, parking entrances, exits, and driveways shall be separated at least 10 feet to minimize the impact of contiguous curb cuts on the pedestrian environment.	10'	6'	To reduce the minimum driveway separation by 4'
V3	Sec 94-132 Table IV-63: Incentive Building Requirements – NoRA 2-8	Minimum Active Uses Ground Floor	Primary (11th St): 80%.	61%	To reduce the active use liner on ground floor by 19% along 11th St.
V4	Sec 94-132 Table IV-63: Incentive Building Requirements – NoRA 2-8	Minimum Active Uses Liners floors 2 to 5 (80')	Primary (Dixie Hwy): 60%	0%	To eliminate the active use liner on floors 2 and 3 (20' - 50')
			Primary (11th St): 60%.	0%	
			Residential (10th St): 80%	0%	

SECTION 94-38(D)(6) – VARIANCE STANDARDS

a. Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or building in the same zoning district.

Response: *Special conditions and circumstances exist that are unique to the subject property and distinguish it from other properties within the same zoning district. Although the Project encompasses a half block, it is an urban infill redevelopment constrained by long-standing urban development patterns, established rights-of-way, existing adjacent structures, and specific contextual relationships that influence how the Project may be integrated with the surrounding development pattern. The site is bordered by active streets on three sides, each subject to frontage-based design standards, in addition to a private driveway proposed along the west façade. The nature of infill redevelopment within the NORA District results in circumstances dictating innovative access and circulation strategies to minimize the impact of new vehicle trips on the surrounding community and maximize the efficiency of site access.*

The need for a variance from minimum driveway separation standards is directly attributable to constraints resulting from the established infrastructure pattern including the historic use of alley access, limitations on new curb cuts along N. Dixie Highway, the proximity of existing intersections, curb cuts, street parking, and utility infrastructure within the adjacent rights-of-way. These conditions significantly reduce the available locations for vehicular access while still requiring compliance with Fire Rescue, solid waste collection, service access, and internal circulation requirements. Comparable properties in the zoning district generally have greater frontage length along residentials streets or more flexibility in access placement and therefore are not subject to the same constraints.

The requirement for active uses along each street frontage presents a unique challenge for this site due to its multiple frontages and compact footprint. Strict application of active use requirements on all frontages would result in an excessive and impractical concentration of non-residential space that is disproportionate to the site's size and market context within the larger district, and would compromise the functional layout of residential units, building cores, and required building services. Similarly, requirements for active use liners on upper floors would detract from the ability to provide a safe and efficient parking garage with minimal massing.

Together, these factors demonstrate that the requested variances arise not from actions of the applicant, but from site-specific conditions unique to this parcel in the course of redevelopment to revitalize the NORA district. These circumstances are not shared by other properties within the same zoning district and warrant consideration of the proposed variances to achieve a functional and context-sensitive Project consistent with the City's objectives for infill redevelopment.

b. The special conditions and circumstances necessitating the variance do not result from the action of the applicant.

Response: *The need for the variances arises from conditions that are inherent to the City's regulatory framework, site conditions, and the district's development expectations, rather than any action or design choice by the Applicants. The site's size, configuration, and multiple street frontages are the result of historic platting patterns, existing public rights-of-way, and long-established roadway alignments within the NORA district. These conditions existed prior to the applicant's involvement with the property and were not created, altered, or intensified by the proposed development program. Similarly, the limited opportunities for driveway placement and separation are constrained by existing intersections, curb returns, utilities, streetscape improvements, and access management requirements established by the City and other agencies. Further, the nature of existing single-family dwelling units to the South requires additional sensitivity in the location of access positions. The applicant did not create these constraints and cannot modify them without significant impacts to the public realm or public infrastructure.*

With respect to the active use requirements, the need for relief arises from the regulatory framework applied to a compact, multi-frontage infill parcel, rather than from any discretionary design choice by the Applicant. It is not possible to design such a project without integrated structured parking and, the introduction of active use liners reduces the efficiency of circulation resulting in additional floors and building area dedicated to parking and circulation uses. The Applicants have designed the project to provide active uses along primary pedestrian corridors at the ground floor to the greatest extent practicable, while balancing building functionality, residential livability, and operational requirements. The request to reduce active use at the ground floor and eliminate active use liners for upper levels is a response to the site's inherent limitations, not a result of over-development or an attempt to avoid compliance. Accordingly, the circumstances giving rise to the requested variances are external to the applicant's actions and stem from existing site conditions and regulatory constraints. The Applicants are seeking only the minimum relief necessary to allow reasonable and orderly development consistent with the intent of the NORA district and the City's urban infill objectives, not from self-created actions by the applicant.

c. The granting of a variance requested will not confer on the applicant any special privilege that is denied to other lands, building or structures in the same zoning district.

Response: *Approval of the requested variances will not grant the Applicants any advantage beyond what is reasonably attainable for other properties under similar circumstances. The variances requested do not permit uses, intensities, or development types that are unavailable to others; they simply provide flexibility in meeting driveway separation and active use metrics where rigid application would undermine the functional goals of the district. Other properties with comparable obligations or spatial considerations could equally request and justify similar relief. Similarly, the variances do not create a precedent that would be specific only to this property. The Project continues to meet all underlying district standards, including those governing use, height, density, and overall public accessibility. Accordingly, the requested variances offer no exclusive benefit, but rather ensure that the Project may be developed consistent with the opportunities afforded to all properties within the zoning district. Furthermore, the project continues to advance*

the intent and purpose of the NORA district by providing an urban building form, a range of uses, active ground-floor elements along primary pedestrian corridors, and a development pattern that supports walkability and redevelopment of underutilized parcels. The variances simply allow the project to function within its physical constraints and do not provide a competitive or regulatory advantage over other properties in the district.

d. The literal interpretation of the provisions of the regulations would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district and would work unnecessary and undue hardship on the applicant.

Response: *Literal enforcement of the driveway separation and active use regulations would subvert the Project's goal of integrating with the surrounding development context in a manner that is functional, safe, and aligned with the urban design principles applied throughout the zoning district. The NORA District is intended to allow a wide range of mixed-use and residential development types, including vertically integrated mixed-use projects where active uses are primarily concentrated at the ground floor to support pedestrian activity. The operational requirements associated with a vertically-integrated mixed-use structure offering a range of uses in a compact urban setting dictate certain design elements such as the need for integrated structured parking and the internalization of various back-of-house functions. These design requirements coupled with the stated intent of the NORA District and applicable dimensional regulations prevent full compliance where there are competing requirements.*

For example, providing active use liners where required on upper levels would significantly diminish the efficiency of the parking garage and, to maintain compliance with required parking, additional floors would have to be converted to parking resulting in an increased massing and building height in conflict with City regulations. Similarly, compliance with driveway separation standards and requirements for ground floor active use requirements would require the consolidation of vehicular access points and would directly result in the need for additional internal circulation and operational areas via an increased parking podium. The Project design, made possible by the requested variances, more appropriately addresses the intent of the NORA District than would a project designed for compliance with the literal interpretation of all dimensional regulations.

e. The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

Response: *The requested variances are narrowly tailored to the minimum adjustments needed to create a functional and high-performing mixed-use Project that meets both the intent of the zoning code and the expectations of the NORA District. With respect to active use requirements, the proposed development provides significant active uses at the ground floor in key, pedestrian-oriented locations where such uses are most effective, while seeking relief only where strict compliance would result in impractical layouts or non-viable spaces. The elimination of active use liners on Floors 2–3 is limited to only a portion of the upper levels where active uses are less functional, marketable, or useful in the creation of an active pedestrian realm, and where*

compliance would undermine the design intent of minimizing the garage massing and the vertically integrated mixed-use design of the building. The requested reduction in driveway separation standards is also the minimum necessary to provide safe and efficient vehicular access to the site given its multiple street frontages, constrained geometry, and operational needs. The proposed access locations have been carefully coordinated to minimize conflicts, maintain pedestrian safety, and comply with all other applicable transportation and engineering standards to the greatest extent practicable.

Importantly, the Applicant is not seeking to waive the intent of the Code or to maximize development at the expense of public objectives. Rather, the requested variances work together to allow a cohesive site plan that balances pedestrian activity, building functionality, and vehicular circulation. No additional or more expansive variances are requested beyond those necessary to overcome the site-specific constraints. Accordingly, the variances sought constitute the minimum variance necessary to enable reasonable use of the property while maintaining consistency with the purpose, spirit, and intent of the City's zoning regulations and the NORA District framework.

f. The granting of a variance will be in harmony with the general intent & purpose of these regulations and the Comprehensive Plan.

Response: *The variances related to the elimination of the active use liner requirement on floors 2-3, the reduction of ground floor active use frontage on 11th Street, and the reduction in minimum driveway separation standards allow the project to achieve the underlying objectives of the NORA District in a practical and context-sensitive manner. The intent of the NORA District regulations is to promote walkable, mixed-use development, encourage reinvestment and revitalization, support a vibrant public realm, and provide flexibility for innovative urban design. The proposed project advances these goals by delivering a vertically integrated mixed-use development that activates the street at the ground floor, enhances the pedestrian experience, and contributes to the economic vitality of the surrounding area.*

While the requested variances modify specific dimensional standards, they do not undermine the purpose of the regulations. Active uses are strategically located at street level where pedestrian activity is most concentrated and effective, while upper floors are designed to function efficiently as parking and circulation to support the proposed mix of uses. Architectural articulation, transparency, and high-quality materials along all street frontages, including parking screening elements, further support an engaging streetscape consistent with the intent of the Code, even where active uses are reduced or not required. Similarly, the requested reduction in driveway separation standards supports the City's goals for safe, efficient, and context-appropriate access management. The proposed driveway locations are designed to minimize conflicts, support multimodal circulation, and balance vehicular access needs with pedestrian safety in an urban setting.

Collectively, the requested variances allow the development to respond to site-specific constraints without compromising the broader policy objectives of the Code or the Comprehensive Plan. Granting the variances will therefore be in harmony with the general intent and purpose of

the City's land development regulations and will further the Comprehensive Plan's vision for sustainable, well-designed growth within the NORA District.

g. The variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

Response: *The granting of the requested variances will not be injurious to the surrounding area nor detrimental to the public welfare when considered collectively. The variances related to the elimination of the active use liner requirement on floors 2-3, the reduction of ground floor active use frontage, and the reduction in minimum driveway separation standards have been carefully coordinated to ensure that the proposed development remains compatible with its surroundings and supports the overall functioning of the NORA District. The project will promote an active, pedestrian-oriented environment by concentrating active uses at the ground floor in locations where they are most visible and effective.*

Where active uses are reduced or eliminated, the building will incorporate high-quality architectural design, glazing, articulation, and streetscape enhancements that maintain visual interest and contribute positively to the public realm. As a result, the pedestrian experience along 10th Street, 11th Street, and N. Dixie Highway will not be adversely affected. Eliminating the active use liner requirement on upper floors will not result in adverse impacts to adjacent properties or the public, as these floors are not typically perceived or accessed by pedestrians in the same manner as ground-level spaces. Instead, this relief allows for well-designed parking and circulation in support of the residential and retail spaces that enhance building functionality, safety, and long-term maintenance. The requested reduction in driveway separation standards will not compromise traffic safety or circulation. Driveway locations have been evaluated to ensure safe ingress and egress, adequate sight distances, and compatibility with pedestrian and vehicular movement patterns. The proposed access design minimizes conflicts, supports necessary service and loading operations, and complies with applicable engineering and transportation requirements to the greatest extent practicable.

Collectively, the variances enable a cohesive, high-quality development that contributes to neighborhood revitalization, supports economic investment, and improves the built environment. The project will not generate adverse impacts related to safety, traffic, aesthetics, or neighborhood character. Accordingly, granting the requested variances will not be injurious to the area involved and will not be detrimental to the public welfare.

h. The property cannot be put to a reasonable use which fully complies with the requirements of this Code.

Response: *The site cannot be put to a reasonable use that fully complies with all applicable provisions of the Code without the requested variances, when considered collectively. The proposed development requires relief related to (1) the elimination of the active use liner requirement on floors 2-3, (2) a reduction in the ground floor active use requirement along one façade, and (3) a reduction in the minimum driveway separation standards. These requests arise*

from the same set of site-specific and project-specific conditions and are necessary to allow reasonable use of the property in a manner consistent with the intent of the NORA District.

The property is constrained by its configuration, multiple street frontages along 10th Street, 11th Street, and N. Dixie Highway, and the functional requirements of a vertically integrated mixed-use building. Strict application of the active use requirements at both the ground floor and all upper floors would require extensive and impractical active frontage in locations that cannot reasonably support such uses due to access limitations, circulation requirements, and life-safety considerations. Together, these requirements would force inefficient building layouts, compromise residential unit design, and reduce the overall functionality and economic viability of the project. Similarly, strict compliance with the minimum driveway separation standards, when applied to a site with multiple frontages and limited access opportunities, would prevent the safe and efficient placement of vehicular access points necessary to serve the proposed development. Without the requested driveway separation relief, the site would be left with constrained or impractical access options that would adversely affect traffic circulation, emergency access, and overall site functionality.

Individually and collectively, these regulations, when applied without flexibility, preclude a development scenario that allows the property to be used in a reasonable, functional, and marketable manner. The requested variances do not eliminate the intent of the Code but instead allow it to be met in a balanced and coordinated way by concentrating active uses where they are most effective, providing appropriate and safe vehicular access, and delivering a high-quality mixed-use project consistent with the development pattern in the NORA District. Accordingly, without the requested variances, the property cannot be put to a reasonable use that fully complies with the Code. Granting the variances is necessary to enable development that is functional, context-sensitive, and aligned with the purpose and objectives of the City's zoning regulations.

i. The nonconforming use of the neighboring lands, structures or building in other zoning districts shall not be considered grounds for the authorization of a variance.

Response: *None of the abovementioned elements factor into these variance requests.*

j. Financial hardship is not the only evidence of a hardship considered in the authorization of a variance.

Response: *These variance requests are not brought by the need for relief from financial hardship. The applicant is proposing an innovative vertically-integrated mixed-use building design representing a substantial investment within the designated redevelopment area of the NORA district in alignment with the City's goals for this area.*

SEC. 94-54(B)(2) – STANDARDS FOR SPECIAL REVIEW

a. Relationship of building to site and surroundings. The proposed development should be designed in consideration of a three-dimensional context that includes

surrounding private properties and public realm. The effects of the proposed building scale and form on adjacent streets, neighboring properties, and the overall development of the district in which it is located, shall be assessed to ensure any possible negative impacts are minimized.

The form and scale of each building shall meet the requirements for each subdistrict, as defined in the corresponding building requirements table. Proposed developments shall submit floor plans, building elevations, building cross-sections and street-level three-dimensional renderings for the proposed development and all buildings on adjacent sites, public spaces and streets to illustrate how the new building relates to the surrounding area. All the quantitative requirements included in Section 94-109 will be used as references to evaluate the relationship of building to site and surroundings.

Response: *The proposed project has four-sided architecture and activated frontages on all sides. The design of the building steps down on 10th Street and the volume of the tower is reduced along Dixie Highway with the center portion being recessed into a "U"-shape. Within that "U", the main rooftop amenity deck is proposed, which will prevent the sounds of the occupants and activities from spilling out to the north or south of the development sides. The massing of the proposed building oriented towards Madeira and 11th Street where the highest intensity and height potential lie. The proposed design will result in a more human scale building frontage on 10th Street and Dixie Highway. A double-height colonnade is proposed along Dixie Highway to allow for air circulation and continuous shade while new street trees and a continuous planting strip create a sense of enclosure. The northwest corning of the building will include additional commercial space, echoing the proposed commercial on the southeast corner of the West Tower. Madeira Court will have a similar streetscape as that along North Railroad Avenue to tie the project to the district as a whole. New street lighting, street furniture, bike racks, and public art pieces will complete the design creating a cohesive overall design.*

b. Circulation and traffic flow. The proposed development should promote pedestrian circulation by providing attractive, safe and comfortable paths of travel. Vehicular circulation should be efficient and limit impacts to pedestrian movement around and through the site. Vehicular circulation should not detract from the active uses occurring on-site or on adjacent sites.

Response: *Site and traffic analyses were studied to ensure the most efficient vehicular traffic flow while providing safe pedestrian circulation. Vehicular circulation is separated from pedestrians by a change in elevation from the sidewalk to the street and interruptions to pedestrian flow is kept to a minimum, especially along the most activated frontages, Madeira and Dixie. Where sidewalks cross vehicular access ways, the sidewalk will remain at a constant height in accordance with the code.*

c. Building design. While architectural style should not be restricted, the proposed development should be evaluated based upon the quality and execution of the

design, as well as its relationship to surrounding buildings. The architectural elements chosen should be consistent across the entire development. Consistency will be determined based upon mass, bulk, proportion, fenestration, and rhythm of building elements when reviewed together and as separate elements.

Response: *The architectural design is modern contemporary, with long, wide undulating balconies that wrap around the residential tower of the building. The balconies as well as the wall of the building façade break the plane in multiple places creating visual interest and a sense of movement along each face of the building. These private outdoors spaces are arranged in a consistent pattern and proportion to break down the long facades, providing solar shading and visual interest from the pedestrian scale.*

The color palette is warm with neutral tones with wood and terra cotta-colored accents. The south facade, facing 10th Street, is three stories high, and features two plazas for gathering. The plazas form the eastern bookend of the Multifamily East and West Towers, not mirroring, but complementing the plaza proposed along North Railroad Avenue with the West Tower development.

The north facade, facing 11th Street, is an 11-story residential tower. Floors four through ten comprise all of the residential units, and the 11th floor supports the second rooftop amenity deck with enclosed social gathering spaces, a gym, pool, spa, sports courts and mechanical rooms. The U-shaped arrangement maximizes views, light and air for the condominium units within and avoids unnecessarily imposing on surrounding buildings and public rights-of-way. The taller tower massing relates to the future planned high-rise development to the blocks to the north.

Along the east facade, a wide private driveway, Madeira Court, is proposed between the West and East Tower sites. This private drive aligns with the existing street grid to the north and south serves as a visual extension of Madeira Court. This private drive will be publicly accessible to walk or drive through and will provide access the building's residential lobby and parking entries. The architectural treatment fronting the garage facades will screen the in interior of the garage and simply appear like a continuation of the ground floor elevation from the exterior.

d. Public realm. The proposed development should enhance the quality of the public realm. Enhancement may be determined based upon the provision of open space, public amenities, landscaping, or a building design with features which contribute to the viability and attractiveness of the public realm. The public realm space should be integrated with the building site plan in a way that not only fully incorporates surrounding pedestrian circulation at the ground level, but also allows visual interaction with the floors above the ground level.

Response: *The project will improve the quality of the public realm by creating new attractive public open spaces where currently there are none, and by bringing new neighborhood commercial*

establishments to the neighborhood. The sense of place and safety will be enhanced through 24-hour activation of the street, improved streetscaping and lighting on all four street frontages, the three open space plazas, and by the increase in the amount of landscaping in general. The new streetscaping and rooftop terraces can help reduce the heat island effect. The project will bring additional residents, both full-time and seasonal, and the increased population will bring more eyes on the new public spaces and improved sidewalks in an area where there is currently very little activity.

CONCLUSION

Based on the above and the application submittal documentation, the Applicant respectfully requests the approval of the proposed Level II Site Plan Review, and Special Review by DAC. The request complies with all applicable standards as contained in Section 94-35(c), Site Design Qualitative Development Standards, Section 94-38(d)(6), Variance Standards, and, Section 94-54(B)(2), Standards for Special Review. Should you have any questions or require any additional information, please do not hesitate to contact us.

WEST PALM BEACH

DEVELOPMENT SERVICES DEPARTMENT

PLANNING & ZONING DIVISION