



## HISTORIC RESOURCES PRESERVATION BOARD REPORT

**HRPB Project Number 26-00100008:** Consideration of a Certificate of Appropriateness (COA) for new construction of a 4.5 story parking garage structure at approximately 25 S K Street. The subject property is comprised of 3 vacant parcels and two surface parking lots, and is a non-contributing resource to the Old Town Historic District. The subject properties are located in the Downtown (DT) Zoning District, and have a future land use designation of Downtown Mixed Use (DMU).

**Meeting Date:** April 29, 2026

**Property Owner:** City of Lake Worth Beach

**Applicant:** Lance Lilly, Chen Moore and Associates

**Address:** Approximately 13 S K Street, 19 S K Street, 25 S K Street, 710 1<sup>st</sup> Avenue South and 704 1<sup>st</sup> Avenue South

**PCN:** 38-43-44-21-15-019-0220; 38-43-44-21-15-019-0230; 38-43-44-21-15-019-0290; 38-43-44-21-15-019-0302; 38-43-44-21-15-019-0301

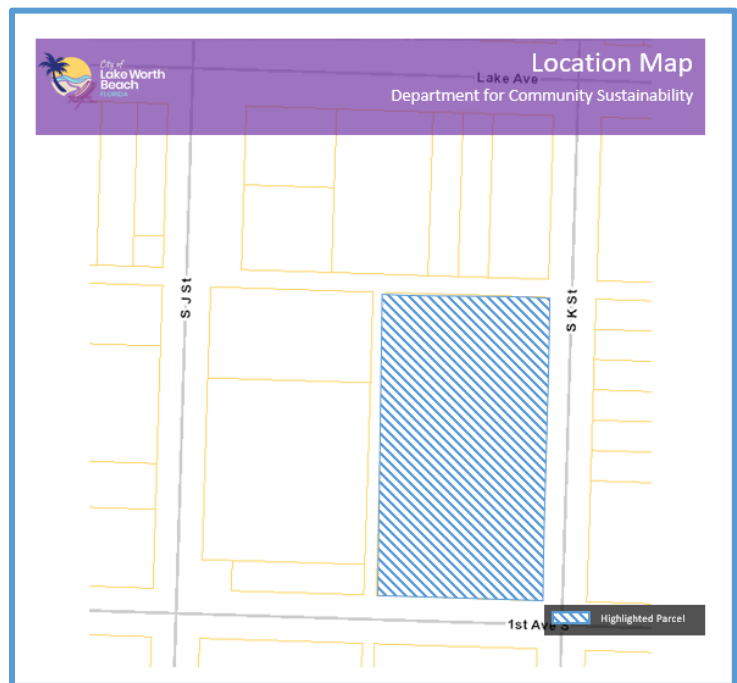
**Size:** ±0.80 acres / 35,000 SF (inclusive of 5' of abandoned alley ROW)

**General Location:** Northwest corner of 1<sup>st</sup> Avenue South and South K Street, inclusive of 5' of abandoned north-south alley right-of-way.

**Existing Land Use:** Vacant, Surface Parking

**Current Future Land Use Designation:** Downtown Mixed Use (DMU)

**Zoning District:** Downtown (DT)



## RECOMMENDATION

The documentation and materials provided with the application request were reviewed for compliance with the applicable guidelines and standards found in the City of Lake Worth Beach Land Development Regulations (LDRs), the Historic Preservation Design Guidelines, and for consistency with the Comprehensive Plan. The proposed new garage structure is consistent with the City's Land Development Regulations as analyzed (please see Staff Report for associated planned development). As proposed, the structure's design is consistent with the Historic Preservation Ordinance and the Historic Preservation Design Guidelines' requirements for new construction. While new construction of a large parking garage structure is atypical in historic districts, the proposed new construction is in keeping with the broader commercial character of the Old Town Historic District and will promote the redevelopment and revitalization of historic structures within downtown Lake Worth Beach while promoting the redevelopment of current surface parking and vacant property.

## PROJECT DESCRIPTION

The applicant, Lance Lilly, on behalf of the property owner the City of Lake Worth Beach, is requesting approval for the construction of a new ±95,854 square foot parking garage structure at approximately 25 S K Street (please see location map for exact location). The subject parcel (to be unified by the applicant) is an assemblage of currently vacant properties, surface parking lots, and inclusive of 5' proposed alley ROW abandonment (±1,250 sf), subject to City Commission approval in Ordinance 2026-05. These properties total approximately 35,000 sf, a survey of which is included in **Attachment A**. The development is located in the Downtown (DT) Zoning District and has a Future Land Use (FLU) designation of Downtown Mixed Use (DMU).

## PUBLIC COMMENT

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

## BACKGROUND

The subject property as shown on the location map on page 1 currently consists of an assemblage of City-owned surface parking lots and vacant, currently undeveloped parcels. Full background on each individual site is included in the larger Planned Development Application.

## ANALYSIS

### Consistency with the Comprehensive Plan

The subject properties have a Future Land Use (FLU) designation of Downtown Mixed Use (DMU). Per Comprehensive Plan Future Land Use Element Policy 1.1.1.7, the Downtown Mixed Use land use designation is intended *"to provide for the establishment and expansion of a broad range of office, retail and commercial uses, and some residential within the traditional downtown core of the City. Diversity of retail uses is encouraged; however, certain commercial uses are not permitted in the Downtown Mixed-Use category because they would be detrimental to the shopping or office functions of the area. The maximum density of permitted residential development is 40 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. The implementing zoning districts are DT, MU-E, MF-20 and MF-30."* The proposal would promote the establishment of a parking facility intended to serve as public parking for a broad mix of downtown retail, commercial and residential establishments.

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

- FLU Element - Objective 1.2.1: To promote the location of high-quality retail, office and mixed use projects in the Downtown Mixed Use (DMU) and Mixed Use East (MU-E) designations as the prime retail and commercial areas of the City.
- FLU Element - Goal 1.3: To preserve and enhance the City's community character as a quality residential and business center within the Palm Beach County urban area.
- FLU Element - Objective 1.3.3: To adopt and utilize innovative land development regulations that implement the goal of preserving and enhancing the character of Lake Worth as an attractive residential community and business center.

- FLU Element – Goal 1.6: To support and coordinate with the City’s Community Redevelopment Area (CRA) infill and redevelopment initiatives and programs and to provide incentives for the continued redevelopment of the historic downtown commercial core of the City.
- FLU Element - Objective 1.6.3: To continue to improve the quality of public infrastructure in downtown Lake Worth.

Therefore, the proposed development request is consistent with the goals, objectives, and polices of the City of Lake Worth Beach’s Comprehensive Plan.

#### Consistency with the Land Development Regulations - Zoning

The new construction of the proposed parking garage is associated with the establishment of a broader Mixed-Use Urban Planned Development at the subject site and is associated with the relocation of two additional historic structures from 17 South M Street. Full review of the City’s Land Development Regulations, including compliance with zoning and permitted land uses, is provided under separate cover for the subject application.

#### Consistency with the Land Development Regulations – Historic Preservation

All new construction within a designated historic district shall be visually compatible. New buildings should take their design cues from the surrounding existing structures, using traditional or contemporary design standards and elements that relate to existing structures that surround them and within the historic district as a whole. Building design styles, whether contemporary or traditional, should be visually compatible with the existing structures in the district. The visual compatibility criteria for new construction within the city’s historic districts is located in [Section 23.5-4\(k\)\(3\)\(A\)](#) in the LDRs. Staff has reviewed the criteria and provided an analysis in the section below. The applicant has also submitted a Justification Statement, provided in this report as **Attachment D**.

**Section 23.5-4(k)3.A – Additional Guidelines for New Construction:** *In approving or denying applications for certificates of appropriateness for new construction, the City shall also, at a minimum, consider the following additional guidelines which help to define visual compatibility in the applicable property's historic district:*

- (1) *The height of proposed buildings shall be visually compatible and in harmony with the height of existing buildings located within the historic district.*

**Analysis:** The 4.5 story garage will be taller than the generally two story structures in the surrounding vicinity, however, this is a somewhat unavoidable condition in order to maximize the available parking on the site. Having some additional height or scale will be substantially more visually compatible and appropriate than the current surface parking lot, which provides a visual gap in the fabric of the downtown area under current conditions.

- (2) *The relationship of the width of the building to the height of the front elevation shall be visually compatible and in harmony with the width and height of the front elevation of existing buildings located within the district.*

**Analysis:** The width of the front elevation in relation to the height is not overly tall or wide and is therefore generally compatible with other surrounding structures.

- (3) *For landmarks and contributing buildings and structures, the openings of any building within a historic district should be visually compatible and in harmony with the openings in buildings of a similar architectural style located within the historic district. The relationship of the width of the windows and doors to the height of the windows and doors in a building shall be visually compatible with buildings within the district.*

**Analysis:** The proposed design is new construction and therefore the requirements for landmarked or contributing buildings do not apply. As a parking garage structure, the subject new construction does not feature fenestration such as windows and doors in the traditional sense, with the exception of the pedestrian lobbies for access to the garage. However, the garage features appropriate patterning of openings along the ground floor and the applicant has taken care to ensure that the width and height of the openings of the garage are suitably broken up by architectural features which serve to provide an appropriate patterning of width to height along the entirety of the façade.

- (4) *The relationship of solids to voids in the front facade of a building or structure shall be visually compatible and in harmony with the front facades of historic buildings or structures located within the historic district. A long, unbroken facade in a setting of existing narrow structures can be divided into smaller bays which will complement the visual setting and the streetscape.*

**Analysis:** The applicant has taken care to divide the façade into smaller divisions by incorporating planar breaks and architectural elements which provide visual depth to the façade. On the ground floor, the pedestrian experience is designed with a green wall element, which provides visual interest and avoids the appearance of a long unbroken façade treatment.

- (5) *The relationship of a building to open space between it and adjoining buildings shall be visually compatible and in harmony with the relationship between buildings elsewhere within the district.*

**Analysis:** The siting and location of the proposed garage creates an appropriate buffer between the structure and the surrounding residential and commercial structures. The provided 50' front setback off of 1<sup>st</sup> Avenue South allows for the relocated structures from 17 S M Street to be appropriately situated at the required 10' setback, therefore creating an open space as much as feasible between the relocated structures and garage.

- (6) *The relationship of entrance and porch projections to sidewalks of a building shall be visually compatible and in harmony with the prevalent architectural styles of entrances and porch projections on buildings and structures within the district.*

**Analysis:** The pedestrian and vehicular entrances to the parking structure are not overly wide and are generally in keeping with the size and spacing of other entrances to structures within the broader Old Town Historic District.

- (7) *The relationship of the materials, texture and color of the façade of a building shall be visually compatible and in harmony with the predominant materials used in the buildings and structures of a similar style located within the historic district.*

**Analysis:** The applicant has proposed a design which incorporates a variety of color and textural elements to adequately provide architectural breaks to the façade. The structure is proposed to be constructed of pre-cast panels with a mixture of colors, and utilizes vertical metal fin elements to emulate elements found on structures within the surrounding historic district.

- (8) *The roof shape of a building or structure shall be visually compatible and in harmony with the roof shape of buildings or structures of a similar architectural style located within the historic district.*

**Analysis:** The proposed new structure does not feature a traditional roof as typically understood in this criteria. However, the proposed design of the structure features flat roofed elevator enclosures, symmetrical eyebrow

detailing and successfully echoes the rooflines of surrounding commercial structures within the Old Town Historic District, which largely feature flat roofed structures.

- (9) *Appurtenances of a building, such as walls, wrought iron, fences, evergreen, landscape masses and building facades, shall, if necessary, form cohesive walls of enclosures along a street to ensure visual compatibility of the building to the buildings and places to which it is visually related.*

**Analysis:** The site features are appropriate for the structure and its context in the neighborhood.

- (10) *The size and mass of a building in relation to open spaces, the windows, door openings, porches and balconies shall be visually compatible and in harmony with the buildings and places to which it is visually related.*

**Analysis:** The proportions of window and door openings are sized appropriately in scale to the structure itself and its surroundings. While the garage does not feature glazing in the exterior openings, the various sections of the structure create the appearance of different styles of window openings and therefore avoid an overly symmetrical appearance.

- (11) *A building shall be visually compatible and in harmony with the buildings and places to which it is visually related in its directional character: vertical, horizontal or non-directional.*

**Analysis:** While the proposed new structure is somewhat more tall than the surrounding structures in the area, which are generally limited to 2 stories, the visual breaks in façade do provide a visual harmony with the existing commercial structures in the Downtown area which are typically divided into retail bays.

- (12) *The architectural style of a building shall be visually compatible with other buildings to which it is related in the historic district, but does not necessarily have to be in the same style of buildings in the district. New construction or additions to a building are encouraged to be appropriate to the style of the period in which it is created and not attempt to create a false sense of history.*

**Analysis:** The proposed new structure is clearly designed as contemporary parking garage, and does not attempt to suggest a false sense of history or development of the subject site.

- (13) *In considering applications for certificates of appropriateness to install mechanical systems which affect the exterior of a building or structure visible from a public right-of-way, the following criteria shall be considered:*

- (a) *Retain and repair, where possible, historic mechanical systems in their original location, where possible.*

**Analysis:** This requirement is not applicable to the new construction project.

- (b) *New mechanical systems shall be placed on secondary facades only and shall not be placed on, nor be visible from, primary facades.*

**Analysis:** Full review of the proposed mechanical systems is included under the associated site plan approval. No mechanical systems shall be visible from primary facades and shall not be located as to impact the design of the proposed structure.

- (c) *New mechanical systems shall not damage, destroy or compromise the physical integrity of the structure and shall be installed so as to cause the least damage, invasion or visual obstruction to the structure's building materials, or to its significant historic, cultural or architectural features.*

**Analysis:** This requirement is not applicable to the proposed non-historic new construction project.

(14) *The site should take into account the compatibility of parking facilities, utility and service areas, walkways and appurtenances. These should be designated with the overall environment in mind and should be in keeping visually with related buildings and structures.*

**Analysis:** The proposed new construction is a public parking garage, and therefore is not subject to compatibility of parking facilities as a parking facility is its primary use. However, the structure has been sensitively designed with the overall environment in mind and ingress and egress, utility and service areas and other access features will not be substantially more out of character with the surrounding environment than the current vacant lots or surface parking lots.

#### **Consistency with the Historic Preservation Design Guidelines**

Per the Lake Worth Beach Historic Guidelines, *“New construction can be designed utilizing the architectural language of one of the 10 defined primary styles, or an alternative yet compatible style. It is very important that new construction not hybridize the styles, borrowing pieces from one and another. This approach creates confusion and dilutes the intrinsic value of the historic structures and styles. The best approach is to choose one style of architecture, and to design a structure that utilizes the common characteristics, proportions, and materials of that style.”*

**Analysis:** New construction in the City’s historic districts is not limited to any particular architectural style, but typically should align with one architectural style consistently rather than utilizing elements from many different styles. The proposed design does not fall within one of the 10 defined primary styles, but does avoid hybridizing historic styles or creating a false sense of development. The flat roof design of the structure, including the incorporation of horizontal eyebrow elements to square off the top level of the garage creates an appropriate visual harmony and alignment with other commercial properties within the district. Similarly, the opening patterns on the structure create a varied appearance which is in keeping with the fenestration patterns typically found on historic structures within the district.

### **CONCLUSION AND CONDITIONS**

The proposed new construction application is consistent with the City’s Land Development Regulations. As proposed, the structure’s design is consistent with the Historic Preservation Ordinance and the Historic Preservation Design Guidelines’ requirements for new construction. While a parking garage does not immediately translate itself well to a defined historic architectural style, the applicant has applied a variety of textures, patterns and architectural dimensions to the structure which are reminiscent of commercial structures in the broader Old Town Historic District, and provides a more appropriate pattern of urban development in accordance with the historic development pattern of the urban core rather than a surface parking lot and vacant land as currently exists at the site. If the HRPB moves to approve the new construction request, staff has drafted conditions of approval below.

#### **Conditions of Approval:**

- 1) Any proposed mural on the parking garage structure shall be subject to separate HRPB review and approval.
- 2) All conditions of approval from Ordinance 2026-05 shall apply.

### **BOARD POTENTIAL MOTION:**

I MOVE TO **APPROVE** HRPB Project Number 26-00100008 with staff recommended conditions of approval for a Certificate of Appropriateness (COA) for the construction of a new 4.5 story parking garage at approximately **25 S K Street**, based upon the competent substantial evidence in the staff report and pursuant to the City of Lake Worth Beach Land Development Regulations and Historic Preservation requirements.

I MOVE TO **DISAPPROVE** HRPB Project Number 26-00100008 for a Certificate of Appropriateness (COA) for the construction of a new 4.5 story parking garage at approximately **25 S K Street**, because the Applicant has not established by competent substantial evidence that the application complies with the City of Lake Worth Beach Land Development Regulation and Historic Preservation requirements [Board Member Please State Reasons].

**Consequent Action:** *The Historic Resources Preservation Board's decision will be final decision for the new construction. The Applicant may appeal the Board's decision to the City Commission.*

#### ATTACHMENTS

- A. Plan Set
- B. Survey
- C. Photos
- D. Applicant's Justification Statement