



City of Lake Worth
Comprehensive Plan

Adopted October 20, 2009

Amended August 7, 2012
by Ordinances 2012-25 & 2012-26

CITY OF LAKE WORTH
2008 EAR-BASED
COMPREHENSIVE PLAN AMENDMENTS
Goals, Objectives, and Policies

INTRODUCTION

This document is the Goals, Objectives and Policies (GOPs) Report for the 2008 Lake Worth EAR-based Comprehensive Plan Amendments. The purpose of this Plan is to set forth the City's long-range comprehensive planning goals as per the requirements of the State of Florida.

The State of Florida's local government comprehensive planning law, Chapter 163, Part 2, Florida Statutes, requires that all local governments throughout Florida maintain a long-range comprehensive plan, and that comprehensive planning should be a continuous and ongoing process. As a part of this process, municipalities are required to monitor numerous community characteristics relating to development, provision of services, environmental protection, and governmental activities. Larger cities and counties must prepare an Evaluation and Appraisal Report (EAR) once every seven years analyzing the progress they have made in implementing the comprehensive plan. The purpose of the EAR is to evaluate and assess the effectiveness of the local adopted comprehensive plan in accomplishing its goals and identify how it should be modified and updated to meet the future needs of the community. Specifically, the EAR process has two steps as given below:

1. Preparation and adoption of an Evaluation and Approval Report (EAR). The Lake Worth EAR was adopted by the City Commission on January 16, 2007 and found sufficient by the State Department of Community Affairs on March 23, 2007.
2. Adoption of Comprehensive Plan Amendments as recommended in the EAR (EAR-based Comprehensive Plan Amendments).

As required by Section 163.3191, F.S. the Evaluation and Appraisal Report presents an analysis and assessment of the City's Comprehensive Plan. It also contains recommendations to amend the City's adopted Comprehensive Plan. It further specifies the procedures and criteria for the preparation, transmittal, adoption and sufficiency review of the City of Lake Worth's EAR-based comprehensive plan amendments.

Organization of the EAR-based Comprehensive Plan Amendments

The proposed 2008 EAR-based Comprehensive Plan Amendments are organized and subdivided into two separate documents as follows.

Part I. – Goals, Policies and Objectives (GOPs) – Updates to Goals, Policies and Objectives (GOPs) of the 1998 Comprehensive Plan. These updates are based on the Evaluation and Appraisal Report (EAR) recommendations and additional community input.

Part II. - Data, Inventory and Analysis (DIA) Report – This document contains updated population projections, land use analysis, capital improvements financial feasibility details and other key information provided in the adopted EAR. These updates are modest, based on the data and analysis recommended in the EAR, and are done by the City staff and the consultant. Some DIA elements herein were not updated during the EAR process, and thus for the applicable DIA for those elements, the reader should refer to the adopted Lake Worth Comprehensive Plan dated January 20, 1998. The DIA Report is contained in a separate document.

Review and Adoption Process

On March 23, 2007, DCA found the transmitted City EAR sufficient and directed Lake Worth to submit EAR-Based Comprehensive Amendments within 18 months. State law provides for the Comprehensive Plan to be amended consistent with the findings and recommendations contained in the adopted EAR. By DCA-approved extension, the City adopted these EAR-based amendments October 20, 2009.

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DEFINITIONS

In the case of conflict, definitions in this document take precedent within the application of the Comprehensive Plan. Set forth below is a brief definition of important terms used in the Plan.

ACRE: For the purpose of calculating dwelling units, an area or parcel of land containing forty-three thousand five hundred sixty (43,560) square feet.

BUILDING HEIGHT: The vertical distance measured from the minimum required floor of twelve (12) inches above the crown of the road, or base flood elevation, whichever is less, to (a) the highest point of a flat roof; (b) the deck line of mansard roof, (c) at 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.

COMMUNITY BENEFITS: A project component that would not be obtainable through the basic zoning code requirements or impact mitigation that provides a benefit to the general public. Community benefits may be provided as part of an overall development project in order to obtain additional development allowances such as increased height, density or intensity. The Community Benefits provision may be utilized, where indicated, to gain additional stories above the initial two (2) stories permitted by right.

COMPREHENSIVE PLAN: A Comprehensive Plan is a forward-thinking guidance document that acts as a framework for the growth and development of the City. A Comprehensive Plan will lay out goals, objectives and policies for the future of the City and has a typical horizon of 15-20 years.

DENSITY: The number of dwelling units per acre on a building site in the residential and commercial zoning categories. 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.

DEVELOPMENT STANDARDS: Definitions of any other terms related to development standards shall be as described in General definitions” of the City’s Land Development Regulations (LDRs.)

ESSENTIAL SERVICES: Public and private facilities related to electrical, water, sanitary sewer, storm drainage, solid waste, emergency services, phone, gas, and cable television selection and distribution systems serving the city, including single pole transmission and distribution lines, underground lines, conduits and pipes, pumps, transformers and other equipment, and appurtenances thereto, and necessary protective

enclosures not designed to be occupied by employees; and public safety facilities such as fire, ambulance, police stations or emergency operating centers. In addition, this category shall include the City of Lake Worth or the Lake Worth Community Redevelopment Agency constructing and maintaining publicly owned parking facilities in any districts in which transitional parking facilities are allowed.

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.
www.floridagreenbuilding.org

FLOOR AREA RATIO (FAR): A regulatory technique which relates to total developable site area and the size (square feet) of development permitted on a specific site. A numeric rating assigned to each commercial and industrial land use category that determines the total gross square feet of a structure as measured from the structure's exterior walls based upon the actual land area of the parcel upon which the structure is to be located. Total gross square feet calculated using the assigned floor area ratio shall not include such features as parking lots or structures, aerial pedestrian crossovers, open or partially enclosed plazas, or exterior pedestrian and vehicular circulation areas.

GOAL: A goal is an end-state toward which effort is directed. An end-state in this context is a set of economic, social and land use conditions which seem desirable for Lake Worth. Goals are long range and defined in qualitative rather than quantitative terms. In general, they espouse very high ideals about the end-state to be achieved. In effect, goals set the parameters of the study to be made. Goals have scale, scope and substantive dimensions. Goals vary in their substantive, scope and scale characteristics.

GROSS ACRE: "Gross acre" means full parcel area inclusive of any public-rights of way and public property.

IMPERMEABLE SURFACE RATIO (ISR): The Impermeable Surface Ratio (ISR) equals the total area of impermeable surfaces divided by the net area (excluding right-of-way) of the lot.

LEED: Leadership in Energy and Environmental Design is redefining the way we think about the places where we live, work and learn. 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: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. www.usgbc.org.

NET ACRE: “Net acre” means parcel area exclusive of public right-of-way and public property.

OBJECTIVES: Objectives, like goals, are end-states toward which effort is directed. The dictionary definition of the two terms makes them synonymous. However, for our purpose the term “objective” will be used to further define the goals. Objectives will be milestones toward achieving the end-state. Objectives can be defined on a number of levels, but the most important distinction is between quantitative and qualitative objectives.

POLICIES: Policies are often confused with goals and objectives. Indeed, most objectives can be rewritten as policies and most policies can be rewritten as objectives. It is easy to distinguish the two, if one considers objectives to be static end-states and always written in the infinitive verb form: e.g., to be, to do, to provide. On the other hand policies are guides to action that control present and future decision making. Policies are almost always written in the present or future-perfect tense with an auxiliary condition to the verb to express obligation, propriety, expediency and expected behavior. A policy is normally implemented by law, rule, procedure or some other formal guide for action and is not discretionary but mandatory.

PLAN: A plan is one of the methods for achieving the desired end-states described as goals and objectives. The term plan is often taken as meaning the same as objective, program or strategy. For our purposes the plan will be the graphic and narrative description of the end-state achieved when all goals and objectives are met. The usual narrative of a plan contains the statement of goals, objectives and policies, background characteristics and an articulation of programs and strategies to be used to implement the plan.

PROGRAM: For purposes here, a program is a sequence of efforts to achieve an objective in a specific substantive area, such as housing, recreation programs, etc. A program in its broadest definition is a sequence of efforts to be performed toward any objective or goal.

QUALITATIVE OBJECTIVES: Such objectives have characteristics similar to those of goals. They are defined in general terms. They have a long, usually undefined timeframe. They are however, more specific as to task than goals.

QUANTITATIVE (OPERATIONAL) OBJECTIVES: These objectives further define the steps to be taken toward the goal and, in addition, provide measures for determining the effectiveness of the effort.

SCHOOL, ACADEMIC: A structure or structures, or portions thereof, designed or used for instructing one (1) or more persons either children or adults, in either general or specialized education and including accessory uses such as administrative offices, physical education facilities and group housing facilities for student or staff, provided, however, that instruction received by children or adults in their place of residence shall not constitute a school.

STRATEGY: A strategy applied in this context is the marshalling of all efforts toward achieving all of the end-states embodied in objectives or policies in a manner where those efforts reinforce and support one another. A strategy is thus a comprehensive statement of policy and programs presented in a manner that achieves the desired end-states most efficiently and effectively.

I. FUTURE LAND USE ELEMENT

1.1 Official Land Use Plan Map

The land use plan 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 should be consulted to determine the land use classification applicable to individual parcels of land. The land use plan map published as part of this document is a representation of the official land use map, but is not the official land use map and should not be relied upon to determine the land use classification of individual parcels of land.

1.1.1 Strict Interpretation of the Land Use Plan Map and Explanatory Text

It is the intent of the Lake Worth Planning and Zoning Board and City Commission that the official land use plan map and explanatory text be interpreted as the exact intent of the Planning and Zoning Board and City Commission. The official land use plan map is not to be interpreted as permitting a parcel of land to be regulated by the provisions of a land use category other than that in which that parcel is mapped. Properties within land use plan categories are to be regulated in conformance with the meaning of those categories as set forth in the explanatory text.

In determining the land use category applicable to a parcel of land, demarcations between different land use categories on the official land use plan map are to be interpreted as follows:

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.

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.

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.

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.

1.1.2 Land Use Plan Explanatory Text

The land use plan explanatory text includes four different levels of precision that are to 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.

1.1.3. Land Use Classifications

For this section, height restrictions, density/intensity restrictions and allowable mix percentages as listed in Table 1 shall apply. The Lake Worth Land Use Plan is organized into the following thirteen different land use classifications:

1. Single-Family Residential: Maximum of 7 dwelling units per acre (7 du/acre). Maximum height of 30' for residential; maximum of 35' for neighborhood commercial. The corresponding zoning districts for this land use category are SF-R, MH-7 and NC.
2. Medium-Density Multi-Family Residential: Maximum of twenty (20) dwelling units per acre (20 du/acre). Maximum height of 35'. Third story allowed with the provision of Community Benefits. The corresponding zoning districts for this land use category are SF/TF-14, MF-20 and NC.
3. Residential: Maximum of forty (40) dwelling units per acre (40 du/acre). Maximum height of 35'. Third story allowed with the provision of Community Benefits. The corresponding zoning districts for this land use category are MF-30, MF-40 and NC.
4. Mixed Use East: Maximum of thirty (30) dwelling units per acre (30 du/acre). Maximum height of 45'. Third story and above allowed with the provision of Community Benefits. Maximum 2.0 FAR for non-residential uses. Preferred mix of uses within this land use classification is 25% residential and 75% non-residential. The corresponding zoning districts for this land use category are MU-DH, MU-FH and MU-E.
5. Mixed Use West: Maximum of thirty (30) dwelling units per acre (30 du/acre). Maximum height of 65'. Height in excess of 45' allowed through Conditional Use Permit approval by appropriate regulatory authority. Third story and above allowed with the provision of Community Benefits. Allowable heights subject to design-related development standards when adjacent to single family residential uses. Maximum 2.5 FAR for non-residential uses. Preferred mix of uses within this land use classification is 25% residential and 75% non-residential. The corresponding zoning district for this land use category is MU-W.

6. Downtown Mixed Use: Maximum of forty (40) dwelling units per acre (40 du/acre). Maximum height of 45' west of Federal Highway; Maximum height of 65' east of Federal Highway. Height in excess of 45' allowed east of Federal Highway through Conditional Use Permit approval by appropriate regulatory authority. Third story and above allowed with the provision of Community Benefits. Allowable heights subject to design-related development standards when adjacent to single family residential uses. Maximum 2.5 FAR for non-residential uses. Preferred mix of uses within this land use classification is 25% residential and 75% non-residential. The corresponding zoning districts for this land use category are DT, MU-E, MF-20 and MF-30.
7. Transit-Oriented Development: Maximum of forty (40) dwelling units per acre (40 du/acre). Maximum height of 45'; Maximum height of 55' only with provision of train station. Height in excess of 45' allowed through Conditional Use Permit approval by appropriate regulatory authority. Third story and above allowed with the provision of Community Benefits. Allowable heights subject to design-related development standards when adjacent to single family residential uses. Maximum 3.0 FAR for non-residential uses. Preferred mix of uses within this land use classification is 75% residential and 25% non-residential. The corresponding zoning districts for this land use category are TOD-E, TOD-W, SFR, MF-30, MU-DH and AI.
8. Artisanal Mixed Use: Maximum of twenty (20) dwelling units per acre (20 du/acre). Maximum height of 35'. Third story allowed with the provision of Community Benefits. Maximum 1.5 FAR for non-residential uses. Preferred mix of uses within this land use classification is 25% residential and 75% non-residential. The corresponding zoning district for this land use category is AI.
9. Industrial: Maximum height of 65'. Height above 45' allowed through Conditional Use Permit approval by appropriate regulatory authority. Third story and above allowed with the provision of Community Benefits. Maximum 3.0 FAR. The corresponding zoning district for this land use category is I-POC.

10. Public: Maximum height of 65'. Maximum 2.0 FAR. The corresponding zoning district for this land use category is P.
11. Public Recreation and Open Space: Maximum height of 35'. Maximum 0.1 FAR. The corresponding zoning district for this land use category is PROS.
12. Conservation: Maximum height of 35'. Maximum 0.1 FAR. The corresponding zoning district for this land use category is CON.
13. Beach and Casino: Maximum height of 45'. Maximum 0.1 FAR. The corresponding zoning district for this land use category is BAC.

The regulatory significance of each of these thirteen land use classifications is set forth in the following explanatory text.

TABLE 1

Land Use	Zoning District	Density allowed by Zoning	Building Height	Height w/Community Benefit	Allowable Mix of Uses per District
Residential					
Single Family Residential (SFR) 35' Max.	SFR	7 du/acre	30 feet (max 2 stories)	N/A	N/A
	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
	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
	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	20 du/acre	30 feet (max 2 stories)	plus 15 feet max 4 stories)	25% residential/ 75% non-res.
	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)	25% residential/ 75% non-res.
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)	25% residential/ 75% non-res.
	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)	
Transit-Oriented Development					
Transit-Oriented Development (TOD) 45' – 55' Max.	TOD-E	40 du/acre	30 feet (max 2 stories)	plus 25 feet (max 5 stories – train stn.)	75% residential/ 25% non-res.
	TOD-W	40 du/acre	30 feet (max 2 stories)	plus 25 feet (max 5 stories – train stn.)	
	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	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)	
	AI	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)	
Industrial					
Artisanal Mixed Use (AMU) 35' Max.	AI	20 du/acre	30 feet (max 2 stories)	plus 5 feet (max 3 stories)	25% residential/ 75% non-res.
Industrial (I) 45' Max.	IPOC	N/A	30 feet (max 2 stories)	plus 15 feet (max 4 stories)	N/A
Public					
Public (P) 65' Max.	P	N/A	65 feet	N/A	N/A
Public Recreation and Open Space (PROS) 35' Max.	PROS	N/A	35 feet	N/A	N/A
Conservation (CON) 35' Max.	CON	N/A	35 feet	N/A	N/A
Beach and Casino (BAC) 45' Max.	BAC	N/A	45 feet	N/A	N/A

1.1.3.1 Single-Family Residential, 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.

1.1.3.2 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.

1.1.3.3

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.

1.1.3.4 Mixed Use East, 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 25% residential and 75% 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.

1.1.3.5 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 25% residential and 75% 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.

1.1.3.6**Downtown Mixed Use**

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, including higher intensity commercial 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. All ground floor uses within the Downtown Mixed Use area shall be habitable. 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. 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.

1.1.3.7**Transit-Oriented Development**

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. 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 and AI.

1.1.3.8 Artisanal Mixed Use

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 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.

1.1.3.9 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.

1.1.3.11 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.

1.1.3.12 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.

1.1.3.13 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.

1.2 Land Use Strategy Provisions**1.2.1 Strategy for Delineating Land Use Category Boundaries**

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.

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.

1.2.2 Land Use Locational Strategies**1.2.2.1 Locational Strategy for the Single-Family Residential Category**

This plan affirms and expands the City's desire to preserve single-family housing. This plan makes no significant changes in this designation.

1.2.2.2 Locational Strategy for the Medium-Density Residential Category

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

1.2.2.3 Locational Strategy for the High-Density Residential Category

The High-Density Residential land use category 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.

1.2.2.4 Locational Strategy for the Mixed Use East Category

The Mixed Use East land use category 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.

1.2.2.5 Locational Strategy for the Mixed Use West Category

The Mixed Use West land use category is intended for mapping in areas from the westernmost city limits eastward to I-95 and adjacent to the proposed 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.

1.2.2.6 Locational Strategy for the Downtown Mixed Use Category

The Downtown Mixed Use land use category is intended for mapping of areas considered to be the traditional downtown core. The area is primarily bounded on the north by 2nd Avenue North, the east by Golfview Road, the south by 1st 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 special enclosure.

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1.2.2.7 Locational Strategy for the Transit Oriented Development Category

The Transit Oriented Development category 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.
2. TOD-E includes the area between Lucerne Avenue and 4th Avenue South flanking both sides of the FEC railway tracks; the area between 7th Avenue North and 11th Avenue North flanking both sides of the FEC railway tracks; and the area between 7th Avenue South and 10th Avenue South flanking both sides of the FEC railway tracks. The TOD-E locations have potential for future rail stations. The TOD-E district between Lucerne Avenue and 4th Avenue South is also envisioned to encourage arts, entertainment and cultural activities in the City.

The TOD category 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.

1.2.2.8**Locational Strategy for the Artisanal Mixed Use Category**

The Artisanal Mixed Use land use category 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.

1.2.2.9**Locational Strategy for the Industrial Category**

The Industrial land use category is intended for mapping the area located west of I-95, known as the 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 10th Avenue North highway interchange.

1.2.2.10**Locational Strategy for the Public and Public Recreation and Open Space Categories**

The Public and Public Recreation and Open Space land use categories 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.

1.2.2.11 Locational Strategy for the Conservation Category

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

1.2.2.12 Locational Strategy for the Beach and Casino Category

The Beach and Casino land use category 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.

- GOAL 1.3:** To preserve and enhance the City’s community character as a quality residential and business center within the Palm Beach County urban area.
- Objective 1.3.1:** The City shall 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 and Future Land Use explanatory text.
- Policy 1.3.1.1: Zoning map designations and zoning ordinance text should be consistent with the Future Land Use Plan map and explanatory text.
- Policy 1.3.1.2: The City’s Land Development Regulations (LDRs) shall be used to accomplish the elimination or reduction of existing Plan 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 implement an incentive program which encourages construction of environmentally friendly building designs, 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, or similar “Green” design guidelines that may be developed in the future is encouraged.
- Policy 1.3.2.5: The City shall establish and implement an Energy Management Division. The Energy Management Division will be funded through a \$0.0026 per kWh addition to the electric bill and will provide free energy and water audits for customers. Post audit customers will be allowed to apply for funding to assist with the cost of upgrades to their homes to improve energy efficiency as

recommended by the auditors.

Policy 1.3.2.6 The City shall utilize its Land Development Regulations to foster coordination of new roadway network facilities, transit corridors, rail corridors and pedestrian facilities. Special attention will be given to protect the safety of pedestrians through site design that reduces hazardous and/or conflicting site conditions.

Objective: 1.3.3: To vigorously enforce innovative land development regulations that implement this Comprehensive Plan.

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 Plan map and zoning text in accordance with the Land Use Plan explanatory text, including establishment of densities and intensities of use for each land use category;
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;
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.

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

Policy 1.3.3.3: The integrated and systematic code enforcement effort should be vigorously continued.

Objective 1.3.4: To encourage redevelopment and renewal of blighted areas and to promote the rehabilitation and restoration of older structures.

Policy 1.3.4.1: 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 1.3.4.2: Redevelopment opportunities will be maximized through programs to achieve the consolidation of small lots into larger redevelopment parcels, where feasible.

Policy 1.3.4.3: Redevelopment of Dixie Highway with more intensive uses will be encouraged along Dixie Highway.

Policy 1.3.4.4: 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 1.3.4.5: 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.

Policy 1.3.4.6: Redevelopment opportunities within the Lake Worth Park of Commerce (LWPOC) Urban Redevelopment Area shall be consistent with the Master Plan including the adoption of the total amounts of additional square footages for industrial and commercial development/redevelopment.

Policy 1.3.4.7: Any proposed future land use and rezoning modification requests within the LWPOC Urban Redevelopment Area shall be thoroughly reviewed by the City to ensure consistency with the Master Plan, to encourage, consider and minimize impacts on retention and expansion of industrial uses and assessment of associated traffic impacts.

Policy 1.3.4.8: 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.

Objective 1.3.5: To coordinate future land uses with availability of facilities

and services.

Policy 1.3.5.1: The level of service standards adopted elsewhere in this Comprehensive Plan for facilities shall be applied to all applications for development approval.

Policy 1.3.5.2: 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 1.3.5.3: 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 1.3.5.4: 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 1.3.5.5: 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 1.3.5.6: Consultation with water supplier is required prior to the issuance of site plan approval.

Policy 1.3.5.7: The City shall encourage placement of underground utilities.

Objective 1.3.6: To encourage the availability of suitable land for utility facilities necessary to support proposed development.

Policy 1.3.6.1: Suitable land shall be dedicated or reserved by the developers or reserved by the City for utility facilities necessary to support proposed development.

Policy 1.3.6.2: Future annexation studies will require adequate sites for utility facilities, as needed.

Policy 1.3.6.3: Electric substations shall be allowed in all future land use categories except in places such as Conservation areas as well as areas designated as Historic Districts. Such 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 1.3.6.4: 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 1.3.6.5: 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 1.3.7: To discourage the proliferation of urban sprawl by promoting high quality retail, office, and mixed use, especially in the Downtown Mixed Use category and the Dixie Highway Corridor, as the prime retail and commercial areas as specified on the Future Land Use Map.

Policy 1.3.7.1: High quality retail office and defined mixed uses are encouraged in the downtown area.

Policy 1.3.7.2: The highest possible degree of mutually reinforcing commercial uses are encouraged in the DMU.

Policy 1.3.7.3: The City shall continue to be proactive in development of strategies that facilitate adequate parking in the DMU and Dixie Highway Corridor.

Policy 1.3.7.4: 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 1.3.7.5: The pedestrian character of the downtown commercial area will be enhanced through continuation of pedestrian access programs to ensure that development in the DMU is easily accessible to residents and visitors.

Policy 1.3.7.6: In order to support continued redevelopment of older strip commercial areas (such as Dixie Highway) to maintain their economic viability, the City will continue to implement the design guidelines for its major commercial thoroughfares. 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 incorporate implementation policies concerning appropriate signage, building colors, and architectural design of new and renovated structures.

Policy 1.3.7.7: The City shall continue to implement urban design Guidelines for the Lake /Lucerne Corridor.

Objective 1.3.8: Maintain a policy of expansion through voluntary annexation.

Policy 1.3.8.1: 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 1.3.8.2: 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 1.3.8.3: Consider requests for annexation on a case-by-case basis utilizing good planning methods and practices.

Policy 1.3.8.4: Ensure that development plans for annexed parcels are compatible with adjacent areas.

Policy 1.3.8.5: Require infrastructure services available to a proposed annexation area at a level consistent with adopted level of service standards.

Policy 1.3.8.6: 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 1.3.8.7: Continue to promote orderly annexation of lands consistent with the Palm Beach Countywide Annexation Policy.

Policy 1.3.8.8: Actively participate in the comprehensive planning processes of Lake Clarke Shores, Lantana, Palm Springs, and Palm Beach County to identify areas in need of annexation by reviewing and commenting on these jurisdictions comprehensive plans and annexation policies as they occur.

Policy 1.3.8.9: 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 1.3.8.10 The City will continue to cooperate with Palm Beach County to encourage non-residential uses in the core of the LWPOC.

Objective 1.3.9 The City shall discourage the proliferation of urban sprawl and shall facilitate a compact urban development pattern that provides opportunities to more energy efficient use and develop infrastructure, land, and other resources and services by concentrating more intensive growth within the City’s mixed use, high density residential and TOD areas.

Policy 1.3.9.1 The City shall further discourage urban sprawl by:

1. Continuously promoting 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; and,
2. Requiring in all future development and redevelopment in the City, land use patterns that are non-strip in nature and demonstrate the ability to attract and encourage a functional mix of uses.

Objective 1.3.10 The City shall establish incentives to help aid the creation of compact, sustainable, community oriented development.

Policy 1.3.10.1 The City shall establish a Community Benefits program to provide for increased 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 Community Benefits program will be more fully developed and implemented through the City’s Land Development Regulations.

Policy 1.3.10.2 The Community Benefits 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 1.3.10.3 The Community Benefits program shall be reviewed and ratified by the City Commission on an annual basis, including project priorities for the annual expenditure of trust funds.

Goal 1.4: Encourage preservation and rehabilitation of historic and

natural 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 Master Drainage 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 will 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 will 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 will 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 will consider designation as an historic or archaeological site as a hardship when considering variances 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: The City shall consider accepting donations of historic or archaeological sites.
- Policy 1.4.2.6: The City shall implement measures to enforce Historic Ordinances.
- Policy 1.4.2.7: The City shall increase public awareness about various historic districts in the City by the ways of having identification signs for different historic neighborhoods, by promotional materials such as tour guidebooks, pamphlets etc. and conducting seminars and public educative sessions about various historic districts.
- Policy 1.4.2.8: The City shall provide a historical guideline publication that will assist historic property owners in understanding the advantages of owning historic property, the requirements for preservation of historic properties and the requirements of owning property in a historic district.
- Policy 1.4.2.9: 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.
- 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 coordinate coastal area population densities with the Lower Southeast Florida Regional and Palm Beach County Hurricane Evacuation Plans.**

- Policy 1.5.1.1: The City shall continue to maintain a Hurricane Evacuation Plan and upgrade it as needed with changing conditions and times.
- Policy 1.5.1.2: The City will continue to cooperate with regional and county evacuation plans. Specific procedures for integration into these plans will be adopted.
- Objective 1.5.2: To direct population concentrations away from known or predicted coastal high-hazard areas to the extent consistent with vested property rights.**
- Policy 1.5.2.1: The coastal high-hazard area will encompass the evacuation zone for a Category 1 hurricane as established in the regional hurricane evacuation study.
- Objective 1.5.3: To limit public expenditures that subsidize development permitted in coastal high-hazard areas, except for restoration or enhancement of natural resources.**
- Policy 1.5.3.1: City-funded public facilities should not be built in the coastal high-hazard area, except for purposes of public access or resource restoration.
- Objective 1.5.4: To reduce or eliminate land uses that are inconsistent with interagency hazard mitigation plans.**
- Policy 1.5.4.1: The City shall identify any land uses that are inconsistent with interagency hazard mitigation plans.
- Policy 1.5.4.2: The City shall identify alternatives methods and determine costs to replace inconsistent land uses with land uses compatible with interagency hazard mitigation plans.
- Goal 1.6: To discourage urban sprawl.**
- Objective 1.6.1: To discourage urban sprawl and instead support the redevelopment of older urban area.**
- Policy 1.6.1.1: The City shall continue to implement its redevelopment plan, and revise and upgrade it as needed with changing conditions and times.
- Policy 1.6.1.2: The City shall support redevelopment with recommended regulations pertaining to height, density, design, mixed use, neighborhood compatibility and protection of historic resources.

Policy 1.6.1.3 The City shall encourage new development, infill and redevelopment in conjunction with existing or planned transit improvements where possible.

Goal 1.7: **To support and provide incentives for the continued redevelopment of the historic downtown commercial core of the City.**

Objective 1.7.1: **To continue to provide administrative leadership and support for redevelopment efforts.**

Policy 1.7.1.1: The City will continue to contribute to Tax Increment Financing trust fund for the Community Redevelopment Agency (CRA) area.

Policy 1.7.1.2: The City and CRA will provide opportunities for public involvement in redevelopment.

Policy 1.7.1.3: The City and CRA will continue to facilitate necessary studies and citizen surveys to determine the optimum approaches for redevelopment.

Policy 1.7.1.4: The City and CRA will continue to implement the Redevelopment Plan, and review and update the plan as necessary.

Policy 1.7.1.5: The City and CRA will work together to prioritize transit improvements and transit-supportive land use patterns as appropriate.

Policy 1.7.1.6: With administrative support from the City, the CRA will develop appropriate transit-supportive programs for inclusion in the Redevelopment Plan to further successful redevelopment.

Objective 1.7.2: **To continue to improve the quality of public infrastructure in downtown Lake Worth.**

Policy 1.7.2.1: The City and CRA will adopt and implement programs to improve the safety and appearance of the streets and sidewalks in Downtown Lake Worth.

Policy 1.7.2.2: The City and CRA will continue to study and make modifications to improve the traffic flow on downtown streets, to accommodate existing development and redevelopment.

Policy 1.7.2.3: The City will continue to maintain the seat of government in Downtown, and will encourage other agencies to establish

downtown offices.

Policy 1.7.2.4: The City will provide trees and landscaping downtown to enhance the quality of the urban environment.

Policy 1.7.2.5 The City and CRA will support the provision of enhanced local transit service in conjunction with new transit service on the FEC Corridor.

Objective 1.7.3: To support redevelopment plans which recognize and respect the historic urban character of Downtown Lake Worth and the surrounding neighborhoods.

Policy 1.7.3.1: The City shall continue to implement the recommendations of the City’s Historic Properties Surveys.

Policy 1.7.3.2: Zoning and building regulations will recognize historic status as a hardship when variances and conditional uses are requested, to the maximum extent feasible consistent with health and safety.

Policy 1.7.3.3: Redevelopment of property with railroad access will be considered in light of recommendations of the City’s Historic Properties Surveys and multi-modal transportation opportunities.

Policy 1.7.3.4: Neighborhood plans will be prepared to support preservation of sound single family neighborhoods which have a high percentage of owner occupied dwellings.

Policy 1.7.3.5: Architectural standards for redevelopment will be maintained.

Policy 1.7.3.6: The City will support provision of a full range of services to enhance the attractiveness of living and working in the Downtown area.

Policy 1.7.3.7: 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 1.7.4: The City will increase its role as an ombudsman for downtown redevelopment, and become an active participant in business

development.

Policy 1.7.4.1: 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 1.7.4.2: 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 1.7.4.3: The City will seek grants and promote improvements by other agencies which will benefit Downtown Lake Worth.

Policy 1.7.4.4: The City will support creation of a marketable identity for Downtown.

Policy 1.7.4.5 The City will assist new businesses.

Objective 1.7.5: Where appropriate, the City will support redevelopment of obsolete properties and structures.

Policy 1.7.5.1: The City will continue to support operation of the CRA in assembly of lots for redevelopment.

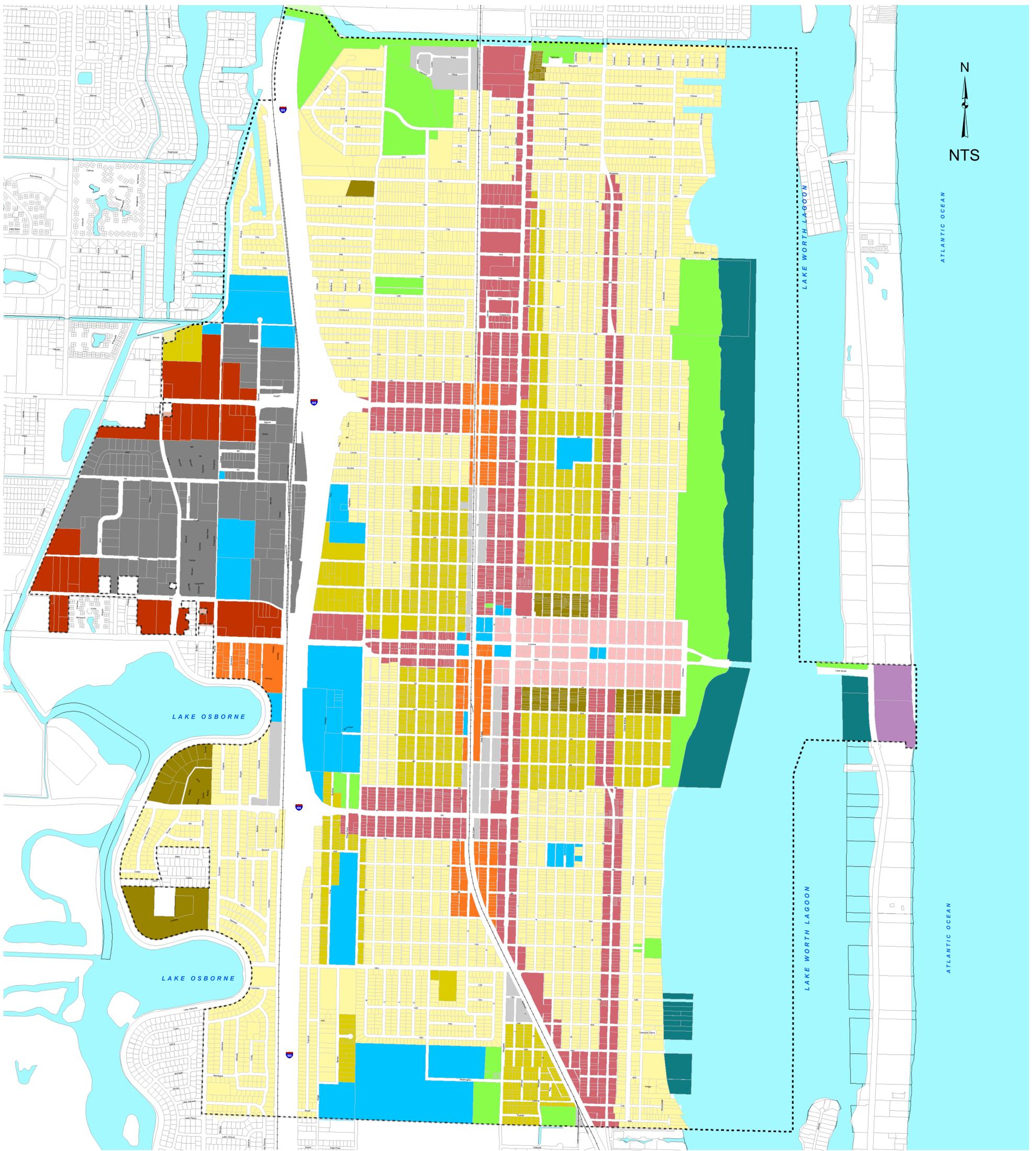
Policy 1.7.5.2: The City will support efforts to redevelop the Lake Worth Park of Commerce Urban Redevelopment Area through appropriate site development review to explore opportunities in promoting mixed use, mass transit and alternative transportation methods for new or modified approvals.

Goal 1.8: 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 1.8.1: 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: 10th 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 1.8.1.1: The City shall continue to investigate appropriate land use changes to industrial within the LWPOC to promote redevelopment and economic revitalization.

- Policy 1.8.1.2: 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 1.8.1.3: 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 1.8.1.4: The City shall continue to work with the County to implement the Capital Improvements Plan as recommended in LWPOC Redevelopment Plan.
- Policy 1.8.1.5: 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 1.8.1.6: The City shall implement 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 1.8.1.7: The City shall encourage quality light industrial, commercial and office uses within LWPOC. The City shall develop a permitted business list as well as conditional business list specifically for the LWPOC Area.
- Policy 1.8.1.8: The City shall develop design guidelines to enhance architecture, landscaping, parking and service area buffers for the LWPOC Area.
- Policy 1.8.1.9: 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 1.8.1.10: The City's Land Development Regulations shall implement more standardized parking requirements compatible with industrial uses in the Lake Worth Park of Commerce Area.



Legend

Single Family Residential (SFR)	Downtown Mixed Use (DMU)	Public, Public Recreation and Open Space (PROS)
Medium Density Residential (MDR)	Transit Oriented Development (TOD)	Conservation (CON)
High Density Residential (HDR)	Artisanal Mixed Use (AMU)	Beach and Casino (BAC)
Mixed Use - East (MU-E)	Industrial (I)	Palm Beach County (PBC)
Mixed Use - West (MU-W)	Public (P)	Municipal Boundary

Notes:

1. The parcel outline information shown was obtained from the Palm Beach County Property Appraiser's GIS Department February 2012.
2. The City of Lake Worth Municipal Boundary shown was updated on February 2, 2012.
3. This map is for informational purposes and may not have been prepared for or be suitable for legal, engineering or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries. These products have been produced by the City of Lake Worth for the sole purpose of geographic reference. No warranty is made by the City of Lake Worth regarding specific accuracy or completeness.



PREPARED BY
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Updated 08.07.2012

Future Land Use Map

Adopted August 7th, 2012 with Comp Plan Ordinance 2012-26

Working Together



II. TRANSPORTATION ELEMENT

Goal 2.1: To develop and maintain a safe, convenient, and energy efficient multimodal circulation system which permits convenient and efficient travel through and within the City, to support and enhance the community's economic and residential character.

Objective 2.1.1: To adopt and maintain appropriate level of service (LOS) standards for streets within the City.

Policy 2.1.1.1: The City shall adopt as part of this Comprehensive Plan the 2015 Lane Arrangement Map as the Future Trafficways map shown as Exhibit 2.8 in the Data and Analysis. (There are no ports, airports, high-speed rail lines, or related facilities in Lake Worth.)

Policy 2.1.1.2: The City adopts as part of this Comprehensive Plan the following Level of Service Standards; for all roads on the Florida Intrastate Highway System, Level of Service "C" is adopted; except that in-line with the State Intermodal System level of service for I-95 shall be LOS E, and for all other roads, Level of Service "D" for peak hour operation is established. Constrained facilities are determined to be exceptions to these levels of service. The City also adopts any and all levels of service established by the FDOT in-line with the SIS Program as well as the LOS for all facilities identified by the Southeast Florida Transportation Council's Transportation Regional Incentives Program (TRIP.) For transit facilities, the adopted level of service shall be 1 hour headways for travel on established transit routes.

Policy 2.1.1.3: The following roadway segment is identified as constrained, due to limitations of insufficient right-of-way, adjacent development, or inadequate area for expansion: 10th Avenue North, west of I-95. The Level of Service shall be managed by the City through the implementation of procedures established by the Palm Beach County CRALLS (Constrained Roadways at Lower Levels of Service) program. No development or redevelopment activities will be permitted on parcels adjacent to or leading directly to this link, unless the applicant can demonstrate conformance to the countywide traffic performance standards, which govern, constrained facilities.

Policy 2.1.1.4: The City shall coordinate traffic improvement planning with Palm

Beach County and the Florida Department of Transportation in order to accomplish the following improvements needed to attain a future LOS standard of Level D for streets within the City.

Street	Location	Suggested Improvements	Jurisdiction
6 th Ave. S	Dixie Highway to Federal Highway	No current plans	PBC
10 th Ave. N. I-95	700' W of I-95 Ent S. of 6 th Ave. S. to 10 th Ave N	Six lanes Add 4 lanes and reconstruct 6 lanes	City FDOT
I-95	S. of 10 th Ave. N. to Forest Hill Blvd	Add 4 lanes and reconstruct 6 lanes	FDOT
Dixie Hwy	Palm Beach Canal to Federal Highway	Four lane with left turns at major intersections	FDOT

Policy 2.1.1.5: The City shall adopt service level C/D for all roadways in the jurisdiction of the City, which are not included in Policy 2.1.1.3, and specifically including SR A1A.

Policy 2.1.1.6: The City will continue to work with the County and the State to correct the unsafe alignment of east and west bound traffic lanes on 10th Avenue North (county road) at Dixie Highway (state road).

Policy 2.1.1.7: The City shall adopt level of service E for the streets listed in policy 2.1.1.3 in support of the Community Redevelopment Plan and due to the fact that the City has a very high level of transit serving the Community Redevelopment Area (TriRail and PalmTran).

Policy 2.1.1.8: The City shall encourage local businesses and encourage transit friendly development in the Land Development Regulations for all land uses to maximize the use of the public transit system.

Policy 2.1.1.9: The City shall discourage urban sprawl through private redevelopment in the downtown area.

Policy 2.1.1.10: Service level E will be accepted only on roads which are either in the Community Redevelopment Area or feeder roads to the Community Redevelopment Area. Lower levels of service may be accepted within or on the boundaries of the Community Redevelopment Area and TOD areas.

- Policy 2.1.1.11: All components of the public transit system, PalmTran, and TriRail, shall coordinate to serve the Community Redevelopment Area and LWPOC Urban Redevelopment Area.
- Policy 2.1.1.12: The City shall continue to implement access management by continuing the practice of obtaining letters of compliance with Palm Beach County’s Traffic Performance Standards after review of traffic studies by the Palm Beach County Traffic Engineer (or his designee) This review shall be applicable to all new nonresidential development, rezoning for nonresidential uses, and change of use of existing structures for nonresidential purposes.
- Policy 2.1.1.13: Access management for residential development will be conducted through site plan and subdivision review, to restrict back-out parking into rights-of-way, limit driveway connections, and ensure conformance with existing provisions contained in the City’s Land Development Regulations.
- Policy 2.1.1.14: The City shall maintain records regarding de minimus transportation impacts in order to determine if and when the 110% threshold of such impacts has been reached.
- Policy 2.1.1.15: For those projects that cannot meet the concurrency requirement for transportation, the City’s LDRs shall include provisions for the use of “proportionate fair-share mitigation for transportation facilities” consistent with Florida Statutes. In developing these provisions in the LDRs, the City shall be guided by the “Model Ordinance for Proportionate Fair-Share Mitigation of Development Impacts on Transportation Corridors” published by the Florida Department of Transportation as may be amended. Additionally, the regulations shall be designed so as to operate in a consistent manner with Palm Beach County’s proportionate fair-share regulations.
- Policy 2.1.1.16: 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 2.1.1.17: 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.

Objective 2.1.2.: **To provide for preservation and protection of needed rights-of-way.**

Policy 2.1.2.1: The City shall establish right-of-way dedication requirements for arterial and collector streets which are consistent with those established by the Florida Department of Transportation. Minimum right-of-way for new local streets shall be no less than 40 feet. Right-of-way requirements along State or County roads will be established by the operating jurisdiction. Where the State or County has not provided the City with the required right-of-way, the existing right-of-way shall be the adopted standard until the County and the State provide their standards.

Policy 2.1.2.2: The City shall acquire where possible the needed right-of-way at constrained intersections for construction of necessary turning lanes.

Policy 2.1.2.3: Where exclusive public transit corridors exist within the City or where such corridors are planned, the LDRs shall ensure that land uses along and in proximity to these corridors are designed to maximize use of, and accessibility to, the transit facilities.

Objective 2.1.3: **To provide for adequate bicycle and pedestrian accessways.**

Policy 2.1.3.1: The City shall review all proposed development for accommodation of bicycle and pedestrian traffic needs. Bicycle routes shall be marked and designated bicycle parking areas shall be provided where appropriate.

Policy 2.1.3.2: Newly constructed walkways and sidewalks shall include ramps for handicapped users, as required by the City's LDRs.

Policy 2.1.3.3: At the time of improvements within rights of way, undertaken by the City or through the contribution of private development, the extension of sidewalks shall be considered as appropriate and applicable.

Objective 2.1.4: **To eliminate or reduce conflicts between rail, vehicular and pedestrian traffic in any new development or redevelopment, coordinate the transportation system with existing and future or existing land uses, and ensure that planned development is consistent with planned transportation services as a means to ensure improvement of air quality and overall mass transit performance.**

- Policy 2.1.4.1: Heavy traffic generating land uses (as defined in the LDRs) requiring new curb cuts or access in the immediate vicinity of railroad crossings should not be permitted. The City's site plan review process shall be utilized when applications are made for curb cuts in such areas.
- Policy 2.1.4.2: By 2011, the City shall prepare policy guidelines to be used to evaluate the traffic impact of regional transportation improvements on the City's existing and proposed residential and commercial development. Such guidelines may include alternates for enhancing traffic efficiency and mitigating negative traffic impacts, such as traffic calming, one-way street designation, provision of public parking facilities, or other similar mechanisms.
- Policy 2.1.4.3: Heavy traffic generating land uses (as defined in the City's LDRs) shall be carefully considered before permitting along Tenth Avenue North immediately west of I-95.
- Policy 2.1.4.4: The City shall review all applications for development and redevelopment to ensure compliance with the policies implementing this objective.
- Policy 2.1.4.5: The City shall support the provision of safe vehicular parking to support new land development. Public parking lots shall continue to be provided to serve the downtown mixed use area, major attractions (such as Lake Worth Beach) and mass transit access points.
- Policy 2.1.4.6: As part of the City's concurrency management system, the City shall require that all transportation facilities be in place or under construction within 3 years from issuance of building permit.
- Objective 2.1.5: To achieve the highest possible compatibility between Lake Worth's traffic circulation goals, objectives and policies and those of the Palm Beach County Metropolitan Planning Organization and the State of Florida.**
- Policy 2.1.5.1: The City shall review subsequent versions of the Palm Beach County and Florida Department of Transportation Five-Year plans in order to ensure the utmost compatibility of transportation planning goals.
- Policy 2.1.5.2: The City shall support and cooperate in the establishment of transportation demand management programs of the Metropolitan Planning Organization or other appropriate jurisdictions by

implementing local education and activities to encourage participation in area wide programs including, but not limited to, programs which seek modification of peak hour travel demand and reduction of vehicle miles per capita.

Policy 2.1.5.3: The City shall support establishment of transportation system management strategies (TSM) to improve the operating efficiency of existing roads by identifying traffic flow modifications and intersection improvements and by seeking appropriate rights-of-way and setbacks from abutting properties at time of development to implement these modifications. In addition, the City will support TSM strategies implemented by the Metropolitan Planning Organization or other appropriate jurisdictions.

Policy 2.1.5.4: The City establishes 90-minute headways in the peak hour as the appropriate objective measures of system effectiveness for the countywide bus system, consistent with standards adopted in the Palm Beach County Comprehensive Plan, and shall work in concert with Palm Beach County, PalmTran and other service providers to implement this Level of Service.

Policy 2.1.5.5: The City shall continue to support regional multimodal transportation systems through coordinating routes and schedules, with PalmTran and TriRail, and with participation on the Metropolitan Planning Organization, directly supporting the FDOT in developing, identifying and protecting the State Intermodal System including identified connectors. Further, the City shall support the SEFTC's TRIP program. In addition, the City shall address any adverse impacts on the Strategic Intermodal System (SIS) facilities, any development impacting SIS facilities, by lowering its level of service below the adopted standard, shall be required to mitigate its impacts to achieve and maintain the level of service standard. The City shall coordinate with County Staff and will adhere to policies and programs which ensure that the overall transportation system meets the County's level of service criteria in order to provide viable alternatives to the Florida Intrastate Highway System and the SIS, and to protect their interregional and intrastate functions.

The City shall adopt any and all specific LOS standards applicable to the facilities listed below.

SIS facilities in the City:

1. Lake Worth Road Tri-Rail Station
2. I-95 to 6th Avenue South to South A Street to Lake Worth Road
3. FEC Railroad

Palm Beach County SIS facilities:

1. I-95
2. Florida Turnpike
3. SR 80
4. SR 710
5. US 27

Policy 2.1.5.6: The City shall seek the cooperation of Palm Beach County and neighboring jurisdictions in the designation of 17th Avenue North as a collector facility, and in maintaining traffic circulation and evacuation capacity on the Keller Road Bridge.

Policy 2.1.5.7: All access points to and from Lake Clarke Terrace shall be maintained through coordination with neighboring jurisdictions.

Policy 2.1.5.8: Through participation in IPARC and the Metropolitan Planning Organization, the City shall coordinate land use plans, right of way reservations, transit schedules, public information materials and other programs with appropriate state and regional agencies in order to develop and implement area wide transportation, land use and parking initiatives which have the effect of increasing mobility, meeting individual travel desires, conserving energy, reducing traffic congestion and promoting compact urban development.

Objective 2.1.6: To achieve infill development/redevelopment of the LWPOC in cooperation with Palm Beach County through the establishment of a Transportation Concurrency Exception Area (TCEA) and continued joint planning efforts.

Policy 2.1.6.1: The LWPOC Transportation Concurrency Exception Area (TCEA) is established and designated. Contiguous with the boundaries of the LWPOC, the TCEA is bounded by Tenth Avenue North on the north, I-95 on the east, Lake Worth Road on the south and the Keller Canal (E-4) on the west. The TCEA will be limited to

55,147 square feet of additional commercial retail use and 895,373 square feet of additional industrial use. Any project utilizing the TCEA and significantly impacting Interstate 95 shall be required to address its impacts per County Traffic Performance Standards. The TCEA may be revisited if the City of Lake Worth fails to provide the County an annual report by March 31 of each year starting in year 2004, showing that development approvals utilizing this TCEA have not exceeded the limits set by this policy.

Policy 2.1.6.2: The City shall cooperate with Palm Beach County to initiate a program to capture roadway impact fees generated from development/redevelopment within the LWPOC TCEA. This funding shall be used for upgrading or implementing new transit programs or instituting roadway improvements directly benefiting the LWPOC, such as intersection right-of-way acquisitions, adding turn lanes and improved turning radii.

Policy 2.1.6.3: The City shall additionally implement the following TSM and Transportation Demand Management strategies within the LWPOC: Limit the number of access points between private property and 10th Avenue North, by requiring properties that have direct access to a secondary road, service drive or cross-access easement to make the necessary connection improvement to redirect traffic away from 10th Avenue North; require cross-access connection between properties abutting 10th Avenue North for both vehicles and pedestrians during development review; require installation of secure bicycle parking facilities during development review; and require provision of a bus/trolley shelter for properties under development review with frontage on any transit route, where no such facility is within 800 feet of the site.

Policy 2.1.6.4: The City shall encourage quality light industrial, commercial and office uses within the LWPOC. The City shall develop a permitted business list as well as conditional business list specifically for the LWPOC.

Policy 2.1.6.5: The City shall develop design guidelines to enhance architecture, landscaping, parking and service area buffers for the LWPOC.

Policy 2.1.6.6: 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 2.1.6.7: The City’s LDRs shall implement more standardized parking requirements compatible with industrial uses in the LWPOC.

Objective 2.1.7 **The City shall continue to assist Palm Tran in providing efficient public transit services based on existing and future trip generators and attractors and also provide local public transit road and terminal areas which are safe for transit users.**

Policy 2.1.7.1 The City shall support the transit shelter and terminal development program of Palm Tran, the proposed High Speed Rail Project and of the Tri-Rail Authority.

Policy 2.1.7.2 The City shall continue to modify and enforce regulations to encourage the provision of transit related shelters in major land development projects.

REFER TO

2015 Future Transportation Map Series – Roads & Levels of Service

OF THE CITY’S ADOPTED

1998 COMPREHENSIVE PLAN

REFER TO

2015 Future Transportation Map Series – Pedestrian/Bicycle Routes

OF THE CITY’S ADOPTED

1998 COMPREHENSIVE PLAN

REFER TO

2015 Future Transportation Map Series – Palm Tran Bus Routes

**OF THE CITY’S ADOPTED
1998 COMPREHENSIVE PLAN**

III. HOUSING ELEMENT

Goal 3.1: To achieve a supply of housing that offers a range of residential unit styles and prices for current and anticipated homeowners and renters in all household income levels by the creation and/or preservation of housing units.

Objective 3.1.1: To upgrade the quality of existing housing and assure that new construction is of the highest possible quality while supporting the position that the city's housing supply will be principally provided by the private sector.

Policy 3.1.1.1: Strict enforcement of the Florida Building Code, standard housing code and other applicable codes shall continue.

Policy 3.1.1.2: Conservation and rehabilitation of housing stock shall be guided by recommendations contained in planning and housing studies prepared for redevelopment areas, historic surveys, and other appropriate documentation.

Policy 3.1.1.3: The City shall support the location of housing assistance for very low, low, and moderate income households, consistent with applicable zoning land development regulations, and the scale of existing development, with emphasis on expanding opportunities within the existing community and housing stock rather than construction of new, large scale multi-family developments.

Policy 3.1.1.4: The City shall take strict enforcement measures to eliminate overcrowded housing conditions.

Objective 3.1.2: To encourage the use of "traditional" single-family housing while allowing flexibility in zoning regulations in order to achieve a diverse housing supply.

Policy 3.1.2.1: Amendments to the zoning ordinance and other development regulations shall retain principles and criteria for guiding the location of adult congregate living facilities, group homes, housing for low and moderate income households, mobile homes, and foster homes in a manner consistent with State laws and more explicitly in conformity with Florida Statutes.

Policy 3.1.2.2: The City shall permit increased densities and/or a decrease of living area requirements for innovating designs of up to 15 percent in order to promote affordable housing projects. The increased densities and/or decreased living area requirements shall only be awarded to developments where the housing costs do not exceed 140% of the County's median income for a family of four, times 2.5 for each single family dwelling, plus meeting one or more of the following general affordability guidelines:

1. The project shall provide permanent mortgage financing of 90% or greater.
2. The project is a public/private partnership sponsored development.
3. Mortgagee income qualifications shall not exceed 140% of the most current Palm Beach County median family income for a family of four, with this condition being mandatory.
4. In order to maintain affordability an anti-speculation clause shall be inserted in the deed for the first 2, but preferably 5 years, which provides for appreciation participation and the subsequent purchaser meeting condition 3 above.
5. In order to ensure adequate sites for affordable housing, the City shall establish and implement an Affordable Housing Program that will identify and acquire sites through public-private partnerships, CDBG funding, judicial foreclosure stock, and utilizing rehabilitated housing stock with the goals of:
 - a. Providing assistance for working individuals and current renters to become property owners of standardized housing stock identified throughout the City;
 - b. Providing assistance in the transition of residents in substandard living conditions to standardized housing stock identified throughout the City;
 - c. Providing assistance with affordable housing options to elderly and physically challenged persons.

Developments utilizing these incentives shall be allowed in all residential areas and can be undertaken as a Planned Development

District, as provided for in the Land Development Regulations, regardless of size.

Policy 3.1.2.3

The City may as a part of its efforts to establish programs to ensure the construction of affordable and work force housing establish a fund for such purposes. These funds will be developed through the use of a formula developed as a part of the Land Development Regulations and utilized for the purposes of acquiring sites, rehabilitating housing stock, and constructing new affordable dwelling units throughout the City. The mechanism for generating funds earmarked for the Affordable Housing Fund shall be:

- a. Payment-in-lieu contributions
- b. Land donation within the City
- c. Off-site construction of units
- d. Purchases of existing market rate units to be donated to the City or sold to eligible households
- e. CDBG funding
- f. Purchase assistance loan programs
- g. Tax-Incentive public-private partnerships

Policy 3.1.2.4

The City may choose to require developers of new developments to contribute a fee-in-lieu of units. The sum amount of this fee shall be established by the City Commission and Planning and Zoning Board, and it shall be paid to the City’s affordable housing program to finance land acquisition, homeowner assistance, or other actions to further the City’s affordable housing objectives as specified in the Comprehensive Plan.

Set aside at least 10% of their development for occupancy by households of low income (more than 50 per cent but less than or equal to 80 per cent of the County’s median annual adjusted gross income) households, and 10 per cent for moderate income (more than 80 per cent but less than or equal to 140 per cent of the County’s median annual adjusted gross income) households. Units meeting this requirement shall include no more than 40 per cent renter occupied units for low income and very low income households and no more than 30 per cent renter occupied units for moderate income households. The remaining units must be owner occupied. The renter occupied units must continue to be attainable for a period of at least 20 years, and the owner occupied units must continue to be attainable for a period of at least 10 years.

Objective 3.1.3:

To foster the development of a strong non-profit housing sector, to meet the needs of very low and low income groups.

- Policy 3.1.3.1: Support the efforts of housing providers by endorsing their application to the U.S. Department of Housing and Urban Development or other funding agencies.
- Policy 3.1.3.2: Citizens shall be involved when possible in the development of housing programs and planning for housing needs.
- Objective 3.1.4: To encourage financial programs that expand housing opportunities in new housing construction and housing rehabilitation for very low, low, and moderate income households in a manner consistent with the community scale and character.**
- Policy 3.1.4.1: The City shall implement activities for improving coordination among participants in the delivery of housing within the City. Appropriate areas for City involvement should include partnerships with private firms and non-profit agencies, or other government agencies.
- Objective 3.1.5: To optimize the use of state and federal housing and community development programs to meet the needs of very low, low, and moderate income households in the community.**
- Policy 3.1.5.1: Federal, state, and county programs for providing housing shall be utilized, as necessary as a means to assure a full range of housing opportunities is available for City residents.
- Policy 3.1.5.2: By December, 2011, the City shall conduct a comprehensive study to optimize the use of state, federal housing and community development programs.
- Objective 3.1.6: The City shall support policies which provide for suitable housing for households in the same or similar neighborhoods which will be directly displaced through public action.**
- Policy 3.1.6.1: Where Federal funding is utilized, Federal housing relocation guidelines shall be employed and shall be consistent with Florida Statutes. In such instances where City funds are utilized, the City shall locate comparable standard housing in the same or comparable neighborhood in the City for the displaced persons and in addition, pay all direct costs of the move.
- Objective 3.1.7: To continue to formulate appropriate housing implementation programs as part of the ongoing planning and management activities of the City.**

Policy 3.1.7.1: The regulatory environment and permitting procedures for housing may be reviewed as needed, as part of the continuing City planning effort. Improvements to the efficient operating of City processes regarding housing which is identified as needed will be implemented through the City’s LDRs.

Goal 3.2: To assure that all citizens have decent, safe and sanitary housing in neighborhood environments that are attractive, secure and free from urban blight.

Objective 3.2.1: To maintain the integrity of existing residential neighborhoods and to promote their preservation and rehabilitation.

Policy 3.2.1.1: Residential areas shall be adequately buffered from incompatible nonresidential activities that would adversely affect the living environment of residents.

Policy 3.2.1.2: The City’s definitions for standard and substandard housing and guidelines for determining the quality of housing and stabilizing residential neighborhoods will be enforced.

Policy 3.2.1.3: Code enforcement efforts will be maintained in order to prevent overcrowding and unsafe or unsanitary housing conditions.

Objective 3.2.2: To promote the conservation, preservation and rehabilitation of existing housing as a means of maintaining and improving residential conditions, providing opportunities for affordable housing to all current and anticipated future residents of the City and creating affordable housing opportunities.

Policy 3.2.2.1: Housing condition awareness will be promoted by the City in one or more of the following ways:

1. By implementing a Certificate of Use Program as license for rental property.
2. By developing support programs and incentive programs for home improvement and rehabilitation.
3. By actively developing cross-training and “team” inspection programs to better utilize City staff and make as many inspections as possible on an annual basis.
4. By publishing and promoting a special telephone number to call with information or questions on illegal housing,

nuisance property or available housing programs.

5. By giving property owners flexible and “reasonable” time periods to correct violations depending on the type of violation, but strictly enforce the code and penalize offenders.

Policy 3.2.2.2: Preservation of affordable housing will be accomplished through code enforcement of existing structures, participating in rehabilitation loan programs funded by CDBG and SHIP programs, and administration of historic housing and redevelopment programs and enhanced intergovernmental coordination in the provision of housing such as support of the local Community Development Corporation, housing rehabilitation and public housing.

Policy 3.2.2.3: The City shall ensure compatibility of new affordable housing developments with existing characteristics by proactively seeking projects that integrate adaptive re-use, missed use, and offer affordable housing solutions through site plan review and design guidelines.

Policy 3.2.2.4 Additional affordable (low, very-low and moderate) housing, as well as special needs housing, may be developed in any residential district.

Objective 3.2.3: To promote the elimination of blighting influences on residential areas and improvement of substandard housing conditions.

Policy 3.2.3.1: Dwelling units that are dilapidated and thus do not provide a decent, safe and sanitary environment shall be removed.

Policy 3.2.3.2: The City will regularly maintain and rehabilitate public improvements that have been accepted for maintenance, such as street paving, sidewalks and other physical improvements.

Policy 3.2.3.3: In conjunction with the City’s Certificate of Use program, housing stock will be regularly inspected.

Policy 3.2.3.4: Group homes and foster care facilities licensed or funded by the Florida Department of Children and Families shall be located so as to encourage the development of community residential alternatives to institutionalization, and supported with public facilities and services in a nondiscriminatory manner. The City

encourages these facilities to be located near supporting institutional and other uses, appropriate for the clientele served by the facilities.

Policy 3.2.3.5: Housing demolition program activities will be guided by City development regulations, consistent with City policies on neighborhood improvement and the removal of dilapidated structures.

Objective 3.2.4: To encourage architectural design that complements the city’s appearance and considers the objectives of all facilities and services provided by the City.

Policy 3.2.4.1: By December 31, 2010, the City’s land development regulations shall be amended to incorporate additional provisions for energy conservation, “green city” concepts and encourage and/or mandate new or existing developments to acquire Leadership in Energy and Environmental Design (LEED) and/or Florida Green Building Coalition (FGBC) certifications.

Policy 3.2.4.2: Housing located in areas subject to the hazards of flooding and storm surge shall be constructed according to acceptable standards in order to minimize the impacts of these hazards.

Objective 3.2.5: To encourage the identification of historically significant housing, and to promote its preservation and rehabilitation as referenced by the Surveys of Historic Properties conducted for the City of Lake Worth.

Policy 3.2.5.1: Properties of special value for historic, architectural, cultural or aesthetic reasons will be restored and preserved through the enforcement of the City’s Historic Preservation Ordinance to the extent feasible.

Policy 3.2.5.2: Identification and conservation of historically significant housing will be promoted by the City, to the extent feasible. The Future Land Use Map and land use analyses of the Comprehensive Plan will consider historically significant housing.

Policy 3.2.5.3: The City shall increase public awareness about various historic districts in the City by the means of having identification signs for different historic neighborhoods, by developing promotional materials such as tour guidebooks, pamphlets etc. and conducting seminars and public education seminars about various historic districts.

Objective 3.2.6 **The City shall establish and implement energy efficiency initiatives that will promote energy efficiency and the use of renewable energy resources.**

Policy 3.2.6.1 The Energy Management Division shall be established, implemented, and funded through a minimum addition of \$0.0026 per kWh to the electric bill, and will provide energy and water audits for customers.

Policy 3.2.6.2 The Energy Management Division shall assist in the management of the Energy Efficiency and Conservation Block Grant program and similar local, state and federal programs with such goals as will:

- 1) Reduce energy consumption by 12% in 280 existing homes through the use of prepaid meters;
- 2) Increase energy efficiency in City lighting through such means as the installation of LED street lights.

Policy 3.2.6.3 The Energy Management Division shall establish and implement the availability of energy savings kits that include appurtenances and printed materials for home owners.

Policy 3.2.6.4 The Energy Management Division shall establish and implement the Energy and Water Conservation Program which contains the following rebate incentives to residential customers of the utility:

- 1) To replace old clothes washers with new energy and water-efficient models
- 2) To replace old air conditioners and heat pumps with energy-efficient models
- 3) To replace refrigerators with new, energy-efficient models
- 4) To install programmable thermostats
- 5) To replace old toilets with new ultra-low flush, water efficient models.

IV. INFRASTRUCTURE ELEMENT

Goal 4.1: To provide needed public infrastructure in a manner which protects investments in existing facilities and promotes orderly, compact urban growth, while maintaining an acceptable level of service.

Objective 4.1.1: To continue to administer procedures that ensure that development orders and permits are specifically conditioned on the availability of the facilities and services necessary to serve the proposed development.

Policy 4.1.1.1: The following level of service standards should be adopted and used as the basis for determining the availability of facility capacity and the demand generated by a development:

Facility/Service Area	Level of Service Standard
Sanitary Sewer Facilities	Collection and treatment of 100 gallons per capita per day at secondary treatment level
Solid Waste Facilities	Collection and disposal of 6.5 pounds of solid waste per capita per day
Stormwater Quantity	Design storm frequency for a 3-year, 1-hour storm duration, as recorded in the FDOT Rainfall Intensity Curves, current edition
Potable Water Facilities	Provision of potable water at quality levels required by regulatory agencies and in quantities of 185 gallons per capita per day, inclusive of water for irrigation purposes and maintenance of water pressure at 40 psig residual, and 55 psig static
Parks	2.5 acres of neighborhood and community parks for every 1,000 persons.

Policy 4.1.1.2: All improvements for replacement, expansion or increase in capacity of facilities should be compatible with the adopted level of service standards for the facilities. This should be enforced through the Concurrency Management Ordinance.

- Policy 4.1.1.3: The City will continue to provide annual reviews of system demand and supply, and to update facility demand and capacity information based on issuance of development permits.
- Policy 4.1.1.4: Consistent with the urban growth policies of the Future Land Use Element of this plan, provision of centralized sanitary sewer and potable water service will be provided to the approved areas for these facilities and to areas where the Lake Worth Utilities Department has legal commitments to provide facilities and services.
- Policy 4.1.1.5: The City will coordinate through Palm Beach County and/or neighboring jurisdictions with all local governments within the City's designated utility service areas to ensure that their comprehensive plans and development permit procedures are compatible with City policy. The means for this coordination shall include review of documents, formal and informal meetings and letters of objection/no objection to proposed policies, activities or annexations and through the IPARC (Intergovernmental Plan Amendment Review Committee) process for plan amendments and use of the Countywide Issues Forum.
- Policy 4.1.1.6: Since the City is approaching build out and is compact by design, new development is encouraged in the areas with redevelopment potential and served by existing facilities in order to maximize the use of existing facilities.
- Policy 4.1.1.7: Consultation with water supplier is required prior to the issuance of building permit to ensure adequate water supply is available to serve new development by the date of issuance of a certificate of occupancy.
- Objective 4.1.2: To develop and maintain a five-year schedule of capital improvement needs, which includes those capital improvement projects identified in the Data and Analysis for public infrastructure facilities, to be updated annually in conformance with the review process set forth in the Capital Improvement Element of this plan.**
- Policy 4.1.2.1: Proposed capital improvement projects will be evaluated and annually ranked according to criteria established by the City Commission.

Planning policy considerations are:

- a) The proposed project is required in order to protect the safety, health of the public, to fulfill the City’s legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities.
- b) The proposed project increases efficiency of use of existing facilities, prevents or reduces future improvement costs, or provides service to developed areas lacking full service or promotes redevelopment.
- c) The proposed project represents a logical extension of facilities and services within a designated utility service area.
- d) The proposed facility is required in order to maintain the adopted level of service.

Policy 4.1.2.2: 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 4.1.2.3: The City may adopt and amend from time to time provisions for impact fees that will be utilized in the construction of necessary infrastructure design to maintain adopted minimum levels of service.

Stormwater Management Objectives and Policies

Objective 4.1.3: To provide effective stormwater management through the expansion, maintenance and improvement (where needed) of the existing drainage system.

Policy 4.1.3.1: The City will continue to regulate development to ensure adequate on-site containment of stormwater based on the three-year, one-hour design storm event. The City will be governed by Chapter 17–25, F.A.C., and the rules and regulations of the South Florida Water Management District All projects within the City shall meet the three-year, one-hour design storm.

Policy 4.1.3.2: An inspection and maintenance program will be developed and implemented to protect the current investment in stormwater infrastructure.

Policy 4.1.3.3: Cooperation with the Florida DOT and Palm Beach County to combine stormwater systems in a cost-effective manner will continue.

Policy 4.1.3.4: The City will restudy portions of the storm sewer system that may be likely to fail due to structural or capacity problems every ten years.

Objective 4.1.4: The City shall protect and conserve wetlands and natural drainage features through preservation and other activities so that there will be no net loss of wetlands due to development or development-related activities.

Policy 4.1.4.1: Any nonresidential or residential use that applies for a building permit, site plan approval or subdivision review and involves alteration of or construction in, on or over jurisdictional wetlands shall obtain an Environmental Resource Permit (ERP) from the Florida Department of Environmental Protection/South Florida Water Management District, pursuant to requirements in Chapter 62-312.050, F.A.C., prior to City approval of the permit or development.

Policy 4.1.4.2: Any nonresidential or residential use that applies for a building permit, site plan approval or subdivision review and involves alteration of or construction in, on or over freshwater wetlands not subject to the State ERP review process shall obtain a Wetlands Alteration Permit, pursuant to the requirements of the Palm Beach County Wetlands Protection Ordinance, prior to City approval of the permit or development.

Policy 4.1.4.3: The City shall review projects within its jurisdiction which may impact wetlands and provide pertinent comments to protect wetlands during County and State permitting processes.

Policy 4.1.4.4: There shall be no net loss of wetlands.

Policy 4.1.4.5: Restoration, creation, enhancement or preservation may be permitted to compensate for wetland loss only where the proposed activity cannot be practically located in an alternative upland site.

Potable Water Supply Objectives and Policies

Objective 4.1.5: To provide for short-term and long-term potable water needs through the establishment of new wells, as required, to serve the water supply service area through the planning period.

- Policy 4.1.5.1: The City will continue to implement a short- and long-term schedule for establishment of new wells through the planning period as provided for in the “Water Management District’s Consumptive Use Permit dated January, 2006.”
- Policy 4.1.5.2: The City will continue to investigate potential sites in the service area for placement of additional production wells in order to ensure acquisition of adequate well sites to meet long term demands.
- Policy 4.1.5.3: South Florida Water Management District adopted the Lower East Coast (LEC) Regional Water Supply Plan in February, 2007. The City shall update this potable water sub-element to incorporate the alternative water supply projects selected by the City to meet the supply needs.
- Policy 4.1.5.4: By December, 2008, the City shall coordinate with SFWMD and develop a 10-year work plan considering Lower East Coast (LEC) Regional Water Supply Plan. By December, 2008, the City shall send a letter to SFWMD with identified projects for future water supply needs of the City. Projects must be selected from the LEC Regional Water Supply Plan or must be prior approved by SFWMD.
- Policy 4.1.5.5: The City shall within eighteen months of any amendment developed as an update to the Lower East Coast Water Supply Plan by the SFWMD prepare and adopt changes in its plan in order to incorporate the modifications.
- Objective 4.1.6: To maximize the use of water facilities within the Lake Worth Water and Sewer Service Area to discourage urban sprawl.**
- Policy 4.1.6.1: The City’s Utility Department will make its number one priority the maintenance and improvement of the existing water system through an aggressive program to replace old and /or undersized water mains.
- Policy 4.1.6.2: The City will aggressively pursue the installation of new water systems to serve the County residents within its service area.
- Objective 4.1.7: To conserve potable water.**
- Policy 4.1.7.1: The City will continue to enforce its LDRs, which encourage implementation of xeriscape practices.

Policy 4.1.7.2: The City will require all new construction and renovation to utilize water conserving plumbing fixtures.

Policy 4.1.7.3: The City will provide information to prospective developers on xeriscape or water-conserving landscaping principles, including the use of highly drought-resistant plant materials, limiting the areas of turf cover to areas where functional benefits are provided, efficient irrigation systems, and the use of soil improvements and mulches to improve water holding capacity.

Policy 4.1.7.4: The City will continue to coordinate and cooperate with the South Florida Water Management District.

Objective 4.1.8: Ensure City potable water quality meets or exceeds Federal Water Quality Standards.

Policy 4.1.8.1: The City will continue to maintain and upgrade the existing water treatment plant to provide a safe, high quality potable water supply for its customers. The impact of new federal water quality standards will be evaluated to determine necessary changes in plant process or operation.

Sanitary Sewer Objectives and Policies

Objective 4.1.9: To provide for effective sanitary sewer service through continued maintenance of local system components, timely purchase of additional regional plant capacity, and continued cooperation in delivery of subregional service.

Policy 4.1.9.1: The City will continue its joint efforts with Palm Beach County and the regional plant to develop sufficient plant capacity to serve the Lake Worth service area.

Policy 4.1.9.2: The City will develop a short- and long-term schedule for purchase of additional regional plant capacity through the planning period. The schedule will be periodically updated to reflect the most recent needs assessments.

Policy 4.1.9.3: The City will continue to require all future developments and all developments for which development orders have been issued but where work has not begun, to meet the level of service standard adopted herein for sewage facilities.

Policy 4.1.9.4: The City will continue to coordinate facility needs and capacity with future needs and the development pattern.

Policy 4.1.9.5: The City will aggressively pursue to minimize groundwater infiltration and direct storm water inflow into the sanitary sewer system through a program to identify and correct problem areas within the local sewer collection system.

Solid Waste Management Objectives and Policies

Objective 4.1.10: To provide for effective solid waste management through maintenance of local service components and timely purchase of additional regional plant capacity as required to serve the City through the planning period.

Policy 4.1.10.1: The City will continue to implement plans for effective and appropriate re-use of the existing City landfill site.

Policy 4.1.10.2: The City will continue to coordinate with the Palm Beach County Solid Waste Management Plan to ensure adequate regional landfill capacity for future disposal of oversized or special waste materials.

Policy 4.1.10.3: The City will coordinate with the Palm Beach County Solid Waste Authority's (SWA) STOP program to provide hazardous waste collection points accessible to the City.

Objective 4.1.11: To encourage recycling within the City.

Policy 4.1.11.1: The City will continue to coordinate with the Solid Waste Authority in the operation of its recycling program.

Policy 4.1.11.2: The City will continue citywide efforts under the leadership and direction of the SWA.

Policy 4.1.11.3: The City will make available information and brochures on the recycling program.

Policy 4.1.11.4: The City will inform residents about the recycling program such as posting information at conspicuous locations such as the City website, electronic sign boards, and mailers in water and electric bills.

Natural Groundwater Recharge Objectives and Policies

Objective 4.1.12: To provide for protection of natural groundwater aquifer recharge areas through land use regulation, monitoring of existing water wells, and appropriate siting of new water wells during the planning period.

Policy 4.1.12.1: The City will continue to investigate the potential adverse effects of existing public land uses on groundwater sources in the existing eastern wellfield. If necessary, the City will undertake special studies to determine the need for and feasibility of relocating any public land uses from the vicinity of the eastern wellfield.

Policy 4.1.12.2: The City will continue to monitor and regulate development and redevelopment in zones of influence surrounding water wellfields in order to prevent contamination of groundwater sources from commercial or industrial land uses.

Policy 4.1.12.3: Siting of new wells and wellfields will be conducted in conformance with the Palm Beach County Wellfield Protection Ordinance.

Policy 4.1.12.4: Any nonresidential use or residential use greater than 25 units that applies for a site plan, building permit or occupational license in a wellfield protection zone of influence and intends to handle, store or produce a regulated substance 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.

V. COASTAL MANAGEMENT ELEMENT

Goal 5.1: To plan for and, where appropriate, restrict development which would damage or destroy the natural or historic resources of the coastal area.

Objective 5.1.1: To protect, conserve or enhance the remaining wetlands of the coastal area.

Policy 5.1.1.1: The City will comply with permitting and enforcement powers of the U.S. Army Corps of Engineers, SFWMD, Palm Beach County and other appropriate agencies to protect the remaining marine, estuarine and riverine wetlands of the coastal area from dredge and fill activities associated with development through standards that meet or exceed existing federal, state and county regulation of these activities.

Policy 5.1.1.2: The City will comply with permitting and enforcement powers of the U.S. Army Corps of Engineers, SFWMD, Palm Beach County and other appropriate agencies to require that future disruptions or degradations of wetlands be accompanied by mitigation measures to ensure no net loss in wetland acreage.

Policy 5.1.1.3: The City will comply with permitting and enforcement powers of the U.S. Army Corps of Engineers, SFWMD, Palm Beach County and other appropriate agencies to protect, conserve, and enhance coastal wetlands, living marine resources, coastal barriers and wildlife habitats.

Objective 5.1.2: To protect, conserve and enhance living marine resources and wildlife habitats of the coastal area.

Policy 5.1.2.1: Beach nourishment and/or renourishment projects will ensure, through environmental impact studies, that utilization of selected offshore sand sources and operations for transfer or placement of beach fill material will not damage or destroy offshore and near shore reef marine habitats.

Policy 5.1.2.2: Improvement to the Lake Worth Municipal Beach and Casino Complex will be implemented in a manner that does not further damage or destroy coastal resources and beach wildlife habitats.

Policy 5.1.2.3: The City will limit beach nourishment and/or renourishment in a manner which protects sea turtle nesting areas by limiting construction in such areas to the winter and spring seasons, or by collecting, incubating and hatching the eggs, and releasing the hatchlings.

Policy 5.1.2.4: The City will continue to enforce LDRs which regulate beach activities, including recreation, beach cleaning and lighting of beach structures in a manner that protects sea turtle nesting areas from disturbance.

Objective 5.1.3: To protect, conserve or enhance estuarine habitats.

Policy 5.1.3.1: Estuarine fauna, including the manatee, shall be protected from damage or destruction by establishment of boating speed limits in any designated manatee sanctuaries, waters four feet deep or less, and in waters containing seagrass beds.

Policy 5.1.3.2: The City's will continue to enforce LDRs which restrict the use of pesticides and fertilizers that could contaminate the waters of the lagoon and adversely impact estuarine habitats.

Policy 5.1.3.3: The City will cooperate with existing and future resource protection plans, such as resource planning and management plans, aquatic preserve management plans, and estuarine sanctuary plans developed for the Lake Worth lagoon.

Policy 5.1.3.4: The City will continue to implement management practices which reduce discharge of pollutants into the Lake Worth lagoon and into Lake Osborne. Such practices shall guide city operations and shall include at a minimum 1) the regular cleaning of all streets which contribute their storm water to the City's system, 2) regular catch basin cleaning to prevent debris from being swept into the lakes, 3) utilize environmentally safe pesticides and fertilizers on the golf course and on City parks and open spaces.

Objective 5.1.4: To maintain or improve estuarine environmental quality.

Policy 5.1.4.1: The water quality of the Lake Worth Lagoon shall be maintained in its current designation as "Good", through cooperation between the City of Lake Worth and other municipalities and local governments having jurisdiction over the lagoon and its shores.

Policy 5.1.4.2: The City shall continue to enforce LDRs which prohibit new point sources of pollution from discharging directly into the Lake Worth

- lagoon or Lake Osborne or from discharging into canals leading to the lagoon or lake.
- Policy 5.1.4.3: The City of Lake Worth will cooperate with other agencies' efforts to reduce siltation deposits in the West Palm Beach (C-51) Canal.
- Policy 5.1.4.4: The City shall prohibit dredging at the mouth of the canal unless adequate safeguards are provided to prevent release of sediment contaminants. Contaminated dredge material should be disposed of at safe upland sites.
- Policy 5.1.4.5: The City's will continue to enforce LDRs which restrict the use of pesticides and fertilizers that pollute water in the coastal area and in areas of the City east of "A" Street that naturally drain into the lagoon.
- Policy 5.1.4.6: Future development on any unfortified areas of the Lake Worth shoreline that lack wetland vegetation will be planted with native vegetation in order to stabilize the shoreline, limit stormwater runoff and soil erosion, and trap sediments and other nonpoint source pollutants where feasible and appropriate. Hardening of the shoreline, in the event plantings fail to achieve the purpose, will be by sloping structures of rip-rap or pervious materials combined with vegetation instead of bulkheads or seawalls.
- Policy 5.1.4.7: Development in the coastal area will be designed to accommodate stormwater on-site in accordance with Chapter 17-25, F.A.C.
- Policy 5.1.4.8: The City's Master Drainage Plan will be implemented through the City's LDRs and updated as improvements are made in the system.
- Policy 5.1.4.9: The City will continue to enforce LDRs which prohibit dumping of debris of any kind into stormwater control structures in order to reduce nonpoint source pollutant loadings, and improve the City's drainage system.
- Policy 5.1.4.10: Marinas and other multi-slip docking facilities will utilize docks extending out to water no less than four feet deep at mean low tide; dredging for such facilities will be restricted to limited channels for launching boats.
- Policy 5.1.4.11: The City's Comprehensive Plan, should prohibit structures that impede circulation patterns in the lagoon unless permitted by federal, state or county agencies.

Objective 5.1.5: To protect the natural functions of the coastal barrier and protect and enhance the ocean beaches and dunes.

Policy 5.1.5.1: Improvements to the Lake Worth Municipal Beach and Casino Complex will be implemented in a manner that protects the natural functions of the coastal barrier, including nourished or renourished beaches, dunes, or berms.

Policy 5.1.5.2: Improvements to the Municipal Beach and Casino Complex will be implemented so as to preserve any existing dune vegetation.

Policy 5.1.5.3: The City will continue to enforce LDRS which prohibit removal of natural existing dune vegetation.

Policy 5.1.5.4: The City will continue to prohibit vehicular traffic on the beach and in primary dunes.

Policy 5.1.5.5: The City will continue to ensure that no alteration should be made to the existing ocean pier that would disrupt the natural littoral drift of sand along the shore.

Policy 5.1.5.6: The City shall prohibit erection of artificial coastal or shore protection structures such as groins or jetties that would disrupt the natural littoral drift of sand along the shore.

Policy 5.1.5.7: The City will continue to coordinate with permitting agencies regarding construction, including erection of new sea walls, east of the Palm Beach County Coastal Construction Control Line. Replacement of damaged sea walls east of the setback line shall be undertaken only to advance a recognized public purpose.

Objective 5.1.6: To provide for the protection, preservation or sensitive reuse of historic resources in the coastal area.

Policy 5.1.6.1: The City will continue to support protection, preservation or sensitive reuse of designated historic sites listed on the National Register or Florida Site File.

Policy 5.1.6.2: The redevelopment of the designated redevelopment area will be planned and undertaken so as to protect, preserve or sensitively reuse any designated historic site within its boundaries. Redevelopment should proceed in accordance with adopted regulations for historic preservation.

Policy 5.1.6.3: The City will continue to pursue designation of identified sites or districts of historic, cultural or archaeological significance in the coastal area that may be eligible for listing on the National Register or Florida Site File.

Policy 5.1.6.4: The City will continue to pursue designation of sites or districts in the coastal area that may be eligible for local designation as significant contributors to the aesthetic or architectural character of the community.

Policy 5.1.6.5: The City will continue to enforce regulations to provide as far as possible, for preservation, mitigation or excavation of known archaeological resources in the coastal area listed on the National Register or Florida Site File when threatened by development.

Policy 5.1.6.6: The City will continue to enforce regulations to provide as far as possible for preservation intact, mitigation or excavation of archaeological resources in the coastal area discovered during ground-disturbing activities undertaken by private or public entities.

Policy 5.1.6.7: The City will support variances from site development regulations in order to accommodate the preservation of historic or archaeological sites within proposed developments in the coastal area. Such sites may be incorporated into required setbacks, buffers or open spaces.

Policy 5.1.6.8: The City may accept donations of historic or archaeological sites in the coastal area.

Goal 5.2: To provide adequate physical public access facilities to the beaches and shores of the coastal area.

Objective 5.2.1: To provide criteria or standards for prioritizing shoreline uses, giving priority to water-dependent public access facilities.

Policy 5.2.1.1: Priority should be given for development of water-dependent and water-related land uses in accordance with the following ranking:

1. Public use marinas;
2. Other water-oriented recreation; and
3. High density residential with marinas or other water-oriented recreation uses.

In order to encourage the preferred uses, land development regulations shall permit public use marinas. Such marinas may be exempted from Policy ~~5.1.4.6~~ ~~05.01.04.06~~. In any case, stormwater must be retained on-site and treated prior to discharge, and vertical seawalls and bulkheads should be limited to the minimum necessary to conduct the water-dependent function.

Policy 5.2.1.2: Water-related uses will be built on uplands and dredging of open waters or wetlands will be discouraged.

Policy 5.2.1.3: New marinas and multi-slip docking facilities should conform to the following performance and development standards in addition to those required by the Department of Environmental Protection and other State and Federal regulatory agencies. The City's land development regulations shall be amended to codify the following policies into ordinance:

1. Public use marinas are permitted only in areas designated on the Future Land Use Map and zoned for public use.
2. Marinas and multi-slip docking facilities will provide vehicular parking and sewage pumpout facilities.
3. All parking and non-water-dependent facilities shall be built on upland areas.
4. Marinas and multi-slip docking facilities shall provide hurricane evacuation plans indicating measures to be taken to minimize damage to marina sites, adjacent properties, and the environment.
5. Use of dry storage is prohibited to minimize adverse aesthetic impacts on upland land uses.
6. Fueling facilities for marinas shall be designed to contain spills from on-land equipment and spills in the water.
7. Marina operators are required to provide information programs on the habits of manatees and information on programs to protect manatees.
8. Idle speed only shall be allowed in the vicinity of marinas to further protect the manatee and to provide for boating safety.

- 9. An environmental impact analysis shall be conducted to determine the potential impacts of the marina on natural conditions, including but not limited to 1) sea grass beds, 2) manatee habitats, 3) tidal flushing and 4) pollution from upland activities such as parking lots.

Objective 5.2.2: To maintain the amount of physical public access to beaches and shores consistent with estimated public need.

Policy 5.2.2.1: Existing facilities for public access to beaches and shores shall be maintained or replaced by new development so as to ensure no net loss.

Policy 5.2.2.2: The City will continue to enforce LDRs which ensure that existing public access to beaches be maintained by new development or redevelopment.

Policy 5.2.2.3: It is the policy of the City to accept donations of shoreline properties suitable for use as public access facilities.

Policy 5.2.2.4: The only beach access point in the City is public land. It is the City’s policy to maintain that access.

Objective 5.2.3: To establish level of service standards and phasing of infrastructure improvements in the coastal area.

Policy 5.2.3.1: The level of service standards adopted elsewhere in this Comprehensive Plan for facilities in the coastal area shall be applied to all applications for development approval within the coastal area.

Policy 5.2.3.2: Developments in the coastal area that will 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. Infrastructure shall be available at the time of impact of development.

Policy 5.2.3.3: New or improved roads in the coastal area shall include appropriate design features, such as turn lanes, parking lanes or other paved areas, that may be used to increase the number of moving lanes for hurricane evacuation.

Policy 5.2.3.4: Beach nourishment and/or renourishment projects shall meet the following level of service standards:

1. Beach fill material shall include a protective berm at least ten feet high, in order to prevent flooding during a ten-year storm event; and
2. Beach nourishment or renourishment projects shall have a design life of at least five years.
3. Sand used for the purpose of renourishment shall be of the same granular size, composition and color as existing beach.

Policy 5.2.3.5: The City will enforce the Coastal Construction Line to ensure that beachfront development or redevelopment not reduce the level of service provided by a renourished beach.

Policy 5.2.3.6: The City recognizes that the beach renourishment process is a multi-jurisdictional issue. At such time that an agency is created to address this issue the City shall cooperate. The City should consider appropriate means of funding, such as user fees, should beach renourishment be necessary.

Goal 5.3: To protect human life and limit public expenditures subsidizing private development in areas subject to destruction by natural disaster.

Objective 5.3.1: To maintain or reduce hurricane evacuation times.

Policy 5.3.1.1: Deficiencies in the city’s local hurricane evacuation plan will be identified and remedied.

Policy 5.3.1.2: In order to avoid unnecessary evacuation of populations not at risk and thus causing traffic congestion and crowding of shelters, the City shall cooperate with public information efforts of Palm Beach County to undertake, prior to hurricane season, notification of the public of the need to evacuate at various threat levels.

Policy 5.3.1.3: New or replacement bridges spanning the Intracoastal Waterway should not be draw bridges.

Policy 5.3.1.4: The City will coordinate with Palm Beach County Emergency Management personnel to ensure that required traffic control points along the city’s evacuation routes are properly manned during evacuation.

Policy 5.3.1.5: The City recognizes the problem of flooding at the west ramp of the Lake Worth bridge during hurricane storm events and the area has been appropriately marked. The FDOT has been informed of the problem and it is their responsibility to ensure that all future improvements to roadways along evacuation routes include remedies for any existing flooding problems.

Policy 5.3.1.6: The City will continue to cooperate with the Palm Beach County evacuation plan. Specific procedures for integration into the county and regional evacuation plans should be adopted.

Objective 5.3.2: To direct population concentrations away from known or predicted coastal high hazard areas.

Policy 5.3.2.1: The coastal high hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Policy 5.3.2.2: The coastal high hazard area shall be designated on the Future Land Use Map and be predominantly zoned for use as public recreation and open space.

Objective 5.3.3: To limit public expenditures that subsidize development permitted in coastal high hazard areas, except for restoration or enhancement of natural resources.

Policy 5.3.3.1: City-funded public facilities shall not be built in the coastal high hazard area, except for purposes of public access, enhancement of water-related activities, or resource restoration.

Policy 5.3.3.2: The Palm Beach County Comprehensive Emergency Management Plan and the Post-Disaster Redevelopment Plan shall be reviewed in order to prepare revisions to land development regulations, practices and policies to reduce exposure to natural hazards.

Policy 5.3.3.3: The City’s LDRs will be reviewed and modified as necessary to provide general hazard mitigation.

Objective 5.3.4: To prepare post-disaster redevelopment plans that will reduce or eliminate the exposure of human life and public and private property to natural hazards.

Policy 5.3.4.1: The City will provide immediate response to post-hurricane situations.

Policy 5.3.4.2: The City’s emergency operations plan will continue to outline specific steps to be taken to institute post-disaster recovery operations.

Policy 5.3.4.3: After a hurricane, but prior to reentry of evacuees into any damaged areas, the City Commission will meet to hear reports of damage and appoint a Recovery Task Force to conduct post-disaster recovery operations, including the following:

1. Review of emergency building permits;
2. Coordination with higher government officials to prepare disaster assistance applications; and
3. To coordinate local activities with the countywide Post-Disaster Redevelopment Plan and recommend to the City Commission on hazard mitigation options, including relocation or reconstruction in place of damaged public facilities.
4. Redevelopment activities will be conducted consistent with the Comprehensive Plan (including the Future Land Use Element) and the LDR’s. If structures sustain damage greater than 50% of value, reconstruction shall comply with state and federal regulations relating to base flood elevations.

Policy 5.3.4.4: Structures suffering damage in excess of 50 percent of their appraised value shall be rebuilt or repaired in accordance with Florida Building Codes.

Policy 5.3.4.5: The City shall strive to maintain an undesignated fund balance equal to 10% of the general fund budget which can be used as an emergency contingency fund to cover requirements for local government matching funds for disaster assistance grants.

Policy 5.3.4.6: Post disaster redevelopment shall conform to all of the recent increases in construction standards and required in the Florida Building Code.

Goal 5.4: To coordinate and cooperate with other local governments in coastal resource protection and

management efforts.

Objective 5.4.1: To continue to participate in the Beaches and Shores Council, a formal intergovernmental coordination mechanism for area wide conservation of coastal resources.

Policy 5.4.1.1: The City will continue to support joint coastal management programs with adjacent municipalities and with Palm Beach County in the areas of beach renourishment and public access, hurricane evacuation, infrastructure improvements, and stormwater and wastewater management.

Policy 5.4.1.2: The City will review the comprehensive plans of adjacent municipalities and Palm Beach County to determine whether or not coastal resources are being managed in a consistent manner.

Policy 5.4.1.3: The City will cooperate with other governments and agencies to protect estuaries. The City will cooperate with the Department of Environmental Protection and other State and Federal agencies

VI. CONSERVATION ELEMENT

Goal 6.1: To conserve, protect, and appropriately manage the natural resources of the City of Lake Worth to ensure the highest environmental quality possible.

Objective 6.1.1: To continue to support programs which enable local air quality to continue to meet or exceed minimum standards established by the Florida Department of Environmental Protection (DEP.)

Policy 6.1.1.1: The City will continue to cooperate in local air quality monitoring efforts via the Palm Beach County Public Health Unit.

Policy 6.1.1.2: The City will allow industrial land uses to be permitted only when they utilize adequate emission controls to minimize the impact on current air quality standards. The City will rely on DEP to enforce these regulations.

Policy 6.1.1.3: The City will continue to enforce LDRs which mitigate air quality problems by: eliminating open burning; encouraging mixed uses within the CRA to limit the number of vehicle trips; making provisions for planting broad canopy trees; and encouraging mass transit.

Policy 6.1.1.4: The City shall provide density, height and development incentives for buildings and developments that are LEED certified as per US Green Building Council and/or Florida Green Building Coalition.

Policy 6.1.1.5 The City shall continue to promote a non-gasoline powered demonstration program that utilizes “alternative fuels” to operate fleet vehicles. Maintaining acceptable levels of air quality preserving natural resources, saving money through lower fuel costs and less maintenance, and reducing reliance on foreign oil imports are the main objectives of the program. The City’s participation will involve performing vehicle conversions, assisting in the establishment of a refueling station, vehicle maintenance record keeping “technology transfer” with either interested public or private fleet operators. Participation will be contingent on the availability of a dedicated funding source approved by the City Commission. The City’s Public Services Department will be primarily responsible for this program.

Policy 6.1.1.6 The City shall continue to enforce the land development regulations

that require a minimum of 50 (50) percent of all required trees to be native vegetation and twenty-five (25) percent of all other required plants to be native vegetation species to satisfy landscaping requirements as a condition of development or permit approval.

Objective 6.1.2: To continue to support programs which enable local water quality to meet or exceed the minimum standards for surface waters established by the Florida Department of Environmental Protection.

Policy 6.1.2.1: The City will cooperate with the efforts of the Florida Department of Environmental Protection to monitor the quality of surface waters and the elimination of hazardous wastes.

Policy 6.1.2.2: The City will regularly sweep streets to remove debris to minimize the effect of storm water runoff.

Policy 6.1.2.3: The City will continue to enforce local ordinances that prohibit the use of pesticides and fertilizers which pollute water in any of its municipal parks located adjacent to water ways.

Policy 6.1.2.4: The City will continue to ensure that the natural functions of existing rivers, bays, lakes, floodplains, wetlands (including estuaries), freshwater beaches and shores, and marine habitats are protected and conserved from incompatible development.

Objective 6.1.3: To continue to meet or exceed the minimum quality of groundwater resources established by the Florida Department of Environmental Protection.

Policy 6.1.3.1: The City will continue to cooperate with the Florida Department of Environmental Protection in its efforts to monitor groundwater quality and levels.

Policy 6.1.3.2: The City will adopt incentives to encourage the provision of open space areas within future developed areas.

Policy 6.1.3.3: The City will cooperate with the efforts of the Florida Departments of Environmental Protection to monitor hazardous wastes.

Policy 6.1.3.4: The City will coordinate with Palm Beach County in the development and implementation of an emergency response plan to handle accidents involving hazardous wastes.

- Policy 6.1.3.5: The City shall require the collection and safe disposal of hazardous wastes.
- Policy 6.1.3.6: The City will be aware of, and be prepared to implement, emergency water conservation measures in accordance with South Florida Water Management District plans, should the need arise.
- Policy 6.1.3.7: The City will study water usage and recommendations for reduction of use for irrigation purposes and enforce the SFWMD Model Water Conservation Ordinance.
- Policy 6.1.3.8: The City will require as a condition of any building permit that the irrigation plan be reviewed for the conservation of water.
- Policy 6.1.3.9: The City will require all new construction and renovation to utilize water conserving plumbing fixtures.
- Policy 6.1.3.10: The City will provide information to prospective developers on xeriscape or water-conserving landscaping principles, including the use of highly drought-resistant plant materials, limiting the areas of turf cover to areas where functional benefits are provided, efficient irrigation systems, and the use of soil improvements and mulches to improve water holding capacity. A copy of the SFWMD Model Xeriscape Landscape Code will be maintained on file at City Hall for this purpose.
- Policy 6.1.3.11: The City will coordinate and cooperate with the South Florida Water Management District and shall consider regional water supply plan to develop a 10-year work plan to build the identified water supply facilities, by December, 2008.
- Policy 6.1.3.12: The City will encourage on-site water retention as a means of replenishing the aquifer.
- Objective 6.1.4: To protect all ecological communities and wildlife in the City.**
- Policy 6.1.4.1: The City will coordinate with adjacent governments to protect identified ecological communities and wildlife.
- Policy 6.1.4.2: The City will assist in the application of, and compliance with, all state and federal regulations which pertain to endangered and threatened species. The City Police Department and/or the Palm Beach County Sheriff's Office will endeavor to enforce all State and Federal regulations which it knows to be violated within the City.

Policy 6.1.4.3: The City will continue to delegate permitting authority and enforcement for wetlands, sensitive lands and coastal protection to Palm Beach County, to be administered through the County’s Department of Environmental Resources Management. Adjacent upland uses will not be permitted to degrade wetlands.

Policy 6.1.4.4: The City will continue to enforce efforts to remove all exotic pest species such as [Casuarina Equisetifolia (Australian Pine); Casuarina Cunninghamiana (Australian Pine); Schinus Terebinthifolius (Brazilian Pepper); and Melaleuca leucadendra (Melaleuca)]. It is the City’s policy to enforce this policy over the planning period.

Objective 6.1.5 The City shall establish policies that will reduce the carbon footprint.

Policy 6.1.5.1 The City shall establish a Climate Control Board that will be tasked to identify specific policies and strategies to guide energy efficiency accounting for existing and future electric power generation and transmission systems and that reduce greenhouse gas emissions with the following goals for Public Facilities:

Electrical Usage Reduction:

1. Benchmark electrical usage to reduce global warming pollution as established by the Kyoto protocol.
2. Change out incandescent light bulbs for compact fluorescent light bulbs in City facilities.
3. Evaluate temperature setting in City buildings and implement the changeover to programmable thermostats.
4. Install occupancy sensors/timers and motion detectors at appropriate locations in City buildings.
5. Inventory the age, size and efficiency of existing air conditioning units in City facilities. When replacement is necessary, opt for an Energy start rated unit.
6. Install solar film on windows of City buildings and attic insulation to reduce A/C energy.

Fuel Usage Reduction:

1. Benchmark City fuel usage in order to assist in meeting the goal of City Resolution.
2. Implement fuel conservation through an anti-idling policy for City vehicles and the purchase of hybrid and alternative energy vehicles.
3. Implement the use of biodiesel and other alternative fuel options

within the City.

Conservation of Resources:

1. Landscaping and planting of trees to offset CO2 emissions.
2. Develop and implement a City water conservation plan to minimize water usage.
3. Increase trash reduction and recycling.

Energy Conservation Education:

1. Initiate and implement an Education/Awareness of Energy Conservation program.

Create New Ordinances and Modify City Policies:

1. Establish and enforce a recycling ordinance for public events.
2. Modify City policies to incorporate: energy saving measures, green building codes, photovoltaic systems, energy-efficient power plants, and green-wise transportation.

Policy 6.1.5.2

The City shall establish a Climate Control Board that will be tasked to identify specific policies and strategies to guide energy efficiency accounting for existing and future electric power generation and transmission systems and that reduce greenhouse generation and transmission systems and that reduce greenhouse gas emissions by developing educational material for distribution that includes energy conservation tips and suggestions with area topics such as:

1. Electrical usage reduction.
2. Fuel usage reduction.
3. Conservation of resources.

VII. RECREATION AND OPEN SPACE ELEMENT

Goal 7.1: To provide for current and future demands for active and passive recreation activities, through the use of both public and private resources.

Objective 7.1.1: To maintain the current system and quality of parks and recreation facilities, in order to meet the needs of the population.

Policy 7.1.1.1: The City will preserve and maintain existing parks and recreation facilities through the use of adequate operating budgets and proper management techniques.

Policy 7.1.1.2: It is the City's policy to ensure that plans for improvements to the municipal beach area be implemented, with the costs being borne primarily by the users.

Policy 7.1.1.3: High quality maintenance of the Municipal Golf Course should be continued, and as funds are available, the facilities should be evaluated and replaced if necessary.

Policy 7.1.1.4: The City adopts an LOS standard of 2.5 acres of neighborhood and community parks for every 1,000 persons to be developed in conjunction with all residential development and by reference the Table of Service of Level of Service Standards for Recreational Facilities (Table 7.2, Data and Analysis Support Documents).

Policy 7.1.1.5 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 7.1.1.6: The City may adopt and amend from time to time provisions for impact fees that will be utilized in the construction of necessary infrastructure design to maintain adopted minimum levels of service.

Objective 7.1.2: To continue to implement the Concurrency Management Ordinance to allow no net loss in recreational level of service through development or redevelopment.

- Policy 7.1.2.1: The City will investigate the concept of privatization as it applies to recreation programs and facilities.
- Policy 7.1.2.2: The City will adopt incentives for developers to provide additional recreation facilities in any future developments.
- Policy 7.1.2.3: The concurrency management system shall ensure that any park and recreation facility needed to serve new development be in place or under actual construction no later than three years after issuance of a building permit. In order to provide for this, any land needed for such park and recreation facilities must be acquired prior to issuance of a certificate of occupancy, unless the developer has committed, and the City approved, funds in the developer's fair share for the facilities prior to the issuance by the City of a building permit for the new development. The methodology for determining the developer's fair share contribution for park and recreation facilities shall be included in the City's land development code.
- Objective 7.1.3: To assure that all public recreation facilities have operational automobile and pedestrian access facilities.**
- Policy 7.1.3.1: All recreation users, including the handicapped, shall have access to park facilities.
- Policy 7.1.3.2: The City shall comply with Chapter 553 Florida Statutes and the Accessibility Requirement Manual of the Department of Community Affairs to ensure that neighborhood park facilities provide accessways for pedestrians and the handicapped where feasible.
- Policy 7.1.3.3: Public parks and facilities will be designed and constructed with accessways which are compatible with the character and quality of natural resources found on-site.

Intergovernmental Coordination Element Goals, Objectives, and Policies

Policy 8.1.2.1: The City will utilize the auspices of the IPARC to coordinate its Comprehensive Plan with other local governments and school boards.

Policy 8.1.2.2: A nonvoting representative of the district school board shall be required to review comprehensive plan amendments and rezonings.

Policy 8.1.2.3 The City shall coordinate with Palm Beach County School District, the County and other parties to the adopted Interlocal Agreement for Public School Facility Planning to establish any amendments affecting public school concurrency.

Objective 8.1.3: To provide for coordination mechanisms which would resolve annexation issues and conflicting impacts of development within the area of concern.

Policy 8.1.3.1: The City will issue policy statements to all adjacent local governments within the area of concern, indicating the relationships of proposed development to the comprehensive plans of adjacent governments.

Policy 8.1.3.2: The City will meet with adjacent local governments within the area of concern to discuss future annexation plans, in an effort to avoid future conflict.

Policy 8.1.3.3: The City will attempt to resolve conflicts regarding impacts of development through the Treasure Coast Regional Council’s informal mediation process, if direct communications are not successful.

Objective 8.1.4: To ensure that the City coordinates level of service standards regarding state, county or regional public facilities within City boundaries.

Policy 8.1.4.1: The City will meet with local governments within the area of concern and, communicating with applicable state agencies to coordinate level of service standards for shared or adjoining facilities, to determine how to deal with differences in level of service standards for these public facilities.

Objective 8.1.5: The City shall participate in intergovernmental coordination processes to ensure full consideration is given to the impacts of proposed comprehensive plan amendments and future developments on the ability of Lake Worth and adjacent local

governments to implement their comprehensive plans and to address area wide land use needs and justification for amendments.

Policy 8.1.5.1: The City shall participate in the Palm Beach County IPARC Process and shall cooperate with the Treasure Coast Regional Planning Council and all other local governments in a voluntary dispute resolution process for the purpose of facilitating intergovernmental coordination. The IPARC process is established pursuant to the Comprehensive Plan Amendment Coordinated Review Interlocal Agreement, effective date October 1, 1993, and shall include results and any written determination from the IPARC process as data and analysis to DCA with proposed and adopted comprehensive plan amendments.

Policy 8.1.5.2: The City shall utilize the Palm Beach County Intergovernmental Coordination process as a regular formal forum in which to deal with issues unique to Palm Beach County and the municipalities therein. The Multi-Jurisdictional Issues Coordination Forum shall be utilized as a means of collaborative planning for matters of interjurisdictional significance including, but not limited to, the siting of facilities with countywide significance and locally unwanted land uses.

Policy 8.1.5.3: The City shall pursue interlocal agreements with local governments that have identified or adopted future land use designations for adjacent unincorporated areas. These agreements would establish “Joint Planning Areas,” pursuant to Chapter 163.3171, F.S. The City shall encourage joint planning agreements that include as many of the following planning considerations as are applicable. Additional items could be addressed at the concurrence of both parties; including:

1. Cooperative planning and review of land development activities within areas covered by the agreement;
2. Specification of service delivery;
3. Funding and cost-sharing issues within Joint Planning Areas; and
4. Enforcement implementation.

Policy 8.1.5.4: The City shall coordinate with affected jurisdictions, including FDOT, for the mitigation of impacted facilities not under the

jurisdiction of the local government receiving the application for proportionate fair-share mitigation.

IX. CAPITAL IMPROVEMENT ELEMENT

Goal 9.1: To undertake capital improvements necessary to keep the City’s present public facilities in good condition and to accommodate new development guided by sound fiscal practices.

Objective 9.1.1: The City shall use the Capital Improvement Element as a means to assess the City’s public facility deficiencies or arrange for others to provide capital improvements necessary to correct deficiencies in existing public facilities, to serve projected future growth and to replace obsolete and worn-out facilities, in accordance with an adopted Capital Improvement Schedule.

Policy 9.1.1.1: The operating budget shall continue to accommodate scheduled replacements such as police cars and trash trucks plus street overlaying and park facility renovations.

Policy 9.1.1.2: The City shall continue to prepare a five-year capital improvement program (CIP,) including a one year capital budget. The CIP shall be utilized for the renewal of municipal facilities.

Policy 9.1.1.3: Overall priority for fiscal planning shall be those projects that enhance single family residential neighborhoods, compatible business activities and the redevelopment district, as indicated in the Land Use Plan.

Policy 9.1.1.4: In setting priorities for expenditures to be included in the Capital Improvement Element, the following criteria shall be used:

- Public safety implications: a project to address immediate threats to public safety will receive first priority.
- Level of service or capacity problems: next in priority would be projects needed to maintain the stated Levels of Service.
- Ability to finance: a third criterion is the budgetary impact. For example, will it exceed revenue projections?
- Quality of life projects: the next level of priority shall be given to those projects not in categories 1 or 2 but that would enhance the quality of life for residents of City.

- Policy 9.1.1.5: The City will annually review its debt management policies to ensure that the City is not in excess of the State legal limit for outstanding debt.
- Policy 9.1.1.6: The Capital Improvement Element shall include major projects identified as needed in the elements of the Comprehensive Plan and which have an estimated cost greater than \$200,000.
- Policy 9.1.1.7: The City shall update the Capital Improvements Element, including the Five Year Schedule of the SCI during the annual budget process, including adding the next year onto the SCI, updating schedules of projects and updating cost estimates based on the latest information.
- Policy 9.1.1.8 The Capital Improvements Schedule shall include facilities that promote public health and safety and all facilities for which the level of Service Standard has been adopted: Roads, Potable Water, Wastewater, Stormwater, Solid Waste Collection, and Parks and Recreation. The Capital Improvement Schedule may also include other facilities that enhance the quality of life for City's residents.
- Objective 9.1.2: To utilize the Future Land Use Plan, financial analyses, and level of service standards as the basis for reviewing development applications in order to maintain an adequate level of service for City facilities. In the instance of public school facilities the School District of Palm Beach County shall maintain minimum level of service standards for public school facilities, in accordance with the adopted Interlocal Agreement.**
- Policy 9.1.2.1: The Level of Service for sewage disposal shall be 100 gallons per day per resident.
- Policy 9.1.2.2: The Level of Service Standard for stormwater quantity shall be to adequately accommodate stormwater runoff from a three year, one hour storm event. The level of service standard for stormwater quality shall be as specified in Chapter 17–25 for water quality.
- Policy 9.1.2.3: The Level of Service Standard for the water system shall be at least 185 gallons per person per day, inclusive of water for irrigation purposes, with a residual pressure of 40 psig and a static pressure of at least 55 psig.
- Policy 9.1.2.4: The Level of Service Standard for solid waste collection shall be 6.5 pounds per capita per day.

Policy 9.1.2.5: The Level of Service Standards of 2.5 acres of neighborhood and community parks for every 1,000 persons shall form the basis for assessing parks.

Policy 9.1.2.6: The Level of Service Standards for streets shall be according to the Transportation Element.

Policy 9.1.2.7: The School District of Palm Beach County shall maintain minimum level of service standards for public school facilities, as defined in the Public School Facilities Element. In the case of public school facilities, the issuance of Development Orders, Development Permits or development approvals shall be based upon the School District of Palm Beach County's ability to maintain the minimum level of service standards.

Objective 9.1.3: To require all future development projects to pay their fair share of the public improvement needs they generate.

Policy 9.1.3.1: By January 2011, the development code review shall include appropriate impact fees and developmental agreements as means of collecting fair share contributions. Prior to the issuance of a development order or a building permit, the Concurrency review shall establish the following:

- Finding on the impacts created by the proposed development
- Finding as to whether the public facilities covered under the Concurrency Management System will be available concurrent with the impacts of new development at the adopted Level of Service
- Finding of facility(s) improvements or additions that are required to ensure the finding of concurrency; and
- Finding of the entity responsible for the implementation of all required facility(s) improvements or additions

Policy 9.1.3.2: All development orders which were issued prior to the adoption of the comprehensive plan and which are not legally vested in development rights in a manner consistent with Chapter 163.3167(8), F.S., shall be required to provide for infrastructure or meet the obligations of concurrency provisions as set out in this plan.

- Policy 9.1.3.3: The City has encumbered adequate infrastructure to meet the needs, at adopted levels of service, for all previously approved development orders including those, which are vested. The City has and shall utilize such encumbrances of capacity to determine the availability of infrastructure for future developments.
- Objective 9.1.4: To achieve administrative mechanisms whereby public facility requirements generated by new development are adequately funded in a timely manner and funded projects are consistent with a financially feasible schedule of capital improvements as per F.S. 163.3164(32).**
- Policy 9.1.4.1: No development permit shall be issued unless the public facilities necessitated by the project (in order to meet level of service standards) will be in place concurrent with the impacts from the development.
- Policy 9.1.4.2: For public school facilities, the applicant for a Development Order or Development Permit which includes any residential component shall provide a determination of capacity by the School District of Palm Beach County that the proposed development will meet the public school facilities level of service. A determination by the School District is not required for existing single family legal lots of record, in accordance with the Public School Facilities Policy 10.01.01.08. In the case of public school facilities, construction appropriations are specified within the first three years of the most recently approved School District of Palm Beach County Six-Year Capital Improvement Schedule, as reflected in Table 9.2 and adopted as part of this element. In accordance with this Policy, and upholding the exceptions detailed therein, prior to issuance of a Development Order/Permit, the School District of Palm Beach County shall determine that the level of service for public school facilities can be achieved and maintained. The necessary public school facilities shall be considered to be in place when sufficient capacity exists in the concurrency service area (CSA) in which the proposed development is located, or an immediately adjacent CSA.
- Policy 9.1.4.3: The City shall ensure that the Capital Improvement Element and the entire Comprehensive Plan remains financially feasible, as defined by 163.3164(32), Florida Statutes (F.S.).
- Policy 9.1.4.4: Capital facilities to be funded by outside sources must be guaranteed by a development agreement, interlocal agreement or other enforceable agreement.

Objective 9.1.5: To coordinate with State and County agencies for resolution to service delivery problems when State and County facilities within Lake Worth fall below designated level of service standards.

Policy 9.1.5.1: The City shall require that no development order be issued unless the County roadway facilities necessitated by that project (in order to meet level of service standards) will be in place concurrent with the impacts from development.

Objective 9.1.6: To continue implementation of a Concurrency Management System which will provide necessary public facilities concurrent with the impacts of development.

Policy 9.1.6.1: The adopted Concurrency Management System of the City of Lake Worth is hereby included as Appendix A and adopted as part of this Comprehensive Plan.

Objective 9.1.7: To manage the City of Lake Worth’s Coastal High Hazard area to limit public expenditures to those necessary to serve existing and development mandated by court order.

Policy 9.1.7.1: Damaged infrastructure in Coastal High Hazard Areas shall be replaced. No additional infrastructure to support new residential development in the Coastal High Hazard Area is proposed in the Comprehensive Plan.

Policy 9.1.7.2: Where implementation of a Comprehensive Plan policy would be contradictory to the mandates of any court-ordered settlement governing vested development rights, the provisions of the court-ordered settlement shall prevail.

Objective 9.2 The City shall maintain a capital program that can be adequately accommodated by projected revenues or other financial resources.

Policy 9.2.1 Capital Improvements shall be financed and debt shall be managed, as follows:

- Public facilities financed by enterprise funds (i.e. utilities-potable water, sanitary sewer, storm water, solid waste, and golf course) shall be financed by:

- Debt to be repaid by user fees and charges for enterprise service; or
 - Current assets (i.e. reserves, surpluses, and current revenue, including transfers); or,
 - A combination of debt and current assets.
- Public facilities which are financed by non-enterprise funds (i.e. roads, parks, library, fire service, police protection, and government buildings) shall be financed from current assets: revenue, equity and/or debt. Financing of specific capital projects shall depend on which asset, or group of assets, will be most cost effective, consistent with prudent asset and liability management, appropriate to the useful life of the project(s) to be financed, and make the most efficient use of the City's debt capacity.

IMPLEMENTATION

Five-Year Schedule of Capital Improvements (SCI)

Table 9.1 shows the projects planned for implementation during the 2009-2014 period together with estimated costs and revenue sources. Appendix 6 of the Comprehensive Plan shows the School District of Palm Beach County Six-Year Capital Improvement Schedule, which is adopted herein by reference to show the estimated costs and revenue sources for their facilities.

Summary of Implementation Programs

For purposes of monitoring and evaluation, the principal programs needed to implement this Element are as follows; all are outlined in more detail in the Element:

1. Institute an annual capital programming and budgeting process including project selection criteria.
2. Conduct engineering or other studies to pinpoint the cost and timing of the other potential deficiencies.
3. Make amendments to the development code to a) assure conformance to the "concurrency" requirements relative to development orders, levels of service and public facility timing, and b) explore selected impact fees, e.g., for park and residential street improvements.

**Table 9.1
Five-Year Schedule of Improvements 2009-2014**

Project	Year	Estimated Cost	Agency Responsible	Funding Source
Widen 10 th Avenue N. from I-95 west to Congress Avenue	2010	\$1,280,000	Palm Beach County	Palm Beach County
Lake Worth Beach Casino Bldg Improvements	2012	\$9,650,000		
Municipal Beach Parking Area	2012	\$7,700,000		Palm Beach County
Lake Worth Park of Commerce Infrastructure Study	2014	\$2,112,000		EDA State Fund
Road Condition Rating System and Improvements	2014	\$1,170,000		
Sidewalk Improvements	2014	\$370,000		
Public Library	2012	10,000,000		
Public Park Improvements	2013	\$1,350,000		
Municipal Community Center	2014	\$2,900,000		
Electrical Improvements	2014	\$21,270,000		
Water System Building	2010	\$728,000		
RO Plant	2011	\$20,240,000		
Water System Infrastructure Improvements	2014	5,437,881		
Alleyway Improvements	2014	\$150,000	CRA	
Municipal Parks	2012	\$230,000	CRA	
Cultural Redevelopment Land	2014	\$1,350,000	CRA	
Gateway Enhancements	2014	\$100,000	CRA	
Parking Improvements	2014	\$200,000	CRA	
Neighborhood Capital Improvements	2014	\$600,000	CRA	
Dixie Hwy. Improvements	2014	\$200,000	CRA	
Transportation Enhancements	2014	\$700,000	CRA	MPO Palm Tran

[NOTE: South Florida Regional Water Management District (SFWMD) Lower East Coast Regional Water Supply Plan projects applicable to Lake Worth area will be added to the SCI by December, 2009]

2009-2014 MONITORING, UPDATING AND EVALUATION OF PROCEDURES**Citizen Participation**

In conjunction with one of the plan amendment cycles, the Planning and Zoning Board shall annually conduct a public hearing on the Capital Improvements Program. A status report shall be provided by the staff and then citizen comment shall be solicited. This meeting shall be publicized by a legal notice in the newspaper plus efforts to have a news story/announcement. The Board will then submit a report on the status of the Plan to the City Manager and City Commission. This report may be accompanied by recommended amendments, using the normal amendment process.

Data and Objectives Update

As a part of the review and amendments of the Capital Improvements Program, pertinent measurable objectives will be the subject of review and comment by the staff in preparing the status report. In addition, the staff shall review appropriate Palm Beach County publications and demographic data, as they become available, highlights will be included in the report.

Seven-Year Review, Evaluation and Appraisal Report

In 2010, the City Manager shall designate the person responsible for preparation of the seven 7-year Evaluation and Appraisal Report in conformance with statutory requirements and with special emphasis on the objectives and policies. The report shall pinpoint obstacles to plan implementation.

Revised Objectives and Policies

The planning staff shall annually prepare draft amendments to the goals, objectives and policies, as needed, based upon the guidelines provided herein and submitted to the Planning & Zoning Board by their second meeting in October. Citizen participation procedures discussed above shall be used for recommended revisions to the Comprehensive Plan.

X. PUBLIC SCHOOL FACILITIES ELEMENT

Goal 10.1: To provide for future availability of public school facilities consistent with the adopted level of service standard. This goal shall be accomplished recognizing the constitutional obligation of the school district to provide a uniform system of free public schools on a countywide basis.

Objective 10.1.1: To ensure that the capacity of schools is sufficient to support student growth at the adopted level of service standard for each year of the five-year planning period and through the long term planning period.

Policy 10.1.1.1: The LOS standard is the school’s utilization, which is defined as the enrollment as a percentage of school student capacity based upon the Florida Inventory of School Houses (FISH). The level of service (LOS) standard shall be established for all schools of each type within the School District as 110 percent utilization, measured as the average for all schools of each type within each (CSA). No individual school shall be allowed to operate in excess of 110% utilization, unless the school is the subject of a School Capacity Study (SCS) undertaken by the School District, working with the Technical Advisory Group (TAG), which determines that the school can operate in excess of 110% utilization. The SCS shall be required if a school in the first student count of the second semester reaches 108% or higher capacity. As a result of an SCS, an individual school may operate at up to 120% utilization.

Policy 10.1.1.2: If, as a result of a School Capacity Study (SCS), a determination is made that a school will exceed 120% utilization or cannot operate in excess of 110% utilization, then the School District shall correct the failure of that school to be operating within the adopted LOS through 1) program adjustments 2) attendance boundary adjustments or 3) modifications to the Capital Facilities Program to add additional capacity. If, as a result of the SCS a determination is made that the school will exceed 110% and can operate within adopted guidelines, the identified school may operate at up to 120% utilization. If as a result of one or more School Capacity Studies that demonstrate that the schools of a particular type can operate at a higher standard than the 110%

utilization standard of the CSA, the Comprehensive Plan will be amended to reflect the new LOS for that school type in that CSA.

Policy 10.1.1.3: The School Capacity Study (SCS) shall determine if the growth rate within an area, causing the enrollment to exceed 110 percent of capacity, is temporary or reflects an ongoing trend affecting the LOS for the 5-year planning period. The study shall include data, which shows the extent that capacity has been exceeded attributable to both existing and new development. Notification shall be provided to the local government within whose jurisdiction the study takes place. At a minimum, the study shall consider:

1. Demographics in the school’s Concurrency Service Area (CSA);
2. Student population trends;
3. Real estate trends (e.g. development and redevelopment);
4. Teacher/student ratios; and
5. Core facility capacity;

Policy 10.1.1.4: The adopted LOS standard became applicable to the entire County at the beginning of the 2004–05 school year, at which time the School District was to achieve the countywide adopted level of service for all schools of each school type. For the City’s 2008-2013 planning period, the LOS standard shall be as shown in Appendix 6 of the Data, Inventory and Analysis section of the City’s Comprehensive Plan.

Policy 10.1.1.5: Concurrency Service Areas (CSA) shall be established on a less than district wide basis, as depicted on Map 10.1 and described in the Concurrency Service Area Boundary Descriptions in the Implementation Section of this element.

1. The criteria for Concurrency Service Areas shall be:

Palm Beach County is divided into twenty-one CSAs. Each CSA boundary shall be delineated considering the following criteria and shall be consistent with provisions in the Interlocal Agreement:

 - a. School locations, student transporting times, and future

- land uses in the area.
 - b. Section lines, major trafficways, natural barriers and county boundaries.
2. Each CSA shall demonstrate that:
- a. Adopted level of service standards will be achieved and maintained for each year of the five-year planning period; and
 - b. Utilization of school capacity is maximized to the greatest extent possible, taking into account transportation costs, court approved desegregation plans and other relevant factors.
3. Consistent with §163.3180(13)(c)2, F.S., changes to the CSA boundaries shall be made only by amendment to the (Public School Facilities Element) and shall be exempt from the limitation on the frequency of plan amendments, Any proposed change to CSA boundaries shall require a demonstration by the School District that the requirements of 2 (a) and (b), above, are met.

Policy 10.1.1.6: The City shall consider as committed and existing the public school capacity which is projected to be in place or under construction in the first three years of the School District’s most recently adopted Five-Year Plan, as reflected in Table 9.2 (Six-Year Capital Improvement Schedule) of the Capital Improvement Element of the City’s Comprehensive Plan, when analyzing the availability of school capacity and making level of service compliance determinations.

Policy 10.1.1.7: The City shall amend the Capital Improvement Element, including the Five-Year Schedule of Capital Improvements and any necessary references to the School District’s Six Year Capital Improvement Schedule, when committed facility capacity is eliminated, deferred or delayed, to ensure consistency with the School District Capital Improvement Schedule.

Policy 10.1.1.8: For purposes of urban infill and in recognition of the entitlement density provisions of the City’s Future Land Use Element, the impact of a home on an existing single-family lot of record shall not be subject to school concurrency.

Policy 10.1.1.9: The City shall suspend or terminate its application of School concurrency upon the occurrence and for the duration of the following conditions:

1. School concurrency shall be suspended in all CSAs upon the occurrence and for the duration of the following conditions:

- The occurrence of an “Act of God”; or
- The School Board does not adopt an update to its Capital Facilities Plan by September 15th of each year; or
- The School District’s adopted update to its Capital Facilities Program Plan does not add enough FISH capacity to meet projected growth in demand for permanent student stations at the adopted level of service standard for each CSA and ensures that no school of any type exceeds the maximum utilization standard in and CSA; or
- The School District Capital Facilities Plan is determined to be financially infeasible as determined by the State Department of Education, or as defined by the issuance of a Notice of Intent to Find an Amendment to a Capital Improvement Element not in compliance as not being financially feasible, by the Department of Community Affairs; or by a court action or final administrative action; or
- If concurrency is suspended in one-third or more of the CSAs pursuant to Policy below.

2. School Concurrency shall be suspended within a particular CSA upon the occurrence and for the duration for the following conditions:

- Where an individual school in a particular CSA is twelve or more months behind the schedule set forth in the School District Capital Facilities Plan, concurrency will be suspended within that CSA and the adjacent CSAs for that type of school; or

- The School District does not maximize utilization of school capacity by allowing a particular CSA or an individual school to exceed the adopted Level of Service (LOS) standard; or
 - Where the School Board materially amends the first 3 years of the Capital Facilities Plan and that amendment causes the Level of Service to be exceeded for that type of school within a CSA, concurrency will be suspended within that CSA and the adjacent CSAs only for that type of school.
3. The City shall maintain records identifying all Concurrency Service Areas in which the School District has notified the City that the application of concurrency has been suspended.
 4. Once suspended, for any of the above reasons, concurrency shall be reinstated once the Technical Advisory Group (TAG) determines the condition that caused the suspension has been remedied or the Level of Service for that year for the affected CSAs has been achieved.
 5. If a Program Evaluation Report as defined in the Interlocal Agreement to establish school concurrency recommends that concurrency be suspended because the program is not working as planned, concurrency may be suspended upon the concurrence of 33% of the signatories of the “Palm Beach County Interlocal Agreement with Municipalities of Palm Beach County and the School District of Palm Beach County to establish Public School Concurrency”.
 6. Upon termination of the Interlocal Agreement the City shall initiate a Comprehensive Plan Amendment to terminate school concurrency.

Objective 10.1.2: To allow for Palm Beach County School District to provide for mitigation alternatives which are financially feasible and will achieve and maintain the adopted level of service standard in each year of the five-year planning period.

Policy 10.1.2.1: Mitigation shall be allowed for those development proposals that cannot meet adopted level of service standard. Mitigation options shall include options listed below for which the School District

assumes the operational responsibility and which will maintain the adopted level of service standards for each year of the five-year planning period.

1. Donation of buildings for use as a primary or alternative learning facility; and/or
2. Renovation of existing buildings for use as public school facilities; or
3. Construction of permanent student stations or core capacity.

The site plan for buildings being renovated pursuant to number 2 above, that are fifty years of age or older, shall demonstrate that there are no adverse impacts on sites listed in the National Register of Historic Places or otherwise designated in accordance with appropriate State guidelines as locally significant historic or archaeological resources.

Policy 10.1.2.2: Level of service (LOS) standards shall be met within the CSA for which a development is proposed, or by using capacity from adjacent CSAs; otherwise mitigation measures shall be required for development order approval.

Objective 10.1.3: To ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standard.

Policy 10.1.3.1: The City, in coordination with the School District and other local governments, shall annually amend Table 9.2 of the Capital Improvement Element (School District of Palm Beach County Six-Year Capital Improvement Schedule), to maintain consistency with the School Board’s adopted Five-Year Plan and to maintain a financially feasible capital improvements program and ensure that level of service standards will continue to be achieved and maintained in each year of the five-year planning period.

Goal 10.2: To maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with residential development and other services.

Objective 10.2.1: To establish a process of coordination and collaboration between the County, local governments, and the School District in the planning and siting of public school facilities in coordination with planned infrastructure and public facilities.

Policy 10.2.1.1: The City shall coordinate and provide for expedited review of development proposals with the School District during the development review process to ensure integration of public school facilities with surrounding land uses and the compatibility of uses with schools.

Policy 10.2.1.2: There shall be no significant environmental conditions and significant historical resources on a proposed site that cannot be mitigated or otherwise preclude development of the site for a public educational facility.

Policy 10.2.1.3: The proposed site shall be suitable or adaptable for development in accordance with applicable water management standards, and shall not be in conflict with the adopted or officially accepted plans of the South Florida Water Management District, or any applicable Stormwater Utility or Drainage District.

Policy 10.2.1.4: The proposed location shall comply with the provisions of the Coastal Zone Management Element of the comprehensive plan, if applicable to the site.

Policy 10.2.1.5: The City shall encourage the location of schools proximate to urban residential areas by:

- Assisting the School District in identifying funding and/or construction opportunities including developer participation or City capital budget expenditures for sidewalks, traffic signalization, access, water, sewer, drainage and other infrastructure improvements;
- Providing for the review for all school sites as indicated in Policy 10.2.1.1 above; and,
- Allowing schools as a permitted use within all urban residential land use categories.

Policy 10.2.1.6: The City shall coordinate with the School District for the collocation of public facilities, such as parks, libraries, and community centers with schools, to the extent possible, as sites for these public facilities and schools are chosen and development

plans prepared.

Objective 10.2.2: **To establish and maintain a cooperative relationship with the School District and municipalities in coordinating land use planning with development of public school facilities, which are proximate to existing or proposed residential areas they will serve and which serve as community focal points.**

Policy 10.2.2.1: The City shall abide by the “Palm Beach County Interlocal Agreement with Municipalities of Palm Beach County and the School District of Palm Beach County to establish Public School Concurrency”, which was fully executed by the parties involved and recorded with the Clerk of the Circuit Court of Palm Beach County on January 25, 2001, consistent with §§163.3177(6)(h)1 and 2, F.S., and 163.3180, F.S.

Policy 10.2.2.2: The Technical Advisory Group (TAG) shall be established by the County, participating local governments, and the School District. The five member TAG will be comprised of a Certified Public Accountant, a General Contractor, a Demographer, a Business Person, and a Planner, nominated by their respective associations as indicated in the Interlocal Agreement to establish Public School Concurrency mentioned in Policy 10.2.2.1 above. The Technical Advisory Group shall review and make recommendations including but not limited to the following:

1. The Capital Facilities Plan;
2. The Ten and Twenty Year work programs;
3. Schools that trigger a School Capacity Study;
4. Concurrency Service Areas boundaries;
5. School District Management Reports;
6. Operation and effectiveness of the Concurrency Program;
and
7. Program Evaluation Reports.

Policy 10.2.2.3: The City shall provide the School District with annual information needed to maintain school concurrency, including information required for the School District to establish:

1. School siting criteria;
2. Level of service update and maintenance;
3. Joint approval of the public school capital facilities program;
4. Concurrency service area criteria and standards; and
5. School utilization.

Policy 10.2.2.4: The City shall provide the School District with its Comprehensive Plan, along with the five-year Land Use and population projections, to facilitate development of school enrollment projections and shall annually update this information. The City shall coordinate its Comprehensive Plan and the Future Land Use Map with the School District’s long range facilities maps, (Maps 10.5 and 10.6), to ensure consistency and compatibility with the provisions of this Element.

Policy 10.2.2.5: The City shall advise the School District of a proposed public school site’s consistency with the City’s Comprehensive Plan and land development regulations, including the availability of necessary public infrastructure to support the development of the site.

Policy 10.2.2.6: The City shall provide opportunity for the School District to comment on comprehensive plan amendments, rezoning, and other land use decisions, which may be projected to impact on the public schools facilities plan.

Policy 10.2.2.7: The City shall coordinate with local governments and the School District on emergency preparedness issues which may include consideration of:

1. Design and/or retrofit of public schools as emergency shelters;
2. Enhancing public awareness of evacuation zones, shelter locations, and evacuation routes;
3. Designation of sites other than public schools as long term shelters, to allow schools to resume normal operations following emergency events.

Objective 10.2.3: To establish a joint process of coordination and collaboration between the City, Palm Beach County and the School District in the planning and decision making on population projections.

Policy 10.2.3.1: The City shall provide updated Land Use maps to the County for the conversion of the BEBR projections into both existing and new residential units and disaggregate these units throughout incorporated and unincorporated Palm Beach County into each CSA, using BEBR’s annual estimates by municipality, persons-per-household figures, historic growth rates and development potential. . These projections are shown in Exhibit E of the Interlocal Agreement as “Projected Units Table” which shall be amended annually and provided to the School District.

Policy 10.2.3.2: The City commits to working with the School District and Palm Beach County to improve this methodology and enhance coordination with the plans of the School District and local governments. Population and student enrollment projections shall be revised annually to ensure that new residential development and redevelopment information provided by the municipalities and the County as well as changing demographic conditions are reflected in the updated projections. The revised projections and the variables utilized in making the projections shall be reviewed by all signatories through the Intergovernmental Plan Amendment Review Committee (IPARC). Projections shall be especially revisited and refined with the results of the 2000 Census. The responsibilities of local governments and the School District on population projections are described in Section VIII-B of the Interlocal Agreement.

Concurrency Service Area (CSA) Boundary Descriptions

The Palm Beach County School District is divided into twenty-one CSAs for school concurrency. The Palm Beach County School CSA boundaries are described in the map included in the Data, Inventory, and Analysis of the City’s Comprehensive Plan, as bounded by Section lines, major trafficways, natural barriers and county boundaries consistent with §163.3180(13)(c)2, F.S. Changes to the CSA boundaries shall be made by plan amendment and exempt from the limitation on the frequency of plan amendments.

#1

NORTH – The Martin / Palm Beach County

Border

SOUTH – Donald Ross Rd

EAST – The Atlantic Ocean

WEST – Florida’s Turnpike

#2

NORTH – The Martin / Palm Beach County
Border

SOUTH – Donald Ross Rd
of Sections (using T-R-S) 41-42-21, 41-42-20,
41-42-19, 41-41-24, and 41-41-23, then
Southwest along the centerline of the C-18
canal to the Bee Line Hwy

EAST – Florida’s Turnpike

WEST – Bee Line Hwy

#3

NORTH – Donald Ross Rd

SOUTH – The South Section Line of Sections
(using T-R-S) 42-43-10, 42-43-09, 42-43-08,
42-43-07, and 42-42-12, East of Military Trl,
then South along Military Trl to Northlake
Blvd, then West along Northlake Blvd to
Florida’s Turnpike

EAST – The Atlantic Ocean

WEST – Florida’s Turnpike

#4

NORTH – The South Section Line of Sections
(using T-R-S) 41-42-21, 41-42-20, 41-42-19,
41-41-24, and 41-41-23, then Southwest along
the C-18 Canal to the Bee Line Hwy, then
Northwest along the Bee Line Hwy until the
intersection of Bee Line Hwy and the West
Section Line of Section 41-41-18

SOUTH – Northlake Blvd West to Grapeview
Blvd, North along Grapeview Blvd to the South
Section Line of Section (using T-R-S) 42-41-08,
then West along the South Section Line of
Sections 42-41-08 and 42-41-07

EAST – Florida’s Turnpike

WEST – The West Section Line of (using T-R-S)
41-41-18 South of the Bee Line Hwy, and the
West Section Lines of Sections 41-41-19, 41-
41-30, 41-41-31, 42-41-06, and 42-41-07

#5

NORTH – The South Section Line of Sections
(using T-R-S) 42-43-10, 42-43-09, 42-43-08,
42-43-07, and 42-42-12 West to Military Trl.

SOUTH – The South Section Line of Sections
(using T-R-S) 42-43-34, 42-43-33, 42-43-32,
42-43-31, and 42-42-36 West to Military Trl.

EAST – The Atlantic Ocean

WEST – Military Trl.

#6

NORTH – Northlake Blvd

SOUTH – The South Section Line of Sections
(using T-R-S) 42-42-36 West of Military Trl.,
42-42-35, 42-42-34, 42-42-33, 42-42-32, and
42-42-31

EAST – Military Trl.

WEST – The West Section Line of Sections (using
T-R-S) 42-42-18, 42-42-19, 42-42-30, and 42-
42-31

#8

NORTH – The South Section Line of Sections
(using T-R-S) 42-43-34, 42-43-33, 42-43-32,
42-43-31, and 42-42-36 West to Military Trl.

SOUTH – The North Line of the South Half of
Sections (using TRS) 43-43-23, 43-43-22, 43-
43-21, 43-43-20, 43-43-19, and 43-42-24 East
of Military Trl.

EAST – The Atlantic Ocean

WEST – Military Trl

#9

NORTH – The South Section Line of Sections
(using T-R-S) 42-42-36 (West of Military Trl.),
42-42-35, 42-42-34, 42-42-33, 42-42-32, and
42-42-31

SOUTH – The North Section Line of Sections
(using TRS) 43-42-24 West of Military Trl., 43-
42-23, 43-42-22, 43-42-21, 43-42-20, and 43-
42-19

EAST – Military Trl.

WEST – The West Section Line of Sections (using T-R-S) 43-42-06, 43-42-07, 43-42-18, and 43-42-19 North of the South Line of the North Half

#10

NORTH – Northlake Blvd West to Grapeview Blvd, North along Grapeview Blvd, then West along the South Section Line of Sections (using T-R-S) 42-41-08, and 42-41-07, then South along the West Section Line of 42-41-18 until intersecting with the Canal generally delimiting the Northern extent of The Acreage and the Southern extent of the J. W. Corbett preserve, West along the centerline of the Canal through the center of Sections 42-40-13, 42-40-14, 42-40-15, 42-40-17, and 42-40-18, then North along the East Section Line of Section 42-39-13 to the North Line of the South Half of Section 42-39-13, then West along the North Line of the South Half of Section 42-39-13 to the West Section Line of Section 42-39-13

SOUTH – Southern Blvd West of 441, West to the West Section Line of Section (using T-R-S) 43-40-33

EAST – The East Section Line of Sections (using T-R-S) 43-41-01, 43-41-12, 43-41-13, 43-41-24, 43-41-25, and 43-41-36 South to Southern Blvd

WEST – The L-8 Canal South of the South Section Line of Section (using T-R-S) 42-40-31 and West of the West Section Line of Section 43-40-08, the West Section Line of Section 43-40-08 South of the L-8 Canal, the West Section Line of Sections 43-40-16, 43-40-21, 43-40-28, and 43-40-33 South to Southern Blvd

#11

NORTH – The North Line of the South Half of Sections (using TRS) 43-43-23, 43-43-22, 43-43-21, 43-43-20, 43-43-19, and 43-42-24 East of Military Trl.

SOUTH – The South Section Line of Sections (using T-R-S) 44-43-02, 44-43-03, 44-43-04,

44-43-05, 44-43-06, and 44-42-01 East of
Military Trl.

EAST – The Atlantic Ocean

WEST – Military Trl.

#12

NORTH – The North Section Line of Sections

(using TRS) 43-42-24 West of Military Trl., 43-
42-23, 43-42-22, 43-42-21, 43-42-20, and 43-
42-19

SOUTH – The South Section Line of Sections

(using T-R-S) 44-42-01 West of Military Trl.,
44-42-02, 44-42-03, 44-42-04, 44-42-05, and
44-42-06

EAST – Military Trl.

WEST – The West Section Line of Section (using
T-R-S) 43-42-19 South of the North Line of the
South Half, and State Rd 7

#14

NORTH – The South Section Line of Sections

(using T-R-S) 44-43-02, 44-43-03, 44-43-04,
44-43-05,

44-43-06, and 44-42-01 East of Military Trl.

SOUTH – The South Section Line of Sections

(using T-R-S) 44-43-26, 44-43-27, 44-43-28,
44-43-29, 44-43-30, and 44-42-25 East of
Military Trl.

EAST – The Atlantic Ocean

WEST – Military Trl.

#15

NORTH – The South Section Line of Sections

(using T-R-S) 44-42-01 West of Military Trl.,
44-42-02, 44-42-03, 44-42-04, 44-42-05, and
44-42-06

SOUTH – The L-14 Canal

EAST – Military Trl.

WEST – State Rd 7

#16

NORTH – Southern Blvd West of 441, West to the
West Section Line of Section (using T-R-S) 43-
40-33

SOUTH –The South Section Line of Sections
(using T-R-S) 44-41-25, 44-41-26, 44-41-27,
44-41-28, 44-41-29, and 44-41-30 East of the L-
40 Canal

EAST –U.S. Hwy 441 / State Rd 7

WEST –The L-40 Canal and the West Section Line
of Section 43-40-33 South of Southern Blvd

#17

NORTH – The South Section Line of Sections
(using T-R-S) 44-43-26, 44-43-27, 44-43-28,
44-43-29, 44-43-30, 44-42-25, 44-42-26, and
44-42-27 East of Jog Rd

SOUTH – The Boynton Canal

EAST – The Atlantic Ocean

WEST – Jog Rd

#18

NORTH – The L-14 Canal West to the Florida
Turnpike, then North along the Turnpike to the
South Section Line of Section (using T-R-S) 44-
41-29, then West along the South Section Line
of Sections 44-42-30, 44-41-25, 44-41-26, 44-
41-27, 44-41-28, 44-41-29 and 44-41-30 East of
the L-40 Canal

SOUTH – The Boynton Canal

EAST – Jog Rd

WEST – The L-40 Canal

#19

NORTH – The Boynton Canal

SOUTH – The South Section Line of Sections
(using T-R-S) 46-43-03, 46-43-04, 46-43-05,
46-43-06, 46-42-01, 46-42-02, 46-42-03, 46-42-
04, 46-42-05, 46-42-06, State Rd 7 South to the
South Section Line of Section 46-41-01, West
along the South Section Line of Section 46-41-
01 extended to the L-40 Canal

EAST – The Atlantic Ocean

WEST – The L-40 Canal

#20

NORTH – The South Section Line of Sections (using T-R-S) 46-43-03, 46-43-04, 46-43-05, 46-43-06, 46-42-01, 46-42-02, 46-42-03, 46-42-04, 46-42-05, 46-42-06, State Rd 7 to the South Section Line of Section 46-41-01,

West along the South Section Line of Section 46-41-01 extended to the L-40 Canal

SOUTH – The South Section Line of Sections (using T-R-S) 46-43-28, 46-43-29, 46-43-30, 46-42-25, 46-42-26, 46-42-27, 46-42-28, 46-42-29, 46-42-30, 46-41-25, and 46-42-26 East of the L-40 Canal, the portion of the Line formed by these Section Lines West of I-95 generally approximates the C-15 Canal

EAST – The Atlantic Ocean

WEST – The L-40 Canal

#21

NORTH – The South Section Line of Sections (using T-R-S) 46-43-28, 46-43-29, 46-43-30, 46-42-25, 46-42-26, 46-42-27, 46-42-28, 46-42-29, 46-42-30, 46-41-25, and 46-42-26 East of the L-40 Canal, the portion of the line formed by these Section Lines West of I-95 generally approximates the C-15 Canal

SOUTH – The Palm Beach / Broward County Border

EAST – The Atlantic Ocean

WEST – The L-40 and L-36 Canals

#22

NORTH – The Martin / Palm Beach County Border

SOUTH – The Palm Beach / Broward County Border

EAST – From the Martin / Palm Beach County Border, the Bee Line Hwy South to the West Section Line (using T-R-S) of 41-41-18, the

West Section Lines of Sections 41-41-18, 41-41-19, 41-41-30, 41-41-31, 42-41-06, 42-41-07, and 42-41-18 until intersecting with the Canal generally delimiting the Northern extent of The Acreage and the Southern extent of the J. W. Corbett preserve, West along the centerline of the Canal through the center of Sections 42-40-13, 42-40-14, 42-40-15, 42-40-17, and 42-40-18, then North along the East Section Line of Section 42-39-13 to the North Line of the South Half of Section 42-39-13, then West along the North Line of the South Half of Section 42-39-13 to the West Section Line of Section 42-39-13, then South along The West Section Line of South Half of Section 42-39-13, The West Section Line of Sections 42-39-24, 42-39-25, and 42-39-36 North of the L-8 Canal, the L-8 Canal South to the West Section Line of Section 43-40-08, then South along The West Section Lines of Sections 43-40-08 South of the L-8 Canal, 43-40-16, 43-40-21, 443-40-28, and 43-40-33, then South along the L-40 Canal and the L-36 Canal to the Palm Beach / Broward County Border.

WEST – The Shoreline of Lake Okeechobee South to the South Section Line of Section (using T-R-S) 41-37-22, East along the South Section Line of Sections 43-37-22, and 41-37-23, then South along the East Section Line of Sections 41-37-26, 41-37-35, 42-37-02, 42-37-11, 42-37-14, 42-37-23, 42-37-26, and 42-37-35, then West along the South Section Line of Section 42-37-35 to the East Section Line of Section 43-37-02, then South along the East Section Line of Sections 43-37-02, 43-37-11, 43-37-14, 43-37-23, 43-37-26, and 43-37-35, then in a Southerly direction to the East Section Line of Section 44-37-02, then South along the East Section Line of Sections 44-37-02, 44-37-11, 44-37-14, and 44-37-23 to the L-16 Canal, then West along the L-16 Canal and the L-21 Canals, also referenced as the Bolles Canal, to the West Section Line of Section 44-35-34, then North along the West Section Line of Sections 44-35-

34, 44-35-27, 44-35-22, 44-35-15, 44-35-10, 44-35-03, 43-35-34, and 43-35-27 to the Shoreline of Lake Okeechobee, then Westerly along the Shoreline of Lake Okeechobee to the Palm Beach / Hendry County Border, South along the Palm Beach / Hendry County Border to the Palm Beach / Broward County Border

#23

NORTH – The South Section Line of Sections (using T-R-S) 43-37-22 East of Lake Okeechobee, and 41-37-23

SOUTH – The L-16 and L-21 Canals, also referenced as the Bolles Canal

EAST – The East Section Line of Sections (using T-R-S) 41-37-26, 41-37-35, 42-37-02, 42-37-11, 42-37-14, 42-37-23, 42-37-26, and 42-37-35, then West along the South Section Line of Section 42-37-35 to the East Section Line of Section 43-37-02, then South along the East Section Lines of Sections 43-37-02, 43-37-11, 43-37-14, 43-37-23, 43-37-26, and 43-37-35, then in a Southerly direction to the East Section Line of Section 44-37-02, then South along the East Section Line of Sections 44-37-02, 44-37-11, 44-37-14, and 44-37-23 to the L-16 Canal

WEST – The West Section Line of Sections (using T-R-S) 43-35-27 South of the Shoreline of Lake Okeechobee, 43-35-34, 44-35-03, 44-35-10, 44-35-15, 44-35-22, 44-35-27, and 44-35-34 South to the L-21 or Bolles Canal