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Our special thanks to the First Baptist Church, the staff of the Lake Worth shuffleboard courts, and the Gulfstream Hotel who have once more made us feel at home.

DANA LITTLE, ANTHEA GIANNIOTES, JESS LINN, STEVEN FETT, SITI SINGH, SHAILENDRASINGH
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**Treasure Coast Regional Planning**

**Indian River - St. Lucie - Martin - Palm**
LAKE WORTH PARK OF COMMERCE CHARRETTE

The Lake Worth Park of Commerce is the citizens' view of the ultimate growth and form of the light industrial section of town in the form of a business or workplace district. The main ideas were developed during a design Charrette held from October 5 through October 12, 2001. The Charrette, a joint effort between Palm Beach County, the City of Lake Worth, and the Treasure Coast Regional Planning Council, was held at the First Baptist Church on M Street in Lake Worth. This intensive, seven-day charrette brought together park residents, property and business owners, City and County elected officials and staff, and a group of experts that interacted with the community and the design team. This interaction was the basis to study and assess the Park's existing situation, review short and long-term goals, absorb suggestions and recommendations, and represent all of the parties' plans and ideas. Above all, it was an effort to achieve unity within the park, both physical and political. A presentation of work in progress was held on October 12th, at the First Baptist Church. Work continued in the weeks that followed the initial public workshop.

The citizens, with the assistance of a professional team, studied the many challenges faced by the Park of Commerce and proposed specific solutions. During the course of the charrette, many ideas were discussed. By the end of the week, it was clear that City and County were willing to work together in an effort to revitalize the Park. This master plan addresses both the specific issues that triggered this process, as well as those that came up during the charrette and subsequent work weeks.

A final presentation is scheduled for June 2002. It will be a time to take into account further citizen and professional input.

FROM INDUSTRIAL PARK TO BUSINESS DISTRICT

Modern business and industrial parks have evolved from basic, heavy manufacturing, single-use areas, to districts where manufacturing is only one of the components of areas dominated by service, information, finance and technology. This shift has required a parallel shift in the form and function of what used to be called an industrial park. The uses found in business parks today have changed dramatically. Specialization has created a range of flexible business park forms that can be tailored to the needs of the emerging business and industry groups. As a result, the term industrial park is slowly fading from use. Business campus, research park, technology park, park of commerce, business center and business district, have replaced the original name and its single-use connotation.

Up until the last decade, industrial parks were characterized by low-rise manufacturing and warehouse buildings, separated from other uses thought to be incompatible with the industrial activity. Large parking lots, loading docks, trucks and buildings with little or no concern for architecture or connection to the city and its neighborhoods dominated the landscape.

Lake Worth Park of Commerce's stakeholders expressed their desire to be positioned among the newest generation of business districts in the country, both physically and functionally. The master plan's proposal for the business district is designed in such a way that it can evolve in time with the new trends.

This master plan depicts an entire district that is planned. Buildings are placed in such a way that future completion of the underlying network of streets and blocks is possible without conflicting with existing...
Project Goal And Objectives

development. Direct connections to transportation, cultural amenities and the housing stock that Lake Worth has to offer, a major concern during the charrette, have been included in this plan.
The goal of the Lake Worth Park of Commerce Master Plan is to create a framework that will facilitate development and investment in private land, as well as in public infrastructure; preserve the park’s diversity, enhance its livability; complement the city’s neighborhoods and the downtown; and encourage quality in, both architecture and urban design, in a manner that achieves the following objectives:

To implement a plan that promotes growth and development in the form of a district that complements the city’s downtown and its neighborhoods,
To position Lake Worth as one of the best cities for business in Southeast Florida,
To create predictability in order to retain existing businesses as well as attract new ones,
To create a plan that will act as a marketing tool to attract different markets,
To announce the arrival to a special district within the city and the region in general,
To improve vehicular circulation within the park (both for trucks and cars) in a manner that is functional, economically feasible, and supportive of a pedestrian environment,
To improve the general infrastructure, including streets, sidewalks, drainage and lighting and generate a safe environment,
To attract businesses, retail, office and industrial uses, that will provide a wide range of jobs.

The main concerns that the Park’s stakeholders had during the charrette are listed below and addressed in this report:

A. Unify the Park Under One Government
B. Improve Infrastructure: Drainage
C. Improve And Expand Network of Streets and Connections
D. Define the Park’s Structure while giving it a Unique Identity
E. Extend Boutwell Road to Lake Worth Avenue
F. Improve and Calm Traffic along Boutwell Road
G. Correct the “Dead End” situation of the businesses east of the FEC Railway
H. Improve Entrances to the Park
I. Improve the Perception that the Park is Attractive for Investment
J. Encourage Diversity
K. Allow for the Construction of Mixed-Use Buildings
L. Create a Site Specific CRALLS or a TCEA
M. Develop An Implementation Strategy
N. Advertise and Market the Park and Attract New Businesses

The Parks’ growth and success will be of benefit to the City’s public interest for it will:

Provide an environment for business of unique characteristics in South Florida,
Provide marketable products and services needed by society,
Assist the community by attracting new employment opportunities of all skills and professional degree,
Expand fiscal capacity of local and state governments by adding new investment to the property tax base,
Contribute to the community’s appearance,
Respect and enhance the natural environment, and,
Provide a reasonable return on investment for developers.
The Study area is roughly 318 acres situated between I-95 to the East, the E-4 canal to the West, Lake Worth Road to the South, and 10th Avenue North to the North. Approximately 50% of the park is located within the City limits, while the remaining land is within unincorporated Palm Beach County.

**Park Composition**

| Total Acreage | 318 |
| Lake Worth Jurisdiction Acreage | 167 |
| County Jurisdiction Acreage | 151 |
| Industrial Acreage | 111 |
| Residential Acreage | 98 |
| Number of Residential Units | + or - 650 |
| Retail/Office Acreage | 21 |
| Public Use Acreage | 28 |

**Permitted Light Industrial Uses Under Current Code:**

- Manufacturing and fabrication
- Industrial services (automobile cleaning, service and repair, towing services and storage, boat repair, etc)
- Storage: cold storage, warehouses, etc
- Wholesale and distribution
- Utility facilities
- Essential Services
- Radio and television broadcasting studios
- Veterinary establishments with interior kennels

---

Top left: The Fun Depot, along 10th Avenue North - Top Right: Single family residential uses in the Park - Bottom left aerial view of Park - Middle Center: Boutwell Road, Looking South - Bottom Center: Light industrial uses.
The physical reality

The charrette team, with the help of residents, property and business owners, and City and County staff, made a thorough analysis of the Park’s existing conditions. A sense of physical isolation and a feeling that this place does not belong in the City are immediately perceived and are due to a number of reasons. This master plan is an attempt to identify those reasons and propose feasible solutions.

Threatened by physical deterioration, lacking a well-defined, public network of streets and blocks, a defined center, centrally planned and managed infrastructure, sufficient points of access and egress, sidewalks, streetlights, and in many cases, a clear relationship between the different elements that interact within the district, the Lake Worth Park of Commerce has reached the point where coordinated action is needed.

Today, an invisible line - invisible to those who physically experience the park - divides it into two different jurisdictions. Jurisdictions with different rules and regulations, different zoning, different landscaping requirements, different code enforcement standards, and even different taxes. This disparity in zoning, overall deterioration and general lack of structure creates poor addresses for businesses and scares away long-term, healthy economic investment.

The concept proposed by property and business owners, residents and City and County elected officials during the charrette, is an interesting attempt at a unified administrative

Above: Figure ground: Existing structures are represented in black, while vacant land remains blank. This image shows that only about 35% of the Park has been developed.
and infrastructure scheme, merged with residential, commercial, office and public institutions in a Master Plan that complements the adjacent neighborhoods as well as the downtown district.

Lake Worth’s Park of Commerce’s location is strategic, both locally and regionally. A series of unique conditions contribute to the Park’s attractiveness. These conditions, if carefully addressed, will position it among the most desirable places to do business in South Florida.

The Park’s advantage stems from many different factors:

- **Adjacency to I-95**: It is directly adjacent to I-95, giving the park exposure to tens of thousands of people every day.
- **Accessibility**: The Park’s northern boundary is one of a few corridors that has on/off ramps both to I-95 and Florida’s Turnpike.
- **Proximity to Two International Airports**: The park is just a few minutes away from the West Palm Beach International Airport, and only one hour away from Fort Lauderdale and Miami International Airports.
- **Public Transportation**: Its proximity to public transportation both in the form of buses and trains (Palm Tran, Tri-Trail and Amtrack) provide this district with a unique advantage.
- **Proximity to a Healthy Downtown and all the amenities that the City has to offer**.
- **Proximity to schools and colleges**.
- **Proximity to one of the best (and only) public beaches** in the County, the County’s and City’s commitment to revitalization...
Incorporating New Uses To The Lake Worth Of Commerce

Existing And Proposed Land Uses:

The Lake Worth Park of Commerce was originally conceived as a single-use, moderately priced park, that would attract small businesses. The presence of existing industrial zoning together with the lower cost of land (relative to other County areas); the lack of infrastructure and the conglomeration of trailer park housing in the area, were a few of the variables considered when determining its location.*

The proposed future land use map is oriented to an almost entirely single use park with the exception of a series of “islands” for single-family residential and public use. This designation seems to derive from the fact that these are the existing uses today.

Light manufacturing and warehouse distribution facilities, including corporate, industrial and back offices, research and high technology facilities, showrooms, mini-warehouses, and incubator spaces, as well as supporting retail activities such as restaurants, hotels, recreational amenities, and associated residential development where advanced local zoning regulations permit, are just a few of the uses that the charrette participants envisioned for the Lake Worth Park of Commerce.

Public buildings, like a post office, and the creation of a public plaza in the center of the district were also identified as compatible and desirable in the Park of Commerce.

All the uses proposed are connected and present everywhere within the Park.

As these new uses are permitted, some old uses should be excluded. For example, heavy industry. The reason behind this is that fact.

*From the Proposed 1998 Lake Worth Park of Commerce Conceptual Plan prepared in partnership by Palm Beach County and the City of Lake Worth
Structure & Identity

Treasure Coast Regional Planning
Indian River - St. Lucie - Martin - Palm
Growth and development, economic production and social life. These are all necessary achievements that will ensure the success of the park and the healthy growth of the City. The urbanization of the park through the application of traditional urban design principles, and its industrialization aiming at the most modern and competitive technologies in the market today, are two inseparable aspects of the process of revitalization.

The most obvious urban elements affected in any process of revitalization are streets. The memorable character of any region, neighborhood or district, is established in its streets and public spaces. Streets conform about 80% of the public spaces within the Park of Commerce. There is no avoiding the fact these streets will form the lasting impression that many people have of both the City and the Park of Commerce. These same streets play a fundamental role in the determining desirability and value and investment attraction of the district.

Streets in general remain the stage of a constant struggle between private and public interests. Many of the streets in the park are privately owned. Large parcels have created their own streets in order to gain access to developable land. These are private streets, over which authorities assume no responsibility. Most streets in the Park, whether public or private, lack basic maintenance and infrastructure.

A PUBLIC NETWORK OF STREETS: The master plan proposes to extend existing streets and break up large tracts of inaccessible, yet developable land. New streets are created. Private streets become public. The park, now with better access and internal connections, becomes a recognizable part of the City.

In the process of establishing this new, coherent network of public streets, the City should assume full control and accountability for its public streets and spaces. The public good requires that the street space be kept open, accessible to all, and equipped for its functions. It is an outdoor space defined for the general use. The obvious needs of streets are to provide access to adjacent property and passage of through traffic. But one of the fundamental realities of streets is that they secure and provide structure to the community.

The master plan additionally defines a clear hierarchy of streets and public spaces. Boutwell Road, the district’s main north-south corridor, following the County’s existing proposal, is widened to allow for left-turn lanes at its intersections with 10th Avenue and Lake Worth.
Improve and Expand Network of Streets and Connections: New Streets

Avenue. Wider lanes, on-street parking and sidewalks on both sides of this corridor are proposed wherever the right-of-way allows. North 7th Avenue, one of two main East-West connections, and the only one with a rail-road crossing, is converted to a boulevard.

The purpose of the physical change to this Avenue is not mere beautification. This physical differentiation emphasizes the hierarchy of this Avenue over other East-West connection. It signals the sole connection to the East of the railroad tracks. It demarks access to development on both directions. Its width makes it ideal for truck use.

Additional streets and avenues should be extended, connected or in many cases built; re-paved.
Residents and property and business owners wanted to promote the Park as a unique and authentic business district. One of their main concerns: to create a sense of place in the Lake Worth Park of Commerce by encouraging development patterns that promote an urban environment.

An environment with unique land forms and features that satisfy the economic, social and aesthetic needs of its users, visitors and residents.

To achieve these needs, the master plan proposes the creation of a center. This new center will advance the goal of defining the district’s uniqueness, and at the same time, break up the current pattern of industrial development. It will create a positive and memorable image of the Park by developing a Heart for the District, visually and functionally linked to the City’s major activity centers.

The Heart of the District represents a unique pedestrian-oriented activity center, which will be a positive and memorable gathering place.

Looking West down the central plaza.
The parcel on the corner of Boutwell Road and the northern edge of the trailer park occupies a prominent location central to the district. It is located in the physical center of the district and its northern half is free of any structures. With the reconfiguration of the streets, this becomes the ideal setup for a public plaza and a center for the district. This would require an important change from private to public use of this space and it would be the first important change in the design and uses of the public realm within the district. The need for a center, and at the same time, for identity, was an issue raised to a great level of.

An industrial building (already projected by the property owner) is constructed along Boutwell Road. 7th Avenue North, Joyce Avenue and Green Street are extended (shown in blue). A new road, between Boutwell and Green, the creation of a street parallel to Joyce Avenue, only one block in length, makes this the ideal setup for a public plaza and a center for the district. This will require an important change from private to public use of this space. It will be the first change in the design and uses of the public realm within the district. In the meantime, mixed-use buildings - light industrial with offices and residential were appropriate, or live/work units - complete the fabric. Buildings are built against the sidewalk, while parking,
Additional buildings complete the fabric, as land becomes available and market demands call for development.

What originated as an exclusively traffic-oriented industrial district is now an integrated, self-sufficient business district, merged with residential, commercial, office and public institutions, life and diversity. Its network of streets allows the park to integrate to, and complement the adjacent neighborhoods as well as the downtown district.

The trailer park gets redeveloped in incremental phases and redevelopment is market driven. The proposed buildings are flexible types that can house multi-family and mixed-use buildings as well as light industrial uses, offices,
View of the central plaza: A business district with streets and squares that present a familiar character. With dimensions and proportions of the best and most beautiful cities. A district that is articulated into public and domestic spaces, monuments and urban fabric, classical architecture and vernacular buildings, squares and streets. The public space in the plaza and the buildings that surround it, is designed to promote a sense of unity and to prevent urban isolation that is so detrimental for the life of the
Looking east down the Public plaza.
The memorable character of any region or community is established in its streets and public spaces. On main arteries like 10th Avenue North and Lake Worth Road, used by a lot of commuters, visitors and regional neighbors, there is no avoiding the fact that these corridors will form the lasting impression that many people have of both the City and the Park of Commerce.

The two main entrances to the Park of Commerce lie at the intersections of Boutwell Rd. with 10th Avenue North and Boutwell Rd. with Lake Worth Avenue. These two entrances should be treated with special care, since they are additionally setting the stage for what happens within the business district.

During the charrette, reference was made to possible additional gas/service stations in different vacant corners of these two strategic entrances. The residents and business owners were concerned about the image that an excessive conglomeration of this type of uses would project, as well as with the impact that these uses would have on traffic patterns and numbers. Additionally, they expressed the need for ornamental additions to the street space at these two crossroads. Among those, street lighting and landscaping, monuments of various sorts, and the marking of the crossroads by special architectural features.

The master plan makes two sets of recommendations regarding these locations. First: The ideal build-out of these main parcels and entrance features: Corner lots that do not already house gas stations should be completed with mixed-use buildings housing light industrial and office uses. Buildings should be built against the sidewalk, while parking, loading, storage and unsightly elements should be confined to the rear of the buildings.

Second: Existing and proposed gas stations. The master plan proposes what is known as the "backwards gas station". An alternative to modern gas stations that responds to good urban design principles and should become the preferred option for this type of use.

Gas stations today are not just dedicated to pumping gas. They are acting (and replacing) traditional neighborhood stores. They not only provide gas and car supplies, but also groceries, coffee, first aid and medications, house goods and even full meals. Their location is generally strategic. In the "backwards gas station", all of the same uses are incorporated within a building next to the sidewalk. The main difference: the gas pumps are set to the side or behind this building, and the many additional services provided, including cafes, delis and even drugstores, are pushed towards the street. In this configuration, pedestrians do not need to walk past cars pumping gas to access the store and the building acts as a gateway to the Park of Commerce.
Two different configurations of the backwards gas station.
The Intersection of Main & Main: The northern entrance to the Park of Commerce, flanked by a gas station, a vacant/abandoned piece of property, electrical wires, numerous poles.
The intersection of Main & Main: The park’s users, residents, property and business owners were concerned about the image this entrance was projecting. Improved street lights and landscaping plus ornamental additions to the street space that are set back to prevent interference with truck traffic, are proposed as a first “entrance enhancement phase”.
The intersection of Main & Main. An alternative to modern gas stations that responds to good urban design principles should become the preferred option for this type of use, especially when sited in such strategic locations.
Looking west along 2nd Avenue, at the future site of the new bridge. Nothing here announces the entrance to the Park of Commerce.
With the construction of the new bridge, architectural features could be added to announce the entrance to the Park.
Tens of thousands of cars drive along I-95 every day. The 3.5-mile stretch of the City along the highway is the only impression that most drivers will ever have of the City. Due to its strategic location, the Park of Commerce presents an incredible opportunity to create a memorable impression, not only for itself, but for the City as a whole. The photograph on the top right is a view of the Park from the North 10th Avenue overpass. Nothing here depicts the importance and uniqueness of the district or city that lies ahead. Nothing here honors the City, nor projects an image strong enough to attract passerby's into the community.

The rendering on the bottom illustrates a new face to the Park and the City. No bulky signage is necessary to advertise either one of them. Buildings, still housing light industrial uses, with possible offices or live-work units incorporated into them, project grandness and the presence of a unique place. This is the image of the City as a competitive environment that is far more demanding in terms of architectural quality and flexibility, site and landscape design, land use variety and controls, as well as amenities. A water tower or vertical element to identify the City and the Park from
Boutwell Road’s width, high-speed truck traffic and dangerous intersections raised numerous concerns during the charrette.

The intersection of Boutwell Road and 7th Avenue North is one of the most unsafe and congested in the district. Being that this is the only current access way to most industrial development East and West of Boutwell Road, traffic backs up while trucks are stopped waiting to make a sharp turn.

The master plan proposes a reconfiguration of this intersection to allow for truck maneuverability off of Boutwell, preventing congestion and increasing safety at this intersection.

Additionally, vegetated medians along 7th Avenue North, crosswalks and street trees are incorporated as elements that function as traffic calming devices. Traffic calming devices can be big and dominating, as great roundabouts, or as small and inconspicuous as textured pavers on a crosswalk. The most important thing is that they force drivers to become more attentive, slowing down the speed of traffic, regulating flow, and making streets safer and traffic speeds more conducive for business.
Looking South down Boutwell Road at the reconfigured intersection with N. 7th Avenue
Three sections through Boutwell Road between 2nd Avenue North and 7th Avenue North. The right-of-way through this section varies from 42.5 to 64.

At 42.5, the right-of-way is enough to accommodate two 10 travel lanes, one 8 parking lane opposite to the trailer park, and two 7 sidewalks on both sides of the road. Everywhere else along this section it is possible to accommodate two 10 travel lanes, two 8 parking lanes, and sidewalks on both sides of the road that range between 7 and 14 in width.

Parallel parking is not incompatible with light industrial uses. On the contrary, the incorporation of parallel parking along Boutwell will provide additional parking for business.
Boutwell Road Reconfiguration

Proposed reconfiguration through section at 42 Right-of-way

Proposed reconfiguration of Boutwell Road where section is larger than 42

T reasure C oast R egional P lanning
I ndian R iver - S t. L ucie - M artin - P alm
The section of the Park of Commerce east of the railroad tracks is the area of the Park with highest exposure due to its adjacency to I-95. Normally, this land should be the most valuable and first to develop in any business district.

The presence of the railroad tracks makes this area literally a "dead end". Trucks entering find themselves in dead end streets, maneuvering into private property to turn around and exit through 7th Avenue North, the only entrance/exit at the present time. Land on both ends of this odd shaped section of the Park is not accessible, undeveloped and abandoned, projecting a negative image for the Park and the City.

The master plan proposes to extend the existing road parallel to I-95 north and south as follows:

North: The road is extended and loops around a plaza where a public, vertical element (possible water tower) is erected. Due to the change of grade in 10th Avenue North, this loop is necessary for truck and vehicular traffic to maneuver without impacting private property.

South: The road is extended, parallel to the railroad tracks, and intersects Lake Worth Avenue at a 90° angle. This new connection alleviates traffic within the Park and potentially diverts some traffic away from 10th Avenue North. It converts the "dead end" condition into a prime development location. The land along I-95 is now accessible and building a new "face" for the district becomes feasible.

The road extension to the north can be implemented immediately. The extension to the south was, at the time of the charrette, constrained by right-of-way ownership issues. In the weeks that followed the charrette, the design team worked with the Florida Department of Transportation to solve these issues and make certain that this extension was feasible. Once these right-of-way issues are solved, the City should regard the extension of this road a priority for the Park.

The extension of this road will require a change from private to public use of this space similar to that within the district’s center. This new street should remain a public access to the Park. The same recom-
The Park of Commerce has no centralized or coordinated stormwater system to deal with drainage. Drainage today is provided on an individual basis. This means each parcel is responsible for setting aside between 10% and 15% of their total lot area, and dedicate it to drainage within the parcel in the form of water retention ponds.

This individualized strategy of stormwater management is problematic for the redevelopment of the the Park:

The efficiency potential of ten 3-acre ponds is less than that of one 30-acre pond.

Retention pond size is determined by the size of the parcel to be developed, rather than by the actual demands of the area. Some areas are higher than others, therefore needing less retention. In many cases within the park, pond sizes are not large enough to efficiently service their current drainage area.

Ponds are not necessarily located in the most effective area. Ponds located in high grounds remain dry, while those in the lower areas are constantly flooded.

Development is hindered. Drainage becomes a development disincentive.

The image on the left illustrates the existing "private" drainage sites in the park today. The E-4 canal and a man-made drainage ditch that runs almost the entire length of the park are also represented here.

During the charrette, the idea of dealing with drainage as a district-wide resource was analyzed. Several drainage experts were consulted. The image on the right identifies vacant lots, which could become potential district-wide drainage sites. This diagram was analyzed by the County’s water resources manager. The presence of a ridge running east of
Boutwell Road and the amount of muck present in the western edge of the park, were some of the factors considered while determining the location and centralization of the Park’s proposed stormwater management system. The ridge running along Boutwell Road, together with the size of the park, the presence of the E-4 canal and the secondary drainage ditch were the main factors in determining proposals for a new centralized stormwater management system.

Stormwater management for the entire Park’s storm water drainage should be handled in two ponds, totaling approximately 31 acres of drainage. The master plan identifies those two areas. The first one, a 15 acre parcel directly adjacent to the E-4 canal, South of 7th Avenue North. The soil here is muck and the elevation is one of the lowest in the district. Additionally, this parcel is under one ownership and presents too many constraints for development.

The second site is the result of a combination of vacant parcels along a pre-existing ditch, east of the trailer park. The City’s public works department has already created a retention pond in this area. This retention pond is located east of a ridge that runs North-South through the district. With the addition of neighboring vacant land, it becomes a 16 acre site, capable of handling drainage for the eastern half of the district.

Proposed drainage sites are highlighted in this image.
In 1999, a Constrained Roadway at a Lower Level of Service (CRALLS) designation was applied to 10th Avenue North, between I-95 and Congress Avenue. This proposed designation was aimed at facilitating development of the Lake Worth Park of Commerce. This 1999 CRALLS study assumed that the Park would be built-out by 2003.

The design team reviewed this CRALLS designation, analyzed 1999’s projections and the current situation and made a series of recommendations aimed at generating a revised scenario for development of the Park.

The CRALLS from I-95 to Congress Avenue allows for 46,000 Average Daily Trips (ADT). A recent count already shows 41,642 ADT on the link. These counts reflect the closing of Home Depot, west of the Park. If Home Depot counts had been considered, the ADT for this link would have been closer to 45,000 trips.

SO:

Average Daily Trips
46,000 Average Daily Trips (ADT)
41,642 Recent ADT Count
4,358 Trips Left

There are 4,358 trips still available in the CRALLS based on recent ADT counts.

The potential square footage based on the County’s assumption of vacant land yield:

- 895,373 sq.ft Industrial
- 55,147 sq.ft. Commercial
- 950,520 sq.ft. Sub-total
- 1,381,764 sq.ft TOTAL

The potential square footage is of 1,381,764 sf.

Trip Generation @ 5 trips per 1000sf

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<td>950,520 sf</td>
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**TREASURE COAST REGIONAL PLANNING**

INDIAN RIVER - ST. LUCIE - MARTIN - PALM
This trip generation calculation shows that there will be 6,909 trips generated at build-out. This number does not include the trips generated by additional housing or other uses allowed in the Park. New development West of Congress Avenue has happened at a much faster pace than expected. It has grown far more than the Park of Commerce in the last few years, and has affected the 1999 CRALLS. The average daily trips recent counts indicate that there are 4,358 trips left, or still available, under the current CRALLS. This means that if no other trips are generated by development outside and West of the Park, at build-out there will be a deficit of 2,551 trips.

**General Recommendations:**

The City of Lake Worth has three possible alternatives to solve this problem. This first is to request the County create a SITE SPECIFIC CRALLS for the Lake Worth Park of Commerce, rather than, the 10th Avenue North Corridor CRALLS in general.

A second alternative is to request that an expansion to the park be exempt from traffic concurrency restrictions so that build-out of the district can be achieved.

The third alternative is to have the area designated as a Transportation Concurrency Management Area (TCMA) that will allow the Park to build out under the Master Plan.

These three alternatives should be presented as feasible based on the following facts:

- The new master plan is increasing connectivity within the Park.
- The proposed network of streets is increasing transit accessibility.
- Additional development will increase the job base within the County’s Urban Redevelopment Corridor.
- The uses proposed in the park will increase the employment base within close proximity to affordable housing.
The vacant land between 7th Avenue North and Boutwell Road to the East should be developed following the same principles as the rest of the Park. Streets connect to the proposed and existing network, and a boulevard is proposed as a main entrance to this section of the district.

This proposed development presents a unique traffic pattern: A double circulation system. Truck and delivery traffic is confined to the rear streets, while regular vehicles accessing businesses do so from the frontage boulevard. All buildings are mixed-use, with housing, light-industrial, and office uses. Buildings are built against the sidewalk, while parking, load-
View of proposed mixed-use buildings along the boulevard with warehouse and light-industrial uses in the rear.
The parcel where the City's Public Works department is today, is underutilized. Its parking is not efficiently planned and there is enough room for growth and additional development.

The master plan proposes additional public buildings to be organized following the proposed network of streets and blocks that are no larger than 600ft in length. Parking for city vehicles and employees is in the core of these blocks, just as anywhere else in the district.

The amount of city-owned land is such, that some of it could be sold to allow for additional private infill, consistent with other development in the Park.
Light-Industrial Types That Respond To Current Market Needs

Light-industrial types have evolved from box-type warehouses with parking and loading in the front of the building and little or no concern for architecture, to more flexible and dynamic types.

The building materials and construction methods are the same - tilt-up concrete construction: an economical and fast way to construct concrete walls for warehouses, distribution facilities, manufacturing plants, office buildings, and nearly every type of one- to four-story buildings. What changes is the range of uses, siting and floorplan layout of these new, mixed-use, light-industrial buildings.

Buildings are built against the sidewalk, parking, loading, storage and unsightly elements are confined to the rear of the buildings.

An office or retail space is located in the front of the building, office and or live/work space is located on the second floor.

The images on these pages show different typologies suitable for the Lake Worth Park of Commerce. These types respond to a competitive environment that is far more demanding in terms of architectural quality and flexibility, site and landscape design, land use variety and controls, and ameni-
A view of light-industrial buildings with retail and office uses on the ground floor, and office/live-work units on the second floor.
RESIDENTIAL USES WITHIN THE PARK

The southeast corner of the Park of Commerce is mainly occupied by residential uses. Single-family homes, college housing, an assisted living facility and a couple of condominiums surround a vacant piece of property directly adjacent to the E-4 canal.

This vacant parcel is the ideal location for additional residential uses within the park. The master plan proposes a mix of town houses and apartments on this waterfront site.

The apartment buildings are located on the edges, acting as buffers for the townhouses. The parcel is laid out with streets that form blocks with alleys. A public waterfront lane is proposed to allow access to the canal to all residents.

The proposed townhouses have public front on the street and an outbuilding with a garage that is accessed from the alley. Parking for the apartments is provided in the rear, shielded from all public spaces. A central public plaza is proposed as...
Looking West down 2nd Avenue North, at the vacant parcel along the E-4 canal - This section of the Avenue is the main connection between the college's housing development and the college. Most students walk to school, and are dangerously exposed to cars and trucks due to the lack of safe side-
As a first phase, a sidewalk with trees shielding pedestrians from moving traffic is incorporated.
Once the vacant parcel is developed, residential units complement the public space, making it safer and creating a positive transition between the Park of Commerce and the residential neighborhood West of the canal.
SPECIAL PROJECT #3: AN ENTERTAINMENT DESTINATION FOR THE CITY

The "Fun Depot" located at the Edge of the Park, along 10th Avenue North, is a healthy, regional destination.

During the charrette, it was suggested that this successful use should expand and diversify. This existing use could serve as an anchor for additional recreation services like a movie theater and a few shops.

The proposed movie theater would require a big-box type structure with plenty of parking, a type perfectly compatible within the district. This new entertainment destination point is so close to the downtown area that it would become an important addition for the entire City.

Proposed development is arranged following traditional urban development patterns, in the form of streets and blocks. Large blocks contain parking in their cores. The buildings that surround this parking house light-industrial and office uses, and live/work spaces.

The movie theater fronts a public plaza, is recessed from the Avenue and accessed through a boulevard flanked by retail with offices and apartments on the
Implementation & Marketing
## Implementation and Management

### General

The success of this and any other Master Plan will depend on its ability to be implemented within a designated time frame. To that end, the general recommendations throughout this report have been developed as independent but interrelated projects. In this chapter, potential funding sources, management and responsibility of execution have been identified.

### Implementation Table

The implementation table in this section summarizes the recommendations made in this report. The table is organized according to type of action recommended.

The table addresses recommendations that are to be carried out by the City of Lake Worth as part of their Capital Improvements Program and Palm Beach County as part of their MPO plan (?). The purpose of Capital Improvements Plans is to provide an initial, general guide for implementing capital projects recommended within the Lake Worth Park of Commerce Plan. The details of these plans, including cost and priorities, should be reviewed and updated annually as part of the City’s Capital Improvements Program budgeting process. This annual budgeting process should include the reevaluation of strategies and priorities to fit changing circumstances. The City’s annual capital improvement program budgeting process should include projections of potential revenues from various funding sources to implement projects. The availability of funds, from various funding sources, will have a direct impact on the speed and effectiveness of implementation. Not all projects may be funded within the planning period. The City should implement as many projects as possible, starting with the higher priority projects. Initial cost estimates for this plan should be based on the conceptual drawings and project descriptions included in this Master Plan. Detailed cost estimates should be defined for each project as they are selected for implementation.

### Criteria for prioritizing and scheduling projects should include:

- **Strategic (S)** - The need for the project to proceed prior to implementing other priority projects. These projects are crucial to the overall achievement of major objectives. The City, Palm Beach County, and other agencies should make every necessary effort to fund and implement the projects designated as such.

- **High Priority (HP)** - These are projects extremely important to achieve the overall concept proposed in the Master Plan. Funding for these projects should be budgeted within the City’s, County’s and other public agency’s Capital Improvement Plans.

- **Medium Priority (MP)** - This category refers to projects that will contribute to the overall implementation of the Master Plan. They should be implemented as funding becomes available.

- **Low Priority (Low)** - The project’s early achievement is not critical.

### Funding Sources Include:

- **General Revenues:** property tax revenues, sales tax revenues.
- **Local Gas Tax:** The City’s share of gas tax revenues.
- **Special Taxing Districts:**
  - **Tax Increment Financing (TIF):** Infrastructure and improvements funded through the use of increases in the tax base resulting from the improvements.
  - **Bond Financing:** General Obligation (GO) bonds that require a referendum, and Revenue Bonds pledging identified sources of revenues other than property taxes.
- **Federal Grants Such As:**
  - **Transportation Enhancement Funds:** Use of these funds must involve projects associated with the development of Corridor Management Plans after eligibility has been determined. For more information, contact your District Scenic Highways Coordinator or the Transportation Enhancement Coordinator, who can be reached at (850) 922-7221.
  - **FHWA Discretionary Grant Programs:** These discretionary grant programs represent special funding categories where FHWA solicits for candidates and selects projects for funding based on applications received. Discretionary categories include such grant programs as the Transportation and Community System Preservation Pilot Program and the Discretionary Bridge Program, as well as the two other federal sources of funding mentioned above. Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively. More information on each of these programs is available in the FHWA Discretionary Program Notebook in the References section of this web site [http://www.fhwa.dot.gov/discretionary/index.htm](http://www.fhwa.dot.gov/discretionary/index.htm).
- **And State Grants:**
  - **National Urban and Community Forestry Matching Grant Program:** These funds are for projects that develop or enhance a community’s ability to have a sustained, comprehensive tree care program. For more information, contact the Florida Department of Agriculture and Consumer Services at (850) 414-8652.
  - **Advertising Match Grant:** This program provides match grants up to $2,500 to fund projects which contribute directly or indirectly to the promotion of tourism, industrial or agricultural advantages within Florida. For more information, contact the Florida Tourism Industry Marketing Corporation.
Advertising Match Grant - This program provides match grants up to $2,500 to fund projects which contribute directly or indirectly to the promotion of tourism, industrial or agricultural advantages within Florida. For more information, contact the Florida Tourism Industry Marketing Corporation at (850) 488-5607 x 304.

Economic Analysis - This public/private organization provides information, research and planning for economic development efforts in Florida. For more information, contact the Program Supervisor with Enterprise Florida, Inc. at (407) 316-4600.

Florida Highway Beautification Council Grant Program - Funds are provided for landscape beautification projects on Florida’s roadways. The funding is a matching grant of 50 percent. For more information, contact a Florida Department of Transportation Staff Coordinator at (850) 922-7210.

Florida’s Plant-A-Tree Trust Fund - Use of these funds are for projects involving the planting of native trees on rural acres or urban landscapes. For more information, contact the Florida Department of Agriculture and Consumer Services at (850) 414-9912.

Florida Small Cities Community Development Block Grant - Commercial Revitalization - Eligible projects include rehabilitation of privately owned building facades, modifications for handicapped access, sidewalks, landscaping, streets, drainage and parks. For more information, contact the Community Program Administrator with the Florida Department of Community Affairs at (850) 487-3644.

Public/Private Partnerships
The public/private funded projects are those that tend to involve direct real estate development, with the City acting as an agent to spur private sector developers to undertake designated desirable projects or those in which the land is owned by the City or the CRA and construction is implemented by the private sector.

Management
As discussed during this and previous charrettes in which the City of Lake Worth has been involved, the City’s Urban Designer should facilitate the implementation of this plan and other urban projects within the City. The long-term success of this Master Plan will depend, to a great extent, on the energy the City and the County apply to achieving the specific recommendations as well as to the long-term management of this process. This Master Plan’s success depends mostly on the extent to which it is accepted and acted upon not just by the City and County, but also by the business community and the residents and general population who have an investment in the City.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PRIORITY</th>
<th>FUNDING/IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adoption of Master Plan</td>
<td>HP</td>
<td>Public &amp; Private (City, County, Community)</td>
</tr>
<tr>
<td>Incorporation of district into the City</td>
<td>HP</td>
<td>Public (State/County/City)</td>
</tr>
<tr>
<td>Adoption of CRALLS, TCEA or TCMA</td>
<td>HP</td>
<td>Public (County)</td>
</tr>
<tr>
<td>Overlay zoning code/Architectural design guidelines</td>
<td>HP</td>
<td>Public (City)</td>
</tr>
<tr>
<td>District-wide drainage system</td>
<td>HP</td>
<td>Public (County, City, SFWMD)</td>
</tr>
<tr>
<td>Reconfiguration of Boutwell Road at the south entrance to the district</td>
<td>HP</td>
<td>Public (County &amp; City)</td>
</tr>
<tr>
<td>Reconfiguration of intersection of 7th Avenue N &amp; Boutwell Road</td>
<td>LLT - HP</td>
<td>Public (County &amp; Private (City &amp; developers))</td>
</tr>
<tr>
<td>New Network of public streets</td>
<td>HP</td>
<td>Public 7 private</td>
</tr>
<tr>
<td>Open new connections on roads</td>
<td>HP</td>
<td>Public &amp; Private</td>
</tr>
<tr>
<td>Center for the district</td>
<td>HP</td>
<td></td>
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<tr>
<td>Entry features</td>
<td>MP</td>
<td></td>
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<tr>
<td>Post office sub-station</td>
<td>MP</td>
<td></td>
</tr>
<tr>
<td>2nd Avenue N reconfiguration of bridge and street section</td>
<td>MP</td>
<td></td>
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<tr>
<td>Water tower/tower along I-95</td>
<td>MP</td>
<td></td>
</tr>
<tr>
<td>Partial I-95 Interchange</td>
<td>MP</td>
<td></td>
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<tr>
<td>Reconfiguration of 7th Avenue North into a boulevard section</td>
<td>LLT</td>
<td>Public (FDOT)</td>
</tr>
<tr>
<td>Waterfront street along canal</td>
<td>LP</td>
<td>Public (City)</td>
</tr>
<tr>
<td>Infill of vacant land</td>
<td>LP</td>
<td>Public &amp; Private (City &amp; developers)</td>
</tr>
<tr>
<td>Refurbishing existing buildings</td>
<td>LP</td>
<td>Public &amp; Private (Private with public incentives)</td>
</tr>
<tr>
<td>Construction of new buildings</td>
<td>LP</td>
<td>Private &amp; Public (Private with public incentives)</td>
</tr>
<tr>
<td>Infill of City-owned land</td>
<td>LP</td>
<td>Public</td>
</tr>
</tbody>
</table>

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M
THE IMPORTANCE OF A STRONG MARKETING PLAN

Every city has its attractions. One of the most important aspects of promoting a city is to make it attractive to businesses and a haven for tourists. The City of Lake Worth has invested a lot of time and effort in the revitalization and enhancement of its most obvious attractions: the downtown and the beach. The Park of Commerce should be considered a fundamental “attraction” in the City’s list of untapped potential. Authentic neighborhoods with affordable quality housing, a good transportation system (both local and global), improved infrastructure, a pro-business attitude, and a good school system are all readily available in this unique City. They are all pieces of a puzzle that, when complete, make cities extremely attractive for private investment and tourism. These attractions are powerful marketing tools that, properly advertised, will position the City and its Park of Commerce among the most attractive in the state and even the country.

The City of Lake Worth has enjoyed success and good growth in carrying out recommendations from master plans developed through Council’s charrette process. This time, a strong marketing campaign should go together with the implementation of this plan.
The Public Planning Process

The Lake Worth Park of Commerce Design Charrette grew out of a proposal of the Treasure Coast Regional Planning Council commissioned by City of Lake Worth and Palm Beach County. The Treasure Coast Design Studio staff and a number of other urban design and architecture professionals - Dana, Little, Anthea Gianniotess, Jean Lim, Sita Singh, Shailendra Singh, Steven Fett - worked vigorously on the charrette and masterplan for a full week.

The team set up its studio at the Shuffle Board Court Building in downtown Lake Worth where the doors were open for visitors all day and into the night throughout the week of October 6-12, 2001. An interim presentation of work-in-progress was held at the First Baptist Church on October 12, 2001.

The Meaning of Charrette-
Charrette means cart in French; various architectural school legends hold that at the École des Beaux Arts in 19th Century Paris, students were still sketching as carts carried their boards away to be juried.

Today charrette means a high speed, intensive creative session in which a team concentrates...
TREASURE COAST REGIONAL PLANNING COUNCIL

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THE DESIGN TEAM

TCRPC Design Studio: Michael Busha, Marcela Camblor, Shirley Monroe, Steven Pett  
Urban Designers: Dana Little, Anthea Gianniotes, Jess Lim, Sita Singh, Steven Pett, Shailendra Singh

Images from the October, 2001 Charrette  
Lake Worth Park of Commerce, Florida