TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members                          AGENDA ITEM 4B3
From: Staff
Date: July 1, 2020
Subject: Local Government Comprehensive Plan Review
Draft Amendment to the City of Lake Worth Beach Comprehensive Plan
Amendment No. 20-01ESR

Introduction

The Community Planning Act, Chapter 163, Florida Statutes, requires that the regional planning council review local government comprehensive plan amendments prior to their adoption. The regional planning council review and comments are limited to adverse effects on regional resources or facilities identified in the Strategic Regional Policy Plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. Council must provide any comments to the local government within 30 days of the receipt of the proposed amendments and must also send a copy of any comments to the state land planning agency.

The amendment package from the City of Lake Worth Beach was received on June 4, 2020 and contains one amendment to the Future Land Use Map (FLUM) and text amendments to the Future Land Use Element of the comprehensive plan. This report includes a summary of the proposed amendments and Council comments.

Summary of Proposed Amendments

The proposed FLUM amendment changes the land use designation of approximately 19.56 acres (10 properties) from Mixed Use West (MU-W) to Transit Oriented Development (TOD). This property is located north of Lake Worth Road, east of Boutwell Road, and west of I-95 and the CSX Railroad tracks. Adjacent land uses include Industrial and Public to the north; Mixed Use West beyond Boutwell Road to the west; Mixed Use East across I-95 and the railway to the east; and Transit Oriented Development across Lake Worth Road to the south. This amendment is being proposed in conjunction with a small scale amendment to assign the TOD land use designation to approximately 7.11 acres (24 properties) to the east across I-95, which is not required to be submitted through the state expedited review process.

The TOD land use designation is being proposed because it provides an alternative mixed-use development pattern within one-quarter mile radius of the existing Tri-Rail Station and Palm Tran transit nodes, and is compatible with the property adjacent to Lake Worth Road to the
south. The staff report indicates that expansion of the TOD boundaries will serve the desired uses, design, and lifestyle close to other transit uses and within close proximity to the Lake Worth Park of Commerce, and provide market-driven opportunities for TOD in prime transit locations to better position the City to be a competitive, viable location of choice.

The proposed large scale amendment (19.56 acres), in combination with the small scale amendment (7.11 acres), would result in an increase in development potential of 800 dwelling units based on the maximum density increasing from 30 units per acre to 60 units per acre. The City’s staff report indicates that an analysis of the increased density on the long range Level of Service impacts concluded that community facilities and services are available in the area to sustain the future increased demands, and can be met with current and planned system capacities. There is currently available capacity for potable water, sanitary sewer, solid waste, and parks; however site improvements will be required to provide drainage collection and conveyance systems to positive outfall. With respect to school concurrency, the staff report indicates that the School District will provide a School Capacity Availability Determination to determine the impacts from the additional 800 units. The staff report also indicates that the proposed amendment could result in an additional 4,356 daily trips. However, the number of trips will likely be less given mitigating circumstances, such as the areas are served by multi-modal transportation options (including Tri-Rail and Palm Tran) and are located on primary arterial streets in close proximity to I-95; half of the area is within the urbanized traffic concurrency exemption area; Dixie Highway is within close proximity and serves as a major north south connector; and unit sizes are anticipated to be smaller than average based on current development trends which would generate less daily trips as the per household.

The proposed text amendments will amend Table 1 in Future Land Use Element Policy 1.1.1.1, and amend Future Land Use Element Policies 1.1.1.7, 1.1.1.8, and 1.1.2.10 that relate to the Transit Oriented Development, and Downtown Mixed Use Future Land Use Designations, including modifications to the future land use development requirements, density limitations, and general location descriptions. The purpose of the amendments it to reflect market-driven conditions for economic development by providing the type of development desired in prime locations that are in close proximity to the existing Tri-Rail train station and the U.S. 1 mixed use corridor while optimizing residential development potential. The proposed text amendments are included in strikeout and underline format as Exhibit 4.

Regional Impacts

No adverse effects on regional resources or facilities have been identified.

Extrajurisdictional Impacts

The proposed amendments were circulated by the Palm Beach County Intergovernmental Plan Amendment Review Committee Clearinghouse Coordinator on May 4, 2020. No extrajurisdictional impacts have been identified.
Conclusion

No adverse effects on regional resources or facilities and no extrajurisdictional impacts have been identified. Council strongly encourages development and redevelopment near Tri-Rail stations which provide uses and residential densities that take advantage of and support transit use.

Recommendation

Council should approve this report and authorize its transmittal to the City of Lake Worth Beach and the Florida Department of Economic Opportunity.

Council Action – July 17, 2019

Commissioner Weinroth from Palm Beach County moved approval of the staff recommendation. Vice Mayor Hmara from the Village of Royal Palm Beach seconded the motion, which carried unanimously.

Attachments
## List of Exhibits

<table>
<thead>
<tr>
<th>Exhibit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>General Location Map</td>
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<td>2</td>
<td>Existing Future Land Use Map</td>
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<td>3</td>
<td>Proposed Future Land Use Map</td>
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<td>4</td>
<td>Proposed Text Amendments in <strong>Strikeout</strong> and <strong>Underline</strong> Format</td>
</tr>
</tbody>
</table>
Exhibit 2
Existing Future Land Use Map
Exhibit 3
Proposed Future Land Use Map
### Exhibit 4  
**Proposed Text Amendments in Strikeout and Underline Format**

#### Future Land Use Element Policy 1.1.1.1 Table 1 TOD-East and TOD-W Zoning Districts.

Policy 1.1.1.1: ***Portion of Policy 1.1.1.1 Text Omitted for Brevity***

Table 1 depicts maximum densities for each residential and mixed use designation, building heights, sustainable incentive bonus program height allocations, ratios of residential and non-residential uses for each mixed use designation, and Floor Area Ratio (FAR) intensities for all Future Land Uses.

**Table 1***Residential & Mixed Use Portion of Table 1 Omitted for Brevity***

<table>
<thead>
<tr>
<th>Transit-Oriented Development</th>
<th>Land Use</th>
<th>Zoning District</th>
<th>Density Allowed by Zoning District</th>
<th>Building Height</th>
<th>Height w/ Sustainable Incentive Bonus Program Allocation</th>
<th>Allowable Mix of Uses per District</th>
<th>Floor Area Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TOD-East</td>
<td>TOD-E</td>
<td>400 du/acre</td>
<td>30 feet (max 2 stories)</td>
<td>plus 25 feet (max 5 stories - train station)</td>
<td>75% residential / 25% non-res.</td>
<td>2.65</td>
</tr>
<tr>
<td></td>
<td>TOD-W</td>
<td>TOD-W</td>
<td>550 du/acre</td>
<td>30 feet (max 2 stories)</td>
<td>plus 25 feet (max 5 stories - train station)</td>
<td>75% residential / 25% non-res.</td>
<td>2.65</td>
</tr>
<tr>
<td></td>
<td>SFR</td>
<td>SFR</td>
<td>7 du/acre</td>
<td>30 feet (max 2 stories)</td>
<td>N/A</td>
<td>75% residential / 25% non-res.</td>
<td>2.65</td>
</tr>
<tr>
<td></td>
<td>MF-30</td>
<td>MF-30</td>
<td>300 du/acre</td>
<td>30 feet (max 2 stories)</td>
<td>plus 5 feet (max 3 stories)</td>
<td>75% residential / 25% non-res.</td>
<td>2.65</td>
</tr>
<tr>
<td></td>
<td>MU-DH</td>
<td>MU-DH</td>
<td>30 du/acre</td>
<td>30 feet (max 2 stories)</td>
<td>plus 5 feet (max 3 stories)</td>
<td>75% residential / 25% non-res.</td>
<td>2.65</td>
</tr>
<tr>
<td></td>
<td>AI</td>
<td>AI</td>
<td>30 du/acre</td>
<td>30 feet (max 2 stories)</td>
<td>plus 5 feet (max 3 stories)</td>
<td>75% residential / 25% non-res.</td>
<td>2.65</td>
</tr>
</tbody>
</table>

***Remaining Land Use Designations in Table 1 Omitted for brevity***

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

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

***Omitted for brevity***
Future Land Use Element Policy 1.1.1.8 Transit-Oriented Development (TOD) Land Use Designation

Policy 1.1.1.8: Transit-Oriented Development, maximum 650/du acre

The Transit-Oriented Development land use category is established to promote compact, mixed-use development near proposed or existing transportation infrastructure to encourage diversity in the way people live, work and commute. The maximum density of permitted residential development is 650/dwelling units per acre. The preferred mix of uses area-wide is 75% residential and 25% non-residential. All buildings are required to provide transitional buffering and design features to mitigate impact of the TOD sites adjacent to residential zoning districts. The implementing zoning districts for this category are TOD-E, TOD-W, SFR, MF-30, MU-DH MF-20, MU-W, P, PROS, and AI.

Future Land Use Element Policy 1.1.2.10 TOD Future Land Use designation locations

Policy 1.1.2.10: Locational Criteria for the Transit Oriented Development Designation

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

1. TOD-W includes the area just south of Lake Worth Road, north-east of Lake Osborne, and west of I-95 and railway tracks; and the area from Lake Worth Road north to 2nd Avenue North from Boutwell Road east of I-95 and the 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; and the area from Lake Worth Road north to 2nd Ave North east of I-95 and the railway tracks to North A Street. 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.

***Omitted for brevity***