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Parking Survey Town of Palm Beach, Florida

George W. Simons Jr.

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GEORGE W. SIMONS, JR.

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FIRST FEDERAL SAVINGS BUILDING
JACKSONVILLE 2, FLORIDA

August 20, 1956.

Honorable Claude Reese, Mayor,
Town of Palm Beach,
Palm Beach, Florida.

Dear Mayor Reese:

Pursuant to the authorization of the Town Council we have made a Traffic and Parking Study to determine needs to meet the demand of the future.

As pointed out in the report, the Traffic and Parking problems of the Town are unlike those encountered in the average commercial community. In Palm Beach the problems are decidedly seasonal in character.

Many businesses, offices, hotels, apartments and rooming houses have done a commendable job in providing off street parking facilities which in itself reflects the consciousness of the people toward this particular need.

The cordon traffic check made on March 28th revealed that the demand for parking spaces was about equal to the supply, showing the need of expansion at an early date.

To encourage a greater turnover in curbside parking spaces we have recommended the installation of parking meters. Meters will not increase the number of available spaces but they will prevent the abuse of the present ones.

Attention is also directed to the desirability of acquiring vacant lots to be used for off street parking. The acquisition of such sites by the Town would assure the areas tributary to them of future facilities and thereby conserve commercial values.

Police patrol is essential to a successful parking operation therefore we would urge a very rigid patrolling during the season to prevent abuses that might otherwise arise.

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Following these recommendations together with street widenings and extensions, should better distribute and ease the circulation of traffic flow.

With kindest regards, I am,

Sincerely yours,

Signature Deleted

GEORGE W. SIMONS, JR.

GWS:EBB

PARKING SURVEY
TOWN OF PALM BEACH, FLORIDA

1958

INTRODUCTION

Thru all the years of its growth and development Palm Beach has been, and still is, a distinctive community. Its high standard and quality of physical development, its architectural achievements as reflected by the dwelling places and commercial structures, the landscaping and maintenance of its trees and shrubs have all impressed a personality on Palm Beach that is the source of an intense civic pride.

Located on a narrow strip of land about twelve miles long lying between Lake Worth and the Atlantic Ocean, Palm Beach is predominantly a residential community. Within its confines are no industries, wholesale business or railroad facilities that characterize the average city or town. Altho still occupying a unique and commanding position of prestige among the winter places of the world, Palm Beach has increasingly become the year round dwelling place of many residents whose places of employment are Palm Beach and West Palm Beach. The normal population of the Town has increased from 1,135 in 1920 to nearly 6,000 in 1958. Between Lake Worth Inlet and the Southern Boulevard Bridge there are currently some 1,918 single family dwellings of which 266 were erected in the period January 1, 1953, to August 1, 1957.

The chief economy of the Town revolves around the seasonal activities of hotels, apartments, restaurants and other businesses operating principally during the months November-May. In this period, the normal population is greatly augmented by seasonal workers, winter residents and tourists. It is estimated that at the peak of the season the population approximates 25,000.

NATURE OF TRAFFIC FLOW AND PARKING PROBLEMS

The traffic flow and parking problems of Palm Beach are unlike those experienced in the average year round commercial city, with its intensive seasonal activity and economy. The intensity of traffic volume and the period of greatest parking space demand occurs during the seasonal months - November-May. During the remaining months, the problems are not acute and in all probability there will be none in the future unless the zoning classification of the central area is liberalized to permit a broader and more intensive commercial usage of the land. During the off season months there is an ample supply of curbside parking spaces available and commercial parking lots are empty. Only during the seasonal months does the impact of traffic tax every available facility.

The geographical location of Palm Beach, its means of accessibility, its land subdivision pattern and the distribution of the various land uses are all factors shaping the traffic flow pattern of the Town. From the West Palm Beach mainland the Town is accessible via three bridges - Southern Boulevard on the south, the Flagler Memorial on the north and Royal Palm in between. The latter two penetrating the central area carry the major traffic loads from the mainland. The Town is also accessible from the south via A-1 A.

SUBDIVISION DEVELOPMENT AND STREET PATTERN

The original settlement of Palm Beach - strictly seasonal - grew up around the hotel properties of the Florida East Coast Hotel Company - the Royal Poinciana and the original Breakers - both located directly opposite the City of West Palm Beach at the widest point of the townsite. In the early days, the principal

means of access to the hotels were the railroad and a ferry from the mainland. From this central hotel property land subdivisions extended northerly and southerly creating the street pattern of the present town.

The first subdivisions, adjacent to the hotel properties on both the north and south, were narrow strips of land extending from Lake Worth to the ocean. These precedents established the subdivision pattern of the greater part of the Town with their many narrow east-west streets and a minimum of north-south streets. The only street extending thru the townsite from north to south is County Road, other important and major north-south streets are Ocean Boulevard, Cocoonut Row, Hibiscus Avenue and Bradley Place but none of these are thru streets.

AREA OF CONCENTRATION

The area of greatest population concentration and economic activity, the most intensive traffic movement and parking demand extends from about Atlantic Avenue on the north to Hammon Street on the south (Figure 1). Those portions of the townsite north and south of these streets respectively are wholly residential with no serious problems as to either traffic movements or parking. Within the central area are located all the hotels, commercial uses, public buildings, churches and multiple family structures in addition to many single family dwellings. In this area, there are approximately 31 hotels, 830 single family dwellings and 85 apartment structures.

The magnitude and nature of the traffic and parking problems in this central area of concentration are influenced by the distribution and kind of land uses, the street pattern and its accessibility from the mainland and south. Much of the traffic volume using the Flagler Memorial Bridge originates in the residential

area north of Atlantic Avenue - residents whose occupations are in West Palm Beach. This traffic, while not contributing substantially to the parking demand, does contribute to the peak hour movements and congestion at the intersection of Royal Poinciana Way and County Road. Similarly much of the movement across the Royal Palm Bridge is destined to points south of Harmon Street and to the ocean front. Fortunately however this traffic turns right at County Road. On March 27, 1958, the day of the traffic volume check approximately 15,000 vehicles entered and left each of the areas served by the Royal Palm and Flagler Memorial Bridges.

LAND USE DISTRIBUTION

The distribution of land uses in the central area (Figure 1) creates two separate and distinct traffic flow and parking problems. The golf course and lands of the Florida East Coast Hotel Company divide the central area into two parts, one lying north of Royal Poinciana Way and the second, south of the golf course in each of which the primary traffic generators are located. Whereas in the south portion commercial activities are concentrated principally along County Road and Worth Avenue, in the north they are distributed over a wider area but with the principal concentration on the north side of Royal Poinciana Way and along County Road. Currently a new shopping center is being completed on the south side of Royal Poinciana Way between Coconut Row and the lake. South of the golf course a considerable section is occupied by single family and church uses.

From the standpoint of traffic generation and parking demand the most critical areas are Worth Avenue and County Road. The provision of a generous amount of free parking around the new shopping area in the north portion in contrast to the scarcity of parking facilities in the vicinity of Worth Avenue, emphasizes one of

the complexities of the situation from the standpoint of property owners and the Town. Worth Avenue currently finds itself in the position relatively of the older central business district of a city competing with a shopping center that provides considerable free parking. The real danger of this lies in the probable decline of realty values in the older established areas resulting from inadequate parking and also, a declining quality of land uses. To maintain the character, prestige and integrity of the Worth Avenue and the County Road properties in the south area will necessitate bold action in making parking spaces available.

The demand for parking is not yet as severe in the north section as in the south, due to the fact that the various businesses in this area are more widely distributed and not altogether of the same type as those concentrated on Worth Avenue and County Road.

PARKING PROVISIONS BY PRIVATE PROPERTIES

An examination of land uses thruout the entire central area reveals that the hotels, apartments, dwellings and businesses, conscious of the traffic flow and parking problems, have been striving to satisfy the parking demands they have created. Many of the smaller hotels, apartments and businesses have provided off street parking spaces. Dwellings with garage apartments and guest rooms have done likewise. In addition to these many private facilities, several off street parking lots have been opened and even expanded. It is noteworthy too, that the Town Council recently adopted an off street parking amendment to the Zoning Ordinance. These activities by property owners and the Town are commendable.

In the south area particularly, private and commercial parking lots are adjacent to both County Road and Worth Avenue (Figure 1). Within the past year several new lots have been installed in conjunction with office and store buildings.

Observations of traffic flow within the central area shown on Figure 1 suggest the consideration of two structural changes and the installation of an additional traffic light, as follows:

1. Install an entrance to the shopping plaza and theatre area in the north area, from Poinciana Way. Currently the sole entrance to this area is from Cocoanut Row. A new entrance would permit cars from the west to turn into the Plaza area from a right hand lane and also leave it the same way. The effect would be to minimize congestion at the Cocoanut Row intersection.
2. Install two turning lanes in the Royal Poinciana Way parkway as shown on Figure 1, one east of Bradley Place and the second, west of County Road. Such turning lanes would enable traffic to circulate without entering the Bradley Place or County Road intersections. This plan has been eminently successful in many similar situations.
3. Install an additional traffic signal at the intersection of County Road and Sea View Avenue which receives the traffic volume from the parking lot of the First National Bank. To avoid conflict with the traffic signal at the intersection of County Road and Royal Palm Way, the signal to be installed at the Sea View Avenue intersection should be of the traffic-actuated type, operating only when traffic from the east or west desires entrance into the intersection. The remainder of the time the signal would maintain a green phase along County Road.

DESIRABILITY OF STREET WIDENING

The street system of the central area (Figure 1), as mentioned previously, is the product of the subdivision practices of the past. North of Royal Poinciana Way none of the street right-of-way widths, except County Road and a single block section of Bradley Place, exceed fifty feet. South of the golf course and hotel section to Royal Palm Way, only Barton Place between County Road and Cocconut Row, Clarke Avenue between Cocconut Row and Ocean Boulevard and County Road exceed fifty feet in width. South of Royal Palm Way all streets except Brazilian Avenue (80 feet) and Ocean Boulevard (60 feet) and Royal Palm Way (100 feet) have rights-of-way of fifty feet or less. Royal Poinciana Way has a right-of-way width of 200 feet with divided roadways much wider than those on Royal Palm Way. Most of the roadways in these various streets - north and south - are limited in their capacity for parking and movement of traffic. Many of the streets, particularly those extending north and south, have dead ends.

The absence of north-south street continuity coupled with the many narrow east-west streets has resulted in the well defined traffic flow pattern which earlier suggested the utilization of the following as one way streets - Worth, Peruvian, Chilean and Austrailian Avenues in the south area and Oleander Avenue and Root Trail in the north. South of Royal Palm Way, Brazilian Avenue and Hammon Street are the only two way east-west streets. This one way system has been very effective in distributing the traffic flow thruout the areas.

The traffic circulation pattern of the entire central area would be appreciably improved by the widening of narrow roadways, a project which the Council should explore. And further, to improve the north-south flow of traffic, it would be desirable to open North Lake Way by the acquisition of necessary rights-of-way and installation of roadway. This acquisition would not only augment the facilities

of County Road but it would reduce the conflict at the intersection of County Road and Royal Poinciana Way.

PARKING FACILITIES

The narrow roadways with their curb parked automobiles have intensified the usage of County Road, Hibiscus Avenue and Cocoanut Row. Parking facilities throughout the central area are located curbside and off street, the latter being divided between commercial lots and private lots. An inventory of facilities within the two areas north and south distributed as shown in Figure 2, follows:

	<u>NORTH AREA</u>	<u>SOUTH AREA</u>	<u>TOTAL</u>
Curb side	531	1,346	1,877
Off Street	533	729	1,262
Total	1,064	2,075	3,139

The central portion of the area contains, in addition to the above, the private parking facilities of the Breakers Hotel, the Towers Apartments, Whitehall as well as considerable unlimited curbside space. These were omitted from the study because of their predominant private and seasonal nature.

It will be noted that in the two principal areas of concentration north and south, nearly 3,100 vehicles can be currently parked at one time, curbside and off street, about 1,000 in the north and 2,100 in the south area. When the facilities surrounding the new Plaza center are installed and in operation, the number of off street spaces in the north area will be increased by about 400 and the total for the two areas will approximate 3,500 spaces.

Whereas there are some 2,000 spaces on and off street, in the south area a considerable number of these (300) are curbside spaces remotely located from either of the two commercial concentrations on County Road and Worth Avenue. About 1,000 of the curbside supply are located within a distance of 500-600 feet from either

commercial street, which is considered as the maximum distance a prospective shopper or patron will walk from a parking space to a shopping site.

Of the 729 off street parking spaces in the south area, 523 or 72% of the supply, have been provided by the property owners to serve their adjacent commercial and office structures, hotels and apartments. Illustrative of this type of facility are the lots of the First National Bank, Reynolds Building, Phipps Plaza, Sea Glade and Brazilian Court Hotels and the businesses and offices located on Royal Palm Way. In providing these facilities, private enterprise has accepted its responsibility to serve their tenants and patrons and too, has given to these lots a mark of permanency in contrast to the temporary nature of commercial lots.

Adjacent to and serving businesses on Worth Avenue are three small private lots, one in the rear of the Armour Building, one in the rear of the southeast corner of County Road and Worth Avenue and one in the rear of the Taboo. Also adjacent to Worth Avenue are two comparatively large commercial lots - one at the southeast corner of Hibiscus and Peruvian Avenues and one on the east side of County Road between Worth and Peruvian Avenues. These latter are leased lots which do however provide special parking privileges to businesses operating on Worth Avenue. Again, in contrast to the private lots, these must be classified as temporary because structures may be erected on them at some future date.

In the north area, curbside and off street facilities are about equally divided. The off street lots are comparatively small and most are used in conjunction with the adjacent businesses.

To discourage the abuse of curbside parking privileges in the two critical areas, parking time zones have been posted in each block, varying from ten minutes to two hours as shown on Figure 2. Along Ocean Boulevard, 290 parking meters have been installed, 235 on the east side and 55 on the west. The maximum parking

period in the metered areas is ten hours with a fee of three hours for twenty-five cents or five cents per thirty minutes except for the meters between Hammon and Worth Avenue the time limit per meter is thirty minutes. In addition to the posted curbs there is a considerable portion of the total curbside space available for unlimited parking.

The following table shows the number of curbside spaces exclusive of the metered spaces allocated to the respective time zones.

	<u>NORTH AREA</u>	<u>SOUTH AREA</u>	<u>TOTAL</u>	<u>THEORETICAL NUMBER OF CARS THAT CAN BE PARKED</u>
10 minutes	5	0	5	240
15 minutes	8	11	19	608
30 minutes	84	140	224	3,584
2 hours	0	142	142	568
No time limit	339	166	505	505
				11,041

Under perfect operation the various time zones should be able to accomodate the number of vehicles indicated in the fourth column of the foregoing table - 11,041.

The object of the posted time zones is to promote a turn over and thereby enable more vehicles to park as near as possible to business establishments. In the most critical part of the south area - Worth Avenue - only 324 vehicles can theoretically park per eight hour day. Because of the demand for parking in this area consideration should be given to a reduction of the time limit. A one hour limit on Worth Avenue would enable 648 vehicles to park per day, which would be most helpful to businesses. If more time than one hour is required, the vehicle should be parked in one of the nearby lots. In such areas of intensive commercial

usage, curbside spaces should be allocated primarily to short time parking. The current practice of checking violations and issuing warning tickets encourages considerable over parking, which should be curtailed.

The posting of curb space at best does not encourage a maximum turn over. The efficiency of the posted curb is wholly dependent on the effectiveness of the police patrol and regulation enforcement. The average motorist is inclined to ignore signs especially when there are only two posted per block. A check of parked cars thruout the various posted areas disclosed many parked in excess of the allowable posted limit. Some cars in one hour zones had been parked several hours.

To encourage a more efficient use of curbside spaces it is recommended that consideration be given to the installation of parking meters within critical areas, supplemented by an alert and effective police patrol.

PARKING METERS

Parking meters are abused but notwithstanding, they do enforce turnover effectively. When the problem of parking is seasonal in nature, the advisability of using meters may be questioned, especially the item of cost and expense. In some seasonal places meters are operated only during the seasonal months; for the remainder of the year, the meters are removed and stored.

Meters can be installed without any capital outlay by the Town. Practically all reputable meter manufacturers will install the meters to be paid for on most any mutually acceptable terms. In some cases a specified sum is paid per month over a three year period and in other cases, the meter company accepts a percentage of the meter income per month or other period agreed upon. All payments for meters are to be realized from the meter revenue only.

It is recommended that meters be established in the most critical areas at first, and then as the need arises subsequently, more meters can be added. As a first stage, the following locations are recommended for meters.

Worth Avenue - County Road to Cocoanut Row	81 meters
Worth Avenue - County Road to Ocean Boulevard	40 meters
County Road - Worth Avenue to Sea Spray	100 meters
County Road - Royal Poinciana Way to Sunrise Avenue	24 meters
Peruvian Avenue - Hibiscus Avenue to Ocean Boulevard	60 meters
Poinciana Way - County Road to Bradley Place	25 meters
Sunrise Avenue - County Road to Bradley Place	46 meters
Bradley Place - Peruvian Way to Sunrise Avenue	40 meters
Brazilian Avenue - County Road to Ocean Boulevard	40 meters
Royal Palm Way - County Road to Hibiscus Avenue	20 meters

In this initial stage no meters are recommended for either Chilean, Australian, Hibiscus Avenues or Cocoanut Row or for the south side of Poinciana Way.

It is further suggested that the double headed meter be employed which would minimize the number of meter standards to be erected along the curb. The cost of meters installed would approximate \$52.00 per double headed meter or for the 238 meters to cover the 476 spaces, the cost would be \$12,376.00.

On the basis of a ten hour operation period per day at a rate of five cents per hour and a 60% occupancy during each day, the income from meters per day should approximate \$142.80. And on the basis of 100 days operation, the seasonal income would approximate \$14,280.00, exclusive of over parking fines, the amount of which will depend on the efficiency of the patrol. Predicated on experience elsewhere, fines will approximate \$2.00 per year per meter. The cost of maintenance, repairs, supervision, patrolling and other operational costs should not exceed for the 100

day period more than \$5.00 per meter or about \$2,400.00. Again, this cost is dependent on the local cost of patrolling. The net return on the meters should exceed \$12,000.00.

In other words the meter income on the basis of 60% occupancy for 100 days should nearly pay out the cost of the meters in the period of one season. After one or possibly two seasons, meter income exclusive of maintenance and operations would be clear and any excess can be allocated to a special fund to be used for additions to the meter system or for the acquisition of off street lots as has been done in Miami Beach.

The estimated income above is predicated on a one hour parking period for all meters. Many spaces should be restricted to 30 minutes as is currently the practice along portions of County Road and some to 15 minutes as at the Post Office. It may be advisable in such areas to increase the space charge to five cents per 30 minutes and even along Worth Avenue where the demand is greatest to ten cents per hour. Then too, along County Road which is a year round business street it would be advisable to operate meters the year round but in other areas, to operate them for a period longer than 100 days. The adoption of any of these variations would increase the gross annual income over that shown above.

The installation of meters to enforce turnover of parked curbside vehicles has been universally accepted. In Palm Beach the use of meters along Ocean Boulevard has been successful. Therefore it is reasonable to believe that meters established within the two critical areas as suggested will be effective in making spaces more frequently available where the demand is greatest.

SUMMARY

The foregoing has shown that:

1. The street system of Palm Beach, coupled with accessibility from the mainland and the south has created a relatively fixed pattern of traffic flow utilizing certain principal streets intensively.
2. The principal traffic and parking problems are restricted to the central portion of the Town in which the concentration of people and commercial activities are the most pronounced.
3. There are 3,139 spaces, curbside and off street, within the north and south portions of the central area, which according to the posted time limits would enable theoretically 11,041 vehicles to park daily - some however are remotely located from the critical commercial concentrations.
4. A greater turnover of spaces should be encouraged to permit more vehicles to use the available spaces near the commercial outlets. To accomplish this, the installation of parking meters is advised.

CORDON COUNT SURVEY

Even tho the inventory shows the availability of a large number of parking spaces the question is - are there enough to satisfy the demands of a current maximum day? To determine the nature of the traffic flow pattern and also, the extent to which the available parking spaces were absorbed during a typical seasonal day, a check of all incoming and outgoing traffic was made on March 27, 1958. Admittedly the 1957-1958 season was an abnormal one if judged from various statistics but notwithstanding, the day selected in March for this particular study was a reasonably representative one. The weather was fair and warm and

activity generally far above the average. Because no surveys of this type had been made previously the results are not comparable to any other similar survey.

A cordon was defined around the critical areas - north and south - and all vehicles entering and leaving each were counted from ten o'clock in the morning until six o'clock in the evening, a continuous period of eight hours. Because of the land use types in each of the areas, a count was made prior to ten o'clock of all vehicles then within the respective areas, either parked or moving. This check revealed 1,735 vehicles in the south area and 803 in the north, parked at the curbs or off street at dwellings, apartments, hotels or on lots. The results of the traffic count are shown graphically in Figures 3 and 4.

During the eight hour period 8,962 vehicles entered and left the Town via the Flagler Memorial Bridge and 6,773 via the Royal Palm Bridge - a total of 10,156 for the two bridges. According to information supplied by the State Road Department of Florida the volume of traffic flowing over the Flagler Memorial and Royal Palm Bridges in a 24 hour period on February 26 and 27, 1958, was 13,359 and 12,134 respectively - somewhat in excess of the flows of March 27, during an eight hour period. In addition, 4,402 vehicles entered and left the south area via County Road and 5,291 via County Road on the north. The importance of the two bridges, County Road, Bradley Place, Cocoanut Row and Ocean Boulevard as channels of the greatest impact of flow are clearly noted in the accompanying diagrams.

The diagrams show the volumes of traffic, entering and leaving the respective areas by one-half hour periods and the accumulation of vehicles within each area during the day. The accumulation curves represent the demand for parking within the respective areas.

In each area under conditions existing at the time, the maximum accumulation, 1,877 in the south and 835 in the north, approached but did not exceed the exist-

ing supply of parking spaces of 1,959 in the south and 1,024 in the north. The deficiency in the south however was only 4 $\frac{1}{2}$ % whereas in the north, it was 23%. Based on the survey of this particular day there were enough spaces available in each area to satisfy the demands however as stated previously, many of the available spaces were considerably removed from the critical commercial concentrations. During the day under scrutiny, spaces in or adjacent to the commercial areas were reasonably well filled. Had the traffic volumes been increased as much as 5% in the south area and 23% in the north, every available space on and off street would have been in demand. If it is assumed that the seasonal volumes were deficient by as much as 25%, it can be seen that the demand could readily exceed the supply, which poses the question of additional space supply to meet the requirements of the future.

The survey revealed that the parking demand almost reached the supply. Anticipating a 50% increase in traffic volume and demand for parking spaces under more normal conditions it can be estimated that about 900 additional spaces will be required in the south area and 400 in the north.

ADDITIONAL PARKING FACILITIES

A growth of automobile traffic in Palm Beach will be influenced by (a) an increased normal population growth and (b) a more intensive use of land by hotels, apartments, businesses or other attractions. The greatest decade of normal population growth was that between 1930 and 1940. During the decade 1940-1950, the growth percentage-wise amounted to only 3.7%

An examination of land use types and distribution reveals that about 750 more single family dwellings can be accommodated in Palm Beach on the basis of present

zoning. Because of the availability of such a relatively few vacant lots on which to build, it does not seem that PalmBeach as now constituted and zoned would experience any spectacular growth - not much in excess of what is experienced in the decade 1940-1950.

A change in the intensity and type of land uses within the central area as herein defined, could appreciably increase the volume of traffic flow within the Town and incidentally the demand for parking. Should the zoning requirements of the central area ever be changed to permit the erection of many multi-storied hotels and apartments and commercial areas be broadened to provide more land for commercial enterprises, the volume of traffic flow would be considerably increased. Fortunately the provisions of the off street parking amendment to the zoning ordinance, recently adopted, will be helpful to provide additional parking space but regardless of these possibilities consideration should be given to the definition of a policy to provide added parking facilities and especially, impart to them a degree of perpetuity.

Therefore it is recommended that the Town Council give mature thought to the acquisition of some strategically located sites that can be developed and utilized as permanent off street parking sites. A vacant area acquired now may be used first as a parking lot and then, as the demand increases, a deck structure can be erected. The plan of acquiring vacant lots and equipping them with meters has been used successfully at Miami Beach, Fort Myers and elsewhere, the operations being financed by the issuance of revenue certificates payable from parking meter revenues.

Because of the seasonal nature of the traffic flow and parking problem, is the Town economically justified to acquire properties for off street parking? Or conversely stated, can the Town not afford to provide such facilities?

The total supply of parking spaces available at any one time consists of those at the curbside and those off street. It is not improbable that the supply of curbside spaces will decrease in the future because of the increase in the number of curb cuts for driveways and the elimination of curbside parking in certain areas. The latter eventuality may be necessary to expedite traffic flow on streets. Any decrease in curb use will necessitate more off street facilities.

As new apartments, hotels and businesses are erected the owners will be obliged to provide off street facilities but these will be primarily for the private or semi-public use of patrons. Altho these private and semi-public spaces will obviously satisfy a considerable portion of the future demand there will remain the necessity of providing additional spaces for public use in strategic locations.

In some cities business establishments have acquired parking sites and have even erected deck garages. In West Palm Beach, Burdine's have a parking lot adjacent to their store and in Atlanta the two largest department stores have erected parking garages. In Tampa, a group of merchants pooled their interests to erect a parking garage. On the other hand, many cities have acquired sites for parking and have gone into the parking business. Jacksonville, Orlando, Fort Myers, Miami Beach and Bradenton are in the latter class. These cities have followed this course not only to provide additional parking but to conserve the tax base of their respective central business concentrations.

In Palm Beach there are no large department stores to provide parking facilities, and further the seasonal character of a group of small shops would contribute to the difficulty of providing such facilities. Therefore, if such facilities are provided the Town must provide them.

OFF STREET POSSIBILITIES

Even in a seasonal community the conservation of commercial property values will depend on the availability of adequate parking. The fact that the Bessemer properties have recognized the necessity of providing a supply of parking spaces around their new shopping center is indicative of the trend. To prevent an ultimate decline in Worth Avenue and County Road properties and businesses would in itself justify the Town entering the off street parking business. What is true in the south area around Worth Avenue is likewise true in the north area.

An acquisition of vacant sites at this time would give the assurance that needed off street parking would be available in the future. Assuming the cost of vacant land in a strategic area at \$450.00 per front foot, a plot of 275 feet frontage would cost approximately \$123,750.00. The equipping and engineering would approximate another \$35,000.00 or, the cost of the completed lot would be about \$160,000.00. On such a lot at least 100 spaces could be provided which on a conservative turn over of four spaces per day, would accomodate 400 cars. At a rate of twenty-five cents per car the daily income would be \$100.00 but assuming only 80% of this, or \$80.00 times 121 active season days would produce a gross income of \$9,680.00. \$160,000.00 at 4% would require a debt service interest of \$6,400.00 per year the first year. After the third or fourth year principal payments could be started and the debt be paid in twenty to thirty years.

From this it is quite apparent that a lot or lots operating on a purely seasonal basis could pay out within a twenty to thirty year period. Altho the Town will be deprived of the tax income from the lot or lots acquired, this loss will be compensated by the enhanced or conserved value of commercial properties served by the parking facilities.

The Town could, if it so desired, lease the operation of the facilities at a rental sufficient to satisfy the bonded indebtedness. And, to make the bond more attractive, the revenues from curbside meters could be pledged to the payment of the off street debt, after the cost of meters and operation thereof has been satisfied. The fact that the plan can be made self-liquidating and place parking facilities where needed is sufficient economic justification for the Town to consider it.

Within the south area, vacant tracts that should be considered are those located (1) at the southeast corner of Hibiscus and Peruvian Avenues and (2) the lots now commercially used between Worth and Peruvian Avenues east of and adjacent to County Road. In the north area desirable locations are at (1) north of the Palm Beach Biltmore between Bradley Place and the lake frontage on Seminole Avenue and (2) City Park property at Sunset Avenue and Bradley Place. A third site that could be favorably considered is a portion of the Golf Course property on the south side of Royal Poinciana Way between Cocconut Row and County Road.

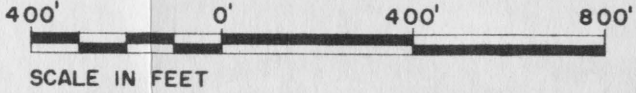
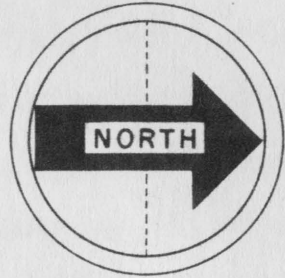
In addition to these specifically located lots there are a number of other lots favorably located for consideration. However, in contemplating the purchase of any lots, their proximity to commercial concentrations should be the governing factor. No lot should be located at a distance greater than 600 feet from the maximum of population concentration.

The program suggested herein is not one to be accomplished immediately. In order of priority, first consideration should be given to the installation of meters. Second consideration should be given to the additional traffic light installation and third consideration to the off street facilities. To define a fully workable policy on the latter may require a little time.

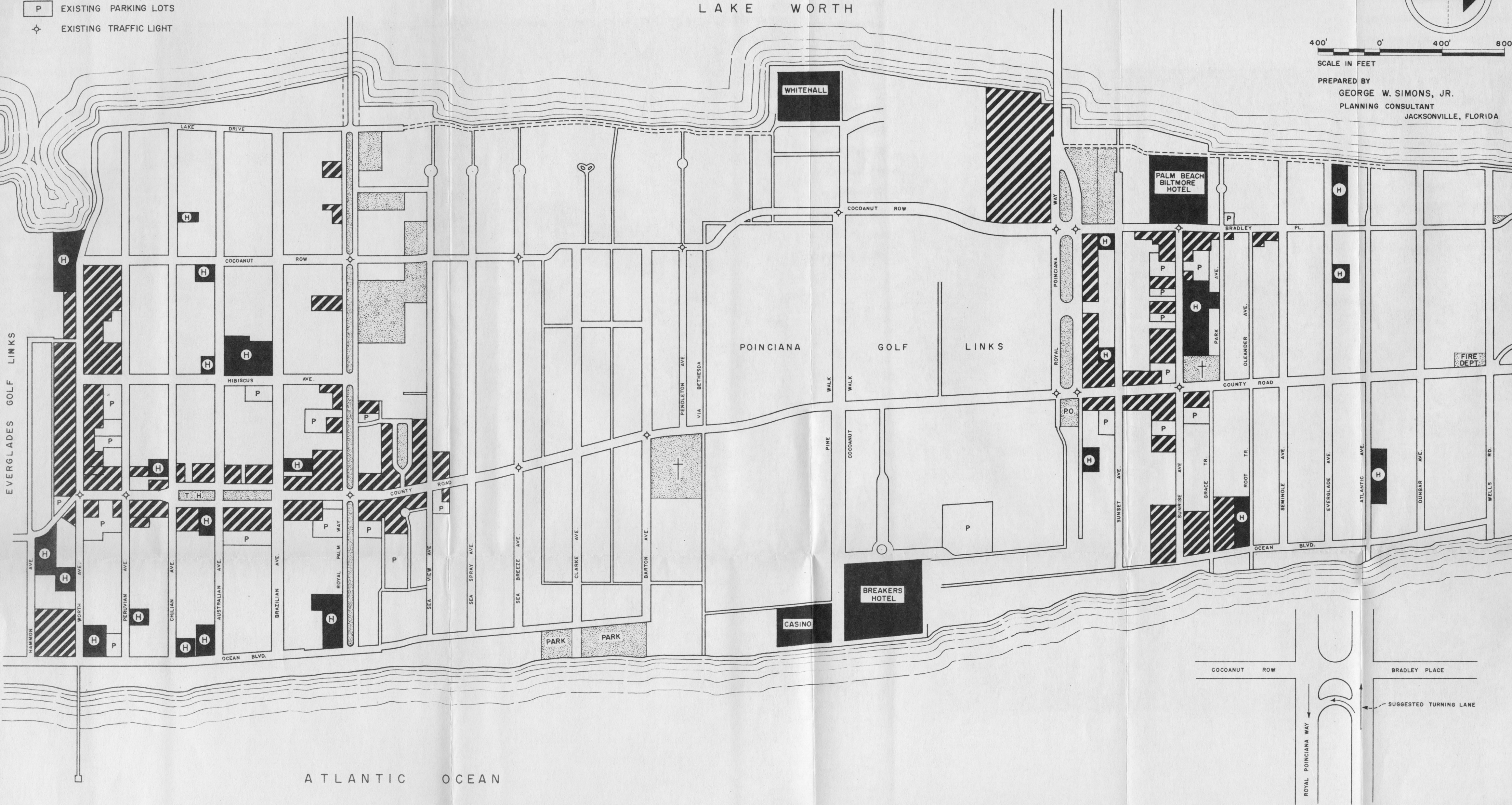
EXISTING LAND USES IN THE CENTRAL SECTION OF THE TOWN OF PALM BEACH

LEGEND

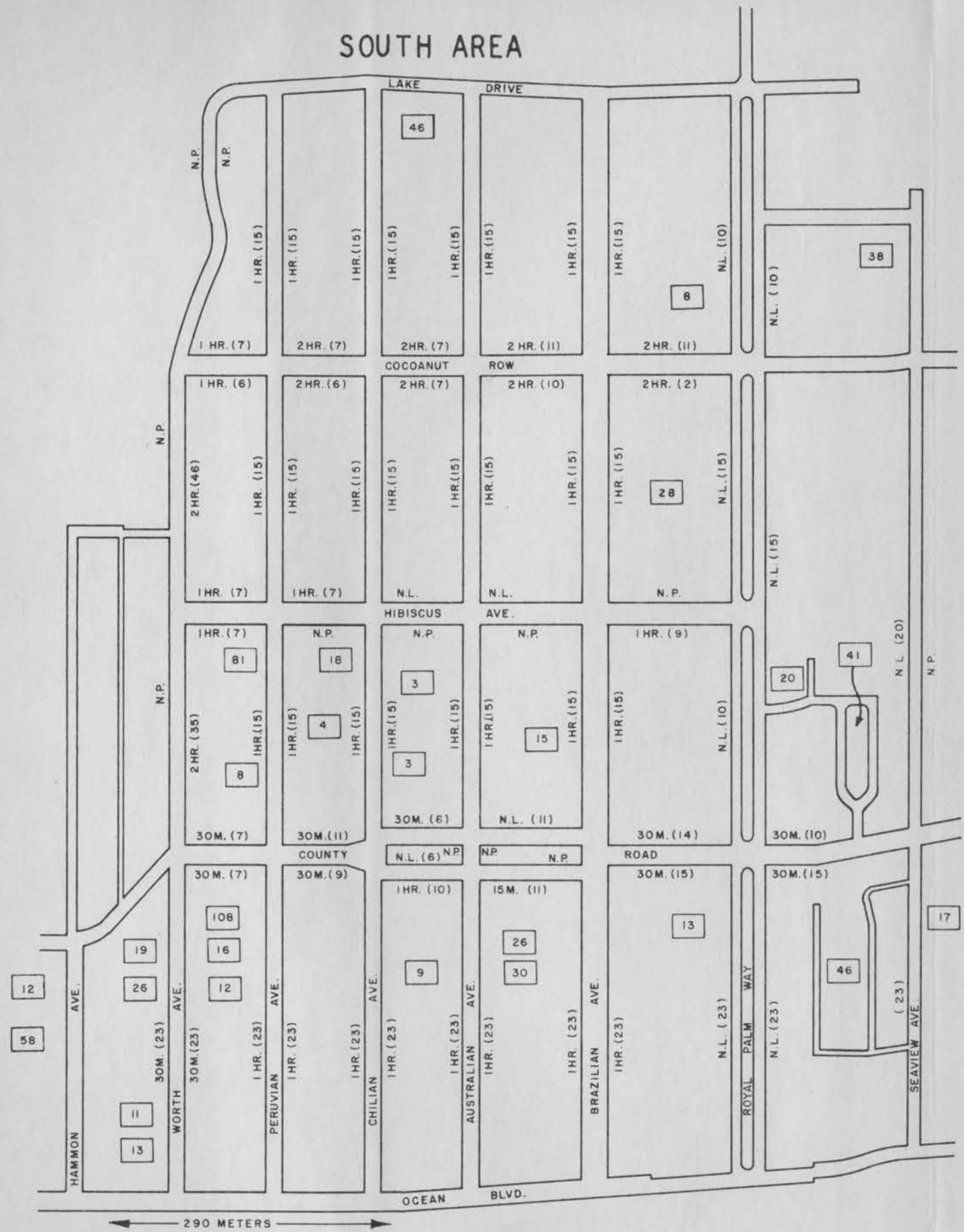
- HOTELS
- PUBLIC - SEMI PUBLIC LAND
- MAJOR COMMERCIAL AREAS
- EXISTING PARKING LOTS
- EXISTING TRAFFIC LIGHT



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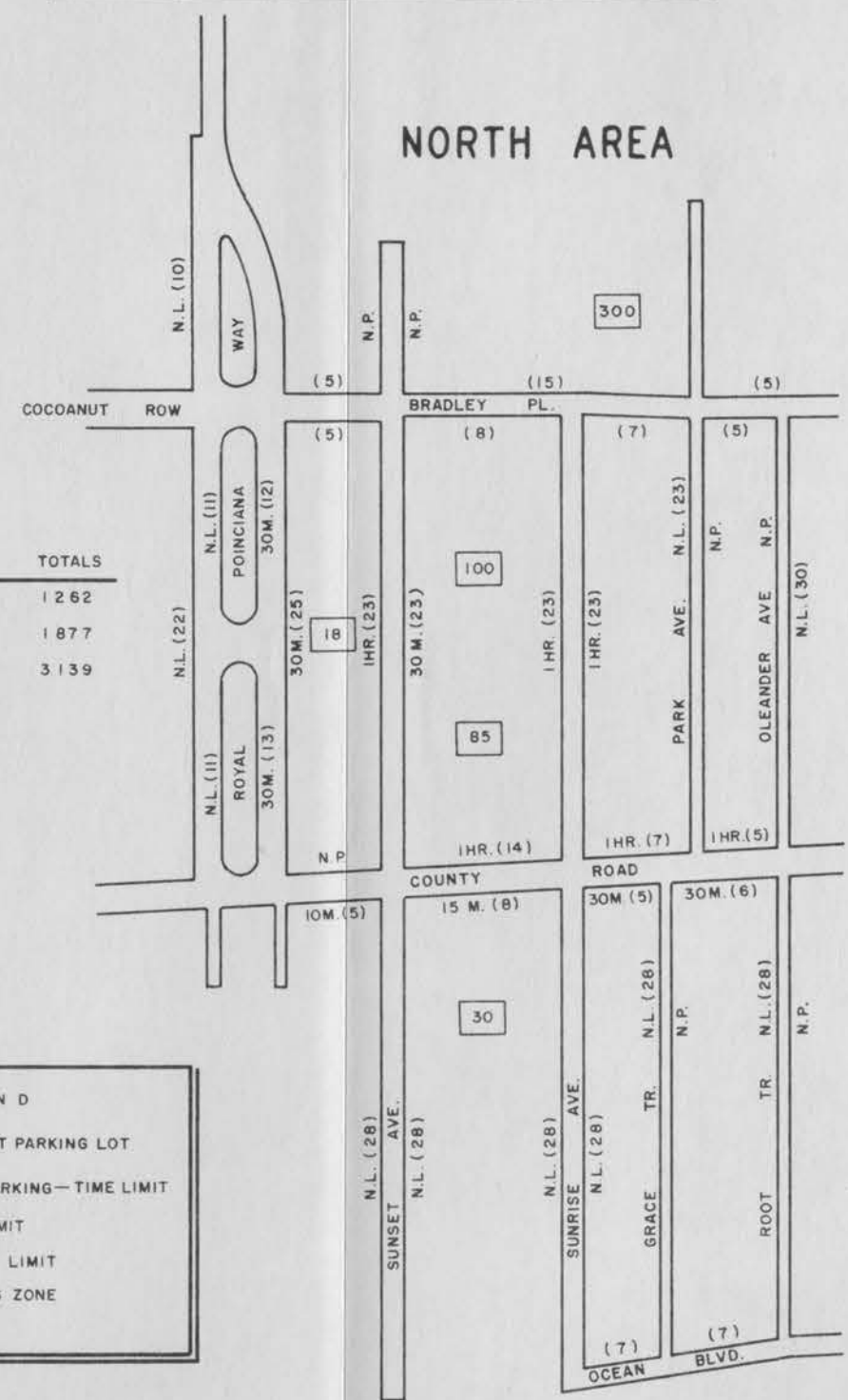


SOUTH AREA



EXISTING PARKING FACILITIES
PALM BEACH, FLORIDA 1958

NORTH AREA



PARKING	SOUTH AREA	NORTH AREA	TOTALS
OFF-STREET	729	533	1262
CURB SIDE	1346	531	1877
TOTAL	2075	1064	3139

LEGEND

- 100 = OFF-STREET PARKING LOT
- 2 HR. (20) = ON CURB PARKING—TIME LIMIT
- N.L. = NO TIME LIMIT
- 30 M. = 30 MINUTE LIMIT
- N.P. = NO PARKING ZONE

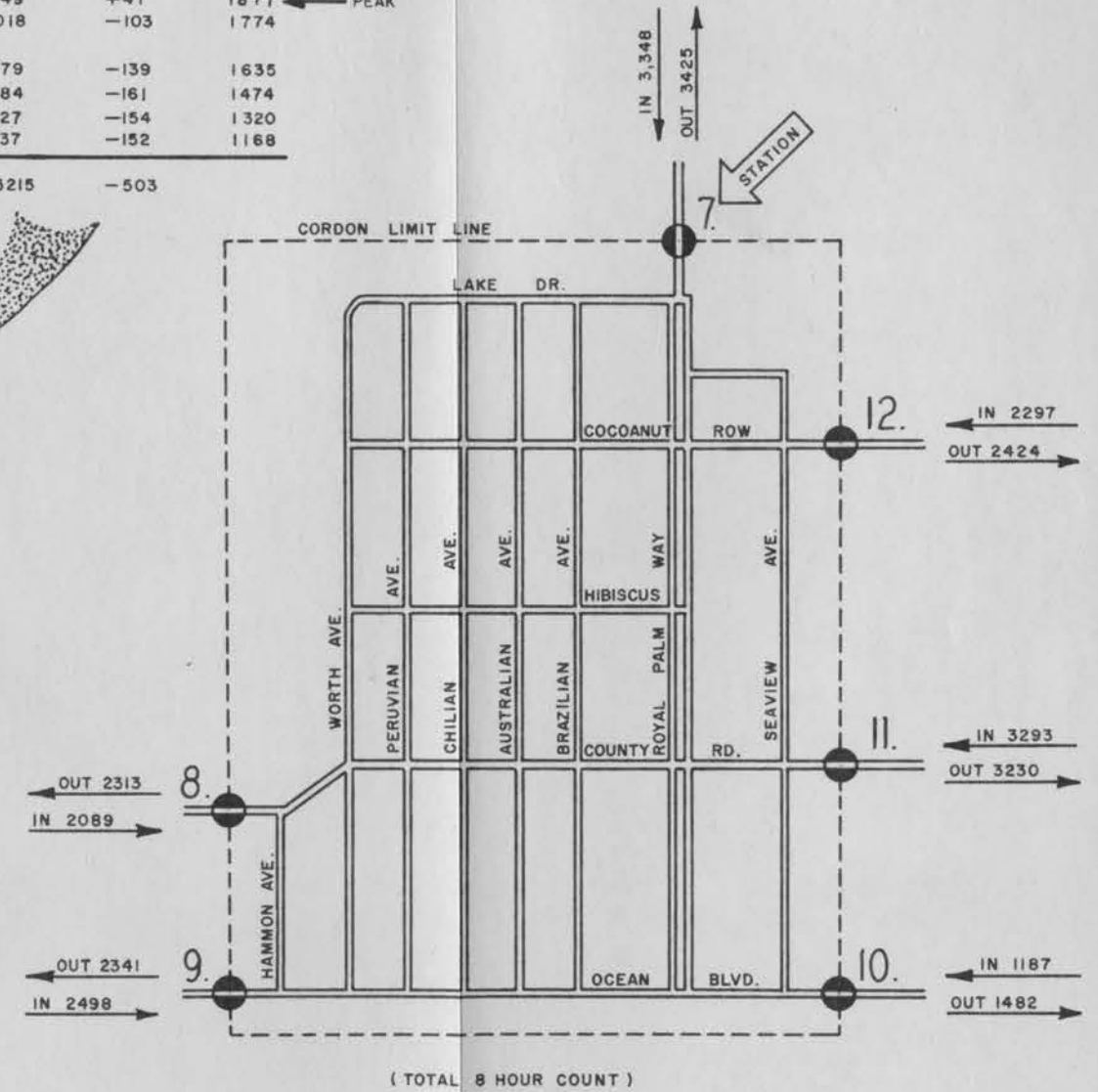
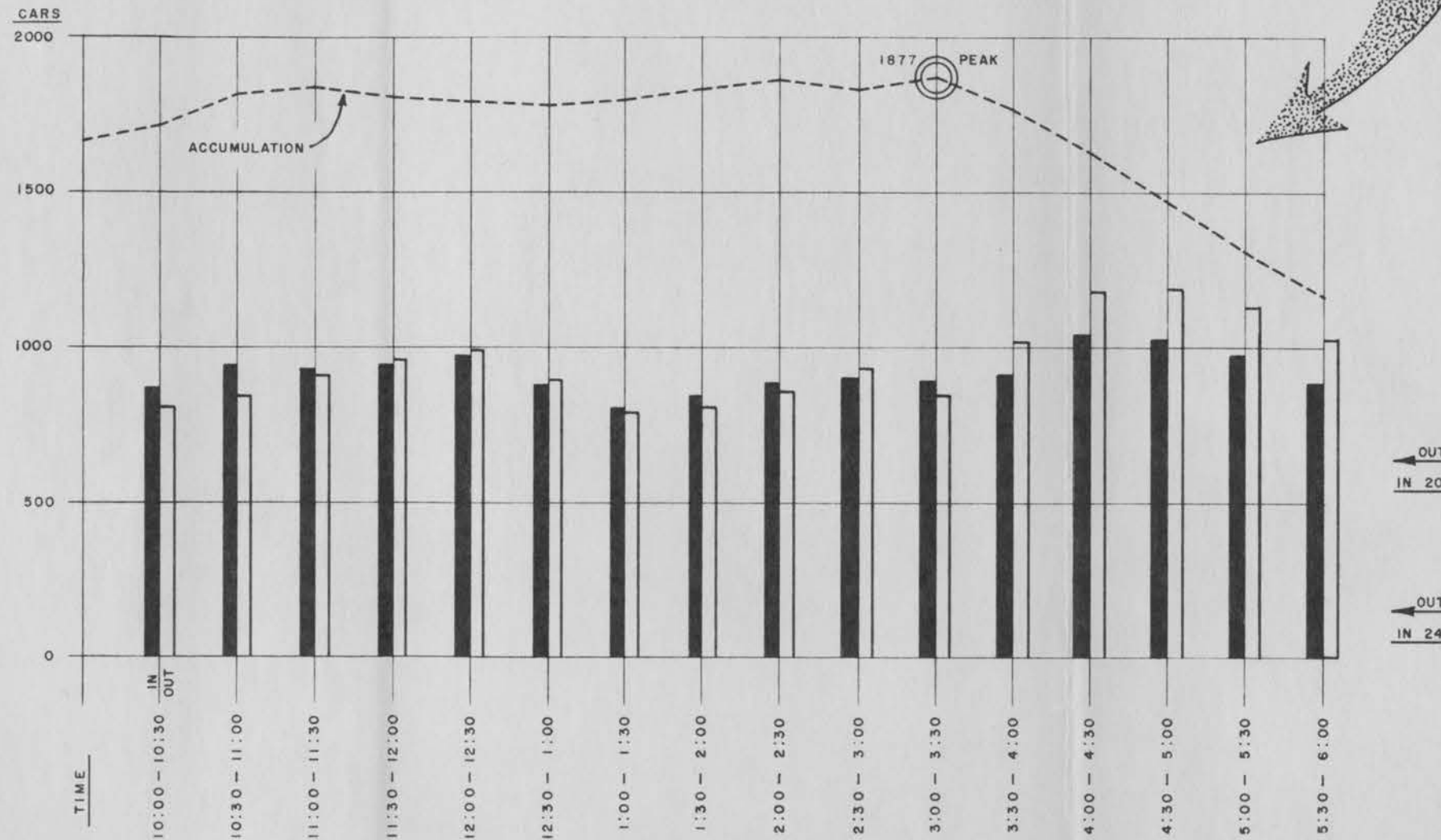
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FIGURE NO. 3.

TIME	STATION 7.		STATION 8.		STATION 9.		STATION 10.		STATION 11.		STATION 12.		TOTAL		DIFFERENCE	ACCUM.
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
10:00 - 10:30	200	204	118	103	145	188	86	90	208	114	119	113	876	812	+64	1735
10:30 - 11:00	215	182	120	121	172	123	82	88	232	212	123	122	944	848	+96	1831
11:00 - 11:30	238	200	155	150	150	194	86	88	171	160	133	125	933	917	+16	1847
11:30 - 12:00	236	247	129	150	144	110	79	86	213	201	139	170	940	964	-24	1823
12:00 - 12:30	223	229	133	179	160	148	80	85	235	183	139	167	970	991	-21	1802
12:30 - 1:00	191	219	148	151	131	115	74	69	217	208	119	135	880	897	-17	1785
1:00 - 1:30	185	165	98	105	150	112	62	81	183	210	128	117	806	790	+16	1801
1:30 - 2:00	182	217	145	100	170	111	56	77	172	182	121	124	846	811	+35	1836
2:00 - 2:30	194	227	150	125	160	106	54	97	183	174	148	130	889	859	+30	1866
2:30 - 3:00	185	195	121	167	155	122	74	99	204	202	163	147	902	932	-30	1836
3:00 - 3:30	186	225	154	126	158	107	56	96	198	170	140	125	890	849	+41	1877
3:30 - 4:00	162	218	147	152	155	135	78	95	228	240	145	178	915	1018	-103	1774
4:00 - 4:30	228	220	135	191	150	190	90	113	240	263	197	202	1040	1179	-139	1635
4:30 - 5:00	220	240	158	200	160	220	91	94	220	231	174	199	1023	1184	-161	1474
5:00 - 5:30	287	250	92	111	165	195	76	97	189	264	164	210	973	1127	-154	1320
5:30 - 6:00	216	187	86	182	175	165	63	127	200	216	145	160	885	1137	-152	1168
TOTAL	3348	3425	2089	2313	2498	2341	1187	1482	3293	3230	2297	2424	14712	15215	-503	

THIS FIGURE INCLUDES THE FOLLOWING

1571 CARS PARKED IN AREA BEFORE 10 0-CLOCK.
100 CARS CIRCULATING.
+ 64 CARS DIFF. (10:00 - 10:30).
1735 ACCUMULATION



SOUTH AREA TRAFFIC MOVEMENT AND ACCUMULATIONS

PASSENGER CARS ONLY — CORDON COUNT TAKEN ON THURSDAY, MARCH 27, 1958

PREPARED BY
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FIGURE NO. 4.

TIME	STATION 1.		STATION 2.		STATION 3.		STATION 4.		STATION 5.		STATION 6.		TOTAL		DIFFERENCE	ACCUM.
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
10:00 — 10:30	245	265	133	160	190	193	8	18	120	70	60	84	756	790	-34	803
10:30 — 11:00	235	265	165	158	200	205	9	9	214	160	59	68	882	865	+17	820
11:00 — 11:30	270	257	143	186	190	230	18	14	194	129	45	88	860	904	-44	776
11:30 — 12:00	280	270	202	196	195	210	5	17	196	157	48	101	926	951	-25	751
12:00 — 12:30	305	290	204	186	235	233	12	30	220	155	61	80	1037	974	+63	814
12:30 — 1:00	235	220	148	175	210	175	11	20	115	135	53	85	772	810	-38	776
1:00 — 1:30	240	275	167	185	200	185	10	15	185	142	66	67	868	869	-1	775
1:30 — 2:00	265	330	195	180	190	175	10	10	170	119	57	82	887	876	+11	786
2:00 — 2:30	226	245	132	162	180	170	10	10	165	130	43	65	758	782	-26	760
2:30 — 3:00	261	265	169	169	260	210	10	10	190	125	40	82	930	861	+69	829
3:00 — 3:30	256	270	157	146	230	210	10	10	195	155	48	99	896	890	+6	835
3:30 — 4:00	273	325	203	163	305	210	10	10	185	150	51	185	1027	1043	-16	819
4:00 — 4:30	327	425	210	219	290	225	10	10	216	151	63	105	1116	1135	-19	800
4:30 — 5:00	313	395	232	180	285	240	10	10	236	180	78	140	1154	1145	+9	809
5:00 — 5:30	263	325	171	160	298	205	10	10	175	179	51	129	968	1008	-40	769
5:30 — 6:00	276	270	178	177	290	219	10	10	178	200	41	118	973	994	-21	748
TOTAL	4270	4692	2809	2782	3748	3295	163	213	2954	2337	864	1578	14808	14897	-89	

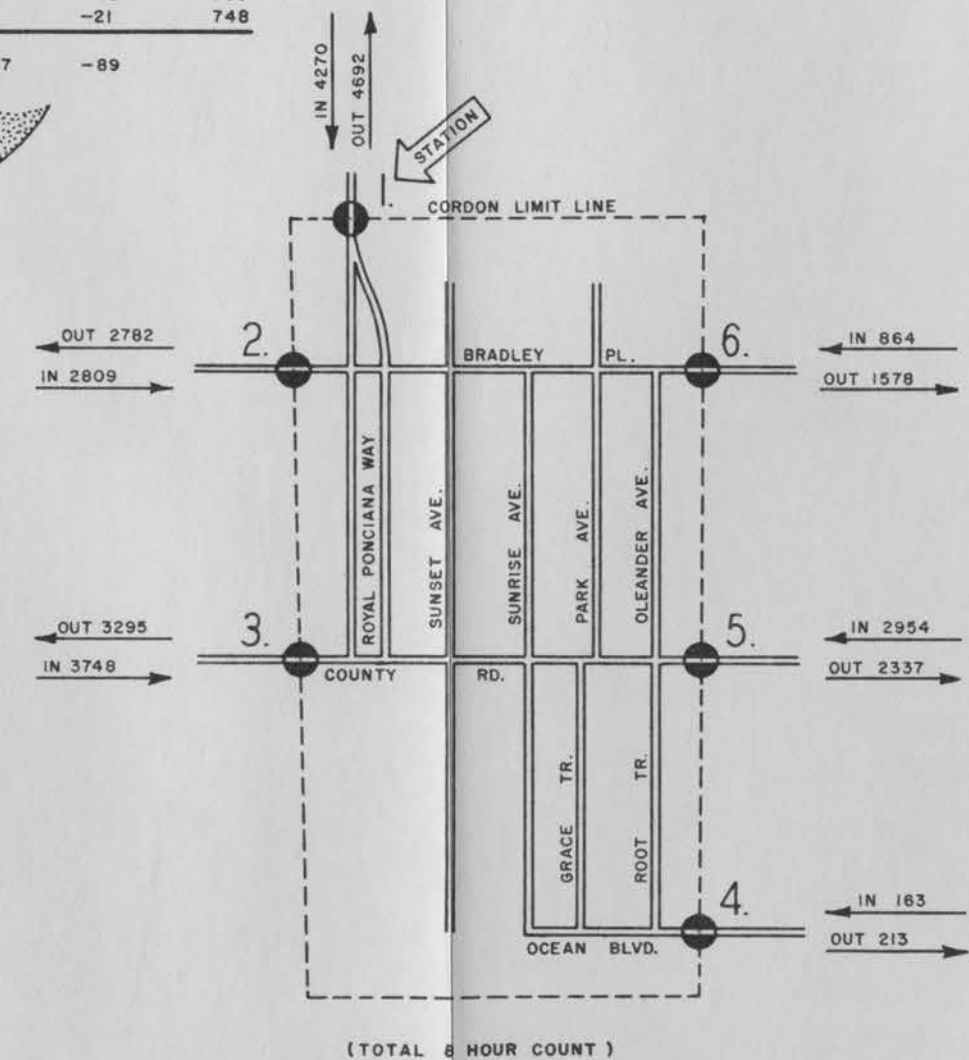
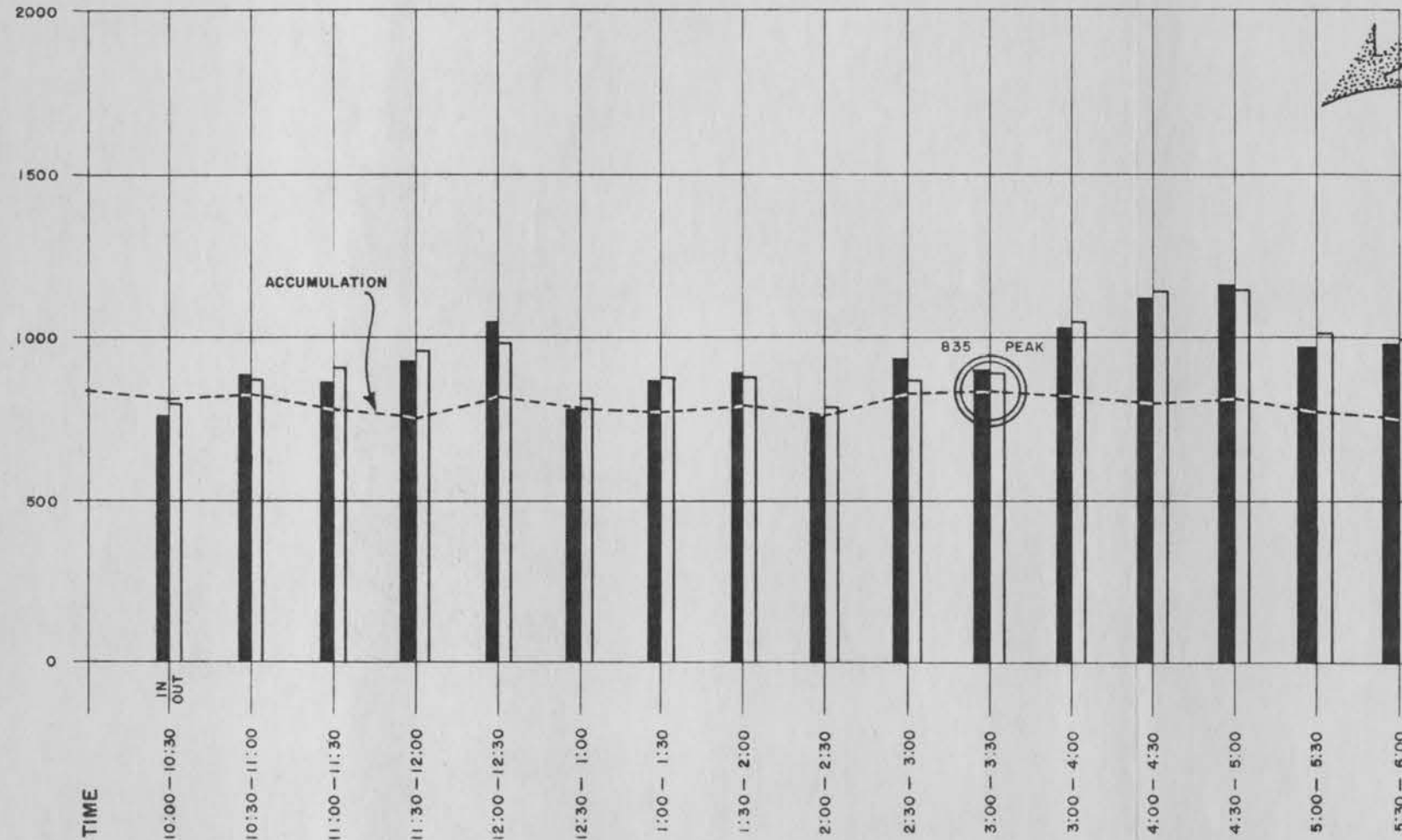
THIS FIGURE INCLUDES THE FOLLOWING

737 CARS PARKED IN AREA BEFORE 10:00-CLOCK.
 100 CARS CIRCULATING.
 - 34 CARS DIFF. (10:00-10:30)
 803 ACCUMULATION

PEAK

CARS

2000



NORTH AREA TRAFFIC MOVEMENT AND ACCUMULATIONS

PASSENGER CARS ONLY — CORDON COUNT TAKEN ON THURSDAY, MARCH 27, 1958

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