

1962

Report on Major Thoroughfare Plan, Park and Recreation Plan, Zoning Plan Subdivision Regulations

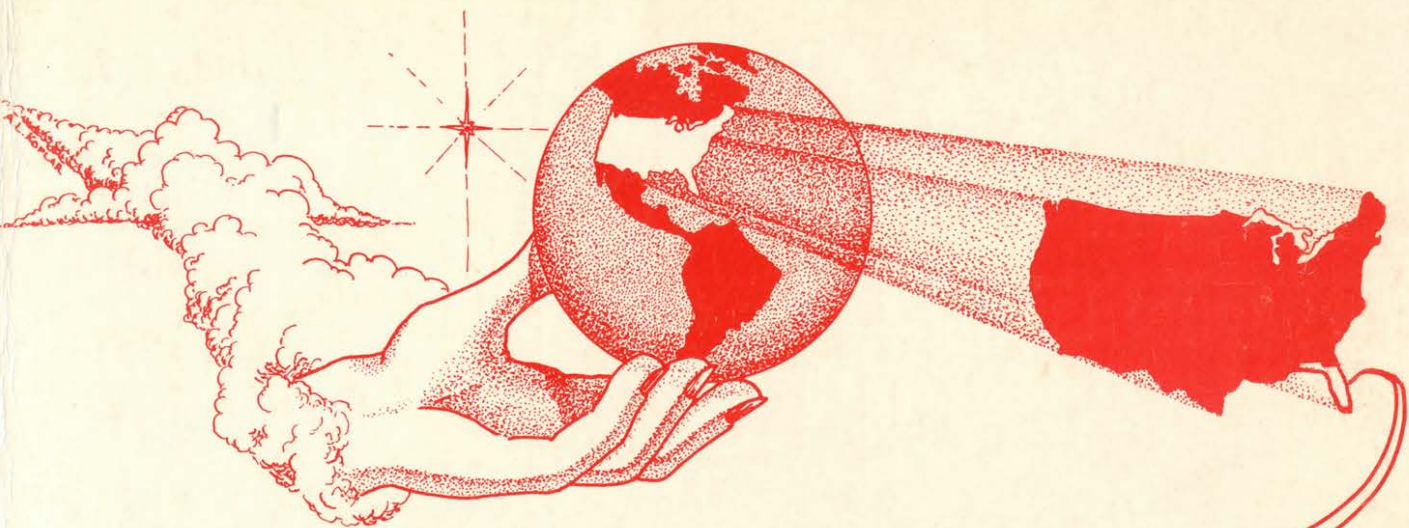
George W. Simons Jr.

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PLANNING FOR THE FUTURE



A REPORT ON

ZONING - MAJOR STREETS - PARKS AND RECREATION

FOR THE

CITY OF DEERFIELD BEACH, FLORIDA

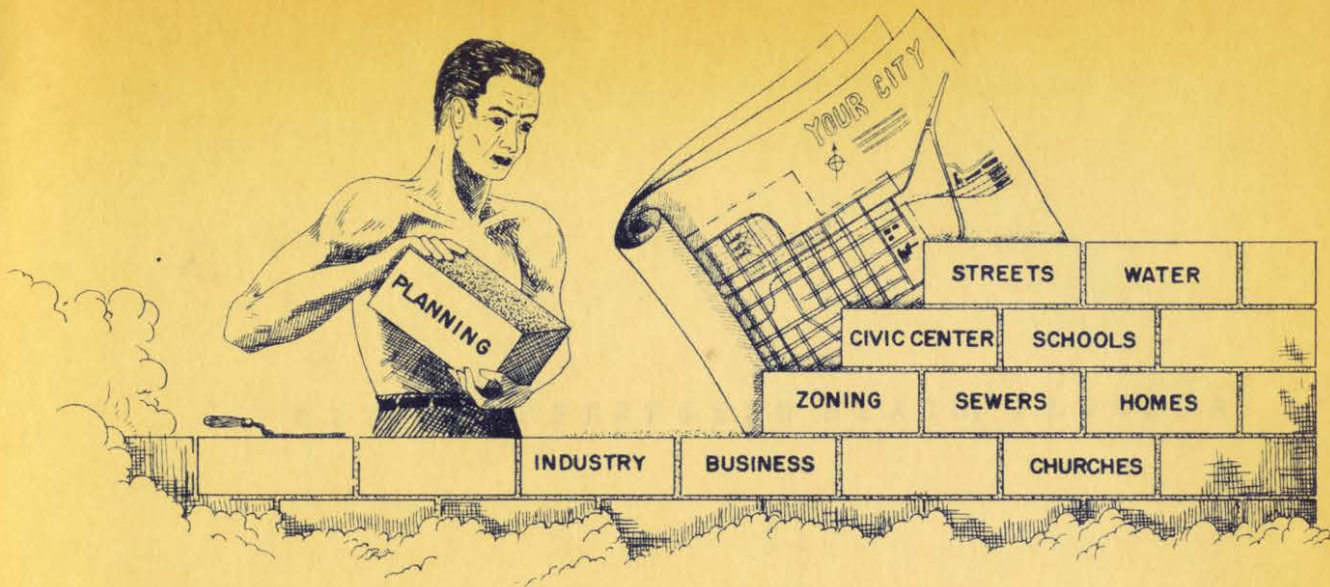
PREPARED BY
GEORGE W. SIMONS JR.
JACKSONVILLE FLORIDA

DEERFIELD BEACH,
FLORIDA

REPORT ON

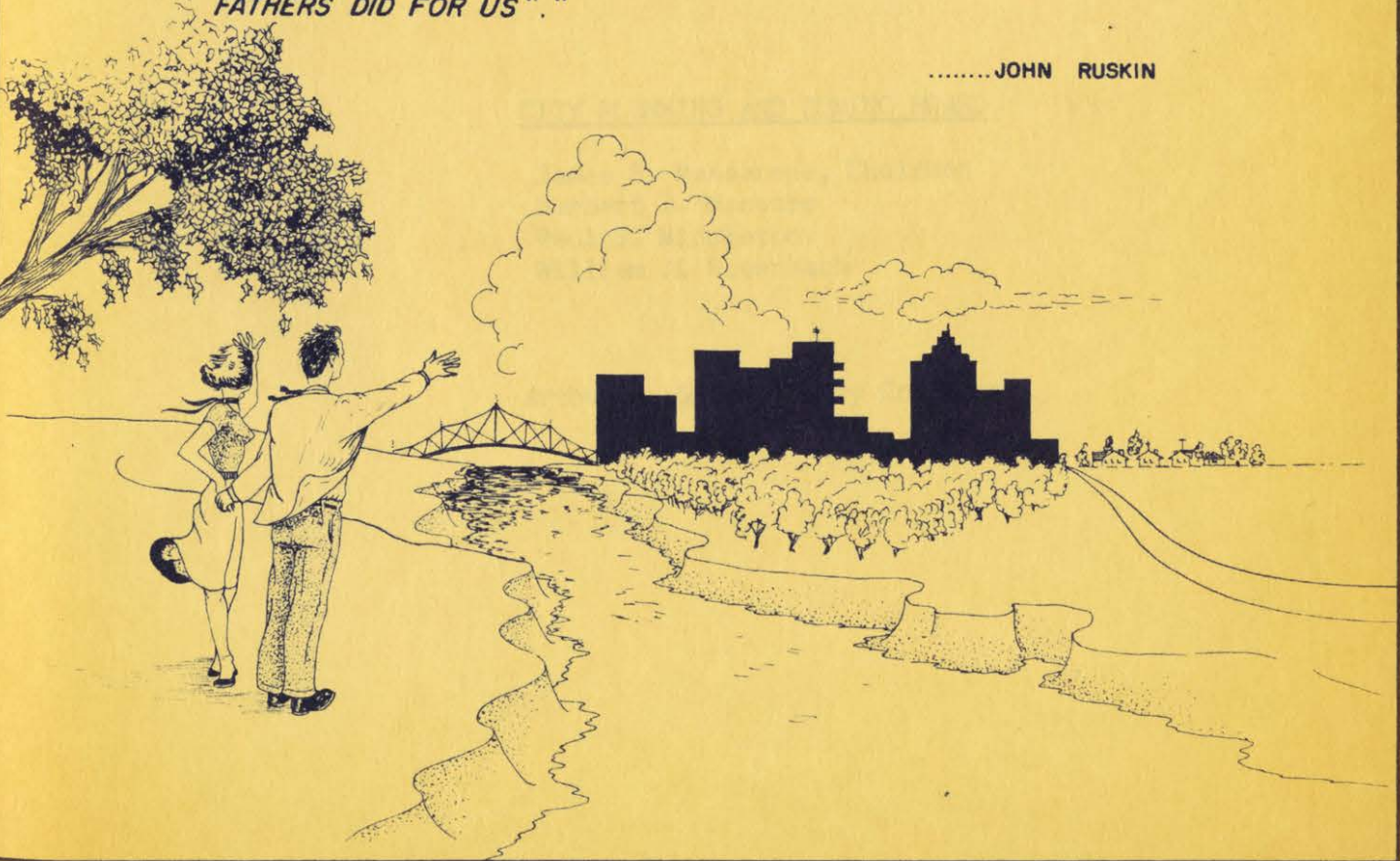
MAJOR THOROUGHFARE PLAN
PARK AND RECREATION PLAN
ZONING PLAN
SUBDIVISION REGULATIONS

Prepared by
George W. Simons, Jr.
Planning Consultant
Jacksonville, Florida
1962



" WHEN WE BUILD LET US THINK WE BUILD FOREVER, LET IT NOT BE FOR PRESENT DELIGHT NOR FOR PRESENT USE ALONE. LET IT BE SUCH WORK AS OUR DESCENDANTS WILL THANK US FOR, AND LET US THINK, AS WE LAY STONE ON STONE, THAT A TIME IS TO COME WHEN THESE STONES WILL BE HELD SACRED BECAUSE WE HAVE TOUGHENED THEM, AND, THAT MAN WILL SAY AS THEY LOOK UPON THE LABOR AND WROUGHT SUBSTANCE OF THEM, "*SEE, THIS OUR FATHERS DID FOR US*". "

.....JOHN RUSKIN



CITY OF DEERFIELD BEACH, FLORIDA

CITY COMMISSION

Hans R. Pufahl, Mayor Commissioner
O. L. Tanner
Royal Firman
J. C. Michell
Ross Henderson

J. Eldon Mariott, City Manager

CITY PLANNING AND ZONING BOARD

James S. Massarene, Chairman
Herbert A. Maccabe
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GEORGE W. SIMONS, JR.

MEM. AM. SOC. C. E.
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PLANNING, ZONING
AND MUNICIPAL
CONSULTANT

TELEPHONE
ELGIN 3-0373

FIRST FEDERAL SAVINGS BUILDING
JACKSONVILLE 2, FLORIDA

February 15, 1962

Mr. J. Eldon Mariott,
City Manager
Deerfield Beach, Florida

Dear Mr. Mariott:

During the past year we have appreciated the opportunity to serve your City Commission and Planning and Zoning Board. We are now pleased to submit a report reflecting our views on the Major Thoroughfares Plan and the Parks and Recreation Plan. Earlier we submitted amendments and maps of the Zoning Plan and copies of Subdivision Regulations.

In the early stages of our work a land uses study of the Beach Area was made from which a tentative zoning map and amendment applicable to the area were prepared. Meetings and discussions with the Planning and Zoning Board resulted in a draft of map and amendments that were submitted to public hearings of both the Planning and Zoning Board and the City Commission.

During the course of the Beach Area zoning operations, the existing zoning ordinance No. 280 and map appurtenant thereto were reviewed. As part of this study a General Land Use Plan was prepared. A tentative Zoning Ordinance and Zoning Map applicable to the corporate area was then prepared and presented to the Planning and Zoning Board for its consideration. These plans were subsequently discussed with the Planning and Zoning Board.

The next assignment related to the preparation of a Major Thoroughfare Plan and a Park and Recreation Plan. After the land use study of the corporate area and the trend of development, the thoroughfare plan as shown in the General Land Use Plan represented the corporate thinking of the Planning and Zoning Board and the Consultant. Likewise, the Park and Recreation Plan was prepared and as presented reflects the general views of the Planning and Zoning Board.

A final document prepared and submitted to the Planning and Zoning Board was the Subdivision Regulations. Presented first in tentative draft they were discussed at several meetings of the Planning and Zoning Board and as revised finally reflected their final views.

The amendments to the Zoning Ordinance 280 were previously submitted separately. Likewise, the Subdivision Regulations were submitted earlier. Enlarged maps were also delivered to the Planning and Zoning Board, however, duplicate copies are included in this report.

Your attention is directed to the necessity of enabling legislation that authorizes the city to adopt and enforce Subdivision Regulations and also, to provide for the protection of mapped streets. Such authorization may be included already within the current city charter or in some special legislation of the past. If not, steps should be taken to get such authorization at the 1963 session of the Florida Legislature.

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We thank you and the City Commission for the pleasant experience this has been.

Sincerely yours,

GEORGE W. SIMONS, JR.

GWS/msh

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WHY PLAN?

A plan is a guide. It portrays how something should be done. A housewife, dreaming about her new home, plans its various rooms and facilities. The owner of a business enterprise plans for its future expansion and the industrialist, contemplating the new plant gives much thought to its size and arrangement. Even the father of a family plans his estate. Planning is practical; it is not some visionary, mystical process but rather planning is the application of orderly thinking to provide future needs in the most effective, economical and efficient manner.

City Planning is not something new. Archeologists have discovered that ancient communities when unearthed, revealed plans. In medieval times cities were planned for defense purposes within walls and around a central plaza. In early America, General Oglethorpe laid out the nucleus of a plan at Savannah, Georgia; and General George Washington, aided by the French engineer, L'Enfant, defined the plan of the great capital city. In more recent times hundreds of cities throughout America working through civic minded citizen groups have engaged in planning activities of various kinds to keep abreast of growth and the demands of the city for needed community facilities. So in reality while the art or science of planning is old, it is yet new.

Unfortunately many of the basic plans of cities were delineated years ago when the nation was predominantly agricultural and rural in character. Railroads were the principal means of transportation, even between communities only ten or twenty miles apart. Animals were not only the beasts of burden in the fields but transported people and goods within the community, but only a few people could afford the horse and carriage. People generally were obliged to live close together near their work. Interurban roads were few and those existing were poor.

Within the cities, roadway improvements were meager. In the 20's, as an illustration, all north-south traffic to and from Miami travelled the narrow Old Dixie Highway. The problems of traffic congestion, parking and commercial decentralization were then unheard of; problems were then comparatively simple and plans to meet them were considerably restricted in scope and largely day to day problems. The city limit line of the earlier days had a meaning; beyond it there was no urban fringe of development or sprawl as we call it today; the automobile was not yet a factor to revolutionize the serenity of living.

The advent of the automobile marked the beginning of a new era in city building and rebuilding. It afforded people their first opportunity to break away from the closely built up areas of dwellings and get into the open spaces. County, state and coordinated interstate highways began to appear and the transition from a rural to an urban composition set in. Today nearly two-thirds of the American people live in towns or cities. Deerfield, once a colorless village, is now a part of a thriving metropolitan area. With new technological developments, new demands confronted government to provide new and varied services. Planning for the new era became an established function of government at its several levels.

So today, faced with innumerable and often complex problems, the officials of our cities are diligently looking ahead and planning. How can the lands of the city be used to their best advantage and still preserve values and the tax base? How can the street system be planned to distribute more efficiently the increasing volumes of traffic and thereby minimize congestion and hazard? What plans can be provided to store or park automobiles within the central business district and elsewhere and thereby preserve the integrity and value of commercial areas? What area provisions should be made for parks and recreation facilities to meet the increasing demands of old as well as young people? What additional utilities will be required, and, with the increasing complexity of the governmental structure, what added space for administration purposes will be required?

These are but a few of the many problems constantly staring the municipal officials in the face - and their solution depends on sound and effective planning.

The City Commission of Deerfield Beach anticipates a new era of growth and diversified development. They do not believe in a status quo condition. So, because of their faith in the community and its future, they are now anticipating basic needs and making plans to provide them.

Their plans however will not consist of a rigid, unchangeable framework. They will initially establish a guide, sufficiently flexible to yield to changes that may arise. In recognition of this principle, their planning becomes a continuing function of their government. Plans must be kept alive and alert to avoid stagnation and this can be done only by the support of an intelligent, enthusiastic citizenship participation. The officials of the city are limited in the extent and scope of their powers or authorities, but citizenship support and interest is unlimited. Citizens can get behind the government and through their interest and encouragement get the essential laws that will enable the elected government to make the city the kind of a place they want it to be.

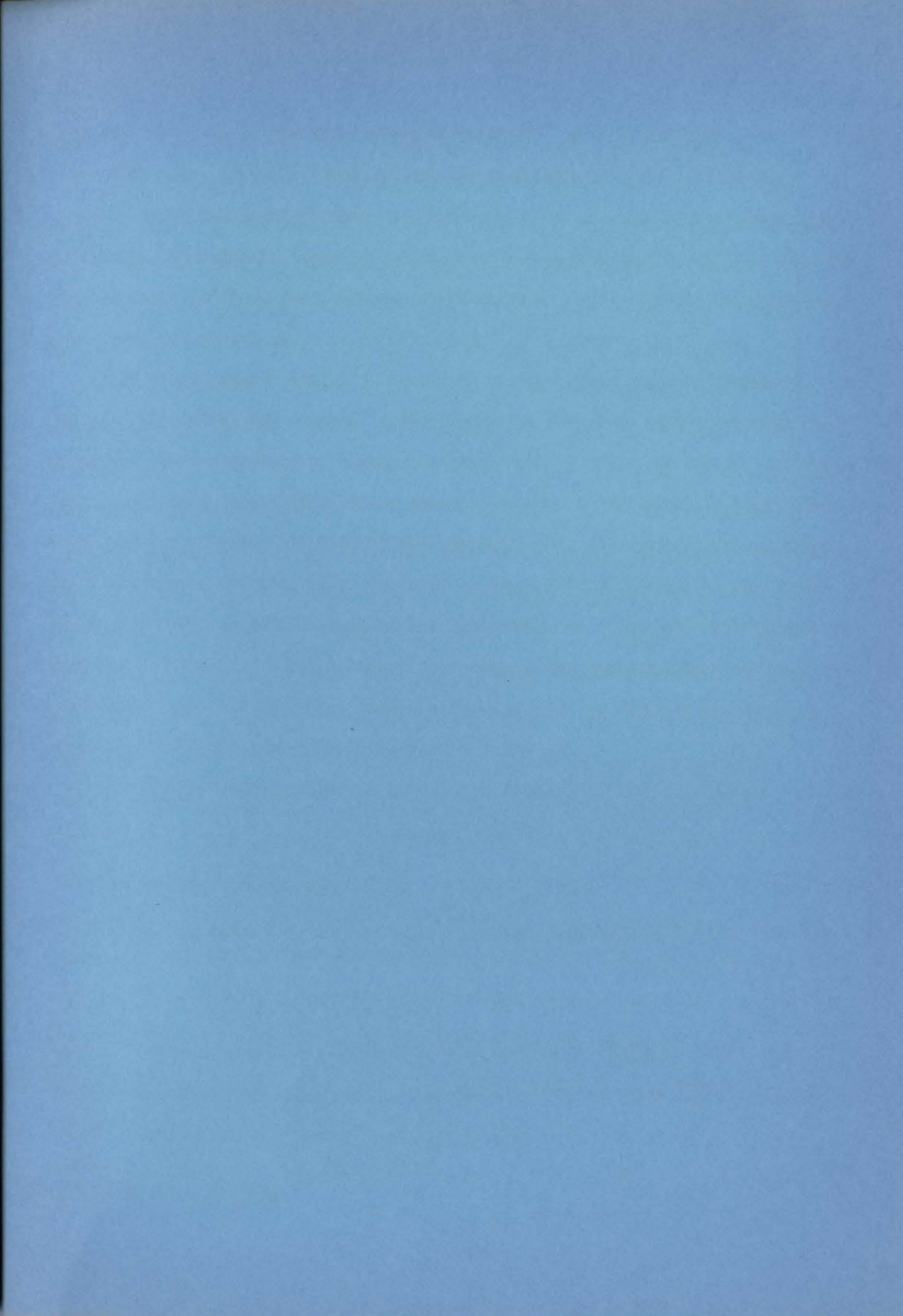
"If you want to live in the kind of a town
That's the kind of a town you like,
You needn't slip your clothes in a grip
And start on a long, long hike."

"You'll find elsewhere what you left behind,
For there's nothing that's really new.
It's a knock at yourself when you knock your town
It isn't your town - it's you."

"Real towns are not made by men afraid
Lest somebody else gets ahead.
When everybody works and nobody shirks
You can raise a town from the dead."

"And if while you make your stake
Your neighbor can make one, too,
Your town will be what you want to see,
It isn't the town - it's you."

Planning is the beginning!



CHAPTER ITHE GENERAL LAND USE PLAN

Before any Park and Recreation Plans or a Plan of Major Thoroughfares could be prepared, it was desirable to prepare a General Land Use Plan of the Deerfield Beach area - a pattern showing how the area might conceivably develop in the next 20-25 years. (Figure 1.)

The General Land Use Plan was constructed from such basic information as population growth and trends, subdivision practices, building activities and area economy. It is essentially a broad plan of objectives for the guidance of officials and the general public including builders, industrialists and others engaged in making decisions that could have a profound affect on the future growth, development and quality of the area. The General Land Use Plan is not a pattern of specific projects but rather, a general delineation of area needs for future residential, commercial and industrial development and a projection of areas and facilities advantageously suited for park and recreation facilities, schools, fire stations, community service structures.

The basic principals used as guides in the formation of the General Land Use Plan were:

1. The major land uses should be located in those areas to which they are best suited.
2. A reasonably compact and homogeneous type of development insures economy of operation and convenience to residents and visitors.
3. The land use pattern must be compatible with physical limitations.
4. Major transportation facilities must be coordinated with the land use pattern to insure a good circulation system.

The plans and programs that follow are predicated on the assumption that future development in the Deerfield area will follow the pattern suggested by the General Land Use Plan. Should there be major changes in the future land use, corresponding modifications should be made in the Park and Recreation and Major Street Plans.

CHAPTER II

PARKS AND RECREATION FACILITIES

"Parks and Recreation facilities are recognized universally as essential governmental functions supplying a needed tonic to a mechanized, mobile civilization. They not only promote health and provide means of relaxation but, minimize the crimes and misdemeanors resulting from idleness."

Simons - "Fort Lauderdale Plan, 1947"

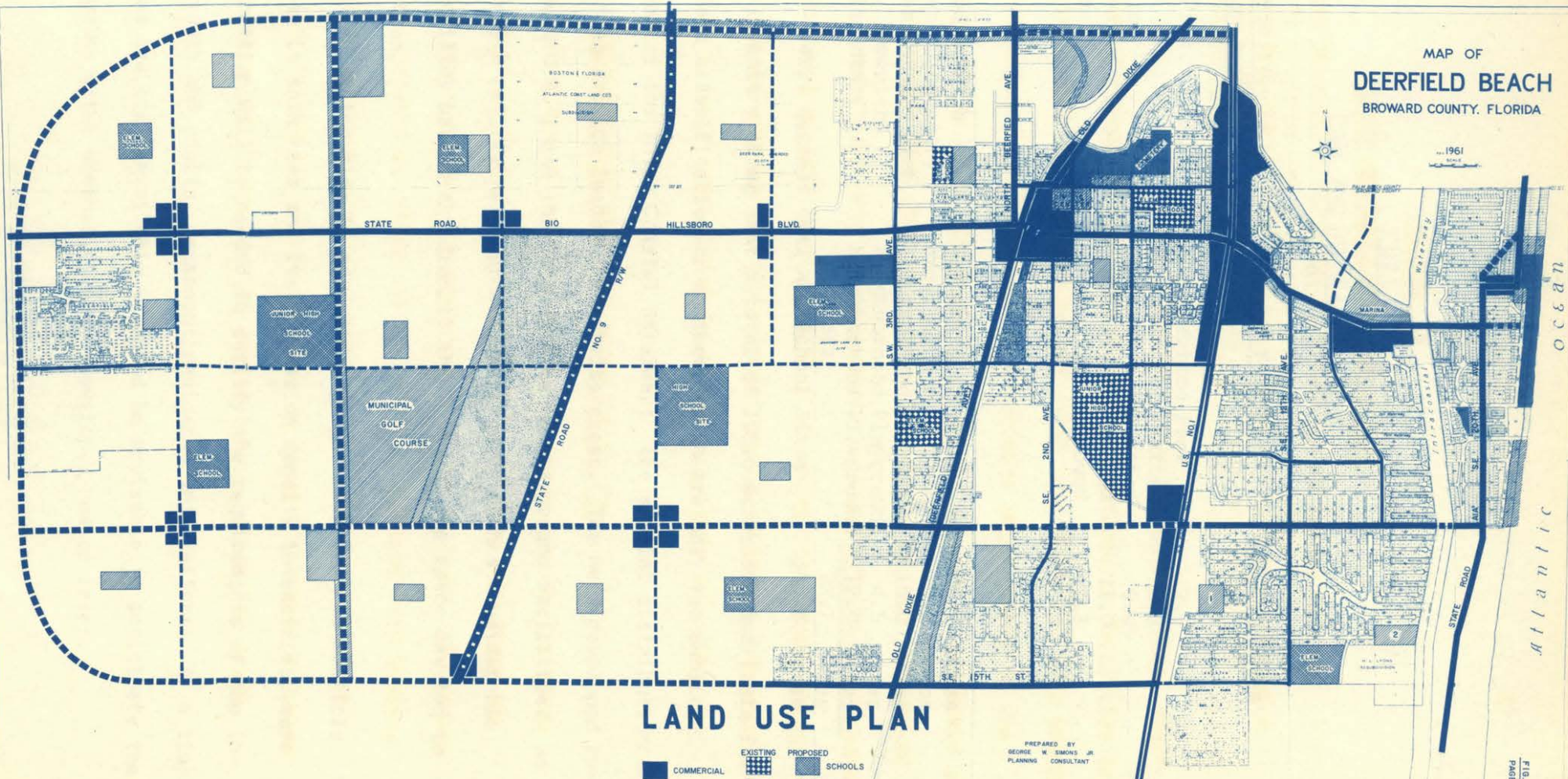
A well coordinated system of parks and diversified recreation facilities is a basic need in every community. Landscaped and other open areas not only provide spaces to supply recreation needs but they can contribute immeasurably to the aesthetics and beauty of the city. In a day of increased automation and hours of leisure it is more important than ever to provide adequately for the recreation needs of the people - active and passive recreation. A diversification of recreation facilities contribute greatly to the building of better citizenship among the youth and cultivate and enhance the civic consciousness of adults. Recreation facilities, fashioned to their specialized needs are especially appealing to visitors and tourists.

EXISTING PARK AND RECREATION FACILITIES

Currently about 105 acres of land are devoted to parks, recreation areas and school sites as shown in Figure 1 and Table 1 . Of this, only about 32 acres are city owned and operated, the remainder or about 74 acres are school sites or school owned properties. Based on the accepted National Park Service standard of one acre of park and recreation area for each 100 of present or future population, Deerfield Beach should now have at least 100 acres of varied park and recreation space and in the not too remote future, about 300 acres.

MAP OF
DEERFIELD BEACH
 BROWARD COUNTY, FLORIDA

1961



LAND USE PLAN

- | | | |
|-------------|-----------------------------|-----------------------------|
| COMMERCIAL | EXISTING SCHOOLS | PROPOSED SCHOOLS |
| RESIDENTIAL | EXISTING PARKS - RECREATION | PROPOSED PARKS - RECREATION |
| INDUSTRIAL | MAJOR THOROFARES | SECONDARY STREETS |

PREPARED BY
 GEORGE W. SIMONS, JR.
 PLANNING CONSULTANT

TABLE I

PARK AND RECREATION AREAS
1961

<u>Description of Facility</u>	<u>Type of Facility</u>	<u>Area in Acres</u>
<u>Public Recreation Areas</u>		
1. Beach Area Park	Neighborhood Park	2.9
2. Beach Area	Community Recreation	2.3
3. Beach Pavilion	Community Recreation	0.45
4. Pioneer Park	Community Playground	11.0
5. West Side Park	Community Playground	15.3
	Total	31.9
<u>School Sites</u>		
6. Deerfield Junior High	Community Playfield	32 acres
7. Deerfield Park Elementary	Neighborhood Playground	10.2 acres
8. Deerfield Park Junior High	Neighborhood Playground	15.0 acres
9. Braithwaite Elementary	Neighborhood Playground	4.5 acres
10. Deerfield Elementary	Neighborhood Playground	12.0 acres
	Total	73.7 acres
Grand Total - Park, Recreational and School Sites		105.6 acres

Although this inventory shows that a total of 105.6 acres are available for recreation uses of one classification or another, there are only two publicly owned facilities west of the Intra Coastal Waterway; the spatial distribution of the existing facilities provide inadequate service areas. The well developed residential area between U.S. 1 and the Waterway has no playground facilities. As this is predominately a retiree neighborhood infiltrated with a considerable number of younger families having children, it should have some space devoted to neighborhood recreation.

The beach area is lacking also in adequate recreation space. As multiple family units increase in this area and its population density intensifies, more open spaces for recreation will be needed to satisfy the requirements of the increasing number of youth and adults, permanent residents and visitors. At a time when some open spaces are still available it should be advisable to anticipate the future needs and acquire sites whether they are developed now or later.

The greatest weakness of the existing recreation plan is the lack of facilities for senior citizens. Except for the public beach area, there are no public facilities for the active or passive recreation of the 1800 citizens over 60 years of age! In an area that is appealing to older age groups, considerable attention should be given to the public recreation needs of this group. These people like to gather in state or community groups, to engage in games, socials and meetings. Community shelters or structures, shuffleboard and roque courts, lawn bowling, domino, checkers and card facilities should be therefore made available in the midst of agreeable and pleasing environmental conditions. The needs of the young school age groups can be satisfied largely at school sites and neighborhood playgrounds but the older age groups need more specialized facilities easily accessible to them.

Summarily, Deerfield Beach is currently deficient in its Park and Recreation facilities. Its fortunate location in the rapidly, growing Gold Coast area is particularly appealing to a specialized type of people primarily concerned with satisfying home life amid friends in a resourceful and salubrious climate. As the population of the immediate and tributary area increases and its economy becomes more diversified, increasing numbers of younger people will move in. Deerfield Beach therefore will be obliged to provide an enlarged and more diversified recreation program in the future, one to satisfy the needs of the young, middle age and older age groups.

PLAN FOR PARKS AND RECREATION

Someone has said that "leisure is a shaper of civilization. Leisure has had an impact on society throughout history. Leisure time is now increasing dramatically." Because leisure is such a controlling factor in our society it is incumbent on the responsible leadership in the community to provide for its utilization in a most beneficial manner. A comprehensive Park and Recreation Plan should be

directed toward the satisfaction of many needs; it should consist of many and varied types of facilities.

CLASSIFICATION OF RECREATIONAL FACILITIES

The National Recreation Association has established standards for Parks and Recreation needs of a city, classifying the various facilities in the following manner (See Figure 2 also).

1. PLAYLOTS These facilities are often installed for the use of neighborhood children of the lowest age groups. Sites of 1500-5000 square feet are located usually within blocks or as parts of housing projects or large real estate subdivisions. The equipment of them consist mainly of items used by the younger children.
2. NEIGHBORHOOD PLAYGROUNDS are designed primarily for the activities of children of the grade and junior high school ages. Such areas should be 3 - 7 acres in size, spaced at a minimum of one mile apart in generally well developed sections, thereby providing service within a radius of one-half mile.
3. PLAYFIELDS constitute the largest and most diversified kind of facility for active recreation, developed primarily for the use of teen-agers and adults. It is usually an area of 20 - 40 acres. In it are facilities for games and major sports for young and old, baseball, tennis, basketball, vollyball, softball, track events, and football. One playfield for each 20,000 of the population is considered a minimum.
4. ATHLETIC FIELD - A Sports Center comprises an area of 30 - 40 acres. Each city should have one sports center including a stadium, sports arena, and various courts and fields for major sports.
5. COMMUNITY CENTER - AUDITORIUM. A community center building should be established for every 20,000 population. It is a multiple purpose structure designed for all age groups, and sufficiently flexible to serve social, cultural, and recreational functions. It should offer facilities for both active and passive recreation, i.e. gymnasium, meetings, music, game and reading rooms, and stage for neighborhood dramatics.
6. SPECIALIZED COMMUNITY PARKS In this category there are zoological parks, botanical gardens, historical areas, natural amphitheatres, and large scenic landscaped parks. The number of these is limited by the fiscal ability and interest of the city to acquire and maintain them.

PARKS

Parks and Recreation facilities in the community plan that are closely aligned can be classified roughly as follows:

NEIGHBORHOOD PLAYLOT

AN AREA INTENDED FOR ACTIVE RECREATION FOR PRE-SCHOOL CHILDREN. ITS MAJOR USE IS AS A SUBSTITUTE FOR BACK YARDS WHERE PLAY OPPORTUNITIES ARE RARELY AVAILABLE, SUCH AS IN CONGESTED DISTRICTS AND IN THE APARTMENT DEVELOPMENTS.

THE SIZE OF A PLAYLOT SHOULD BE ABOUT 1,500 TO 5,000 SQUARE FEET. ABOUT THE SIZE OF AN AVERAGE SINGLE FAMILY RESIDENTIAL LOT.

A PLAYLOT SHOULD BE LOCATED ONE TO EACH BLOCK IN CONGESTED AREAS - ONE FOR EVERY 300-700 PEOPLE.



FACILITIES

Fig. 2
Page 7

LARGER HOME GROUNDS
NEARBY CHILDRENS NURSERIES
PLAYLOTS

NEIGHBORHOOD PLAYGROUND

AN AREA FOR ACTIVE RECREATION FOR CHILDREN 5 TO 15 YEARS OLD. IT MAY, IN ADDITION, PROVIDE A SMALL AREA FOR THE EXCLUSIVE USE OF PRE-SCHOOL CHILDREN, AND FACILITIES WHICH MAY BE USED UNDER CERTAIN CONDITIONS BY YOUNG PEOPLE AND ADULTS.

THE SIZE OF A PLAYGROUND SHOULD BE 3 TO 7 ACRES. THE SITE SHOULD NOT BE LOCATED ALONG HEAVILY-TRAVELED STREETS OR RAILROADS. CHILDREN SHOULD BE ABLE TO REACH THE SITE WITHOUT BEING EXPOSED TO ANY SPECIAL HAZARDS.

CHILDREN SHOULD NOT BE EXPECTED TO WALK MORE THAN 1/2 MILE TO REACH A PLAYGROUND.



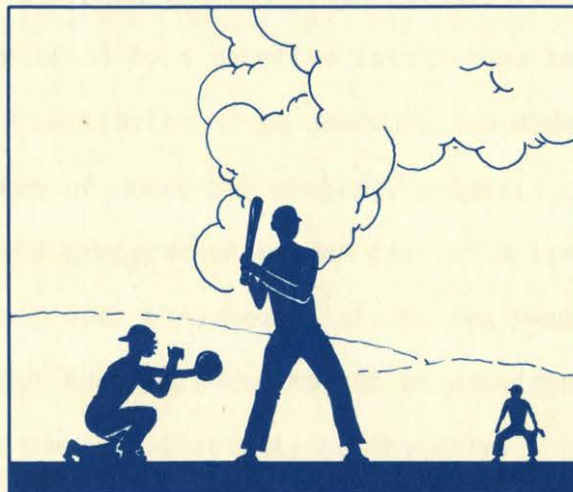
PLAY AREAS IN PARKS
SWIMMING POOLS
HOME GROUNDS
ZOOS
BOY & GIRL SCOUT CAMPS
SCHOOL PLAYGROUNDS
PLAYGROUNDS FOR ATHLETICS
COMMUNITY CENTERS
OUTLYING NATURALISTIC PARKS
MUSEUMS

NEIGHBORHOOD PLAYFIELD

AN AREA FOR ACTIVE ORGANIZED PLAY FOR OLDER CHILDREN AND ADULTS, AGES 15 AND OVER. A SMALL SECTION SHOULD BE DEVELOPED AS A CHILDRENS PLAY AREA.

THE SIZE OF A PLAYFIELD SHOULD BE 10 TO 30 ACRES.

PLAYFIELDS SHOULD BE LOCATED WITHIN 1/2 TO 1 MILE WALKING DISTANCE FROM EVERY HOME.



NEIGHBORHOOD PARK

AN AREA FOR PASSIVE RECREATION FOR ALL AGES. A RELATIVELY SMALL NEIGHBORHOOD PARK AREA AND PRIMARILY INTENDED TO PROVIDE AN ATTRACTIVE NEIGHBORHOOD SETTING AND TO AFFORD A PLACE FOR QUIET, PASSIVE RECREATION.



SCENIC DRIVES
PLAYFIELDS
SWIMMING POOLS
NEIGHBORHOOD PARKS
COMMUNITY CENTERS
LARGE PARKS
RESERVATIONS - FOREST PRESERVES
MUSEUMS & ZOOS
FISHING & BOATING
BRIDLE & NATURE TRAILS

1. RESERVATIONS. These are customarily areas of large extent selected because of their water ways, vegetation, ruggedness or specialized physical attribute. In the Deerfield area the Everglades National Park would be the nearest area of the Reservation type.
2. LARGE PARKS. These are naturalistic areas within the city or adjacent thereto, serving the community as a whole. In such areas the facilities for both active and passive recreation are enjoyed. They also provide ample space for landscaping and beautification.
3. NEIGHBORHOOD PARKS These are open, landscaped areas of beauty and attractiveness located within the various neighborhoods. Often the Neighborhood Park and the Neighborhood Playground are merged into one planned facility - a portion devoted to landscaping and plantings and the remainder to certain types of recreation. Neighborhood Parks contribute immeasurably to the aesthetics of the city.
4. SMALL SQUARES, OVALS, ETC. These sigments often provided in modern subdivision developments are decorative park areas that also can lend an atmosphere to the community.

PROPOSED PARK AND RECREATION PLAN

The existing and proposed park and recreation areas are shown in Figure 1. A proposed facility is identified by a relative location rather than by specific lot or plot. The ultimate realization of an adequate and diversified system will require an annual expenditure of money for property acquisitions, equipment and servicing. This suggests the preparation by the city of a long term capital improvements budget extending over a period of six to ten years. By following the provisions of such budget the improvements can be provided when needed and the whole will fall within the fiscal ability of the city.

The recreation facilities recommended are now listed in accordance with their priority of necessity and importance in the comprehensive plan.

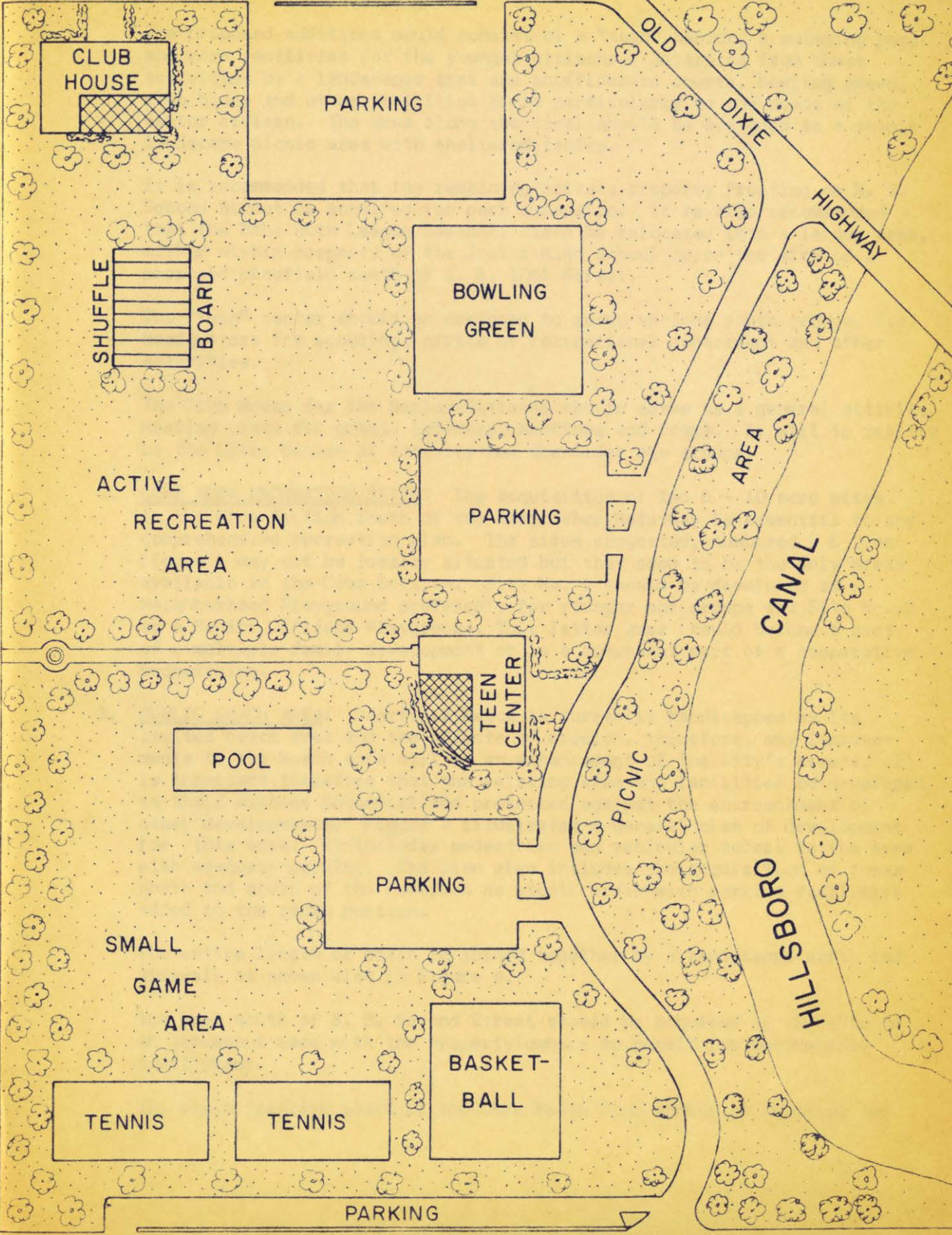
1. PIONEER PARK: This can be classified as a Playfield. Centrally located, this area of approximately 11.0 acres should be improved as indicated in Figure 3. It now contains facilities for active and passive recreation for the entire community - a boat ramp, a Babe Ruth League baseball field, outdoor basketball courts, 6 shuffleboard courts and miscellaneous playground equipment. These facilities however should be augmented to serve better the community.

PIONEER PARK

GEORGE W. SIMONS JR.
PLANNING CONSULTANT

DEERFIELD BEACH, FLORIDA

N.E. 3RD. AVE.



PARKING

N.E. 6TH. AVE.

The proposed additions would consist of a "teen" center, a swimming pool and more facilities for the younger citizens. Separated from these activities by a landscaped area are shuffleboard courts, bowling green, club house and other facilities aimed particularly to the needs of the senior citizen. The area along the canal should be designed as a scenic landscape picnic area with sheltered tables.

It is recommended that the remaining private property fronting on N. E. Second Street be acquired for park expansion. It is also recommended that the Babe Ruth League baseball field be relocated into a larger area, either within property of the Junior High School or on the site of a proposed playfield south of S. E. 10th Street.

The "teen" center should be designed to serve various youth groups, i.e. headquarters for scouting, office of recreational department and other activities.

The Club House for the Senior Citizens should serve as a general activity meeting place for games, lectures, meetings and drama. It will in reality be the Civic Center of activity for the older age groups.

2. COVE AREA RECREATION SITES: The acquisition of two 5 - 10 acre sites in the Cove Section south of the Kingfisher Waterway is essential to any comprehensive recreation plan. The sites suggested, numbered 1 & 2 on Figure 1 may not be ideally situated but they seem to be the only areas available in the Cove Section. Site No. 1 should be developed as a Neighborhood Playground preferably for younger age groups and Site No. 2 as a Senior Citizens Playground. This latter area could become a part of a multiple family development or as a component part of a cooperative undertaking.

3. PUBLIC BEACH AREA: Deerfield Beach is currently handicapped by its limited beach area and the effects of erosion, therefore, any improvements to the beach area will be an enhancement of the city's assets. It is important therefore that the existing area and facilities be developed to their highest potential and protected against the encroachment of other developments. Figure 4 illustrates a general plan of development for this area. It includes pedestrian and vehicular access to the area with adequate parking. The plan also includes the acquisition of areas north and south of the Pavilion as picnic areas with parking facilities added to the south portion.

The entire length of beach is joined together by a landscaped strip and sidewalk as shown also in Figure 4.

The area south of S. E. Second Street should be acquired by the city or an agreement made with the property owners to permit its recommended development.

The beach frontage south of the Cove Beach Club should be acquired and

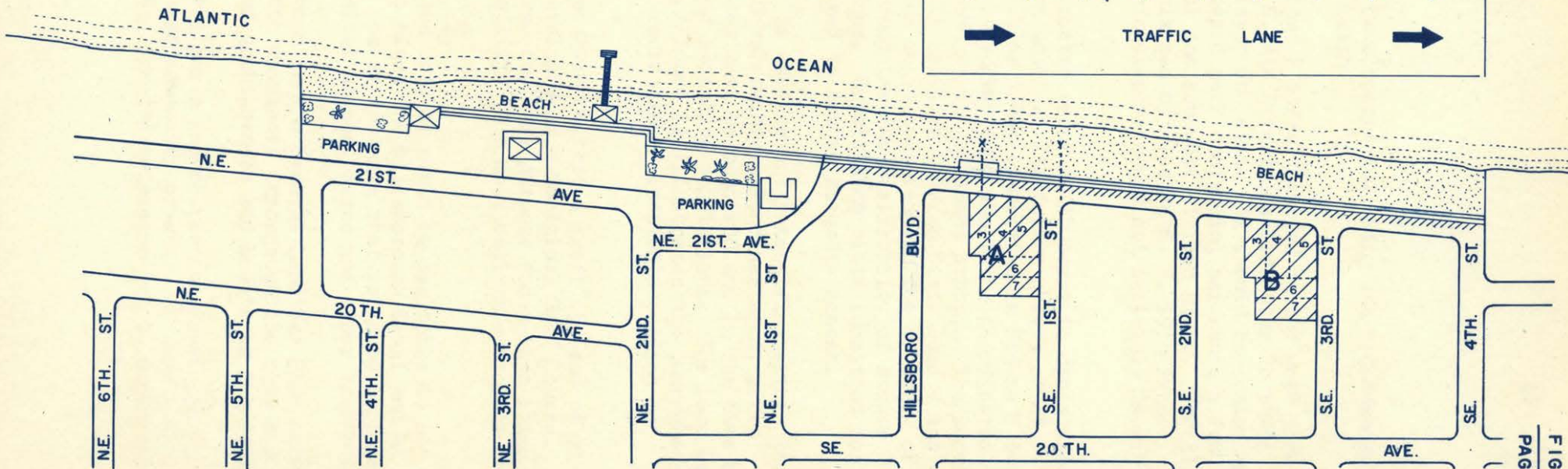
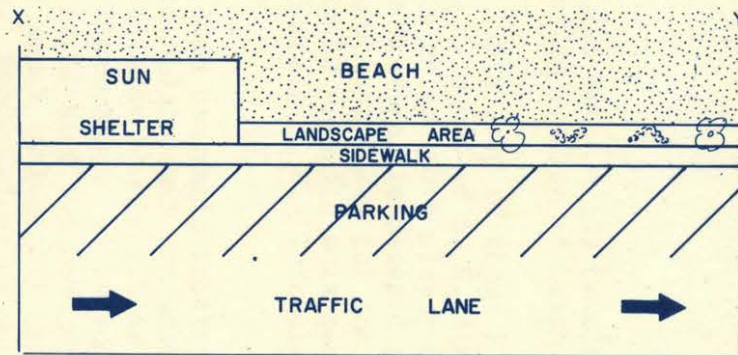
BEACH DEVELOPMENT PLAN

DEERFIELD BEACH, FLORIDA

1961



PREPARED BY
GEORGE W SIMONS JR.
PLANNING CONSULTANT



A > POSSIBLE PARKING AREAS

improved as a public beach - its development following the recommended plan for the existing section of beach.

4. BEACH AREA PARK: This area of about 2 acres, located on the west side of 19th Avenue S. E. south of S. E. 4th Street, is irregular in shape and not physically an adequate playground site. It should be looked upon primarily as a decorative, landscaped park containing perchance a few swings, teeters and sand boxes for the youngest citizen group. The size of this area could be slightly enlarged by closing S. E. 19th Avenue from 4th to 6th Streets S. E. This closure would not seriously impair the traffic flow.
5. WEST SIDE PARK: This centrally located tract of 15 acres is classified as a Playfield for older youth and adults. Its future provision of equipment and facilities should follow those enumerated in Figure 2 for Playfields. The improvement of this Playfield should be coordinated with the various facilities proposed at the adjacent school. The service area of this Park would include all sections between State Road 9 and Old Dixie Highway. Subdivisions of unplatted areas in the vicinity of the school and Playfield should recognize the desirability of access highways to serve the two facilities. Subdivision plats submitted for review should be closely scrutinized to assure adequate access.
6. ADDITIONAL PARKS AND RECREATION: As development intensifies within the central area of the city and new developments extend westward, sites for additional recreation facilities must be acquired and in due time be improved as needed to serve new and expanding populations. The Land Use Plan referred to in the beginning, (Figure 1), illustrates the comprehensive outline for future parks and recreation - located according to assumed service areas.

It is recommended, among these other projects that a tract of land of at least 150 acres be acquired and developed as a Municipal Golf Course. Property can be more easily acquired for this purpose today than later as expansion intensifies. This facility is a most desirable project for the long range plan.

For the aesthetic enhancement of the city it would be desirable to establish several small scenic parks along the Hillsborough Canal and at other points throughout the city. Other features that could be explored by the city would be a large botanical garden, a zoo and other facilities.

The proposed system of Parkways shown in the General Land Use Plan provide for pedestrian and vehicular traffic movements throughout the city and at the same time promote a sense of spaciousness and beauty to the landscape.

In conclusion, the fact remains that parks and recreation areas are fundamental requisites of sound, balanced community growth. As people fill up the land, spaces must be provided for the recreation of a lengthened leisure.

CHAPTER III

MAJOR THOROUGHFARE PLAN

The Street System of the community is a basic component of the General Land Use Plan (Figure 1). As channels of traffic flow and circulation, the various streets serve to expedite the movement of persons and goods into and through the city and between its various parts. By connections with County and State Highways the city is accessible to all parts of the region and State. Major thoroughfares are distinctive elements in the street system as a whole because they carry large volumes of traffic; they may also serve as neighborhood boundaries where practicable. In American cities about 30 percent of the developed land area is consumed by streets.

Because many of the original streets of the community were designed prior to the advent of automobile traffic, one finds a predominance of 40 and 50 foot right of way widths accommodating roadways that average about 22 feet in width. In many instances the widths of right of way and roadway are wholly inadequate to meet the needs of anticipated traffic volumes. Fortunately the subdivision requirements of our counties and cities are now establishing a right of way minimum of 60 feet.

Not all streets in the network are of equal value or importance. The greatest percentage of the gross street mileage consists of those streets that afford access primarily to residences. In addition, there are a number of streets or thoroughfares of primary and secondary importance when gauged relatively by the volumes and type of traffic carried. These principal streets carry traffic into and through the city, carry traffic around the congested core and from one major center to another within the urban structure. These Primary and Secondary streets sometimes called arteries - are usually components of the Major Thoroughfare Plan.

Highways such as U.S. 1, A-1-A, State Road 810 and Hillsboro Boulevard are some of the Primary arteries or thoroughfares. S. E. 15th Avenue, S. E. 12th Avenue, Old Dixie Highway and S. W. 2nd Avenue are numbered among the Secondary thoroughfares.

TABLE II

MOTOR VEHICLE REGISTRATIONS - FLORIDA - BROWARD COUNTY*

	Registrations (Florida)	Persons Per Car	Registrations (Broward)	Persons Per Car
1930	359,525	4.1	6,248	3.22
1935	402,135	4.0	8,250	2.79
1940	579,495	3.3	17,200	2.31
1945	576,675	3.9	17,235	2.93
1950	1,117,105	2.5	40,936	2.05
1955	1,800,969	1.9	97,268	1.75
1960	2,637,000	1.9	204,000	1.72
1975	4,861,000	1.7	656,000	1.67

* Table II; Major Highway Plan - Broward County, Florida- 1960

Table II illustrates how motor vehicle registrations have increased in the State of Florida and Broward County since 1930. Registrations have increased 7 and 30 times respectively in the period 1930-60. But more significantly, in 1930 there were 4.1 and 3.22 persons per registered vehicle in Florida and Broward County, respectively but in 1960 there were 1.9 and 1.72 persons respectively. And the estimate for 1975 is 1.7 and 1.67 persons respectively.

These data reveal vividly the increasing magnitude of the traffic problems that will soon confront the Deerfield Beach area. And too, the fact that Deerfield Beach is a part of the metropolitan complex of southeast Florida, complicates the future. It presages the necessity of designing an adequate thoroughfare plan to insure a more orderly distribution of land uses and traffic circulation to service those uses.

EXISTING STREET PATTERN

The existing street pattern of Deerfield Beach is built around three principal highways - U.S. 1, State Road 810 and the Old Dixie Highway. In the 20's, the latter was the sole north - south road through Broward County. Between these principal highways the subdivision street pattern is basically rectilinear however, in the Cove Section a curvilinear pattern was introduced.

A-1-A in the beach section, S. E. 12th Avenue in the Cove section, U.S. 1 and S. E. 2nd Avenue in the Central section and the Old Dixie on the west side comprise the major north - south thoroughfares. S. E. 12th Avenue and S. E. 2nd Avenue function primarily as collector streets - feeding traffic from residential areas into the primary streets.

Hillsboro Boulevard on State Road 810, S. E. 7th Court and S. E. 15th Street are the principal east - west thoroughfares in Deerfield Beach. S. E. 7th Court serves as a good collector street in the Cove Section. Robinson Road is also a good secondary east - west street affording access to the Junior High School.

The points of greatest traffic congestion within the city are the areas in the business district on A-1-A in the beach area and on State Road 810 in the Central Business District. At these two points, right angle turns complicate traffic movements and increase the hazard.

There are currently five grade crossings at the F.E.C. Railway - N. E. 2nd Street, Hillsboro Boulevard, S. E. 4th Street, S. E. 10th Street and S. E. 15th Street and one - State Road 810 - at the Seaboard.

ANTICIPATED TRAFFIC VOLUMES

Table II illustrates how the automobile population has increased in the past thirty years and what the probabilities are for the future. To avoid stagnation,

congestion and to minimize hazards: roadway capacity must be provided.

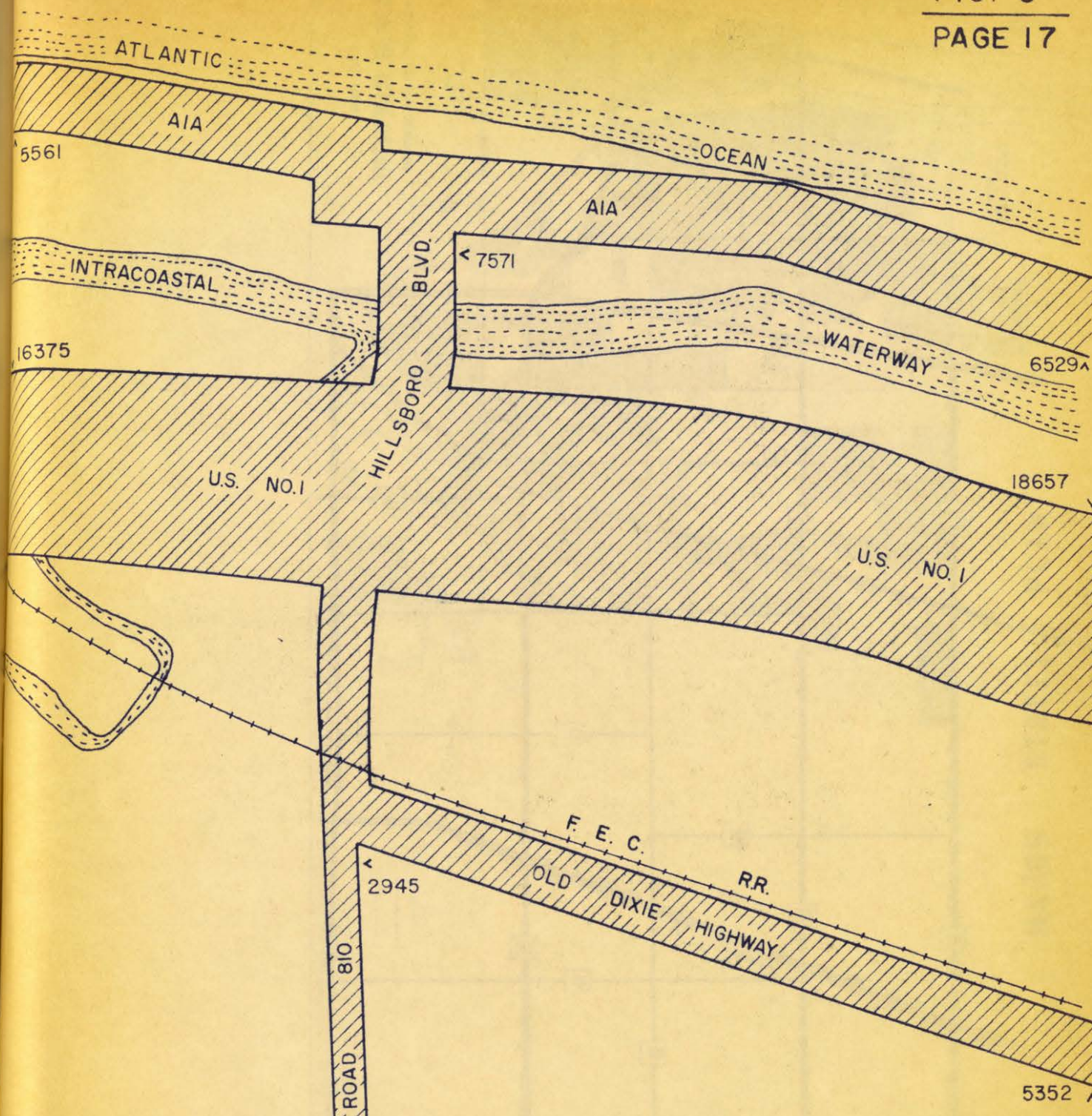
The volume of traffic using the principal streets during an average 24 hour day in the fall of 1961, is shown in Figure 5. Here is noted a daily flow ranging from a minimum of 2497 vehicles on State Road 810 at the western edge of the city to a maximum of 18,657 vehicles on U.S. 1 at the southern city limits.

When the objectives of the Land Use Plan have been attained, the population of the developed area will lie between 30,000 to 40,000 persons which will mean an average daily urban traffic flow throughout the city of some 25,000 vehicles per day. Add to this the interurban movements of the region, and Deerfield Beach will experience a traffic volume averaging 30,000 vehicles per day. Obviously to expedite the movement of this traffic volume will require roadway capacity in a Major Thoroughfare network.

Statistics projected to 1980, in the Broward County Highway Plan furnished by the Traffic and Planning Division of the State Road Department, indicated that traffic volumes on A-1-A will remain about as they now are and that volumes on U.S. 1 will decrease to approximately 10,000 vehicles per day, providing that Interstate 95 has been completed. The 1980 estimate of traffic volume on Hillsboro Road will be some 10,000 - 13,000 vehicles per day greater than the present. This latter reflects the necessity for added east - west arteries.

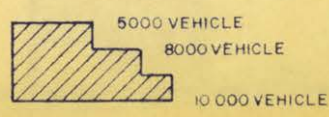
The County Plan estimates that the 1980 volume of flow on Interstate 95 will approximate 26,000 vehicles per day.

The channels for moving north - south traffic are well provided for many years especially since the completion of the Sunshine Parkway, a most potent factor in the north south picture. Next to it in importance will be Interstate 95 and then the present U. S. 1. The great need in the future will be east-west arteries.



AVERAGE DAILY TRAFFIC
1961 24HOUR VOLUMES
DEERFIELD BEACH, FLORIDA

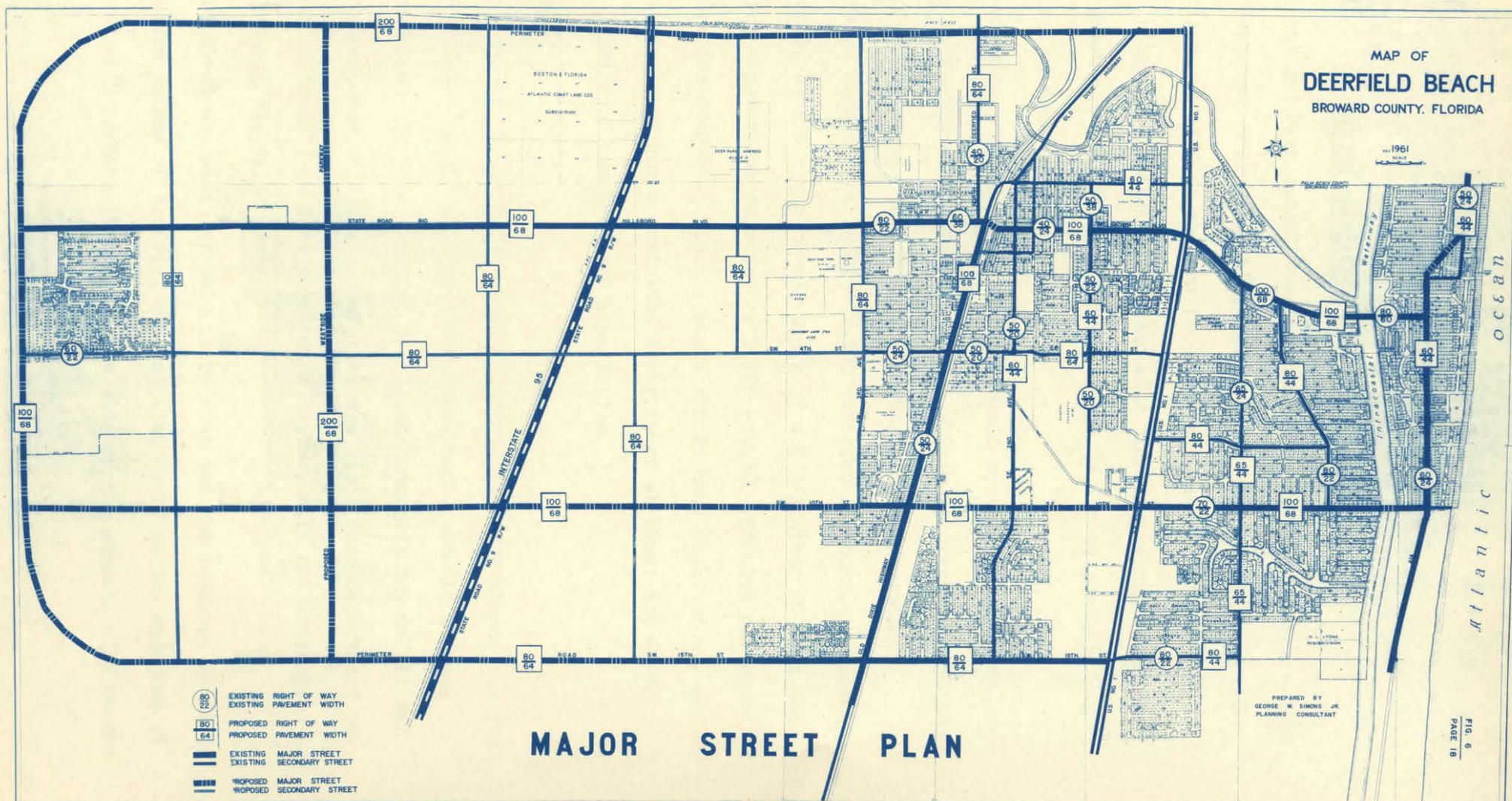
SOURCE:
 STATE ROAD DEPT.
 FALL '61 COUNTS



PREPARED BY
 GEORGE W. SIMONS JR.
 PLANNING CONSULTANT

MAP OF
DEERFIELD BEACH
 BROWARD COUNTY, FLORIDA

1961



- 80
22 EXISTING RIGHT OF WAY
EXISTING PAVEMENT WIDTH
- 80
64 PROPOSED RIGHT OF WAY
PROPOSED PAVEMENT WIDTH
- EXISTING MAJOR STREET
- EXISTING SECONDARY STREET
- PROPOSED MAJOR STREET
- PROPOSED SECONDARY STREET

MAJOR STREET PLAN

PREPARED BY
 GEORGE W. SIMONS JR.
 PLANNING CONSULTANT

MAJOR THOROUGHFARE PLAN

The Major Thoroughfare Plan establishes a framework of streets around which the community will develop. Where possible, existing streets are utilized but new streets, projections of streets and modifications are provided also. The Plan presented here (Figure 6) reflects the composite thinking of the Planning Board, State Road Department and the Consultant. It is as far as possible coordinated with plans of the County and State.

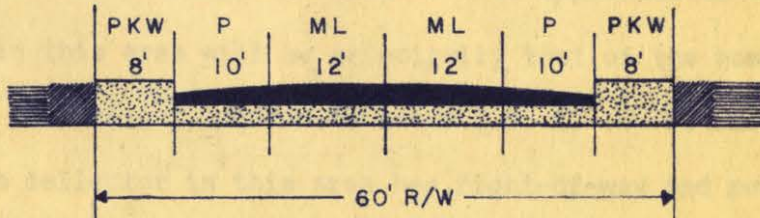
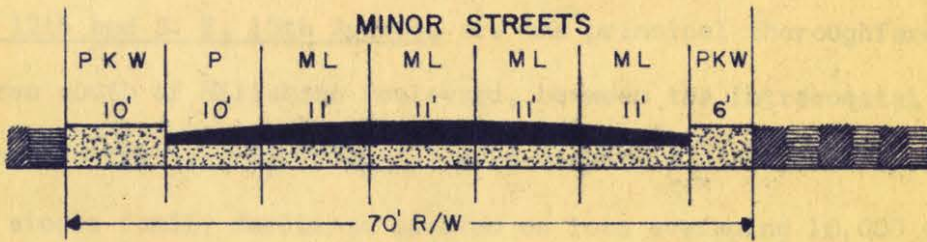
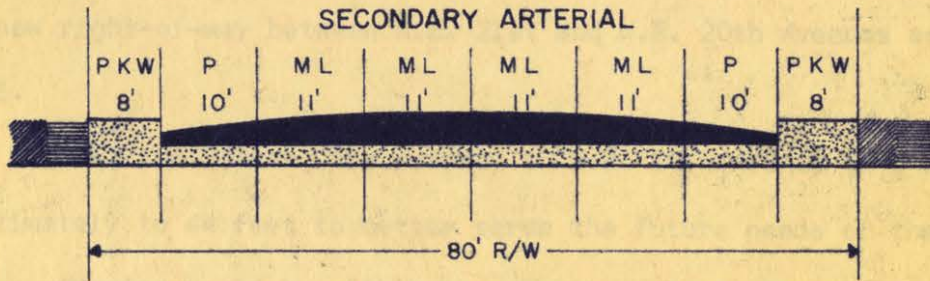
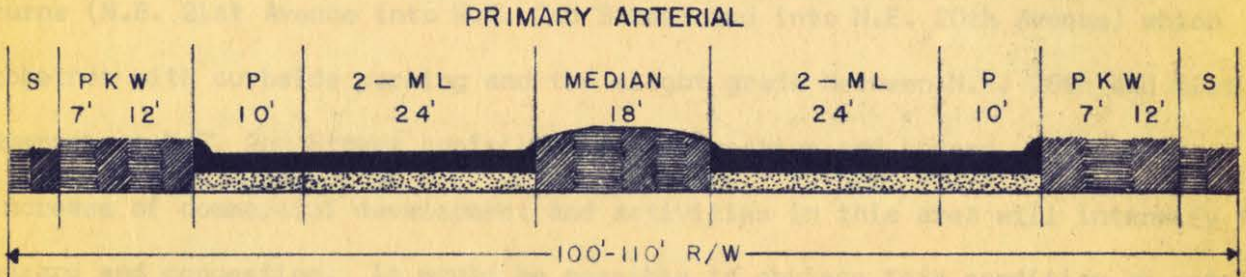
Figure 7 suggests street cross sections that should be used in carrying out the recommendations of the Major Thoroughfare Plan. A Primary artery should preferably have a right of way of not less than 100 feet and divided roadways designed for a practical capacity of 2,000 - 2,500 vehicles per hour. A Secondary artery should preferably have a right of way width of not less than 80 feet and a roadway designed for a practical capacity of 1,100 - 1,500 vehicles per hour. This need not be a divided roadway. Minor streets should have right of way widths not less than 60 feet designed for a practical capacity of at least 600 - 750 vehicles per hour. Details of the proposed plan follow.

NORTH - SOUTH ARTERIES:

Because A-1-A is a part of the State Highway system, its improvement in the future will be a responsibility of the State Road Department. Should a wider right-of-way be required at any time however, the local community may be obliged to participate in its purchase. Traffic studies of the State Road Department reflect that the volume of traffic on this particular highway will not increase greatly in the foreseeable future.

Currently the right-of-way width of A-1A is 60 feet and the roadway, 24 feet. To accommodate a greater volume of traffic, a first step would be the widening of the roadway to 44 feet with parking limited to one side of the street. The second

TYPICAL
STREET CROSS - SECTIONS
FOR
DEERFIELD BEACH
FLORIDA



LEGEND

PKW PARKWAY
P PARKING

ML - MOVING LANE
S - SIDEWALK

step would be the elimination of all curbside parking but not until adequate off-street space has been acquired and prepared. When the volume of traffic goes beyond present anticipations, a third and major step would be a right-of-way widening to 80 feet in which a roadway 60 feet could be constructed. The route of A-1-A through the small commercial district is plagued by two severe right angle turns (N.E. 21st Avenue into N.E. 2nd Street and into N.E. 20th Avenue) which together with curbside parking and the slight grade between N.E. 20th and 21st Avenues on N.E. 2nd Street contribute to congestion and hazard. Obviously an increase of commercial development and activities in this area will intensify the hazard and congestion. It would be possible to obviate this condition by establishing a new right-of-way between N.E. 21st and N.E. 20th Avenues as indicated in Figure 6.

South of N.E. 2nd Street, the roadway in N.E. 20th Avenue (A-1-A) should be widened ultimately to 44 feet to better serve the future needs of the beach area. This roadway widening would be within the province of the State Road Department.

S. E. 12th and S. E. 15th Avenues are the principal thoroughfares serving the Cove Area south of Hillsboro Boulevard, between the Intracoastal Waterway and U.S. 1. This entire area is developed predominantly and almost wholly with attractive single family dwellings located on lots averaging 10,000 square feet in area. The current population of the Cove Area approximates 4000. The traffic circulation within this area will be principally that of the home owner in contrast to through and freight traffic found on U.S. 1. S. E. 12th Avenue, the major north-south collector in this area has right-of-way and roadway widths of 65 and 24 feet respectively. Whereas, the right-of-way width should be adequate for many years, an ultimate roadway width of 44 feet should be anticipated within the next five years.

S. E. 15th Avenue is primarily a collector street serving the various waterway developments to the east thereof. When the S. E. 10th street improvement with a bridge across the Waterway has been completed, S. E. 15th Avenue will afford a ready connection between Hillsboro Boulevard and the south beach area.

S. E. 15th Avenue has a spacious 80 feet right-of-way between Hillsboro Boulevard and S. E. 10th Street with a roadway 22 feet wide which ultimately should be widened to 44 feet.

U.S. 1 with a right-of-way width of 150 feet and dual roadways of 24 feet each, divides the eastern portion of Deerfield Beach between the Waterway and the Florida East Coast Railway, into two distinct parts. The land located between U.S. 1 and the Florida East Coast is variously developed and contains a portion of the original town site. It contains also a considerable amount of undeveloped acreage.

U.S. 1 is currently the principal north-south traffic carrier between northern points and Miami. On an average 24 hour day in 1961 the two way volume of flow north of Hillsboro Boulevard was 16375 vehicles and that south of Hillsboro Boulevard was 18657. As suggested in Figure 5, page 17, U.S. 1 is primarily a north-south through traffic medium with relatively little local significance. Much of the through traffic that formerly used U.S. 1 in this area is now diverted to the Sunshine Parkway to the west and later, when Federal 95 has been constructed, U.S. 1 will become increasingly another street for local and interurban travel. Although important as a component of the Major Thoroughfare Plan it is more of a barrier between the Cove Area and that west thereof.

S. E. 6th Avenue is classified as a secondary collector serving the Junior High School area. Being parallel to U.S. 1, it will enable residents to circulate freely within the area without conflicting with the traffic of U.S. 1. It will also

afford an important connection with S. E. 10th Street when that street develops into a major east-west artery. S. E. 6th Avenue has a right-of-way width of only 50 feet and roadway widths of 20 and 22 feet. Set back lines should be established now to define an ultimate right-of-way width of 60 feet which would permit a roadway width of 44 feet. An additional right-of-way of 60 feet should be acquired between S. E. 7th Street and S. E. 10th, and possibly from S. E. 10th to S. E. 15th Street.

S. E. 2nd Avenue is another serviceable secondary street extending from Hillsboro Boulevard on the north to S. E. 15th Street on the south. Its future as important street however, is handicapped by right-of-way and roadway widths of 50 and 20 feet respectively. To be effective in the future, a right-of-way width of at least 60 feet should be provided into which a roadway of 44 feet could be constructed. To accomplish these widths, set back lines should be established now and plans be considered for property acquisitions for widening.

The Old Dixie Highway (Deerfield Avenue) was formerly the sole north-south road through Deerfield Beach. It crossed the F.E.C. right-of-way at N. E. 2nd Street and thence southward paralleled the railroad. The original town site was located in the vicinity of the Old Dixie and Hillsboro Boulevard. In the boom days of the twenties this was the most heavily travelled thoroughfare in Florida. It has a right-of-way width of 50 feet now as it had then; the roadway however, was widened from 18 to 24 feet.

The Old Dixie located centrally in the corporate area, is still a useful highway accommodating a traffic load approximating that of A-1-A in the beach area. Being a state road, its improvement is a responsibility of the State Road Department. The right-of-way and roadways should be widened to conform to the minimum requirements of a four lane highway as recommended in the Broward County Report of

the State Road Department.

North Deerfield Avenue is indicated on the map as an artery of primary importance, primarily because it provides a connection with S. W. 9th Street in Boca Raton, which leads directly northward to the site of the new University of South Florida. The present right-of-way and roadway widths of 40 and 20 feet respectively are too narrow for the service this highway will be obliged to render in later years. The right-of-way should be widened to 80 feet and the roadways to 64 feet. Obviously set back lines should be established now to acquire this width later. Efforts should be made to have this highway designated as a state road.

The remainder of the north south thoroughfares located west of the Old Dixie and North Deerfield Avenue shown in Figure 6 are components of the proposed major thoroughfare plan. Each of these were located and designed to serve tributary areas that are now largely vacant and undeveloped, but will develop and build up. These proposed locations of important thoroughfares will be a guide to subdivision designers and a warning to provide for them. The recommended right-of-way and roadway widths are shown in Figure 6.

Two of the projected north-south thoroughfares merit special attention, namely, State Road No. 9 and West Side Parkway. The former, as the probable site of Federal 95 when constructed, will become a thoroughfare second in importance to the Sunshine Parkway. It will carry much of the traffic load now following U.S. 1 and relegate that highway to a more or less local importance. It will be a limited access state federal highway through Palm Beach and Broward Counties. The second suggested thoroughfare, West Side Parkway, is an idea for earnest consideration. This could be just another road but being centrally located in the center of a vast undeveloped area, it seemed advisable to recommend something that would contribute to the beauty of the environment.

EAST - WEST THOROUGHFARES

The sole east - west thoroughfare now extending from the Sunshine Parkway to the beach area is Hillsboro Boulevard (State Road 810). Being a designated state road, the State Road Department is responsible for its maintenance and future improvement. The location of this thoroughfare impresses on it an importance second to U.S. 1; it feeds traffic from the beach and Cove areas into U.S. 1 and to the west. As the areas to the west develop Hillsboro Boulevard will become increasingly important.

The right-of-way and roadway widths of Hillsboro Boulevard vary at this time. Table 3 reflects the current status as well as the recommendations for future applications:

TABLE III

RIGHT-OF-WAY; ROADWAY WIDTHS - HILLSBORO BOULEVARD
1961 and 1975

LOCATION	WIDTHS 1961		WIDTHS 1975	
	R/W	Roadway	R/W	Roadway
A-1-A to Waterway	80	60	100	68
Waterway to U.S. 1	100	68	100	68
U.S. 1 to F.E.C.	40	24	100	68
F.E.C. to 1st Terrace N.W.	60	38	100	68
1st Terrace to City Limits	80	22	100	68

The standard of right-of-way and roadway widths as reflected in the Broward County report are recommended here because this thoroughfare will be the only one in this immediate region to connect with Sunshine Parkway.

N.E. 2nd Street is designated as a secondary connecting street between U.S. 1 and the Old Dixie to serve primarily as a supplement to Hillsboro Boulevard. It will provide access to the adjacent school and to Pioneer Park. The current right-of-way and roadway widths of 50 and 20 feet respectively should be widened to 60 and 44 feet.

S. E. 4th Street is now an average thoroughfare between U.S. 1, the railroad and beyond to S. W. 3rd Avenue. It is well located in the corporate pattern to be extended and developed westward into an important collector thoroughfare. To function properly its narrow right-of-way and roadway widths of 50 and 20 feet respectively should be widened ultimately to 80 and 64 feet respectively. Westerly of S. W. 3rd Avenue, a right of way of at least 80 feet must be acquired and further, as developers plan subdivisions in this western section the right of way indicated on the map must be respected and provided for. This thoroughfare will afford access to the Industrial Park and also to the proposed High School site.

Tenth Street, S. E. and S. W., is defined as an artery that will grow in importance through the years, comparable to Hillsboro Boulevard as a serviceable thoroughfare. It is projected from A-1-A in the beach area to Sunshine Parkway on the west with a bridge proposed across the Waterway. East of U.S. 1 the right of way and roadway widths of 70 and 22 feet respectively must be widened to 100 and 68 feet which width must be maintained throughout. Through the Cove and Beach areas set back lines should be established now to permit widening later. A right-of-way of 100 feet must be acquired through the west areas and be rigidly preserved.

15th Street S. W. is designed on the south component of a Perimeter Road around the city having a right-of-way of 100 feet with an adequate roadway. As a parkway it could be a boundary of distinction between Deerfield Beach and Pompano Beach on the south and Boca Raton on the north.

The Major Thoroughfare Plan here described has been designed to provide essentially a framework of thoroughfares so spaced and of such capacity as to distribute the traffic flow functionally, expedite movements and minimize hazards and congestion. Fundamentally the plan is a guide to future development.

PLANNING FOR MAJOR STREETS

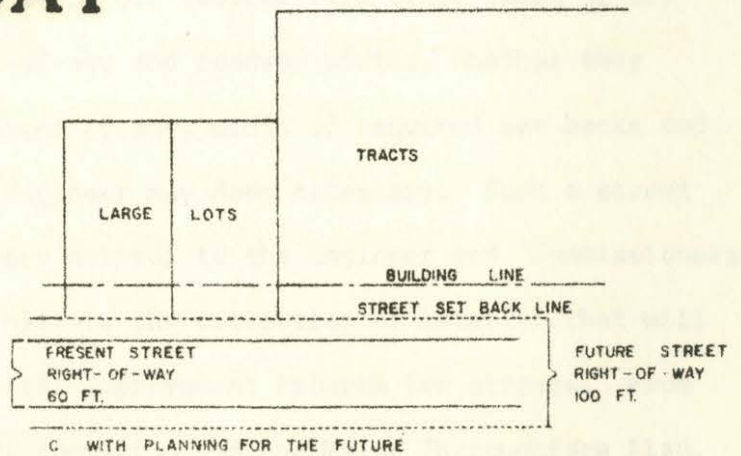
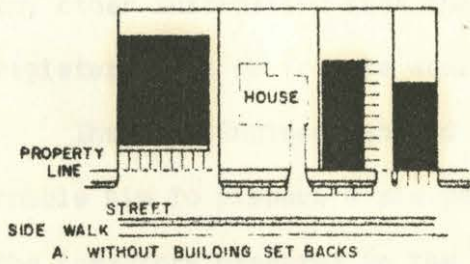
UNPLANNED

MAJOR STREETS TOO OFTEN EVOLVE WITH NO FORETHOUGHT. EXISTING 50 OR 60 FOOT STREETS DEVELOP INCREASING TRAFFIC VOLUMES ALONG WITH NORMAL GROWTH OF THE COMMUNITY. PROGRAMS FOR STREET WIDENING REQUIRE THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY, AND OCCASIONALLY THE CONDEMNATION OF ABUTTING STRUCTURES. WITHOUT PLANNING, STREET WIDENING MAY REQUIRE REMOVAL OF STORE FRONTS, ELIMINATION OF PARKING, AND COSTLY RIGHT-OF-WAY ACQUISITION.

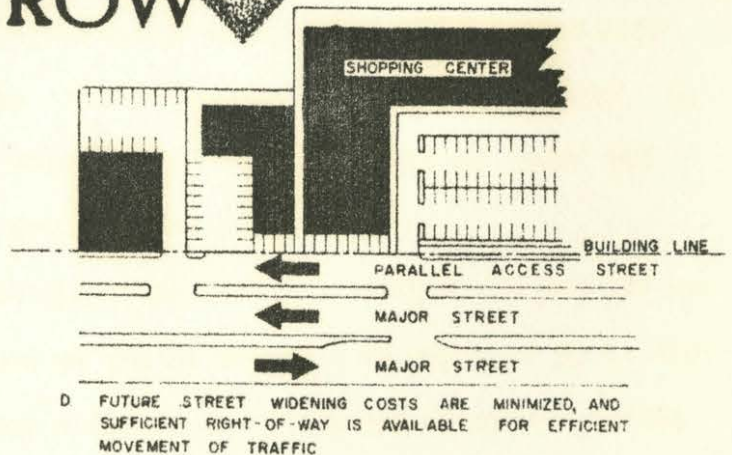
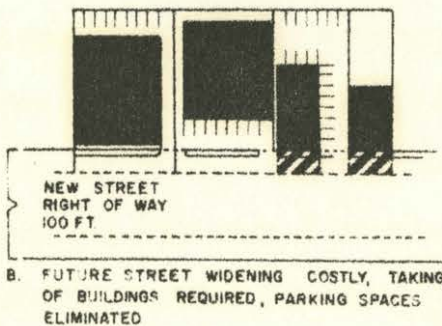
PLANNED

WHERE MAJOR STREETS ARE PLANNED, STREET SET BACK LINES SHOULD BE ESTABLISHED FOR FUTURE ACQUISITION OF RIGHT-OF-WAY. FURTHER, THE BUILDING LINE OFTEN SHOULD BE ESTABLISHED WITH AN ADDITIONAL SET BACK FROM THE FUTURE RIGHT-OF-WAY LINE. THIS WILL FACILITATE OFF-STREET PARKING AND FUTURE ADAPTATIONS ENABLING A FREE FLOW OF TRAFFIC. LARGE BUILDING LOTS ARE REQUIRED FOR MODERN COMMERCIAL SPACE REQUIREMENTS.

TODAY



TOMORROW



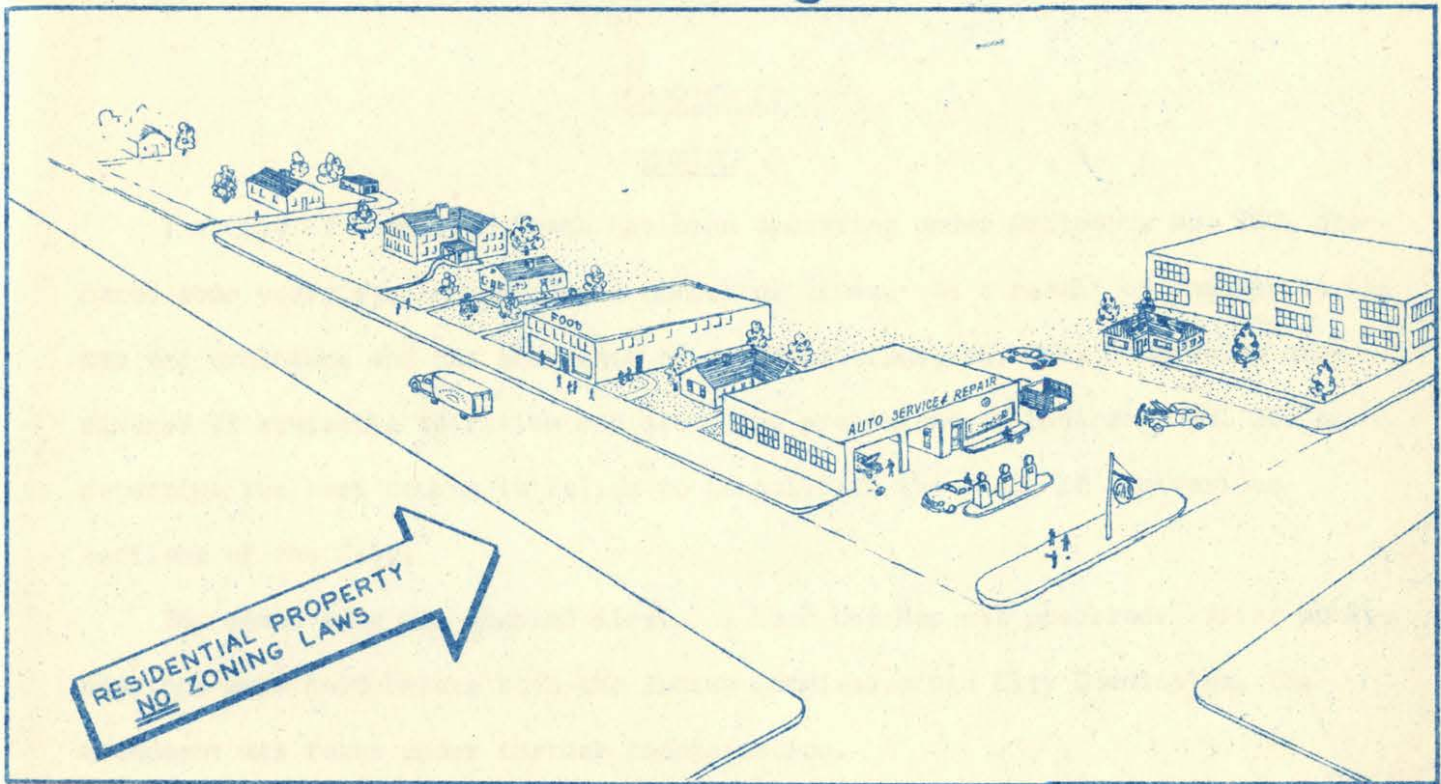
As indicated, some action by the City Commission is necessary in the early stages of the plan. An ordinance should be prepared enumerating those streets on which set back lines must be established for the purpose of ultimate street widening. Secondly, street right-of-ways in the western section particularly should be surveyed and platted, lands appraised and a schedule of land acquisition be prepared and initiated. As much of this right-of-way land as possible should be acquired in advance of development.

CAPITAL IMPROVEMENTS

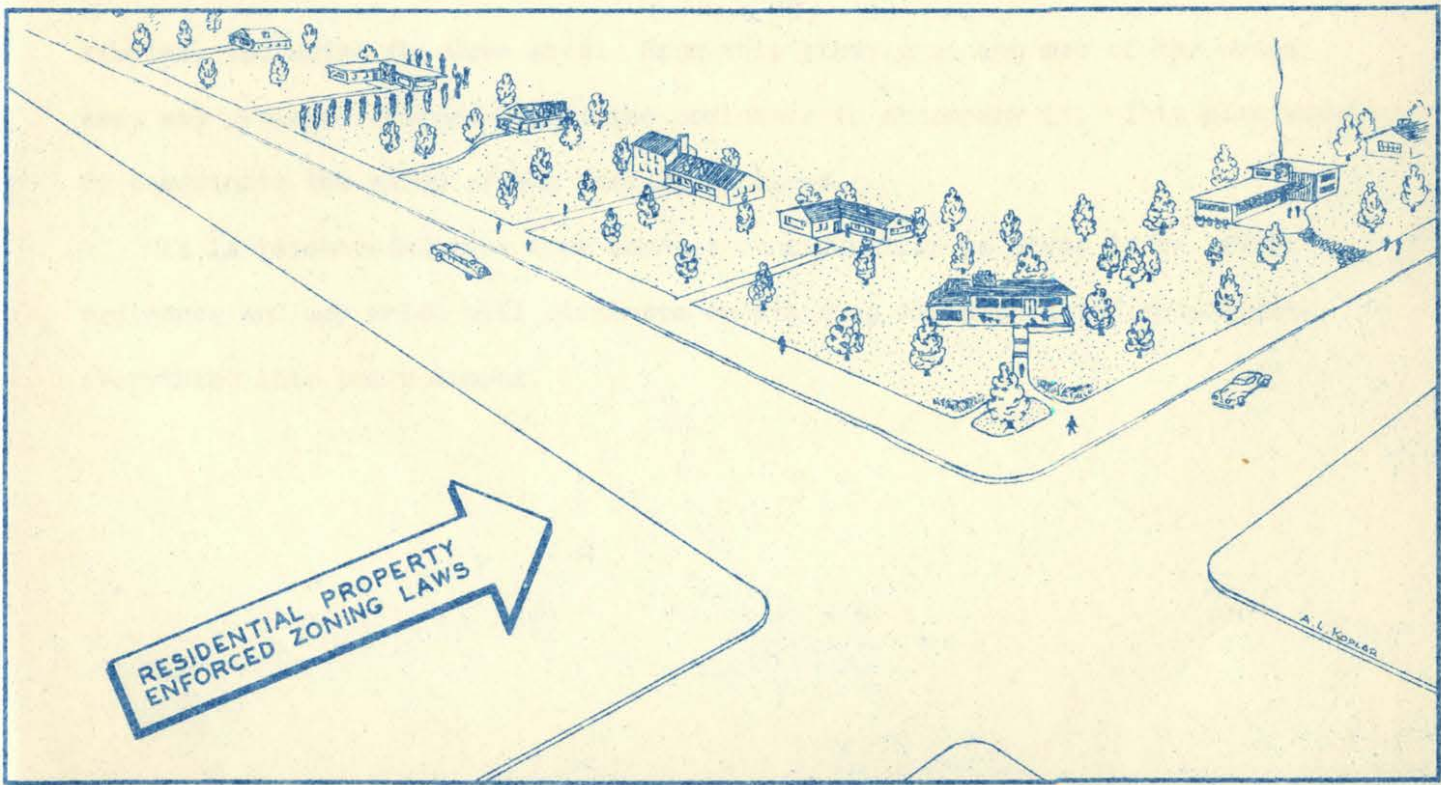
The City Engineering Department should make an inventory of all streets within the corporate area indicating in single tabular form other names of all streets and public ways, their right-of-way and roadway widths, whether they have curbs and gutters, type of pavement if any, width of required set backs and any other information that the City Engineer may deem necessary. Such a street register, kept up to date would be very helpful to the Engineer and Commissioners.

The City Engineer should also initiate the collection of material that will enable him to prepare a six year Capital Improvement Program for streets. From the inventory prepared in the initial operation and the Major Thoroughfare Plan, the preparation of this plan would be comparatively easy, yet on completion it would be a most helpful document.

WHY HAVE ZONING WHAT IS ZONING



RESIDENTIAL PROPERTY
NO ZONING LAWS



RESIDENTIAL PROPERTY
ENFORCED ZONING LAWS

CHAPTER IVZONING

The City of Deerfield Beach has been operating under Ordinance No. 280, prepared some years ago and amended a number of times. As a result of changes in the map and ordinance and the emergence of new conditions, the City Commission considered it advisable to review and study the provisions of Ordinance No. 280 to determine the best course to follow to consolidate the needs of the various sections of the City.

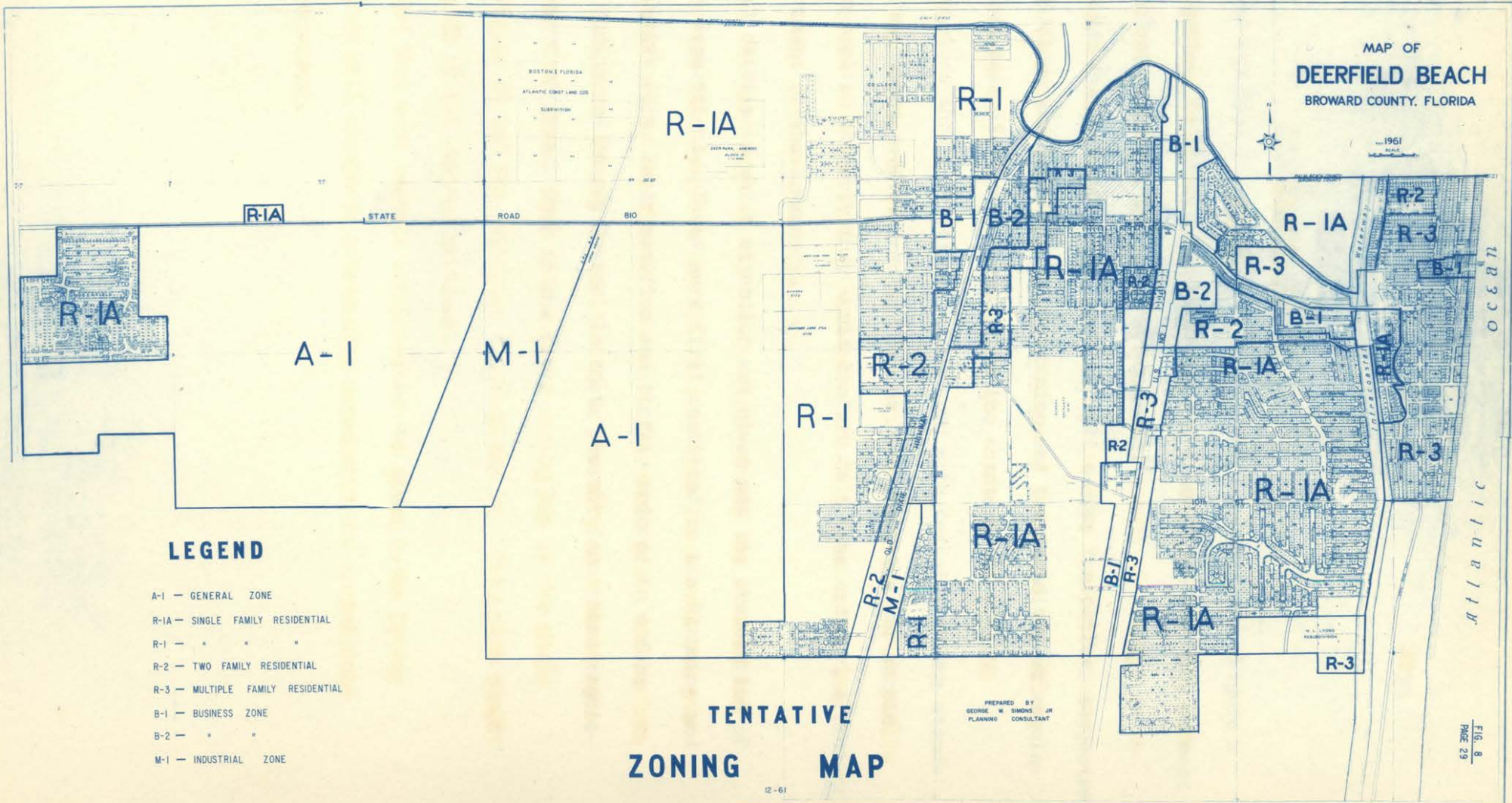
The beach area was studied first. A Land Use Map was prepared. After public hearings were held before both the Zoning Commission and City Commission, the amendment was taken under further consideration.

In the meantime, the area west of the F.E.C. right-of-way was studied and an amendment to Ordinance 280, relating specifically to this large area was prepared with map and submitted to the Zoning Commission for their study and review. Simultaneously, the ordinance and map as applicable to the city as a whole were studied, including the Cove Area. From this study a zoning map of the whole area was prepared (Figure 8) and the ordinance to accompany it. This plan sought to coordinate the needs of the various sections.

It is recommended that most earnest consideration be given to the latter ordinance and map which will eliminate outstanding amendments and consolidate everything into one document.

MAP OF
DEERFIELD BEACH
 BROWARD COUNTY, FLORIDA

1961
 SCALE



LEGEND

- A-1 — GENERAL ZONE
- R-1A — SINGLE FAMILY RESIDENTIAL
- R-1 — " " " "
- R-2 — TWO FAMILY RESIDENTIAL
- R-3 — MULTIPLE FAMILY RESIDENTIAL
- B-1 — BUSINESS ZONE
- B-2 — " " " "
- M-1 — INDUSTRIAL ZONE

**TENTATIVE
 ZONING MAP**

PREPARED BY
 GEORGE W. SIMONS JR.
 PLANNING CONSULTANT

CHAPTER V
SUBDIVISION REGULATIONS

The General Land Use Plan discussed in Chapter 1 and illustrated in Figure 1 is a land planning guide. It reflects generally how the land of the area may be most appropriately and effectively used in a generation hence.

To be certain that the resultant land use plan will assume the pattern suggested, two motivating regulations are desirable - one, zoning and two, subdivision regulations. The former has been discussed in the preceding chapter.

All land subdivisions should be designed in accord with certain minimum standards and requirements. These requirements should not be restrictive nor should they penalize. When applied properly they would contribute to the orderly, efficient and wholesome development of the community.

One of the first details to which attention was given was the preparation of a set of Subdivision Regulations. These were first submitted to the Planning and Zoning Board in tentative form, later modified and finally reduced to a form acceptable to the Planning and Zoning Board. In their present form these regulations should be added to the legal code of the city.

