

Project Narrative

JUSTIFICATION STATEMENT

REZONING, MAJOR SITE PLAN, SUSTAINABLE BONUS INCENTIVE PROGRAM & TRANSFER DEVELOPMENT RIGHTS (TDR)

Initial Submittal:

INTRODUCTION

In August of 2022, the Lake Worth Beach City Commission declared an affordable housing “State of Emergency” and pledged to create policies to alleviate the current pressure of rising housing costs in their community. Understanding the City’s need and desire for affordable housing, we are requesting entitlements that allow us to maximize the density and building height that are consistent with the current comprehensive plan and land development regulations.

REQUESTED ENTITLEMENTS AND WAIVERS

- Land Use Amendment & Rezoning, Planned Development, and Major Site Plan
- Sustainable Bonus Incentive Program & Transfer Development Rights
- Waivers

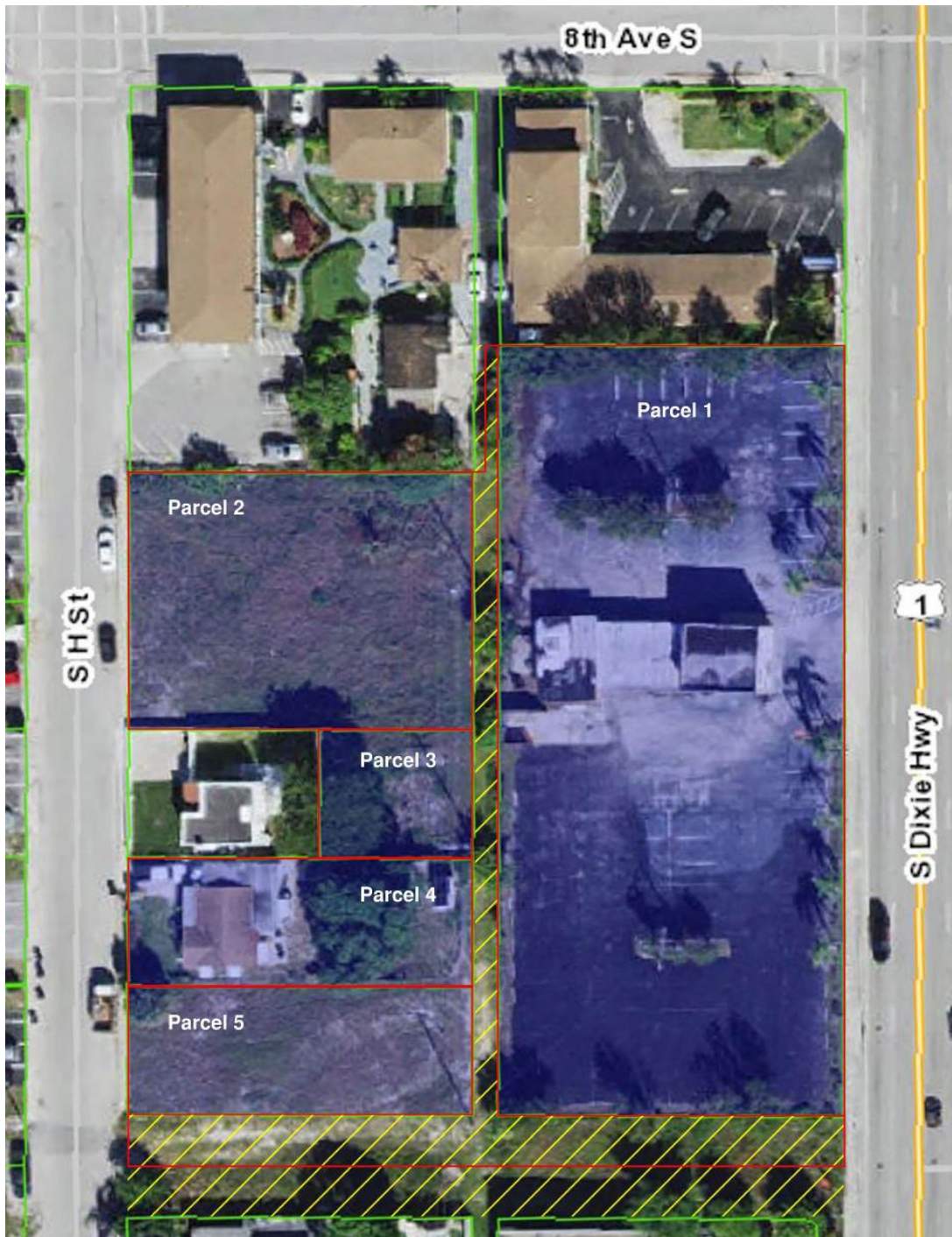
Code Section	Item	Requirement	Request
Sec 23.2-39 (b)(1)(c)	Affordable Housing Parking Req	1 Space / 1 Unit	0.7 Spaces / 1 Unit
Sec 23.6-1 (3)(d)	Terminal Landscape Island Width	8'	3.5'
Sec 23.3-19 (d)	Maximum Wall Height at Side Setback	45'	68'

LAND USE AMENDMENT & REZONING

General Description of Property

The project consists of five parcels with a land area of 1.61 acres. The existing condition of each land area is described in the table below and depicted graphically in the map overview. The parcels are bound by South Dixie Highway to the east and South H Street to the west. Between the easterly parcel fronting on South Dixie Hwy and the four westerly parcels fronting on South H Street is an alley public right of way and adjacent to the south property line is the 9th Street South public right of way. We are requesting vacation of these adjacent rights-of-way adding 0.20 acres of additional land area to the project bringing the total project area to 1.81 acres.

Parcel	Address	Parcel ID	Area (ac)	Existing		Proposed	
				Land Use	Zoning	Land Use	Zoning
1	821 S Dixie Hwy	38-43-44-21-15-253-0110	0.9298	MU-E	MU-DH	TOD	TOD-E
2	818 South H St	38-43-44-21-15-253-0040	0.3099	TOD	TOD-E	TOD	TOD-E
3	824 South H St	38-43-44-21-15-253-0032	0.0689	TOD	TOD-E	TOD	TOD-E
4	826 South H St	38-43-44-21-15-253-0020	0.155	TOD	TOD-E	TOD	TOD-E
5	832 South H St	38-43-44-21-15-253-0010	0.155	TOD	TOD-E	TOD	TOD-E



Map Legend

Vacated Rights of Way 

Outline of Property Included in Project 

Parcel One (1), that fronts on South Dixie Highway, currently has future land use of Mixed Use and zoning of Mixed Use-Dixie Highway (MUDH). Our request is to amend the future land use map to Transit Oriented Development (TOD) and zoning to TOD-E.

The parcels (2, 3, 4, & 5), that front on South H Street, currently have a future land use of Transit Oriented Development (TOD) and zoning of TOD-E. Our request does not include any changes to these existing entitlements.

Surrounding Properties

The subject properties are located west of South Dixie Highway, between 8th Avenue South and 9th Avenue South. This section of South Dixie is primarily comprised of used car sales lots, automotive repair shops, motels, and various other service-oriented businesses. The properties west of the project site are a mix of multifamily and single family residential. This table describes the attributes of the properties directly adjacent to the project site.

	FLU Designation	Zoning District	Existing Use
North	MU-E	MU-DH (Mixed Use-Dixie Hwy)	Hotel
South	MU-E	MU-DH (Mixed Use-Dixie Hwy)	Automotive
	TOD	TOD-E (Transit-Oriented Development East)	Residential
East	MU-E	MU-DH (Mixed Use-Dixie Hwy)	Retail
	MU-E	MU-DH (Mixed Use-Dixie Hwy)	Medical
	MU-E	MU-DH (Mixed Use-Dixie Hwy)	Hotel
West	TOD	TOD-E (Transit-Oriented Development East)	Residential
	TOD	TOD-E (Transit-Oriented Development East)	Automotive

North

Directly north of project site is a Travel Inn Motel with a FLU designation of MU-E (Mixed Use-East) and zoning designation of MU-DH (Mixed Use-Dixie Hwy).

South

Directly south of the project site is an automotive mechanic with a FLU designation of MU-E (Mixed Use-East) and zoning designation of MU-DH (Mixed Use-Dixie Hwy) and a single family residence.

East

Directly East of the project site is Budget Inn motel and various offices with a FLU designation of MU-E (Mixed Use-East) and zoning designation of MU-DH (Mixed Use-Dixie Hwy).

West

Directly West of the project site are various multifamily residential units with a FLU designation of MU-E (Mixed Use-East) and zoning designation of MU-DH (Mixed Use-Dixie Hwy).

Development Details

- The development will consist of a two-phase low-income housing apartment for seniors age restricted to individuals with a minimum age of 55 years providing a maximum of 176 residential units.
 - Phase one will provide 91 units with a unit mix of 83 one-bedroom eight studio units
 - Phase two will provide 85 units all consisting of one-bedroom.
- Each phase will have a six-story building with structured parking and surface parking, resident common areas and amenities, pedestrian connectivity to the surrounding neighborhood and the South Dixie Highway public transportation corridor.
- Building security that provides key FOB access for residents, cameras that monitor vehicular ingress and egress, and cameras on each floor monitoring elevator ingress and egress
- Amenities and common areas within each building.
 - Full time property management
 - Activity room for social gathering
 - Game room with Billiards table

Resident Benefits

- Developer paid water and sewer service
- Developer paid utility allowance for electricity
- Developer provided washers and dryers in each residential unit at no charge to residents

Ingress/Egress

- Vehicular access to the site will be achieved by two driveways connected to South H Street on the west side of the project. South H Street provides our elderly residents with a more manageable low traffic point of entry to offsite traffic as opposed to South Dixie Highway.
- For drivers heading south, South H Street can be utilized to access S Dixie at 10th Avenue South where they can make a right onto S Dixie Hwy.
- For Drivers heading north, South H Street can be utilized to access 6th Avenue South where drivers can turn right and access the signalized intersection at South Dixie Highway.

FLORIDA HOUSING FINANCE CORPORATION (FHFC)

- The project will be financed with low-income housing tax credits provided by the federal government and allocated by the FHFC through RFA 2023-202.
- Each phase must independently obtain a housing credit allocation from FHFC.
- Each phase is required to remain affordable housing for a period of at least 50 years.
- Rental rates are established by the Department of Housing and Urban Development (HUD)
- The maximum rental rates are based on 80% of the Area Median Income (AMI).
- At least 10% of the units must have "Extremely Low Income" ELI rental rates based on a maximum of 30% of the AMI.
- The average rental rate for all apartment units cannot exceed 60% of AMI.

For perspective most market rate apartments in Lake Worth Beach have rental rates equivalent to 120% AMI

Market Rate Apartments				
Community	Unit Type	SF	Rent	Rent Per SF
The Mid	1 Bdrm\1 Bath	635	\$1,850.00	\$2.91
The Bohemian	1 Bdrm\1 Bath	605	\$2,035.00	\$3.36

Madison Terrace						
Unit Type	SF	AMI	Gross Rent	Utility Allow	Net Rent	Rent Per SF
Studio	430	30%	\$483.00	-\$78.00	\$405.00	\$0.94
Studio	430	60%	\$966.00	-\$78.00	\$888.00	\$2.07
1 Bdrm\1 Bath	576	30%	\$517.00	-\$89.00	\$428.00	\$0.74
1 Bdrm\1 Bath	576	60%	\$1,035.00	-\$89.00	\$946.00	\$1.64
1 Bdrm\1 Bath	576	70%	\$1,207.00	-\$89.00	\$1,118.00	\$1.94

REZONING CRITERIA & PLANNED DEVELOPMENT DISTRICT STANDARDS

Section 23.2-26, Rezoning of Land and Future Land Use Map (FLUM) Amendments of the City’s Code of Ordinance requires the Applicant to address the Findings in accordance with Section 23.2-26(3). The Applicant is providing a Justification Statement, Site Plan, and other relevant documents as part of this Rezoning, and has demonstrated this proposal meets the requirements set forth in the applicable City’s Code of Ordinances.

A. Consistency

The proposed Rezoning to have a RPD with an underlying land use of TOD on the subject site is consistent with the purpose and intent of the applicable comprehensive plan and land development regulations. Pursuant to Section 23.3-25(a) of the City’s Code of Ordinances, Planned Development is allowed in any mixed-use district, in which the site is compliant. In addition, the change to a RPD zoning district with an underlying TOD is consistent with the purposes, goals, objectives, and policies of the Comprehensive Plan.

The request to Rezone to an RPD promotes *Objectives 1.2.2, 1.2.3, and 1.2.4* of the City of Lake Worth Beach’s Comprehensive Plan by using the land in a more efficient manner and reducing the dependence on automobiles, as well as, utilizing the Sustainable Bonus Incentive Program and the Transfer Development Rights to increase density and building height. The density increase will allow for 176 units of senior affordable housing on 1.61 acres of land. Also, the senior demographic that meets the area median income requirements are more likely to utilize public transportation over personal use of an automobile.

The request to Rezone to an RPD promotes *Policy 1.3.1.1* of the City of Lake Worth Beach's Comprehensive Plan to reduce or eliminate nonconforming land uses. Currently, the 821 S Dixie Hwy parcel is being used to sell used automobiles which is a nonconforming use under the zoning of MU-DH. By rezoning to an RPD with an underlying land use of TOD, the proposed project will provide residential units which is a permitted use under the LDR.

The request to Rezone to an RPD promotes *Objectives 1.6, 1.6.1, and 1.6.7* of the City of Lake Worth Beach's Comprehensive Plan to support the CRA's infill and redevelopment initiatives, to support the redevelopment of older urban areas and to encourage infill development and renewal of blighted areas. The proposed site will be considered an infill development and is located within the CRA. The 1.61 acres will be used to redevelop the blighted vacant land as well as the used car lot that currently operates on the proposed site.

B. Land Use Pattern

The proposed rezoning amendment of Parcel 1, 821 South Dixie Highway, from Mixed Use-Dixie Highway (MU-DH) to Transit Oriented Development East (TOD-E) will provide a consistent uniform zoning category across the five parcels that comprise the project site. Consolidating the five parcels into one uniform land use and zoning category promotes the opportunity to achieve a more desirable and sustainable development.

C. Sustainability

The subject site's current land use is a used car sales lot the building was constructed in 1940. It is one of the many uses in this section of South Dixie Highway that acts as an anchor of unsustainability and a barrier to sustainable development. The proposed rezoning and development will act as a catalyst to break this long-standing unproductive cycle of stagnation. This stretch of South Dixie Highway is in dire need of new vibrant development to complement the current land uses and motivate future land uses such as retail and commercial. The proposed high-density residential development will help support the current public transportation system and spawn new mass transit initiatives.

Availability of Public Services/Infrastructure

Essential water, sewer, and electric service is currently available directly to the site and is easily accessible with the proposed redevelopment as demonstrated in our preliminary engineering plans. Other necessary public services and basic social needs such as public transportation, food sources, access to medical facilities and pharmacies, recreational facilities, are all in close proximity to the site. Many of our residents do not have vehicles and rely on public transportation or walking to their destinations.

- Bravo Supermarket 1,900'
- Bus Stops 500'
- Walgreens Pharmacy 1,200'
- Doctors Offices 1,300'
- Recreational Facilities 2,900'
And Parks

D. Compatibility

The proposed rezoning of the subject site is compatible with adjacent zoning districts. In this area of the city South Dixie Highway acts as the spine of development providing the community with commercial uses, retail uses, and service-oriented office space. Moving east and west from this corridor rapidly transitions to low density residential and then to single family residential. Introducing a high-density residential use on South Dixie Highway will provide a residential critical mass that is critical to attract future redevelopment of retail and commercial space.

E. Direct Community Sustainability and Economic Development Benefits

1. Further implementation of the city's economic development (CED) program

Response: The proposed Rezoning of the 1.61-acre subject site to an RPD zoning district would further implement the City's CED program by using the SBIP approval process. The proposed development will also be 100% income restricted affordable housing. This will allow for many of Lake Worth Beach's residents the ability to afford stable secure apartments that they can call home.

2. Contribute to the enhancement and diversification of the city's tax base

Response: The proposed 176 multifamily unit residential development on a 1.61-acre subject site would contribute to the enhancement and diversification of the City's tax base. The future residents of the proposed development will provide business to the existing commercial uses along the South Dixie Highway commercial corridor. Typically, our projects will increase the tax base by at least 10 times.

3. Respond to the current market demand or community needs or provide services or retail choices not locally available

Response: By adding 176 units of income restricted housing for the seniors (ages 55+) of Lake Worth Beach, we will be responding directly to the housing emergency that was declared by the City Commission back in August of 2022. The newest multifamily developments in Lake Worth Beach have been market rate communities that are focused more on the younger, higher income earning demographic through their design and rental rates.

4. Create new employment opportunities for the residents, with pay at or above the county average hourly wage

Response: Although our two-phase development will provide a handful of employment opportunities, it is a residential development which will provide 176 new homes for the seniors of Lake Worth Beach.

5. Represent innovative methods/technologies, especially those promoting sustainability

Response: The proposed development will include sustainable elements that meet the Florida Green Building Certification standards. There will be an open space between the two buildings that the public can use. The proposed development will also provide additional landscaping including a beautifully landscaped space to complement the sidewalk area between the buildings and South Dixie Highway.

Additional landscaping will be used to not only buffer the parking area behind the buildings but to also provide more green space within the parking area.

6. Support more efficient and sustainable use of land resources in furtherance of overall community health, safety and general welfare

Response: The current use of the property is predominantly a used auto sales lot. Three of the parcels are vacant and one parcel has a single-family home. The RPD rezoning would allow for 176 new affordable housing residential units for seniors. Many of our senior residents rely on public transportation and according to the Institute of Traffic Engineers our projects produce less than half of the daily traffic trips that a typical apartment generates. Therefore, this project will have a much smaller impact on public infrastructure and services than a typical apartment. Because this project is restricted from housing school aged children it will not impact local schools. There are not many sites in Lake Worth Beach that can provide this level of community benefit while maintaining the general welfare of Lake Worth Beach residents, and with such little impact to public services.

7. Be complimentary to existing uses, thus fostering synergy effects

Response: The proposed development will add 176 residential units to the city's housing base. Many of our future residents will vacate their existing homes which will in turn provide housing for new residents in the Lake Worth Beach area. The effect will cultivate synergy for nearby Lake Work Beach commercial, retail, and service-oriented businesses throughout the city and especially along South Dixie Highway. In particular, the senior demographic that occupies our project will bolster the health care related businesses.

8. Alleviate blight/economic obsolescence of the subject area

Response: The 1.61-acre project site is predominantly vacant land which presents an infill development opportunity amongst the older existing buildings that dominate the area. Rezoning the site to an RPD will allow for two new and modern buildings that provide 176 affordable residential units. This new concentration of residents will provide a stimulus for local businesses, encourage more redevelopment, and attract new business ventures. These are the ingredients necessary to alleviate blight and eradicate economic obsolescence.

SITE DESIGN QUALITATIVE STANDARDS

Section 23.2-31 (c)

1. Harmonious and Efficient Organization

Requirement: The site plan is designed to 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.

Response: The proposed site consists of two distinct areas, one located east of the alley with frontage along South Dixie Highway, the East property, and one located west of the alley with frontage along South H Street, the West property. The surrounding properties adjacent to the East property are more intensive uses and the properties adjacent to the West property are less intensive uses. The site plan is organized by placing our most intensive element, the residential buildings, adjacent to the intense commercial and service-oriented uses along South Dixie Highway and the less intensive element, the parking and stormwater retention area, adjacent to the less intense single family and multifamily uses along South H Street.

2. Preservation of Natural Conditions

Requirement: 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.

Response: The proposed site was previously cleared resulting in three vacant parcels, one parcel with a single-family home, and one parcel was developed into a large parking lot that is currently being used for auto sales. There is no remaining natural floral habitat to preserve and the proposed landscaping will deter wind and water erosion within or adjacent to the development site. The multifamily project being proposed for this site will address the drainage element by using exfiltration and a stormwater pond.

3. Screening and Buffering

Requirement: 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.

Response: The required screening and buffering elements are provided on the proposed site plan which meets the LDR requirements. The proposed development provides a ten-foot landscape buffer along South Dixie Highway, a five-foot buffer along the northern and southern boundaries, and a fifteen-foot buffer along the western boundary of the project site. In addition, the adjacent properties to the south

will gain 20' with the vacation of the 40' 9th Avenue South right of way providing an opportunity for more vegetative buffering.

4. Enhancement of Residential Privacy

Requirement: 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.

Response: The multifamily buildings will be placed along the eastern portion of the project site to avoid any privacy concerns with the multifamily buildings to the west of South H Street. The privacy for the ground floors of both building one and building two will be enhanced by landscape buffers along South Dixie Highway.

5. Emergency Access

Requirement: 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.

Response: Emergency access is provided to both proposed buildings with appropriate site circulation.

6. Access to Public Ways

Requirement: 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.

Response: Safe and convenient vehicular access is provided via South H St. The buildings provide multiple entry and exit points that lead to pedestrian safe walkways providing safe and convenient access to the parking area and public streets.

7. Pedestrian Circulation

Requirement: There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system.

Response: A pedestrian circulation system is provided that is separate from the vehicular circulation system. This will provide safe and efficient circulation for all residents. The pedestrian circulation system connects residents to both buildings within the development.

8. Design of Ingress and Egress Drives

Requirement: 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.

Response: The proposed ingress and egress drives are located on South H Street and will not create any negative impacts to the flow and safety of vehicles along South Dixie Highway, a major thoroughfare.

There will be no gated access resulting in queues of traffic which would negatively affect South H Street traffic.

9. Coordination of On-site Circulation with Off-site Circulation

Requirement: 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.

Response: The vehicular circulation of the site uses South H Street for ingress and egress eliminating the need to directly access South Dixie Highway. South H Street provides the project with safe and convenient access to the existing major streets in the area.

10. Design of On-site Public Right-of-Way

Requirement: 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.

Response: The project will not provide any on-site public streets or rights-of-way.

11. Off Street Parking, Loading and Vehicular Circulation Areas

Requirement: 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.

Response: The site design includes vegetative buffering that will screen adjacent properties from the adverse effects of vehicular traffic.

12. Refuse and Service Areas

Requirement: Refuse and service areas shall be located, designed, and screened to minimize the impact of noise, glare and odor on adjacent property.

Response: The dumpster enclosure has been designed to screen adjacent properties and minimize the impact of noise, glare and odor on adjacent properties. Additionally, the project includes landscape buffering around the dumpster enclosure.

13. Protection of Property Values

Requirement: The elements of the site plan shall be arranged so as to have minimum negative impact on the property values of adjoining property.

Response: The site plan for the proposed development is arranged to have a minimum negative impact on the property values of adjoining properties by placing both buildings along South Dixie Highway, a major thoroughfare.

14. Transitional Development

Requirement: 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.

Response: The proposed building design is consistent with other recently approved multifamily buildings in Lake Worth Beach. This project will set the standard for future redevelopment of adjacent properties and other properties in the vicinity.

15. Consideration of Future Development

Requirement: In finding whether or not the above standards are met, the review authority shall consider likely future development as well as existing development.

Response: The properties to the north, south, and east have the Zoning of MU-Dixie and FLU of MU-E. The properties to the west maintain the Zoning of TOD-E and FLU of TOD. Both MU-Dixie and TOD offer the ability to build a similar development as the proposed project.

Section 23.2-31 (d)

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.

Response: The proposed buildings use contemporary industrial architectural features to create a minimalistic aesthetic and unique architectural expression such as clean lines, simplicity, and minimal ornamentation. The focus is on functionality, efficiency, and creating a visually uncluttered environment. Contemporary industrial architecture contributes to the evolution of the built environment while still being sensitive to its surroundings. The design is both distinctive and harmonious and celebrates the unique character of the area.

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.

Response: The proposed buildings incorporate materials that are commonly used in the area to establish a visual connection with the existing structures. We have incorporated a color palette that harmonizes with the surroundings, considers the regional color schemes and local architectural traditions. The outdoor spaces integrate landscaping elements that soften the visual impact while creating pedestrian-friendly areas and a public open space that encourages social interaction.

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.

Response: Corresponding to the width of the residential units, the facades are distinctly partitioned vertically in 25' increments through depth, color, and material type. The setbacks are 16 inches which provide distinct reveal lines. At each corner of the building horizontal features provide visual breaks at every floor.

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.

Response: Our design achieves architectural harmony by providing the right balance and integration of contemporary industrial features with other design elements. The proportions and scale between the different architectural components provide a cohesive and unified design that seamlessly blends contemporary industrial features with the overall architectural concept.

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.

Response: Our planned development consists of duplicate buildings however they are aesthetically pleasing and complement each other.

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.

Response: Our planned development is residential in nature there will be no advertising or symbolic designs.

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.

Response: Our lighting is solely for the purpose of function and safety. All fixtures used in our exterior lighting are to be selected for functional and add aesthetic value.

8. Building surfaces, walls, fenestration and roofs shall be compatible and in harmony with the neighborhood.

Response: The proposed buildings incorporate materials that are commonly used in the area to establish a visual connection with the existing structures.

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.

Response: Does not apply.

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.

Response: The forms attached to the building are consistent with the elements of contemporary industrial architecture and enhance the visual experience.

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.

Response: Does not apply.

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.

Response: Does not apply.

13. No advertising will be allowed on any exposed amenity or facility such as benches and trash containers.

Response: Does not apply. No advertising will be permitted.

14. Light spillage restriction. The applicant shall make adequate provision to ensure that light spillage onto adjacent residential properties is minimized.

Response: The lighting elements of our project will be designed to focus light where necessary for public safety and will prevent light spillage to other properties.

DEVELOPMENT REGULATIONS

SITE DATA Phase I and II Combined			
TYPE	REQUIREMENT		PROPOSED
Density	Max density 97.75 dwelling units per gross acre		Max Density 176
Lot Width	100 ft.		320 ft.
Height	71.25 ft. (Not to exceed 6 Stories)		Building I & II: 6 Stories
Setback	<i>Front</i>	10 ft. min.	18 ft.
	<i>Rear</i>	15 ft. min.	15 ft.
	<i>Side</i>	0 ft. min.	0 ft.
Total Impermeable	<i>Large Lot</i>	65%	65%
Maximum Wall Heights	<i>Height with SBIP</i>	45 ft.	68 ft.

SITE DATA Phase I			
TYPE	REQUIREMENT		PROPOSED
Density	Max density 97.75 dwelling units per gross acre		Max Density 87.5
Lot Width	100 ft.		174 ft.
Height	71.25 ft. (Not to exceed 6 Stories)		Building I & II: 6 Stories
Setback	<i>Front</i>	10 ft. min.	18 ft.
	<i>Rear</i>	15 ft. min.	15 ft.
	<i>Side</i>	0 ft. min.	0 ft.
Living Area	<i>Multi-Family (Min.)</i>	Efficiency	400 SF
		1 Bdrm	600 SF
Impermeable Surface Total	<i>Large Lot</i>	65%	60.0%
Maximum Wall Heights	<i>Height with SBIP</i>	45 ft.	68 ft.

SITE DATA Phase II			
TYPE	REQUIREMENT		PROPOSED
Density	Max density 97.75 dwelling units per gross acre		Max Density 110.3
Lot Width	100 ft.		146 ft.
Height	71.25 ft. (Not to exceed 6 Stories)		Building I & II: 6 Stories
Setback	<i>Front</i>	10 ft. min.	18 ft.
	<i>Rear</i>	15 ft. min.	15 ft.
	<i>Side</i>	0 ft. min.	0 ft.
Living Area	<i>Multi-Family (Min.)</i>	1 Bdrm 600 SF	576
Impermeable Surface Total	<i>Large Lot</i>	65%	72%
Maximum Wall Heights	<i>Height with SBIP</i>	45 ft.	68 ft.

***Waiver Requested**

Section 23.3-25(b)(2) – Density

The total acres used in the calculation for maximum density allowed for the project site includes the vacation of rights of way previously listed in this report bringing the total acres for the proposed project to 1.81.

Per the TOD-E zoning with a residential planned development, the proposed site is allowed a density of 60 dwelling units per acre. In accordance with the Sustainable Bonus Incentive Program, an additional 25% density bonus is permitted bringing the total dwelling units per acre to 75. Additional density is being requested through the City of Lake Worth Beach’s Transfer Development Rights (TDR) program, which would add ten additional dwelling units per acre for a total of 85. Finally, the proposed project qualifies as affordable housing, so an additional 15% density bonus is factored in to bring the total dwelling units per acre to 97.75 or a maximum of 176.93 for the proposed site.

Section 23.3-19(c) – Setbacks

Pursuant to the setback regulations for developments permitted by right within the TOD-E zoning district, minimum setback requirements are increased for those projects that are utilizing the SBIP to increase building height above the two-story height limit.

As part of this development proposal, SBIP approval is requested to increase the building height above two stories; therefore, the site design is subject to the increased front façade and rear façade minimum setback requirements. Both setbacks require an additional distance of eight to twelve feet to the minimum requirement. The development proposes a side setback of 10’ 4” from the southern property line where building one will be located and a 9’ 8” side setback from the northern property line where building two will be located. The setback from South Dixie Highway will be 18’ to account for the increase in building height. The rear setback of the property will be 15’.

Section 23.6-1 – Landscape Regulations

Per the landscape regulations for new multi-family developments (Sec. 23.6-1 (c).2), the proposed site will provide the required five-foot perimeter buffer along 9th Avenue South and H Street South. In addition, a five-foot landscape buffer strip is provided on the northern boundary of the subject site, and an eight-foot landscape buffer along the western dry detention area. The proposed landscape will meet the required minimum standards as provided within this section as well as provide higher quality landscaping within community areas.

Section 23.4-10 – Off-Street Parking

Pursuant to Section 23.4-10, the parking requirements for the proposed development is detailed below:

Unit Type	Affordable Housing Parking Requirements	Required Parking	Proposed Parking
Studio (14)	1	14	13
1 Bedroom (162)	1	162	112
Total		176	125

The proposed development provides 125 parking spaces which includes 24 compact parking spaces, 8 motorcycle and 12 bike racks that substitute for 7 parking spaces. We have developed 10 LIHTC projects for seniors in urban areas with ample public transportation and near essential services. Our data indicates that 0.7 parking spaces for every 1 residential unit is sufficient.

SUSTAINABLE BONUS INCENTIVE PROGRAM (SBIP)

The proposed development requests SBIP approval to increase building height by 25% from the standard maximum of two stories to five stories and to allow for a 25% increase in density. The SBIP offers the opportunity for the Applicant to increase building height within certain zoning districts in exchange for the incorporation of sustainable design features, community-based improvements, and overall design excellence as part of the development proposal. The SBIP can be applied to developments in the TOD-E zoning district.

MADISON Terrace LLC

558 W New England Ave. Suite 230
Winter Park, FL 32789

Madison Terrace Phase I

Sustainable Bonus Incentive (SBI) & Transfer Development Rights (TDR)

Location	Total SF
3rd Floor	12,110
4th Floor	12,110
5th Floor	12,134
6th Floor	12,134
<i>Bonus Area (SF)</i>	<i>48,488</i>

Sustainable Bonus Incentive (SBIP)

SBIP Calculation		
Item	Calculation	Amount
Value of Project Improvements Required For Base Line Projects	\$7.5 per SF for 3rd and 4th floors * 24,220 SF	\$181,650
Value of Project Improvements Required for Density, Intensity and Height Incentives	\$15 per SF for 5th floor * 12,134 SF	\$182,010
Transfer Development Rights (TDR)		
TDR Calculation		
Transfer Development Rights Program Cost	\$15 per SF for the 6th floor* 12,134 SF	\$182,010
Total Community Benefit Provided		\$545,670

<i>Less On-site Features or Improvements</i> Florida Green Building Certification	Allows for 50% reduction of the overall community benefit requirement	\$272,835
Net Total Benefit Required		\$272,835

Community Benefit Provided

Item	Calculation	Amount
Public Amenity	Public Open Space 466 SF \$100	\$46,600
Financial Incentives for Affordable Housing: <i>Quantity of units in excess of the required 15% (91*15%=13.65, 91-13.65=77.35)</i>		
8 Studio Units	One-time payment of \$40,000 or 50% or area median income (\$25,567) per unit. AMI per US Census = \$51,134.	\$204,536
69.35 One Bedroom Units	One-time payment of \$60,000 or 75% or area median income(\$38,350.50) per unit. AMI per US Census = \$51,134.	\$2,659,607
Total Benefit Provided		\$2,910,743

Overall Community Benefit Provided Surplus **\$2,637,908**

Madison Terrace Phase II

Sustainable Bonus Incentive (SBI) & Transfer Development Rights (TDR)

Location	Total SF
3rd Floor	12,110
4th Floor	12,110
5th Floor	12,134
6th Floor	12,134
<i>Bonus Area (SF)</i>	<i>48,488</i>

Sustainable Bonus Incentive (SBIP)

SBIP Calculation		
Item	Calculation	Amount
Value of Project Improvements Required For Base Line Projects	\$7.5 per SF for 3rd and 4th floors * 24,220 SF	\$181,650
Value of Project Improvements Required for Density, Intensity and Height Incentives	\$15 per SF for 5th floor * 12,134 SF	\$182,010
Transfer Development Rights (TDR)		
TDR Calculation		
Transfer Development Rights Program Cost	\$15 per SF for the 6th floor* 12,134 SF	\$182,010
Total Community Benefit Provided		\$545,670

<i>Less On-site Features or Improvements</i> Florida Green Building Certification	Allows for 50% reduction of the overall community benefit requirement	\$272,835
Net Total Benefit Required		\$272,835

Community Benefit Provided

Item	Calculation	Amount
Financial Incentives for Affordable Housing: <i>Quantity of units in excess of the required 15% (85*15%=12.75, 85-12.75=72.25)</i>		
72.25 One Bedroom Units	One-time payment of \$60,000 or 75% or area median income(\$38,350.50) per unit. AMI per US Census = \$51,134.	\$2,770,824
Total Benefit Provided		\$2,770,824

Overall Community Benefit Provided Surplus **\$2,497,989**

Section 23.2-33 (c).2. – Review/Decision

- (a) Is the award calculated correctly, consistent with the square footage and height requested and the value of the features and improvements included in the development proposal;

Response: The development proposal is consistent with the square footage and density requested. A table is included with this submittal demonstrating the incentives being requested and the community benefit being provided.

- (b) Do the proposed on-site features or improvements adequately provide sustainable project enhancements, beyond those otherwise required by these LDRs for the development proposal that are attainable and reasonable in the context of the proposed project.

Response: The proposed development will utilize urban form and design to meet the Florida Green Building Certification standard which will reduce the required improvements by 50% per Section 23.2-33(d)(1)(b). A public open space is provided between the buildings along South Dixie Highway for the enjoyment and use of the general public. In addition, the proposed project will be 100% affordable housing which will result in 176 units of affordable housing for the seniors of Lake Worth Beach.

- (c) Do the proposed off-site improvements meet the priorities of the city for community sustainability; and

Response: No off-site improvements are provided.

- (d) Do the proposed features, improvements or fees-in-lieu meet the intent of the Sustainable Bonus Incentive Program?

Response: Per Sec. 23.2-33(a), the intent of the SBIP is to provide increased height, intensity and/or density for developments in exchange for the incorporation of sustainable design features, community-based improvements and overall design excellence as part of a development proposal.

To meet the intent of the SBIP's qualifying sustainability features, the proposed project will:

- Qualify for the Florida Green Building Certification
- Utilize Urban Form and Density
- Provide Affordable Housing Units beyond the requirement amount of 15%

Design Principles, Practices & Performance Standards

Florida Housing Finance Corporation requires that all common areas in the development include the following features where applicable:

- Low or No-VOC paint for all interior walls (Low-VOC means 50 grams per liter or less for flat; 150 grams per liter or less for non-flat paint);
- Low-flow water fixtures in bathrooms—WaterSense labeled products or the following specifications:
 - o Toilets: 1.28 gallons/flush or less,
 - o Urinals: 0.5 gallons/flush,
 - o Lavatory Faucets: 1.5 gallons/minute or less at 60 psi flow rate,
 - o Showerheads: 2.0 gallons/minute or less at 80 psi flow rate;
- Energy Star certified refrigerator;
- Energy Star certified dishwasher;
- Energy Star certified ventilation fan in all bathrooms;
- Water heater minimum efficiency specifications:
 - o Residential Electric:
 - Up to 55 gallons = 0.95 EF or 0.92 UEF; or
 - More than 55 gallons = Energy Star certified; or
 - Tankless = 0.97 EF and Max GPM of ≥ 2.5 over a 77° rise or 0.87 UEF and GPM of ≥ 2.9 over a 67° rise;
 - o Residential Gas (storage or tankless/instantaneous): Energy Star certified,
 - o Commercial Gas Water Heater: Energy Star certified;
- Energy Star certified ceiling fans with lighting fixtures in bedrooms and living rooms;
- Air Conditioning (in-unit or commercial):
 - o Air-Source Heat Pumps – Energy Star certified:
 - ≥ 7.8 HSPF2/ ≥ 15.2 SEER2/ ≥ 11.7 EER2 for split systems
 - ≥ 7.2 HSPF2 ≥ 15.2 SEER2/ ≥ 10.6 EER2 for single package equipment including gas/electric package units
 - o Central Air Conditioners – Energy Star certified:
 - ≥ 15.2 SEER2/ ≥ 12.0 EER2 for split systems
 - ≥ 15.2 SEER2/ ≥ 11.5 EER2* for single package equipment including gas/electric package units.

In addition to those features, we acquire the National Green Building Standard (NGSB) silver certification. We provided our NGBS consultant, TwoTrails, with the requirements that are listed in the City code and they provided a letter (attached) stating that the NGBS silver certification would satisfy the below requirements.

- Overall, ten (10) percent reduction in greenhouse emissions over the life of the building as
- compared to industry standards,
- Overall, ten (10) percent reduction in carbon footprint during construction and operation of the
- building as compared to industry standards,
- Overall, twenty (20) percent reduction in refuse stream during construction and operation of the
- building as compared to industry standards,
- Overall utilization of at least twenty (20) percent recycled materials and/or materials that are
- recyclable,
- Overall, twenty (20) percent reduction in water usage during operation of the building as
- compared to industry standards,
- Efficient use of natural resources through use reduction, reuse, reclamation, and recycling,
- Incorporation of design features and uses that support multi-modal transportation options,
- Incorporation of appropriate safety features to ensure the security and comfort of both occupants and visitors

The only item not satisfied by the NGBS silver certification is the incorporation of amenities that are conducive to enhancing community pride and social interaction. The developer will incorporate local artists' artwork in the common areas reflecting the culture of Lake Worth Beach to enhance community pride. The public art, that will be installed on the exterior of the buildings, will be designed in a manner to emit a sense of esprit de corps for both the residents and the surrounding community. The developer has also designed the following common areas to encourage social interaction:

- Grand Parlor – A common area where residents can socialize in a comfortable and relaxing atmosphere. This is a great area to meet and greet fellow residents while sipping their morning coffee.
- Game Room – The game room is a common area that encourages residents to socialize while playing board games or to play a friendly game of pool.
- Activity Room – The most versatile and largest common area is the activity room. Here residents can enjoy arts and crafts, watch tv, or partake in group activities like birthdays and holidays.



To whom it may concern,

The proposed project, Madison Terrace, if designed and constructed in accordance with the National Green Building Standard's (NGBS) Silver Level Certification, would meet the following requirements.

- Overall ten (10) percent reduction in greenhouse emissions over the life of the building as compared to industry standards.
- Overall ten (10) percent reduction in carbon footprint during construction and operation of the building as compared to industry standards.
- Overall twenty (20) percent reduction in refuse stream during construction and operation of the building as compared to industry standards.
- Overall utilization of at least twenty (20) percent recycled materials and/or materials that are recyclable.
- Overall twenty (20) percent reduction in water usage during operation of the building as compared to industry standards.
- Efficient use of natural resources through use reduction, reuse, reclamation, and recycling.
- Incorporation of design features and uses that support multi-modal transportation options.
- Incorporation of appropriate safety features to ensure the security and comfort of both occupants and visitors.

If you have any questions regarding the NGBS certification, please feel free to contact our office.

Thank you,

A handwritten signature in black ink, appearing to read "Josh Kane".

Josh Kane

Vice President | LEED AP BD&C & Homes, CxA

Home Innovation Research Labs (NGBS) Accredited Verifier
RESNET HERS & ENERGY STAR Rater

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Sustainable Qualities, Values and Principles

The City of Lake Worth Beach has created a comprehensive plan for growth and development based on their vision for the future by embracing the past. It starts with a commitment to the preservation of historic architecture and cultural identity that has evolved over the years. This pursuit is particularly important as many urban infill redevelopments make more and more places look the same, emphasizing the importance for communities to keep their identities intact.

To meet these commitments, Madison Terrace has incorporated the following elements in its exterior and interior design and has adopted management practices to encourage the residents to help meet the commitments stated below.

a. Cultural resources

Invariably a vast majority of our residents come from the community and keep the local culture in place. Incorporating the work of local artists to enhance our interior décor is another way to preserve the heritage of the community. In some of our past developments, residents and management have organized activities such as group clubs and we expect this development to be no different but will depend on the residents' interests.

b. Historical resources

Based on recommendations from the city staff and as referenced in the comprehensive plan the Madison Terrace architecture is based on a style known as "contemporary industrial" mimicking some of the features reminiscent of the existing architecture found in the neighborhoods and historic buildings in the area. Even one or two architectural design elements can help to define a building and hint at the community's past. The sense of history can contribute to community pride, and to a better understanding of the community's present.

c. Ecological/natural resources

We incorporate *sustainable elements that meet the Florida Green Building Certification standards* such as energy-efficient lighting fixtures, such as LED bulbs, throughout the development, ENERGY STAR-certified appliances for common areas and individual units, including refrigerators, dishwashers, and washing machines, which consume less energy. We implement water-efficient fixtures, such as low-flow toilets, faucets, and showerheads, throughout the development and encourage residents to adopt water-saving habits.

d. Diversity and inclusion

We offer housing options that cater to all individuals of different low-income levels creating a diverse community. Our residents are comprised of an ethnically diverse population setting an example of how people of different backgrounds can live and prosper together. With the support of our management team, we believe this project will create a positive example for the entire community.

e. Social justice

We diligently administer fair housing practices and anti-discrimination policies so everyone from all different backgrounds can expect fair treatment.

f. Economic investment

The city, CRA, Federal government and the developer all contribute a significant investment for one common goal, to provide affordable housing. The overall investment for this development will be approximately \$22 million. We have consulted with our General Contractor that builds our projects and they expect that this project will produce approximately 180-220 short-term jobs. In addition, typically our developments generate three full-time jobs.

g. Neighborhood vitality

The current use of the site is a used car lot that does not add much vitality to the area and most the existing structures in this part of South Dixie Highway were built in the 1950s and 60s. These structures have become obsolete and are at the end of their useful life cycle. Our proposed development will generate neighborhood vitality through attractive architecture and green public space. We provide safety for our residents via secured access to the buildings. The core of our building is constructed using post tension concrete ensuring longevity for multi-generational use.

h. Sense of place

Our communities are designed so residents feel at home. The art and other interior décor make the building feel warm and inviting. The common areas provide opportunities for residents to socialize with each other providing a sense of community. The contemporary industrial architectural style adds a sense of place as it identifies with the overall fabric of the city.

i. Education. Management promotes group activities such as arts and crafts and encourages residents to participate in social gatherings around the holidays. Our common areas include a game room with pool table and an activity room. In some of our other developments, residents and management organize group activities such as gardening clubs and we expect this development to be no different but will depend on the resident's interests.

j. Recreation. Management promotes group activities such as arts and crafts and encourages residents to participate in social gatherings around the holidays. Our common areas include a game room with pool table and an activity room.