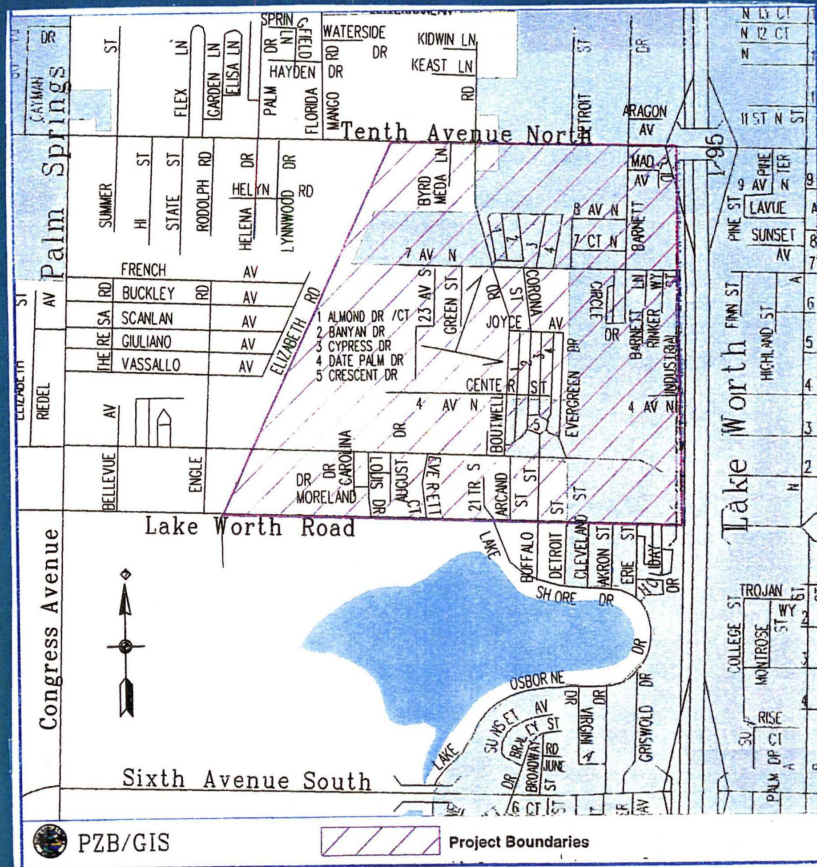


# The Proposed Lake Worth Park of Commerce Conceptual Plan



Prepared in partnership by  
Palm Beach County and City of Lake Worth  
for the April 23, 1998 BCC Meeting

## CREDITS AND ACKNOWLEDGMENTS

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The preparation of this report required the time, cooperation, and collective effort of many individuals. Appreciation is extended to all those who participated, with a special thanks to Commissioner Warren Newell and the City of Lake Worth for initiating the project. In accordance with the provisions of ADA, this document may be requested in an alternative format. Contact the Planning Division at (561) 233-5300.

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# I. INTRODUCTION

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## A. PURPOSE/NEED FOR THE PROJECT

The purpose of the *Proposed Lake Worth Park of Commerce Conceptual Plan* is to:

- provide an overview of this proposed redevelopment/revitalization effort; and
- provide a foundation for implementation of the project.

The "concept" is to create a 318 acre Park of Commerce, as a joint effort with the City of Lake Worth, in an area of the County that has been identified as in need of revitalization. Although there is already a predominance of land designated for future industrial use in the project boundaries, the area has been slow to attract new industrial employment activity, and there is currently no unified land use or economic development approach in place to assist in attracting new businesses/employers. Although the proposed project area is predominately industrial, the area contains a mixture of land uses, including residential development, which could benefit from this proposal provided a unified plan is prepared and compatibility issues are thoroughly addressed.

This report outlines the proposed project boundaries, provides an overview of the area including: existing and future land use; zoning; code enforcement issues; transportation systems; and other related services and facilities. Also provided is a list of implementing strategies which are proposed for additional research, and ultimately, the completion of a Lake Worth Park of Commerce Master Plan. Finally, the Lake Worth Park of Commerce Preliminary Feasibility Analysis, which includes demographic information regarding the project area, is provided as an attachment.

## B. PROJECT GOAL

The goal of the proposed project is to create a quality office/industrial park of commerce which would help achieve the following objectives:

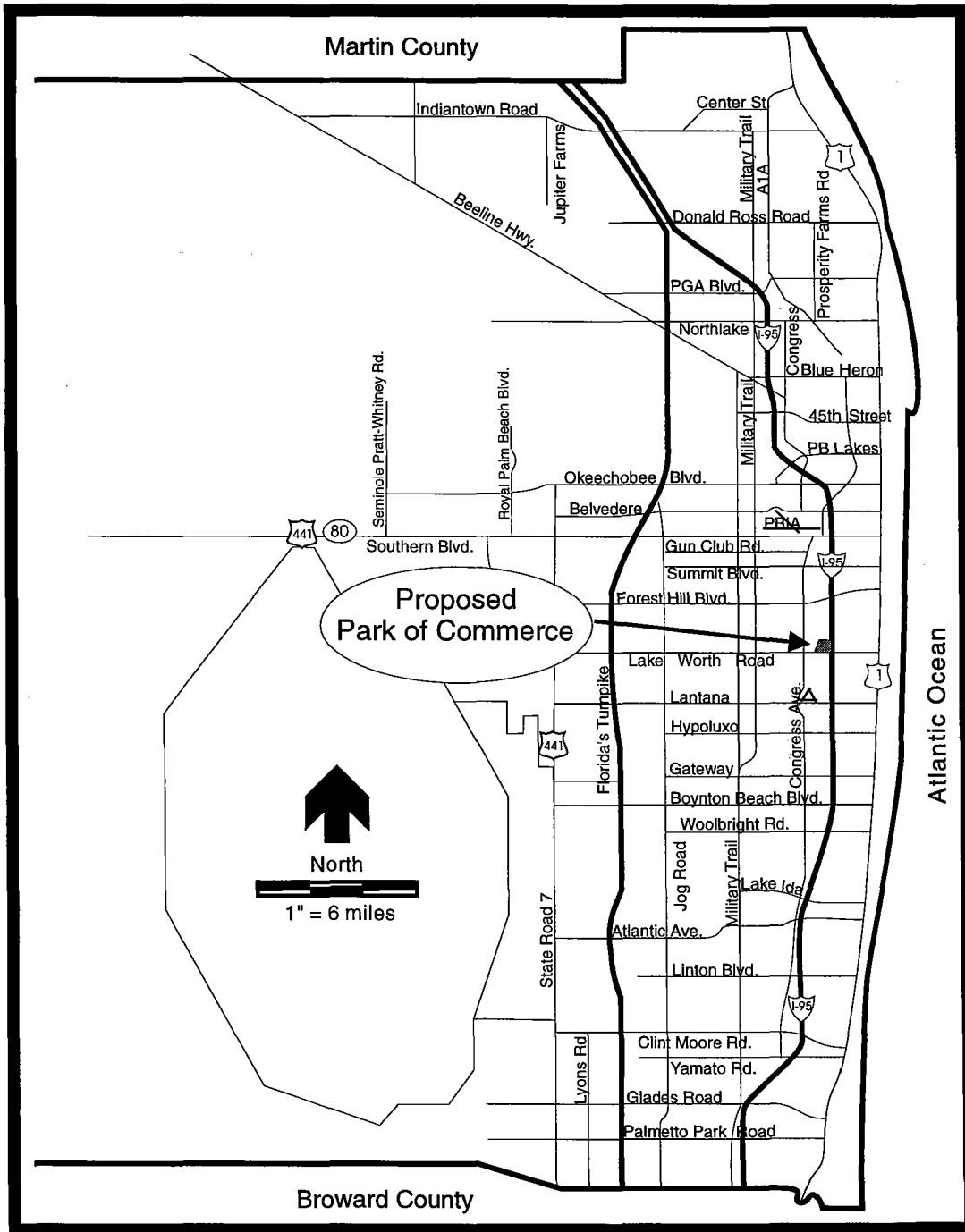
- promote redevelopment and economic revitalization;
- ensure a mixture of land uses which are compatible and complementary;
- meet the demand of a currently unmet market niche (small industrial businesses);
- enhance City/County tax base;
- provide for improved infrastructure, services, and access;
- provide an employment center for the Lake Worth Corridor area; and
- foster annexation.

**C. PROJECT BOUNDARIES**

**1. General Location**

The proposed Lake Worth Park of Commerce is located in the central portion of the County, along the I-95 Corridor, just west of the City of Lake Worth, as shown below.

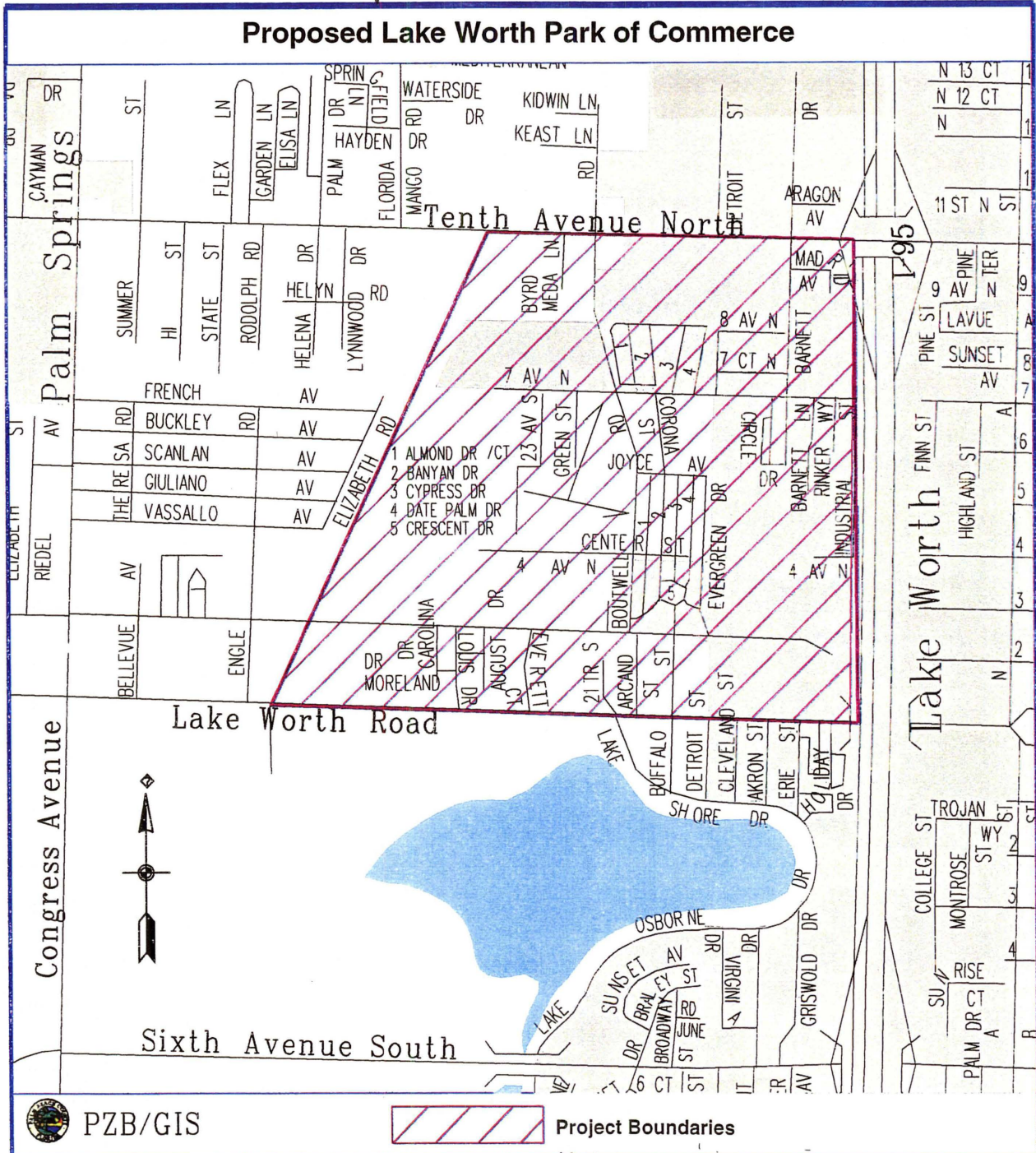
**Map 1**



## 2. Project Boundaries

The proposed project boundaries consist of the following: 10th Avenue North to the north; Lake Worth Road to the south; Interstate 95 to the east; and the E-4 canal to the west. The total area of the project area is approximately 318 acres. As illustrated in Map 2, at the present time, approximately 50% of the site is located within the City of Lake Worth, while the remaining 50% is located within unincorporated Palm Beach County.

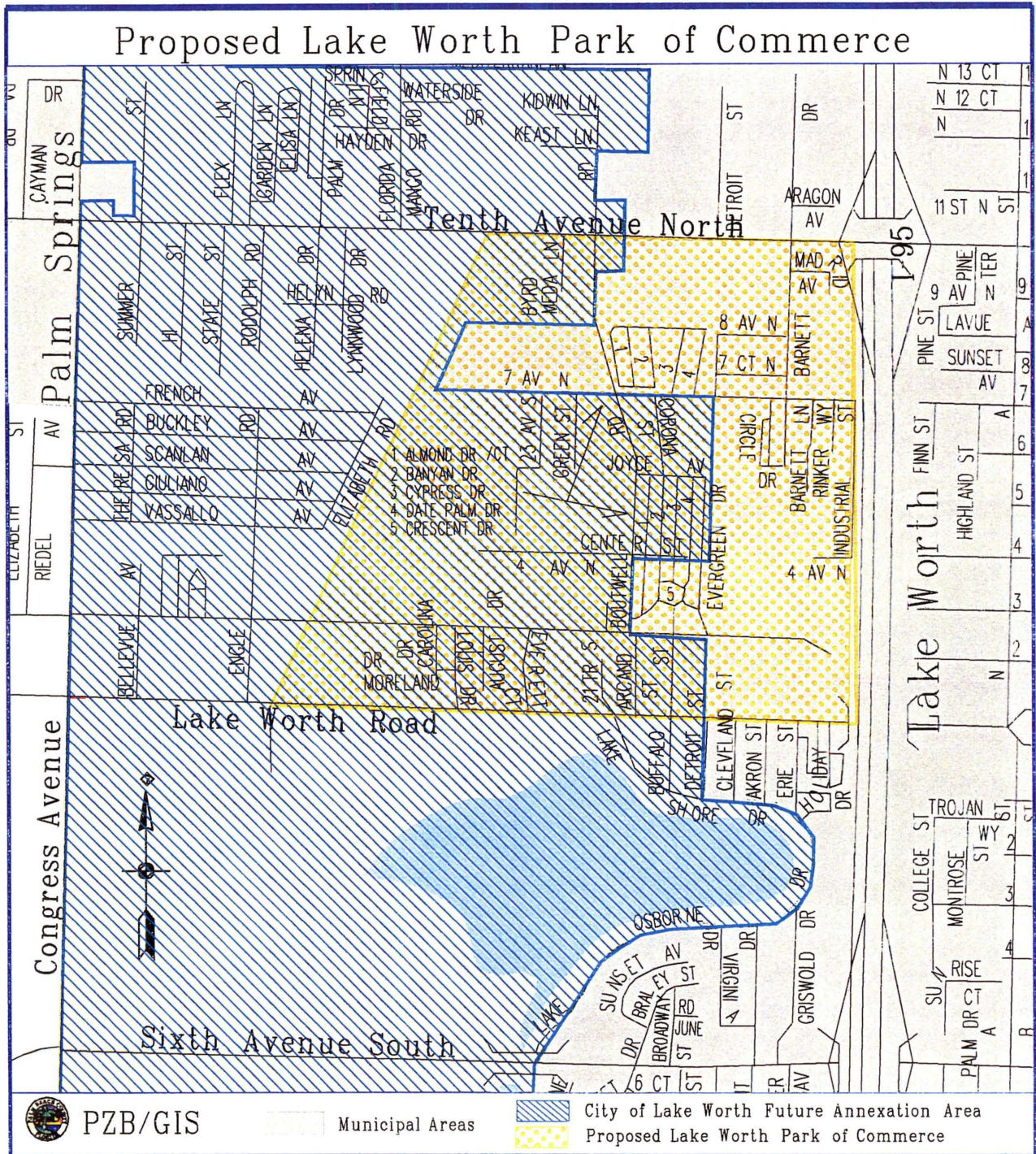
### Map 2



### 3. Future Annexation Area

The project area is located entirely within the City of Lake Worth's Future Annexation Area, which is shown below, on Map 3.

### Map 3





#### **D. BACKGROUND/HISTORY**

From its inception, the Lake Worth Park of Commerce proposal has been sought as a joint venture between Palm Beach County and the City of Lake Worth. Beginning in 1996, Palm Beach County's Office of Economic Development and the City held discussions regarding the need and potential for creating a large, moderately priced park of commerce that would attract small businesses. This particular area was chosen based on the lower cost of land in comparison to other areas of the County, and the presence of existing industrial land, as well as the desire to enhance current County efforts in stabilizing and revitalizing the area. The creation of a park of commerce would also assist in the elimination of many of the land use incompatibilities that exist in this area. In addition, the City had envisioned that many of the small businesses located outside of the project boundaries (east of I-95), which are incompatible with adjacent residential uses, would choose to relocate to the proposed park.

In June of 1996, the Palm Beach County Office of Economic Development and the City of Lake Worth brought forward a proposal regarding the Lake Worth Park of Commerce to the Countywide Community Revitalization Team (CCRT), formerly known as the Lake Worth Corridor Task Force. The location of the proposed Park of Commerce is on the eastern fringe of the Lake Worth Corridor, an area currently being targeted for revitalization by the CCRT. The CCRT was interested in this proposal, given that it could bring economic development and employment opportunities into the corridor. At that time, the CCRT recommended that additional background information be compiled in order to study and evaluate the feasibility of this proposal.

As a result, a Preliminary Feasibility Analysis was prepared for the proposed Lake Worth Park of Commerce by Henry B. Iler, AICP, of James Duncan and Associates (see attachment). The report, which was completed in October of 1997, indicated a market for a moderately priced office/industrial park in the Lake Worth area. According to the analysis, the Park of Commerce would "fill a currently unmet market niche opportunity and assist the City of Lake Worth in addressing several important land use issues".

Recently, an application for a land use amendment, from residential to industrial, within this area has prompted the Palm Beach County Planning Division and the Office of Economic Development to further investigate this proposal. Finally, an oversight group consisting of County and City staff, as well as property owners, was formed to discuss the future potential of this area. This conceptual plan has now been prepared for presentation to the Board of County Commissioners in order to seek direction on the Park of Commerce, and whether to move forward with implementation of this project.

#### **E. USE OF THE CONCEPTUAL PLAN**

The conceptual plan establishes the foundation for the proposed Lake Worth Park of Commerce. If approved by the Board of County Commissioners, this plan will establish the project area boundaries and provide the framework for future tasks to be completed in preparation of the final master plan.

## II. OVERVIEW OF THE PROJECT AREA

---

### A. EXISTING AND FUTURE LAND USES

#### 1. Existing Land Uses

**Current Situation:** An existing land use inventory was completed for the entire 318 acre park which consisted of determining each parcel's existing land use and noting the condition of the structures on each parcel. The existing land uses consist of the following (see Maps 4 & 5):

|              |     |             |                 |     |            |
|--------------|-----|-------------|-----------------|-----|------------|
| Industrial:  | 35% | (111 acres) | Public/Utility: | 9%  | (28 acres) |
| Commercial:  | 7%  | (21 acres)  | Vacant:         | 18% | (58 acres) |
| Residential: | 31% | (98 acres)  |                 |     |            |

There is currently a mix of existing land uses within the project area, including industrial, commercial, and residential. In fact, three industrial parks (Donora Park, Marlin Industrial Park, Lake Worth Industrial Park) are located within the proposed Park of Commerce boundary. The eastern 60% of the proposed area, east of Boutwell Road, has a diversity of land uses and a majority of the land is already developed. In contrast, the western 40% of the area has a greater proportion of vacant land and development that more closely parallels that of an industrial/office park. Each type of land use is further described below.

Industrial Uses: Industrial uses are scattered throughout the entire project area, and consist of various unified industrial parks, open storage, self storage, office warehouse, general warehouse, manufacturing, vehicle repair, and other uses.

Commercial Uses: Commercial uses, including retail and office are clustered along the northern and southern boundaries of the project area. Along the southern boundary, Lake Worth Road, commercial uses are located east of Arcand Street. Commercial uses also front along the 10th Avenue North, which is the northern project boundary.

Residential Uses: There is a mix of residential uses in the project area, such as mobile home parks, town homes, apartments (Panther Park), and single family housing. The conditions of the homes in the area vary greatly from excellent to dilapidated.

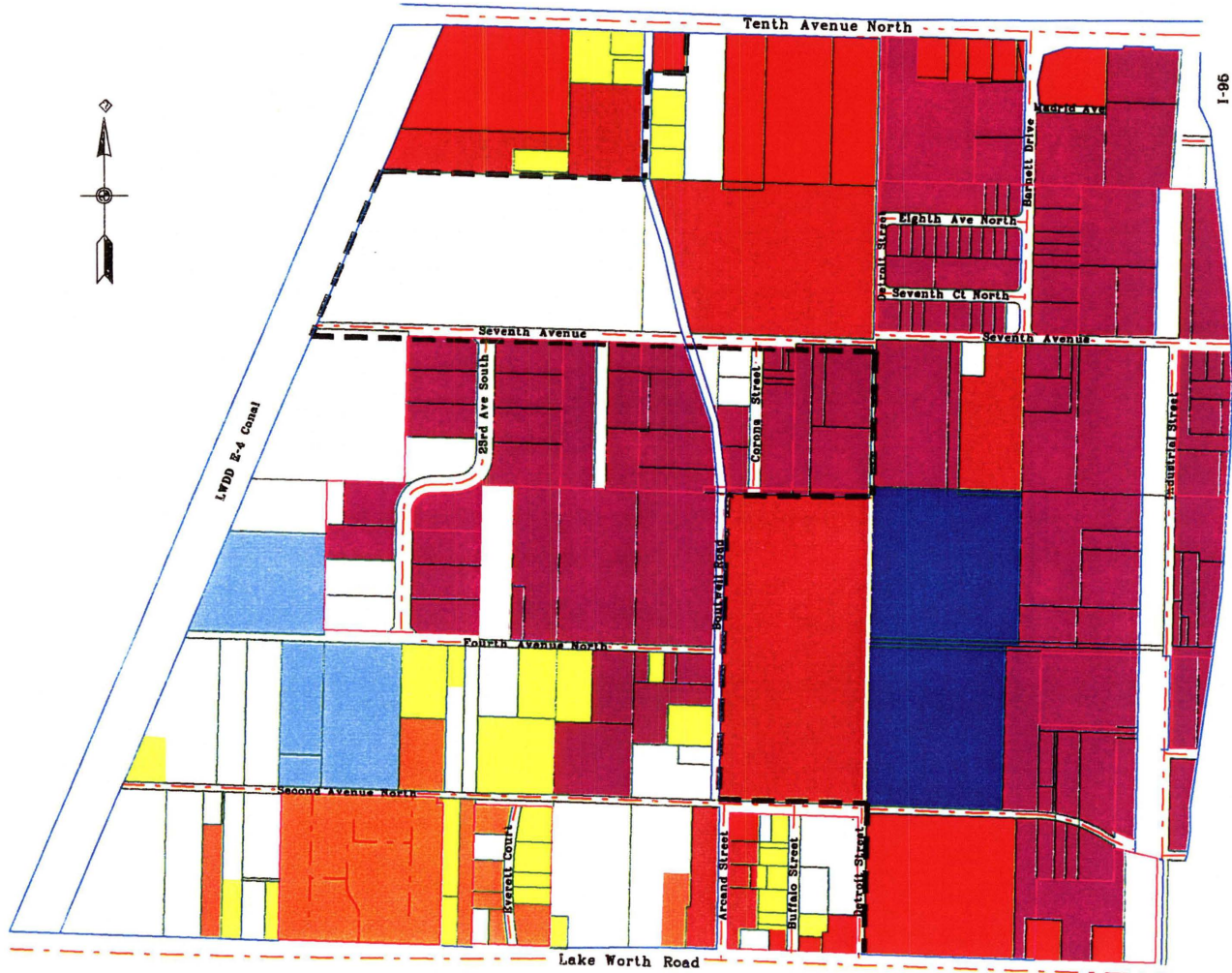
Public/Utilities: The City of Lake Worth public works facility on Second Avenue North accounts for the majority of the public/utilities acreage.

Vacant: There is a substantial amount of vacant property in the project area (58 acres), the majority of which is located west of Boutwell Road.

**Implementation Strategies:** Staff will continue to monitor the land uses within the project boundaries during the preparation of the master plan, facilitating the most efficient and effective development of the vacant lands, and ensuring compatibility of the proposed new uses with the existing uses and residential population.

# Map 4

## Proposed Lake Worth Park of Commerce Existing Land Use



PZB/GIS

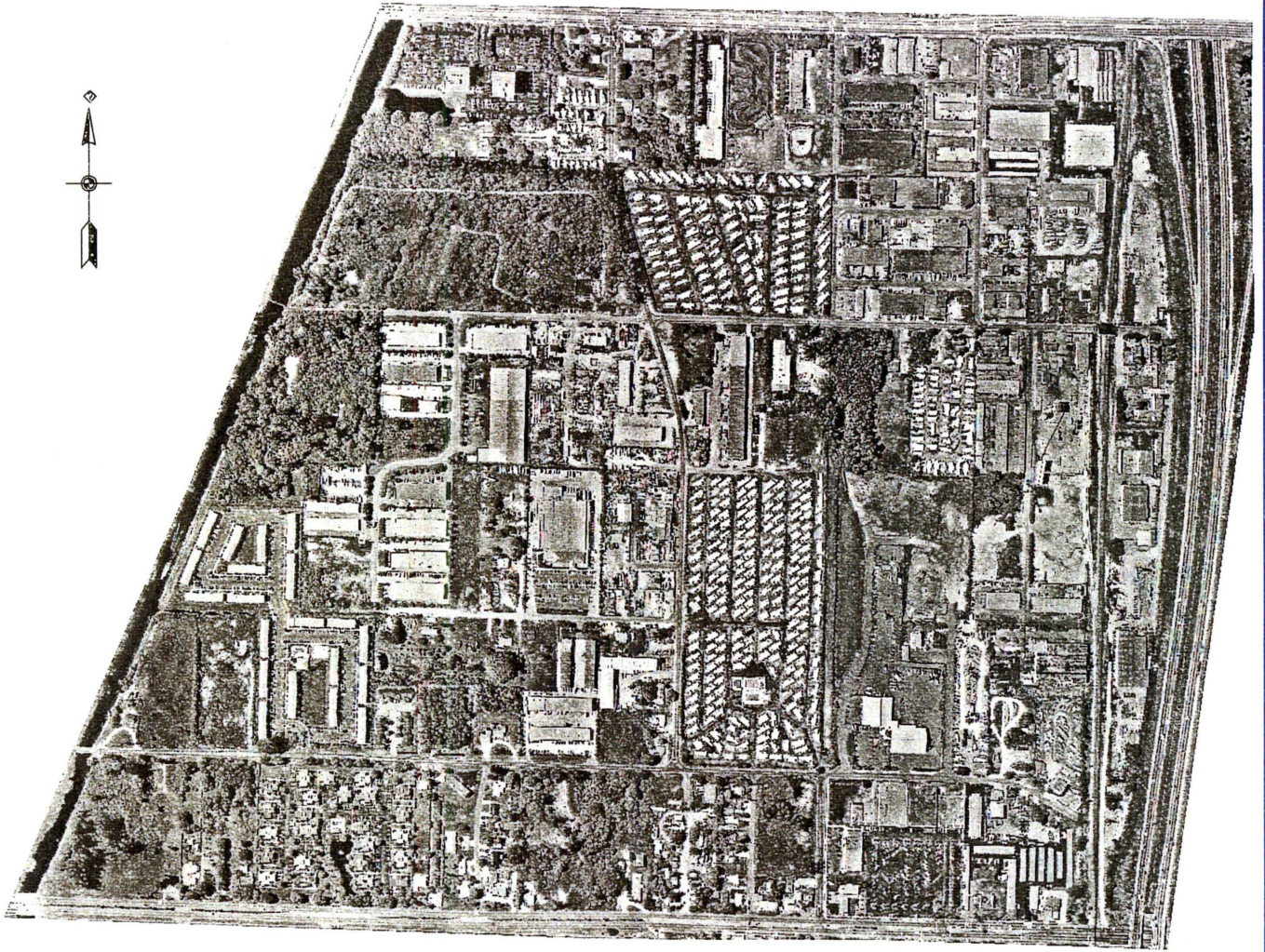
|   |   |   |  |   |   |
|---|---|---|--|---|---|
|  |  |  |  |  |  |
| Industrial  | Utilities   | Residential 1   | Mobile Homes   | Subdivision Boundary  | Centerline  |
|  |  |  |  |  |  |
| Commercial  | Institutional   | Residential 2   | Municipal Boundary   | Lot Line  | Right-of-way  |

Map is for representational purposes only; source PBC Property Appraiser, Engineering, Planning and Zoning

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# Map 5

## Proposed Lake Worth Park of Commerce



PZB/GIS

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## 2. Future Land Uses

**Current Situation:** There are a variety of future land uses designated by the County and City of Lake Worth within the project area. A majority of the industrial land use is located between 10th Avenue North and 2nd Avenue North. Commercial future land uses, as with the existing land uses, are generally located along 10th Avenue North and Lake Worth Road. The generalized future land uses (created from County and City designations) within the project area are provided below, and depicted on Map 6.

|             |     |             |                 |     |            |
|-------------|-----|-------------|-----------------|-----|------------|
| Industrial: | 61% | (194 acres) | Residential:    | 24% | (77 acres) |
| Commercial: | 9%  | (28 acres)  | Public/Utility: | 6%  | (19 acres) |

Although there is a substantial amount of land with an industrial future land use (194 acres), significant portions are either vacant (42 acres) or currently being used for residential purposes (27 acres). Two large vacant parcels (20 acres and 10 acres) are located on the northwest corner of Boutwell and 7th Avenue. Since these parcels are under single ownership, and located next to Marlin Industrial Park, the most organized assembly of industrial uses in the area, they are ideally situated for future industrial park development.

A concern does exist, however, regarding properties which are currently being used for residential purposes, but possess industrial land use designations. Residential uses account for 35% of the total acreage which has an industrial future land use designation. Since industrial and residential uses are often considered incompatible, there is concern for the continued co-existence of these uses, and also with the transition from residential uses to industrial.

There is also concern regarding land within the project area which has a future residential designation that may no longer be appropriate for residential use. Three preliminary areas of concern, specifically with regards to existing residential uses and their compatibility with the proposed Park of Commerce, have been identified for further evaluation. These areas consist of the following:

- the residential parcels located just southwest of the intersection of Boutwell and 10th Avenue North;
- the residential and commercially designated parcels located on either side of Arcand Street, just north of Lake Worth Road; and
- the "Panther Park" residential apartments which were developed in association with the Palm Beach County Community College, and the parcels to its west.

**Implementation Strategies:** Staff will closely examine and compare the existing land uses with their future land use designations. Areas of concern will be evaluated to determine if future land use amendments to more intense uses are appropriate, or whether additional buffering or other techniques are warranted to ensure compatibility. In addition, staff from each implementing department will work together to evaluate the existing and future land uses, the roadway network, and infrastructure to determine what other may be necessary.

Figure 1

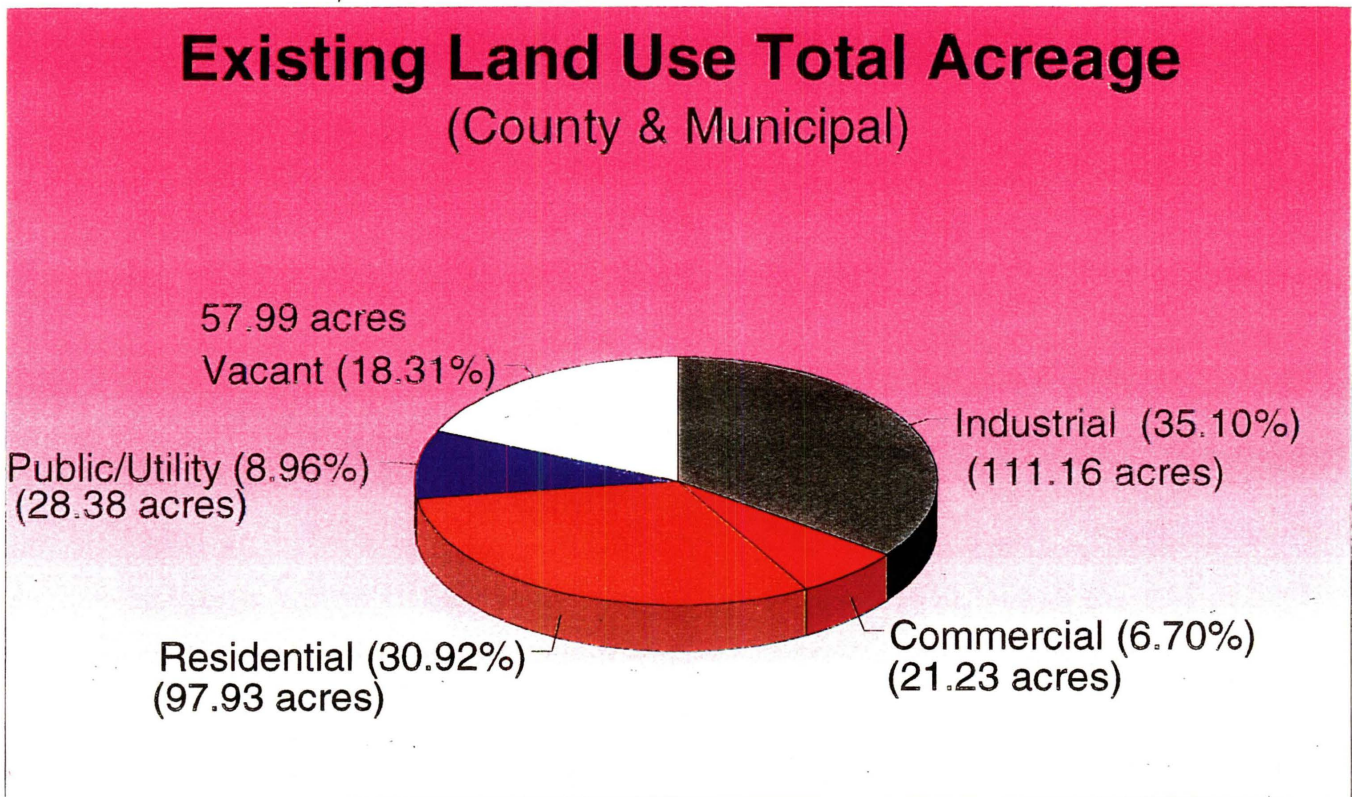
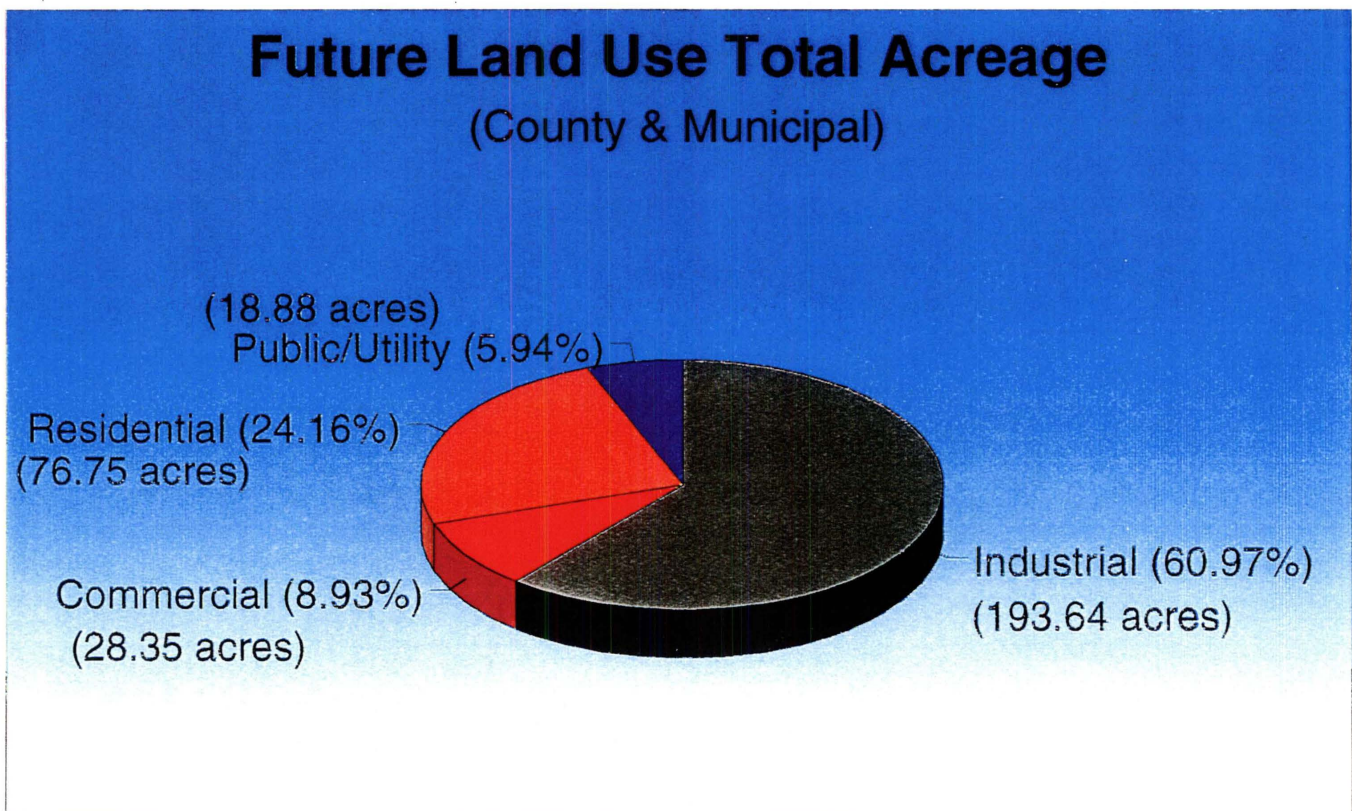
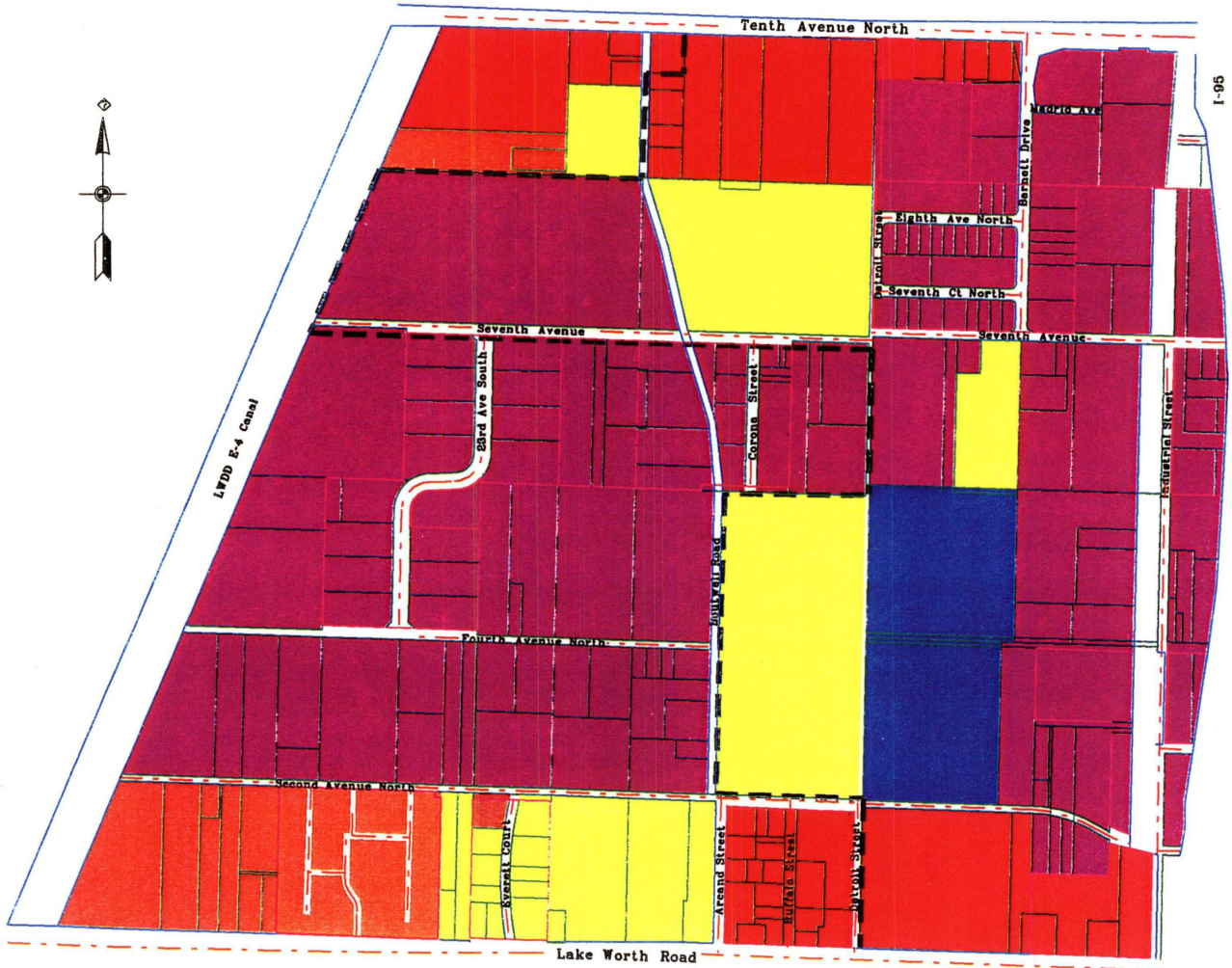


Figure 2



# Map 6

## Proposed Lake Worth Park of Commerce Future Land Use



PZB/GIS

| Unincorporated Future Land Use  |                             |
|---|-----------------------------|
| <span style="display:inline-block; width:15px; height:15px; background-color:red;"></span>    | IND - Industrial            |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple;"></span> | C/8 - Commercial/HR-8       |
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow;"></span> | HR-8 - High Residential-8   |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple;"></span> | HR-12 - High Residential-12 |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple;"></span> | HR-18 - High Residential-18 |

| City of Lake Worth Future Land Use  |                                 |
|---|---------------------------------|
| <span style="display:inline-block; width:15px; height:15px; background-color:red;"></span>    | I - Industrial                  |
| <span style="display:inline-block; width:15px; height:15px; background-color:purple;"></span> | GC - Commercial                 |
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow;"></span> | SFR - Single Family Residential |
| <span style="display:inline-block; width:15px; height:15px; background-color:blue;"></span>   | P - Public                      |

|  |                      |
|--|----------------------|
|  | Municipal Boundary   |
|  | Subdivision Boundary |
|  | Centerline           |
|  | Lot Line             |
|  | Right-of-way         |

Map is for representational purposes only; source PBC Property Appraiser, Planning and Engineering

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## **B. ZONING AND CODE ENFORCEMENT**

### **1. Zoning Districts**

**Current Situation:** The zoning districts within the project area represent a mixture of industrial, commercial, residential, and public ownership, with industrial being the predominate zoning. The existing zoning within the City of Lake Worth portion of the project area is generally consistent with the City's Future Land Use Atlas. However, within the unincorporated portion, there are several parcels that have inconsistent designations, primarily residential zoning with Industrial future land use.

**Implementation Strategies:** Staff will review the zoning designations to determine what changes are necessary to implement the Park of Commerce project.

### **2. Code Enforcement**

**Current Situation (County):** There are code violations problems within the proposed project boundaries. In response, Palm Beach County Code Enforcement activity recently has been increased, and target area approach applied. A Code Enforcement Officer visits the area at least once a week and coordinates efforts with area property owners. The initial efforts have been to concentrate on the most visible types of violations, including illegal signs, improper use of road right-of-way, trash and debris, and maintenance issues. The considerable amount of cooperation between County staff and community assistance has become an effective tool for code enforcement in this area.

**Current Situation (City):** Code enforcement violations in the City of Lake Worth portion of the project area are similar to those found in the County, and include: improper land uses, landscaping and screening; buildings that cannot accommodate the existing use; poor maintenance of property; and inadequate parking facilities. In order to remedy these problems, the City has pursued additional licensing scrutiny, code enforcement blitzes, a new landscape code and the gradual elimination of non-conforming uses.

**Implementation Strategies:** Additional analysis will include research of all development orders (building permits, site plans, etc.) in the area to determine compliance with development standards at the time the orders were issued. Finally, County and City staff will begin working towards a cooperative/joint effort between both code enforcement departments, as well as with the property owners in the area, to remedy code violations in the project area.



# Map 7

## Proposed Lake Worth Park of Commerce Existing Zoning



|  |  |  |  |  |
|--|--|--|--|--|
|  Industrial |  High Density Residential   |  Public Ownership   |  Subdivision Boundary |  Centerline   |
|  Commercial |  Medium Density Residential |  Municipal Boundary |  Lot Line             |  Right-of-way |

Map is for representational purposes only; source PBC Property Appraiser, Engineering, Planning and Zoning

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## C. TRANSPORTATION SYSTEM

**Current Situation:** The proposed Park of Commerce is located in proximity to several major roadways. Interstate 95 is located just east of the project area and is the major north-south thoroughfare in the area. The area is bounded by Lake Worth Road to the south and 10th Avenue North to the north, which provide primary arterial east-west access. In addition, Lake Worth Road connects with the Florida Turnpike four (4) miles west of the proposed site. Both east-west roads, Lake Worth Road and 10th Avenue, provide bus transit on a regular basis. A Tri-Rail station is located near Lake Worth Road and Interstate 95.

The two major roadways within the project boundaries are Boutwell Road and 2nd Avenue North. Boutwell Road functions as the major north-south route within the project area, and is targeted on the Thoroughfare Right-of-Way Identification Map (TIM) for the ultimate width of 80 feet from 10th Avenue North to 2nd Ave North, although only 50 to 60 feet of width have been purchased to date. However, Boutwell Road is not depicted on this map as connecting to Lake Worth Road. Second Avenue North is also targeted for 80 feet/5 lanes, although only 40 to 60 feet of width have been purchased.

At the present time, there are several roadway concerns in the area, such as:

- inadequate rights of way;
- poor access to surrounding roadways;
- poor interconnectivity within the project boundaries;
- limited pedestrian pathway network;
- no defined drainage system; and
- poor roadway landscaping.

Specifically, Boutwell Road and Barnett Drive provide access onto 10th Avenue North, but do not provide access through the project area to Lake Worth Road. The access to the area from the south is from smaller roadways such as Everett Court and Buffalo Street. The extension of Boutwell Road (possibly linking with Arcand Street) in order to intersect with Lake Worth Road would dramatically improve access and interconnectivity in the area. The main thoroughfares within the City portion of the area are in good condition; however, some of the side streets could be improved. Finally, the sidewalks in the area, and roadway landscaping, are limited and in need of further study to examine the potential for improvement.

**Implementation Strategies:** Additional analysis will include the preparation of improvement plans for major entrances into the park and improvement to platted, but unconstructed rights-of-way. In addition, staff will comprehensively examine the roadway network in combination with other study components, and make recommendations accordingly. Staff will examine the existing roadways, evaluate the impacts of current and proposed land uses, study a pedestrian pathway system, and determine whether amendments to the TIM and/or 2015 Roadway Network may be necessary in order to improve access and interconnectivity in the area.

# Map 8

## Proposed Lake Worth Park of Commerce Roadway Network



PZB/GIS

Subdivision Boundary

Centerline

Lot Line

Right-of-way

Map is for representational purposes only; source PBC Property Appraiser

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## D. WATER AND SEWER SERVICE

**Current Situation:** The entire project area lies within the City of Lake Worth Water and Sewer service area. The area within the City limits is well served with existing water and sanitary sewer facilities. In the early 1990's, the City installed a sanitary sewer system to serve the industrial area. Most businesses in the area are connected to this system and the area outside the City limits is also adequately served by the existing system. The sanitary sewer system outside of the City is composed primarily of private lift stations.

**Implementation Strategies:** At the present time, since much of the project area is outside of the City of Lake Worth's limits, system improvements are driven by new development and governed by the City's extension policy. In general, the City encourages and contributes to the over-sizing of water and sewer line improvements to accommodate for future development. As an implementation strategy, the City will complete a preliminary water and sewer system design to identify the costs of future improvements in relation to potential future development identified during the development of the overall master plan.

## E. FIRE-RESCUE SERVICE

**Current Situation:** The unincorporated portion of project area is currently served by Palm Beach County's Station #31, which is approximately one and one-half miles from the site. The City of Lake Worth's Station #2 is located just north of 10th Avenue North, which is approximately one-half mile from the site. There have been some preliminary discussions between Palm Beach County Fire-Rescue and the City of Lake Worth regarding a possible merger of the two fire departments. If that would occur, Lake Worth Station #2 would be the primary station serving the proposed area, with Palm Beach County's Station #31 functioning as back-up.

There are no service deficiencies with regards to Fire-Rescue service within the project area, and the businesses have not created an excessive amount of emergency calls. The average response time for Station #31's service area during FY 96-97 was 6 minutes 2 seconds, well under the 7 minute 30 second departmental standard. While Station #31 does house a Special Operations team (mitigation of hazardous materials), County Fire-Rescue does express concern as to businesses locating in this area which would use, store or dispose of large amounts of hazardous chemicals.

**Implementation Strategies:** There are no plans for upgrading fire-rescue service in the area since, at the present time, no service deficiencies exist in this area. Additional analysis will begin with an assessment of current workload and response times to the project area. Operational impacts from the proposed Park of Commerce will need to be assessed during the creation of the final master plan. Specifically, improvements such as the number and location of additional fire hydrants (as new water lines are installed), will be assessed and evaluated. County fire-rescue staff is expected to complete the majority of the analysis, since the majority of vacant and other land which may convert to more intense uses is located within the unincorporated County.

## **F. FEASIBILITY/PROJECT DESIGN**

**Current Situation:** The economic basis for the proposed Park of Commerce is based on the findings of the "Preliminary Feasibility Analysis" which was completed in October of 1997 by James Duncan and Associates. The study's intent was to evaluate the development of a moderately-priced office and industrial park in the Lake Worth Corridor area which would fill a currently un-met market niche, and assist local governments in addressing several significant land use issues. The document concluded that the proposed project area was ideal for a "park of commerce", and estimated that its development could create up to 2,675 new jobs. The Feasibility Analysis also stressed the importance of the creation of landscaped entranceways into the park, and the development of an overall architectural theme. Demographics, site characteristics, the competitive market, and funding sources to support the project were also identified and evaluated in the complete report, which is provided as an attachment.

**Implementation Strategies:** During the implementation process, staff will identify grants and other funding sources for the design and construction of major entranceways into the Park of Commerce, and to facilitate redevelopment and economic revitalization of the project area. In addition, staff will pursue the development of a recruitment plan to achieve a better tenant mix in the park.

### III. IMPLEMENTATION STRATEGIES

#### A. IMPLEMENTING AGENCIES and PROPOSED IMPLEMENTATION

The following implementation tasks will be pursued by the listed departments in order to prepare a master plan for the project area:

| Implementing Department                      | Implementation Task   |
|--|---|
| <b>PBC &amp; City Planning Division</b>      | Identify & inventory potential land use amendments  |
|  | Complete a housing displacement review & inventory (with the Housing & Community Development Dept.)                               |
|  | Examine cross access between existing and future uses on major roadways   |
|  | Prepare land use amendments (ensuring compatibility with existing uses)   |
| <b>PBC &amp; City Code Enforcement</b>       | Research development orders & determine compliance  |
|  | Develop a code enforcement partnership program  |
| <b>PBC &amp; City Engineering</b>            | Develop an entranceway, roadway, and access improvement plan  |
|  | Examine existing rights-of-way and the need for Thoroughfare Right-of-Way Identification Map and 2015 Roadway Map amendments      |
|  | Examine a roadway beautification program (including landscaping)  |
|  | Complete a sidewalk network study   |
|  | Complete a traffic impact analysis for amendments   |
| <b>City Utilities</b>                        | Prepare a water and sewer improvement plan (incl. design and cost)  |
| <b>PBC Fire Rescue</b>                       | Identify future fire rescue impacts & improvements  |
| <b>PBC Economic Dev./Business Dev. Board</b> | Prepare a recruitment plan for enhancing tenant mix   |
|  | Identify and coordinate grant and other funding sources   |
|  | Facilitate an Park entranceway design program and funding mechanism   |
|  | Prepare a market analysis for proposed amendments   |
| <b>All PBC &amp; City Departments</b>        | Develop a comprehensive master plan for infrastructure, drainage, roadway, water/sewer service, fire-rescue & other improvements. |

#### B. PROPOSED TIME FRAME

Upon Board direction, the departments listed above, in coordination with the City of Lake Worth, will complete a time-line for the implementation strategies. If approved, County staff and the City will present an update on the status of the strategies and the ultimate master plan by the end of June 1998.

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ATTACHMENT

# LAKE WORTH PARK OF COMMERCE

## Preliminary Feasibility Analysis



Prepared By: **Henry B. Iler, AICP**  
**James Duncan and Associates**

For: **Palm Beach County**

October, 1997

# **PROPOSED LAKE WORTH PARK OF COMMERCE**

## **Executive Summary**

- Concept:** Develop a moderately-priced office/industrial park in the Lake Worth area to fill a currently-unmet market niche opportunity and assist the City in addressing several important land use issues.
- Location:** Mixed use area immediately west of I-95 between 10<sup>th</sup> Avenue North and Lake Worth Road.
- Size:** Phase 1 area = 160 acres (est.).
- Job Creation:** Estimated 2,675 new jobs.
- Funding:** Various sources including HUD, EDA, Enterprise Florida, special assessment district, Lake Worth, PBC, State Highway Commerce Fund.
- Advantages:**
- 1.) Value-added jobs created at east end of Lake Worth Road corridor.
  - 2.) Uncontrolled development addressed.
  - 3.) Existing code enforcement problems addressed.
  - 4.) Annexation encouraged.
  - 5.) County/City tax bases enhanced.
  - 6.) Elevated visibility for economic development.
  - 7.) Fill unmet market niche for moderately-priced industrial park.
- Action Steps:**
- 1.) Initial concept approval from County and City.
  - 2.) Secure initial funding for planning.
  - 3.) Engage urban designer to draw concept plan/develop theme.
  - 4.) Elicit support of key property and industrial park owners.
  - 5.) Finalize name, theme and site plan.
  - 6.) Design signange concepts/landscaping standards.
  - 7.) Analyze development constraints/infrastructure needs.
  - 8.) Present final Plan for County and City approval.
  - 9.) Seek funding commitments/assess special district feasibility.
  - 10.) Prepare Covenants, Conditions & Restrictions document.



# Lake Worth Park of Commerce

## Preliminary Feasibility Analysis

### Introduction

Palm Beach County and the City of Lake Worth have expressed an interest in developing a quality office/industrial park in the city near I-95. After examining several potential sites, an area of existing office and industrial development located immediately west of I-95 and south of 10<sup>th</sup> Avenue was chosen for this preliminary feasibility analysis. The location of the subject area is shown in Figure 1.

This area was chosen for initial feasibility analysis as the "Lake Worth Park of Commerce" due to a number of advantageous factors including location, vacant land availability, transportation access, and redevelopment opportunities. This feasibility report will examine these factors in depth, in addition to regional market conditions which will play a major role in determining the success of the proposed park of commerce.

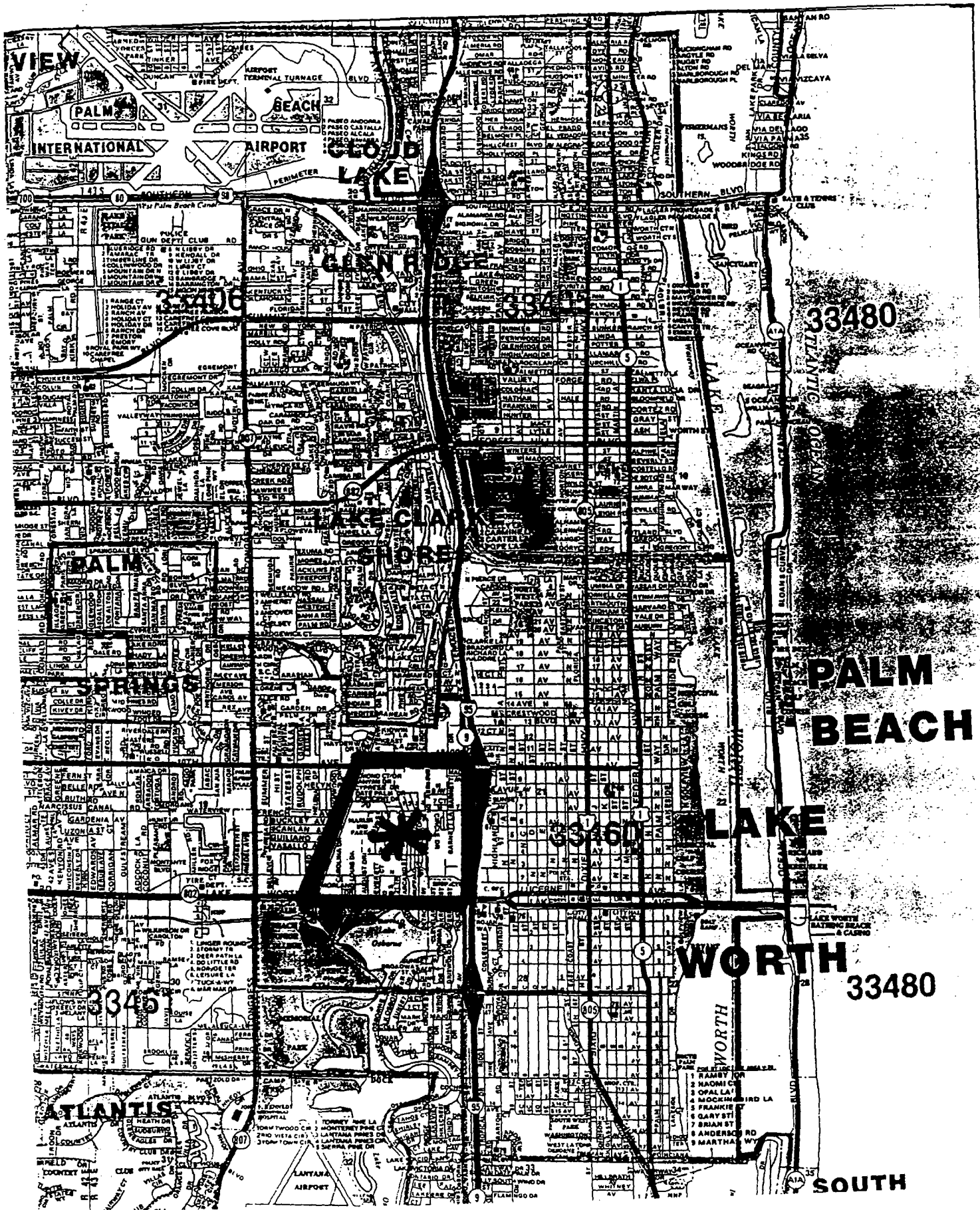
### Location and Access

The subject site has excellent locational and transportation access characteristics. It is located adjacent to I-95, a major interstate travel corridor. Also, 10<sup>th</sup> Avenue on the north boundary and Lake Worth Road on the south side provide primary arterial east-west access for park users. In addition, Lake Worth Road interconnects with the Florida Turnpike approximately four (4) miles west of the proposed park of commerce site.

Bus transit is available along 10<sup>th</sup> Avenue and Lake Worth Road on a regular basis. Inter-county commuter rail service (Tri-Rail) runs along the east side the site and a rail station is located near Lake Worth Road and I-95.

FIGURE 1

Lake Worth Commerce Park Location



The proposed commerce park site is also located in close proximity to the Palm Beach County Park Airport (executive) which is located 1-2 miles to the south. In addition, Palm Beach County International Airport is located approximately four (4) miles to the north.

### Demographic Analysis

Appendix A contains a myriad of demographic information (source: CACI) for the subject park site and surrounding areas by zip code district. Zip code area 33461 contains the proposed commerce park. For purposes of this analysis, zip code area 33461 is combined with surrounding codes (33460, 33462, 33463, 33415, 33405 and 33406), to present a regional demographic picture of the more immediate market area of the proposed Lake Worth Commerce Park. Appendix A also contains a key map of the zip code districts. Table 1 shows the historical and projected population trends in the regional market area.

**Table 1 - Population Characteristics**

| Zip Code Area/Location* | 1980 Pop.      | 1990 Pop.      | 1996 Pop.      | 2001 Pop.      | Annual Growth Rate 1990-96 |
|-------------------------|----------------|----------------|----------------|----------------|----------------------------|
| 33461/site              | 27,879         | 30,951         | 31,691         | 32,890         | 0.4                        |
| 33460/east              | 26,601         | 29,380         | 29,720         | 30,644         | 0.2                        |
| 33462/south             | 21,750         | 29,688         | 32,017         | 34,125         | 1.2                        |
| 33463/southwest         | 14,533         | 28,833         | 34,521         | 38,872         | 2.9                        |
| 33415/northwest         | 22,940         | 35,663         | 38,588         | 41,177         | 1.3                        |
| 33406/north             | 19,309         | 23,549         | 24,099         | 24,975         | 0.4                        |
| 33405/northeast         | 18,729         | 18,164         | 17,877         | 18,185         | -0.3                       |
| <b>Totals</b>           | <b>151,740</b> | <b>196,228</b> | <b>208,513</b> | <b>220,868</b> | <b>1.1</b>                 |

\* Location relative to proposed commerce park site.

The code area in which the site is located has experienced a very modest population increase since 1990 and projections for the year 2001 show a continuation of that trend. The higher growth

zones of the regional market area since 1990 are located to the south, southwest and northwest of the site. However, projections indicate a gradual slowing of population growth in these areas through the year 2001.

Table 2 below presents information on the racial make-up of the population in the regional market area.

**Table 2 - Percent\* Racial Composition**

| Zip Code/<br>Location<br>** | White<br>1990 | White<br>1996 | Black<br>1990 | Black<br>1996 | Asian/<br>Pacific<br>1990 | Asian/<br>Pacific<br>1996 | Hispanic<br>Origin<br>1990 | Hispanic<br>Origin<br>1996 |
|-----------------------------|---------------|---------------|---------------|---------------|---------------------------|---------------------------|----------------------------|----------------------------|
| 33461/site                  | 94.5          | 93.0          | 2.8           | 3.6           | 0.9                       | 1.0                       | 11.3                       | 14.5                       |
| 33460/east                  | 81.5          | 78.3          | 14.3          | 16.8          | 0.8                       | 0.9                       | 14.5                       | 17.5                       |
| 33462/<br>south             | 91.2          | 88.8          | 6.4           | 8.3           | 0.7                       | 0.8                       | 8.1                        | 10.1                       |
| 33463/<br>southwest         | 94.6          | 93.4          | 1.6           | 2.1           | 1.3                       | 1.4                       | 10.4                       | 13.3                       |
| 33415/<br>northwest         | 91.6          | 89.6          | 4.6           | 5.9           | 1.4                       | 1.5                       | 12.1                       | 15.2                       |
| 33406/<br>north             | 92.5          | 90.8          | 4.4           | 5.5           | 1.0                       | 1.1                       | 13.5                       | 17.1                       |
| 33405/<br>northeast         | 91.0          | 89.5          | 2.7           | 3.3           | 0.7                       | 0.7                       | 32.6                       | 38.6                       |

\* Numbers in table, except zip codes in column 1, represent percentages (%) of population.

\*\* Location relative to proposed commerce park site.

The white population is the primary racial group in the regional market area, however the percentage of whites declined in all areas between 1990-96. The black population percentage is largest in areas east and south of the proposed site, and grew in all parts of the market area over the last six (6) years. Persons of hispanic origin also grew significantly, as a proportion of population, in all areas

Age and male/female composition of the market area population is important in workforce planning for existing and future park users. Table 3 provides information regarding these factors for the market area.

**Table 3 - Age and Male/Female Mix**

| Zip Code Area/Location | % Population 18-65 Years of Age | Median Age 1990 | Median Age 1996 | 1996 Males/Females (x100) |
|------------------------|---------------------------------|-----------------|-----------------|---------------------------|
| 33461/site             | 58.3 %                          | 36.8            | 37.4            | 92.7                      |
| 33460/east             | 53.0 %                          | 40.8            | 40.8            | 94.9                      |
| 33462/south            | 57.9 %                          | 38.1            | 39.3            | 93.6                      |
| 33463/southwest        | 56.5 %                          | 34.6            | 35.8            | 93.4                      |
| 33415/northwest        | 58.4 %                          | 34.2            | 35.3            | 89.9                      |
| 33406/north            | 65.1 %                          | 34.3            | 36.3            | 102.5                     |
| 33405/northeast        | 59.2 %                          | 39.0            | 38.8            | 95.2                      |

\* Location relative to proposed commerce park site.

Median age of the market area population ranges between 35.3 years and 40.8 years of age. This indicates that the market area population is significantly older than the total Palm Beach County population and also the State of Florida population. The areas around the proposed site are also have higher proportions of female residents as compared to male persons. Countywide the ratio of male-to-female residents is 93.4, thus the market area composition is at or above the county average in most cases. The zip code district directly north of the site is the only area containing a greater proportion of male residents than female persons.

Household income in the immediate market area around the proposed commerce park is summarized in Table 4 below.

**Table 4 - Per Capita and Median Household Income**

| Zip Code<br>Area/Location | 1996 Per Capita<br>Income | 1996 Median<br>Household (HH)<br>Income | State Centile for 1996<br>Median (HH) Income |
|---------------------------|---------------------------|---|--|
| 33461/site                | \$ 17,722                 | \$ 30,121                               | 42   |
| 33460/east                | 20,059                    | 27,297                                  | 27   |
| 33462/<br>south           | 19,408                    | 33,355                                  | 55   |
| 33463/<br>southwest       | 16,288                    | 36,518                                  | 67   |
| 33415/<br>northwest       | 15,972                    | 32,583                                  | 52   |
| 33406/<br>north           | 17,947                    | 38,021                                  | 72   |
| 33405/<br>northeast       | 18,972                    | 31,521                                  | 48   |

\* Source for projections is CACI.

Median income for households near the proposed site was \$30,121, ranking just below the statewide income mid-point. Areas of Lake Worth across I-95 to the east rank the lowest in median income of all zip code districts around the proposed commerce park at \$27,297. Higher income districts include area north and southwest of the subject site.

### **Competitive Market**

In analyzing any site for a commerce park, the existing competitive environment, i.e. existing major industrial parks (> 5 acres in size) must be assessed. Lake Worth has four (4) existing major industrial parks as shown in Table 5, three (3) of which are located within the boundaries of the proposed Lake Worth Commerce Park site.

**Table 5 - Major Existing Industrial Parks in Lake Worth**

| Park Name                         | Location  | Size<br>(in acres) | Within Proposed<br>Park of Commerce<br>Boundary? |
|-----------------------------------|---|--------------------|--|
| 1.) Donora Park                   | Boutwell Rd. North of 4 <sup>th</sup><br>Avenue                   | 9                  | Yes  |
| 2.) Marlin Industrial<br>Park     | 23 <sup>rd</sup> Avenue South and 4 <sup>th</sup><br>Avenue North | 20                 | Yes  |
| 3.) Lake Worth<br>Industrial Park | No. 7 <sup>th</sup> Avenue and Barnett<br>Drive                   | 11                 | Yes  |
| 4.) Park St.<br>Industrial Center | FEC Railroad and WPB<br>Canal                                     | 16                 | No   |
| <b>Total</b>                      |   | <b>56</b>          |  |

In an eight (8) miles radius around the subject site there are seven (7) major industrial parks located to the south in the Boynton Beach and Lantana areas, and 12 industrial parks located to the north in the West Palm Beach area. These parks are listed and described in Tables 6 and 7.

**Table 6 - Industrial Parks Within Eight Mile Radius To South**

| Park Name                               | Location                               | Size<br>(in acres) | Approx. Distance<br>from Proposed Site |
|---|--|--------------------|--|
| 1.) Lantana Industrial Park             | Dixie Hwy. & 8 <sup>th</sup> Ave.      | 39                 | 3 miles                                |
| 2.) Boynton Beach Commerce Center       | SW corner of I-95 & Woolbright         | 36                 | 8 miles                                |
| 3.) Boynton Beach Distribution Center   | No. of Quantum Park & west of I-95     | 30                 | 5 miles                                |
| 4.) Boynton Beach Industrial Park North | West of I-95 on Industrial Way         | 24                 | 7 miles                                |
| 5.) High Ridge Commerce Park            | High Ridge Rd. & Cedar Ridge Rd.       | 22                 | 3 miles                                |
| 6.) Lawson Industrial Park              | Congress Av. & SW 30 <sup>th</sup> Av. | 57                 | 7 miles                                |
| 7.) Quantum Corporate Park              | Congress Av. & NW 22 <sup>nd</sup> Av. | 562                | 6 miles                                |
| <b>Total</b>                            |  | <b>770</b>         |  |

South of the proposed Park of Commerce site, there are 770 acres of industrial parks within an 8 mile distance. The major share of this acreage is absorbed by the 562 acre Quantum park which is about 6 miles from the subject site. Using a more proximate 4-mile radius, the amount of existing industrial parks drops considerably to only 61 acres in the south area.



**Table 7 - Industrial Parks Within Eight Mile Radius To North/West**

| Park Name                          | Location                                       | Size<br>(in acres) | Approx. Distance<br>from Proposed Site |
|------------------------------------|--|--------------------|--|
| 1.) Airport Industrial Park        | SE corner of FL Mango Rd. & Worthington Rd.    | 15                 | 5 miles                                |
| 2.) Balrub Industrial Park         | E. of Royal Palm Beach on Belvedere Rd.        | 24                 | 8 miles                                |
| 3.) Benoist Farms Industrial Park  | Benoist Farms Rd. & McAllister Way             | 9                  | 7 miles                                |
| 4.) Benoist Farms Corporate Park   | Benoist Farms Rd. & Belvedere Rd.              | 33                 | 7 miles                                |
| 5.) Hemstreet Park                 | FL Turnpike & Cleary Rd.                       | 19                 | 6 miles                                |
| 6.) Leelan West Industrial Park    | Belvedere Rd. west of FL Turnpike              | 12                 | 8 miles                                |
| 7.) Palm Beach Co. Industrial Park | FL Turnpike & Jog Rd.                          | 13                 | 8 miles                                |
| 8.) Palm West Industrial Park      | Belvedere Rd. West of FL Turnpike              | 19                 | 7 miles                                |
| 9.) Ponderosa Industrial Park      | Southern Blvd. West of FL Turnpike             | 20                 | 7 miles                                |
| 10.) Technology Industrial Park    | Jog Rd. & FL Turnpike                          | 18                 | 8 miles                                |
| 11.) Tuxedo Park                   | SE corner of Belvedere & Australian            | 17                 | 5 miles                                |
| 12.) Vista Center of Palm Beach    | Okeechobee Blvd. & FL Turnpike                 | 500                | 8 miles                                |
| 13.) Technology Place              | West of Electronics Way & 27 <sup>th</sup> St. | 15                 | 6 miles                                |
| <b>Total</b>                       |  | <b>729</b>         |  |

In the 8-mile radius north of the proposed Lake Worth Park of Commerce tract, there are 729 acres in industrial park use. However, similar to the south area, a very large portion of this total includes the 500 acre Vista Center which is 8 miles from the subject site. In fact, all of the northern industrial parks are 5 miles or greater in distance from the Lake Worth site.

Another important point concerning the large Quantum and Vista industrial parks, is the fact that they serve a totally different industrial user niche than is envisioned for the Lake Worth park. They provide large sites suitable for major corporate users, while the Lake Worth will serve regional and local companies with much smaller land needs.

Thus, in summary, the proposed Lake Worth Commerce Park site is well-located to serve a market niche which appears not to be addressed adequately by existing industrial parks.

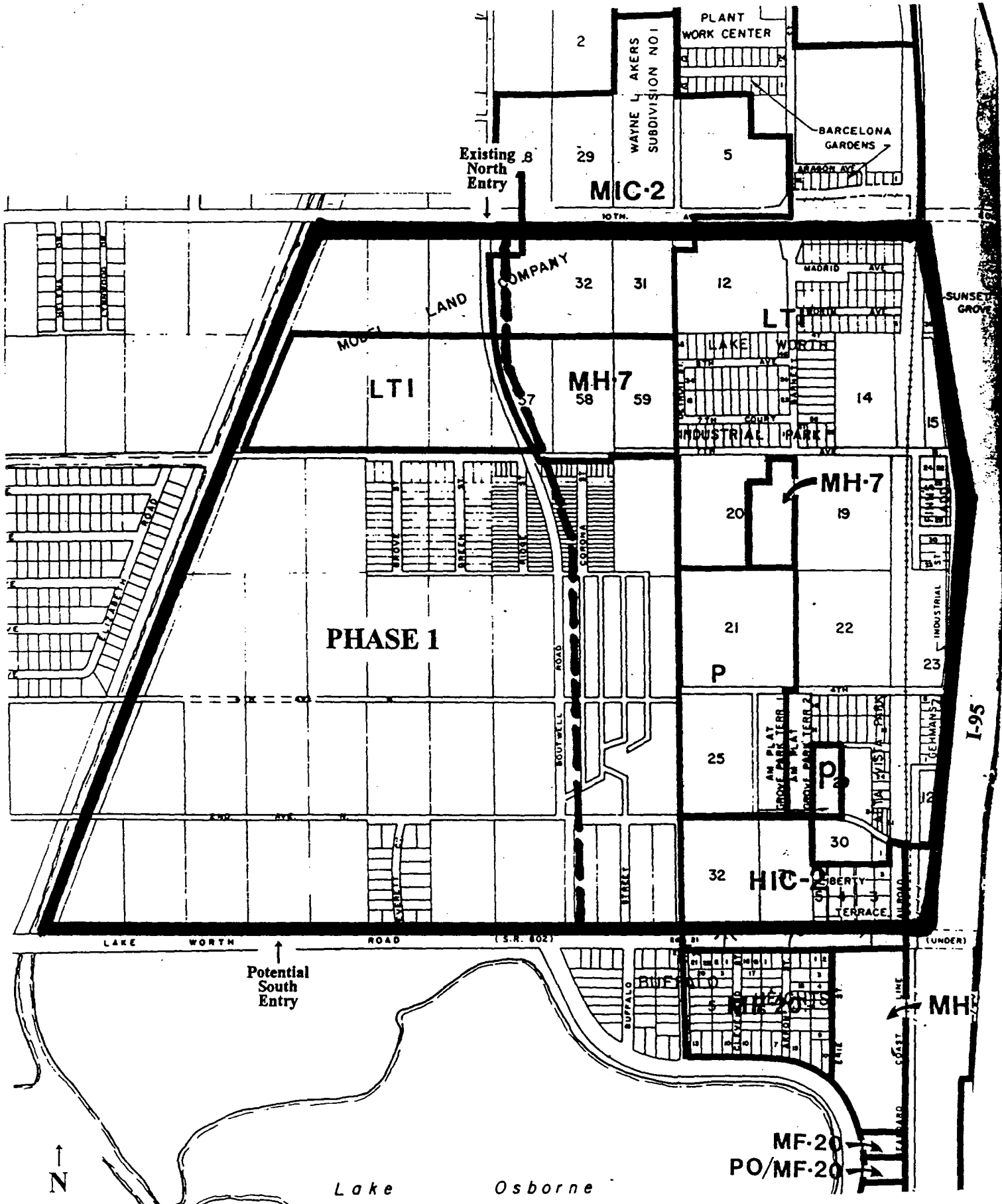
## **Proposed Site Characteristics**

The proposed site area for the Lake Worth Park of Commerce is depicted in Figure 2 and bounded on the east by I-95, the north by 10<sup>th</sup> Avenue, the west by the E-4 canal, and south by Lake Worth Road. Existing land uses in the study area consist of a wide range of industrial, office, service commercial, governmental facilities and mobile homes. Local government jurisdiction is split in the area with roughly 50% located in the City of Lake Worth and 50% under County jurisdiction. The location of City jurisdiction is depicted on Figure 2 wherein land shown with a zoning designation is situated in the City of Lake Worth; all other land is under County planning and zoning control.

The eastern 60% of the proposed area, east of Boutwell Road, is already heavily developed in industrial, mobile home and public facility uses with little available vacant land. The western 40% of the area has a greater proportion of vacant land and a land use mix more closely resembling that of an industrial/office park. While generally unattractive and poorly-maintained service commercial uses, like automobile repair shops, are located on the west side of Boutwell Road, the central subarea on the west side contains a small industrial/office park (Marlin Industrial Park) and other business/office uses to the south of Marlin Park down to 2<sup>nd</sup> Avenue North.

FIGURE 2

Lake Worth Commerce Park Site



## **Initial Development Concepts**

The western area holds significant potential for the development of a regional industrial/office park serving the . For this reason, this area, approximately 160 acres in size, is designated for Phase 1 development (see Figure 2). A large identification monument for the Park of Commerce could be placed at Boutwell and 10<sup>th</sup> Avenue which would be the primary entry point to the park.

Approximately 1/4 mile south of 10<sup>th</sup> Avenue on Boutwell Road, a large vacant parcel exists, located north of 7<sup>th</sup> Avenue North and west of Boutwell Road. This parcel could become the access drive into the new park itself with a second monument identification sign at Boutwell, a curvilinear entry road traversing through the center of the parcel and linking in to the south with the current road into Marlin Industrial Park. Development parcels would be created along the entry road. A secondary entry point with a monument sign would also need to be established off of Lake Worth Road in the area of Arcan Street to link into Boutwell Road

Another priority of the Phase 1 development plan for the park should be strong code enforcement to clean-up the service commercial uses located on the west side of Boutwell between 2<sup>nd</sup> Avenue North and 7<sup>th</sup> Avenue North. These uses are generally “eyesores” and in the short-term need to be better maintained. Over the longer-term, these areas should be converted to office and industrial uses.

Cooperation and support of the existing property owners in the western Phase 1 area will be critical to the success of the new park, in particular the owners in the existing Marlin Park.

## **Development Constraints**

Additional analysis will be needed to determine if development constraints, such as wetlands, endangered or threatened flora/fauna, or infrastructure deficiencies, exist in the Phase 1 target area. With respect to environmental issues, areas bordering the E-4 canal on the northwest boundary of the Phase 1 area may be subject to some level of environmental restrictions.

## **Job Creation**

Based on the estimated 160-acre size of the Phase 1 area and an assumed 50%/50% mix of office and industrial uses, it is projected that, when fully-developed, the Phase 1 Park will generate a total of approximately 4,125 jobs. There are currently an estimated 1,450 jobs in the area, thus approximately 2,675 new jobs are projected to be created by the Phase 1 build-out.

## **Funding**

Adequate funding for signage, infrastructure and code enforcement will be needed. Possible sources are listed below.

### **Potential Funding Sources**

- ★ HUD Community Development Block Grant - Palm Beach County
- ★ U.S. EDA - Public Works Program
- ★ Special Taxing District
- ★ City of Lake Worth
- ★ Palm Beach County
- ★ FL Office of Tourism, Trade and Economic Development - Highway Commerce Fund
- ★ Enterprise Florida - Manufacturing Bond Program
- ★ Metropolitan Planning Organization (MPO)
- ★ Beautiful Palm Beaches.

In order to generate the funding necessary to make the infrastructure, signage and landscaping improvements needed to promote the proposed park of commerce, a number of monetary sources, including, but not limited to, those listed above, must be accessed.

## Future Actions

In order to begin initial, detailed planning and implementation for the proposed park, the following action steps are necessary over the next 6-to-8 month period:

- Step 1: Present concept to County and City officials for tentative approval.
- Step 2: Encumber initial funding source for detailed planning.
- Step 3: Engage urban designer to draw concept site plan and develop architectural theme for Phase 1.
- Step 4: Meet with key Phase 1 area property owners, in particular the owners of Marlin and Donora Industrial Parks, to elicit ideas and support.
- Step 5: Finalize park name, architectural theme, and concept plan.
- Step 6: Design signage monuments and landscaping standards.
- Step 7: Engage engineer to analyze Phase 1 infrastructure needs on priority basis.
- Step 8: Present Final Park of Commerce Plan to City and County officials for approval.
- Step 9: Seek federal, state and local funding commitments. Analyze feasibility of local special assessment district for site improvements.
- Step 10: Incorporate park development standards into Covenants, Conditions & Restrictions (CC&R) document, and seek agreement of affected property owners.

Once signage and infrastructure funding is secured and key area property owners are in agreement with the plan, then site construction can begin.

# **APPENDIX A**

## **Demographic Information By Zip Code District**





# ZIP CODE DISTRICTS KEY MAP

