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December 9, 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
 Residential Urban Planned Development, 1.438 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, 1.438 acres

Property Control Numbers:

East Parcel:

- 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**

West Parcel:

- 38-43-44-21-15-272-0010**

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.

East Parcels:

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

West Parcel:

Parcel 1: Lot 10, Block 272, 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: Residential development, comprised of:

Residential: 91 units (5 Studio, 60-1BR, 23-2BR and 3-3BR)

Leasing Office/Amenities: 1,071 square feet

Project Background:

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

The east side of the unified property is bordered by:

North: 10th Avenue North

South: Multi-family Parcel, which is not included in the project.

West: North G Street

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

The west side of the unified property is bordered by:

North: 10th Avenue North

South: 9th Avenue North

West: FEC Railroad

East: North G Street

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 residential project includes the construction of a five-story building, surface parking and site amenities, to serve 91 residential units and 1 Leasing/Amenity office. Of the 91 residential units, 5 will be Studio units, 60 will be 1-bedroom units, 23 will be 2-bedroom units and 3 will be 3-bedroom units. With 39 of the units, of variable type on a first-come/first-served basis, will be workforce housing.

The site will provide water, sewer and stormwater facilities, as well as a tot lot, dog park 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 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

The concept behind this project is intended to provide a residential development with an open plaza to serve the residents and businesses, as well as the community. The project will consist of one building, with a mix of multi-family units (Studio, 1, 2 and 3 Bedrooms). At grade, on-site and off-site parking are also provided. A linear nature/educational park is proposed on the west parcel, abutting the FEC right-of-way.

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, extending into the east parcel. The six 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

West Parcel: Existing elevations vary from 14.14 to 16 +/- 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.

Between East and West Parcels: 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.

West: 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 single family lot is located south of the east parcels and is not included in the proposed development. The 9th Avenue North right-of-way is located along the south of the west

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 residential 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, as well as a linear nature park, the project invites community interaction. The perimeter public sidewalks provide walkability and connectivity to the on-site pedestrian walkways. The building is placed along both North G Street and 10th Avenue North corridors, with surface parking east and south of the building, as well as within the west parcel, such that it minimizes any adverse effects to its neighbors. Driveway access is placed on the east alley and the west side street, minimizing vehicular interaction with vehicular and pedestrian circulation. The driveway connection on the alley has been reviewed by Palm Beach County Fire Rescue and is designed to meet their clearance criteria. On-site parking is designed along the south and east of the building, screening it from public view, by means of low walls and landscaping. Additional parking is provided along North G Street, within the west parcel.*

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: *For the east parcel, screening of the on-site parking is provided by placing it at the east and rear of the property and will be screened by the building 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:

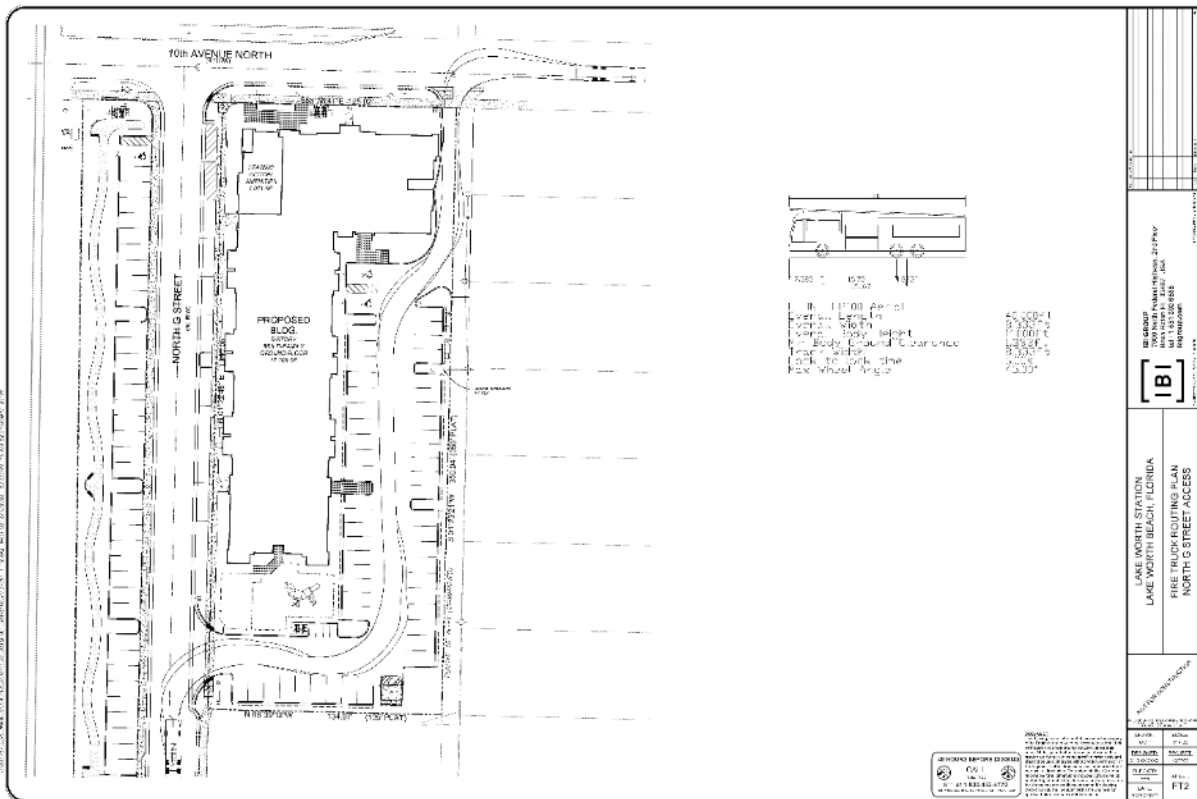
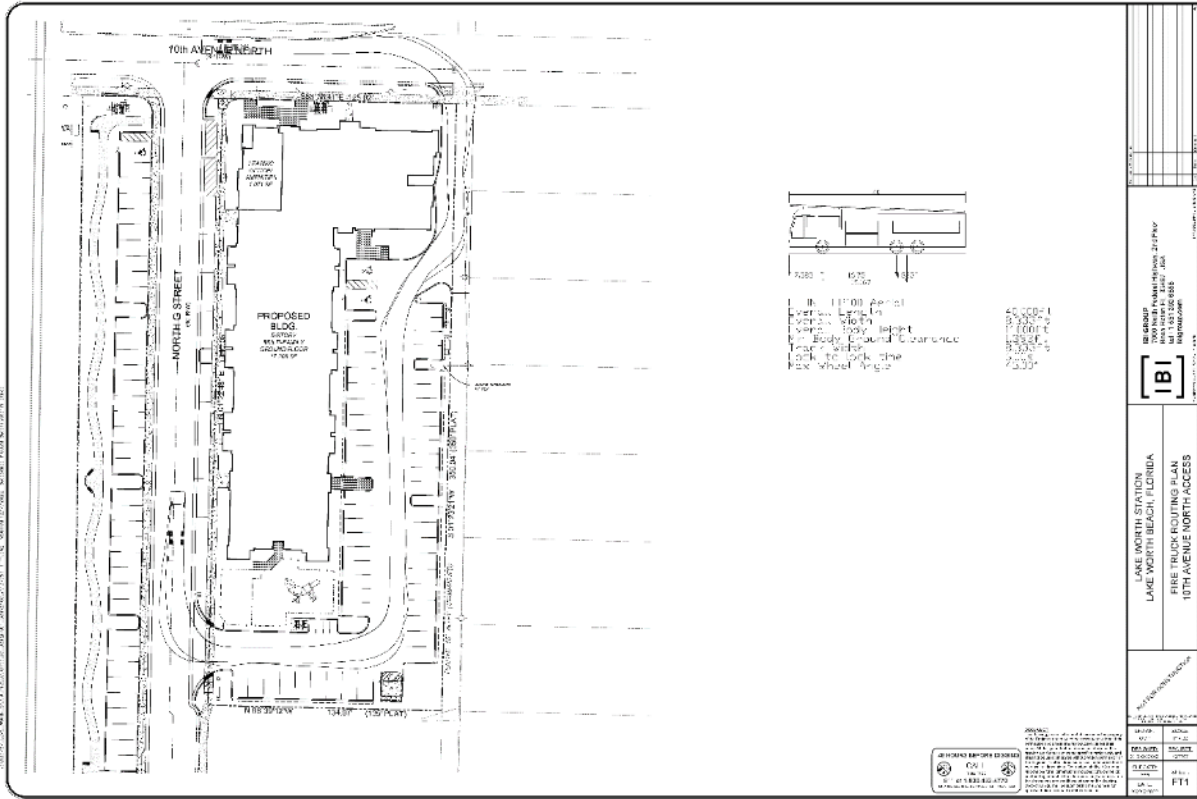
Required: The site plan shall provide reasonable, visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walls, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.

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 84.4' from the south property line, in excess of the 15' required, and 67.3' 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 an 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 vehicles will also have full access available the interior drive. The building will be provided with a fire sprinkler system, connected to a Fire Alarm.*



6. Access to public ways:

Required: The building, 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 the alley, south of 10th Avenue North and North 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 linear park, the internal parking areas, 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 east alley and North G Street. 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 parcel, along the west right-of-way of the North G Street, as well as adding public sidewalks on both sides of the roadway. On North G Street, there are 12 parallel parking spaces proposed, with two of these spaces to be considered as Temporary Delivery/Loading and Rideshare spaces. On the west side of North G Street, the west parcel will offer 37 additional parking 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 connections 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 an on-site 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 residential building. The linear natural park will provide for native vegetation and educational focal points. The proposed tot lot and dog park are situated such that the maximum number of signature trees are preserved. 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 become 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(I):

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 1.438 acre site, to be developed in a single phase and single building. The 5-story building will provide 91 multi-family units, together with amenity spaces, including a ground floor leasing space and a fifth floor amenity space. Parking is provided in excess of required. Also provided are bicycle and scooter parking, as well as four electric charging spaces. Refer to attached 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	
	38-43-44-21-15-272-0100	
PROPOSED USE	Multi-family and Workforce Housing	
ANTICIPATED DATE OF COMPLETION	December 2025	
	REQUIRED	PROVIDED
LOT AREA (square feet)	13000	62640
LOT AREA (acres)	0.288	1.438
LOT WIDTH (feet)	100	135
BUILDING HEIGHT - To top of parapet (feet)	55	55'-4"
NUMBER OF STORIES	2	5
BUILDING SETBACKS		
FRONT-North (10th Ave North)	10'	15
REAR-South (Residence)	15'	84.4
SIDE STREET-West (North G Street)	10'	10
SIDE STREET-East (Alley)	10'	67.3
RESIDENTIAL DENSITY (du/acre)	60	75
Basis of increase: 25% increase for Planned Development, per FLU, Policy 1.2.3.4; 60 du/acre + 25% = 75 du/acre	88	108
Studio		5
1 Bedroom/1 Bathroom		60
2 Bedroom/2 Bathroom		23
3 Bedroom/2 Bathroom		3
Workforce Housing (1 Bedroom/1 Bathroom)		39
Total Units		91
BUILDING AREA (SF)	0	85845
BUILDING COVERAGE - GROUND FLOOR	50%	28%
BUILDING FLOOR AREA (sf)		
GROUND FLOOR		17169
2ND FLOOR		17367
3RD FLOOR		17046
4TH FLOOR		17046
5TH FLOOR		13779
TOTAL BUILDING COVERAGE AREA		82431
FLOOR AREA RATIO (FAR)	2.65	1.32
LIVING AREA		
Studio	500	507
1 Bedroom Units	800 SF	800
2 Bedroom Units	750 SF	888
3 Bedroom Units	900 SF	1232
IMPERMEABLE SURFACE (IMPERVIOUS)	65%	65%
BUILDING (Ground Floor)		27%
CONCRETE CURBS (sidewalk, curbs, pads)		5%
PAVEMENT		28%
PARKING PERVIOUS CONCRETE/ASPHALT PAVERS (80% impervious)		7%
PERMEABLE SURFACE (PERVIOUS)	35%	35%
LANDSCAPE + OPEN SPACE		28%
PARKING PERVIOUS CONCRETE/ASPHALT PAVERS (80% pervious)		7%
PARKING REQUIREMENTS		
MF-Studio = 5 UNITS @ 1 PER UNIT	5	See below
MB-1BR = 60 UNITS @ 1.5 PER UNIT	90	See below
MF-2BR = 23 UNITS @ 1.75 PER UNIT	40	See below
MF-3BR = 3 UNITS @ 2 PER UNIT	6	See below
ADMINISTRATIVE/LEASING Office = 871 SF @ 1 PER OFFICE	1	See below
Workforce Housing Credit, 28% =	36	See below
GROSS PARKING REQUIRED	187	See below
REQUIRED PARKING (with 25% Workforce Housing Parking Credit)		100
Off-street (on-site) Regular Parking Spaces		66
Off-street (on-site) Compact Parking Spaces @ 28% of Required Parking		22
Off-street (on-site) Handicap Parking Spaces		3
Side-street Parallel Parking Spaces (including 2 delivery & ideshore spaces)		12
Bonus Parking = Bike Racks = 1 set of 4 = 1 @ 1 space per 4		3
Scooter Parking Bonus = 1 per each =		4
Electric Charging Spaces (4%)	4	4

NO WAIVERS ARE REQUESTED.

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

Response:

1. *Location: The project is located east of Interstate 95, which is designated as Transit Oriented Development-East.*
2. *Minimum area required: The project area is 1.438 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 107 parking spaces required. Total parking provided is 109, including credit for the six sets of two bike racks and the 4 scooter parking spaces. 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: The development proposal complies with the referenced sections above and there are no waivers requested.

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 January 2024. The common open space is located in the open plaza area and the linear natural park 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 pervious hardscape. The total open space, located within the west parcel, the open plaza, tot lot, dog park and perimeter landscape areas, are provided as follows:

Green Space and Pervious Hardscape = 21,891 SF = 0.503 AC. = 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 all the 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 55'-4".*
- *Increase the number of stories of proposed building to 5 stories*
- *Increase the density of the project 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:

LAKE WORTH STATION			
SUSTAINABLE BONUS & TDR INCENTIVES			
Site Area	62,640 SF	1.438 AC	Comments
Building			
Ground Floor	17,169 SF		
Second Floor	17,387 SF		
Third Floor	17,048 SF		
Fourth Floor	17,048 SF		
Fifth Floor	13,779 SF		949 sf of amenity space deducted
Total Area	82,431 SF		
Total Site Building Construction			
Total Building Area	82,431 SF		
Lot Size	62,640 SF		
Total Construction FAR	1.316		
FAR by right	1.5		
Floor Area by right	93,960 SF		
Sustainable Bonus Incentive			
	Area (sf)	Unit Cost (per sf)	Value
Building			
Third Floor	17,048	\$5	\$0, due to community benefit of affordable housing
Fourth Floor	17,048	\$5	\$85,240
Fifth Floor	13,779	\$10	\$137,790
Sustainable Value	47,875		\$223,030
Transfer Development Rights			
	Area (sf)	Unit Cost (per 10)	Value
Primary Building	0	\$10	\$0
Total Incentives Value			
			\$223,030
Incentives provided			
50% Cash to City			\$111,515
Workforce Housing (43% SB1 Value)		on-site	\$95,903
West Parcel Native Plantings Linear Park		on-site	\$30,000
North G Street Sidewalk		on-site	\$20,000
Total Incentives Provided			\$257,418

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, Sustainable Bonus Incentive Program and Transfer Development Rights.

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