



2020

# CITY OF LAKE WORTH

## **POLICY DOCUMENT**

Goals, Objectives, & Policies

# FUTURE LAND USE ELEMENT



## 1. FUTURE LAND USE ELEMENT

**GOAL 1.1:** Promote the distribution of land uses that will preserve and enhance the character of Lake Worth and the quality of life of its residents. This shall be accomplished by establishing land development strategies that promote a sustainable city, meet social and economic needs, provide for adequate services and facilities, conserve natural and historic resources, and ensure compatibility of land uses.

**Objective 1.1.1:** Future Land Use Designations

**The City shall adopt future land use designations to provide for an efficient distribution and compatible pattern of land uses and to maintain and enhance the character of the community.**

**Policy 1.1.1.1:** The City’s future land use designations shall be depicted in the Future Land Use Map. The Lake Worth Future Land Use Map is organized into the following fourteen different land use designations:

1. Single-Family Residential
2. Medium-Density Multi-Family Residential
3. High-Density Residential
4. Mixed Use East
5. Mixed Use West
6. Downtown Mixed Use
7. Transit-Oriented Development
8. Artisanal Mixed Use
9. Industrial
10. Public
11. Public Recreation and Open Space
12. Conservation
13. Beach and Casino
14. Cultural Arts Overlay

The regulatory significance of each of these fourteen land use designations is set forth in Table 1 and/or subsequent policies which contain detailed descriptions of each land use designation. Table 1 depicts maximum densities for each residential and mixed use designation, building heights, sustainable incentive bonus program height allocations, ratios of residential and non-residential uses for each mixed use designation, and Floor Area Ratio (FAR) intensities for all Future Land Uses.



**TABLE 1**

	Land Use	Zoning District	Density Allowed by Zoning District	Building Height	Height w/ Sustainable Incentive Bonus Program Allocation(1)	Allowable Mix of Uses per District	Floor Area Ratio
Residential	Single Family Residential (SFR) 35' Max.	SFR	7 du/acre	30 feet (max 2 stories)	N/A	N/A	0.65
		MH-7	7 du/acre	15 feet	N/A		
		NC	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
	Medium Density Residential (MDR) 35' Max.	SF/TF-14	14 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)	N/A	1.15
		MF-20	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
		NC	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
	High Density Residential (HDR) 35' Max.	MF-30	30 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)	N/A	1.55
		MF-40	40 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
		NC	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
Mixed Use	Mixed Use East (MU-E) 45' Max.	MU-DH	30 du/acre	30 feet (max 2 stories)	plus 15 feet max 4 stories)	75% residential/ 25% non-residential	1.55
		MU-FH	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
		MU-E	30 du/acre	30 feet (max 2 stories)	plus 15 feet (max 4 stories)		
	Mixed Use West (MU-W) 65' Max.	MU-W	30 du/acre	30 feet (max 2 stories)	plus 35 feet (max 6 stories)	75% residential/ 25% non-residential	3.0
	Downtown Mixed Use (DMU) 45' – 65' Max.	DT	40 du/acre	30 feet (max 2 stories)	plus 35 feet (max 6 stories—east of FH)	75% residential/ 25% non-residential	2.45
		MU-E	30 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
		MF-20	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
		MF-30	30 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		



TABLE 1 Cont'd.

	Land Use	Zoning District	Density Allowed by Zoning District	Building Height	Height w/ Sustainable Incentive Bonus Program Allocation (1)	Allowable Mix of Uses per District	Floor Area Ratio
Transit-Oriented Development	Transit-Oriented Development (TOD) 45' – 55' Max.	TOD-E	60 du/acre	30 feet (max 2 stories)	plus 25 feet (max 5 stories – train station.)	75% residential/ 25% non-res.	2.65
		TOD-W	60 du/acre	30 feet (max 2 stories)	plus 25 feet (max 5 stories – train station.)		
		SFR	7 du/acre	30 feet (max 2 stories)	N/A		
		MF-30	30 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
		MU-DH	30 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
		AI	30 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)		
Industrial	Artisanal Mixed Use (AMU) 35' Max.	AI	30 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)	50% residential/ 50% non-res.	1.55
	Industrial (I) 45' Max.	IPOC	N/A	30 feet (max 2 stories)	plus 15 feet (max 4 stories)	N/A	2.25
Public	Public (P) 65' Max.	P	N/A	65 feet	N/A	N/A	2.0
	Public Recreation and Open Space (PROS) 35' Max.	PROS	N/A	35 feet	N/A	N/A	0.15
	Conservation (CON) 35' Max.	CON	N/A	35 feet	N/A	N/A	0.1
	Beach and Casino (BAC) 45' Max.	BAC	N/A	45 feet	N/A	N/A	0.15

(1) See Objective 1.2.3 for additional information on the Sustainable Bonus Incentive Program which is based on the provisions of this table.



Policy 1.1.1.2: Single-Family Residential (SFR), maximum 7 du/acre

The Single-Family Residential category is intended primarily to permit development of single-family structures at a maximum of 7 dwelling units per acre. Single-family structures are designed for occupancy by one family or household. Single-family homes do not include accessory apartments or other facilities that permit occupancy by more than one family or household. Residential units may be site-built (conventional) dwellings, mobile homes or modular units. Implementing zoning districts are SF-7, MH-7 and NC. Zoning regulations shall protect single-family residential development from the encroachment of incompatible land uses. At the same time, provision may be made for a limited number of nonresidential uses for the convenience of residents. These nonresidential uses shall be compatible by reason of their nature and limited frequency of occurrence with an overall single-family residential character. Zoning regulations may provide for compatible nonresidential uses either through special zoning districts that may be mapped within areas designated single-family residential or through conditional use permit provisions incorporated within single-family residential districts. Mobile home parks should accommodate mobile home single-family units, not travel trailers, motor homes, or similar recreational vehicles. Academic schools that are determined to be compatible with the surrounding neighborhood shall be a conditionally permitted use within this land use category.

Future development in the single-family residential category shall not exceed densities of seven dwelling units per acre. Zoning regulations implementing this category shall set appropriate minimum lot size requirements.

Policy 1.1.1.3: Medium-Density Residential, maximum 20 du/acre

The Medium-Density Residential category is intended primarily to permit development of two-family and multi-family structures. Two-family structures are those that provide two principal dwelling units, each for occupancy by one family or household. Multi-family structures are those that contain three or more principal dwelling units, each for occupancy by one family or household. Implementing zoning districts are SF/TF-14, MF-20 and NC. Zoning regulations shall protect two-family and medium-density multi-family residential areas from the encroachment of



incompatible land uses. At the same time, provision may be made for a limited number of nonresidential uses that are compatible by reason of their nature and limited frequency of occurrence with an overall medium-density, multi-family residential character. Zoning regulations shall provide for compatible nonresidential uses either through special zoning districts that may be mapped in areas designated SF/TF-14, MF-20 or NC, or through conditional use permit provisions. Academic schools that are determined to be compatible with the surrounding neighborhood shall be a conditionally permitted use within this land use category.

Future development of multi-family structures in the medium-density residential category shall not exceed densities of 20 dwelling units per acre. Zoning regulations implementing this category shall set appropriate minimum lot area and lot width requirements and minimum site area per dwelling unit requirements.

Zoning regulations shall permit a variety of dwelling unit types in two-family and multi-family structures on lots that meet minimum lot size requirements for multi-family structures.

**Policy 1.1.1.4:**

High-Density Residential, maximum 40 du/acre

The High-Density Residential category is intended to permit development of multi-family structures. Multi-family structures are those that contain three or more principal dwelling units, each for occupancy by one family or household.

Zoning regulations shall protect high density residential areas from the encroachment of incompatible land uses. At the same time, provision may be made for a limited number of nonresidential uses that are compatible by reason of their nature and limited frequency of occurrence with an overall high-density residential character. Zoning regulations may provide for compatible nonresidential uses either through special zoning districts that may be mapped in areas designated MF-30 and MF-40 or through conditional use permit provisions.

Implementing zoning districts are MF-30, MF-40 and NC. Future development of multi-family structures in the High-Density Residential category shall not exceed densities of 40 dwelling units per acre. Zoning regulations shall permit a variety of





dwelling unit types of multi-family structures on lots which meet minimum lot size requirements for multi-family structures.

Policy 1.1.1.5: Mixed Use East (MU-E), maximum 30du/acre

The Mixed Use East category is intended to provide for a mixture of residential, office, service and commercial retail uses within specific areas east of I-95, near or adjacent to the central commercial core and major thoroughfares of the City. The maximum density of permitted residential development is 30 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. While mixed-use projects are allowed on a single site, it is not a requirement that each site within the category incorporate multiple uses. Zoning regulations implementing the Mixed Use East category shall permit the establishment and expansion of residential (including single family, two-family and multi-family), office, service and commercial retail uses either as uses permitted by right or through conditional use permit provisions. All buildings are required to provide transitional buffering and design features to mitigate impact of the MU-E sites adjacent to residential zoning districts.

Policy 1.1.1.6: Mixed Use West, maximum 30 du/acre

The Mixed Use West category is intended to provide for a mixture of residential, office, service and commercial retail uses within specific areas west of I-95. The distinguishing characteristic of the Mixed Use West land use area is that it allows higher-intensity uses as well as higher height limits along the City's western thoroughfares. The maximum density of permitted residential development is 30 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. While mixed-use projects are allowed on a single site, it is not a requirement that each site within the category incorporate multiple uses. Zoning regulations implementing the Mixed Use West category shall permit the establishment and expansion of residential (including single family, two-family and multi-family), office, service and commercial retail uses either as uses permitted by right or through conditional use permit provisions. All buildings are required to provide transitional buffering and design features to mitigate impact of the MU-W sites adjacent to residential zoning districts. The implementing zoning district is MU-W.



Policy 1.1.1.7: Downtown Mixed Use, maximum 40 du/acre

The Downtown Mixed Use land use category is intended to provide for the establishment and expansion of a broad range of office, retail and commercial uses, and some residential within the traditional downtown core of the City. Diversity of retail uses is encouraged; however, certain commercial uses are not permitted in the Downtown Mixed Use category because they would be detrimental to the shopping or office functions of the area. The maximum density of permitted residential development is 40 dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. The implementing zoning districts are DT, MU-E, MF-20 and MF-30

Principal drive-through facilities shall not be permitted. Accessory drive-through facilities, if determined to be integral to the function of an otherwise permitted use, may be permitted. Approval for drive-through facilities must be obtained from the appropriate regulatory Board

All buildings are required to provide transitional buffering and design features to mitigate impact of the DMU sites adjacent to residential zoning districts. Physical constraints on Downtown parcels require innovative, yet sensitive site design features. Openness of street corners to incorporate public plazas, landscaping, etc., shall be encouraged. All ground floor uses within the Downtown Mixed Use area shall be habitable. Ground floors facing Lake and Lucerne Avenues shall be retail/office/personal service-based uses. No surface parking lots or parking garages are allowed on Lake Avenue or Lucerne Avenue without a conditional use permit.

Zoning regulations implementing the DMU category shall not exempt downtown mixed uses from parking space requirements, but may establish lower downtown mixed use parking requirements, incentives and other parking management strategies in recognition of municipal parking provided in the downtown mixed use area and in order to encourage an intensive concentration of retail, office and commercial uses in the central area.





Policy 1.1.1.8: Transit-Oriented Development, maximum 50/du acre

The Transit-Oriented Development land use category is established to promote compact, mixed-use development near proposed or existing transportation infrastructure to encourage diversity in the way people live, work and commute. The maximum density of permitted residential development is 50/ dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. All buildings are required to provide transitional buffering and design features to mitigate impact of the TOD sites adjacent to residential zoning districts. The implementing zoning districts for this category are TOD-E, TOD-W, SFR, MF-30, MU-DH MF-20, MU-W, P, PROS, and AI.

Policy 1.1.1.9: Artisanal Mixed Use, maximum 30 du/acre

The Artisanal Mixed Use land use category is intended to provide for the establishment and enlargement of office, retail and industrial uses related to the arts, other low intensity industrial uses, and medium density residential opportunities. The maximum density of permitted residential development is 30 dwelling units per acre. The preferred mix of uses area-wide is 50% non-residential and 50% residential. The implementing zoning district is AI.

Zoning regulations implementing the Artisanal Mixed Use land use category shall permit arts-related industrial uses of low to moderate external impacts. Development in the Artisanal Mixed Use land use category should be guided to minimize negative impacts on nearby residential areas.

Policy 1.1.1.10: Industrial

The Industrial land use category is intended to provide for the establishment and enlargement of office, manufacturing and light to moderate industrial uses that would be incompatible in other areas of the city due to increased traffic generation. The implementing zoning district is I-POC.

Policy 1.1.1.11: Public Recreation and Open Space

The Public Recreation and Open Space land use category designates locations for parks and other outdoor open space



areas intended for active use or passive use. Sites designated in the Public Recreation and Open Space category should not be used for other than public recreation purposes or essential services without careful consideration of the most appropriate use and a properly enacted amendment to the land use plan. The implementing zoning district is PROS.

**Policy 1.1.1.12: Conservation**

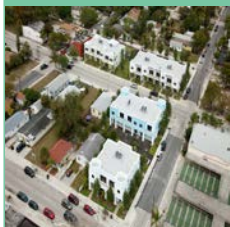
The Conservation land use category is intended to provide for the protection, preservation, conservation, education and enjoyment of areas having natural beauty and to mitigate the effects of development on the environment. Development within Conservation areas shall only occur when it is directly related to or furthers the intent stated above. Sites designated in the Conservation category enjoy protected status and may not be recategorized or rezoned. The implementing zoning district is CON.

**Policy 1.1.1.13: Beach and Casino**

The Beach and Casino land use category designates the area of public beach and casino building area. The term “Casino” is used in name only and reflects the historic name of the buildings and site. Designation of this area signifies the expectation that the public beach will be used for public recreation and use and specified accessory uses, and the casino area will be used for a combination of permitted private commercial and public uses. The gross leasable area of all buildings shall not exceed 64,715 square feet. The implementing zoning district is BAC.

**Policy 1.1.1.14: Cultural Arts Overlay**

The Cultural Arts Overlay land use category is intended to provide for the establishment and enlargement of cultural arts related uses within a variety of broader land use categories near the urban core of the city and along the FEC railway corridor within close proximity of the historic downtown and shall follow the guidelines established in the Cultural Master Plan, as prepared by Lord Cultural Resources and Jon Stover Associates, under the direction of the Cultural Council of Palm Beach County, and was approved by the City of Lake Worth Beach on October 10, 2018 and is hereby



adopted by reference. The implementing zoning districts may be DT, MU-E, MU-DH, SF-R, SF-TF 14, TOD-E, and AI.

Policy 1.1.1.15: Public

The corresponding zoning district for this land use category is P.

**Objective 1.1.2: Future Land Use Map and Criteria for Delineating Land Use Designation Boundaries**

The City of Lake Worth Future Land Use Element contains a system of land use designations. The Future Land Use Map allocates those land uses spatially to outline the desired future development pattern for the City of Lake Worth.

Policy 1.1.2.1: The Future Land Use Map officially enacted by the Lake Worth City Commission and signed by the Lake Worth City Clerk, including any duly enacted amendments thereto, is an official part of this plan document and shall be consulted to determine the land use classification applicable to individual parcels of land. The map published as part of this document is a representation of the official Future Land Use Map, and should not be relied upon to determine the land use classification of individual parcels of land.

Policy 1.1.2.2: After substantial public input, the land use pattern was very carefully considered by the Lake Worth Planning and Zoning Board and the City Commission. Changes may be considered from time to time

Policy 1.1.2.3: Future Land Use boundaries are intended to follow recognized property lines including parcel boundaries and public right of ways. In the case of a parcel appearing to be split by a land use, the Director shall make the determination of the proper land use. The following policies specify the criteria for allocating and mapping the City’s adopted future land uses.

Policy 1.1.2.4: Locational Criteria for the Single-Family Residential Designation

The single-family residential designation intends to preserve single-family housing within existing residential and historic neighborhoods. This designation reaffirms the City’s desire to maintain the City’s character primarily as a single family



residential location. Therefore, this designation is mapped in areas with existing single-family residential neighborhoods.

**Policy 1.1.2.5: Locational Criteria for the Medium-Density Residential Designation**

The Medium-Density Residential designation is mapped in areas that are characterized by existing two-family development, and multi-family structures.

**Policy 1.1.2.6: Locational Criteria for the High-Density Residential Designation**

The High-Density Residential land use designation with densities of up to 40 dwelling units per acre, is intended for mapping:1) in concentrations around the City’s central commercial area, and 2) in other locations that are desirable for multi-family development because of their close proximity to shopping or natural amenities and because they are not disruptive to established single-family areas. The concentration of residential density around the central commercial area is one of the most important organizing concepts utilized in the Future Land Use Map.

**Policy 1.1.2.7: Locational Criteria for the Mixed Use East Designation**

The Mixed Use East land use designation is intended for mapping along arterials where the existing land use pattern is characterized by a high proportion of office and multi-family uses and/or a high proportion of land (either vacant or with marginally useful structures) that has a good potential for new office, commercial and medium to high density multi-family development. These areas are also 1) located adjacent to the City’s central commercial core, and 2) have reasonable development potential.

**Policy 1.1.2.8: Locational Criteria for the Mixed Use West Designation**

The Mixed Use West land use designation is intended for mapping in areas from the westernmost city limits eastward to I-95 and adjacent to the Lake Worth Park of Commerce, where the existing land use pattern is characterized by a high proportion of land (either vacant or with marginally useful structures) that has a good potential for new retail, office, commercial and high-density multi- family development.

**Policy 1.1.2.9: Locational-Criteria for the Downtown Mixed Use Designation**



The Downtown Mixed Use land use designation is intended for mapping of areas considered to be the traditional downtown core. The area is primarily bounded on the north by 2<sup>nd</sup> Avenue North, the east by Golfview Road, the south by 1<sup>st</sup> Avenue South, and the west by H Street. This concentrated downtown core demonstrates a reasonably good potential for intensive use by office and retail establishments and shall provide for the vertical or horizontal mixing of land uses within a single site in order to allow development and redevelopment in specific geographic areas of the City that take maximum advantage of existing utility systems and services; and promotes compact development, safe and pedestrian-friendly streets, and provides transportation choices.

Adequate building height relative to the width of the street is important to provide a sense of enclosure and definition to the street space. According to Architectural Graphic Standards (Published by the American Institute of Architects) a ratio of one-to-three is the minimum to create a sense of spatial enclosure.

Policy 1.1.2.10: Locational Criteria for the Transit Oriented Development Designation

The Transit Oriented Development designation is intended for mapping in the following locations:

1. TOD-W includes the area just south of Lake Worth Road, north-east of Lake Osborne, and west of I-95 and railway tracks; and the area from Lake Worth Road north to 2<sup>nd</sup> Avenue North, and from Boutwell Road east to I-95 and the railway tracks.
2. TOD-E includes the area between Lucerne Avenue and 4<sup>th</sup> Avenue South flanking both sides of the FEC railway tracks; the area between 7<sup>th</sup> Avenue North and 11<sup>th</sup> Avenue North flanking both sides of the FEC railway tracks; and the area between 7<sup>th</sup> Avenue South and 10<sup>th</sup> Avenue South flanking both sides of the FEC railway tracks; and the area from Lake Worth Road north to 2<sup>nd</sup> Avenue North, and from I-95 and the railway tracks east to North A Street. The TOD-E locations have potential for future rail stations. The TOD-E district between Lucerne Avenue and 4<sup>th</sup> Avenue South is also envisioned to encourage arts, entertainment and cultural activities in the City.



The TOD designation shall provide an alternative mixed-use development pattern within a one-quarter mile radius of rail or light rail transit nodes. This pattern is an alternative to piecemeal, parcel-based development, and shall allow for a wide range of commercial and institutional uses, functionally integrated with residential uses, and shall include a concentrated area for retail, professional offices and services, cultural, and housing opportunities.

**Policy 1.1.2.11: Locational Criteria for the Artisanal Mixed Use Designation**

The Artisanal Mixed Use land use designation is intended for mapping in the following locations:

1. On smaller sites near Lake Worth’s central commercial core and the Florida East Coast Railroad right-of-way. These locations are most suitable for small arts-related industrial establishments and commercial establishments with industrial site characteristics.
2. On sites west of Interstate 95, north of 6th Avenue South. These sites are suitable for small arts-related industrial establishments and for commercial establishments with industrial site characteristics.
3. In areas where industrial uses are not desirable, but are too firmly established to permit a realistic expectation of change.

**Policy 1.1.2.12: Locational Criteria for the Industrial Designation**

The Industrial land use designation is intended for mapping the area located west of I-95, known as the Lake Worth Park of Commerce. This location offers parcels of vacant and under-utilized land that provide a logical setting for development of office, manufacturing and light to moderate industrial uses that have the potential for increased traffic generation. This location also enjoys direct access to I-95 via the 10<sup>th</sup> Avenue North highway interchange.

**Policy 1.1.2.13: Locational Criteria for the Public and Public Recreation and Open Space Designations**

The Public and Public Recreation and Open Space land use designations are mapped on sites where such uses already exist. The mapping of these uses on these sites indicates that no





alternative use of these sites should be established without a properly considered and enacted Future Land Use Map amendment.

Public school sites have been delineated in areas proximate to residential land. Lands contiguous to school sites which are owned by the School Board, and proposed for school expansion are intended to be included in this category. The City retains the right to impose reasonable site planning standards when existing schools are proposed for expansion or new school sites are developed. Schools are allowed in all zoning districts except Industrial.

**Policy 1.1.2.14: Locational Criteria for the Conservation Designation**

The Conservation land use designation is mapped on sites located within or adjacent to Lake Worth Lagoon. These sites may be submerged or partially submerged.

**Policy 1.1.2.15: Locational Criteria for the Beach and Casino Designation**

The Beach and Casino land use designation is mapped on sites where such uses already exist. The mapping of these uses on these sites indicates that public beach will be used for public recreation use and specified accessory uses and casino area for a combination of permitted private commercial and public uses.

**Policy 1.1.2.16: Locational Criteria for the Cultural Arts Overlay Designation**

The Cultural Arts Overlay land use designation is mapped on sites where such uses already exist or are to be encouraged through redevelopment utilizing the cultural arts as an economic development strategy. The general areas are the historic core of the city along Lake Avenue and Lucerne Avenue, along Dixie Highway within close proximity of the city’s urban core, and along the FEC railway corridor between 6<sup>th</sup> Avenue South and 10<sup>th</sup> Avenue North.

**Objective 1.1.3: Strict Interpretation of the Future Land Use Map and Future Land Use Designation’s Provisions.**

**Policy 1.1.3.1:** A parcel of land shall be regulated by the provisions of the future land use category in which that parcel is mapped. Properties shall be regulated in conformance with the meaning of each future land use designation as set forth in the explanatory text and in



the provisions in Policy 1.1.3.3 below and this Future Land Use element.

**Policy 1.1.3.2: Strict Interpretation of the Future Land Use Map**

In determining the future land use designation applicable to a parcel of land, demarcations between different land use designations on the official future land use map shall be interpreted as follows:

1. Demarcations that coincide with a public thoroughfare, alley or railroad right-of-way are to be interpreted as falling along the center line of such rights-of-way.
2. Demarcations that do not coincide with a public thoroughfare, alley or railroad right-of-way, but which are within 20 feet by scale of a parallel or nearly parallel property line are to be interpreted as falling along said property line.
3. Demarcations that do not coincide with a public thoroughfare, alley or railroad right-of-way and are NOT within 20 feet by scale of a parallel or nearly parallel property line are to be interpreted as falling exactly where shown as nearly as can be determined by scaling the official land use map.
4. If a parcel is split by land use designations the land use having the greatest amount of parcel area shall be the determining factor in identifying the land use. In cases where the parcel is evenly split then the determination will be based on the land use having street frontage.

**Policy 1.1.3.3: Future Land Use Explanatory Text Interpretation**

The future land use explanatory text includes four different levels of precision that shall be implemented by zoning regulations as follows:

1. When the explanatory text establishes mandatory quantitative requirements, such requirements are to be implemented by identical zoning requirements.
2. When the explanatory text establishes upper-limit type quantitative requirements, such requirements are to be implemented by one or more zoning requirements which do



not exceed that limit, but which may be more restrictive than that limit.

3. When the explanatory text states general principles upon which implementing zoning regulations must be based, but does not provide precise regulatory details, implementing zoning regulations may be drafted with considerable flexibility within the limits established by the general principles of the explanatory text.
4. Regulatory details which are not addressed in the explanatory text may be enacted through a zoning ordinance or ordinances, provided such details do not conflict with any specific provisions of the explanatory text.

**Policy 1.1.3.4:** Zoning map designations and Zoning provisions shall be consistent with the Future Land Use map and each future land use explanatory text and related provisions in the Future Land Use Element.

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

**Objective 1.2.1:** **To promote the location of high quality retail, office and mixed use projects in the Downtown Mixed Use (DMU) and Mixed Use East (MU-E) designations as the prime retail and commercial areas of the City.**

**Policy 1.2.1.1:** The City shall ensure that high quality retail and office uses are located in the Downtown area and the Dixie Highway Corridor by carefully guiding and selecting project applications.

**Policy 1.2.1.2:** The City shall ensure the highest possible degree of mutually reinforcing commercial and residential uses are located in the DMU areas.

**Policy 1.2.1.3:** The City shall continue to be proactive in development of strategies that facilitate adequate parking in the DMU and Dixie Highway Corridor.

**Policy 1.2.1.4:** Development and redevelopment opportunities in the Downtown area will be enhanced through modification or reduction of parking space requirements, in recognition of public parking opportunities in the downtown area.



Policy 1.2.1.5: The pedestrian character of the downtown commercial area shall be enhanced through continuation of pedestrian access programs to ensure that development in the DMU is easily accessible to residents and visitors.

Policy 1.2.1.6: In order to support continued redevelopment of Mixed-Use Corridors (such as Dixie and Federal Highways) to maintain their economic viability, the City shall update and continue to implement design guidelines for its major commercial thoroughfares and for the Historic Downtown (Lake/Lucerne corridor). These design guidelines establish flexible, but consistent standards for the exterior appearance of new and renovated buildings within two blocks of these main streets. The Guidelines shall incorporate implementation policies concerning appropriate signage, and architectural design of new and renovated structures.

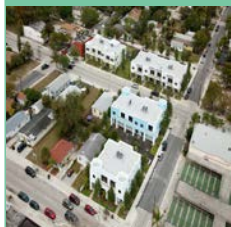
**Objective 1.2.2: The City shall facilitate a compact, sustainable urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services, and to reduce dependence on the automobile. This can be accomplished by concentrating more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

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

Policy 1.2.2.2: The City shall require all future development and redevelopment to incorporate a functional mix of uses that promote walkable and interconnected uses with a mix of densities and intensities and access to transit, bicycle, pedestrian and other modes of transportation.

Policy 1.2.2.3: Investigate additional uses and opportunities to promote a more sustainable and resilient community

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



Policy 1.2.3.1: The City shall continue to implement the Sustainable Bonus Incentive Program described in Policy 1.2.3.4 below, to provide for increased density, intensity and height allowances in return for specific project or public components that would create or increase quality of life measures for a larger segment of the population. The Sustainable Bonus Incentive Program will be more fully developed and implemented through the City's Land Development Regulations.

Policy 1.2.3.2: The Sustainable Bonus Incentive Program shall include a trust account to be used solely for the accumulation of funds received as part of the development incentive program. Such funds shall only be expended on projects identified within the Community Benefits program.

Policy 1.2.3.3: The Sustainable Bonus Incentive Program shall be reviewed and ratified by the City Commission on an annual basis, including project priorities for the annual expenditure of trust funds.

Policy 1.2.3.4: The Sustainable Bonus Incentive Program shall consist of the following criteria:

1. Incorporation of Sustainable features is required for developments over two stories, which allows for increases in density, height and intensity over base line maximums. Annually, the City Commission shall establish base line sustainable bonus values required to participate in the program.
2. For each project requesting an additional bonus above the maximum base threshold as shown in Table I, twice the base line sustainable bonus value shall apply to each square foot of the additional bonus.
3. For a planned development, mixed use planned development, residential planned development or urban planned development, a project may obtain a 25% bonus on density, intensity and height over the base line as outlined in Table I.
4. 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 base line as outlined in Table I may be obtained.

5. For mixed use planned developments 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 base line as outlined in Table I may be obtained.
6. For a mixed use planned development with a Tri-Rail Station component located within the Transit Oriented Development West future land use designation, 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 base line as outlined in Table I may be obtained.

Policy 1.2.3.5: Promote the arts community by maintaining and preserving the Cultural Arts Overlay District and by working to expand the Arts as both a viable commercial opportunity as well as appropriate housing by allowing for artisan live/work units within this overlay district.

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

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

Policy 1.2.4.2 The City’s Transfer of Development Rights Program shall include a trust account to be used solely for the accumulation of funds received as part of the transfer of development rights program. Such funds shall only be expended on city projects related to parks, public facilities and infrastructure.

Policy 1.2.4.3 The City’s Transfer of Development Rights Program shall be reviewed and ratified by the City Commission on an annual basis, including project priorities for the annual expenditure of trust funds and the value of the transfer development rights available under the program.

Policy 1.2.4.4. The Transfer of Development Rights Program shall reflect the guidelines outlined below:





1. Incorporation of transferred developed rights from City-owned properties with a future land use designation of Public (P) shall be required in order to obtain the following:
  - a. One additional story of no more than 15'-0" in overall height.
  - b. An increase in overall density of ten units per acre.
  - c. An increase in overall floor area ratio (FAR) of ten percent
2. The additional story, height, density and/or floor area ratio available under the Transfer Development Rights Program will be in addition to any maximums allowed under the City's Sustainable Bonus Incentive Program.
3. Projects incorporating transferred development rights may be located anywhere in the city predicated on the following:
  - a. For projects east of Dixie Highway transferred development rights may increase density by up to ten units per acre.
  - b. For projects west of Dixie Highway transferred development rights may increase density by up to ten units per acre, provide for one additional story of not more than 15'-0" in height, and/or increase overall floor area ratio (FAR) by up to ten percent.
4. Projects incorporating transferred development rights must be an urban planned development, planned development, mixed use planned development or residential planned development.
5. Projects must have incorporated all of the density, height and intensity bonuses available under the Sustainable Bonus Program prior to being eligible for the Transfer of Development Rights Program.
6. The City shall maintain a bank of development rights available for transfer from City owned sites with a future land use designation of Public.
7. The City shall establish on an annual basis the value of each square foot available for transfer under the Transfer of Development Rights Program.
8. The City's Transfer of Development Rights Program shall be further developed and clarified through the adoption of appropriate and supportive amendments to the City's Land Development Regulations.

**GOAL 1.3:** To preserve and enhance the City's character as a quality residential community and business center within Palm Beach County's urban area

**Objective 1.3.1:** The City shall continue to adopt Comprehensive Plan amendments and new land development regulations to eliminate or reduce land uses inconsistent with the community character, as set forth on the Future Land Use Map Future Land Use explanatory text and this element.



Policy 1.3.1.1: The City’s Land Development Regulations (LDRs) shall be used to accomplish the elimination or reduction of nonconforming land uses with proper respect for the vested rights of property owners.

**Objective 1.3.2: To achieve a simple land use pattern with a higher degree of use compatibility within each land use category.**

Policy 1.3.2.1: LDRs shall protect residential development from the encroachment of incompatible land uses.

Policy 1.3.2.2: LDRs shall protect low-density and medium-density multi-family residential development from the encroachment of incompatible land uses.

Policy 1.3.2.3: Removed.

Policy 1.3.2.4: The City shall continue to implement the Sustainable Bonus Incentive Program, as described in Objective 1.2.3 of this element, which encourages construction of environmentally friendly building designs, for new developments, redevelopments, and rehabilitative projects within the City. Certification under the U.S. Green Building Council Leadership in Energy Environmental Design (LEED®), Florida Coalitions of Designation Standards, and other accredited national or international green program standards, such as Green Globes, Living Building Challenge, or similar “Green” design guidelines that may be developed in the future, is required to enjoy these incentives.

Policy 1.3.2.5: The City shall utilize its Land Development Regulations to foster coordination of new roadway network facilities, transit corridors, rail corridors bicycle and pedestrian facilities. Special attention will be given to protect the safety of pedestrians and cyclists through site design that reduces hazardous and/or conflicting site conditions.

**Objective 1.3.3: To adopt and utilize innovative land development regulations that implement the goal of preserving and enhancing the character of Lake Worth as an attractive residential community and business center.**

Policy 1.3.3.1: Consistent land development regulations shall be maintained as adopted for the purpose of plan implementation. At a minimum, such land development regulations shall regulate the following:



1. Zoning of properties in accordance with the land use designations as delineated on the Future Land Use map and in accordance with the Land Use Plan explanatory text, including establishment of densities and intensities of use for each future land use; designation.
2. Subdivision of land;
3. The number, size and placement of signs;
4. The development of land within areas subject to seasonal or periodic flooding or affected by Sea Level Rise;
5. Drainage and stormwater management;
6. Provision of adequate open space on developed properties;
7. Maintenance of safe and convenient on-site traffic flow; and
8. Provision of adequate parking space on developed properties, infill and redevelopment projects, mixed use projects and mixed use areas.

**Policy 1.3.3.2:** The City should review periodically the case load of the Planning & Zoning Board to determine the number of variances granted per year and assess the need for revisions to specific zoning ordinance dimensional regulations.

**Policy 1.3.3.3:** Continue the integrated and systematic code enforcement efforts for new developments and existing properties.

**Policy 1.3.3.4:** The City shall consider enacting an ordinance to create and implement a Local Manufacturing Development Program, as specified in Chapter 163.325, F.S., including 163.3251-163.3253, also known as the “Manufacturing Competitiveness Act”.

**Policy 1.3.3.5:** The City shall devise provisions in the LDRs to allow mixed use parking incentives and off-site parking credits especially in the Downtown, the Dixie Highway Commercial Corridor and the Federal Highway Corridor. The City shall develop a Parking Master Plan by 2019 consistent with Transportation Element Policy 2.1.4.5

**Objective 1.3.4:** **To coordinate future land uses with availability of facilities and services.**



- Policy 1.3.4.1: The level of service standards adopted elsewhere in this Comprehensive Plan for facilities shall be applied to all applications for development approval.
- Policy 1.3.4.2: Developments that would impact existing facilities by reducing the level of service below adopted levels and which are to be constructed prior to the availability of scheduled improvements, shall pay for such impacts or provide their own facilities constructed to city specifications.
- Policy 1.3.4.3: The City shall require that development orders and permits be specifically conditioned on the availability of the facilities and services necessary to serve the proposed development and that the facilities and services are authorized at the same time the land uses are authorized.
- Policy 1.3.4.4: Where the facilities necessary to serve a development are not available the City may enter into a development agreement where the developer will provide for their construction.
- Policy 1.3.4.5: The City may adopt and amend from time to time provisions for impact fees that will be utilized in the construction of necessary infrastructure designed to maintain adopted minimum levels of service.
- Policy 1.3.4.6: Prior to approving a building permit or its functional equivalent, the City shall consult with its Utility Department to determine whether adequate water supplies to serve the new development will be in place and available no later than the anticipated date of the Certificate of Occupancy (CO) or its functional equivalent.
- Policy 1.3.4.7: The City shall encourage placement of underground utilities.
- Objective 1.3.5: To encourage the availability of suitable land for utility facilities necessary to support proposed development.**
- Policy 1.3.5.1: Suitable land shall be dedicated or reserved by the developers or reserved by the City for utility facilities necessary to support proposed development.
- Policy 1.3.5.2: Future annexation studies will require adequate sites for utility facilities, as needed.
- Policy 1.3.5.3: Electric substations and Utility uses shall be allowed in all future land use categories except in Conservation areas or areas



designated as Historic Districts, provided the uses are consistent with the provisions of the Comprehensive Plan and the Land Development Regulations. Electric facilities shall comply with the provisions of F.S. 163.3208., which establishes compatibility standards, procedures for the review of applications for location of a new substation.

Policy 1.3.5.4: The City shall establish standards to enact reasonable setbacks and landscape standards for electric substations and these standards shall be in compliance with Florida Statutes.

Policy 1.3.5.5: Established electric transmission and distribution line right-of-ways shall be exempted from the normal requirements of vegetation maintenance and tree pruning/trimming, to the extent required by Florida Statutes.

**Objective 1.3.6: The City shall promote the orderly annexation of lands**

Policy 1.3.6.1: Continue to promote orderly annexation of lands consistent with the City of Lake Worth Comprehensive Plan such that there is no reduction in service level to existing City residents as a result of the annexation.

Policy 1.3.6.2: Continue to promote orderly annexation of land where service delivery in the annexed area will be consistent with and equal to those provided for existing corporate lands.

Policy 1.3.6.3: Consider requests for annexation on a case-by-case basis utilizing good planning methods and practices, and encourage annexation of pocket areas.

Policy 1.3.6.4: Ensure that development plans for annexed parcels are compatible with adjacent areas.

Policy 1.3.6.5: Require infrastructure services available to a proposed annexation area at a level consistent with adopted level of service standards.

Policy 1.3.6.6: Ensure that annexed areas do not become a financial burden by requiring applicants to demonstrate proposed impacts upon the City infrastructure system in the annexation process.

Policy 1.3.6.7: Continue to promote orderly annexation of lands consistent with the Palm Beach Countywide Annexation Policy.



Policy 1.3.6.8: Actively participate in the comprehensive planning processes of surrounding municipalities, to identify unincorporated areas in need of annexation by reviewing and commenting on these jurisdictions comprehensive plans and annexation policies as they occur.

Policy 1.3.6.9: Continue to review the established annexation reserve area southerly along the centerline of the LWDD E-4 Canal, from the City’s present western limits, to its intersection with LWDD L-10 Canal to Congress Avenue, southerly to Lantana Road, easterly to Interstate 95, then northerly to the present City limits, including Lake Osborne Estates.

Policy 1.3.6.10: The City will continue to cooperate with Palm Beach County to encourage non-residential uses in the core of the LWPOC.

**GOAL 1.4:** Encourage preservation and rehabilitation of natural, historic and archaeological resources and where appropriate restrict development that would damage or destroy these resources.

**Objective 1.4.1:** The City’s LDRs will continue to protect, conserve or enhance living marine resources, wildlife habitats, water resources and wetlands.

Policy 1.4.1.1: Development should be designed to accommodate stormwater on- site in accordance with applicable regulations.

Policy 1.4.1.2: The City’s Stormwater Master Plan shall be implemented and updated as improvements are made in the system.

Policy 1.4.1.3: In order to reduce non-point source pollutant loadings, and improve the City’s drainage system, dumping of debris of any kind into stormwater control structures is prohibited.

Policy 1.4.1.4: The City adopts and incorporates requirements in the Palm Beach County Wellfield Protection Ordinance for regulating and prohibiting the use, handling, production and storage of deleterious substances which may impair present or future public potable water supply wells and wellfields within the City’s jurisdiction.

Policy 1.4.1.5: Any nonresidential use or residential use greater than 25 units that applies for a site plan, building permit or occupational license in a wellfield zone of influence and intends to handle, store or produce a regulated substance (as defined in the Palm





Beach County Unified Land Development Code) shall obtain an operating permit or exemption certificate from the County Department of Environmental Resources Management prior to City approval of the development, permit or license.

**Objective 1.4.2: To provide for the protection, preservation or sensitive reuse of historic resources.**

Policy 1.4.2.1: The City shall refine and maintain regulations to provide for protection, preservation or sensitive reuse of designated historic neighborhoods and historic sites listed on the National Register, Local Designation and/or Florida Site File.

Policy 1.4.2.2: The redevelopment of the designated redevelopment area as shown in Map shall be planned and undertaken so as to protect, preserve or sensitively reuse any designated historic site(s) within its boundaries. The redevelopment plan will proceed in accordance with adopted regulations for historic preservation.

Policy 1.4.2.3: The City shall enact regulations to provide as far as possible for preservation intact, mitigation or excavation of archaeological resources discovered during ground-disturbing activities undertaken by private or public entities.

Policy 1.4.2.4: The City shall consider designation as an historic or archaeological site as an important factor when considering the required findings for variances and waivers for non-safety related site development regulations in order to accommodate the preservation of historic or archaeological sites within proposed developments. Such features or sites should be incorporated into required setbacks, buffers or open spaces to the maximum extent of requirements.

Policy 1.4.2.5: If new archeological sites are discovered within the City limits, the City shall take necessary steps to protect these resources and coordinate with the county regularly and work with them as needed.

**Objective 1.4.3: The City shall implement the Urban Forestry Management Plan, adopted on April 21, 2015, to care for and manage its tree population for the purpose of maintaining and enhancing the natural environment and the character of the City.**



- Policy 1.4.3.1: The Urban Forestry Management Plan may include programs to replant a specified number of new trees in rights of way and other public property. Planting shall be in an annual amount to equal or exceed the trees removed per year from rights of way areas, with emphasis in native trees.
  
- Policy 1.4.3.2: Appropriate locations and tree species shall be chosen for replanting in right of way areas. Guidelines such as those provided by the Florida Division of Forestry and National Arborist Association will be used to determine appropriate locations. At minimum, locations for tree plantings and tree species planted shall consider impacts of traffic, intersection visibility, soil type, power lines, adjacent trees and the preference of adjacent property owners.
  
- Policy 1.4.3.3: The City shall adopt and implement programs that utilize xeriscape principles in conjunction with native plants and trees in public rights-of-way and other public lands, whenever practical, thereby conserving water, improving habitat for urban wildlife, conserving Central Florida flora, and improving the City’s aesthetic appeal and environmental quality.
  
- Policy 1.4.3.4: Consider its street trees as infrastructure to preserve and protect them as community assets.
  
- Policy 1.4.3.5: Encourage additional planting of trees to strengthen the character and aesthetic of its residential neighborhoods and commercial areas.
  
- Policy 1.4.3.6: The City shall encourage the public to plant and maintain trees and plants native to this region through a public education program identifying soil types and native plants suitable to each.
  
- Policy 1.4.3.7: Protect existing trees by creating mitigation provisions on its land development regulations for its residential and commercial land use districts.
  
- Policy 1.4.3.8: All development and major renovations shall be encouraged to provide shade trees along sidewalks to encourage pedestrian activity, and create scenic corridors in neighborhoods and commercial districts.



Policy 1.4.3.9: Consider providing incentives to developers to preserve trees and natural resources and to encourage additional tree plantings and green areas.

Policy 1.4.3.10: Construction of tree wells shall be required following the guidelines in the Florida Division of Forestry's "Tree Protection Manual for Builders and Developers," as directed by the planning department where development will change grading around trees required to be saved.

Policy 1.4.3.11: Continue to promote and enhance the City's Tree and Landscape Regulations (Sec 23.6-1 of the Lake Worth Code of Ordinances) as a key element in retention and provision of private plant materials to support sustainable development principles of tree preservation, and minimal impact to the existing site resources.

Policy 1.4.3.12: Continue implementing the preservation and maintenance of Champion Trees (Sec. 15-43.1 Lake Worth Code of Ordinances)

**GOAL 1.5: To protect human life and limit public expenditures, private development shall be discouraged in areas subject to destruction by natural disaster.**

**Objective 1.5.1: To reduce or eliminate land uses that are inconsistent with interagency hazard mitigation plans**

Policy 1.5.1.1: The City shall identify any land uses that are inconsistent with the County-wide Local Mitigation Strategy

Policy 1.5.1.2: The City shall identify alternatives methods and determine costs to replace inconsistent land uses with land uses compatible with the County-wide Local Mitigation Strategy.

**Objective 1.5.2: To achieve a sustainable, climate resilient community by adopting and implementing strategies which promote energy efficiency and greenhouse gas reduction, and protect public infrastructure and services, natural systems and resources, and human life from the impacts of climate change.**

Policy 1.5.2.1: The City shall continue its participation in the Southeast Florida Regional Climate Change Compact and collaborate to increase regional climate change resiliency by sharing technical expertise, assessing regional vulnerabilities, and advancing agreed upon mitigation and adaptation strategies, policies and programs.



Policy 1.5.2.2: The City shall continue the use of mitigation strategies to increase energy efficiency and conservation, and to reduce greenhouse gas emissions. These could include, but are not limited to, land use and transportation strategies such as encouraging compact residential development, providing incentives for mixed use and redevelopment that maximize internal trip capture, clustering residential densities along transit routes, improving access to transit, improving non-motorized movement, requiring interconnectivity among adjoining parcels, and providing incentives for green building methods.

Policy 1.5.2.3: The City shall coordinate with County and regional agencies, neighboring local governments, and the private sector to develop initiatives and goals to address climate change.

Policy 1.5.2.4: In consideration of sea level rise and climate change impacts, the City shall, in coordination with its local municipalities, designate Adaptation Action Areas (AAA), as provided by Section 163.3177(6)(g)(10), Florida Statute, in order to:

- a) Identify areas that are vulnerable to the impacts of rising sea level;
- b) Identify and implement adaptation policies to increase community resilience; and
- c) Enhance the funding potential of infrastructure adaptation projects

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

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

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

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



**Objective 1.6.2: To continue to provide administrative leadership and support for redevelopment efforts.**

Policy 1.6.2.1: The City shall continue to contribute to Tax Increment Financing trust fund for the Community Redevelopment Agency (CRA) area.

Policy 1.6.2.2: The City and CRA shall provide opportunities for public involvement in redevelopment.

Policy 1.6.2.3: The City and CRA shall continue to facilitate necessary studies and citizen surveys to determine the optimum approaches for redevelopment.

Policy 1.6.2.4: The City and CRA shall continue to implement the Redevelopment Plan, and review and update the plan as necessary.

Policy 1.6.2.5: The City and CRA shall work together to prioritize transit improvements and transit-supportive land use patterns as appropriate.

Policy 1.6.2.6: With administrative support from the City, the CRA shall develop appropriate transit-supportive programs for inclusion in the Redevelopment Plan to further successful redevelopment.

**Objective 1.6.3: To continue to improve the quality of public infrastructure in downtown Lake Worth.**

Policy 1.6.3.1: The City and CRA shall adopt and implement programs to improve the safety and appearance of the streets and sidewalks in Downtown Lake Worth.

Policy 1.6.3.2: The City and CRA shall continue to study and make modifications to improve the traffic flow on downtown streets, to accommodate existing development and redevelopment.

Policy 1.6.3.3: The City continue to maintain the seat of government in Downtown, and shall encourage other agencies to establish downtown offices.

Policy 1.6.3.4: The City shall provide trees and landscaping downtown to enhance the quality of the urban environment.



Policy 1.6.3.5: The City and CRA shall support the provision of enhanced local transit service in conjunction with new transit service on the FEC Corridor.

**Objective 1.6.4: To support redevelopment plans which recognize and respect the historic urban character of Downtown Lake Worth and other historic districts and structures in the City and the surrounding neighborhoods.**

Policy 1.6.4.1: The City shall continue to implement the recommendations of the City’s Historic Properties Surveys.

Policy 1.6.4.2: The City shall consider the historic designation of a property as an important factor when considering the required findings for variances, waivers and conditional use requests, to the maximum extent feasible consistent with health and safety.

Policy 1.6.4.3: Redevelopment of property with railroad access shall be considered in light of recommendations of the City’s Historic Properties Surveys and multi-modal transportation opportunities.

Policy 1.6.4.4: Neighborhood plans shall be prepared to support preservation of sound single family neighborhoods which have a high percentage of owner occupied dwellings.

Policy 1.6.4.5 Architectural standards for redevelopment shall be maintained.

Policy 1.6.4.6: The City shall support a full range of services to enhance the attractiveness of living and working in the Downtown area.

Policy 1.6.4.7: The City shall permit arts, entertainment and cultural uses in the TOD-E zoning district adjacent to the Lake-Lucerne downtown corridor. It will provide for a transit friendly mixed-use overlay district of residential, office and commercial activities, with an emphasis on the arts that will allow uses which promote preservation, restoration and adaptive reuse of historic buildings; stimulate pride in the City’s architectural heritage, and stabilize and improve property values.

**Objective 1.6.5: The City will increase its role as an ombudsman for downtown redevelopment, and become an active participant in business development.**





- Policy 1.6.5.1: The City will take an active role in assisting private redevelopment projects, by assisting with feasibility studies, guiding their implementation, and advocating approval of acceptable plans.
- Policy 1.6.5.2: The City and CRA will support the attraction of new retail businesses in the downtown by bringing together land owners and representatives of potential new businesses.
- Policy 1.6.5.3: The City will seek grants and promote improvements by other agencies which will benefit Downtown Lake Worth.
- Policy 1.6.5.4: The City will support creation of a marketable identity for Downtown.
- Policy 1.6.5.5: The City will assist new businesses.
- Objective 1.6.6: Where appropriate, the City will support redevelopment of obsolete properties and structures.**
- Policy 1.6.6.1: The City will continue to support operation of the CRA in assembly of lots for redevelopment.
- Objective 1.6.7: To encourage infill development, redevelopment and renewal of blighted areas and to promote the rehabilitation and restoration of older structures.**
- Policy 1.6.7.1: Infill and Redevelopment opportunities shall be maximized through activities of the Community Redevelopment Agency to operate within the Redevelopment Area as shown on the Future Land Use Plan.
- Policy 1.6.7.2: Infill and Redevelopment opportunities will be maximized through programs to achieve the consolidation of small lots into larger redevelopment parcels, where feasible.
- Policy 1.6.7.3: Redevelopment of the City’s major thoroughfares, Transit Oriented Mixed-Use areas and along the F.E.C. railway with more intensive uses shall be encouraged.
- Policy 1.6.7.4: Redevelopment opportunities will be maximized through use of mixed land use designations that permit a flexible mix of multi-family residential and compatible office uses.



- Policy 1.6.7.5:           Redevelopment with commercial or office uses in locations that are presently devoted to residential uses, but would be more suitable for commercial or office uses, will be encouraged through use of mixed land use designations.
  
- GOAL 1.7:**               **To support the implementation of the Lake Worth Park of Commerce (LWPOC) Urban Redevelopment Area through a coordinated and comprehensive effort of the City, County, residents and businesses.**
  
- Objective 1.7.1:**       **To encourage development/redevelopment of the LWPOC as an employment center through redevelopment and economic revitalization efforts. The boundaries for the Park of Commerce are: 10<sup>th</sup> Avenue North to the north; Lake Worth Road to the south; Interstate 95 to the east; and the E-4 Canal to the west.**
  
- Policy 1.7.1.1:           The City will support efforts to redevelop the Lake Worth Park of Commerce Urban Redevelopment Area through appropriate site development review to explore opportunities in promoting mixed use, mass transit and alternative transportation methods for new or modified approvals.
  
- Policy 1.7.1.2:           The City shall continue to investigate appropriate land use changes to industrial within the LWPOC to promote redevelopment and economic revitalization.
  
- Policy 1.7.1.3:           The City shall continue to coordinate and provide assistance to City and County agencies to ensure improved infrastructure, services and access within the LWPOC.
  
- Policy 1.7.1.4:           The City shall encourage new development proposals within the LWPOC, with emphasis on those at the north and south entrance of the Park of Commerce along Boutwell Road, to be consistent with the goal to create a quality office/industrial park, as established in the LWPOC Conceptual Plan.
  
- Policy 1.7.1.5:           The City shall continue to work with the County to implement the Capital Improvements Plan as recommended in LWPOC Redevelopment Plan.
  
- Policy 1.7.1.6:           The City shall encourage creation of a Business Improvement District (BID) within the LWPOC Urban Redevelopment Area and develop ways to consider alternatives for financing infrastructure.



- Policy 1.7.1.7: The City shall implement a relocation assistance program for businesses that are industrial in nature within the FEC area and along Dixie Highway to relocate to the Park of Commerce. The City shall determine the specific types of support and assistance under this program.
- Policy 1.7.1.8: The City shall consider enacting an ordinance to create and implement a Local Manufacturing Development Program, as specified in Chapter 163.325, F.S., including 163.3251-163.3253, also known as the “Manufacturing Competitiveness Act”.
- Policy 1.7.1.9: The City shall encourage quality light industrial, commercial and green office uses within LWPOC. The City shall develop a permitted business list as well as conditional business list specifically for the LWPOC Area.
- Policy 1.7.1.10: The City shall develop design guidelines to enhance architecture, landscaping, parking and service area buffers for the LWPOC Area.
- Policy 1.7.1.11: The City shall enhance landscaping, provide landscape buffers, sidewalks and lighting along major thoroughfares within the LWPOC through development regulations and/or beautification Capital Improvement Projects.
- Policy 1.7.1.12: The City’s Land Development Regulations shall implement more standardized parking requirements compatible with industrial uses in the Lake Worth Park of Commerce Area.
- Policy 1.7.1.13: The City shall consider creating a “Commerce Park Village” incorporating the current LWPOC with the Mixed-Use West and TOD areas west of I-95.
- Policy 1.7.1.14: Redevelopment opportunities within the Lake Worth Park of Commerce (LWPOC) shall be consistent with the provisions of the LWPOC Transportation Concurrency Exception Area (TCEA) and with the City’s development and redevelopment goals for the area, including the adoption of the total amounts of additional square footages for industrial and commercial development and redevelopment.
- Policy 1.7.1.15: Any proposed future land use and rezoning modification requests within the LWPOC shall be thoroughly reviewed by the City to ensure consistency with the development and redevelopment



goals for the area, the provisions of the LWPOC Transportation Concurrency Exception Area (TCEA) and shall encourage, consider and minimize impacts on retention and expansion of industrial uses and assessment of associated traffic impacts.

# FUTURE LAND USE

