

FUTURE LAND USE ELEMENT

INTRODUCTION

In conformity and in furtherance of the provisions specified in the “Local Government Comprehensive Planning and Land Development Regulation Act,” Chapter 163, Florida Statutes (FS) and Chapter 9J-5, Florida Administrative Code (FAC), “Minimum Criteria for Review of Local Government Comprehensive Plans and Determination of Compliance,” this Future Land Use Element has been prepared to guide the growth and future development of the City of West Palm Beach. The Element is intended to regulate the density and location of all land uses in the City through the year 2010. As specified in Chapter 163, Florida Statutes, the Future Land Use Element is intended to:

- * Preserve and enhance present advantages.
- * Encourage the most appropriate use of land, water and resources consistent with the public interest.
- * Overcome present handicaps.
- * Deal effectively with future problems that may result from the use and development of land within the City.
- * Preserve, promote, protect, and improve the public health, safety, comfort, good order, appearance, convenience, law enforcement and fire protection, and general welfare.
- * Prevent the overcrowding of land and avoid undue concentration of population.
- * Facilitate the adequate and efficient provision of transportation, water, sewerage, schools, parks, recreational facilities, housing, and other requirements and services.
- * Conserve, develop, utilize, and protect natural resources within their jurisdictions.

The goals, objectives and policies pertaining to the future development of the City will be analyzed for two distinct planning periods. The first, covering the span from 1996 to 2001, is considered the short-term period, while the long-term planning phase will consist of the span from 2001 to 2010. A Capital Improvements Element, Chapter 12 of this Comprehensive Plan, will be prepared to summarize the proposed improvement, timing and funding source of each short-term project identified in this and other elements of the Plan. All policies of this Plan will be consistent with the City’s Future Land Use Map, prepared for the year 2010, as well as the other elements of the Plan.

Since the City’s future development will be in accordance with the concepts of Eastward Ho!, a discussion of this initiative follows this Introduction. After this review, the “Existing Conditions and Future Analysis” section of this Element provides a demographic and economic overview of the City as well as a discussion of transportation, annexation, land uses and natural resources. Subarea profiles also offer a more specific look at the eight major areas of the City. Finally, goals, objectives and policies will be formulated, along with a series of recommendations, to guide the future development of West Palm Beach.

EASTWARD HO!

As stated in a subsequent Section of this Element, much of the City’s residential growth has recently occurred west of Interstate 95. At the present time, the majority of new residential development comprises a Planned Development program at the Western Redevelopment Area of the City. This type of development is suburban in nature: focuses on mainly townhome, zero lot

line, apartment or duplex dwelling units located within “pods”; does not include mixtures of different types of land uses; and is accessed only by major arterial roadways. This type of project usually requires filling wetland areas; building detention ponds as lakes; similar, if not the same, styles of architecture from one project to another or from one pod to another; garage doors usually line the street; and houses which are close together and away from the street frontage.

Although there is a market for this type of residential development, this type of development may demonstrate some characteristics typical for suburban developments. For instance, the residents’ daily needs are usually met by driving to and from either retail establishments or service providers; the residents of the planned developments must continually use the arterial roadways upon which the pod development fronts to commute to work; it is difficult for the residents to walk or bike to work or services; the public transportation system cannot attract large numbers of users, as those living in the Western Development Area must all own a vehicle for transport; etc. Additionally, new schools must be built within these locations to service the continuing expansion of the population under the age of eighteen. This may require a possible shift of financial resources from the inner city schools to the suburbs and fosters overcrowding of the schools located within the western suburb areas, as there are limited resources that a school district can use to build new schools or additions to existing schools.

Based on these effects of this type of western sprawl development, the City’s long-term goal is to encourage development which parallels the goals found in the Governor’s initiative known as “Eastward Ho!” The Governor’s Office established the Eastward Ho! movement to eliminate the trend of extending urban sprawl to the Everglades. The Governor’s Office is attempting to attract development to the geographic area between and adjacent to the CSX and FEC Railroad tracks, as well as within the downtowns, airports and seaports of the existing urban areas within South Florida. Palm Beach County is included within this boundary, and more particularly, the City of West Palm Beach.

The City subscribes to this initiative because it fits in strongly with the “New Urbanism” direction toward which the City is rapidly moving. According to the New Urbanism, cities are divided into three constituent parts: the neighborhood; the district; and the corridor. The neighborhood generally has a balanced blend of enterprises, both retail and residential. The neighborhood permits daily interaction in the form of business and personal contacts, etc. The district can be several neighborhoods which, when combined, form a coherent and complementary mix of land uses all aimed at fulfilling one purpose, such as a financial district or governmental district. The corridor may be a transportation route or other system (e.g. recreational parks) which connects the neighborhoods and the districts.

The City’s New Urbanism attempts to realize a concept and pattern of growth which creates a place of unity to which its residents and tourists may feel attached; to establish a character of development and architectural heritage which is unique, with many useable public spaces; a place of common vision and a physical predictability for all new development; to allow some form of security of investment in the City’s Eastward Ho! Region, as defined in this Comprehensive Plan; and to ensure a memorable and safe place for human interaction, commercial and cultural worth. The New Urbanism will reinforce the identity of each neighborhood, district and corridor and balance different modes of transportation, particularly pedestrians.

Specifically, the City encourages development which allows complementary land uses to locate in close proximity to each other. The main focus is to protect and enhance existing neighborhoods and to build new neighborhoods which have a mixture of residential dwelling unit types and a mixture of neighborhood retail land uses which will service those neighborhoods. Neighborhood commercial uses include, but are not limited to, the following examples: art merchandising; art and drafting supplies; beauty salons; book and stationary stores; personal and convenience sales; day care facilities; florists; food stores; mail services; newspaper and magazine shops; laundry and dry cleaning facilities; medical offices; drug stores; professional service offices; restaurants; etc.

The purpose of this development is not only to foster higher densities within the Eastward Ho! boundaries, but also to preserve a quality of life which is not overburdened by the automobile and its corresponding infrastructure. This type of development permits bicycle and pedestrian activity, and allows different, yet complementary land uses to locate next to each other to foster the internal capture of vehicle trips, as well as to induce more varied and increased human interaction. Essentially, the goal of the City's New Urbanism is to bolster the City's existing neighborhoods, districts and corridors, as well as build new neighborhoods which are walkable, livable and attractive to a regional and local population. (Some of the concepts regarding New Urbanism, cited in this, and the three preceding paragraphs, represent selected written material created by Duany Plater-Zyberk, Architects and Town Planners, as well as information from the Seaside Institute).

The City's redevelopment goals within the urbanized inner city, east of Interstate 95, directly coincide with the Eastward Ho! boundaries. It also parallels the City's implementation of its Downtown Master Plan (DMP). The DMP subscribes to the mixing of land uses within the Downtown, in a manner which is similar to the city and town building of the late 19th and early 20th centuries. This works well within the City as it reflects the development pattern, which was popular during West Palm Beach's infancy. More importantly, a city's downtown should permit a wide variety of commercial and residential land uses. The traditional Euclidean-type zoning code, popular during the mid-1920s until today, does not serve the traditional downtown well, as it separates land use categories from each other. With the exception of industrial land uses, the majority of commercial, retail and residential land uses should locate next to, or in close proximity to, each other in an urbanized area.

In order to encourage mixed uses outside of the Downtown and further the goals of the Eastward Ho! Initiative and New Urbanism, the City allows limited residential uses to occur in areas with a Commercial (C) Future Land Use designation. This residential development typically consists of second story residential units or live/work units located above ground floor commercial.

The reason for this is that such a development pattern permits people to interact on a daily basis, thereby creating more chances for business, personal and casual relationships. The pattern also yields opportunities for the use of different modes of transportation. Other effects of this development model include advancing environmental protection via the construction of denser development in already developed regions of the City, as well as reducing development pressure in wetlands and the Everglades to the west of Interstate 95 and the Florida Turnpike.

The City has implemented the Downtown Master Plan through the approval of a Transportation Concurrency Exception Area (TCEA), which generally eliminates the need to

satisfy traffic concurrency standards promulgated by the Palm Beach County Department of Engineering and Public Works, within the City's Downtown. This permits developers to construct denser commercial and residential developments Downtown, without the need to build new street facilities or reconstruct intersections in order to handle the additional traffic volumes generated by the new development.

The City possesses many options to implement the Eastward Ho! Initiative. Of these options, there are several that are imperative to execute in order to succeed in the revitalization of the urban core of West Palm Beach. Among these are housing, recreation and open space, transportation, infrastructure, education, employment, and public safety. Most of these are discussed in the other Elements of the Comprehensive Plan; however, a brief explanation of each is given below in order to show the relationship of these Elements to the Eastward Ho! Initiative.

- * Housing - This is a very important issue since housing is a major contributor toward the success of Eastward Ho! The area involved in the initiative has become victim to the mass exodus of its population to the suburbs within the western portion of the City; with the population followed the commercial development as well. However, the Mayor and the City staff have made great strides to reduce this by encouraging both residential and commercial development east of Interstate 95. (Please see the Housing Element of this Plan.)

The City's Historic Preservation Division has been successful in designating neighborhoods, within the initiative's boundary, as historic districts. This creates an empowerment within the designated neighborhoods to maintain the quality of existing homes and proposed development, and to participate in land use decisions within the neighborhoods. This develops a stable and more attractive neighborhood, resulting in a better, alternative real estate market to that of the western suburbs. Grassroots organizations existing as neighborhood associations, which support this effort, also need backing in order for them to be fully utilized. (See the Historic Preservation Element of this Plan.)

- * Recreation and Open Space - If the City wishes to attract people to live in the initiative's boundaries, there must be an adequate park system to service those residents. Parks must be clean, safe and fulfill the needs of the community. The Recreation Open Space Element, based on the City's Strategic Recreation Plan, provides the City with such a park system. (For more specific information refer to the Recreation and Open Space Element of this Plan.)
- * Transportation - There needs to be an increase in the utilization of the public transit systems in the Downtown area. Some examples of this would be encouraging through incentives to increase ridership for both Tri-Rail and Palm Tran. Another method currently under review by the City Transportation Planner is to link the whole Downtown with a light rail system. In addition to these public transportation alternatives, there is also a need to develop a more pedestrian-friendly road infrastructure. There are several plans currently underway which will alter the current street design of several of the Downtown streets. As an example, the City is implementing the modification of the current one-way designated streets to two-way streets. This would necessitate the reduction of speeds throughout the City, as well as permit the increase of current sidewalk widths. Each of these outcomes presents an environment, which is more conducive to pedestrian activities. (For an in-depth look at these options, refer to the Transportation Element of the Comprehensive Plan.)
- * Infrastructure - Higher density development is more energy efficient and infrastructure is less

expensive and easier to maintain than uncontrolled sprawl. It becomes very expensive for the City to provide the infrastructure needs of its residents when development is spread outside a central core. Utilities and roads must service these areas, and extensions as well as the repairs to them become very costly. Although the City is currently looking toward the theories of Eastward Ho! to redevelop and increase its tax base, there is a market for those who do not wish to live in the more urban areas. The City must service these people with utilities, such as stormwater, water and sewer lines, in order to continue its environmental preservation. It is more desirable for residents to have a controlled source of water and sewerage disposal, than for thousands of residents to use their own individual wells and septic systems, such as the Acreage Subdivision, west of the Florida's Turnpike, in the Unincorporated Area.

- * Educational Facilities - The promotion and retention of the existing educational facilities in the Eastward Ho! area is not only economically viable, but necessary to ensure stable and vibrant neighborhoods. It also enables the residents of the area to increase their potential for employment through general education, vocational/technical education, and continuing education. It is the City's view that existence of educational facilities within this corridor will provide the necessary conditions for stable neighborhoods, as well as meeting places for the community at-large. The schools contain recreational areas, open space and meeting rooms and class rooms which can all be used by people within the community for sports, gathering spaces and continued learning.

Another important aspect of the educational facilities is the necessity of preserving the existing urban schools. It is commonly accepted that the more development which occurs in the western areas, outside of previously urbanized areas, the higher the increases of the cost of providing education to children. The Palm Beach County School District possesses finite funds and must allocate its financial resources within the areas with the most demand. Should the population of the urbanized schools decrease, the funding for those schools will also decrease. This decrease in funding could create a loss in the continuity of neighborhoods which existing schools provide. For instance, there would be a loss in neighborhood meeting places, urban open space and recreational facilities. The City needs its urban and neighborhood schools and subscribing to the provisions of Eastward Ho! will assist in preserving these schools.

- * Employment - The addition of more commercial development would mean an increase in both the amount of jobs for the future and the present employment pool in the area. Further, the location of commercial establishments within the urban core of the City, particularly neighborhood services, assists in attracting people to move to this core. Convenience of shopping for food, dry cleaning, etc. provides a necessary impetus to live in more dense environments. The City is on a course to provide grocery stores in both the Downtown and the "Congress Lakes" area of the City, at the current Stadium site. This property, along with the City's Auditorium, has recently been sold to the Watchtower Group, who will undertake the redevelopment of the Stadium site. The Watchtower Group and the City have worked extraordinarily closely to obtain the type of development which will stabilize neighborhoods: provide necessary residential services in an underserved area; meet the criteria of "New Urbanism"; and match the goals of the Eastward Ho! Initiative. The additional commercial ventures will provide innumerable opportunities for employment of the City's population, and may encourage spin-off type new retail or commercial opportunities to develop.

- * Public Safety - Connected to the neighborhood stabilizing effects of historic preservation, public transportation, establishment of neighborhood commercial uses and employment opportunities, is one other extremely important element. It is public safety, and more particularly, police protection. The City has instituted continual increases in the visibility of police. This has been done through Community Oriented Policing (COP) Program. The focus of this Program has historically been the older existing neighborhoods of the urban core. It is extremely necessary to instill a sense of personal safety to residents, as well as visitors, to fully provide the safe environment which will attract people to live in the boundaries of the Eastward Ho! corridor.

The promotion of the Eastward Ho! development strategy may be controversial to some; however, the City is committed to the idea and goal of “Sustainable Development.” In order to understand the City’s direction, the following discussion describes the City’s definition of Sustainable Development.

Sustainable Development is defined as encouraging economic and physical development which will increase the City’s quality of life, for its business, citizenry and visitors, and which will continue the ongoing redevelopment momentum of the City of West Palm Beach. It is the City’s goal to develop in a manner which safeguards the physical and social environments of the City today, without jeopardizing the quality of life for residents and visitors through the next century.

This definition requires the preservation and protection of the City’s water supply, natural resources such as Clear Lake and the Intracoastal Waterway, as well as the creation and preservation of a strong business and economic life which provides the financial resources to maintain a prosperous City. Therefore, the City must stimulate new development which is an outgrowth of this definition.

The City continues to work on fulfilling its dream of development which creates a strong and vibrant downtown, a downtown which is a solid economic engine for the whole City. More importantly, a downtown which can support exciting economic and social activity for twenty-four hours per day. This activity will support itself and create spin-offs which supplies a momentum to continue redevelopment throughout the City for the next century. As the great City builders of the early 20th Century envisioned, this downtown will be the seat of commercial operations, government decision-making and partnerships with both the business community and the neighborhood associations.

Further, the City’s strategy toward the environment will be one which ensures that the City will successfully survive for the next five plus generations. This strategy will include the following: the preservation and maintenance of its Water Catchment Area (WCA) for storing and filtering of the City’s water supply needs; the preservation of important wetland areas by permitting development which only enhances those wetlands; the continuing search for better ways to recycle waste products; and the use of current technologies to provide environmentally safe methods to treat and dispose sewage.

Finally, the City must continue on a course of financial freedom in order to realize the goals of preserving the City’s economic and environmental health for the coming generations. Mayor Nancy Graham has proceeded in this direction by eliminating the large-scale debt which the city faced in 1993. The City has also begun to and is succeeding to reduce crime downtown,

create the necessary momentum to obtain an economically prosperous Downtown, etc. The City is holding the line on tax increases and has reached the goal of fiscal prudence.

Based on the preceding discussion, the City's definition of Sustainable Development focuses on preserving the City for its future generations, in all respects, from fiscal policy to environmental policy. This sustainability meshes with the Eastward Ho! theory in that the primary way to develop the City for the future generations is to refocus much of its efforts east of Interstate 95. That is the location of the Downtown and coastal neighborhoods: it is where the City's historic fabric exists, which demonstrates the City's past and its foundation; this location is where the most stable neighborhoods can be encouraged, and it is where much of the City's industry and commercial activity occurs. A great portion of the City's water treatment facilities and water storage area exists east of Interstate 95, as well as the City's institutional land uses, such as hospitals, schools, churches, etc. In summary, the core of the City's economic, social and environmental success must exist within the Eastward Ho! boundaries.

The remainder of the following text describes the City's past, and updates the text to show current conditions. The goals, objectives and policies, at the end of this Element, will address the goals of the Eastward Ho! Initiative.

EXISTING CONDITIONS AND FUTURE ANALYSIS

A. GENERAL SETTING OF WEST PALM BEACH

The City of West Palm Beach is located 67 miles north of Miami in the northern part of what is often referred to as Florida's "Gold Coast" (see Figure 4-1). The City encompasses approximately 56 square miles and has been designated as a "coastal community," by the Florida Department of Community Affairs (DCA), because of its proximity to Lake Worth and the Atlantic Ocean. Of this total, the Water Catchment Area (WCA) comprises 19.3 square miles. This area, along with two other lakes, Clear Lake and Lake Mangonia, serves as a source of water for City residents. West Palm Beach is approximately eight miles long adjacent to the Intracoastal Waterway (Lake Worth) and nearly ten miles wide from that water body to the western edge of the Water Catchment Area.

West Palm Beach is the largest populated municipality of the 38 located within Palm Beach County, and serves as the county seat. Adjacent municipalities include Palm Beach, Riviera Beach, Mangonia Park, Palm Beach Gardens, Glenridge, Lake Clarke Shores and Lake Worth. The Port of Palm Beach and the Palm Beach International Airport are also both contiguous to the City.

Land development in West Palm Beach was originally confined to the Coastal Ridge area, located along the coast, which blocked surface drainage from the west. As a result, by 1950, development had given the City a linear characteristic. Residential subdivisions had been added in tiers extending northward and southward from the original townsite, commercial developments were established along U.S. Route 1, which served as the spine for this area, and most industrial activities had located along the north-south rail lines.

A second period of development began after the City purchased a private water system in 1955. In this purchase, the City acquired much of what is today the 19.3-square-mile Water Catchment Area, as well as Clear Lake and Lake Mangonia and the land between these bodies of

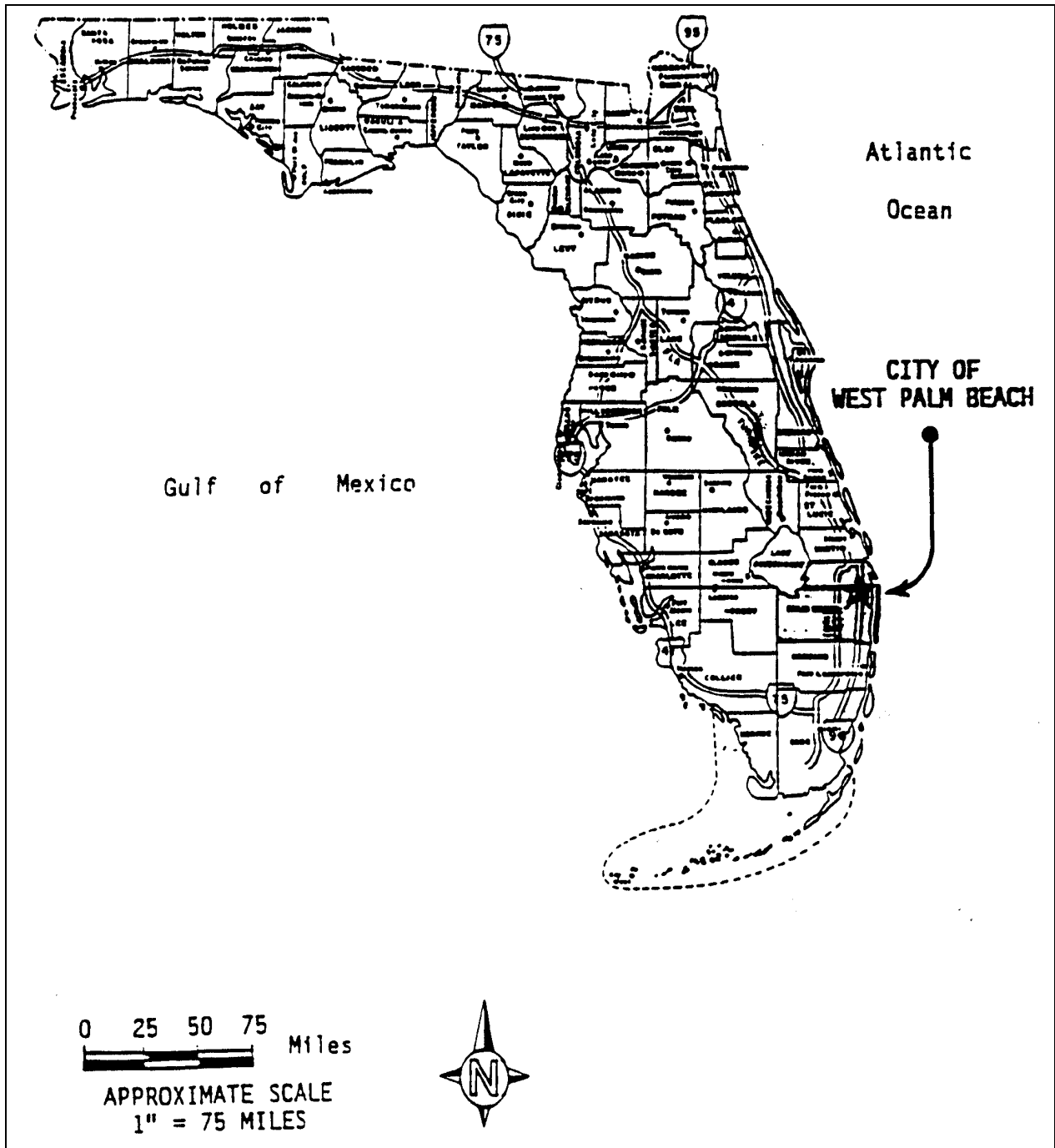
water and the WCA. With construction of some drainage improvements, much of the land between the lakes and WCA, known as the “Westward Expansion” area, became available for development.

Many areas developed during the initial period of City growth are now old and in need of both public and private modifications. Moreover, concern for the environment, coupled with changes in economic and energy conditions, have made such older areas more desirable than they once were. As a result, there is increasing interest in the conservation or redevelopment of the older, linear part of the community. Certain residential neighborhoods within this linear area, such as Northwood, Palm Beach Heights and Hillcrest, are severely impacted by problems of crime, deteriorating housing stock and environmental concerns. Attention must be given to these residential communities in order to ameliorate these negative conditions which threaten the neighborhood. Consequently, the City’s future plans must balance these needs of redevelopment with those of the continuing Westward Expansion effort (See discussion regarding Eastward Ho! in the preceding Section).

B. HISTORY

The first permanent residents of present day Palm Beach County arrived during the 1870s. Most settled on the east shore of Lake Worth, now the site of the Town of Palm Beach. In 1892, Henry M. Flagler visited the Lake Worth area, investigating a route to Miami for the expansion of his Jacksonville, St. Augustine and Indian River Railroad. Impressed with the beauty of the area, Flagler decided to create an exclusive resort community on Palm Beach. Flagler envisioned the resort as a paradise, isolated from commercial activity and purchased property from Captain O.S. Porter and Louis Hillhouse on the west shore of Lake Worth in order to establish a town that would serve as the business district of Palm Beach. {Source: Curl, Donald W., Palm Beach County: An Illustrated History, 1986, p. 37}

**FIGURE 4-1
CITY OF WEST PALM BEACH: GENERAL LOCATION**



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

In November 1893, Flagler filed the original plat for the Town of West Palm Beach. The town extended from Lake Worth to Clear Lake. The streets were laid out in alphabetical order from Althea on the north to Fern on the south. The avenues ran alphabetically from Lantana on the east to Water on the west (neither of these was ever developed). Flagler's newly-named Florida East Coast (F.E.C.) Railroad reached West Palm Beach the same year, bringing building materials, tourists, workers and settlers. The first lots in the town were sold in February 1894 and a construction boom was underway. On November 5, 1894, the community voted to incorporate as the Town of West Palm Beach. The first census of the town the following year recorded 1,192 persons living in the City, with a property value of \$133,926. Two fires in the downtown commercial area in 1896 prompted the Town Council to enact a new building code. This code required all buildings in the downtown be built either of brick or stone, or veneered with brick or stone. As a result, West Palm Beach soon had many masonry and masonry-veneered commercial buildings.

By 1900, West Palm Beach had electricity, a sewer system, a water pumping station, paved streets and telephone service. At the same time, the population dropped to 564 as a result of a decline in construction activity on Palm Beach; the freeze of 1894-95 which devastated the state's citrus industry; and nationwide recessions in the late 1890's.

The Town Council petitioned the Florida Legislature for a city charter, which was granted in 1903. By 1920, West Palm Beach was well established, not only as the center for commercial activity in Palm Beach County, but also as a tourist spot for the middle class. The completion of the Palm Beach Canal in 1917, provided access to inland farming areas and made West Palm Beach the shipping point for the County's agricultural products, both by rail and by water.

During the 1920s, West Palm Beach was caught up in the fever of the Florida Land Boom. By 1927, the entire city east of Australian Avenue had been platted, although little building had occurred north of Thirty-Sixth Street or south of Belvedere Road. Commercial activity focused on Clematis Street, while residences were built south of Datura Street and west of the present Florida East Coast (FEC) railroad tracks. Major office and commercial projects were erected including the City's first "skyscrapers." These were the Guaranty Building, 120 South Olive Avenue, seven stories, 1922; the Citizens Building, 105 South Narcissus, eight stories, 1923; the Dixie Court Hotel, 301 North Dixie Highway, seven stories, 1925; the Comeau Building, 319 Clematis Street, 10 stories, 1925; and the George W. Harvey Building, 226 Datura Street, at fourteen stories the tallest in the city when it opened January 1, 1927. The Harvey Building went into bankruptcy the day it was finished, testimony that the Florida Land Boom had gone bust.

The Land Boom peaked in the winter of 1924-1925. Four major factors contributed to the subsequent failure of the Florida real estate market. First, dishonest Florida real estate ventures were widely publicized in northern newspapers beginning in the spring of 1925, causing many investors to cancel all Florida real estate transactions. Second, the F.E.C. Railroad placed an embargo on all but perishable goods in August 1925, making building materials unavailable in the state. Third, two terrible hurricanes struck South Florida in quick succession. On September 16, 1928, a devastating hurricane swept across Palm Beach County. Winds estimated in excess of 130 miles per hour destroyed nearly 8,000 homes, leaving more than 2,500 families homeless and killing as many as 2,000. Hundreds of commercial buildings were leveled and property damage was estimated at \$13 million. Fourth, speculators had pushed prices so high, no

buyers could be found. When the Stock Market crashed in October 1929, the Florida real estate market was left nearly valueless.

At the beginning of the Depression, West Palm Beach entered a period of moderate growth which lasted from 1930 until 1960. Population increased 25% to 30% each decade. By 1960, the City was completely built out east of Australian Avenue. The City had sold 4,200 acres of undeveloped swamp-like land west of Interstate 95 to the Perini Land and Development Company in 1957. The development of this area during the 1960's was a catalyst for suburban growth and marked the beginning of the shift in the City's population and economic base away from the downtown. The majority of this development lies within the 1,422-acre Villages of Palm Beach Lakes project consisting of approximately 7,317 residential units, 99 acres of commercial properties and two golf courses {Source: Perini Land and Development Company}.

In the 1980s, a resurgence of growth focused on the central business district (CBD). Large office buildings, hotels, retail centers and condominiums were beginning to reshape the skyline of the City. This new growth helped return the economic base to the CBD, making it a hub of activity once again. Specifically, the West Palm Beach Community Redevelopment Agency purchased the properties which comprised the former "Downtown/Uptown" Development of Regional Impact (DRI) and awarded the development rights for a revised DRI to Himmel & Company of Boston, et. al., for the construction of an urban entertainment district known as the "CityPlace" development. This proposal is located within the City's Downtown and includes cultural arts, residential, retail, office and commercial uses. Additionally, a convention center and a hotel are planned for the southern portion of the CityPlace Project.

The City obtained approval of two Notifications of Proposed Change (NOPC) to the DRI, one each in January and April of 1998. The former NOPC changed the project name from Downtown/Uptown to CityPlace and revised the development so that it reflected the CityPlace proposal to construct at least: 850,000 square feet of commercial/retail; 800 residential dwelling units; 4,000 seats of entertainment uses, such as a cinema and/or an opera house; 1,250,000 square feet of office uses; 800 hotel rooms, etc. This development, connected to the current development proceeding at Clematis Street, will ensure that the City's prosperity. The second NOPC permitted the inclusion of about five acres of land into the DRI, as buffer areas, but did not affect the project's density or intensity.

The City is expecting the submittal of at least a 300,000-square foot County Convention Center by Palm Beach County, in the near future. This will be located within the CityPlace boundaries, just south of Okeechobee Boulevard.

C. POPULATION

The City's population has increased steadily since the turn of the century. Virtually all of this population was concentrated in the area east of the existing C.S.X. Railroad tracks prior to 1950. As mentioned earlier, the purchase of land for the City's Water Catchment Area encouraged development westward. The majority of population growth in the past twenty years has occurred west of Interstate 95, primarily in the Villages of Palm Beach Lakes. However, the City is currently attempting to temper and reverse this trend using the concepts of both "New Urbanism," and more particularly, the Governor's Office initiative known as "Eastward Ho!" The CityPlace project is a primary step in this direction, as it will provide a minimum of 800 dwelling units, all located east of Interstate 95. The CityPlace development is discussed further

in the preceding Section B of this Element.

Palm Beach County, on the other hand, has been growing at a tremendous rate and is considered one of the fastest growing counties in the United States. Between 1970 and 1980, Palm Beach County grew by 65.4%, while West Palm Beach grew by 10.0%. Between 1980 and 1990, Palm Beach County grew by 51.0%, while West Palm Beach grew by 7.2%. Without changes in the current County policies regarding land development, and more particularly, its location, the growth in the County is expected to continue as unincorporated areas become fully developed.

The County has established an Urban Service Boundary Area which outlines the County’s infrastructure and surrounding lands that it serves. This Urban Service Boundary Area is extended when the County’s infrastructure is extended. A task force for growth management has been formed and convened on August 4-8, 1997, to discuss the need for a Growth Management Boundary. It is anticipated that the County will use a “Tier” approach to manage its future growth. The Tiers will most likely range from urban to rural and agricultural, with densities and intensities of development to match the appropriate Tier. The County and City have cooperated, and will continue to cooperate, on issues relating to the Growth Management Boundary and any Growth Management strategies formulated by the County.

Table 4-1 reveals the growth in population in the City during the late 1900s. Section 9J-5.005 of the F.A.C. requires projections for seasonal, as well as resident population. Seasonal visitors were estimated using data obtained from hotels, motels, boarding houses, and with the assumption that some seasonal residents live with friends. The West Palm Beach Planning, Zoning and Building Department chose to prepare its own estimates and projections. The results of these projections are shown in Table 4-1, as well as in the subarea analysis.

**TABLE 4-1
CITY OF WEST PALM BEACH POPULATION 1980 - 2010**

YEAR	RESIDENT POPULATION	SEASONAL POPULATION	PERCENT INCREASE **
2010	101,578 *	18,100 *	8.3%
2005	93,751 *	16,427 *	10.9%
2000	84,757 *	12,350 *	10.7%
1995	76,341	9,983 *	12.9%
1990	67,643	N/A	7.2%
1980	63,108	N/A	10.0%

* Planning and Zoning Division estimate for fiscal year

** Percent increase refers to resident population only

N/A Not Available

Source: City of West Palm Beach Planning, Zoning and Building Dept. July 1997, U.S. Bureau of the Census, 1980, 1990, and 1995.

The City has also collected demographic data by neighborhood area by participating in the United States Bureau of the Census’ Neighborhood Statistics Program (NSP). In this program, the City of West Palm Beach was subdivided into 36 separate neighborhoods and 1980 Census data was provided for each neighborhood. Table 4-2 provides data pertaining to population, housing units, persons per unit, vacancies, and race.

D. EMPLOYMENT

According to the U.S. Department of Labor, the total labor force in West Palm Beach was 35,885 persons in 1989. The unemployment rate in 1989 was 6.9% (2,331 persons) which was higher than the overall Palm Beach County unemployment rate of 5.2%. The U.S. Department of Labor states that services and retail trade continue to grow and serve as the base of the local economy. The Bureau of Economic and Business Research (BEER), at the University of Florida, state the three leading employment sectors in the state during 1986 as services, retail trade, and manufacturing.

The City had considered an Areawide Development of Regional Impact (ADRI) to determine the amount of development that can be supported by existing and future infrastructure (i.e., roads, etc.). However, after much discussion, the City elected to hold several design charrettes and to write a new plan for the Downtown. The resultant Downtown Master Plan (DMP) was prepared and adopted on December 4, 1995, and made effective on August 27, 1997. The DMP provided a cap, as a guideline, on development square footage and dwelling units within the Downtown boundaries between Palm Beach Lakes Boulevard to the north; Clear Lake to the west; generally, Okeechobee Boulevard to the south, including the CityPlace DRI; and the Intracoastal Waterway to the east. The DMP formed one of the strategies established to redevelop the City's Downtown. The second strategy was to invest and provide assistance to reinvigorate the project formerly known as Downtown/Uptown. In late 1996, the City Community Redevelopment Agency awarded the project to Himmel and Company, et.al. As described in the preceding Section B, this firm renamed the development proposal to "CityPlace." This development is anticipated to create 2,904 construction jobs and approximately 3,220 permanent jobs.

The proposed CityPlace multi-use project, located on either side of Okeechobee Boulevard between Tamarind Avenue and South Dixie Highway, is estimated to provide a minimum of: 1,250,000 square feet in office space, 850,000 square feet in supporting retail, 800 residential units and 800 hotel rooms over a 77 acre area. Figure 4-2 indicates the proposed master development plan for the CityPlace project {Source: Proposal submitted by CityPlace Partners dated August 1, 1996.}.

The Palm Beach International Airport ("Airport") is currently undergoing a review for its application to amend the Airport Development of Regional Impact (DRI). This will most likely be a substantial deviation, as defined in Chapter 380 of the Florida Statutes. Currently, the Florida Department of Community Affairs and the Treasure Coast Regional Planning Council are prepared to review the Airport's submittal.

In the area north of the Airport, two major Commercial Planned Unit Developments (CPUDs) are either under construction or approved. These developments include the Airport Industrial Park (a total of 1.1 million square feet of industrial space and a 134-room hotel have been approved. Servico Center and the 222-room Omni Hotel have been completed), and Centrepark (an office research park under construction with approval for 1.4 million square feet of office space, 75,000 square feet of commercial, and 225,000 square feet of hotel space).

TABLE 4-2
WEST PALM BEACH DEMOGRAPHIC DATA 1995

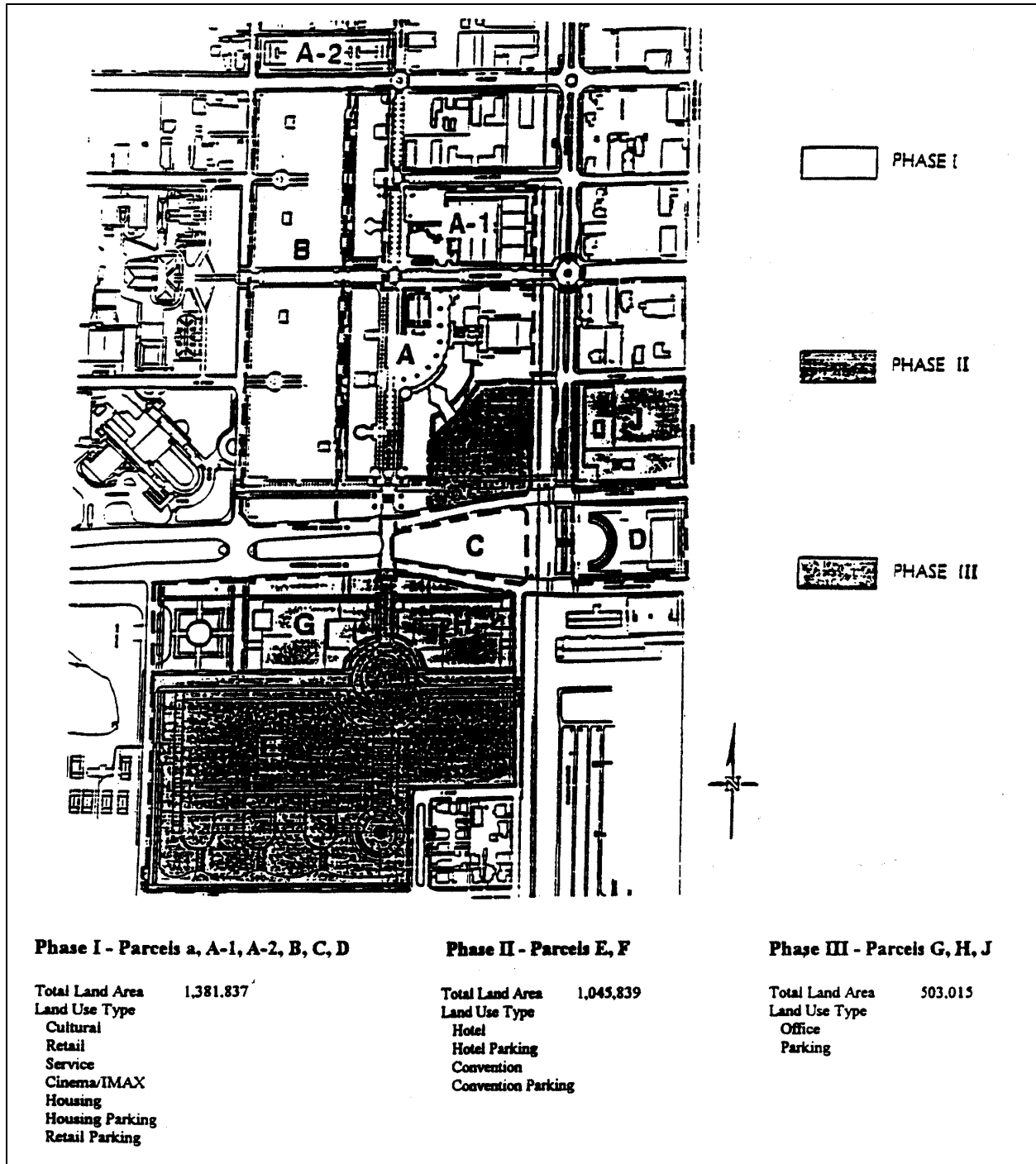
(Persons, Housing Units, Race)

NEIGHBORHOOD	PERSONS	HOUSING UNITS	PERSONS PER HOUSING UNIT	% VACANT	% WHITE	% BLACK	% OTHER	% SPANISH ORIGIN
1,2,3,4	5,397	2,410	2.24	21.2	47.4	46.3	1.8	6.8
5	14,216	8,021	1.77	12.2	81.6	14.4	3.8	5.9
6	1,794	552	3.25	13.2	30.9	63.4	5.6	10.5
7	3,736	1,911	1.95	18.1	39.5	54.9	5.6	6.0
8	1,058	410	2.58	10.7	14.7	81.7	3.6	1.3
9,11,12,14	7,356	3,366	2.18	14.8	42.0	45.1	9.5	16.2
10	1,241	442	2.81	8.6	1.8	77.7	4.4	3.8
13	1,592	773	2.05	23.4	1.1	97.9	1.0	1.4
15	615	375	1.64	39.7	0.7	95.4	3.9	2.1
16	1,840	677	2.72	4.4	49.6	44.7	5.7	10.2
17	1,133	459	2.47	16.6	37.9	39.8	22.3	34.1
18,19	2,759	1,414	1.95	16.2	88.6	6.0	5.4	21.5
20	2,224	1,074	2.07	11.1	84.9	12.5	2.7	25.9
21,22	3,845	1,561	2.07	4.8	78.2	7.4	14.4	52.6
23,24	3,295	1,827	1.80	5.5	86.9	5.1	8.0	22.5
25	721	257	2.81	9.4	54.5	24.1	21.4	36.2
26	2,161	1,013	2.72	6.3	97.7	0.3	2.0	46.9
27,28	3,113	1,446	2.15	8.8	85.1	34.3	13.3	39.3
29,30,31	6,476	2,791	2.32	5.7	91.9	2.1	6.0	28.3
32	1,660	530	3.13	3.6	18.4	78.7	2.8	4.3
33	3,643	2,596	1.40	23.4	75.0	14.6	2.8	4.8
34,35	3,715	1,301	2.85	6.9	2.1	97.0	1.2	1.3
36	2,751	1,662	1.47	16.4	63.4	32.8	3.8	7.4
TOTAL	76,341	36,868	2.08	13.0	62.0	32.0	5.9	16.1

Source: 1995 U.S. Census and the City of West Palm Beach Department of Planning, Zoning, and Building, July 1997.

Note: Rows may not add to 100 percent due to rounding.

**FIGURE 4-2
PROPOSED "CITYPLACE"
MASTER DEVELOPMENT PLAN**



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

Another future major employment area is expected on both sides of 45th Street just west of I-95. In this area, three other major CPUDs have been approved or are under construction. These developments include Northpoint, currently under construction, with a total of approximately 1.4 million square feet (500,000 square feet of industrial, 55,000 square feet of commercial, 710,000 square feet of office, and 125,000 square feet of hotel space); 45th Street Business Park, approved with 1.4 million square feet of industrial and office uses; and Metrocentre Corporate Park, approved with 570,500 square feet of office, retail, and hotel uses (Figure 4-3).

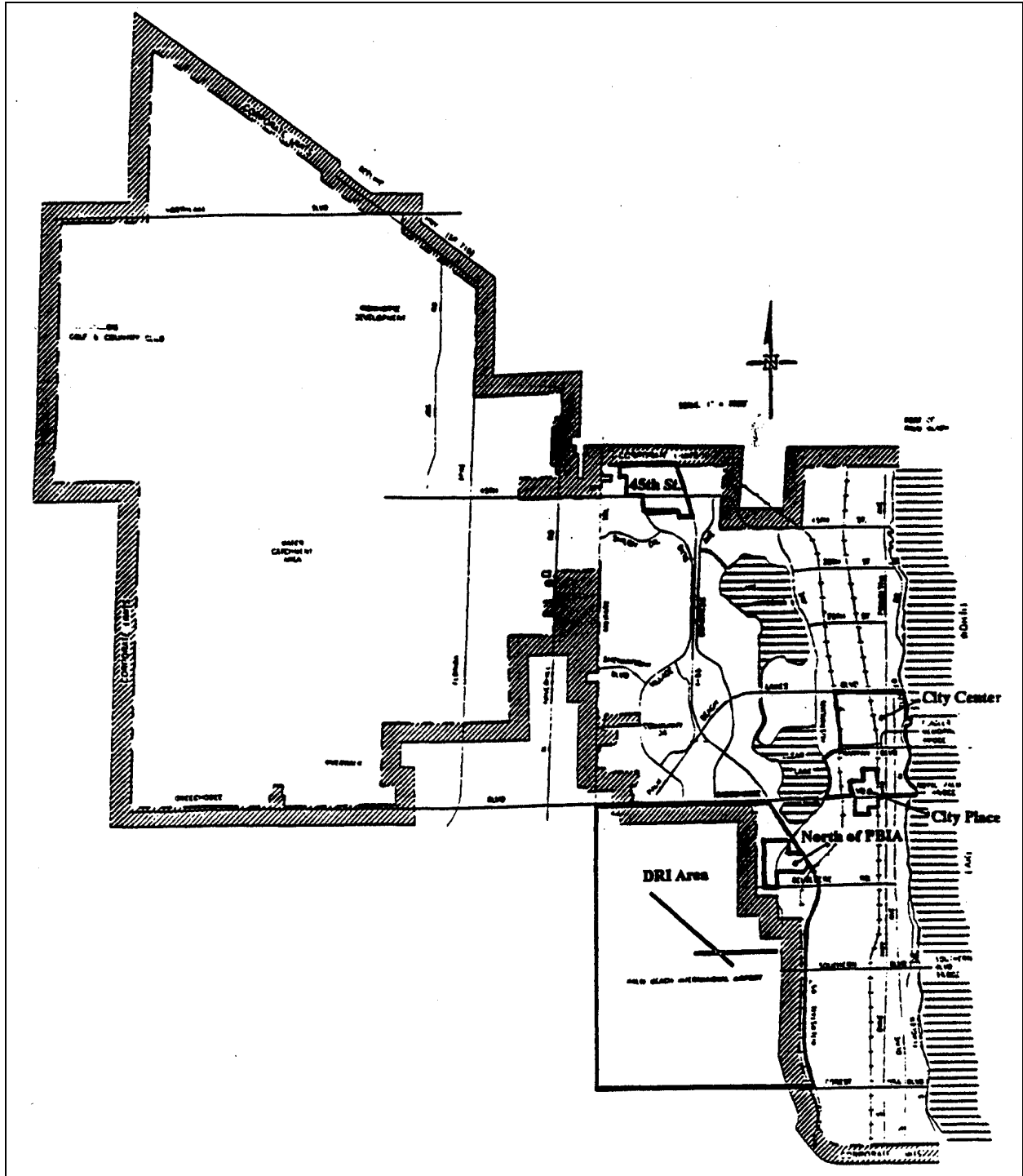
E. TRANSPORTATION

The City of West Palm Beach constantly modifies its roadway network in an effort to accommodate the rapid growth, development and redevelopment within its boundaries. However, at this point, the City has changed its transportation goals, as evidenced by the revised Transportation Element contained herein and briefly summarized in a following Section of this Element. Although, the City and Palm Beach County were involved in an interlocal agreement to expand certain roadways within the detailed below Downtown, the City has obtained approval for a Transportation Concurrency Exception Area (TCEA) for the Downtown (Figure 4-3A), and does not intend to expand the streets for increased motor vehicle mobility. In fact, the City's goal is to make all streets, Citywide, more attractive for use by pedestrians and bicyclists and is planning on returning one way to two-way streets and expanding sidewalk widths on many of the existing streets, including those located within the Downtown. In the past, the City completed a transportation corridor study for Palm Beach Lakes and Okeechobee Boulevards to determine future motor vehicle use and motor vehicle capacity levels. The City included the recommended street and intersection modifications as part of that report.

In 1997, the City applied to the Florida Department of Community Affairs (DCA) for approval of a TCEA designation for the City's Downtown. The Downtown was defined as generally bounded by: Palm Beach Lakes Boulevard to the north; Lake Worth to the east including the Waterview and City Marina properties; Okeechobee Boulevard to the south including the CityPlace DRI; and Australian Avenue to the west. The DCA encouraged the City to apply for this designation during its review of the proposed Downtown Master Plan (DMP). The TCEA eliminates the need to comply with the Palm Beach County [Motor Vehicle] Traffic Performance Standards used to determine compliance with motor vehicle traffic concurrency for new development within the City's Downtown. This permits the City to meet the Goals, Objectives, and Policies of the DMP by focusing development within the City's Downtown, and reducing the current trend of encouraging development outside city centers. The TCEA was found in compliance by the DCA on April 24, 1997.

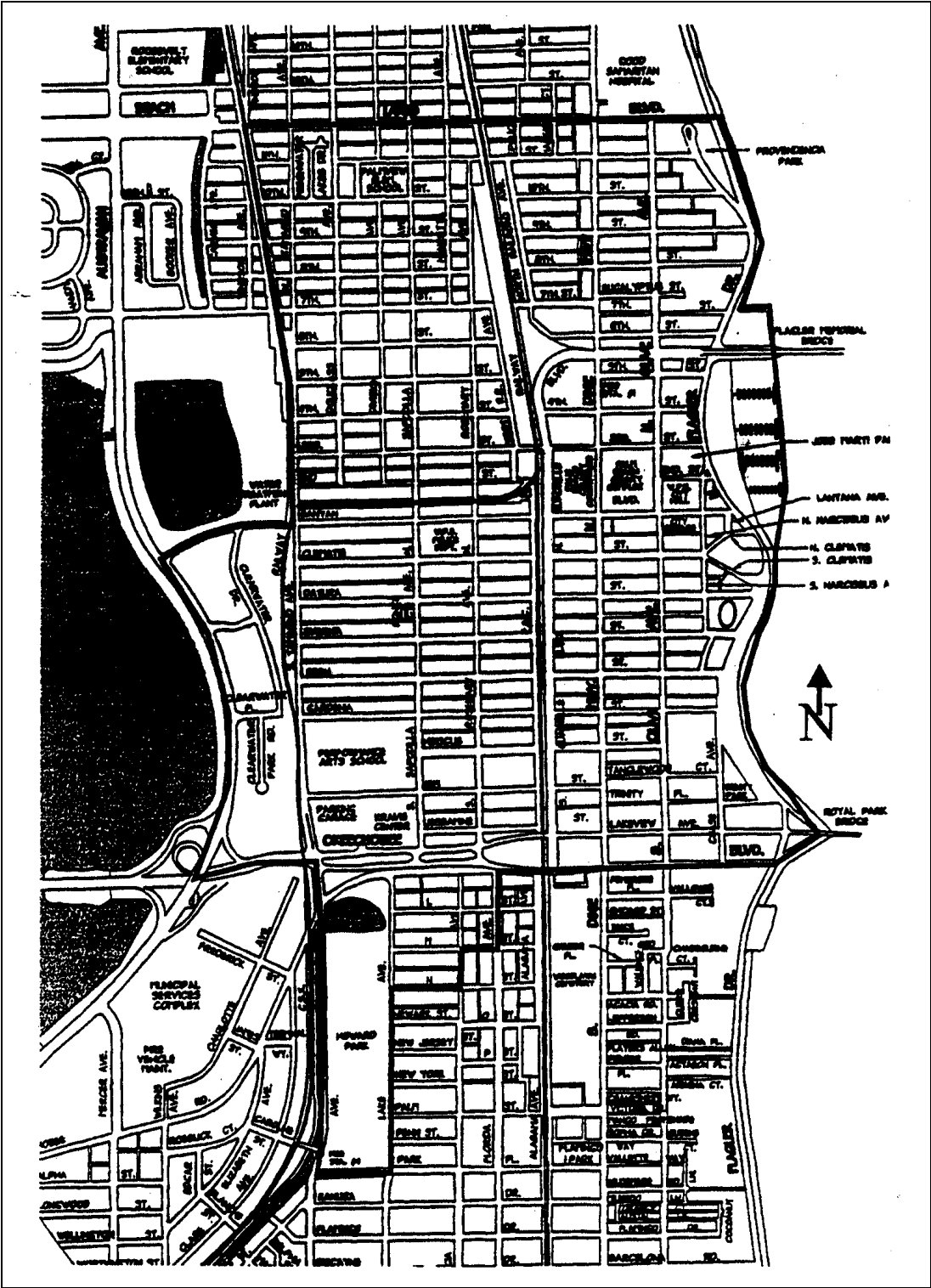
This approach has been pursued to mitigate the potential adverse effect the current level of service (LOS) standard for traffic concurrency would impose on the Downtown. More specifically, under existing regulations, the streets roadways within the Downtown area and adjacent areas must operate at LOS "D", which is the standard that has been adopted on a City-wide basis. Existing building setbacks and pedestrian streetscapes do not provide an opportunity for road widening nor would such road widening be consistent with the desired character and ambiance of the Downtown. Thus, adherence to a rigid level of service standard for traffic in the Downtown would create a major obstacle to the City's revitalization efforts, and could jeopardize the substantial public and private investment that has been made to date.

FIGURE 4-3 FUTURE MAJOR EMPLOYMENT CENTERS OF WEST PALM BEACH



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

**FIGURE 4-3A
CITY OF WEST PALM BEACH TRANSPORTATION CONCURRENCY EXCEPTION
AREA**



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

The City is also using a similar rationale to apply for a designation of a Constrained Roadway at a Lower Level of Service (CRALLS) at the Uptown West Palm Beach at Palm Beach Lakes Boulevard, generally between Village Boulevard to the west and Tamarind Avenue to the east. The City is attempting to redevelop this area, particularly the properties known as the D.R. Lakes and MacArthur Foundation properties, in a manner which reflects the Eastward Ho! Initiative. The City is encouraging market rate residential development with a commercial component which will service the residential development. The City is attempting to limit the amount of “Big Box” type development at this area.

The current LOS of the identified corridor is already at LOS “D” which is the limit set by Palm Beach County. In order to realize its dream, the City needs to change the LOS standard to LOS “E.” The CRALLS application should meet this demand.

F. ANNEXATION AREAS

The City of West Palm Beach is pursuing annexations in adjacent, unincorporated areas to increase its tax base. Since initial adoption of the Plan, several areas have been annexed into the City from unincorporated Palm Beach County. These areas are located in the northwest area of the City and include land west of the Villages of Palm Beach Lakes development, parcels north of 45th Street and other scattered parcels along Military Trail, among others (See Figure 4-4).

The City of West Palm Beach’s original annexation policies, as stated in the City’s 1978 Comprehensive Plan, were extremely conservative and, for the most part, restricted to an area east of Military Trail. The expansion of the City’s corporate limits is blocked by the municipalities of Riviera Beach to the north and Lake Worth to the south, Lake Clarke Shores and Glenridge to the southwest, the Palm Beach International Airport to the west and the Westgate area south of Okeechobee Boulevard. The City did not actively pursue annexation, but instead responded to applications from property owners. Only a cursory economic analysis of annexation potential has been performed by City staff.

Efforts to explore annexation opportunities with the County were recommended in the 1985 City Commission Goals Workshop and the Citywide Forum of 1986. During this period, discussions of annexations were begun for the areas west of Military Trail. Also, the creation of the Countywide Planning Council and its successor, the Interlocal Plan Amendment Review Committee (IPARC), encouraged other municipalities to take a hard look at their future boundaries. As a result, the City of West Palm Beach along with the cities of Riviera Beach, Palm Beach Gardens and Royal Palm Beach have mapped and plotted their future annexation and ultimate city limit boundaries.

The Present Issues: Future Vision report of 1988, a long-term capital improvements plan that preceded this Comprehensive Plan, listed potential future annexation areas and recommended that the City prepare a feasibility analysis for each of the proposed annexation areas and assertively pursue annexing properties that increase the City’s desired urban form, orderly provision of public services, protection of sensitive environmental resources, and have a positive tax dollar return.

The City Commission subsequently directed City Staff to analyze all “voluntary annexation” requests. Consequently, an annexation letter was drafted to inform landowners of

the City's interest in the annexation of property adjacent to the City's municipal border in order to increase voluntary annexations. This annexation letter was approved by the City Commission and 1,475 letters were distributed to several of the potential annexation areas defined within the boundaries depicted by Figure 4-5.

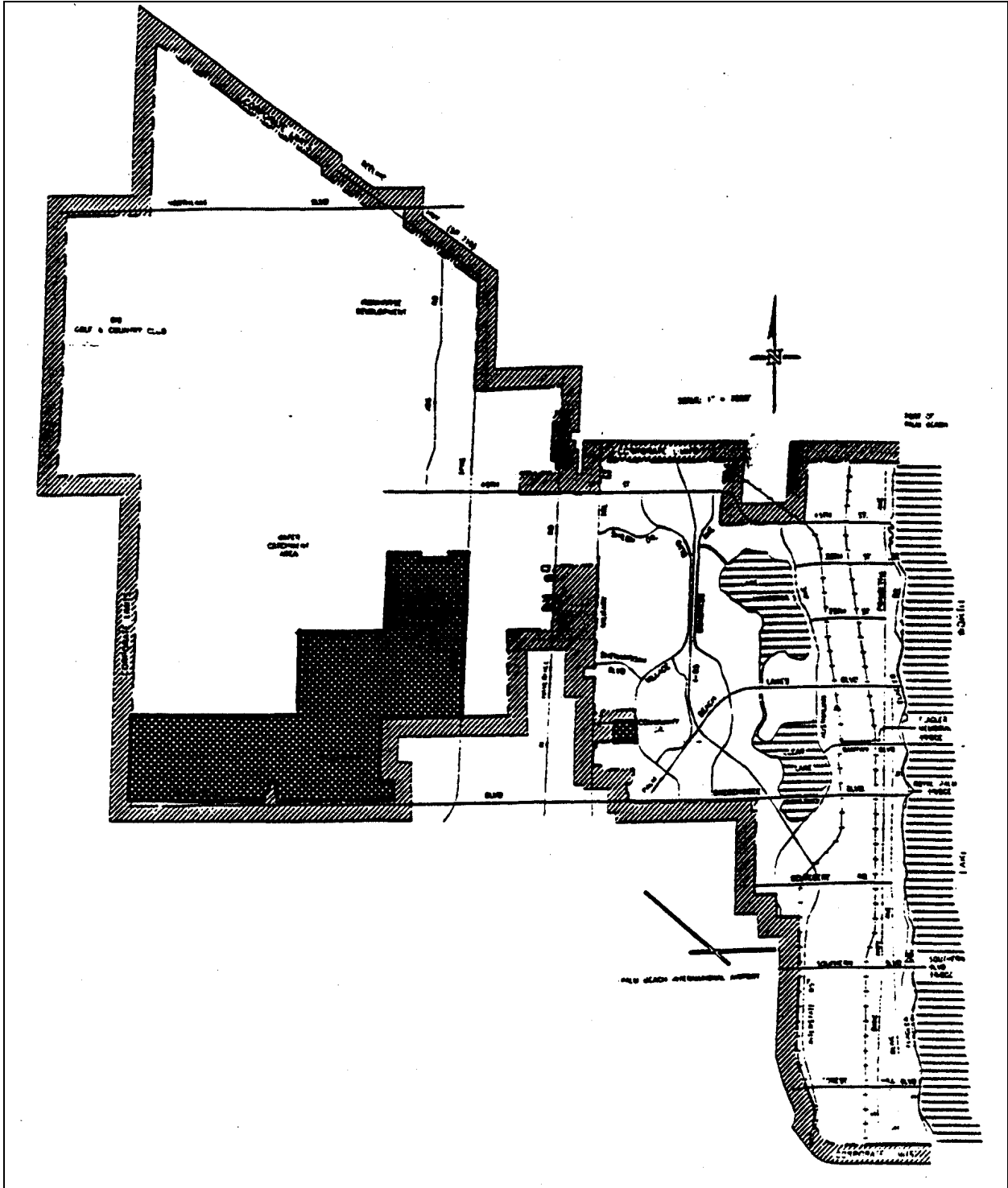
The City studies all requests for annexation, as they are proposed, to determine which areas would be most feasible and economically beneficial to the City. The provision of utility services, police and fire are analyzed on a case-by-case basis. All potential annexation applicants are required to provide for the facilities necessary to ensure that the City level of service standards adopted in this Comprehensive Plan are met. Any infrastructure capital improvement cost will be the responsibility of the land owner.

Currently, the area bounded by Okeechobee Boulevard on the south, Seminole Pratt and Whitney Road on the west, Beeline Highway on the north and the City's western edge of the Water Catchment Area on the east has been claimed as future potential annexation areas by the cities of West Palm Beach, Palm Beach Gardens and Royal Palm Beach. Another area of conflict includes the area outlined by 45th Street on the south, the eastern edge of the City's Water Catchment Area on the west, Beeline Highway on the north and the existing City of Riviera Beach city limits on the east, which has been claimed by both the City of West Palm Beach and Riviera Beach as future potential annexation areas. As stated previously, the City should work closely with Palm Beach County, the Interlocal Plan Amendment Review Committee (IPARC) and adjoining municipalities to identify potential annexation areas

As an example of intermunicipal cooperation, the City is currently involved with Palm Beach County and Palm Beach Gardens to plan for future annexations and to review the limits of their Urban Service Boundaries. At Northlake Boulevard, west of the Ibis Residential Planned Development, a ten mile stretch is now undeveloped. Within the last two years, this area has been under increased pressure to develop. Based on this pressure, the three local governments decided to use joint planning tools to initiate a study of the area and to recommend uses in the corridor which are either compatible to low density residential or compatible with the existing environmental characteristics.

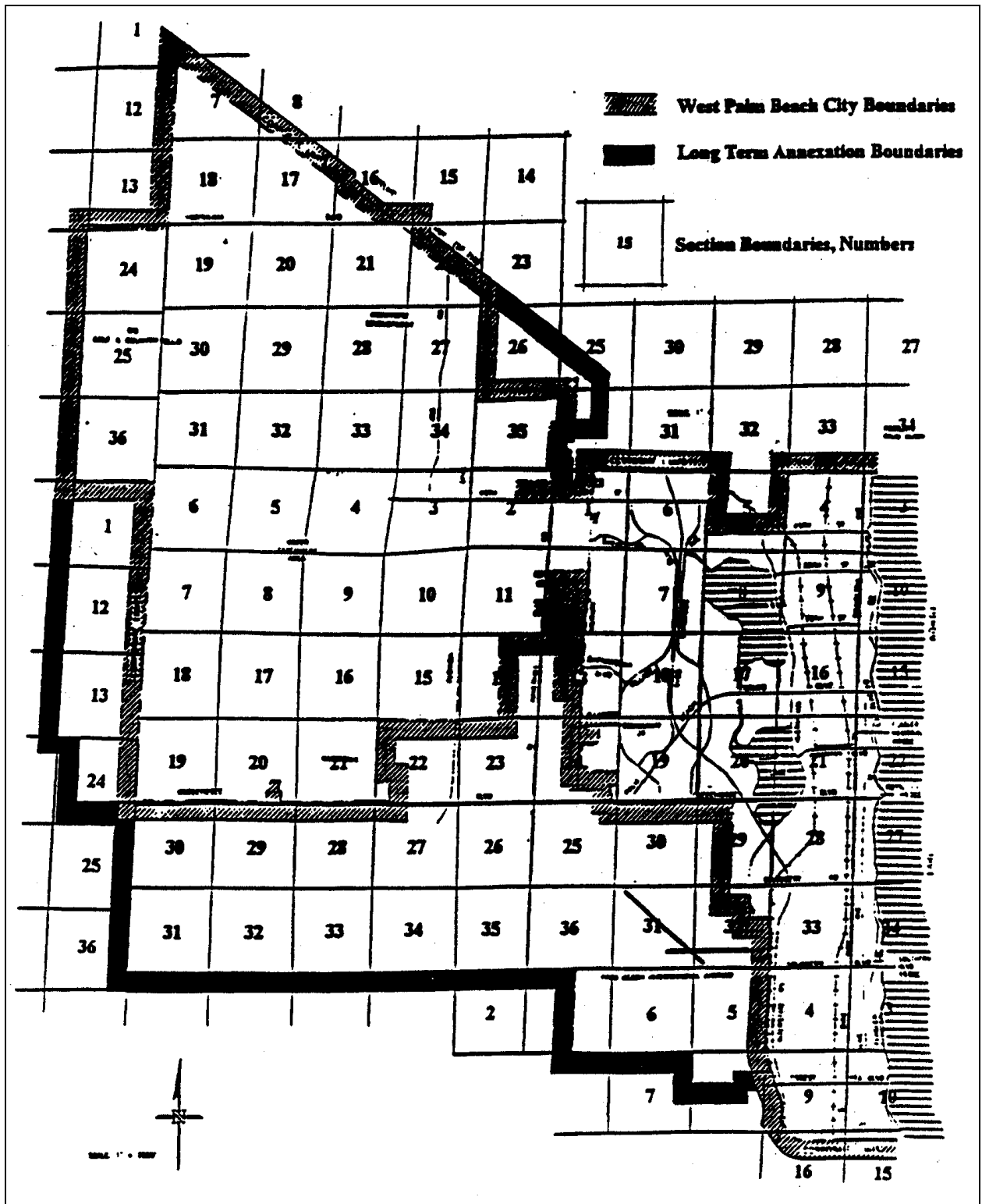
The low density residential uses would be serviced by commercial nodes along the corridor in an effort to reduce the urge to create strip commercial along the whole western corridor of Northlake Boulevard and to preserve the existing wetlands which now exist in the area. In this way, the three local governments could protect the environment and permit some development west of Ibis without developing the entire corridor into residential and commercial strips. The local governments are expected to conduct public hearings and adopt the study in the near future.

FIGURE 4-4
CITY OF WEST PALM BEACH RECENT ANNEXATIONS 1990 - PRESENT



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

**FIGURE 4-5
CITY OF WEST PALM BEACH POTENTIAL ANNEXATION AREAS**



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

G. ECONOMIC

Building Permit Activity

In 1986, the City experienced the greatest amount of annual growth with building permits totaling over 10,000 in number. Nearly two-thirds of this new growth occurred in the City's CBD. Building permit data, since 1978, is reflected in Table 4-3.

**TABLE 4-3
AGGREGATE BUILDING PERMIT DATA 1978 - 1994**

YEAR	PERMIT VALUE	TOTAL	PERMIT FEES
1996	\$190,545,899	12,039	\$1,774,092
1995	\$177,438,221	11,244	\$1,625,558
1994	\$167,018,616	9,742	\$1,534,364
1993	\$127,595,161	8,490	\$ 842,525
1992	\$108,571,168	8,823	\$ 597,501
1991	\$ 91,683,462	8,594	\$ 669,862
1990	\$223,543,511	8,504	\$ 850,305
1989	\$139,758,822	9,026	\$ 905,220
1988	\$135,150,174	8,043	\$ 815,407
1987	\$258,163,736	9,823	\$1,161,870
1986	\$277,739,250	10,147	\$1,313,360
1985	\$160,270,073	8,220	\$ 803,023
1984	\$143,724,139	8,112	\$ 718,751
1983	\$210,809,588	8,785	\$1,013,831
1982	\$158,526,210	6,195	\$ 646,494
1981	\$ 68,019,813	5,958	\$ 389,339
1980	\$ 71,545,519	6,476	\$ 328,509
1979	\$ 98,760,800	7,179	\$ 409,618
1978	\$ 63,184,156	6,985	\$ 250,438

Source: City of West Palm Beach Planning, Zoning, and Building Dept., July 1997.

Tax Base

The City's tax base increased every year since 1972 reaching a level in excess of 3.9 billion dollars in 1992, until a decrease in 1993 by 1.6%. Similarly, the tax base for the CBD has increased after remaining virtually stable throughout the 1970's. The growth in the Downtown and City tax base is reflected in Table 4-4.

**TABLE 4-4
CITYWIDE TAX BASE 1977-78 - 1992-93***

YEAR	CITY OF WEST PALM BEACH	ANNUAL % GROWTH
1996-97	\$3,642,829,503	4.1
1995-96	\$3,499,919,033	2.3
1994-95	\$3,419,859,142	1.0
1993-94	\$3,384,362,007	-2.7
1992-93	\$3,476,593,313	-3.7
1991-92	\$3,611,200,774	2.1
1990-91	\$3,538,206,952	6.7
1989-90	\$3,317,421,817	1.1
1988-89	\$2,957,019,129	1.3
1987-88	\$2,995,888,603	7.8
1986-87	\$2,778,788,902	11.3
1985-86	\$2,497,434,850	10.5
1984-85	\$2,260,353,012	20.0
1983-84	\$1,882,862,562	19.6
1982-83	\$1,574,622,558	28.2
1981-82	\$1,228,380,457	53.1
1980-81	\$ 802,282,809	2.6
1979-80	\$ 782,002,230	4.9
1978-79	\$ 745,538,049	1.7
1977-78	\$ 733,374,846	

* Refers to total net assessed value

Source: City of West Palm Beach Finance Department, and Planning, Zoning, and Building Department, July 1997.

H. DISTRIBUTION OF LAND USES

The City's Future Land Use Map is intended to designate the proposed future general distribution, location, and extent of all land uses within West Palm Beach. The following land use categories are employed on the referenced map to guide the development of the City:

SFLD	- Single Family Low Density	I	- Industrial
SFMD	- Single Family Medium Density	CID	- Commercial Incentive District
SF	- Single Family Residential	SIZ	- Special Impact Zone
MFMD	- Multifamily Medium Density	PC	- Planned Community
MF	- Multifamily Residential	UCBD	- Urban Central Business District
C	- Commercial	MUD	- Mixed Use District
CS	- Community Service		

Table 4-5 summarizes the existing amount of land designated in the various land use categories in 1995 and the projected amounts for the two planning periods: 1997 to 2005, and 2005 to 2010. An Existing Land Use Map is also included, in the Appendix, to reflect the distribution of land uses within the City as of July 1997. The land use categories are those stated in Section 9J-5.006 (1)(a) of the FAC, as shown in Table 4-5. Note that Interstate 95, educational uses, public buildings and grounds and other public facilities are included in the City's Community Service (CS) land use category. The Future Land Use Map, which is for the year 2000, depicts the distribution of land use categories, described in the following section, by the number of acres tabulated in the Year 2000. The distribution of land uses for the years 1995, 2000 and 2010 is also reflected in Figure 4-6.

**TABLE 4-5
ACREAGE OF LAND USES IN WEST PALM BEACH
BY LAND USE CATEGORY**

LAND USE CATEGORY	1997 (actual)	2005 (projected)	2010 (projected)
Residential:	9,309	9,592	9,592
SF Low Density	(1,160)	(1,160)	(1,160)
SF Medium Density	(135)	(135)	(135)
Single Family	(6,559)	(6,842)	(6,842)
Multifamily	(1,455)	(1,455)	(1,455)
Commercial *	1,868	1,868	1,868
UCBD	(228)	(228)	(228)
Industrial	1,185	1,185	1,185
Agricultural	0	0	0
Recreational	1,091	1,091	1,091
Conservation	13,803	13,803	13,803
Community Service **	4,305	4,305	4,305
Commercial Incentive D.	318	318	318
Vacant/Undeveloped Land	283	0	0
Historic Resources ***			
Total	32,162	32,162	32,162

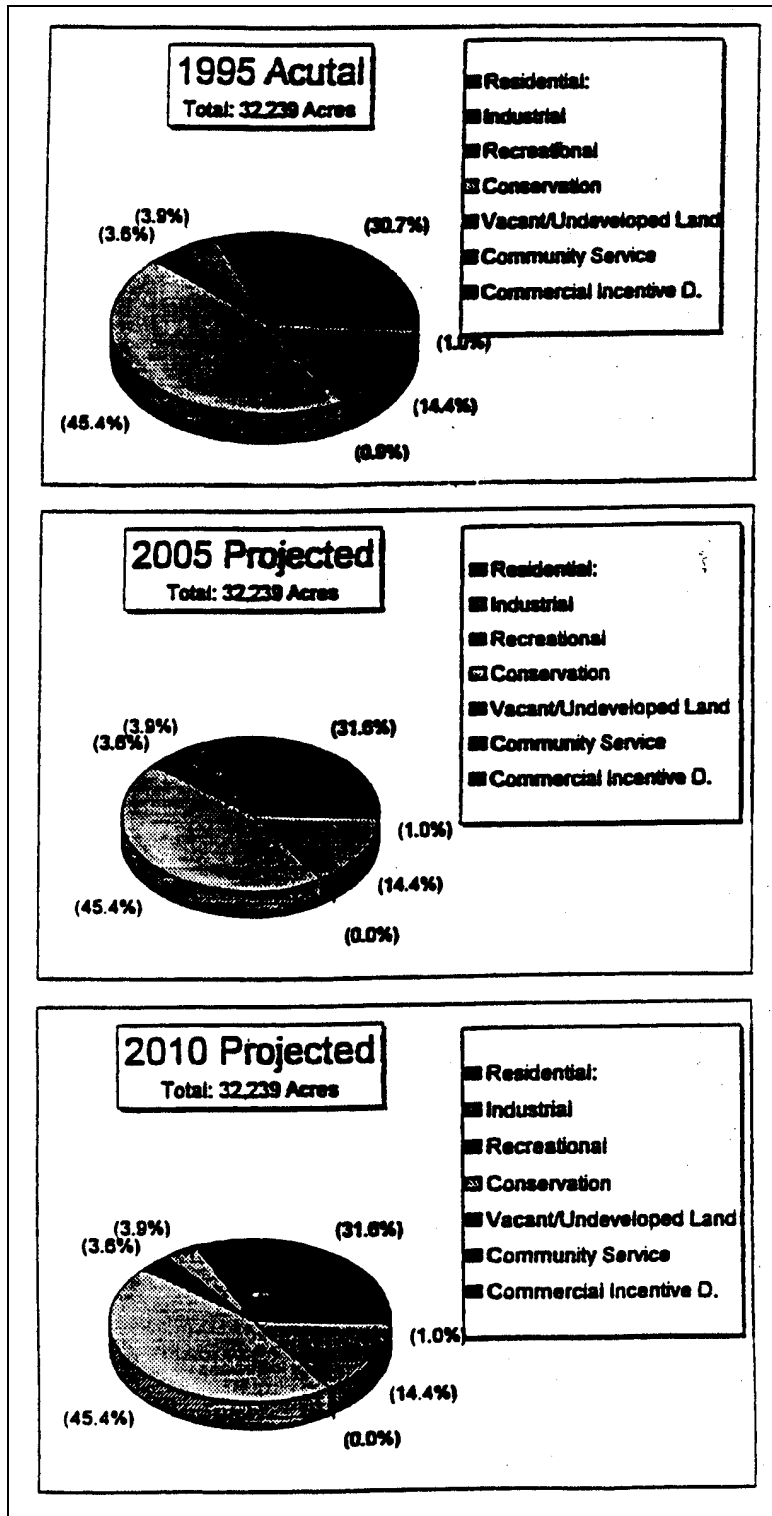
* Commercial includes UCBD

** Community Service includes Interstate 95, educational uses, medical facilities, churches, public buildings and grounds and other public facilities.

*** Historic Resources total 4.4 acres and are included within Commercial and Multifamily categories.

Source: City of West Palm Beach Department of Planning, Zoning, and Building, July 1997.

**FIGURE 4-6
ACREAGE OF LAND USES IN WEST PALM BEACH BY LAND USE CATEGORY
1995, 2000 & 2010**



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

The Existing Land Use Map also shows lakes, the generalized land uses of land adjacent to the City and existing and planned waterwells and cones of influence. Beaches and shores are reflected by Figure 8-2 of the Coastal Management Element. There are no rivers, bays or harbors located within West Palm Beach. Likewise, there are no designated Areas of Critical State Concern, pursuant to Section 380.05, Florida Statutes.

The City has nine residential districts within its Zoning Code. These include the Single Family 3, Single Family 5, Single Family 7, Single Family 11, Single Family 14, Multifamily 14, Multifamily 20, Multifamily 32 and Professional Office/Residential categories. The number following the residential category applies to the number of dwelling units permitted per acre. The Multifamily 32 designation, allowing the greatest residential density, is most apropos for the condominium and apartment buildings located along the Intracoastal Waterway, Clear Lake, the Lands of the Presidents development, as well as the Villages of Palm Beach Lakes.

The rapid growth experienced by the City in the past decade has required an intense examination of the appropriate distribution of land uses. The majority of this commercial growth has been in and around the CBD while, conversely, the development boom to the west has been primarily dedicated to single family and multifamily construction. The following sections include a discussion of the land use categories utilized by the City.

Residential Land Uses

The City has nine residential districts within its Zoning Code. These include the Single Family 3, Single Family 5, Single Family 7, Single Family 11, Single Family 14, Multifamily 14, Multifamily 20, Multifamily 32 and Professional Office/Residential categories. The number following the residential category applies to the number of dwelling units permitted per acre. The Multifamily 32 designation, allowing the greatest residential density, is most apropos for the condominium and apartment buildings located along the Intracoastal Waterway, Clear Lake, the Lands of the Presidents development, as well as the Villages of Palm Beach Lakes.

It is currently estimated that the number of housing units has increased from 29,593 permanent housing units in 1980 to 36,649 housing units in 1995. The majority of this new housing development occurred in those areas located west of Interstate 95. The Planned Community of the Villages of Palm Beach Lakes constitutes the majority of this construction. Of the 7,317 total residential units proposed to date, a total of 5,987 have been developed or approved as of July 1995. Of this total, 13% is comprised of single-family units, 46% are townhomes and 41% are multifamily units {Source: Perini Land and Development Company}. The great majority of owners and renters within this development are typically younger professionals. The first building permit for this development was issued in 1985.

New housing construction starts in the older part of the City, east of I-95, will be limited in the future. These areas of West Palm Beach are built out and redevelopment will be in the form of housing rehabilitation and infill housing construction. The most significant example of redevelopment is the addition of 800 dwelling units in the CityPlace project. The City has taken significant strides to assist homeowners with housing rehabilitation and improve neighborhood housing conditions through strong code enforcement, housing rehabilitation and infill housing programs.

In 1987, the City conducted a land use survey which identified 1,658 housing units that were deteriorated and 271 units that were dilapidated, or a total of 1,929 units were considered to be physically unsound. The survey found that 94.6% of the City's housing stock was sound and in adequate condition. A subsequent survey, conducted during the summer of 1988, identified a total of 492 abandoned residential structures in the City. The majority of these structures were concentrated in the central neighborhoods of West Palm Beach. At this time, the Planning, Zoning and Building Department began a program of demolishing those identified abandoned properties.

The City's total number of low and moderate-income subsidized housing units reached 2,623, or about 7.1% of all units, in 1988-89. In 1986, the number of persons served with Public Housing or Section 8 housing subsidies in West Palm Beach totaled 5,163, compared to 3,336 for Delray Beach, Boca Raton and Riviera Beach combined.

The formation of a Community Development Corporation (CDC) has been recommended to function as a nonprofit corporation which focuses primarily on residential and commercial development within the Community Development Block Grant Target Area. Two Development Corporations, Northwest Community Development Corporation (NwCDC) and Pleasant City Community Development Corporation (PCCRC), have been formed. NwCDC has worked in the Enterprise Zone developing and rehabilitating residential and commercial units since 1989. The Freshwater Lakes Development is a 32 unit single-family home project being constructed by NwCDC with the use of \$198,000 received as a member of the HOME Community Housing Development Organization. PCCRC has also received funds from the HOME Community Housing Development Organization in the fiscal year 1995-96 to facilitate single-family home construction which will take place in the Enterprise Zone area.

Commercial Land Uses

This category includes land used for retail and wholesale trade, finance, insurance, real estate and other offices, hotels, motels, shopping, restaurants, service outlets, automobile service stations, repair facilities, and residential dwelling units when authorized by a Development of Regional Impact (DRI). Commercial land use in West Palm Beach is described by the following commercial districts: neighborhood commercial, office commercial, airport commercial, general commercial, commercial, marine and building types within the Downtown.

Neighborhood commercial, as the name implies, are those uses which cater to and serve nearby residents. These uses, located along major roadways, are typically convenience stores, service stations, personal services (e.g., beauty salons), laundromats and small retail businesses. The largest neighborhood commercial district in West Palm Beach is located along Broadway, from 39th to 59th Streets.

Office commercial uses preclude many of the food, personal services and retail uses associated with the neighborhood commercial district. These uses tend to include financial institutions, large office developments and medical offices. Airport commercial uses are similar to office commercial uses but permit greater intensity and additional airport-related uses. The primary airport commercial area within the City is located along Belvedere Road, north of the Palm Beach International Airport.

General commercial uses are the most permissive of the aforementioned commercial use categories. This category is employed for the larger shopping centers, automobile dealerships and major strip commercial corridors located along the City's largest thoroughfares, such as Okeechobee Boulevard, Palm Beach Lakes Boulevard and Dixie Highway.

Commercial marine uses are restricted to two locations in West Palm Beach: The Rybovich and Spencer Boatyards generally located on 40th Street and North Dixie Highway and the Flagler Yacht Club located along Flagler Drive at 8th Street. This category permits marine industrial establishments, marine retail sales and services and restaurants.

The Downtown districts include the area defined as the West Palm Beach Central Business District (CBD). This area constitutes the urban core area where major development should be focused. The diverse mix of uses permitted includes offices, general commercial, government, residential, parks and open space, planned and mixed-use developments and light industrial. The range of intensity varies with the four areas outlined in the City's Zoning Code. The Downtown Master Plan (DMP) permits commercial, retail and residential uses throughout the major commercial arterials of the Downtown. Exceptions to that are: drive-through type restaurant and business establishments, except banking facilities, as well as chemical manufacturing, storage; prisons; hazardous waste material; adult entertainment uses, and like types of uses which are inappropriate for a central business district.

Commercial development accounts for approximately 1,868 acres, or 6%, of the City's total land area. Commercial expansion has focused primarily on the undeveloped areas of the City. This includes construction in the area around the airport as well as in the northern areas along 45th Street. Much of this commercial expansion has resulted in the decreasing importance of the CBD as the office headquarters for the City and County. Many shopping centers, such as Palm Coast Plaza, Belmart and Westward, have undergone restoration in order to remain competitive with the newer, more suburban shopping centers located to the west. Figure 4-7 and Table 4-6 describe the major shopping centers located within the City.

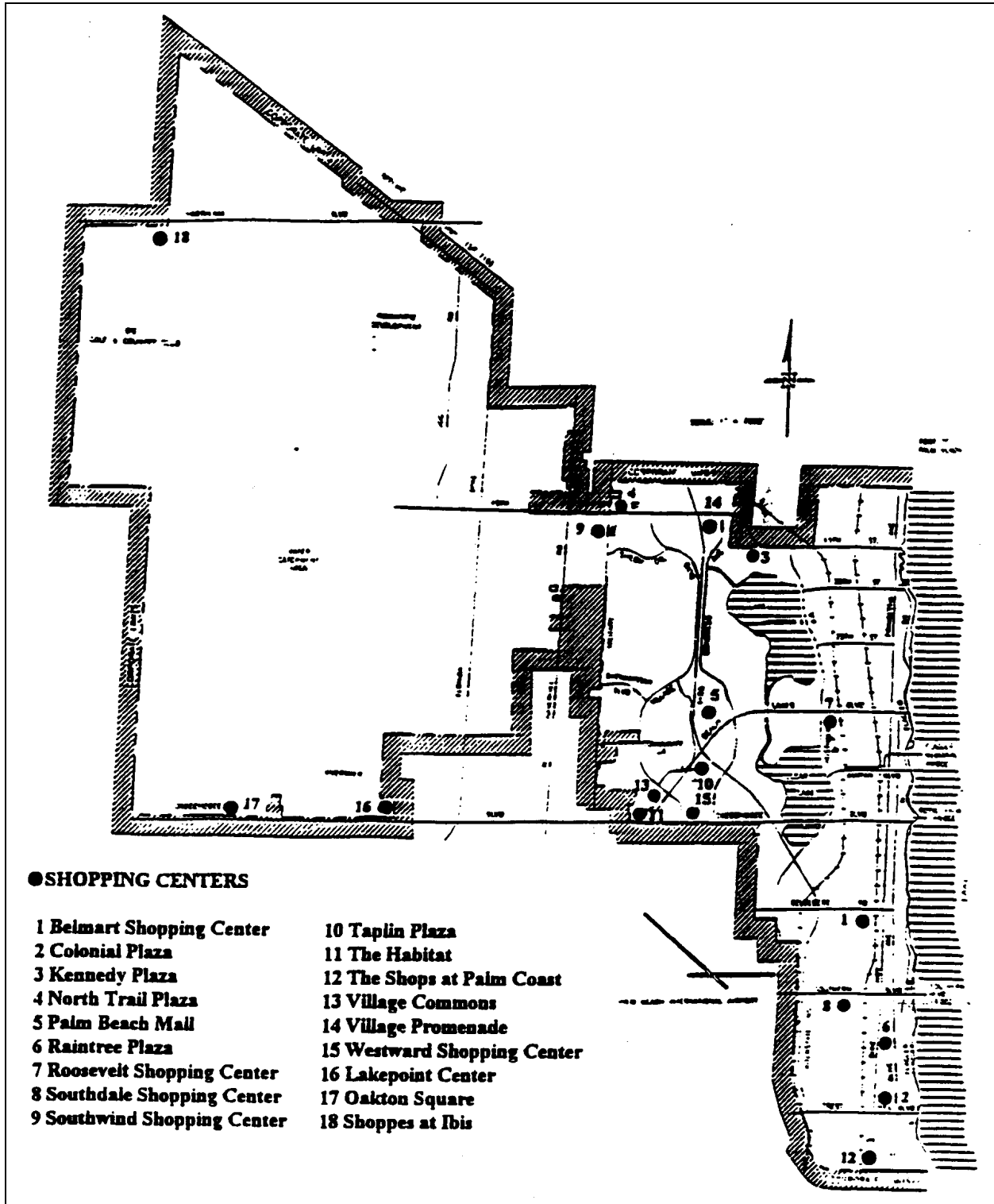
Industrial Land Uses

Industrial land in West Palm Beach accounts for 1,185 total acres. Industry has not located within the City in recent years because of both the high cost and lack of available land. Palm Beach County, on the other hand, has a plentiful supply of inexpensive, undeveloped property prime for industrial development. The industrial uses within the City tend to be the older, established businesses which have been here for many years. The primary industrial area, accounting for more than one-third of all industrial development, is located in the Southwest Central region between Okeechobee Boulevard and Belvedere Road, on either side of Interstate 95.

Agricultural Uses

The City of West Palm Beach does not have any land designated for agricultural use.

**FIGURE 4-7
MAJOR SHOPPING CENTERS IN
WEST PALM BEACH**



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.

**TABLE 4-6
MAJOR SHOPPING CENTERS IN WEST PALM BEACH**

NAME	ADDRESS	SQUARE FOOTAGE	MAJOR TENANTS
1. Belmart S.C.	500-700 Belvedere	70,160	Winn Dixie, Rite Aid
2. Colonial Plaza	6108 S.Dixie Hwy.	6,350	
3. Kennedy Plaza	1700 W. 45th St.	40,000	Flea Market
4. North Trail Plaza	45th & Military	133,513	Sam's Club
5. Palm Beach Mall	1801 P.B. Lakes	1,400,000	Lord & Taylor, Dillards, Burdines, Sears, JCPenney
6. Raintree Plaza	4901 S.Dixie Hwy	12,000	Domino's Pizza
7. Roosevelt S.C.	1256 P.B. Lakes	16,000	Super Duper Supermarket
8. Southdale S.C.	818 Southern Blvd.	111,914	Publix, Rite Aid, Aaron's Rents
9. Southwind S.C.	5335 N. Military	57,000	Eckerd Drugs, Winn Dixie
10. Taplin Plaza	1896 P.B. Lakes	17,600	
11. The Habitat	4047 Okeechobee	200,000	Splash Beach Club
12. Shops/Palm Coast	7633A S.Dixie Hwy.	270,000	J.Byrons, Woolworth, Walgreens
13. Vlg. Commons	831 Village Blvd.	170,000	Publix, Eckerd Drugs
14. Vlg. Promenade	2100 N.W. 45th St.	77,000	
15. Westward S.C.	2531 Okeechobee	238,400	Pharmor, Spec's, The Sports Authority
16. LakePoint Centre	6901 Okeechobee	134,200	Winn Dixie, Burger King
17. Oakton Square	Okeechobee Blvd.	106,000	Publix, Barnett Bank
18. Ibis Commercial	Northlake Blvd.	106,000	Publix

* Over 5,000 square feet of floor area.
S.C. Shopping Center

Source: City of West Palm Beach, Planning, Zoning and Building Department, July 1997.

Recreational Uses

This category includes land used for neighborhood, community and metropolitan parks, golf courses, boat ramps, zoos, planetariums and open spaces. The City has a total of 370.9 acres of parkland. The recreational facilities identified in the Recreation and Open Space Element include both private as well as facilities provided by educational institutions. From a land use perspective, these latter uses are not identified as recreational uses in the City's Future Land Use Map. In such cases, schools have been identified as Community Service uses.

The City of West Palm Beach has been blessed with an abundance of both natural and man-made recreational amenities. The Intracoastal Waterway, located along the eastern coast of the City, provides one of the most scenic waterfront views in all of Florida. An abundance of open spaces, bicycle paths and parks line Flagler Drive from the southern corporate limits to 37th Street. Clear Lake and Lake Mangonia, located in the heart of West Palm Beach, also offer scenic opportunities to West Palm Beach residents. Dreher Park, the City's only metropolitan park, also is home to the Science Museum and Planetarium as well as the Dreher Park Zoo.

The West Palm Beach Municipal Golf Course is considered the only true public course within the City. The Bear Lakes Country Club, two courses within the Villages of Palm Beach Lakes development, and two courses at the Land of the Presidents development offer additional golfing opportunities for residents and visitors to West Palm Beach.

Conservation Uses

Areas designated as conservation land uses include lakes, major canals, and the City's Water Catchment Area. The Conservation land use category constitutes the largest land-use category, in terms of acreage, with over 15,103 acres. Approximately 82% of this total is considered the Water Catchment Area while the rest consist of canals and natural lakes (Lake Mangonia and Clear Lake).

The uses permitted within the Conservation category are limited to those which minimize the potential adverse impacts of development upon the City. Those uses in the city that fall within the Conservation land use category include wetlands, canals, lakes (Lake Mangonia and Clear Lake), vegetative communities and wildlife habitats.

It is imperative that the City's Water Catchment Area (WCA) be protected from development which would damage the City's source of drinking water. In this respect, the City of West Palm Beach is participating on the Loxahatchee Slough Restoration Committee. The Loxahatchee Slough and River corridor is one of the last natural riverine swamp systems on the east coast of Florida. It is a natural wetland system which includes the City's Water Catchment Area to the south. This committee's intent is to examine comprehensive plan policies to preserve the slough corridor and to identify options for dealing with multi-jurisdictional management of corridor lands.

The City has obtained several Preservation 2000 Grants to purchase lands adjacent to the WCA for the purpose of preserving these wetlands. By preservation of the wetlands, the City creates a buffer to development for the WCA. The Conservation Element of this Comprehensive Plan provides more detail on these Grants.

Community Service Uses

The Community Service land use category includes Interstate 95, educational uses, public buildings and grounds and other public facilities. Educational uses include both public and private elementary, middle and high schools as well as colleges and universities. Public buildings and grounds include government buildings, hospitals and cemeteries. Other public facilities include the City water plant and the Florida Power & Light headquarters on Executive Center Drive. The acreage for these uses were calculated and reflected on the Existing Land Use Map. These same uses, as well as the recreational uses discussed earlier, constitute the Community Service land use designation.

The public and private schools located in West Palm Beach, along with their respective 1997 enrollment figures, are shown in Tables 4-7 and 4-8, and Figure 4-8.

Commercial Incentive District

The “Commercial Incentive District,” formerly referred to as “Dotted Line,” is a flexible land use technique that permits changes to existing zoning in order to encourage redevelopment of undesirable strip commercial areas. Such changes include increasing commercial zone depths to 200 feet in certain blocks, support desirable existing or proposed commercial areas, and increasing multifamily residential zone depths to 250 feet where property owners desire to develop multifamily uses. Such changes in zoning would be granted pursuant to City approval of specific redevelopment plans.

The Commercial Incentive District is used to alleviate many of the problems evident along Broadway and certain portions of Dixie Highway (Poinsettia Avenue) and Tamarind Avenue. These problems include insufficient lot depths, difficult access and inadequate off-street parking. The Commercial Incentive District technique would encourage increased lot depths and permit the consolidation of strip commercial areas into more compact, better-planned business centers with additional off-street parking, landscaping and screening from abutting residences.

Under the Commercial Incentive District classification, a property owner would have three options for development. These options are:

1. Develop the site under the provisions of existing zoning and existing lot depths.
2. Request a rezoning of the property to permit multifamily residential development and the expansion of residential zoning lot depth to approximately 250 feet maximum.
3. Request a rezoning to permit commercial development and the expansion of commercial zoning lot depth to approximately 200 feet maximum.

In order for the property owner to secure a rezoning for the expanded zoning lot depth, the City must approve a detailed site development plan, as required in the City’s Zoning Code. Approval of the rezoning is also dependent upon a determination by the City Commission that the rezoning is in the best interest of the City.

Special Impact Zone

Special Impact Zone areas are located throughout West Palm Beach in areas possessing great potential for development because of their close proximity to major highways and to large residential concentrations. Because of their highly visible and sensitive locations, development of these areas will have a great impact upon neighboring properties and upon traffic circulation. In order to ensure that the development of these areas will not create traffic congestion or access problems, and in order to protect neighboring properties from blighting influences, development of these areas for multifamily, residential, commercial, or industrial purposes is conditional upon approval of specific site development plans. Site Plan Review by the City is intended to ensure that the development of these areas will complement and respect the unique characteristics of their locations.

**TABLE 4-7
PUBLIC SCHOOLS IN WEST PALM BEACH**

ELEMENTARY SCHOOLS:	ADDRESS	ENROLLMENT	GRADES
1. BELVEDERE ELEM	3001 LAKE AVENUE	790	PK-5
2. NORTHBORO ELEM	400 40TH STREET	790	K-5
3. NORTHMORE ELEM	4111 N. TERRACE DR.	735	PK-5
4. PALMETTO ELEM	835 PALMETTO STREET	675	PK-5
5. U.B. KINSEY/ PALMVIEW ELEM SCHOOL OF THE ARTS	800 11TH STREET	480	PK-5
6. ROOSEVELT ELEM	1220 15TH STREET	707	PK-5
7. SOUTH OLIVE ELEM	7101 S. OLIVE AVENUE	925	K-5
8. WESTWARD ELEM	1101 GOLF AVENUE	720	PK-5
9. EGRET COMMUNITY LAKE ELEM	5115 47TH PLACE	640	PK-5

JUNIOR HIGH SCHOOLS:

10. BEAR LAKES MIDDLE	3505 SHENANDOAH BLD	1,664	6-8
11. CONNISTON MIDDLE	673 CONNISTON ROAD	1,100	6-7-8
12. ROOSEVELT MIDDLE	AUSTRALIAN AVE COMPLETED 08/95	1,419	6-7-8
13. P.B. SCHOOL FOR THE ARTS MIDDLE	3701 N. SHORE DR.	767	6-8

HIGH SCHOOLS:

13. FOREST HILL HIGH	6901 PARKER AVE	1,337	9-12
14. PALM BEACH LAKES HIGH	3505 SHILOH DRIVE	2,300	9-12
15. SABAL PALM SCHOOL	4400 AUSTRALIAN	205	4-12
16. ALEXANDER J. DRYFOOS, JR. SCHOOL OF THE ARTS	501 S. SAPODILLA AVENUE	1,020	7-12

Source: Palm Beach Post, September 15, 1989 and West Palm Beach Planning, Zoning, and Building Department, July 1997.

**TABLE 4-8
PRIVATE SCHOOLS IN WEST PALM BEACH**

ELEMENTARY SCHOOLS:	ADDRESS	ENROLLMENT	GRADES
17. FIRST BAPTIST CHRIST CHILD DEVELOPMENT CENTER	1101 S. FLAGLER DR	200	5mo- 4yrs
18. JEWISH COMM. DAY	5801 PARKER AVENUE	299	K-8
19. ROSARIAN ACADEMY MONTESSORI	807 N. FLAGLER DRIVE	378	K-8
20. ST. JULIANA CATHOLIC	326 PINE TERRACE	450	PK-8
21. MONTESSORI CHILDREN'S HOUSE	1957 S. FLAGLER DR.	89	PK-9
22. ST. ANN'S CATHOLIC	324 S. OLIVE AVENUE	275	PK-8

HIGH SCHOOLS:

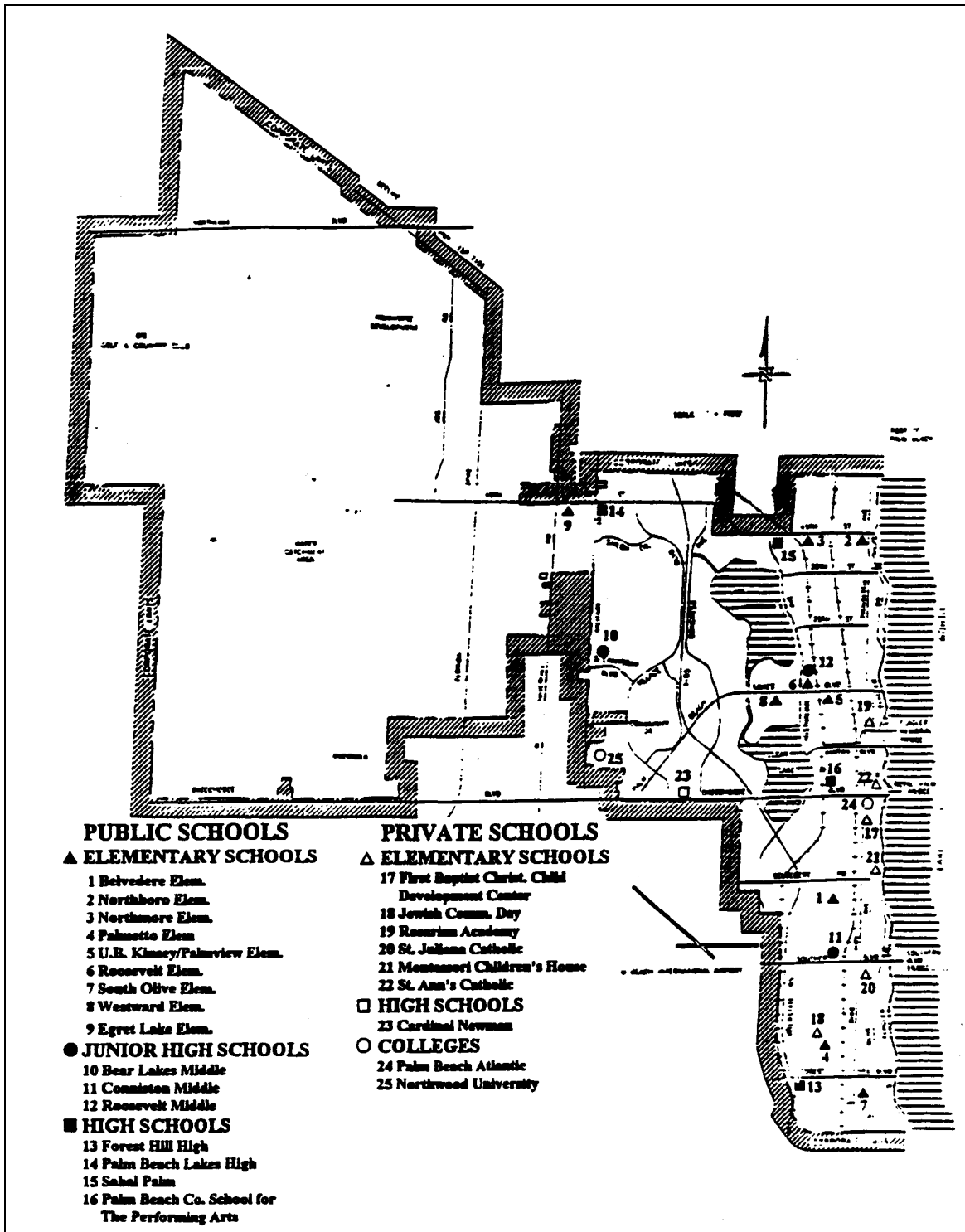
23. CARDINAL NEWMAN	512 SPENCER DRIVE	1,000	9-12
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COLLEGES:

24. PALM BEACH ATLANTIC	901 S. FLAGLER	1,800	4 YEAR
25. NORTHWOOD UNIVERSITY	2600 N. MILITARY TRAIL	500	4 YEAR

Source: Palm Beach County School Board, City of West Palm Beach Planning, Zoning, and Building Dept., July 1997.

**FIGURE 4-8
LOCATION OF PUBLIC AND PRIVATE
SCHOOLS IN WEST PALM BEACH**



Source: City of West Palm Beach Planning, Zoning and Building Department, July 1997.
Planned Community

The Planned Community designation applies to large-scale developments with more than one land use. (The City's Zoning Code requires a minimum of 500 acres, with some exceptions, for Planned Community zoning districts.)

The Villages of Palm Beach Lakes and Briger are currently the only Planned Communities in West Palm Beach. The Villages of Palm Beach Lakes development, encompassing over 1,420 acres, includes a mixture of single-family residential, multifamily residential, commercial, educational and recreational uses. Approximately 7,317 residential units are proposed (658 single-family, detached and zero lot line units, 2,164 townhomes, 247 medium-density units and 4,248 multifamily condominium and rental units), as well as an additional 99 acres of commercial property, four parks, two schools, a fire station and two golf courses. As of July 1, 1997, approximately 82% of the residential and commercial properties have been developed or approved. Briger, on the other hand, has been approved for Phase I (Lakes of Laguna for 108 dwelling units).

Mixed Use Land Use

The Mixed Use Future Land Use category applies to limited areas in the City. This category permits the efficient use of the land, as well as a clustering of different land uses to employ the tenets of the New Urbanism in the planning and development of the City. In the City of West Palm Beach, the tenets of New Urbanism are defined by the following criteria:

- A. Developments shall include a mixture of land uses which are complementary to each other, and together, promote the internal capture of vehicle trips. The land use mix shall include, but not be limited to: residential developments (both medium to high density); commercial; and retail land uses which will service the residential development;
- B. Residential development shall attempt, as much as is practical, to locate individual dwelling units close to residential streets: shall have sidewalks and bicycle lanes; and shall have landscaped streetscapes;
- C. Residential dwelling units shall contain useable porches or some other method for encouraging personal interaction between the public realm and the private dwelling units. Stoops are encouraged to form a separation between public and private land. Garage doors shall be set back from the main living area within the front of the dwelling units or shall be side load garages which are also set back from the front of the dwelling units;
- D. The City Planning and Zoning staff will encourage residential dwelling unit and access road designs to include alleys which are used for parking and accessory garage access.
- E. Commercial/Retail land uses shall be integrated into the street design and fabric of the residential neighborhoods in an effort to provide incentives for walking and bicycling to the commercial and retail land uses.
- F. Parks and public buildings may be included in the development pattern so as to encourage interaction between the residents and the businesses and to foster a well landscaped and accessible development.
- G. Gated communities will be discouraged, as these developments separate the residents from

the neighborhoods within which they are located.

The current City Zoning Code permits an applicant to construct commercial development within the Residential Planned Development (RPD) district. The maximum amount of commercial and professional office uses permitted is five percent of the total floor area of all the residential structures on the site. However, this regulation does not permit large square footage of commercial or retail development next to residential developments. It is at this location where the City wishes to support higher density retail or office uses, as employment centers and service areas should be located next to residential zones.

The City wishes to encourage development where the internal circulation system will be shared and will allow vehicular and pedestrian travel between residential and commercial land uses. This will allow for retail and office uses which service residential dwellers, as well as provide an employment base for the surrounding residential land uses. Examples are grocery stores and professional medical offices. This new land use will be encouraged within the corridor between the Intracoastal Waterway and Interstate 95. However, the City will permit this land use outside this boundary should a landowner provide adequate justification for this type of development. Two examples of adequate justification could be that the development will further the principles of New Urbanism, or that the development is capable of supporting residential development adjacent to potential employment centers and/or major transit centers.

Prior to the adoption of a Mixed Use future land use designation, a neighborhood master plan, including specific standards for the density or intensity of use, must be created and approved by the City Commission. The neighborhood master plan will specify building height, building placement and building use in the form of the building type model utilized in the Downtown Master Plan Area. The building types for each Mixed Use area on the Future Land Use Map will be incorporated into the appropriate subarea profile in the Future Land Use Element of the Comprehensive Plan. The Goals, Objectives and Policies section of the Future Land Use Element will contain policies stating the specific standards for the density and intensity of use for each Mixed Use area.

An area with a Mixed Use Future Land Use designation must be zoned Mixed Use. Mixed Use overlay districts may occur in any zoning district, provided the overlay follows the provisions laid out in a neighborhood master plan. The specific development regulations for a mixed use district will be outlined in the City's Zoning Code. Incentive programs may be established to further the goals and objectives of the neighborhood master plan. The Northwood Master Plan is an example of a neighborhood master plan.

I. NATURAL RESOURCES

The natural resources that are found in the South Florida region represent some of the world's most unique and unusual flora and fauna. The continuing growth in the City of West Palm Beach has resulted in the loss of some of these environmentally-sensitive lands and critical habitats for flora and fauna. With the present growth rate and continual development pressures, the few remaining environmentally-sensitive areas in the western areas of the City are threatened unless measures are taken to protect these valuable resources. The various aspects involved in the natural resources in the City are described in the following sections.

Topography

The present area of the City is divided into two physiographic regions: the Atlantic Coastal Ridge and the Sandy Flatlands. The Coastal Ridge is composed of fossilized sand dunes and parallels the coast rising only 25 to 40 feet above mean sea level. The Ridge is hardly noticeable, but it is important because it blocks surface drainage flowing from the west. The Sandy Flatlands is a formerly wet and flood prone area lying west of the Ridge, which rises 10 to 15 feet above mean sea level. The construction of numerous canals and water control structures to carry water through the Coastal Ridge has drained much of the Flatlands leaving a number of small lakes and marshes. Today, the range of water levels in such drained areas reflects a compromise between irrigation, drainage, control of seawater intrusion, and conservation needs.

Climate

The climate in this area varies only slightly with the seasons due primarily to its southerly location, as well as the fact that the Atlantic Ocean Gulf Stream is located near the coast. Temperatures below freezing in winter are rare and frosts are infrequent. Summer temperatures are moderated by the constant breeze produced by trade winds associated with the Gulf Stream. Table 4-9 depicts the average temperatures for West Palm Beach and Table 4-10 shows the average precipitation by month. As Table 4-10 depicts, approximately 70 percent of the annual 62 inches of precipitation occurs between May and October.

**TABLE 4-9
AVERAGE TEMPERATURES FOR WEST PALM BEACH
(IN DEGREES FAHRENHEIT BY MONTH)**

Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
66.9	67.9	69.9	73.9	77.6	81.0	82.6	83.0	82.1	78.2	72.5	68.2

Source: Florida Almanac 1988 - 1989, Edited by Del Marth & Martha J. Marth, Pelican Publishing Company, Gretna, LA, 1988.

The average annual temperature for West Palm Beach is 75.3 degrees Fahrenheit.

**TABLE 4-10
AVERAGE PRECIPITATION FOR WEST PALM BEACH
(IN INCHES BY MONTH)**

Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
2.48	2.35	3.44	4.34	5.11	7.53	6.66	6.74	9.66	7.96	2.86	2.57

Source: Florida Almanac 1988 - 1989, Edited by Del Marth & Martha J. Marth, Pelican Publishing Company, Gretna, LA, 1988.

The average annual precipitation is 61.70.

General Geology

The soils in the urban area of West Palm Beach are of the St. Lucie-Paola and Palm Beach-Canaveral Associations and are generally sandy throughout and well-drained. A small portion of the area west of the Coastal Ridge is nearly level to gently sloping, poorly-drained to

moderately well-drained soils of the Pomello-Immokalee, Myakka-Immokalee-Basinger, and Immokalee-Pompano-Basinger Associations. These soils are generally sandy throughout and have a weakly-cemented layer below a depth of 30 inches. Descriptions of the major geologic soil profiles, which may be found in West Palm Beach, are provided in the Appendix to this Element.

Hydrology and Hydrogeology

Hydrology and hydrogeology are presented in detail in the “Groundwater Resources” section of the Conservation Element of this Comprehensive Plan. The three aquifer systems that underlie Palm Beach County are the Surficial Aquifer System, the Intermediate Aquifer System (Hawthorn confining layer), and the Floridan Aquifer System.

Soils

Soils are one of the most important factors affecting the development potential of land. Soils are rated and limitations are noted for the construction of sanitary facilities, building site development, recreational development, construction material type, and water management.

The United States Soil Conservation Service classified the soils in Palm Beach County into fifteen major soil map units as identified on the following page:

1. St. Lucie Urban Land Paola Association
2. Palm Beach Urban Land-Canaveral Association
3. Auartzipsammets Urban Land Association
4. Pomello Immokalee Association
5. Myakka Immokalee Basinger Association
6. Immokalee Urban Land Pompano Basinger Association
7. Wabasso Riviera Oldsmar Association
8. Boca Hallandale Association
9. Riviera Association
10. Riviera Boca Association
11. Basinger Association
12. Winder Tequesta Association
13. Terra Ceia Association
14. Pahokee Association
15. Torry Association

These associations are described in the Palm Beach County Area, Florida Soil Survey, pages 3-8.

Due to the generality of the soils map found in the Appendix of the Infrastructure Element of this Comprehensive Plan, it is not recommended that it be used for specific site selection and planning, but rather that it should be used to provide a general idea of the type of soils found in the area. The Soil Survey of the Palm Beach County Area, Florida provides detailed maps, which can be used for site selection and planning.

Minerals

Valuable minerals that may be mined within the City limits are depicted in Figure 4-9.

There are basically two different types of minerals found within the City of West Palm Beach. They include: 1) medium fine sand and silt and 2) shelly sand and clay. Essentially, everything east of Haverhill Road is medium fine sand and silt, while to the west of Haverhill Road the mineral composition is predominately shelly sand and clay. At the present time, there are no known commercial mineral mining companies in operation within the City of West Palm Beach.

Wetlands

The State of Florida places great emphasis upon the preservation of its wetlands primarily because of their ecological values. These values are applicable to all wetlands, varying in quantitative and qualitative degree. In order of importance, these values are as follows:

1. Wetlands provide habitat for an enormous array of plant and animal species, which cannot survive without such a habitat. Many endangered and threatened species require wetland habitats. They have become endangered or threatened because their realm has been diminished.
2. Wetlands serve to remove and store excesses of certain elements from the environment. As a result of agricultural activities and as a result of large-scale usage of fossil fuels, nitrogen and sulphates have become generally excessive in the environment. Wetlands serve a filtering and storage function for these potential pollutants.
3. Wetlands serve an important water quality function. In periods of heavy rainfall, wetlands serve to store and slowly release water. Wetland vegetation serves to filter excess nutrients from rainfall and from runoff, especially phosphorus and nitrogen.
4. Wetlands are extremely productive in biological terms. Wetlands vegetation takes in nutrients and causes a net production of oxygen in the process of respiration. On a global, and even a local, scale, wetlands can be very important to air quality.
5. Wetlands have an important impact upon the climate. Stored water in wetlands areas maintains a warmer climate in areas surrounding the wetland. Wetlands also serve to fuel rainfall in an area.

These wetland attributes apply to all wetlands in varying degrees, and do not apply as profoundly to other ecosystems. In addition to these values, wetlands serve an important food producing function since they serve as breeding grounds for fish, have important aesthetic and recreational value, and have research and educational importance. Preservation of wetland area has become an important environmental concern because there has been a very large loss of wetland areas to development. It has been estimated that more than one-third of all wetlands in the United States, and more than half of the wetlands in Florida, have been drained.

As depicted in Figure 4-10, almost all of the wetlands that are located within the city limits of West Palm Beach are found in the City's Water Catchment Area. Most of the wetlands found in the Water Catchment Area are pine, wet prairies and cypress domes. Development that destroys or would endanger the potable water use of the City's Water Catchment Area is prohibited by Florida Statute. Other types of wetlands found within the city limits of West Palm Beach include mixed forest and Melaleuca.

Flooding

Figure 4-11 indicates the floodplain areas in the City of West Palm Beach. These floodplains are addressed in the "Floodplains" section of the Conservation Element of this Comprehensive Plan.

As Figure 4-11 depicts, the entire waterfront along Flagler Drive in West Palm Beach is within the 100-year flood zone. However, this Lake Worth waterfront flood zone is minimal, extending westward only a couple of hundred feet from the bulkhead. In addition, a few small scattered areas, as well as all land located west of the Florida Turnpike, within the corporate limits of West Palm Beach, including the City's Water Catchment Area, are within the 100-year flood zone. The 500-year flood plain is also shown to indicate areas of moderate flood hazards.

J. FUTURE ANALYSIS

The Future Analysis section will examine the availability of the facilities outlined in the Transportation and Infrastructure Elements of this Plan. An analysis of the character and magnitude of the City's vacant and undeveloped land shall be provided along with a determination of land required for each of the land uses utilized in this Plan. A discussion of the need for redevelopment shall be provided and, finally, a review of physical limitations to development shall be explored.

Availability of Urban Services

All land east of the City's Water Catchment Area shall be considered the Urban Service Area. Growth, including residential, commercial and industrial development, will be directed to the areas where urban services can be easily provided to avoid the excessive costs of providing facilities and services associated with urban sprawl. A summary of the facilities proposed in the Infrastructure and Transportation Element is presented below.

1. Sanitary Sewer - The City operates the East Central Regional Water Pollution Control Plant and uses 11 million gallons per day (MGD), or 21% of the total treatment allotment. With the expansion of 11 MGD, the City can use up to 17 MGD (30.9%) while the remaining 38 MGD is shared by Palm Beach, Riviera Beach, Palm Beach County and the Lake Worth Utility Authority. Total projected flows, based upon seasonal and resident population projections, are expected to reach 57.05 MGD by the year 2000. Therefore, with the improvements specified in this Plan, all West Palm Beach sewer needs are expected to be met.
2. Solid Waste - The Solid Waste Authority's new North County Regional Resource Recovery Facility, a Refuse Derived Fuel (RDF) plant accommodating 624,000 tons per year, will be able to handle the 105,000 tons of trash, garbage and sludge generated by West Palm Beach residents in the year 2000.
3. Potable Water - The City's Water Treatment Plant, serving the City, Palm Beach and South Palm Beach, underwent an expansion in 1989 allowing the facility to service a capacity of 47 MGD. This amount is sufficient to satisfy the respective population increases and development needs through the year 2010. Plant expansion and other improvements will not be required by the year 2010, as identified in this Plan.

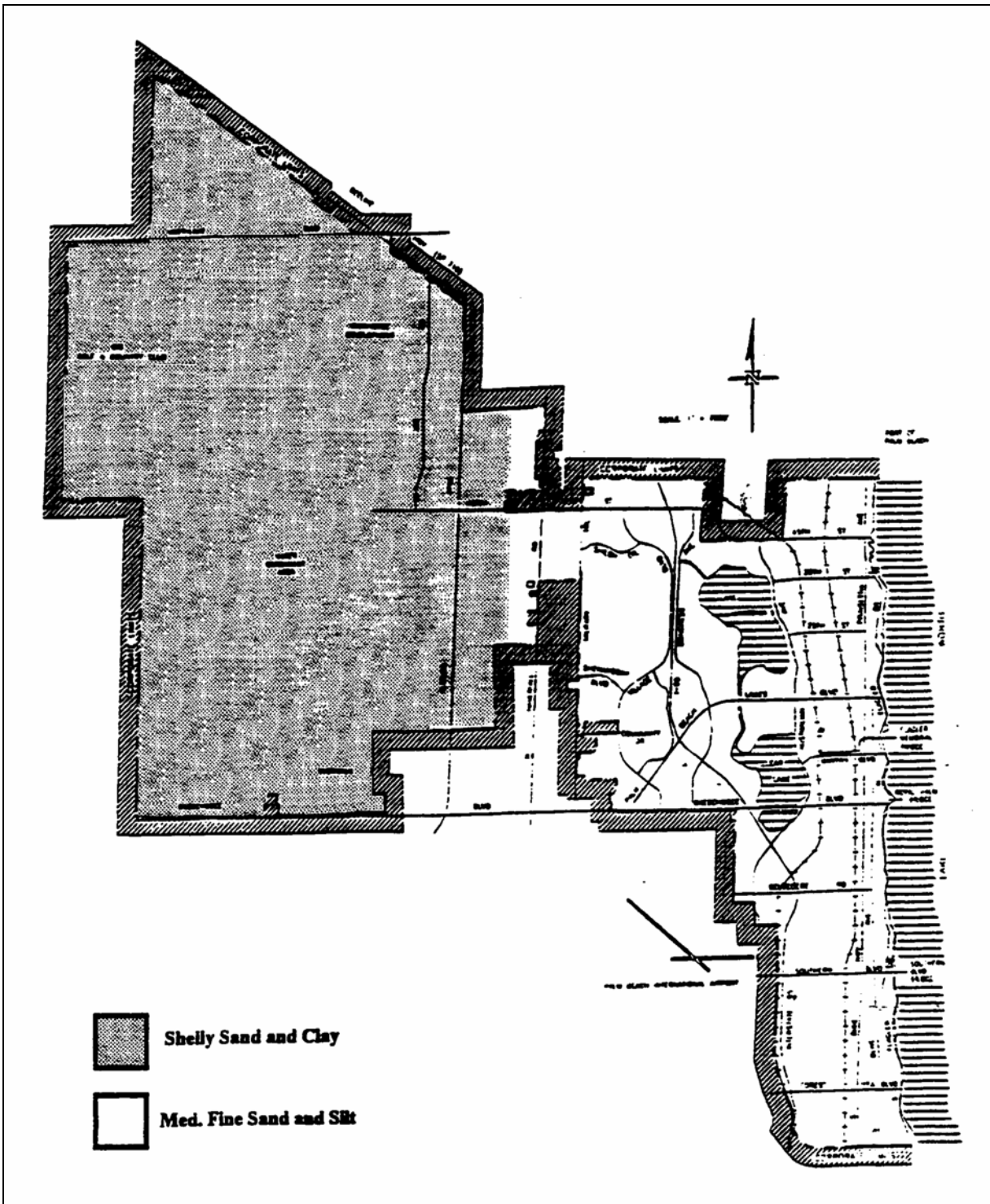
4. Traffic Circulation - The City's traffic circulation system is well-established and serves the population of West Palm Beach through a variety of transportation modes. Access into the City from the west is provided by: 45th Street, Palm Beach Lakes Boulevard, Okeechobee Boulevard (State Road (SR) 704), Belvedere Road, Southern Boulevard (SR 80), and Forest Hill Boulevard (SR 882). Access to the east, from the Town of Palm Beach, is provided by three bridges across the Intracoastal Waterway (Lake Worth). Those bridges, from north to south, are the Flagler Memorial Bridge, Royal Palm Bridge and Southern Boulevard Bridge. Major roadways providing access from the north and south are Dixie Highway and Olive Avenue (U.S. Route 1 / SR 5 and 805), Australian Avenue, Interstate Highway 95 (I-95) and, to a lesser extent, Military Trail (SR 809).

As discussed in the Transportation Element of this Plan, based on the new direction of the City, the City will encourage the construction of bike paths, sidewalks, public transportation (particularly the downtown light rail system), and traffic calming techniques to foster a higher quality of life, redevelopment, safer streets, slower vehicle speeds, etc.

Solutions to traffic circulation problems are a regional concern. The City of West Palm Beach is an active member of the Palm Beach County Traffic Performance Standards Advisory Committee and the Metropolitan Planning Organization. These groups were formed, in part, to monitor motor vehicle traffic capacity and coordinate street modifications throughout Palm Beach County. The Traffic Performance Standard ordinance, passed by the Palm Beach County Commission, will effectively limit development on those roadway segments that have lower levels of service for motor vehicle users than the adopted level of service.

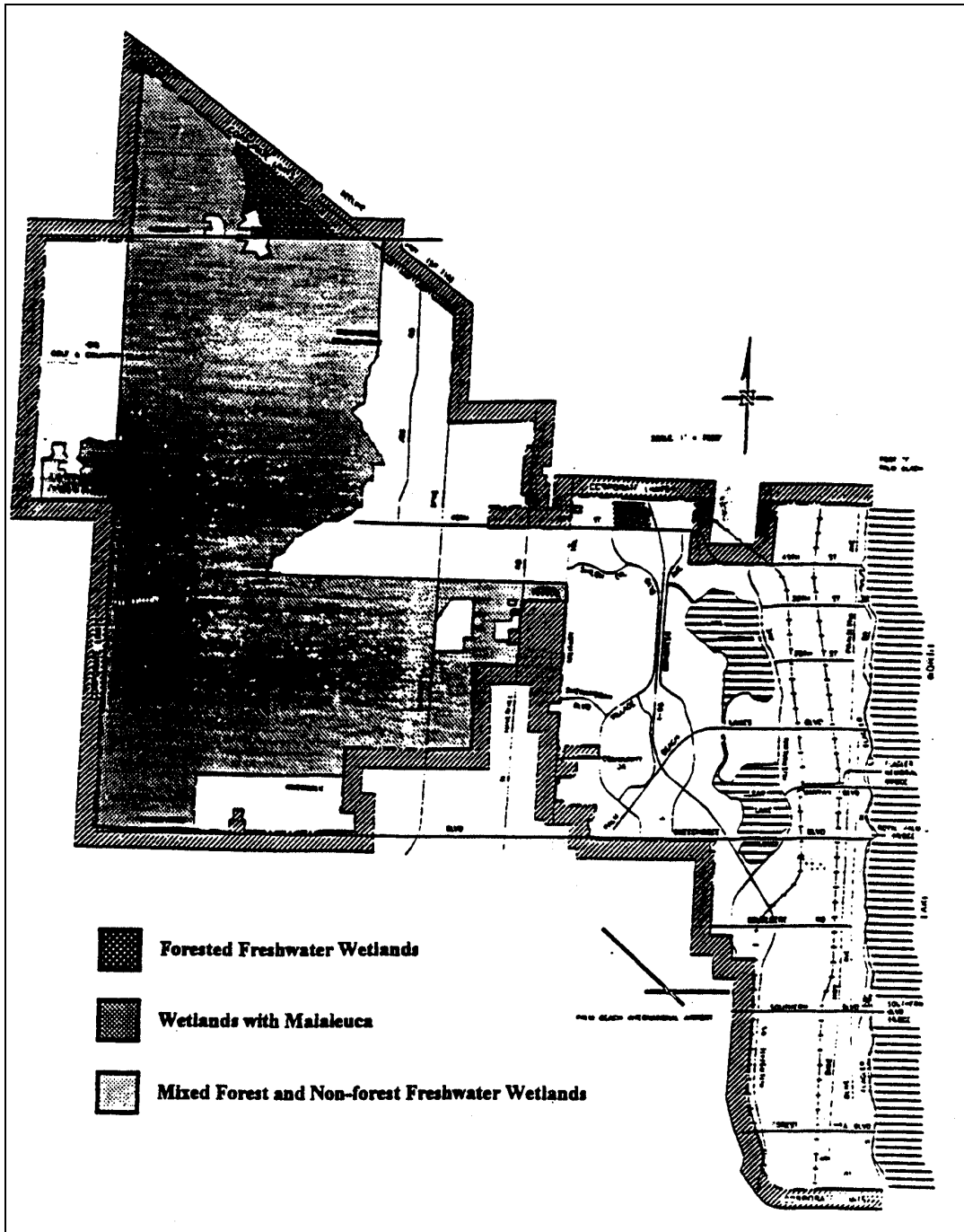
(This space left intentionally blank - FUTURE ANALYSIS continues on page 4 - 46)

FIGURE 4-9
CITY OF WEST PALM BEACH
MINERALS MAP



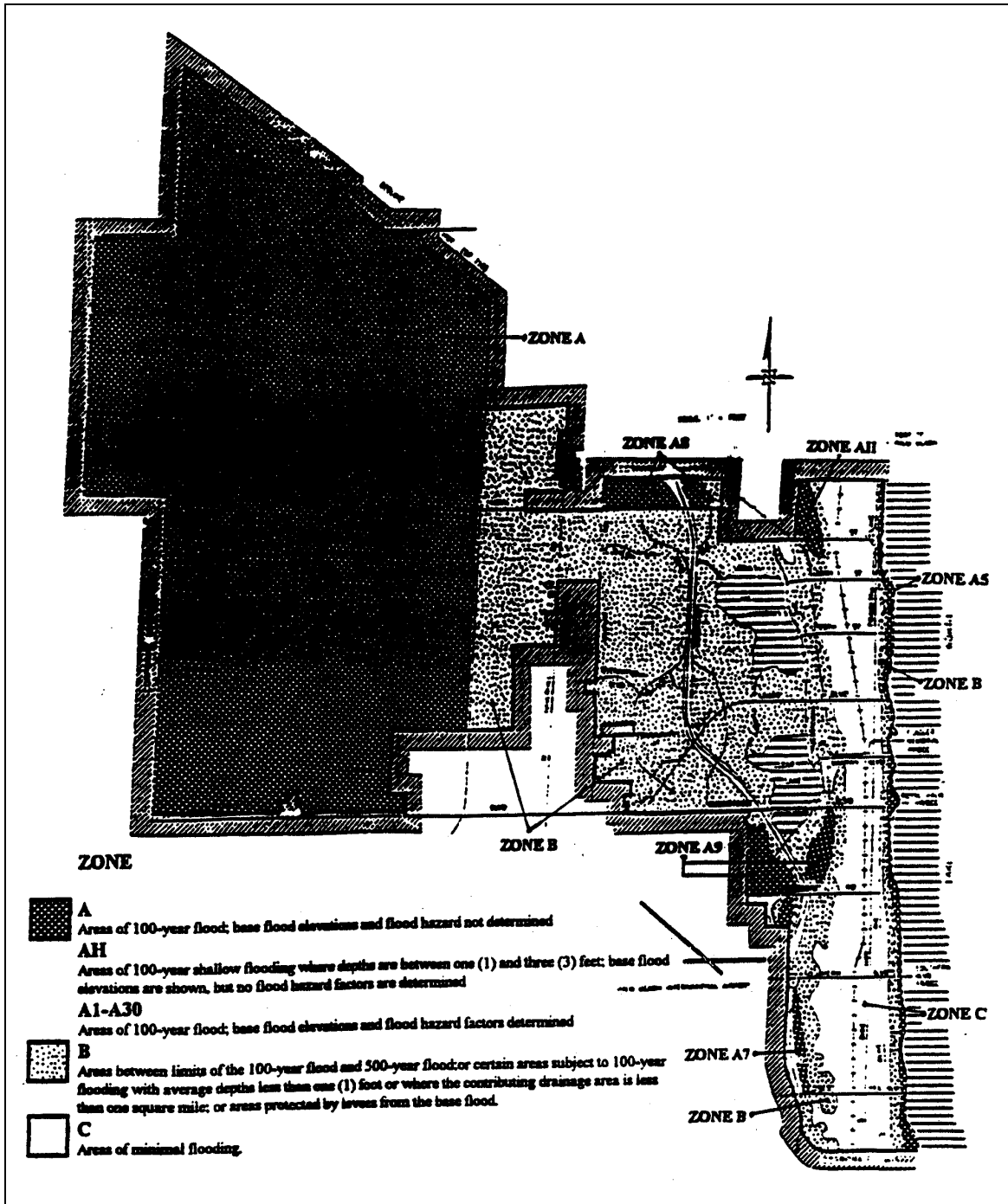
Source: Florida Department of Natural Resources, Bureau of Geology, Environmental Geology Series West Palm Beach Sheet, Map Series 100. July 1997.

FIGURE 4-10
CITY OF WEST PALM BEACH
WETLANDS MAP



Source: South Florida Water Management District, West Palm Beach, Florida. S.F.W.M.D. Land use and land cover classification code and 1988 Land Use Data, City of West Palm Beach and Surrounding Area.

**FIGURE 4-11
CITY OF WEST PALM BEACH
FLOODPLAINS MAP**



Source: U.S. Department of Housing and Urban Development, F.I.R.M. Flood Insurance Rate Map, City of West Palm Beach, Florida, West Palm Beach County (1979). Community-panel number 120229 0020 B and 1200229 0015 B.

However, the City and County have worked together to strengthen the revitalization of the Downtown by enhancing development therein by using a transportation tool available through the Florida Administrative Code. As recommended by the Florida Department of Community Affairs (DCA), both the County and City have adopted a Transportation Concurrency Exception Area (TCEA) for the City's Downtown. The TCEA permits the City to approve development which does not meet the County Traffic Performance Standard Ordinance. Within the general boundaries of Palm Beach Lakes Boulevard to the north, the Lake Worth lagoon to the east, Okeechobee Boulevard to the south including the CityPlace DRI, and Clear Lake to the west and known as the Downtown, development does not have to meet the required Level of Service (LOS) "D" standard, as regulated by the Palm Beach County Department of Engineering and Public Works. The exceptions to this are several intersections, such as Okeechobee Boulevard at Tamarind Avenue, and certain roadways such as Okeechobee Boulevard from Tamarind Avenue to Interstate 95. These intersections and streets must be looked at if they reach LOS "F" and then hierarchy of changes must be considered with street expansion being the least desirable. The City and County may create capacity increases at these links or intersections, provided non-motor vehicle alterations are considered first, and both the City and County agree to the modification for the same. The full list of these intersections and roadways may be found in the report submitted to the DCA, and entitled "Achieving Livability and Sustainability Through A TCEA For Downtown WPB."

The City also hereby designates a Constrained Roadway at a Lower Level of Service (CRALLS) at Palm Beach Lakes Boulevard, between Village Boulevard and Congress Avenue and between Australian Avenue to Tamarind Avenue. A CRALLS is also necessary at Congress Avenue, between Presidential Way and Palm Beach Lakes Boulevard and at Australian Avenue, between 25th Street and Palm Beach Lakes Boulevard. A CRALLS designation is necessary for several of the intersections within these links: Palm Beach Lakes Boulevard and Village Boulevard; Palm Beach Lakes Boulevard and Interstate 95; Palm Beach Lakes Boulevard and Congress Avenue; Palm Beach Lakes Boulevard and Australian Avenue; and Congress Avenue and Okeechobee Boulevard. A full list of these sections and intersections may be found in the report entitled "Traffic Analysis for CRALLS Application Uptown West Palm Beach Palm Beach Lakes Boulevard." Additionally, the City will propose a TCEA within the whole eastern corridor known as the Eastward Ho! Corridor.

The Palm Beach County Board of Commissioners has recently adopted a CRALLS at 45th Street between Village Boulevard and Australian Avenue to permit a LOS "E". The City recommends that this CRALLS be amended and broadened to include the link between Village Boulevard and Military Trail, and that another CRALLS be approved for a lower LOS than "D". For further information, the reader may refer to the Transportation Element.

The City is also designating the LOS "E" for all City Streets. This will permit more traffic volumes and more development within the City and create a self-regulating reduction in speed for safer streets and better pedestrian movements.

In addition to the TCEA approved for the Downtown, access into and around West Palm Beach will be enhanced in the future with the possible construction of Florida Turnpike interchanges at 45th Street and Southern Boulevard in 2015. Forest Hill Boulevard is also planned for in the Long Term Plan of the County.

The Tri-County Commuter Rail Service, which began operation in January 1989, is designed to relieve congestion expected on Interstate 95 because of construction on that roadway. Service is provided from two stations in West Palm Beach, Flagler Station. Two stations are located to the immediate north and south of the City. The first station is southwest of the airport on Southern Boulevard, and the northern station is north of the Town of Magonia Park. A feeder bus system links all the stations on this system to surrounding areas. In addition, the feeder buses will complement Palm Tran's existing public transit system in Palm Beach County.

The City has drafted a "Transportation Vision" for the street system of the City. The Transportation Vision is the following:

The Planning, Zoning and Building Department will use all available land use and transportation means to make the City sustainable, liveable and economically successful:

- Transportation changes to achieve land use goals and objectives;
- Land use changes help to achieve transportation goals and objectives; and
- The metrics are the citizen and the vulnerable pedestrian.

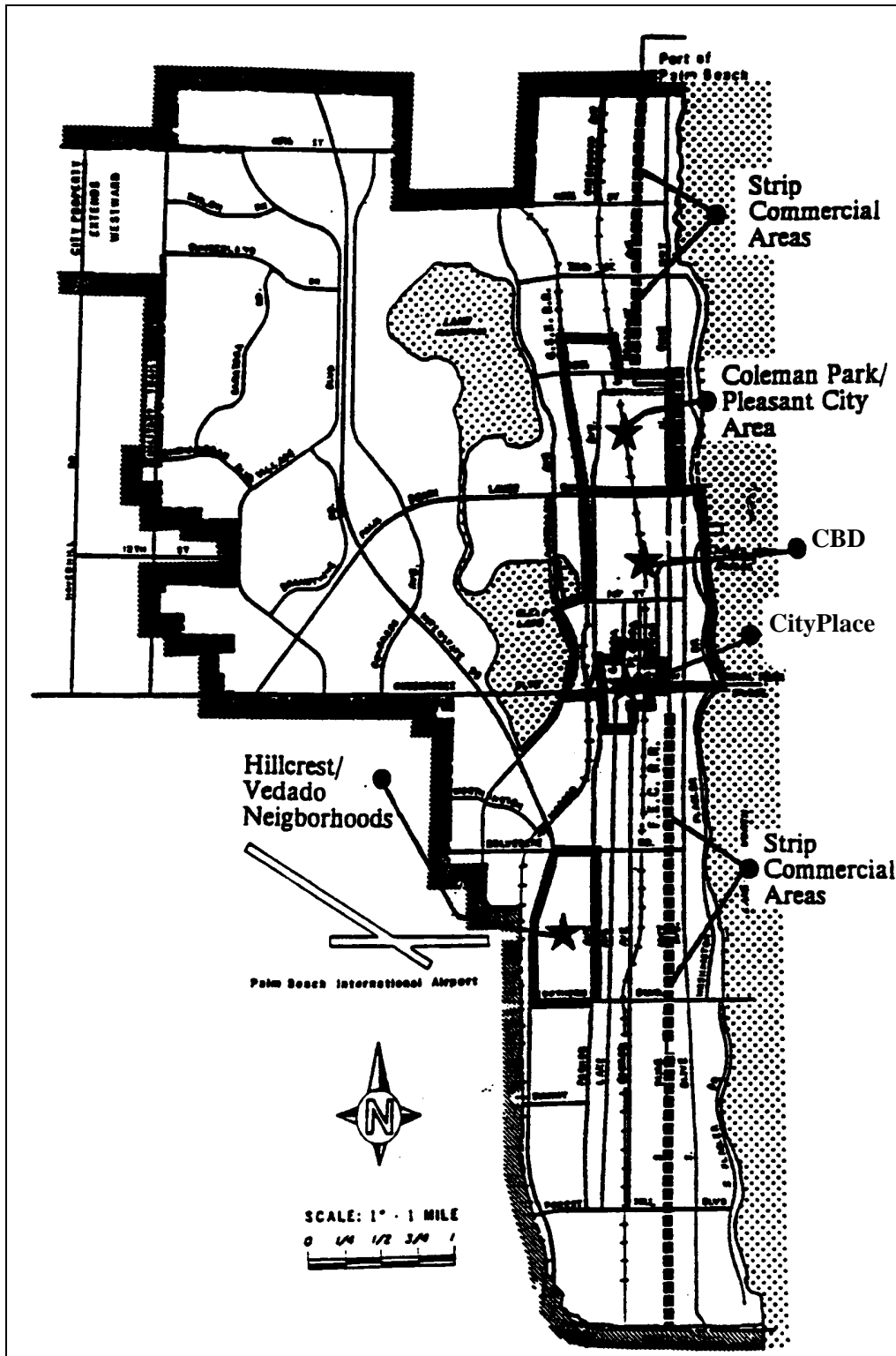
A more detailed vision is cited in the Transportation Element of this Comprehensive Plan.

5. Other Services - Drainage improvements will be required in the older portions of the City as identified in the City's Five-Year Capital Improvements Program. Additionally, an adequate drainage system will be necessary as the City continues to expand westward. The present management program of the City's surface water supply system is sufficient and should be continued in the future. Emergency service provisions for police, fire and rescue will need to be increased as the westward development trend and annexations continue. This will include additional personnel and capital facilities, particularly if areas are annexed into the City.

Blighted Areas

In 1993, the City of West Palm Beach determined the City Center to be a slum and blighted area for the purpose of establishing a Community Redevelopment Agency (CRA) to use tax increment financing funds for redevelopment. A City Center Community Redevelopment Plan ("Plan") was adopted on December 16, 1985, to guide these redevelopment efforts. Amendments have been made to this Plan in an effort to keep it up to date with regard to content, capital expenditures and financing. The latest amendment to the Plan was adopted in 1997. It is recommended that the Plan, as well as accompanying tax increment financing revenue projections, continue to be updated each year to direct the renewal of these blighted areas. Major redevelopment areas are shown in Figure 4-12.

**FIGURE 4-12
CITY OF WEST PALM BEACH
MAJOR REDEVELOPMENT AREAS**



Source: City of West Palm Beach Planning, Zoning and Building Department. July 1997.

The City should make every attempt to eliminate this blighted condition and improve the quality of life, health, safety and welfare of the residents of West Palm Beach. The elimination of slum and blight will curb the influx of crime that has plagued this area, provide for the rehabilitation and redevelopment of affordable housing, increase the City's tax base, enhance development opportunities, allow for the provision of facility improvements and create a more favorable environment conducive to residential and commercial activity.

The CityPlace project is located within the Downtown CRA area. This development will eliminate much of the deteriorated conditions which presently exist within the Downtown area. All dilapidated homes have been demolished or moved, and numerous improvements shall be made as part of this redevelopment effort.

Much of the residential area located at the north intersection of the Downtown area has experienced decay and is in need of redevelopment. The City has identified this area as a "Target Area" and shall concentrate certain resources, particularly federal Community Development Block Grant funds, to improve housing, recreation and infrastructure facilities. Likewise, the City has created an Enterprise Zone within this area to take advantage of state incentives (tax deductions, etc.) available to local businesses which locate in the zone. An annual report discussing business activity, revenues, capital expenditures, etc., for the Enterprise Zone Program is required by the State.

Finally, a study was conducted to determine if a portion of Northwood Road and Pleasant City should be considered blighted based on findings regarding deterioration of structures and site improvements, and unsafe or unsanitary conditions. The City Commission approved a resolution declaring this area as blighted on June 28, 1993. Approval of a Community Redevelopment Area (CRA) plan for this area was made on October 11, 1994.

In 1998, installation of the Northwood Road landscaping and design streetscape was implemented. The street now has several intermittent landscape bulbouts, with trellises over benches. Sidewalk improvements were made, as well as pavement and striping repairs.

Inconsistent Land Uses

In 1989, there was only one major area in West Palm Beach that needed to be redeveloped in order to eliminate or reduce an existing land use that can be considered inconsistent with proposed future land uses. That general area and land use consisted of residential development in the area immediately east of the Palm Beach International Airport (PBIA) that was subjected to aircraft noise levels which exceeded recommended national standards.

Specifically, the former single-family residences in the 80-acre area immediately east of PBIA had been determined to be incompatible with PBIA because of aircraft noise that will exceed 75 Ldn (average decibel level day and night) when the planned expansion of PBIA and the various noise abatement and mitigation procedures associated with the expansion are completed in the near future. This determination is based on the recommended national standards of the Federal Aviation Administration (FAA). The Palm Beach County Department of Airports purchased approximately 350 residential properties in the referenced acquisition area, all but five houses. The area now stands vacant and is ripe for redevelopment. The City and County have been holding discussions on the possibility of developing this area as a golf course

or some other recreation site. Should this occur, the City will need to submit a Large Scale Land Use Amendment to the Florida Department of Community Affairs to change the existing Land Use Map to accommodate this land use.

Strip Commercial Development

As is occurring throughout most of the older commercial areas in the coastal areas of South Florida, the strip commercial development along Broadway and South Dixie Highway is generally deteriorating, or being replaced by office development because of the inability of that older commercial area to compete with the commercial uses in the City's Central Business District and the newer commercial areas to the west. In addition, the several motels along Broadway are considered by many to be detrimental to the surrounding neighborhoods because of the inexpensive room prices offered, and are viewed as encouraging prostitution and other crimes. Through the redevelopment incentives outlined in this Element, these areas should be redeveloped primarily as viable commercial nodes at or near the intersections of the major roadways, identified on the Future Traffic Circulation Map in the Transportation Element of this Comprehensive Plan, with office, residential or public uses located between the commercial nodes. The City should also work with the residents and owners of properties in these areas to develop viable redevelopment plans. Figure 4-12 reveals the major potential redevelopment areas within the City and includes the Downtown, the CityPlace development, Coleman Park/Pleasant City, the Hillcrest/Vedado neighborhoods, the strip commercial properties located throughout the city and all vacant land.

The typical commercial lot within the Commercial Future Land Use category along the historic U.S. 1 north-south transportation corridor (Dixie Highway) averages 100 feet deep and either directly abuts adjacent residential properties, or has an alley or street separating the commercial and residential properties. The City values the residential fabric existing within close proximity to the U.S. 1 corridor, and has established policies to restrict the expansion of the commercial properties into the residential neighborhoods. The commercial expansion has primarily manifested itself in the past as the demolition of housing to facilitate parking lots, in many cases for parking in excess of the Zoning Code requirements, which is contrary to the City's goal of providing adequate housing and protecting its residential neighborhoods.

In an effort to revitalize the Northwood and Pleasant City Neighborhoods within the northeast section of the City, north of Palm Beach Lakes Boulevard to the City limits, the City commissioned the preparation of the Northwood Master Plan. This document was prepared in a manner similar to that of the Downtown Master Plan. The Northwood Master Plan was prepared by holding a design charrette on October 1-3, 1995. That charrette was then transformed into a plan which was adopted in concept by the City Commission on July 15, 1996.

The Plan addresses land uses which are appropriate in the northern, established section of the City: it looks at appropriate design characteristics for the neighborhoods; it suggests the institution of commercial nodes at major, key intersections; and it designates certain zoning criteria or possible regulations to implement the Plan. With the adoption of the Northwood Master Plan, the City may need to change the Commercial Incentive District land use and some zoning districts, as well as initiate urban regulations and the construction of traffic calming devices, in order to implement the Master Plan.

Limitations to Development

Development within West Palm Beach may be limited due to man-made or environmental constraints. These restrictions must be identified in order to determine where future development and redevelopment should be directed. For instance, development within the Water Catchment Area (WCA) could prove extremely detrimental to the City for health and ecological reasons. In 1997, the City identified approximately 283 acres of vacant or undeveloped land as reflected on the Existing Land Use Map in the appendix of this Element. The development of this land, along with potential redevelopment property, is discussed in the following section. Possible limitations to development include physical geographic constraints (i.e. soils, topography, etc.), the presence of natural or historic resources, flood hazard areas, slum and blight conditions and the need to protect public wellfields.

Soils and Topography

The topography of West Palm Beach, as explained in the prior section of this Element, is composed of the Atlantic Coastal Ridge and the Sandy Flatlands. The Ridge, rising anywhere from 25 to 40 feet above the mean level, and the Flatlands, lying west of the Ridge and extending only 10 to 15 feet above the mean sea level, are both capable of sustaining development. Soils, described in detail in the appendix of this Element, also pose no threat to redevelopment activities.

Natural Resources

With the exception of the WCA, the existence of natural resources does not appear to be a hindrance to development within the City. Likewise, the existing minerals reflected in Figure 4-9, the geology and the hydrological conditions do not serve to halt development, particularly in the western portion of the City where vacant and undeveloped land is available.

Wetlands are evident throughout virtually the entire WCA. Because of this area's environmental significance and its importance as a source of potable water, development should be strictly prohibited. Construction within this area should be relegated to water-related uses which do not negatively impact the water quality. Other wetland areas are located in the area surrounding the East Central Regional Water Pollution Control Plant and other small isolated pockets within the City. Development of any of these sites should conform to the regulations outlined by the South Florida Water Management District (SFWMD) and other appropriate state and federal agencies.

Historic Resources

Historic Resources are described in detail in both the Housing and Historic Preservation Elements of this Plan. Eight structures are listed on the National Register of Historic Places. These structures are reflected on Figure 6-3 and a list of historically significant structures is shown in Table 6-14.

Flood Prone Areas

The City has identified several developments located within the 100-year flood hazard area. As discussed earlier and shown on Figure 4-11, the entire waterfront along Flagler Drive, Dreher Park, the Water Catchment Area (WCA) and portions of the land south of Clear Lake and the intersection of 45th Street and Interstate 95 are considered within the 100-year flood zone.

Development along Flagler Drive is, for the most part, complete while major developments are approved or under construction for those areas near Interstate 95. The region between the Florida Turnpike and the eastern edge of the WCA is also within the 100-year flood zone. These and other developments classified as hazardous must conform to the regulations specified within the City's Building Code. Development should not be deterred, although precautions must be taken to ensure that development or redevelopment meets the specifications outlined in the National Flood Insurance Program.

Protection of Public Wellfields

The Palm Beach County Board of County Commissioners adopted the Countywide "Wellfield Protection Ordinance" in February 1988 to regulate "existing and new nonresidential use, handling, storage and production of hazardous and toxic materials within certain zones of influence" around major public wellfields (The ordinance defines a major wellfield as one which produces or is planned to produce 100,000 gallons or more per day of potable water). These zones of influence are based on the specific physical conditions surrounding each wellfield (e.g, soil permeability) and, therefore, vary for each wellfield. These various zones have been determined by a computer model and mapped. This modeling and mapping is to be done by the County on an annual basis. The Palm Beach County Department of Environmental Resources is responsible for enforcing this ordinance, and does so by coordinating with the permitting and approval processes for the various local governments in the County.

No City wells were initially mapped by the County for this program because West Palm Beach did not have any public wellfields in operation when the referenced ordinance was adopted. However, the City wellfield immediately south of the City's East Central Regional Wastewater Treatment Plant was recently added to this program. The zones of influence for that City wellfield are depicted in Figure 4-13.

The City shall continue to direct the applicants for relevant City approvals for properties in these zones to the Palm Beach County Department of Environmental Resource Management for the appropriate review and approval before issuing any related City approvals, permits or licenses. Land uses which are nonresidential within the one foot drawdown of wellfields as indicated on the Future Land Use Map are prohibited from storing, handling, producing or using any regulated substances as stated in the Palm Beach County Wellfield Protection Ordinance. However, the Ordinance allows nonresidential uses in Zone 4 only if they qualify as a General Exemption, obtain a Special Exemption or receive an Operating Permit which complies with certain conditions. The Ordinance also applies to any areas annexed into the City in the future that may contain zones of influence for public wellfields.

Acreage Needed for Future Land Uses

The City of West Palm Beach, with a 1995 resident and seasonal population of approximately 76,341, is expected to reach a population total of 101,794 by the year 2010. It is imperative that, as the City continues to grow, appropriate land uses are provided for residents, visitors and businesses alike. This section of the Plan discusses the necessary land uses needed to satisfy the demands of growth and development through the year 2010. These land uses are depicted on the City's Future Land Use Map.

Future Residential Use

With this large increase in population, it is essential that adequate housing be provided for the residents of West Palm Beach. The Housing Element of this Plan provides detailed information concerning the type, amount and location of residential development in the City. Tables 4-11 and 4-12 provide an overview of new housing units to be built in the City through the year 2000.

**TABLE 4-11
NEW HOUSING UNITS TO BE CONSTRUCTED BY TYPE AND TENURE
CITY OF WEST PALM BEACH 1980-2000***

Owner Occupied	1980	1988	1990	1995	2000
Single Family & Condominiums	15,726 (53.14%)	22,797 (61.41%)	14,480 (50.3%)	15,584 (48.9%)	9,677 (91.6%)
Renter Occupied Multifamily	13,769 (46.53%)	14,226 (38.32%)	14,069 (48.9%)	16,051 (50.4%)	891 (8.4%)
Mobile Homes	98 (0.33%)	98 (0.26%)	238 (0.83%)	238 (0.75%)	0 (0%)
Total:	29,593	37,121	28,787	31,873	10,568

* 1980, 1990, 1995 figures are actual, based upon the U.S. Bureau of the Census. The figures for 2000 are projections. The 1988 figures were extrapolated from the other years.

Source: 1980 U. S. Census and City of West Palm Beach Department of Planning, Zoning, and Building, March 1990.

**TABLE 4-12
ESTIMATED ADDITIONAL RESIDENTIAL, COMMERCIAL AND
INDUSTRIAL ACREAGE IN WEST PALM BEACH BY THE YEAR 2010**

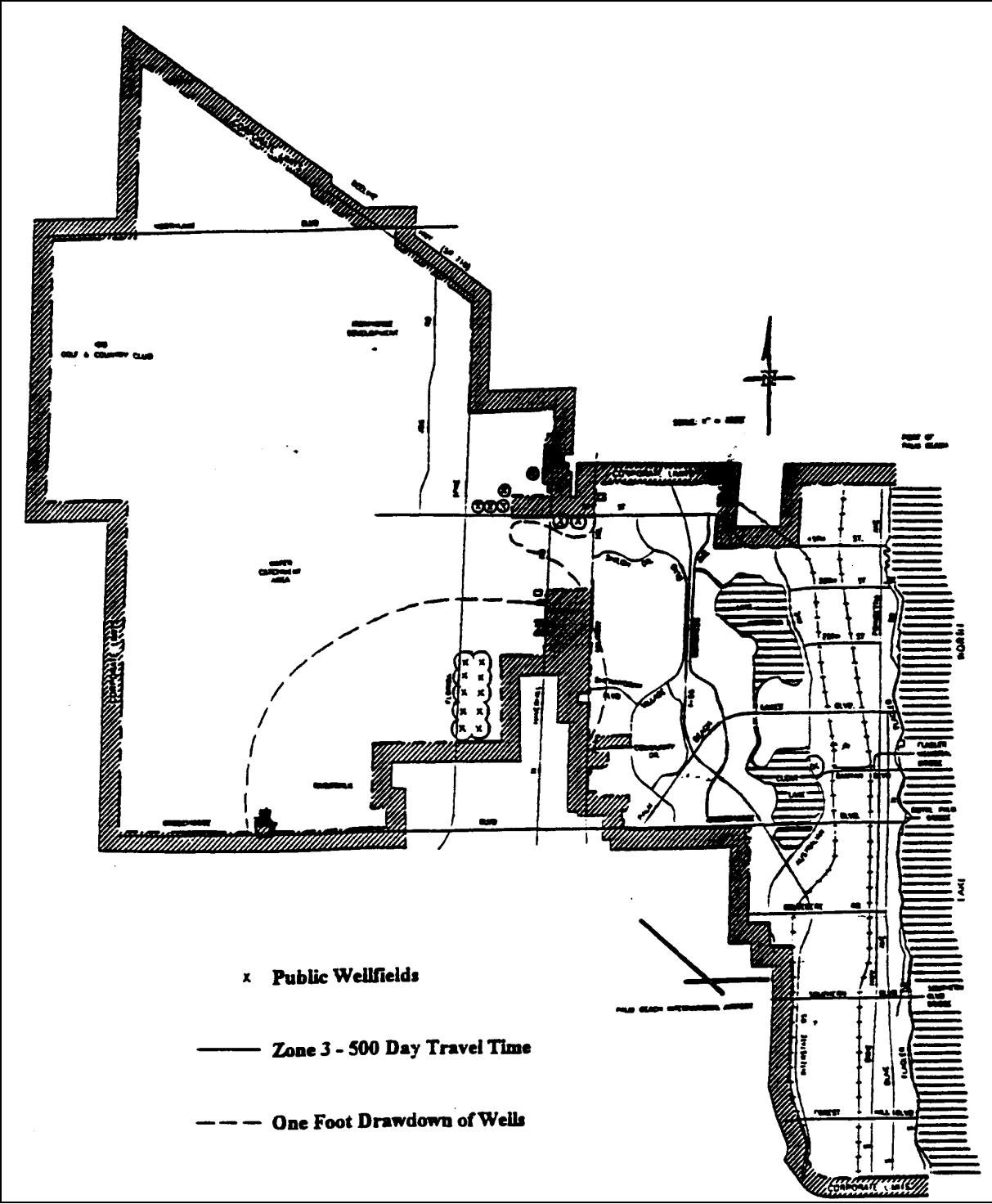
TYPE OF LAND USES	NUMBER OF UNITS	ESTIMATED AVERAGE DENSITY (INTENSITY)	ADDITIONAL ACRES REQUIRED
RESIDENTIAL			
New Single Family	16,366	10.5/acre	1,559
New Multifamily	3,766	25.0/acre	151
Total:	20,132	35.5/acre	1,710
COMMERCIAL	NA	1.0 FAR*	467
INDUSTRIAL	NA	0.5 FAR*	117

Note: No new mobile homes are proposed

* indicates "Floor Area Ratio."

Source: 1980 U. S. Census and City of West Palm Beach, Planning, Zoning and Building Department July 1997.

**FIGURE 4-13
ZONES OF INFLUENCE OF
PUBLIC WELLFIELDS**



Source: Palm Beach County Environmental Resources Management Department, July 1997.

To determine the total acreage required for residential land uses, the projected number of needed single-family and multifamily units from 1988 to 2000, based upon the City's population projections, was calculated. This calculation is explained in detail in the Housing Element of this Plan. This figure, divided by an estimated average density, resulted in the total additional acres required for residential land uses.

A total of 1,550 acres will be required to develop the nearly 16,366 single-family units expected to be developed within the City by the year 2010. A total of 123 acres of land is required for future multifamily development. The total resident population for the year 2010 (101,578) divided by the total number of housing units that same year (46,172) yields an average household size of 2.2 persons per dwelling unit. The majority of this new residential development is expected to occur in the rapidly-growing western areas of the City. Continued development is expected in the Briger site and other undeveloped sites around the East Central Regional Water Pollution Control Plant, as well as Riverwalk, Andros Isles, Lennar Homes (a.k.a. - Baywinds Estates), Burgess, Montclair Lakes, etc. These areas are identified on the City's Future Land Use Map in the appendix to this Element.

Future Commercial Use

The increase in City population over the next 12 years will require an increase in commercial development as well. In 1988, there were 1,403 acres of commercial land uses within the City. By the year 2000, that figure is expected to climb to 1,870 acres, a 33% increase (See Table 4-12). The majority of this commercial growth is to occur at the intersection of 45th Street and Interstate 95 and in the newly developed western areas of the City. These developments will meet the neighborhood shopping needs of the residents of the Villages of Palm Beach Lakes, Briger and other residential developments within this area.

The Central Business District (CBD) should remain as the City's focal point for legal, judicial, commercial, financial, cultural/entertainment and governmental activity. The construction of additional residential structures should be encouraged within the CBD to support the concept of a 24-hour downtown. Although "satellite" office districts have and will be developed, the focus of all major commercial activity should be concentrated in the CBD. These issues are discussed more fully in the Downtown Master Plan of this Plan.

Future Industrial Use

Industrial areas within the City are limited to six specific locations, the largest, of which, is the area located immediately northeast of the Palm Beach International Airport, south of Clear Lake. Other industrial sites include the area along the F.E.C. Railroad (from Monroe Drive to the southern corporate limits and a Downtown area from 3rd Street to 10th Street), south of Evergreen Cemetery along Electronics Way and, finally, at the northern intersection of 45th Street and Interstate 95, and finally, the area south of 45th Street and west of Haverhill Road. These areas are reflected on the Future Land Use Map.

Industrial land use acreage will only increase by 117 acres within these designated areas. Because the older portion of the City (i.e., east of Interstate 95) is, for the most part, built out, industrial development will entail the expansion of existing facilities and construction upon undeveloped property.

Future Recreation and Open Space Land Use

The City has 370.9 acres of recreational land. This total does not include several private golf courses which were also not included as a part of the analysis within the Recreation and Open Space Element of this Plan. An additional 45.6 acres of recreation and open space is required to meet the future needs of West Palm Beach residents. This total includes 113.0 acres of metropolitan parks (i.e., golf course), 170.2 acres of community parks and 78.3 acres of neighborhood parks. Any proposed public golf course or community park(s) will, in all likelihood, be developed in an area designated as “Community Service” on the Future Land Use Map. The Recreation and Open Space Element identifies the generalized locations of these facilities.

Future Conservation Land Use

Conservation land uses increased by 2.5 square miles due to the expansion in the Water Catchment Area (WCA). A total of 13,803 acres of conservation land exist within the City, of which 89% is the WCA. Policies to govern the maintenance of protection for this resource are detailed in the Conservation Element of this Plan.

Future Community Service Land Use

Community Service (CS) uses, including public buildings, Interstate 95, educational facilities, medical facilities, churches and other public facilities, will witness a slight increase in total acreage. The development of an expanded downtown Judicial Center is included within the CBD land use total and is the major community service-type facility improvement. The expansion of the East Central Regional Water Pollution Control Plant is completed and has increased its capacity to 55 million gallons per day. As stated earlier, approximately 276 acres of the community service total will be utilized for recreation and open space purposes. Other community service needs and improvements have been identified in the Capital Improvements Element.

Future Commercial Incentive District Land Use

The Commercial Incentive District (CID) shall continue to be used along those strip commercial corridors where redevelopment activities should be encouraged. These corridors include Broadway, South Dixie Highway and certain portions of Tamarind Avenue and North Dixie Highway where commercial and/or residential expansion is desirable. The CID will require formal site plan review and approval by the City Commission.

Future Special Impact Zone Land Use

Special Impact Zones shall continue to be used in those areas located near major highways and large residential areas with great potential for redevelopment. These zones are evident along Belvedere Road, portions of Australian Avenue and around the intersection of 45th Street and Interstate 95. Again, formal site plan review shall be used to ensure the coherent and orderly development of these properties.

Future Planned Community Land Use

The Planned Community Land Use category shall apply to the Villages of Palm Beach Lakes and Briger property and, possibly, large geographic areas that may be annexed into the City. This designation shall permit a mixture of uses within the development and be consistent with the provisions outlined in the City Zoning Code.

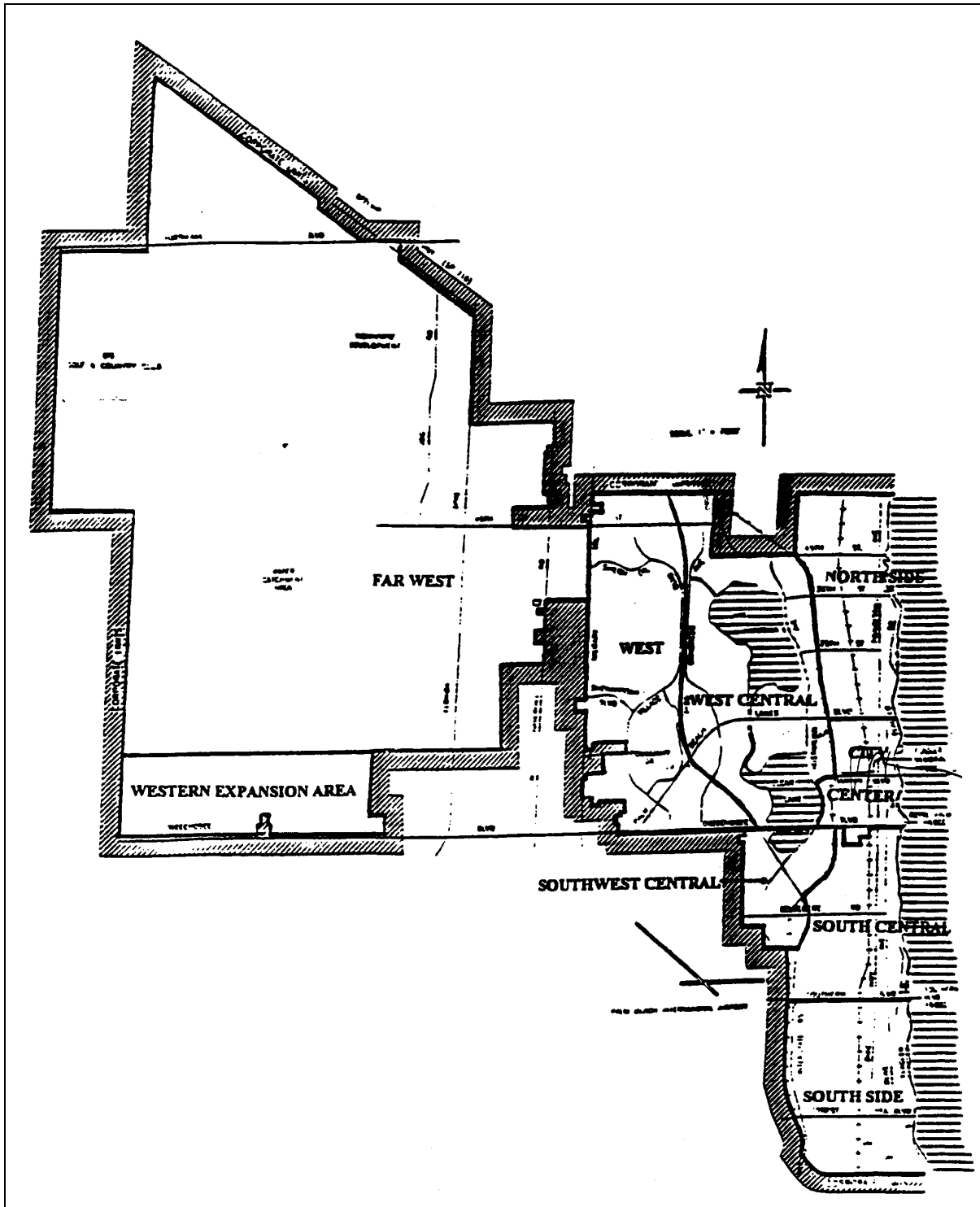
K. SUBAREA PROFILES

This document also profiles eight subareas within West Palm Beach. Each subarea profile includes a discussion of its location, a description of the area, assessed value, population, schools, shopping centers, parks, and major existing and approved developments. Figure 4-14 reveals the location of the subareas. A summary of these profiles is presented below and in the following pages. As seen in Table 4-13, the City's total population is projected to increase by 46.5% or 33,390 persons between the years 1995 and 2000. The percentage rate of growth is shown in Table 4-14.

Table 4-15 shows that there are two subareas which are almost equally integrated with blacks and whites, with each close to 50% of the subarea population. These subareas are CBD, and Far West. The North Side and West Central subareas are primarily Black and the remaining subarea populations are primarily white. Tables 4-16 and 4-17 reveal existing and future acreage by land use category and subarea.

The majority of future development within the City will be taking place in the Urban Central Business District, Southwest Central, West, and Far West subareas. Major developments in the Urban Central Business District subarea include the proposed CityPlace project, which is a mixed office/residential/retail project totaling a minimum of: 850,000 square feet of retail; 1,250,000 square feet of office; 800 dwelling units; 800 hotel rooms; and 400,000 square feet of cultural uses, the County Judicial Complex, and the proposed County Convention Center. The Southwest Central subarea will add 1.1 million square feet of industrial space in the Airport Industrial Park, 1.4 million square feet of office, 75,000 square feet of commercial and a 225,000 square foot hotel in Centrepark and a 134-room hotel by CPB I Associate, Ltd. The West subarea added 2,415 residential units in the Villages of Palm Beach Lakes between 1989 and 1995. Major commercial/industrial developments in the West subarea include: Northpoint (currently under construction) with 1,380,000 square feet; Metrocentre (approved) with 570,500 square feet; and the 45th street Business/Industrial Park (approved) with 1,437,480 square feet. The City is acquiring land for the purpose of potentially creating a Regional Sports Facility. However, the City's efforts are preliminary in nature and subject to change in the future. The City has designed and constructed a Water Catchment Area Nature Center.

**FIGURE 4-14
CITY OF WEST PALM BEACH
SUBAREA MAP**



Source: City of West Palm Beach and Planning, Zoning and Building Department, July 1997.

**TABLE 4-13
CITY OF WEST PALM BEACH POPULATION BY SUBAREA
1995 - 2010**

	1995	2000*	2005*	2010*
NORTH SIDE	16,026	16,284	16,284	16,284
UCBD	4,828	5,439	5,739	6,039
S.W. CENTRAL	721	21	721	721
SOUTH CENTRAL	13,098	13,498	13,498	13,498
SOUTH SIDE	11,750	11,750	11,750	11,750
WEST CENTRAL	13,862	14,640	15,982	16,582
WEST	14,391	15,664	17,694	19,344
FAR WEST	1,665	6,761	12,299	17,576
TOTAL	76,341	84,057	93,967	101,794

* Projected

Source: City of West Palm Beach, Department of Planning, Zoning, and Building Community Development and Planning Department, July 1997.

**TABLE 4-14
WEST PALM BEACH POPULATION
PERCENTAGE GROWTH RATES 1980 - 2010**

	1980	1981 to 1995	1996 to 2000	2001 to 2005	2006 to 2010
NORTH SIDE	7,473	-35.4%	12.7%	5.5%	5.5%
UCBD	0	100.0%	306.0%	81.9%	42.9%
S.W. CENTRAL	17,392	-7.9%	1.6%	0.0%	0.0%
SOUTH CENTRAL	13,581	-3.6%	3.1%	0.0%	0.0%
SOUTH SIDE	636	13.4%	0.0%	0.0%	0.0%
WEST CENTRAL	11,062	6.2%	0.0%	0.0%	0.0%
WEST	10,381	33.3%	5.6%	9.2%	3.8%
FAR WEST	2,583	457.0%	8.8%	13.0%	9.3%
TOTAL	63,108	21.0%	11.0%	10.9%	8.3%

Source: City of West Palm Beach, Department of Planning, Zoning and Building, July 1997.

**TABLE 4-15
1995 POPULATION BY RACE**

	PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
NORTH SIDE	16,026	32.8	60.4	6.8	10.0
UCBD	4,828	49.8	47.3	2.9	12.4
S.W. CENTRAL	721	54.5	24.1	21.4	36.2
SOUTH CENTRAL	13,098	80.5	9.9	9.6	32.7
SOUTH SIDE	11,750	90.7	2.1	7.2	35.1
WEST CENTRAL	13,862	39.3	56.9	3.8	4.5
WEST	14,391	81.2	14.8	4.0	5.8
FAR WEST	1,665	49.3	45.1	5.6	9.9
TOTAL	76,341	-	-	-	-

Source: City of West Palm Beach Department of Planning, Zoning, and Building, July 1997.

**TABLE 4-16
CITY OF WEST PALM BEACH
EXISTING LAND USE ACREAGE**

	FW	WC	NS	UCBD	SWC	SC	SS	W
COM	17.1	327.1	93.5	391.9	91.9	124.3	66.1	271.3
CS	1,600.0	517.5	285.3	93.5	82.2	113.2	255.2	361.3
CON	13,241.4	1,088.2	0.0	0.0	69.1	0.0	0.0	44.5
CID	0.0	0.0	142.9	2.6	0.0	68.9	103.9	0.0
IND	0.0	83.3	76.8	22.6	363.7	92.6	122.1	167.6
REC	0.0	306.9	21.8	6.8	0.0	42.3	343.9	369.0
RES	59.4	895.6	1,076.8	261.5	45.1	1,032.2	1,257.1	1,043.8
VAC	3,034.2	121.5	8.3	7.3	103.9	0.0	0.0	659.8
TOTALS:	17,952.1	3,340.1	1,705.4	786.2	755.9	1,473.5	2,148.3	2,917.3

GRAND TOTAL: 31,078.1 ACRES

COM	Commercial	UCBD	Urban Central Business District
CS	Community Service	CON	Conservation
CID	Commercial Incentive District	IND	Industrial
PC	Planned Community	REC	Recreation
RES	Residential	VAC	Vacant

Source: Community Development and Planning Department, July 1997.

**TABLE 4-17
CITY OF WEST PALM BEACH
FUTURE LAND USE ACREAGE**

	FW	WC	NS	CBD	SWC	SC	SS	W
COM	161.1	3512	96.8	171.6	160.9	124.3	66.1	490.3
UCBD	0.0	0.0	0.0	227.5	0.0	0.0	0.0	0.0
CS	1,993.6	542.5	290.3	93.5	113.1	113.2	255.2	361.4
CON	13,241.4	1,088.2	0.0	0.0	69.1	0.0	0.0	44.5
CID	0.0	0.0	142.8	2.6	0.0	68.9	103.9	0.0
IND	207.1	117.3	76.8	22.6	367.9	92.6	122.1	177.6
REC	0.0	306.8	21.8	6.8	0.0	42.3	343.9	369.0
RES	2348.9	934.1	1,076.8	261.5	45.1	1,032.1	1,257.1	1,474.6
TOTALS:	17,952.1	3,340.1	1,705.3	786.1	756.1	1,473.4	2,148.3	2,917.4

GRAND TOTAL: 31,078.8 ACRES

COM	Commercial	UCBD	Urban Central Business District
CS	Community Service	CON	Conservation
CID	Commercial Incentive District	IND	Industrial
PC	Planned Community	REC	Recreation
RES	Residential		

Source: Department of Planning, Zoning and Building, July 1997.

NORTH SIDE SUBAREA

OVERVIEW

The North Side Subarea includes the neighborhoods of Northwood, Northwood Hills, Coleman Park, Pleasant City and Lakeside. All of these neighborhoods are engaged in various levels of revitalization with infill housing and/or rehabilitation of the housing stock. The population in this subarea is projected to remain stable at about 16,300 through the year 2010.

The Northwood Neighborhood Association (NNA) and Community Redevelopment Agency Advisory Board (CRAAB) are experiencing a resurgence of planning activity centered on the reconstruction of Broadway (U.S. 1). Broadway is central to the entire renewal effort in the North Side subarea. Problems of burglaries and other illegal activities have increased within the neighborhoods, particularly along Broadway.

The reconstruction of Broadway holds the prospect of achieving a major improvement in the North Side Subarea by eliminating the deterioration of the Broadway commercial strip and associated illegal activities. Residents of this subarea have asked the City to assist in improving conditions within the neighborhood. The Northwood neighborhood held a design session on October 1-3, 1995 to incorporate the desires of its community and focus future development in the area. The plan that resulted was approved July 15, 1996. The City has made several changes to the street network which has helped the area. However, the street closures created problems

outside the closed off area which has caused the City to highly discourage street closures anywhere else.

The Florida Department of Transportation is designing the reconstruction of Broadway with the design phase completed in 1998. The reconstruction will take three years to complete. The NNA is developing a number of projects for the revitalization of the commercial districts in conjunction with the restructuring of Broadway. Feasibility studies will be undertaken to provide an analysis of potential economic advantages derived from the proposed urban renewal projects weighed against the cost of the proposed physical improvements. The Northside Subarea lacks a centralized shopping center with the full variety of necessary commercial services for "one-stop shopping." The NNA is working toward the creation of such a center.

A study was conducted to determine if a portion of Northwood and Pleasant City should be considered blighted based on findings regarding deterioration of structures and site improvements, and unsafe or unsanitary conditions. The City Commission approved a resolution declaring this area as blighted on June 28, 1993. Approval of a Community Redevelopment Area (CRA) plan for this area was made on October 11, 1994.

In 1998, installation of the Northwood Road landscaping and design streetscape was implemented. The street now has several intermittent landscape bulbouts, with trellises over benches. Sidewalk improvements were made, as well as pavement and striping repairs.

This Subarea is now the discussion among developers for market rate multifamily residential development because of increase land values and its proximity to the Downtown.

On July 1, 1995, the Palm Beach County Enterprise Zone was established making it the nineteenth in the State of Florida. This Enterprise Zone incorporates the municipalities of West Palm Beach, Riviera Beach, Belle Glade, South Bay and an area of unincorporated Belle Glade. The designated WPB Enterprise Zone will encourage business in the area of Northwood, spurring the local economy with new businesses and new jobs. Financial incentives are also available to participants of the Enterprise Zone to attract them to these blight stricken areas.

The Lakeside Neighborhood has a mixture of expensive commercial properties and homes intermingled with low and moderate-income households. It is probable that private market mechanisms will address this imbalance over time by purchasing and upgrading undervalued properties. The upgrading of Currie Park with a new Fishing Pier and other improvements will benefit all of the neighborhoods in the North Side Subarea.

Currie Park will also be the site of the Martin Luther King Memorial. This is planned for construction in 1998/99 and is currently under the final phase of design. The City is also planning a Northwood Community Center at Pinewood Avenue, approximate to 39th and 40th Streets. This Community Center will provide recreation and services to children and adults and will tie into the Northmore Elementary School area to the west.

SUBAREA STATISTICS

POPULATION

1960	20,571
1970	17,961
1980	17,392
1985	17,436
1990	18,424
1995	16,026
2000	16,284
2005	16,284
2010	16,284

1995 POPULATION BY RACE

PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
16,026	33%	60%	7%	10%

EXISTING AND FUTURE LAND USE

SCHOOLS: Northmore Elementary
Northboro Elementary
Roosevelt Middle School for Math, Science and Technology

SHOPPING CENTERS: None

PUBLIC PARKS: Poinsettia/54th Street Park
Fogelman Park
Gettler Park
Northwood Community Center
Sullivan Park
Coleman Park
Pleasant City Park/Community Center
Currie Park
Nathaniel Adams Park (15th Street)
Al Tatum Ballfield

RELATED STUDIES AND PROJECTS:

The Northwood Neighborhood Association (NNA) received a grant of \$3,000 for an Historic Preservation Survey in “Old Northwood.” The survey was conducted by the NNA in the area bounded by 26th Street to the south, 36th Street to the north, Broadway to the west and Dixie Highway to the east. Old Northwood was listed in the West Palm Beach Registry of Historic Places in 1991 and in the National Registry of Historic Places in 1994. The City also created the Northwood Master Plan in 1995 to guide the development of this section of the City. See the preceding description of this Plan.

In 1996, the City Commission adopted the Northwood Master Plan (Plan) in order to reinforce the unique character of the neighborhood and retail corridors. The Plan includes a series of policies, recommendations and an outline of urban design guidelines for future development. The Plan has been used as a guide for development and redevelopment within the Northwood Study Area (Figure 4-15). However, the recommendations of the Plan were never

formally incorporated into the City's Zoning Code. Therefore, in 2000 the Mayor appointed the Northwood Citizens Planning Committee (NCPC) to work with the City Planning Department to prepare the NMUD development guidelines for the Northwood Business District. After 18 meetings, the NCPC's work was completed and reviewed at a Planning Board workshop held in the Pleasant City Multicultural Community Center on January 18, 2001.

The intent of the NMUD development guidelines is to reinforce the existing architectural character; to create a place of common vision and physical predictability for all new construction and renovations; and to provide areas for the concentration of compatible land uses that are complementary to the surrounding neighborhoods. The NMUD development guidelines were recommended for approval by the City's Planning Board on February 21, 2001.

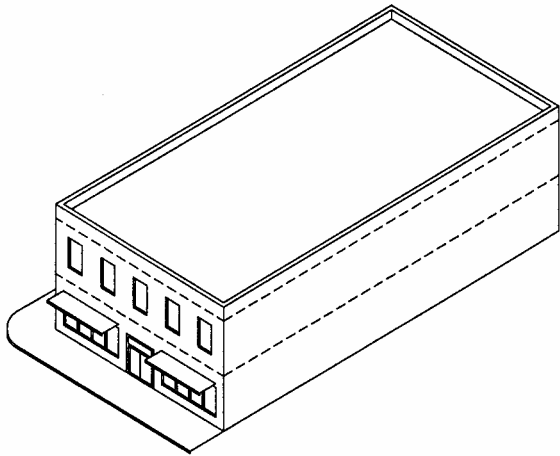
Subsequent to the NMUD's adoption, the NCPC and the City Planning staff shifted their focus to the Currie Corridor Area (Figure 4-16). Working together, staff and the NCPC created the new zoning text and regulating plan for the Currie Corridor Area using input from the general public.

The intent of the development standards for the CMUD is to create a predictable, urban neighborhood that adds vitality and additional local users to the adjacent Currie Park and Northwood Business District.

The Broadway Mixed Use District (BMUD) is the third and final phase of the NCPC's work program. After a public workshop, staff and the NCPC created the zoning text and regulating plan for the Broadway Corridor (Figure 4-17).

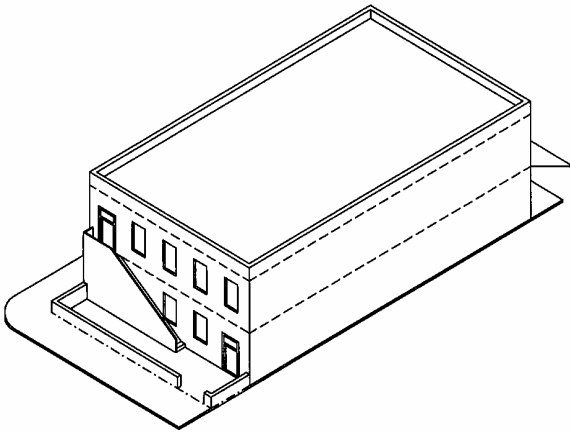
The intent of the development standards for the BMUD is to create a predictable, urban corridor that adds vitality to the adjacent Northwood Business District and preserves the character of the adjacent residential properties.

Building Types Found in the Northwood Mixed Use District (NMUD)



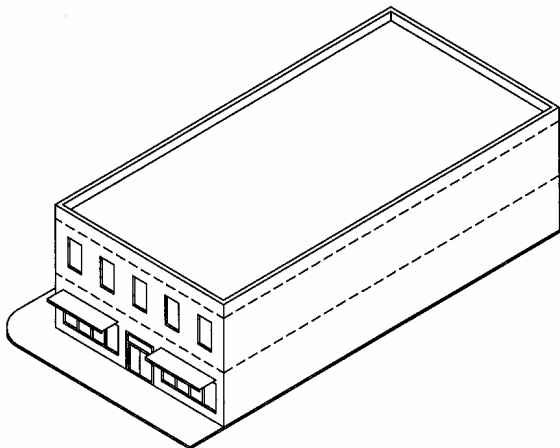
NMUD Type I

NMUD Type I is a two-story building built to the sidewalk with storefronts on the ground floor with offices or residences on the second floor. Parking is located in the rear of the building or lot. To provide a transition from the business district to the adjacent detached single-family residential area, Type I is limited to a maximum overall height of thirty-eight (38) feet.



NMUD Type II

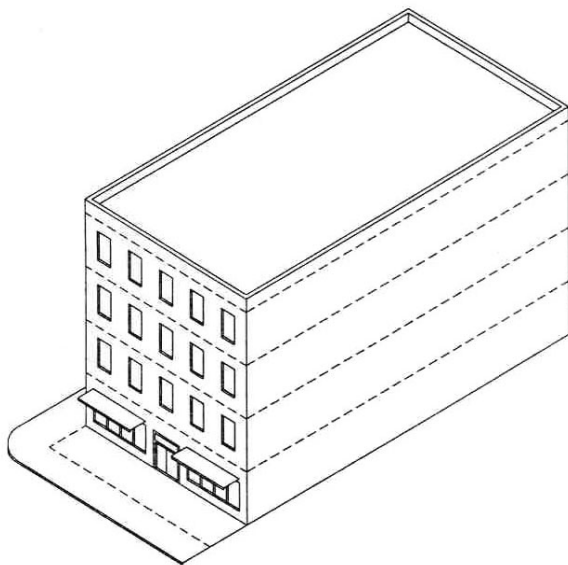
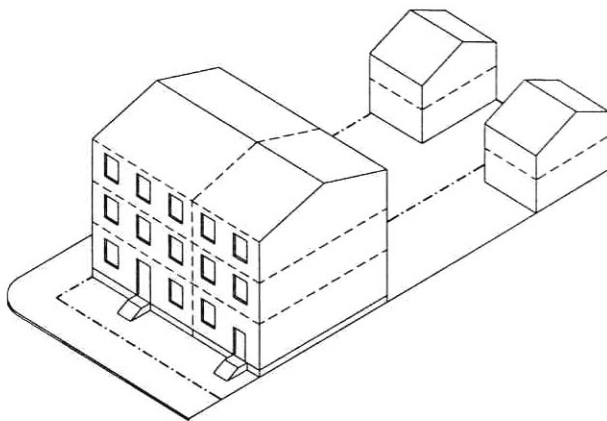
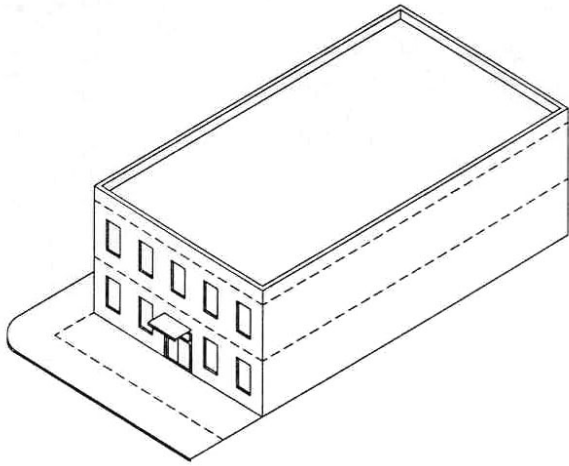
NMUD Type II is a two-story building with dual frontage. On one street, the building is built to the sidewalk, which is lined with storefronts on the ground floor with offices or residences on the second floor; the other street has a low streetwall along the sidewalk, a small setback area with an access route to the second floor. Parking, dumpsters, and storage areas must be enclosed in a structure.



NMUD Type III

NMUD Type III is a two-story building built to the sidewalk with storefronts on the ground floor with offices or residences on the second floor. Parking is located in the rear of the building or lot.

Building Types Found in the Currie Corridor Mixed Use District (CMUD)



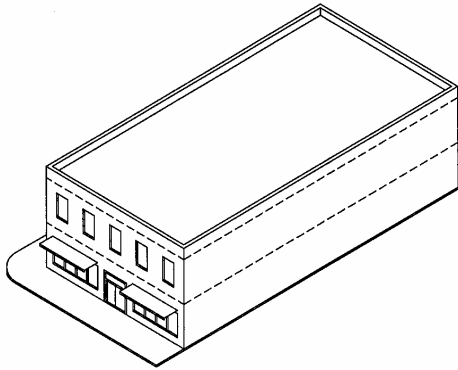
CMUD Type I

CMUD Type I can be configured in three different ways: as a two-story office building, as a residential townhouse, or as a small apartment building up to four stories in height.

Parking is located in the rear of the lot behind the building facade.

Around public open spaces such as parks, retail use may be permitted at the sidewalk level.

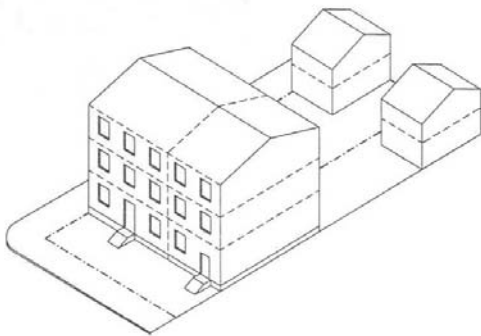
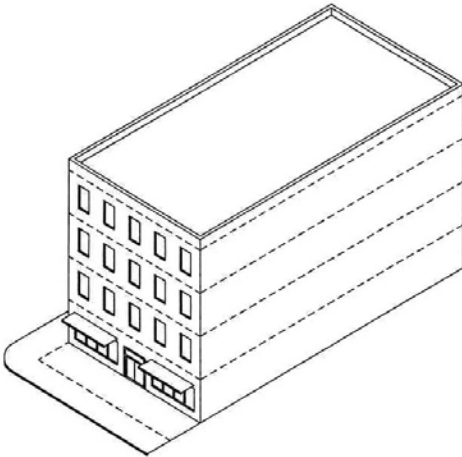
Limited duration residential incentives are available for CMUD Type I.



CMUD Type II

CMUD Type II can be configured in two different ways: as a mixed use building up to four stories in height, allowing general commercial uses on the first two stories and residential uses on the upper two stories, or as an apartment building up to four stories in height.

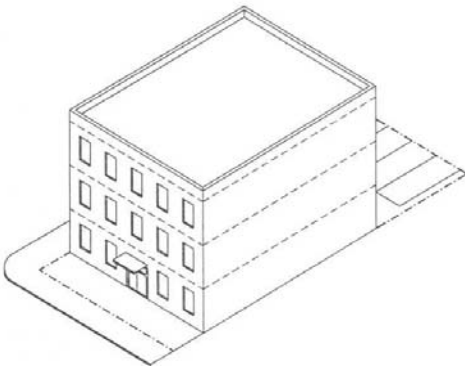
Parking is located in the rear of the lot behind the building facade.



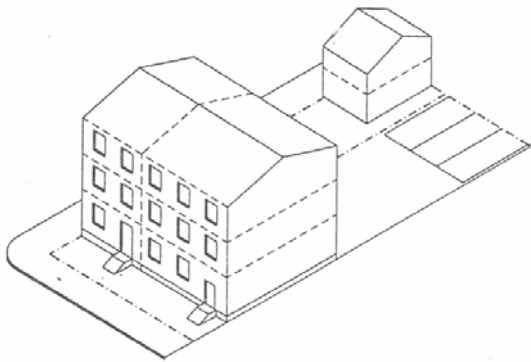
CMUD Type III

CMUD Type III can be configured in two different ways: as a residential townhouse or as a small mixed use building up to three stories in height.

Parking is located in the rear of the lot behind the building facade or within a garage apartment.

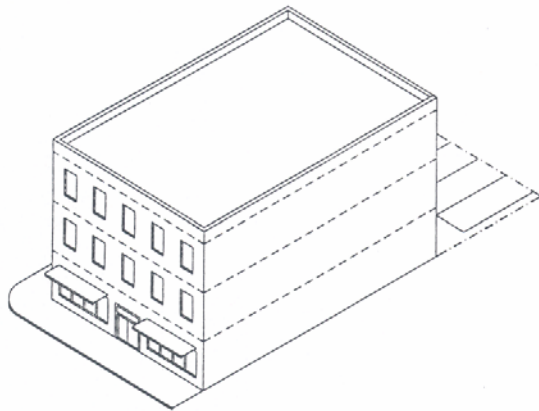


Building Types Found in the Broadway Mixed Use District (BMUD)



BMUD Type I

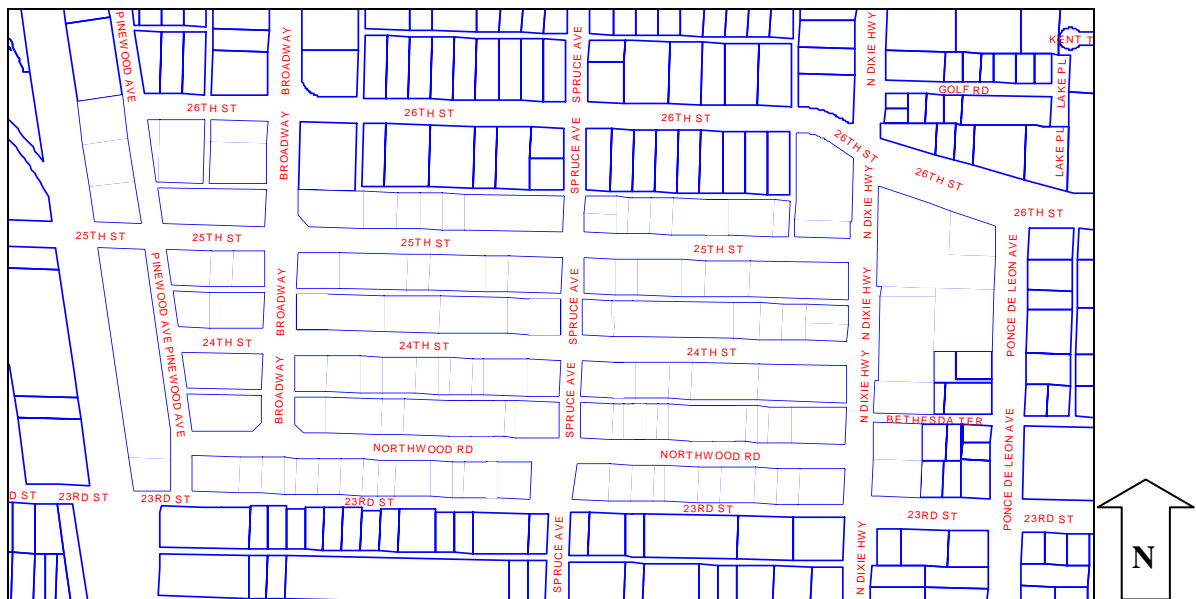
BMUD Type I is a maximum three story apartment or office building. At Primary Intersections, the building must be a minimum of two stories tall. Parking is located in the rear of the lot behind the building façade.



BMUD Type II

BMUD Type II is a maximum three story apartment, office or commercial building. At Primary Intersections, the building must be a minimum of two stories tall. Parking is located in the rear of the lot behind the building façade.

**FIGURE 4-15
NORTHWOOD STUDY AREA**



Source: City of West Palm Beach Planning Department, June 2001.

N.T.S

**FIGURE 4-16
CURRIE CORRIDOR STUDY AREA**



Source: City of West Palm Beach Planning Department, July 2002.

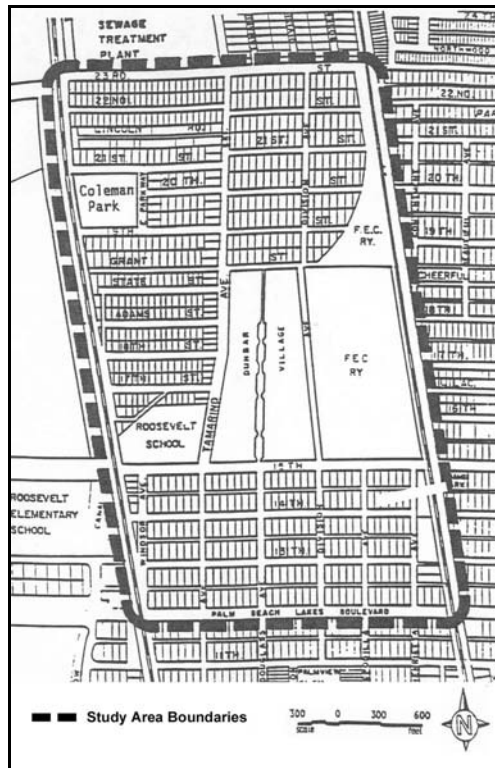
**FIGURE 4-17
BROADWAY CORRIDOR STUDY AREA**



Source: City of West Palm Beach Planning Department, February 2003.

The State Legislature has declared that fiscally strong urban centers are a method for reducing future urban sprawl, and should be promoted by state, regional, and local governments. To implement this declaration, the Florida Department of Community Affairs has allocated \$2.5 Million in the FY 2000-2001 in order to fund the Urban Infill and Redevelopment Assistance Grant Program (Program). The City of West Palm Beach intends to apply for the FY 2000-2001 Matching Implementation Grant to the Florida Department of Community Affairs. The Coleman Park Neighborhood complies with the definition of an Urban Infill and Redevelopment Area (UIRA) as defined in Sections 163.251(3)(a) through (e), Florida Statutes. The Coleman Park Neighborhood (Figure 4-18) has been designated by the City as an URIA for the purpose of targeting economic development and the construction of affordable single-family housing.

**FIGURE 4-18
COLEMAN PARK URBAN INFILL AND REDEVELOPMENT STUDY AREA**



Source: City of West Palm Beach Planning Department, September 2000.

URBAN CENTRAL BUSINESS DISTRICT SUBAREA

OVERVIEW

Unlike other subareas in the City, the Urban Central Business District (CBD) is a major regional activity center. Services and development policies must be implemented to accommodate the needs of the neighborhoods, the needs of the development community, protection of access to the Intracoastal Waterway and protection of views of the Intracoastal Waterway.

The roads used by office employees for their daily migration into and out of the business district, as well as for circulation within the district are becoming increasingly congested with

traffic. (For example, the completion of the Esperante office building will eventually translate to an additional 1,181 persons coming to the City Center for employment.) The widening of Okeechobee Boulevard and Quadrille Boulevard relieves much of this traffic congestion. The development of the downtown bus loop system provides transportation between the major office and commercial developments and the Palm Beach County Judicial Complex, the proposed County Convention Center, proposed County Arena, the City Library and the Tri-Rail and the proposed High Speed rail system.

Of all the projects currently proposed for development, the CityPlace project has the most potential for Downtown area wide impact. The CityPlace property is located north and south of Okeechobee Boulevard between Tamarind Avenue on the west and Dixie Highway on the east, "N" Street on the south and Fern Street on the north. This mixed-use office commercial/residential development is proposed to be phased over a projected five-year period, and will occupy approximately 77 acres of land in the Downtown area. It will include a minimum of 1,250,000 million square feet of office space, 850,000 square feet of retail, approximately 800 hotel rooms and 800 residential units.

Currently, the owner of the D&D Center, located at Clematis Street between Dixie Highway and Quadrille Boulevard, is attempting to redevelop the property, which, in the past, had housed a Burdines department store. The redevelopment of this block will continue the current trend to revitalize Clematis Street as an entertainment and shopping corridor. Several rehabilitation projects have commenced, and have been completed to build restaurants, bars and retail in existing buildings along the corridor. The City has placed strong emphasis on the concepts of "New Urbanism" to develop pedestrian-friendly uses as well as street cafes and retail. The City's current trend has energized the CBD with investment capital, and confidence that the CBD will attract shoppers, dwellers, tourists and entertainment seekers throughout the County. The City is now finding the development along Clematis Street and, east of Quadrille is stimulating redevelopment of the CBD at adjoining blocks both north and south of Clematis Street.

It is apparent that the CityPlace development to the west of Quadrille and the Clematis Street revitalization to the east of Quadrille will enhance the City's CBD through economic investment, as well as the attraction of people from all over the County and the region. The City plans to connect CityPlace to Clematis Street through varied pedestrian networks, public art and performance space and the use of the existing Downtown Shuttle. It is planned by the City that the adherence to the New Urbanism concepts will provide a synthesis between the City's economic development and the preservation of the UCBD's past history, when Clematis Street was the CBD's economic engine.

A survey of historic sites within the UCBD was conducted in 1988. Since that time, seven sites have been listed in the West Palm Beach Registry of Historic Places. Six have been listed in the National Registry of Historic Places. The survey needs to be updated since a number of buildings have been altered or demolished since that time.

Finally, the City is herein designating the CBD as an "Urban Central Business District" (UCBD) pursuant to 93-206 of the Laws of Florida. The boundaries of the UCBD are Palm Beach Lakes Boulevard to the north; Lake Worth (Intracoastal Waterway) to the east; Okeechobee Boulevard between Lake Worth and Interstate 95 to the south, including the CityPlace DRI; the shore of Clear Lake shall be the western boundary of the UCBD. These

boundaries are the similar to those found in the City’s “Regulating Plan” of the Downtown Master Plan. These boundaries shall be used to create Development of Regional Impact (DRI) guidelines and standards, consistent with the criteria found in the Florida Administrative Code (F.A.C.), Section 28-24.014(10)(a).

SUBAREA STATISTICS

POPULATION

1960	10,229
1970	8,549
1980	7,473
1985	8,241
1990	8,283
1995	4,828
2000	5,439
2005	5,739
2010	6,039

1995 POPULATION BY RACE

PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
4,828	49.8%	47.3%	2.9%	12.4%

EXISTING AND FUTURE LAND USE

(In acres)

	EXISTING LAND USE	% OF CITY TOTAL	FUTURE LAND USE	% OF CITY TOTAL
COMMERCIAL	391.9	27.9%	399.2	21.3%
COMMUNITY SERVICE	93.5	2.8%	93.5	2.4%
CONSERVATION	0.0	0.0%	0.0	0.0%
CID	2.6	0.8%	2.6	0.8%
INDUSTRIAL	22.6	2.4%	22.6	2.2%
RECREATION	6.8	0.6%	6.8	0.6%
RESIDENTIAL	261.5	4.6%	261.5	4.0%
VACANT	7.3	0.4%	0.0	0.0%
TOTAL:	786.2	NA	786.2	NA

SCHOOLS: U.B. Kinsey/Palmview Elementary
Rosarian Academy
St. Ann’s Elementary

SHOPPING CENTERS: None

PUBLIC PARKS: Flagler Drive Park
Flagler Waterfront Parks
Jose Marti Park
Trinity Park

Art Park
Providencia Park
3rd Street Park
Melanie Jenkins Park

RELATED STUDIES AND PROJECTS:

Northwest Redevelopment Study
Downtown Urban Design Master Plan
City Center ADRI Study
Downtown Uptown DRI Study
Tri-County Commuter Rail Project
Downtown Master Plan
City Place Proposal
Transportation Concurrency Exception Area for Downtown West Palm Beach

SOUTHWEST CENTRAL SUBAREA

OVERVIEW

The Southwest Central Subarea is approximately 756 acres in size and is located south of Okeechobee Boulevard and west of the CSX Railroad tracks and Interstate 95. The area is characterized by mostly commercial and industrial uses that take advantage of the area's proximity to Interstate Highway 95 (I-95), the Palm Beach International Airport (PBI), and the CSX railroad tracks. There are no schools, shopping centers or parks and only a small number of residences located in this subarea, which corresponds to relatively small population estimates and projections (listed below).

Major developments located within this subarea include "Centrepark" and the "Airport Industrial Park," both of which are Commercial Planned Unit Developments and consist of office, commercial and industrial land uses. Centrepark is located on 40.6 acres of land on the east side of Australian Avenue, between I-95 and Belvedere Road, and has been approved to have approximately 1.6 million square feet of enclosed floor space when completed. The Airport Industrial Park is located on 31.9 acres of land on the west side of Australian Avenue, abutting the north side of Belvedere Road, and has been approved to have approximately 1.4 million square feet of enclosed floor space when completed. The City Municipal Complex is also located within this subarea, on the east side of Australian Avenue between I-95 and Okeechobee Boulevard.

The respective elements of this Comprehensive Plan recommend various improvements in this subarea. These improvements include the widening of Okeechobee Boulevard and I-95 to overcome existing and projected roadway deficiencies, and storm drainage improvements for portions of this subarea to alleviate existing drainage problems.

The City has recently designed a stormwater drainage system, which will channel stormwater from the CityPlace DRI to the southern end of Clear Lake, south of Okeechobee Boulevard. This system will create the opportunities for improving this end of Clear Lake and provide a waterspout and other amenities to show that a visitor to the City is entering a vibrant Downtown. The system will provide french drains, which will assist in filtering pollutants out of the stormwater prior to its entrance into Clear Lake. The City identifies this project as the

Renaissance Project, as it facilitates the City’s “rebirth” with CityPlace, as well as rejuvenates and uses the water resource at Clear Lake.

SUBAREA STATISTIC

POPULATION

1960	846
1970	69
1980	636
1985	662
1990	671
1995	721
2000	721
2005	721
2010	721

1995 POPULATION BY RACE

PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
721	54.5%	24.1%	21.4%	36.2%

EXISTING AND FUTURE LAND USE

(In acres)

	EXISTING LAND USE	% OF CITY TOTAL	FUTURE LAND USE	% OF CITY TOTAL
COMMERCIAL	91.9	6.5%	160.9	8.6%
COMMUNITY SERVICE	82.2	2.5%	113.1	3.0%
CONSERVATION	69.1	0.5%	69.1	0.5%
CID	0.0	0.0%	0.0	0.0%
INDUSTRIAL	363.7	39.2%	367.9	31.0%
RECREATION	0.0	0.0%	0.0	0.0%
RESIDENTIAL	45.1	0.8%	45.1	0.7%
VACANT	103.9	5.0%	0.0	0.0%
TOTAL:	755.9	NA	756.1	NA

SCHOOLS: None

SHOPPING CENTERS: None

PUBLIC PARKS: None

SOUTH CENTRAL SUBAREA

OVERVIEW

The South Central Subarea is approximately 1,500 acres in size and is bounded by Okeechobee Boulevard to the north, Lake Worth (Intracoastal Waterway) to the east, Southern Boulevard to the south, and the CSX railroad track and I-95 to the west. The area is

characterized by predominately single-family residences, which are well-served by the several schools and parks (listed in following section). Strip commercial development exists along the few major roadways (e.g., South Dixie Highway) that transverse this subarea.

Major sites within this subarea include Lake Worth (Intracoastal Waterway), Howard Park, Palm Beach Atlantic College, Norton Art Gallery, and the Woodlawn Cemetery, all of which provide focal points for the respective portions of the subarea.

The improvements for Howard Park consist of resurfacing tennis courts, replacing lighting fixtures and fencing, resurfacing the parking lot, and enhancing the playing area of the soccer field. In addition, the park will receive new trash cans, benches and 40 lights. New features such as concrete promenade and an exercise walk path will also be added as part of Phase IA. Phase IB will add a children's playground. Phase II includes landscaping and irrigation improvements. Phases III and IV will provide the balance of the proposed master plan, which includes a fountain-type feature in the middle of the park, picnic shelters, a 2,000 square foot addition to the recreation center, a covered pier on the lake, a floating fountain in the lake, and volleyball courts. Phases III and IV are to be built in FY98/99 and FY99/00, respectively.

Construction began to replace the oldest community center in the City, located in Vedado Park, in late 1997. Additional improvements to the park include entry signage, landscaping and conversion of a tennis court to a basketball court.

Improvements to Gaines Park are scheduled for September 1997. With funds from a Community Development Block Grant the City will be upgrading the air-conditioning system, adding to the current landscaping and irrigation system and lining the perimeter of the park with wooden fencing.

Pleasant City Park located on 23rd and Spruce will be receiving additional picnic tables, children's play areas and tennis courts. Across the street from Pleasant City Park is Pleasant City Multicultural Center, which is now completed. The Multicultural Center will provide after school day care and continuing adult education.

SUBAREA STATISTICS

POPULATION

1960	13,027
1970	13,577
1980	13,581
1985	13,913
1990	13,269
1995	13,098
2000	13,498
2005	13,498
2010	13,498

1995 POPULATION BY RACE

PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
---------	---------	---------	---------	-----------

13,098

80.5%

9.9%

9.6%

32.4%

EXISTING AND FUTURE LAND USE
(In acres)

	EXISTING LAND USE	% OF CITY TOTAL	FUTURE LAND USE	% OF CITY TOTAL
COMMERCIAL	124.3	8.9%	124.3	6.6%
COMMUNITY SERVICE	113.2	3.4%	113.2	2.9%
CONSERVATION	0.0	0.0%	0.0	0.0%
CID	68.9	21.6%	68.9	21.6%
INDUSTRIAL	92.6	10.0%	92.6	8.8%
RECREATION	42.3	3.9%	42.3	3.9%
RESIDENTIAL	1,032.2	18.2%	1,032.2	15.7%
VACANT	0.0	0.0%	0.0	0.0%
TOTAL:	1,473.5	NA	1,473.5	NA

SCHOOLS: Belvedere Elementary
 Conniston Community Middle School
 First Baptist Christian
 Children House Montessori
 Palm Beach Atlantic College

SHOPPING CENTERS: Belmart Plaza

PUBLIC PARKS: Howard Park
 Prospect Park
 Vedado Park
 Westminster Park
 Monceaux Park
 Norton Art Gallery
 Royal Palm Park
 Flamingo Park
 George Petty Park

RELATED STUDIES AND PROJECTS:

1. The FDOT and Palm Beach County have hired a consultant to study the need for an interconnect from I-95 to PBIA. Such a facility would require the acquisition of some private property along the east side of I-95 in the vicinity of PBIA.
2. The City is selling the Flamingo Park site at the northwest corner of the intersection of South Dixie Highway (U.S. 1) and Park Place.
3. In 1998, the City, in cooperation with the Treasure Coast Regional Planning Council, and the Palm Beach County Planning Division held a design charrette at the Conniston Middle School. The study area of the charrette was the block bounded by Parker Avenue to the west, Southern Boulevard to the south, South Lake Avenue, and Conniston Road. The main purpose of the charrette was to design a commercial and residential area within the block and

include a public plaza within the block. This development would reduce, and hopefully, eliminate the blight and unsightliness of the block. The Plaza will be pedestrian-friendly, with trees, walkways and benches for gathering. It is the City's intent to design this block in conformance with the concepts of Eastward Ho!, and as a demonstration project for the Eastward Ho! Initiative.

This block was chosen because despite its blighted condition, it contains vibrant and successful ethnic businesses; it holds the characteristics that can make this area the town center for the Sub Area (a school; a Publix Grocery Store, a US Post Office and a strong and populous neighborhood); and there is neighborhood support for the redevelopment of the block. Such a redevelopment would permit the current business owners to thrive. Additionally, the project represents a fantastic opportunity to create an Eastward Ho! development.

It is the City's goal to extend the redevelopment successes of the Central Business District into the southern, western and northern neighborhoods, which border the CBD. This project represents one way to do this.

SOUTH SIDE SUBAREA

OVERVIEW

The South Side Subarea is predominantly a middle to upper-income residential community located south of Southern Boulevard. The population has, and will continue to remain, fairly stable through the year 2010. Generally, the value of homes in this subarea tends to increase as one moves from Interstate 95 to the Intracoastal Waterway.

Major sites located within the Subarea include Dreher Park, the City's only metropolitan park and home of the Zoo, Planetarium and Science Museum, the West Palm Beach Country Club, Forest Hill High School and the recently-renovated Shops of Palm Coast. Neighborhood commercial uses are also prevalent along South Dixie Highway and along Southern Boulevard. The area is considered a good location to raise a family, with an abundance of parks, shopping facilities, and public and private schools.

The development of Palmetto Park, located across from the Hillcrest Memorial Park Cemetery, fills the void of one neighborhood park needed in that particular area. Improvements to Mary Brandon Park included the construction of a seven (7) car surface parking facility.

SUBAREA STATISTICS

POPULATION

1960	11,535
1970	11,334
1980	11,062
1985	11,280
1990	11,420
1995	11,750
2000	11,750

2005 11,750
 2010 11,750

1995 POPULATION BY RACE

PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
11,750	90.7%	2.1%	7.2%	35.1%

EXISTING AND FUTURE LAND USE
 (In acres)

	EXISTING LAND USE	% OF CITY TOTAL	FUTURE LAND USE	% OF CITY TOTAL
COMMERCIAL	66.1	4.7%	66.1	3.5%
COMMUNITY SERVICE	255.2	7.8%	255.2	6.6%
CONSERVATION	0.0	0.0%	0.0	0.0%
CID	103.8	32.6%	103.9	32.6%
INDUSTRIAL	122.1	13.1%	122.1	11.7%
RECREATION	343.9	31.5%	343.9	31.5%
RESIDENTIAL	1257.1	22.2%	1257.1	19.1%
VACANT	0.0	0.0%	0.0	0.0%
TOTAL:	2,148.2	NA	2,148.3	NA

SCHOOLS: Palmetto Elementary
 South Olive Elementary
 Forest Hill High School
 Jewish Community Day School
 St. Juliana Catholic School

SHOPPING CENTERS: Southdale Shopping Center
 The Shops at Palm Coast

PUBLIC PARKS: Dreher Park
 Municipal Golf Course
 Phipps Park
 South Olive Park
 Mary Brandon Park
 Palmetto Park
 Summa Park

RELATED STUDIES AND PROJECTS: NONE

WEST CENTRAL SUBAREA

OVERVIEW

The West Central Subarea includes Lake Mangonia and Clear Lake among a mixed array of residential land uses. Located to the west of the subarea is the Lands of the President country club/retirement community. Single-family residences are located in the Echo Lake, Westfield

and Northshore areas to the north, while the predominantly African American residential community of Roosevelt Estates is centered between the two lakes. The Palm Beach Mall, the Palm Beach Lakes Golf Course and multifamily residential uses are concentrated in the southwest portion of the subarea. It is interesting to note that this subarea was marshland until the 1960's. However, due to the western urbanization that occurred during the 1970's, the population is expected to increase steadily through the year 2000. Houses located along the lakefront and within the Lands of the President development tend to have the highest home values.

There are a number of parks located in this subarea. Of the six public parks located in the subarea, Gaines Park is the largest, while Lake Mangonia Park is available for boating. Commercial activities take the form of concentrated shopping malls, as opposed to the strip commercial uses prevalent in other parts of the city. Palm Beach Mall serves as a regional mall, attracting patrons from the entire City and beyond.

Park improvements for Gaines Park include renovating the stage, upgrading the roofing and air conditioning system at the recreation center, replacing the fencing and improving the landscaping and irrigation system. Additional facilities for Gaines Park include two baseball/softball fields, one open multipurpose field and an amphitheater. Projects for 36th Street Park include boat ramps/docks, parking surface, restrooms and storage facility, playground, picnic and site furnishings. A picnic shelter shall be constructed in Echo Lake Park. The Auditorium and Stadium Complex has been sold to the Jehovah's Witnesses Watchtower Bible and Tract Society.

As a precursor to a possible Transportation Concurrency Exception Area (TCEA) and in response to the sale of the City's Auditorium site to the Watchtower Bible and Tract Society, the City commissioned the preparation of an area study called the Palm Beach Lakes/I-95/Congress Avenue Area Study ("Study"), which was used during its review of the a proposed Major Planned Development Amendment at the Palm Beach Inn and Golf Course. The Study was prepared to analyze existing and future development for a 295-acre area, in the heart of this subarea. The boundaries of the study were Forum Place and the Palm Beach Mall to the north; Interstate 95 to the west; Congress Avenue to the south; and Clear Lake and Lake Mangonia to the east.

The Study found that there is a very high need for neighborhood retail shops, including grocery store within this area to service the neighborhoods in the subarea. The Study showed that approximately 12,500 people live in 5800 households, with median incomes ranging from a high of \$370, 054 to a low of \$19,358, within the one-mile market area radius. Additionally, the Study suggested that the Level of Service for Palm Beach Lakes Boulevard, east of I-95 and Congress Avenue, will exceed a level of "D" capacity by the year 2001. It is the Study's recommendation that land uses which complement each other, such as residential and neighborhood commercial, be located within the Study boundaries, so as to reduce the traffic impact of Palm Beach Lakes Boulevard.

This Study's recommendation was aimed specifically at the Palm Beach Lakes Inn and Golf Courses property, and somewhat at the Auditorium and Stadium site. The Study recommended that the area have market-rate apartments. The Study further suggested the neighborhood commercial to be located at the Palm Beach Lakes Inn and Golf Course site should be located adjacent to I-95 as a way to buffer the area's residential mix from the highway

noise.

Finally, the City has sold the Auditorium/Stadium site to the Jehovah's Witnesses Watchtower Bible and Tract Society for this Society's regional and national meetings. The City is looking to redevelop the site, in partnership with the Watchtower Society. The Study recommends that neighborhood commercial land uses be developed at this property. The Study suggests that the remainder of the property be reserved for multifamily development. The actual development of the Watchtower property is expected to reach approximately, but no more than, 250,000 square feet of retail and commercial and 750 residential dwelling units. However, the actual development intensity will be determined at a later date.

The City has applied to the Florida Department of Community Affairs (DCA) for, and obtained approval of, a Future Land Use Plan change to develop over 200,000 square feet of commercial and several hundred dwelling units at this property. The exact land uses or tenants have not been chosen at this time.

The City has also begun negotiations with the MacArthur Foundation to seek the Foundation's approval of a Large-Scale Future Land Use Plan Change for its property located at the southwest intersection of Congress Avenue and Palm Beach Lakes Boulevard. This approximately 60-acre property is planned for multifamily development by the City, with some neighborhood-serving commercial permitted. The new land use designation is proposed as Multifamily (MF) and the new Zoning designation is planned as High Density Multifamily (MF-32), permitting at least 32 dwelling units per acre.

In furtherance of the City's goal for this Subarea, the City has applied to Palm Beach County for a designation of a Constrained Roadway at a Lower Level of Service (CRALLS). As described previously, this application will allow Palm Beach Lakes Boulevard, between Village Boulevard to the west and Tamarind Avenue to the east to generate vehicle trips at a LOS "E." This will foster the development now encouraged by the City and described in the preceding paragraphs.

SUBAREA STATISTICS

POPULATION

1960	0
1970	3,929
1980	10,381
1985	13,080
1990	15,934
1995	11,769
2000	21,308

1995 POPULATION BY RACE

PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
13,862	39.3%	56.9%	3.8%	4.5%

EXISTING AND FUTURE LAND USE
(In acres)

	EXISTING LAND USE	% OF CITY TOTAL	FUTURE LAND USE	% OF CITY TOTAL
COMMERCIAL	327.2	23.3%	351.2	18.8%
COMMUNITY SERVICE	517.5	15.7%	542.5	14.0%
CONSERVATION	1,088.2	7.5%	1,088.2	7.5%
CID	0.0	0.0%	0.0	0.0%
INDUSTRIAL	83.3	9.0%	177.3	11.2%
RECREATION	306.9	28.1%	306.9	28.1%
RESIDENTIAL	895.6	15.8%	934.1	14.2%
VACANT	121.5	5.0%	0.0	0.0%
TOTAL:	3,340.2	NA	3,400.2	NA

SCHOOLS: Roosevelt Elementary
Westward Elementary
Sabal Palm

SHOPPING CENTERS: Kennedy Plaza
Palm Beach Mall
Roosevelt Shopping Center
Village Promenade

PUBLIC PARKS: Echo Lake Park
Gaines Park
Golf Avenue Park
Lake Mangonia Park
Lost Creek Park
Big Lake/36th Street Park

RELATED STUDIES AND PROJECTS:

Palm Beach Lakes Boulevard Corridor Study, September 1988.
Palm Beach Lakes Boulevard I-95/Congress Avenue Area CRALLS Study- 1997
Traffic Analysis for CRALLS Application and CRALLS Application: Uptown West
Palm Beach, Palm Beach Lakes Boulevard

WEST SUBAREA

OVERVIEW

The West Subarea is generally bounded by I-95 on the east, Okeechobee Boulevard to the south, Military Trail to the west and the City corporate limits to the north. A major part of the West Subarea, particularly the land north of Palm Beach Lakes Boulevard, was originally a swamp area which was sold by the City to the Perini Land and Development Company in 1957. This area was filled above the flood plain level and, in 1985, the Perini Land and Development Company began developing this area into a planned community called the Villages of Palm Beach Lakes. This development, upon completion, will contain 3,020 single-family residential units, 3,862 multifamily residential units and approximately 1,199,500 square feet of commercial and office development. The area between Palm Beach Lakes Boulevard and Okeechobee Boulevard is an older, predominantly single-family residential area.

Development of the West Subarea encouraged suburban growth and began a shift of the City's population and economic base away from the downtown. The majority of the City's new housing development has occurred in the West Subarea. The 1,400-acre planned community of the Villages of Palm Beach Lakes has constituted the majority of this construction. Of the 7,317 total residential units proposed to date, a total of 5,987 have been built or approved as of July 1995. The 749-unit Palm Club, built in 1985, is a major residential development in the West Subarea, located west of the Villages of Palm Beach Lakes. The Briger property, located south of 45th Street, east of Military and west of the Villages of Palm Beach Lakes development, received approval in 1984 to develop 2,204 residential units. The development has recently been approved for the initial construction of the 108 units in Phase I.

Commercial uses in the West Subarea are located along the major thoroughfares of Okeechobee Boulevard, Palm Beach Lakes Boulevard, Military Trail, 45th Street, and the southern portion of Village Boulevard. Commercial properties within the Villages of Palm Beach Lakes are located on Village Boulevard in the southern portion of that planned community, directly north of the commercial properties along Palm Beach Lakes Boulevard. Commercial properties include both retail and office uses. Currently there are 332,028 square feet of commercial development in the Villages and, by December 1989, the total is expected to rise to 462,791 square feet. There are, in addition, two private golf courses in the Villages of Palm Beach Lakes development. A major commercial and industrial area is being established just north of the Villages of Palm Beach Lakes, on both sides of 45th Street just west of I-95. Developments in this area include: Northpoint (currently under construction) with 1,380,000 square feet; 45th Street Business/Industrial Park (approved) with 1,437,480 square feet; and Metrocentre (approved) with 570,500 square feet.

A new public high school, Palm Beach Lakes High School, located south of 45th Street and east of Military Trail, was completed and opened in January 1989.

SUBAREA STATISTICS

POPULATION

1960	0
1970	1,327
1980	2,583
1985	7,255
1990	16,260
1995	14,391
2000	15,664
2005	17,694
2010	19,344

1995 POPULATION BY RACE

PERSONS 14,391	% WHITE 81.2%	% BLACK 14.5%	% OTHER 4.0%	% SPANISH 5.8%
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EXISTING AND FUTURE LAND USE

(In acres)

	EXISTING LAND USE	% OF CITY TOTAL	FUTURE LAND USE	% OF CITY TOTAL
COMMERCIAL	271.3	19.6%	510.3	27.3%
COMMUNITY SERVICE	361.3	11.0%	341.4	8.8%
CONSERVATION	44.5	0.3%	44.5	0.3%
CID	0.0	0.0%	0.0	0.0%
INDUSTRIAL	167.6	18.0%	177.6	17.9%
RECREATION	369.0	33.8%	369.0	33.8%
RESIDENTIAL	1,043.8	18.4%	1,474.6	20.9%
VACANT	659.8	31.9%	0.0	0.0%
TOTAL:	2,917	NA	2,917.4	NA

SCHOOLS: Bear Lakes Middle School
Cardinal Newman High School
Palm Beach Lakes High School
Northwood University

SHOPPING CENTERS: Taplin Plaza
Westward Shopping Center
Village Commons
The Habitat
North Trail Plaza

PUBLIC PARKS: Chillingworth Park
Cumberland Recreation Area (private)
Sandalwood Park (private)
Saratoga Park (private)

RELATED STUDIES AND PROJECTS:

Palm Beach Lakes Boulevard Corridor Study, September, 1988

FAR WEST SUBAREA

OVERVIEW

The planning region known as the Far West Subarea is the only major area within the city limits of West Palm Beach that is not almost fully developed. This planning subarea contains approximately 24,248 acres and is located north of Okeechobee Boulevard, south of the Bee Line Highway, and west of Military Trail. Of this total, 12,352 acres (51%) consists of the City's Water Catchment Area. The vast majority of this subarea is vacant, natural in appearance and constitutes a major, regional open-space feature. Some areas within this subarea may have the potential for limited nature-oriented recreational activity. Most of the land in this subarea is in public ownership. As a natural environment forming part of the Loxahatchee Slough, the Catchment Area can be considered a unique asset to this part of the urbanizing County, and to the region.

Urbanization has unavoidably destroyed nearly all of the natural habitats in West Palm Beach. At one time, these habitats were home to a wide variety of mammals, birds, and reptiles. The City's Far West Planning Subarea is the only relatively undisturbed and large enough area to sustain a comparatively large wildlife population. The vegetation of the area is composed primarily of marsh and swamp cover types with open slough waters throughout, with some small drier pine islands present. Several exotic species that have been introduced into South Florida have become present in the Catchment Area and represent a serious threat to the potable water system if these noxious pests are not eradicated.

As a result of the rapid growth in Palm Beach County, the natural wetlands, which at one time surrounded the Water Catchment Area, are now coming under pressure to be developed for urban purposes. This type of urban land use may seriously impair the water holding characteristics of the Catchment Area and could result in changes to the existing biological systems in the area which may affect its utility and its desirable ecology. At the present time, the City of West Palm Beach has no control over land use surrounding most of the City's Water Catchment Area. Another serious issue is the question of whether or not neighboring municipalities should be permitted to draw water out of the area surrounding the City's Catchment area because of the possibility of the lowering of the water table.

The Far West Subarea is the most rapidly expanding of all the City's Subareas and trends predict that this expansion will continue in the future as western land parcels are annexed into the City. Most of the City's recent annexations have been in Far West Subarea. As indicated above, the City of West Palm Beach has annexed land surrounding the City's Water Catchment Area, in order to have some control over land uses adjacent to this source of potable water. The City also projects that this subarea will increase in size in the future, due to the inability of the City to expand to the east, south and north because of adjacent municipalities.

The City has implemented the first portions of a plan to protect and enhance the WCA. The ongoing development of the Loxahatchee Preserve Nature Center will focus public attention

on this unique ecosystem, while providing an educational tool to increase the knowledge of wetland environments and the City's drinking water resources. Phase Two of the Nature Center will add permanent research facilities and additional public access including canoeing and hiking trail connections to the extensive Florida Trails System.

Making use of state matching grants through the Florida Communities Trust (FCT) Preservation 2000 program, the City has recently purchased 1,300 acres along the southern border of the WCA. These lands, which were in danger of development, will be used to buffer the WCA from adjacent development and eventually to accept excess surface water runoff or reclaimed water to assist in the recharge of the WCA. The application of water to these lands will, in addition, restore the natural hydroperiod which existed prior to the lands being drained, thus restoring wetland and wildlife habitat areas.

The City will continue to implement the master plan for the Nature Center and purchase buffer lands around the WCA. Some 1,000 or so additional acres are potentially available for purchase and addition to the West Palm Beach Preserve. The preserve areas, including the WCA, will be subject to environmental mitigation measures to restore wetland hydroperiods and remove exotic and invasive vegetation. The water to restore these lands can be obtained through better management of excess surface water discharges that are normally lost to tides.

This subarea is also the City's growth engine, as several new developments are planned within this area. The Lennar Homes (Baywinds Estates) development is expected to contain 1,700 dwelling units with recreational areas and a potential new school. The Lennar Homes (a.k.a. - Baywinds Estates) development will be surrounded by wetland preservation lands. The Andros Isle development is expected to contain approximately 1200 dwelling units as zero lot line units with some multifamily included. A recreational center, commercial shopping parcels and, as with Lennar Homes, extensive wetland preservation lands are also included. The Burgess/Montclair development will contain 1680 dwelling units mixed as duplexes, zero lot line and multifamily units. Finally, the Riverwalk development consists of 704 dwelling units at this time with approval to build 1,119, with a mixture of single family detached, duplex and townhouse units, assorted recreational lands and a towncenter.

SUBAREA STATISTICS

NOTE: Due to the remote character of this subarea, separate population characteristics have never been developed for this area. The 1990 census combined the Far West subarea with the North West subarea within the City of West Palm Beach. Therefore, all statistical information up until this time has combined the two subareas into one. However, prior to 1988, all of the Far West subarea was in public ownership with a majority of this land being comprised of the City's Water Catchment Area. Recently, the City has annexed several hundred acres of private land into this subarea, thereby changing the public ownership and growth characteristics of the area. The figures depicted below are, at best, approximations of the future conditions of the subarea, due to the rapid growth and development pressures currently being exerted on the area.

POPULATION

1960	0
1970	0
1980	0

1985	0
1990	1,692
1995	1,665
2000	6,761
2005	12,299
2010	17,576

1995 POPULATION BY RACE

PERSONS	% WHITE	% BLACK	% OTHER	% SPANISH
1,665	49.3%	45.1%	5.6%	9.9%

EXISTING AND FUTURE LAND USE

(In acres)

	EXISTING LAND USE	% OF CITY TOTAL	FUTURE LAND USE	% OF CITY TOTAL
COMMERCIAL	17.1	1.2%	161.1	8.6%
COMMUNITY SERVICE	1,600.0	48.7%	1,993.6	51.8%
CONSERVATION	13,241.4	91.7%	13,241.4	91.7%
CID	0.0	0.0%	0.0	0.0%
INDUSTRIAL	0.0	0.0%	207.1	17.0%
RECREATION	0.0	0.0%	0.0	0.0%
RESIDENTIAL	59.4	1.0	2,348.9	27.0%
VACANT	3,034.2	56.5%	0.0	0.0%
TOTAL:	17,952.1	NA	17,952.1	NA

SCHOOLS: Egret Lakes Elementary

SHOPPING CENTERS: Southwind Plaza
Lakeside Center
Oakton Square
The Shops at Ibis

PUBLIC PARKS: Water Catchment Area Nature Center (on-going)
Regional Sports Facility (Proposed)

RELATED STUDIES AND PROJECTS:

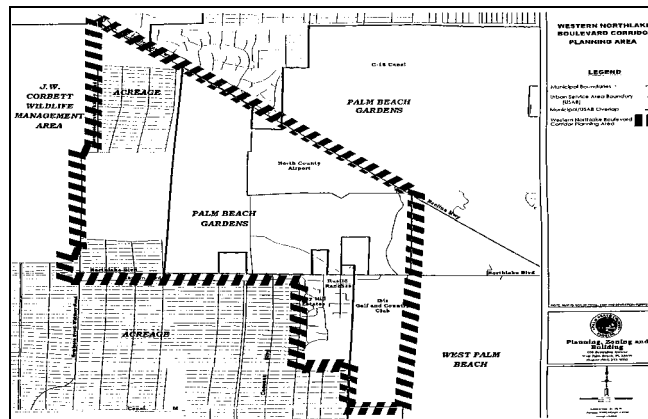
Representatives from the Planning, Zoning and Building Department participated in a joint planning effort with Palm Beach County and Palm Beach Gardens for the Western Northlake Boulevard Corridor Land Use Study Area (Figure 4-19). The Study examines the existing land use pattern and future land uses along Northlake Boulevard, generally west of the West Palm Beach Water Catchment Area, and south of the Bee Line Highway.

At this time, the Ibis Golf and Country Club is the only portion of the City of West Palm Beach that is located in the Study Area. It is also the only portion of the Study Area that can be categorized as being urban in nature. The Study Area is primarily rural in character; however, in recent years there has been increasing pressure for growth and urban development. Additionally,

there is a substantial amount of public-owned environmentally sensitive land within the Study Area. The overall purpose of the Study is to determine appropriate land uses within the Northlake Boulevard area that will preserve and enhance the rural character, while planning for limited urban development.

The second phase of the joint planning effort was the adoption of an Interlocal Agreement for “heightened review” in the Study Area. The Interlocal Agreement was approved by the Commission on April 20, 1999. Section Seven (7) of the Interlocal Agreement requires that the three (3) participating governments must recognize the Study Area in their respective comprehensive plans by describing the Study Area and incorporating a Study Area Map. Section Eight (8) of the Interlocal Agreement establishes a procedure for the “heightened review” of local land use change petitions.

FIGURE 4-19
WESTERN NORTHLAKE CORRIDOR LAND USE STUDY AREA



Source: Palm Beach County Planning, Zoning and Building, April 2000.

FUTURE LAND USE

GOALS, OBJECTIVES AND POLICIES

GOAL 1: CITY OF WEST PALM BEACH SHALL ENCOURAGE MOST APPROPRIATE LAND USES WHICH MAXIMIZE BENEFIT AND APPRECIATION OF NATURAL, SOCIOECONOMIC AND GOVERNMENTAL RESOURCES WHILE PRESERVING, PROMOTING AND IMPROVING HEALTH, SAFETY AND WELFARE OF ITS RESIDENTS.

Objective 1.1: Future growth within the City shall continue to be regulated through the administration of the land development regulations specified within the City's Zoning Code, Downtown Master Plan (DMP), Building Code and subdivision regulations.

Policy 1.1.1: The City shall continue to administer land development regulations that address and regulate the following:

- a) All land uses identified on the Future Land Use Map.
- b) The subdivision of land.
- c) Signage.
- d) Areas subject to seasonal or periodic flooding and provisions for drainage and storm water management.
- e) The protection of environmentally-sensitive lands including the Water Catchment Area, water wellfields and aquifer recharge areas.
- f) Compatibility of adjacent land uses.
- g) The provision of open space.
- h) The safe use of vehicles and vehicle parking needs.
- i) A concurrency management system to ensure that development orders and permits are issued concurrent with the provision of the facilities and services required by the adopted level of service standards established in this Plan.
- j) The City shall continue Development of Regional Impact reviews and evaluations of the effects of significant developments within the City's jurisdiction including the Area Wide DRI process and the utilization of Development Agreements for major developments.
- k) The City hereby designates the Central Business District ("CBD") as an "Urban Central Business District" (UCBD) pursuant to 93-206 of the Laws of Florida. The boundaries of the UCBD shall be Palm Beach Lakes Boulevard to the north; Lake Worth (Intracoastal Waterway) to the east; Okeechobee Boulevard between Lake Worth and Interstate 95 to the south, including the CityPlace Development of Regional Impact (DRI); the shore of Clear Lake shall be the western boundary of the UCBD. These boundaries are similar to those found in the City's "Regulating Plan" of the Downtown Master Plan. These boundaries shall be used to create DRI guidelines and standards, consistent with the criteria found in the Florida Administrative Code (F.A.C.), Section 28-24.014(10)(a).

Policy 1.1.2: The City shall require an environmental assessment, where appropriate, for any land use development as a part of the Development Application process, which will include

identification of vegetation associations, soils, elevations and flooding levels, and an aerial photography map. The Site Plan Review process will regulate land uses and development to protect natural drainage features and groundwater aquifer recharge areas.

Policy 1.1.3: The City shall continue to administer land development regulations that establish standards for the following residential densities:

1. SF3 Three (3) single-family dwelling units per acre
2. SF5 Five (5) single-family dwelling units per acre
3. SF7 Seven (7) single-family dwelling units per acre
4. SF11 11 single-family dwelling units per acre
5. SF14 14 single-family dwelling units per acre
6. MF14 14 multifamily dwelling units per acre
7. MF20 20 multifamily dwelling units per acre
8. MF32 32 multifamily dwelling units per acre
9. POR 32 multifamily dwelling units per acre with commercial
10. CC2 low allowable lot coverage to maintain open lakefront

Policy 1.1.4: The uses permitted in the Conservation, Commercial, Industrial, Single Family, Multifamily, Planned Community, Commercial Incentive District, Urban Central Business District, Mixed Use District and Community Service land use categories shall be identified in the Permitted Use Table of the City’s Zoning Code. The following are residential land use density ranges and commercial land use intensity ranges which are allowed in each future land use category:

FUTURE LAND USE CATEGORY	DWELLING UNIT DENSITIES PER ACRE	FLOOR AREA RATIO
Single Family Low Density (SFLD)	1 TO 3	-
Single Family Medium Density (SFMD)	3 TO 5	-
Single Family (SF)	7.26 TO 13.40	-
Multifamily Medium Density (MFMD)	1 TO 20	-
Multifamily (MF)	14.52 TO 32.27	-
Commercial (C)	-	0.75
Commercial (C) within Eastward Ho! boundaries	1 TO 32.27	1.50
Commercial (C) within an approved Development of Regional Impact (DRI)	As regulated by the DRI Master Plan	As regulated by the DRI Master Plan
Industrial (I)		0.75
Conservation (CON)	1 DU per 5 acres	-
Community Service (CS)	-	1.00
Commercial Incentive District/Residential (CID)	14.52 TO 32.27	-
Commercial Incentive District/Commercial (CID)	-	0.75
Planned Community (PC)	10.00	0.50 (2% TO 8% of PC)
Mixed Use District	See Policy 1.9.2	See Policy 1.9.2
Urban Central Business District	See Downtown Master Plan Element Policy 3.1.1	

The Mixed Use District shall permit both residential development and commercial land uses. The commercial land uses may include those typically associated with neighborhood retail

and/or professional offices, including art merchandising; art and drafting supplies; beauty salons; book and stationary stores; personal and convenience sales; day care facilities, florists; food stores; mail services; newspaper and magazine shops; medical offices; professional service offices; restaurants; etc. which could service those living in the proposed residential neighborhoods.

Policy 1.1.4a: The City shall require any property owner who wishes to use the Mixed Use District to apply for a Future Land Use Plan Amendment and a Rezoning to a Planned Development District, if such a zoning district does not already exist for that property.

Policy 1.1.4b: Should a property owner wish to change the Land Use designation on its property to a Mixed Use District, the City shall evaluate a proposed development by determining if it meets the standards and goals of New Urbanism, as described in the “Eastward Ho!” Section of this Element; whether it permits the internalization of vehicle trips; and if the site plan, mix of land uses and urban design of the development fosters an urban community or village. Urban community shall be defined as one which: encourages dramatically increased pedestrian and bicycling activity; reduces vehicle trips generated by development; allows complementary land uses to locate in close proximity to each other; provides recreational activities and useable open space, such as pocket parks, etc.

Policy 1.1.4c: The following standards shall be used to change the above described Future Land Use Designations:

- A. Changed Projections - Changed projections (e.g., regarding public service needs) in the Comprehensive Plan, including by not limited to amendments that would ensure provision of public facilities;
- B. Changed Assumptions - Changed assumptions (e.g., regarding demographic trends or land availability) in the Comprehensive Plan, including but not limited to the fact that growth in the area, in terms of the development of vacant land, new development, and the availability of public services has altered the character such that the proposed amendment is now reasonable and consistent with the land use characteristics;
- C. Data Errors and or Updates - Data errors, including errors in mapping and natural features in the Comprehensive Plan;
- D. New Issues - New issues that have arisen since the adoption of the Comprehensive Plan; and
- E. Additional Detail or Comprehensiveness - Recognition of a need for additional detail or comprehensiveness in the Comprehensive Plan.

Policy 1.1.5: The Downtown Transportation Concurrency Exception Area (TCEA), upon approval by the City, and upon processing its application through the County Comprehensive Plan amendment process, shall become effective upon the finding of compliance by the Florida Department of Community Affairs.

Objective 1.2: The City shall continue facilitation of renewal programs within blighted and declining areas within West Palm Beach. In addition, the City shall continue incorporating redevelopment projects in the West Palm Beach Capital Improvement Program and in the Community Redevelopment Agency Capital Improvement Budget for the Tax Increment

Agency Capital Improvement Budget and for the Tax Increment Financing District.

Policy 1.2.1: The City shall update, on an annual basis, the City Center Community Redevelopment Plan, which is designed to eliminate slum and blight conditions within the Central Business District and adjacent neighborhood areas.

Policy 1.2.2: All proposed residential and commercial developments within the Northwest Neighborhood shall be consistent with the Northwest Neighborhood Redevelopment Plan and the Downtown Master Plan.

Policy 1.2.3: The City shall continue to utilize Community Development Block Grant funds, the Enterprise Zone and non-profit agencies as a means of ameliorating any blighted conditions which may exist within the City.

Policy 1.2.4: To encourage residential and commercial redevelopment within the City's designated "Target Area", the City shall work cooperatively with the Community Development Corporations to:

- Assist with obtaining bank financing;
- Assist with land acquisition for the development of affordable housing;
- Utilize Tax Increment Financing from the Community Redevelopment Agency for affordable housing projects;
- Promulgate the Areas of Chronic Economic Distress (ACED) designations to support affordable housing; and
- Continue to support the proposed affordable housing developments. The Target Area is defined as an area which has a majority of the households with incomes less than 80% of the median as well as a concentration of substandard housing units.

Policy 1.2.5: The City shall continue to work closely with West Palm Beach's neighborhood associations in their revitalization efforts.

Policy 1.2.6: The City shall initiate the renovation and rehabilitation of existing older commercial and industrial developments by initiating site specific redevelopment plans for public and private sector implementation. The City's Land Development Regulations, as adopted, included the following items:

- a) The City shall utilize flexible parking requirements for the adaptive reuse and/or rehabilitation of older structures.
- b) The City shall work with the Downtown Development Authority to ensure a successful marketing strategy to promote and encourage the rehabilitation of existing, older commercial and industrial developments.
- c) The City shall continue to administer the Historic Preservation Ordinance which was adopted in November 1990, and amended on February 13, 1995 and July 22, 2002. The Ordinance enables the City to designate local historic sites and districts, and provide procedures for protecting designated historic sites and districts.
- d) The City shall continue to administer the Ad Valorem Tax Exemption Ordinance which was adopted on January 24, 1994. The Ordinance enables the City to defer ad valorem property tax for the increases in property assessments due to the restoration,

- renovation and/or improvements of historic structures.
- e) The City shall work to ensure the successful strategy to promote and encourage the rehabilitation and redevelopment of existing neighborhoods adjacent to the Downtown using the principles of “New Urbanism.” The development shall further the goals of Eastward Ho! and the preservation of the City’s natural resources.

Policy 1.2.7: The City shall work closely with the Palm Beach County Department of Airports, the East Airport Area Homeowners Association and the Vedado Neighborhood Association, as well as other residents, to consider implementation of the recommendations of the Laventhol & Horwath report completed in 1989.

Objective 1.3: The City’s Zoning Code shall on a continual basis be reviewed and amended to prohibit any uses deemed or considered inconsistent with the provisions outlined in this Element.

Policy 1.3.1: The City shall continue to enforce its Zoning Code which prohibits uses which are deemed inconsistent with the provisions outlined in this element.

Policy 1.3.2: Within six months of the TCEA’s effective date, the City shall amend its Zoning Code to exempt land uses within the Downtown from traffic concurrency requirements.

Objective 1.4: The City shall ensure the protection of natural resources and historic resources through identification and documentation, of historic districts, rehabilitation and adaptive reuse.

Policy 1.4.1: Areas designated as “Conservation” on the City’s Future Land Use Map shall be restricted to the uses identified in the Zoning Code to ensure that the natural and historic resources of West Palm Beach are preserved.

Policy 1.4.2: The City shall adhere to the policies outlined in the Conservation and Recreation and Open Space Elements to preserve the Loxahatchee Slough/River Corridor.

Policy 1.4.3: The City shall prohibit any development within the Water Catchment Area that is not deemed a water-related use or may harm the City’s source of potable water.

Policy 1.4.4: Development of any wetland areas should conform to the regulations outlined by the South Florida Water Management District and other state and federal agencies.

Policy 1.4.5: Any plans for proposed development located contiguous to the Water Catchment Area shall include an environmental assessment prior to City Commission approval, to demonstrate the project will not be a detriment to the City’s source of potable water.

Policy 1.4.6: The City shall support the following initiatives: the Florida Department of Environmental Protection’s Ecosystem Management Initiative for protecting and sustaining Florida’s natural resources; the Loxahatchee River Ecosystem Management Area; and the Lake Worth Lagoon Ecosystem Management Area.

Policy 1.4.7: The City shall support the program of the Governor's Commission for a Sustainable South Florida to protect the Everglades ecosystem by doing the following in a manner which is practicable to the City: transforming urban sprawl into quality development patterns; reducing reliance from the Everglades; accommodating future development in the existing urban corridor; etc.

Policy 1.4.8: The City shall update, on a continuous basis, the inventory of historically-significant structures within West Palm Beach by identifying and documenting pre-1945 structures within corporate limits. The City shall encourage nomination of those structures eligible to the National Register of Historic Places.

Policy 1.4.9: The City shall continue to administer its Historic Preservation Ordinance which enables the City to designate local historic sites and districts, and provide procedures for protecting designated historic sites and districts.

Policy 1.4.10: The City shall continue its programmatic agreement with the Federal Advisory Council on Historic Preservation and the Florida State Historic Preservation Office which ensures that all City rehab and adaptive use projects assisted with federal and/or state funds shall comply with the Secretary of the Interior's Standards for Rehabilitation.

Policy 1.4.11: The City shall prohibit any development within designated protected potable water wellfields, and their respective cones of influence, if that development proves to adversely affect an identified source of potable water in accordance with the Palm Beach County Wellfield Protection Ordinance.

Policy 1.4.12: Development within the City's 100-year flood hazard area shall conform to the specifications of the National Flood Insurance Program and West Palm Beach Building Code.

Objective 1.5: The City shall coordinate with the Palm Beach County Emergency Management Division and the American Red Cross to identify additional hurricane shelters so as to accommodate increased population in the Central Palm Beach County hurricane evacuation zones.

Policy 1.5.1: The City shall review the West Palm Beach Comprehensive Emergency Management Plan and the Palm Beach County Comprehensive Emergency Management Plan, prepared every three years, on an annual basis to ensure that hurricane shelter capacities are at least 4,758* within West Palm Beach (*20% of 11,173 West Palm Beach population in evacuation zone in the year 2000 and 10% of 25,230 Palm Beach population in the year 2000).

Policy 1.5.2: The City shall coordinate with the Palm Beach County Emergency Management Division in the updating the Countywide Hurricane Evacuation Plan.

Policy 1.5.3: The City shall complete the Emergency Operation Center by the end of FY1999, and shall use it for conducting emergency services during hurricanes and other natural or human-caused disasters.

Objective 1.6: The City shall coordinate with any appropriate resource planning and

management agency which designates an Area of Critical State Concern within West Palm Beach, pursuant to Chapter 380, Florida Statutes, upon approval of that designation by the Governor and Cabinet.

Policy 1.6.1: The City shall require a minimum of one City Commissioner or City staff person serve on the Governor’s appointed “resource planning and management committee” to study the potential designation of an Area of Critical State Concern.

Objective 1.7: The City shall work with Palm Beach County to check the proliferation of urban sprawl by approving higher densities within the City in the range of 3 to 9 net dwelling units per acre. Although the City is 93% built-out, the City will continue to build onto the existing infrastructure where possible. This may necessitate the need for Constrained Roadway at a Lower Lever of Service (CRALLS) and/or Transportation Concurrency Exception Area (TCEA) designations within the City Boundaries, or a TCEA for the entire Eastward Ho! Initiative Area, as defined in Goal Number 2 below.

Policy 1.7.1: The City shall coordinate activities pertaining to land use and development with the Interlocal Plan Amendment Review Committee as well as adjacent municipalities concerning potential annexation areas.

Policy 1.7.2: The City shall review and prepare an Evaluation and Appraisal Report of the Comprehensive Plan, in accordance with state law.

Policy 1.7.3: The City shall work to plan land use development within its boundaries by conforming to the Transportation Vision cited in the Transportation Element of the Comprehensive Plan and as stated below:

The Planning, Zoning and Building Department will use all available land use and transportation means to make the City sustainable, liveable and economically successful:

- Transportation changes to help achieve land use goals and objectives;
- Land use changes to help achieve transportation goals and objectives; and
- The metrics are the citizen and the vulnerable pedestrian.

Policy 1.7.4: The City hereby designates a Constrained Roadway at a Lower Level of Service (CRALLS) at:

- Palm Beach Lakes Boulevard from Village Boulevard to Interstate 95-
Daily LOS: 54,990 vehicles per day (VPD); Peak Hour: 2,969 vehicles per hour (VPH); Test 2 Volume: 62,100VPD;
- Palm Beach Lakes Boulevard from Interstate 95 to Executive Center Drive -
Daily LOS: 58,040VPD; Peak Hour: 2,816 VPH;
- Australian Avenue from Palm Beach Lakes Boulevard to 25th Street -
Daily LOS: 34,839 VPD; Peak Hour: 1,768 VPH;
- Palm Beach Lakes Boulevard from Interstate 95 to Congress Avenue -
Test 2 Volume: 61,040 VPD;
- Intersection of Palm Beach Lakes Boulevard and Village Boulevard -
Critical Sum: 1,820 VPH;
- Intersection of Palm Beach Lakes Boulevard and Interstate 95 Ramps -

Critical Sum: 1,593 VPH;
Intersection of Palm Beach Lakes Boulevard and Congress Avenue -
Critical Sum: 1,513 VPH;
Intersection of Palm Beach Lakes Boulevard and Australian Avenue -
Critical Sum: 1,431 VPH; and

Policy 1.7.5: Within three years of the adoption of the Comprehensive Plan Amendment, the City shall apply for a CRALLS at 45th Street between Australian Avenue and to Military Trail.

Policy 1.7.6: The City shall study and shall pursue all avenues to obtain a Transportation Concurrency Exception Area (TCEA) throughout the Eastward Ho! boundaries, as applicable to the City limits, as described in preceding Sections of this Future Land Use Element.

Policy 1.7.7: The Western Northlake Corridor Land Use Study Area shall be delineated in the Future Land Use Element. This area is generally located south of the Beeline Highway; west of the West Palm Beach Water Catchment Area; east of the J.W. Corbett Wildlife Management area and Seminole Pratt Whitney Road; and north of the southern boundary of Ibis, Rustic Ranches, Bay Hill Estates, and Hamlin Boulevard. Through an interlocal agreement, Palm Beach County and the cities of West Palm Beach and Palm Beach Gardens shall provide for a means of intergovernmental cooperation in implementing the recommendation of the Western Northlake Corridor Land Use Study dated June 8, 1998. The provisions of the Interlocal Agreement include a procedure for “heightened review” of local land use change petitions and development permit applications.

Objective 1.8: All development orders and permits shall be issued only if the necessary public facilities and services needed to maintain the level of service standards adopted in this Plan are available or will be in place when the impacts of development occur.

Policy 1.8.1: All future developments shall be permitted if the necessary facilities are; (a) available or will be in place when the impacts of development occur; or (b) the subject of a binding contract executed for the construction of the facilities or the provision of services at the time the development permit is issued or (c) included in the City’s annual budget and identified in the City’s five-year Capital Improvements Program.

Policy 1.8.2: As determined by the City, property owners wishing to annex into West Palm Beach shall be required to provide the necessary facilities or services to meet the established level of service standards.

Policy 1.8.3: The City shall be solely responsible for establishing and adopting its level of service standards for roads, utilities and park facilities while attempting to be consistent with policies established within the Treasure Coast Strategic Regional Policy Plan and State of Florida Comprehensive Plan.

Policy 1.8.4: The City shall continue to coordinate with the County to ensure that the countywide traffic performance standards, which were adopted December 1990, as amended, are realistic and serve to promote quality development within the City.

Policy 1.8.5: All development orders and permits shall be issued in conjunction with the

Concurrency Management System outlined in the Capital Improvement Element of this Plan.

Objective 1.9: Upon the adoption of this Plan, all future development and redevelopment in the City shall be directed in accordance with the Goals, Objectives and Policies outlined in this Element, consistent with the City's Future Land Use Map, and with the option of utilizing innovative planned development regulations and with incentives to encourage the use of such regulations.

Policy 1.9.1: The City shall continue to allow for innovative designs and the efficient use of land, such as the practice of permitting Planned Developments (PDs) and zero lot line developments. Incentives for PDs shall include:

- a) Relaxing of height, setback or other dimensional requirements.
- b) Allowing an increase in density and/or floor area ratio.
- c) Permitting uses or a mixture of uses not normally permitted in the underlying zoning district.

Policy 1.9.2: Mixed-use developments shall be permitted in those areas identified for such in the City's Zoning Code and Future Land Use Map.

Policy 1.9.2.1: A neighborhood master plan, including specific standards for the density or intensity of use, must be created and approved by the City Commission prior to the adoption of a Mixed Use future land use designation. The neighborhood master plan will specify building height, building placement and building use in the form of the building type model utilized in the Downtown Master Plan Area.

Policy 1.9.2.1a: The City may accomplish the goals and objectives of a neighborhood master plan through the use of incentive programs such as additional stories, additional density, additional Floor Area Ratios, air rights easements over arcades on public rights-of-way, public-private partnerships, shared parking agreements for mixed uses, encouraging the Community Redevelopment Authority (CRA) to use its powers, and similar incentives. "Limited Duration" means up to four (4) years or such longer period which is determined by the City Commission to be necessary to further the goals of the neighborhood master plan. Such incentive programs shall be consistent with the spirit and intent of the specific neighborhood master plan. City shall adopt effective enabling land development regulations to effectuate such residential incentive programs.

Policy 1.9.2.2: The Northwood Mixed Use District (NMUD) Development Regulations shall be accommodated in the Zoning Code by the following regulatory framework:

The Regulating Plan: a graphic document that maps the location of the Building Types, as defined in the NMUD Development Regulations.

The NMUD Development Regulations: define the Building Types and regulate their uses, placement on the lot, parking requirements, and heights. The following building types are envisioned in the NMUD area:

NMUD Building Type I: a two-story mixed-use building type limited to thirty-eight (38) feet in overall height, incorporating sidewalk level storefronts. Pursuant to a limited duration residential incentive program adopted according to Policy 1.9.2.1a above, the

following building type may be allowed:

NMUD Building Type Ia: one (1) additional story may be added, for a total of three (3) stories above grade, provided the overall building height does not exceed thirty-eight (38) feet. The building shall be restricted residential uses above the first floor.

NMUD Building Type II: a two-story mixed-use building type with dual frontage. Pursuant to a limited duration residential incentive program adopted according to Policy 1.9.2.1a above, the following building type may be allowed:

NMUD Building Type IIa: one (1) additional story may be added, for a total of three (3) stories above grade. The building shall be restricted residential uses above the first floor.

NMUD Building Type III: a two-story mixed-use building type incorporating sidewalk level storefronts. Pursuant to a limited duration residential incentive program adopted according to Policy 1.9.2.1a above, the following building types may be allowed:

NMUD Building Type IIIa: one (1) additional story may be added, for a total of three (3) stories above grade, provided that the third floor is utilized for residential uses only.

NMUD Building Type IIIb: two (2) additional stories may be added, for a total of four (4) stories above grade. The building shall be restricted residential uses above the first floor.

NMUD Building Type IIIc: three (3) additional stories may be added, for a total of five (5) stories above grade. The building shall be restricted to residential uses above the first floor.

Per the regulatory framework above and the available land area in the district, the build-out of the NMUD will not exceed a maximum of 850,000 square feet of retail/commercial use and 650 residential units, under the base zoning. Under the Limited duration residential incentive zoning, the maximum number of residential units increases to 2,200 based upon an average unit size of 1,000 square feet.

Policy 1.9.2.3: The Currie Corridor Mixed Use District (CMUD) Development Regulations shall be accommodated in the Zoning Code by the following regulatory framework:

The Regulating Plan: a graphic document that maps the location of the Building Types and the public green, as defined in the CMUD Development Regulations.

The CMUD Development Regulations: define the Building Types and regulate their uses, placement on the lot, parking requirements, and heights. The following building types are envisioned in the CMUD area:

CMUD Building Type I: a two to four-story mixed use building. Pursuant to a limited duration residential incentive program adopted according to Policy 1.9.2.1a, a limited duration residential incentive affecting properties with a frontage line on Flagler Drive and on the public green allowing properties to build to a maximum of six stories

extending from the frontage line to 100 feet in depth or to the alley, whichever is less.

CMUD Building Type II: a two to four-story building mixed use building.

CMUD Building Type III: a two to three story mixed use building serving as a transitional type between the adjacent single family homes and the CMUD.

Public Green: an open space designation only allowing park related uses serving the general public.

Locations of Civic Importance: Prominent locations identified on the Regulating Plan, that shall provide buildings that respond appropriately to terminate vistas and provide architectural features of enhanced character and visibility. Such sites are eligible for additional height with approval by the City Commission and shall adhere to all Building Type regulations.

Per the regulatory framework above and the available land area in the district, the build-out of the CMUD will not exceed a maximum of 2.3 million square feet of retail/commercial use and 4,065 residential units, under the base zoning. Under the limited duration residential incentive zoning, the maximum number of residential units increases to 4,580 based upon an average unit size of 1,000 square feet.

Policy 1.9.2.4: The Broadway Mixed Use District (BMUD) Development Regulations shall be accommodated in the Zoning Code by the following regulatory framework:

The Regulating Plan: a graphic document that maps the location of the Building Types, as defined in the BMUD Development Regulations.

The BMUD Development Regulations: define the Building Types and regulate their uses, placement on the lot, parking requirements, and heights. The following building types are envisioned in the BMUD area:

BMUD Building Type I: a one (1) to three (3) story mixed use, apartment or office building. A minimum of two (2) stories is required at the Primary Intersections, which are denoted on the BMUD Regulating Plan.

BMUD Building Type II: a one (1) to three (3) story mixed use, apartment, commercial or office building. A minimum of two (2) stories is required at the Primary Intersections, which are denoted on the BMUD Regulating Plan.

Per the regulatory framework above and the available land area in the district, the build-out of the BMUD will not exceed a maximum of 830,000 square feet of retail/commercial use and/or 830 residential units based upon the average unit size of 1000 square feet.

Policy 1.9.3: The City shall utilize the Commercial Incentive District to reduce any negative impacts associated with expansion of commercial uses into residential areas.

Policy 1.9.4: The City shall utilize the Special Impact Zone to ensure site plan review to

reduce potential land-use incompatibilities.

Policy 1.9.5: Development proposed for land adjacent to the City's Water Catchment Area poses special circumstances due to the importance of maintaining an adequate supply of clean potable water, the close relationship of surface and groundwaters, the prevalence of wetland areas which provide water storage and cleansing functions, and the nearness of the drawdown zone of another municipality. Accordingly, the City shall utilize the Special Impact Zone to ensure site plan review and to prohibit land use and environmental incompatibilities for the area bounded by Haverhill Road on the east, the City's Water Catchment Area on the west, the "M" Canal on the south, and a line parallel to and approximately 611 feet south of 45th Street on the north. Any development within this zone must comply with the following standards and requirements.

- a) The City shall require a professionally accepted and applied environmental assessment of any development proposed within the Special Impact Zone as a part of the development application process. The assessment will include an identification of the following: soils and vegetative types, groundwater and surface water elevations and flows, surface water management systems and levels of service, existing water quality standards and an aerial photography map. The environmental assessment will evaluate the impact and include design standards to prevent adverse impacts of the proposed development on surface and groundwater quality and quantity, wetlands and other sensitive environmental habitats, surface and groundwater flows and storage, drainage levels of service, and potable water supplies.
- b) Land uses shall not be approved in the Special Impact Zone that require the use, sale or storage of hazardous materials, wastes or other polluting materials unless requirements as set forth in subsection 5.02 (a), (b), (c), (d), (e), and (h) of the Palm Beach County Wellfield Protection Ordinance No. 88-7 for Zone 2 are met. In addition, any spill of hazardous materials, wastes or other polluting materials shall be reported immediately and by telephone to the Engineering and Public Works Director for the City. Clean-up shall commence immediately upon discovery of the spill.
- c) No development shall be approved in the Special Impact Zone unless the quality and quantity of the supply of groundwater and surface water inflow to the Water Catchment Area, the "M" Canal and existing potable water wellfields are maintained. The level of treatment for stormwater (especially herbicides, pesticides, heavy metals and petroleum hydrocarbons), and waste water, including sanitary sewer effluent as well as other onsite activities, must ensure that the water quality of the "M" Canal, the Water Catchment Area, and potable water wellfields are not degraded. Septic tanks shall not be permitted within the Special Impact Zone.
- d) The Water Catchment Area will be protected by a buffer of natural vegetation of at least 200 feet, and the "M" Canal will be protected by a buffer zone of natural vegetation within the south 450 feet of the Parcels One, Two, and Three described in Chapter 89-479 (Laws of Florida) as amended by Chapter 90-461 (Laws of Florida).
- e) Surface water management systems for developments in the Special Impact Zone must be designed so that hydroperiods and groundwater levels of established wetlands are maintained or enhanced.
- f) Existing wetland areas shall not be altered to decrease the fish, wildlife, and water quality and quantity values in the Special Impact Zone. Wetlands alteration is limited to degraded wetlands which are defined as having been impacted through human activities such as dredging and filling that have caused changes to the wetland

hydroperiod, topography, or allowed the intrusion of non-wetland or non-native (e.g. melaleuca) plant species. As a result, the degraded wetlands do not provide fish, wildlife and water quality and quantity values equal to or greater than would be provided if these wetlands were restored on an acre for acre basis as determined by professionally accepted and applied methodologies. There shall be no discharge of surface water off-site which exceeds the historic flow of surface waters from the Special Impact Zone. No development in the Special Impact Zone shall decrease the pre-development flow and quality of water to wetlands within the Special Impact Zone. Any loss of wetland values and functions shall be mitigated on a two-for-one basis so that twice as much of the same wetlands community will be created or restored as is lost through development. Mitigation shall be accomplished on site or within the Water Catchment Area or Special Impact Zone through restoration of degraded wetlands or through the creation of new wetlands.

- g) Review of development proposals and land use changes shall be coordinated with Palm Beach County, the South Florida Water Management District and adjacent municipalities to insure maintenance of the Florida Department of Environmental Regulation Class 1 potable water designations for the Water Catchment Area and to ensure the protection of other municipal wellfields.

Policy 1.9.6: The City's "Buildable Areas Monitoring Table" (Table 4-18) is a projection of how the Downtown Master Plan will be developed. At least every five years, the City shall evaluate the Table to determine whether an amendment to the Downtown Master Plan and/or the "Buildable Areas Monitoring Table" is required to reflect actual development trends. This amendment shall be consistent with the goals, objectives, and policies of the Downtown Master Plan and Comprehensive Plan.

TABLE 4-18
BUILDABLE AREAS MONITORING TABLE
 Revised January 2003

Nonresidential (Square Feet)	1995 Existing	8,126,945
	Development Gap	6,947,025
	Total 2010 Projection	15,073,970
Residential (Units)	1995 Existing	2,689
	Development Gap	4,566
	Total 2010 Projection	7,255
Hotel (Rooms)	1995 Existing	349
	Development Gap	2,100
	Total 2010 Projection	2,449

Notes:

1. The table has been revised to reflect the final approved CityPlace Development of Regional Impact (DRI).
2. For planning purposes, the Subarea development caps are available in the Downtown Master Plan Element.
3. Residential information is provided for planning purposes only. Residential development is currently exempt from the Palm Beach county Traffic Performance Standards through the Coastal Exception provisions.
4. The revisions to the “Buildable Areas Monitoring Table” do not alter the requirements of the residential to non-residential ratio requirement of the Transportation Concurrency Exception Area. The Table provides the total projected build-out of non-residential square footage in the downtown.

Policy 1.9.7: The City shall encourage neighborhood commercial land uses within the geographic area analyzed within the “Palm Beach Lakes Boulevard/I-95/Congress Avenue Area Study” and “Palm Beach Lakes Boulevard CRALLS.”

Policy 1.9.8: Within one year of the adoption date of this amended Comprehensive Plan, the City shall review the possibilities of establishing a Community Redevelopment Agency redevelopment district generally at the intersection of Palm Beach Lakes Boulevard and Interstate 95 to the west, to Palm Beach Lakes and Australian Avenue to the east.

Policy 1.9.9: Within one year of the adoption date of this amended Comprehensive Plan, the City shall review all zoning changes required by the implementation of the Northwood Master Plan. Within two years of this amended Comprehensive Plan, the City shall adopt the required land use plan and zoning changes, as well as initiate the appropriate traffic calming and urban regulations, to implement the Northwood Master Plan.

Objective 1.10: The City shall continue to expand its tax base by promoting the expansion of existing and new businesses, redevelopment activities and annexations.

Policy 1.10.1: The City shall continue to work with the county in the establishment of a

county convention center and promote the development of a performing arts district, while encouraging the creation of new, complementary businesses in the Central Business District area.

Policy 1.10.2: By 2005, the City shall analyze the feasibility of expanding the Enterprise Zone.

Policy 1.10.3: The City shall work closely with the Palm Beach County Economic Council, Palm Beach Development Board, Downtown Development Authority, Downtown Association, Chamber of Commerce of the Palm Beaches, Suncoast Chamber of Commerce, Hispanic Human Resources, Neighborhood Associations and other public-interest agencies to promote West Palm Beach as an attractive site for business and industry.

Objective 1.11: The City shall continue to identify potential sources of funding for capital improvement projects.

Policy 1.11.1: The City shall continue to coordinate with Palm Beach County to ensure that a commensurate amount of funds collected through the Countywide Parks Impact Fees are returned to the City for the development of parks.

Policy 1.11.2: The City shall revise its Capital Improvement Program in conjunction with the annual preparation of the West Palm Beach budget.

Policy 1.11.3: The City shall issue development orders and permits based upon the Concurrency Management System established in the Capital Improvement Element of this Plan.

Objective 1.12: The City, working in conjunction with Beautiful Palm Beach, Inc. and other public and private agencies, shall improve the aesthetic and environmental quality of West Palm Beach.

Policy 1.12.1: The City shall continue coordinating with the Florida Department of Transportation and the Town of Palm Beach to improve the aesthetic appearance of the three bridges that cross the Intracoastal Waterway.

Policy 1.12.2: By 2000, the City shall pursue the feasibility of placing a water jet in the southern end of Clear Lake.

Policy 1.12.3: The City shall continue to ensure that Flagler Drive be preserved for the aesthetic qualities it possesses and discourage the proliferation of residential docks located adjacent to a public right-of-way.

Policy 1.12.4: The City shall continue to enforce its revised Zoning Code which was amended in June 1990, regarding additional standards and requirements for the construction of residential docks.

Policy 1.12.5: By 2000, the City shall prepare and adopt an Urban Design Element for inclusion in this Comprehensive Plan.

Objective 1.13: The City shall coordinate future land uses with the appropriate topography, soil conditions, and the availability of appropriate facilities and services by Site Plan Review and by review of Developments of Significant Impact, Developments of Regional Impact, and Environmental Assessment Studies with the purpose of regulating development to protect against negative impacts.

Policy 1.13.1: The City shall require an environmental assessment, where appropriate, for any land use development as a part of the Development Application process, which will include identification and analysis of vegetation associations, topography, soils, elevations and flooding levels, and an aerial photography map. The Site Plan review process shall regulate land uses and development to protect natural drainage features and groundwater aquifer recharge areas.

Policy 1.13.2: The City shall continue to enforce its revised Zoning Code which was amended in October 1990 to restrict inappropriate developments on certain soil conditions.

Objective 1.14: By 1990, the City shall not increase permitted population densities in the coastal area which will result in an increase in evacuation order times established in the Palm Beach County Peacetime Emergency Plan, as revised on a triennial basis.

Policy 1.14.1: If any triennial update of the hurricane evacuation plan shows an increase in evacuation times, measures shall be undertaken to maintain the existing evacuation period. These measures shall include programming transportation improvements to increase the capacity of evacuation routes, providing public information programs, increasing the number of emergency shelters, or reducing population densities.

Objective 1.15: The City shall ensure the availability of suitable land for utility facilities necessary to support proposed development so that the level of service standards adopted in this plan will be met or will be in place when development occurs.

Policy 1.15.1: Property owners annexing into the City of West Palm Beach shall be required to provide suitable land for necessary utility facilities or services in order to meet the established level of service standards.

GOAL 2: TO DEVELOP THE CITY'S URBAN CORE WITHIN THE PRINCIPLES OF THE GOVERNOR'S OFFICE INITIATIVE KNOWN AS "EASTWARD HO!" THE EASTWARD HO! BOUNDARIES WITHIN THE CITY OF WEST PALM BEACH ARE DEFINED AS: THE CITY'S NORTHERN BORDER; THE WESTERN EDGE OF THE CITY'S COASTAL HIGH HAZARD AREA TO THE EAST; THE CITY'S SOUTHERN PERIMETER; THE CITY'S EDGE AS DEFINED BY THE EAST RIGHT-OF-WAY OF INTERSTATE 95, TO THE WEST.

Objective 2.1: The City shall facilitate and encourage infill development within the Eastward Ho! Boundaries.

Policy 2.1.1: By 2001, the City shall make all necessary land use plan and zoning district changes as recommended within the Northwood Master Plan. This Plan shall be implemented to the maximum extent practicable to enhance the existing neighborhoods within the northern urban core of the City.

Policy 2.1.2: The City shall continue to work with the Treasure Coast Regional Planning Council (TCRPC), business owners, the existing neighborhoods to develop and implement a land use plan for the Southern Boulevard Plaza, located in the block bounded by Parker Avenue to the north, Southern Boulevard to the south, South Lake Avenue to the east and Conniston Road to the north. The City Planning, Zoning and Building Department shall present a final plan to the City Commission by mid-2000.

Policy 2.1.3: In a manner similar to the Southern Boulevard Plaza, the City shall pursue further opportunities to redevelop the north and south of the City bounded by the Intracoastal Waterway (Lake Worth) to the east and Interstate 95 to the west. The City shall solicit alternative sites from the public as a means to start this process. By the year 2005, both the City Planning and Zoning Division and the Urban Design Division shall jointly prepare a study of potential areas within the Eastward Ho! corridor which may require redevelopment in the form of more urban spaces and which furnish commercial and residential mixed use development opportunities.

Policy 2.1.4: Although the City may review and approve further annexation requests, the City shall make every effort to redirect growth into the Eastward Ho! Corridor. This shall be done by creating alternative opportunities for housing, reducing crime in the inner urban core, and continuing its redevelopment of the Urban Central Business District (UCBD) and the edge to the UCBD. Within five (5) years of the adoption of the Comprehensive Plan, the City Police Department and the City Housing Division shall each prepare a plan of action to accomplish this Policy.

Policy 2.1.5: Within one year of the adoption of the Comprehensive Plan, the City shall review the possibilities of drafting regulations which permit the placement of higher densities of residential and higher intensities of commercial and other types of development within the Eastward Ho! Corridor.

Policy 2.1.6: The City shall continue to use the tenets of "New Urbanism," as defined in "H. Distribution of Land Uses -Mixed Use Land Use" in this Element, where practicable, to redevelop the City's inner urban core. By year 2004, the City shall review the possibility of rezoning the neighborhoods, to the immediate south of the UCBD, to conform more closely to the New Urbanism.

Objective 2.2: The City shall continue on its course to redevelop the Urban Central Business District (UCBD).

Policy 2.2.1: The City shall make every attempt to attract corporations to locate Downtown. The City shall seek one (1) large corporation to relocate into the Downtown by year 2004.

Policy 2.2.2: The City shall continue its attempts to induce a medium-size to full-size grocery store to locate in the UCBD. By year 2004, the City shall have attracted and caused the construction of a grocery store in the UCBD.

Policy 2.2.3: The City shall meet with developers who construct market-rate multifamily residential developments in an effort to obtain several multifamily developments within the Downtown. The City shall cause the construction of 500 multifamily, market rate dwelling

units by the year 2004.

Objective 2.3: The City shall encourage the preservation of historic structures in the area which is east of Interstate 95:

Policy 2.3.1: The City will work with private property owners to designate structures which are historic and to advise the correct way to restore these structures. By year 2003, the City shall update the inventory of the historic structures within the UCBD, and provide within this inventory a description of the current state of repair; the viability of repairing a structure; the structure's age; etc.

Policy 2.3.2: The City shall encourage downtown property owners to restore historic structures and to use these structures in accordance with the Downtown Master Plan Urban Code. The City's Historic Preservation Planner shall assist any property owners during this process.

Objective 2.4: The City shall work to reduce crime in the Eastward Ho! boundaries.

Policy 2.4.1: The City shall continue its current policy of Community Oriented Policing within the Eastward Ho! boundaries.

Objective 2.5: The City shall improve and create new recreational and cultural possibilities, where practical, within the Boundaries.

Policy 2.5.1: The City shall make every attempt to establish recreational nodes within the Downtown. The City shall study the possibility of establishing boat and walking docks, entertainment venues, such as street performers, temporary and mobile retail uses, parks or other similar activities along the Flagler Drive waterfront, or other public spaces throughout the Downtown. These areas shall be known as activity nodes, and shall be planned by year 2003. The activity nodes shall be constructed by year 2006.

Objective 2.6: The City shall use up-to-date transportation planning and traffic calming to create safer streets and provide for non-automobile modes of transportation.

Policy 2.6.1: The City shall implement its Transportation Vision, as defined in the Transportation Element of this Comprehensive Plan.

Policy 2.6.2: The City shall continue its traffic calming program within the City. The City shall have calmed 25 percent of its neighborhood streets by year 2004.

Policy 2.6.3: The City shall highly discourage street abandonments in order to preserve the interconnectivity and public ownership of its street network. The City shall not abandon City streets without the presentation of a study which addresses the following issues, (not necessarily all inclusive): the surrounding street grid and how the subject street functions within that grid; the current use of the street by motor vehicles, pedestrians and bicyclers, meaning the number of these users on that particular street, their destination and originating points; the City's current and future need to preserve the street for proper traffic management; the need for capital improvement to the street and the ability of the City to spend money and resources to enhance the street; etc.

Objective 2.7: The City shall encourage infill development within the Eastward Ho! boundaries.

Policy 2.7.1: By year 2002, the City Planning and Zoning Division shall inventory vacant lots within the Eastward Ho! boundaries.

Policy 2.7.2: By year 2004, the City Planning and Zoning Division, with assistance from other City Departments, shall complete a study and plan to attract infill development, and redevelopment of the existing urban core of the City. This study shall include, but not be limited to: the type of development; a plan of action to attract redevelopment; the possible timing of the redevelopment; the potential to incorporate design guidelines to direct the style of architecture and landscaping within these lots; etc.

Objective 2.8: The City shall protect the existing residential properties adjacent to the traditional U.S. 1 Commercial Corridor.

Policy 2.8.1: All requests to expand the Commercial Future Land Use designation adjacent to the U.S. 1 Commercial Corridor (a.k.a. Dixie Highway) require approval through the twice per year Comprehensive Plan Amendment process, regardless of the acreage involved.

Policy 2.8.2: In order to buffer residential areas adjacent to the U.S. 1 Commercial Corridor (a.k.a. Dixie Highway) from the adverse impacts of commercial uses, the Commercial Future Land Use may not expand past an existing adjacent alley or street.

Policy 2.8.3: In locations adjacent to the U.S. 1 Commercial Corridor (a.k.a. Dixie Highway) where the Commercial Future Land Use abuts Single Family or Multifamily Future Land Use without an intervening alley or street, the Commercial Future Land Use may expand under the following conditions:

- a) The Commercial Future Land Use does not expand into a historically designated neighborhood, or onto property with a historically designated residential structure.
- b) The area for which the future land use amendment is requested contains only land that has been vacant for more than two (2) years, a legal non-conforming commercial structure, a vacant residential structure that the Building Official has determined is structurally unsound, or a non-conforming multifamily residential structure.

GOAL 3: TO COORDINATE LOCATION OF NEW AND EXPANDED SITES FOR PUBLIC EDUCATION FACILITIES AND TO ENCOURAGE THE CO-LOCATION OF NEW PUBLIC EDUCATION FACILITIES WITH APPROPRIATE CITY PUBLIC FACILITIES, IN ORDER TO ENSURE COMPATIBILITY AND CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN, IN ACCORDANCE WITH CHAPTER 235.193, F.S. AND TO MAINTAIN AND ENHANCE JOINT PLANNING PROCESSES AND PROCEDURES FOR COORDINATION AND DEVELOPMENT OF SCHOOL FACILITIES CONCURRENT WITH RESIDENTIAL DEVELOPMENT AND OTHER SERVICES. EDUCATION FACILITIES ARE DEFINED HEREIN AS ELEMENTARY SCHOOLS, SPECIAL EDUCATION FACILITIES, ALTERNATIVE EDUCATION FACILITIES, MIDDLE SCHOOLS, HIGH SCHOOLS, CHARTER SCHOOLS AND VOCATIONAL TECHNICAL SCHOOLS IN THE SCHOOL DISTRICT OF PALM BEACH COUNTY, (HEREINAFTER "DISTRICT").

Objective 3.1: The City shall support and facilitate coordination of planning with the District for both the location and development of public educational facilities in accordance with the District's adopted Educational Plant Survey and Capital Improvement Plan seven-year plan with a funding source.

Policy 3.1.1: The proposed public school facility use shall be compatible with adjacent existing land uses.

Policy 3.1.2: All educational facilities shall be an allowable use within the following future land use categories:

- Community Service
- Urban Central Business District
- Residential Districts as Special Use Permits

Policy 3.1.3: The location and construction of new public educational facilities (Elementary, Middle and High Schools) or the expansion of an existing site shall be allowed upon a determination by the local government that the proposed school development is consistent with the future land use categories as listed above.

Policy 3.1.4: Planners for the Palm Beach County School Board, the City, Palm Beach County Planners (Library, Parks and Recreation Planners), and the Public shall be included in both the development of the new school location criteria and the school siting process.

Objective 3.2: The City shall coordinate with the School District staff in the siting of school facilities so that their locations are consistent with, and to the degree possible, further the Goals, Objectives and Policies of the City's Comprehensive Plan. The development of new school location criteria shall be initiated and the location of potential sites for new schools shall be determined as early as possible so that the sites can be acquired well in advance of these new schools.

Policy 3.2.1: In accordance with the adopted Capital Improvement Plan(s) of the District, and the Intergovernmental Coordination and other related elements of the adopted Comprehensive Plan, public services and facilities required to support all public educational facilities shall be facilitated and coordinated in time and place with plans for residential development (235.193 F.S.).

Policy 3.2.2: For elementary schools, special education facilities, and alternative education facilities, proposed school sites shall have direct access to at least a minor collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on the adjacent properties in accordance with the City's Zoning Code. Playgrounds shall be collocated with elementary schools in areas with densities high enough to support them. Additionally, neighborhood parks, facilities for the elderly, neighborhood recreation centers and a possible library sub-branch may be included.

Policy 3.2.3: For middle schools, the proposed site shall have direct access to at least a minor collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on the adjacent properties in accordance with the City's Zoning Code. Community parks and athletic fields shall be appropriate to locate with middle schools. Community centers, if the school will not be used for this purpose, and a library sub-branch may be included depending on the school's location and the population served.

Policy 3.2.4: For high schools, the proposed location shall have direct access to at least a major collector road, or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification. Stadiums, outdoor recreational facilities and similar support facilities that are accessory to such high schools shall be located and buffered on the proposed site to minimize impacts on adjacent properties in accordance with the City's Zoning Code. The high school campus shall be large enough to encourage students to remain on-site and to ensure sufficient parking, or parking controls, to avoid disruptive off-site parking.

Policy 3.2.5: Consideration shall be given to making schools and their location the focal point for new developments.

Policy 3.2.6: Ingress and egress shall not create detrimental impacts on roads adjacent to the school site. Approaches to the site shall be safe for pedestrians, bicyclists, car drivers and bus users. A mass transit or bus stop shall be located near the site.

Objective 3.3: Local governments must identify sufficient land in their Future Land Use elements to accommodate Public Educational Facilities as necessary to service their student populations.

Policy 3.3.1: The City shall support and encourage the construction and rehabilitation of schools within the urbanized area of the City, east of Interstate 95. Proposed school sites shall be located away from objectionable land uses to avoid noise, odors, dust and traffic and/or hazards. New school sites shall be located within the urban growth boundaries or shall be compatible with compact urban growth patterns. It is the policy of this City to encourage a comprehensive range of design and site planning solutions that will cost effectively meet the capacity needs of the School District and the compatibility requirements of the community. In the existing urbanized areas, recommendations for increased capacity will consider the cost-benefits of expanding existing facilities as well as the provision of new

facilities on vacant land that would meet projected capacity needs. This analysis will include factors such as community impact, neighborhood vitality and relocation costs. Innovative and efficient designs that meet the performance requirements of the State Requirements for Educational Facilities will be fully considered.

Policy 3.3.2: The City shall work with the School District to promote alternative development standards based on mutually acceptable performance criteria that would meet the intent of the provision listed above. Schools shall be centrally located within their intended attendance zones, to the extent possible, and shall be consistent with walking and bus travel time standards. High schools may be an exception to this central location, as the large land area they require are usually not available.

Policy 3.3.3: The proposed site shall, at a minimum, meet the State requirements for Educational Facilities (SREF), plus a ten percent (10%) capacity flexibility allowance in conformance with the District's adopted Level of Service (LOS). In addition, the site shall be sized to accommodate all needed utilities, support facilities, and adequate buffering of surrounding land uses.

Policy 3.3.4: There shall be no significant environmental conditions on a proposed site that cannot be mitigated or otherwise preclude development of the site for Public Educational Facility.

Policy 3.3.5: There shall be no adverse impacts on archaeological sites listed in the National Register of Historic Places or otherwise designated in accordance with appropriate State and local guidelines as significant historical or archaeological resources.

Policy 3.3.6: The proposed site shall be suitable or adaptable for development in accordance with applicable water management standards, and shall not be in conflict with the South Florida Water Management Surface Water Management Plan or any applicable Storm Water Utility or Drainage District plans.

Policy 3.3.7: The proposed site shall be capable of accommodating adequate parking and on-site traffic circulation requirements to satisfy current and projected site generated vehicular demand. The site layout must also be consistent with the City's Transportation Vision. Disrupting influences caused by school yard noise and traffic may require that schools shall be located at sufficient distances from hospitals, adult communities, nursing homes and similar land uses or shall be buffered from these areas.

Policy 3.3.8: The proposed location shall not be in a coastal high hazard area or a floodway.

Policy 3.3.9: There shall be adequate setbacks, landscape buffering and design controls to eliminate or decrease any negative externalities such as noise from affecting neighboring developments, in accordance with the City's Zoning Code.

Policy 3.3.10: The location of the proposed site shall comply with Chapter 333.03(3), Florida Statutes as it relates to the construction of public education facilities in the vicinity of the Palm Beach International Airport.

Policy 3.3.11: New school facilities shall be designed, at a minimum, in accordance with the applicable requirements of SREF and the District's adopted facility list.

Objective 3.4: The City shall work with the District to make every effort to co-locate joint uses and to implement creative school design that provides the opportunity for utilizing smaller sites than current guidelines may allow.

Policy 3.4.1: The City shall make every attempt to cooperate with the District to share new school sites with City public facilities, such as, but not necessarily limited to, libraries (branches), parks and recreational facilities, neighborhood centers, etc.

APPENDIX
PROFILES OF MAJOR GEOLOGIC SOIL ASSOCIATIONS
LOCATED IN WEST PALM BEACH AREA

St. Lucie Urban Land Paola Association

This association is on the mainland along the coast. It is made up of low ridges and knolls that are part of the coastal ridge. The natural vegetation is sand pine, scrub oak, and undergrowth of saw-palmetto, rosemary, cacti, and native grasses. St. Lucie soils are nearly level to sloping and are excessively drained. Typically, this association has a thin surface layer of gray sand. Below this is a white sand that extends to a depth of more than 80 inches. Paola soils are nearly level to sloping and are excessively drained. Typically, they have a thin surface layer of dark gray sand and a subsurface layer of white sand. The subsoil is strong brown sand in the upper part and light yellowish brown sand in the lower part. Limitations are slight for many urban uses however, severe limitations for structures designed for holding water, disposing of refuse material, and recreational development do exist.

Palm Beach Urban Land Canaveral Association

This association is on the offshore island that is along most of the coastline. It is made up of long, narrow ridges and lowlands. The natural vegetation is cabbage palm, seagrape, scrub live oak, cacti, sea oats, and other native grasses. Palm Beach soils are nearly level to sloping and are excessively drained. They are deep, sandy soils that have a high content of fine shell fragments throughout with a surface layer of dark grayish brown. This overlies a thick pale brown layer with a light yellowish brown layer that extends to a depth of more than 80 inches. Canaveral soils are nearly level and are moderately well drained to somewhat poorly drained. Typically, they have a surface layer of dark grayish brown sand and shell fragments over layers of pale brown and very pale brown sand and shell fragments that extend below a depth of 65 inches. Limitations are slight for many urban uses and severe limitations do exist for structures designed for holding water, disposing of refuse, and recreational development.

Pomello Immokalee Association

This association is in the areas just west of the coastal ridge. It is made up of low knolls and ridges and broad flatwoods areas interspersed with sloughs and small depressions or ponds. The natural vegetation is slash pine, sand pine, scrub oak, saw-palmetto, inkberry, runner oak and native grasses. Pomello soils are nearly level to gently sloping and are moderately well drained. Typically, they have a thin surface layer of gray fine sand and thick subsurface layer of light gray to white fine sand. Black fine sand, weakly cemented with organic matter at a depth of 44 inches. Next is a thin layer of dark reddish brown sand that extends to a depth of more than 80 inches. Immokalee soils are nearly level and are poorly drained. Typically, they have a thin surface layer of black and dark fine sand over layers of gray and light gray fine sand. Below a depth of 37 inches is a layer of black and very dark gray fine sand over a thick layer of black fine sand, weakly cemented with organic matter. Below that is a dark reddish brown and brown fine sand. These soil associations have severe limitations for most urban uses unless fill material is used to elevate the ground level up to suitable drainage levels.

Myakka Immokalee Basinger Association

This association is in the eastern quarter of the County and is moderately extensive. It is made up of broad, flatwoods areas interspersed with grassy sloughs and many shallow depressions or ponds. The natural vegetation is slash pine, saw-palmetto, inkier, fetterbush, southern bayberry, and native grasses. Water-tolerant grasses and water plants grow in low, wet areas. Cypress trees are in some of these low, wet areas. Myakka soils are nearly level and are poorly drained. Typically, they have a surface layer of black sand over layers of gray sand. A layer of black sand is at a depth of 26 inches, and a layer of dark reddish brown sand is below that. These layers are weakly cemented with organic matter. Next, a layer of dark brown sand overlies a layer of pale brown sand. Myakka soils in depressions are covered with water for long periods of time. Immokalee soils are nearly level and poorly drained. Typically they have a thin surface layer of black and dark gray fine sand over thick layers of gray and light gray fine sand. A layer of black and very dark fine sand is at a depth of 37 inches. It overlies thick layers of black fine sand that are weakly cemented with organic matter. Basinger soils are nearly level and poorly drained. Typically, they have a thin surface layer of light gray fine sand and a thick subsurface layer of white fine sand. Below this are layers of dark grayish brown fine sand. Below this are layers of dark grayish brown fine sand and dark reddish brown fine sand that are stained with organic matter. Below this is a pale brown fine sand to a depth of 72 inches or more. Basinger soils in depressions are covered with water for long periods of time. This association has severe limitations for most urban uses and requires water control to overcome wetness and the addition of fill material is also needed to make some areas suitable for building sites.

Immokalee Urban Land Pompano Basinger Association

This association is only in areas west of the coastal ridge. It is made up of broad, low flatwoods, interspersed with grassy flatlands and marshy sloughs. The natural vegetation is slash pine, saw-palmetto, inkberry, and native grasses in the flatwoods areas. The lower flatlands have southern bayberry, scattered cabbage palm, and a wide variety of grasses. Maidencane, sawgrass, and other water tolerant plants are in most slough areas. Immokalee soils are nearly level and poorly drained. Typically they have a thin surface layer of black and dark gray fine sand over thick layers of gray and light gray fine sand. A layer of black and very dark fine sand is at a depth of 37 inches. It overlies thick layers of black fine sand that are weakly cemented with organic matter. Below this is a dark reddish brown and brown fine sand. Pompano soils are nearly level and are poorly drained. Typically, their surface layer is dark grayish brown fine sand. It overlies layers of light gray, pale brown, and very pale brown fine sand that extend to a depth of more than 80 inches. Basinger soils are also nearly level and are poorly drained. Typically, they have a thin surface layer of light gray fine sand and thick subsurface layer of fine sand. Layers of dark grayish brown fine sand and dark reddish brown fine sand that is stained with organic matter are between depths of 25 and 36 inches. Below this is a pale brown fine sand that extends to a depth of 72 inches or more. Much of this association is developed for urban use and therefore much of the natural vegetation has been removed. Drainage and water control structures help to overcome wetness that affects urban uses.