



COMPREHENSIVE PLAN AMENDMENT STAFF REPORT AMENDMENT ROUND 27-A

PLANNING COMMISSION PUBLIC HEARING, AUGUST 14, 2026

A. Application Summary

I. General Data

Project Name:	Liberty Airport Center (LGA 2026-006) FLUA and Text
FLUA Summary:	To amend a condition of approval within Ordinance No. 2008-051 to allow equivalent traffic generating uses.
Text Summary:	To revise the Future Land Use Element (FLUE) Policy 2.2.4-e: • to allow for vehicular based commercial uses in the Economic Development Center (EDC) land use designation; and, • add a maximum percentage of vehicular based commercial uses allowed in the EDC FLU; and, • remove the restriction of commercial uses as accessory in the EDC designation.
Acres:	68.01 acres
Location:	The North side of Southern Boulevard, approximately 0.38 miles east of the intersection of Southern Boulevard and North Jog Road
Project Manager:	Aaron Cramer, Planner I
Applicant:	Liberty Property Limited Partnership (Travis Harvey)
Owner:	Liberty Property Limited Partnership (Travis Harvey)
Agent:	Josh Nichols, Schmidt Nichols
Staff Recommendation:	Staff recommends approval based upon the conclusions contained within this report.

II. Assessment & Conclusion

The applicant proposes a Future Land Use amendment on the 68.01 acre site revising the current standing condition of approval from Ordinance No. 2008-051, limiting the site to 1,139,464 square feet of light industrial uses. The applicant intends to open the uses available to the site to those that have the equivalent traffic generation as the maximum allowed currently. See Exhibit 1 for the strikeout and underline of the revised condition of approval. Additionally, the applicant proposes a text change to the Palm Beach County Comprehensive Plan Future Land Use Element Policy 2.2.4-e Additional Allowable Uses in Industrial Designations. This change would allow vehicular based commercial uses in the EDC land use designation and remove the restriction of commercial uses as accessory countywide in the EDC designation.

The site is located on the north side of Southern Boulevard, a 6-lane Urban Principal Arterial Road. East along Southern BLVD are residential developments with west along the arterial being made up of industrial and commercial land uses. Nearest to the development are residential

neighborhoods. The subject site is currently developed with light industrial uses and is employment-generating through the EDC FLU designation. Its proximity to single family homes and apartments makes it paramount that further development and additional use of the site does not result in negative output for the community that this property is a part of. To the east and south of the site are water buffers as well as tree lines that surround the majority of all sides of the site.

The proposed amendment introduces additional allowable uses within the EDC FLU designation and the subject site. Maintaining the primary light industrial function of EDC-designated areas is essential to preserving the County's supply of industrial land and avoiding the conversion of those areas to other uses that could result from establishing this precedent. Thus, staff is recommending modifying the applicant's text change request by limiting the proposed newly permitted vehicle repair and maintenance use with ancillary sales to a specified maximum percentage of the overall development on the subject property. This change would alter the text request by limiting vehicular based Commercial uses of an industrial nature that have impacts similar to industrial uses at 15% of the Gross Floor Area within the EDC designation. This limitation would provide the requested operational flexibility while ensuring that the site continues to function predominantly as an employment-generating light industrial development consistent with the purpose and intent of the EDC FLU designation.

Therefore, staff is recommending ***approval***.

III. Hearing History

Local Planning Agency:

Board of County Commissioners Transmittal Public Hearing:

State Review Comments:

Board of County Commissioners Adoption Public Hearing:

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B. Petition Summary

I. Site Data

Current Future Land Use

Current FLU: Economic Development Center (EDC)
Existing Land Use: Industrial
Current Zoning: Multiple Use Planned Development (MUPD)
Current Dev. Potential Max: 1,139,464 square feet of light industrial uses

Proposed Future Land Use Change

Proposed FLU: EDC – no change
Proposed Use: Industrial
Proposed Zoning: MUPD
Dev. Potential Max/Conditioned: 1,139,464 square feet of light industrial uses or equivalent traffic-generating uses

General Area Information for Site

Tier: Urban/Suburban Tier – no change
Utility Service: Palm Beach County Water Utilities Department
Overlay/Study: Palm Beach International Airport Approach Path Conversion Area (PBIA) Overlay, the Turnpike Aquifer Protection Overlay (TAPO), the Urban Redevelopment Area (URA), the Revitalization and Redevelopment Infill Overlay (RRIO), the Jog Road Corridor Study (JRCS) and the Haverhill Area Neighborhood Plan (HANP)
Comm. District: Commissioner Gregg K. Weiss, District 2

Future Land Use Amendment

Liberty Airport Center (LGA 2026-006)



Site Data

Size: 68.01 acres
 Existing Use: Industrial
 Proposed Use: Industrial
 Current FLU: EDC & EDC/5
 Proposed FLU: EDC & EDC/5

Future Land Use Designations

CH	Commercial High	HR-12	High Residential, 12 units/acre
CH/8	Commercial High, underlying HR-8	HR-8	High Residential, 8 units/acre
CH/IND	Commercial High, underlying IND	IND	Industrial
CHX	Commercial High Crosshatching	INST	Institutional and Public Facilities
CR/5	Commercial Recreation, underlying MR-5	LR-1	Low Residential, 1 unit/acre
EDC	Economic Development Center	LR-2	Low Residential, 2 units/acre
EDC/5	Economic Development Center, underlying MR-5	MR-5	Medium Residential, 5 units/acre

Date: 5/11/2026
 Contact: PBC Planning
 Filename: T.Planning/AMEND/27-A
 Note: Map is not official, for presentation purposes only.

Site

Feet
 225 0 225 450

Planning, Zoning & Building
 2300 N. Jog Rd. WPB, FL 33411
 Phone (561) 233-5300



C. Introduction

I. Intent of the Amendment

The subject site is located at 6017 Southern Boulevard approximately 0.38 mile east of the Southern Boulevard and North Jog Road Intersection. Due to the site's EDC FLU designation, the site is unable to develop vehicular commercial uses. Commercial uses in the EDC are limited as accessory and subordinate to the intended primary industrial use of the area. Additionally, in order for the site to accommodate the vehicular based commercial development that the applicant is requesting, a Future Land Use Amendment (FLUA) to change the subject site's current condition of approval accompanying Ordinance No. 2008-051 is necessary.

Background. The subject site is comprised of four parcels; this totals the site to approximately 68.01 acres. The property is owned by Liberty Property Limited Partnership and was designed by Coteur and Hearing. The site is currently used for warehousing and distribution by multiple companies including but not limited to Lansing Building Products, Aero Engine Solutions and the Home Depot Distribution Center. There are currently 5 warehouses on the site. The site has been the subject of 2 previous Future Land Use amendments. The first amendment occurred in 2001 and took place when the subject site was considered as an extension for Palm Beach Atlantic College. This amendment changed the FLU from Medium Residential, 5 units per acre (MR-5) to Institutional, with an underlying Medium Residential, 5 units per acre (INST/5) and was adopted in Amendment Round 01-1 via Ordinance 2001-039 with conditions. Later, the Southern / Jog EDC amendment occurred in Round 08-2, developing the site into the light industrial complex that it is today. This amendment changed the FLU from INST/5 to EDC. This Ordinance No. 2008-051 was adopted with a condition of approval.

Future Land Use Amendment. The proposed FLUA is a request for a change to the subject site's condition of approval that accompanies Ordinance No. 2008-051. Per this ordinance, development of the site under the EDC land use designation is capped to a maximum of 1,139,464 square feet of light industrial uses. The applicant proposes to add a section following the original condition stating, "*or equivalent traffic generated uses*" and remove the language stating "*as defined by the ULDC.*"

Proposed Text Amendment. The proposed text amendment was initiated by the Board of County Commissioners on April 29, 2026. The applicant is requesting a text amendment to Policy 2.2.4-e *Additional Allowable Uses in Industrial Designations* of the FLUE of the Palm Beach County Comprehensive Plan. This amendment will alter the permitted uses countywide in the EDC FLU and future EDC applications to explicitly allow vehicle repair, and maintenance uses with ancillary sales. This amendment aims to clarify vehicular commercial uses of an industrial nature within EDC properties supporting the MUPD Zoning District.

Zoning Application. The concurrent zoning application, DRO-2026-01123 with Control Number 2001-064, requests an approval for a Repair and Maintenance use on the subject site. To ensure consistency with the Text changes in the Comprehensive Plan, the Applicant is also proposing a Privately Proposed Revision to revise Article 4 of the Unified Land Development Code to allow the currently prohibited Repair and Maintenance use in the Multiple Use Planned Development (MUPD) Zoning District and Economic Development Center (EDC) Future Land Use (FLU) designation. The proposed revisions to the ULDC also include changes to the setback requirement between the Repair and Maintenance building, structure or activity and residential FLU designation or use, and changes to allow for vehicle pick-up when purchased online.

II. Background/History

A. Urban/Suburban Tier Background

In 1999, the County adopted the Managed Growth Tier System (MGTS) to recognize the County's diverse geographic regions and lifestyles by establishing tiers that have common densities/intensities and public service availability. The subject site is located within the Urban/Suburban Tier. This site is also located within the boundaries of the Palm Beach International Airport Approach Path Conversion Area (PBIA) Overlay, the Turnpike Aquifer Protection Overlay (TAPO), the Urban Redevelopment Area (URA), the Revitalization and Redevelopment Infill Overlay (RRIO), the Jog Road Corridor Study (JRCS) and the HANP (Haverhill Area Neighborhood Plan).

The Comprehensive Plan describes the Urban/Suburban Tier as follows: *This tier is expected to accommodate the bulk of the population and its need for employment, goods and services, cultural opportunities, and recreation. It supports a variety of lifestyle choices, ranging from urban to residential estate; however, the predominant development form in the unincorporated area is suburban in character. The older communities are primarily in municipalities, within approximately 2 miles of the Atlantic Ocean. Most of the neighborhoods within the tier are stable and support viable communities. However, due to the period in which many of the coastal communities were built and the County's efforts to keep pace with rapid growth in its western areas, some of the eastern areas did not receive a full complement of urban services. If the County is to meet its primary goal to create and maintain livable communities, balance growth throughout the County, protect natural resources and provide a variety of lifestyle choices beyond the long term planning horizon, it is imperative that land, services and facilities be used efficiently and effectively. Objective: Palm Beach County shall plan to accommodate approximately 90% of the County's existing and projected population through the long-range planning horizon within the Urban/Suburban Tier.*

In addition, policies in the Comprehensive Plan are designed to protect and maintain the suburban and urban community by, *allowing services and facilities consistent with the needs of urban and suburban development; providing for affordable housing and employment opportunities; providing for open space and recreational opportunities; protecting historic, and cultural resources; preserving and enhancing natural resources and environmental systems; and, ensuring development is compatible with the scale, mass, intensity of use, height and character of urban or suburban communities.*

B. The Industrial Future Land Use Designation

The Industrial future land use (FLU) designation was made with the intent of satisfying the need for industrial space for various reasons including manufacturing, assembly, processing, research and development, wholesale distribution, related uses and services and storage. Another intent is the creation of employment opportunities to promote economic development throughout the County. There are three Industrial future land use designations – Industrial (IND), Economic Development Center (EDC) and Commerce (CMR) in the Comprehensive Plan to accommodate industrial uses. Policy 2.2.4-c further defines these designations as follows:

- 1) Industrial: *The Industrial (IND) future land use designation allows the full range of industrial activities ranging from light to heavy industry.*
- 2) Economic Development Center: *The Economic Development Center (EDC) future land use designation is intended to accommodate employment opportunities, research parks,*

and Employment Centers (as defined by the Introduction and Administration Element). Properties with an EDC designation are intended to be developed as planned developments in order to promote internal circulation and buffering from surrounding land uses. Industrial uses allowed shall be limited to those that demonstrate Light Industrial characteristics.

- 3) Commerce: *The Commerce (CMR) future land use designation is intended to accommodate light industrial uses to provide an option for low-trip generating non-residential and/or employment generating uses on arterial roadways. Industrial uses allowed shall be limited to those that demonstrate Light Industrial characteristics.*

Further, industrial uses fall under two main categories. Policy 2.2.4-d explains how industrial uses are to be considered either Light or Heavy as defined below:

Light Industrial: Light industrial development's typical operation is not likely to cause undesirable effects, danger or disturbance upon nearby areas and typically does not create negative impacts on immediately adjoining uses. These uses typically do not cause or result in the dissemination of dust, smoke, fumes, odor, noise, vibration light, or other potentially objectionable effects beyond the boundaries of the lot on which the use is conducted. Examples of Light Industrial uses include: storage, warehouse, research, laboratories, dispatch, landscape service, flex space, media production, and light manufacturing and processing.

Heavy Industrial: Heavy industrial development's typical operation may cause or result in the dissemination of dust, smoke, fumes, odor, noise, vibration, light, or other potentially objectionable effects beyond the boundaries of the lot on which the use is conducted. These effects will be minimized through the application of performance standards established in the Unified Land Development Code. Heavy industrial uses can include those that engage in the processing, manufacturing, or storage of flammable, hazardous, or explosive materials or products, or processes which potentially involve hazardous or commonly recognized offensive conditions. Examples of heavy industrial uses include, but are not limited to, salvage and junkyards, storage of regulated substances, asphalt and concrete mixing and product manufacturing, heavy manufacturing, construction and demolition recycling, and equestrian waste management.

C. Overview of the Economic Development Center

The EDC FLU designation was first introduced to the Palm Beach County Comprehensive Plan in 1998 with the text amendment titled Industrial Categories which focused on amending the then Land Use Element Ordinance No. 1999-034 and introduced a plethora of information regarding how the land in the county was to be categorized and used. Historically, the Comprehensive Plan included only one industrial (IND) future land use designation which corresponded to three industrial zoning districts: Light Industrial, General Industrial and the Planned Industrial Park Development. As a result, both traditional industrial uses such as manufacturing, processing, fabrication, junk yards, concrete mixing, as well as newer industrial uses, such as assembly of computer parts and research and development, are grouped together in the same designation. In response to this situation, during discussion of the Western Northlake Corridor Land Use Study on September 16, 1998, the BCC directed staff to create another industrial future land use category to facilitate office/research parks and other campus-like industrial uses. The BCC indicated that creation of this new category was necessary to: 1) Better describe, or represent, the new type of campus-like industrial; and 2) further economic development in Palm Beach County by facilitating the placement of these industrial uses. During the 99-1 Amendment Round, a framework for multiple industrial categories was established.

The current Policy 2.2.4-c describes the EDC future land use designation as *intended to accommodate employment opportunities, research parks, and Employment Centers (as defined by the Introduction and Administration element). Properties with an EDC designation are intended to be developed as planned developments in order to promote internal circulation and buffering from surrounding land uses. Industrial uses allowed shall be limited to those that demonstrate Light Industrial characteristics.*

In addition to supporting light industrial activities, the EDC designation is intended to encourage a campus-like development pattern that supports a mix of employment-generating uses in a cohesive and well-planned environment. This development pattern is designed to limit industrial operations and develop so that the space is compatible with surrounding land uses and designed to minimize impacts such as noise, traffic, and visual intrusion. The intention of EDCs being planned developments also help ensure that site design, access and building placement are carefully coordinated to create an organized and efficient employment center that is consistent with the nature of the area.

Through these standards, the EDC designation serves as a mechanism to attract and retain businesses that contribute to the County's economic base while maintaining compatibility with adjacent properties. By emphasizing planning and limiting industrial activities to light industrial operations, the designation supports economic development goals while preserving the character and functionality of surrounding areas. While the subject site is currently zoned as a MUPD, the PIPD zoning is unique to Industrial (IND) and EDC future land use designations. There is currently one PIPD in the county – The Vista Center.

The guidelines mentioned encompass the ideals of what is intended in the EDC land use designation and clarify the purpose of this designation by reinforcing the intent that the EDC prioritizes economic activity, job creation and light industrial operations.

D. The Evolution of Industrial Future Land Use Policy

Over time, there have been amendments to the Comprehensive Plan's text regarding the Industrial FLU designation's allowable uses and provisions. A key focus of these amendments has been Policy 2.2.4-e, which outlines the additional permitted uses within the IND designation. The policy currently lists the following as additional allowable uses:

- 1) *Mining, subject to the limitations included in Objective 2.3 entitled "Mining and Excavation";*
- 2) *Parks and Recreation;*
- 3) *Commercial Recreation including but not limited to tenants within industrial buildings, such as indoor sports, fitness, gymnastics, karate studios, and dance studios;*
- 4) *Conservation;*
- 5) *Institutional and Public Facilities;*
- 6) *Transportation, Utility, and Communication Facilities;*
- 7) *Non-residential agricultural uses;*
- 8) *Caretakers' quarters;*
- 9) *Uses and structures accessory to a permitted use;*
- 10) *Flex space. Flex space allows each use to be a flexible percentage of the uses allowed in the Use Matrix per the applicable FLU, typically with 70% of the total floor area for uses demonstrating light industrial characteristics and 30% for retail, office and display areas for products manufactured and/or distributed on site.*
- 11) *Commercial uses pursuant to one or more of the following:*

- a. *Industrial (IND) future land use allows vehicular based Commercial uses of an industrial nature that have impacts similar to industrial uses such as auto repair and the like and accessory commercial uses which are incidental and subordinate to the primary industrial use, and Office of an Industrial Nature;*
- b. *Commercial uses in Commerce and Economic Development Center are limited to accessory commercial uses which are incidental and subordinate to the primary industrial uses, and Office of an Industrial Nature;*
- c. *Retail gasoline and/or fuel sales shall be limited to the Industrial (IND) future land use designation as accessory to an industrial use, or part of a commercial pod in a Planned Industrial Park Development;*
- d. *Commercial uses within Planned Industrial Park Developments pursuant to FLUE Policy 4.4.7-a.*

Throughout the past two decades, allowable commercial uses within IND FLU designations have gradually changed. Ordinance No. 2002-084, a text amendment to the FLUE outlining allowable uses in the Industrial designation, made a point in allowing certain vehicular based commercial uses – such as auto repair and detailing – to operate as freestanding uses rather than strictly accessory to industrial activities. This was aimed at expanding development potential in industrial areas. With the introduction of Ordinance No. 2008-052, the Comprehensive Plan further clarified that Industrial-designated lands were intended primarily for manufacturing, assembly, processing, research and development, and wholesale distribution. However, this ordinance also reaffirmed a broad range of allowable uses, including accessory and certain standalone commercial activities, commercial recreation, and industrial-like commercial uses. This period reflected a more flexible approach, allowing more diverse uses within industrial designations while maintaining an industrial focus.

Later amendments introduced more precise constraints on commercial activity within the Industrial FLU designations. Ordinance No. 2015-017 clarified that commercial uses must either be industrial in nature or clearly subordinate to a primary industrial use, reinforcing their secondary role. With the creation of the CMR designation and adoption of Ordinance No. 2022-024, the framework became more structured: Commercial uses were limited primarily to the IND designation, while in CMR and EDC they were restricted to accessory roles. Additional updates distinguished between light and heavy industrial uses, further refining land use expectations.

There have been notable changes to the allowable uses within the Industrial future land use designations. The role and extent of commercial uses encompassed has been a particular consideration regarding these changes. Early amendments expanded flexibility by allowing certain commercial activities as standalone uses. However, subsequent updates introduced clearer limitations, emphasizing the goal that in industrial designations, commercial uses should be industrial in nature or accessory to primary industrial functions.

III. Data and Analysis Summary

This section of the report provides a summary of the consistency of the amendment with the County's Comprehensive Plan. The chapters in Exhibit 2 detail the consistency of the amendment with Plan policies, including justification, compatibility, public facilities impacts, intergovernmental coordination, and consistency with specific overlays and plans.

Overview of the Area. The subject site is located in the Urban/Suburban Tier on the north side of Southern Boulevard east of the intersection of Southern and North Jog Road. Surrounding the subject site is a mix of residential land uses including single family homes and an apartment

complex as well as some industrial developments. Closest to the site are residential clusters with more industrial and commercial development occurring west off of Southern and into the Jog Road Corridor.

Appropriateness of the Amendment. The subject site is currently developed as a warehousing and distribution center. Through its size and facilities, it has become a major employment generating center with multiple businesses working throughout the center. Looking at the scope of the applicant's request, the proposed amendment would allow other uses besides the currently approved light industrial uses to take place. In conjunction with the proposed text amendment, the applicant intends to develop vehicular repair and maintenance with ancillary sales uses on the site. With the size of the site and the warehouses already developed, the subject site is a good candidate for vehicular-based industrial uses. Regarding the text amendment, intended to allow vehicular commercial uses in the EDC FLU designation, it is important to consider the larger effect that request may have on the County. By removing the restriction of commercial uses as limited in the EDC, the potential for circumvention of commercial location criteria and loss of industrial designated lands arises. To address this, staff has proposed a revision to the applicant's text change adding a section capping the vehicular commercial use to 15% of the Gross Floor Area.

Compatibility. The applicant indicates that the proposed amendment to Ordinance No. 2008-51's condition of approval expanding the permitted uses of the Liberty Airport Center is consistent and compatible with the surrounding development. The center is developed now with light manufacturing, storage and distribution, which while different than the surrounding residential developments, is employment generating and does not have the negative outputs that heavy industrial use produces. The applicant's request does not increase permitted density, Floor Area Ratio (FAR), or other development standards and does not go against any recommendations or requirements of the applicable overlays. By capping the uses to only what generates the same traffic as the current light industrial uses, it is likely that additional negative output would be minimal.

Assessment and Recommendation. The applicant proposes a future land use amendment on the 68.01 acre site revising the current standing condition of approval from Ordinance No. 2008-051, limiting the site to 1,139,464 square feet of light industrial uses. The applicant intends to open the uses available to the site to those that have the equivalent traffic generation as the maximum allowed currently. See Exhibit 1 for the strikeout and underline of the revised condition of approval. Additionally, the applicant proposes a text change to the Palm Beach County Comprehensive Plan Future Land Use Element Policy 2.2.4-e Additional Allowable Uses in Industrial Designations. This change would allow vehicular based commercial uses in the EDC land use designation and remove the restriction of commercial uses as accessory countywide in the EDC designation.

The site is located on the north side of Southern Boulevard, a 6-lane Urban Principal Arterial Road. East along Southern BLVD are residential developments with west along the arterial being made up of industrial and commercial land uses. Nearest to the development are residential neighborhoods. The subject site is currently developed with light industrial uses and is employment-generating through the EDC FLU designation. Its proximity to single family homes and apartments makes it paramount that further development and additional use of the site does not result in negative output for the community that this property is a part of. To the east and south of the site are water buffers as well as tree lines that surround the majority of all sides of the site.

The proposed amendment introduces additional allowable uses within the EDC FLU designation and the subject site. Maintaining the primary light industrial function of EDC-designated areas is essential to preserving the County's supply of industrial land and avoiding the conversion of those

areas to other uses that could result from establishing this precedent. Thus, staff is recommending modifying the applicant's text change request by limiting the proposed newly permitted vehicle repair and maintenance use with ancillary sales to a specified maximum percentage of the overall development on the subject property. This change would alter the text request by limiting vehicular based Commercial uses of an industrial nature that have impacts similar to industrial uses at 15% of Gross Floor Area within the EDC designation. This limitation would provide the requested operational flexibility while ensuring that the site continues to function predominantly as an employment-generating light industrial development consistent with the purpose and intent of the EDC FLU designation.

Therefore, staff is recommending ***approval***.

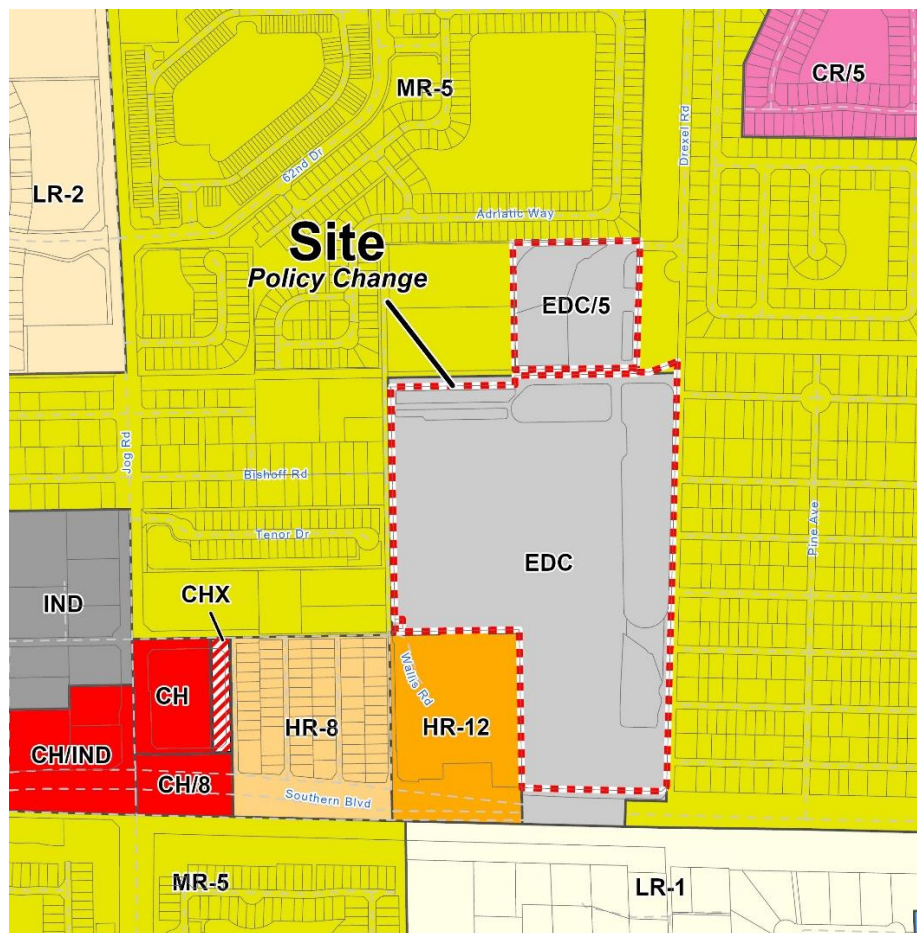
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Exhibit 1-A

Amendment No:	Liberty Airport Center (LGA 2026-006)
FLUA Page No:	64
Amendment:	Change to Ordinance No. 2008-051 Condition of Approval
Location:	North side of Southern Blvd, 0.40 miles east of Jog Rd, on the east side of 1st St
Size:	68.01 acres approximately
Property No:	00-42-43-34-12-001-0000; 00-42-43-34-12-001-002-0000, 00-42-43-34-12-001-016-0000, 00-42-43-34-12-001-023-0000; 00-42-43-34-12-003-0000

Conditions:

Development of the site under the EDC designation shall be limited to a maximum of 1,139,464 square feet of light industrial uses or equivalent traffic generating uses, as defined by the ULDC.



Legal Description

BEING A REPLAT OF A PORTION OF THE PLAT OF SOUTHERN LIGHT INDUSTRIAL PARK, A M.U.P.D, RECORDED IN PLAT BOOK 120, PAGES 193 THROUGH 197, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, LYING IN SECTION 34, TOWNSHIP 43 SOUTH, RANGE 42 EAST, PALM BEACH COUNTY, FLORIDA.

CONTAINING 68.01 ACRES OR 2,962,688 SQUARE FEET, MORE OR LESS.

Exhibit 1-B

Proposed Text Amendment

A. Future Land Use Element, Additional Allowable Uses in Industrial Designations Policy Revisions

REVISIONS: To revise the Additional Allowable Uses in Industrial Designations policies to allow the subject site to allow for vehicular based commercial use in the Economic Development Center (EDC) land use designation, add a maximum percentage of vehicular based commercial uses allowed in the EDC FLU, and remove the restriction of commercial uses as accessory in the EDC designation. The revisions are shown below with added text underlined, county-proposed, doubled underlined and deleted text shown in ~~strike through~~.

REVISED Policy 2.2.4-e. Additional Allowable Uses in Industrial Designations: In addition to the industrial uses, the land uses listed below are allowable within the Industrial type future land use designations as permitted by the ULDC.

11. Commercial uses pursuant to one or more of the following:

- a. Industrial (IND) and Economic Development Center (EDC) future land uses allows vehicular based Commercial uses of an industrial nature that have impacts similar to industrial uses such as auto repair and the like and accessory commercial uses which are incidental and subordinate to the primary industrial use, and Office of an Industrial Nature. Vehicular based commercial uses of an industrial nature are allowed up to 15% of the Gross Floor Area in the EDC FLU;
- b. Commercial uses in Commerce ~~and Economic Development Center~~ are limited to accessory commercial uses which are incidental and subordinate to the primary industrial use, and Office of an Industrial Nature;

Ordinance No. 2008-051 (Exhibit 1: Condition of Approval):

1. Development of the site under the EDC designation shall be limited to a maximum of 1,139,464 square feet of light industrial uses or equivalent traffic generated uses. ~~as defined by the ULDC.~~

Exhibit 2

Consistency with Comprehensive Plan

This Exhibit examines the consistency of the amendment with the County's Comprehensive Plan, Tier Requirements, applicable Neighborhood or Special Area Plans, and the impacts on public facilities and services.

A. Consistency with the Comprehensive Plan - General

1. **Justification - FLUE Policy 2.1-f:** *Before approval of a future land use amendment, the applicant shall provide an **adequate justification** for the proposed future land use and for residential density increases **demonstrate that the current land use is inappropriate**. In addition, the County shall review and make a determination that the proposed future land use is compatible with existing and planned development in the immediate vicinity and shall evaluate its impacts on:*

1. *The natural environment, including topography, soils and other natural resources; (see Public Facilities Section)*
2. *The availability of facilities and services; (see Public Facilities Section)*
3. *The adjacent and surrounding development; (see Compatibility Section)*
4. *The future land use balance;*
5. *The prevention of urban sprawl as defined by 163.3164(51), F.S.; (See Consistency with Florida Statutes)*
6. *Community Plans and/or Planning Area Special Studies recognized by the Board of County Commissioners; and (see Neighborhood Plans and Overlays Section)*
7. *Municipalities in accordance with Intergovernmental Coordination Element Objective 1.1. (See Public and Municipal Review Section)*

The applicant provides a Justification Statement (Exhibit 3) which is summarized as:

- With regard to the site-specific FLUA amendment the applicant provides, *"The proposed uses are industrial in nature and have operational impacts comparable to existing light industrial activities. This ensures compatibility with surrounding uses, supports the functional intent of the EDC designation, and aligns with the development framework established for MUPD zoning."* Further the applicant states that, *"The Condition of Approval amendment to Ordinance No. 2008-051 does not modify permitted density, FAR, or other development thresholds. The maximum development cap of 1,139,464 square feet of light industrial uses is retained; the revision solely clarifies allowable use categories by adding "or equivalent traffic-generating uses" so that future uses remain consistent with previously evaluated traffic impacts."*
- With regard to the text amendment, *"Unlike other industrial MUPDs, which allow heavier commercial uses, the current EDC designation is uniquely restricted to light industrial uses. These limitations eliminate compatible commercial uses that would otherwise be permitted under standard industrial MUPDs, unnecessarily restricting tenant options and site utilization."* The applicant writes, *"Restoring these previously permitted industrial-type commercial uses enhances the property's marketability, expands tenant options, and supports the County's objectives for job creation, efficient land use, and diversified economic development within EDC-designated areas."*

Staff Analysis: This policy is the umbrella policy over the entire FLUA amendment analysis and many of the items are addressed elsewhere in this report as identified above. With regards to justification, there are several themes presented by this amendment that are discussed individually.

The proposed amendment does not increase the intensity of development or vastly expand the overall development potential of the site. Rather, it modifies a site-specific condition of approval to allow additional types of uses that are consistent with the current trip generation and output of the EDC FLU. Staff concurs that the proposed site-specific FLUA amendment is justified as the amendment maintains the employment-generating intent of the EDC designation while providing flexibility for future occupancy of the site. The subject property is developed with industrial uses, is located within an established employment area with access to Southern Boulevard, an Urban Principal Arterial Road, and is served by infrastructure appropriate for large scale light industrial development. In addition, the amendment limits future uses to those that generate traffic equivalent to or less than the uses previously approved, thereby maintaining consistency with the transportation impacts evaluated as part of the 2008 approval.

The Board has initiated the amendment to FLUE Policy 2.2.4-e to clarify that vehicle repair and maintenance uses with ancillary sales are allowable within the EDC Future Land Use designation. Staff concurs that the proposed amendment to the EDC designation is partially justified as it ensures consistency between the intended to be altered, site-specific condition of approval and the proposed Comprehensive Plan policy language. Without the amendment, the Comprehensive Plan would restrict uses that would be allowed on the site through the FLUA amendment.

While these additional uses are intended to support employment-generating development, staff also recognizes the importance of preserving the primary light industrial use and function of EDC-designated areas and avoiding the displacement of those uses throughout the County that could occur as a result of setting this precedent.

2. **County Directions - FLUE Policy 2.1-g:** *The County shall use the County Directions in the Introduction of the Future Land Use Element to guide decisions to update the Future Land Use Atlas, provide for a distribution of future land uses in the unincorporated area that will accommodate the future population of Palm Beach County, and provide an adequate amount of conveniently located facilities and services while maintaining the diversity of lifestyles in the County.*

Direction 3. Infill, Redevelopment and Revitalization. *Address the needs of developed urban areas that lack basic services, and encourage revitalization, redevelopment, and infill development in urban areas to increase efficient use of land and existing public facilities and services.*

Direction 6. Economic Diversity and Prosperity. *Promote the growth of industries that have relatively high wages and that can diversify the economic base.*

Direction 8. Economic Activity Centers. *Encourage the development of Planned Industrial Developments primarily designed to accommodate and promote manufacturing industry and other value-added activities.*

Staff Analysis: The County's Managed Growth Tier System is the primary vehicle by which the County Directions are realized. The Managed Growth Tier System identifies

distinct geographic areas which together, offer lifestyle choices for all residents, and allow for sustainable communities. The associated Comprehensive Plan policies and land development regulations to implement each Tier also reflect the County Directions. The proposed amendment is consistent with the above Directions.

The applicant's request to allow for additional uses on the subject site within the EDC land use designation is directly related to Direction 3 as the redevelopment of existing public facilities and services is encouraged and the request would be an efficient use of land. With respect to Direction 6: Economic Diversity and Prosperity, by introducing the ability to have other uses such as the proposed vehicular based industrial uses take place on a site of this caliber and size, the potential for large economic growth takes place. Direction 8 is also supported in the applicant's request as it currently is an industrial development and intends to grow in its variety of use bringing the repair, maintenance and sale of vehicles to the site further growing the automotive industry of Palm Beach County.

3. **Piecemeal Development – FLUE Policy 2.1-h:** The County shall not approve site specific Future Land Use Atlas amendments that encourage piecemeal development or approve such amendments for properties under same or related ownership that create residual parcels. The County shall also not approve rezoning petitions under the same or related ownership that result in the creation of residual parcels.

Staff Analysis: There are no other parcels under the same or related ownership adjacent to the subject site that are not included in the proposed amendment whereby residual parcels would be created. Therefore, the proposed amendment would not constitute piecemeal development.

4. **Residual Parcel – FLUE Policy 2.1-i:** As a means of promoting appropriate land development patterns the County shall discourage the creation of residual parcels within or adjacent to a proposed development. If such a situation is identified, and the residual parcels cannot be eliminated, then the development shall be designed to allow for inter-connectivity with the residual parcels through various techniques including, but not limited to, landscaping and pedestrian and vehicular access. In addition, the Future Land Use designation and/or zoning district of the residual parcel shall also be considered by the Board of County Commissioners, concurrently with the development, to ensure that an incompatibility is not created.

Staff Analysis: The Comprehensive Plan's Introduction and Administration Element defines residual parcels as "a property under the same or related ownership that has been left out of a development area, resulting in a parcel which has limited development options and connections to surrounding properties." There are no additional parcels under the same or related ownership that are not included in this amendment. Therefore, the amendment is consistent with this policy.

5. **Policy 1.2.2-k:** Mixed-use centers and employment centers shall be encouraged in the Urban Redevelopment Area (URA) where appropriate.

Staff Analysis: The request of the proposed amendment will allow the establishment of an employment center, and therefore, is consistent with this policy. The text amendment is directly referring to changing the language for what uses are allowed in the Economic Development Center Future Land Use (FLU) designation. Thus, making this policy applicable as the text amendment to EDC FLU aims to support the URA in providing jobs

for the area by way of allowing for vehicular commercial uses to not be limited to accessory on the site.

6. Policy 1.2.1-a: *The Office of Community Revitalization shall address the needs of CCRT neighborhoods and facilitate the delivery of appropriate resources to stabilize and revitalize those neighborhoods by:*

- 1) Coordinating the Countywide Community Revitalization Team and Glades Technical Advisory Committee and their initiatives;*
- 2) Organizing and facilitating neighborhood meetings and visioning workshops to identify neighborhood and resident needs, and assisting the preparation of neighborhood plans;*
- 3) Identifying and procuring funding and other resources for neighborhood improvement projects;*
- 4) Assisting neighborhood groups and residents to organize and sustain effective neighborhood associations;*
- 5) Providing technical assistance to neighborhood residents and organizations and educating them on how to effectively access and use County services and other community resources;*
- 6) Coordinating the Neighborhood Street Lighting Program, the Neighborhood Partnership Grant Program, and the Neighborhood Home Beautification Program, and providing community leadership training through the Resident Education to Action Program;*
- 7) Working with citizens, other departments, the County Administrator, and the Board of County Commissioners to identify solutions to neighborhood problems and improve service delivery; and*
- 8) Coordinating with the Sheriff's Office, the Code Enforcement Division, and other appropriate agencies to ensure that services and resources are concentrated in relevant CCRT neighborhoods.*

Staff Analysis: In accordance with Sub-Objective 1.2.1, the RRIO was established to encourage redevelopment for infill sites such as the subject amendment. Incentives and resources are to be established to assist with investment in the areas identified with this overlay. The office of Community Revitalization (OCR) and the Countywide Community Revitalization Team (CCRT) in conjunction with the Palm Beach County Board of County Commissioners have identified areas in the unincorporated County as well as the Lake Region municipalities of Belle Glade, Pahokee and South Bay that are in need of assistance in technical and financial resources, and have worked in developing and recommending revitalization strategies. This amendment aims to further develop an area and generate jobs for Palm Beach County's growing workforce.

B. Consistency with Urban/Suburban Tier Policies

FLUE Policy 1.2-a: *Within the Urban/Suburban Tier, Palm Beach County shall protect the character of its urban and suburban communities by:*

1. *Allowing services and facilities consistent with the needs of urban and suburban development;*
2. *Providing for affordable housing and employment opportunities;*
3. *Providing for open space and recreational opportunities;*
4. *Protecting historic, and cultural resources;*
5. *Preserving and enhancing natural resources and environmental systems; and,*
6. *Ensuring development is compatible with the scale, mass, intensity of use, height, and character of urban or suburban communities.*

Staff Analysis: Future Land Use Element Objective 1.1, Managed Growth Tier System, states that “*Palm Beach County shall implement the Managed Growth Tier System strategies to protect viable existing neighborhoods and communities and to direct the location and timing of future development within 5 geographically specific Tiers....*”

The proposed amendment is located in the Urban Service Area of the Urban/Suburban Tier. The main objectives of the Urban/Suburban Tier, as stated above, are to ensure that development is compatible with the scale, mass, intensity of use, height, and character of urban or suburban communities while providing opportunities for employment. The request to change Ordinance No. 2008-051’s condition of approval is consistent with this policy as it would allow for new employment opportunities to arise through the development and maintenance of this new site.

Further, the subject site is located within the Palm Beach International Airport Approach Path Conversion Area (PBIA) Overlay. FLUE Policy 1.2.4-b states that “Land within the Overlay shall not have the potential to seek commercial zoning unless the land is designated commercial on the Future Land Use Atlas through a FLUA amendment.” While this site is not looking to rezone, the amendment to Ordinance No. 2008-051’s condition of approval would allow for commercial and potentially other types of uses, to occur in an area that has historically discouraged those types of uses.

Within the policies relating to the PBIA Overlay, FLUE Policy 1.2.4-d states that “all future land use designations within the Overlay shall be eligible to convert to Industrial uses.” The subject site is designated EDC, which is intended to support light industrial uses, not the commercial uses or other potential uses that this amendment aims to make available in this subject site and in this FLU designation.

C. Compatibility

Compatibility is defined as a condition in which land uses can co-exist in relative proximity to each other in a stable fashion over time such that no use is negatively impacted directly or indirectly by the other use. The applicant lists the surrounding uses and Future Land Use designations and provides a compatibility analysis in Exhibit 3.

Surrounding Land Uses: Surrounding the subject site are the following:

North – North of the subject site are multiple residential uses. Directly North is a single-family residential home and adjacent to that property is the Communications Workers of

America Local 3181 union building. Further north of these properties is the Taheri Planned Unit Development (PUD). This PUD is made up of 206 townhomes with 466 units and is part of the Independence Homeowners Association. These properties hold the Medium Residential, 5 units per acre (MR-5) land use designation.

East – East of the subject site, past the tree and water buffer, are a plethora of single family homes. They lie within the Royal Palm Estates Countywide Community Revitalization Team (CCRT) Area. These properties hold the MR-5 land use designation.

South – South of the subject site, across Southern Boulevard and past the L-4 Canal, are residential communities and other single family homes. The closest communities being Pointe of Woods PUD and Model Land Company subdivision. The majority of these properties have a Future Land Use of Low Residential, 1 unit per acre (LR-1) with the Pointe of Woods community having MR-5.

West – Directly west of the subject site, is AHS Pine Ridge PUD – a multi-family residential development with 288 units. AHS Pine Ridge has a Future Land Use designation of High Residential, 12 units per acre (HR-12). In addition, there is the Symphony Place subdivision with single family homes and the Bethany Baptist Church of the Palm Beaches. Northwest off of Drexel Road is a neighborhood administered through the Timber Run Owners Association. In this area there are also other single-family homes and other residential clusters. These developments are under the MR-5 and High Residential, 8 units per acre (HR-8) land use designations. Further west is the Jog Road Corridor and the mix of industrial and commercial that accompanies the major arterial.

FLUE Policy 2.1-f states that *“the County shall review and make a determination that the proposed future land use is compatible with existing and planned development in the immediate vicinity.”* And **FLUE Policy 2.2.1-b** states that *“Areas designated for Residential use shall be protected from encroachment of incompatible future land uses and regulations shall be maintained to protect residential areas from adverse impacts of adjacent land uses. Non-residential future land uses shall be permitted only when compatible with residential areas, and when the use furthers the Goals, Objectives, and Policies of the Plan.”*

Applicant’s Comments: The applicant states that the proposed FLUA amendment is compatible with existing and planned development in the immediate vicinity in that surrounding area includes a mix of industrial, institutional, and residential uses. The subject site is currently developed and functions as an employment-generating industrial property. Additionally, the applicant states that the proposed amendment wouldn’t allow for the introduction of uses that would be inconsistent with the surrounding areas or with the scope of the current uses of the developed site as it doesn’t increase development intensity or change the site layout. Further the applicant argues that by limiting allowable uses to those that generate equivalent traffic impacts, the amendment ensures that operational characteristics such as traffic, noise, and site activity remain comparable to existing conditions.

Staff Analysis: The applicant indicated that the proposed amendment to revise the condition of approval adopted by Ordinance No. 2008-051 is consistent and compatible with the surrounding development pattern as it already is currently developed as an industrial property employing many. The amendment would allow for uses other than the current light industrial uses to be permitted on the property as long as the site’s traffic generation remains equivalent. Considering that the surrounding land uses are predominantly residential with a mix of other industrial uses, intending to cap traffic and

activity to current conditions is important to maintain the character of the area.

D. Consistency with County Overlays, Plans, and Studies

1. **Overlays – FLUE Policy 2.1-k** states *“Palm Beach County shall utilize a series of overlays to implement more focused policies that address specific issues within unique identified areas as depicted on the Special Planning Areas Map in the Map Series.”*

Staff Analysis: The proposed amendment is located within the boundaries of the Palm Beach International Airport Approach Path Conversion Area (PBIA) Overlay, the Turnpike Aquifer Protection Overlay (TAPO), the Urban Redevelopment Area (URA), and the Revitalization and Redevelopment Infill Overlay (RRIO).

The PBIA Overlay was developed to address the land use issues in neighborhoods adjacent to the airport. The Overlay covers the area west of the airport to the Turnpike, north to Belvedere Road and south to Southern Boulevard. The provisions of the PBIA Overlay are designed to do the following: 1) *Protect viable, existing neighborhoods from incompatible uses; and 2) Provide opportunities for property owners to initiate conversion of their properties to non-residential uses.* Relating to the applicant's request, the proposed amendment is content with the intent of the PBIA Overlay to promote the development of non-residential uses within the Overlay.

The TAPO is shown on the Special Planning Areas Map in the Map Series of the Comprehensive plan and makes up the two areas around the Palm Beach County Water Treatments Plants (WTP) 3 and 8. The site here is encompassed by the TAPO in the area located around WTP-3 and is north of Southern Boulevard, south of Belvedere, east of the turnpike and west of Drexel Road as more specifically shown on the Future Land Use Atlas. This overlay is implemented in the comprehensive plan to protect freshwater resources in the county. The surficial aquifer is the primary source of freshwater for eastern Palm Beach County. The "Turnpike" Aquifer also serves as the present and future water supply for many of Palm Beach County's water treatment plants.

Policy 5.5-d: Any person seeking development approval shall meet the following additional requirements, unless the PBCWUD determines, based upon site characteristics, that such requirements are not necessary:

- 1) An access easement shall be provided for maintenance equipment and water piping;*
- 2) A temporary access easement shall be provided during well installation to allow the mobilization of the required equipment and drainage of test water prior to installation of the well pump and motor; and,*
- 3) Agreements for well site easements shall include a hold harmless agreement to relieve the County from liability for impacts to on-site irrigation wells, aesthetic lakes, and surface water management systems.*

Development on the site will be required to comply with all applicable restrictions associated with the TAPO. This may include the dedication of wellheads and access easements as well as restrictions for storage, processing, or handling of regulated substances. These restrictions will be imposed during the development review process by the appropriate agencies. Therefore, the applicant's request is consistent with this policy.

The purpose of the URA is to focus the County's redevelopment and infill efforts by promoting economic growth, improving the present conditions of infrastructure, investment and reinvestment in the area, and discouraging urban sprawl by directing development where resources exist. A large majority of the URA is found within two Priority Redevelopment Areas (PRAs) that have their own respective land use designations – Urban Infill (UI) and Urban Center (UC). This site is not in a PRA but is in fact within the boundaries of the URA. Due to the site not being in a URA based FLU designation, many of the policies of this section of the Comprehensive Plan are not applicable, however, the following is:

Policy 1.2.2-k: *Mixed-use centers and employment centers shall be encouraged in the Urban Redevelopment Area (URA) where appropriate.*

The text amendment to EDC FLU aims to support the URA in providing jobs for the area by way of allowing for commercial uses and more specifically in this case, vehicular commercial uses to not be limited to accessory on the site.

The RRIO was established to encourage redevelopment for infill sites. Incentives and resources are to be established to assist with investment in the areas identified with this overlay. While the subject site is not currently abandoned or vacant, it lies within an area that has been identified as in need of assistance. Through this overlay, the County works closely with residents, businesses, property owners, governmental agencies, and stakeholders to advance concepts and strategies that guide future revitalization, redevelopment, and infill activities in these areas. This amendment aims to further develop a large site that has been and plans to continue being employment generating in the community.

2. **Neighborhood Plans and Studies – FLUE Policy 4.1-c** states “*The County shall consider the objectives and recommendations of all Community and Neighborhood Plans, including Planning Area Special Studies, recognized by the Board of County Commissioners, prior to the extension of utilities or services, approval of a land use amendment, or issuance of a development order for a rezoning, conditional use or Development Review Officer approval.....*”

Staff Analysis: The subject site is located within the boundaries of the Haverhill Area Neighborhood Plan (HANP) and the Jog Road Corridor Study (JRCS).

The HANP was completed in 1992 by the PBC Planning Division and the Town of Haverhill representatives. The BCC adopted the plan via Resolution R-92-1622 as a policy guide. The intent of this neighborhood plan was to address land use issues, airport noise, code enforcement issues and transportation in the Haverhill area. Regarding this proposed amendment, the subject site is located within an area considered to be “predominantly vacant/ industrial transition area” at the time. Recommendations for this area are to continue industrial development and for properties fronting on Southern Boulevard between Jog Road and Haverhill Road (like the subject site) should conform to 1989 PBC Comprehensive Plan goals for quality, campus-styled industrial or commercial development that is aesthetically sensitive to its surroundings. Therefore, this proposal is generally consistent with HANP.

The JRCS was completed in 1995 by the PBC Planning Division following the expansion and extension in 1994 of Jog Road north from Southern Boulevard to Okeechobee Boulevard. The purpose of the study was “to investigate and determine appropriate Future

Land Use Atlas (FLUA) designations for properties within the study area, given the expansion/extension of Jog Road". The subject site is within Sub-Area IV, which is made up of East of Jog Road, north of Southern Blvd. as well as the L-4 Canal, to the Belvedere Road Corridor, east of First Street. In general, the Study recommended that the bulk of Industrial development be directed to the west side of Jog Road, and that viable neighborhoods be identified as 'non-conversion areas', areas that could only convert to non-residential uses through a FLUA amendment, rather than a rezoning as established by the PBIA-Overlay policies. Within Sub-Area IV in particular, the Study identified that some parcels had the potential to be rezoned to industrial, and due to the property ownership pattern and placement of lots, recommended that "this area should be proactively planned to avoid a potential checkerboard pattern of industrial and residential development". While this site was redesignated from residential over two decades ago, it is important to note that a majority of the surrounding land uses have stayed within their residential designations. The continued development of the subject parcel as a single, planned employment center would be consistent with the recommendation of the Study to proactively plan to avoid "haphazard development of residential and industrial" uses.

E. Public Facilities and Services Impacts

The proposed amendment was reviewed at the maximum development allowed under the Economic Development Center (EDC) designation. Public facilities impacts are detailed in the table in Exhibit 4.

1. **Facilities and Services – FLUE Policy 2.1-a:** *The future land use designations, and corresponding density and intensity assignments, shall not exceed the natural or manmade constraints of an area, considering assessment of soil types, wetlands, flood plains, wellfield zones, aquifer recharge areas, committed residential development, the transportation network, and available facilities and services. Assignments shall not be made that underutilize the existing or planned capacities of urban services.*

Staff Analysis: The proposed amendment has been distributed to the County service departments for review and there are adequate public facilities and services available to support the amendment, and the amendment does not exceed natural or manmade constraints. No adverse comments were received from the following departments and agencies regarding impacts on public facilities:

Zoning (ULDC), Mass Transit (Palm Tran), Potable Water & Wastewater (PBC Water Utilities Dept.), Environmental (Environmental Resource Management), Traffic (Engineering), Historic Resources (PBC Archeologist), Parks and Recreation, Health (PBC Dept. of Health), Community Services (Health & Human Services) and the School District.

In the PBC Fire Rescue letter, they stated that the surrounding property owners need to be aware of the extended response time of 9 minutes to the subject property, which is greater than their typical standard of 7 minutes and 30 seconds.

2. **Long Range Traffic - Policy 3.5-d:** *The County shall not approve a change to the Future Land Use Atlas which:*

- 1) *results in an increase in density or intensity of development generating additional traffic that significantly impacts any roadway segment projected to fail to operate*

at adopted level of service standard “D” based upon cumulative traffic comprised of the following parts a), b), c) and d): ...

Staff Analysis: Because of the applicant’s unique request, a traditional traffic study and analysis aimed at meeting Future Land Use Element Policy 3.5-d has not been requested. Instead, a traffic equivalency analysis showing that the proposed uses of the site would generate the same traffic as the current light industrial uses, has been requested by the County Traffic Engineer and has been provided by the applicant.

The Traffic letter concludes “The results of the analysis indicate that the proposed development program would generate fewer trips in comparison to the approved land use for the site.”

The Traffic Study dated June 29, 2026 was prepared by Kimley-Horn and Associates Inc. and other additional supplementary materials for site-specific amendments are available to the public on the PBC Planning web page at:

<http://discover.pbcgov.org/pzb/planning/Pages/Active-Amendments.aspx>

3. **Data and Analysis Applicable to Florida Statutes - Consistency with Urban Sprawl:** The proposed amendment is not considered urban sprawl as it is within the Urban Service Area Boundary/Urban-Suburban Tier. This tier is expected to be developed with the full array of urban level of services and is also the target of the County's redevelopment and revitalization strategies with the purpose of redirecting growth to older unincorporated areas, promoting mixed used development concepts, transit-oriented developments, where feasible, all with the explicit purpose of reducing sprawl and development pressures in the rural areas of the County.

F. Public and Municipal Review

The Comprehensive Plan Intergovernmental Coordination Element **Policy 1.1-c** states that “*Palm Beach County will continue to ensure coordination between the County’s Comprehensive Plan and plan amendments and land use decisions with the existing plans of adjacent governments and governmental entities.....*”

1. **Intergovernmental Coordination:** Notification of this amendment was sent to the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) for review on July 24, 2026. To date, no comments have been received.
2. **Other Notice:** Public notice by letter was mailed to the owners of properties within 500' of the perimeter of the site on July 24, 2026. In addition, interested parties were notified by mail including the Town of Haverhill, Independence Homeowners Association, Symphony Place HOA, and Timber Run Owners Association. Letters are added to Exhibit 9 as they are received during the course of the amendment process.

Exhibit 3

Applicant's Justification/Consistency with Comprehensive Plan

Justification Statement:

Liberty Property Limited Partnership, herein referred to as the "Applicant," requests a text amendment to the Palm Beach County Comprehensive Plan concerning the subject property located at 6017 Southern Blvd (approximately 0.38 miles from the intersection of Southern Blvd and N Jog Road). The Applicant requests a text amendment to Policy 2.2.4-e of the Palm Beach County Comprehensive Plan to explicitly allow vehicle repair and maintenance uses with ancillary sales on the subject property, and a concurrent FLUA amendment to the site-specific condition of approval established by Ordinance No. 2008-051. The amendment is intended to explicitly allow vehicle repair and maintenance uses with ancillary sales on the subject property and to restore flexibility for industrial-type commercial uses historically permitted under the EDC designation.

Introduction To the Site:

The subject site (PCN 00-42-43-34-19-001-0000; 002-0000; 016-0000; 023-0000), located at 6017 Southern Blvd (approximately 0.38 miles from the intersection of Southern Blvd and N Jog Road), is currently developed with Manufacturing, Processing, and Warehouse uses and is surrounded primarily by high density multifamily, institutional, and single family residential properties. The existing EDC Future Land Use designation is intended to accommodate employment-generating uses, including light industrial and commercial activities, consistent with the County's Economic Development Center goals.

Historical Context:

The EDC designation was established in 1999 to accommodate campus-like industrial, research, and employment centers within the Urban/Suburban Tier. Historically, the EDC allowed vehicular-based commercial uses of an industrial nature, including vehicle repair and maintenance, as a permissible use.

In 2008, Ordinance No. 2008-051 placed a site-specific limitation on the subject property, restricting development to a maximum of 1,139,464 square feet of light industrial uses. While intended to regulate development intensity, this limitation inadvertently prohibited industrial-type commercial uses that had previously been permissible under the EDC designation.

In 2022, the Comprehensive Plan was amended in conjunction with the introduction of the Commerce designation. During this process, language in Policy 2.2.4-e was inadvertently modified, limiting the types of industrial and ancillary commercial uses permitted in the EDC. There is no record of intent to remove vehicle repair and maintenance as an allowable use; the modification appears to have been incidental to broader Comprehensive Plan changes to introduce the Commerce FLU designation. Prior to the 2022 amendment, such uses could have been permitted through a standard Zoning Text Amendment (ZTA) under the EDC designation and supporting MUPD zoning.

Proposed Text Amendment and Concurrent FLUA Amendment:

The Applicant proposes a revision to Policy 2.2.4-e of the Palm Beach County Comprehensive Plan to explicitly allow vehicle repair and maintenance uses with ancillary sales within EDC-designated properties. In order to fully implement the intent of this text amendment and resolve site-specific development restrictions, the Applicant has concurrently submitted a FLUA amendment to Ordinance No. 2008-051 on May 6, 2026. This concurrent amendment will modify

the existing condition that limits development to a maximum of 1,139,464 square feet of light industrial uses or equivalent traffic-generating uses.

By coordinating the text amendment with the FLUA condition amendment, the Applicant ensures that vehicle repair and maintenance, as well as other compatible industrial-type commercial uses, can be allowed on the site in a manner consistent with the EDC designation and County standards, without triggering additional upfront traffic analysis requirements.

Text Amendment Request:

There is a proposed text amendment to Policy 2.2.4-e and a concurrent FLUA amendment to Ordinance No. 2008-051 (site-specific Condition of Approval). The criteria to be revised are outlined below (~~strike-out~~ and underline):

Policy 2.2.4-e. Additional Allowable Uses in Industrial Designations. In addition to the industrial uses, the land uses listed below are allowable within the Industrial type future land use designations as permitted by the ULDC.

11. Commercial uses pursuant to one or more of the following:

- a. Industrial (IND) and Economic Development Center (EDC) future land uses allows vehicular based Commercial uses of an industrial nature that have impacts similar to industrial uses such as auto repair and the like and accessory commercial uses which are incidental and subordinate to the primary industrial use, and Office of an Industrial Nature;
- b. Commercial uses in Commerce ~~and Economic Development Center~~ are limited to accessory commercial uses which are incidental and subordinate to the primary industrial use, and Office of an Industrial Nature;

Ordinance No. 2008-051 (Exhibit 1: Condition of Approval):

- 1. Development of the site under the EDC designation shall be limited to a maximum of 1,139,464 square feet of light industrial uses or equivalent traffic generating uses, as defined by the ULDC.

Justification (Policy 2.2.4-e Text Amendment and Ordinance No. 2008-051 Condition of Approval):

Policy Consistency: The amendment aligns the Comprehensive Plan and Ordinance No. 2008-051 with the original intent of the EDC designation to support employment-generating, light industrial, and industrial-type commercial activities. By explicitly permitting vehicle repair and maintenance uses with ancillary sales, the amendment restores historically allowed uses and ensures consistency across both policy and site-specific development standards.

Correction of EDC-Specific Limitations: Unlike other industrial MUPDs, which allow heavier commercial uses, the current EDC designation is uniquely restricted to light industrial uses. These limitations eliminate compatible commercial uses that would otherwise be permitted under standard industrial MUPDs, unnecessarily restricting tenant options and site utilization. The amendment corrects this inconsistency while maintaining compatibility with surrounding land uses and the industrial character of the site.

Clarity and Predictability: The proposed amendment provides clear guidance for property owners, developers, and County staff regarding allowable uses. By explicitly addressing both Policy 2.2.4-e and the site-specific limitations of Ordinance No. 2008-051, the revision ensures

that industrial-type commercial uses are recognized, permitted, and predictable, reducing ambiguity in development approvals.

Compatibility: The proposed uses are industrial in nature and have operational impacts comparable to existing light industrial activities. This ensures compatibility with surrounding uses, supports the functional intent of the EDC designation, and aligns with the development framework established for MUPD zoning.

No Increase in Intensity or Impact: The Condition of Approval amendment to Ordinance No. 2008-051 does not modify permitted density, FAR, or other development thresholds. The maximum development cap of 1,139,464 square feet of light industrial uses is retained; the revision solely clarifies allowable use categories by adding “or equivalent traffic-generating uses” so that future uses remain consistent with previously evaluated traffic impacts.

Economic Development: Restoring these previously permitted industrial-type commercial uses enhances the property’s marketability, expands tenant options, and supports the County’s objectives for job creation, efficient land use, and diversified economic development within EDC-designated areas.

G. Consistency with the Comprehensive Plan and Florida Statutes

G.1 Justification

As required by Future Land Use Element Policy 2.1-f, the adopted Future Land Use designations on the subject site are presumed to be correct, and the following statement demonstrates that a change is warranted. Because this request includes a text amendment to Policy 2.2.4-e together with a concurrent FLUA amendment to the site-specific condition of Ordinance No. 2008-051, this justification is a single, combined statement supporting both the text and FLUA amendments.

1) The proposed use is suitable and appropriate for the subject site. The site is currently developed with Manufacturing, Processing, and Warehouse uses under the EDC designation, which was established in 1999 to accommodate campus-like industrial, research, and employment centers. Vehicle repair and maintenance with ancillary sales is an industrial-type commercial use consistent with the operational character already present on site and historically permitted under the EDC designation. The proposed use does not introduce a new land use category to the site; it restores a use that was permissible before the removal of vehicle repair and maintenance from the Zoning Use Matrix roughly 15 years ago and the subsequent 2022 amendment to Policy 2.2.4-e, and it fits within the existing light industrial development cap established by Ordinance No. 2008-051. The proposed ULDC setback and enclosed-building conditions further tailor the use to the site's location adjacent to residential FLU designations.

2) Basis for the proposed amendment. The basis for this amendment rests primarily on the factor identified below.

a. Changes in FLU designations on adjacent properties. This is not the basis for the requested amendment. The surrounding high density multifamily, institutional, and single family residential properties have not changed designation in a way that drives this request.

b. Changes in access or characteristics of the general area. This is not the basis for the requested amendment. The access and general character of the area surrounding the site are unchanged.

c. New information or change in circumstances. This is the primary basis for the amendment. Approximately 15 years ago, during the County's Use Regulation Project,

vehicle repair and maintenance was removed from the Zoning Use Matrix, where it had been classified as a “D” use, with no analysis or justification documented in the record. The 2022 Comprehensive Plan text amendment, adopted to introduce the Commerce FLU designation, then carried that earlier, undocumented removal forward into Policy 2.2.4-e. There is no record of County intent to eliminate vehicle repair and maintenance as an allowable use in the EDC designation. This documented drafting history is new information and a change in circumstances that supports correcting the policy language. It is further corroborated by the LPA/PLC's unanimous 11-0 vote to initiate the amendment on April 10, 2026, following minimal discussion and no public comment.

d. Inappropriateness of the adopted FLU designation. The EDC designation itself remains appropriate for the site. What is inappropriate is the current text of Policy 2.2.4-e as applied to EDC properties, which unintentionally excludes a category of industrial-type commercial use that is compatible with, and historically associated with, the EDC designation.

e. Whether the adopted FLU designation was assigned in error. The FLU designation was not assigned in error. However, the undocumented removal of vehicle repair and maintenance from the Zoning Use Matrix roughly 15 years ago, the 2022 modification to Policy 2.2.4-e that followed it, and the 2008 condition of approval in Ordinance No. 2008-051 that did not anticipate this later policy change, together produced an unintended restriction on the subject site that this amendment is intended to correct.

G.2 Residential Density Increases

This request does not seek an increase in residential density and Future Land Use Element Policy 2.4-b is not applicable to this application. The subject site is designated EDC and EDC/5 and is developed and proposed to remain in industrial and industrial-type commercial use; no residential units, and no increase in residential density, are proposed on the site as part of this text amendment or the concurrent FLUA amendment to Ordinance No. 2008-051.

Because no residential density increase is requested, the Transfer of Development Rights, Workforce Housing, and Affordable Housing Programs are not applicable mechanisms for this application. Those programs are designed to accommodate additional residential density on sites carrying a residential FLU designation. The subject site carries a non-residential, EDC designation, and the amendment does not change the site's development cap, so there is no residential density need for these programs to address.

G.3 Compatibility

The subject site is currently developed with Manufacturing, Processing, and Warehouse uses and carries a current and proposed FLU designation of EDC and EDC/5. Based on the County's Future Land Use designation map for the surrounding area, the site directly abuts or is in close proximity to the following designations:

- MR-5 (Medium Residential, 5 units/acre), to the north, east, and west of the site;
- HR-12 (High Residential, 12 units/acre), to the southwest of the site;
- LR-1 (Low Residential, 1 unit/acre), to the south of Southern Blvd;
- CR/5 (Commercial Recreation, underlying MR-5) to the northeast;
- CH, CH/8, CHX, and CH/IND (Commercial High and related crosshatch designations), and IND (Industrial), along the Southern Blvd and Jog Rd frontages to the west and to the east.

The proposed vehicle repair and maintenance use with ancillary sales is industrial in nature and has operational impacts comparable to the light industrial uses already occurring on site, including

similar hours of operation, vehicular trip generation, and building form. The proposed ULDC amendments to Article 4.B.2.C.29 and 4.B.2.C.39 directly address compatibility with the adjacent residential designations identified above: the amendment confirms that no repair or maintenance building, structure, or activity may occur within 100 feet of any parcel of land with a residential FLU designation or use, unless the repair activity occurs entirely within an enclosed building, and it requires that online vehicle sales transactions be conducted off-site with deliveries taken to vehicles on-site inside the building. Both conditions specifically limit noise, visual, and operational impacts on the neighboring MR-5, HR-12, and LR-1 residential properties.

Unlike other industrial MUPDs, which allow heavier commercial uses, the EDC designation as currently written is uniquely restricted to light industrial uses. This limitation has eliminated compatible commercial uses that would otherwise be permitted under standard industrial MUPDs, unnecessarily restricting tenant options and site utilization without a corresponding compatibility benefit to the surrounding residential and institutional uses.

The site's proposed Final Site Plan confirms that this compatibility is not merely theoretical, it is already reflected in the site design. The repair and maintenance, light use is located within Building F, a 167,740 square foot building along the site's north side, of which 21,272 square feet is allocated to Repair and Maintenance, Light, 124,528 square feet to Manufacturing and Processing, and the remainder to warehouse and 10% ancillary office. The proposed parking table quantifies the intensity of this specific use, requiring 85 parking spaces for the Repair and Maintenance, Light component at the Code standard of 1 space per 250 square feet, a figure already accounted for within the site's total of 951 required and provided parking spaces.

Along the site's north property line, directly adjacent to Building F, the FSP shows a minimum 20-foot Type III incompatibility buffer combined with an 8-foot black vinyl coated chain-link fence, further separated from the nearest single family residential parcels (zoned AR, land use MR-5) by an intervening L.W.D.D. canal and water management tract. To the south, along Southern Blvd, the nearest institutional use is a Boys & Girls Club (Non-Profit Institutional, zoned RS, land use MR-5), separated from the site's buildings by the required front setback, a landscape buffer, and Southern Blvd itself. These physical buffers, screening, and separations were reviewed and approved as part of the existing MUPD site plan and are unchanged by this text or FLUA amendment; the amendment does not add building area, alter the site plan, or reduce any approved setback or buffer.

The FLUA amendment to Ordinance No. 2008-051 does not modify the permitted density, floor area ratio, or other development thresholds on the site. The existing cap of 1,139,464 square feet of light industrial uses is retained; the revision only clarifies allowable use categories by adding "or equivalent traffic-generating uses," so that any future use remains consistent with previously evaluated traffic impacts. Because building intensity, parking demand, and the approved buffers and setbacks separating Building F from adjacent residential and institutional uses are all unchanged, the proposed use maintains compatibility with the surrounding multifamily, institutional, and single family residential properties.

This is confirmed quantitatively in the Traffic Equivalency Statement prepared by Kimley-Horn and Associates, Inc., dated June 29, 2026), which compares the previously approved 1,139,464 square foot General Light Industrial program to the proposed program of 302,366 square feet of Manufacturing (ITE Code 140), 21,272 square feet of Automobile Parts and Service Center, which is the ITE classification applied to the light repair and maintenance use (ITE Code 943), and 337,102 square feet of Warehouse (ITE Code 150), using Palm Beach County Traffic Division rates and the ITE Trip Generation Manual, 12th Edition. That analysis found that the proposed program, including the repair and maintenance use, generates 1,850 fewer net new external daily trips, 288 fewer net new external AM peak hour trips, and 245 fewer net new external PM peak hour trips than the previously approved land use for the site. Because the proposed use reduces,

rather than increases, the site's traffic impact on the surrounding road network and adjacent properties, it is compatible with the surrounding multifamily, institutional, and single family residential uses from an operational and traffic standpoint, not only a land use standpoint.

G.4 Consistency with Comprehensive Plan

The Applicant elects to provide the following data and analysis demonstrating consistency with the Future Land Use Element. The amendment aligns the Comprehensive Plan and Ordinance No. 2008-051 with the original intent of the EDC designation, as described in Policy 2.2.4-c, to accommodate employment opportunities, research parks, and Employment Centers developed as planned developments with internal circulation and buffering from surrounding land uses, and is consistent with Future Land Use Element Policy 2.1-f governing the review of proposed Future Land Use Atlas and text amendments.

The proposed amendment provides clear guidance for property owners, developers, and County staff regarding allowable uses. By explicitly addressing Policy 2.2.4-e, the site-specific limitation of Ordinance No. 2008-051, and the related setback and accessory-use provisions in ULDC Article 4.B.2.C.29 and 4.B.2.C.39 in a single, coordinated amendment, the revision ensures that industrial-type commercial uses are recognized, permitted, and predictable, reducing ambiguity in future development approvals. This coordinated approach is consistent with the Urban/Suburban Tier's stated intent, per the Comprehensive Plan, to accommodate the bulk of the County's population and its need for employment while ensuring development is compatible with the scale, mass, intensity of use, height, and character of urban or suburban communities.

The subject site is not located within a Special Planning Area or Overlay identified on the Special Planning Areas Map (LU 3.1); however, the site does fall within the boundaries of the Palm Beach International Airport Approach Path Conversion Area (PBIA) Overlay, the Turnpike Aquifer Protection Overlay (TAPO), the Urban Redevelopment Area (URA), the Revitalization and Redevelopment Infill Overlay (RRIO), the Jog Road Corridor Study (JRCS) area, and the Haverhill Area Neighborhood Plan (HANP). None of these overlays impose policies that conflict with the proposed text or FLUA amendment, and no additional Special Plan or Overlay policies apply beyond those already addressed in this attachment.

G.5 Consistency with Florida Statutes

The Applicant elects to provide the following data and analysis demonstrating consistency with Chapter 163.3177, Florida Statutes. The amendment is based on the data and analysis contained in this attachment, including the documented drafting history of the EDC designation, Policy 2.2.4-e, Ordinance No. 2008-051, and the related ULDC provisions, consistent with the requirement in Section 163.3177(1), F.S., that comprehensive plan elements be based upon relevant and appropriate data.

The amendment does not increase the overall development intensity or square footage permitted on the site, does not affect any adopted level of service standard, and does not modify any residential density; the existing 1,139,464 square foot cap under Ordinance No. 2008-051 is retained. This is confirmed by the Traffic Equivalency Statement prepared by Kimley-Horn and Associates, Inc. (June 29, 2026), which found that the proposed development program, inclusive of the light repair and maintenance use, generates 1,850 fewer net new external daily trips, 288 fewer AM peak hour trips, and 245 fewer PM peak hour trips than the previously approved General Light Industrial program for the site. Because the proposed use generates fewer trips than the development already evaluated and approved for the site, no adopted level of service standard is adversely affected, and no additional traffic concurrency analysis is triggered. As such, the

amendment is consistent with the coordination and internal consistency requirements of Section 163.3177(2), F.S., and does not create an inconsistency with any other goal, objective, or policy of the Comprehensive Plan.

Conclusion:

Approval of this text amendment to Policy 2.2.4-e, in conjunction with the concurrent FLUA amendment to Ordinance No. 2008-051, will correct unintended limitations introduced in prior Comprehensive Plan and Ordinance updates, clarify allowable uses, and enable compatible, economically productive development consistent with the EDC designation and County objectives. This consolidated statement supersedes and combines the justification previously provided across the March 10, 2026 and subsequent submittals to provide a single, current statement addressing both the Policy and Condition of Approval changes.

Exhibit 4

Applicant's Public Facilities Table

A. Traffic Information	
See Exhibit 5	
B. Mass Transit Information	
Nearest Palm Tran Route (s)	40 (WPB - BLG via SR-80)
Nearest Palm Tran Stop	Stop 4053 (South side of Belvedere Road approximately 0.03 feet east of the intersection of Belvedere Road and Drexel Road)
Nearest Tri Rail Connection	West Palm Beach Tri-Rail Station, 203 South Tamarind Avenue
C. Potable Water & Wastewater Information	
Please refer to Application Attachment I for the PBC WUD Service Availability Letter.	
Potable Water & Wastewater Providers	Palm Beach County Water Utilities Department
Nearest Water & Wastewater Facility, type/size	Capacities are available with PBCWUD utility service area. Based on a review of current PBCWUD infrastructure, the existing development is currently being served by an 8-inch water main that is looped within the property. There is also a 24-inch water transmission line crossing the property south of Lake Worth Drainage District Canal L-4. The existing development is currently being served by an 8-inch gravity main southwest and southeast of the property and runs parallel along 1st St. The existing FLUA Amendment Application 8 2025 gravity main will need to be analyzed to confirm that it has the capacity to accept additional flows from the referenced property.
D. Drainage Information	
Per the Drainage Statement prepared by Smiley & Associates, Inc. (dated September 3, 2018), the Liberty Airport Center (formerly known as Southern Park Industrial Park) is an approximately 70-acre site located along Southern Boulevard, just east of Jog Road in Palm Beach County, within the South Florida Water Management District (SFWMD) C-51 Basin. All buildings on the subject property are existing. The site received an Environmental Resource Permit from SFWMD on December 10, 2014, with subsequent minor modifications approved for each building phase as construction progressed. The site's surface water management system consists of pipes, inlets, and onsite lakes. The drainage system incorporates stormwater runoff from on-site drainage areas, provides the required pretreatment volume, and attenuates stormwater prior to discharge. The onsite lakes and drainage systems provide the necessary capacity for storm drainage attenuation to meet storm event standards per SFWMD, LWDD, FDOT, and Palm Beach County requirements. Finish floor elevations are set at or above the 100-year/3-day zero discharge stage, and parking lots meet previously approved elevations at a minimum of the 5-year/24-hour rainfall event. The	

existing system maintains legal positive outfall to the Lake Worth Drainage District (LWDD) L-4 Canal via an existing control structure and outfall pipe, designed for storm attenuation by means of onsite lakes and underground storage. The system continues to meet the C-51 compensating storage requirements of the SFWMD, and all system design criteria meet the standards of the South Florida Water Management District, Lake Worth Drainage District, Palm Beach County, and the Florida Department of Transportation.

E. Fire Rescue

Nearest Station	Station #34, 231 S. Benoist Farms Road
Distance to Site	Station #34 is 3.25 miles from the subject site.
Response Time	Based on the information provided by PBC Fire-Rescue, the estimated response time is 9 minutes.
Effect on Resp. Time	PBC Fire-Rescue has determined that the proposed amendment will have minimal impact on fire rescue response time.

F. Environmental

Significant habitats or species	The site is currently developed and largely cleared, with existing improvements in place. Remaining vegetation is primarily limited to upland native habitat within pockets of platted preserve areas, along with some interspersed non-native vegetation typical of previously disturbed sites. Overall, the property reflects a developed condition with isolated vegetated areas rather than a contiguous natural habitat
Flood Zone*	The subject parcel is located in Flood Zone X.
Wellfield Zone*	A portion of the subject property, located at the northwest corner of the site, is within Wellfield Protection Zone #3.

G. Historic Resources

Per the Historical and Archaeological Resource Review letter prepared for the subject property,, no archaeological resources are located on or within 500 feet of the property. The property is located within 500 feet of two known historic resources: the West Palm Beach Canal (8PB10331) and the Bushel Stop (8PB1362). The Bushel Stop was deemed ineligible for inclusion in the National Register of Historic Places. The West Palm Beach Canal is eligible for inclusion in the National Register of Historic Places; however, as a linear resource, the proposed development does not constitute an adverse effect. Per Article 9, the proposed development will not adversely impact any culturally significant resources.

Exhibit 5 Traffic Division Letter



**Engineering and
Public Works Department**

P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbc.gov

**Palm Beach County
Board of County
Commissioners**

Sara Baxter, Mayor
Marci Woodward, Vice Mayor

Maria G. Marino
Gregg K. Weiss
Joel G. Flores
Maria Sachs
Bobby Powell Jr.

County Administrator

Joseph Abruzzo

July 27, 2026

Stephanie A. Guerra, P.E.
Kimley-Horn and Associates, Inc.
477 S Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401

**RE: Liberty Airport Center
Traffic Equivalency – Ordinance 2008-051 Text Amendment
Round 27-A**

Dear Ms. Guerra:

Palm Beach County Traffic Division has reviewed the Traffic Equivalency Statement, dated June 29, 2026, related to the above referenced Text Amendment application for the Liberty Airport Center property. The project is summarized as follows:

Location:	North of Southern Blvd, 0.40 mile East of Jog Rd	
PCN:	00-42-43-34-19-001-0000, -002-0000, 016-0000, 023-0000	
Acres:	68.01 Acres	
	Current FLU	Proposed FLU/Text
FLU:	Economic Development Center (EDC)	No change
Zoning:	Multiple Use Planned Development (MUPD)	No change
Approved Use	Maximum 1,139,464 SF Light Industrial (Ordinance No. 2008-051)	No change in SF, but amending language to add equivalent traffic generating uses
Proposed Use	NA	Manufacturing = 302,366 SF Warehouse = 337,102 SF Automobile Parts and Service = 21,272 SF
Net Daily Trips:	3,692	1,842
Net PH Trips:	492 (423/69) AM, 502 (121/381) PM	204 (156/48) AM, 257 (78/179) PM

Based on the review, the Traffic Division has determined that the proposed use will generate equivalent number of trips as compared to those from the land use and maximum intensity approved in the approving Ordinance of this project.

"An Equal Opportunity Employer"



printed on sustainable
and recycled paper



Stephanie A. Guerra, P.E.
July 27, 2026
Page 2

Please contact me at 561-684-4030 or email me at QBari@pbc.gov with any questions.

Sincerely,

A handwritten signature in cursive script, reading "Quazi Bari".

Quazi Bari, P.E., PTOE
Manager – Growth Management
Traffic Division

QB:yg

cc: Addressee
Dominique Simeus, P.E. – Professional Engineer, Traffic Division
Melissa Michael, Senior Planner, Planning Division
Aaron Cramer – Site Planner I, Planning Division
Dorian Bellosa – Site Planner I, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Kathleen Chang – Senior Planner, Planning Division
David Wiloch – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review
F:\TRAFFIC\Development Review\Comp Plan\27-A\Liberty Airport Center.docx

Exhibit 6

Water & Wastewater Provider LOS Letter



**Water Utilities Department
Engineering**

P. O. Box 16097
West Palm Beach, FL 33416-6097

(561) 493-6000
Fax: (561) 493-6113
www.pbcwater.com

**Palm Beach County
Board of County
Commissioners**

Sara Baxter, Mayor
Marci Woodward, Vice Mayor
Maria G. Marino
Gregg K. Weiss
Joel G. Flores
Maria Sachs
Bobby Powell Jr.

County Administrator

Joseph Abruzzo

*"An Equal Opportunity
Affirmative Action Employer"*

May 5, 2026

Jordan Sperlin, MURP, LEED, GA
Schmidt Nichols
1551 N Flagler Dr, Suite 102
West Palm Beach, FL 33401

Re: Liberty Airport Center - Service Availability
6017 Southern Blvd, West Palm Beach, FL 33415
PCN 00-42-43-34-19-001-0000, 002-0000, 016-0000, 023-0000
PCN 00-42-43-34-12-003-0000

PBCWUD No. TBD

To Whom It May Concern,

This is to confirm that the referenced property is located within Palm Beach County Utility Department (PBCWUD) utility service area.

Based on a review of current PBCWUD infrastructure and existing customers within the general vicinity of the referenced properties, PBCWUD currently has the capacity for the proposed development.

The proposed development is currently being served by an 8-inch water main that is looped within the property. There is also a 24-inch water transmission line crossing the property south of Lake Worth Drainage District Canal L-4.

The proposed development is currently being served by an 8-inch gravity main southwest and southeast of the property and runs parallel along 1st St. The existing gravity main will need to be analyzed to confirm that it has the capacity to accept additional flows from the referenced property.

The applicant will be responsible for field-verifying the location, size, and material of the existing infrastructure. Additionally, the applicant must confirm the existing mains located within the subject property include utility easements. If no utility easement exists, then the applicant will be required to provide utility easements in accordance with PBCWUD standards. Please note that any existing PBCWUD utilities, within a utility easement, must be relocated prior to the abandonment of the easement.

Please note that this letter does not constitute a final commitment for service until the final design has been approved by PBCWUD. The addition of new developments/customers prior to service initiation to the property may affect the available capacity. PBCWUD does not make any representations as to the availability of capacity as of the future service initiation date.

If you have any questions, please do not hesitate to contact me at (561)493-6116 or at atirado@pbcwater.com

Sincerely,

A handwritten signature in blue ink, appearing to read 'Aris Tirado', with a stylized flourish at the end.

Aris Tirado, P.E.
Principal Professional Engineer

Exhibit 7

Disclosure of Ownership Interests

PALM BEACH COUNTY - ZONING DIVISION

FORM # 9

DISCLOSURE OF OWNERSHIP INTERESTS – PROPERTY

[TO BE COMPLETED AND EXECUTED BY THE PROPERTY OWNER(S) FOR EACH APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT OR DEVELOPMENT ORDER]

TO: PALM BEACH COUNTY PLANNING, ZONING AND BUILDING EXECUTIVE DIRECTOR, OR HIS OR HER OFFICIALLY DESIGNATED REPRESENTATIVE

STATE OF FLORIDA
COUNTY OF PALM BEACH

BEFORE ME, the undersigned authority, this day personally appeared
*Travis Harvey, hereinafter referred to as "Affiant," who
being by me first duly sworn, under oath, deposes and states as follows:

1. Affiant is the ☐ individual or ☒ Senior Vice President [position -
e.g., president, partner, trustee] of Liberty Property Limited Partnership [name
and type of entity - e.g., ABC Corporation, XYZ Limited Partnership] that holds an
ownership interest in real property legally described on the attached Exhibit "A" (the
"Property"). The Property is the subject of an application for Comprehensive Plan
amendment or Development Order approval with Palm Beach County.

2. Affiant's address is: 1800 Wazee Street, Suite 500
Denver, CO 80202

3. Attached hereto as Exhibit "B" is a complete listing of the names and addresses of
every person or entity having a five percent or greater interest in the Property.
Disclosure does not apply to an individual's or entity's interest in any entity registered
with the Federal Securities Exchange Commission or registered pursuant to
Chapter 517, Florida Statutes, whose interest is for sale to the general public.

4. Affiant acknowledges that this Affidavit is given to comply with Palm Beach County
policy, and will be relied upon by Palm Beach County in its review of application for
Comprehensive Plan amendment or Development Order approval affecting the
Property. Affiant further acknowledges that he or she is authorized to execute this
Disclosure of Ownership Interests on behalf of any and all individuals or entities holding
a five percent or greater interest in the Property.

5. Affiant further acknowledges that he or she shall by affidavit amend this disclosure to
reflect any changes to ownership interests in the Property that may occur before the
date of final public hearing on the application for Comprehensive Plan amendment or
Development Order approval.

6. Affiant further states that Affiant is familiar with the nature of an oath and with the
penalties provided by the laws of the State of Florida for falsely swearing to statements
under oath.

*NOTE: Travis Harvey, Senior Vice President for Liberty Property Trust, GP for Liberty Property Limited Partnership

7. Under penalty of perjury, Affiant declares that Affiant has examined this Affidavit and to the best of Affiant's knowledge and belief, it is true, correct, and complete.

FURTHER AFFIANT SAYETH NAUGHT.


 *Travis Harvey, Affiant
 (Print Affiant Name)

NOTARY PUBLIC INFORMATION:

**STATE OF FLORIDA
 COUNTY OF PALM BEACH**

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 10th day of FEBRUARY, 2026 by TRAVIS HARVEY (name of person acknowledging). He/she is personally known to me or has produced IN PERSON (type of identification) as identification and ☒ did not take an oath (circle correct response).

ANDRES RYAN CID
 (Name - type, stamp or print clearly)


 (Signature)

My Commission Expires on: 9/13/27

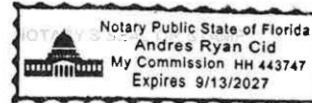


EXHIBIT "A"

PROPERTY

BEING A REPLAT OF A PORTION OF THE PLAT OF SOUTHERN LIGHT INDUSTRIAL PARK, A M.U.P.D, RECORDED IN PLAT BOOK 120, PAGES 193 THROUGH 197, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, LYING IN SECTION 34, TOWNSHIP 43 SOUTH, RANGE 42 EAST, PALM BEACH COUNTY, FLORIDA.

CONTAINING 68.01 ACRES OR 2,962,688 SQUARE FEET, MORE OR LESS.



EXHIBIT "B"

DISCLOSURE OF OWNERSHIP INTERESTS - PROPERTY

Affiant must identify all entities and individuals owning five percent or more ownership interest in the Property. Affiant must identify individual owners. For example, if Affiant is an officer of a corporation or partnership that is wholly or partially owned by another entity, such as a corporation, Affiant must identify the other entity, its address, and the individual owners of the other entity. Disclosure does not apply to an individual's or entity's interest in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, Florida Statutes, whose interest is for sale to the general public.

Name	Address

Exhibit 8

Correspondence

Aaron Cramer

From: Leah AG <leanet1803@gmail.com>
Sent: Monday, July 27, 2026 7:27 PM
To: Aaron Cramer
Cc: PZB Planning POC; Sara Baxter; Marci Woodward; Maria Marino G.; Gregg Weiss; Joel Flores G.; Maria Sachs; Bobby Powell
Subject: Public Comment Regarding Liberty Airport Center Amendment (LGA 2026-006) – Traffic Safety Improvements for Southern Boulevard

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Dear Mr. Cramer and Members of the Palm Beach County Planning Team,

My name is **Leanet Andino**, and I am a resident of the community located adjacent to the proposed Liberty Airport Center Amendment (LGA [2026-006](#)), near Southern Boulevard.

First, I would like to express my appreciation for the opportunity to provide public comments regarding this proposed amendment.

I want to make it clear that **our community is not opposed to the Liberty Airport Center project or to the economic growth and employment opportunities that responsible development can bring to Palm Beach County**. We recognize the importance of continued investment in our area and appreciate the County's commitment to supporting economic development.

However, I respectfully ask that the County give careful consideration to a long-standing public safety issue that directly affects the residents living south of the proposed development.

For many years, residents who access Southern Boulevard from **Pine Road, Avocado Boulevard, Guava Avenue and Coconut RD** have faced increasingly dangerous traffic conditions.

Among these intersections, **Pine Road has become a particular safety concern**, where residents have witnessed numerous traffic accidents and near-miss incidents while attempting to enter or cross Southern Boulevard. Every day, families, workers, students, and emergency vehicles must navigate these access points, often waiting long periods for a safe opportunity to merge into high-speed traffic.

As our community continues to grow, and with the potential increase in traffic associated with this proposed amendment, many residents are concerned that these already dangerous conditions may worsen unless appropriate traffic safety improvements are considered.

Therefore, we respectfully request that Palm Beach County include, as part of its review of this amendment:

- A comprehensive traffic impact evaluation for the residential access points along Southern Boulevard.

- A review of existing traffic safety conditions affecting nearby neighborhoods.
- Consideration of installing a **traffic signal at Pine Road and Southern Boulevard** if supported by engineering analysis.
- If another nearby location, such as **Avocado Boulevard**, is determined by County traffic engineers to provide a safer and more effective solution, we respectfully ask that such an alternative also be considered.

Our request is not intended to delay or oppose development.

Rather, we believe that **responsible growth should be accompanied by the infrastructure improvements necessary to protect the residents who already call this community home.**

Southern Boulevard is one of the busiest roadways in Palm Beach County, and safely entering or crossing it from our neighborhood has become increasingly difficult over the years. This proposed amendment presents an important opportunity to evaluate whether additional traffic safety improvements are warranted for the benefit of both current residents and future development.

Finally, I would like to emphasize that this concern is shared by many residents throughout our neighborhood. Numerous neighbors have expressed the same safety concerns regarding these intersections, particularly at Pine Road.

If it would assist the County during the review process, **our community is prepared to organize a neighborhood petition and collect signatures from affected residents** in support of this request. Our goal is to work collaboratively with Palm Beach County to ensure that future growth is accompanied by meaningful improvements that enhance public safety for everyone.

Thank you for your time, your consideration, and your service to the residents of Palm Beach County.

We respectfully ask that this letter be included in the public record for the Liberty Airport Center Amendment (LGA [2026-006](#)) and be considered during the review and public hearing process.

This letter is submitted on behalf of concerned residents living along Coconut Road, Pine Road, Avocado Boulevard, and Guava Avenue.

Respectfully,

Leanet Andino
Concerned Resident
West Palm Beach, Florida