

1956

## Comprehensive Development Plan City of Plant City, Florida

George W. Simons Jr.

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COMPREHENSIVE

DEVELOPMENT

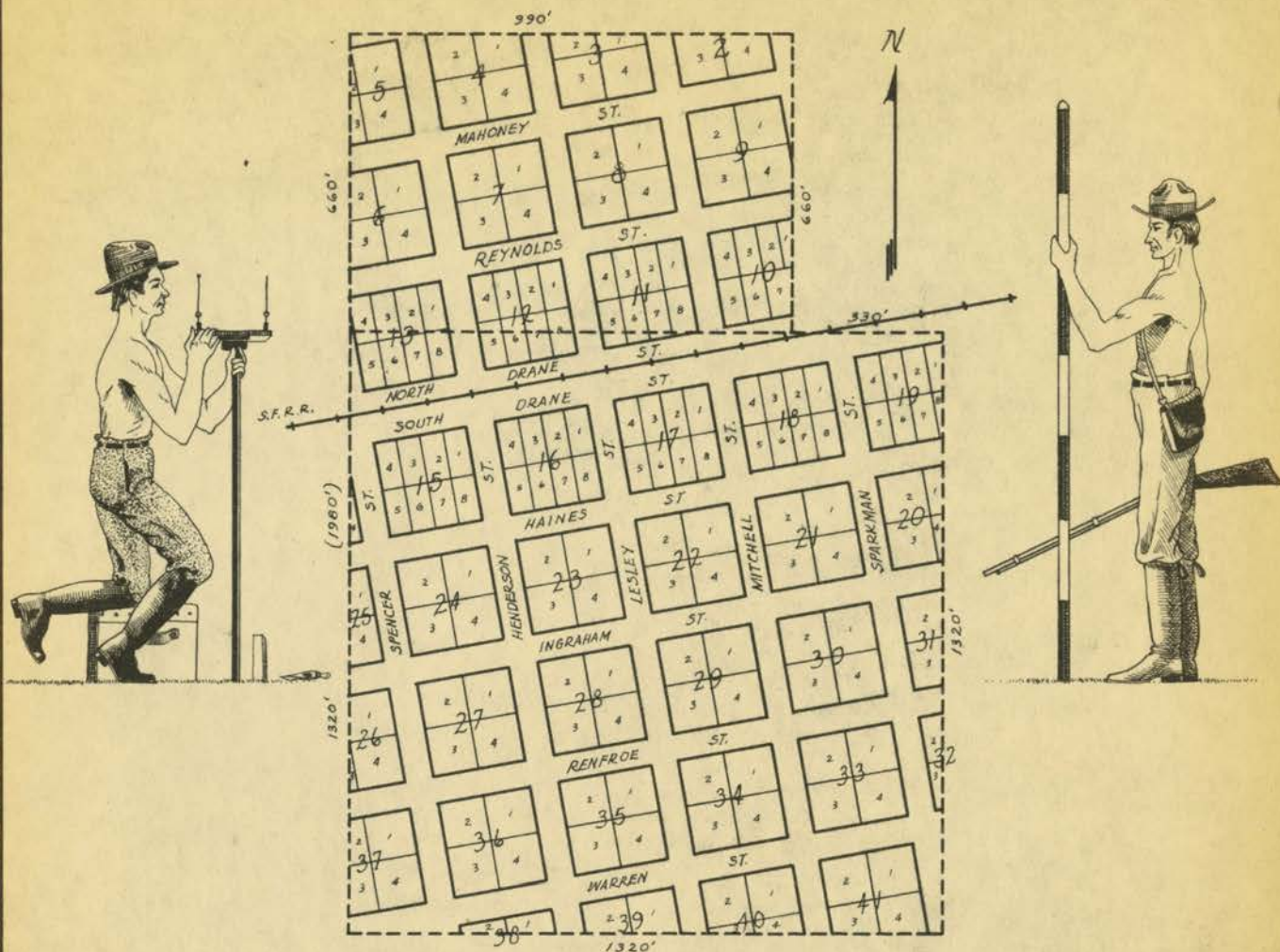
PLAN

CITY OF  
PLANT CITY  
FLORIDA

PREPARED BY

GEORGE W. SIMONS, JR.  
PLANNING CONSULTANT  
JACKSONVILLE, FLORIDA.





Being the S.W. 1/4 of the SE 1/4 of Sec. 29, T.28 S., R.22 E. Containing 40 Acres, and part of the NW 1/4 of the SE 1/4 of Sec. 29, T.28 S. R.22 E. inclosed as follows:

Beginning at a point 1320' N. of the quarter post on South line of S 29, and running thence North 660' thence East 990' thence South 660' thence West 990' to the point of beginning and containing 15 Acres.

Surveyed Nov. 15, 1883 by Lewis E. Warren - Surveyor.

Filed - Dec. 11, 1883 Deeds K. page 315

THE ABOVE DRAWING WAS MADE FROM INFORMATION TAKEN FROM THE ORIGINAL FIRST PLAT OF PLANT CITY - SURVEYED, FILED AND RECORDED IN THE YEAR 1883.



GEORGE W. SIMONS, JR.

MEM. AM. SOC. C. E.  
MEM. INST. OF PLANNERS  
MEM. INST. OF TRAFFIC ENGINEERS

TELEPHONE  
ELGIN 3-0373

PLANNING, ZONING  
AND MUNICIPAL  
CONSULTANT

FIRST FEDERAL SAVINGS BUILDING  
JACKSONVILLE 2, FLORIDA

June 30, 1956.

Honorable O. M., Andrews, Mayor-Commissioner,  
Honorable W. L. Slaght, Mayor-Pro-tem,  
Honorable C.E. Hardee, Commissioner,  
Honorable H. S. Moody, Commissioner,  
Honorable P. F. Tindle, Commissioner,  
Honorable A. R. Ward, Commissioner,  
Honorable J. H. White, Commissioner  
Plant City, Florida.

Dear Sirs:

We are pleased to transmit herewith the final report of our various studies resulting in the Comprehensive Development Plan for Plant City.

In the conduct of our surveys and investigations we had the assistance and counsel of many individuals and organizations all of which we gratefully acknowledge. Especially are we appreciative of the fine cooperation extended to us by City Manager McCall and City Clerk Mrs. Draughon, who were very helpful in supplying information when requested.

During the early stages of our work we studied extensively the possibilities of annexation - bringing together data, preparing maps, attending meetings and hearings. Happily, the efforts expended by us and especially by the members of the Commission resulted in the successful culmination of this objective in 1955.

Also during the latter stages of the work a revised Zoning Map and Ordinance was prepared and adopted by you, applicable to the entire city as currently constituted.

Some months ago copies of proposed subdivision regulations were transmitted to the City Manager and City Attorney for consideration. Now that the Zoning Plan has been adopted the Commission can consider the adoption of such regulations as were proposed.

In transmitting our final plan we emphasize again that a plan is primarily a flexible guide to future growth and development. What comes forth from it will depend on the extent to which it is accepted and followed.

It has been a pleasure to have worked with you.

Sincerely yours,

Signature Deleted

GWS:EBB

GEORGE W. SIMONS, JR.



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### WHY PLAN?

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

City Planning is not something new. Archeologists have discovered that ancient communities when unearthed, ~~have~~ revealed plans. In medieval times cities were planned for defense purposes within walls and around a central plaza. ~~And within modern times, the principles of planning have been widely applied.~~ In Early America, General Oglethorpe laid out the nucleus of a plan at Savannah, Georgia; ~~Isaiah Hart laid out the basic pattern of Jacksonville and John Jackson, surveyor, drew the first street pattern for Tampa,~~ <sup>and George</sup> General Washington, aided by the French engineer, L'Enfant, defined the plan of the great capitol city. ~~And even, James T. Evers conceived the initial plan of Plant City.~~ <sup>In the early days, some one even</sup> In more recent times hundreds of cities <sup>working through civic minded citizen groups</sup> ~~thruout~~ America have engaged in planning activities of <sup>various</sup> ~~a diverse~~ <sup>kind</sup> ~~nature~~ to keep abreast of growth and the demands of <sup>the city</sup> ~~their~~ citizens for needed community facilities. So in reality, <sup>while</sup> the art or science of planning ~~is old, is old, it is yet new.~~

Unfortunately <sup>many</sup> ~~most~~ of the basic plans of cities were delineated years ago when the nation was predominantly agricultural and rural. <sup>in character,</sup> Railroads

In its early days some one even conceived a plan for Samuel



were the principal means of transportation, even between communities only ten or twenty miles apart. Animals were not only the beasts of burden in the fields but transported people and goods within the community but only a few people could afford the horse and carriage. People generally were obliged to live close together near their work. Interurban roads were ~~few~~ <sup>scarce</sup> and those existing were poor. Within the cities, roadway improvements were meager. The problems of traffic congestion, parking and commercial decentralization were then <sup>unheard of;</sup> ~~unknown~~; problems were then <sup>comparatively</sup> ~~competitive~~ simple and plans to meet them were considerably <sup>and largely day to day problems,</sup> restricted in scope. The city limit line in <sup>the</sup> ~~those~~ earlier days had a meaning; beyond it there was no urban fringe of development, <sup>or sprawl as we call it today;</sup> and the automobile was not yet a factor to revolutionize the serenity of living.

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

So today, faced with innumerable and often complex problems, the officials of our cities are diligently looking ahead and planning. How can the lands of the city be used to their best advantage and still preserve values and the tax base? How can the street system be planned to distribute

more efficiently the increasing volumes of traffic and thereby minimize congestion and hazard? What plans can be provided to store or park automobiles within the central business district and elsewhere and thereby preserve the integrity and value of commercial areas? What area provisions should be made for parks and recreation facilities to meet the increasing demands of old as well as young people? What additional utilities will be required, and, with the increasing complexity of the governmental structure, what added space for administration purposes will be required? These are but a few of the many problems constantly staring the municipal officials in the face - and their solution depends on sound and effective planning.

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

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



the essential laws that will enable the elected government to make the city the kind of a place they want it to be.

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

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

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

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

Planning is the beginning!

### HISTORICAL

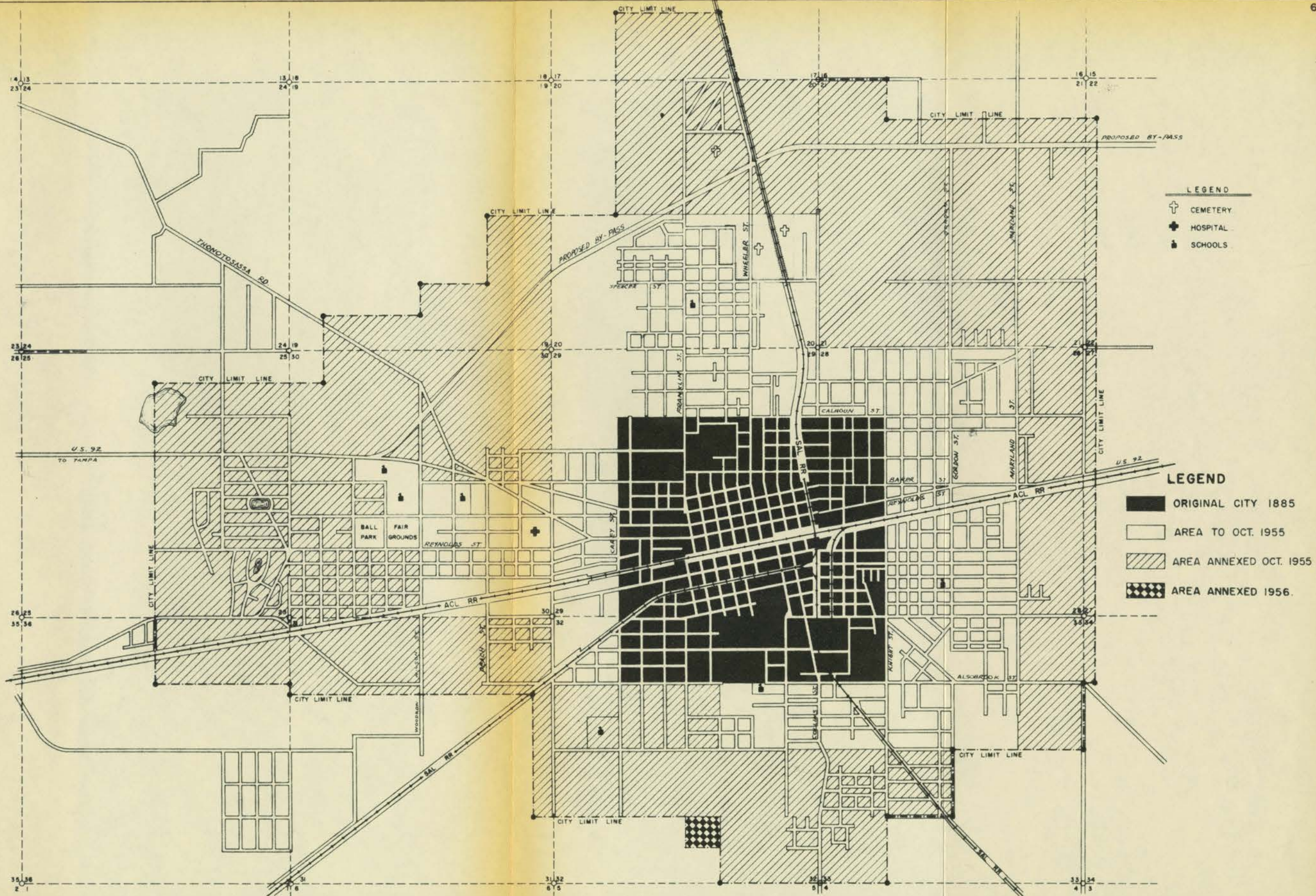
"I like to see a man proud of the place in which he lives. I like to see a man live in it, so that the place may be proud of him". Those words were spoken by James T. Evers, the Founder of Plant City, who in 1878 operated a mercantile business, a cedar mill for making lead pencils, a cotton gin and a saw mill in the community of Shiloh (Florida).

In 1883, when H.B. Plant graded the Coast Line Railroad from Sanford to Tampa, Mr. Evers, recognizing the great possibilities of the region, established a town site which in 1885 became the Municipality of Plant City. On December 6, 1884, a notice was posted calling for an election on January 10, 1885, to decide whether or not the town should be incorporated. It is significant to note that out of 50 votes cast, 49 favored incorporation.

The area encompassed by the initial incorporation was described in the minutes of 1885, thus - "the territory embraced in the incorporation is one (1) mile square, the center of which is at the N. W. corner of the S. E.  $\frac{1}{4}$  of the S.  $\frac{1}{4}$  of Section 29, T 28 S, R 22 E". It was bounded on the north by Calhoun Street, on the west by Carey Street, on the south by Alsobrook Street and on the east by Knight Street and the center described above was located approximately at the intersection of South Drane and Thomas Streets.

According to the first election as recorded in the minutes dated January 12, 1885, the first Mayor was Jonah Yates and the first Council consisted of W. M. Collins, G. W. Wells, R. B. McLindon, T. B. Smith and T. S. Brown. Mr. R. B. Spier was the first Clerk and Treasurer and J. H. Baker, the first Marshall.

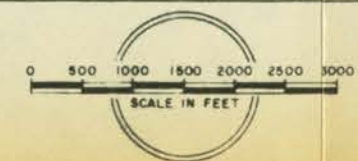




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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
PLANT CITY, FLORIDA



CITY LIMIT EXPANSION

FIGURE NO. 1

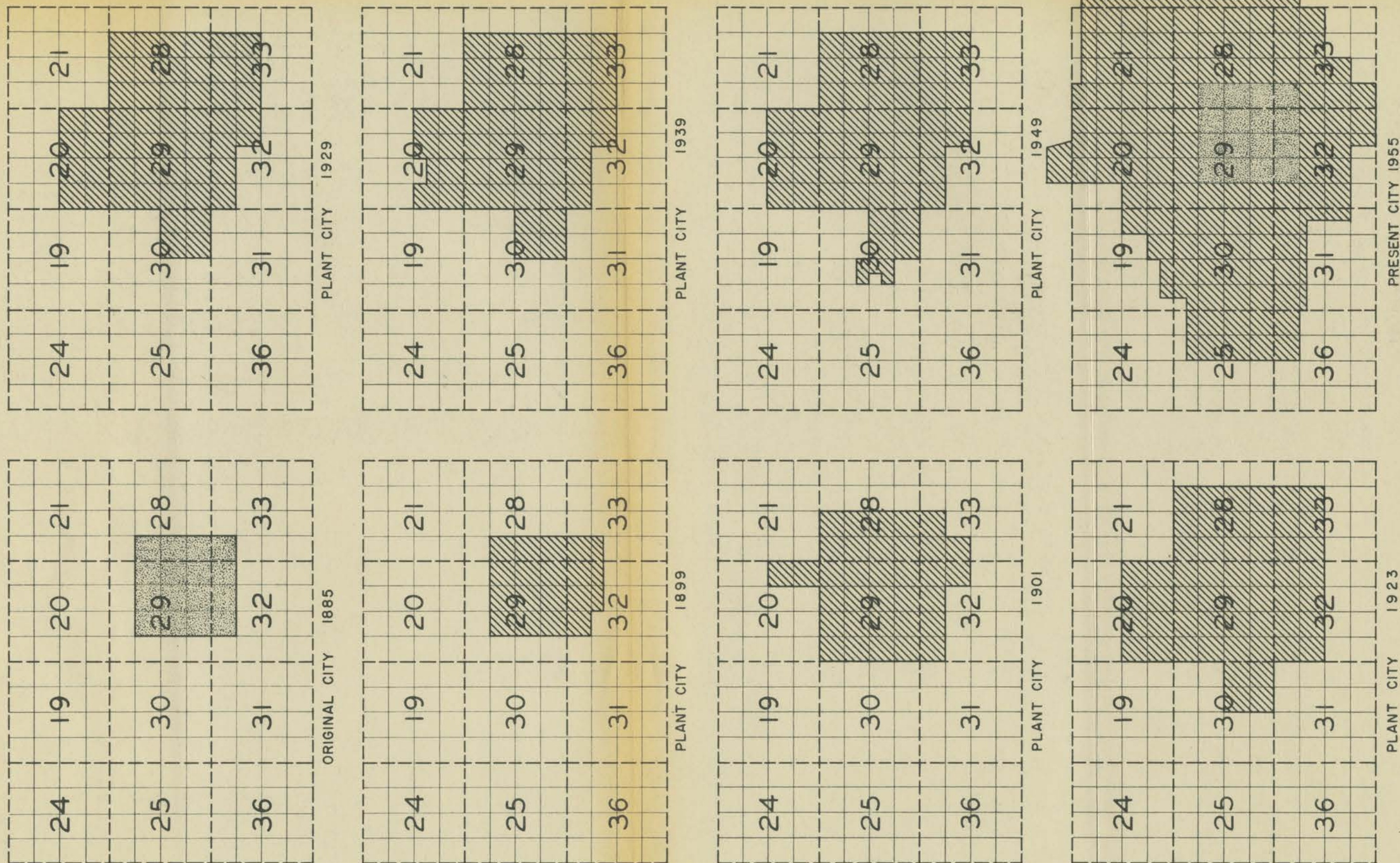


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COMPREHENSIVE PLANNING STUDY  
 FOR THE CITY OF  
 PLANT CITY, FLORIDA

SUCCESSIVE CORPORATE  
 EXPANSIONS

FIGURE NO. 2.





At the time of incorporation, Plant City had a population of less than 300 people.

The Jacksonville, Tampa and Key West Railroad (now the Coast Line) entered Plant City from Lakeland, bisecting the area into north and south portions. The Florida Railway and Navigation Company (now the Seaboard) came into Plant City from the north in 1887 and thence continued westerly to Tampa. These rail lines intersecting in the center of the city have thru the years of growth divided Plant City into quadrants.

The corporate limits of 1885 were successively extended and changed in the years 1899, 1901, 1923, 1929, 1939, 1949 and 1955. These various changes are shown on Figures 1 and 2.

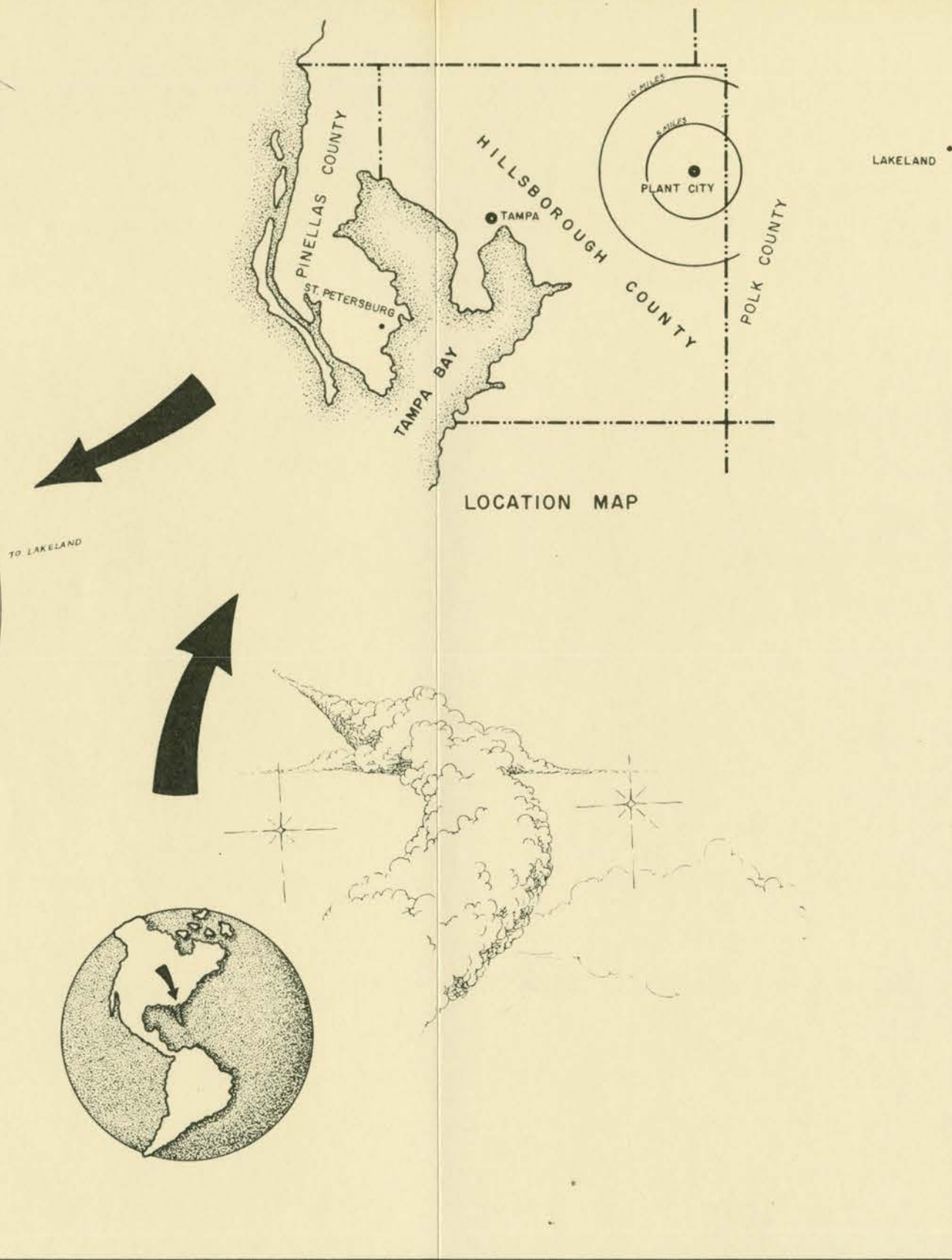
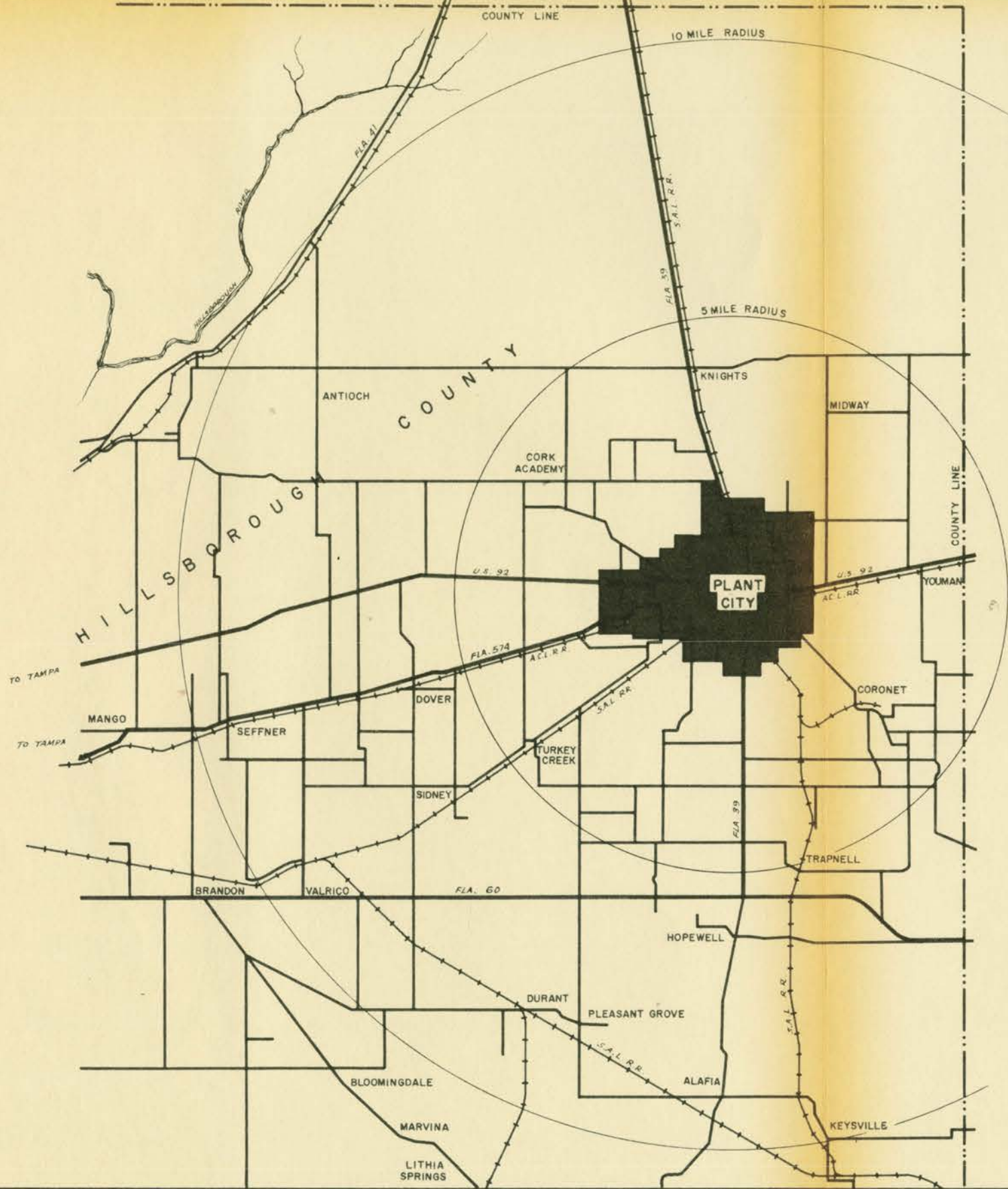
### ECONOMIC BACKGROUND

Plant City, strategically located at the junction point of two major railroad lines and on one of the most important and heavily traveled highways (U. S. 92) in Florida, is readily accessible to one of the most rapidly developing growth areas of Florida and the southeast - a region of diversified economic opportunity. Intersecting U. S. 92 within the city is the north-south State Highway No. 39 and branching off to the west and paralleling U. S. 92 is State Road No. 574. Currently plans are in progress to re-route U. S. 92 thru Plant City and connect it with a new limited access highway westerly to Tampa.

It is estimated that in the four years between the federal census of 1950 and July, 1955, the population of Hillsborough, Polk and Pasco counties increased more than twenty-five (25) per cent. In this region is the first citrus production county of Florida (Polk), the most extensive phosphate mining operations in the world, the largest cattle raising operations in Florida and the South and the major producers of citrus concentrates. According to the 1953-1954 report of the State Marketing Bureau eighty (80) per cent of the strawberry acreage in Florida is in Hillsborough County and of this, the greater part lies in the area immediately surrounding Plant City. This area is also productive of watermelons, peppers, beans, tomatoes and other truck crops. This combination of resources and potentials enables the people of Plant City to anticipate a future of steady growth.

To the casual observer, Plant City is associated principally with strawberries but this is only one facet in its diversified economy. In

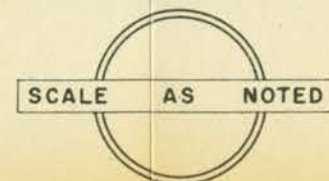




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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
**PLANT CITY, FLORIDA**



REGIONAL LOCATION  
TRIBUTARY AREA

FIGURE NO. 3



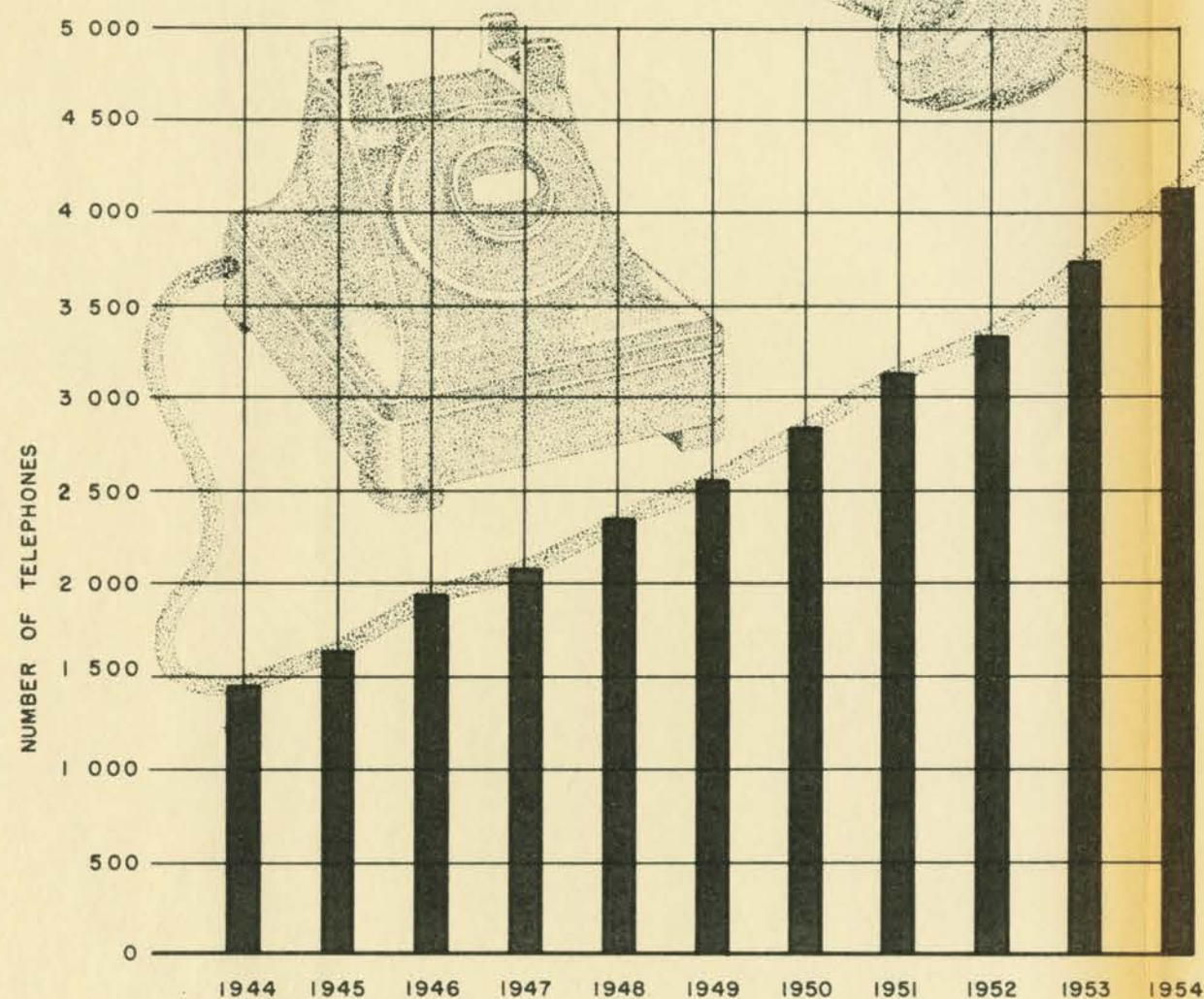
addition to strawberries and vegetables the area tributary to Plant City is identified with general agriculture, phosphate mining, cattle and poultry raising, citrus production and processing and manufacturing. These various activities within the economic orbit of Plant City magnify its value and importance as a retail marketing, wholesale distribution and transportation center. The establishment at Plant City of one of the largest State Farmers' Markets in the State is but one evidence of the importance of the Plant City area in the agricultural economy of south central Florida. The Federal State Shipping Point Market office for strawberries, water melons and vegetables is also located here.

#### RETAIL TRADE AREA

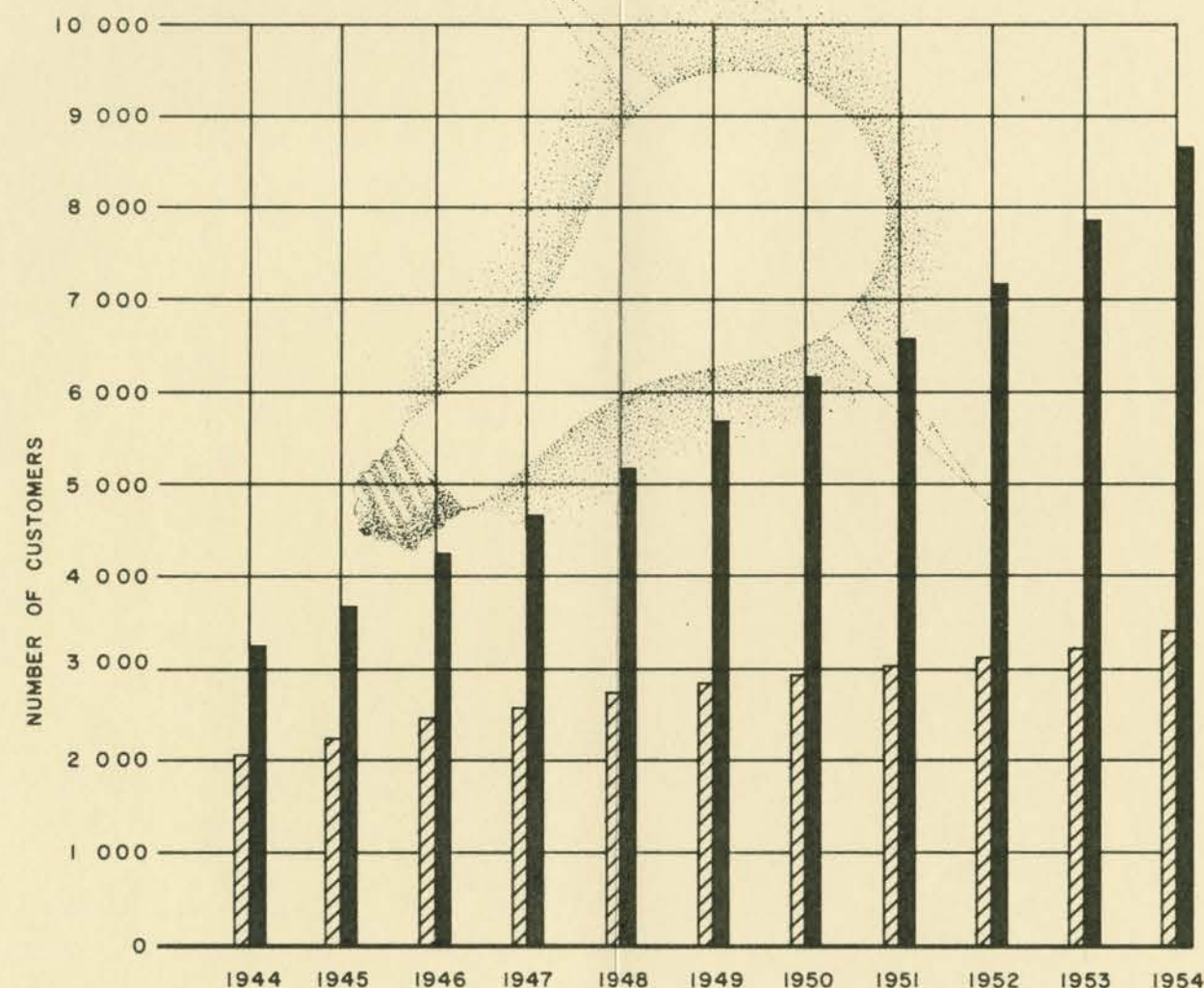
Notwithstanding the fact that Plant City is located close to Tampa and within the general trade area of that city, it does serve a trade area of limited extent extending easterly into Polk County, southeasterly to Lithia Springs, westerly to Seffner and northerly to Dade City (Figure 3). Altho relatively small in extent, it is an area of many small farms and industry, populated by people who replenish a variety of their needs in Plant City.

#### COMMERCIAL AND INDUSTRIAL ENTERPRISE

In addition to the wholesale and retail enterprises that serve the various needs of the area, mining and manufacturing contribute substantially to the economy of Plant City. About four miles southeast of Plant City is the plant, offices and community of the Coronet Phosphate Company, one of



TELEPHONES IN SERVICE WITHIN THE PLANT CITY EXCHANGE.



ELECTRIC CUSTOMERS IN PLANT CITY AND ADJACENT AREAS SERVED

▨ PLANT CITY.

■ ADJACENT AREAS.

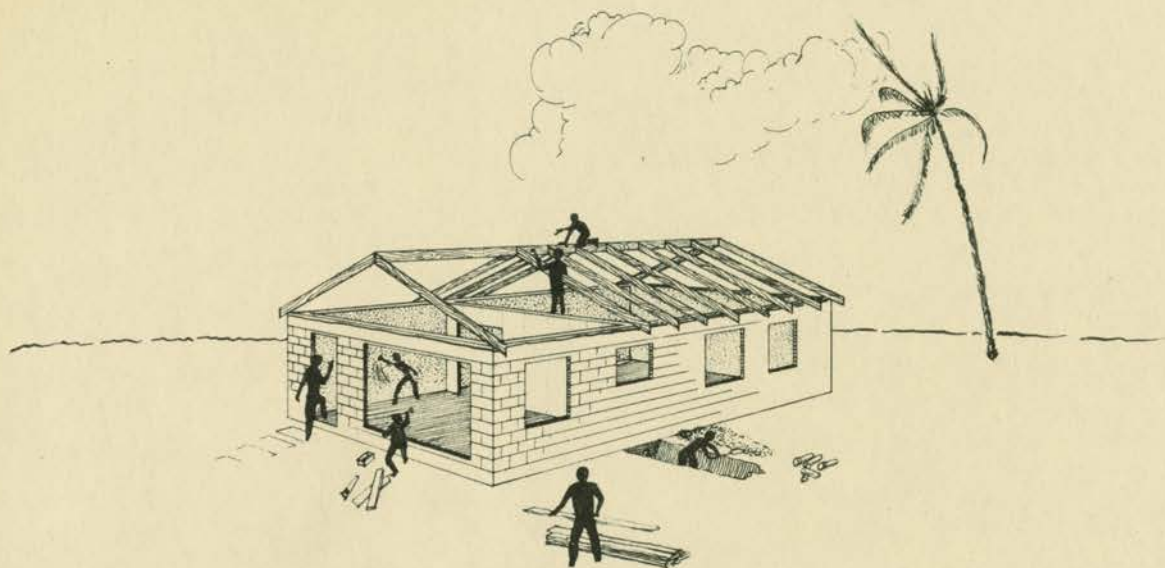
ADJACENT AREA INCLUDES 5 MILES, NORTH AND SOUTH, AND 3 MILES, EAST AND WEST, MINUS THE CITY.



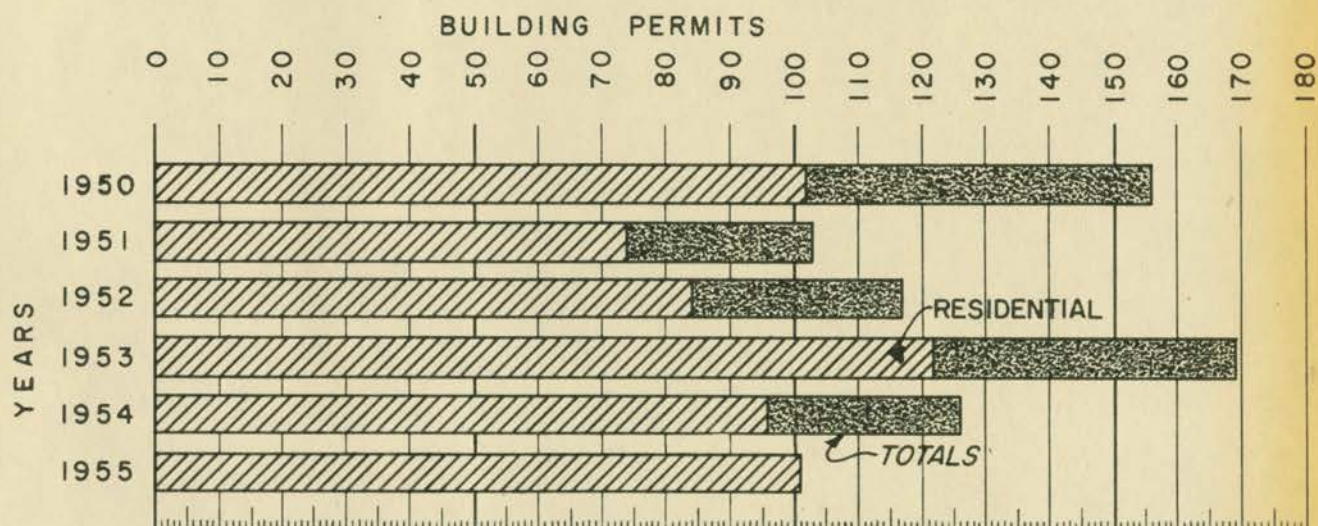
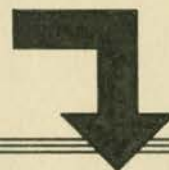
the older mining operations in the region. On the east boundary of the city are the operations of the Plant City Welding and Tank Company which has experienced a meteoric growth. Also within the city are the plants of the J. William Horsey Corporation, canners of juices and citrus concentrates; the Southland Frozen Foods Company, packers of frozen green beans, strawberries and other products; the Zophar Mills, specialists in chemical specialties; the Sugar Rose Canning Plant, canners of tomatoes; the Orange Crystals, Inc., citrus concentrate drying plant; the Simmons-Daffield Lumber and Supply Company and the Beyer Ice Cream Company.

The economic growth of Plant City and its tributary area is reflected in the expansion of telephone and electric services (Figure 4). While the number of customers of the Tampa Electric Company within Plant City increased from 2,077 in 1944 to 3,415 in 1954 (64.41%), the number in the area outside Plant City increased from 3,267 to 8,689 (165.96%) in the same decade. Similarly, from 1944 to 1954, the number of telephones serviced from the Plant City exchange increased from 1,461 to 4,123 (182.2%). The number of telephones as of December 31, 1955, was 4,827. And between September 30, 1943, and September 30, 1955, the number of water accounts of the city increased from 1,257 to 3,207 (155.13%). These accounts had increased to 3,339 by March 1, 1956. As of August, 1954, 326 water connections were made to serve developments erected in the area annexed to the city in October, 1955. The Tampa Electric Company estimates that whereas the rate of population growth within the city averages 5.1% per year, that in the annexed area averages 10.2% per year.





YEAR	RESIDENTIAL PERMITS	TOTAL PERMITS
1950	102	156
1951	74	103
1952	84	117
1953	121	169
1954	96	126
1955	101	



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## PAST TRENDS & BUILDING PERMITS

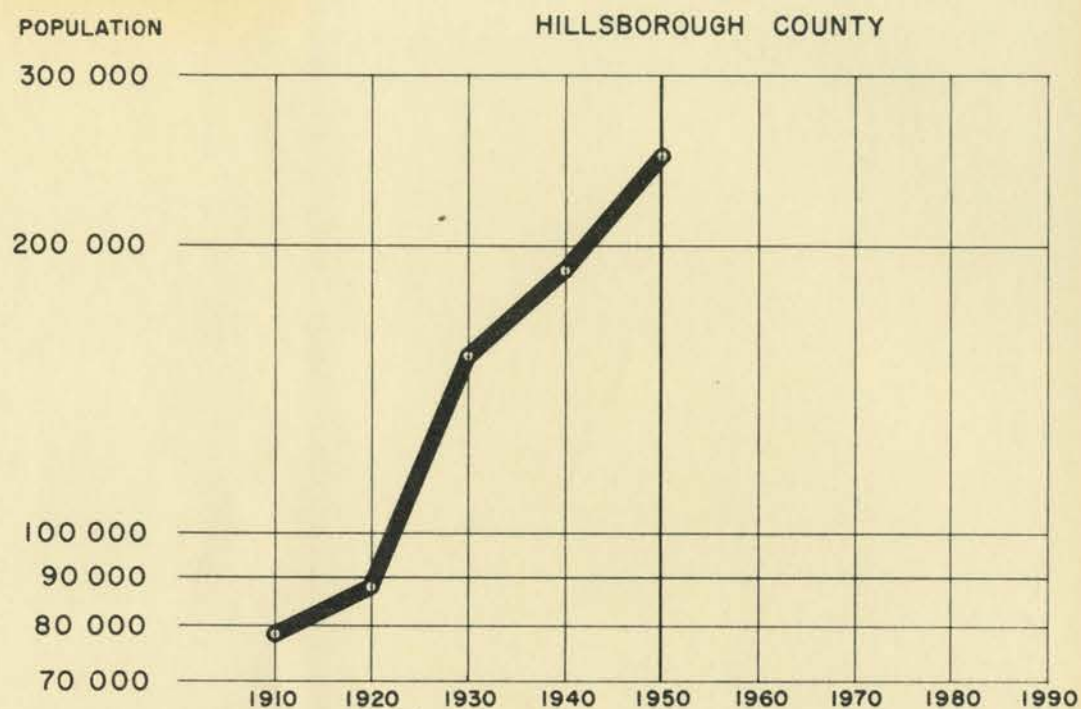
FOR THE CITY OF PLANT CITY, FLORIDA

Since 1950 new construction has also reflected growth and economic activity. Building permits issued are shown in Figure 5.

Hillsborough County in 1950 ranked sixth among the cattle raising counties of Florida. The eastern part of the county around Plant City contributed substantially to this rating, adding another facet to the ever expanding economic pattern of the region.

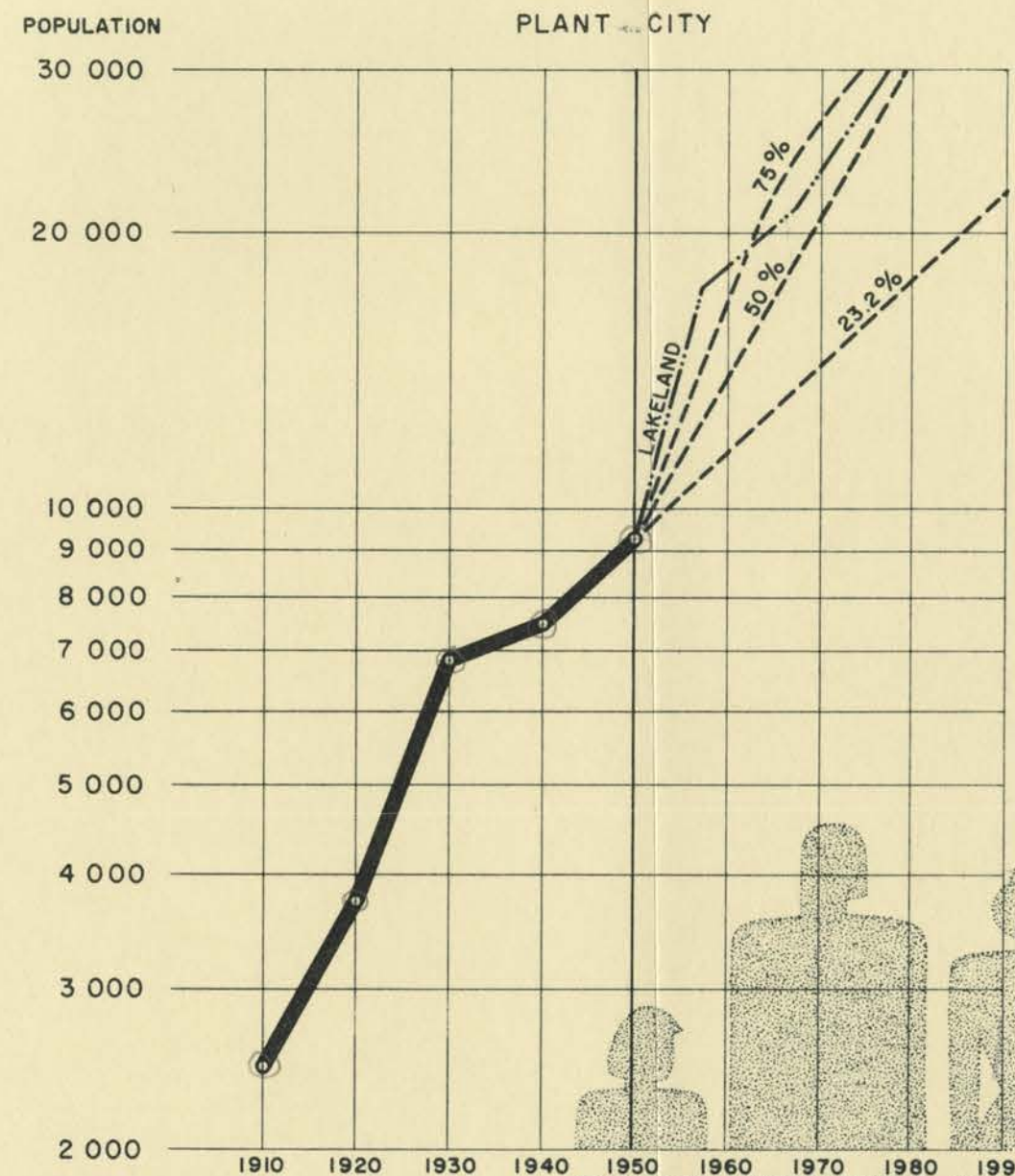
The economy of the Plant City area is of a stable and diversified nature and its continual enhancement will be reflected in the future growth and increasing importance of the city.



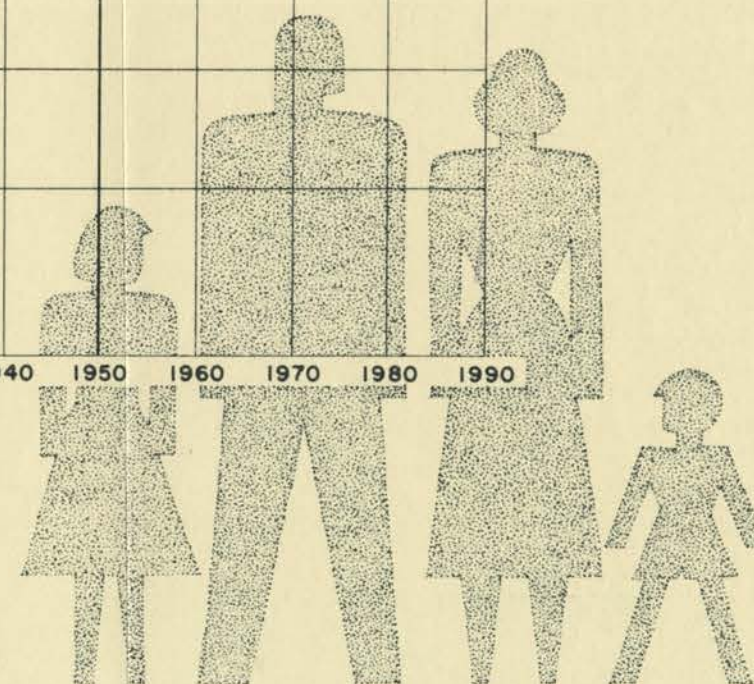


POPULATION OF HILLSBOROUGH COUNTY	
1910	78,374
1920	88,257
1930	153,519
1940	180,148
1950	249,894

POPULATION OF PLANT CITY	
1910	2,481
1920	3,729
1930	6,800
1940	7,491
1950	9,230



The projected population growth of PLANT CITY from 1950, is compared with the rate of growth of LAKELAND, FLORIDA, since the time LAKELAND had the 1950 population of PLANT CITY.





### POPULATION

Plant City first appeared in the Federal Census of 1890 - five years after its incorporation - with a population of 349. In 1900, at the beginning of the Twentieth Century, its population was 720, more than twice what it was ten years earlier.

Since 1900, Plant City has grown steadily as shown in Table I and diagrammatically, in Figure 6. The decade of greatest growth was that of 1900-1910, when an increase of 244% was recorded, which may have mirrored the corporate expansion of 1901.

TABLE I

#### POPULATION GROWTH OF PLANT CITY - 1900-1950

<u>YEAR</u>	<u>POPULATION</u>	<u>INCREASE</u>	
		<u>NUMBER</u>	<u>PER CENT</u>
1900	720		
1910	2,481	1,761	244.0
1920	3,729	1,248	50.2
1930	6,800	3,071	82.5
1940	7,491	691	10.2
1950	9,230	1,739	23.2

The decade of least growth was that of 1930-1940 but in the next succeeding decade, the rate of growth more than doubled. During the "boom" years of the twenties (1920-1930) the population increased 82.5%. Since 1930 to 1950, the rate of growth of Plant City was greater than that of Tampa in the same period. And for the same period, the rate of growth in Plant City exceeded that of Sanford. In the decade 1940-1950 the rate of growth was about the same as that experienced by Ocala and only a little less than that of both the neighboring cities in Polk County of Bartow and Winter Haven.

The population of Plant City as recorded in the 1950 Federal Census and as shown in Table I does not include the population of the areas annexed in October, 1955, or that of areas contiguous thereto. In these latter areas there were about 700 dwellings in 1955, in which some 2,400 people resided. Since 1950, the population growth of the city has continued until currently (May, 1956) it approximates 13,000-14,000. Estimating conservatively, the population of the city will approximate 16,000 by 1960. And assuming a growth of only 30% in the decade 1940-1970, the population in the latter year (1970) should, barring unforeseen conditions or circumstances, approach a total of 20,000. Therefore, Plant City should predicate its future planning of facilities on a population of not less than 20,000 people.

#### RACIAL PROPORTIONS

Of the total population of 9,230 (1950), 64.7% were white and 35.3% non-white. In 1930, the proportions were 69.3% white and 30.7% colored. Thus it can be seen that since 1930, the non-white population has increased at a rate greater than the white. Table II shows the respective increases.

TABLE II

#### RELATION BETWEEN WHITE AND NON-WHITE POPULATIONS

	<u>1930</u>	<u>1940</u>	<u>INCREASE</u> <u>1930-1940</u>	<u>PER CENT</u> <u>1930-1940</u>	<u>1950</u>	<u>INCREASE</u> <u>1940-1950</u>	<u>PER CENT</u> <u>1940-1950</u>
White	4,709	5,142	433	9.2	5,973	831	16.2
Non-White	2,091	2,349	258	12.3	3,257	908	36.8

Whereas the white population of Plant City increased 9.2% in the decade 1930-1940 and 16.2% in the decade 1940-1950, the non-white population increased from 12.3% to 38.6% respectively in the same decades.

### OCCUPATIONAL STATUS OF POPULATION

According to the latest Federal Census (1950) there were 4,413 males and 4,817 females in Plant City. 6,732 of the population (73%) were more than 14 years of age and 3,930 (58.5%) were in the labor force however of these 3,737 were actually employed. Table III shows the distribution of this employed labor force.

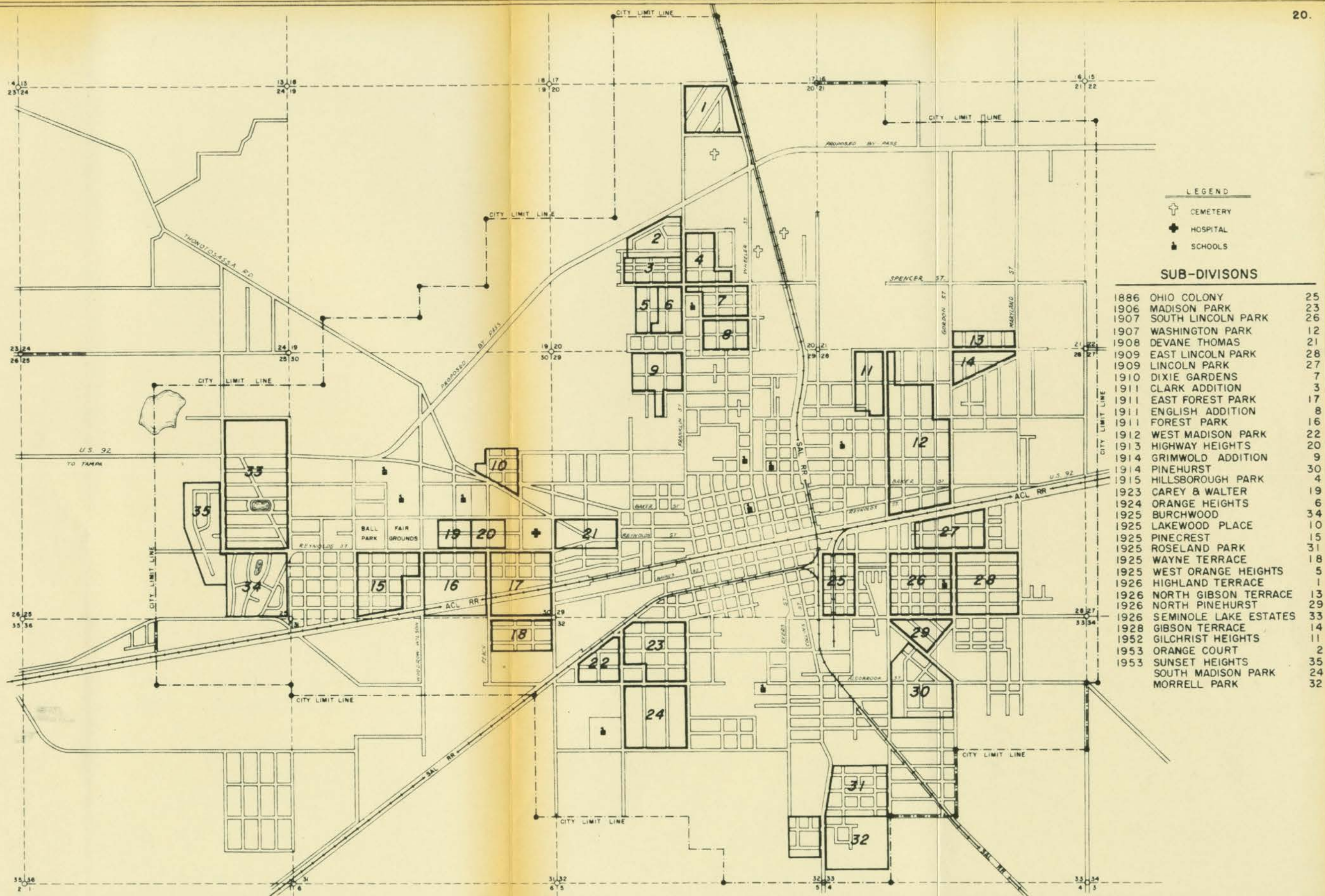
TABLE III

#### DISTRIBUTION OF LABOR FORCE - PLANT CITY - 1950

	<u>MALES</u>	<u>FEMALES</u>	<u>TOTAL</u>	<u>PER CENT</u>
Wholesale and retail trade	694	326	1,020	27.4
Agriculture	390	275	665	17.8
Mining	179	4	183	4.9
Construction	201	2	203	5.4
Manufacturing	257	190	447	12.0
Transportation, Communications				
Utilities	228	36	264	7.1
Finance, Insurance, Real Estate	53	30	83	2.2
Business & Repair Services	71	7	78	2.1
Entertainment, Recreation	23	6	29	0.5
Public Administration	73	19	92	2.5
Others	25	20	45	1.2
Personal Services	88	269	357	9.6
Professional	113	158	271	7.3

Agriculture, wholesale and retail enterprises, it will be noted, account for 45.2% of the labor force of Plant City. Manufacturing, mining, construction, railroads and utilities account for 29.4% and personal and professional services including finance, insurance, real estate and public administration, for 21.6%.





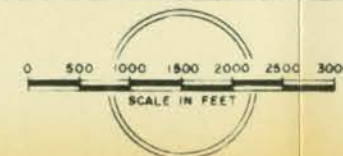
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COMPREHENSIVE PLANNING STUDY

FOR THE CITY OF

PLANT CITY, FLORIDA

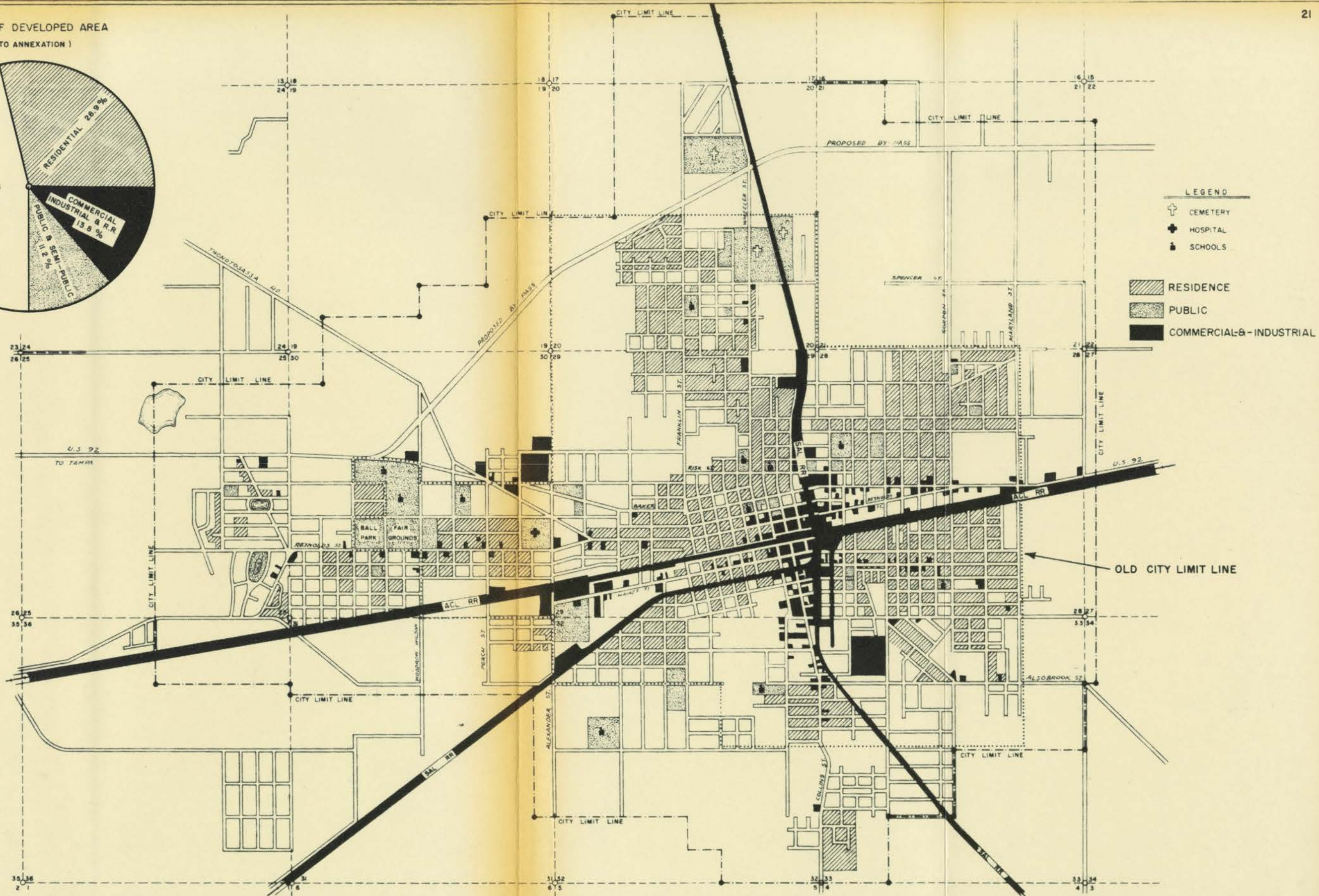
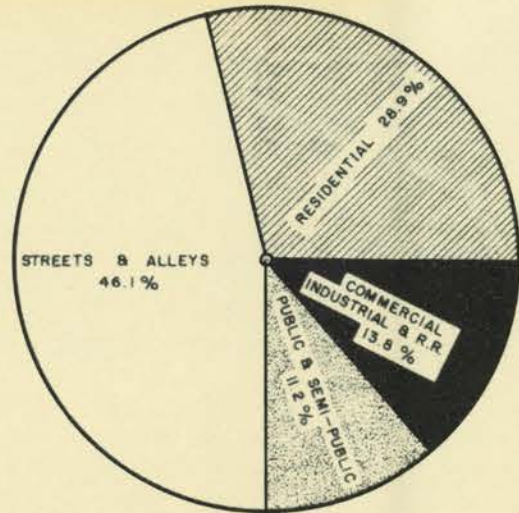


GROWTH BY SUB-DIVISIONS

FIGURE NO. 7.



PERCENT OF DEVELOPED AREA  
( PRIOR TO ANNEXATION )



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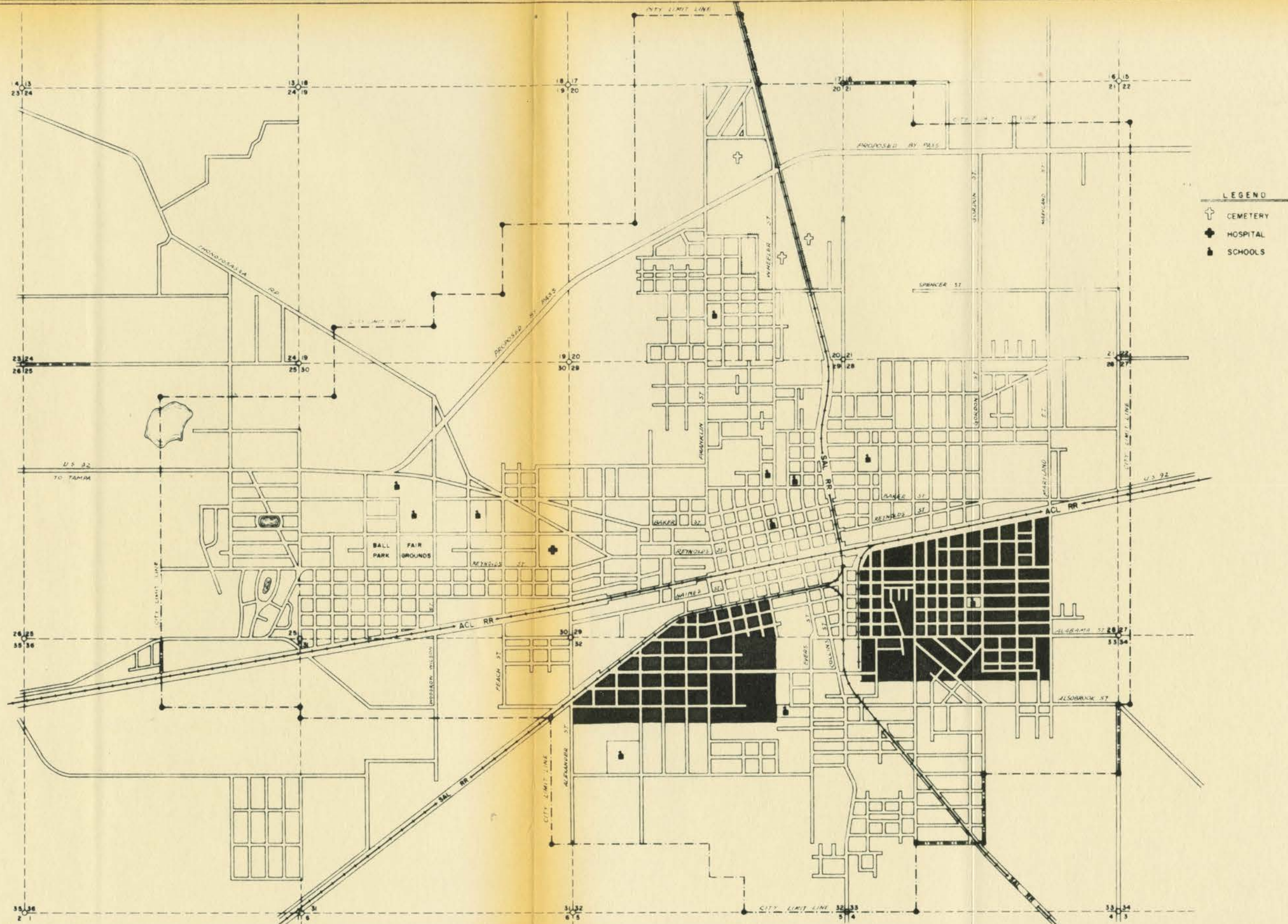
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EXISTING GENERAL LAND USES

FIGURE NO. 8.





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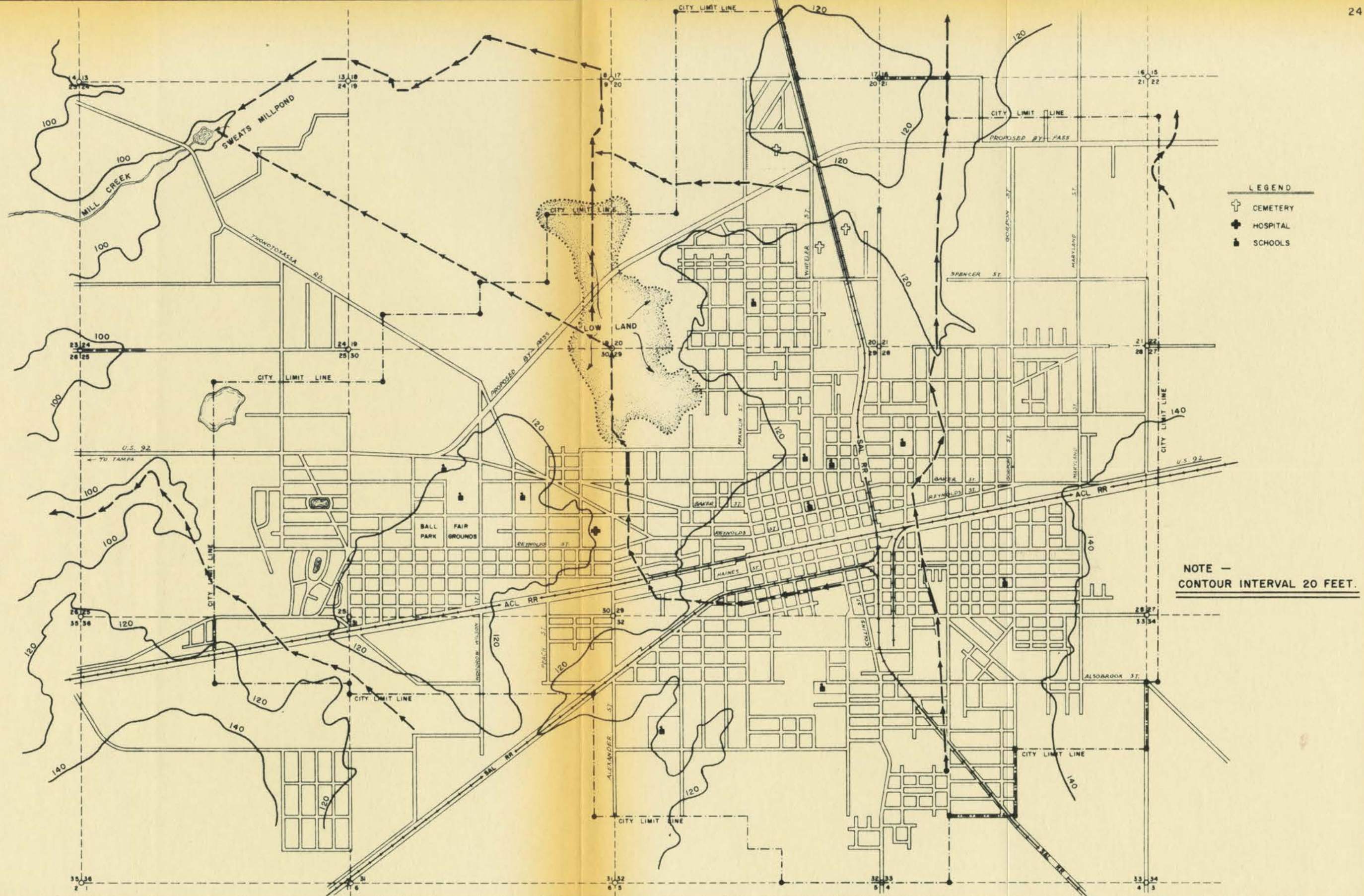
### LAND USES

From the small central core established in 1885, Plant City has expanded by a succession of subdivisions (Figure 7) and corporate extensions into the land use pattern of today (Figure 8). All the blocks in the initial subdivision are 200 feet square excepting that tier between Haines and Ingraham Streets which are 200 feet east and west and 220 feet north and south. In 1887 or thereabouts, the railroad (now Seaboard) utilized the Ingraham Street right-of-way for tracks. The tier of blocks north and south of the South Florida Railroad (now Atlantic Coast Line) are subdivided into lots 50 x 100 feet but the remainder of the blocks are subdivided into quarters, each 100 feet square. The streets are all sixty (60) feet wide, property line to property line. The subdivision of this central area set the pattern followed thruout the city.

Thru the years of the city's growth most of the industrial enterprise, wholesale distribution, warehouses and markets were established along or adjacent to the two railroad rights-of-way. In more recent years some of the newer enterprises have been established on principal highways (Figure 8).

The railroads dividing the corporate area generally into four quadrants influenced the trend of development as well as types of land uses. Around their junction the central business district developed. South of the Seaboard tracks west of Collins Street and south of the Atlantic Coast Line tracks east of Collins Street, the negro community was established. Currently these areas are known locally as Madison Park west of Collins Street and Lincoln Park, east thereof. In the former are some 350 negro dwelling units and in the latter some 743 (Figure 9).

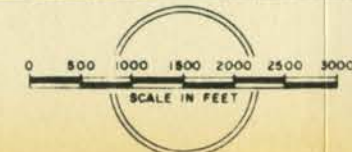




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TOPOGRAPHY

FIGURE NO. 10



Topographically the corporate site of Plant City is relatively flat. The major developed portion of the city is on a plateau (Figure 10). In the northwest quadrant of the city is an extensive low lying area which has limited development in that section. The routing of the proposed U. S. 92 with its connection into Alexander Street will doubtless make this area more readily accessible and open up its possibilities for future utilization.

From the original central core the various residential areas have extended.

The existing general land use pattern of Plant City is shown in Figure 8. An inventory of land uses reveals that the predominant type of development is that of the single family dwelling. Of a corporate area of some 4,800 acres (7.5 square miles), 1,724 acres (36%) are occupied currently with streets, structures, public and semi-public uses. Table IV shows how the various uses are distributed.

It is noteworthy that the area of land utilized by streets and alleys is relatively large due to the original block pattern. Small blocks necessitate more streets.



TABLE IVDISTRIBUTION OF EXISTING LAND USES WITHIN THE CORPORATE AREA

	<u>ACRES</u>	<u>PERCENTAGE OF DEVELOPED AREA</u>
Single Family Dwellings	462.52	26.82
Two Family Dwellings	7.03	0.41
Multiple Family Structures	2.60	0.15
TOTAL RESIDENTIAL	472.15	27.38
Commercial Uses (retail and wholesale)	47.25	2.74
Industrial and Railroads	181.42	10.52
Public and Semi-Public Uses	208.25	12.09
Streets & Alleys (platted and developed)	814.94*	47.27
TOTAL DEVELOPED LAND	1,724.01	

\*Street acreage is large because of the 200 foot right-of-way of the State Road Department thru the city.

New cities planned in anticipation of growth seek to distribute and apportion land uses so as to utilize all lands to their best advantage, consistent with the economic needs of the community. This policy minimizes the amount of vacant and unused lands. But in a city that has just grown thru the years, many scattered vacant lots and tracts of questionable usage are found. Drainage has affected the most advantageous use of many areas. Then too, the barriers of railroads, industries and other uses have influenced the trend of growth.

The study of existing land uses and trends of physical development (Figure 8) reveals that the future industrial development will doubtless cling to the railroads and principal highways. Residential growth will extend into favored areas outside the older developed portions of the city, especially to the west and north, and to a limited extent, on the south.

The northeast quadrant between the old city limits and the new state highway will be especially conducive to residential expansion and, with the improvement of highways in the westerly part of the city, that area will become increasingly available for residential development. The proposed distribution of land uses is revealed in the zoning plan prepared as a result of these studies. This plan will direct the various types of development. South of the Seaboard and Coast Line the negro area will continue to expand and also industrial development.

The expansion of residential, commercial and industrial areas will be influenced by such factors as:

1. The design of new residential subdivisions in lands now largely devoted to agricultural pursuits.
2. The opportunities for new employment to strengthen the economic base of Plant City.
3. The extension and availability of utilities - water, sewerage and power.
4. The control exercised over the platting or subdivision of lands.
5. The policies of the governing body in regard to the enforcement of the zoning ordinance.

In the northwest area of the city, west of Whitehall and Ferrell Streets and north of U. S. 92 is a large topographically low area which could be reclaimed and developed into a high class residential area with a lake.



GENERAL LAND USE PLAN

In the previous consideration of land uses it was learned that some 1,724 acres of land were developed and devoted to various uses. Of this developed acreage 27.72% was utilized by dwelling structures and 47.2% by streets and alleys.

In the continued growth of the city increasing amounts of land will be absorbed and utilized by the various uses but in all probability, the amount of land allocated to streets will be less percentage-wise than in the past because blocks will be larger in the newer subdivisions and less be devoted to streets and allways.

Table V shows the acreage of land currently utilized thruout the corporate area as now constituted, per 100 of population. These figures are also compared with like figures from a number of other self-contained corporate areas.

TABLE V

EXISTING LAND USES IN ACRES PER 100 PEOPLE

	<u>PLANT CITY</u>	<u>OTHER CITIES</u>
Single Family Uses	3.300	3.17
Two Family Uses	0.050	0.32
Multiple Family Uses	<u>0.019</u>	<u>0.17</u>
TOTAL RESIDENTIAL	3.369	3.66
Commercial (retail and wholesale) Uses	0.338	0.25
Industrial & Railroad Uses	1.300	1.58
Public and Semi-Public Uses	1.490	1.57
Streets and Alleys	5.820	3.11
TOTAL DEVELOPED LANDS	12.300	9.63

This study reveals that the absorption of land uses for the various uses follows closely the national pattern excepting for streets and alleys commented upon before.

The annexation of 1955 brought into the city a considerable area of vacant undeveloped land which in the years ahead will gradually be developed and occupied in various ways. Because of its location and character much of this currently unoccupied land will be used for residential purposes to accomodate the increasing population, yet portions of it will be used otherwise - for commerce, industrial, public and semi-public uses.

On the basis of past experiences and growth the land use picture will approach the status shown in Table VI when the population reaches 20,000.

TABLE VI  
ACREAGES IN LAND USES  
(FOR POPULATIONS OF 14,000 AND 20,000)

	<u>14,000</u>	<u>20,000</u>	<u>ADDITIONAL ABSORPTION</u>
Single family uses	462.52	660.0	197.48
Two family uses	7.00	10.0	3.00
Multiple family uses	2.60	3.8	1.20
TOTAL RESIDENTIAL	472.15	673.8	201.68
Commercial (Retail & Wholesale)	47.25	67.6	20.35
Industrial and Railroads	181.42	260.0	78.58
Public and Semi-Public	208.25	298.0	90.00
			592.29

The increased population settling in Plant City during the fifteen years hence will absorb at least 200 acres of land now vacant. And, it is quite probable that more than 200 acres will be needed because the minimum lot area requirements of the zoning ordinance provide for a more spacious development of residential lands.



Public and Semi-Public Uses which include parks, playgrounds, schools, churches and other such uses will require approximately another 100 acres in the undeveloped areas of the city.

Altho some 350 additional acres would be required for streets and alleys in the undeveloped areas, as judged by past and present experience, it is questionable whether any such a large acreage would be so required because as stated elsewhere, future subdivisions will be spaciouly developed with less space devoted to streets.

The commercial and industrial uses will absorb increasingly large amounts of land but the locations of these areas even in excess of the requirements have already been defined in the recently adopted zoning ordinance.

The general land use plan made pursuant to these studies imparts an idea how the community will develop in the years that lie ahead. To direct development as it proceeds into the general land use pattern, the zoning plan and regulations were prepared and adopted. The general plan is not at all rigid or specific in its concept but rather it is directional only.

# HOW TRAFFIC MOVES INTO URBAN AREAS

PROPORTIONS OF TRAFFIC APPROACHING CITIES OF VARIOUS POPULATION GROUPS WHICH ARE BOUND BEYOND THE CITY, TO THE CITY, AND TO THE CENTRAL BUSINESS DISTRICT.

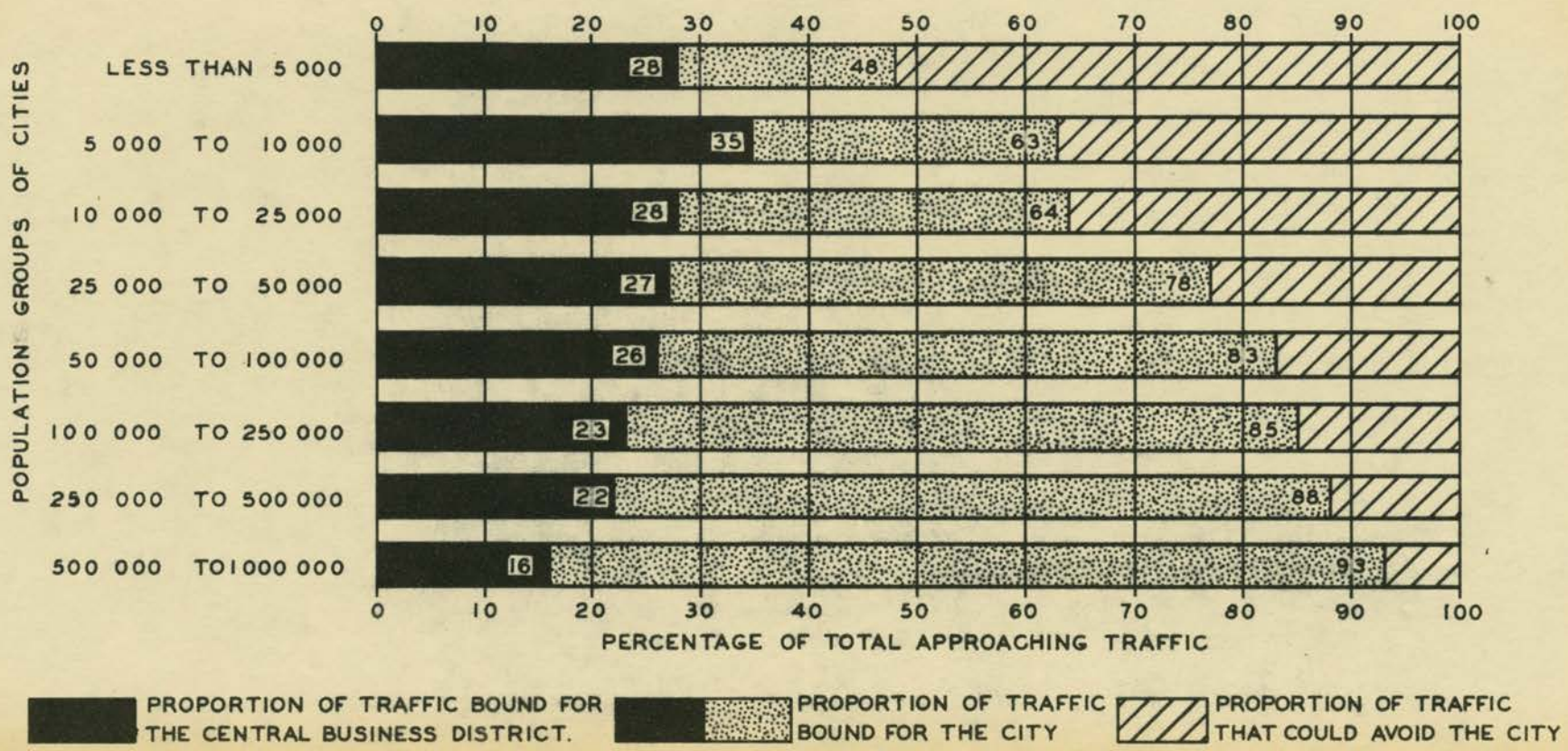


FIGURE NO. II



### STREETS AND THOROFARES

Streets and thorofares as channels of communication are essential parts of the city's physical structure, connecting the various parts of the city with its tributary area. They enable the ever-increasing volumes of traffic to flow thru the city and to pass from one section to another (Figure 11).

Because most of our existing street systems were projected and built prior to the advent of the automobile and without the benefit of subdivision control, they are deficient in many respects. Designed primarily for the use of animal drawn vehicles many are not only too narrow but are dead ends. The street system as originally defined was extended gradually to provide access to developing areas without due consideration being given to the over-all future requirements of the city. To correct existing deficiencies and provide plans to guide future developments is therefore one of the objectives of planning studies.

In planning a street system to meet the requirements of community growth attention should be directed specifically to those principal or major streets comprising the structural framework of the city. Such a system must be delineated so that the increasing volumes of traffic can move directly and smoothly into, around and thru the community with a minimum of hazard and congestion and a maximum of safety. The several component parts of the system should be so arranged as to discourage needless congestions of traffic types to protect and preserve the character and values of residential neighborhoods. Heavy duty truck traffic should be diverted from residential districts where possible. Major

arteries should preferably bound and not pass thru residential neighborhoods. By selecting and determining the types and locations of major streets, traffic circulation can be advantageously distributed. Local or access streets then can be coordinated with the major framework so planned.

The principal function of major streets is to dispatch traffic movements from points of origin to points of destination with ease, speed and safety. Much of the traffic in the city streets flows between residences and places of employment which in many cases is the central business district or sites of industrial operation. A second large contribution of traffic flow is that originating outside the city and passing thru to destinations beyond it, or, destined temporarily to points within the city before proceeding to points beyond. A third large movement is that between residential areas of the city or between residences and other areas - to local shopping districts or elsewhere. This latter intra-city movement is usually called cross town traffic and its routing is motivated by a desire to avoid such congested areas as the central business district. In any event, most of the traffic circulating thru the streets is of local origin.

Not all streets therefore are of equal value or importance from the standpoint of use; their functions differ. Some are of primary or major importance because of the volumes and types of traffic they carry; others are of secondary importance because of the functions for which they are designed, and finally, most of the streets comprising the entire network are solely for purposes of access. But regardless of their classification, street rights-of-way must be sufficiently wide to accomodate roadways of adequate capacities to carry the annually increasing volumes of traffic



and of a structural design and composition to withstand the loads to which they will be subjected.

The Major Street Plan is designed primarily to serve as a long range guide to modernizing the over-all street pattern. It is not designed to solve solely some of the immediate problems. It even suggests street projections or improvements that may not be necessary for many years but notwithstanding, it shows where such streets should be located when needed to meet the requirements of growth. Equipped with such a plan the city is in a much better position to prepare its various annual programs of street extensions and improvements. Plant City is on the threshold of growth therefore the needs of the future city must now be anticipated.

#### EXISTING STREET SYSTEM

The existing street pattern of Plant City is an extension of the orthodox gridiron or rectangular system defined in the original townsite. Altho only a small portion of the dedicated streets are improved, these serve the principal developed areas. Unfortunately the subdividers of the original town site established street widths (right-of-way widths) of only sixty (60) feet which width was adopted by subsequent subdividers as the city expanded and streets were extended. In the absence of subdivision control in the earlier days, some subdividers ignored the pattern of the founders by reducing street widths thereby introducing strictures. Other subdividers introduced jogs and dead ends. As illustrations - Wheeler Street with a width of sixty (60) feet from North Drane to Risk Street was reduced to fifty (50) feet north of Risk Street. Saunders Street

between Wheeler and Franklin Streets is fifty (50) feet but Tever Street between the same streets is only forty (40) feet. Reynolds Street, sixty (60) feet wide west of Gordon Street to Franklin Street is reduced to only fifty (50) feet west from Franklin Street.

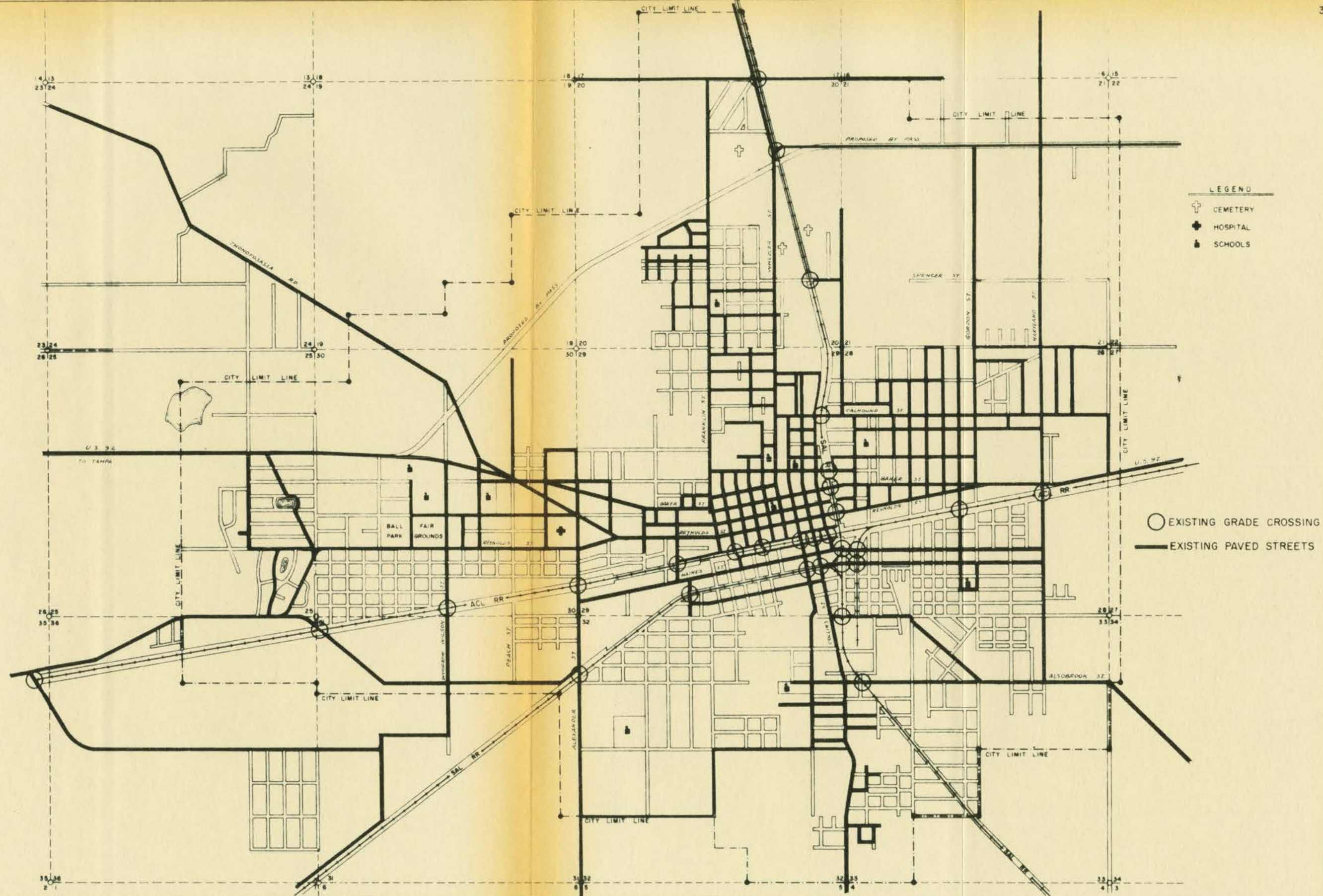
A street width of sixty (60) feet will not accomodate advantageously a roadway in excess of forty (40) feet which will only permit two moving lanes of twelve (12) feet each and two parking lanes of eight (8) feet each.

In the present framework of streets, four (4) streets carry the major part of traffic load - Reynolds and Baker Streets, east and west, and Wheeler and Collins Streets, north and south, which intersect in the central business district. Of these, only two - Reynolds and Baker (U. S. 92) - extend continuously thru the corporate area. Wheeler Street (S. R. 39) from the north terminates at North Drane Street and Collins Street (S. R. 39) from the south terminates at Calhoun Street. These latter two streets are two blocks apart.

U. S. 92, one of the most heavily traveled highways in Florida, between Lakeland and Tampa, utilizes Reynolds Street one-way for east bound traffic and Baker Street for west bound. Because of this routing, Reynolds Street thru the central business district is heavily congested with traffic of all types thruout the twenty-four hours.

To alleviate the present traffic condition within the central business district, the State Road Department is currently projecting a new limited access by-pass in the north part of the city, which when completed, will carry a considerable percentage of the heavy traffic volume now using

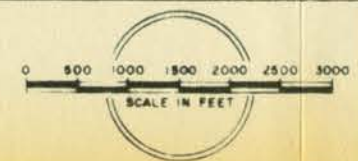




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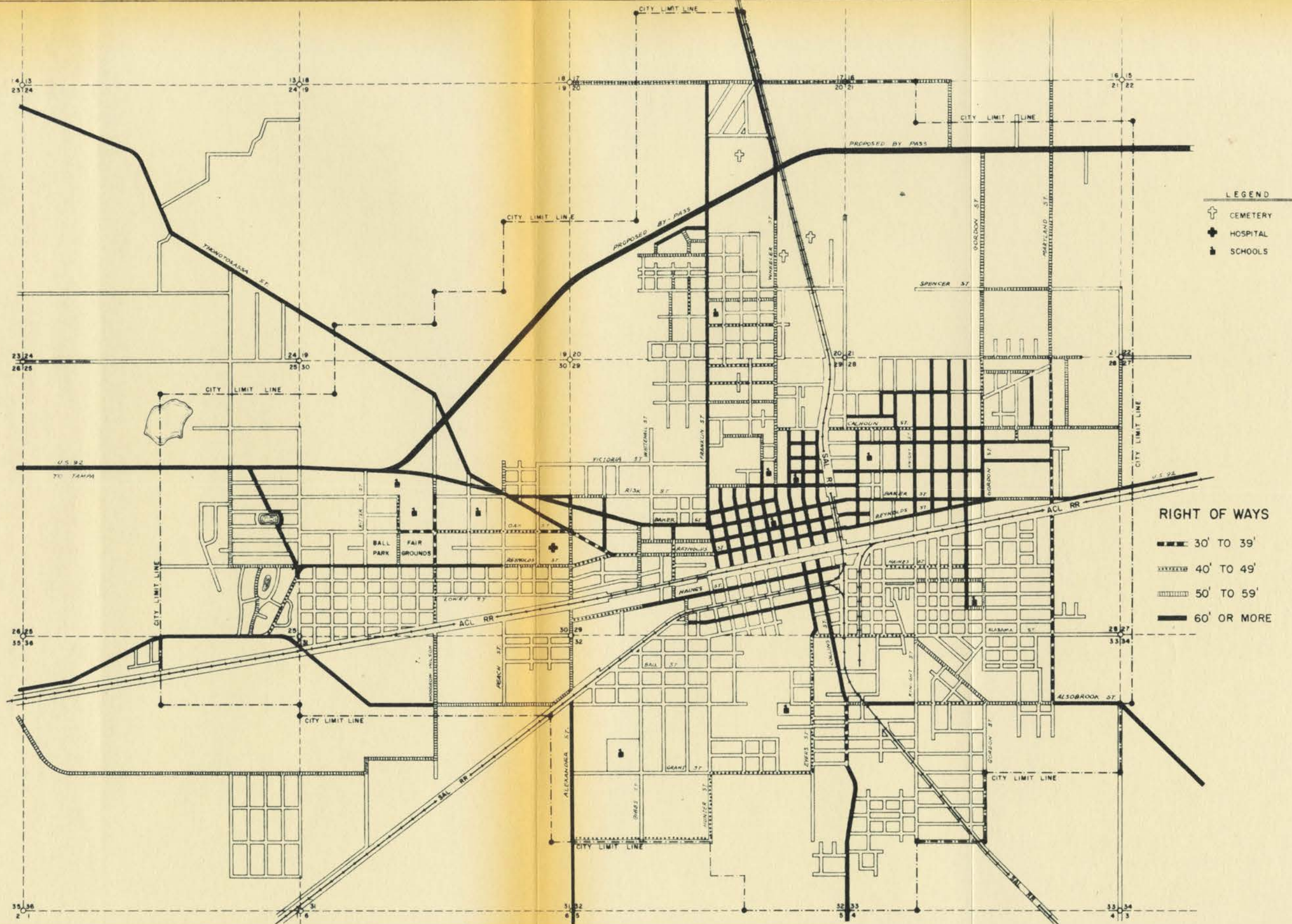
COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
PLANT CITY, FLORIDA



EXISTING PAVED STREETS

FIGURE NO. 12

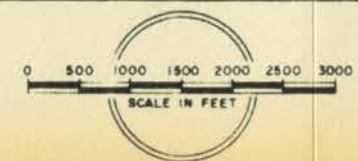




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COMPREHENSIVE PLANNING STUDY  
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PLANT CITY, FLORIDA



EXISTING RIGHT OF WAY WIDTHS (PAVED STREETS)

FIGURE NO. 13



Reynolds and Baker Streets, thereby restoring these two streets to a more normal condition.

Neither Wheeler nor Collins Streets (S. R. 39) carry traffic volumes comparable to Reynolds and Baker Streets but notwithstanding they currently are important north-south arteries. Another important street in the western part of the city is the Thonotosassa Road extending north-westerly into the tributary rural areas.

In addition to these primary arteries there are other streets of a secondary character that serve primarily as access or connecting streets to various parts of the city. Of these the most important are Franklin, Alexander, Woodrow Wilson, Walter Drive, Shannon, Michigan, Illinois, Gordon, Maryland, Haines, Montgomery, Grant, Alabama, Renfro, Laura and Alsobrook Streets.

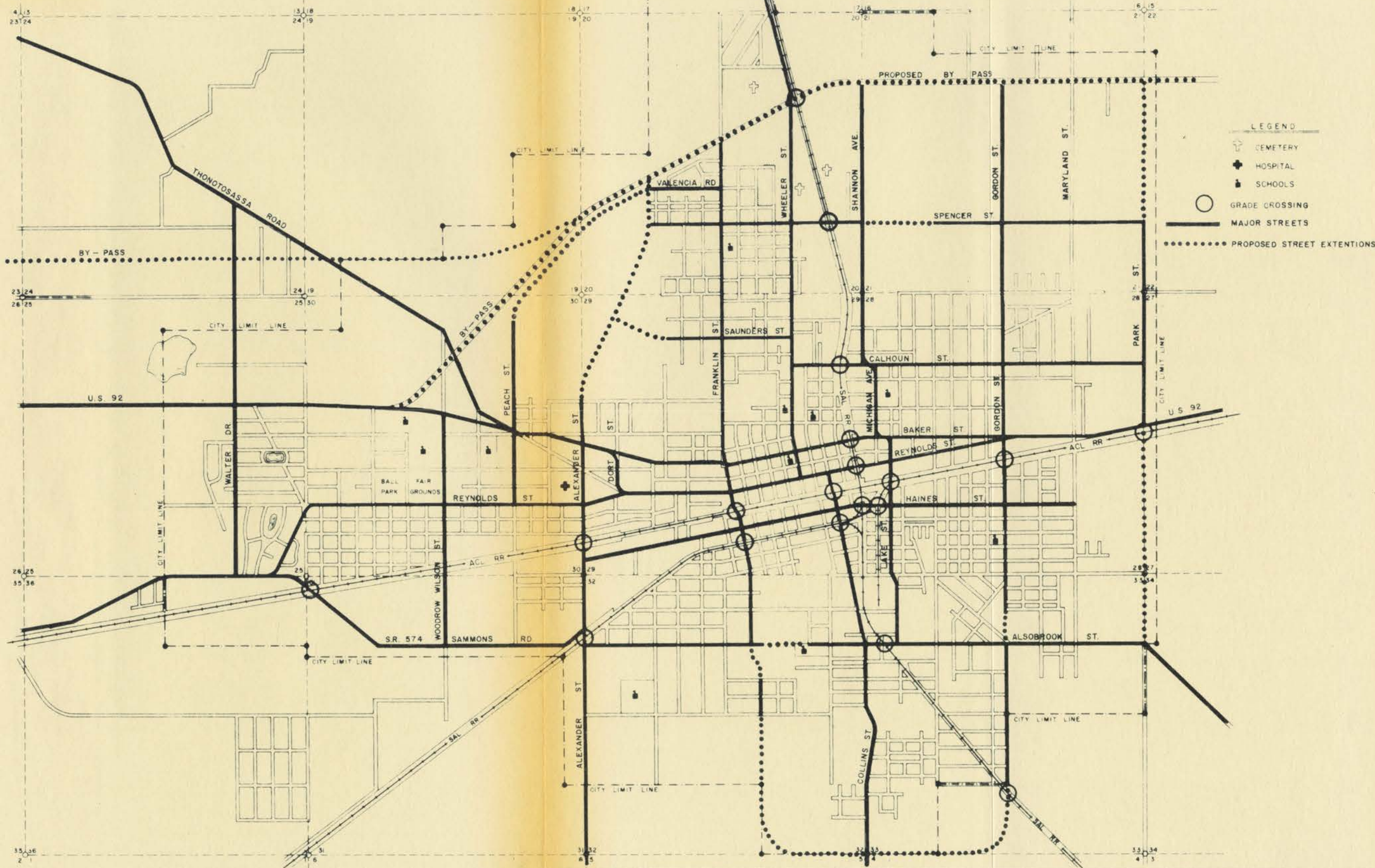
Figures 12 and 13 show the extent to which the various streets in the city are improved or paved and, the rights-of-way and paving widths of the various streets.

#### MAJOR STREET PLAN

The various component parts of the Major Street Plan are shown in Figure 14, described more particularly as follows:

1. Reference has already been made to Reynolds and Baker Streets, which will continue as increasingly important highways in the over-all street pattern. The by-pass road in the north of the city (U. S. 92), will relieve them of much heavy duty traffic - especially thru traffic - but notwithstanding, with city growth and the expansion of the central

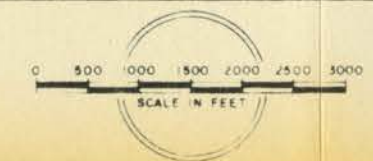




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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
PLANT CITY, FLORIDA



MAJOR STREET PLAN

FIGURE NO. 14.



business district, these two streets will still carry increasing volumes of traffic. Because of this, it would be advisable to continue the "one-way" system now in use.

2. Franklin Street should be developed ultimately into a continuous north-south street from the by-pass access road southward into S. R. 39, south of the city limits. This improvement will necessitate another grade crossing at the A. C. L. tracks. Franklin Street should be developed as a secondary street to serve the western half of the city and in so doing, relieve much of the ultimate traffic load from Wheeler Street, especially that passenger traffic destined thru the city from north to south.
3. One quarter mile west of Franklin Street a new street should be extended southward from the by-pass into Alexander Street which should be widened and extended ultimately to the city limits. At Alexander and the by-pass road an interchange will be installed to enable trucks and other vehicles access to the industrial and market center south of the Coast Line tracks, without passing thru the congested center of the city. With the building of more industrial enterprise in this area, the importance of this street will be greatly enhanced.
4. At the junction of Risk and Peach Streets and the Thonotosassa Road a traffic circle should be installed and Peach Street be extended northward.
5. Walter Drive, in the western part of the city should be considered a secondary connecting street between the Thonotosassa Road and State Road 574. These proposed north-south connecting streets in the western

part of the city will enable traffic to travel various routes to reach their destination without creating congestion in any one area.

6. In the eastern half of the city, three (3) streets in particular are included in the Major Street framework - Shannon Avenue-Michigan and Lake; Gordon Street and Maryland Street.

- (a) With the establishment of an industrial area in the north central part of the city, between the SAL and Shannon Avenue, the latter should be improved with a wide right-of-way at least eighty (80) feet wide from the by-pass to Calhoun Street and thence by connecting streets to Alsobrook Street on the south. This street paralleling the railroad will serve much of the industrial area adjacent to it.
- (b) Gordon Street should become one of the most important north-south streets serving the eastern half of the city, extending from the by-pass service road into S. R. 39 south of Alsobrook Street. The northwest quadrant will develop residentially and Gordon Street will be one of its primary service arteries.
- (c) Park Road adjacent to the city limits should be extended from the by-pass to Alsobrook in the south.

In addition to the various north-south major streets considered above, certain east-west streets are incorporated as component parts of the plan.

7. North of Reynolds and Baker Streets, three (3) streets in particular are embraced by the Major Street Plan - Calhoun, Saunders and Spencer, each of which can be developed into serviceable cross town secondary east-west streets.

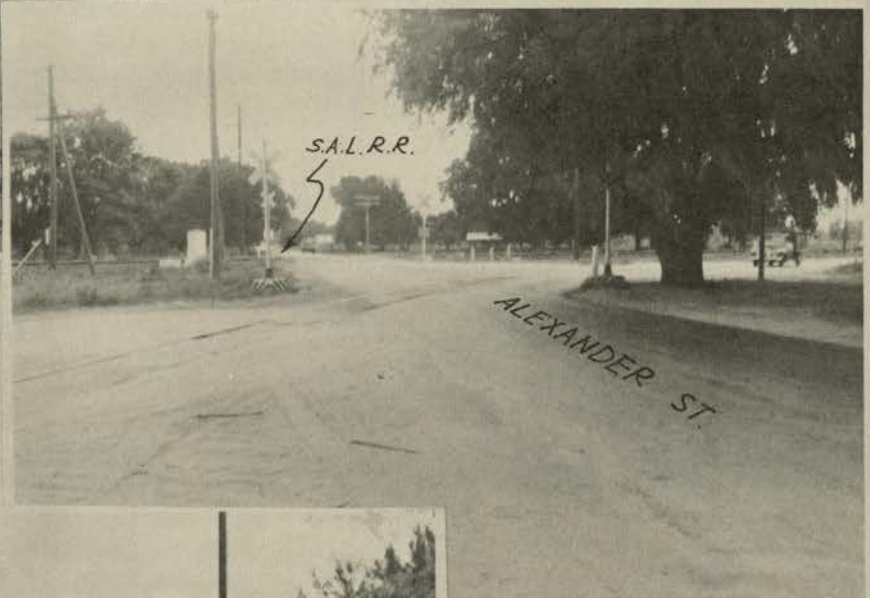


STREET INTERSECTIONS



( LEFT )

ALEXANDER STREET  
NORTH OF U.S. 92



( RIGHT )

JUNCTION ALEXANDER STREET AND  
STATE ROAD 574A, ADJACENT TO  
S.A.L. CROSSING.



( LEFT )

ALEXANDER STREET LOOKING  
SOUTH TOWARD S.A.L. CROSSING.

( RIGHT )  
INTERSECTION THONOTOSASSA RD.  
OAK ST. AND ALEXANDER ST.



8. South of the A. C. L. railroad, Haines and Alsobrook Streets are two important cross town streets. Haines as the first important street south of the Coast Line is a principal feeder from the central business district to the industrial section west thereof so should be widened and improved from at least Collins Street to Alexander Street. Alsobrook Street supplies the principal link between State Road 574 on the west to Collins Street and the southeast area of the city. It should also be widened and improved and be connected in the east area with Gordon Street.
9. Wheeler and Collins Streets will also continue as important arteries. A connection between the two would be most desirable but at this time, such a connection could not be accomplished economically. Some day however conditions might change and a connection would be possible.
10. It is recommended that Thonotosassa Road between its intersection with U. S. 92 (Risk Street) and Reynolds Street be eliminated and in lieu thereof a new connection be made between Baker and Reynolds Streets, along Dort Street. This arrangement would necessitate the use of Baker Street for two-way traffic movements from Peach to Dort Streets and thence one-way along Dort Street into Reynolds. Thonotosassa Road has a restricted width in this distance and further, by its route introduces hazardous intersections at Alexander and Peach. By its diagonal route, Thonotosassa Road also cuts several blocks into segments of questionable usage.
11. The possibilities of an underpass at the Seaboard Railroad and Alexander Street should be investigated, as well as an underpass at Maryland and the Coast Line tracks.

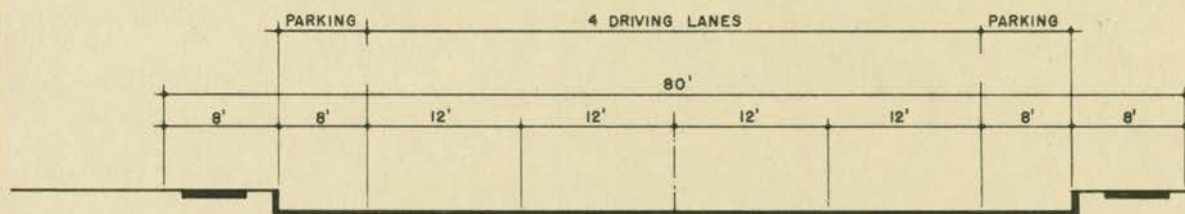


Unfortunately one cannot wipe the slate clean and start over again. For the most part the streets in the older developed portions of Plant City are here to stay and any practical street plan attained will only approach the ideal. Therefore, in contemplating the realization of a major street plan one should keep in mind the objectives defined earlier, namely, to provide direct, continuous streets of adequate capacity to carry the traffic load smoothly, swiftly and safely.

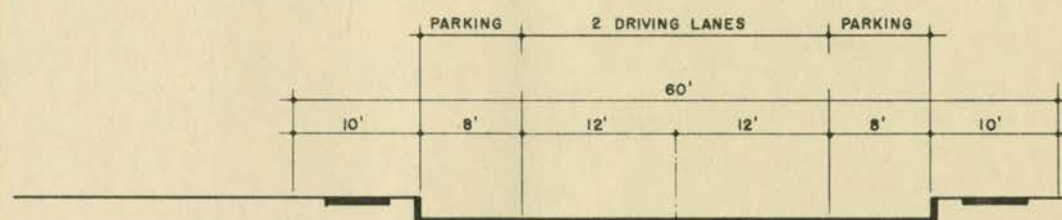
None of the principal traveled streets of Plant City have right-of-way or roadway widths sufficiently adequate to meet the traffic needs of the future. The accepted minimum standard right-of-way width of a major street is eighty (80) feet which could ultimately accomodate a roadway width of sixty-four (64) feet - four moving lanes twelve feet wide and two parking lanes eight (8) feet wide. To acquire this minimum right-of-way width within the older developed part of Plant City would be exceedingly difficult at the moment, but in the undeveloped or sparsely developed areas it should be acquired.

Set back lines for ultimate street widening should be established by ordinance on all elements of the major street plan which are sixty (60) feet wide or less. This regulation will prevent any new construction within the area established by the set back lines. In later years, as the older properties become obsolete it will be easier to acquire them for widening purposes.

A street of sixty (60) feet can serve effectively for a considerable time but it should be improved with a roadway at least forty (40) feet wide, permitting two moving lanes of twelve feet each and two parking

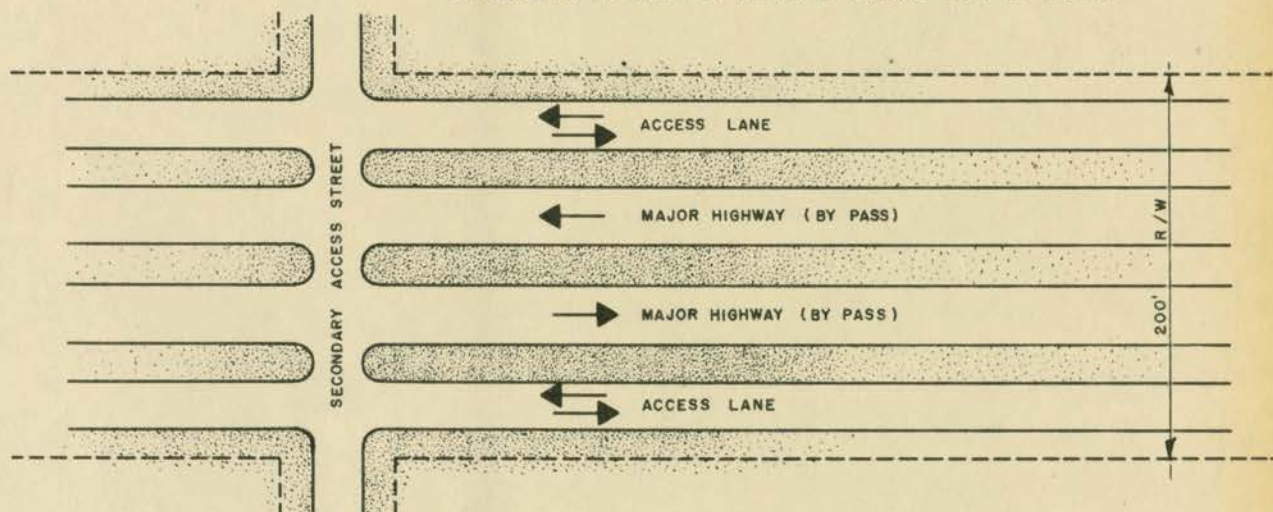


80' MAJOR OR PRIMARY ARTERY



60' SECONDARY STREET

SUGGESTED TREATMENT FOR THE "PLANT CITY BY-PASS."



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## TYPICAL STREET CROSS SECTIONS

FOR THE CITY OF PLANT CITY FLORIDA



lanes of eight feet wide. As the roadway reaches capacity, parking can be removed. Then too, more one-way streets could be provided. Standard street and roadway cross sections are shown in Figure 15.

### PARKING AND TRAFFIC FLOW

Every American city, regardless of size, is faced with a Parking problem, especially within the confines of the built up central business district. The increasing congestion and delay caused by vehicles seeking terminal facilities and the inability to find such facilities within a reasonable distance from where one desire to do business is stimulating a decentralization of many businesses to more remote areas where adequate parking is provided. And, as this problem becomes increasingly acute and more aggravated, its complexity will be reflected in a reduction of central property values. This trend has already been recognized by super markets in even the smallest communities.

As the population of the community increases and its economy expands and diversifies, the number of automotive vehicles using the narrow streets, will likewise increase. When it is realized that twice as many automobiles will flow thru the principal street channels in less than a decade, then the magnitude and complexity of the problem can be better comprehended. This means that the problems incident to traffic circulation and parking must be attacked vigorously to preserve the economy of the community.

The primary purpose of a roadway is to expedite the free and unrestricted flow of traffic and not to furnish storage or parking places for automobiles. The parking of automobiles at the curb is a carry-over from the horse and buggy days. Whenever the free flow of traffic is restricted and retarded by needless congestion and hazard resulting from curbside parking, then curbside parking must be eliminated. On narrow roadways this time

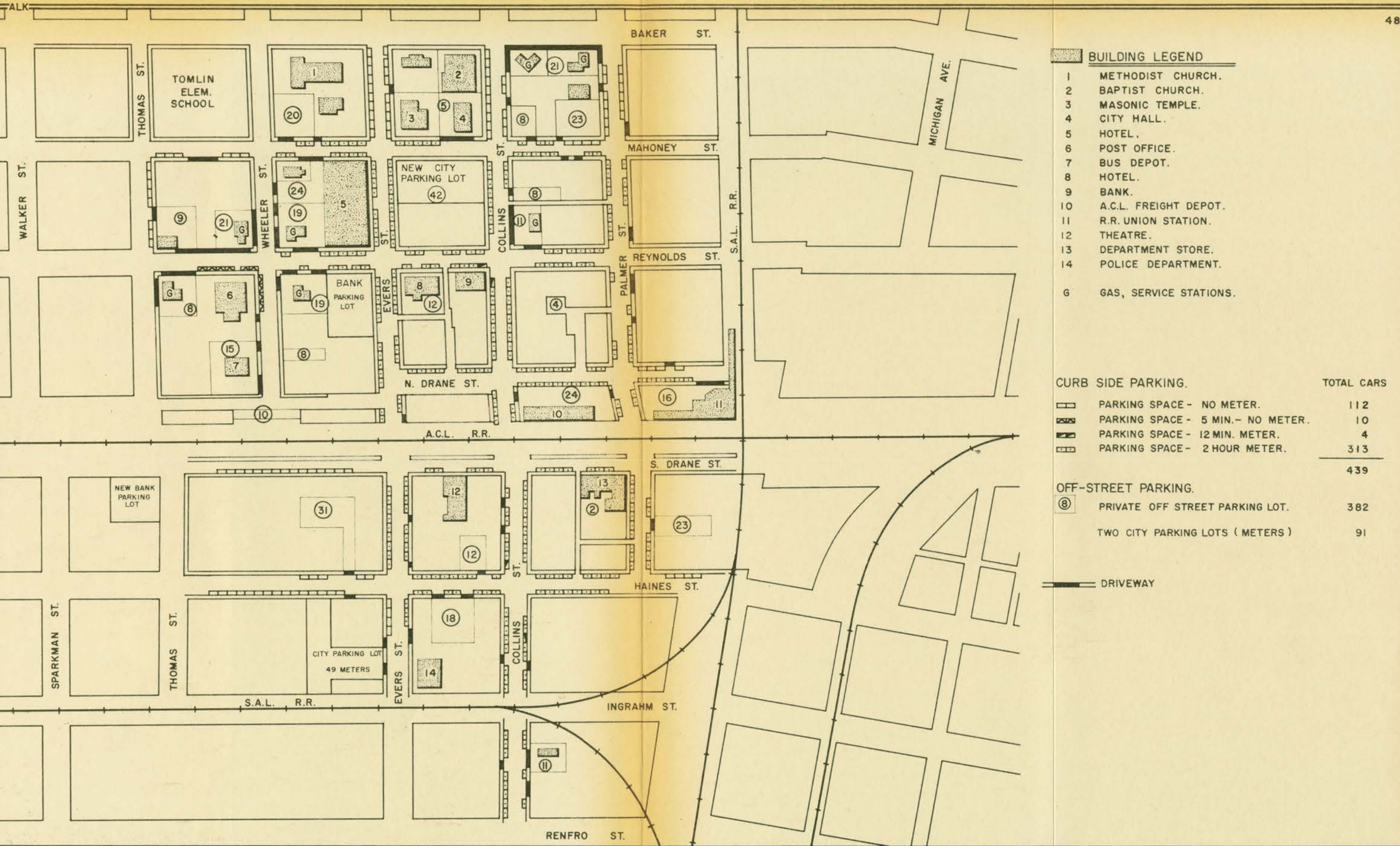


is not too distant. In anticipation of this situation the zoning ordinance now requires all new construction shall provide off street parking facilities according to their uses.

Within the central business district metered spaces at the curb are helpful in promoting a greater availability of parking spaces but unless the metered space is subjected to rigid supervision it is only a partial solution.

The parking problem is being attacked currently on two fronts, by private enterprise on the one hand and local government, on the other. In a number of cities mercantile establishments are providing off street parking facilities on open lots or in multiple deck parking structures. The conversion of the homesite of the late Dr. Young into a parking facility by the Hillsboro State Bank, is an illustration of current trends. Another can be found adjacent to the new Maas Brothers store in Lakeland. In Atlanta and Tampa, parking structures have been erected by merchants or cooperative groups of merchants. In other cities local governments have acquired and improved strategically located areas within or close to the central business districts for parking purposes. Fort Myers, Orlando and Miami Beach are among those cities that have equipped their lots with parking meters. Jacksonville has recently completed a river front parking facility accomodating some 2,000 cars. When the demand justifies it such lots can be provided with multiple storied deck parking structures to augment spaces. By local legislative authorization, Orlando created a Parking Authority empowered to acquire, improve and operate parking facilities and pay their way by the issuance of revenue certificates payable from

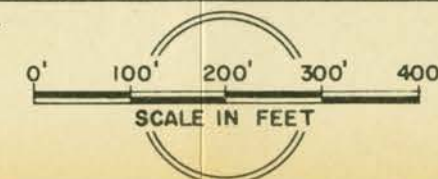




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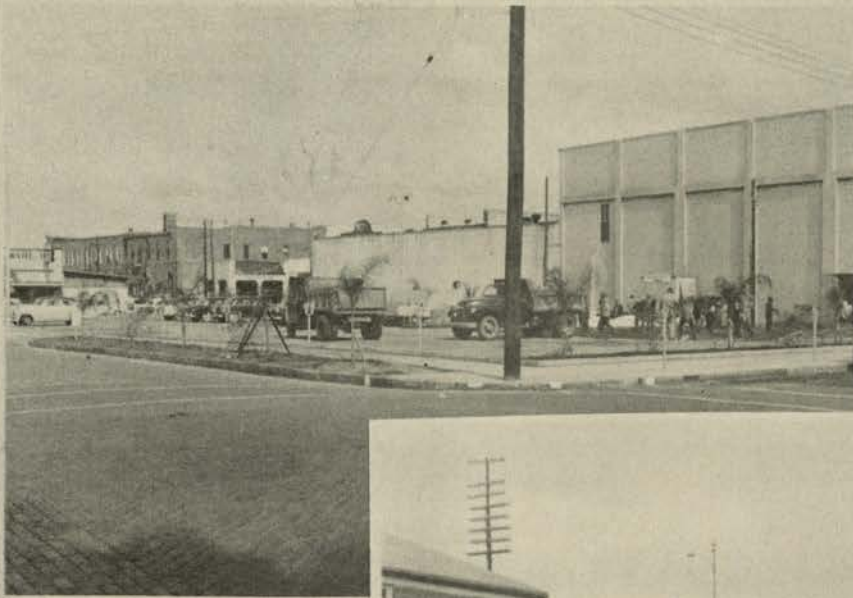


COMPREHENSIVE PLANNING STUDY  
 FOR THE CITY OF  
**PLANT CITY, FLORIDA**

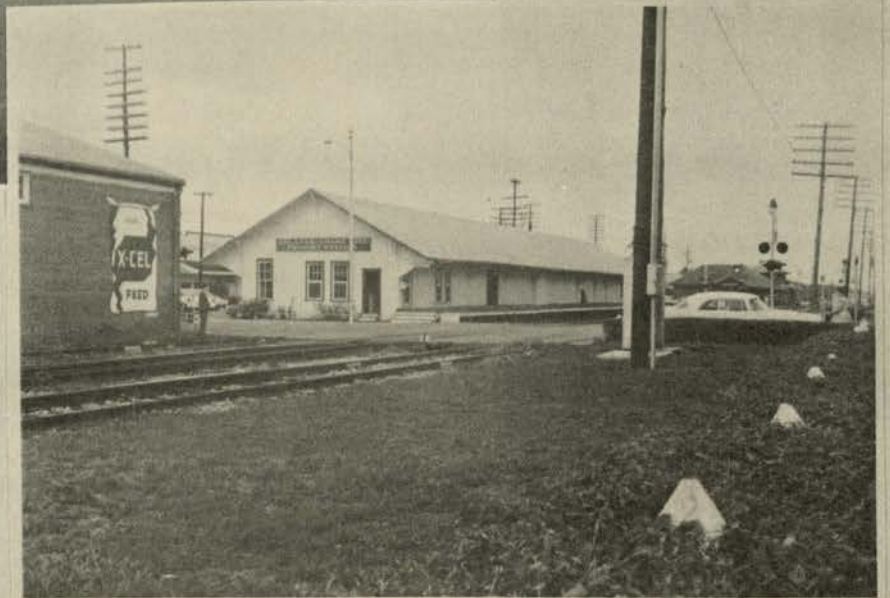


CENTRAL BUSINESS DISTRICT  
 PARKING STUDY





( LEFT )  
NEW MUNICIPAL PARKING LOT.



( RIGHT )  
A.C.L. FREIGHT STATION REMOVAL  
WOULD PROVIDE ADDITIONAL  
CENTRAL PARKING.

( BELOW )

DORT STREET LOOKING NORTH FROM THONOTASASSA ROAD.  
COUNTY PROPERTY ON LEFT.



parking meter or other revenues. Regardless of the approach, cities are universally evaluating their problems and defining policies and plans to solve them as they arise. It is recognized now that the construction, financing and operation of parking facilities are functions of government.

#### PARKING IN PLANT CITY

Generally speaking, the parking problem in Plant City is not yet acute except on certain days and within certain hours. But notwithstanding, the alertness of the city to anticipate future requirements by converting the central recreation block into a parking facility, is commendable.

The principal area of motor vehicle circulation and concentration is the central business district wherein are located a variety of commercial, financial, servicing and professional enterprises (Figure 16). Within this area some 700 automobiles can now park at one time at the curbside or off street. This does not include the lot being prepared on the Young homesite or those on Haines Street. There are 317 meters now in use of which 313 are two hour meters. 382 cars can be parked off street but many of these lots are private. The recently developed city lot on Mahoney Street will accomodate 42 cars. No parking is permitted on Baker Street.

The rate of expansion of the central business district as contemplated by the future land use plan will depend largely on the availability of parking facilities. The traffic volume circulating within the central business district may reach such proportions at an early date as to necessitate the elimination of curbside parking and at such time accessible off street facilities should be available. To meet this situation the city

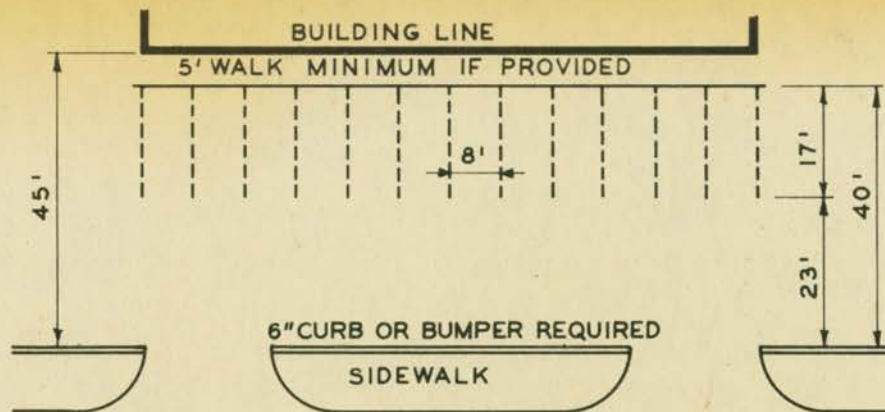


should adopt a policy of acquiring sites in advance of development and thereby minimize the costs thereof later.

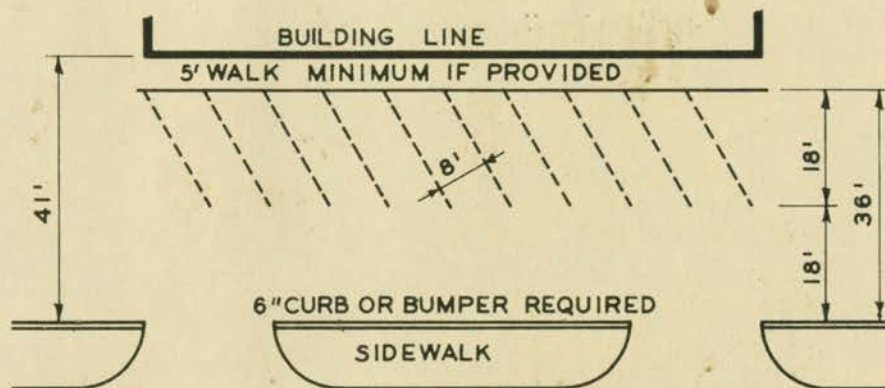
The removal of the A. C. L. freight structures between North Drane Street and the tracks to a site easterly of the passenger station would open lands suitable for parking within the older portions of the central business district. Already the city has acquired the property of the Masonic building on the northeast corner of Evers and Mahoney Streets which could be utilized for additional parking both for the public and City Hall usage. Another site that should be considered is that in the block between Mahoney and Baker Streets and between Palmer Street and the railroad. Altho a site has been acquired south of the A. C. L. on Haines Street, other parcels should be acquired for future development. Not all sites need be developed today but within five or ten years they will all be in demand so acquisition now would be desirable.

As the parking needs within the central district become increasingly acute the time intervals of two hours should be changed to one hour thereby making it possible to increase the parking turn-over, and, it may be necessary to change some of the one hour intervals to thirty minutes.

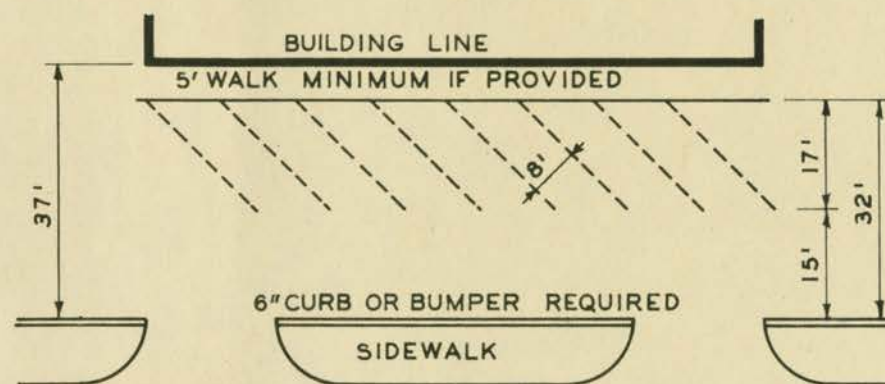
Only by facing these problems realistically and preparing in advance to solve them in advance can the integrity and value of the central business district be conserved. It must be remembered that properties within the central business district support the tax structure of the city. People driving automobiles to shop and do business will go to those places where parking facilities are available and if the city and the business enterprises do not cooperate to solve the problems, competitive marketing centers with adequate parking facilities will be provided.



### 90 DEGREES PARKING



### 60 DEGREES PARKING

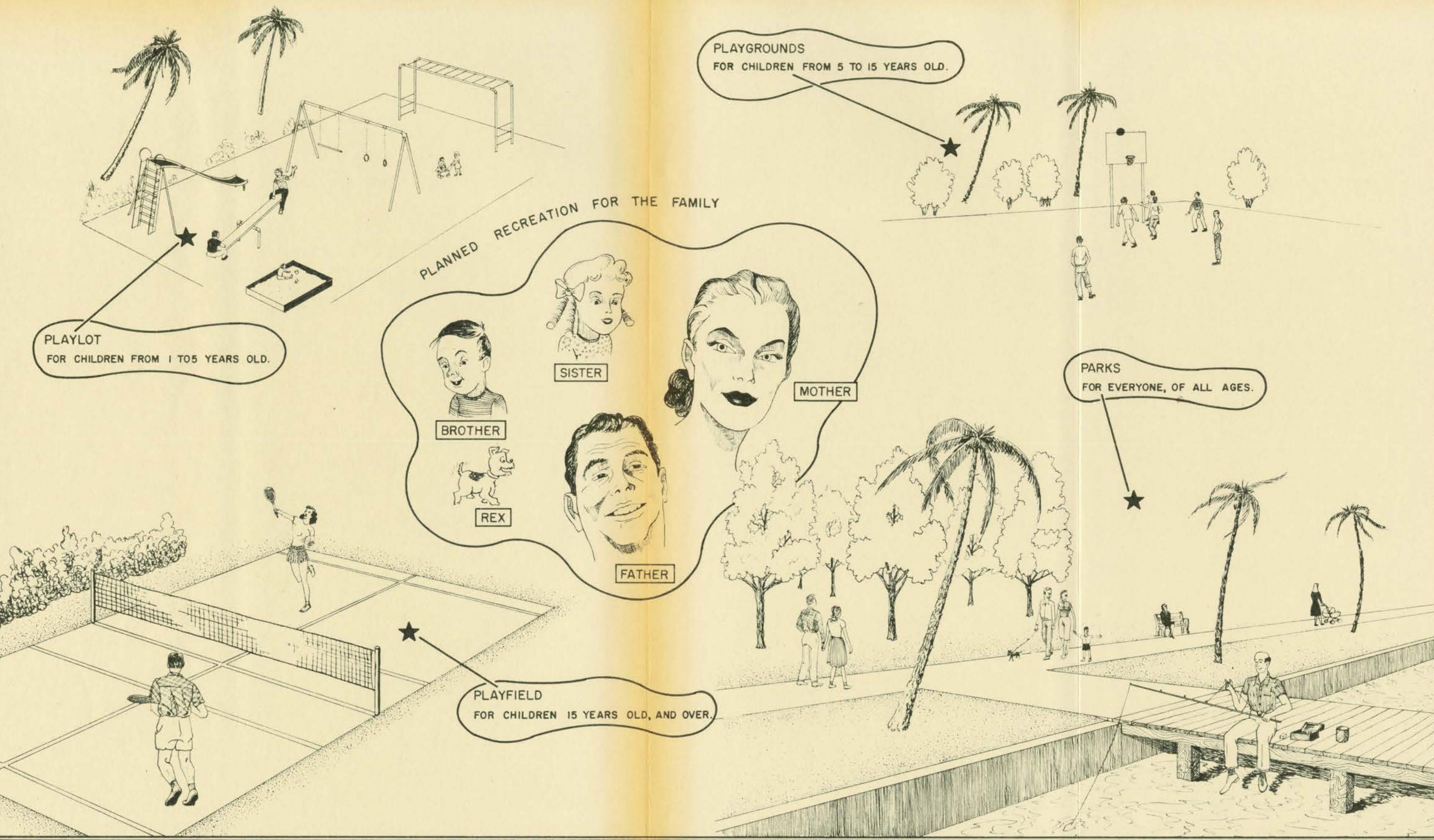


### 45 DEGREES PARKING



Altho no specific yard stick is available as to the number of parking spaces a central district should have, experience in a number of southern cities discloses that fifty to sixty spaces per 1,000 of population is not unreasonable. On such a basis, Plant City should plan to have available at least 1,200 spaces for a population of 20,000. Design standards for parking facilities are shown on Figure 17.





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COMPREHENSIVE PLANNING STUDY  
 FOR THE CITY OF  
 PLANT CITY, FLORIDA

RECREATION

FIGURE NO. 18.



### PARKS AND RECREATION

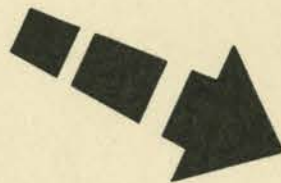
Parks and Recreation areas for the use of the young and old are essential parts of any future development plan. As community facilities they are as vital and important to the life and welfare of the people as other utilities and therefore provisions for them should be anticipated in advance of growth. Too often such essentials are submerged or ignored completely by land subdividers and local governments until an actual need arises and becomes critical and the costs of appropriate sites are exorbitant. Obviously it is easier and more economical to anticipate these future requirements in the early stages of growth and acquire suitable and adequate sites before the lands are wholly developed and while the costs of acquisition are still reasonable (Figure 18).

Parks and Recreation facilities occupy a definite place in the growth pattern of the city. They not only contribute immeasurably to the building of a better citizenship among the youth of the community but also cultivate an improved civic consciousness among adults and visitors.

Park and Recreation sites of generous amounts, adequately equipped to satisfy the many and varied needs of the people of all age groups should be distributed thruout the corporate area. In new subdivisions and in older ones where possible, intra-block "tot lots" should be established for the youngest age groups (Figure 19). For older children neighborhood playgrounds should be established; for teen-age and older groups, playfields with community centers should be provided and for adults, facilities for passive recreation and cultural enhancement. Recreation can be cultural as well as physical therefore an auditorium, an open air theatre or other



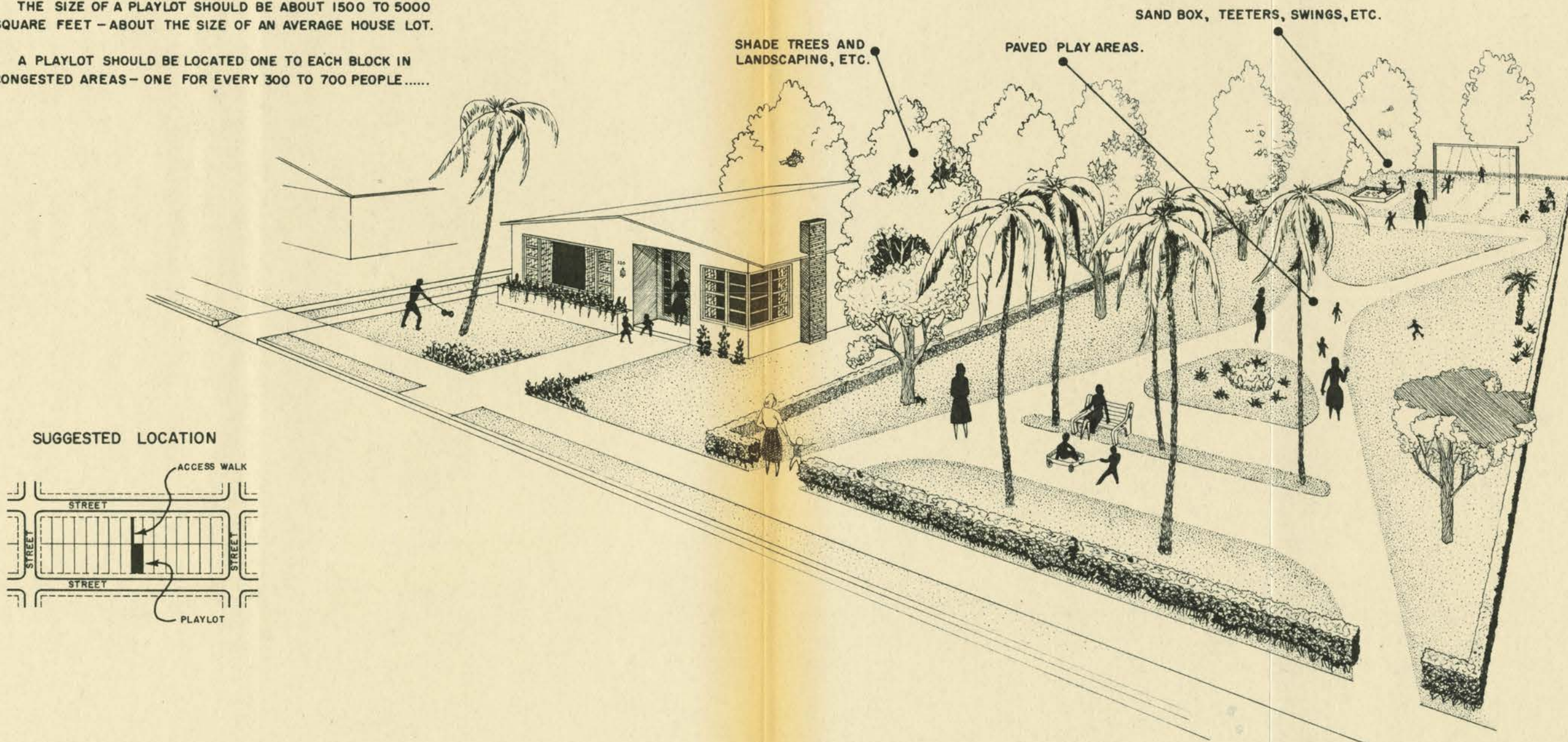
# NEIGHBORHOOD PLAYLOT



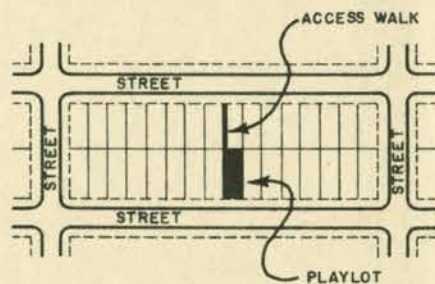
AN AREA INTENDED FOR ACTIVE RECREATION FOR PRE-SCHOOL CHILDREN. ITS MAJOR USE IS AS A SUBSTITUTE FOR BACK YARDS WHERE PLAY OPPORTUNITIES ARE RARELY AVAILABLE, SUCH AS IN CONGESTED DISTRICTS AND IN THE APARTMENT DEVELOPMENTS.

THE SIZE OF A PLAYLOT SHOULD BE ABOUT 1500 TO 5000 SQUARE FEET - ABOUT THE SIZE OF AN AVERAGE HOUSE LOT.

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



SUGGESTED LOCATION





place of assembly have places in any well rounded community planning program.

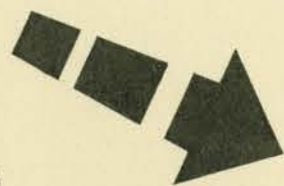
People often believe that the recreation facilities furnished by schools are sufficient, not realizing that many of these facilities are only of a seasonal nature, not always available for general community use. A cooperative undertaking between school and local authorities is highly desirable as it relates to the use of school ground and building facilities but notwithstanding, a diversity of other recreational needs is desirable.

A comprehensive plan of parks and recreation should be predicated on universally accepted standards adapted to the particular needs of the community. As a general proposition there should be, in the aggregate, at least one acre devoted to parks and recreation purposes for each one hundred people. On this basis, Plant City should currently have in the aggregate at least one hundred and twenty acres allocated actively to park and recreation purposes and one hundred and fifty acres when the city attains a population of fifteen thousand, exclusive of school sites. At present the city has less than fifty acres.

Park and Recreation areas and facilities are divided into classes according to their uses. Parks are divided into Reservations, Large Parks, Neighborhood Parks, Greenbelts, Parkways and Plazas. County and State Parks fall into the Reservation class. Parks of fifty acres or more located within or adjacent to the city are in the second class, Large Parks. Areas of three to ten acres distributed strategically within the city and functionally divided between passive and active recreation fall into the Neighborhood classification. Parkway and Plazas are areas closely asso-

# NEIGHBORHOOD PLAYGROUND

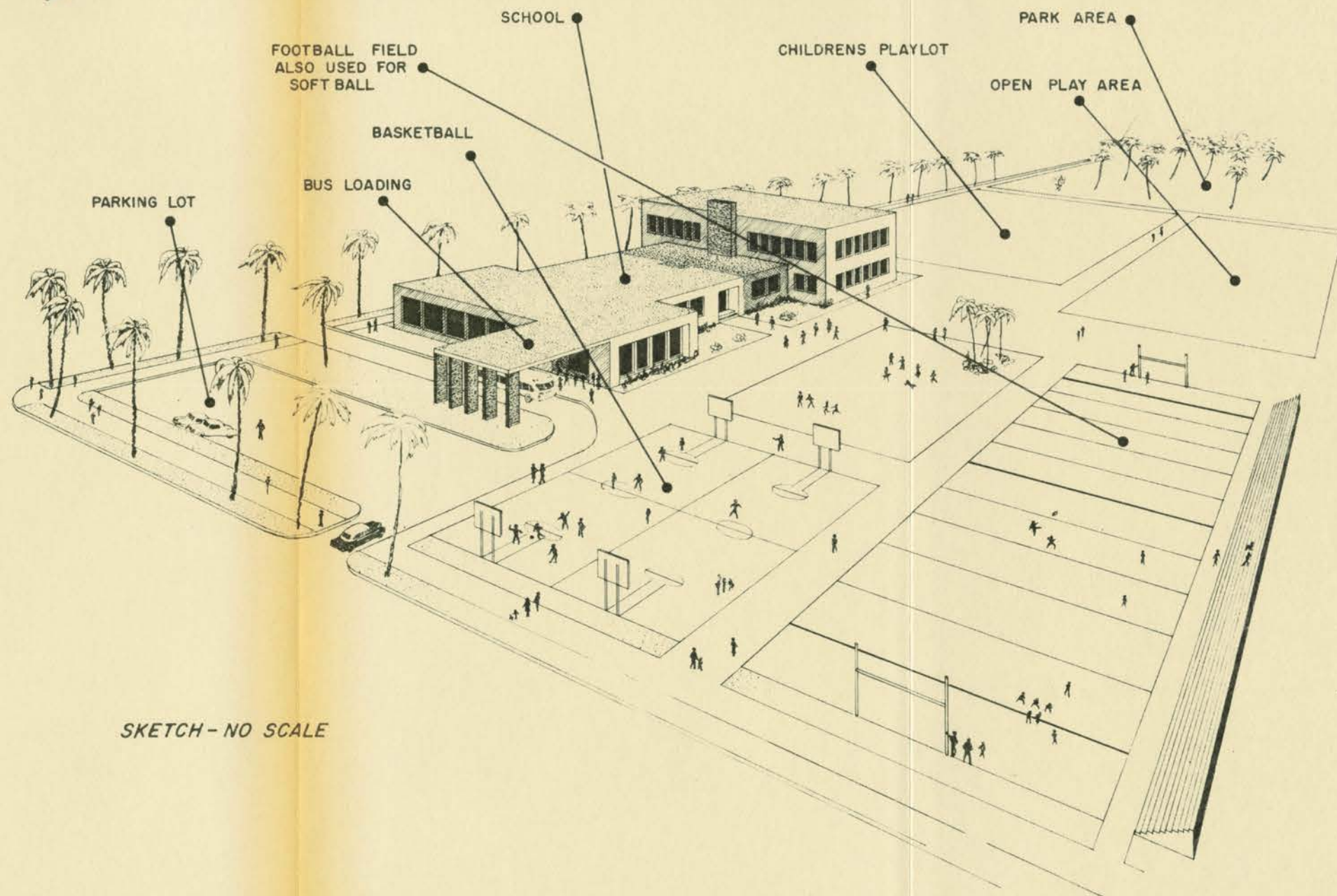
ADJACENT TO A SCHOOL



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

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

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



SKETCH - NO SCALE

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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF

PLANT CITY, FLORIDA

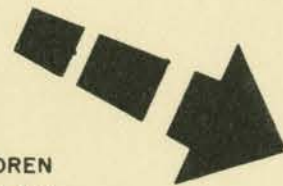
RECREATION

FIGURE NO. 20.



# NEIGHBORHOOD PLAYFIELD

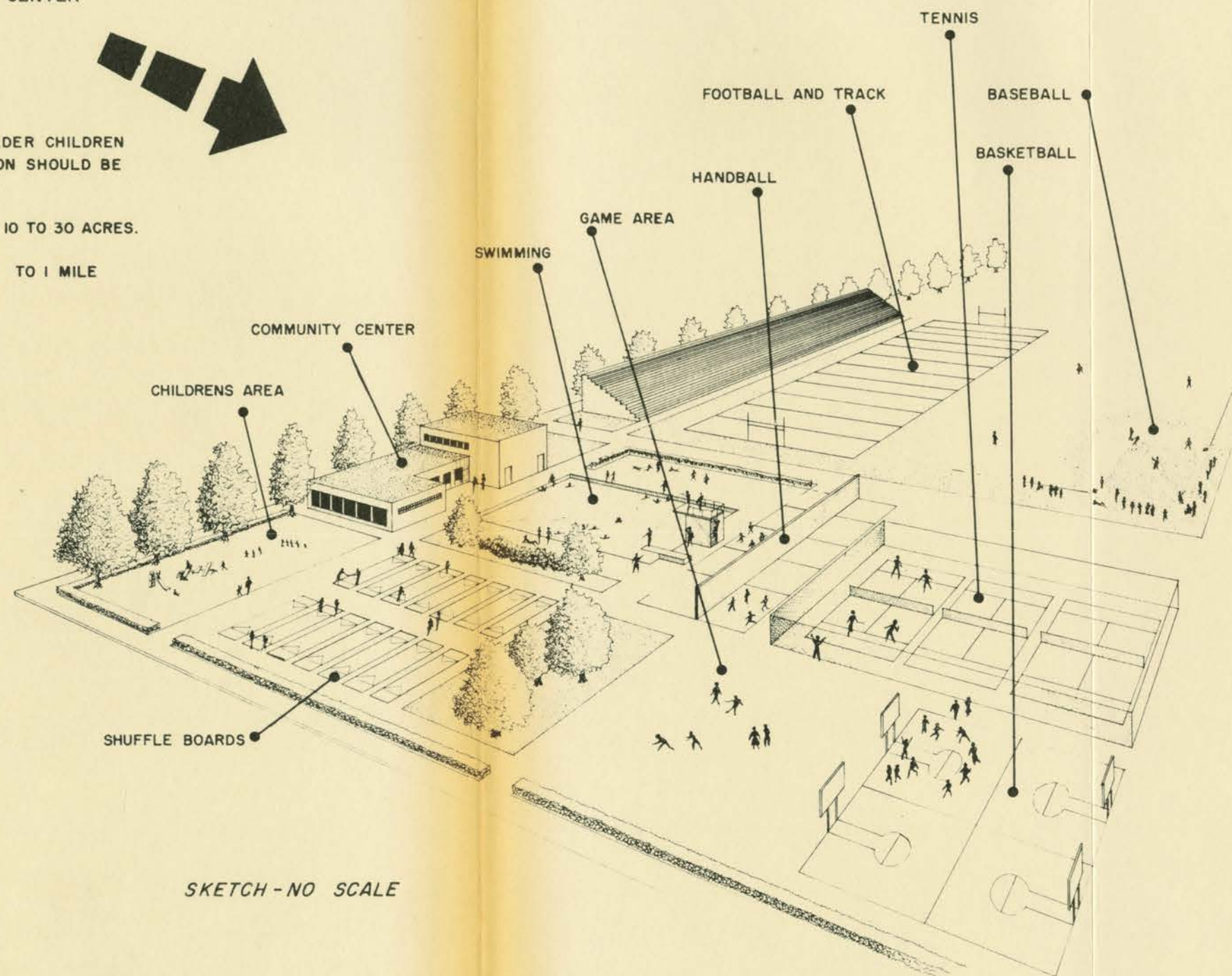
SHOWN ADJACENT TO A COMMUNITY CENTER



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 FROM 10 TO 30 ACRES.

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



SKETCH - NO SCALE

ciated with roadways and boulevards. Greenbelts are wooded strips along streams or strips artificially provided as buffers or screens between dissimilar areas.

Recreation Areas are divided into Neighborhood Playgrounds, Playfields and Athletic Fields. Golf courses may also be included as recreation areas. A Neighborhood Playground is the chief play center for children up to fifteen or sixteen years of age, which may also provide a limited amount of facilities for adults and serve as centers for neighborhood festivals, play nights and other gatherings. Neighborhood Playgrounds frequently occupy portions of Neighborhood Parks in which Community Buildings, as neighborhood meeting places, are also located (Figure 20).

The Playfield provides facilities primarily for the use of "teen-agers" and adults, altho a limited amount of playground space for children may also be located therein. The Playfield usually contains soft ball and baseball diamonds and other facilities appealing to the older age groups. The Athletic Field and Stadia are for the more active sports (Figure 21).

Open air theatre, picnic sites and areas for lawn games and pageants and auditoriums can be located in large parks where ample space is also available for other facilities and for parking and plenty of room for aesthetic embellishment.

In projecting a Park and Recreation program for Plant City the various facilities to satisfy the requirements of the local resident should be augmented by facilities particularly useful and appealing to the tourist. The tourist is interested especially in places where shuffleboard can be played and in buildings wherein group meetings can be held. A band shell also has a place in any park area. Figure 22 shows a Neighborhood Park.

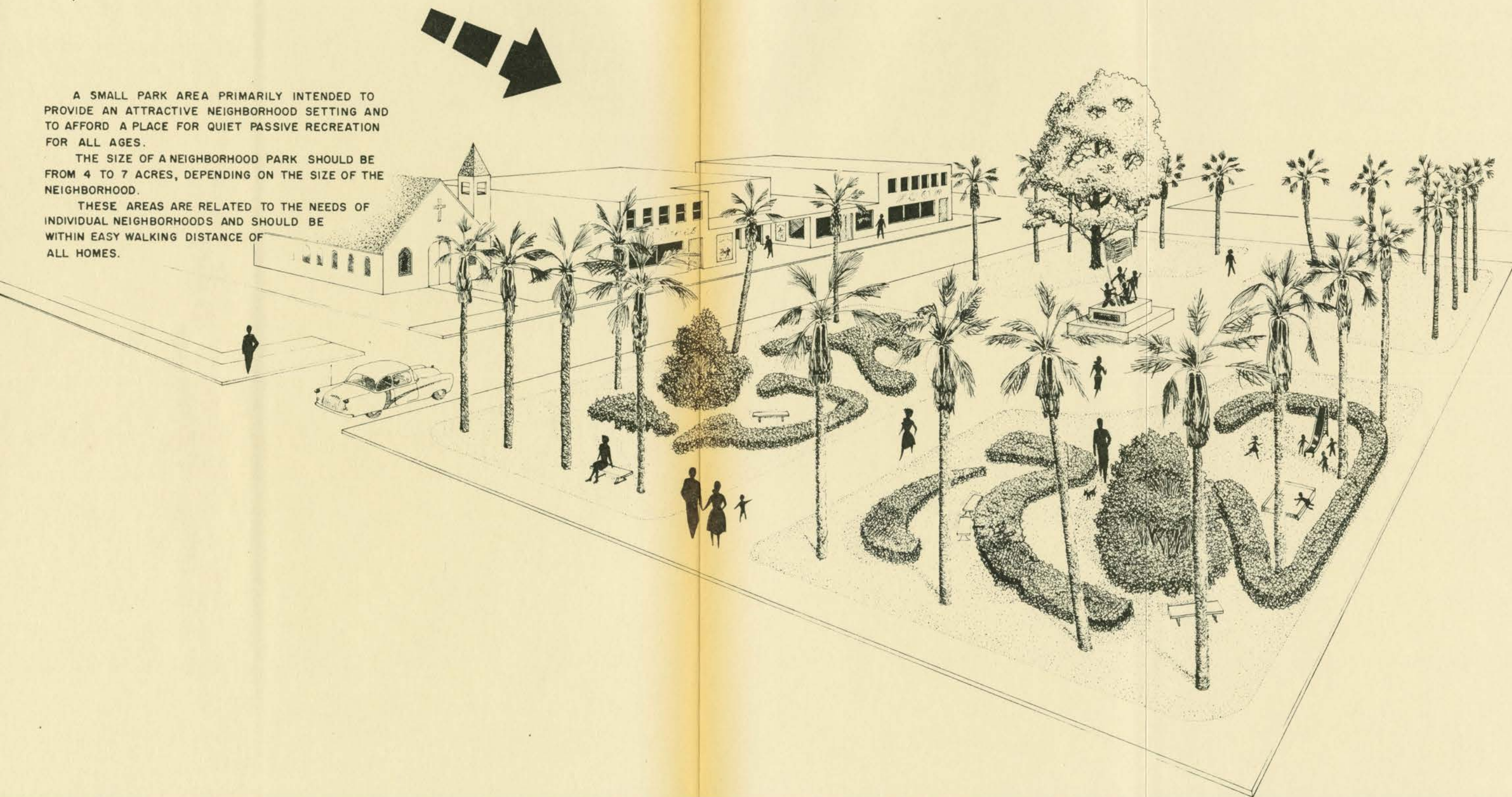


# NEIGHBORHOOD PARK

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

THE SIZE OF A NEIGHBORHOOD PARK SHOULD BE FROM 4 TO 7 ACRES, DEPENDING ON THE SIZE OF THE NEIGHBORHOOD.

THESE AREAS ARE RELATED TO THE NEEDS OF INDIVIDUAL NEIGHBORHOODS AND SHOULD BE WITHIN EASY WALKING DISTANCE OF ALL HOMES.



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RECREATION

FIGURE NO. 22



### STANDARDS FOR RECREATION AREAS

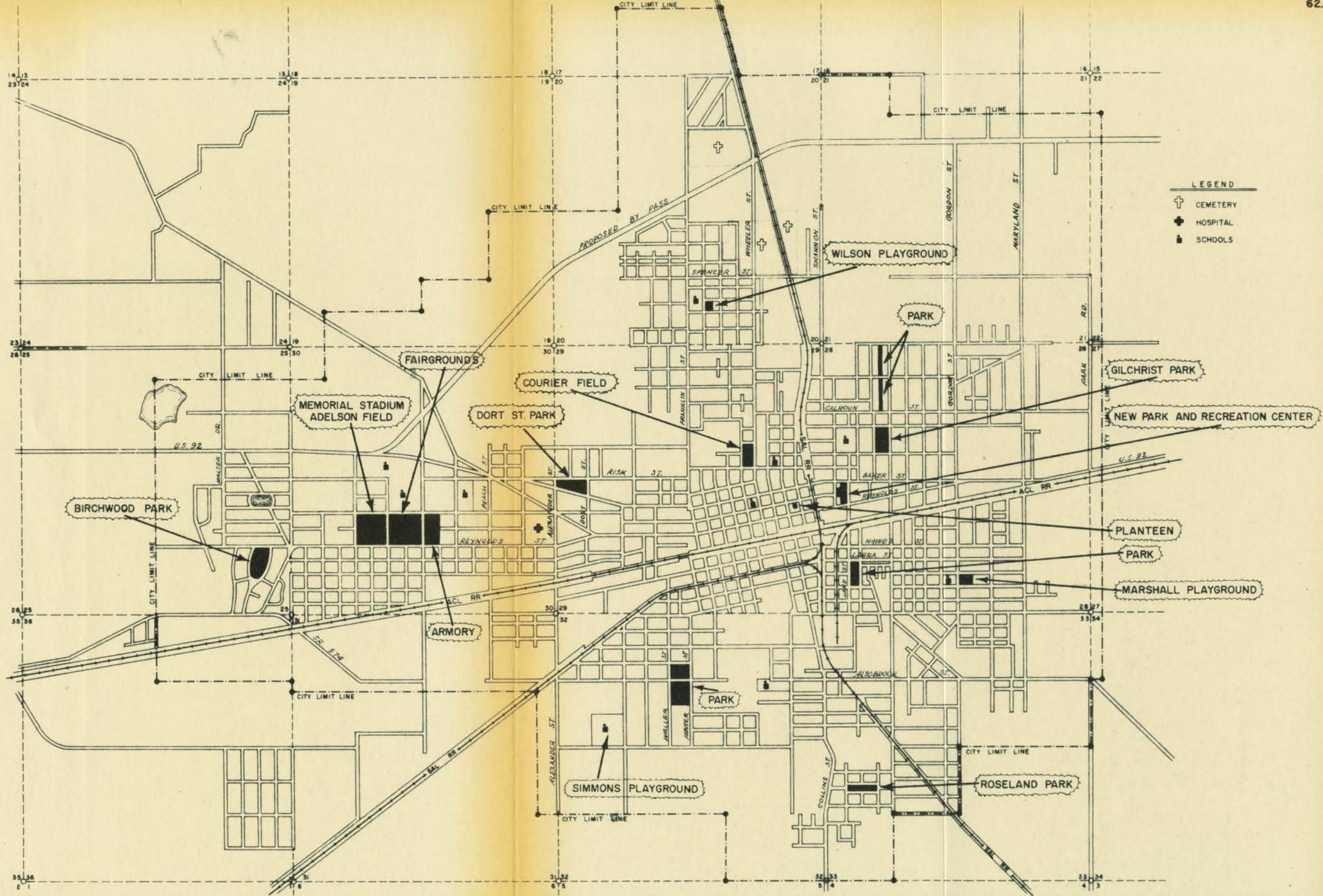
A Neighborhood Playground should not be less than three acres in area and be located not more than one-quarter to one-half mile from every home served by it - one-quarter mile in densely built up areas and one-half mile under most favorable conditions. When combined with a Neighborhood Park, the area should not be less than five acres. The playground should be located centrally in the neighborhood it serves so that no one will be obliged to cross heavily traveled traffic ways to reach it. It should not be exposed to any special hazards (Figure 19).

The Neighborhood Playground should be attractively designed with a corner for pre-school children, an apparatus area, open spaces for informal play, fields and courts for a variety of games, shaded areas for quiet activities, a wading pool and a small shelter house. Many of such playgrounds are now fenced.

A Playfield should not be less than ten acres in area and be located within one-half to one mile of every home served by it. The Playfield will provide a wider variety of services than the playground and appeal to the older, more active age groups. Generally speaking, the Playfield will serve the needs of the people living in an area served by four Playgrounds (Figure 20).

Among other facilities, the Playfield should contain a children's playground, areas for field sports such as soft ball, an area for tennis courts, an area for lawn bowling and other games, a swimming pool and a building for indoor meetings and games. (Figure 21).

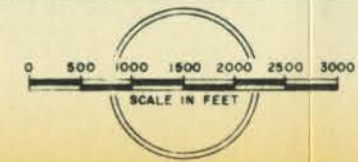




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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
**PLANT CITY, FLORIDA**



**RECREATION LOCATIONS**  
( EXISTING AND PROBABLE )

FIGURE NO. 23.



### PLANT CITY PARKS AND RECREATION

Plant City and the area adjacent to it are now served by a variety of park and recreational facilities for the use of the youth, adults and tourists. Some of these are owned by the Board of Public Instruction of Hillsborough County, some by the city and some by the various churches and private enterprise. The location of these various facilities and their types are shown on Figure 23 and more particularly described as follows:

1. PARKS. There are five sites in the city having an aggregate area of about twelve acres that can be classified as Parks, each of which now provides or will provide, a limited amount of recreation.

- (a) Gilchrist Park bounded by Tomlin, Knight, Gilchrist and Pennsylvania Streets is an area equipped with picnic tables and ovens, two sets of swings and a bandshell. It is lighted for night use.
- (b) The two blocks bounded by Calhoun, Pennsylvania, Knight Streets and the former city limits contains a long narrow wooded area on both sides of a small creek, between rows of residences facing both Knight and Pennsylvania Streets.
- (c) The Alexander-Baker Park, a triangular area bounded by Baker, Risk and Dort Streets is equipped with four tennis courts.
- (d) An undeveloped area surrounding the lake in the Birchwood subdivision in the recently annexed area in the western part of the city.
- (e) In the Roseland subdivision in the south part of the city, the developers have provided a long narrow parkway between North and South Park Avenue.



2. RECREATION AREAS. These are primarily recreation areas and not Parks.

- (a) Courier Field bounded by Wheeler, Damon, Risk and Thomas Streets is owned by the Board of Public Instruction. In it are four soft ball fields, two tennis courts and two basket ball courts.
- (b) Adelson Field between Reynolds and Oak Avenue in the west part of the city, owned by the city, contains a regulation base ball diamond and grand stand. It is currently used as winter training quarters by the Miami Marlins of the International League. It also contains a football field.
- (c) Memorial Stadium located in the same area as Adelson Field is used for high school football and is owned by the Board of Public Instruction. The stadium is also used by the Strawberry Festival and for cattle shows.

3. INDOOR RECREATION. These facilities are provided by the city, the National Guard and American Legion and the various churches.

- (a) Planteen, located on Mahoney Street between Collins and Palmer Streets in the central business district, is a widely used community facility owned and operated by the city.
- (b) Armory, owned by the National Guard, located on Reynolds Street at Woodrow Wilson Street, is used occasionally for dances.
- (c) Legion Hall, owned by the American Legion and located on Oak Street and Woodrow Wilson Street north of Reynolds Street, is also used for dancing.

RECREATION FACILITIES



COURIER FIELD



STADIUM

FAIR GROUNDS

ADELSON FIELD



- (d) Elks Hall owned by the Elks Club, located on South Drane between Evers and Collins Streets is used for dancing.

4. SCHOOL RECREATION AND CULTURAL FACILITIES. In addition to the foregoing, recreation facilities are supplied at a number of the schools.

- (a) The Jackson school site, of five acres, located on Gilchrist Street between Michigan and Vermont Streets, contains four soft ball diamonds and two hard surfaced basketball courts.
- (b) The Bryan school site of five acres, located at Oak and Lemon Streets, contains two soft ball diamonds.
- (c) The Wilson school site of five acres, located between Franklin and Barnes Streets, contains two soft ball diamonds.
- (d) The Burney school site of five acres located on West Alsobrook Street at South Evers Street contains two soft ball diamonds and two basketball courts.
- (e) The Forest Park school site, now the new High School site of twenty acres contains two soft ball diamonds, and other facilities.

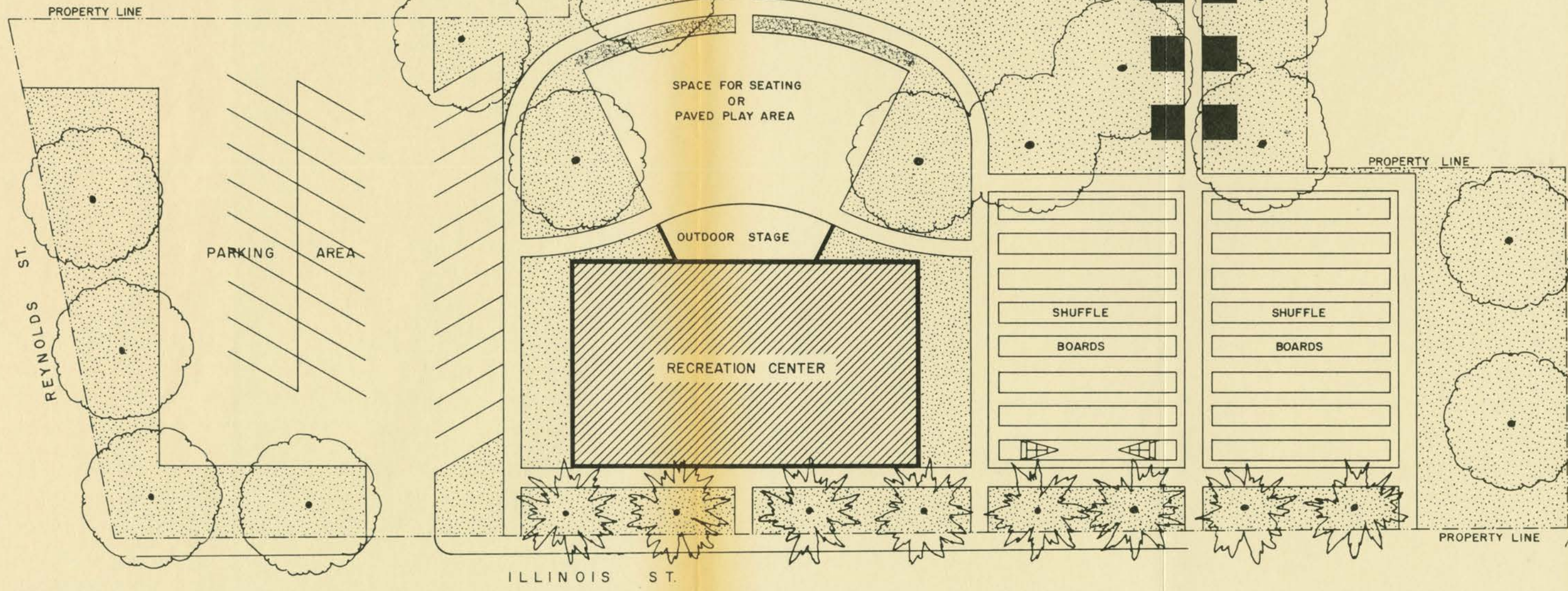
In addition to these active recreation areas at the various schools, the auditoriums of the grade schools and the amphitheatre at the high school are available for meetings of a cultural nature and also for plays, pageants and other demonstrations requiring an inside meeting place.

5. TOURIST RECREATION AND MEETING FACILITIES. Until recently the principal tourist recreation area was located in the park area on Mahoney Street between Collins and Evers Streets, opposite the City Hall. The Planteen is also used by tourists for meetings. Recently the city acquired a more spacious area east of the S. A. L. tracks bounded by





SKETCH OF RECREATION CENTER



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COMPREHENSIVE PLANNING STUDY  
 FOR THE CITY OF  
**PLANT CITY, FLORIDA**

SCALE 1" = 30.0'

SUGGESTED  
 RECREATION CENTER

FIGURE NO. 24



Baker, Reynolds, Michigan and Illinois Streets, for development. It is proposed to erect a community building here and improve the grounds with shuffle board courts and other facilities for the use of tourists. This will become a more adequate facility than has yet been provided. Figure 24 suggests how this area could be improved.

The city owns land in the northwest part of the city, west of Carey Street and north of Spencer Street extended that could be developed into a neighborhood park and recreation area, which tract is located just south of the new proposed "by-pass". Portions of this area have been used as a city dump but notwithstanding it could be improved into a worth while park and recreation area to serve the growing northwest section.

Altho some constructive thought has been given to park and recreation facilities for negroes nothing constructive has yet been accomplished. The city has acquired the blocks bounded by Laura, Lake, Water and Florida Streets for development into a negro recreation area. This area centrally located could be developed and equipped into a recreation facility adequate to serve the negro population residing in the southeast quarter.

The city has another tract of land between Waller and Hunter Streets at Alsobrook Street which could also be developed into an adequate recreation facility for the negro population residing in that quarter. These two areas augmented by the facilities at the Simmons and Marshall schools would provide the negroes with a complete recreation program. A negro playfield could well be established in the latter area.

No swimming facilities are available within the city limits however two private pools are accessible, one at Coronet and the other west of the city at Robinson's pool.

From the foregoing it is apparent that Plant City has available for its current use a diversity of recreation facilities but in any overall plan, additional facilities should be planned and made available to accommodate the future growth.

As stated previously, Neighborhood Playgrounds should be distributed thruout the corporate area so that no one would be obliged to walk more than one quarter to one-half mile to reach one. These Playgrounds would not necessarily be athletic fields. There should be one such playground for every 800 of the present or future population which would mean 15 playgrounds of 2-5 acres each for 12,000 people or about 20 for 15,000 including in both instances the current facilities.

Obviously it is impossible to specifically pinpoint recreation area sites in the undeveloped areas recently annexed but notwithstanding it is suggested that when tracts are subdivided and developed in the future that the city select suitable areas for development either independent of or in conjunction with new schools. As the population increases and the annexed areas are subdivided, new elementary schools will be required adjacent to which recreation areas can be located.

On Figure 23 the probable distribution of recreation areas is shown. Because of the facilities now available in the vicinity of the new high school, no additional Athletic Fields will be needed until after the city passes the 20,000 population. In cooperation with the Board of Public Instruction Courier Field can be developed into a more complete Playfield. In addition to a Playfield for negroes in the south part of the city, one other Playfield should be established in the northeast quadrant at an early



early date, located in the area north of the old city limits in the vicinity of Gordon Street. At a later date, a third Playfield should be established in the area north of the "by-pass" and west of S. R. 39.

A Community Building should be erected in any Playfield established in which neighborhood meetings or games could be held. Around such community facilities the life and spirit of the people revolves.

### SUBDIVISION CONTROL AND REGULATIONS

Starting from the relatively small initial plat (Frontispiece), Plant City has expanded to its present physical pattern of streets, blocks and lots by a succession of land subdivisions (Figure 7). In the early days few people anticipated what the future held in store so little more was done than provide for current needs. Most assuredly, the progressive citizens of the 1880's did not foresee the magnitude of the impact the automobile has had on our cities since 1920. Little or no thought was given to the forces influencing growth and more especially as to how each subdivision of land would be integrated into the expanding physical pattern of the city. The principal motivating thought was to subdivide each tract or parcel of land most advantageously to the developer or land owner. Because neither a general land use plan was available nor a set of minimum subdivision regulations had been prepared to guide developers, the resultant physical mosaic is deficient in many respects.

Compactness was a characteristic of the early plats. There were no automobiles and most of the people walked from their homes to their places of employment. A few of the more well to do used horse drawn vehicles and some used bicycles. This condition encouraged small blocks, narrow streets and small lots; it also encouraged the location of residential areas close to or adjacent to commercial or industrial sites. The blocks 200 feet in length and lots fifty by one hundred feet are illustrative of these early practices. Living conditions then did not justify large lots except for the more wealthy individuals who desired to utilize large lots and have large homes.

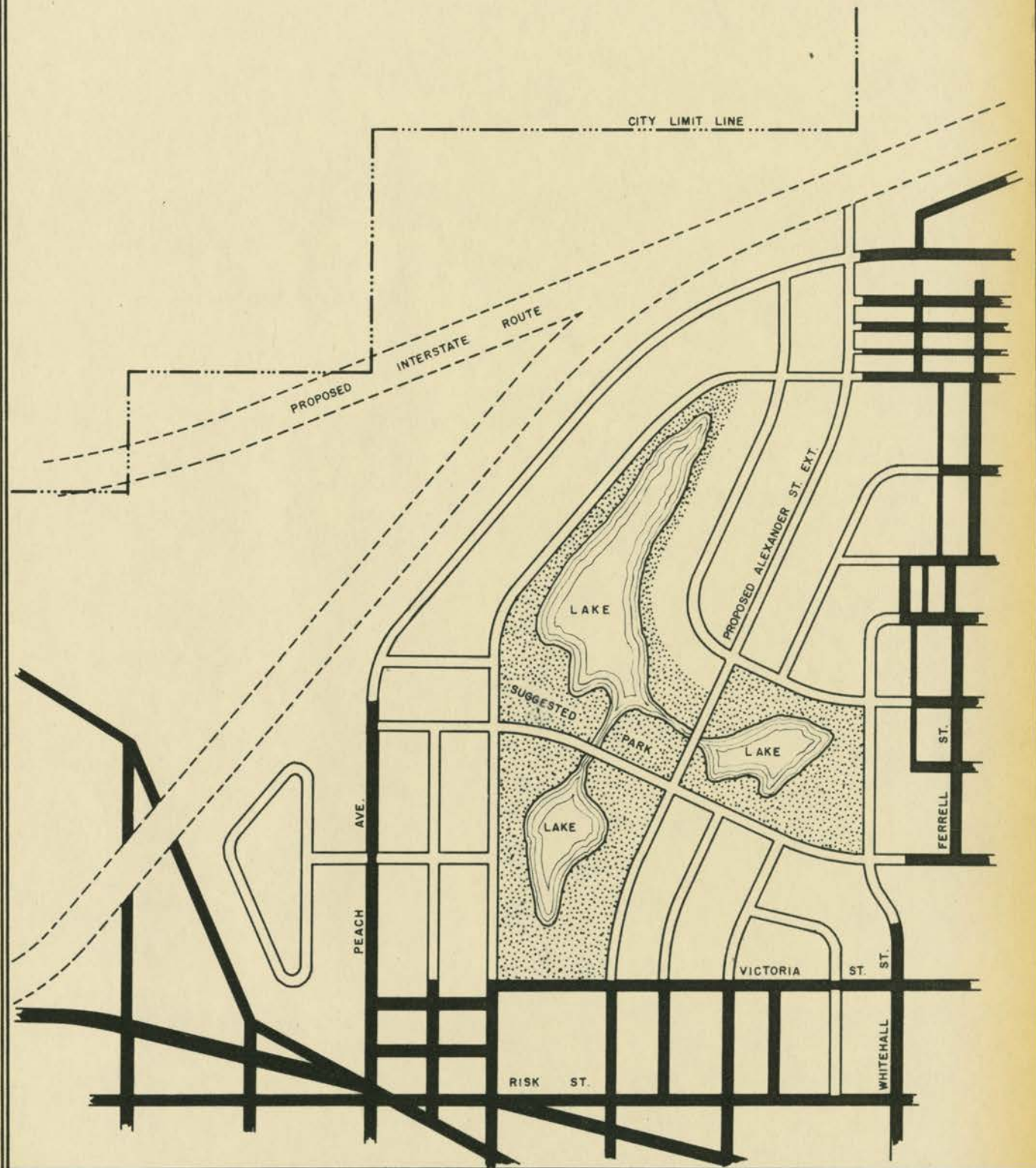


As time passed and the products of our technological civilization increasingly influenced the way of living, longer blocks, larger lots with their resultant spaciousness replaced compactness. Currently people are less satisfied to live huddled up on small lots. Today blocks 500 to 700 feet long and lots of 70 by 150 feet are more common.

An examination of the physical pattern of Plant City reveals such deficiencies as these - street rights-of-way of varying widths and some with strictures - numerous dead end streets and jogs. These conditions resulted because subdivisions of land were not integrated; the street pattern of one was ignored by the other. As tracts of land were subdivided neither the city nor the developer sought to reserve or allocate strategically located parcels for subsequent development as park and recreation sites. Because of our way of community life, certain streets should be continuous and as land is developed tracts should be set aside for such public uses as schools, parks, recreation areas and other uses. This is where subdivision control and regulation becomes an essential guide to future development, especially for a future in which large vacant tracts now lying within the city, will be developed. The observance of the minimum standards prescribed in the subdivision regulations will serve to avoid many of the physical defects of the past.

Subdivision regulations cover essentially two aspects of land development: (1) the layout of streets and lots, and (2) the standards of construction of streets and utilities. Inadequate standards in either case may well create future headaches for both the municipality or the owners of property.

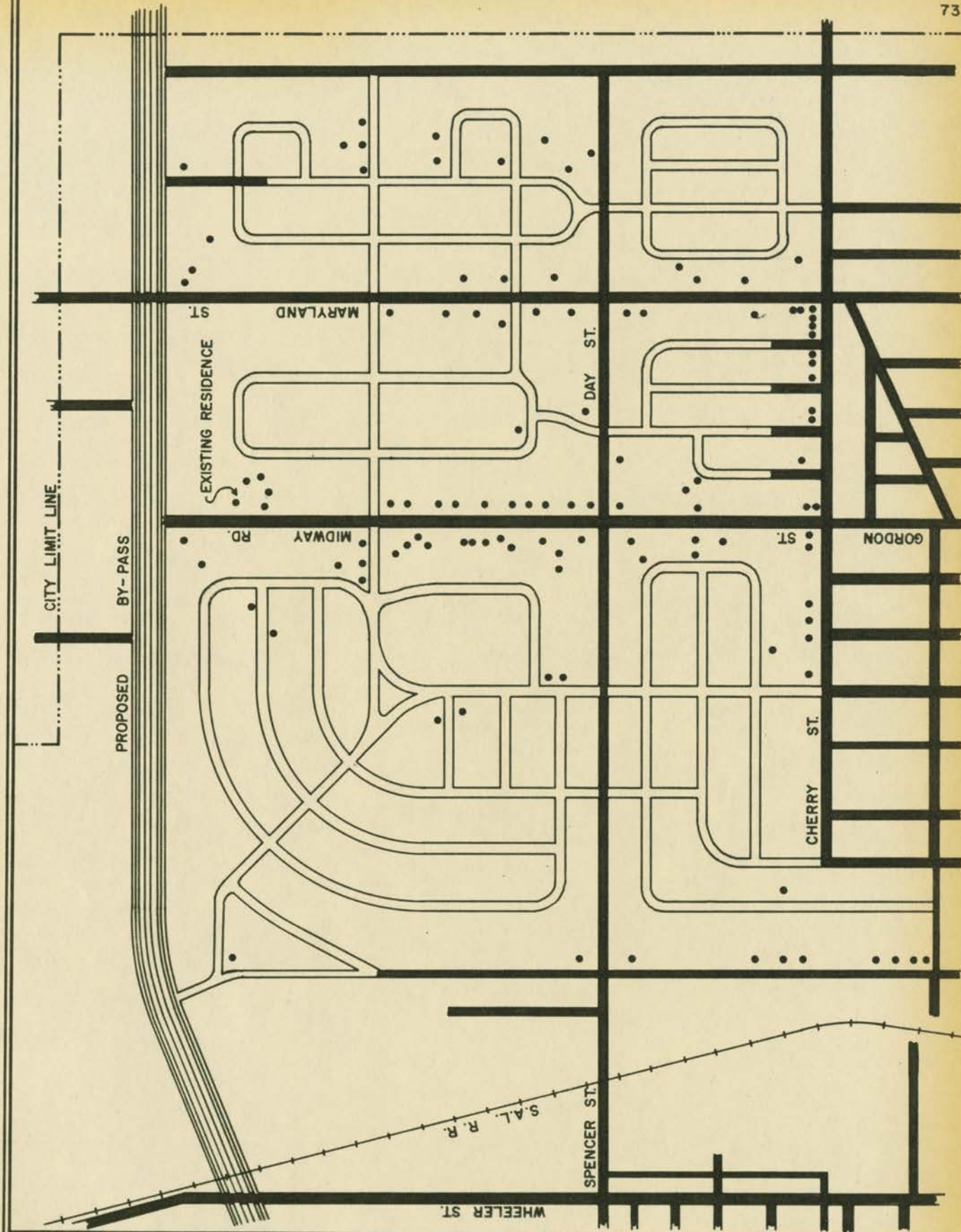
Subdivision regulations usually include provisions covering the following:



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SUGGESTED SUB-DIVISION  
FOR THE CITY OF PLANT CITY FLORIDA





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# SUGGESTED SUB-DIVISION

FOR THE CITY OF PLANT CITY FLORIDA

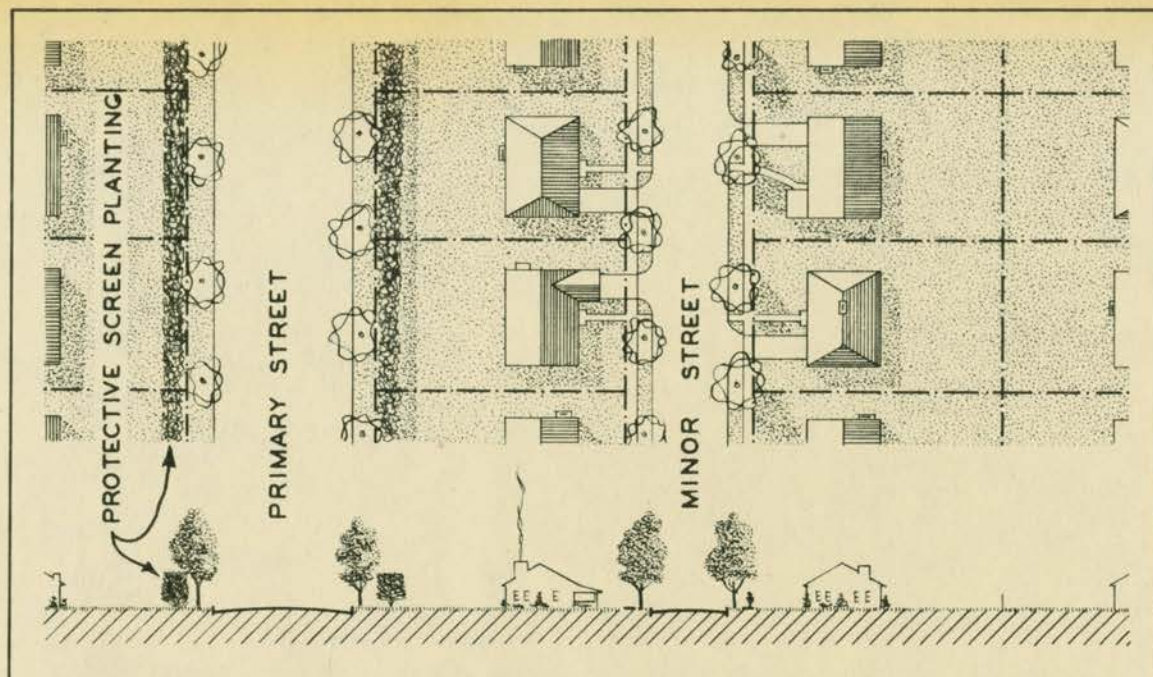
1. Submission of a preliminary plat of the subdivision for the review of the governing body.
2. Submission of the final plat for final acceptance preparatory to its recording.
3. Specifications covering the preparation of preliminary layout and final plats.
4. Design standards covering street and utility location, alignment; street, roadway and sidewalk widths; block and lot sizes and dimensions.
5. Installation and construction standards of improvements and utilities required to be installed by the developer.
6. Requirement of a performance bond to insure installation of necessary improvements.

A proposed form of subdivision regulations was submitted to the City Manager and City Attorney several months ago.

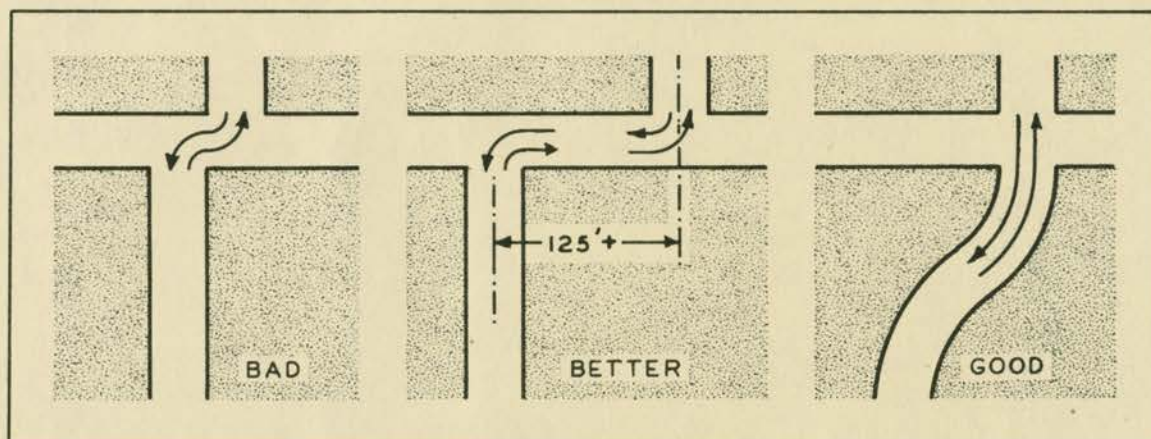
These regulations should be enacted into an ordinance and be used in the future to guide land subdivision. Figures 25 and 26 suggest how the open, undeveloped lands of the city may be treated.

Figures 27, 28 and 29 show some of the reasons why subdivision regulations are desirable.

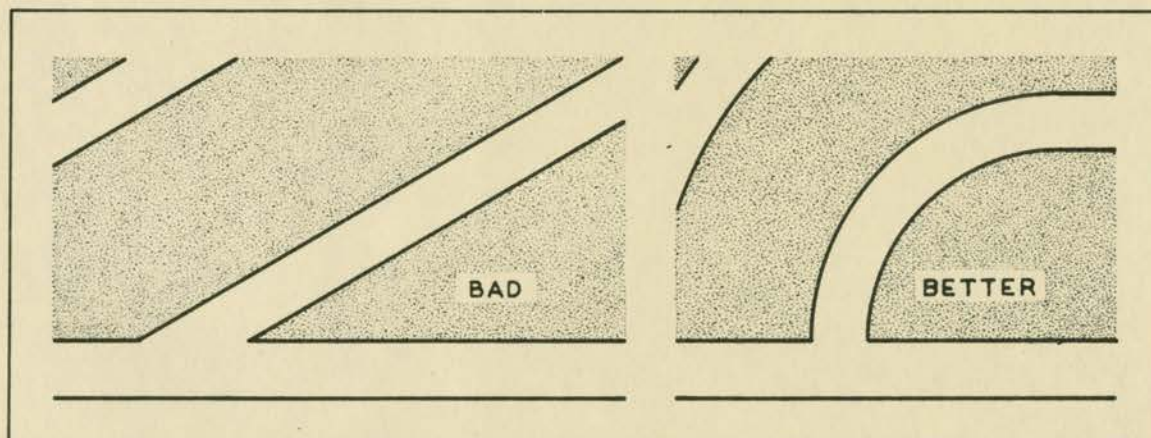




REVERSE FRONTAGE WITH SCREEN PLANTING EASEMENT



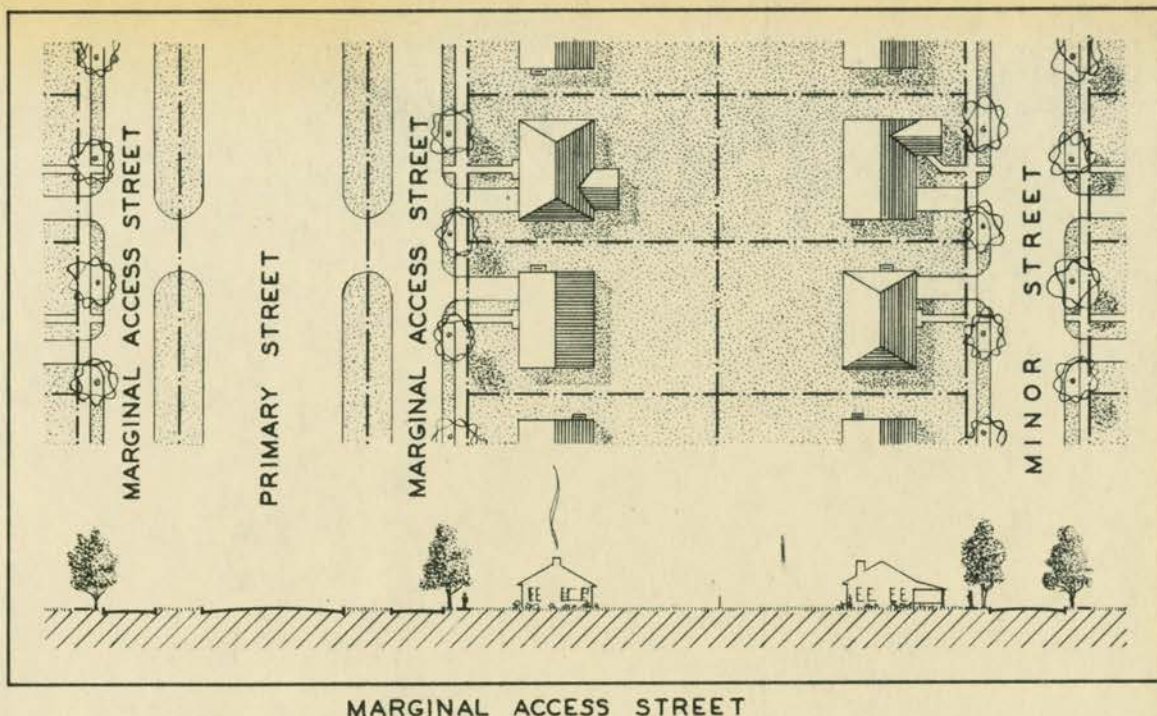
STREET JOGS --AND CROSS TRAFFIC



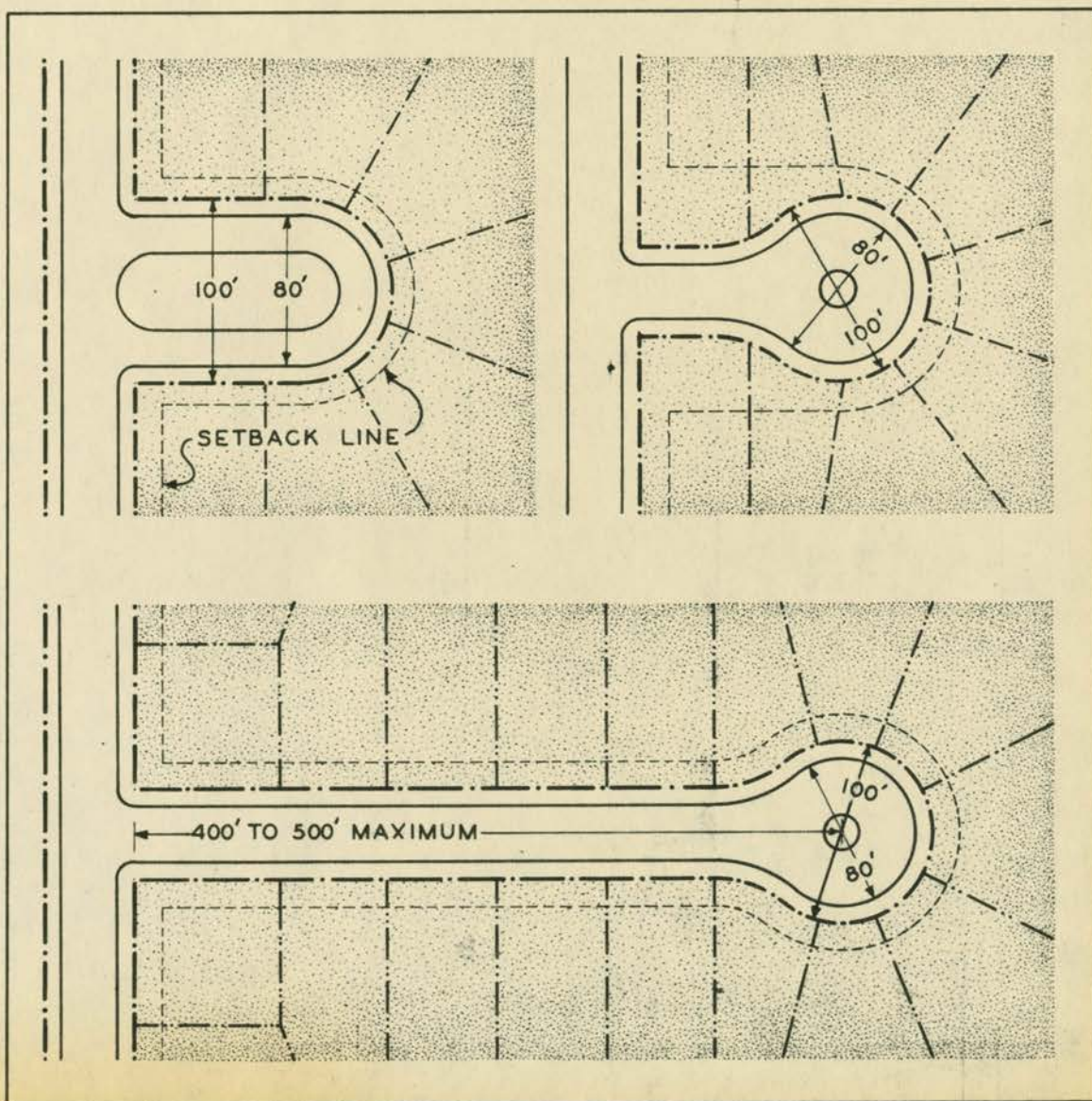
STREETS SHOULD INTERSECT AT NEARLY RIGHT ANGLES.

# DESIGN STANDARDS FOR LAND SUBDIVISION





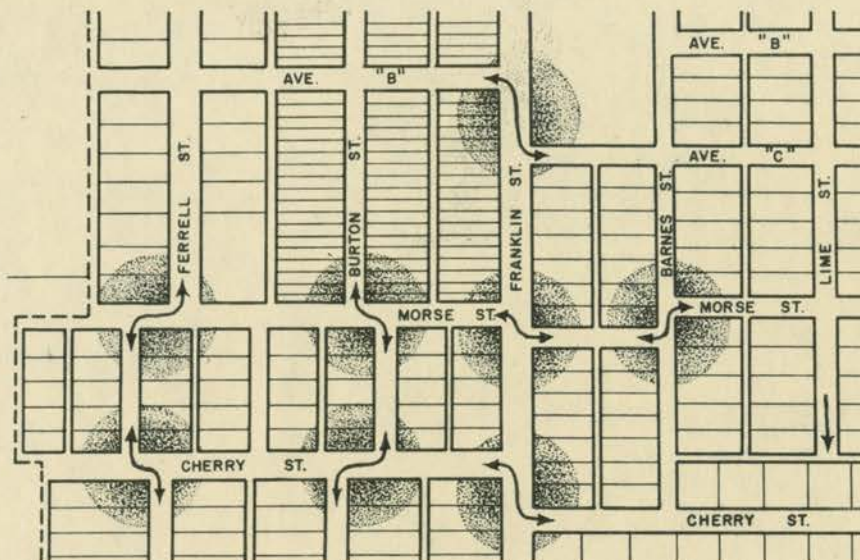
MARGINAL ACCESS STREET



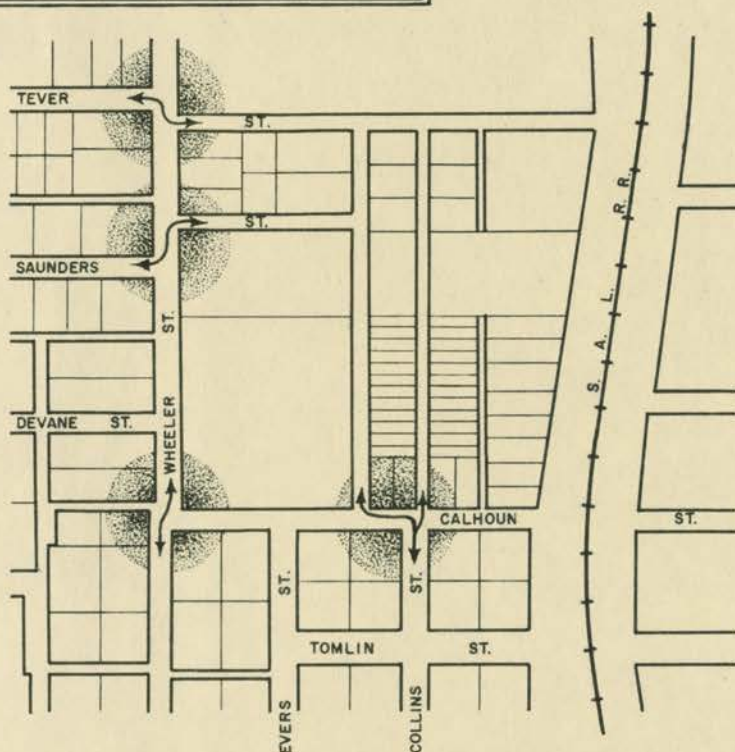
LONG AND SHORT DEAD-END STREETS WITH TURN-AROUNDS

FIGURE NO. 28

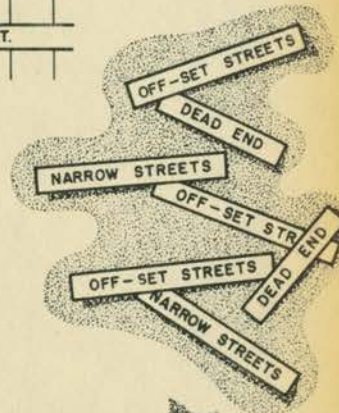




ABSENCE OF SUB-DIVISION CORRELATION  
RESULTS IN  
DEFICIENCIES IN THE PHYSICAL PATTERN



SUB-DIVISION CONTROL BY MINIMUM REGULATIONS  
WILL RESULT IN BETTER COORDINATION .....



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## SUB-DIVISION CORRELATION

FOR THE CITY OF PLANT CITY FLORIDA

### AESTHETIC CONTROL

Every housewife appreciates the necessity and value of orderliness, cleanliness and neatness in contrast to disorder and messiness. To maintain the home the way she wants it to be is a part of housekeeping.

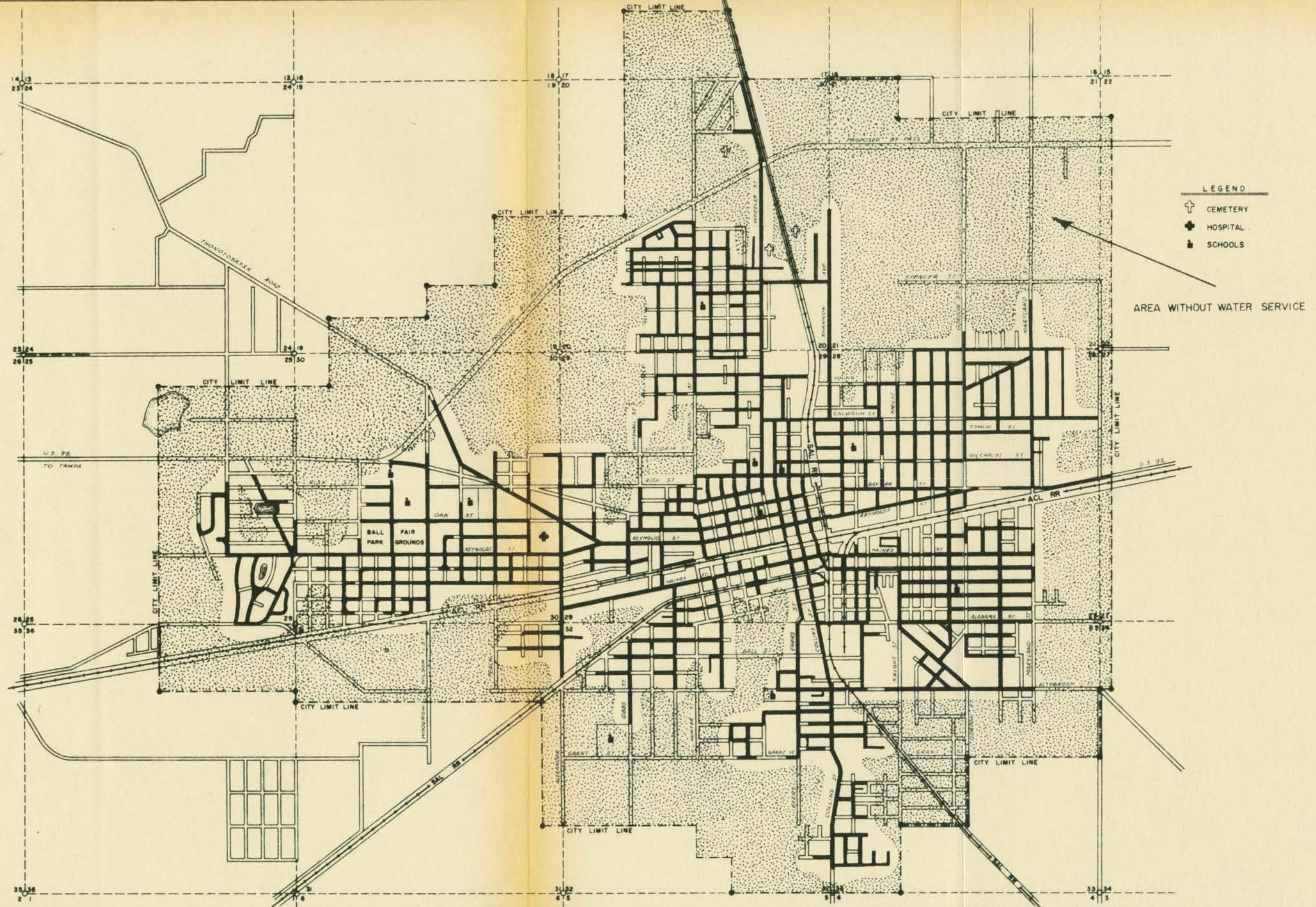
Likewise, every citizen of the community is appreciative of good municipal housekeeping - a job for which the city is primarily responsible. The scope of the task is broad and comprehensive. It relates to the cleanliness of streets, open lots, the trimming and planting of trees and shrubs, the control of signs, poles and other street appurtenances.

By regulation, if need be, no signs or other obstructions should be located within the street right-of-way unless specifically permitted. Many businesses frequently erect signs within the public right-of-way area and thereby obstruct the vision and destroy otherwise the scenic beauty. Similarly businesses vie with each other to extend signs into the right-of-way, from the walls of buildings. No sign should extend into such right-of-way more than three feet and if needs be this distance should be regulated by a special sign ordinance.

Parkways and open lots are often cluttered up with debris and rubbish that could well be disposed of in properly located receptacles.

Aesthetics may not contribute too much to the physical pattern of the city but they do present a quality of orderliness to the visitor and citizen alike. The impression many people get of a city is its unsightliness and untidiness. Therefore to give the proper impression, municipal house cleaning should always be of a high order.

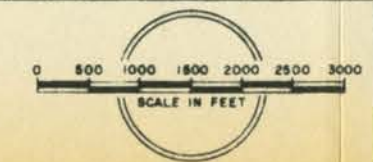




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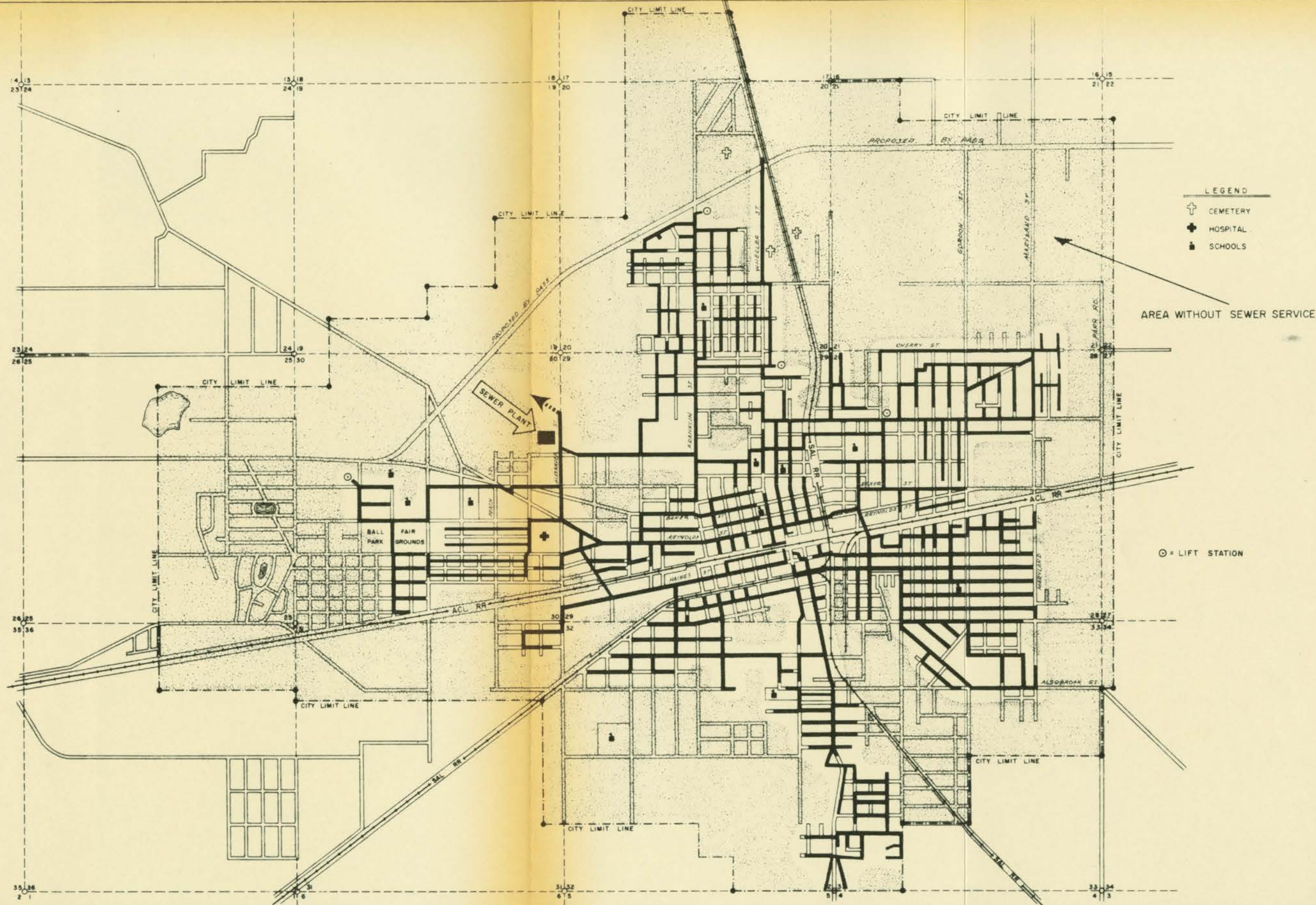
COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
PLANT CITY, FLORIDA



AREAS SERVED BY WATER

FIGURE NO. 30





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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
PLANT CITY, FLORIDA



AREAS SERVED BY SEWERS

FIGURE NO. 31



### UTILITIES

The detailed planning of public utility systems is not primarily a function of city planning but in the consideration of any plans for the future growth and development of the city some thought should be given to such utilities as water and sewerage.

Presently the city derives its supply of water from a number of deep wells and distributes it thru a system of pipes to customers located in various parts of the city. There are now three deep wells 676, 367 and 987 feet deep respectively. There are also two elevated storage reservoirs with a capacity of 360,000 gallons and a distribution system consisting of pipes varying in diameter from one inch to twelve inches. The coverage of the presently constituted system is reflected in Figure 30. Fire protection is furnished by 180 hydrants.

The sewerage collection system consists of approximately 14 miles of mains and laterals in sizes ranging from eight to fifteen inches. The old system together with the extensions now in process of construction will afford service to practically all the built up area of the city. The capacity of new additions has also anticipated serving the annexed areas when built up. The sewage treatment plant consists of primary settline tanks, aero-filter, final clarifier tanks, two auxiliary pumping stations and sludge beds. The areas served by the sewerage system are shown in Figure 31.

As the development of the city continues and its population increases year by year it will be necessary to extend the various utility systems.

The extensions should however be guided by the general land use plan and zoning plan. Altho the present facilities are adequate to meet current requirements, when the annexed areas begin to develop new wells and storage capacity will be required. Similarly additional sewerage lines and treatment capacity may be required.





( LEFT ) BAPTIST HOSPITAL

( RIGHT )  
NEW SENIOR HIGH SCHOOL



( LEFT ) PUBLIC LIBRARY

( RIGHT ) CITY HALL AND  
MASONIC BUILDING  
( LATTER TO BE REMOVED )



### PUBLIC BUILDINGS

The city is a dynamic organism in a state of flux. Its governing body is constantly confronted with a multiplicity of details essential to the operation of the city and to the provisions of those facilities essential to the requirements of immediate growth. They have little time to extend their thinking to those varied facilities that continued growth will necessitate one or two decades hence. To emphasize some of these anticipations is obviously one of the objectives of these planning studies.

As cities grow their administrative functions multiply and become more complicated. This often results in a requirement of more space for administrative and operation functions.

The present City Hall, centrally located, is a comparatively modern structure housing the administrative offices, the office of the City Manager, the meeting chamber of the Commission and the Central Fire Station. While adequate to serve the current needs of the city it begins to show evidences of congestion which will become more acute as the city grows.

To provide for future needs and yet maintain the same structure, thought should be directed to the relocation of the fire department at some future date. This act would permit the various offices to expand and simultaneously provide additional spaces for new services that may be necessary. As an illustration, the city may need a full time engineering and public works department at some time for which no space is now available. Likewise, space may be required for a Recreation Department. This is a recommendation for future consideration.



The Public Library on Wheeler Street is a comparatively old, frame structure not too centrally located to serve the public. It presently houses some 12,000 volumes and serves some 2,000 to 3,000 registered borrowers. As the population increases, especially the youth population, the facilities will become wholly inadequate, incommensurate with the demands to be made on it.

Public libraries should be located within or near the maximum stream of moving population, preferably within or immediately adjacent to the business district. Recently the city acquired property at the northeast corner of Mahoney and Evers Streets now occupied by the Masonic Temple. This would be a most desirable Public Library site. Located here it would serve the public more efficiently and effectively and become the focal point of its cultural life. Until such time as the new library is constructed the lot should be used as an off street parking facility.

For many years there has been an increasing need for a branch County Building in Plant City to serve the people residing in the eastern part of the County. The 1955 legislature authorized the Board of County Commissioners to provide such a building in Plant City. It is timely therefore for the city to suggest that the branch County Building be established on the site now occupied by the old Central School at Wheeler and Baker Streets. This particular school was erected in 1914 - more than thirty years ago. Altho it has been expanded and remodeled from time to time the location does not serve most advantageously the patrons tributary to it. Before too many years it will be in the central business district surrounded by hazards to which elementary students should not be subjected.

Baker and Evers Streets will become increasingly important as traffic arteries. The needs of this school could be served much better in a new school located on property immediately west of Courier Field - a little more than two short blocks north of Baker Street.

On this centrally located block accessible to all parts of the city and the rural areas, a County Building can be located with its attendant off street parking facilities.

The capital improvements here mentioned (city hall improvements, library and county building) may be remote of realization but notwithstanding it is not too early to think about the reservation of sites. It is better to acquire a site now than wait until it has been improved and the cost increases.



### FIRE STATIONS

Fire department equipment is now housed in two locations, one in the City Hall and the other, in a structure on Evers Street south of the Seaboard tracks.

The continued growth and development of the city will necessitate more equipment and facilities. For instance, the railroad pattern presents a situation that may even necessitate additional stations in the years ahead.

The relocation of the central fire station will be a problem before too long and when that consideration arises a centrally located site of adequate size should be used - one not too far removed from the present site. The structure should be of sufficient size to accomodate the equipment that will be ultimately needed for a city of 20,000 or more.

The National Board of Fire Underwriters recommends that a pumper company (one pumper and six men) be within three quarters of a mile travel distance from all points in the high value district, within one and one-half miles of all points in a closely built up residential district and three miles of all points in areas of scattered development. Ladder truck standards are one mile, two miles and three miles respectively.

In the future, depending on its rate of development, it will be necessary to establish a fire station east of the Seaboard tracks and north of Baker Street. A new station may also be necessary in the westerly part of the city.

### COMMUNITY BUILDINGS

In building a city according to a neighborhood pattern surrounding elementary schools and neighborhood parks, provisions should be made for multiple purpose Community Buildings. The size and type of such buildings would depend on the services to be rendered and the degree of cooperation afforded by the schools.

Community Buildings located in park or recreation areas should be centers around which much of the youth activity of the neighborhood revolves but they should also contain a limited amount of space for various adult activities. The smallest types could provide space for meetings, games and dances; the larger ones could even be equipped with small stages for amateur dramatics and pageants. Where the stages and auditoriums of schools are available for public use, the facilities of the Community Building could be limited. Indoor space for adults is as desirable as for the younger people.

The recently acquired property east of the railroad, between Baker and Reynolds Streets, should be provided with a central Community Building for the use of tourists as well as home folks. It should be large enough to include a small auditorium with stage. Other desirable facilities in such a central building would be, in addition to auditorium, a lounge or room for informal reading and quiet table games, an arts and craft work shop, a room for active table and other games, a social or play room, a snack bar, an office and service or storage rooms (Figure 24).

Community neighborhood structures will contribute much toward the minimizing of delinquency in the area.



### SCHOOLS

The planner is not particularly concerned with administrative methods or systems. He is concerned primarily with the adequacy of school structures and grounds and their relative locations in the general pattern of streets and other features. And to determine adequacy, a study of school enrollments thru the years is essential.

Due to the general population growth of Plant City and its tributary school area the school plant has undergone extensive changes in the past five years. A new Senior High for white pupils and a new elementary school for colored pupils have been built and changes in the classification of some of the older schools have been effected.

Presently there are five (5) elementary schools for white pupils in Plant City as follows:

	<u>YEAR BUILT</u>	<u>SITE AREA ACRES</u>	<u>NUMBER CLASS ROOMS</u>	<u>CAPACITY</u>
Burney	1914	2.89	9	360
Jackson	1926	5.10	12	480
Bryan	1926	4.41	14	560
Wilson	1926	3.80	12	480
Central	1914	11.00	22	880
Plant City High School	1950	22.00	44	1,320

The non-white pupils are accommodated in two school structures, the Marshall and Simmons schools, the latter having been built in 1950, the former in 1938. The site areas of these schools are 1.27 and 10 acres respectively.

A review of the enrollments of the various schools since the 1949-1950 school years reflects the population growth and extent of school demands in the city. This growth is shown in the following table.

<u>SCHOOL</u>	1949 <u>1950</u>	1950 <u>1951</u>	1951 <u>1952</u>	1952 <u>1953</u>	1953 <u>1954</u>	1954 <u>1955</u>	1955 <u>1956</u>
ELEMENTARY WHITE - GRADES 1-6, INCLUSIVE							
Burney	252	249	291	317	330	295	295
Jackson	268	284	365	369	390	395	398
Bryan	357	280	292	464	479	577	444
Wilson	244	219	233	256	267	302	264
Central - Grades 3-6	—	—	—	—	—	—	335
TOTAL	1,121	1,032	1,181	1,406	1,466	1,569	1,736
JUNIOR HIGH - WHITE							
Tomlin	508	336	360	359	397	405	560
Forest Park	—	300	357	294	339	355	—
TOTAL	508	636	717	653	736	760	560
SENIOR HIGH - WHITE							
Plant City	432	447	458	458	472	494	742
ELEMENTARY COLORED - GRADES 1-6, INCLUSIVE							
Simmons		332	316	327	351	340	323
Marshall	558	262	260	305	326	333	346
TOTAL	558	594	576	632	677	673	669
JUNIOR AND SENIOR HIGH - COLORED							
	261	264	261	275	266	286	311
<u>TOTAL ENROLLMENT</u>	2,880	2,973	3,193	3,424	3,617	3,782	4,018

Since 1914, three of the schools (Jackson, Bryan and Wilson) were erected in 1926 as a result of the growth of the twenties. No further white schools were built until the new High School in 1950 was completed.



Only two of the actual school sites are of adequate area - the Jackson elementary and the new High School. The other schools have sites recognized as inadequate. Courier Field however affords recreation space for several schools.

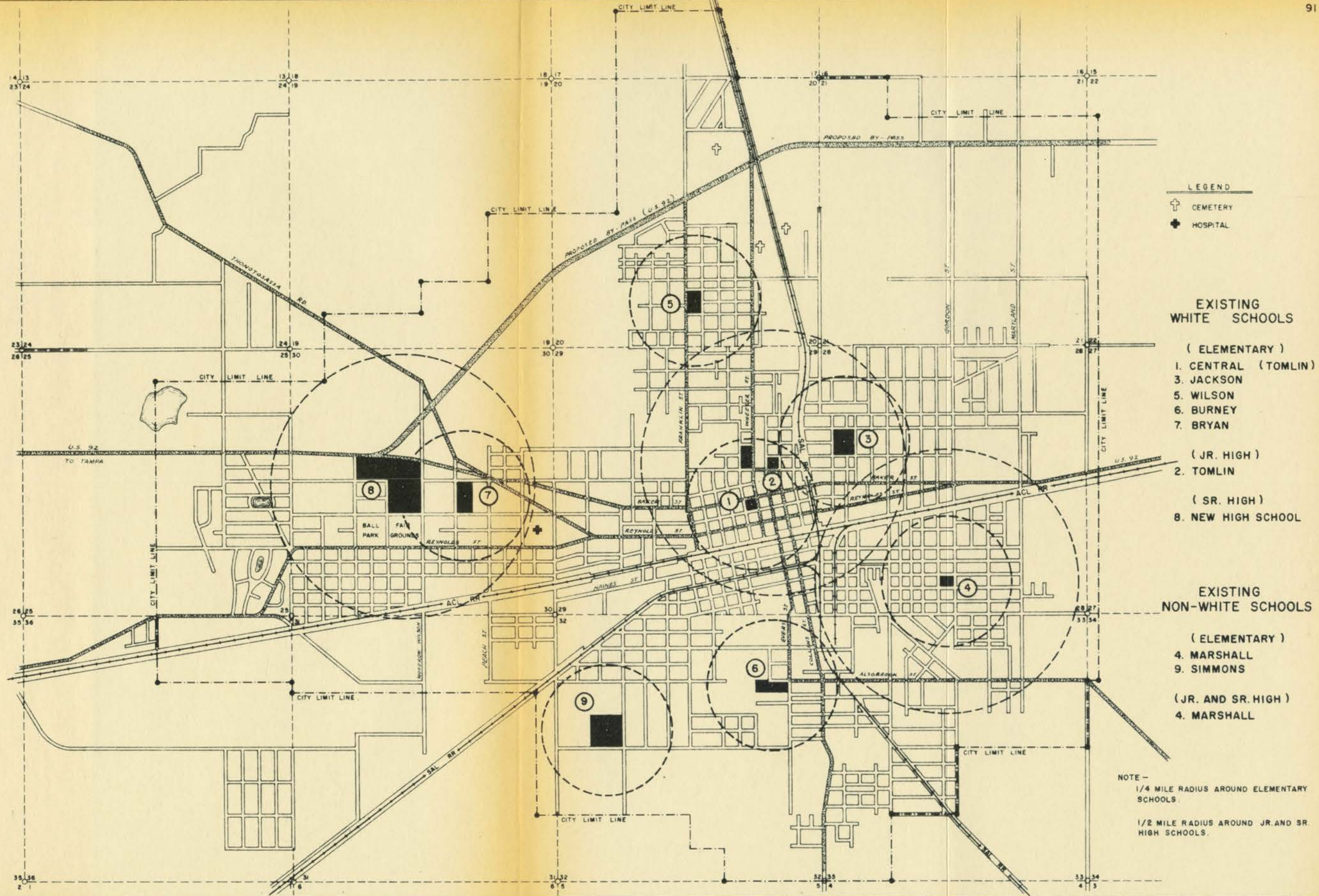
At the time the old High School became Tomlin Junior High School, the former Tomlin Junior High School became the Central Elementary School.

The gross school enrollment in Plant City and that being transported by bus, as of April 25, 1956, is divided as follows:

	<u>ENROLLMENT</u>	<u>PER CENT TRANSPORTED</u>
White Elementary	1,736	32
White Junior-Senior High school	1,302	44
Non-White Elementary	669	6
Non-White Junior-Senior High School	311	8
TOTAL ENROLLMENT	4,018	

The school enrollment has increased from 2,880 in 1949-1950 to 4,018 in the 1955-1956 school year, an overall increase of about 46% in the six year period. Assuming conservatively that the area growth will continue unabated it is probable that the gross enrollment will approach 5,200 by 1960 and 6,400 by 1965. Of the 5,200 estimate for 1960, 2,700 will be in white elementary schools, 1,400 in white junior and senior high schools, 750 in negro elementary schools and 350 in negro junior and senior high schools. On the basis of this increase two additional white elementary schools and one additional negro elementary school will be required.

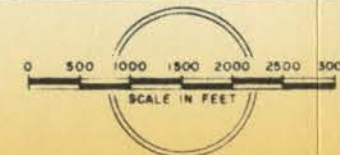




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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
PLANT CITY, FLORIDA



EXISTING SCHOOLS

FIGURE NO. 32.



In anticipation of this future growth, school sites of adequate area should be selected and acquired as soon as possible. No elementary school sites should be less than five (5) acres in area and preferably ten (10). They should be selected to serve neighborhoods surrounded by major streets and be located within the neighborhood and not directly on the major highways. On Figure 32 areas to be considered are indicated.

In contemplating any school program, consideration should be given to the removal of the Tomlin Junior High School from the central district. The business section of the city is rapidly encroaching upon this site and the pupils in attendance are being required to travel longer distances. Then too, parts of this plant were built in 1912 and are obsolete. This school site would be a more favorable location for the new county building and the school could be more advantageously located on school owned property to the north about two blocks.

### HOUSING

The existing land studies revealed that dwelling units were predominantly of the single family type. According to the 1950 Census of Housing nearly 2,300 of the 2,900 (80%) were single family. Neither the duplex or multiple family type of dwelling structure are used extensively which is characteristic of the smaller cities.

Of the various types of dwelling structures 59% are owner occupied and 41% tenant occupied. It is interesting to note that 25% of the owner occupied dwelling structures are occupied and owned by negroes however nearly 46% of the tenant occupied structures are occupied by negroes.

Of 2,890 dwelling structures, 970 (34%) were erected prior to 1920 and therefore are more than thirty-five years old. Since 1950 more than 633 new dwelling units have been constructed.

Many of the older dwelling units are located in the central portion of the city within a radius of one-quarter to one-half mile of the City Hall. All of the non-white dwelling units of the city are located south of the Atlantic Coast Line tracks east and west of Collins Street. The greatest concentration of negroes is east of Collins Street. In these areas dilapidation and substandard housing prevails.

As the city has grown thruout the years, new single family units have not been confined to any one particular area. Much very good quality development has appeared in the northwest quarter, west of Wheeler Street and north of Calhoun. Similarly much of the more recent new construction has been in the northeast quarter between Vermont and Gordon Streets, north of Tomlin Street. Also in the southern section of the city on both



the east and west side of Collins Street new homes have been erected.

During the early part of 1956 the City Commission created a Housing Authority under the provisions of the state enabling legislation. Since its organization, the Authority has had an allocation of 200 low rent public housing units from the Public Housing Administration of the H. & H. F. Agency. In May, 1956, three sites were selected for three projects - two for negroes and one for whites. One of the projects for negroes (80 units) will be located in the southeast quarter on a tract of land bounded by Georgia, Maryland, Louisiana and Morgan Streets. The white project of 60 units will also be located in the southeast quarter on a tract 1,100 x 483 feet in size having its north boundary on Alsobrook Street and its east boundary on Maryland Street. The third project (negro) of 60 units will be located on a tract in the southwest quarter bounded on the east by Tyler Street and the west by Gibbs Street and extending southward from the tier of lots on the north side of Alsobrook Street and facing said street.

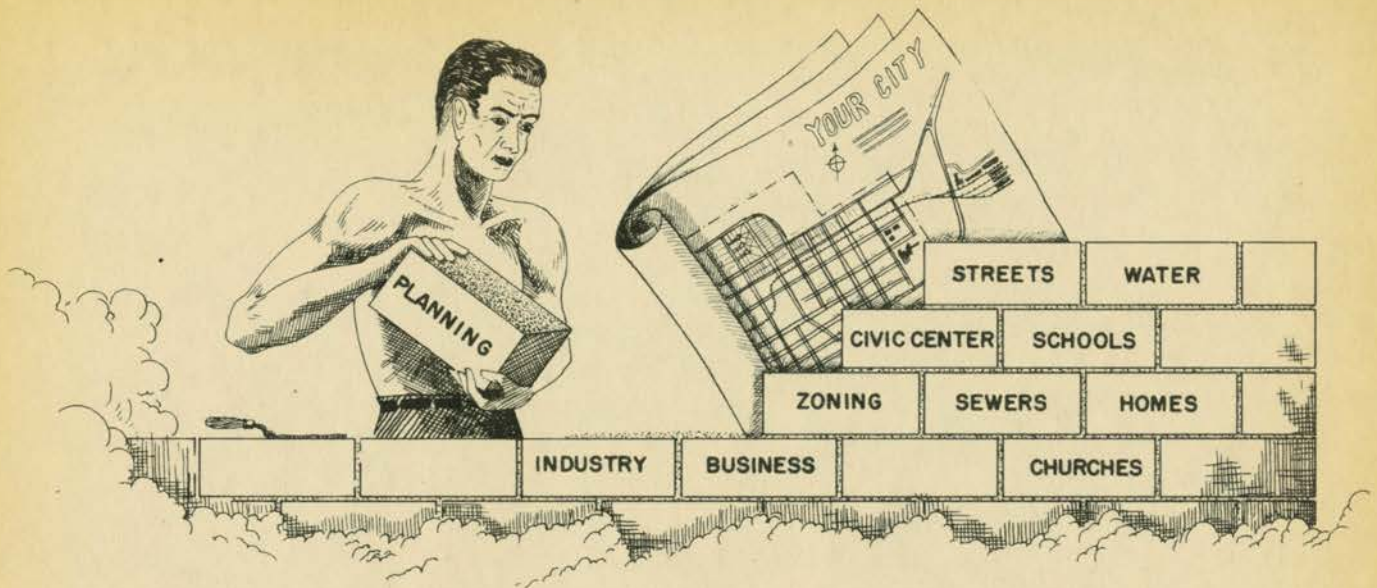
These three projects when completed will eliminate much of the slum and substandard condition now prevailing south of the tracks. They will also form the nucleus around which rehabilitation of other substandard properties can be extended.

In the future development of the city in the ensuing twenty years and as outlined roughly on the General Land Use Plan, a considerable portion of the older residential areas will be replaced by commercial or industrial operations. This is especially true between the railroad tracks, on both sides of Haines Street and also, in the areas west of Evers Street

and immediately north of Baker Street. The occupants of these dwellings or their successors will then reestablish themselves in the more remote protected areas. Then too, in the fringe areas around the expanded central business district an increased number of multiple family dwelling units or apartments will appear. The modern type residential structure will then be established in new subdivisions that will be located subsequently in the currently vacant areas east and west of the Seaboard north of Calhoun Street. A suggested pattern for the subdivision of these vacant areas was shown in Figures 25 and 26.

In guiding the future development of Plant City the people and the Commission representing them should ever remember that a good community is one of good homes. As shown elsewhere most of the land in a corporate area is devoted to homes and therefore it is incumbent upon the officials to see that the community of homes is the best that can be provided. Nothing should be done to destroy the value and integrity of neighborhoods of dwellings. Industrial and commercial economy is important at all times. Without either the city cannot progress but by the same token, the economy is enhanced by homes of happy contented home owners.





"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



