



The Skees Road Study

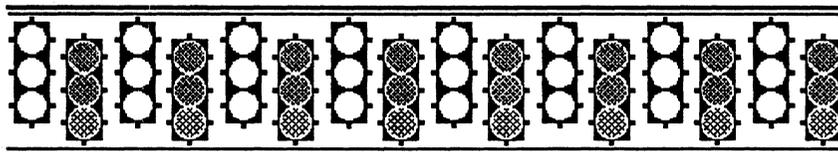
April 29, 1996 Report

Produced by
The Advanced Planning Section
of the
Planning Division of Palm Beach County

A Division of
The Planning, Zoning & Building Department
Palm Beach County, Florida

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Abstract

Comprehensive Plan amendment #94-57 RES 1 had previously been considered for this site by the Board of County Commissioners (BCC) to change from industrial to residential land use. In June of 1994 the BCC set aside the amendment and directed planning staff to undertake the Skees Road Study. Its purpose was to determine the appropriate future land use for the section located at the northeast quadrant of Skees Road and Belvedere Road. The study was carried out by surveying the existing conditions of the area, convening a community meeting to investigate public concerns and alternate actions, and producing this final report which explores identified issues and gives remedial options.

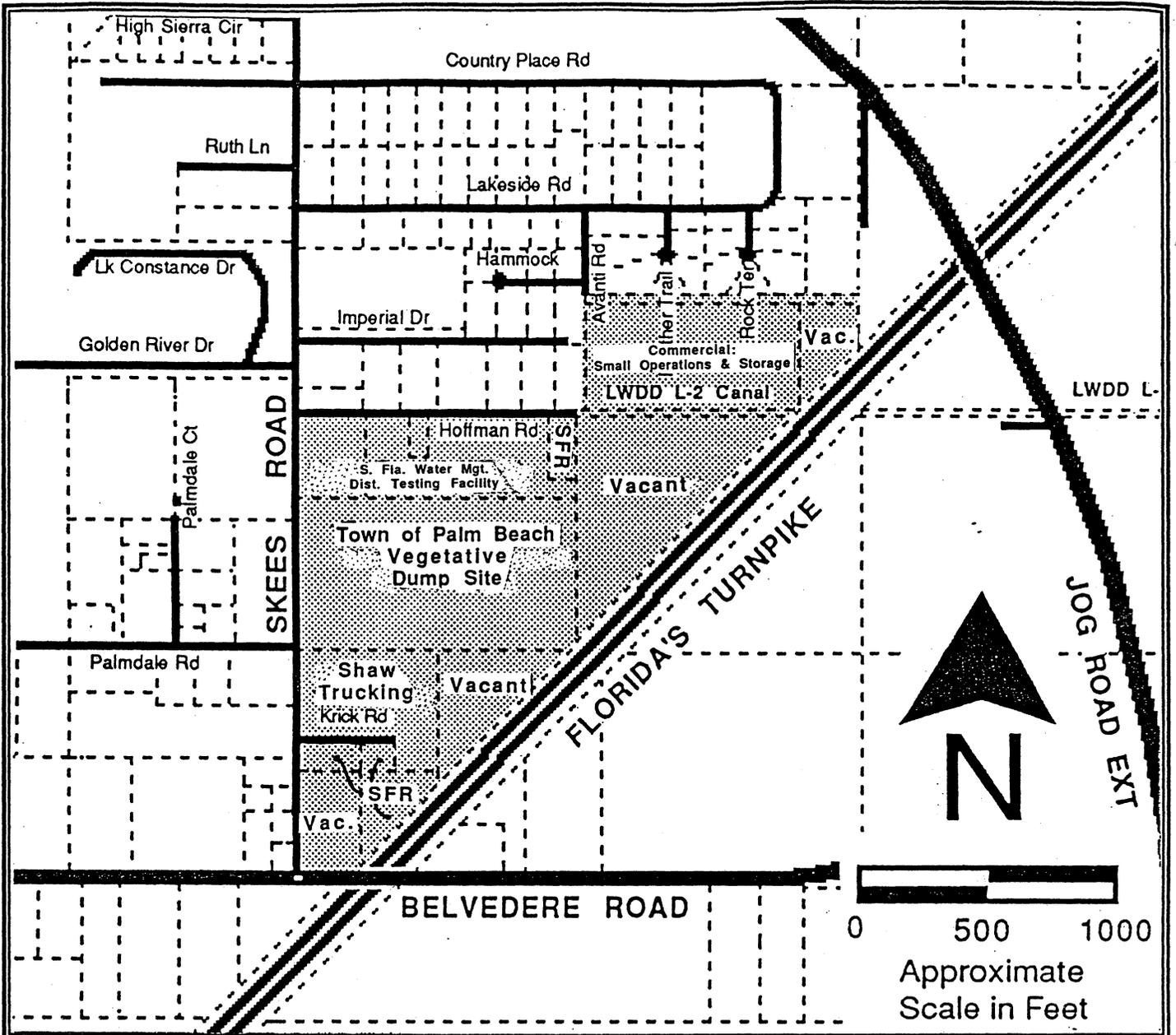
The study determined that land use designation was not the central issue. Rather, interested citizens focused on the problems of increasing traffic volumes on Skees Road and the related issues of access delays, cut-through traffic, truck traffic, safety, and the unwanted potential of widening the two mile length of Skees Road. These were potential impacts regardless of the future land use designation assigned to the area. The study suggests that the best course of action is to maintain the current industrial land use designation but reorient the access of industrial uses away from Skees Road and towards the Jog Road extension. This could be accomplished by extending an existing access road in conjunction with removing industrial access points on southern Skees Road. In addition, the study recommends buffering industrial uses along southern Skees Road and encouraging additional access points for the Golden Lakes community. Finally, a recommendation for increased code enforcement addresses other problem areas.

I. Introduction and History

In the fall of 1991, area residents formed a group called the Golden-Skees Community Action Committee with the purpose of promoting a predominantly residential character for the greater Skees Road area. Composed of residents from the Golden Lakes Condominium Association (Phase A and Phase B) and single family homeowners in the neighborhoods of Country Place/Lakeside Road and High Sierra Circle, the group asked the County to study and address local land use problems and transportation issues. Of primary concern was the interface between residential and industrial uses and its impact on traffic.

The formation of the Golden-Skees Community Action Committee came about, in part, from local initiatives to change land uses in the area bordering Skees and Belvedere Roads. Of particular concern was a rezoning petition filed by Shaw Trucking, located on the east side of Skees Road, just north of Krick Road. The trucking company already possessed an industrial future land use designation and requested a rezoning from the non-conforming Agricultural Residential to an industrial zoning district. The County denied this request, thus preventing Shaw Trucking's planned business expansion. At the time of denial, the BCC provided direction to staff to consider changes to the existing industrial land use designations.

Between December 1991 and February, 1992, the Palm Beach County Planning Division conducted a study of the area and produced the Skees Road Special Project. It surveyed existing conditions, explored issues identified by the community, and gave five possible land use scenarios to solve identified problems. The report recommended that the industrial and commercially designated section east of Skees Road and south of Lakeside Road be designated to a residential future land use. Based on the findings of the Skees Road Special Project, the County initiated a Comprehensive Plan amendment in the spring of 1992.



THE SKEES ROAD STUDY

Proposed Comp
Plan Amendment #
94-57 RES 1

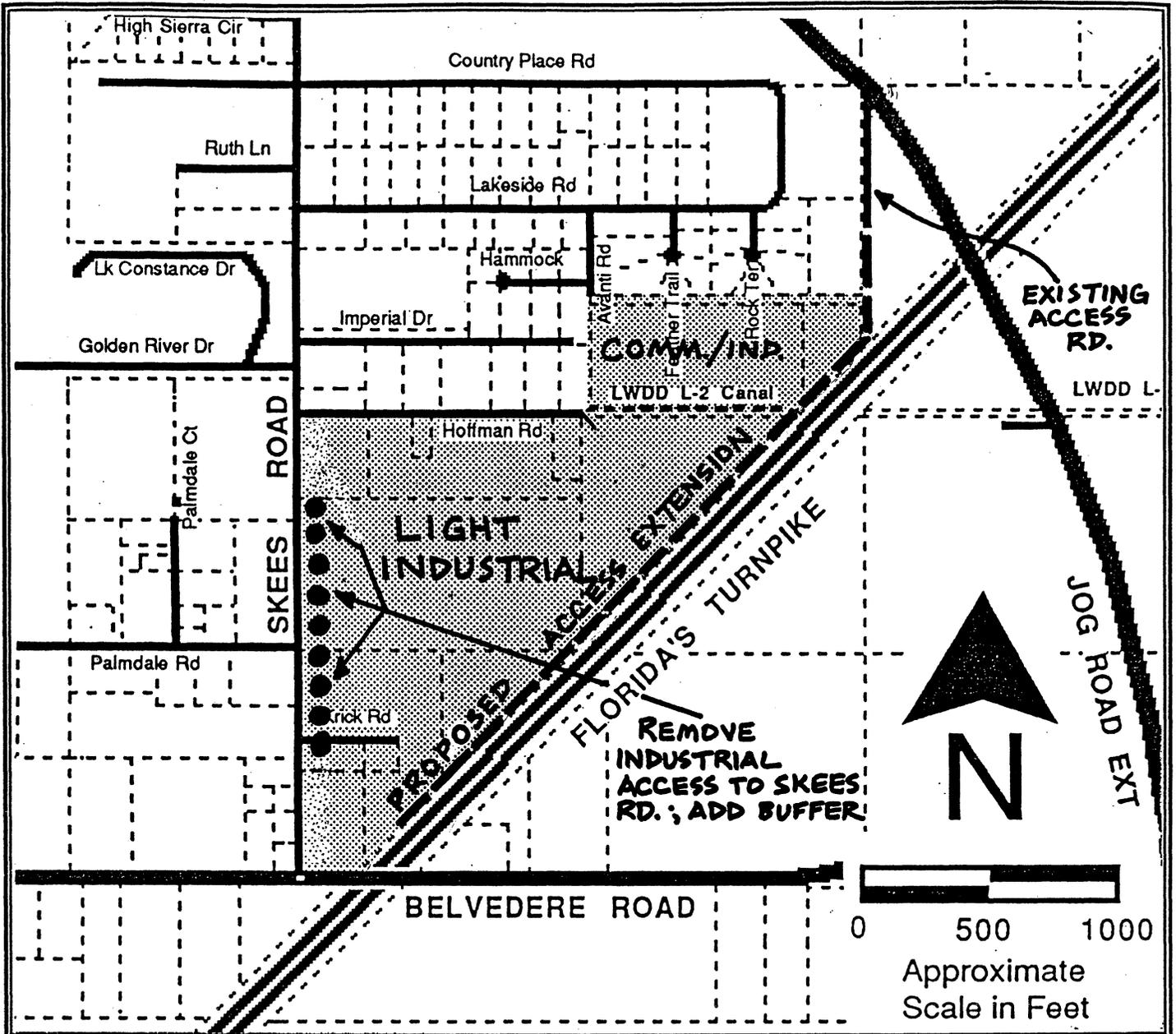
Legend



Road Traffic
Signal



Proposed Comp
Plan Amendment
94-57 RES 1



THE SKEES ROAD STUDY

Final Recommendations

Legend



Road Traffic Signal



Proposed Comp Plan Amendment 94-57 RES 1

During 1993-94, Shaw Trucking unsuccessfully sought to reverse the Board of County Commissioners' denial of their rezoning petition. They sued Palm Beach County, asking the court to decide if the County was obligated to give a zoning designation that was compatible with a pre-existing industrial future land use designation. The court's decision upheld the County's action.

The Comprehensive Plan amendment (later known as #94-57 RES 1) proposed changing the future land use designation of the area bounded by Skees Road to the west, Hoffman Road to the north, Florida's Turnpike to the east, and Belvedere Road to the south, from industrial and commercial to residential. Refer to page 2 for map titled "Proposed Comp. Plan Amendment #94-57 RES 1". This affected several developed industrial parcels including Shaw Trucking, the Town of Palm Beach vegetative dump site, and the small industrial park adjacent to Hoffman Road.

Based on the fact that a significant portion of the area comprising proposed Comprehensive Plan amendment #94-57 RES 1 was currently industrial, the BCC set aside the plan amendment and directed planning staff to restudy the area. The County wanted to fully explore all possible remedial options. Consequently, planning staff carried out this study.

II. Project Description

A. Study Overview

The initial purpose of the Skees Road Study was to determine the appropriate future land use, or mix of future land uses, for the area of Comprehensive Plan amendment #94-57 RES 1 (bounded by Skees Road to the west, Hoffman Road to the north, Florida's Turnpike to the east, and Belvedere Road to the south). As previously mentioned, this was carried out by surveying the existing conditions of the area, convening a community meeting to investigate public concerns and alternate actions, and producing a final report which explores all identified issues and gives remedial recommendations.

A detailed work program of the study is provided in the appendix of this report. Briefly stated, the format of the report is as follows:

- I. Introduction and history
- II. Project description
 - Study overview
 - Community input
- III. Background: Inventory of existing conditions
 - Existing land use conditions
 - Future land use designations
 - Zoning
 - Transportation conditions
 - Other services
 - Recent development activity
- IV. Public input: Identifying issues and possible solutions
 - Questions 1 & 2: Identifying and grouping local problems
 - Question 3 & 4: Suggesting answers to identified problems
- V. Analysis and conclusions
- VI. Implementation options: Traffic circulation issues
- VII. Follow-up public input: The August 30, 1995 meeting with the directly affected property owners
- VIII. Formal Review of Proposed Plan
- IX. Appendix

B. Community Input

In order to encourage community input, Palm Beach County identified: 1) property owners falling within the boundaries of #94-57 RES 1; 2) property owners or associations adjacent to #94-57 RES 1 or directly fronting on Skees Road in the vicinity of #94-57 RES 1; 3) those whose principal access is via Skees Road; and 4) associations or committees that have historically had an interest in the outcome of #94-57 RES 1. Refer to page 8 for map titled, "Affected property Owners: Proposed Comp Plan Amendment #94-57 RES 1" for a visual depiction.

On March 23, 1995 planning staff held a community meeting at the Redemption Evangelical Lutheran Church, 970 Pike Road, West Palm Beach, to identify public concerns and to seek possible consensus for solutions. Two weeks prior to the meeting, over 100 notices were mailed to the potentially affected property owners using the County's tax records. Over 45 citizens attended the 7:00 - 9:00 pm forum, representing a variety of interests including the communities of: Golden Lakes, High Sierra, Country Place/Lakeside Road, Krick Road, Palmdale Rd./Ct., and Ruth Lane; as well as other entities such as Shaw Trucking and the Town of Palm Beach. The results of the identified

issues and suggested solutions are discussed in section V. Analysis and Conclusions on page 25.

The meeting was very successful. As a result, planning staff announced that future community forums did not appear necessary. All attenders were informed that they would receive copies of the draft report and would also receive notice of BCC meetings when the subject would be addressed again.

III. Background: Inventory of Existing Conditions

The following information was presented at the March 23, 1995 community meeting as background for participants.

A. Existing Land Use

The land uses in the area are mixed, combining industrial, commercial, single family, and multi-family residential housing. The industrial uses are located at both ends of Skees Road between Okeechobee and Belvedere Roads with the residential uses in the middle. For a graphic representation of the area's existing land uses, refer to page 10 for map titled "Existing Land Uses".

To the east of the Palmdale Road/Palmdale Court community, on the east side of Skees Road is the area designated by proposed Comprehensive Plan Amendment #94-57 RES 1. It includes a mixture of light industrial uses, limited commercial, four vacant parcels, and four residences. A site located south of Hoffman Road is a new, small industrial park that contains ten industrial lots. Only one is developed as a 11,400 square foot testing lab facility owned by the South Florida Water Management District (SFWMD). One single family home has access via Hoffman Road and is situated behind the industrial park. To the south is the Town of Palm Beach vegetative dump site which occupies 28.8 acres. To the south of the dump is Shaw Trucking on a 'L' shaped 8.4 acre lot. Several vacant triangular-shaped parcels exist to the east of the industrial uses and have the turnpike as their eastern boundary. They range in size from 3-14 acres.

South of Shaw Trucking, approximately 5-7 single family homes occupy lots ranging in size from 1-2.5 acres between Krick and Belvedere Roads. A vacant, four acre lot on the corner of Belvedere and Skees Roads is zoned medium residential and is currently listed for sale as an industrial site.

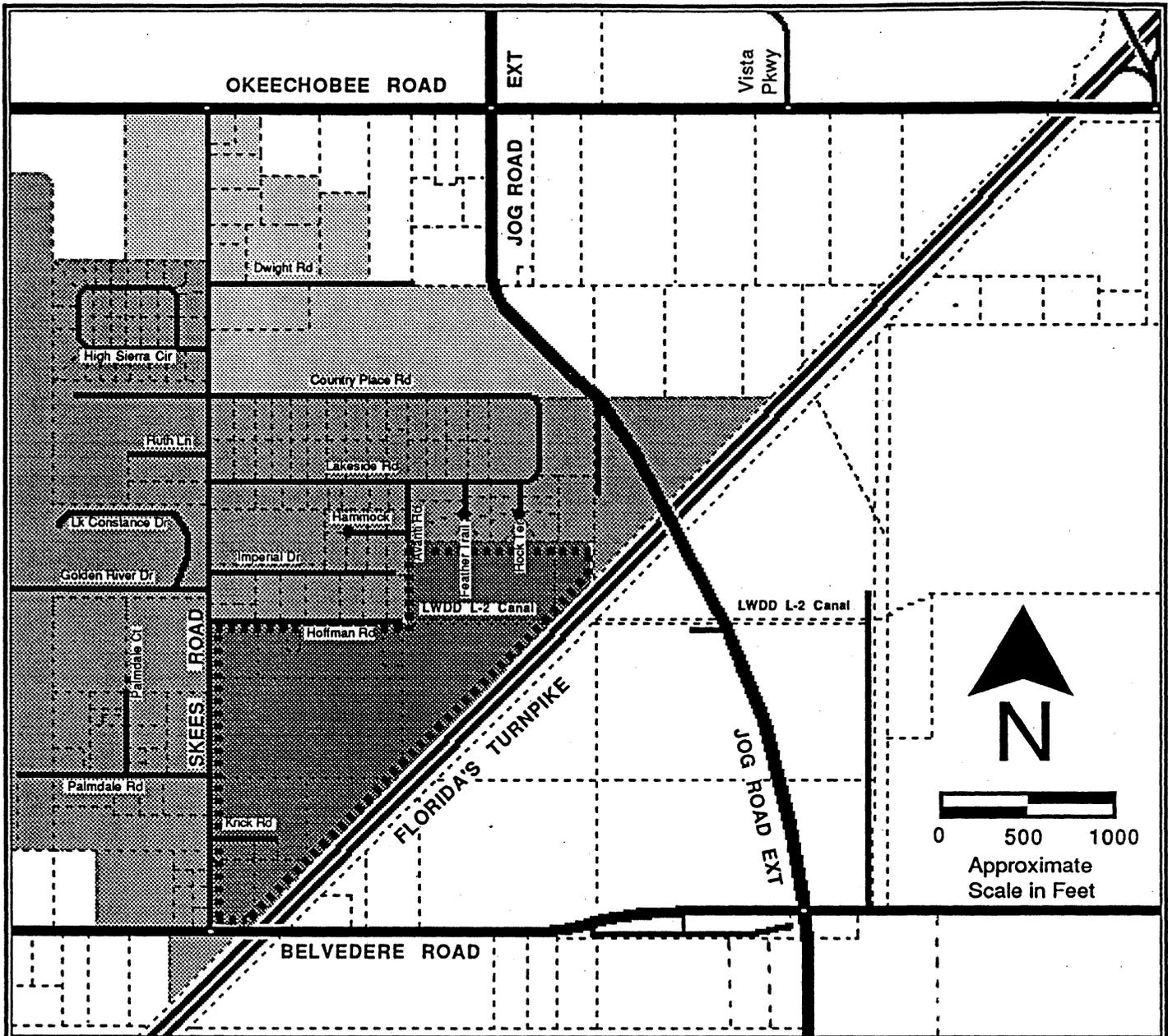
Along Okeechobee Boulevard east of Skees Road, existing development consists of a mixture of commercial uses and several vacant parcels. Moving east from the Skees Road intersection, these include Chevron and BP gasoline stations, a children's entertainment complex, an Acura dealership, and a McDonald's restaurant near the corner of Jog Road and Okeechobee Boulevard.

To the north of the Skees Road intersection with Okeechobee Boulevard is the planned Riverwalk residential development. It is within the City of West Palm Beach and has been approved for 1,658 single family and multi-family units on 561 acres. Riverwalk's entrance will align directly with Skees Road.

Non-residential uses occupy the area between Dwight Road and Okeechobee Boulevard. Industrial uses include a concrete batch plant (Tri-County Concrete Products) and two gas and oil distribution facilities (Speciality Gasolines and Cooper Oil).

Two trailer parks front along Skees Road. To the west of the Okeechobee Boulevard-Skees Road intersection is a seasonal RV campground. The other is situated on the west side of Skees Road at the intersection of Country Place Road.

Two developed single family residential neighborhoods are located along Skees Road. On the west side of Skees Road is the High Sierra neighborhood. It contains 29 single family homes and three remaining buildable lots. On the east side of Skees Road is the Country Place-Lakeside Road community which includes Hammock, Avanti Road, Feather Trail,



THE SKEES ROAD STUDY

Affected Property Owners:
Proposed Comp Plan
Amendment # 94-57 RES 1

Legend

-  Directly Affected Parties
-  Indirectly Affected Parties
-  Other Interested Parties

 Road Traffic Signal

 Proposed Comp Plan Amendment 94-57 RES 1

and Rock Terrace. The area has approximately 57 single family homes and one vacant lot left for residential development. Also accessed through Lakeside Drive and Avanti Road is a 9.1 acre tract currently zoned commercial. One structure exists in the middle of the heavily wooded parcel. It is used mainly as an operations and storage facility that generates minimal traffic impacts.

To the east of the Country Place-Lakeside Road community are a few non-residential land uses. Southern Bell and Advertisers Press facilities have access off the new Jog Road extension. Access to the Southern Bell site can also be obtained through residential Country Place Road, although thru-traffic is prohibited. A commercially-zoned vacant lot lies to the west of the Southern Bell facility, within the residential Country Place-Lakeside Road community.

The large Golden Lakes Condominium development is situated primarily to the west of #94-57 RES 1 about a 1/4 mile west of Skees Road, except for a narrow strip of land that contains several condominiums and provides private (gated) access directly to Skees Road. An additional private access exists for Golden Lakes at Okeechobee Boulevard. A western entrance to Benoist Farms Road was closed several years ago and a previously planned southern access to Pike Road was never built.

To the north of the Golden Lakes entrance at Skees Road is a day care center. On the northern perimeter of the day care center is a small commercial distributor located in a converted residence. The site is fully screened by fencing.

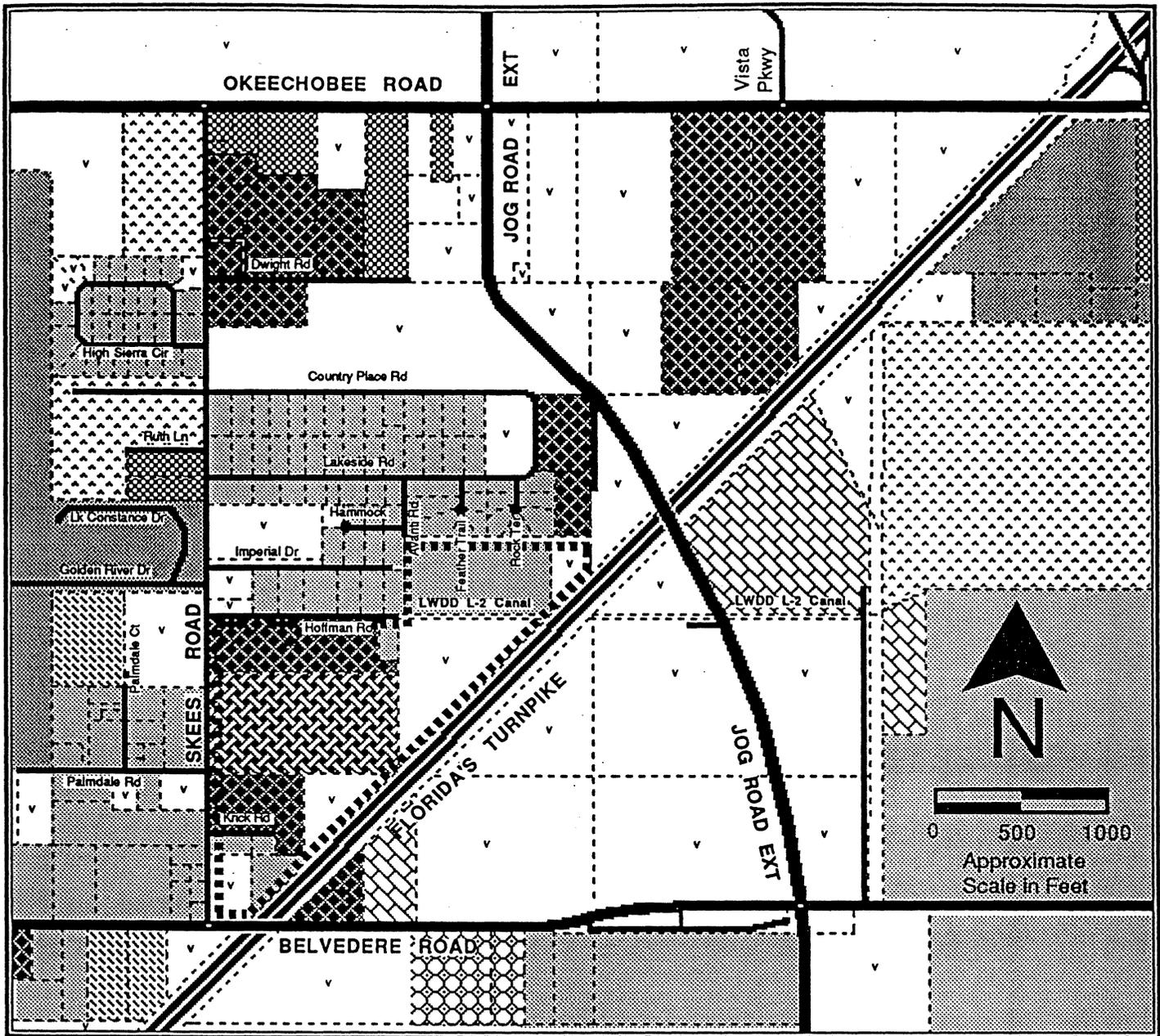
The land directly across from the Golden Lakes entrance on the east side of Skees Road is the small Imperial Drive/Hoffman Road residential community. Both roads are unpaved. Imperial Drive contains six homes on lots ranging from 1-2 acres. Two lots along Skees Road remain undeveloped.

The area on the west side of Skees Road, south of the Golden Lakes entrance, and north of Belvedere Road is the Palmdale Road/Palmdale Court community. It contains 20-24 single family homes that exist on lots ranging in size from 1-10 acres. A health facility and spa (Hippocrates Health Institute) is situated on 9.2 acres just south of Golden Lakes at the north end of Palmdale Court.

B. Future Land Use Designations

Future land use designations are assigned to every parcel in Palm Beach County and determine a property's generalized ultimate use. They range from residential to industrial and, in the case of residential and commercial uses, establish a density or intensity. Unlike zoning designations, they do not specify more detailed restrictions such as building height limitations or set backs. Rather, they relate directly to the County's comprehensive plan and provide an ultimate future land use for every parcel which considers the long term public interest. Refer to page 11 for a map of the all the future land use designations in the Skees Road area.

The future land use designations in the study area fall into three general classifications: residential, industrial, and commercial with either an underlying (alternative) residential or industrial designation. The densities permitted for residential use range from 1 unit per acre to 12 units-per acre. The properties located along the west side of Skees Road all have a residential future land use designation ranging from 1-5 units per acre, with the exception of a parcel located at the southwest corner of Skees Road and Okeechobee Boulevard. This parcel has commercial with an underlying residential designation of 5 units per acre.



THE SKEES ROAD STUDY

Existing Land Use



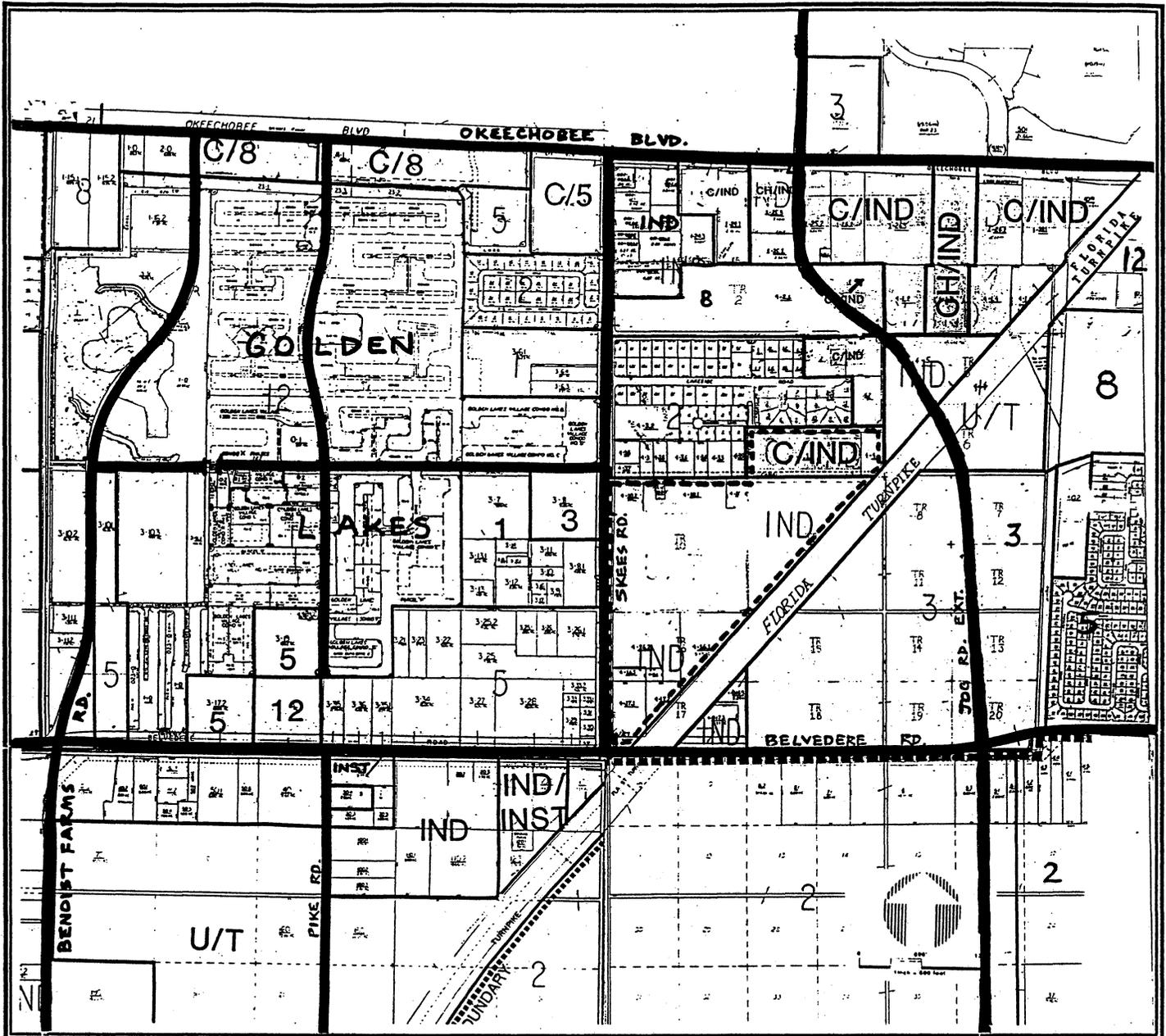
Road Traffic Signal

- Nursery
- Utilities
- Vacant

Proposed Comp Plan Amendment 94-57 RES 1

Legend

- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Office
- Institutional
- Vegetative dump site
- Commercial
- Industrial



THE SKEES ROAD STUDY

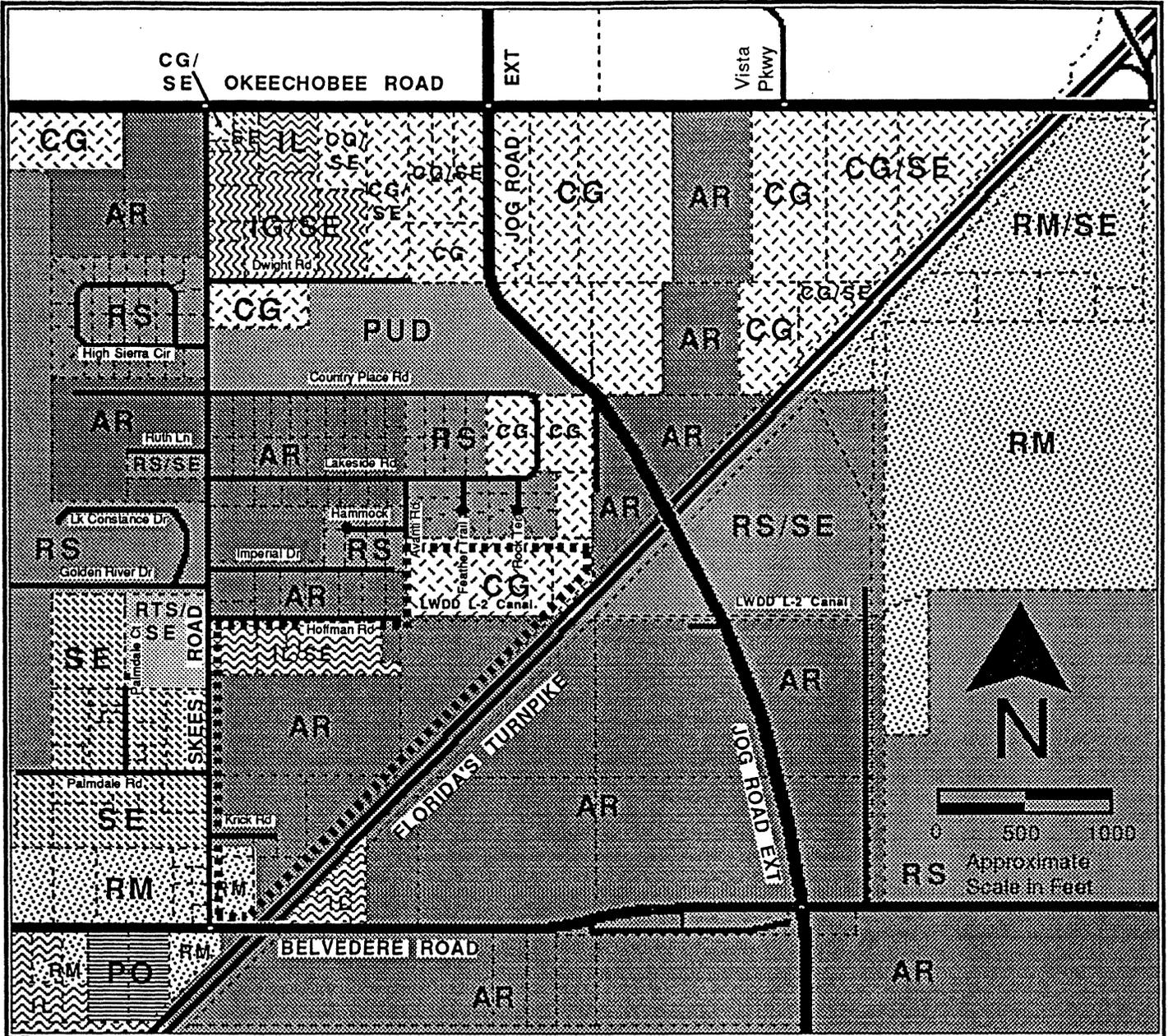
Proposed
Comp Plan
Amendment
94-57 RES 1

Future Land Use Designations

| | |
|------|-------------------------------------|
| IND | INDUSTRIAL |
| AGR | AGRICULTURAL RESERVE |
| AP | AGRICULTURAL PRODUCTION |
| SA | SPECIAL AGRICULTURE |
| PARK | PARK/RECREATION |
| CR | COMMERCIAL RECREATION |
| CON | CONSERVATION |
| INST | INSTITUTIONAL AND PUBLIC FACILITIES |
| U/T | UTILITIES AND TRANSPORTATION |

Legend

| | |
|-------|------------------------|
| RR 20 | ≤ 1 DU PER 20 ACRES |
| RR 10 | ≤ 1 DU PER 10 ACRES |
| 1 | ≤ 1 DU PER ACRE |
| 2 | 1-2 DU PER ACRE |
| 3 | 1-3 DU PER ACRE |
| 5 | 3-6 DU PER ACRE |
| 6 | 6-8 DU PER ACRE |
| 12 | 6-12 DU PER ACRE |
| 18 | 6-18 DU PER ACRE |
| C | COMMERCIAL |
| CH | COMMERCIAL HIGH |
| CL | COMMERCIAL LOW |
| CHO | COMMERCIAL HIGH OFFICE |
| CLO | COMMERCIAL LOW OFFICE |



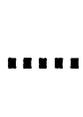
THE SKEES ROAD

STUDY

Zoning

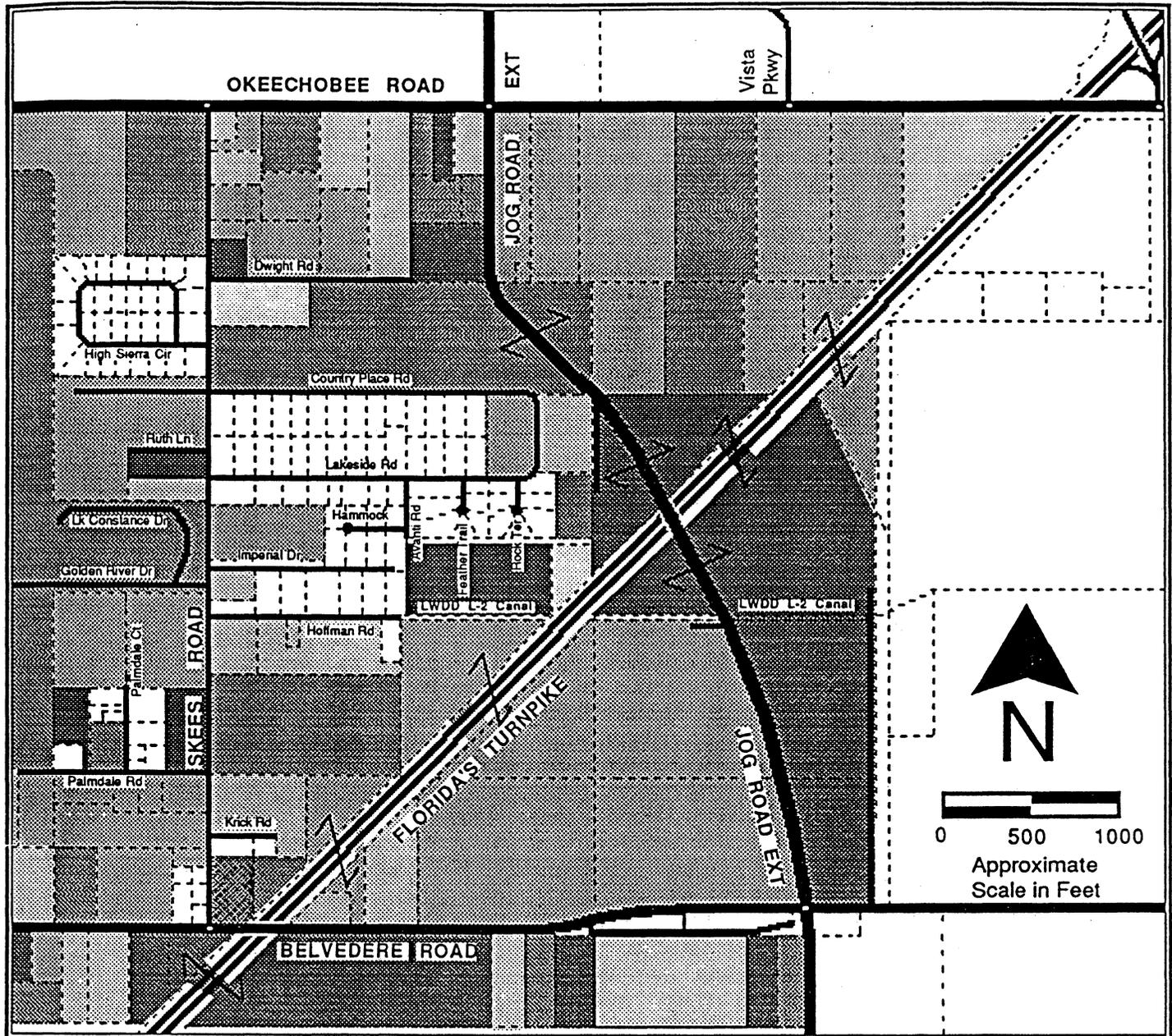
 SE= Special Exception (only)

 Road Traffic Signal

 Proposed Comp Plan Amendment 94-57 RES 1

Legend

-  AR=Agricultural Residential
-  CS=Specialized Commercial
-  RTS=Transitional Single Family
-  CG=General Commercial
-  RS=Single Family
-  IL=Light Industrial
-  RM=Medium Residential
-  IG=General Industrial
-  PUD Planned Unit Development
-  PO=Public Ownership

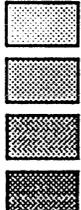


THE SKEES ROAD STUDY

Large Lot Ownership Patterns

(Each contiguous shade indicates a single owner of one lot, or groupings of lots)

Legend

-  Road Traffic Signal
-  Property lines
-  Indicates single ownership for one lot, or for groupings of contiguous lots
-  Lots smaller than 2 acres or outside study area

East of Skees Road the residential future land use classifications encompass the existing residential developments between Country Place and Hoffman Roads and include the vacant parcel to the north of Country Place. They range from 2-8 units per acre. Industrial future land use designations exist from the corner of Skees Road and Okeechobee Boulevard, extending south to the large parcel adjacent to the Country Place neighborhood. The property south of Hoffman Road extending to Belvedere Road and east to the turnpike is designated as industrial. Due east of the Country Place-Lakeside Roads neighborhood is a commercial/industrial assigned tract. The remaining properties to the north of Country Place and east of the industrial tracts all have commercial designations.

C. Zoning

Zoning designations provide more detailed parameters on a parcel's use. If the future land use designation is 1 residential unit per acre, the zoning would provide additional information on the massing of the home, its height, the set back from the road, the distance from the rear lot line, as well as other details. The following provides a narrative description of the various zoning classifications in the Skees Road area. Refer to the map on page 12 for a graphic depiction.

The primary zoning classifications throughout the study area are residential. The non-residential classifications are mainly comprised of light industrial (IL), general commercial (CG), general industrial (IG), and special exceptions (SE).

All parcels fronting Okeechobee Boulevard and located east of Skees Road are zoned general commercial (CG or CG/SE) with the exception of the indoor amusement park which is zoned light industrial (IL). Other properties with commercial zoning include the oil distribution plant south of Dwight Road, Southern Bell, Advertisers Press, and the two parcels east of the Imperial Drive and north of the L-2 Canal.

Both trailer parks are zoned agricultural residential (AR). The High Sierra and Golden Lakes neighborhoods are zoned single family residential (RS) along with the eastern portion (8 lots) of the Country place neighborhood. The western portion (20 lots) is zoned AR. Other AR zoned parcels include Shaw Trucking, the Town of Palm Beach vegetative dump site, the residential enclave between Hoffman Road and the Country Place neighborhood, and the parcels adjacent to the turnpike east of Shaw Trucking and Palm Beach and south of the L-2 Canal.

The rest of the parcels in the study area have a variety of zoning designations. Parcels located east of Skees Road and adjacent to Belvedere Road are zoned medium residential (RM). Also at the northeast corner of Skees and Belvedere Roads are parcels zoned RM. The small industrial park located south of Hoffman Road is zoned IL with a special exception (SE). Between Country Place and Dwight Roads, a vacant parcel was zoned planned unit development (PUD) with 8 units per acre for multi-family residential development. This is the former Technology Park petition described in more detail on pages 19-20. The ten acre parcel located to the east of the Hippocrates Health Institute is zoned transitional single family (RTS)/SE. The special exception allows a spa and health care facility with residences.

D. Transportation

Five major roads traverse the Skees Road region. Bisecting the affected area, the entire length of Skees Road is 2 lanes. On the south, Belvedere Road is under construction to become six lanes from Florida's Turnpike to State Road 7. On the north flank of the affected area, Okeechobee Boulevard has 6 lanes. Florida's Turnpike, extends in a southwest to northeast alignment along the east. To the northeast, the new 6-lane Jog Road extension connects Belvedere Road with Okeechobee Boulevard via a turnpike overpass.

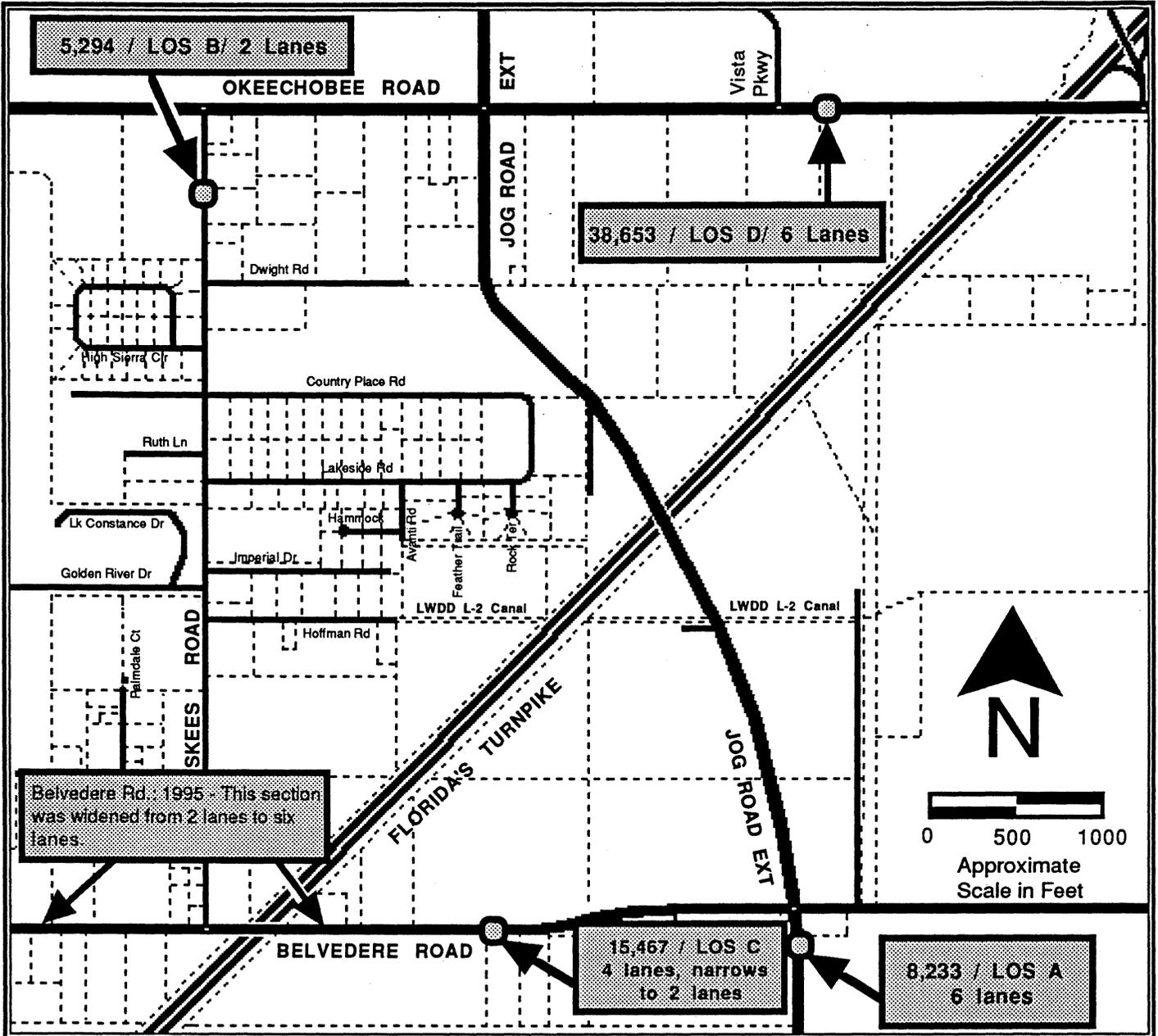
Before construction, Belvedere Road had an average of 15,500 vehicles per average weekday at Skees Road and a Level of Service (LOS) of C. The LOS is a measure that ranges from A through F and gauges the amount of traffic congestion at a given road location. A LOS A indicates either a highly efficient road or low traffic volumes, while a LOS F indicates extreme traffic congestion. The LOS for Skees Road is B with an average weekday volume of car of 5,294. Okeechobee Boulevard had a LOS D with six lanes and 38,653 vehicles per average weekday. With the new Jog Road extension, six lanes connect vehicles directly from Belvedere Road to Okeechobee Boulevard. This relieves the demand on two-lane Skees Road, formerly the area's only connector between Okeechobee Boulevard and Belvedere Road.

Almost all major and minor thoroughfares in the Skees Road area perform at an acceptable LOS. With the current expansion of Belvedere Road and the recent opening of the Jog Road extension, connectivity and traffic flow for the general region has been significantly improved. Only projections for Okeechobee Boulevard indicated possible degradation to LOS E or F within the next five to ten years. Refer to page 16 for the map titled, "Traffic Volumes & Level of Service of Major Roads".

The Riverwalk development (located north of the Skees Road-Okeechobee Boulevard intersection) will affect traffic in the Skees Road area. It is planned community with an approval for 1,658 single family and multi-family units and a limited amount of internally-located retail. According to the County's Traffic Engineering Division, the project will generate about 12,000 daily trips, with ten percent using Skees Road. The existing traffic volume on Skees Road (before Belvedere Road was under construction) is 5,294 vehicles per day. The 1,200 additional daily vehicles from Riverwalk will represent approximately a 25 percent increase in the daily traffic volume. During the evening peak hour, Riverwalk will add approximately 120 additional vehicles to Skees Road. The expected traffic volume of 6,494 (for Skees Road after Riverwalk is built) is less than the 50 percent of the County's adopted LOS standard of 13,400 for a 2-lane road. In summary, the number of trips generated by this development could lower the LOS of Skees Road, at most, from B to C, which is still an acceptable level of service.

Just to the south of Okeechobee Boulevard, unmarked Dwight Road is partly paved and provides a southern access to the Acura car dealership from Skees Road. East of Skees Road, the residential area centers around the paved Country Place Road/Lakeside Road loop, including several cul-de-sacs. The remainder of the roads providing access to residential dwellings on the east side of Skees Road remain unpaved. These include (north to south from Lakeside Road): Imperial Road, Hoffman Road, Krick Road, and an unnamed unpaved road at the corner of Skees and Belvedere Road leading to a residence adjacent to the turnpike right-of-way.

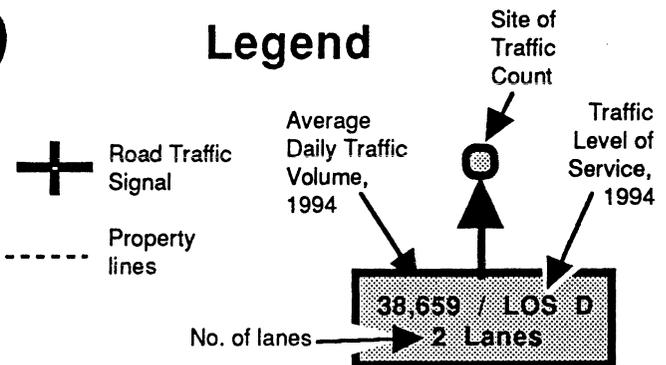
The roads on the west side of Skees Road are a mixture of paved and unimproved roads. Roads situated west of Skees Road include (north to south from Okeechobee Boulevard): High Sierra Circle (paved), an unnamed road directly across from Country Place Road



THE SKEES ROAD STUDY

Traffic Volumes & Levels of Service of Major Roads

Legend



(unpaved), Ruth Lane (unpaved), Golden River Drive (private and gated entrance to Golden Lakes), Palmdale Court (unpaved), and Palmdale Road (unpaved).

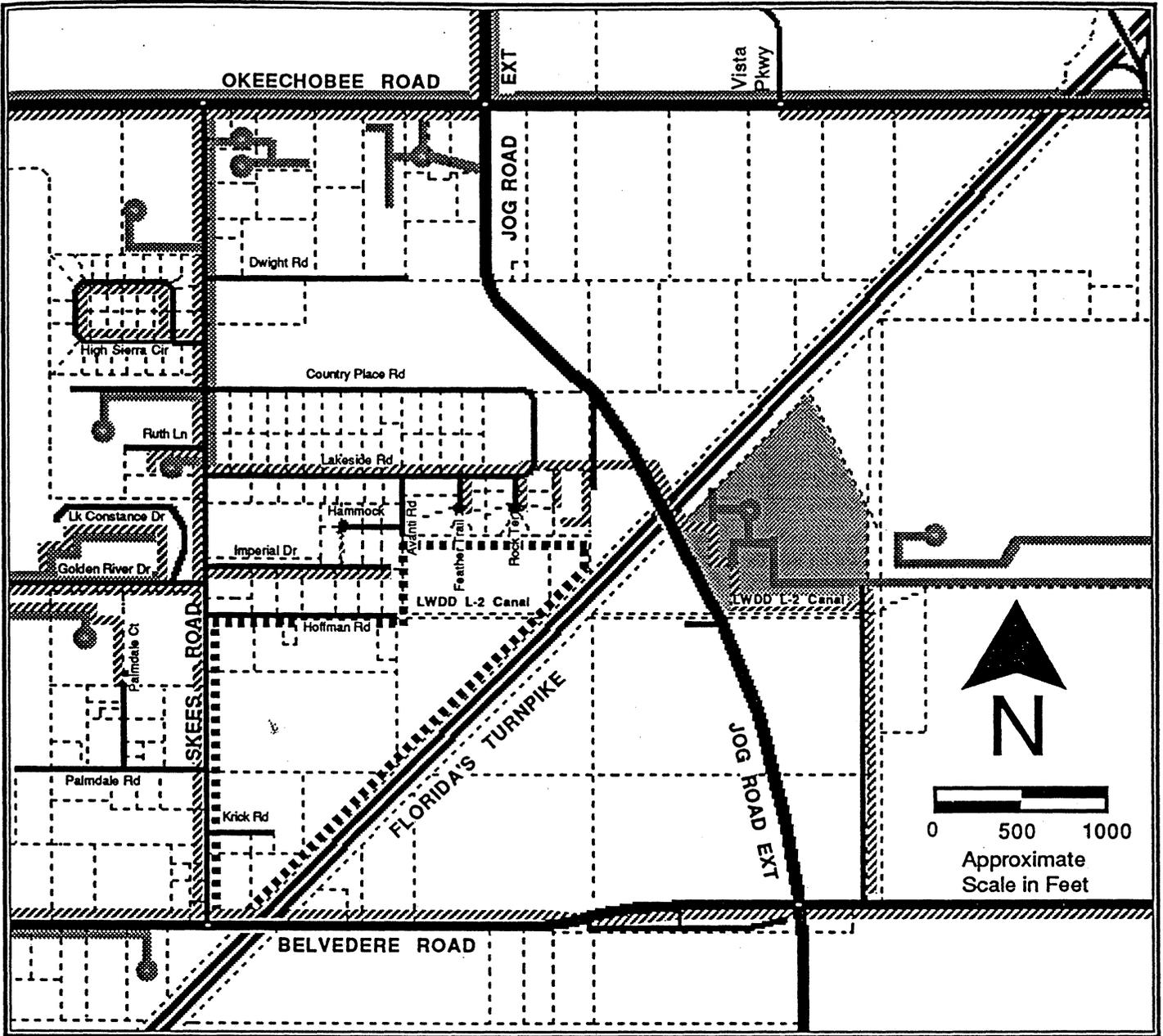
Residents of Golden Lakes have asked the County to install a blinking yellow caution signal at Skees Road entrance to their community (Golden River Drive and Skees Road). Proponents assert that this would reduce the number of accidents as automobiles turn left or right onto Skees Road. The County usually responds to requests for installing a blinking traffic signal when at least five accidents per year occur at a (non-signalized) intersection. At this time, the traffic accident statistics do not support installation of a blinking signal. In the period of fiscal year 1995, one accident occurred at the Golden River Drive-Skees Road intersection. It involved one driver who hit a tree.

E. Water and Sewer Service

Both water and sewer lines exist within the Skees Road area. In general, wastewater lines extend from the north along Okeechobee Boulevard while water mains run the length of Skees Road. Overall, water service is available to most residences. The southern portion of the affected area lacks a significant wastewater network and requires additional extensions to service southern Skees Road. Refer to page 18 for a map of the system.

Water lines extend north from Belvedere Road along Skees Road to just north of Dwight Road. At Lakeside Road the line extends east and terminates at the water treatment plant located east of the Jog Road extension. Water lines branch off of Skees Road at Imperial Drive to Hammock, High Sierra Circle, Golden River Drive to Lake Constance Dr, and Ruth Lane. Lines also branch off Lakeside Road to Feather Trail, Rock Terrace and the parcels located west of Country Place. Water lines also extend from outside the affected area to the Hippocrates Health Institute on Palmdale Court.

Sewer lines extend south from Okeechobee Boulevard along Skees Road to Ruth Lane. The lines branch off of Okeechobee Boulevard and connect to several commercial parcels fronting the roadway. Lines also branch off at Skees and connect to the concrete batch plant, gas stations, and car dealership. Along the west side of Skees Road the lines connect to the two trailer parks and the day care center. Sewer lines also extend from outside the affected area to connect to Golden River Drive, Lake Constance Drive and the health care center.



THE SKEES ROAD STUDY

Principal Water & Sewer Lines

Legend

-  Sewer (Waste Water) Lines
-  Water Lines
-  Pump Station
-  Waste water Treatment Plant
-  Road Traffic Signal
-  Proposed Comp Plan Amendment 94-57 RES 1

F. Recent Development Activity

Hoffman Road-Zoning Petition #90-7

Zoning Petition #90-7 was approved by the BCC in February 1990. Located at the southeast corner of Skees Road and Hoffman Road, the development has a Planned Industrial Park Development (PIPD) zoning designation and includes an office/warehouse combination. The 9.42 acre development was planned to hold a total of 78,000 square feet of office/warehouse space. Formerly part of the Beacon Pines PUD, this parcel was split into two halves by the construction of Skees Road and subsequently sold. The western portion remains constituted as the Beacon Pines PUD with thirty patio homes proposed for development. Still primarily vacant, the small industrial park has attracted one development: a South Florida Water Management District testing facility.

Shaw Trucking-Petition # 91-1

Shaw Trucking occupies a 8.44 acre parcel located on the southeast corner of the intersection of Skees Road and Palmdale Road. The property contains a nonconforming (due to high intensity) contractor's equipment and supply storage yard. Because of this, in 1991 the petitioner requested a rezoning from AR to bring the existing use into conformance with the industrial land use designation and code requirements. The owner also requested a concurrent Special Exception for an office/warehouse.

The request to rezone specified two phases of development. Phase I was to consist of a contractor's equipment and supply storage yard. The buildings in Phase I would have housed an office, pole barn, and storage building in the southern portion of the project and would occupy a total of 4,780 square feet. Phase II (special exception request) would have consisted of a 60,000 square foot office/warehouse complex to be implemented when sewer service became available and when Belvedere Road had been widened.

At a May 1991 BCC hearing the petitioner requested a 120 day postponement to discuss outstanding issues and concerns with opposing local residents. In September 1991 the BCC denied the rezoning request after the petitioner had withdrawn the request for a special exception. Shaw Trucking then sued the County. The court upheld the County's action. Shaw Trucking has not appealed the decision and is awaiting the County's final recommendation for the area.

Technology Park-Petition #93-54

Located north of Country Place Road, between Skees and Jog Roads, the property informally referred to as Technology Park consists of a vacant 28.75 tract. In 1991 the owner was granted a change in the future land use designation from industrial and residential to high residential 8 (HR8). In 1994 the owner requested a rezoning to a PUD zoning district to allow 230 dwelling units, and a Voluntary Density Bonus (VDB) to allow an additional 218 units. The VDB was considered with the provision that the developer agreed to set aside 20% of the units for low and very low income housing. Access to the site was limited to the Jog Road extension with only emergency access to Skees Road. As a condition of approval, the Zoning Division recommended increased buffering along single family Country Place Road to mitigate the impacts to the adjacent multi-family residential neighborhood.

The Golden-Skees Community Action Committee objected to the project for several reasons. The density of 16 units per acre, a result of the VDB, was viewed as incompatible with the surrounding residential developments. The proximity of the project to heavy industrial uses was also cited by the community as being unsuitable for multi-family

residential housing. A petroleum spill had already caused adverse environmental impacts on the adjacent Cooper Oil storage site.

In June of 1994 the Zoning Commission forwarded the project to the BCC without a recommendation. The rezoning to a PUD district was approved but the VDB was denied at the subsequent BCC zoning hearing later that month.

Proposed Comp. Plan Amendment #94-57 RES 1

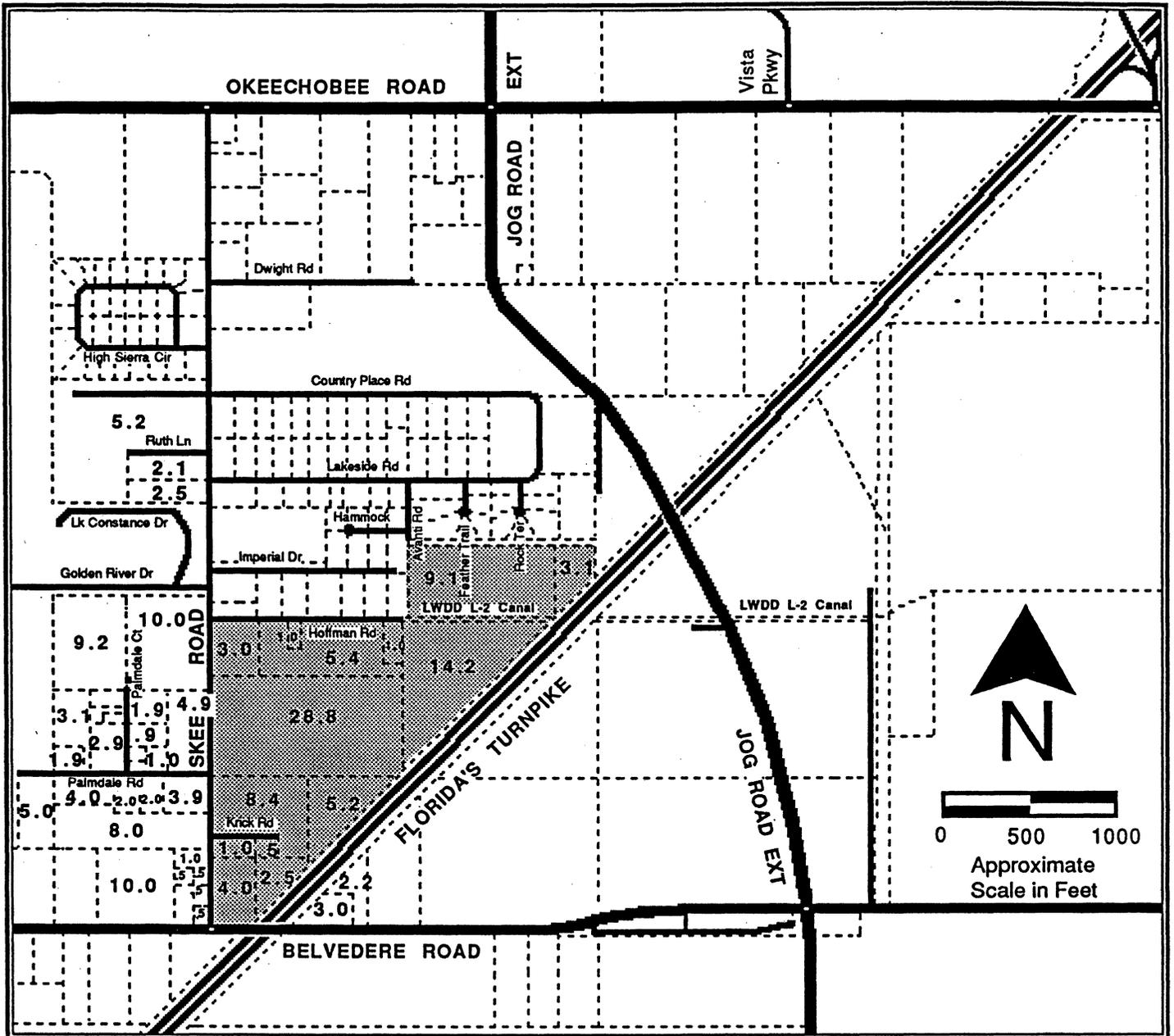
In 1994 the County proceeded with Comprehensive Plan Amendment #94-57 RES 1 to change the industrial designation to residential for the area northeast of the intersection of Skees and Belvedere Roads. The properties consist of 14 parcels, owned by 12 individuals, totalling 86.08 acres, of which 74.06 acres have a Future Land Use Atlas designation of Industrial (IND), while the remaining 12.2 acres have a Future Land Use designation of Commercial High/Industrial (CH/IND). The site is roughly triangularly-shaped, located in the northwest quadrant of the intersection of Belvedere Road and the Florida's Turnpike. Refer to page 21 for map depicting the boundaries of #94-57 RES 1 and the relative size of parcels by acreage.

The area contains a variety of uses. The largest parcel, a 28.8 acre parcel located along Skees Road, is used by the Town of Palm Beach as its municipal disposal site for plant debris. Shaw Trucking occupies the 8.4 acre parcel to the south along Skees Road. On the northern flank of #94-57 RES 1 (west of Imperial Drive), two vacant parcels totaling 12.2 acres have commercial/industrial future land use. Within the area south of the L-2 Canal is the new industrial park located south of Hoffman Road.

The proposed future land use amendment sought to change these land use designations to medium residential 5 (MR-5). An earlier study by the Planning Division determined that this would provide the best resolution of issues and concerns that were aired in 1992. The intent of the petition was to make the area more compatible with the residential development surrounding the subject properties.

During consideration of #94-57 RES 1, the following directly affected property owners raised concerns and objections as follows:

1. **Town of Palm Beach** - Owns a 28.8 acre parcel located on Skees Road between Hoffman and Krick Roads; Zoned AR; Used as vegetative dump site; The Town felt that their property should not undergo any downzoning from its current status.
2. **Shaw Trucking** - Owns a 8.4 acre parcel located on Skees and Krick Roads; Zoned as AR; Used as a trucking and hauling business; Shaw Trucking felt that their property should not undergo any downzoning from its current status. They restated their support of the industrial future land use assigned to their parcel and their desire to bring the property's zoning into conformance.
3. **K. T. Mock/Lois Cottleer** - Own a 3.1 acre parcel located contiguous to the turnpike and L-2 Canal; zoned as: CG; Current use is vacant; Mr. Mock felt that his property should continue to possess its



THE SKEES ROAD STUDY

Relative Size of
Parcels by Acreage

Legend

-  Road Traffic Signal
-  Property lines
-  Size of Parcel by Acreage
-  Proposed Comp Plan Amendment # 94-57 RES 1

commercial zoning designation and supported the southern extension of the new access road off of Jog Road extension.

At the BCC transmittal hearing (June 1994) the BCC deferred the proposed amendment and directed staff to conduct another study of the area and to bring all affected parties together to determine the appropriate future land use. On March 23, 1995 the Planning Division facilitated a community meeting for that purpose.

IV. Public Input: Identifying issues and possible solutions

During the March 23, 1995 Skees Road Study Community meeting, attenders were divided into four discussion groups. The questions posed for discussion, and the input received on each question, are provided below.

The following four questions were posed to each group:

1. What are the issues affecting the general area defined by this study?
2. Group the issues identified in question 1 into major categories. What major issues can be addressed easily and which ones require more complex answers?
3. Suggest answers. How can the major issues identified by your group be resolved?
4. The purpose of this community meeting is to make recommendations (to address identified issues) on the appropriate land use(s) for the area defined by proposed Comprehensive Plan amendment #94-57 RES 1. As a group, outline what those appropriate land uses should be. Using a map of the area, draw land uses that should exist.

A. Questions 1 & 2: Identifying and grouping local problems

Each of the four groups answered questions 1 and 2 in a similar way. Below is a listing and explanation of the issues identified by all groups.

1. Traffic and road impacts

- Any widening of Skees Road would split the community and increase traffic dangers to pedestrians and especially children.
- Access to Skees Road is difficult, with traffic back-ups occurring regularly on adjacent neighborhood streets.
- A need may exist for more than two exits to Golden Lakes to alleviate traffic congestion on Skees Road.
- If high density housing is sited in the area, it could increase traffic impacts on Skees Road, forcing its widening or increasing accidents.
- Any increase in traffic volumes on Skees Road could threaten the safety of school children at bus stops or crossing road.
- Continued increases in traffic on Skees Road will exacerbate what citizens indicate is a high accident rate.
- Increased traffic or the widening of Skees Road could increase an already excessive speeding problem.

- Drivers wait an excessively long time at the traffic light at the intersection of Skees Road and Okeechobee Boulevard. One person cited a 14 minute wait through multiple traffic signal cycles before passing from Skees Road onto Okeechobee Boulevard.
- Drivers wait an excessively long time at the traffic light at the intersection of Skees and Belvedere Roads.
- Skees Road appears to serve as a cut-through to Okeechobee, especially for trucks. With the opening of Jog Road extension, local residents hope that traffic will prefer this alternative route over Skees Road.
- Local industrial uses such as Shaw Trucking and the South Florida Water Management site generate truck traffic along Skees Road.
- Gas and Oil Supply stations along Skees Road generate additional truck traffic.

2. Land use, growth, and aesthetics

- Industrial land uses are incompatible with residential land uses.
- Little screening and buffering of industrial uses currently exists.
- Uncontrolled growth could degrade the community.
- Uncertainty exists about the possible alternative uses for the Town of Palm Beach vegetative dump site.
- The care of the vegetative dump site could be improved.
- The dust from the concrete batch plant along Skees Road pollutes surrounding neighborhoods.
- A need exists for greater code enforcement of blighted structures and dust.
- The building of low income housing could have negative impacts on the area ranging from increased crime and increased traffic, to a visual degradation of the community.

3. Government

- The expansion of the West Palm Beach city limits may result in increased growth north of Okeechobee Boulevard. Additional annexation could affect infrastructure and property taxes.

B. Question 3 & 4: Suggesting answers to identified problems

The four citizen discussion groups developed a series of land-use based solutions to the issues they identified. They are summarized on four maps in the appendix on pages 37-40. In the next section, this study reviews the principal issues and recommends solutions to each.

V. Analysis and Conclusions

The following assesses the input received at the March 23, 1995 community meeting.

A. Major Issue: Increasing traffic volumes on Skees Road

Related issues: Safety, access delays, traffic circulation, cut-through traffic, truck traffic, and the potential need to widen Skees Road.

Local residents' comments centered on several common themes related to traffic problems, and in particular to truck traffic associated with industrial uses. Increasing traffic levels on Skees Road negatively affect the community. It hinders access, increases the accident rates, and threatens pedestrians and children. If traffic continues to increase, then the County may seek to widen Skees Road, thus splitting the community and further degrading the area's quality of life and aesthetic appeal.

Study recommendations regarding traffic circulation:

Rec. A-1: Extend the existing service road from Jog Road extension (in the vicinity of Southern Bell and Advertiser's Press facilities) south, adjacent to Florida's Turnpike right-of-way to a point south of Krick Road, but not connecting with Belvedere Road. Connect all industrial uses currently accessing Skees Road (south of Hoffman Road) to this new road.

Cost and Funding: The total cost estimate is \$730,000 including right-of-way acquisition and construction. At least part of this is to be paid by the County depending on the development option selected. Refer to page 30 (Section VI.) for a detailed description of the road financing options available.

Implementation strategy: Carry out: 1) as part of any agreement pertaining to the new road (Rec. A-1); and/or 2) as a condition precedent to a change in zoning (from current designation to industrial).

Rec. A-2: Considering trading direct or indirect non-residential traffic accesses to Skees Road for access to the proposed alternate road that would connect to Jog Road extension, for the seven parcels within #94-57 RES 1 that are owned by:

- 1) The Town of Palm Beach; 2) Shaw Trucking; 3) J. Martino; 4) Terry Mock/L. Cotteleer; 5) M. Wilgus; 6) L. Johnson; and 7) F. Shoemaker.

This trade of access should be accomplished by negotiation between the County and the seven property owners in a process that fully addresses their concerns. Access to the proposed extension of the service road from Jog Road extension should be given with the stipulation that access to Skees Road will be forfeited. A legal and enforceable agreement to trade access should also involve recording the reorientation of access on all affected property deeds.

(Note: Within the area defined by #94-57 RES 1, it was determined that five of the twelve property owners would not benefit from the proposed access road to Jog Road extension. Due to the geographical position of their parcels, no alternate access road could improve, realistically alter, or successfully reverse access to a new, western route that connects to Jog Road extension. Of the five property owners, two have parcels immediately

to the south of Hoffman Road, including the new 10-lot industrial park at Hoffman and Skees Roads, two own the two parcels on Krick Road, and one owns land adjacent to the intersection of Belvedere and Skees Roads.)

Cost and Funding: No public expenditures are necessary.

Implementation strategy: Carry out: 1) as part of any agreement pertaining to the new road (Rec. A-1); and/or 2) as a condition precedent to a change in zoning (from current designation to industrial).

Rec. A-3: Golden Lakes should consider reopening an additional access point west to Benoist Farms Road as a way of reducing travel and access demands on Skees Road. To reduce cost while still maintaining a deterrence to perceived crime and potential cut-through traffic, an electronic gate or electronic opening fence could be installed rather than constructing and staffing a guarded gate house.

Implementation strategy: The Golden Lakes Community Association would be notified of this recommendation and encouraged to remove the barrier installed at Golden River Drive. (This would permit vehicles to exit west to Benoist Farms Road on existing roadway)

Cost and Funding: No public expenditures are necessary, although private expenditures from the Golden Lakes community would be needed for implementation.

Rationale for Recommendations A-1, A-2, and A-3: Extending the existing service road would create a new access route for industrial uses (between Hoffman and Belvedere Roads). It would feed directly to the new Jog Road extension. Many trucks that currently use Skees Road would be diverted to Jog Road. All land uses between Hoffman Road and Belvedere Road, east of Skees Road, would no longer impact or increase the traffic generation rates of Skees Road. This would address the issues of increasing traffic volumes, delay or nullify any need for widening Skees Road, and decrease the related delays at intersections. Last, by opening an additional access point to Golden Lakes, the community will be able to more equally distribute a significant number of vehicles away from Skees Road.

B. Major Issue: Incompatibility of existing residential and more intense land use

Related issues: Industrial uses potentially blight residential communities, high density housing may negatively impact existing neighborhoods, and visual aesthetics can be improved.

Local residents asserted that industrial land uses or high density residential uses are incompatible with existing residential. Residents also acknowledged that low density residential is unlikely to be introduced as a future use for the subject area, due to existing industrial uses that are adjacent to the turnpike. They expressed concern over what might eventually happen to the Town of Palm Beach vegetative dump site and uncontrolled growth in general. Further, residents identified poor screening of industrial uses as an issue, especially when these parcels are in the vicinity of residential areas. Finally they asked for greater code enforcement of blighted areas and of conditions of approval for non-residential uses.

Study Recommendations regarding land use and visual compatibility in #94-57 RES 1:

Rec. B-1: Maintain the study area's existing future land use designations. This would constitute no further action on the previously proposed amendment which recommended changing the Industrial and Commercial/Industrial land use designations to Residential-MR5.

Implementation strategy: Take no further action on proposed Comprehensive Plan amendment #94-57 RES 1.

Cost: None.

Rec. B-2: Although the developer of the existing 9.4 acre industrial park (containing the SFWMD testing lab) located on the southeast corner of Skees and Hoffman Roads precisely built his project according to County code, the County should informally explore with the owner the idea of placing additional plantings along the project's 15 foot wide roadside perimeter to soften the concrete block wall and to better screen this non-residential use. (Note: This development was identified as not benefiting from the proposed alternate access road to Jog Road extension. Connection to this proposed route should not be pursued by the County.)

Implementation strategy: The County has little ability to offer incentives for installing additional buffers since the developer has already fulfilled his rezoning development agreement. The County could discuss buffering concepts with the owner and encourage voluntary participation and cooperation. Also, the site is not contiguous to the proposed access road to Jog Road extension. It could not be realistically connected and reversing this tract's access to the east appears unfeasible.

Cost and Funding: No public expenditures for additional plantings would be necessary.

Rec. B-3: The Town of Palm Beach 28.8 acre dump site located on the east side of Skees Road, mid-way between Hoffman and Belvedere Roads, should replace or augment its existing weed-covered earthen screen fronting along Skees Road with a carefully planned vegetative buffer to fully screen this non-residential use. Additionally, any legal and enforceable agreement to trade access (Recs. A-1 and A-2) should also involve property owner agreement to plant and maintain this buffer.

Implementation strategy: The land owner should absorb the responsibility and expense of installing and maintaining a vegetative buffer along Skees Road as part of the agreement to build a new access described in recommendation A-1.

Cost and Funding: No public expenditures are necessary. The County pays for mulch and grass seed along roadways, and allows municipalities or organizations to pay for vegetative plantings. The price for the County ranges from an average cost of \$3.50-\$7.00 per linear foot. The cost of plantings along the road but within the private parcels would be the responsibility of the property owner.

Rec. B-4: Shaw Trucking (owner of the 8.4 acre site) located on the northeast corner of Skees and Krick Roads should augment its existing chain link fence fronting on Skees Road with a carefully planned vegetative buffer to fully screen this non-residential use. Additionally, any legal and enforceable agreement to trade access (Recs. A-1 and A-2) should also involve property owner agreement to plant and maintain this buffer.

Implementation strategy: The land owner should absorb the responsibility and expense of installing and maintaining a vegetative buffer along Skees Road as part of the agreement to build a new access described in recommendation A-1.

Cost and Funding: No public expenditures are necessary. The County pays for mulch and grass seed along roadways, and allows municipalities or organizations to pay for vegetative plantings. The price for the County ranges from an average cost of \$3.50-\$7.00 per linear foot. The cost of plantings along the road but within the private parcels would be the responsibility of the property owners.

Rec. B-5: If the owners of the two one-acre residential parcels (currently part of which is zoned medium residential and part is zoned AR) fronting on the south side of Krick Road requests an industrial future land use and zoning, this should only be granted if at least three conditions can be met:

- 1) a connection to the proposed alternate access to Jog Road extension must be made combined with forfeiture of access to Skees Road
- 2) for the lot fronting on Skees Road, a vegetative buffer along Skees Road must be installed to fully screen any non-residential use
- 3) any legal and enforceable agreement to trade access (Recs. A-1 and A-2) should also involve property owner(s) agreement to plant and maintain this buffer.

(Note: These two parcels were identified as not benefiting from the proposed alternate access road to Jog Road extension. Without an initiative by the property owners to pursue a non-residential future land use and zoning designations, connection to the proposed alternate route should not be pursued by the County.)

Implementation strategy: Take no action unless the property owner seeks a non-residential future land use and zoning designation.

Cost and Funding: No public expenditures are necessary.

Rec. B-6: If the owner of the four acre residential parcel (currently zoned AR) fronting on the northeast corner of Skees and Belvedere Roads requests a rezoning to industrial (parcel already has an industrial future land use designation), a minimum condition for granting the rezoning should include the property owner's agreement to install a vegetative buffer along Skees Road that fully screens the parcel's non-residential use. (Note: This parcel was identified as not benefiting from the proposed alternate access road to Jog Road extension. Connection to the proposed alternate route should not be pursued by the County.)

Implementation strategy: The land owner should absorb the responsibility and expense of installing and maintaining a vegetative buffer along Skees Road as part of any rezoning agreement to non-residential.

Cost and Funding: No public expenditures are necessary.

Rec. B-7: The Palm Beach County Code Enforcement Division should investigate and correct code violations (such as blighted structures or excessive dust from commercial firms) within the 'affected area' defined by the Skees Road Study. (Refer to map titled "Affected Property Owners" on page 8.)

Implementation strategy: Forward the Skees Road Study (recommendation B-7) to the Code Enforcement Division for action.

Cost and Funding: No additional costs exist. Action is already a responsibility of the Code Enforcement Division (PZ&B).

Rationale for recommendations B-1 through B-7: The concerns raised over continued industrial uses were largely related to traffic, which can be mitigated by the proposed new access road to Jog Road extension. If the future land use designations proposed in Comprehensive Plan amendment #94-57 RES 1 were implemented, the traffic volumes resulting from new residential units located within #94-57 RES 1 would: 1) exacerbate residents' concerns about increasing Skees Road accident rates; 2) compound access problems on Skees Road; and 3) hasten a need to widening of Skees Road to accommodate the new traffic. Widening Skees Road to four lanes would violate local residents' prior-stated desires to avoid splitting the community. This study recognizes that these industrial uses have existed for many years. The solution points to increasing land use compatibility through screening along Skees Road combined with promoting a decrease in truck traffic as truckers choose to use the new Jog Road extension. Further, creating vegetative buffers fronting along Skees Road would fully screen industrial uses and thus increase the compatibility of residential and non-residential land uses. At present, the industrial development (containing the SFWMD test lab) located on the corner of Skees and Hoffman Roads has eleven wax myrtles planted *behind* a six foot wall located 40 feet from the center line of Skees Road. An additional 15 feet of sodded frontage exists between the Skees Road right-of-way and the front wall of the industrial park.

VI. Implementation options: Traffic circulation issues

Recommendation A-1 calls for extending the existing service road from Jog Road extension south, along the Florida's Turnpike right-of-way to a point south of Krick Road. This would connect most industrial uses currently accessing Skees Road (south of Hoffman Road) to this new road. The cost of implementing this concept is discussed below.

A. Cost and Potential Funding of the proposed alternate access

A ball park estimate of **total cost** is approximately **\$730,000**. According to the Palm Beach County Road Production Division, the new spur road between Jog Road and Advertiser's Press has an existing right-of-way width of 50 feet. (Since the road is not a collector, it does not have to meet an 80 foot right-of-way requirement.) To extend the spur road by building an urban, two lane (24 feet wide), cul-de-sac extending 2000 feet, with a right-of-way width of 50 feet, and including drainage and possible turn lanes, the project would have a total approximate **construction cost of \$480,303** (or \$240.15 per foot). An additional **\$250,000** is needed for the 2000' x 50' **road right-of-way acquisition**. (Raw land costs in this area average about \$55,000 per acre.) The County could pursue a trade for this more desirable access to Jog Road extension in return for owner donation of the needed 50 feet of road right-of-way.

B. Implementation options

The County would have to negotiate the road's right-of-way with the seven property owners that would have access. As part of the Jog Road extension construction project in 1993-94, the County built a new north-south 500-700 feet spur road that gave frontage and access to the Southern Bell and Advertiser's Press facilities west of Country Place/Lakeside Roads. (Turn to the Final Recommendations map on page 3 for a graphic depiction.) The proposed 2000 feet access road would extend this spur road (running southwest adjacent to the turnpike) either to: 1) the 5.2 acre vacant triangular tract west of Shaw Trucking; or 2) to the 2.5 acre tract at the intersection of Belvedere Road and Florida's Turnpike. Access to Shaw Trucking would involve crossing 50 feet of the adjacent vacant 5.2 acre tract. As recently as March, 1995 Shaw Trucking has indicated an interest in buying this parcel. (See map on page 21 titled Relative Size of Parcels by Acreage.)

Placing the road within the turnpike right-of-way is not an option. According to the Florida Department of Transportation's turnpike district office in Tallahassee, the road could not exist within the 300 foot turnpike right-of-way because of potential expansion.

Five options exist for obtaining funds for building the road. Before one or more could be considered, the County would need to determine the preferences of the area's property owners and whether they would dedicate right-of-way.

Option 1 - County pays for and builds service road: Include construction of the road in the County's budget as a capital improvement item. The County would absorb all of the cost of building the road. The project is not part of the Five-Year Road Program or depicted on the County's Thoroughfare Right-of-Way Identification Map. A consultant would be hired at a cost of approximately \$10,000 to conduct a feasibility and cost analysis study. Provided that the road was determined to be feasible, the County would then need to allocate funds for the design and construction of the road.

Option 2 - Developers pay for and build service road: Require developers to construct the road as a condition of approval during the rezoning process. Property owners within petition #94-57 RES 1 that wish to develop (or redevelop) would be required to build a portion of the road through their property. Until the road was completed, the property owners would continue to have access to Skees Road. Property owners may be reluctant to accept this option since they already have access on Skees Road. Further, this strategy may provide discontinuous pieces of road since some property owners do not need a rezoning to develop their parcels. The County would therefore need to construct the remainder.

Option 3 - County constructs service road with a developer repayment agreement: Combine options 1 and 2 through a repayment agreement with the property owners on the east side Skees Road, between Hoffman and Belvedere Roads. The County would include the right-of-way acquisition and construction of the road in the County's budget as a capital improvement item. If developers of parcels within #94-57 RES 1 could pay a proportional amount of the road right-of-way and/or construction costs during the rezoning process, the County could recoup some or all of its road building expenditures. This is similar to agreements with developers who repay the County for building a road to a development. The developer is usually required to pay the County after 50% of the units are built. However the roads built are usually part of the Thoroughfare Right-of-Way Identification Map and repayment occurs within a short time period (± 6 months).

Option 4 - County constructs service road with a property owner assessment (special taxing district), which finances construction of the service road: Two types of special taxing districts exist for raising revenue for construction of a service road. These are described below.

The first is the Municipal Service Taxing Unit (MSTU) program. The County has designated six MSTUs. Five of the geographical areas are based on the County Commission districts present in 1982. A sixth MSTU district encompasses the entire unincorporated County. When a project is identified for financing by MSTU funding, a benefit area is defined by resolution which allows for assessments to be levied on the property owners within that defined geography. For the Skees Road area, the County would create and define the boundaries of an assessment district to recover 50 percent of the cost of constructing the alternate access. MSTUs have existing funds in place which are generally used for improvements to existing rights-of-way and roads.

The County normally funds 100 percent of the construction through the MSTU program. Benefitting property owners then pay back fifty percent to the MSTU trust fund by assessment over a ten year period. No MSTU funds can be used for right-of-way acquisition. In the case of #94-57 RES 1, \$240,000 (half the construction cost) would be divided into assessments that would be amortized and levied for one to ten years to those property owners who benefit from the MSTU-funded project. One hundred percent of the right-of-way for the road would have to exist prior to implementation of any MSTU program. This could come from 100 percent donation by property owners, or purchase of the right-of-way through another funding mechanism. For an MSTU to fund such a project, 51 percent of the property owners within the taxing unit must vote in favor.

The cost of this option may appear too great a burden for the directly affected property owners contained within #94-57 RES 1. It should be noted that the term "directly-benefitting property owners" is narrowly defined by the County as those individuals whose properties would significantly increase in value as a result of the MSTU

If the burden of road construction (only) were placed on the seven directly-benefitting property owners, it would amount to an assessment of approximately \$3428 per year for ten years (not including interest). If a larger MSTU assessment district were used, which would include the adjacent residential neighborhoods that also stand to benefit from reduced non-residential traffic on Skees Road, this would significantly reduce each individual assessment by spreading it over many benefiting property owners. The following neighborhoods would receive significant gain in the reduction of non-residential traffic on Skees Road: Golden Lakes, Lakeside-Country Place, High Sierra, Imperial Drive, Ruth Lane and Palmdale residential neighborhoods. If approximately 500 property owners shared the assessment, the per parcel cost would drop to as low as \$48 per year for ten years. Any formula could be devised to spread cost proportionate to benefit. The MSTU program appears to be the most realistic and implementable option.

The second special taxing district to finance construction of the service road is a "Special Assessment Area". In 1994 a new County ordinance created Special Assessment Areas (SAA) for the similar purpose of raising funds to construct infrastructure projects. Unlike the MSTU program, the money raised does not go into one of six established MSTU revolving fund accounts. Also unlike the MSTU program, the County would *not* pay 50 percent of the costs. Consequently, this option would incur double the assessments on property owners as compared to the MSTU program.

VII. Follow-up public input: The August 30, 1995 meeting with the directly affected property owners

In the beginning of August, 1995, planning staff invited all twelve of the directly affected property owners of parcels within #94-57 RES 1 to participate in a meeting on August 30, 1995. Of those twelve, six were able to attend. The meeting's purpose was to further explore the idea of an alternate access road for non-residential traffic (connecting to Jog Road extension) and to determine if support existed. As a follow-up to the August 30, meeting, Planning staff sent a letter and survey to those property owners within #94-57 RES 1 who could not attend. Phone calls were also made to those property owners who did not either attend or respond to the mail survey.

Within the area defined by #94-57 RES 1, it was determined that five of the twelve property owners would not benefit from the proposed access road to Jog Road extension. Due to the geographical position of their parcels, no alternate access road could improve, realistically alter, or successfully reverse access to a new, western route that connects to Jog Road extension. Of the five who will not benefit, two property owners have parcels immediately to the south of Hoffman Road, including the new 10-lot industrial park at Hoffman and Skees Roads. Three others who own property either on Krick Road (2 owners), or adjacent to the intersection of Belvedere and Skees Roads (1 owner) also do not appear to benefit. (Refer to the large lot ownership pattern map on page 13 for a visual depiction.) The remaining seven property owners could significantly benefit from the new road. Of those seven, the following responses summarize their opinions to four questions asked at the August 30, 1995 meeting and in the mailed survey:

1. Are property owners interested in the alternate access?
Out of seven: 5 - yes; 2 - no;
2. Would affected property owners consider donating right-of-way for the proposed alternate access?
Out of seven: 5 - yes; 2 - no;
3. Would property owners support an assessment to pay for the road?
Out of seven: 1 - yes; 4 - maybe; 2 - no;
4. If directly affected property owners were given access to the proposed alternate road, would they be willing to give up access to Skees Road?
Out of seven: 4 - yes; 1 - maybe; 2 - no;

VIII. Formal Review of Proposed Plan ('√' indicates completed task)

- A. √ Meet with the appropriate County departments to discuss the feasibility of implementing the study's recommendations.
- B. √ Meet with the affected property owners of #94-57 RES 1 and discuss the feasibility of implementing the study's recommendations.
- C. √ Forward preliminary study to: 1) the BCC District Commissioner; 2) property owners in the Skees Road area that are directly affected by #94-57 RES 1; and 3) those who participated in the community meeting process. Request comments.
- D. √ Incorporate comments from local property owners and the BCC District Commissioner into the preliminary study.
- E. √ Forward revised study to: 1) the BCC District Commissioner; 2) property owners in the Skees Road area that are directly affected by #94-57 RES 1; Request additional comments.
- F. √ Forward revised study to those who participated in the community meeting process.
- G. √ Present this study's recommendations to the Land Use Advisory Board (LUAB) for comment and further direction.
- H. √ Refine study's recommendations based on LUAB direction.
- I. √ Present this study's recommendations to the BCC District Commissioner for comment and further direction.
- J. √ Refine study's recommendations based on BCC BCC District Commissioner input.
- K. Implement recommendations of report. If the LUAB and BCC upholds the current directions of this study, then carry out the following steps:
 - 1. Implement all study recommendations, using **Option 4** to carry out Recommendation A-1.
 - 2. Meet with the appropriate County departments to further discuss implementation of the study's recommendations.
 - 3. Meet with the affected property owners of #94-57 RES 1 to further discuss the feasibility of implementing the study's recommendations.
 - 4. Return to the BCC with a progress report within 18 months. At that time, if Recommendation A-1 has not been implemented, consider initiating a plan amendment to change the future land use designation of the subject area to a low-density residential land use with an underlying industrial land use. This would allow a development option which is compatible with existing uses in the surrounding area, but would also provide for industrial use if compatibility standards can be met. These standards would include the forfeiture of access to Skees Road, a landscape buffer along Skees Road, and construction of the access road from Jog Road.

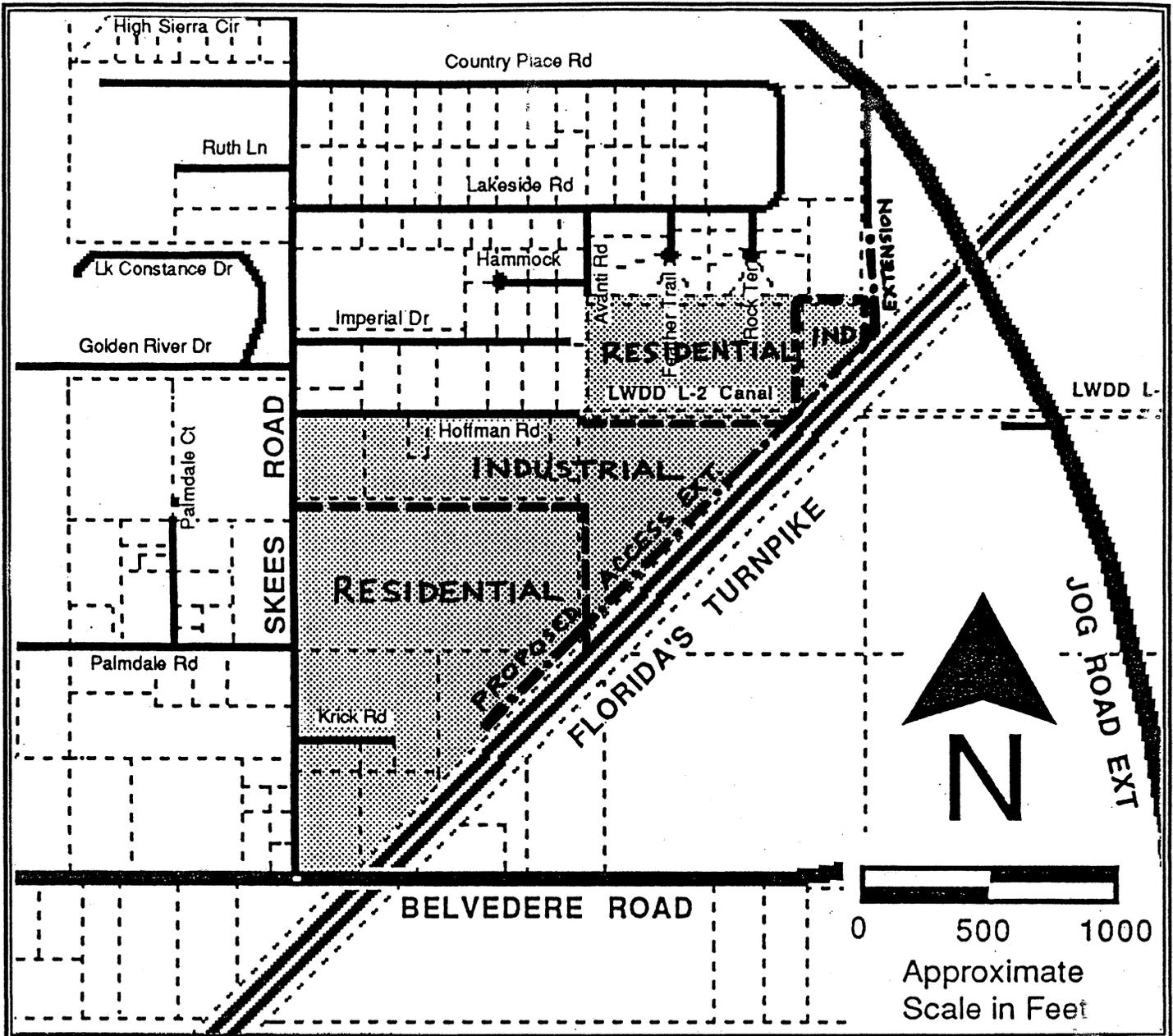
IX. Appendix

Work Program for The Skees Road Study

February 7, 1995

- I. Purpose/Objectives of the study: Determine the appropriate future land use or mix of future land uses for the area of Comp plan Amendment #94-57 RES 1 (Bounded by Skees Road to the west, Hoffman Road to the north, Florida's Turnpike to the east, and Belvedere Road to the south).
- II. Compile basic materials
 - A. Gather necessary mapping
 1. Map information on all past land development actions
 2. Map the project boundaries of Comp plan Amendment #94-57 RES 1
 - B. Compile information on all past land development actions for the area
- III. Process
 - A. Make initial assessments
 1. Assess history of issue(s); answer:
 - a. What actions/decisions have occurred to date and what are their impacts?
 - b. What are the major concerns?
 - c. When and why did the Skees Road issue(s) arise?
 2. Assess affected parties
 - a. Identify directly affected parties: those *within* Comp Plan amendment petition #94-57 RES 1
 - b. Identify indirectly affected parties that could include: those property owners or associations adjacent to #94-57 RES 1, those property owners or associations that directly front on Skees Road in the vicinity of #94-57 RES 1, and those whose principal access is via Skees Road
 - c. Identify interested parties that would include: those other associations or entities that have historically had an interest in the outcome of #94-57 RES 1
 3. Give internal presentation to planning staff to:
 - a. Critique the work program
 - b. Explore options
 - c. Ensure coordination with other Planning Division activities/functions
 - B. Conduct community meeting (February 25-March 24, 1995)
 1. Notify all directly affected, indirectly affected, and interested parties
 2. Hold first community meeting to:
 - a. Introduce effort
 - b. Identify issues/problems
 - c. Reaffirm goals and objectives of the study
 - C. Develop land use plan for subject area (March 25-April 28, 1995)
 1. From the community meeting, write mission, vision, goals, and issues
 2. Categorize issues

3. Identify possible solutions
 4. Assess options
 5. Staff summarizes proceedings in staff report
 6. Prepare staff report
- D. Provide draft report to meeting attenders and interested parties
- E. Present findings to BCC



THE SKEES ROAD STUDY

Proposal by
 Group 1:
 March 23, 1995
 Community Meeting

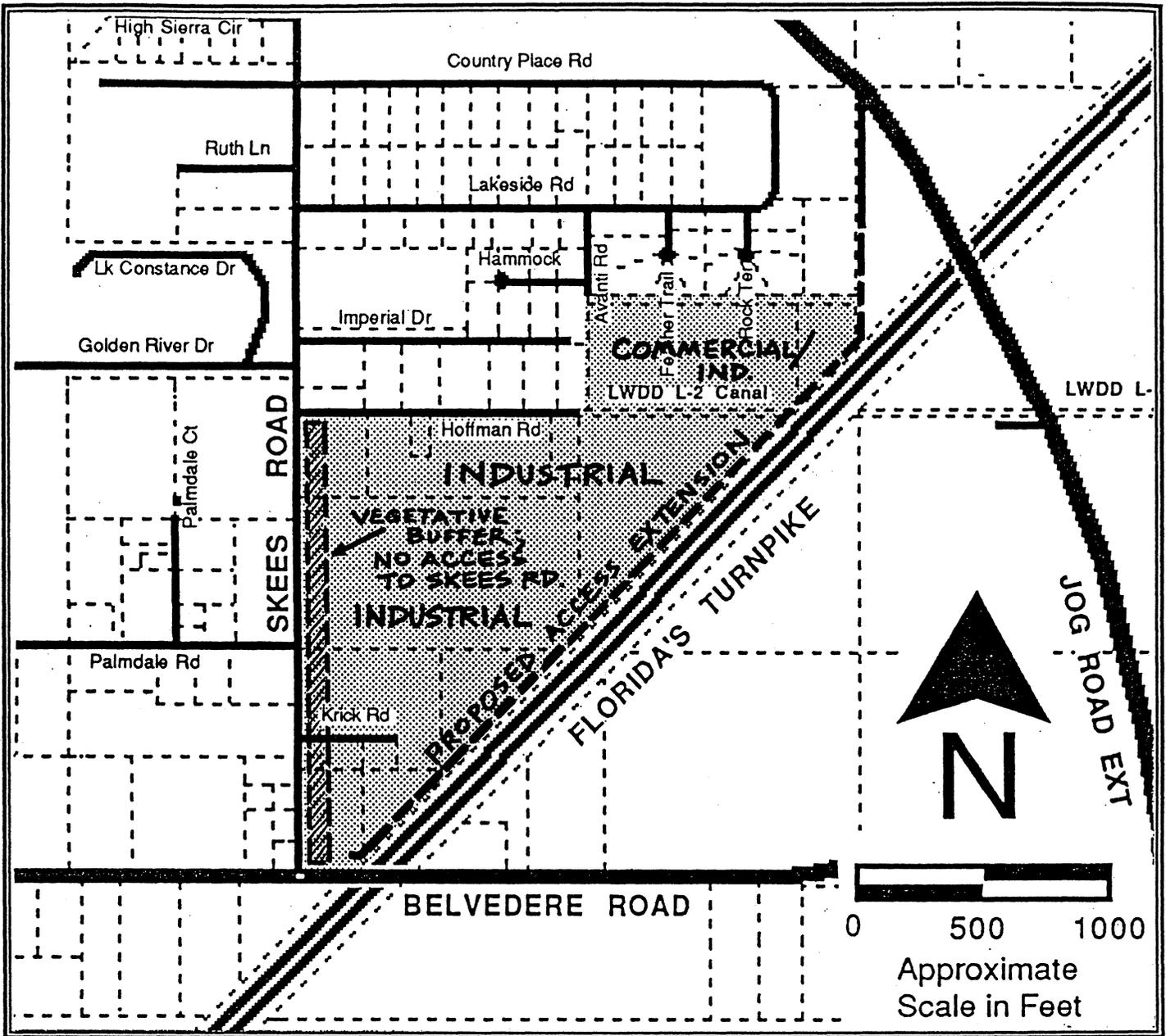
Legend



Road Traffic Signal



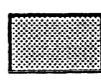
Proposed Comp Plan Amendment 94-57 RES 1

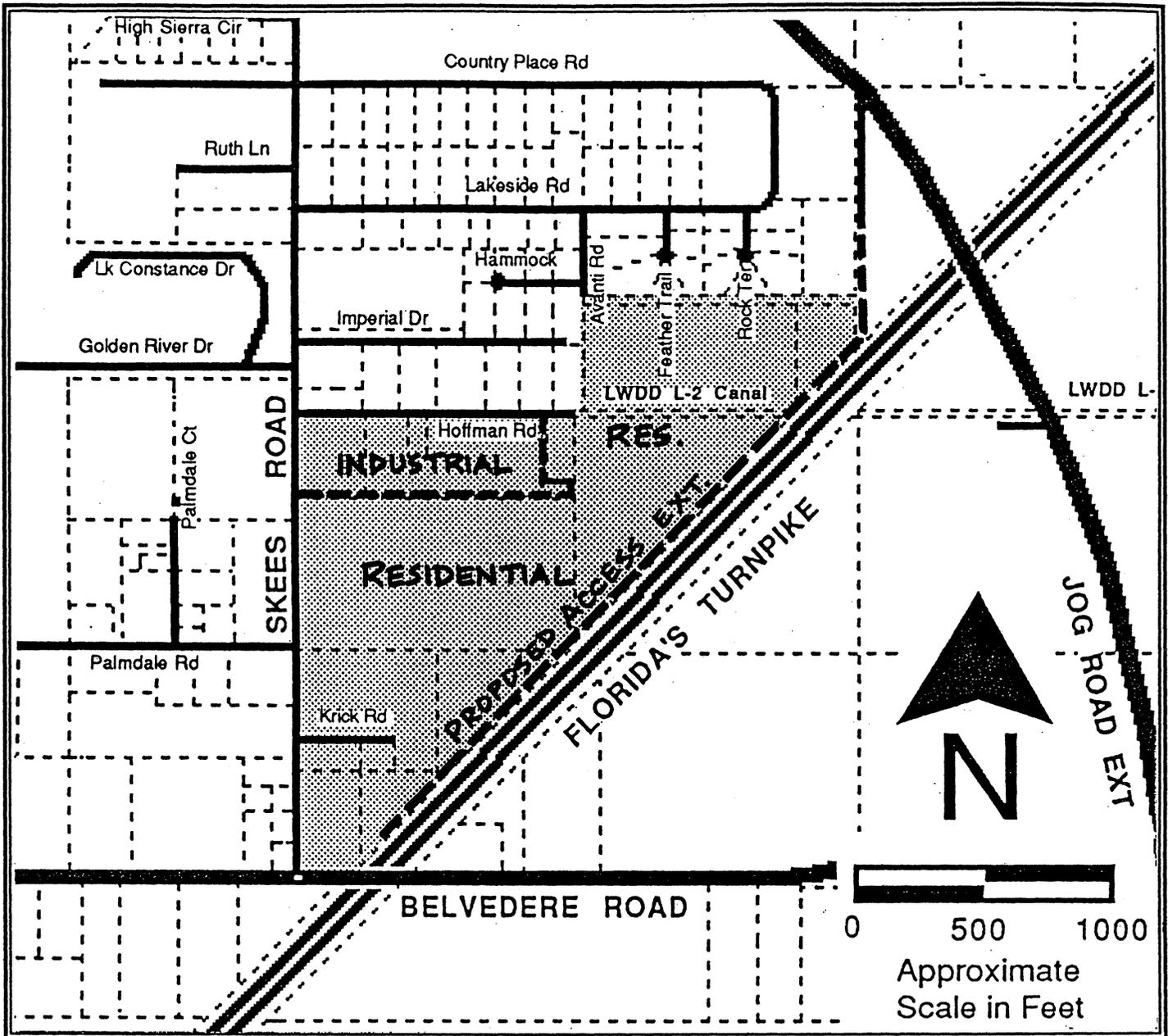


THE SKEES ROAD STUDY

Proposal by
 Group 2:
 March 23, 1995
 Community Meeting

Legend

-  Road Traffic Signal
-  Proposed Comp Plan Amendment 94-57 RES 1

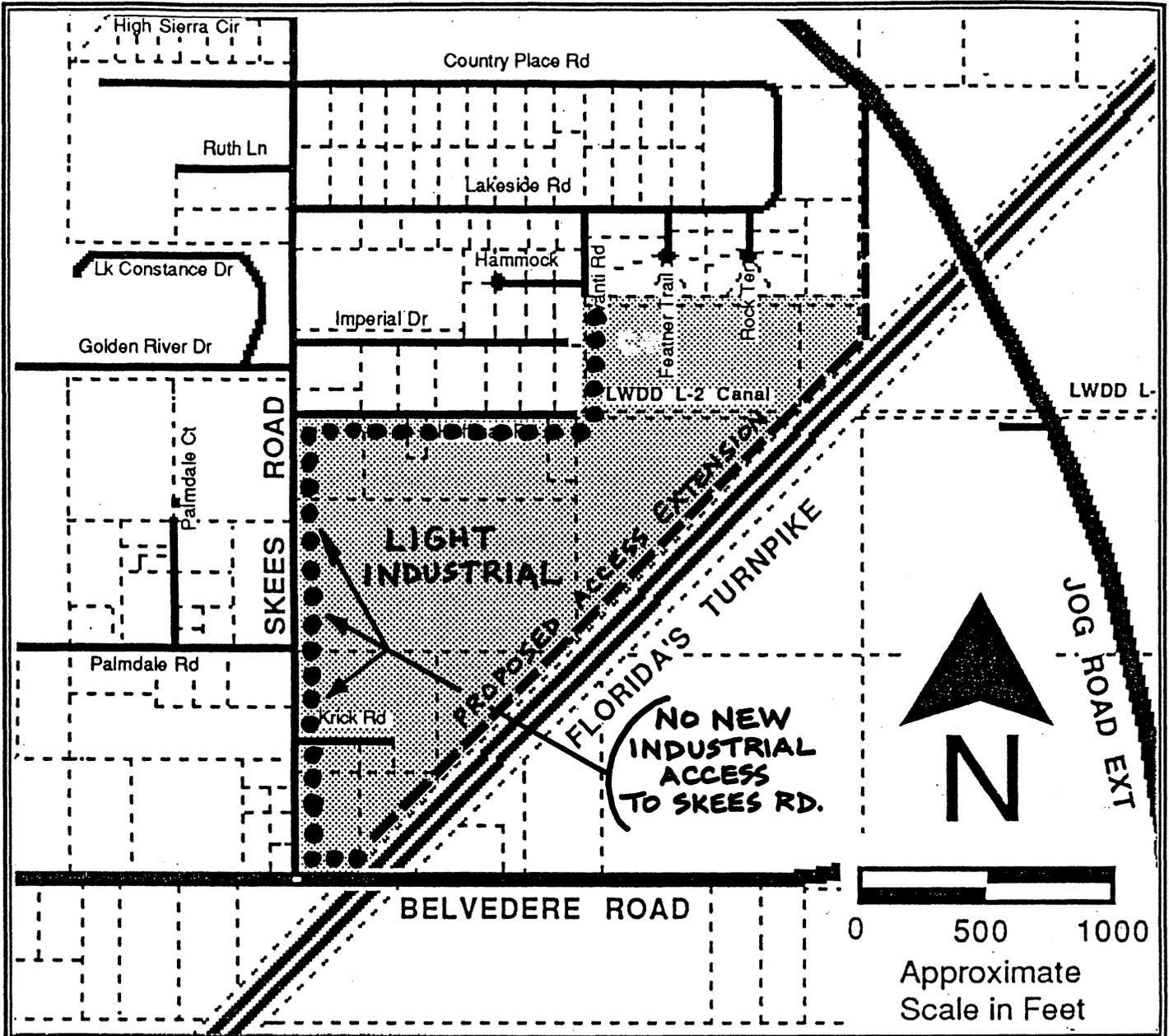


THE SKEES ROAD STUDY

Proposal by
 Group 3:
 March 23, 1995
 Community Meeting

Legend

-  Road Traffic Signal
-  Proposed Comp Plan Amendment 94-57 RES 1



THE SKEES ROAD STUDY

Proposal by
 Group 4:
 March 23, 1995
 Community Meeting

Legend



Road Traffic Signal



Proposed Comp Plan Amendment 94-57 RES 1