

ORDINANCE 2024-19 - AN ORDINANCE OF THE CITY OF LAKE WORTH BEACH, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT, TRANSPORTATION ELEMENT, HOUSING AND NEIGHBORHOODS ELEMENT, CAPITAL IMPROVEMENTS ELEMENT, AND ECONOMIC DEVELOPMENT ELEMENT OF THE CITY'S COMPREHENSIVE PLAN; ADOPTING THE CITY OF LAKE WORTH BEACH MOBILITY PLAN; AND PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION AND AN EFFECTIVE DATE

WHEREAS, the Florida Local Government Comprehensive Planning and Land Development Regulation Act, section 163.3220, *et seq.*, Florida Statutes, requires each municipality to adopt a comprehensive plan, including a future land use map and authorizes amendments to an adopted comprehensive plan; and

WHEREAS, the City has collaborated on the development of a Mobility Plan, which is intended to provide goals and objectives for the City's current and future transportation and mobility network; and

WHEREAS, City staff has prepared and reviewed amendments to the Comprehensive Plan that modify and create objectives and policies in the Future Land Use Element, Transportation Element, Housing and Neighborhoods Element, Capital Improvements Element, and Economic Development Element; and

WHEREAS, on November 6, 2024, the Planning and Zoning Board, sitting as the duly constituted Local Planning Agency for the City, recommended approval of the proposed amendments to the Comprehensive Plan of the City; and

WHEREAS, on November 13, 2024, the Historic Resources Preservation Board, sitting as the duly constituted Local Planning Agency for the City, recommended approval of the proposed amendments to the Comprehensive Plan of the City; and

WHEREAS, the City has received public input and participation through hearings before the Local Planning Agency and the City Commission in accordance with Section 163.3181, Florida Statutes; and

WHEREAS, the City Commission has reviewed the proposed amendments and has determined that it is in the best interest of the public health, safety, and general welfare of the City to adopt this ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF LAKE WORTH BEACH, FLORIDA, that:

Section 1: The foregoing "WHEREAS" clauses are ratified and confirmed as being true and correct and are made a specific part of this ordinance as if set forth herein.

Section 2: The Future Land Use Element is hereby amended by adding the words shown in underline type and deleting the words struck through as indicated in **Exhibit A**.

Section 3: The Transportation Element is hereby amended by adding the words shown in underline type and deleting the words struck through as indicated in **Exhibit B**.

Section 4: The Housing and Neighborhoods Element is hereby amended by adding the words shown in underline type as indicated in **Exhibit C**.

Section 5: The Capital Improvements Element is hereby amended by adding the words shown in underline type as indicated in **Exhibit D**.

Section 6: The Economic Development Element is hereby amended by adding the words shown in underline type as indicated in **Exhibit E**.

Section 7: The City adopts the Lake Worth Beach Mobility Plan as provided in **Exhibit F**.

Section 8: Severability. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section 9: Repeal of Laws in Conflict. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 10: Codification. The sections of the ordinance may be made a part of the City Code of Laws and ordinances and may be re-numbered or re-lettered to accomplish such, and the word "ordinance" may be changed to "section", "division", or any other appropriate word.

Section 11: Effective Date. The effective date of this ordinance shall be thirty-one (31) days after the Department of Economic Opportunity notifies the City that the plan amendment package is complete. If timely challenged, this amendment does not become effective until the Department of Economic Opportunity of the Administration Commission enters a final order determining the adopted amendment to be in compliance.

The passage of this ordinance on first reading was moved by Commissioner Diaz, seconded by Commissioner McVoy, and upon being put to a vote, the vote was as follows:

Mayor Betty Resch	AYE
Vice Mayor Sarah Malega	ABSENT
Commissioner Christopher McVoy	AYE
Commissioner Mimi May	AYE
Commissioner Reinaldo Diaz	AYE

The Mayor thereupon declared this ordinance duly passed on first reading on the 17th day of December, 2024, and shall be transmitted to the Florida Department of Economic Opportunity for review.

The passage of this ordinance on second reading was moved by _____, seconded by _____, and upon being put to a vote, the vote was as follows:

Mayor Betty Resch

Vice Mayor Sarah Malega
Commissioner Christopher McVoy
Commissioner Mimi May
Commissioner Anthony Segrich

The Mayor thereupon declared this ordinance duly passed on the _____ day of _____, 2025.

LAKE WORTH BEACH CITY COMMISSION

By: _____
Betty Resch, Mayor

ATTEST:

Melissa Ann Coyne, MMC, City Clerk

EXHIBIT A

1. FUTURE LAND USE ELEMENT

Goal 1.2: To strive to foster the City of Lake Worth Beach as a livable community where live, work, play and learn become part of the daily life of residents and visitors.

Objective 1.2.2: The City shall facilitate a compact, sustainable urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services, and to reduce dependence on the automobile. This can be accomplished by concentrating more intensive growth within the City's mixed use, high density residential and transit oriented development (TOD) areas.

Policy 1.2.2.4: The City shall follow the Complete Streets Policy adopted in 2022 for roadways created or modified in the City's mixed use, high density residential, and transit oriented development (TOD) areas.

Goal 1.5: To protect human life and limit public expenditures, private development shall be discouraged in areas subject to destruction by natural disaster.

Objective 1.5.2: To achieve a sustainable, climate resilient community by adopting and implementing strategies which promote energy efficiency and greenhouse gas reduction, and protect public infrastructure and services, natural systems and resources, and human life from the impacts of climate change.

Policy 1.5.2.2: The City shall continue the use of mitigation strategies to increase energy efficiency and conservation, and to reduce greenhouse gas emissions. These could include, but are not limited to, land use and transportation strategies such as encouraging compact residential development, providing incentives for mixed use and redevelopment that maximize internal trip capture, clustering residential densities along transit routes, improving access to transit, improving non-motorized movement, to include cycling, e-bikes, scooters and golf carts, improving routes for non-motorized movement that include improving alleyways, adding a low-stress bicycling network, and developing e-bike routes as identified in the Mobility Plan, requiring interconnectivity among adjoining parcels, and providing incentives for green building methods.

Goal 1.6: To continue to provide administrative leadership and support for redevelopment efforts.

Objective 1.6.3: To continue to improve the quality of public infrastructure in downtown Lake Worth Beach.

Policy 1.6.3.2: The City and CRA shall continue to study and make modifications to improve the traffic flow on downtown streets, to improve the non-motorized and pedestrian activity on downtown streets as identified in the Mobility Plan, and to accommodate existing development and redevelopment.

EXHIBIT B

2. TRANSPORTATION ELEMENT

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

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

Policy 2.1.1.3: The City shall coordinate traffic improvement planning with Palm Beach County, the Palm Beach Transportation Planning Agency and the Florida Department of Transportation in order to accomplish safe and efficient traffic flow on County and FDOT roadways.

Policy 2.1.1.9: All components of microtransit and the public transit system, PalmTran, and TriRail, shall coordinate to serve the Community Redevelopment Area and LWPOC Urban Redevelopment Area.

Policy 2.1.1.17: The City shall promote the concept of "Vision Zero" to eliminate traffic-related fatalities and serious injuries through safety campaigns, traffic calming, and use of proven safety countermeasures.

Policy 2.1.1.18: The City shall continue to examine best practices and methods for the safe and context sensitive implementation of shared mobility and micromobility solutions, such as microtransit, dockless bicycle share, dockless scooters, and e-bikes. The City shall seek agreements for sharing data for monitoring and improving service.

Policy 2.1.1.19: The City shall use the best and latest design standards available when evaluating potential designs for the development of Complete Streets and Networks. Possible sources of design guidance could be obtained from, but are not limited to, the following: the American Association of State Highway Officials (AASHTO), FDOT, the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), ADA, or the Public Right-of-Way Accessibility Guidelines (PROWAG).

Policy 2.1.1.20: The City shall consider, where appropriate, the development of Quick Build, "popup design," or tactical implementation approaches in order to test multimodal transportation proposals prior to final design and accelerate implementation with low cost, flexible infrastructure.

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

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

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

Objective 2.1.3: To provide for adequate bicycle and pedestrian access ways.

Policy 2.1.3.7: The City shall adopt a "Complete Network" framework for improving multimodal transportation to connect the downtown mixed use area, major attractions (such as Lake Worth Beach), and mass transit access points. The network will include safe, comfortable, equitable, and convenient access by way of streets, sidewalks, trails, and alleys.

Policy 2.1.3.8: The City shall promote the development of "Complete Streets" that are designed, built, and maintained in a context-sensitive manner that accommodates motorized and nonmotorized modes of travel for people walking, bicycling, riding micromobility devices, microtransit and transit vehicles, and driving motor vehicles.

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

Policy 2.1.4.2: The City shall prepare policy guidelines to be used to evaluate the traffic impact of regional transportation improvements on the City's existing and proposed residential and commercial development. Such guidelines may include alternates for enhancing multimodal traffic movements efficiency and mitigating negative traffic impacts, such as traffic calming, one-way street designation, provision of public parking facilities, or other similar mechanisms.

Policy 2.1.4.5: The City shall support the provision of safe vehicular and bicycle parking to support new land development. Public parking shall continue to be provided to serve the downtown mixed-use area, major attractions (such as Lake Worth Beach) and mass transit access points. The City shall develop a Parking Master Plan to identify short- and long-range parking strategies, including a reassessment of parking demand for mixed-use and infill developments, and including the implementation of demand-responsive parking programming incentives.

Objective 2.1.5: To achieve the highest possible compatibility between ~~Lake Worth's~~ the City's traffic circulation goals, objectives and policies and those of the Palm Beach Transportation Planning Agency and the State of Florida.

Policy 2.1.5.3: The City shall support establishment of transportation system management strategies (TSM) to improve the multimodal operating efficiency and safety of existing roads by identifying traffic flow modifications and intersection improvements and by seeking appropriate rights-of-way and setbacks from abutting properties at time of development to implement these modifications. In addition, the City will ~~support TSM strategies implemented by the Transportation Planning Agency or other appropriate jurisdictions jointly develop TSM policies, plans, and procurement for Intelligent Transportation System (ITS) components, autonomous vehicles, transit priority systems, vehicle charging equipment, and traffic safety technologies.~~

Policy 2.1.5.10: The City shall adopt, by reference, the Lake Worth Beach Mobility Plan, as prepared by WGI and approved by the City of Lake Worth Beach on April 15, 2025. The Mobility Plan may be amended from time to time by ordinance of the City Commission.

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

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

Objective 2.1.7: To establish a City-operated mobility fee.

Policy 2.1.7.1: The City shall consider development of a mobility fee that it controls and expends to fund multimodal projects identified in an adopted mobility plan. The intent is to establish a city-operated fee program.

Policy 2.1.7.2: The mobility fee shall go into effect per the provisions of an adopted mobility fee implementing ordinance and Mobility Fee implementation plan and fee schedule.

Policy 2.1.7.3: The City shall update its mobility plan and mobility fee at least once every five years from the date of last adoption and commence the update process no later than 15 months from the update due date. The City shall

336 use the latest information used to support mobility fees contained in the
337 PBTPA's LRTP, ITE's Trip Generation Manual, FDOT Generalized
338 Service Volume Tables, the National Household Travel Survey, or other
339 adopted manuals used to calculate mobility fees.

EXHIBIT C

3. HOUSING AND NEIGHBORHOODS ELEMENT

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

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

Policy 3.2.3.2: The City will regularly maintain and rehabilitate public improvements that have been accepted for maintenance, such as street paving, sidewalks, and other physical improvements or safety countermeasures as identified in the Mobility Plan.

Goal 3.3: Develop and implement strategies that reinforce Lake Worth Beach as a “community of neighborhoods”, and promote neighborhood preservation, revitalization and stabilization to enhance the quality of life throughout its neighborhoods.

Objective 3.3.1: The City of Lake Worth Beach shall establish a Neighborhood Planning program and incorporate neighborhood plans as part of the strategies to become a city of diverse, distinct, and well-structured neighborhoods that meet the community’s needs for complete, sustainable, and high-quality living environments with a strong sense of place and identity.

Policy 3.3.1.7: Strengthen the positive attributes and distinctive character of each neighborhood to help sustain Lake Worth Beach as a healthy, vital City.

- Strengthen the sense of place in each neighborhood with adequate and well-designed, public facilities such as libraries, schools, recreation centers, fire stations and streetscapes.
- Continue to support public art and historic preservation as a focus for neighborhood identity and pride.
- Recognize that every neighborhood has assets that identify that neighborhood and contribute to the well-being of the people who live there. Understand what those are and look for opportunities to enhance them and leverage them for neighborhood improvement. Assets include trees, large yards, schools, people and independent businesses.
- The physical layout of a neighborhood should encourage walking, bicycling and transit use, be safe, family friendly, usable by people of all ages, encourage interaction between people and be a sense of pride.
- Recognize that there are different development patterns. They have been defined generally as: urban, traditional, suburban, contemporary and rural. Each has sustainability standards that must be used.

- Accommodate the City's existing and future housing needs through maintenance of existing residential neighborhoods and the creation of new residential neighborhoods.
- Relate new buildings to the context of the neighborhood and community.
- Where a fine-grained development pattern exists, build within the existing street, block, and lot configuration of the neighborhood.
- Place a focus on Complete Streets in neighborhoods where appropriate and incorporate Mobility Plan suggestions into neighborhood planning documents.

Objective 3.3.2: The City of Lake Worth Beach shall identify and address the needs of neighborhoods and other specific areas of the City that are deteriorated, blighted, underutilized, threatened or generally inconsistent with the community's character. In addition to enacting neighborhood plans, the city shall establish other programs to preserve and reinforce the stability and diversity of the City's neighborhoods. These programs and actions may include but not be limited to the following:

- Specific area plans
- Infill and Redevelopment programs
- Use of historic district provisions
- Stabilization programs and projects
- Residential and commercial revitalization programs
- Complete Streets Policy
- Mobility Plan

Policy 3.3.2.5: Continue to promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking, biking, multimodal transportation, and transit; reduce vehicle trips; foster community pride; enhance neighborhood identity; ensure public safety; are family friendly, and address the needs of all ages and abilities.

Policy 3.3.2.6: In conjunction with the recognized neighborhood contact organization, property owners, residents, and businesses, the City shall promote the stabilization and enhancement of the neighborhood through the following actions consistent with the constraints on the City's financial and staff resources:

- Provide Law Enforcement agency support for a Neighborhood Watch Program and increased community policing in the neighborhood in response to the needs of residents and businesses.
- Support neighborhood efforts to improve traffic and pedestrian safety through the City's traffic calming program.
- Work to identify, prioritize and budget needed neighborhood public infrastructure improvements with input from the recognized neighborhood association and other stakeholders as part of the City's Five-Year Capital Improvement Program, such as additional street and alley lighting, drainage facilities, sidewalks, roadway improvements, fire services, items recommended in the Mobility Plan, and other public improvements.

- Identify appropriate federal and state grants programs, as identified in the Mobility Plan, to secure financial assistance for construction of the infrastructure improvements identified in the City's Five-Year Capital Improvement Program.
- Support efforts to establish neighborhood identification signs at gateway entrances and specialized neighborhood street signage with the historical street names to help better create a sense of place and neighborhood identification.
- Support efforts to stabilize and improve the overall appearance of the neighborhood through comprehensive code enforcement of zoning, housing, and property maintenance regulations and through the active participation of property owners and residents with City code enforcement and solid waste personnel in comprehensive cleanup programs.
- Provide outreach support by the City's professional staff to property owners, residents, and businesses, if requested by a neighborhood association in addressing planning, historic preservation, code enforcement, police, and public service issues that affect the neighborhood.
- Work with the MPO, Palm Tran, Tri-Rail and neighborhood associations to coordinate the location of bus stops and routes in the neighborhoods.

EXHIBIT D

9. CAPITAL IMPROVEMENT ELEMENT

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

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

EXHIBIT E

11. ECONOMIC DEVELOPMENT ELEMENT

Goal 11.1: The economic goal of the City of Lake Worth Beach is to achieve a sustainable, balanced and diversified economy which is compatible with the City's built environment and protects important cultural, historical and natural resources.

Objective 11.1.1: The City of Lake Worth Beach shall maintain and expand a diversified economy by encouraging growth in targeted cluster industries that provide employment and complement changing economic conditions by supporting existing businesses, business attraction, renewable energy and by retaining and improving resource-based sectors, such as tourism, retirement, and recreation.

Policy 11.1.1.4: The City shall coordinate, where appropriate, City investment in utilities, broadband, mobility, and related public investments that align with business, employment and economic development opportunities.

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EXHIBIT F
Lake Worth Beach Mobility Plan