



HISTORIC RESOURCES PRESERVATION BOARD (HRPB) REPORT

Ordinance 2026-05 (HRPB Project Numbers 26-00900001; 26-001000008; 26-001000063; 26-00500001; 26-01400001): Consideration of a request for a Mixed Use Urban Planned Development, Major Site Plan, Conditional Use Permit, Sustainable Bonus Incentive Program, Right-of-Way abandonment, Unity of Title and two Certificates of Appropriateness for the development of a city-owned parking garage and historic structure relocation.

Note: The data and analysis for the two associated historic preservation applications are under separate cover. The associated right-of-way abandonments do not require HRPB review prior to City Commission hearings and will be presented under separate cover to the Commission. The associated Unity of Title will be subject to review at staff level.

Meeting Date: April 29, 2026

Applicants: Lance Lilly, Chen Moore and Associates

Property Owners: City of Lake Worth Beach

Addresses: 13 S K Street, 19 S K Street, 25 S K Street, 704 1st Avenue South, and 710 1st Avenue South

PCNs: 38-43-44-21-15-019-0220, 38-43-44-21-15-019-0230, 38-43-44-21-15-019-0290, 38-43-44-21-15-019-0301, 38-43-44-21-15-019-0302.

General Location: Between the west side of South K Street and the north-south alleyway west of South J Street, and the east-west alleyway south of Lake Avenue and the north side of 1st Avenue South

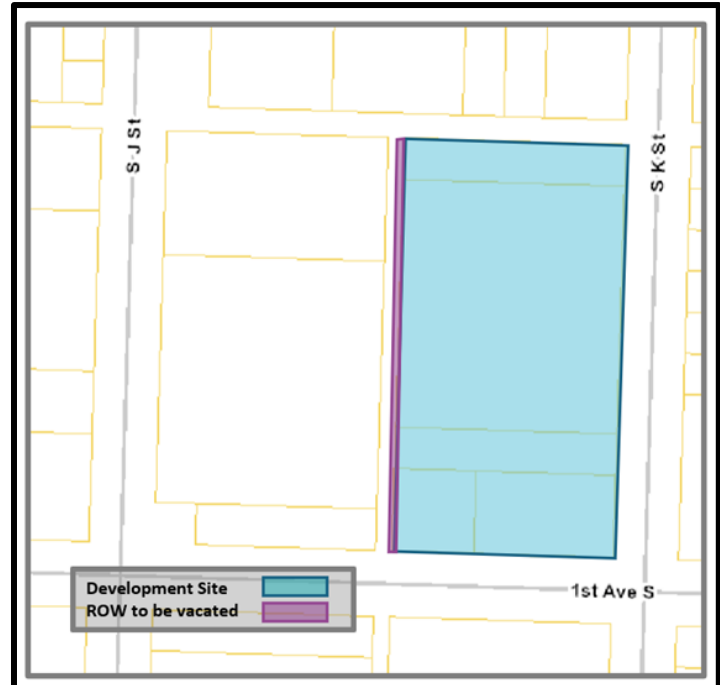
Size: ±0.80 acres (including approximately 1,250 sf of vacated alley ROW)

Existing Land Use: Vacant land, surface parking lot

Future Land Use Designation: Downtown Mixed Use (DMU)

Zoning District: Downtown (DT)

Location Map:



RECOMMENDATION

The documentation and materials provided with the application request were reviewed for compliance with the applicable guidelines and standards found in the City of Lake Worth Beach Land Development Regulations (LDRs) including the City's Major Thoroughfare Design Guidelines and Historic Preservation Design Guidelines and for consistency with the Comprehensive Plan and Strategic Plan. The proposed Mixed Use Urban Planned Development, Development of Significant Impact, Major Site Plan, Conditional Use, and Sustainable Bonus Incentive Program requests are consistent with the Comprehensive Plan, Strategic Plan, and LDRs, as conditioned, and, therefore, a **recommendation of approval with conditions** is provided to the HRPB for Ordinance 2026-05. The conditions are located on pages 12-14 of this report.

PROJECT DESCRIPTION

The applicant, Lance Lilly of Chen Moore and Associates, on behalf of the property owner, the City of Lake Worth Beach, is requesting approval of Ordinance 2026-05, which is inclusive of the following application types:

- **Mixed use urban planned development** to construct a ±95,854 square foot parking structure and relocate two historic structures of approximately ±1,609 and ±415 square feet to the subject site.
- **Major Site Plan** to construct a mixed use development over 7,500 square feet
- **Conditional Use Permit** to establish a high intensity vehicular (parking garage facility) use of over 7,500 square feet
- **Sustainable Bonus Incentive Program (SBIP)** for bonus height

COMMUNITY OUTREACH

Per LDR Section 23.2-20, Public Neighborhood Meeting, a public neighborhood meeting shall be required for all Planned Developments, Developments of Significant Impact, and Lake Worth Beach Community Redevelopment Agency sponsored new construction projects along the City's major thoroughfares as well as those utilizing the City's Sustainable Bonus Incentive Program, Transfer of Development Rights Program and/or Economic Investment Incentives.

The subject application was therefore subject to a required neighborhood meeting, which was held on April 13th, 2026, at 6pm at the Compass Community Center. Notices were mailed to all property owners within 400 ft of the project, signage was posted on the site, and a posting was created on the City's Website and the CRA's social media page. There were approximately 20-30 attendees at the meeting.

The project has complied with all of the public notice requirements, including a 400-foot courtesy notice, sign posting and legal notice. At the time of the completion and dissemination of this staff report, staff have received no letters in support of or opposition to the project from the public.

BACKGROUND

The project area includes 5 parcels and a portion of an abandoned alley right-of-way: 13 S K Street, 19 S K Street, 25 S K Street, 710 1st Avenue South and 704 1st Avenue South. Below is a summary of the properties based on Palm Beach Property Appraiser's records and City records:

13 S K Street & 19 S K Street: The subject sites are a 0.08 acre parcel and 0.47 acre parcel which function together as a surface parking lot owned by the City of Lake Worth Beach. The parcels have been owned by the City since approximately 1974.

25 South K Street: The subject site is a 0.08 acre vacant parcel. The site previously featured two residential structures, one contributing and one non-contributing, which were demolished in 2023. The City acquired the property from the CRA in February of 2026.

710 1st Avenue South: The subject site is a 0.06 acre vacant parcel. The site previously featured a contributing residential structure which was demolished in 2023. The City acquired the property from the CRA in February of 2026.

704 1st Avenue South: The subject site is a 0.1 acre vacant parcel. The site previously featured a non-contributing residential structure which was demolished in 2023. The City acquired the property from the CRA in February of 2026.

ANALYSIS

Consistency with the Comprehensive Plan and Strategic Plan

The subject properties currently have a Future Land Use (FLU) designation of Downtown Mixed Use (DMU). Per **Comprehensive Plan Future Land Use Element Policy 1.1.1.7**, the Downtown Mixed Use land use designation is intended *“to provide for the establishment and expansion of a broad range of office, retail and commercial uses, and some residential within the traditional downtown core of the City. Diversity of retail uses is encouraged; however, certain commercial uses are not permitted in the Downtown Mixed-Use category because they would be detrimental to the shopping or office functions of the area. The maximum density of permitted residential development is 40 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. The implementing zoning districts are DT, MU-E, MF-20 and MF-30.”* The proposal would allow for the redevelopment of the subject site with the construction of a new parking facility and the relocation of two historic structures, thereby encouraging economic growth opportunities for properties within the downtown core of Lake Worth Beach by providing adequate parking facilities for surrounding uses, and permitting the continued use of the historic structures which are proposed to be relocated from 17 S M Street.

The proposal is supported by several Goals, Policies, and Objectives in the Comprehensive Plan, including:

- FLU Element - Objective 1.2.1: To promote the location of high-quality retail, office and mixed use projects in the Downtown Mixed Use (DMU) and Mixed Use East (MU-E) designations as the prime retail and commercial areas of the City.
- FLU Element - Goal 1.3: To preserve and enhance the City’s community character as a quality residential and business center within the Palm Beach County urban area.
- FLU Element - Objective 1.3.3: To adopt and utilize innovative land development regulations that implement the goal of preserving and enhancing the character of Lake Worth as an attractive residential community and business center.
- FLU Element - Objective 1.4.2: To provide for the protection, preservation or sensitive reuse of historic resources.
- FLU Element – Goal 1.6: To support and coordinate with the City’s Community Redevelopment Area (CRA) infill and redevelopment initiatives and programs and to provide incentives for the continued redevelopment of the historic downtown commercial core of the City.
- FLU Element - Objective 1.6.3: To continue to improve the quality of public infrastructure in downtown Lake Worth.
- FLU Element – Objective 1.6.4: To support redevelopment plans which recognize and respect the historic urban character of Downtown Lake Worth and other historic districts and structures in the City and the surrounding neighborhoods.
- FLU Element - Objective 1.6.7: To encourage infill development, redevelopment and renewal of blighted areas and to promote the rehabilitation and restoration of older structures.
- FLU Element - Policy 1.6.7.2: Infill and Redevelopment opportunities will be maximized through programs to achieve the consolidation of small lots into larger redevelopment parcels, where feasible.

The City’s Strategic Plan focuses on fostering safer neighborhoods, encouraging community pride, building a vibrant and diverse economy, planning for the future, and enhancing the natural, historic, and cultural environment of the City. Pillar I of the strategic plan states that the City shall position Lake Worth Beach to be a competitive viable location of choice, including by providing superior public amenities and services to retain existing and entice new residents and businesses. II and Pilar IV of the Strategic Plan state that the City shall strengthen Lake Worth Beach as a community of

neighborhoods and navigate towards a sustainable community. Pillar II.D states that the City shall preserve the character of Lake Worth Beach as a “community of neighborhoods” by protecting historic resources, Pillar III.B states that the City shall celebrate the unique, historical, coastal and cultural diversity of the City by preserving, restoring, repurposing an activating historic City owned assets. Pillar IV.E states that the City shall navigate towards a sustainable community by ensuring that facility placement, construction and development anticipates and embraces the future. The proposed mixed use development and associated site improvements will contribute towards the City’s Strategic Plan.

Based on the analysis above, the proposed K Street Garage Planned Development (Ordinance 2026-05) request is consistent with the goals, objectives, and policies of the City of Lake Worth Beach’s Comprehensive Plan and Strategic Plan.

Consistency with Other City Plans

The proposed mixed use urban planned development is also supported by a number of other City plans, including but not limited to the CRA Redevelopment Plan and Arts and Culture Master Plan.

The CRA Redevelopment Plan includes goals to eliminate blight conditions in the Redevelopment Area; encourage the acquisition, demolition, and reuse of properties that no longer function at their highest potential economic use; and maintain the City’s historic character while promoting economic vitality. The proposed development seeks to further these goals by promoting the relocation and continued use of the historic structures currently located at 17 S M Street and the redevelopment of a current surface parking lot and vacant land into a new parking garage structure, creating a public economic benefit for the community.

The City’s Arts and Culture Master Plan encourages investment into the arts and culture needs of the downtown of Lake Worth Beach by elevating quality of life and prosperity in the broader downtown area. One of the specifically defined goals in the plan is Priority D, improving access to arts and culture in the downtown. Strategy D1 encourages expanding this access through exploring opportunities for increased parking and public transport options to and around the downtown. Specifically, the plan recommends exploring “a public/private partnership which leverages a City-built parking garage to encourage private-sector development to meet city goals of bringing a hotel and/or housing downtown”. The proposed K Street Garage Planned Development directly supports this goal by allowing for the development of a city-built parking garage, thereby encouraging future additional private-sector development in the surrounding area. The plan also encourages redevelopment and density between 1st Avenue South and 1st Avenue North (Priority B, Strategy B3), preserving and reintegrating historic structures to maintain Lake Worth’s unique historic character and (Priority A, Strategy A1.4) and incorporating opportunities for public art through incorporation of murals and other public art features as a component of infrastructure improvements (Priority C, Strategy C1).

Consistency with the Land Development Regulations (LDRs):

The proposed application was reviewed for consistency with all applicable requirements in the City’s Land Development Regulations (LDR), including the Downtown zoning district and planned development requirements.

Mixed Use Urban Planned Development - Per Section 23.3-25, planned developments are intended to encourage innovative land planning and development techniques through incentives to create more desirable and attractive development within the City. The Department of Community Sustainability is tasked to review planned development applications in accordance with the City’s LDRs, to assess compliance with the findings for granting planned developments (analyzed below) and to provide a recommendation for whether the application should be approved, approved with conditions, or denied.

Analysis: The proposed Mixed Use Urban Planned Development was reviewed for compliance with Section 23.3-25. 7 waivers to the land development regulations are being requested, including waivers for impervious coverage, building coverage, street tree landscape requirements, additional setbacks for structures over 3 stories and ground floor transparency requirement. Incentives are proposed through planned development provisions and the City’s Sustainable

Bonus Incentive Program for increased height. Upon approval of the planned development and associated Right-of-Way abandonment, all parcels will be unified under a Unity of Title as one complete parcel. The applicants have provided the required supporting information and development plans that comprise the master development plan. The proposal meets the minimum site area requirement of 0.5 acres. Outdoor storage is not proposed.

Downtown (DT): Per LDR Section 23.3-14, the DT district *is designed for the commercial core of Lake Worth, primarily along Lake and Lucerne Avenues from Golfview to the Florida East Coast Railroad right-of-way. The DT zoning district is intended to provide the establishment and expansion of a broad range of office and commercial uses, including higher density residential use. Certain commercial uses are not permitted in the district because they will be detrimental to the shopping or office functions of the area. The establishment of certain uses is subject to conditional use review to ensure they will not have a negative impact on nearby residential uses or on the commercial viability of their neighbors.*

Analysis: The proposed parking garage facility use is anticipated in the DT zoning district, subject to approval of a Conditional Use permit. The proposed garage use has therefore been reviewed for consistency with the required conditional use review criteria; and that analysis is provided on page 10 of this report. A Minor Site Plan Amendment and additional Certificate of Appropriateness will be required for the eventual use & alterations to the relocated structures from South M Street, once the desired program for these structures is determined.

The proposed planned development generally complies with applicable zoning requirements. The applicant has requested waivers as a Planned Development from the below conditions:

LDR Section 23.3-14 (d)(4)(D) and (E) require that buildings in excess of 30' in height shall provide an additional front, rear and street side setback of 8' – 12'. The applicant has requested a waiver from this requirement as they have provided a 50' front setback, which more than adequately provides a relief in massing while allowing for the relocation of the two historic structures to the site. To provide the required additional setback would substantially affect the site circulation and design.

LDR Section 23.3-14(D)(8)(C) requires that all structures on lots 7,500 sf and greater are required to provide a maximum of 60% structure coverage. In order to incorporate the relocated historic structures and provide ADA access via a ramp to these structures, the applicant is requesting a waiver from this requirement in order to provide a maximum of 69.8% coverage if an addition to the relocated structures is constructed.

LDR Section 23.3-14(d)(6) also requires that at least 75% of a building's ground floor consist of transparent elements including windows, doors, and/or other openings, with an architectural break every 25 feet. The proposed garage features approximately 18% and 43% transparency along the east and south elevations, respectively. The applicant has requested a waiver from this requirement due to the proposed parking garage use which limits the available transparency options, and has altered their plans to provide breaks in the proposed green wall to provide more appropriate transparency as much as possible.

The table and topic area analysis below evaluate the proposed site features and the project's compliance with the Code, while factoring in the Tier II Sustainable Bonus incentives and Planned Development incentives where applicable:

Overall Site			
Development Standard	Base Zoning District Downtown (DT)	Mixed-Use Urban Planned Development with Tier II SBIP	Provided
Lot Size (min)	6,500 sf	0.5 acres	± 0.8 acres
Density (max)	40 du/acre	n/a; no residential development proposed	n/a; no residential development proposed

Development Standard		Base Zoning District Downtown (DT)	Mixed-Use Urban Planned Development with SBIP	Provided
Lot Width (min)		50'	50'	135'
Setbacks	Front (min)	10' <i>Additional 8-12' setback required for 3rd story and above</i>	10' <i>Additional 8-12' setback required for 3rd story and above</i>	10' to relocated structure 50' to garage structure
	Rear (min)	10'	10' <i>Additional 8-12' setback required for 3rd story and above with SBIP</i>	15' (applicant has requested a waiver from the full additional setback requirement)
	Street Side (min)	10'	10' <i>Additional 8-12' setback required for 3rd story and above with SBIP</i>	10' (applicant has requested a waiver from the full additional setback requirement)
	Interior Side (min)	0'	0'	10' (inclusive of 5' of abandoned ROW)
Impermeable Surface Coverage (max)		80%	90% (Tier II SBIP Planned development permitted to use small lot calculations)	Option 1: 88% (30,922 sf) Option 2: 87% (30,571 sf)
Structure Coverage (max)		60%	70% (Tier II SBIP Planned development permitted to use small lot calculations)	Option 1: 69.8% (24,444 sf) Option 2: 68.7% (24,058 sf)
Building Height (max)		30' (max. 2 stories)	45' Tier I, 56.25' Tier II plus additional 10' additional allowance for elevator overrun	59' to top of elevator parapet
Maximum Wall Height at Side Setback		30'	56.25' Tier II plus additional 10' additional allowance for elevator overrun	57' to top of elevator enclosure wall
Floor Area Ratio (FAR) (max)		1.1	1.6	Option 1: 1.06 (37,163 sf) Option 2: 1.04 (36,418 sf) First 3 levels of garage structure exempted per Sec. 23.4-12
Parking		No parking requirement for parking facility, existing surface lot 57 spaces and 7 on street spaces.	No parking requirement for parking facility, existing surface lot 57 spaces and 7 on street spaces. 17 S M Relocation (institutional use) 1 space per 200 gsf (18 spaces)	260 Spaces: -211 standard spaces -40 compact -9 ADA - 4 bicycle spaces -16 motorcycle spaces

	17 S M Relocation (institutional use) 1 space per 200 gsf (18 spaces)		
Is site in floodplain (Flood Zone/BFE) or in Wellfield Zone?	Not located in a flood zone; Wellfield Zone 4		

Section 23.4-10. - Off-street parking: This section provides general provisions for off-street parking. The standards “apply to all parking spaces required for new buildings, new uses, additions, enlargements, or changes.”

Analysis: As proposed, the project will have a total of 260 parking spaces, as well as the equivalent of 9 additional spaces provided as parking alternatives, as follows:

- 211 standard spaces
- 40 compact spaces
- 9 ADA spaces
- 4 bicycle spaces (equivalent to 1 standard space)
- 16 motorcycle/scooter spaces (equivalent 8 standard spaces)

While the proposed use of the relocated structures from 17 S M has not yet been determined, and is calculated based on the provided gross square footage (subject to final City Commission direction regarding the two provided renovation options as shown on the included plans), the applicants have provided a tabulation of the potential required parking spaces assuming a future institutional use of the structure. This will ensure all required parking for the future reuse of the structure is addressed and provided as a component of the establishment of the parking garage on-site. As an institutional use, the relocated historic structures would therefore be required 1 space per 200 gross sf of use area, totaling 8 spaces for Option 2 or 10 spaces for Option 1. Combined with a 25% parking reduction for a mixed-use development, the applicant is providing a minimum of 8 spaces for the potential institutional use at the relocated structures.

Section 23.4-9, Off-Street Loading Regulations: Every hospital, institution, hotel, commercial and industrial building or similar use, having a floor area in excess of ten thousand (10,000) square feet requiring the receipt or distribution by vehicle of materials and merchandise, shall have at least one (1) permanently maintained off-street loading space for each ten thousand (10,000) square feet of gross floor area or fraction thereof.

Analysis: Not required, the subject parking facility use will not require the receipt or distribution by vehicle of materials or merchandise.

Section 12-7, Dumpster Requirements: The location of all dumpsters shall be approved by the public services director or his designee and/or the building official or his designee. All dumpsters shall meet the requirements set forth in this section and all other ordinances, rules, regulations and policies adopted by the city.

Analysis: The proposed locations for dumpsters, refuse bins, and recycling have been reviewed by Public Works. The dumpsters and bins will be fully screened by virtue of being located inside the structure, as agreed upon by the applicants in coordination with the Public Works department.

Section 23.4-3, Exterior Lighting: All outdoor lighting shall be installed in conformance with the provisions of this chapter, applicable electrical and energy codes, and applicable sections of the building code.

Analysis: A photometric plan was provided depicting compliance with the exterior lighting requirements in Section 23.4-3 and does not allow light trespass upon neighboring residential properties or districts in excess of 12.57 lumens. All lighting will be interior to the garage or provided as City-standard street lighting along public rights of way. The photometric plan also demonstrates compliance with the illumination requirements in LDR Section 23.3-25(e); with the exception of public lighting such as City-standard street lights, the proposed outdoor lighting does not exceed one foot candle outside the development's property lines. A condition of approval has been provided requiring proposed fixtures to have a warm tone setting of 3000 K or less and to follow Dark Sky lighting principles.

Signage: Signage is required to comply with the size and design requirements in LDR Section 23.5-1. Proposed signs are reviewed for consistency with the sign code requirements and planned development at building permit.

Analysis: Signage is required to comply with the size and design requirements in the Land Development Regulations. The applicant has provided general signage details to indicate the size and location of any proposed signage (currently proposed as backlit stainless steel wall signs) on the site; if any further signage types are proposed the applicant shall submit a Minor Site Plan amendment to establish a Uniform Master Sign Program in accordance with the City's Land Development Regulations for Mixed Use Development. This shall be provided prior to permit application for any signage types that are not addressed under the current plans.

Section 23.4-12, Structured Parking Garages: *It is the purpose of this section to provide regulations and standards for the development of structured parking garages within the City of Lake Worth. A structured parking garage may be a single-use stand-alone structure, or may be constructed as part of a mixed-use facility. Structured parking garages shall be a minimum of two (2) parking levels, which may include rooftop parking. Structured parking garages located along a major thoroughfare or in the downtown core area must include active uses on the ground floor, accessed from the public right-of-way. All structured parking garages must minimize the appearance of expansive blank walls along the ground floor through thoughtful exterior design, architectural features and landscaping. The intent is to provide an appealing façade from the sidewalk pedestrian perspective.*

Analysis: The subject parking garage is designed as part of a Mixed-Use Planned Development as addressed in this report. The proposed garage features 4.5 levels of parking, and activation of the ground floor is achieved through the incorporation of "pop up retail" along the K Street frontage of the garage and the incorporation of two historic structures relocated from 17 S M Street. The applicant has thoughtfully incorporated design elements to provide façade articulation across the structure, but particularly along the ground floor through the inclusion of architectural façade breaks and green wall features to provide a visually varied pedestrian experience.

Section 23.6-1. - Landscape regulations: *The objective of this section is to provide minimum standards for the installation and maintenance of landscaping within the City. Per Section 23.6-1(c)(2), "on the site of a building or open-lot use providing an off-street parking, storage or other vehicular use area, where such an area will not be screened visually by an intervening building or structure from an abutting right-of-way or dedicated alley, shall require landscaping."*

Analysis: The City's regulations for Perimeter requirements adjacent to public and private rights-of-way require that "a strip of land at least ten (10) feet in depth located between the off-street parking area or other vehicular use area and the city's major thoroughfares and roadway rights-of-way shall be landscaped. For developments located in the Downtown Mixed Use (DT)... zoning districts, a landscape strip of land along roadway rights-of-way other than major thoroughfares must be at least five (5) feet in depth. A similar landscaped strip of land at least five (5) feet in depth shall be located between the city's alleys and off-street parking areas or other vehicular use areas." This landscaping is required to consist of any combination of small, medium and/or large trees which when aggregated maintain a spacing of 15, 20 or 25 linear feet respectively.

The development proposal provides perimeter landscaping and some shade trees, although they are requesting a waiver from the required street tree requirements and landscape coverage as compliance is not feasible along the K Street frontage or west-side alley. The proposed landscaping is mostly consistent with the City's landscape regulations and the Major Thoroughfare Design Guidelines; however, conditions of approval have been added to replace proposed to increase the native tree count to meet the minimum 75% native tree requirement as only 71% is proposed.

As required by the tree removal provisions in the landscape regulations, the applicant submitted a tree survey and disposition list. LDR 23.6-1(m)(7) establishes criteria for replacement of trees and palms; if there is not sufficient space on site to successfully plant enough replacement trees, an in-lieu fee shall be paid into the Tree Canopy Restoration Fund as a substitute to replacement. Staff has added conditions of approval to provide condition ratings in percentages, provide detailed calculations for mitigation and in-lieu fees and to provide mitigation payment into the City's Tree Canopy Restoration fund prior to the issuance of a building permit for new construction.

Section 23.2-31 - Site Design Qualitative Standards (Attachment A)

Site Design Qualitative Standards are intended to *"promote safety and minimize negative impacts of development on its neighbors by establishing qualitative requirements for the arrangements of buildings, structures, parking areas, landscaping and other site improvements. The qualitative standards are designed to ensure that site improvements are arranged in ways which cannot be otherwise accomplished with quantitative standards."* These qualitative standards are applicable to major site plan applications as well as all conditional uses. The Major Thoroughfare Design Guidelines are an adopted component of these Site Design Qualitative Standards as per Section 23.2-31(j), which are applicable to properties adjacent to the City's major thoroughfares inclusive of the subject site. Compliance determination with the applicable standards in Section 23.2-31 are provided in Attachment A, and applicant responses to the applicable standards are provided in their Justification Statement (see attachments to this report). **The following analysis of the site, building, vehicular use area, and appearance support the compliance findings for the applicable standards listed in Attachment A and in the Major Thoroughfare Design Guidelines.**

Site Design Qualitative Standards Analysis & Major Thoroughfare Design Guidelines:

The proposed improvements to the site are consistent with the Major Thoroughfare Design Guidelines and the City's LDRs. The subject site is located along both Major Thoroughfare C as designated in the City's Major Thoroughfare Design Guidelines. The site is configured with a 4.5 story parking garage building and a relocated 2 story historic structure and associated accessory garage structure. Vehicular access to the proposed parking garage is provided from 1st Avenue South, with an additional vehicular exit providing egress onto the east-west alley on the north side of the property. Pedestrian access is provided to stair and elevator lobbies on the southwest, southeast and northeast corners of the parking structure, and via sidewalk and ramp access to the relocated structures along 1st Avenue south and South K Street. Landscaping is proposed to screen the perimeter of the site as required by the City's Landscape regulations; these improvements are further discussed in the landscape section of this report. The applicant has requested waivers from the street tree requirements for the site as well as the overall pervious coverage requirements.

Full analysis of the proposed architectural design of the new garage structure is provided in the Certificate of Appropriateness for new construction. The proposed buildings are contemporary in design with visual references to and inspiration from surrounding commercial architecture in the Old Town Historic District. The primary exterior finishes are precast panels in multiple colors, metal vertical decorative elements, with a variety of punch-outs to provide the appearance of a mixture of fenestration types.

The applicant has proposed a mural, which will require subsequent HRPB review and approval, as well as green wall features on the exterior of the structure. While these are provided as multiple options (which will depend on HRPB and City Commission direction regarding appearance and cost), either iteration appropriately provides a design which avoids creating a long unbroken expanse of façade, especially at the pedestrian scale. The applicant is requesting a

waiver from the requirement for a minimum of 75% transparency to the proposed 18% and 43%, staff is supportive of this request as the design does provide appropriate openings where possible while still maintaining the essential form of a parking garage.

Per LDR Section 23.2-31(d)(16), all new buildings that are 7,500 square feet in size or larger must meet additional performance standards, such as overall reduction in greenhouse emissions, reduction in carbon footprint, support of multi-modal transportation options, etc. Verification of these performance standards must be provided by an independent third party; staff has included conditions of approval requiring submittal of the third-party verification for the performance standards prior to the issuance of the buildings' certificates of occupancy.

Additionally, per LDR Section 23.2-31(d)(17), all new planned developments shall strive to incorporate design elements, performance standards and/or specifications to enhance the public's awareness and appreciation of the community's commitment to the preservation and enhancement of various elements, including cultural and historical resources as well as neighborhood vitality and sense of place. The proposed development includes the preservation of two historic resources as a component of the overall Mixed-Use Planned Development, and therefore promotes the desired sustainability qualities, values and principles.

The existing uses in the surrounding area are as follows:

Direction	Future Land Use	Zoning District	Existing Use
North	DMU – Downtown Mixed Use	DT – Downtown	Restaurant, Retail
South	HDR – High Density Residential	MF-30 – Medium-Density Multi-Family Residential	Residential
East	DMU – Downtown Mixed Use	DT – Downtown and MU-E - Mixed Use - East	Residential, Retail, Office
West	DMU – Downtown Mixed Use	DT – Downtown	Residential, Parking, Vacant land

The proposed uses of a public parking garage and a government office or institutional use are anticipated, desired, and compatible uses in the Downtown zoning district. Additional use analysis is located in the Conditional Use Permit section, located on page 10 of this report.

Community Appearance Criteria:

The proposed development and associated site improvements represent a substantial improvement in the general appearance of the existing properties from the existing surface parking and vacant land uses and is consistent with the Comprehensive Plan, Major Thoroughfare Design Guidelines, and the City's Land Development Regulations (LDRs). The project is in conformity with the principles of good design and quality and is in harmony with the city and the surrounding area as conditioned.

Section 23.2-29 - Conditional Use Permit (CUP) (Attachment B)

Conditional uses are those uses that are generally compatible with the other uses permitted in a district, but that require individual review of their location, design, structure, configuration, density and intensity of use, and may require the imposition of conditions to ensure the appropriateness and compatibility of the use at a particular location and to prevent or minimize potential adverse impacts to the surrounding area. The proposed development is subject to Conditional Use Permit review as a Mixed Use Development of over 3 stories within the Downtown zoning district, as well as for establishment of a High Intensity Vehicular use within the Downtown zoning district. The proposed development was reviewed for consistency with the required conditional use findings as detailed in Attachment B.

The proposed conditional uses are anticipated uses in the DT zoning district. The parking garage and relocated structures will be served by existing municipal services, including water, sewer, refuse, fire and police, and will not generate additional traffic impacts beyond the current surface parking use. The proposed associated site improvements would provide an improvement to the current conditions by repurposing vacant lots and surface parking lots, therefore constituting an improvement to the surrounding context by maintaining massing within the existing urban downtown core rather than providing a gap in the current urban fabric as a surface parking lot and vacant lot constitutes. Electric service and other above ground utilities in the development area will be undergrounded, which will improve the infrastructure and service to the surrounding area. The applicant has also provided a PBC Traffic Performance Standards approval letter from Palm Beach County. In summary, the proposed garage use is not anticipated to negatively impact the surrounding areas with traffic, noise, and air pollution more than uses that are permitted by right in the DT zoning district or the current surface parking use.

Section 23.2-33(c) - Sustainable Bonus Incentive Program (SBIP)

The City of Lake Worth Beach Sustainable Bonus Incentive Program (SBIP) is intended to implement Objective 1.2.3 of the City's Comprehensive Plan, which states the City shall establish incentives to help support the creation of a compact, sustainable, community-oriented development by implementing a Sustainable Bonus Incentive Program. The Program offers the opportunity to attain an option for increased density, intensity (FAR), and/or height in exchange for the incorporation of sustainable design features, community-based improvements and overall design excellence as part of a development proposal.

Per Sec 23.3-14, a development within the Downtown zoning district may obtain an added 15' in height using Tier 1 of the City's Sustainable Bonus Incentive Program, plus an additional 25% bonus height for Tier II of the Sustainable Bonus Incentive Program as a Mixed Use Urban Planned Development. The Applicants are requesting a bonus height up to 42'4" at the roof/level 5 garage deck, plus an additional height of up to 57' at the top of the roof level for the elevator enclosure and 59' to the top of the parapet. The total square footage of bonus area above the second floor is ± 44,648 square feet, plus ± 11,408 sf for the elevator enclosures for in ±56,056 sf total (as provided in the applicant's SBIP worksheet). Therefore, the value of required improvements for the SBIP bonus areas is \$505,980.00 Two of the eligible improvements which can be applied to the value of this bonus are the establishment of a public parking garage structure and incorporation of a historic structure into the development, which entitles the proposal to 50 percent of the incentive award regardless of the number of additional stories or additional square feet above the initial two stories. As the applicant currently estimates the overall cost of the garage and relocated structure to exceed \$9.7 million, the value of the on-site features and improvements more than exceeds the total value of the SBIP request for bonus height.

Right of Way Abandonment

The proposal includes a partial right-of-way abandonment for the alleyway running north-south which creates the western boundary of the project site. 5' or half of the width of the alley is proposed to be abandoned, (approximately 1,250 square feet in total).

The City Commission will consider this request concurrently with the mixed use urban planned development. At first reading, the City Commission will consider permission to advertise the proposed ROW abandonment and then will consider the ROW abandonment request. If approved, the 5' portion of the alleyway within the project site would be granted to the applicants.

CONCLUSION AND CONDITIONS

The DT zoning district is intended "to provide the establishment and expansion of a broad range of office and commercial uses, including higher density residential use." The proposed development will allow for the establishment of a public parking garage on-site as well as the relocation of two historic structures, which will serve to provide a public benefit and encourage the establishment of other desired uses within the downtown core. The proposed Mixed Use Urban Planned Development is appropriate and consistent with the City's Comprehensive Plan, Strategic Plan,

Major Thoroughfare Design Guidelines, Historic Preservation Design Guidelines and Land Development Regulations. **Therefore, a recommendation of approval is provided to the HRPB with the following conditions:**

Planning & Zoning

1. Separate HRPB approval shall be required for the proposed mural on the parking garage structure, if the City Commission elects to move forward with Option 1. The mural shall be approved, permitted, and installed prior to the issuance of a Certificate of Occupancy.
2. Prior to the issuance of a certificate of occupancy, documentation shall be submitted by an independent third party to the Department of Community Sustainability that the project fulfills the City's project performance standards listed in LDR Section 23.2-31.
3. Prior to building permit application, submit a site plan amendment to address the following:
 - a. Correct the additional setback notation for buildings in excess of 30' in height as notated on site plan as this setback is currently notated as the required setback rather than in addition to the required setback.
 - b. Site-related comments provided by other departments, as applicable.
4. All light fixtures shall be fully shielded to mitigate light pollution and shall meet Dark Sky requirements, with a light temperature which shall be less than 3000K.
5. The 5 subject parcels shall be unified at or before the time of building permitting. The applicant has submitted a Unity of Title request, which shall be subject to the procedures outlined in Sec.23.2-14 and shall be reviewed and approved by the City prior to the recording of the unification with the clerk of the circuit court of Palm Beach County.
6. ROW abandonment (5') must be approved prior to recording Unity of Title and issuance of building permit.

Historic Preservation

1. All conditions of approval from COAs #26-00100008 and 26-00100063 shall be adopted as part of the K Street Garage Mixed Use Urban Planned Development.
2. Any proposed alterations or additions to the relocated structures at 17 S M Street shall require subsequent HRPB approval and submittal of a Minor Site Plan amendment as applicable.

Landscape

1. Proposed tree removals will require a stand-alone tree removal permit.
2. Root barriers shall be used for all plantings that are within 5 feet of a utility easement or any other underground utility. Include a root barrier detail and indicate the root barrier locations on the landscape plan.
3. All landscaped areas shall be provided with an irrigation system, automatically operated, to provide complete coverage of all plant materials to be maintained. This system should be designed to automatically shut off when raining. The source of water may be either from city water or non-potable water. The use of recycled water is encouraged.
4. Prior to the issuance of a building permit for new construction, the applicant shall pay any required in-lieu mitigation fees into the City's Tree Canopy Restoration fund.
5. Prior to building permit application, submit a site plan amendment to address the following:
 - a. Trees/palms that are removed must be mitigated (replacement and/or in-lieu fee) in accordance with LDR Section 23.6-1(m). Please provide mitigation calculations for all removed trees/palms. Mitigation chart provided but calculations should be clarified and conditions provided as percentages.
 - b. Palms shall contribute no more than twenty (20) percent of the required trees. Palms considered susceptible to lethal yellowing shall not be used to fulfill this requirement. Three (3) Coconut, Sabal, or Royal Palms will equal one (1) shade tree and must be a minimum of twelve (12) feet in height with six (6) feet of grey wood at time of planting. The use of native palms is encouraged. Please provide details on compliance with this requirement.

- c. Required 75% of all trees and 75% of all other landscaping must be native. Please show compliance with this requirement as calculated on landscape plan. Indicated at 71% on plans for trees.
- d. Show relocated utility pole near garage entrance and proposed injection well location on Landscape plan once location is identified to verify that there will not be a conflict with proposed tree locations. Live Oak appears to be proposed at or near location of pole to be relocated.
- e. Visibility triangle required at all street-street and street-alley intersections. Please dimension all visibility triangles and verify that proposed tree/plant material will not obstruct sight triangle locations. See section 23.4.4
 - i. 1st Avenue South and alley intersection sight triangle shall be dimensioned

Water & Sewer Utilities

1. Please provide detailed information how the stormwater, from the North, East, and West sites of property, will be routed to the proposed catch-basin, and ultimately to the proposed exfiltration trenches.
2. From the drawing it seems that the most of the stormwater will be routed to the exiting catch-basin at the 1st Ave S. Please note that a complete onsite retention of 3-yr 1-hr storm event is needed.
3. During the building permit application:
 - a. The sewer lateral tie-in shown is located at the alley north to the site. The city does have a 6-in water main located just south of the sewer tie-in location which will create a conflict. Please call out the existing water main located at the alley and show the conflict elevation.
 - b. Please provide a utility drawing showing the locations of the city's existing water and sewer utilities at the alley west of the site.
 - c. Please provide a drainage calculation report showing the complete retention of 3-yr 1-hr storm event.
 - d. Size on size tapping is not recommended. Please consider other options (such as: T-cut) for the proposed fire-line.
 - e. Please call out the proposed size of the water meter and the back-flow preventer.
 - f. Please call out the size of the proposed sanitary clean-out.
 - g. Please provide city applicable details/specifications for the water and sewer utilities.
 - h. Please provide an erosion control plan with applicable details/specifications.

Public Works

1. The issuance of any permits shall comply with all provisions of the Lake Worth Municipal Code and all other applicable standards including but not limited to the Florida Department of Transportation (FDOT), Manual on Uniform Traffic Control Devices (MUTCD), and City of Lake Worth Public Works Construction Standards and Policy and Procedure Manual.
2. No Certificate of Occupancy shall be granted until all conditions of approval have been satisfied under the jurisdiction of the Department of Public Works.
3. Prior to the issuance of a building permit, contact the Lake Worth Drainage (LWDD) District's Engineering Department and obtain any required permit(s), if necessary, and furnish to the City. Prior to the issuance of a building permit, contact the South Florida Water Management District's (SFWMD) Engineering Department and obtain any required permit(s), if necessary.
4. Prior to the issuance of a certificate of occupancy, ensure the entire surrounding off-site infrastructure inclusive of the roadway, sidewalk, curbing, stormwater system piping and structures, valve boxes, manholes, landscaping, striping, signage, and other improvements are in the same condition as prior to construction. A pre-construction video of the entire perimeter shall be performed by the contractor and submitted to the City.
5. Prior to the issuance of a Certificate of Occupancy, broom sweep all areas of the affected right of way and remove of all silt and debris collected as a result of construction activity.
6. Prior to performing work in the City Right-of-Way (ROW), apply for and receive issuance of a "Right of Way/Utility Permit" application.

7. Prior to the issuance of a Certificate of Occupancy, restore the right of way via grading and new paving to condition level of 100. Any damages to pavement, curbing, striping, sidewalks or other areas shall be restored in kind.

Electric Utilities

1. Electric Utility has identified a conflict with proposed location of the south garage entrance due to an existing primary pole located in that area. Pole to be moved two feet to the left.
2. If the developer will install EV charger must provide what kind of EV charger will be utilized. We recommend leaving adequate space for adding one more transformer if it is needed to expand the EV charging spaces at some point in the future. All load calculations must be included at the time of permit application.
3. We saw only one transformer. If the developer wants to install level -3 charger we need to install one more transformer just for the EV charger.

BOARD POTENTIAL MOTION:

I MOVE TO RECOMMEND APPROVAL WITH CONDITIONS of Ordinance 2026-05, commonly referred to as the “K Street Garage Planned Development” based on upon the competent and substantial evidence provided in the staff report and in the testimony at the public hearing.

I MOVE TO NOT RECOMMEND APPROVAL of Ordinance 2026-05, commonly referred to as the “K Street Garage Planned Development.” The project does not meet the review criteria [Board member state applicable review criteria] for the following reasons [Board member please state reasons].

Consequent Action: *The Historic Preservation Review Board recommendation will be forwarded to the City Commission as part of the supporting documents and materials upon first reading of Ordinance 2026-05.*

ATTACHMENTS

- A. Qualitative Development Standards
- B. Conditional Use Findings
- C. Ordinance 2025-06
- D. Application Package (survey, site plan package, architectural plans & supporting documents)

ATTACHMENT A – Qualitative Development Standards

Section 23.2-31(c) – Qualitative Development Standards	Analysis
<p>1. Harmonious and efficient organization. All elements of the site plan shall be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The site shall be developed so as to not impede the normal and orderly development or improvement of surrounding property for uses permitted in these LDRs.</p>	In compliance
<p>2. Preservation of natural conditions. The natural (refer to landscape code, Article 6 of these LDRs) landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal and by such other site planning approaches as are appropriate. Terrain and vegetation shall not be disturbed in a manner likely to significantly increase either wind or water erosion within or adjacent to a development site. Natural detention areas and other means of natural vegetative filtration of stormwater runoff shall be used to minimize ground and surface water pollution, particularly adjacent to major waterbodies. Fertilizer/pesticide conditions may be attached to development adjacent to waterbodies. Marinas shall be permitted only in water with a mean low tide depth of four feet or more.</p>	Not applicable
<p>3. Screening and buffering. Fences, walls or vegetative screening shall be provided where needed and practical to protect residents and users from undesirable views, lighting, noise, odors or other adverse off-site effects, and to protect residents and users of off-site development from on-site adverse effects. This section may be interpreted to require screening and buffering in addition to that specifically required by other sections of these LDRs, but not less.</p>	In compliance
<p>4. Enhancement of residential privacy. The site plan shall provide reasonable visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walls, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.</p>	Not Applicable
<p>5. Emergency access. Structures and other site features shall be so arranged as to permit emergency vehicle access by some practical means to all sides of all buildings.</p>	In compliance
<p>6. Access to public ways. All buildings, dwelling units and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use; curb cuts close to railroad crossings shall be avoided.</p>	In compliance
<p>7. Pedestrian circulation. There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system.</p>	In compliance
<p>8. Design of ingress and egress drives. The location, size and numbers of ingress and egress drives to the site will be arranged to minimize the negative impacts on public and private ways and on adjacent private property. Merging and turnout lanes traffic dividers shall be provided where they would significantly improve safety for vehicles and pedestrians.</p>	In compliance
<p>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</p>	In compliance

existing or planned streets and pedestrian or bicycle pathways in the area. Minor streets shall not be connected to major streets in such a way as to facilitate improper utilization.

- 10. Design of on-site public right-of-way (ROW).** On-site public street and rights-of-way shall be designed to 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 rights-of-way shall have said rights-of-way arranged in a hierarchy with local streets providing direct access to parcels and other streets providing no or limited access to parcels. **Not applicable**
- 11. Off-street parking, loading and vehicular circulation areas.** Off-street parking, loading and vehicular circulation areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property. **In compliance**
- 12. Refuse and service areas.** Refuse and service areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property. **In compliance**
- 13. Protection of property values.** The elements of the site plan shall be arranged so as to have minimum negative impact on the property values of adjoining property. **In compliance**
- 14. Transitional development.** Where the property being developed is located on the edge of the zoning district, the site plan shall be designed to provide for a harmonious transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings and character. Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. Additional consideration shall be given to complementary setbacks between the existing and proposed development. **In compliance**
- 15. Consideration of future development.** In finding whether or not the above standards are met, the review authority shall consider likely future development as well as existing development. **In compliance**

Section 23.2-31(d) - Qualitative Buildings, generally	Analysis
<p>1. Buildings or structures which are part of a present or future group or complex shall have a unity of character and design. The relationship of forms of the use, texture and color of material shall be such as to create one (1) harmonious whole. When the area involved forms an integral part of, is immediately adjacent to, or otherwise clearly affects the future of any established section of the city, the design, scale and location of the site shall enhance rather than detract from the character, value and attractiveness of the surroundings. Harmonious does not mean or require that the buildings be the same.</p>	In compliance
<p>2. Buildings or structures located along strips of land or on a single site, and not a part of a unified multi-building complex shall achieve as much visual harmony with the surroundings as is possible under the circumstances. If a building is built in an undeveloped area, three (3) primary requirements shall be met, including honest design construction, proper design concepts, and appropriateness to the city.</p>	In compliance
<p>3. All façades visible to public or adjacent property shall be designed to create a harmonious whole. Materials shall express their function clearly and not appear foreign to the rest of the building.</p>	In compliance

4. *The concept of harmony shall not infer that buildings must look alike or be of the same style. Harmony can be achieved through the proper consideration of scale, mass, bulk, proportion, height, orientation, site planning, landscaping, materials, rhythm of solids to voids and architectural components including but not limited to porches, roof types, fenestration, orientation and stylistic expression.* **In compliance**
5. *Look-alike buildings shall not be allowed unless, in the opinion of the board, there is sufficient separation to preserve the aesthetic character of the present or evolving neighborhood. This is not to be construed to prohibit the duplication of floor plans and exterior treatment in a planned development where, in the opinion of the board, the aesthetics or the development depend upon, or are enhanced by the look-alike buildings and their relationship to each other.* **In compliance**
6. *Buildings, which are of symbolic design for reasons of advertising, unless otherwise compatible with the criteria herein, will not be approved by the board. Symbols attached to the buildings will not be allowed unless they are secondary in appearance to the building and landscape and are an aesthetic asset to the building, project and neighborhood.* **Not applicable**
7. *Exterior lighting may be used to illuminate a building and its grounds for safety purposes, but in an aesthetic manner. Lighting is not to be used as a form of advertising in a manner that is not compatible to the neighborhood or in a manner that draws considerably more attention to the building or grounds at night than in the day. Lighting following the form of the building or part of the building will not be allowed if, in the opinion of the board, the overall effect will be detrimental to the environment. All fixtures used in exterior lighting are to be selected for functional as well as aesthetic value.* **In compliance**
8. *Building surfaces, walls and roofs shall be compatible and in harmony with the neighborhood.* **In compliance**
9. *"Take-out" or "pick-up" windows of retail or wholesale establishments shall not be located on a building façade that faces a public right-of-way, unless they are designed in such a manner as to constitute an aesthetic asset to the building and neighborhood.* **Not applicable**
10. *All exterior forms, attached to buildings, shall be in conformity to and secondary to the building. They shall be an asset to the aesthetics of the site and to the neighborhood.* **In compliance**
11. *All telephones, vending machines, or any facility dispensing merchandise, or a service on private property, shall be confined to a space built into the building or buildings or enclosed in a separate structure compatible with the main building, and where appropriate and feasible, should not be readily visible from off-premises.* **Not applicable**
12. *Buildings of a style or style-type foreign to south Florida or its climate will not be allowed. It is also to be understood that buildings which do not conform to the existing or to the evolving atmosphere of the city, even though possessing historical significance to south Florida, may not be approved.* **In compliance**
13. *No advertising will be allowed on any exposed amenity or facility such as benches and trash containers.* **Not applicable**
14. *Light spillage restriction. The applicant shall make adequate provision to ensure that light spillage onto adjacent residential properties is minimized.* **In compliance**

15. All buildings shall address both the public right-of-way and improve the overall pedestrian experience through the inclusion of the following components: **In compliance**
- a. Clearly articulated entrances,
 - b. Expanses of fenestration at the ground level,
 - c. Provision of shade through porches, awnings, galleries, arcades and/or loggias as well as other appropriate forms to the chosen architectural style(s),
 - d. Integrated signage,
 - e. Pedestrian scaled lighting,
 - f. Buildings that define at least fifty (50) percent of the street frontage, and
 - g. Openings that approximate a golden ratio of 1.618.
16. All new buildings of seven thousand five hundred (7,500) gross square feet or larger shall incorporate design principles, practices and performance standards to achieve the following through a project proforma description and analysis prepared by the developer and verified by an independent third party: **In compliance as conditioned**
- a. Overall ten (10) percent reduction in greenhouse emissions over the life of the building as compared to industry standards,
 - b. Overall ten (10) percent reduction in carbon footprint during construction and operation of the building as compared to industry standards,
 - c. Overall twenty (20) percent reduction in refuse stream during construction and operation of the building as compared to industry standards,
 - d. Overall utilization of at least twenty (20) percent recycled materials and/or materials that are recyclable,
 - e. Overall twenty (20) percent reduction in water usage during operation of the building as compared to industry standards,
 - f. Efficient use of natural resources through use reduction, reuse, reclamation, and recycling,
 - g. Incorporation of design features and uses that support multi-modal transportation options,
 - h. Incorporation of appropriate safety features to ensure the security and comfort of both occupants and visitors,
 - i. Incorporation of amenities that are conducive to enhancing community pride and social interaction, and
17. In addition to the items enumerated above, all new planned developments shall strive to incorporate design elements, performance standards and/or specifications to enhance the public's awareness and appreciation of the community's commitment to the preservation and enhancement of the following sustainability qualities, values and principles: **In compliance**
- a. Cultural resources,
 - b. Historical resources,
 - c. Ecological/natural resources,
 - d. Diversity and inclusion,
 - e. Social justice,
 - f. Economic investment,
 - g. Neighborhood vitality,
 - h. Sense of place,
 - i. Education, and
 - j. Recreation.

Section 23.2-31(h) – Criteria for parking lots and vehicular use areas	Analysis
1. <i>Parking lots and other vehicular use areas are to be designed as an aesthetic asset to a neighborhood and to the building, group of buildings, or facility they serve. A parking lot is to be considered an outside space; a transitional space that is located between access areas (such as roads) and the building, group of buildings or other outside spaces which it serves. The parking lot, because it is viewed from above as well as at eye level, should be designed accordingly.</i>	In compliance
2. <i>Parking lots, vehicular use areas, and vehicles parked therein are to be effectively screened from the public view and from adjacent property in a manner that is attractive and compatible with safety, the neighborhood and the facility served.</i>	In compliance
3. <i>The responsibility for beautification and design of a parking lot is the same as that which a homeowner has to his residential lot. The atmosphere within a parking lot or vehicular use area is to be as pleasant and park-like as possible, rather than a harsh stand of paving. Trees are of primary importance to the landscape and are not to be minimized in either height or quantity. Trees impart a sense of three-dimensional space in a relatively flat area. Trees cast shadows that help to reduce the monotony of an expanse of paving and create a refuge from the tropical sun. Signs designating entrances, exits and regulations are to be of a tasteful design and shall be subject to review by the board. Consideration may be given to use of pavement which is varied in texture or color to designate lanes for automobile traffic, pedestrian walks and parking spaces. Brightly colored pavement is to be used with restraint. In order to create a pleasant atmosphere, it is recommended that consideration be given to sculpture, fountains, gardens, pools and benches. Design emphasis is to be given to the entrance and exit areas of the lot. Trash, refuse and unaesthetic storage and mechanical equipment shall be screened from the parking lot.</i>	In compliance
4. <i>Lighting is to be designed for visual effects as well as safety and resistance to vandalism. Care should be taken not to create a nuisance to the neighborhood from brightness or glare. Low lights in modest scale can be used along with feature lighting emphasizing plants, trees, barriers, entrances and exits. The fixtures are to be selected for functional value and aesthetic quality. Fixtures should be regarded as "furniture of the parking lot" which are visible both day and night.</i>	In compliance

Section 23.2-31(m) – Community Appearance Criteria	Analysis
1. <i>The plan for the proposed structure or project is in conformity with good taste, good design, and in general contributes to the image of the city as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas and high quality.</i>	In compliance
2. <i>The proposed structure or project is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.</i>	In compliance
3. <i>The proposed structure or project is in harmony with the proposed developments in the general area, with code requirements pertaining to site plan, signage and landscaping, and the comprehensive plan for the city, and with the criteria set forth herein.</i>	In compliance as conditioned
4. <i>The proposed structure or project is in compliance with this section and 23.2-29, Conditional Use Permits (CUP), as applicable.</i>	In compliance

ATTACHMENT B - Findings for Granting Conditional Uses

Prior to approving any conditional use permit, the decision-making authority shall find based on competent and substantial evidence that the following criteria related to conditional uses are met:

Section 23.2-29(d) General findings relating to harmony with LDRs and protection of public interest.	Analysis
1. <i>The conditional use exactly as proposed at the location where proposed will be in harmony with the uses which, under these LDRs and the future land use element, are most likely to occur in the immediate area where located.</i>	In compliance
2. <i>The conditional use exactly as proposed at the location where proposed will be in harmony with existing uses in the immediate area where located.</i>	In compliance
3. <i>The conditional use exactly as proposed will not result in substantially less public benefit or greater harm than would result from use of the site for some use permitted by right or some other conditional use permitted on the site.</i>	In compliance
4. <i>The conditional use exactly as proposed will not result in more intensive development in advance of when such development is approved by the future land use element of the comprehensive plan.</i>	In compliance
Section 23.2-29(e) Specific findings for all conditional uses.	Analysis
1. <i>The proposed conditional use will not generate traffic volumes or movements which will result in a significant adverse impact or reduce the level of service provided on any street to a level lower than would result from a development permitted by right.</i>	In compliance
2. <i>The proposed conditional use will not result in a significantly greater amount of through traffic on local streets than would result from a development permitted by right and is appropriately located with respect to collector and arterial streets</i>	In compliance
3. <i>The proposed conditional use will not produce significant air pollution emissions, or will appropriately mitigate anticipated emissions to a level compatible with that which would result from a development permitted by right.</i>	In compliance
4. <i>The proposed conditional use will be so located in relation to the thoroughfare system that neither extension nor enlargement nor any other alteration of that system in a manner resulting in higher net public cost or earlier incursion of public cost than would result from development permitted by right.</i>	In compliance
5. <i>The proposed conditional use will be so located in relation to water lines, sanitary sewers, storm sewers, surface drainage systems and other utility systems that neither extension nor enlargement nor any other alteration of such systems in a manner resulting in higher net public cost or earlier incursion of public cost than would result from development permitted by right.</i>	In compliance
6. <i>The proposed conditional use will not place a demand on municipal police or fire protection service beyond the capacity of those services, except that the proposed facility may place a</i>	In compliance

demand on municipal police or fire protection services which does not exceed that likely to result from a development permitted by right.

7. *The proposed conditional use will not generate significant noise, or will appropriately mitigate anticipated noise to a level compatible with that which would result from a development permitted by right. Any proposed use must meet all the requirements and stipulations set forth in section 15.24, Noise control.* **In compliance**

8. *The proposed conditional use will not generate light or glare which encroaches onto any residential property in excess of that allowed in section 23.4-10, Exterior lighting.* **In compliance as conditioned**