

Policy 1.1.1.7:

Downtown Mixed Use, maximum 40 du/acre

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

Principal drive-through facilities shall not be permitted. Accessory drive-through facilities, if determined to be integral to the function of an otherwise permitted use, may be permitted. Approval for drive-through facilities must be obtained from the appropriate regulatory Board

All buildings are required to provide transitional buffering and design features to mitigate impact of the DMU sites adjacent to residential zoning districts. Physical constraints on Downtown parcels require innovative, yet sensitive site design features. Openness of street corners to incorporate public plazas, landscaping, etc., shall be encouraged. All ground floor uses within the Downtown Mixed Use area shall be habitable. Ground floors facing Lake and Lucerne Avenues shall be retail/office/personal service-based uses. No surface parking lots or parking garages are allowed on Lake Avenue or Lucerne Avenue without a conditional use permit.

Zoning regulations implementing the DMU category shall not exempt downtown mixed uses from parking space requirements, but may establish lower downtown mixed use parking requirements, incentives and other parking management strategies in recognition of municipal parking provided in the downtown mixed use area and in order to encourage an intensive concentration of retail, office and commercial uses in the central area.



zoning regulations may be drafted with considerable flexibility within the limits established by the general principles of the explanatory text.

4. Regulatory details which are not addressed in the explanatory text may be enacted through a zoning ordinance or ordinances, provided such details do not conflict with any specific provisions of the explanatory text.

Policy 1.1.3.4: Zoning map designations and Zoning provisions shall be consistent with the Future Land Use map and each future land use explanatory text and related provisions in the Future Land Use Element.

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

**Objective 1.2.1:** To promote the location of high quality retail, office and mixed use projects in the Downtown Mixed Use (DMU) and Mixed Use East (MU-E) designations as the prime retail and commercial areas of the City.

Policy 1.2.1.1: The City shall ensure that high quality retail and office uses are located in the Downtown area and the Dixie Highway Corridor by carefully guiding and selecting project applications.

Policy 1.2.1.2: The City shall ensure the highest possible degree of mutually reinforcing commercial and residential uses are located in the DMU areas.

Policy 1.2.1.3: The City shall continue to be proactive in development of strategies that facilitate adequate parking in the DMU and Dixie Highway Corridor.

Policy 1.2.1.4: Development and redevelopment opportunities in the Downtown area will be enhanced through modification or reduction of parking space requirements, in recognition of public parking opportunities in the downtown area.

Policy 1.2.1.5: The pedestrian character of the downtown commercial area shall be enhanced through continuation of pedestrian access programs to ensure that development in the DMU is easily accessible to residents and visitors.





including establishment of densities and intensities of use for each future land use; designation.

2. Subdivision of land;
3. The number, size and placement of signs;
4. The development of land within areas subject to seasonal or periodic flooding or affected by Sea Level Rise;
5. Drainage and stormwater management;
6. Provision of adequate open space on developed properties;
7. Maintenance of safe and convenient on-site traffic flow; and
8. Provision of adequate parking space on developed properties, infill and redevelopment projects, mixed use projects and mixed use areas.

**Policy 1.3.3.2:** The City should review periodically the case load of the Planning & Zoning Board to determine the number of variances granted per year and assess the need for revisions to specific zoning ordinance dimensional regulations.

**Policy 1.3.3.3:** Continue the integrated and systematic code enforcement efforts for new developments and existing properties.

**Policy 1.3.3.4:** The City shall consider enacting an ordinance to create and implement a Local Manufacturing Development Program, as specified in Chapter 163.325, F.S., including 163.3251-163.3253, also known as the "Manufacturing Competitiveness Act".

**Policy 1.3.3.5:** The City shall devise provisions in the LDRs to allow mixed use parking incentives and off-site parking credits especially in the Downtown, the Dixie Highway Commercial Corridor and the Federal Highway Corridor. The City shall develop a Parking Master Plan by 2019 consistent with Transportation Element Policy 2.1.4.5

**Objective 1.3.4:** To coordinate future land uses with availability of facilities and services.

**Policy 1.3.4.1:** The level of service standards adopted elsewhere in this Comprehensive Plan for facilities shall be applied to all applications for development approval.

development. Such guidelines may include alternates for enhancing traffic efficiency and mitigating negative traffic impacts, such as traffic calming, one-way street designation, provision of public parking facilities, or other similar mechanisms.

**Policy 2.1.4.3:** Heavy traffic generating land uses (as defined in the City's LDRs) shall be carefully considered before permitting along Tenth Avenue North immediately west of I-95.

**Policy 2.1.4.4:** The City shall review all applications for development and redevelopment to ensure compliance with the policies implementing this objective.

**Policy 2.1.4.5:** The City shall support the provision of safe vehicular 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 parking incentives.

**Policy 2.1.4.6:** As part of the City's concurrency management system, the City shall require that all transportation facilities be in place or under construction within 3 years from issuance of building permit.

**Policy 2.1.4.7:** The City shall encourage the development of mixed-use development to reduce the need for vehicular trips.

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

**Policy 2.1.5.1:** The City shall review subsequent versions of the Palm Beach County and Florida Department of Transportation Five-Year plans in order to ensure the compatibility of transportation planning goals.

**Policy 2.1.5.2:** The City shall support and cooperate in the establishment of transportation demand management programs of the Transportation Planning Agency or other appropriate jurisdictions by Transportation Element Goals, Objectives, and

