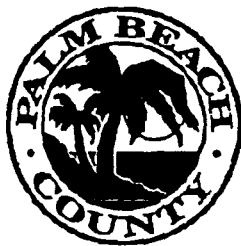
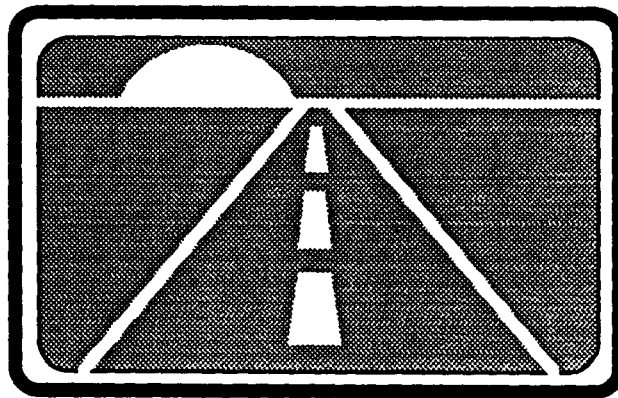


Jog Road Corridor Study Report



Prepared by
The Palm Beach County Planning Division
October 1995





JOG ROAD CORRIDOR STUDY

Report

October 1995

**Produced by the Palm Beach County
Planning Division
Planning, Zoning & Building Department**

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JOG ROAD CORRIDOR STUDY

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I. INTRODUCTION

The Jog Road Corridor Study represents a joint effort by the PBIA Overlay Committee and Palm Beach County Planning Division, with input from the citizens in the Jog Road area. This report is a culmination of the work and effort to address concerns/issues regarding existing and future land use. The report is divided into five general sections:

I. INTRODUCTION/PROJECT OVERVIEW:

- * Purpose of the Study
- * Need for the Study
- * Study Focus
- * Project Location & Boundaries

II. BACKGROUND INFORMATION/INVENTORY:

- * Land Use/Zoning
- * PBIA Overlay & Committee
- * Haverhill Area Neighborhood Plan
- * Roadway Network
- * Water/Sewer

III. COMMUNITY INVOLVEMENT

- * March Community Meeting
- * May Community Meeting

IV. ANALYSIS/RECOMMENDATIONS

- * Study Areas - General Issues
- * Sub-Area Analysis

V. APPENDIX

A. PROJECT OVERVIEW

1. Purpose of the Study

The purpose of the Jog Road Corridor Study was to investigate and determine appropriate Future Land Use Atlas (FLUA) designations for properties within the study area, given the expansion/extension of Jog Road. The study process accommodated public involvement through community meetings. The study results provide guidance to the PBIA-Overlay Committee and other boards/agencies which review requests for future land use changes within this Jog Road Study Area.

2. Need for the Study

The Jog Road Corridor is an area of unique circumstances, which is experiencing a great deal of change. In 1994, Jog Road was expanded to six lanes and extended north, from Southern Boulevard to Okeechobee Boulevard. This extension presented a major change to surrounding residents and businesses. In addition, the area has also witnessed the conversion of residential uses to industrial/commercial uses.

The Jog Road area is unique in that it is subject to policies and/or recommendations of different planning areas or documents, including:

- * The Palm Beach County Comprehensive Plan Future Land Use Atlas Designations;
- * The Comprehensive Plan - Palm Beach International Airport (PBIA) Overlay; and
- * The Haverhill Area Neighborhood Plan (HANP).

The plans listed above pre-date the 1994 extension of Jog Road; and therefore, did not fully consider its impact on surrounding land uses. This impact was addressed during the November 17, 1995 meeting of the PBIA Overlay Committee. At that meeting, Committee members reviewed several proposed Future Land Use Atlas (FLUA) amendments which were recommended in the HANP. Committee members felt that the amendments along Jog Road warranted further discussion and study. The PBIA-O Committee sought additional guidance and directed the Planning Division to conduct a land use study for the Jog Road Area.

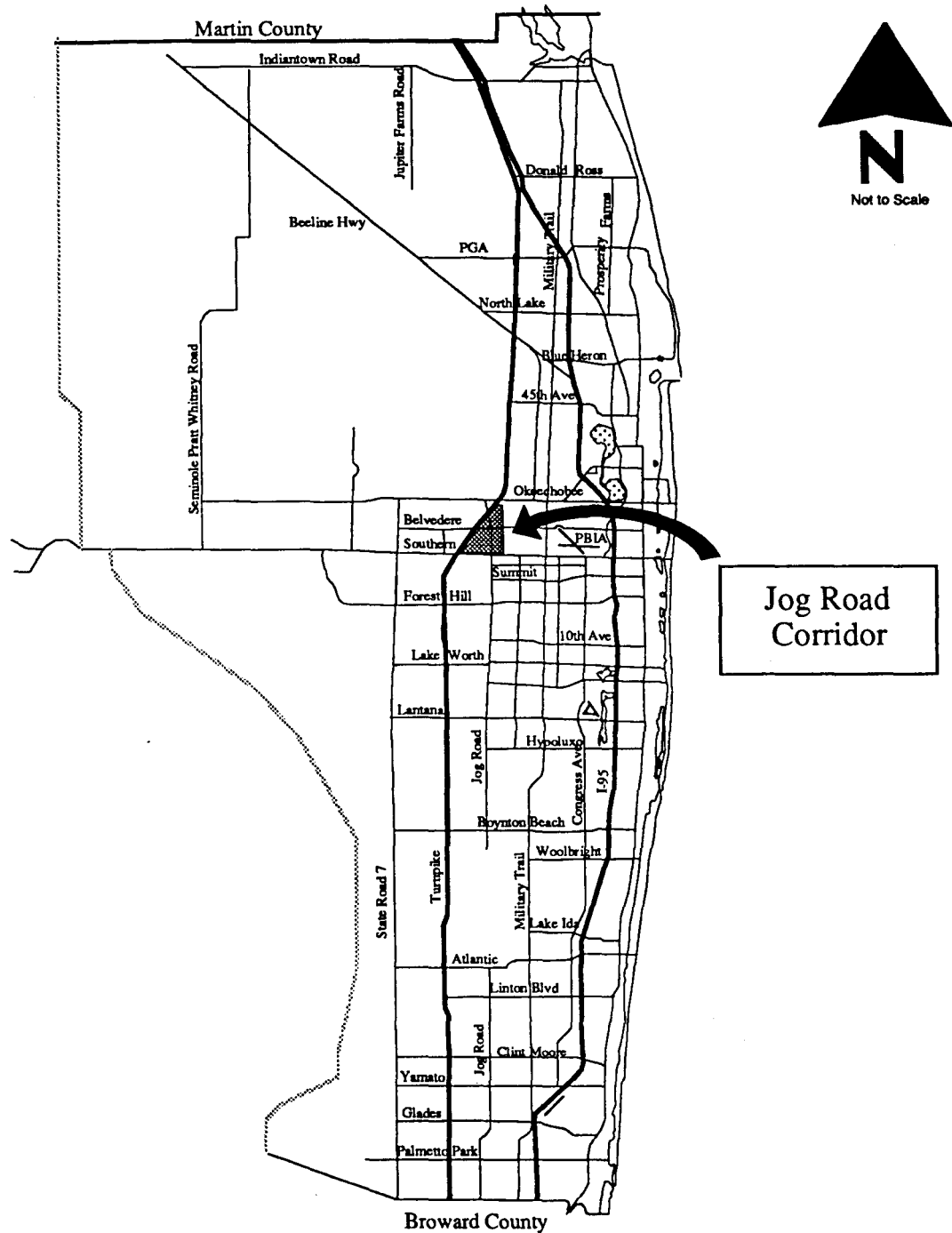
B. STUDY FOCUS

During the public participation aspect of the study process, numerous issues were identified by property owners within the Jog Road Area. The issues are outlined within this report and may warrant further consideration; however, the focus of this study is to determine appropriate future land use designations.

C. STUDY AREA BOUNDARIES & LOCATION

1. General Location

The Jog Road Study Area lies within central unincorporated Palm Beach County, approximately two miles west of the Palm Beach International Airport (See Map 1).



Jog Road Corridor Study

Map 1: Study Area General Location



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2. Study Area Boundaries

The following factors were considered by the Planning Division and the PBIA Overlay Committee in establishing the project boundaries:

- * existing neighborhoods,
- * property ownership patterns,
- * lot configurations, and
- * general land uses.

The project boundaries changed over time as the process evolved, and as additional information became available.

a. **Initial Boundaries**

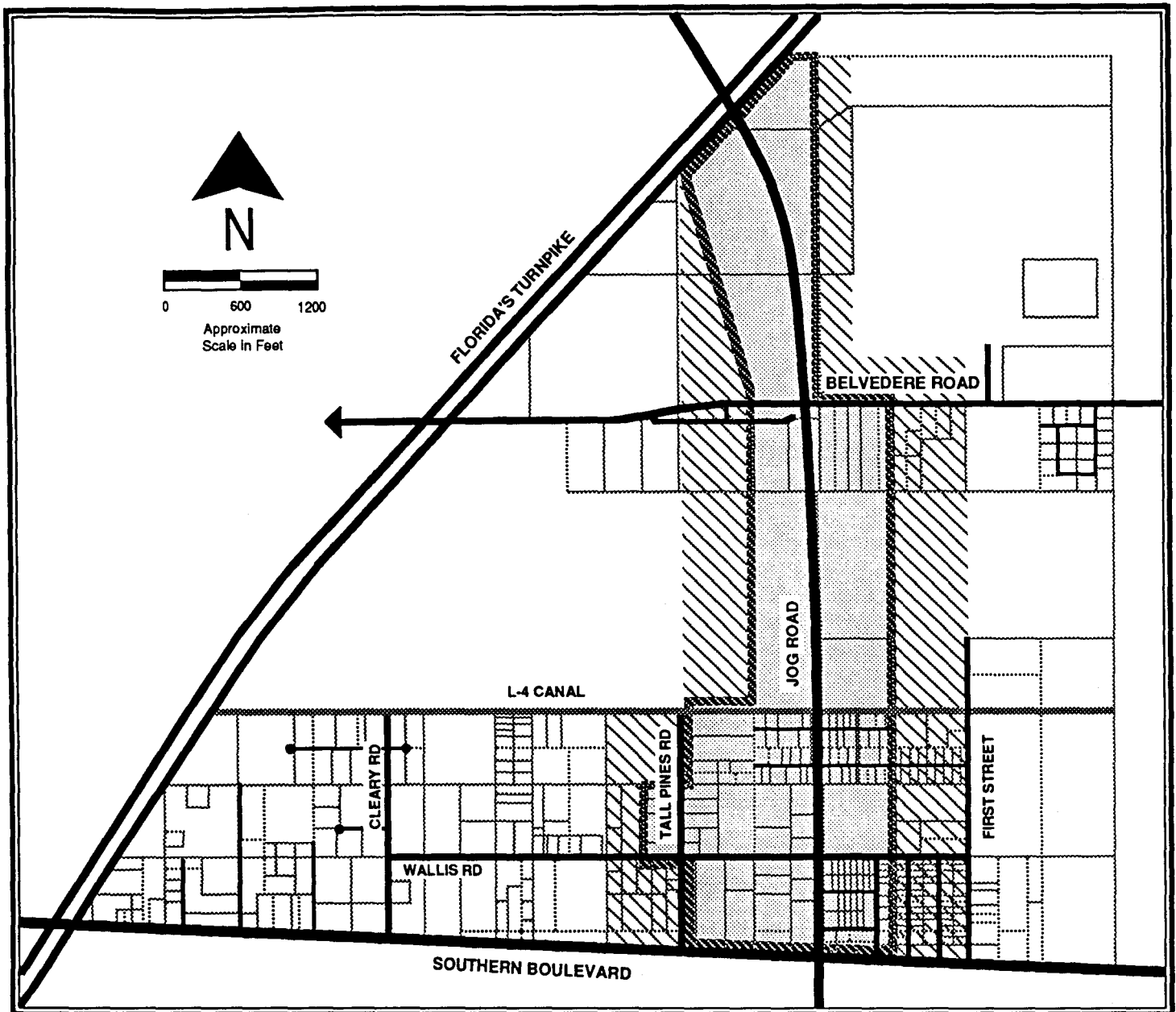
The initial project boundaries included properties adjacent to Jog Road that might be impacted through a Future Land Use Atlas change. These properties created a defined corridor running parallel to Jog Road as outlined below (See Map 2 for the initial boundaries):

- South = Southern Boulevard
- North = Florida's Turnpike
- East = a line running approximately 500 feet to the east of Jog Road
- West = a line running approximately 1000 feet west of Jog Road

Additional parcels which might be indirectly impacted by the results of the study, based on common streets, existing neighborhoods, etc., were also identified.

b. **Revised "Final" Boundaries**

As the study progressed, it became apparent that a logical expansion of the study area boundaries was necessary in order to include large property holdings under single ownership (See Appendix A, Property Ownership Map), where a recommendation along the roadway network would impact the entire parcel. Large contiguous areas with the same Future Land Use Atlas (FLUA) designation were also included in the expanded study area boundaries. Map 3 depicts the final boundaries.



Jog Road Corridor Study

Map 2: Initial Study Area Boundaries

Legend



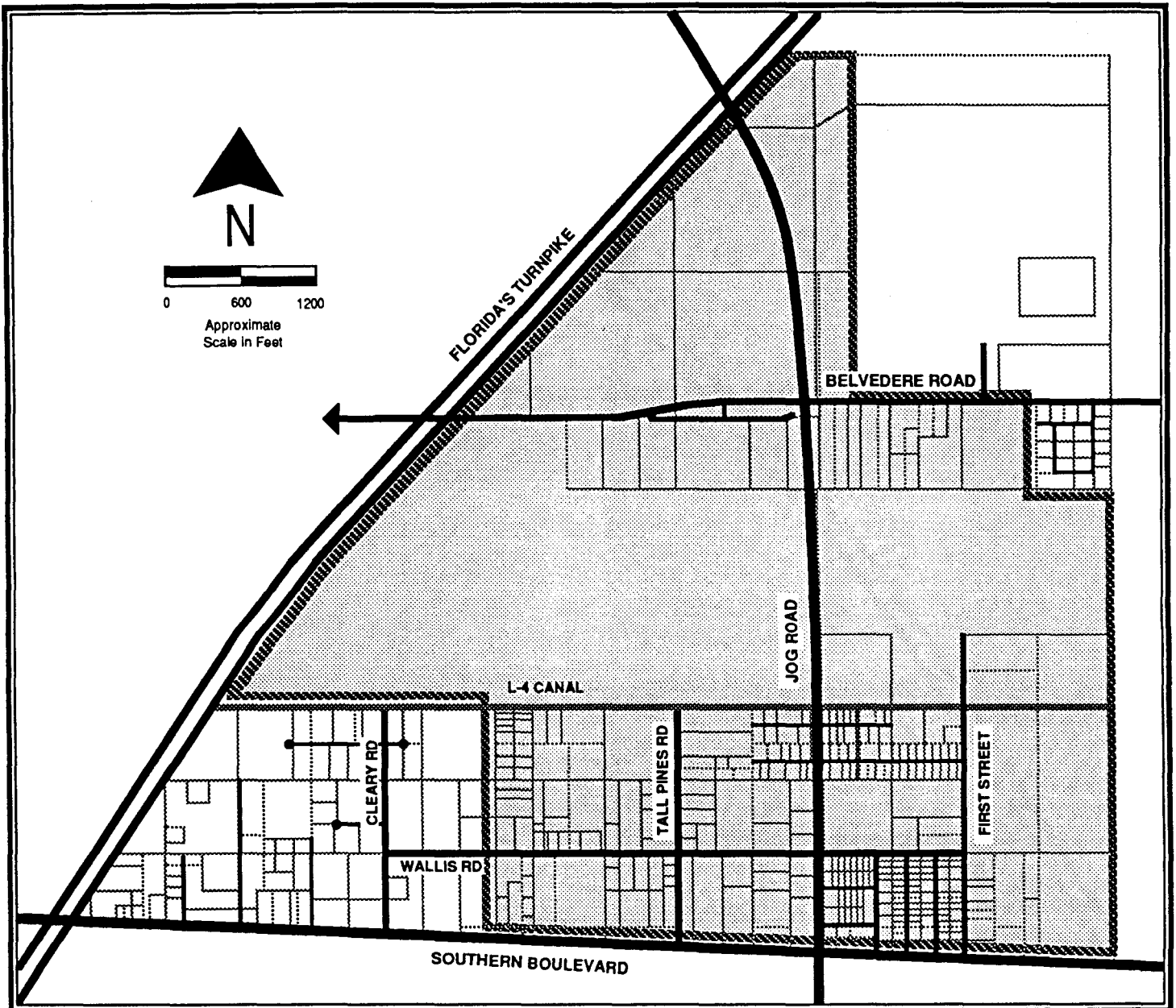
Study Area
(Directly Impacted)



Adjacent Property Owners
(Indirectly Impacted)



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Jog Road Corridor Study

Legend



Map 3: Final Study Area Boundaries



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3. Description of Study Sub-Areas

To facilitate discussion of the Jog Road Study Area, the following Sub-areas are established (Map 4 depicts the exact Sub-area boundaries):

Sub-Area I: The area to the north of Southern Boulevard, including Sunbeam and Boulevard Park Subdivisions, to approximately the L-4 Canal, east of Jog Road and west of First Street.

Sub-Area II: The mixed commercial/industrial/residential area north of Southern Boulevard to approximately the L-4 Canal, west of Jog Road

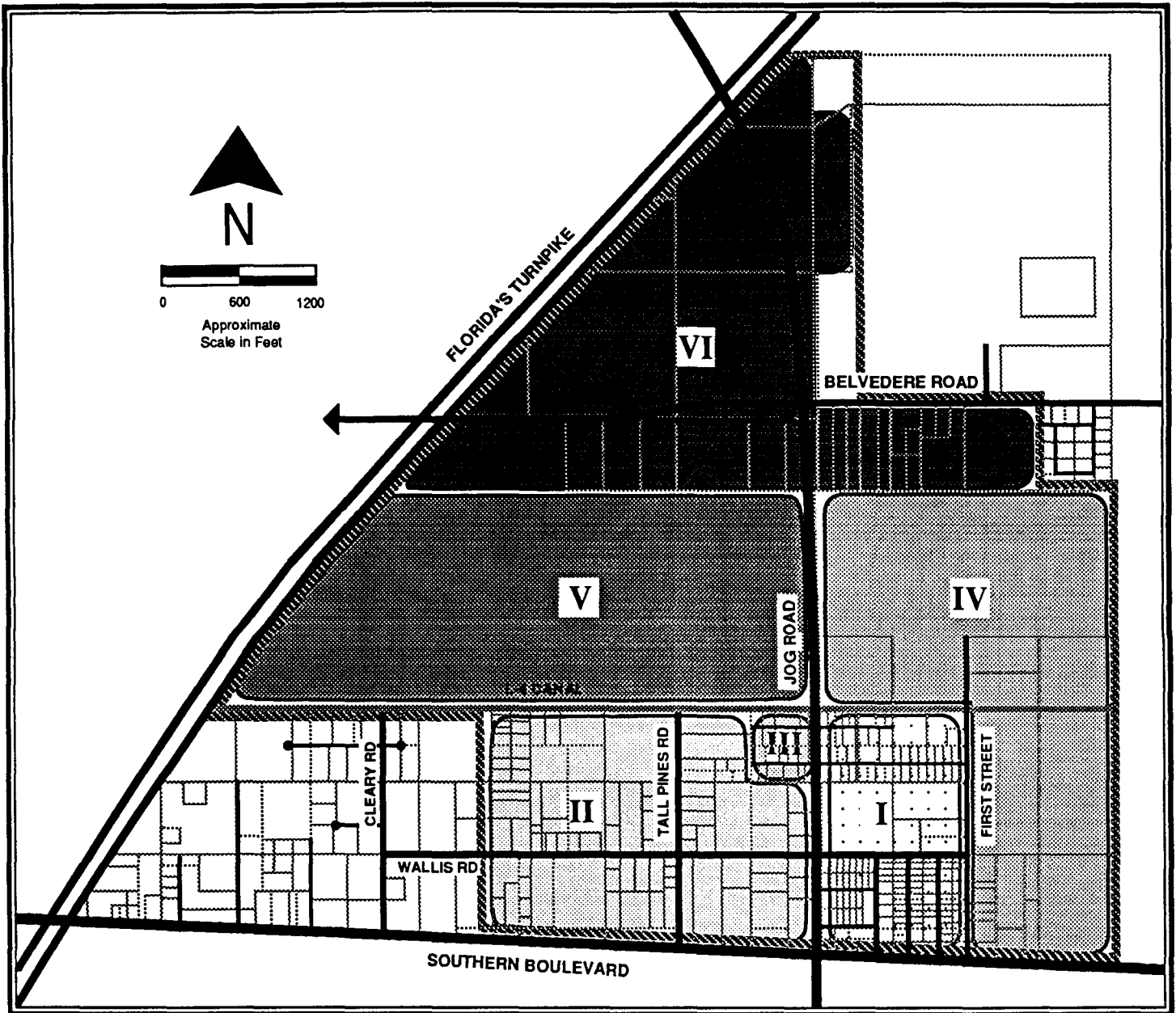
Sub-Area III: The Bishoff Road & Alexander Road subdivision, west of Jog Road

Sub-Area IV: The area east of Jog Road and between the Belvedere Corridor and Southern Boulevard, excluding the portion known as Sub-area I.

Sub-Area V: The undeveloped land west of Jog Road between the Belvedere Corridor and the L-4 Canal

Sub-Area VI: The Belvedere Road Corridor and the triangular area to the north

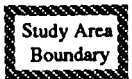
These sub-areas are referred to throughout the remainder of this report.



Jog Road Corridor Study

Map 4: Sub-areas

Legend



- Sub-area I
- Sub-area II
- Sub-area III
- Sub-area IV
- Sub-area V
- Sub-area VI



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II. BACKGROUND/INVENTORY

This section contains background information about the Study Area. Information is presented on: existing and future land use; zoning; the PBI Overlay and Haverhill Area Neighborhood Plan; the roadway network; and water and sewer mains.

A. STUDY AREA-GENERAL DESCRIPTION

The Study Area can generally be described as having a variety of land uses, including: residential, industrial, commercial, nurseries, and several large utilities. Most of the residential neighborhoods are located on the east side of Jog Road, while most of the industrial/commercial uses are located on the west side. In some areas, the residential and industrial uses are intermixed.

A diverse mix of housing "types" are located within the area. Single family homes built during the 1950's through the 80's are inter-mixed with homes built during the 1920's. Some homes are on large one acre + lots and some are on smaller residential lots. There are also mobile homes within the area. A majority of the homes are in the price range considered "affordable" for Palm Beach County.

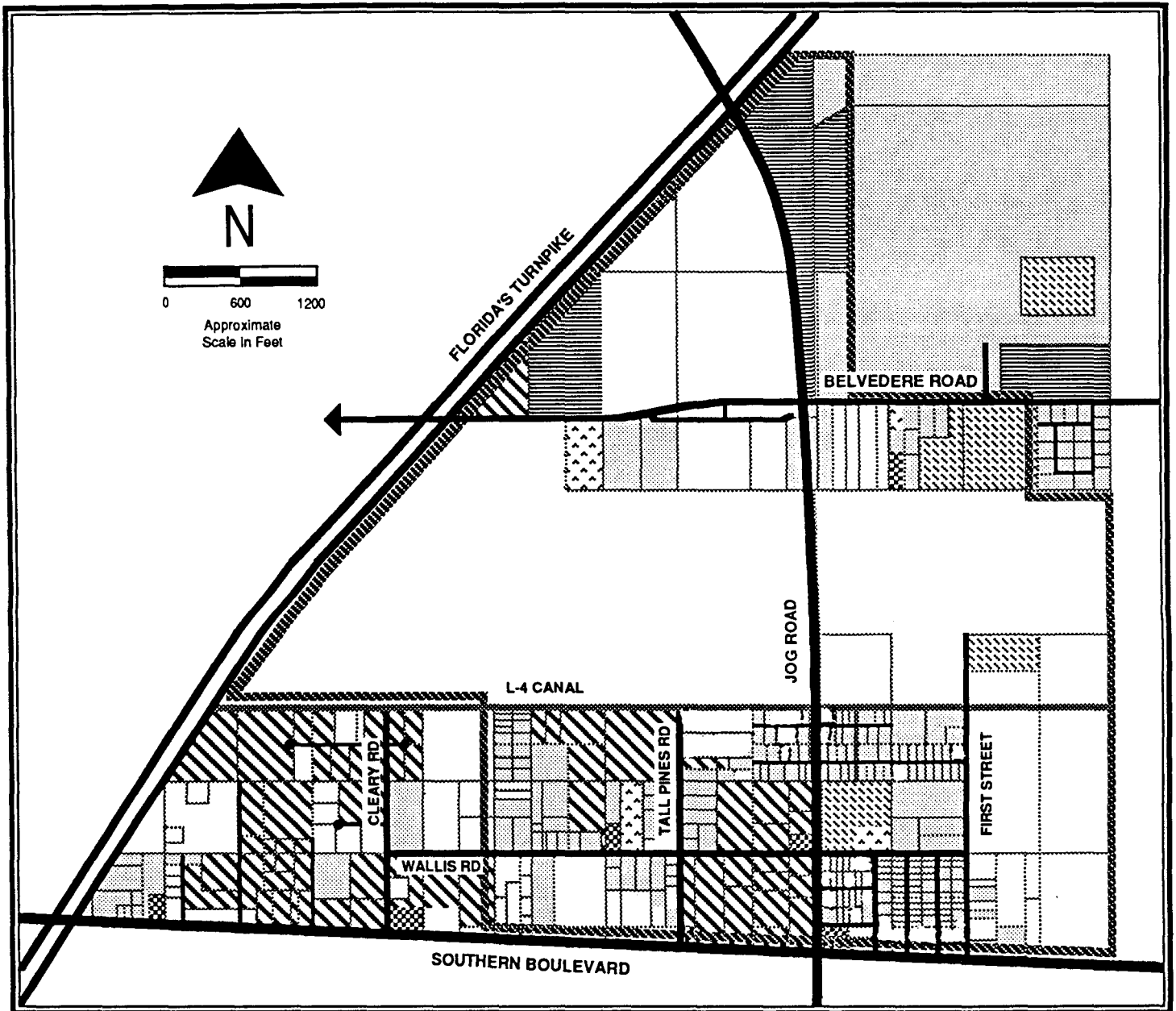
Public water and sewer mains are located within the area, although most of the residences are on private well and septic systems. A majority of the local roads are unpaved.

B. LAND USE/ZONING

Land use, as the name implies, describes the use of a parcel of land in terms of residential, industrial, park, etc. Existing Land Use, Future Land Use and Zoning are defined below.

Existing Land Use - Existing land use describes the current use of the property. An existing land use map provides a general picture of what is on the ground today. A land use survey of the Jog Road Corridor Area was completed in the Spring of 1995, to gain a better understanding of the project area. (Map 5 depicts Existing Land Uses within the Study Area.)








Future Land Use - Future land use describes the anticipated, ultimate use of the property as designated on the Future Land Use Atlas in the 1989 Palm Beach County Comprehensive Plan. The Plan designates "future land use" categories for all parcels within the unincorporated County (See Map 6). Future land use gives the number of residential units or the intensity of non-residential use that may be developed on a given tract. Unlike zoning classifications, it does not delineate, for example, set back requirements, structure height, etc. (See Appendix B for a summary of the County's Future

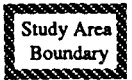


Jog Road Corridor Study

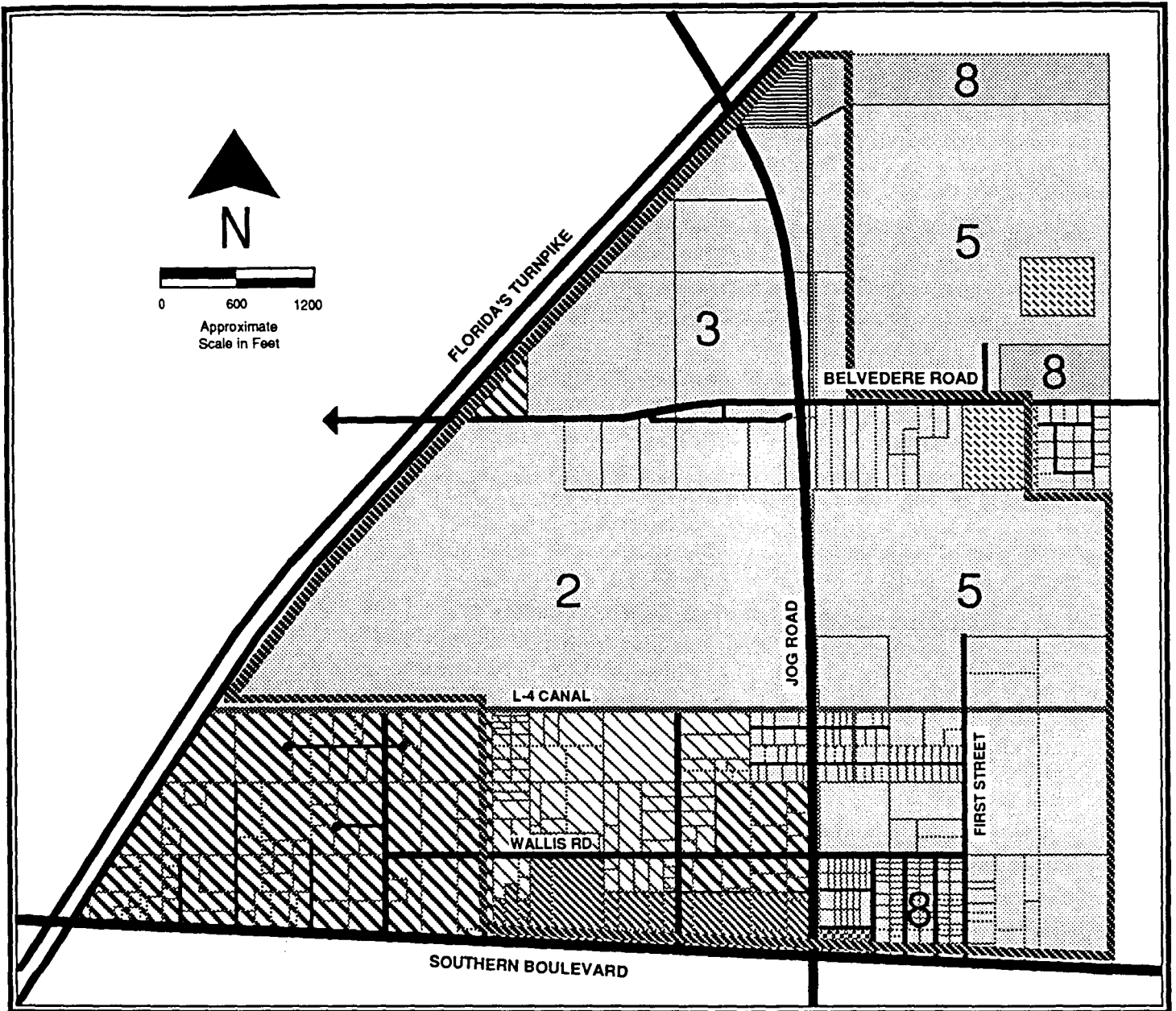
Map 5: Existing Land Use

Legend

-  Residential
-  Ag Related/Nursery
-  Institutional
-  Transportation/Utilities
-  Commercial
-  Industrial
-  Vacant










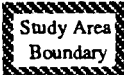
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Jog Road Corridor Study

Map 6: Future Land Use 1989 Comprehensive Plan

Legend

-  Residential (number indicates density)
-  Institutional
-  Transportation/Utilities
-  Commercial Low Office/Industrial
-  Commercial High/Industrial
-  Commercial High/Residential 8
-  Industrial
-  Study Area Boundary



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Residential Land Use Categories.) Future land use within the Jog Road Corridor Area is directed by the County's Future Land Use Atlas designations and by policies and recommendations of the PBIA Overlay and the Haverhill Area Neighborhood Plan.

Zoning - Zoning district classifications establish specific development requirements for each parcel of land in unincorporated Palm Beach County. Each district has its own purpose and has permitted uses, conditional uses, special uses and other regulations that control the use of land. The applicable zoning districts are defined in Appendix C. (See Map 7 - Zoning within the area.)

Existing/future land use, and zoning are described below by Sub-area.

1. Sub-Area I

East side of Jog Road, north of Southern Boulevard to the L-4 Canal, west of First Street
(Refer to Map 4 for the Sub-area boundaries.)

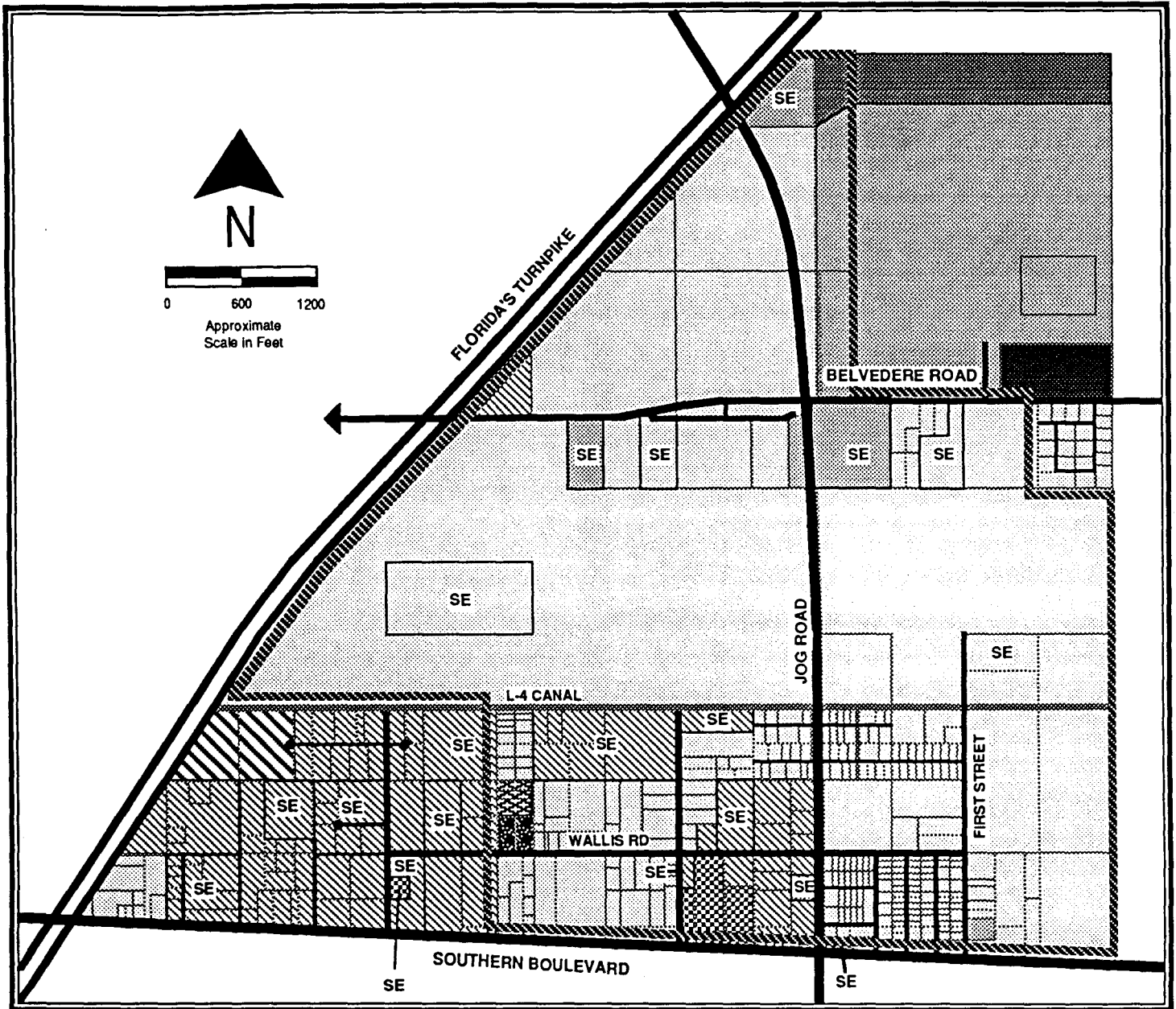
Existing Land Use:

The existing land use within this area is predominantly single family residential. The Sunbeam Park and Boulevard Park Subdivisions (See Map 8) are located just north of Southern Boulevard. Both subdivisions were platted in 1926, with 50 by 120 foot lots. Some of the homes were built on 2 or more lots, which created the current density of approximately 5 units per acre. The predominate house size in both subdivisions is approximately 1,100 square feet. A few homes date back to the 1920's; however, most homes were built in the 1970's and 80's.

Boulevard Park contains 79 lots. Only 12 acres of the original 13.5 remain, due to the expansion of Southern Boulevard. Nearly 80% of the 56 homes in the subdivision receive homestead exemption, thus indicating resident home ownership. The subdivision has experienced active real estate sales in the past five years. Since 1990, 22 homes, nearly 40% of the total, have changed hands. The average housing price, approximately \$46,000, is well within the parameters of affordable housing in Palm Beach County.

Sunbeam Park is also around 12 acres in size and was originally platted into 74 lots. Several lots were purchased by Palm Beach County for the expansion of Jog Road and the future expansion of Southern Boulevard. The subdivision contains single family homes. Currently, 19 people own the remaining 47 residential lots in Sunbeam Park. Most of the vacant lots are located west of Sunbeam Avenue. Of the 17 homes in the subdivision, 82% receive homestead exemptions.

A church and a small nursery are located to the north of Sunbeam Park. Just east of the church are 4 large (1 1/2 acre to 5 acre) residential parcels. The residential properties along Bishoff Drive and Alexander Road to the L-4 Canal make up the remainder of the Sub-area. This area also primarily consists of "affordable" single family homes. The area is divided into 47 lots ranging in size from 1/4 acre to 2 acres, with the predominate size being 1/4 acre.

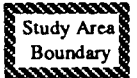


Jog Road Corridor Study

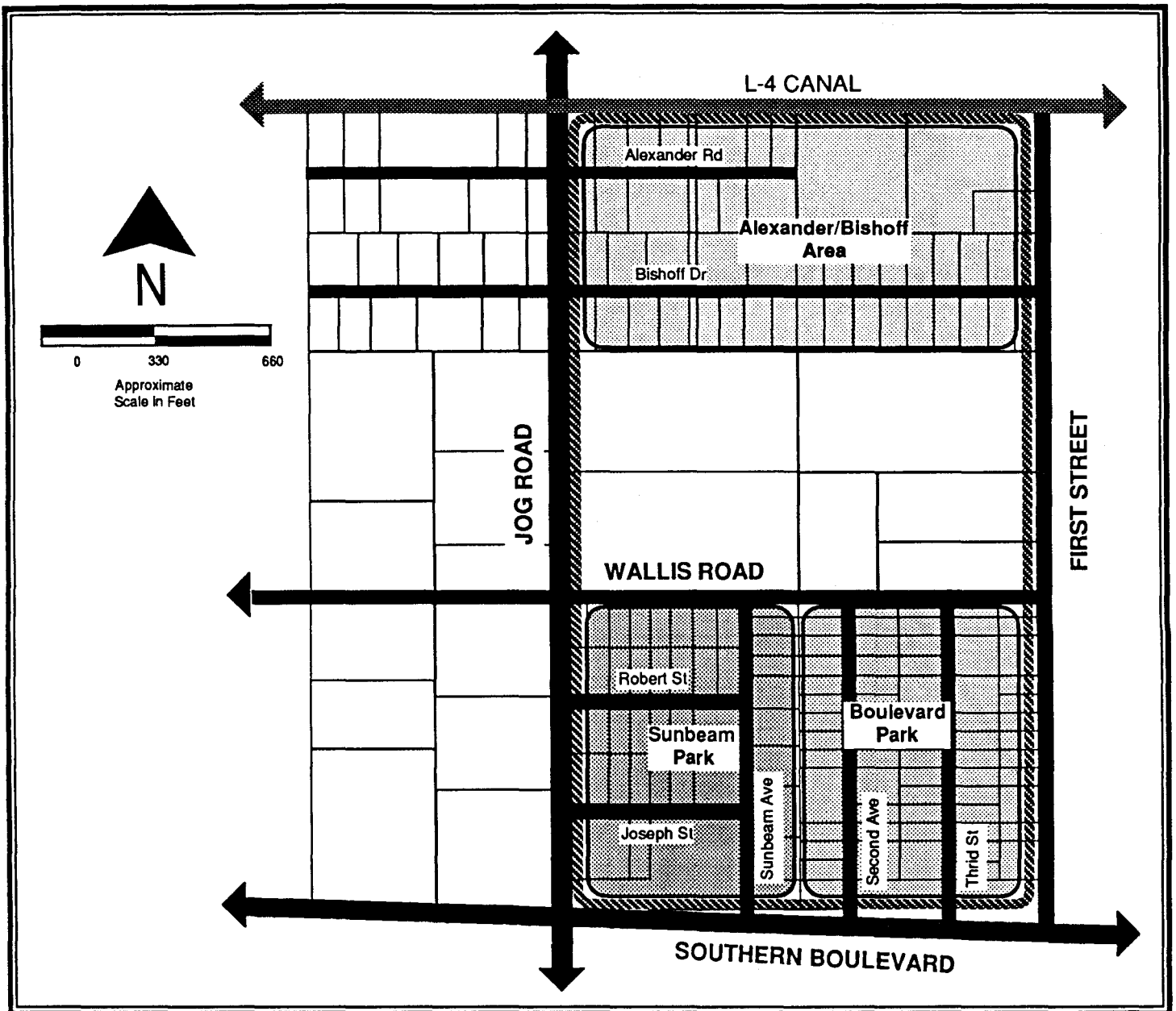
Map 7: Existing Zoning

Legend

	AR	Agricultural Residential
	RS	Single Family Residential
	RM	Multifamily Residential (Medium)
	RH	Multifamily Residential (High)
	RE	Residential Estate
	RT	Residential Transitional
	CG	General Commercial
	IL	Light Industrial
	IG	General Industrial
	SE	Special Exception




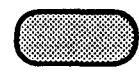
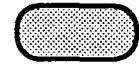

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Jog Road Corridor Study

Map 8: Sub-Area I Neighborhoods

Legend

-  Sub-Area I
-  Sunbeam Park
-  Boulevard Park
-  Alexander/Bishoff Area



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The only commercial use within Sub-area I is the Amoco Gas Station at the intersection of Jog Road and Southern Boulevard. To the east of the Amoco Station is a vacant lot, purchased by Palm Beach County for the future expansion of Southern Boulevard.

Future Land Use:

The future land use designation for this area is predominantly residential. The area south of Wallis Road has a designation of High Residential-8 (HR-8), permitting up to 8 units per acre. North of Wallis Road the designation is Medium Residential-5 (MR-5). There are two parcels along Southern Boulevard with Commercial High designations (CH/Res8).

Zoning:

The area is predominately zoned Agricultural Residential, which is considered a transitional zoning category. The exception is the site of the Amoco Station and adjoining lot which is designated General Commercial/Special Exception.

2. Sub-Area II

West side of Jog Road, from Southern Boulevard to the southern line of properties adjoining Bishoff Drive, and the L-4 Canal

Existing Land Use:

A mix of land uses, including residential, industrial and commercial, comprise this area. The predominant land use, however, is industrial. Some of the industrial uses are intermixed with commercial uses, primarily along Southern Boulevard and Jog Road. Residential uses, single family homes on large lots(1 acre to 5 acre lots), are primarily located along Tall Pines Road and Wallis Road, intermixed with a nursery and some vacant lots. Industrial and residential uses are frequently located next to each other, often with little or no buffer between them.

Future Land Use:

The predominant future land use is Commercial and Industrial. Along Southern Boulevard, the future land use designation is Commercial High (CH/IND) with an underlying future land use designation of Industrial. The remainder of the area has a designation of Commercial Low (CL/IND) with an underlying industrial designation.

Zoning:

The area has a mix of residential, industrial, and commercial zoning classifications. Light Industrial and Agricultural Residential classifications predominate. Other non-residential classifications in the area include General Industrial and General Commercial. Additional residential classifications include Residential Estates and Residential Transitional.

3. Sub-Area III

West of Jog Road--Properties adjoining Bishoff Drive north to the L-4 Canal

Existing Land Use:

The existing land use in this area is residential, with a mixture of conventional single family and mobile homes.

Of the 11 conventional single family homes in the area, 95% receive homestead exemptions. Sixteen people own the 22 lots, which range in size from approximately 1/4 acre to just under one acre. The expansion of Jog Road divided Alexander Road and Bishoff Drive in half, leaving this 10 acre area detached from other residential properties east of Jog Road.

Future Land Use:

The future land use designation for the area is Medium Residential 5 (MR-5).

Zoning:

The entire area is zoned Agricultural Residential.

4. Sub-Area IV

East of Jog Road, north of Southern Blvd./the L-4 Canal, to the Belvedere Road Corridor, east of First Street

Existing Land Use:

This Sub-area primarily consists of vacant parcels, ranging in size from 5 acres to 114 acres. The 114 acre tract has been disturbed through excavation of sand; however, a portion of the parcel is still forested. The portion of the Sub-area just north of Southern Boulevard, contains several residential tracts. There is one institutional use along First Street.

Future Land Use

The future land use is Medium Residential (MR-5) with a density of 5 units per acre.

Zoning:

The area is zoned Agricultural Residential.

5. Sub-Area V

West of Jog Road, between the L-4 Canal and the Belvedere Road Corridor

Existing Land Use:

The area consists of two vacant parcels, one is 196 acres and the other is 37 acres. The larger

tract has been excavated for sand and contains numerous ponds/ditches.

Future Land Use:

The future land use is Low Residential (LR-2) with a maximum density of 2 units per acre.

Zoning:

This area is entirely zoned Agricultural Residential.

6. Sub-area VI

The Belvedere Road Corridor and the triangular area north to the Turnpike.

Existing Land Use:

The area along Belvedere Road consists primarily of single family homes on large lots, ranging in size from 2 to 10 acres. Some non-residential uses exist along this portion of Belvedere Road, including a private club and nursery. Cam Estates subdivision is located northeast of the intersection of Belvedere Road and Jog Road and consists of single family homes at approximately 5 units to the acre.

The triangular area, northwest of the intersection, contains an industrial use, a cement plant, and a Gas Compression Station. Gas Compression Station #21 was established in 1995 by the Florida Gas Transmission Company, working in conjunction with Florida Public Utilities. The facility is used to regulate pressure in the natural gas lines in South Florida. The remainder of the area (approximately 76 acres) is vacant.

An area reserved for water retention lies directly to the east of Jog Road. A water utilities facility is located to the north of Jog Road.

Future Land Use:

The primary future land use designation within this area is residential. The future land use designation along the Belvedere Road Corridor is Low Residential 2 (LR-2). The triangular area north of Belvedere Road is designated as Low Residential 3 (LR-3). The western corner adjacent to the Turnpike has an Industrial (IND) future land use designation.

Zoning:

The area is predominately zoned Agricultural Residential, with small pockets of Single Family Residential, Special Exceptions, and one Light Industrial parcel.



C. ASSOCIATED PLANS: PBIA OVERLAY AREA & HAVERHILL AREA NEIGHBORHOOD PLAN

In addition to the land use designations of the County's Future Land Use Atlas, there are two associated "planning areas" which provide future direction and impact the Jog Road Corridor:

- * The Palm Beach International Airport Overlay (PBIA-O); and
- * The Haverhill Area Neighborhood Plan (HANP).

1. PBIA Overlay & Committee

a. **Overlay**

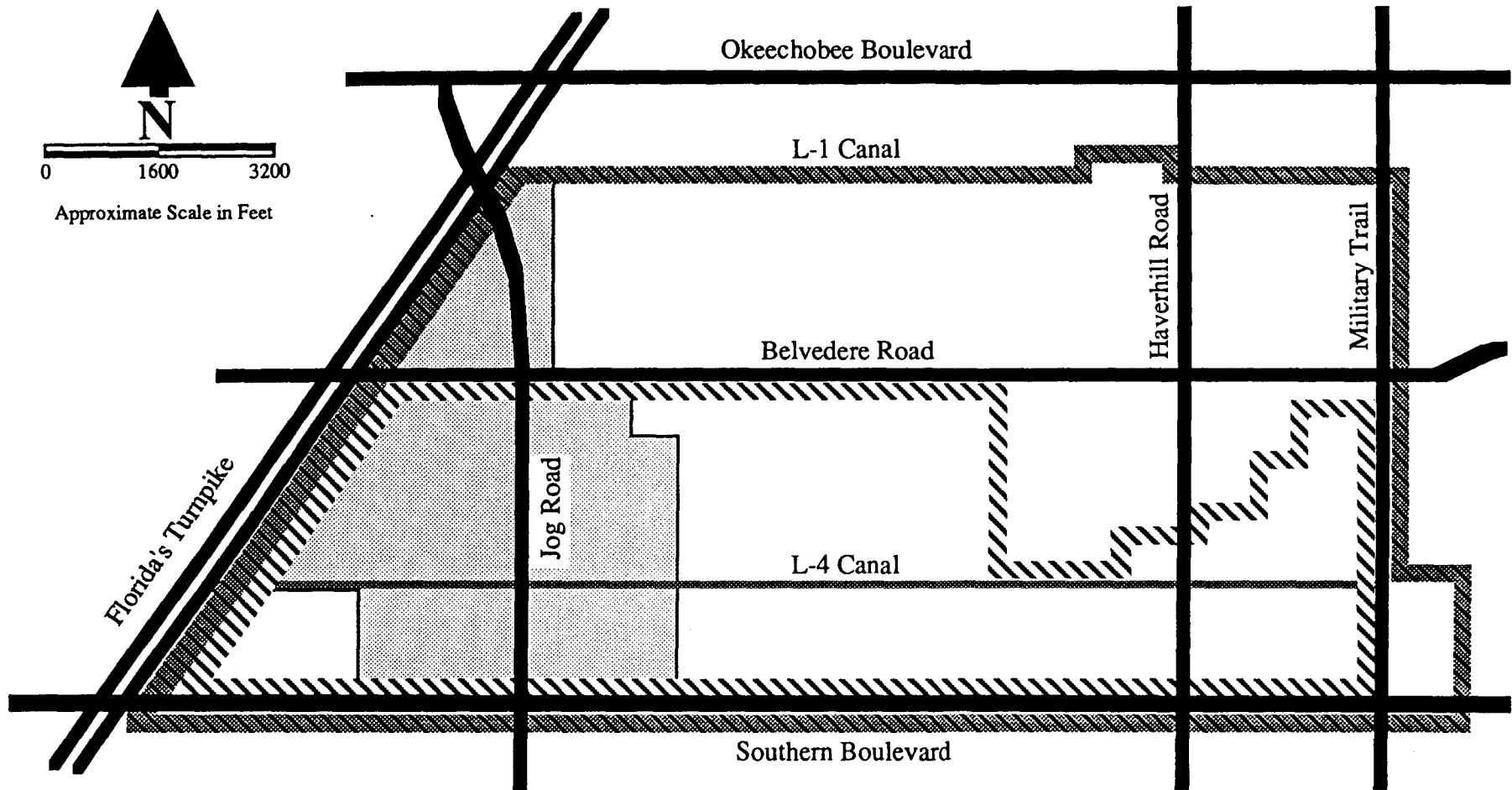
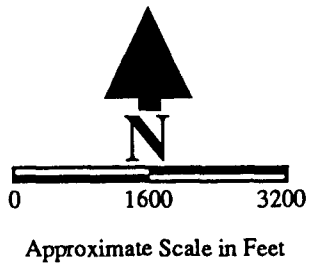
The PBIA Approach Path Conversion Area Overlay occupies the region bordering the west side of Palm Beach International Airport. The PBIA-O was adopted as part of the 1989 Palm Beach County Comprehensive Plan to address the land use incompatibility issues between existing residential neighborhoods and loud aircraft noise. Its policies apply to that portion of the Jog Road Corridor Study Area, south of Belvedere Road. The boundaries include (See Map 9):

- North = Belvedere Road;
- South = Southern Boulevard
- West = Florida's Turnpike; and
- East = Military Trail. (Excluding the Town of Haverhill)

Parcels currently within the PBIA-O possess future land use designations of residential, institutional, commercial, industrial, recreation, etc. The Overlay district recognizes that **some** airplane noise-affected lands surrounding the Palm Beach International Airport are most suitable for campus-style industrial development. To encourage change within the Overlay, the Comprehensive Plan provides a streamlined process for conversion to industrial uses. The land use plan amendment process, normally required to change the Future Land Use Atlas, is waived and only a zoning change is required for industrial development (See Appendix D for Industrial Requirements).

Industrial development must be a Planned Industrial Park or campus-like industrial development. Land within the PBIA-Overlay can be zoned for uses permitted within the light industrial or Economic Activity Center zoning districts. However, land within the PBIA-Overlay can not obtain commercial zoning unless it is designated commercial on the Future Land Use Atlas.

In addition, the PBIA Overlay is designed to: "1) protect viable, existing neighborhoods from incompatible uses; 2) allow the residents within it to directly participate in the land use decision making process; and 3) provide opportunities for property owners to initiate conversion to non-residential uses."



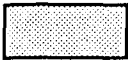


Jog Road Corridor Study

Map 9: PBIA Overlay and Haverhill Area
Neighborhood Plan



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Legend

-  Jog Road Study Area
-  PBIA Overlay
-  Haverhill Area Neighborhood Plan

While in the long term, non-residential uses may prove more appropriate in some areas, according to the Land Use Element of the County Comprehensive Plan "it is not the intent of the PBIA-O to cause premature deterioration or conversion of existing neighborhoods. " To this end the PBIA Overlay and Overlay Committee were created.

b. Overlay Committee

The County's 1989 Comprehensive Plan also mandated the formation of the PBIA-Overlay Committee. The Committee consists of representatives from within and near the PBIA-Overlay, as well as the Town of Haverhill. Its duties are outlined as follows:

- 1) To formulate and present recommendations to the Zoning Commission on zoning applications, rezoning applications, conditional use "A" applications, and conditional use "B" applications;
- 2) To formulate and present recommendations to the Local Planning Agency on Future Land Use Atlas (site-specific) amendments and Comprehensive Plan amendments pertaining to the PBIA-O or directly affecting the PBIA-O;
- 3) To review and provide input to the Citizens' Task Force on Unified Land Development Code (ULDC) provisions pertaining to the PBIA-O, currently codified in the ULDC section 6.7.E;
- 4) To regularly assess any need to change the Haverhill Area Neighborhood Plan;
- 5) To submit to the Board of County Commissioners an Annual Report pursuant to any Policy and Procedure Memorandum pertaining to uniform policies for advisory boards and committees;
- 6) To adopt rules and by-laws providing for the governance of the PBIA-OAC;
- 7) To establish sub-committees to carry out the functions granted to the PBIA-OAC; and
- 8) To nominate and recommend appointments to the PBIA-OAC in order to fill vacancies.

Members of the PBIA-OAC are residents of Palm Beach County and of recognized stature within their respective communities, who both stand for and can be effective advocates for the areas they serve.

2. Haverhill Area Neighborhood Plan

Another plan which impacts the Jog Road Corridor Study Area is the Haverhill Area Neighborhood Plan (HANP). The boundaries of the Plan include:

- North = Okeechobee Boulevard;
- South = Southern Boulevard;
- West = Florida Turnpike; and
- East = Military Trail (See Map 9).

On March 12, 1991, Palm Beach County and the Town of Haverhill executed an interlocal agreement requiring the Town and the County to "enact procedures for a master plan study, conduct a study (ie the Haverhill Area Neighborhood Plan), and adopt appropriate remedial actions resulting therefrom." From April to August 1991, the Haverhill Area Neighborhood Plan Study Group met under the guidance of County Planning Division in creating a draft plan that became the Haverhill Area Neighborhood Plan. The study group was comprised of ten members from the local community.

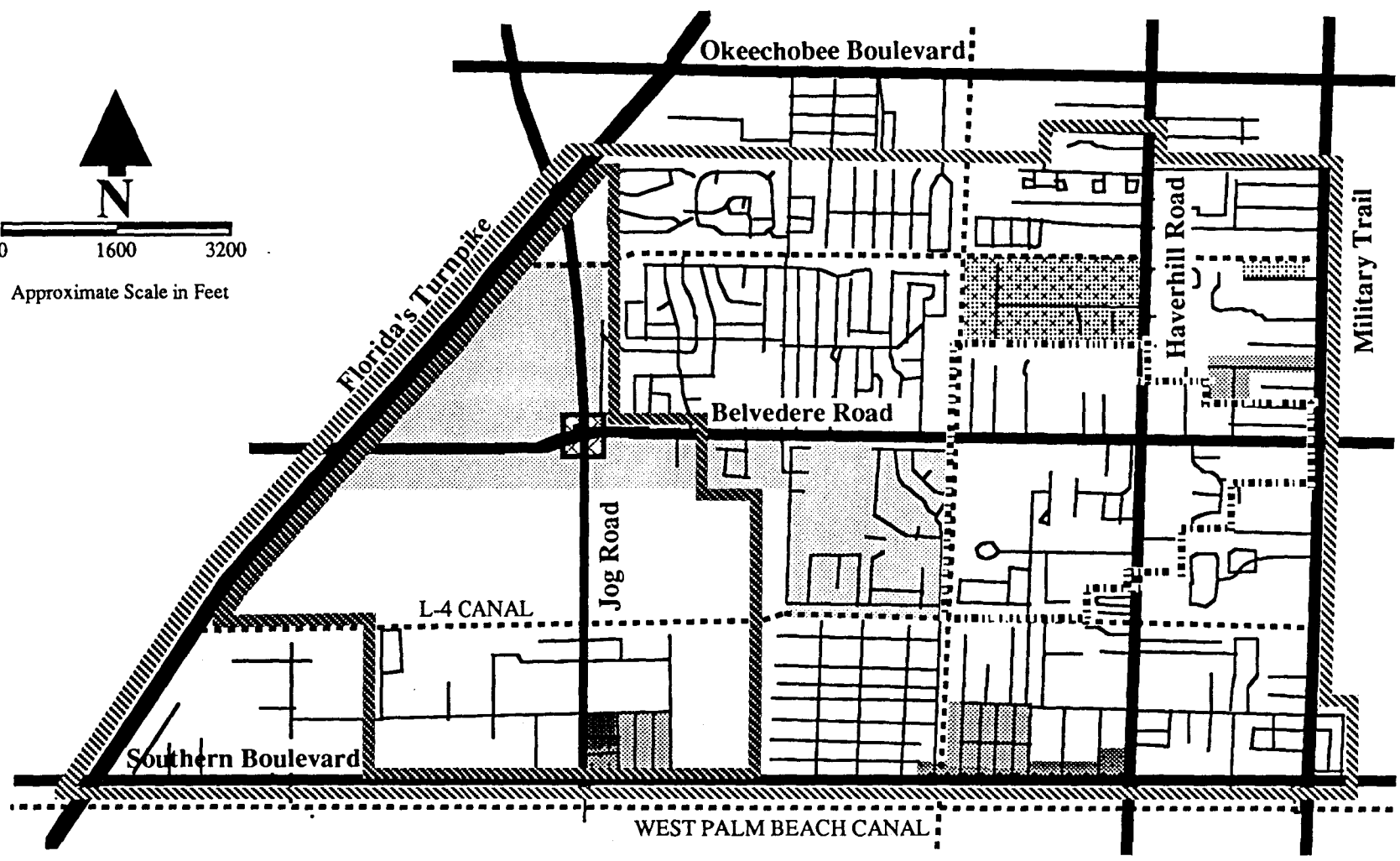
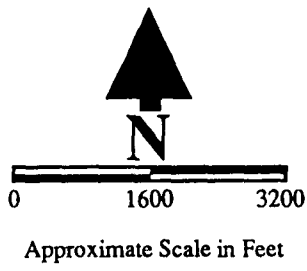
The HANP was adopted by resolution, by both Palm Beach County and the Town of Haverhill in October 1992. After adoption of the plan, the study group disbanded. Implementation of the HANP then became the responsibility of the Planning Division. Map 10 provides a summary of the HANP recommendations.

Several of the HANP recommendations which impact the Jog Road Corridor Study Area were adopted as part of the Comprehensive Plan in 1994. These amendments, outlined below, had strong support from the community (See Appendix E for the full HANP recommendations):

Recommendation Summary: retain Belvedere Road as a predominantly residential corridor- Create a new category within the PBIA-Overlay, designating those neighborhoods fronting on predominantly residential Belvedere Road, where conservation (no conversion) of existing residential use is the goal.(Page 14 HANP)

Land Use Changes/Reaffirmations: Belvedere Road Corridor (Page 15 HANP)

- a) Preserve the residential character along Belvedere Road by retaining all residential future land use designations between Military Trail and Florida's Turnpike.
- b) Retain the Residential-3 (1 to 3 dwelling units per acre) future land use designation for the vacant tract north of Belvedere Road, west of Jog Road Extension and east of the Turnpike.

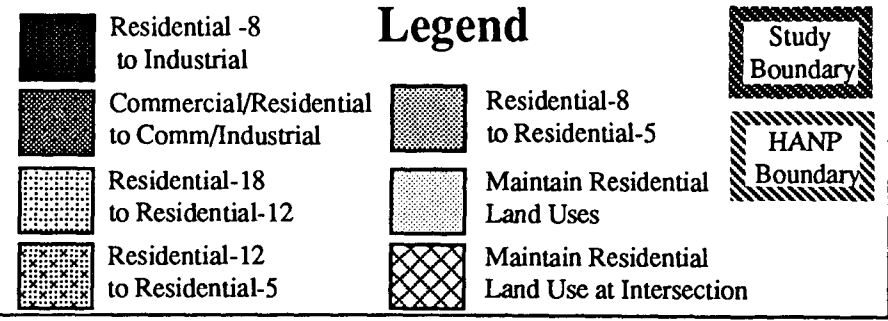


Haverhill Area Neighborhood Plan

Map 10: Recommendations Affecting Future Land Use Designations



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- c) Maintain residential land uses for all properties fronting on the Jog Road Extension-Belvedere Road intersection. (Future land use and zoning designations should not be converted to non-residential categories.)

These amendments were to be followed by other HANP recommendation later within the year.

In November of 1994, the Palm Beach International Airport Overlay (PBIA-Overlay) Committee was also assigned the task of reviewing actions related to HANP implementation. They reviewed three specific Jog Road related amendments:

* **Land Use Changes: Western Section of Wallis Road**

- a) Change the 1989 Palm Beach County Comprehensive Plan future land use density from "residential-8" to industrial for the area between Jog Road, Sunbeam Avenue, Southern Boulevard and Wallis Road.
- b) Lower the future land use density from the area between Sunbeam Avenue, First Avenue, Southern Boulevard and Wallis Road from "residential-8" to "residential-5." In the long term, this established community may want to organize and petition for an industrial future land use classification.
- c) Change the future land use designation from, "commercial/underlying residential" to "commercial/underlying industrial" for those properties fronting on Southern Boulevard between Jog Road and Haverhill Road.

PBIA Overlay Committee decided that a reduction in density (recommendation b) within the Wallis/Sunbeam area was not necessary since the area is already built out. The Committee also decided that the remainder of the recommendations required further evaluation given recent land use changes within the area and the extension of Jog Road.

These recommendations are re-evaluated as part of this Study.

D. LAND USE/ASSOCIATED PLAN SUMMARY

The following table summarizes the land use designations and associated plan designations within the Jog Road Corridor Study Area.

SUB-AREA	FUTURE LAND USE (PBC FLUA DESIGNATIONS)	ZONING DISTRICT(S)	WITHIN PBIA OVERLAY?	HANP RECOMMENDATION
Sub-Area I E. side of Jog Rd, N. of Southern Blvd to the L-4 Canal	<ul style="list-style-type: none"> • Sunbeam Park = HR-8 • Boulevard Park = HR-8 • Bishoff & Alexander parcels = MR-5 • Amoco Station/adj. parcel = CH/8 	<ul style="list-style-type: none"> • Amoco Station = CG • Remainder of the Sub-area = AR 	YES PBIA-O Outside noise contour of 65 Ldns	<ul style="list-style-type: none"> • Portion of Sunbeam Park = HR-8 <i>change to Industrial</i> • Boulevard Park = HR-8 <i>change to MR-5</i> • Amoco station and adjacent parcel = Commercial/Res 8, <i>change Com/Ind</i>
Sub-Area II W. of Jog Rd to the southern line of properties adjoining Bishoff Drive	<ul style="list-style-type: none"> • Along Southern Blvd. = CH/IND • Along Jog Road = IND • Remainder of the Sub-area = CL/IND 	<ul style="list-style-type: none"> • Predominately AR & IL • Also CG, IG, RE, & RT 	YES PBIA-O Outside noise contour of 65 Ldns	None
Sub-Area III W. Jog Road--Properties adjoining Bishoff Dr. N. to the L-4 Canal.	<ul style="list-style-type: none"> • Bishoff & Alexander parcels = MR-5 	<ul style="list-style-type: none"> • AR 	YES PBIA-O Portion inside of 65 Ldns in 1989 - Now Outside	None
Sub-Area IV The area E. of Jog Rd., between the L-4 Canal and the Belvedere Corridor.	<ul style="list-style-type: none"> • MR-5 	<ul style="list-style-type: none"> • AR 	YES PBIA-O Primarily outside 65 Ldns	None
Sub-Area V W. of Jog Road, between the L-4 Canal and the Belvedere Road Corridor.	<ul style="list-style-type: none"> • LR-2 	<ul style="list-style-type: none"> • AR 	YES PBIA-O Portion inside of 65 Ldn in 1989 - Now Outside	None
Sub-Area VI The Belvedere Road Corridor and parcel to the north.	<ul style="list-style-type: none"> • South of Belvedere Road = LR-2 • North of Belvedere Road = LR-3 • Northern corner adjacent to Turnpike = UT - Eastern corner = IND 	<ul style="list-style-type: none"> • S. of Belvedere Rd = AR, RS • N. of Belvedere Rd = AR, IL 	YES PBIA-O south of Belvedere Road NO PBIA-O north of Belvedere	<ul style="list-style-type: none"> • Belvedere Road Corridor = retain Residential • North of Belvedere Road = retain LR-3 designation, no retail/commercial

D. ROADWAY NETWORK

The major roadways in the Jog Road Corridor Area include: Southern Boulevard, Belvedere Road and Jog Road.

1. Jog Road

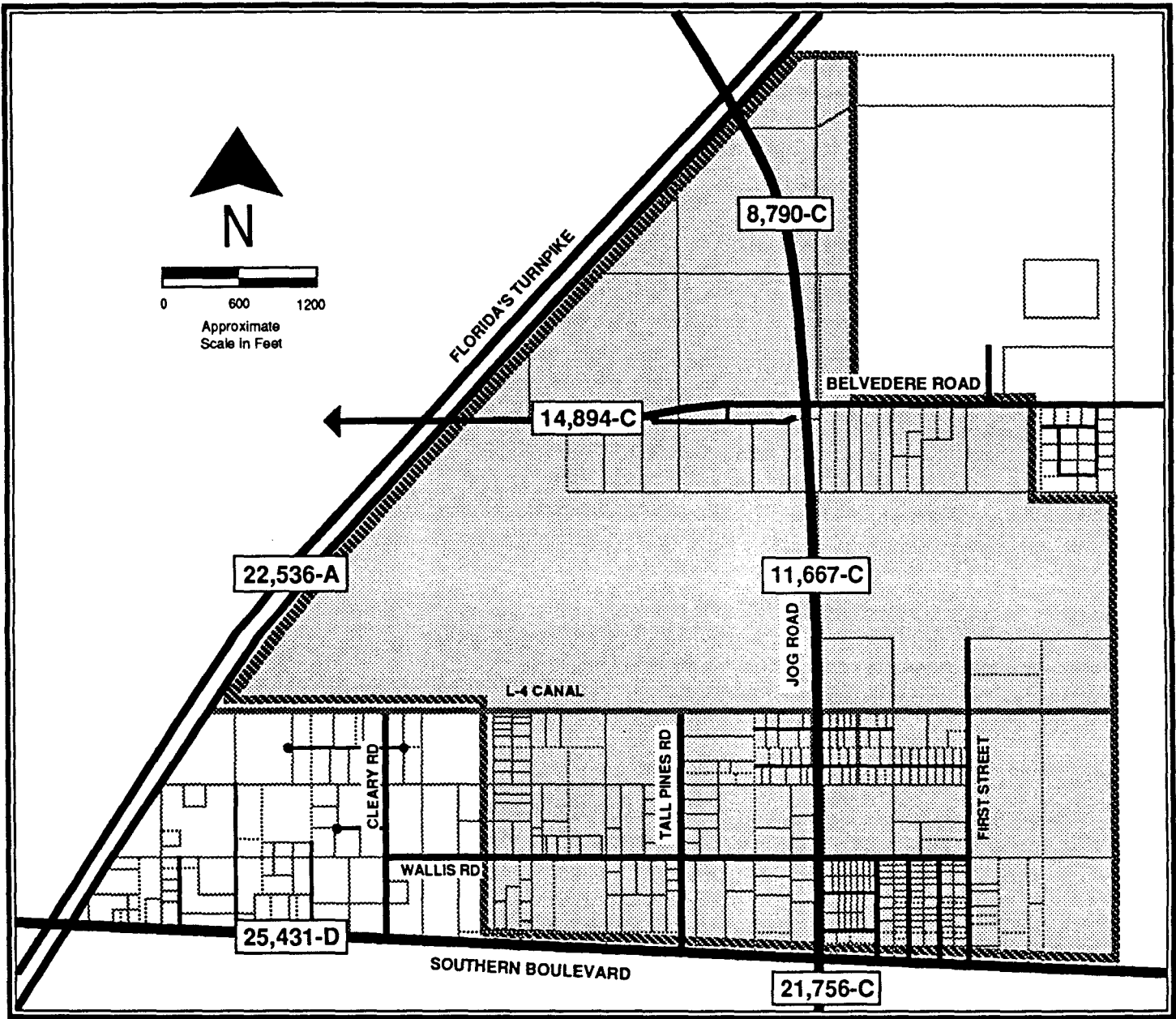
The extension/expansion of Jog Road, from Southern Boulevard to Okeechobee Boulevard was constructed in 1994. The County uses a Level Of Service "LOS" rating system to determine the amount of traffic congestion on a roadway. The current "level of service" (LOS) on the roadway is "C", with an average traffic count of 11,667 vehicles per day. Levels of service range from "A", free moving traffic conditions, to "F", bumper to bumper traffic. The best possible LOS, "A" and "B", are technically unattainable in urban areas. The traffic count defines the average daily number of vehicles traversing the road. Map 11 depicts traffic counts and LOS in the Jog Road Corridor area, and Map 12 depicts the location, width and surface material for roads in the Study Area.

2. Southern Boulevard

Southern Boulevard is a Controlled Access Highway in the Florida Intra-State Highway System. It serves as a major east-west connector between the Glades region, the Wellington/Royal Palm Beach residential communities, and the eastern employment and commercial centers of downtown West Palm Beach.

The State of Florida Department of Transportation currently has plans to widen the roadway from its current four and five lanes to an ultimate of eight lanes between I-95 and Forest Hill Boulevard. From Forest Hill Boulevard the roadway will continue westward at six lanes. Planned improvements include the construction of urban interchanges at major intersections along the roadway, such as an overpass of Southern Boulevard over Jog Road. The County has the Southern Boulevard expansion on its 2010 Interim Plan, and expects construction to begin between 2010 and 2015. While plans exist for the roadway expansion, there are no funds available for construction.

In addition, a Southern Boulevard Interchange with the Florida Turnpike had been discussed, however, the Florida Department of Transportation (FDOT) Interchange Justification Report determined that Southern Boulevard doesn't meet the requirements to necessitate an interchange at this time. According to the Engineering Department, a need will probably not exist until Southern Boulevard is widened to eight lanes. There is currently no plans and no funding for the interchange.



Jog Road Corridor Study

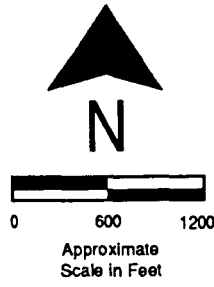
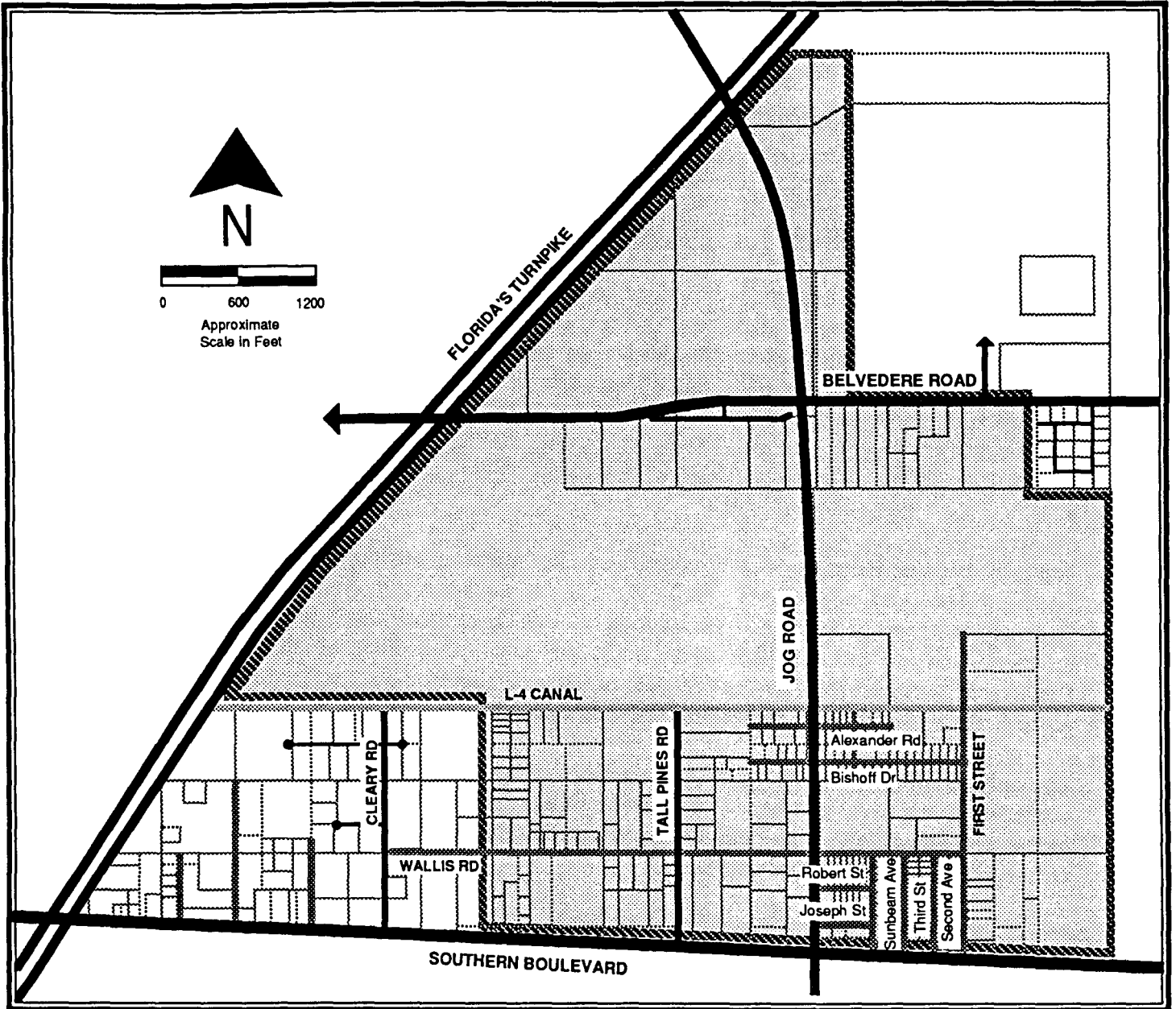
Map 11: Traffic Intensity July 1995

Legend

- 15,841-D Average Daily Traffic Volume - Level of Service
- Study Area Boundary



Palm Beach County Planning Division 1995



Jog Road Corridor Study

Map 12: Existing Roadways (1995)

Legend

- Six Lane Divided Highway
- Six Lane Paved
- Two Lane Paved
- Two Lane Dirt
- Study Area Boundary



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3. Belvedere Road

Belvedere Road has recently been expanded from four lanes to six lanes within the Study Area.

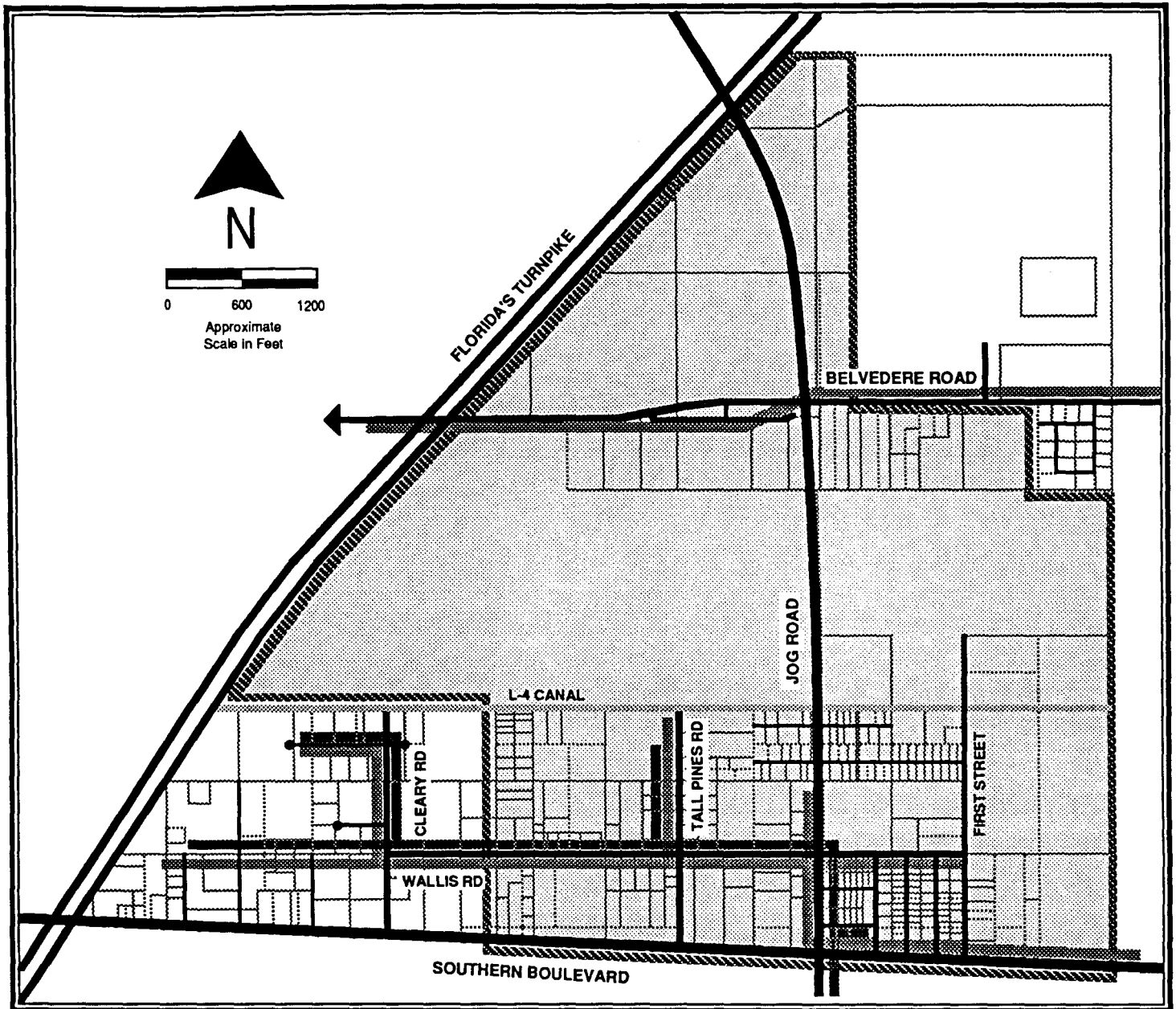
4. Local Roads

Tall Pines and Cleary Roads are the only other paved roads in the Study Area. All other local roads have a dirt surface. Currently, no plans exist for the improvement of dirt surface roads in the area. The paving of a dirt road is initiated by adjacent property owners. The County will pay 50 percent of the cost, with the remainder paid by property owners through property taxes assessed over a 10 year period.

E. WATER/SEWER

Water and sewer mains are located primarily in the southern portion of the Study Area, between Southern Boulevard and the L-4 Canal. A water main exists along Wallis Road from First Street to nearly the Florida Turnpike. Extensions off this main travel north on Tall Pines, and north on Cleary, on to Westport Place. This main connects with another which runs along Southern Boulevard, north on Jog Road to 500 feet north of Wallis Road. A water main in the northern portion of the Study Area runs along Belvedere Road.




The only sewer main in the Study Area are located south of the L-4 Canal. A sewer main runs north along Jog Road and west along Wallis Road. Extensions off this main, as with the water mains, extend north on Tall Pines Road, and north on Cleary Road onto Westport Place. Water and sewer mains are shown on Map 13.



Jog Road Corridor Study

Map 13: Water and Sewer Lines

Legend

-  Water Lines
-  Sewer Lines
-  Study Area Boundary



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III. COMMUNITY INVOLVEMENT

The Planning Division pursued public participation by conducting two community meetings. The meetings provided an opportunity for residents and property owners to discuss their thoughts and concerns regarding the Jog Road Corridor and to take a more active role in the future of their community.

A. MARCH COMMUNITY MEETING

The first meeting was held on March 9, 1995 at the Clayton Hutcheson Agricultural Center in West Palm Beach. Invitations were sent to property owners in the study area, PBIA Overlay Committee members, and other interested parties upon request. Attendance at the meeting was very good, with approximately 65 people present. The citizens who attended were extremely interested in the subject matter and all participated in the small group discussion.

The three major subjects or issues discussed at the meeting included:

- The significance of airport noise/PBIA Overlay;
- The expansion and extension of Jog Road, and related impacts; and
- The compatibility of land uses - mixture of industrial and residential uses.

A description of the PBIA Overlay/Committee and the recommendations of the Haverhill Area Neighborhood Plan (HANP) were also presented to the group.

1. Small Group Discussion

Planning Division Staff conducted small group discussions with the citizens. Each group discussed their concerns and answered a series of questions. The answers were summarized and are presented below:

Q1 What is the Impact of airport noise, if any, on your community? Is there a problem?

R. According to a majority of the citizens at the meeting, while airport noise does exist (and varies during different hours of the day and at times of the year), it is not a major problem within the area. There are much more pressing issues that need to be resolved. The airport existed before many of the residences/businesses were built in the area, and residents were generally aware of the situation before locating in the area.

Q2. The current PBIA-Overlay language in the Plan allows a checkerboard, or mixed pattern of residential/industrial development. Is this an appropriate way to go? Or should we identify the land uses ahead of time?

R. An overwhelming majority of the citizens at the meeting were opposed to an unplanned mix of residential and industrial development. While on occasion the two uses may be compatible (some types of planned industrial parks), a majority of the industrial development within the area is not compatible with residential uses. The citizens were in favor of planning the different types of uses in a proactive manner. In addition, very few residents were aware of the PBIA Overlay (the intent and definition), as stated in the Comprehensive Plan.

Q3. With the expansion and extension of Jog Road, what are the major issues and concerns or problems?

R. While most citizens agreed that access to the area has been improved with the extension of Jog Road, the road also brought several problems for the residential communities:

- heavy truck traffic;
- noise from the heavy traffic volume;
- speed of the vehicles (safety concerns for the children);
- increased pollution and garbage along the roadways;
- fear of additional commercialization; and
- inappropriate residential uses adjacent to Jog Road.

Other health/safety concerns were raised with respect to the location of industrial/commercial uses within residential areas:

- * truck traffic on unpaved roads;
- * groundwater contamination --residents on well and septic systems adjacent to heavy industrial uses; and
- * increased property taxes for residential areas rezoned to industrial use.

Q4. How can the negative issues or problems be overcome within the area?

R. Several suggestions were made for solving some of the problems. These included:

- putting in a landscaped buffer or wall along Jog Road;
- installing traffic lights in strategic locations;
- reducing the speed limit along Jog Road;
- designating the area a code enforcement target area;
- paving some of the roads used by trucks;
- limiting access to Jog Road, or limiting access to residents only; and
- appealing onerous tax assessments.

Q5. Given the issues and possible solutions, is land along Jog Road appropriate for residential land uses? Under what circumstances?

R. A majority of the citizens agreed that residential land uses could be compatible with Jog Road. However, most acknowledged that while new development could adequately buffer the housing units from the roadway, this would be much more difficult for existing residential units. There are a few homes which are located very close to the roadway and are heavily impacted by the roadway. Most residents on the east side of Jog Road were very much concerned about maintaining and upgrading their neighborhoods.

Q6. In neighborhoods adversely affected by noise, incompatible uses, etc., should there be a program such as Code Enforcement Target Areas?

R. Yes. There appeared to be a great deal of support, on both sides of Jog Road, for Code Enforcement Programs.

Q7. The Haverhill Area Neighborhood Plan designates the area north of Belvedere Road and west of Jog Road for residential land use. Is residential a suitable land use designation? Is the residential density currently designated appropriate?

R. There were mixed feelings about the future of this area. The responses were almost equally divided between residential and planned industrial. A park was also suggested for the area.

Q8. If industrial uses are to be maintained/encouraged within the area, and a permanent part of the Plan, where are the appropriate areas for industrial use? Would Jog Road be a good barrier between residential and industrial? Or is there another barrier?

R. A majority of the residents believed that industrial uses should be permitted in the "general area," but that the industrial and commercial uses be designated on the Future Land Use Atlas and not be permitted to intrude into existing neighborhoods.

In conclusion, airport noise was not considered to be a major problem within the area. The widening/extension of Jog Road, obviously has a more severe negative impact on property owners immediately adjacent to the roadway than on those further away. Most citizens within the area seem to have noise, dust, and safety concerns, but to a different degree. Property owners in existing neighborhoods along Jog Road were interested in additional buffering along the roadway, or land use changes to non-residential use.

2. Preparation of Land Use Depictions

In addition to the questions/answers, the citizens were also asked to create a land use map for the Study Area. Each group came to consensus on a land use scenario, and each scenario was presented to the entire group.

After the meeting, Planning Staff created a series of maps, or depictions, summarizing all of the land use suggestions (combining general thoughts) offered by the citizens (see Appendix F).

In the end, according to the land use depictions, a majority of the residents who attended the meeting seemed to support industrial uses west of Jog Road, in the southern portion of the Study Area; and future residential development within the remainder of the area. There was also a strong emphasis on preserving and improving existing residential areas.

B. MAY COMMUNITY MEETING

The second meeting was held on May 9, 1995 at the Clayton Hutcheson Ag Center in West Palm Beach. Attendance at the meeting was fairly good, with approximately 30 citizens present.

The agenda for the meeting included four major subjects as follows:

1. ***Overview of the last meeting, March 9th***
(Answers to the questions raised at the last meeting)
2. ***Issue response***
 - Changes to the Future Land Use Atlas and impact on property taxes
 - Noise created by the natural gas transmission facility
 - Availability of water/sewer service
 - Expansion/extension of roads
3. ***Discussion of land use depictions and suggestions*** raised at the last meeting
4. ***Building a land use scenario*** - Planning Staff walked the participants through the process of making land use decisions using the following steps:
 - Presenting the existing land uses which would not be changed by the study ("Givens");
 - Acknowledging changes in actual land use since 1989; and "clean up" the Future Land Use Atlas accordingly;
 - Applying the policy directions of the Haverhill Neighborhood Plan and the Comprehensive Plan; and
 - Examining possible land uses for five remaining areas and offering the following preliminary suggestions for those areas as follows:

5 Remaining Areas	Suggestion
• Sunbeam Park Subdivision	Office along Jog Road (Depth of non-residential to respect property holdings) and Residential for the remainder of the area
• Bishoff/Alexander, west side of Jog	Office or Light Industrial
• The vacant land east side of Jog Road	Residential
• The vacant land west side of Jog Road	Mixed Use: Residential Oriented (PUD or TND) or Non- Residential Oriented (PIPD)
• The vacant parcel north of Belvedere Road	Light Industrial/Office - Mixed Use

The citizens participated actively throughout the meeting, especially during the discussion of "building a land use scenario". The community seemed to be in consensus with the first three aspects of building the scenario: 1) the "givens" recognizing existing uses; 2) the "clean up" recognizing changes which occurred since 1989; and 3) some of the recommendations of the Haverhill Neighborhood Plan, specifically the Belvedere Road Corridor (residential orientation) and excluding non residential uses at the Jog/Belvedere intersection. In addition, retaining residential east of Jog Road north of the L-4 Canal was generally accepted by the participants.

The remainder of the preliminary land use recommendations, however, brought mixed responses from the group. Some of the participants stated that the entire area should remain residential. Others supported the approach that there should be distinct separations between residential and non-residential development, as discussed during the March 9th meeting.



IV. ANALYSIS AND RECOMMENDATIONS

A. JOG ROAD STUDY AREA - GENERAL ISSUES

The analyses and recommendations in this section of the report are presented by Sub-area, with the exception of the general discussion on the PBIA-Overlay (issues: airport noise/conversion of residential to industrial) and on the extension of Jog Road. The analysis of the PBIA Overlay and Jog Road extension are presented separately, since they concern a majority of the Study Area and establish the basis for several Sub-area recommendations.

1. PBIA Overlay - Airport Noise & Conversion of Residential to Industrial

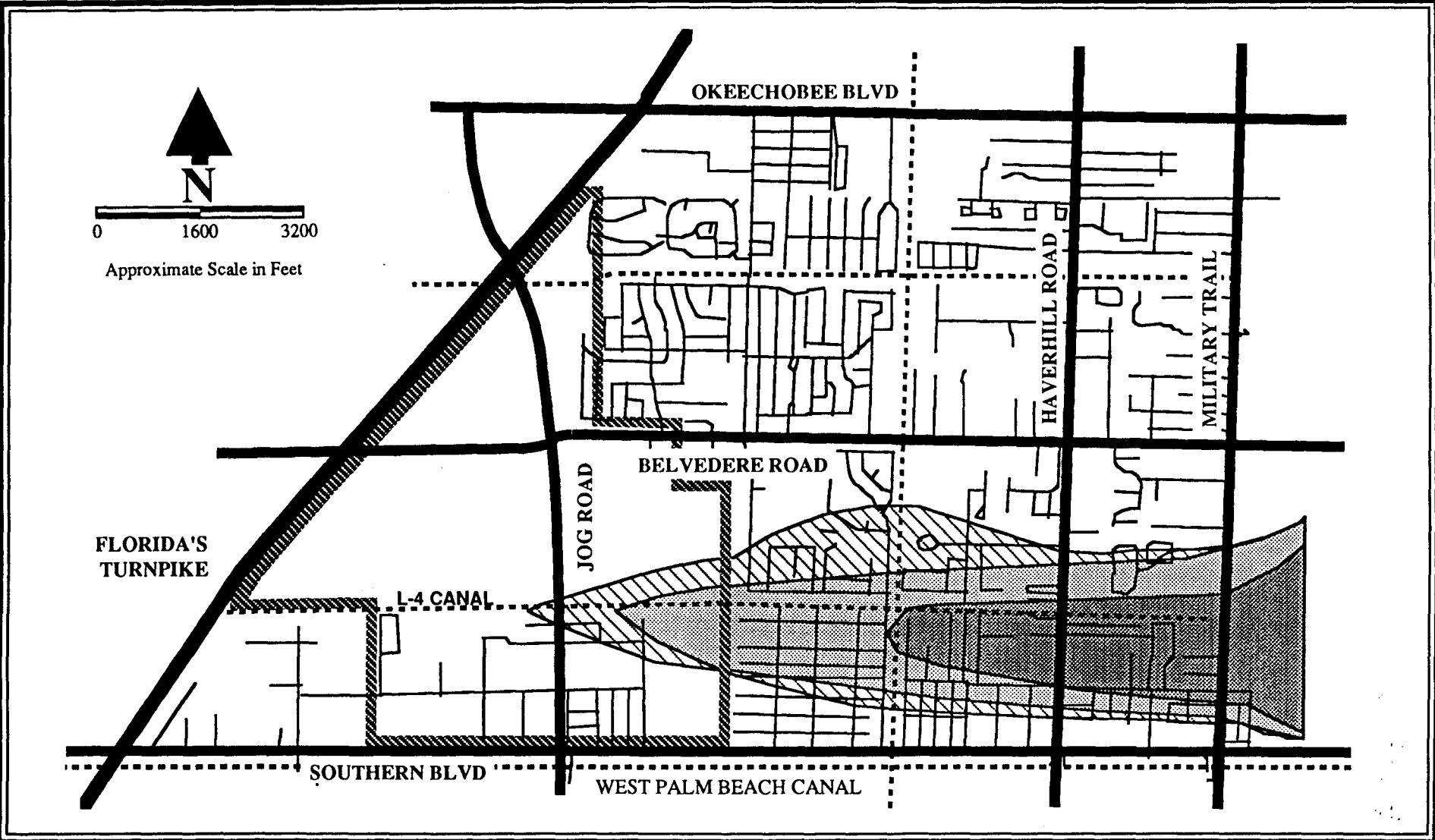
a. Analysis

Airport Noise: The boundaries of the PBIA Overlay were originally established based on areas impacted by airport noise, generally surrounding the 65 Ldn zone (See Glossary, Appendix G, for definition of Ldn). Since the 1989 Comprehensive Plan was adopted, the PBIA noise contour lines have changed dramatically. (See Noise Contour Map 14) While airport noise is present within the Study Area, the noise level is much lower than in 1989. The decline is, in part, due to the change in the type of aircraft utilizing the airport. While the frequency of air travel has increased since 1989, nearly all stage 2 aircraft (older and noisier aircraft) have been phased out, reducing the overall noise level. Stage 3 aircraft are much quieter -- in fact they measure as much as 80% quieter than some Stage 2 aircraft.

The Federal Airport Administration (FAA) has determined that residential land uses may not be appropriate in the 65 Ldn range or greater contour lines. However, FAA guidelines allow local jurisdictions to make that determination. In 1989, the 65 Ldn range covered a small portion of the Study Area. Since that time, however, the contour lines have shifted closer to the airport. The majority of the Study Area is now outside of the 65 Ldn range (only a small portion of Sub-area IV is within the 65 Ldn contour). Thus, aircraft noise is not at a level to restrict residential development.

Furthermore, according to a majority of the residents at the community meetings, while airport noise varies during different hours of the day and times of the year, it is not considered a major problem within the area. Residents have indicated that there are much more pressing issues that need to be resolved. In addition, many citizens acknowledge that the airport existed before most of the residences were built, and that they were generally aware of the situation prior to locating in the area. Several residents questioned the inclusion of the Study Area within the PBIA Overlay, since the aircraft noise does not seem to be a major problem.

Airport staff acknowledge the reduction in aircraft noise within the Study Area; however, there is still concern regarding new residential development locating within the flight path. Even with a change in the noise contours, they support continued inclusion of the Study Area within the adopted PBIA Overlay boundaries.



Jog Road Corridor Study

Map 14: 1989-1998 AIRPORT NOISE EXPOSURE MAP- 65 LDNs



Palm Beach County Planning Division 1995

Legend

Yearly day-night average sound levels, in decibels



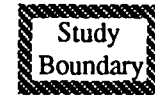
65 LDNs (1989)



65 LDNs (1994)



65 LDNs (Projected 1998)



Study Boundary



MAJOR ROADS



MAJOR CANALS

Conversion of Residential Use to Industrial Use: The PBIA Overlay language states "that some airplane noise-affected lands surrounding the Palm Beach International Airport are most suitable for campus style industrial development." However, the Overlay is very large and the language does not specify where "some" of those lands are located, nor where conversions to industrial should take place.

The Haverhill Area Neighborhood Plan recommends that the Sunbeam Park and Boulevard Park Subdivisions transition to industrial use, primarily based on the PBIA Overlay language previously noted. However, the HANP recommends the protection of several residential neighborhoods to the east of the Jog Road Area, including the Town of Haverhill and Royal Palm Estates. In addition, the HANP questions why viable and established neighborhoods outside the 65 Ldn area such as Overbrooke Estates, Lake Belvedere Estates, and Timber Run should be designated for future conversion to industrial use. These neighborhoods are closer to the airport, and experience a greater level of airport related noise than the neighborhoods within the Jog Road Study Area. If the HANP supports the preservation of residential designations for viable neighborhoods east of Jog Road and has recommended stricter guidelines be placed on conversion to industrial use, then viable neighborhoods further west should receive the same opportunity.

Further, conversion from residential to industrial is often a slow and difficult process. For example: 1) single family homes must be purchased and, in most cases, demolished--an expensive undertaking; 2) residential lots are usually not large enough to meet industrial zoning regulations, thus several lots/homes usually need to be assembled, again an expensive and difficult process; and 3) sub-standard lots are created and often allowed to proceed. An additional concern is that remaining homeowners, who are not able to immediately convert, are exposed to negative impacts from industrial uses such as noise, increased truck traffic, etc. (See Analysis of Sub-area II). Therefore, conversion of existing residential development to industrial use should only be encouraged under very limited and unique circumstances.

Some of the issues and concerns raised during the community meetings, by citizens living within a residential/industrial transition area, are outlined below:

- hazardous unpaved roads used by heavy truck traffic;
- noise and dust;
- traffic/pedestrian safety concerns, especially for children at play within the area;
- groundwater contamination (residents are on well and septic systems); and
- increased property taxes for residential areas rezoned to industrial use.

Several suggestions for solving the problems were made by citizens within the area, including:

- designating code enforcement target areas;
- paving roads and adding stop signs in strategic locations;
- appealing onerous tax assessments.

Haphazard Mix of Residential/Industrial Development: The PBIA Overlay language in the Plan may result in the future designation of a checkerboard pattern of residential and industrial development. The language encourages industrial use by requiring only a re-zoning of the property rather than a land use amendment. Although the PBIA Overlay language and Committee's review of all potential rezonings is considered a "safeguard," to ensure compatible industrial uses, an overwhelming majority of the citizens at the community meetings were opposed to the potential haphazard mix of residential and industrial development. Based on the preceding information, the best approach for guiding industrial use/conversion is the preparation of a plan identifying locations for industrial and residential uses, especially in light of reduction in airport noise within the area.

b. Conclusions/Recommendations

Based on the data and analysis, there are several general conclusions/recommendations which have been reached, regarding the PBIA Overlay and conversion of residential uses to industrial:

- * The level of aircraft noise does not support conversion of residential land to industrial uses within the Study Area. This is not to suggest that airport related noise is not a factor to be considered, since it is present within the area and some residents may find the noise disturbing. However, aircraft noise should not be the sole reason for supporting conversion to industrial use. In addition, conversion of existing residential to industrial is a slow and often difficult process, which should only be recommended under limited circumstances.
- * Although the Study Area is outside of the 65 Ldn noise contour zone, the area benefits from continued inclusion in the PBIA Overlay and representation on the PBIA-O Committee. The Overlay calls attention to lands within the flight path which may experience airport related noise. The PBIA-O Committee provides an additional opportunity for residents to comment on requests for industrial use and provides a forum in which to discuss airport related issues. Furthermore, airport officials support the inclusion of the Study Area within the Overlay and have suggested notifying new residential developments that they are located within the PBIA Overlay. (PBIA FAR Part 150 Update, Revised Noise Compatibility Program, 1993, Sec. 7.6.8).
- * A checkerboard pattern of residential and industrial development, which may result based on the PBIA Overlay language, is not desirable from a planning perspective, nor is it acceptable for residents within the area who recommend a more proactive approach to locating industrial uses.
- * Some of the suggestions made to mitigate problems associated with a mix of residential and industrial development are incorporated into this report, such as designating code enforcement target areas. Other suggestions, such as appealing onerous tax assessments, however, go beyond the scope of this study.

Recommendations:

- * Establish a more definitive land use plan for the Study Area.
- * Keep the Study Area within the PBIA Overlay.
- * Retain residential designations for viable existing neighborhoods. Conversion of existing residential to industrial use should only be accommodated under limited circumstances.
- * Provide notification to property owners within new residential areas that they are located within the PBIA-Overlay and may experience some airport related noise.

2. Expansion and Extension of Jog Road

a. Analysis

The expansion and extension of Jog Road represents a major change for residents and property owners within the area. Jog Road cut through existing neighborhoods and large tracts of vacant land. Properties immediately adjacent to Jog Road have experienced a greater proportion of the impacts, whether positive or negative. Access to the area has been improved, and commercial uses on the west side of Jog Road have greatly benefited from increased accessibility and visibility. However, the Jog Road expansion/extension also created several problems for the adjacent neighborhoods, including:

- noise/dust associated with heavy traffic volume;
- increased number and speed of the vehicles coming through the area (safety concerns);
- increased pollution and litter along the roadways;
- fear of additional commercialization; and
- inappropriate residential land use immediately adjacent to the roadway.

Although these problems exist, they vary to a different degree within the Study Area based on location and proximity to Jog Road. Thus, additional discussion is necessary within the Sub-area analysis to understand the full impact of the roadway and implications for future land use decisions.

Several suggestions were made by citizens within the area for solving some of the problems, including:

- locating a landscaped buffer or wall along Jog Road;
- installing traffic lights in strategic locations to slow the traffic speed;
- reducing the speed limit within the area; and
- limiting access to and through the residential neighborhoods to local traffic only.

Another general issue surrounding the expansion/extension of Jog Road is its compatibility with residential development. Some residents within the area suggested that commercial use may be more appropriate along the roadway. However, there are numerous examples of residential development along major roadways within Palm Beach County (examples include portions of Military Trail in Boynton Beach and in Palm Beach Gardens). Residential development should not be dismissed along Jog Road. There are techniques available to mitigate the impact of a major roadway when adjacent to residential development, including adequate set-back and buffering along the road. Furthermore, lining the road with commercial type uses would require numerous curb-cuts, reduce traffic flow, and result in strip commercial development. This is inconsistent with Land Use Element policy 3-f of the County's Comprehensive Plan, which discourages strip commercial development.

At six lanes, Jog Road represents a major barrier between residential uses to the east and industrial uses to the west (See Existing Land Use Map). Although the PBIA-O language encourages additional industrial development, there does not appear to be a need to designate land on the east side of Jog Road as industrial. A substantial amount of land either already designated industrial, or vacant land that could rezone to industrial exists on the west side of the roadway.

b. Conclusions/Recommendations

Based on the data and analysis, the following conclusions have been reached:

- * The expansion and extension of Jog Road, while a major change to the area, cannot be viewed alone in making future land use decisions within the Study Area. It is an additional factor to be weighed and considered along with other factors such as surrounding land uses.
- * Residential uses can be compatible with Jog Road. New residential uses have the opportunity to provide additional buffering along the roadway, thus reducing any negative impacts such as noise, etc.
- * Commercial development along the entire length of the roadway would be inconsistent with Land Use Element policy LU-3f which discourages strip commercial development within the County.
- * Jog Road represents a dividing barrier which provides a clear separation between residential uses to the east and non-residential uses to the west. Therefore, the current residential land use designations should be retained on the east side of Jog Road in the Study Area.
- * Some of the suggestions for improving conditions along Jog Road, such as additional buffering, have been incorporated into this Study. Other recommendations, such as incorporating stop signs, may have a positive impact on residential areas; however, these suggestions are beyond the study scope.

Recommendations:

- * Retain industrial land uses on the west side of Jog Road and residential land use on the east side of Jog Road.
- * Require additional set-backs, buffering and landscape treatments for future (and existing where possible) residential areas along Jog Road.



B. SUB-AREAS

The Sub-areas are defined in Section 1.C of this report. Recommendations are depicted on Maps 15 and 16 at the end of this Section. These recommendations, where applicable, should be incorporated into the Haverhill Area Neighborhood Plan, and the Palm Beach County Comprehensive Plan.

1. Sub-Area I

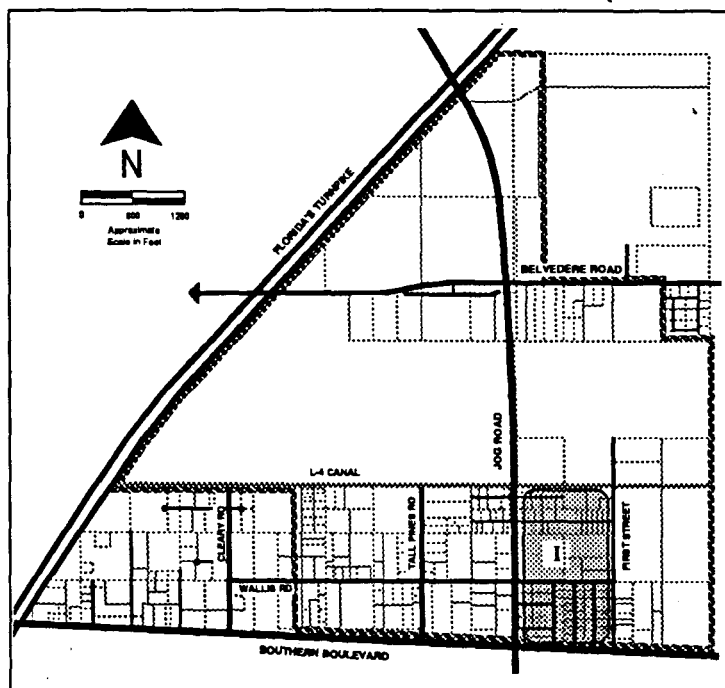
Sub-area I is located on the east side of Jog Road, north of Southern Boulevard to the L-4 Canal.

The issues include: the potential conversion of residential neighborhoods to industrial use; the impact of Jog Road on existing residential development; and the deterioration (enhancement) of existing neighborhoods.

a. Analysis

There are three viable neighborhoods in Sub-area I; Sunbeam Park, Boulevard Park and the Bishoff/Alexander Road neighborhood. Although the area lacks basic services (water/sewer hook ups and paved roads), most of the housing is in good condition. Public water and sewer services can be requested by the property owners through the voluntary assessment program, since lines are available within the area. The residential areas are primarily comprised of single family homes, and provide housing in the "affordable range" for Palm Beach County. Residents within the Boulevard Park Subdivision have voiced their desire to remain residential. Several Sunbeam Park property owners have requested that the area be designated for industrial use.

The HANP Recommendation-Conversion of Residential to Industrial: The Haverhill Area Neighborhood Plan (HANP) recommended that the Sunbeam and Boulevard Park Subdivisions transition from residential to industrial. The HANP recommended an immediate change for Sunbeam Park, from Residential 8 to Industrial. Specifically, the Plan states, "the small residential enclave between Jog Road, Sunbeam Avenue, Southern Boulevard and Wallis Road extends like a finger into an existing industrial section and should be pro-actively redesignated as Industrial future land use by this plan." Upon further review of this situation, the following has come to light: 1) the industrial uses would not have to meet the 5 or 10 acre minimum for industrial as required by the PBIA Overlay; and 2) the existing residential lots could not meet the



minimum 1 acre requirement to rezone to industrial. Thus, this recommendation should be reconsidered based on the following:

1. This statement and justification in the HANP is inaccurate since there are no industrial uses on the east side of Jog Road. (Please see Existing Land Use, Map 5, Page 10). Thus, the subdivision cannot extend into an existing industrial section. In addition, Jog Road forms a formidable barrier, with industrial uses to the west.
2. The HANP and residents within the Sunbeam Park area suggest, as justification for change to industrial, that there are non-residential uses on three sides of the Subdivision. Although the entire subdivision has non-residential uses on three sides, there are only a few parcels that have non-residential uses on two sides.

Jog Road, at six lanes, can be considered a non-residential use adjacent to the west side of the Subdivision. Another non-residential use, adjacent to the northern portion of Sunbeam Park, is a church. The church property is fairly large, well landscaped, and has a residential future land use designation. Churches are considered compatible with residential neighborhoods. This leaves the Amoco Station to the south of Sunbeam Park, which again is not an industrial use, but a commercial use. The Amoco Station is adjacent to three parcels which are just north of Joseph Street, and all are in single ownership.

3. The intent of the PBIA Overlay is to allow the conversion of residential to a campus style industrial park, because noise impacts associated with being in or near the PBIA approach path. The 1994 Airport Noise Contour Map (See Map 14) shows that this area is outside of the 65 Ldn noise contour zone, an area within which the FAA considers residential land use non compatible. Thus, the underlying premise for the conversion to industrial is not present.
4. The special 5 and 10 acre minimum lot size required within the PBIA-O to rezone a property to the Light Industrial (IL) zoning district would not apply. These special minimum lot sizes only apply when a property does not have an Industrial FLUA designation. These standards, in addition to a review by the PBIA Overlay Committee, were put in the PBIA Overlay language to ensure well planned industrial parks and help protect surrounding residential uses from incompatible industrial development. Again, the standards are to increase the level of compatibility between residential and industrial uses.

Further, the minimum lot size for industrial zoning is one acre. However, land at less than one acre, which has an Industrial Land Use, is often allowed to be rezoned; thus accommodating these sub-standard lots. The HANP recommendation reduces the level of assurance for adjacent residents by leaving Sunbeam Park open for the type of industrial uses which may negatively impact Boulevard Park.

Therefore, the recommendation works counter to the overall purpose of the PBI Overlay which encourages "Planned Industrial Parks" within the Overlay and states:

"While, in the long term, non-residential uses may be more appropriate, it is not the *intent of the Overlay to cause premature deterioration or conversion of existing neighborhoods.*"

5. The change to industrial would be inconsistent with Land Use Element (LUE) Policy 3-b, which provides that areas designated for residential use be protected from encroachment of incompatible uses. The proposed change would have the effect of allowing industrial uses to extend east of Jog Road, where they presently do not exist, thereby encroaching upon the Boulevard Park Subdivision, a viable residential neighborhood.
6. None of the properties within Sunbeam Park would meet the minimum lot dimensions needed to rezone to the Light Industrial (IL) zoning district. The average lot size is about .14 acres, with a frontage of 50 feet and a depth of 120 feet.
7. The Boulevard Park Subdivision is a viable neighborhood with numerous property owners (mostly owner occupied), making it difficult to assemble land for the conversion to industrial use. Thus, it is highly unlikely that this area will transition to industrial. In addition, residents of the area have requested the retention of their residential designation and enhancement of their neighborhood.
8. The change would be inconsistent with Housing Element (HE) Policy 4-f, which states the County shall promote the redevelopment and rehabilitation of existing housing and neighborhoods. The proposed change could result in the elimination of a viable residential neighborhood, which contains predominantly affordable single family housing.

Impact of Jog Road on Existing Residential Development: The impact of Jog Road on residential uses varies throughout the Study Area depending on the location of the homes, size of the lot, etc. In this Sub-area, several homes in Sunbeam Park are located within a few feet of Jog Road and are close to the intersection of Jog and Southern Boulevard. Their proximity to the road leaves little opportunity for buffering along the roadway. They are also subject to the future expansion of Southern Boulevard.

Although industrial use is not appropriate for the Sunbeam Park Area, and should not be permitted to come east of Jog Road, a non-residential transitional use such as an office (limited to personal and professional services), may be more appropriate for the property owners along Jog Road and more compatible with maintaining the remainder of the neighborhoods.

The church property, located north of Sunbeam Park, is well buffered from Jog Road and should retain its adopted residential land use designation. Residential properties north of the church, along Bishoff Drive and Alexander Road, should also retain their residential land use designation. This is a viable neighborhood and residential homes appear to be adequately buffered from Jog Road. In addition, there are no adjacent commercial or industrial uses.

The Deterioration (Enhancement) of Existing Neighborhoods: While a majority of the housing stock within this Sub-area is in good condition, some residential units have been allowed to deteriorate and there appear to be areas in code violation. Residents are also concerned about rental units within their neighborhoods and absentee landlords who are not maintaining their properties. During the community meetings, residents suggested the area be designated a Code Enforcement Target Area. Target Areas are designated when an area is in need of attention due to a high number of complaints. The HANP did not recommend designation of these neighborhoods; however, inclusion as a target area may be appropriate based on this more recent inventory/evaluation of the area and neighborhood support for the designation.

The area also lacks basic services such as central water, sewer and paved roads. These factors contributed to the HANP recommendation that the area transition to industrial use. However, improvements to the area are possible and should be encouraged. In addition, there is a commitment by residents to retain the residential designation and improve their neighborhoods.

b. Conclusions/Recommendations

In conclusion, based on the data and analysis, Sub-area I is comprised of viable residential neighborhoods which should be protected and enhanced, with the exception of a few parcels adjacent to Jog Road. Conversion of the area to industrial use is not appropriate nor warranted. Aircraft noise levels do not support such a conversion, and there is ample opportunity for industrial development on the west side of Jog Road. The change would also be inconsistent with policies LU-3-b and LU 4-f of the County's Comprehensive Plan, and inconsistent with the intent of the PBIA Overlay.

Parcels immediately adjacent to Jog Road near Southern Boulevard, which have been heavily impacted by the Jog Road expansion, should be re-designated to a non-residential/non-retail transitional use, such as an office. An office use should not place a burden on the surrounding neighborhoods.

Recommendations:

- * Retain the current residential Future Land Use Atlas (FLUA) designations, where no conversion of residential to industrial is the goal:
 - * The Boulevard Park Subdivision should retain the residential designation of HR-8, High Residential at 8 units per acre.

- * The neighborhoods to the north of Boulevard Park, along Bishoff Drive and Alexander Road, should retain the residential designation of MR-5, Medium Residential at 5 units per acre.
- * The majority of the Sunbeam Park Subdivision should retain the residential designation of HR-8, High Residential at 8 units per acre.

In addition, the PBIA Overlay language should be revised to reflect these neighborhoods as " non-conversion areas."

- * Change the FLUA designation for the parcels adjacent to Jog Road, just north of Joseph Street in the Sunbeam Park Area, from HR-8 to CL-O/Res 8, Commercial Low-Office with an underlying residential designation, to a depth of approximately 150 feet to the east of Jog Road (this only includes: Block 2 lots 6,7,11, and Block 3, lots 6,7,8,11,12,13). The intent of the recommendation is for non-retail office type use as a transition into a residential neighborhood.
- * Require additional buffering between the CL-O uses and the residential uses to the east.
- * Retain the Amoco Station FLUA designation of CH/Res 8, Commercial with an underlying residential designation of 8 units to the acre.
- * Encourage residents to form a neighborhood group in an effort to improve the area. Residents should investigate programs for connection to public water and/or sewer lines and paving of roads. The County can offer guidance to residents, and direction as to the appropriate departments and agencies to contact (i.e. water utilities, property appraisers office, engineering, etc.).
- * Designate the residential neighborhoods within the Sub-area as a Code Enforcement Target Area. A neighborhood committee should be formed to implement the recommendation, ie. invite a representative from the County's Code Enforcement Division out to a neighborhood meeting.



2. Sub-Area II

Sub-area II is located on the west side of Jog Road, between Southern Boulevard and the southern boundary of lots adjacent to Bishoff Drive, and the L-4 Canal.

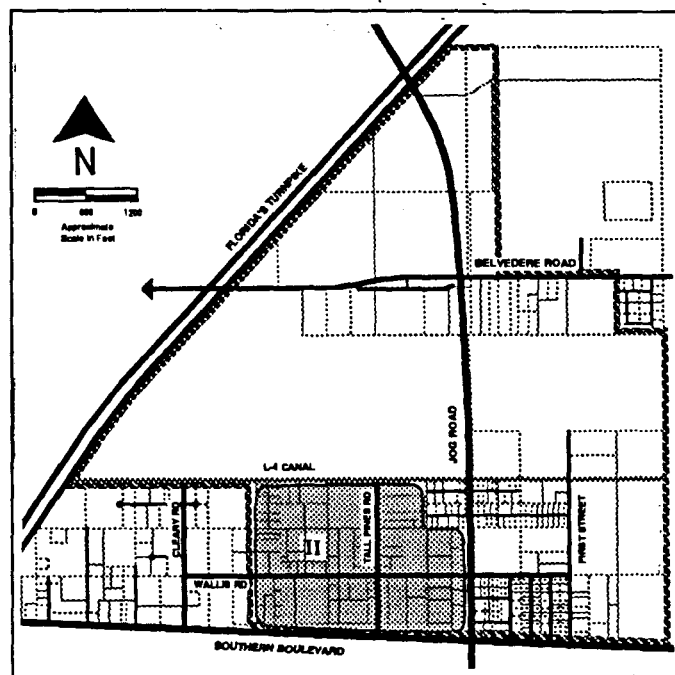
The issues within the area include: the transition of residential uses to commercial or industrial and negative impacts of such a transition on existing homeowners.

a. Analysis

This Sub-area contains a mix of land uses including residential, commercial, and industrial. A portion of the area is in transition from residential to industrial/commercial use. The residential uses (large lot residential, 1+ acres) within the area are generally located along Tall Pines Road and Wallis Road and are surrounded by incompatible industrial uses. Industrial development adjacent to the residential areas includes car repair facilities, welding shops, and auto junk yards. County Sanitation Recycling Facility is also located in the area, at the north end of Tall Pines Road. These industrial uses are not compatible with residential. According to residents within the area, problems exist with heavy truck traffic, dust, odors, and garbage left along the roadways. Residents within the area have voiced numerous concerns about being located adjacent to industrial uses, and in some cases, residential property owners are being assessed as commercial or industrial, resulting in an increase in taxes.

This mix of land uses is the result of demand for industrial land within the area, and action taken by property owners to change the Future Land Use Atlas designation. Prior to 1989, a majority of the area had a residential future land use designation. During preparation of the 1989 Palm Beach County Comprehensive Plan, a majority of the property owners within the area petitioned to obtain an industrial/commercial future land use designation. Since that time, industrial and commercial use has been expanding within the area. Some of the residential uses have already been converted to industrial, setting the trend for the remainder of the area. Since 1989, three additional re-zonings from Agriculture Residential to Industrial have been approved.

Site factors which contribute to the success of the area for industrial use include: 1) the limited number of areas which are geared toward small scale industrial uses; and 2) the area's accessibility to Southern Boulevard and the Florida Turnpike. In addition, the expansion and extension of Jog Road has improved access and visibility for many of the businesses.



There are also some commercial uses within the area, primarily located along Southern Boulevard and Jog Road. Although the commercial land use designation extends back from Southern to the L-4 Canal, the interior properties have been developed with industrial uses.

b. Conclusions/Recommendations

In conclusion, based on the data and analysis, this area will continue to transition from residential to industrial use, and a shift back to residential development within the area is highly unlikely. Although this transition has resulted in an unpleasant living environment for many of the residents, a non-residential designation remains appropriate since:

- * a majority of the land owners requested the non-residential designation;
- * lot sizes within the area, approximately 1 acre+, are large enough to meet the requirements for industrial zoning; and
- * this area already has numerous industrial uses, and appears to be successful in attracting small scale industrial development.

The Tall Pines Road area illustrates the problems associated with conversion of a residential neighborhood to industrial use.

Recommendations:

- * Change the FLUA designation for the area designated CL/IND, Commercial Low with an underlying Industrial designation to IND, Industrial.
- * Retain the current FLUA designation of CH/Ind, Commercial High with underlying Industrial, for those parcels along Southern Boulevard and Jog Road.
- * Encourage homeowners to obtain additional information on some of the issues that concern them, such as industrial tax assessments and garbage along the roadways, by contacting the Property Appraisers Office and the County's Code Enforcement Office, respectively.

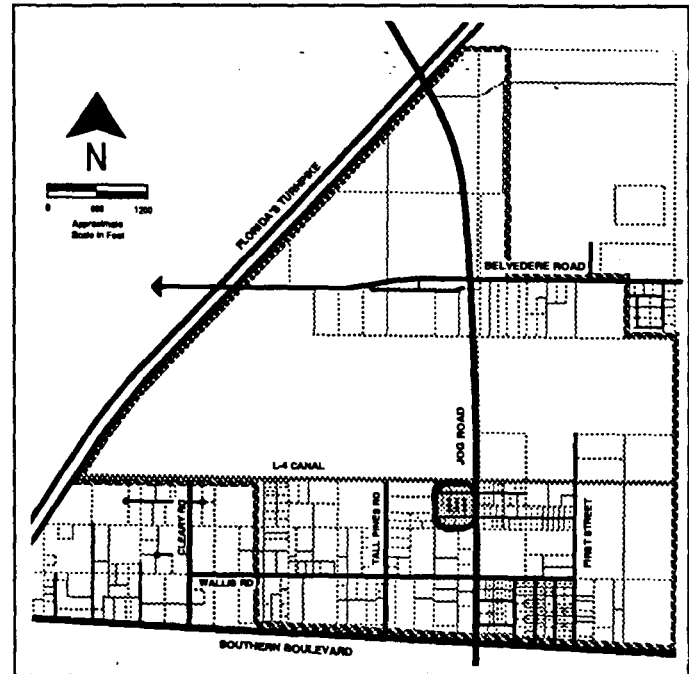
3. Sub-Area III

Sub-area III is located on the west side of Jog Road, along Bishoff Drive and Alexander Road.

The issues within this area include: the proximity, and possible conversion, of single family homes to industrial use and the impact of Jog Road.

a. Analysis

This Sub-area is a small residential area, approximately 10 acres in size, primarily comprised of conventional single family homes and mobile homes. The area has unpaved roads and no water/sewer lines.



Sub-area III is in an unusual situation in that it was originally part of a neighborhood split in half by the extension of Jog Road. A majority of the Bishoff/Alexander Road neighborhood is now located on the east side of Jog Road. This Sub-area has become a small isolated area of residential, adjacent to industrial uses to the south and west (industrial uses described in Sub-Area II). Jog Road is the boundary to the east, and the L-4 canal is located to the north.

The neighborhood appears to be declining and has been negatively impacted by the surrounding industrial uses and the extension of Jog Road. Several of the homes are located within a few feet of Jog Road, which leaves limited opportunity to provide buffering along the roadway. The industrial uses to the south are incompatible with residential development and are completely visible from the homes along Bishoff Drive. It is not uncommon to see large cranes, machinery and storage facilities backed up to single family homes. In addition, the area is not linked to any other neighborhoods. A description of the area includes: homes in disrepair-repair, overgrown lawns, abandoned furniture, and storage of disabled vehicles.

Several property owners within Area III, who attended the community meetings, did request a non-residential future land use designation. While a non-residential designation is appropriate in the long term, property owners could not meet current regulations to develop as industrial. The current lot sizes (approx. 1/4 acre) and the lack of water and sewer lines within this area do not support a commercial or industrial designation. According to the County's Unified Land Development Code (ULDC) a minimum lot size of one (1) acre is required to rezone to commercial or industrial. (Larger lot sizes may be required by the Health Department if a parcel is on well and septic system.) Action taken to redesignate the area as commercial or industrial would also create a non-conforming situation for residents not able to immediately convert, and could also trigger a reassessment of the area by the Property Appraisers Office, resulting in

higher taxes for residents.

b. Conclusions/Recommendations

Based on the data and analysis, this area does not appear to be a long-term viable residential neighborhood given:

- * the proximity of this small residential area to an expanding industrial zone;
- * the decline of the neighborhood;
- * the fact that a non-residential land use would complete the industrial designation to the L-4 Canal rather than leaving a small residential enclave; and
- * the fact that a non-residential designation would not encroach upon or negatively impact any other existing neighborhoods.

However, the residential designation should remain in place, until the property owners can assemble enough land to meet current standards and regulations. This is recommended so as not to: 1) create sub-standard lots; 2) overburden homeowners within the area with higher property taxes; and 3) create non-conforming uses. Upon meeting the standards, the County should actively support conversion of this area to industrial use.

Recommendation:

- * Retain the FLUA designation of MR-5, Medium Residential at 5 units per acre, and investigate the possibility of an underlying industrial designation for this area.
- * Include a provision within the PBIA Overlay language which encourages the transition of this area to industrial. The minimum lot size shall be 1 acre. A property owner shall only be required to obtain a rezoning to industrial, a land use amendment will not be required.

The intent of this recommendation is to encourage property owners to move forward and assemble the acreage necessary to meet the adopted regulations for industrial use. An industrial designation is ultimately desired for the area, but should only be permitted if the property owner is able to assemble one acre of land, as currently required for rezoning to industrial use.

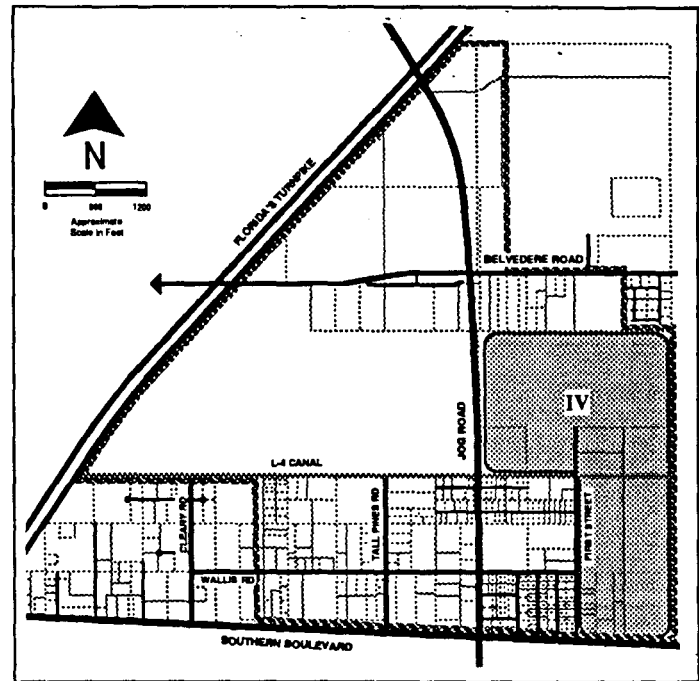
4. Sub-Area IV

Sub-area IV is located on the east side of Jog Road, north of Southern Boulevard, and the L-4 Canal, to the Belvedere Road Corridor.

The issues within this area include: the potential change from residential land use designation to industrial.

a. Analysis

This Sub-area, approximately 200 acres in size, is predominantly vacant and generally surrounded by residential land uses. A large portion of the area is a vacant tract of land (approximately 114 acres) in single ownership, which provides the opportunity for a master planned development. Other vacant parcels within the Sub-area are generally between 10 and 50 acres in size.



The extension of Jog Road increased accessibility to some of the parcels in this area. Since the area immediately adjacent to Jog Road is vacant, there are no other impacts associated with the roadway.

Due to the property ownership patterns, and placement of lots within the area, this area should be proactively planned to avoid a potential checkerboard pattern of industrial and residential development. Some of the vacant parcels have residential on three sides and should be eliminated from consideration as industrial. Other parcels, however, are adjacent to residential on only one side, thus allowing the possibility to rezone to industrial. Without proactive planning, this situation could lead to haphazard development of residential and industrial.

According to residents within the area, there has been some interest in industrial land use designations in Sub-area IV. At the community meetings, participants voiced their concern about additional industrial uses on the east side of Jog Road. Currently, all industrial use is on the west side of Jog Road. (See Jog Road Study Area -General Issues, Page 32).

b. Conclusions/Recommendations

In conclusion, based on the data and analysis, including the Jog Road General Issues analysis, this area should retain the residential future land use designation. The large parcel of undeveloped land, under single ownership, offers an opportunity to be developed as a planned

residential development, at a density of five units to the acre. A residential designation is appropriate based on the following:

- * Aircraft noise is not at a level to restrict or limit residential development.
- * Jog Road can be considered a dividing line or buffer between residential uses to the east, and non-residential uses to the west. Therefore, the current residential land use designations should be retained on the east side of Jog Road within the Study Area.
- * A pro-active residential designation where "no conversion to industrial" is the goal, will assist in protecting existing neighborhoods from intrusion of non-residential uses and eliminate the potential for an unplanned mix of residential and industrial.
- * Residential uses can be compatible with Jog Road. New residential uses have the opportunity to provide additional buffering along the roadway, thus reducing any negative impacts associated with the roadway.

Recommendations:

- * Retain the FLUA designation of MR-5, Medium Residential at 5 units to the acre.

In addition, the PBIA Overlay language should be revised to reflect this area as a " non-conversion areas".
- * Require additional set-backs, buffering and landscape treatments for future (and existing where possible) residential areas along Jog Road.
- * Notify new residential property owners that they are within the PBIA-Overlay and that they may experience some airport related noise.

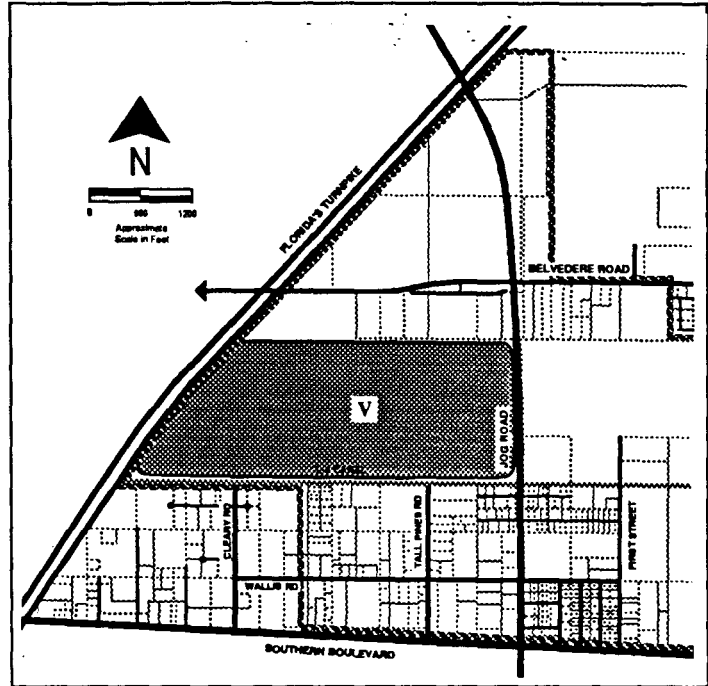
5. Sub-Area V

Sub-area V is located on the west side of Jog Road, between the L-4 canal and the Belvedere Road Corridor.

The issues within this area include: the potential change from residential future land use designation to industrial.

a. Analysis

Sub-area V consists of a large vacant tract of land, approximately 236 acres in size. Adjacent uses include residential uses on large lots to the north and a mix of residential/industrial uses south of the L-4 Canal. Jog Road bounds this area on the east, and the Florida Turnpike is located to the west. This property has a FLUA designation of Low Residential (LR-2) and is under single ownership.



Access to the site has been greatly improved with the extension of Jog Road. Since the parcel is vacant, there are no other impacts associated with Jog Road.

This Sub-area has various possibilities since the parcel is in single ownership and has the opportunity to be master planned as residential or as a mixed use development. The access to this area from the Turnpike and the Palm Beach International Airport make it an ideal location for mixed use development.

Although there are industrial uses to the south, residential development of this property should not be negatively impacted, since the L-4 Canal provides an adequate buffer. A residential designation of this Sub-area is also consistent with the Belvedere Road Corridor residential FLUA designation (See Sub-area VI).

This site does offer opportunities for mixed use development such as a small Traditional Neighborhood Development (TND - See Glossary, Appendix G) or Planned Industrial Park District (PIPD) zoning designation. The TND is the only mixed land use category and currently requires 1,200 acres of land, thus eliminating this site from consideration at this time. However, if the acreage requirements for this category are reduced, this site may be a good candidate for a TND designation.

Another option for the parcel is increased density through the County's Transfer of Development Rights (TDR) program. Residential densities are generally higher within the Study Area. The future land use designation on the east side of Jog Road is Medium Residential at a density of 5 units to the acre. Therefore, this parcel may be an appropriate "receiving area" or an area where an increase in density is appropriate. The County has a TDR Program available for property owners seeking an increase in residential density. Basically, the TDR program shifts development rights from parcels where development is not appropriate (sites known as sending areas) and places them on other parcels where development is appropriate and desirable (receiving areas). This site meets the basic requirements of a receiving area in that it is located within the Urban Service Area Boundary, is adjacent to higher densities, and can be developed as a Planned Development. (Applicant must also meet concurrency.)

During the community meetings, most residents within the area supported a residential designation for this parcel of land, and were not in favor of additional industrial uses.

b. Conclusions/Recommendations

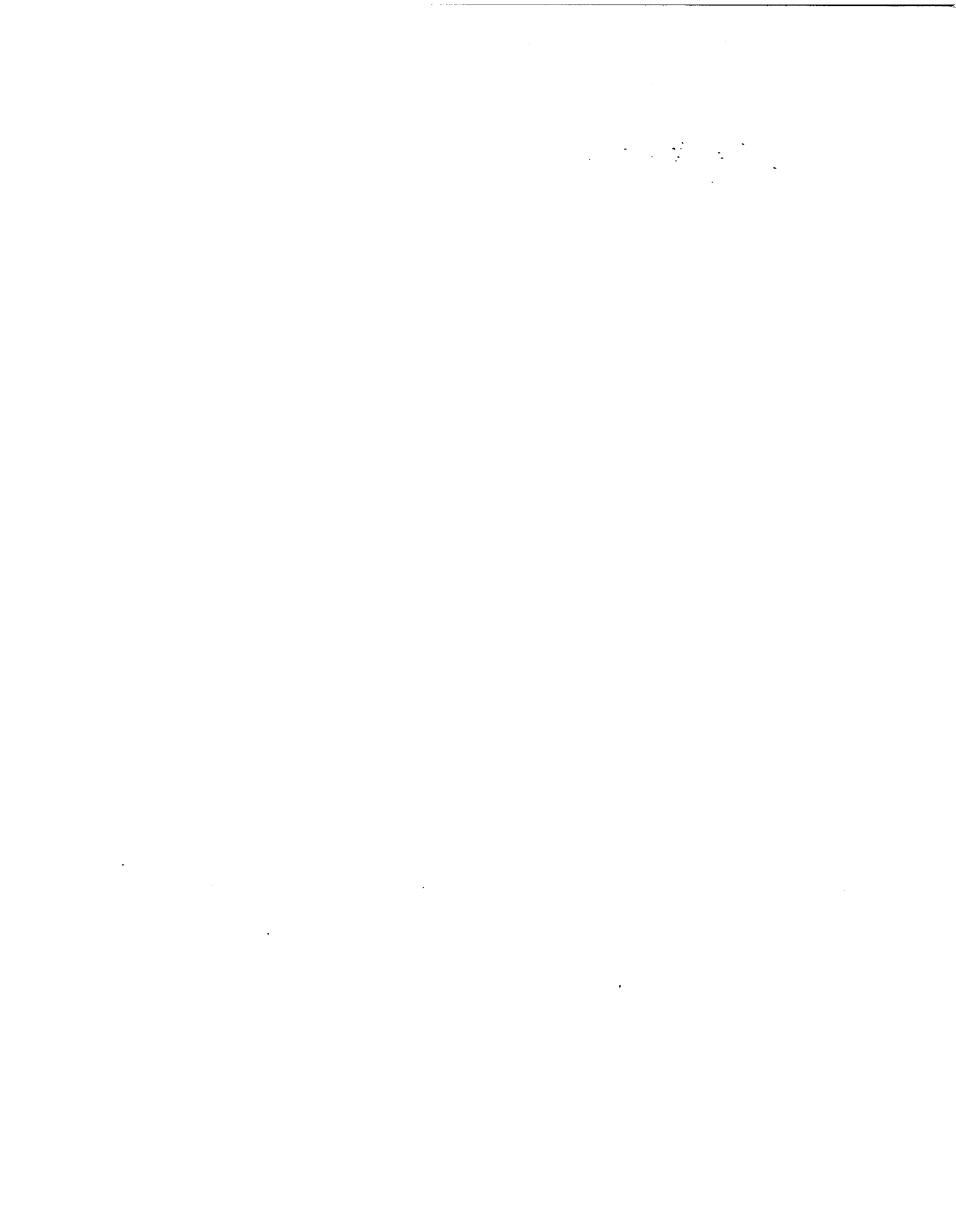
In conclusion, this parcel has several possibilities, including a residential planned development or a mixed use project. Based on the inventory and analysis, however, this area should remain residential at this time, primarily based on the following:

- * Noise levels from aircraft are not at a level to restrict or limit residential development.
- * Residential uses can be compatible with Jog Road. New residential uses have the opportunity to provide additional buffering along the roadway, thus reducing negative impacts.
- * The designation is compatible with the residential "non-conversion" designation along Belvedere Road to the north.
- * The only mixed use Future Land Use category is a TND and the current acreage requirements exclude designation of the parcel at this time. Mixed use development is highly recommended for this area in the future.

A mixed use designation, such as a TND (given changes to current regulations) or PIPD would be appropriate within this area and compatible with surrounding uses. The potential for this area to convert to industrial uses, as allowed through the PBIA-O language, should also not be excluded. This parcel also has the opportunity to participate in the County's TDR Program and may be a good receiving area for Transfer of Development Rights (TDRs).

Recommendations:

- * Retain the FLUA designation of LR-2, Low Residential at 2 units to the acre. This area should remain subject to the industrial conversion language of the PBIA-O and/or encouraged to develop as a mixed use project.
- * If developed as residential, notify new residential property owners that they are within the PBIA-Overlay and that they may experience some airport related noise.
- * Require additional set-backs, buffering and landscape treatments for future (and existing where possible) residential areas along Jog Road.
- * Property owners should be encouraged to utilize the County's TDR Program if an increase in residential density is desired.



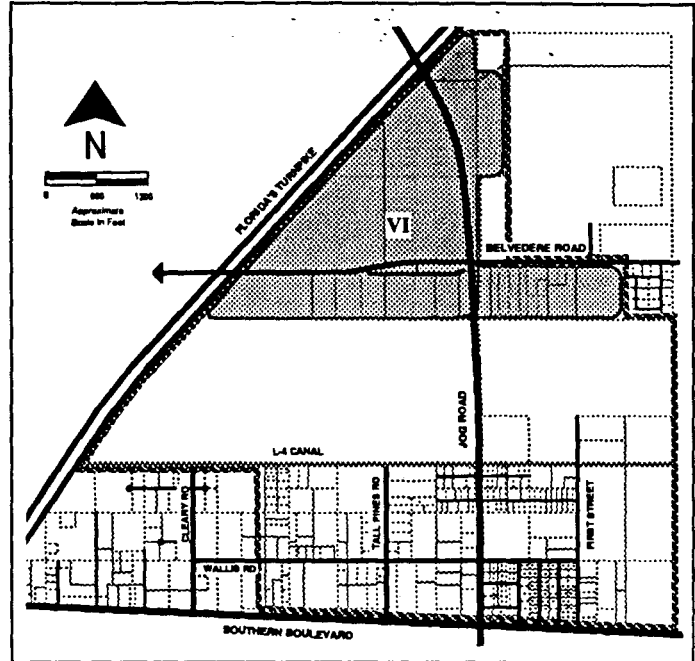
6. Sub-Area VI

Sub-area VI is located along Belvedere Road, north to the Florida Turnpike.

The major area of concern is the future land use designation for the large vacant parcel in the center of the Sub-area.

a. Analysis

Sub-area VI contains large lot residential, institutional, industrial, and utility land uses. The Sub-area's largest component is a vacant tract of land approximately 76 acres in size. The vacant parcel can be described as an island, surrounded by major roadways; Florida Turnpike to the west and north, Jog Road to the east, and Belvedere Road to the South. A majority of this Sub-area is located outside of the PBI Overlay.



The extension of Jog Road cut through the Sub-area; increasing access to Okeechobee Boulevard and the entrance to the Florida Turnpike. Since a majority of the Sub-area is vacant, there are no other impacts associated with Jog Road.

The HANP recommends preserving the areas fronting Belvedere Road as a residential corridor, and states that the roadway should not develop as a commercial or industrial artery. The HANP states a definitive position: further the goal of protecting the residential character of the Belvedere Road corridor by maintaining the existing future residential land use designations located at the Belvedere/Jog Road extension intersection and along Jog Road extension north of Belvedere Road. Support for residential within the area was also due to the location of wellheads within the area. This residential land use recommendation has recently been adopted as part of the Palm Beach County Comprehensive Plan. However, recent changes within the area have led to questions regarding the HANP recommendation for the large vacant parcel.

Since the time of the HANP writing, the existing land uses in the Sub-area have changed. The area been affected by new land uses and the extension/expansion of roads. The new land uses established since 1991 include the Gas Compression Station and two water retention ponds. (The water retention ponds are located on the east side of Jog Road.) The extension of Jog Road and the expansion of Belvedere Road to 6 lanes have further changed conditions within the area. The large vacant parcel of land is now surrounded on each side by major roadways: Jog Road, Belvedere Road and the Florida Turnpike.

The vacant parcel is also subject to potentially noisy uses; the Gas Compression Station and the Florida Turnpike. The Turnpike alone can exceed 75 decibels, louder than aircraft noise. In addition, as the Gas Compression Station regulates the pressure in the natural gas lines, short bursts of noise are created. The facility operates under operational guidelines established by the Federal Energy Regulatory Commission (FERC). FERC requires that the facility does not exceed 55 decibels at the nearest noise sensitive location at the time of construction. At that time, the nearest noise sensitive location, a residence, was located 640 feet away. Although bursts of noise may occur only one or two times a day, residences located within 640 feet of the facility may be subject to noise levels over 55 decibels. Therefore, FERC discourages residential uses adjacent to the station. A vegetative buffer is located along the property line of the Station; however, it does not offer adequate protection (visual/noise relief), if the vacant parcel is developed for residential use.

At the community meetings, however, residents indicated that they still prefer a residential designation for the entire area and support the "Belvedere Road Residential Corridor." Although residential may no longer be appropriate for the large vacant tract, the property is in common ownership which offers the opportunity for a well planned development, perhaps a mixed use project. A well planned development should not negatively impact the surrounding residential uses. The parcel has adequate buffers on each side and is not directly adjacent to residential development (Cam Estates is separated from it by a wall, a water retention area and Jog Road).

Although there are no wellheads located on the vacant parcel, as discussed during preparation of the HANP, there are wellfield protection zones located within the parcel. Thus, industrial uses should not be permitted. The HANP identified the wellfields as reason to support residential, noting that non-residential uses would be incompatible. While residential may be most compatible with the wellfield zones, office use may be permitted on the site, as regulated by the Wellfield Protection Ordinance, and office use is more compatible with the adjacent utility.

The HANP recommendation to keep Belvedere Road a residential corridor can be supported for the remainder of the Sub-area, even though the roadway has been expanded to six lanes. The Belvedere Corridor primarily contains residential uses on large lots, from 2 to 10 acres in size. The homes on these large lots are adequately buffered from Belvedere Road. In addition, the intent to keep the intersection of Belvedere Road and Jog Road free from retail commercial uses can also be supported, primarily since the County owns three of the four corners.

Residents at the community meetings have indicated support for a park or trail along the retention ponds and on the west side of Jog Road. According to the Parks Department, there are no plans, or current need, for a park within this area.

b. Conclusions/Recommendations

In conclusion, based on the data and analysis, although residential use is still appropriate along the Belvedere Corridor, it may no longer be appropriate for the vacant parcel north of Belvedere Road. A non-residential office designation should be considered given:

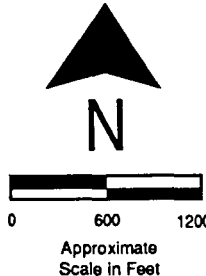
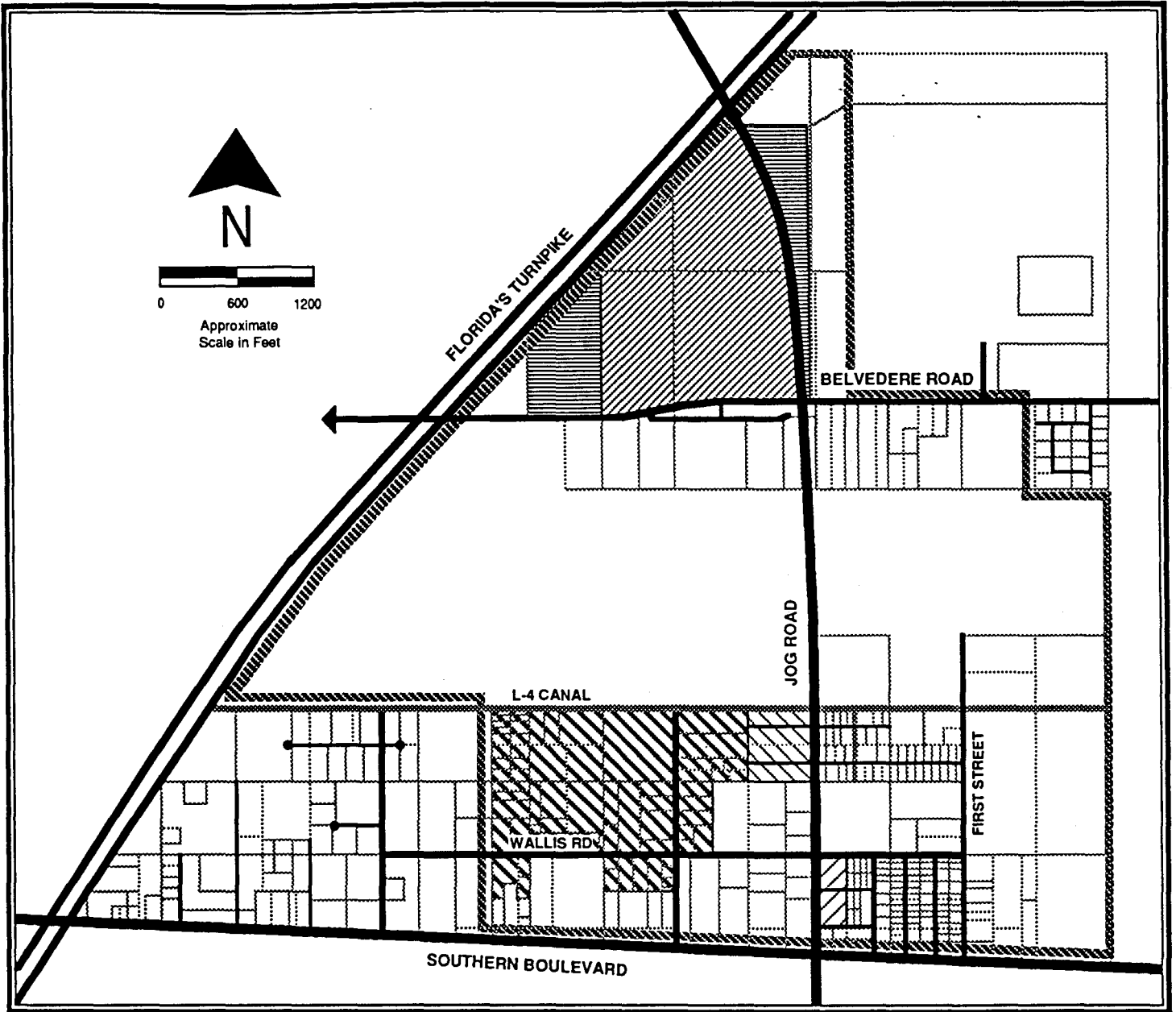
- * Retention of this parcel as residential would create an island of homes, surrounded by major roadways, and adjacent to incompatible noisy land uses.
- * The parcel is not directly linked to any other neighborhoods, therefore a non-residential designation would not negatively impact the nearby residential areas.
- * Wellheads are not located on the vacant parcel, rather they are located on the east side of Jog Road. A Wellfield Protection Ordinance is already adopted as part of the County's Unified Land Development Code, which provides protection for the Wellheads and zones.
- * The parcel is under single ownership and has the opportunity to be master planned as an office park or mixed use project.

The character of Belvedere Road as a "residential corridor" can still be preserved by requiring an extensive buffer of native vegetation along Belvedere and Jog Roads, and by complying with the recommendations of the HANP that restrict general commercial, retail, and industrial uses. Commercial/office use would create the least impact on the area, and be the most appropriate land use. In addition, protection of the wellfields, especially zone I, in the northern section of the parcel should not be overlooked.

Recommendations:

- * Retain the residential FLUA designation of LR-2, Low Residential at 2 units per acre, along a majority of Belvedere Road.
- * Change the FLUA designation of the large vacant tract from LR-3, Low Residential at 3 units per acre, to CH-O/LR3, Commercial High-Office, with an underlying designation of Low Residential 3. This parcel is under single ownership and has the opportunity to be master planned. An office park or mixed use designation is highly recommended for this area. Belvedere Road should be adequately buffered to retain the residential character.
- * Prohibit general retail commercial uses or industrial uses. (Limited retail uses should only be permitted as part of a mixed use project, and those uses should be internal to the site so as not to disrupt the residential character of the Belvedere Road Corridor.)
- * Require a buffer of native vegetation along Belvedere and Jog Roads to retain the residential character.

- * Change the FLUA designation of the vacant parcel (drainage retention ponds) on the east side of Jog Road from LR-3, Low Residential, to Transportation/Utilities.
- * Change the FLUA designation of the gas compression station from LR-3, Low Residential, to Transportation/Utilities.









Jog Road

Corridor Study

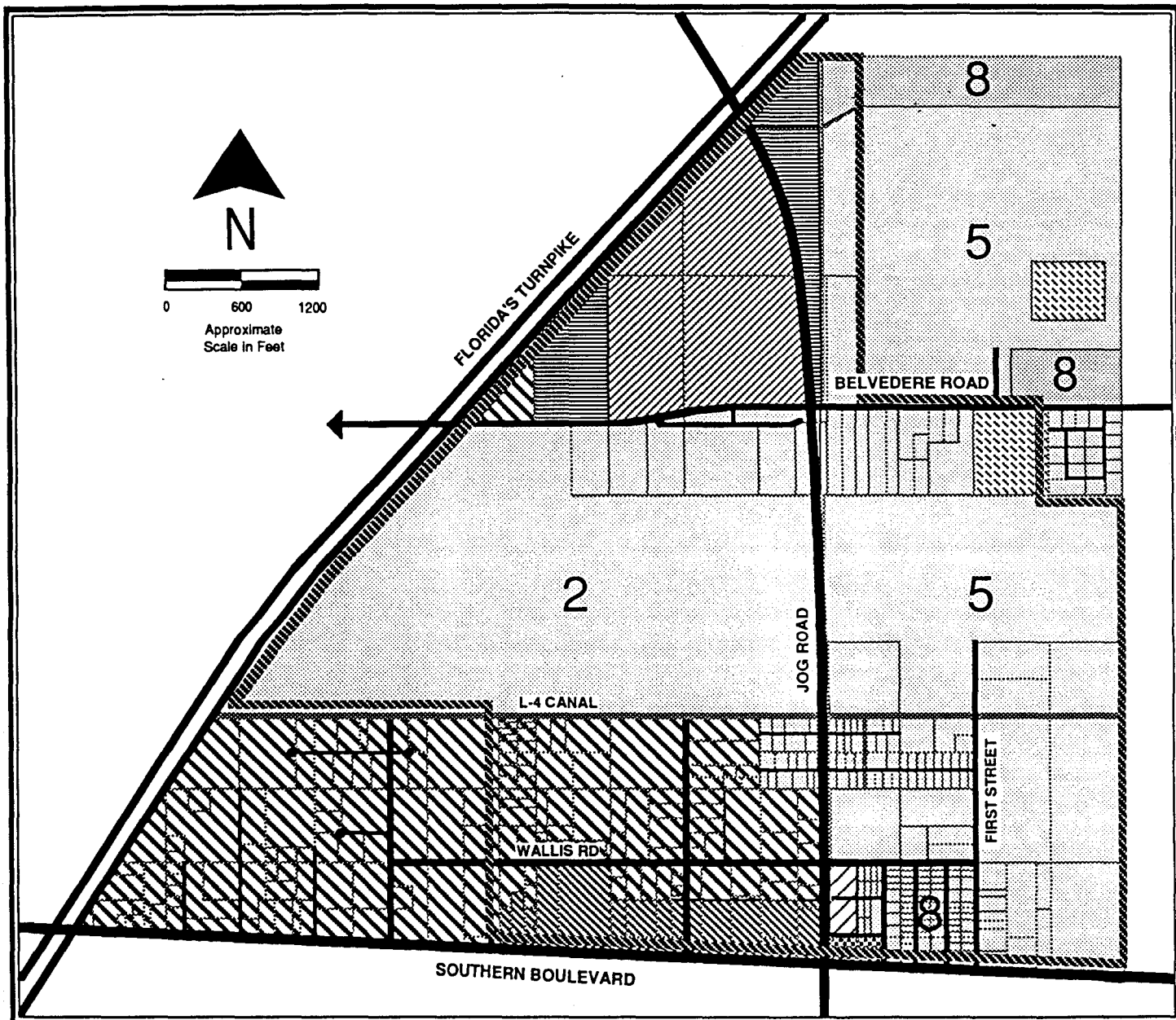
Map 15: Recommendations Affecting the Future Land Use Atlas

Legend

-  Residential to Transportation/Utilities
-  Residential to Commercial Low Office/Residential 8
-  Residential to Residential (MR-5)/Potential Industrial
-  Residential to Commercial High Office/Low Residential 3
-  Commercial Low Office/Industrial to Industrial
-  Study Area Boundary



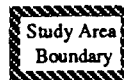
Palm Beach County Planning Division 1995











Jog Road Corridor Study

Map 16: Proposed Future Land Use Atlas

Legend



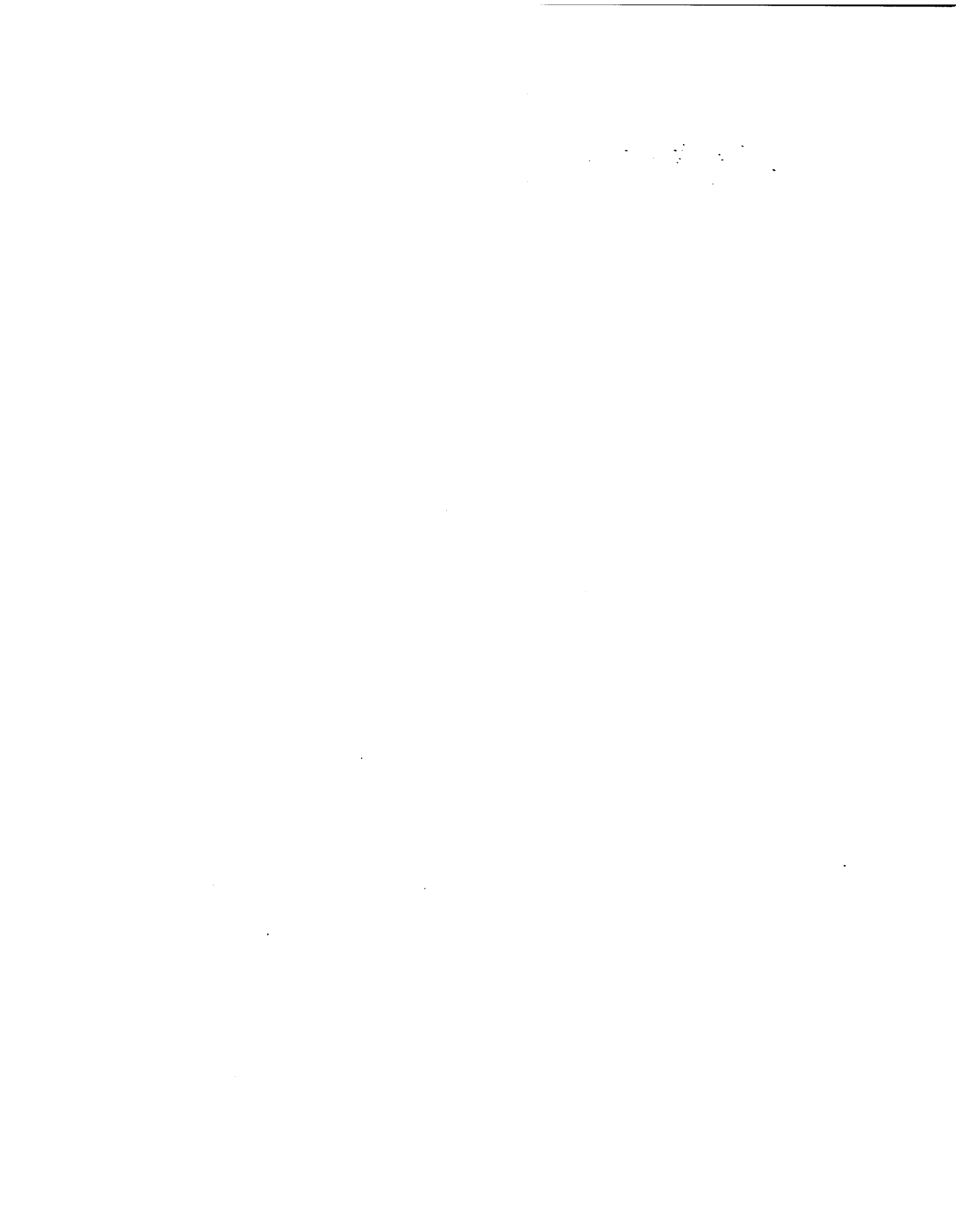
-  Residential (number indicates density)
-  Institutional
-  Transportation/Utilities
-  Commercial Low Office/Residential 8
-  Commercial High Office/Low Res. 3
-  Commercial High/Industrial
-  Commercial High/Residential 8
-  Industrial



Palm Beach County Planning Division 1995

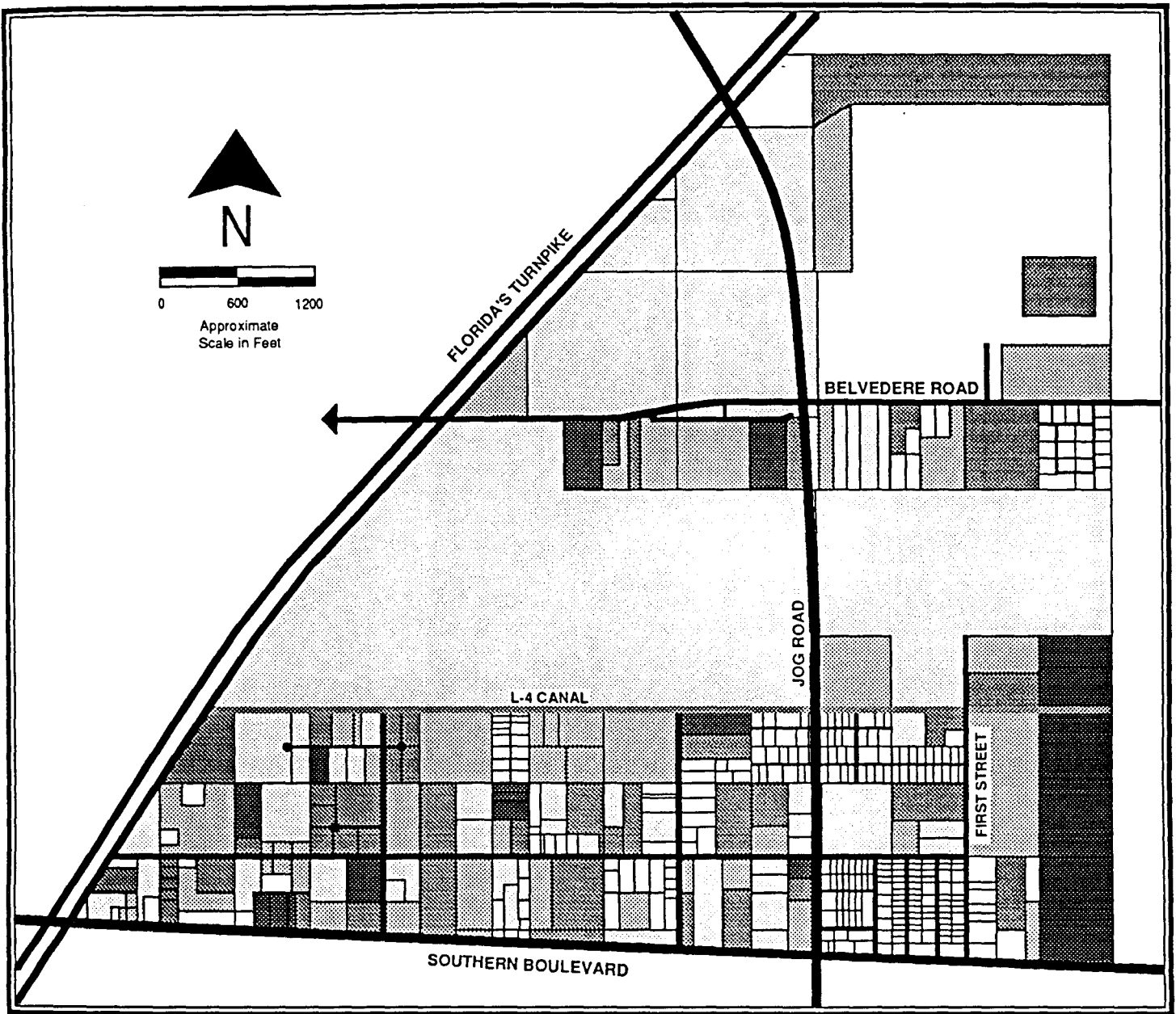
APPENDICES

- A. PROPERTY OWNERSHIP MAP**
- B. FUTURE LAND USE RESIDENTIAL CATEGORIES**
- C. APPLICABLE ZONING CATEGORIES**
- D. INDUSTRIAL REQUIREMENTS**
- E. HAVERHILL NEIGHBORHOOD PLAN RECOMMENDATIONS**
- F. COMMUNITY MEETING - LAND USE DEPICTIONS**
- G. GLOSSARY, LIST OF TERMS**



**APPENDIX
A**






**PROPERTY OWNERSHIP PATTERNS
MAP**



JOG ROAD CORRIDOR STUDY

Ownership Pattern

Legend

- 




- Indicates single ownership for one lot, or for groupings of contiguous lots
- Parcels one acre or smaller

APPENDIX B

FUTURE LAND USE - RESIDENTIAL CATEGORIES

RESIDENTIAL SUB-CATEGORIES & ALLOWED DENSITIES

Residential Sub-category	Dwelling Units Per Gross Acres	Color Code on LUP MAP
Rural Residential 20	Not to exceed 1 du per 20 acres Maximum - 0.05 DU/A Entitlement - 0.05 DU/A	Olive Green
Rural Residential 10	Not to exceed 1 du per 10 acres Maximum - 0.10 DU/AC Entitlement - 0.05 DU/AC	Olive Yellow
Low Residential 1	Not to exceed 1 du per 1 acre Maximum - 1.0 DU/AC Entitlement - 0.1 DU/AC	Yellow
Low Residential 2	1 to 2 du per 1 acre PDD Maximum - 2.0 DU/AC w/o PDD Max. - 1.5 DU/AC Minimum - 1.0 DU/AC Entitlement - 0.1 DU/AC	Yellow
Low Residential 3	1 to 3 du per 1 acre PDD Maximum - 3.0 DU/AC w/o PDD Max. - 2.0 DU/AC Minimum - 1.0 DU/AC Entitlement - 0.1 DU/AC	Yellow
Medium Residential 5	3 to 5 du per 1 acre PDD Maximum - 5.0 DU/AC w/o PDD Max. - 4.0 DU/AC Minimum - 3.0 DU/AC Entitlement - 0.2 DU/AC	Beige
High Residential 8	5 to 8 du per 1 acre PDD Maximum - 8.0 DU/AC w/o PDD Max. - 6.0 DU/AC Minimum - 5.0 DU/AC Entitlement - 0.4 DU/AC	Light Brown
High Residential 12	5 to 12 du per 1 acre PDD Maximum - 12.0 DU/AC w/o PDD Max. - 6.0 DU/AC Minimum - 5.0 DU/AC Entitlement - 0.4 DU/AC	Brown
High Residential 18	5 to 18 du per 1 acre PDD Maximum - 18.0 DU/AC w/o PDD Max. - 6.0 DU/AC Minimum - 5.0 DU/AC Entitlement - 0.4 DU/AC	Dark Brown

APPENDIX C

APPLICABLE ZONING CATEGORIES

AR, Agricultural Residential District. The purpose and intent of the AR district is to protect and enhance the rural lifestyle and quality of life of residents in area designated rural residential. AR districts often act as a transitional area between suburban and rural residential land uses.

RE, Residential Estate District. The purpose and intent of the RE district is to provide a transition between the agricultural and conservation areas and the more urban residential communities.

RT, Residential Transitional District. The purpose and intent of the RT district is to provide a transition between a suburban single family atmosphere and that which is provided by estate development.

RS, Single Family Residential District. The purpose and intent of the RS district is to recognize the need to provide areas for moderately high density single-family dwelling units.

CG, General Commercial District. The purpose and intent of the CG district is to encourage the development of an intensive commercial use providing a wide range of goods and services.

IL, Light Industrial District. The purpose and intent of the IL district is to provide sufficient lands in appropriate locations for certain types of business, light manufacturing, or processing uses likely to cause undesirable effects upon nearby or adjacent residential or commercial lands.

IG, General Industrial District. The purpose and intent of the IG district is to provide lands in appropriate locations for those uses with one or more of the following characteristics: Industrial processes that involve significant amounts of heat, mechanical and chemical processing; large amounts of material transfer; and large scale structures. such industrial uses are to be located with convenient access to transportation facilities.

The zoning districts established in the Unified Land Development Code were created to in order to ensure that all development in unincorporated Palm Beach County be consistent with the 1989 Comprehensive Plan. However, due to the size of the County, across-the-board action was not taken to change the zoning until a request was made by the property owner, thus occasionally zoning districts and future land use categories do not directly correspond.



APPENDIX D

INDUSTRIAL REQUIREMENTS

ULDC Sec. 6.7 Overlay District Regulations - PBIA Overlay (6-225)

d. Industrial rezoning criteria. Any land within the PBIA-O district shall be eligible for rezoning to the IL district. Every application for industrial rezoning within the boundaries of the PBIA-O district, shall comply with the procedures of Sec. 5.3 (Official Zoning Map Amendments) and the following:

- 1) Lands within the PBIA-O district that are currently being used for residential development or that have previously been approved for residential development may be rezoned to the IL district, regardless of the designation on the Land Use Atlas if the parcel has a minimum contiguous area of at least five (5) acres abuts an industrial zoning or use on a least one side, and abuts a designated thoroughfare right-of-way; or
- 2) Lands within the PBIA-O district that are currently vacant and do not require site plan approval at the time of Comprehensive Plan adoption may be rezoned to the IL district regardless of the designation on the Land Use Atlas only if the parcel has a minimum contiguous area of at least five (5) acres, abuts an industrial district or use on at least one side, and is not contiguous on more than two (2) sides to existing residential development, and abuts a roadway shown on the County's thoroughfare right-of-way protection plan; or
- 3) the parcel has a minimum contiguous area of at least ten (10) acres; or
- 4) the parcel has a minimum contiguous area of at least ten (10) acres if the parcel does not abut a roadway shown on the County's thoroughfare right-of-way protection plan, and; and is not contiguous on more than two (2) sides to existing residential development.

APPENDIX E

HAVERHILL AREA NEIGHBORHOOD PLAN RECOMMENDATIONS

* **PBIA-Overlay: New Category (Page 14 HANP)**

Recommendation Summary: retain Belvedere Road as a predominantly residential corridor

Create a new category within the PBIA-Overlay, designating those neighborhoods fronting on predominantly residential Belvedere Road, where conservation (no conversion) of existing residential use is the goal. (By remaining inside the PBIA-Overlay boundary, these communities will continue to have representation on the PBIA Overlay Committee. In addition, they will promote the Plan's transportation recommendation calling for Belvedere Road, within the study area, to remain primarily a residential corridor). These neighborhoods encompass: Timber Run, Lake Belvedere Estates, Overbrooke and the remaining residential lots on the southern perimeter of Belvedere Road, extending west to Florida's Turnpike.

* **Land Use Changes or Reaffirmations: Belvedere Road Corridor (Page 15 HANP)**

- Preserve the residential character along Belvedere Road by retaining all residential future land use designations between Military Trail and Florida's Turnpike.
- Retain the residential-3 (1 to 3 dwelling units per acre) future land use designation for the vacant tract north of Belvedere Road, west of Jog Road Extension and east of the Turnpike.
- Maintain residential land uses for all properties fronting on the Jog Road Extension-Belvedere Road intersection. (Future land use and zoning designations should not be converted to non-residential categories.)
- Require additional setbacks, buffering and landscape treatments for future residential areas along Jog Road Extension, between Belvedere Road and the northern boundary of the study area, to mitigate truck traffic noise.

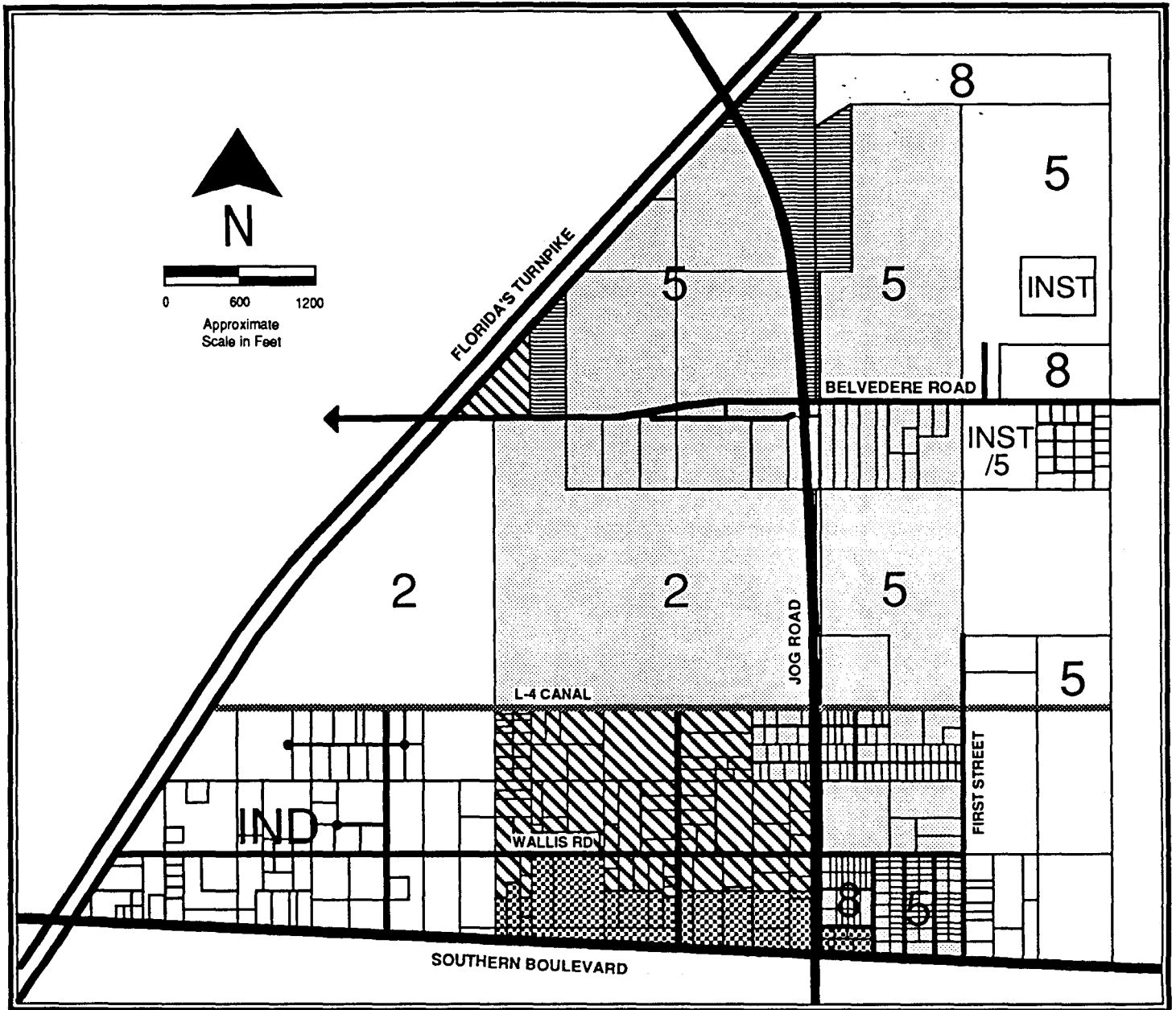
*

Land Use Changes: Western Section of Wallis Road (Page 15 HANP)

- Change the 1989 Palm Beach County Comprehensive Plan future land use density from "residential-8" to industrial for the ear between Jog Road, Sunbeam Avenue, Southern Boulevard and Wallis Road. Since most parcels are vacant, contiguous to industrial sections and adjacent to the planned extension of Jog Road, the area has new incentives for industrial development.
- Lower the 1989 Palm Beach County Comprehensive Plan future land use density from the area between Sunbeam Avenue, First Avenue, Southern Boulevard and Wallis Road from "residential-8" to "residential-5" to protect water quality. In the long term, this established community may want to organize and petition for an industrial future land use classification.
- Change the 1989 Palm Beach County Comprehensive Plan future land use designation from, "commercial/underlying residential" to "commercial/underlying industrial" for those properties fronting on Southern Boulevard between Jog Road and Haverhill Road. (Long term, the PBIA-Overlay calls for a transition to light industrial, making residential uses in appropriate. Commercial and industrial uses should conform to 1989 Palm beach County Comprehensive Plan goals for quality, campus styled industrial or commercial development that is aesthetically sensitive to its surroundings.)

APPENDIX F
COMMUNITY MEETING - DEPICTIONS









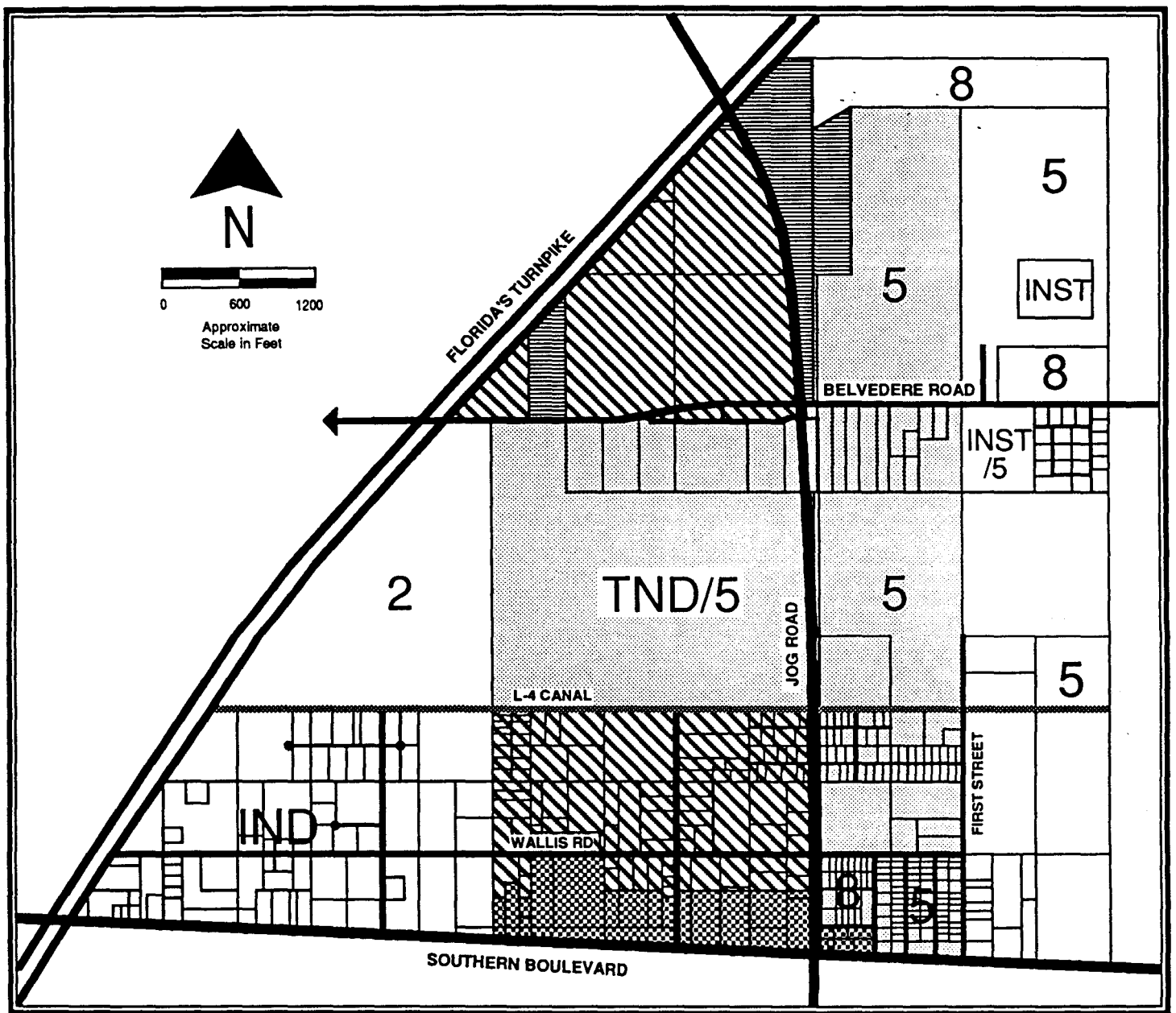


Jog Road Corridor Study

Land Use Depiction #1 Clean Up & Intensify

Legend







-  Residential
-  Park (not present)
-  Transportation/Utilities
-  Commercial Low/Office (not present)
-  Commercial
-  Industrial

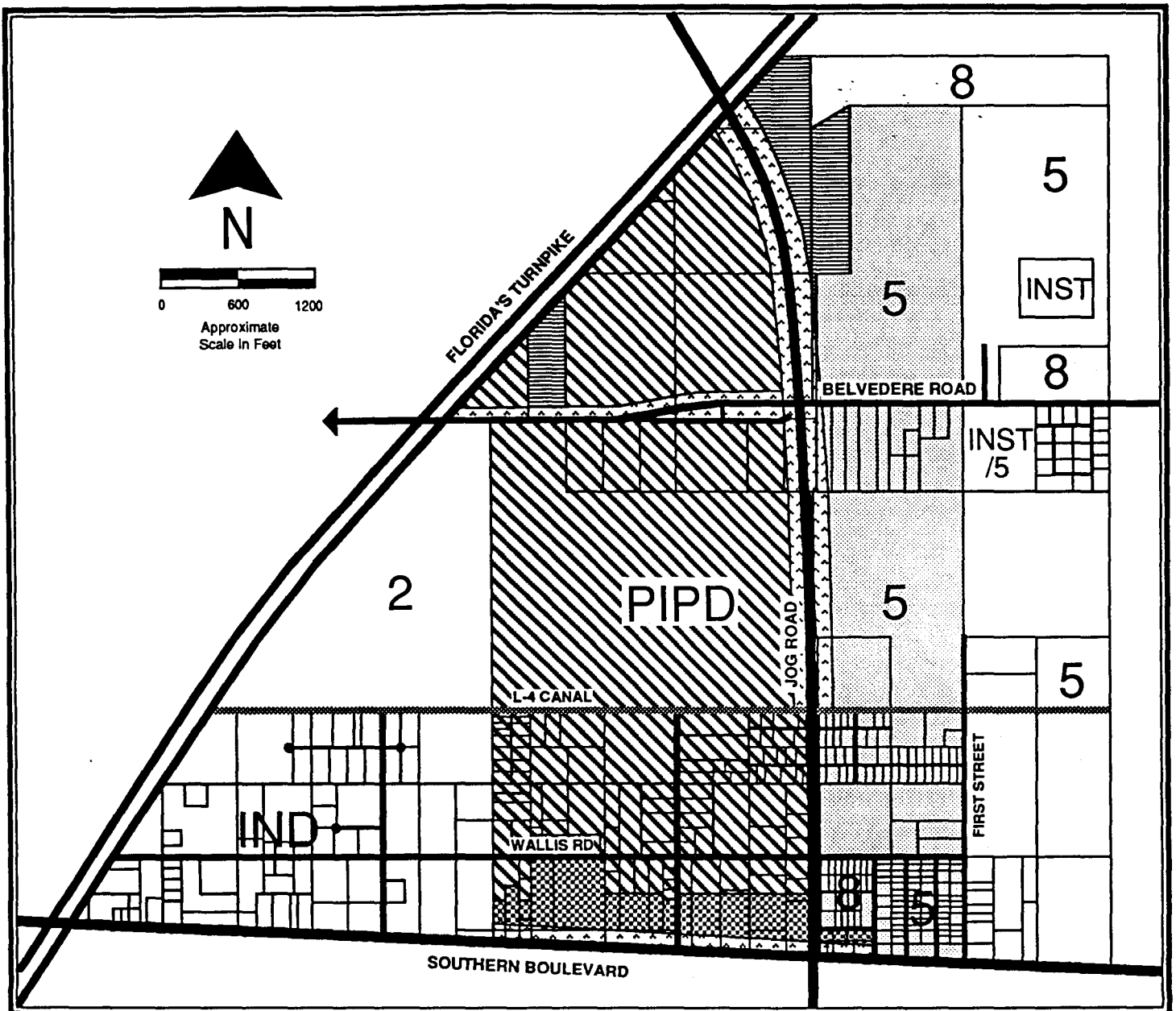


Jog Road Corridor Study

Land Use Depiction #2 Industrial/Residential A.

Legend







-  Residential
-  Park (not present)
-  Transportation/Utilities
-  Commercial Low/Office
-  Commercial
-  Industrial

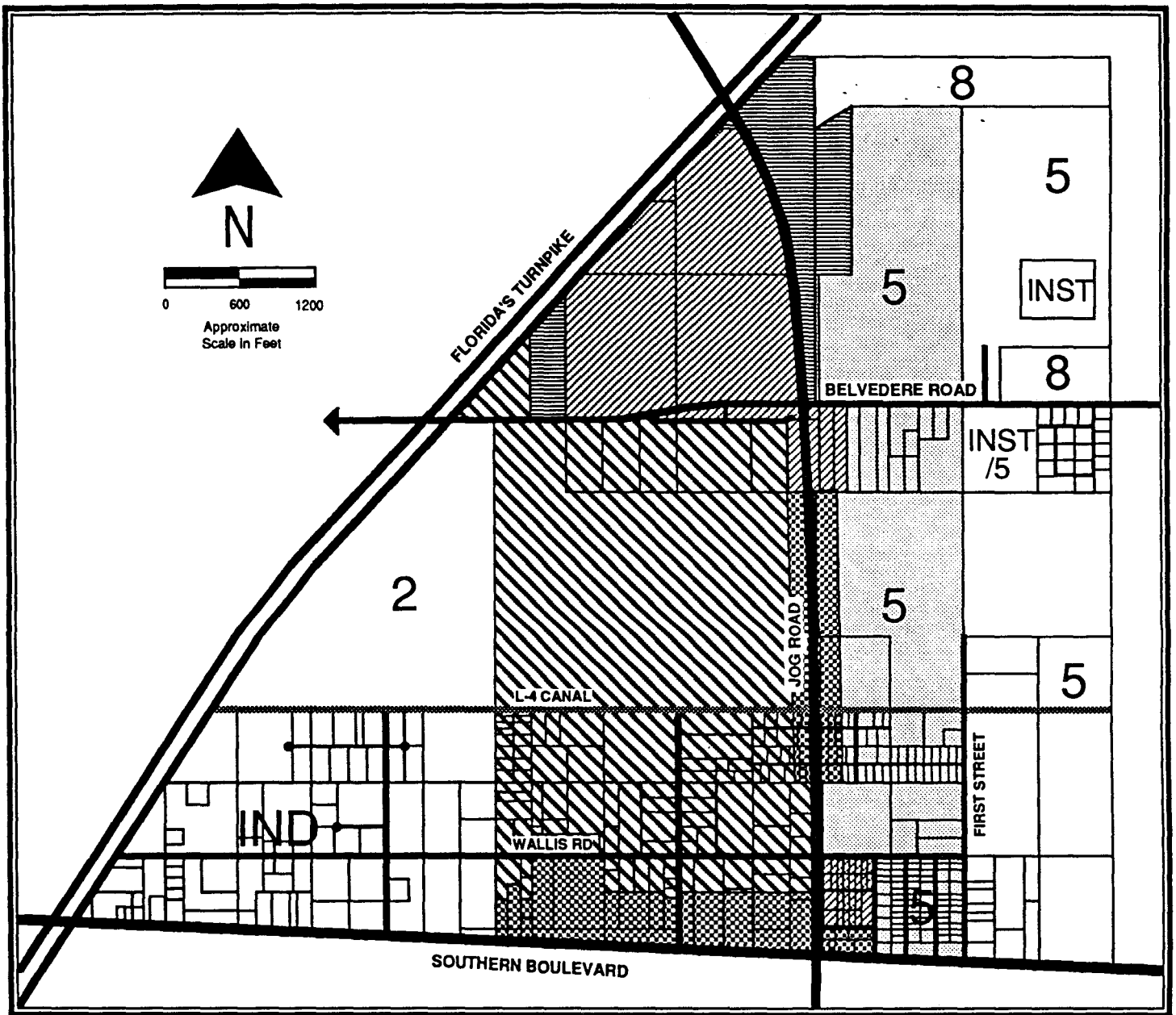


Jog Road Corridor Study

Land Use Depiction #3 Industrial/Residential B.

Legend







-  Residential
-  Park Way
-  Transportation/Utilities
-  Commercial Low/Office
-  Commercial
-  Industrial

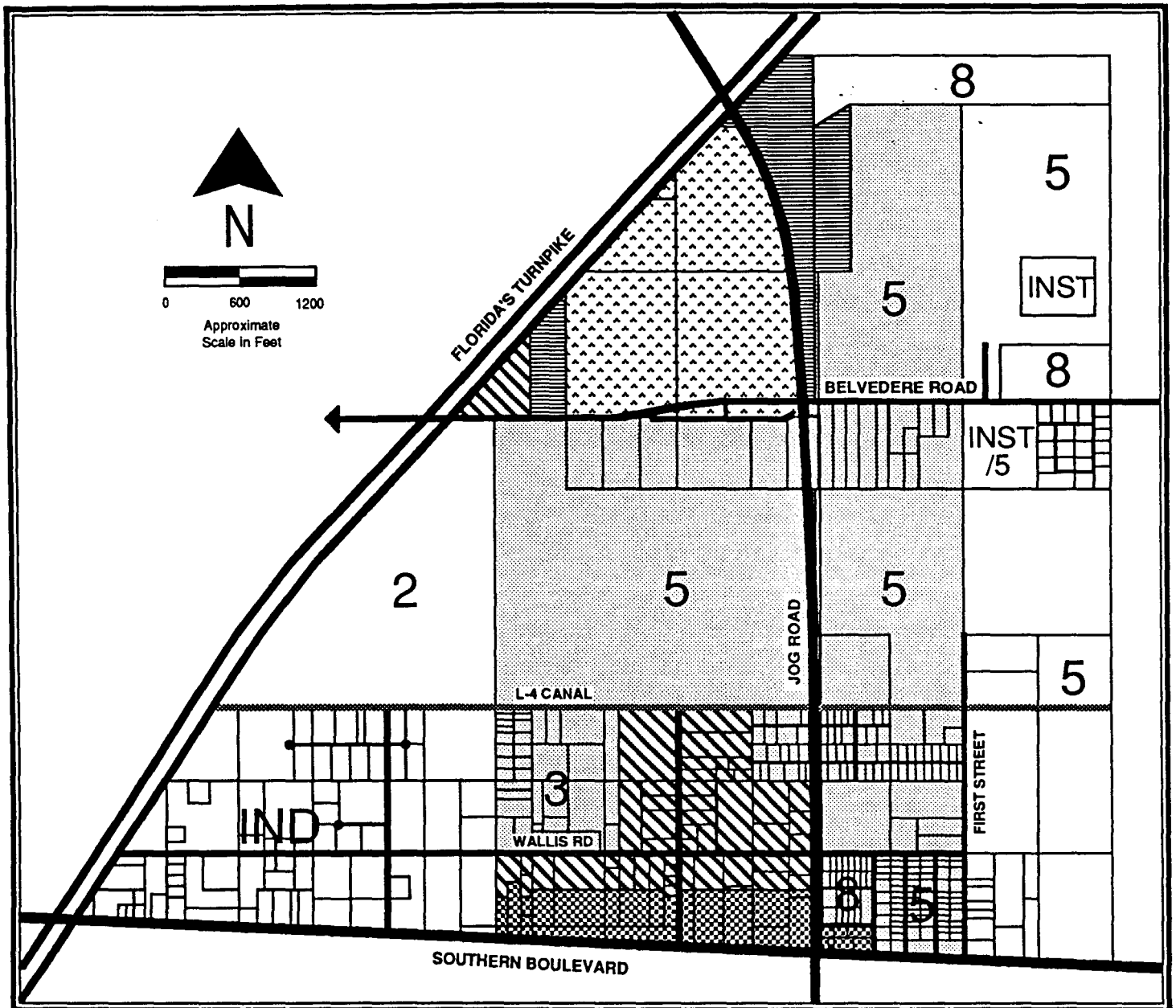


Jog Road Corridor Study

Land Use Depiction #4 Non Residential Oriented

Legend







-  Residential
-  Park (not present)
-  Transportation/Utilities
-  Commercial Low/Office
-  Commercial
-  Industrial



Jog Road Corridor Study

Land Use Depiction #5 Residential Oriented

Legend

-  Residential
-  Park
-  Transportation/Utilities
-  Commercial Low/Office (not present)
-  Commercial
-  Industrial

APPENDIX G

GLOSSARY

Affordable Housing: Housing for which monthly rents or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30 percent of the adjusted gross income of the household.

Cluster Development: The grouping together of dwelling units and infrastructure on a portion of the development site while leaving the remainder of the site preserved for passive recreation, common open space, preservation of environmentally sensitive lands, or agriculture.

Comprehensive Plan: A document setting forth direction and policies for the future of a community. It is normally the result of considerable study and analysis of existing physical, economic and social conditions, and a projection of future conditions. When adopted by a public body, it serves as a guide for many public decisions especially land-use changes, preparation of capital improvements programs, and the enactment of zoning and related growth management legislation.

Density: The number of dwelling units per unit of land usually expressed as dwelling units per acre (du/ac.) for residential uses, and as either thousands of square feet per acre or percent of lot to be covered by buildings for non-residential uses.

Dwelling Unit: A house, apartment, condominium unit, mobile home, group of rooms or a single room intended for occupancy as a separate living quarter with direct access from the outside of the building or through a common hall and with complete kitchen facilities for the exclusive use of the occupants, including rental units contained in a multi-structure or complex which are licensed by the State Department of Business Regulation, Division of Hotels and Restaurants, as apartments, rental condominiums and retirement housing.

Future Land Use Map (Atlas): The Florida Administrative Code requires that future land use patterns reflecting the goals, objectives and policies of the local government comprehensive plan are depicted on a future land use map. The proposed distribution, extent, and location of the following generalized categories must be shown on the map: Residential, Commercial, Industrial, Agricultural, Recreational, Conservation, Educational, Public Buildings and Grounds, other public facilities, and historic districts

Incorporated Area: These are places recognized as legally in existence under the laws of the State of Florida as cities, boroughs, towns, and villages. All other areas are considered unincorporated.

Infill: Infill refers to development on vacant land in an area which is already built up. Development typically utilizes existing infrastructure, public facilities and services.

Infrastructure: Infrastructure are those man-made structures which serve the common needs of the population, such as sewage and water systems, utilities and roads.

Intensity: The degree to which land is used. While frequently used synonymously with density, intensity has a somewhat broader, though less clear meaning, referring to levels of concentration or activity in uses such as residential, commercial, industrial, recreation, or parking.

Land Use: Type and/or category of development permitted on a parcel of land according to all applicable land development regulations.

LDNs: LDN stands for "Level Day Night" which constitutes an average measurement of airplane noise levels for a specific site taken over time. The noise contours represent the averages and not single events (one airplane fly over). Noise levels at any one location may be much higher based on weather conditions, type of aircraft and time of day.

Level of Service: A measure of the amount of services and facilities provided, or proposed to be provided, to the population. Examples of services and facilities for which levels of service have been set include: parks, roadways, and water and sewer facilities.

Lot: The basic development unit - an area with fixed boundaries, used or intended to be used by one building and its accessory building(s) and not divided by any public highway or alley.

Mixed Use: Development which combines two or more uses within the same area - residential, retail, office, public use and open space.

Palm Beach County Comprehensive Plan: The adopted Comprehensive Plan for Palm Beach County, Florida, in accordance with the requirements of Chapter 163 Florida Statutes. The Comprehensive Plan was adopted on August 31, 1989, by the Palm Beach County Board of County Commissioners.

Planned Unit Development (PUD): A form of development usually characterized by a unified site design for a number of housing units, clustering buildings and providing common open space, density increases, and a mix of building types and land uses. It permits the planning of a project and the calculation of densities over the entire development, rather than on an individual lot-by-lot basis. It also refers to a process, mainly involving site-plan review in which public officials have considerable involvement in determining the nature of the development.

Redevelopment: Activities or projects, in an already developed area, initiated to eliminate and prevent the spread of slums and blight; to provide affordable housing; or to generate renewed economic activity and development.

Stage 2 Aircraft: Stage 2 Aircrafts are typically 15 to 20 years old and can be quite noisy; examples of this aircraft are the DC 9, Boeing 727 and older Boeing 737's.

Stage 3 Aircraft: Stage 3 Aircrafts are typically newer, more efficient, and quieter; examples of this aircraft are the Boeing 767, L-1101, Boeing 373(400) and Boeing 757's.

Strip Commercial Development: A development of narrow depth, numerous curb cuts, contributing to inefficient traffic flow, and usually lacking a unified site design.

Transfer of Development Rights (TDRs): A mechanism whereby development rights can be severed from one piece of property (land which is being protected) and transferred to another piece of property (where development is encouraged).

Traditional Neighborhood Development (TND): The purpose of the TND Land Use Category is to

encourage mixed-use, compact development which is sensitive to environmental characteristics of the land, and facilitates efficient use of services within the County. The TND provides an opportunity for diversification and integration of land uses including residential, retail, office, recreation, etc., within close proximity to each other, providing for the daily recreation and shopping needs of the residents. It is not the intent of a TND Land Use Approval to encourage an increase in densities or intensities of development in the areas adjacent to the TND. While a mixture of uses is required, the TND shall be a residentially-based development.

Urban Service Area: The Palm Beach County urban service area is that area delineated on the Land Use Plan Map intended to receive at least minimum adopted level of service for traffic circulation, mass transit, sanitary sewer, potable water, recreation/open space, fire-rescue, solid waste and drainage.

Urban Sprawl: Urban development which takes place in rural or urban fringe areas and which is characterized by the premature conversion of rural land, frequently environmentally sensitive land, to other uses and by the creation of urban development areas which are not functionally related to adjacent land uses. Urban sprawl typically manifests itself in one or more of the following patterns: (1) leapfrog development; (2) ribbon or strip commercial development; (3) large expanses of single-use development.

Zoning: A police power measure enacted primarily by local government in which the community is divided into zones or districts within which permitted uses, lot size regulations, building bulk, building placement and other development standards are established. The zoning ordinance consists of two parts: a text and a map.

