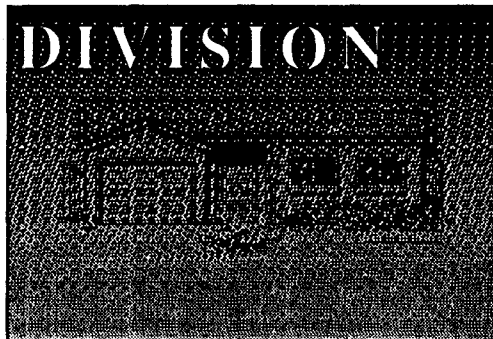
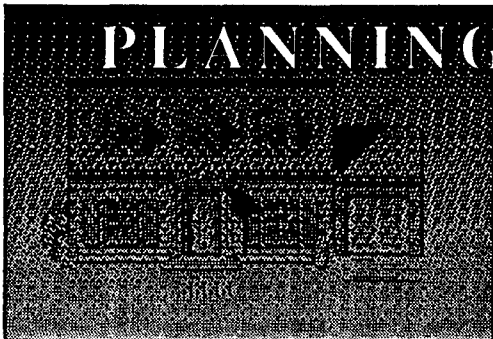


# THE HAVERHILL AREA NEIGHBORHOOD PLAN



THE PALM BEACH COUNTY  
PLANNING DIVISION



ADOPTED BY THE TOWN OF HAVERHILL:

OCTOBER 8, 1992\*

\* Revised Adoption: December 1992

ADOPTED BY PALM BEACH COUNTY:

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THE HAVERHILL AREA NEIGHBORHOOD PLAN  
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A division of  
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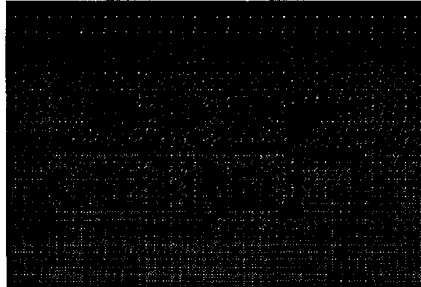
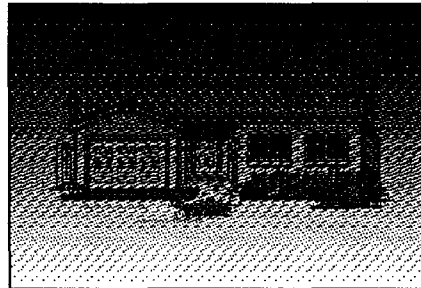
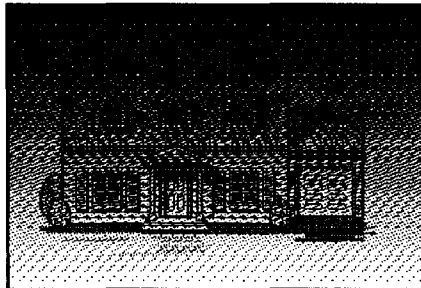
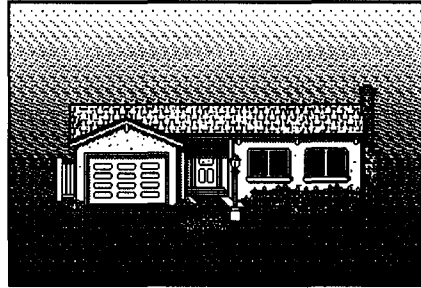
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THE HAVERHILL AREA  
NEIGHBORHOOD PLAN



I.

INTRODUCTION



## **I. INTRODUCTION**

Palm Beach County recognizes that neighborhood planning offers one of the best channels for citizen participation in county government. As a local initiative, neighborhood planning brings the community together to determine its vision for the future, to outline the goals that will articulate that vision and to establish a specific list of objectives that map the way.

Neighborhood planning combines the efforts of two expert groups. Professional planners possess the training for a broad range of land use issues, but they may lack the familiarity with a particular portion of the county. On the other hand, local residents and business people have expertise about the specific issues and problems within the region they call home.

Through large community meetings, residents convey to planners all major problems affecting the area. The list of issues greatly influences the vision. They determine whether goals suggested at the beginning of the study group meeting schedule are realistic, require revision or represent a clear attainable idea for the future.

As part of the effort, county planners choose representatives from the community for a neighborhood study group. The public may observe deliberations, since the process is completely open. Carefully selected to represent the majority of geographic sub-areas, land use types and issue categories, the study group members first meet to establish the neighborhood plan's vision, goals and objectives as well as further define the list of issues generated at the community meeting. During subsequent meetings, a county planner regularly sets the work program, plans each agenda, brings in guest speakers to educate the group, facilitates discussion and offers professional advice. In turn, the group decides on recommendations that will tackle the problems outlined at the community meeting.

Planning staff and the study group produce a draft plan that represents the marriage of both lay experts and professional advice. It must undergo review by county departments for feasibility and legality. Consequently, revisions may occur. The study group may reconvene to further refine recommendations that have received additional scrutiny.

Once the draft has the approval from both the study group and the Palm Beach County Planning Division as a realistic and achievable document, another community meeting is held to present the draft recommendations to the local residents. Meeting comments may further alter the plan and may necessitate additional study group sessions to settle more controversial issues. This process repeats itself until the Planning Division is satisfied that the draft report reflects the collective will of the community.

The final stage of the neighborhood planning process involves adoption by the Board of County Commissioners. In the case of the Haverhill Area Neighborhood Plan, adoption by the Haverhill Town Council is also required.

Adoption of the plan means that it becomes a policy guide for future development in the community. As rezonings and comprehensive plan amendments occur, planning bodies and elected officials will use the document as a tool to make decisions. For example, if a developer wants to rezone property to build a shopping center, the plan's recommendations help determine whether the proposal fits with the original vision, goals and objectives.

Adoption of the plan also means that the County has a strategy for certain capital improvements. Recommendations are organized by short, middle or long range implementation time frames. Each requires evaluation by affected county departments for cost and the ability to weave into their respective work programs.

In the end, the community must become the guardians of their plan. Since the study group disbands at the conclusion of the process, neighborhood associations inherit the responsibility of attending County Commission meetings where decisions on local initiatives will occur. Over the long term, as voters elect new officials, the advocates of the neighborhood plan can remind officials of the plan's purpose and vision.

### **Neighborhood size**

Palm Beach County uses three categories to organize neighborhood plans. The larger a defined neighborhood is, the better the cost/benefit ratio figures into allocating staff resources for particular plans. Of course this is good up to a point. Too large of an area can dilute the issues, create too many issues, or lump together widely divergent issues that might remain better suited in two or more separate neighborhood plans. Depending on its size range though, a plan can be classified under the three categories of: 1) the traditional 'neighborhood plan' for average sized areas of 15 square miles; 2) the 'community plan' for much larger regions of 40-50 square miles; or 3) the smaller sized 'special project' for sections measuring less than 8 square miles.

The three types of plans also focus on varying degrees of detail.

1. The traditional Neighborhood Plan - is designed for in-depth focus.
2. The Community or District Plan - is designed for defining the policy level of larger areas.
3. The Special Project - is designed to quickly study smaller areas.

As outlined above, the traditional 'neighborhood plan' allows a facilitator and study group to explore issues in depth. These typically include land use, zoning and transportation as well as other major planning-related subjects suggested at the community meeting. Average duration of a neighborhood plan can range from 6 months to a year. The 'community plan', since it covers a larger area, typically studies two to three main topics, principally exploring the policy level and lasts anywhere between 4 to 8 months. The 'special project' covers a small geographical area, usually centers on problem-solving one main topic, receives minimal input from the neighborhood and takes between one to two months to complete.

### **Neighborhood Planning: Mandated by the Comprehensive Plan**

Neighborhood plans came about as a result of the 1989 Palm Beach County Comprehensive Plan. It provides parameters that defining neighborhood planning for the unincorporated area.

Specifically, the Land Use Element of the Comprehensive Plan, under Objective 8 on page 15-LU, outlines neighborhood planning. For clarity, the comprehensive plan's language is restated here. Following this, subsequent text identifies the methods used by the Haverhill Area Neighborhood Plan to meet all stated requirements.

- Policy 8-a: The County shall allow for the creation and adoption of neighborhood plans for existing developments throughout the unincorporated area of the County.
- Policy: 8-b: Within one year of the County's adoption of its amended Land Development Codes, the County shall establish guidelines and rules for preparation and submittal of neighborhood plans and procedures for amending the Palm Beach County Land Development Codes to reflect neighborhood plans as approved by the Board of County Commissioners. The requirements and procedures shall include the following:
  - ◊ Neighborhood plans shall not be submitted by a single land owner. These plans are for the benefit of current and future residents of the neighborhood.

I. Introduction

Plans shall be prepared by or on behalf of the residents and must be submitted to the Department of Planning, Zoning and Building;

◊ Neighborhood plans must show the effect of implementation of the plans on neighbors not included in the plan;

◊ The Department will review a neighborhood plan against the Goals, Objectives and Policies of the Palm Beach County Comprehensive Plan and shall make recommendations to the Board of County Commissioners for action;

◊ Provisions shall insure that the neighborhood plan reflects the desires of a sufficient proportion and number of neighborhood residents; and

• Neighborhood plans shall include a description of the program used to generate public input during preparation of the plan.

The Haverhill Area Neighborhood Plan has fulfilled the goals, objectives and policies of the 1989 Palm Beach County Comprehensive Plan by the following:

1. The plan is the pilot neighborhood planning effort offered by Palm Beach County.

2. The Haverhill Area Neighborhood Plan was created by a negotiated inter-local agreement between Palm Beach County and the Town of Haverhill. (Refer to the Supplemental Appendix for a copy of agreement.)

3. The Planning Division of Palm Beach County managed and facilitated the plan, combining professional planning expertise with the advice of lay experts of the study group who live and conduct business in the community.

4. The implications of each recommendation are discussed in the narrative section of the plan. Each chapter of the report focuses on the issues identified at either the first community forum or the introductory study group meeting where planning staff conducted problem identification exercises. As dictated by the comprehensive plan, the study devotes an entire chapter to a principal neighbor (the airport) not included within the boundaries the plan, but affected by its recommendations.

5. The recommendations within this report are consistent with the goals, policies and objectives of the 1989 Palm Beach County Comprehensive Plan. The exception to this occurs where recommendations propose changes to the 1989 Comprehensive Plan.

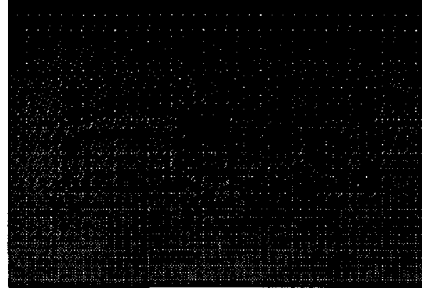
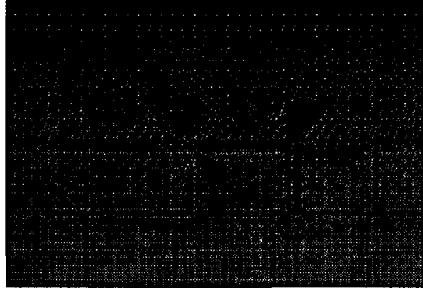
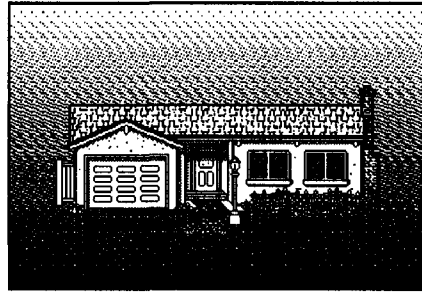
6. The planning process represents the desires of the community. Below is a description of the program used to generate public input during preparation of the plan:

The Haverhill Area Neighborhood Plan involved convening community meetings at the beginning and end of the study group process. In the April 30, 1991 community forum, residents and local business people were asked to identify specific problems. Planning staff introduced the study group members, a representative from Commissioner Roberts office, the PBIA-Overlay Committee and several members from the Town Council of Haverhill. Between May and August 1991, planning staff facilitated the study group through an exhaustive analysis that involved problem identification, establishing a vision, setting goals, educating the group with guest speakers as each issue was discussed and finally, forging

recommendations to deal with each problem. After the study group and planning staff finished their process, the Planning Division presented the draft plan to the PBIA-Overlay Committee in October 1991. Planning staff held another community meeting on November 21, 1991 to present the draft plan and to ensure that all comments were addressed. Additional suggestions were taken and incorporated into the report. Finally, the study group reconvened on January 7, 1992 to approve all pending aspects of the draft report.

Consequently, the plan is deemed to reflect the desires of a sufficient proportion and number of neighborhood residents. (Refer to the Supplemental Appendix for a complete compendium of all meeting minutes.)

THE HAVERHILL AREA  
NEIGHBORHOOD PLAN



II a.

BACKGROUND





## **II a. BACKGROUND: THE HAVERHILL AREA NEIGHBORHOOD PLAN**

### **Brief history of Haverhill and surrounding region**

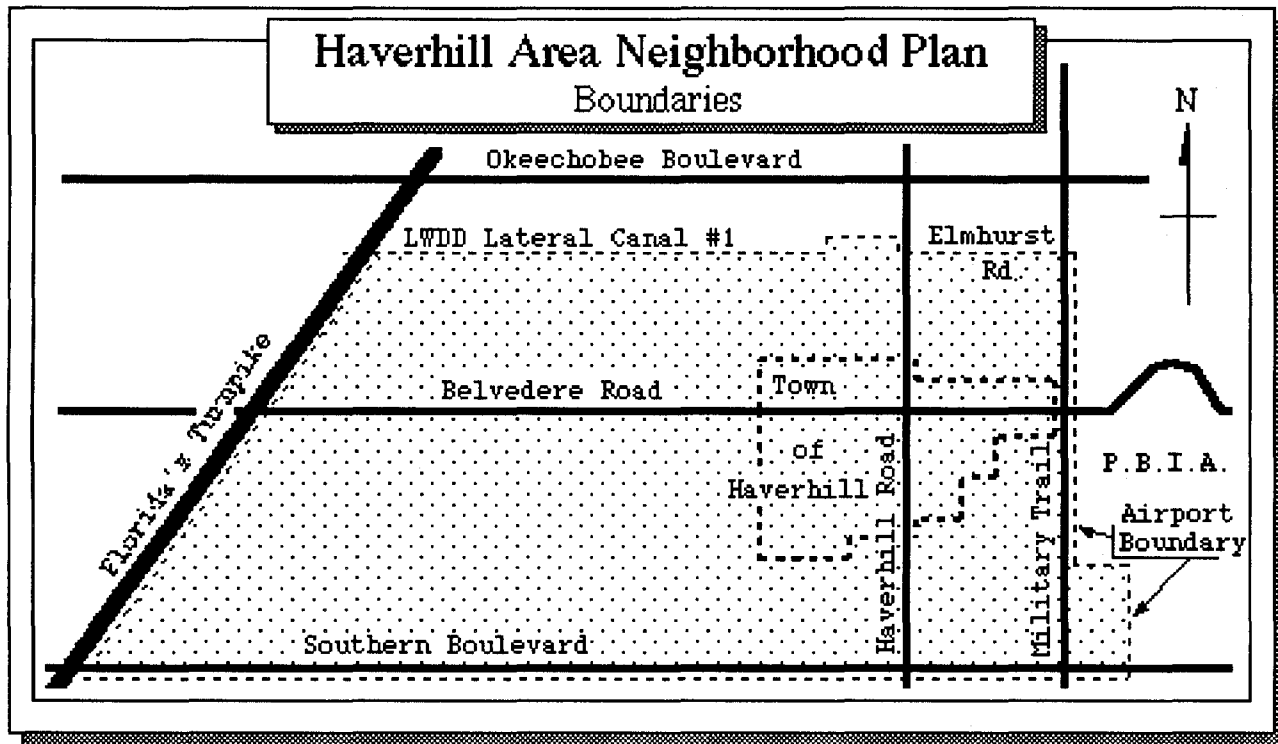
The Town of Haverhill was incorporated in 1950 at a time when it existed amongst a rural, treed landscape far removed from the compact urban community of West Palm Beach. The population of the incorporated area hovered between 200-300 people. Just to the east was the military base, Morrison Airfield, a place where barracks housed many soldiers undergoing training during World War II. To the south lay Southern Boulevard, a two lane highway that carried automobile traffic through the immense, untouched Everglades to Belle Glade and beyond. Military Trail and Belvedere Road were two lane rural routes mainly lined with large tracts of pineland, interspersed with wetlands. As the Lake Worth Drainage District dug canals through the area, wetlands were drained. Immediately to the west of Morrison Field, people began building homes as early as the 1940's. With no chance for water and sewer services in a region located in the rural western fringe, homeowners dug well and septic tanks in communities that enjoyed rural densities of less than 1 unit per acre.

Today, the region bears little resemblance to its former country lifestyle. The Town of Haverhill has grown to over 1000 persons with the surrounding region included within the neighborhood plan having more than 17,000 people. Morrison Airfield has grown to one of the top 50 airports in the country (based on the number of commercial passengers). What originally serviced small prop planes now handles large jets that, according to residents, create noise problems for the densely packed residential neighborhoods of Royal Palm Beach Estates and others adjacent to Wallis Road (eastern segment). As a vestige of the past, the area still relies on well and septic services. Houses sit close enough to one another that residents complain of ground water contamination due to densities of 5 or more units per acre. Southern Boulevard now has 6 lanes and carries the traffic load of many newer communities that have located even farther west. Military Trail has stripped out piece by piece with commercial establishments until virtually no vacant parcels remain. Since no coordinated planning occurred, most major arterials suffer blight due to a kaleidoscope of business signs, dilapidated structures and a lack of screening or buffers between residential and non-residential districts.

### **The plan boundaries**

The boundaries of the Haverhill Area Neighborhood Plan were negotiated in a meeting between representatives of the Planning Division of Palm Beach County and the Town of Haverhill. The logic behind the final decision centered on a region that shares common interests and problems and in total, encompasses a region measuring approximately 20 square miles. The following is a description of the boundaries:

- **Northern boundary:** Elmhurst Road and a parallel line extending west to the turnpike along Lake Worth Drainage District Lateral Canal #1
- **Western Boundary:** Florida's Turnpike
- **Southern boundary:** Southern Boulevard
- **Eastern Boundary:** Primarily Military Trail, but also including the northern corner of Military Trail and Southern Boulevard extending to the PBIA property line.



### Focus of Plan

This area has a broad list of problems as illustrated by the table of contents. But primarily, the neighborhood plan encompasses four main subjects:

- 1) Land use problems
- 2) Issues relating to the airport including noise and the PBIA-Overlay
- 3) Code enforcement (blight)
- 4) Transportation.

The remaining chapters detail other topics that contribute to overall deterioration.

### Negotiating the neighborhood plan: The inter-local agreement

An inter-local agreement was signed by both Palm Beach County and the Town of Haverhill, outlining the expectations and responsibilities for this document. For reference, the plan incorporates a copy at the latter portion of this chapter (see section II c).

### Purpose of the study group

The purpose of the study group is to assist the Planning Division in identifying the major issues and help formulate recommendations to solve long-standing planning-related problems in the defined planning area. Several non-planning-related issues are also included in the Haverhill Area Neighborhood Plan to emphasize a comprehensive approach given to the region. Since the planning staff assumed the central role of author and sponsor, the study group remained an unofficial body.

### Selecting the study group

Planning staff selected half of the study group members. Negotiations with the Town of Haverhill called for the town to nominate five individuals from their municipality and for the Planning Division to designate five from the unincorporated area. For the county to pick five members, planning staff devised an issues and geography matrix that divided the region into sub-areas based on land use. Overall, study group members represented six of the seven regions drawn. The following describes each planning sub-area and the person chosen from that district:

**Sub-area 1:** Since the Town of Haverhill comprised this section, Haverhill officials selected study group members from the incorporated area only. Haverhill's participants were:

- **John Carroll:** Town council member, long-time resident and service planner for FPL
- **Marie Gottfried:** Town council member, PBIA-Overlay committee member, Airport C-CAN member and long-time resident
- **Jerry Heck:** Town council member and science teacher
- **Joan Normandin:** Local real estate business person and long-time resident
- **Mitchell Thomas:** Long-time resident and expert in planning/GIS field
- **Rick Jaeschke (Alternate):** Town council-member, former member of the Treasure Coast Regional Planning Council (alternate) and Municipal League, long-time resident and management consultant
- **Darryl Padgett (Alternate):** Expert in environmental field, manager of exotic bird farm and long-time resident.

**Sub-area 2:** The region is comprised of multi-family and high residential density uses located in the plan's northeast area. The Planning Division selected:

- **Dulce Maria Welsh:** Long-time resident and pharmacist.

**Sub-area 3:** The section has predominantly ranch-styled single family homes located in the plan's central north. The Planning Division selected:

- **Steven Hoffacker:** Planning consultant and was a planner with the former Areawide Planning Board.

**Sub-area 4:** Located in the plan's western portion, the area holds primarily vacant tracts on both sides of Belvedere Road. The Planning Division selected:

- **Robert Dumbaugh, DDS, MPH:** PBIA-Overlay committee member, long time resident and dental director at HRS.

**Sub-area 5:** The region encompasses the predominantly industrial section in the plan's southwest corner. The Planning Division selected:

- **Jim Moody:** Owner and president of Belvedere Construction Co. - located in S.W. study area, co-developer of local industrial park and long-time resident.

**Sub-areas 6 & 7:** This area comprises the southeast corner of the planning area where unrecorded residential subdivisions and strip commercial exist. In addition, the section is heavily affected by aircraft noise. The Planning Division selected:

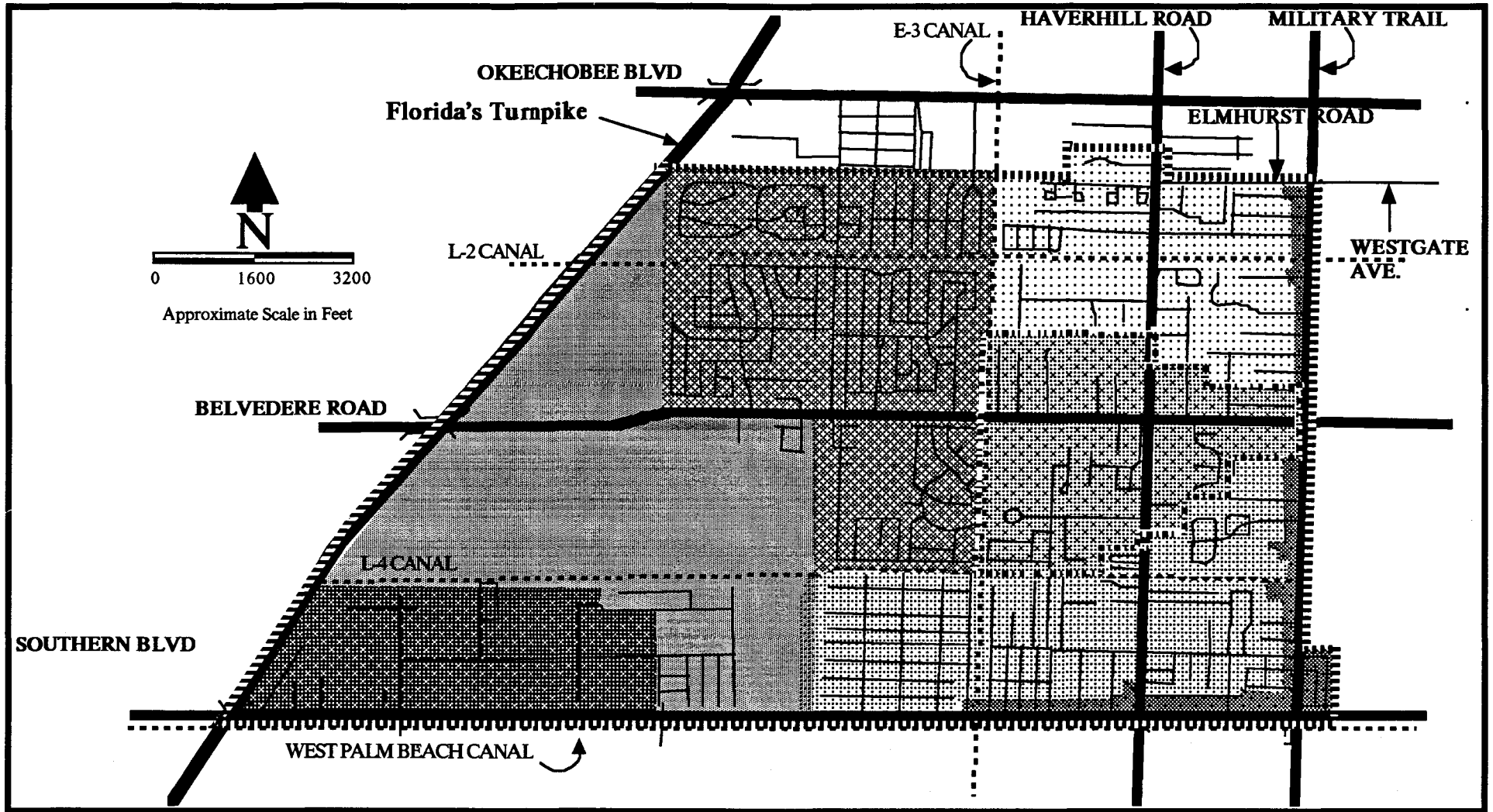
- **Dan Golenia,** PBIA-Overlay committee member and long-time resident.

### **The work program**

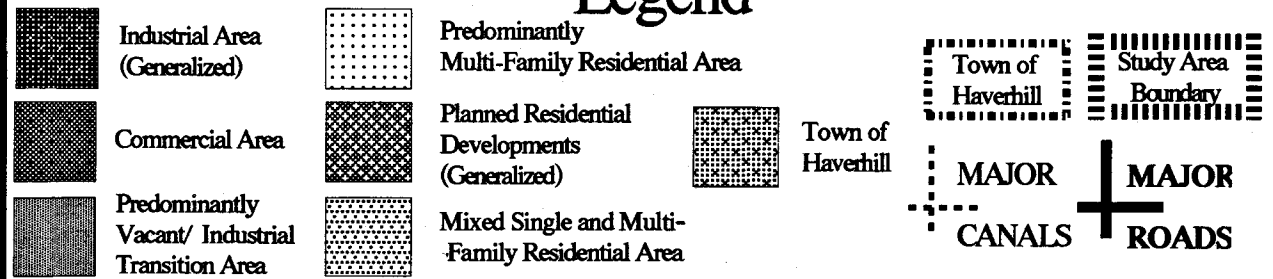
The work program mapped the entire neighborhood planning process at the beginning. It detailed the vision, goals, objectives and issues. Also, it outlined a path for planning staff and the study group as they explored each topic. The report carries a copy of the work program in the latter portion of this chapter (see section II d).

In brief, the milestone completion dates of the Haverhill Area Neighborhood Plan occurred as follows:

- April 4, 1991: ..... Study group orientation and norm setting session
- April 23, 1991: ..... Began study group bi-weekly meeting schedule



**Haverhill Area  
Neighborhood Plan  
NEIGHBORHOOD PLAN  
SUB-AREAS**  
(Used to Select Representation on the  
Study Group)



- April 30, 1991: ..... Kick off community meeting held
- April - August, 1991:..... Study group process
- August 5, 1991: ..... Last study group meeting held
- August 1-31, 1991: ..... Planning Division staff prepared draft plan for study group review
- Sept. 1-24, 1991: ..... Study group reviewed draft plan individually
- Sept. 25, 1991:..... Study group reconvened for comments to planning staff on possible plan revisions
- Sept. 26-Oct. 1991: ..... Planning Division staff revised plan
- Late October 1991:..... Planning Division presented draft plan to PBIA-Overlay Committee
- November 21, 1991: ..... Last community meeting: presented the Haverhill Area Neighborhood Plan to local residents
- Nov.-Dec. 1991: ..... Planning Division staff revised plan
- Dec. 1991-Jan. 1992: ..... Further discussion on airport issue required additional time and revisions
- January 7, 1992: ..... Study group reconvened to review final draft plan
- Spring-Summer 1992 ..... Adoption of plan

**Establish goals and objectives**

The study group and planning staff developed goals for the plan during the first meeting on April 23, 1991. The following comprises a complete list of the goals and objectives identified:

**Goal 1: Improve Quality of Life**

- Maintain and protect good housing stock
- Promote the physical environment in mobile home communities
- Promote the preservation of existing neighborhoods by:
  - alternative forms of transit
  - passive redirection of traffic
  - address the issue of truck traffic
- Improve the area's image
- Ensure adequate infrastructure is provided to the area
- Improve the quality of existing commercial properties
- Encourage commercial revitalization
- Address residents' concerns regarding noise impacts
- Inventory and address vacant tracts for potential uses
- Promote cohesiveness of neighborhoods
- Improve educational opportunities for residents
- Promote the restoration of the area's natural environment.

**Goal 2: Determine the Future of the Area**

- Settle conflicts between different land uses
- Identify the image or theme
- Determine the appropriate residential density
- Provide a means to encourage greater mixed use development in designate sites to mitigate additional traffic generation
- Promote opportunities for passive recreation and green space.

**The Community meetings: community consensus**

The first step in gauging the problems plaguing the region involved a community meeting held on Tuesday, April 30, 1991 at the Clayton Hutcheson Agricultural Center in West Palm Beach. Citizens gave input on long-standing problems to form a foundation for the plan. The meeting also allowed the planning staff to introduce the study group members to the public. Also present and lending legitimacy to the neighborhood planning effort were

representatives from County Commissioners Roberts and Foster, the Haverhill Town Council and the P.B.I.A. Overlay Committee.

As discussed earlier in the chapter entitled "I. Introduction", the Planning Division held a second community meeting at the end of the study group process on November 21, 1991. The purpose was to present the plan and obtain additional comment for revisions. Valuable suggestions led to subsequent minor changes, which in turn, necessitated one more (and final) study group meeting on January 7, 1992.

#### **Publicity for community meetings**

To advertise the April 30, 1991 community meeting, planning staff and study group members distributed flyers throughout the study area. Also, a notice appeared in the Palm Beach Post on April 29, 1991.

The November 21, 1991 community meeting featured several advertisements and notices published in the Palm Beach Post. The dates were: Sunday, November 10, 1991; Sunday, November 17, 1991; Wednesday, November 20, 1991; and Thursday, November 21, 1991. An article on the Haverhill Area Neighborhood Plan appeared in the Palm Beach Post on Sunday, December 1, 1991. (For reference, please refer to the report's Supplemental Appendix for copies of each advertisement or article.)

#### **The April 30, 1991 community meeting: problem identification**

The following outlines the complete list of issues and related geographical references identified by the public during the April 30, 1991 community meeting:

##### Evans Lane Area (Between Haverhill and Military Trail, north of Forest Glen Apts.)

- No speed Limits posted
- Crime related to the Forest Glen Apartments spills over into surrounding area

##### Wallis Road (western section)

- Junk yards exist along Southern Boulevard
- Tall Pines Road Auto Junk yard
- Need for code enforcement
- Need for inspection of the area
- Wallis Road needs improvements between Cleary Dr. to 1st Street
- The roads in this area are primarily dirt and have numerous potholes
- Pave roads which are dirt streets now
- Many roads need improvements
- Cleary Road needs signalization at Southern Boulevard
- Area does not want to be annexed by Town of Haverhill

##### Mango Road Area (Fruity Acres)

- Need for water and sewer service
- There may be a pollution problem resulting from intensity of development and the use of septic tanks

##### Wallis Road (eastern section)

- How do you get private roads paved (Holly Road)?
- Traffic Islands along Military Trail prevent exiting to north; must use Haverhill Road

##### Town of Haverhill

- Concern about dividing the sub-area of the Town of Haverhill into smaller subareas

II a. Background

- Traffic is a problem in the northeast section of Haverhill
- Excessive pollution results from pass-through automobile traffic at Haverhill Rd. and Belvedere Rd.
- Haverhill Road is congested with Truck and other pass-through traffic
- Change land use along Haverhill Road.
- Land values are decreasing in this area
- Need equal representation on Haverhill Town Council based on geographic equity

Stacy Street (northeast section of study area, just north of Town of Haverhill)

- Crime is a problem
- Considerable dumping occurs and trash is not collected
- Ditches are clogged
- Kids need recreation
- Density of land uses is too high

Jog and Southern Blvd.(Joseph St., southwestern section of the study area)

- What can be done with the properties in this area?
- Residents have been unable to sell property; properties are not marketable

Rutherford Lane (Town of Haverhill)

- Residents' concern over possible burnt fuel from Aircraft coats residential dwellings
- Need for road maintenance

1st Street (southwestern section of the study area)

- The roads need paving and infrastructure (water and sewer)
- Residents are concerned about children playing in the streets (potential accidents); alternatives?
- Excessive dust from trucks along Wallis Road (western section)

Area between Wallis Rd. and Southern Blvd. (southwestern section of the study area)

- Absentee landlords do not maintain their property
- Need for bicycle trails and sidewalks for pedestrian traffic

Wallis Road (eastern section)

- Need to protect children from traffic
- Need recreation for kids; parks
- Need infrastructure such as water and Sewer installed; there are problems with the drinking water where wells may be contaminated
- Traffic along Wallis Rd. is too high; dangerous
- Caroline Avenue has no access across lateral canal between Fruity Acres and Lake Belvedere Estates; additional trips are generated on Southern Blvd., Haverhill Rd. and Belvedere Road as a result

Pine Grove Drive/Stacy Street (northeastern section of the study are; north of Town of Haverhill)

- Private roads have attempted to go public but have not been accepted by the County
- Drainage is a problem
- Multi-family residential negatively impacts area
- Need for sidewalks in Stacy Street area
- Drainage ditch exists along Stacy St. and kids play in it; pollution and health issue
- Area invites annexation by Town of Haverhill



Park Lane (northeastern section)

- Residents want to remain in the County; do not want to be annexed by Town of Haverhill

Robert Street (southwestern section of the study area)

- Roads are bad; poorly maintained

Along Wallis Road (western section)

- Residents complain about abundance of junk yards
- Residents feel County Commissioners have not addressed area's problems and do not listen
- Need code enforcement of rights-of-way for clogged ditches and roadways
- Rights-of-way have not been protected

Airport: (general comments from citizens)

- Noise is a problem
- Need better enforcement or regulations against night time flying
- Burnt fuel pollution from planes settles in residential areas.

**Problem identification exercise by the study group**

The week before the April 30, 1991 community meeting, the facilitator led the study group through a similar exercise where they enumerated area problems. They had suggested the following:

- Airport noise
- Declining property values
- Excessive traffic volumes
- Pass-through traffic
- Appropriate truck routes
- Traffic signalization in the industrial areas
- Pollution:
  - water
  - air
  - noise
- Lack of access to the turnpike
- Availability of county water (service connection cost prohibitive)
- Loss of habitat
- School district boundaries that hurt the community
- Deteriorated housing
- Crosswalk and traffic signal at the park
- Poor pedestrian signalization
- Poor environment for 'personal powered vehicles' (bikes, walkers, wheelchairs)
- Exotic vegetation (Meleleuca, Brazilian pepper, etc.)
- Unsightly electrical lines (too low)
- Crime
- Inter-jurisdictional incompatibilities (as defined by the former Countywide Planning Council)
- Edge relationship problems.

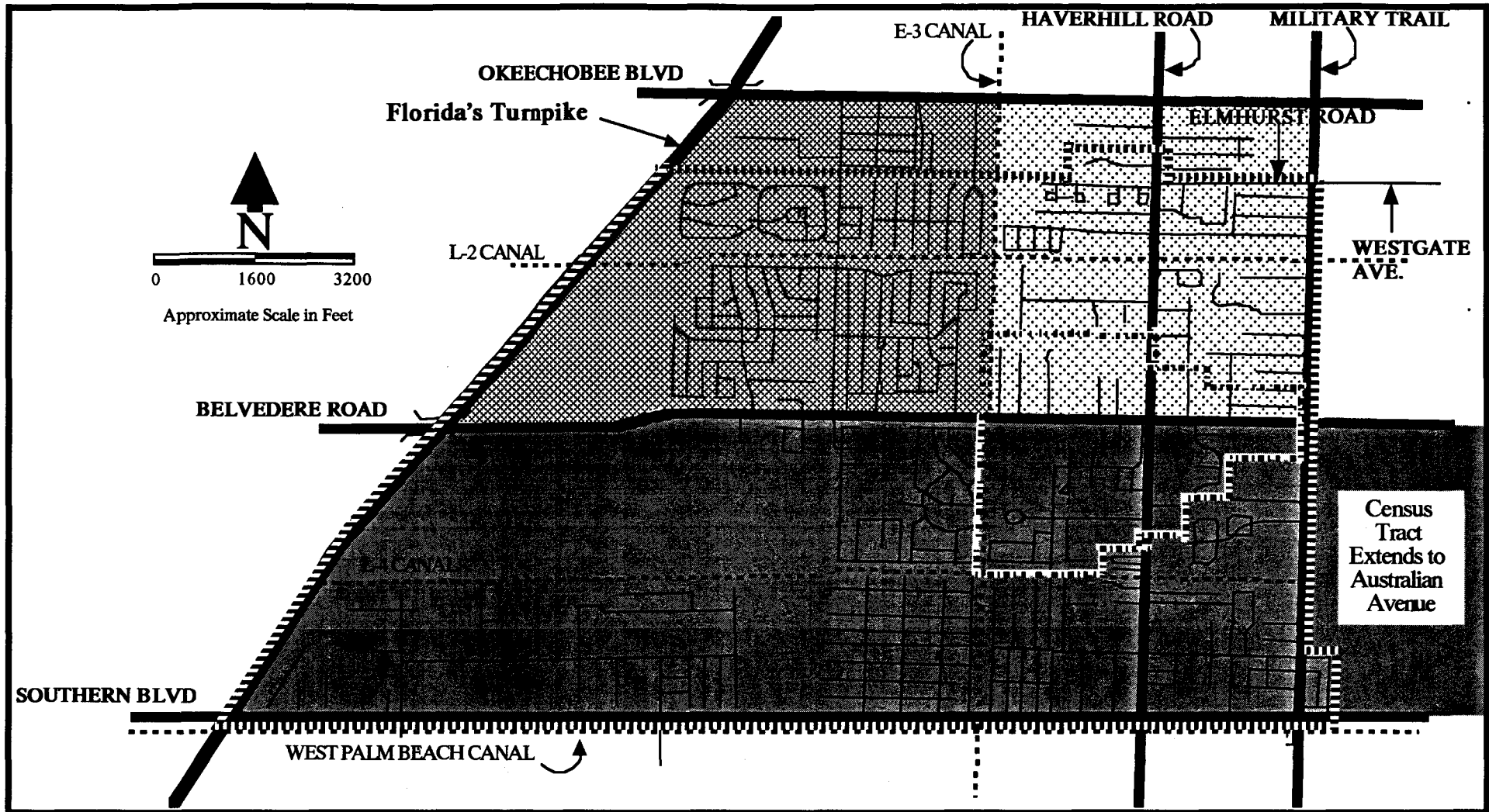
**Educating the study group**

The process with the study group began with an orientation forum on April 4, 1991. It encompassed study group norms, the facilitator role of the Planning Division and a schedule of completion dates for the project.

During the study group process, guest speakers educated the members about specific issues that were either identified by the community meeting or at the first study group forum. After each lecture, the group would discuss the topic fully and then suggest recommendations. Planning Division staff coordinated each session with a concise agenda as well as facilitated the discussion to ensure that participants: 1) focused on one problem at a time; 2) observed time constraints; 3) allowed conversational balance to prevail; and 4) gave quieter, less assertive members an opportunity to be heard.

**The issues**

The ensuing chapters discuss in detail each of the problems identified by both the community meeting and the study group. At the end of each, recommendations are summarized in one grouping. For a complete executive summary of recommendations, refer to the final section of this chapter (entitled "II b. Background: Haverhill Area Neighborhood Plan Executive Summary").

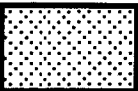

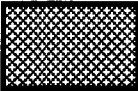


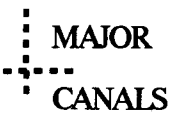



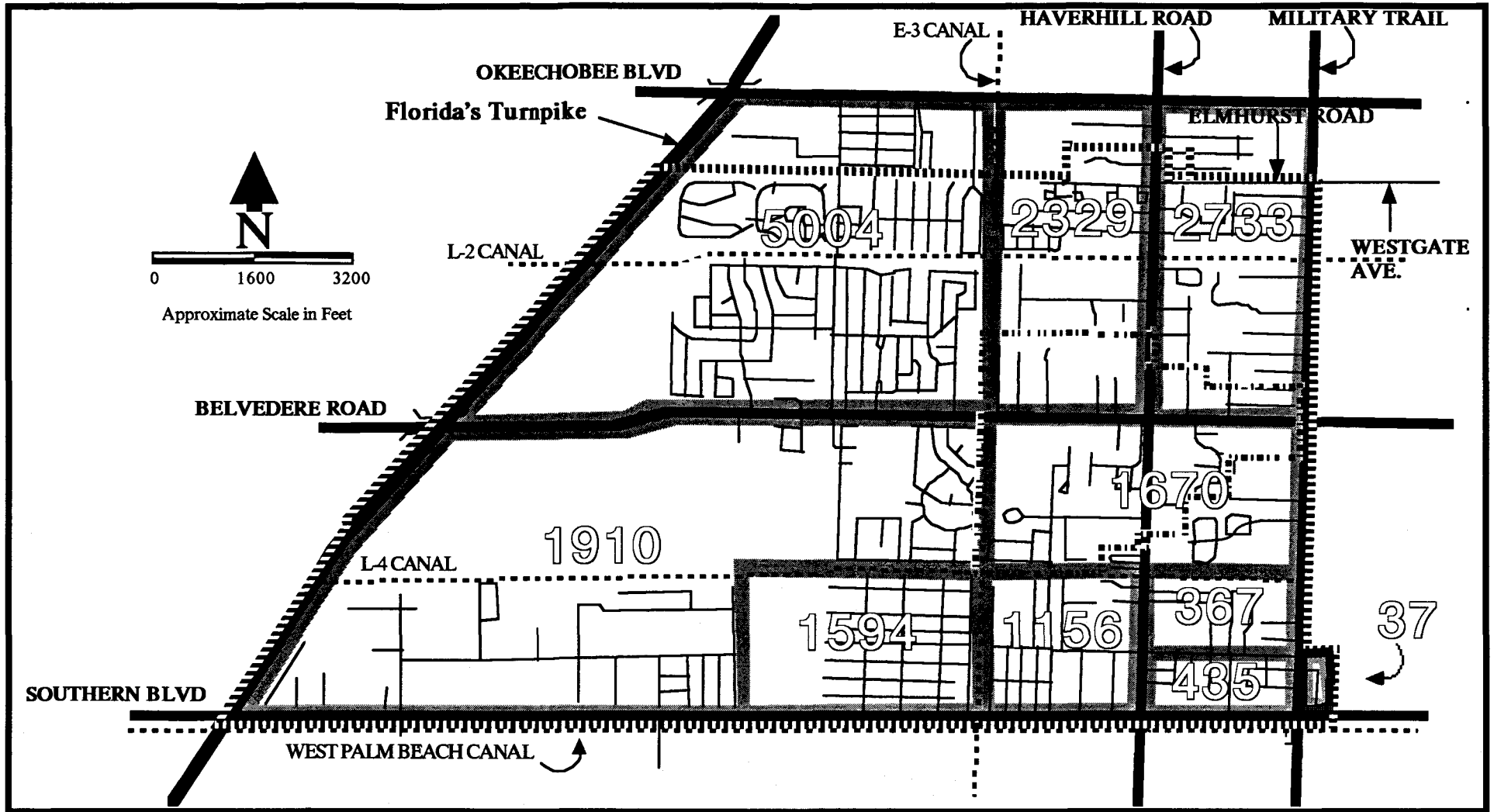
12a.

# Haverhill Area Neighborhood Plan

## CENSUS TRACTS WITHIN THE STUDY AREA

### Legend

	Census Tract 31.02		Study Area Boundary
	Census Tract 31.01		Town of Haverhill
	Census Tract 32		MAJOR CANALS
			MAJOR ROADS



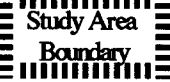
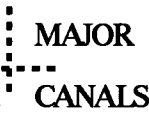



12b.

**Haverhill Area  
Neighborhood Plan**

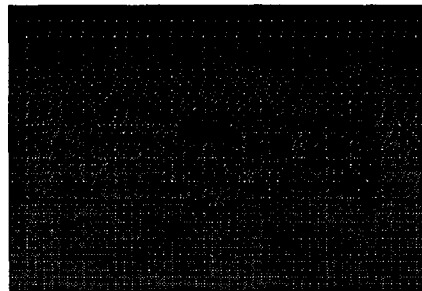
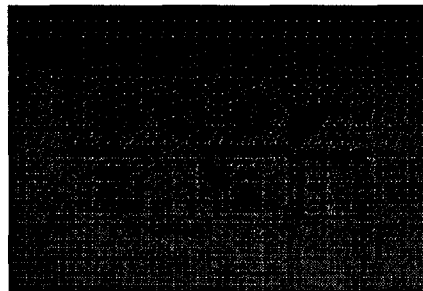
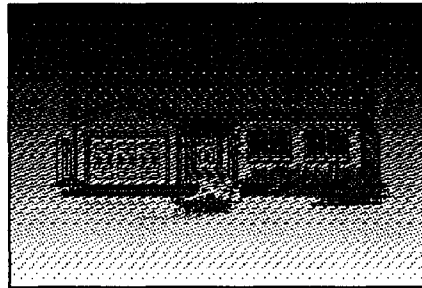
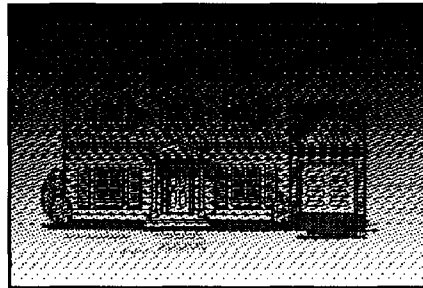
**1990 ESTIMATED  
POPULATION FOR  
COMBINED CENSUS BLOCKS**

**Legend**

	Population of Sub-areas		
	MAJOR CANALS		MAJOR ROADS



THE HAVERHILL AREA  
NEIGHBORHOOD PLAN



II b. BACKGROUND:

EXECUTIVE  
SUMMARY



## II b. BACKGROUND: HAVERHILL AREA NEIGHBORHOOD PLAN EXECUTIVE SUMMARY OF RECOMMENDATIONS

### III. Land Use, Zoning and Building Regulations

#### PBIA-Overlay Area: Text Amendments

Short-Range Recommendation: 1-4 years

- Change the existing PBIA language in the Palm Beach County 1989 Comprehensive Plan and Land Development Regulations (Zoning Code) from:

“630. Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O).

A. Purpose and intent. The Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O) recognizes the lands surrounding the Palm Beach International Airport are most suitable for campus-style industrial development over the long term. The purpose of the PBIA-O District, therefore, are as follows:”

...to read as follows (revisions are in bold):

“630. Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O).

A. Purpose and intent. The Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O) recognizes **that some airplane noise-affected** lands surrounding the Palm Beach International Airport are most suitable for campus-style industrial development, **or other quality non-residential land uses**, over the long term. **(These are listed in the FAA noise compatibility matrix for land uses adjacent to airports.)** The purpose of the PBIA-O District, therefore, are as follows:”

Short-Range Recommendation: 1-4 years

- **Revise the current PBIA-Overlay wording in the Palm Beach County Zoning Code and 1989 Comprehensive Plan that allows for the conversion of residential areas to the “IL” light industrial use in the high airport noise residential neighborhoods south of the Town of Haverhill (bounded by the L-4 Canal on the north, Southern Boulevard to the south, the western boundary of Royal Palm Estates subdivision (Fruity Acres) to the west, and Military Trail to the east). For this specific area, the new language should only allow residential conversion to a “Planned Industrial Park Development” (PIPD) designation, as outlined in the Palm Beach County Zoning Code, with the following additional restrictions or allowances:**

1)The 50 acre minimum site area prescribed for PIPDs in the Palm Beach County Zoning Code shall be superseded for the area herein described to be a minimum site area of 25 acres; 2)Land assemblages must be a reasonably compact area comprising the minimum of 25 acres in size; 3)All PIPD percentages for “use mixture limitations” described within the Palm Beach County Zoning Code (under 622.F.5.) should be proportionally applied to the 25 acre minimum site area; 4)New development or redevelopment must be of a campus-styled design that is aesthetically pleasing, with unsightly areas adequately buffered and screened so as to prevent viewing from the street; 5)Permitted uses should exclude the following (which are currently allowed under a traditional PIPD zoning category): salvage



junk yards, machine or welding shops, hazardous waste facilities, solid waste facilities, bulk storage facilities, contractors storage yards, dairy processing, open storage-outdoor facilities, transportation and multi-mode terminals, large scale repair and heavy equipment repair and service facilities, petroleum and coal derivations-manufacturing and storage facilities, heliports, helipads, airstrips, hangars-accessory facilities, and excavation beyond construction (no commercial excavation).

Short-Range Recommendation: 1-4 years

- Revise the resolution creating the PBIA Overlay Committee to review all projects (non-residential and residential) within the PBIA Overlay area.

### **PBIA-Overlay: New Category**

Short-Range Recommendation: 1-4 years

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

### **PBIA-Overlay Area: Code Enforcement**

Mid-Range Recommendation: 5 - 10 years

- The Haverhill Town Council should consider annexation of the residential section north of L-4 canal between Military Trail and the Town of Haverhill's eastern boundary so as to better address the land use and code enforcement problems that exist.

### **Land Use Changes: IF a Buy-out Area is Ever Considered (See Airport Section for More Details)**

Mid-Range Recommendation: 5 - 10 years

- IF a buy-out program is ever established west of PBIA, change the zoning and the Palm Beach County Comprehensive Plan future land use designations within that designated region, at the same time that any proposed buy-out program would occur, to either institutional and/or conservation (park) so as to positively influence the eventual land use conversion of this section. (The spirit of this recommendation recognizes the need to avoid any Interjurisdictional Incompatibility between the unincorporated County area and the residential nature of the Town of Haverhill, situated just to the north.)

### **Land Use Changes Related to Well and Septic Deficiencies East of E-3 Canal**

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density of the properties located south of Cherry Lane Apartments, extending to Durham Lane, (primarily located on Concord Avenue and Cole Street), from 'residential-8' to 'residential-5'.

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density of the Casa Loma Mobile Home Park, located west of Military Trail, south of the L-2 Canal, along Ridgeway Drive from 'residential-18' to 'residential 12'.

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density of the properties along Neva Drive, extending to the E-3 Canal between Wallis Road and Southern Boulevard, from 'residential-8' to 'residential-5'.

### **Land Use Changes or Reaffirmations: Belvedere Road Corridor**

Short-Range Recommendation: 1-4 years

- Preserve the residential character along Belvedere Road by retaining all residential future land use designations between Military Trail and Florida's Turnpike.

Short-Range Recommendation: 1-4 years

- Retain the 'residential-3' (1 to 3 dwelling units per acre) future land use designation for the vacant tract north of Belvedere Road, west of Jog Road Extension and east of the Turnpike.

Short-Range Recommendation: 1-4 years

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

Short-Range Recommendation: 1-4 years

- Require additional setbacks, buffering and landscape treatments for future residential areas along Jog Road Extension, between Belvedere Road and the northern boundary of the study area, to mitigate truck traffic noise.

### **Land Use Changes: Stacy Street**

Short-Range Recommendation: 1-4 years

- Change the Palm Beach County Comprehensive Plan future land use designation for the Stacy Street area from residential-12 to residential-5.

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

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density from 'residential-8' to industrial for the area between Jog Road, Sunbeam Avenue, Southern Boulevard and Wallis Road. Since most parcels are vacant, contiguous to industrial sections and adjacent to the planned extension of Jog Road, the area has new incentives for industrial development.

Short-Range Recommendation: 1-4 years

- Lower the 1989 Palm Beach County Comprehensive Plan future land use density for the area between Sunbeam Avenue, First Avenue, Southern Boulevard and Wallis Road from 'residential-8' to 'residential-5' to protect water quality. In the long term, this established community may want to organize and petition for an industrial future land use classification.

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use designation from 'commercial/underlying residential' to 'commercial/underlying industrial' for those properties fronting on Southern Boulevard between Jog Road and Haverhill Road. (Long term, the PBIA-Overlay calls for a transition to light industrial, making residential uses inappropriate. Commercial and industrial uses should conform to 1989 Palm Beach County Comprehensive Plan goals for quality, campus-styled industrial or commercial development that is aesthetically sensitive to its surroundings.)

### **Building Codes**

Short-Range Recommendation: 1-4 years

- Enact stricter building codes for sound-proofing structures and prevention of airport hazards within all PBIA flight path areas.

## **IV. The Airport Issue**

The Haverhill Area Neighborhood Plan recognizes that consideration of airport-related recommendations by the Palm Beach International Airport requires following an established Federally-mandated procedure. The Palm Beach County Department of Airports has indicated its desire to implement noise-reducing recommendations and is acting in concert with Federal Aviation Administration requirements that stipulate a noise abatement study must be completed prior to implementation of noise reducing strategies.

### **Airport Master Plan**

Short-Range Recommendation: 1-4 years

- • The study group endorsed PBIA's 1995 noise abatement goal which calls for 100% Stage 3 aircraft by November, 1994. Consider maintaining this goal even if federal standards which call for the phasing out of stage 2 craft are significantly relaxed.

Short-Range Recommendation: 1-4 years

- Consider, as part of the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update", a policy that directs all aircraft to travel a 'straight' alignment when departing PBIA to the west.

Mid-Range Recommendation: 5 - 10 years

- When extending the PBIA runways, employ mitigation and other buffering measures to reduce ground noise, to increase the aesthetic environment, and to lessen the visual distractions or potential jet blast hazards for drivers on Military Trail. The study group endorses current proposed runway extensions, if justified by the pending noise abatement study.

Short-Range Recommendation: 1-4 years

- Maintain the PBIA Master Plan objective which states that no additional runways will be constructed.

Mid-Range Recommendation: 5 - 10 years

- Maintain the PBIA Master Plan objective to build additional taxiways so that planes may exit the main runway as soon as possible. (Objective is strongly endorsed by the Haverhill Area Neighborhood Plan study group.)

### **Homeowner Assistance Options**

Mid-Range Recommendation: 5 - 10 years

- Investigate as part of the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update" and implement governmental assistance programs to compensate homeowners significantly impacted by aircraft noise (within the 65 LDN noise contour). Options should include strategies for advertising of programs that promote sound-insulating or other home improvements related to aircraft noise abatement, purchase assistance programs, and other innovative assistance programs to help stabilize property values and insure against devaluation due to increased airport activity.

### **Research of Possible Environmental Impacts**

Short-Range Recommendation: 1-4 years

- As part of the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update" and as mandated by the Palm Beach International Airport D.R.I., the Palm Beach County

Department of Airports shall provide to interested citizens a copy of all studies evaluating the impact of airport operations on soil, air, and water quality.

Mid-Range Recommendation: 5 - 10 years

- If any environmental studies reveal significant airplane pollution is occurring, institute a program within the Department of Airports that will continuously monitor ground, air, and surface water quality at selected points around PBI. If warranted, it is suggested that this be done at least once per year to allay any community fears of perceived environmental degradation.

### **Other Airport-Related Ideas and Suggestions**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Consider the feasibility of: 1) a self-taxing district program or 2) a government-sponsored incentive package for development or 3) a government-sponsored promotional effort for a large-scale commercial sector purchase, for the suggested general area located between the L-4 Canal (on the north), Wallis Road (on the south), Military Trail (on the east) and Haverhill Road (on the west) that encompasses homeowners within the 70 LDN noise contour (as determined by the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update") located on the west side of PBI. The first option could be modeled after the Westgate-Belvedere Homes Community Redevelopment Area. The purpose of a self-taxing district would allow property owners to collectively decide their future and have the added ability to finance or promote objectives.

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- **IF** some sort of self-taxing district or buy-out program is ever established west of PBI, expressly word any potential government programs so that future land use is stated before any plan is implemented. This is to protect property values from unfair influences and homeowners from financial harm.

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- **IF** some sort of self-taxing district or buy-out program is ever established west of PBI and adjacent to Military Trail, require any new roads to access directly onto Military Trail rather than allow circulation to flow west through established residential neighborhoods.

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- **IF** some sort of self-taxing district or buy-out program is ever established west of PBI [for the suggested general area located between the L-4 Canal (on the north), Wallis Road (on the south), Military Trail (on the east) and Haverhill Road (on the west)], consider using a buy-out package that includes:
  - ◊ Fair market value
  - ◊ Replacement housing value
  - ◊ Moving expenses (within 50 miles)
  - ◊ Interest differential compensation
  - ◊ Closing costs.

Short-Range Recommendation: 1-4 years

- For the area between the L-4 Canal (on the north), Wallis Road (on the south), Military Trail (on the east) and Haverhill Road (on the west), buying aviation easements should only be done as part of a comprehensive noise abatement program that employs features such as sound insulation, purchase assistance, or any other such programs that may be created through the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update" process.

### **Communitywide Airport-Related Policy Issues (Beyond the Boundaries of the Haverhill Area Neighborhood Plan)**

Short-Range Recommendation: 1-4 years

- Consider discouraging residential land uses under the projected flight paths of the North County Airport to avoid creating similar land use conflicts that currently exist around PBIA.

Long-Range Recommendation: 11 - 20 Years

- Consider offering positive incentives to PBIA general aviation and fixed base operators to move their facilities from PBIA to either the North County Airport or Lantana Airport, in order to promote greater air traffic safety.

## **V. Code Enforcement**

### **Designated Code Enforcement Target Areas**

Short-Range Recommendation: 1-4 years

- Designate the following as 'code enforcement target areas':
  - ◇ The section between Elmhurst Road and Myrtle Lane, from West Street to Military Trail (Myla Lane area)
  - ◇ All properties fronting on Stacy Street, North Stacy Street and South Stacy Street
  - ◇ The commercial corridor fronting on Southern Boulevard, between the E-3 Canal and Lindy Lane
  - ◇ The Haverhill Mobile Home Park located on the west side of Haverhill Road, north of the L-4 Canal
  - ◇ Bonita Pines Apartments located on the west side of Haverhill Road, south of the L-4 Canal
  - ◇ The section north of Wallis Road (eastern section), south of the L-4 canal, east of the Griffen Ranch property , extending to the back lot line of the properties or subdivisions fronting on Haverhill Road
  - ◇ The area east of the E-3 Canal to West Trail Drive, between Southern Boulevard and Wallis Road (eastern section)
  - ◇ The residential area between Military Trail and Pine Road, between Wallis Road (eastern section) and Bertram Street
  - ◇ Belvedere Plaza Apartments located on the north side of Belvedere Road along Newton Woods Drive
  - ◇ The Plantation Villa subdivision located between the L-1 and L-2 Canals, east of Meridian Road and Breezy Lane
  - ◇ The properties along Grove Street between the Briarwood subdivision and Military Trail
  - ◇ The area east of 72nd Drive North to Martin Lane, south of Wallis Road (unpaved extension)
  - ◇ The section east of Martin Lane extending to the planned Jog Rod Extension, between the L-4 Canal right-of-way and Southern Boulevard, excluding the residential area along Bishoff Road and Alexander Road.

### **Code Enforcement: Aesthetic improvements to the Streetscape**

Short-Range Recommendation: 1-4 years

- Enlist the help of the Palm Beach County Code Enforcement Division to survey all commercial signage along Southern Boulevard and Military Trail (within the study area) for violations of the County's sign ordinance and cite owners of illegal signs. (Recommendation is also stated in chapter IX. entitled "Aesthetics and Image".)

Short-Range Recommendation: 1-4 years

- Direct any public agency charged with the responsibility to properly maintain rights-of-way and other easement areas to carry out those duties on a regular basis.

### **Code Enforcement: Graffiti**

Short-Range Recommendation: 1-4 years

- Consider enacting an ordinance governing the region inside the Palm Beach County urban service area boundary (excluding municipalities) that requires property owners to remove graffiti from their structures within thirty days of investigation by the County's Code Enforcement Division. In conjunction, consider assigning convicted youth offenders to community service, where their labor is used to remove graffiti for property owners who suffer chronic blighting. Finally, an application process could allow specific requests for convicted youth offenders to remove graffiti on private property viewable from roadways.

### **Code Enforcement: Town of Haverhill**

Short-Range Recommendation: 1-4 years

- Target the commercial property (abandoned gasoline station) located on the northwestern corner of Military Trail and Belvedere Road for code enforcement. Property is located within the Town of Haverhill and requires actions from the municipality.

### **Communitywide Code Enforcement Policy Issues: Suggestions**

Short-Range Recommendation: 1-4 years

- Consider adopting a county ordinance that requires property owners, located within the unincorporated region of the urban service area boundary, and within a platted subdivision, to regularly maintain street drainage swales and rights-of-way.

Short-Range Recommendation: 1-4 years

- Consider adopting ordinances (through the County and Town of Haverhill) governing how soon property owners, residing inside the urban service area boundary of unincorporated Palm Beach County and the Town of Haverhill, may place trash on the curb for pick-up. The suggested restriction is no more than two days prior to trash pick-up.

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Consider enforcing residences and businesses within Palm Beach County to clearly show their street address numbers on the front of all primary structures so as to aid law enforcement and fire-rescue efforts. An alternative: Launch a program to paint address numbers on the curbing of major arterials. (Recommendation is also stated in the Crime and Fire-Rescue sections.)

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Consider adding more staff to the Palm Beach County Code Enforcement Division to ensure that code enforcement complaints are investigated and acted upon in a timely manner.

## **VI. Transportation**

### **Signalization**

Short-Range Recommendation: 1-4 years

- Consider conducting a traffic study under the guidance of the Palm Beach County Traffic Engineering Division that evaluates the minimum pedestrian crossing time required for various traffic signals and intersections. Apply any results to improve pedestrian crossings.

Short-Range Recommendation: 1-4 years

- Place a traffic signal at Brian Way and Belvedere Road to facilitate traffic from the Cam Estates subdivision, when warrant thresholds are met. In the meantime, continue to measure traffic counts at this intersection to monitor warrant levels.

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Install a traffic signal at the intersection of Southern Boulevard and Cleary Road to facilitate industrial traffic, when traffic warrants allow. (Cleary Road provides direct access to adjacent industrial land uses and the resulting truck traffic produces unique turning hazards.)

### **Southern Boulevard**

Mid-Range Recommendation: 5 - 10 years

- Increase the turning radius (and/or add a turning lane) to Cleary Road at its intersection with Southern Boulevard to facilitate industrial truck traffic onto Southern Blvd. (Cleary Road provides direct access to adjacent industrial land uses and the resulting truck traffic produces unique turning hazards.)

### **Wallis Road (Eastern and Western Segments)**

Long-Range Recommendation: 11 - 20 Years

- Consider improving Wallis Road between Cleary Road and Jog Road so that it adequately accommodates internal industrial traffic and directly funnels commercial traffic to Jog Road. This is an acceptable alternative to installing a traffic signal at the intersection of Southern Boulevard and Cleary Road to facilitate industrial traffic (as stated in the third recommendation listed under 'VII. Transportation: Signalization').

Short-Range Recommendation: 1-4 years

- Keep the industrial western section of Wallis Road disconnected from the residential eastern section of Wallis Road so as to prevent industrial truck traffic from traversing residential streets. (Maintain present situation.)

Short-Range Recommendation: 1-4 years

- Rename the two discontinuous sections of Wallis Road to: "East Wallis Road" where it serves the residential community east of the E-3 Canal and "West Wallis Road" for the separate, predominantly industrial segment west of the E-3 Canal. This will help aid fire/rescue service and police protection as well as separate the residential and industrial identities of the two unconnected sections.

Short-Range Recommendation: 1-4 years

- Conduct a traffic study that focuses on cut-through traffic between Haverhill Road and Southern Boulevard. (Neighborhood residents complain of rush hour cut-through traffic in Royal Palm Estates (Fruity Acres). Cars may use the east-west routes of Wallis (eastern segment) and Papaya Roads to connect with Southern Boulevard via the residential avenues of Pine, Avocado and Guava.) If significant cut-through traffic exists, employ mitigation measures.

### **Military Trail**

Mid-Range Recommendation: 5 - 10 years

- Place a traffic counter to determine the magnitude of cut-through traffic on Bertram Street, for automobiles en route from South Military Trail to Wallis Road (eastern section). (Currently, no direct link to Wallis Rd. exists from Military Trail.) If the cut-through traffic is considered significant, do one of the following: 1) Close Bertram Street from accessing Military Trail; or 2) Close the median cut along Military Trail (1-2 blocks north of Southern Boulevard) that allows traffic access to Wallis Road (eastern section) via

residential Bertram Street. Make appropriate re-workings or closures to other nearby median cuts as necessary to maintain traffic safety.

### **Proposed Turnpike Interchange**

Mid-Range Recommendation: 5 - 10 years

- Locate a Florida's Turnpike interchange at Southern Boulevard based on the following reasons:
  - ◊ Southern Boulevard handles approximately 38 percent more vehicles than Forest Hill Boulevard; (Forest Hill Blvd. is also being considered for an interchange) Southern Boulevard serves as a primary east-west corridor linking the Wellington and Royal Palm Beach areas with eastern employment and commercial nodes
  - ◊ Southern Boulevard has direct access to the Glades communities of Pahokee, Canal Point, Belle Blade and South Bay
  - ◊ Southern Boulevard provides direct turnpike access for the industrial businesses located between Jog Road and State Road 7.

### **Westgate Avenue-Elmhurst Road Extension**

Short-Range Recommendation: 1-4 years

- Consider promoting neighborhood preservation within the Haverhill Area Neighborhood Plan by re-examining the placement of any new arterials through established residential areas. (This recommendation does not apply to the pending construction of Jog Road Extension.)

### **Other Roads within the Study Area**

Short-Range Recommendation: 1-4 years

- Maintain unpaved county roadways within the study area on a regular periodic basis so that they are free of large pot holes and other road degradations.

### **Communitywide Transportation Policy Issues: Suggestions**

Short-Range Recommendation: 1-4 years

- Consider adopting a policy in the comprehensive plans of Palm Beach County and the Town of Haverhill that states the following concept:
  - ◊ Design state and county road projects so that traffic is not routed between major arterials and collectors via local neighborhood streets. (Local issue: Cut-through traffic from Military Trail to Wallis Road via residential Bertram Street.)

Long-Range Recommendation: 11 - 20 Years

- Consider (through an MSTU or some other creative financing mechanism) implementing a 20-year program that systematically paves all remaining existing unpaved major and minor arterial roadways that are situated within Palm Beach County's urban service area boundary as defined by the 1989 Palm Beach County Comprehensive Plan. (Currently, a program exists only through assessments and requires the initiative from residents and business owners.)

Long-Range Recommendation: 11 - 20 Years

- Plan for the long-term future by considering the eventual use of the Southern Boulevard corridor as a limited access facility between the western communities and eastern employment centers. This recommendation is compatible with the existing 220 foot right-of-way and the designation of the Southern Boulevard corridor as part of the Florida's Intra-State Highway System. Wallis Rd. (western segment only) could be employed as a collector. (An example of a reduced cost limited access corridor might resemble the design of Palm Beach Lakes Boulevard, west of I-95.)



Long-Range Recommendation: 11 - 20 Years

- In conjunction with the previous recommendation, consider removing the direct access of most residential streets that currently connect with Southern Boulevard, between Florida's Turnpike and PBIA.

Long-Range Recommendation: 11 - 20 Years

- In conjunction with the recommendation designating the Southern Boulevard corridor as a limited access facility, consider the idea of incorporating light rail, and accompanying 'park and ride' lots, as an alternative mass transit mode between the western communities and the central business district of West Palm Beach.

## VII. Water, Sewer & the Canal System

### Well and Septic Systems

Mid-Range Recommendation: 5 - 10 years

- Conduct an environmental study (under the direction of Palm Beach County) of the water quality in those neighborhoods of the Haverhill Area Neighborhood Plan that have residential densities equal to or higher than 5 units per acre and still rely on well and septic systems. The survey is to determine whether a danger of well contamination exists.

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Encourage affected property owners in the Haverhill Area Neighborhood Plan, that live in higher density residential communities and currently use well and septic systems, to participate in the County's water and sewer service assessment program. Promotion of the assessment program should be an effort organized by local activists and/or the Haverhill Town Council.

### Communitywide Water Conservation Policy Issues: Suggestions

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Ensure that water will be available for all users in the Lake Worth Drainage District by carrying out the following:
  - ◇ Promote the water conservation policy that reserves the highest and best quality water for the highest and best uses
  - ◇ Require xeriscaping for residential landscaping
  - ◇ Promote the use of graywater for agricultural irrigation
  - ◇ Require the use of graywater/IQ water for irrigation of golf courses
  - ◇ Encourage homeowners to tie into a regional water and sewer system
  - ◇ Require low volume shower heads and toilets for new development and remodeling
  - ◇ Enforce the ban on daylight watering through code enforcement
  - ◇ Consider requiring permeable paving surfaces on lots accommodating more than 200 cars
- ◇ Consider promoting or requiring larger redevelopment sites to reduce surface water runoff through specified measures.

## VIII. Open Space, Parks and Linkages

### Sidewalks and Linkages

Mid-Range Recommendation: 5 - 10 years

- Provide sidewalks along Wallis Road (eastern segment) to accommodate pedestrian traffic.

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Provide a pedestrian activated traffic signal at the entrance to Haverhill Park and Belvedere Road. Final eligibility should not rely solely on a user study that determines feasibility and demand, since the width of Belvedere Road may actually deter crossings.

Mid-Range Recommendation: 5 - 10 years

- As an alternative to the previous recommendation, consider constructing a sidewalk or bike path along the south side of Belvedere Road from Overbrook Place to the E-3 Canal, allowing it to link with an existing sidewalk on the northern perimeter of Haverhill Park. Another alternative may be to construct underneath the Belvedere Road bridge (over the E-3 Canal) a connecting walkway.

Mid-Range Recommendation: 5 - 10 years

- Provide a sidewalk on at least one side of Stacy Street to accommodate the needs of the area's high residential density. (Stacy Street is located on the west side of Haverhill Road, immediately north of the Town of Haverhill corporate limits.) Funding is subject to availability of County money.

### **Sidewalk Curb Cuts**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Retrofit the design of older sidewalks within the study area to include inclined curb cuts for access by personal powered vehicles (bicycles and handicapped vehicles).

### **Linked Open Space**

Mid-Range Recommendation: 5 - 10 years

- Transform the existing vacant public right-of-way, located just west of Ryanwood Drive in the Timber Run subdivision (which extends north and south between Southern Boulevard and Belvedere Road) into a linear park. Pathways should accommodate bike and foot traffic. Lighting and landscaping design should be carefully placed to deter crime.

### **Sensitive Lands**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Consider combining (through the 25 percent set aside rule governing native upland ecosystems) any environmentally sensitive land with the proposed linear park on the public right-of-way linking Southern Boulevard and Belvedere Road, located just west of Ryanwood Drive in the Timber Run subdivision.

## **IX. Aesthetics and the Establishment of an Image**

### **Beautification of Corridors**

Mid-Range Recommendation: 5 - 10 years

- Consider imposing additional design requirements for selected Palm Beach County Neighborhood Plans that mandate higher new residential construction thresholds for aesthetics, crime prevention through building design, and energy efficiency. Once enacted, impose those additional standards to the Haverhill Area Neighborhood Plan.

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Incorporate carefully planned streetscape landscaping in the design phase of arterial roadway projects within the neighborhood study area.

Short-Range Recommendation: 1-4 years

- Organize a citizens group under the initiative of the Town of Haverhill Town Council that will contact and coordinate with the Palm Beach County Traffic Engineering Department

with the goal of incorporating landscaped medians along Belvedere Road between Military Trail and Drexel Road. The purpose is to create a recognizable and distinctive image for the Haverhill area. The Palm Beach County "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways", also known as "The Green Book" will be employed to set landscape design standards. Alternatives to the standards outlined by the "The Green Book" may need to be explored that address nonpublic-based budgets, hiring of independent landscape architects, as well as designating civic groups, organizations or homeowner associations that may oversee maintenance. (Palm Beach County does not have a budget to maintain medians.)

Short-Range Recommendation: 1-4 years

- Under the initiative of the Haverhill Town Council, find citizens' groups organizations or associations that will maintain arterial roadway perimeter landscaping in the study area on a regular basis.

Short-Range Recommendation: 1-4 years

- Apply for a Palm Beach County Engineering Department "Beautification Committee" grant to partially assist in the planting of arterial roadside landscaping along Belvedere Road, Haverhill Road, and Military Trail. (Application must be made by the Town of Haverhill for specific roads.)

Short-Range Recommendation: 1-4 years

- Organize a citizens group under the initiative of the Town of Haverhill Town Council that will implement the "Adopt-a-Road" program within the Haverhill Area Neighborhood Plan boundaries. Group will regularly control litter.

### **Military Trail**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Under the initiative of the local residents or the Haverhill Town Council, incorporate carefully planned streetscape landscaping along Military Trail (State road) to improve the aesthetic character of the corridor. Observe any airport height restrictions in the design.

### **Haverhill Road**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Consider the placement of lighting along Haverhill Road between Southern Boulevard and Elmhurst Road, that provides a distinct and aesthetically pleasing, recognizable image for the Haverhill area. Funding, if possible, should be shared between the Town of Haverhill and Palm Beach County. Any creative funding mechanisms should be investigated (such as a special taxing district). Community leaders should negotiate with the County and FPL for non-standard, aesthetically pleasing street luminaries that meet minimum lighting intensity guidelines.

### **Gateway Image for the Area: Four Points Intersection**

Mid-Range Recommendation: 5 - 10 years

- Develop commercial redevelopment design criteria (through the County) that will promote an overall theme or distinctive image and apply them to gateways such as the 'Four Points' intersection of Southern Boulevard and Military Trail.

### **Code Enforcement: Aesthetic improvements to the Streetscape with Better Signage**

Short-Range Recommendation: 1-4 years

- Enlist the help of the Palm Beach County Code Enforcement Division to survey all commercial signage along Southern Boulevard and Military Trail (within the study area) for

violations of the County's sign ordinance and cite owners of illegal signs. (Recommendation is also stated in the Code Enforcement section.)

### **Design Review**

Short-Range Recommendation: 1-4 years

- Use the example established by the Westgate CRA that further restricts development within the neighborhood plan boundaries to conform to stated qualitative standards. These include:
  - ◇ Undertake a design study or charette that results in tighter design and aesthetics guidelines for residential and commercial areas.
  - ◇ Incorporate guidelines into the review processes of both the Town of Haverhill and the surrounding county region within the boundaries of the Haverhill Area Neighborhood Plan.
  - ◇ Consider placing all county land uses other than residential, (within the boundaries of the Haverhill Area Neighborhood Plan), through a standard review process that assures quality development. Assign review responsibility to the Zoning Division.

## **X. Communitywide Housing Policy Issues: Suggestions**

### **Affordable or Public Housing**

Short-Range Recommendation: 1-4 years

- Consider requiring rental public housing authorities, rental affordable housing agencies, or their affiliates to carefully screen all potential tenants. Carried out before the unit is rented, screening could be in the form of determining chronic criminal offenders, convictions related to drug peddling or firearms, the maximum number of occupants permitted, or other legally-allowable means. Ideally, the housing provider should explicitly state by written contract the renters' responsibility regarding trash removal, unsightliness, and noise. (Compliance with the Fair Housing Act is implied.)

Short-Range Recommendation: 1-4 years

- Consider establishing and publicizing a grievance procedure where property owners adversely affected by disruptive rental public housing or rental affordable housing tenants may receive attention and corrective action from the governing housing authorities or agencies.

Short-Range Recommendation: 1-4 years

- Consider requesting the Palm Beach County Housing Authority, its management affiliates, and other affordable housing agencies under the County's jurisdiction, to regularly monitor the appearance of rental public or affordable housing units under their care and to help enforce code regulations regarding appearance, debris and general housing conditions.

Short-Range Recommendation: 1-4 years

- Consider requiring reverter clauses that outline specific performance standards expected of any single family residential homeownership units built with county funds and built for fee simple ownership. Suggested restrictions include: the screening of all potential owners and regular inspections of properties to ensure proper cleanliness and yard maintenance.

Short-Range Recommendation: 1-4 years

- Consider requiring the comprehensive review of all proposed public or affordable housing projects. Pertinent County departments should be notified and allowed to submit written comments to the implementing affordable housing agencies as they consider the appropriateness of proposed projects.

### **Multi-Family Residential**

Short-Range Recommendation: 1-4 years

- Amend the Palm Beach County ordinance currently requiring an on-sight manager based on the total number of multi-family units to be determined by a density ratio of units per acre. (The purpose would be to remove a loophole in the law. It currently allows one owner with many units to avoid the requirement for on-sight managers by segregating apartment complexes into smaller groups, with different names, signage and paint colors and slightly altered architectural treatments.)

## **XI. Crime**

### **Law Enforcement and Citizen-Oriented Programs**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Consider increasing the number of sheriff patrols in identified higher crime zones of the Haverhill Area Neighborhood Plan.

Mid-Range Recommendation: 5 - 10 years

- Implement, through Palm Beach County Sheriff's Department initiative, the "Community Oriented Police" (COP) programs within selected portions of the study area.

Short-Range Recommendation: 1-4 years

- Implement Crime Watch programs for individual neighborhoods. (This can only be accomplished by citizen initiative.)

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Require and enforce residences and businesses within Palm Beach County to clearly show their street address numbers on the front of all primary structures so as to aid law enforcement and fire-rescue efforts. An alternative: Launch a program to paint address numbers on the curbing of major arterials. (Recommendation is also stated in the Code Enforcement and Fire-Rescue sections.)

Short-Range Recommendation: 1-4 years

- Under the direction of the County's Parks and Recreation Department staff, organize and run after-school youth activities for children residing within the Haverhill Area Neighborhood Plan.

Short-Range Recommendation: 1-4 years

- Encourage County's Parks and Recreation Department staff to use Haverhill Park as a focus for after-school youth activities.

Short-Range Recommendation: 1-4 years

- Organize a "Combat Auto Theft" (CAT) program through the direction of the Haverhill Town Council. (A yellow decal on cars prompts police officers to pull vehicles over between 1 and 5 am.) Designate the Haverhill Town Hall as the local distribution point for CAT decals.

## **XII. Schools**

### **Locally-Based Elementary Schools in the Study Area**

Short-Range Recommendation: 1-4 years

- Encourage local activists, under the direction of the Haverhill Town Council, to review the student rolls to determine whether the region could meet the '10% threshold criteria'. (This was established by the Palm Beach County School Board for community involvement in

redistricting so that all elementary students within an given area could attend the same school.) If the community does not meet the threshold, then enter into an inter-local agreement to achieve it.

Short-Range Recommendation: 1-4 years

- Once the committee initiative determines the preferred option for a neighborhood-based elementary school, the Palm Beach County School Board should work with the community to provide a single, locally-based elementary school where all children from the study area can attend.

### **XIII. Mass Transit**

#### **Communitywide Mass Transit Policy Issue: Suggestions**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Encourage the adoption of the "Timed-Transfer Grid System" (CoTran's proposed maximum service) as Palm Beach County's new mass transit system.

### **XIV. Fire-Rescue**

#### **Communitywide Fire-Rescue Policy Issue: Suggestions**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Require and enforce residences and businesses within Palm Beach County to clearly show their street address numbers on the front of all primary structures so as to aid law enforcement and fire-rescue efforts. An alternative: Launch a program to paint address numbers on the curbing of major arterials. (Recommendation is also stated in the Code Enforcement and Crime sections.)

### **XV. Miscellaneous Recommendations or Suggested Policy Considerations Affecting the Entire County**

Mid-Range Recommendation: 5 - 10 years

- Consider requiring the replacement of invasive exotic plant species (such as Melaleuca, Brazilian Pepper and Australian Pines) on a countywide level, with native or other beneficial xeriscaping vegetation when developing or redeveloping property.

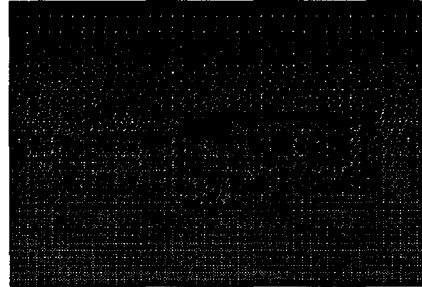
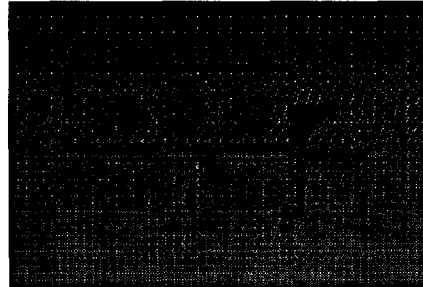
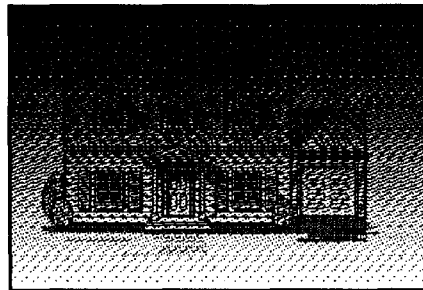
Short-Range Recommendation: 1-4 years

- Encourage the placement of utility wires underground for new residential subdivision development and redevelopment.

End of Executive Summary of Recommendations



THE HAVERHILL AREA  
NEIGHBORHOOD PLAN



II c. BACKGROUND:

INTER-LOCAL  
AGREEMENT





Board of County Commissioners

Karen T. Marcus, Chair  
Carole Phillips, Vice Chair  
Carol A. Roberts  
Carol J. Elmquist  
Mary McCarty  
Ken Foster  
Maude Ford Lee

County Attorney  
Van B. Cook



Dennis  
**RECEIVED**  
MAR 22 1991

**PLANNING DIVISION**

March 20, 1991

John Fenn Foster, Esq.  
Foster & Foster, P.A.  
1897 Palm Beach Lakes Boulevard  
Crossroads Suite 219  
West Palm Beach, Florida 33409

**Re: Interlocal Agreement between the City of Haverhill and Palm Beach County**

Dear John:

Enclosed is a copy of the executed Interlocal Agreement regarding joint land use planning in the Haverhill-PBIA Overlay Area.

Since the form of the agreement additionally calls for the sign-off of the Palm Beach County Planning Council, I have asked Barbara Alterman to agenda this item before the Planning Council in order to obtain approval and appropriate execution. As soon as I have an expected date for the Planning Council's approval, I will let you know. Once the agreement is fully executed I will have it recorded by the Clerk pursuant to F.S. §163.01(11).

Regardless, I feel that the County and Town may continue to move forward in compliance and enforcement in accordance with the terms of the agreement. As always, thank you for your helpful input and cheerful cooperation on this project.

Sincerely,

K.C. Collette  
Assistant County Attorney

KCC:bd  
Enc.

cc: Commissioner Karen T. Marcus, Chair  
Kris Kern, Acting Executive Director, PZ&B  
Barbara Alterman, Assistant County Attorney  
Dennis Foltz, Director, Planning Division  
Ellen Covert, Acting Director, Zoning Division  
Roxanne Manning, Acting Director, Zoning Division

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(407) 355-2225

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INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT is made this 12 day of March, 1991 between the Town of Haverhill, Florida, a municipality located within Palm Beach County, Florida (hereinafter "Town") and Palm Beach County, a political subdivision of the State of Florida, (hereinafter "County")

WITNESSETH:

WHEREAS, the County has adopted a new Comprehensive Plan on the 31st day of August, 1989, pursuant to Section 163.3161 et. seq., Florida Statutes; and

WHEREAS, the County has adopted Land Development Regulations pursuant to Section 163.202, Florida Statutes, on the 1st day of January, 1990; and

WHEREAS, said Comprehensive Plan and Land Development Regulations create a new area and district known as Palm Beach International Airport Approach Path Conversion Area Overlay; and

WHEREAS, said overlay area is identified by the area bounded on the North by Belvedere Road, on the South by Southern Blvd., on the East by Military Trail and on the West by the Florida Turnpike, excluding municipalities located therein; and

WHEREAS, at some future date, conversion from residential development and uses to industrial uses could occur in the area; and

WHEREAS, a significant portion of the overlay conversion area lies within the municipal boundaries of the Town; and

WHEREAS, almost all of the area of the Town located within the overlay district is low density residential; and

WHEREAS, the Town has manifested its intent to maintain its low density residential character and dignity in its Comprehensive Plan adopted on the 10th day of August, 1989; and

WHEREAS, on January 28, 1988, the Town Council approved a Resolution urging Palm Beach County to continue to maintain the residential character and use of properties in and around the Town boundaries for the area bounded by Okeechobee Boulevard on the North, Military Trail on the East, Southern Boulevard on the South, and Drexel Road on the West (Resolution No. 66); and

WHEREAS, the Town Council, on July 27, 1989, adopted Resolution No. 70 opposing the proposed Palm Beach County Comprehensive Plan as it impacted the Town because of the overlay area as described hereinabove; and

WHEREAS, the Town Council adopted a Resolution dated August 24, 1989 (Resolution No. 71), which was forwarded to the County, identifying specific areas for annexation which coincided with most of the overlay area, and requesting that an interlocal planning agreement with the County, pursuant to Chapter 163, Florida Statutes, be entered into in order to jointly plan the proposed annexation area; and

WHEREAS, the County and Town met in special session on March 28, 1990 at which a quorum of Commissioners and Council members for the County and Town, respectively, were present and which meeting was duly noticed according to law; and

WHEREAS, the Town and County discussed the advisability of entering into a joint study of the overlay area in order to develop a Master Plan for the area; and

WHEREAS, upon the adoption of a Master Plan to amend the Town's and County's Comprehensive Plan in order to reflect the findings of the study and agreements of the parties hereto; and

WHEREAS, the Town and County agreed to said study and development of a Master Plan and that an agreement be entered into to deal with any proposed development in the overlay area until such time as the Plan is finished, adopted and implemented; and

WHEREAS, it is contemplated herein that the Town be directly involved in the review process of any residential or non-residential requests for rezoning or changes in land use designation in the Comprehensive Plan for the overlay area until such time as a Master Plan study for the overlay area is completed and the Comprehensive Plans for the Town and the County are amended; and

WHEREAS, it is contemplated that a Master Plan study will be a lengthy endeavor and that if any rezoning or changes in land use are allowed pursuant to the County's Comprehensive Plan, prior to development of a Master Plan, without the direct input, review and analysis by the Town, such a course of conduct and construction might defeat in whole, or in part, the ultimate execution of the Master Plan to be developed hereunder; and

WHEREAS, the Town's direct participation in the review process will prevent non-conforming uses which might destroy the Comprehensive Plan ultimately adopted for the area, as well as enhance the full effect of democratic discussion and participation by citizens and developers in drafting a long-range land use plan for the overlay area; and

WHEREAS, the professional planners from both the Town and the County recognize and have acknowledged that a conflict does exist and that a Master Plan study of the entire area is appropriate; and

WHEREAS, the review process as contemplated hereinbelow for requests for rezoning or changes in land use for the overlay area serves a vital governmental objective of enabling the Town and the County to further study the adequacy of public facilities and infrastructure, as well as preserve the quiet, family residential neighborhoods and rural environment, preserve the area's ecological balance, scenic values, open space and the rural character of a small town, like Haverhill, and enhance the aesthetic appeal of the existing community, which may all be lost if a conversion to industrial land use is permitted to occur prior to a Master Plan study of the area; and

WHEREAS, such a process would not only benefit the persons in the overlay district, but would benefit those persons lying outside the overlay district, which area is primarily rural or low-density residential; and

WHEREAS, the County has authority to enact this Agreement pursuant to its home rule powers as found in Chapter 125, Florida Statutes, and the authority inherent in the Local Government Comprehensive Planning and Land Development Regulation Act as found in Section 163.3161, et. seq., Florida Statutes; and

WHEREAS, the Town and County are specifically granted authority pursuant to Section 163.3171, Florida Statutes, to jointly plan the land use for unincorporated areas adjacent to incorporated municipalities and to adopt procedures for the administration of land development regulations; and

WHEREAS, the Town and County are also granted authority pursuant to Section 163.3191, Florida Statutes, to periodically evaluate and appraise the success or failure of their Comprehensive Plans, or elements or portions thereof, and make changes and amendments thereto, which is what a Master Plan study of the overlay area will accomplish; and

WHEREAS, the Town and County shall move with reasonable diligence to enact procedures for a Master Plan study, conduct the study, and adopt appropriate remedial actions resulting therefrom;

NOW, THEREFORE, in consideration of the mutual obligations and undertakings as herein described below, and the sum of Ten and no/100 Dollars, the parties hereby agree as follows:

1. The Town and County agree that the above recitals are true and correct.

2. Any application for rezoning or change in land use designation for the Palm Beach International Airport Approach Conversion Area Overlay District (PBIA-O) shall, at a minimum, be subject to the following review procedures in addition to any others as may be required by law:

A. Change in Zoning

1. Any application made to Palm Beach County Planning, Zoning and Building Department for rezoning or special exception in the Palm Beach International Airport Approach Conversion Area Overlay District (PBIA-O) shall also be reviewed by the Town of Haverhill. At a minimum, all applications shall be reviewed according to the following procedures:
  - (A) Prior to being submitted to the Zoning Division, all such applications, petitions or development requests shall first be submitted to the PBIA-O Committee pursuant to Section 630(F) of the Palm Beach County Zoning Code (as amended) and the Town of Haverhill.
  - (B) Within twenty (20) days of being submitted to the Zoning Division, the project shall be heard by prehearing conference.
  - (C) Within five (5) days after certification by prehearing conference, the Zoning Division staff shall provide the PBIA-O Committee and

Town of Haverhill with a draft staff report and proposed recommendation.

- (D) Within thirty (30) days of receipt of application the PBIA-O Committee shall present their written recommendation to the Town of Haverhill, 4585 Charlotte Street, West Palm Beach, Florida 33409 and to the Palm Beach County Zoning Division.
- (E) Within thirty (30) days after receipt of the recommendations from the PBIA-O Committee, the Town Council of the Town of Haverhill shall conduct a hearing to consider and make a recommendation on the application for rezoning or special exception.
- (F) Prior to the meeting of the Palm Beach County Planning Commission to consider the application, the Town shall present their written recommendations to the Planning Commission, Palm Beach County Planning, Zoning and Building Department and any other agency and/or person that the County may designate.
- (G) As soon as practicable after receiving the written recommendation of the Town, the application shall be presented before the Planning Commission of Palm Beach County.
- (H) Failure of the Town of Haverhill to submit a written recommendation as provided in 2 (D) above, shall constitute "no recommendation" to the Planning Commission.

B. Change in Land Use

1. The application window (or cycle) for land use changes to the Comprehensive Plan in the PBIA Overlay Area shall run concurrently with the application window (or cycle) for site specific amendments to the Comprehensive Plan. The exact dates of the application window (or cycle) shall be fixed by the County from time to time.
2. Within five (5) working days after the County's Comprehensive Plan Land Use Amendment Application submission deadline date, the Planning Division shall submit to Town and PBIA Overlay Committee the completed application for change in land use

in the PBIA Overlay Area. Within thirty (30) days after date of filing of application, Planning Division shall submit a preliminary staff report (without recommendations) to the PBIA Overlay Committee and Town of Haverhill, 4585 Charlotte Street, Haverhill, FL 33409.

3. Approximately twenty one (21) days prior to the meeting of the Land Use Advisory Board (LUAB) the PBIA Overlay Committee and Town of Haverhill shall submit their written recommendations to the Planning Division of Palm Beach County and any other Agency and/or person designated by Palm Beach County.
4. As soon as practicable after receiving the written recommendation of the Town, the Land Use Change application and staff report shall be first presented to the Land Use Advisory Board and then to the Local Planning Agency of Palm Beach County.
5. Failure of the Town of Haverhill to submit a written recommendation as provided in 3 above, shall constitute "no recommendation" to the Local Planning Agency.

3. On or before March 1, 1991, the Town and County shall establish procedures, objectives, goals, policies, etc. regarding the development of a Master Plan for the overlay district.

4. On or before April 1, 1991, the Town and County agree to commence study of the overlay area and develop a Master Plan for said area which draft shall be completed no later than December 1, 1991. Both the Town and County agree to amend their respective Comprehensive Plans as soon as practicable in order to incorporate the agreed upon findings and conclusions of the Master Plan.

5. The Town and County agree that any pending application for rezoning or change in land use designation for the overlay area shall be subject to the review process as set forth hereinabove.

6. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

7. This Agreement, and the review process as set forth above, shall take effect immediately upon execution by all parties.



8. This Agreement may be recorded in the public records of Palm Beach County.

ATTEST:

PALM BEACH COUNTY, FLORIDA,  
By its Board of County  
Commissioners

John B. Dunkle, Clerk

BY: Linda C. Nickman  
Deputy Clerk  
(SEAL)

BY: [Signature]  
Chairman

APPROVED as to form and legal sufficiency

BY: [Signature]  
County Attorney

ATTEST:

TOWN OF HAVERHILL, Florida  
By its Town Council

[Signature]  
Jo H. Plyler, Town Clerk  
(SEAL)

BY: [Signature]  
President

APPROVED as to form and legal sufficiency  
By Foster & Foster, P.A., Town Attorneys

BY: [Signature]  
John F. Foster, Esq.

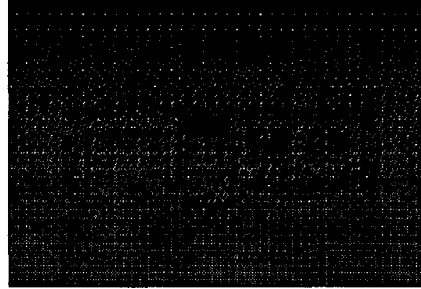
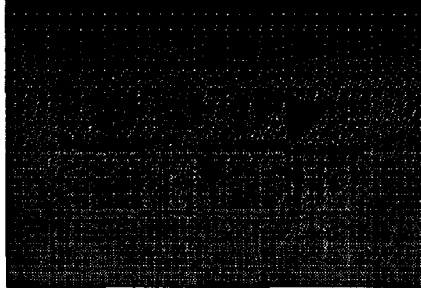
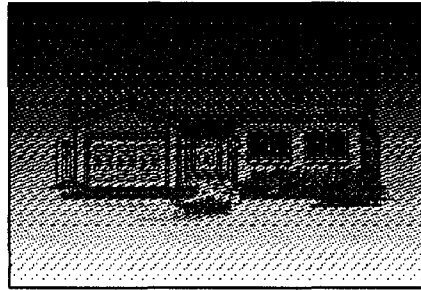
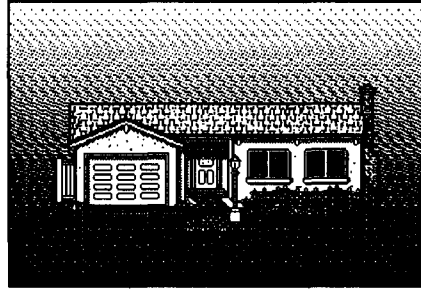
The above Agreement has been approved and accepted by the Palm Beach Countywide Planning Council and said Council agrees to be bound by its terms, provisions and conditions and the Master Plan subsequently developed between the Town of Haverhill and Palm Beach County.

PALM BEACH COUNTYWIDE  
PLANNING COUNCIL

By: \_\_\_\_\_

DOC.HAVER.IA

THE HAVERHILL AREA  
NEIGHBORHOOD PLAN



II d. BACKGROUND:

WORK PROGRAM

&

OUTLINE



The Haverhill Area Neighborhood Plan

**The Haverhill Area Neighborhood Plan**

- **Establish Goals & Objectives**
- **Research Project**
- **Develop a Slate of Possible Issues**
- **Publicity to Promote Neighborhood Plan**
- **Meet with Other Departments to Consult on Plan**
- **Select Committee Members & Facilitator**
- **Carry Out Lengthy Process of Neighborhood Planning Meetings**
- **Write Draft Report**
- **Plan Review**
- **Hold Final Public Hearing to Present Plan to General Public**
- **Write Final Draft of Neighborhood Plan**
- **Forward Final Report to the Board of County Commissioners and the Town Council of Haverhill for Adoption**
- **Implementation of Plan/Recomendations Are Placed Within Work Programs of Affected Agencies**

The Haverhill Area Neighborhood Plan

**The Haverhill Area Neighborhood Plan**

**1. Establish Goals & Objectives**

**1.1. Establish Goals & Objectives of Study: (To be Confirmed by Study Group)**

- 1.1.1. Goal: Improve Area's Quality of Life
  - 1.1.1.1. Maintain & protect existing good housing stock
  - 1.1.1.2. Improve substandard housing stock
  - 1.1.1.3. Identify any appropriate opportunities for higher density housing
  - 1.1.1.4. Provide adequate levels of service for traffic
  - 1.1.1.5. Ensure adequate infrastructure is provided to area
  - 1.1.1.6. Improve area's image
  - 1.1.1.7. Encourage commercial revitalization at a scale applicable to the area
  - 1.1.1.8. Identify those areas adversely affected by airport noise that may be reclassified for non-residential uses.
  - 1.1.1.9. Inventory and assess vacant tracts for their potential uses and possibly work toward alternative land uses where applicable.
  - 1.1.1.10. Promote cohesiveness of neighborhoods
- 1.1.2. Goal: Determine Future for Area
  - 1.1.2.1. Settle conflicts between differing land uses
  - 1.1.2.2. Identify an identity or theme for area
  - 1.1.2.3. Determine the appropriate overall residential density for the area
  - 1.1.2.4. Provide a means to encourage greater mixed use development in designated sites to mitigate additional traffic generation
- 1.1.3. ....
  - 1.1.3.1. ....
  - 1.1.3.2. ....

**2. Research Project**

- 2.1. Obtain Maps of Area
  - 2.1.1. Define Study Area Boundary
    - 2.1.1.1. Create blueline maps of area without final boundary
    - 2.1.1.2. Coordinate with Graphics Division for work on maps/graphics
- 2.2. Research and Map Existing Land Uses
  - 2.2.1. Conduct Windshield Survey of Land Uses
    - 2.2.1.1. Drive every street and record land use
    - 2.2.1.2. Record land uses by color on map
      - 2.2.1.2.1. Enlist help of Graphic Division
- 2.3. Contact Affected Agencies & Key Individuals
  - 2.3.1. Involve Pertinent Agency Contacts with Study Group Education Process
  - 2.3.2. Retrieve Information from Other Necessary Agencies
- 2.4. Obtain Haverhill Town Information
  - 2.4.1. Review Haverhill Zoning Code
  - 2.4.2. Review Haverhill Comprehensive Plan
  - 2.4.3. Collect Haverhill Town Maps
- 2.5. Review P.B.I.A. Overlay Study and Recommendations
- 2.6. Review All Interlocal Agreements

**3. Develop a Slate of Possible Issues**

- 3.1. Determine What Area's Image Is
  - 3.1.1. Does the Area Have a Paticular Image?

## The Haverhill Area Neighborhood Plan

- 3.1.2. How Can the Image Be Improved?
- 3.2. Annexations
  - 3.2.1. Map Future Spheres of Influence
  - 3.2.2. Map Interjurisdictional Incompatibilities (IIs)
  - 3.2.3. Develop a Process for Orderly Annexations
- 3.3. Land Use Issues & Comprehensive Plans
  - 3.3.1. Determine All Comprehensive Plan-Related Disputes
  - 3.3.2. Determine Differences in Land Use Density/Intensity
  - 3.3.3. Inventory Strip Commercial
  - 3.3.4. Investigate All Concurrency Issues
- 3.4. Zoning Issues
  - 3.4.1. Determine All Edge Relationship Problems
  - 3.4.2. Present Other Disputes
- 3.5. Housing Issues
  - 3.5.1. Assess What is the Existing Housing Stock?
  - 3.5.2. Determine Opportunities for Affordable Housing
  - 3.5.3. Assess Built-Out Scenario
  - 3.5.4. Investigate Low Interest Loans or Grants for Housing Rehabilitation
- 3.6. Transportation
  - 3.6.1. Determine Traffic Counts
  - 3.6.2. Research All Road Widening and Improvements
  - 3.6.3. Map All Future Road Corridors
    - 3.6.3.1. Map Jog Road Corridor
  - 3.6.4. Research All Signalization Problems
  - 3.6.5. Assess All High Accident Locations
  - 3.6.6. Determine if Planned Projects Meet the Traffic Performance Standards Ordinance
- 3.7. Aesthetics
  - 3.7.1. Determine if There Are Needs for a Design Study
  - 3.7.2. Investigate Any Possible Architectural Themes/Identity for Area
  - 3.7.3. Research Tree Planting/Landscaping Programs
  - 3.7.4. Investigate Possible Road Corridor Beautification Programs
  - 3.7.5. Research Low Interest Loans or Grants for Beautification
- 3.8. Crime
  - 3.8.1. Obtain Police/Sheriff Statistics for Area
  - 3.8.2. Research Programs to Mitigate Crime
- 3.9. Other Infrastructure Needs
  - 3.9.1. Water?
  - 3.9.2. Sewer?
  - 3.9.3. Utilities?
  - 3.9.4. Drainage/flood Hazards?
  - 3.9.5. Park/Greenway/Bikeway Needs?
- 3.10. Other Possible Opportunities for Area
  - 3.10.1. Historical Themes
  - 3.10.2. Identity
  - 3.10.3. Proximity to Other Amenities
- 3.11. Miscellaneous
  - 3.11.1. Investigate Possible Unexplored Employment Opportunities

The Haverhill Area Neighborhood Plan

- 3.11.2. Determine if Potential Employers Can Be Attracted to Area
- 4. Publicity to Promote Neighborhood Plan**
  - 4.1. Contact Newspaper for Article on Neighborhood Plan
  - 4.2. Contact Television Stations for Coverage of Plan
  - 4.3. Contact Any Neighborhood Association Leaders in Area
  - 4.4. Contact Any Crime Watch Leaders in Area
- 5. Meet with Other Departments to Consult on Plan**
  - 5.1. Meet Within PZ&B
    - 5.1.1. Meet with Planning Staff
      - 5.1.1.1. Establish Boundaries of Study Area to be Presented to Study Group
    - 5.1.2. Meet with Zoning & Building Divisions
      - 5.1.2.1. Present goals & objectives of plan
      - 5.1.2.2. Solicit comments/ suggestions for plan of action
      - 5.1.2.3. Gather additional data
  - 5.2. Meet with other County Agencies to Present Plan Goals & Objectives & to Gather Data
    - 5.2.1. Engineering
    - 5.2.2. Parks & Recreation
    - 5.2.3. Airports
    - 5.2.4. Fire & Rescue
    - 5.2.5. Water Utilities
    - 5.2.6. Solid Waste Authority
    - 5.2.7. Sheriff's Office
  - 5.3. Contact/Meet with Florida Department of Transportation
  - 5.4. Contact/Meet with DCA for Direction/Examples
- 6. Select Committee Members & Facilitator**
  - 6.1. Limit Study Group to 10 Members
  - 6.2. Choose Appointees to Represent a Balance of Development and Neighborhood Orientations
    - 6.2.1. The Planning Division And the Town of Haverhill Work Together to Draw up a Nomination List
    - 6.2.2. List is Approved by Representatives of Haverhill and the Planning Division of Palm Beach County
  - 6.3. Choose a Facilitator to Lead the Group
    - 6.3.1. Facilitator Should Have Neighborhood Planning Background
- 7. Carry Out Lengthy Process of Neighborhood Planning Meetings**
  - 7.1. Hold Pubic Meeting to Launch Program and Gain Greater Public Input
    - 7.1.1. Decide on Location and Date of Meeting(s)
    - 7.1.2. Arrange for Meeting Needs
      - 7.1.2.1. Adequate seating
      - 7.1.2.2. Microphones
      - 7.1.2.3. Podiums
      - 7.1.2.4. Chalkboards
      - 7.1.2.5. Easels
    - 7.1.3. Publicize Meeting Through the Media
    - 7.1.4. Facilitator/Moderator introduces Him/Herself and Any Other Planning Division Staff

## The Haverhill Area Neighborhood Plan

### Present

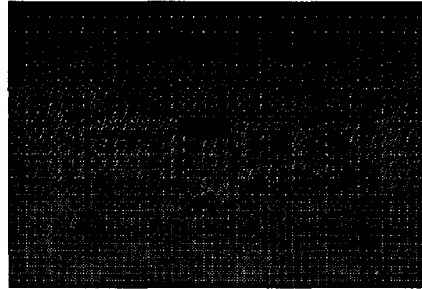
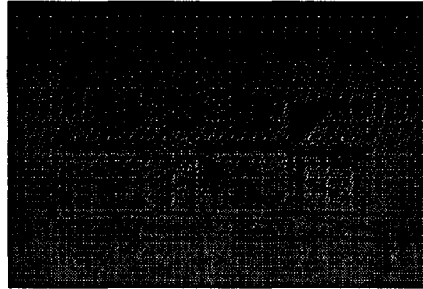
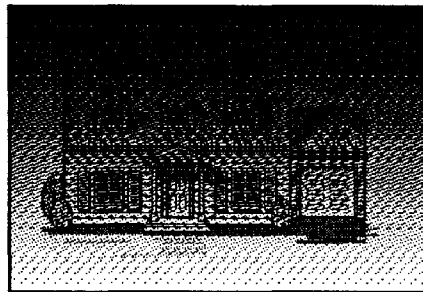
- 7.1.4.1. Give short professional/personal background
- 7.1.5. Introduce Study Group (During Public Meeting)
  - 7.1.5.1. Give background for each study group member as introduction
- 7.1.6. Present Preliminary Issues
  - 7.1.6.1. Use graphics and maps to illustrate points and keep audience's attention
- 7.1.7. Take Public Comments & Questions
  - 7.1.7.1. Discuss briefly each issue raised so that audience feels heard
  - 7.1.7.2. Write down all suggestions and comments on easel paper to affirm recognition
- 7.2. Hold Regular Bi-Weekly Study Group Meetings (April-July, 1991)
  - 7.2.1. Decide on Location and Date of Meeting(s)
  - 7.2.2. Arrange for Meeting Needs
  - 7.2.3. Facilitate Meetings and Focus on Issue Identification
  - 7.2.4. Bring in Experts to Educate Study Group on Issues
  - 7.2.5. Finalize Goals and Objectives of Plan
  - 7.2.6. Develop Strategies to Solve Problems
  - 7.2.7. Determine Study Group Recommendations
- 8. Write Draft Report**
  - 8.1. Introduction
  - 8.2. Background/History of Area
  - 8.3. Individual Issues
  - 8.4. Strategies
  - 8.5. Recommendations
  - 8.6. Conclusion
- 9. Plan Review**
  - 9.1. Take Draft Report to Study Group for Review and Comment
    - 9.1.1. Hold Specific Meeting to Hammer Out Changes/Revisions
    - 9.1.2. Schedule Additional Meetings for Draft Revisions as Needed
  - 9.2. Incorporate Revisions into Plan
    - 9.2.1. Distribute Second Draft Copy to Study Group for Review
  - 9.3. Reach Consensus During Final Study Group Meeting
    - 9.3.1. Finalizes Document During Final Study Group Meeting
    - 9.3.2. Either Include Minority Opinions or Reference Minority Opinion in Some Manner
      - 9.3.2.1. Group decides how to reference minority opinions
- 10. Hold Final Public Hearing to Present Plan to General Public**
  - 10.1. Facilitator/Moderator Introduces Him/Herself
    - 10.1.1. Give Short Professional/Personal Background
  - 10.2. Introduce Study Group
    - 10.2.1. Background of Each is Presented
  - 10.3. Present Issues
    - 10.3.1. Use Graphics and Maps as Needed
  - 10.4. Present Recommendations
    - 10.4.1. Use Graphics and Maps as Needed
  - 10.5. Take Public Comments & Questions
    - 10.5.1. Record Public Comments on Easel Board
- 11. Write Final Draft of Neighborhood Plan**



**The Haverhill Area Neighborhood Plan**

- 11.1. Complete Final Report by October, 1991
- 12. Forward Final Report to the Board of County Commissioners and the Town Council of Haverhill for Adoption**
  - 12.1. Set Date for BCC Presentation and Adoption
  - 12.2. Set Date for Haverhill Town Council Presentation and Adoption
- 13. Implementation of Plan/Recommendations Are Placed Within Work Programs of Affected Agencies**

THE HAVERHILL AREA  
NEIGHBORHOOD PLAN



CHAPTERS III. - XV.

NARRATIVE  
BODY OF REPORT



### III. LAND USE, ZONING AND BUILDING

#### LAND USE

The 1989 Comprehensive Plan designates "future land use" categories to all parcels within unincorporated Palm Beach County. This classification establishes limits for residential densities and non-residential intensities. Unlike zoning classifications, the level of detail of future land use designations is general. It does not delineate, for example, set-back requirements, structure height, or outline how signs must appear. Rather, future land use gives the lower and upper limits on how many residential units may be built on a given tract. It also outlines intensity for commercial or industrial uses. All other details dictating how a development should look or must be placed in relation to a lot's boundaries are covered by zoning restrictions.

At the plan's conception, planning staff drove through the entire area and mapped current land uses. This inventory forms an important foundation since knowing what actually exists on the ground begins the first step in analyzing land use relationships. In some cases, the present use may conflict with a parcel's designated future land use. One of the stated purposes of this plan is to correct land use conflicts by recommending specific future land use designation changes. The following is a discussion on each land use problem.

#### The PBIA-Overlay area

The PBIA Approach Path Conversion Area Overlay (or PBIA-Overlay for short) occupies the region bordering the west side of Palm Beach International Airport (PBIA). Its purpose is to provide for land uses that are compatible with existing neighborhoods and the future operations of PBIA. More simply stated, since the PBIA-Overlay is located under the western approach path to the airport runway, portions will transition to land uses unaffected by airplane noise. The boundaries encompass Belvedere Road on the north, Southern Boulevard on the south, Florida's Turnpike on the west, Military Trail on the east, and excluding the municipality of Haverhill. At present, parcels currently within the PBIA-Overlay possess future land use designations of residential, institutional, commercial recreation, parks and recreation, commercial, and industrial. Ultimately, many sections may be better suited for non-residential *campus-like* industrial development.

While, in the long term, non-residential uses may prove more appropriate, it is not the intent of the PBIA-Overlay to cause premature deterioration or conversion of existing neighborhoods. The unique land use provisions of the PBIA-Overlay are designed to 1) protect viable, existing neighborhoods from incompatible uses; 2) allow the residents within it to directly participate in the land use decision-making process; and 3) provide opportunities for property owners to initiate conversion to non-residential uses.

The County's 1989 Comprehensive Plan mandated the formation of the PBIA-Overlay Committee to review new development. Consisting of representatives from within and near the PBIA-Overlay as well as the Town of Haverhill, it oversees:

1. Formulating and presenting recommendations to the Planning Commission on zoning petitions that request new non-residential uses adjacent to existing neighborhoods within the PBIA-Overlay
2. Reviewing and providing input on proposed regulations and criteria described below

3. Forwarding recommendations to the Local Planning Agency (LPA) on non-residential land use plan amendments.

At present, land within the PBIA-Overlay can be zoned for uses permitted within the light industrial or Economic Activity Center zoning districts subject to any further restrictions or requirements contained in the 1989 Comprehensive Plan, the Land Use Element, or development regulations adopted pursuant to the PBIA-Overlay criteria. In addition, land within the PBIA-Overlay can not obtain commercial zoning unless it is designated commercial on the Future Land Use Atlas.

Industrial development must be a Planning Industrial Park or campus-like industrial development. During their review, the Board of County Commissioners considers the effect of any non-residential development on existing neighborhoods. Development orders within the PBIA-Overlay must satisfy the following criteria:

1. Existing residential development shall not be considered a non-conforming use
2. At present, all land use designations within the PBIA-Overlay are eligible to convert to industrial uses, except for area designated as parks and recreation which allow only those uses permitted within this category; (A Haverhill Area Neighborhood Plan recommendation affects this rule)
3. Non-residential development shall be subject to any additional land development regulations and site design criteria contained in the Land Development Codes revised pursuant to the PBIA-Overlay. Such additional regulations will include, but are limited to:
  - Development shall conform to the restrictions of permitted uses
  - Access standards must recognize the adjacent residential characteristics
  - Screening, landscaping and buffering must improve the environment, reduce noise associated with the use, reduce glare, and improve the area's visual appearance as well as compatibility with adjacent uses
  - Design standards should ensure compatible, attractive development such as façade, signage, exterior materials, and structural appearance
  - Height set-back and lot coverage restrictions must achieve attractive, safe separation of uses.
4. To allow land owners a conversion to non-residential uses, existing residential development and previously approved residential development that has not yet been constructed may seek industrial zoning for parcels that have a minimum of:
  - Ten acres, if the parcel does not abut a roadway shown on the County's Thoroughfare Right-of-Way Protection Map, or
  - Five acres, if the parcel does not abut a roadway shown on the County's Thoroughfare Right-of-Way Protection Map.
5. Vacant land which does not possess a development approval by August 31, 1989 (the Comprehensive Plan's adoption date) may seek industrial zoning for parcels with a minimum of:

- Ten Acres, if the parcel does not abut a roadway shown on the County's Thoroughfare Right-of-Way Protection Map and only if it is not contiguous on three or more sides to existing residential development.
6. The PBIA-Overlay designation does not eliminate the requirement to conform to the Traffic Performance Standards Ordinance, other concurrency management requirements or any other requirement adopted as part of the County's Comprehensive Plan or Zoning Code. If a plan for the PBIA-Overlay is prepared pursuant to Objective 8 of the Land Use Element (governing neighborhood plans) and is found by the Board of County Commissioners to be consistent with the County's Comprehensive Plan, the provisions for the development/redevelopment may further restrict the applicable provisions in the PBIA-Overlay (for the area identified in the consistent plan).

At present, the PBIA-Overlay possesses several shortcomings. The wording governing PBIA-Overlay's purpose, stated within the Palm Beach County Land Development Regulations (Zoning Code), requires revision. The current language states:

"630. Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O).

A. Purpose and intent. The Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O) recognizes the lands surrounding the Palm Beach International Airport are most suitable for campus-style industrial development over the long term. The purpose of the PBIA-O District, therefore, are as follows:"

As the study group debated related issues, several corrective actions were identified. First, should government continue to designate *all* of the PBIA-Overlay for eventual conversion to non-residential, when several viable and established neighborhoods (such as Overbrook Estates, Timber Run, and Lake Belvedere Estates) experience comparatively lower levels of aircraft noise (less than 65 LDN)? (LDN stands for "Level Day Night" and constitutes an average measurement of airplane noise levels for a specific site taken over time. For additional discussion on LDNs, refer to the Airport chapter of this report and read section entitled "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update".)

Their location furthers the study group's goal of retaining the Belvedere Road corridor as residential. Study group members resolved that the PBIA-Overlay should specifically recognize this. Second, more alternatives exist than the blanket conversion of all PBIA-Overlay residential property to industrial uses. Members of the study group feared that redrawing the boundary and omitting viable residential communities from the overlay district might also remove a pool of concerned citizens from serving on the PBIA-Overlay Committee. Third, the PBIA-Overlay Committee currently scrutinizes only non-residential development for the area. This appears to be too limiting a charter. If the PBIA-Overlay's purpose is widened to include preserving neighborhoods along the Belvedere Corridor, the committee's role should expand to review all development. Finally, debate revealed a need for redefining the the PBIA-Overlay vision. Consequently, the plan proposes the following changes (in bold):

"630. Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O).

A. Purpose and intent. The Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O) recognizes **that some airplane**

**noise-affected** lands surrounding the Palm Beach International Airport are most suitable for campus-style industrial development, or other quality non-residential land uses, over the long term. (These are listed in the FAA noise compatibility matrix for land uses adjacent to airports.) The purpose of the PBIA-O District, therefore, are as follows:"

At this time, the Palm Beach County Zoning Code allows for the conversion of existing residential areas to the "IL" light industrial zoning use within the PBIA-Overlay. Properties must meet either a five or ten acre minimum lot size (depending on arterial frontage) as well as border existing residences on no more than two sides. This reinforces the Overlay's purpose of protecting existing residential neighborhoods from patchwork low-quality industrial development while still offering those residents who believe they have airport noise-affected properties the ability to convert to more compatible industrial land uses. Although the term "campus-like" is used in both the Zoning Code and Comprehensive Plan as an acceptable transition category, greater strengthening is suggested. Conversion from residential to the "IL" light industrial use should be changed to only allow: 1) the "Planned Industrial Park Development" (PIPD) designation with additional specified constraints, (as outlined in the Palm Beach County Zoning Code); and 2) PIPD conversion of the residential neighborhoods between Military Trail and the western edge of Royal Palm Estates (Fruity Acres), south of the L-4 Canal to Southern Boulevard. Furthermore, a 25 acre minimum should replace the current PIPD 50 acre threshold so as to encourage larger land assemblages, yet not effectively prohibit conversions due to an unrealistic size. Lastly, formally stating supplemental restrictions would also help outline unacceptable lower quality PIPD uses.

Instances occur where annexation into Haverhill might solve blighted conditions inside the PBIA-Overlay. In some instances, the Town of Haverhill may even offer residential homeowners an actual reduction in property tax millage. The study group suggested that this measure could assist the residential section north of L-4 canal between Military Trail and the Town of Haverhill's eastern boundary so as to better address the land use and code enforcement problems that exist.

To finish this discussion on The PBIA-Overlay area, the study group fully investigated, and in the end, rejected the possibility of aircraft noise-related buy-outs. The original idea was based on the Hillcrest model which heavily relied on Federal money to purchase high noise-impacted homes (75 LDN or greater). But in 1991, the Airport successfully reduced aircraft noise west of the main airport runway to under the benchmark 75 LDN noise threshold. Still, the study group asserted that *if* such a program were ever established immediately west of PBIA, the zoning and the future land use designations should be be changed within that designated region at the same time that any proposed purchase program might occur, to either an institutional or park use so as to positively influence the eventual land use conversion of this section. (See the Airport chapter for additional discussion on this topic.)

#### **Land use related to well and septic deficiencies east of the E-3 Canal**

A small single family and multi-family residential pocket sits just north of the Town of Haverhill, located along Concord Avenue and Cole Street. Under the County's Comprehensive Plan, the section possesses a 'residential-8' future land use designation. Although some of the the homes provide good affordable housing, in general the neighborhood consists of older structures, unpaved streets, private wells and septic tanks. Some of the lots conveniently remain vacant, but if development continues under the 8 units per acre density, well water contamination appears likely. The solution points to reducing allowable residential densities to what actually exists. At a density of 5 units per acre, the community will less likely exceed the septic carrying capacity of the land.

Another potential hazard for well contamination by septic tanks occurs within the Casa Loma Mobile Home Park, located west of Military Trail, south of the L-2 Canal, along Ridgeway Drive. The development has a 'residential-18' future land use designation. The study group did not want to radically alter the density for such a small piece but at the same time realized that in the interest of a shared aquifer, a reduction was necessary to mitigate possible future well water spoilage.

Finally, if residential complaints prove correct, potential well contamination by septic tanks may have already leached around the properties from Neva Drive extending west to the E-3 Canal, between Wallis Road and Southern Boulevard. One remedy relies on redefining future land use designations. The study group recommended redesignating the neighborhood from 8 units per acre to five. As redevelopment occurs, this action will prevent further intensification of residential structures and additional degradation of the aquifer.

### **The Belvedere Road corridor**

Community consensus has rallied around preserving the adjacent areas fronting Belvedere Road (between Military Trail and the Turnpike) as a residential corridor. The study group reaffirmed this position that Belvedere Road should not develop as a commercial or industrial artery. Since Belvedere Road serves as a principal gateway to Haverhill, town leaders envision a tree-lined boulevard, free from the clutter of signs or other commercial paraphernalia.

Intersecting Belvedere Road, the upcoming extension of Jog Road may also increase pressure for non-residential uses on the portion of this new north-south axis situated between Belvedere Road and Okeechobee Boulevard. With access to several industrial areas, the artery may become a major truck route and truck traffic could substantially impact residences adjacent to the roadway. Nonetheless, requiring substantial buffering of any affected new residential communities will mitigate this problem. This plan overtly states a definitive position: further the goal of protecting the residential character of the Belvedere Road corridor by maintaining the existing future residential land use designations located at the Belvedere/Jog Road extension intersection and along Jog Road extension north of Belvedere Road.

A large undeveloped, triangular-shaped property lying north of Belvedere Road, east of the Turnpike and west of the planned extension of Jog Road contains wellfield protection zones and is contiguous to existing residential developments. Immediately to the west, the Turnpike acts as a natural break between the undeveloped section and several industrial uses. The study group expressed its desire to maintain this triangular tract with its current residential future land use designation (3 units per acre). By adhering to this moderate-to-low residential density, the tract's eventual development will also advance the goal of preserving Belvedere Road's residential character as well as protecting the underlying wellfields.

### **Stacy Street**

Stacy Street (and the adjoining north-south road called Stacy Streets North and South) form a "t" shaped cul-de-sac located in the unincorporated county, just north of the Haverhill city limits. Automobiles access Stacy Street from Haverhill Road, approximately 2000 feet north of the Belvedere-Haverhill Roads intersection. Until the 1970's, the Stacy Street community possessed a single family residential land use. An incompatibility problem arose when the county assigned a '12 units per acre' future land use. The 'HR-12' future land use category allows a range of 5-12 units per acre and permitted property owners to redevelop from single family residential to multi-family apartments at approximately double the density. To the south in the Town of Haverhill, the neighboring land use density remains at approximately 5-6 units per acre.



In addition, residential densities of 5 units per acre govern sections immediately to the west and south. To the east, 2 and 8 units per acre exist.

The increase in residential density grew unnoticed at first. As sewer and water lines extended west from Haverhill Road along Stacy Street, one apartment complex after another further aggravated the incompatibility problem. Today, neighboring single family residents must contend with decreasing property values, increased noise, the entire removal of the pre-existing tree cover that served as screening, a jump in crime and vandalism, adolescents cutting through private back yards attempting to reach destinations such as Haverhill County Park, illegal dumping, and increased traffic. Since Stacy Street is a cul-de-sac, traffic backups occur when residents cannot easily enter busy Haverhill Road.

The solution to the problem centers on preserving the unconverted 60 percent of the Stacy Street neighborhood that remains single family residential. Although an argument can be made that reducing the future land use from 12 to 5 would create non-conforming land uses out of the multi-family tracts and penalize those who were not quick enough to redevelop, the reality persists that: 1) traffic on the cul-de-sac is already high and further increases in density would exacerbate the situation; 2) no significant development can occur until water mains extend west; 3) residential future land use densities of 6 units or less completely surround the neighborhood; and 4) a land use Interjurisdictional Incompatibility exists between the County and the Town of Haverhill (as defined by the former Countywide Planning Council, 1986-1991) where a wide difference of land uses abut. The County must meet its obligation to remedy this situation.

#### **Area around the western section of Wallis Road**

The area west of First Street, between the L-4 Canal and Southern Boulevard is in transition from residential to industrial use. The majority of roads remain unpaved and residences depend on well and septic systems. Within the area just described, the subsection west of Jog Road, south of the L-4 Canal and extending to the Turnpike already has industrial future land use designations. Properties east of Jog Road have either a 'residential-5' or 'residential-8' future land use designation. Since the region is within the PBIA-Overlay and is predominantly industrial or vacant, long term continued residential development appears inappropriate.

The small residential enclave between Jog Road, Sunbeam Avenue, Southern Boulevard and Wallis Road (western segment) extends like a finger into an existing industrial section and should be pro-actively redesignated as industrial future land use by this plan. Unfortunately, unlike other residential areas awaiting a change to industrial future land use, this enclave cannot easily meet the 5 or 10 acre minimums needed as a starting point for conversion. Since most of the enclave's parcels are vacant, contiguous to industrial sections, and adjacent to the planned extension of Jog Road, this immediate area has new incentives for industrial development and all the wrong components for continued residential use.

For the short term, the neighborhood east of Sunbeam Avenue, (between Wallis Road's western segment and Southern Boulevard), remains viable as residential. Unfortunately, the section has less than adequate infrastructure. Roads are unpaved and homes rely on well and septic systems. Consequently, the assigned 'residential-8' future land use designation appears too dense and could lead to ground water contamination. In the long term, this established community may want to organize and collectively petition for an industrial future land use classification.

Many properties fronting Southern Boulevard between Jog and Haverhill Roads possess commercial future land use designations combined with an underlying residential future land use. Since the PBIA-Overlay calls for a transition to light industrial, and residential uses would be inappropriate, the plan recommends changing the underlying use from residential to industrial.

## ZONING

Zoning within the study area predominantly follows the pattern shown by the future land use designations. In fact, most of the future land use assignments were made based on either the underlying zoning classifications or by the existing land use occupying any given parcel. For the majority of the area, medium residential predominates. In the northeast portion, high residential density zoning allowed the placement of many multi-family housing complexes, while along Military Trail and Southern Boulevard, general commercial and neighborhood commercial prevail. In the vacant western portions of the study area, AR zoning or 'agricultural residential' encompasses the majority of the parcels, most of which are still vacant. The purpose of the AR district is to protect the rural lifestyle, to assign a residential density of 1 unit per 10 or 20 acres (many higher density exceptions exist), to permit a variety of activities which require non-urban locations, but which do not operate to the detriment of adjoining land devoted to rural and residential purposes. Now that urbanization of the county has proceeded westward beyond the study area, much of the original intent of the AR zoning is vanishing. Eventually, as the region develops, it will transition to other zoning categories, especially within the PBIA-Overlay area.

The Haverhill Area Neighborhood Plan focuses primarily on correcting problems associated with land use designations. Through this, the plan addresses the principal issues of land use type, density and/or intensity. For clarification purposes, in the case where the future land use and zoning classifications may not agree, the spirit and intent of the future land use designation should prevail as the appropriate use (and density and/or intensity) of any particular parcel. The one exception to this occurs when the plan specifies additional restrictions to the recommended zoning. For a specific discussion on the PBIA-Overlay and its influence on the modified PIPD zoning category, please refer to the airport chapter in this report.

## The New Land Development Regulations

Since the Zoning Division is in the process of rewriting the land development regulations, a short overview may assist neighborhood advocates who will guard against future challenges to the Haverhill Area Neighborhood Plan. A new system will be created for rezoning and special exception requests. At present, both processes can entail a lengthy five-month routing administered by the dated 1973 code. An example of bureaucracy involves the installation of a gas station canopy. The present system mandates that it also must undergo months of scrutiny. Under the new regulations, the canopy would divert around the five-month review and be directly permitted.

Under the new code, the categories of rezonings and/or special exceptions will be broken in three categories ranging from the most serious land use impacts to the least. This will determine which must be heard by the Planning Commission and Board of County Commissioners or may avoid those steps altogether.

- Type A Conditional Uses would require the most rigorous review since they would have the greatest influence on surrounding properties. This may include some intense zoning categories that under the current (1973) zoning code, would only require pulling a building permit.

- Type B Conditional Uses, with moderate influence or impacts, could be approved solely by the Planning Commission without having to go on to the Board of County Commissioners.
- Type C Conditional Uses would have the least impacts and could be reviewed solely by the Zoning Division staff and then directed to pull all needed building permits without official approval by the Board of County Commissioners or Planning Commission.

## BUILDING

Many residential structures within the PBIA-Overlay could be more effectively insulated against aircraft noise. Building in the 1940's and 50's, area homeowners located in what was a much quieter neighborhood on the western fringe of a small air base. Now that Morrison Field military base is one of the 'top 50' largest airports in the country (based on the number of commercial passengers), residents also feel that affected homes could be better insulated from passing airplanes. To help, PBIA has offered a pilot program to sound-insulate selected houses west of the main runway and may expand the assistance if it proves successful. Citizens have suggested that this action helps correct past perceived mistakes but does not influence future developmental shortsightedness. To avoid additional inadequacies, the County should enact stricter building codes within the PBIA-Overlay. The strategy will eliminate any future need to protect occupants from aircraft noise with a retrofitting process.

## LAND USE, ZONING AND BUILDING RECOMMENDATIONS:

### PBIA-Overlay Area: Text Amendments

Short-Range Recommendation: 1-4 years

- Change the existing PBIA language in the Palm Beach County 1989 Comprehensive Plan and Land Development Regulations (Zoning Code) from:

"630. Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O).

A. Purpose and intent. The Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O) recognizes the lands surrounding the Palm Beach International Airport are most suitable for campus-style industrial development over the long term. The purpose of the PBIA-O District, therefore, are as follows:"

...to read as follows (revisions are in bold):

"630. Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O).

A. Purpose and intent. The Palm Beach International Airport Approach (Path) Conversion Area Overlay District (PBIA-O) recognizes **that some airplane noise-affected** lands surrounding the Palm Beach International Airport are most suitable for campus-style industrial development, **or other quality non-residential land uses**, over the long term. **(These are listed in the FAA noise compatibility matrix for land uses adjacent to airports.)** The purpose of the PBIA-O District, therefore, are as follows:"

Short-Range Recommendation: 1-4 years

- Revise the current PBIA-Overlay wording in the Palm Beach County Zoning Code and 1989 Comprehensive Plan that allows for the conversion of residential areas to the "IL" light industrial use in the high airport noise residential neighborhoods south of the Town of Haverhill (bounded by the L-4 Canal on the north, Southern

Boulevard to the south, the western boundary of Royal Palm Estates subdivision (Fruity Acres) to the west, and Military Trail to the east). For this specific area, the new language should only allow residential conversion to a "Planned Industrial Park Development" (PIPD) designation, as outlined in the Palm Beach County Zoning Code, with the following additional restrictions or allowances:

1)The 50 acre minimum site area prescribed for PIPDs in the Palm Beach County Zoning Code shall be superseded for the area herein described to be a minimum site area of 25 acres; 2)Land assemblages must be a reasonably compact area comprising the minimum of 25 acres in size; 3)All PIPD percentages for "use mixture limitations" described within the Palm Beach County Zoning Code (under 622.F.5.) should be proportionally applied to the 25 acre minimum site area; 4)New development or redevelopment must be of a campus-styled design that is aesthetically pleasing, with unsightly areas adequately buffered and screened so as to prevent viewing from the street; 5)Permitted uses should exclude the following (which are currently allowed under a traditional PIPD zoning category): salvage junk yards, machine or welding shops, hazardous waste facilities, solid waste facilities, bulk storage facilities, contractors storage yards, dairy processing, open storage-outdoor facilities, transportation and multi-mode terminals, large scale repair and heavy equipment repair and service facilities, petroleum and coal derivations-manufacturing and storage facilities, heliports, helipads, airstrips, hangars-accessory facilities, and excavation beyond construction (no commercial excavation).

Short-Range Recommendation: 1-4 years

- Revise the resolution creating the PBIA Overlay Committee to review all projects (non-residential and residential) within the PBIA Overlay area.

#### **PBIA-Overlay: New Category**

Short-Range Recommendation: 1-4 years

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

#### **PBIA-Overlay Area: Code Enforcement**

Mid-Range Recommendation: 5 - 10 years

- The Haverhill Town Council should consider annexation of the residential section north of L-4 canal between Military Trail and the Town of Haverhill's eastern boundary so as to better address the land use and code enforcement problems that exist.

#### **Land Use Changes: IF a Buy-out Area is Ever Considered (See Airport Chapter for Additional Discussion)**

Mid-Range Recommendation: 5 - 10 years

- IF a buy-out program is ever established west of PBIA, change the zoning and the Palm Beach County Comprehensive Plan future land use designations within that designated region, at the same time that any proposed purchase program would occur, to either institutional and/or conservation (park) so as to positively influence the eventual land use conversion of this tract. (The spirit of this recommendation

recognizes the need to avoid any Interjurisdictional Incompatibility between the unincorporated County area and the residential nature of the Town of Haverhill, situated just to the north.)

### **Land Use Changes Related to Well and Septic Deficiencies East of E-3 Canal**

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density of the properties located south of Cherry Lane Apartments, extending to Durham Lane, (primarily located on Concord Avenue and Cole Street), from 'residential-8' to 'residential-5'.

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density of the Casa Loma Mobile Home Park, located west of Military Trail, south of the L-2 Canal, along Ridgeway Drive from 'residential-18' to 'residential 12'.

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density of the properties along Neva Drive, extending west to the E-3 Canal, between Wallis Road and Southern Boulevard, from 'residential-8' to 'residential-5'.

### **Land Use Changes or Reaffirmations: Belvedere Road Corridor**

Short-Range Recommendation: 1-4 years

- Preserve the residential character along Belvedere Road by retaining all residential future land use designations between Military Trail and Florida's Turnpike.

Short-Range Recommendation: 1-4 years

- Retain the 'residential-3' (1 to 3 dwelling units per acre) future land use designation for the vacant tract north of Belvedere Road, west of Jog Road Extension and east of the Turnpike.

Short-Range Recommendation: 1-4 years

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

Short-Range Recommendation: 1-4 years

- Require additional setbacks, buffering and landscape treatments for future residential areas along Jog Road Extension, between Belvedere Road and the northern boundary of the study area, to mitigate truck traffic noise.

### **Land Use Changes: Stacy Street**

Short-Range Recommendation: 1-4 years

- Change the Palm Beach County Comprehensive Plan future land use designation for the Stacy Street area from residential-12 to residential-5.

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

Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use density from 'residential-8' to industrial for the area between Jog Road, Sunbeam Avenue, Southern Boulevard and Wallis Road. Since most parcels are vacant, contiguous to industrial sections and adjacent to the planned extension of Jog Road, the area has new incentives for industrial development.

III. Land Use, Zoning & Building

Short-Range Recommendation: 1-4 years

- Lower the 1989 Palm Beach County Comprehensive Plan future land use density for the area between Sunbeam Avenue, First Avenue, Southern Boulevard and Wallis Road from 'residential-8' to 'residential-5' to protect water quality. In the long term, this established community may want to organize and petition for an industrial future land use classification.

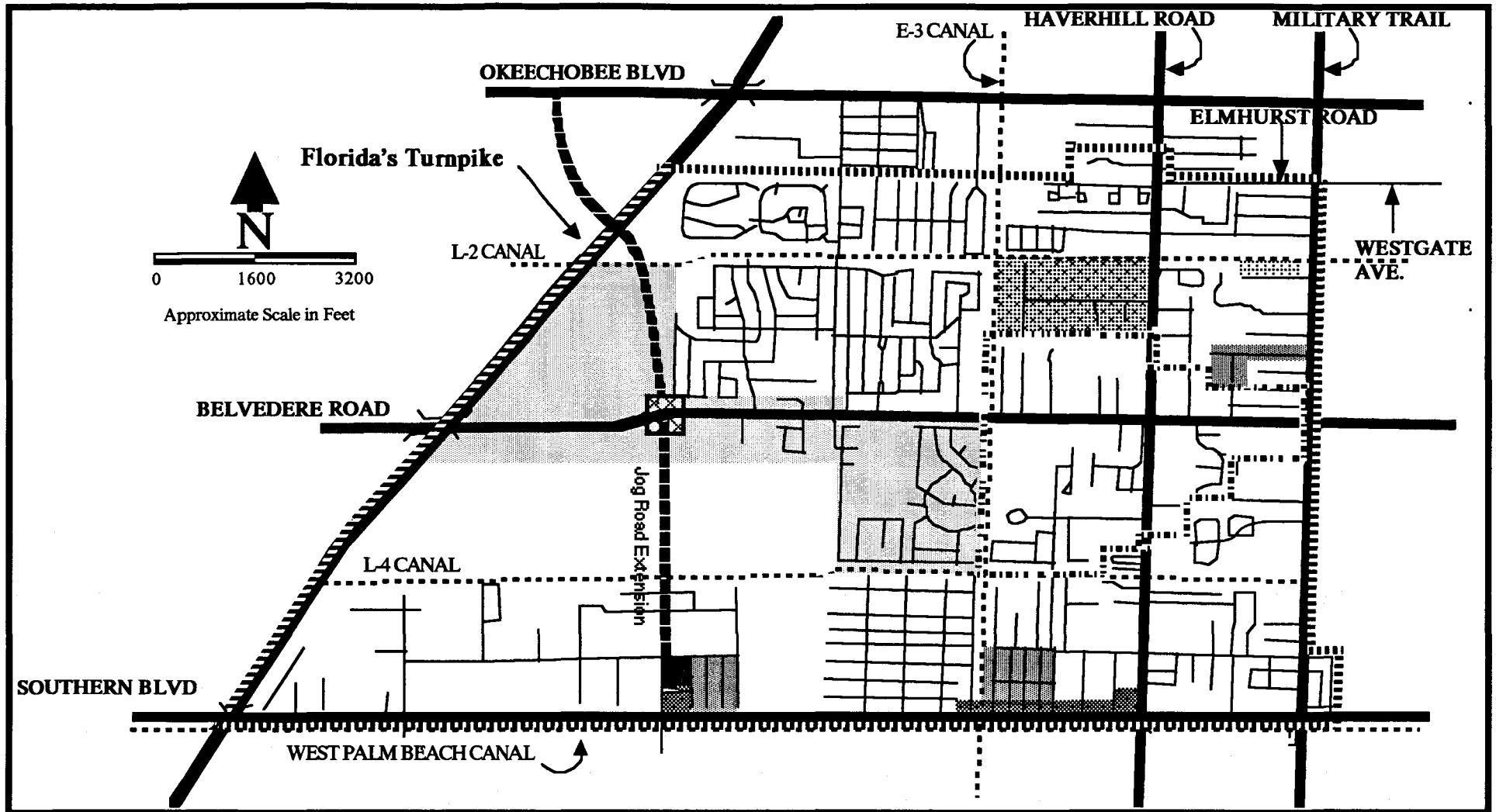
Short-Range Recommendation: 1-4 years

- Change the 1989 Palm Beach County Comprehensive Plan future land use designation from 'commercial/underlying residential' to 'commercial/underlying industrial' for those properties fronting on Southern Boulevard between Jog Road and Haverhill Road. (Long term, the PBIA-Overlay calls for a transition to light industrial, making residential uses inappropriate. Commercial and industrial uses should conform to 1989 Palm Beach County Comprehensive Plan goals for quality, campus-styled industrial or commercial development that is aesthetically sensitive to its surroundings.)

**Building Codes**

Short-Range Recommendation: 1-4 years

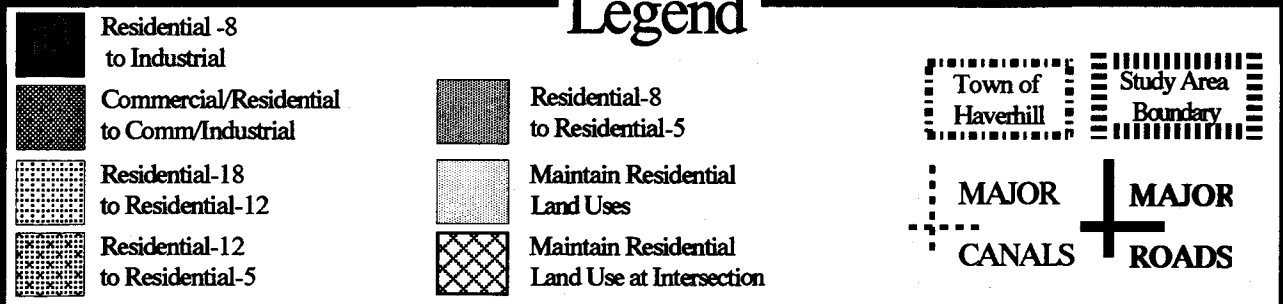
- Enact stricter building codes for sound-proofing structures and prevention of airport hazards within all PBIA flight path areas.



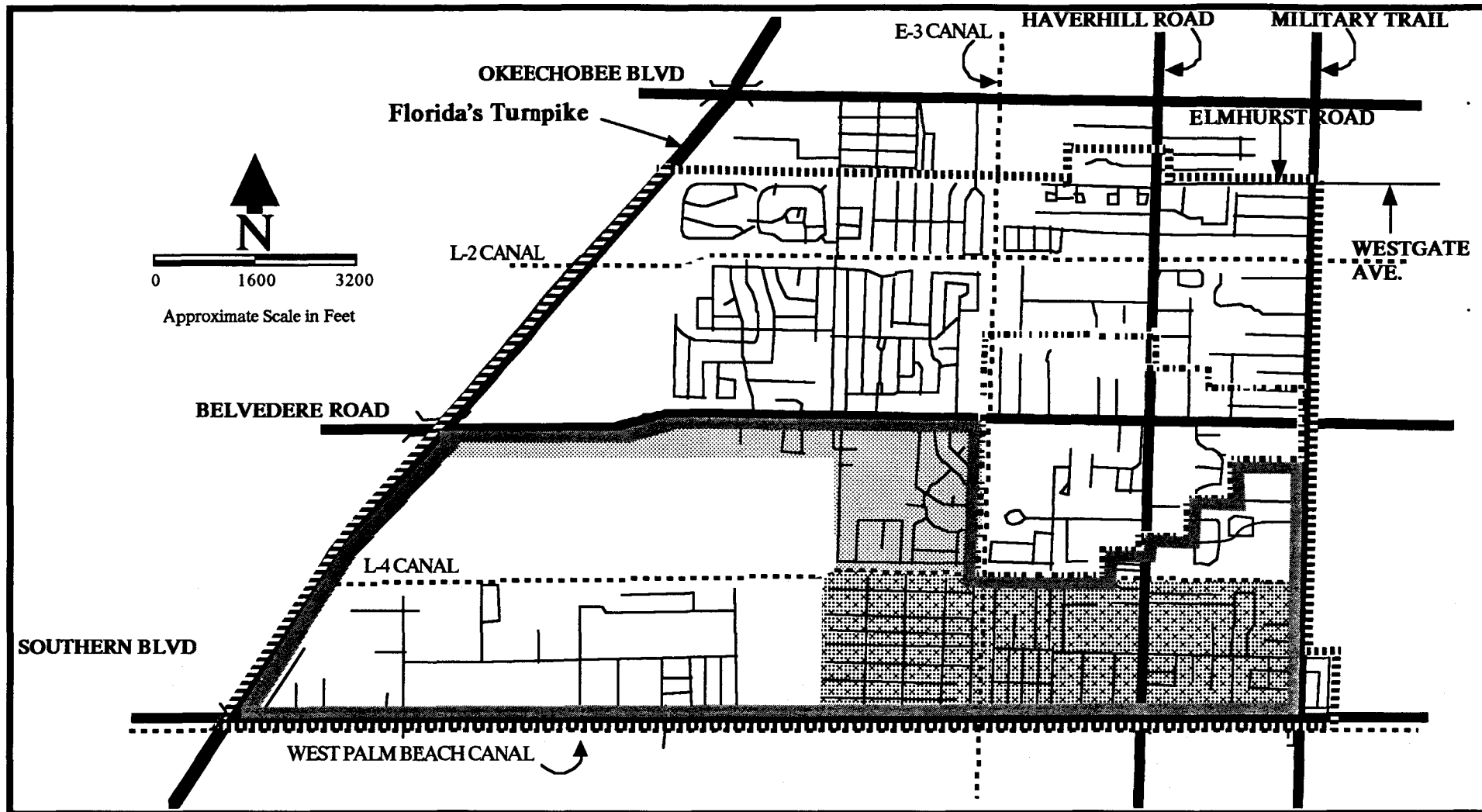
52 a.

# Haverhill Area Neighborhood Plan

**RECOMMENDATIONS  
AFFECTING FUTURE LAND  
USE DESIGNATIONS**



52a.



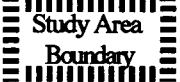






52b.

# Haverhill Area Neighborhood Plan

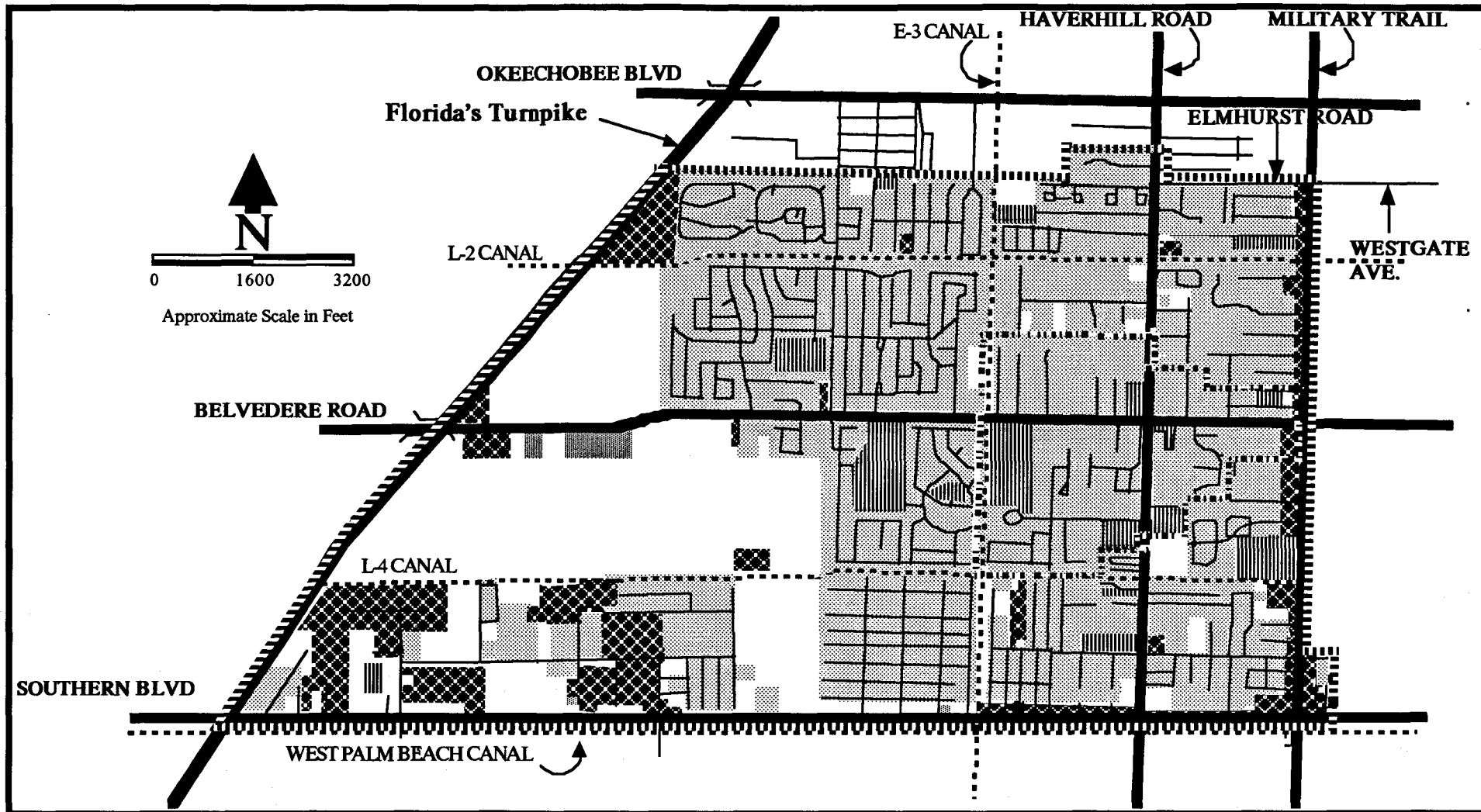
## PROPOSED CHANGES TO THE PBIA-OVERLAY

### Legend

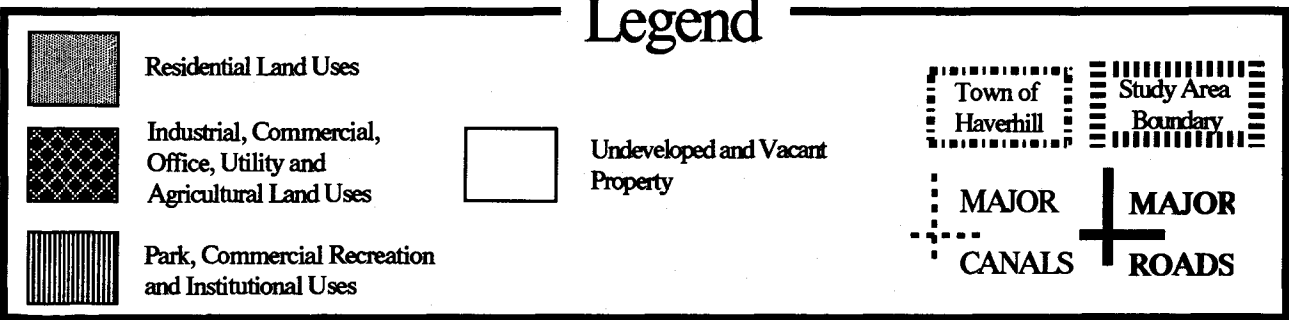
	Allow conversion to a Planned Industrial Park District (PIPD) designation with a 25 acre minimum lot size		Town of Haverhill		Study Area Boundary
	Reclassify as a residential corridor. Area ineligible to convert to industrial land use under the PBIA Overlay		PBIA Overlay Boundary		MAJOR CANALS
					MAJOR ROADS

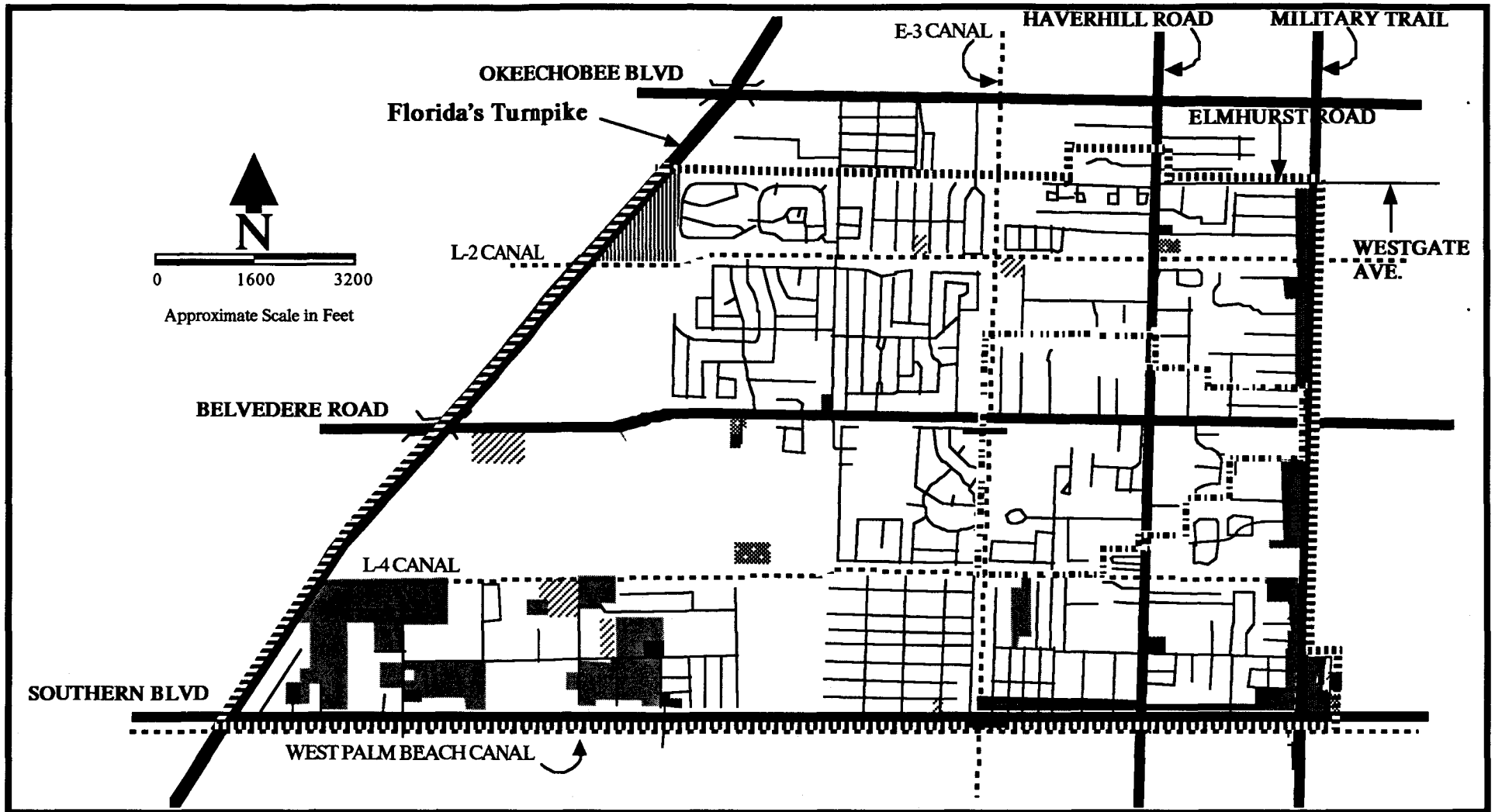
52b.





**Haverhill Area  
Neighborhood Plan**  
**EXISTING LAND USES  
(Generalized)**  
**Highlighting Vacant Areas  
Inside the Study Area Boundary**

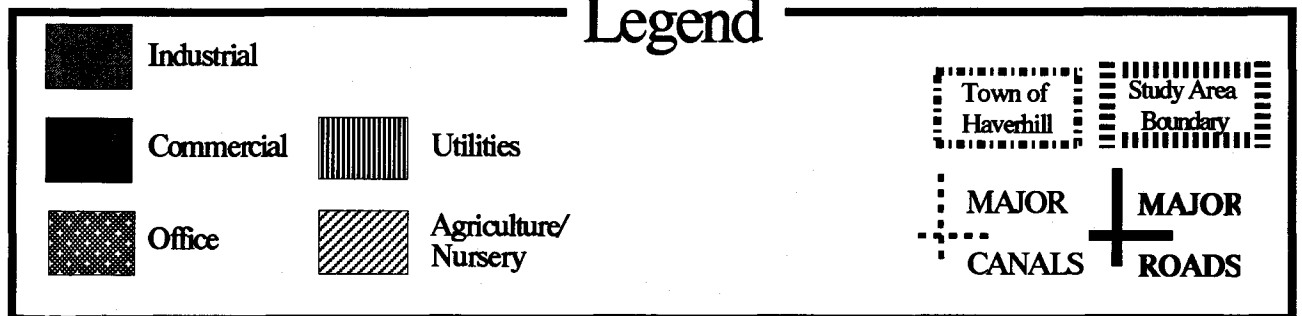


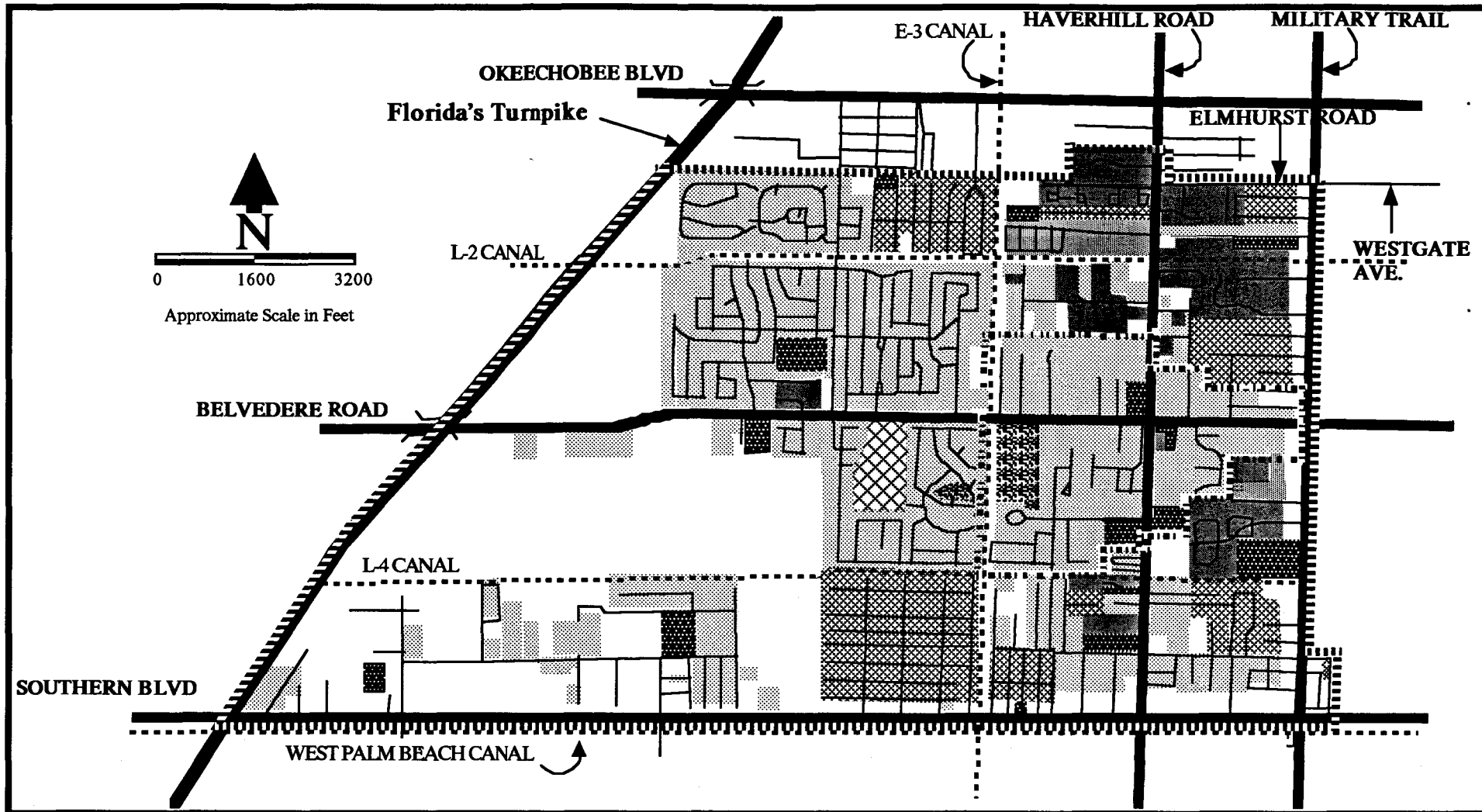


52d.

## Haverhill Area Neighborhood Plan




EXISTING COMMERCIAL,  
INDUSTRIAL AND OTHER  
NON-RESIDENTIAL LAND  
USES








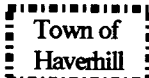



# Haverhill Area Neighborhood Plan

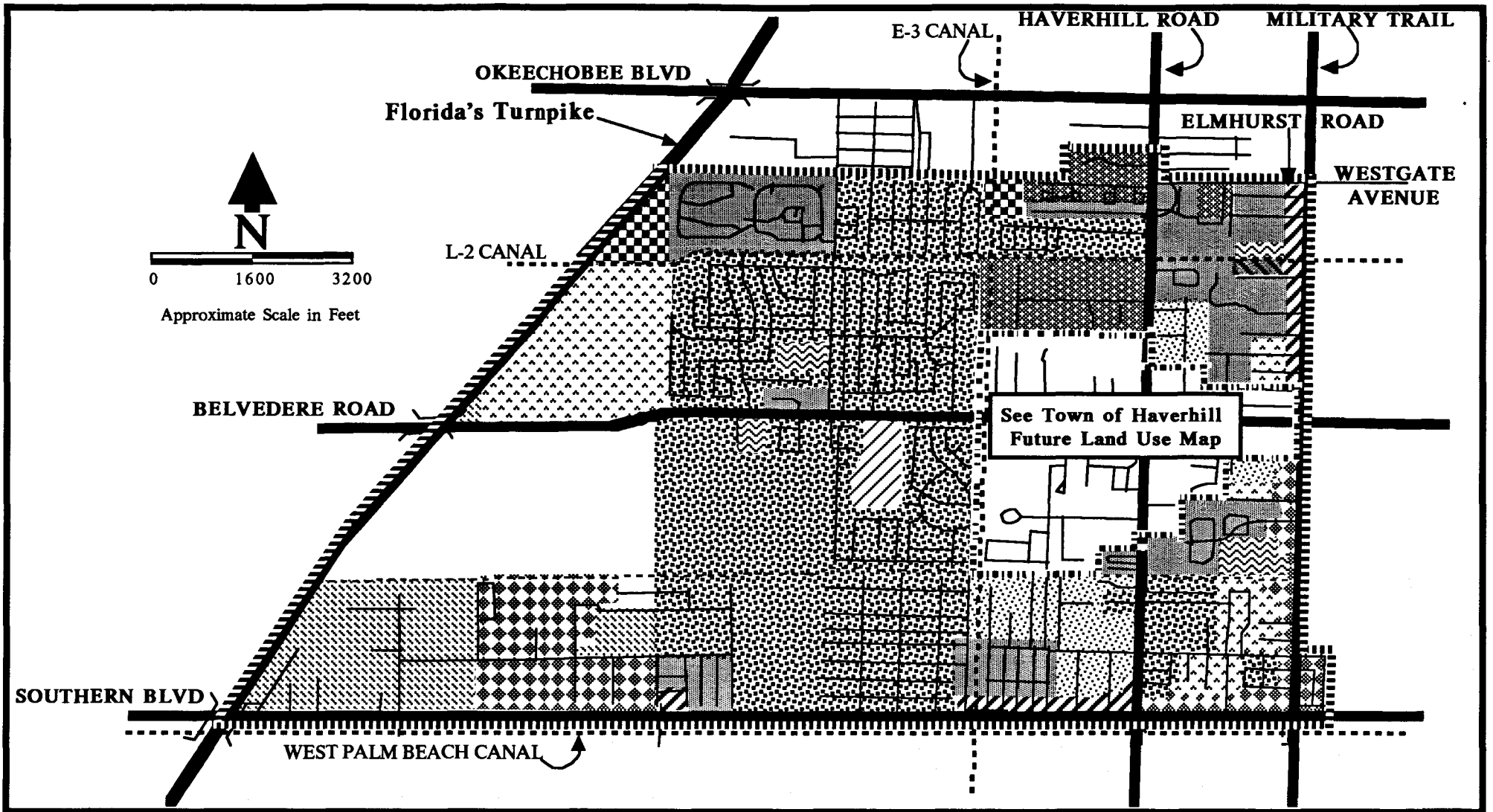
## EXISTING RESIDENTIAL AND INSTITUTIONAL LAND USES

-  Predominantly Single-Family Residential
-  Mixed Single-Family Residential to Quadplexes
-  Predominantly Multi-Family Residential

-  Park
-  Commercial-Recreation
-  Institutional

### Legend

-  Town of Haverhill
-  Study Area Boundary
-  MAJOR CANALS
-  MAJOR ROADS















524

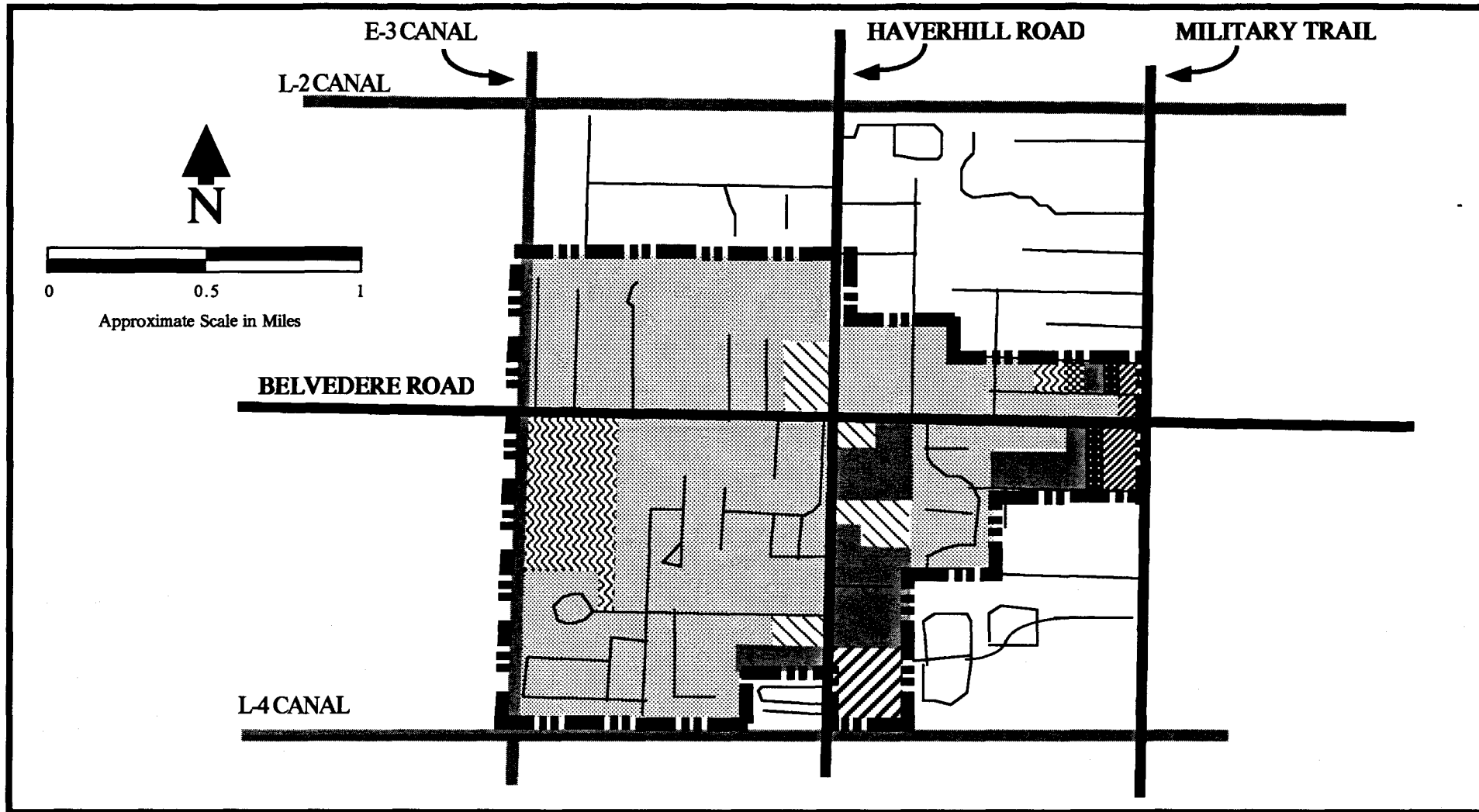
# Haverhill Area Neighborhood Plan

FUTURE LAND USES,  
UNINCORPORATED  
AREA

## Legend

Residential Uses By Density Range Dwelling Units per Acre						Town of Haverhill	Study Area Boundary
						MAJOR CANALS	MAJOR ROADS
1-2	1-3	3-5	5-8	5-12	5-18		
	Industrial		Commercial/Industrial		Commercial/Recreational		
	Commercial		Institutional		Utility/Transportation		

524



529

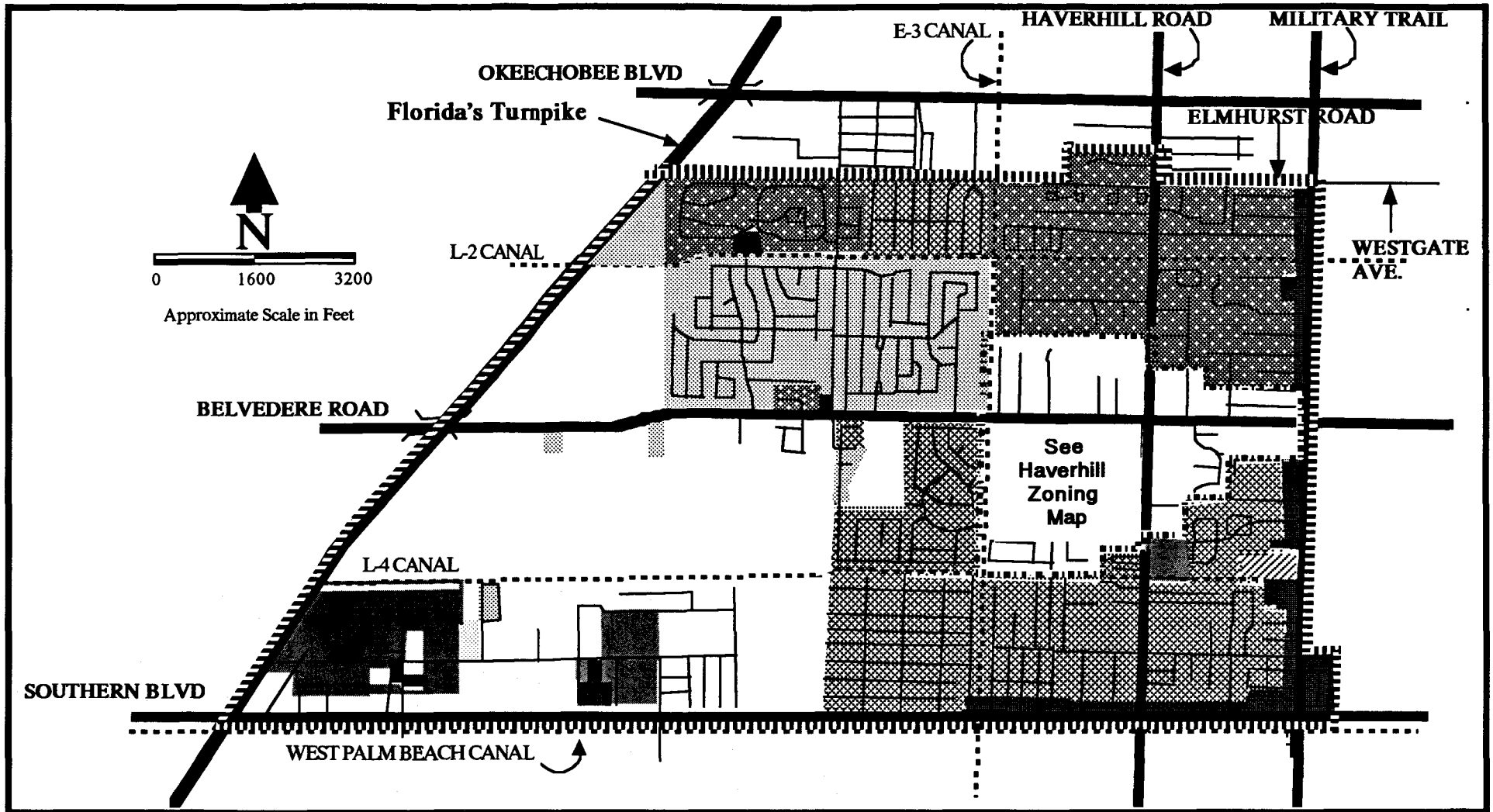
# Haverhill Area Neighborhood Plan

## FUTURE LAND USES TOWN OF HAVERHILL

	Residential Low Density-RLD		Commercial-C
	Residential Medium Density-RMD		Planned Business Campus Development-PBCD
	Residential High Density-RHD		Public Buildings/Grounds-PB/G
	Recreation/Open Space-R/OS		Other Public Facility-OPF

### Legend

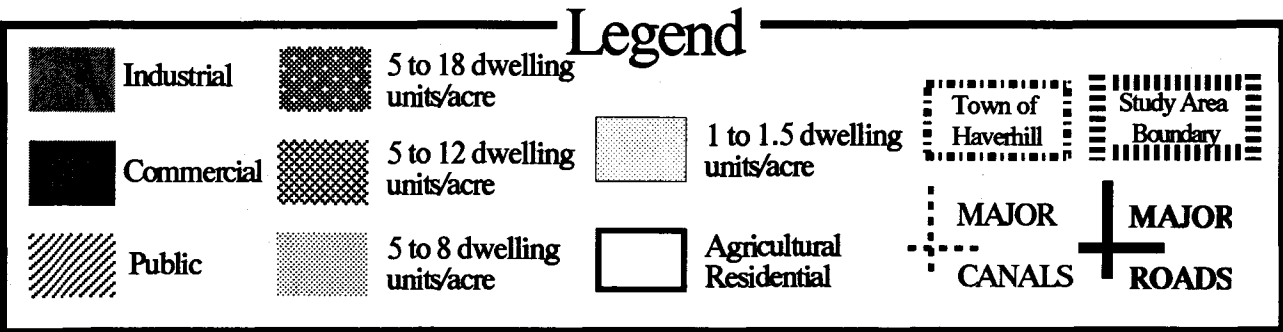




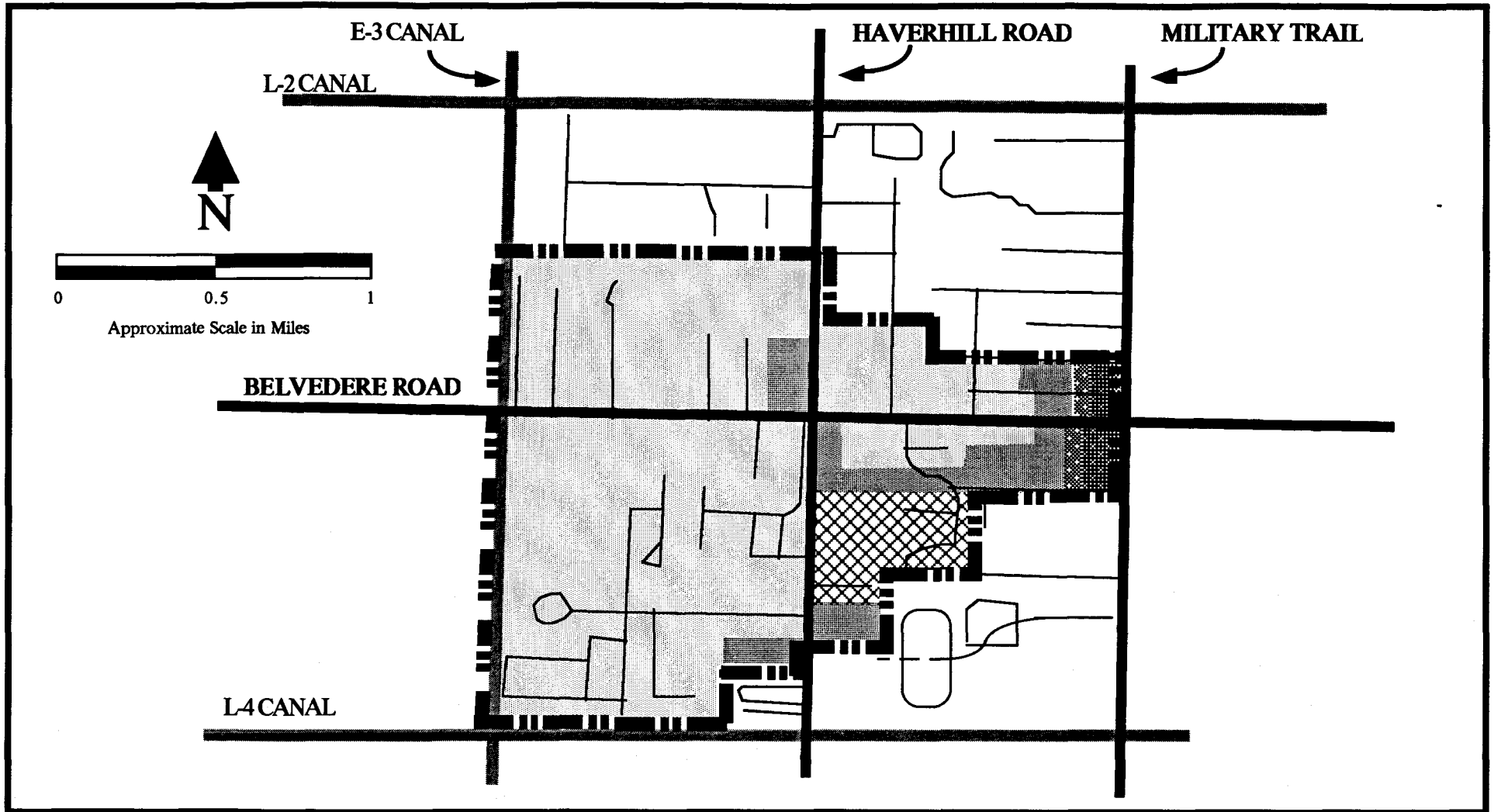
524.

# Haverhill Area Neighborhood Plan

## ZONING FOR THE UNINCORPORATED AREA



524.










52 i.

# Haverhill Area Neighborhood Plan

## ZONING FOR THE TOWN OF HAVERHILL

### Legend

	Limited Commercial District		Single Family Residential (up to 4 units per acre)		Town of Haverhill
	Medium Density Residential (up to 8 units per acre)		Palm Beach County Medium Density Residential (up to 12 units per acre w/PUD)		MAJOR CANALS
	Single Family & Duplex Residential Units (up to 6 units per acre)		MAJOR ROADS		

52 i.

#### IV. THE AIRPORT ISSUE

The airport-related issues, coupled with compatible land uses, remain the most volatile of controversies requiring resolution by this plan. Residents in both of the Haverhill Area Neighborhood Plan community meetings listed the following as important topics affecting their area: aircraft noise, the airport as a neighbor, the perception of depreciating property values and associated blight, perceived environmental problems, and questions relating to the appropriate land uses under flight paths that continue to grow in volume each year. Although no studies have been done to link these problems to airport noise, perceptions can be compelling. This plan does not investigate linkage. Rather, it looks at ways to solve identified issues. Below is a discussion of each.

##### **The PBIA Master Plan**

As with other major airports, The Palm Beach International Airport (PBIA) has a master plan. In addition, PBIA is a "Development of Regional Impact" (DRI) as defined by Florida Statute Chapter 380 which governs those projects that affect communities beyond the County's borders. Consequently, all proposals for expansion or redevelopment undergo scrutiny at the local, regional and state levels. Although the Department of Airports functions as a county department, it remains an 'enterprise fund' agency that is self-supporting from taxes and fees collected.

A summary of the PBIA Master Plan includes:

- Three runways, 2 major (7000 & 8000 feet) and 1 general aviation
- Southeasterly winds prevail about 85% of the time; this is the reason that flights takeoff in an eastern direction 65-70% of the time
- At night, takeoffs are shifted to the west
- Two concourses that contain 25 gates equipped with passenger loading bridges and a third concourse that has four passenger exits leading to 8 to 12 commuter aircraft parking spaces
- Figures showing that approximately 6 million passengers passed through PBIA in 1990
- Last year's growth was about 10% but was less in 1991; the airport has projected 8 million passengers for the year 2000 and 12 million by 2009
- Passengers are increasing at a faster rate than air traffic; larger aircraft have offset increases in passengers.

The master plan calls for lengthening the 8000 foot runway another 2000 feet by extending the western edge of the approach an additional 1200 feet and the eastern edge 800 feet. The project remains in the study phase and may not be built. If implementation occurs, the benefits would allow commercial jets to achieve higher altitudes sooner over residential areas and would be considered a noise abatement option. One issue is that aircraft would begin easterly take-offs closer to Military Trail and may increase ground noise for that specific area. While buffering devices diminish ground noise levels, the noise barriers will only reduce the noise impacts when the plane is *on* the ground.

Although PBIA will build no additional runways, other projects include new taxi-ways to better handle exiting ground traffic. They will enable planes to leave the runway faster after landing. Also, plans call for the construction of a north county airport that will serve general aviation needs and will subsequently relieve PBIA of substantial general aviation traffic.



### **The "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update"**

As part of its obligations to the Federal government under FAA regulations, the airport must complete a noise abatement study before any noise-reducing measures are implemented. At present, the Palm Beach County Department of Airports has begun the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update", named for the FAA regulation that governs the process. It involves convening a group that represents various parts of the community to debate and decide which combination of strategies are not only effective in reducing noise but also do not violate Federal aviation law. The recommendations created by the Haverhill Area Neighborhood Plan must, by law, undergo review and comment by this study.

Before this narrative can discuss more technical issues, a short explanation is needed. One principal term for describing aircraft noise is "LDN". LDN stands for "Level Day Night" and constitutes an average measurement of airplane noise levels for a specific site taken over time. The computer takes an annual average of all noise events where all night events are magnified 10 times due to less ambient (surrounding) noise levels. The noise contours represent the averages and not single events (one airplane fly-over). Noise levels at any one location may be much higher based on weather conditions, type of aircraft and time of day.

### **The "150 Land Use Compatibility Matrix"**

The FAA has created a standardized land use/noise matrix table for high noise-impacted tracts adjacent to airports. It defines acceptable land uses for each LDN noise contour. Basically, non-residential uses are designated as the best ultimate land use for higher noise areas. The "150 land use compatibility matrix" provides guidelines for land uses that are consistent with the noise contour ranges.

However, the Haverhill Area Neighborhood Plan study group did not fully accept the "150 land use compatibility matrix" as the ultimate guide for designating land uses. Group members disagreed with the County's light industrial (IL) zoning for the PBIA-Overlay. (Refer to the land use chapter for recommendations on the PBIA-Overlay). Study group members also noted that the light industrial designation does not necessarily conform with the "150 matrix" since the 65 (and greater) LDN contours only cover the eastern portion of the PBIA-Overlay. Yet, the potential to convert to light industrial zoning applies to the entire PBIA-Overlay, including the quieter, western section. For the PBIA-Overlay, an ironic situation exists where residential neighborhoods predominate within the noisier eastern part and industrial development occupies the majority of the quieter western tracts.

### **Noise abatement and height restriction compensation**

PBIA has set goals to reduce and phase out older, noisier 'Stage 2' aircraft. At the close of 1991, the airport reached 70% Stage 3 aircraft. (Update note: By the summer of 1992, the airport had reached 73%.) As informational background, there are three types of commercial jets in relation to noise (according to classifications established by FAA CFR Part 36):

- Stage 1- very noisy and inefficient; phased out already
- Stage 2- noisy; fleet is typically 15-20 years old; examples of this aircraft are the DC 9, Boeing 727 and older Boeing 737's
- Stage 3- newer, more efficient, and quieter; examples of this aircraft are the Boeing 767, L-1011, Boeing 737(400) and Boeing 757's.

Stage 3 airplanes are much quieter. In fact, they measure as much as 80% quieter than Stage 2 aircraft. Also, Stage 3 have larger diameter jet engines that are more fuel efficient. It should be noted that PBIA continues to work toward the goal of reaching 100% Stage 3 aircraft by late 1994.

For airlines using noisier Stage 2 aircraft at PBIA, 'Environmental Operating Fees' (EOF) are assessed and help to remunerate those airlines that use Stage 3 planes. Ninety percent of EOF fees help finance the following programs:

- The Hillcrest buy-out (east of PBIA)
- Noise monitoring equipment
- Sound-proofing of homes
- Other noise abatement programs.

#### **Possible restrictions on arrivals and departures**

Night restrictions curtail the departure of Stage 2 planes. The mechanism to enforce this policy is through leases and fees as PBIA has no real police powers. At present, airline companies pay a \$2600 fee if their Stage 2 aircraft depart after 10:00 pm and before 7 am. Exceptions to the departure delay policy occur when mechanical problems, air traffic controller delays, or poor weather conditions arise. If the Director of Airports approves a formal request to reconsider fines and the plane departed before midnight, only a \$400 fee is levied. When a Stage 2 craft departs after midnight, the standard \$2600 fee is assessed. Conversely, current policy allows unrestricted *arrivals* for Stage 2 and 3, although Stage 3 aircraft pay \$26 while noisier Stage 2 must pay \$260. Restrictions were considered several years ago and abandoned since this may hurt regional commerce. Incentives such as credits and low user fees help control night time airport activity.

#### **Engine maintenance noise**

PBIA does not serve as a maintenance base for any major airline. Consequently, few engine run-ups (high-noise maintenance tests) take place. If they do occur, technicians must isolate aircraft in the center of the runway.

#### **Private jet noise**

PBIA officials are working with individual operators and the Business Aircraft Association to reduce noise from semi-private jets. This may involve instituting specific procedures for various types of private aircraft that govern hours of operation, takeoffs and landings.

#### **Purchase of easements**

Since the 1960's, the County has continued to purchase 'avigation easements' on many residential properties immediately west of Military Trail, located under the 1990 70-75 LDN noise contours. (Refer to map on page 59a for location of 1990 noise contours. In 1991, PBIA was successful in pulling the entire 75 LDN noise contour completely east of Military Trail). The logic behind the easements rests in compensating residents for noise impacts. Unfortunately, many of the noise easement packages offered to property owners are more than 20 years old and subsequent home buyers may not realize they may hold deed covenants. With the passage of time, the program's effectiveness could decrease since new owners may possess properties with reduced value and may no longer hold rights to act against noise impacts.

In addition to avigation easements, PBIA also has a 'runway protection zone' which compensates homeowners who must limit the height of trees and other structures within the flight approach path.

#### **The Hillcrest buy-out and appropriate alternatives west of PBIA**

No plans exist to buy-out homes west of PBIA, although this idea can always be explored as an option by an independent citizen's group. Also, the Haverhill Area Neighborhood Plan does not suggest or recommend such an option. The following is a

discussion on the various compensation options, including buy-outs, and the reasoning behind the recommendations that were finally selected by the study group.

In the Hillcrest area, the airport conducted a study on reducing impacts to homes within its eastern 75 LDN noise contour and concluded that little recourse existed for PBIA. Consequently, the County polled Hillcrest residents if they wanted either: 1) sound-proofing; 2) aviation easements purchased as compensation; or 3) a buy-out of homes. In 1987, 67 percent voted for the buy-out. Subsequently, a County-hired consultant began a five-year program to purchase these homes. Of the 364 eligible houses, 325 property owners sold their homes to the airport, which used an independent appraiser to assign a fair market value. The package employed in the Hillcrest buy-out included:

- Fair market value
- Replacement housing value
- Moving expenses (within 50 miles)
- Interest differential compensation
- Closing costs.

'Replacement housing value' compares the cost to purchase similar homes for the resident in another neighborhood. The difference between the 'fair market value' and 'replacement housing value' was also paid to the homeowner. Eighty-five percent of the buy-out received funding through Federal and State funds. Local funds came from the 'Environmental Operating Fees' program.

Future land uses for the buy-out area have been debated and a golf course appears to be the final proposal. At present, the Palm Beach County Department of Airports spends \$100,000 per year mowing vacant lots in Hillcrest.

When the airport polled Hillcrest neighborhood residents participating in the buy-out program, the sellers indicated satisfaction with the price assigned to their house and the subsequent assistance offered in moving them to another residence.

Unfortunately, for the area west of the airport, a buy-out does not appear viable. As competition for Federal buy-out funds continues to grow, it may prove impossible to obtain funds for a buy-out outside of the 75 LDN noise contour. As mentioned before, in 1991 PBIA pulled its entire 75 LDN contour totally onto airport property. That leaves a sizable section falling under the 70 LDN on both the western and eastern airport perimeter. Determining who would be more worthy of funds would prove divisive. For the Hillcrest buy-out, The Palm Beach County Department of Airports stepped in line early for Federal dollars, before many other major metropolitan areas. As a result, they received more than adequate buy-out funds.

An alternative approach for the noise impacted section west of Military Trail could resemble a self-taxing district program modeled after the Westgate-Belvedere Homes Redevelopment Area. The purpose of which would allow property owners to collectively decide their future and have the added ability to finance or promote objectives.

### **The environment**

During the April 30, 1991 community meeting, residents questioned whether aircraft adversely affected the environment. Comments centered on soot-like deposits, ground water quality, and air pollution. Contrary to popular belief, there is no routine fuel dumping or other material ejections from aircraft. On-going studies by the Department of Airports have revealed that pollution particulates in the air remain insignificant. For example, what was thought to be airplane-related fine yellow powder and a greasy

black film settled on area homes were found to be indigenous fungus and other plant material. Nonetheless, the Department of Airports recognizes that safeguards against pollution must continue. The department has made a commitment to regularly monitor air and ground water quality.

### **Fanning compromise**

Stage 3 aircraft taking off in an easterly direction generally travel in a straight alignment (and are directed to do so by the FAA traffic control tower). Conversely, Stage 2 aircraft must fly a fan heading of 20° north of straight out to evenly distribute noise impacts on intracoastal and beach neighborhoods. To the west, over the study area, aircraft turn either 20 degrees north or south of straight out. Fanning may be eliminated as a strategy once Stage 2 aircraft are completely retired. Final policy decisions on fanning await the outcome of the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update".

### **Other studies and committees**

PBIA is currently undertaking noise abatement studies and has hired a consultant to work on a 'Sound Insulation Study'. Approximately fifteen (15) homes (probably within the 65 LDN contour) have been chosen for sound-proofing as part of the pilot program. Architectural drawings will then highlight possibilities for noise abatement in Florida houses. Next, the selected homes will receive modifications through insulation, storm windows and other measures to reduce the noise impacts from overhead aircraft. Finally, experts will evaluate the program for effectiveness and may implement it on a larger scale.

A newly formed noise abatement committee continues its work on the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update", which establishes airport noise mitigation strategies for surrounding residential areas. The efforts of the Part 150 study should integrate many of the recommendations of this document, since the consultant and committee will receive copies of the neighborhood plan.

## **AIRPORT RECOMMENDATIONS:**

The Haverhill Area Neighborhood Plan recognizes that consideration of airport-related recommendations by the Palm Beach International Airport requires following an established Federally-mandated procedure. The Palm Beach County Department of Airports has indicated its desire to implement noise-reducing recommendations and is acting in concert with Federal Aviation Administration requirements that stipulate a noise abatement study must be completed prior to implementation of noise reducing strategies.

### **Airport Master Plan**

Short-Range Recommendation: 1-4 years

- The study group endorsed PBIA's 1995 noise abatement goal which calls for 100% Stage 3 aircraft by November, 1994. Consider maintaining this goal even if federal standards which call for the phasing out of stage 2 craft are significantly relaxed.

Short-Range Recommendation: 1-4 years

- Consider, as part of the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update", a policy that directs all aircraft to travel a 'straight' alignment when departing PBIA to the west.

Mid-Range Recommendation: 5 - 10 years

- When extending the PBIA runways, employ mitigation and other buffering measures to reduce ground noise, to increase the aesthetic environment, and to

lessen the visual distractions or potential jet blast hazards for drivers on Military Trail. The study group endorses current proposed runway extensions, if justified by the pending noise abatement study.

Short-Range Recommendation: 1-4 years

- **Maintain the PBIA Master Plan objective which states that no additional runways will be constructed.**

Mid-Range Recommendation: 5 - 10 years

- **Maintain the PBIA Master Plan objective to build additional taxiways so that planes may exit the main runway as soon as possible. (Objective is strongly endorsed by the Haverhill Area Neighborhood Plan study group.)**

### **Homeowner Assistance Options**

Mid-Range Recommendation: 5 - 10 years

- **Investigate as part of the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update" and implement governmental assistance programs to compensate homeowners significantly impacted by aircraft noise (within the 65 LDN noise contour). Options should include strategies for advertising of programs that promote sound-insulating or other home improvements related to aircraft noise abatement, purchase assistance programs, and other innovative assistance programs to help stabilize property values and insure against devaluation due to increased airport activity.**

### **Research of Possible Environmental Impacts**

Short-Range Recommendation: 1-4 years

- **As part of the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update" and as mandated by the Palm Beach International Airport D.R.I., the Palm Beach County Department of Airports shall provide to interested citizens a copy of all studies evaluating the impact of airport operations on soil, air, and water quality.**

Mid-Range Recommendation: 5 - 10 years

- **If any environmental studies reveal significant airplane pollution is occurring, institute a program within the Department of Airports that will continuously monitor ground, air, and surface water quality at selected points around PBIA. If warranted, it is suggested that this be done at least once per year to allay any community fears of perceived environmental degradation.**

### **Other Airport-Related Ideas and Suggestions**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- **Consider the feasibility of: 1) a self-taxing district program or 2) a government-sponsored incentive package for development or 3) a government-sponsored promotional effort for a large-scale commercial sector purchase, for the suggested general area located between the L-4 Canal (on the north), Wallis Road (on the south), Military Trail (on the east) and Haverhill Road (on the west) that encompasses homeowners within the 70 LDN noise contour (as determined by the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update") located on the west side of PBIA. The first option could be modeled after the Westgate-Belvedere Homes Community Redevelopment Area. The purpose of a self-taxing district would allow property owners to collectively decide their future and have the added ability to finance or promote objectives.**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- **IF some sort of self-taxing district or buy-out program is ever established west of PBIA, expressly word any potential government programs so that future land use is**

stated before any plan is implemented. This is to protect property values from unfair influences and homeowners from financial harm.

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- **IF** some sort of self-taxing district or buy-out program is ever established west of PBIA and adjacent to Military Trail, require any new roads to access directly onto Military Trail rather than allow circulation to flow west through established residential neighborhoods.

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- **IF** some sort of self-taxing district or buy-out program is ever established west of PBIA [for the suggested general area located between the L-4 Canal (on the north), Wallis Road (on the south), Military Trail (on the east) and Haverhill Road (on the west)], consider using a buy-out package that includes:
  - ◇ Fair market value
  - ◇ Replacement housing value
  - ◇ Moving expenses (within 50 miles)
  - ◇ Interest differential compensation
  - ◇ Closing costs.

Short-Range Recommendation: 1-4 years

- For the area between the L-4 Canal (on the north), Wallis Road (on the south), Military Trail (on the east) and Haverhill Road (on the west), buying aviation easements should only be done as part of a comprehensive noise abatement program that employs features such as sound insulation, purchase assistance, or any other such programs that may be created through the "1991/1992 FAR Part 150 Noise and Land Use Compatibility Study Update" process.

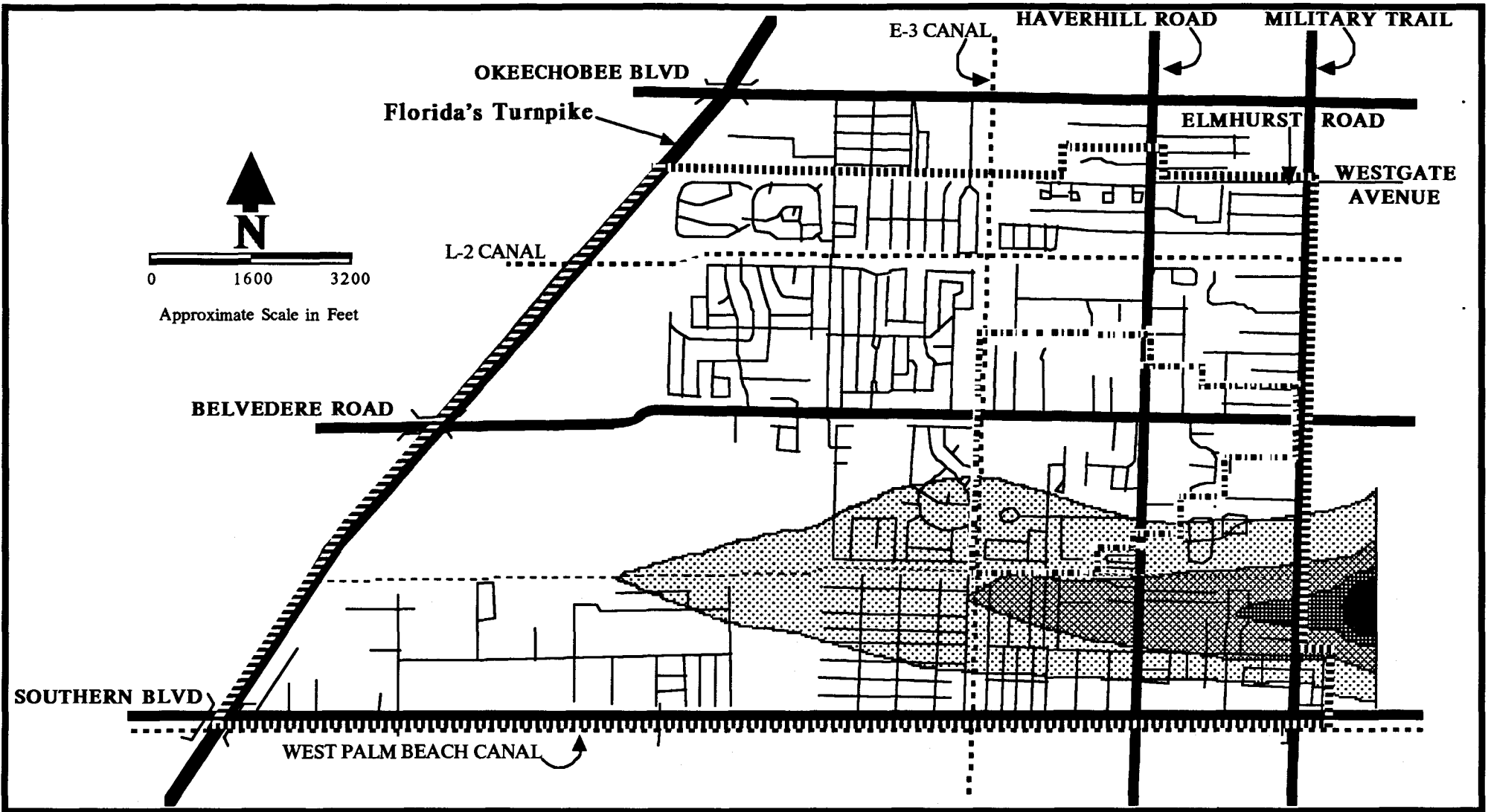
### **Communitywide Airport-Related Policy Issues (Beyond the Boundaries of the Haverhill Area Neighborhood Plan)**

Short-Range Recommendation: 1-4 years

- Consider discouraging residential land uses under the projected flight paths of the North County Airport to avoid creating similar land use conflicts that currently exist around PBIA.

Long-Range Recommendation: 11 - 20 Years

- Consider offering positive incentives to PBIA general aviation and fixed base operators to move their facilities from PBIA to either the North County Airport or Lantana Airport, in order to promote greater air traffic safety.



# Haverhill Area Neighborhood Plan

1990  
AIRPORT NOISE  
CONTOUR MAP

## Legend

Yearly day-night average  
sound levels, in decibels



65



70



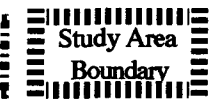
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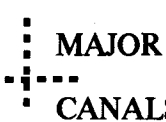
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Town of  
Haverhill



Study Area  
Boundary



MAJOR  
CANALS



MAJOR  
ROADS

## V. CODE ENFORCEMENT

The study group identified code enforcement of existing local law as one of the most effective strategies to improve conditions within the Haverhill Area Neighborhood Plan. A great range of income levels characterizes the region. Because of the mix, people hold widely divergent views concerning acceptable housing conditions, pride of ownership, and a cohesive sense of community. Not everyone realizes that when many individuals maintain their homes, it collectively enhances everyone's property values. For the region within the plan, any neighborhood may suffer from persons who may not care about clean, safe and well maintained surroundings. When this occurs, enforcement of County codes plays an important role.

### The Code Enforcement Division

Terry Verner, director of the County's Code Enforcement Division (CED), gave a presentation to the study group to educate them on the entire issue. He began with an overview of the division's operations and responsibilities. Part of the Planning, Zoning and Building Department, the CED receives its funding through the County's general budget rather than the Building Division's enterprise fund. The CED employs twelve field officers, a chief code enforcement officer and five support staff. To ensure the highest professional conduct, the Florida Association of Code Enforcement Officers (a professional organization), certifies all Palm Beach County code enforcement officers.

The twelve field officers administer fourteen codes and ordinances for the entire unincorporated area of the County. Enabled by State Statute 162, Florida empowers local governments with quasi-police powers to enforce local codes and ordinances. Nonetheless, the CED is not responsible for deed restrictions and private agreements between a property owner and another party. Specifically, the CED oversees the administration of the following:

- Building Code
- Zoning Code
- Plumbing Code
- Mobile Home Code
- Lot Clearing Ordinance
- Swimming Pool Ordinance
- Sea Turtle Protection Ordinance
- Gas Code
- Mechanical Code
- Electrical Code
- Sign Ordinance
- Housing Code
- Noise Ordinance
- Abandoned Vehicle Ordinance.

Citizen complaints account for ninety percent of the field officers' work, with the CED receiving approximately 6,000 to 6,500 calls per year. To avoid disputes among neighbors, the CED does not require citizens to include their name with their complaint.

Generally, property owners address violations once the CED informs them of a problem. In most cases, the property owner is not aware that they are violating County ordinances or codes.

There are two processes used by field officers to cite code violations. The standard process involves the Code Enforcement Board and a recently-developed "citation system". At their discretion, field officers use them inter-changeably.

### The Code Enforcement Board

The standard process begins when the code enforcement officer issues a violation notice specifying a time period for correction (up to 90 days). The landowner must either address the violation or appeal it to the Code Enforcement Board. The Board



comprises a quasi-judicial body of seven volunteers that hear violation appeals. Each month this body presides over 100 to 200 cases.

Under Florida Law, the Code Enforcement Board must give a "reasonable amount of time" for correction of the violation. Property owners may receive up to 90 days after a Code Enforcement Board hearing. If the violation remains unaddressed, the CED can fine the property owner up to \$250 per day until they take action. Due to the administrative process in place and requirements under Florida Law, the County may not *officially* require a property owner to correct a violation until six months after the first notice.

### **The citation system**

To accelerate the code enforcement process, the CED has developed a "citation system". It directs the field officer to warn a possible code violator first, as required by State law and specifies a time period to address the violation. If they ignore the warning, then the field officer issues a citation. A citation carries a \$75 fine plus \$8 court costs and specifies a time period to correct the violation. A property owner may then appeal, but instead of going to the Code Enforcement Board, civil court hears the case. If the court upholds the citation, the violator receives an additional fine up to \$500. The civil judge can not order the violation be addressed, but he or she can cite the property owner again on the following day if the violation persists.

This system relies on fines to encourage property owners to correct violations within the specified time. To avoid clogging the civil courts, the CED limits the number of citations issued. The use of the citation system is at the discretion of the field officer. Targeted violations include: illegal signs, illegally park vehicles, inoperable vehicles and excessive noise. The CED issued the first citation in this new program during 1991 to a local bar for excessive noise.

### **Target areas**

The Code Enforcement Division has designated entire sections that have a history of violations for comprehensive code checks. Currently, the CED monitors ten "target areas" including: Gramercy Park, the Westgate CRA and the Watergate mobile home park. These communities generally need more attention because of a high number of complaints. Once the CED pinpoints a target area, a code enforcement officer will drive lot-by-lot, block-by-block, citing all violations. Additional neighborhoods can be considered for target areas, but funding and personnel constraints present limitations.

### **Public education program**

The CED created a public education program that shows common violations and demonstrates what they can do for the community. If residents don't complain about possible violations, then field officers do not generally visit their subdivisions.

Recently, the CED coordinated with the County's Public Affairs Department to develop an informational brochure for property owners. The effort had two goals. First, educate people on what constitutes a code violation and second, publicize the role of the CED.

### **Non-conforming uses**

Non-conforming uses sometimes occur when a local government changes its zoning code. An existing use formerly allowed under old regulations may become non-conforming. These are grand-fathered (allowed to continue) provided they do

not cease operation for more than six months. Furthermore, with a grand-fathered parcel, the owner may not build additions. Consequently, when looking for potential violations, code enforcement officers must apply the requirements and criteria that governed during the time the use was first approved.

Within the study area, a non-conforming use exists on Wallis Road (eastern segment). The Griffen Ranch Shops construction company operates an industrial use in a residential-zoned section.

### **Problem areas needing attention**

The study group and planning staff have identified sections that possess numerous violations. During the study group process, planning staff submitted them to the CED for follow-up action. Unfortunately, since the CED staff is small, they encounter difficulties managing enforcement for the entire county. One suggestion involves increasing the number of code enforcement officers so that they can more effectively handle complaints. The discussion below gives greater detail about the more serious infractions.

#### **Stacy Street**

Along Stacy Street (located off Haverhill Road, south of Elmhurst Road), abandoned furniture and disabled vehicles clutter the street perimeter. In addition, an abandoned building exists in an overgrown yard behind the Greymore Apartments. Under the current future land use and zoning, Stacy Street inches toward transition from single family to multi-family residential.

#### **Haverhill Road**

In general, trash and an unkept look downgrades the perimeter of Haverhill Road between Elmhurst Road and the Haverhill town limits. One particularly bad problem occurs at the intersection of Haverhill and Elmhurst Roads. People dump furniture and other debris on an adjacent vacant tract.

Buildings sit unfinished and abandoned on the lot next to the Pixie Private School located on Haverhill Road. The tract appears unkempt and vagrants may occupy the deteriorating buildings.

Graffiti covers the side of the 'Stop and Go' convenience food store on the corner of Haverhill Road and Vilma Lane. In reaction to the blight, the study group suggested some sort of county policy to deal with this visual blight.

At the end of Ivywood Road (accessed from Haverhill Road, south of Belvedere Road) a problem may exist with a resident repairing vehicles and dumping oil in the ground. In addition, he is piling junk against an adjoining fence and into a drainage area.

#### **Military Trail**

A commercial property (abandoned gasoline station) located on the northwestern corner of Military Trail and Belvedere Road sits abandoned and presents an unsightly gateway to the Town of Haverhill. The property suffers from debris and piles of dirt. Reports of ground water contamination on the site further highlights the need for intervention. Since the property is located within the Town of Haverhill, corrective action must come from the municipality.

#### **Industrial section in the southwest portion of the study area**

The industrial section has multiple violations. Planning staff noted a possible illegal dump at the end of Bishoff Drive. Property owners store industrial equipment and

leave inoperable vehicles on their property. The area is in transition, where industrial and commercial uses abut residential lots.

### **Commercial signs**

Signs along Military Trail and Southern Boulevard present an unattractive and cluttered image and many appear to violate the County's sign ordinance. The study group suggested that the CED pay particular attention to illegal signs along these two arterials.

### **Miscellaneous code enforcement suggestions**

One complaint aired at a study group meeting concerned residents who place trash on the curb too far in advance of the scheduled pick-up. At present, the County has no ordinance preventing this practice.

Many times, the condition of street rights-of-way within the eastern unincorporated county area suffer from choking weeds and debris. After discussion, the study group asked planning staff to create wording for a recommendation that requires property owners located within the eastern portion of urban Palm Beach County to regularly maintain their own street drainage swales and rights-of-way.

The study group liked the idea of having street address numbers clearly shown on the front of all primary structures, especially fronting on major arterials. This would assist fire-rescue, code enforcement and police services find locations easier. An alternative suggestion focused on the example set by other communities where government paints address numbers on the curbing of major arterials.

## **CODE ENFORCEMENT RECOMMENDATIONS:**

### **Designated Code Enforcement Target Areas**

Short-Range Recommendation: 1-4 years

- Designate the following as 'code enforcement target areas':
  - ◇ The section between Elmhurst Road and Myrtle Lane, from West Street to Military Trail (Myla Lane area)
  - ◇ All properties fronting on Stacy Street, North Stacy Street and South Stacy Street
  - ◇ The commercial corridor fronting on Southern Boulevard, between the E-3 Canal and Lindy Lane
  - ◇ The Haverhill Mobile Home Park located on the west side of Haverhill Road, north of the L-4 Canal
  - ◇ Bonita Pines Apartments located on the west side of Haverhill Road, south of the L-4 Canal
  - ◇ The section north of Wallis Road (eastern section), south of the L-4 canal, east of the Griffen Ranch property, extending to the back lot line of the properties or subdivisions fronting on Haverhill Road
  - ◇ The area east of the E-3 Canal to West Trail Drive, between Southern Boulevard and Wallis Road (eastern section)
  - ◇ The residential area between Military Trail and Pine Road, between Wallis Road (eastern section) and Bertram Street
  - ◇ Belvedere Plaza Apartments located on the north side of Belvedere Road along Newton Woods Drive
  - ◇ The Plantation Villa subdivision located between the L-1 and L-2 Canals, east of Meridian Road and Breezy Lane

- ◇ The properties along Grove Street between the Briarwood subdivision and Military Trail
- ◇ The area east of 72nd Drive North to Martin Lane, south of Wallis Road (unpaved extension)
- ◇ The section east of Martin Lane extending to the planned Jog Rod Extension, between the L-4 Canal right-of-way and Southern Boulevard, excluding the residential area along Bishoff Road and Alexander Road.

#### **Code Enforcement: Aesthetic improvements to the Streetscape**

Short-Range Recommendation: 1-4 years

- Enlist the help of the Palm Beach County Code Enforcement Division to survey all commercial signage along Southern Boulevard and Military Trail (within the study area) for violations of the County's sign ordinance and cite owners of illegal signs. (Recommendation is also stated in chapter IX, entitled "Aesthetics and Image".)

Short-Range Recommendation: 1-4 years

- Direct any public agency charged with the responsibility to properly maintain rights-of-way and other easement areas to carry out those duties on a regular basis.

#### **Code Enforcement: Graffiti**

Short-Range Recommendation: 1-4 years

- Consider enacting an ordinance governing the region inside the Palm Beach County urban service area boundary (excluding municipalities) that requires property owners to remove graffiti from their structures within thirty days of investigation by the County's Code Enforcement Division. In conjunction, consider assigning convicted youth offenders to community service, where their labor is used to remove graffiti for property owners who suffer chronic blighting. Finally, an application process could allow specific requests for convicted youth offenders to remove graffiti on private property viewable from roadways.

#### **Code Enforcement: Town of Haverhill**

Short-Range Recommendation: 1-4 years

- Target the commercial property (abandoned gasoline station) located on the northwestern corner of Military Trail and Belvedere Road for code enforcement. Property is located within the Town of Haverhill and requires actions from the municipality.

#### **Communitywide Code Enforcement Policy Issues: Suggestions**

Short-Range Recommendation: 1-4 years

- Consider adopting a county ordinance that requires property owners, located within the unincorporated region of the urban service area boundary, and within a platted subdivision, to regularly maintain street drainage swales and rights-of-way.

Short-Range Recommendation: 1-4 years

- Consider adopting ordinances (through the County and Town of Haverhill) governing how soon property owners, residing inside the urban service area boundary of unincorporated Palm Beach County and the Town of Haverhill, may place trash on the curb for pick-up. The suggested restriction is no more than two days prior to trash pick-up.

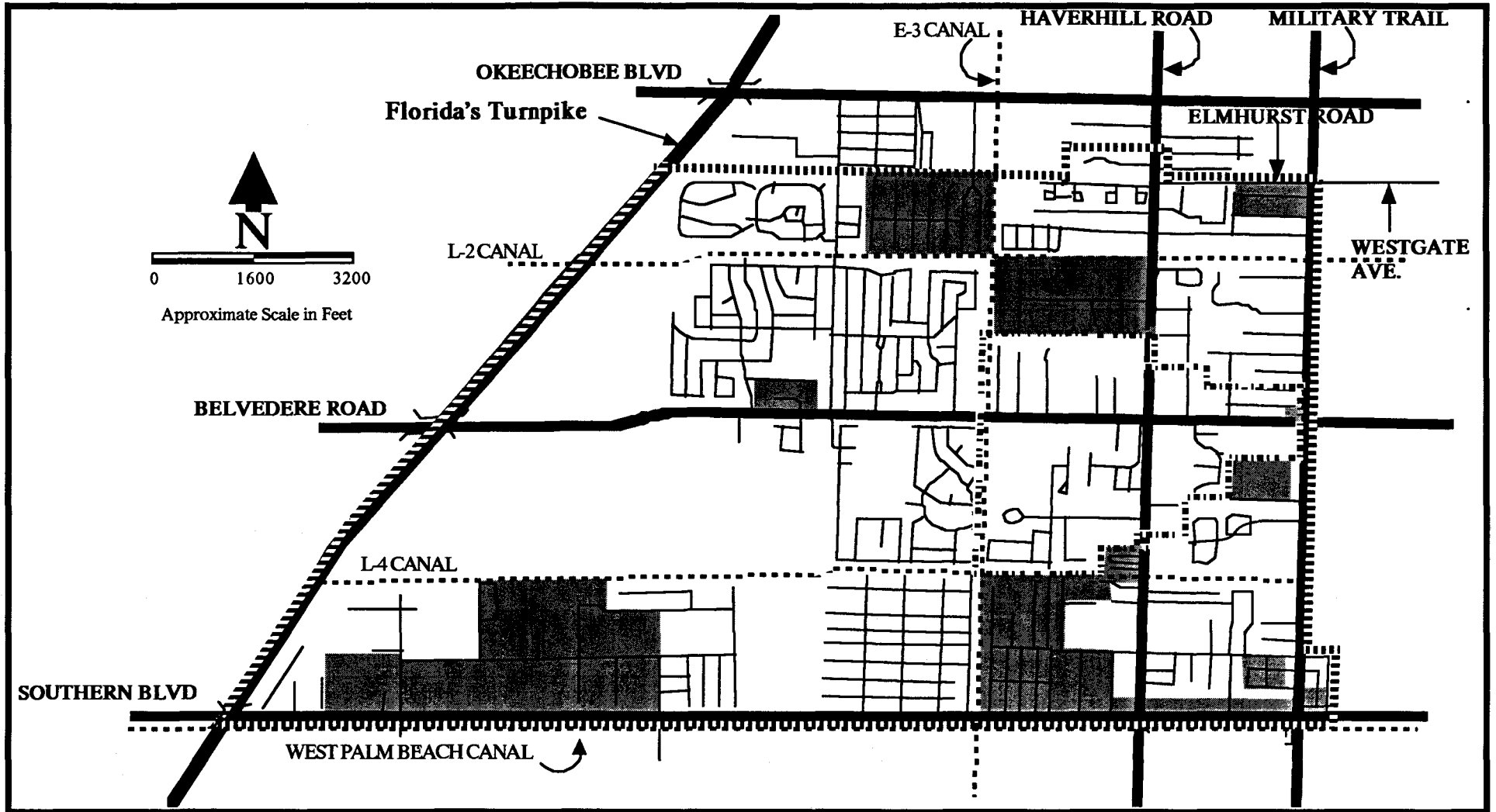
Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Consider enforcing residences and businesses within Palm Beach County to clearly show their street address numbers on the front of all primary structures so as to aid law enforcement and fire-rescue efforts. An alternative: Launch a program to paint

**address numbers on the curbing of major arterials. (Recommendation is also stated in the Crime and Fire-Rescue sections.)**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- **Consider adding more staff to the Palm Beach County Code Enforcement Division to ensure that code enforcement complaints are investigated and acted upon in a timely manner.**







65a.

**Haverhill Area  
Neighborhood Plan  
PROPOSED CODE  
ENFORCEMENT  
TARGET AREAS**



**Proposed Code Enforcement  
Target Areas**

**Legend**

-  Town of Haverhill
-  Study Area Boundary
-  MAJOR CANALS
-  MAJOR ROADS

## **VI. TRANSPORTATION**

Before an analysis of transportation issues within the Haverhill Area neighborhood Plan could be accomplished, the study group needed a firm foundation of information. For the uninitiated reader, the following review will provide the necessary background components as well as the debate of issues to fully understand each of the plan's transportation-related recommendations.

### **Thoroughfare Protection Plan**

The County's Thoroughfare Protection Plan protects transportation corridors from encroachment by other land uses and designates the roadway network required to meet the traffic demands at build-out. Proposed roads and the required right-of-way for the ultimate expansion of major arterials and collectors are identified for the entire county.

### **Levels of service (LOS)**

The County uses a "level of service" (LOS) A - F rating system to determine the amount of congestion on a roadway. Level of service "A" represents free moving traffic conditions. Conversely level of service "F" denotes grid lock bumper to bumper traffic. LOS is based on the following factors:

- Traffic Volume
- Intersections
- Signalization
- Lanes.

### **State Roadway improvement projects**

Government has reduced funding for roadway projects because of the current economic downturn. Combined with a substantial increase in roadway project costs, an across-the-board completion delay of scheduled road improvements has occurred. The following routes comprise the State's road project in and near the Haverhill Area Neighborhood Plan.

#### **Okeechobee Boulevard**

Okeechobee Boulevard remains the most heavily traveled roadway in Palm Beach County, operating at LOS F and LOS D between Military Trail and the Turnpike. In reaction, the State has plans to improve this major arterial to 8 lanes between the Turnpike and downtown West Palm Beach. Already, the corridor has undergone recent widening between Florida's Turnpike and Haverhill Road.

#### **Southern Boulevard**

Southern Boulevard serves as a major east-west connector between the Glades region, the Wellington/Royal Palm Beach residential communities and the eastern employment and commercial centers of downtown West Palm Beach. In 1990, traffic counts set the level of service at LOS D between the Turnpike and Military Trail and at LOS E from Military Trail to Congress Avenue. Consequently, plans exist to widen the roadway from its current four and five lanes to the ultimate of eight between Military Trail and I-95, with no planned improvements funded west of Military Trail. Traffic traveling east along Southern Boulevard has few conflicting land use impediments on the south since the arterial runs parallel to the northern bank of the West Palm Beach/C-51 Canal for much of its length. In addition, between Military Trail and Australian Avenue both perimeter land uses are restricted as the (PBIA) airport flanks the roadway's north side. Study group discussion focused on the opportunity for a potential limited access highway linking east and west within the Southern Boulevard corridor.

Local traffic must deal with access problems along the northern side of Southern Boulevard between Military Trail and State Road 7. Industrial truck traffic from the Cleary Road area often uses (east-west aligned) Wallis Road to access Southern Boulevard via the Jog Road-1st Street intersections. Wallis Road in this area is unpaved and does not meet county roadway standards, yet possesses a county road designation. (In fact, both eastern and western discontinuous sections of Wallis Road are under county jurisdiction). A second access problem occurring at Cleary Road and Southern Boulevard may actually aggravate the first issue just discussed. Even though it serves as a major link to the industrial area adjacent to the Turnpike, it does not have sufficient turning radius to accommodate industrial trucks driving from or into Southern Boulevard.

The study group agreed upon remedial actions. Since Cleary Road has no signal, nor enough width to avoid possible accidents as truck attempt to negotiate the narrow turning radius, widening it at Southern Boulevard and adding a traffic signal would correct the existing unsafe interface between trucks and cars. Also, if the County wishes to promote industrial development within the PBIA-Overlay, removing barriers to efficient truck flow would further that goal.

A second decision concerning Southern Boulevard involved the study group's endorsement of a potential long range countywide policy. To further the goals of the Haverhill Area Neighborhood plan, the group highlighted the need for future planning by designating the eventual use of the Southern Boulevard corridor as a limited access facility between the western communities and eastern employment centers. With the recent state designation of Southern Boulevard as part of the new "Florida Intra-state Highway System", its importance as an east-west connector, extending all the way to Belle Glade and beyond, has been recognized by Tallahassee. To create the limited access corridor, the group envisioned the County acquiring the necessary right-of-way that might incorporate a parallel service or collector road system on the north side of Southern Boulevard. It could follow the collector street example set up parallel to Palm Beach Lakes Boulevard in West Palm Beach. A less preferred, but possibly cheaper alternative centered around using Wallis Road (western segment *only*) as the collector. Either method would provide access to the industrial and residential areas on the north side of Southern Boulevard, between Military Trail and Florida's Turnpike, and possibly extending west to State Road 7.

### **Military Trail**

Military Trail between Southern and Okeechobee Boulevards occupies its ultimate built-out width. No plans exist for additional lanes. Nonetheless, plans call for adding a right turn lane at the northwest corner of Military Trail and Belvedere Road and a proposal to add a right turn lane on the southeast corner. Soil contamination has permeated the northwest corner site where efforts will soon remove tainted soil around a former gas station's storage tank. Land value on the southeast corner is high and could entail buying the entire Shell gas station.

As stated before, Okeechobee Boulevard at Military Trail claims the title as the County's busiest intersection, handling over 50,000 vehicles per day (average annual daily traffic volume). Furthermore, Military Trail operates at LOS E between Okeechobee and Southern Boulevards. To alleviate some of the future congestion, the County's Traffic Engineering Division envisions Lyons, Jog, and Haverhill Roads reducing the burden on Military Trail.

The study group discussed the problem of having no direct linkage between Military Trail (a state road) and Wallis Road (eastern section as collector). Due to the



placement of a median cut within the last five years, north-bound traffic cannot directly access Wallis Road from Southern Boulevard. North-bound traffic from Military Trail must turn onto residential Bertram Street to indirectly access Wallis Road. Bertram Street remains a private residential road serving a small neighborhood enclave. The former Wallis Road median cut was closed by the State for safety reasons, since a high number of accidents occurred there. Possibly, the State may not have consulted with local agencies on the land use and planning implications of this decision, although they did hold at least one public hearing. It appears the present situation harms the safety and residential calm of Bertram Street residents. The solution should be incremental. If a traffic study proves that Bertram Street is suffering high volumes of cut-through traffic, then government should consider closing the median cut along Military Trail (1-2 blocks north of Southern Boulevard) that allows traffic access to Wallis Road (eastern section) via residential Bertram Street. (Currently, no direct link to Wallis Road exists from Military Trail.) In conjunction, engineers could make appropriate re-workings or closures to other nearby median cuts as necessary to maintain traffic safety. For the future, the County may want to adopt a policy that forces the design of all state and county road projects to avoid routing traffic between major arterials and collectors via local neighborhood streets.

The final topic for Military Trail involved improving its appearance. By incorporating streetscaping along Military Trail, the aesthetic character of the area will improve. To a small extent, it also may mitigate airport-related ground noise pollution. Certainly, plantings would have to observe any airport height restrictions. (See section VIII. "Aesthetics and the Establishment of an Image" for reinforcement of this objective.)

#### **Proposed turnpike interchanges: Southern Blvd. vs. Forest Hill Blvd.**

The Florida Department of Transportation (F-DOT) Turnpike Authority handles the development of new Turnpike interchanges such as the ones considered at either Southern or Forest Hill Boulevards. In cooperation with the Metropolitan Planning Organization (MPO), the Turnpike Authority conducts a "preliminary design and engineering study" (PDE). The PDE is conceptual, considering land use, cost estimates, and design alternatives as well as holding public hearings. The MPO also employs transportation modeling to determine which alternative will more positively affect the surrounding road network. Once the PDE reaches completion, a final analysis evaluates whether a project is feasible. Ultimately, elected bodies decide any action.

Important in the determination of a new turnpike interchange are the following:

- Volume of cross ties
- Area served by the interchange
- Distance from existing Turnpike interchanges.

For a new turnpike interchange at Southern Boulevard, there are several reasons for choosing this location over Forest Hill Boulevard. These include:

- Southern Boulevard handles approximately 38 percent more vehicles than Forest Hill Boulevard; (Forest Hill Boulevard is also being considered for an interchange).
- Southern Boulevard serves as a primary east-west corridor linking the Wellington and Royal Palm Beach areas with eastern employment and commercial nodes.
- Southern Boulevard has direct access to the Glades communities of Pahokee, Canal Point, Belle Blade and South Bay.
- Southern Boulevard provides direct turnpike access for the industrial businesses located between Jog Road and State Road 7.

- Southern Boulevard received the State's "Intra-state Highway System" designation indicating its regional importance as a highway.

With all arguments made, conventional wisdom still holds that the State may build both interchanges over the next 25 years. Foremost, the Haverhill Area Neighborhood Plan will benefit by a Southern Boulevard interchange by allowing a new commercial and industrial link to the PBIA-Overlay area. Greater connectivity may translate into greater ability to convert the PBIA-Overlay into its intended industrial use.

### **Palm Beach County road projects**

The following comprises a complete list of Palm Beach County's road projects. Related transportation issues are also discussed under the same topic.

#### **Belvedere Road**

The County is adding two lanes (creating a four lane facility) to Belvedere Road between Drexel Road and Mayacoo Lakes Boulevard as well as Military Trail to Congress Avenue. In the County's five year road program Belvedere is eventually planned for six lanes between Drexel and Mayacoo Lakes Boulevard. Subsequent discussion by the study group revealed that the group did not support the County's program to widen Belvedere Road to six lanes. To the east, the County has scrapped plans to widen Belvedere to six lanes between Drexel and Military Trail. In addition, an intersection will be created by the new Jog Road extension in the area west of Drexel Road. Both the Belvedere Road/Haverhill Road and Belvedere Road/Military Trail intersections have turn lane improvements pending.

The Belvedere widening issue raised other broader concerns, particularly with general development west of State Road 7 and the resulting traffic impacts as automobiles cut-through the greater Haverhill area. Conflicting opinions within the study group remained unresolved regarding western development. One suggestion was to support more employment and commercial opportunities in the Wellington area to siphon off east-bound trips to downtown West Palm Beach. Another viewpoint was to curtail growth in the western communities to prevent encroachment and sprawl on rural lands. No final recommendations were made on either viewpoint.

A signalization study was conducted on Belvedere Road between the Turnpike and Haverhill Road around October, 1990 and no intersection met the required warrants necessary to install a traffic signal. The bottom threshold is 900 trips per hour on any arterial measured and a minimum of 75 trips per hour, over eight consistent hours, for the connecting collector street. Until an intersection can meet these guidelines, no signal can be installed.

Several specific automobile and pedestrian signalization problems occur along Belvedere Road. (Refer to the chapter VIII, entitled, "Open Space, Parks and Linkages" for the discussion on pedestrian issues and the resulting recommendations.) For automobiles the study group suggested that a traffic signal be considered for the Brian Way and Belvedere Road intersection to facilitate traffic leaving the Cam Estates subdivision. To do this, the County's Traffic Engineering Department must first conduct a traffic study to determine need.

#### **Haverhill Road**

The current Five Year Plan does not contain roadway improvements for Haverhill Road within the study area. However, county engineers plan to upgrade Haverhill Road to either a four lane divided facility or a five lane roadway.

An issue raised at the last community meeting focused on cut-through traffic funneling through the Palm Beach Estates (Fruity Acres) neighborhood during morning and evening rush hours. According to residents, the short-cut permits cars to avoid the Haverhill Road-Southern Boulevard intersection traffic light. Homeowners have asked for a traffic study to verify the condition and then if validated, remedial action to correct the problem.

### **Jog Road extension**

Jog Road is presently undergoing extension north through the study area. The route will connect Southern Boulevard and Okeechobee Boulevard with a six lane roadway. With completion of the project already expected in 1993 or 1994, the study group fully endorsed this new link.

### **Westgate Avenue-Elmhurst Road extension**

Although the Westgate Avenue-Elmhurst Road extension between existing Elmhurst Road and Florida's Turnpike remains in the planning stage, it still has an uncertain future. At present, a pending corridor study depicts possible routes between Congress Avenue and the future Jog Road extension. Plans call for a link up to Jog Road extension, just before it bridges the Turnpike and then intersects Okeechobee Boulevard.

The study group expressed great concern that routing traffic with a new corridor through established single-family and multi-family residential neighborhoods could significantly degrade the community. The path would sandwich a small residential slice between Okeechobee Boulevard and Elmhurst Road extension, similar to the situation in the Westgate-Belvedere Homes neighborhood. Therefore, the study group opposed the project.

### **Other potential county road improvements**

The study group made four specific recommendations concerning the two discontinuous sections of Wallis Road. First, so that it adequately accommodates internal industrial traffic, group consensus pointed to the need for improving (paving) Wallis Road (western segment) between Cleary Road and Jog Road. Trucks currently maneuver through this pot-holed dirt street, kicking up and spreading debris along its perimeter.

Second, the two discontinuous sections service very different land uses, with a residential neighborhood predominating in the east and a mostly industrial enclave in the west. Until the PBIA-Overlay area proves successful in converting those eastern established neighborhoods, connecting the two Wallis Roads together over an existing right-of-way would further degrade residential property values. For the time being, the answer lies in keeping the industrial western section of Wallis Road disconnected from the residential eastern section. This will prevent industrial truck traffic from traversing residential streets of Royal Palm Estates (Fruity Acres).

Third, since the two separate sections of Wallis Road serve distinctive land uses, One or both segments of the route should be renamed to reflect the discontinuous nature of the corridor. It would also assist emergency services such as fire rescue and ambulances avoid confusion.

Fourth, the community meetings and the study group called for sidewalks along Wallis Road (eastern segment) to accommodate pedestrian traffic. Today, residents walking along Wallis Road (eastern segment) must navigate a steep shoulder and hazardous traffic. (Refer to the chapter VIII. entitled, "Open Space, Parks and

Linkages” for additional discussion on this issue and the resulting recommendation.)

### **Roadway maintenance**

The Road and Bridge Division of Palm Beach County’s Engineering Department handles the resurfacing of county roads. The division uses a computer model to weigh roadway volumes when determining which roads require re-paving. Then engineers visit a site to decide whether the roadway needs resurfacing. It should be noted that the Road & Bridge Division will not improve or maintain private roads even if they have access to a county thoroughfare. (For further information the public may contact the Road Bridge Division at 233-3950.)

### **Traffic counts**

Traffic counts, on the average, occur every 6 months. These involve two measures: peak hour and average daily counts. Peak hour counts determine the heaviest traveled times of the day and average daily traffic counts measure traffic over a 24 hour period.

### **Accident analysis**

The Traffic Engineering Division lists accident rates on a ‘per million vehicle’ basis. Anything over two per million is considered unacceptable. As measured by the Traffic Engineering Department, the Military Trail-Southern Boulevard intersection registered as the plan’s most accident-prone, although it does not exceed the County’s minimum threshold for identified, unsafe intersections.

### **Intersection improvement program**

The Palm Beach County Intersection Improvement Program has a 3.5 million dollar budget. Improvements range from adding handicap ramps or signalization to reconstructing an entire intersection. The program is isolated from other road projects so its priorities can receive independent attention. In many instances, they do not require approval from the Board of County Commissioners. An intersection project generally begins with identification of the problem, analysis and design, and then construction within a short period of time (less than five years). Avoiding duplicity, the County targets those nodes not already scheduled for state or county road improvements.

Currently there are two county-funded intersection improvement projects within the study area. First, plans call for a right turn lane at the northwest corner of Belvedere Road and Military Trail. Second, A plan to redesign the Belvedere-Haverhill Roads intersection with additional turn lanes remains under negotiation between the County and the Town of Haverhill.

### **Street lighting**

The County has adopted the State’s standards for thoroughfare street lighting. Amy Harris of the Palm Beach County Traffic Engineering Department (phone 684-4030) can answer questions regarding lights. (See chapter IX. entitled “Aesthetics and the Establishment of an Image” for more discussion on this topic.)

### **Signalization (traffic lights)**

The study group had numerous questions relating to signalization (traffic lights). Timing of left turn arrows was the major issue. Another centered around the inability of pedestrians to get across a major intersection in time for a light change. The group felt that studying this inadequacy Countywide may help prevent pedestrian-automobile related accidents. Chris Mora, Traffic Signalization Timing Engineer of the Road and Bridge Division can answer any further questions (phone: 233-3900).

### **Private roads**

According to the Palm Beach County Traffic Engineering Department, a large number of roads in the county are private. Homeowner associations or individual property owners who control up to the center line of a street, usually own these private roadways. Due to the prohibition of using public dollars to improve private property, the County does not maintain or improve private roads. Nonetheless, private owners can dedicate these roads to the County, thus making them public streets. In order for the County to accept private roads, the streets must:

- Be improved (paved, curbed & guttered, etc.) to county road standards
- Have a proper base sediment
- Possess sufficient right-of-way
- Have proper drainage.

The County offers one exception to all these requirements. With owners' consent, the Board of County Commissioners may unilaterally accept a private dirt road as part of the county system and then use tax dollars to improve it to public road standards.

Normally for private unpaved roads, the County offers adjacent homeowners a cost sharing program for improvements. The County and affected homeowners can employ a "50/50" cost-sharing where homeowners receive a low interest loan to cover their remaining 50 percent. Repayment occurs through property taxes assessed over a 10-year period.

Homeowners may petition the Board of County Commissioners to accept private roads as public through the Right-of-Way Acquisition Division of the Engineering Department. Petitions must have 100% agreement of the land owners for conversion. From past experience, it appears that most people want to keep their roads private since once they becomes public, the County can remove all roadside plant and miscellaneous sight obstructions that could result in an accident-related lawsuit. Even fixed-masonry mailboxes situated too close to the road could require relocation.

### **Truck routes**

The County does not have designated truck routes and cannot deny truck traffic access to publicly paved roadways. The County does have the power to designate 'no-thru' truck traffic in some residential areas. The State, through F-DOT, has established truck routes on state-maintained roads. Finally, designated routes exist for the transportation of hazardous materials.

Transportation studies have found that 90% of the truck traffic within residential neighborhoods has a destination within that community. Rather than passing through, the truck usually offers some type of delivery or service to a private home.

### **Speed limits**

The County is required to use State standards for setting speed limits. Conversely, municipalities can use their own criteria for establishing speed limits. The State standards rely on a percent approach which selects a speed limit determined by the chosen speed of the 85 percentile group of drivers on a given road. The other 15% are considered 'perennial speeders'. The County may elect to set the speed limit eight miles per hour below to three miles per hour above this '85 percentile' speed, at five miles per hour increments.

### **Countywide and study area transportation policy concerns**

A major issue identified at the community meeting was poor roadway conditions resulting from unimproved streets. Both public and private unpaved roads traverse the study area. Established policy prevents county government from improving private roads, but the study group felt that existing unpaved public roads could be improved to the County's minimum standards. Even though current available funding for roadway projects may not

allow the County to improve all public roadways within the study area, the study group proposed additional long term countywide policy recommendations to improve public road conditions. These included:

- Promoting the eventual paving of all existing unpaved county major arterial, minor arterial, and major collector roadways that are situated within the County's Urban Service Area boundary
- Maintain unpaved county roadways within the study area on a regular periodic basis so that they are free of hazardous pot holes and other road degradations.

## TRANSPORTATION RECOMMENDATIONS:

### Signalization

Short-Range Recommendation: 1-4 years

- Consider conducting a traffic study under the guidance of the Palm Beach County Traffic Engineering Division that evaluates the minimum pedestrian crossing time required for various traffic signals and intersections. Apply any results to improve pedestrian crossings.

Short-Range Recommendation: 1-4 years

- Place a traffic signal at Brian Way and Belvedere Road to facilitate traffic from the Cam Estates subdivision, when warrant thresholds are met. In the meantime, continue to measure traffic counts at this intersection to monitor warrant levels.

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Install a traffic signal at the intersection of Southern Boulevard and Cleary Road to facilitate industrial traffic, when traffic warrants allow. (Cleary Road provides direct access to adjacent industrial land uses and the resulting truck traffic produces unique turning hazards.)

### Southern Boulevard

Mid-Range Recommendation: 5 - 10 years

- Increase the turning radius (and/or add a turning lane) to Cleary Road at its intersection with Southern Boulevard to facilitate turning industrial truck traffic onto Southern Blvd. (Cleary Road provides direct access to adjacent industrial land uses and the resulting truck traffic produces unique turning hazards.)

### Wallis Road (Eastern and Western Segments)

Long-Range Recommendation: 11 - 20 Years

- Consider improving Wallis Road between Cleary Road and Jog Road so that it adequately accommodates internal industrial traffic and directly funnels commercial traffic to Jog Road. This is an acceptable alternative to installing a traffic signal at the intersection of Southern Boulevard and Cleary Road to facilitate industrial traffic (as stated in the third recommendation listed under 'VII. Transportation: Signalization').

Short-Range Recommendation: 1-4 years

- Keep the industrial western section of Wallis Road disconnected from the residential eastern section of Wallis Road so as to prevent industrial truck traffic from traversing residential streets. (Maintain present situation.)

Short-Range Recommendation: 1-4 years

- Rename the two discontinuous sections of Wallis Road to: "East Wallis Road" where it serves the residential community east of the E-3 Canal and "West Wallis Road" for the separate, predominantly industrial segment west of the E-3 Canal.

This will help aid fire/rescue service and police protection as well as separate the residential and industrial identities of the two unconnected sections.

Short-Range Recommendation: 1-4 years

- Conduct a traffic study that focuses on cut-through traffic between Haverhill Road and Southern Boulevard. (Neighborhood residents complain of rush hour cut-through traffic in Royal Palm Estates (Fruity Acres). Cars may use the east-west routes of Wallis (eastern segment) and Papaya Roads to connect with Southern Boulevard via the residential avenues of Pine, Avocado and Guava.) If significant cut-through traffic exists, employ mitigation measures.

### **Military Trail**

Mid-Range Recommendation: 5 - 10 years

- Place a traffic counter to determine the magnitude of cut-through traffic on Bertram Street, for automobiles en route from South Military Trail to Wallis Road (eastern section). (Currently, no direct link to Wallis Rd. exists from Military Trail.) If the cut-through traffic is considered significant, do one of the following: 1) Close Bertram Street from accessing Military Trail; or 2) Close the median cut along Military Trail (1-2 blocks north of Southern Boulevard) that allows traffic access to Wallis Road (eastern section) via residential Bertram Street. Make appropriate re-workings or closures to other nearby median cuts as necessary to maintain traffic safety.

### **Proposed turnpike Interchange**

Mid-Range Recommendation: 5 - 10 years

- Locate a Florida's Turnpike interchange at Southern Boulevard based on the following reasons:
  - ◇ Southern Boulevard handles approximately 38 percent more vehicles than Forest Hill Boulevard; (Forest Hill Blvd. is also being considered for an interchange) Southern Boulevard serves as a primary east-west corridor linking the Wellington and Royal Palm Beach areas with eastern employment and commercial nodes
  - ◇ Southern Boulevard has direct access to the Glades communities of Pahokee, Canal Point, Belle Blade and South Bay
  - ◇ Southern Boulevard provides direct turnpike access for the industrial businesses located between Jog Road and State Road 7.

### **Westgate Avenue-Elmhurst Road Extension**

Short-Range Recommendation: 1-4 years

- Consider promoting neighborhood preservation within the Haverhill Area Neighborhood Plan by re-examining the placement of any new arterials through established residential areas. (This recommendation does not apply to the pending construction of Jog Road Extension.)

### **Other Roads within the Study Area**

Short-Range Recommendation: 1-4 years

- Maintain unpaved county roadways within the study area on a regular periodic basis so that they are free of large pot holes and other road degradations.

### **Communitywide Transportation Policy Issues: Suggestions**

Short-Range Recommendation: 1-4 years

- Consider adopting a policy in the comprehensive plans of Palm Beach County and the Town of Haverhill that states the following concept:

VI. Transportation

- ◇ Design state and county road projects so that traffic is not routed between major arterials and collectors via local neighborhood streets. (Local issue: Cut-through traffic from Military Trail to Wallis Road via residential Bertram Street.)

Long-Range Recommendation: 11 - 20 Years

- Consider (through an MSTU or some other creative financing mechanism) implementing a 20-year program that systematically paves all remaining existing unpaved major and minor arterial roadways that are situated within Palm Beach County's urban service area boundary as defined by the 1989 Palm Beach County Comprehensive Plan. (Currently, a program exists only through assessments and requires the initiative from residents and business owners.)

Long-Range Recommendation: 11 - 20 Years

- Plan for the long-term future by considering the eventual use of the Southern Boulevard corridor as a limited access facility between the western communities and eastern employment centers. This recommendation is compatible with the existing 220 foot right-of-way and the designation of the Southern Boulevard corridor as part of the Florida's Intra-State Highway System. Wallis Rd. (western segment only) could be employed as a collector. (An example of a reduced cost limited access corridor might resemble the design of Palm Beach Lakes Boulevard, west of I-95.)

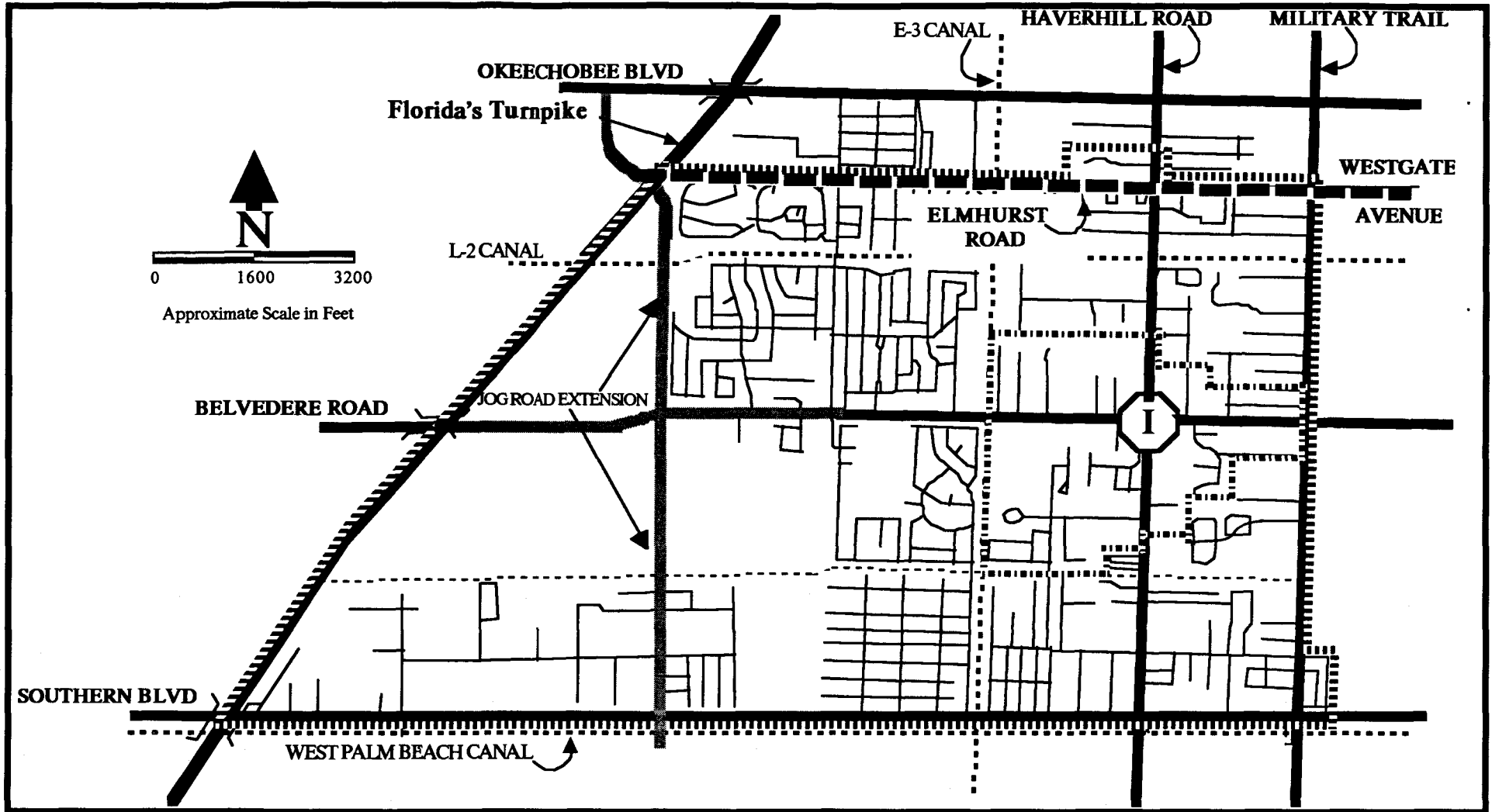
Long-Range Recommendation: 11 - 20 Years

- In conjunction with the previous recommendation, consider removing the direct access of most residential streets that currently connect with Southern Boulevard, between Florida's Turnpike and PBIA.

Long-Range Recommendation: 11 - 20 Years

- In conjunction with the recommendation designating the Southern Boulevard corridor as a limited access facility, consider the idea of incorporating light rail, and accompanying 'park and ride' lots, as an alternative mass transit mode between the western communities and the central business district of West Palm Beach.

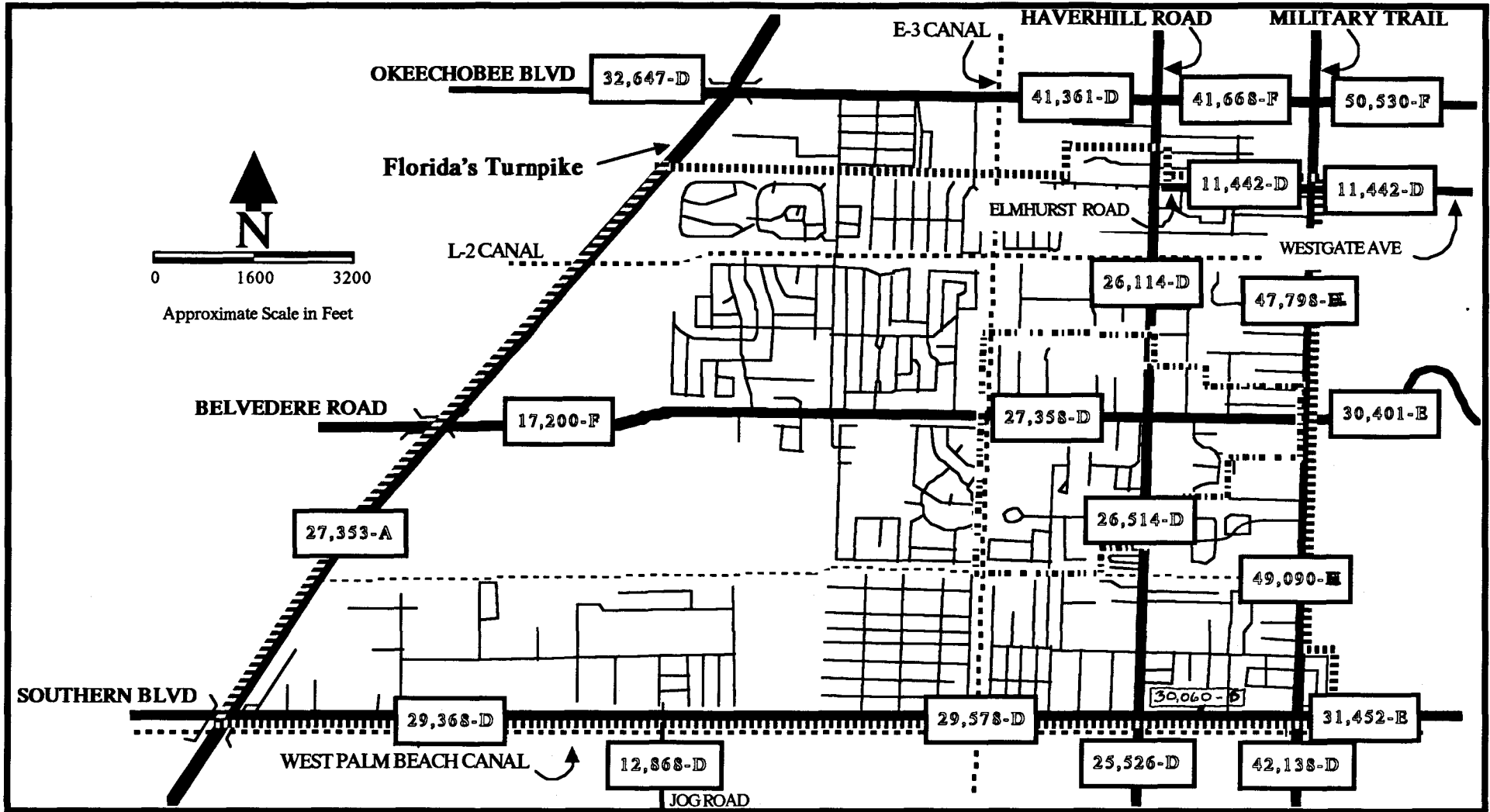




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<h2>Haverhill Area Neighborhood Plan</h2> <h3>FUNDED TRANSPORTATION PROJECTS</h3>		<b>Legend</b>	
		Funded Design Projects, 1990-91 Funded Construction Projects, 1990-91 Funded Intersection Improvements	Town of Haverhill Study Area Boundary MAJOR CANALS MAJOR ROADS

75a.



75 b.

# Haverhill Area Neighborhood Plan

**TRAFFIC INTENSITY: MAJOR ROADWAYS**

## Legend

Average Annual Daily Traffic Volumes - Level of Service (LOS)

12,868-D

- Town of Haverhill
- Study Area Boundary
- MAJOR CANALS
- MAJOR ROADS

75 b.

## **VII. WATER, SEWER & THE CANAL SYSTEM**

### **WATER AND SEWER**

The Palm Beach County Water Utilities Department provides water and sewer service to portions of the unincorporated greater Haverhill area. Although they are one of many water and sewer utilities throughout Palm Beach County, they are also one of the largest. Within the study area, lack of knowledge about water and sewer programs offered to residents may constitute one of the primary reasons why so many communities have not integrated into the County's water system. The ensuing discussion will serve to educate home owners about options and give direction for the future.

#### **Assessment program**

The Palm Beach County Water Utilities Department administers an assessment program which funds the design and construction of water and sewer projects to unincorporated areas that are on well and/or septic systems. By law, the program cannot be used within municipal areas. Furthermore, the County does not advertise or actively promote the program. Interested citizens or community groups must entirely initiate all efforts to connect.

#### **Initial petition**

The process starts with an initial petition which is non-compulsory and does not obligate the signer in any way. The petition provides the Water Utilities Department with a list of interested residents. In turn, this begins the preliminary cost analysis and plan.

Before the County approves any initiative, they require the backing of fifty one percent of affected property owners. Prohibited from actively promoting the program, the Water Utilities Department will not mail petitions to individual home owners. Typically, an interested resident or local citizen's group distributes them.

If the initial petition receives approval, the County performs a cost estimate. The Water Utilities Department then notifies all affected property owners with a final petition form which provides the estimated cost for the project. The final petition is binding and commits the property owner financially to the project if it is approved at public hearing. If 51 percent of the property owners sign the final petition, the Water Utilities Department can then go before a public hearing of the Board of County Commissioners and obtain approval of the project. Still, majority approval of the final petition by residents does not ensure that the project will receive approval at public hearing.

#### **Assessments**

Assessments are based on the frontage of the property to the street where crews will install water and/or sewer mains. The average cost for providing a water main and connection point amounts to \$3000 or about \$30 dollars per linear foot. Property owners with corner lots must only cover the cost of one side of their property, which ever is smaller. Since sewer lines run under roadways, construction expenses are great. Sewer mains cost approximately \$60 per linear foot (about double what it costs to provide water mains). To have both water and sewer lines installed, expenditures total approximately \$90 per linear foot. Residents sometimes forget that the larger the area added to the system generally means a lower per unit cost for residents. The \$30 per linear foot charge covers the extension of the water mains, service line, and valves. Finally, another \$50 charge is levied for meter installation.

The Water Utilities Department charges a connection fee to actually hook-up individual homes to the water and sewer system. It should be noted that the cost of the providing water and/or sewer mains does not include the connection fee. These fees help keep utility bills affordable since new users pay the cost of new facilities. For a single family home, the average water connection fee amounts to \$600 and \$1800 for sewer hook-up.

Connection from meter to house remains the responsibility of the home owner, including the required \$30 building permit. When bided-out to a plumbing contractor, expenses range from \$50 to \$300. Bidding-out a large region to a single contractor will substantially reduce the cost for each property owner. As a service to home owners, the Water Utilities Department maintains a list of contractors.

Cost estimates on the final petition may undergo adjustment after the bid. Generally, adjustments reduce the per resident cost. Also, cost overruns are absorbed by the Water Utilities Department and are not assessed to the home owners. In total, it takes about one year from the initial petition to the final hook-up.

**Payment plan**

The cost of the project is amortized and payable over a ten year period through ad-valorem assessments (property taxes). Each year the cost amounts to \$300 plus 10% of the capital cost balance. A sample amortization schedule is provided below.

Year	Amortization (in dollars)	interest (in dollars)	Total Due (in dollars)
1	300	300	600
2	300	270	570
3	300	240	540
4	300	210	510
5	300	180	480
6	300	150	450
7	300	120	420
8	300	90	390
9	300	60	360
10	300	30	330

Standard procedure requires a lien on the serviced property until the owner pays the balance in full. The County requires payment of any outstanding balance if a resident sells his/her property within the ten year amortization period. Of course, an owner can add this charge onto the selling price of a house since water and sewer service significantly increase market value.

**Pros & cons**

What should a home owner consider when deciding whether to hook-up to the County's water and sewer system? Most people consider cost as the biggest concern since it is expensive to connect water and sewer services. In summary, charges cover the mains, meters, connection fees and do not include all subsequent monthly utility bills. Interested persons should weigh these expenses against the bill for regularly maintaining well (including pump and electricity) and septic service. For the typical home owner, monthly utility bills average about \$32.70 with a minimum charge of \$6.50.

Clear benefits exist. Well water quality in dense urban areas can be contaminated. The water from the Palm Beach County Water Utilities Department is tested monthly by the Department of Environmental Affairs and the Environmental Protection Agency.

#### **MSTU road program**

Palm Beach County also has a road improvement program under the Municipal Service Taxing Unit (MSTU) ordinance 87-10. If residents want to install water or sewer, they should also consider improving unpaved roads at the same time since the County contributes 50 percent of the cost for road projects. (Allan Webb of the County's Traffic Engineering Department administers the program and can provide additional information.)

#### **Specific geographic areas needing water and/or sewer service**

The study group supported the County's program for the installation of water and/or sewer in areas which currently lack these services. They recognized that the initial costs of providing water and/or sewer is expensive. Consequently, the solution points to the amortization program offered by the County which allows many homeowners to spread the high cost over a ten year period.

The Planning Division has identified those residential areas that lack water and sewer and have sufficient density to threaten water quality. Please refer to chapter III, entitled "Land Use, Zoning and Building" for specific neighborhoods and resulting recommendations.

#### **THE CANAL SYSTEM**

Used to regulate flooding as well as the water table, area canals function under the management of either the Lake Worth Drainage District (LWDD) or the South Florida Management District (SFWMD). This section provides the reader with an abbreviated discussion on the delicate nature of regulating water.

#### **Lake Worth Drainage District: history and background**

The LWDD was established in June, 1915 originally to dig ditches and drain the southern portion of Palm Beach County. The goal focused on reclaiming land and making what was all wetlands, habitable year-round. By 1921 engineers dug over 500 square miles of canals within a 218 square mile area. The present boundaries of the District are bounded by Okeechobee Blvd. on the north, roughly the Loxahatchee National Wildlife Refuge on the west, I-95 on the east, and the Hillsborough Canal (Broward County line) on the south. Of the 29 wellfields in the county, 23 exist within the LWDD. Many are surprised to learn that the LWDD employs over 70 persons and manages 60 canals. LWDD regularly maintains fifteen major control structures within its system. Today, over 420,000 people live within the confines of the District.

#### **Flood protection**

The LWDD works with the SFWMD to monitor water levels and manage canals to prevent flooding. Within the Haverhill Area Neighborhood Plan, the LWDD canal system includes the L-2, L-3, L-4 and E-3 canals. The Lateral canals (L-2, L-3 and L-4) collect run-off and transport it to the equalizer (E-3) canal. The 'E-3' then discharges into the West Palm Beach Canal which is managed by the SFWMD. Discharging storm water run-off prevents flooding.

The LWDD canals within the Haverhill Area Neighborhood Plan provide a three-year flood protection. A 'three-year flood' means that statistically, a flood will occur once every three years that may exceed the boundaries of the canal system,

thus flooding the surrounding region. A three year storm surge will occur if six inches of rain falls within 10 hours. This is a statistical probability based on the frequency of past events.

Unfortunately, little potential exists for creating a reservoir for storm water retention north of Southern Boulevard. Consequently, the LWDD wants to create a back pumping retention system in the Delray Beach/Boynton Beach Area to handle greater storm water runoff.

The greater Haverhill area has no control structures to regulate discharge. Sensing stations, constructed upstream of the canals, serve as an alternative by monitoring and evaluating the level of storm water run-off.

Maintained at 8 to 8 1/2 feet above sea level, Haverhill area canals (as well as the entire District) undergo regular right-of-way maintenance. Management of the canalways includes programs to remove vegetation that may clog the flow. Trees such as Australian Pine, Brazilian Pepper and Melaleuca with shallow root systems are removed from canal banks. Also, the LWDD sprays EPA-approved herbicides to prevent the growth of waterway-clogging hydrilla, an exotic nuisance plant species from South America. Hydrilla can grow to choke as much as one acre of waterway per week.

Proposed structures (such as boat docks) within the canal right-of-way receive careful review by the LWDD. As an on-going policy, the District protects the canal by removing obstructing fences and trees. Within the greater Haverhill area, canals are difficult to maintain since they traverse an urban area with severely limited rights-of-way.

### **Water supply**

The canal system also serves to replenish aquifers ensuring a sufficient water supply for both urban and agricultural needs. Originally created to provide irrigation for agricultural interests in Palm Beach County, the LWDD system connects to smaller irrigation canals that cover a vast area. Through the collection and discharge of storm water the LWDD can provide irrigation for agriculture.

The irrigation system also helps protect and replenish underlying aquifers. Lateral canals discharge to the irrigation canals and subsequently recharge into the ground. By maintaining a "head", or zone of downward pressure into the aquifer, the canals prevent salt water intrusion from invading fresh water aquifers. The larger the recharge or retention area is, the better the effect or head pressure to prevent salt water intrusion.

Palm Beach County Water Utilities Department has worked to develop a regional water system for the urban areas. Over eighty percent of the greater Haverhill area uses well water and almost ninety percent employs septic tanks. Understandably, many individual well and septic systems concentrated in an urban region creates water quality problems.

### **South Water Management District**

The South Water Management District functions as part of five regional water districts operating in Florida. Over 1500 miles of canals stretching from just south of the Orlando area to Key West are managed by the SFWMD. Locally, the District maintains the West Palm Beach Canal (C-51) which runs parallel to Southern Boulevard. Primary duties of the District entail: regulating the level of Lake Okeechobee to control regional floods and water supply; issuing surface water management permits to control

how much water empties into canals; and administering a permit process to regulate the development of any property over 10 acres.

Lake Okeechobee is maintained at a depth between 15.5 feet and 17.5 feet above sea level. Above or below these levels the SFWMD will regulate discharge from the lake. Generally, the rainy (summer) season means storing water and the dry (winter) season signals the time for discharges to supplant depleted regions. South Florida can easily absorb excess storage during the winter months because of its seasonal increase in population. Nonetheless, lake levels determine the appropriate action needed by the District to maintain the water supply. Critical not only for Palm Beach County's water needs, Lake Okeechobee recharges underlying regional aquifers and also provides the Everglades with its source of fresh water.

SFWMD plans to create a large retention lake near Twenty Mile Bend to reduce flooding in the western rural residential areas of eastern Palm Beach County. Storm water run-off will be back-pumped, retained and discharged into the Everglades and also serve as water supply when needed. Surprisingly, droughts are often localized, allowing the SFWMD to shift waters from one area to help drought stricken areas.

The SFWMD oversees the permitting of conveyance and acceptance of storm water runoff from developments greater than ten acres or if they have more than 2 acres of impervious cover. Developments are required to retain the first inch of run-off on-site. To insure the reasonable and beneficial use of ground water, the SFWMD issues consumptive use permits for the withdrawal of well water. All users, except for individual homeowners, must obtain consumptive use permit.

### **Growth in the county**

Water to support further growth in Palm Beach County exists, provided people properly manage and conserve it. As growth continues, the cost of furnishing water will also increase. The bottom line underscores a need to reserve the highest and best quality water for the highest and best uses.

### **Wellfields**

The study area has an excellent wellfield north of Belvedere Road, between Drexel Road and Florida's Turnpike. Eventually, the site will support eight wells. To prevent contamination of the wellfield, the County regulates land uses surrounding the well head with the Wellfield Protection Ordinance. Currently, the tract overlying the wellfield possesses a future land use of three units per acre. According to the County's Department of Environmental Regulation, more intensive non-residential uses would be incompatible. A past example of an incompatible use occurred in Delray Beach where a dry cleaning business contaminated a primary wellfield.

### **Graywater/irrigation quality water**

Treated effluent, known as IQ or "graywater", can be reused for irrigation of golf courses, lawns and other urban areas. Instead of discharging graywater into the ocean or into a salt water aquifer, water providers offer it for irrigation. That action conserves drinking quality water for consumption. To emphasize the point, both the SFWMD and the LWDD support and encourage the use of graywater for irrigation purposes.

### **Three main hydrological regions of the county**

Southern Palm Beach County has the best ability to retain water in the substrata, referred to as the Biscayne Aquifer. The central county region does not possess the same soil structure and relies heavily on the storage capacity of the Loxahatchee National Wildlife Refuge for flood protection. Finally, the north county area rests on a

surficial aquifer with no direct connection to the SFWMD canal system and is the worst section for handling retention of storm water run-off.

### **WATER, SEWER & THE CANAL SYSTEM RECOMMENDATIONS:**

Refer to chapter III. entitled "Land Use, Zoning and Building" for specific neighborhoods and resulting recommendations.

#### **Well and Septic Systems**

Mid-Range Recommendation: 5 - 10 years

- Conduct an environmental study (under the direction of Palm Beach County) of the water quality in those neighborhoods of the Haverhill Area Neighborhood Plan that have residential densities equal to or higher than 5 units per acre and still rely on well and septic systems. The survey is to determine whether a danger of well contamination exists.

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

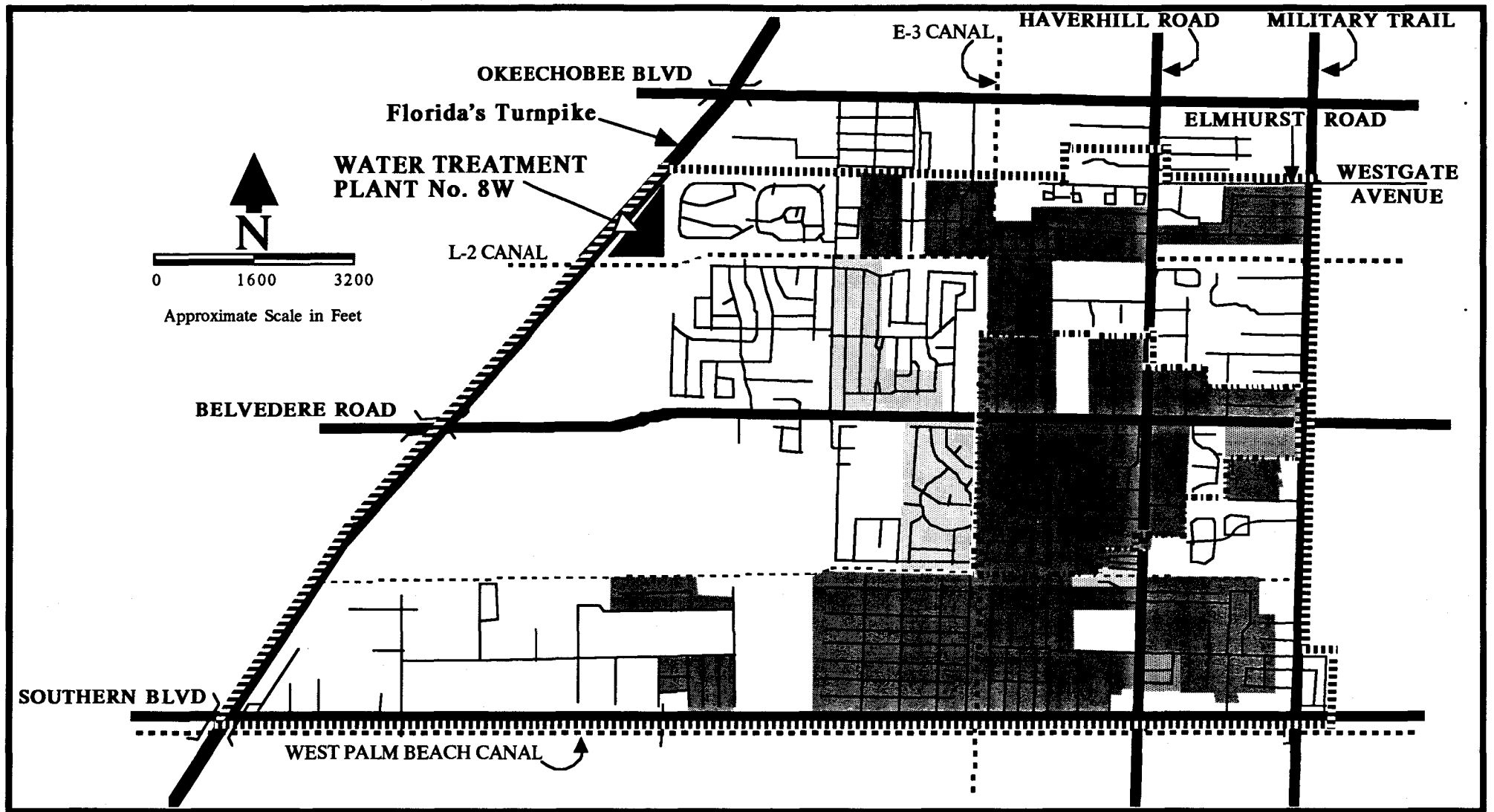
- Encourage affected property owners in the Haverhill Area Neighborhood Plan, that live in higher density residential communities and currently use well and septic systems, to participate in the County's water and sewer service assessment program. Promotion of the assessment program should be an effort organized by local activists and/or the Haverhill Town Council.

#### **Communitywide Water Conservation Policy Issues: Suggestions**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Ensure that water will be available for all users in the Lake Worth Drainage District by carrying out the following:
  - ◇ Promote the water conservation policy that reserves the highest and best quality water for the highest and best uses
  - ◇ Require xeriscaping for residential landscaping
  - ◇ Promote the use of graywater for agricultural irrigation
  - ◇ Require the use of graywater/IQ water for irrigation of golf courses
  - ◇ Encourage homeowners to tie into a regional water and sewer system
  - ◇ Require low volume shower heads and toilets for new development and remodeling
  - ◇ Enforce the ban on daylight watering through code enforcement
  - ◇ Consider requiring permeable paving surfaces on lots accommodating more than 200 cars
  - ◇ Consider promoting or requiring larger redevelopment sites to reduce surface water runoff through specified measures.



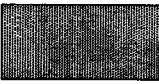
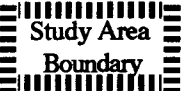
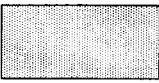






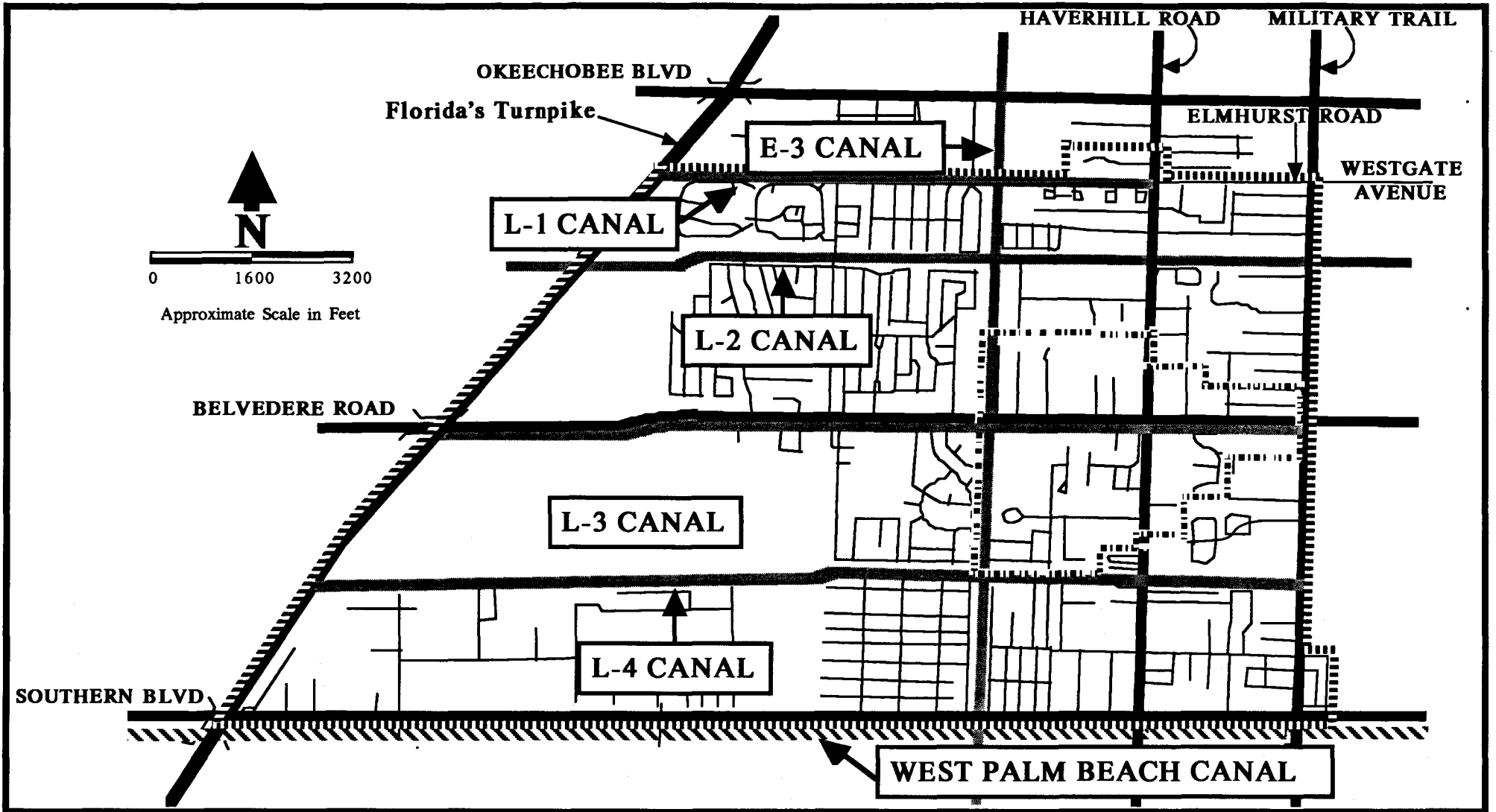
81a.

**Haverhill Area  
Neighborhood Plan**  
**RESIDENTIAL AREAS  
THAT LACK WATER OR  
SEWER SERVICE**

**Legend**

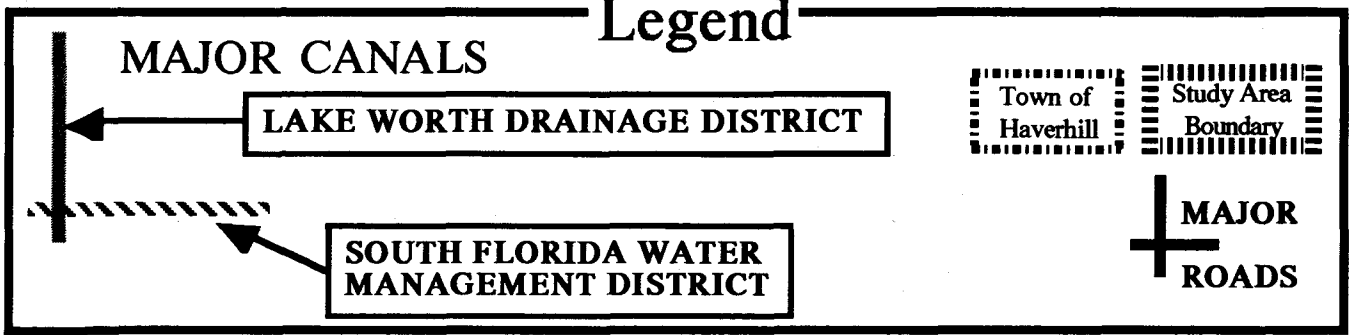
	Nighborhoods With No Water & Sewer Service		Town of Haverhill Boundary
	Nighborhoods With Sewer Service Only		Study Area Boundary
	Nighborhoods With Water Service Only		MAJOR CANALS
			MAJOR ROADS

81a.



81 b.

**Haverhill Area  
Neighborhood Plan  
CANAL SYSTEM**



81 b.

## **VIII. OPEN SPACE, PARKS AND LINKAGES**

Within the Haverhill Area Neighborhood Plan excellent opportunities for park and linkages exist. The community already enjoys the 20-25 acre Haverhill County Park located on Belvedere Road next to the E-3 Canal. In addition, the County maintains four acre Belvedere Lakes County Park hidden inside the Lake Belvedere Estates subdivision. Situated on Belvedere Road, just east of Drexel Road, a private miniature golf course and recreation complex has recently expanded and serves a large central Palm Beach County region. Finally, the Town of Haverhill operates a well-maintained ball park next to its city hall.

Still, the plan looked at ways to improve recreational opportunities including the linkages that permit people to access their community through sidewalks or bikeways. The ensuing discussion explores each possibility.

### **Sidewalks and bikeways (Linkages)**

In determining the need for sidewalks, inclined curb cuts and bikepaths, the study group looked at the entire study area comprehensively. Specifically, each location decision had to either serve densely populated sections (such as Stacy Street), run parallel to an arterial, or fulfill a connection that creates closed logical circuits throughout the community. Resulting recommendations reflect this strategy.

### **Pedestrian signals**

The study group suggested placing a pedestrian activated traffic signal at the entrance to Haverhill Park and Belvedere Road due to perceived crossing demands by area children. Currently, pedestrians on the north side of Belvedere Road cannot safely cross directly to the park and must subsequently use the pedestrian-activated light at the entrance of Belvedere Estates (at Caroline Avenue several hundred yards west of the park's entry point). It is important to note that any county-sponsored study may or may not confirm such a need since potential users appear to avoid crossing Belvedere Road at Haverhill Park due to the wide expanse of road and the current unsafe situation. Also, between the entrance of Lake Belvedere Estates and the E-3 Canal no sidewalk exists on the south side of Belvedere Road. Since the park sits on the south side of Belvedere Road, children could use either a sidewalk or bikeway.

### **Linked Open Space (Greenways or linear parks)**

The Planning Division may have discovered an opportunity for a linear park within the Haverhill Area Neighborhood Plan. A linear parcel of land appears to be an existing public right-of-way located just west of Ryanwood Drive in the Timber Run subdivision, and immediately west of the Royal Palm Estates subdivisions, that extends north and south between Belvedere Road and Southern Boulevard. Although tax records assign no owner to the tract, it may have originally served as right-of-way for a possible southern extension of Drexel Road. When asked, the County's Traffic Engineering Department had no knowledge of the site. Planning staff has suggested the property be used as a linear park and bikeway. Combining this proposal with plans to construct an east-west sidewalk from Drexel Road to the E-3 canal will create the foundations of a linked open space system within the study area as well as connect to neighborhoods south of Southern Boulevard. To date, the County Parks and Recreation Department cannot allocate resources to either develop or maintain this potential greenway. Consequently, placing this in a longer term implementation time frame may help address any current shortfalls in funds.

### **Sensitive Lands**

Planning staff and the Palm Beach County Department of Environmental Resource Management (ERM) surveyed the study area and identified an undeveloped wooded

property between First Avenue and the Royal Palm Estates subdivision containing potential environmentally sensitive land. Consequently, the Palm Beach County ordinance requiring a 25 percent set-aside of native upland eco-systems may govern. When this tract develops, ERM will determine what portion should be preserved. Planning staff has suggested that if ERM finds sensitive lands contiguous to the proposed linear park, (discussed in the previous paragraph), the required 25% set aside should be added to the potential greenway.

## **OPEN SPACE, PARKS AND LINKAGES RECOMMENDATIONS:**

### **Sidewalks and Linkages**

Mid-Range Recommendation: 5 - 10 years

- Provide sidewalks along Wallis Road (eastern segment) to accommodate pedestrian traffic.

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Provide a pedestrian activated traffic signal at the entrance to Haverhill Park and Belvedere Road. Final eligibility should not rely solely on a user study that determines feasibility and demand, since the width of Belvedere Road may actually deter crossings.

Mid-Range Recommendation: 5 - 10 years

- As an alternative to the previous recommendation, consider constructing a sidewalk or bike path along the south side of Belvedere Road from Overbrook Place to the E-3 Canal, allowing it to link with an existing sidewalk on the northern perimeter of Haverhill Park. Another alternative may be to construct underneath the Belvedere Road bridge (over the E-3 Canal) a connecting walkway.

Mid-Range Recommendation: 5 - 10 years

- Provide a sidewalk on at least one side of Stacy Street to accommodate the needs of the area's high residential density. (Stacy Street is located on the west side of Haverhill Road, immediately north of the Town of Haverhill corporate limits.) Funding is subject to availability of County money.

### **Sidewalk Curb Cuts**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Retrofit the design of older sidewalks within the study area to include inclined curb cuts for access by personal powered vehicles (bicycles and handicapped vehicles).

### **Linked Open Space**

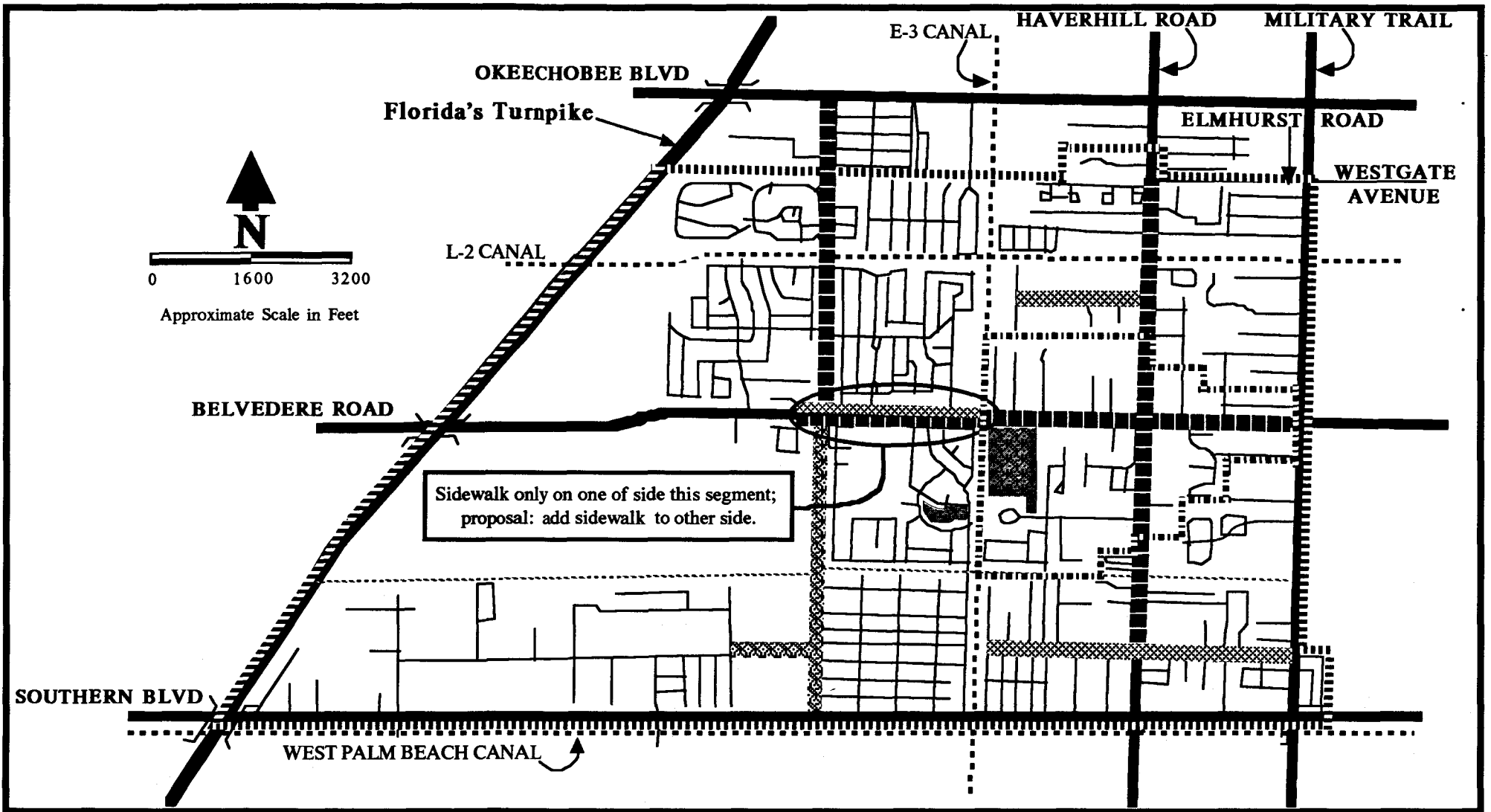
Mid-Range Recommendation: 5 - 10 years

- Transform the existing vacant public right-of-way, located just west of Ryanwood Drive in the Timber Run subdivision (which extends north and south between Southern Boulevard and Belvedere Road) into a linear park. Pathways should accommodate bike and foot traffic. Lighting and landscaping design should be carefully placed to deter crime.

### **Sensitive Lands**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Consider combining (through the 25 percent set aside rule governing native upland ecosystems) any environmentally sensitive land with the proposed linear park on the public right-of-way linking Southern Boulevard and Belvedere Road, located just west of Ryanwood Drive in the Timber Run subdivision.





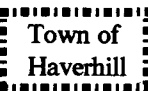
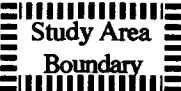
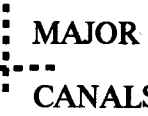



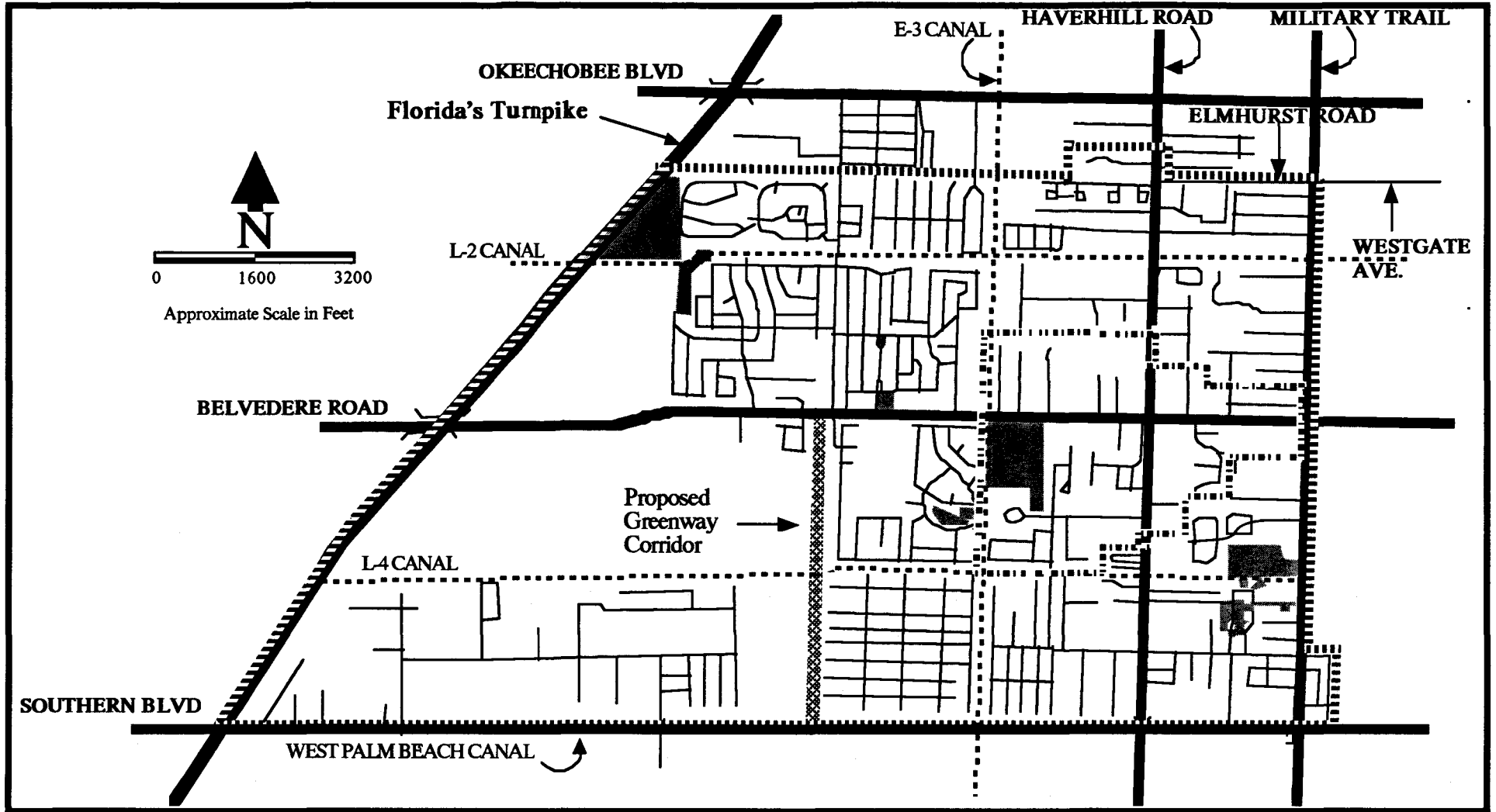
83a.

# Haverhill Area Neighborhood Plan

## LINKED OPEN SPACE NETWORK: EXISTING AND PROPOSED

### Legend



-  Existing Parks
-  Proposed Linear Park
-  Existing Sidewalks
-  Proposed Sidewalks
-  Town of Haverhill
-  Study Area Boundary
-  MAJOR CANALS
-  MAJOR ROADS





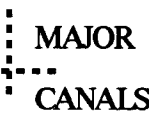

83b.

# Haverhill Area Neighborhood Plan

**COUNTY OWNED  
PROPERTY**

-  **Property Owned by Palm Beach County Government**
-  **Other Public Domain Parcels**

## Legend

-  **Town of Haverhill**
-  **Study Area Boundary**
-  **MAJOR CANALS**
-  **MAJOR ROADS**

## **IX. AESTHETICS AND THE ESTABLISHMENT OF AN IMAGE**

The Haverhill Area Neighborhood Plan briefly touches the realm of aesthetics and image. The study group realized that like so many other communities in South Florida, Haverhill and its surrounding unincorporated region has no discernable image. Possibly, if one thinks of the community, neutral or even negative thoughts may come to mind. Consequently, the following discussion describes possible remedies for the problem.

### **Southern Boulevard**

The ultimate challenge for Military Trail centers on improving its appearance. By incorporating streetscaping along Military Trail, the aesthetic character of the area could improve. To a small extent, it also may mitigate airport-related ground noise pollution. Certainly, plantings would have to observe any airport height restrictions.

### **Gateway Image for the Area: Four Points Intersection**

The 'Four Points' intersection of Southern Boulevard and Military Trail currently suffers from neglect. At the same time, it presents a gateway opportunity for the region. As a heavily traveled crossroads, the node could, through coordinated design standards, become a model for other intersections and communities. The study group suggested the County develop commercial redevelopment design criteria that promotes an overall theme or distinctive image for a 'Four Points' gateway. The issue of crowded and uncoordinated signage could then be addressed.

### **Belvedere Road**

The group was also concerned about the appearance of Belvedere Road. To address this problem, the corridor could: 1) maintain arterial roadway perimeter landscaping on a regular basis; and 2) incorporate professional landscaping into Belvedere's roadway improvements. Plantings within street medians can be done if citizen's groups or municipalities apply for and receive a land development permit from the Land Development Division of the Palm Beach County Engineering Department.

Another idea centered on organizing a citizens group under the initiative of the Town of Haverhill Town Council. They would then coordinate with the Palm Beach County Traffic Engineering Department with the goal of incorporating landscaped medians along Belvedere Road between Military Road and Drexel Road. Eventually, the effort would create a recognizable and distinctive image for the Haverhill area. Furthermore, considerations should observe: tree heights that are not too low so as to hinder driving sights, employing the Florida DOT standards, and following the guidelines established in The Palm Beach County "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways", also know as "The Green Book".

Funding for all aesthetic improvements present problems. Nonetheless, a Board of County Commission-funded pot of money does exist for streetscape beautification. Application for funding must be made by municipalities to the County's Engineering Department. (To do this, interested parties should contact Harvey Phillips or H. Frakes at 684-4013 for further information.) Currently the "Beautification Committee" fund is low and may not be renewed. For example, last year it was used as an irrigation grant for all the new landscaping placed along the Okeechobee Boulevard causeway over Clear Lake, between I-95 and Australian Avenue.

The final measure for improving aesthetics involves the "Adopt-a-Road Program" where community groups adopt a one-mile stretch of roadway for litter clean-up. The County will provide community groups with: safety training, signs placed along the

particular adopted road that name the sponsoring group and pick-up for the collected bags of trash.

### **Haverhill Road**

The study group discussed the need for street lighting along Haverhill Road. Ideally, light poles should be aesthetically pleasing and provide a recognizable image for the area. Unfortunately, funding may halt acquisition of non-standard equipment. One remedy may entail establishing a special taxing district. Its revenues could then acquire non-standard, aesthetically pleasing light poles. Suggested placement of street lights should occur along Haverhill Road between Southern Boulevard and Elmhurst Road.

## **AESTHETICS AND IMAGE RECOMMENDATIONS:**

### **Beautification of Corridors**

Mid-Range Recommendation: 5 - 10 years

- Consider imposing additional design requirements for selected Palm Beach County Neighborhood Plans that mandate higher new residential construction thresholds for aesthetics, crime prevention through building design, and energy efficiency. Once enacted, impose those additional standards to the Haverhill Area Neighborhood Plan.

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Incorporate carefully planned streetscape landscaping in the design phase of arterial roadway projects within the neighborhood study area.

Short-Range Recommendation: 1-4 years

- Organize a citizens group under the initiative of the Town of Haverhill Town Council that will contact and coordinate with the Palm Beach County Traffic Engineering Department with the goal of incorporating landscaped medians along Belvedere Road between Military Trail and Drexel Road. The purpose is to create a recognizable and distinctive image for the Haverhill area. The Palm Beach County "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways", also known as "The Green Book" will be employed to set landscape design standards. Alternatives to the standards outlined by the "The Green Book" may need to be explored that address nonpublic-based budgets, hiring of independent landscape architects, as well as designating civic groups, organizations or homeowner associations that may oversee maintenance. (Palm Beach County does not have a budget to maintain medians.)

Short-Range Recommendation: 1-4 years

- Under the initiative of the Haverhill Town Council, find citizens' groups organizations or associations that will maintain arterial roadway perimeter landscaping in the study area on a regular basis.

Short-Range Recommendation: 1-4 years

- Apply for a Palm Beach County Engineering Department "Beautification Committee" grant to partially assist in the planting of arterial roadside landscaping along Belvedere Road, Haverhill Road, and Military Trail. (Application must be made by the Town of Haverhill for specific roads.)

Short-Range Recommendation: 1-4 years

- Organize a citizens group under the initiative of the Town of Haverhill Town Council that will implement the "Adopt-a-Road" program within the Haverhill Area Neighborhood Plan boundaries. Group will regularly control litter.



### **Military Trail**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Under the initiative of the local residents or the Haverhill Town Council, incorporate carefully planned streetscape landscaping along Military Trail (State road) to improve the aesthetic character of the corridor. Observe any airport height restrictions in the design.

### **Haverhill Road**

Mid-Range Recommendation: 5 - 10 years or Long-Range Recommendation: 11 - 20 Years

- Consider the placement of lighting along Haverhill Road between Southern Boulevard and Elmhurst Road, that provides a distinct and aesthetically pleasing, recognizable image for the Haverhill area. Funding, if possible, should be shared between the Town of Haverhill and Palm Beach County. Any creative funding mechanisms should be investigated (such as a special taxing district). Community leaders should negotiate with the County and FPL for non-standard, aesthetically pleasing street luminaries that meet minimum lighting intensity guidelines.

### **Gateway Image for the Area: Four Points Intersection**

Mid-Range Recommendation: 5 - 10 years

- Develop commercial redevelopment design criteria (through the County) that will promote an overall theme or distinctive image and apply them to gateways such as the 'Four Points' intersection of Southern Boulevard and Military Trail.

### **Code Enforcement: Aesthetic improvements to the Streetscape with Better Signage**

Short-Range Recommendation: 1-4 years

- Enlist the help of the Palm Beach County Code Enforcement Division to survey all commercial signage along Southern Boulevard and Military Trail (within the study area) for violations of the County's sign ordinance and cite owners of illegal signs. (Recommendation is also stated in the Code Enforcement section.)

### **Design Review**

Short-Range Recommendation: 1-4 years

- Use the example established by the Westgate CRA that further restricts development within the neighborhood plan boundaries to conform to stated qualitative standards. These include:
  - ◇ Undertake a design study or charette that results in tighter design and aesthetics guidelines for residential and commercial areas.
  - ◇ Incorporate guidelines into the review processes of both the Town of Haverhill and the surrounding county region within the boundaries of the Haverhill Area Neighborhood Plan.
  - ◇ Consider placing all county land uses other than residential, (within the boundaries of the Haverhill Area Neighborhood Plan), through a standard review process that assures quality development. Assign review responsibility to the Zoning Division.

## **X. HOUSING ISSUES**

During the study group process, a local property owner presented his specific housing problems, and in the process, highlighted a host of housing issues that need addressing. Possible solutions could signal changes to several countywide housing policies and procedures.

### **Myla Lane housing issue**

An owner of a Myla Lane apartment attended one of the study group meeting and explained problems he has encountered with neighboring public housing complexes (managed by companies affiliated with the Palm Beach County housing Authority). He stated that tenants do not maintain the properties. Residents dump trash around the property and an unsightly appearance has deterred potential renters from leasing neighboring multi-family units. As one solution, he suggested stricter screening of public housing tenants.

To educate the study group on the whole issue of housing, Mai Patterson, Executive Director of the West Palm Beach Housing Authority detailed how agencies manage public rental and affordable housing. Although her agency has no direct control over the situation on Myla Lane, she proved to be an expert on the history of public housing problems. She stated that the management company that oversees the complex on Myla Lane terminated its association with West Palm Beach's or the County's public housing authorities. In addition, due to a change in Federal regulations, public housing authorities can no longer use secondary management companies to manage public housing complexes.

### **Procedures for aggrieved neighbors**

Another housing-related suggestion focused on creating new procedures for aggrieved neighbors. If a public or affordable housing occupant abuses his home or surroundings, what recourse can his neighbors take? The solution points to a couple of possible responses. First, a grievance procedure could hear and address complaints. Second, the governing housing authority may want to tighten the selection process where chosen individuals could undergo instruction or demonstrate basic home management skills.

### **Locating Public housing**

Abundant affordable housing already exists within the boundaries of the plan. Underscoring this, local property owners complain that publicly subsidized housing may hurt overall property values. According to residents, constructing additional affordable housing within the greater Haverhill area no longer positively serves this community's interests. As a counter action, the County may want to consider distributing smaller public housing agglomerations in other sections of the county to correct any perceived housing imbalances.

### **Enforced maintenance**

The study group supported another possible solution: enforce increased maintenance of existing affordable housing units in the area. To accomplish this, on-site management is important. The group suggested basing requirements for on-site management not only on *total units* but rather on a *density ratio* of units per acre. The purpose would be to remove a possible loophole in the law. It currently allows one owner with many units to avoid the requirement for on-sight managers by segregating apartment complexes into smaller groups, with different names, signage and paint colors and slightly altered architectural treatments. Local housing authorities also could regularly

monitor subsidized housing under their care and help enforce code regulations regarding appearance, debris and general housing conditions.

### **Reverter clauses**

When the discussion turned to government subsidizing, fee simple, single family home ownership, the study group supported the idea of instituting 'reverter clauses' that outline specific performance standards. The suggested restrictions included the screening of all potential owners and subsequent periodic inspections to ensure home maintenance.

### **Departmental opportunity to review**

Finally, when local government plans public or affordable housing projects, greater scrutiny is needed by all County departments. In the case of newer public housing located within the Haverhill Area Neighborhood Plan, it appears that some affected county agencies did not have an opportunity to comment. (Examples include: the Planning Division, the Zoning Division and CoTran.)

## **HOUSING RECOMMENDATIONS:**

### **Affordable or Public Housing**

Short-Range Recommendation: 1-4 years

- Consider requiring rental public housing authorities, rental affordable housing agencies, or their affiliates to carefully screen all potential tenants. Carried out before the unit is rented, screening could be in the form of determining chronic criminal offenders, convictions related to drug peddling or firearms, the maximum number of occupants permitted, or other legally-allowable means. Ideally, the housing provider should explicitly state by written contract the renters' responsibility regarding trash removal, unsightliness, and noise. (Compliance with the Fair Housing Act is implied.)

Short-Range Recommendation: 1-4 years

- Consider establishing and publicizing a grievance procedure where property owners adversely affected by disruptive rental public housing or rental affordable housing tenants may receive attention and corrective action from the governing housing authorities or agencies.

Short-Range Recommendation: 1-4 years

- Consider requesting the Palm Beach County Housing Authority, its management affiliates, and other affordable housing agencies under the County's jurisdiction, to regularly monitor the appearance of rental public or affordable housing units under their care and to help enforce code regulations regarding appearance, debris and general housing conditions.

Short-Range Recommendation: 1-4 years

- Consider requiring reverter clauses that outline specific performance standards expected of any single family residential home ownership units built with county funds and built for fee simple ownership. Suggested restrictions include: the screening of all potential owners and regular inspections of properties to ensure proper cleanliness and yard maintenance.

Short-Range Recommendation: 1-4 years

- Consider requiring the comprehensive review of all proposed public or affordable housing projects. Pertinent County departments should be notified and allowed to

submit written comments to the implementing affordable housing agencies as they consider the appropriateness of proposed projects.

### **Multi-Family Residential**

Short-Range Recommendation: 1-4 years

- Amend the Palm Beach County ordinance currently requiring an on-sight manager based on the total number of multi-family units to be determined by a density ratio of units per acre. (The purpose would be to remove a loophole in the law. It currently allows one owner with many units to avoid the requirement for on-sight managers by segregating apartment complexes into smaller groups, with different names, signage and paint colors and slightly altered architectural treatments.)

## **XI. CRIME**

Like other similar communities, the greater Haverhill region suffers from increased crime. For specific statistics, refer to this section's accompanying map detailing occurrences. Nonetheless, many options exist for combating the trend. The reader can obtain an overview of crime-fighting programs offered by the County in the following narrative.

### **Basic policy for arrests**

Many people do not know the basic policy for arresting individuals. A sheriff can arrest a person in three situations:

- If they have been identified committing a crime
- If an officer witnesses someone committing a crime
- If an officer has reasonable suspicion that someone committed a crime.

### **Sheriff's Department**

The study area divides into two sub-stations (or dispatch stations) with patrol officers assigned to each specific zone. When a citizen phones the Sheriff's Department, the call routes automatically to the closest sub-station. Consequently, the dispatcher can orchestrate a response from the nearest car patrol, even if it originates from a neighboring sub-area. Calls then receive a priority based on the severity of the crime or emergency.

The Sheriff Department responds to a variety of criminal and non-criminal oriented phone calls. Over 65 percent fall under the non-criminal classification, such as dogs barking and loud music. Regardless of the complaint, an officer will respond. But response time depends on the call's priority. If a citizen's request requires multiple officers, the sheriff's office will pull patrols from surrounding zones. Finally, when back-logged calls occur, response time depends on the situation.

The Town of Haverhill contracts with the Sheriff's Department for all law enforcement services. Currently, one officer patrols the municipality.

### **Services provided**

Aside from standard law enforcement patrols, the Sheriff's Department also provides:

- K-9 patrols
- traffic & DUI enforcement
- a crime lab
- warrants
- a communication system
- a helicopter.

### **Crime prevention programs**

Various community programs exist to fight crime and numerous strategies enable citizens to safeguard themselves. First and foremost, when people see something suspicious, they should unconditionally call the Sheriff's Department. A patrol unit will respond. In many cases, the presence of the unit will help deter crime and may possibly prevent one. Second, people can decrease crime opportunities by keeping doors and windows locked. Third, by engraving your Florida driver's license number on personal possessions, the Sheriff's office can track down any stolen valuables, even if you move to another state.

As the population density increases so will the number of crimes. Understandably, sheriff patrols cannot protect all neighborhoods at once and must rely heavily on observant citizens who report suspicious activity.

In general, programs that occupy kids' time after school serve effectively to deter crime. Surprisingly, most crimes are committed by persons 14 to 29 years of age. To reduce crime in this age group, Greenacres has set an excellent example by initiating baseball and softball leagues.

The Sheriff's Department sponsors and oversees various community programs to educate the public on fighting crime. One successful effort is the Citizen Crime Watch Program. Citizens receive limited police training and cellular phones. As they patrol streets they can immediately report suspicious activities. The Sheriff's Department also conducts residential security surveys, children's education programs such as "McGruff the Crime Dog" and the DARE program.

Other programs involve implementing new crime fighting strategies directly from the Sheriff's Department. For example, the "Community Oriented Police" program (COP) stations an officer on a beat within a neighborhood. The Sheriff's Department currently maintains a pilot program at Dyson's Circle off Military Trail in suburban West Palm Beach. Supported with a grant renewed on a year-to-year basis, the venture relies on federal funding.

The "Combat Auto Theft" (CAT) program administered by the Sheriff's Department relies on citizens' initiative to deter auto theft. A yellow sticker placed on vehicles prompts (and gives permission for) deputies to pull over tagged cars between 1 and 5 am. The stickers are available from the Sheriff's Department free of charge.

Owners can design their homes to repulse crime. "Crime Prevention Through Environmental Design" (CPTED) emphasizes the use of dead bolts, unobstructed views to the street, and appropriate location and type of landscaping. As an alternative to expensive home alarm systems, the Sheriff's Department points to a cheaper method to deter night break-ins: proper outside lighting.

When deputies respond to calls, they frequently experience problems locating homes. Clearly display the street number on your home or mailbox to speed response time. In addition, the numbers should be visible even at night. lastly, placing numbers on the rear of your house also helps officers track suspected criminals through backyards.

The "National Night Out" (NNO) is an annual event designed to take back the streets from the criminal element. A citizen awareness-building program, NNO normally takes place in Palm Beach County around August.

Citizens wanting information on crime activity statistics within their community can call the Sheriff's Crime Watch number at 233-3480 and hear a recording of reported incidents.

## **CRIME RECOMMENDATIONS:**

### **Law Enforcement and Citizen-Oriented Programs**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Consider increasing the number of sheriff patrols in identified higher crime zones of the Haverhill Area Neighborhood Plan.

Mid-Range Recommendation: 5 - 10 years

- Implement, through Palm Beach County Sheriff's Department initiative, the "Community Oriented Police" (COP) programs within selected portions of the study area.

Short-Range Recommendation: 1-4 years

- **Implement Crime Watch programs for individual neighborhoods. (This can only be accomplished by citizen initiative.)**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- **Require and enforce residences and businesses within Palm Beach County to clearly show their street address numbers on the front of all primary structures so as to aid law enforcement and fire-rescue efforts. An alternative: Launch a program to paint address numbers on the curbing of major arterials. (Recommendation is also stated in the Code Enforcement and Fire-Rescue sections.)**

Short-Range Recommendation: 1-4 years

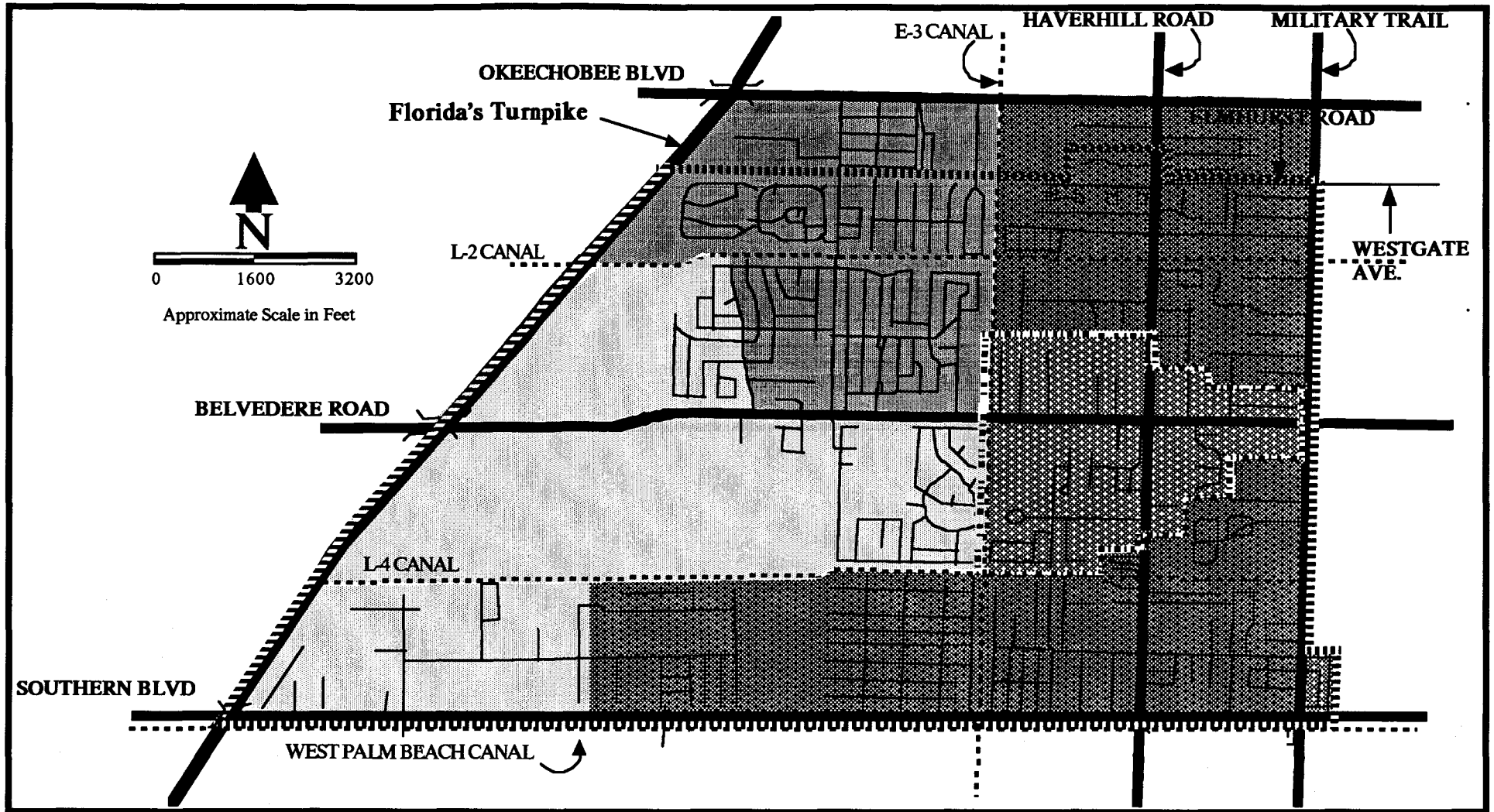
- **Under the direction of the County's Parks and Recreation Department staff, organize and run after-school youth activities for children residing within the Haverhill Area Neighborhood Plan.**

Short-Range Recommendation: 1-4 years

- **Encourage County's Parks and Recreation Department staff to use Haverhill Park as a focus for after-school youth activities.**

Short-Range Recommendation: 1-4 years

- **Organize a "Combat Auto Theft" (CAT) program through the direction of the Haverhill Town Council. (A yellow decal on cars prompts police officers to pull vehicles over between 1 and 5 am.) Designate the Haverhill Town Hall as the local distribution point for CAT decals.**



92a.

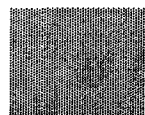
# Haverhill Area Neighborhood Plan

1988-89 REPORTED  
CRIME INCIDENTS

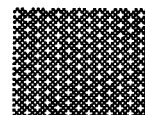
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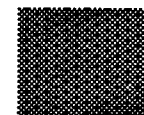
0 - 100  
incidents



101 - 300  
incidents



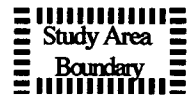
301 - 500  
incidents



Greater  
Than 500  
incidents



Town of  
Haverhill



Study Area  
Boundary

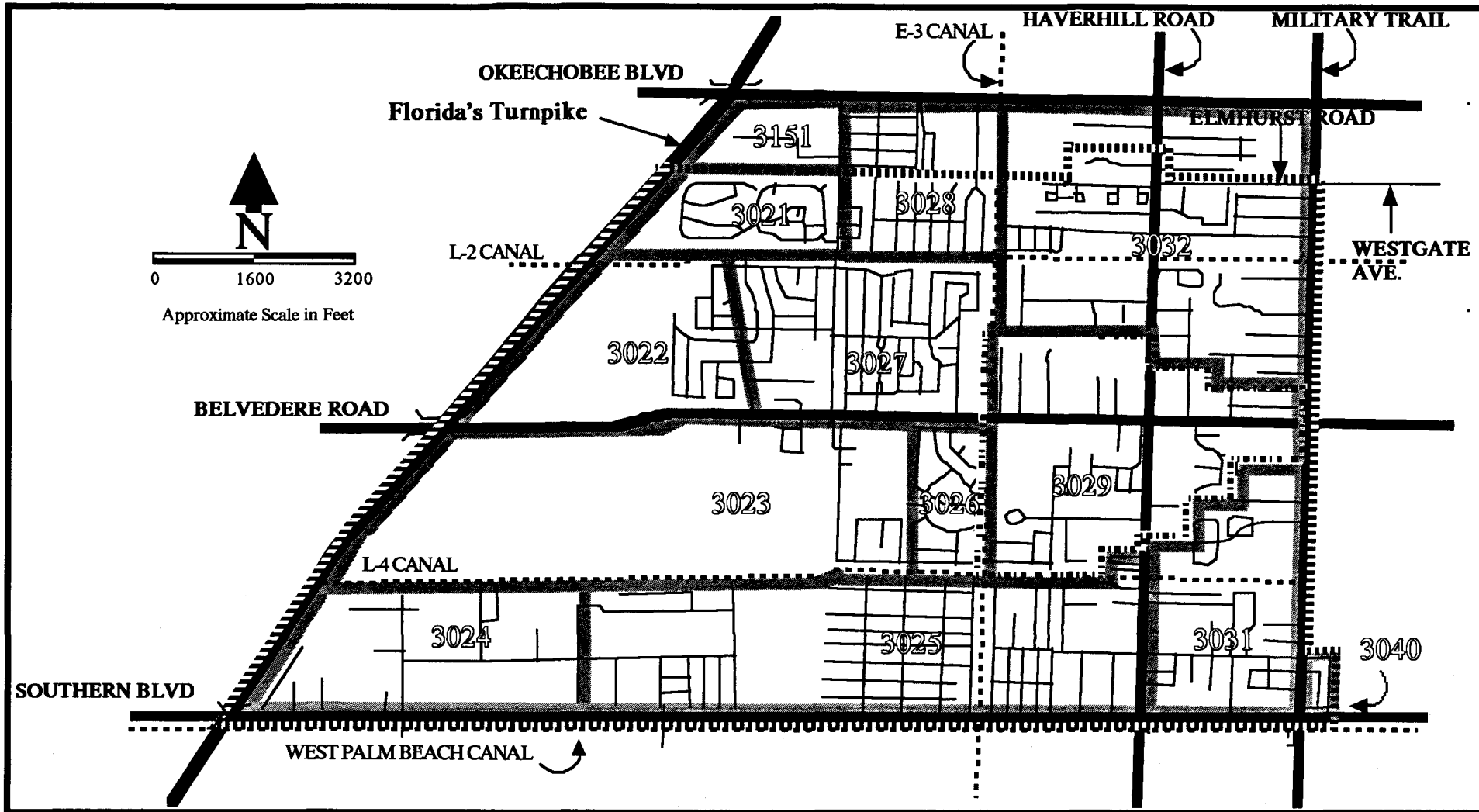


MAJOR  
CANALS



MAJOR  
ROADS



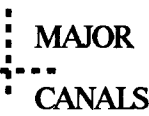

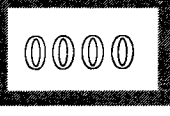




92b.

**Haverhill Area  
Neighborhood Plan**  
**PALM BEACH COUNTY  
SHERIFF'S PATROL  
ZONES**

**Legend**

	Town of Haverhill Boundary		Study Area Boundary
	MAJOR CANALS		MAJOR ROADS
	Sheriff Patrol Zones (with zone identification number)		

92a.

## **XII. SCHOOLS**

For parents living within the Haverhill Area Neighborhood Plan boundaries, concern had centered on how to get local children attending local schools. With an area bisected and assigned to many different schools located miles away, one of the traditional methods of building a sense of community among its youth has virtually vanished. Nonetheless, opportunities still exist. The School Board has just finished a five year building and improvement program. Up until the mid-1980's, little school construction occurred. But since 1987, 39 schools have either been built or improved. Nine new schools will open in the 1991-92 school year. the results give greater choice.

### **Integration of the school system**

The School Board has a policy to racially balance schools in Palm Beach County. Within the County, twenty-six percent of all public school students are Black. This is double the percentage of Blacks for the County's total population. Although busing of students continues to help integrate schools, the School Board does not promote busing as the ultimate solution to racial balance. Nonetheless, Palm Beach County has observed a busing mandate since the 1970s which carve out the current school districts in an effort to achieve racial balance.

Middle and high schools carefully maintained racial balance. But until recently, the elementary schools have remained unbalanced. Consequently, 75 elementary schools will undergo integration in 1991-92.

To encourage voluntary integration, the School Board has implemented various programs. School officials point to the successful example "English as a Second Language", which attracts new students from immigrant populations. Magnet schools strive for balance through non-traditional means. Located in predominantly Black areas, these schools offer international baccalaureate degree programs and other special classes to attract white upper income students.

The Schools Board asked the Office of Civil Rights (OCR) to sanction a program allowing neighborhoods, municipalities and homeowner associations to negotiate inter-local agreements for racially-balanced neighborhood schools. This shifts the burden of balancing schools from the School Board to the local residents. To implement their part, communities ensure at least 10 percent racial balance (percentage applied to Black students) in local targeted schools.

### **Potential school sites**

The School Board encourages affordable housing as one means to achieve racial balance. As an alternative, the County chooses school construction sites that will promote greater integration. Currently the School Board is reviewing sites along Belvedere Road and in Royal Palm Beach to locate a new high school. Recent construction developments just west of the Turnpike, off Belvedere Road, necessitate a new elementary school. Moreover, the Village of Royal Palm Beach has offered to build a high school for the County. At present, definitive plans pinpoint a new school at the intersection of Pioneer and Jog Roads. Also, the School Board will construct a middle school just south of Okeehetee Park. Consequently, the Haverhill Area Neighborhood Plan study area will have several schools within a relatively short distance.

### **Potential changes**

The School Board continues to explore year-round schools as a way to enhance education opportunities, reduce costs, as well as make better use of existing space. Another alternative under consideration focuses on staggered school terms.

### **Neighborhood elementary schools**

A community can influence redistricting in three ways so that all elementary students within a given area may attend the same school:

1. Ask the School Board to change school districts. Due to the School Board's racial balance policy, approval of such a proposal appears unlikely.
2. Review county student rolls and determine whether the area meets the 10 percent threshold requirements for a racially integrated school. If so, request a change in school districts to reflect the community's racial balance.
3. If a community does not meet the 10 percent minimum threshold, then they may enter into an inter-local agreement with the School Board that shifts the burden for racial integration onto the community.

### **Favorable census figures for the study area**

The 1990 census figures indicate the study area may meet the minimum integration thresholds mandated by the Palm Beach County School Board. Further study of the School Board's records will be required by the local community to confirm this.

## **SCHOOL RECOMMENDATIONS:**

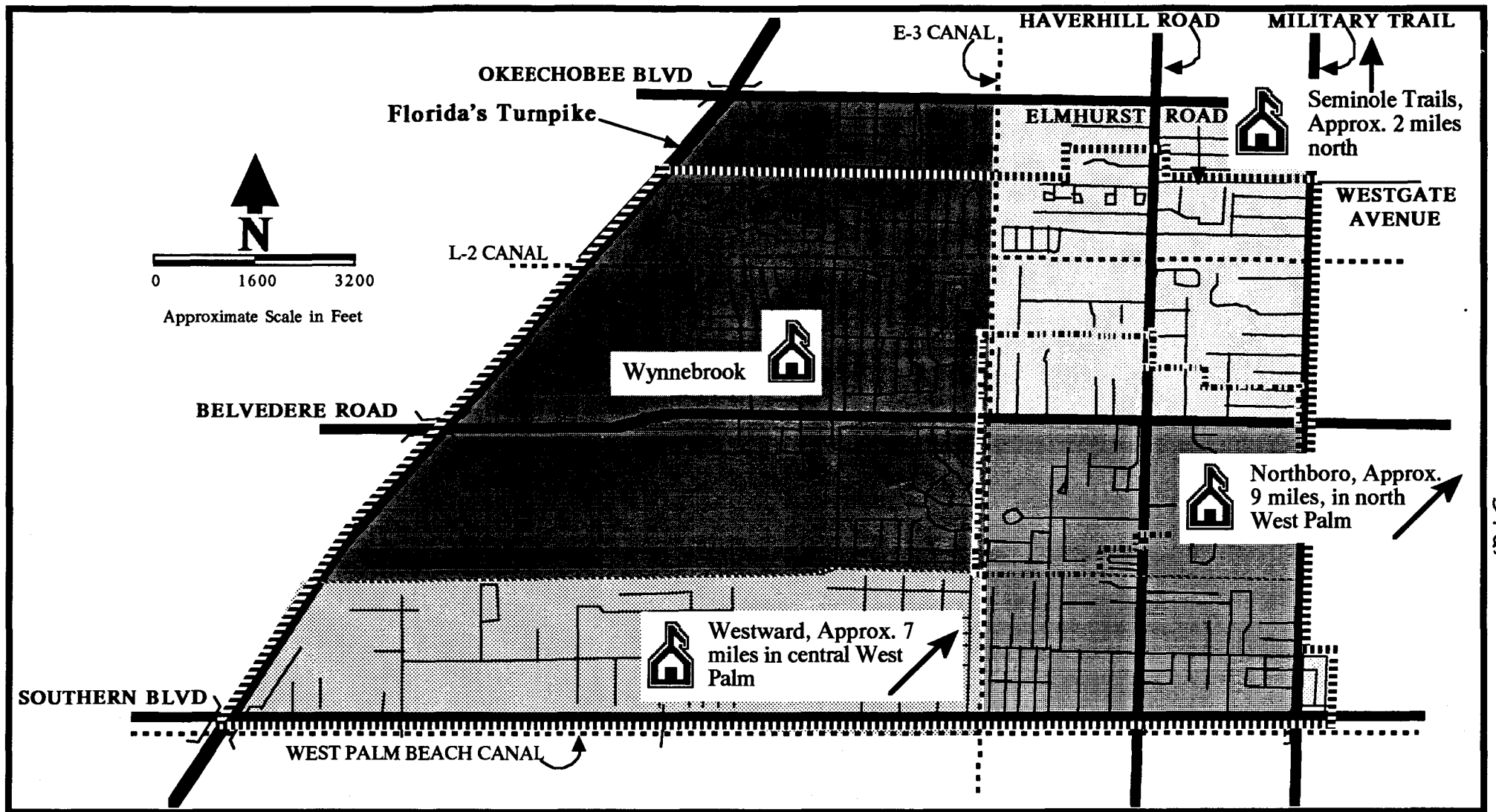
### **Locally-Based Elementary Schools in the Study Area**

Short-Range Recommendation: 1-4 years

- Encourage local activists, under the direction of the Haverhill Town Council, to review the student rolls to determine whether the region could meet the '10% threshold criteria'. (This was established by the Palm Beach County School Board for community involvement in redistricting so that all elementary students within an given area could attend the same school.) If the community does not meet the threshold, then enter into an inter-local agreement to achieve it.

Short-Range Recommendation: 1-4 years

- Once the committee initiative determines the preferred option for a neighborhood-based elementary school, the Palm Beach County School Board should work with the community to provide a single, locally-based elementary school where all children from the study area can attend.



94 a.

# Haverhill Area Neighborhood Plan

## ELEMENTARY SCHOOL DISTRICTS

### Legend

Elementary School Districts Affecting Study Area (1990-1991)		Wynnebrook		Seminole Trails		Town of Haverhill		Study Area Boundary
		Westward		Northboro		MAJOR CANALS		MAJOR ROADS

94 a.

### **XIII. MASS TRANSIT**

CoTran presented the County's mass transit master plan to the study group to educate them on this issue. Of concern to area residents is a viable transit alternative for the young, elderly and the would-be commuter. At present the system requires lengthy waits, forces connections in downtown West Palm Beach and does not fully serve the County. For the interested resident, the discussion below summarizes CoTran's presentation.

#### **Mass transit services**

CoTran has submitted four alternative funding scenarios to the Board of County Commissioners. Developed by an outside consultant, all scenarios strive for the goal of meeting Palm Beach County's transit needs into the next century. In practical terms, CoTran has designed an interconnected grid of bus routes primarily running east-west and north-south with minimum waits during transfers. Most major arterial roadways would have bus routes with lines extending along many minor arterials as well.

According to statistics, Palm Beach County maintains the lowest presence of public transportation of any urban area within Florida. No net increase in mass transit service has occurred since 1979 except for the Tri-Rail feeder bus service, which operates 18 buses for 10 routes. The present system runs forty four buses per day covering approximately one third of the county. Downtown West Palm Beach serves as the principal hub, where 65 percent of the routes connect.

CoTran's greatest service scenario proposes a fleet of 142 buses. During peak hours, 107 would run, with off-peak time using 85 buses. Park-and-ride facilities would augment the system where drivers could leave their cars and use transit from centrally located points. Thirty five separate routes and eleven express buses complete the scenario that would cost an additional 7 million dollars per year.

Cost of the system stands as the greatest impediment to improving service. Today, ridership pays only 25 to 35 percent of total expenses. The County must subsidize the remainder by \$4 million in local funds. Compare this to Broward County's \$30 million and Dade County's \$130 appropriation for mass transit services. Due to the Palm Beach County budget crunch, CoTran expects an 11 percent decrease in funding and service. But according to a new state law, Palm Beach County may be eligible for an additional \$1,050,000 of mass transit funds from Tallahassee, provided that no decrease in local funding occurs. CoTran has pointed out that a two cent gas tax could provide the needed increase in local funding (\$7 million) to achieve the greatest proposed service scenario. At present, the County has implemented and bonded a six cent tax devoted strictly to roadway construction.

Other proposals to increase ridership involve improving roadways. Since the Board of County Commissioners has not endorsed any east-west central county expressway, an alternative idea called a "control-flow lane" could express transit traffic. The lane would be reversible to accommodate in-bound and out-bound rush hour traffic, depending on the time of day.

One of the most effective methods to increase ridership focuses on limiting the 'waiting time' for connecting buses, known as "headway". Studies have shown that ridership significantly decreases when headways exceed 30 minutes.

Private bus systems can coordinate with CoTran's network. A good example is Lake Worth's municipal "Lolly the Trolley" rubber-wheel street car line. Operating expenses receive complete funding by the City of Lake Worth while CoTran purchases new

trolley buses. In the unincorporated areas, community groups can organize, fund and enter into contracts with CoTran to establish additional service.

By 1993 a free shuttle street car system will run within downtown West Palm Beach. The purpose will be to provide better connectivity inside this County's largest urban center as well as to augment the planned inter-modal transit hub proposed in the vicinity of the restored Amtrak train station. By 1995, passenger rail, regional bus service and a downtown bus system will converge on the proposed hub, creating a network unrivaled in Florida.

Riders can request bus shelters for a given site. Also, any contractor may build and install one in an agree-upon site, yet CoTran retains ownership. The contractor can then sell advertising space on the side of the shelter, with CoTran receiving a portion of the commercial revenues.

For the future, Phase II calls for additional improvements to the transit system. The airport (PBIA) will tie into downtown West Palm Beach's inter-modal transit hub. Furthermore, Tri-Rail may extend out to Pratt & Whitney Aircraft on the Beeline. Finally, although high speed rail on the Tampa-Orlando-Miami axis is currently derailed, the project may reconstitute itself in some other form. If that happens, the routing will include Palm Beach County.

If the Board of County Commissioners approve the proposed maximum increase in mass transit, the greater Haverhill area will benefit by its geographical position. At this time though, only four buses traverse the study area. These include:

- Route 4 with 30 minute service
- Route 4s with service every 2 hours
- The Tri-Rail feeder bus service
- Route 20 with hourly service
- Route 10 which links Belle Glade & West Palm Beach.

The study group supported the programs and expansion of routes proposed by CoTran since expanded service will substantially enhance the study area.

## **MASS TRANSIT RECOMMENDATIONS:**

### **Communitywide Mass Transit Policy Issue: Suggestions**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- Encourage the adoption of the "Timed-Transfer Grid System" (CoTran's proposed maximum service) as Palm Beach County's new mass transit system.

#### **XIV. FIRE-RESCUE**

Palm Beach County Fire-Rescue serves the entire unincorporated area as well as six municipalities including the Town of Haverhill. In total, they have 725 employees, operate 25 stations and provide the following services:

- fire suppression
- education
- fire code inspection
- emergency medical services.

Funding for the department comes from ad valorem tax assessments in conjunction with the municipal service taxing unit (MSTU) districts.

##### **Work load**

Over the past six months Fire-Rescue has handled 884 calls, 183 of which were fire related and 701 were medical emergencies. Response time averaged 5 minutes, 7 seconds and extends slightly over the department's goal of 5 minutes. Response time remains critical for fire suppression, local fire insurance rates and medical emergencies.

Station 23 located on Okeechobee Boulevard (five miles west of Haverhill Road) serves as the primary response center for the study area. The station has one fire engine and two medical units. Station 24 located on on the east side of Seminole Boulevard, two blocks south of Westgate Avenue, serves as the primary *backup* facility for the study area. Finally, Station 34 (located on the west side of Benoit Farms Road, approximately a quarter mile south of Southern Boulevard) and Station 33 (located on the east side of Kirk Road, just north of Summit Boulevard) also serve as auxiliary stations. Over the next ten to fifteen years, plans call for the building of ten new stations throughout the County. In general, the study area enjoys excellent response time.

Fire-Rescue provides fire safety inspection services for homes, commercial establishments and multi-family apartments and condominiums. Also, their staff teaches CPR and other safety education classes to the community.

Fire-Rescue provides emergency medical services. Currently, they do not transport people to hospitals. Medics from the emergency response unit will travel to the hospital with the ambulance if the patient requires additional assistance. The Fire-Rescue Department is studying the feasibility of transporting patients to hospitals in response unit vehicles. Patients can be taken to the hospital of their choice except in life-threatening emergencies.

##### **Increased fees**

The Fire-Rescue Department is exploring ways to reduce its reliance on ad valorem taxes and still maintain current service levels. To underscore this problem, the Town of Haverhill has wrestled with a recent levied increase in fees. Additional increases in user fees and other revenue sources are also being considered. One possibility explores increasing fees for fire inspection of businesses. As MSTU boundaries shrink through annexations, the Fire-Rescue Department must find alternative revenue sources to maintain existing levels of service.

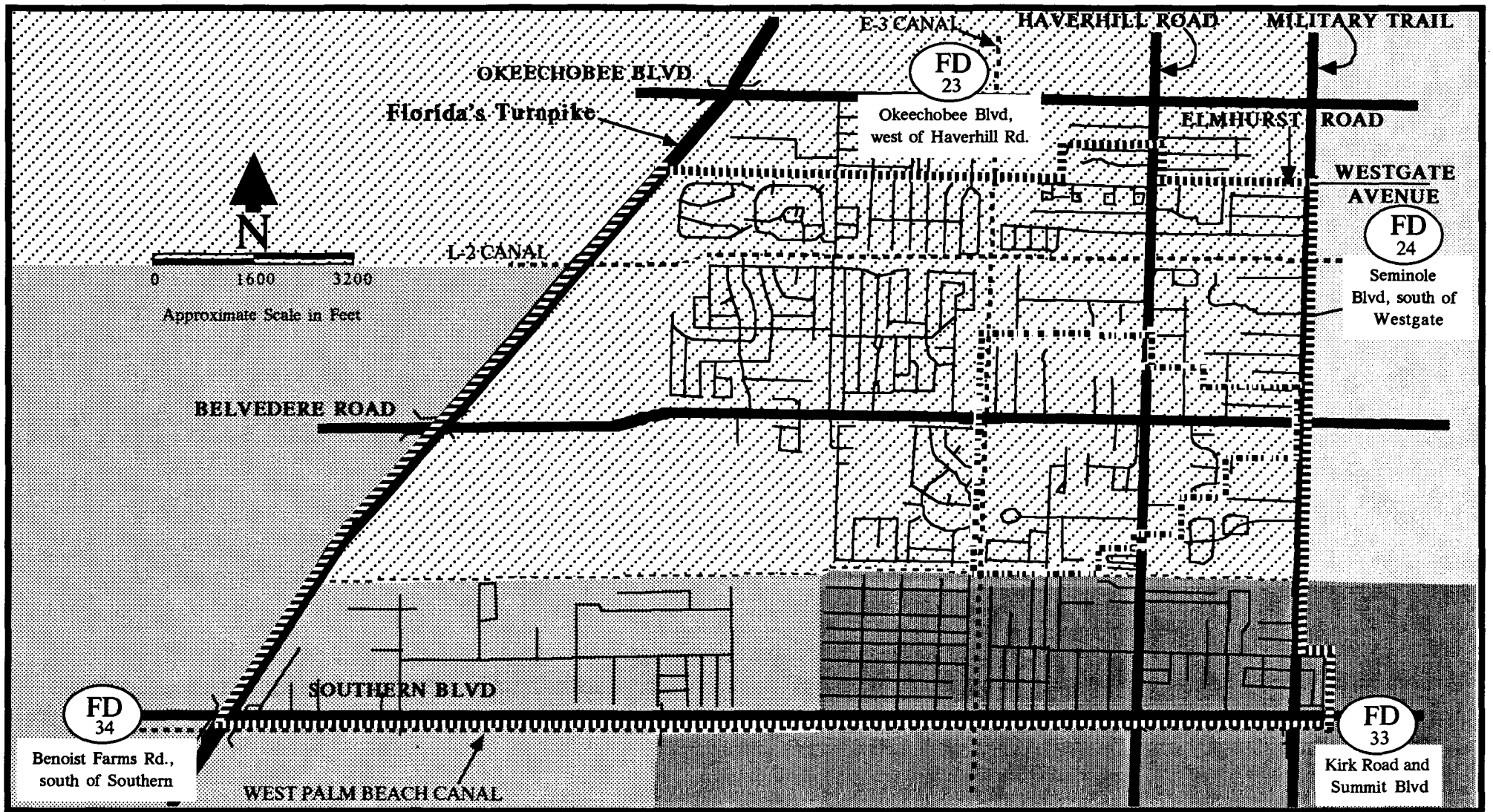
## **FIRE-RESCUE RECOMMENDATIONS:**

### **Communitywide Fire-Rescue Policy Issue: Suggestions**

Short-Range Recommendation: 1-4 years or Mid-Range Recommendation: 5 - 10 years

- **Require and enforce residences and businesses within Palm Beach County to clearly show their street address numbers on the front of all primary structures so as to aid law enforcement and fire-rescue efforts. An alternative: Launch a program to paint address numbers on the curbing of major arterials. (Recommendation is also stated in the Code Enforcement and Crime sections.)**





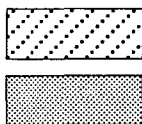
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# Haverhill Area Neighborhood Plan

## FIRE-RESCUE STATION SERVICE AREAS

FD 34

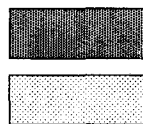
Benoist Farms Rd., south of Southern



Station 23 primary service area



Station 34 primary service area

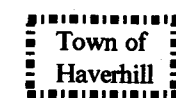


Station 33 primary service area



Station 24 primary service area

## Legend



Town of Haverhill



Study Area Boundary

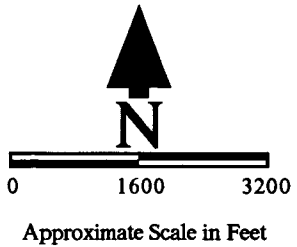
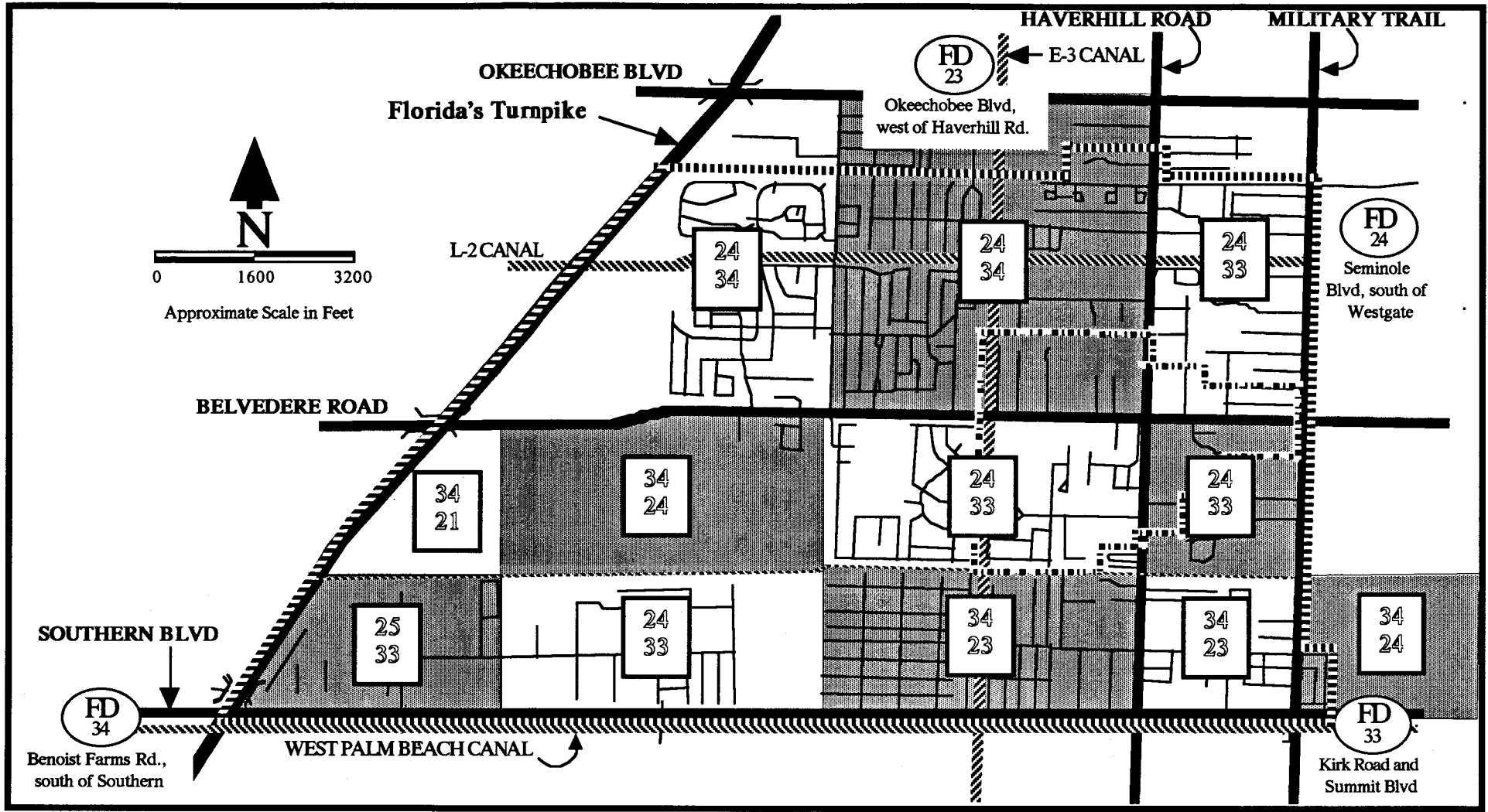


MAJOR CANALS



MAJOR ROADS

98a.



98 b.

# Haverhill Area Neighborhood Plan

## FIRE-RESCUE STATION BACKUP SERVICE AREAS

### Legend

Fire-Rescue Backup Station Grids

1st  
2nd

Approximate location of Fire Station

**FD**  
34  
Benoist Farms Rd.,  
south of Southern

Town of Haverhill

Study Area Boundary

MAJOR CANALS

MAJOR ROADS

## **XV. MISCELLANEOUS**

Two final recommendations do not easily fall into the other chapters or categories. Consequently, they are placed in the report's final miscellaneous section.

### **MISCELLANEOUS RECOMMENDATIONS:**

#### **Miscellaneous Recommendations or Suggested Policy Considerations Affecting the Entire County**

Mid-Range Recommendation: 5 - 10 years

- Consider requiring the replacement of invasive exotic plant species (such as Melaleuca, Brazilian Pepper and Australian Pines) on a countywide level, with native or other beneficial xeriscaping vegetation when developing or redeveloping property.

Short-Range Recommendation: 1-4 years

- Encourage the placement of utility wires underground for new residential subdivision development and redevelopment.

## Cost Estimates for projects and facilities recommended in the Haverhill Neighborhood Plan

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### Sidewalks

Sidewalks are approximated between \$7 and \$10 per linear foot.  
This assumes limited or no grading will be required.

Drexel to the E-3 Canal	2,300 feet	est \$23,000
Stacy Street	1,700 feet	est \$17,000
Eastern section Wallis Rd.	4,500 feet	est \$45,000
<b>Estimated Total for sidewalk installation</b>		<b>\$85,000</b>

\* Note: Currently, there are funds available, however, these funds are directed towards improvements near existing schools.

### Road Improvements

Wallis Road (western segment) Improvement

Construction Costs	est. \$125,000
Drainage Costs	est. \$200,000
Miscellaneous	est. \$35-45,000
Permit Fees (SFWMD)	est. \$3,000
Right-of-way Purchase	N/A
Design Costs	N/A
Other Costs	N/A

Estimated total cost can not be given until site is properly surveyed and researched.

Cleary Road Right Turn Lane Similar Project on Pike Road	est. \$68,000
---	---------------

### Law Enforcement

Increased Patrols for the area	In Budget
COP program	N/A

\* Note: The COP Program is currently funded, any expenses exceeding current funds are borne by the participants.

### Parks

Parks and Recreation Department estimated development cost for bicycle path and appropriate landscaping is \$20 per linear foot.

Proposal to develop a 25 acre (5,500 feet x 200) park	est. \$110,000
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\* Note: Maintenance costs have not been estimated for this proposal.