

City of Lake Worth Beach

Planning and Zoning

Project Address: 1432 N Dixie Hwy

Date: 5/11/23

SITE PLAN NARRATIVE

- Project Location
 - **1432 N. Dixie Hwy, Lake Worth Beach, FL 33460**
- Current Zoning and Land Use Designation
 - **MU-DIXIE - Mixed Use - Dixie Highway**
- Proposed Zoning and Land Use Designation (if applicable)
 - **Proposed zoning and land use to remain MU-DIXIE - Mixed Use - Dixie Highway**
- Existing Use (if applicable)
 - **Vacant Lot**
- Project Background
 - **The proposed building will be a 3 story mixed use development. The ground floor will comprise of +/- 1940 sq. ft. of retail/commercial space as well as entry and one car garage per (4) townhouse style units above. Level 2 encompasses the living spaces of the respective units and level 3 the bedrooms. The site additionally offers 2 covered guest parking spaces in the rear, 1 ADA Handicapped Space and 4 bicycle rack spaces.**
- Site Characteristics
 - **The site is a 9,500 sqft corner lot with +/- 100 ft. frontage along Dixie Hwy to the west and 90 ft. frontage along 15th Ave N to the North.**
- Surrounding Property Information – *Uses, Architectural Style and Size*
 - **Surrounding properties along Dixie Hwy are primarily commercial including an auto parts store, used car sales, mechanic shops and a gas station. The MID apartments a block north on Dixie Hwy incorporate ground floor retail and 2 floors of 1 and 2 bedroom units above. The area east of the property is comprised of 1 and 2 story multifamily residential buildings.**

- Justification of the Proposal

- **The proposed use and design for the property complies with all applicable code requirements while elevating the aesthetic and quality of architecture in the area. Efficient use of the property for multiple purposes (commercial and residential) blend together seamlessly.**

- Compliance with the Site Design Qualitative Standards in Section 23.2-31, which are as follows:

- 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.*

The proposed design is efficiently organized on the site, being placed at the build to lines along Dixie Hwy and at the corner of 15th Ave N. Vehicular access is through the rear alley way. The size is consistent with that of other new construction along Dixie Hwy with similar mixed use typology.

- 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 vegetations 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 storm water runoff shall be used to minimize ground and surface water pollution, particularly adjacent to major waterbodies. Fertilizer/pesticide conditions may be attached to development adjacent to waterbodies. Marinas shall be permitted only in water with a mean low tide depth of four feet or more.*

The proposed landscape is 100% native species with a mix of shade trees, shrubs and palms. The pervious driveway minimizes storm water runoff and allows for onsite drainage.

- 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.*

Vegetative Screening is provided between the outdoor spaces of the units to provide privacy. The refuse area is placed away from the building and screened with a fence and landscape to hide undesirable views and odors.

- Enhancement of residential privacy. *The site plan shall provide reasonable, visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walls, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.*

The proposed building is situated at the build to lines along Dixie Hwy and 15th Ave N, placing it at the corner of the property allowing for privacy towards the multifamily residential neighborhood behind.

- 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.

As situated, emergency vehicles will have access to all side of the building including from Dixie Hwy on the west side, 15th Ave N on the north side and the rear alleyway on the east side. The building is also set 15 feet from the property line on the south side allowing for practical access.

- 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.

The building has direct access to sidewalks along Dixie Hwy and 15th Ave N as well as vehicular access along the rear alleyway.

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

The pedestrian circulation is separated from vehicular circulation wherever possible and by different materiality & elevation when adjacent to one another.

- 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.

The Off-street parking are accessed from the rear alleyway, minimizing impact to public roadways and adjacent properties.

- 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.

The arrangement of on-site circulation is consistent with the existing pattern of pedestrian and vehicle circulation utilizing the sidewalks along N Dixie Hwy and 15th Ave N as well as the rear alleyway for vehicular access.

- Design of on-site public right-of-way. 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.

The public street and right of ways are not being expanded upon and the building is being placed along the build to lines of Dixie Hwy and 15th Ave N, making the most efficient use of the site. Rear parking and access to garages is from the alleyway.

- 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.

Off street parking, loading and vehicular circulation areas are located along the rear alleyway minimizing impact to adjacent property.

- 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.*

Refuse Area is screened and located along the alleyway with access from 15th Ave N for collection.

- 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.*

The site plan and building design are a major improvement to the existing empty lot and consistent with new development in the area, adding to property values.

- Transitional development. *Where the property being developed is located on the edge of the zoning district, the site plan shall be designed to provide for a harmonious transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings and character. Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. Additional consideration shall be given to complementary setbacks between the existing and proposed development.*

The proposed building is placed at the front of the site along the minimum build-to-line of Dixie Hwy, which keeps the commercial and retail portion away from the neighboring multifamily residential zoning district. While, the rear of the building which faces the multifamily residential district maintains a similar use as it contains the garages and balconies of the residential units above.

- 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.*

The property is being fully developed based on what is allotted by zoning and code. There are no plans or possibility for future development of the site.

- Compliance with Community Appearance Criteria Section 23.2-31(l), which are as follows:

- *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.*

The building is tastefully and efficiently designed with graciously glazed for natural light, overhangs to create shade were needed, and generous outdoor space for quality living. The design provides an aesthetically appealing building at the highly visible corner lot. The design is in conformity with other new construction mixed use typology along Dixie Hwy.

- *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.*

The proposed project adds value to the surrounding area with quality design and thoughtful placement on the corner lot.

- *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.*

The proposed structure has been designed in accordance with all applicable code requirements. The design is harmonious in scale and typology with other new development in the area.

- *The proposed structure or project is in compliance with this section and 23.2-29, as applicable.*

Not Applicable as the use of this project does not require a conditional use permit.

- Compliance with Major Thoroughfare Design Guidelines

- Guidelines for Site Planning

- Encourage high-quality mixed-use infill development that is comprised of residential, office, entertainment, and commercial uses.

The design is a mixed use with commercial on the first floor, and residential units occupying the 2nd & 3rd floor.

- Provide the residents living in the upper floors of a mixed use development with high-quality standards of living.

The residential units are located above the ground floor commercial space, except for the garage on the first floor that faces the alley. For all units, the 2nd level includes the living and kitchen space. The 3rd level is more elevated from the street and includes the bedrooms. we believe that way the spaces are organized provides a higher standard of living for residents.

- Protect the pedestrian and enhance the pedestrian environment and scale.

New proposed pathways are surrounded by new shade trees to enhance the pedestrian experience. We've provided access from all corners of the site. The front entry of the commercial spaces is shaded with 2 ft overhang to protect the pedestrian.

- Provide residents with entrances separate from office and commercial spaces.

Residents have an entrance that connects to the sidewalk on the rear/ side, and another entrance directly from the garage.

- Create a base that distinctly grounds the building, and which enhances the streetwall along each thoroughfare.

The ground floor commercial space follows a minimum setback to continue the streetwall along the thoroughfare.

- Developments should include open spaces accessible to the public, located on the ground floor, as well as private spaces for residents.

The open spaces on the north and south edge of the property are accessible to the public. Each unit has access to a spacious uncovered private terrace on the 2nd floor.

- Ensure that commercial/retail spaces on the lower floor are appropriately designed to promote uses that serve the community living in a mixed-use development.

The commercial space on the ground floor has been left open, to keep all options open for potential tenants.

- Ensure compatibility between adjacent uses, especially residential.

The rear setback is beyond the minimum required for properties abutting residential zone. The commercial use in the building is oriented to the west, facing Dixie. While the back is designed to be mainly residential (facing the existing residential).

○ Parking Design Guidelines

- On-site parking shall be placed either behind or on the side of the building, not in front, whenever possible.

On-site parking is provided on the north-side along 15th Ave N, and in the rear facing the alley.

- Refrain from using the standard black asphalt surface material on parking lots; the use of sustainable, permeable materials, such as porous asphalt is encouraged.

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 pavement.

The paving for the rear driveway, leading to garage/parking spaces, is proposed to be a semi-perVIOUS turf block. This allows for grass to grow in between, to avoid a harsh pavement look. Two gumbo limbos are proposed in the rear on the north and south end

○ Public Realm + Right-Of-Way

- Provide a minimum of eight feet (8') of vertical clearance along all areas where pedestrians traverse.

8' of vertical clearance is provided throughout all walkways

- For façades fronting a major thoroughfare, provide 8 to twelve feet (8'-12') width of unobstructed sidewalks for the Pedestrian Through Zone, whenever possible; at a minimum, provide six foot (6') width.

There is 10' of unobstructed sidewalk/open space provided for in pedestrian through zone.

- Include spaces specifically allocated for the temporary or long term storage of private trash and/or recycling bins within the design of the right-of-way, in an effort to maintain the aesthetic value of the Major Thoroughfares and safety of the pedestrians.

The garbage enclosure is located in the north-east corner of the site, accessed from 15th Ave N.

- Building setbacks shall be minimized, in order to enhance the pedestrian experience, whenever possible.

The ground floor commercial space follows the minimum setback.

○ Safety and Prevention

- Apply the principles of CPTED by providing open lines of sight, and encourage natural surveillance through strategic placement of streetscape furnishings, landscape, and lighting.

Lighting is provided at all corners of building. To encourage natural surveillance, the 2nd and 3rd floor terraces have views of all sides of building.

- Provide adequate transparency at the ground level, especially at corners, building entries, corridors, and public spaces.

The commercial space is glazed along both north & south corners to provide visibility throughout the entire site.

- Create pathways and way finding signage to improve safety through accessibility, connectivity of spaces and functions, and orientation.

Pathways are easily accessible from all sides of the site, and lead directly to entrances for safety.

○ Scale and Massing

- Developments shall be of similar scale to surrounding buildings, avenues, the public realm, as well as its context, character, and use. However, special consideration could be given to buildings with unique styles and architectural forms, which contribute to the goals of the City, and/or which participate in the City's incentive program(s).

Massing shall reflect similar dimensions to surrounding buildings and landscape.

New development in the area such as 'The Mid', which is one block north of the property, has a similar scale and modern contemporary style. They also share the same organization of retail on the first floor facing Dixie and parking access in the rear.

○ Setbacks and Stepbacks

- Setbacks of buildings on the same street shall be consistent and similar in distance. This eliminates the possibility of views of buildings being obstructed due to staggered building placement.

Building setbacks remain the same for each floor so that it is consistent.

- Setbacks and stepbacks allow for new public spaces to be created, such as balconies and terraces, which is highly encouraged.

The step back on the 2nd and 3rd floor provided room for terraces.

○ Site Planning and Design

- Sites shall be designed to minimize the amount of stormwater runoff, while buildings shall be designed in such a way as to maximize the amount of pervious surface area.

The civil plans show the locations of catch basins for excess storm water runoff into the underground self-storage trenches. The paving for the rear driveway, leading to garage/parking spaces, is proposed to be a semi-pervious turf block.

- All façades visible to public or adjacent property shall be designed to create a harmonious whole.

All facades feature glazing which follows clean architectural lines in a modern contemporary style all through out. The design is symmetrical and even.

○ Building Design – Entrances

- All doors and openings shall be consistent in height and width to ensure legibility and reinforce design uniformity.

The front entry commercial doors are incorporated with the storefront wall.

- Openings between businesses shall be reasonably spaced to provide a clear distinction for each business.

Doors are 23' apart.

- Storefront entrances shall be protected from the weather, by providing overhangs and canopies above the door.

Architectural elements such as arcades, awnings, and canopies can be used to draw the attention of patrons to entrances.

The 2nd floor slab extends to become an overhang that shelters the front entry walkway.

- A hierarchy shall be applied to distinguish primary entrances from secondary entrances. Entrances shall be well-defined and emphasized.

To emphasize prominence, entrances can be ornamented with decorative landscaping such as flowering shrubs and trees.

Two palms are proposed in the front to indicate the front entry of the commercial space. The residential entrances were meant to be more private.

○ Landscape and Streetscape

- Pedestrian walkways shall be protected from excessive sunlight through the use of recommended shade trees, whenever applicable.

Oak trees are used along dixie Hwy to shade the sidewalk and walkway on either side. The Gumbo Limbo's are used along the north and south edges of the property for side walkways leading to residential units and rear parking.

- To the fullest extent possible, landscaping shall be Florida native or Florida friendly.

All plants and trees proposed are native.

- Consistent and 'special' ground plane treatment will distinguish one area from another (pavers, etc.), which is necessary to create a cohesive sense of place.

The pedestrian walkways use concrete pavers that distinguish the path to entrances.

○ Materials and Construction

- Buildings shall use a combination of materials; a primary material to envelope most of the building's exterior walls and an accent material to provide contrast and a break from the primary material.

The primary material would be a smooth stucco finish – painted white for majority of the walls and any exposed slab/floor edge. The accent material would be the glazing that provides contrast and define certain architectural features.

- Materials shall also transition at the breaks in architecture. For instance, the base of buildings shall differ from that of the core of the building's façade.

Facing Dixie, the base of the building is floor-to-ceiling storefront glass, and then the 2nd floor slab creates a break in the façade above. The residential units follow a different rhythm with the square glass doors.

- Use materials and colors which support the particular architectural style selected, in order to strengthen the design integrity and authenticity.

The minimalist light colors, and materials are in line with the modern contemporary style.

- The usage of materials shall be consistent on each side of the building and show continuity.

Materials are consistent all through facades.

- Roofs and Terraces

- For any buildings with flat roofs, parapets shall be included in the design and be a minimum of two feet (2') in height to obstruct views of any exposed mechanical equipment on the roof.

3' height screening is proposed on the roof to screen the roof-top units. The mechanical equipment is setback and centered on the roof so that it's least visible from street level.

- Street and Site Lighting

- Exterior lighting fixtures should be functional and assist with providing safety but should prioritize aesthetic quality.

The amount of light emitted should be adequate in spread, to discourage vandalism and crime while enhancing security.

Lighting is provided at all corners of building.

- To help with reducing light pollution, all lighting should be Dark Skies compliant.

Lighting Specification provided showing Dark Skies compliant.

- Use light fixtures that provide down lighting or are shielded, in order to curtail light pollution and preserve the nighttime environment.

Light fixture specified is a downlight.

- The temperature (color) of the site lighting should be preferably white, to provide clearer judgment for pedestrians as they encounter other unknown objects/pedestrians.

A soft white (3000 K) is specified for site lighting.

- The use of LED and long lasting, low energy lighting is strongly encouraged over Halogen Box and High Pressure Sodium lighting.

Specified site lighting is LED.

- Windows

- Windows shall be transparent to allow light to spill from the interior onto the sidewalk. Therefore, at a minimum, 25% of the facade fronting the right-of-way shall include glazed fenestrations.

The façade design fronting Dixie is 64% glazed.

- At the street level, windows shall be a minimum of one foot (1') above the sidewalk, and at a height of at least ten feet (10').

Storefront windows on the first floor are 1' above sidewalk level. The head height is 10'.

- Windows shall refrain from using mirrored glass and films that block visibility.

No mirrored glass is being proposed

- Size and place windows so that they take advantage of interesting exterior views and to maximize the connection between the indoor and outdoor spaces.

Sliding glass doors are used for all the terraces on 2nd and 3rd floor facing Dixie. The interior courtyard between units has windows that face this internal space.

- Locate windows to provide for surveillance and security, especially near entrances, courtyards and public spaces, and parking lots.

To encourage natural surveillance, the 2nd and 3rd floor terraces have views of all sides of building.