



Northlake Promenade Apartments PCN 36-43-42-21-32-010-0000

Justification Statement

April 9, 2024

INTRODUCTION

Northlake Promenade Shoppes, LLC, owner, and applicant is seeking site plan approval for the project known as “Northlake Promenade Apartments.” The project proposes a redesign of some existing, older commercial space and development of a currently vacant portion of property that had been developed with retail uses with a 279-unit residential project along with public open space and upgraded landscape and hardscape. As discussed more fully below, the project was designed based on the Town’s vision for the property following a process lead by renowned planning firm Dover Kohl as adopted into the Town’s C-3 zoning.

THE PROPERTY

The subject site is part of the former Twin City Mall, which is composed of property in part within the Town of Lake Park and part within the Village of North Palm Beach. The Twin Cities Mall area, also known as the Promenade Shoppes, totals approximately 38.25 acres, with approximately 15.75 acres in the Village of North Palm Beach and approximately 22.5 acres in the Town of Lake Park. The subject site is an 9.07-acre property that is wholly within the Town of Lake Park.

HISTORY

The Twin City Mall opened in 1971. As time went on and development in the area changed, the mall was closed, and ultimately demolished in 1997. Recognizing the importance of the Twin City Mall to the future of both the Town and the Village, the two municipalities entered into an interlocal agreement in 1993. The vision both municipalities had in coming together was for a vibrant mixed-use community in place of the old mall. In the meantime, the subject site was approved for approximately 70,000 square feet of retail.

As time passed, both the Village and the Town created visions for the overall property. The Town recently approved code revisions to allow for the redevelopment of the portion of within the Town. Similarly, following a visioning process led by renowned planning firm Dover Kohl, the Town adopted its own regulations, specifically creating the C-3 zoning district that applies to the subject site. These two changes allow for the creation of a vibrant mixed-use opportunity that adds value to both the Town and the Village.

SURROUNDING LAND USE AND ZONING

The proposed project is compatible with the existing surrounding land use and the future redevelopment of this area. Adjacent parcels are all within the Town of Lake Park and are all Commercial or Residential uses as follows:

ADJACENT PROPERTY	ZONING DESIGNATION	EXISTING USE	PROPERTY CONTROL NO.
N	C3 – Twin Cities Mixed Use	Urgent Care	36-43-42-21-29-001-0000
S	R1A- Single Family Residence	Single Family Residence	
E	C3 – Twin Cities Mixed Use	Retail/ Publix Supermarket	36-43-42-21-32-009-0000 36-43-42-21-32-008-0000
W	C1- Business District R2- Multiple Family Residence R1- Single-Family Residence	Harbor Freight Retail Store Apartments/Condos Single Family Residence	36-43-42-21-03-140-0040 36-43-42-21-30-005-0010

PROJECT PROPOSAL

The Applicant, working with a world leading apartment developer/owner, AvalonBay Communities, has designed a high-quality, signature rental project on the subject property, including the incorporation of on street parking, open spaces, and enhanced landscaping. The existing retail on site will remain but be enhanced.

The proposed luxury rental apartments will have studio, 1-, 2- and 3-bedroom floor plans ranging from 650 to 1,500 square feet. The request includes pedestrian amenities and enhancements that encourage walkability for both the public and residents. This includes improved sidewalks, as well as the introduction of decorative pavers, street furniture, and decorative lighting. The applicant has integrated active uses as part of the apartment building on the ground floor, including a co-workspace.

As noted, the Applicant is proposing other enhancements to the subject site. These include, providing a connection to the east- west alleyway behind the 440 Northlake Blvd (currently occupied by Harbor Freight), subject to the Town providing the Applicant with the necessary authorizations, approvals, and permits to perform the work anticipated.

Design

The proposed project complies with the design principles set forth for the redevelopment of this area.

The project will enhance the envisioned east-west internal street and Northlake Entry Street, as outlined in the District regulating plan (Sec. 78-73. (c)). The East-West internal street and the Northlake Entry Street intersection will be articulated with walkways that include decorative pavers, plazas featuring art elements, and other amenities that promote urban form and usable space. The Northlake Entry Street acts as the main arrival street. The project site will provide ingress and egress from Northlake Boulevard and is proposing a new driveway opening south of the site, onto Palmetto Drive, to allow for enhanced traffic flow and connectivity. Gates are strategically located on the site to provide secure parking for residents without impeding traffic connectivity on the street network identified in the City's Code.

One important element of the proposed design is the provision of park and plaza amenities to enhance the civic elements of the project. The amenities include a public neighborhood park, as well as a courtyard plaza integrated into the existing retail area as a place to sit and enjoy the area, as well as providing parking to the north of the existing retail development on the subject site. The park has been designed to be engaging to the community and to create a strong pedestrian link from the remainder of the retail shops in the plaza to the proposed mixed-use area. The park includes areas for seating, landscaped areas designed for peaceful contemplation, and interconnected sidewalks that loop the park. The courtyard plaza will have all new hardscape

with casual seating, benches, and raised planters that will connect the existing retail with the apartments.

The design, as discussed further below, also focuses on the pedestrian experience. The subject site is traversed along the east side by numerous crossing Florida Power & Light (FPL) and Seacoast Utility Authority easements that contain water lines and underground distribution lines that serve the entire community. Due to the location of the lines, the building must be set back from them; only limited landscape and parking can be placed within the easement area. Contemplating this, the design incorporates a park and parking lot edge treatment into the design in the vicinity of the FPL easement to provide an urban open space element in addition to necessary parking. The design is consistent with the requirements of the Land Development Regulations while providing these pedestrian amenities.

Density

The proposed density of 30.7 units per gross acre is consistent with the Twin Cities Mixed Use regulations within the Town's Code.

Parking, Traffic & Circulation

According to the Town's Code, residential dwelling uses require a parking ratio of 1.45 spaces per unit, equating to 404.55 required spaces ($1.45 \times 279 = 404.55$). The retail that is to remain and is enhanced on the subject site requires a parking ratio of 4 spaces per 1000 square feet, equating to 42 parking spaces ($[10,424/1000] \times 4 = 41.7$). The site plan and tabular data indicate that sufficient parking is provided. A shared parking study has also been provided, which indicates that the maximum parking demand for the proposed plan of development is 394 parking spaces. There will be one (1) loading area proposed on the west side of the building. This area can be utilized for drop-off and emergency uses.

The proposed redevelopment is expected to generate a total of 1,204 trips per day, 98 A.M. peak hour trips and 104 P.M. peak hour trips at project build-out in 2028. This represents an almost 50% reduction in both Average Daily and Peak Hour Trips from the vested commercial uses on the subject site. The proposed plan will provide a reduction of 3,382 ADT and 353 PM Peak Hour Trips.

The plans maintain the current internal circulation of the Twin Cities site while proposing enhancements, as discussed above, to the street network, pedestrian connectivity and experience, and the streetscapes. Access to the apartment building will be controlled through gates utilizing electronic access control and Knox box technologies to allow emergency access to police and fire rescue.

Setbacks

The proposed building meets all current setbacks to the road and adjacent property lines. The interior and rear minimum setback standard is 0 feet, and the front street setback and side street setback standard is 10 feet. The project will comply with these required setbacks, providing a 48-foot north setback, an 85.2-foot west side setback, and a 137.2-foot east side setback. The existing retail is set back 144.6 feet from the south property line.

Height

Consistent with the intent of the Land Development Regulations (LDRs), to encourage ground floor active uses, the building provides 11-foot-high floor plates at the ground level. This allows for pedestrian engagement by promoting a vibrant street-level experience, fostering a dynamic

and interactive urban environment. The roof height is consistent with the LDRs and will have varying heights in architectural features throughout. Architectural plans and renderings are provided that demonstrate these elements.

Architecture

The architecture and materials used are consistent with the design guidelines for nonresidential buildings (Article XII). The architecture includes height transitions and a variety of features included on the façade and within the landscaping to coordinate a coherent, soft design based on a coastal feel. The proposed building follows the Courtyard Type A typology set forth within the Town's C3 section of the LDRs.

The architecture is designed to be a boutique take on a coastal architectural style. proposed project is carefully crafted to provide a residential hub that blends with the fabric of the Town. Scale being a key factor of the project, the apartment buildings are crafted as an approachable mix of 4 to 7 story height. The moderate scale building is situated on the site as to give ample buffer between the architecture and the adjacent lower scale buildings. The building façade is broken through the use of varied massing, covered colonnade, and materials such as coquina stone cladding, imitation wood, and varying tones of stucco finish, allowing the architecture to relate to pedestrians in a welcoming and non-monolithic manner.

The main building entrance includes a coastal colonnade-like structure preceded by a feature entry garden in order to generate a sense of arrival that promotes pedestrian traffic. These entrances are clad with finishes that are compatible with the architectural language which highlights the unique character of the entrance within the facades' composition. The ground floor facade further adds to the welcoming sensation provided by the building by adding more glazing to non-residential spaces which complements the surrounding retail and adds a layer of surveillance, which in turn aids in pedestrian traffic. This all coordinates with the various pedestrian amenities and design throughout the site plan.

To coordinate the architecture between the retail and apartments on the subject site, the existing retail facades will be upgraded to utilize similar architectural language and colors, providing visual continuity.

Landscaping & Hardscaping

The landscape and hardscape design are centered on creating a pedestrian experience, promoting walkability and gathering spaces. While landscape buffers are only required along the west and south sides of the subject site, as they are the perimeter of the applicable zoning district, the project incorporates additional landscaping to provide for a softer and more natural aesthetic and to provide for a more pedestrian feel. The landscape will be sophisticated to fit in with the architecture and to offer a clean and lively appearance. New landscaping will be added throughout the site and parking areas. Trees and shrubs will be provided along the "Northlake Entry Street" to provide shade and invite guests to utilize the walkways and gathering areas of the plaza. The perimeter landscape buffers consist of native shrubs and palms to promote resiliency and biodiversity.

Around the proposed residential building, the landscape is designed in a sophisticated manner to complement the architecture and to offer a clean, lush, and lively appearance.

The plan is consistent with open space requirements found in Section 78-73(i) of the LDRs. The overall site provides 19% green space. Active space for residents and visitors is provided at 8%

for sidewalks and plazas and 4% for a courtyard amenity area. While the code requirement is 10% pervious area, the Applicant is proposing 21% pervious surface area for the entire site. The open space provided meets the pervious requirement of 10% pursuant to Sec. 78-43 (j).

Sustainability

The building and site design includes many sustainable design features. The landscape has been designed with sustainability in mind and features many native and drought tolerant species. The site supports multiple modes of transportation, with pedestrian connectivity and walkability being key characteristics of the site. Electric Vehicle chargers are provided throughout the site. Bicycle racks have also been provided in multiple places.

CPTED

The project features a comprehensive lighting program, which includes LED pole-mounted lighting on 18-foot aluminum poles in the parking lots, 10-foot decorative pedestrian scale lighting along pedestrian ways, bollard lighting at building entrances and other lighting associated with the building to ensure that CPTED principals are adhered to with this project. Photometrics at this site were specifically designed to avoid tree canopies and those canopies anticipated from new landscaping and covered walkways, which also maintain visibility lines from the adjacent streets and roads.

Mobility

The design of the project considered various forms of transportation, focusing on mobility beyond simply vehicles, including pedestrian connectivity and scale, enhanced roadway interconnectivity, a mix of uses, and access to transit. Specifically related to the Town's mobility plan, the following elements are considered:

Connection to Palmetto Drive: The plan identifies a multi-modal connection to Palmetto Drive on the south of the site, providing additional access points, promote walkability, and improving traffic flow within the area. This connection will enhance the overall accessibility of the Town for all members of the traveling public.

Connection to Alley North of Teak Drive: The plan includes a connection to the existing alleyway to the West of the site, providing additional access points and improving traffic flow within the area. This project is identified specifically in the Town's mobility plan as 55A.

Improvement of East-West Spine Road: The plan identifies substantial improvements to the east-west spine road that spans the Twin Cities mixed-use area. This provides an alternative means of travel without needing to utilize Northlake, while also encouraging pedestrian and bicycle or micro mobility options for travel.

Reducing Vehicular Trips through Mixed-Use Development: By offering residential, commercial, and recreational amenities together, there is less of a need to leave the site, ultimately decreasing the overall demand on the road network and increasing walkability. In addition, the project promotes multiple modes of transportation through the incorporation of an internal bike storage room (in addition to exterior public bicycle racks) and 24 electric car charging stations for residents, and designated spaces for rideshare pick-up / drop-off locations.

These improvements are consistent with the Town’s mobility plan and should be considered in evaluating the fair share of mobility fees.

PERFORMANCE STANDARDS (SEC.78-283.)

Pursuant to Section 78-283, all uses within the town shall conform to the performance standards of that section of the LDRS. As shown below, each of these are met.

1. *Smoke and particulate matter standards.*

- a. *Requirements.* The amount of particulate matter resulting from smoke or other sources permitted in ambient air shall not exceed 200 milligrams per cubic meter during any 24-hour period of continuous measurement.

RESPONSE: No smoke or other particulate matter is generated by this proposed project.

2. *Odor standards.*

- a. *Requirements.* All uses shall be controlled to prevent the emissions of odorous gases or other matter in such quantities as to be objectionable or offensive at the specified points of measurement.

RESPONSE: No specific odors are intended to be generated by the proposed project. Emissions from vehicle traffic will be reduced, particularly when compared to the vested, approved retail uses.

3. *Toxic gases, fumes, vapors, and matter.*

- a. *Generally.* All uses shall be controlled to prevent the discharge of any toxic gases or matter in such quantity that may endanger the public health, safety or welfare or cause damage or injury to other property or uses.

RESPONSE: No toxic gases, fumes or vapors will be generated by this project.

4. *Vibration Standards*

- a. *Requirements.* All uses shall be controlled to prevent the transmission of any vibration, from any source or at any time whatever, that exceeds the maximum displacement set forth in subsection (4)d of this section.

RESPONSE: No vibration will occur beyond that allowed by code.

5. *Glare and lighting standards.* Any lighting elements or structural materials installed on a site shall be prevented from casting or reflecting glare or light beyond the boundaries of the site unless their location precludes any hazard or nuisance arising as a consequence of such glare or light. Locations requiring some means of preventing the transmission of glare or light beyond the site’s boundaries are established according to the relationship between: Required minimum elevation of the lighting element or structural material above the final grade established along the nearest site boundary, and distance of the lighting element or structural material from the nearest boundary. As set forth in the following table, elements or materials below the minimum elevation required of each distance shall be shielded or otherwise screened to prevent transmission of light or glare beyond the site.

RESPONSE: *As evidenced by the photometric plan, the project will comply with all lighting standards.*

6. *Electromagnetic radiation; requirements.* All uses shall be controlled to prevent any source of electromagnetic radiation which does not comply with the current regulations of the Federal Communications Commission regarding such courses of electromagnetic radiation.

RESPONSE: *No electromagnetic radiation is produced by the proposed project.*

7. *Heat and humidity.* Any use producing humidity in the form of steam or moist air, or producing heat, shall be carried on in such a manner that steam, humidity or heat is not perceptible to the average person using his normal senses at any lot line.

RESPONSE: *No steam, humidity or heat is generated by the proposed project.*

8. *Fire and explosion.* Each use shall be so operated as to minimize the danger from fire and explosion and to comply with the fire regulations.

RESPONSE: *All fire regulations will be met; the proposed project will not create any danger from fire or explosion.*

9. *Radiation hazards.* Applicable standards of the Florida State Board of Health Sanitary Code are hereby adopted.

RESPONSE: *The proposed project will meet any applicable standards.*

CONCLUSION

The Northlake Promenade Apartments is the culmination of the vision for the subject site. The project provides walkability, enhanced pedestrian opportunities, a mix of uses within the Twin Cities Mall site, open spaces, and a high caliber design, all consistent with the Town's comprehensive plan and land development regulations. We look forward to working with the Town to bring this exciting project to life.