



AGENDA

Lake Park Town Commission
Town of Lake Park, Florida
Commission Workshop
Monday, August 26, 2013, 6:30 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
.....		
Dale S. Sugerman, Ph.D.	—	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:

Master Coordination of the Western Community

- Developed commercial property
- Developed industrial property
- Army Reserve Center
- Vacant parcels
- Areas still served by septic sewer
- Roadway improvements
- Conservation area
- Future train station

D. ADJOURNMENT

WESTERN AREA COMPONENTS MAP



LEGEND

- Developed Commercial Properties
- Developed Industrial Properties
- Army Reserve Center
- Vacant Parcels
- Areas still served by Septic
- Roadway Improvements (contingent on PBC and Town funds)
- Conservation Area
- Future Train Station



WEST PALM BEACH

ARMY RESERVE CENTER

TOWN OF LAKE PARK



US Army Corps
of Engineers®



Blackhawk-Jamco,
A SDVOB Joint Venture

RS&H
IMPROVING YOUR WORLD
Reynolds, Smith and Hills, Inc.

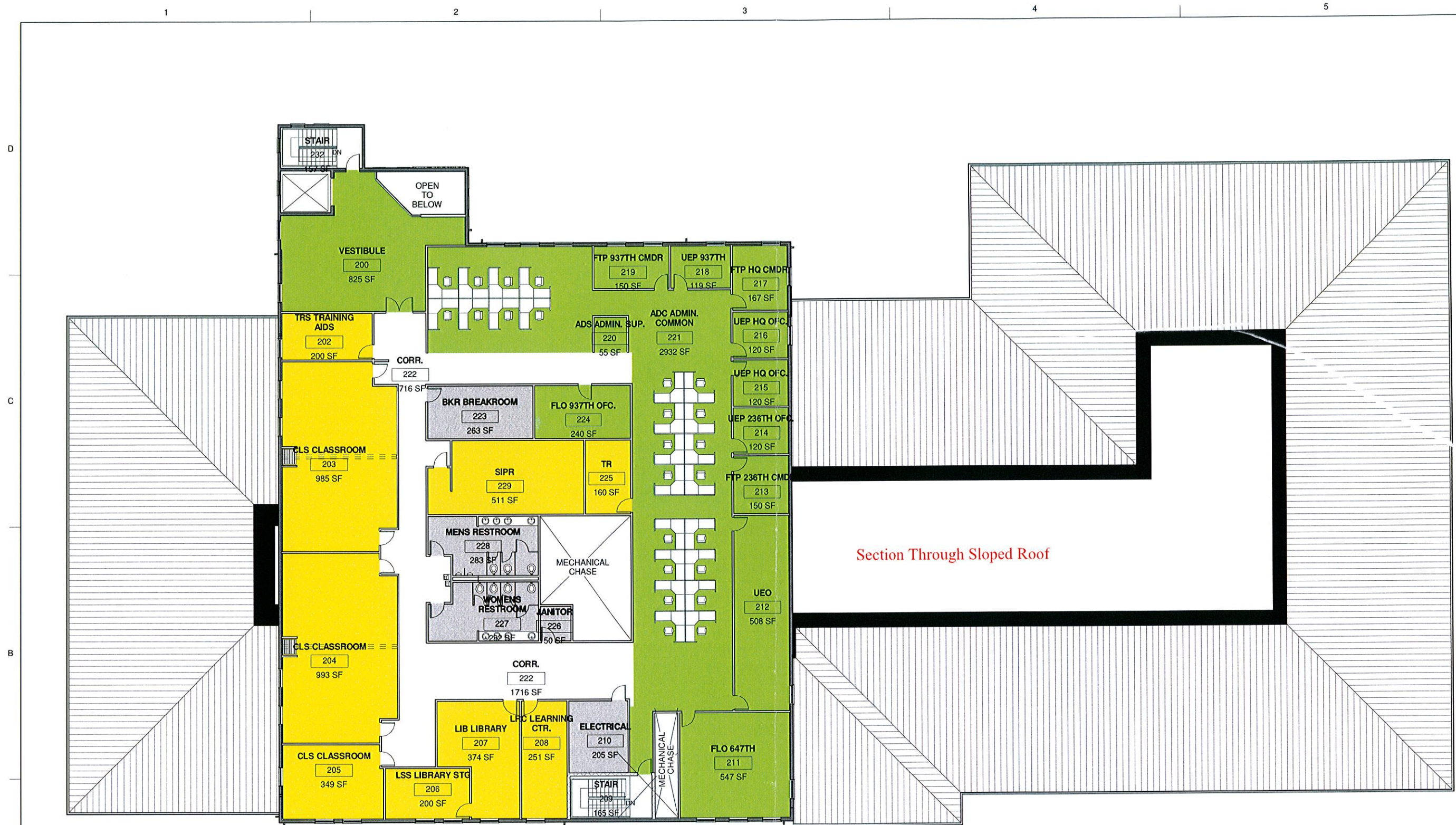
DATE	DESCRIPTION	APP' MARK	DATE	APP' MARK

DESIGNED BY: Designer	DATE: 25-JULY-2011	SOLICITATION NO.:	CONTRACT NO.:
DRAWN BY: Checker	CHECKED BY: Checker		
SUBMITTED BY: Approver	PILOT DATE: 10-DEC-2010	PILOT DATE:	FILE NUMBER:

ARMY RESERVE CENTER (ARC)
WEST PALM BEACH, FLORIDA

TRAINING CENTER SECOND FLOOR
DEPARTMENT PLAN

SHEET IDENTIFICATION
A-104A
SHEET OF 101



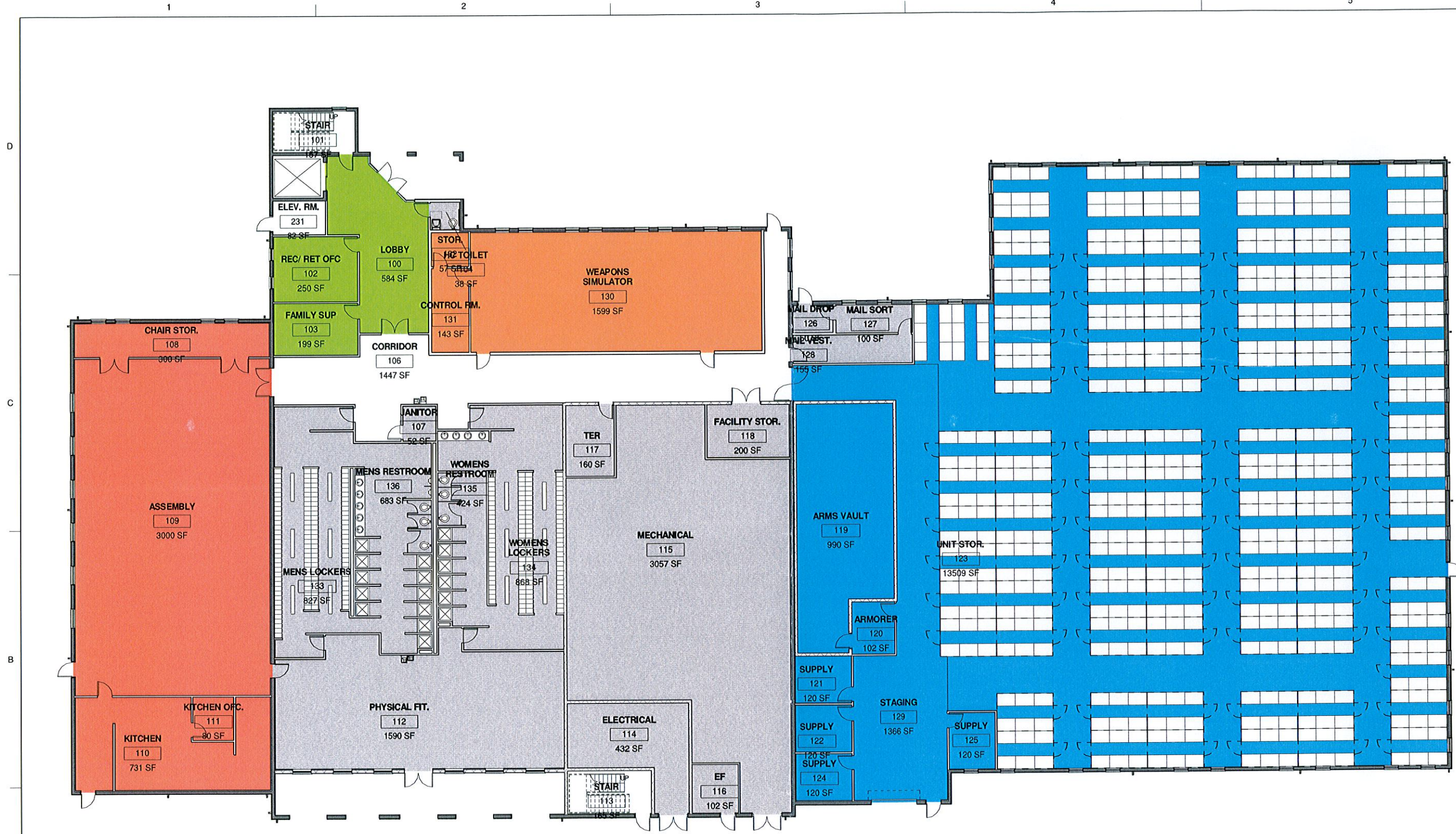
Section Through Sloped Roof

- Department Legend**
- ADMINISTRATIVE FUNCTIONAL GROUP
 - EDUCATIONAL FUNCTIONAL GROUP
 - SUPPORTING SPACES

TC SECOND FLOOR DEPARTMENT PLAN

SCALE: 3/32" = 1'-0"

0 8' 16' 24'



**TC FIRST FLOOR DEPARTMENT
PLAN**

SCALE: 3/32" = 1'-0"

Department Legend

- ADMINISTRATIVE FUNCTIONAL GROUP
- ASSEMBLY FUNCTIONAL GROUP
- STORAGE FUNCTIONAL GROUP
- SUPPORTING SPACES
- WEAPONS FUNCTIONAL GROUP

MARK	DESCRIPTION	DATE	APPLI	APPLY

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT
LOUISVILLE, KENTUCKY

RS&H
REGISTERED PROFESSIONAL ENGINEERS
STATE OF KENTUCKY
LICENSE NO. 10152
540 WEST MAIN STREET
LOUISVILLE, KY 40202

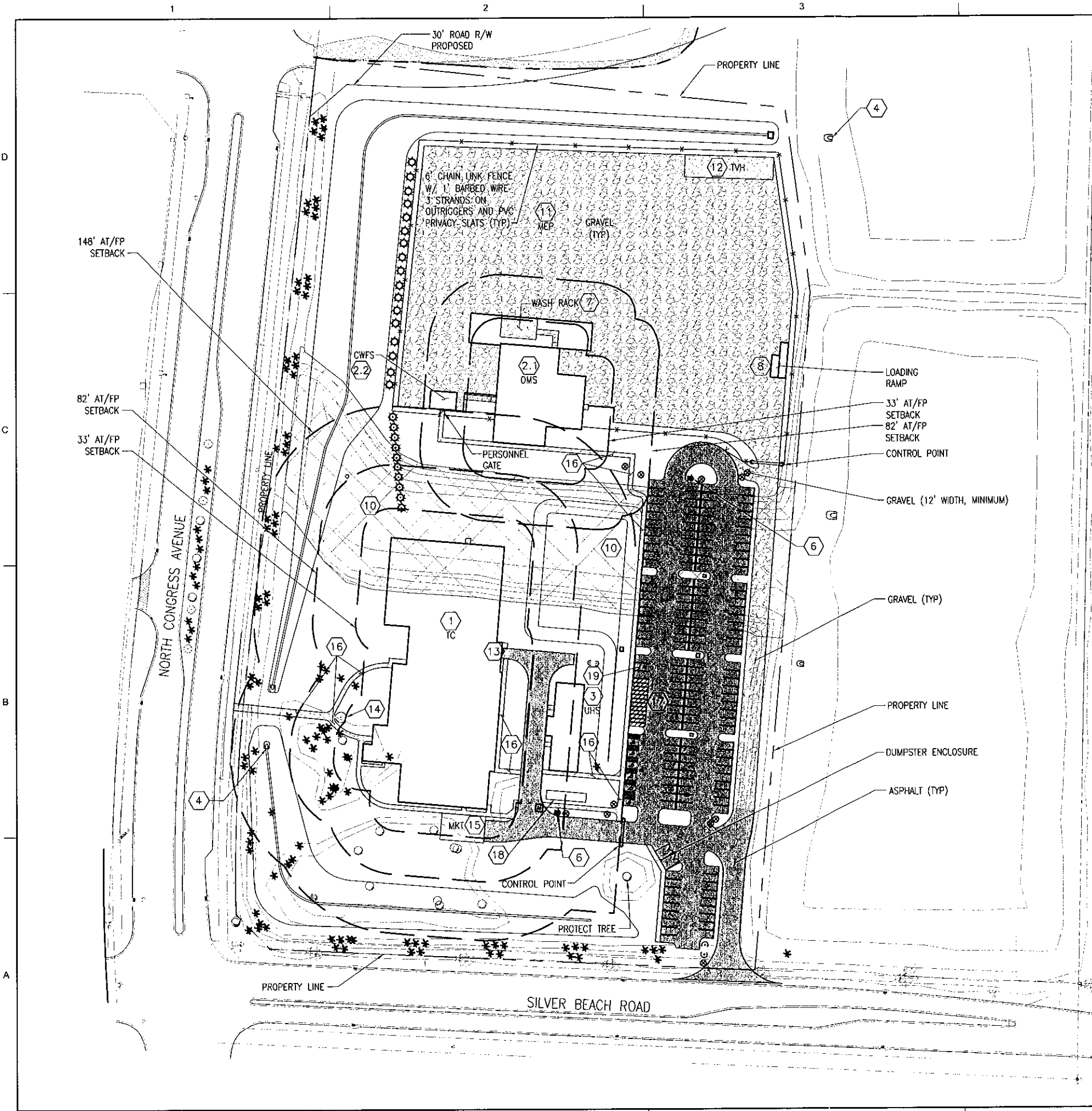
DESIGNED BY:	DATE:	SOLICITATION NO.:
DRAWN BY:	26 JULY 2011	
CHECKED BY:		
APPROVED BY:		
DATE:		
FILE NUMBER:		
CONTRACT NO.:		
DATE:		
PROJECT NO.:		
DATE:		
FILE NUMBER:		
DATE:		
FILE NUMBER:		

ARMY RESERVE CENTER (ARC)
WEST PALM BEACH, FLORIDA

TRAINING CENTER FIRST FLOOR
DEPARTMENT PLAN

SHEET IDENTIFICATION
A-103A
SHEET 0F 101

REVDATE: FILE NAME: \\ARFLE01\Armspace\Marketing-00-JVC\Clients and Proposals\USACE\Louisville\10206-11-R-0047-W-Palm-Beach\11.Dwg UNDOUT NAME: ANSI D PLOTTED: Wednesday, August 24, 2011 - 11:10am



KEY NOTES

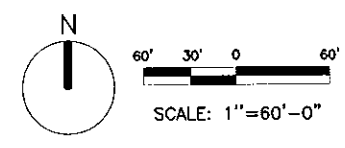
- BID ITEM (BASE BID UNO)
- ① TC = TRAINING CENTER
 - ②.1 OMS = ORGANIZATIONAL MAINTENANCE SHOP
 - ②.2 CWFS = CONTROLLED WASTE AND FLAMMABLE STORAGE
 - ③ UHS = UNHEATED STORAGE
 - ④ SITE WORK; SEE SHEET C-102
 - ⑤ NOT USED
 - ⑥ UTILITIES; SEE SHEET C-103
 - ⑦ WASH RACK/OPTION 9 - PROVIDE RECYCLED WATER SYSTEM
 - ⑧ LOADING RAMP
 - ⑨ NOT USED
 - ⑩ FILL FINGER LAKE - OPTION 1
 - ⑪ MEP = MILITARY EQUIPMENT PARKING GRAVEL/ASPHALT OPTION 2
 - ⑫ TVH = TRACKED VEHICLE HARDSTAND (CONCRETE) - OPTION 3
 - ⑬ BI-LEVEL LOADING DOCK - OPTION 4
 - ⑭ FLAG POLE
 - ⑮ MKT = MOBILE KITCHEN TRAILER CONCRETE PAD
 - ⑯ S/W = SIDEWALK; CONCRETE
 - ⑰ CONCRETE MOTORCYCLE PARKING
 - ⑱ BIKE RACK; SECURE
 - ⑲ LOW EMITTING AND FUEL EFFICIENT VEHICLE PARKING
- UNO = UNLESS OTHERWISE NOTED

LEGEND

- FILL FINGER LAKE
- GRAVEL
- CONCRETE
- ASPHALT
- MOTORCYCLE PARKING
- LANDSCAPE SCREENING

GENERAL NOTE

ALL TREES WITHIN THE 33' AT/FP SETBACK SHALL BE REMOVED.



NO.	REVISIONS	DESCRIPTION	DATE	BY

DESIGNED BY: XXX	DATE: 08/20/11	SOLICITATION NO.:	CONTRACT NO.:
DWN BY: XXX	CHK BY: XXX	FILE NUMBER:	
ISSUED BY: DHR	NOTED BY: 		
FILE NAME: ANSI_D_PalmBeach.dwg	FILE NUMBER: 		

U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT
LOUISVILLE, KENTUCKY

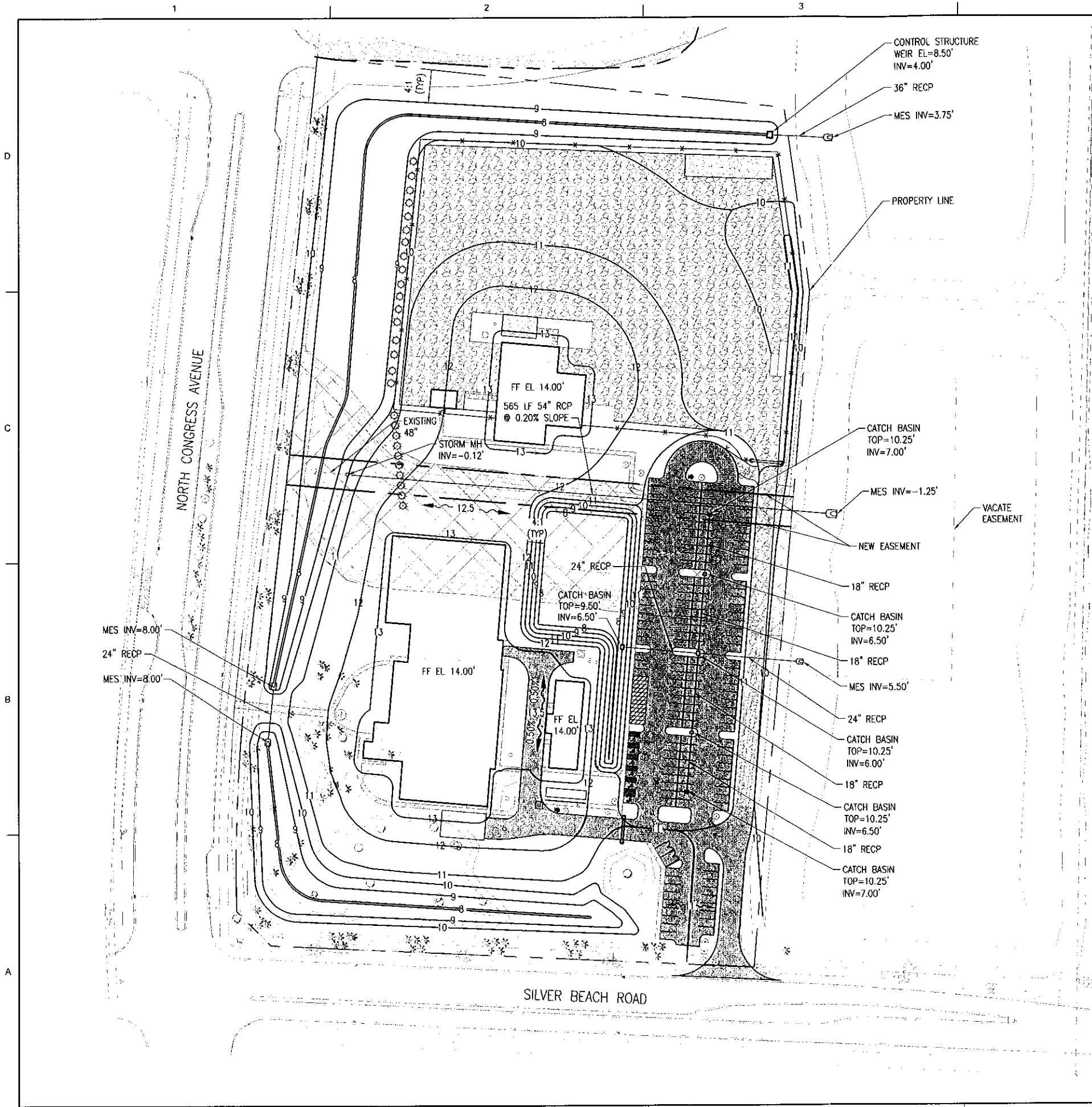
RS&H
ARCHITECTURAL FIRM
1000 W. MAIN STREET, SUITE 200
LOUISVILLE, KY 40202
TEL: 502-258-1000
FAX: 502-258-1001

ARMY RESERVE CENTER (ARC)
WEST PALM BEACH, FLORIDA

SITE
PLAN

SHEET IDENTIFICATION
C-101
SHEET X OF X

REVDATE: FILE NAME: \\LAWTEL01\erospace\Marketing\40-JA\Clients and Proposals\USACE\Louisville\11-48-06\47-W-Palm-Beach\1 Long and Design Data\USACE-C-102.dwg LAYOUT NAME: ANR D PLOTTED: Tuesday, August 23, 2011 - 10:14am



ABBREVIATIONS

- EL ELEVATION
- FF FINISHED FLOOR
- INV INVERT
- LF LINEAR FEET
- MES MITRED END SECTION
- MH MANHOLE
- RCP REINFORCED CONCRETE PIPE
- RECP REINFORCED ELLIPTICAL CONCRETE PIPE

GENERAL NOTE

ALL TREES WITHIN THE 33' AT/FP SETBACK SHALL BE REMOVED.



NO.	REVISIONS	DESCRIPTION	DATE	BY	CHKD	APPR

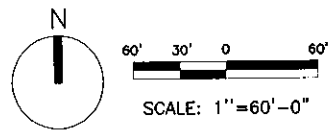
DESIGNED BY: ASD	DATE: 8/23/11	SOLICITATION NO.:
DRAWN BY: JAY	FILE NO.:	CONTRACT NO.:
CHECKED BY: JAY	FILE NAME:	FILE NUMBER:
DATE PLOTTED: 8/23/11	FILE NAME:	FILE NUMBER:
DATE PLOTTED: 8/23/11	FILE NAME:	FILE NUMBER:

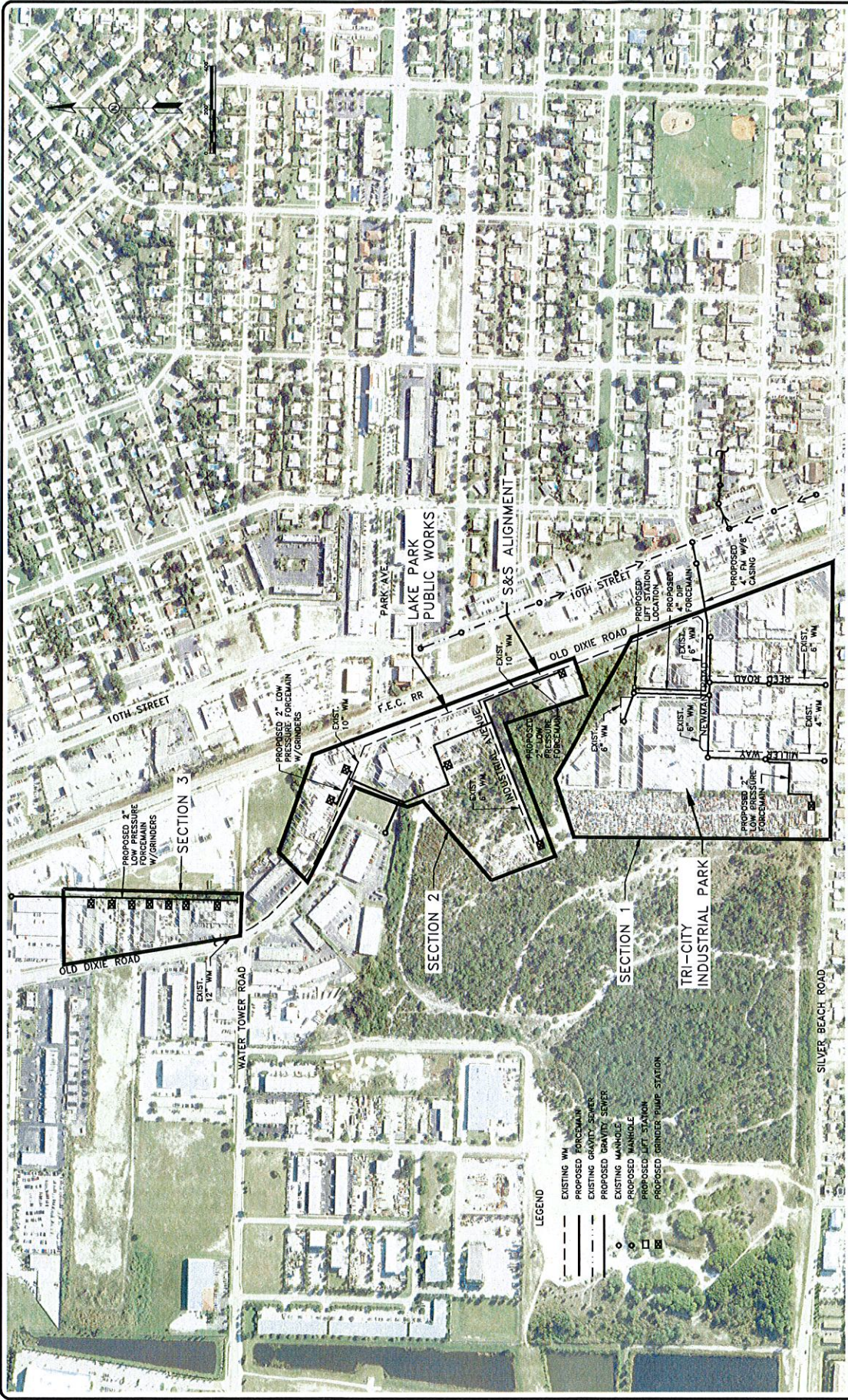
ARMY RESERVE CENTER (ARC)
WEST PALM BEACH, FLORIDA

RS&H
REGISTERED PROFESSIONAL ENGINEERS
STATE OF FLORIDA LICENSE NO. 12478
1100 N. W. 10TH AVENUE, SUITE 200
BOCA RATON, FLORIDA 33432-4000

PAVING, GRADING & DRAINAGE PLAN

SHEET IDENTIFICATION
C-102
SHEET X OF X





DATE: BY: CHECKED BY:	REVISIONS:	LAKE PARK / OLD DIXIE HIGHWAY PROPOSED GRAVITY AND LOW PRESSURE SEWER SYSTEM	SEACOAST UTILITY AUTHORITY
		HOLTZ CONSULTING ENGINEERS, INC. 58 SOUTH US HIGHWAY ONE, SUITE 206 LAKE PARK, FLORIDA 33477 PH: (888) 675-2025 FAX: (888) 675-2025	FIGURE 1 License No. 04282

Dale Sugerman

From: David Holtz [david.holtz@holtzconsulting.com]
Sent: Tuesday, October 09, 2012 10:36 AM
To: Dale Sugerman
Cc: David Hunt; Richard Pittman; 'Rim Bishop'; 'Steve Urich'; 'Bruce Gregg'; 'Brent Weidenhamer'
Subject: Tri-City Industrial Park Conceptual Sewer System Design and Cost Estimate
Attachments: Lake Park Old Dixie Sewer System Layout.pdf; Preliminary Project Cost Estimate-Lake Park Old Dixie Sewer System.pdf

Good Morning Dale,

Attached is the conceptual design and cost estimates for the proposed sewer system to serve the Tri-City Industrial Park and other unsewered properties to the north. We revised the design as follows since our meeting:

- The Tri-City area is served by a gravity sewer system. The lift station for the Tri-City area was moved to the north end of the area where the utility easement already exists. Thousands of Parts is served by a grinder pump station that discharges through the utility easement to a manhole in the Tri-City area. The 2" force main from the property line to the manhole is included in the public system cost estimate. The manhole at the north end of the area discharges directly into the deep lift station wet well and its depth can be adjusted as necessary based on the gravity lateral depth from the property at the north end of the area. This design assumes that a dewatering permit for this area can be obtained from the SFWMD, and the cost estimate assumes that there are no special treatment or disposal requirements for the dewatering water.
- The Lake Park Public Works property, S&S Alignment and the properties at the end of Industrial Ave. and north of Old Dixie Hwy are served by a low-pressure system that discharges through the 20'-wide strip of property whose ownership is in question to an existing manhole to the west.
- The unsewered area north of Water Tower Road and east of Old Dixie Hwy is served by a low-pressure sewer system with seven grinder pump stations that discharge to the existing manhole at the north end of the area.

We developed a budget-level cost estimate for the public sewer systems for each area that would be assessed to the individual property owners. The cost estimates are as follows.

1. Tri-City Industrial Park: \$990,120
2. Lake Park Public Works Area: \$120,930
3. Commercial Area at Water Tower Road and Old Dixie Hwy: \$51,150

We also provided a reduced cost estimate for each grinder pump station (including panel and appurtenances) for the low-pressure sewer systems of \$23,300. The reduced cost is based on a new price quote from Southeastern Pump. The conceptual cost estimates do not include the cost of gravity or low-pressure sewer laterals on private property from the location of the septic tanks to the public right-of-way or easement line, abandonment of septic tanks per Health Dept. requirements, any electrical costs on private property that may be required for the grinder pump stations, or any easement acquisition costs.

Please let me know if you have any questions or comments about the conceptual design or cost estimates.

Thank you.

Dave

David F. Holtz, PE, BCEE
Vice President
Holtz Consulting Engineers, Inc.
50 South US Highway One, Suite 206
Jupiter, FL 33477
Ph: (561) 575-2005
Cell: (561) 339-5800

Preliminary Cost Estimate
Lake Park Old Dixie Highway Sewer System

PART I - PUBLIC UTILITIES PORTION

Section 1 - Tri-City Industrial Park

Item	Number	Unit	Unit Cost	Cost
Mobilization / Demobilization (5%)	1	LS	\$35,600	\$35,600
General Conditions (3%)	1	LS	\$21,400	\$21,400
Miller Way				
2-Inch PVC Low Pressure Force Main	410	LF	\$7	\$2,870
In-Line Cleanout Port & Main Line Valve	1	LS	\$1,100	\$1,100
Terminal Cleanout Port and Main Line Valve	1	LS	\$1,100	\$1,100
8" PVC Gravity Main (0 - 6 feet)	520	LF	\$45	\$23,400
4' Diameter Sanitary Sewer Manhole 0' to 6' deep	3	EA	\$4,000	\$12,000
6" PVC C-900 Gravity Service Lateral - 0' to 6' deep	330	LF	\$30	\$9,900
Miscellaneous Restoration	1	LS	\$2,000	\$2,000
Roadway Restoration	1,390	SY	\$40	\$55,600
Reed Road				
8" PVC Gravity Main (0 - 6 feet)	510	LF	\$45	\$22,950
4' Diameter Sanitary Sewer Manhole 0' to 6' deep	3	EA	\$4,000	\$12,000
6" PVC C-900 Gravity Service Lateral - 0' to 6' deep	270	LF	\$30	\$8,100
Miscellaneous Restoration	1	LS	\$2,000	\$2,000
Roadway Restoration	1,370	SY	\$40	\$54,800
Newman Road				
4" DIP Main	350	LF	\$37	\$12,950
8" Casing with 4" FM Carrier Installed via HDD	270	LF	\$90	\$24,300
8" PVC Gravity Main (0 - 6 feet)	450	LF	\$45	\$20,250
8" PVC C-900 Gravity Sanitary Sewer Main 6' to 8' deep	100	LF	\$50	\$5,000
4' Diameter Sanitary Sewer Manhole 0' to 6' deep	1	EA	\$4,000	\$4,000
4' Diameter Sanitary Sewer Manhole 6' to 8' deep	1	EA	\$5,000	\$5,000
6" PVC C-900 Gravity Service Lateral - 0' to 6' deep	120	LF	\$30	\$3,600
Core through existing manhole on Cypress Drive	1	LS	\$5,000	\$5,000
Miscellaneous Restoration	1	LS	\$3,000	\$3,000
Pavement Restoration	1,740	SY	\$40	\$69,600
Brant Road				
4" DIP Main	320	LF	\$37	\$11,840
8" PVC Gravity Main (6-8 feet)	450	LF	\$50	\$22,500
4' Diameter Sanitary Sewer Manhole 6' to 8' deep	2	EA	\$5,000	\$10,000
6" PVC C-900 Gravity Service Lateral - 6' to 8' deep	120	LF	\$33	\$3,960
Miscellaneous Restoration	1	LS	\$2,000	\$2,000
Roadway Restoration	1,270	SY	\$40	\$50,800
Lift Station Allowance				
Duplex Lift Station	1	LS	\$250,000	\$250,000

Construction Subtotal	\$768,620
<i>12% Technical Services</i>	<i>\$92,300</i>
Subtotal	\$860,920
<i>15% Contingency</i>	<i>\$129,200</i>
Total Project Cost	\$990,120

**Preliminary Cost Estimate
Lake Park Old Dixie Highway Sewer System**

Section 2 - Town of Lake Park Public Works Area

Item	Number	Unit	Unit Cost	Cost
Mobilization / Demobilization (5%)	1	LS	\$4,400	\$4,400
General Conditions (3%)	1	LS	\$2,700	\$2,700
2-Inch PVC Low Pressure Force Main	2,450	LF	\$7	\$17,150
In-Line Cleanout Port & Main Line Valve	6	LS	\$1,100	\$6,600
Terminal Cleanout Port and Main Line Valve	1	LS	\$1,100	\$1,100
Core through existing manhole near Old Dixie	1	LS	\$5,000	\$5,000
Driveway Restoration	2	EA	\$2,000	\$4,000
Sodding Restoration	1,470	SY	\$4	\$5,880
Sidewalk Restoration	400	SY	\$30	\$12,000
Roadway Restoration	500	SY	\$40	\$20,000
Miscellaneous Restoration	1	LS	\$15,000	\$15,000
Construction Subtotal				\$93,830
<i>12% Technical Services</i>				<i>\$11,300</i>
Subtotal				\$105,130
<i>15% Contingency</i>				<i>\$15,800</i>
Total Project Cost				\$120,930

Section 3 - Commercial Area on Old Dixie, north of Water Tower Road

Item	Number	Unit	Unit Cost	Cost
Mobilization / Demobilization (5%)	1	LS	\$1,900	\$1,900
General Conditions (3%)	1	LS	\$1,100	\$1,100
2-Inch PVC Low Pressure Force Main	1,050	LF	\$7	\$7,350
In-Line Cleanout Port & Main Line Valve	2	LS	\$1,100	\$2,200
Terminal Cleanout Port and Main Line Valve	1	LS	\$1,100	\$1,100
Core through existing manhole near Old Dixie	1	LS	\$5,000	\$5,000
Sodding Restoration	1,500	SY	\$4	\$6,000
Miscellaneous Restoration	1	LS	\$15,000	\$15,000
Construction Subtotal				\$39,650
<i>12% Technical Services</i>				<i>\$4,800</i>
Subtotal				\$44,450
<i>15% Contingency</i>				<i>\$6,700</i>
Total Project Cost				\$51,150

PART II - MAJOR PRIVATE IMPROVEMENTS REQUIRED

Section	Number	Unit	Unit Cost	Cost
Section 1 - Grinder Pump Stations	1	EA	\$23,300	\$23,300
Section 2 - Grinder Pump Stations	5	EA	\$23,300	\$116,500
Section 3 - Grinder Pump Stations	7	EA	\$23,300	\$163,100

Note: Does not include sewer laterals on private property, abandonment of septic tanks and electrical improvements, if needed.

Construction Subtotal \$302,900



August 31, 2012

Nadia Di Tommaso
Community Development Director
Town of Lake Park
535 Park Ave.
Lake Park, Florida 33403

Re: Park Avenue – Congress Avenue to Dixie Highway

Dear Nadia:

Enclosed per your request is a set of alignment alternatives for Park Avenue on aerial background.

If you have any questions or require any additional information please contact me at 561-684-4150 or at OFERNAND@PBCGOV.ORG.

Sincerely,

Dave Young
for Omelio A. Fernandez, P.E.
Director
Roadway Production Division

cc: Steve Carrier, P.E., Assistant County Engineer

Department of Engineering
and Public Works
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com



Palm Beach County
Board of County
Commissioners

Shelley Vana, Chair

Steven L. Abrams, Vice Chairman

Karen T. Marcus

Paulette Burdick

Burt Aaronson

Jess R. Santamaria

Priscilla A. Taylor

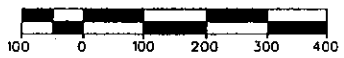
County Administrator

Robert Weisman

"An Equal Opportunity
Affirmative Action Employer"



ALTERNATE "B"



GRAPHIC SCALE IN FEET
SCALE: 1" = 300'

LEGEND KEY

PALM BEACH COUNTY
ENVIRONMENTAL RESOURCE
MANAGEMENT

PALM BEACH COUNTY ROADWAY

TOWN OF LAKE PARK

CONGRESS AVENUE
PROPERTIES LLC

WATER TOWER
PARK PROPERTY

SECTION 19
SECTION 20

N. LINE OF SW 1/4 OF SECTION 20

WATER TOWER ROAD

13TH STREET

12TH STREET

SEGMENT 1

DSE HOLDINGS INC

705 13TH
STREET INC

JOULE ROAD

$\Delta = 86^{\circ}02'23''$
 $L = 450.50'$
 $R = 300.00'$

$N13^{\circ}43'34''E$
 $247.38'$

$\Delta = 79^{\circ}41'01''$
 $L = 417.22'$
 $R = 300.00'$

PALM BEACH COUNTY
ENVIRONMENTAL RESOURCE
MANAGEMENT

W. LINE SW 1/4 OF SECTION 20

4.40'

$\Delta = 26^{\circ}00'31''$
 $L = 376.77'$
 $R = 830.00'$

$N67^{\circ}24'05''E$
 $113.26'$

10' EMBANKMENT EASEMENT
ORB 10644, PG 104.3

$S87^{\circ}26'44''E$
 $430.30'$

$\Delta = 25^{\circ}09'11''$
 $L = 364.37'$
 $R = 830.00'$

DRAINAGE EASEMENT
ORB 10644, PG 987

CONGRESS INDUSTRIAL LLC

P.O.C.
SOUTHWEST CORNER
SECTION 20

SILVER BEACH ROAD
O.R.B. 10644, PG 97(173'R/W)
O.R.B. 10644, PG 97(135'R/W)

S. LINE OF SW 1/4 OF SECTION 20

SOUTH QUARTER CORNER
SECTION 20

LODESTAR TOWERS

LAKE PARK
PORTFOLIO
INC.

HAROLD M.
LIGHTMAN

LYONS
AUTOBODY INC.

THOMAS DAVIS INC.

PALM BEACH
COUNTY
ROADWAY

DISCOUNT AUTO
PARTS INC.

LAKE PARK
PORTFOLIO
INC.

SEGMENT 2

PALM BEACH COUNTY
ENVIRONMENTAL RESOURCE
MANAGEMENT

PALM BEACH
COUNTY
ROADWAY

SURFACE
CARY R. &

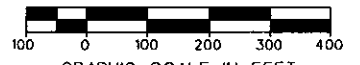
DIOSDANO J & TRINIDAD BROCHE
ORB 8391, PG. 1402

TRI-CITY INDUSTRIAL PARK
PB 28, PG 100

PROJECT NO. _____ DRAWING NO. _____ SHEET _____ OF _____



ALTERNATE "C"



GRAPHIC SCALE IN FEET
SCALE: 1" = 300'

LEGEND KEY

- PALM BEACH COUNTY ENVIRONMENTAL RESOURCE MANAGEMENT
- PALM BEACH COUNTY ROADWAY
- TOWN OF LAKE PARK

CONGRESS AVENUE PROPERTIES LLC

N. LINE OF SW 1/4 OF SECTION 20
WATER TOWER ROAD

SECTION 19
SECTION 20

13TH STREET
12TH STREET

TOWN OF LAKE PARK

LODESTAR TOWERS
DIXIE HIGHWAY

LYONS AUTOBODY INC.

HAROLD M. LIGHTMAN

DISCOUNT AUTO PARTS INC.

PARK AVENUE

PALM BEACH COUNTY
FEC RAILROAD RIGHT-OF-WAY

TOWN OF LAKE PARK
10TH STREET

SEGMENT 1

WATER TOWER PARK PROPERTY

DSE HOLDINGS INC

705 13TH STREET INC

JOULE ROAD

PALM BEACH COUNTY ENVIRONMENTAL RESOURCE MANAGEMENT

SEGMENT 2

PALM BEACH COUNTY ROADWAY

DIOSDANO J & TRINIDAD BROCHE
ORB 8391, PG. 1402

TRI-CITY INDUSTRIAL PARK
PB 28, PG 100

PALM BEACH COUNTY ENVIRONMENTAL RESOURCE MANAGEMENT

NORTHLAKE RELIEVER

10' EMBANKMENT EASEMENT
ORB 10644, PG 1043

S87°26'44"E
430.30'

Δ = 25°09'11"
L = 364.37'
R = 830.00'

DRAINAGE EASEMENT
ORB 10644, PG 987

CONGRESS INDUSTRIAL LLC

W. LINE SW 1/4 OF SECTION 20

N67°24'05"E
13.26'

K INDUSTRIES LLC

Δ = 26°00'31"
L = 376.77'
R = 830.00'

SILVER BEACH ROAD
O.R.B. 10644, PG 97(73'R/W)
O.R.B. 10644, PG 97(35'R/W)

P.O.C.
SOUTHWEST CORNER
SECTION 20

Δ = 79°41'01"
L = 417.22'
R = 300.00'

N13°43'34"E
247.38'

Δ = 86°02'23"
L = 450.50'
R = 300.00'

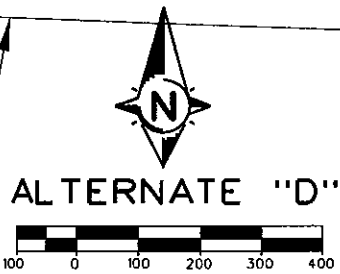
S80°14'05"E
433.25'
N58°48'20"E
213.75'

STRENGTH OF 2 RAILROADS
OUT PARCEL
ORB 3665

CONGRESS AVENUE
ORB 10739, PG 6

S. LINE OF SW 1/4 OF SECTION 20

SOUTH QUARTER CORNER
SECTION 20



ALTERNATE "D"

GRAPHIC SCALE IN FEET
SCALE: 1" = 300'

- LEGEND KEY**
- PALM BEACH COUNTY ENVIRONMENTAL RESOURCE MANAGEMENT
 - PALM BEACH COUNTY ROADWAY
 - TOWN OF LAKE PARK

CONGRESS AVENUE PROPERTIES LLC

WATER TOWER PARK PROPERTY

SEGMENT 1

DSE HOLDINGS INC.

705 13TH STREET INC.

JOULE ROAD

PALM BEACH COUNTY ENVIRONMENTAL RESOURCE MANAGEMENT

K INDUSTRIES LLC

DRAINAGE EASEMENT
ORB 10644, PG 987

CONGRESS INDUSTRIAL LLC

SILVER BEACH ROAD
O.R.B. 10644, PG 97(173' R/W)
O.R.B. 10644, PG 97(135' R/W)

P.O.C.
SOUTHWEST CORNER
SECTION 20

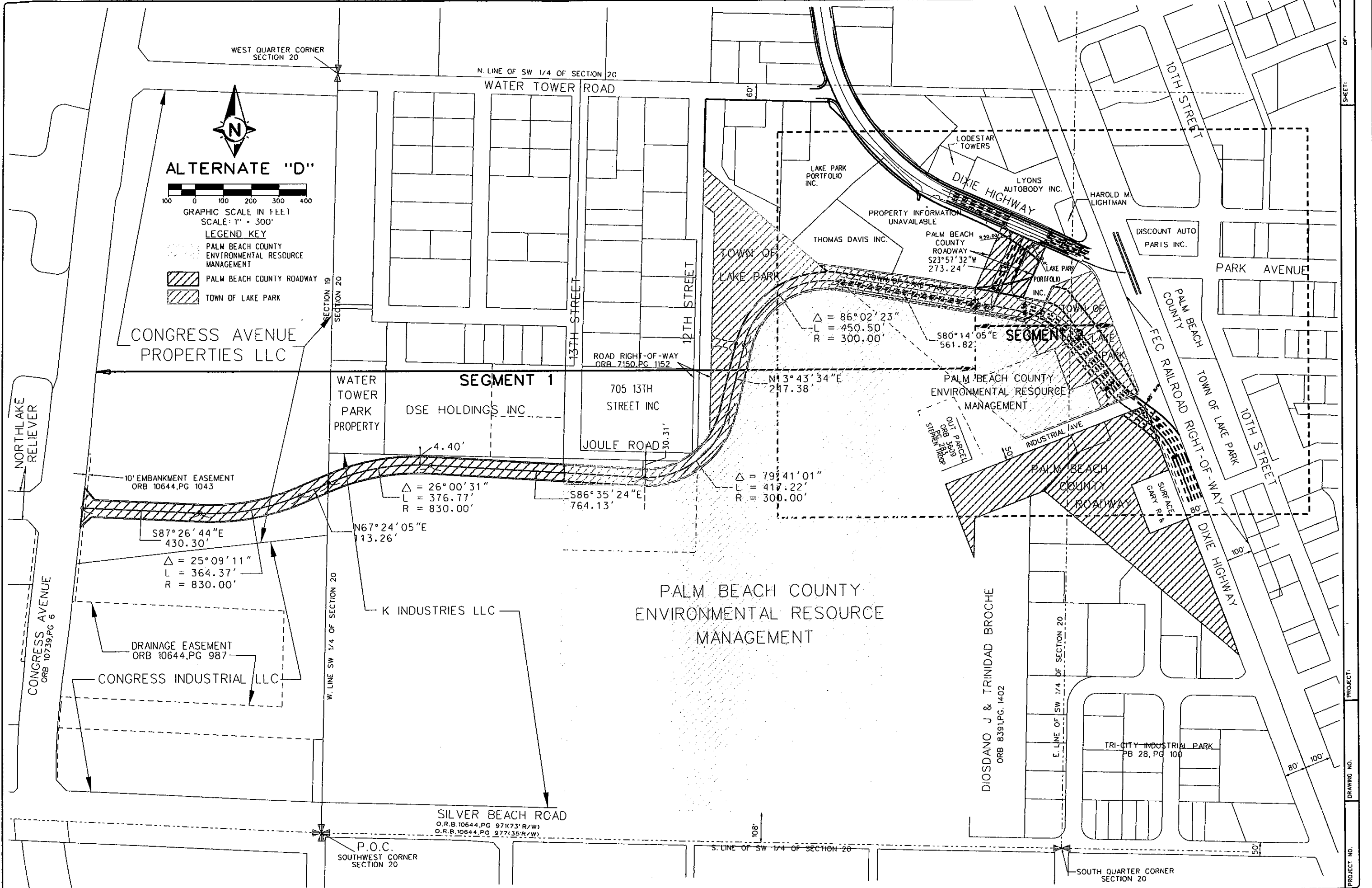
SOUTH QUARTER CORNER
SECTION 20

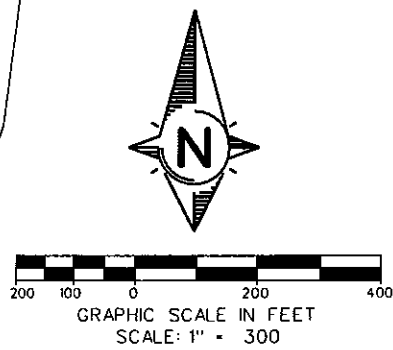
NORTHLAKE RELIEVER

CONGRESS AVENUE
ORB 10739, PG 6

DIOSDANO J & TRINIDAD BROCHE
ORB 8391, PG. 1402

TRI-CITY INDUSTRIAL PARK
PB 28, PG 100





ALTERNATE "E"

- LEGEND KEY**
- PALM BEACH COUNTY ENVIRONMENTAL RESOURCE MANAGEMENT
 - PALM BEACH COUNTY ROADWAY
 - TOWN OF LAKE PARK

CONGRESS AVENUE PROPERTIES LLC

10' EMBANKMENT EASEMENT
ORB 10644, PG 1043

$S87^{\circ}26'34"E$
267.13

CONGRESS INDUSTRIAL LLC

DRAINAGE EASEMENT
ORB 10644, PG 987

CONGRESS INDUSTRIAL LLC

P.O.C.
SOUTHWEST CORNER
SECTION 20

SILVER BEACH ROAD
O.R.B. 10644, PG 971(73' R/W)
O.R.B. 10644, PG 977(35' R/W)

SOUTH QUARTER CORNER
SECTION 20

NORTHLAKE RELIEVER

CONGRESS AVENUE
ORB 10739, PG 6

W. LINE SW 1/4 OF SECTION 20

EAST ROAD

WEST QUARTER CORNER
SECTION 20

SECTION 19
SECTION 20

WATER TOWER PARK PROPERTY

DSE HOLDINGS INC

705 13TH STREET INC

JOULE ROAD

K INDUSTRIES LLC

808,332 SQ. FT.
18.557 ACRES

PALM BEACH COUNTY
PARCEL 1
ORB 3036, PG. 110

DIOSDANO J & TRINIDAD BROTCHE
ORB 839, PG. 1402

TRI-CITY INDUSTRIAL PARK
PB 28, PG 100

N. LINE OF SW 1/4 OF SECTION 20
WATER TOWER ROAD

13TH STREET

12TH STREET

DIXIE HIGHWAY

10TH STREET

PARK AVENUE

FEC RAILROAD RIGHT-OF-WAY

10TH STREET

DIXIE HIGHWAY

THOMAS DAVIS INC.
 $S80^{\circ}14'05"E$
457.95'

$N24^{\circ}07'55"E$
227.18

$\Delta = 86^{\circ}02'23"$
 $L = 450.50'$
 $R = 300.00'$

PARCEL 5
ORB 3036, PG 110

$\Delta = 75^{\circ}38'00"$
 $L = 132.00'$
 $R = 100.00'$

PARCEL 4
ORB 3036, PG 110

PARCEL 3
ORB 3036, PG 110

$N13^{\circ}43'34"E$
247.38'

$\Delta = 77^{\circ}47'08"$
 $L = 407.28'$
 $R = 300.00'$

$N88^{\circ}29'19"W$
809.48

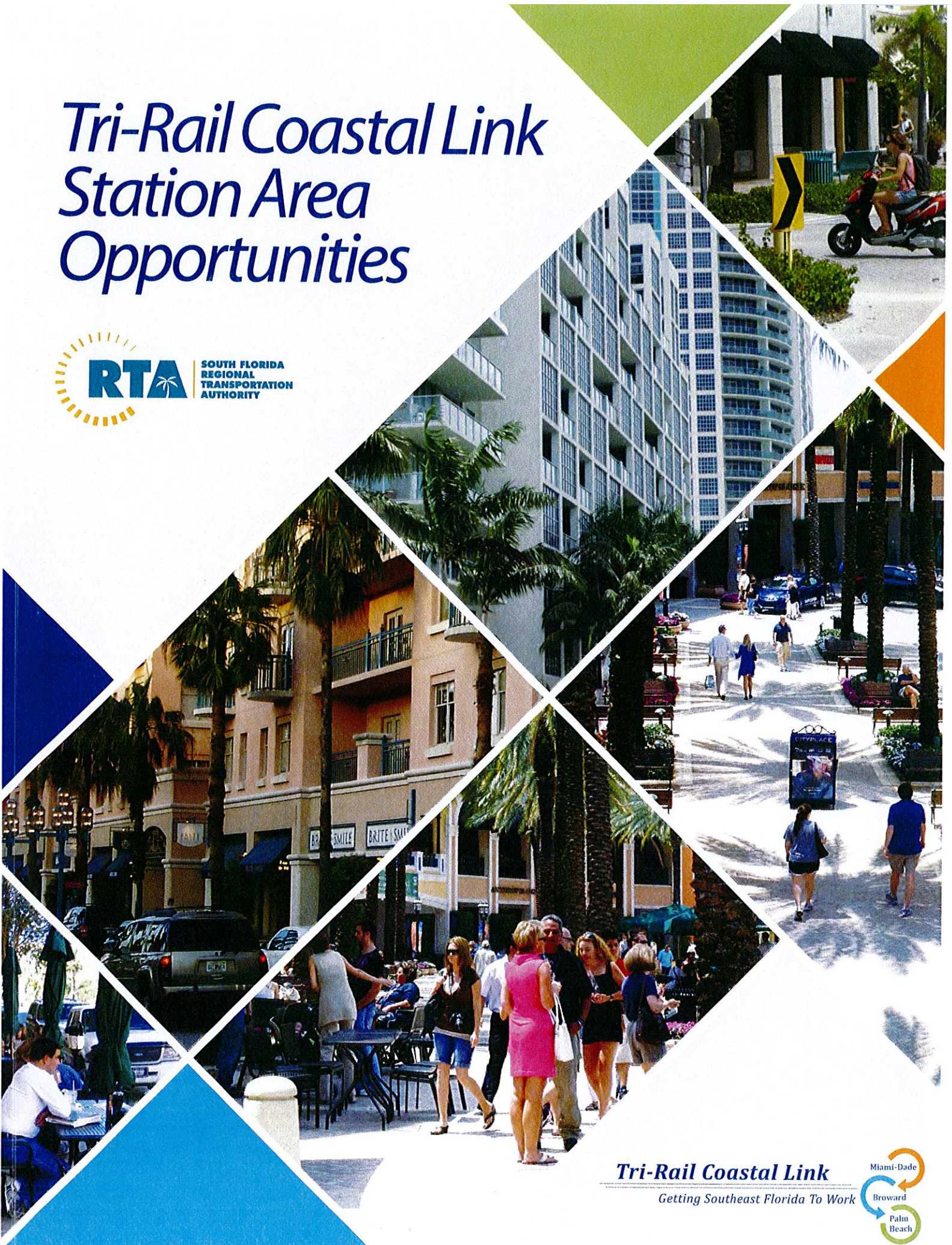
$\Delta = 23^{\circ}25'00"$
 $L = 408.70'$
 $R = 1000.00'$

ST. FERDINAND
ORB 800
P.O.B.

INDUSTRIAL AVE

PARCEL 2

Tri-Rail Coastal Link Station Area Opportunities



Tri-Rail Coastal Link

Getting Southeast Florida To Work



TOD Booklet Purpose

Much work has been done by the communities along the Florida East Coast railway in anticipation of Tri-Rail Coastal Link passenger service. Many communities have engaged their citizens in discussions about their vision for the station areas, and how these station areas can connect to key destinations in their towns. This booklet is intended to summarize the work that has been prepared to date and provide information about the development potential for each station area. The book is divided into five sections:

1. TOD and Tri-Rail provides an overview of the opportunity to implement TOD along the Tri-Rail Coastal Link corridor.
2. Overview of TOD introduces the concept of TOD, its benefits, and principles for success.
3. Creating TOD: Station Typologies recommends TOD typologies that can be applied to stations along the corridor.
4. Proposed Stations provides specific analysis for the stations along the proposed Tri-Rail Coastal Link corridor.
5. Existing Tri-Rail Stations provides specific analysis for the stations along the existing Tri-Rail corridor.

Section 1

TOD and Tri-Rail

Riding Tri-Rail is the preferred mode of transportation for many throughout South Florida. With the addition of the proposed Tri-Rail Coastal Link, this preference will grow stronger. The Tri-Rail Coastal Link is anticipated to increase access to transit for thousands of people who live and work along the Southeast Florida Coastline.

More than a means to get from point A to point B, the Tri-Rail Coastal Link capital investment connects livability, mobility, and transit by expanding the regional transit network in Southeast Florida. The Tri-Rail Coastal Link provides greater access to multiple destinations within numerous cities, neighborhoods, and activity centers between Jupiter in Palm Beach County and downtown Miami. It also connects the existing Tri-Rail service in the South Florida Rail Corridor along I-95 to the historic city centers along US 1. Currently, only 16 percent of the jobs within the region are reachable via transit in less than 90 minutes. With the Tri-Rail Coastal Link, downtown areas and neighborhoods will now be directly accessible by regional passenger rail. Improved access makes the area more attractive to businesses and improves the quality of life for residents.

This report explores the potential of the communities served by the Tri-Rail Coastal Link to leverage the transit investment. They can draw people into their communities by creating new, vibrant livable places around the transit stations. Known as Transit Oriented Development (TOD), this walkable, mixed-use development pattern can transform an auto-dependent place into one with value and character: a place people want to be.

Section 2

Overview of TOD

What is Transit-Oriented Development?

Transit-Oriented Development aligns transit investments with a community's vision for how it wants to grow. Characterized by a mix of uses, more-intense development, and walkable streets within a ½ mile of transit (a typical 10-minute walk), TOD promotes activity around the clock and brings potential riders closer to transit facilities.

TOD enables people who live and work there to walk more, use transit more, and own fewer cars than the rest of the larger community. People who live in a TOD are five times more likely to commute by transit than other residents. Locations next to fixed-guideway systems, such as Tri-Rail corridors, also maintain land value as experienced during the recent recession.

Benefits of TOD

Communities can make significant progress toward improving their quality of life by linking transit and land use. TODs increase mobility choice and reduce transportation costs. By creating "activity nodes" linked by transit, TOD creates more options for travel, especially for those who cannot or choose not to use a car. Residents living in transit-rich neighborhoods spend 16 percent less on transportation than those living in auto-dependent neighborhoods—according to a study by the Center for Transit-Oriented Development—saving an average of \$9,500 per household. Since transportation is the second-largest household expense, the reduction in transportation costs effectively increases disposable household income.

TOD increases health benefits and public safety by making walking more convenient than driving and providing infrastructure that supports walking and biking. According to recent studies, people who live in neighborhoods within an easy walk of shops and businesses are 7 percent less likely to be obese. The increased activity provides "eyes on the street" throughout the day and evening, thus helping to increase safety for pedestrians, transit users, and others.

Transit Access Reduces Transportation Costs and Increases Discretionary Income

Transit-Rich Neighborhood



Average US Family



Auto-Dependent Neighborhood



Percentage Expenditure:

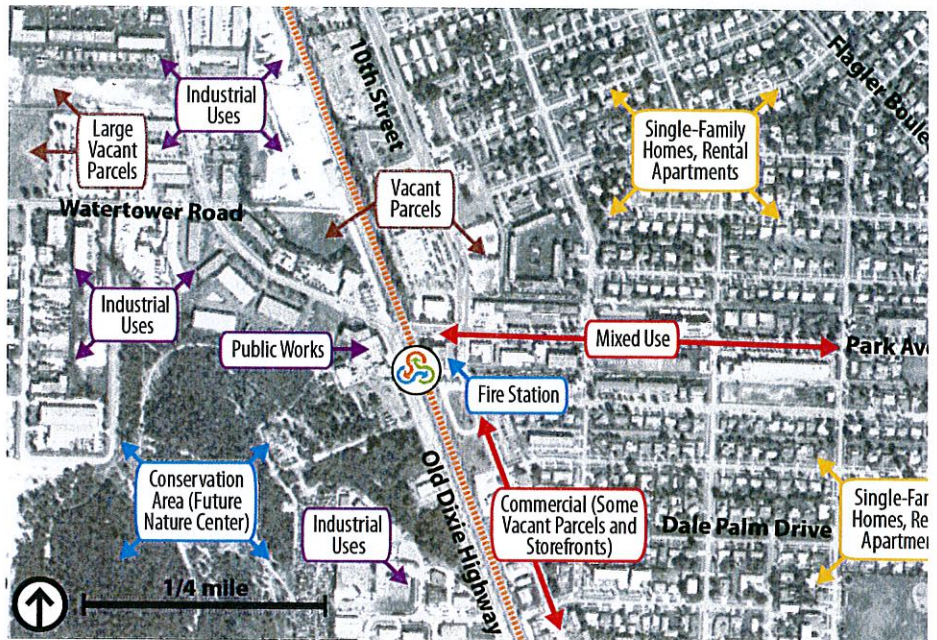








Source: Center for Transit-Oriented Development

Park Avenue LAKE PARK

Old Dixie Highway and Park Avenue

Station Area Today



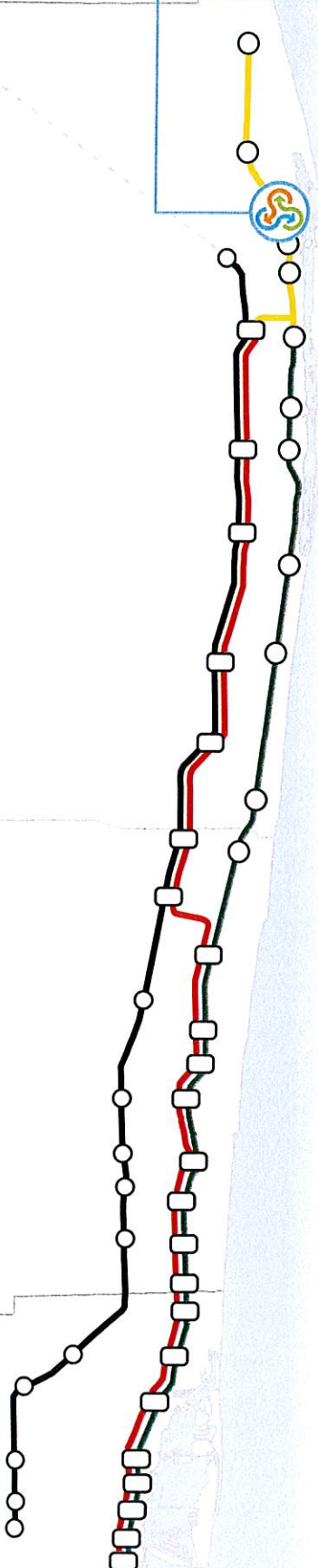
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Approximately 100 acres of vacant industrial land west of the station preserved as a conservation area.
- Diverse mix of residential development within walking distance of the station.
- Good pedestrian access to existing development east and south from the proposed station.
- Municipal offices located near the station serve as a regional destination.
- Development initiatives in place support TOD.
- Redevelopment opportunity or 5.8-acre parcel of vacant land owned by the Town of Lake Park.

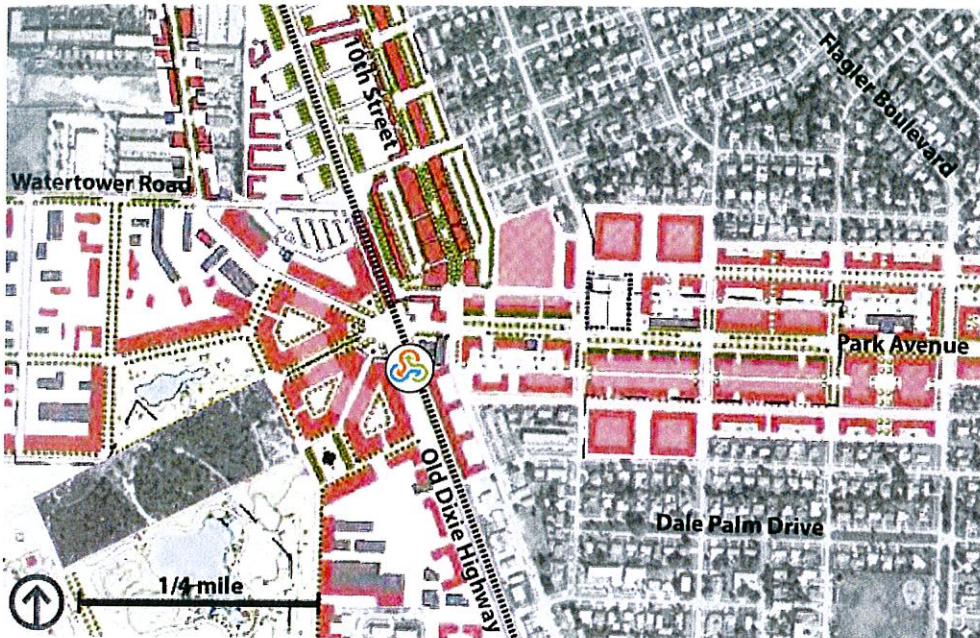
Weaknesses and Barriers

- Industrial zoning limits opportunity for transit-oriented infill or redevelopment to the west of the station.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**
2,730
new jobs***
310

Housing

total residents (2018)**
2,930
new housing units*
—
value of new housing*
\$0

New Commercial

new development (sq. ft.)*
94,000
value of new development*
\$7,500,000

New Revenue

ad valorem
\$100,000
non ad valorem
\$18,000

* Estimated for 2015-2025
with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service
Station Area Market and
Economic Analysis, April
2013

Future Vision

The Park Avenue Station will be the focal point of new mixed-use development in the downtown and will benefit from Lake Park's existing transit-supportive historic street layout.

- Catalyst development at Park Avenue and Tenth Street will provide a critical mass of mixed-use development surrounding a public "Town Green" plaza.
- The new Town Green will become a public gathering place and serve as the heart of the downtown.
- A parking structure near the station—with ground-floor retail and residential uses—can serve commuters and the downtown area.
- Additional redevelopment along Park Avenue will include mixed-use, multi-story buildings placed at or near the fronting sidewalks.
- A nature center just west of the station will include trails and an observation platform.

Future Vision taken from Community Redevelopments Agency Plan for Lake Park, 2010.