



MAJOR THOROUGHFARE DESIGN GUIDELINES

Adopted December 3, 2019





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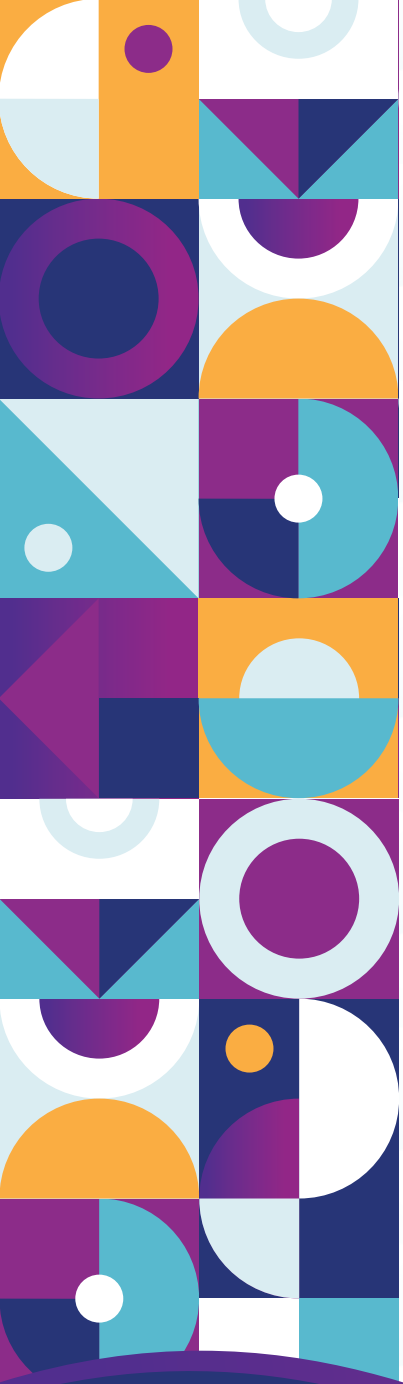
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OVERVIEW

Who is the City of Lake Worth Beach?

The City of Lake Worth Beach (“the City”) is a vibrant, extraordinary place where tranquility meets creativity, and where the power of potential turns every day into a blank canvas. Located on the southeast coast of Florida, in Palm Beach County, just south of the City of West Palm Beach, Lake Worth Beach is a multi-ethnic, beach community with approximately 38,000 residents.

People are drawn to the City by its independent character, acceptance of different cultures and lifestyles, many historic structures (over 1,000), and its distinctive residential neighborhoods. It is home to such cultural institutions as the Cultural Council of Palm Beach County, the historic Lake Worth Playhouse, Benzaiten Center for the Arts, and annually hosts the Street Painting Festival, Pride Fest, and Dia de los Muertos.

Although development in Lake Worth Beach has been intermittent in the last 20 years, pressure from both the north and south have made the City a focal point for new investment. Therefore, the City is determined to attract new residents, businesses, and activities while still remaining quaint, distinctive, and authentic.

Welcome to the City of Lake Worth Beach - The Art of Florida Living, and Where the Tropics Begin.



Role of the Design Guidelines

Design guidelines are a set of design parameters and recommendations for development, which apply within a district or area of specific interest. They are intended to help developers and designers understand how to implement a principle, without restricting their creativity in design.

The design guidelines in this document (“Design Guidelines”) are based on existing policies, principles, and values established by the City of Lake Worth Beach Comprehensive Plan as well as the Land Development Regulations (“LDRs”). They have also taken into consideration various plans prepared for Lake Worth Beach, including the City of Lake Worth Redevelopment Plan (2001), City of Lake Worth Bicycle Network Plan (2009), Lake Worth Transit-Oriented Development: The Citizens’ Master Plan (2009), Downtown Lake Worth Arts & Cultural Master Plan (2018), and the Historic Preservation Design Guidelines (2018). Together, these create a cohesive set of design parameters that leverages the City of Lake Worth Beach’s built environment assets, strengths, and reinforces the vision for the seven major thoroughfares (“Major Thoroughfares”).

While the Design Guidelines were developed specifically for the Major Thoroughfares, it should be noted that they are general in nature and flexible; every site-specific condition cannot be anticipated.



HOW TO USE THIS DOCUMENT

This document is intended to serve as a tool for designers, property owners and developers, businesses, and the public, to guide the design intent outlined for each of the Major Thoroughfares. It has been prepared to be intuitive, easy to navigate, user friendly, and to clearly illustrate appropriate design principles which support the vision for the Major Thoroughfares.

It should be noted that the diagrams, renderings, examples, and photographs presented throughout the document show one possible way in which the recommendations and design guidelines can be applied. **They are for illustrative purposes only, and are not intended to exclude alternative developments that meet the design intent outlined in this document.**

Additionally, this document has been prepared for use with online applications. Users can click on any of the hyperlinks to be directed to the linked web page, document, or page within this document being referenced.

Below is an example of an active hyperlink found within this document.

[City of Lake Worth Beach Comprehensive Plan](#)

The *Lake Worth Beach Major Thoroughfare Design Guidelines* document is divided into eight (8) color-coded sections which are outlined below. Each section provides a different level of detail.

1 | Framework:

This section provides an overview of the City of Lake Worth Beach, the role and purpose of the Design Guidelines, a set of sixteen (16) key principles used to guide the design intent, and the vision for the Major Thoroughfares.

2 | Overview of the Major Thoroughfares:

The Major Thoroughfares and Sub Areas are introduced and explored in this section.

3 | Guidelines for Site Planning:

These design guidelines focus on topics related to site planning and design, and include mixed-use development, parking, public realm and right-of-way, safety, scale and massing, and setbacks and setbacks.

4 | Guidelines for Building Design:

These design guidelines focus on topics related to the design and aesthetic of the buildings, and include entrances, landscape and streetscape, materials and construction, public art and murals, roofs and terraces, signage, street and site lighting, sustainability, and windows.

5 | Guidelines for Sub Areas:

The design guidelines in this section focus on areas of special interest, with the intent of spurring and stimulating increased development within these areas.

6 | Incentives:

The City's established incentive programs (Economic Investment Incentive Program and the Sustainable Bonus Incentive Program), as well as the Envision Lake Worth Beach Design Competition, are highlighted in this section.

7 | Design Considerations:

This section includes a breakdown of each of the four architectural styles most frequently built in Lake Worth Beach and includes key characteristics and materials typically associated with each architectural style. Additionally, a tree palette of proposed tree species selected for each Major Thoroughfare, as well as recommended streetscape furniture styles that complement the architectural styles are featured.

8 | Appendix:

A selection of key and commonly used terms, as defined in the City's Comprehensive Plan and Land Development Regulations, are provided in order to assist with the implementation and interpretation of the Design Guidelines.

HOW TO USE THIS DOCUMENT

As previously stated, this document has been prepared to be intuitive, easy to navigate, user friendly, and to clearly illustrate appropriate design principles which support the vision for the Major Thoroughfares. Below is an example of the general layout of the two page spread, for the Design Guidelines.

Topic Title

Topic Rationale

Section Color

SUSTAINABILITY

Sustainability has become a standard within the realm of design. It increases the quality of living while allowing people to cut down on their excessive use of energy and pollution. Building and site designs that incorporate sustainable technologies, strategies, practices, and maintenance can reduce their adverse impacts on the environment. Selecting locally sourced building materials and incorporating energy systems which meet or exceed energy performance requirements can reduce carbon emissions and support the health of natural systems. Through the Lake Worth Beach Arts Initiative, the projects along Lake and Lucerne Avenues have contributed to the social and cultural sustainability of the City. Furthermore, the City of Lake Worth Beach recently became Florida's first municipality to own and operate a solar field, making the City a leader in the renewable energy in Florida. Additionally, the City has established the *Sustainable Bonus Incentive Program*, which is explained in greater detail on page 73 of this document.

Do This...

WHENEVER POSSIBLE, WORK AROUND OR INCORPORATE EXISTING AND ESTABLISHED NATIVE LANDSCAPE.

THE USE OF RECLAIMED/RECYCLED, ENVIRONMENTALLY-CONSCIOUS BUILDING MATERIALS IS HIGHLY ENCOURAGED.

INCORPORATE RENEWABLE ENERGY TECHNOLOGIES AND LOCALLY SOURCED MATERIALS.

Not This...

CORNER STREET LIGHTING IS STARK AND LACKS CHARACTER, AND SHOULD NOT BE USED ALONG THE THOROUGHFARES.

54 | MAJOR THOROUGHFARES DESIGN GUIDELINES

DESIGN GUIDELINES

- Orient buildings, windows, roofs, and other features for passive and active solar light and predominant winds, whenever possible.
- Strive to meet certain standards set forth by the Florida Green Building Coalition, the U.S. Green Building Council for LEED certification, or Green Globe, whenever possible.
- Place electric vehicle charging stations and bike racks in parking areas, near the entrances of buildings, and close to transit stops.
- Natural building materials shall be considered to reduce the amount of energy that is used to produce unnatural materials, the pollution levels during the manufacturing process, and the toxicity levels.
- To reduce the urban heat island effect, design and install green roofs which effectively and efficiently form natural insulation, absorb and slow down stormwater runoff, and provide additional green space for users.
- Photovoltaic walls and panels (solar power) can be used on building rooftops and facades to provide an alternative source of energy that is much cleaner and efficient.

Design Guidelines

Relevant Highlights from the Code that Pertain to the Referenced Topic

HIGHLIGHTS FROM THE CODE

Whenever possible, strive to meet certain standards set forth by either the Florida Green Building Coalition, the U.S. Green Building Council for LEED certification, or Greenwise.

As an incentive, commercial and residential construction permit applications are eligible for expedited building permit review at no additional charge if the structure(s) constructed is certified as a green building.

Residential buildings that are certified as satisfying all the requirements of the current Green Homes Designation Standard of the Florida Green Building Coalition or receive certification under LEED of the USGBC shall qualify for expedited permit review and additional floor area or height as set out in the land development regulations.

Commercial buildings that obtain either LEED certification from the U.S. Green Building Council or certification from the Florida Green Building Coalition shall qualify for expedited permit review and additional floor area or height as set out in the land development regulations.

A minimum of fifty (50) percent of all required trees must be native and fifty (50) percent of all other required plants must be native or drought tolerant (xeriscape). (Sec. 23.6-1 (c)(5))

SECTION 4: GUIDELINES FOR BUILDING DESIGN | 55

SUSTAINABILITY



A Conceptual design illustrating the design guidelines related to Sustainability in action

Examples of What to Do

Examples of What Not to Do

Conceptual Design using Section Color to Highlight Referenced Guidelines in Action

SECTION 1: FRAMEWORK | 11

VISION FOR THE MAJOR THOROUGHFARES

The new vision for Lake Worth Beach's Major Thoroughfares aims to create a cohesive, complementary, and interconnected network of major thoroughfares which are vibrant, diverse, safe and inviting, and sustainable, for all users.

Where locals and visitors can safely, comfortably, and easily stroll along the Major Thoroughfares, amidst mature, Florida native or Florida-friendly shade trees and vibrant foliage, on wide and active sidewalks which support many different types of activities and movement.

Where the City projects an "Open for Business" message through the clearly defined design and use objectives for each Major Thoroughfare. Where new development, redevelopment, and infill projects are inspired by the unique heritage and character already present in Lake Worth Beach.



A conceptual design illustrating one potential way in which study site 4 could be redeveloped

KEY PRINCIPLES

To support the vision for the Major Thoroughfares, as well as the goals and objectives for this document, a set of sixteen (16) key principles were established. These principles helped to steer the design intent and development of the design guidelines, to ensure that the vision for the Major Thoroughfares could be achieved.



PRIORITIZE
SUSTAINABLE DESIGN



PRIORITIZE COMPACT
DESIGN OVER SPRAWL



DESIGN FOR ALL
USERS IN MIND



CONSERVE NEIGHBORHOOD
HERITAGE + CHARACTER



ENHANCE THE
PUBLIC REALM



CREATE A DEFINED +
ACTIVE STREETWALL



ADD RHYTHM
+ PATTERN



CREATE A HEALTHY
+ SAFE COMMUNITY



INCORPORATE MULTI-MODAL
TRANSIT + DEVELOPMENT



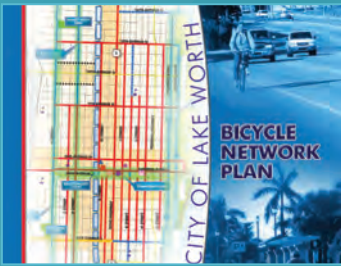
BUILD UPON THE UNIQUE
CHARACTER OF LAKE WORTH BEACH



PUT THE
PEDESTRIAN FIRST



BUILD TO
HUMAN SCALE



COMPLEMENT EXISTING PLANS +
VISION FOR THE THOROUGHFARES



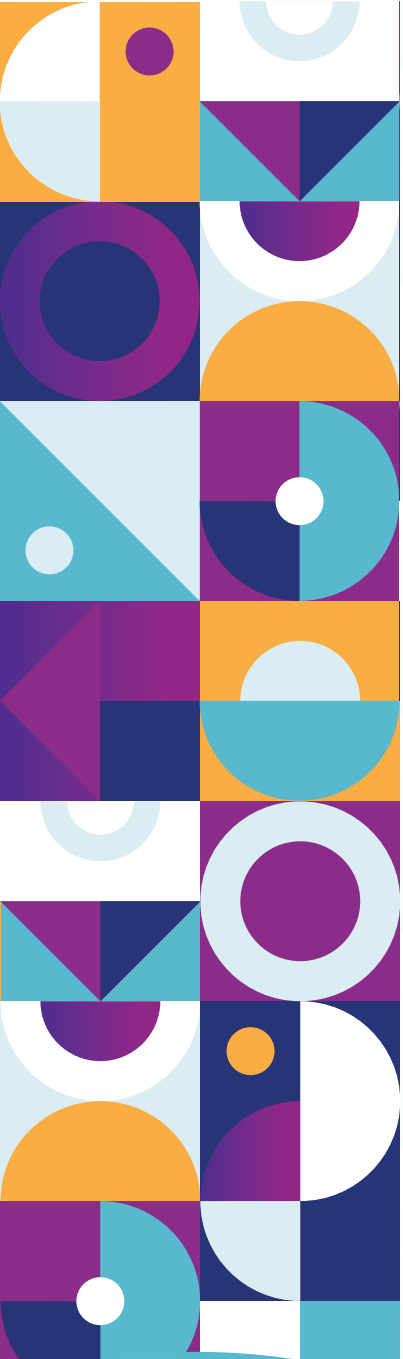
ALLOW FOR
CREATIVITY + FLEXIBILITY



BE WEB +
USER FRIENDLY



BE INTUITIVE + ENSURE
PREDICTABLE OUTCOMES





2 OVERVIEW OF THE MAJOR THOROUGHFARES

16 MAJOR THOROUGHFARES

21 AREAS OF SPECIAL INTEREST

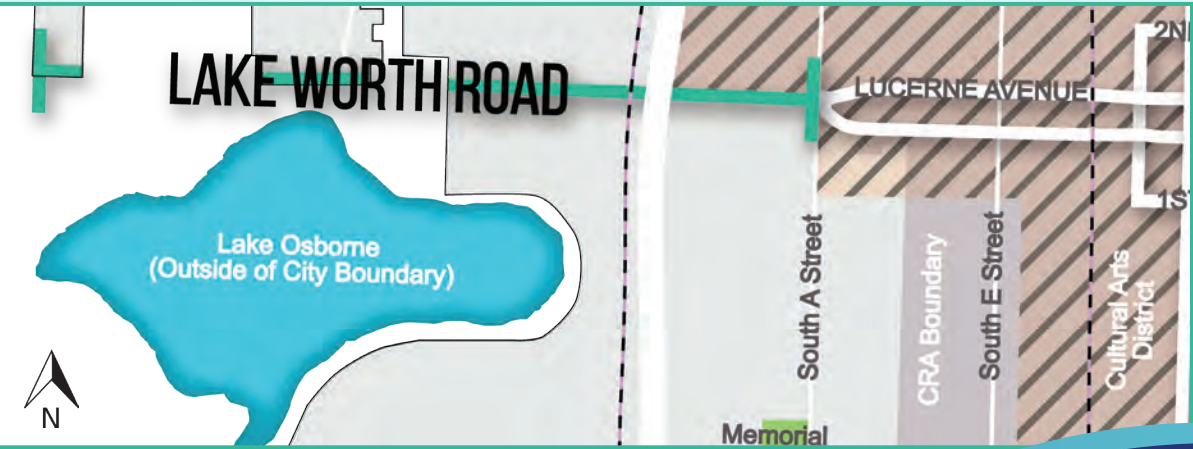
MAJOR THOROUGHFARE A

Major Thoroughfare A (the historic heart of the downtown) runs from A Street at the confluence of Lake Avenue and Lucerne Avenue, to the Intracoastal Waterway, and within the Old Town Historic District. The majority of the structures along the thoroughfare serve a mixture of uses and help to make this area the commercial center of Lake Worth Beach. This roadway provides seamless/walkable access to Downtown as well as the Intracoastal/Beach. Relevant zoning for this thoroughfare includes [Downtown \(DT\)](#), [Mixed Use-East \(MU-E\)](#), [Transit Oriented Development-East \(TOD-E\)](#), and [Transit Oriented Development-West \(TOD-W\)](#).



MAJOR THOROUGHFARE B

Major Thoroughfare B runs the length of Lake Worth Road, from the West City limit to Lake and Lucerne Avenues. Relevant zoning for this thoroughfare is [Mixed Use-West \(MU-W\)](#) and [Transit Oriented Development-West \(TOD-W\)](#).



MAJOR THOROUGHFARE C

Major Thoroughfare C runs through the heart of Lake Worth Beach, along H and M Streets between 1st Avenue South and 2nd Avenue North and within the Old Town Historic District. This thoroughfare houses some of the city’s most eclectic restaurants, cafés, and shops, ultimately making it a hot spot for locals and tourists. Relevant zoning for this thoroughfare is [Downtown \(DT\)](#) and [Mixed Use-East \(MU-E\)](#).



MAJOR THOROUGHFARE D

Major Thoroughfare D runs the length of 6th Avenue South from Dixie Highway west to the West City limit. It is a prominent roadway used by residents as well as incoming commuters from I-95. Relevant zoning for this thoroughfare includes [Artisanal Industrial \(AI\)](#), [Mixed Use-Dixie Highway \(MU-Dixie\)](#), and [Mixed Use-East \(MU-E\)](#).



MAJOR THOROUGHFARE E

Major Thoroughfare E runs along 10th Avenue North from Dixie Highway west to the West City limit. It is a prominent roadway regularly used by residents, as well as incoming commuters from I-95. Relevant zoning for this thoroughfare includes [Mixed Use-Dixie Highway \(MU-Dixie\)](#), [Mixed Use-East \(MU-E\)](#), [Mixed Use-West \(MU-W\)](#), and [Transit Oriented Development-East \(TOD-E\)](#).



MAJOR THOROUGHFARE F

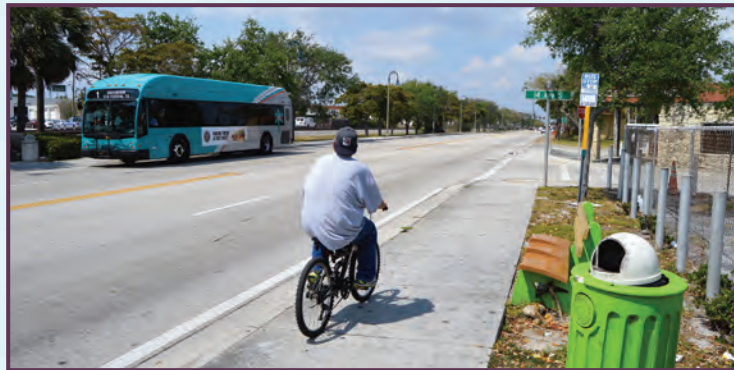
Major Thoroughfare F runs the length of Federal Highway, from the South City limit to the North City limit. It is a residential-heavy roadway and runs through the heart of Lake Worth Beach. Relevant zoning for this thoroughfare includes [Downtown \(DT\)](#), [Mixed Use-East \(MU-E\)](#), and [Mixed Use-Federal Highway \(MU-FH\)](#).





MAJOR THOROUGHFARE G

Major Thoroughfare G runs the length of Dixie Highway from the South City limit to the North City limit, and is nearly parallel to Federal Highway but is more business-centric. This is the principal north/south thoroughfare, serving businesses, residents, and visitors. Transit plays a major role throughout this thoroughfare as the public bus system makes multiple stops along Dixie Highway. Relevant zoning includes [Downtown \(DT\)](#) and [Mixed Use-East \(MU-E\)](#).



AREAS OF SPECIAL INTEREST

In addition to the Major Thoroughfares, this document will focus on five (5) additional areas of special interest (“Sub Areas”), where the City hopes to stimulate more development and redevelopment. These are identified below and on the map to the right.

Sub Area 1

Lake Worth Road between Boutwell Road/Lake Osborne Drive and Interstate 95.

Sub Area 2

Lake and Lucerne Avenues between A and F Streets and continuing on the south side of Lake Avenue between F and H Streets.

Sub Area 3

West side of Dixie Highway between 13th Avenue North and Wellesley Drive.

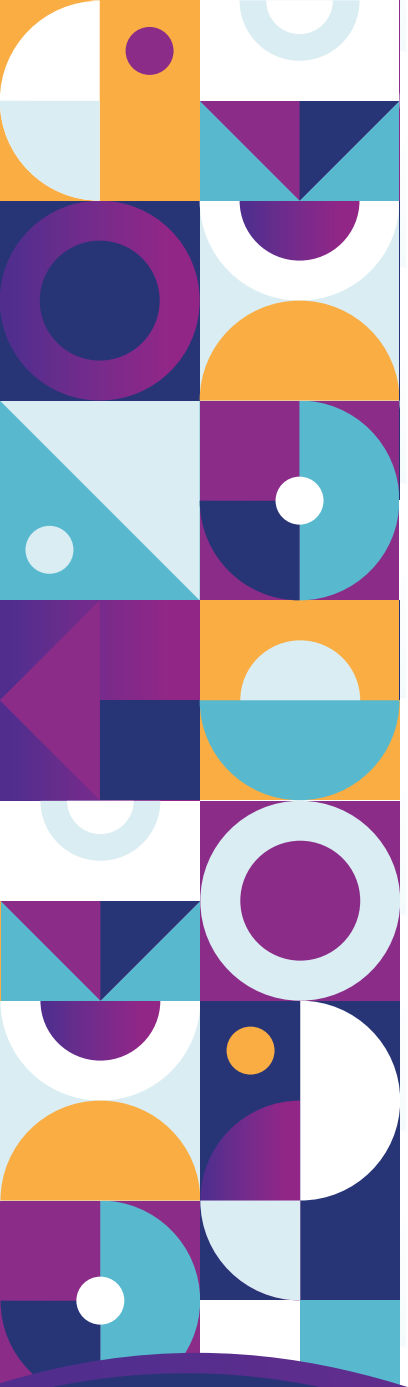
Sub Area 4

Federal Highway Corridor except Downtown between 1st Street South and 2nd Avenue North.

Sub Area 5

South Dixie Highway from 6th Avenue South to City limit.







3 GUIDELINES FOR SITE PLANNING

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MIXED-USE DEVELOPMENT

Mixed-use development allows for the horizontal and vertical combination of land uses, which most commonly includes a mix of residential, commercial, and office uses. The development of the City’s commercial corridors has been a top priority for the City and CRA. Mixed-use Developments offer a variety of benefits to redeveloping commercial corridors and the surrounding community, including promoting walkability and increased health; high taxable value and increased taxable revenue; lower maintenance costs for infrastructure; and appealing aesthetic design. Therefore, opportunities exist along Lake Worth Road, Dixie Highway, and Federal Highway for mixed-use and transit-oriented developments.

Do This...



A MIXED-USE DEVELOPMENT WHICH CONNECTS TO THE PUBLIC REALM AND ENHANCES THE PEDESTRIAN ENVIRONMENT, SUPPORTS A HEALTHY BUSINESS COMMUNITY.



Not This...

AVOID SINGLE-USE BUILDINGS WITH LARGE SETBACKS.

A MIXED-USE, LIVE/WORK DEVELOPMENT WITH COMMERCIAL AND OFFICE SPACES ON THE GROUND LEVEL AND RESIDENTIAL UNITS ABOVE.



A MIXED-USE DEVELOPMENT WITH A RESTAURANT ON THE GROUND LEVEL AND RESIDENTIAL UNITS ABOVE.



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.

HIGHLIGHTS FROM THE CODE

The City's Land Development Code distinguishes between seven (7) mixed-use districts. These include [Downtown \(DT\)](#); [Mixed-Use Dixie Highway \(MU-DH\)](#); [Mixed-Use East \(MU-E\)](#); [Mixed-Use West \(MU-W\)](#); [Mixed-Use Federal Highway \(MU-FH\)](#); [Transit Oriented Development East \(TOD-E\)](#); and [Transit Oriented Development West \(TOD-W\)](#).

Generally, the Code states that these districts are geared toward the commercial gateways and thoroughfares that are adjacent to the central commercial core of the city. Broadly, the intent is to encourage the establishment and expansion of a broad range of office, commercial, hotel/motel, and multiple-family residential development as well as to facilitate redevelopment within these areas that achieve a mix of residential and professional office land uses. Arts, entertainment, and cultural activities are also encouraged in some of the districts.

The Transit Oriented Development districts further seek to entice development that supports intra-city, light rail transit as well as support existing transportation and infrastructure. Certain commercial uses are not permitted along some thoroughfares because they will be detrimental to the adjacent residential neighborhoods. Such uses include, but are not limited to, adult establishments; automobile repair shops; plant nurseries; and storage facilities, both indoor and outdoor.



A conceptual design illustrating the design guidelines related to mixed-use development in action

PARKING

Parking spaces and lots serve as the connecting fabric between developments and the thoroughfares. Traditionally, parking has been viewed as a utilitarian space for the temporary storage of vehicles. However, the purpose, design, and functionality of parking have evolved into a transitional outdoor space that is an extension of the design of a development. Parking is now an aesthetically important element of a development that can influence factors such as circulation, pedestrian safety, property values, and appearance. In Lake Worth Beach, parking lots and on-street parking are the common parking mediums. However, there is potential for a parking garage in the downtown areas of Lake and Lucerne Avenues, which will contribute to sustainable site design.

DESIGN GUIDELINES

- On-site parking shall be placed either behind or on the side of the building, not in front, whenever possible.
- To prevent the phenomenon known as “heat island effect” linear strips of soil for shade tree plantings shall be implemented within the lot design.
- The use of living green walls and live vegetation on the façade of the parking structure is highly encouraged.
- Refrain from using the standard black asphalt surface material on parking lots; the use of sustainable, permeable materials, such as porous asphalt is encouraged.
- Parking structures shall be designed to be aesthetically important elements that blend in with the surrounding context.
- The use of artwork, native vegetation, and/or the placement of materials, in an eye-catching way, to create interesting façades on parking structures, is highly encouraged.
- The atmosphere within a parking lot or vehicular use area is to be as pleasant and park-like as possible, rather than a harsh stand of pavement.

Do This...



ADD VISUAL INTEREST TO THE FAÇADE OF PARKING STRUCTURES.



REFRAIN FROM CREATING UNINVITING “DESERT” BLACK ASPHALT PARKING LOTS WHENEVER POSSIBLE.

PARKING LOTS WITH CLEARLY-DEFINED INGRESS/EGRESS POINTS SHOULD BE DESIGNED AND PLACED ON THE SIDE(S) OR REAR OF THE PROPERTY, NOT IN FRONT.



ON-STREET PARKING CREATES A BUFFER BETWEEN THE PEDESTRIAN AND TRAVELING VEHICLES.



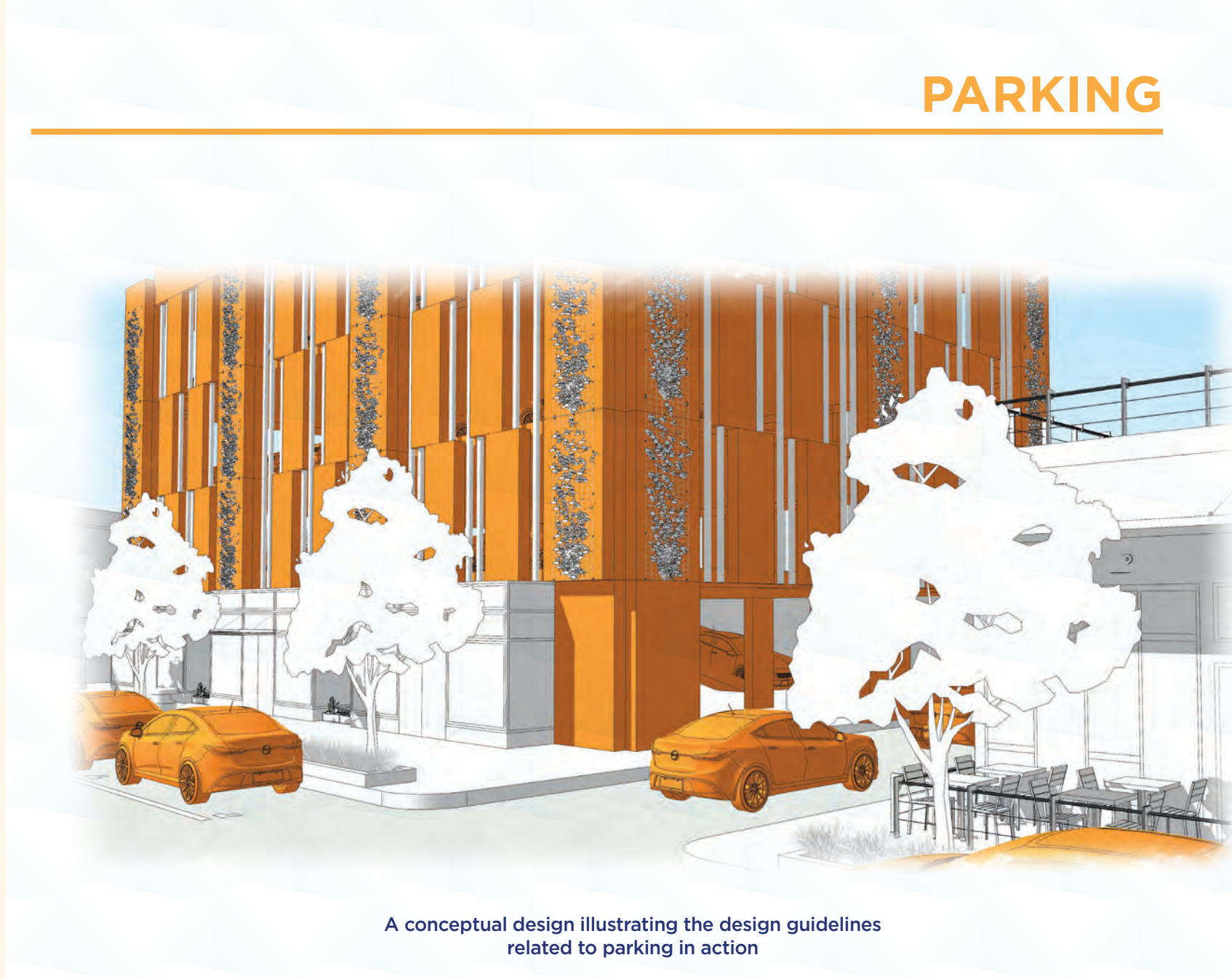
HIGHLIGHTS FROM THE CODE

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. [\(Sec. 23.2-31 \(c\)\(1\)\)](#)

A parking lot is to be considered an outside space; a transitional space that is located between access areas (such as roads) and the building, group of buildings or other outside spaces which it serves. Therefore, it should be designed in an aesthetically-pleasing manner. [\(Sec. 23.2-31 \(h\)\(1\)\)](#)

Parking lots, vehicular use areas, and vehicles parked therein are to be effectively screened from the public view and from adjacent properties in a manner that is attractive and compatible with safety, the neighborhood and the facility served. [\(Sec. 23.2-31 \(h\)\(2\)\)](#)

Structured parking garages shall be a minimum of two (2) parking levels, which may include rooftop parking. Structured parking garages located along a major thoroughfare or in the downtown core area must include active uses on the ground floor, accessed from the public right-of-way. All structured parking garages must minimize the appearance of expansive blank walls along the ground floor through thoughtful exterior design, architectural features and landscaping. [\(Sec. 23.4-12 \(c\)\)](#)



PUBLIC REALM + RIGHT-OF-WAY

A well-designed and maintained public realm balances the access and mobility needs for all users and contributes to a community’s sense of place. There should be a balance between the required functionality of a right-of-way and the atmosphere and aesthetic of the overall public realm. The right-of-way must provide functionality, such as space for city utilities, while also creating an alluring atmosphere within the public realm, for all users. South Dixie Highway has opportunities to find this balance of function and aesthetics, using Lake and Lucerne Avenues as a guide.

DESIGN GUIDELINES

- Streetscape furnishings such as sidewalk cafés, seating, landscaping, signage, bike facilities and share stations, newspaper stands, and utility equipment shall not obstruct or adversely impact pedestrian circulation.
- Provide a minimum of eight feet (8’) of vertical clearance along all areas where pedestrians traverse.
- For façades fronting a major thoroughfare, provide 8 to twelve feet (8’-12’) width of unobstructed sidewalks for the Pedestrian Through Zone, whenever possible; at a minimum, provide six foot (6’) width.
- Ensure that any landscaping, such as trees and shrubs, are planted and manicured so that they do not interfere with the sightlines of motorists or the pedestrian experience.
- Include spaces specifically allocated for the temporary or long term storage of private trash and/or recycling bins within the design of the right-of-way, in an effort to maintain the aesthetic value of the Major Thoroughfares and safety of the pedestrians.
- Building setbacks shall be minimized, in order to enhance the pedestrian experience, whenever possible.

Do This...



CREATE AN ALLURING AND HARMONIOUS PUBLIC REALM, ABLE TO ACCOMMODATE MULTIPLE TYPES OF USERS WITHOUT CAUSING OBSTRUCTION.



SIDEWALKS SHOULD REMAIN CLEAR OF ANY OBSTRUCTIONS.

LANDSCAPE PLANTERS AND ON-STREET PARKING ACT AS BUFFERS OF SAFETY FOR PEDESTRIANS.



WATER FEATURES, ADEQUATE LIGHTING, PROPER SHADE, AND PEDESTRIAN PATHWAYS AIDE IN CREATING AN INVITING AND COMFORTABLE PUBLIC REALM.



PUBLIC REALM + RIGHT-OF-WAY

HIGHLIGHTS FROM THE CODE

On-site public street and rights-of-way shall be designed for maximum efficiency. They shall occupy no more land than what is required to provide access, nor shall they unnecessarily fragment development into small blocks.

[\(Sec. 23.2-31 \(c\)\(10\)\)](#)

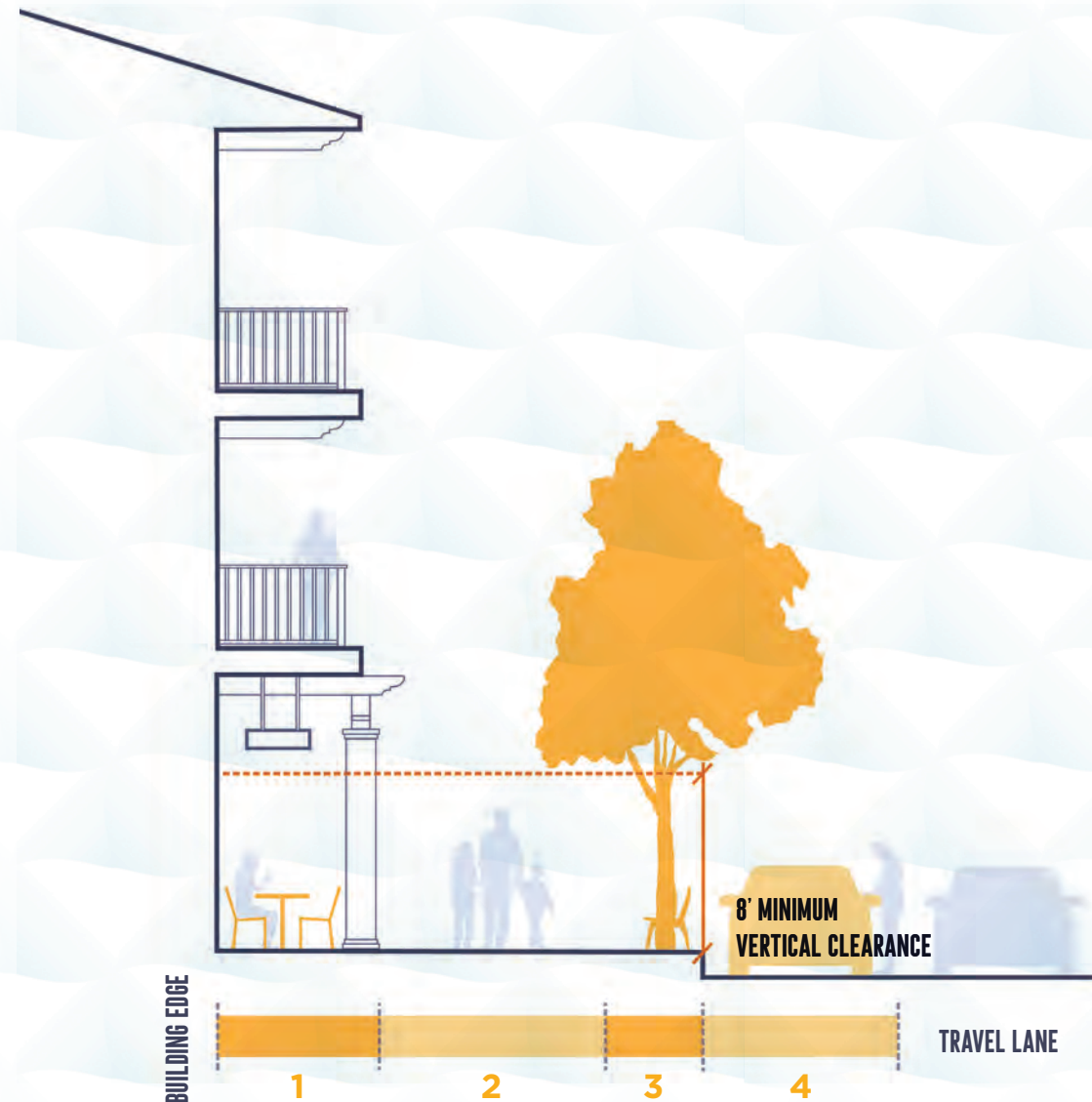
Large developments containing extensive public rights-of-way shall have said rights-of-way arranged in a hierarchy with local streets providing direct access to parcels and other streets providing no or limited direct access to parcels.

[\(Sec. 23.2-31 \(c\)\(10\)\)](#)

RIGHT-OF-WAY ZONES

To create safe, inviting, and prosperous public spaces, sidewalks should be designed and organized into four zones. From the building edge to the travel lane, these include:

- Frontage Zone;
- Pedestrian Through Zone;
- Furnishing Zone; and
- Access Zone



1. FRONTAGE ZONE:

FUNCTIONS AS AN EXTENSION OF THE BUILDING, AND MAY INCLUDE BICYCLE PARKING, SIDEWALK CAFÉS, AND THE BUILDING DOOR ZONE.

2. PEDESTRIAN THROUGH ZONE:

PROVIDES APPROPRIATE SPACE FOR PEDESTRIAN TRAFFIC TO TRAVEL WITHOUT OBSTRUCTION, AND IS CLEAR OF ANY ELEMENTS OR AMENITIES.

3. FURNISHING ZONE:

PROVIDES SPACE FOR STREET FURNITURE, AMENITIES, LANDSCAPING, LIGHTING, BICYCLE PARKING, AND UTILITIES.

4. ACCESS ZONE:

PEDESTRIAN SPACE EXTENDED INTO PARKING LANE THROUGH FEATURES SUCH AS BIKE RACKS AND LANES, PARKLETS, KIOSKS, AND LANDSCAPING.

SAFETY + PREVENTION

Providing a sense of safety and security among people is vitally important. The perceptions of personal and actual safety can greatly influence the ways in which spaces and places are used, and can affect the community’s sense of place. From the obvious strategies, such as providing an adequate amount of lighting at night, to the not-so-obvious, such as the building’s orientation, thoughtful design can result in a safer design. Applying the principles of Crime Prevention Through Environment Design (CPTED) into a development or redevelopment’s overall design can contribute to creating safer spaces. The principles of CPTED are natural surveillance and visibility; lighting; territorial reinforcement and space delineation; and natural access control.

Do This...



CREATE AN OPEN AND TRANSLUCENT GROUND LEVEL AND MINIMIZE “BLIND CORNERS”.



PREVENT “BLIND CORNERS” AND SOLID GROUND FLOOR, WHENEVER POSSIBLE.

SELECT MATERIALS WHICH PROVIDE EASE, SAFETY, AND CHOICES FOR ALL USERS.



ENSURE SITE LIGHTING IS SUFFICIENT ENOUGH TO PREVENT DARK AREAS, WITHOUT CAUSING A NUISANCE TO NEIGHBORING PROPERTIES.



DESIGN GUIDELINES

- **Apply the principles of CPTED by providing open lines of sight, and encourage natural surveillance through strategic placement of streetscape furnishings, landscape, and lighting.**
- **Provide adequate transparency at the ground level, especially at corners, building entries, corridors, and public spaces.**
- **Ensure that any landscaping, such as trees and shrubs, are planted and manicured so that they do not interfere with the sightlines of motorists or the pedestrian experience.**
- **Provide a minimum of eight feet (8’) of vertical clearance along all areas where pedestrians traverse.**
- **Create pathways and wayfinding signage to improve safety through accessibility, connectivity of spaces and functions, and orientation.**
- **Driveway crossings should be visible and well-marked, either by using paint or a change in material.**
- **Avoid creating isolated, physically segregated spaces, and “fortresses” with long blank walls and barriers.**

HIGHLIGHTS FROM THE CODE

All sidewalks, walkways, stairs, driveways, parking spaces and similar areas shall be kept in a proper state of repair, and maintained free from hazardous conditions.

[\(Sec. 2-75.6.2 \(b\)\(3\)\)](#)

Operable windows located in whole or in part within six feet (6') above ground level or a walking surface below that provide access to a dwelling unit, rooming unit or housekeeping unit that is rented, leased or let shall be equipped with a window sash locking device.

[\(Sec. 2-75.6.2 \(d\)\(18\)\(b\)\)](#)

A safe, continuous and unobstructed path of travel shall be provided from any point in a building or structure to the public way. Means of egress shall comply with the Florida Fire Prevention Code. [\(Sec. 2-75.6.6 \(b\)\(1\)\)](#)

No more than twenty-five percent (25%) percent of the area between the building and a street or fifty percent (50%) of the remaining area shall be constructed with stone, concrete, asphalt or mulch except necessary walks and vehicular use area. [\(Sec. 2-75.9 \(a\)\)](#)



A conceptual design illustrating the design guidelines related to safety + prevention in action

SCALE + MASSING

Widely accepted as one of the most important design considerations in architecture, building massing, more so than architectural detail and ornamentation, creates the most impact on the eye. Massing influences the sense of space which encloses the building, as well as helps to define the overall three-dimensional development and shape of the building. Opportunities exist to create a new scale that is consistent with the City’s vision for a walkable, dense urban environment. Due to the walkability of the area that stems from wide sidewalks and designated crosswalks, the pedestrian should experience a sense of comfort from the surrounding built environment resulting from an appropriate scale and massing.

Do This...



**BUILDINGS SHOULD INCLUDE
UNIQUE ARCHITECTURAL ELEMENTS
WHICH ADD CHARACTER AND
VISUAL INTEREST.**



**ARCHITECTURAL FEATURES
AND TREATMENTS SHOULD
BE CONSISTENT WITH THE
ARCHITECTURAL STYLE.**

**CREATE BUILDINGS WHICH ARE
SIMILAR IN SCALE AND MASSING
TO THEIR SURROUNDING CONTEXT.**



**TERRACES, BALCONIES, AND
ARCHITECTURAL BREAKS ALL
HELP TO BREAK UP THE
MASSING OF A BUILDING.**



DESIGN GUIDELINES

- Use street widths to establish the general scale, massing, and proportions of the building.
- Developments shall be of similar scale to surrounding buildings, avenues, the public realm, as well as its context, character, and use. However, special consideration could be given to buildings with unique styles and architectural forms, which contribute to the goals of the City, and/or which participate in the City’s incentive program(s).
- Massing shall reflect similar dimensions to surrounding buildings and landscape.
- New street trees planted shall be of sufficient size and scale to surrounding buildings and the Major Thoroughfares.
- New developments shall compliment and be harmonious with existing desired massing characteristics or features.
- Mid-block passageways, including those which traverse within buildings, provide great opportunities for enhanced exposure for commercial/retail establishments, while also strengthening the pedestrian circulation network.

HIGHLIGHTS FROM THE CODE

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.

[\(Sec. 23.2-31\(c\)\(14\)\)](#)

Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings, and character. [\(Sec. 23.2-31\(c\)\(14\)\)](#)

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. [\(Sec. 23.2-31\(c\)\(14\)\)](#)

SCALE + MASSING



The use of height and building form contributes to proper scale and massing, which influences the sense of space and pedestrian comfort

SETBACKS + STEPBACKS

Setbacks are acknowledged as the space between the right-of-way and the lot line, in which no form of structure can be developed. Buildings which including setbacks and stepbacks in their design offer several benefits, including better visual access; better natural lighting; better ventilation; more access points for emergency service vehicles; and, by providing more open spaces, have aesthetically better spaces for socializing and recreation. Properties within the downtown portions of Lake and Lucerne Avenues provide a good example of the aesthetic possibilities that can occur when adjacent buildings include setbacks that are compatible with one another. The setbacks in this area can be used as a model for the opportunities present along Lake Worth Road.

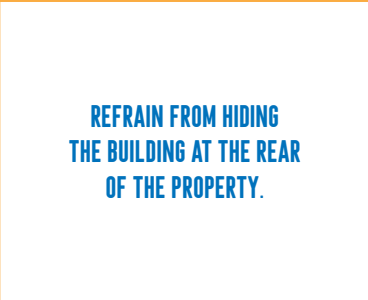
Do This...



SETBACKS ALLOW FOR NEW PUBLIC SPACES TO BE CREATED AND ENJOYED, SUCH AS OUTDOOR DINING.



Not This...



REFRAIN FROM HIDING THE BUILDING AT THE REAR OF THE PROPERTY.



SETBACKS CAN BE USED TO HIGHLIGHT BUILDING ELEMENTS, SUCH AS ENTRANCEWAYS AND TERRACES.



LANDSCAPING WITHIN THE SETBACK NOT ONLY PROVIDES A VISUAL BUFFER, BUT ALSO HELPS TO MITIGATE LOUD TRAFFIC ALONG THE THOROUGHFARES.



DESIGN GUIDELINES

- Space for outdoor dining shall be at the same elevation as the sidewalk level or slightly raised above it. This provides users more safety from vehicles and separates those walking along the sidewalk from those that are seated.
- Setbacks of buildings on the same street shall be consistent and similar in distance. This eliminates the possibility of views of buildings being obstructed due to staggered building placement.
- Setbacks and stepbacks allow for new public spaces to be created, such as balconies and terraces, which is highly encouraged.
- Setbacks help to create a proportionate sense of scale for pedestrians in relation to the large size of buildings.
- Setbacks provide opportunities for property aesthetic improvements such as more appealing landscaping and open space/pocket parks, which is encouraged.
- Building setbacks can also serve as a protective measure for pedestrians by reducing the chances of vehicles intruding the sidewalk area and causing potential accidents involving pedestrians.

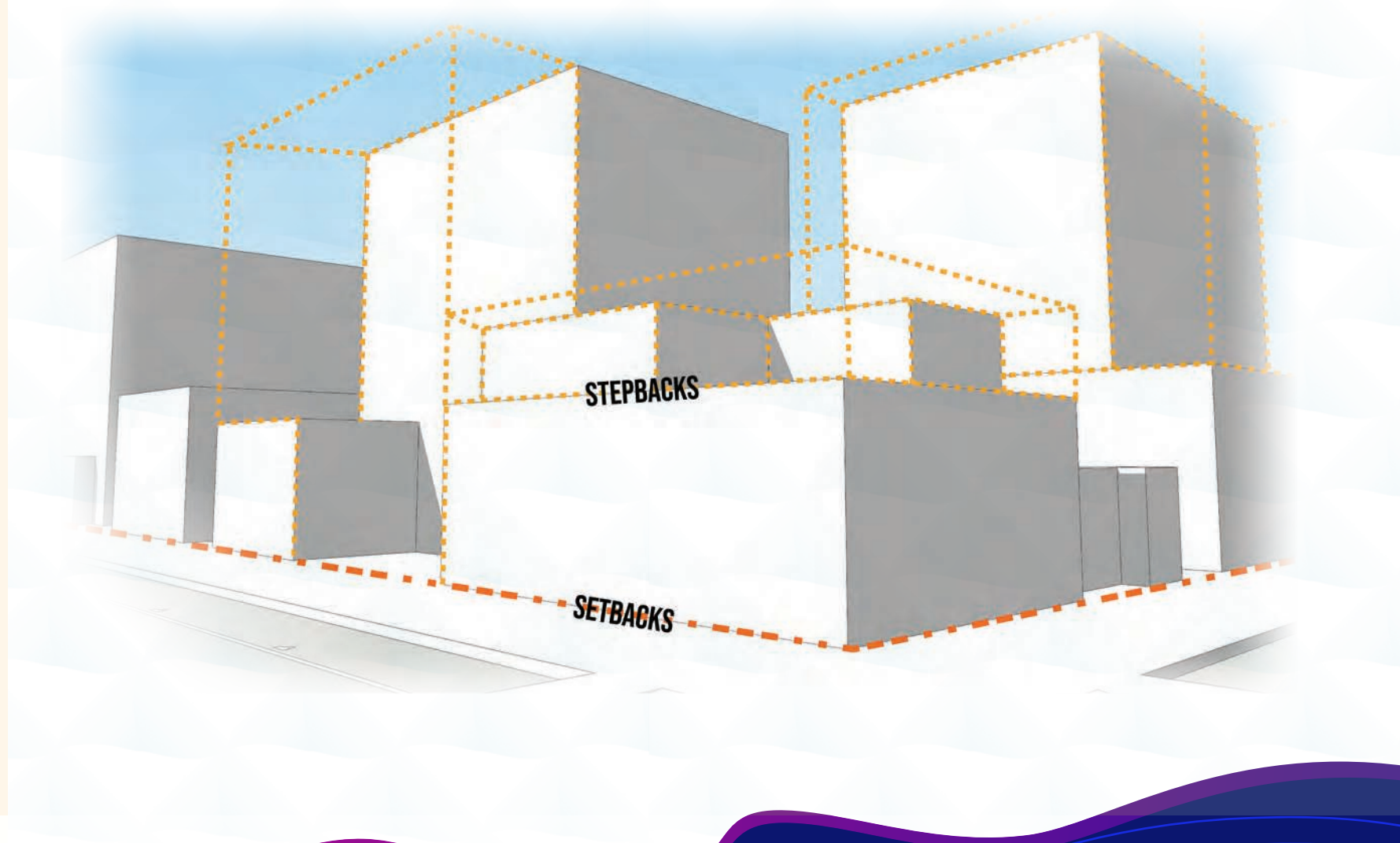
HIGHLIGHTS FROM THE CODE

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.

[\(Sec. 23.2-31 \(c\)\(14\)\)](#)

Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. [\(Sec. 23.2-31 \(c\)\(14\)\)](#)

Additional consideration shall be given to complementary setbacks between the existing and proposed development. [\(Sec. 23.2-31 \(c\)\(14\)\)](#)



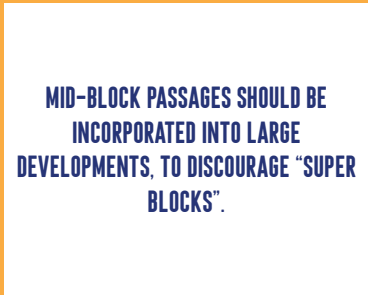
SITE PLANNING + DESIGN

When effectively planned and designed, a site development can promote safety and minimize adverse impacts to its neighbors, preserve historic buildings and natural vegetation, and even improve micro-climate conditions. Buildings that connect and relate to their immediate context help to unify the character and experience of the neighborhood. To ensure compliance with the City’s qualitative site design requirements, applicants will need to go through the City’s site plan review and approval process. There are many opportunities for properties along Lake Worth Road, South Dixie Highway, South Federal Highway, and 10th Avenue North to design harmonious and well-organized site plans.

Do This...



DUAL FRONT BUSINESSES PROVIDE CONVENIENT POINTS OF ENTRY FOR PEDESTRIANS AND COMMUTERS.



MID-BLOCK PASSAGES SHOULD BE INCORPORATED INTO LARGE DEVELOPMENTS, TO DISCOURAGE “SUPER BLOCKS”.



BULK TRASH RECEPTACLES SHOULD BE PLACED AT THE REAR OF THE PROPERTY, BE SHIELDED ON THREE SIDES, AND INCLUDE GATES.

Not This...



ELECTRICAL AND MECHANICAL EQUIPMENT SHOULD BE HIDDEN AS MUCH AS POSSIBLE.



DESIGN GUIDELINES

- Sites shall be designed to help connect and define districts, edges, pathways, open spaces, and landmarks.
- Sites shall be designed to minimize the amount of stormwater runoff, while buildings shall be designed in such a way as to maximize the amount of pervious surface area.
- All façades visible to public or adjacent property shall be designed to create a harmonious whole.
- Building surfaces, walls, and roofs shall be compatible and in harmony with the neighborhood. Materials shall express their function clearly and not appear foreign to the rest of the building.
- “Take-out” or “pick-up” windows of retail or wholesale establishments shall not be located on a building façade that faces a public right-of-way unless they are designed in such a manner as to constitute an aesthetic asset to the building and neighborhood.
- Corner sites should be reshaped to better contribute to natural lighting and air flow.

HIGHLIGHTS FROM THE CODE

All elements of the site plan shall be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The site shall be developed so as to not impede the normal and orderly development or improvement of surrounding property for uses permitted in the Land Development Regulations. ([Sec. 23.2-31 \(c\)\(1\)](#))

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. ([Sec. 23.2-31 \(c\)\(3\)](#))

All buildings, dwelling units, and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use; curb cuts close to railroad crossings shall be avoided. ([Sec. 23.2-31 \(c\)\(6\)](#))

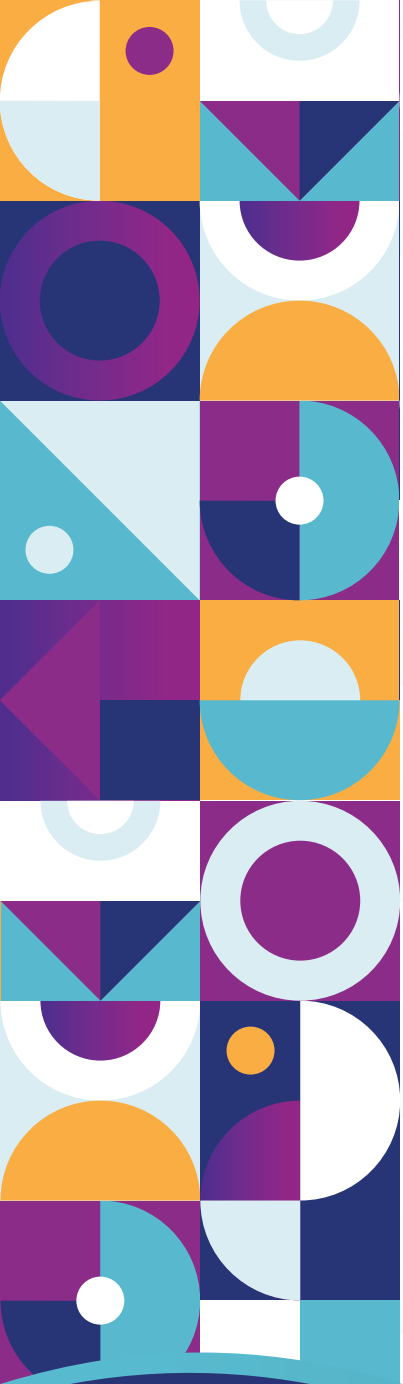
There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system. ([Sec. 23.2-31 \(c\)\(7\)](#))

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. ([Sec. 23.2-31 \(c\)\(8\)](#))

SITE PLANNING + DESIGN



A conceptual site plan design illustrating the design guidelines related to site planning + design in action





4 GUIDELINES FOR BUILDING DESIGN

- 40 ENTRANCES
- 42 LANDSCAPE + STREETScape
- 44 MATERIALS + CONSTRUCTION
- 46 PUBLIC ART + MURALS
- 48 ROOFS + TERRACES
- 50 SIGNAGE
- 52 STREET + SITE LIGHTING
- 54 SUSTAINABILITY
- 56 WINDOWS

ENTRANCES

Building entrances help to communicate character and identify points of interest within a structure. They reinforce the connection between public and private spaces while helping patrons and passing pedestrians distinguish adjacent businesses from each other. Entrances to buildings should be inviting and reinforce the connection between public and private spaces. It is essential for local businesses, such as the ones located in the downtown area, to design prominent entrances to enhance their own storefront, as well as the overall community streetscape.

Do This...



BOLD COLORS, TEXTURES, AND COMPLEMENTARY MATERIALS CAN GREATLY ENHANCE THE ENTRANCE.



MAIN ENTRANCES SHOULD REALLY STAND OUT, NOT BLEND IN.



REASONABLY SPACE ENTRANCES TO PROVIDE CLEAR DISTINCTION FOR EACH BUSINESS.



AWNINGS AND OVERHANGS ARE GREAT WAYS TO PROTECT AND HIGHLIGHT STOREFRONT ENTRANCES.

Not This...



DESIGN GUIDELINES

- All doors and openings shall be consistent in height and width to ensure legibility and reinforce design uniformity.
- Openings between businesses shall be reasonably spaced to provide a clear distinction for each business.
- Storefront entrances shall be protected from the weather, by providing overhangs and canopies above the door.
- A hierarchy shall be applied to distinguish primary entrances from secondary entrances.
- Entrances shall be well-defined and emphasized.
- To emphasize prominence, entrances can be ornamented with decorative landscaping such as flowering shrubs and trees.
- Architectural elements such as arcades, awnings, and canopies can be used to draw the attention of patrons to entrances.
- While redeveloping a property, existing landscaping may need to be altered, so storefronts may be seen from the street.

HIGHLIGHTS FROM THE CODE

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. ([Sec. 23.2-31 \(c\)\(5\)](#))

All buildings, dwelling units, and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use. ([Sec. 23.2-31 \(c\)\(6\)](#))

Signs designating entrances, exits and regulations are to be of tasteful design and shall be subject to review by the Planning and Zoning Board. ([Sec. 23.2-31 \(h\)\(3\)](#))



A conceptual design illustrating the design guidelines related to entrances in action

LANDSCAPE + STREETScape

Landscape and streetscape play a significant role in the spacial definition of public/private spaces as well as in the separation of uses. Trees, shrubs, and site furnishings should combine to provide that function in the most intensely developed spaces. The intersection of Lucerne Avenue and North Federal Highway presents a suitable example of landscaping with the comfort of individuals in mind, specifically regarding the substantial shade provided by the trees projecting over the sidewalk. Opportunities for a harmonious streetscape can be found along Lake Worth Beach’s Major Thoroughfares, such as along Lake Worth Road. Examples of streetscape furnishings, organized by architectural style, can be found in Section 7.

Do This...



SHADED SEATING IS MORE APPEALING AND COMFORTABLE FOR USERS.



POORLY MAINTAINED LANDSCAPING DETRACTS FROM VISUAL APPEAL, AND CAN LEAD TO INCREASED CRIME AND SAFETY ISSUES.

PLANTERS CAN BE USED TO DEFINE MULTIPLE SPACES, SERVE AS BUFFERS, AND ENHANCE THE PUBLIC REALM AND CHARACTER.



PLANTING NATIVE FLORA REINFORCES THE LOCAL CULTURE, WHILE COLORS CAN BE USED TO UNIFY AND BRAND KEY SPACES.



Not This...

DESIGN GUIDELINES

- Pedestrian walkways shall be protected from excessive sunlight through the use of recommended shade trees, whenever applicable.
- To reduce opportunities for potential crime, landscaping shall be designed and maintained as to not create hiding places.
- To the fullest extent possible, landscaping shall be Florida-native or Florida friendly.
- Litter bins should be placed near each intersection corner and be easily accessible and identifiable for pedestrians.
- Consistent and ‘special’ ground plane treatment will distinguish one area from another (pavers, etc.), which is necessary to create a cohesive sense of place.
- Planters shall be implemented to naturally beautify areas while also helping to separate spaces and create temporary barriers. Placement of the planters shall ensure to not interfere with vehicles on the roadway or the flow of passing pedestrians on walkways.
- The integration of stormwater systems and water treatment into tree pits and landscape areas is highly desirable.
- Seating options shall be placed throughout the thoroughfare to provide breaks for relief, social interaction, and observation.
- All street furnishings should complement the surrounding context and architectural style.

HIGHLIGHTS FROM THE CODE

The natural landscape should be prioritized and protected from any unnecessary tree and soil removal unless the removal is part of a site planning project.

The land topography and vegetation in place should remain undisturbed in efforts to reduce wind and water erosion in regard to adjacent developments.

Natural water retention areas for stormwater runoff shall be used to minimize ground and surface water pollution. Landscaping should be harmonious with the outdoor built environment with design emphasis on entrance and exit areas.

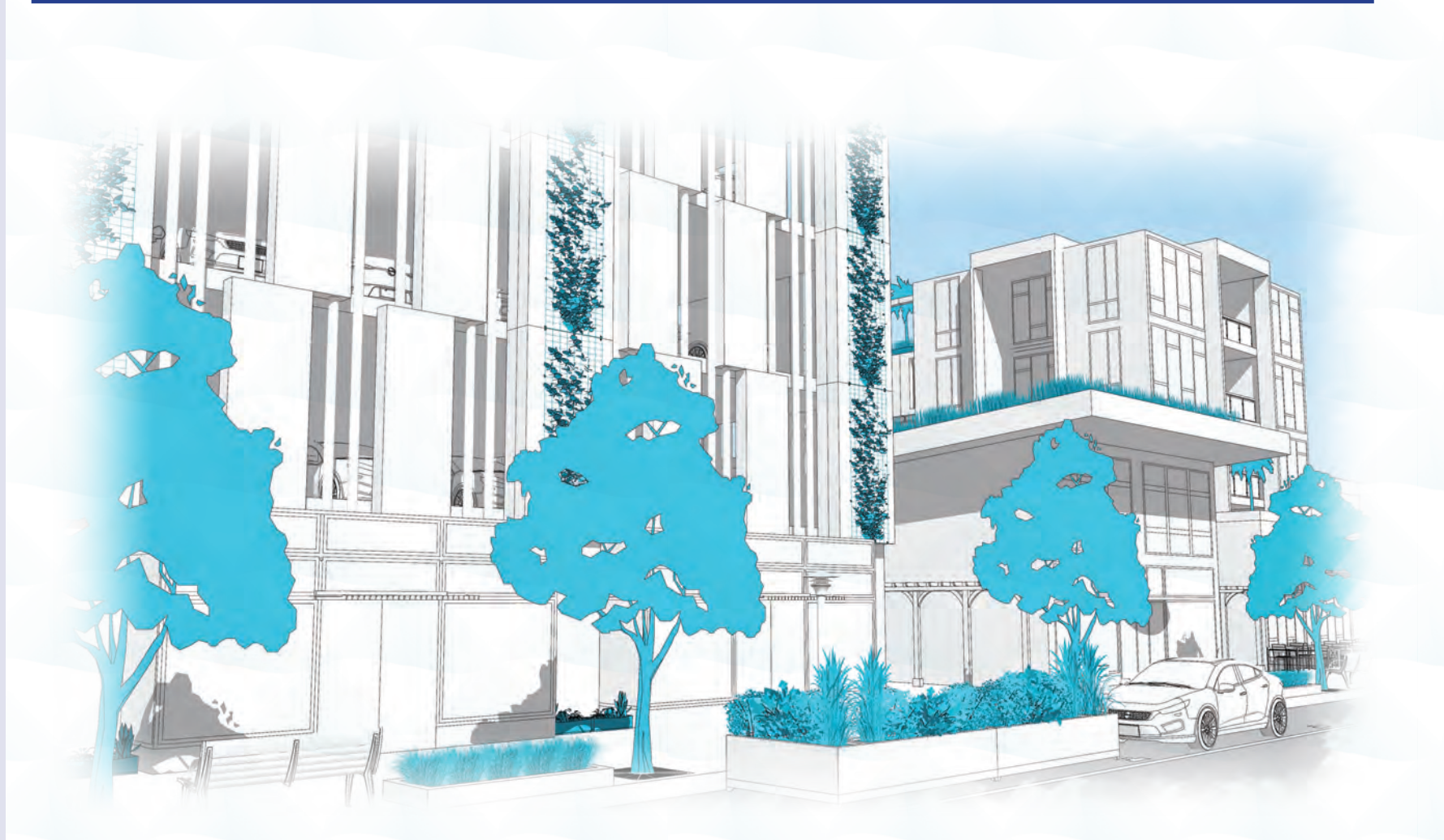
Parking lots should be landscaped with tree islands to reduce the potential heat island effect which is created by an excessive amount of hard surfaces in an area.

No advertising will be allowed on any exposed amenity or facility such as benches and trash containers.

[\(Sec. 23.2-31 \(d\)\(13\)\)](#)

Refuse and service areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property. [\(Sec. 23.2-31 \(c\)\(12\)\)](#)

LANDSCAPE + STREETSCAPE



A conceptual design illustrating the design guidelines related to landscape + streetscape in action

MATERIALS + CONSTRUCTION

The quality and type of materials used on a building exterior can communicate the style and character of not only the building itself but the entire collection of buildings within a district or plaza. Materials and colors can have both positive and adverse affects on the pedestrian experience, comfort, and safety, as well as the perception of the community. There is great opportunity along each of the Major Thoroughfares, for all buildings to use high quality materials and colors, in order to create unique, yet complementary, structures. A selection of building façade materials categorized by architectural style can be found in Section 7 of this document.

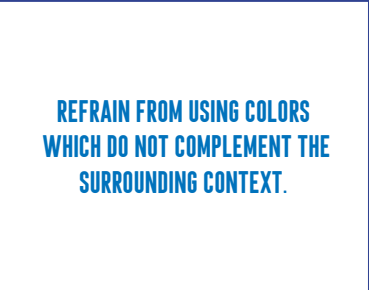
Do This...



USING LOCALLY SOURCED MATERIALS FURTHER STRENGTHENS THE BUILDING'S CHARACTER AND SENSE OF PLACE.



Not This...



REFRAIN FROM USING COLORS WHICH DO NOT COMPLEMENT THE SURROUNDING CONTEXT.



MATERIALS AND COLORS SHOULD COMPLEMENT THE BUILDING FORM, ADD CHARACTER AND DEPTH, AND BE VISUALLY APPEALING.



THE USE OF ACCENT COLORS AND MATERIALS HELP TO EMPHASIZE ARCHITECTURAL FEATURES.



DESIGN GUIDELINES

- Buildings shall use a combination of materials; a primary material to envelope most of the building's exterior walls and an accent material to provide contrast and a break from the primary material.
- Materials shall also transition at the breaks in architecture. For instance, the base of buildings shall differ from that of the core of the building's façade.
- Use materials and colors which support the particular architectural style selected, in order to strengthen the design integrity and authenticity.
- Materials shall be high quality and long-lasting to sustain during the region's hottest and rainiest periods of the year.
- The usage of materials shall be consistent on each side of the building and show continuity.
- The primary materials shall exist on the main façades and, if not used for the entire building, "leak" to the secondary sides of the building.
- Avoid or limit the use of highly reflective and dark materials and colors.

HIGHLIGHTS FROM THE CODE

The relationship of forms of the use, texture, and color of material shall be such as to create a harmonious whole. When the area involved forms an integral part of, immediately adjacent to, or otherwise clearly affects the future of any established section of the city, the design, scale, and location of the site shall enhance rather than detract from the character, value, and attractiveness of the surroundings. Harmonious does not mean or require that the buildings be the same. [\(Sec. 23.2-31 \(d\)\(1\)\)](#)

Materials shall express their function clearly and not appear foreign to the rest of the building. [\(Sec. 23.2-31 \(d\)\(3\)\)](#)

Look-alike buildings shall not be allowed unless, in the opinion of the board, there is sufficient separation to preserve the aesthetic character of the present or evolving neighborhood. [\(Sec. 23.2-31 \(d\)\(5\)\)](#)

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 their surroundings, and meet the community appearance criteria. [\(Sec. 23.2-31 \(l\)\)](#)

MATERIALS + CONSTRUCTION



A conceptual design illustrating the design guidelines related to materials + construction in action

PUBLIC ART + MURALS

Public art and murals provide a sense of identity and make public spaces more inviting and interesting. The process for creating these works of art allows people of the community to bond and initiate conversations that may have never taken place before. The Lake Worth Beach Community Redevelopment Agency actively promotes the City’s art community through the *Lucerne and Lake (“LULA”) Lake Worth Arts program*, even sponsoring murals throughout Lake Worth Beach, including their own building, Hatch 1121. Artists wishing to create murals within the City will need to have their proposed design(s) reviewed and approved by the City’s *Planning and Zoning Board* or *Historic Resources Preservation Board*.

DESIGN GUIDELINES

- Look to connect public art installations to businesses, in order to develop a sense of local identity and begin to tell stories of the culture, community, and history of the City, whenever possible.
- The placement of public art is critical as well. Artists are encouraged to select canvas locations that complement the built environment rather than obscure views to surrounding businesses.
- Sculptures shall be fabricated with aesthetically-pleasing and durable materials, such as stone or metal, to withstand South Florida’s weather conditions throughout the year.
- In efforts to avoid extensive lengths of bland, empty walls, placing low relief (2-D) murals that provide a mild sense of depth are encouraged.
- Murals can be effectively used as wraps for utility equipment such as electrical boxes. This method helps to beautify the Thoroughfares while maintaining the current infrastructure in place, and is highly encouraged.

Do This...



CREATING ARTWORK THAT CAN TIE IN WITH THE HISTORY AND CULTURE OF LAKE WORTH BEACH'S COMMUNITY CAN GREATLY CONTRIBUTE TO CREATING A SENSE OF PLACE.



UNSANCTIONED INSTALLATIONS SUCH AS GRAFFITI, CAN NEGATIVELY IMPACT A COMMUNITY'S PERCEPTION OF SAFETY.

MURALS CAN BE USED TO BRING VISUAL INTEREST TO OLDER, BLAND BUILDINGS.



ARTWORK SHOULD BE FABRICATED WITH MATERIALS WHICH CAN WITHSTAND SOUTH FLORIDA'S WEATHER CONDITIONS.



HIGHLIGHTS FROM THE CODE

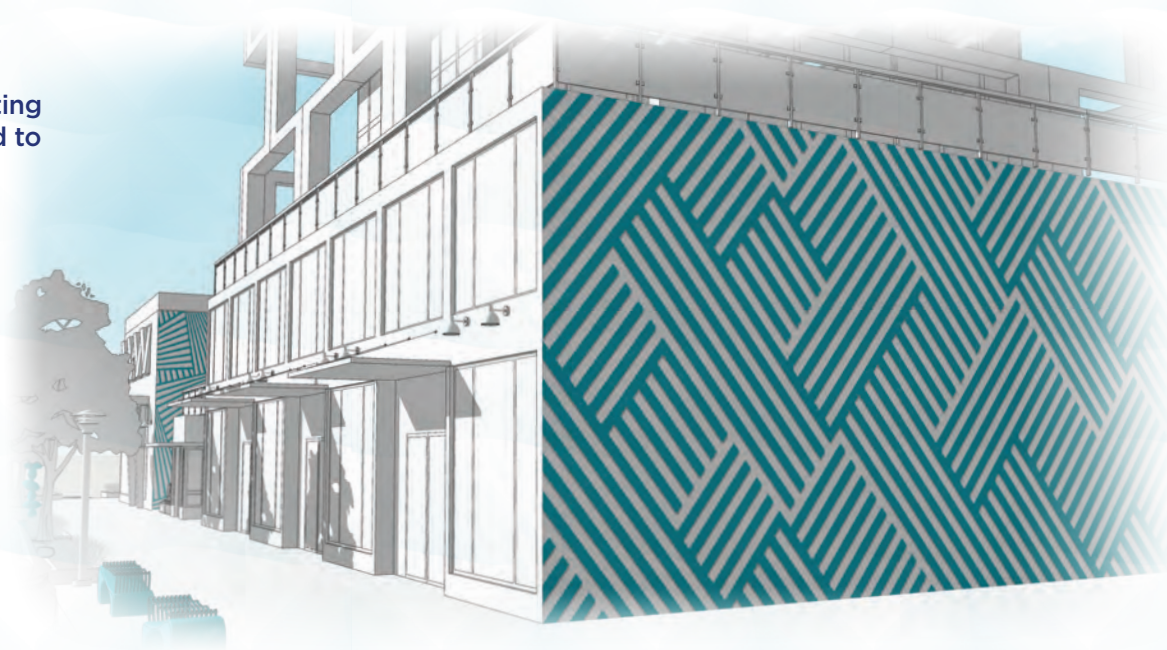
All proposed murals shall be reviewed and approved by the Planning and Zoning Board or Historic Resources Preservation Board. [\(Sec. 23.5-1 \(e\)\(13\)\(A\)\)](#)

Murals shall be permitted in commercial and industrial districts. Other than trompe l’oeil architectural embellishments, murals shall not be permitted on the fronts of buildings or structures facing Lake Worth Road, Lake Avenue, Lucerne Avenue, Dixie Highway, and Federal Highway, except as may be approved by the appropriate board. In all other districts, murals shall be evaluated on a case-by-case basis in relation to their surroundings and environment. [\(Sec. 23.5-1 \(e\)\(13\)\(B\)\)](#)

Murals may co-exist with all types of on-premises signs. If printed commercial messages are included in a mural, the entire mural shall be considered part of the overall allowable signage permitted by code. [\(Sec. 23.5-1 \(e\)\(13\)\(C\)\)](#)

Murals shall be: (i) installed in strict conformity with their approved plans and any special conditions; (ii) Installed by professional artists or licensed painters; (iii) Properly and safely applied to building surfaces, using proper exterior paint or other materials. [\(Sec. 23.5-1 \(e\)\(13\)\(D\)\)](#)

A conceptual design illustrating the design guidelines related to public art + murals in action



PLANTER BEAUTIFICATION



SCULPTURE PARK



DR. MARTIN LUTHER KING, JR. MURAL



CANVAS OUTDOOR MUSEUM MURAL

ROOFS + TERRACES

Roofs are often overlooked within the overall context of buildings. However, they serve an instrumental role in communicating consistency in design while ensuring to hide any building support equipment such as an HVAC unit. Many non-residential buildings within Lake Worth Beach already provide the essential design characteristics for a roof. Therefore, developers should seek the addition of green roofs to their building design. With coordination from the City, green roofs could be incorporated through the *Sustainable Bonus Incentive Program*, which is explained in greater detail on [page 73](#) of this document.

DESIGN GUIDELINES

- The architectural style of the roof shall reflect the architectural design of the building.
- Roof design shall also take into consideration the context of the existing built environment. This ensures all adjacent buildings are synonymous in both form and materials.
- For any buildings with flat roofs, parapets shall be included in the design and be a minimum of two feet (2') in height to obstruct views of any exposed mechanical equipment on the roof.
- Pitched roofs shall have a slope of nothing less than 5:12. This ensures that any collected stormwater is drained properly.
- Rooftop patios, decks, terraces, bars, and green spaces are highly encouraged.
- Green roofs are a great design approach which is highly encouraged as they provide many benefits, including reducing urban heat island effect, filtering rainwater, and providing an opportunity for open space.
- Drip lines shall be considered for uses at ground level, to minimize pedestrians getting wet from runoff or landscaping washout.

Do This...



**GREEN ROOFS REDUCE
STORMWATER RUNOFF AND THE
URBAN HEAT ISLAND EFFECT.**



**MECHANICAL AND ELECTRICAL
EQUIPMENT SHOULD BE SCREENED
FROM PUBLIC EYE.**

**ROOFS CAN ADD VISUAL
INTEREST TO THE BUILDING,
WHILE SKYLINE-DEFINING
FEATURES AND ELEMENTS CAN
HELP ESTABLISH NEIGHBORHOOD
CHARACTER.**



**VARYING ROOF HEIGHTS ADD TO THE
CHARACTER OF THE BUILDING.**



HIGHLIGHTS FROM THE CODE

Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. ([Sec. 23.2-31 \(c\)\(14\)](#))

The concept of harmony shall not infer that buildings must look alike or be of the same style. Harmony can be achieved through the proper consideration of scale, mass, bulk, proportion, height, orientation, site planning, landscaping, materials, the rhythm of solids to voids and architectural components including but not limited to porches, roof types, fenestration, and stylistic expression. ([Sec. 23.2-31 \(d\)\(4\)](#))

Building surfaces, walls, and roofs shall be compatible and in harmony with the neighborhood. ([Sec. 23.2-31 \(d\)\(8\)](#))

All roof-mounted mechanical systems/equipment visible from an adjacent property or an adjacent street shall be screened from view. ([Sec. 23.4-21 \(a\)\(1\)](#))

Solar energy systems are exempt from screening requirements. ([Sec. 23.4-21 \(a\)\(2\)\(A\)](#))

ROOFS + TERRACES



A conceptual design illustrating the design guidelines related to roofs + terraces in action

SIGNAGE

Signage is an essential component within the design of the thoroughfare. It serves as a prominent form of communication for all visitors in a thoroughfare. Signage systems denote points of interest, traffic safety, directions for pedestrians and motorists, and enhances the overall aesthetic character of each thoroughfare. Signage is not only a crucial component of wayfinding for motorists and pedestrians, but it also creates an impression for a local business or area as a whole. There is potential on North Dixie Highway for a more marketable appearance by enhancing the visibility and consistency between the signs and buildings in the area.

DESIGN GUIDELINES

- Signage shall complement the style(s) of existing and future development to retain the value of properties, and shall not compromise the visibility of pedestrians, vehicles, or sightlines.
- Signage shall have wording that is clear and concise to not overwhelm readers and potentially interrupt the flow of traffic.
- Plazas and multi-tenant properties shall establish a master sign plan that standardizes the size, color, material, and placement of signage, to ensure a unified aesthetic.
- Letter-type signs with individual letters that are affixed to the building exterior are encouraged over “boxy” signs.
- Quality signage, such as illuminated, decorative, stylish, permitted, durable, and weatherproof, is strongly encouraged over the use of paint. However, while allowed, painted signage, including the name of the business, must be pre-approved by the City.
- All signage shall extend no more than two feet (2') from the building.

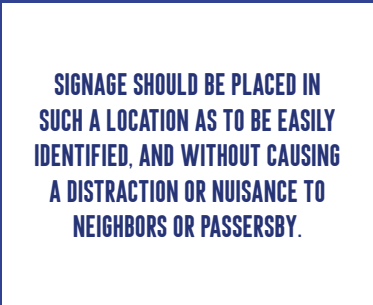
Do This...



SIGNAGE MATERIALS, COLORS, AND SCALE SHOULD COMPLEMENT THAT OF THE BUILDING, WHILE STILL RETAINING THEIR INDIVIDUALITY.



Not This...



HIGHLIGHTS FROM THE CODE

The scale of the sign should be consistent with the size of the structure it references. [\(Sec. 23.2-31 \(f\)\(1\)\)](#)

The overall effect of the configuration or coloring of the sign shall not be garish. [\(Sec. 23.2-31 \(f\)\(2\)\)](#)

The colors shall not conflict with those of other signs already on the building or in the immediate vicinity. [\(Sec. 23.2-31 \(f\)\(2\)\)](#)

The use of wall banners as signage is prohibited.

Signs should not create a nuisance to the occupancy or use of other properties as a result of their size, height, brightness, or movement. They should be in harmony with buildings, the neighborhood, and other conforming signs in the area. [\(Sec. 23.5-1 \(a\)\(1\)\(A\)\)](#)

Signs should not deny other persons or groups the use of sight lines on public rights-of-way, should not obscure important public messages, and should not overwhelm readers with too many messages. Signs can and should help individuals to identify and understand the jurisdiction and the character of its subareas. [\(Sec. 23.5-1 \(a\)\(1\)\(B\)\)](#)



A conceptual design illustrating the design guidelines related to signage in action

STREET + SITE LIGHTING

Street lighting is essential to the design of a site, as it provides an internal sense of security for individuals visiting the area while improving the safety of drivers and pedestrians. When aptly implemented, the street lighting style of a thoroughfare can ultimately enhance the overall theme and experience for pedestrians and motorists. The street lighting found on the east side of Federal Highway present an ideal design, as they are properly dispersed along the street, and the post itself filters the light down towards the street, reducing light pollution.

Do This...



DIFFERENT STYLES OF LIGHT FIXTURES MAY BE USED ON THE SAME PROPERTY, SO LONG AS THEY ARE HARMONIOUS AND COMPLEMENTARY TO THE DESIGN INTENT.



COBRA HEAD STREET LIGHTING IS STALE AND LACKS CHARACTER, AND SHOULD NOT BE USED ALONG THE THOROUGHFARES.



SITE LIGHTING SHOULD REFLECT BACK ONTO THE PROPERTY, MINIMIZING SPILLAGE ONTO NEIGHBORING PROPERTIES OR INTO THE SKY.



ENSURE SITE LIGHTING IS SUFFICIENT ENOUGH TO PREVENT DARK AREAS, WITHOUT CAUSING A NUISANCE TO NEIGHBORING PROPERTIES.

Not This...



DESIGN GUIDELINES

- Exterior lighting fixtures should be functional and assist with providing safety but should prioritize aesthetic quality.
- To help with reducing light pollution, all lighting should be Dark Skies compliant.
- Use light fixtures that provide down lighting or are shielded, in order to curtail light pollution and preserve the nighttime environment.
- Accent lighting can be used to emphasize plants, trees, barriers, entrances, and architectural features, and is encouraged. However, applicants should aim to minimize excessive light spillage onto adjacent properties.
- The amount of light emitted should be adequate in spread, to discourage vandalism and crime while enhancing security.
- The temperature (color) of the site lighting should be preferably white, to provide clearer judgment for pedestrians as they encounter other unknown objects/pedestrians.
- Conserve energy and resources to the greatest extent possible.
- The use of LED and long lasting, low energy lighting is strongly encouraged over Halogen Box and High Pressure Sodium lighting.

HIGHLIGHTS FROM THE CODE

All outdoor lighting in all zoning districts used to light the general area of a specific site shall be shielded to reduce glare and shall be so located and arranged so as to reflect lights away from all adjacent residential districts, adjacent residences or public thoroughfares.

All outdoor lighting in all zoning districts shall be directed toward the ground or the façade of a building.

All lighting used for the external illumination of buildings, so as to feature said buildings, shall be placed and shielded so as not to interfere with the vision of motor vehicle operators or pedestrians.

High intensity lighting may be used to illuminate parking areas and to promote security, where needed. However, such lighting shall be shielded and located so as not to allow light trespass upon neighboring residential properties or districts in excess of 12.57 lumens when measured on that property.

No illuminated signs or any other outdoor feature shall be of a flashing, moving, or intermittent type. Artificial light shall be maintained stationary and constant in intensity and color at all times when in use.

Lighting shall be arranged to eliminate conflicts with safe traffic and pedestrian movements.

Lighting is not to be used as a form of advertising in a manner that is not compatible to the neighborhood or in a manner that draws considerably more attention to the building or grounds at night than in the day.

STREET + SITE LIGHTING



A conceptual design illustrating the design guidelines related to street + site lighting in action

SUSTAINABILITY

Sustainability has become a standard within the realm of design. It increases the quality of living while allowing people to cut down on their excessive use of energy and pollution. Building and site designs that incorporate sustainable technologies, strategies, practices, and maintenance can reduce their adverse impacts on the environment. Selecting locally sourced building materials and incorporating energy systems which meet or exceed energy performance requirements can reduce carbon emissions and support the health of natural systems. Through the Lake Worth Beach Arts Initiative, the projects along Lake and Lucerne Avenues have contributed to the social and cultural sustainability of the City. Furthermore, the City of Lake Worth Beach recently became Florida’s first municipality to own and operate a solar field, making the City a leader in the renewable energy in Florida. Additionally, the City has established the *Sustainable Bonus Incentive Program*, which is explained in greater detail on [page 73](#) of this document.

Do This...



WHENEVER POSSIBLE, WORK AROUND, OR INCORPORATE, EXISTING AND ESTABLISHED NATIVE LANDSCAPE.



COBRA HEAD STREET LIGHTING IS STALE AND LACKS CHARACTER, AND SHOULD NOT BE USED ALONG THE THOROUGHFARES.

THE USE OF RECLAIMED/RECYCLED, ENVIRONMENTALLY-CONSCIOUS BUILDING MATERIALS IS HIGHLY ENCOURAGED.



INCORPORATE RENEWABLE ENERGY TECHNOLOGIES AND LOCALLY SOURCED MATERIALS.



DESIGN GUIDELINES

- Orient buildings, windows, roofs, and other features for passive and active solar light and predominant winds, whenever possible.
- Strive to meet certain standards set forth by the Florida Green Building Coalition, the U.S. Green Building Council for LEED certification, or Green Globe, whenever possible.
- Place electric vehicle charging stations and bike racks in parking areas, near the entrances of buildings, and close to transit stops.
- Natural building materials shall be considered to reduce the amount of energy that is used to produce unnatural materials, the pollution levels during the manufacturing process, and the toxicity levels.
- To reduce the urban heat island effect, design and install green roofs which effectively and efficiently form natural insulation, absorb and slow down stormwater runoff, and provide additional green space for users.
- Photovoltaic walls and panels (solar power) can be used on building rooftops and façades to provide an alternative source of energy that is much cleaner and efficient.

HIGHLIGHTS FROM THE CODE

Whenever possible, strive to meet certain standards set forth by either the Florida Green Building Coalition, the U.S. Green Building Council for LEED certification, or Greenwise.

As an incentive, commercial and residential construction permit applications are eligible for expedited building permit review at no additional charge if the structure(s) constructed is certified as a green building.

Residential buildings that are certified as satisfying all the requirements of the current Green Homes Designation Standard of the Florida Green Building Coalition or receive certification under LEED of the USGBC shall qualify for expedited permit review and additional floor area or height as set out in the land development regulations.

Commercial buildings that obtain either LEED certification from the U.S. Green Building Council or certification from the Florida Green Building Coalition shall qualify for expedited permit review and additional floor area or height as set out in the land development regulations.

A minimum of fifty (50) percent of all required trees must be native and fifty (50) percent of all other required plants must be native or drought tolerant (xeriscape). (Sec. 23.6-1 (c)(5))

SUSTAINABILITY



A conceptual design illustrating the design guidelines related to sustainability in action

WINDOWS

Windows are a key element within building design. They help to communicate the scale and generate visual interest for businesses to the public as well as to provide a connection with the natural environment. Windows also create a sense of consistency, depth, and rhythm in design throughout the building façade. Opportunities exist along Dixie Highway and Federal Highway, for large storefront windows, due to the width of the right-of-way. These windows will create visual interest for pedestrian and vehicular traffic. In areas that are adjacent to established residential neighborhoods, such as along 6th Avenue South, 10th Avenue North, and Lake Worth Road, windows should mimic the patterns and styles found in residential buildings.

Do This...



GROUND FLOOR WINDOWS SHOULD BE TRANSPARENT.



WINDOW PATTERNS CAN ADD VISUAL INTEREST AND CHARACTER TO THE BUILDING AND SURROUNDING CONTEXT.



VACANT PROPERTIES SHOULD USE WINDOW CLINGS TO COVER UP THE WINDOWS, RATHER THAN USING PAPER OR PAINT.

Not This...

REFRAIN FROM HAVING METAL BARS OR MOUNTED OBSTRUCTIONS ATTACHED TO THE WINDOW:

REFRAIN FROM HAVING "WINDOWLESS" FAÇADES.



DESIGN GUIDELINES

- Windows shall be transparent to allow light to spill from the interior onto the sidewalk. Therefore, at a minimum, 25% of the facade fronting the right-of-way shall include glazed fenestrations.
- At the street level, windows shall be a minimum of one foot (1') above the sidewalk, and at a height of at least ten feet (10').
- Windows shall be consistent and harmonious with the desired architectural style.
- Awnings shall complement architectural styles, and provide shade for the pedestrian without blocking visibility.
- Windows shall refrain from using mirrored glass and films that block visibility.
- Size and place windows so that they take advantage of interesting exterior views and to maximize the connection between the indoor and outdoor spaces.
- Locate windows to provide for surveillance and security, especially near entrances, courtyards and public spaces, and parking lots.

HIGHLIGHTS FROM THE CODE

“Take-out” and “pick-up” windows shall not be located on a building façade that faces a public right-of-way unless they are designed in such a manner as to constitute an aesthetic asset to the building and neighborhood. (Sec. 23.2-31 (d)(9))

Windows and openings of businesses shall be decorated with merchandise or screened from view with curtains or interior shutters. (Sec. 23.2-31 (k)(4))

All storefronts both that have more than twenty-five (25) feet of frontage on a public sidewalk must provide a vignette display in at least one-half (½) of its available window space. (Sec. 23.2-31 (k)(5))

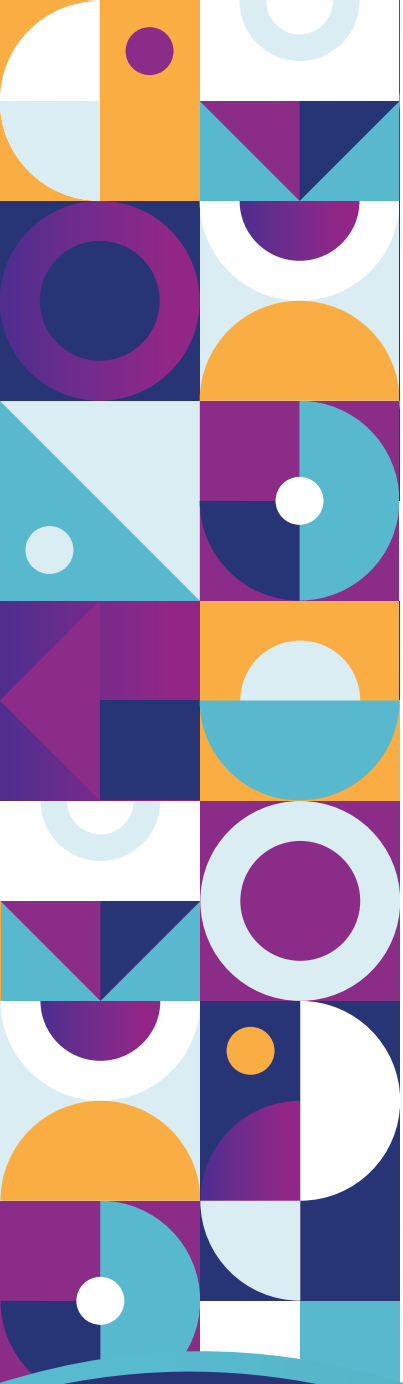
Newspaper, printed paper, or unpainted plywood will not be allowed in a window.

No windows or openings of storefronts will utilize mirrored reflective film. Films allowing light to pass through, but blocking ultraviolet light will be permitted. (Sec. 23.2-31 (k)(7))

Businesses shall not have the storage of items in the window that are visible from a public street or right-of-way. (Sec. 23.2-31 (k)(9))



A conceptual design illustrating the design guidelines related to windows in action





5 GUIDELINES FOR SUB AREAS

- 60 SUB AREA 1
- 62 SUB AREA 2
- 64 SUB AREA 3
- 66 SUB AREA 4
- 68 SUB AREA 5

SUB AREA 1

DEVELOPMENT OPPORTUNITIES

Zoning Districts:
[Mixed Use-West \(MU-W\);](#)
[Transit Oriented Development-West \(TOD-W\)](#)

Future Land Uses:
Mixed Use-West (MU-W);
Transit Oriented Development (TOD)

Design Concept:
The proposed conceptual design focuses on a TOD Village vision by embracing the existing train station. It combines commercial and office areas with a hotel, and a residential neighborhood. This conceptual design also provides large amounts of green public areas, as well as shade and accent trees identified in the tree palette on [page 89](#) of this document.

Below is a list of allowable uses identified in the Permitted Uses Table in Section 23.3-6 of the City’s Land Development Regulations, which have been identified as target development opportunities within Sub Area 1.

- Corporate Office Campuses
- Hotels
- Higher Education Facilities
- Mixed-use developments, including residential
- Public Parking / Commuter Lots
- Transit Station

DESIGN GUIDELINES

- Buildings should be oriented to maximize views to Lake Osborne, whenever possible.
- Use street widths to establish the general scale, massing, and proportions of the building.
- The use of living green walls and live vegetation on the façade of the parking structure(s) is highly encouraged.
- The use of non-black asphalt materials, such as pavers or colored stamped asphalt for the drive aisle, is highly encouraged as it reduces the heat island effect.
- Buildings which front Lake Worth Road should be placed as close to the front property line as allowed, unless public amenities and gathering places such as plazas and green spaces, are provided along the front property line.
- Provide easy, direct, convenient, and safe access to the Tri-Rail station from Lake Worth Road, especially for pedestrians and cyclists.
- Roadways that directly connect to Lake Osborne Drive from Lake Worth Road should have wider than average sidewalks (8’-12’), shade trees, benches, street lighting, on-street parking, and designated rideshare pickup/drop off points.

DEVELOPMENT MATERIALS

The following materials should be used as a guide for creating architecture with a contemporary industrial aesthetic within Sub Area 1.



ALUMINUM



BRICK PAVERS



BRICK VENEER



CONCRETE



CORTEN STEEL



LIVING WALLS



PHOTOVOLTAIC / FRITTED GLASS



POROUS ASPHALT

SUB AREA 1



A Conceptual design illustrating one potential way in which the design guidelines could be used to develop the site

SUB AREA 2

DEVELOPMENT OPPORTUNITIES

Zoning Districts:
[Mixed Use-East \(MU-E\);](#)
[Transit Oriented Development-East \(TOD-E\)](#)

Future Land Uses:
Mixed Use-East (MU-E);
Transit Oriented Development (TOD)

Design Concept:
The proposed conceptual design for Sub Area 2 illustrates a small residential community of townhomes located within the Cultural Arts District, between Lake and Lucerne Avenues. The design includes a clean, modern architectural style with a selection of tropical and happy accent colors, wide sidewalks and a mid-block passage, as well as shade and accent trees identified in the tree palette on [page 89](#) of this document.

Below is a list of allowable uses identified in the [Permitted Uses Table at Section 23.3-6](#) of the City’s Land Development Regulations, which have been identified as target development opportunities within Sub Area 2.

- Bed and Breakfast Inns
- Cultural Arts Facilities
- Dense Residential - such as townhomes
- Live/Work Mixed-use buildings with uses such as beauty salons, artisanal arts, and retail Office

DESIGN GUIDELINES

- Buildings should be in an artistic, modern, contemporary architectural style, with tropical, happy, vibrant colors and materials used for accenting.
- The use of high-quality building materials and elements will help development and redevelopment projects along the major thoroughfare to serve as a gateway into the City’s downtown.
- To encourage more pedestrian activity along the major thoroughfare, sidewalks abutting Lake and Lucerne Avenues should be a minimum of eight (8) feet wide and include a robust streetscape design.
- The use of non-black asphalt materials, such as pavers or colored, stamped asphalt for the drive aisle is highly encouraged as it reduces the heat island effect.
- Signs should be limited to two or three complementary colors that are compatible with the colors on the building.
- The use of public art as street or site amenities is highly encouraged.

DEVELOPMENT MATERIALS

The following materials should be used as a guide for creating architecture with an artistic, creative, and modern aesthetic within Sub Area 2.



COLORED ALUMINUM PANELS



TILE



WHITE PAINTED CONCRETE



PERFORATED METAL SCREEN PANELS



ARTISTIC BRICK PAVER PATTERNS



COLORED GLASS



UP/DOWN LIGHTING



CITY-APPROVED MURALS

SUB AREA 2



A conceptual design illustrating one potential way in which the design guidelines could be used to develop the site

SUB AREA 3

DEVELOPMENT OPPORTUNITIES

Zoning District:
[Mixed Use-Dixie Highway \(MU-DH\)](#)

Future Land Use:
Mixed Use-East (MU-E)

Design Concept:
The proposed conceptual design for Sub Area 3 illustrates a dense mixed-use new development, composed of residential, retail/commercial, and office spaces. The design includes a generous buffer from the FEC rail line, wide primary sidewalks and mid-block passages, ground level and rooftop green spaces, as well as shade and accent trees identified in the tree palette on [page 89](#) of this document.

Below is a list of allowable uses identified in the Permitted Uses Table at Section 23.3-6 of the City’s Land Development Regulations, which have been identified as target development opportunities within Sub Area 3.

- Hotel
- Mixed-use Development
- Restaurants (no drive-through)
- Retail - High Intensity

DESIGN GUIDELINES

- Buildings which front Dixie Highway should be placed as close to the front property line as allowed, unless public amenities and gathering places, such as plazas and green spaces, are provided along the front property line.
- Ground floor uses with frontage on Dixie Highway must be habitable and active, such as office or retail, and shall not include parking or mechanical uses.
- A generous landscape buffer and/or privacy wall should be installed along the portion of the property which abuts the FEC rail line, in order to reduce noise pollution.
- A diversity of materials and colors is essential for visual harmony and helps create vibrant streetscapes for long continuous façades.
- Buildings should be in a modern or contemporary architectural style, with cool colors and materials used for accenting and highlighting features.
- Changes in materials should occur at changes in the plane of the façade and/or articulate the transition between the base, middle, and top of the building.

DEVELOPMENT MATERIALS

The following materials should be used as a guide for creating architecture with a contemporary industrial aesthetic within Sub Area 3.



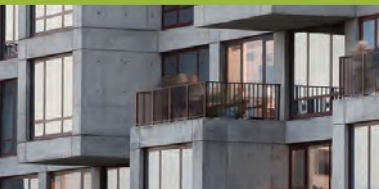
ALUMINUM



BRICK PAVERS



BRICK VENEER



CONCRETE



CORTEN STEEL



LIVING WALLS



PHOTOVOLTAIC / FRITTED GLASS



POROUS ASPHALT

SUB AREA 3



A conceptual design illustrating one potential way in which the design guidelines could be used to develop the site

SUB AREA 4

DEVELOPMENT OPPORTUNITIES

Zoning District:
[Mixed Use-Federal Highway \(MU-FH\)](#)

Future Land Use:
Mixed Use-East (MU-E)

Design Concept:
The proposed conceptual design for Sub Area 4 illustrates a dense residential community of townhouses. The design is reminiscent of the Bungalow architectural style, with a selection of tropical and happy accent colors, wide sidewalks, and multiple points of ingress and egress for pedestrians; the drive aisle runs parallel to South Federal Highway. Shade and accent trees were selected from the tree palette on [page 89](#) of this document.

Below is a list of allowable uses identified in the [Permitted Uses Table](#) at [Section 23.3-6](#) of the City’s Land Development Regulations, which have been identified as target development opportunities within Sub Area 4.

- Essential Services such as neighborhood markets, banks, dry-cleaners, etc.
- Mixed-use Development
- Townhouses
- Offices

DESIGN GUIDELINES

- Surface parking lots and back out parking are prohibited along Federal Highway.
- Create opportunities for an active residential community, and contribute to the existing, stable residential character.
- Street trees shall be installed at a minimum of every twenty-five feet (25') of frontage. Approved native species shall be used.
- At a minimum, provide a landscape buffer between abutting properties; the use of privacy walls may be allowed, so long as landscape is also provided.
- Ensure that all window shutters are operable and can cover the entire window.
- Create easily identifiable and visually appealing points of entry.
- Using happy, vibrant, tropical colors will not only provide visual interest, but they help to tie into the existing character and aesthetic of Lake Worth Beach.
- Building design should remain true to the selected style of architecture as much as possible.

DEVELOPMENT MATERIALS

The following materials should be used as a guide for creating architecture appropriate for the Bungalow/Craftsman style, within Sub Area 4.



BRICK PAVERS



STANDING SEAM METAL



STONE



TROPICAL COLORED CLAPBOARD



WOOD BRACKETS



WOOD SHINGLES

SUB AREA 4



A conceptual design illustrating one potential way in which the design guidelines could be used to develop the site

SUB AREA 5

DEVELOPMENT OPPORTUNITIES

Zoning District:
[Mixed Use-Dixie Highway \(MU-DH\)](#)

Future Land Use:
Mixed Use-East (MU-E)

Design Concept:
The proposed conceptual design for Sub Area 5 illustrates a generous landscape buffer separating different land uses, wide primary sidewalks and mid-block passages, parking located at the rear of the property, as well as shade and accent trees identified in the tree palette on [page 89](#) of this document.

Below is a list of allowable uses identified in the Permitted Uses Table at Section 23.3-6 of the City’s Land Development Regulations, which have been identified as target development opportunities within Sub Area 5.

- Grocery Store
- Hotel
- Mixed-use Development that includes residential, commercial, and/or office
- Restaurants (no drive-through)
- Retail - High Intensity

DESIGN GUIDELINES

- The introduction of façade treatments, the creation of safe pedestrian connections, addressing vehicular and pedestrian conflicts, improved street frontage, and landscaping are a few ways in which improvements to an existing development can create a more active pedestrian environment.
- Unless including public amenities and spaces, such as plazas and green spaces, buildings which front Dixie Highway should be placed as close to the front property line as allowed.
- Outdoor dining and seating should be incorporated into the design of dining venues which abut Dixie Highway, whenever possible.
- Provide on-street parallel parking where feasible. Place off-street parking at the rear and behind buildings abutting the Major Thoroughfares.
- Street trees shall be installed at a minimum of every twenty-five feet (25’) of frontage. Approved native species shall be used.
- At a minimum, provide a landscape buffer between abutting properties; the use of privacy walls may be allowed, so long as landscape is also provided.

DEVELOPMENT MATERIALS

The following materials should be used as a guide for creating architecture with a contemporary industrial aesthetic within Sub Area 5.



ALUMINUM



BRICK PAVERS



BRICK VENEER



CONCRETE



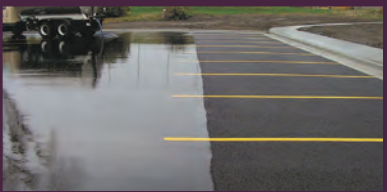
CORTEN STEEL



LIVING WALLS



PHOTOVOLTAIC / FRITTED GLASS

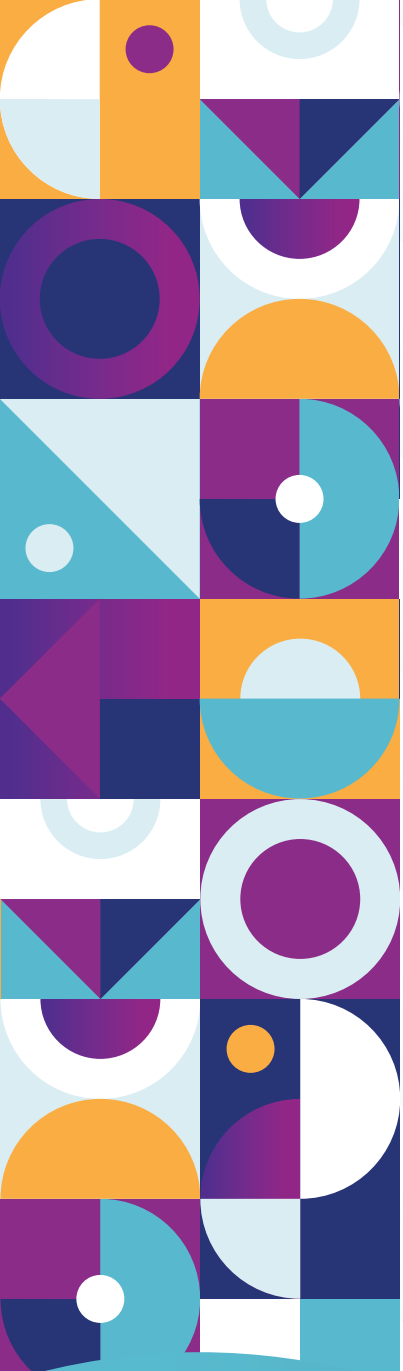


POROUS ASPHALT

SUB AREA 5



A conceptual design illustrating one potential way in which the design guidelines could be used to develop the site





6 INCENTIVE PROGRAMS

- 72 ECONOMIC INVESTMENT INCENTIVE PROGRAM
- 73 SUSTAINABLE BONUS INCENTIVE PROGRAM
- 74 ENVISION LAKE WORTH BEACH DESIGN COMPETITION

ECONOMIC INVESTMENT INCENTIVE PROGRAM

Energy efficiency is a guiding principle within the realm of sustainability. In areas that are experiencing a heavy influx of new urban development, it is important to understand that the demand for natural resources can be rather high. A proven method that has been used since 2008 by cities to minimize the natural wear on utility infrastructure and the energy consumption is through utility incentive programs.

The City offers financial incentives based on the anticipated new revenue streams to the City's electric, water, sewer and stormwater utility funds from new projects. **Incentives are based on the projected revenue stream from a project over its first 3 to 5 years of operation.**

This program is available to all types of buildings: Residential, Commercial, Office, Retail, Industrial, Hotel/Motel/Resort. If selected sustainable options, such as gas appliances, are implemented into development incentives will be cut by 50%.

Ultimately, this incentive program is a planned effort to reduce the City of Lake Worth Beach's overall energy consumption imprint and begin to cultivate a green, sustainable development culture moving forward.

The City of Lake Worth Beach's *Economic Investment Incentive Program* is a utility-based program that rewards developers and building owners of planned mixed-use, residential, and urban developments for meeting projected average utility usages.



SUSTAINABLE BONUS INCENTIVE PROGRAM

The purpose of the City's *Sustainable Bonus Incentive Program* is to encourage developers to incorporate more sustainable design and development principles within new development and redevelopment projects. Urban planned developments, residential planned developments and mixed-use planned developments are eligible for the following incentives above the base allowances of the City's Land Development Regulations:

- 25% increase in density, intensity and height for projects of one half acre or more
- 50% increase in density, intensity and height for mixed use projects that are 2 acres or larger west of Dixie Highway
- 50% increase in density, intensity and height for mixed use projects that are 5 acres or larger west of Interstate 95
- 100% increase in density and intensity for mixed use projects in the Transit Oriented Development district west of Interstate 95

The *Sustainable Bonus Incentive Program*, as outlined in [Sec. 23.2-33](#) of the City's Code, shall consist of the following criteria:

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.
4. For mixed-use planned development located west of Interstate 95, 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.
5. For a mixed-use planned development with a Tri-Rail station component located within the Transit Oriented Development West (TOD-W) land use area, which includes at least three (3) use categories, one being residential, an additional 100% bonus in density and intensity and 50% increase in height over the baseline sustainable bonus value shall apply to each square foot above the maximum base threshold.

Several projects that have utilized the Sustainable Bonus Incentive Program include La Joya (6th Avenue South); Village of Lake Worth (Lake Worth Road, Northside); WoodSpring Suites (10th Avenue North); and West Village Arts



ENVISION LAKE WORTH BEACH

Envision Lake Worth Beach was a design competition sponsored by the City of Lake Worth Beach in November 2018. Professionals and students were encouraged to submit their “visions” for various development opportunities, for one of the ten preselected sites within the Cultural Arts Overlay District, provided by the City. The designers and planners were asked to look at the city with fresh eyes and to envision what its future might hold. The City’s goal of this design competition was to encourage bringing the submitted conceptual designs to reality and placing the City at the forefront of creative design, innovative projects, and solid investment. Created by KCI Technologies, the conceptual design below and on the following page illustrate how Study Site 4, located between Lucerne Avenue and 2nd Avenue North / North G Street and North H Street, could be redeveloped.



ENVISION LAKE WORTH BEACH

A conceptual design illustrating one potential way in which study site 4 could be redeveloped







7 DESIGN CONSIDERATIONS

- 78 A STYLE DEFINED: BUNGALOW
- 80 A STYLE DEFINED: CONTEMPORARY
- 82 A STYLE DEFINED: MEDITERRANEAN REVIVAL
- 84 A STYLE DEFINED: WOOD FRAME VERNACULAR
- 86 HISTORIC TIMELINE
- 88 RIGHT TREE, RIGHT PLACE
- 89 TREE PALETTE
- 92 STREETScape FURNISHINGS

A STYLE DEFINED: BUNGALOW

A modest architectural style, the Bungalow provides a sense of luxury with its emphasis on craftsmanship. The use of locally sourced materials (often left in their natural state), broad-pitched gabled roofs with wide overhangs, and large windows strategically placed opposite each other (maximized cross ventilation) make this architectural style a natural choice given south Florida's hot climate. Bungalow structures typically include a wide, covered porch extending the length of the front façade.

This architectural style can be found along 6th Avenue South, 10th Avenue North, Dixie Highway, and Federal Highway.



EXAMPLES OF THE BUNGALOW ARCHITECTURAL STYLE FOUND IN LAKE WORTH BEACH

1. Exterior Finishes and Features:

- Finishes are primarily wood and masonry.
- Although stucco is a common wall finish, variations of wood siding and shingles give the Bungalow its true craftsman aesthetic.
- Wooden brackets, railings, balustrades, and tapered columns are all common.

2. Porches and Stoops:

- The front porch is an important element in the Bungalow's composition.
- Porches (as shown) or covered stoops can either be part of the primary structure or added as secondary elements to the house composition.

3. Chimney:

- Chimney often flares to the bottom of the home and shares the same material as the foundation, typically masonry built with either a stone, brick, or stucco.

4. Roofs:

- Roofs of the Bungalow are predominately gabled with shallow slopes between 3:12 and 6:12.
- Roofing materials are typically wood shingles or shakes, metal or asphalt shingles, metal standing seam, or "V" crimp which was less commonly used.

5. Attic Vent:

- Typically wood-framed and placed on center beneath roof ridge. Can be embellished with louvers or other decorative features.

6. Overhangs:

- Deep overhangs are characteristic as are exposed rafter tails and support joinery.
- Substantial wooden brackets are typical at the gable's end.

7. Doors and Windows:

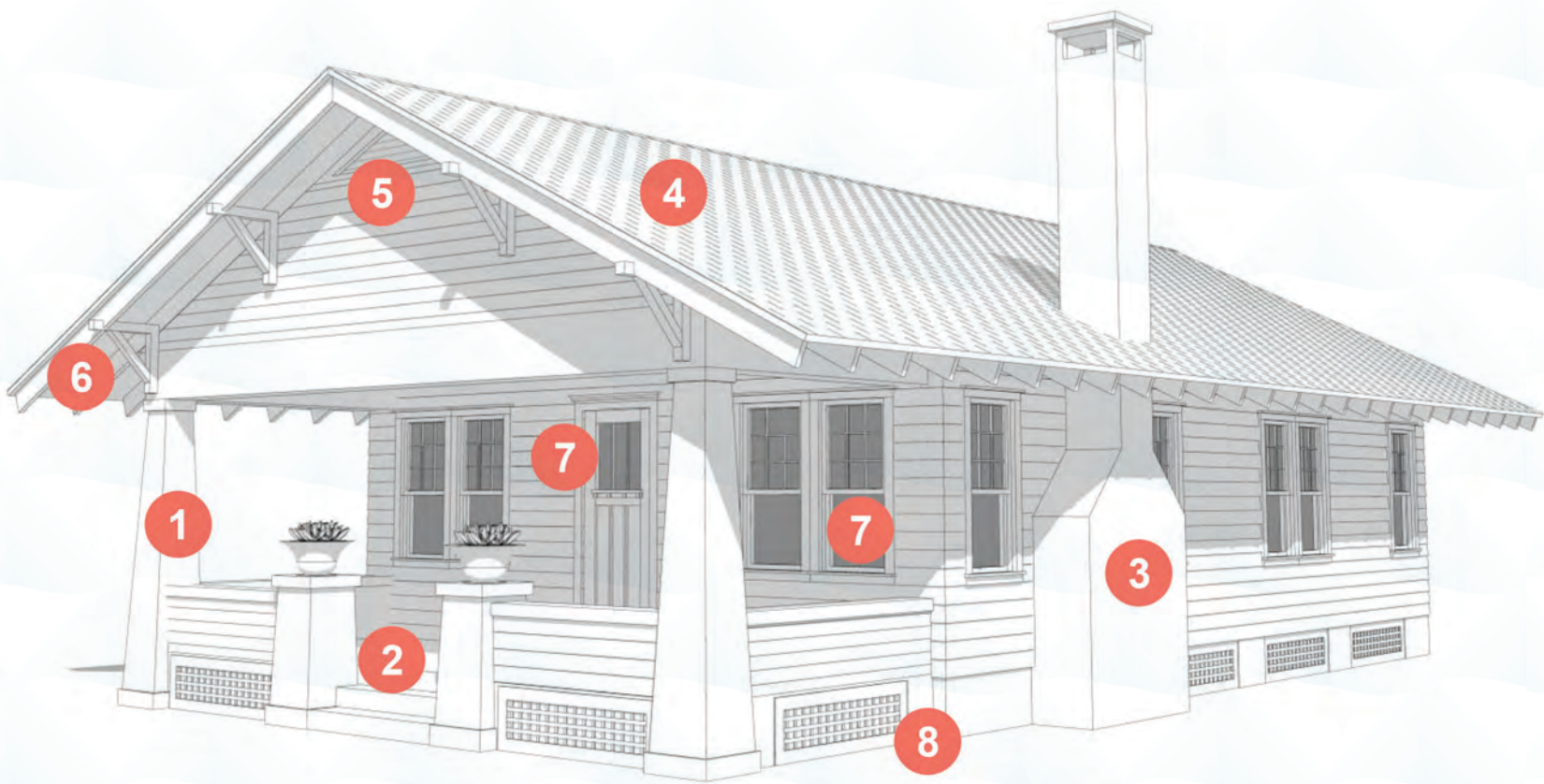
- Doors and windows are vertically proportioned with wooden jambs and sills.
- Windows are usually double hung with divided lights (in this case 9 over 1).

8. Foundation:

- The Bungalow house sits on a masonry base.
- Wooden lattice is often placed between piers.
- This house type is always elevated to allow for better ventilation and increased visual privacy from the street.

A STYLE DEFINED: BUNGALOW

The numbers below correspond with the numbers and text, in the red box, on the previous page



Source: Treasure Coast Regional Planning Council, July 2018, *City of Lake Worth Historic Preservation Design Guidelines*, page 70

The following materials should be used as a guide for creating architecture appropriate for the Bungalow style.



BRICK PAVERS



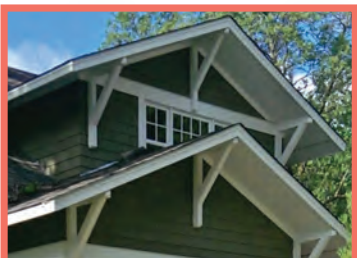
CLAPBOARD



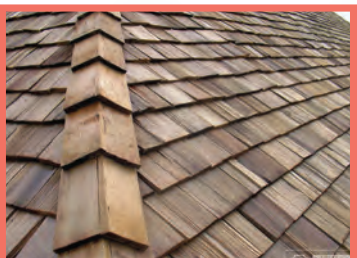
STANDING SEAM METAL



STONE



WOOD BRACKETS



WOOD SHINGLES

A STYLE DEFINED: CONTEMPORARY

Contemporary architecture embodies and stems from the various styles of building design from the twentieth century, including Art Deco and Modern. This architectural style allows for the expressiveness of form and design, including free-flowing form, curved lines, and creativity. Moreover, Contemporary architecture often blends indoor spaces with outdoor spaces, prioritizes sustainability, experiments with technology and materials.

This architectural style can be found along Lake and Lucerne Avenues, 6th Ave South, 10th Ave North, and Dixie Highway.



EXAMPLES OF THE CONTEMPORARY ARCHITECTURAL STYLE FOUND IN LAKE WORTH BEACH

1. Exterior Finishes and Features:

- A wide range of material combinations brings out uniformity and contrast.
- Concrete (poured and reinforced), glass (including photovoltaic), aluminum screens, sustainably sourced woods, locally sourced stones, reclaimed materials.
- Use of natural looking materials with less maintenance and more durability.

2. Windows:

- Oversized to allow for maximum natural light to pass through.
- Windows create visual interest through patterns, rhythm, asymmetrical layout, and use of color.

3. Sustainability:

- Concerned with situating the building in the natural world, in a way that makes it part of, not separated from the environment.
- Photovoltaic glass windows, solar panels, cisterns, rain gardens, living walls, geothermal heating.

4. Form:

- Indoor spaces blend with outdoor spaces.
- It allows for the expressiveness of form and design, including free-flowing form, curvilinear lines, movement, and creativity.

5. Roofs and Terraces:

- Green roofs
- Flat roofs
- Active roofs
- Multi-level roofs that create active spaces such as terraces.

A STYLE DEFINED: CONTEMPORARY

The numbers below correspond with the numbers and text, in the red box, on the previous page



Source: KCI Technologies,
April 2019

The following materials should be used as a guide for creating architecture appropriate for the Contemporary style.



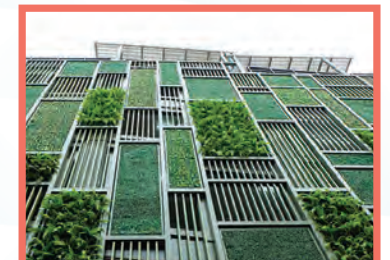
ALUMINUM



CONCRETE



GLASS



GREEN / LIVING WALLS



STEEL

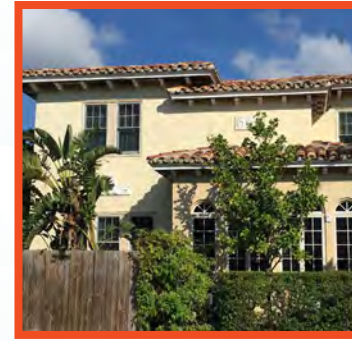


STONE

A STYLE DEFINED: MEDITERRANEAN REVIVAL

A blend of architectural elements from several countries bordering the Mediterranean Sea (France, Spain, Italy, and Morocco), the Mediterranean Revival architectural style typically includes a heavy, asymmetrical massing, thick walls covered with stucco (rough or smooth), and clay barrel tiles on the roof. High levels of ornamentation, as well as the use of wrought iron, balconies, arches, colonnades, courtyards, and twisting columns help to define the Mediterranean Revival architectural style.

Excluding Lake Worth Road, this architectural style can be found along each of the Major Thoroughfares.



EXAMPLES OF THE MEDITERRANEAN REVIVAL ARCHITECTURAL STYLE FOUND IN LAKE WORTH BEACH

1. Roofs:

- Terra cotta barrel tile roofs are standard.
- Houses often have multiple levels of roofs and can be hipped, gabled, or flat.

2. Exterior Finishes and Features:

- Can be one story, but often two-stories in parts.
- Known for its elaborate ornamentation, usually around windows and doors.
- Stucco walls are most common, but on occasion, stone was used as a primary building material.

- Use of wood (sometimes pecky cypress) for doors, exposed rafters, wall brackets, and balustrades.
- Composition of the building massing is often asymmetrical.
- Wings and loggias designed around patios or courtyards.
- Use of brightly colored ceramic tiles on floors and on stair risers.

3. Doors and Windows:

- Arched windows are common, and often in groups of two or three.
- Windows are usually wood casement or double-hung.
- Doorways often have carved stonework, spiral columns, and pilasters.
- Canvas and wood awnings were often used to shield windows from the sun.

4. Balconies:

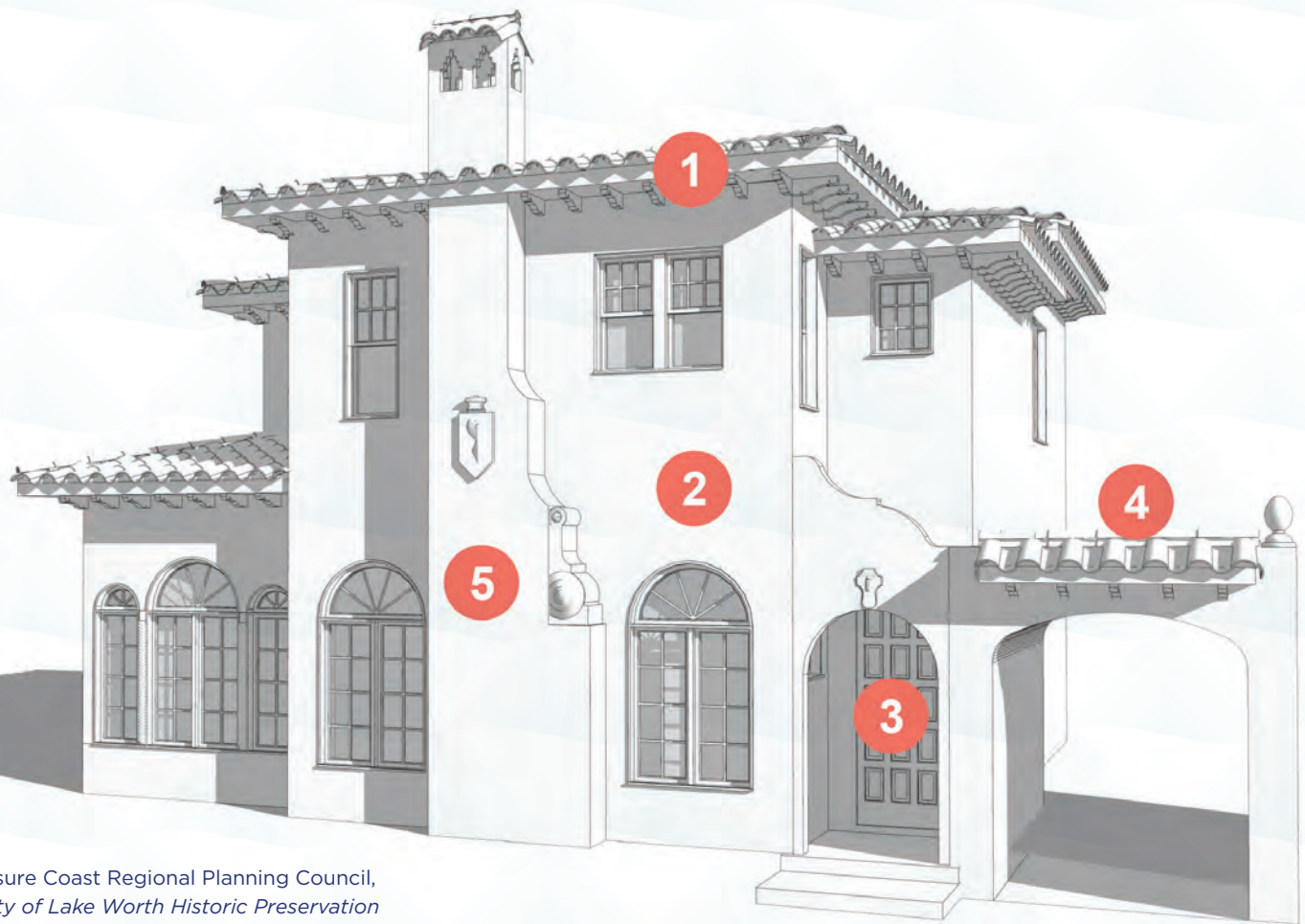
- Use of wrought iron for windows and balcony grills, wrought iron sconces.
- Both functional and ornamental balconies are common. Often flat roofs serve as terraces.

5. Chimney:

- Masonry built with either a stone, brick, or stucco finish.
- Flues are commonly roofed or have decorative chimney caps.

A STYLE DEFINED: MEDITERRANEAN REVIVAL

The numbers below correspond with the numbers and text, in the red box, on the previous page



Source: Treasure Coast Regional Planning Council, July 2018, *City of Lake Worth Historic Preservation Design Guidelines*, page 97

The following materials should be used as a guide for creating architecture appropriate for the Mediterranean Revival style.



CERAMIC TILE



STONE



STUCCO



TERRA COTTA



WOOD



WROUGHT IRON

A STYLE DEFINED: WOOD FRAME VERNACULAR

Designed specifically to respond to the environmental conditions, the Wood Frame Vernacular architectural style, introduced in Lake Worth Beach in the 1890s, used locally available materials, was utilitarian, lacked excessive ornamentation and detail, and was typically built by local craftsmen. Moreover, this architectural style included large windows and a crawl space underneath the structure, which allowed for maximum ventilation, roof lines which extended past the walls of the house to provide for shade from the sun, and occasionally included a front porch and exposed rafter ends.



EXAMPLES OF THE FRAME VERNACULAR ARCHITECTURAL STYLE FOUND IN LAKE WORTH BEACH

1. Roofs:

- Roofing material typically asphalt, metal, or wood shingle/shake, or rolled roofing.
- The roof is typically a gable, cross gable, or pyramidal in order to draw hot air up and out through vents.

2. Exterior Finishes and Features:

- It can be one or two-story.
- Construction is wood frame.
- Limited decoration or ornamentation.
- Ventilation panels in the gable end under eaves.
- If there is any decoration on the house, it would typically be exposed rafter beams or roof brackets or a shingle pattern in the wooden siding.

- Siding is typically wooden horizontal siding, board and batten, shiplap, or wood shingles.

3. Doors and Windows:

- Windows are typically tall, 1:2 vertical proportion, double hung or single hung wood sash to provide for maximum ventilation.
- Wood casements often used in the porch.
- Simple wood door and window surrounds.
- Windows are inset deep into the exterior wall, creating deep sill and shadow lines.
- Doors are mainly wooden and usually recessed panels with window panes.
- If shutters present, they are typically wood board and batten or recessed panel.

4. Porches and Stoops:

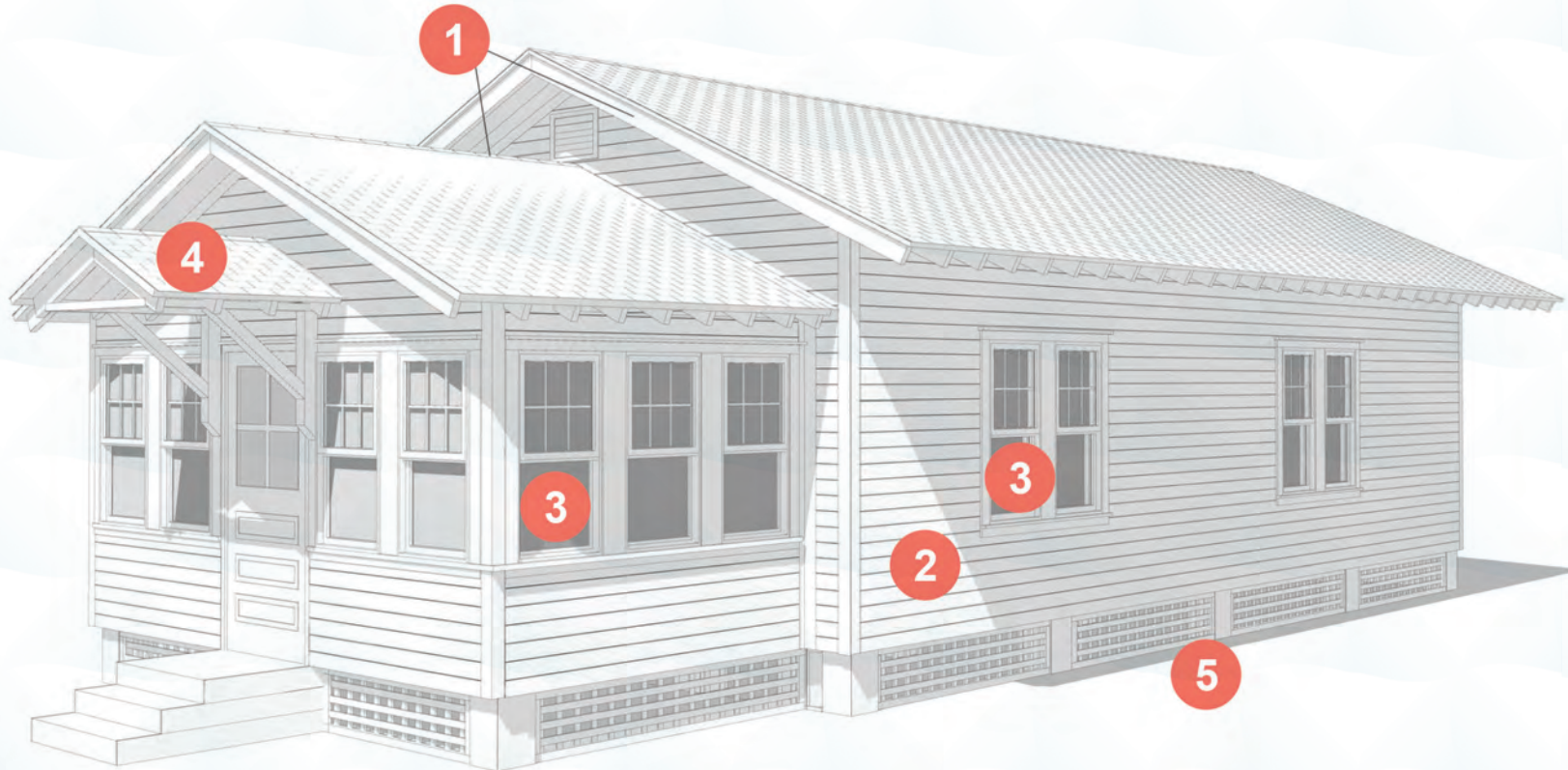
- Porch posts are simple columns or boxed-in posts.
- Front steps are typically wood or concrete and only slightly wider than the door.
- A projecting bracketed overhang is common over the front door.

5. Foundation:

- Foundations are typically masonry piers with lattice screens.

A STYLE DEFINED: WOOD FRAME VERNACULAR

The numbers below correspond with the numbers and text, in the red box, on the previous page

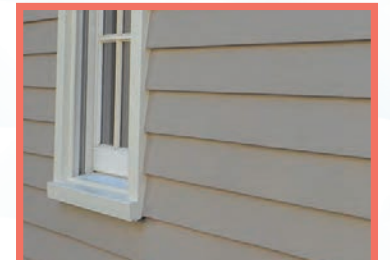


Source: Treasure Coast Regional Planning Council, July 2018, *City of Lake Worth Historic Preservation Design Guidelines*, page 47

The following materials should be used as a guide for creating architecture appropriate for the Frame Vernacular style.



BOARD AND BATTEN



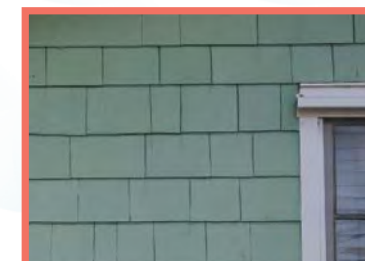
CLAPBOARD



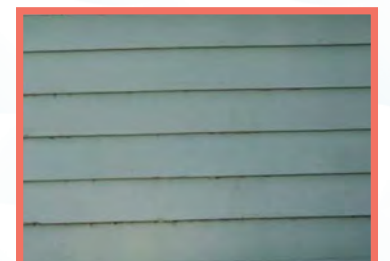
CONCRETE



MASONRY PIERS



WOOD SHINGLES



WOOD SIDING

HISTORIC TIMELINE



MISSION (CIRCA 1819-1930)

- Einstein developed Theory of Relativity
- San Francisco earthquake 1906
- Great Hurricane of 1906
- The Major Hurricanes of 1926/ 1928 in South Florida
- City Beautiful Movement
- 1893 Chicago World's Fair
- George Gershwin's "Rhapsody in Blue" 1924



WOOD FRAME VERNACULAR (CIRCA 1890-1930)

- 1898 Spanish-American War; U.S. acquires Puerto Rico and Guam
- Wright Brothers successfully complete first flight 1903
- February 8, 1910 - The Boy Scouts of America is founded
- A wooden automobile traffic bridge over Lake Worth completed 1919
- August 25, 1916 - The National Park Service is officially created
- May 15, 1928 - The first appearance of Mickey and Minnie Mouse on film occurs



MASONRY VERNACULAR (CIRCA 1900-1965)

- June 17, 1928 Amelia Earhart becomes the first woman to fly over the Atlantic Ocean
- Postwar prosperity ends in the 1929 Stock Market crash
- President Franklin Roosevelt establishes Work Projects Administration 1935
- Disneyland opens in July 1955



BUNGALOW (CIRCA 1910-1935)

- 1st World War 1914-1918
- Ford Model "C"
- Prohibition
- Lake Worth Incorporated 1913
- 1912 City surveyed (55 miles of streets and 7,000 lots)
- The Jazz Age
- *The Great Gatsby* was published



MEDITERRANEAN REVIVAL (CIRCA 1915-1940)

- Pan Am Airlines begin in 1927 with flights to Havana
- The Great Depression 1929-1941
- Lake Worth Beach Casino opens 1922
- President Franklin D. Roosevelt launches "The New Deal" 1933
- Shirley Temple releases "The Good Ship Lollipop" in 1934
- Lake Worth outlaws gambling in 1930's

ART DECO

MEDITERRANEAN REVIVAL

BUNGALOW

MASONRY VERNACULAR

WOOD FRAME VERNACULAR

MISSION

WOOD FRAME VERNACULAR

MISSION

1800

1900

1910

1920

1930



ART DECO (CIRCA 1925-1943)

- 1925 International Exposition of the Decorative Arts in Paris launches the Art Deco movement
- Nearly 200 Art Deco hotels were built in Miami Beach between 1935-1941
- Judy Garland's "Somewhere over the Rainbow" was released in 1939
- The Jeep, the Slinky, Velcro, and Tupperware were all born in the 1940's
- Lake Worth historic public library opens in August 1941



STREAMLINE MODERNE (CIRCA 1930-1945)

- New York World's Fair of 1939-40
- President Roosevelt establishes the New Deal 1933
- 21st Amendment; ending Prohibition 1933
- Golden Gate Bridge completed in San Francisco 1937
- The Tom and Jerry cartoon series premieres in 1941
- Hurricane of 1947 damages the Lake Worth Beach Casino



RANCH (CIRCA 1950-1965)

- In 1961, the first U.S. troops deployed to Vietnam
- Touch-Tone telephones introduced 1963
- The 1964 Civil Rights Act was passed by Congress
- More than half of the music played on the radio in 1956 was rock and roll
- "I Love Lucy" premieres on television 1951
- The Hula-Hoop is created by Wham-O 1958

MINIMAL TRADITIONAL

MINIMAL TRADITIONAL

STREAMLINE MODERNE

STREAMLINE MODERNE

ART DECO

MEDITERRANEAN REVIVAL

BUNGALOW

RANCH

RANCH

MID CENTURY MODERN

MID CENTURY MODERN



MINIMAL TRADITIONAL (CIRCA 1935-1950)

- Gasoline was 10 cents per gallon in 1935
- Life magazine publishes first issue 1936
- Bombing of Hiroshima 1945
- December 7, 1941 Pearl Harbor attack launches United States in WWII



MID CENTURY MODERN (CIRCA 1950-1965)

- December 30, 1953 - The first color televisions go on sale
- October 14, 1962 - The Cuban Missile Crises begins
- The 8-track tape was developed 1964
- The Beatles became popular 1964
- The Space Race begins between the Soviet Union and the US 1955

MASONRY VERNACULAR

1930

1940

1950

1960

1970

RIGHT TREE, RIGHT PLACE

The urban landscape is really tough on trees, either due to constrained/damaged root systems, or adverse interactions with utility equipment, etc. Therefore, not all trees will thrive in this type of environment.

For these reasons, it is important to take into consideration the following factors, when selecting and placing trees, to ensure that the right tree is selected for the right place:

- Site attributes above and below ground;
- Potential site modifications;
- The tree’s purpose, such as for shading and screening, aesthetics, protection from the wind, etc.;
- The size, growth rate, and location where the tree will be planted. This will help determine if the roots will have adequate space to grow healthy;
- The shape of the tree as it nears maturity; and
- The maintenance requirements and management capabilities of the tree.

Choosing the right tree for the right place can greatly reduce many serious problems throughout the lifespan of the tree.

Cracked sidewalks, clogged sewers and drains, disrupted utility service, as well as maintenance expenses and potential safety issues could all occur if the wrong tree is selected.

The corresponding table and map on the next page establish a tree palette

and landscaping themes for the Major Thoroughfares. Columns A-G correspond to each of the seven Major Thoroughfares. Column H corresponds to the nodes/accent areas which serve as transition zones between two or more of the Major Thoroughfares.

The tree palette should be used as a guide by designers, to contribute to the landscaping theme established for each of the Major Thoroughfares, and which supports the key principles and design guidelines established in this document. **Substitutions to recommended species should be reviewed by City staff.**

Each species included in the tree palette was selected because it possesses the following attributes, which support the landscaping themes:

- Native to Florida or Florida-friendly;
- Size when mature;
- Low maintenance;
- Unique characteristics/ornamental traits (i.e. color(s), crown shape, flowering, and shade.

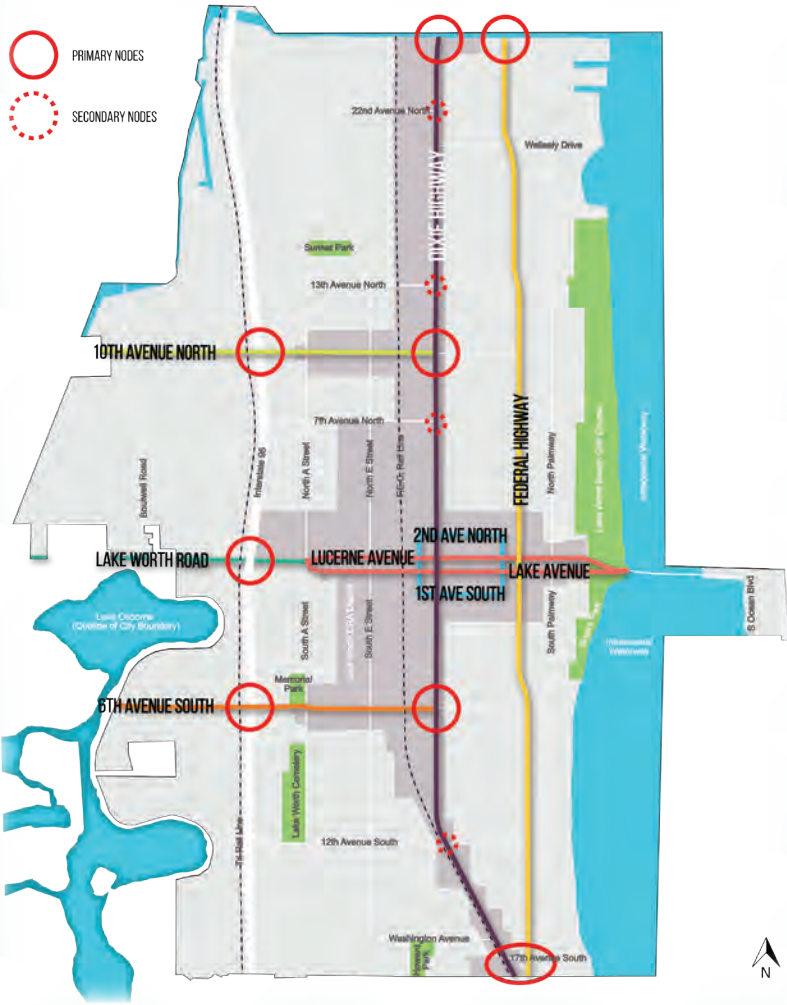
Additionally, to help reduce the urban heat island effect, promote walkability and pedestrian comfort, **the City recommends a minimum of one (1) of the preferred shade trees be included on each parcel, either in the right-of-way or adjacent to the right-of-way.**



TREE PALETTE

TREE SPECIES		THOROUGHFARE							
SCIENTIFIC NAME	COMMON NAME	A	B	C	D	E	F	G	H
LARGE TREES									
BURSERA SIMARUBA	GUMBO LIMBO		✓						
CAESALPINIA GRANADILLO	BRIDALVEIL	✓			✓		✓*	✓	✓*
CONOCARPUS ERECTUS	GREEN BUTTONWOOD	✓	✓*	✓*	✓	✓	✓	✓*	
ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY	✓*		✓		✓*			✓
QUERCUS VIRGINIANA (UPRIGHT VARIETY)	LIVE OAK		✓	✓	✓*	✓*	✓	✓	✓*
MEDIUM/SMALL TREES									
ACACIA CHORIOPHYLLA	CINNECORD		✓		✓				
CITHAREXYLUM FRUTICOSUM	FIDDLEWOOD				✓	✓	✓	✓	
COCCOLOBA DIVERSIFOLIA	PIGEON PLUM	✓	✓			✓	✓	✓	✓
CONOCARPUS ERECTUS 'SERICEUS'	SILVER BUTTONWOOD								✓
EUGENIA FOETIDA	SPANISH STOPPER	✓	✓	✓	✓	✓	✓	✓	
GUAPIRA DISCOLOR	BLOLLY							✓	
ILEX CASSINE	DAHOON HOLLY	✓		✓					✓
LIGUSTRUM JAPONICUM	JAPANESE PRIVET					✓	✓		✓
MYRCIANTHES FRAGRANS	SIMPSON STOPPER	✓	✓	✓	✓	✓	✓	✓	
FLOWERING TREES									
BULNESIA ARBOREA	VERAWOOD	✓		✓		✓	✓		✓
CASSIA FISTULA	GOLDEN SHOWER			✓	✓				✓
CORDIA SP.	CORDIA			✓					✓
LAGERSTROEMIA INDICA X FAURIEI (MISC. VARIETIES)	CRAPE MYRTLE			✓					✓
LAGERSTROEMIA SPECIOSA	QUEENS CRAPE MYRTLE	✓		✓		✓	✓		✓
TABEBUIA SP. (PINK AND PURPLE VARIETIES)	TABEBUIA			✓					✓
PALMS									
BISMARCKIA NOBILIS 'SILVER'	BISMARCK PALM								✓
DICTYOSPERMA ALBUM	HURRICANE PALM	✓					✓		
PHOENIX SP.	DATE PALM								✓
ROYSTONIA REGIA	ROYAL PALM								✓
SABAL PALMETTO	CABBAGE PALM		✓	✓	✓	✓		✓	
THRINAX RADIATA	FLORIDA THATCH PALM		✓	✓	✓	✓		✓	
VEITCHIA SP.	VEITCHIA PALM	✓					✓	✓	

* = Preferred shade tree specie(s) for the major thoroughfare specified



TREE PALETTE

The pictures to the right and on the following page correspond directly with the tree palette found on [page 89](#). Each colored letter under each tree species correlates with the Major Thoroughfare(s). An asterisk (*) following the letter symbolizes the preferred shade tree species for the Major Thoroughfare specified.

The trees support the key principles and design guidelines established in this document.

They have been categorized based on certain characteristics, such as shade, size, flowering, and/or species.

LARGE



GUMBO LIMBO

MAJOR THOROUGHFARE
B



BRIDALVEIL

MAJOR THOROUGHFARES
A, D, F*, G, H*



GREEN BUTTONWOOD

MAJOR THOROUGHFARES
A, B*, C*, D, E, F, G*



JAPANESE BLUEBERRY

MAJOR THOROUGHFARES
A*, C, E*, H



LIVE OAK

MAJOR THOROUGHFARES
B, C, D*, E*, F, G, H*

* = Preferred shade tree specie(s) for the major thoroughfare specified

MEDIUM / SMALL



CINNECORD

MAJOR THOROUGHFARES
B, D



FIDDLEWOOD

MAJOR THOROUGHFARES
D, E, F, G



PIGEON PLUM

MAJOR THOROUGHFARES
A, B, E, F, G, H



SILVER BUTTONWOOD

MAJOR THOROUGHFARE
H



SPANISH STOPPER

MAJOR THOROUGHFARES
A, B, C, D, E, F, G



BLOLLY

MAJOR THOROUGHFARE
G



DAHOON HOLLY

MAJOR THOROUGHFARES
A, C, H



JAPANESE PRIVET

MAJOR THOROUGHFARES
E, F, H



SIMPSON STOPPER

MAJOR THOROUGHFARES
A, B, C, D, E, F, G

TREE PALETTE

FLOWERING



VERAWOOD

MAJOR THOROUGHFARES
A, C, E, F, H



GOLDEN SHOWER

MAJOR THOROUGHFARES
C, D, H



CORDIA

MAJOR THOROUGHFARES
C, H



CAPE MYRTLE

MAJOR THOROUGHFARES
C, H



QUEEN CAPE MYRTLE

MAJOR THOROUGHFARES
A, C, E, F, H



TABEBUIA

MAJOR THOROUGHFARES
C, H

PALMS



BISMARK PALM

MAJOR THOROUGHFARE
H



HURRICANE PALM

MAJOR THOROUGHFARES
A, F



DATE PALM

MAJOR THOROUGHFARE
H



ROYAL PALM

MAJOR THOROUGHFARE
H



CABBAGE PALM

MAJOR THOROUGHFARES
B, C, D, E, G



FLORIDA THATCH PALM

MAJOR THOROUGHFARES
B, C, D, E, G



VEITCHIA PALM

MAJOR THOROUGHFARES
A, F, G

STREETSCAPE FURNISHINGS

Streetscape furnishings are an important element of neighborhood identity. Not only do they serve a practical purpose, but they also contribute to the neighborhood’s character and aesthetic. Elements that make up streetscape furnishings include benches, planters, bicycle racks and repair stands, bollards, drinking fountains, trash and recycling bins, bus shelters, and tree grates.

Streetscape furnishings that are compatible with the architecture of the surrounding buildings, the context of the neighborhood, and other elements of the streetscape should be selected.

The furnishings on the next page were chosen because they complement the architectural styles and character of the Major Thoroughfares, as defined earlier in this section. They also support the overall vision for the thoroughfares as well as many of the key principles identified on [page 13](#) of this document.

The streetscape furnishings presented in this section merely serve as a guide, not as a requirement. **Designers and developers should consult with City staff when selecting streetscape furnishings which will be placed within the public right-of-way.** Additionally, to contribute to a safe, inviting, and prosperous public realm, designers and developers should take into consideration the four right-of-way zones identified on [page 29](#) of this document.

DESIGN CONSIDERATIONS

1. Seating and Tables:

- Providing a variety of furniture arrangements, using durable and comfortable materials, and which can be accessible to all abilities and ages allows everyone to enjoy the amenities.
- Movable furniture allows users to make their own choices of where to gather and to use the space to accommodate the needs and size of the group.

2. Bike Racks:

- Placing these amenities adjacent to building entries, near transit stops, shared parking areas, and public gathering areas, makes it more convenient and accessible for users.
- Selecting bike racks which support the bicycle frame at two touch points,
- Vertical bike racks reduce the total amount of space required to park an average-sized bike, as compared to horizontal bike racks.

3. Trash and Recycling Bins:

- Placing in strategic locations with convenient access for collection and maintenance, and which does not impede the pedestrian pathway, makes it more accessible and convenient for users, and may reduce littering.
- Selecting litter bins that are not only durable but also keep trash in and rain water out, helps to reduce litter on the streets, as well as maintenance issues and replacement costs.







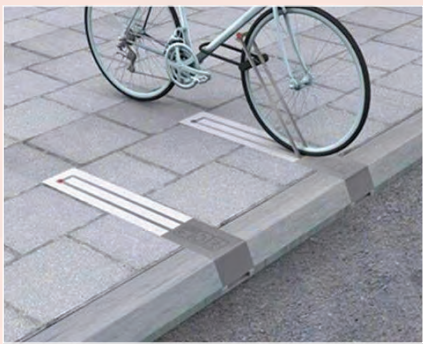








4. Site Lighting:

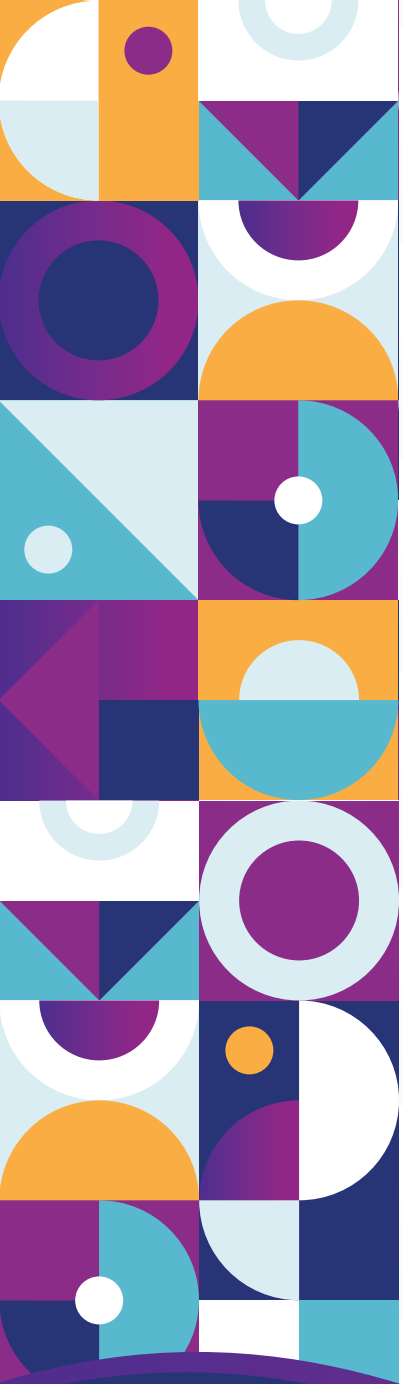
- Providing pedestrian-scaled lighting along pedestrian pathways and sidewalks, in addition to standard street lighting, provides heightened security and can increase the site’s aesthetic and appeal at night.

LAKE WORTH BEACH'S STANDARD
STREETSCAPE FURNISHINGS IN DOWNTOWN



STREETSCAPE FURNISHINGS

	BENCHES	BICYCLE RACKS	LITTER BINS	PLANTERS	SITE LIGHTING
BUNGALOW / CRAFTSMAN					
CONTEMPORARY					
MEDITERRANEAN REVIVAL					





8 APPENDIX

96 GLOSSARY OF KEY TERMS

GLOSSARY OF KEY TERMS

The selection of key terms, as defined in the City’s Comprehensive Plan and Land Development Regulations, appear throughout the document, and have been included in order to assist with the implementation and interpretation of the Design Guidelines.

Accent lighting:

An arrangement of incandescent lamps or electric discharge lighting to outline or call attention to certain features such as the shape of a building or the decoration of a window. (Also referred to as neon border tubing or outline lighting.)

Architectural features:

These include, but are not limited to the architectural style, mass, general design, and general arrangement of the exterior of a building or structure, including the type, style, or color of roofs, windows, doors, and appurtenances. Architectural features will include interior architectural features where the interior has been given historic designation.

Architectural break:

A change in the horizontal or vertical façade of a building, or a change in texture or materials used, or a change of architectural style.

Awning:

An appurtenant structure either temporary or permanent which is supported by an open framework and further designed to provide limited shelter and shade over windows, doorways, and driveways.

Banner:

Any sign having the characters, letters, illustration or ornamentations applied to cloth, paper, balloons or fabric of any kind with only such material for foundation and shall include pennant or any animated, rotating or fluttering device, with or without lettering for design, and manufactured and placed for the purpose of attracting attention.

Building:

Any structure, either temporary or permanent, having a roof and used or built for the shelter or enclosure of persons, animals, vehicles, goods, merchandise, equipment, materials, or property of any kind. For purposes of this definition, equipment shall exclude mechanical and conveyance equipment. All buildings are structures, but not all structures shall be considered buildings.

Building façade:

That portion of any exterior elevation of a building extending from grade to the top of the parapet wall or eaves and the entire width of the building elevation.

Building height:

The vertical distance measured from the minimum required floor or base flood elevation of twelve (12) inches above the crown of the road, whichever is less, to (a) the highest point of a flat roof; (b) the deck line of mansard roof, (c) the average height between eaves and ridge for gable, hip, and gambrel roofs, or (d) the average height between high and low points for a shed roof. The measurement of height shall not include decorative architectural elements, chimneys, mechanical equipment, church steeples and architecturally integrated signage, which may extend an additional ten (10) feet but cannot cover cumulatively more than ten (10) percent of the roof surface.

Building Lot Coverage:

The area of a lot covered by impervious surface associated with the footprint(s) of all buildings on a particular lot. Structured parking garages are exempt from building lot coverage.

Compatible:

In terms of buildings, orderly and efficient arrangement of massing components, height, setbacks, fenestration patterns, size, bulk, architectural details and other design elements in relationship to other buildings in the general vicinity, neighborhood, district, or historic area.

Crime Prevention Through Environmental Design (CPTED):

A multi-disciplinary approach for reducing crime through urban and environmental design.

Density:

The number of dwelling units per acre on a building site. In computing the maximum allowable density of any building site, acreage shall not include public property or right-of-way. Where the computation of density results in a whole number plus a fraction of dwelling units per acre, the fraction shall be disregarded, i.e., four and nine-tenths (4.9) shall mean four (4) dwelling units per acre.

Design integrity:

Adherence to a specific design vocabulary attributable to a particular identifiable architecture style. Utilization of specific materials, methods of construction, the arrangement of solids and voids, fenestration patterns, massing elements, roofing shapes and architectural details each play a role in articulating a specific style correctly. Also referred to as design authenticity.

Development:

Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations.

Dual front:

A building designed or constructed so as to present the appearance of having two (2) fronts.

Façade:

That portion of any exterior elevation of a building extending from grade to the top of the parapet wall or eaves.

Fenestration:

The design, style, size, and placement of windows and other exterior openings in a façade of a building.

Floor area ratio (FAR):

A regulatory technique that relates to total developable site area and the size (square feet) of development permitted on a specific site. A numeric rating assigned to each land use category that determines the total gross square feet of all buildings as measured from each building’s exterior walls based upon the actual land area of the parcel upon which the buildings are to be located. Total gross square feet calculated using the assigned floor area ratio shall not include such features as parking lots or the first three (3) levels of parking structures, aerial pedestrian crossovers, open or partially enclosed plazas, or exterior pedestrian and vehicular circulation areas.

Florida Green Building Coalition (FGBC):

“The Florida Green Building Coalition (FGBC) is a nonprofit 501(C)3 Florida corporation dedicated to improving the built environment. Their mission is

“to lead and promote sustainability with environmental, economic, and social benefits through regional education and certification programs.” The organization is the leading certifier of green projects in Florida.”

Freestanding sign:

A detached sign, including any sign supported by uprights or braces placed upon or in or supported by the ground and not attached to any building, and does not include a pole sign or pylon sign. A freestanding sign is commonly referred to as a monument sign.

Garish:

Too bright or gaudy; showy; glaring; cheaply brilliant or involving excessive ornamentation.

Ground cover:

Plant materials in the interest of water conservation are encouraged to be used in lieu of grass in whole or in part. They shall be planted in such a manner as to present a finished appearance and reasonably complete coverage.

Guidelines:

Standards set forth in a Design Guidelines Handbook, which is adopted, amended or replaced by the HRPB, and which are subsequently ratified and adopted by the city commission, intended to preserve the historic, cultural and architectural character of an area or a building, site or structure.

GLOSSARY OF KEY TERMS

<p>Heat island: An unnaturally high temperature area resulting from sunlight reflection off of unshaded impervious surfaces.</p> <p>Hedge: A row of shrubs, trees, or other plantings which, regardless of length, by freedom of growth or by trimming constitutes a barrier to adjacent property.</p> <p>Historic district: A geographically defined area that has been designated by the city commission as a historic district under the procedures described in the LDRs. Any historic district may have within its area non-historic buildings or other structures that contribute to the overall visual character of the district.</p> <p>Impermeable/impervious surface: All surfaces on a lot incapable of being penetrated by water under normal circumstances, wherein moisture runs off the surface instead of penetrating the material to be absorbed in the underlying soil. Impermeable materials include, but are not limited to, asphalt, concrete, pavers and compacted shell rock and roofs.</p> <p>Improvement: Any building, structure, fence, gate, wall, walkway, parking facility, light fixture, bench, foundation, sign, work of art, earthwork, landscape, sidewalk or other</p>	<p>man-made object constituting a physical change or improvement of real property, or any part thereof.</p> <p>Infill: Descriptive of buildings that have been designated and built to replace missing structures or otherwise fill gaps in the streetscape.</p> <p>Landscape Screen or Landscape Hedge: A line or row of plant material planted and maintained so as to form a continuous buffer to adjacent property.</p> <p>Landscaping: Any of the following or combination thereof: materials such as, but not limited to, grass, living ground covers, shrubs, vines, hedges, trees or palms.</p> <p>Leadership in Energy and Environmental Design (LEED): As an internationally recognized mark of excellence, LEED provides building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance solutions. LEED certification provides independent, third-party verification that a building, home or community was designed and built using strategies aimed at achieving high performance in key areas of human and environmental health; www.usgbc.org.</p>	<p>Massing: The arrangement of various geometric forms of a building into a comprehensive whole.</p> <p>Mixed use: The combination of uses on a site or within a project involving more than one (1) of the following types: residential, retail, commercial, office, personal services, vehicular, industrial, institutional, artisanal, public and/or specialty.</p> <p>Mural: Any picture or graphic design painted on or otherwise applied to the exterior of a building or structure, or to a window.</p> <p>Native: A plant, indigenous to Florida prior to European contact, that lives or grows naturally in this climate of south Florida without direct or indirect human intervention.</p> <p>New construction: Structures for which the “start of construction” commenced on or after the effective date of a flood plain management regulation adopted by the City of Lake Worth Beach.</p> <p>Obstructing: To hinder, block, close off, or be in the way of, to hinder or retard a desired effect or shape.</p>
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CITY OF LAKE WORTH

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