



Minutes
Town of Lake Park, Florida
Town Commission and
Planning & Zoning Board joint
Mixed-Use Corridor Workshop
Monday, September 21, 2015, 6:00 PM
Town Commission Chamber, 535 Park Avenue

The Town Commission met for the purpose of a joint workshop with the Planning and Zoning Board members to discuss the Mixed-Use Corridor on Monday, September 21, 2015 at 6:35 p.m. Present were Mayor James DuBois, Vice-Mayor Kimberly Glas-Castro, Commissioners Erin Flaherty, Michael O'Rourke (arrived at 7:25 p.m.) and Kathleen Rapoza, Board Members Erich von Unruh, Martin Schneider, Anne Lynch, and Ludie Francois, Town Manager John O. D'Agostino, Attorney Thomas Baird, and Town Clerk Vivian Mendez. Board members Michelle Dubois and Judith Thomas were absent.

Town Clerk Mendez performed the roll call and Mayor DuBois led the pledge of allegiance.

DISCUSSION AND PUBLIC COMMENT:

- 1) Introduction/Project History and Overview**
- 2) Comprehensive Plan Amendments**
- 3) Land Development Regulations**
- 4) Roadway Cross Sections and Exercise**
- 5) Conclusion/Next Steps**

Community Development Director Nadia DiTommaso introduced her staff. Town Planner Scott Schultz, Town consultant Jerry Bell Principal of Bell David Planning Group Inc, Architect Urban Designer Camilo Lopez. Community Development Director DiTommaso presented the Mixed-Use Corridor concept (see Exhibit "A"). She stated that the next steps would be to engage the community and hold several technical workshops, the first being sometime in November, where comments/concerns/feedback are welcomed and encouraged. She stated that the proposed mixed-use development language would be brought before the Planning and Zoning Board as a public hearing followed by a public hearing of the Commission. The Comprehensive Plan Amendments requires a lengthier process because those amendments must be submitted to the State for review and approval.

Town Manager D'Agostino thanked Community Development Director DiTommaso and staff for a great presentation. He shared his vision for the Town of Lake Park and US Highway 1. He stated that during the economic downturn the Town suffered significantly, while our neighboring communities were able to "weather the storm". He stated that the Town needs to improve its streets and road, but does not have the financial ability to do so. He stated that the mixed-use project was important to the Town's financial future. He stated that his vision for the Town (in the next ten-years) would be as a diversified community that has welcomed many different cultural backgrounds. He

stated that the Town was designed with its residential community on the inside and commercial, retail, and industrial along its perimeters. He stated that this development would enhance what the Town already offers. Mayor DuBois opened the floor to the public.

1) Janet Hash expressed concern regarding where the additional parking would be placed, which was not mentioned during the presentation. She asked what would be facing Lake Shore Drive. Would retail be expected on Lake Shore Drive. Community Development Director DiTommaso stated that staff has considered each of Ms. Hash's concerns. She stated that the Town needs to decide if they would allow for such uses along Lake Shore Drive, and would it be appropriate to do so for the entire corridor or only to the Urban Waterfront Block. She stated that with the increase in density it would possibly require internalized parking. She stated that depending on the type of development on Lake Shore Drive would determine the amount of increased traffic to the area.

2) Mr. James Sullivan suggested that any construction done on Lake Shore Drive to be leveled with US Highway 1 because Lake Shore Drive was much lower and had more potential for flooding and evacuations during hurricanes.

3) Tony Ziaja asked if there were no changes made in the corridor, how long before the Town would run out of money. Town Manager D'Agostino stated that it would be his responsibility to make sure that the Town does not run out of money. He stated that several years-ago the Town had \$20,000 in reserves and the Town was currently rebuilding its reserves. He stated that other communities have 50 percent of their operating budgets in reserve. Mayor DuBois clarified that the Town would not run out of money. He explained that the concern was the level of service that could be provided and the capital improvements that are necessary. He stated that the Town does not have the means to maintain its basic infrastructure such as roadways, sidewalks, stormwater improvements, etc. He explained that in the 1990's the Town borrowed large amounts of money to make improvements to the Town. He gave a few examples of what the improvements were building a fire station, rebuilding Town Hall, beautification of Park Avenue, rebuilding Kelsey and Lake Shore Parks, etc.

4) Diane Bernhard was confused by two topics discussed. The first was that the Town should be consistent with the other communities, and the second was that the Town should have a sidewalk that looks unique. She suggested that the Town have development that looks unique. She expressed concern with parking. She would like to see commercial properties on US Highway 1, not on Lake Shore Drive. She was glad to see that a tiered building design was being proposed for Lake Shore Drive. She asked that the Planners consider if a cell tower would help "the cause" at the Marina.

5) Penny Broda expressed concern with possibly six-story building on Lake Shore Drive. She asked how would the buildings be financed. She expressed concern for the current store owners that would be asked to finance the new projects, or are investors expected to come in and buy out the small store owners. Community Development Director DiTommaso emphasized that the goal was to create development option. The Town would not be developing buildings. It would be up to the private property owner to choose if they wanted to use the mixed-use option.

6) Ryan Burnside with Decorators Resource asked if there were any developers interested. Community Development Director DiTommaso stated “yes” there are developers that are interested. Dodi Glas, Land Planner has worked within the Town with private property owners and stated that there are many developers that are interested. She stated that there are property owners that are anxious to see this project move forward, so timing was critical to them. She stated that whenever doing info redevelopment one of the key components was how much property could be controlled, what they could do, how it was consistent and the longer it takes the more critical. She stated that several neighboring municipalities have conducted similar workshops to engage their communities. She stated that the Town was unique with its historic properties and the timing of the project could be really interesting.

7) Amy Clyman expressed concern with the proposed project on Lake Shore Drive and the Marina. She expressed concern about the noise impact to the area.

8) Larry Malanga expressed concern with the possibility that only a few property owners would opt to develop. He asked what happens if not every parcel in the corridor uses the options, such as what has happened on Park Avenue. Town Manager D’Agostino explained that the Town could only encourage development and provide incentives to property owners. The Town could not require the owners to develop. He stated that the Town would encourage that property owners work together to share the vision.

Board member von Unruh asked how businesses on US Highway 1 were notified of the workshop. Community Development Director DiTommaso stated that the Community Development Department mailed an invitation to all the property owners in the corridor, hand delivered to all businesses owners, notice was placed on the Town’s website and on channel 18. Board member von Unruh stated that the owner of the Pelican Café was not notified, but was present at the workshop. Community Development Director DiTommaso apologized for not delivering the invitation to the business owner.

9) James Sullivan stated that other municipalities have experienced an increase in property values from offering similar types of options.

10) H. B. Frasier asked for clarification with the proposed building heights for Lake Shore Drive. Community Development Director DiTommaso stated that if a developer wanted to incorporate mixed-use from US Highway 1 to Lake Shore Drive then that mixed-use development would extend to Lake Shore Drive. She stated “yes” it would have a component that faces Lake Shore Drive. Mr. Frasier was in favor of development, but expressed concern on how the mixed-use on US Highway 1 would complement to Park Avenue. Community Development Director DiTommaso explained that the project would be a segway to Park Avenue. She explained that Park Avenue was still a focal area, but US Highway 1 has more potential to incorporate these types of development. She stated that if the Town was looked at as a whole then the mixed-use development on US Highway 1 could connect to Park Avenue. She stated that eventually the western part of the Town would also be incorporated if a train station were built on 10th Street. She explained that the Town has the ability to connect the different corridors because it was a small Town. Mr. Frasier asked if the Town could guarantee that it would not lose the

“hometown” feel. Community Development Director DiTommaso stated that there were no guarantees of anything, but would guarantee that staff would create a development option with certain characteristics that would incorporate certain design elements that would allow some sort of compatibility. She stated that we would be dealing with more intense development, so we would never have the same compatibility that a single family home adjacent to a single family home has, so the dynamic would change.

Mayor DuBois asked that a particular slide regarding what would need to be done be placed on the screen. Town Manager D’Agostino explained that the Town was designed with most of its residential properties in the middle of the Town and commercial along the outer perimeters. Ms. Amy Clyman expressed concern with the possible noise level development would bring to Lake Shore Drive. Mayor DuBois referred to slide 22 (see Exhibit “A”), Identifying Problems. He asked that “enhance property values” be added because the project would need to enhance property values to be worth the efforts to the property owners and the Town. He stated that he could not envision the west side of Lake Shore Drive having commercial uses. He does envision commercial uses on US Highway 1. Ms. Diane Bernhard asked if there was a proposal to have an Urban Marina area on Lake Shore Drive. Mayor DuBois stated that there was the potential for increased density and intensity on the property at the corner of US Highway 1 and Silver Beach Road, which was adjacent to the Marina. He stated that there was some commercial residential zoning currently in that area of US Highway 1 and Lake Shore Drive. Town Manager D’Agostino reminded everyone that the main road of traffic was on US Highway 1 not Lake Shore Drive. He explained what could be conducive to the Marina area, such as a restaurant or grocery store. He invited everyone to continue to attend the workshops so that everyone’s needs are heard, including the developers. An unidentified resident supported the mixed-use concept and the possibility of a grocery store or restaurant near the Marina. She stated that one parking lot would work in that area instead of having individual parking lots for each commercial business.

Mayor DuBois invited the Planning and Zoning Board members to comment. Board member Martin Schneider stated that the overall mixed-use concept was good, but the density and intensity would need to be reviewed to see if they were realistic for the area. He suggested that one block be used as an example to see if the concept would work. He suggested that the height be scaled down on the west side of US Highway 1.

Board member Erich von Unruh stated that from the presentation it seemed as though the concept would be worked out within the next two-years. He stated that the planning would need to be completed before the Florida Department of Transportation (FDOT) would be ready to repave US Highway 1. He expressed concern on the funding for the medians, landscape, and walking areas since there was no guarantee that a developer would be ready to develop in the next five to six years. Community Development Director DiTommaso explained that the plan would be to have something completed within the next six months, which would include the streetscape master plan. She stated that it would give staff a significant amount of time to research various suitable funding sources. Board member von Unruh commented that the City of Riviera Beach had completed, what he considered, a beautification of US Highway 1, but it was not pedestrian friendly. He asked if the Town planned to do the same or would US Highway 1 be pedestrian friendly. Community Development Director DiTommaso stated that the

plan was to make US Highway 1 walkable. Commissioner O'Rourke stated that the City of Riviera Beach area that was improved was part of their Community Redevelopment Agency (CRA) and therefore the City of Riviera Beach was able to obtain CRA funding. Mayor DuBois stated that the City of Riviera Beach held several charrettes over the course of several years as they planned to make the improvements to US Highway 1. He stated that Park Avenue was redeveloped as a contribution to future impact fees before any development was approved in that area.

Board member Ludie Francois asked if the Town has made plans to accommodate the possibility of additional elementary school children as a result of the mixed-use project. Community Development Director DiTommaso explained that a capacity analysis was conducted of the existing schools based on the proposed density and intensity of the project. She stated that taking into consideration the maximum build out of the project, the schools would still have capacity (see slide 36 of Exhibit "A"). Mr. Bell explained that Palm Beach County reviewed the entire district, not just one school in order to evaluate if they have the capacity to meet the additional student demand. Palm Beach County has the capacity for the additional student demand. Board member Francois asked if there were plans in place in case the Town ran over the maximum capacity. Mr. Bell stated that these were estimates based on the maximum build out, which were unlikely. Mayor DuBois asked what was the concurrency capacity that the Town would need to reach capacity. Mr. Bell stated that the study shows that there was 8,000 to the service area at its capacity. He explained that according to the Palm Beach County School Board, for this area for additional school stations for elementary schools were 5,111; for middle schools were 2,756; for high schools were 1,733.

Board member Anne Lynch commented on the beautification of US Highway 1. She expressed concern with the level of control over what takes place over the course of the project. She stated that she wants to keep the "hometown" feel of the Town. She asked what the incentive would be to current business owners or property owners to move their buildings. Board member von Unruh explained that the incentive would be the additional revenue they would generate by having commercial/residential. Board member Lynch asked how much disruption would take place before the project begins. Community Development Director DiTommaso explained that the disruption would depend on the developer. She explained that multi developments would take place incrementally and the entire corridor would not develop all at once. Board member von Unruh explained that the property owners do not currently have the flexibility to develop with mixed-use because the corridor does not have mixed-use zoning. He reminded everyone that mixed-use would be an option that property owners could use, but are not required to use. Board member Lynch expressed concern regarding funding for the project. Community Development Director DiTommaso explained that staff would look into the different funding sources to see what was available. Board member Lynch suggested having three-dimensional maps for the next workshop.

Commissioner Kathleen Rapoza expressed concern that the "hometown" feel would be lost. She expressed concern with the level of control over the developers and capability. She expressed concern over the disruption to the area. She supports the mixed-use concept and finding funding sources.

Commissioner Michael O'Rourke clarified that it would be up to the private property owner to fund their property and therefore it would be an investment for them. He stated that there are opportunities for funding through different resources and partnerships. He pointed out that the Town was looking to enhance Kelsey and Lake Shore Parks. He explained that several historic properties were located in the area that could receive incentives to participate in the process. He stated that mixed-use was part of the overall vision for the Town.

Commissioner Rapoza clarified that the funding she was referring to was for the infrastructure, sidewalks, median on US Highway 1, not the private property owners.

Commissioner Erin Flaherty asked for clarification on blocks that has multiple lots, were the property owners required to acquire all the lots before development would occur. Community Development Director DiTommaso stated that currently that was not the intent of the regulations. She stated that the mixed-use option was being drafted to allow for flexibility for the private property owner. If a property owner acquired additional lots, it would allow them more options for development of the property.

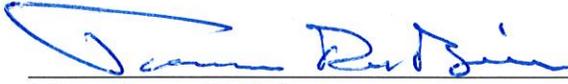
Vice-Mayor Kimberly Glas-Castro was a proponent of preserving the historic resources even though we currently have a volunteer designation program. She suggested that we encourage preservation of the Town's historic structures through a "transferred development rights" program. This would allow the entitlements to be transferred to someone else along the corridor, which would keep the history, culture and sense of place. She suggested that with the added population along the corridor that the property owners be required to have additional recreational amenities or facilities within a project, such as a community room. She stated that she does not support regulations that are prescriptive, so she would not dictate an architectural style or specific setback. She suggested providing guidelines of recesses and projections. She would like to see articulations of the roofline and differences of the opening of windows. She would encourage green buildings, but would not be in favor or requiring it. She stated that she would not want to see commercial development along Lake Shore Drive, but does not want parking garages along there either. She would prefer to have a residential component face Lake Shore Drive, even if the parking were being wrapped around structure. She does not want to lose the "hometown" feel. She stated that it was not necessarily building structures that build environment it is the people, businesses, and having the community engaged in the process that generates the "hometown" feel.

Mayor James DuBois agreed with everyone's thoughts and concerns. He does not want to lose property values, attractiveness of living in the community by not losing it, but enhancing it instead. He thanked everyone for participating this evening. Community Development Director DiTommaso stated that the next step would be to schedule another workshop, which would be more technical for some time in November.

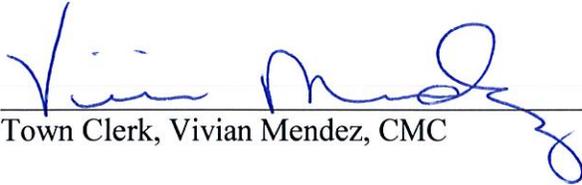
Dan King, property owner on Silver Beach Road and US Highway 1 asked what does the Town expect from the property owners. Community Development Director DiTommaso stated that staff wants to keep everyone engage in the process. Mr. King would like to see development of the corridor and the Marina.

ADJOURNMENT

There being no further business to come before the Commission and Planning and Zoning Board and by unanimous decision, the meeting adjourned at 8:45 p.m.



Mayor James DuBois



Town Clerk, Vivian Mendez, CMC



Approved on this 7 of October, 2015

Exhibit "A"

TOWN OF LAKE PARK

MIXED-USE OVERLAY ZONING DISTRICT



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AGENDA++

- 01 – Overview**
- 02 – History**
- 03 – Analyzing the Corridor**
- 04 – The Plan**
- 05 – Mixed-Use Community**



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TOWN OF LAKE PARK
OVERVIEW

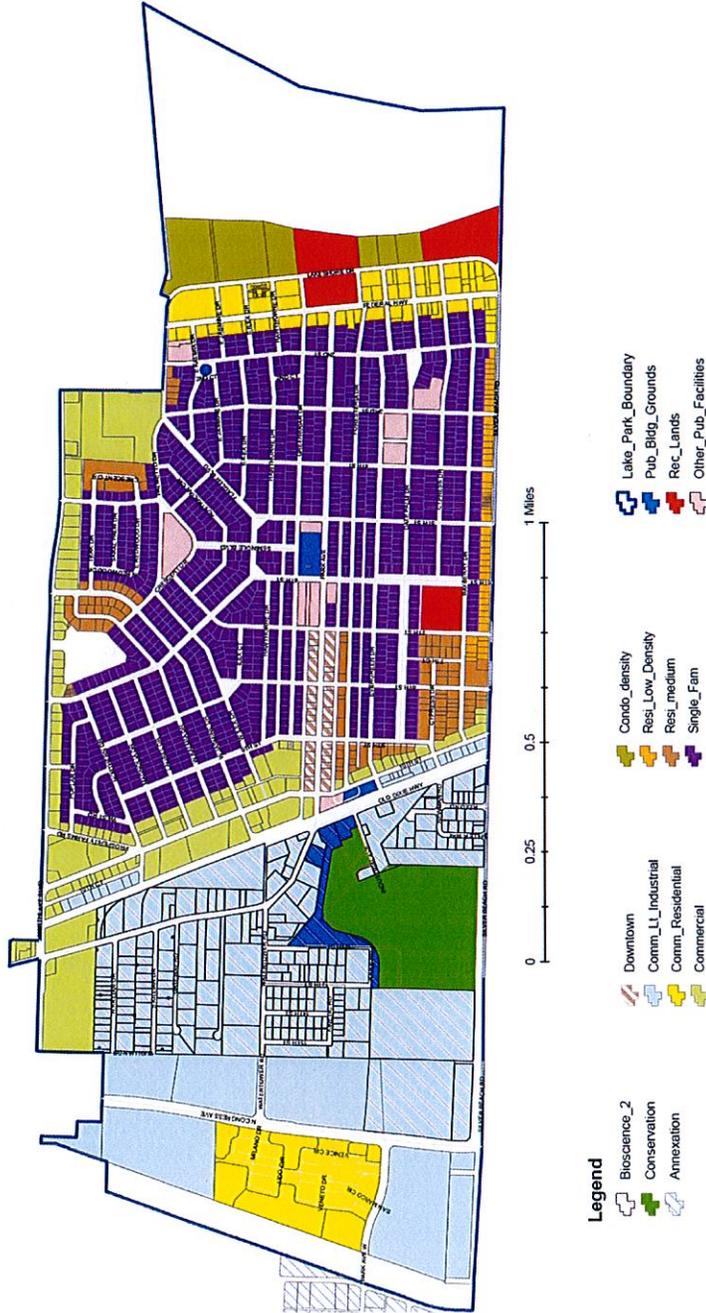


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Regional Office of Planning Department

OVERVIEW – KEY TERMS AND DEFINITIONS

Land Use

The designation of land for a general purpose.
 For example, commercial, residential, or industrial.

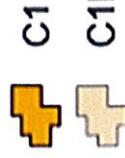
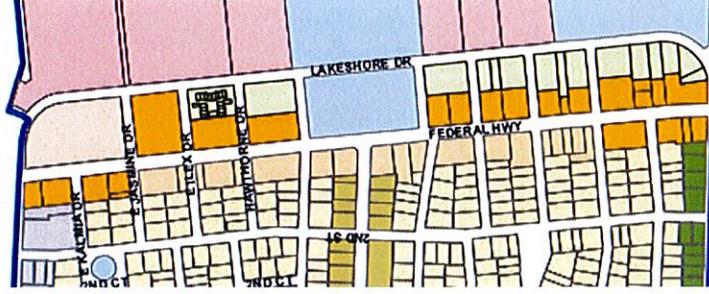
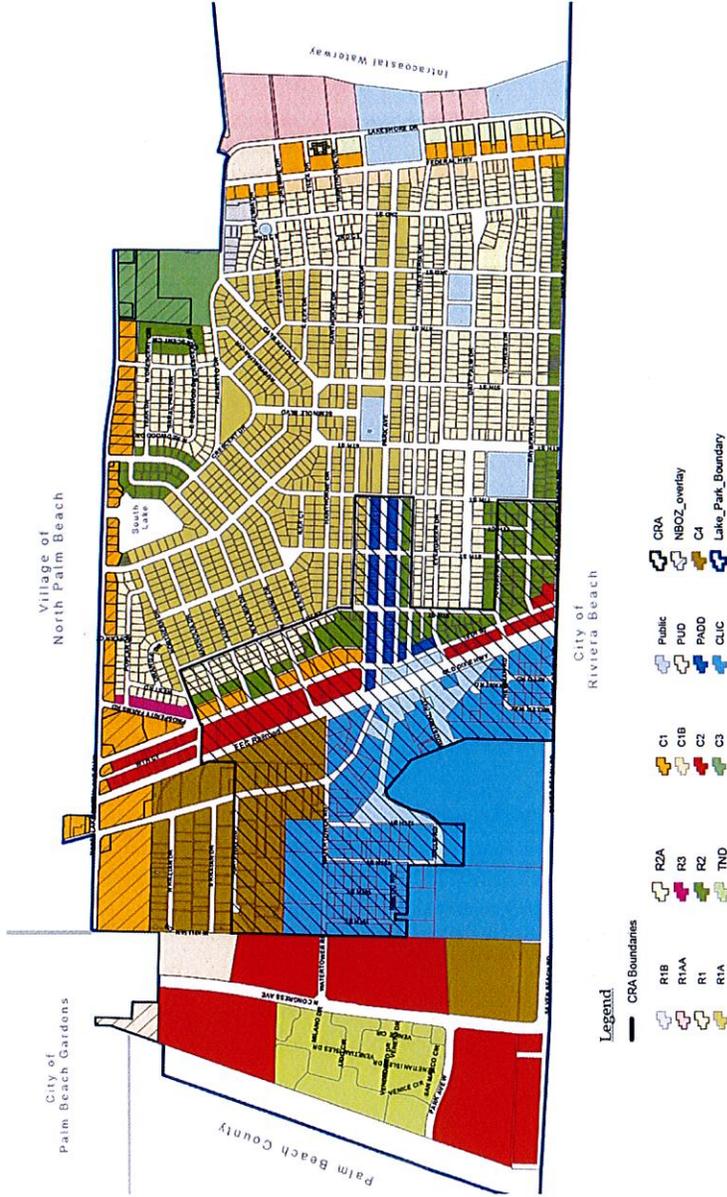


Comm_Residential

OVERVIEW – KEY TERMS AND DEFINITIONS

Zoning

Allowing certain activities/uses within a specified area, or district. For Example, retail shops, or business offices in an area with an overarching “commercial” land use designation.

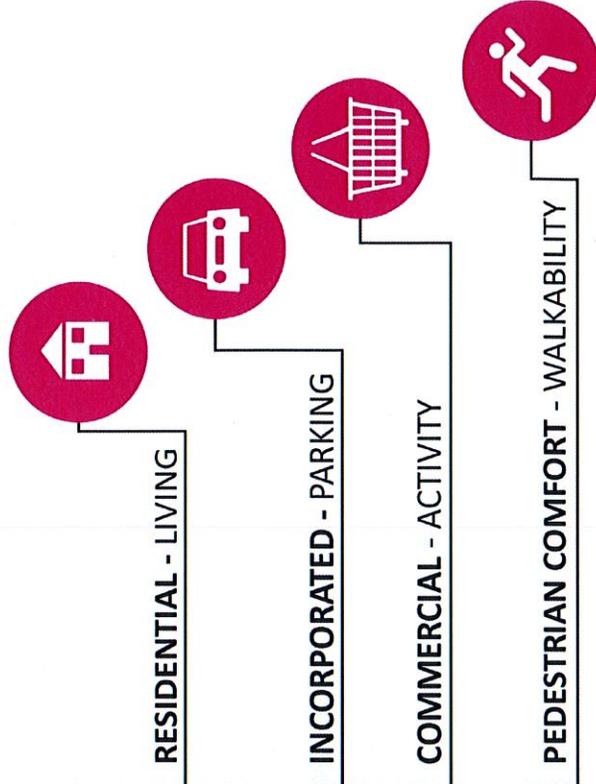
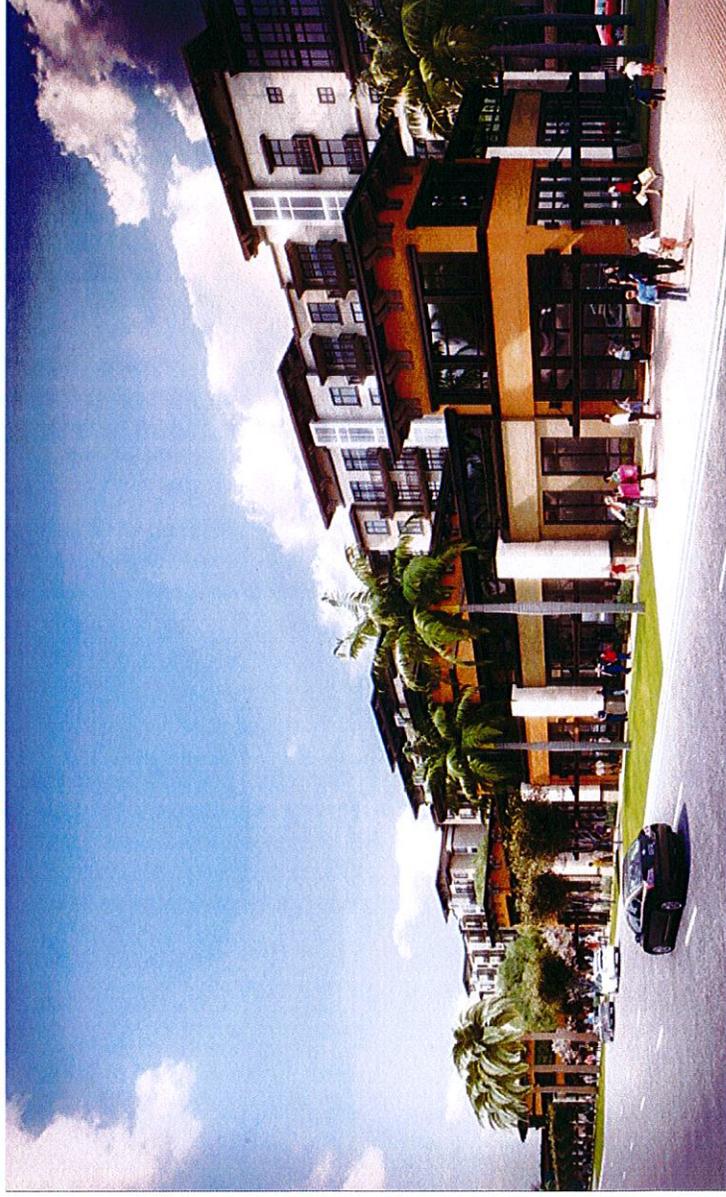


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 Navigating Florida's Planning Requirements



OVERVIEW – KEY TERMS AND DEFINITIONS

Mixed-Use The combination of two or more uses within one development, such as commercial with residential.



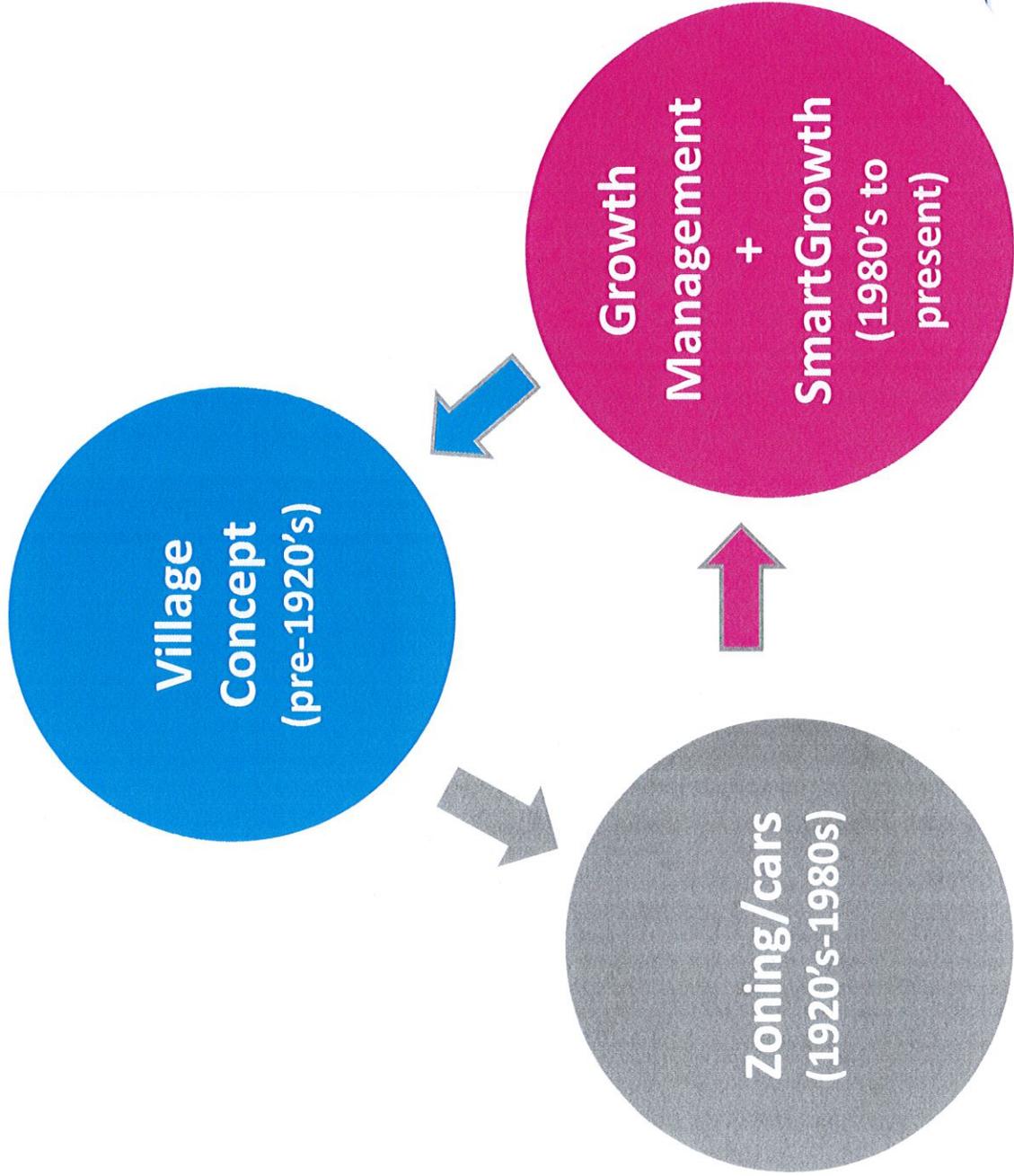
Source: Related Group – Mixed-Use development in Downtown Fort Lauderdale



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Integrating Needs • Planning Progress

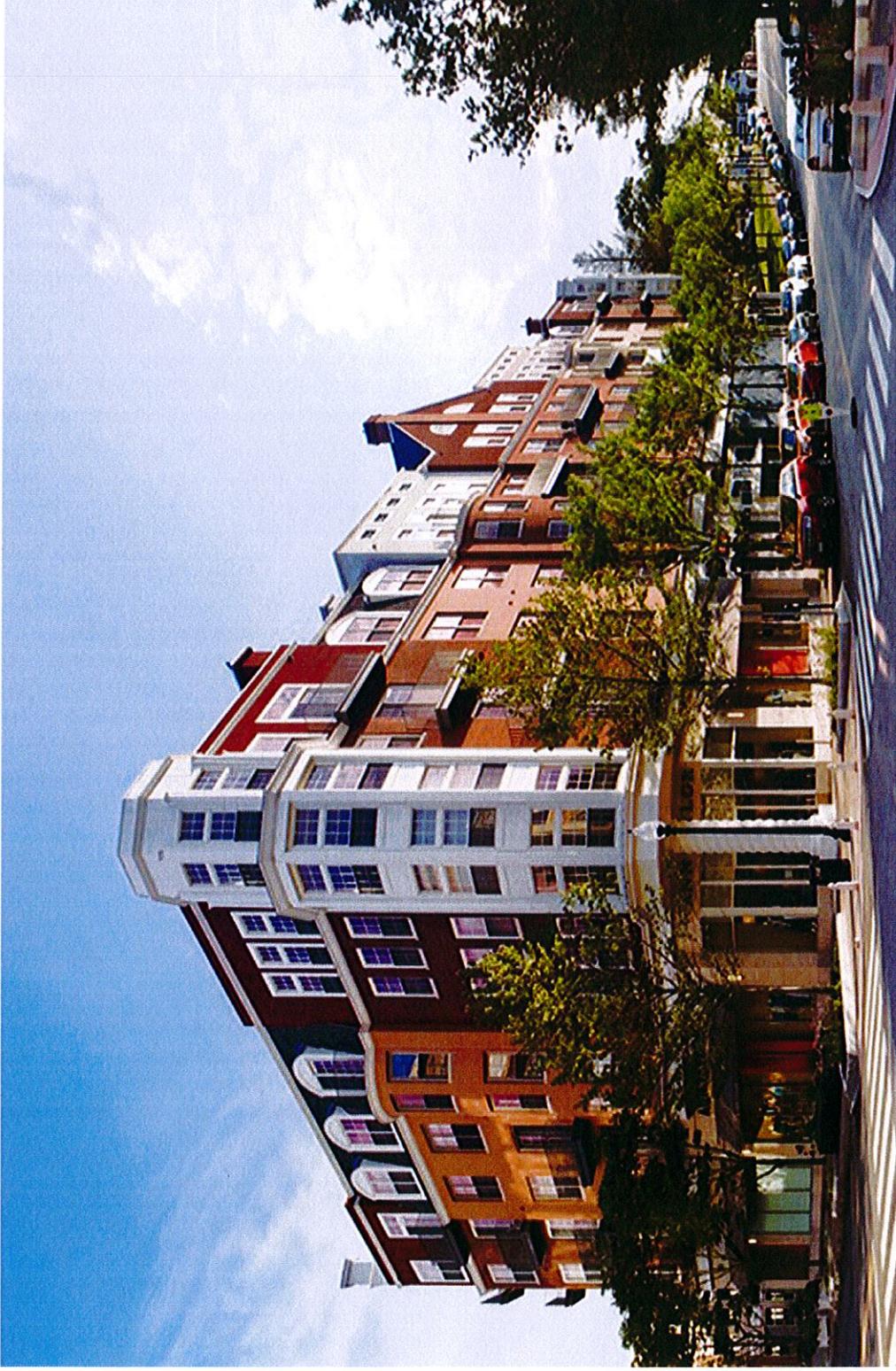


OVERVIEW – PLANNING DEVELOPMENT LIFE CYCLE



OVERVIEW – MIXED-USE EXAMPLE 01

Blue Back Square – West Hartford Town Center



Source: Turner Construction - in West Hartford, CT

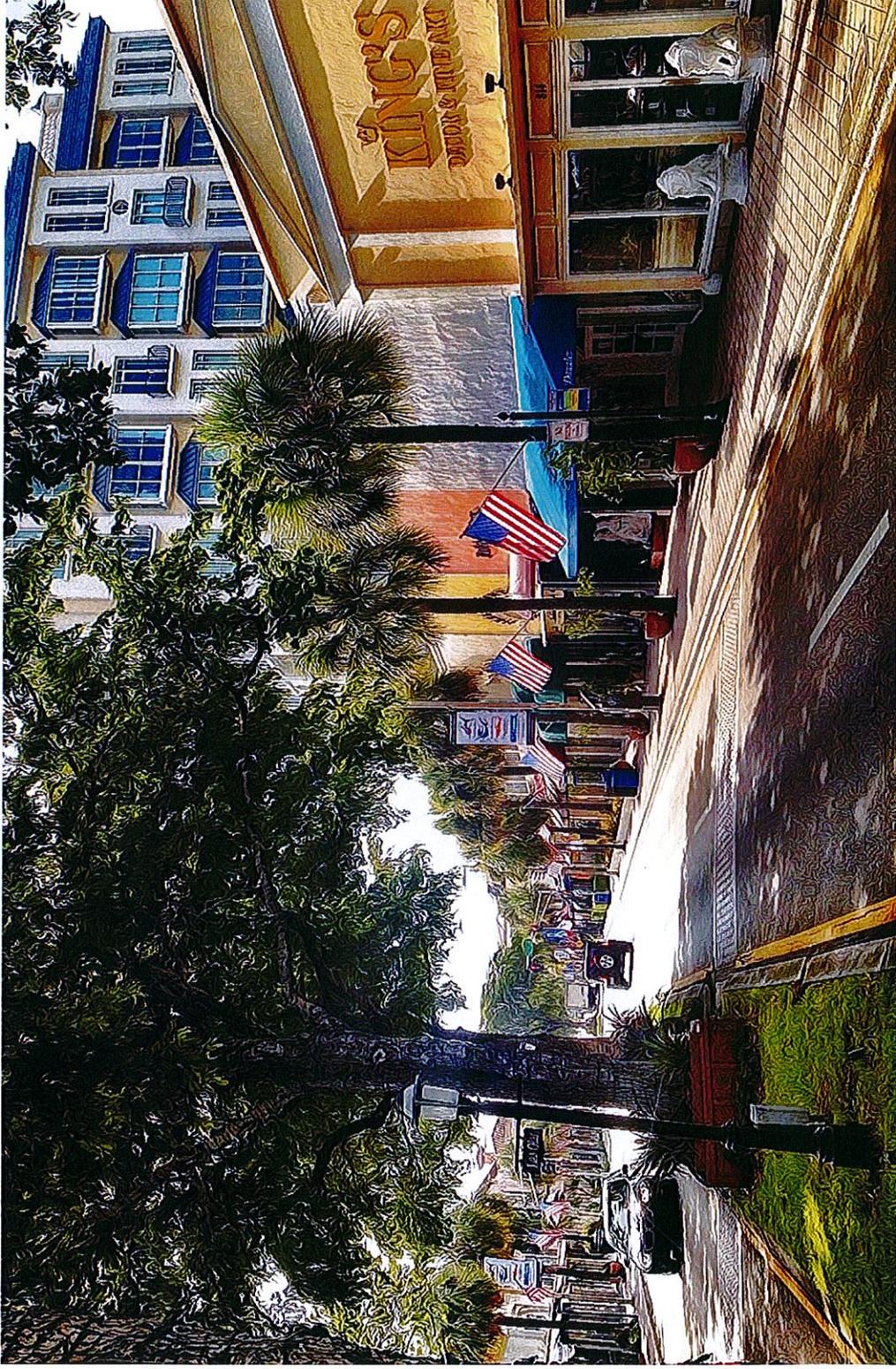


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Negotiating Builders & Financing Requirements



OVERVIEW – MIXED-USE EXAMPLE 02

Las Olas Boulevard – Downtown Fort Lauderdale



Source: Leticia Ferrero – Real Estate Services - in Downtown Fort Lauderdale



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Emergency Needs / Planning Requirements



OVERVIEW – MIXED-USE EXAMPLE 03

City Center– West Palm Beach



Source: wpbmagazine- in West Palm Beach City Center



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OVERVIEW – MIXED-USE EXAMPLE 04

Renaissance Commons – Boynton Beach



Source: Estatelly - in Boynton Beach



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TOWN OF LAKE PARK
HISTORY



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HISTORY – PLANNING PROGRESSIVE DEVELOPMENT

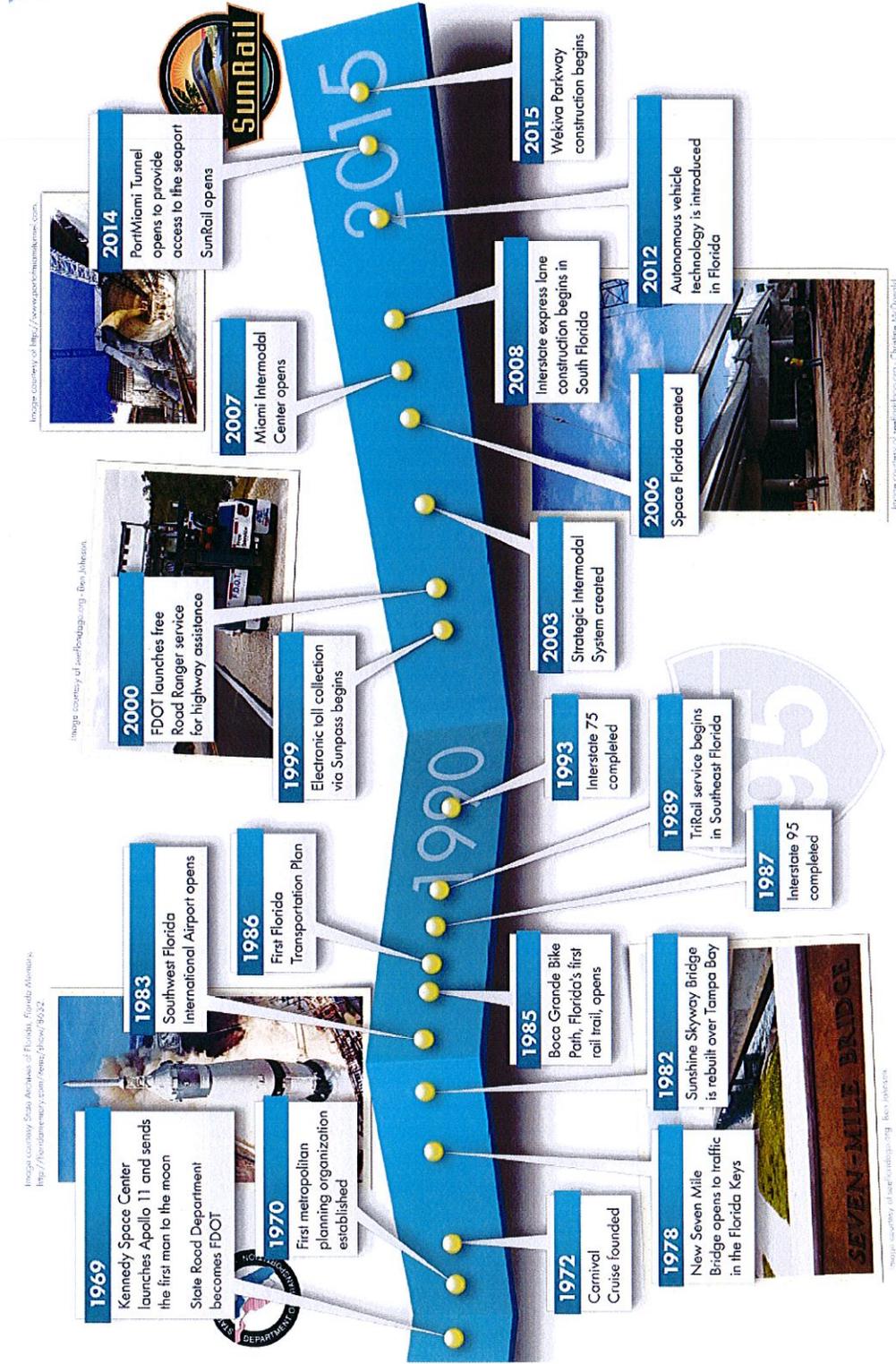
Where have we been?



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HISTORY – PLANNING PROGRESSIVE DEVELOPMENT

Where have we been?



HISTORY – MIXED-USE DEVELOPMENT

Mixed-Use Since the 1990's, many cities, towns and villages have been incorporating mixed-use development options in order to boost their economies and give ample activities to its citizens.

- Positives**
- + Greater housing variety
 - + Reduced distances between housing, workplaces, retail businesses, and other destinations
 - + More compact development and land-use synergy
 - + Strong neighborhood character, sense of place
 - + Walkable, bike-able neighborhoods
 - + Increase accessibility



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HISTORY – RECOMMENDATION FOR MIXED-USE OVERLAY

Vision

The proposed Mixed-use Overlay District is envisioned as an area that will provide a destination with a mix use, “work, live, and play” uses such as employment, retail, housing, public spaces, and recreation.

Setting the grounds for the progress and future of Lake Park!



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HISTORY – RECOMMENDATION FOR MIXED-USE OVERLAY

FDOT Parameters – For Walkable Urban Thoroughfares

| Thoroughfare Design Parameters for Walkable Mixed-Use Areas | | | | | | | | | |
|---|---|---------------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|------------------|
| General Urban (C-4) | | Urban Center/Core (C-5/6) | | | | | | Commercial | |
| Commercial | | Residential | | Residential | | Commercial | | Commercial | |
| Boulevard (1) | Avenue | Street | Boulevard (1) | Avenue | Street | Boulevard (1) | Avenue | Street | Street |
| Context | | | | | | | | | |
| Building Orientation (entrance orientation) | front | front | front | front | front | front | front | front | front |
| Maximum Setback (2) | 0 ft. | 0 ft. | 10 ft. | 10 ft. | 10 ft. | 0 ft. | 0 ft. | 0 ft. | 0 ft. |
| Off-Street Parking Access Location | rear, side | rear, side | rear | rear | rear, side | rear | rear | rear | rear, side |
| Streetside | | | | | | | | | |
| Recommended Street Side Width (3) | 19 ft. | 16 ft. | 16 ft. | 21.5 ft. | 19.5 ft. | 16 ft. | 21.5 ft. | 19.5 ft. | 16 ft. |
| Minimum sidewalk (throughway) width | 8 ft. | 6 ft. | 6 ft. | 10 ft. | 9 ft. | 6 ft. | 10 ft. | 9 ft. | 6 ft. |
| Pedestrian Buffers (planting strip, exclusive of travel way, width) (3) | 7 ft. tree, well | 6 ft. tree, well | 6 ft. tree, well | 7 ft. tree, well | 6 ft. tree, well | 6 ft. tree, well | 7 ft. tree, well | 6 ft. tree, well | 6 ft. tree, well |
| Street Lighting | For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines). | | | | | | | | |
| Traveled Way | | | | | | | | | |
| Target Speed (mph) | 25-35 | 25-30 (4) | 25 | 25-35 | 25-30 | 25 | 25-35 | 25-30 (4) | 25 |
| Number of Through Lanes (5) | 4-6 | 2-4 | 2-4 | 4-6 | 2-4 | 2-4 | 4-6 | 2-4 | 2-4 |
| Lane Width (6) | 10-12 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. | 10-11 ft. |
| Parallel On-Street Parking Width (7) | 8' | 7-8 ft. | 7-8 ft. | 7 ft. | 7 ft. | 7 ft. | 8 ft. | 8 ft. | 7-8 ft. |
| Min. Combined Parking/Bike Lane Width | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. |
| Horizontal Radius (per AASHTO) (8) | 200-510 ft. | 200-330 ft. | 200 ft. | 200-510 ft. | 200-330 ft. | 200 ft. | 200-510 ft. | 200-330 ft. | 200 ft. |
| Vertical Alignment | Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book. | | | | | | | | |
| Medians (9) | 4-18 ft. | Optional 4-18 ft. | None | 4-18 ft. | Optional 4-16 ft. | None | 4-18 ft. | Optional 4-18 ft. | None |

Source: ITE/CNU Designing Walkable Urban Thoroughfares

What type of street dimensions will enhance pedestrian activity..

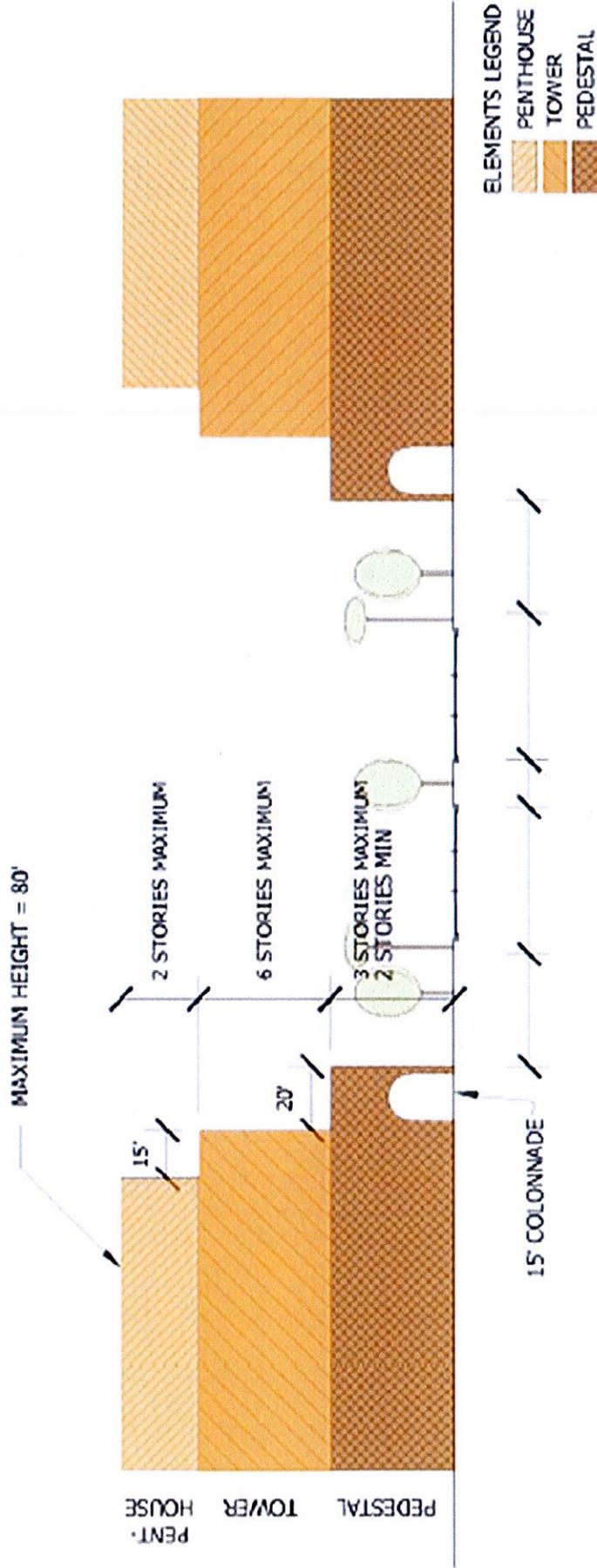


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HISTORY – RECOMMENDATION FOR MIXED-USE OVERLAY

Design Parameters – For Walkable Urban corridors



Typical Street Section



TOWN OF LAKE PARK

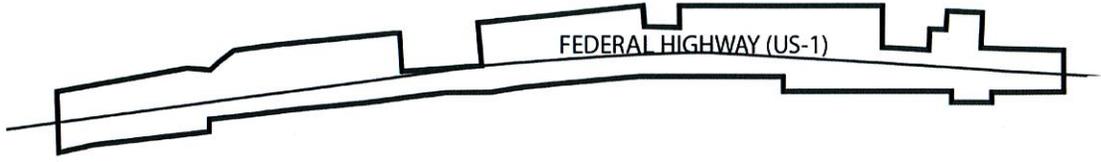
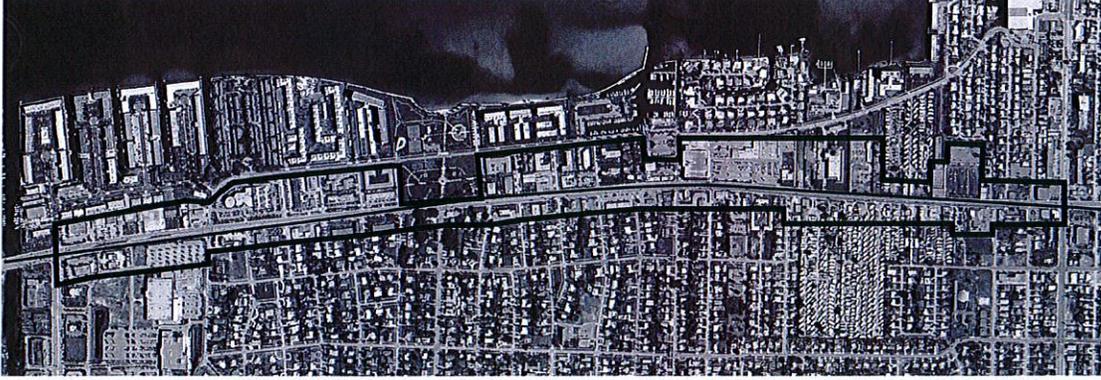
ANALYZING THE CORRIDOR



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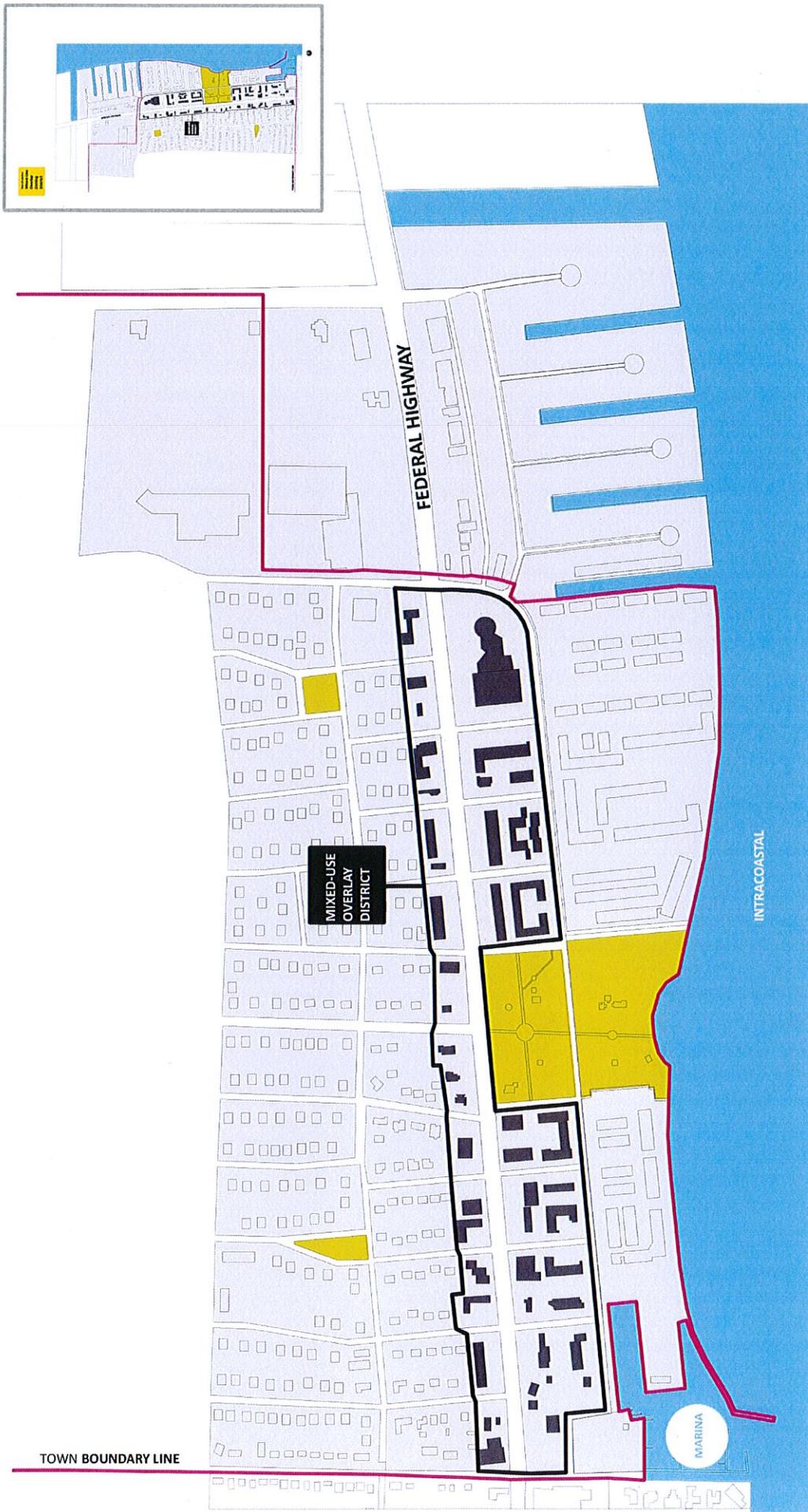


ANALYSIS – CORRIDOR LOCATION++



ANALYSIS – MIXED-USE OVERLAY LOCATION⁺⁺

Within the Town of Lake Park



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ANALYSIS – IDENTIFYING PROBLEMS

Why?

A few reasons for this project:

- Multiple vacancies
- Unattractive appearance
- Limited relationship with neighboring districts
- The need to maximize the waterfront/marina area
- Develop a greater sense of place
- Create comfortable pedestrian ways
- Increase connectivity/accessibility



ANALYSIS – IDENTIFYING PROBLEMS - EXAMPLES

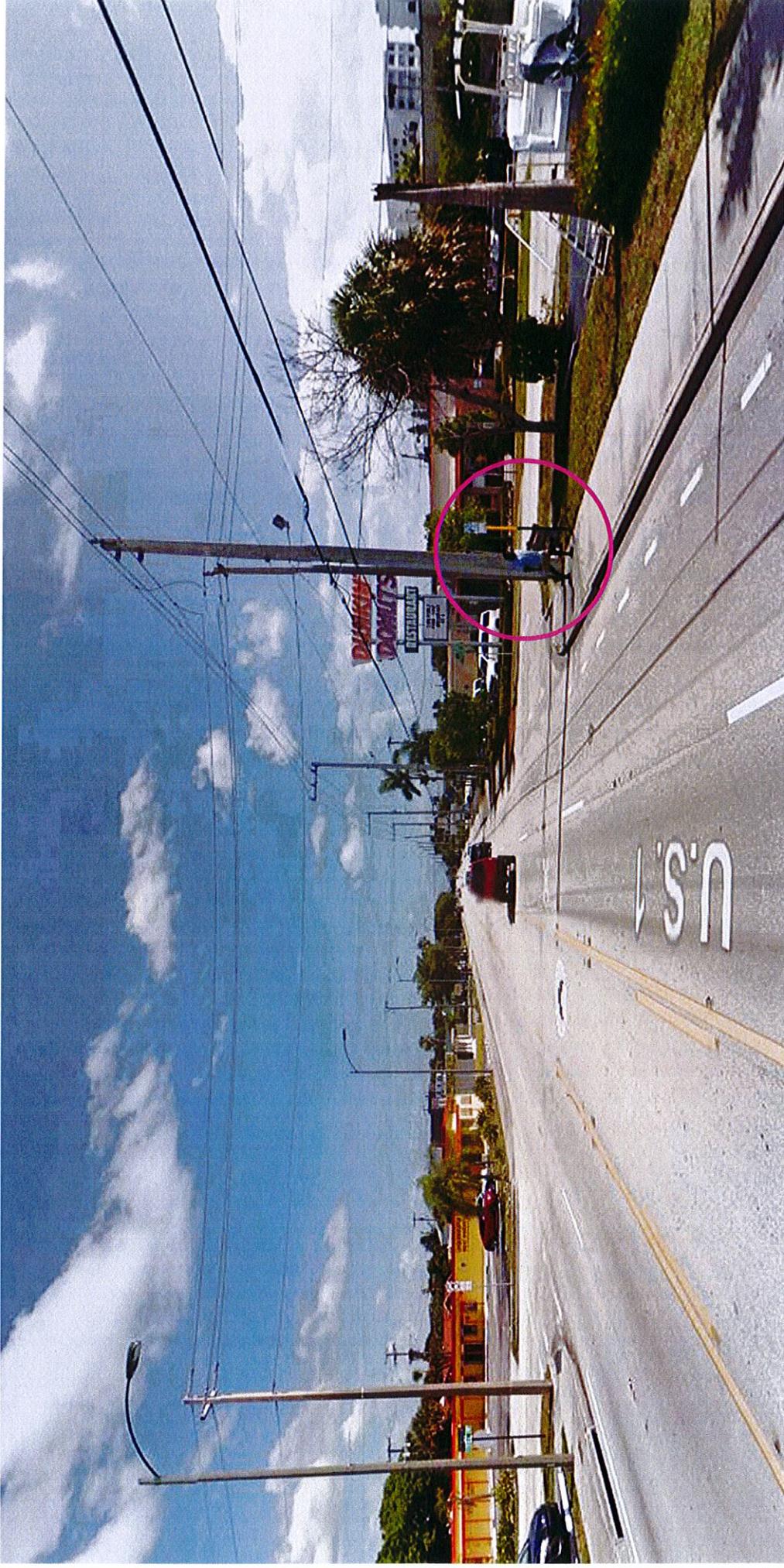
Parking lot on frontage – interrupts connectivity to building activities



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ANALYSIS – IDENTIFYING PROBLEMS - EXAMPLES

Inadequate landscape – Lacks landscape for pedestrian comfort



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Respecting People's Planning Requirements

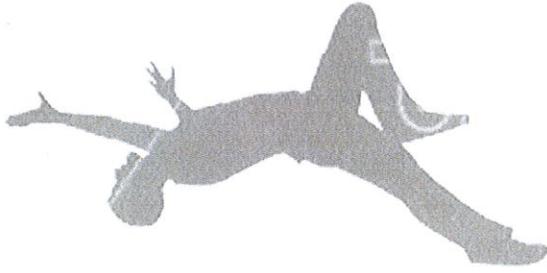


ANALYSIS – A SUCCESSFUL CORRIDOR

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A successful corridor would be:

- + Visually attractive
- + Busy
- + No vacancies
- + Well known
- + Active
- + Vibrant
- + Comfortable



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ANALYSIS – WHAT ARE THE BENEFITS AND RISKS

To assess the benefits and risks of changing the corridor, we have to understand the corridor as it is now.

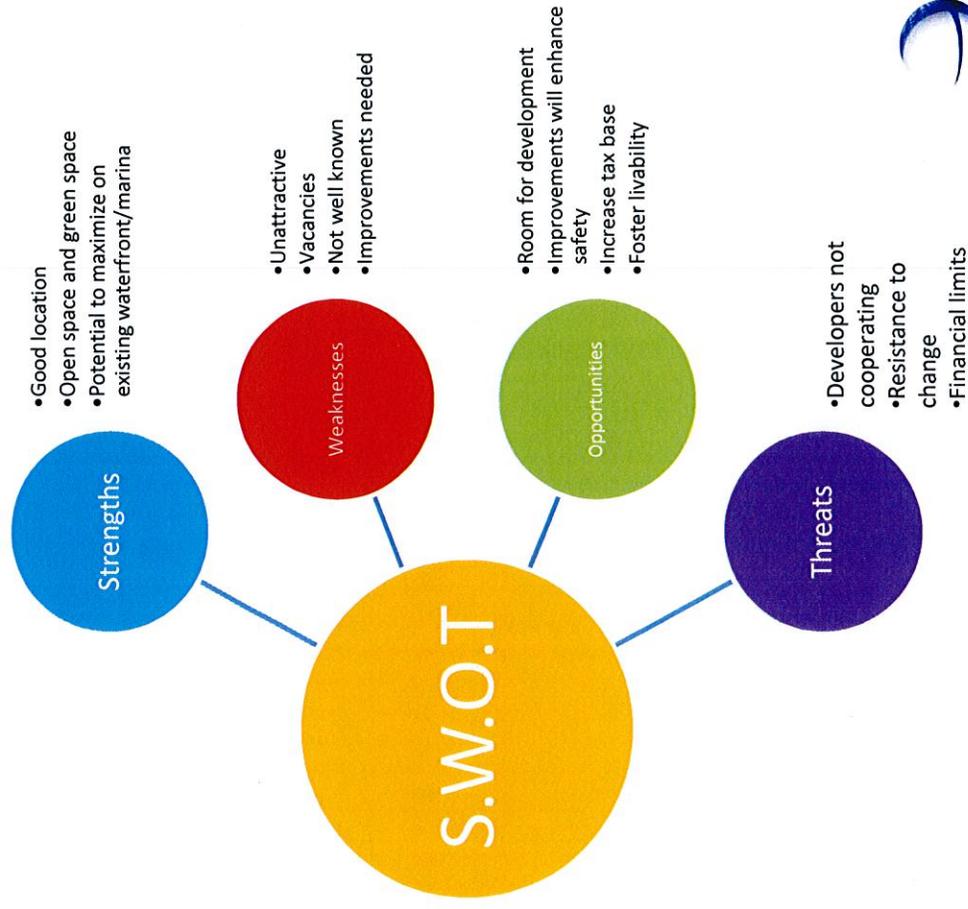
What are the corridor's :

Strengths

Weaknesses

Opportunities

Threats



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ANALYSIS – CORRIDOR STRENGTHS++

Good location



- Near residential, public, and commercial Zoning Districts
- Major Corridor going through multiple municipalities

Open Space & Green



- Town Marina
- Kelsey Park
- Attractive sites for tourists and residents
- Recreational areas
- Town's highest property value

Familiarity



- Historic Area
- Well-known Corridor to locals



ANALYSIS – CORRIDOR WEAKNESSES--

Vacancies

Several empty buildings and lots
Some buildings are only partially used

Unattractive

Lack of distinctive theme
No consistency in design
Inadequate landscaping

Need for improvements

Strong need for interior and exterior improvements
Existing businesses require renovations

Slow Traffic

Low to moderate traffic volume for existing businesses
Not a hot spot for residents and tourists



ANALYSIS – CORRIDOR OPPORTUNITIES⁺⁺

Room for development

Sufficient amount of space for new development

The Corridor has the potential to bring in various types of businesses due to the Corridor's versatility.

Increase Revenue

Improvement of Corridor has potential to increase:

- Number of jobs
- Property value
- Town tax base

Enhance Livability

Implementing Mixed Use has the potential to improve:

- Walkability
- Safety
- Business clientele



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Resolving Today's Planning Challenges



ANALYSIS – CORRIDOR THREATS+-

Developer interest Vs. Community

Developers may or may not be interested in participating in this change

Resistance to change

Residents and business owners may be resistant to change
Owners of private property will have to take initiative to improve site

Resource limitations

Will there be enough money, support, and investors to pursue changes?



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Mapping • Goals • History Department

TOWN OF LAKE PARK
THE PLAN



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Managing People & Planning Progress

THE PLAN – MIXED-USE OVERLAY DISTRICT⁺⁺

The Town is considering options for a Mixed-Use corridor along US-1

Purpose and Intent:

Is to encourage infill, redevelopment, and streetscape improvements to Achieve the following:

- + **Provide sense of place**
- + Enhance pedestrian and vehicular accessibility while dispersing traffic
- + Establish an overall architectural style that represents the community
- + Encourage preservation of environmentally sensitive areas
- + Reduce overall number of vehicular trips
- + Utilize existing public resources and public services



THE PLAN – IMPLEMENTING PROCESS

Step 01 :

Create a vision for the district

What should the corridor look like?

What type of uses should be there?

What should the environment feel like? (i.e. classic, tropical, modern)

Step 02:

Amend Comprehensive Plan

Step 03:

Create zoning language for Town's Code of Ordinances

Permitted and prohibited uses

Site development standards: size, architectural style, façade details

Landscaping

Street furniture

Step 04:

Undergo proper administrative procedures

Step 05:

Revise (if necessary)

Step 06:

Implement



THE PLAN – COMPREHENSIVE PLAN AMENDMENT

Change Mixed Use Overlay District from 20 units an acre and 2.5 FAR to:

- + 20 units an acre and 2.5 FAR in the Urban Neighborhood Edge district
- + 30 units an acre and 3.5 FAR in the Urban Edge sub-district, and;
- + 40 units an acre and a FAR of 6 in the Urban Waterfront sub-district



THE PLAN – BUILD-OUT SCENARIO

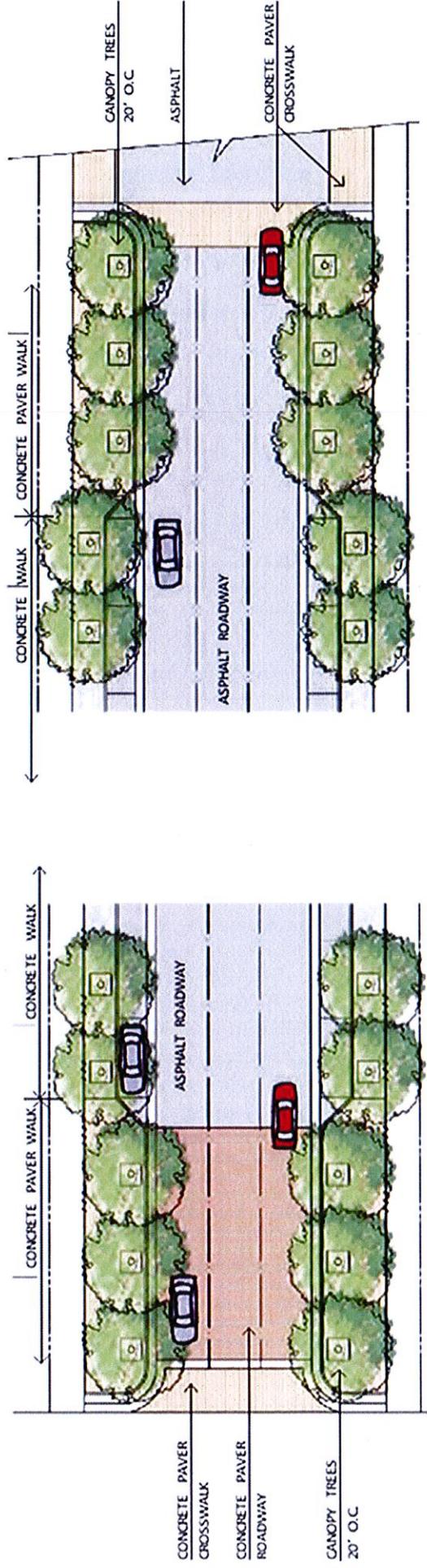
Capacity analysis based on build-out scenario

- + Roadway Level of Service – LOS A to LOS C; LOS D required
- + Potable water - +300,000 gallons per day; 16.9 million gpd capacity
- + Sanitary Sewer - +200,000 gpd; 7 million gpd capacity
- + Solid Waste - +13,000 lbs/day, available capacity for next 20 yrs.
- + Parks - +6.9 acres required, +4 acres capacity, 2 additional acres req.
- + Schools - +350 students; 8,000+ capacity

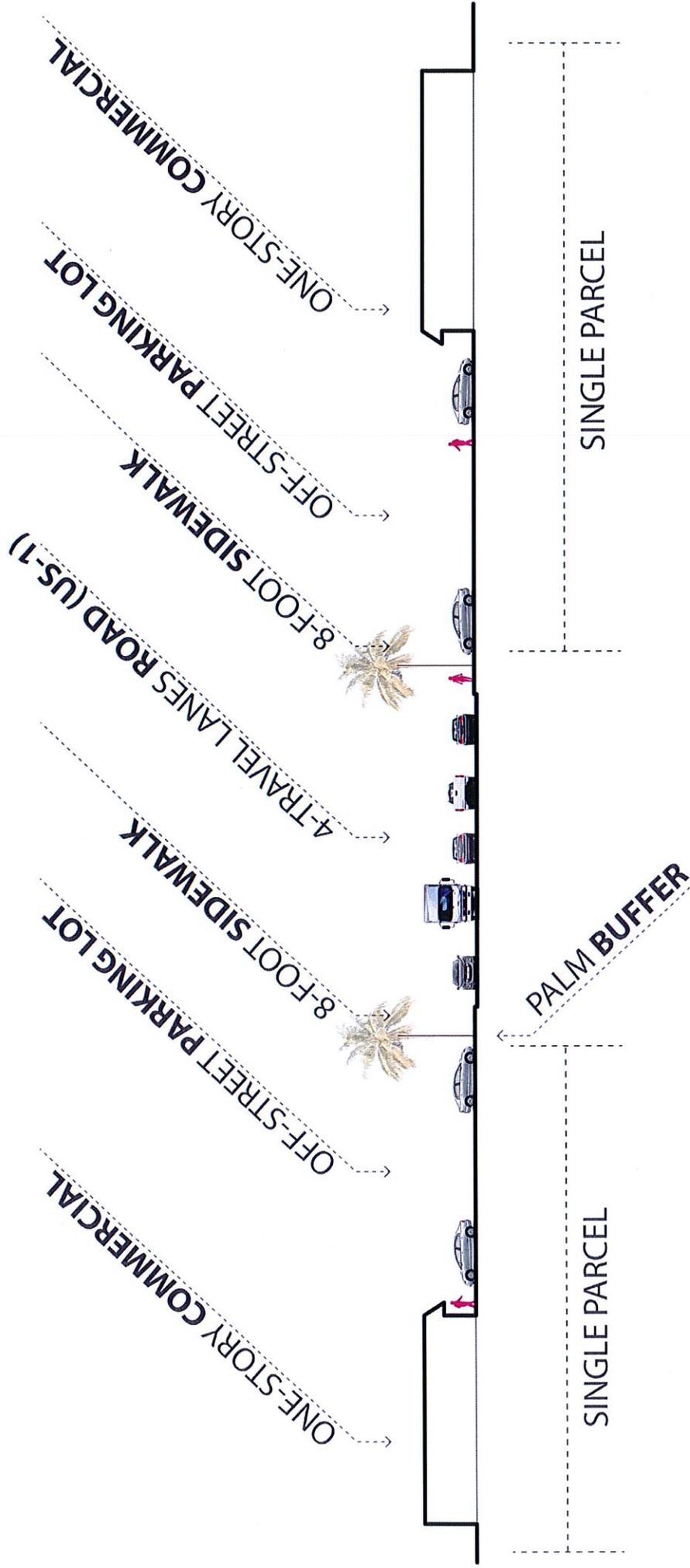


THE PLAN – STREETSCAPE + CIRCULATION

The purpose of the improved streetscape and circulation is to ensure compatible elements between uses; adequate linkages with safe pedestrian connectivity; and an improved aesthetic.



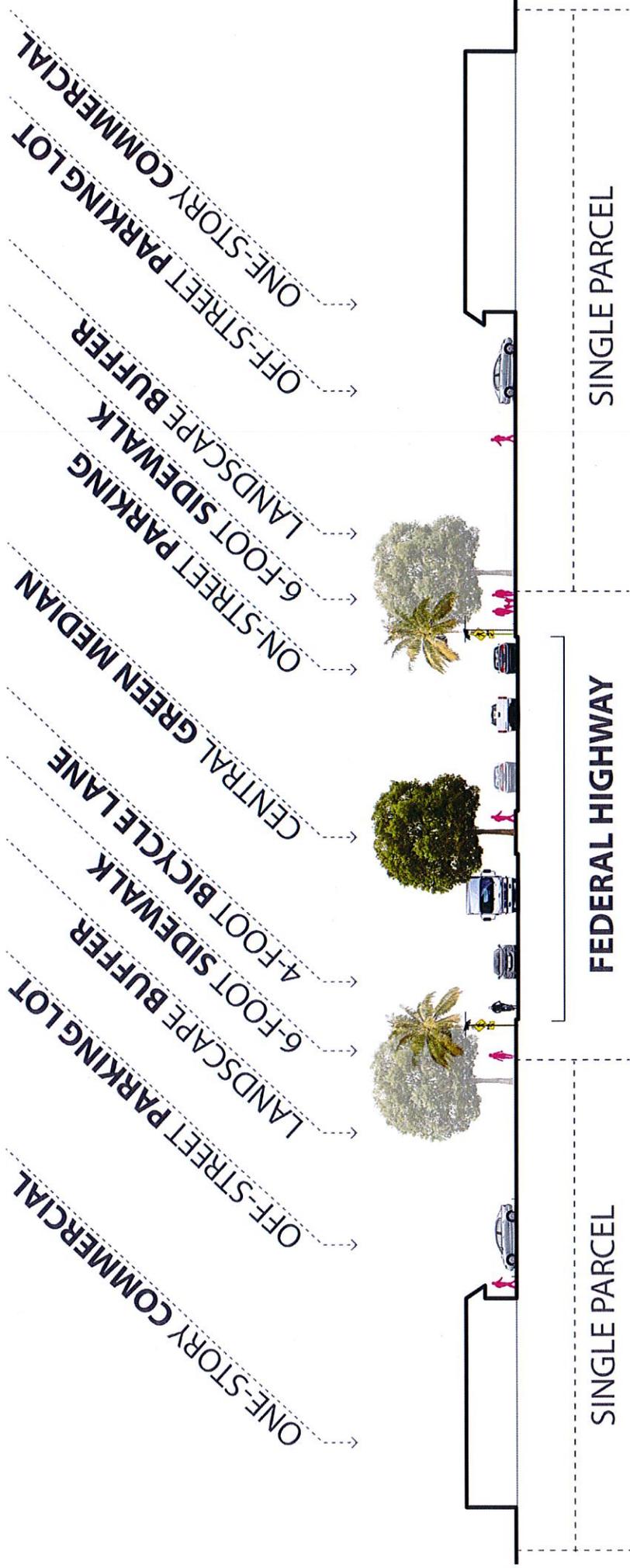
THE PLAN – EXISTING STREET SECTION



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Respecting People's Planning Requirements

THE PLAN – STREET SECTION (POSSIBILITY 01_)++

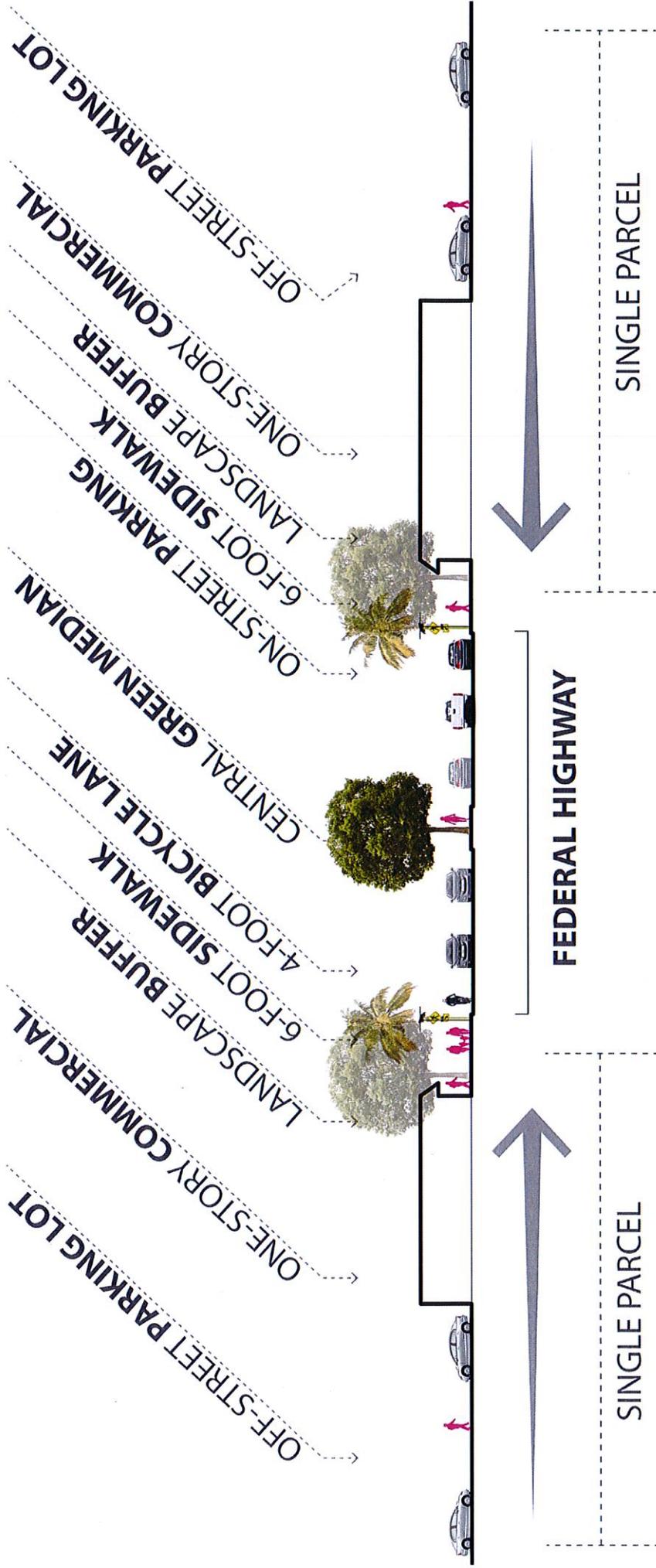
Streetscape + Signage Improvements– Way finding and comfort



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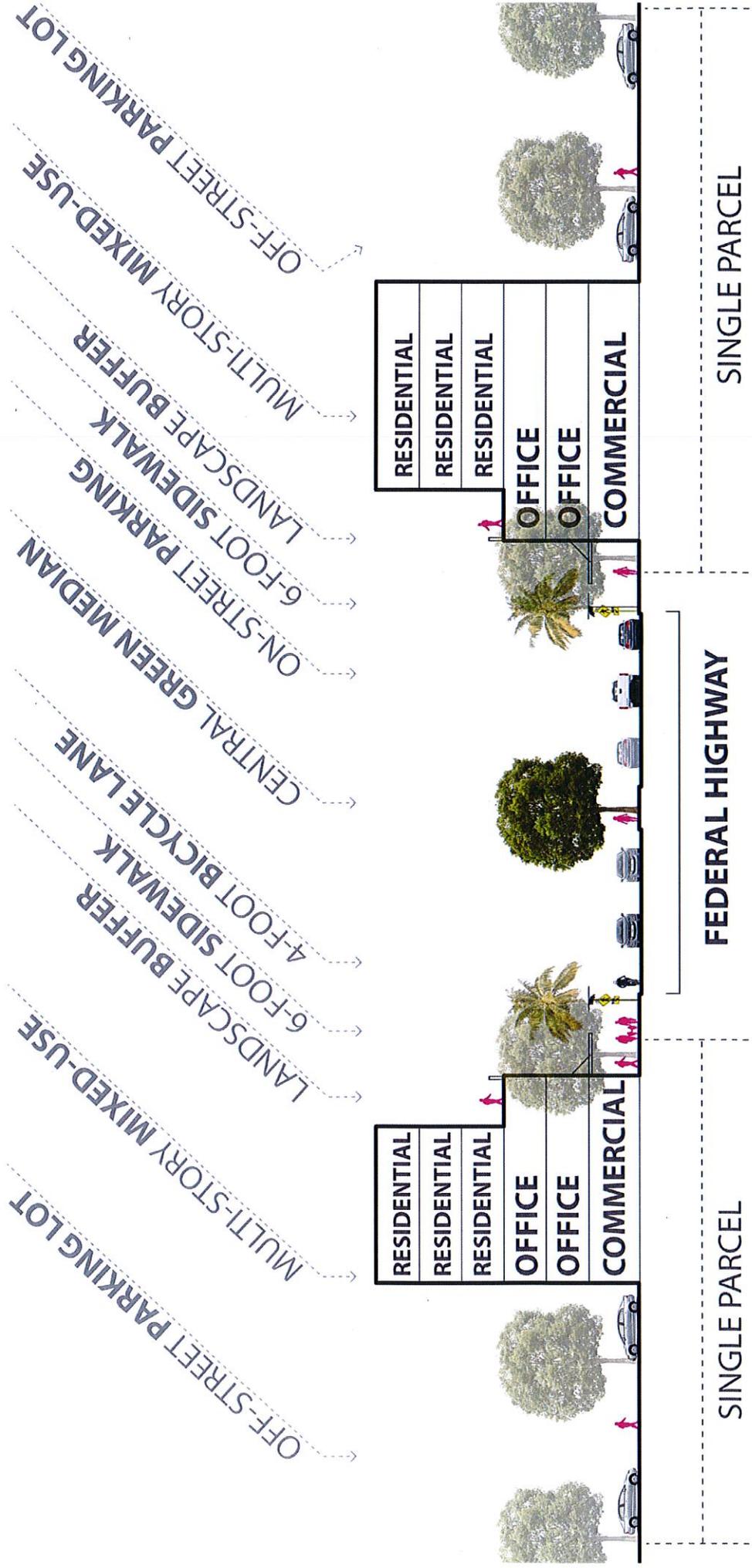
THE PLAN – STREET SECTION (POSSIBILITY 02_)++

Strong Edges – Allows for possible pedestrian activities



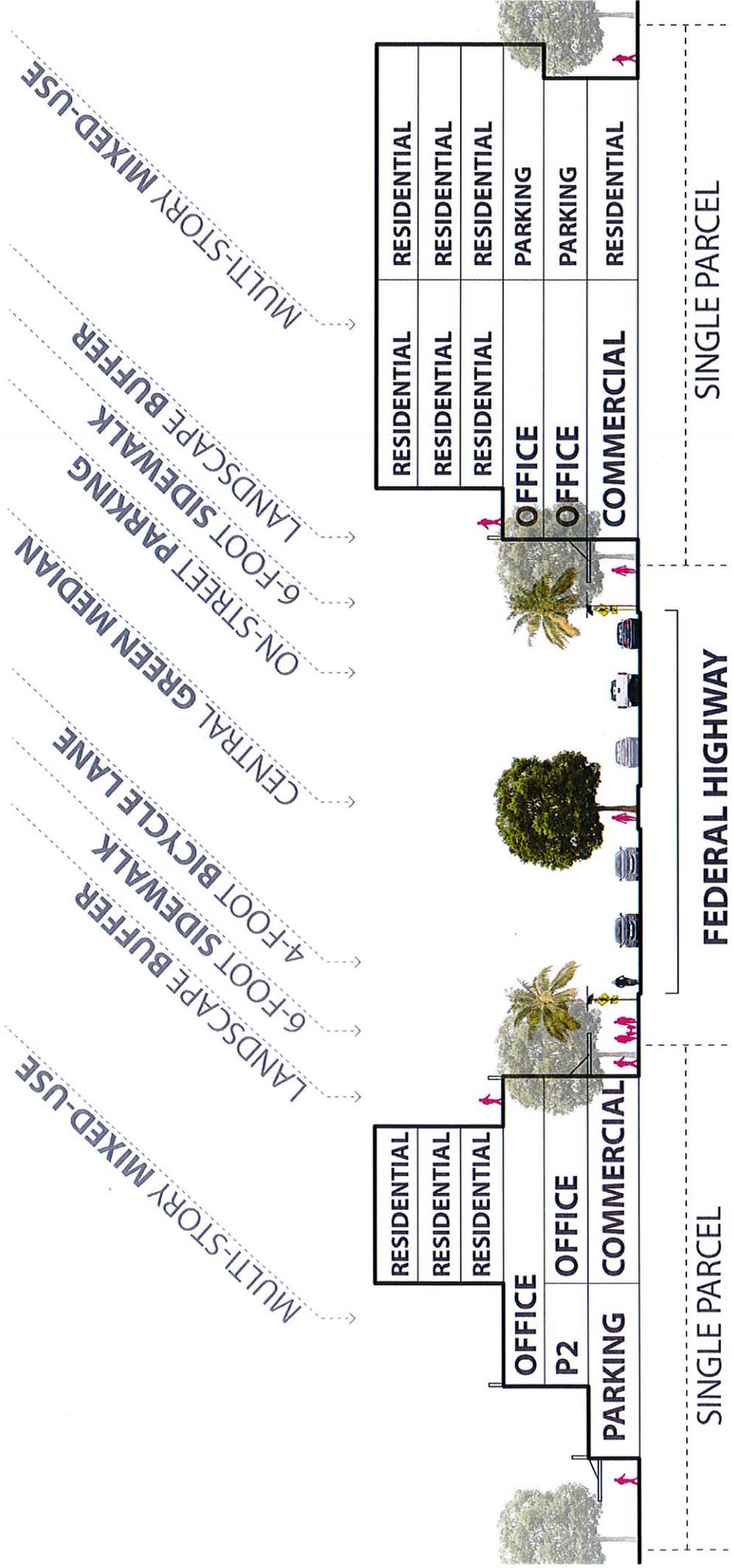
THE PLAN – STREET SECTION (POSSIBILITY 03_)++

Mixed-Used Development – Allows for multiple activities to take place



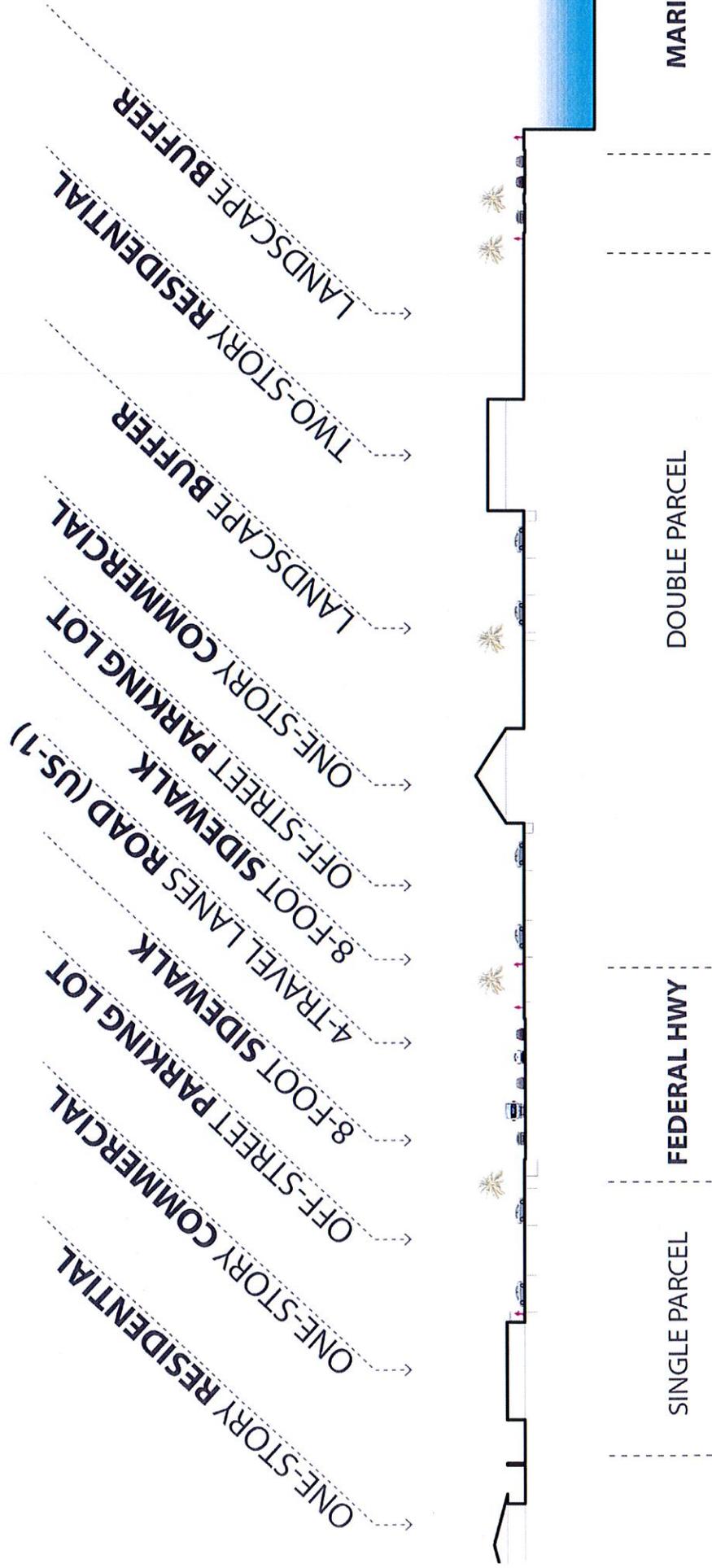
THE PLAN – STREET SECTION (POSSIBILITY 04_)+ +

Urban Fabric – Allows for smooth transitions between building scales



THE PLAN – EXISTING STREET SECTION 02

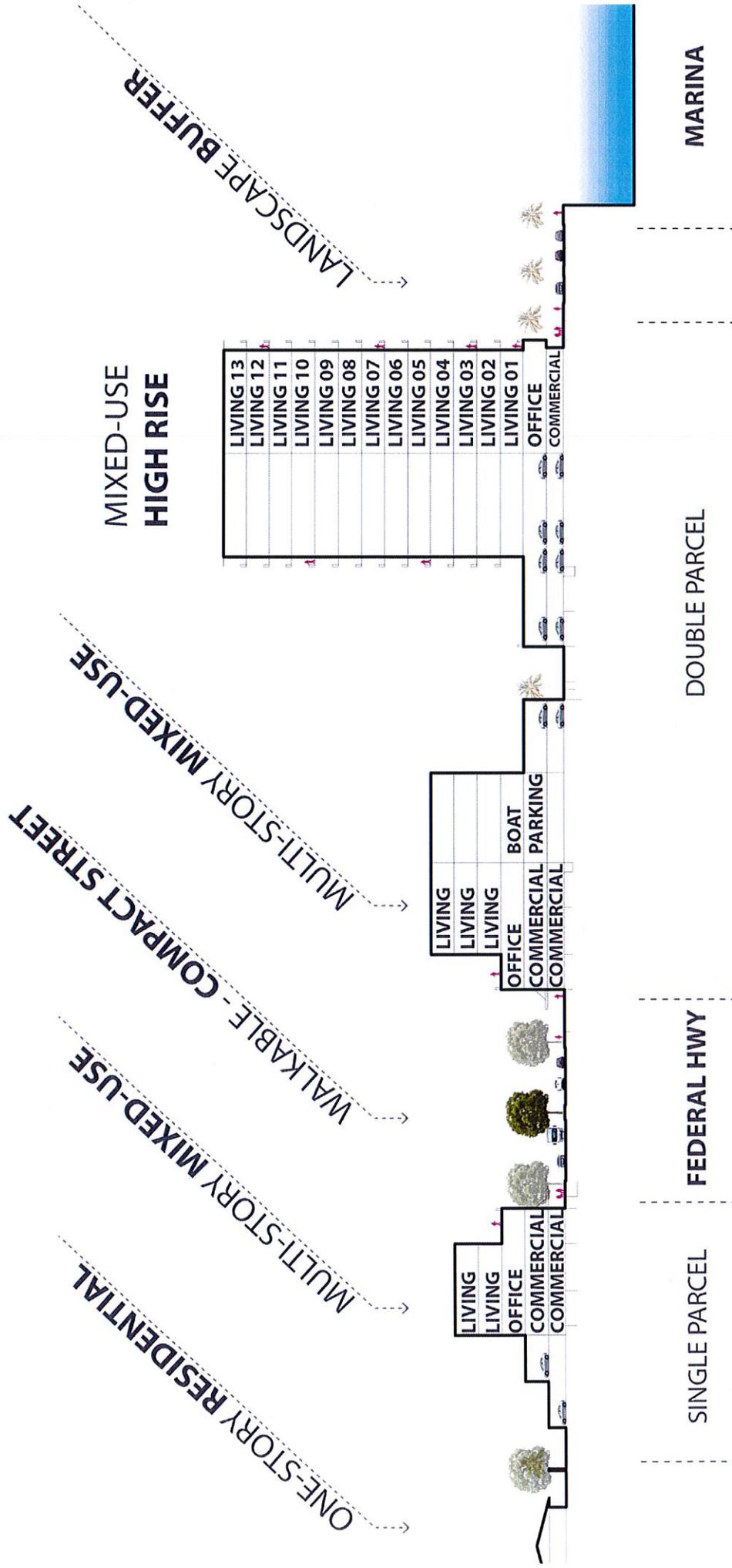
Waterfront Adjacent to Marina



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THE PLAN – STREET SECTION (POSSIBILITY 05_)++

Waterfront Adjacent to Marina – Allows for higher densities



THE PLAN – LANDSCAPE+

Pursuant to other communities research, these ARE EXAMPLES ONLY— requires landscape architect review for recommendations, including irrigation considerations)



Lantana



Plumbago



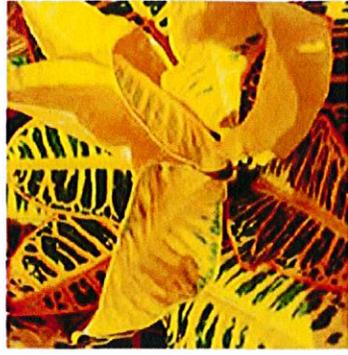
Royal Palm



Wart Fern



Mahogany



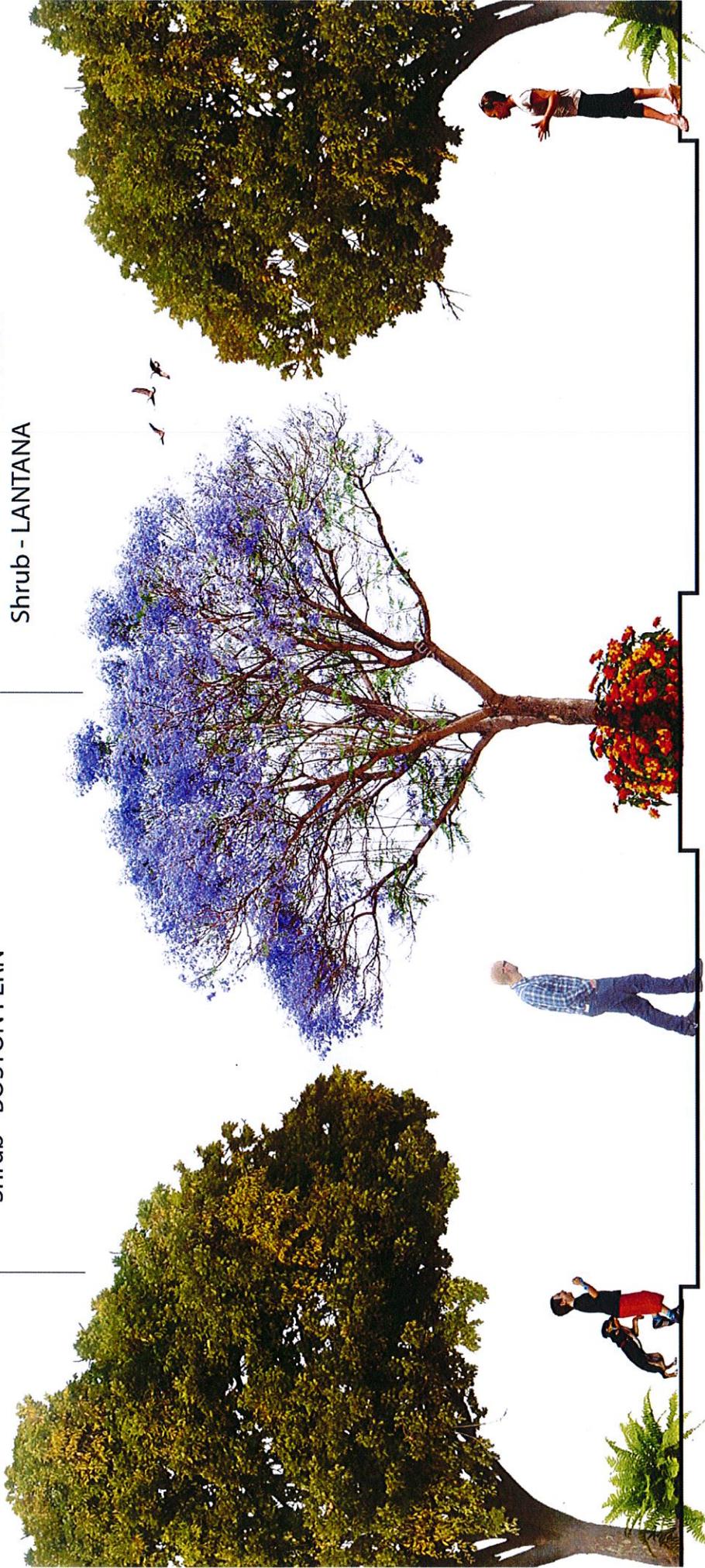
Croton



THE PLAN – LANDSCAPE⁺⁺

Street Tree - MAHOGANY
Shrub - BOSTON FERN

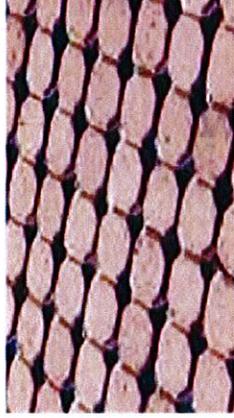
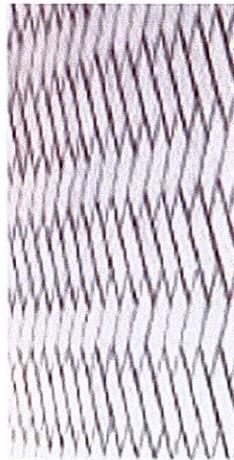
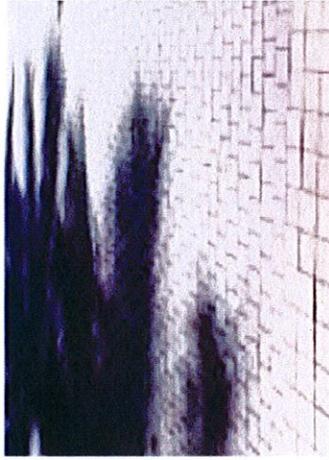
Median Tree - JACARANDA
Shrub - LANTANA



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THE PLAN – HARDSCAPE+

ADA accessible, easy to maintain yet unique surfaces should be used. Some options for the street, sidewalk, and other vertical elements are visually depicted as follows:

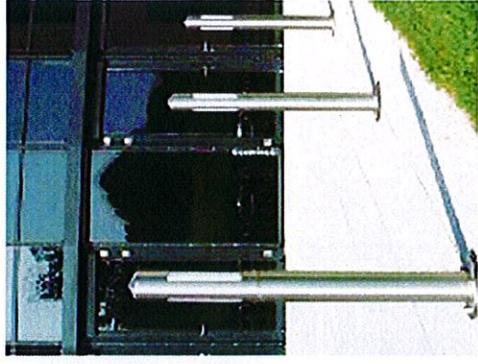
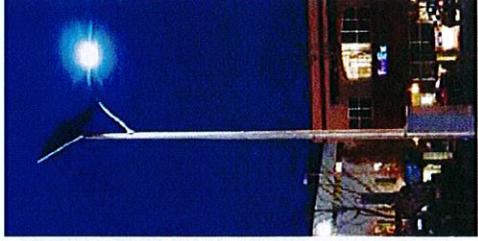
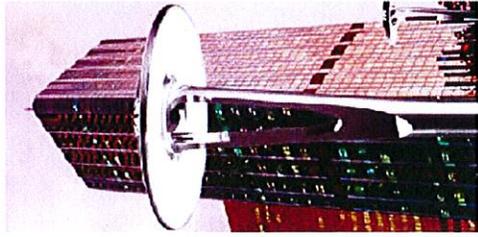


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THE PLAN – LIGHTING+

Identification and wayfinding is strongly characterized by lighting. Energy-efficient, LED lighting should be considered (funding permitted-solar can be explored also). Light fixtures with adequate cover and cutoff features to reduce excess glare and light pollution should also be considered. Some sample light fixtures (which will need to be explored further), include the following:



THE PLAN – ARCHITECTURAL STYLES+

+MEDITERRANEAN



+ART DECO



+MODERN



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Integrating Healthy Planning Requirements

TOWN OF LAKE PARK

MIXED-USE COMMUNITY



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Emergency Services Planning Department



MIXED-USE COMMUNITY – EXAMPLE 01

Vibrant Community – Allows for day-and-night time activities

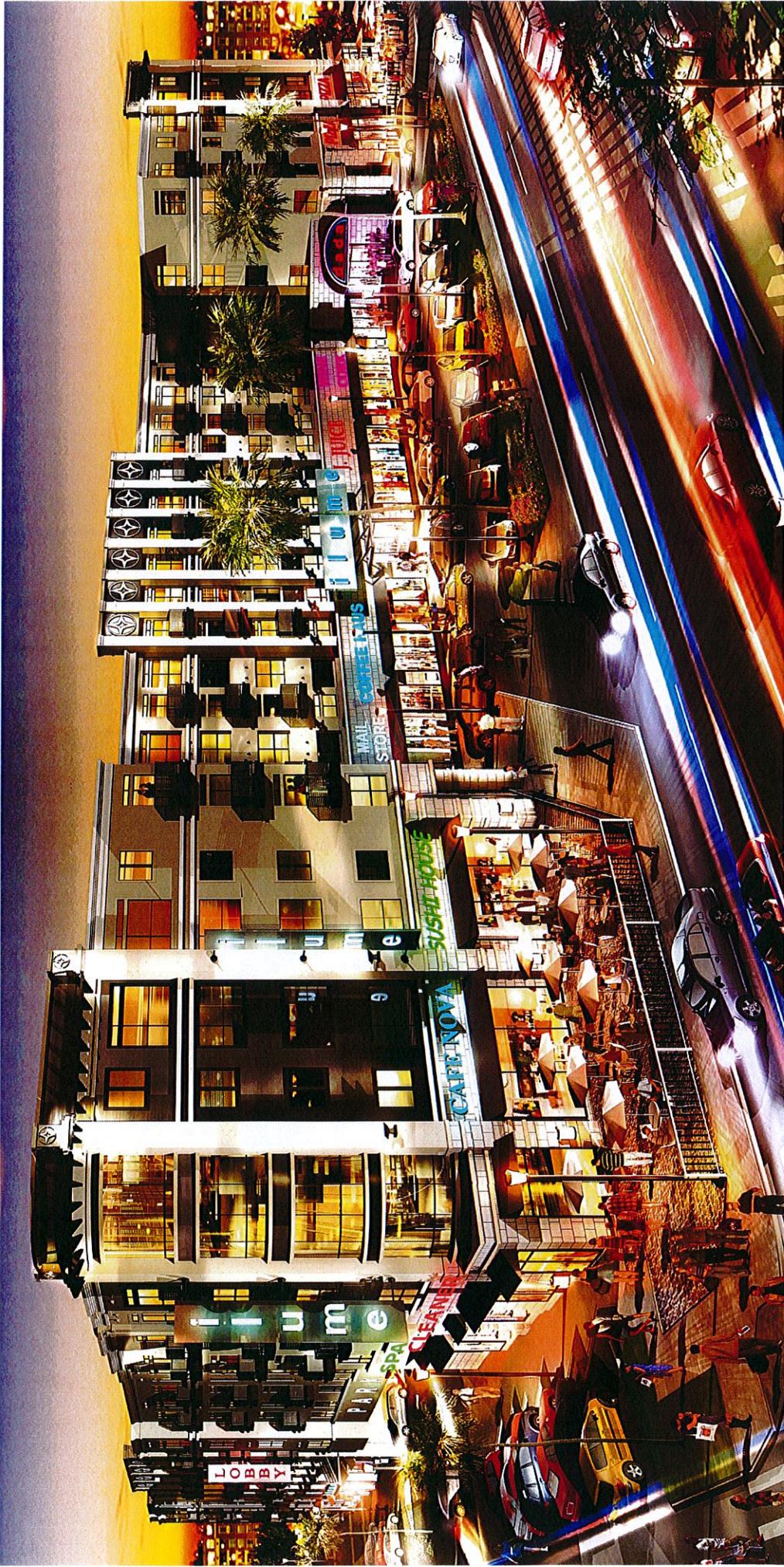


Image Source: Mooreland Development



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MIXED-USE COMMUNITY – EXAMPLE 02

Walkable Community – Allows for safe streets for pedestrians



Image Source: Zyscovich Architects



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MIXED-USE COMMUNITY – EXAMPLE 03

Green Community – Allows for sustainable development



Image Source: Brett VA



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MIXED-USE COMMUNITY – EXAMPLE 04

Social Community – Allows for public interaction



Image Source: RED Rooster



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Residential | Health & Wellness | Hospitality



MIXED-USE COMMUNITY – EXISTING

West side – 804 Federal Highway (US1)



MIXED-USE COMMUNITY – POSSIBILITY

West side – 804 Federal Highway (US1)



Render Source: Shook Kelley
Collage Source: Bell David Planning Group



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MIXED-USE COMMUNITY – EXISTING

East side – 801 Federal Highway (US1)



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MIXED-USE COMMUNITY – POSSIBILITY

East side – 804 Federal Highway (US1)



Render Source: Architecture Design Collaborative
Collage Source: Bell David Planning Group

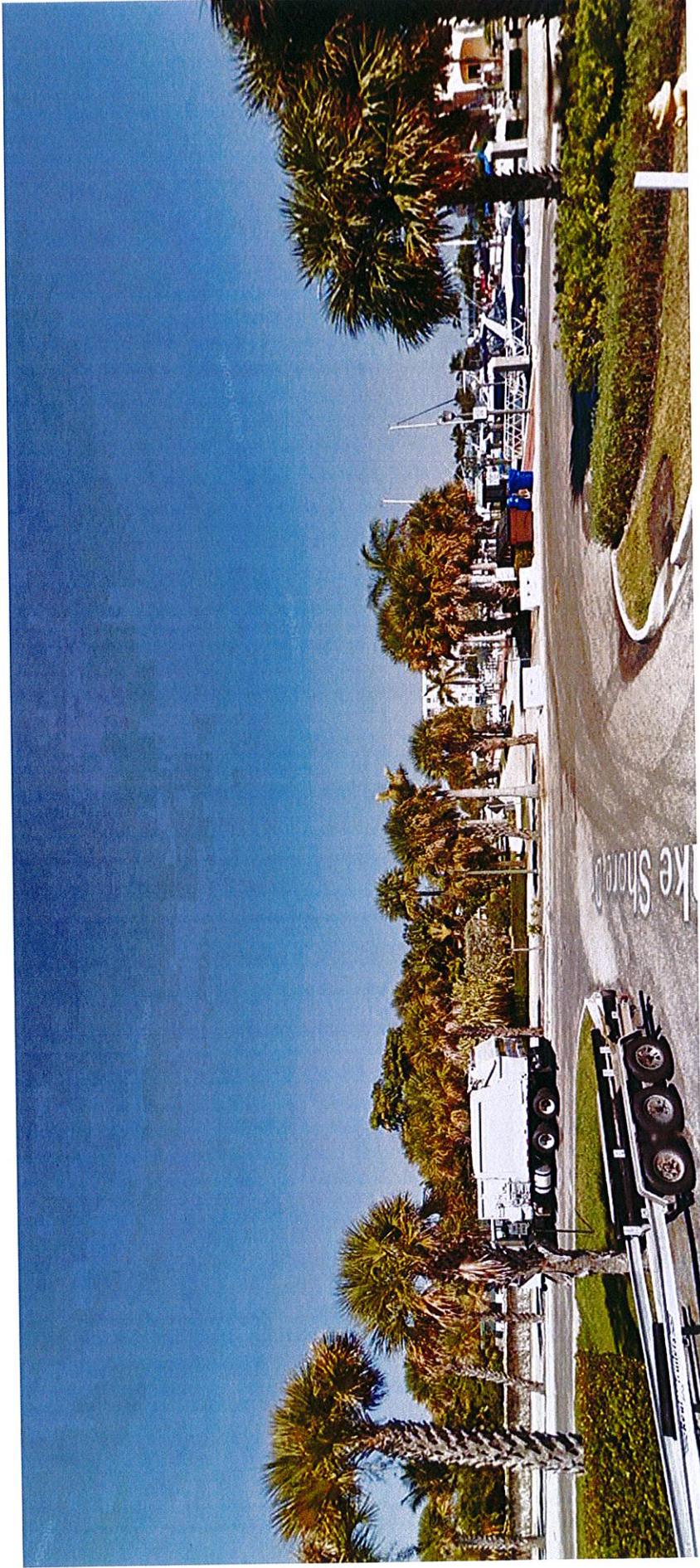


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MIXED-USE COMMUNITY – EXISTING

Waterfront – Adjacent to Marina



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MIXED-USE COMMUNITY – POSSIBILITY

Waterfront – Adjacent to Marina



Render Source: Curbed Chicago
Collage Source: Bell David Planning Group



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Residential Planning & Design



LAKE PARK NOW!



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Integrating People & Planning Improvements



AGENDA

Lake Park Town Commission
Town of Lake Park, Florida
Town Commission and
Planning and Zoning Board
Mixed-Use Corridor Workshop
Monday, September 21, 2015, 6:00 p.m.,
Lake Park Town Hall
535 Park Avenue

| | | |
|------------------------------|---|----------------------|
| James DuBois | — | Mayor |
| Kimberly Glas-Castro | — | Vice-Mayor |
| Erin T. Flaherty | — | Commissioner |
| Michael O'Rourke | — | Commissioner |
| Kathleen Rapoza | — | Commissioner |
| <hr/> | | |
| John O. D'Agostino | — | Town Manager |
| Thomas J. Baird, Esq. | — | Town Attorney |
| Vivian Mendez, CMC | — | Town Clerk |

PLEASE TAKE NOTICE AND BE ADVISED, that if any interested person desires to appeal any decision of the Town Commission, with respect to any matter considered at this meeting, such interested person will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. *Persons with disabilities requiring accommodations in order to participate in the meeting should contact the Town Clerk's office by calling 881-3311 at least 48 hours in advance to request accommodations.*

- A. CALL TO ORDER/ROLL CALL
- B. PLEDGE OF ALLEGIANCE
- C. DISCUSSION and PUBLIC COMMENTS:
 - (1) Introduction/Project History and Overview
 - (2) Comprehensive Plan Amendments
 - (3) Land Development Regulations
 - (4) Roadway Cross Sections and Exercise
 - (5) Conclusion/Next Steps
- D. ADJOURNMENT