



PLANNING AND ZONING BOARD REPORT

PZB Project Number 26-01000001 (Ordinance 2026-12): Consideration of a request for a Mixed Use Urban Planned Development approval for the “Pinnacle on Sixth,” including the following associated applications: Mixed Use Urban Planned Development (residential only), Major Site Plan, Conditional Use Permit, Sustainable Bonus Incentive Program, and Affordable/Workforce Housing Program, and two (2) waivers. The subject parcels are located in the Mixed use – Dixie Highway (MU-DH) zoning district and have a future land use designation of Mixed-Use East (MU-E). The proposed development will consist of two (2) mid-rise residential structures, one five (5) stories in height and one four (4) stories in height, with a total of 92 dwelling units.

PZB Meeting Date: August 5, 2026

Location Map

Applicant and Property Owner: Pinnacle on Sixth, LLC

Address: 610, 615, 617, 621, 622, 625, 626, 629, 630, and 702 South H Street

PCNs: 38-43-44-21-15-203-0100, 38-43-44-21-15-203-0130, 38-43-44-21-15-203-0140, 38-43-44-21-15-203-0150, 38-43-44-21-15-203-0160, 38-43-44-21-15-205-0010, 38-43-44-21-15-205-0020, 38-43-44-21-15-205-0030, 38-43-44-21-15-205-0040, 38-43-44-21-15-223-0080

Size: 2.01 Acres combined.

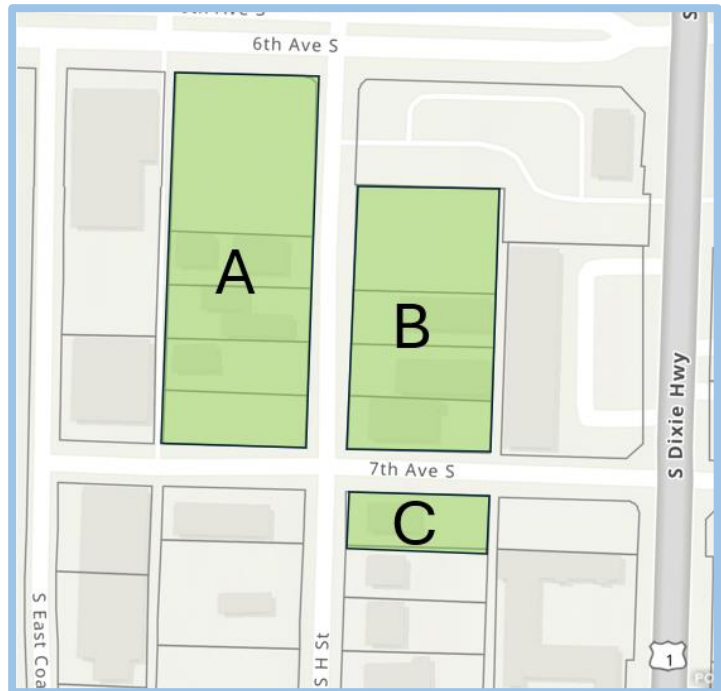
- Parcel A: 47,250 sq. ft.,
- Parcel B: 33,750 sq. ft.,
- Parcel C: 6,750 sq. ft.

General Location: South of the intersection of 6th Avenue South and South H Street and the intersection of 7th Avenue South

Existing Land Use: Mixed residential

Current Future Land Use Designation: Mixed Use – East (MU-E)

Zoning District: Mixed Use – Dixie Highway (MU-DH)



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), and for consistency with the Comprehensive Plan. The proposed Residential Planned Development, Major Site Plan, Conditional Use, Sustainable Bonus Incentive Program, and Affordable/Workforce Housing 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 Planning and Zoning Board. The conditions are located on pages 12 and 13 of this report.

PROJECT DESCRIPTION

The applicant, Pinnacle on Sixth, LLC requests approval of the following for the project commonly referred to as “Pinnacle on Sixth”:

- **Mixed Use Urban Planned Development (Residential Only)** to construct two (2) buildings, one five (5)-stories in height and the second four (4) stories in height with 92 dwelling units total.
- **Major Site Plan** to construct a residential development with more than 7,500 square feet.
- **Conditional Use** to establish a multi-family residential use greater than 7,500 square feet.
- **Sustainable Bonus Program Incentive Program** for additional density, intensity and height.
- **Affordable/Workforce Housing Program** for additional density and intensity above the MU-DH zoning district and Sustainable Bonus Program allowances, utilizing 13 CRA bonus units, along with a 25% parking reduction.
- **Two (2) requested waivers:** 1) Section 23.4-10 (j) Minimum Parking Dimensions to reduce the required depth of parking spaces, and 2) Section 23.6-1 (c)(2)(b) to reduce the required five (5) foot landscape strip adjacent to an alley.

The applicant is proposing a multi-family development on a 2.01-acre site with the purpose of providing affordable housing. The site is comprised of three separate assemblages of land along South H Street, two of which will be developed with apartments and associated surface parking. The third parcel will be developed with a dog park, three (3) parking spaces, and public art in the form of a sculpture. Parcel A will feature a five (5) story building with 57 units, sixty-one (61) surface parking spaces, and interior bicycle storage for thirty-two (32) bicycles counting for eight (8) alternative parking spaces. Parcel B will feature a four (4) story building with thirty-five (35) units, and thirty-nine (39) parking spaces. Fourteen (14) on-street parking spaces are adjacent to Parcel A, and three (3) on-street parking spaces are adjacent to Parcel B, for a total of 128 parking spaces. The buildings will contain a mix of one (1) and two (2) bedroom units. The one (1) bedroom units will range in size from 694-832 square feet, and the two (2) bedroom units will be 946 square feet in size.

Vehicular access is provided through the existing alleys adjacent to each site by widening the alleys through additional paving on the private property side of the alley. Access easements will be recorded over these portions of the private property as part of platting.

The proposed building design is contemporary with Art-Moderne inspired detailing. The exterior finishes use smooth stucco, scored stucco, strong accent bands, flat roof forms, vertical elements, bronze framed glazing, bronze canopies and railings, wood-look exterior panels, mosaic tile, and an integrated mural, creating a vibrant tropical façade that reflects both the City’s contemporary corridor vision and Lake Worth Beach’s historic design. Both buildings feature a flat roof and similar building designs. Overall, the building design is contemporary while honoring the Art-Moderne design which is one of Lake Worth Beach’s prevailing architectural styles.

Public art is an important feature of this project. A mural, yet to be designed, will be featured on the northwest, rounded corner of the building (the current design is a placeholder). The covered, first floor patios along 6th Avenue will feature mosaic tiles, and a sculpture will be placed in the 6,750 square foot park parcel.

COMMUNITY OUTREACH

Staff has not received any letters of support or opposition for this application.

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 applicant has held two (2) Public Neighborhood Meetings, one on July 13, 2026, and the other on August 3, 2026, at 1121 Lucerne Avenue. Signs were placed on the property and notices were mailed to all property owners within 400 feet of the project on June 29, 2026, prior to the first meeting. Prior to the second meeting, signs were placed on the property, and notices were mailed to all property owners within 400 feet of the project on July 14, 2026. There were four (4) attendees at the first meeting. Residents asked questions about the project's security features, open space, parking, funding, traffic and utilities. The applicant also created a project webpage: <https://www.pinnaclehousing.com>

BACKGROUND

The project area includes thirteen (13) parcels with the following addresses: 610, 615, 617, 621, 622, 625, 626, 629, 630, and 702 South H Street. The sites were previously developed with both single and multi-family buildings, but the applicant has demolished all structures on the site since their acquisition of the property.

While the total site area is 2.01 acres, the subject property is divided by right-of-way into three (3) distinct assemblages of land. Parcel A is located south of 6th Avenue South, and west of H Street and contains 47,250 square feet of land area. Parcel B is located east of H Street, and south of the Dunkin Donuts on 6th Street South and contains 33,750 square feet of land area. Parcel C is located at the southeast corner of the intersection of 7th Avenue South and H Street and contains 6,750 square feet of land area.

610 South H Street is a 0.31-acre parcel that is currently vacant.

615 South H Street is a 0.46-acre piece of land that is currently vacant.

617 South H Street is a 0.16-acre parcel of land that is currently vacant.

621 South H Street is a 0.16-acre parcel that is developed with a 1,110 square foot single family dwelling and an 800 square foot accessory dwelling unit.

622 South H Street is a 0.16-acre parcel of land developed with a three (3) unit multi-family structure.

625 South H Street is a 0.16-acre parcel of land that is currently vacant.

626 South H Street is a 0.16-acre parcel that is developed with a three (3) unit multi-family structure.

629 South H Street is a 0.16-acre parcel of land that is currently vacant.

630 South H Street is a 0.16-acre parcel of land that was the former site of a City electrical substation that has been relocated to 706 South H Street.

702 South H Street is a 0.16-acre parcel that is developed with a 980 square foot single family dwelling.

ANALYSIS

Consistency with the Comprehensive Plan and Strategic Plan

The subject property has a current Future Land Use (FLU) designation of Mixed Use – East (MU-E). Per Policy 1.1.1.5, the Mixed Use East category is intended to provide for a mixture of residential, office, service and commercial retail uses within specific areas east of I-95, near or adjacent to the central commercial core and major thoroughfares of the City. The maximum density of permitted residential development is 30 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. While mixed-use projects are allowed on a single site, it is not a requirement that each site within the category incorporate multiple uses. Zoning regulations implementing the Mixed Use East category shall permit the establishment and expansion of residential (including single family, two-family and multi-family), office, service and commercial retail uses either as uses permitted by right or through conditional use permit provisions. All buildings are required to provide transitional buffering and design features to mitigate impact of the MU-E sites adjacent to residential zoning districts. The implementing zoning districts are the Mixed Use – Dixie Highway (MU-DH), Mixed Use – Federal Highway (MU-FH), and the Mixed Use – East (MU-E) zoning districts.

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 II and Pillar 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. Pillars II.A, II.B, IV.A, and IV.E of the Strategic Plan state that the City shall diversify housing options, continue crime reduction and prevention in achieving a safe, livable and friendly community, achieve economic and financial sustainability through a versatile and stable tax base, and ensure facility placement, construction and development that anticipates and embraces the future. The proposed multi-family buildings and associated site improvements will contribute towards the City's Pillars II.A, II.B, IV.A, and IV.E of the Strategic Plan.

The proposed development request is consistent with the goals, objectives, and policies of the City of Lake Worth Beach's Comprehensive Plan and Strategic Plan as it provides affordable units in a multi-family project with amenities.

Consistency with the Land Development Regulations

The proposed application was reviewed for consistency with all applicable requirements in the City's Land Development Regulations (LDR), including the district and planned development requirements. 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 in the following sections) and to provide a recommendation for whether the application should be approved, approved with conditions, or denied.

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. No waivers to the land development regulations are being requested. Incentives are proposed through planned development provisions, the City's Sustainable Bonus Incentive Program, and Affordable/Workforce Housing Program for increased density, intensity, and height. The project is also using affordable housing parking reduction, which reduces

the required parking spaces by twenty-five percent (25%). Upon approval of the planned development, all parcels will be unified through a Unity of Title. 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.

Mixed-Use – Dixie Highway (MU-DH): Per LDR Section 23.3-17(a), the MU-DH mixed use-Dixie Highway district is designed for Dixie Highway, Lake Worth's commercial spine. The MU-DH 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. The district implements in part the downtown mixed use land use category of the Lake Worth Comprehensive Plan.

The table and topic area analysis below evaluate the proposed site features and the project's compliance with the Code, and factoring in the Sustainable Bonus incentives, Planned Development incentives, Affordable/Workforce Housing Program, and the Comprehensive Plan maximums:

Overall Site			
Development Standard	Base Zoning District Downtown (DT)	Mixed-Use Urban Planned Development (MUUPD) with SBIP and AWFH	Provided
Lot Size (min) In square feet (sf)	6,500 sf	0.5 acres	2.01 acres
Density (max)	30 du/ac (60.517 units)	Sustainable Bonus/MUUPDD (+25%): $60.517 \times 1.25 =$ 75.646 units AWFH Program (+15%) $= 75.646 \times 1.15 = 86.99$ units CRA Platted Lot Bonus: $86.99 + 13 \text{ units} = 99.99$ units rounded up to <u>100 units pursuant to</u> <u>Sec. 23.2-39(b)(f).</u>	92 units

Development Standard	Base Zoning District Mixed Use – Dixie Highway (MU-DH)	Residential Planned Development in MU-DH w/MUUPD, SBIP, AWHF	Provided
Lot Size (min) In square feet (sf)	6,500 sf	0.5 ac	2.01 ac
Lot Width (min)	50'	50'	Parcel A: 135' Parcel B: 135' Parcel C: 50'

Setbacks	Front (min build-to line)	10' not to exceed 22'	10' Front façade for third story and above must have front setback of eight (8) to twelve (12) feet in addition to minimum.	Parcel A: 10'/18'* Parcel B: 10'/18'* Parcel C: N/A
	Rear (min)	15'	N/A	Parcel A: 137.1' Parcel B: 84' Parcel C: N/A'
	Street Side (min build-to line)	10'	N/A	Parcel A: 10'* Parcel B: 10'* Parcel C: N/A
	Interior Side (min)	0'	0'	Parcel A: 15.9' Parcel B: 36' Parcel C: N/A
Impermeable Surface Coverage (maximum)		65%	65%	Parcel A: 66.51% Parcel B: 63.47% Parcel C: 60.6% Total: 64.47%
Building Coverage (max)		50%	50%	Parcel A: 28.5% Parcel B: 27.1% Parcel C: N/A Total: 25.76%
Density (max)		30 du/ac (60 units)	49.5 du/ac (100 units) Section 23.3-25.b) and FLUE Table 1 & Policy 1.1.1.1	45.67 du/ac (92 units) Section 23.3-25.b) and FLUE Table 1 & Policy 1.1.1.1
Building Height (max)		30' (max. 2 stories)	56.25' (5 stories)	Building A: 49'-7.5" (5 stories)** Building B: 39' (4 stories)
Maximum Wall Height at Side Setback		30'	56.25'	Building A: 49'7" Building B: 39'
Floor Area Ratio (FAR) (max)		.9	1.4 Section 23.3-25.b) and FLUE Table 1 & Policy 1.1.1.1	1.10
Living Area (minimum)	One-bedroom units	600 sf	600sf	694-832sf
	Two-bedroom units	750 sf	750 sf	946 sf
Parking		66 1-Bedroom 26 2-Bedroom Total: 144.5 spaces	66 1-Bedroom 26 2-Bedroom Total: 109 spaces (less 25%)	Parcel A: 69 spaces Parcel B: 39 spaces Parcel C: 3 spaces Total: 111 spaces Building A provides indoor storage for 32 bikes = 8 spaces 17 on-street spaces

			Total: 128 spaces
Workforce/Affordable Housing	100% of units will meet affordability requirements. Of these units, the following units must comply with the LWB AWHP: Tier 2 SBIP (25% density bonus or 7.5 du/ac at 15% affordable): 2.26 du Tier 2 SBIP (15% density bonus at 100% affordable): 11.3 du CRA Platted Lot Bonus: 5 du Total LWB AWHP: 19 du		
Is site in floodplain (Flood Zone / BFE), or in Wellfield Zone? Yes/No	Not in a Flood Zone/Wellfield Zone 4		

*** Per LDR Section 23.3-17(d)(4)(A)(3): A build-to line of 10' is required from rights-of-way, which can be increased to 18' if a public arcade or plaza is proposed. The site plan currently shows setbacks of 10.2' and 10.3' which is intended to allow flexibility in selection of final exterior materials which can vary in thickness. The final building design will be sited with the proper 10-foot build-to line. A condition for approval has been proposed to ensure compliance.**

****The plans submitted measure building height to the top of the flat roof deck at 49'7." According to LDR Division 2 – Definitions, building height should be measured to the average of the parapet, with up to 10% of the roof deck area being permitted to exceed the maximum height by ten (10) feet, or 65.25 feet. The applicant has provided a height exhibit that indicates that the majority of the roof parapets do not exceed 56.25 feet in total height. However, three portions of the Building A parapet will exceed 56.25 feet in height (60'6", 59'6", and 55'6") which in total do not exceed 10% of the roof surface area A condition has been added for the architectural elevations to be revised to properly show the building height as part of a site plan modification.**

Waivers Requested:

The subject planned development is requesting to waive or relax two (2) zoning district requirements: 1) Section 23.4-10 (j) Minimum Parking Dimensions to reduce the depth of a required parking space by two (2) feet and utilize a two (2) foot vehicle overhang into the landscape yard to count towards the depth of the required eighteen (18) foot deep standard parking spaces, and the sixteen (16) foot depth of a compact parking space, and 2) Section 23.6-1 (c)(2)(b) to reduce the required five (5) foot landscape strip adjacent to an alley. Mitigation for the reduced parking space depth is achieved through a two-foot overhang into the adjoining landscape buffer and a wider-than-required drive aisle adjacent to those spaces. The waiver of the required five (5) foot landscape strip adjacent to the existing ten (10) foot alley is necessary to provide an adequate two-way movement for efficient access to all three sites.

In the MU-DH zone, the maximum impermeable surface area is 65% of the site. When calculated individually by parcel, the impervious surface percentages are as follows: Parcel A: 66.51%, Parcel B: 63.47%, Parcel C: 60.6%. However, when taken together, the overall impermeable surface is 64.47%. The Planned Development District Section 23.3-25 10. requires unified control of all property within the planned development into perpetuity as a covenant running with the land, and therefore, treats the overall site as one unified property. Furthermore, Planned Development Section 23.3-25 3. states that "where *conflicts* exist between these special provisions and general zoning, subdivision or other applicable non-utility regulations, these special regulations shall apply." As such, the proposed combined impervious surface of 64.47% meets the requirement.

Affordable/Workforce Housing Program: The applicant has elected to opt into the City's Affordable/Workforce Housing Program to utilize the fifteen (15) percent affordable housing density bonus, the Community Redevelopment Agency (CRA) platted lot bonus, and parking reduction incentives. Tier Two requires that 15% of the total number of units for projects utilizing any City incentives or bonus programs be income restricted in accordance with the provisions in this ordinance.

Section 23.2-29 d) qualifying income restrictions...For a one-bedroom unit, the annual gross household income shall not exceed sixty-five (65) percent of the area median income and minimum household size of one (1) person, not to exceed two (2) people.

For a two-bedroom unit, the annual gross household income shall not exceed eighty-five (85) percent of the area median income and minimum household size of two (2) people, not to exceed two (2) people per bedroom.

Sections 23.2-39 b) 1. (f) and (g): CRA Platted Lot Bonus: Any lot within either any residential zoning district (excluding the Single-Family Residential (SFR) zoning district) or any mixed-use zoning district and any project with a partial unit of additional density allowed under the calculations in subsection (a) is entitled to at least one (1) additional affordable/workforce unit governed by a restrictive covenant meeting this section.

(g) Any platted lot of record within the CRA area boundaries, regardless of lot width or lot area, is entitled to one (1) additional affordable/workforce unit governed by a restrictive covenant meeting this section, even where the platted lot(s) of record are combined into a single parcel.

Analysis: The applicant proposes 92 dwelling units of which 100% will be affordable/workforce housing. Of the 92 units proposed, the development will utilize five (5) of the CRA platted lot units which must comply with the City's AWHP program. In addition, under the SBIP, 15% of the 25% density bonus must also comply, for a total of 2.26 dwelling units. Furthermore, 100% of the 15% density bonus under Tier 2 of the SBIP must comply, for a total of 11.3 dwelling units. As such, a total of 19 dwelling units must comply with the City's AWHP. The applicant has indicated the following affordability distribution by unit type prescribed by Florida Housing Finance Corporation with respect to their award of Housing Tax Credits:

"RESPONSE: Pinnacle on Sixth offers one-bedroom and two-bedroom units which will comply with the qualifying income restrictions as indicated above. All proposed units are affordable at or below 70% of the County-wide area median income for a period of no less than fifty (50) years. Further breakdown follows:

- 14 units at 30% of County AMI (\$30% AMI – 2 person household - \$30,840; 4 person household - \$38,550)
- 36 units at 60% of County AMI (2 person - \$61,680; 4 person - \$77,100)
- 42 units at 70% of County AMI (2 person - \$71,960; 4 person - \$89,950)"

1-Bedroom units:	2-bedroom units:
10 units at 30% AMI	4 units at 30% AMI
26 units at 60% AMI	10 units at 60% AMI
30 units at 70% AMI	12 units at 70% AMI

It should be noted that the City's Affordable/Workforce Housing Program (AWHP) requires one-bedroom units used to satisfy the program to be restricted to households earning no more than 65% of the Area Median Income (AMI), while two-bedroom units may be restricted to households earning up to 85% of the AMI. The applicant has proposed that 100% of the dwelling units be income-restricted in accordance with the requirements of its financing program. Although a portion of the proposed one-bedroom units will be restricted at 70% of the AMI and therefore cannot be counted toward compliance with the City's AWHP, the remaining one-bedroom units restricted at or below 65% of the AMI are sufficient to satisfy the City's program requirements. Accordingly, a minimum of nineteen (19) dwelling units across both buildings shall be restricted in accordance with the City's AWHP. Staff has included conditions of approval requiring the recording of a restrictive covenant to ensure continued compliance with the City's affordability requirements and to preserve the project's affordable housing commitments.

The Affordable/Workforce Housing Program allows a parking reduction of up to 25%, provided that at least one (1) parking space is provided per unit. The project requires 145 parking spaces, whereas a total of 123 spaces are proposed utilizing the Affordable/Workforce Housing Program reduction. The proposed 109 surface parking spaces, exclusive of

on-street and bicycle spaces, meet this requirement as described in more detail below within the Off-Street Parking analysis.

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: The parking for the dwelling units was calculated as follows:

- 66 1-Bedroom (1.5 spaces per unit = 99)
- 26 2-Bedroom (1.75 spaces per unit = 46)

A total of 109 parking spaces are required with the 25% reduction from the Affordable/Workforce Housing Program. The proposed site plan exceeds this requirement, providing 128 parking spaces broken down as follows:

- 7 ADA off-street spaces
- 76 standard off-street spaces
- 20 compact off-street spaces (alternate parking spaces)
- 32 bicycle spaces equivalent to eight (8) off-street alternate parking spaces
- 17 on-street parking spaces

The applicant is proposing to utilize alternate spaces to fulfill their minimum parking requirement as permitted by LDR Section 23.4-10(I), which states that “alternate parking spaces including compact spaces shall count towards no more than twenty-five (25) percent of the overall site parking requirement.” The maximum alternate spaces that can be applied to meet required parking for this development is 28 alternate spaces. The applicant is proposing 28 alternate parking spaces as outlined above.

Parcel A will provide a total of sixty-nine (69) parking spaces, ten (10) of which will be compact parking spaces, and eight (8) are bicycle parking provided through thirty-two (32) indoor bicycle storage lockers. Parcel B provides thirty-nine (39) surface parking spaces, ten (10) of which will be compact parking spaces. Parcel C provides three (3) parking spaces. There are fourteen (14) on-street parking spaces adjacent to Parcel A and three (3) on-street parking spaces adjacent to Parcel B which are more than required parking and are available to support the proposed development. In addition, the applicant has agreed to a condition for approval to provide four (4) outdoor bicycle parking spaces each on Parcels A and B. As such, the proposed parking meets the AWHF requirement of a minimum of one space per dwelling unit.

Both sites will provide a portion of their required parking as eight (8) foot wide compact parking spaces, and a waiver is requested to permit a two (2) foot vehicle overhang to count towards the depth of the required eighteen (18) foot deep standard parking spaces, and the sixteen (16) foot depth of a compact parking space. The resultant depths are sixteen (16) feet and fourteen (14) feet, respectively. However, the drive aisle is twenty-four (24) feet wide, where it could be as narrow as twenty (20) feet wide according to the Land Development Regulations (LDRs).

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 development proposal provides perimeter landscaping and shade trees. The proposed landscaping is consistent with the City’s landscape regulations and the Major Thoroughfare Design Guidelines. Tree species include a mix of Gumbo Limbo, Southern Live Oak, Silver Buttonwood, Orange Geiger Tree, and Spanish Stopper trees with multiple native shrubs, grasses and groundcovers for the perimeter and interior plantings. The landscape plan also includes three (3) different palm species, including Zahidi Date Palm, Cabbage Palm and Montgomery Palm. The proposed landscape complies with the City’s requirement that a minimum 75% of all required plants be Florida native.

The diameter at breast height (DBH) for the existing trees with a condition rating of fifty (50) percent or greater on the property is used to calculate the replacement tree requirement. Of note, tree 105 identified on the tree disposition chart is a 96" strangler fig that is proposed to be removed as it is located within the footprint of building A. Although multiple trees are proposed to be removed from the site to facilitate the construction minimal financial mitigation is required due to onsite replacement. However, additional analysis of the mitigation requirements is necessary, and a condition for approval is recommended for further fine tuning of the mitigation plan.

The Residential Planned Development includes one (1) landscape waiver: a reduction of the five (5) foot landscape strip required by Section 23.6-1 (c)(2)(b) to zero (0) feet for those areas where Parcels A, B, and C utilize the adjoining alley for access as previously described and is the minimum necessary to provide sufficient access.

Section 23.5-1 - Signage: Signage is required to comply with the size and design requirements of LDR Section 23.5-1, *Signs*. Ground or monument signage are required to be depicted on both the site and landscape plans and are reviewed for consistency with the sign code requirements and planned development at building permit.

Analysis: At this time, the applicant has only identified building signage, which will be required to comply with the requirements of LDR Section 23.5-1. Any future ground signs will also be required to comply, and a condition for approval has been included accordingly.

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: Both buildings feature indoor trash collection rooms with wheeled trash collectors.

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. The applicant has indicated the lighting will be Dark Skies compliant. Further, proposed fixtures shall be required to have a warm tone setting of 3000 K or less.

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 site plan applications as well as all conditional uses. Compliance determination with the applicable standards in Section 23.2-31 are provided in Attachment A. **The following analysis of the site, building, vehicular use area and appearance support the compliance findings for the applicable standards listed in Attachment A.**

Site Design Qualitative Standards Analysis (including vehicular use areas):

The site is configured with two (2) buildings, one five (5) stories in height, and the other four (4) stories in height. Parking is proposed on surface parking lots and on the ground floor of both buildings. Vehicular ingress and egress is proposed from South H Street. The pedestrian and vehicular site circulation safely connects to the existing public right-of-way. Further, the site pedestrian circulation system is appropriately insulated from vehicular circulation. Adequate landscaping is proposed to screen the perimeter of the site and provide internal vegetation, these improvements are further discussed in the landscape section of this report.

The subject site is located adjacent and south of 6th Avenue South, one of the major thoroughfares identified in the City's Major Thoroughfare Design Guidelines. Additionally, it is located adjacent to Sub-Area 5 and partially within the area of interest at the intersection of Dixie and 6th Avenue South. A contemporary industrial aesthetic is recommended in this area with aluminum, steel, masonry, and concrete exterior finishes. The proposed building design is contemporary with Art-Moderne inspired detailing. The proposed exterior finishes use smooth stucco, scored stucco, strong accent bands, flat roof forms, vertical elements, bronze framed glazing, bronze canopies and railings, wood look exterior panels, mosaic tile, and an integrated mural, creating a vibrant tropical façade that reflects both the City's contemporary corridor vision and Lake Worth Beach's historic design vocabulary. Both buildings feature a similar building designs. A condition of approval is included to ensure that all five of the proposed public art installations are reviewed by both the Planning and Zoning Board and the CRA's LULA program in accordance with the LDRs. This public art will create visual interest on multiple building elevations that will accentuate the buildings and the open space/art park. Overall, the design of both buildings is contemporary while honoring the Art-Moderne design which is one of Lake Worth Beach's prevailing architectural styles.

New Standards: On October 6, 2022, the City adopted new site design qualitative standards through Ordinance Number 2022-14. According to the project narrative (included as an attachment) the project will satisfy the performance standards listed in LDR Section 23.2-31(c)(16) by acquiring a National Green Building Standard (NGSB) silver certification. The amenity requirement will be satisfied with:

- Five (5) different pieces of public art
- A dog park/art park
- Indoor bike storage
- Fitness room with toddler play area
- Community activity room with a virtual reality space in Building A
- A cross-ventilated open air gathering space in Building B
- Business center

The applicant submitted a separate statement (included as an attachment) that explains how the planned development achieves sustainable qualities, values, and principles as listed in LDR Section 23.2-31(c)(17). The complete compliance analysis is provided in Attachment A.

The existing uses in the surrounding area are as follows:

Direction	Future Land Use	Zoning District	Existing Use
North	Artisanal Mixed Use Mixed Use - East	AI – Artisanal Industrial Mixed Use – Dixie Highway	Fast food restaurant
South	Mixed Use – East Public	Mixed Use – Dixie Highway Public	Mixed Residential Uses Electric substation
East	Mixed Use - East	Mixed Use – Dixie Highway	Mixed Commercial Use
West - Across alleyway	Artisanal Mixed Use	AI – Artisanal Industrial	Warehouses

The proposed use and site improvements will not negatively affect the existing surrounding properties and uses. They are harmonious and compatible with the existing mixed-use and residential area.

Community Appearance Criteria:

The proposed development and associated site improvements represent a substantial improvement in the general appearance of the property by providing new landscaping, and new architecturally compatible buildings with a modern aesthetic. The proposed architecture of the building is appropriate and in harmony with the surrounding area and consistent with the Major Thoroughfare Design Guidelines. The applicant has proposed three (3) separate color palette options for the buildings. Staff is seeking input from the Planning and Zoning Board regarding the most appropriate option for the development. Overall, the development proposal represents a substantial improvement in the visual appearance of the properties.

Conditional Use Findings (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 pertinent thereto in order 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 project proposal includes a conditional use request to establish a residential development greater than 7,500 square feet.**

The proposed conditional use is not anticipated to impact the surrounding area greater than uses permitted by right. The applicant is proposing multi-family buildings that do not utilize the maximum development potential. The buildings will be served by existing municipal services, including water, sewer, refuse, fire and police. The proposed associated site improvements would provide new landscaping and an improved condition of the parcels while providing new attainable housing options.

Sustainable Bonus Incentive Program

Per Policy 1.2.3.4 of the City's Comprehensive Plan, a planned development may obtain a 25% bonus on density, intensity (FAR), and height over the base line as outlined in Table 1 of the Comprehensive Plan. The Applicant is asking for a bonus height up to 49' 7.5" for Building A and 39' for Building B. The proposed density is 45.67 units per acre (32 bonus units), and a floor area ratio (FAR) of 1.1. The floor area ratio requested is less than the maximum allowance permitted through a sustainable bonus incentive in a planned development in the Mixed Use-Dixie Highway zoning district and the applicant is further entitled to up to 100 units. The total SBIP square footage of bonus area above the second floor is 59,550 of which 13,410 has a bonus for both density and height. Therefore, the value of required improvements for the SBIP bonus areas are \$346,050 (46,140 sf X \$7.50 per sf), plus an additional \$201,150 (13,410 sf X \$15 per square foot). The total combined value of required improvements in both areas is \$547,200.

The project will pursue National Green Building Certification which will entitle the applicant to 100% of the sustainability incentive per LDR Section 23.2-33(D)(1)(a). Additionally, a public amenity in the form of 6,750 square foot public open space is proposed at the intersection of South H Street and 7th Avenue South which counts towards the qualifying features of improvements. Also, 100% of the project will be affordable/workforce housing which exceeds the 15% minimum required by the Affordable/Workforce Housing Program which can count towards the SBIP incentive award.

Staff Analysis: The proposed project has incorporated all of the density, height, and intensity bonuses available under the sustainable bonus program, and the receipt of the development rights will result in development beyond the sustainable bonuses as permitted by code.

Project Re-Plat

A subsequent re-plat to create the three (3) parcels will be required prior to a certificate of occupancy. Recent changes in Florida Statute require this review and approval to occur administratively at the staff level. The re-plat will contain cross-access and utility easements for the undergrounded electric utilities and expanded alleys and will unify the property relative to ownership. Additional conditions are recommended requiring maintenance covenants and a deed restriction on the open space parcel.

CONCLUSION AND CONDITIONS

The MU-DH mixed use-Dixie Highway district is designed for Dixie Highway, Lake Worth's commercial spine. The MU-DH district is intended to provide the establishment and expansion of a broad range of office and commercial uses, including higher density residential use. Based on the data and analysis in this report and the supporting materials by the applicant, the proposed residential planned development will be complementary to the adjacent residential and commercial properties. The project will provide affordable units with access to public transportation. Further, the proposed improvements are consistent with the City's LDR requirements. Therefore, a recommendation of approval is provided to the PZB with the following conditions:

Planning, Zoning, and Landscaping

Incentive Programs Conditions of Approval

1. Fifty percent of the sustainable bonus fee shall be paid to the City within two years of approval, or prior to the issuance of the building permit, whichever comes first. Alternatively, the City Commission may approve to waive the fee.
2. The applicant shall provide qualifying sustainable bonus features equal to fifty percent of the sustainable bonus fee, or shall be required to pay the remaining portion of the fifty percent of the incentive value prior to the issuance of a certificate of occupancy.
3. All units shall be restricted for affordable/workforce housing in accordance with the City's Affordable/ Workforce Housing Program (or an alternative program as restrictive or more) prior to the issuance of a Certificate of Occupancy for the building.
4. Final plat approval, with all requested easements, is required prior to the issuance of a Certificate of Occupancy.

Site Conditions of Approval

1. The building facades shall include the tile mosaic and mural artwork as depicted on the architectural renderings to create visual interest. This public art shall be reviewed by both the Planning and Zoning Board and the CRA's LULA program prior to installation. The murals shall be approved and installed prior to the certificate of occupancy being issued for each phase.
2. Prior to the issuance of any building permits, a minor site plan shall be required to address the following:
 - a. Provide an updated landscape plan that meets the mitigation requirements of the Land Development Regulations.
 - b. Submit an updated photometric plan demonstrating that the exterior lighting complies with dark sky lighting guidelines. www.darksky.org Specifically, the lighting fixtures shall be reviewed at building permit for consistency with the dark sky guidelines and the architecture of the buildings.
 - c. Wheel stops shall be provided when the parking spaces would encroach on landscape areas, walkways, accessible routes, and other rows of parking.
 - d. Update site data table errors.
 - e. Provide the proper building height measurement.
3. Temporary fencing: Per LDR Section 23.4-4(j), 1. Screening details shall be submitted with the temporary construction fence permit application. Wind screening shall be substantial enough to avoid rips or tears due to wind or sun, and shall have no less than eighty-five (85) percent opacity. Screening shall be maintained in good condition at all times. Screening graphics shall be approved with a permit pursuant to the provisions of section 23.5-1, signs, of the zoning and land development regulations of this Code; 2. Temporary construction fencing must be associated with an active building permit unless approved by the development review official in lieu of a permit. The development review official may require the removal of a temporary fence in absence of an active permit or for safety issues; and 3. Acceptable materials include screened chain link and any other permitted materials identified in section 23.4-4(c).
4. Prior to the issuance of a certificate of occupancy, documentation shall be submitted to the Department of Community Sustainability that the project qualifies at a minimum as a National Green Building Standard

(NGSB) silver certification or equivalent certification to fulfill the City's project performance standards listed in LDR Section 23.2-31.

5. Buildings A and B shall be built to the ten (10) foot and eighteen (18) foot build-to lines. A site plan modification will be required once final materials are selected.
6. The site plan shall be revised to provide four (4) bicycle parking spaces on both Parcel A and B.
7. Any future ground signs shall comply with Section 23.5-1 Signs and shall be designed to complement the architectural theme of the development.

Plat Requirements

8. Applicant shall receive City approval of a replat of the property unifying ownership and control of all three parcels of land.
9. The applicant shall agree that the declaration of *unity* of title shall constitute a covenant running with the land, as provided by law, and shall be binding upon the parties thereto and their heirs, successors and assigns, and all persons claiming under them until such time as the declaration may be released or amended by a properly authorized representative of the city. The parties to a *unity* of control declaration likewise shall agree that the declaration of *unity* of control shall constitute a covenant running with the land, as provided by law, and shall be binding upon the parties thereto and their heirs, successors and assigns, and all persons claiming under them until such time as the declaration may be released or amended by a properly authorized representative of the city.
10. Agreements, contracts, or deed restrictions and covenants shall be provided to the city to ensure that the development will occur in accordance with the master development plan; and that the developer, his successors, assignees, or heirs, are responsible for the continued maintenance and operation of common areas and facilities, including sodding, watering down and fencing of undeveloped areas earmarked for future stages of development that are disturbed during development.
11. The proposed art park shall be deed restricted as required public open space for the planned development until such time as the planned development is redeveloped or demolished, and the City agrees to release the deed restriction.

General Conditions of Approval

12. At building permit, documentation shall be submitted to demonstrate that the material utilized for the semi-pervious parking areas has a percolation rate of at least fifty (50) percent relative to the ground percolation rate.
13. An address application shall be required to be submitted prior to application for building permit.
14. A video security system shall be required for the property.

Utilities (Water, Sewer & Stormwater)

15. During the building permit application:
 Since the site is larger than one (1) acre, NPDES ERP and CGP permitting are required. Please provide an update of the permitting.
 Please provide the cross-sections for each of the property line showing how the stormwater will be stopped from flowing to the neighborhood properties.
 Identify all the utility crossings/conflicts and provide conflict elevations.

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, alleyways improvements consisting of new base, asphalt and header curbs shall be constructed from 7th Ave S to 6th Ave S, in compliance with the Public Works Construction Standards and Policy and Procedures Manual.
5. 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 and submitted to the City.
6. Coordinate with the Solid Waste and Recycling Division to determine the number of containers required and the designated placement location on scheduled collection days. The Division may be contacted by email at SolidWasteInfo@lakeworthbeachfl.gov.
7. Prior to the issuance of a Certificate of Occupancy, broom sweep all areas of the affected right of way and removal of all silt and debris collected as a result of construction activity.
8. Prior to performing work in the City Right-of-Way (ROW), apply for and receive issuance of a "Right of Way/Utility Permit" application.
9. Prior to the issuance of a Certificate of Occupancy, restore the right of way to a like or better condition. Any damage to pavement, curbing, striping, sidewalks or other areas shall be restored in kind.
10. Prior to the issuance of a Building Permit, the applicant shall submit an approved FDOT Permit for the driveway / sidewalk work at 6th Ave S.

Electric Utility

1. Before or at the time of application for a Building Permit, Developer must provide the load calculation, voltage requirements and riser diagram. If a pad mount transformer is requested, we will need to know the location of the pad-mount transformers for the building. The transformer locations must be accessible to our vehicles and must have 10-ft minimum clearance in front of them and 5-ft clearance to the side or rear, including landscaping. They also must not be under or inside any structure.
2. Before the issuance of a Building permit, if pad-mount transformer will be requested, we will need a
3. 10-ft wide utility easement for the underground electric, transformers and other equipment that will need to be installed to provide power to this project shall be provided on the resubdivision plat.
4. Before the issuance of a Certificate of Occupancy, the utility easement must be recorded.
5. Developer will be responsible for installing their own lighting for the parking areas.
6. Developer will be responsible for the cost of Lake Worth Beach's materials and labor for this project.
7. Before the issuance of a Certificate of Occupancy (CO) a final electrical inspection must be done.
8. The applicant shall work with the Electric Utility regarding the final design and construction of the necessary undergrounding of utilities, and pay the City for the materials and labor for the work outlined in the Contribution in Aid of Construction estimate dated May 15, 2026.

BOARD POTENTIAL MOTION:

I move to **approve with conditions** of Ordinance 2026-12 for a Residential Planned Development, Major Site Plan, Conditional Use, Sustainable Bonus Incentive Program, and Affordable/Workforce Housing Program with two (2) requested waivers: 1) Section 23.4-10 (j) Minimum Parking Dimensions to reduce the required depth of parking spaces, and 2) Section 23.6-1 (c)(2)(b) to reduce the required five (5) foot landscape strip adjacent to an alley, to construct a 92 dwelling-unit multi-family residential development with two Land Development Regulation waivers at the subject site based upon the competent and substantial evidence provided in the staff report and in the testimony at the public hearing.

I move to **disapprove** Ordinance 2026-12 for a Residential Planned Development, Major Site Plan, Conditional Use, Sustainable Bonus Incentive Program, and Affordable/Workforce Housing Program to construct a 92 dwelling-unit multi-family residential development at the subject site. The project does not meet the conditional use criteria for the following reasons [Board member please state reasons.].

Consequent Action: The Planning & Zoning Board's decision will be final decision for the Conditional Use Permit and Major Site Plan. The Applicant may appeal the Board's decision to the City Commission.

ATTACHMENTS

- A. Qualitative Development Standards
- B. Conditional Use Findings
- C. Draft Ordinance 2026-12
- D. Application Package (survey, site plan, architectural plans & supporting documents)

ATTACHMENT A – Qualitative Development Standards

Section 23.2-31(c) –Qualitative Development Standards	Analysis
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.	In compliance
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 as specified in chapter 12, health and sanitation, article V, fertilizer friendly use regulations. 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 (4) feet or more.	Not Applicable
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.	In compliance
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, walks, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.	In compliance

- 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. **In compliance**
- 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. **In compliance**
- 7. Pedestrian circulation.** There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system. **In compliance**
- 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. **In compliance**
- 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. Minor streets shall not be connected to major streets in such a way as to facilitate improper utilization. **In compliance**
- 10. Design of on-site public right-of-way (ROW).** On-site public street and rights-of-way 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 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 direct 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 and complementary transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, height, rhythm of openings and character. Special 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**

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1. *Buildings or structures which are part of a present or future group or complex shall have a unity of character, style, integrity and design. Their architectural style(s) shall be clearly expressed and detailed appropriately to vocabulary of the style(s) and be of high quality in terms of materials, craftsmanship and articulation. The relationship of building forms through the use, texture and color of material(s) 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, height, setback, massing and location on 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.* **In compliance**
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 and compatibility with the surroundings as is possible under the circumstances. The overall building fenestration, orientation, rhythm, height, setback, mass and bulk of an existing streetscape shall be respected. If a building is built in an undeveloped area, nine (9) primary requirements shall be met, including honest design construction, proper design concepts, appropriate use of high-quality materials, compatibility with the overall character of the city, appreciation of location, respectful transition, activation of the streetscape, building form(s) following proposed function(s) and overall sustainability.* **In compliance**
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. Facades shall have visual breaks every 75 feet at a minimum. The breaks shall be setbacks of either eight (8) inches or twelve (12) inches or more to create reveal lines or step backs on the façade and to add rhythm. Buildings in Lake Worth Beach typically have facades arranged in twenty-five-foot or fifty-foot increments. Breaks in facades also may be achieved through the use of differing but complementary and harmonious architectural styles. The massing elements of each façade shall have a height to width ratio approximating the golden ratio of 1.618, either vertically or horizontally.* **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 setback, floor to floor height, scale, mass, bulk, proportion, overall height, orientation, site planning, landscaping, materials, rhythm of solids to voids and architectural components including but not limited to porches, roof types, fenestration, entrances, and stylistic expression.* **In compliance**
5. *Look-alike buildings shall not be allowed unless, in the opinion of the reviewing entity, 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 reviewing entity, 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 reviewing entity. 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.* **In compliance**

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, fenestration 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. **In compliance**
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**

- 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. 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.	In compliance
2. 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.	In compliance
3. 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	In compliance

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.

4. 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.

In compliance

Section 23.2-31(l) – Community Appearance Criteria	Analysis
<i>1. 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
<i>2. 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
<i>3. 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
<i>4. The proposed structure or project complies 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**