CITY OF LAKE WORTH
Palm Beach County, Florida

REDEVELOPMENT AND REVITALIZATION PLAN
INTRODUCTION FOR THE CITIZENS OF LAKE WORTH

This is a defining moment for the City of Lake Worth. Like all maturing urban areas, the city must confront a changing world. Things are not the way they were in the 1960’s, just like they are not what they were in the 1920’s. While there are many things about the city of Lake Worth that are universally admired, there are other things that need improvement. Change can lead to good or bad things. You, the citizens, have to choose.

When an urban area declines, something is wrong. Inaction will mean further destruction. Action, therefore, is needed for survival. The challenge is to know what is wrong and how it can be changed.

You must have a clear idea of what kind city you want. Only then will you be prepared to make the correct choices for the future. Do not be afraid to be ambitious. Small plans cannot succeed. They lack the power to engage the imagination of the citizenry. Do not be afraid to learn from what others have done right. Cities have a long and lasting heritage. And most importantly, do not be afraid to think comprehensively. Beware partial solutions that create countless new problems.

You have one important advantage above your neighbors. Other people have forgotten what cities are all about. Not the people of Lake Worth. No irreparable mistakes have been made. The grid of streets is still intact. The public buildings are preserved and used. The waterfront is public. No destructive developments have been proposed.

The time is right for you to take charge and plan the future. You must adopt a Plan that is based on your vision of the future. The choices you make today will shape the lives of your children and beyond.
THE CITIZEN'S VIEW OF THE FUTURE

During the month of June, the citizen's of Lake Worth came together for a charrette. The charrette was a public brain-storming session. Its purpose was to define the main issues that a plan should address. The results of this session were presented to the public on October 22, 1992. This document is a summary of the information gathered during the charrette and on the many meetings and studies that followed the final presentation.

The citizens of the City of Lake Worth arrived at the following conclusions during the charrette:

1. Lake Worth is city. It should not be changed into anything else.

The City of Lake Worth has places to live, work, shop, go to school, and to relax. It can become, with proper planning, a true "home town." Furthermore, it has outstanding public features: the beach, the park, the golf course, the museum, the city hall, etc. The City of Lake Worth could become most desirable place to live and do business in the region. It is just a matter of putting things together in a better way, in other words, a question of design.

2. In order to become a true "home town", the City of Lake Worth must redevelop its downtown.

There is a need to attract business that would serve the local needs. These business should locate along Lake and Lucerne, the old Main Streets of the City. There is also a need to encourage residential development above the stores. A vibrant Downtown should have activity almost 24 hours a day. This is only possible if people live in the Downtown itself.

3. The neighborhoods that form the core of the city need to be revitalized.

Some neighborhoods are in good shape. Other neighborhoods need some revitalization. Clear choices have to be made about what type of buildings and uses would be allowed and where. All the people who have a role to play in the city must have adequate housing. Revitalization efforts should concentrate in creating complete communities that promote self-containment.

4. The public spaces of the city must be redesigned to their full potential.

Presently, the parks and streets of the city are under-designed. However, they have great potential and could become some of the most beautiful and functional public spaces of the region. Since memorable public spaces set cities apart from lesser forms of urban growth, the City must emphasize their importance.
WHAT THE CITY OF LAKE WORTH NEEDS

The city of Lake Worth needs a Plan.

A Plan is a document that records, clearly and precisely, the choices that the citizens have made. It shows what the aspirations of the community look like and provides certainty about the future. It is also the catalyst that inspires the citizens into action.

A plan is not a bundle of processes. It is neither a set of goals, nor a set of statistics. Those things may have a role in the formulation of a plan, but the Plan is the end product, the conclusion.

For an urban area, the most appropriate conclusion, the only acceptable Plan, is a description of the buildings and public spaces that will accomplish the citizen's view of the future.

That is the type of Plan that will be found in this document.
CITY OF LAKE WORTH
REDEVELOPMENT AND REVITALIZATION PLAN

INTRACOASTAL WATERWAY

ATLANTIC OCEAN

TREASURE COAST
REGIONAL PLANNING COUNCIL
WHAT A CITY IS

Lake Worth is a city. The key to its survival as a desirable place to live is defining what are the important characteristics of a city and how they can be optimized. This is the main objective of the Redevelopment and Revitalization Plan.

Cities are the subject of great confusion. Some people believe that cities have gone out of fashion. Those people prefer to use suburban models of development, no matter what type of project they are dealing with. Their proposals for redevelopment attempt to eliminate the existing fabric and to implant new building types and new street layouts based on examples that may have worked in agricultural or undeveloped areas. Those proposals invariably fail. Instead of building on the good features of cities, they attempt to start from scratch. Examples of this are oversized glass office buildings that do not relate to their surroundings, excessive parking lots that kill pedestrian life and random street closures and replattings around cul-de-sacs. This type of project is very destructive, since it tends to pull away from the real issue that must be addressed by a Plan: the creation of a complete community.

Cities must stop trying to be something they are not, and should not be. Instead, cities must concentrate on the features that make urban living a superior alternative to a suburban lifestyle. Not everybody wants to live in a farm or in a low density P.U.D. Those people who do already have many places where they can live in Palm Beach County. Many people, instead, like the vitality and diversity that only a city can provide. Those people have very few places to live in Florida. In Palm Beach county the best place for that segment of the market is the City of Lake Worth. In marketing terms the City is at a great advantage, since it can supply a desirable and scarce real estate product without much effort or expense.

Every city is different and must have its own plan. However, a few general elements and qualities are found in every city:

1. A center
2. Clearly defined neighborhoods
3. A mixture of uses
4. Well designed and maintained public spaces and public buildings
5. A network of interconnected streets designed for various transportation modes
6. An edge

The City of Lake Worth has all these features. Very few places in South Florida do. The Plan’s role is to state the unique way in which the general principles are applied. Therefore, the Plan will be as detailed as possible. It will also be uniquely designed for the City.
1. THE CITY CENTER

The center marks the beginning of urban life. It can take many forms. It can be Main Street, Downtown, the Law of the Indies Plaza, the New England Green, the Greek Agora, or the Roman Forum. But it always has the following characteristics:

a. It is ideally located
b. It includes buildings and public spaces (even if it is just a wider sidewalk)
c. It has commercial, civic and residential uses
d. Everyone goes there
e. The rest of the city revolves around it

Without a center there is no city, plain and simple.

The economic and social decline of many of the coastal cities of Florida can be traced to the decline of their centers. As cities lost commercial and residential activity along Main Street, the advantages of city life eroded away. If things are not close by, if it is impossible to walk to a grocery store, a school or a restaurant, it makes little sense to live in an old neighborhood. The whole point of the neighborhood life is convenience and a sense of community. Fortunately, many of the incentives for development outside the cities (cheap land and lack of regulation among others) are a thing of the past. Development inside the city is increasingly cost effective for a variety of businesses. The centers of cities all over the nation are booming as the suburban retail and office market collapses.

The city of Lake Worth's Center will have three parts:

A. City Hall plaza
   The administrative square of the city

B. Cultural Green
   The cultural square

C. Lake and Lucerne from Dixie to Federal
   The commercial Main Street

The City Hall Plaza and the Cultural green will be the anchors at either end of the downtown. In between, connecting the great public spaces of the City, Lake and Lucerne avenues will serve as the commercial Main Streets. The center of the City, therefore, will be clearly defined in physical terms.
A. CITY HALL PLAZA

This new plaza will be the administrative center of the city. It will serve as the western anchor of the Downtown. The elements of good plaza design must be carefully addressed: the public building, the public space and the building surrounding the public space.

Charrette conclusions:

1. City hall should remain a major Public Monument.

This building has architectural and historical interest. It is also a very important symbol of the City. It fronts the major North-South road of the City: Dixie Highway. Most people see it as the come into the city.

2. The area around the City Hall Building must be redesigned as a plaza.

The existing conditions of the City Hall block are unsuitable for a civic plaza. Most of the space is devoted to parking. There is no comprehensive landscape plan for the unpaved areas. Furthermore, Dixie Highway is poorly designed. The sidewalks are minimal and the extra space in the middle of the road should be a landscaped median. There is no clear plan for the buildings around the perimeter of the plaza. The current development model seems to be an object building in the middle of a parking lot. This building type is inappropriate for a traditional downtown that thrives on pedestrian activity.

Plan recommendations:

1. Restore and maintain the City Hall building.

The building seems to be in good shape. It is used for many public meetings beyond the basic meetings of city business. Things should remain as they are.

2. A Plaza should be built around the City Hall.

Currently, many divergent things surround the City Hall. The front is picturesquely landscaped and contains several commemorative plaques. The back and one side are a parking lot. The other side is a garden with a fountain and a monumental solar energy system. While most of these features are appropriate for the City Hall Plaza, they lack a comprehensive design. The area should be designed as a plaza. Landscape should be formal. Paved areas around the city hall should be designed to encourage informal gatherings. Plaques and commemorative monuments should be occupy well designed areas that encourage contemplation and reflection. Shaded benches should be provided around the monuments. Parking must be relocated before the public space around the City Hall is rebuilt. Options for the relocation of parking should be explored. One alternative is to build a City Hall annex on the vacant parcel immediately North of the City Hall. Municipal offices, such as the collection office, could be relocated here. The parking garage on the back of the building, could be used by all municipal employees.
4. Adopt urban design and architectural standards for the buildings along the perimeter of the plaza and provide incentives for redevelopment.

An Urban Plaza is more than an open space. To function properly, great care must be given to the buildings that surround it. The space has to be bounded on all sides. While an Urban Park may be designed to take advantage of wide spaces and open vistas, a Plaza must be perceived as a special place within the fabric of the city. Cities need both Plazas and Parks, and each must take full advantage of its proper characteristics.

Another important issue is the aesthetic cohesion between individual projects. A Plaza is the result of many buildings that are built at different times, but that are individual pieces of a greater project. It is essential that some basic rules are followed by all structures. The urban code illustration shows the rules proposed by this plan.

Some redevelopment incentives may be:
1. The adoption of the Urban Code.
   A clear picture of the future provides two things:
   a. substantial pre-approval of the project, since there is no need to argue and negotiate about basic issues of development.
   b. a guarantee that neighboring structures will be up to a strict standard.
2. Reduced impact fees.
3. Public-private partnerships.
DOWNTOWN TYPE I
PLAZA PERIMETER

BUILDING

4 stories
No gable ends shall face the street

4th story balcony
2’ depth

3rd story balcony
6’ depth

Moulding and capital
14’ from grade

Arcade
12’ depth

Overhang
3’ from build-to-line

Storefront
80% glass, min. area

Elevation

Set-backs allowed

Residential
No set-backs from build-to-line

Residential

Office/Residential

Retail

Arcade

Seating and Retail allowed

Section

Retail

Arcade

URBAN CODE
Downtown
B. CULTURAL GREEN

The building currently used as the city hall annex is in a prominent location. It has enough civic presence to become the second anchor of the downtown. It houses institutions that are essential for the cultural life of a city: a historical museum and an art gallery.

The open land around the annex and the library across the street provide a unique opportunity to create a Cultural Green.

Charrette conclusions:

1. The historical museum and its surroundings should be enhanced.
2. Four story buildings should front the new green.

Plan recommendations:

1. The collection offices should be moved.

An alternative location could be a new building on the vacant parcel to the North of the City Hall. The city could build the first new structure that will define the edge of the plaza. Some of the space could be used for municipal purposes. The rest could be rented. Any new revenue may be used for the improvement and maintenance of the green. The city should explore this and other options, since the space used by the collection office could be better used for civic and cultural activities, such as the expansion of the historical museum or the art gallery.

The drive-through window on the east side of the building must be removed. Drive-through windows do not belong on the Main Street of a pedestrian downtown. They create too many traffic conflicts and are a major source of air pollution.

If a drive-through window were indispensable for the operation of a business, it should be located on the alley behind the building. However, as a general rule, future drive-through windows should not be permitted, and existing drive-through windows should be phased out.

2. The City Hall building should be restored as the Historical and Art Museum of the City of Lake Worth.

The restoration should respect the better features of the old school house. However, modifications may be necessary. The main entrance should be on the West Facade, facing the green and the library. The first floor could house the permanent exhibition. It should also have a gallery space for temporary exhibitions. The second floor may include some classrooms for community classes. If possible, they could be restored to their original appearance.

3. A Cultural Green should be built around the Historical and Art Museum.

Parking should be removed from the green. Employee parking for the municipal offices will be in the new building.

The New Green should be redesigned to support the activities of the Museum and the library. Historical structures in danger of demolition may be transported to the Green and used as informal classrooms. An small open air theater may be used for lectures. Art festivals and temporary sculpture exhibitions may take place in the green.
4. Existing structures should be given incentives to rebuild according to the new Urban Code.

Redevelopment around the perimeter of the Green is essential for its success as a public space and for its function as an anchor for the downtown. Public spaces, in order to be perceived as defined places, must be enclosed. The buildings around the perimeter of the green must be tall enough to provide a comfortable sense of place.

5. The library should expand to the south.

The library is an important part of the cultural activities on the future Cultural Green. It is also a public building that can set an architectural standard for its neighbors. The existing building is well designed. However, recent remodeling, such as the handicap ramp, has been insensitive to the architecture of the whole building. The library may want to expand in the future, and it is imperative that the expansion goes beyond mere functional requirements and take into account all the aesthetic obligations of a public building that fronts a major public space of the city.

6. The street fronting the library should be closed to through-traffic.

With proper landscape and pavement design, the street should be an extension of the green that functions as a short-term parking lot for library and museum visitors.
THE CITY CENTER
City of Lake Worth
C. LAKE AND LUCERNE AVENUES

Lake and Lucerne are the old Main Streets of the City of Lake Worth. They form a spine that connects the waterfront to the western edge of the city. The oldest commercial buildings in the City front Lake and Lucerne. The oldest residential neighborhoods are within a short walk.

Presently, Lake and Lucerne function as highways to access the beach. The existing section is designed for fast through-traffic. Automobiles speed by, on their way to some other place. At night, cruising overwhelms all other activities. Pedestrians are unsafe and unwelcome. These are the wrong attributes for historic Main Streets.

A historic Main Street, unlike a highway, is a destination in itself. It can be the most important public space of a city. It is a place for commerce and recreation. Most of the time, it is also a place for government, culture and urban living. Therefore, a Main Street must be designed differently from a highway.

These are some of the problems with the present configuration of Lake and Lucerne Avenues:

1. Three lanes of one-way traffic encourage speeding and are difficult to cross.
2. Lack of on-street parking, in some portions, limits the available parking and does not offer a continuous buffer between the moving traffic and the pedestrians.
3. Severely undersized sidewalks are a safety hazard. They also do not allow common downtown amenities such as sidewalk chairs and tables.
4. Sporadic shade trees compromise the aesthetics of the street and provide insufficient comfort to the pedestrian.
5. A one-foot wide grass strip serves no purpose.

Lake and Lucerne Avenues are authentic Main Streets. They form the core of a traditional city. The City Hall, the Library, the Historical Museum and City Hall Annex, and the Post Office have prominent locations. Commerce has declined through the years but it is making a noticeable come back. However, the highway features of the existing section are preventing a complete revitalization of the downtown.

Charrette conclusions:

1. All modes of traffic must be accommodated, but, in a downtown, emphasis must be given to the pedestrian.

The key to a vibrant downtown is its pedestrian life. Therefore, any redevelopment plan must make sure that the pedestrian realm is comfortable and safe. A well designed pedestrian environment includes: wide sidewalks, shade trees, on-street parallel parking and many different buildings with a lot of activity at the ground level.

From a transportation point of view, the emphasis must shift from moving cars to moving people. All modes of transit must be accommodated into the plan: pedestrian, transit, car and bicycles. However, not all may be incorporated into the design of every street.
2. Building types, sidewalks, landscape, on-street parking and automobile lanes must be designed comprehensively.

All the elements of a street section work together and, hence, must be designed together. Solving one issue is not enough. A total commitment to the principles of Urban Design is indispensable.

3. Historical buildings of architectural merit must be preserved and serve as examples for future construction.

Plan recommendations:

1. Lake and Lucerne must be part of a fine-grained transportation network.

Transportation planning must shift from looking at individual streets as unrelated projects to looking at how a fine-grained network of streets works together. Streets have different functions. Some streets, like Dixie Highway, may carry a substantial amount of through-traffic. Other streets, like Lake and Lucerne, should be designed for the pedestrian. Unimproved right-of-ways, such as 5th Avenue South, can be first class bicycle paths. No mode of transportation should be excluded for any of the streets. However, it is difficult to provide optimal facilities for all modes on every street. Therefore, it is desirable to have streets with different emphasis. The streets should be in close proximity to each other and should be closely interconnected.

2. The right-of way of Lake and Lucerne Avenues must be redesigned.

The ideal downtown street section dedicates equal widths to the pedestrian and the car. The design of the pedestrian area becomes the most important transportation decision. Safety and comfort are essential.

The vitality of a downtown is directly linked to its pedestrian life. Without pedestrian life, no downtown can survive. The existing section and detailing of Lake and Lucerne avenue have affected pedestrian life in a negative way. This situation must be rectified immediately.

3. Special attention must be placed on the areas around existing public buildings.

The library, the post office and the theater may require special sidewalk treatments to create a wider public space. This will enhance the aesthetics of the street, but it will also create safer areas were heavy pedestrian circulation may be expected.

3. The use and design of the buildings lining Lake and Lucerne should follow an urban code.

A fundamental part of the typical street section is the proposed building type. The height, massing, detailing and use of the building are critical for a successful environment. The basic principles are:

1. Buildings should follow a consistent build-to-line.

The street facade defines the public space and . The only exception to this rule may be public buildings.

2. Buildings may vary in height, but a minimum height is necessary to enclose the public space.
The proportional relationship between the width of the right-of-way and the height of the buildings is critical. If the width of the right-of-way (plus any parking lots in the front of the building) is excessive or the buildings are too short, the public space feels undefined. This situation is not conducive to pedestrian activity, as the extravagant streets of modern suburbia demonstrate.

3. Buildings should have mixed uses, and the ground floor should be predominantly retail. The urban lifestyle an important selling point for a redevelopment project. Some people like to live downtown. Those people do not have many places to live in Palm Beach County.

4. A historic preservation plan should be prepared for the downtown area.

The preservation and rehabilitation of historical buildings must be a fundamental principle of a redevelopment and revitalization plan. In the City of Lake Worth, the older structures are better suited to the proposed urban code than most of the more recent development build for cars. Therefore, the only impediment to fast rehabilitation may be architectural codes. This issue must be studied by the city.
PLAY HOUSE
NOW PLAYING
A NEW DOWNTOWN
1993 AND BEYOND

LAKE AVENUE
Proposed Improvements
LAKE AND LUCERNE
TYPICAL SECTION

Live Oak planted every 50'

Sidewalk shall be well shaded. Balconies and awnings shall be designed to shade the pedestrian.

Sidewalk Parking Bike Car Lane Car Lane Parking Sidewalk Lane

Section

FEET 0 8 16

DOWNTOWN TYPE II

DOWNTOWN TYPE II

DOWNTOWN TYPE II

DOWNTOWN TYPE II

LAKE AND LUCERNE AVENUES
Proposal

LANDSCAPE NOTES
1. Royal Palms will be placed on the sidewalk. No other landscape will be allowed.
2. Plants on pots will be allowed on the sidewalk if they are used to shade seating areas.

SITE NOTES
1. No objects shall be placed on the sidewalk from the build-to-line to 2' from the face of the curb. Exception: chairs, benches, their tables and their shading structures.
2. Sidewalks and crosswalks will be surfaced with pavers.
LANDSCAPE NOTES
1. Oaks will be placed on curbed areas between parking spaces. Ground coverage shall be allowed.
2. No grass or hedges will be allowed on the sidewalk.
3. Plants on pots will be allowed on the sidewalk if they are used to shade seating areas.

SITE NOTES
1. No objects shall be placed on the sidewalk from the build-to-line to 2' from the face of the curb. Exception: chairs, benches, their tables and their shading structures.
2. Sidewalks and crosswalks will be surfaced with pavers.

LAKE AND LUCERNE AVENUES
Proposal
DOWNTOWN TYPE II
LAKE AND LUCERNE

SIGNS

No signs allowed above moulding line

Business name and logo sign

Awning

no signs allowed

up to 80% of business frontage

Window signs
up to 25% of glass area

Window signs:
Permanent text allowed:
  Business name and address
  Type of products and services
Permanent images allowed:
  Business logo
Temporary (up to 30 days) text allowed:
  Special sales
Temporary (up to 30 days) images allowed:
  Decorations for special sales

Signs not described in this page (freestanding signs, roof signs, billboards, etc.) are prohibited.
General advertisement signs are prohibited.
Prohibited sign materials:
  Paper, cloth, non-rigid plastic, neon, and any combination of materials deemed to be impermanent

URBAN CODE
Downtown
2. NEIGHBORHOODS

Cities are made up of Neighborhoods. Within each Neighborhood, most of the activities of daily life can take place. There are houses and apartments, schools and playgrounds, churches and small scale stores. All those uses are located close enough to walk to them. The buildings and the public spaces are designed in such a way that they complement each other.

Not all uses and all building types are located in Neighborhoods. The city also has Districts that are predominantly commercial, such as a downtown, or predominately industrial. But even Districts should have a mix of uses. In particular, all Neighborhoods and all Districts of a city must have residences.

Neighborhoods have the following elements:

1. 40 to 160 acres.

Urban neighborhoods are walkable. Generally, a five-minute walk is considered a comfortable distance to travel on a regular basis. Therefore, the area of a neighborhood is defined by a five-minute walk radius from the geographical center. That radius circumscribes an area that can range from 40 to 160 acres. The maximum size is a quarter section. The walkable neighborhood fits well within the square mile grid which parcels out most of the land in the United States.

2. A minimum average density of five units per acre.

Neighborhoods are predominately residential. A minimum residential density is necessary to support urban amenities. To have mass transit, public parks, neighborhood public schools, and some neighborhood commerce, the minimum residential density should be five units per acre. This is the average density. A lively neighborhood contains single family houses in large lots and apartments at higher densities.

3. A mixture of uses.

A neighborhood is more than a residential area. Other uses, such as schools, daycare, a small grocery store, a neighborhood pub, churches, playgrounds, etc., are indispensable for a good quality of life. They also promote self-containment, which enhances the sense of community. Furthermore, self-containment reduces the external impacts of the residents. For example, smaller roads are needed, since people will not need to drive throughout the city to take care of their daily needs. A mixture of uses at the neighborhood level can reduce the cost of city-wide infrastructure, with considerable savings for the local tax payers.

4. A center.

The most important physical feature of a neighborhood is the center. Every community needs a public space where all the residents are welcome. The neighborhood center is a small scale open space, paved and landscaped to allow different activities, in front of a school, a church or a commercial building. It has benches, pergolas, gazebos, drinking fountains and art work. It is the place where chance meetings occur, the place where a small memorial to a prominent resident would be built. It is the ideal location for neighborhood barbecues and festivals, the area to conduct the
public life of the neighborhood. The great cities of the world have an intricate network of neighborhood greens and plazas at the center of each neighborhood. This safe and comfortable public spaces are never seen by the tourists. Only the residents, and their friends, know about them.

5. Civic sites, including a school.

Local public buildings (neighborhood schools and churches, for example) need prominent sites. Good locations include the lot that terminates a street, the perimeter of the neighborhood center, the frontage of the neighborhood main street. Those are important places, and important buildings should occupy them. If public buildings and public spaces are designed together, the overall appearance of the neighborhood will be enhanced.

6. A variety of public spaces.

In addition to the neighborhood center, other public spaces are needed. One type of space is the Shouting-distance Playground. This is a small green, maybe no larger than one lot, which has some playground equipment and is accessible to all the children in the vicinity. This small playground, which includes no sports fields and does not sponsor organized activities, is the place where young children can play while a parent or grandparent watches, and where older kids can learn the rudiments of sports with informal pickup games. Another type of space is the Park. This is a larger green which may not be located in every neighborhood, but which should be easily accessible from neighboring areas by foot or bicycle. The Park may be the field of a school. It may also be a city facility. It is the place where organized sports can be played and observed. It has sports fields, seating areas, and support buildings with showers and bathrooms. There is also a need to have well designed public areas in front of public buildings. These do not have to be large. A small front yard that defines and enhance the entrance into a church is sufficient. The important thing is that it marks the importance of the building and provides a public space to conduct open air activities. Finally, the street must be also viewed as a public space. Buildings and front yards must be well kept. Trees must shade the sidewalks and form a canopy above the pavement. Streets should have different treatments to create a unique environment. A simple way to do this is to plant a different trees on different streets.

7. Streets for people, bicycles, buses and cars.

All modes of transportation must be encouraged, starting with walking. In neighborhoods, high-speed car or bicycle traffic is undesirable. Therefore, the streets must be redesigned with wide sidewalks, slow speed bike lanes, trees and narrow car travel lanes. Public transit must be encourage traffic- calming techniques, such as roundabouts and different pavements should be studied for streets that carry excessive amounts of through-traffic. The resulting streets will be safer and more attractive.

8. Many separate distinct buildings.

Different uses require different buildings. A neighborhood plan must account for this, and must allow the incremental built up of the neighborhood. If several small scale building types are allowed by the plan, a vital and beautiful neighborhood can be built. Different residential building types are essential. There is a need to provide housing for a variety of lifestyles and incomes. This is essential to maintain a good population balance that will encourage self-containment. There has to be a place for the doctor and a place for the laborer. Some streets
may be more expensive than others, but housing should not be segregated behind walls. One of the unexpected advantages a complete neighborhood has is that children do not have to be bused to other areas, because neighborhood schools achieve a good population balance. Another advantage is that less affluent households can live closer to their work places and can save considerable amounts on transportation.

Low income housing can be provided in the City of Lake Worth in the most effective and unobtrusive way. Garage apartments, which have their own distinct entrance from the alleys, are a desirable housing type for a neighborhood. It is small scale and self policing, since it shares the lot with a larger unit. It is an excellent way to house elderly relatives, or to house students who may pay the rent by rendering baby sitting or lawn maintenance services. It is also the least disrupting way to provide transients or seasonal residents with a safe and desirable place to stay. From the owners point of view, the income they generate may help a young couple to afford a bigger house.

*Charrette conclusions:*

1. Four Neighborhoods were studied during the charrette. There are probably three more in the outer areas of the city.

The charrette accomplished some conceptual design on the neighborhoods. The edges of the core neighborhoods of the city were defined with certainty. The outer neighborhoods were not addressed for lack of time, but they were recognized as equally important to the success of the Redevelopment and Revitalization Plan.

2. Some neighborhoods needed more help than others, but basic neighborhood planning principles could apply to all.

The eastern neighborhoods were generally in good shape. Some recommendations were made to improve some specific streets, but their needs were less pressing than the needs of the western neighborhoods. The charrette suggested a strategy that could be applied for the revitalization of all neighborhoods if an individual neighborhood plan was developed.

3. Schools are indispensable for the vitality of a neighborhood.

Schools are the most visible public building in a neighborhood. Well run schools are used by the whole community. It is essential that children be allowed to walk to their neighborhood school, and that the schools become a focus of neighborhood life.

*Plan recommendations:*

1. Each neighborhood must prepare its own detailed plan.

The charrette designed a strategy to plan neighborhoods, and some schematic work was done for the South West and North West neighborhoods. However, more planning work is needed to identify appropriate locations for neighborhood centers and playgrounds, to identify the neighborhood main streets that should get new landscape, etc. The residents of each neighborhood are the most knowledgeable people about their needs, and also about their aspirations. A livable neighborhood does not need the ingredients identified in the revitalization strategy all at once. They can be built incrementally as it is deemed appropriate by the residents.
2. The City of Lake Worth should have neighborhood Schools.

Elementary schools need to be small and need to be located in the center of neighborhoods. They work best when most students can walk to school from the immediate neighborhood. Only then it is easy to encourage full participation from parents and students in the educational activities. Students do not have to depend on the school bus schedule. They can easily stay for after school activities.

The following plan should be adopted by the Palm Beach County School Board:

1. North Grade Elementary should be retained as an elementary school. Only children from the neighborhood should attend.

2. South Grade Elementary should be reestablished as an elementary school. It should serve children from the neighborhood.

3. The vacant Junior High should be reopened as a 5th and 6th grade school that will serve the children from the North and South Grade neighborhoods.

4. North and South Grade Elementary Schools and the new 5th and 6th grades and enhanced to make them center pieces of the neighborhoods they serve.

3. The School building should be a source of pride to the neighborhood.

Young children are very impressionable. If the school building where they spend a substantial amount of their days is inadequate, education will suffer. For quite some time, school planners have argued that we only have to provide a big yard and sufficient class room space (plus whatever support facilities that are indispensable such as a library, cafeteria, offices, etc.). The actual design was not important, as long as it was inexpensive.

Such abstract ideas about what a school is have given us portables, schools without windows, schools placed in location where no child can walk to it, and probably have had some influence in the general decline of student interest in education.

Schools used to be expensive buildings. They were placed in exceptional sites and their designs were memorable. They were within walking distance. And, most importantly, they were good neighbors. People did not mind living close to the school because it had minimal impacts in the surrounding areas: there was no need for yellow school buses or immense student parking lots.

Two of the existing school buildings are from a period were good planning and architectural principles were still popular. They could be rehabilitated into top neighborhood schools. The other buildings need more work. However, many of the principles are also applicable.

4. 25' lots should be allowed to be built once again.

Affordable single family housing is a rare commodity in Palm Beach County. Lake Worth's original plat contained a significant number of 25' lots. The core neighborhoods of the city have retained many of the original 25' lot houses. This gives character to the city. It also provides an opportunity to buy a house to young families starting out. Affordable single-family detached houses are rare. The city of Lake Worth can fill this important market need.

5. Apartment buildings should be allowed at the edge of each neighborhood.
5. Apartment buildings should be allowed at the edge of each neighborhood.

The destruction of Lake Worth's fabric began with the random introduction of unrelated building types. A better way to achieve higher densities is provided by the Neighborhood Building Type III of the Urban Code and by the new zoning map. The apartment building, specially the courtyard type, is well suited for high traffic streets. Its larger bulk helps define the public space better. Its introverted design allows the resident a more comfortable environment away from noise and excessive activity.

*Neighborhood revitalization recommendations:*

The following strategy should be followed when preparing Neighborhood Plans for the City of Lake Worth. The recommendations are ranked in order of importance:

1. Define the neighborhood edge.
2. Find an appropriate site for the neighborhood center.
3. Design and build the public space of the neighborhood center.
4. Find appropriate locations for shouting distance playgrounds.
5. Adopt a plan that enhances the streets and alleys.
6. Adopt a plan that guarantees a mix of uses and of building types.
The following pages present a strategy for the revitalization of neighborhoods that was developed during the City of Lake Worth Charrette. This strategy is designed to give direction to neighborhood plans that may be developed in the future. The fundamental principles that make up livable, self contained and sustainable neighborhoods are stated in diagrammatic form. Each neighborhood interpret the principles according to its needs and to its goals.

THE NEIGHBORHOOD

Urban Design Components
**Neighborhood Center**

The center is the heart of the neighborhood. It consists of a public space and one or several public buildings. The public space may be a green or may be paved. Ideally, it should be a well designed area that has landscaped and hard surfaced areas. The public space has places to sit, walk-through and meet. It has locations for public art and for monuments. It has shade structures, such as pergolas and gazebos, and shade trees. It includes enough open space to allow neighborhood barbecues and parties. The public building may be a school, a church, a community center, a bandstand, or a similar structure. There may also be some small scale commercial building or vendor.

**Neighborhood Edge**

The neighborhood edge is the boundary that separates neighborhoods. It may be the countryside or a major arterial road. The essential characteristic is that it provides a clear break of the urban fabric. It is the place were city-wide facilities should be located. It is also the place for larger building types, such as apartment buildings, which do not fit well inside a neighborhood, and that because of their architectural characteristics are well fitted to define an edge and create a sense of enclosure.

**THE NEIGHBORHOOD**

*Urban Design Components*
Neighborhood Streets

The neighborhood streets are the public spaces of the city. There should be a variety of streets in every neighborhood. Some streets should be quiet residential streets, with narrow travel lanes for cars, consistent streetscape and well maintained front lawns and single family houses. Other streets should have denser building types, wider sidewalks and on-street parking. Although different in function and appearance, all streets should work together as a multimodal transportation network. Simplistic solutions to traffic problems, such as cul-de-sacs and closing down large areas to traffic should be avoided.

 Alleys

Alleys are a civilizing influence in a city. They are the back entrance to the buildings. Most of the elements that cause urban clutter (power lines, garbage cans, garage doors, etc.) find a desirable place in an alley. The result is that the front of the building, the street, is much more attractive: the building facades can be designed according to human proportions, and, since there are no curb cuts or driveways, the sidewalk is unbroken and can be well landscaped. Alley are a great asset to the city and should be enhanced and maintained.

THE NEIGHBORHOOD

Urban Design Components
Ward Playgrounds

The Shouting-distance Playground is needed in dense urban areas, where many children do not have private yards. Children need a place to play that is close to their homes. The playground should be accessible by foot. It should also be within shouting distance of their home, so the children can be called back home.

Playgrounds have some advantages over private yards. Children, and their parents, can interact with their neighbors on neutral ground. This may have a positive effect on their development and on neighborhood life. Also, Playgrounds generally have better facilities than an individual household could afford.

Neighborhood Main Street

The neighborhood Main Street introduces civic hierarchy into the neighborhood fabric. They are the streets that lead to the center. They should be landscaped formally and have wide sidewalk. They will carry more traffic (pedestrian, automotive or otherwise) than the other neighborhood streets.

More intense development can occur in the Main Street. Non-residential uses will also be located in them.

THE NEIGHBORHOOD

Urban Design Components
Mix of Land Uses

There should be a mix of land uses in every neighborhood. Although the primary land use in the interior of the neighborhood should be residential, there is a need to have public and civic sites. A neighborhood may also have some limited commercial at the center. The edge of the neighborhood should include workplaces and more intense commercial uses. City-wide facilities should also be placed at the edge.

Mix of Residential Building Types

There should be a variety of residential building types. All the people who are part of the daily functioning of the neighborhood should have a place to live. Some areas may be more expensive than others. There should be single family houses on relatively large lots, and one bedroom garage efficiencies. They should not be separated by walls and cul-de-sacs. Instead, a well designed plan, based on a hierarchy of streets and building types, should make all the different buildings compatible.

THE NEIGHBORHOOD

Urban Design Components
Charrette Proposal

Diagram

SOUTH WEST NEIGHBORHOOD
Charrette Proposal

FEET 0 350 700
3. A SELF-SUFFICIENT MIXTURE OF USES

A city must provide appropriate buildings and spaces for all the daily activities of its citizens.

Charrette conclusions:

1. Many commercial and residential options are not available in the city.

Plan recommendations:

1. Attract a grocery store to the Lake and Lucerne area.

It does not have to be a full scale suburban super market. Smaller stores may do better in downtown locations. But a grocery store within walking distance of residential areas is essential for elderly people who can not drive anymore, and it is a convenient option for other residents.

2. Maintain the antique stores at the present level.

It is good different areas of a downtown to have a specialty. However, the center of a city should have a variety of trades. If a downtown caters to only one type of clientele, activity is not constant and the resident population does not have the full convenience of an urban lifestyle.

3. Encourage businesses to stay open later at night.

Mom and Pop stores usually do not open late. This creates a problem. The streets tend to be left alone at night. Teenagers with little to do use them for cruising. The few establishments that open late, such as Roses, are completely inward looking. They contribute little towards street life. Urban design and architectural requirements can improve the situation.

5. Diversify the small specialty stores.

The malls learned one lesson from main street: the secret of success is a good mix of tenants. Now Main Street has to relearn this lesson from the malls. A marketing study, a simple analysis of the citizens needs based on interviews and common sense, can be helpful.

6. Encourage ground-floor uses that generate a lot of pedestrian traffic and interest.

The American pedestrian must be constantly entertained. If there are many different storefronts and restaurants within view of a shaded and comfortable sidewalk, people will walk. Blank walls, drive-throughs, parking lots and other uninteresting buildings and spaces must be avoided at all costs. The pedestrian environment is extremely fragile, since the slightest discomfort may discourage a stroll along Main Street. Extreme care must be taken in its design and maintenance.
DOWNTOWN TYPE II
LAKE AND LUCERNE

BUILDING

2 or 3 stories

3rd story balconies encouraged

2nd story balconies
30% of frontage, min.

14' moulding
100% of frontage

Awnings required

Store front
80% glass, min. area

Elevation

FEET 0 8 16

Residential

Office/Residential

Retail

No set-backs from front build-to-line

Section

FEET 0 15 30

URBAN CODE
Downtown
4. Public Spaces

A city is much more than private residences and commercial establishments. A city is an entity where the whole is much greater than the sum of its parts. The city's advantage is the public realm, all the spaces that are shared by all. No suburban development, no matter how luxurious, can come close. The public realm of the city is its most prized feature. It determines its identity. It guarantees the cohesion of the community. It enhances the value and desirability of its real estate.

Charrette conclusions:

1. Lake Worth's most important assets are its public spaces.

Bryant Park, the waterfront golf course, the beach, and other smaller greens, are fundamental parts of the city's life and of its urban structure. They are all well placed. The only uncertainty is their design. They could be improved in terms of their function and their appearance.

2. The public spaces and the schools can be connected with bicycle paths and improved sidewalks.

Safe, unhurried access to the parks should be encouraged. The city's size and land use pattern is ideal for pedestrians and bicyclists.

3. Downtown and neighborhood streetscape programs should be established.

Plan recommendations:

1. Lake Worth's parks, squares and plazas must be improved.

There is one feature that clearly separates suburbia from a city: the prominence of the public spaces. In suburbia everything is private. This may have some advantages, but it also has one major drawback: you can only use your house. If a city is well designed there little sacrifice of privacy, and there is the added amenity of the civic and recreational spaces. From a marketing point of view, the public spaces are an invaluable asset. One gets more for his money, the private residence and the public space.

Some people say that the suburbs are the realization of the American dream. What they really mean is that in the suburbs you can get a good house. And you get that and little else. There are no neighborhood streets and beautiful boulevards that are an asset to the city and provide a variety of desirable addresses, only roads. There are no true parks and squares for all age groups that are linked according to a master plan, only residual open space. There are no corner stores within walking distance or a main street full of activity at many times of the day, only the strip. Urban areas require more thought beyond a good house floor plan and generous buffers between different uses. The city is the result of a much more complex design. That makes it a better option to many people.
2. New streetscapes should be a priority.

The simplest way to encourage redevelopment is the improvement of the streets. This is often an inexpensive investment on the part of the city. Many times it is possible to get donations of plants and time from local businesses and concerned citizens. An effective way to get a project done is to get a social club to build a playground or to plant shade trees along one street.

3. New shouting-distance playgrounds should be planned for every neighborhood.
5. A VARIETY OF TRANSPORTATION MODES

In a city, a person must be able to drive, walk, bicycle and ride mass transit as he pleases. Some of this trips will be done for business, others for recreation. It is important that several alternative modes to get from one point to another are always available. Public projects that must be built at great expense, such as infrastructure, should be viewed as opportunities to improve the city in more than one way. The many effects of a new road on a neighborhood and the city as a whole should be always kept in mind.

Charrette conclusions:

1. A city-wide plan of bicycle and pedestrian facilities is needed.
2. Mass transit must be studied.
3. The rebuilding of Dixie Highway must be restudied.
4. The area around the Tri-Rail station may be redeveloped.

Plan recommendations:

1. Redesign Dixie Highway.

The on-going project will transform this road into a better thoroughfare. The road will be repaved, drainage will be improved and the lanes will be widened. Since only marginal new right of way will be acquired the widening will be accomplished by removing on street parking. This will have a negative effect on the merchants. It will also decrease the safety of the pedestrians. A median should be built, for pedestrian safety and aesthetic improvement. Shade trees must be planted on a nature strip between the sidewalk and the car travel lane. Sidewalks must be widened, specially in the Downtown area.

2. Adopt proposed Lake and Lucerne section.
3. Adopt proposed Bike Path plan.

Bike paths and Bike lanes should be an important layer of the fine-grained transportation network. The conceptual plan developed during the charrette calls for:

1. A bike path along the unimproved right-of-way of 5th Avenue South. This bike path would be the main link in a bike path that connect Bryant park and John Prince Park.
2. A bike lane along 2nd Avenue South that would provide efficient access to the beach.
3. Bike paths to access the Elementary Schools.
4. Study the area around the Tri-Rail station.

Presently, Tri-Rail is a Park and Ride system. Users drive to the station. Usually, once they arrive to their destination, they still have to get into a shuttle.
This system is inconvenient. The most successful Tri-Rail stations, like downtown West Palm Beach, take people to the middle of things. The buildings immediately adjacent to the station are the destination. Generally, the five-minute-walk radius around the station is intensively developed.

An essential feature of successful mass transit systems is that they take people from a well defined place to another well defined place, not merely from one parking lot to another. Fortunately, the area around most Tri-Rail stations is not built out. Around the Lake Worth station, for example, there is an opportunity to develop a compact and intense neighborhood that could be composed of mixed use buildings and could be closely linked to the rest of the city through the Trolley and the bike paths. Parking should be integrated into the design, since some people will commute by car and train. However, if only a parking lot is built, the opportunity to create an efficient transportation system that takes full advantage of appropriate land use and urban design ideas would be wasted.
PEDESTRIAN AND BICYCLE SYSTEM
Conceptual Plan
Existing unimproved R.O.W.
5th Avenue South, Between Federal Highway and "A" Street

ELEMENTS THAT NEED TO BE FUNDED

1. Bike/Pedestrian asphalt path
   approximately 3500' in length, 12' in width
2. Grass for swales
   78000 square feet
3. Shade trees (live oaks or some similar native species) along the
   length of the Bike/Pedestrian Path
   150
4. Palm trees (at important intersections)
   24
5. Four-person benches
   12
6. Bus/Rain shelters
   6
7. Bike racks (to be installed at bus shelters)
   6
8. Lamps
   150
9. Picket Fence
   7000' in length

BIKE/PEDESTRIAN PATH
Typical Section
6. The City Edge

This is an important asset for the city of Lake Worth. While a center is a necessity for a city, an edge can be seen as a luxury, in other words, a feature only found in some of the great cities of the world. Lake Worth is fortunate to have a public edge along its most important boundary: the water front.
A significant amount of the City's waterfront is public. On the north side of Lake and Lucerne there is a waterfront municipal golf course. On the South side, there is a park. The park is well located. Presently, it has an open air theater, a shuffle board court and some benches. While the present facilities are an important asset for the city, the park could be much more.

Charrette conclusions:

1. Bryant park should be redesigned.
2. A proposal must be made for the beach area.

Plan recommendations:

1. Rebuild Bryant Park as a series of landscaped rooms designed for different recreational activities.

The most important characteristic of urban parks is that they provide many recreational opportunities to all kinds of people. A variety of spaces for all age groups must be included. There must be playgrounds for young children with seating areas for their mothers; quiet reading areas; spaces for teenagers activities; etc.

2. Redesign the water edge as a public promenade that could be used for special events (art festivals, carnivals, etc.).

Appropriate pavement, lamps, electrical outlets, restore facilities, and permanent park furniture must be provided.

3. Extend the water edge promenade to the golf course.
4. Rebuild the open air theater.

The existing theater is very modest. It fails to take advantage of the water view. It also doubles as the public restroom. A better theater can be designed.
**WHY AN URBAN CODE IS NEEDED**

Having established the planning ideas for the city, it is important to understand the role of urban design and architecture.

There are two types of buildings in a city: the fabric and the monuments. The fabric makes up the bulk of the city. It is composed of the common buildings of daily life: the houses, the stores, offices. They must follow the long standing conventions of urban design and be civil to each other. Their architectural effect depends more on the completion of the whole street than on the individual structures.

The monuments, on the other hand, are expected to be exceptional. These are the public and civic buildings: city hall, libraries, schools, churches community centers, gazebos and garden structures, commemorative statues. Their forms and proportions must evoke emotions. A church should inspire respect. A city hall should generate pride. A school should remind us of the future. And all of them, above all, must appeal to our collective sense of beauty. A monument, therefore, is a building that, because of its function, transcends construction and becomes an individual work of art.

You must demand quality design. Quality construction is easy. The building codes guarantee a good enough job, if proper enforcement is available. Good architectural design, which transcends mere function, is rare and difficult. For example, South Florida is full of schools that could not be distinguished from the cheapest warehouse. This is not the message we should send to our children.

*Charrette conclusions:*

1. The citizens expect better buildings.

*Plan recommendations:*

1. Adopt the Urban Code.

2. Hire a City Urban Designer.

This person should be in charge of implementing the Redevelopment and Revitalization Plan. Duties should include: design assistance to local builders, updating of the plan and proactive planning.

3. Established an architectural review board, in addition to the planning board.

They should review aesthetics. The planning board presently does this but it has no mandate to uphold any standards. It should have five members. The City Urban Designer's office could provide professional support it.

4. Do not grant any variances that would compromise the integrity of the public spaces.
URBAN CODE

FOR THE REDEVELOPMENT AND REVITALIZATION OF

THE CITY OF LAKE WORTH
DOWNTOWN TYPE I
PLAZA PERIMETER

LOCATION

F.E.C. Track

DIXIE HIGHWAY

South "J" Street

South "K" Street

South "L" Street

South "M" Street

South "N" Street

GOALS

URBAN CODE
Downtown
DOWNTOWN TYPE I
PLAZA PERIMETER

BUILDING

4 stories
No gable ends facing the street

Overhang
3' from build-to-line

4th story balcony
2' depth

3rd story balcony
6' depth

Moulding and Capital
14' from grade

Arcade
12' depth

Storefront
80% glass, min. area

Elevation

Set-backs allowed

Residential

No set-backs from build-to-line

Residential

Office/Residential

Retail

Arcade

Seating and Retail allowed

Section

URBAN CODE
Downtown
LANDSCAPE NOTES
1. Landscape is encouraged in parking area.

SITE NOTES
1. Up to 100% of the area within the building build-to-line and building set-back-line may be built.
2. The back half of the parcel will be parking. Adjacent parking areas, in different parcels, shall be connected.

URBAN CODE
*Downtown*
DOWNTOWN TYPE II
LAKE AND LUCERNE

LOCATION

F.E.C. Track

DIXIE HIGHWAY

South "J" Street

South "K" Street

South "L" Street

South "M" Street

South "N" Street

1st Avenue South

LAKE AVENUE

LUCERNE AVENUE

1st Avenue North

GOALS

URBAN CODE
Downtown

FEET 0 300 600
DOWNTOWN TYPE II
LAKE AND LUCERNE

BUILDING

2 or 3 stories

3rd story balconies encouraged

2nd story balconies 30% of frontage, min.

14' moulding 100% of frontage

Awnings required

Store front 80% glass, min. area

Elevation

FEET 0 8 16

Residential

Office/Residential

No set-backs from front build-to-line

Retail

Section

FEET 0 15 30

URBAN CODE
Downtown
**LANDSCAPE NOTES**
1. Landscape is encouraged in parking area.

**Site Plan**

**SITE NOTES**
1. Up to 100% of the area within the building build-to-line and building set-back-line may be built.
2. The back half of the parcel will be parking. Adjacent parking areas, in different parcels, shall be connected.

**URBAN CODE**

*Downtown*
NEIGHBORHOOD
FOUR BUILDING TYPES

Areas Under Study

URBAN CODE
Downtown

FEET 0 750 1500
NEIGHBORHOOD TYPE I
SIDE YARD HOUSE

LOCATION

GOALS

URBAN CODE

Neighborhood

FEET

0 750 1500
NEIGHBORHOOD TYPE I
SIDE YARD HOUSE

BUILDING

1 or 2 stories
No gable ends facing the street

Garden wall
Front porch

-80% of frontage, min.

Elevation

Section

URBAN CODE
Neighborhood
NEIGHBORHOOD TYPE I
SIDE YARD HOUSE

SITE

LANDSCAPE NOTES
1. Front yard shall be a lawn.
2. Up to 80% of the side yard area may be paved.
3. The side yard must include at least one shade tree or one palm tree.

Site Plan

URBAN CODE Neighborhood

SITE NOTES
1. Up to 80% of the area within the house build-to-lines and the house set-back-lines may be built.
2. One room, up to 12' in width, may encroach the side set-back-line and reach the property line.
NEIGHBORHOOD TYPE II
HOUSE

LOCATION

GOALS

URBAN CODE
Neighborhood
NEIGHBORHOOD TYPE II
HOUSE
BUILDING

Elevation

Section

URBAN CODE
Neighborhood
LANDSCAPE NOTES
1. Front yard must be a lawn.

Site Plan

SITE NOTES
1. Up to 80% of the area within the house build-to-lines and the house set-back-lines may be built.
2. More than 60% of the front wall length of the house must be at the front build-to-line.

URBAN CODE
Neighborhood
NEIGHBORHOOD TYPE III
APARTMENT
BUILDING

2 stories
Entrance porch
10' frontage, min.

2nd story balconies

Elevation

Section

URBAN CODE
Neighborhood
**NEIGHBORHOOD TYPE III APARTMENTS**

**SITE**

**LANDSCAPE**
1. Front yard may be paved.

**Site Plan**

**SITE NOTES**
1. Up to 75% of the area within the apartments build-to-lines and the apartments set-back-lines may be built.
2. 90% of the unbuilt area within the apartments build-to-lines and the apartments set-back-lines shall be a single courtyard.

**URBAN CODE**

*Downtown*
NEIGHBORHOOD TYPE IV
OUTBUILDING

LOCATION

GOALS

URBAN CODE
Neighborhood

FEET  0  1250  2500
NEIGHBORHOOD TYPE IV
OUTBUILDING

BUILDING

1 or 2 stories

2nd story balconies encouraged
Exterior stair allowed

Elevation

FEET 0 8 16

Section

FEET 0 15 30

URBAN CODE
Neighborhood
CONCLUSION

A PLAN FOR YOUR CHILDREN

Great cities last for eternity. They are the work of people of many ages working towards a common goal: planning a better future for their children. Each generation leaves a mark. The newer generations want to stay and bring up families and start business. The older people want to retire close to the people and places they have helped build.

Not all the cities of the world are, or may become, great cities. Reaching beyond the immediate goals of daily life requires vision and patience. Some cities chose to cater exclusively to speculation. Like all the boom towns of the past they will whither away.

Lake Worth may be a great city some day. Whether it will become one depends exclusively on the will and patience of its people. A good plan is essential, but it is not enough. It is only a first step.

Now that the planning is done, it is time for action.
The improvements of the public spaces proposed in the Redevelopment and Revitalization Plan are scheduled for design by the City in 1995. Phase one construction is expected to begin in 1995. Final phases are scheduled to be funded in conjunction to future development of public or private buildings that will substitute parking lost to the Green.

The first phase of this project will be funded by the City. Future phases will be funded by the CRA or by private developers working with the CRA. The plaza will be an urban amenity that will enhance the value and desirability of the properties along its perimeter.

6. **Bryant Park and Lake boardwalk**

The improvements proposed in the Redevelopment and Revitalization Plan are scheduled for design by the City in 1995.

7. **Neighborhood Elementary schools**

Many of the improvements proposed in the Redevelopment and Revitalization Plan are scheduled to be implemented by the School Board with assistance from the City, beginning in 1994.

Phase one will be the refurbishing of North Grade as a community based neighborhood school. A design charrette was held in 1993 and architectural design is scheduled for 1994. Construction will begin 1995. The city may abandon some right-of-way and may help in the acquisition of land. Final phases are scheduled to be funded by the School board.

8. **Beach area**

The improvements proposed in the Redevelopment and Revitalization Plan are scheduled for master plan design by the City in 1994. Phase one construction is expected to begin in 1995. Final phases are scheduled to be funded in conjunction to future development of public or private buildings that will follow the master plan.

**Strategy to encourage private projects from 1994-1999**

1. **Lake and Lucerne Buildings**

The design guidelines proposed in the Redevelopment and Revitalization Plan are scheduled to be adopted by the City as part of the City Center Zoning Overlay in 1994. A development incentive package is currently under study by City staff.

2. **Plaza and Green Buildings**