

1961

## Comprehensive City Plan, Delray Beach, Florida 1961, Volume One

George W. Simons Jr.

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**COMPREHENSIVE  
CITY PLAN  
DELRAY BEACH, FLORIDA**

**1961**

**VOLUME ONE**

**HISTORICAL BACKGROUND  
ECONOMIC AND POPULATION BASE STUDIES  
LAND USE ANALYSIS  
MAJOR STREET PLAN  
THE GENERAL LAND USE PLAN**

DELRAY BEACH, FLORIDA  
COMPREHENSIVE CITY PLAN  
1961

VOLUME ONE

HISTORICAL BACKGROUND  
ECONOMIC AND POPULATION STUDIES  
LAND USE ANALYSIS  
MAJOR STREET PLAN  
CENTRAL BUSINESS DISTRICT

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

CITY OF DELRAY BEACH, FLORIDA

CITY COUNCIL

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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 devotes much thought to its size and arrangement. Even the father of a family plans his estate. Planning therefore is not some visionary, mystical process but instead, it is the application of practical, orderly thinking to provide for the needs of the future 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. And within modern times, the principles of planning have been widely applied. In early America, General Oglethorpe laid out the nucleus of a plan at Savannah, Georgia; Isaiah Hart laid out the basic pattern of Jacksonville and John Jackson, surveyor, drew the first street pattern for Tampa. General Washington, aided by the French engineer, L'Enfant, defined the plan of the great capitol city. In the early days some one even conceived a plan for Delray. In more recent times hundreds of cities throughout America have engaged in planning activities of a diverse nature to keep abreast of growth and the demands of their citizens for needed community facilities. So in reality, the art or science of planning is old.

Unfortunately most of the basic plans of cities were delineated years ago when the nation was predominantly agricultural and rural. 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 scarce and those existing were poor. Within the cities, roadway improvements were meager. The problems of traffic congestion, parking and commercial decentralization were then unknown; problems were then comparatively simple and plans to meet them were considerably restricted in scope. The city limit line in those earlier days had a meaning; beyond it there was no urban fringe of development and 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 more 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. With these new technological developments, new demands confronted government to provide new and varied services. Planning for the new era became an established fact and 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 Council of Delray 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 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."

CHAPTER I.

**HISTORICAL - POPULATION ANALYSIS  
ECONOMIC BACKGROUND**



### THE BEGINNINGS

When Mr. Flagler extended his railroad from West Palm Beach into Miami in 1896, Dade County had a population of 3,322 and territorially included all of what is now Dade, Broward and Palm Beach counties. About half of this population lived in West Palm Beach and Palm Beach, the remainder was scattered along the coastal fringe. Miami then had a population of only a few hundred persons who were engaged mostly in building Flagler's Royal Palm Hotel and his railroad.

### AFTER FAILURE - SUCCESS

In 1896 also, Congressman Linton of Michigan and the Model Land Company surveyed and subdivided the townsite of Linton in Section 16 and the east one half of Section 17, Township 46 South, Range 43 East, into blocks of five acres each, having one principal north-south street named Swinton and a principal east-west street, Atlantic Avenue. The Town of Linton, established primarily as a farming center for the cultivation of tomatoes and pineapples, encountered adverse economic and climatic conditions that caused the venture to fail. Many of the settlers left the area but a loyal and faithful few remained, who about 1901, renamed the little settlement Delray, after a suburb of Detroit. Not until 1911 though was the land lying west of the Intercoastal Waterway incorporated as the Town of Delray. After repeated efforts the land east of the canal was annexed in 1923 and the name changed to the City of Delray Beach. Although historically young among cities of Florida, Delray Beach has had an interesting, colorful career accompanied by a phenomenal growth.

In 1930, the population of the three counties - Palm Beach, Broward and Dade - comprised 14.6 per cent of the State's population and 46.1 per cent of the population of the east coast counties, Nassau to Monroe; in 1960 these three counties accounted for 30.0 per cent of the State's population and 65.0 per cent

of the east coast counties. Situated centrally within this region of fabulous development is Delray Beach - 16 miles south of West Palm Beach and 42 miles north of Miami, serviced by two railroads, the Florida East Coast and the Seaboard Air Line, by the important Highways, U. S. 1 and the Sunshine Parkway and also by the Intracoastal Waterway.

#### POPULATION GROWTH OF DELRAY BEACH

From a mere struggling Village of only 839 persons in 1915, Delray Beach has become a thriving attractive city having a normal population of more than 11,000 persons, which during the winter months increases to 25,000 or more. Delray Beach appeared for the first time in the Federal Census of 1920 with a population of 1,051. In that same census, Palm Beach County had a population of only 18,654 persons of which 8,659 (46 per cent) resided within West Palm Beach. Lake Worth, Fort Lauderdale, and Miami in 1920 had populations of 1,106, 2,065 and 29,571 persons respectively. There was no Boca Raton. The progress historically, is illustrated in Table 1 and Figure 1 .

Table I shows that Delray Beach experienced its decade of greatest growth in the boom years of the 20's, 122 per cent for 1920 - 1930.

Whereas the 1950 census reflected that 55 per cent of the Delray Beach population was white, a special census conducted in 1955 disclosed that in that year, 59 per cent of the population was white, reflecting a greater influx of white persons into the area.

#### POPULATION CHARACTERISTICS

In 1950, 61 per cent of the Delray Beach population was 25 years of age and older. The percentage of non-whites in this particular age group was 37.5 whereas for the age group less than 25 years of age, the percentage of non-whites was 56 per cent.

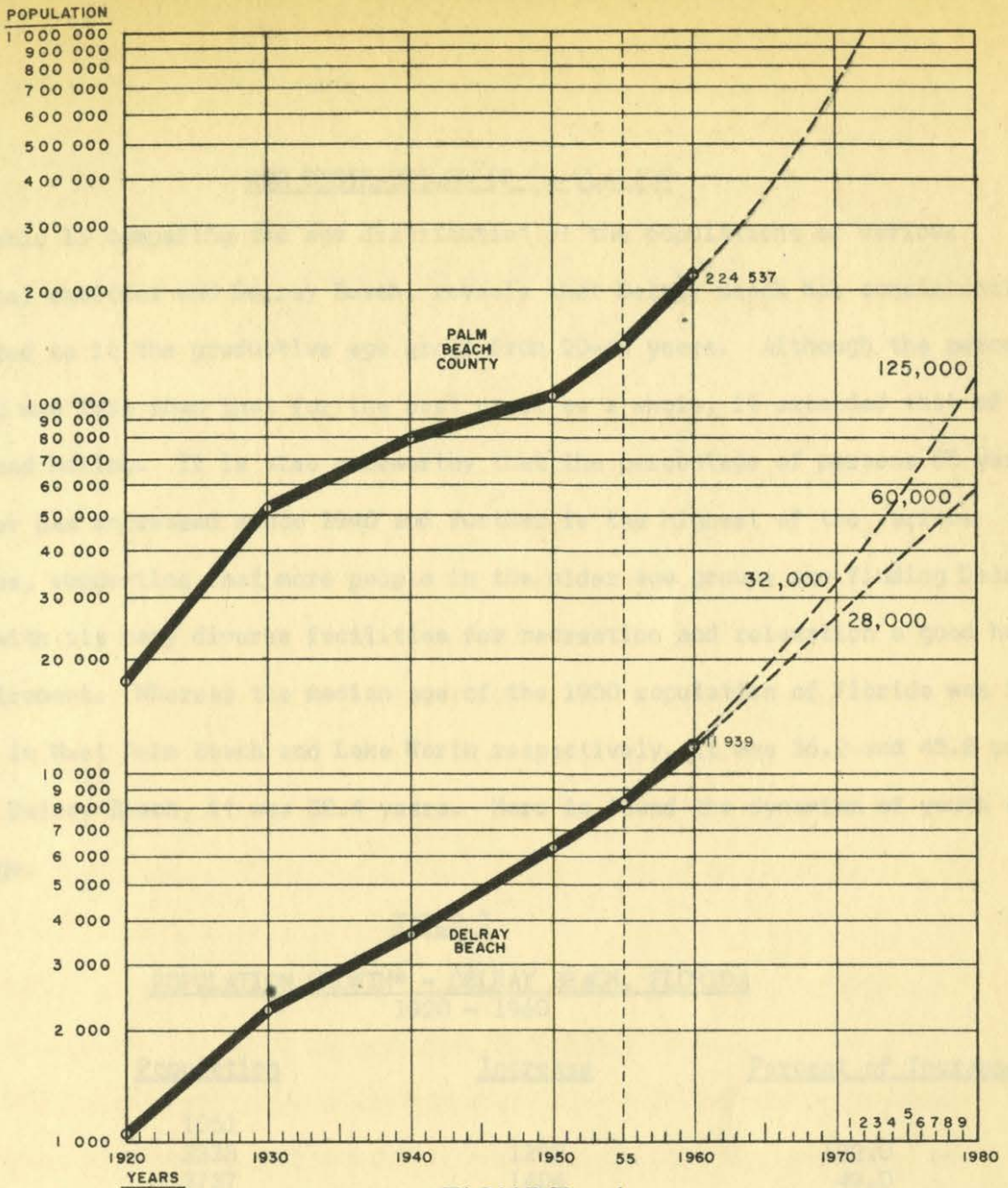


FIGURE I

POPULATION GROWTH

DELRAY BEACH - PALM BEACH COUNTY

FLORIDA

GEORGE W. SIMONS, JR.  
PLANNING CONSULTANT

AGE DISTRIBUTION OF POPULATION

Table II comparing the age distribution of the populations of various political entities and Delray Beach, reveals that Delray Beach has consistently attracted to it the productive age group from 20-44 years. Although the percentage in 1950 was less than that for the east coast as a whole, it exceeded that of the State and Nation. It is also noteworthy that the percentage of persons 65 years and over has increased since 1940 and further is the highest of the various entities, suggesting that more people in the older age groups are finding Delray Beach with its many diverse facilities for recreation and relaxation a good haven of retirement. Whereas the median age of the 1950 population of Florida was 30.9 years, in West Palm Beach and Lake Worth respectively, it was 36.2 and 45.8 years but in Delray Beach, it was 32.4 years. Here is found the dynamism of youth along with age.

TABLE I

POPULATION GROWTH\* - DELRAY BEACH, FLORIDA  
1920 - 1960

	<u>Population</u>	<u>Increase</u>	<u>Percent of Increase</u>
1920	1051		
1930	2333	1282	122.0
1940	3737	1404	49.0
1950	6312	2575	69.0
1955	8337	2025	32.0
1960	11939	3602	43.0 (5 year gain)

\*U. S. Census Reports



TABLE II.

AGE DISTRIBUTION OF POPULATION OF U.S.A., FLORIDA,  
EAST COAST AND DELRAY BEACH 1930 - 1950

PERCENTAGE OF TOTAL POPULATION

	<u>0 - 19 Years</u>			
	<u>U.S.A.</u>	<u>Florida</u>	<u>East Coast</u>	<u>Delray Beach</u>
1930	38.8	39.2	34.8	32.0
1940	34.4	34.0	30.1	32.0
1950	33.9	32.8	29.9	32.0
	<u>20 - 64 Years</u>			
1930	55.7	55.9	60.9	60.9
1940	58.7	59.1	63.4	60.9
1950	57.9	58.7	62.4	59.0
	<u>65 + Years</u>			
1930	5.4	4.8	4.6	7.1
1940	6.5	6.9	6.5	7.1
1950	8.1	8.6	7.8	9.0

EDUCATIONAL ATTAINMENTS

Another index revealing characteristics of the Delray Beach population is educational attainment. Of those in the population 25 years and older the median of school years completed was 10.2. For the State, the median school years completed was 9.6 and for Palm Beach County, 9.9 years. Of this age group, 740 had completed a high school education and 350 (9.4 per cent) a college or university course. For the State, 6.3 per cent of those of 25 years and over had completed college or university and in Palm Beach County, 7.4 per cent.

DELRAY BEACH AS A REGIONAL COMPONENT

In contemplating the future growth and potential of Delray Beach and defining its various needs, its relative position within its region should be examined.

In what respects will regional growth, development and economy have on the growth, economy and size of Delray Beach?

Delray Beach is not an independent, isolated community. It is an integral part of an urbanized region extending from the Village of North Palm Beach on the north through Homestead on the south (Figure 2). Within the Palm Beach County portion of this region, west of Lake Worth and the Intracoastal Waterway, there are at least ten corporate cities or towns that are practically co-terminus, from north to south. Together they constitute a single urban area with a common economy, common interests and a high degree of homogeneity.

West Palm Beach is the major commercial, distribution, servicing and financial center of this metropolitan area. On the south the trade orbits of Fort Lauderdale and Miami are encountered. The proximity of these major trade centers deprives Delray Beach and the other satellite communities from becoming important commercial or industrial centers. Delray Beach will be primarily a residential city for those who not only work in the immediate area but for those who may work at some miles distant. The principal economy of Delray Beach will be of a commercial and servicing nature to supply principally the convenience goods requirements of the local community. The larger nearby cities will continue the major, dominant sites of economic activity - manufacturing, transportation and wholesale distribution.

#### THE BASIC ECONOMY OF DELRAY BEACH

The nature of the local economy can be observed by a study of the basic employment pattern in the city and its surrounding areas. Although the latest available information of Delray Beach is dated 1950, it still holds good proportionately when judged by more current employment data for Palm Beach County as supplied by the Florida Industrial Commission.



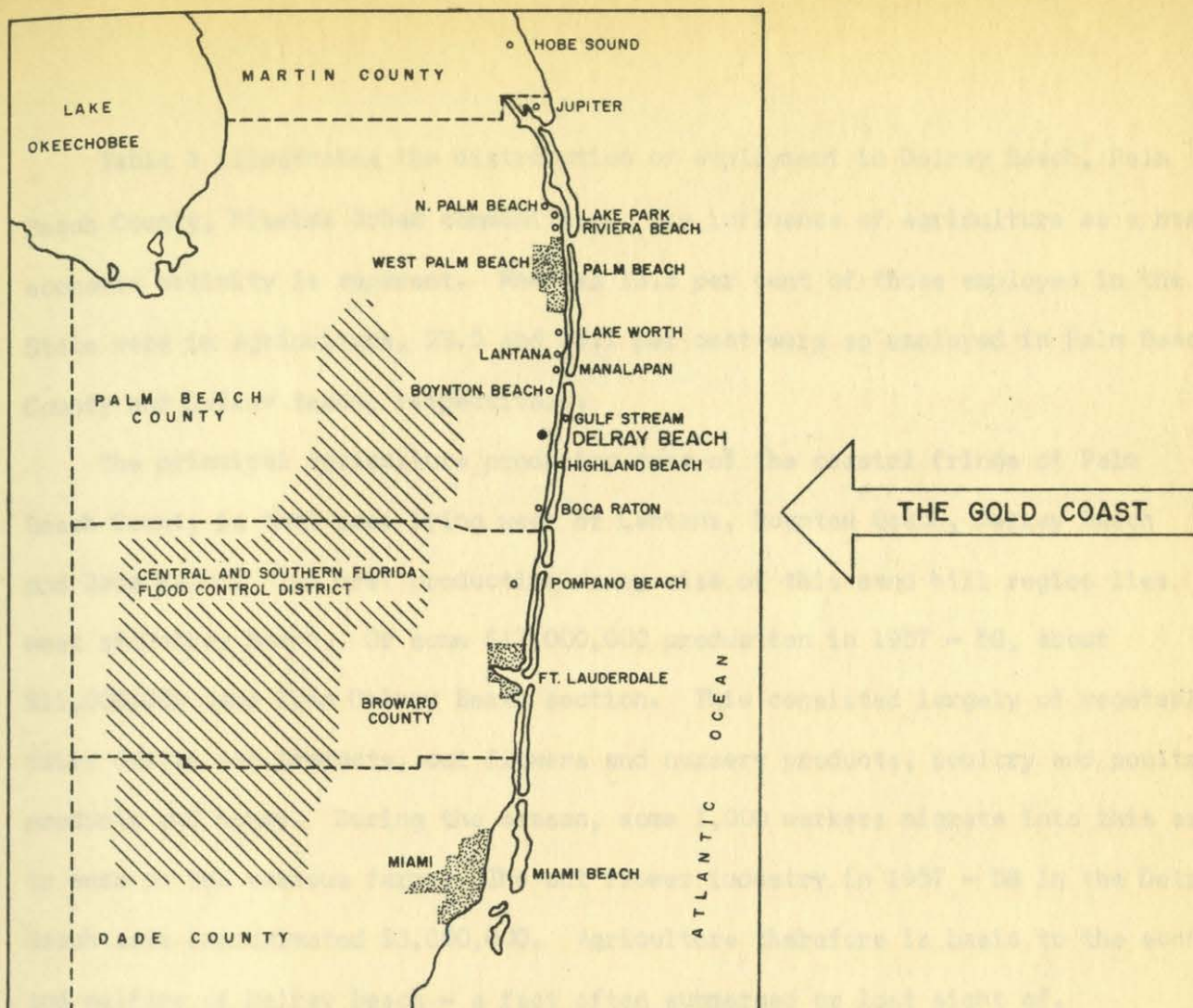


FIGURE 2

POPULATION GROWTH — THE GOLD COAST

YEAR	FLORIDA	BROWARD COUNTY	DADE COUNTY	PALM BEACH COUNTY	DELRAY BEACH	WEST PALM BEACH	FT. LAUDERDALE	MIAMI
1910	752 619		11 933	5 577		1 743		5 471
1920	968 470	5 135	42 753	18 654	1 051	8 659	2 065	29 571
1930	1 468 211	20 094	142 955	51 781	2 333	26 610	8 666	110 637
1940	1 606 842	39 794	267 739	79 989	3 737	33 693	17 996	172 172
1950	2 771 305	83 933	495 084	114 688	6 312	43 162	36 328	249 276
1960	4 886 016	329 406	921 625	224 537	11 939	55 539	81 806	284 492

Table 3 illustrates the distribution of employment in Delray Beach, Palm Beach County, Florida Urban communities. The influence of agriculture as a basic economic activity is apparent. Whereas 13.3 per cent of those employed in the State were in Agriculture, 23.5 and 20.1 per cent were so employed in Palm Beach County and Delray Beach, respectively.

The principal agriculture producing area of the coastal fringe of Palm Beach County is that area lying west of Lantana, Boynton Beach, Delray Beach and Boca Raton. The most productive money wise of this sand hill region lies west of Delray Beach. Of some \$17,000,000 production in 1957 - 58, about \$11,000,000 came from Delray Beach section. This consisted largely of vegetables, dairy cattle and products, cut flowers and nursery products, poultry and poultry products and honey. During the season, some 1,000 workers migrate into this area to work on the various farms. The cut flower industry in 1957 - 58 in the Delray Beach area approximated \$3,000,000. Agriculture therefore is basic to the economy and welfare of Delray Beach - a fact often submerged or lost sight of.

Next to Agriculture, Construction is an important factor in the economy of Delray Beach. Currently, the construction industry accounts for nearly 20 per cent of the labor roll of Palm Beach County as revealed by the Florida Industrial Commission, which is twice the amount in 1950. Therefore, it is reasonable to assume that in the Delray Beach area currently, some 20 per cent of the labor roll is in construction of some kind or another.

The major economic activity in Delray Beach revolves around Retail Trade, Business, Professional and Personal Services; some 63 per cent of the persons in the labor roll are engaged in these various activities. For Palm Beach County the comparable proportion is 56.5 per cent and for Florida Urban Areas, 64.7 per cent. It will be seen that the business of serving is principally a local

TABLE 3DISTRIBUTION OF EMPLOYMENT - PALM BEACH COUNTY- DELRAY BEACH -  
FLORIDA URBAN COMMUNITIES

	<u>Palm Beach County*</u>		<u>Delray Beach**</u>		<u>Florida</u>
	<u>Number</u>	<u>Per Cent</u>	<u>Number</u>	<u>Per Cent</u>	<u>Urban</u> <u>Per Cent</u>
Agriculture	14750	21.0	553	20.1	4.5
Construction	7400	10.5	306	11.1	9.1
Manufacturing	7800	11.2	81	2.9	10.1
Transportation, Communication and P. O.	3300	4.7	155	5.6	9.1
Trade (Retail and Wholesale)	16300	23.2	499	18.2	26.8
Finance, Insurance, Real Estate	3400	4.9	151	5.5	4.8
Personal Services	1500	2.2	582	21.1	14.4
Business, Professional and other Services	8400	12.0	334	12.3	18.7
Government	7200	10.3	58	2.1	5.6
Not reporting	----	----	31	1.1	1.7

\*Average employment months November 1959 - May 1960, inclusive

\*\*U. S. Bureau of the Census, 1950.

function and contributes substantially to the economy of Delray Beach. The types of retail establishments are those which serve principally the immediate population.

Manufacturing, Transportation, Utilities and Communications are factors of less importance in the economic picture, less than 3 per cent, the labor roll being engaged in Manufacturing.

The economy of Delray Beach is seasonal. Many specialty apparel shops, hotels, and professional offices do not operate during the summer period. And, the most active time in Agriculture, is during the fall, winter and spring months. During the summer months all activities are at low ebb; much of the economic activity then is preparing for the season.

According to estimates for 1959, the total retail sales of Delray Beach amounted to \$29,116,000\* equal to about 8.5 per cent for the County as a whole.

Another major facet in the economy pattern of Delray Beach is tourism, which there is no tangible means of measuring.

#### GROWTH POTENTIAL

The population growth of Delray Beach has been steadily upward since the establishment of the initial settlement (Figure 1). How will the future fare? Obviously the rate and magnitude of growth and the quality of development will depend primarily on the aims and aspirations of the citizens. Will they want a community of distinction and quality or will they settle for mediocrity? Only the people themselves can determine this. But regardless, Delray Beach will grow.

Agriculture and its allied activities (flower culture and nurseries particularly), Tourism and Retirement will continue as the major facets in the local

\*Sales Management, 1960



economy. It will also reflect the population growth and economy of the region generally. Manufacturing, wholesale distribution, transportation and the more intensive industrial enterprises will cling to the major centers of the region - West Palm Beach, Riviera Beach, Ft. Lauderdale, and Miami. Delray Beach will be increasingly identified with servicing enterprises and gracious living.

As the larger industrial communities of the region become more congested, complicated and even unbearable, the satellite residential areas will thrive and grow as "living cells". People will move away from the dirt, noises and odors of the larger centers into the more spacious, restful developments of the remote areas. The absence of manufacturing will enhance the trend toward quality housing to attract the more discriminating and fastidious people.

The location of the University of Florida at Boca Raton should react very favorably on the future growth and quality of Delray Beach which will provide many selective and desirable residential sites for those attracted to the University as teachers, technicians and administrators. Delray Beach will be a good address.

The 1960 population approximating 12,000 persons is a starting point for the future. If the upward trend of growth continues at the rate it has for the past 30 years, Delray Beach should have a normal population of 20,000 to 25,000 in 1970 and 36,000 to 50,000 in 1980. What will be the requirements of the city having at least two or three times its present population? First, at least 900 net acres of additional land will be required for dwelling purposes by 1970 and some 300 additional acres will be required for public and semi-public uses to accommodate two or three new elementary schools, another high school and two more fire stations will be needed. Augmenting these needs, new streets, side walks, sewer lines and water distribution lines will be needed. Simply stated - the public and semi-public facilities of a second city the size of Delray Beach must be provided. These are problems the Municipal Administration will be confronted with

SUMMARY

Delray Beach in the future will be identified increasingly with those people seeking the finer things in life - healthfulness, wholesome recreation and a degree of exciting neighborliness. Many of these people have reached their time of retirement and now seek the enjoyment and relaxation of a matchless climate. Others in the younger age groups will contribute to the economy of the area as professional men and women or entrepreneurs engaged in business. Quality business will find here a welcome atmosphere. But all in all, young or old people will settle in Delray Beach, contribute to and participate in the various facets of community life and activity. The past record reveals that here is a community of the fine kind and to protect that heritage is one of the objectives of the plan.



CHAPTER II.

LAND USE ANALYSIS - GENERAL LAND USE PLAN

## LAND USES AND THE GENERAL LAND USE PLAN

"Land Use Planning is a part of the larger process of city planning. It is basically concerned with the location, intensity and the amount of land development required for the various space using functions of the city life - industry, wholesaling, business, recreation, education, housing and the religious and cultural activities of the people."

"Urban Land Use Planning" Chapin

In its phenomenal growth from the small settlement of Linton, subdivision by subdivision, a considerable amount of land has been utilized for various purposes. Initially, lands within the center of the original townsite around the principal intersecting streets and along the railroad right of way were absorbed by commercial and light industrial uses. Adjacent to and intermingled with the initial commercial establishments dwellings of residents were erected. The first area of predominant growth was west of the waterway and Swinton Avenue was the north-south Dixie Highway. Subsequently, development extended in all directions, particularly into the area between the Waterway and the Ocean. Thus, over the years the land uses pattern shown in Figure 3 was formed.

In the initial subdivision patterns the prevailing lot areas were comparatively small (50 x 100 feet); the blocks were also short. In later years, lot sizes were increased introducing the element of spaciousness into the pattern. In 1938 zoning was introduced; in 1956 it was amended and currently another revision is under way. In each successive zoning plan, the spaciousness of residential requirements have been emphasized.

Currently, about 47 per cent of the developed area of the city is utilized for dwelling purposes, 39 per cent for single family dwellings and 8.0 per cent for duplexes and apartments (Table IV).



COMPREHENSIVE CITY PLAN  
 DELRAY BEACH, FLORIDA

PREPARED BY  
 GEORGE W. SIMONS, JR. PLANNING CONSULTANT



GENERALIZED  
 LAND USES

LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI-PUBLIC

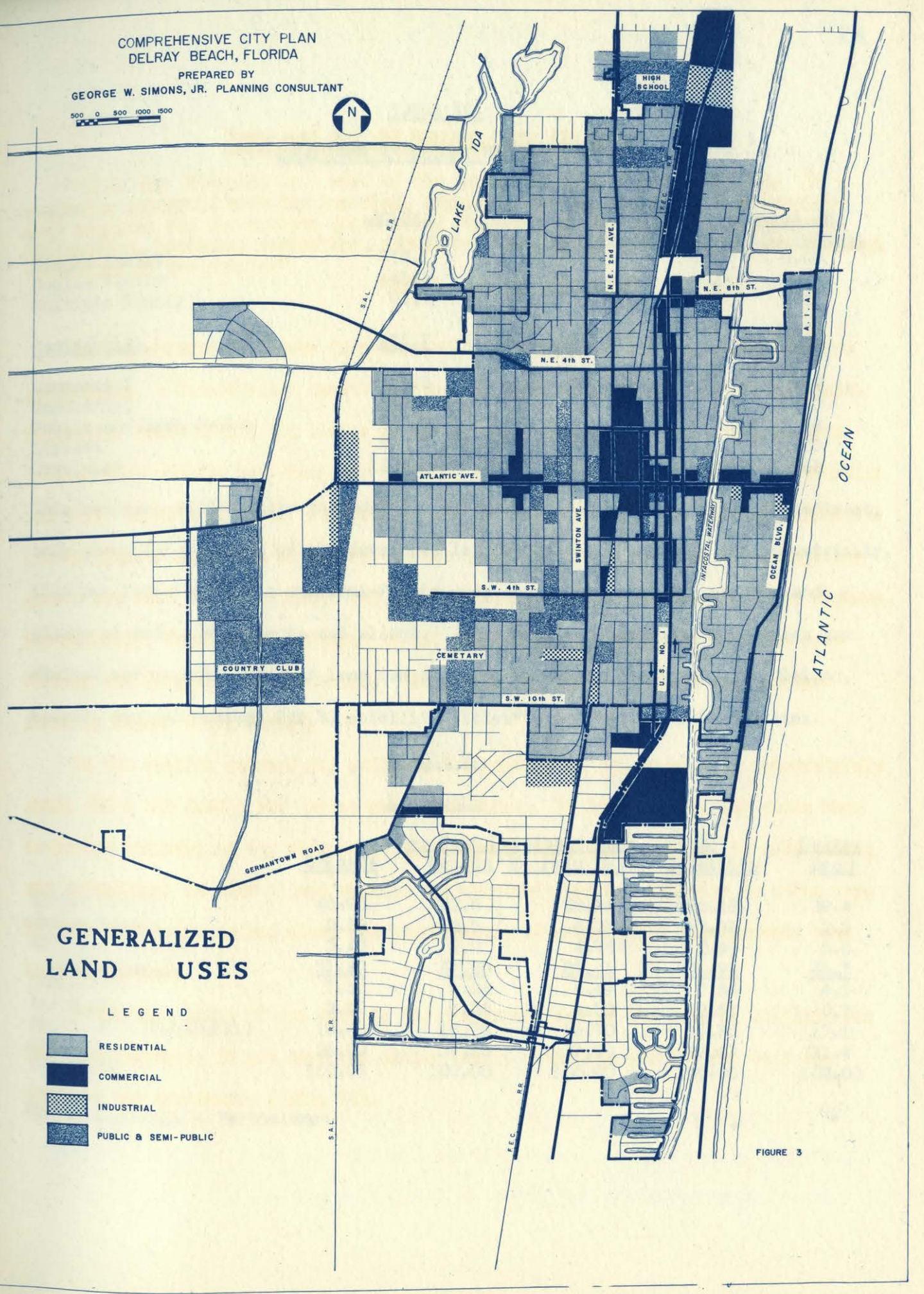


FIGURE 3

TABLE IV.

LAND USES IN DELRAY BEACH - 1959

	<u>Acres</u>	<u>Per Cent of Developed Area</u>	<u>Acres Per 100 Persons</u>
Single Family	719.1	39.4	6.00
Duplex Family	41.5	2.3	0.34
Multiple Family	91.1	5.0	0.76
<u>Residential</u>	<u>851.7</u>	<u>46.7</u>	<u>7.10</u>
Commercial	74.5	4.1	0.62
Industrial	12.0	0.7	0.10
Public and Semi-Public	309.5	17.1	2.58
Streets	574.5	31.4	4.80
Developed	1822.2	100.0	15.65

This reflects emphatically the residential character of Delray Beach. In contrast, only about 5.0 per cent of the developed land is used commercially and industrially, 17.0 per cent for Public and Semi-Public uses and 31 per cent for streets and alleys or dedicated streets and alleys. Table V. shows how the various uses are divided and further, similar land use data for West Palm Beach, Orlando, Deland, Florida and the average for 33 satellite cities\*throughout the United States.

TABLE V.

LAND USES

	<u>Orlando</u>	<u>Per Cent Developed Area</u>			<u>33 Satellite</u>	<u>Delray Beach</u>
		<u>Deland</u>	<u>W. Palm Beach</u>			
Single Family	45.90	42.5	28.44	36.18	39.4	
Duplex Family	2.50	2.5	6.21	3.31	2.3	
Multiple Family	3.40	2.2	4.76	2.49	5.0	
<u>Residential</u>	<u>51.80</u>	<u>47.20</u>	<u>39.41</u>	<u>41.98</u>	<u>46.7</u>	
Commercial	7.50	5.24	6.49	2.54	4.1	
Industrial	3.40	1.26	9.50	12.51	0.7	
Public and Semi-Public	10.40	16.70	16.70	15.30	17.1	
Streets	26.90	29.60	27.90	27.67	31.4	
Developed	100.00	100.00	100.00	100.00	100.00	

\*Urban Land Uses - Barthelomew



It is apparent from Table V. that the amount of land used for different purposes varies little with geographical location or even with type of community. A given number of people in one place require about the same amount of space in which to live, work and do business as they do in another. Whereas, in Delray Beach 47 per cent of the developed land is utilized for living purposes, in Orlando the ratio is 52 per cent, Deland 47 per cent, West Palm Beach 40 per cent and in the 33 satellite communities the average is 42 per cent. Studies made twenty or thirty years ago in diverse cities show that the respective amounts of land used then differs little from that used for like purposes today.

Delray Beach is a residential community. Its commercial activities are primarily those that serve the local people therefore the need for commercial uses is not so great as that of West Palm Beach or Orlando each of which serve as marketing centers for considerable areas tributary to them. The needs of industry are very slight in Delray Beach. Some industry may enter the area but it is unlikely that Delray Beach will ever be an industrial center.

#### PROBABLE FUTURE PROJECTIONS

Delray Beach has experienced a phenomenal building record in the past decade. The census of Housing of 1950 recorded 2,864 dwelling units in Delray Beach at that time of which 68 per cent were single family structures, 15 per cent were duplex and 17 per cent multiple family. Between 1950 and the end of 1960 an additional 1,500 single family dwellings, 275 duplex and 60 multiple family dwellings have been constructed. In other words, at this time there are some 5,500 dwelling units in Delray Beach of which about 4,000 are single family structures.

Although the incidence of residential construction has been general throughout the city during the past decade, activities in some areas have been more intensive than in others. In the beach section north of Beach Drive and south of Casurina Road, in Tropic Isles and Tropic Palms on the South, in the northwestern part of

the city in the Lake Ida section and north of N.E. 11th Street the trends of quality residential development have set the tempo for the future. Within the central and older part of the city between N.W. and S.W. 2nd Streets and between the Waterway and Swinton Avenue there has been little or no residential construction during the past decade. In this older central section of transition residences of the older era are gradually giving way to commercial uses, apartments, motels, and other uses.

#### AREA EXPANSION AND DEVELOPMENT

In recent years the predominant direction of subdivision development has been southward on both the beach side and in the area west of the Waterway - a trend that will probably terminate at the Boca Raton corporate line. On the beach side it will terminate at the limits of the Town of Highland Beach. Between Tropic Isles and Tropic Palms and also between these two subdivisions and the southerly line of the city there is considerable subdivided and unsubdivided land that is situated in the County but to all intents and purposes is definitely a part of the city and will develop accordingly. Some of it between the two subdivisions, along the railroad and U.S.1, should be resubdivided into more spacious tracts. But regardless, these unincorporated areas should be annexed to the city in order to better control and direct the development of them.

North of N.W. 4th Street in the Lake Ida section there are also desirable subdivided and unsubdivided lands that are not located within the corporate area, a condition that also exists north of N.E. 8th Street between U.S.1 and the Waterway. These potentially good residential areas should be annexed to the city. The north limits of Delray Beach should be coterminus with a new south line of Boynton Beach to be decided upon, preferably along Gulf Stream Boulevard projected westerly to which the city has already extended its limits along N.E. 2nd Avenue.



These annexations north and south will give the city a more rational corporate line and bring into the city lands that are an integral part of the Delray Beach urban area.

The major movement of Delray Beach development will be westward to Military Trail. This movement has already taken form in the area served by the Lake Ida Road and in the area just north of Atlantic Avenue, west of the Drainage Canal. Added impetus was given this movement earlier this year when 650 acres of land north of Germantown Road were annexed to the city.

#### SUMMARY

History reveals how Delray Beach has grown and expanded territorially. The core is experiencing a transition from residence to services and business. The beach area is still the site of the estate type home but it too is experiencing a change with the advent of the cooperative apartment, group housing and the motel. Many of the older residential areas surrounding the central core still maintain their dignity and prestige and as long as the will of the people insists upon it will continue to do so. The main problem confronting these areas of older homes is the invasion of blighting influences and leads to deterioration. In such home areas preservation and conservation must be watch words.

The outer areas will be the site of the greatest activity in the future. Because most of the land in these outer areas of greatest potential is virgin unplatted land, its development should be guided wisely in accord with the best principles of planning. Already all the lands are zoned whether in the city or County so a start toward protection has been made. The City and County cooperatively should invoke the subdivision and land platting rules and regulations rigidly so that the site planning of the areas will be consistent with the over all Land Use Plan of the community.

### THE GENERAL LAND USE PLAN

In a previous section the creation of the land use pattern was presented.

Figure 3 pictures how the varied land uses are distributed throughout the corporate area. Guided by the ideals and principles of planning how will a comparable picture look in 1975?

The General Land Use Plan estimates the future land use requirements for expanding growth. It is essentially a plan of objectives for the guidance of officials and the public in making decisions influencing future development. From the many basic studies of population and area growth, existing land uses and trends of construction and development, the General Land Use Plan was prepared to indicate those areas and localities that would be preferable for dwellings, park and recreation facilities, schools, shopping sites, industries and other uses. It is not a diagram of specific projects but rather it is a general pattern of how growth and development should be directed and what the character of the city of the future will be.

Table IV shows the quantitative distribution of land uses within the corporate area as of 1960; 852 acres were devoted to dwelling purposes, 75 acres to business uses and some 300 acres to public and semi-public uses. Table VI on the other hand reflects the land use consumption in terms of acres per 100 persons - a valid standard in projecting the respective land use requirements of the future. Table VII shows how much land will be absorbed by the various uses for varied populations.

TABLE VI.

	<u>Acres Per 100 Persons of Population</u>					
	<u>Orlando</u>	<u>Deland</u>	<u>W.P. Beach</u>	<u>33 Satellite</u>	<u>Delray Beach</u>	
Single Family	4.41	5.8	2.65	3.14	6.0	(919.1)
Duplex Family	0.24	0.34	0.58	0.29	0.34	41.5
Multiple Family	0.33	0.30	0.44	0.22	0.76	91.1
<u>Residential</u>	<u>4.98</u>	<u>6.44</u>	<u>3.67</u>	<u>3.65</u>	<u>7.10</u>	<u>(851.7)</u>
Commercial	0.73	0.68	0.60	0.22	0.62	74.5
Industrial	0.32	0.17	0.89	0.69	0.10	12.0
Public & Semi-Public	1.01	2.27	1.55	1.33	2.58	309.5
Streets			2.60	2.40	4.80	574.5
Developed					15.20	(1822.2)

When the population of Delray Beach reaches 30,000; 40,000 and even 50,000 persons the developed area of the city and its contiguous urban area will have been expanded considerably. More land will have been absorbed successively by the various uses and the mileage of improved streets and other utilities will have been augmented greatly. New schools will have been provided as well as more parks, recreation areas and other public facilities.

The average projections shown in Table VII reveal that for populations of 30, 40 and 50,000, the developed land areas will be 144, 225 and 300 per cent greater, respectively, than the developed land area of today. Whereas, the developed area of the city currently approximates 1,900 acres, populations of 30, 40 and 50 thousand persons will require developed land areas approximating respectively 2,600, 4,100, and 5,600 more acres than today. Stated another way, during the successive periods of growth, the amount of land to be occupied by residential uses will expand 2.5, 3.3 and 4.0 times what they are now for populations of 30, 40, and 50 thousand persons.

TABLE VII.LAND USE REQUIREMENTS FOR DIFFERENT POPULATIONS  
(Expressed in Acres)

<u>Classification</u>	<u>Population</u>		
	30,000	40,000	50,000
Residential	2130.0	2840.0	3550.0
Single Family	1800.0	2400.0	3000.0
Two Family	102.0	136.0	170.0
Multiple Family	228.0	304.0	380.0
Commercial	186.0	248.0	310.0
Public and Semi Public	774.0	1032.0	1290.0
Developed Area	4560.0	6080.0	7600.0

Public and semi-public land needs will expand 2.5, 3 and 4 times and Commercial uses, 2.5, 3.4 and 4.2 times what they are today. This emphasizes the broadening scope of land uses and facilities that will accompany the population growth of the next two decades - a relatively short period of time in the life of Delray Beach. Figure 4 shows how the Land Use Pattern of 1975 should look, extended to Military Trail.

In the years ahead the Central Business District will expand as previously indicated. At the same time the incidence of neighborhood shopping areas will increase as indicated in Figure 4; these will be primarily neighborhood servicing centers in contrast with Regional Shopping Centers. The older residential areas now existing east of the Florida East Coast tracks, radiating from the Central Business District will be absorbed partially by commercial uses, the remainder by Multiple Family uses. The Cooperative Apartment will appear increasingly between U.S.1 and the Waterway as well as in the Central Beach area. The Single Family development will dominate certain areas of the beach and in areas to the west of A-1-A on the south. Single Family dwellings will dominate the land use picture of 1975 just as it does that of 1961.

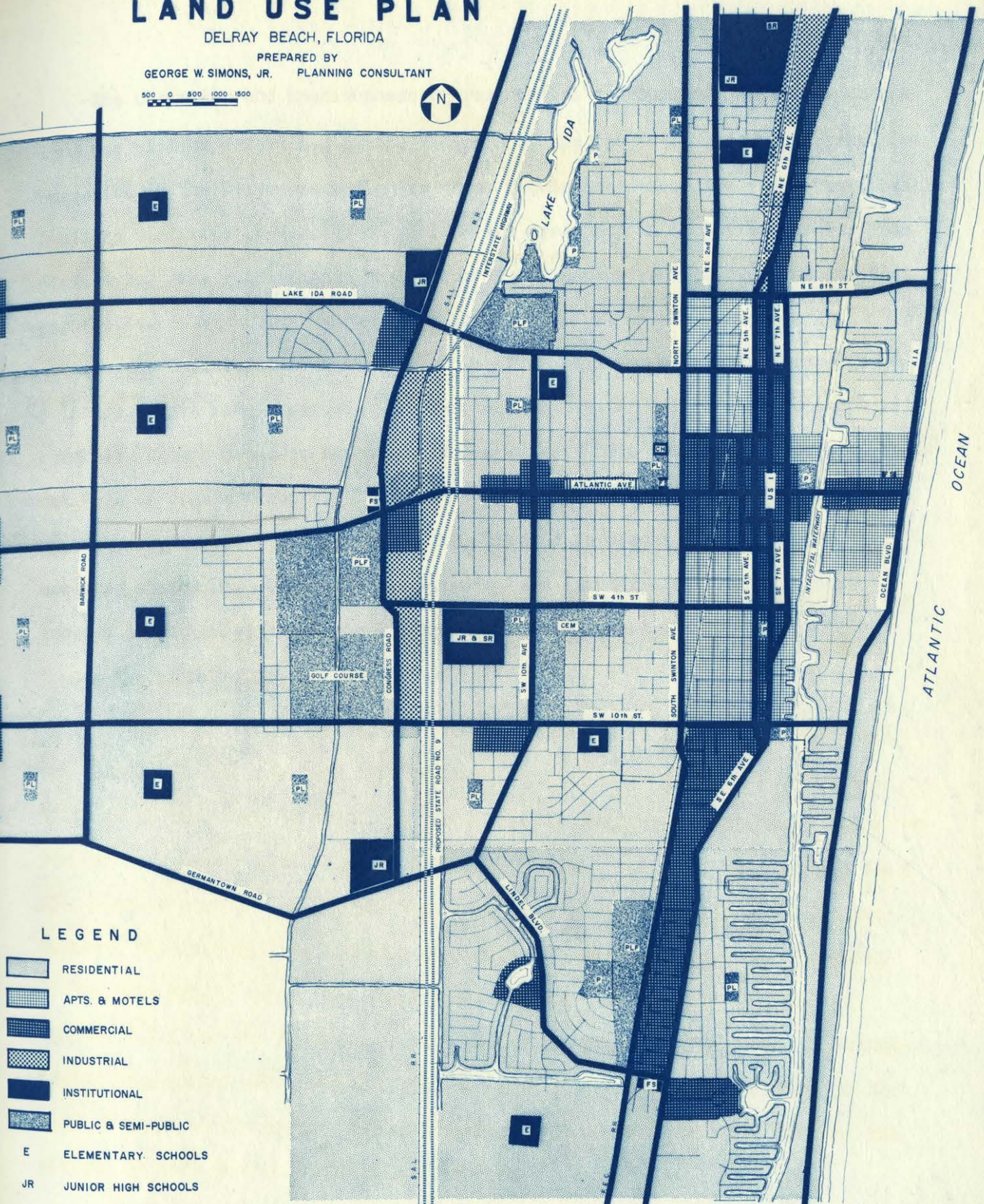


# LAND USE PLAN

DELRAY BEACH, FLORIDA

PREPARED BY  
GEORGE W. SIMONS, JR. PLANNING CONSULTANT

500 0 500 1000 1500



## LEGEND

- RESIDENTIAL
- APTS. & MOTELS
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- PUBLIC & SEMI-PUBLIC
- E** ELEMENTARY SCHOOLS
- JR** JUNIOR HIGH SCHOOLS
- SR** SENIOR HIGH SCHOOL
- FS** FIRE STATIONS
- P** PARKS
- PL** PLAYGROUNDS
- PLF** PLAYFIELDS
- CH** CITY HALL

LOCATIONS OF FACILITIES SHOWN ARE ONLY APPROXIMATE AND RELATIVE

Fig 4

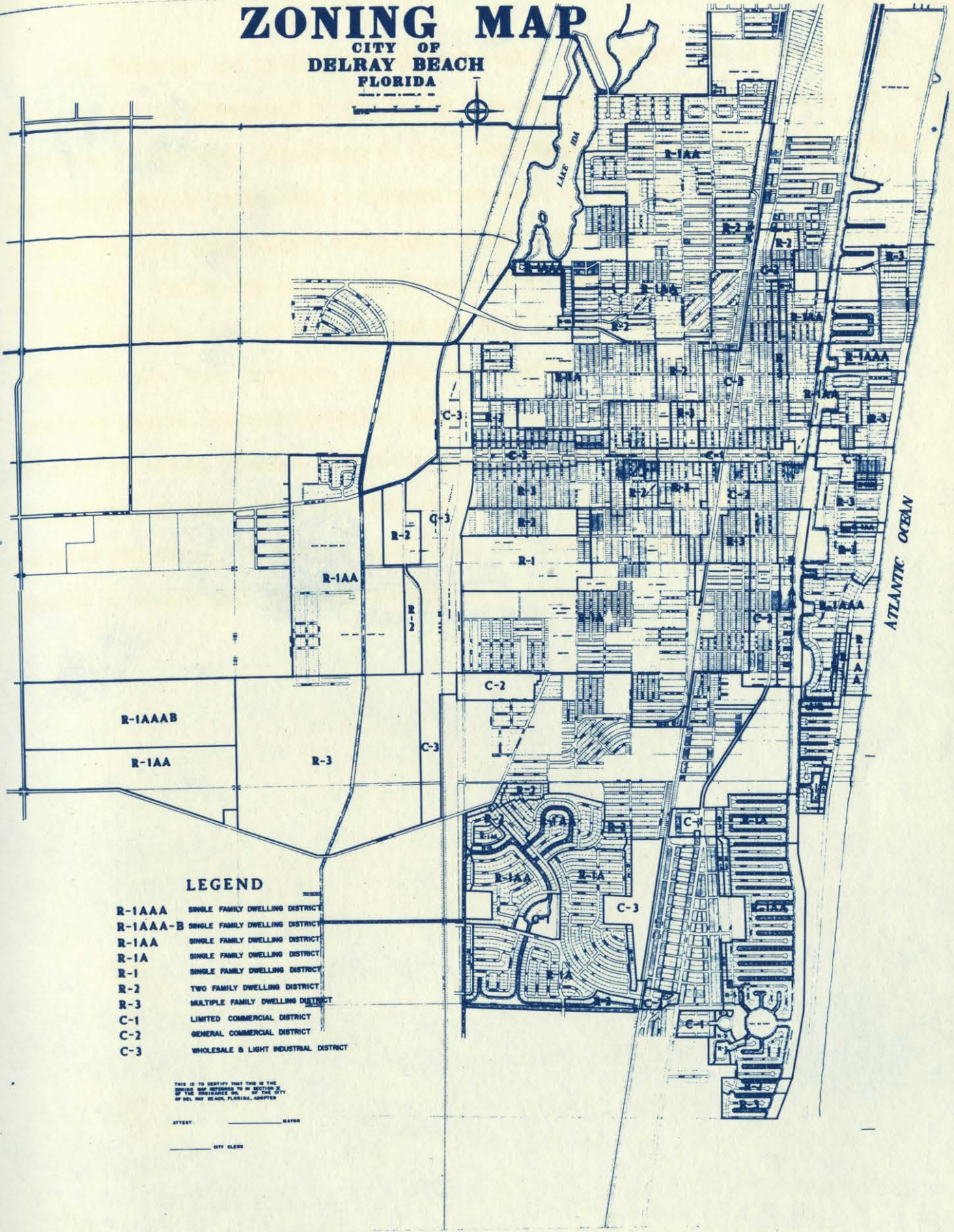


The character and spaciousness of residential development and the density of land use will be determined by the Zoning Plan and the attendant regulations now operative in the City. According to these regulations there are five Single Family Dwelling Districts predicated on minimum lot areas and minimum floor areas. The minimum lot area requirements range from 12,500 square feet to 5,000 square feet per family. Zoning Map adopted in January, 1961, shown in Figure 5.

In the definition of General Land Use Plan certain fundamental planning principles have been observed. Insofar as possible the neighborhood concept of community growth has been observed. Major streets have been correlated with the net work of access streets. Community facilities such as schools, parks, playgrounds, and fire stations have been located in accord with universally accepted standards. Commercial, servicing, and industry have likewise been located in accord with practices recognized as reasonable.

# ZONING MAP

CITY OF  
DELRAY BEACH  
FLORIDA



## LEGEND

- R-1AAA SINGLE FAMILY DWELLING DISTRICT
- R-1AAA-B SINGLE FAMILY DWELLING DISTRICT
- R-1AA SINGLE FAMILY DWELLING DISTRICT
- R-1A SINGLE FAMILY DWELLING DISTRICT
- R-1 SINGLE FAMILY DWELLING DISTRICT
- R-2 TWO FAMILY DWELLING DISTRICT
- R-3 MULTIPLE FAMILY DWELLING DISTRICT
- C-1 LIMITED COMMERCIAL DISTRICT
- C-2 GENERAL COMMERCIAL DISTRICT
- C-3 WHOLESALE & LIGHT INDUSTRIAL DISTRICT

THIS IS TO CERTIFY THAT THIS IS THE  
TRUE AND CORRECT COPY AS KEPT IN THE  
OFFICE OF THE ENGINEER IN CHARGE OF THE CITY  
OF DELRAY BEACH, FLORIDA, APPROVED

ATTEST \_\_\_\_\_ MAYOR

\_\_\_\_\_ CITY CLERK

## CHAPTER III.

### MAJOR STREET PLAN



MAJOR STREET PLAN

The Street System of the community is a basic component of the Land Use Plan. In American cities about 30 per cent of the developed land area is utilized by streets; in Delray Beach the percentage approximates this amount. As channels of traffic flow and circulation, streets 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 County and State. Major streets are distinctive elements in the street system because they carry large volumes of traffic; they also serve as boundaries of neighborhoods where practicable.

Most street systems came into being before the advent of the automobile and man's dependence on that machine. Because the original streets were designed primarily for animal drawn vehicles, many are now wholly inadequate in capacity. Cities still abound in miles of street right of way widths of forty and fifty feet and roadways of eighteen or twenty feet. As cities - even Delray Beach - expanded by successive subdivisions, the existing street pattern was expediently extended but often in the process, the street right of way widths and alignments were changed or modified. Needless jogs, dead ends, strictures and reverse curves were introduced, which too often in the later years of intensive automotive traffic have retarded or obstructed the free continuous flow of traffic movements.

Not all streets in the system are of equal value or importance. By far the greatest percentage of street mileage consists of streets that primarily afford access to residential properties. There are however other streets of primary and secondary importance which are commonly designated as Major Streets. These are the streets that carry volumes of traffic into and through the city or which serve as elements of a circumferential street system. In the Major Street System are also those streets that connect one part of the city with another or



which furnish access to State and Federal routes.

Secondary streets, although important members of the major system, are complimentary to the primary streets. It is difficult sometimes to tell where the primary ends and the secondary begins. Secondary streets however can be defined generally as those streets which serve as connecting streets between primary arteries or as streets extending from one portion or section of a city into the outer fringe and beyond. They are frequently designated as cross-town streets.

Primary streets that are the most intensively used must have rights of way sufficiently wide to accommodate roadways of adequate capacity. Similarly, Secondary and even Minor streets must be designed with rights of way of adequacy. Adequacy of roadway capacity is proportional to population growth and the incidence of automobile registration.

Table V shows how the motor vehicle registrations of Florida and Palm Beach County have increased since 1930. Registrations in each political entities increased eight times to 1959 but more significantly, in 1930 there were 4.1 and 2.90 persons per registered vehicle in Florida and Palm Beach County, respectively but in 1950 there were 2.5 and 2.2 persons, respectively, per registered motor vehicle.

TABLE V.  
MOTOR VEHICLE REGISTRATIONS - FLORIDA - PALM BEACH COUNTY FLORIDA

	<u>Registrations</u>	<u>Persons Per Car</u>	<u>Registrations</u>	<u>Persons Per Car</u>
1930	359,525	4.1	18,090	2.9
1935	402,134	---	18,356	---
1940	579,495	2.9	29,430	2.7
1945	576,675*	---	26,721	---
1950	1,117,105	2.5	52,666	2.2
1955	1,800,969	---	86,201	1.8
1958	2,554,047	---	126,222	---
1960	4,951,560	1.84	228,106	1.75
1975**	4,170,000	1.9	217,000	1.7

\*The reduction between 1940 and 45 due to war time restrictions, gas rationing, etc. \*\*Estimated by Division of Traffic and Planning, Florida State Road Department.

### ANTICIPATED TRAFFIC VOLUMES

From the date included in Table V., it is reasonable to assume that when the population of Delray Beach reaches 30, 40 and 50 thousand persons, the street system should have a capacity sufficient to accommodate a resident automobile population of at least 17, 23 and 29 thousand, respectively that will be circulating daily throughout the community. This will be 2.5 to 4.0 times more automobiles than are resident currently in Delray Beach. These future registrations do not include the remainder of Palm Beach County or the increase in circulation induced by regional growth and registrations. The capacity of the street system must therefore be made commensurate with the anticipated growth of motor vehicle travel.

### EXISTING STREET SYSTEM

The existing street pattern of Delray Beach is basically rectilinear. Only in some of the more recent subdivisions (Tropic Palms) are there deviations from the rectilinear. Street widths, property line to property line, varying from 40 feet to 100 feet but the predominate widths throughout the city are 40 and 50 feet. Atlantic Avenue and Swinton Avenue however have portions, 66 feet wide. The prevailing roadway width is 22-24 feet, much of which is without curb and gutter.

Steps have been initiated with the Board of County Commissioners and the State Road Department to widen Atlantic Avenue in its western portion, change its alignment in the neighborhood of the Seaboard tracks and erect an overpass at this point. This improvement tied into a housing relocation project, will provide Delray Beach with a more attractive entrance from Sunshine Parkway and Military Trail on the west into the city and to the beach area.

Work is also being completed on the widening of 5th and 6th Avenues by the State Road Department through the entire length of the city. These two streets as a one way pair will double the capacity of the Federal U. S. 1.

Traffic movements have a tendency to gravitate to certain well travelled streets. Often motorists will follow the crowd into the more intensively used streets rather than use the empty parallel street. These well travelled streets are usually members of the Major Street Plan.

#### NORTH-SOUTH HIGHWAYS

Figure 6 shows the Major Street Plan. The principal north-south arteries are, from east to west, Ocean Boulevard (A-1-A), 7th Avenue, 5th and 6th Avenues, 2nd Avenue, Swinton Avenue, 10th Avenue, S. W., Congress Road, Barwick Road and Military Trail.

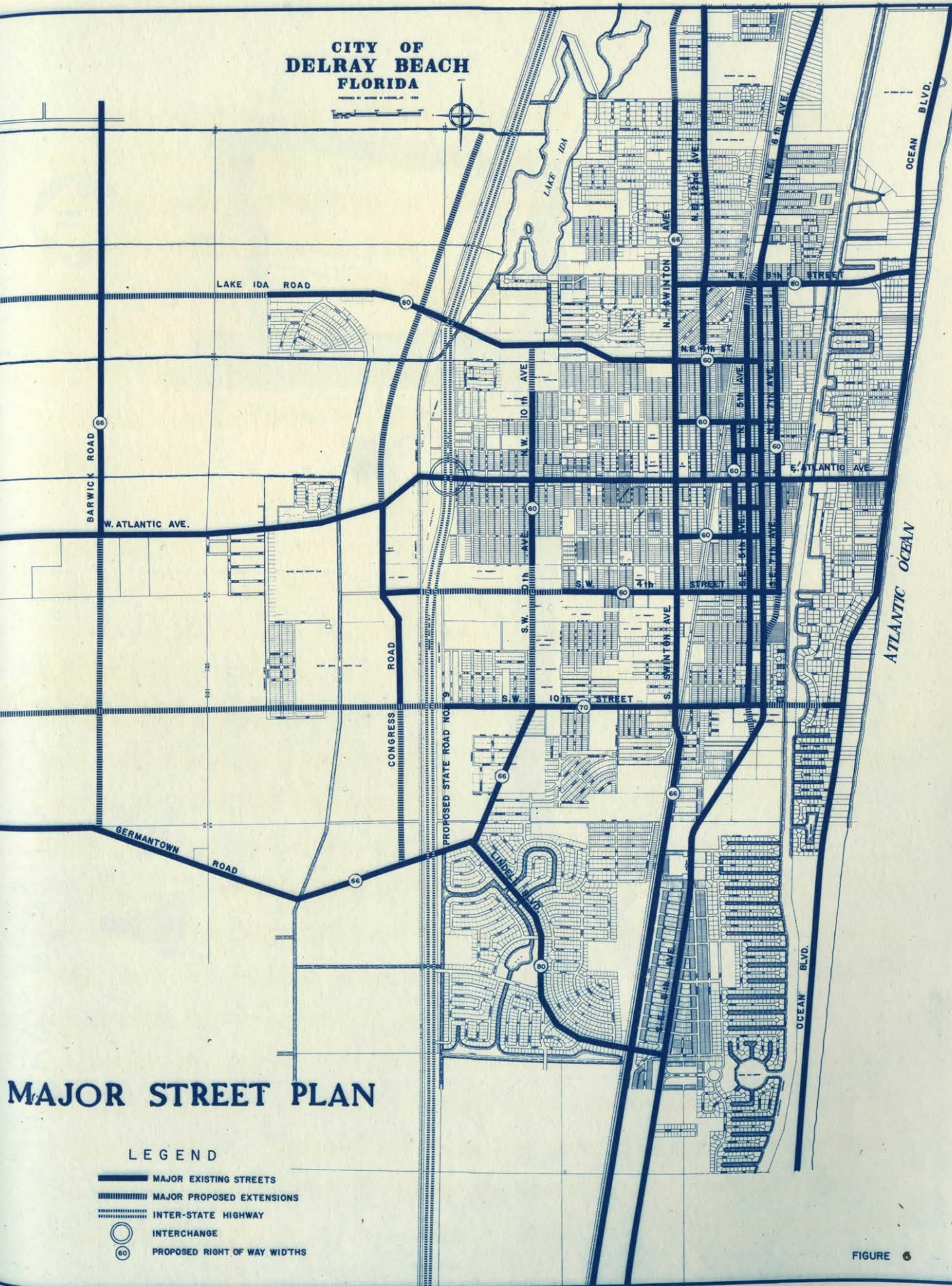
East of the Florida East Coast Railroad, the one-way pair of 5th and 6th Avenues and 7th Avenue, will continue to carry substantial volumes of north-south traffic as can be seen from Figure 7. Later, as the population center moves westerly and the Interstate Highway becomes a reality much of the traffic load will move to the Interstate thereby relieving the pressure from existing streets. The Interstate Highway as a four or six lane divided highway will be designed to carry large volumes of through traffic. The Interstate together with the Sunshine Parkway will become the principal north-south channels of flow and U. S. 1 will become identified more and more with local regional traffic movements.

West of the Seaboard right of way it is proposed to construct Congress Street from the West Palm Beach area south into the Germantown Road, which will serve to further meet the increasing demand for more north-south arteries. Farther to the west, Barwick Road is proposed as an artery complimentary to Military Trail. As the western lands now for the most part vacant, are developed these three roads will afford openings to the north and south without going either to the Interstate or Sunshine Parkway. Including and designating these streets on the Major Street Plan and other maps is notice to prospective subdividers that provisions should be made for these streets in the preparation of any subdivision development plans.



# CITY OF DELRAY BEACH FLORIDA

DESIGNED BY HENRY J. BROWN, JR. 1958



## MAJOR STREET PLAN

### LEGEND






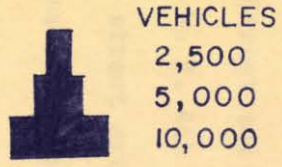
-  MAJOR EXISTING STREETS
-  MAJOR PROPOSED EXTENSIONS
-  INTER-STATE HIGHWAY
-  INTERCHANGE
-  PROPOSED RIGHT OF WAY WIDTHS

FIGURE 6



# DELRAY BEACH, FLORIDA



1959 - 24 HOUR ANNUAL AVERAGE  
 TRAFFIC FLOW

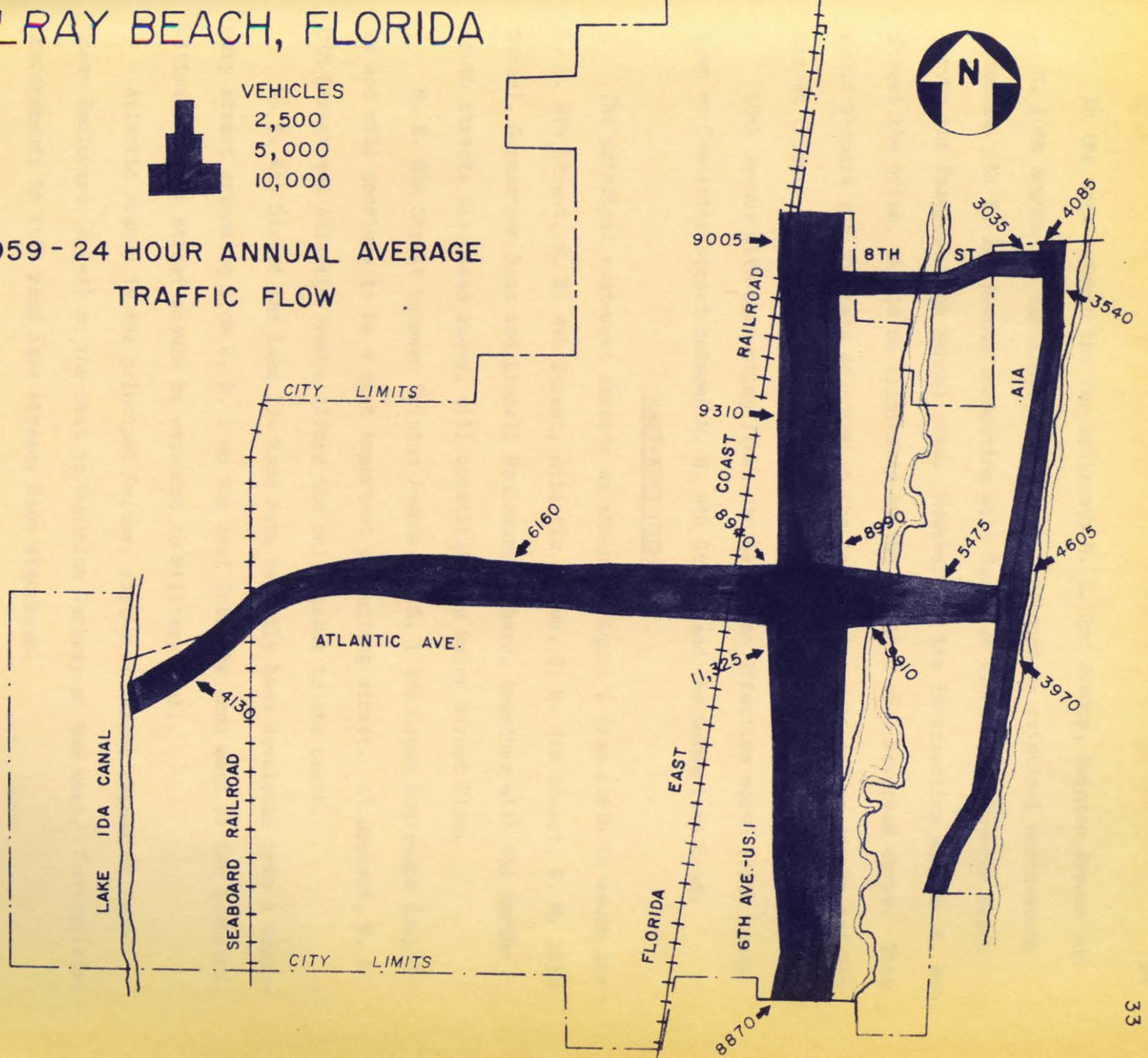


FIGURE 7

In the area between the two railroads N. E. 2nd Avenue, Swinton Avenue and N. W. 10th Avenue are continued and further developed as principal north-south arteries. N. E. 2nd Avenue connecting with Seacrest Avenue into Boynton Beach serves the Seacrest High School area. However, at its intersection with N. E. 8th Street the offset should be eliminated by the creation of a reversed curve. This would require the purchase of a lot on the northwest corner of 2nd Avenue and 8th Street (Figure 8).

10th Avenue with connecting links can become an effective north-south cross town or Connector street between N. W. 4th Street and the Germantown Road.

#### EAST-WEST HIGHWAYS

The principal east-west streets as shown in Figure 6 from north to south are - N. E. 8th Street, N. E. 4th Street, Atlantic Avenue, S. W. 4th Street, S. W. 10th Street, Germantown Road and Lindell Boulevard. These, together with the north-south streets discussed above, will constitute the Major Street Plan.

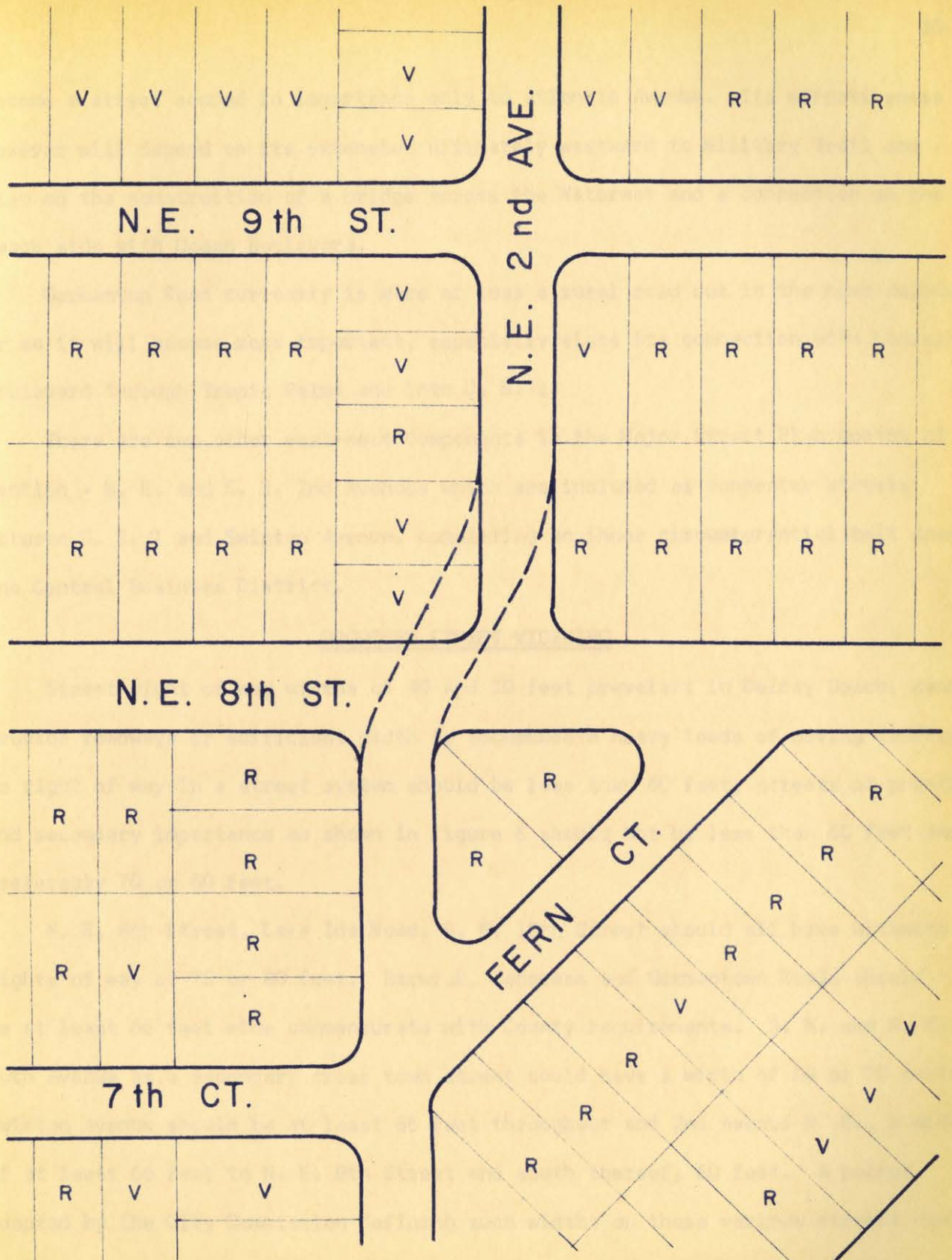
N. E. 8th Street between Swinton Avenue, U. S. 1 and Ocean Boulevard (A-1-A) is and will continue to be a most important connecting street. At present, N. E. 8th Street and Atlantic Avenue afford the only access to the beach.

N. E. 4th Street and Lake Ida Road have recently been developed into a Secondary street extending from U. S. 1 on the east into the area west of the Seaboard. Ultimately this street should be extended to Military Trail.

Atlantic Avenue is the principal Primary east-west street extending from Ocean Boulevard (A-1-A) on the east to Sunshine Parkway on the west. Contemplated improvements in this road have already been discussed.

South of Atlantic Avenue, S. W. 4th Streets and S. W. 10th Streets are included in the Major Street Plan, the former as a vital connection between S. E. 7th Avenue and the proposed Congress Road on the West. S. W. 10th Street will





**PROPOSED RE-ALIGNMENT  
FOR N.E. 2nd AVE.**

DELRAY BEACH,

FLORIDA

R-RESIDENTIAL

V-VACANT



FIGURE 8

become a street second in importance only to Atlantic Avenue. Its effectiveness however will depend on its extension ultimately westward to Military Trail and also on the construction of a bridge across the Waterway and a connection on the beach side with Ocean Boulevard.

Germanton Road currently is more or less a rural road but in the next decade or so it will become more important, especially since its connection with Lindell Boulevard through Tropic Palms and into U. S. 1.

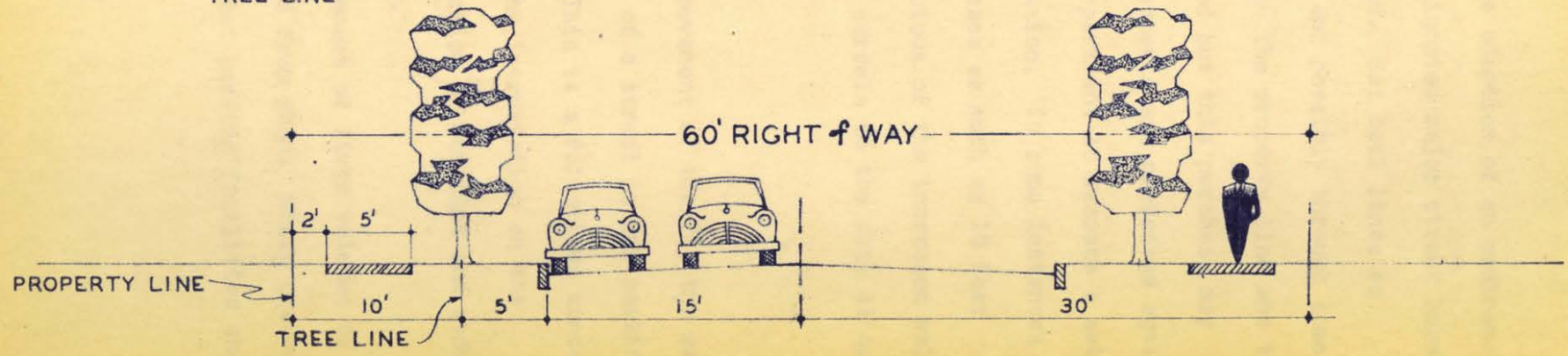
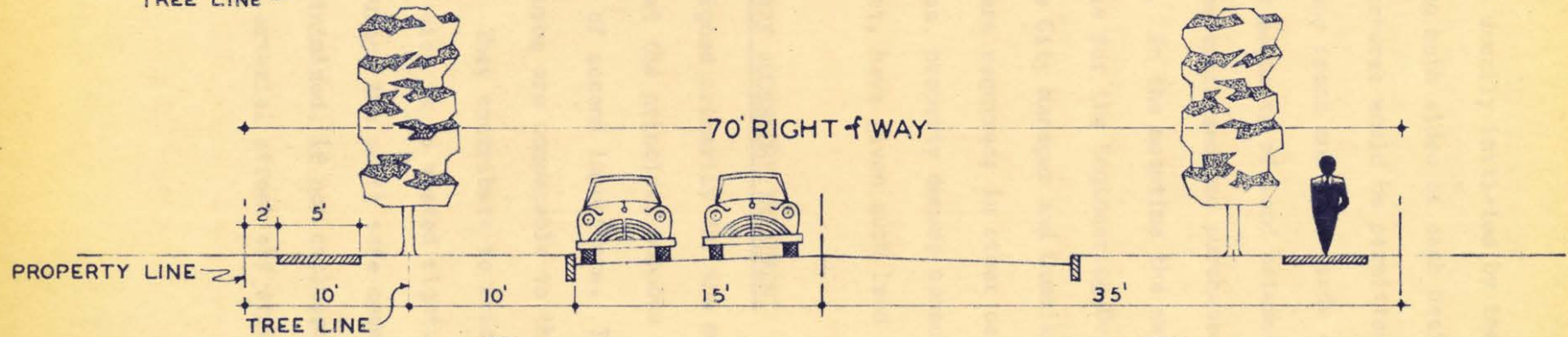
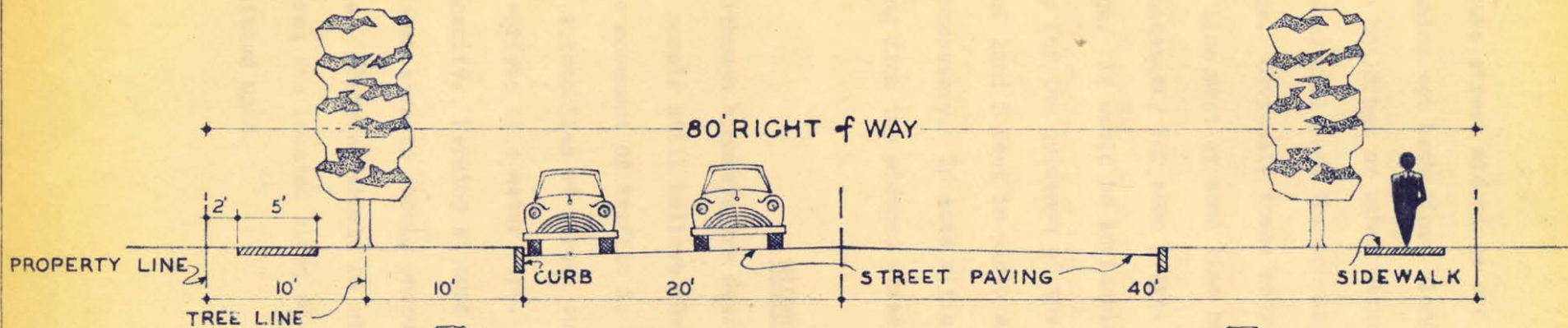
There are two other east-west components in the Major Street Plan worthy of mention - N. E. and S. E. 2nd Avenues which are included as connector streets between U. S. 1 and Swinton Avenue, completing an inner circumferential belt around the Central Business District.

#### PROPOSED STREET WIDENING

Street right of way widths of 40 and 50 feet prevalent in Delray Beach, cannot provide roadways of sufficient width to accommodate heavy loads of moving traffic. No right of way in a street system should be less than 60 feet; streets of primary and secondary importance as shown in Figure 6 should not be less than 60 feet and preferably 70 or 80 feet.

N. E. 8th Street, Lake Ida Road, S. W. 10th Street should all have ultimate rights of way of 70 or 80 feet. Barwick, Congress and Germantown Roads should be at least 66 feet wide commensurate with County requirements. S. W. and N. W. 10th Avenue as a secondary cross town street could have a width of 60 or 70 feet. Swinton Avenue should be at least 66 feet throughout and 2nd Avenue N. E., a width of at least 66 feet to N. E. 8th Street and south thereof, 60 feet. A policy adopted by the City Commission defining such widths on these various streets would ensure the city of the future of adequate circulation capacity.





"RIGHT OF WAY AND PAVING WIDTHS"

FIGURE 9

Future street widenings are usually initiated by the adoption of an ordinance establishing set back lines along both sides of each designated major street beyond which no buildings or other structures would be permitted. Set back lines so established will pass through many front and side yards and possibly through some buildings. Obviously these many segments of land between the property line and the setback line must at some time be appraised and purchased but this purchase may not be necessary for some years. In the meantime the segments are protected against buildings. It would be advisable for the Engineering Department to prepare a set back map for the guidance of the City Manager and Commission. In some instances strips of land 5 feet in width are required; in other cases as much as 15 feet may be necessary. In some cities, property owners conscious of the increased value resulting from the widened street, have given such land parcels to the city at no cost.

#### HIGHWAY ACCESSORY TREATMENT

Although highways are designed primarily for the movement of traffic the majority of people still believe that the principal purpose of a street is for parking and the movement of traffic is of second importance. This is a fallacious concept. Parked automobiles at street curbs are comparable to the incrustation on the inner surface of a water pipe. They contribute to friction of movement and reduce the capacity. Parking at curb side is no vested right.

Major streets should encourage the swift safe movement of large volumes of vehicles. Parking should be minimized, if not excluded from them. Where groups of stores are located along an arterial street off street parking facilities should be insisted upon.

Where Major Streets extend through residential areas property owners are often apprehensive about the future of their properties. Immediately they visualize their particular property as the site of a store or filling station. "No one will live on a heavily travelled street" they say. On the other hand Many of the best residential streets of America are heavily travelled and are without businesses. Abutting properties can be protected against the noises and fumes of moving traffic by the erection of hedges or trees. County Road through Palm Beach is an example of a heavily travelled road through residential areas. Figure 10 shows treatment along heavily travelled highways.

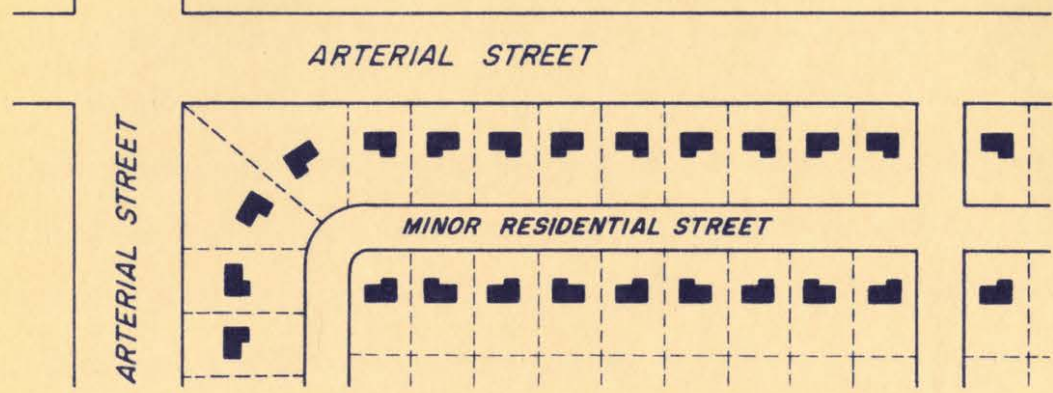


SUGGESTED TREATMENT ALONG ARTERIAL STREETS  
IN SUBDIVISIONS AND COMMERCIAL AREAS

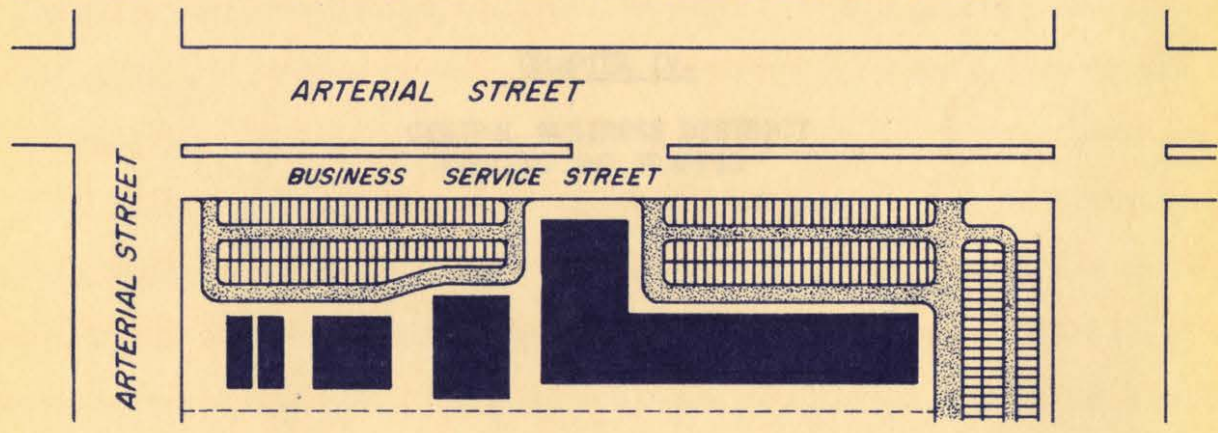
FIGURE 10

EXAMPLE "A" — RESIDENTIAL AREAS WITH REVERSED FRONTAGE

HOUSES FACING ON THE MINOR RESIDENTIAL STREET



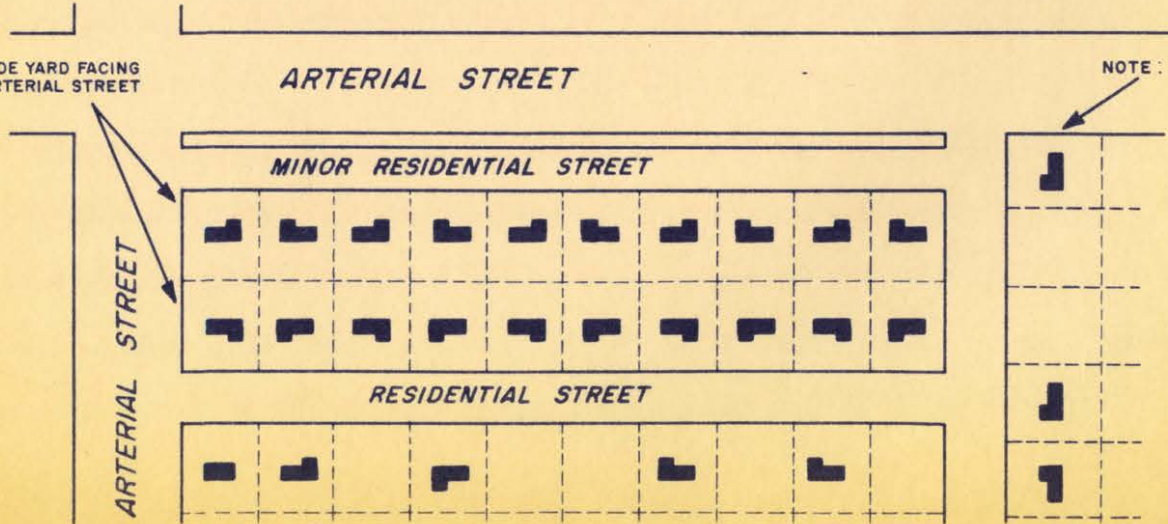
EXAMPLE "B" — COMMERCIAL AREAS WITH PARALLEL SERVICE STREET



EXAMPLE "C" — RESIDENTIAL AREAS WITH RESIDENTIAL SERVICE STREETS  
PARALLEL TO ARTERIAL STREETS OR INTERSECTING ARTERIAL STREETS

NOTE: SIDE YARD FACING  
ARTERIAL STREET

NOTE: SIDE YARD FACING  
ARTERIAL STREET.





CHAPTER IV.

**CENTRAL BUSINESS DISTRICT  
PARKING AND TRAFFIC**

## CENTRAL BUSINESS DISTRICT

The Central Business District of Delray Beach is still the heart and center of community life - the nucleus around which the economic and social activities of the community revolve. In this centrally located area of some 118 acres, divided into east and west parts by the right of way of the Florida East Coast Railroad, is found a diversification of activities and interests - retail stores, and shops, restaurants, professional offices, public buildings intermingled with a variety of services. In it also, more than 600 people find employment as employer and employee a considerable contribution to the economy of the city.

East of the Intracoastal Waterway there is a secondary commercial area with its businesses and services located on both sides of Atlantic Avenue. This segment of commercial activity is more or less seasonal in nature appealing principally to residents of the beach areas and functionally not an integral part of the more varied and extensive commercial and servicing area west of the waterway.

The distribution of the various commercial and other enterprises within the Central Business District is shown in Figure . Although businesses are distributed generally throughout the district, the greatest concentration of retail stores, bank and professional services is found on Atlantic Avenue, the principal east-west traffic artery extending through the city from A-1-A on the ocean front to the Sunshine Parkway on the west. West of the railroad, between Atlantic Avenue and N. E. 2nd Street a substantial shopping district includes the U. S. Post Office.

Because of its centrality, accessibility and the availability of its varied services and facilities, the Central Business District attracts volumes of pedestrians and vehicular traffic daily to shop, attend to business errands, eat, be entertained or just visit. It is the site of the greatest concentration of daytime population in the city bringing together people and automobiles.

Where volumes of pedestrians and automobiles are brought together, the result is often the conflict of congestion, confusion, and too few parking spaces when needed. This is especially true during the season months - November to May - when the intensity of traffic congestion and the demand for parking is greater than in the summer months. Currently, the summer months pose no serious parking problem but as the district builds up more densely the summer problem will become more acute.

During the season months, traffic volumes focused into the Central Business District for specific business or service purposes are confronted constantly by volumes of traffic flowing into and through the area via Atlantic Avenue from the east and west along 5th and 6th Avenue. These volumes of through traffic intensify the conflicts and confusion with local traffic. Because of this situation, it will be advisable to augment the improvements of west Atlantic Avenue with traffic routes enabling movements destined to other areas to bypass the Central Business District and thereby minimize the conflict of this traffic with that of local origin.

Studies made in 1959 by the State Road Department present a picture of traffic circulation through the Central Business District (Figure ). The number of vehicles is based on the 24 hour average for the year. West of the Waterway the intensity of volume increases reaching a maximum at the intersection of Atlantic Avenue and 6th Avenue (Federal U. S. 1). Westward on Atlantic Avenue the intensity of volume declines from a maximum at the railroad to approximately 7,000 cars just west of 5th Avenue from which point it drops rather steadily to an approximate 4,000 cars at the Lake Ida Canal crossing. On 6th Avenue (Federal U. S. 1) the volume of flow increases from about 8,900 cars to each city limit line to a maximum of 11,325 just south of the Atlantic Avenue intersection. It is apparent

that much of this volume turns into Atlantic Avenue both east and west because just north of the intersection the number of cars is 8,900. The volume of flow on the beach side is considerably less than that west of the Waterway. It is however greater from the north to Atlantic Avenue than south thereof.

This picture reveals that the Central Business District is the locus of the heaviest traffic movements within the city, which explains why the congestion in the seasonal months is great. Records of the State Road Department over a period of years reflects that the daily winter time average flow is 25 to 30 per cent greater than the 24 hour annual average.

#### EXISTING PARKING FACILITIES

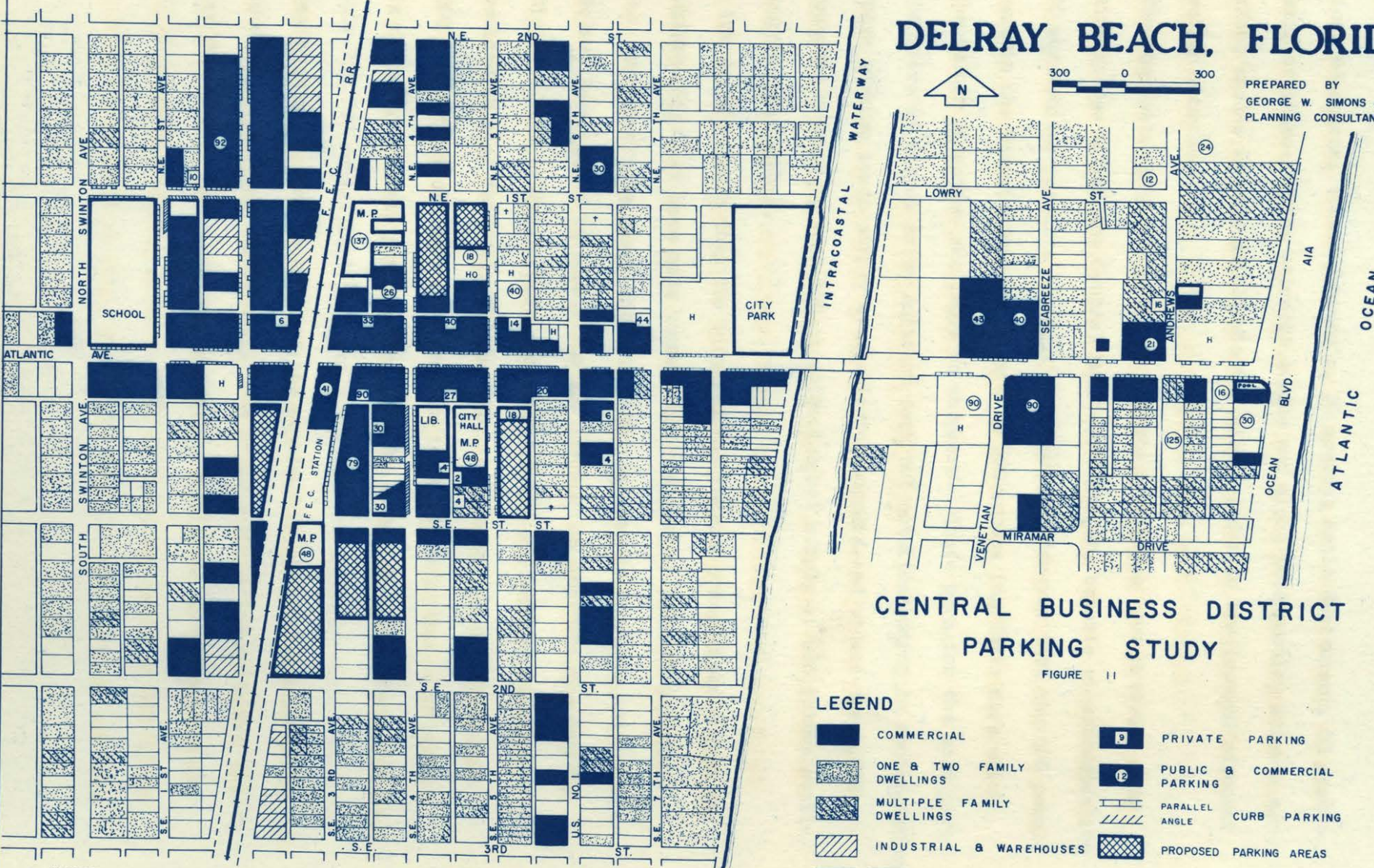
The Central Business District is now well supplied with public and private parking facilities, distributed as shown in Figure . Public facilities are divided between curbside and off-street parking spaces, metered and unmetered. The policy of the City several years ago to acquire and equip off-street parking plots was far-sighted and commendable. Currently there are some 271 parking spaces in the municipal off-street plots and some 523 curbside spaces. Of the curbside spaces, 33 are metered for 15 minute parking, 68 are unmetered and the remaining 422 are metered for one hour parking. Of the 271 public off-street spaces 4 are metered for 15 minute parking, 20 are reserved for City Hall employees and the remainder are metered for 2 hour parking. The number of public parking spaces within the Central Business District as herein defined are therefore 794.

Supplementing the public facilities, private businesses and services within the District have wisely provided considerable off-street parking for customers and clientele, as shown in Figure . These private facilities in the aggregate provide an additional 564 parking spaces. Some of these are found at the Colony Hotel, 40 spaces; First National Bank, 41 spaces; First Federal Savings and Loan



# DELRAY BEACH, FLORIDA

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## CENTRAL BUSINESS DISTRICT PARKING STUDY

FIGURE 11

### LEGEND

- |                            |                             |
|----------------------------|-----------------------------|
| COMMERCIAL                 | PRIVATE PARKING             |
| ONE & TWO FAMILY DWELLINGS | PUBLIC & COMMERCIAL PARKING |
| MULTIPLE FAMILY DWELLINGS  | PARALLEL CURB PARKING       |
| INDUSTRIAL & WAREHOUSES    | ANGLE CURB PARKING          |
| PROPOSED PARKING AREAS     |                             |
| 5                          | 6                           |
| NUMBER OF PARKING SPACES   |                             |

H - HOTEL    HO - HOSPITAL    LIB - LIBRARY    M.P. - MUNICIPAL PARKING LOTS



Association, 44 spaces; Howard Johnson's, 30 spaces; Patio Restaurant, 50 spaces. In the rears of stores facing Atlantic Avenue and along intersecting streets many other parking spaces are accessible via the alleys and also are located adjacent to offices and churches.

In the aggregate then, the city and private enterprise have provided some 1358 parking spaces within the Central Business District, capable of accommodating some 5,500 automobiles per day. It must be remembered however that the 600 people who work within the District require more than 500 spaces for their cars which reduces the number of spaces available to shoppers. These cars for the most part park in the rears of stores or on adjacent lots but notwithstanding in contemplating the effective parking space supply available to shoppers and others the 1,358 spaces should be reduced by some 550 or reflect a net supply of 808 spaces available to shoppers and others.

This inventory reveals that the City and the various enterprises within the Central Business District have made commendable progress in providing parking facilities. But notwithstanding, there is a future need to evaluate and prepare for. As Delray Beach grows in population and its economy improves the Central Business District will enlarge. More stores and shops and service establishments will be provided to meet the various demands of the people. Whereas currently some 300,000 square feet of floor space within the defined Central Business District is devoted to retail purposes and services, when the population reaches 30,000 nearly 700,000 square feet of floor space will be absorbed within the central area to provide for the needs of the people. This additional amount of floor space will require some 1,500 additional parking spaces - double the net supply available at this time. These projections are predicated on 26 square feet of

floor space per capita for retail, servicing and professional uses and 3.6 parking spaces per 1,000 square feet of floor space devoted to such uses.

To make immediate provisions for expanded parking facilities to meet requirements some years hence, would be unwise but plans should be made to provide for the needs as they arise. The City should impound all revenues from parking meters, over and above expenses for maintenance and administration, into a sinking fund for off-street parking site acquisitions. As funds accumulate, favorable sites within easy access of businesses and services should be acquired and then as need be developed and equipped for service. Sites should be selected in locations that are not more than 500 to 800 feet from businesses and services. By requiring strategically located sites now or in the near future, the areas would be preserved for parking when needed. The City now has three off-street parking lots, all of which are east of the tracks. Sometime soon, plots should be acquired west of the track for parking in that growing area of diversified interests.

Private enterprises locating within the Central Business District in the future will give particular attention to their parking needs in the development of their site and structure plans. Regardless of the nature of the business, full dependence will not be placed on the initiative of the City. Their facilities will augment those of the City and be especially helpful during the seasonal peak.

As stated elsewhere, Delray Beach has no immediate summer time parking or traffic flow problem. This favorable situation should not however blind the authorities and property owners within the Central Business District to the possibility of a summer problem. It is in the cards. With the number of permanent residents increasing annually in the Delray Beach area, the number of businesses

locating within the Central Business District will increase proportionately. More and more land will be absorbed for business and services. The rapid growth and development of Delray Beach will be reflected in the increase of ground coverage within the Central Business District and the likely removal of potential parking spaces from the market. This is a reason why lands should be ear marked and acquired for future use.

The winter season precipitates an abnormal traffic situation which is difficult of measurement. Neither the city nor the property owners would be justified in providing spaces to adequately handle a peak load. An approach to caring for such peaks is the best that can be expected.

In contemplating the future of the Central Business District one must consider its relationship to the area as a whole because as pointed out earlier it is an integral part of a regional pattern. In concentrating on the Central Business District, its future in the economy of the shopping center should be evaluated. What effect will the shopping center have on the Central Business District and how can the Central Business District compete advantageously.

#### THE PLACE OF THE CENTRAL BUSINESS DISTRICT

The Central Business District has a definite place in the urban pattern. Occupying a relatively small percentage of the city's total land area (2.6%) it is nearer to more people than any other area of the city. It is the area in which one finds the greatest diversification of competitive businesses. It is the governmental and financial center. The City is especially concerned about the future welfare of the Central Business District because the small area it occupies is responsible for a greater percentage of the tax load than any other similar area of ground. Anything that disrupts the Central Business District and causes it to lose prominence and prestige will affect the tax income of the city.



### THE SHOPPING CENTER

The shopping center with its adequacy of parking has put the Central Business District on the defensive. The shopping center usually is attractive and convenient but exceedingly limited in the services it can supply. To compete satisfactorily with the shopping center, the Central Business District must take on many of the attributes of the shopping center. The Central Business District must imitate the shopping center even to the point of providing entertainment features and other attractions to draw crowds. Parking is the one great asset of the shopping center that the Central Business District must provide.

### CENTRAL BUSINESS DISTRICT COUNCIL

The downtown area will continue regardless but its prestige and importance will depend on the initiative, aggressiveness and interest of the city and property owners. One good start for the Central Business District would be the creation of a Central Business District Council whose business it would be to keep the area alive and active.

Attractiveness, beauty and charm could be woven into the texture of the Central Business District. Such attributes would stimulate a desire in people to come down town to shop, transact banking and other business. A multiplicity of errands can be expedited at the center in an inviting environment. The element of aesthetics can be introduced in a variety of ways. A uniform design of marquee over the sidewalk is frequently employed enabling people to stroll under shelter. The marquee could be worked into a general redesign of store frontages. Trees and potted shrubs planted along the curb would contribute beauty and soft wired music would add to the atmosphere available to the pedestrian or to shoppers seated on benches located at convenient intervals throughout the area.

### THE SHOPPER MALL

Much has been written and spoken about the Pedestrian Mall, a means of separating motor and pedestrian traffic. The most recent pedestrian mall in America is Lincoln Road in Miami Beach. This former traffic way for vehicles has been converted into a park like mall wherein pedestrians can leisurely shop in an atmosphere of quiet and beauty. In Toledo, Ohio and Kalamazoo, Michigan there are other examples of what the mall can do. The shopping center has provided numerous examples all over the country of how a business district can be designed around the pedestrian for greatest convenience, safety and aesthetic satisfaction. Not all experiments with shopping malls have confirmed their adaptability to all situations. When applied to existing business streets they must be made a part of a comprehensive approach providing for parking, vehicular traffic, store servicing, and pedestrian ways. When used strictly as a promotional stunt without a comprehensive, utilitarian plan, they will likely prove of little long-term benefit.

Atlantic Avenue would respond to mall treatment because of the concentration of businesses along it. To do this however would require a diversion of traffic movements to 1st Street North and South.

The widening and improvement in the western part of Atlantic Avenue will provide the city with a more pleasing entrance to the Central Business District but this improvement should be supplemented by routes to divert traffic movements destined to points other than the Central Business District. Through traffic movements to and from the west currently contribute considerably to the peak congestion on Atlantic Avenue during the season months. Diverting this traffic load from Atlantic Avenue would facilitate the movement of through traffic and relieve the central area.



THE ATLANTIC AVENUE PEDESTRIAN MALL  
 DELRAY BEACH, FLORIDA  
 EAST FROM S.E. 4TH AVENUE  
 GEORGE W. SIMONS, PLANNING CONSULTANT

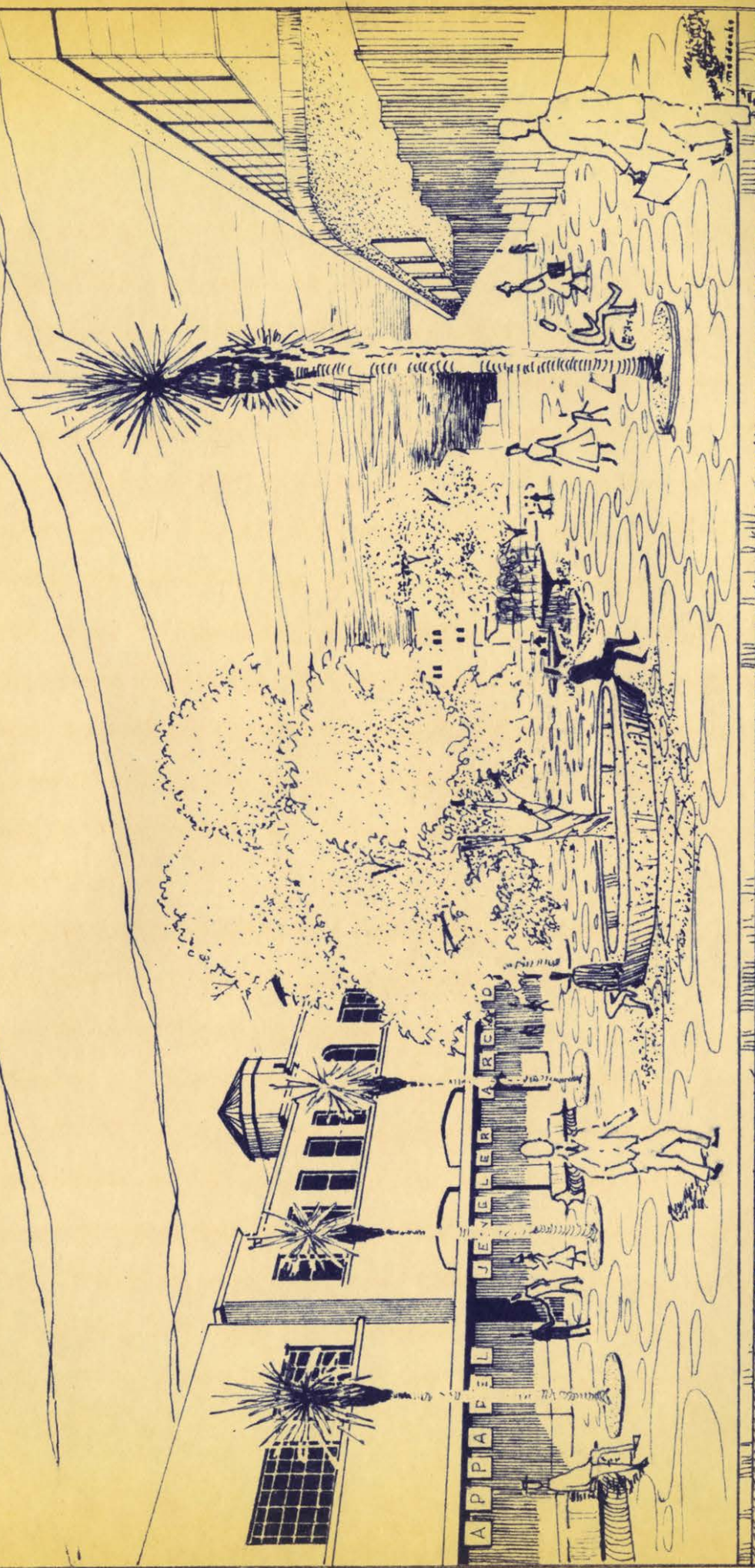


FIGURE 12



