

DRAFT

THE PALM BEACH COUNTY URBAN REDEVELOPMENT AREA



ADDENDUM TO THE
PLANNING STUDY AND CORRIDOR MASTER PLANS
2009

PALM BEACH COUNTY
URBAN REDEVELOPMENT AREA
PLANNING STUDY AND CORRIDOR MASTER PLANS ADDENDUM

A Special Thanks to:

Palm Beach County Board of County Commissioners

The Honorable Jeff Koons
Chairperson, District 2

The Honorable Burt Aaronson
Vice Chair, District 5

The Honorable Steven L. Abrams
District 4

The Honorable Karen T. Marcus
District 1

The Honorable Jess R. Santamaria
District 6

The Honorable Shelley Vana
District 3

The Honorable Priscilla Taylor
District 7

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Building in Lake Worth

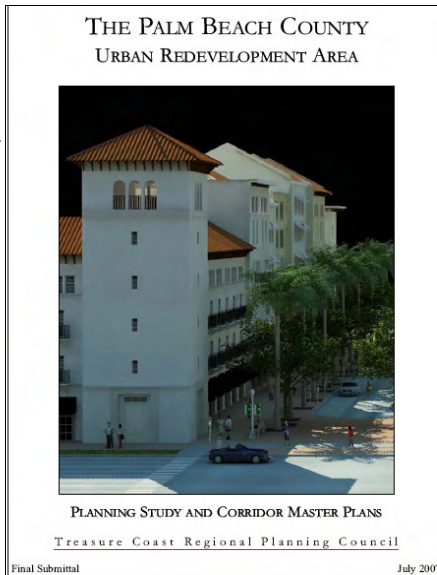


Artist rendering of redevelopment along a PRA corridor.

The Role of this Master Plan Addendum

INTRODUCTION

In 2004, the Palm Beach County Board of County Commissioners (BCC) identified a geographic area of approximately 28.5 square miles of central Palm Beach County, originally developed in the years following World War II through the late 1980s, to “promote infill and redevelopment,” and later designated this in the County’s Comprehensive Plan as an “Urban Redevelopment Area” (URA). The stated purpose of the URA “is to focus the County’s redevelopment and infill efforts by promoting economic growth, improving the present conditions of infrastructure, investment and reinvestment in the area, and discouraging urban sprawl by directing development where resources exist.” In 2007, the Treasure Coast Regional Planning Council (TCRPC) completed a nine month master planning effort for the overall URA, but specifically focused on two detailed corridor master plans “to illustrate opportunities and obstacles for that redevelopment, and provide recommendations and priorities for implementing that vision.” Planning and Zoning staff spent the next two years translating the TCRPC master plan into policy and code “to engender sustainable and predictable redevelopment in the URA and the priority corridors” (URA Master Plan, Ch. I-1). However, the master plan included conceptual design studies for less than 4 linear miles of existing roads within the URA. The master plan also identifies a need for later comprehensive planning and design for other portions of the URA (see Ch., IX-1). As directed by the BCC, the Planning Division conducted a detailed master planning effort along 7.4 miles of roadway—generally south of the previously studied corridors—using the concepts and findings of the TCRPC master plan. The results of this master planning effort are contained within this addendum.

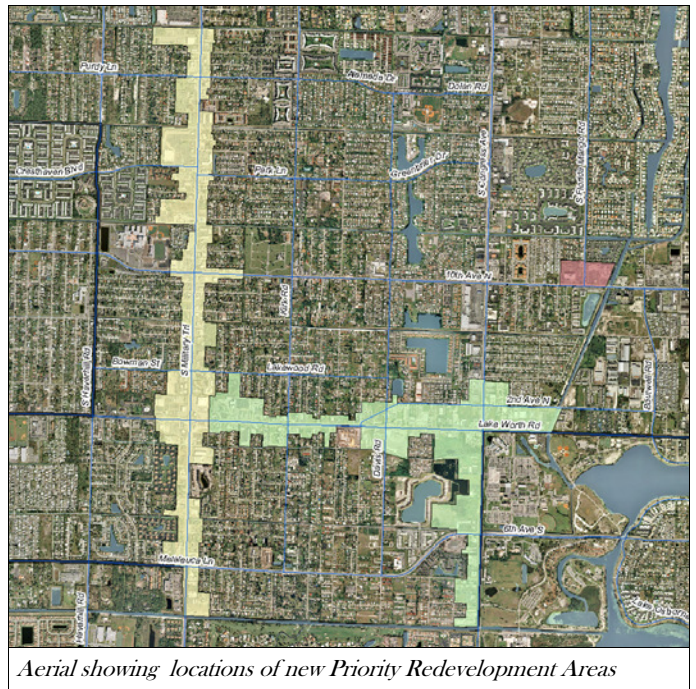


STUDY AREA

This addendum to the URA Master Plan proposes to incorporate three new locations as Priority Redevelopment Areas (PRAs), within the overall larger URA. The original PRAs were Congress Avenue (PRA-A), and Military Trail (PRA-B). The Congress Avenue PRA extended from Southern Boulevard to just south of Forest Hill Boulevard, and Military Trail similarly from Southern Boulevard past Forest Hill Boulevard, to the L-8 Canal. The new PRAs are as follows:

- B2 - Military Trail (from the L-8 Canal south to the L-14 Canal)
- C - Lake Worth Road (from Military Trail east to the E-4 Canal) and Congress South (from Vassalo Avenue south to L-14 Canal)
- D - 10th Avenue North and Florida Mango (an isolated commercial node exists there)

The intent is to capture all locations with commercial future land use designations and/or those areas deemed by TCRPC as being “likely to redevelop.” Furthermore, the parcels contemplated for redevelopment are within the unincorporated County with few exceptions; nevertheless, several parcels within other municipalities were included within the study as was done in the original master plan.

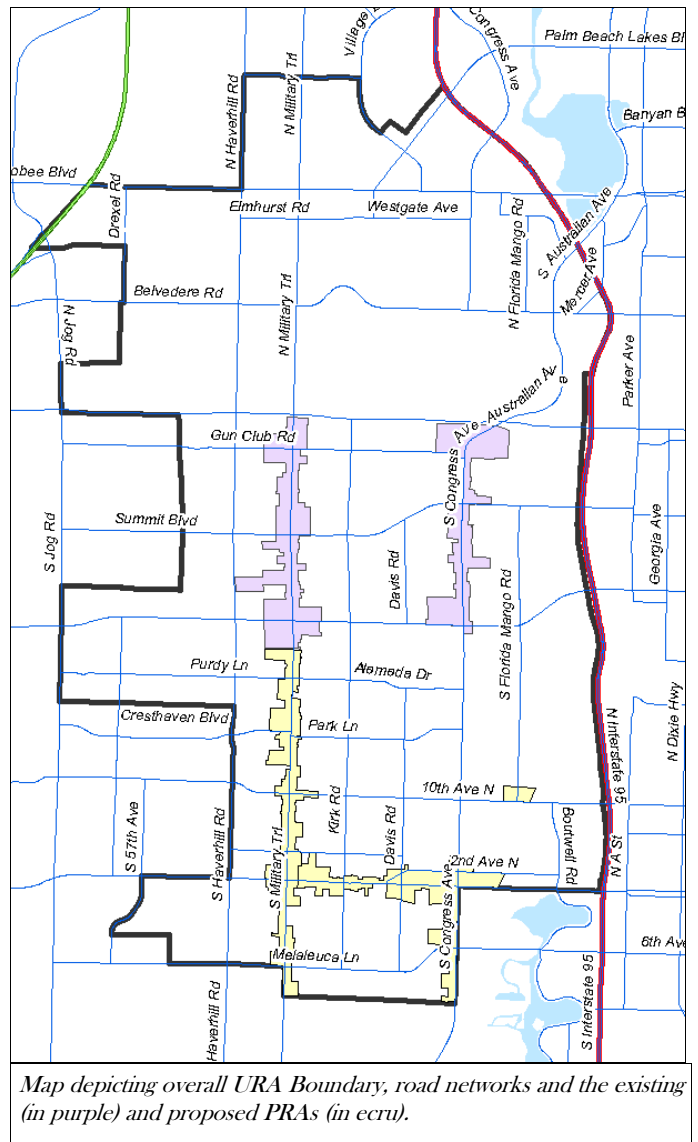


Aerial showing locations of new Priority Redevelopment Areas

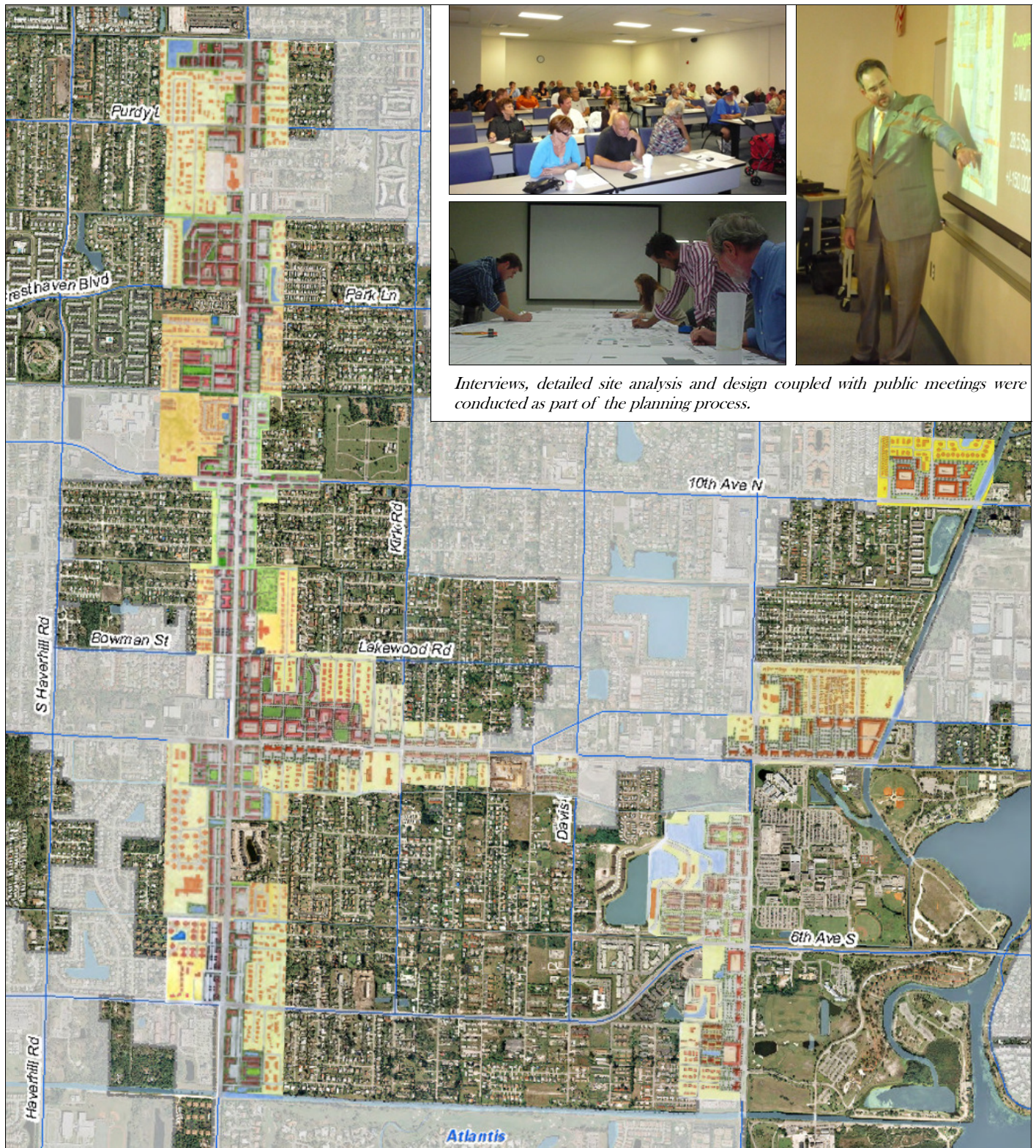
METHODOLOGY

In beginning a project of this scope, several assumptions were necessarily made. These included the premise that the assumptions made within, and the recommendations of the TCRPC master plan are valid and served as guiding principles for this addendum. The bulk of the study was the conceptualization and design of a rational redevelopment program for the corridors themselves. This exercise encompassed many of the principles already enshrined in the Comprehensive Plan, based on the TCRPC master plan. These include use of liner buildings near the street to shape the public realm, locating parking and service areas to the rear of buildings or interior of blocks, the integration and mixing of uses within a building and block, fostering multiple modes of transportation/transit including a pedestrian orientation, and retrofit the existing residential neighborhoods with neighborhood serving uses while still accommodating larger regional needs. This form-based approach followed that of the master plan in several assumptions. The first of these is that there are three general tasks that parcels are required to address in a development scenario, they contain a building, they allow for parking, and they are to reasonably accommodate some measure of stormwater runoff before discharging into a larger drainage system. TCRPC identified that two of those three were possible in an urbanizing redevelopment scenario. Principally, the existing “ditch and drain” practice could not continue without significant changes (as it impedes redevelopment of small parcels), and necessitates a new approach to handling stormwater runoff—likely a combination of a stormwater utility and a variety of on-site storage strategies. TCRPC also proposed an urban parking ratio minimum, 2 spaces per 1,000 square feet of non-residential uses, and 1.5 spaces per dwelling unit. Thus, in order to maximize the building potential, drainage must be effectively out-of-site if not off-site, and parking greatly reduced from the suburban practices currently used in by the County. Parking then becomes the limiting factor in any design, as there are no existing or planned parking structures within the existing or proposed PRAs. Accordingly, most redevelopment scenarios illustrated represent a mixture of parcel assemblage to produce greater numbers that are limited by surface and on-street parking. Only those locations sufficiently large enough and suitably located are anticipated to go above 3-to-4 stories which generally requires a structured parking arrangement to accommodate the parking demands. In the end, these designs are exercises to approximate what could feasibly be done, to quantify potential impacts.

Due to the original master plan process, subsequent Comprehensive Plan and code efforts ongoing coordination with County and other agencies has led to a great deal already known about this portion URA. However, new outreach to municipalities, residents and property owners in the area was necessary and undertaken. Meetings with municipal staff from Greenacres, Lake Worth, Atlantis, and Palm Springs took place in early May 2009. A public information meeting was held at Palm Beach Community College in Lake Worth, Florida, on May 27, 2009, with approximately sixty members of the public in attendance. The input from all identified stakeholders combined with other input over the past three years also served to inform this addendum and master plan process.

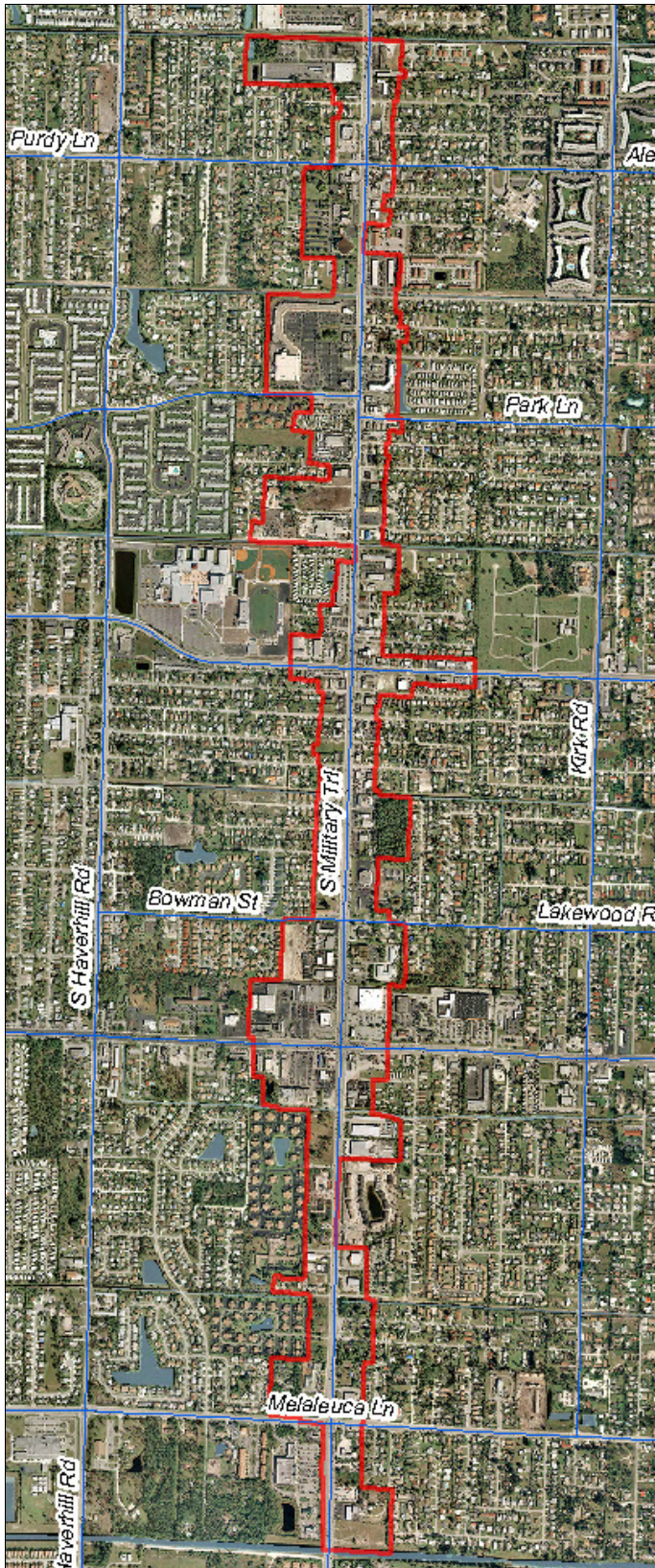


Map depicting overall URA Boundary, road networks and the existing (in purple) and proposed PRAs (in ecru).



Interviews, detailed site analysis and design coupled with public meetings were conducted as part of the planning process.

This Addendum extends the original PRAs (Military Trail & Congress Ave) to the south. Also included, a portion of Lake Worth Rd, and a small area at the intersection of Florida Mango and 10th Ave. Master plan proposals have been drafted for only those parcels within the unincorporated County.



The Military Trail South (B2) PRA, stretches from the LWDD L-8 Canal south to the LWDD L-14 Canal.



Low-intensity developments, accompanied by expanses of unoccupied surface parking spaces persist along Military Trail.

The Military Trail South Priority Redevelopment Area (PRA B2) is an extension of the original Military Trail PRA (planned by TCRPC)—a 3-mile segment from the LWDD L-8 Canal to the L-14 Canal. The “Snapshot” of the PRA encompasses twelve CCRT areas with a population of a little over 18,000 persons. Approximately 70% of the population is under the age of 45, utilizing a slight majority of the older existing housing stock. A significant majority reside in rented homes the area. Overall, neighborhoods are intact and do not warrant redevelopment

Like the existing Military Trail PRA, the condition of this portion of Military Trail has low-intensity commercial structures that are auto-oriented. In some areas of the B2 segment, commercial uses affect small residential parcels. The relationship, however, of the residential neighborhoods behind the commercial development is reasonably good. The neighborhoods are also stable and healthy, as supported by the Snapshot of the area. The strip commercial along the corridor does not positively influence the residents in terms of mobility. Generally, public transportation is not currently supportable due to the segregation of uses, the present lack of population that live adjacent to the corridor, and the difficult existing pedestrian environment along the thoroughfare.



Residential developments outside of the PRA boundary, are largely in-tact healthy neighborhoods. Both corridors lack centralized neighborhood supporting businesses for nearby residents.



Lake Worth Rd and Congress Ave are principal arterials, channeling substantial volume of traffic through the URA. Yet, development along the corridor does not provide a convenient, localized shopping opportunity for commuters and residents of the area.

The Lake Worth Rd/ Congress Ave PRA is generally along Lake Worth Road from Military Trail to the West Side of the E-4 Canal, including portions of Congress Avenue from Vassalo Avenue to the L-14 Canal.

The Lake Worth Road and the Congress Avenue South PRA consisting of parcels near and adjacent to approximately 3 miles of principal arterial roadways. PRA "C" starts from Military Trail to the LWDD E-4 Canal and along Congress Avenue south to the LWDD L-14 canal. This section of Lake Worth Road is made up of low-to-medium-intensity commercial uses in a suburban development pattern. A majority of the established residential neighborhoods along the corridor are healthy and intact. The corridor is comprised of 98 parcels of unincorporated Palm Beach County. Palm Springs has annexed roughly 50 acres within the proposed PRA boundary. Redevelopment is focused on the western side of Congress Avenue. John Prince Park and Palm Beach Community College, on the eastern half of Congress, are outside of the overall URA Boundary

Uses at the northeast corner of Lake Worth Road and Military Trail include a 61,000 square foot grocery store and a big box retail store. Smaller parcels along Lake Worth Road that redeveloped after September 29, 1998 were designed to conform to the Lake Worth

Road Commercial Corridor Overlay (LWRCCO). The majority of business development prior to 1998 consisted of smaller neighborhood-oriented "Mom and Pop" retail with some converted residential housing stock that cater to the local residents. The intersection at Lake Worth Road and Kirk Road consist of the Salvation Army Complex and the United States Postal Service facility. The intersection at Congress Avenue and Lake Worth Road consists of three convenience stores and at the Palm Beach Community College at the southwest corner. Development of Lake Worth Road between Congress Avenue and the LWDD E-4 Canal has been sporadic over the years with self-storage and warehousing being the principal use. The western side of Congress Avenue south of Lake Worth Road is the last leg of the redevelopment area. The northern section includes older apartments and several large undeveloped parcels. The area south of Melaleuca Lane includes convenience store, apartments, and many medical offices. The existing conditions along the corridors can be improved with comprehensive planning, coordination, and effectuation.



An aerial photograph of PRA “D”, the node at Florida Mango & 10th.

The commercial node, located on the north side of the intersection of Florida Mango & 10th Avenue, is an isolated group of parcels that have existing commercial uses situated between three municipalities (Palm Springs, Lake Worth and Lake Clarke Shores). This “node” has strong redevelopment potential and encompasses three CCRT areas with an estimated population of almost 8,000 persons. The resident base is relatively younger, renting or owning a moderately newer housing stock.

Similar to the other corridor PRAs, the Node’s conditions exemplify low-intensity, commercial buildings of at least 20-years of age, which are not pedestrian-oriented and provide few pedestrian amenities. The node appears to have low vacancy rate while situated between healthy and intact neighborhoods with significant



The LWDD E-4 Canal serves a drainage function. Areas along this canal and others, should be developed as linear parks or other types of public open space.

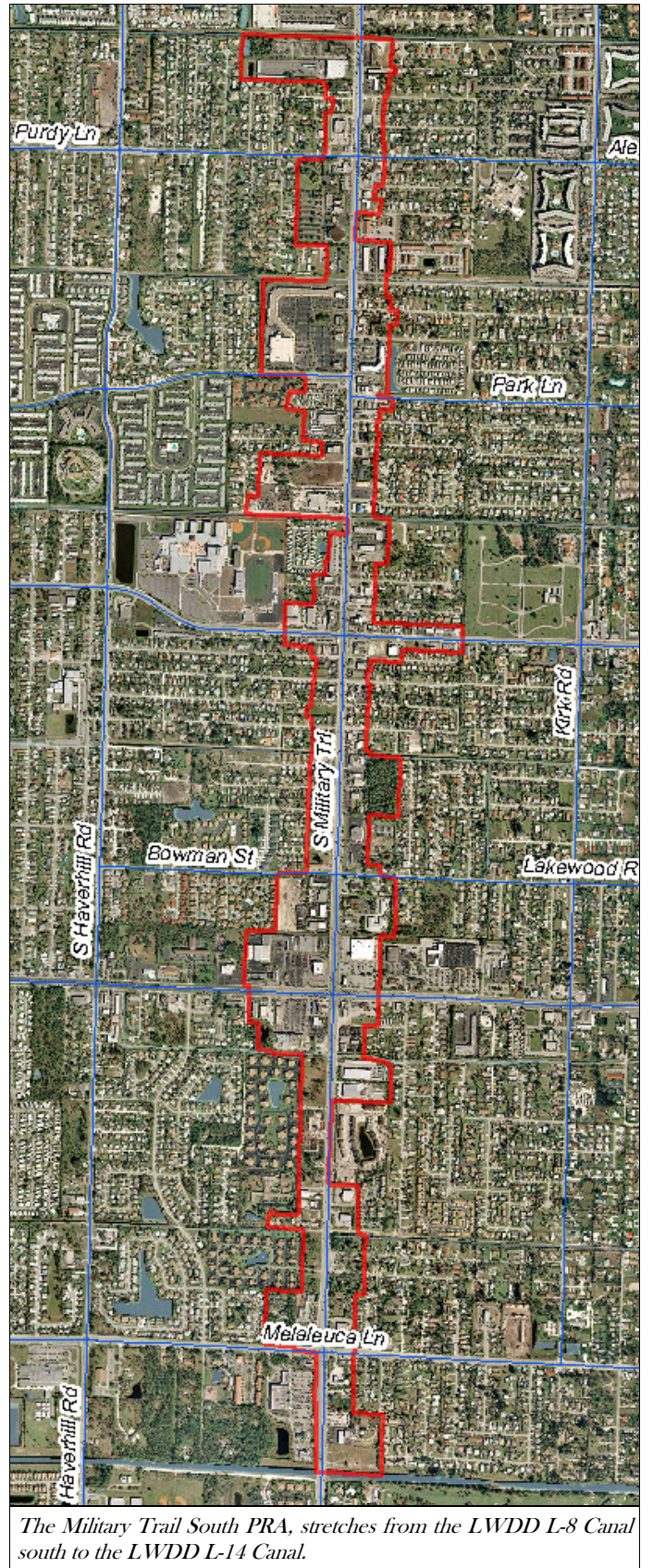
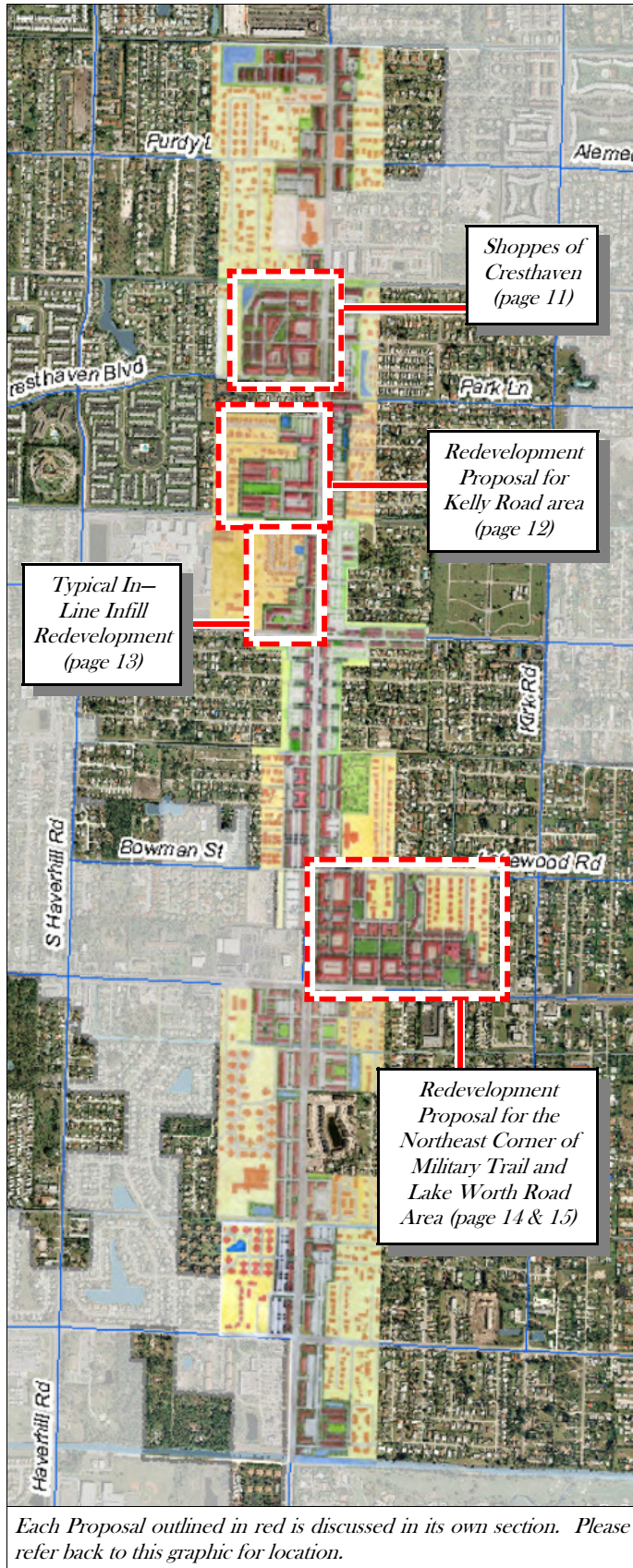
pedestrian traffic. However, the buildings (on the west side of Florida Mango is a nearly vacant 5-story commercial bank and office building and on the east side is a commercial plaza) are not situated well and are consistent with a suburban-type of development. The redevelopment potential of the node would address these issues by applying the concepts from the Master Plan. Redevelopment would allow the node to better realize its full potential as a mixed-use neighborhood center. It would allow for a better mix of uses that serve the existing adjacent neighborhoods, rather than depend solely upon drive-by users from potentially outside the immediate area. The neighborhood center promotes walkability and provides a sense of place to support the surrounding neighborhoods.

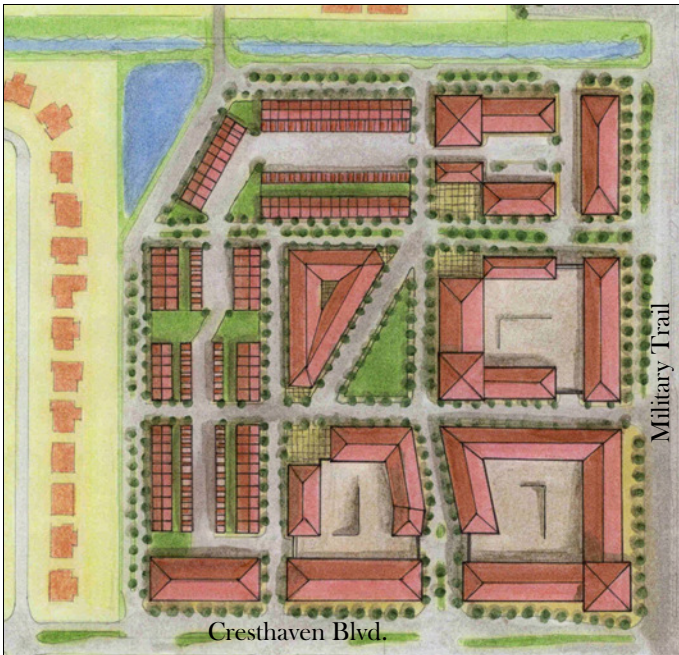


Development along 10th Ave is dominated by a suburban model, offering little choice and safety for pedestrian travel.



This shopping center is typical of the auto dominated development patterns found in the URA. These shopping centers rarely fill their parking lots, resulting in wasted space and resources.





Above is the proposed redevelopment scenario for the Shoppes of Cresthaven. More intense buildings are depicted closer to Military Trail while tapering off the intensity and scale of the buildings towards the existing residential neighborhoods.



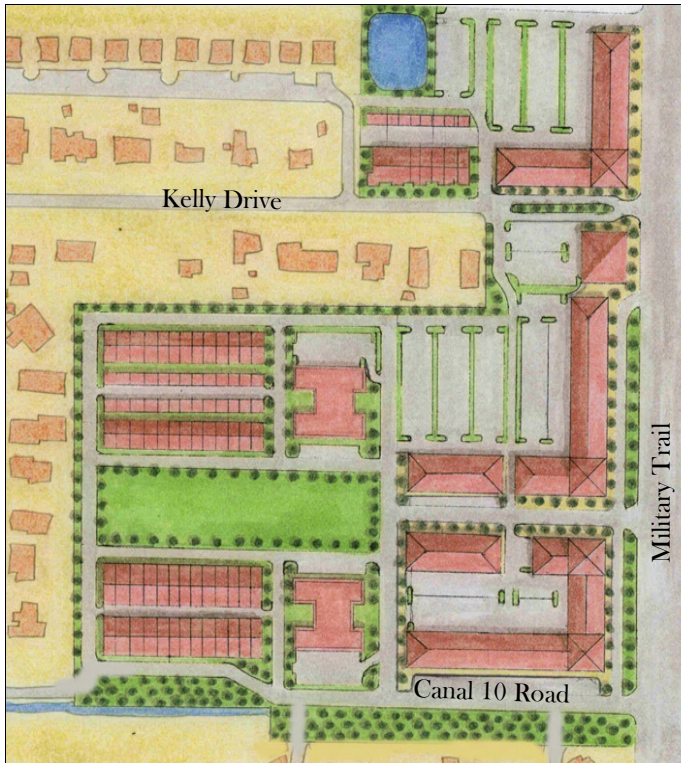
Above: The existing Shoppes of Cresthaven features approximately 175,000 square feet of non-residential uses dispersed among a grocery anchor, inline retail, and four outbuildings. Centralized surface parking and an isolated green create a void at the heart of the project.

The existing 1980s commercial center featuring a grocery anchor with inline retail and 4 outparcels represents the prevailing land use and zoning practices of its day—well buffered and separated from residential uses by the canals on the north and west sides, and multiple connections to Military Trail. Approximately half of the existing storefronts are vacant, a significant change from the observed 90% occupancy rate of the original master plan. The proposed redevelopment scenario proposes to keep the existing vehicular points of ingress/egress to form the basis of the new street network. This allows a more modular approach to redevelopment; however, a significant shift in the area is required to effect the

physical removal of the building used for inline retail and Winn-Dixie. The intent is that it could be phased, so that the new buildings featuring mixed-use could be built along Military Trail first, and then replace the inline retail with rowhouse units. A special effort was made to connect to the existing Sunset Drive to the north, making this a connected residential street, linking two otherwise disparate neighborhoods. All told this 22.26 acre site could feasibly accommodate 243,200 square feet of non-residential uses and 671 dwelling units (split between rowhouse and apartment type domiciles).



This view of the existing Shoppes of Cresthaven shopping center typifies the suburban scale and intensity found along Military Trail.



This proposal sets forth several essential principles for redevelopment of the site, including varied building types, range of types and affordability of housing, and interconnectivity with adjacent parcels.



Looking south along Military Trail, indicating an area suitable for redevelopment.

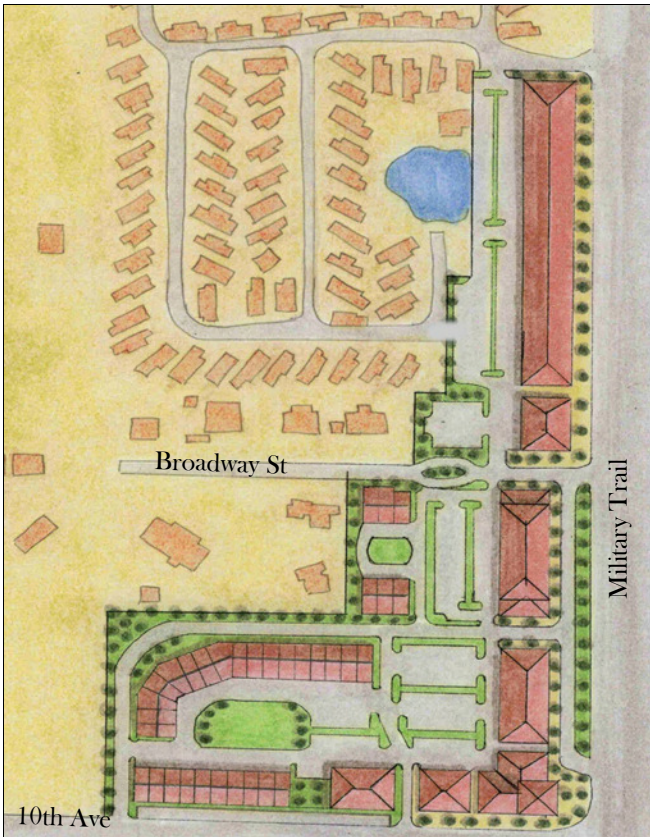
This site is located on the west side of Military Trail immediately north of the L-10 canal. Approximately one-third of the site is vacant, the remaining area and its buildings provide for industrial, automotive and storage uses along Military Trail.

The redevelopment scenario incorporates the existing street layout while creating opportunities for future street connections. In total, the design includes seven parcels with three story buildings providing 107,200 square feet of ground story retail, 214,400 square feet of upper story uses which could comprise of either office and/or residential uses, 66 apartment units, 60 rowhouses, and yields approximately 1.7 acres kept for open space and retention uses. Recognizing that there are several properties under the same ownership envisioned in this scenario, it could be implemented on an incremental basis while improving the overall cohesion and adhering to the vision of a redeveloped Military Trail.

The plan utilizes a variety of building types offering a range of affordability while providing for compatibility with new and existing developments. Given the size and depth of the site, development options are wide ranging, if structured parking were utilized, a greater intensity of development and public open space amenities could be incorporated. The site has approximately 900 feet of frontage along the L-10 Canal, a unique opportunity to transform an often overlooked yet essential feature of the South Florida landscape into an amenity such a linear park.



This is an aerial photograph of the existing Kelly Road site.



Proposed infill redevelopment, with vehicular connections and alley system.



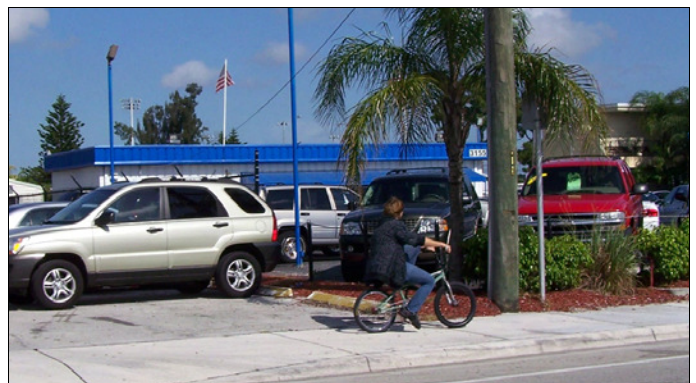
A view of existing strip mall, with storefront parking and negligible landscaping.

This site is located immediately north of 10th Ave N., on the west side of Military Trail and east of John I. Leonard High School. Nearly 8 acres presently affords approximately 70,000 square feet of existing development, primarily single story office and retail buildings.

The design plan for the site creates an interconnected network of frontage streets and alleys. The redevelopment scenario works with the existing street layout while creating opportunities for future street connections. Altogether this design includes seven parcels with two-to-three story buildings, in order to maximize land area. Provided in the plan is, 66,000 square feet of ground story commercial uses, 94,800 square feet of upper story office and/or residential, 33 rowhouses, and approximately 13,000 square feet of open space.



Existing strip mall, auto sales and additional non-descript buildings covering the site.



Military Trail is heavily used by pedestrians and bicyclists, despite unpleasant conditions and lack of pedestrian amenities.



The shopping center located at northeast corner of the intersection of Military Trail and Lake Worth Road.

Where the Shoppes of Cresthaven project represented a development master planned in one rezoning/development order, the northeast corner Military/Lake Worth depicts the more typical fragmented approach common throughout the commercial corridors of the URA. However, it is on a much larger scale. Collectively, these existing non-residential sites

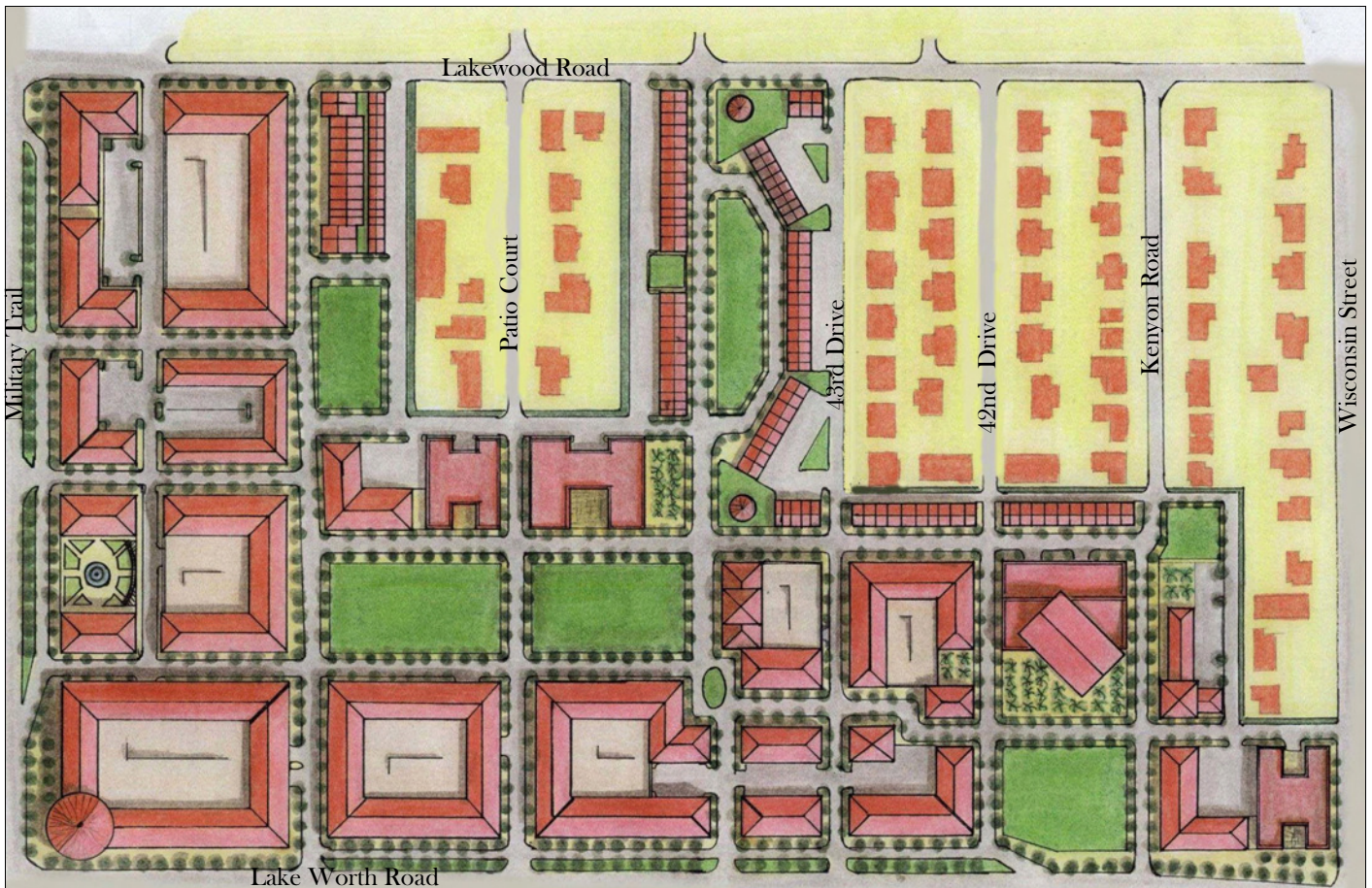
encompass over 44 acres, sandwiched in and between these two major arterials and existing single-family residential homes. Included in the development is a US Post Office, a big box retailer, a national auto parts chain, a grocery store and various outparcels including fast-food chains and shoe stores.



The existing post office typifies the scale and form of the existing civic uses along the Lake Worth Road corridor.



A view looking towards the existing big box home improvement store on Lake Worth Road.

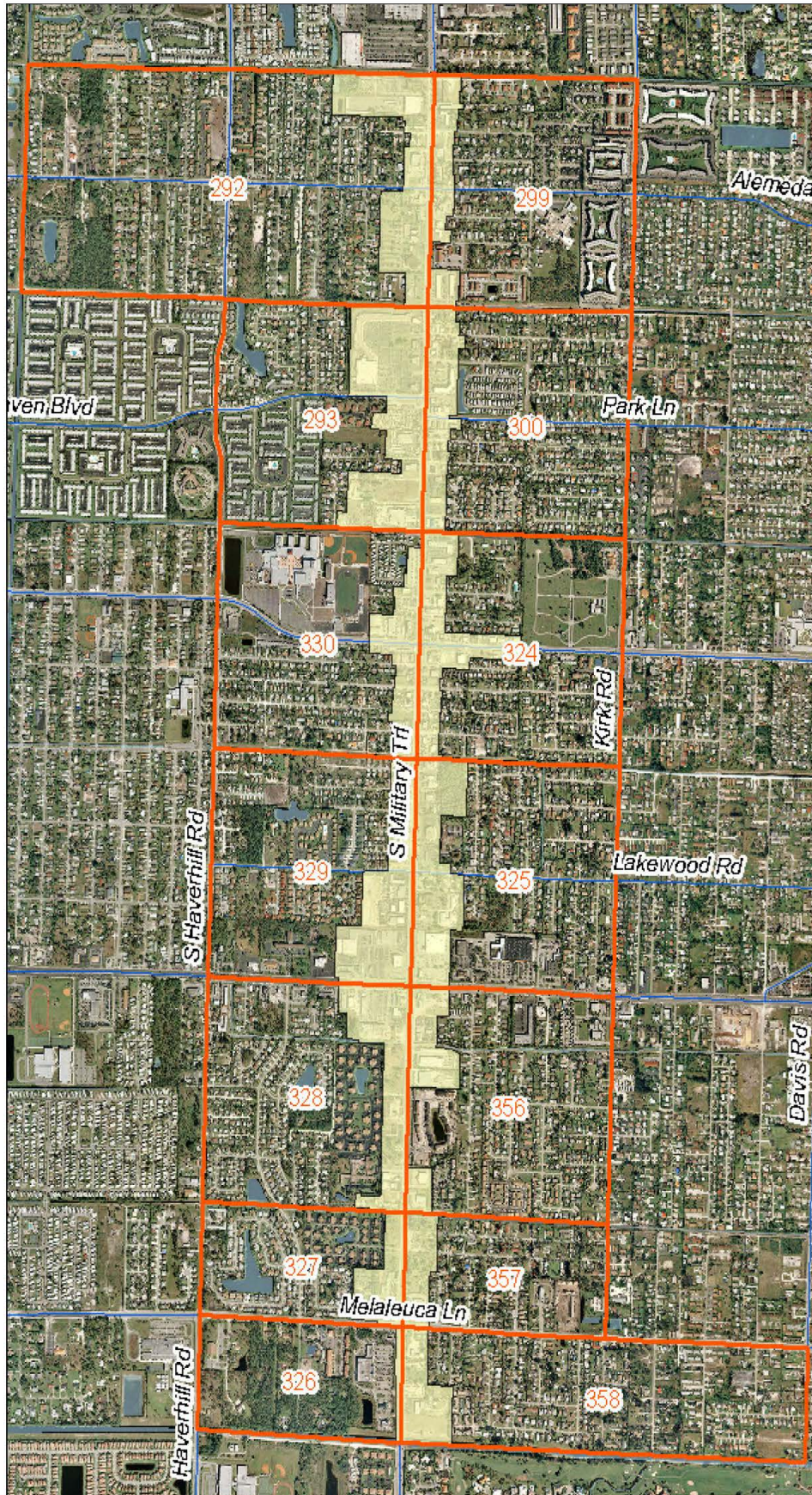


The redevelopment scenario for the northeast corner of Lake Worth Road and Military Trail envisions a situation which may take many years and efforts to achieve. The intent is to respect the existing residential neighborhoods, but to sensitively infill the existing commercial and vacant parcels to promote context-responsive redevelopment—that is, redevelopment nearest existing residential is no more than two story and residential in nature. Streets, alleys, and/or useable/public open spaces serve as the transition between both the existing residential to new residential uses, and from those to the proposed mixed-use buildings closest to the arterial corridors.

This redevelopment proposal is the most ambitious contemplated in this Master Plan addendum. It proposes 492,000 square feet of non-residential uses, 1,628 dwelling units, and over 3,500 parking spaces. The plan indicates a virtually complete razing of the existing sites, and indeed depicts an ultimate build-out scenario, while considering and responding to the existing single-family residential to the north and east. The redevelopment plan attempts to restore and reestablish a street grid—the fragments of which can be seen to the north and south of the existing commercial development—using existing curb cuts and streets to form blocks (see illustration, p. 29). Mixed-use blocks were then proposed along Lake Worth Road, nearest to Military Trail, including integrated structured-parking decks. Transitional uses and civic open spaces, were then centrally located within the development,

comprising just over 6.6 acres of the overall area proposed for redevelopment. These central greens may also be partially sunken to serve as temporary retention basins during occasional periods of high rainfall. The project then transitions downward to 2-to-3-story multi-family residential uses in the form of rowhouses and apartment buildings. The intent is line the adjacent existing single family housing with new residential units, which serve as the “buffer” between the disparate intensities of development proposed.

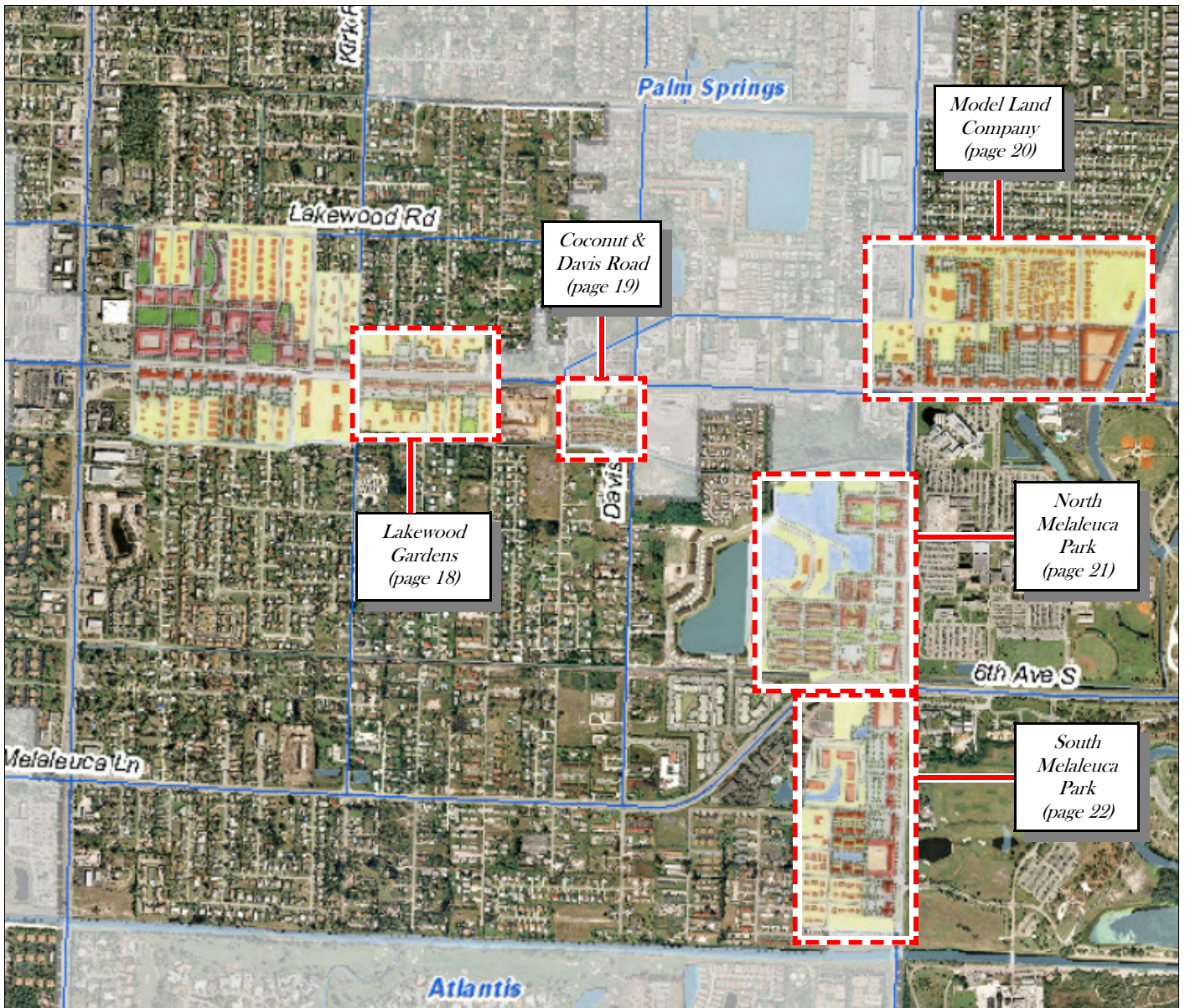
Also reserved in the site is a 4-story civic building of approximately 72,000 square feet on the parcel that currently features a Post Office. The intent is that this area could continue in its civic function, including a postal facility, but co-locating other similar uses in the same building to create a larger neighborhood center.



<p>TAZ 292</p> <p>Removed:</p> <p>Residential unit: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 311</p> <p>Retail: 49,200</p> <p>Office: 49,200</p> <p>Industrial: 24,600</p> <p>NET Development Increase:</p> <p>Residential: 311</p> <p>Retail: 49,200</p> <p>Office: 49,200</p> <p>Industrial: 24,600</p>	<p>TAZ 328</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 356</p> <p>Retail: 50,400</p> <p>Office: 50,400</p> <p>Industrial: 25,200</p> <p>NET Development Increase:</p> <p>Residential: 356</p> <p>Retail: 50,400</p> <p>Office: 50,400</p> <p>Industrial: 25,200</p>
<p>TAZ 293</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 879</p> <p>Retail: 152,760</p> <p>Office: 152,760</p> <p>Industrial: 76,380</p> <p>NET Development Increase:</p> <p>Residential: 879</p> <p>Retail: 152,760</p> <p>Office: 152,760</p> <p>Industrial: 76,380</p>	<p>TAZ 329</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 175</p> <p>Retail: 33,200</p> <p>Office: 33,200</p> <p>Industrial: 16,600</p> <p>NET Development Increase:</p> <p>Residential: 175</p> <p>Retail: 33,200</p> <p>Office: 33,200</p> <p>Industrial: 16,600</p>
<p>TAZ 299</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 87</p> <p>Retail: 27,600</p> <p>Office: 27,600</p> <p>Industrial: 13,800</p> <p>NET Development Increase:</p> <p>Residential: 87</p> <p>Retail: 27,600</p> <p>Office: 27,600</p> <p>Industrial: 13,800</p>	<p>TAZ 330</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 196</p> <p>Retail: 66,000</p> <p>Office: 66,000</p> <p>Industrial: 33,000</p> <p>NET Development Increase:</p> <p>Residential: 196</p> <p>Retail: 66,000</p> <p>Office: 66,000</p> <p>Industrial: 33,000</p>
<p>TAZ 300</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 361</p> <p>Retail: 52,320</p> <p>Office: 52,320</p> <p>Industrial: 26,160</p> <p>NET Development Increase:</p> <p>Residential: 361</p> <p>Retail: 52,320</p> <p>Office: 52,320</p> <p>Industrial: 26,160</p>	<p>TAZ 356</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 195</p> <p>Retail: 35,520</p> <p>Office: 35,520</p> <p>Industrial: 17,760</p> <p>NET Development Increase:</p> <p>Residential: 195</p> <p>Retail: 35,520</p> <p>Office: 35,520</p> <p>Industrial: 17,760</p>
<p>TAZ 324</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 212</p> <p>Retail: 116,960</p> <p>Office: 116,960</p> <p>Industrial: 58,480</p> <p>NET Development Increase:</p> <p>Residential: 212</p> <p>Retail: 116,960</p> <p>Office: 116,960</p> <p>Industrial: 58,480</p>	<p>TAZ 357</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 105</p> <p>Retail: 42,000</p> <p>Office: 42,000</p> <p>Industrial: 21,000</p> <p>NET Development Increase:</p> <p>Residential: 105</p> <p>Retail: 42,000</p> <p>Office: 42,000</p> <p>Industrial: 21,000</p>
<p>TAZ 325</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 1,713</p> <p>Retail: 225,440</p> <p>Office: 225,440</p> <p>Industrial: 112,720</p> <p>NET Development Increase:</p> <p>Residential: 1,713</p> <p>Retail: 225,440</p> <p>Office: 225,440</p> <p>Industrial: 112,720</p>	<p>TAZ 358</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 68</p> <p>Retail: 46,000</p> <p>Office: 46,000</p> <p>Industrial: 23,000</p> <p>NET Development Increase:</p> <p>Residential: 68</p> <p>Retail: 46,000</p> <p>Office: 46,000</p> <p>Industrial: 23,000</p>
<p>TAZ 327</p> <p>Removed:</p> <p>Residential: -</p> <p>Non-residential: -</p> <p>Proposed Development:</p> <p>Residential: 52</p> <p>Retail: 24,960</p> <p>Office: 24,960</p> <p>Industrial: 12,480</p> <p>NET Development Increase:</p> <p>Residential: 52</p> <p>Retail: 24,960</p> <p>Office: 24,960</p> <p>Industrial: 12,480</p>	

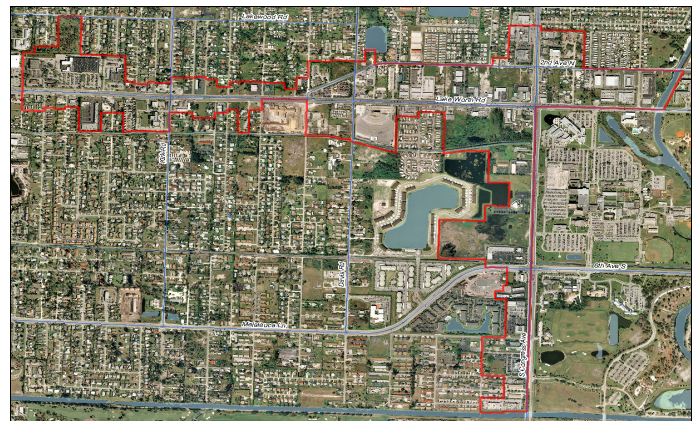
PROPOSED TOTAL REDEVELOPMENT IMPACTS

Removed:	
Residential units:	-
Non-residential:	-
Proposed Development:	
Residential units:	4,703
Non-residential:	2,305,900
NET Development Increase:	
Residential units:	4,703
Non-residential:	2,305,900



Each Proposal outlined in red is discussed in its own section. Please refer back to this graphic for location.

The Lake Worth Rd/ Congress Ave PRA is generally along Lake Worth Road from Military Trail to the West Side of the E-4 Canal, including portions of Congress Avenue from Vassalo Avenue to the L-14 Canal. As the map above indicates, the Village of Palm Springs (overlaid in gray) has annexed a significant portion of the center of Lake Worth Road, from just west of Davis Road to Congress Avenue. This proposed plan focuses upon the parcels within the unincorporated County. It is hoped that Palm Springs will undertake similar studies for its portions of Lake Worth Road.





This typical infill plan utilizes the existing street layout while relocating the parking behind the proposed mixed use buildings.



Typical secondary street servicing single family residential homes from Lake Worth Road.

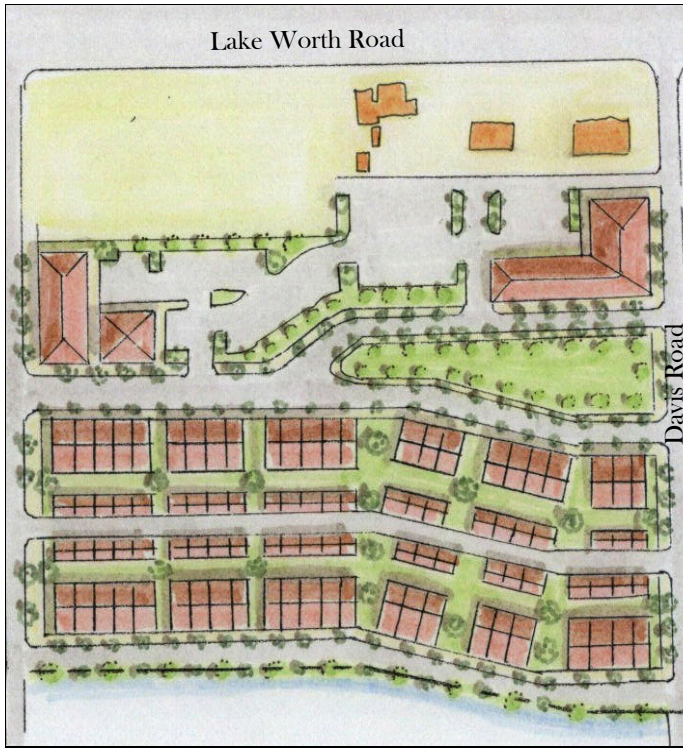
This 11.11 acre area is located on Lake Worth Road and east of Kirk Road. The area is comprised of 16 unincorporated Palm Beach County parcels of shallow depth. The existing developed area includes 3 office buildings, 2 residential units, an apartment building, a vacant convenience store with gas sales and 6 undeveloped parcels. This is typical for Lake Worth Road. The proposed scenario incorporates the existing street layout while placing parking behind mixed use buildings near Lake Worth Road. An alley system is included to interconnect parcels, and affords alternate means for short intra-neighborhood trips thereby reducing trips on Lake Worth Road. The buildings are mixed use multi-story and rowhouses. This scenario provides for 15 rowhouses, 96,950 square feet of first floor commercial, 95,350 square feet of office and/or residential, necessary parking, and 1 acre of open space.



This aerial view shows the existing development pattern for the 11.11 acre redevelopment plan proposed for this stretch of Lake Worth Rd.



Vacant properties are plentiful along Lake Worth Road, an indication that the area is prime for redevelopment.



This redevelopment plan makes good use of existing roads and maximizes interconnectivity by creating a grid network.



Another vacated parcel along Lake Worth Road.

The 4 parcels located between Coconut and Davis Roads and south of Lake Worth Road comprise a 6.5 acre area. The developed parcels include a trailer park, 2 residential dwelling units and the defunct Lake Worth Racquet and Swim Club Property. East of the site is the Lake Worth Drive In and Swap Shop while the property to the west houses the new Palm Beach County Mid-County Senior Center & Head Start Complex.

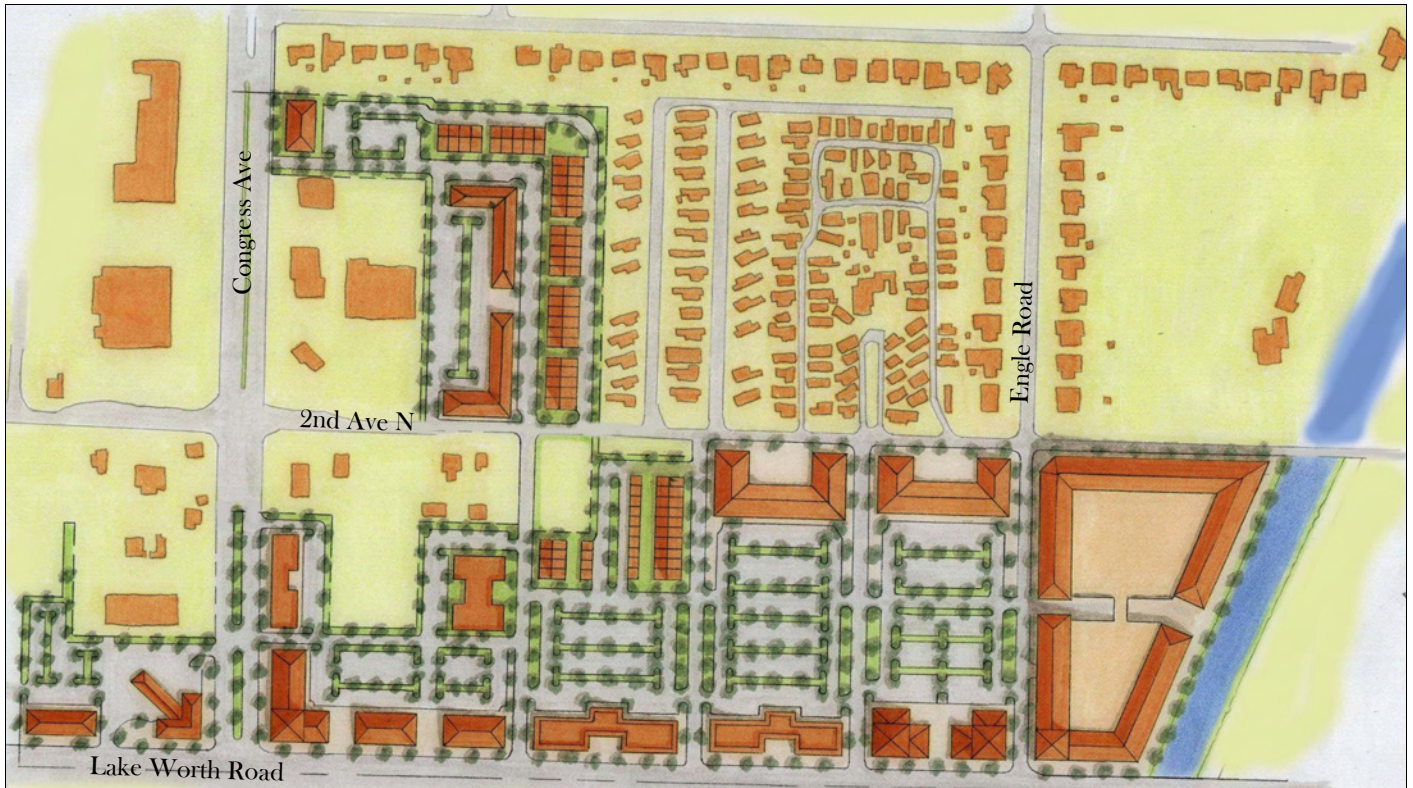
The area has been redesigned to use a new street and alley system allowing multiple through routes between Coconut Drive S. and Davis Road. The buildings proposed consist of multi-story rowhouses and mixed use buildings. The mixed-use buildings will be located along Davis Road and Coconut Drive. The rowhouses are located closer to the existing canal and neighboring residential areas. Beautification of the LWDD L-12 Canal could provide an opportunity for a pedestrian walking path. The plan provides for 48 rowhouses, 16,500 square feet of ground story neighborhood commercial, plus an additional story for residential and/or live/work arrangements. Buffering the residential units from the mixed-use buildings is a 0.39 acre open space.



This aerial view shows the existing development pattern for the 6.5 acre redevelopment plan.



The vacated Lake Worth Racquet and Swim Club.



A detail of the proposed master plan illustrates a site design for the eastern Lake Worth Road corridor.

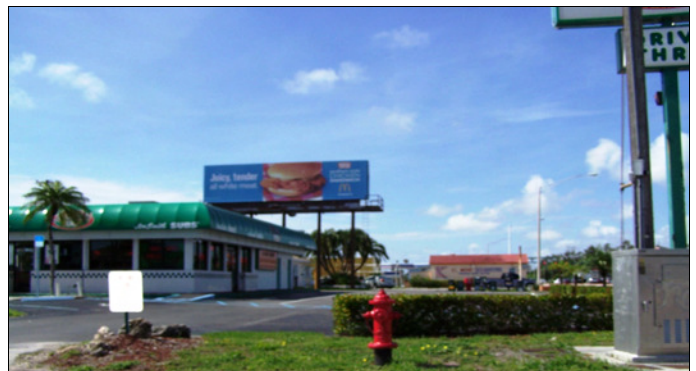
This concept plan explores the area surrounded by Congress Avenue, Lake Worth Road and the LWDD E-4 Canal. An area of approximately 28 acres, it includes an existing convenience store with gas sales, warehouses, open and enclosed self storage facilities, several apartments, residential dwellings and single story commercial retail stores.

Similar to the preceding redevelopment concepts this scenario for this site uses the existing street network and proposes an alley system. A variety of building types that consist of multi-storied rowhouses, live-work units, apartment buildings, condominiums and mixed use buildings are integrated into the site.

The proposed layout offers a wide range of options for affordability while working to be both sensitive to, and compatible with the existing residential neighborhood. The rowhouses and apartments are to be located along 2nd Avenue N. The mixed use buildings will be located along Lake Worth Road with two connecting laminated buildings at the LWDD E-4 Canal. A 700 foot landscaped walking path is proposed along the canal for public use. The plan provides for 45 rowhouses, 182,300 square feet of ground story commercial, with approximately 200 residential units above in a live/work combination, and 170 apartment units.



Aerial of eastern Lake Worth Road corridor, east of Congress Ave.



Southeast corner of 2nd Ave N. and Congress Ave, looking south.



The proposed master plan with mixed-use buildings along Congress Ave and north of Melaleuca Lane.

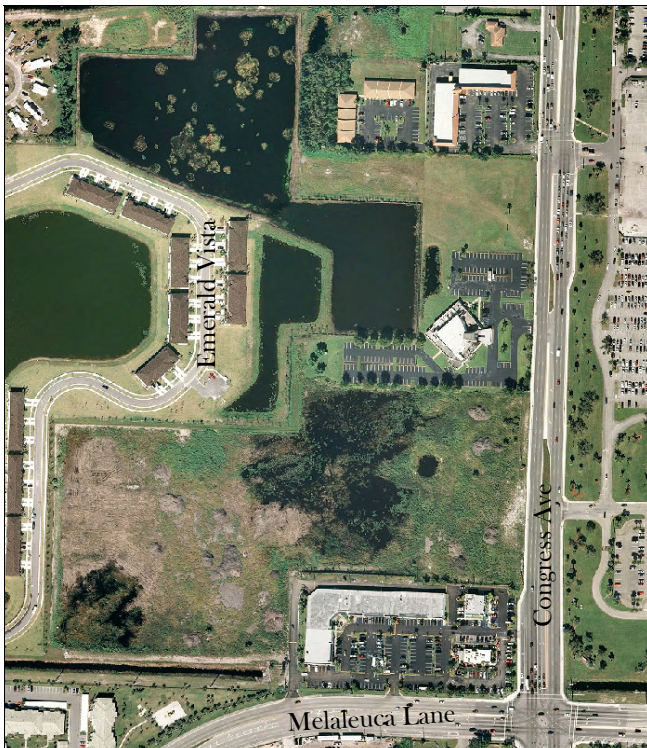


Existing view looking Southwest along Congress Ave, of parcels that could be redeveloped. The building to the left: Bethel Assembly of God.

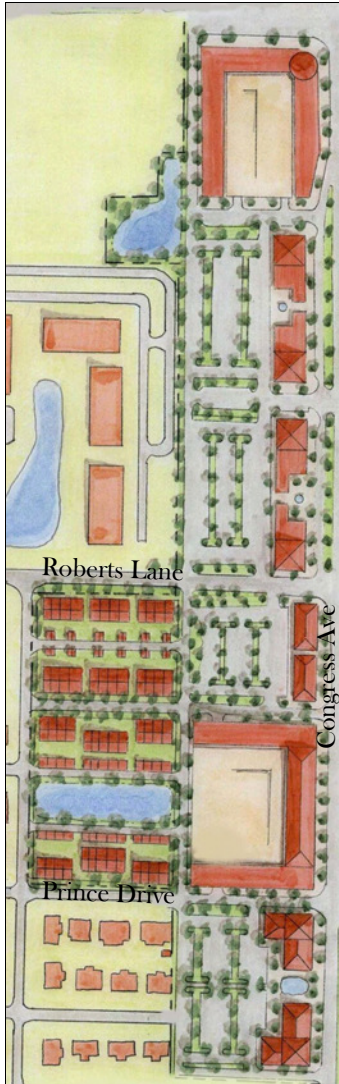
This 34 acre area is located on west side of Congress Avenue, north of Melaleuca Lane and across the street of the Palm Beach Community College. Approximately 26.5 acres of the site are undeveloped. The existing buildings include a strip mall, fast food restaurant, a church and multiple retail stores. At present, multiple properties are under the same ownership, and may accommodate significant portions of the proposed redevelopment.

The concept plan for this portion of the PRA features an interconnected grid of streets and alleys that will incorporate a residentially-oriented mixed-use neighborhood. The redevelopment proposed features a variety of buildings consisting of multi-storied rowhouses, apartments, and mixed-use buildings. The mixed-use buildings will be located along Congress Avenue with one being a laminated building at the corner of Congress Avenue and Melaleuca Lane. The plan provides for 104 rowhouses, 80,000 square feet of ground story commercial, with 188,000 square feet of upper story residential units and 297 apartment units. An increase in residential units would provide for future housing when Palm Beach Community College transitions to include four year baccalaureate degree programs, potentially enabling it to become more of a residential campus (contrasting with its present commuter-orientation).

The civic/open space will compliment the surrounding architecture and fills the need for neighborhood-oriented recreational spaces within an urbanizing environment. An existing pond was incorporated into the 5 acre civic/ open space. The adjacent western property consists of a man made lake system of over 9 acres.



This is an aerial view of existing conditions at the corner of Melaleuca Lane, along Congress Ave.



Above is a detail of the southernmost portion of Congress Ave, illustrating potential redevelopment from Melaleuca Lane to the L-14 Canal.



This aerial view of the current condition shows how it is virtually impossible to travel from an adjacent parcel to another without going onto Congress Ave



An existing rental apartment along Congress Ave.

The 20 acre, 11 parcel area south of Melaleuca Lane and west of Congress Avenue (across the street from John Prince Park). Existing development consists of a convenience store, apartment buildings and professional/medical office buildings that support JFK Hospital to the south.

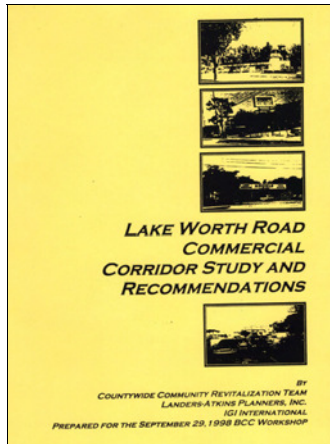
This PRA concept utilizes the current street layout which accesses the residential area to the west. Proposed are mixed-use buildings that are geared more to non-residential uses (i.e., medical and related supporting uses). Alleys connect the north-south, paralleling Congress. A frontage road along Congress Avenue provides additional softening and shade for the pedestrian experience along with some on-street parking. JFK Hospital is located to the south, just outside of the URA. The proposed apartments and residential units could be utilized by hospital and medical office staff, vastly reducing travel time between home and work. The mixed-use buildings would support medical facilities that the hospital requires for the surrounding community's health needs. A hotel, providing temporary housing for academic and medical professionals visiting the hospital and community college would also be beneficial.

The redevelopment scenario proposes 1.5 acres of open space areas; multi-storied rowhouses and mixed-use buildings. The plan provides for 38 rowhouses, 141,900 square feet of ground story commercial uses and up to 141,900 square feet of upper story office and/or additional residential uses.



Low-intensity developments, accompanied by expanses of unoccupied surface parking spaces persist along the PRAs.

The Lake Worth Road Commercial Corridor Study (LWRCCS) was completed in 1998, and was an early effort to comprehensively examine needs and impediments to revitalize and redevelop an older commercial corridor in the unincorporated County. The area covered was that of Lake Worth Road, from Military Trail to Congress Avenue. Many of the recommendations of the LWRCCS remain valid more than ten years after its completion, particularly those regarding water, sewer and drainage issues, and Zoning recommendations as well.



The LWRCCS was captured in the Comprehensive Plan in three policies, and depicted in the Map Series LU 3.1 Special Planning Areas. The existing Comprehensive Plan policies spell out the role of the Office of Community Revitalization (OCR) in facilitating the anticipated changes, particularly the water related issues. However, the LWRCCS was largely realized and implemented within the ULDC (in 2001), as the Lake Worth Road Commercial Corridor Overlay (LWRCCO). The LWRCCO attempted to correct infrastructure and access deficiencies coupled with incentives found several extant Plan provisions for greater intensity (i.e., increased Floor Area Ratio (FAR)), reduced front and side setbacks, and relief from some nonconforming use standards in the ULDC to encourage and promote small expansion and revitalization of the Lake Worth Road corridor.

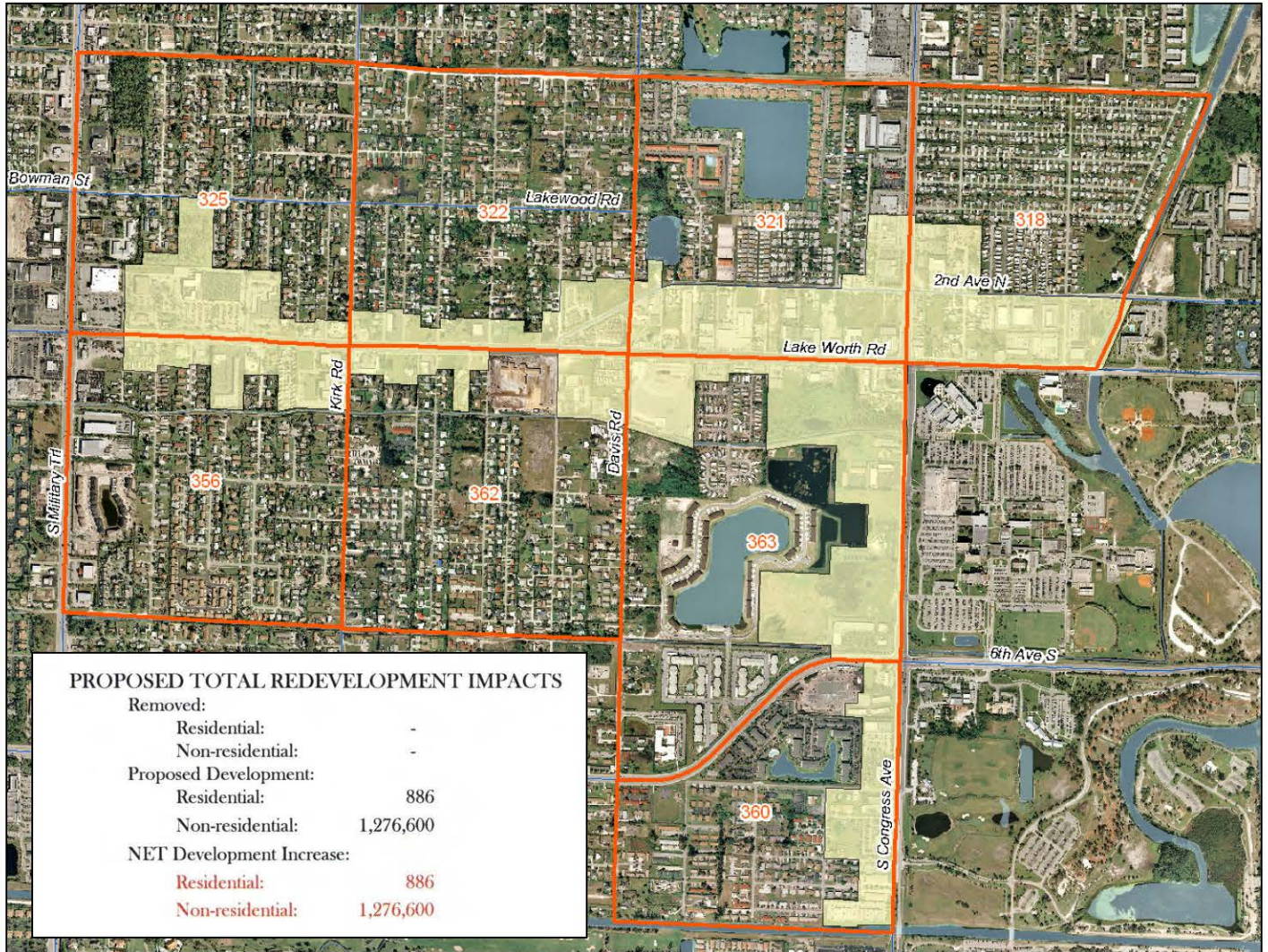
ULDC Article 3, Chapter B, Section 7.A: LWRCCO, Lake Worth Road Commercial Corridor Overlay:

“The LWRCCO is to provide incentives to encourage infill development and redevelopment along Lake Worth Road, improve the neighborhood characteristics of the area, and improve the overall quality of the surrounding community. The LWRCCO is to implement the community’s vision for the area and to address the unique land development constraints along Lake Worth Road.”

An analysis of the projects that have received approval of site plans and/or conditional uses since the implementation of the LWRCCO is somewhat startling. A total of nine (9) projects were approved by the BCC, of which six (6) needed variances. Two (2) projects were annexed into Palm Springs, neither of which were built in their BCC approved configuration. Five (5) projects were specific use approvals or minor changes in square footages for existing buildings and did not result in significant redevelopment or revitalization. Two (2) projects were built—one being the Palm Beach County Mid-County Senior Center. One (1) other project received BCC approval earlier this year, for a drug rehabilitation clinic on the south side of Lake Worth Road, just west of Kirk Road.

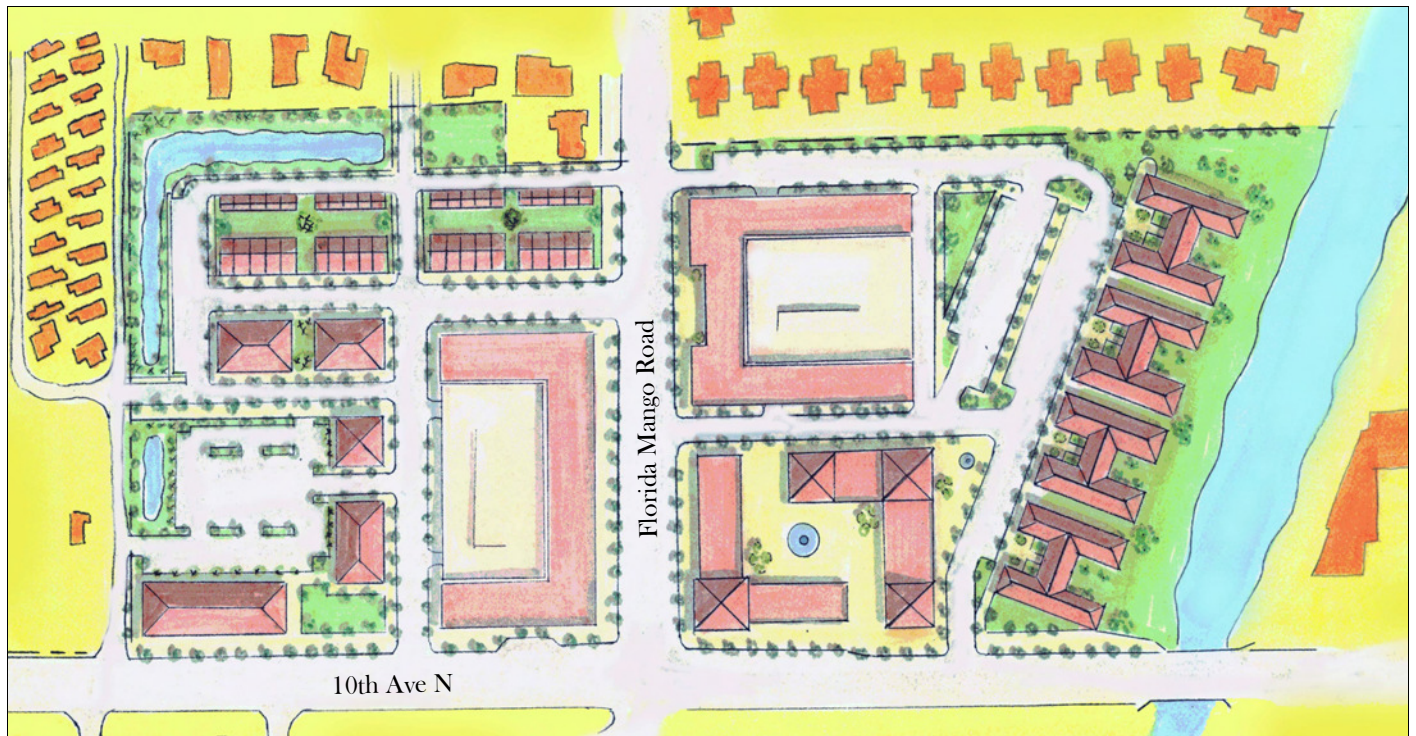
It cannot be stressed how much the LWRCCO (and the Westgate Belvedere Homes CRA Overlay also) has informed the URA, and the PRAs in particular. It should be noted that the LWRCCS called for the creation of a collective stormwater solution for the corridor. It also called for substantial changes in the ULDC, changes greater than what was ultimately implemented as the overlay. A new zoning district was called for, one specifically for redevelopment, stating those desired uses allowable in the overlay, an expedited review process, and a county-initiated rezoning to the new district. This was not implemented. The LWRCCS also called for a specific set of infill/redevelopment regulations that addressed setbacks, non-conformities, adult entertainment, interconnectivity and crime prevention measures. This was partly implemented in the LWRCCO.

Thus, the LWRCCS was only realized in a limited manner. The implementation of its recommendations in the LWRCCO had some benefit for those select owners willing to tackle suburban regulations written for larger parcels fully served by infrastructure. It did not result in significant redevelopment or infill taking place. As identified in the original URA Master Plan, both drainage and zoning are considerable impediments to redevelopment. This is still true more than ten years after the original Lake Worth Road study.

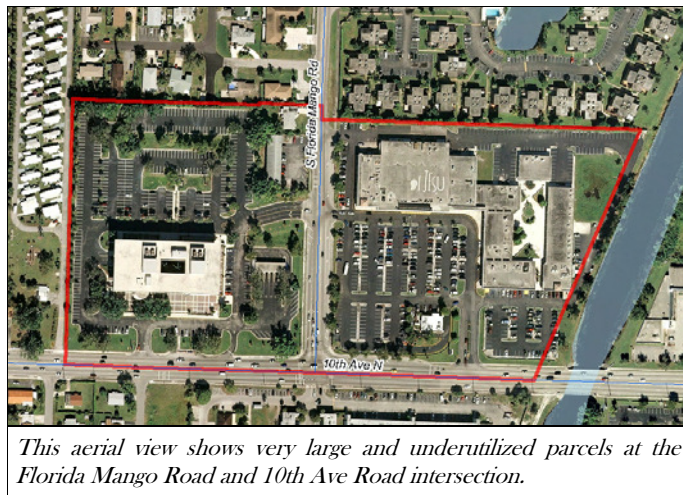


TAZ 318		TAZ 322	
Removed:		Removed:	
Residential:	-	Residential:	-
Non-residential:	-	Non-residential:	-
Proposed Development:		Proposed Development:	
Residential:	144	Residential:	62
Retail:	163,200	Retail:	12,260
Office:	163,200	Office:	12,260
Industrial:	81,600	Industrial:	6,130
NET Development Increase:		NET Development Increase:	
Residential:	144	Residential:	62
Retail:	163,200	Retail:	12,260
Office:	163,200	Office:	12,260
Industrial:	81,600	Industrial:	6,130
TAZ 321		TAZ 325	
Removed:		Removed:	
Residential:	-	Residential:	-
Non-residential:	-	Non-residential:	-
Proposed Development:		Proposed Development:	
Residential:	-	Residential:	90
Retail:	9,360	Retail:	-
Office:	9,360	Office:	-
Industrial:	4,680	Industrial:	-
NET Development Increase:		NET Development Increase:	
Residential:	-	Residential:	90
Retail:	9,360	Retail:	-
Office:	9,360	Office:	-
Industrial:	4,680	Industrial:	-

TAZ 356		TAZ 362	
Removed:		Removed:	
Residential:	-	Residential:	-
Non-residential:	-	Non-residential:	-
Proposed Development:		Proposed Development:	
Residential:	-	Residential:	151
Retail:	53,180	Retail:	68,760
Office:	53,180	Office:	68,760
Industrial:	26,590	Industrial:	34,380
NET Development Increase:		NET Development Increase:	
Residential:	-	Residential:	151
Retail:	53,180	Retail:	68,760
Office:	53,180	Office:	68,760
Industrial:	26,590	Industrial:	34,380
TAZ 360		TAZ 363	
Removed:		Removed:	
Residential:	-	Residential:	-
Non-residential:	-	Non-residential:	-
Proposed Development:		Proposed Development:	
Residential:	38	Residential:	401
Retail:	122,840	Retail:	81,040
Office:	122,840	Office:	81,040
Industrial:	61,420	Industrial:	40,520
NET Development Increase:		NET Development Increase:	
Residential:	38	Residential:	401
Retail:	122,840	Retail:	81,040
Office:	122,840	Office:	81,040
Industrial:	61,420	Industrial:	40,520



This redevelopment scenario allows for a more urban and habitable presence. Placement of the new buildings define the street and public spaces. The inclusion of urban housing is also an important objective.

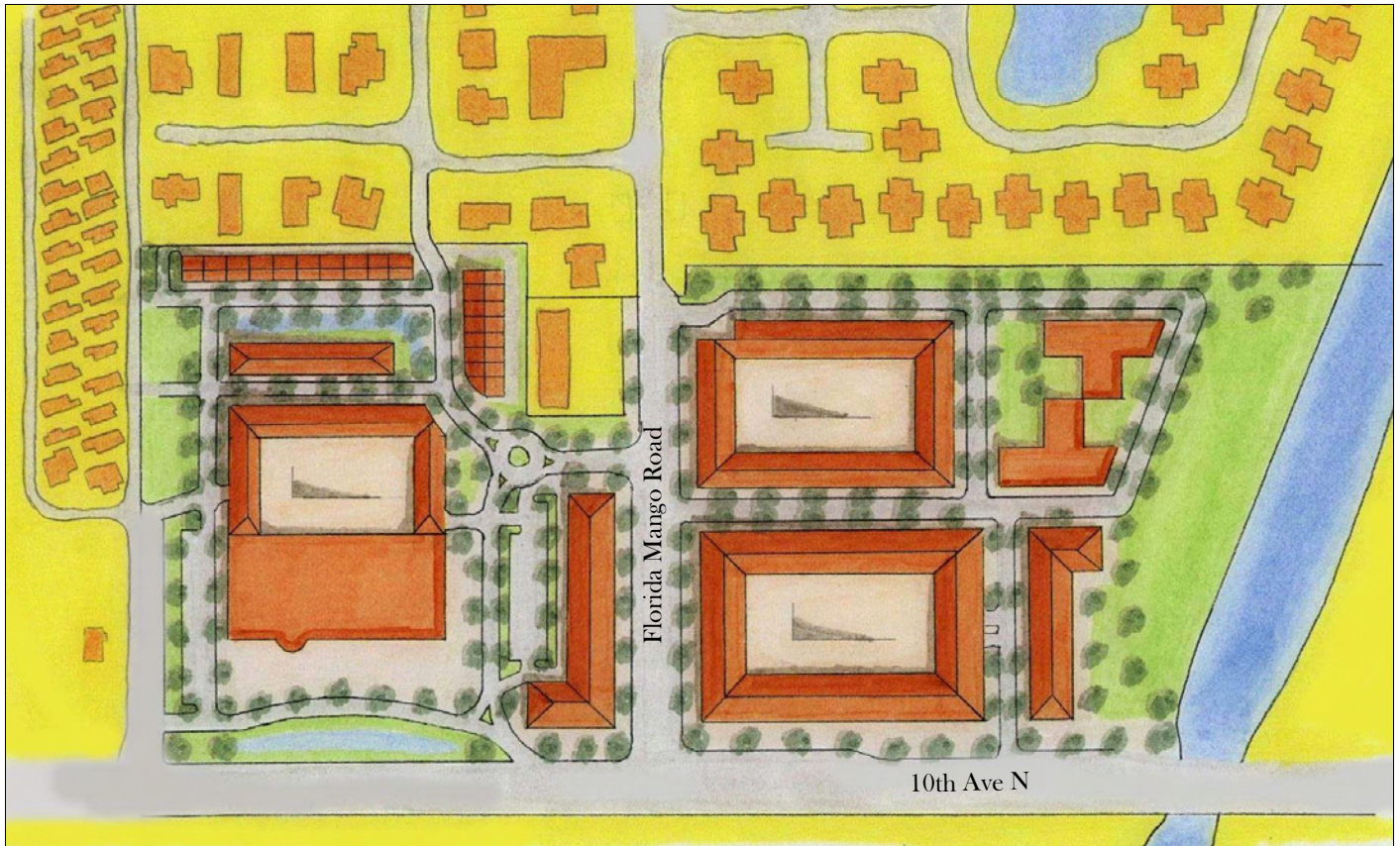


This aerial view shows very large and underutilized parcels at the Florida Mango Road and 10th Ave Road intersection.

This 18.7 acre node located north of 10th Avenue North and on the east and west corners of Florida Mango Road is a prime site for redevelopment. The western portion of the site consists of a multi-storied office building while the eastern portion of the property includes a shopping center/office complex, a medical facility and a fast food restaurant located in the out parcels. The existing square footage for the site is 151,649 square feet.

The intent of this design plan for the node is to better utilize the existing parcels., and establish a true neighborhood center along this east-west thoroughfare. A grid system was introduced for both sides of the node, allowing for interconnectivity while producing a transit-supportive and pedestrian-oriented design. Additionally, new residential uses were incorporated both above the new commercial uses, and in separate residential buildings located adjacent to the LWDD E-4 Canal. The existing multi-story commercial office building is replaced in this scenario, allowing for complete redevelopment of the western parcels. On both sides of the intersection, placement of new buildings defines the street and public spaces along with the introduction of a landscaped walking path along the E-4 Canal.

The design includes 20 rowhouses as a transition between the intersection and the existing single-family neighborhood to the north; 148,525 square feet of ground story commercial uses, an additional 148,525 square feet of second story office, plus residential units above; 36 apartment units are also contemplated along the E-4 canal. Approximately 2.44 acres of open space/retention is incorporated into the node.



An alternative to the redevelopment plan found on the previous page. This plan intensifies the site by consolidating the expanse of parking with laminated parking structures. Note the existing four story Washington Mutual office building located on the western parcel was redesigned to include a parking structure and lamination on three sides of the building.

This is an alternative site plan for the “node” PRA. The plan for the northwestern corner of Florida Mango and 10th Avenue includes retaining the existing 95,300 square feet Commercial office building; creating a new network of neighborhood streets; and adding approximately 41,800 square feet of new ground-story retail uses, 199 residential units, plus 29 rowhouses. In this plan, the bank drive-through has been relocated and incorporated into the first level of the parking structure on the north side of the existing building. A large plaza is also created in front of the existing commercial building. The redevelopment scenario incorporates many of the unique environmental features currently present, preserving many of the mature trees and stormwater retention areas.

For the northeast corner of Florida Mango and 10th Avenue, this plan calls for a total redevelopment for this portion of the PRA. Two four-story laminated buildings with parking structures are included. In addition, two apartment buildings and a mixed-use building are setback and address the LWDD E-4 Canal as public

open space. In total, the redevelopment plan for the northeast corner calls for 107,700 square feet of ground-story retail, and up to 360 residential units which may also be partly realized as live/work uses.



This aerial view shows very large and underutilized parcels at the Florida Mango Road and 10th Ave Road intersection.



<u>TAZ 319</u>	
Removed:	
Residential:	-
Non-residential:	-
Proposed Development:	
Residential:	94
Retail:	133,620
Office:	133,620
Industrial:	66,810
NET Development Increase:	
Residential:	94
Retail:	133,620
Office:	133,620
Industrial:	66,810

PROPOSED TOTAL REDEVELOPMENT IMPACTS	
Removed:	
Residential:	-
Non-residential:	-
Proposed Development:	
Residential:	94
Non-residential:	334,050
NET Development Increase:	
Residential:	94
Non-residential:	334,050

The Master Plan Addendum extends two of the PRA (Priority Redevelopment Area) corridors and adds an additional corridor and node. The Master Plan proposes flexibility to those projects along the proposed Priority Redevelopment Areas. To that end, one of the purposes of the PRAs is to include these new PRAs into the URA Transportation Concurrency Exception Area (TCEA), to further the goals of the URA Master Plan/ URA Master Plan Addendum.

The data collection for the additional PRAs was crucial to the development of the extended designation of the Transportation Concurrency Exception Area (TCEA). A broad identification of the PRAs was conducted using the original Master Plan’s “Areas Likely to Redevelop” (cf., Master Plan Ch. III-8) research managed by the TCRPC. In addition, fieldwork research conducted by Staff, a review and analysis of the Future Land Use designations, affected municipalities and public coordination with Staff and Traffic Analysis Zones narrowed the scope in determining a more refined boundary for the TCEA designation. The final developments of the PRA boundaries were narrowed down significantly. Staff then proposed new residential and non-residential development as outlined in the preceding pages. Palm Beach County Traffic Division and the Metropolitan Planning Organization analyzed these figures along with the existing residential and non-residential development to determine trip generation, and impact on the roadway network. Based on the recommendations set forth in the original Master Plan with minor changes, the URA TCEA Extension designates priority corridors Military Trail South, Lake Worth Road/ Congress Avenue South and on the node identified as Florida Mango and 10th Avenue as Transportation Concurrency Exception Areas. The goal of the TCEA is to integrate land use patterns by encouraging redevelopment to expand transportation choices, promotes parallel alternate vehicular connectivity, fosters a walkable pedestrian-oriented public realm, and initiates new residential and non-residential development to integrate land uses.



This illustration, showing both the existing development and proposed redevelopment, depicts how narrow depth infill parcels along commercial corridors can be retrofitted to provide parallel alternate vehicular routes, thereby reducing potential trips on arterial roadways.



Above and below: depictions of current transit infrastructure and lost connectivity, both items the TCEA and PRA scenarios correct.



The URA Master Plan’s Retail Market Study (2006) focuses on the potential of existing retail sectors in the URA. Specifically, the study was a qualitative assessment of the URA metropolitan market concluding that the URA has the potential to redevelop existing older shopping centers. The purpose was to encourage the redevelopment and promotion of existing retail sectors of the URA to further transit and localized trip capture of retail goods and services. The inception of two Priority Redevelopment Area (PRA) corridors (Military Trail and Congress Avenue) focused on retail and institutional land uses. In the Phase II process, additional PRA corridors (Military Trail South, Lake Worth Road/ Congress Avenue South) and the PRA “node” (Florida Mango and 10th Avenue) have evolved addressing similar and new transect-based land use designations introducing new residential and non-residential development. The Priority Redevelopment Areas would ultimately support the Urban Infill (UI), Urban Center (UC) and Specialized District concepts installed in the Comprehensive Plan by the County as part of implementing the URA Master Plan.



A property for sale along the PRAs, with existing older development.

Residential Development

Phase II also proposes additional residential units to the new PRAs to incorporate a positive relationship between the non-residential development, both new and existing, and to promote mixed-use redevelopment where applicable. The concept of proposed residential units will be consistent with the Master Plan. Multifamily units, which include row houses and low-to-mid-rise apartments, propose flexibility and balance with the surrounding neighborhoods and non-residential development while promoting vertical integration and transit oriented potential within the PRAs. The Phase II PRA would add an additional 5,683 (net changes) multi-family units of proposed residential development. For a breakdown of proposed new residential development by Traffic Analysis Zone (TAZ), please refer to pages 16, 24, and 27 of this study. Based on the County’s methodology for determining demand for the stated residential data these figures are established.



Older residential apartments along Congress Avenue. The Floridian Apartments, although outwardly maintained, are suburban in orientation and inward-looking, their common area is a shared parking lot.



Intact and healthy single family residential neighborhood along Lake Worth Road. These are the neighborhoods the PRAs are to serve.

Non-Residential Development

The Retail Study, summarized in the Master Plan, establishes the Trade Area (TA) boundaries as primary, secondary and expanded regions within the URA. The Trade Area encompasses the entire URA as well as some secondary and tertiary regions that would influence retail goods and services. Along with the original PRAs established in the Master Plan, the additional proposed PRAs are within the recommended Trade Area. This Master Plan Addendum (Phase II) introduces new non-residential square footage into two additional priority corridors and one sector within the overall Urban Redevelopment Area. The Phase II portion of the URA PRA allocation of retail, office and industrial establishes a reasonable generation of demand through the 2030 Planning horizon within the same trade area boundaries. Due to that reasonable reflection, based on the assumptions provided by the Retail Study, the allocation of the land use designations is demonstrated by the square footages associated with the proposed land use patterns established within the Master Plan Addendum. The percentage breakdown of retail, office and industrial, applicable to proposed Master Plan Addendum, are consistent with the County’s non-residential demand, market conditions, and population estimates. Consideration of the Retail Study data collected for the Trade Area of the URA supports the Master Plan Addendum (see Chapter VI, URA Master Plan). Supporting population estimates were prepared by selected TAZs representing the PRAs Traffic Concurrence Exception Area (TCEA) boundary.



A dated, declining shopping center advertises multiple storefronts available for lease.

The Phase II PRA would add an additional 3,916,550 (net changes) square feet of proposed non-residential development. The proposed total non-residential development would break down in this manner: 1,566,620 square feet for retail development, 1,566,620 square feet for office development and 783,310 square feet for industrial development. (For a breakdown of proposed non-residential development by TAZ, please refer to page 16, 24, and 27 of the Master Plan Addendum.) Based on the County’s methodology for determining demand for the stated non-residential data these figures are established.



The present economic recession has caused a great deal of closures and vacancies across the area. After the market recovery, the PRAs represent a viable alternative to scattered suburban office locations.



Atlantic Avenue, Delray Beach. This is the type of redevelopment envisioned—pedestrian-oriented, vibrant, and able to adapt to the needs of the neighborhood and community over time.

Comprehensive Plan Policies

Since the original URA Planning Study and Corridor Master Plan, new policies were added to the Comprehensive Plan in order to implement the recommendations of the Study. The key policies in the Comprehensive Plan for the URA are summarized below.

1. **Policy 1.2.2-a:** Establishes the location and intent of redevelopment within the URA’s Priority Redevelopment Areas.
2. **Policy 1.2.2-b:** Creates two new mixed-use future land use designations specifically for the URA’s Priority Redevelopment Areas. The transect based land uses, Urban Infill (UI) and Urban Center (UC), primarily focus on regulating building form and placement in relation to the public realm, over regulation of specific uses.

The UC land use designation is the more intense of the two, allowing two to eight stories in building height, and is located at prominent intersections. The UI designation generally applies to parcels along the PRA’s adjacent to existing residential uses and serves as a transition from commercial to residential. The UI allows up to four stories in building height and is the predominant land use designation in the PRA’s.

3. **Policy 1.2.2-c:** Requires all approvals for redevelopment or new development within the PRAs to be in conformity with the URA Planning Study and Corridor Master Plans, URA Regulating Plan, Transportation Element Policy 1.2-v, URA TCEA Map, provisions of Sub-Objective 1.2.2 and the form-based code criteria in the ULDC.
4. **Policy 1.2.2-d:** Creates seven new building types which are allowed within the PRA’s - Mixed, Use Type I, II, and III, Rowhouse, Civic, Laminated and Block Building. These mixed-use building types assist in shaping the public realm by hiding parking lot and reducing the gaps in the streetscape between buildings.

5. **Policy 1.2.2-e:** Requires that the ULDC be amended to include a clear and concise set of urban, form-based code regulations to implement the new UI and UC future land use designations and building types. The focus of the regulations will be on the creation of an urban, pedestrian friendly and transit supportive environment.

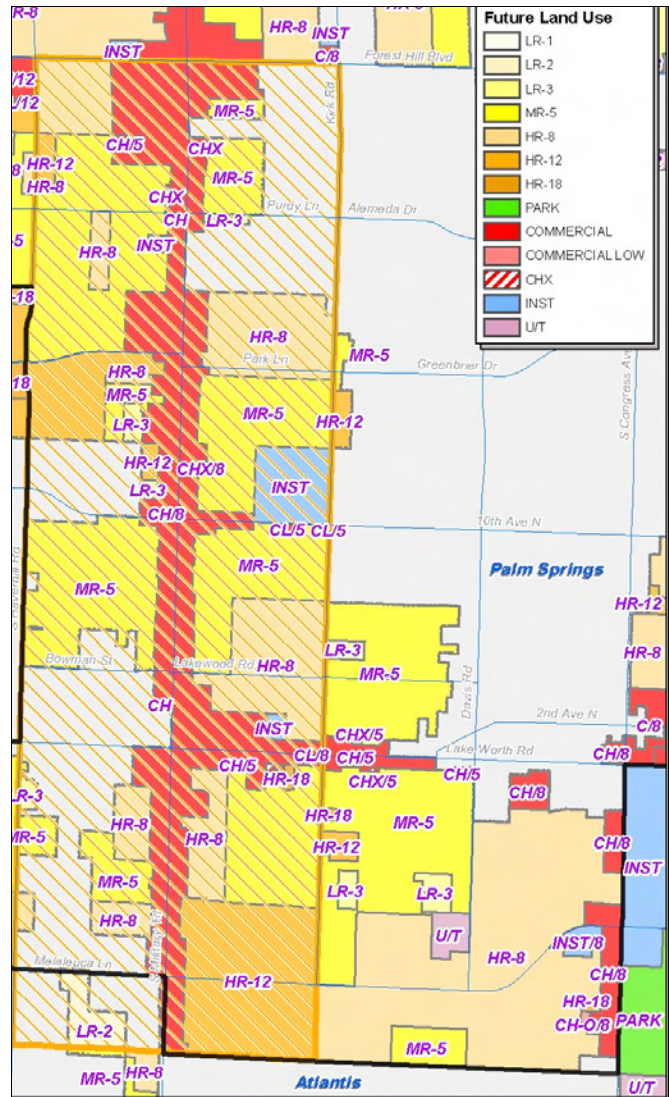
It should be noted that polices in addition to those above have been adopted for the URA in the County’s Comprehensive Plan. However, these are the most relevant future land use policies that promote redevelopment along the PRA corridors.



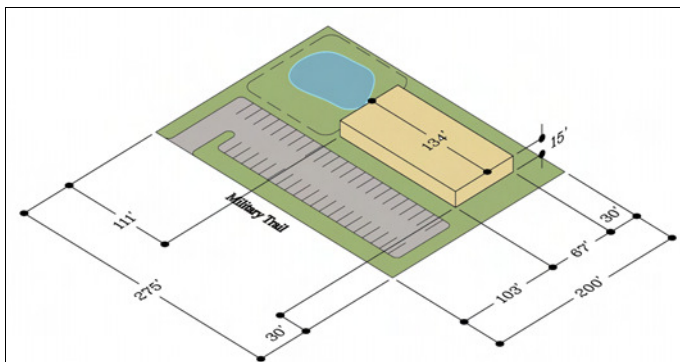
Nearly all of the existing Future Land Use designations along the PRA corridors are Commercial High with an underlying Medium or High Residential density. Several instances where institutional uses exist are also evident within the PRAs. Most of the land use patterns were established when zoning was first implemented in the County in 1957. Commercial zoning was implemented along thoroughfares for specific depths, irrespective of parcel lines. Future Land Use designations later followed this pattern upon implementation of comprehensive planning in Palm Beach County, and represents the general condition along the PRA corridors.

Almost all of the zoning districts along the corridor are General Commercial (CG) districts, with several newer approvals for Planned Development Districts, typically the Multiple Use Planned Development (MUPD) district.

Following the completion of the URA Master Plan in 2007, the BCC adopted policies for the Comprehensive Plan that require its implementation along the PRA corridors. These policies established new Future Land Use designations, Urban Center and Urban Infill, as well as stipulating requirements for them and their location, as well as specifying their implementation through a form-based code that is nearly completed. A similar approach should be utilized to implement this study for the PRAs.



The existing Future Land Use designations along the Military Trail South, and Lake Worth Road/Congress Avenue South PRAs. Note the existing linear strip that comprises the commercial land use designations. Only the recent annexations of Palm Springs along Lake Worth Road has interrupted the red stripe down the corridors.



The original Master Plan demonstrated through case studies how existing zoning districts were unsuited for use or adaptation for redevelopment purposes.



Properly detailed form-based codes can produce a vibrant public realm by locating buildings suitably, and by stipulating the placement of transit stops, landscaping and amenities. This leads to a redevelopment situation where all interested and involved parties can understand what the end product will be. (Image: TCRPC)