



City of  
**Lake Worth  
Beach**  
FLORIDA™



# REPORT

## LAKE WORTH BEACH OPPORTUNITY ZONE

THE QUALIFIED OPPORTUNITY ZONE (QOZ) PROGRAM WAS CREATED TO ENCOURAGE LONG-TERM JOB CREATION AND ECONOMIC DEVELOPMENT IN BLIGHTED AREAS.



## OPPORTUNITY ZONE'S

# EXECUTIVE SUMMARY

**When Census Tract 51.02 in Lake Worth Beach was designated as a Federal Opportunity Zone in 2017, the City began the process of planning how to leverage the designation to benefit the neighborhood.**

Opportunity Zones provide a capital gains tax break focused on real estate development and business financing. This master plan focuses on an area of the census tract fronting 6th Avenue South to the north and adjacent to the FEC railway corridor down to the Lantana municipal boundary, including a future Tri-Rail train station.

The City hired WGI in spring 2019 to undertake a massing study and conceptual master plan for the study area to help attract Opportunity Zone funds and direct development. The City and WGI worked closely with the community to assess the types of businesses and redevelopment that would most benefit the neighborhood. Two public outreach meetings were held with the Whispering Palms Neighborhood Association to ensure that the community's insights and opinions were considered throughout the planning process. Insights gained through these meetings were invaluable, helping the team to focus on attracting health care facilities,

laundromats, and grocery stores that were highly desired by the neighborhood.

The master plan breaks the study area into six nodes to guide where specific development types and uses are most appropriate within the neighborhood. How these nodes interact with the existing community was a special consideration for the team since the Master Plan focuses on multi-story mixed-use development. The light industrial and business incubator nodes were placed where the fewest single family homes would be impacted, and the TOD and Mixed-Use Residential areas are located so that the intensity can be higher closer to the FEC corridor and scale down into the existing single family neighborhood.

The six nodes include Mixed-Use Residential (along 6th Avenue South), Transit Oriented Development (near the future Tri-Rail station), Neighborhood Core (South Dixie Highway and 12th Avenue South), Artisanal/Makers District, Health and Tech Incubator Area, and Neighborhood Residential Area. These nodes are located on a map and described in more detail in the following report. Each node has customized development standards that fit intended development character and pattern.

## ACKNOWLEDGMENTS



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# FACTS & BENEFITS

Opportunity Zones (OZ) are a result of the 2017 Tax Cuts and Jobs Act, federal legislation that allows anyone with capital gains realized in 2018 to take advantage of “tax favored” investments. Investments from these capital gains (sale of real estate or equity) can be channeled into an Opportunity Zone using a Qualified Opportunity Zone Fund (QOZF) to benefit from tax deferral, basis adjustment, and appreciation exclusion.

The Qualified Opportunity Zone (QOZ) program was created to encourage long-term job creation and economic development in blighted areas designated by federal and state governments as OZs. There are 427 OZs in Florida, with 27 in Palm Beach County. Investments in these areas are afforded special federal income tax treatment including:

- temporary deferral of capital gains taxes if these gains are reinvested in a Qualified Opportunity Fund (QOZF) within 180 days of the gain;
- a step-up in the investor’s tax basis on original capital gain equal to 10% if the investment in the QOZF is held for 5 years; and
- no federal income tax on Opportunity Zone-related capital gains if the investment is held in an OZ fund for at least 10 years.

Investors who want to take advantage of the program must invest through a QOZF. QOZFs are required to invest at least 90% of their assets in QOZ property, which includes any QOZ stocks, QOZ partnership interests, and QOZ business properties. The timing of investments is important since those who invest by December 31, 2019 get the maximum tax benefit. The below table is an example of the additional after-tax return rate possible by investing in a QOZ.



**427**  
OPPORTUNITY  
ZONES  
IN FLORIDA

Holding Period	Appreciation Rate	Investment in a Stock Portfolio		Investment in an Opportunity Fund		Difference in After-tax Annual Rate of Return
		Total Tax Liability	After-tax Funds Available	Total Tax Liability	After-tax Funds Available	
5 Years	7%	\$31	\$100	\$31	\$109	1.9%
7 Years	7%	\$35	\$111	\$35	\$126	1.8%
10 Years	7%	\$41	\$132	\$20	\$176	3.0%

# STUDY AREA IN CONTEXT

The 160-acre study area highlighted within this document is a small part of Census Tract 51.02, which is a designated Federal OZ located in the southwest area of the City of Lake Worth Beach (the City), one-half mile south of downtown.

The tract is approximately 482 acres and bounded to the north by 6th Avenue South, the east by the FEC rail corridor, the south by the municipal boundary of the Town of Lantana, and to the west by I-95 and Wingfield and F Streets. Overall, the OZ has a total population of approximately 5,996 residents with a median income of \$34,419 and an estimated 32% of households living in poverty. Other challenges facing this community include low homeownership rates (39%) the need for better educational opportunities for both children and adults (only 53% of the population report having a high school diploma), and limited access to healthcare.

The Whispering Palm Neighborhood Associating is an active and engaged part of the overall community. Partnering with the City, this group is working to improve the neighborhood on a grassroots level and is intimately aware of the community's needs. Many of the members of this group were raised in the neighborhood and are excited by the opportunity to bring new businesses and economic investment to the area. Another positive aspect of the OZ that can attract redevelopment is its development pattern – most streets have sidewalks, which encourages walking and neighbor interaction; the presence of alleys relieves parking congestion; and the placement of buildings close to the street improves aesthetics. The vacant lots scattered through the area provides opportunities for urban infill, which can also spark redevelopment and investment.







As previously noted, the study area is less than one mile from the central business district of Lake Worth Beach, a city known for its eclectic boutiques, art galleries, antique stores, music venues, and restaurants. Visitors and residents are drawn to the city due to its quality of life, cultural and recreational opportunities, beach and Intracoastal Waterway access, and the array of year-around events and activities. The study area has easy access to I-95 from 6th Avenue South, providing access to other communities in southeast Florida only a short drive. The study area is also located close to the proposed expansion site for the proposed Tri-Rail East Coast Link, which will provide north-south commuter rail service between West Palm Beach and Miami. The proposed Lake Worth Beach station would link directly to the study area, making the study area an ideal location for future mixed-use and transit-oriented development (TOD).


Another reason the study area was selected as the focus of redevelopment was due to the existing Future Land Use Map (FLUM) designations being primarily mixed-used and multi-family. Single-family designated areas were not included in the study area due to the focus of the


OZ funds on businesses and higher intensity residential development. Additionally, it is the City’s intent to protect and enhance the existing community by concentrating new development in the eastern portion of the Census Tract adjacent to the FEC railway and 6th Avenue South. Although the predominant FLUM designations in the study area are mixed-use and multifamily, the historical development pattern in the neighborhood is overwhelmingly single-family in nature with some light industrial uses closer to the railroad tracks. The FLUM Map shows a total of seven FLUMs within the study area which include:

- Artisanal Mixed Use (AMU)
- High Density Residential (HDR)
- Medium Density Residential (MDR)
- Mixed Use – East (MU-E)
- Public (P)
- Transit Oriented Development (TOD)
- Public, Public recreation and Open Space (PROS)

## OPPORTUNITY ZONE POPULATION STATISTICS

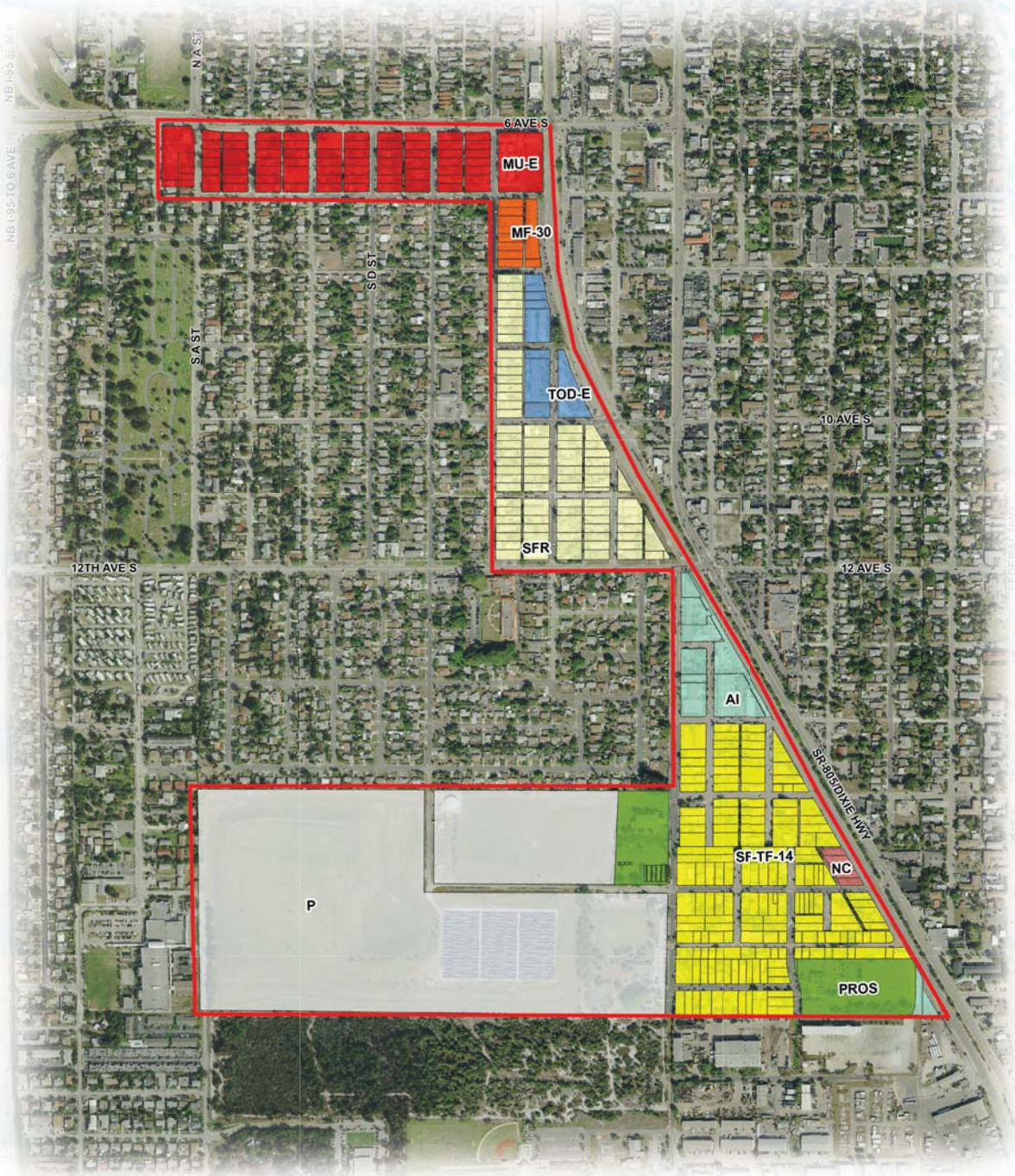
 **5,996**  
**RESIDENTS**







**MEDIAN INCOME**  
 **\$34,419**

 **32%**  
**HOUSEHOLDS LIVING IN POVERTY**

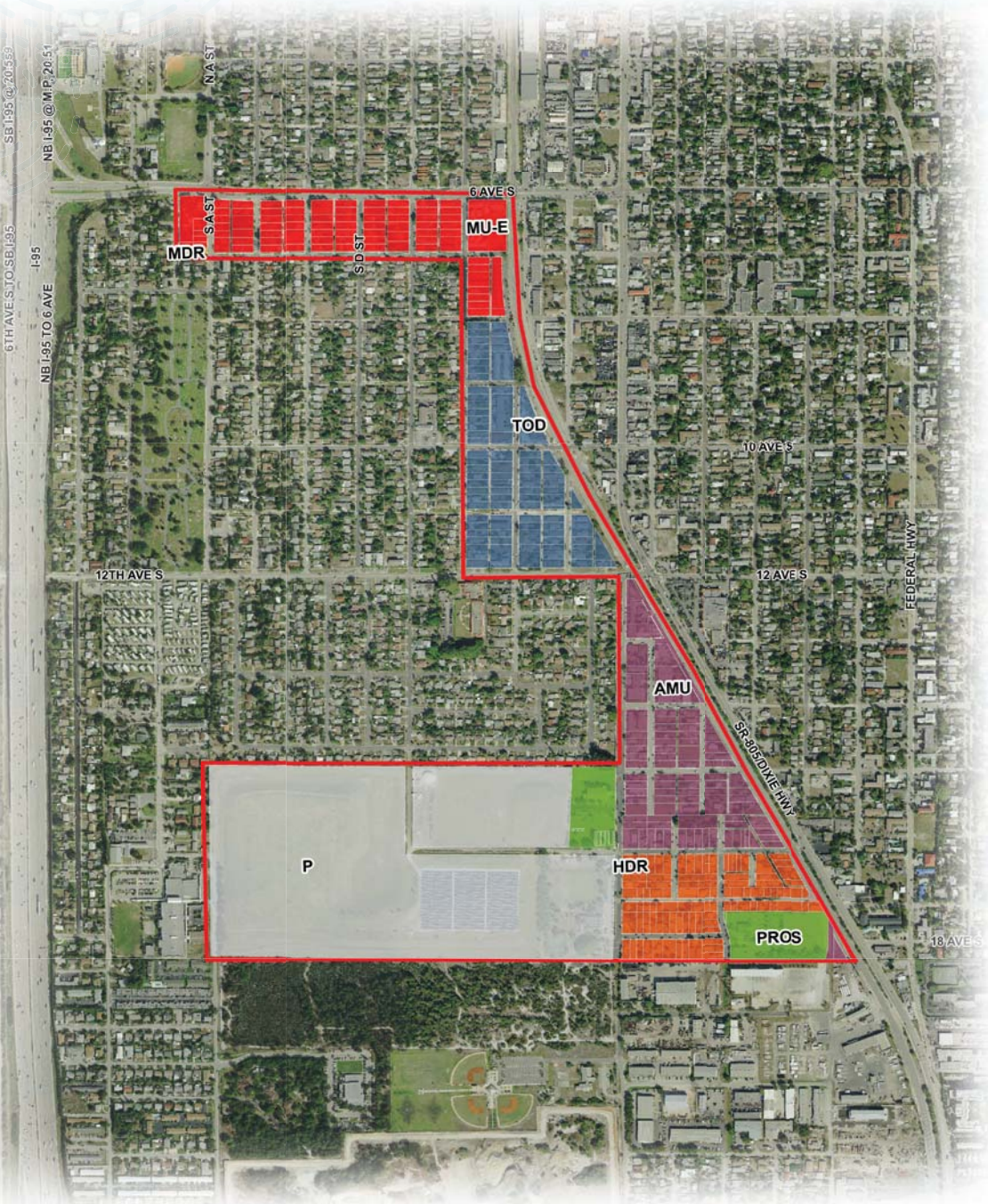
 **39%**  
**HOME OWNERSHIP**





- |   |  |
|---|--|
|  Artisanal Industrial (AI)                                       |  Public Recreation and Open Space (PROS)             |
|  Medium-Density Multi-Family Residential, 30 du/net acre (MF-30) |  Single-Family and Two-Family Residential (SF-TF-14) |
|  Mixed Use - East (MU-E)   |  Single Family Residential (SFR)                     |
|  Neighborhood Commercial (NC)                                    |  Transit Oriented Development East (TOD-E)           |
|  Public (P)  |  |





- |  |   |
|--|---|
|  Artisanal Mixed Use (AMU)        |  Public (P)                                      |
|  High Density Residential (HDR)   |  Public, Public Recreation and Open Space (PROS) |
|  Medium Density Residential (MDR) |  Transit Oriented Development (TOD)              |
|  Mixed Use - East (MU-E)          |   |



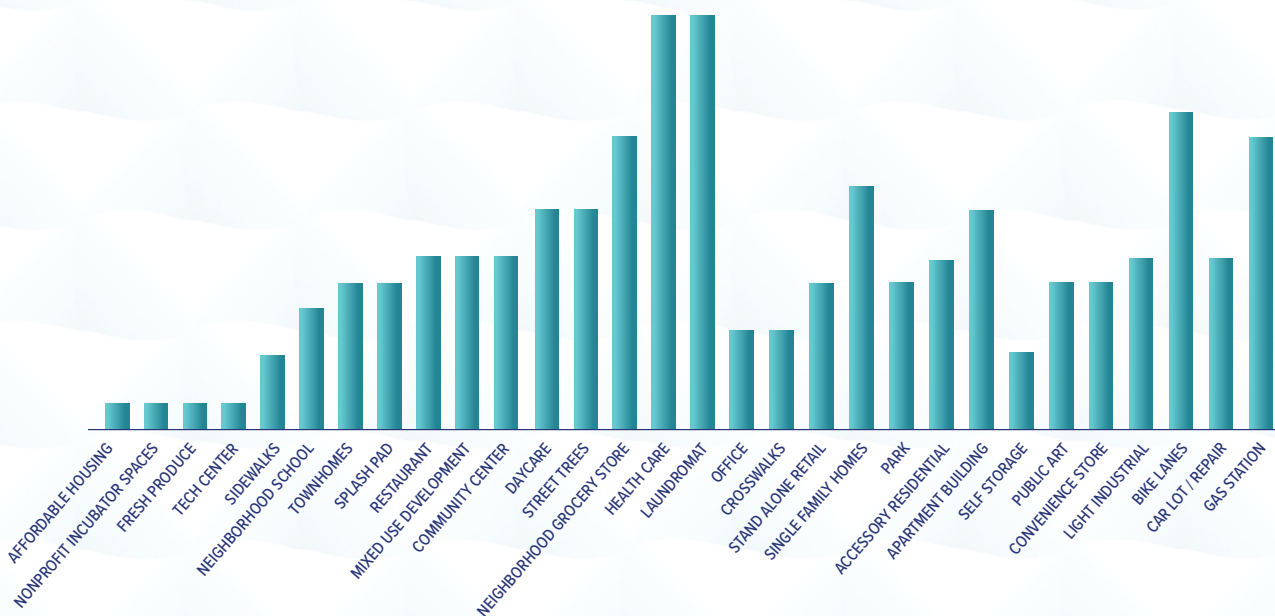
Overall, the housing stock within the study area was constructed in the mid-twentieth century and consists of single-story vernacular structures on small lots, some with rear alleys. The roadway network within the OZ consists primarily of local two-way, two-lane streets, but the study area is bordered or traversed by the following main roadways:

- **12th Ave S – Urban Collector (U-COLL)** – three lanes undivided;
- **US 1 / SR 805 / S Dixie Hwy – Urban Minor Arterial (U-MA)** – four lanes undivided; and
- **6th Ave S – Urban Minor Arterial (U-MA)** – four lanes divided (4LD).

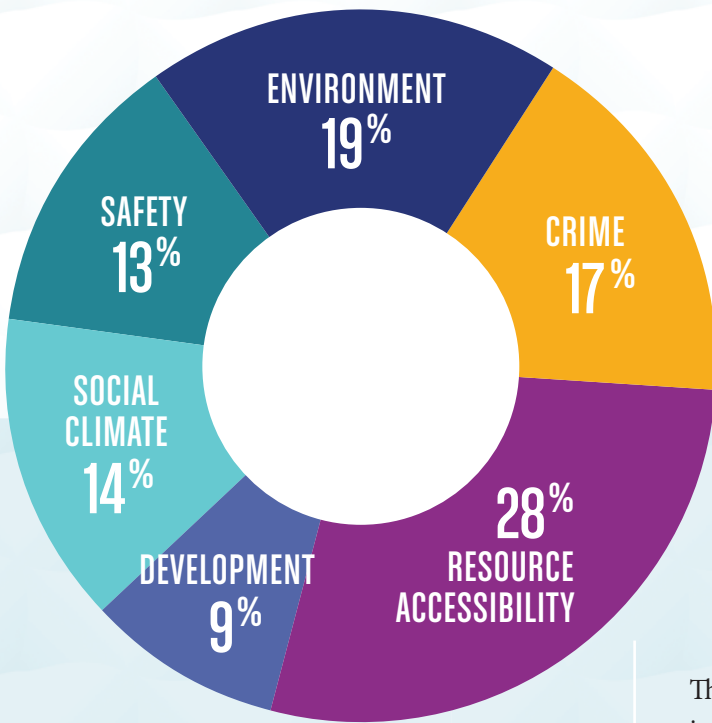
Of these only 6th and 12th Avenues South have traffic signals.

To assess the types of future businesses and land uses that would be most beneficial for the neighborhood, the City engaged with the Whispering Palms Neighborhood Association.

Two public outreach meetings were held in 2019 at the Osborne Community Center on June 27th and September 26th. At these meetings, attendees were presented with 30 development options using a visual preference survey and were asked to provide feedback on the favorability of each option. Participants were strongly opposed to automobile related uses such as car lots, repair shops, and gas stations, while favoring uses such as healthcare facilities, laundromats, grocery stores, and personal services. Other concerns included crime prevention, the need to improve dwellings in disrepair, identify safe routes to school, and creating more open space and recreation areas. The full results are in the chart below. During the second meeting City staff presented the proposed OZ Master Plan to the community to get feedback on the overall design and direction as well as the location of proposed development nodes. The plan was well-received with most participant questions centered on how development would take place and how the community could get involved to help the proposed plan become a reality.







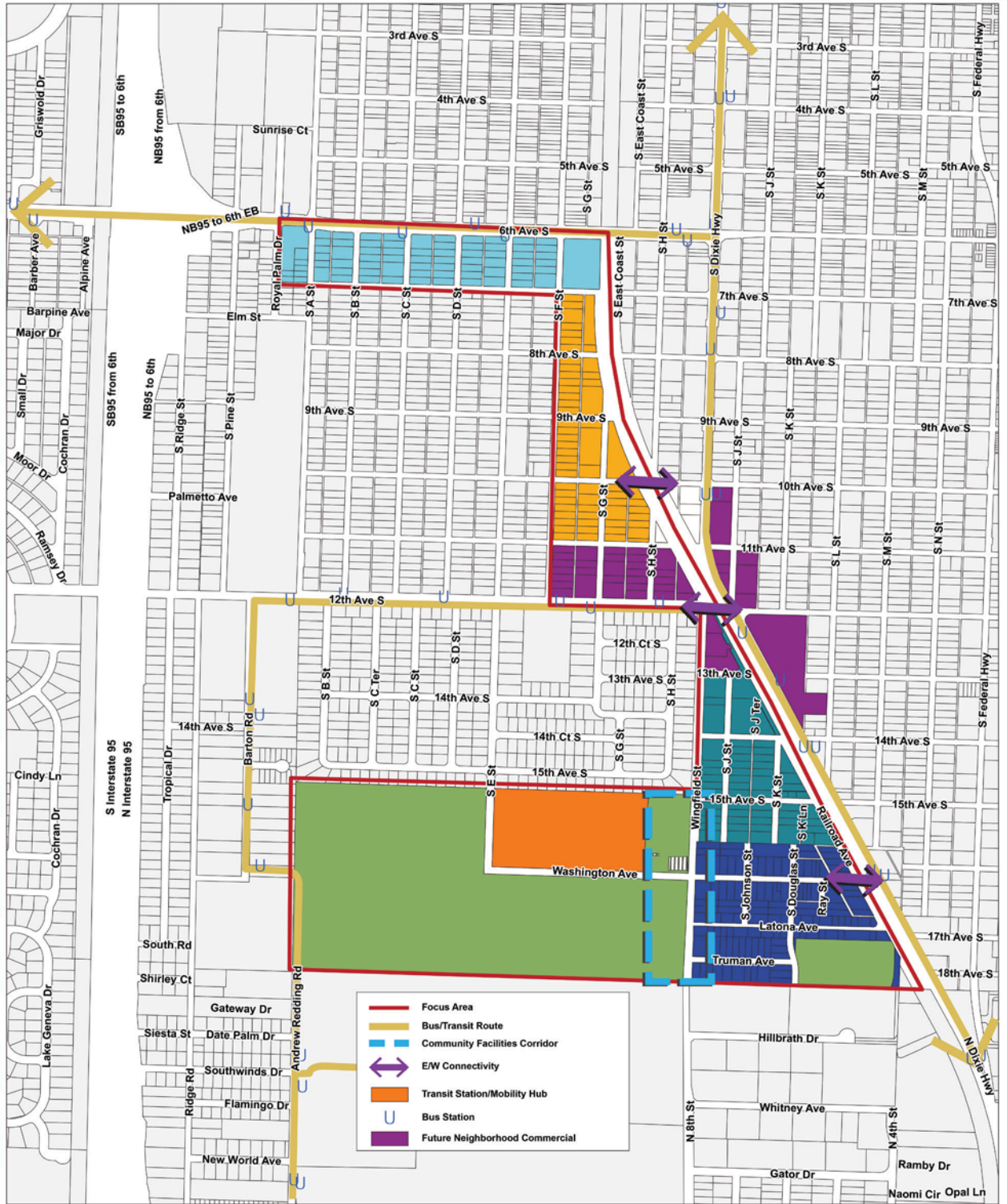
## THE PLAN

The information gathered at these public meetings was integral in creating a master plan for the neighborhood. Based on the City’s goals for the area, and the neighborhood’s vision the Master Plan identifies six distinct nodes and outlines the types of uses and development styles best suited for each.

The information gathered at these public meetings was integral in creating a master plan for the neighborhood. Based on the City’s goals for the area, and the neighborhood’s vision the Master Plan identifies six distinct nodes and outlines the types of uses and development styles best suited for each. The nodes, as shown on the master plan, are Mixed-Use Residential, Transit-Oriented Development (TOD), Neighborhood Core, Artisanal/ Makers, Health & Tech Incubator, and Neighborhood Residential. The overall vision for the study area is a walkable/bikable neighborhood with a mix of residential, commercial, office, and light industrial uses. The nodes will be connected with sidewalks, bike lanes, and streets as well as “new mobility” options such as scooters, ride-hailing pickup zones, and “mobility hubs”. (Mobility hubs are locations where bus and circulator routes, pedestrian and bike paths, and parking areas converge to create something akin to a multi-mobility station.)

Based on the nodes and the desired uses and development style of each, a massing study was developed to better visualize the development patterns in each area. In addition to showing the general design of each area the massing study examined how density and intensity would change if the site was developed “By Right” or using either the “Sustainable Bonus” or “TDR Bonus” incentive programs developed by the City. A description of the nodes follows below.

# OPPORTUNITY ZONE CONCEPTUAL MASTER PLAN



Illustrative Master Plan



# NEIGHBORHOOD SUB-TYPES



## Mixed-Use / Residential

- Townhomes, Apartments, and Condos
- Neighborhood Retail or Office Uses
- Low to Medium Density transition from 6th Ave.
- Locate Higher Densities along 6th Ave.
- "Missing Middle"



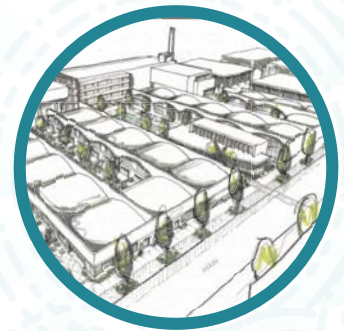
## Transit-Oriented Development

- Mixed-Use Development
- Transit-Oriented Development / Mobility Hub
- Neighborhood-Scale Park



## Neighborhood Core

- Integrated open space and mixed-uses
- Pedestrian-oriented design
- Park/Community gathering area
- Neighborhood personal services



## Artisanal Makers District

- Vocational Training Institution / School
- Incubator Spaces
- Low Impact Industrial Uses
- Live/Work Artist Studios



## Health & Tech Incubator

- Low Impact Industrial Uses
- Makerspaces
- Incubator Spaces
- Live / Work Area
- Vocational Training



## Neighborhood Residential

- Medium density residential
- Traditional neighborhood aesthetic

This node is located at the northern edge of the study area along 6th Avenue South.

The character will be primarily multifamily and infill residential uses with some small commercial spaces. The development types envisioned for this area are townhomes, condominiums, and apartment buildings with retail on the ground floor, particularly along 6th Avenue South, where commercial uses would be more visible due to the high traffic volumes along the corridor. Special care should be taken to ensure that the existing single-family residential districts are protected and buffered from the multi-story buildings by creating a transition in style and height from the high to the low-density areas.

This node has a FLU of MU-E (Mixed-Use East). Given the location on a thoroughfare road and easy access to both Dixie Highway and I-95, the node is suited for medium to high density redevelopment with a mix of residential and commercial uses.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity office
- Low intensity retail
- Low intensity personal services
- Low intensity cultural & artisanal
- Low intensity institutional
- Community residences up to six people
- Essential services

Uses permitted as either an administrative or conditional use include:

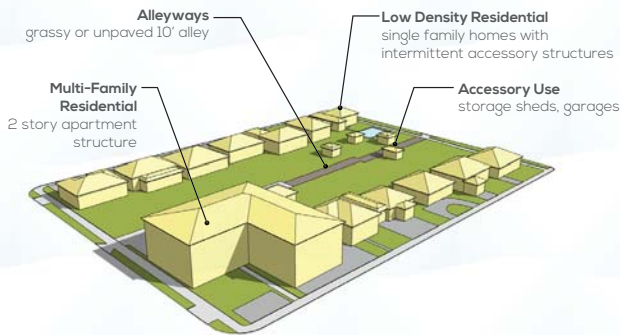
- Medium/high intensity commercial
- Medium/high intensity office
- Medium/high intensity retail
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium/high intensity institutional
- Community residences up to 14 people
- Bed and breakfasts
- Cemeteries
- Places of worship
- Daycare centers
- Hotels and Motels
- Light utility facilities
- Public indoor recreation
- Public outdoor recreation
- Schools (elementary)
- Schools (intermediate/secondary)
- Transitional parking facilities



# NODE 1 | MIXED-USE (6TH AVENUE) | FLU: MU-E; ZONING: MU-E

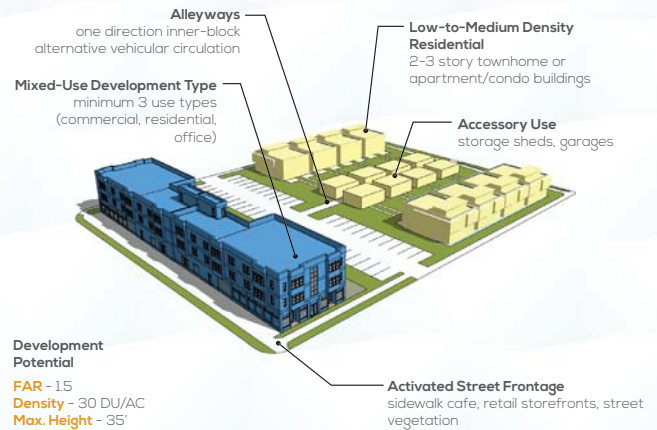
Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

## existing fabric



Zoning | MU-E | (Mixed-Use East)  
FLU | MU-E | (Mixed-Use East)

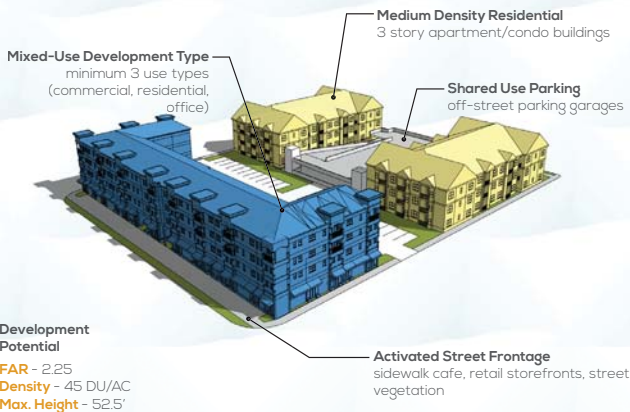
## permitted by right



Zoning | MU-E | (Mixed-Use East)  
FLU | MU-E | (Mixed-Use East)

Density Program  
Sustainable Bonus Incentive Program (SBIP)

## planned development



Zoning | MX Urban PD | (Mixed-Use Urban Planned Development)  
FLU | MU-E | (Mixed-Use East)

Density Program  
Sustainable Bonus Incentive Program (SBIP)

## planned development with TDR's



Zoning | MX Urban PD | (Mixed-Use Urban Planned Development)  
FLU | MU-E | (Mixed-Use East)

Density Program  
Sustainable Bonus Incentive Program (SBIP) & Transfer of Development Rights (TDR)

## TRANSIT-ORIENTED DEVELOPMENT (TOD)

This area of the Master Plan is a mix of residential, commercial, and office uses and has a FLU of TOD throughout the node.

The character and use of this area is based on its proximity to the proposed Tri-Rail East Coast Link expansion station currently sited between 10th Avenue and 11th Avenue, just east of the FEC railway. The proposed station would connect this neighborhood with the West Palm Beach, Ft. Lauderdale, and Miami markets as well as the many other communities along this rail corridor.

While the station location will span across the railroad to a property just outside of the study area and on the opposite side of the FEC railway, the City plans to create a walkway across the tracks to ensure the neighborhood would be directly linked to the station. With this walkway in place, the TOD area of the master plan is primarily within a half mile walk from the station making this an ideal location for office, commercial, and high-density residential development.

While the FLU for the entire node is TOD, the current zoning is divided between TOD-E (TOD East) and SFR (Single Family Residential). Mixed-used development in this node would require that any parcels with a current zoning district of SFR be rezoned to TOD-E. The below permitted uses are based on the parcel having a TOD/TOD-E FLU and zoning designation.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity office
- Low intensity retail
- Low intensity personal services
- Low intensity cultural & artisanal
- Low intensity institutional
- Essential services
- Mixed-used developments

Uses permitted as either an administrative conditional use include:

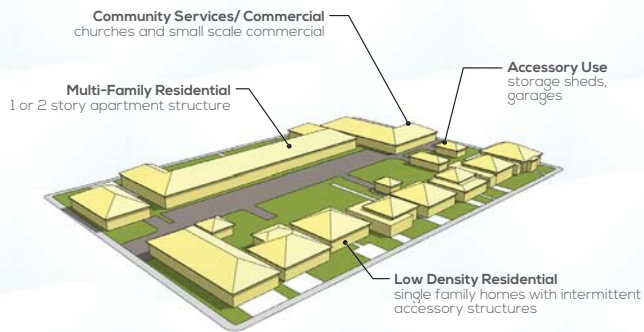
- Medium/high intensity commercial
- Medium/high intensity office
- Medium/high intensity retail
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium/high intensity institutional
- Open air operations
- Parking facilities (including temporary)
- Places of worship
- Daycare centers
- Hotels and motels



# NODE 2 | TRANSIT-ORIENTED DEVELOPMENT | FLU: TOD; ZONING: TOD-E

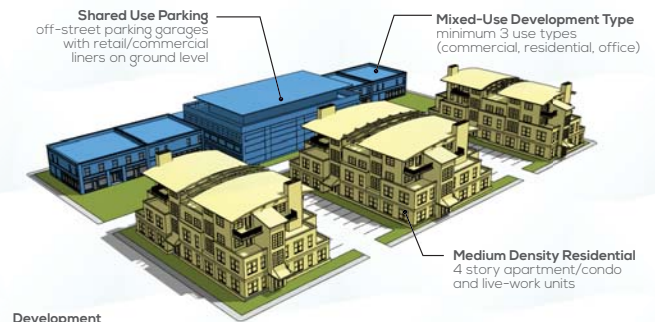
Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	55 feet	5	40 DU/AC	1.7
MXP/ MX Urban PD w/ SBIP	82.5 feet	7	60 DU/AC	2.55
MXP/ MX Urban PD w/ SBIP & TDR's	97.5 feet	8	70 DU/AC	2.8

existing fabric



Zoning | TOD-E | (Transit-Oriented Development East)

permitted by right

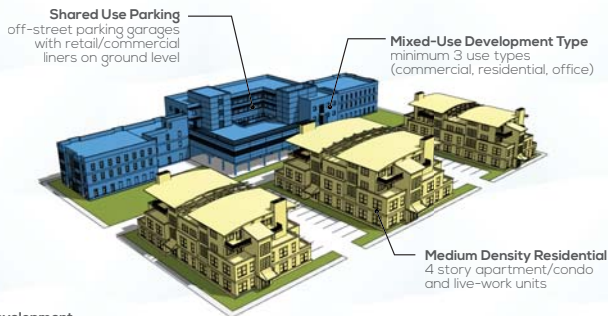


**Development Potential**  
**FAR** - 1.7  
**Density** - 40 DU/AC  
**Max. Height** - 55'

Zoning | TOD-E | (Transit-Oriented Development - East)  
**FLU** | TOD | (Transit-Oriented Development)

**Density Program**  
 Sustainable Bonus Incentive Program (SBIP)

planned development

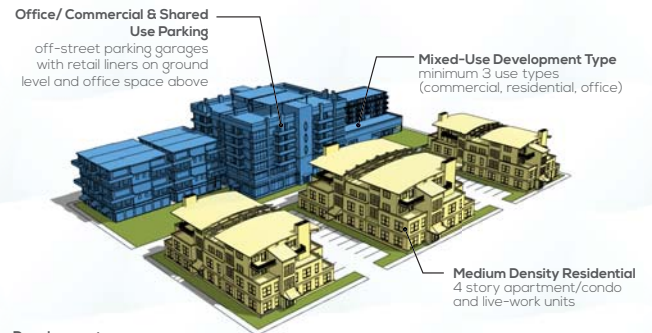


**Development Potential**  
**FAR** - 2.55  
**Density** - 60 DU/AC  
**Max. Height** - 82.5'

Zoning | MX Urban PD | (Mixed-Use Urban Planned Development)  
**FLU** | TOD | (Transit-Oriented Development)

**Density Program**  
 Sustainable Bonus Incentive Program (SBIP)

planned development with TDR's



**Development Potential**  
**FAR** - 2.8  
**Density** - 70 DU/AC  
**Max. Height** - 97.5'

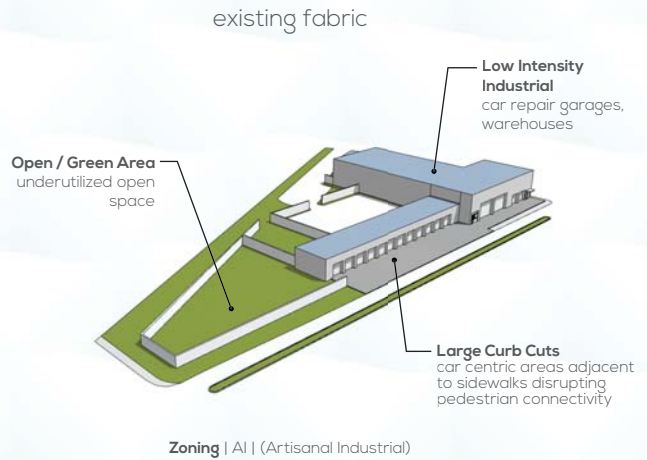
Zoning | MX Urban PD | (Mixed-Use Urban Planned Development)  
**FLU** | TOD | (Transit-Oriented Development)

**Density Program**  
 Sustainable Bonus Incentive Program (SBIP) & Transfer of Development Rights (TDR)

This node centers on the main entrance into the study area from South Dixie Highway at 12th Avenue South.

In addition to being a principal vehicular route through the study area, this node also falls within the half-mile walking radius from the proposed Tri-Rail train station. It is a “pinch point” that ties the northern and southern halves of the study area together, and as such it has been envisioned as a gateway into the community and also community gathering space.

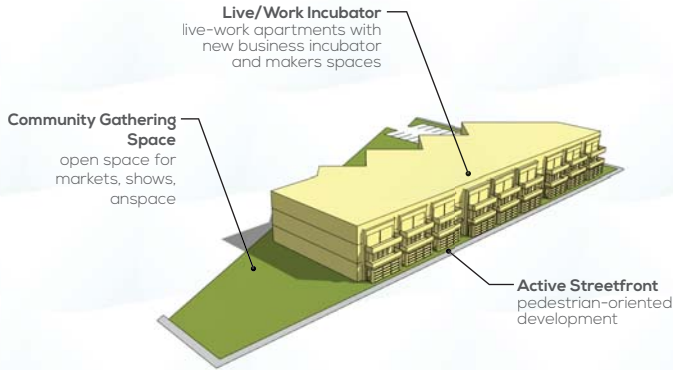
The redevelopment style of this node is different from the TOD and Artisanal/Makers Nodes in name only. This node overlaps both these districts, with the parcels north of 12th Avenue South having the FLUM designation of TOD and the parcels south of that street having an AMU designation. Permitted uses and land development regulations for Node 3 will match with Nodes 1 and 2 as shown in the tables above. The recognition of Node 3 as a distinct area is intended to highlight the prioritization of creating parks, plazas, and other forms of community spaces within this node to connect the north and south parts of the study area. Additionally, this node will serve as a main gateway into the OZ and as such should create a sense of place and identity not only for those who visit but also for community members.





# NODE 3 | NEIGHBORHOOD CORE

## planned development



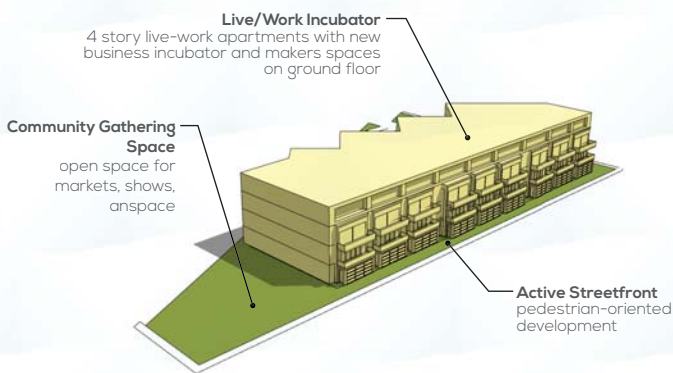
**North of 12<sup>th</sup> Avenue South**  
**Zoning** | MX Urban PD  
 (Mixed-Use Urban Planned Development)  
**TOD** | TOD | (Transit-Oriented Development)  
**Density Program**  
 Sustainable Bonus Incentive Program (SBIP)

**Development Potential**  
**FAR** - 2.55  
**Density** - 60 DU/AC  
**Max. Height** - 82.5'

**South of 12<sup>th</sup> Avenue South**  
**Zoning** | IPD  
 (Industrial Planned Development)  
**FLU** | AMU | (Artisanal Mixed Use)  
**Density Program**  
 Sustainable Bonus Incentive Program (SBIP)

**Development Potential**  
**FAR** - 2.25  
**Density** - 45 DU/AC  
**Max. Height** - 52.5'

## planned development with TDR's



**North of 12<sup>th</sup> Avenue South**  
**Zoning** | MX Urban PD  
 (Mixed-Use Urban Planned Development)  
**TOD** | TOD | (Transit-Oriented Development)  
**Density Program**  
 Sustainable Bonus Incentive Program (SBIP)  
 &  
 Transfer of Development Rights (TDR)

**Development Potential**  
**FAR** - 2.8  
**Density** - 70 DU/AC  
**Max. Height** - 97.5'

**South of 12<sup>th</sup> Avenue South**  
**Zoning** | IPD  
 (Industrial Planned Development)  
**FLU** | AMU | (Artisanal Mixed Use)  
**Density Program**  
 Sustainable Bonus Incentive Program (SBIP)  
 &  
 Transfer of Development Rights (TDR)

**Development Potential**  
**FAR** - 2.47  
**Density** - 55 DU/AC  
**Max. Height** - 67.5'

Due to the existing uses within this node and its proximity to both the proposed train station and the 12th Avenue entrance, this part of the study area has been envisioned to be a mixed-use artisanal industrial area.

Development in this node will focus on light industrial uses related to the arts and included uses such as live/work artist lofts, galleries, vocational schools, and artisanal spaces.

The FLU for this entire node is AMU (Artisanal Mixed-Use); however, the zoning is split between AI (Artisanal Industrial) and SF-TF-14. To achieve the mix of uses desired, the parcels that are currently zoned SF-TF-14 will need to be rezoned to AI. The permitted uses identified below are based on the parcel having an AMU/ AI future land use and zoning designation.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity office
- Low intensity retail
- Low intensity personal services
- Low intensity industrial
- Low intensity cultural & artisanal
- Low intensity institutional
- Essential services
- Mixed-use development

Uses permitted as either an administrative or conditional use include:

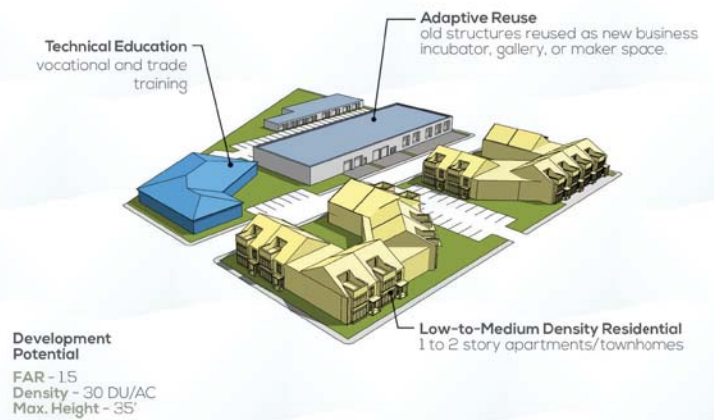
- Medium/high intensity commercial
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium intensity institutional
- Medium intensity office
- Medium intensity industrial
- Medium intensity institutional
- Residential (multifamily dwelling, townhouses, and bed and breakfasts)



# NODE 4 | ARTISANAL/MAKERS | FLU: AMU; ZONING: AI

Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

permitted by right

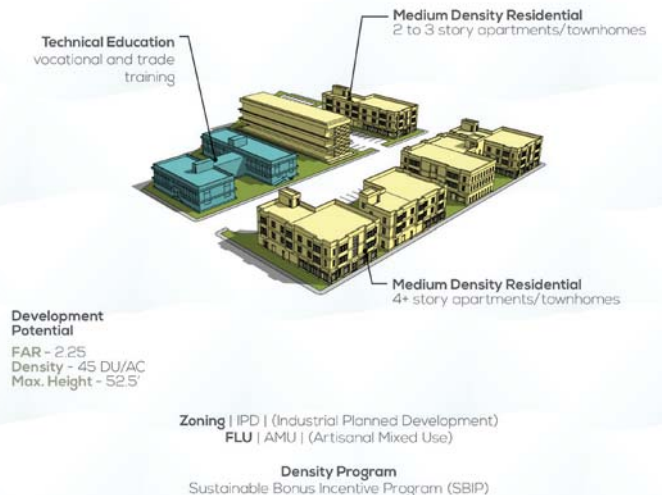
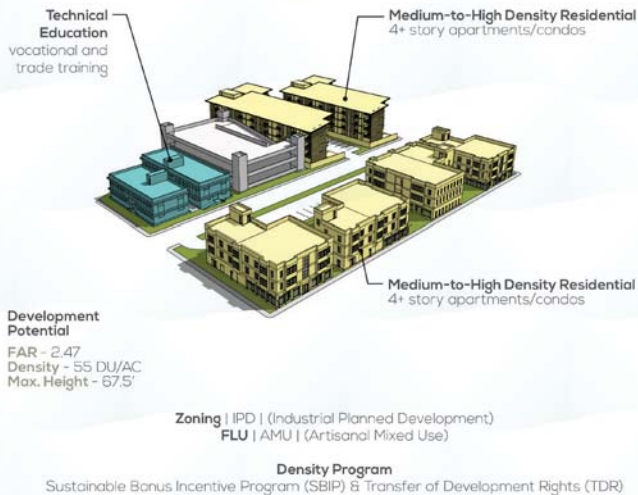


Zoning | AI | (Artisanal Industrial)  
FLU | AMU | (Artisanal Mixed Use)

Density Program  
Sustainable Bonus Incentive Program (SBIP)

planned development with TDR's

planned development



Like the Artisanal/Makers node, this node will focus on creating a space for start-up light industrial businesses.

This node is envisioned to be a mixed-use neighborhood with residential and live-work areas intermingled with commercial and residential buildings. Unlike the neighboring Artisanal/Makers node, this area will not focus solely on art related industrial uses – thus allowing a wider variety of businesses to take advantage of this incubator space.

This node currently has both a FLUM and zoning designation of P (Public). To achieve the mix of uses and urban form envisioned for this area a rezoning and Comprehensive Plan amendment would be required to AMU/AI, to match designations of the Artisanal Industrial district.

Principal non-residential uses allowed by right in this district include:

- Low intensity commercial
- Low intensity retail
- Low intensity industrial
- Low intensity institutional
- Mixed-use development
- Low intensity office
- Low intensity personal services
- Low intensity cultural & artisanal
- Essential services

Uses permitted as either an administrative or conditional use include:

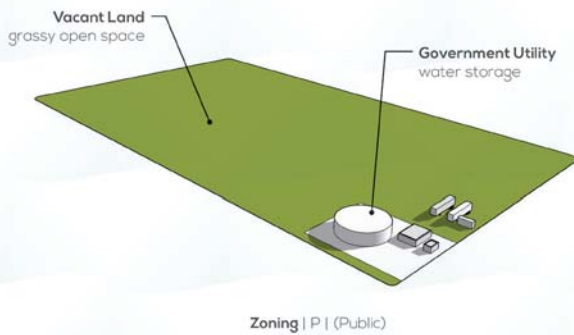
- Medium/high intensity commercial
- Medium/high intensity personal services
- Medium/high intensity cultural & artisanal
- Medium intensity institutional
- Medium intensity office
- Medium intensity industrial
- Medium intensity institutional
- Residential (multifamily dwelling, townhouses, and bed and breakfasts)



# NODE 5 | HEALTH & INCUBATOR | FLU: AMU; ZONING: AI

Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

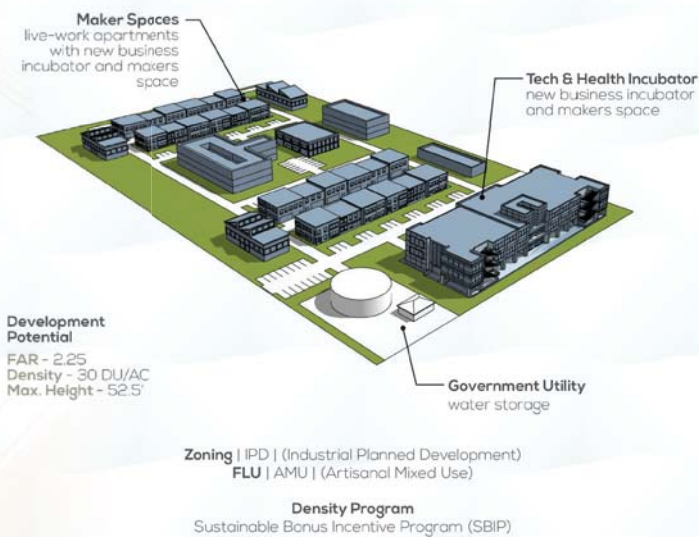
existing fabric



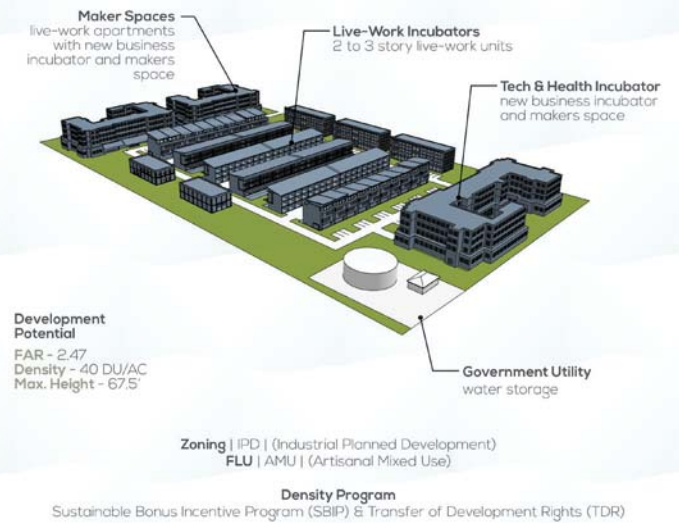
permitted by right



planned development



planned development with TDR's



While the FLU for this area is primarily HDR (High Density Residential), this node, due to its more limited vehicular access and location away from a major thoroughfare, would be suitable for infill development such as townhomes and multi-family developments.

The mixed-used and high-density residential development envisioned in this node would require that parcels be rezoned to MF-30, given the current zoning classification is SF-TF-14 (single-family and two-family residential).

The below permitted uses are based on the parcel having a MF-30 zoning designation.

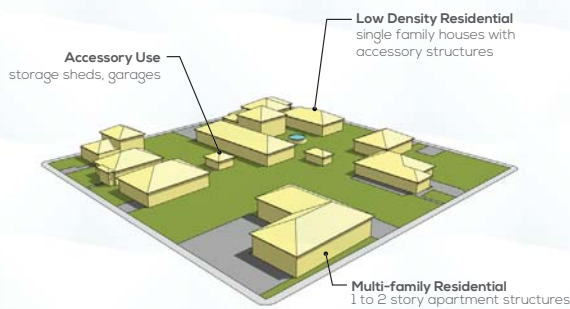
Principal uses allowed by right in this district include:

- Multi-family building between 20-30 du/acre
- Essential services
- Single-family with accessory building

Uses permitted as either an administrative or conditional use include:

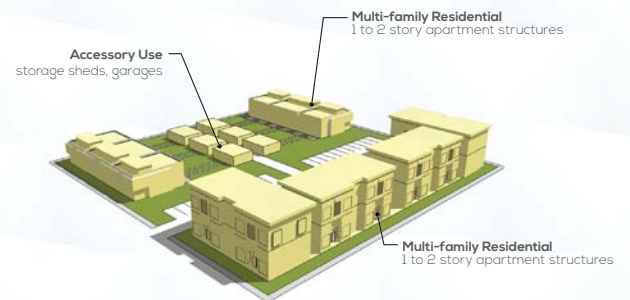
- Bed and Breakfast
- Places of worship
- Light utility facilities
- Public outdoor neighborhood recreation
- Transitional parking facilities
- Nursing home/ community residence for seven or more individuals
- Cemeteries
- Daycare centers
- Public indoor neighborhood recreation
- Schools (elementary)
- Schools (intermediate/secondary/vocational)
- Townhomes

existing fabric



Zoning | SF-TF-14 | (Single-Family and Two-Family Residential)

permitted by right



Development Potential  
FAR - 15  
Density - 30 DU/AC  
Max. Height - 35'

Zoning | SF-TF-14 | (Single-Family and Two-Family Residential)  
FLU | HDR | (High Density Residential)

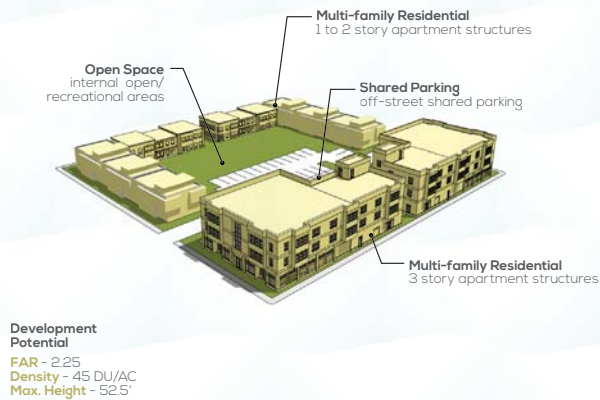
Density Program  
Sustainable Bonus Incentive Program (SBIP)



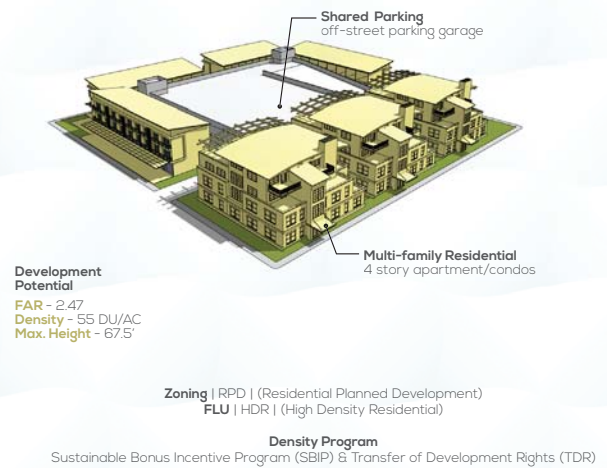
# NODE 6 | NEIGHBORHOOD RESIDENTIAL | FLU: HDR; ZONING: MF-30

Scenario	Max. Height		Max. Density	Max. Floor Area Ratio
	Feet	Stories		
By Right w/ Sustainable Bonus Incentive Program (SBIP)	35 feet	3	30 DU/AC	1.5
MXPD/MX Urban PD w/ SBIP	52.5 feet	4	45 DU/AC	2.25
MXPD or MX Urban PD w/ SBIP & TDR's	67.5 feet	5	55 DU/AC	2.47

planned development



planned development with TDR's



## OTHER CONSIDERATIONS

The current road network is operating at a Level of Service (LOS) of “D” or better but many of the roads are unpaved or in disrepair. It is likely that as the area redevelops the road infrastructure will need to be analyzed to ensure that it can manage the increase in population and vehicle trips. In addition to improving the roads, connectivity of the overall study area will need improvement. The majority of the intersections within the study area are not signalized. Only 12th and 6th Avenue South are signalized and carry traffic across the FEC rail corridor. The ability to improve these intersections to accommodate various multi-mobility options such as bikes, scooters, pedestrians, and circulators as well as creating gateway features should be explored.

Since the study includes the proposed train station and a TOD, mobility should be a central theme as the area is redeveloped. A key consideration should be creating mobility hubs to provide for the convergence of walking, bicycling, transit, and vehicular movement. A good location for such a hub would be in the Neighborhood Core node since two bus lines already run through that area. Improving and enhancing the current pedestrian area should also be a priority. While sidewalks currently exist throughout the study area there are segments that need maintenance and some segments that need widening to meet ADA standards. Adding bike lanes or “sharrow” (shared vehicle and bicycle) lanes would also help to promote new mobility options and improve connectivity throughout the neighborhood.

# OPPORTUNITY ZONE INFORMATION AND RESOURCES

## LOCAL RESOURCES:

### LAKE WORTH BEACH OFFICE OF COMMUNITY SUSTAINABILITY

Address: 1900 2nd Avenue North,  
Lake Worth Beach, FL

**Tel: (561) 586-1687**

Email: [pzoning@lakeworthbeachfl.gov](mailto:pzoning@lakeworthbeachfl.gov)  
[www.lakeworthbeachfl.gov/community-sustainability](http://www.lakeworthbeachfl.gov/community-sustainability)

### PALM BEACH COUNTY HOUSING AND ECONOMIC SUSTAINABILITY

Address: 100 Australian Avenue, 5th Floor,  
West Palm Beach FL

**Tel: (561) 233-3600**

Office page: [discover.pbcgov.org/HES/Pages/default.aspx](http://discover.pbcgov.org/HES/Pages/default.aspx)  
Opportunity Zone page: [discover.pbcgov.org/HES/Pages/Opportunity-Zones.aspx](http://discover.pbcgov.org/HES/Pages/Opportunity-Zones.aspx)

## STATE AND NATIONAL RESOURCES:

DEO – Florida Department of Economic Opportunity -

<http://www.floridajobs.org/business-growth-and-partnerships/for-businesses-and-entrepreneurs/business-resource/opportunity-zones>

Florida Housing Coalition - <https://www.flhousing.org/opportunity-zones/>

Economic Innovation Group - <https://eig.org/opportunityzones>

Department of Treasury - <https://www.cdfifund.gov/Pages/Opportunity-Zones.aspx>

Internal Revenue Service - <https://www.irs.gov/newsroom/opportunity-zones-frequently-asked-questions#designated>

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- i. Commercial uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
  - ii. Office Uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
  - iii. Retail use: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
  - vi. Personal services uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
  - v. Cultural & artisanal uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF
  - vi. Institutional uses: low intensity is less than 2,500 SF of space, medium intensity is between 2,500 SF and 7,500 SF, and high intensity is over 7,500 SF



### CITY OF LAKE WORTH BEACH

Department for Community Sustainability  
Division of Planning, Zoning & Historic Preservation

1900 2nd Avenue North | Lake Worth Beach, FL 33461

**P: 561.586.1687** | [www.lakeworthbeachfl.gov/community-sustainability](http://www.lakeworthbeachfl.gov/community-sustainability)