

# STAFF REPORT SPECIAL MEETING

**AGENDA DATE:** January 24, 2023

**DEPARTMENT:** Community Sustainability

**TITLE:**

Presentation of the of Final Draft of the Downtown Master Plan by Treasure Coast Regional Planning Council (TCRPC)

**SUMMARY:**

Presentation and discussion with Dana Little of TCRPC of final draft Downtown Master Plan including recommendations for moving forward and language for future Request for Proposals (RFP)

**BACKGROUND AND JUSTIFICATION:**

In December of 2021, the City Commission approved a contract with TCRPC to undertake a comprehensive study of the downtown, specifically the properties purchased by both the City and Community Redevelopment Agency (CRA), to garner public input and dialogue as to the appropriate redevelopment future for the area, which is all within the City's Old Town Historic District.

Actions taken by staff from the TCRPC were a formal multi-day Charrette and public outreach exercise hosted at The Hatch in April of 2022, conversations with downtown stakeholders, interviews with the Mayor and Commissioners, presentations to advisory boards and other outreach exercises. Over the course of the following months, an initial draft master plan was developed that included various development scenario options including financial feasibility analyses, each based on the input and suggestions coming from the public outreach. Initial concepts were discussed with City and CRA Staff, who provided direction to further analyze the scenarios that had the greatest potential of being financially successful. By the end of 2022, a final draft Downtown Master Plan (Plan) was ready for formal presentation to the City Commission and the general public.

The Plan includes the development program and financial proforma of the various schemes conceptualized including specific recommendations to address site and building design, land development regulations, major thorough design guidelines, historic preservation guidelines, affordable/workforce housing program requirements and site and building qualitative and performance requirements as well as comprehensive plan issues.

**MOTION:**

Move to approve/disapprove the Final Draft Downtown Masterplan including direction as to the parameters to be included in any future Requests for Proposals for the redevelopment of the L and M properties.

**ATTACHMENT(S):**

Final Draft Downtown Master Plan  
TCRPC Presentation  
L and M Properties Documentation  
    Condemnation Memo  
    Condemnation Letters  
    Estimate of Probable Costs  
    Memo - Estimates of Probable Costs

# LAKE WORTH BEACH DOWNTOWN PARCELS MASTER PLAN

FINAL  
DECEMBER 2022



PREPARED BY THE  
TREASURE COAST REGIONAL PLANNING COUNCIL

## CITY COMMISSION

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## CONSULTANTS FOR TCRPC

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## ABBREVIATIONS & TERMS

CRA	Community Redevelopment Agency
FDOT	Florida Department of Transportation
OTHD	Old Town Historic District
PBC	Palm Beach County
RFP	Request for Proposal
sf	Square Feet
TCRPC	Treasure Coast Regional Planning Council
TIF	Tax Increment Financing
TPA	Transportation Planning Agency

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## DOWNTOWN LAKE WORTH BEACH

This Master Plan report reflects the efforts and collaboration of the City of Lake Worth Beach (City), the Lake Worth Beach Community Redevelopment Agency (CRA), the Treasure Coast Regional Planning Council (TCRPC), and the residents and business owners of Lake Worth Beach. This multi-agency public planning process began in the fall of 2021 when TCRPC was requested to assist in developing a vision for multiple publicly owned parcels in downtown Lake Worth Beach. Over the course of many years, and with a variety of different funding sources, the City and CRA have assembled parcels at S. 'K' Street and 1st Avenue, and the block between 'L' and 'M' street from Lake Avenue to S. 1st Avenue. The sensitive location of these assemblages, being in the historic downtown and occupying the transition block between the Lake Avenue commercial corridor and the predominantly residential neighborhoods immediately south, generated community concern over the scale and character of future redevelopment. This report will chronicle the public outreach, planning process, design concepts, and financial analyses developed to assist the City and CRA in making decisions regarding the appropriate future of these properties.

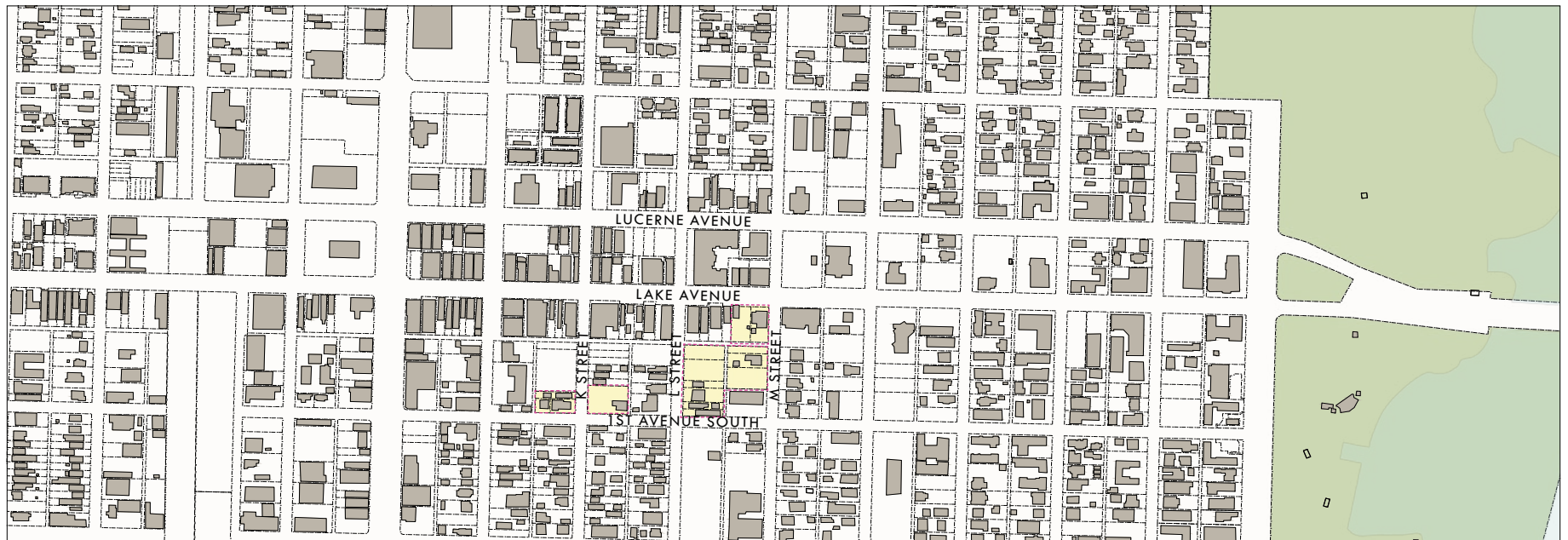




Figure 1 Image: Acquisition funding source map



Figure 2 Image: Current ownership map

The images to the left show the key study area properties and which public entity purchased the property (top) and which entity currently owns the property. These maps are key as 1) many of the City acquired parcels were purchased with funds provided through the 2017 Palm Beach County “Penny Sales Tax” which requires utilization for a public purpose, and 2) the CRA has acquired the majority of the parcels (bottom left) for the purposes of redevelopment.

The area in question is within the Old Town Historic District as illustrated in the image below. A number of historically contributing structures existed on the parcels acquired.

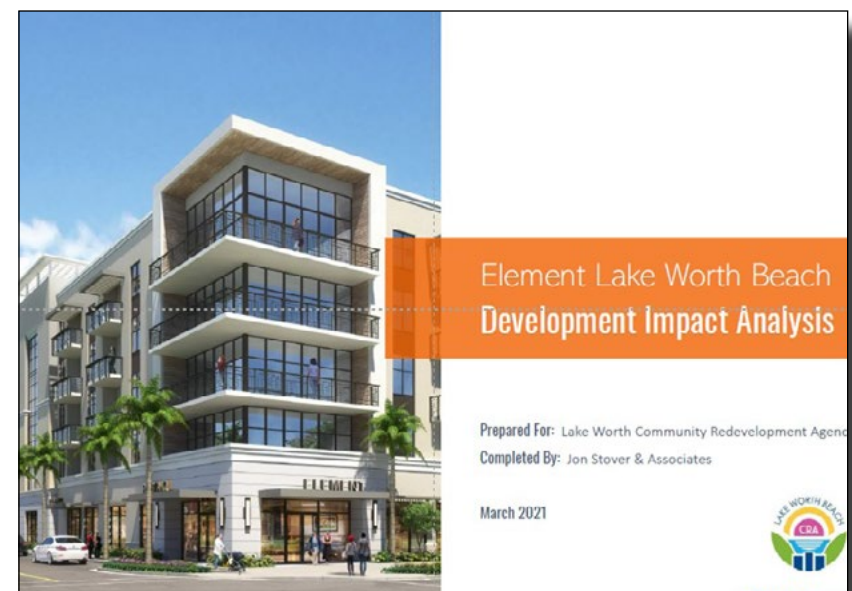


Figure 3 Image: Map of the Old Town Historic District



In March of 2020 the CRA issued a Request for Proposals (RFP) for the publicly owned lands on S. 'K' Street and between S. 'L' and 'M' Streets. Identified as RFP Sites 1, 2 and 3 (image lower left), the development request sought residential and mixed-use redevelopment consistent with the city's Land Development Regulations which included incentives for additional height and density in return for compliance with extra sustainability requirements. The RFP submission deadline was extended to August 2020 due to the effects of the COVID-19 pandemic and in September 2020, the City and CRA reviewed and ranked the submissions. In October 2020 the CRA Board selected the recommended application for "Element Lake Worth Beach" (lower right). A development impact analysis for that proposal was prepared for the CRA in March 2021.

Despite the public RFP and application review process and compliance with the city code, there was growing concern within the community regarding the scale and character of the selected development proposal. The March 2021 municipal election, which brought in a new Mayor and three new City Commissioners, cemented the public opposition to the Element proposal and ultimately that application was withdrawn.



The community concerns over the RFP process and submittal, and the future of the contributing historic structures existing on the development sites, led to the creation of a counter-proposal by the Palm Beach architecture firm of Fairfax & Sammons. This alternative vision for the area recommended not one large scale building occupying all of the parcels, but a more incremental approach in keeping with the historic context of the area. The Fairfax & Sammons proposal (below) began to circulate throughout the community and was viewed by many as a desirable direction for the redevelopment of these publicly owned lands. In addition, their proposal sought to incorporate many of the existing contributing structures.



Figure 4 Image: Saturday public workshop hosted by the CRA at Hatch 1121.

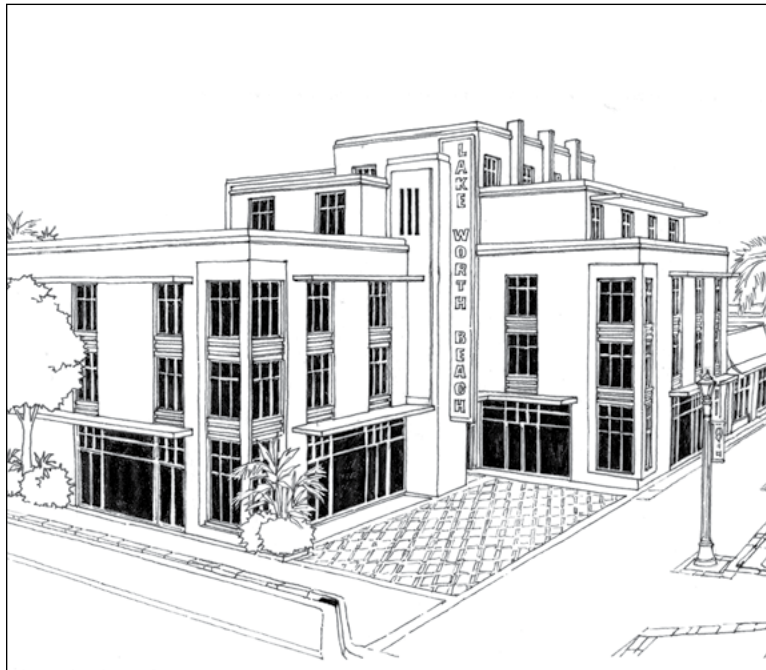


With growing community concerns over the future of these sites, and the counter proposal developed by Fairfax & Sammons Architects illustrating an alternate approach, the City and the CRA sought to collaborate in a public outreach and design process to build consensus on the appropriate direction for this area.

In January 2022 the City entered into an Interlocal Agreement with TCRPC to conduct a public planning process and develop recommendations for the future of these sites. Initially planned as a “virtual” effort, the receding effects of the pandemic afforded the opportunity for an in-person, five-day public design charrette in April 2022. The CRA, which funded the planning effort, hosted the Saturday public workshop (see above) at the CRA offices at Hatch 1121.



After the Saturday, April 30th public workshop at Hatch 1121, the TCRPC design team established a design studio at the same location and worked through Wednesday, May 4th developing the ideas and concepts discussed during the workshop. A team of architects, planners, and a local developer was assembled to explore the physical and financial possibilities for future redevelopment. The public was welcome to, and frequently did, drop in to the studio to share ideas and discuss concepts with the team.



The following chapters of this report illustrate the design concepts, financial analyses, and redevelopment recommendations for the sites at S. 'K' Street and the S. 'L' and 'M' Streets block. The scale, architectural character, positioning and placement of buildings, historic preservation, financial feasibility, and other environmental and community sensitivities were taken into consideration in the development of this plan. While there may not be a single "right" answer to the development approach for these parcels, the City and the CRA should be commended for investing in this public dialogue.

### SCENARIOS

At the core of the public sentiment towards the redevelopment of the City and CRA owned properties is the desire for a smaller, incremental infill development consistent with the historic scale and character of the area. Located within the Old Town Historic District, these sensitivities are understandable and warranted. Triangulating these community desires with the financial feasibility of such redevelopment and the available development rights within the existing city codes is a considerable challenge. Add to that the interest of many to preserve the on site contributing historic structures, despite their current condition, complicates the equation further.

The parcels facing Lake Avenue have an existing zoning designation of DT (Downtown) which allows for a maximum density of 40 dwelling units per acre and a building height of two stories and up to five stories utilizing the sustainability incentives. The parcels facing 'L', 'M', and 1st Avenue South have a MU-E (Mixed-Use East) zoning designation which allows for a maximum density of 30 dwelling units per acre and a building height of two stories and up to three with incentives.

The design team explored a variety of ways to maximize densities, retain the contextual scale and character of the area, and accommodate parking across all of the development sites. Whether to keep or relocate existing contributing structures was also a factor in the creation of the conceptual design scenarios.

This chapter outlines a series of development scenarios believed to be consistent with input provided by the residents of Lake Worth Beach.





# II. TOUR OF THE SCENARIOS

**SITE KEY**  
1. L&M CONCEPTS (A,B,C)  
2. K STREET CONCEPTS (D,E,F,G)  
3. 1ST AVENUE SOUTH CONCEPTS (H,I)



OVERVIEW OF SCENARIOS

This page serves as a legend to the variety of different design scenarios that were developed throughout the charrette process. The previous page identifies the locations of the three sites considered (1, 2, and 3).

Below is a key to the different scenarios developed for each of the sites.

SITE 1 - L AND M STREETS

A



B



C

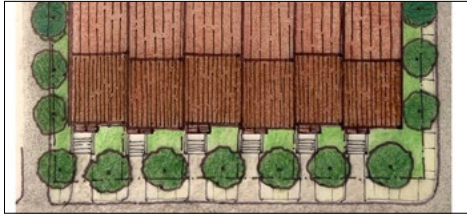


SITE 2 - K STREET

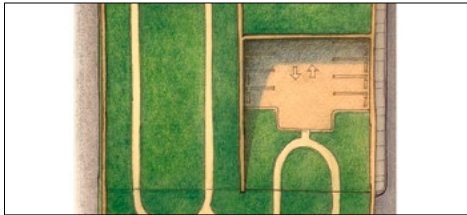
D



E



F



G



SITE 3 - 1ST AVENUE SOUTH

H



I





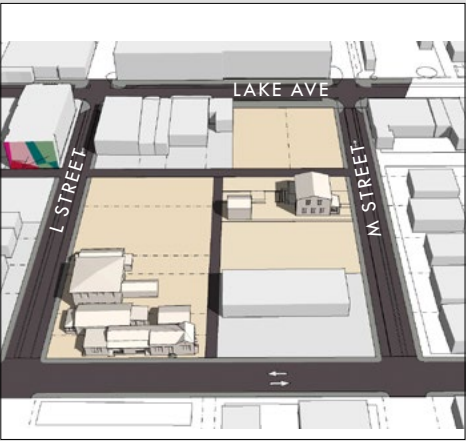
### L & M STREET CONCEPTS

Three different design scenarios were developed for site one - the block between 'L' and 'M' Streets south of Lake Avenue. Each of these concepts conceives of a larger, five story building facing Lake Avenue south to the alleyway. This is consistent with the Fairfax & Sammons proposal. Each of the scenarios keeps the existing restored historic structure facing 'M' street and contemplates different approaches to the contributing structures fronting 'L' Street. The proposed building facing Lake Avenue creates a publicly accessible plaza at the street level for outdoor dining and activities.



Figure 5 Lake Avenue Redevelopment Concept

### L & M STREET CONCEPTS



CONTRIBUTING STRUCTURES

There are five historically contributing structures on the ‘L’ and ‘M’ block, all in varying conditions. The structure at 17 S. M Street (identified as building “a” below) has been completely restored by the previous owner and serves as the offices for the Leisure Services Department. At the time of the design charrette in April 2022, the fate of the remaining structures was uncertain so care was taken to try to include them in the different design scenarios. Since the charrette, the structures identified below as “d” and “e” have been approved for demolition by the City.

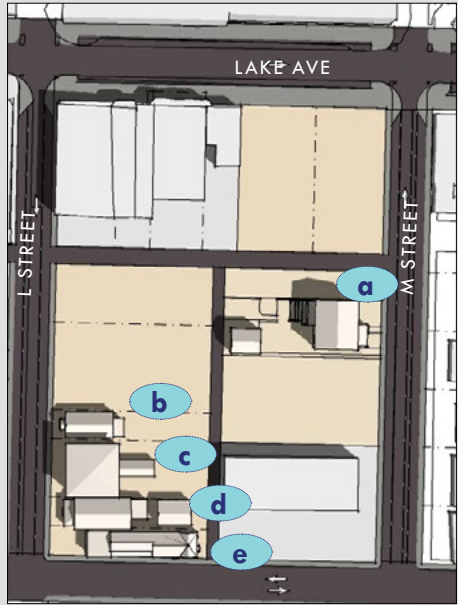
CONTRIBUTING STRUCTURES SUMMARY	
	Notes
a	Built 1941 & renovated in 2019, contributing structure, LWB Leisure Services Office & Storage, 3 on-site parking spaces, 2100-sf
b	Built 1946, contributing structure, listed at 1 DU on property appraiser, 854-sf of gross building sf
c	Built 1933, contributing structure, listed at 4 DU on property appraiser, 3112-sf of gross building sf
d	Built 1930, contributing structure, listed at 2 DU on property appraiser, 1413-sf of gross building sf
e	Built 1935, listed at 4 DU on property appraiser, 1696-sf of gross building sf



L & M STREET CONCEPTS



The map below identifies the location of the five contributing structures on the ‘L’ and ‘M’ block. The various design scenarios recommend different approaches to retaining or removing the structures.





CONTRIBUTING STRUCTURES

L & M STREET CONCEPTS 1



**OPTION**  
**SITE 1**



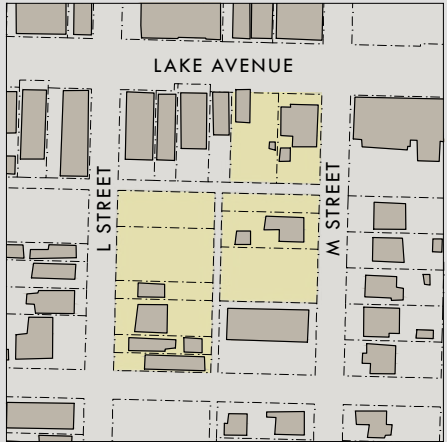
<b>SITE AREA</b>	1.6 acres
<b>NUMBER OF TOTAL UNITS</b>	59 DU (37 du/acre)
<b>CONTRIBUTING STRUCTURES TO REMAIN</b>	1 remains, 2 relocate & renovate, 5 DU
<b>TOTAL NET NEW UNITS</b>	54 DU
<b>GROSS COMMERCIAL SPACE</b>	+/- 5,000 sf
<b>PARKING SPACES</b>	92 parking spaces
<b>ON-STREET</b>	+/- 30 existing to remain
<b>SURFACE</b>	56 (26 under Lake Ave Bldg)
<b>STRUCTURE</b>	0
<b>SELF PARKED</b>	6 in private garage



**L & M STREET CONCEPTS**



Option A recommends removing or relocating all contributing structures facing 'L' Street and replacing them with townhouses, accessory dwelling units along the alley, and a bungalow court in front of a new two story apartment building.





**OPTION A**  
SITE 1



L & M STREET CONCEPTS **1**

- OPTION A SUMMARY**
- Three story building on Lake Ave with 24 units and 5,000-7,500-sf for commercial space
  - Six townhouses with garages and accessory units above
  - Four bungalow units
  - 12 DU apartment
  - All surface parking & self parking
  - Two contributing structures relocated and renovated (3,970-sf)
  - Renovated contributing structures on M Street remain
  - TOTAL NEW UNITS = 54 dwelling units

<b>OVERALL BUILDING</b>	3 stories (26 DU)	sf 35,000
<b>GROUND FLOOR</b>	Commercial- 5,200 sf Ground Parking- 7,800 sf	sf 13,000
<b>FLOORS 2-3</b>	Units- 22,000 sf Amenity Deck- 3,250 sf	sf 16,250 +deck

<b>TWO BEDROOMS</b>	(4 DU) SFD Bungalow	sf 3,600
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<b>STUDIO UNITS</b>	(12 DU) 2-story apartment	sf 12,500
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<b>STUDIO UNITS</b>	(6) ADU over garage	sf 1,440
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<b>3+ BEDROOMS</b>	(6 DU) 3-story Townhouse	sf 17,280
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**OPTION**  
**SITE 1**



**L & M STREET**  
**CONCEPTS**



The image to the left is an aerial view of scenario A looking southwest from above Lake Avenue. The larger five story structure is in the foreground. Below is a ground level view of the same building facing Lake Avenue.



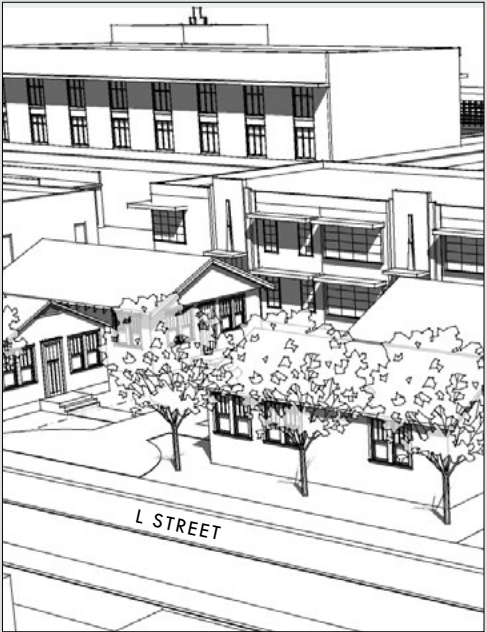
**OPTION**  
**SITE 1**



**L & M STREET  
CONCEPTS**

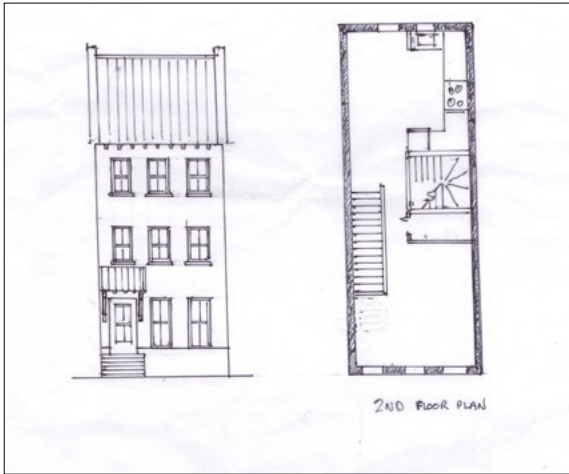
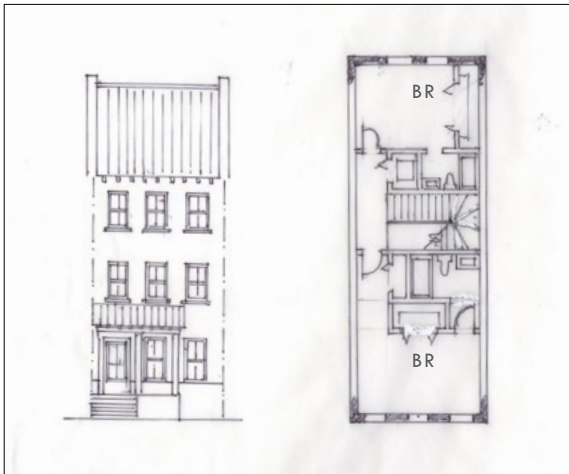
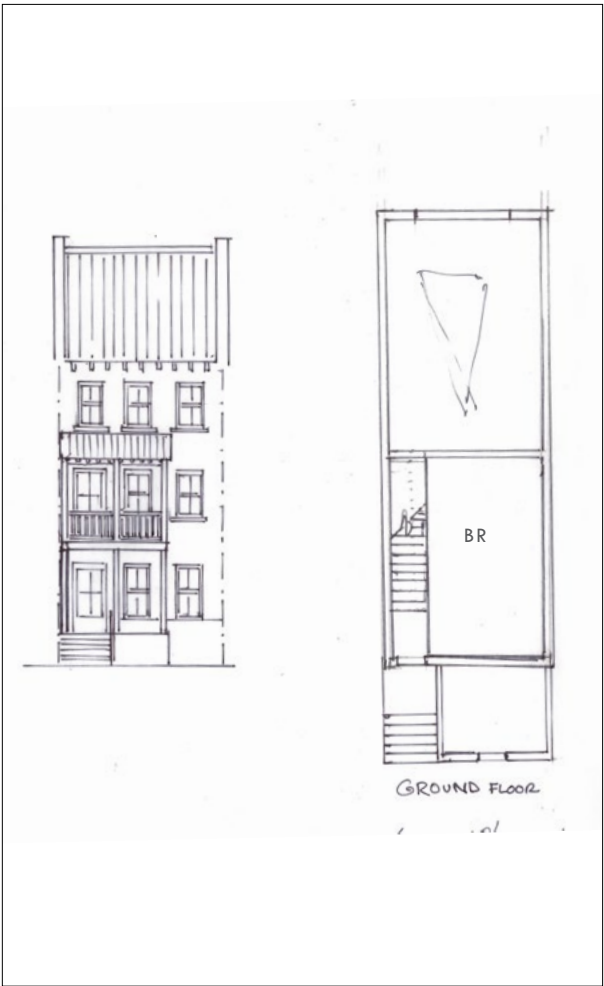


The images on this page are of the proposed bungalow court in front of the new two story apartment building.





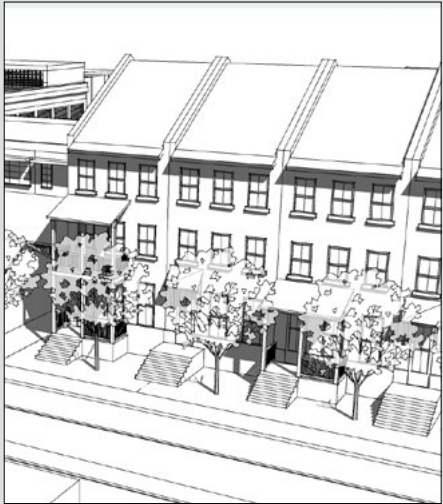
OPTION  
SITE 1



L & M STREET  
CONCEPTS



Option A includes a row of townhouses along 'L' Street. These townhouses are proposed to have accessory dwelling units and rear loaded parking accessed from the alleyway. The image to the left illustrates floor plans and elevations of the townhouses and below is a street view of the same.





**OPTION**  
**SITE 1**



**L & M STREET**  
**CONCEPTS**



The image to the left is an elevated street view of the townhouses and bungalow court proposed on 'L' Street. The townhouses have elevated covered stoops and are three stories. The four units comprising the bungalow court to the left (north) create an entry courtyard to the two story Art Deco apartment building beyond. This proposal incorporates a variety of scales and architectural styles consistent with the historical character of Lake Worth Beach.

On-street parking on 'L' Street would help accommodate the parking demands of the new units as well as parking located off of the rear alleyway. The proposed five story building facing Lake Avenue is seen beyond the Art Deco apartment building.



**OPTION B**  
SITE 1

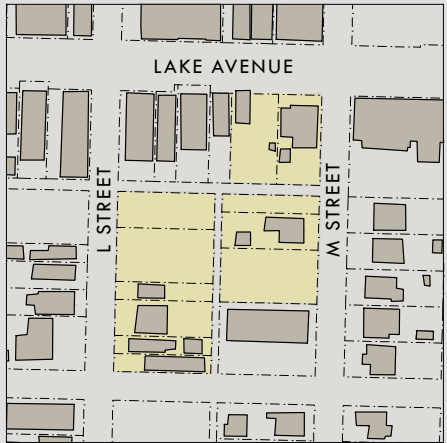
<b>SITE AREA</b>	1.6 acres
<b>NUMBER OF TOTAL UNITS</b>	65 DU (40 DUA)
<b>CONTRIBUTING STRUCTURES</b>	11 DU (1 remain, 3 to renovate) (6,220-sf)
<b>TOTAL NEW NET UNITS</b>	54 DU
<b>GROSS COMMERCIAL SPACE</b>	+/- 7,500-sf
<b>PARKING SPACES</b>	115 parking spaces
<b>ON-STREET</b>	+/- 30 existing to remain
<b>SURFACE</b>	85 (26 under Lake Ave Bldg)



**L & M STREET CONCEPTS**

L&M STREET CONCEPTS

Scenario B incorporates keeping the three southernmost contributing structures on 'L' Street. Two new four unit walk up apartment buildings are proposed immediately north of the contributing structures. A five story mixed-use building is proposed to face Lake Avenue.





**OPTION B**  
SITE 1



L & M STREET CONCEPTS **1**

**OPTION B SUMMARY**

- Five story building on Lake Ave with 38 DU and 5,000-sf for commercial space
- Two new apartment buildings with 4 DU each
- One new apartment building with 8 DU
- All surface parking & under-building parking
- \* Three historic structures renovated and remain with 11 DU
- Renovated contributing structure on M Street remains
- TOTAL NEW UNITS = 54
- **\*Since the charrette, the structures identified as “d” and “e” have been approved for demolition by the City.**

<b>OVERALL BUILDING</b>	5 stories (38 DU total)	47,000 sf
<b>GROUND FLOOR</b>	Commercial- 5,000 sf Ground Parking- 7,200 sf	13,500 sf
<b>FLOOR 2</b>	16 DU Amenity Deck- 3,250 sf	13,500 sf
<b>FLOOR 3</b>	10 DU	10,250 sf
<b>FLOOR 4</b>	7 DU	7,500 sf
<b>FLOOR 5</b>	5 DU	5,500 sf
<b>1 BEDROOM</b>	4 DU 2-story Apartment	4,000 sf
<b>1 BEDROOM</b>	4 DU 2-story Apartment	4,000 sf
<b>1 BEDROOM</b>	8 DU 2-story Apartment	7,600 sf



**OPTION**  
**SITE 1**



**L & M STREET**  
**CONCEPTS**



Each of the 'L' and 'M' Street scenarios incorporates a five story mixed-use building fronting Lake Avenue. The building only extends south to the alleyway. These proposals are consistent with the footprint area and scale of the new condominium building facing Lake Avenue at 1 South Palmway.

The rendering to the left illustrates the proposed building at 'M' Street and Lake Avenue. The design team felt that an Art Deco architecture for a building of this scale is appropriate in the Old Town Historic District.





OPTION  
SITE 1

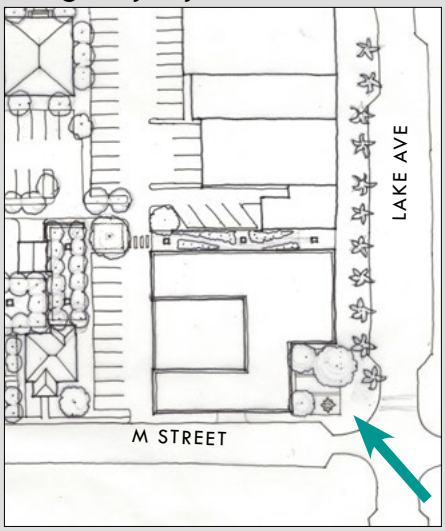


L & M STREET  
CONCEPTS



The rendering to the left is a nighttime view of the same building. There is a public plaza at the corner of 'M' Street and Lake Avenue to accommodate outdoor dining and activities.

The plan below shows the direction of the view to the left. Note that covered parking is accessed from the existing alleyway.



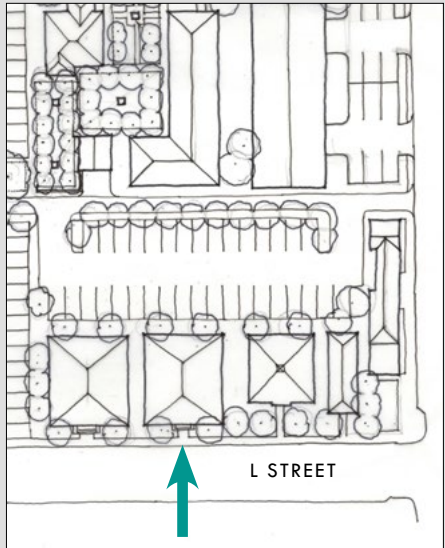
**OPTION**  
SITE 1



**L & M STREET  
CONCEPTS**



The rendering to the left is of the two proposed walk up apartment buildings on 'L' Street. Note the existing structures to the right (south). The plan view below shows the direction of the view for the rendering.





**OPTION**  
SITE 1



**L & M STREET  
CONCEPTS**



This aerial rendering gives an overall view of the 'L' and 'M' Street block for scenario B. The five story mixed-use building facing Lake Avenue is in the foreground and the two story walk up apartment buildings on 'L' Street are seen beyond.

The Leisure Services Department building facing 'M' Street is partially wrapped with a new two story apartment building. This building is proposed on the currently vacant lot on 'M' Street. This concept creates a series of intimate courtyard spaces around the restored historic structure.



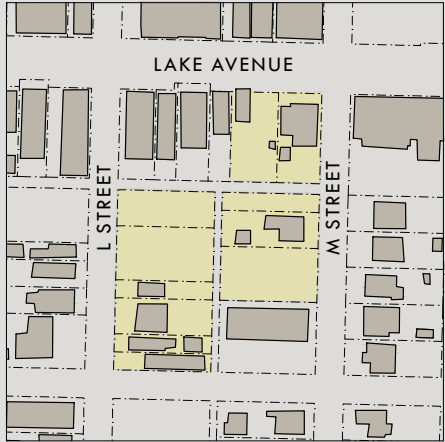
**OPTION C**  
SITE 1

<b>SITE AREA</b>	1.6 acres
<b>NUMBER OF TOTAL UNITS</b>	90 DU (56 DUA)
<b>CONTRIBUTING STRUCTURES</b>	2 remain ( 5 DU)
<b>TOTAL NET NEW UNITS</b>	85 DU
<b>CONTRIBUTING STRUCTURES</b>	5 DU (to remain)
<b>GROSS COMMERCIAL SPACE</b>	+/- 5,000-sf
<b>PARKING SPACES</b>	108 parking spaces
<b>ON-STREET</b>	+/- 30 existing to remain
<b>SURFACE</b>	78 (19 under Lake Ave Bldg)



**L & M STREET CONCEPTS**

Option C keeps the existing walk up apartment building on 'L' Street and proposes a new three story apartment to the north and a two story courtyard building to the south. Like Option B, this scenario proposed a three story apartment south of the Leisure Services Department building on 'M' Street.





**OPTION C**  
SITE 1

L & M STREET CONCEPTS **1**

**OPTION C SUMMARY**

- Five story building on Lake Ave with 50 DU and 5,000-sf for commercial space
- Two new apartment buildings with 12 DU each
- One new ADU over garage
- One new live-work lofts with 10 DU
- All surface parking & under-building parking
- Existing structures on L Street (c) & M Street (a) remain
- TOTAL Net new Units = 85 dwelling units

<b>OVERALL BUILDING</b>	5 stories (50 DU total)	47,000 sf
<b>GROUND FLOOR</b>	Commercial- 5,000 sf Ground Parking- 7,200 sf	13,500 sf
<b>FLOOR 2</b>	18 DU Amenity Deck- 2,030 sf	13,500 sf
<b>FLOOR 3</b>	18 DU	11,470 sf
<b>FLOOR 4</b>	10 DU	7,500 sf
<b>FLOOR 5</b>	4 DU	5,500 sf
<b>1 BEDROOM</b>	12 DU 3-story Apartment	11,400 sf
<b>1 BEDROOM</b>	1 DU ADU	900-sf
<b>1 BEDROOM</b>	12 DU 3-story Apartment	11,600 sf
<b>STUDIO UNIT</b>	10 DU 2-Story Loft Units	8,250 sf



**OPTION**  
SITE 1



**L & M STREET  
CONCEPTS**



This view is from ‘M’ Street and shows the existing restored historic structure that houses the city’s Leisure Services Department. In the foreground is the proposed three story Art Deco apartment building that creates a courtyard to the rear of the Leisure Services building. Beyond is the five story mixed-use building facing Lake Avenue. That proposed structure is separated from the historic building by the existing alleyway which provides access to rear loaded parking.

In all scenarios on-street parking is retained and where possible, enhanced.





**OPTION C FINAL VERSION**  
**SITE 1**

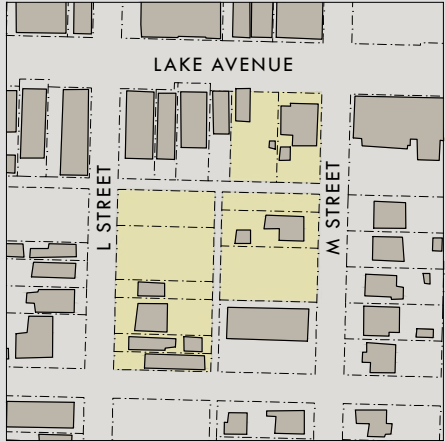
<b>SITE AREA</b>	1.6 acres
<b>NUMBER OF TOTAL UNITS</b>	87 DU (54 DUA)
<b>CONTRIBUTING STRUCTURES</b>	3 remain ( 5 DU)
<b>TOTAL NET NEW UNITS</b>	80 DU
<b>CONTRIBUTING STRUCTURES</b>	7 DU (to remain)
<b>GROSS COMMERCIAL SPACE</b>	+/- 5,000-sf
<b>PARKING SPACES</b>	108 parking spaces
<b>ON-STREET</b>	+/- 30 existing to remain
<b>SURFACE</b>	78 (19 under Lake Ave Bldg)



**L & M STREET CONCEPTS**



Option C Final Version keeps the existing walk up apartment building on ‘L’ Street and proposes a new three story apartment to the north and a two story courtyard building to the south. The relocation of the contributing structure ‘b’ (see page 11) from ‘L’ Street to ‘M’ Street is aligned with the Leisure services building to the north and a three story apartment to the south.



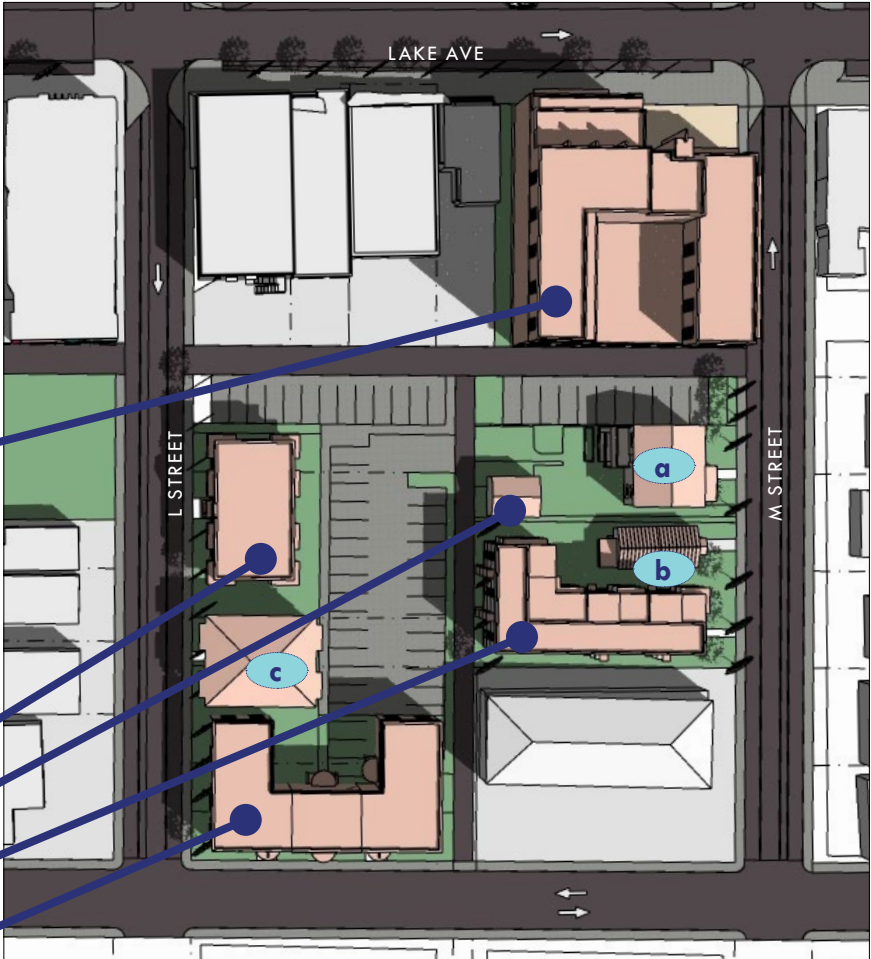
**OPTION C FINAL VERSION**  
SITE 1

L & M STREET CONCEPTS **1**

**OPTION C FINAL VERSION SUMMARY**

- Five story building on Lake Ave with 45 DU and 5,000-sf for commercial space
- Two new apartment buildings with 12 DU each
- One new ADU over garage
- One new live-work lofts with 10 DU
- All surface parking & under-building parking
- Existing structures on L Street (c) & M Street (a) remain L street (b) relocated
- TOTAL Net new Units = 80 dwelling units

<b>OVERALL BUILDING</b>	5 stories (45 DU total)	47,000 sf
<b>GROUND FLOOR</b>	Commercial- 5,000 sf Ground Parking- 7,200 sf	13,500 sf
<b>FLOOR 2</b>	20 DU Amenity Deck- 2,030 sf	13,500 sf
<b>FLOOR 3</b>	15 DU	11,470 sf
<b>FLOOR 4</b>	6 DU	7,500 sf
<b>FLOOR 5</b>	4 DU	5,500 sf
<b>1 BEDROOM</b>	12 DU 3-story Apartment	11,400 sf
<b>1 BEDROOM</b>	1 DU ADU	900-sf
<b>1 BEDROOM</b>	12 DU 3-story Apartment	11,600 sf
<b>STUDIO UNIT</b>	10 DU 2-Story Loft Units	8,250 sf





OPTION C FINAL VERSION  
SITE 1



L & M STREET  
CONCEPTS

1

This view is from ‘M’ Street and shows the existing restored historic structure that houses the city’s Leisure Services Department, and the relocated historic structure from ‘L’ Street aligned just to the south. In the foreground is the proposed three story Art Deco apartment building that creates a courtyard to the rear of the Leisure Services building. Beyond is the five story mixed-use building facing Lake Avenue. That proposed structure is separated from the historic building by the existing alleyway which provides access to rear loaded parking.

In all scenarios on-street parking is retained and where possible, enhanced.



### K STREET CONCEPTS

Site 2 is the half block at the northwest corner of 'K' Street and 1st Avenue South. This site contains three parcels to the south with four contributing structures (one of which is an accessory structure to the unit facing 'K' Street). Immediately north of these parcels is a municipal parking lot which contains approximately 65 parking spaces south of the alleyway. The three southern parcels and the parking lot were part of the 2020 RFP (RFP sites 2 and 3 respectively) however there were no proposals submitted for these properties.

The municipal lot has been considered for a future parking structure and the engineering firm WGI has developed a number of different proposals testing the physical feasibility of that idea. Option G depicts one of the concepts that WGI produced. The images to the right illustrate the 'K' Street locations. Different concepts were developed for the 'K' Street sites and character sketches of those concepts are provided below. The design team took care to reflect the historic architectural character of Lake Worth Beach in the design proposals.

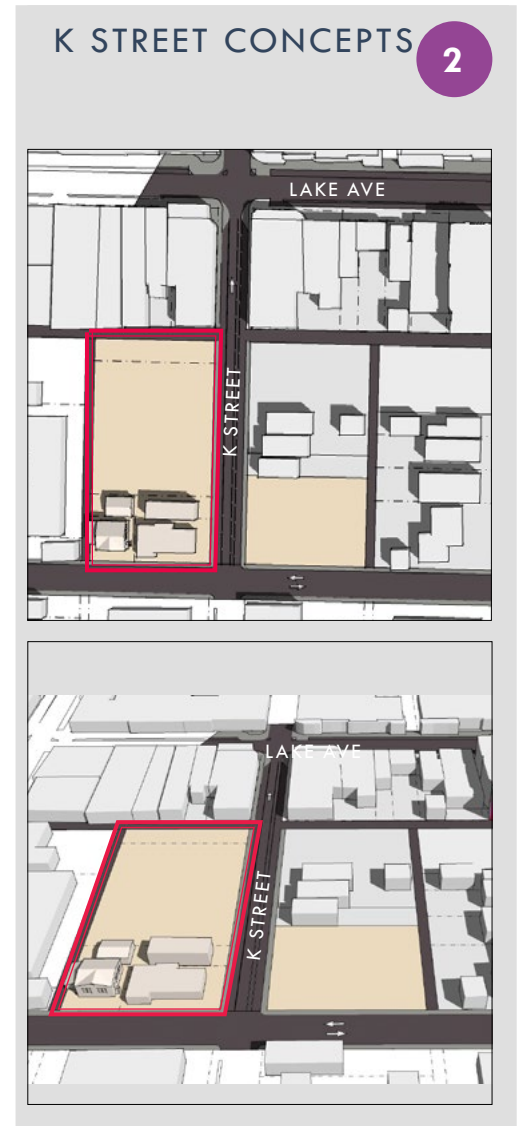


Figure 6 K Street Redevelopment Concept





# II. TOUR OF THE SCENARIOS

CONTRIBUTING STRUCTURES SUMMARY	
	Notes
f	Built 1925, listed at 1 DU on property appraiser, 878-sf of gross building sf
g	Built 1928, listed at 2 DU on property appraiser, 1710-sf of gross building sf
h	Built 1927, listed at 1 DU on property appraiser, 959-sf of gross building sf



## K STREET CONCEPTS 2

This page identifies the existing contributing structures on Site 2 - 'K' Street. The structures "g" and "h" are on separate parcels and structure "f" has an existing accessory dwelling unit to the rear. At the time of the charrette these properties were in a significant state of disrepair. Since the charrette, the structures identified as "f" "g" and "h" have been approved for demolition by the City.

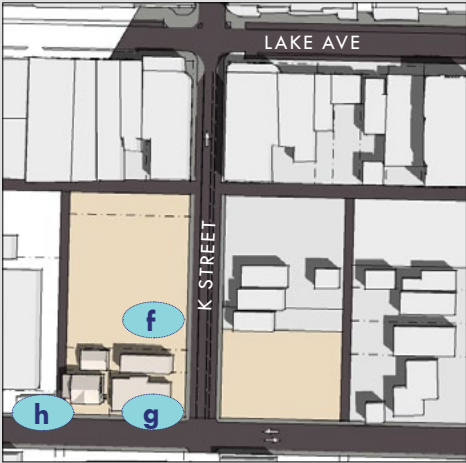


Figure 7 Images of the contributing structures along K Street.

**OPTIONS**  
SITE 2

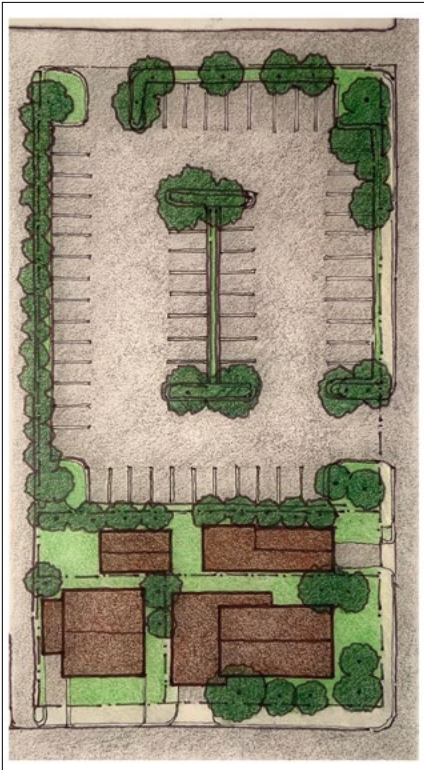


Figure 8  
Existing Conditions

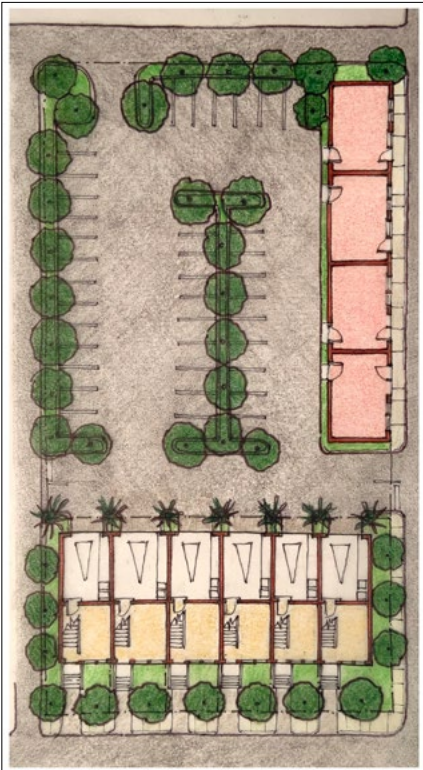


Figure 9  
First Avenue S townhouse option with liner building facing K Street

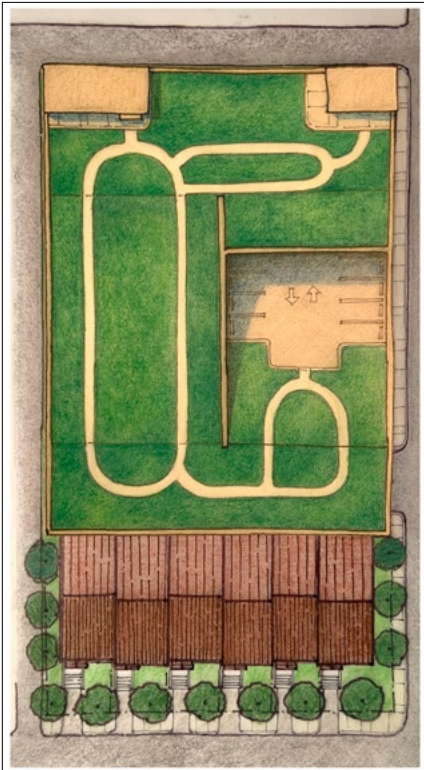
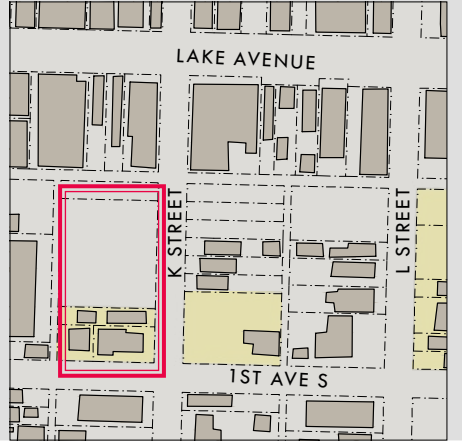


Figure 10  
First Avenue S townhouse with parking deck in the municipal parking lot

K STREET CONCEPTS **2**

Because of the condition of the existing buildings at Site 2, the design team proposed replacing them with a few different options for redevelopment.

The drawing to the far left is the existing conditions. The center drawing illustrates a townhouse proposal with a commercial liner building along 'K' Street. The image to the right shows townhouses on 1st Avenue South and a green-roofed parking deck.





**OPTION D**

**SITE 2**

<b>GROSS SITE AREA</b>	1.085 acres
<b>NUMBER OF TOTAL UNITS</b>	10 DU (9 du/acre)
<b>1 BEDROOM, STUDIO UNITS</b>	10 DU (loft live-work studio)
<b>TWO BEDROOMS</b>	0
<b>3+ BEDROOMS</b>	0
<b>GROSS COMMERCIAL SPACE</b>	1,840-sf
<b>PARKING SPACES</b>	88 parking spaces
<b>ON-STREET</b>	20 existing to remain
<b>SURFACE</b>	57 existing to remain
<b>STRUCTURE</b>	0
<b>SELF PARKED</b>	11 parking
<b>CONTRIBUTING STRUCTURES</b>	2 relocate & renovate (1,840-sf)

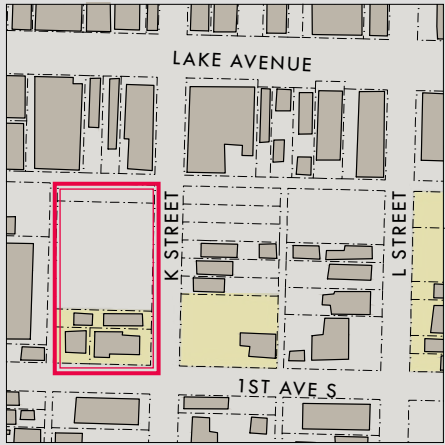
<b>ARTIST STUDIO UNIT</b>	(10 DU) 2-Story Loft Units	sf 8,250
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<b>BIERGARTEN SITE</b>	Potential historic structure relocation site
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**K STREET CONCEPTS 2**

Option D for Site 2 proposes keeping the existing parking lot and building artist lofts facing 1st Avenue South. This concept includes a rear yard for welding and smelting if desired. There was interest during the charrette to provide more working artist space.



OPTION D  
SITE 2

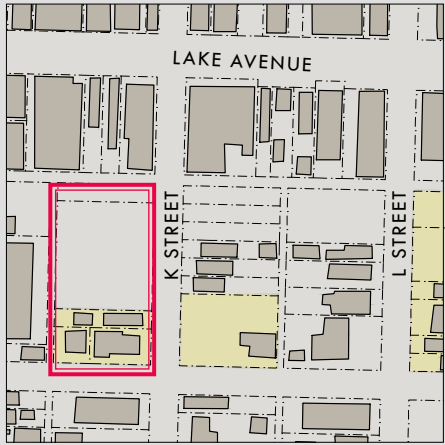


K STREET CONCEPTS 2

OPTION D SUMMARY

- Surface parking lot to remain
- Exiting on-street parking to remain, but improved with landscaped curb extensions
- Beer garden with historic structures & existing trees to remain (1,840-sf)

**\*Since the charrette, the structures identified as "f" and "h" have been approved for demolition by the City.**



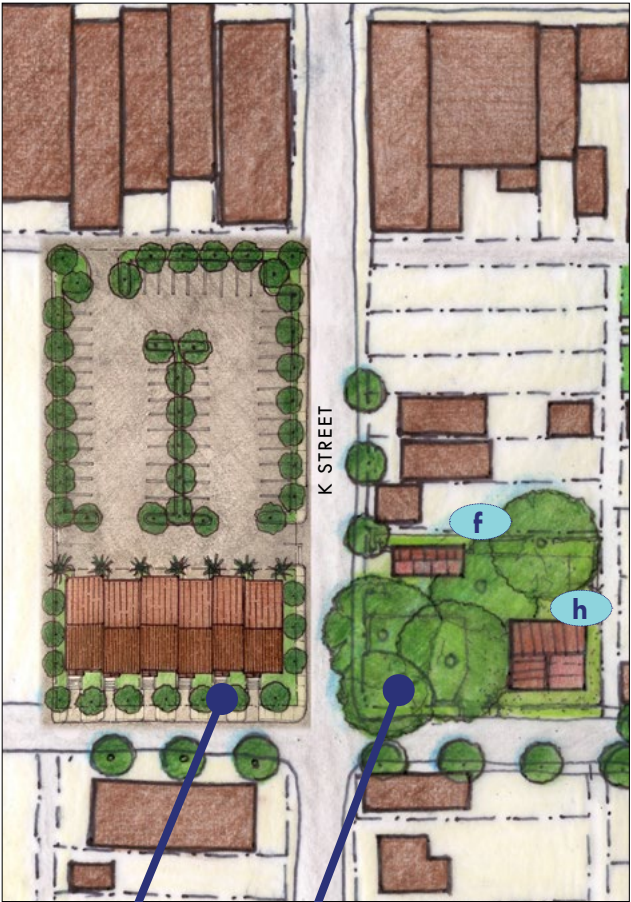


**OPTION E**  
SITE 2

<b>GROSS SITE AREA</b>	1.085 acres
<b>NUMBER OF TOTAL UNITS</b>	6 DU (6 du/acre)
<b>1 BEDROOM, STUDIO UNITS</b>	0
<b>TWO BEDROOMS</b>	0
<b>3+ BEDROOMS</b>	6 DU (townhouse)
<b>GROSS COMMERCIAL SPACE</b>	1,840-sf
<b>PARKING SPACES</b>	83 parking spaces
<b>ON-STREET</b>	20 existing to remain
<b>SURFACE</b>	57 existing to remain
<b>STRUCTURE</b>	0
<b>SELF PARKED</b>	6 in private garage
<b>CONTRIBUTING STRUCTURES</b>	2 relocate & renovate (1,840-sf)

<b>3+ BEDROOMS</b>	(6 DU) 3- Story Townhouse	sf 17,280
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<b>BIERGARTEN SITE</b>	Potential historic structure relocation site	
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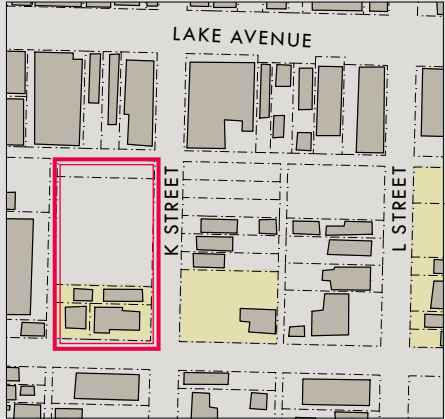


**K STREET CONCEPTS 2**

**OPTION E SUMMARY**

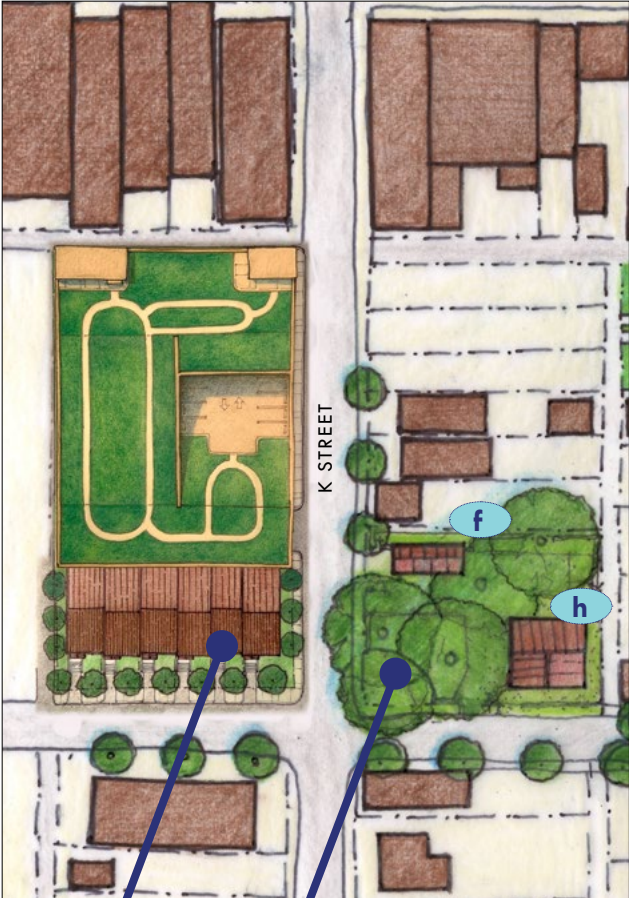
- 6 self parked townhouse units
- Surface parking lot to remain
- Existing on-street parking to remain, but improved with landscaped curb extensions
- Beer garden with historic structures & existing trees to remain (1,840-sf)

**\*Since the charrette, the structures identified as "f" and "h" have been approved for demolition by the City.**



**OPTION F**  
SITE 2

<b>GROSS SITE AREA</b>	1.085 acres
<b>NUMBER OF TOTAL UNITS</b>	6 DU (6 du/acre)
<b>1 BEDROOM, STUDIO UNITS</b>	0
<b>TWO BEDROOMS</b>	0
<b>3+ BEDROOMS</b>	6 DU (townhouse)
<b>GROSS COMMERCIAL SPACE</b>	4,400-sf
<b>PARKING SPACES</b>	166 parking spaces
<b>ON-STREET SURFACE</b>	+/- 20 existing to remain
<b>STRUCTURE</b>	+/- 140
<b>SELF PARKED</b>	6 in private garage
<b>CONTRIBUTING STRUCTURES</b>	2 relocate & renovate (1,840-sf)



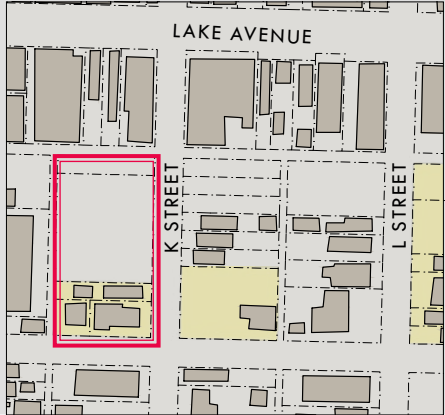
<b>3+ BEDROOMS</b>	(6 DU) 3- Story Townhouse	sf 17,280
<b>BIERGARTEN SITE</b>	Potential historic structure relocation site	

**K STREET CONCEPTS 2**

**OPTION F SUMMARY**

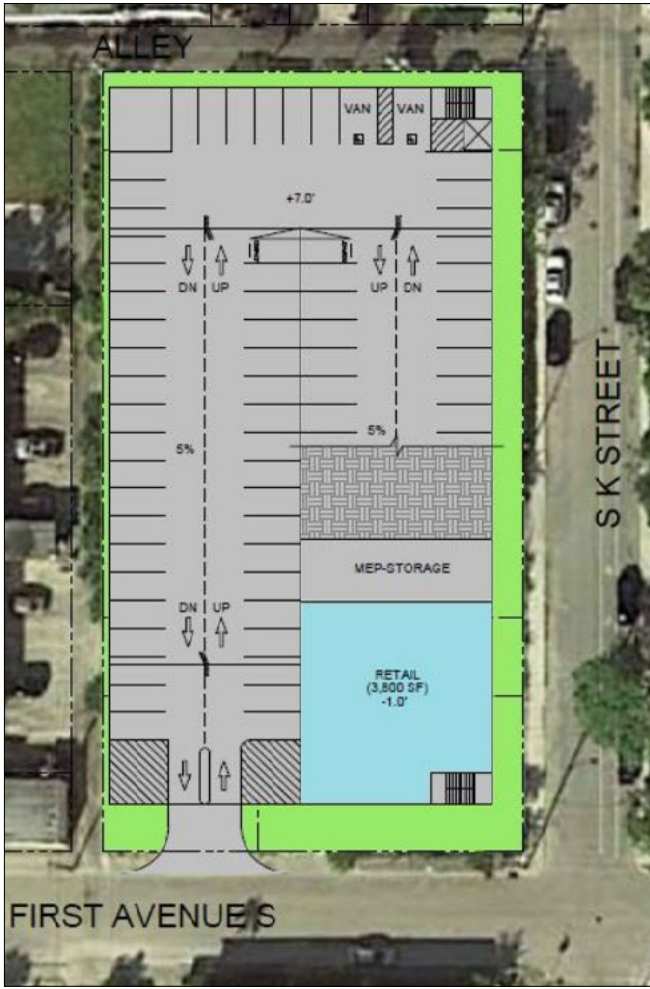
- 6 self parked townhouse units
- New Structured parking with green active use rooftop
- Exiting on-street parking to remain, but improved with landscaped curb extensions
- Small commercial linear (5,400-sf)
- Beer garden with historic structures & existing trees to remain (1,840-sf)

**\*Since the charrette, the structures identified as "f" and "h" have been approved for demolition by the City.**



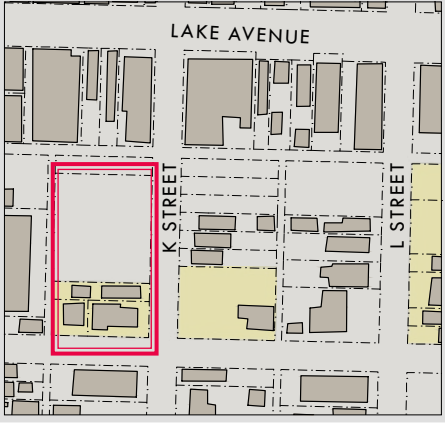


**OPTION G**  
SITE 2



**K STREET CONCEPTS 2**

- OPTION G SUMMARY**
- Hired by the CRA, WGI produced concepts for a public parking garage on Site 2.
  - WGI Option 3 develops the entire site from the alleyway to 1st Ave. South to create a public parking garage with a retail space on the ground level.
  - 4 levels of public parking
  - 256 parking spaces
  - 3,800sf of ground level retail space



# 1ST AVENUE CONCEPTS

The CRA owns the vacant parcel at the northeast corner of 1st Avenue South and 'K' Street. While not part of the 2020 Request for Proposals, the fact that the parcel is in public ownership, is vacant, and sits between sites 1 and 2 of this study led the design team to include it in the public discussion.

The community provided many ideas for this site: a public pool, a park and play ground, and even more municipal buildings. One idea that seemed interesting and plausible was for this parcel to become a receiving site for any of the existing contributing structures that might need to be relocated in order to accommodate more efficient redevelopment at Sites 1 and 2. Since the charrette process these buildings have been approved for demolition by the CRA with support from the City.

Along with that theme developed the idea of a Biergarten - a German concept of an indoor/outdoor restaurant and ale house. It was thought that was concept fit nicely with the bohemian artistic culture of Lake Worth Beach.

Currently the CRA is studying the site for an affordable housing concept. Drawings for the redevelopment of this site are currently underway.

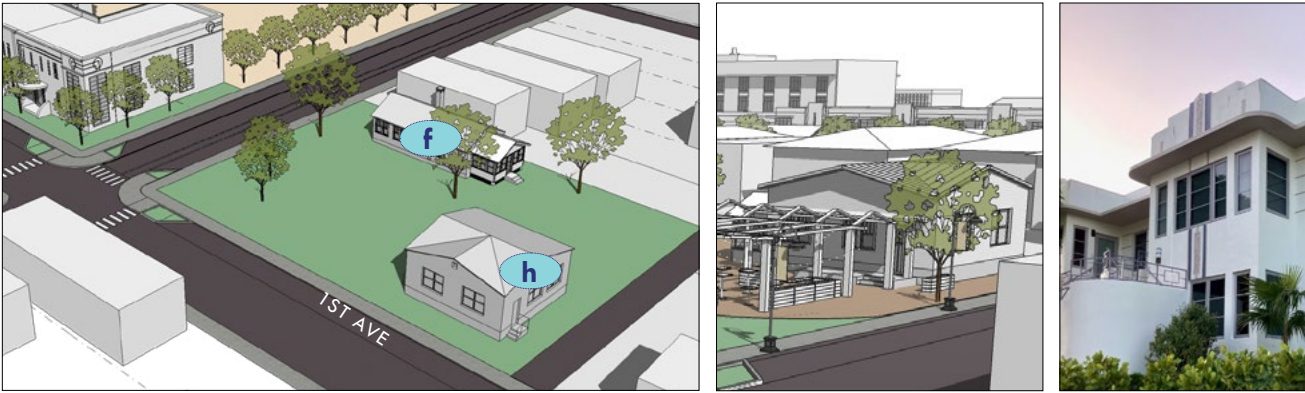
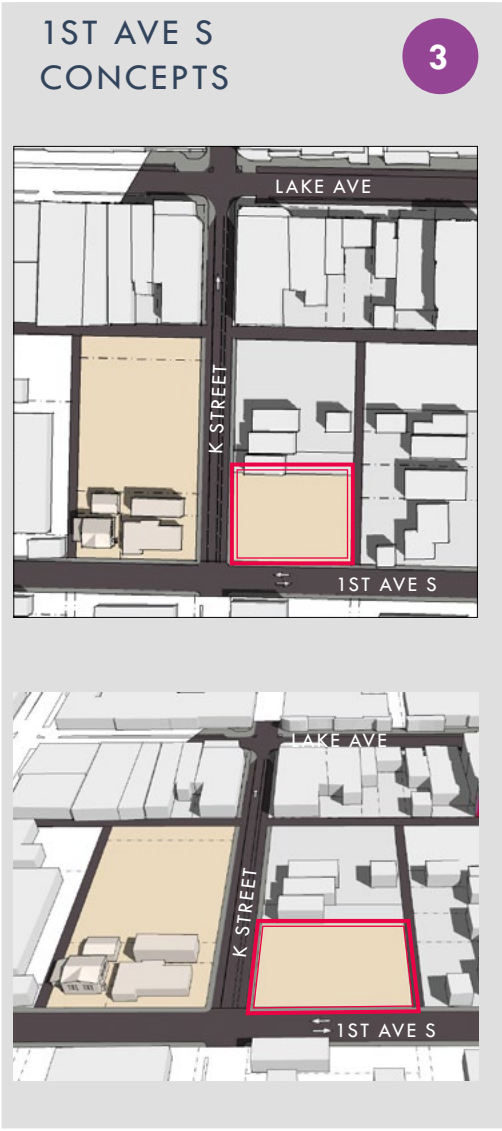


Figure 11 Biergarten Concept with relocation and rehabilitation of contributing structures. For photographs of the existing structures see "Figure 7 Images of the contributing structures along K Street." on page 31



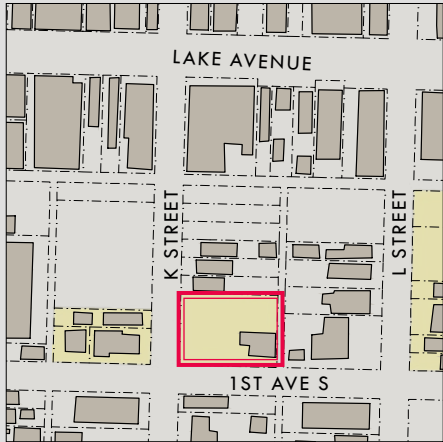
OPTION  
SITE 3



1ST AVE S  
CONCEPTS



The image to the left illustrates the Biergarten concept looking to the northeast from the corner of 'K' Street and 1st Avenue South. Below is a location map for the site highlighted in red.



**OPTION I**  
**SITE 3**



FIGURE 14 AFFORDABLE HOUSING MICRO UNITS  
LOCATED IN WEST PALM BEACH, FL



FIGURE 13 RAILROAD AVE. APARTMENTS  
LOCATED IN WINTER PARK, FL

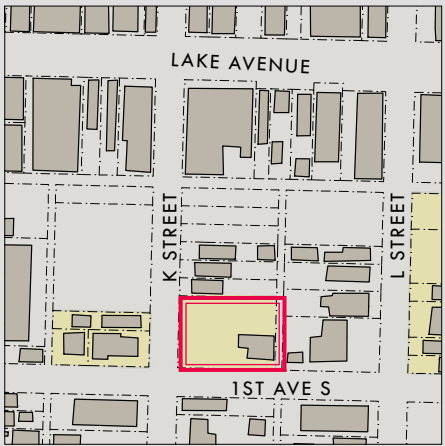


FIGURE 12 HERITAGE TRUST RENOVATION  
LOCATED IN MIAMI BEACH, FL

**1ST AVE S  
CONCEPTS**



Images to the left represent local affordable housing options in South Florida. The discussion of developing affordable housing on the site is ongoing, and drawings for this concept are currently being developed by a not for profit agency.



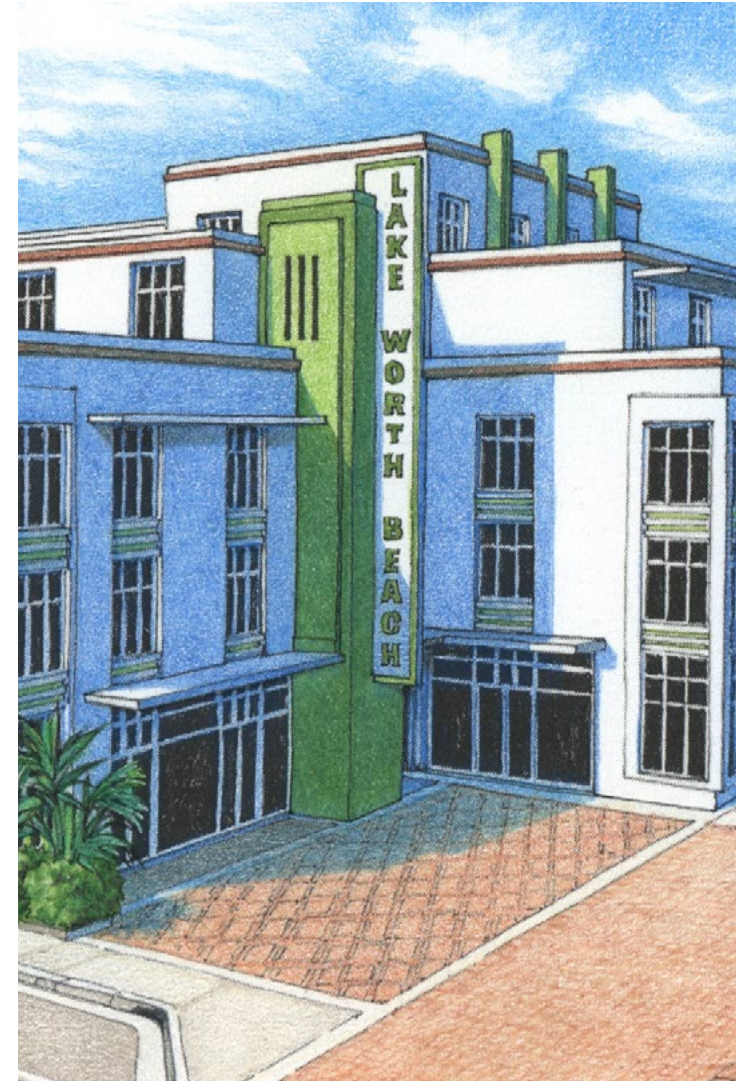


## SCENARIO ANALYSES

A critical component of this planning study is to test the financial feasibility of the recommended proposals. Considering the innumerable internal and external factors (no precise design proposal, restoration and/or relocation of existing contributing structures, material and labor costs, inflation, and increasing interest rates) it is impossible to provide precise project costs at this conceptual stage. That said, providing a planning-level financial analysis of each of the design scenarios is important to determine if the desired approaches are at all possible. Is it feasible to redevelop these sites in a small-scaled incremental fashion? And if so, what subsidies (of various types) might be required to achieve these objectives?

After the completion of the design charrette the TCRPC team re-evaluated all of design scenarios presented in Chapter II of this report. For the sake of efficiency, the decision was made to focus on Site 1 - 'L' and 'M' Street for the financial analysis. Further, scenarios B and C were determined to be the most practical from a development perspective and also the most palatable to the community. The incorporation of some, if not all, of the existing contributing structures was an important factor in making those decisions.

This section includes a summary of the financial pro-formas that were run for three design concepts (B and C and an updated scenario C) as well as the Fairfax & Sammons proposal. The Fairfax & Sammons analysis was developed because there has been so much community interest in their designs. Also included are four pro-formas (Cv3 - Cv6) incorporating various adjustments to the assumptions to make the project more economically viable.



## SCENARIO PRO-FORMAS

Illustrated here are the three scenarios for which financial analyses were developed. An early financial analysis of Scenario C resulted in slight revisions to the plan resulting in an increase in the number of residential units. The Scenario C Final Option presented in Chapter II of this report is the most current and is identified as TCRPC Option Cv6 in the following summary of financial analyses. To date this is the recommended option because it provides the greatest mix of units while maintaining the scale and character of the historic district.



Figure 15 The plate above is of Scenario B from the design charrette



Figure 16 The rendering above is of the Fairfax & Sammons counter proposal

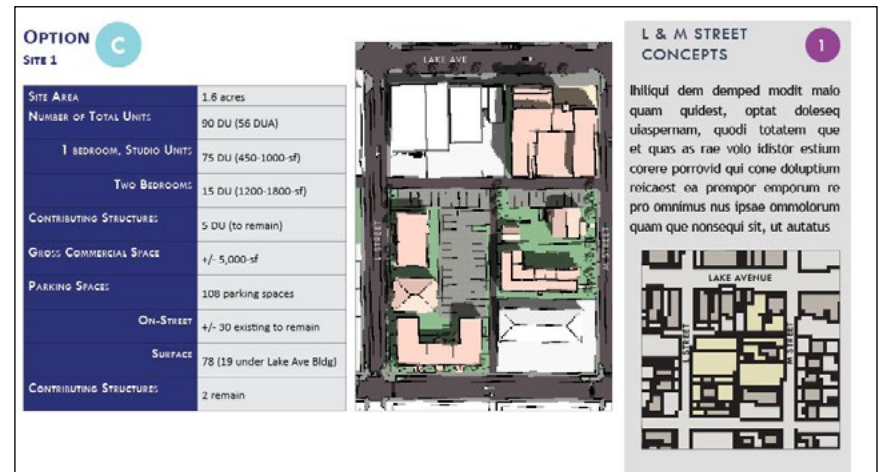


Figure 17 The plate above is of Scenario C from the design charrette



### III. DESIGN SCENARIO ANALYSES

Below is a summary of the results of the financial analyses for the four different options. As discussed earlier, TCRPC Option Cv2 is the most current version of that scenario and is the concept presented earlier in this report. TCRPC Option C was an earlier version of the plan and that analysis resulted in revisions to generate more residential units hence the generation of TCRPC Cv2. A discussion of these findings, and options for improving development conditions and potential City and CRA participation are discussed on the following page.

	TCRPC Option C v2	TCRPC Option C	TCRPC Option B	Fairfax Plan
Units	91	79	64	65
New Units	84	79	54	54
Units in Existing Buildings	7	0	10	11
Average Unit Size (sf)	601	638	664	908
Commercial Sf	5000	7100	7100	5805
Parking Spaces	108	108	115	
<b>Total Costs</b>	<b>\$ 22,147,959</b>	<b>\$ 21,414,284</b>	<b>\$ 19,218,355</b>	<b>\$ 23,163,399</b>
Vertical	\$ 12,289,000	\$ 11,637,367	\$ 9,957,153	\$ 11,623,343
Land	\$ 4,650,000	\$ 4,650,000	\$ 4,650,000	\$ 4,650,000
Hard Land Dev	\$ 1,089,850	\$ 1,073,850	\$ 998,750	\$ 1,475,845
Soft Land Dev	\$ 1,667,976	\$ 1,641,271	\$ 1,499,058	\$ 2,197,984
TI Allowance and Leasing	\$ 176,728	\$ 250,889	\$ 250,889	\$ 174,150
Construction Mgmt, GC OH, Supervision	\$ 1,605,462	\$ 1,525,346	\$ 1,314,708	\$ 1,594,717
Construction Contingency	\$ 668,943	\$ 635,561	\$ 547,795	\$ 797,359
<b>Total Revenue Year 4 (Stabilization)</b>	<b>\$ 1,856,336</b>	<b>\$ 1,749,108</b>	<b>\$ 1,339,374</b>	<b>\$ 1,705,975</b>
<b>Net Operating Income Year 5</b>	<b>\$ 1,081,414</b>	<b>\$ 967,310</b>	<b>\$ 781,254</b>	<b>\$ 991,200</b>
Debt Service Coverage Year 3	0.65	0.60	0.63	0.84
Return on Equity	-18.02%	-25.20%	-22.43%	-29.66%
<b>Pre-tax Profit with Year 5 Exit</b>	<b>(\$4,941,140)</b>	<b>(\$5,951,949)</b>	<b>(\$4,940,296)</b>	<b>(\$5,362,958)</b>
<b>Equity Multiple (Yx)</b>	<b>-0.74</b>	<b>-0.93</b>	<b>-0.86</b>	<b>-0.77</b>



## PRO-FORMA SUMMARY

The summary of the design scenario financial analyses on the previous page includes:

- The proposed development program for each option
- Total project costs (total hard and soft development costs, cost of the land, leasing, management, etc.)
- Year 4 stabilization revenue (assumes two years of construction and two years of leasing - ideally 94% occupancy at year 4)
- Debt service coverage (ratio of net operating income to debt ratio - lenders look for a revenue to debt ratio of at least 1.2)
- Return on equity (assumes developer sells project after 5 years as a percentage)
- Pre-tax profit at year 5 exit (return on equity at year 5 sale in dollars versus percentage)

Focusing on TCRPC Cv2 in the financial summary, the total project cost is \$22,147,859 which includes \$4,650,000 (full recovery of the City and CRA purchase expenditures) for the 'L' and 'M' properties. The debt service coverage in year 3 is only 0.65 (versus the lender goal of 1.2). The return equity in the year 5 exit (sale) is -18.02% or a net loss of \$4,941,140. This is clearly not a desirable project as outlined. There are, however, variables to consider and some assumptions made in developing the analysis that could be adjusted.

The rental rates incorporated in the analysis range from \$2.22/sf to \$2.73/sf. This equates to a monthly rent of \$1,445 per month for a 530 sf unit and \$2,195 per month for a 900 sf unit. These rental rates were established during the charrette in April 2022 using CoStar data sources looking at local comparable project rental rates. These are considered market rate and could be adjusted upwards to improve the financial feasibility of the project. The provision of affordable housing (or units at a reduced rate) however would require some degree of subsidy.

A major factor in the results of the financial analyses is the cost of the land. One option is for the City or the CRA to consider a long-term ground lease for the land for 75-99 years instead of selling the land outright. This requires less developer investment up front. The developer may not sell the project in 5 years for as much as if they owned the land but it might make the project doable.

Additional analyses (TCRPC Options Cv3-Cv6) were conducted to understand what modifications to the project costs are necessary (land cost reduction, long-term lease, increased rental rates, etc.) to make the project work. Version TCRPC Cv6 is the "Option C Final Version" concept plan found in Chapter 2 of this report. The results of that additional analysis is provided on the next page.



### III. DESIGN SCENARIO ANALYSES

This table is a revised summary of the scenario pro-formas including a new model run for TCRPC Option Cv3 - Option Cv6. Both of the new model runs maintain the same design and development program as the earlier versions. This most recent analysis adjusts the model inputs until the project is attractive for investors. A more detailed discussion on TCRPC Options Cv3 - Cv6 is provided on the following page.

	New Option C v6	TCRPC Option C v5	TCRPC Option C v4	TCRPC Option C v3	TCRPC Option C v2	TCRPC Option C	TCRPC Option B	Fairfax Plan
Units	87	96	91	91	91	79	64	65
New Units	80	89	84	84	84	79	54	54
Units in Existing Buildings	7	7	7	7	7	0	10	11
Average Unit Size (sf)	683	621	601	601	601	638	664	908
Average Residential Rent/Unit	\$ 1,935	\$ 1,820	\$ 1,785	\$ 1,785	\$ 1,587	\$ 1,668	\$ 1,705	\$ 1,966
Average Residential Rent/sf	\$ 2.80	\$ 2.90	\$ 2.94	\$ 2.94	\$ 2.61	\$ 2.62	\$ 2.57	\$ 2.30
Commercial Sf	5000	5000	5000	5000	5000	7100	7100	5805
Parking Spaces	108	108	108	108	108	108	115	
Total Costs	\$ 20,670,705	\$ 20,721,687	\$ 17,405,248	\$ 19,445,124	\$ 22,147,959	\$ 21,414,284	\$ 19,218,355	\$ 23,163,399
Vertical	\$ 13,305,960	\$ 13,333,693	\$ 12,289,000	\$ 12,289,000	\$ 12,289,000	\$ 11,637,367	\$ 9,957,153	\$ 11,623,343
Land	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 4,650,000	\$ 4,650,000	\$ 4,650,000	\$ 4,650,000
Hard Land Dev	\$ 1,083,450	\$ 1,097,850	\$ 1,089,850	\$ 1,089,850	\$ 1,089,850	\$ 1,073,850	\$ 998,750	\$ 1,475,845
Soft Land Dev	\$ 1,655,564	\$ 1,657,249	\$ 1,575,266	\$ 1,615,141	\$ 1,667,976	\$ 1,641,271	\$ 1,499,058	\$ 2,197,984
TI Allowance and Leasing	\$ 179,532	\$ 179,532	\$ 176,728	\$ 176,728	\$ 176,728	\$ 250,889	\$ 250,889	\$ 174,150
Construction Mgmt, GC OH, Supervision	\$ 1,726,729	\$ 1,731,785	\$ 1,605,462	\$ 1,605,462	\$ 1,605,462	\$ 1,525,346	\$ 1,314,708	\$ 1,594,717
Construction Contingency	\$ 719,471	\$ 721,577	\$ 668,943	\$ 668,943	\$ 668,943	\$ 635,561	\$ 547,795	\$ 797,359
Total Revenue Year 4 (Stabilization)	\$ 2,211,587	\$ 2,288,709	\$ 2,188,530	\$ 2,124,786	\$ 1,856,336	\$ 1,749,108	\$ 1,474,972	\$ 1,672,524
Annual Ground Lease Payments (Initial)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Net Operating Income Year 5	\$ 1,459,431	\$ 1,522,360	\$ 1,414,744	\$ 1,385,545	\$ 1,081,414	\$ 999,888	\$ 781,254	\$ 971,765
Debt Service Coverage Year 4	1.29	1.35	1.54	1.31	0.89	0.85	0.74	0.84
Return on Equity with Year 5 Exit	19.50%	21.74%	22.73%	20.00%	-4.48%	-8.18%	-22.43%	-29.66%
Pre-tax Profit with Year 5 Exit (Sale)	\$8,903,178	\$10,282,750	\$9,205,664	\$8,661,744	(\$1,518,413)	(\$2,529,222)	(\$4,940,296)	(\$5,362,958)
Equity Multiple (Yx)	1.44	1.65	1.76	1.48	-0.23	-0.39	-0.86	-0.77
Annual TIF Payments Years 2-11	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	0	0	0	0

## PRO-FORMA SUMMARY FINAL

The summary on the previous page illustrates all of the design scenario financial analyses conducted for the project including the latest and preferred Option Cv6. Highlights of those revised options are listed below:

- TCRPC Option Cv6, the preferred option, provides greater diversity in the proposed unit mix and therefore has a total reduction in units
- The TCRPC pro-forma options were developed to understand what project assumptions and model inputs must be changed to make the project financially feasible. Option Cv6, like other options, considers a land acquisition cost of \$2,000,000
- Option Cv6 adjusts the rental rates upwards by \$200/month across all of the units - this is an increase of \$0.33/sf per unit from \$2.61/sf to \$2.94/sf
- A \$50,000/year Tax Increment Financing (TIF) reimbursement from the CRA to the developer is maintained as part of the financial equation for Option Cv6
- The CRA is scheduled to sunset in 8 years in 2030 so an extension to the CRA lifespan would need to be considered if Cv6 is preferred
- Debt service coverage for Option Cv6 is 1.29 which exceeds the lender minimum of 1.2
- Option Cv6 return on equity at year 5 exit is 19.50% which is at the lower range for investor interest

TCRPC Option Cv6 which has been adjusted from previous options to include larger units is potentially feasible considering the adjustments listed above. It is very important to note the following considerations as well:

- The financial modeling for all of the scenarios was begun during the design charrette in April 2022 and do not reflect recent increases in lending interest rates and the impacts of inflation
- These financial models also do not reflect the most recent City of Lake Worth Beach affordable housing and sustainable building practices ordinances which were adopted on Thursday, October 6, 2022. It is very likely that the requirements of these policies will make projects more expensive to build in downtown and negatively impact these financial analyses



#### CRA Owned Properties to be demolished – Fiscal Year 2022/2023

- 704 1<sup>st</sup> Avenue South
- 710 1<sup>st</sup> Avenue South
- 25 South 'K' Street
- 509 Lake Avenue
- 30 South 'L' Street
- 32 South 'L' Street



As already mentioned, it is important to consider the external factors affecting development costs as well. Since the charrette in April 2022 interest rates have increased significantly, inflation has increased, and the effect on material and labor costs due to the impact of Hurricane Ian are yet to be known.

It is also important to recognize that simply making bigger buildings may not be the solution either. Clearly there was opposition to the larger building proposed through the prior RFP process. In addition, the ability to surface park smaller projects removes the exorbitant costs of structured parking that would come with a larger building.

Since the charrette, the City conducted cost estimates for the renovation of the contributing structures on sites 1 and 2. The determination was made to demolish six structures identified in the map to the left. These demolitions are compatible with the Option C proposal for Site 1 (i.e. Option C assumes that structures “d” and “e” are removed). Structures “f”, “g”, and “h” are to be removed on Site 2.

### KEY RECOMMENDATIONS & IMPLEMENTATION

This chapter focuses on key recommendations and implementation strategies to help ensure that the community input and vision provided throughout the charrette process can be achieved. Providing recommendations and guidance for the creation of a new Request for Proposals (RFP) for all or some of the L, M, and K Street sites has been a core objective of this effort since its inception. This chapter is organized into separate sections to assist with developing the future RFP:

#### DESIGN OBJECTIVES

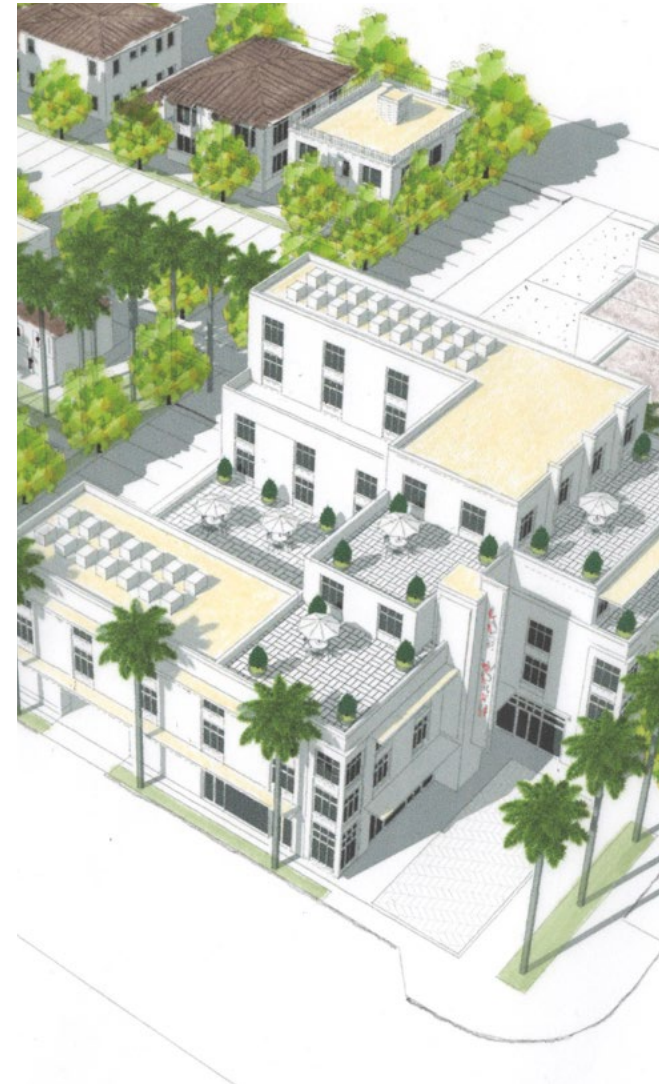
What are the key design and development priorities for these sites as expressed by the community through the public planning process?

#### POLICY RECOMMENDATIONS

What policy and code modifications are recommended through this effort to inform the RFP process? A series of diagrams and Land Development Regulation modifications are provided to clarify expectations. Particular elements include building height, densities, provision of open spaces, and maximum building footprints. These recommendations are proposed to be limited to the Old Town Historic District.

#### RECOMMENDED DEVELOPMENT STRATEGIES

A series of specific development strategies are provided in a prioritized checklist for the City and CRA to consider when developing the criteria for a future RFP. These include some of the TCRPC Option Cv3 - TCRPC Option Cv6 financial findings outlined in [Chapter III](#).





DESIGN OBJECTIVES

INCREMENTAL DEVELOPMENT

There was public consensus during the charrette process that a smaller, more incremental development pattern is preferred on the subject properties. The tendency for new developments to have larger, sometimes block-sized footprints was deemed inappropriate for the Old Town Historic District. The development scenarios provided in this report and their accompanying financial analysis illustrate those objectives. The image to the right shows a proposed street facade of smaller walk up apartment buildings. If density restrictions are relieved within the study area, a greater number of smaller units in smaller buildings might be achievable.



Figure 18 View looking east



DESIGN OBJECTIVES

MISSING MIDDLE

There is a popular planning concept that has emerged in the last decade that promotes smaller incremental development referred to as the “Missing Middle”. The illustration to the right, developed by Opticos Design, Inc. in Berkley, California clearly illustrates the range of building types and development patterns within the missing middle. As defined by the Opticos group, “Missing Middle Housing is a transformative concept that highlights the need for diverse, affordable housing choices in sustainable, walkable places.”



Figure 20 Missing Middle Housing graphic credit: Opticos Design, Inc.

Similarly, small scale retail and opportunities to grow from start-up to a permanent long-term business were desired. The image below illustrates incremental retail options and how they can grow from temporary to permanent.



Figure 19 Incremental Retail credit: Thomspson Placemekng

DESIGN OBJECTIVES

CONCEALED AND EXPOSED PARKING

The provision of adequate vehicle parking is an essential component of maintaining healthy and vibrant business environments. The quantity and location of on-site parking requirements can also become a detriment to pedestrian movements and the quality of a place. Conventional standards of front-loaded parking lots, and the requirement of an over-abundance of parking spaces, has resulted in the degradation of the public realm and made the pedestrian and non-motorized environments challenging. Buildings located closer to the street are easier to access by transit users and other pedestrians and bicyclists.

The existing Lake Worth Beach code regulates a good urban approach to the provision of parking. The future RFP should include parking location diagrams, similar to the ones to the right, that clearly identify appropriate parking locations.

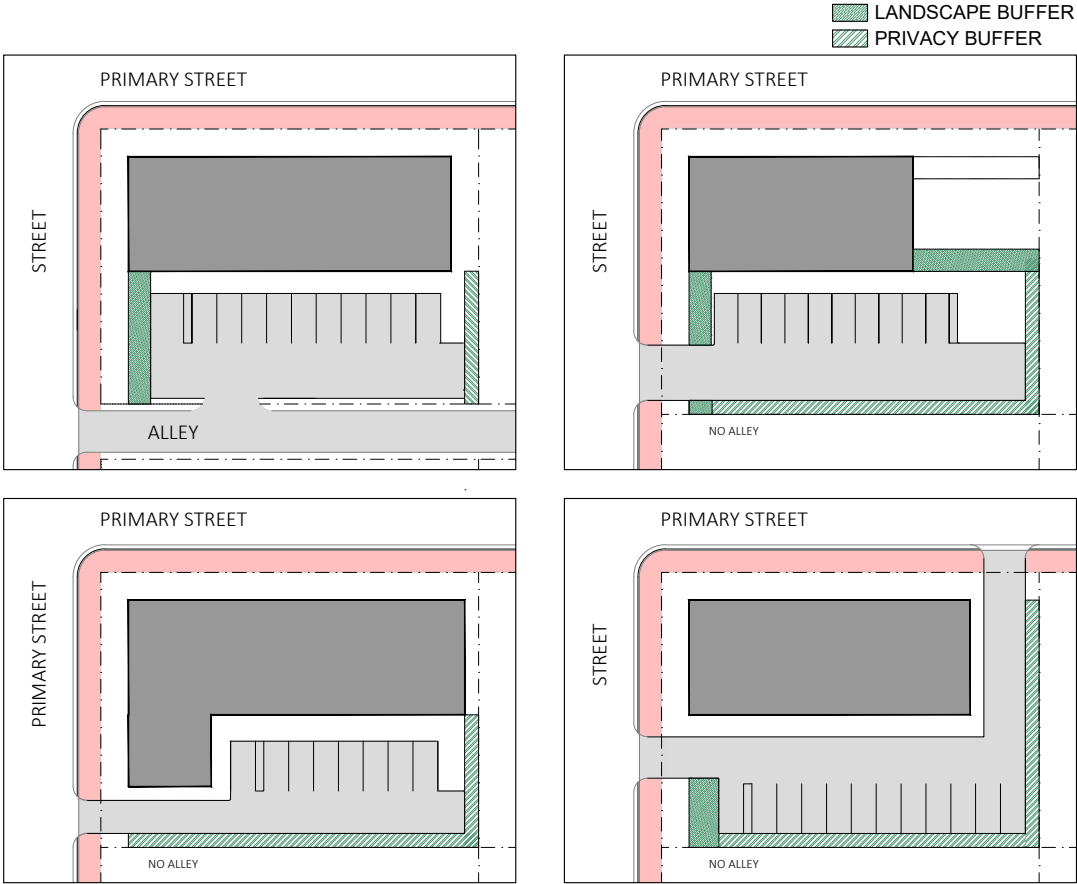


FIGURE 21 PARKING LOCATIONS

DESIGN OBJECTIVES

SMALLER AND MORE AFFORDABLE UNITS

The provision of affordable housing, in Palm Beach County and the region, is increasingly challenging. The dramatic increase in real estate values and the reluctance of many communities to accept higher densities or more residential development at all has exacerbated the issue. The City of Lake Worth Beach is confronting the same affordability issues and, as of the writing of this report, approved a new affordable housing ordinance in October 2022.

There are great debates about whether all areas of a city should be required to provide affordable housing. Is it necessary to require affordable units on the most valuable properties (i.e. Main Street) if those units can be more feasibly provided a block away and still provide easy access to shopping and transit?

This report recommends exempting the small Old Town Historic District from affordable housing requirements and also exempting the district from maximum density requirements. This strategy is proposed to accommodate a greater number of smaller units in buildings that are more contextual with the district.



Figure 22 Missing middle housing types credit: Opticos Design, Inc., TCRPC





## POLICY RECOMMENDATIONS

The City of Lake Worth Beach has a very sophisticated urban code that prioritizes the creation of memorable places and emphasizes sustainability at all levels. This particular project is limited to the previously discussed parcels on South “K” Street and the block between South “L” Street and South “M” Street. All of the parcels examined in this report have a DMU (Downtown Mixed-Use East) Future Land Use designation. The parcels at the southwest corner of South “M” Street and Lake Avenue have a zoning designation of DT (Downtown) which permits a base building height of two-stories and a maximum density of 40 du/acre. Additional density and a building height of up to five-stories is achievable by utilizing the city’s sustainability bonuses.

The remaining parcels have a zoning designation of MU-E (Mixed-use East) which permits a base building height of two-stories and a maximum density of 30 du/acre. Additional densities and height of up to four stories is achievable through the sustainability incentives.

The existing parking rate requirements for the downtown zoning districts are fairly progressive and have shared-use reductions built into the regulations today.



POLICY RECOMMENDATIONS

OLD TOWN HISTORIC DISTRICT

All of the parcels examined in this report are located within the Old Town Historic District (see image to the right). The Old Town Historic District is one of six historic districts within the city and was established by city ordinance in 1996. As part of the district, modifications, additions, and new construction on the subject parcels are reviewed by the city’s Historic Resources Preservation Board and are to be consistent with the City of Lake Worth Beach Historic Preservation Design Guidelines. In addition, improvements and new construction must comply with the U.S. Secretary of the Interior standards for historic preservation.

As the only historic district in downtown, it is not an exaggeration to suggest that the parcels within the Old Town Historic District are some of the most sensitive to redevelopment within the city. As new development is proposed in this district a heightened degree of predictability and compatibility with the existing context is warranted. The public opposition to the previous “Element” RFP submittal for the subject properties, which engendered this planning effort, is evidence of the community’s desire to maintain the historic character of the area.

As is outlined earlier in this chapter, the community input gained during the charrette process overwhelmingly supported a smaller, more incremental infill development at the South “K” Street and South “L” and “M” Street parcels. The financial analyses of the different redevelopment scenarios provided in Chapter III of this report illustrate the difficulties in achieving the desired development pattern while providing a project that is financially feasible. A series of policy and code recommendations are provided on the following page for consideration by the City Commission and staff. These are in no way a critique of existing policies and regulations but rather suggest ways to tailor those requirements to this unique and defined downtown historic district.



Figure 23 Image: Map of the Old Town Historic District



Figure 24 This image is of the beautifully restored 14 South “M” Street structure which currently houses the city’s Leisure Services Dept.



## POLICY RECOMMENDATIONS

### OLD TOWN HISTORIC DISTRICT

Throughout this planning effort the design team considered, and debated, many modifications to existing regulations and policies to achieve the desired redevelopment objectives. While it may seem counter-intuitive, achieving greater predictability may require loosening some of the current restrictions. Below is a list of potential strategies for consideration in the Old Town Historic District.

1. Remove all maximum density requirements within the district. This would allow for a greater number of smaller units and potentially increase affordability.
2. Exempt the district from all existing sustainability incentive requirements.
3. For those properties facing Lake and Lucerne Avenues allow three-story building height as of right. Allow for up-to five stories with the provision of 15% civic open space as defined in this document. Maximum building footprint not to exceed 15,000 sf.
4. For those properties facing the N-S side streets south of Lake Avenue allow up-to three stories as of right with a maximum building footprint of 5,000 sf.
5. Reduce parking requirements to 1 space per unit and 2 spaces per 1,000 sf. of non-residential uses. Allow for off-site and on-street parking accommodations.
6. Exempt the Old Town Historic District from the recently approved affordable housing and sustainable building ordinances. While these are excellent policies for the city to pursue, there is concern that within the limited area of the district where land values are very high and the expectations are for smaller buildings with high quality architectural design aesthetics, those policies will make it very difficult to achieve the redevelopment goals outlined in this document.

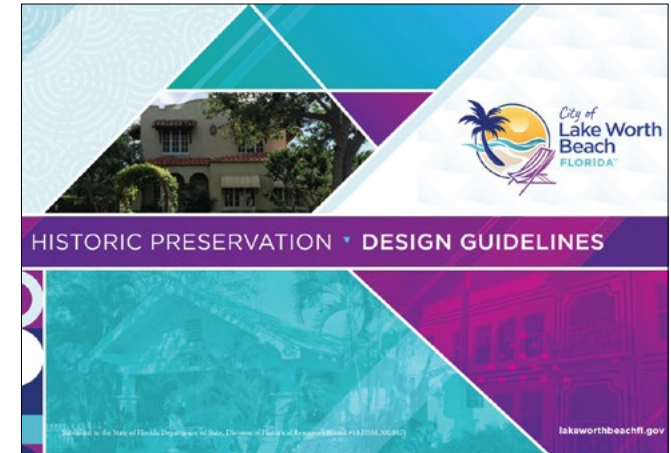


Figure 25 Lake Worth Beach Historic Preservation Design Guidelines



Figure 26 Historic Art Deco in Downtown Lake Worth Beach



POLICY RECOMMENDATIONS

BUILDING HEIGHT

The height of buildings shall be measured in and regulated by the number of stories. Stories are measured from the floor to the bottom of the lowest structural member that supports the story above, see Figure 27.

- The ground story of commercial or mixed-use buildings shall be 10 feet to 18 feet tall.
- The ground story of residential buildings shall be from 9 feet to 14 feet tall.
- Each story above the ground story in all buildings must be from 8 feet to 12 feet tall; any upper story taller than 12 feet will count as two stories for the purpose of measuring building height.
- Mezzanines that exceed 15% of the floor area are counted as stories for the purpose of measuring height.

FIGURE 28 BUILDING HEIGHT		
A	Maximum Number of Stories	5 Stories
B	Ground Floor Finish Level	18" min.
C	Ground Story Height	10' min. / 18' max.
D	Upper Story Height	8' min. / 12' max.
E	Parapet Height <sup>1</sup>	Existing zoning applies

<sup>1</sup> Structures for the housing of elevators, stairways, skylights, or similar facilities are permitted if necessary to conceal rooftop utilities. May be erected no more than forty (40) percent above the measured building height of the building on which such structures are located.

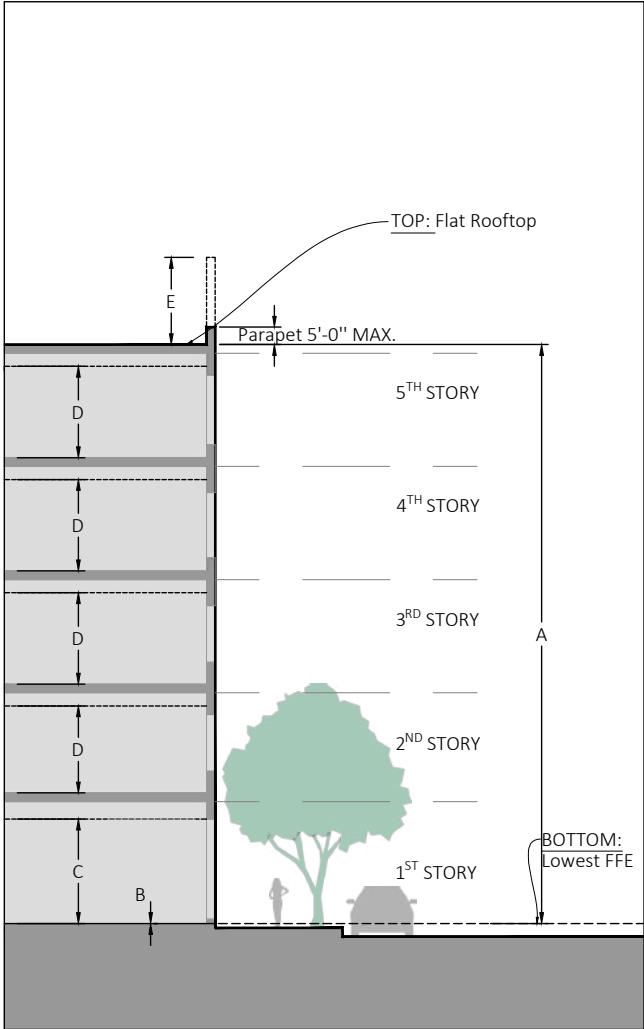


FIGURE 27 MEASURING BUILDING HEIGHT

POLICY RECOMMENDATIONS

BUILDING HEIGHT

Regulating building height by the number of stories, rather than the number of feet, results in a built scale that is predictable to both lay-people and potential developers. Limiting overall building height solely by it's height in feet can inadvertently encourage developers to maximize building height, and then subdivide into as many stories as possible. Conversely, limiting building height by the number of stories results in authentic architectural variation among buildings and higher, more desirable ceiling heights.

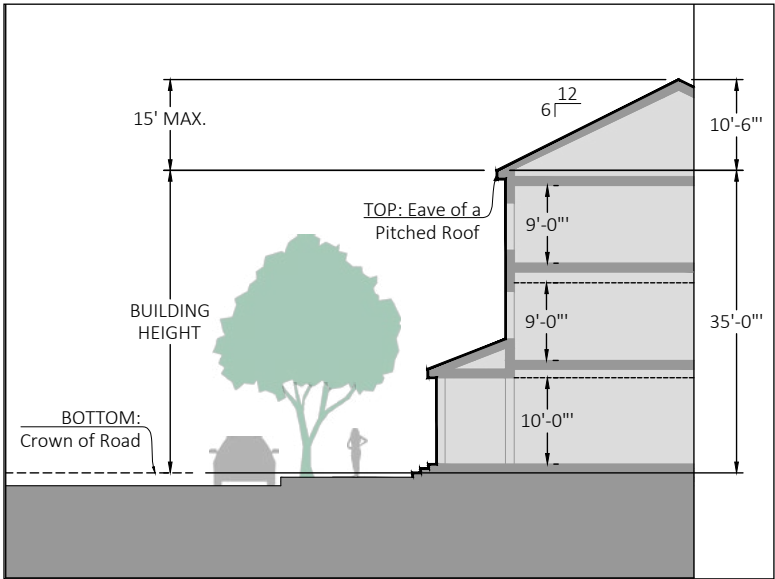


FIGURE 29 BUILDING HEIGHT

POLICY RECOMMENDATIONS

CIVIC OPEN SPACE

Civic open space requirements, particularly when provided as an incentive for greater development, must be clearly defined as usable public open space in the form of parks, greens, and public squares. The included alternative civic open space configurations, diagram is a potential tool to more clearly define how future development civic open space requirements should be delivered.

Even smaller civic open spaces in urban environments can provide surprisingly desirable places for respite, dog walking, or outdoor dining.

The diagrams to the right define a variety of civic open space types and provide dimensional criteria. Every effort should be made, especially where building height incentives are considered to provide civic open spaces of the highest quality.

The parameters described in this table should be considered a practical guide and not limit creativity or application.

	SIZE	DESCRIPTION	ILLUSTRATION
<b>SQUARE</b>	≥ 10,000 sf	A square adjoins streets on at least three sides. Squares may be up to 50% hardscaped, with formal landscaping and shade trees. Squares accommodate both passive uses and community gatherings.	
<b>ATTACHED GREEN</b>	2,000 to 6,000 sf	An attached green spans the entire length of a block. Attached greens shall be at least 30 feet wide and are appropriate on the short end of a block. Attached greens are primarily lawns with formally arranged landscaping and shade trees.	
<b>COURTYARD</b>	Courtyard space ratio of height to width: Min. = 1:1 Max. = 1.5:1	An uncovered area for pedestrians partly or wholly enclosed by buildings or walls and used primarily for supplying access, light, and air to abutting buildings.	
<b>GREEN</b>	1,000 to 5,000 sf	A continuous area for pedestrians which is open from the ground level to the sky for its entire width and length, the primary feature of which is a landscaping scheme that incorporates garden elements including trees, palms, shrubs, or ground cover, as well as water elements including a fountain or pond.	
<b>PLAZA</b>	1,000 to 43,000 sf	Fronts on the street and is directly accessible to the public at all times for use by the public for passive recreational purposes. The ground level of the plaza shall be constructed principally of hard-surfaced materials. An existing unimproved area between or next to a building or buildings shall not qualify. Should not be near another plaza.	
<b>PLAYGROUND</b>	There is no minimum or maximum size	An open space designed and equipped for the recreation of children, and should be fenced and may include an open shelter. Playgrounds may be included in parks and greens.	

FIGURE 30 OPEN SPACE CONFIGURATIONS DIAGRAM



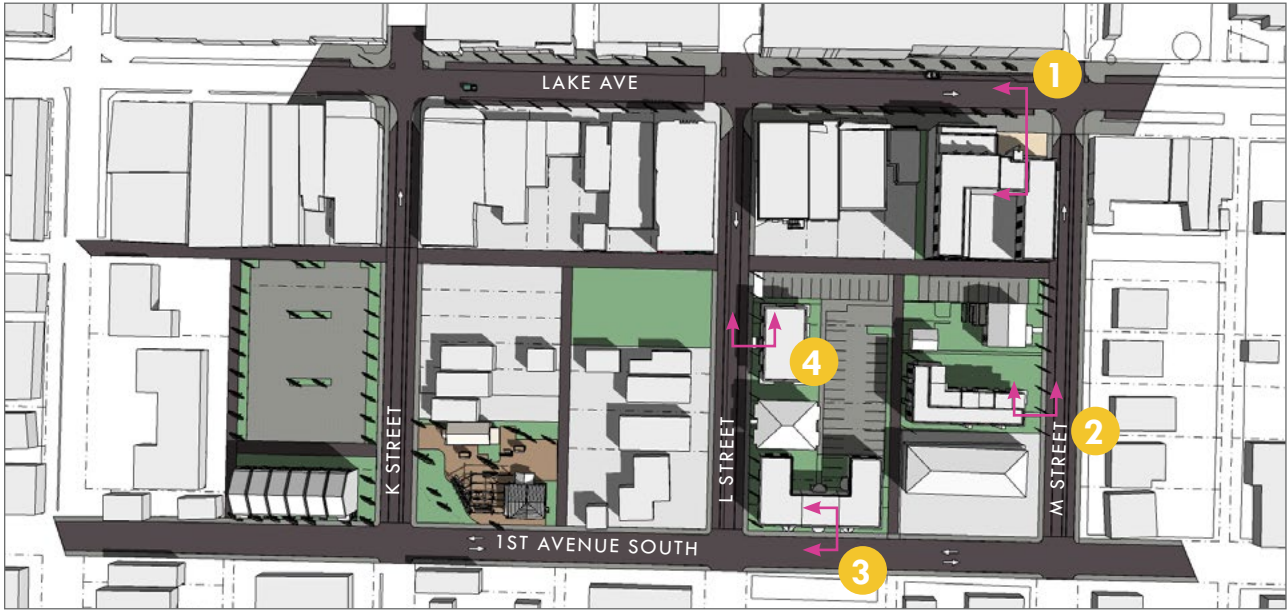


POLICY RECOMMENDATIONS

STREETScape

There are many different types of streets. Even within the limited study area of this report there are particular physical nuances to the existing streets that need to be appropriately addressed with new development. The following series of diagrams and street sections illustrate desired streetscape conditions surrounding the “L” and “M” block.

The plan below is a key to the detailed sections provided on the following pages. Each of the locations identified (1-4) highlight specific conditions recommended in the TCRPC Option C scenario. These, or similar, diagrams and sections should be provided as part of a future RFP so applicants have a clear understanding of how their proposal is expected to address the street.



LAKE AVE SECTION 1

Frontage includes civic open space and a maximum building height fronting a primary street

M STREET SECTION 2

3 story apartments, new landscape bulb-outs with shade trees

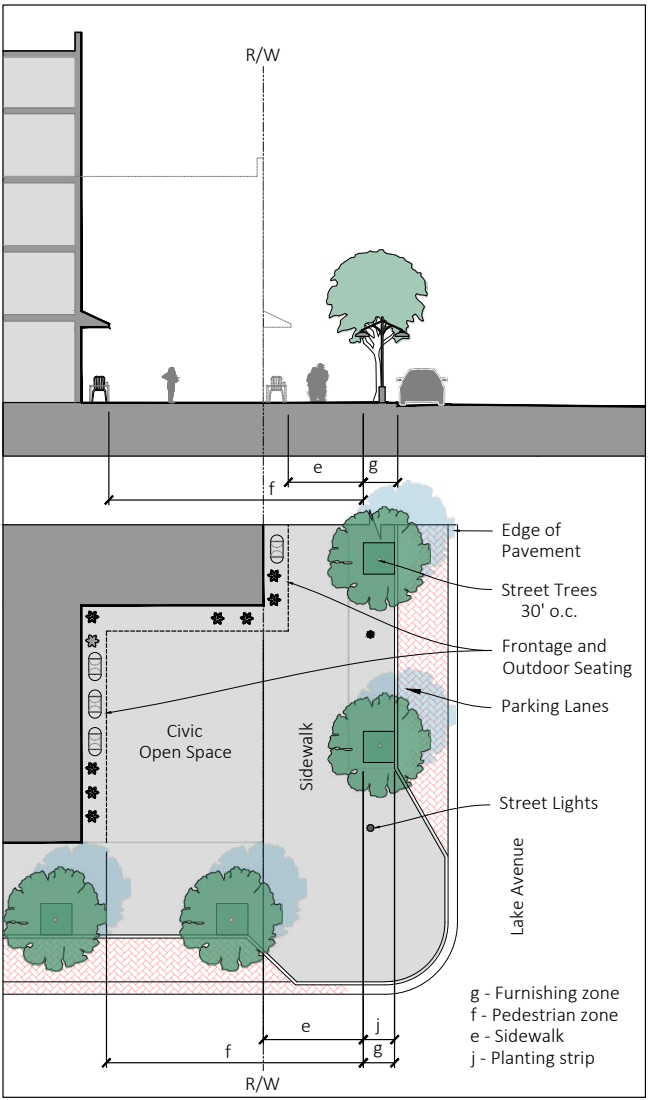
1ST AVE SECTION 3

2 story loft units, new landscape bulb-outs with shade trees

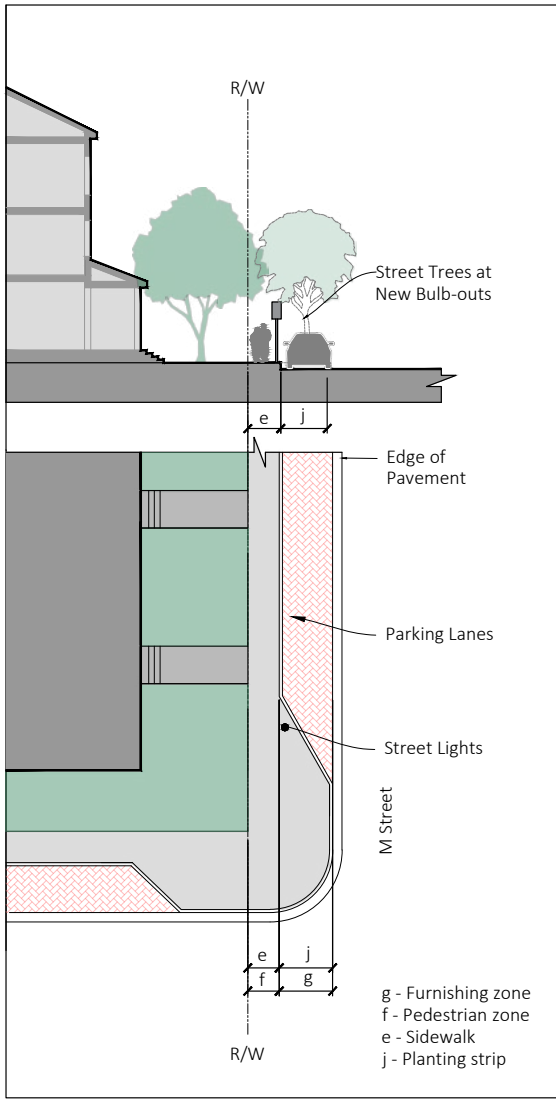
L STREET SECTION 4

3 Story apartment, new landscape bulb-outs with shade trees

# IV. KEY RECOMMENDATIONS & IMPLEMENTATION



**FIGURE 31** LAKE AVENUE STREETSCAPE



**FIGURE 32** "M" STREET STREETSCAPE

## LAKE AVE SECTION 1

The Lake Avenue street section is the location where incentives are recommended to provide civic open space. As one of the primary main streets in Lake Worth Beach, a high quality Lake Avenue frontage is essential. The section (far left) is cut through the civic open space illustrating a plaza treatment at the corner of Lake and South "M" Street.

## "M" STREET SECTION 2

South "M" Street is more residential in character and has slightly deeper front setbacks to match the existing buildings and a residentially scaled sidewalk. This section (left) is cut through the proposed three-story residential building in TCRPC Option Cv3 scenario. On-street parking is to be maintained and enhanced if possible.



# IV. KEY RECOMMENDATIONS & IMPLEMENTATION

## 1ST AVE SECTION

3

The First Avenue South section (far left) is more urban than “L” and “M” Streets, reflecting the existing conditions. This includes smaller front setbacks and in this case the section is cut through the proposed two-story residential lofts building. On-street parking is to remain and be added on to.

## “L” STREET SECTION

4

The South “L” Street section is very similar to that of South “M” Street. There are slightly deeper front setbacks and those should be consistent with the existing historic walk up apartment building. Like the other sections, corner bulb outs should be considered at the intersections to capture the on-street parking and reduce pedestrian crossing distances.

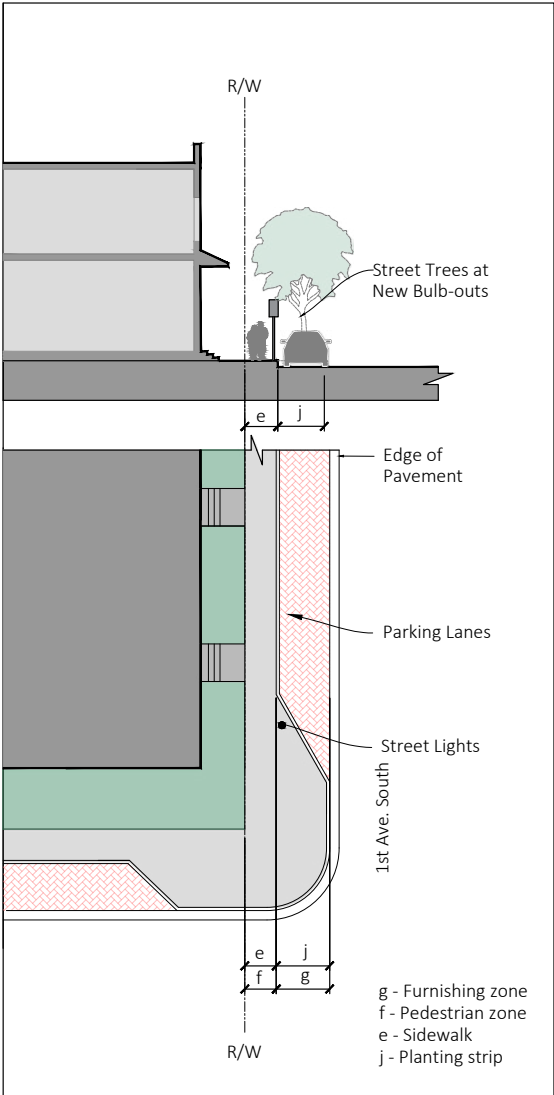


FIGURE 33 1ST AVE. SOUTH STREETSCAPE

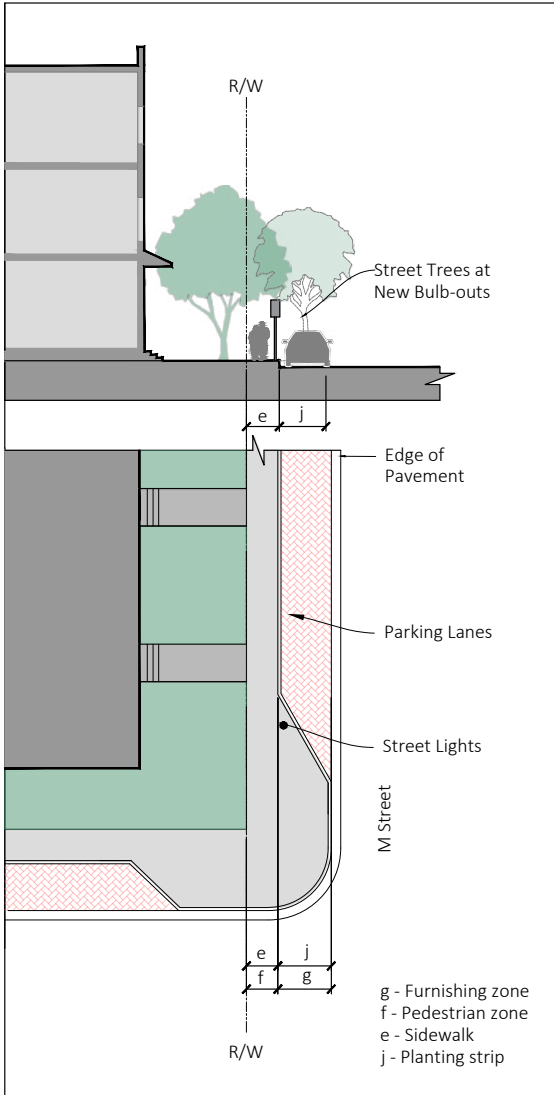


FIGURE 34 “L” STREET STREETSCAPE



POLICY RECOMMENDATIONS

STREETScape

The sections below illustrate the subtle changes in streetscapes as they transition from strictly residential conditions to commercial and mixed-use conditions. The specific dimensions for the Furnishing Zone, Pedestrian Zone, outdoor seating or planting areas may vary based upon existing conditions and the limits of a project’s scope of work. For the purposes of a future RFP, the City and CRA may want to provide precise dimensions, a range of dimensions, or a minimum dimension for each zone depending upon the conditions on the ground.

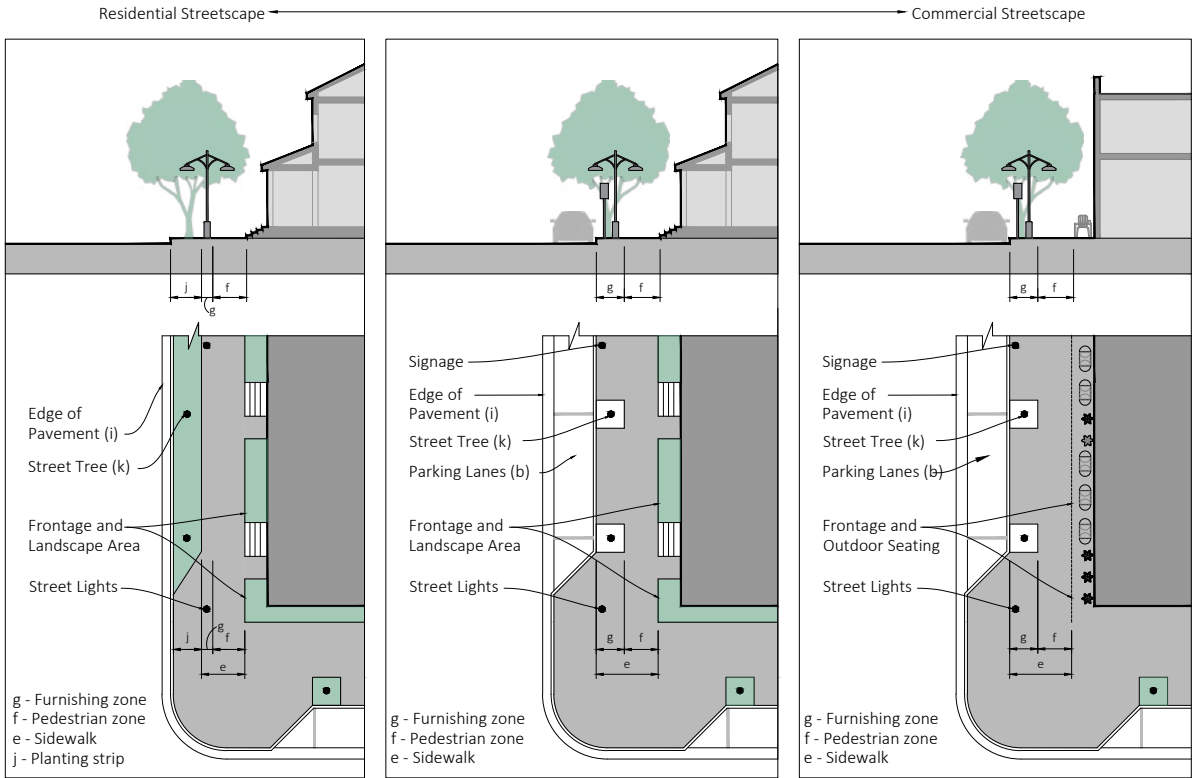


Figure 35 Residential streetscape conditions for townhouses in Delray Beach

FRONTAGE STANDARDS

Frontage types describe the way that different buildings address the street through their entry features and other defining elements. Not all frontage types are appropriate for all streets. As an example, a single-family bungalow porch (top right) is probably not appropriate for new development on Lake Avenue. Similarly, a storefront type (bottom right) is probably not appropriate for 1st Avenue South. This section of the recommendations identifies a variety of frontage types that would be applicable within the study area. The South “L” and “M” Street block is a transition block from Lake Avenue to the neighborhoods so it is important to be sensitive to the appropriate building frontages.

The figure below identifies which frontage types are appropriate for which streets. The following pages provide detailed drawings and descriptions of each frontage type.

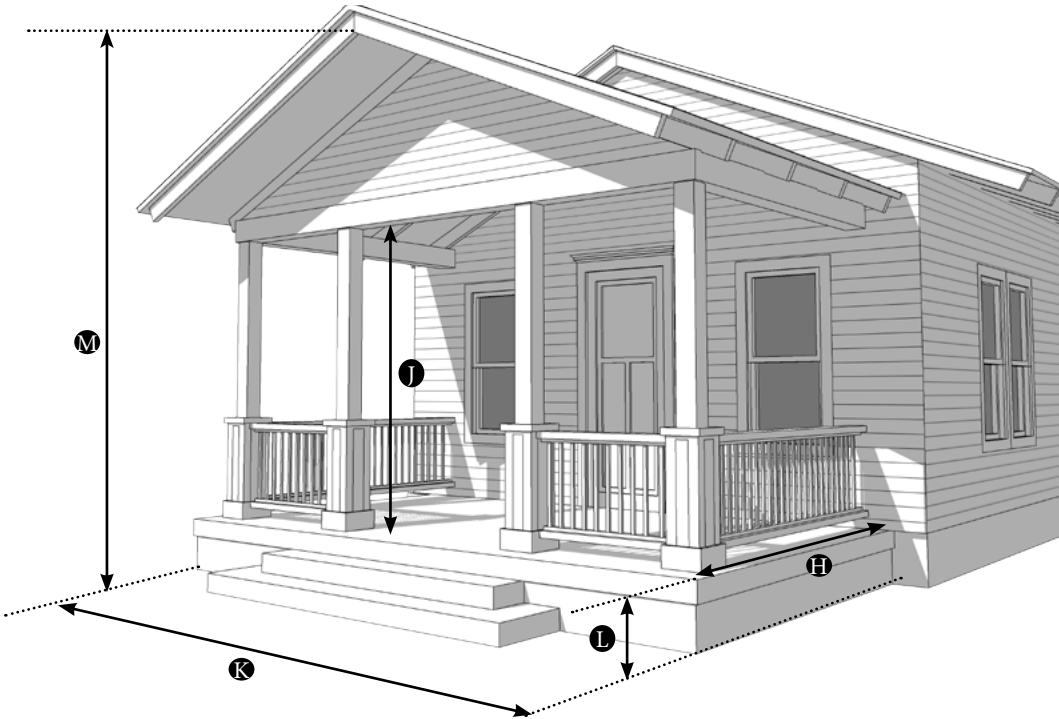


FIGURE 36 PERMITTED FRONTAGE TYPES MATRIX

SITE 1				
PERMITTED FRONTAGE TYPES	LAKE AVENUE	1ST STREET SOUTH	M STREET	L STREET
Porch	✗	✓	✓	✓
Stoop	✗	✓	✓	✓
Bracketed Balcony	✓	✓	✓	✓
Forecourt	✓	✓	✓	✓
Arcade	✓	✗	✗	✗
Shopfront	✓	✗	✗	✗

FRONTAGE STANDARDS

FIGURE 37 PORCH FRONTAGE



DESCRIPTION		
A porch is an open-air structure attached to a building forming a covered entrance large enough for comfortable use as an outdoor room. Front porches may be screened.		
DIMENSIONS		
Depth	6 feet min. 8 feet preferred	H
Height, clear	8 feet min.	J
Width, length of facade	40% min.	K
Finish level above finished grade	21 inches min.	L
Height, stories	2 stories max.	M
Set back from curb	Not applicable	-





FRONTAGE STANDARDS

FIGURE 38 STOOP FRONTAGE



**DESCRIPTION**

A stoop is a small staircase leading to the entrance of a building that may be covered. The elevation of the stoop is necessary to ensure privacy for residential uses in the ground story of buildings. Stoops should provide sufficient space for a person to comfortably pause before entering or after exiting the building.

**DIMENSIONS**

Depth	5 feet min.	H
Height, clear	8 feet min.	J
Width, clear	4 feet min.	K
Finish level above finished grade	21 inches min.	L
Height, stories	1 story max.	M
Set back from curb	Not applicable	-



FRONTAGE STANDARDS

FIGURE 39 BRACKETED BALCONY FRONTAGE



**DESCRIPTION**

A bracketed balcony is a second-story balcony, that creates a semi-public space overlooking the street above a main entry or unit. Bracketed balconies are typically associated with buildings with commercial uses in the ground story; however, bracketed balconies may be used with residential uses and in combination with a storefront or a stoop.

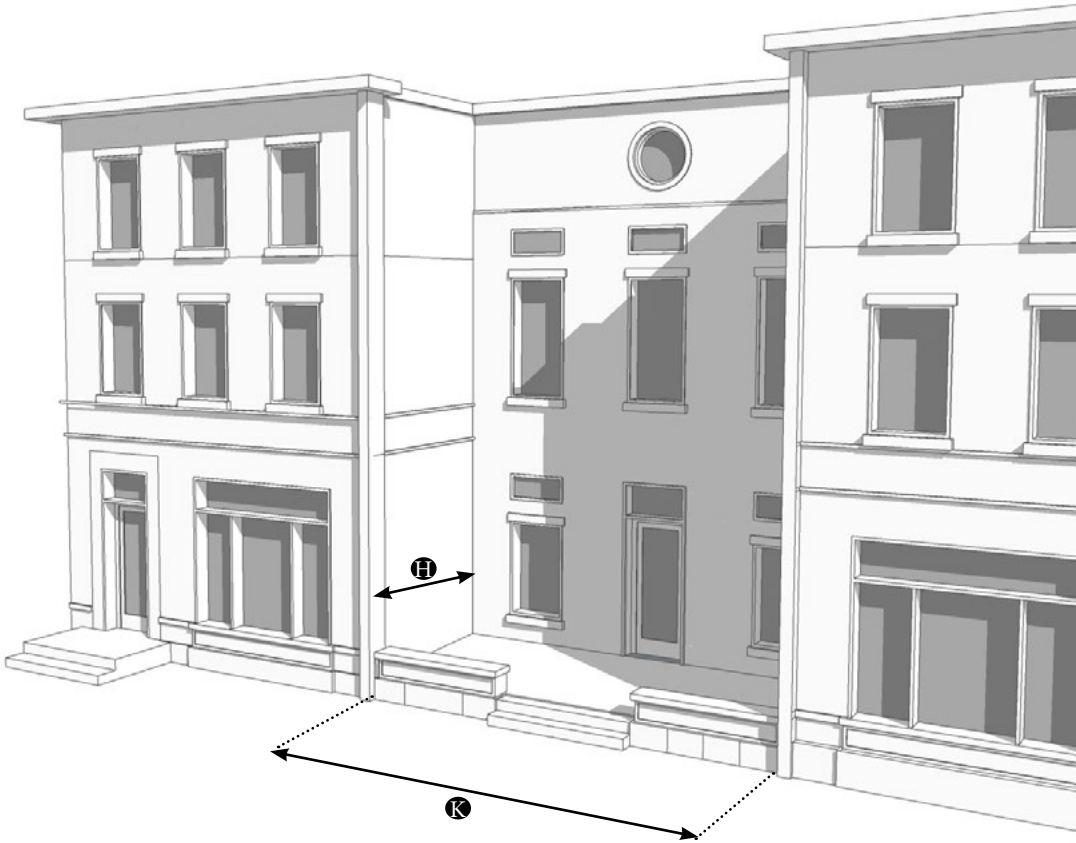
**DIMENSIONS**

Depth	5 feet max.	H
Height, ground level clear	10 feet min.	J
Width	4 feet min.	K
Finish level above finished grade	Not applicable	-
Height, stories	Not applicable	-
Set back from curb	Not applicable	-



FRONTAGE STANDARDS

FIGURE 40 FORECOURT FRONTAGE



DESCRIPTION

A forecourt is an open area in front of the main building entrance(s) designed as a small garden or plaza. Low walls or balustrades no higher than three feet six inches in height when solid may enclose the forecourt. Forecourt walls are constructed of similar material as the principal building or are composed of a continuous, maintained hedge. A forecourt may afford access to one or more first floor residential dwelling units or incorporate storefronts for commercial uses. Forecourts are typically associated with multifamily, mixed-use, and commercial buildings.

DIMENSIONS

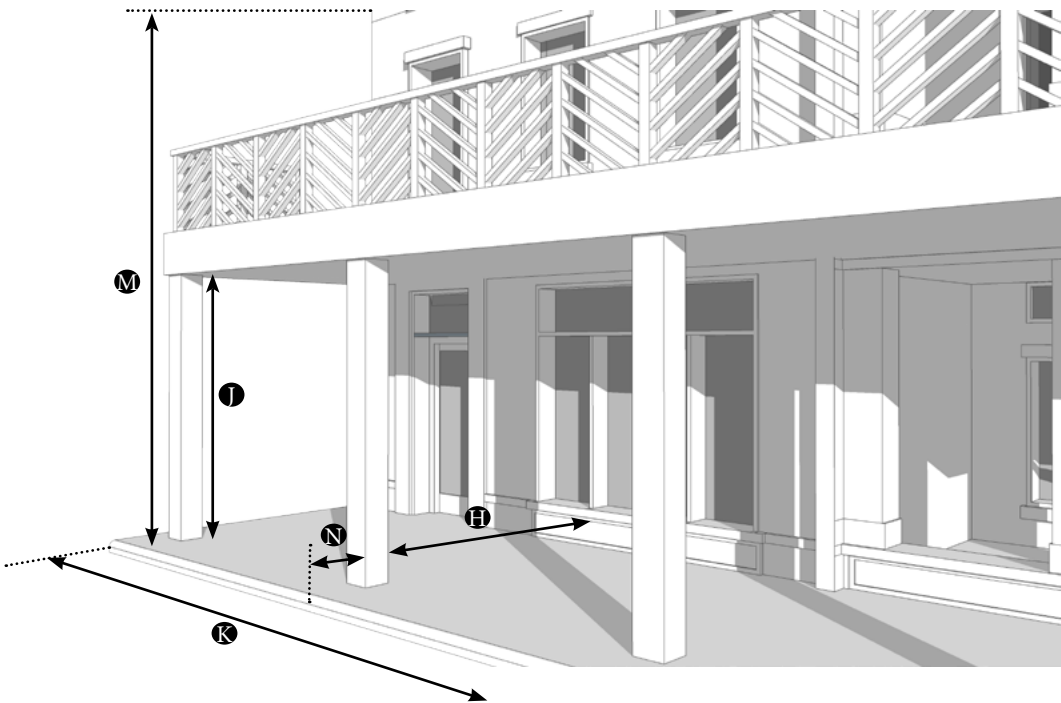
Depth, clear	20 feet max.	H
Height, clear	Not required	-
Width, length of facade	12 feet min. / 50% of facade max.	K
Finish level above finished grade	Not required	-





FRONTAGE STANDARDS

FIGURE 41 ARCADE FRONTAGE



**DESCRIPTION**

An arcade is a covered, unglazed, linear hallway attached to the front of a building, supported by columns or pillars. The arcade extends into the public right-of-way, over the streetscape area, creating a shaded environment ideal for pedestrians. This frontage type is typically associated with commercial uses. Arcades shall remain open to the public at all times. In the case where an arcade encroaches into the public right-of-way, a right-of-way maintenance agreement may be required.

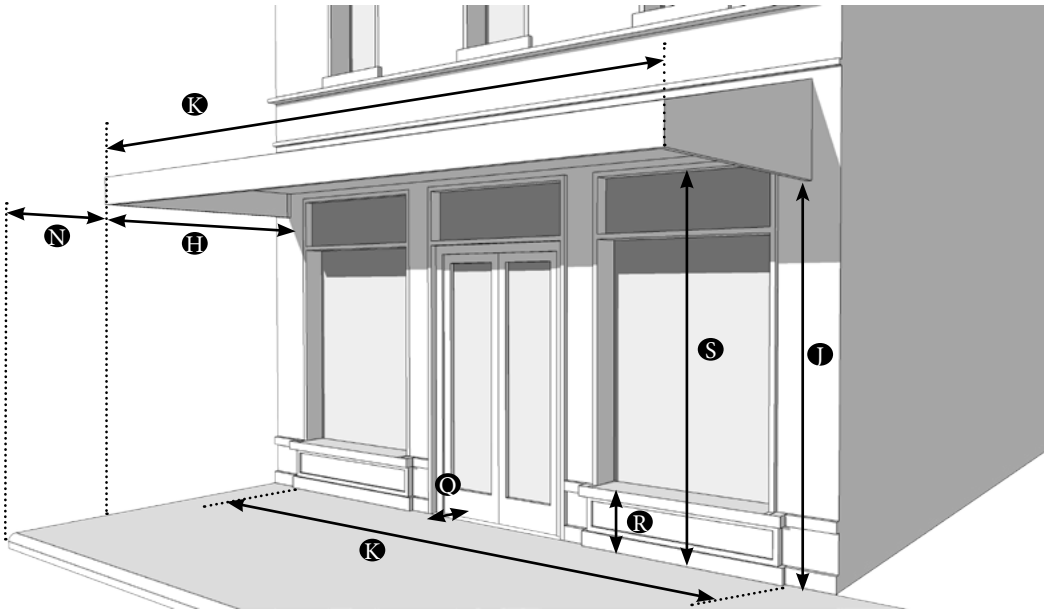
**DIMENSIONS**

Depth, clear	8 feet min.	H
Height, ground level clear	10 feet min.	J
Width, length of facade	70% min.	K
Finish level above finished grade	at sidewalk level	-
Height, stories	2 stories max.	M
Set back from curb	2 feet min. / 4 feet max.	N



FRONTAGE STANDARDS

FIGURE 42 SHOPFRONT FRONTAGE



DESCRIPTION		
The shopfront is a frontage type along the sidewalk level of the ground story, typically associated with commercial uses. Shopfront are frequently shaded by awnings or arcades.		
DIMENSIONS		
Width, length of facade	70% min.	K
Door recess	10 feet max.	C
Storefront base	1 foot min. / 3 feet max.	R
Glazing height	8 feet min.	S
OPTIONAL AWNING		
Depth	3 feet min.	H
Height, ground level clear	8 feet min.	J
Width, length of facade	70% min.	K
Set back from curb	2 feet min.	N



# IV. KEY RECOMMENDATIONS & IMPLEMENTATION

As discussed earlier, a key element of this planning effort is to assist the City and CRA with design concepts, graphics, and financial data and analysis that might become part of a future Request for Proposals for the South “L” and “M” sites. The preferred design scenario identified in Chapter II is the “TCRPC Option C Final Version” with version Cv3 - Cv6 of the financial analyses as a development direction.

The table below is a synopsis of all of the considerations and recommendations from this report consolidated in a single format for easy reference. Any RFP issued for the subject sites in the future should include a checklist of requirements incorporating the recommendations of this report to facilitate implementation and predictability.

Each of the items listed below will require discussion and acceptance/modification by the City Commission and staff prior going into effect.

DEVELOPMENT STRATEGIES
Adopt or Accept this planning document and TCRPC Option Cv6 as the preferred direction for future redevelopment
Identify financial feasibility analyses TCRPC Option Cv3, Cv4, Cv5, and/or TCRPC Options Cv6 as the preferred development direction, going into effect reduced sale price or long-term lease, TIF reimbursement, and market rate rentals
<p>Consider zoning and policy direction changes specific to the Old Town Historic District (OTHD) to include:</p> <ul style="list-style-type: none"> <li>• In order to assure clarity and transparency for future development proposals, limit development incentives to only those properties facing Lake and Lucerne Avenues for the provision of civic open space</li> <li>• Remove residential density maximums for development in the OTHD</li> <li>• Adjust allowable building heights, as of right, to three stories for those properties facing Lake and Lucerne Avenues and the properties facing the N-S side streets south of Lake Avenue. Only those properties facing Lake and Lucerne Avenues are eligible for increased building height up to five stories with the provision of civic open space</li> <li>• Maximum building footprint for those properties facing Lake and Lucerne Avenues is 15,000 sf. Maximum building footprint for those properties facing the N-S side streets south of Lake Avenue is 5,000 sf.</li> <li>• Reduce required on-site parking standards to 1 space per residential unit and 2 spaces/1,000 sf. of non-residential uses</li> <li>• Exempt the OTHD from the recently adopted affordable housing and sustainable building ordinances</li> </ul>





# IV. KEY RECOMMENDATIONS & IMPLEMENTATION

DEVELOPMENT STRATEGIES (CONT'D)
Consider the “K” Street sites for redevelopment - possibly affordable housing
Include the Historic Preservation Design Guidelines in the future RFP and emphasize its importance
Consider using the Streetscape Standards for the “L” and “M” sites as provided in this report
Consider using the Frontage Type Standards for the “L” and “M” sites as provided in this report
Identify locations for off-site parking and provisions for payment-in-lieu of parking specific to the OTHD area
Establish a methodology for developing any future RFP and/or regulatory revisions that includes the City, the CRA, and staff from key departments
Establish a methodology and collaborative public information campaign that describes and clarifies the roles the City, the CRA, staff, and the private sector development community have in implementing redevelopment within the OTHD
To the extent possible, foster a collaborative and supportive environment between the community, the public and private sectors recognizing that any redevelopment, regardless of its scale or character, cannot occur in a timely or positive fashion in acrimonious circumstances

While some of these recommendations are specific and measurable action items, some are more aspirational and procedural. The ultimate success of this effort will likely require all facets discussed. Establishing a positive and predictable project development, review, and approval process, which has a level of community support, will benefit the entire effort.



APPENDIX A  
CREATION OF THE PLAN



## OUTREACH

Public outreach and participation was an essential ingredient in the creation of this plan and recommendations. Many forms of outreach and opportunities were provided so that all who were interested in the process could participate.

### INDIVIDUAL INTERVIEWS

As part of the initial outreach and information reconnaissance for the project, TCRPC conducted over 30 individual interviews with the elected officials, City and CRA staff, CRA board members, and property and business owners. The interviews provided valuable information for the TCRPC team and helped those in the community understand the issues to be addressed and the process that was utilized.

### PUBLIC DESIGN CHARRETTE

A five-day public design charrette has held at the HATCH 1121 Event Space from Saturday, April 30, 2022 to Wednesday, May 4, 2022. The public workshop was that Saturday. The design team worked in the HATCH “studio” which was open to the public from 9:00 am until 10:00 pm Sunday through Tuesday and 9:00 am to 5:00 pm on Wednesday.



Figure 43 Citizen table at Charrette workshop.



Figure 44 Citizen table at Charrette workshop.



Figure 45 Work-in-progress presentation as part of Charrette.





The Saturday public workshop and the open-to-the-public studio environment were immensely helpful in creating continuous and meaningful dialogue and connection between the design team and the community.

## WORK-IN-PROGRESS

A Work-in-Progress presentation was given the evening of Wednesday, May 18, 2022 at City Hall and was the first opportunity for the public to see the design work and recommendations and provide their feedback and input.

Since that time the TCRPC team has been refining the recommendations and developing multiple financial analyses for the various design scenarios created with the community.

The public outreach will continue after the submittal of this report as there will be additional public presentations and meetings to review and discuss these recommendations.

The following pages include images from the charrette as well as each of the plans developed by the community.





TABLE 1

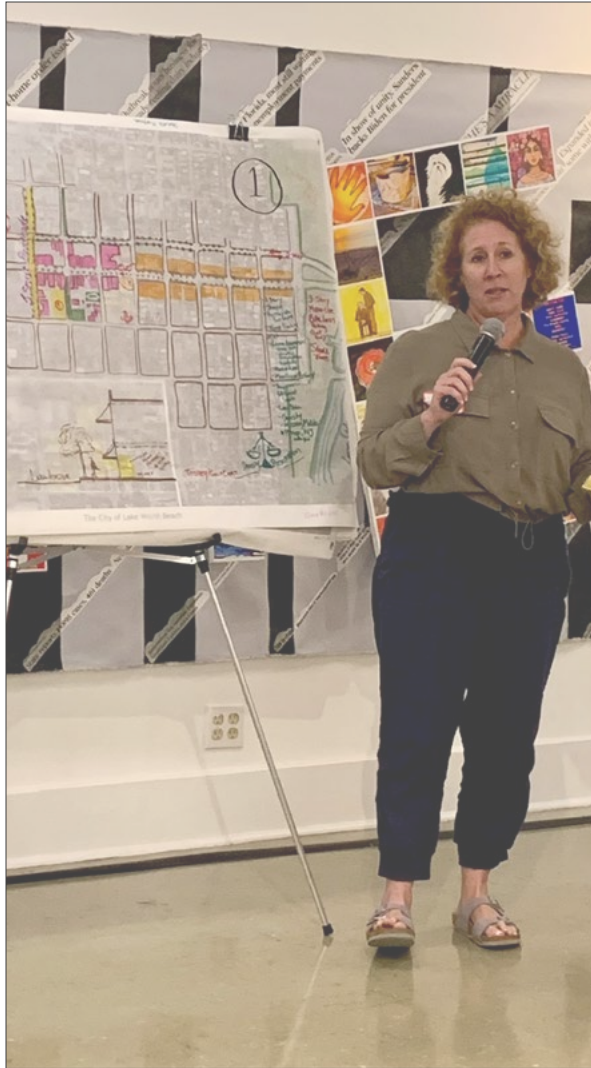


TABLE 2

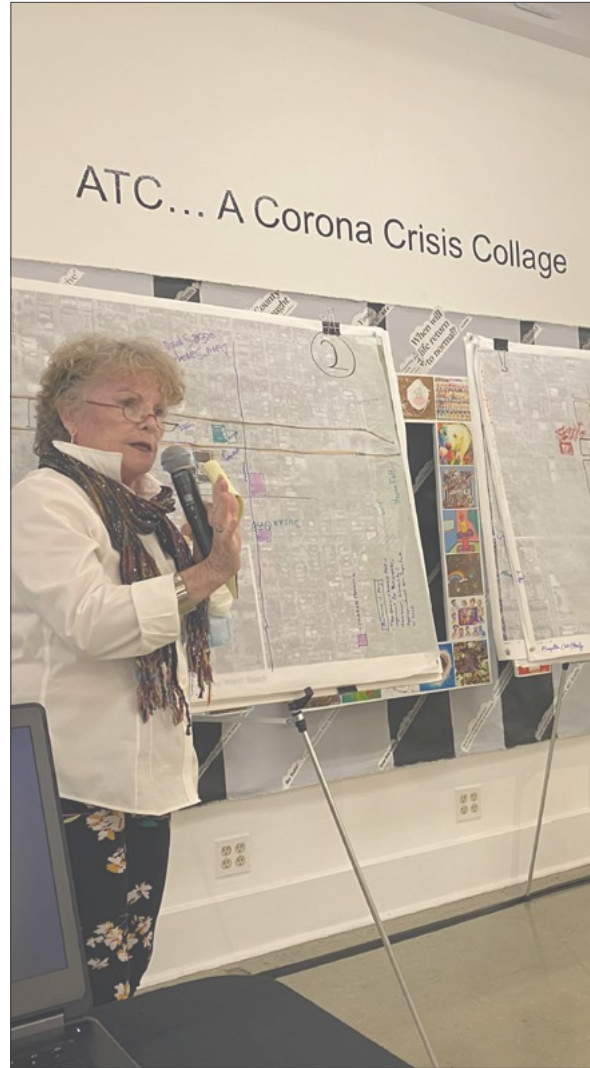


TABLE 3



Figure 46 Citizen's presenting their workshop ideas



TABLE 4



TABLE 5



TABLE 6

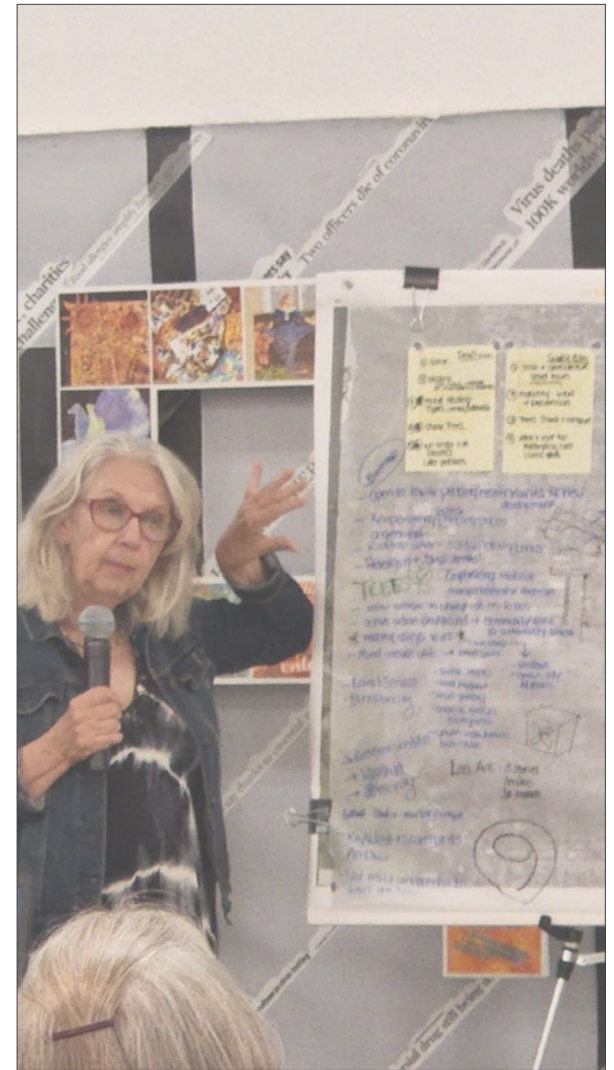


Figure 47 Citizens presenting their workshop ideas



TABLE 7



Figure 48 Citizens presenting their workshop ideas

TABLE 7









TABLE 3

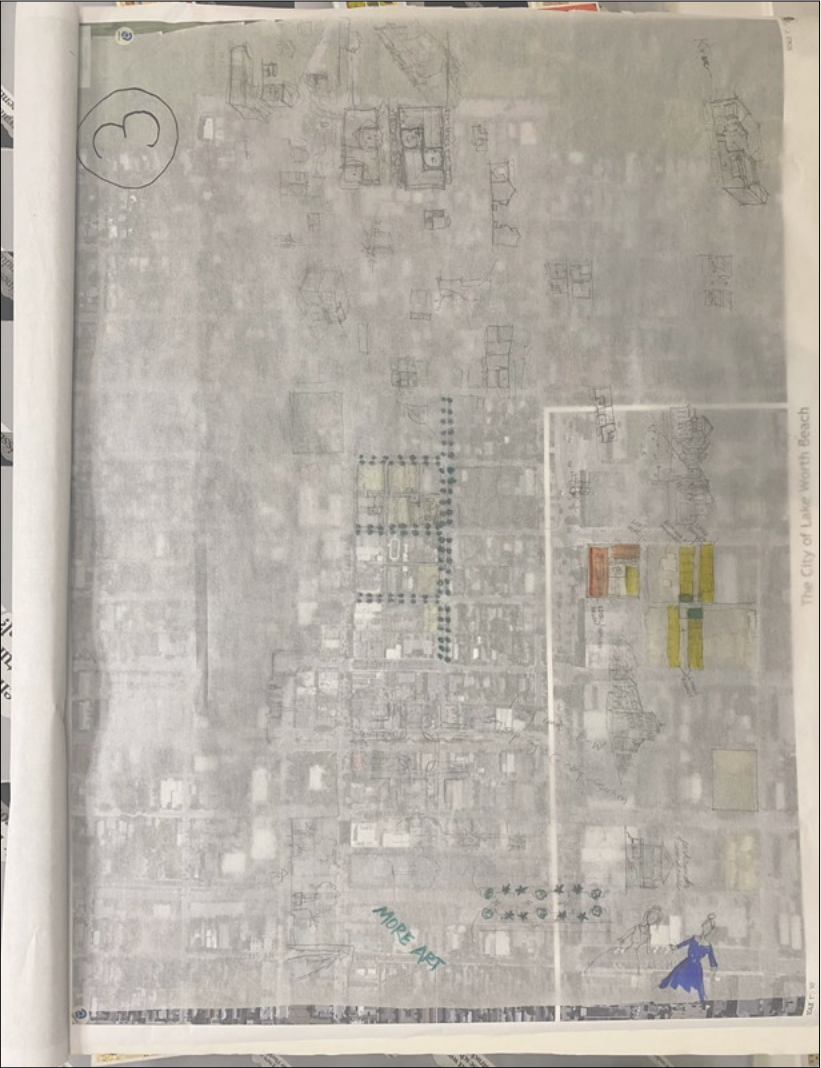


TABLE 4

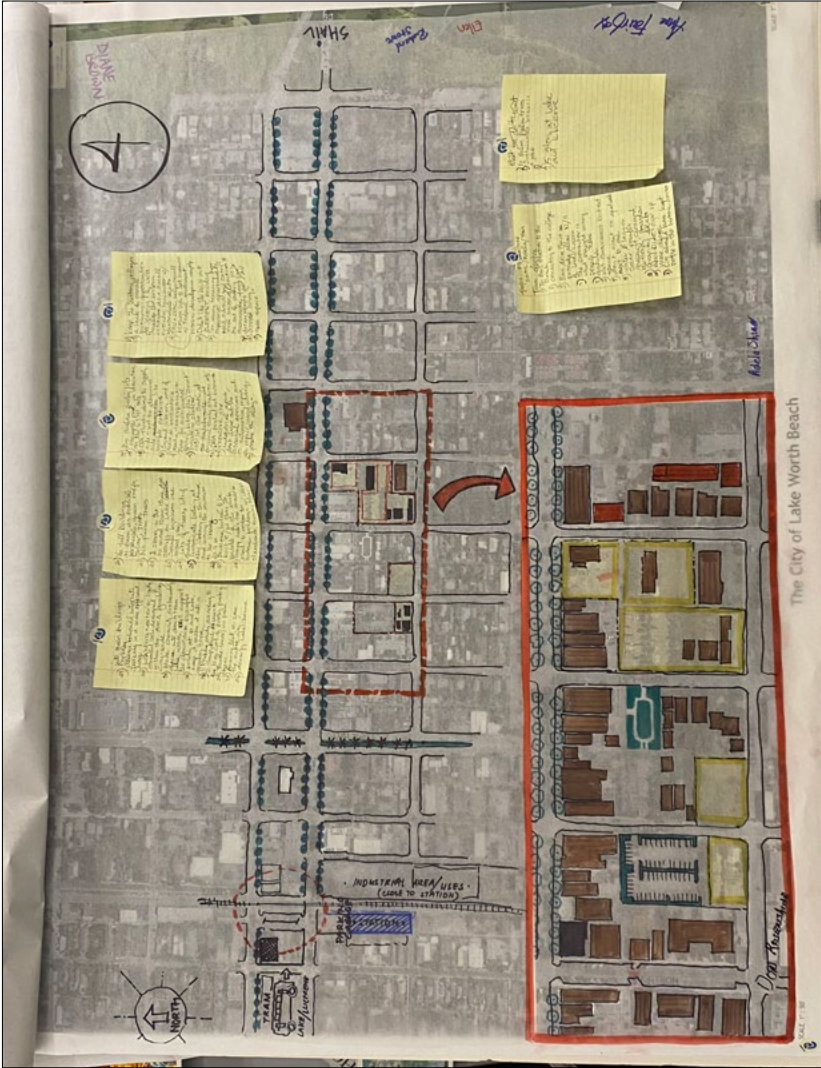


Figure 50 Citizen Charrette Plans



TABLE 5



TABLE 6

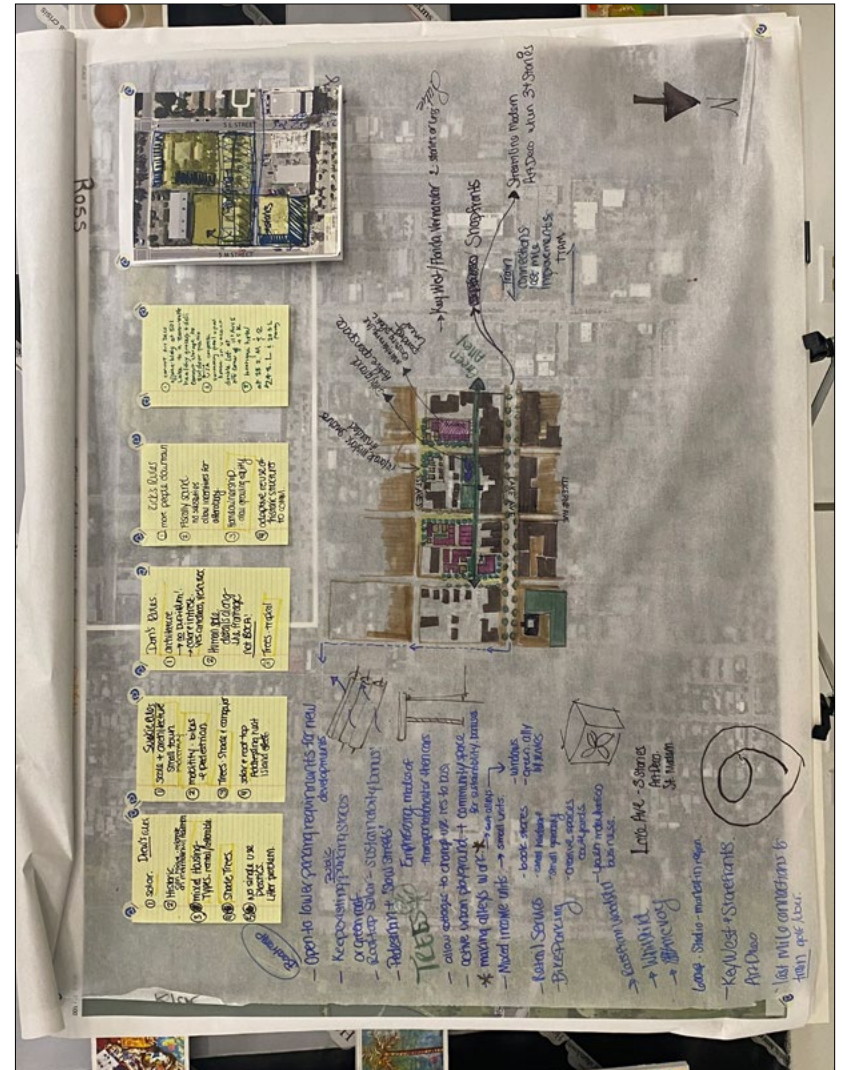


Figure 51 Citizen Charrette Plans



# LAKE WORTH BEACH CHARRETTE



## PUBLIC WORKSHOP SATURDAY APRIL 30<sup>TH</sup>

Join the City, the CRA and the Treasure Coast Regional Planning Council in a public discussion on the future of publicly owned properties in Downtown Lake Worth Beach. Lunch & refreshments will be provided.

- **OPENING PRESENTATION: 10:00 AM**
- **PUBLIC DESIGN SESSION: 11:00 AM - 1:00 PM  
LUNCH PROVIDED**
- **CITIZENS PRESENTATIONS: 1:00 PM - 2:30 PM**
- **WRAP UP: 3:00 PM**

**LOCATION** HATCH 1121 Event Space  
1121 Lucerne Avenue  
Lake Worth Beach, Florida 33460  
P: 561.493.2550



For more information, please visit:  
<https://lakeworthbeachfl.gov/>

# PLEASE PROVIDE YOUR INPUT

The Treasure Coast Regional Planning Council, in collaboration with the City of Lake Worth Beach and the Lake Worth Beach Community Redevelopment Agency (CRA) will conduct a public workshop and design charrette to develop alternate solutions for the City/CRA owned parcels along S K Street to 1st Avenue S and between South L and M streets along 1st Avenue S in downtown Lake Worth Beach (see images to the right). The ultimate result of this effort is to create designs, data, and analyses to inform a future Request for Proposals (RFP) for the redevelopment of these sites.



*This is Site 1 from the original 2020 RFP – parcels located between L and M Streets at 1st Avenue S*

- **Saturday Public Workshop**  
Saturday, April 30, 2022: 10:00 am – 3:00 pm
- **Charrette Studio Day #1**  
Sunday, May 1, 2022 9:00 am – 10:00 pm
- **Charrette Studio Day #2**  
Monday, May 2, 2022 9:00 am – 10:00 pm
- **Charrette Studio Day #3**  
Tuesday, May 3, 2022 9:00 am – 10:00 pm
- **Charrette Studio Day #4**  
Wednesday, May 4, 2022 9:00 am – 6:00 pm
- **Work-In-Progress Presentation**  
Wednesday, May 18, 2022 6:00 pm – 8:00 pm  
*Location: City of Lake Worth Beach, City Commission Chambers, City Hall*



*This is Site 2 from the original 2020 RFP – parcels located along K Street at 1st Avenue S*

The Saturday Public Workshop and Charrette Design Studio (open to the public) will occur at HATCH 1121 Event Space

For more information please contact  
William Waters, AIA, NCARB, LEED AP BD+C, ID, SEED  
Community Sustainability Director, City of Lake Worth Beach, 561.586.1634  
[wwaters@lakeworthbeachfl.gov](mailto:wwaters@lakeworthbeachfl.gov)  
or  
Dana P. Little  
Urban Design Director, Treasure Coast Regional Planning Council 772.221.4060, [dlittle@tcrpc.org](mailto:dlittle@tcrpc.org)



# APPENDIX B

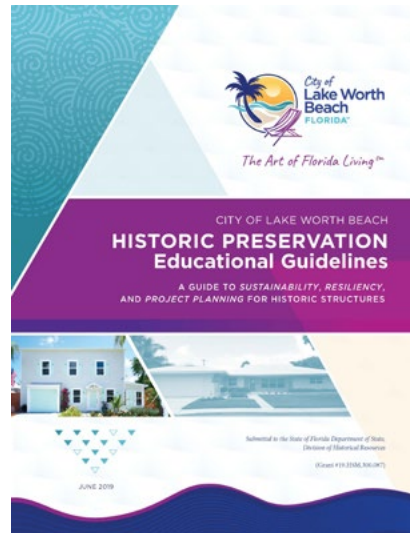
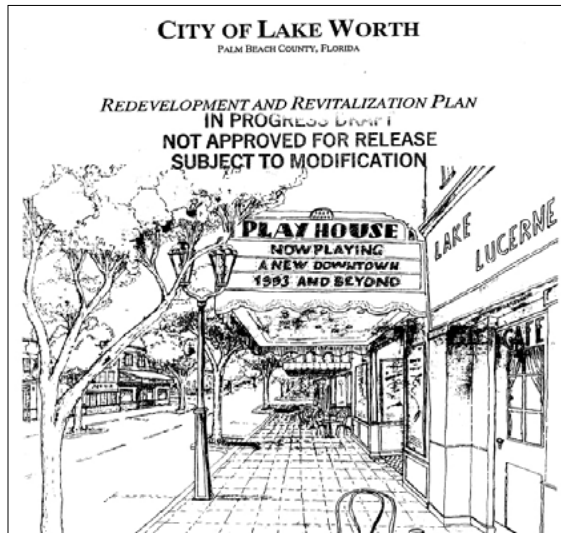
## BACKGROUND & EXISTING CONDITIONS





## BACKGROUND

This Master Plan report reflects the efforts and collaboration of the City of Lake Worth Beach (City), the Lake Worth Beach Community Redevelopment Agency (CRA), the Treasure Coast Regional Planning Council (TCRPC), and the residents and business owners of Lake Worth Beach. This multi-agency public planning process began in the fall of 2021 when TCRPC was requested to assist in developing a vision for multiple publicly owned parcels in downtown Lake Worth Beach. The subject of a previous Request for Proposals that was ultimately withdrawn due to public opposition, these publicly owned properties are in the Old Town Historic District and their future has generated great public interest.



PREVIOUS PLANS

Lake Worth Beach has a long tradition of community-based master plans. The original downtown plan (previous page) was developed by TCRPC in 1992 and initiated many of the positive changes still visible today. Between 2015-2017 the Cultural Arts Council developed an Arts and Culture Master Plan (see right). This plan prioritized mixed-use and residential density increases downtown. The Fairfax & Sammons plan (below) was a counter proposal to the “Element” RFP submittal (far right).

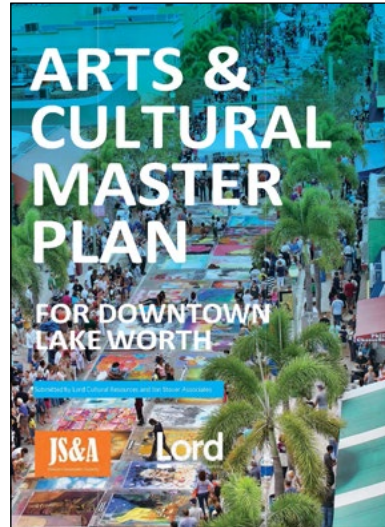


Figure 55 Arts and Cultural Master Plan

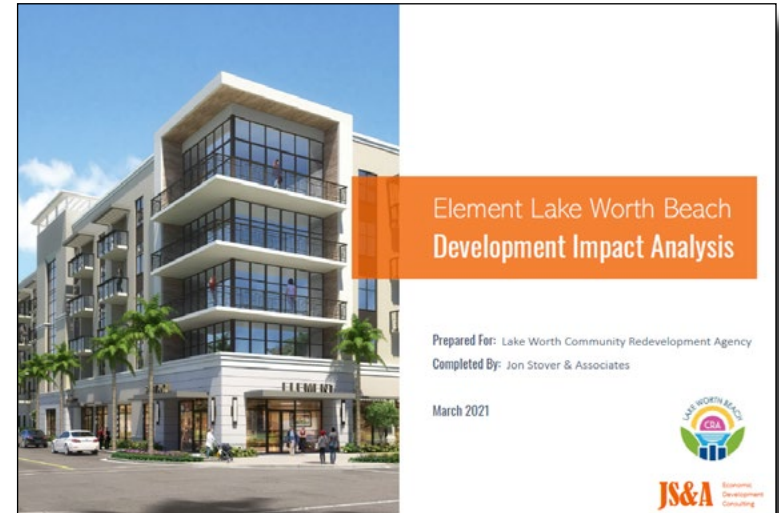


Figure 54 Element Proposal 2021



Figure 53 Fairfax and Sammons Concept (Site 1)





Figure 52 WGI concept for 1st Ave South between L St. and M St. 2019



ACQUISITION FUNDING SOURCE



City of Lake Worth Beach:   
CRA: 





## TIMELINE OF PURCHASE ACQUISITION ACTIVITIES

The following is a detailed timeline of City and CRA property acquisitions within the study area. This timeline is provided in its original format on the Lake Worth Beach CRA website.

### PROPERTIES ALONG SOUTH 'K' STREET; SOUTH 'L' STREET & SOUTH 'M' STREET

#### I. DOWNTOWN LAKE WORTH ARTS & CULTURE MASTER PLAN

- **2015-2017:** Under the guidance of local residents and business owners, the City of Lake Worth Beach, CRA and Cultural Council of Palm Beach County produce and approve the Downtown Lake Worth Arts & Culture Master Plan. The Plan recommends development between 1st Avenue South and 1st Avenue North, adding height and density to allow for mixed use, live-work developments that support artist's needs. For this, assemblages of land need to be encouraged by incentivizing through making the process easier and faster. This could also mean helping to assemble by acquiring key pieces of property. Public parking improvements are also a recommendation of the Plan. [CLICK HERE](#) for a copy of the Plan.

#### II. PARKING STUDY

- **October 2017:** City of Lake Worth Beach Commission approves a contract with WGI to provide a comprehensive downtown parking program and parking structure feasibility study. ([EXHIBIT A](#))
- **October 2018:** City of Lake Worth Beach produced the completed parking study by WGI. ([EXHIBIT B](#))
- This study included drawings for a possible municipal parking garage on the sites along 'L' & 'M' Streets. [CLICK HERE](#) for additional information regarding downtown parking.

#### III. INTERLOCAL AGREEMENTS BETWEEN THE CRA AND THE CITY OF LAKE WORTH BEACH ([EXHIBIT C](#))

- **June 19, 2018:** City of Lake Worth Beach Authorizes \$1,050,000 to acquire 26 South 'L' St.; 30 South 'L' St. and 32 South 'L' St. and \$180,000 for resurfacing for public parking. ([EXHIBIT C - June 19, 2018](#))

## TIMELINE OF PURCHASE ACQUISITION ACTIVITIES

- **October 16, 2018:** City of Lake Worth Beach Authorizes \$627,482.50 to acquire 17 South ‘M’ St. (EXHIBIT C - October 16, 2018)
- **February 5, 2019:** City of Lake Worth Beach Authorizes \$547,240.00 to acquire 25 South ‘K’ St. and 704 1 st Ave. South. (EXHIBIT C - February 5, 2019)
- (The City’s original focus of providing a public parking garage at ‘L’ & ‘M’ Streets switches to using the existing City owned surface lot along South ‘K’ Street and includes the homes purchased at the corner of 1 st Ave. South and South ‘K’ Street in March 2020.)
- **November 5, 2019:** City of Lake Worth Beach Commission approves the Sale and Transfer of 501 Lake Avenue to the CRA. (EXHIBIT D - November 5, 2019)

## IV. TIMELINE FOR HISTORIC RESOURCE PRESERVATION BOARD (HRPB) ACTIONS

- **January 2019:** First public hearing before the HRPB postponed at the City’s request.
- **June 2019:** City of Lake Worth Beach authorizes private consultant to conduct a massing study of the site.
- **September 18, 2019:** HRPB public meeting to consider the CRA’s application for the relocation or demolition of seven (7) contributing and three (3) non-contributing structures located within the ‘L’ & ‘M’ Street properties. (EXHIBIT E)

*The HRPB Order required the CRA to publicly advertise the structures for relocation and take all steps to have the structures relocated to another site. Any demolition permit for any of the contributing structures that are not relocated must first receive a Certificate of Appropriateness at the time of the issuance of the building permit for new construction.*

- **January 7, 2020:** City of Lake Worth Beach Commission denies the administrative appeals filed by Clifford Kohlmeyer and Thomas Conboy filed with respect to the HRPB’s order granting the CRA the right to relocate or demolish structures, subject to conditions. Mr. Christopher McVoy also submitted a letter to appeal the decision but was found, by the City, to not have legal standing. (EXHIBIT F)
- **February 12, 2020:** Thomas Conboy files a Petition for Writ of Certiorari with Palm Beach County Circuit Court. (EXHIBIT G)

## TIMELINE OF PURCHASE ACQUISITION ACTIVITIES

- **June 8, 2020:** The Court grants the CRA’s Motion to Intervene and directs the CRA and City of Lake Worth Beach to file a joint response to the Petition for Writ of Certiorari. (EXHIBIT H)
- **February 17, 2021:** Opinion issued by the Court denying the Petition for Writ of Certiorari. (EXHIBIT I)

## V. LAKE WORTH BEACH CRA’S DEVELOPMENT PROCESS

- **October 2019:** Lake Worth Beach CRA issues the Request for Proposals for the moving of the historic, contributing houses. No proposals were received by February 2020. (EXHIBIT J)
- **March 2020:** Lake Worth Beach CRA issues the Request for Proposals for the development of the ‘L’ & ‘M’ Street and ‘K’ Street/ 1 st Ave. South sites in downtown. Due to the pandemic, the submission deadline was extended from early June to August 4, 2020. (EXHIBIT K). This RFP was advertised on the CRA website, on social media sites, in both the Palm Beach Post and Sun Sentinel, on loopnet.com, on The RealDeal website (real estate website for south Florida), on the Florida Redevelopment Association website (redevelopment.net), on the American Planning Association website (planning.org) and through the Urban Land Institute (ULI).
- **September 18, 2020:** CRA and City Review Committee meet to review and score proposals.
- **October 13, 2020:** CRA Board of Commissioners vote on the Review Committee recommendations (EXHIBIT L)
- **March 2021:** Economic Development Impact Analysis CLICK HERE for a copy of the Plan
- **April 22, 2022:** Florida International University architectural student presentations CLICK HERE to view

## REQUEST FOR PROPOSALS

DEVELOPMENT OF SITES  
IN DOWNTOWN LAKE WORTH BEACH  
RFP #02-1920



RELEASE DATE:  
MARCH 2, 2020

SUBMISSION DEADLINE:  
3:00PM//JUNE 2, 2020

THE LAKE WORTH BEACH COMMUNITY REDEVELOPMENT AGENCY  
1121 LUCERNE AVE.  
LAKE WORTH BEACH, FL 33460  
[WWW.LAKEWORTHCRA.ORG](http://WWW.LAKEWORTHCRA.ORG)





## TIMELINE OF PURCHASE ACQUISITION ACTIVITIES

Once the RFP proposals were received and ranked by the selection committee, the “Element” development proposal was selected as the preferred submittal. Public opposition to the process, the size and scale of the proposal, and a desire to start again led to the developer withdrawing from the process. The newly elected Mayor and City Commission decided to embark on a public planning process and entered into an agreement with Treasure Coast Regional Planning Council to conduct the charrette and develop these recommendations.

