

1961

Comprehensive City Plan, Delray Beach, Florida 1961, Volume Two

George W. Simons Jr.

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**COMPREHENSIVE
CITY PLAN
DELRAY BEACH, FLORIDA**

1961

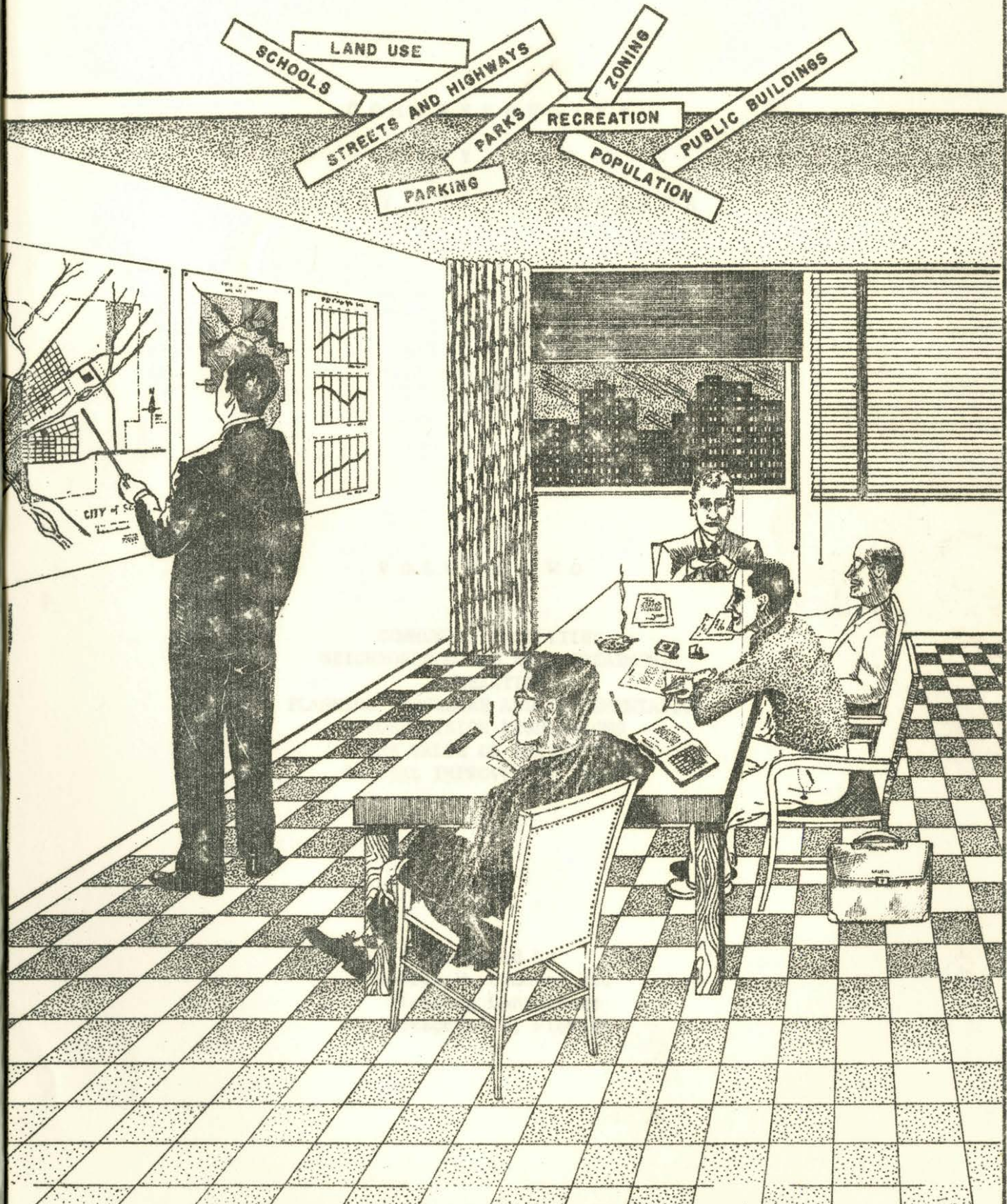
VOLUME TWO

**COMMUNITY FACILITIES
NEIGHBORHOOD AND AREA TREATMENT
ANNEXATION
PLANNING PROCEDURE AND IMPLEMENTATION
SUBDIVISION REGULATIONS
THE VALUE OF AESTHETICS
CAPITAL IMPROVEMENT PROGRAM**

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

A COMPREHENSIVE DEVELOPMENT PLAN

A BROAD, LONG RANGE PATTERN EXTENDING OVER A PERIOD OF TIME ANTICIPATING THE NEEDS OF THE ENSUING TEN TO TWENTY FIVE YEARS.



COMPREHENSIVE
CITY PLAN
DELRAY BEACH, FLORIDA

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CHAPTER I.COMMUNITY FACILITIES

Figure 3 in Volume I shows the land uses pattern formed through the city's years of growth when certain community facilities were provided to satisfy the needs of the people. Among these were water supply, city hall, police and fire protection facilities, library service, public schools, parks and recreation facilities.

In the earlier years of small population the facility needs were relatively few and easily provided but in the succeeding years of expansion and more intensive development the problems multiplied and, unless the needs of the future are now anticipated the situation will become increasingly more complicated and expensive to meet.

As the city progresses through the sixties and into the seventies, many additional and varied facilities will be required and many old ones, expanded. This is especially true as it relates to comprehensive sanitary sewerage, sewage disposal and drainage. Although the erection and administration of schools is a function of the county, the city has a concern in site location and adequacy as it relates to city growth and neighborhood characteristics. Then there will also be the need for additional playgrounds and other recreational facilities commensurate with the population growth as anticipated and the characteristics of the population.

The city has made considerable progress in providing various kinds of recreational facilities but much needs yet to be done. Currently the new City Hall is occupied and a new Recreation Center located adjacent thereto, is nearing completion. The Recreation Department is keenly alert to the recreational needs of the various age groups and is projecting ideas to satisfy those needs.

The General Land Use Plan, Figure 4 in Volume I, defines in a very broad way the form the city should take in 1975 or thereabouts. The locations indicated for various facilities are only relative not specific. The primary purpose is to reflect that a need will exist within a general area that may be arbitrarily termed a neighborhood.

PARKS AND PLAYGROUNDS

"Leisure is a shaper of civilization. Most of man's time has, of course, been spent at work. But leisure has had an impact on society throughout history far beyond the scant hours that man has been able to devote to it. Leisure time is now increasing dramatically. It will be occupying so much more of our time that its impact will be unprecedented. New problems and challenges are being raised, and one of the greatest of these is the need to provide enhanced opportunities for constructive, satisfying recreation, especially out door recreation."

From: "The Dynamics of Park Demand"
By: Marion Clawson

Because of the temptation to utilize every parcel of land for private purposes and gain, allocations or acquisitions of land for such essential public purposes as playgrounds, parks or other facilities for public recreation and relaxation are too often ignored. In other days when lands were less costly developers set aside open spaces to be variously used, i.e. playgrounds, parks, church and school sites. Some parcels were mere triangles or lots surrounded by streets, which planted with flowering plants and shrubs contributed to the aesthetic attractiveness of the area. A few of such triangles in Delray Beach have already been appropriately planted. Other parcels of land were set aside as neighborhood playgrounds or parks or as school and church sites. But today, the developer, aided and abetted by the F.H.A. ignores the need of such public use areas and requires the children of the modern subdivision to play in the streets.

Parks and Playgrounds are essential public needs and providing for them is a responsibility of the public. Increasing amounts of leisure time that are now

becoming realities coupled with multiplying numbers of retirees who are relocating in southeast Florida are emphasizing the importance of recreation facilities of various kinds. Today a well designed recreation program for the community must provide facilities for adults as well as youth. The National Recreation Association established a minimum standard some years ago of 10 acres of land per 1,000 of population to be set aside as public open spaces. Today this standard is recognized as bare minimum because of the diversity of facilities required to meet the needs of the different age groups.

Too often in ocean front cities the fallacious idea prevails that the beach provides ample space for all recreation activities of the community. The idea is also prevalent that the recreation facilities of the school plant will adequately serve all community needs as well as those of the school. Although the facilities and programs of the schools should be coordinated with those of the community, community facilities should be provided independent of those of the schools.

Tourism is a big business in Florida and recreation-wise its demands are great. St. Petersburg became great because of a green bench and a few simple facilities for the elderly. Fort Lauderdale and other east coast cities appeal to many tourists because of the facilities provided for fishing and boating. Recreation is a commodity the community must seek, promote and provide.

EXISTING CONDITIONS

The Recreation Department is fully conscious of the nature and magnitude of its task and is striving hard and diligently to supply the varied recreational needs of the community. Despite the fine work being done there are still large residential areas having neither parks nor playgrounds. Not only is the Department busily engaged trying to fill current needs but projections are being considered for the immediate future. Confronted by an era of continuing growth, consideration should

be directed toward future needs and that this report will endeavor to do.

The city has a centrally located City Park located adjacent to Intra-coastal Waterway between East Atlantic Avenue and Northeast 1st Street. In this park there are 12 lighted shuffleboard courts, a band shell, a picnic area, a structure for meetings and social gatherings and a children's playground. Numbered 1 on Figure 1.

At the corner of East Atlantic Avenue and Ocean Boulevard a swimming pool is operated. Numbered 2 on Figure 1.

The City owns approximately one mile of beach. One main pavilion and two shade pavilions, one volley ball court and five life guard towers have been provided. Two picnic areas are located at the north and south end of the beach and some 54 benches are installed along the beach. Numbered 3 on Figure 1.

On West Atlantic Avenue adjacent to the Central Fire Station the Recreation Department operates nine Teniko Green Marl championship tennis courts and tennis building which has been renovated. Numbered 4 on Figure 1.

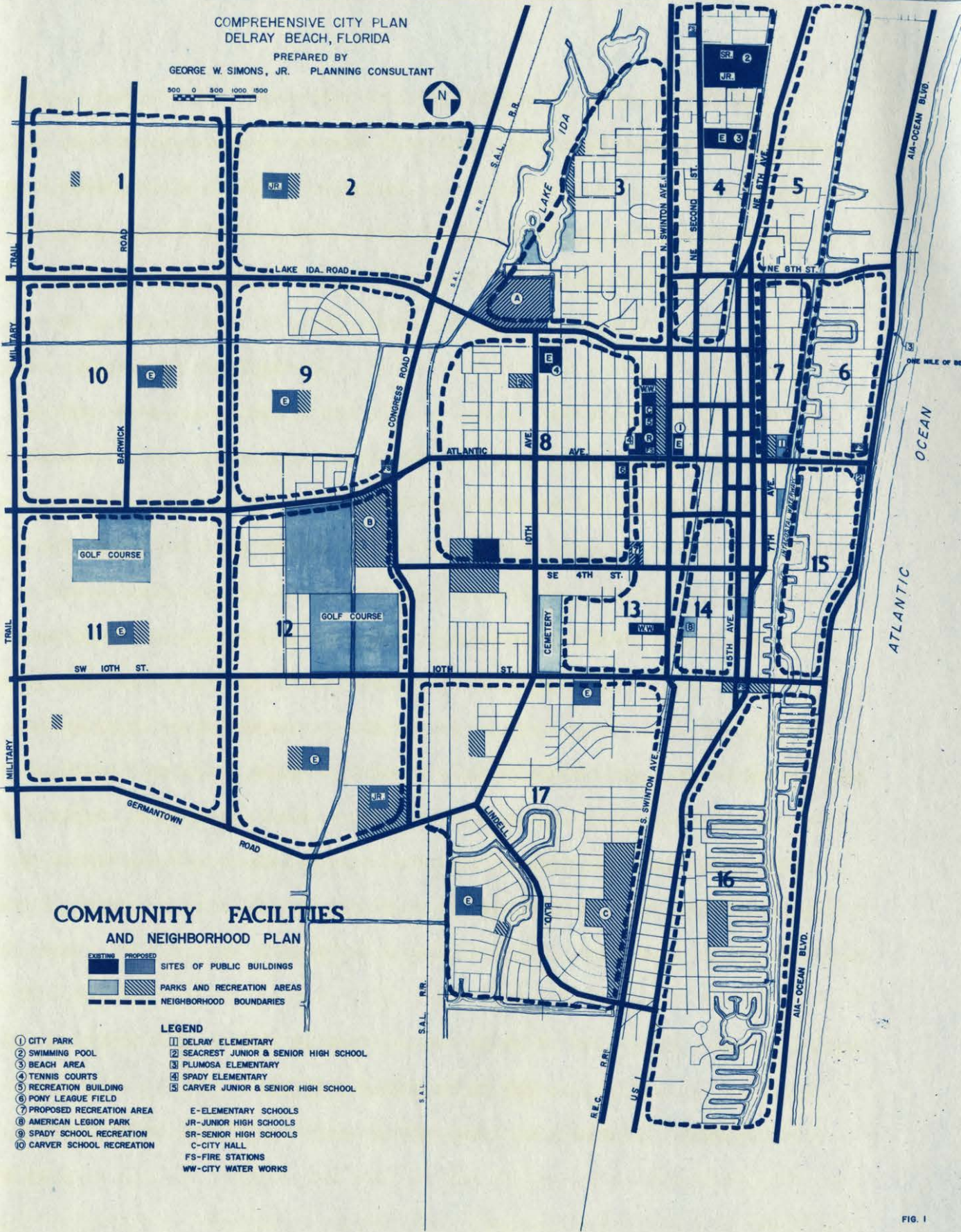
Located on N. W. 2nd Avenue, north of the tennis courts, a new Recreation Center is being completed, which will house a small auditorium, gymnasium, meeting rooms, kitchen, stage, game room, lounge, foyer open air patio and offices. Outside the Recreation Center an athletic area will be installed consisting of 2 basketball courts, 3 shuffleboard courts, 2 handball courts, 3 badminton, paddle tennis courts. It is also proposed to construct a Playground west of the structure. Numbered 5 on Figure 1.

On the south side of West Atlantic Avenue at S. W. 4th Street a small lighted area is provided for use of the Pony League under the supervision of the V.F.W. Post. A full summer schedule of Pony League games is held here. Numbered 6 in Figure 1.

COMPREHENSIVE CITY PLAN
 DELRAY BEACH, FLORIDA

PREPARED BY
 GEORGE W. SIMONS, JR. PLANNING CONSULTANT

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COMMUNITY FACILITIES
 AND NEIGHBORHOOD PLAN

- | | | |
|--|--|----------------------------|
| | | SITES OF PUBLIC BUILDINGS |
| | | PARKS AND RECREATION AREAS |
| | | NEIGHBORHOOD BOUNDARIES |

LEGEND

- | | |
|----------------------------|--|
| ① CITY PARK | □ DELRAY ELEMENTARY |
| ② SWIMMING POOL | □ SEACREST JUNIOR & SENIOR HIGH SCHOOL |
| ③ BEACH AREA | □ PLUMOSA ELEMENTARY |
| ④ TENNIS COURTS | □ SPADY ELEMENTARY |
| ⑤ RECREATION BUILDING | □ CARVER JUNIOR & SENIOR HIGH SCHOOL |
| ⑥ PONY LEAGUE FIELD | |
| ⑦ PROPOSED RECREATION AREA | E-ELEMENTARY SCHOOLS |
| ⑧ AMERICAN LEGION PARK | JR-JUNIOR HIGH SCHOOLS |
| ⑨ SPADY SCHOOL RECREATION | SR-SENIOR HIGH SCHOOLS |
| ⑩ CARVER SCHOOL RECREATION | C-CITY HALL |
| | FS-FIRE STATIONS |
| | WW-CITY WATER WORKS |

On city property located south of S. W. 3rd Street between S. W. 2nd and 3rd Avenues, the Recreation Department will construct yet this year a baseball and softball facility. Numbered 7 in Figure 1.

On property facing S. E. 2nd Avenue between S. E. 7th and 8th Streets a Little League baseball park, lighted, is maintained by the American Legion. Numbered 8 in Figure 1.

For the colored youth of the city two facilities are being developed, one in the vicinity of the Spady Elementary School and the second, adjacent to Carver High School. At the former there is or will be a Teen Town area, a swimming pool, tennis courts, baseball and softball diamonds, 2 basket ball courts and a Community Center Building. Adjacent to the Carver High School there is a football and baseball field and a track. Numbers 9 and 10, Figure 1.

At each of the schools, playground and other recreational facilities are provided for the use of the children and teen-agers in school. The city finances a summer recreation program at the schools.

In addition to the foregoing public facilities owned and operated by the City and Recreation Department, there are a number of diversified privately operated facilities in the area. Among these are the golf course of the Delray Beach Country Club available to the public, west of the Seaboard, and three other courses in the area. On S. W. 1st Avenue there is a commercial bowling alley of 20 alleys. There is also the Lake Ida Boat Club and the Palm Beach Ski Club, the Delray Beach Playhouse on Lake Ida and Riding Stables at Hidden Valley.

PARKS AND RECREATION PLAN

The general scheme for parks and playgrounds and other recreational facilities is predicated upon the neighborhood pattern and the specific requirements of the various age groups. Standards used for area requirements and types of facilities are those of the National Recreation Association.

NEIGHBORHOOD PLAYGROUND

Within every residential neighborhood there should be a Neighborhood Playground located so that no child would be obliged to walk more than 1/4 mile in a densely populated section and not more than 1/2 mile under the most favorable conditions. The size of the playground would depend on the population tributary to it. For a neighborhood of 2,000 persons it should approximate 3.25 acres; for 4,000 persons it should not be less than 5.00 acres and for 5,000 persons, at least 6.0 acres.

The Neighborhood Playground can readily be a part of a Neighborhood Park designed with planted areas, trees and other decorative features. It is a facility however provided principally for the use of children in the age group, 6 - 15 years. The type of service rendered is shown in Figure 2.

The Neighborhood Playground can also be coordinated with the recreation facilities of the school system and in certain cases these facilities might be used as a Neighborhood Playground. Whenever the latter plan is followed however, there must be a rigid agreement between the city and the school authorities as to the scope of each ones jurisdiction and responsibility.

Ultimately when the population of the city approaches 50,000 persons there should be at least 12 Neighborhood Playgrounds each averaging 5 acres in area, distributed advantageously throughout the city.

PLAYFIELDS

Neighborhood Playgrounds should be supplemented by Playfields for the use of teen-age groups and adults. There should be at least one Playfield for every 20,000 of the population therefore, when Delray Beach attains a population of 50,000 population at least three Playfields should be in operation, located relatively as shown in Figure 1. One should be in the vicinity of the Lake

NEIGHBORHOOD PLAYLOT

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

THE SIZE OF A PLAYLOT SHOULD BE ABOUT 1,500 TO 2,000 SQUARE FEET. ABOUT THE SIZE OF AN AVERAGE SINGLE-FAMILY RESIDENTIAL LOT.

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



FACILITIES

FIG. 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 ACTIVITIES WHICH MAY BE USED UNDER CERTAIN CONDITIONS BY ADULTS AND OLDER PEOPLE.

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

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



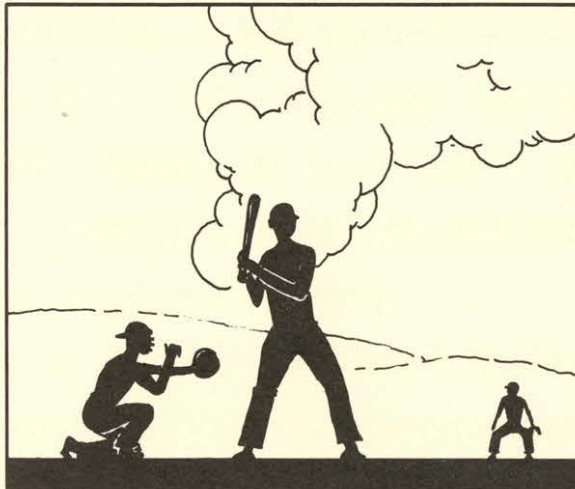
PLAY AREAS IN PARKS
SWIMMING POOLS
HOME GROUNDS
ZOOS
BOY & GIRL SCOUT CAMPS
SCHOOL PLAYGROUNDS
PLAYGROUNDS FOR ATHLETICS
COMMUNITY CENTERS
OUTLYING NATURALISTIC PARKS
MUSEUMS

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 ACTIVELY INTENDED TO PROVIDE AN ATTRACTIVE NEIGHBORHOOD SETTING AND TO AFFORD A PLACE FOR ACTIVE AND PASSIVE RECREATION.



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

Ida Road fronting on the canal giving access to boats. Boating and skiing on Lake Ida would be nearby. A second Playfield should be located between the Seaboard and the golf course and a third in the south part of the city in the vicinity of Tropic Palms. Designated A, B, and C, respectively, on Figure 1.

No playfield should be less than 20 acres in area and each should be equipped with baseball diamonds, track, soft ball diamonds, tennis courts, swimming pool, recreation or community building with gymnasium and meeting rooms. The Playfield is a very functional facility.

In connection with the Carver High School a large Playfield should be developed and equipped for both adults and youths of that area, including a swimming pool and recreation building.

PARKS

Delray Beach currently does not have much land utilized as parks. Located throughout the city are a number of land parcels owned by the city that could readily be converted into attractive parks planted with exotic trees and shrubs.

The City Park located on Atlantic Avenue and the Waterway should be expanded westward to N. E. 7th Avenue including the Kentucky Hotel property, in order to provide more adequately for the recreation facilities and park plantings.

The city should acquire from Palm Beach County parcels of land, surrounding Lake Ida for park purposes. The Play House now located in one of these areas should be the center of the peninsular park that has already been started here.

In the south part of the city where 5th and 6th Avenues, S. E. merge, the land owned by the city should be variously developed into a pleasing and attractive entrance to the city from the south. One portion that should be developed as a Playground and another as a Park into which would be established a Community Welcome Center surrounded by tropical plantings and some facilities for the older

age group. In the central portion a Fire Station should be located.

Part of the property on S. W. 4th Street at S. W. 2nd Avenue should be developed as a Neighborhood Park and Playground area.

In the south of the city east of and adjacent to Tropic Palms is a large area now in the county. This long triangular area should be developed as a combination Park and Playground, the park portion serving as a buffer between the residential development of Tropic Palms and the recreation area and railroad. Figure 1 shows where the various parks should be located in the comprehensive plan of the future.

ADULT RECREATION

The Neighborhood Playground and Playfield together with facilities at the various schools, churches will go far to satisfy the recreational requirements of the youth, teen-agers and young adults but other facilities must be provided for the older age groups, many of whom are retirees or transients. Although many adults are interested in golf, tennis, bowling and the more strenuous activities the majority prefer less active games- shuffle board, lawn bowling, putting, checkers, dominoes, etc.

The City Park, centrally located, is equipped to accommodate many of the older age groups but its area should be enlarged and its facilities augmented. The property westward of 7th Avenue should be acquired by the city and added to the City Park. In this enlarged area a Community Center should be erected. There should also be added facilities for roque, lawn bowling and two or more putting greens. The space now devoted to youth activities should either be reduced or eliminated because the evidence of youth tributary to this area is declining.

A second center of adult activities should be developed on the beach adjacent to the municipal swimming pool. A recreation building erected here would afford a

place for games and social gatherings in the atmosphere of the ocean.

A third area of adult activity - the Recreation Center - is now being completed adjacent to the City Hall. Here will be a facility for entertainment and recreation of various kinds. "R" in Figure 1.

In the Playfields proposed in the vicinities of Lake Ida on the north and Tropic Palms on the south, areas can also be set aside for adult games and meetings.

ASSEMBLY HALL

In this day of cultural enhancement when much of the adult population is identified with such cultural activities as music associations, symphony groups, little theatre, lectures and pageants every city needs some kind of centrally located community wide assembly place or auditorium for the presentation of such events. Delray Beach is numbered among that select group of cities that can boast of a specially designed Playhouse for local theatrical productions but for many other affairs the people are obliged to use the local school facilities or journey to nearby cities. Any community program of future facilities should include an assembly hall or auditorium around which the cultural life of the community can revolve. This structure need not be a large barn like affair to attract conventions but instead it should be an attractive, modest structure capable of accommodating some 1,200 to 1,500 people in a music hall environment. And, it should be located centrally, easily accessible on a site sufficiently large to accommodate the building, provide adequately for off-street parking and for landscaping and beautification.

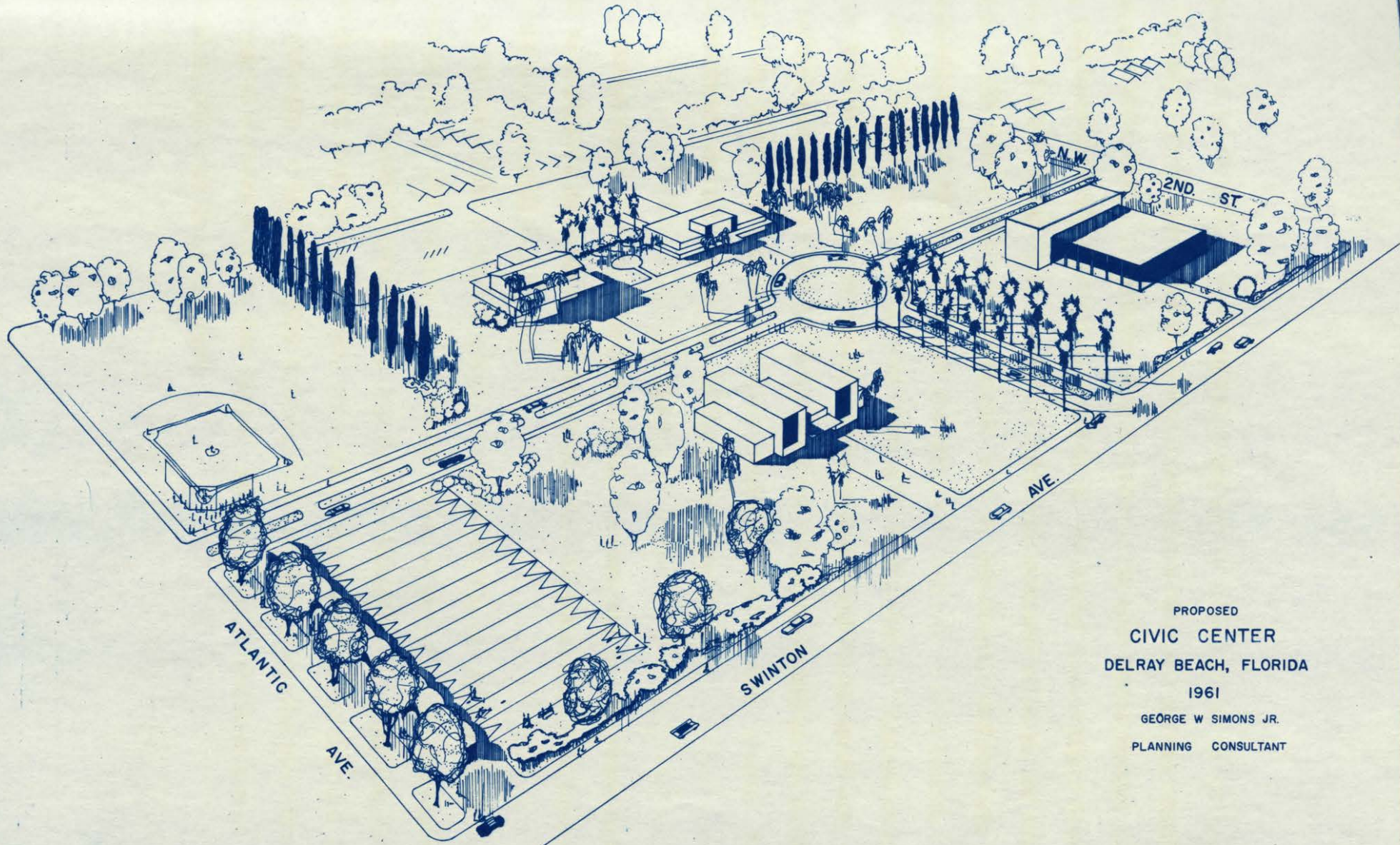
The erection of the new City Hall and Recreation Building in the blocks west of N. W. 1st Avenue, has created a new focal point in the city. Although somewhat removed from the present center of pedestrian and motor traffic, the new governmental

center lies in the path of westward expansion and in 197X, will be in the center of the city. It is reasonable therefore to visualize this area as the ultimate site of a Civic Plaza. To achieve this objective, the city should acquire all of the land between North Swinton Avenue and N. W. 1st Avenue from Atlantic Avenue to N. W. 3rd Street, close N. W. 1st Street from Swinton Avenue to N. W. 2nd Avenue and N. W. 1st Avenue from Atlantic Avenue to N. W. 3rd Street. And also the city should acquire for future off-street parking needs, the row of lots between N. W. 1st and N. W. 2nd Streets on the west side of N. W. 2nd Avenue. A grand entrance to the City Hall would be provided from Swinton Avenue and on the north side thereof the Auditorium would be erected. Later a Museum could be erected on the south side (Figure 3). There are a number of vacant parcels of land in these blocks. Much of the development now in them is old, dating back to the 20's.

MARINA

A Marina where small craft can be parked, serviced and receive minor repairs would be beneficial adjacent to the waterway. West Palm Beach and Fort Lauderdale are equipped with such facilities.

At the city docks a limited number of storage berths are available but these are inadequate for the future. At the south limits of the city, the city owns a parcel of land located between S. E. 6th Avenue (Federal U. S. 1) and the waterway on which a boat ramp is now located. This parcel has a frontage of some 300 feet on the waterway. A Marina in this location would fit into plans for the remainder of the parcel westward to S. E. 4th Avenue. If more land is needed it can be acquired on the south which is vacant.



PROPOSED
CIVIC CENTER
 DELRAY BEACH, FLORIDA
 1961
 GEORGE W SIMONS JR.
 PLANNING CONSULTANT

CITY HALL
 COMMUNITY CENTER
 MUSEUM
 MUNICIPAL AUDITORIUM

MUSEUM - ART HALL

People universally are becoming more conscious to objects artistic in the community, i. e. museums and art galleries. Art galleries where exhibits of art are displayed and a limited amount of training in technics can be supplied are recognized adjuncts in a city program for cultural enhancement. Such an institution could well be included in the Civic Center project comprised of the Auditorium, City Hall and Recreation Building.

The Norton Gallery at West Palm Beach illustrates what is being done in smaller American cities to stimulate a greater interest in the works of art. One of the finer examples of the small art gallery in a small community is the Lauren Rogers Library and Art Gallery at Laurel, Mississippi.

Children's Museums are particularly helpful in the community. They enable the youth to observe and train themselves into avenues of constructive activity.

The Museum idea may not "take hold" today but some day it will and for that great day initial provisions of ground space should be made.

RECREATION PROVISIONS IN SUBDIVISIONS

Much land west of the Seaboard to Military Trail is still in large vacant agricultural tracts and a considerable portion lies in the county. As the southeast Florida region develops in the next decade, the Delray Beach urban area, as was shown in Volume I, will experience a population increase and territorial expansion. These advances will result in many subdivisions of vacant land tracts.

Where these lands are platted for residential purposes and before the plats are approved for record, the City Council should insist that (a) the rights of way of major streets are observed and (b) that adequate areas consistent with recognized standards, are allocated and dedicated for playground purposes. Ordinarily 5 per cent of the subdivision area is allocated for park and recreation purposes. If, however, two or more subdivisions share a playground the cost of such playground should be prorated among the subdivisions on the basis of area.

In Pensacola, Florida, the Subdivision Regulations contain the following provisions:

1. The Planning Board may, where necessary, require reservation of suitable sites for schools, which shall be reserved and pinpointed according to the comprehensive plan of the Planning Board of the City of Pensacola; and further, which sites shall be made available to the Board of Public Instruction of the County of Escambia for their refusal or acceptance.
2. The subdividers or owners shall make outright dedication to the City for park and recreation purposes at least five (5) per cent of the gross area of said subdivision. In the event subdivision is too small for the above requirement to be practical, the owner shall pay unto the City of Pensacola, such sum of money equal in value to five (5) per cent of the gross area of the subdivision thereof, which sum shall be held in escrow and used by the City of Pensacola, for the purpose of acquiring parks and playgrounds.

A firm position taken by the City supported in turn by the Board of County Commissioners, will succeed in getting recreation areas allocated in the proper places and likewise school sites.

SCHOOLS

Schools, parks and recreation spaces occupy a considerable part of the public land of the community and because of the nature of the respective uses, should be closely coordinated in planning. The recreation facilities of the schools and the public use of school buildings for various purposes, contribute substantially to the cultural, social and recreational life of the city.

The planner is not particularly concerned with educational methods or systems but he is concerned with the adequacy of the school plant including the adequacy of sites and their locations. He is also interested in the coordination of schools with such elements of the comprehensive plan as streets and public playgrounds.

Delray Beach has three elementary schools (Delray Beach, Plumosa and Hagen Road) for white children and one for non-white (Spady). There is also a Junior High School for white children and one at Spady for Non-white. Likewise, there are two senior high schools - one for each race (Seacrest and Carver).

ELEMENTARY SCHOOLS

The principal white elementary school plant is located mid-town at W. Atlantic Avenue and Swinton Avenue on a site of 3.5 acres which is wholly inadequate for the 470 plus children in attendance. Two of the structures were built in 1925 and a third in 1927. Additions were made to the latter in 1937 and 1940. In the year 1949-50, this Elementary school had an average daily membership of 370. In the year 1953-54 its membership reached a peak of 638 after which its load was shared by the new Plumosa Elementary school located on N. W. 2nd Avenue. In the year 1959-60 the average daily membership at the Delray Elementary School was 470 in a plant having a ultimate capacity of 540 pupils. In the sixth month of 1960-61 the average daily membership in this school was down to 420. Because of its location, the hazards surrounding it and the costs of transportation, this school will have to be abandoned before too long.

The Plumosa Elementary School, located on a site of 10.5 acres built in 1959 was extended in 1957 and 1959 and has a capacity of 600 pupils. In the first year (1954-55), its average daily membership was 285 pupils but five years later in the year 1959-60, the average daily membership had increased to 530 and in the sixth month of the 1960-61 year, it was 580. Plumosa is located on N. E. 2nd Avenue in the north part of the city serving a rapidly developing area. (Figure 1).

The non-white Spady Elementary School, located on a 10 acre site at the corner of N. W. 8th Avenue and N. W. 3rd Street was built originally in 1932 as the Carver Elementary and High School and expanded in 1937. Currently seven grades are housed at Spady, the remainder at the new Carver. Spady has a desirable capacity of 1,150 pupils but its average daily attendance in the sixth month of the 1960-61 year was 1,361. (Figure 1).

JUNIOR HIGH SCHOOLS

The Delray Beach Junior High School built in 1958, occupies a 10 acre site in the southwest corner of the 39 acre tract of the Seacrest Senior High School. The desirable capacity of this school is 555 pupils, however its average daily membership in 1959-60 was 575 pupils and in the sixth month of 1960-61, it was 599 pupils.

In the year 1959-60 the 7th and 8th grades of the non-white pupils were located at the Spady school, but in the year 1960-61, the 8th and 9th grades had moved to Carver. The Carver High School plant was completed in 1958 on a site of 21 acres on S. W. 14th Avenue.

SENIOR HIGH SCHOOLS

The Seacrest High School Plant is located on 29 acres of a 39 acre site in the northern part of the city. The plant was built in 1949 and expanded in 1955.

The desirable capacity of the Seacrest plant is 610 pupils but in the sixth month of the 1960-61 year the average daily membership was 835. In the 1959-60 year its average daily membership was 765 pupils. Seacrest High School serves Boynton Beach and Boca Raton as well as Delray Beach.

The Carver High School plant described previously under Junior High Schools had a 1959-60 average daily membership of 345 but in the sixth month of the 1960-61 year the membership had increased to 515 which was due to the addition of the eighth grade from Spady during the latter year.

With a population approximating 12,000 the average daily membership for the schools in the aggregate, in the sixth month of the 1960-61 year, was 4641 of which 1876 (40 per cent) were non-white. Of the average daily membership there were 1331 in white elementary grades and 1183 in the non-white.

STANDARDS FOR SCHOOLS

In projecting a school site and building program into the future there are universally accepted criteria that can be used as guides.

Spacing and Location: Elementary schools should be so spaced in their respective service areas so no pupil would be required to walk more than $1/2$ to $3/4$ mile from home to school. Because of street patterns and shapes of developed areas, it is not always possible to achieve this ideal but it should be approached. High Schools are spaced to serve larger service areas than elementary schools because much of the transportation to and from is by car or bus. School plants should avoid the heaviest traffic arteries or access that have either a commercial or an industrial potential.

Area of Site: School design specialists say that a school site can never be too large. For elementary schools sites should not be less than 15 acres; for Junior High Schools, not less than 25 acres and for Senior High Schools, not

less than 25 acres and for Senior High Schools, not less than 40 acres. In selecting sites for future use spaciousness should be kept in mind.

In examining subdivision plats submitted to the Planning Board and City Council, special attention should be given to the reservation of school sites.

Buildings: The capacity of school buildings is another element of concern. Capacity in terms of pupils determines the number of schools and in turn the number of sites required. Elementary schools grades 1-6 inclusive should be designed for a capacity not to exceed 720 pupils; Junior High Schools, grades 7-9, inclusive, for capacities not to exceed 1,400 pupils, and Senior High Schools for not more than 1,500 pupils.

These standards are consistent with those observed by the Board of Public Instruction of Palm Beach County.

HOW MANY SCHOOLS

Every time 10,000 new people are added to the population of Delray Beach at least two and possibly three elementary schools will be needed. An addition of 30,000 additional people will require one additional Junior and one additional Senior High School.

So in 1970 when the population of the Delray Beach Metropolitan or corporate area attains a population of 30,000 at least 6,000 elementary pupils (grades 1-6) must be cared for, 3600 whites and 2400 negroes; this is 3500 more than of today (2514). Based on an elementary school capacity of not more than 720 pupils this increased pupil membership will require at least eight additional elementary schools. In 1980 when the population approaches 60,000 there will be a need for at least twenty elementary schools distributed throughout the area. This reflects something of the magnitude of the elementary school program that must be anticipated in the future.

School plant locations, capacities and area of land is important to city builders. It is a public responsibility the County Board of Public Instruction should share with the city. Too often the Boards of Public Instruction follow arbitrary courses that are contrary to good sensible planning. When school sites are being considered it would be wise for the Board of Public Instruction to take the City Council into its confidence because they are dependent on the latter for many services and facilities.

The transportation of pupils by public and private conveyances has injected a new consideration into the probable location of schools, especially elementary schools. The universal standard stipulates that an elementary school should be centrally located within the neighborhood so that no pupil will be obliged to walk more than one quarter to one half mile. Because of transportation facilities, however, the distance standard has been lengthened greatly. Some elementary schools are able to serve more than are arbitrarily defined neighborhood. The controlling factor in location should therefore be capacity rather than distance. Schools should be distributed so that each would not accommodate an average membership in excess of 720-800. This number in turn is dependent on number of families.

The selection of school sites should be a cooperative matter. School sites should be anticipated and land acquired in advance of development. The Council can be most helpful to the Board of Public Instruction in selecting sites of adequacy and favorable conditions. Sites on major highways should be avoided. The Council is in a position also to inquire about probable school sites when examining subdivision plats for record and advise the Board accordingly.

In summary if the City Council and the Board of Public Instruction will work with each other and counsel with each other, it is likely the school plant will be properly located and equipped to serve economically and conveniently.

FIRE STATIONS

The National Board of Fire Underwriters of the Southeastern Underwriters grade cities with reference to their fire defenses and physical conditions, basing the grade on compliance with certain standard requirements among which is the Fire Department. What provisions has the city made for fire protection and what are the anticipations for the future. The planner is primarily interested in fire station or equipment locations rather than equipment itself.

The rules of the National Board of Fire Underwriters state: "No point in any high value district shall be more than 3/4 mile travel distance from an engine company, hose company or engine-ladder company or more than 1 mile from a company providing adequate ladder service; in residential areas the requirements are respectively 1½ miles to 2 miles for closely built up sections and up to 3 miles for each class of service in areas where buildings are scattered."

The Central Fire Station is located at the northwest corner of West Atlantic and N. E. 1st Avenue. A second station is located on the beach just north of Atlantic Avenue on Andrews Avenue. The Central Station is separated from the high value Central Business District by the Florida East Coast Railroad which not infrequently blocks several crossings at one time. The beach is separated also from the high value district by the Intracoastal Waterway with its occasional openings.

As the population of Delray Beach increases and its developed area expands, additional fire stations will be required. At some future time a station will be required west of the Seaboard Railroad to serve that area. Another should be established in the south end of the city on city property near the junction of 5th and 6th Avenues. The beach station will ultimately need expansion both as to area and equipment. A third station may be needed at the north of the city in the vicinity of Seacrest High School. These various stations will not only afford the protection needed but their presence will be reflected in the insurance structure of the community.

LIBRARIES

Few cities of its size in the south can boast of a more spacious, modern library than Delray Beach, located within the Central Business District on S. E. 4th Avenue just south of Atlantic Avenue. This library will serve as a central library for many years to come. At some later date when the population growth justifies it, a Bookmobile service can be installed to serve areas remote from the central point. The bookmobile will be helpful in supplying a service on the one hand and in exploring needs of additional services which will point the way to the needs of branch structures. A branch library in the area of western expansion may justify itself in fifteen to twenty years.

CHAPTER II.NEIGHBORHOOD AND AREA TREATMENT

The inevitable march of change is constantly confronting the growing city. Central business districts expand into the older residential areas. The central district itself changes; the old is refaced and modernized and new structures augment the old and the parking lot appears. Uses in residential districts also change, being more noticeable around the center of the city and diminishing away from the center. Surrounding the Central Business District mixed commercial and dwelling uses appear - the rooming and boarding house, the guest house, the duplex and the apartment. The initial blight and evidences of deterioration manifest themselves. Along the main travelled streets, once residential, varied businesses appear; presumably the properties along these thoroughfares are all prime business locations. Gradually, the middle class residential areas once the pride of the community become spotted with rental properties. The former pride of ownership disappears, the first evidences of blight begin to creep in. Structures, for the most part old fashioned, need paint and some need repairs. The owner - tenant seeking to avoid the approaching noises, fumes, dirt and odors of the enlarging metropolis migrates to the new deed covenanted subdivision at fringe of the city or beyond where he feels free and protected - at least for the time being. To complicate matters further, the Shopping Center appears to detract from the Central Business District.

Change is the order of the day. The results are seen on every side and whether for good or bad, they signify progress in the eyes of the people. To minimize the evils of change and enable it to proceed smoothly and orderly is the task of the municipal government working cooperatively with the people. The government prescribes a zoning ordinance to channel and shape urban growth into the general pattern suggested by the Land Use Plan and thereby stabilize land

uses and conserve values. The government also prescribes a Building Code and a Minimum Housing Code to assure the people of structurally sound buildings and of dwellings that are safe and standard from a hygienic and liveable standpoint. Then finally, the governments of the city and the county adopt and enforce Subdivision Regulations to guide and direct the subdivision of lands into patterns of wholesome living coordinated with other dwelling areas and with the street and community facilities plans.

Only by the strict observance of these various regulatory measures by the people and their rigid enforcement by the agencies of government can planned growth be effected and the forces of deterioration, blight and change be minimized. One selfishly motivated property owner who ignores the public in his demands and who successfully pressures the government to deviate from the plan can upset the equilibrium of all the people, most of whom depend on the integrity of their government. To exercise better control over the dynamics of city growth it is well to consider the city and its urban area as an organic unit comprised of planning areas which frequently are called neighborhoods.

THE NEIGHBORHOOD IDEA

When Delray Beach was a small town of about 1,000 persons back in 1920, it was in essence a small neighborhood. All business transactions and trading took place "down town" at the center. Everyone in town knew everyone else and the spirit of neighborliness and congeniality was universal. The elementary school at Swinton and Atlantic Avenues was the center.

As the city expanded by successive subdivisions into its present pattern new neighborhood areas were formed; some carrying the name of their particular subdivision. Although most of the old neighborhood delineations and associations disappeared there are still a number of areas that can be treated as planning areas

or as modified neighborhood units in the planning program. In many of these areas the old neighborhood characteristics are still discernible.

According to the environmental standards of the committee on the Hygiene of Housing of the American Public Health Association "the extent of the neighborhood will be determined by the service area of an elementary school." In his studies for the Regional Plan Association of New York back in the 1920's, Clarence Perry developed his historical concept of city building by neighborhoods. As defined by Mr. Perry, the neighborhood consisted of six principles:

1. Size. A residential unit development should provide housing for that population for which one elementary school is ordinarily required, its actual area depending upon its population density.
2. Boundaries. The unit should be bounded on all sides by arterial streets, sufficiently wide to facilitate its by-passing, instead of penetration by through traffic.
3. Open Spaces. A system of small parks and recreation spaces, planned to meet the needs of the particular neighborhood, should be provided.
4. Institution Sites. Sites for the school and other institutions having service spheres coinciding with the limits of the unit should be suitably grouped about a central point, or common.
5. Local Shops. One or more shopping districts, adequate for the population to be served, should be laid out in the circumference of the unit, preferably at traffic junctions and adjacent to similar districts of adjoining neighborhoods.
6. Internal Street System. The unit should be provided with a special street system, each highway being proportioned to its probable traffic load, and the street net as a whole being designed to facilitate circulation within the unit and to discourage its use by through traffic.

Obviously such a neighborhood area is theoretical but notwithstanding, its six principles still pose an ideal toward which the liveable community should strive.

Every city can be divided into a number of residential areas by natural or physical boundaries, i.e. waterways, lakes, heavily travelled streets, railroads, commercial or industrial areas (Figure 1). In each, the density of population, the design, age and physical conditions of dwelling structures differ. The dwellings in some are old, obsolete and outmoded, frequently run down and dilapidated. In others the dwellings may be old fashioned and old yet they are generally owner occupied and kept in good physical condition but more important, they are located in a good neighborhood environment. Finally there are a number of areas occupied by new, modern dwellings. In the first areas evidences of blight and even slum may be apparent; they are areas in which the provisions of the Minimum Housing Code can readily be applied to restore deteriorated structures to a standard status. Some parts of these areas may respond to renewal or conversion to some other use. In the second class of areas, rehabilitation vigilance is the principal need - keeping the older structures in a good state of repair, the premises neat and clean and preventing the invasion of non-conforming uses. The third class of areas of those that must be preserved or conserved to prevent the early invasion of blight and ultimate deterioration. The Zoning Regulations will be the most effective weapon to preserve the neighborhood characteristics of the latter two areas.

The division of Delray Beach into liveable areas is shown in Figure 1. Because of the comparative newness of the city and the quality of the construction, most of the residential areas can be classified as Conservation Areas. The design and quality of construction is not conducive to early deterioration in either style or structure.

The principal area of blight and deterioration and to a degree slum is No. 8 in Figure 1, an area wholly non-white in occupancy.

Within and surrounding the Central Business District old and new dwelling structures are mixed. Some of the older dwellings immediately adjacent to the center will gradually give way to commercial expansion in the years ahead. Area No. 7 on Figure 1, is more than 65 per cent developed residentially, being built up predominately with single family dwellings of which some are old. Along N. E. 7th Avenue there are apartments and duplexes as well as single family dwellings. This is distinctly a sheltered residential area traversed by no heavily travelled streets and having considerable waterway frontage with deep spacious lots. The west boundary of the area backs up to N. E. 6th Avenue, a major commercial thorofare, which presents the principal blighting influence.

This area should always remain residential in character. In later years however the trend of development may be increasingly toward multiple family uses. Currently there are no evidences of blight or deterioration but care must be exercised to prevent an invasion from the west. At the north end of this neighborhood is the Catholic parochial school and chapel located on a large tract. There are still more than 100 vacant lots in this area, which are suitable for single family development.

In the narrow strip between Atlantic Avenue and S. E. 10th Street and between S. E. 5th and 6th Avenues and the Waterway there are varied residential uses. Between S. E. 7th Avenue and the river there is considerable multiple family development. The area facing both sides of 5th and 6th Avenues is zoned commercial and through the years will doubtlessly assume this characteristic increasingly. That portion east of S. E. 7th Avenue should be retained as residential, especially in the vicinity of the city docks. Frontages along S. E. 5th and 6th Avenues are especially favorable for motels and services catering to the travelling public.

Area No. 14, lying between the Florida East Coast Railroad and S. E. 5th Avenue and between S. E. 2nd and 10th Streets, one of the older sections of the city, is more than 60 per cent developed, predominately with single family dwellings. The portion between 4th and 10th Streets, S. E. is newer and more modern than that north of 4th Street which contains a number of duplexes and multiple family dwellings. In the next decade that portion of the area down to S. E. 4th Street will become increasingly commercialized while that down to S. E. 10th Street may become increasingly multiple family in character. Currently there are about 180 vacant lots in this area and within it also the City Park with Woman's Club and the American Legion Pony League Baseball Park. Along the railroad are scattered commercial - industrial uses. To maintain the stability of value and usefulness in this area the deterioration of older properties should be minimized.

South of West Atlantic Avenue to S. W. 10th Street and west of the railroad is one of the more substantial and older residential sections. (No. 13). There are many new dwellings yet a number of older ones. Between West Atlantic and S. W. 4th there will be an increased incidence of multiple family units in the future but south of S. W. 4th Street the single family characteristic should be maintained. Although this area is about 50 per cent developed it still contains some 400 vacant lots. It will easily accommodate some 1200 to 1500 more persons. There are no manifestations of blight except in the vicinity of S. W. 1st and 3rd Avenues where small housing conflicts with encroaching commercialization. Swinton Avenue affords a good barrier between advancing commercialization and residential. The area west of Swinton Avenue south of S. W. 2nd Avenue should be preserved for single family occupancy.

Area No. 8, occupied wholly by the non-white population of Delray Beach, extends from the Lake Ida Road on the north to S. W. 3rd Street and from the Seaboard Railroad right of way to N. W. 2nd Avenue and S. W. 3rd Avenue, north and south of West Atlantic Avenue, respectively. Because of its school, recreation and commercial facilities this area more nearly approaches the specifications of a neighborhood than any other. It is less than 60 percent developed and of the developed portion 90 percent is single family. Within the area there is vacant land sufficient to accommodate an additional 3,000 persons. Within this area a relocation project is now under way as a part of the widening of West Atlantic Avenue.

Although containing some rundown, dilapidated structures and even some slum properties, the area as a whole is a relatively good one. Interspersed with run down substandard structures are a number of newly built modest homes and also some in the more than \$20,000 price range. Some of the more recent duplex units are poorly maintained but these deficiencies result from slovenly housekeeping primarily. A housing survey of more than 500 dwelling units made in 1959 revealed that 160 (30 percent) were not conforming to the provisions of the city's minimum housing code and further, that about 50 units should be demolished. Under the code the city estimated that 250 units would be demolished or standardized in a two year period. To accommodate those tenants in the lowest income bracket the city should consider the creation of a Public Housing Authority to explore the possibilities of a Public Housing Project. The survey of 1959 revealed that such a project here could be realized.

Neighborhoods, 6, 15 and 16, Figure 4, located in the coastal section between the Waterway and Ocean are highvalue areas. Area 6 located north of Atlantic Avenue is nearly seventy percent developed, predominately with a single

family dwellings. There are still remaining some 120 vacant lots. Area 15 between Atlantic Avenue and about Hibiscus Road and Area 16 to the south thereof are also high value neighborhoods. Developments within these latter two areas are relatively new and high cost. Area 16 includes Tropic Isles located west of the Waterway. These several waterfront and ocean front sections are among the finest in all of the Florida coastal areas. They are premium residential neighborhoods. Values of lands, deed restrictions, zoning regulations and quality of construction in the aggregate constitute these as conservation areas.

Area 17 (Tropic Palms) is only slightly developed at this time but it too will consist of quality dwellings protected by deed covenants and zoning regulations. It is also a conservation area.

Areas 4, 5 and 6 are well developed neighborhoods in the north part of the city. Most of Area 5 is located outside the city limits yet falls within the influence of Delray Beach. Many of its residents work within the city and consider themselves a part thereof. The area, only partially developed now, is classified Residential under the provisions of County Zoning. The western edge of Area 5 along U. S. 1 is commercialized as is the southern edge along N. E. 8th Street. Like Area 7 to the south, it is free of through traffic and is therefore a sheltered neighborhood with good water frontage. It should be developed as a restricted residential site.

Neighborhoods 3 and 4 are two of the more substantial, liveable areas of the city. Area 3 is more than 50 per cent developed, predominately with single family homes. There are still some 400 vacant lots remaining that will accommodate about 1,200 more people. The quality of home is high, many being of most recent origin. Along the Swinton Avenue frontage there are a number of older homes. The area is more or less self contained being bordered on the west by Lake Ida and its parks and on the east and south by Swinton Avenue and Lake Ida Road

(N. W. 4th Street) respectively. The absence of any through traffic contributes largely to the wholesome quality of the area.

Area 4 is one of older dwellings in its southern portion and more recent homes north of 12th Street, N. E. It is, however, bisected north and south by N. E. 2nd Avenue on the northern extremity of which are the various school properties. The area is more than 50 percent developed with single family dwellings and its 450 vacant lots can accommodate an additional 1200 people. Area 3 and much of Area 4 is classified for single family used by the zoning regulations of the city. Both areas should be protected and conserved for residential purposes in the future.

Figure 1 shows a number of neighborhood areas delineated west of the Seaboard right of way. The greater part of this western area still in vacant, virgin tracts, is a challenge to the planner, developer and land owner. Here is presented a challenging opportunity to design and develop coordinated liveable neighborhoods in accord with the best subdivision principles. The lands are now protected by county zoning provisions and in part by those of the city. These various areas along with those east of the Seaboard right of way comprise the organic cellular structure of the urban area. It will behoove the city to preserve the healthfulness of each cell so that the stability and character of the whole can be assured.

From the foregoing it is clear that the cellular composition of Delray Beach has been productive of good, well preserved living areas. With the exception of some old dwellings around the central business district residential structures generally are in good physical condition. None of the residential areas have been invaded by non-conforming uses which is a tribute to the city's zoning regulations and their administration over the years.

Population growth, area expansion and economic development will bring about certain changes as a natural order. Expansion of the central commercial area will absorb some of the fringe residential development of an earlier day but notwithstanding the zoning regulations will prevent the widespread disintegration of large residential segments.

In those gray areas of flux where rehabilitation is most essential, the provisions of the Minimum Housing Code should be enforced to prevent the unnecessary incidence of delapidation and ultimately of slums.

The more a sense of neighborhood or community can be kept alive in modern life the more our American democracy can be nurtured and preserved. Individuality and social responsibility have developed historically in neighborhoods where people lived and where they knew each other.

CHAPTER III.ANNEXATION

A decision to annex territory should be justified because annexation imposes responsibilities and duties upon the city. Can the city afford to take in new territory and extend improvements and services into it without incurring an unreasonable increase in costs and taxes levied to meet these costs? To what extent will the lands to be annexed with their improvements produce revenues and will these revenues be enough to pay the way? These are economic questions to be considered.

There is however another aspect of annexation that should be evaluated just as seriously as the economic. In its anticipation of future growth and development, can the city afford not to annex certain central areas. If not annexed will the development within these areas be inconsistent with the best coordinated plans of the city? By remaining beyond the contract and regulations of the city will these areas ultimately blight the city?

Annexation is employed frequently to increase the population of the city. This is important but population acquisition is only a secondary consideration. The primary object of annexation should be the assurance that the city, in its future growth, will develop pursuant to a coordinated plan of development under the guidance and direction of the city. This assurance may cost the city something for a short period of time.

The annexation of land is not necessarily a mandate upon the city to do the impossible by providing services and facilities immediately to the annexed areas. Although services and facilities should be provided as speedily as possible, they should be provided in accord with a priority plan prepared by the city. There are such services as Police and Fire Protection that can be extended at once.

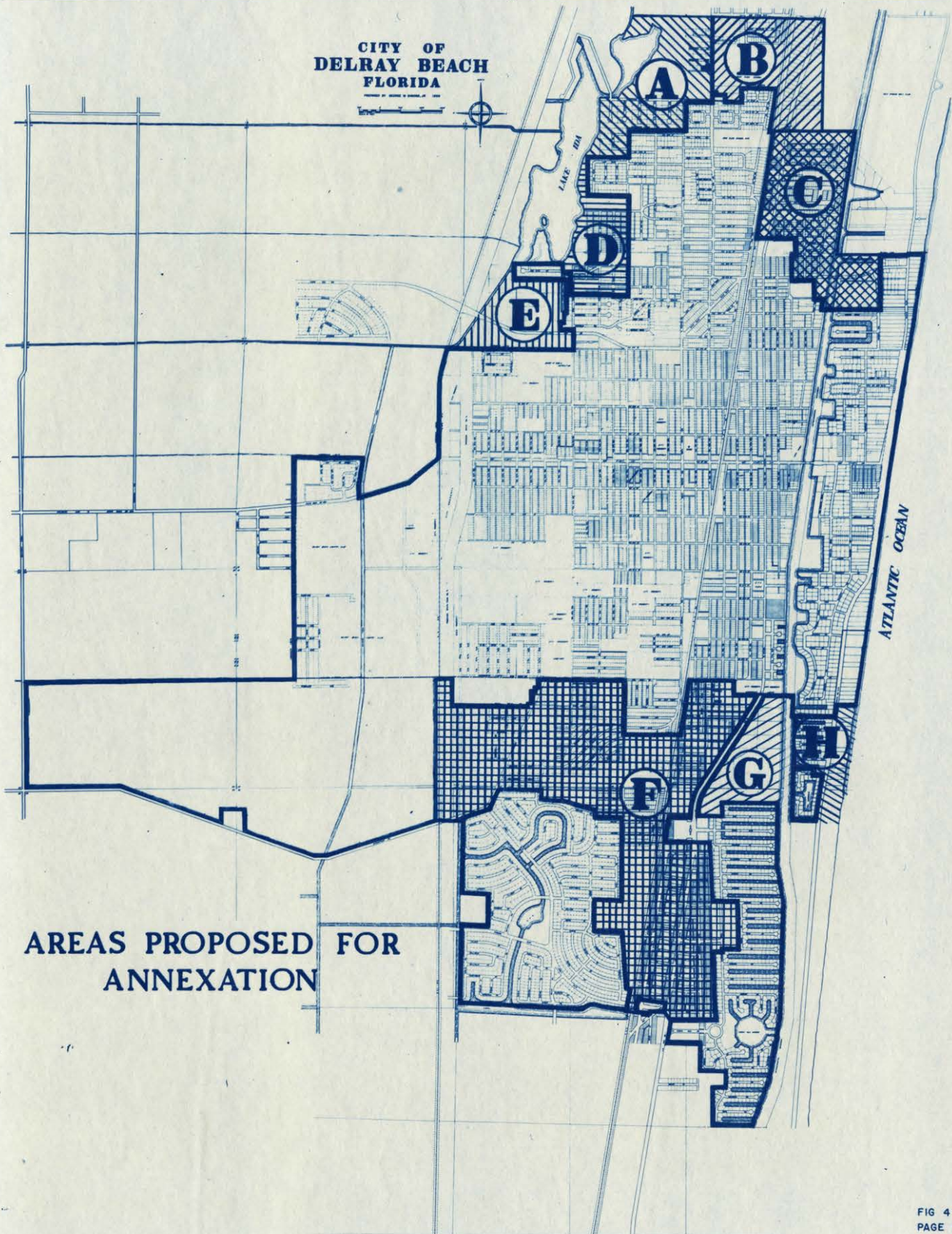
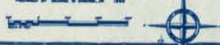
Garbage collection and street cleaning can be provided relatively soon. The power company can provide street lights and domestic power service speedily where required. Such utilities as water, sewerage and drainage works will require more time and may even be dependent on the City's bonding ability.

Experience in Delray Beach and elsewhere demonstrates that an annexation policy can be effectuated smoothly within a reasonably short time.

The wisdom of annexing large vacant tracts of land often arises. Whereas owners of some large tracts take an adverse position others favor annexation because it enables them to develop in accord with city regulations and as a part of the City. Recently in Taxes a city annexed a large area for protective purposes. No city taxes are levied against the land and city services are limited to planning, zoning, subdivision control and sanitation. As the tract develops, it will be taxed. Under such a plan, when the tract or tracts are built up and become a full part of the city, its land use will conform to the best possible pattern for the whole area under the city's comprehensive plan.

Figure 4 shows the corporate area of Delray Beach with its irregular boundary and detached segments. It is a picture that merits serious consideration, particularly as it relates to those lands lying within the political jurisdiction of Palm Beach County. Unless some of these critically and strategically located areas that are now sparsely settled are annexed soon, the city will be without authority to direct or control the type and quality of land uses within them. This is especially important because these lands and their ultimate uses are definitely a vital part of the social and economic pattern of Delray Beach. Wrong uses in these various areas could be the source of innumerable problems affecting the long range growth and development of the city.

CITY OF
DELRAY BEACH
FLORIDA



AREAS PROPOSED FOR
ANNEXATION

Areas A to E inclusive, Figure 4, are definitely parts of Delray Beach and should be annexed to the city. Residents of these areas work for the most part in Delray Beach and they consider themselves a part of the city's social and economic life but they have no part in the political life. Under the plan of parks and recreation, a portion of Area E is proposed for recreational activities and lake shore portions in Area D are similarly recommended. Area D is more than 50 per cent developed with single family dwellings of the better types. And, fortunately Area D along with Areas A and E, are restricted to single family dwellings under the provisions of the Palm Beach County zoning regulation. The corporate line in this north westerly section should be extended currently to the easterly right of way line of the Seaboard so that the right of way of State Road 9 could be brought within the city.

The corporate line on the north should be coterminus with that of Boynton Beach in the vicinity of Gulfstream Boulevard to which the city now extends via the right of way of Seacrest Boulevard (N. E. 2nd Avenue). Land uses in this north area are predominately single family in character and so zoned in the county. This corporate expansion would place the school property within Delray Beach.

East of the Florida East Coast Railroad are two areas that should receive early attention, one, a portion of Area B east of the tracks and, two Area C. Area B east of the tracks is about 90 per cent developed with a diversity of commercial uses - stores, restaurants, trailer courts, oil storage, motels, drive-in theatres, etc. This entrance to Delray Beach (U. S. 1) promiscuously developed should be made more presentable and be beautified. This could be accomplished more effectively as a city controlled than a county controlled project.

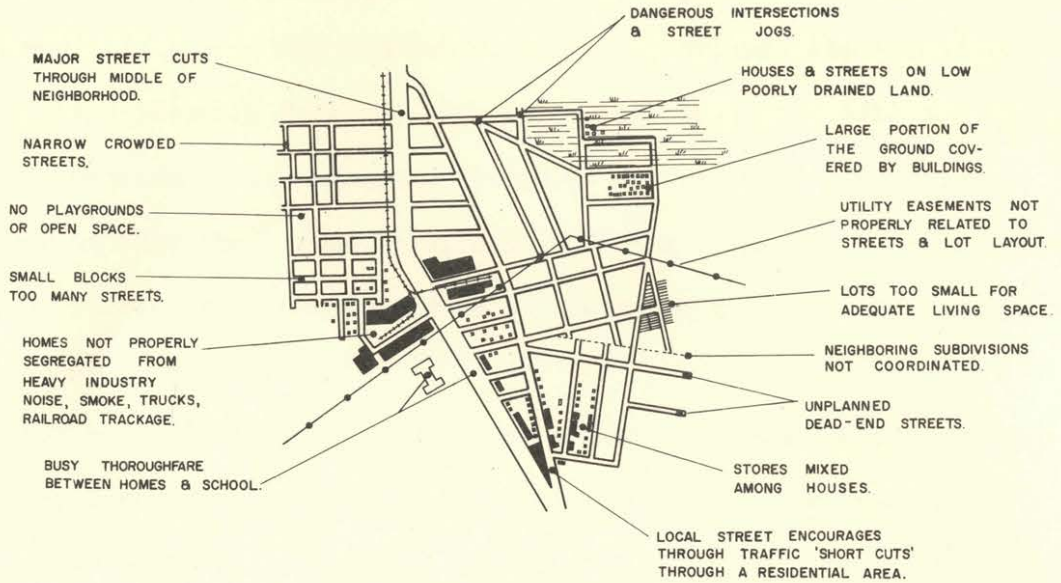
While Area C also includes a strip of commercial usage along U. S. 1, which should respond to the same treatment as its extension to the north in Area B, the greater part of Area C is residential in character. Currently it is about 50 per cent developed with single family and duplex dwellings. The area is zoned R-2 in the county. Potentially this is a very good residential area for the better quality home that desires seclusion from excessive traffic movements. The water way frontage in particular is attractive. This area should be a part of the city.

The critical areas that should receive immediate consideration are F, G and H, which separate Tropic Palms and Tropic Isles and both from the major portion of the city, except for the right of way along U. S. 1. Along U. S. 1 and between it and the railroad there is considerable commercial development. The three areas are variously zoned in the county. West of S. W. 4th Avenue north of Tropic Palms the zoning classification is R-2; between S. W. 4th Avenue and the railroad it is M-1 and east of the railroad, C-1 with two small areas of R-1A. Area H is zoned R-1A in the county; from a use standpoint it is comparable to the lands and usages to the north and south of it. Except the area along U. S. 1 and the railroad Area F is only sparsely developed. It should be brought into the city now to better control the character of its development. Unless this is done Tropic Palms and Tropic Isles may ultimately find themselves surrounded or divided by substandard developments.

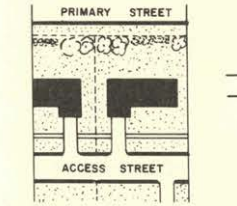
In the not too distant future westward expansion will become more active. Already in the west along Barwick Road there are evidences of development. Ultimately these vast areas now vacant will be subjects of annexation. In order to be assured that these westward lands will be developed and utilized to the best advantage of the city an annexation policy should be defined. One facet of

this policy should be a strict and rigid control of subdivision design to avoid the errors that have characterized many of the older subdivision patterns. (Figure 5). Another facet of policy would relate to taxation. Large tracts may be annexed but be relieved of city taxes until such time as development begins.

POOR ENVIRONMENT



DESIGNING GOOD NEIGHBORHOODS

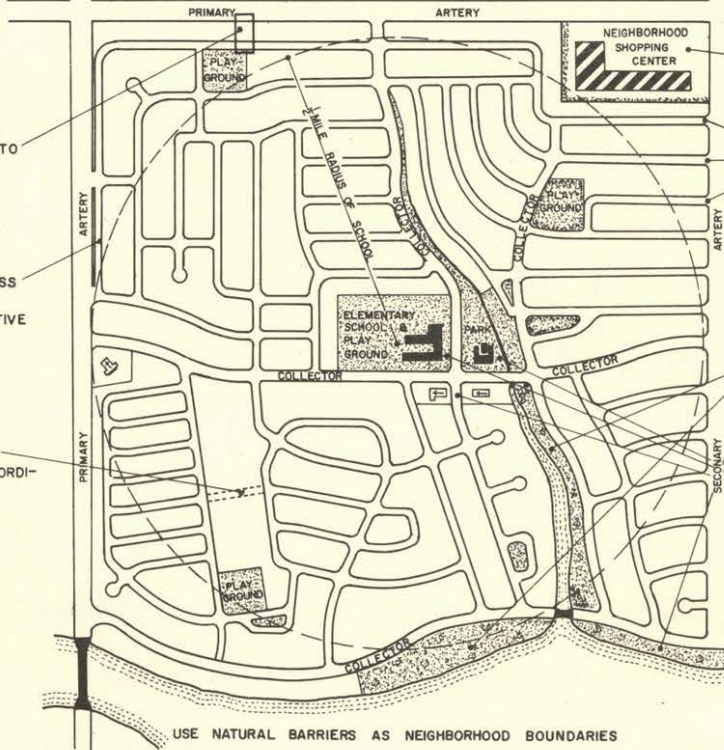


USE REVERSE FRONTAGE TO AVOID FACING HOMES ON MAJOR ARTERIAL STREETS

USE RESIDENTIAL ACCESS STREET PARALLEL TO THE MAJOR ARTERY — ALTERNATIVE TO REVERSE FRONTAGE.

STREET RIGHT-OF-WAY RESERVED FOR LATER COORDINATION OF STREETS OF NEIGHBORING SUBDIVISION.

DESIGN THE NEIGHBORHOOD WITHIN THE FRAMEWORK OF THE MAJOR STREET PLAN USING MAJOR STREETS AS NEIGHBORHOOD BOUNDARIES.



NEIGHBORHOOD SHOPPING CENTER COMPACT AND CONVENIENT TO SEVERAL NEIGHBORHOOD AREAS.

FRONT LOTS ON RESIDENTIAL STREET THAT INTERSECT WITH SECONDARY ARTERIES IN THIS MANNER AVOID FRONTING HOMES ON TRAFFIC ARTERIES.

PRESERVE SOME OF NATURAL FEATURES FOR PARKS AND PUBLIC OPEN SPACE, ESPECIALLY THOSE TOPOGRAPHICALLY UNSUITED FOR DEVELOPMENT.

NEIGHBORHOOD CENTER, A FOCAL POINT OF COMMUNITY LIFE CONSISTING OF ELEMENTARY SCHOOL AND PLAYGROUND CHURCHES NEIGHBORHOOD CENTER BUILDING AND PARK FOR ACTIVITIES OF ALL AGE GROUPS.

USE NATURAL BARRIERS AS NEIGHBORHOOD BOUNDARIES

CHAPTER IV.

PLANNING PROCEDURE AND IMPLEMENTATION

The text and diagrams of the comprehensive city plan mark the end of the initial stage in the planning process. It represents the crystallization of much data, many conferences and numerous studies. The document with maps and diagrams however is only the beginning of a challenging long range effort wherein planning will be increasingly recognized as a continuing municipal function with the basic plan only as a guide.

Delray Beach has had a Planning Board for a number of years whose operations however have been focused principally on problems of zoning. This has been unfortunate because planning is more far reaching than zoning. Zoning is only a component part of the planning operation; it is the means of implementing the plan. Because so many property owners are interested in zoning and have frequent desires to change its provisions, zoning is too often considered the "end point" of planning.

Planning involves among other things the location and classification of major streets, parks, recreation areas, schools, fire stations, libraries and other community facilities and utilities. Planning includes continuous land use, population and economic studies, subdivision analysis and control, and also the studies of such areas as Central Business Districts and Shopping Centers. Provisions for parking facilities, urban renewal and rehabilitation also come within the purview of planning. From this brief summary it can be seen that zoning is only one of the facets of planning.

Currently the Planning Board of Delray Beach is appointed by the City Commission pursuant to charter provisions. Its powers and duties, now sketchy, should be amplified and be more specifically defined. To prepare for the greater

growth that is anticipated and for the possibility of a staff operation, a special legislative act, patterned after the Standard Enabling Act recommended by the U. S. Department of Commerce should be obtained. It will legally establish planning as a function of government with a planning board given powers of review in all fields of planning. Some of the functions, powers and duties of the Planning Board may be defined generally as follows:

1. It should become familiar with the broad objectives of the Comprehensive plan and urge action by the proper political group. The Board should initiate studies resulting in more detailed plans.
2. Review and make recommendations on all decisions by other agencies, public or private, dealing with the subject matter of the comprehensive plan.
3. Review and act upon all subdivision plats prior to their adoption by the Council. The Board shall be guided in its procedure by the Subdivision Regulations adopted by the City Council.
4. Prepare zoning regulations and review and make recommendations on all amendments thereto. Review and act on all special exceptions permitted under the zoning ordinance which require their review, acting upon the recommendations of the Zoning Committee.
5. Plans for public works, such as streets, utilities, parking facilities, parks and other community facilities, should be reviewed by the Planning Board for recommendations involving the coordination of these plans with the comprehensive plan.
6. Develop general plans and review all specific projects dealing with urban redevelopment where such a program is being undertaken by the City.
7. Prepare or review the capital improvements program based on the Comprehensive plan, and recommend a capital improvements budget each year to the City Council.
8. Devise ways and means of public education to stimulate and stir to action the public consciousness. Endeavor to coordinate the thinking of various public groups with those of the governing body.
9. All proposed purchases or sale of city property should be studied by the Planning Board which should make recommendations regarding the effect of such action on the General Land Use Plan.

Annually the Planning Board should prepare a report to the City Council, for general distribution, reviewing their work of the year and outlining forth coming proposals. The capital improvements budget review and extensions should be included in this report.

PLANNING STAFF

The broad duties conceived for the Planning Board will require ultimately considerable background study and research, more than the individual unpaid Board members can afford to give. Therefore some central administrative office and official should be designated to carry the load. In the early stages of the operation the City Building Official should act as the Planning Official. When the work expands and becomes more diverse and complex a Planning Office with a Planning Director in charge can be designated.

In the beginning the services of other department personnel may be required from time to time - the Public Works Department especially. Some of the regular duties and studies recommended for the Planning Official are:

(1) Maintain the Land Use Map in an up-to-date condition. Each month building permits should be recorded on the land use map, and periodically field checks should be made to ascertain any other changes in land uses.

(2) Each year a building permit map should be prepared. On a blank base map all building activity of the calendar year should be recorded, showing the various land uses in the same colors as used on the existing Land Use Map. This annual building permit map will form a record for each year, enabling a study of trends of development. When time permits, similar maps could be prepared on previous years from the file of building permits.

(3) Prepare a street record atlas. This atlas should show all of the platted and developed streets of the City, indicating to scale the existing right-of-way, set backs established for ultimate right-of-way, street paving and condition, curb and gutters, sidewalks, curb cuts, traffic dividers, etc.

(4) Prepare an accident spot map with location of signal lights. After the development of such a map various problem points should be determined and studied; solutions should be recommended to the Planning Commission.

(5) The planning staff should have as many as 4 automatic traffic counters and with these make periodic checks on volumes of traffic flowing over various city streets. With 4 counters, extensive study of intersections will be possible.

(6) Prepare and maintain up-to-date maps on parking facilities and their use (turnover) for Central Business District.

(7) Maintain a map of all city owned and other public owned properties, classifying them according to use or intended use if undeveloped.

(8) Re-zoning Investigations and investigations concerning appeals to the Board of Adjustment.

(9) Special Planning Studies. From time to time special projects will arise requiring detailed plans, perhaps for the purpose of implementing some phase of the Comprehensive City Plan. The planning staff should maintain records and research data of a scope preparing them to undertake special investigations, analysis and reports, whether on redesigning a portion of a neighborhood, preparing a traffic flow plan around the central business district, or a site plan for a playground.

CONSULTING SERVICES

The Comprehensive Plan has been developed through the assistance of consulting services. Implementation will be largely a matter of local responsibility. However, many of the broad plans of the Comprehensive City Plan will require detailed plans of implementation. Most of these can be prepared by the planning staff, but some will require the assistance of specialized consultants, such as engineers skilled in sewerage design. In order to sell parking revenue certificates it may be necessary to have prepared a feasibility report prepared by consultants specializing in parking studies. Traffic surveys may be required of traffic engineers, depending upon the scope and complexity of the study.

From time to time the services of Planning Consultants may be desired to assist in the detailed plans of implementation. The consultants' role in most cases could be limited to advising in the scope and procedure of the project and in evaluating the results. In some cases, such as an urban renewal project, the services of a planning consultant may be desired to prepare all of the plans and studies.

Periodically, every five to seven years, the zoning plan and ordinance should be re-studied to consider the need for modernization of the ordinance and modification of the map. The impartial review of a consultant is especially beneficial.

Because so much of the Comprehensive Plan and the scheduling of improvements is predicted on the amount and type of growth it is important that the economic and population analysis be maintained in a current condition. It should be a regular function of the planning staff, of course, to maintain current information that relates to this subject. Further, the staff may provide its own analysis and projections. However, this is a subject about which an outside Consultant's view point should be sought periodically. If the staff provides the basic data in an up-to-date condition the Consultant's task would be limited to a general review and evaluation every five years. By obtaining an outside Consultant's evaluation the tendency for exaggeration and over-optimism on this important subject, which is often the case with local reporting, can be minimized.

Because of technological changes, there is no assurance that the Comprehensive plan will be valid ten years from now. Continuing consulting review, say every three to six months, would provide satisfactory review of the Comprehensive Plan and planning and zoning administration. On these periodic visits to the community the consultant could consult with the planning staff, meet with the Planning Board, and assist in citizen participation projects or public information meetings.

Regular visits, every two or three months, may be required in the beginning until the planning staff operation is functioning well. Afterward, visits every six months would be sufficient, but the Consultant could always be called for trips dealing with special meetings and unusual problems that will arise from time to time.

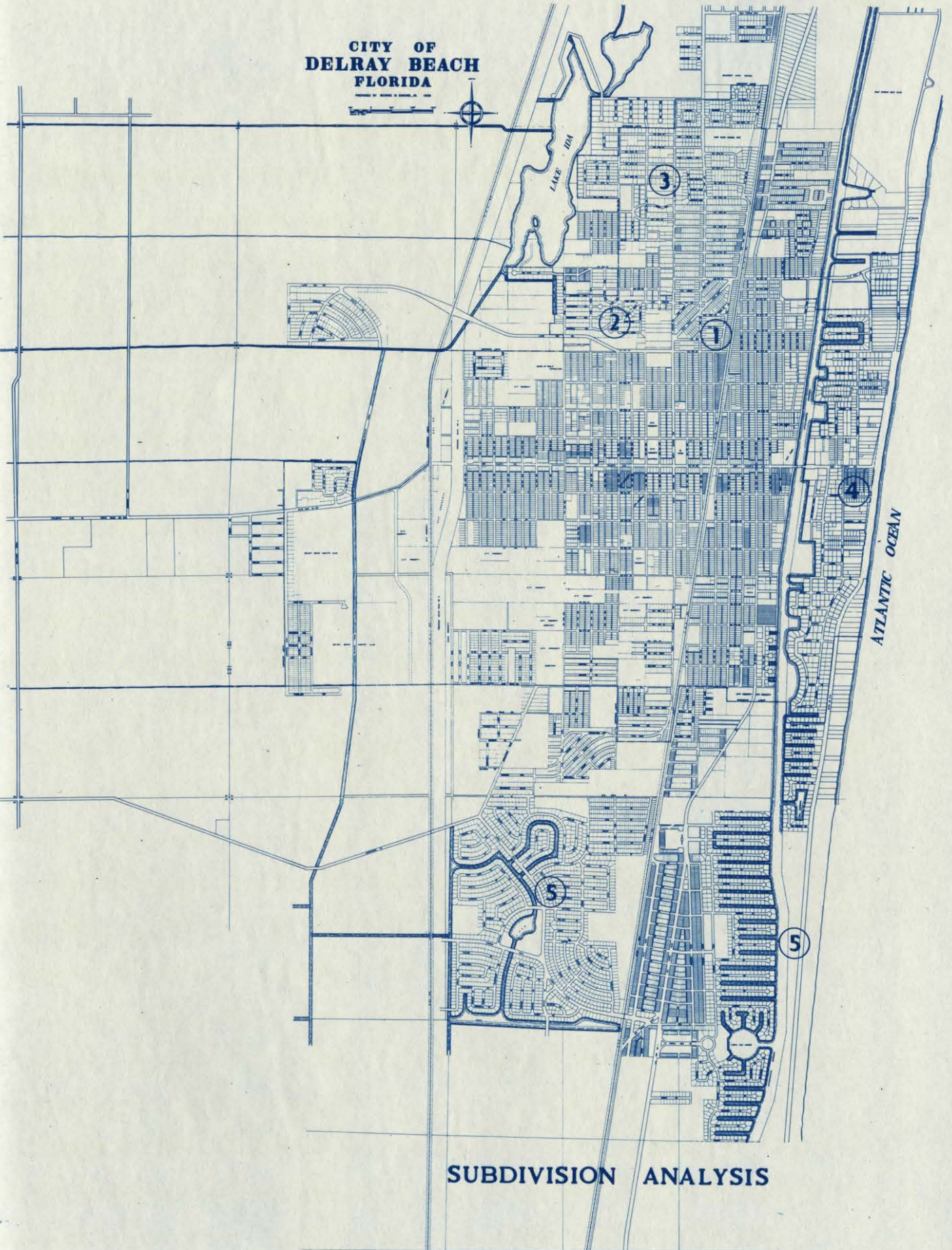
CHAPTER V.SUBDIVISION REGULATIONS

Land subdivision is the first step in the process of community building. Once land has been cut up into streets, blocks and lots, and publicly recorded, the die is cast and the pattern is difficult to change. The subdivision of land affects the welfare of the entire community in so many important respects that it can no longer be entrusted to the haphazard methods of the past. Traffic congestion, bottlenecks, blighted areas and other physical defects can be attributable in a large degree to imperfect or unsound land subdivision of the past. American cities generally are paying the price now for their failure to establish adequate controls over the subdivision of land.

Most of the basic plats of American cities were drawn on the rectilinear or gridiron plan, as were those of Delray Beach and every other place in Palm Beach County. As the need arose, the identical gridiron pattern was extended. Occasionally the land owner desiring to exploit his land to the utmost ignored completely the pattern of his adjoining neighbors; he inserted a pattern of his own creating deficiencies that have resulted in serious difficulties later. These abortions were practiced because neither the cities nor counties required the observance of any minimum design elements as a condition precedent to record. Not until many years after the Florida boom of 1925 did cities and counties seriously consider a control over subdivision design and development.

Since 1925 a new concept of subdivision design has been recognized. The rectilinear patterns of an earlier day have given way to those of more pleasing design. In the transition process, the Federal Housing Administration was a potent factor. The old and new ideas of land subdivision practices can be observed in Delray Beach (Figure 6). In all of the area between the Florida East Coast right of way and the Waterway the gridiron pattern was rigidly

**CITY OF
DELRAY BEACH
FLORIDA**



SUBDIVISION ANALYSIS

followed, also in all the area west of the Florida East Coast south of 4th Street, N. W. Because the street system adhered to a north-south and east-west alignment, and the railroad and waterway did not, the resulting pattern is filled with a multiplicity of uneconomic triangular blocks. Also in the uncontrolled design east and west of the Florida East Coast innumerable small lots were inserted regardless as to how the remainder was designed.

In an effort to provide a short cut to the Old Dixie, Dixie Boulevard was platted. The pattern in this area (1 in Figure 6) is incongruous. In contrast is the pleasing subdivision pattern north of N. W. 4th Street and west of N. Swinton Avenue (2 in Figure 6). In this latter design is found a less rigid street pattern and more spacious lots. Although the gridiron pattern is predominant north of 4th Street, N. E. and N. W. it has variations north of 12th Street that introduce a better sense of spaciousness and wholesomeness (3 in Figure 6). East of the Waterway the curvilinear and gridiron are interspersed but the resultant pattern is pleasing because efforts were made to coordinate the two. The principal area of poor design is that south of Atlantic Avenue between Seagate Avenue and Ocean Boulevard (4 in Figure 6). To the south, Tropic Palms and Tropic Isles are both good examples of the latest practices.

In 1958, Delray Beach adopted Ordinance G-285, regulating the subdivision of land within the city. Palm Beach County has likewise adopted a set of subdivision rules and regulations. Together, these regulations with their minimum standards should enable the city and county to control the development of property. Failure to observe these rules may have serious consequences for both the public and the land owner.

Subdivision regulations are a most important force in the future development of the community. With zoning regulations they comprise the two most important tools to implement the city plan and achieve a proper balance which contributes

to a sound physical development. These tools will be invaluable as the development of Delray Beach moves more intensively westward. The development of these large undeveloped areas to the west can result ultimately in either a wholesome, balanced, spacious, thoughtfully designed land use pattern or become an incongruous, haphazard, illogical mess. The decision rests on the City Council.

As emphasized earlier, with the tools of subdivision control and zoning available, the opportunity exists to develop a series of neighborhoods as development proceeds, each related to and coordinated with the other. The challenge is to create a liveable entity of distinction. But what actually comes up in the end will depend wholly upon how conscientiously, rigidly and strictly the various regulations are enforced and followed.

The majority of land developers and site planners will unhesitatingly accept and observe the minimum requirements of the subdivision regulations but a minority frequently try to get by using the techniques of metes and bounds and other expedients to defeat logical orderly land planning and subdivision. Not only should the city exercise rigid control but there should be a close coordination of activities and interest between the city and county.

There are certain features of subdivision design that should be carefully and critically observed, especially in reviewing plats for record. These are as follows:

1. Where components of the major street plan are encountered in any proposed subdivision, such streets should be included within the plat and of a width indicated in the major street plan. If not indicated on the major street plan, the minimum width should be eight (80) feet.
2. All lot areas and minimum widths thereof should conform to the zoning regulation of the district in which the subdivision is located.
3. All cul-de-sacs should be checked as to their length, width of roadway and particularly, the radius of turn around.

4. Coordination with adjoining subdivisions should be especially checked.
5. Where lands are subdivided and the General Land Use Plan indicates the desirability of a school therein, care should be exercised to see that a site of adequate acceptable area is provided for said school in the plat before the plat is approved for record. In this phase of the review the Superintendent of the Board of Public Instruction should be brought in.
6. Provisions should also be made for parks and playgrounds if same are indicated on the General Land Use Plan.

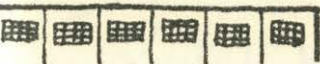
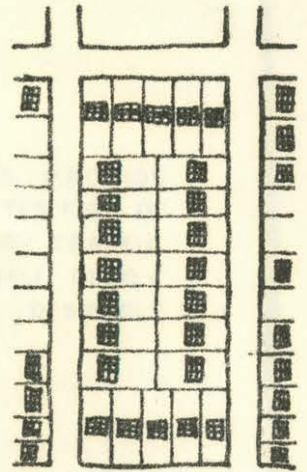
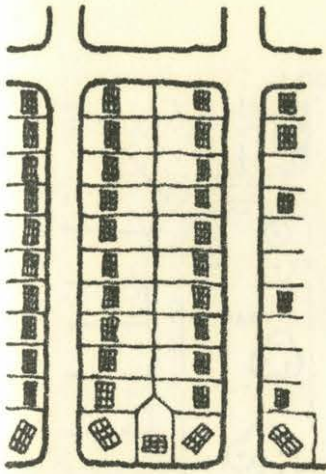
All plats submitted for review should be delineated with the idea in mind that they are parts of a whole and should be so treated. Careful review in the beginning will minimize grief in the end. Figures 7 and 8 are good and bad subdivision practices.

LOTING PRACTICES

FOR RESIDENTIAL AREAS

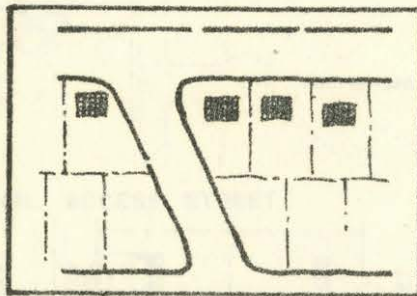
A

PLACE EACH HOUSE TO FACE THE FRONT OF ANOTHER HOUSE. PLAN EACH BLOCK IN RELATION TO ADJOINING BLOCKS. INCREASE THE WIDTH OF CORNER LOTS AND USE MUCH CARE IN THE ORIENTATION OF CORNER HOUSES.

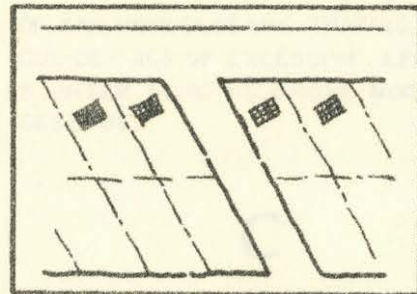


DESIRABLE

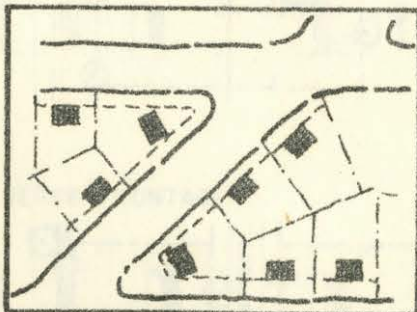
UNDESIRABLE



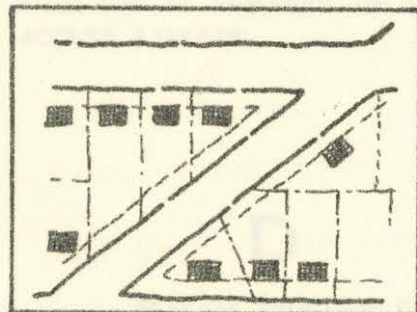
DESIRABLE



UNDESIRABLE



DESIRABLE



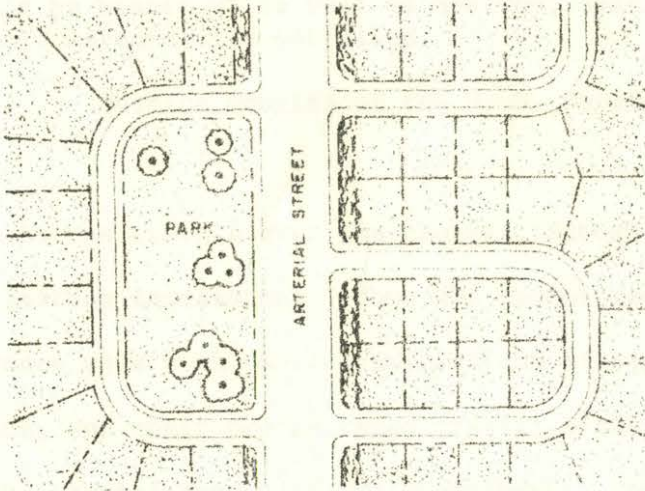
UNDESIRABLE

B METHODS OF LOTTING WHEN DIAGONAL STREETS CANNOT BE AVOIDED.

STREET DESIGNS FOR RESIDENTIAL AREAS

FIG 8

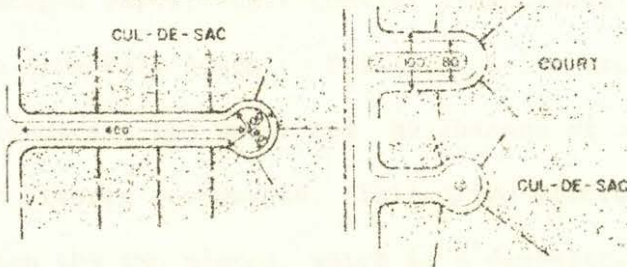
LOOP STREETS



A

LOOP STREETS PROVIDE EXCELLENT BUILDING SITES FREE OF THE HAZARDS OF THROUGH TRAFFIC. WHEN COMBINED WITH SMALL DECORATIVE PARKS HIGHLY DESIRABLE LOTS ARE OBTAINED.

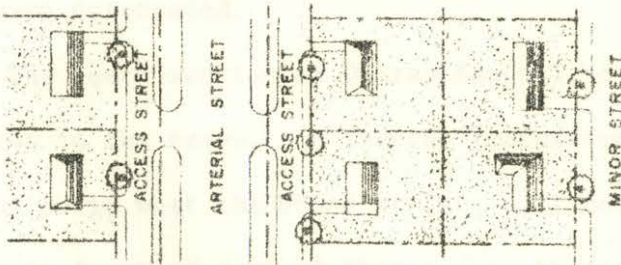
PLANNED DEAD-END STREETS



B

FOR SECLUDED LOTS FREE OF ANY UNNECESSARY TRAFFIC. AVOID CUL-DE-SACS OF EXCESSIVE LENGTHS; SHORTER LENGTHS PROVE MORE SUCCESSFUL.

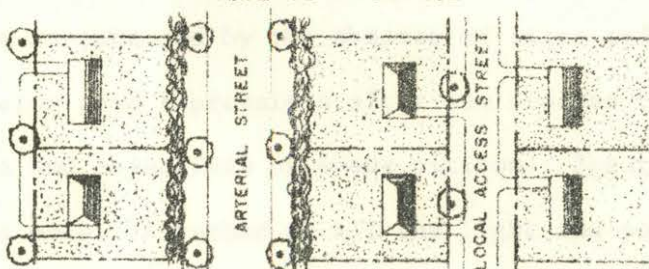
MARGINAL ACCESS STREET



C

WHERE HOMES MUST FACE MAJOR TRAFFIC ARTERIES ATTRACTIVE SITES CAN BE PROVIDED ON PRIVATE ACCESS STREETS.

REVERSE FRONTAGE



D

REVERSE FRONTAGE CREATES DESIRABLE BUILDING SITES AND ALSO PROTECTS THE MAXIMUM EFFICIENCY OF THE MAJOR TRAFFIC ARTERY.

CHAPTER VI.THE VALUE OF AESTHETICS

"It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled."

Justice Douglas of the U. S. Supreme Court in *Berman vs. Parker*,
348 U. S. 26

As one travels over the country through countless cities and towns, few make any lasting impressions. Some are remembered too well by their ugly, unsightly entrance ways with their accumulations of signs, motels, assortment of roadside stands, and their poorly timed traffic lights. Only a minority are remembered by the natural beauty of the environment, the beauty of the homes and their landscaped yards, their general cleanliness and orderliness. Motorists traveling south from Palm Beach to Delray on A-1-A are impressed by the natural beauty of the landscape and water and the absence of unsightly signs, glaring lights and other bizarre adornments. This drive affords a great contrast to the one on U. S. 1 between the two places, which is a demonstration how the landscape has been abused and even desecrated.

The beach section of Delray Beach is one of distinction and beauty. It imparts to the traveler a lasting impression. Even as one enters E. Atlantic Avenue to go west the broad street, well coordinated structures, planted set backs in front of some of the stores, the street trees and the broad tree lined waterway are pleasing to the eye. The beauty and balance of the entire beach area is enhanced by the absence of signs and other incongruous structures. To receive good impressions after one crosses the Waterway should be one of the aims and objectives of every citizen. Beauty and orderliness cost little and mean much. Attached to all the light and power poles within the central business

district of Victoria, British Columbia are containers of flowering plants. They are not expensive but they give to that city a mark of distinction akin to personality.

U. S. 1 through Delray Beach is just another piece of string business with its filling stations, second hand car lots, roadside shops. Sixth Avenue is not something pretty to look at. Steps should be initiated now to prevent the pollution of Fifth Avenue. Fifth Avenue is barren of trees. Why not plant it from city limit to city limit with royal palms so that in another generation it would become one of the memorable streets of America. Interspersed with the palms there could be hibiscus, oleander or some other flowering shrub.

The Central Business District is comparatively free from shoddy development and signs. It should be kept this way. Rundown buildings, billboards and glary signs do not contribute too much to the value of properties.

The city is to be commended for the planting of a number of small street triangles which contribute immeasurably to the beauty and appearance of their respective locations. That policy should be extended to other spots.

Beauty and orderliness within the community combat indifference, impermanence and ugliness. Beauty and orderliness inspire one to create and from all the efforts expended an inspired civic consciousness is born and from it the community receives a personality. To start toward accomplishment the city administration should lend leadership and even direction. A citizen's beautification committee with representatives from the Garden Clubs would be most helpful.

In the urban region of which it is a part, Delray Beach can easily lose its distinctive identity and personality by following the easy way of least resistance. In this period of expansion Delray Beach can retain its personality and be outstanding.

"If the cities that men build and leave behind them reflect the level of a civilization, then our civilization deserves something better."

CHAPTER VIICAPITAL IMPROVEMENT PROGRAM

The comprehensive planning program envisioned here seeks to determine what improvements should be provided by the City of Delray Beach to satisfy the many requirements of anticipated growth and development. In the two reports, various studies have been presented - population growth and movement, area expansion and subdivision control, community facilities and land uses. In the aggregate the various studies reveal the requirements essential to growth and the standards that should be followed.

Progress and growth are always accompanied by a constant demand for capital improvements and services. Streets must be widened, extended or rebuilt; utilities must be installed to provide water, power and sewerage services; parks and recreation areas must be acquired and developed as people move in; public buildings, schools and other structures and services must be provided for. Obviously from the diversity of these studies a formidable capital improvement need emerged some of which are more important and urgent than others. Some may be deferred to a later day. And too, some small needs can even be financed through the annual operating budget. Others can be financed by revenue certificates payable from revenues or through the issuance of special assessment bonds, but others may require issues of general obligation bonds. Regardless of the magnitude of need and method of financing, the operation as a whole must be kept within the city's ability to pay.

A capital improvement is defined as a major improvement of a recurring nature to the physical plant of the city as differentiated from ordinary repairs or maintenance. It includes the construction, replacement, major repair, addition or modification to streets, bridges, parks, public buildings, utilities or land for public use.

A capital improvement budget is a moving timetable devised to program capital improvements pursuant to a priority of need and importance. Usually it is prepared for a five or six year period. Annually it is revalued and extended in light of accomplishments during the year. If a project has not been consummated in the year scheduled, it is advanced to the budget of the next year. Such major projects as comprehensive sewerage may extend over a number of years.

Streets, drainage facilities, public structures, site acquisitions for parks and recreation are usually financed by the issuance of general obligation bonds however for streets and sidewalks special assessment bonds may be considered. Minor improvements such as financing for recreation facilities, recreation and park equipment are more often handled as budget items. Revenue certificates facilities; they have also been used to finance fire stations, police stations and city halls. The certificates are payable from rents paid on the respective facilities.

SEWERAGE AND SEWAGE DISPOSAL

The most urgent need at Delray Beach is sewerage, sanitary and storm. Although portions of the central city are sewerred, the greater part of the city is unsewered except by septic tanks. This is a most critical situation to which immediate attention should be given. For several years the problem, although recognized generally, has remained status quo. A detailed engineering study and a master sewer plan should be prepared and initiated. Sanitary sewers and sewage treatment mechanisms can be financed by sewer revenue certificates payable from revenues received for service rendered.

It is estimated that the comprehensive sewerage and sewage treatment devices for Delray Beach to provide for current needs and those of the succeeding fifteen

years will approximate \$7,000,000. Had Delray Beach initiated a sewerage program a decade ago, much of it would now have been completed and at a lower cost.

Because of the magnitude of the job it should be extended over a period of some 15 years as follows:

(a) Sewerage and Sewage disposal	\$3,000,000, first 5 years
(b) Sewerage extensions	2,000,000, second 5 years
(c) Sewerage extensions	2,000,000, third 5 years

STORM SEWERAGE

Surface drainage is satisfactory in the small rural area but when land is covered with streets and intensively developed with dwellings and other structures, storm sewage or drainage is essential to satisfactorily dispose of the surface drainage. At least \$750,000.00 will be required over the next ten to fifteen years to provide the essentials of a storm drainage system. This should be distributed as follows:

(a) Storm drainage installations in central area	\$150,000 in first 5 years
(b) Storm drainage extension	300,000 in second 5 years
(c) Storm drainage extensions	300,000 in third 5 years

For sanitary and storm sewers there will be needed in the aggregate over the next 15 years \$7,750,000.00 which averages about \$500,000 per year.

In the first three years of the program the central area should be sewerred and the first unit of the sewage treatment plant constructed. This will consume some \$3,000,000 of the aggregate sum. In the second three years the work can be continued and by the end of the sixth year the cost should have approximated \$4,000,000.00. An additional sum of \$150,000 would be required for the storm sewers.

WATER WORKS

Capital improvements for Water Works are financed by revenue certificates or bonds redeemable from water revenues. During the five year period, 1960-65, water main extensions aggregating \$50,000 should be made. In the next five year period,

1965-1970, two additional water supply wells and headers will be needed at an estimated cost of \$20,000.00 as well as additional mains at a cost of \$150,000. In this period also, a new elevated storage tank at a cost of \$100,000 will be needed east of the waterway. In the third five year period, 1970-75, water main extensions at a cost of \$100,000 will be needed. The major item required in this period though will be a 2 million gallon reservoir, pumping station, two new wells at an estimated cost of \$1,000,000.00.

These various water works improvements, aggregating some \$1,420,000.00 over the fifteen year period, will be installed as needed. The growth of the area to be served and the revenues to be anticipated will determine the rate of accomplishment.

STREETS

The construction of streets and their upkeep is a never ending job confronting every city. The Major Street Plan includes streets that should be extended, others that require widening and still others that need major modifications. Most of these are capital expenditures. Street repairs, minor widenings and extensions are usually done in accord with provisions made in the annual operating budget. In addition to street construction it is frequently necessary to purchase land for street widenings which also falls within the purview of capital budgeting.

Delray Beach in the next 15 years will need to spend about one million dollars for street construction, resurfacing and modifications, which should be apportioned as follows:

- (a) \$355,000 during the first 5 years
- (b) 250,000 during the second 5 years
- (c) 250,000 during the third 5 years

This averages about \$57,000 per year. In addition to this sum, \$15,000 should be included for the purchase of land for street widenings.

Street construction can be financed through the issuance of general or special assessment bonds. The cost of street work can be levied as special assessments against adjoining properties in one of several ways. One of the more popular ways is for the city to pay one third and the remaining two thirds to be levied against abutting properties. Another method is for the city to be responsible for all intersections and the remainder to be levied against properties.

SIDEWALKS

Sidewalks are capital improvements customarily financed by assessments levied against the abutting property on a front footage cost basis. Sometimes the city defrays a portion of sidewalk cost but not often. During the succeeding 15 years there should be expended at least \$100,000.00 with an average of \$6,000 per year. Any expenditures for sidewalks by the city should be included as budgetary items.

PUBLIC STRUCTURES

Public buildings and facilities of various kinds are important capital improvements, ranging from city halls, fire stations and libraries to recreation facilities and shelters at the beach.

Currently the old city hall property has been remodeled to accommodate the Police Department and Planning Board. At a later date however a new Police Station and Jail should be built at another site at an estimated cost of \$200,000.00 and financed by General obligation bonds redeemable from annual rental fees.

During the period 1960-65, as expeditiously as possible, a Public Works

storage building should be erected for the city's equipment rolling stock, at an estimated cost of \$40,000. It may be possible to handle this as a budgeted item.

FIRE STATIONS

The existing Fire Stations must be augmented as the community grows, the rate of accomplishment being dependent on the rate of growth and building. During the second period, 1965-1970, a new station should be established on city property in the south end of the city (Figure 1) at an estimated cost of \$100,000.00. During the latter part of this period the Beach Fire Station should be enlarged at a cost estimated at \$30,000.00.

In the third period (1970-75) another fire station should be erected in the north end of the city at an estimated cost of \$100,000.00.

Fire stations can be financed by revenue bonds payable from rents paid or by general obligation bonds.

PARK AND RECREATION FACILITIES

Park and Recreation facilities, if in sufficient magnitude, can be financed from the proceeds of general bond obligations. But in a great many cases the various needs and their costs can be distributed over a number of years and be financed as annually budgeted items. A Shelter House, at an approximate cost of \$10,000.00, should be built at the City Park but not until after the park has been enlarged. Steps should therefore be initiated to acquire the vacant lots on 7th Avenue and the Kentucky Hotel property for park expansion.

A new pavilion should be erected at the beach at an estimated cost of \$17,000.00, during the second period (1965-1970).

Steps should be initiated to acquire land in the Lake Ida area (Area A, Figure 1, page 5) for development into a large park and playfield. This

development should be consummated during the second period, 1965-1970.

In the north part of the city between 1965-1970, a swimming pool should be erected at an estimated cost of \$80,000 and in the period, 1965-1970 the City Pool on the ocean should be replaced at a cost of \$90,000.00. During the next five years (1960-65) the following capital improvements should be provided:

- | | |
|--|----------|
| 1. Replacement of building at Tennis Courts | \$20,000 |
| 2. New boat landing facilities | 5,000 |
| 3. Multi-purpose recreation facilities at tennis court | 2,000 |

In addition to the above items, the building at the Teen Town Center should be replaced in the period 1970-1975, at a cost of \$40,000.00.

SUMMARY

Public Works

Sewerage and Sewage Disposal

1960-1965	\$3,000,000.00
1965-1970	2,000,000.00
1970-1975	2,000,000.00

Storm Sewerage

1960-1965	150,000.00
1965-1970	300,000.00
1970-1975	300,000.00

Water Works Improvements

Water Main Extensions 1960-1965	50,000.00
Water Main Extensions 1965-1970	150,000.00
Water Main Extensions 1970-1975	100,000.00
Elevated Storage on Beach 1970-1975	100,000.00
2 million gallon Reservoir, Pumping Station New Wells 1970-1975	1,000,000.00

Streets

1960-1965	355,000.00
1965-1970	250,000.00
1970-1975	250,000.00
Land purchase for widenings	150,000.00

Sidewalks

1960-1975	100,000.00
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Police Station and Jail

200,000.00

Storage Building

1960-1965	40,000.00
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Fire Stations

New Station, south end, 1960-1965	100,000.00
Beach Station enlargement, 1965-1970	30,000.00
New Station, north end, 1970-1975	100,000.00

Parks and Recreation Facilities

Facilities at Community Center 1960-1965	15,000.00
Replacement, building at Tennis Court, 1960-1965	20,000.00
New Public Boat Land, 1960-65	5,000.00
Multi-Purpose recreation area at tennis courts, 1960-1965	1,750.00
New pavilion at beach, 1965-1970	117,000.00
Shelter Home at City Park, 1965-1970	10,000.00
New Swimming Pool, north end, 1965-1970	80,000.00
Replacement Building at Teen Town Center, 1970-1975	40,000.00
Replacement beach pool, 1970-1975	90,000.00

APPENDIX I

Since the preparation and publication of Volume I of this report, certain advance population information from the 1960 census has been made available. The following, therefore, supplements the data shown on pages 5-8, inclusive, of Volume I.

Whereas the 1950 census reflected that 55 percent of the Delray Beach population was white, the 1960 census reflects an increase to 56.2 percent.

POPULATION CHARACTERISTICS

In 1950, 61 percent of the Delray Beach population was 25 years of age and older; in 1960 this percentage was 58.7 percent. The percentage of non-whites in this particular age group was 27.5 percent in 1950 but 40.7 percent in 1960. The percentage of non-white in the age group of less than 25 years was 56 percent in 1950 but 59.3 percent in 1960. This variation reflects a shift to the younger age groups.

AGE DISTRIBUTION OF POPULATION

Table II and III following present interesting comparative information concerning age distribution of the population of Delray Beach and other political entities. Table II reveals particularly that Delray Beach has consistently attracted to it the productive age group from 20 - 64 years, more than 51 percent in 1960. But the percent of the population in this age group (20 - 64) has declined since 1940 and simultaneously the age group of those 65 years and older has increased. Since 1950 there has been an increase of more than 3.0 percent in those over 65 years reflecting here the influx of the retiree and pensioner who find Delray Beach, with its many diversified facilities for recreation and relaxation, a good haven of retirement. It will be noted from Table II that the percentage of population in the 65 years and older group is greater in Delray

Beach than in either the State or nation and even greater than for the east coast counties. Whereas the median age of the 1950 population in 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 and in 1960, 32.9 years.

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	12230	3893	46.7

*U. S. Census Reports

TABLE II
AGE DISTRIBUTION OF POPULATION OF U.S.A., FLORIDA,
EAST COAST AND DELRAY BEACH 1930 - 1960

PERCENTAGE OF TOTAL POPULATION

	<u>U.S.A.</u>	<u>Florida</u>	<u>East Coast</u>	<u>Delray Beach</u>
<u>0 - 19 Years</u>				
1930	38.8	39.2	34.8	-----
1940	34.4	34.0	30.1	32.0
1950	33.9	32.8	29.9	32.0
1960	-----	-----	-----	36.4
<u>20 - 64 Years</u>				
1930	55.7	55.9	60.9	-----
1940	58.7	59.1	63.4	60.9
1950	57.9	58.7	62.4	59.0
1960	-----	-----	-----	51.0
<u>65 + Years</u>				
1930	5.4	4.8	4.6	---
1940	6.5	6.9	6.5	7.1
1950	8.1	8.6	7.8	9.0
1960	-----	---	---	12.6

TABLE III

DELRAY BEACH - 1960 POPULATION INFORMATION

These Data Supplement that Previously Provided

	<u>All Classes</u>			<u>White</u>		<u>Total</u>	<u>Non-White</u>		<u>Total</u>
	<u>Total</u>	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>		<u>Male</u>	<u>Female</u>	
All Ages	12230	5803	6427	3184	3679	6863	2619	2748	5367
Under 5	1438	725	713	254	248	502	471	465	936
5 - 14	2251	1151	1100	545	474	1019	606	626	1232
15 - 24	1359	622	737	240	299	539	332	438	820
25 - 34	1400	653	747	304	336	640	349	411	670
35 - 44	1493	639	804	371	483	854	318	321	639
45 - 54	1410	640	770	408	519	927	232	251	483
55 - 64	1324	585	739	418	596	1014	167	143	310
65 - 74	1095	512	583	444	514	958	68	69	137
75 and over	460	226	234	200	210	410	26	24	50
0 - 19 (36.4)	4452	2233	2219	958	897	1855	1275	1322	2597
20 - 64 (51.0)	6223	2832	3391	1582	2058	3640	1250	1333	2583
65 & over (12.6)	1555	738	817	644	724	1368	94	93	187

AGE GROUPS

(Percentage in Population)

	<u>0 - 19 Years</u>	<u>20 - 64</u>	<u>65 and over</u>
1950	32.0	59.0	9.0
1960	36.4	51.0	12.6

Number of Households (1960)	3915
Population per Household (1960)	3.08

"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



