



HISTORIC RESOURCES PRESERVATION BOARD REPORT

HRPB Project #25-00100229: Consideration of a Certificate of Appropriateness (COA) for demolition of the existing garage structure and new construction of a garage of approximately ±512 square feet at **509 North Palmway**. The subject property is located in the Single-Family Residential (SFR) zoning district and has a future land use designation of Single-Family Residential (SFR). The property is a contributing resource in the Old Lucerne Historic District.

Meeting Date: October 8, 2025

Property Owners: Jose Beltran and Cathleen Faber

Applicant: Tom Vizzo

Address: 509 North Palmway

PCN: 38-43-44-21-15-162-0140

Lot Size: 0.16 acre / 6,750 sf

General Location: West side of North Palmway between 5th Avenue North and 6th Avenue North

Existing Land Use: Single Family Residential

Current Future Land Use Designation: Single-Family Residential (SFR)

Zoning District: Single-Family Residential (SFR)



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) and for consistency with the Comprehensive Plan. Staff recommends approval with conditions, listed on page 11, for the Certificate of Appropriateness for demolition of the existing contributing accessory garage structure and construction of a new garage structure.

PROJECT DESCRIPTION

The applicant, Tom Vizzo, is requesting to demolish the existing accessory garage structure, which has been condemned by the City's Building Official, and construct a new ± 512 square foot accessory garage structure at 509 North Palmway.

PUBLIC COMMENT

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

PROPERTY DEVELOPMENT HISTORY

The single-family house at 509 North Palmway was constructed in 1938 in the Frame Vernacular architectural style. According to available permit records, the existing structure has had only minor exterior alterations over time, including replacement of the existing metal shingle roof with a standing seam metal roof in 2014. The associated accessory garage structure was likely constructed at the same time as the primary structure (c. 1938) and is listed as a contributing resource in the City's files.

Staff met with the applicant in February of 2025 to discuss the applicant's proposal to demolish the existing accessory garage structure and reconstruct a new garage structure in roughly the same location. Staff advised the applicant that demolitions of contributing structures (including accessory structures) are strongly discouraged, however, after viewing photographs of the existing garage and discussing the current condition of the structure Staff was supportive of the applicant's request as the structure appeared to be beyond repair. Staff advised the applicant to speak to a structural engineer to evaluate the state of the structure and to contact the City's Building Official for a determination of whether the structure would be condemned as unrepairable.

On September 12th, 2025, the Building Official issued a letter declaring the structure to be unsafe. The applicant submitted plans for a new garage structure on the site and was subsequently scheduled for the October 8th HRPB meeting. As the structure is designated as contributing in a National Register historic district, the Historic Preservation Ordinance requires HRPB approval of demolition, even in the case of condemnation.

A survey of the property and the proposed new construction plans are included as **Attachment A**, and current photos of the property are included as **Attachment B**.

ANALYSIS

Consistency with the Comprehensive Plan

The subject site has a Future Land Use (FLU) designation of Single Family Residential (SFR). Per policy 1.1.1.2, the Single-Family Residential category is *"is intended primarily to permit development of single-family structures at a maximum of 7 dwelling units per acre. Single-family structures are designed for occupancy by one family or household. Single-family homes do not include accessory apartments or other facilities that permit occupancy by more than one family or household. Residential units may be site-built (conventional) dwellings, mobile homes or modular units. Implementing zoning districts are SF-7, MH-7 and NC."*

Analysis: The existing primary structure is a single family residence, and the applicant does not propose any alterations to that structure under the scope of this application. The applicant proposes to demolish and reconstruct the existing garage structure and does not propose to add any additional density under the scope of this application.

Consistency with the Land Development Regulations – Zoning

Single-Family (SF-R): Per LDR Section 23.3-7(a), the "The "SF-R single-family residential district" is intended primarily to permit development of one (1) single-family structure per lot. Provision is made for a limited number of nonresidential uses for the convenience of residents. These nonresidential uses are compatible by reason of their nature and limited frequency of occurrence with an overall single-family residential character. The "SF-R single-family residential district" implements the "single-family residential" land use category of the Lake Worth Comprehensive Plan."

As previously stated, the applicant's proposal does not alter the existing single family residence on site or propose an additional dwelling unit. As shown in the table below, the applicant's proposal is consistent with the City's Land Development Regulations for SF-R districts; the SFR district regulations also explicitly permit garages as an accessory use by-right.

Development Standard		Required	Provided
Lot Area (min)		5,000 sf	6,750 sf
Lot Width (min)		50'	50'
Max. Density		1 dwelling unit	1 dwelling unit
Principal Structure Setbacks (existing)	Front	20'	No Change
	Rear	13.5'	No Change
	Side	5'	No Change
Accessory Structure Setbacks	Front	n/a	n/a
	Rear	5'	5'
	Side	5'	5'
Maximum Impermeable Surface	Entire lot	55% (3,712.5 sf)	48.8% (3,296 sf)
	Building	35% (2,362.5 sf)	34.4% (2,324 sf)
	Front Yard	n/a	n/a (existing, no change)
Max Building Height		24' (Accessory)	12'
Maximum Wall Height at Side Setback (new structure)		18' @ 5' setback Up to 23' @ 10' setback	±10' @ 5' setback
Accessory Structure Area		Max. 40% of main structure	28% (512 SF)
Max Floor Area Ratio (FAR)		0.50 (3,375 sf)	0.34 (2,324 sf)

Consistency with the Land Development Regulations – Historic Preservation

All new structures within a designated historic district are subject to visual compatibility criteria. Staff has reviewed the documentation and materials provided in this application and outlined the applicable guidelines and standards found in the City's Historic Preservation Ordinance, detailed in the section below.

Section 23.5-4(k)3.A – Additional guidelines for new construction and for additions; visual compatibility: In approving or denying applications for certificates of appropriateness for new construction and additions, 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 proposed accessory garage structure is one story tall, and is similar in height and massing to the existing garage structure and does not overwhelm the primary structure. One story rear accessory garage structures are common in the surrounding historic district and the City of Lake Worth Beach as a whole.

- (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 relationship of the width and height of the proposed structure is visually compatible and in harmony with the existing principal structure on the property.

- (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 windows and doors on the new accessory structure are generally compatible in proportion to architecturally related garage buildings in the Frame Vernacular style and the window and door openings on the existing garage structure.

- (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 proposed structure maintains an appropriate rhythm of solids to voids along the majority of the facades of the structure in keeping with its use as a garage structure. While the structure features only one window, one door and one garage door opening, a garage would typically not feature large amounts of fenestration or entry features.

- (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 proposed building adheres to setback requirements within the current zoning code and is spaced appropriately in relation to neighboring buildings. The new garage will be sited approximately 1' closer to the rear property line and shifted 1' further north than the existing garage structure in order to meet current setbacks, and will therefore provide slightly more relief to the neighboring accessory structure located immediately to the south at 507 North Palmway.

- (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 garage door entry of the proposed accessory garage building is oriented toward the street, with a side access door. These entry features are in keeping with the predominant entry features for a garage and the existing garage's orientation.

- (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 submitted plans propose a simulated stucco siding on the new accessory structure which is visually compatible with similar structures of a Frame Vernacular architectural style and the existing primary structure.

- (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 plans propose a gabled roof in a similar pitch and orientation to the roofline of the existing garage structure, and utilizes a shingle roof material to match the existing garage roofing material.

- (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 largely 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 size and mass of the new structure is in harmony with the existing principal structure and other nearby residential properties. The one story massing is appropriate for an accessory structure, and the window and door openings of the structure are appropriately sized for an accessory garage.

- (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: The proposed new structure will largely be blocked from view on the public right-of-way by the existing one story principal structure. The building is similar in height and massing to the existing accessory garage structure and other garage structures in the neighborhood and all portions of the structure which will be visible from the public right-of-way on North Palmway will be visually compatible in massing and architectural style to other structures in the general vicinity.

- (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 design successfully incorporates Frame Vernacular architectural design elements to echo the design of the existing garage structure, while incorporating elements to differentiate the new construction in order to not create a false sense of history. Of note, the new structure is proposed to feature simulated stucco siding, which will visually replicate the siding material of the garage while also identifying the structure as a contemporary new construction.

- (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 construction of the new structure; the mechanical systems for the existing historic structure will not be affected.

- (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 any new mechanical equipment shall be undertaken at time of permitting. The accessory garage, as currently proposed, will not feature any new mechanical systems.

- (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 this project.

- (14) The site should consider 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 applicant is proposing to replace the existing garage structure with a new garage structure which utilizes the existing driveway area. The parking facilities and walkways are therefore visually related and in keeping with the overall surrounding environment.

Section 23.5-4(k)(4)A – Additional requirements for demolition: All requests for demolition shall require a certificate of appropriateness. No certificate of appropriateness for demolition of a landmark or contributing property shall be issued by the HRPB unless the applicant has demonstrated that no other feasible alternative to demolition can be found. In making its decision to issue or deny a certificate of appropriateness to demolish, in whole or in part, a landmark building or structure, the HRPB shall, at a minimum, consider the following additional decision-making criteria and guidelines:

- (1) Is the structure of such interest or quality that it would reasonably fulfill criteria for designation as a landmark on the National Register of Historic Places?

Analysis: The accessory garage structure is unlikely to fulfill the criteria for designation as an individual landmark on the National Register of Historic Places. While the structure is considered to be contributing to the Old Lucerne Historic District, it is not an outstanding example and would likely not merit designation on its architectural qualities as an individual landmark.

- (2) Is the structure of such design, texture, craftsmanship, size, scale, detail, unique location or material that it could be reproduced only with great difficulty or economically unreasonable expense?

Analysis: This structure could be reproduced using modern building materials. The applicant is proposing to construct a new accessory garage structure in roughly the same location and appearance as the existing structure.

- (3) Is the structure one of the few remaining examples of its kind in the city?

Analysis: No, there are many other remaining examples of detached garage accessory structures throughout the city that display much more intact architectural integrity.

- (4) Would retaining the structure promote the general welfare of the city by providing an opportunity to study local history, architecture and design or by developing an understanding of the importance and value of a particular culture or heritage?

Analysis: The existing garage structure would not provide an opportunity to study local history, architecture or design to a greater extent than any other accessory garage structure in the City, of which there are many.

- (5) Does the permit application propose simultaneous demolition and new construction? If new construction is proposed, will it be compatible with its surroundings (as defined above) and, if so, what effect will those plans have on the character of the surrounding sites or district?

Analysis: Yes, the applicant is proposing to demolish the accessory garage in order to construct a new accessory garage in a similar location and appearance to the existing structure. The proposed accessory garage structure is therefore generally in keeping with the existing historic structure and the surrounding historic district as a whole.

- (6) Would granting the certificate of appropriateness for demolition result in an irreparable loss to the city of a significant historic resource?

No, while the existing accessory structure has been surveyed as contributing to the surrounding historic district, it does not represent a unique or significant historic resource and would not represent an irreparable loss to the city.

- (7) Are there definite plans for the immediate reuse of the property if the proposed demolition is carried out, and what effect will those plans have on the architectural, historic, archeological or environmental character of the surrounding area or district?

Analysis: Yes, the applicant is proposing to construct a new accessory garage structure to the rear of the primary structure in roughly the same location of the existing garage structure. The structure has been shifted slightly in order to meet the required setbacks for an accessory structure, but is in keeping with the historic character of the surrounding district and similarly located to other garage structures in the area.

- (8) Is the building or structure capable of earning reasonable economic return on its value?

Analysis: This criterion is not applicable to an accessory garage structure.

- (9) Would denial of demolition result in an unreasonable economic hardship for the property owner?

Analysis: Yes, denial of the demolition would require the applicant to undertake substantial improvements to the structure which would likely exceed the feasible return on investment for repair of a garage structure.

- (10) Does the building or structure contribute significantly to the historic character of a designated historic district and to the overall ensemble of buildings within the designated historic district?

Analysis: The structure does contribute to the historic character and overall ensemble of buildings within the designated historic district as detached accessory garages are a sign of the historical development pattern of the surrounding district and the incorporation of the automobile into residential architecture; however, the structure is proposed to be replaced with a new structure of similar appearance.

- (11) Has demolition of the designated building or structure been ordered by an appropriate public agency because of unsafe conditions?

Analysis: Yes, the City's building official has condemned the structure as unsafe. Please see **Attachment D** for further details.

(12) Have reasonable measures been taken to save the building from further deterioration, collapse, arson, vandalism or neglect?

Analysis: It appears that reasonable measures have been taken to secure the property.

Analysis: While demolition of the existing accessory garage structure does constitute a loss of original historic fabric and is a request that should be carefully considered, the applicant has shown that the existing accessory garage is currently in a state of significant disrepair and could not feasibly be repaired without significant economic investment into the structure. The applicant is proposing a thoughtful replacement of the garage structure that is in keeping with the style of the existing garage, while still providing visual cues that identify the garage as a new structure rather than a historic recreation. As such, staff recommends approval of the proposed demolition.

Consistency with the Historic Preservation Design Guidelines

The City's Historic Preservation Design Guidelines provide standards and recommendations for new additions and new construction within historic districts. New structures on properties with existing historic structures should be differentiated from, yet compatible with, the historic structure. The Frame Vernacular style is covered as a primary style in the Lake Worth Beach Historic Preservation Design Guidelines, and that chapter is included in this report as **Attachment C**.

Analysis: The proposed new structure is designed with materials and detailing that are consistent with the Frame Vernacular architectural style, such as simulated stucco siding and 6 lite single hung windows. The proposed garage is visually similar to the existing garage which the applicant has requested to demolish, and the proposed architectural style is compatible with the subject property as well as the surrounding historic district.

CONCLUSION AND CONDITIONS

The proposed new accessory garage structure at 509 North Palmway is in keeping with the recommendations provided within the City's Historic Preservation Design Guidelines and echoes the Frame Vernacular architectural style of the existing garage structure and existing primary structure. Staff recommends approval for the request for a Certificate of Appropriateness for the construction of a new accessory garage structure and for the demolition of the existing accessory garage structure. The demolition and proposed new construction would not preclude the continuation of the principal structure's contributing designation, and sensitively reconstructs the garage structure that cannot feasibly be repaired.

Conditions of Approval:

1. The accessory structure shall feature simulated stucco siding with vertical corner boards.
2. All windows shall be impact rated single hung windows in a 3/3 pattern as shown on the provided plans.
3. The side entry door shall be a flush panel door.
4. The roof shall feature asphalt shingles.
5. All glazing shall be clear, non-reflective and without tint. Low-E (low emissivity) is allowed but the glass shall have a minimum 60% visible light transmittance (VLT) measured from the center of glazing. Glass tints or any other glass treatments shall not be combined with the Low-E coating to further diminish the VLT of the glass.
6. All windows and/or doors shall be install recessed in the jambs and shall not be installed flush with the exterior wall.
7. All new mechanical equipment shall be reviewed at time of building permitting.

BOARD POTENTIAL MOTION:

I MOVE TO **APPROVE** HRPB Project Number 25-00100229 with staff recommended conditions for a Certificate of Appropriateness for demolition of the existing accessory garage structure and construction of a new accessory garage structure at 509 North Palmway, 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 25-00100229 for a Certificate of Appropriateness for demolition of the existing accessory structure and construction of a new accessory garage structure at 509 North Palmway, because [Board member please state reasons].

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

ATTACHMENTS

- A. Property Survey and Plan Set
- B. Photos
- C. Frame Vernacular Design Guidelines
- D. Unsafe Structure Declaration and Engineer Report