



IBI GROUP
1100 Park Central Boulevard North– Suite 3500
Pompano Beach FL 33064 USA
tel 954 974 2200 fax 954 973 2686
ibigroup.com

July 22, 2022

Mr. William Waters, AIA
Director of Community Sustainability Department
City of Lake Worth Beach
1900 2nd Avenue North
Lake Worth Beach, FL 33461

**Re: Lake Worth Station – Project Narrative – Updated per SPRT #1
Mixed Use Residential/Office Planned Development, 1.084 Acres
Major Site Plan, Planned Development and Sustainable Bonus Incentive Program
IBI Group Project Number 137767
LWB Project Number 21-01700076**

Dear Mr. Waters:

We hereby submit this Project Narrative, in support of the proposed development of the project called Lake Worth Station, on behalf of Bridge Holding LLC. The subject properties incorporated into the overall project area are described as follows:

Overall Unified Property: 930 N G Street, 1.084 acres

Property Control Numbers:

**38-43-44-21-15-274-0080
38-43-44-21-15-274-0070
38-43-44-21-15-274-0040
38-43-44-21-15-274-0030
38-43-44-21-15-274-0020**

MAJOR SITE PLAN APPLICATION:

Location: 930 N G Street, Lake Worth Beach, FL, Palm Beach County

FEMA Flood Zone: Zone X (0.2 % annual chance flood hazard)

As described in the Survey Legal Description: Refer to survey for full legal description.
Parcels 2 & 3: Lots 7 and 8, Block 274, The Palm Beach Farms Co. Plat No. 2
Parcels 4 & 5: Lots 4, 5 and 6, Block 274, The Palm Beach Farms Co. Plat No. 2
Parcel 6: Lot 2, Block 274, The Palm Beach Farms Co. Plat No. 2

Zoning: No change is proposed.

Current: TOD-E

Proposed: TOD-E

Land Use Designation: No change is proposed.

Current: TOD

Proposed: TOD

Existing Use: Five (5) Parcels of vacant land, previously developed and unified as one parcel.

Proposed Use: Mixed Use development of residential and office, comprised of:

Residential: 81 units (63-1BR, 18-2BR)

Leasing Office: 891 square feet

Co-work Office: 891 square feet

Project Background:

This project site is located within the CRA and consists of five parcels, which are currently vacant.

The overall property is bordered by:

North: 10th Avenue North

South: Residential Parcel, which is not included in the project.

West: North G Street

East: A platted 10' alley, which is unimproved.

Existing utilities are available to the site by means of:

North: Existing municipal drainage system

South: N/A

West: Existing 12" CIP watermain and overhead power

East: Existing 6" PVC watermain and 8" PVC sanitary sewer

The proposed mixed-use project includes the construction of a five-story building, surface parking and site amenities, to serve 81 residential units and 2 offices. Of the 81 residential units, 63 will be 1-bedroom units and 18 will be 2-bedroom units. 39 of the 1-bedroom units will be workforce housing. At grade on-site and street parking are also provided.

The site will provide water & sewer, stormwater facilities and sidewalk infrastructure. The South Florida Water Management District (SFWMD) requirements include analysis of the 5 Year -1 Day, 25 Year - 3 Day, 100 Year - 3 Day storm events for lower parking inlet elevation, berm and discharge rates, and finished floor elevations respectively. Furthermore, the City of Lake Worth requires the 3 Year - 1 Hour storm event be evaluated and fully retained on-site (Code of Ordinance Sec. 18-103.). According to the Eastern Palm Beach County map included in this report, the control water table is estimated at 4.50 ft NAVD. However, the geotechnical report from TSFGEO shows the water table encountered during testing is found at elevations approximately 8-9.5 feet below ground surface, March 9th, 2022. Based on average site grade of 13.8, in the vicinity of the exfiltration tests, we established the water table at elevation 5.8 ft NAVD for a much more conservative approach. The drainage system features exfiltration

trench to meet the water quality and water quantity requirements. A control structure featuring a 6" inverted triangle orifice will discharge offsite to the City storm system.

Per Palm Beach County Wellfield Maps, this project site is located in Wellfield Zone 4. An Affidavit of Notification has been submitted to Palm Beach County Department of Environmental Resources Management, who has provided the following written confirmation that a permit is not required.

RE: Lake Worth Station - Affidavit



Samantha Pucci <SPucci@pbcgov.org>

To: Patricia Ramudo



You replied to this message on 2022-06-08 1:55 PM.

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Best Management Practices 2022.pdf
34 KB

Patricia,

As we previously discussed, if it is residential with no pool, generator, or on-site storage of maintenance supplies a permit is not required. The construction crew is to follow the attached Best Management Practices.

Samantha Pucci
Resources Protection
Environmental Resources Management
(561)233-2523
fax: (561) 233-2414

According to the Major Thoroughfare Design Guidelines, the project site is located within Major Thoroughfare E, which runs along 10th Avenue North, from Dixie Highway to the West City limit. 10th Avenue North is described as "a prominent roadway regularly used by residents, as well as incoming commuters from I-95."

Site Characteristics:

The site is currently vacant, with existing trees and an encroaching guy wire. The parcels have been considered vacant since 1999. This is based on a review of historical aerials conducted by the Geotechnical Consultant, TSFGEO.

The topography varies from 13.6 to 16.8 NAVD. The perimeter road elevations are:

North G Street: centerline elevations vary from 14.41 to 14.62 NAVD

10th Avenue North: centerline elevations vary from 15.70 to 16.50 NAVD

East 10' Alley: West R/W elevations vary from 14.50 to 15.10 NAVD

Surrounding Property Information: Uses, Architectural Style and Size

East: A platted 10' alley (unimproved) separates the subject property from the adjacent residential lots, comprised of single family, apartment buildings and a vacant lot.

West: The North G Street 40' municipal right-of way abuts the property. It is comprised of a two-way, two-lane undivided roadway, with curb and gutter on both sides, as well as a concrete sidewalk on the east side only. Beyond the roadway is a vacant parcel, which abuts the Florida East Coast Railroad right-of-way.

North: The 10th Avenue North municipal right-of-way is a two-way, two-lane partially divided roadway. Beyond the roadway are commercial structures.

South: A residential lot is located south of the property and is not included in the proposed development.

Please refer to following exhibits for the pictures of the project site and surrounding areas.

Aerial photo of site – along 10th Avenue North



Aerial photo of site – along North G Street



Adjacent property photo – along 10' alley



Adjacent property photo – looking west on N G Street, vacant lot and FEC



Adjacent property photo – east view on 10th Ave N, triplex apartment building



Adjacent property photo – residential building located south of subject property and apartment building east of subject property



Justification of the Proposal:

The proposed development will provide workforce housing and is consistent with the vision of the City of Lake Worth Beach and the CRA. The proposed mixed-use development is consistent with the intent of the Transit-Oriented Development (TOD) and the Land Use classification TOD and TOD-E for Zoning. According to the City's Land Development Regulations (LDR), Section 23.3.19, the intent of this designation is "to promote compact, mixed-use development, including multiple-family residential, office and retail, near proposed or existing transportation Infrastructure."

Compliance with the Site Design Qualitative Standards in Section 23.2-31:

1. Harmonious and efficient organization:

Required: 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 site plan has been 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 character of the proposed development is consistent with the Vision for the Major Thoroughfare Design Guidelines, providing for a vibrant, diverse, safe, inviting and sustainable features. With an open plaza, located at the 10th Avenue North frontage, the project invites community interaction. The perimeter public sidewalks provide walkability and connectivity to the on-site pedestrian walkways. The building is placed along the North G Street corridor, with surface parking east of the building, such that it minimizes any adverse effects to its neighbors. Driveway access is placed on the north and west side streets, minimizing vehicular interaction with the pedestrian circulation. On-site parking is designed along the south and east of the property, screening it from public view, by means of low walls and landscaping.*

2. Preservation of natural conditions:

Required: 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 Part II, Chapter 12, Health and Sanitation, Article VIII, 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.

Response: *The subject property is undeveloped, with existing trees and vegetation. Proposed improvements will be provided in compliance with environmental jurisdictional agencies and enhancements will include water quality, water quantity and erosion control measures.*

3. Screening and buffering:

Required: 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: *Screening of the on-site parking is provided by placing it at the rear of the property and will be screened by the buildings and landscape improvements. The solid waste dumpster will be located in an enclosure located at the southeast of the property and will provide collection and storage of solid waste and recyclables. Site lighting will comply with the City's lighting design and illumination standards, such that it will not spill over to surrounding properties. Landscaping of the perimeter buffers will be designed in such a manner as to compliment the architectural style of the buildings.*

4. Enhancement of residential privacy:

Required: 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 project will be consistent with Crime Prevention Through Environmental Design Principles (CPTED) to reinforce the privacy and safety of the residents. The building will be designed to provide acoustical and visual privacy for the residents, by means of building placement, impact windows and high rated insulation. Perimeter landscape plantings will provide visual screening. The proposed building has been placed at 83' from the south property line, in excess of the 15' required, and 69' from the east property line, in excess of the 10' required, thereby allowing for additional residential privacy for the abutting properties.*

5. Emergency access:

Required: 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 by means of the perimeter streets and interior private roadway. Fire truck access to the west side of the building will have access to a proposed fire hydrant and Fire Department Connection (FDC). In addition, the building will have and additional access to an existing fire hydrant at the northeast corner of the property. A truck turning analysis was conducted, using an aerial fire truck template to access the rear drive aisle to maneuver from the side street onto the property. In addition, emergency ambulance templates will also have full access available on all interior drives. The building will be provided with a fire sprinkler system, connected to a Fire Alarm.*

6. Access to public ways:

Required: The 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: Vehicular access is provided by means of driveway connections at 10th Avenue N and N G Street. Pedestrian access is provided along the north and west perimeter public rights-of-way, as well as internal pedestrian pathways.

7. Pedestrian circulation:

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

Response: The on-site pedestrian circulation system is complimentary to the perimeter public sidewalks along the two perimeter streets providing connectivity to the internal parking area, the plaza area and the external public sidewalks.

8. Design of ingress and egress drives:

Required: 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, are provided by means of two driveway connections located at the north and west side streets. The private roadway provides a 22' wide, two-way roadway to connect to the parking area circulation. Due to low traffic volumes and design of perimeter streets, turn lanes are not required.

9. Coordination of on-site circulation with off-site circulation:

Required: 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 proposed vehicular and pedestrian improvements to the public rights-of-way adjacent to the site allow for ingress and egress, as well as on-street parking that will reinforce the desired development pattern. The connection to the existing perimeter roadways of 10th Avenue North and North G Street are not affected. In addition to emergency vehicle accessibility, a truck turning analysis confirmed that solid waste collection vehicles are able to enter the property without conflict. The return radius provided on the entrance drives allow for unrestricted access by emergency and solid waste collection vehicles.

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

Required: 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 provide on-street parking on the west right-of-way, as well as adding or improving to the public sidewalks. On North G Street, there are 12 parallel parking spaces proposed, with two of these spaces to be considered as Temporary Loading spaces. The location of the on-

street parking was designed in coordination with the City. Access to the off-street parking is provided by means of the proposed driveway connection and internal roadway, in compliance with City and FDOT standards.

11. Off-street parking, loading and vehicular circulation areas:

Required: 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 is designed so that the off-street parking, temporary loading and vehicular circulation are located, designed and screened to minimize the impact of noise, glare and odor on adjacent properties. Site lighting and landscaping improvements are designed to comply with the City's standards.*

12. Refuse and service areas:

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

Response: *Refuse and service areas will be provided by means of dumpster, located at the southeast corner of the property and within the dumpster enclosure, where solid waste and recyclables will be collected.*

13. Protection of property values:

Required: 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 proposed project will have a positive impact on the adjoining property values, as well as the overall community values, by means of the site plan elements related to the mixed-use building. The design character of the project is described as inspired by the **Modern Industrial** design style. A mix of bold and straight lines, simple volumes, metal rails, aluminum cantilever balconies, roofs, and entries. Accents are materials that are left after a business vacates its industrial space and becomes an integral part of an industrial style. No other style is so strong with metal elements, bold colors and textures while metal is sleek and modern.*

Transitional development:

Required: 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.

Response: *This project site is located in the Transit-Oriented Development (TOD) land use and TOD-E zoning areas, therefore this section does not apply. However, the site plan is designed with the principles of the new urbanism, inspired by the old industrial style, strategically oriented within the site creating an icon along the main intersection which will be integrated into the surrounding area.*

Consideration of future development:

Required: 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 project is a single-phase project that will complement the City and CRA's Vision for the TOD-E area, City's Land Development Regulations, the Major Thoroughfares Design Guidelines and the Sustainability /Economic Development objectives, as well as, the design of the site and building that are consistent with urban design principles. Therefore, it is requested that the review authority consider that the above standards are met.

Compliance with Community Appearance Criteria Section 23.2-31(l):

The general requirements outlined in this section are minimum aesthetic standards for all site developments, buildings, structures, or alterations within the corporate limits of the city, except single-family residences. However, additions to existing buildings and sites shall be subject to review by the development review official for a determination regarding submission to the planning and zoning board or historic resources preservation board for review. All site development, structures, buildings or alterations to site development, structures or buildings shall demonstrate proper design concepts, express honest design construction, be appropriate to surroundings, and meet the following community appearance criteria:

Required:

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

Response:

*The proposed Lake Worth Station project will adhere to the Compliance with Community Appearance Criteria. The design and layout of the site are consistent with the Major Thoroughfare Design Guidelines. The elevations are inspired by the **Modern Industrial** architectural style, as well as the Design Guidelines. The project will enhance and embrace the City's Vision, creating a vibrant, safe, inviting and sustainable community asset.*

Major Thoroughfare Design Guidelines:

- Encourage high-quality mixed-use infill development that is comprised of residential, office, entertainment, and commercial uses.
- Provide the residents living in the upper floors of a mixed-use development with high-quality standards of living.
- Protect the pedestrian and enhance the pedestrian environment and scale.
- Provide residents with entrances separate from office and commercial spaces.
- Create a base that distinctly grounds the building, and which enhances the streetwall along each thoroughfare.
- Developments should include open spaces accessible to the public, located on the ground floor, as well as private spaces for residents.
- 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.
- Ensure compatibility between adjacent uses, especially residential.

Response: The site elements comply with the guidelines state above. The proposed development is consistent with the City's Comprehensive Plan and the CRA's redevelopment initiatives and programs.

MIXED USE URBAN PLANNED DEVELOPMENT: Per Section 23.3-25.e

Project Narrative addressing the following:

- A general description of the proposed development, including the total acreage involved in the project; the number and percentage of acres devoted to various categories of land use; the number and type of dwelling units proposed and the overall project density in dwelling units per gross acre; the minimum design standards for such features as lot shape and size, building size and lot coverage, open space, off-street parking and loading, signs, and landscaping;

Response: The project consists of a 1.084 acre site, to be developed in a single phase and single building. The 5-story building will provide 81 multi-family units. Two of the units will serve as a Leasing/Clubroom and a Co-Work Office. Parking is provided in excess of required. Also provided are bicycle parking, as well as four electric charging spaces. Refer to the following detailed information.

LAKE WORTH STATION - SITE DATA

EXISTING ZONING	TOD-E	Transit Oriented Development East
PROPOSED ZONING	TOD-E	Transit Oriented Development East
EXISTING FUTURE LAND USE	TOD	Transit Oriented Development
PROPOSED FUTURE LAND USE	TOD	Transit Oriented Development
PCN #		38-43-44-21-15-274-0080
		38-43-44-21-15-274-0070
		38-43-44-21-15-274-0040
		38-43-44-21-15-274-0030
		38-43-44-21-15-274-0020
PROPOSED USE	Multi-family and Workforce Housing	
ANTICIPATED DATE OF COMPLETION	December 2024	
	REQUIRED	PROVIDED
LOT AREA (square feet)	13000	47233
LOT AREA (acres)	0.298	1.084
LOT WIDTH (feet)	100	135
BUILDING HEIGHT (feet)	30	54'-10"
NUMBER OF STORIES	2	5
BUILDING SETBACKS		
FRONT-North (10th Ave North)	10'	18'
REAR-South (Residence)	15'	83'
SIDE STREET-West (North G Street)	10'	9' (waiver)
SIDE STREET-East (Alley)	10'	69'
RESIDENTIAL DENSITY (du/acre)	60	81
Basis of Increase: 25% Increase for Planned Development, per FLU, Policy 1.2.3.4; 60 du/acre + 25% = 75 du/acre * 1.084 acres = 81 du		
1 Bedroom/1 Bathroom		63
2 Bedroom/2 Bathroom		18
Workforce Housing (1 Bedroom/1 Bathroom)		39
BUILDING AREA (SF)	23617	13854
	50.00%	29.33%
FLOOR AREA RATIO (FAR)	1.5	1.43
BUILDING COVERAGE	50%	29%
GROUND FLOOR		13854
BUILDING FLOOR AREA (sf)		
GROUND FLOOR		13854
2ND FLOOR		13854
3RD FLOOR		13854
4TH FLOOR		13854
5TH FLOOR		12236
TOTAL BUILDING COVERAGE AREA		67652
TOTAL BUILDING FAR	1.5	1.43%
LIVING AREA		
1 Bedroom Units - Center Units	600 SF	584 (waiver)
1 Bedroom Units - Perimeter Units	600 SF	584 (waiver)
2 Bedroom Units	750 SF	891
IMPERMEABLE SURFACE (IMPERVIOUS)	65%	62%
BUILDING (Ground Floor)	13854	29.33%
DUMPSTERS ENCLOSURE AND PAD	245	0.52%
SIDEWALKS AND RAMPS	3361	7.12%
BIKE RACKS (concrete)	64	0.14%
DECORATIVE LOW WALLS	79	0.17%
CONCRETE CURBS	434	0.92%
PARKING CONCRETE DRIVEWAY	587	1.24%
PARKING PERVIOUS CONCRETE/ASPHALT PAVEMENT (50% pervious)	10701	22.66%
PERMEABLE SURFACE (PERVIOUS)	35%	38%
LANDSCAPE + OPEN SPACE	7194	15.23%
PARKING PERVIOUS CONCRETE/ASPHALT PAVEMENT (50% pervious)	10701	22.66%
PARKING REQUIREMENTS		
MB-1BR = 43 UNITS @ 0.75 PER UNIT	95	See below.
MF-2BR = 18 UNITS @ 1.25 PER UNIT	32	See below.
ADMINISTRATIVE/LEASING Office = 891 SF @ 1 PER OFFICE.	1	See below.
CO-WORK RENTAL OFFICE = 891 SF @ 1 PER 400 SF	2	See below.
GROSS PARKING REQUIRED	129	See below.
MIXED-USE SHARED 25% PARKING CREDIT	32	
NET PARKING REQUIRED	97	See below.
REQUIRED PARKING	97	98
Off-street (on-site) Regular Parking Spaces		84
Off-street (on-site) Compact Parking Spaces @ 25% of Required Parking		19
Off-street (on-site) Handicap Parking Spaces		2
Side-street Parallel Parking Spaces (not including 2 delivery & rideshare spaces)		12
Bonus Parking = Bike Racks = 1 set of 4 = 1 @ 1 space per 4		1
Bonus Parking = Scooter Parking = 6 scooter spaces @ 1 space per 2		0
Electric Charging Spaces (4%)	4	4

PARKING ANALYSIS

TYPE	# UNITS	SF each	REQ'D/UNIT	#SPACES
MF-1BR	63		1.5	95
MF-2BR	18		1.75	32
Leasing Space (Administrative)	1	891	1	1
Co-Work Space (Rentable)	1	891	1/400	2
TOTAL REQUIRED				129
MIXED-USE SHARED PARKING CREDIT = 25%				32
TOTAL PARKING REQUIRED =				97
PROVIDED:				
OFF-STREET PARKING (regular and compact)				85
ON-STREET PARKING (including 2 delivery & rideshare spaces)				12
SUBTOTAL PROVIDED				97
PLUS BIKE RACK CREDIT				1
PLUS SCOOTER CREDIT				0
TOTAL PARKING PROVIDED =				98
NOTE:				
ELECTRIC CHARGING SPACE = 4% of off-street parking				3.4
TO BE INSTALLED THIS PHASE =				4
TO BE INSTALLED IN FUTURE PHASE =				0

- A statement indicating the manner in which the proposed project complies with the comprehensive plan:

Response:

1. Location: The project is located within a mixed-use district east of Interstate 95, which is designated as Transit Oriented Development-East.
2. Minimum area required: The project area is 1.084 acres, which exceeds the minimum area required of 0.5 acres.
3. Permitted uses: This project is a mixture of residential and office uses, which are permitted uses.
4. Required setbacks: The required setbacks are provided along the north, south and east. A waiver is requested along the west side of the property, a reduction of 1 foot from 10 feet to 9 feet. Justification of this request is based on the proposed on-street parking and workforce housing.
5. Parking and loading space requirements: The parking analysis, as shown below, indicates 97 parking spaces required. Total parking provided is 98, including credit for the bike rack. There are two delivery and rideshare parking spaces provided on North G Street.
6. Landscaping/buffering: Landscaping and buffering are provided as required.
7. Illumination: Site lighting is compliant with the illumination limit of one (1) foot candle at the boundaries of the project site.
8. Outdoor storage: There are no outdoor storage facilities proposed for this project.
9. Sustainability: Sustainability features shall be included in the project design and in compliance with the Florida Green Building Coalition criteria.

The project is consistent with the CRA's redevelopment initiatives and programs. The overall project site was assembled from five (5) parcels, as shown on the survey provided. As per the Future Land Use Element Policy 1.1.1.8, the project provides live-work units and compact, sustainable urban infill residential development that meets the vision for the Transit-Oriented Development (TOD) land use and TOD-E zoning district, as well as the Major Thoroughfare Design Guidelines. The project is also consistent with the intent of the Sustainable Bonus Incentive Program, which allows an increase in density, intensity and height.

*The proposed project is consistent with and furthers the applicable Goals, Objectives and Policies of the City's **Comprehensive Plan**, which are as follows:*

GOAL 1.2: To strive to foster the City of Lake Worth as a livable community where live, work, play and learn become part of the daily life of residents and visitors.

Objective 1.2.2: The City shall facilitate a compact, sustainable urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services, and to reduce dependence on the automobile. This can be accomplished by concentrating more intensive growth within the City's mixed use, high density residential and transit-oriented development (TOD) areas.

Policy 1.2.2.1: The City shall continue to promote compact developments within the mixed-use high density residential and TOD areas while providing adequate public services for each development in the most cost-effective manner possible.

Objective 1.2.3: The City shall establish incentives to help support the creation of a compact, sustainable, community-oriented development by implementing a Sustainable Bonus Incentive Program.

Objective 1.2.4: The City shall establish incentives to encourage the redevelopment of the City's stressed and blighted areas through a formal Transfer of Development Rights Program.

Policy 1.2.4.1 The City shall implement a Transfer of Development Rights Program as described in Policy 1.2.4.4 to provide for increased density, intensity and height allowances through the purchase of development potential from the City's properties with a Public Future Land Use Designation.

GOAL 1.6: To support and coordinate with the City's Community Redevelopment Area (CRA) infill and redevelopment initiatives and programs and to provide incentives for the continued redevelopment of the historic downtown commercial core of the City.

Objective 1.6.1: To support the redevelopment of older urban area.

Policy 1.6.1.1: The City shall support redevelopment with recommended regulations pertaining to height, density, design, mixed use, neighborhood compatibility and protection of historic resources.

***Response:** A **waiver** is hereby requested to allow that the west setback along North G Street be reduced by 1'. This will allow the architectural character of the building to keep in balance the massing proportion for the overall site, as well as keeping the residential units consistent. An additional waiver is requested to reduce the living area for the one-bedroom units from 600 square feet to 584 square feet. This represents a 2.7% reduction, below the 15% decrease allowed by the Comprehensive Plan, Policy 3.1.2.2 and the Affordable/Workforce Housing Ordinance 2022-12. Otherwise, the development proposal complies with the referenced sections above.*

Policy 1.6.1.2: The City shall encourage new development, infill and redevelopment in conjunction with existing or planned transit improvements where possible.

- The proposed schedule of development which identifies the anticipated project start and completion dates, stages of development (if any), and the area and location of common open space to be provided at each stage;

***Response:** The anticipated total construction time, from issuance of the building permit, 265 days. The anticipated start date is December 2022. The common open space is located in the open plaza area and will be available upon completion of construction.*

- Compliance with the General Provisions and Requirements in Section 23.3-25(b), which are as follows:

Utilities: All utilities, including telephone, cable television, and electrical service systems, shall be installed underground. However, the following facilities may be exempt from this requirement:

- A. Accessory facilities normally associated with such systems that require above-ground installation, provided such facilities are screened adequately; and
- B. Primary facilities, such as electric substations, providing service to the planned development or to service areas not located within the planned development. Primary facilities shall be screened or landscaped.

***Response:** Utilities will be installed underground, in accordance with the criteria noted in subsection A, i.e., fire hydrants, backflow preventers, etc. Primary facilities will be screened by means of landscaping.*

Visibility triangle: In all planned development, visibility at all street and alley intersections shall be provided pursuant to section 23.4-4.

***Response:** The visibility/site triangle is noted on the site plan and landscape plan.*

Open space: In all planned development, sufficient areas of common open space shall be provided at each stage of development and upon completion of development. Such common open space shall include areas not covered by water.

***Response:** The open space provided is comprised of green space and hardscape. The total open space, located within the open plaza and perimeter landscape areas, provided as follow:*

Green Space = 7,194 SF = 0.165 AC. = 15.23%
Concrete Sidewalk, Ramps and Plaza = 3,361 SF = 0.077 AC. = 7.12%
Total Open Space = 10,555 SF = 0.242 AC = 22.35%

- **Establishment of planned development districts:** All planned developments shall comply with sections 23.2-27, 23.2-28 and 23.2-29. Planned development districts will be established from designated existing zoning districts by amendment to the official zoning map for tracts of land suitable in location, extent, and character for the structures and uses proposed.

Response: *Acknowledged.*

- **Unified control:** All land included for purpose of development within a planned development district shall be owned or under the control of the petitioner for such zoning designation, whether that petitioner be an individual, partnership or a corporation, or a group of individuals, partnerships or corporations. The petitioners shall present firm evidence of the unified control of the entire area within the proposed planned development district and shall agree that when the development proceeds:
 - It will be in accordance with the ordinance officially adopted for the district and the regulations in effect when the planned development was approved.
 - Agreements, contracts, or deed restrictions and covenants will be provided to the city to insure 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.

Response: *The property will be unified under a Declaration of Unity of Title or other means. The developer/applicant will execute any necessary agreements with the City and CRA.*

- **Master development plan.** Any petition for planned development district zoning shall be accompanied by a professionally prepared master development plan.

Response: *A master development site plan is provided.*

- Supporting information. Applications for planned development approval shall include the all documentation set forth above.

Response: *Applications are submitted together with this document and supporting documents.*

- Professional services required. A master development plan for any proposed planned development district shall be prepared utilizing the professional services of individuals possessing appropriate licensure or registration.

Response: *Acknowledged and provided.*

- Application fees. Application fees for planned development districts shall be established and amended by resolution of the city commission.

Response: *Acknowledged and provided.*

Conditional Use:

Justification Statement to address the Conditional Use Criteria in Section 23.2-29.d and Section 23.2-29-e, which are as follows:

- **General findings** relating to harmony with LDRs and protection of public interest. Prior to approving any Conditional Use permit, the decision making authority shall find based on competent and substantial evidence that:
 - 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.
 - The Conditional Use exactly as proposed at the location where proposed will be in harmony with existing uses in the immediate area where located.
 - 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.
 - 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.
- **Specific findings** for all conditional uses. Prior to approving any Conditional Use, the decision making authority shall find that:
 - 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.
 - 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.
 - 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.
 - 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.
 - 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 than would result from development permitted by right.
 - 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 demand on municipal police or fire protection services which does not exceed that likely to result from a development permitted by right.
 - 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.
 - 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.

Response: *The development proposal complies with the referenced sections above.*

SUSTAINABLE BONUS INCENTIVE PROGRAM:

The Sustainable Bonus Incentive Program is outlined in City Code Section 23.2-33 and provides the following criteria, which apply to this project:

1. Any buildings seeking incentives must be over two stories, which allows for increases in height and intensity over baseline maximums. Once a year, the City Commission will establish baseline sustainable bonus values to participate in the program.
2. As part of a planned development, mixed-use planned development, residential planned development, or urban planned development, a project may receive a 25% bonus on density, intensity, and height over the baseline. For each project requesting the additional bonus, twice the baseline sustainable bonus value will apply to each square foot above the maximum base threshold.
3. For mixed-use urban planned developments located west of Dixie Highway, which include at least three (3) use categories, one being residential, an additional 50% bonus in density, intensity, and height over the baseline may be obtained. For each project requesting the additional bonus, twice the baseline sustainable bonus value will apply to each square foot above the maximum base threshold.

Response: This project proposes use of the Sustainable Bonus Incentive Program for the following:

- *Increase the height of proposed building to 54'-10".*
- *Increase the number of stories of proposed building to 5 stories*
- *Increase the density of the project from 60 du/acre to 75 du/acre*

The project will provide a community benefit by means of workforce housing. In addition, it will incorporate sustainable design and development principles, including best practices, pervious concrete pavement, rainwater harvesting, native materials, etc.

4. Projects incorporating transfer development rights must be a mixed use urban planned development, planned development, mixed use planned development or residential planned development.

Response: The project is proposed as a mixed-use planned development with multi-family residential and work space.

5. Projects must have incorporated all of the density, height and intensity bonuses available under the sustainable bonus program prior to being eligible for the transfer development rights program.

Response: The project proposal does not require TDR allowances for the proposed building:

Sustainable Bonus Incentive	Area (sf)	Unit Cost (per sf)	Value
Building			
Third Floor	0	\$5	\$0, due to community benefit of affordable housing
Fourth Floor	13,854	\$5	\$69,270
Fifth Floor	26,090	\$10	\$260,900
Sustainable Value			\$330,170

Transfer Development Rights	Area (sf)	Unit Cost (per 10)	Value
Primary Building	0	\$10	\$0

Total Incentives Value	\$330,170
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Incentives provided		
50% Cash to City	on-site	\$165,085
Open Plaza	on-site	\$30,000
Public Art - Sculpture	on-site	\$95,000
Landscape Enhancement		\$50,000
TOTAL		\$340,085

Total Incentives Provided	\$340,085
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LDR SECTION 23.2-33.C.2: Review/Decision

Review/decision: The development review official shall review the application along with the zoning approvals otherwise required of the development proposal under these LDRs. Development applications that require further review or approval by a decision-making board shall also include the development review official's recommendation regarding the award of bonus height or intensity (the "incentive award") under the program. Any decision on the incentive award shall be made by the planning and zoning board, the historic resources planning board, or the city commission as applicable. A decision on an incentive award may be appealed under the procedures applicable to the development application with which it is associated. No waiver or variance may be granted regarding the incentive award. The award of bonus height or intensity under this program shall be based on the following criteria:

- (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: *With the proposed improvements, the balance will be achieved.*

- (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 improvements include workforce housing, higher quality and additional open space, pervious concrete pavement and public art (sculpture).*

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

Response: The proposed off-site parking will provide public parking, as well as loading/unloading.

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

Response: The proposed features and improvements meet the intent of the Sustainable Bonus Incentive Program.

Based on the information provided and contained herein, we hereby request approval of the Major Site Plan, Planned Development District and Sustainable Bonus Incentive Program.

If you have any questions, please contact me at (954) 974-2200, EXT. 52120, or at patricia.ramudo@ibigroup.com.

Sincerely,

IBI Group Professional Services (USA) Inc.



Patricia F. Ramudo, PE LEED AP
Manager of Engineering