

1959

Master Plan, University Park

Phillips, Proctor, Bowers & Associates

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MASTER PLAN

CITY OF

UNIVERSITY PARK

PALM BEACH COUNTY, FLORIDA





PHILLIPS, PROCTOR, BOWERS & ASSOCIATES
Planning Consultants

RESIDENTIAL AND INDUSTRIAL SUBDIVISIONS • SHOPPING CENTERS • APARTMENT SITES • INSTITUTIONAL GROUNDS • PARKS • CITY PLANNING

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OTTO PHILLIPS
EDWARD W. PROCTOR
SIDNEY E. BOWERS

Honorable Mayor and City Council
City of University Park, Florida

Gentlemen:

In accordance with previous authorizations, it is a pleasure to submit, herewith, the comprehensive report of the University Park Master Plan. This report is intended to present a compilation of the various projections, analyses and recommendations which have been previously reviewed by your group and conforms to the basic concepts which were originally outlined and accepted as being appropriate.

Outlined in the report are certain general and specific recommendations which should assist in guiding the growth of the community in an orderly manner. These recommendations are substantiated by a brief resume of the analyses and projections upon which they were based, as well as appropriate graphic illustrations.

Some of the land use allocations and other recommendations are necessarily general, due to the lack of established precedent or criteria for a community development of this type. It might become necessary therefore, to adjust or to deviate from the plan occasionally, to accommodate certain future growth trends. Extreme caution should be taken however, to insure that such adjustments or deviations do not have an adverse effect on the overall community structure.

It is our sincere belief that this plan and report will accrue lasting benefits to the community, if reasonable consideration of the recommendations contained herein is reflected in the detailed plans for the development.

Sincerely yours,

PHILLIPS, PROCTOR, BOWERS
AND ASSOCIATES

Edward W. Proctor
By *Edward W. Proctor*
Edward W. Proctor

MASTER PLAN



PREPARED FOR

THE CITY OF UNIVERSITY PARK

PREPARED BY



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INTRODUCTION

The preparation of a master plan for any community is an involved and challenging endeavor. This is particularly true regarding the planning of University Park, for few communities are completely planned in advance of any development. The expressed willingness of the major land owners within the logical study area to provide for all of the necessary components of a good community development enhances the possibilities of achieving near maximum benefit from the planning program.

The master plan is intended to serve as the general guide or pattern for the framework of the entire community's future growth. The benefits to be derived from adhering to a well conceived master plan are manifold. These benefits will be enjoyed by the original developers or builders and the ultimate citizens and municipal agencies alike.

One of the prime objectives in the preparation of this master plan has been to achieve a proper balance of land uses. Care has been taken to insure that the proper types of land uses have been provided to adequately serve the community's needs and establish the proper relationships relative to size and locations. These considerations are essential to avoid an undesirable intermingling of land uses which would tend to exert excessive adverse or depreciative influences on one another.

The long range land use elements which have been provided for in this report were allocated in accordance with good planning practices and are based on exhaustive and objective analysis. These elements provide for a well balanced land use distribution which should support and encourage a high standard of physical improvement.

Residential areas of varied densities have been provided to accommodate the projected populations and sufficient neighborhood and community facilities have been provided for, in the proper locations, to adequately serve their needs. Commercial and Industrial districts have been allocated to provide essential services and employment for the ultimate population and establish a sound economic base to facilitate financing of community facilities and services of a continuing nature.

All of the aforementioned elements form a balanced pattern which has been linked together by a basic traffic pattern of Arterial Thorofares and collector streets. The alignment of these thorofares has been proposed in a manner which fulfills the various requirements outlined in appropriate sections of this report. General recommendations for a desirable standard of improvement for these thorofares are also set forth.

The projected requirements for neighborhood and community facilities have been based on, and related to, the anticipated ultimate population. This minimizes to some extent the uncertainties of projecting the growth patterns of a community which has no established population from which basic criteria relative

to the family unit composition or living habits can be determined. The establishment of a relationship between these needs and the population provides a system of great flexibility and facilitates easy adjustment. It is a guide for the establishment of proper relationships between predictable land use requirements. Properly used, it would provide an effective tool for private enterprise, individual citizens and the city government to use in proceeding with a continuous, realistic and economical long range development and capital improvement program.

This guide will be subject to modifications as the result of further detailed planning studies and a more definite determination of the characteristics of the ultimate population. In fact, there might be many valid modifications and adjustments necessary as circumstances and conditions change in the years to come. Any notable modification should be reviewed however, to determine the effect it might have relative to the overall community structure. Such practice cannot fail to promote stability of land uses with its' attendant protection of property values and the general desirability of the community.

SECTION I - GENERAL ANALYSIS

This section of the report consists of a brief summary of the preliminary research and analysis. The general concept and scope of the planning program was formulated on the basis of this preliminary analysis which is outlined as follows:

GEOGRAPHIC AND HISTORIC BACKGROUND

A brief summary of the location, physical characteristics and historic background of the general area, with appropriate commentary relative to the influence on University Park.

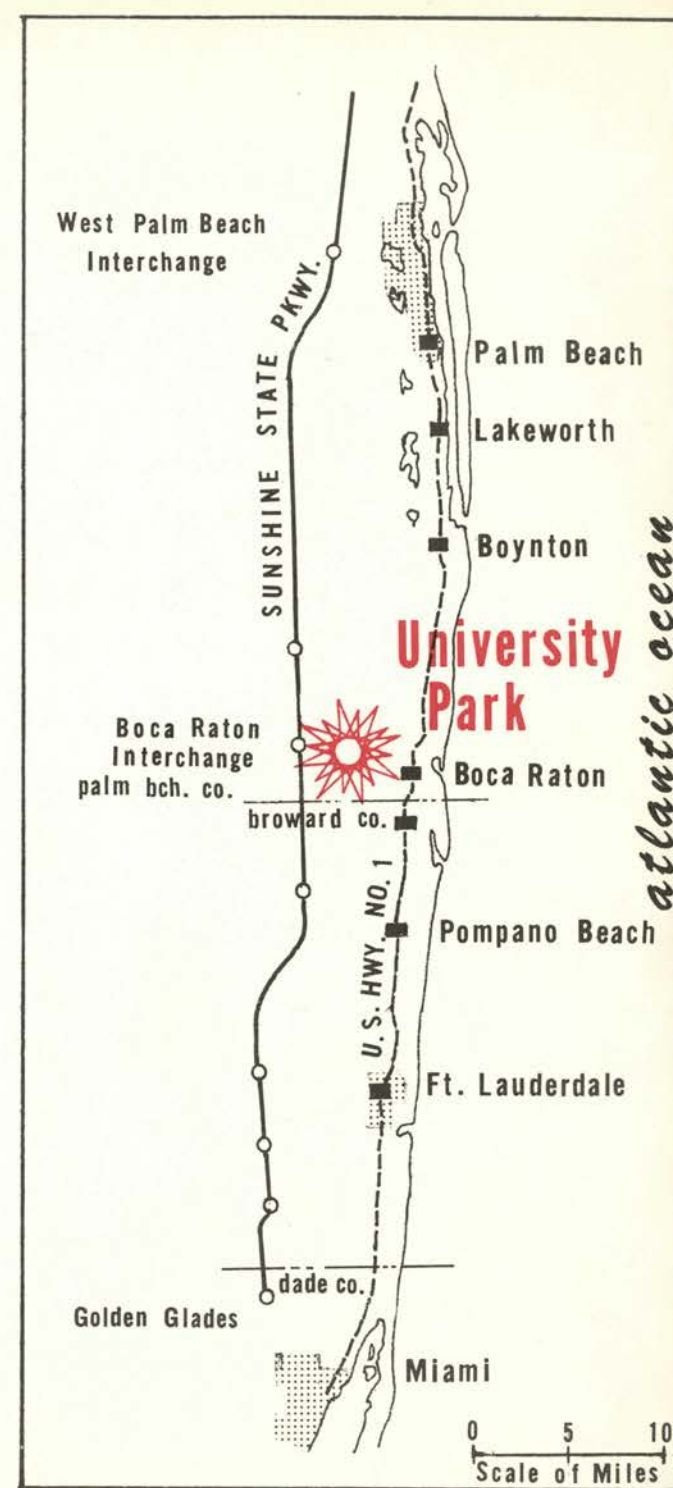
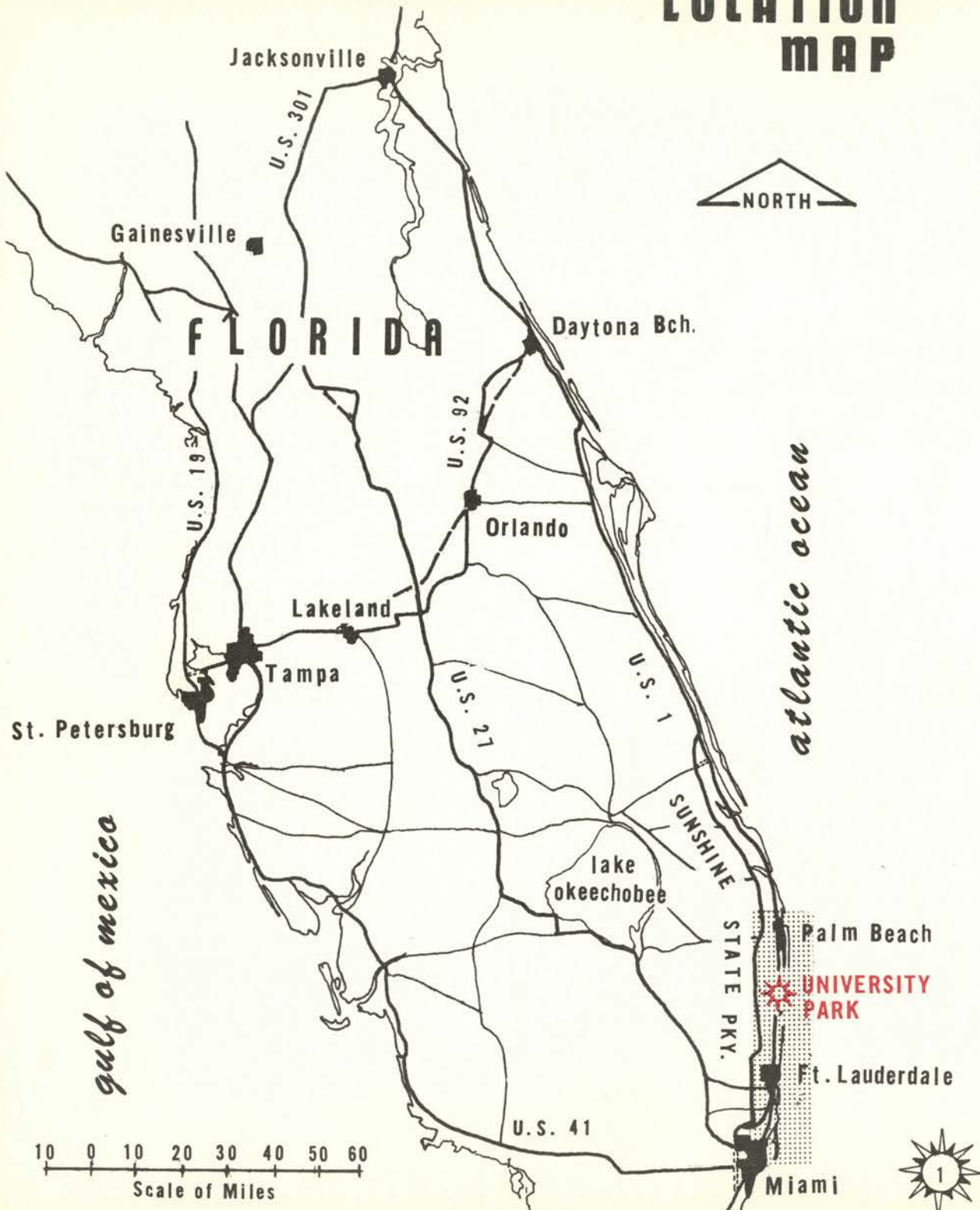
ECONOMIC REVIEW

A general summation of the principal socio-economic factors which were considered in the formulation of the basic concepts for the plan.

PHYSICAL ANALYSIS

A review of the physical structure, existing improvements, drainage and other factors influencing the potential future development in the area.

LOCATION MAP



GEOGRAPHIC AND HISTORICAL BACKGROUND

This City of University Park is situated in the southeast corner of Palm Beach County approximately midway between Palm Beach and Miami. This coastal region of Palm Beach County, Broward County, and Dade County, sometimes referred to as the "Gold Coast" of Florida, contains the largest concentration of urban development in the state. In order to evaluate the significance of the geographic location in relation to the potentials of University Park, it is helpful to review the past trends and patterns of urban growth experienced by this region. The principal concentration of urban development on the "Gold Coast" are Miami, Ft. Lauderdale and the Palm Beaches, with a number of small urban concentrations strung out along the coast every few miles, forming an almost solid urban complex.

These cities grew up around a number of small fishing and agricultural communities which had been established on the "high ground" of the coastal ridge. The natural climatic, scenic and recreational resources of the area resulted in the development of resort and tourist facilities on the "Beaches" and began the transformation of the original communities. New industries and people were needed to serve this tourist industry. As these people became established, the general characteristics of the population gradually changed. The increased number of younger employed people has encouraged new industrial expansions and the resultant immigration of an accompanying labor and service population. This gradual transition has changed the character of the "Gold Coast" from a series of seasonal resort towns, spread out along the coast, to an area of a more metropolitan nature. While tourism is still a major industry and should continue to be, it no longer dominates the socio-economic characteristics as it once did. An example of this change is evidenced by the City of Boca Raton, which adjoins University Park's east boundary.

Boca Raton was originally platted into ten acre parcels by one of the early settlers. This platting of about a thousand acres was offered to northern investors. Most of these investors had the land planted and farmed. In 1925, during the height of the Land Boom, Boca Raton became incorporated. During this boom period, Addison Mizner, the society architect of Palm Beach, initiated his program for the construction of a "dream community", a luxury development to surpass the elegance of Palm Beach. This dream collapsed, along with the land boom, leaving only the Cloister Inn, which was later enlarged into the Boca Raton Club, an exclusive resort facility until World War II, when the government built a landing strip and used the club as living quarters for the Air Force personnel.

After the war, many people who had been impressed with the charm and desirability of Boca Raton, began to invest and build in the community and there are indications that the rate of this development will be accelerated in the near future by the activities of large, active development and building companies, and the selection of Boca Raton as the site for construction of a new State University. In view of the established trends in the area and the indication of an increasing rate of development of this area, it appears advisable to plan for an intense and rapid growth pattern in University Park.



PLATE B

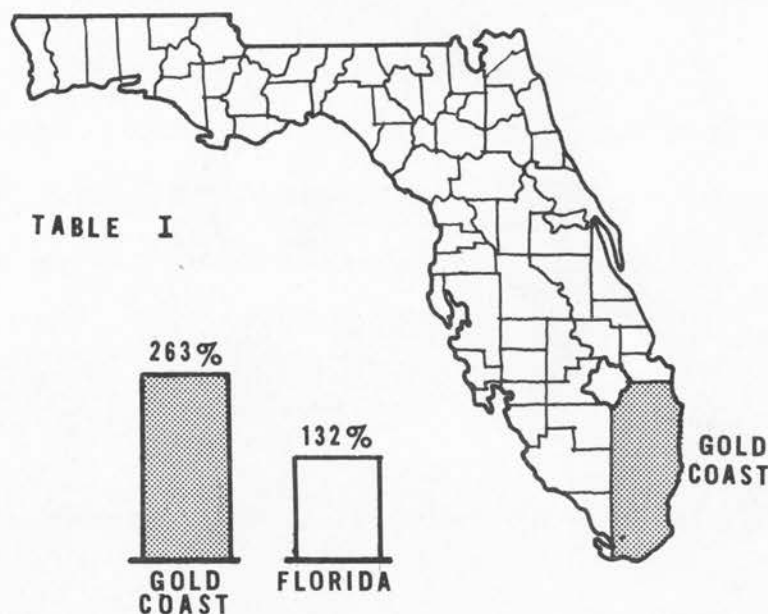


PLATE C

ECONOMIC REVIEW

There is an increasingly critical need for advance planning to accommodate the steady population increases in Florida's urban communities. Indicative of the need for advance planning in Florida is the fact that the State's permanent population has been increasing at a much greater rate than that of the United States. This higher growth rate has prevailed for many decades and according to the Florida Development Commission, is now three times the National average. Florida has risen from 27th place in population in 1940 to 12th place among the States. During this period, Florida has advanced from last to second place among the Southeastern States. Even more significant is that the growth rate in the "Gold Coast" area has been much greater than the rest of the state as shown by Table 1. It is logical to assume that this leadership in growth will be maintained and the 2.5 million population predicted for the "Gold Coast" in 1970 may prove to be conservative, due to large scale developments such as University Park.

**POPULATION INCREASES
1940 - 1958**



This rapid continuous population growth has been due mainly to favorable tax laws designed to encourage growth, a lower cost of housing, a lower cost of living, increasing personal incomes with a growing consumer market, an increasing income from the tourist industry, along with the favorable climatic conditions. This growth can be expected to continue and even be accelerated by the proposed improvements in interstate roads system, jet air travel and the improvement of other means of transportation, to make Florida easily accessible from any point in the nation. However, the recommendations presented in this report are based on past trends of growth, as reflected in data compiled and projections made from the recently completed United States 1960 census, studies of local housing market reports, information from local planning offices, State and County Roads Department reports, etc. It is probable therefore, that this report reflects only a very conservative estimate of the potentials of this area.

There is a tendency to attribute much of Florida's increase of population to the immigration of the older generation, however, analysis of census data as shown on Table II reveals a higher percentage of people on the "Gold Coast" from the age 25 to 55 than the national average (45% on the "Gold Coast" vs. 40% Nationally.) The information compiled in Table II also indicates that 65% of this population is in the 15 to 65 age bracket. A comparison of local surveys and the above data seems to indicate that the population growth of urban centers is generally composed of the middle to younger age groups. Although a recent housing market analysis of the area reflected a high percentage of retired residents, other studies in similar areas have reflected very low percentage of retired residents, indicating that planning of communities should not over-emphasize the importance of the retirement influences.

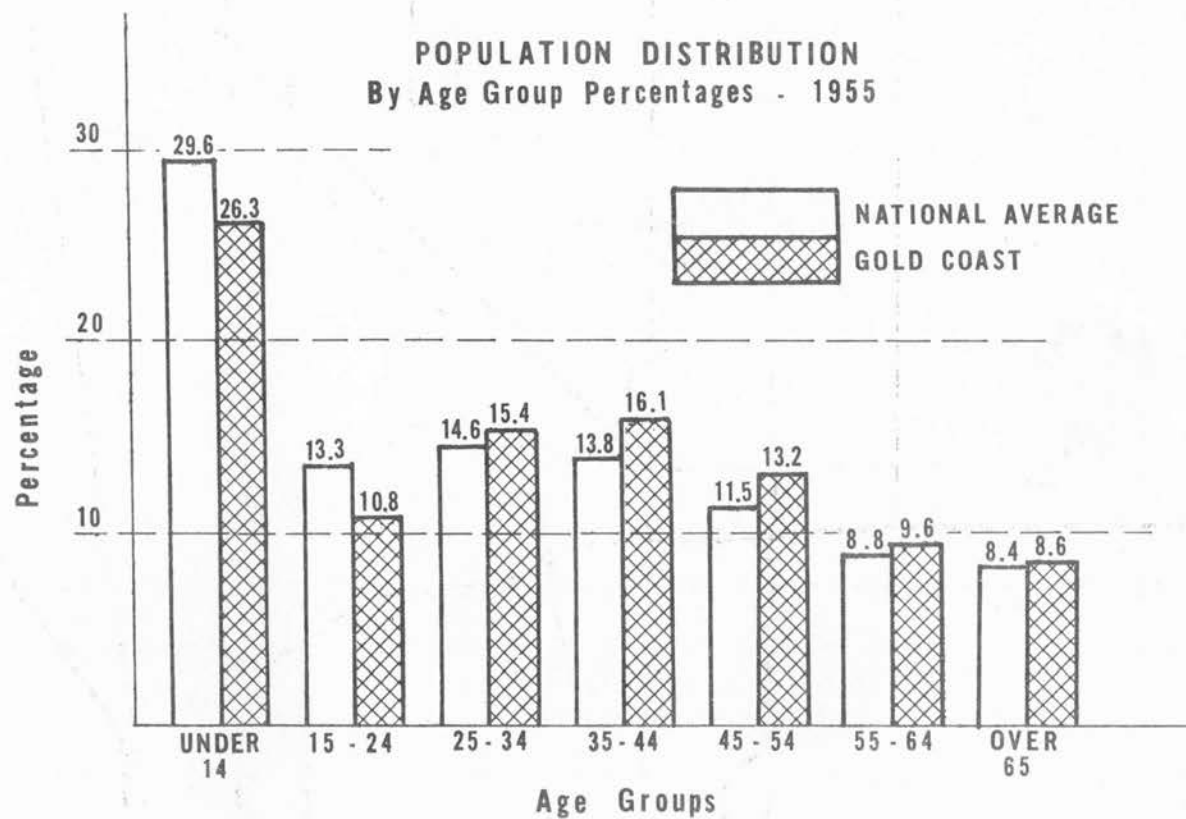
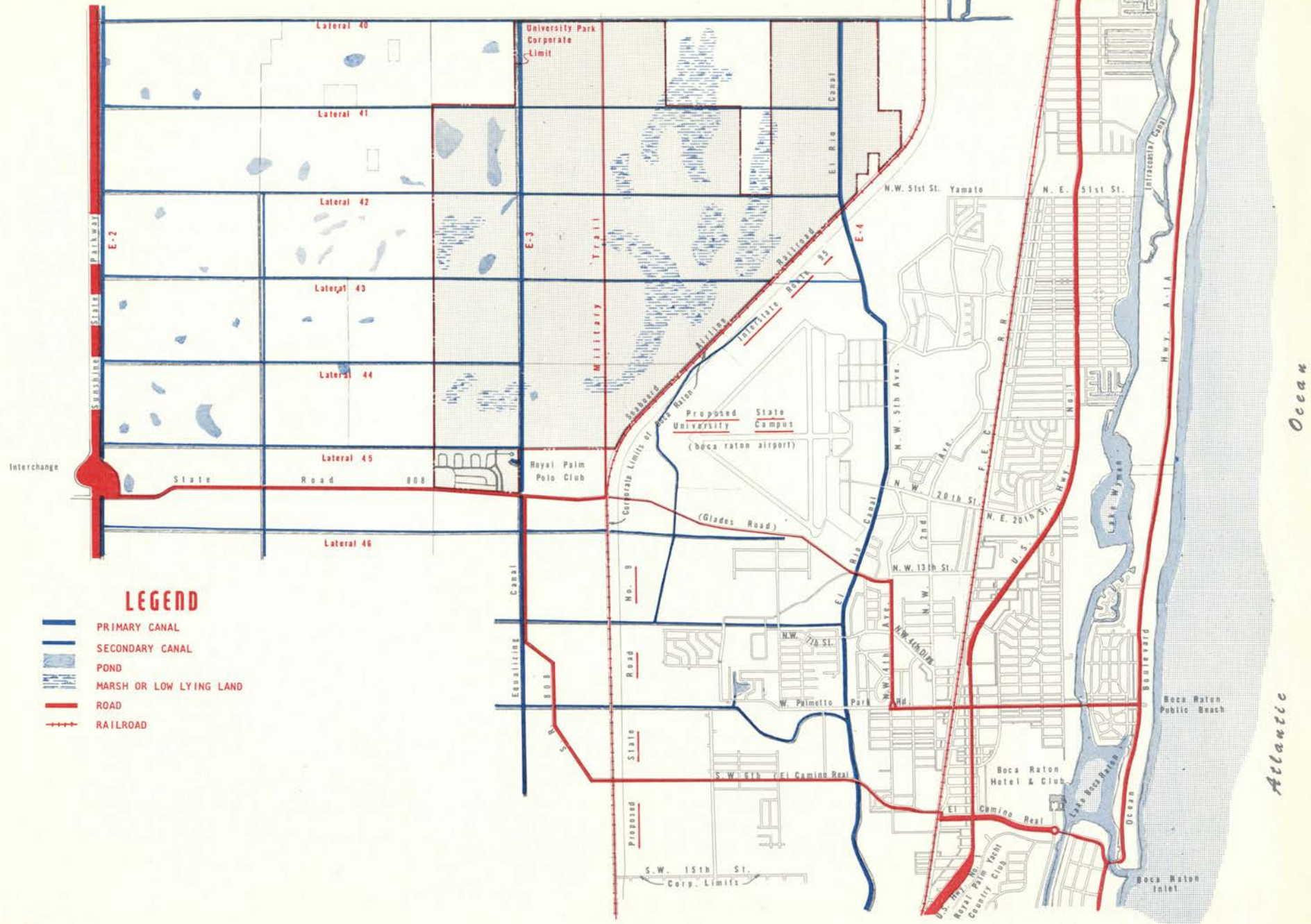


TABLE II



Physical Analysis

The corporate area of University Park encompasses over 3100 acres of land immediately west of and adjacent to Boca Raton, Florida. It is bordered on the south by Glades Road (State Road 808), on the north by Clint Moore Road, on the west by a line approximately two miles east of the Sunshine State Parkway and on the east by the Seaboard Airline Railroad and the proposed Interstate Highway #95. (State Road 9).

At present, the primary access is provided by State Road 808 and its' connections with Sunshine State Parkway and U. S. Highway #1. The completion of Military Trail, which is presently under construction, will provide additional access from the north.

The area is presently undeveloped and has not been under cultivation for several years. It is partially wooded with stands of native pines and palmettos which should be conserved and preserved wherever practical in the development planning for the area. The soil is generally a fine sand, 2 to 3 feet deep, over a hardpan clay of undetermined depth. There are, however, localized deposits of organic materials. These materials occur primarily in areas of surface depression and range in depth from a matter of inches to several feet. Excessive amounts of these materials will not support structural improvements, therefore, such deposits should be accurately located and reflected on the development plans.

The property lies along the coastal ridge with elevation ranging from 9 to 25 feet above mean sea level. These elevations are adequate to accommodate a positive drainage system without the provision of any major pumping facilities. There are several equalizing and lateral canals on or near the property which will facilitate adjustment of the sub-surface water table, relative to surface elevations. By carefully integrating these and additional canals with the land use and development plans, it should be possible to effect an efficient trouble free system of positive surface drainage. While there are presently several areas on the tract with exposed surface water, they are not necessarily representative of the level of existing water tables and their drainage should not present any major problems. The tract enjoys the climatic advantage of the "Gold Coast" which has been so well publicized. The January temperature has averaged 66 degrees over a 30 year period and the cooling breezes over the Atlantic and inland waters cool the temperatures of sub-tropical South Florida to an average of 82 degrees in July. These same climatic advantages offer unlimited opportunity for participation in the various outdoor sports and recreational activities. These activities, which were once a luxury for winter tourists, are constantly being expanded to provide year round programs for both tourists and permanent residents. The land use plan for the area should recognize these possibilities and make adequate provision for sites to accommodate outdoor recreation.

SECTION II - THE PLAN - CONCEPT AND THEORY

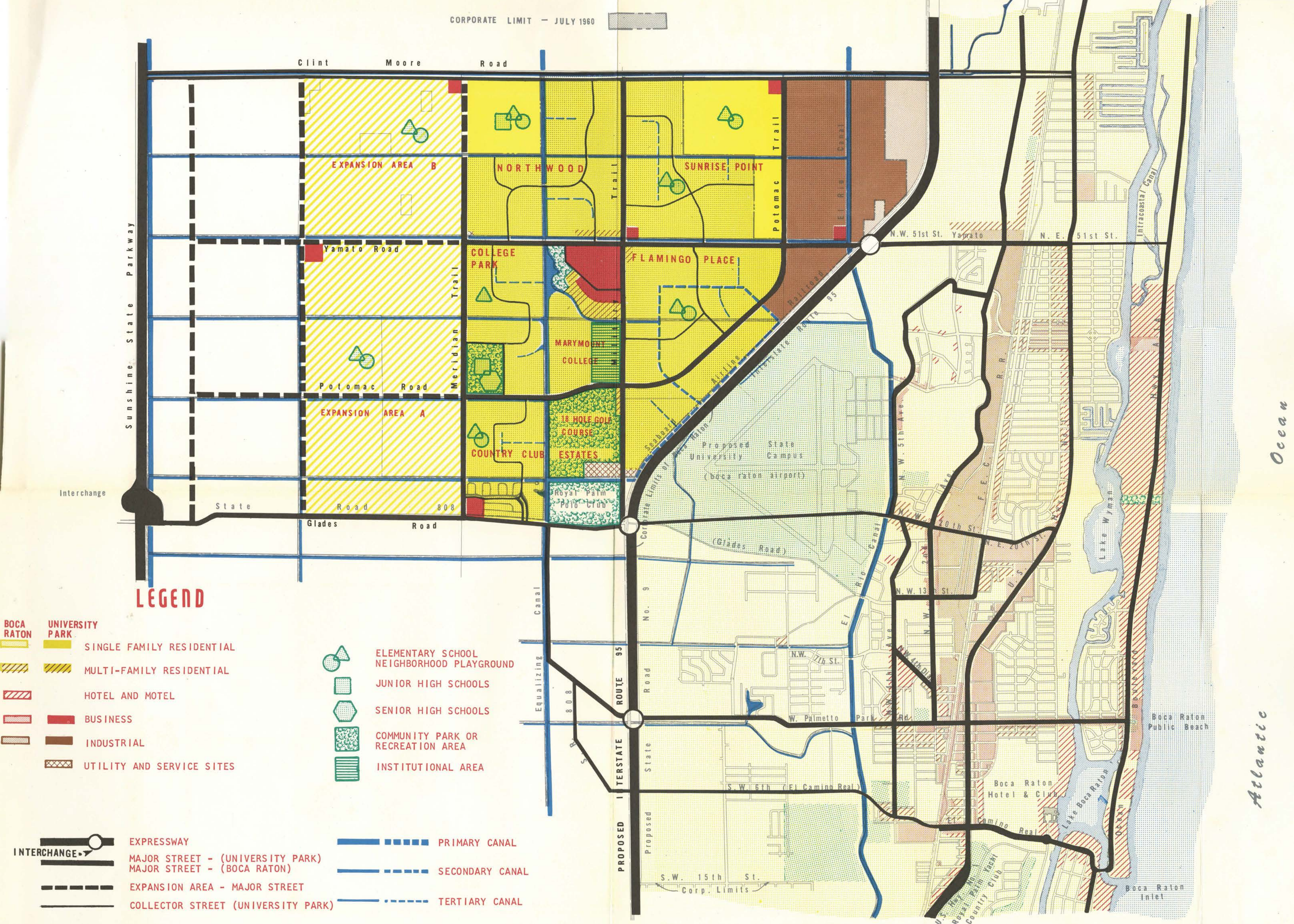
This phase of the report presents graphic illustrations supplemented by appropriate explanatory text of a general plan for the ultimate composition of the community. The recommendations and suggestions indicated on the composite plan (Plate E) are explained in the analysis of the various elements of the plan which are outlined as follows:

A. POPULATION AND LAND USE - A brief resume of the criteria used, and the composition and distribution of the ultimate population of the area. Appropriate illustrations and tabular summaries are included supplementary to the text.

B. THOROFARES - A review of the existing and proposed thorofares in surrounding areas and recommendations for arterial and secondary thorofares within the study area. The proposed locations of these thorofares and their functions are briefly analysed and recommendations related to general development practices and standards are set forth.

C. ZONING AND LAND USES - Illustrations, summary analyses and explanatory text to substantiate the proposed land uses for the ultimate development of the area.

D. DRAINAGE AND UTILITIES - A brief review of the primary utility and drainage systems as proposed to serve the ultimate needs of the community.



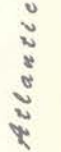
The Composite Plan

The composite plan provides for a well balanced, self-contained community, based on the neighborhood concept which experience has proven to be more profitable to the developer and the most desirable to the home owner and community. The plan was formulated through consideration of existing factors and application of sound planning practices, which meet or surpass the highest design criteria recommended by such groups as the Urban Land Institute, Federal Housing Administration, National Recreation Association and other sources of recognized planning criteria and standards. These practices have been carefully adapted to the requirements of the area as illustrated by the relationship of the existing zoning pattern and major thorofare system of Boca Raton, which is indicated on the plan.

Basically the plan indicates the distribution of the various land uses and a major thorofare system to accommodate arterial vehicular circulation.

Adequate commercial, recreational, religious, educational and service facilities to serve the area have been provided. The industrial park is advantageously located to provide an employment center for the community.

Appropriate summaries and illustrations of the various elements of the composite plan are contained on the following pages.



POPULATION AND LAND USE

The population map (Plate F) delineates the neighborhood units which were used in the compilation of estimated population potentials. The number of families projected for each neighborhood are indicated with a breakdown by age group. Expansion areas A and B as indicated on the map were considered to be the logical areas for expansion and annexation by the City of University Park when such expansion is appropriate. Expansion area A is projected as a low density type development and a factor 1.2 lots per gross acre used, resulting in a much lower ultimate population estimate for this area. This lower density factor is based on the expressed intentions of the present owners and might have to be revised later, depending on the character of the actual development. In expansion area B an intermediate type development is anticipated with a density of 2.9 lots per gross acre used in the computation of the ultimate population potentials.

The population projections indicated provide a basis for determining the need and approximate general location of the various community facilities, such as shopping centers, schools, parks, utilities and other facilities to serve the ultimate needs of the community. These projections have been based on certain assumptions derived from past experiences and analyses of similar communities and could require some adjustment when sufficient development occurs, to establish definite factors relating to family size and composition. The adjustment of these population factors might necessitate minor revisions in the proposed land uses within certain neighborhoods. The use of neighborhood units in determining these recommendations, and the

maintenance of a constant ratio between land usage and population densities facilitate the accomplishment of these adjustments within one neighborhood without adverse influence on the other neighborhoods in the community.

The ultimate population was projected by a series of computations of population factors and land use areas. A brief resume of the methods used in determining these factors and their application is contained on the following pages.

From analysis of comparable areas and past experience, the reasonable yield (dwelling units per gross acre) was determined as follows:

A. <u>Theoretic Neighborhood Criteria</u> ⁽¹⁾			
Neighborhood unit per analysis	640	Acres	
Typical lot size	7500	Sq. Ft.	
Projected yield (lots per net acre-residential area)	3.8		
B. <u>Typical Non-Residential uses in Theoretic Neighborhood</u>			
Canal and Drainage Ways	55+	Acres	
Major Thorofare	30+	Acres	
Additional Non-Residential Street R/W	3	Acres	
C. <u>Dwelling Units Per Gross Acre</u>			
Net Residential Acreage	552	Acres	
Projected yield (3.8 x 552)	2097		
Factor for yield per gross Residential Acre	$\frac{2097}{640}$	=	3.3 Lots per gross acre

(1) A theoretic neighborhood unit of 640 acres (approximately one square mile) was used in order to simplify the computation of typical non-residential uses. The resultant factor of 3.3 dwelling units per acre is applicable to any neighborhood if the gross acreage is used. A neighborhood unit is generally considered to be the smallest, self-contained unit of urban development. Typically, a neighborhood is served by one elementary school and bounded by major thorofares.

By applying this figure to the appropriate acreage in each neighborhood and using the appropriate factor of family composition, the neighborhood's population potentials were determined. The factor of 3.15 persons per family, in single family areas, was determined as follows:

- A. Neighborhood Unit - 640 Acres - Approximately 2097 families
- B. Anticipated Employment ratio within community
 Retired units - 30% = 629 families
 Employed units - 70% 1468 families
 2097 families
- C. Family Composition
 Retired units - 2.1 persons per unit - $2.1 \times 629 = 1320$ persons
 Employed units - 3.6 persons per unit - $3.6 \times 1468 = 5285$ persons
6605 persons
- D. General Average $\frac{6605}{2097} = 3.15$ persons per family

Several of the neighborhood units contain areas to be used for apartment and higher density housing and the population totals shown on the map includes this population. The apartment areas ultimate population is based on a factor of 10 units per acre, the family composition shown below and reflected in Tables IV and V.

Average family unit	2.8 persons
Adults	1.9
Elementary	0.35
Junior High	0.15
Senior High	0.10
Pre-School	0.30

TABLE III
GENERAL LAND USES

Gross Acreages - Primary Study Area

<u>NEIGHBORHOOD</u>	<u>TOTAL</u>	<u>RES.</u>	<u>COMMER.& OFFICE</u>	<u>SCHOOLS</u>	<u>PARKS</u>	<u>APART- MENTS</u>	<u>INSTITU- TIONAL</u>
INDUSTRIAL	541	0	6	0	0	0	0
SUNRISE	688	646	12	20	10	0	0
FLAMINGO	603	572	0	11	7	9	4
NORTHWOOD	678	623	0	25	11	18	1
COLLEGE PARK	620	363	77	64	22	27	67
COUNTRY CLUB	435	232	7	7	4	7	178
TOTAL	3565	2436	102	127	54	61	250
<u>EXPANSION AREA</u>							
A.	1160	1074	6	10	5	0	65
B.	670	652	3	10	5	0	0

Using the residential areas (shown on Table III), in conjunction with the appropriate family breakdowns, the ultimate facilities needed in each neighborhood and the community, have been determined and are summarized on Table IV.

TABLE IV
POPULATION PROJECTIONS
Primary Study Area - By Neighborhood

<u>AREA</u>	<u>UNITS</u>	<u>ADULT</u>	<u>PRE-SCH.</u>	<u>ELEM.</u>	<u>JR.</u>	<u>SR.</u>	<u>POP. TOTAL</u>
SUNRISE	2132	4370	682	917	469	277	6716
FLAMINGO							
Single Family	1887	3868	604	811	415	245	5944
Apartments	90	171	27	32	14	9	253
Total	<u>1977</u>	<u>4039</u>	<u>631</u>	<u>843</u>	<u>429</u>	<u>254</u>	<u>6197</u>
NORTHWOOD							
Single Family	2055	4213	658	884	452	267	6473
Apartments	180	342	54	63	27	18	504
Total	<u>2235</u>	<u>4555</u>	<u>712</u>	<u>947</u>	<u>479</u>	<u>285</u>	<u>6977</u>
COLLEGE PARK							
Single Family	1198	2456	383	515	264	156	3774
Apartments	270	513	81	95	40	27	756
Total	<u>1468</u>	<u>2969</u>	<u>464</u>	<u>610</u>	<u>304</u>	<u>183</u>	<u>4530</u>
COUNTRY CLUB							
Single Family	766	1570	245	329	169	100	2413
Apartments	70	133	21	25	11	7	197
Total	<u>836</u>	<u>1703</u>	<u>266</u>	<u>354</u>	<u>180</u>	<u>107</u>	<u>2610</u>
TOTALS	8648	17636	2755	3671	1861	1106	27030
<u>EXPANSION AREA</u>							
A. Res.Ac.x1.2	1289	2642	412	554	284	168	4060
B. Res.Ac.x2.9	<u>1891</u>	<u>3877</u>	<u>605</u>	<u>813</u>	<u>416</u>	<u>246</u>	<u>5957</u>
	<u>3180</u>	<u>6519</u>	<u>1017</u>	<u>1367</u>	<u>700</u>	<u>414</u>	<u>10017</u>

The land use areas reflected on the composite plan and outlined on Table III encompass all of the land included in the primary study area. As indicated on the plan, certain parcels of land which are included in this study area, are not presently in the City of University Park. These parcels have been considered in the planning analyses and projections to avoid any misleading or undesirable recommendations which might result from analysis of incomplete neighborhoods.

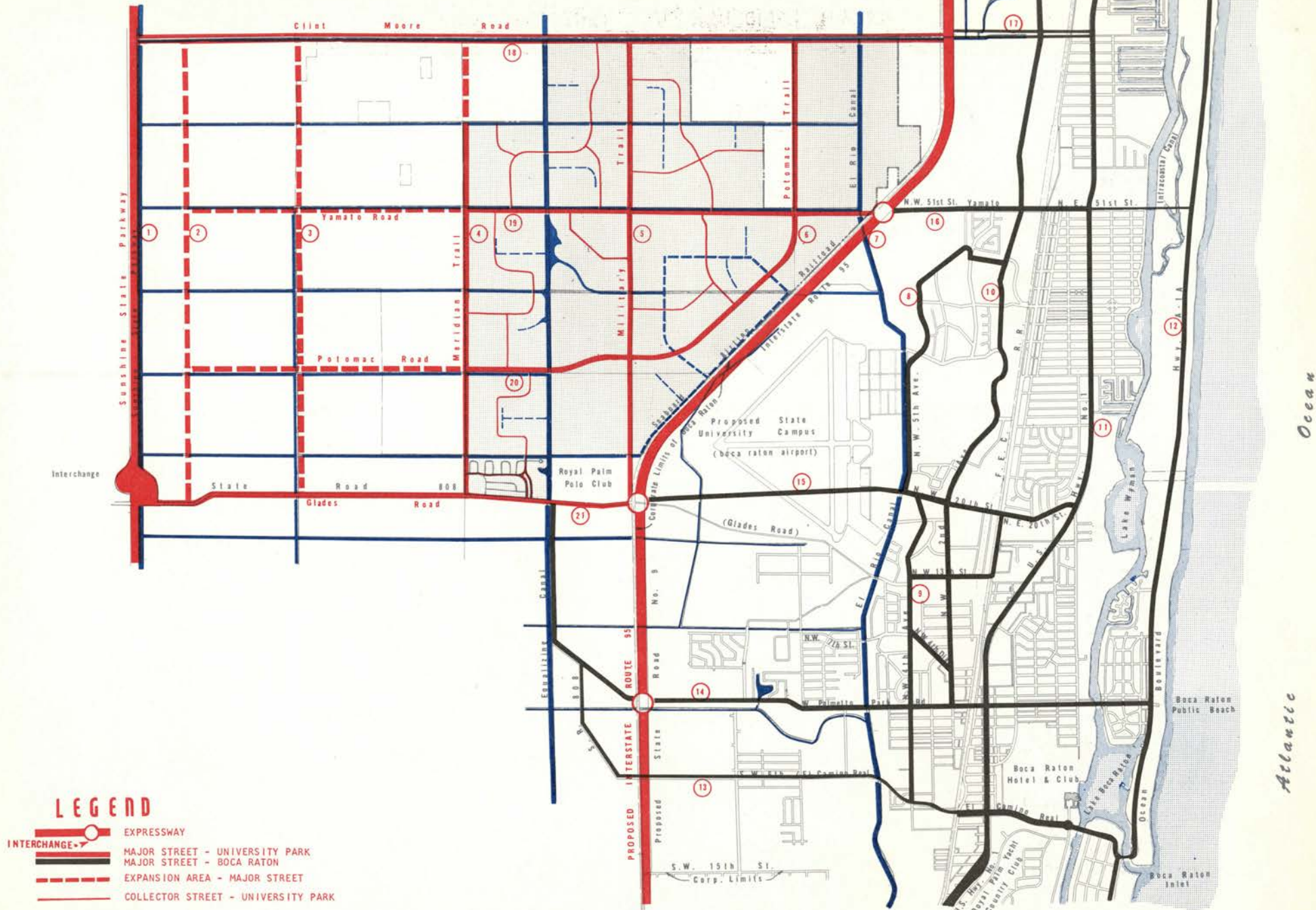
While it is felt that these parcels of land will ultimately be annexed by the city, a summary of the proposed land uses which are recommended within the present corporate limits, is indicated on Table V. By applying the same factors which were used in projecting the ultimate population for the primary study area, a summary of the composition for the ultimate population of the original corporate area has been compiled on Table VI.

GENERAL LAND USE DISTRIBUTION - TABLE V
Gross Area for Present Corporate Area - 3123 Acres

	<u>GROSS ACRES</u>						
	<u>TOTAL</u>	<u>RES.AC.</u>	<u>APTS.</u>	<u>INST.</u>	<u>SCHOOLS</u>	<u>PARKS</u>	<u>SHOPPING & OFFICES</u>
INDUSTRIAL PARK	541	0	0	0	0	0	6
SUNRISE POINT	417	392	0	0	10.5	5.5	9
NORTHWOOD	507	489	18	0	0	0	0
FLAMINGO PLACE	603	572	9	4	11	7	0
COLLEGE PARK	620	363	27	67	64	22	77
COUNTRY CLUB	435	232	7	178	7	4	7
	<u>3123</u>	<u>2048</u>	<u>61</u>	<u>249</u>	<u>92.5</u>	<u>38.5</u>	<u>99</u>

POPULATION PROJECTIONS - TABLE VI

	<u>UNITS</u>	<u>ADULTS</u>	<u>PRE-SCH.</u>	<u>ELEM.</u>	<u>JUNIOR</u>	<u>SENIOR</u>	<u>POP.TOT.</u>
<u>SUNRISE</u>	1294	2653	414	556	285	168	4076
<u>NORTHWOOD</u>							
Single Family	1614	3309	516	694	355	210	5084
Apartments	180	342	54	63	27	18	504
Total	<u>1794</u>	<u>3651</u>	<u>570</u>	<u>757</u>	<u>382</u>	<u>228</u>	<u>5588</u>
<u>FLAMINGO</u>							
Single Family	1887	3868	604	811	415	245	5944
Apartments	90	171	27	32	14	9	252
Total	<u>1977</u>	<u>4039</u>	<u>631</u>	<u>842</u>	<u>429</u>	<u>254</u>	<u>6196</u>
<u>COLLEGE PARK</u>							
Single Family	1198	2456	383	515	264	156	3773
Apartments	270	513	81	95	41	27	756
Total	<u>1468</u>	<u>2969</u>	<u>464</u>	<u>620</u>	<u>305</u>	<u>183</u>	<u>4529</u>
<u>COUNTRY CLUB</u>							
Single Family	766	1570	245	329	169	100	2413
Apartments	70	133	21	25	10	7	196
Total	<u>836</u>	<u>1703</u>	<u>266</u>	<u>354</u>	<u>179</u>	<u>107</u>	<u>2609</u>
TOTAL	7339	15015	2345	3129	1580	940	22998



CITY OF
UNIVERSITY PARK



THOROFARES

NORTH
Scale in Feet
0 1000 2000 3000 4000 5000

THOROFARES

To facilitate the potential development of University Park, a major thorofare system has been recommended to meet the traffic demands projected for the city and its' environs; anticipating that the growth of business, industry and population will eventually result in the urban development of the entire study area.

In determining the alignment of the major thorofares, maximum consideration has been given to the ultimate desired movements of traffic, indicated by projected population densities and land use composition. These desired tendencies have been served by the establishment of a modified grid system of arterial thorofares.

The major thorofare plan (Plate G) reflects the network of arterial thorofares and collector streets proposed for University Park. Also indicated are Boca Raton's street system and the State's recommendations for Palm Beach County Roads. The existing status and proposed function of these thorofares is summarized on Table VII.

TABLE VII
FUNCTIONAL SUMMARY
MAJOR THOROFARE SYSTEM - UNIVERSITY PARK AREA

Key # NORTH - SOUTH ROADS

1. Sunshine State Parkway
Existing Parkway Toll Road with full access control. An interchange at Junction of State Road 808 (Glades Road) 2 miles west of present University Park Corporate Limits is scheduled for construction in 1961.
- 2 & 3. Future proposed major thorofare - 120' R/W to be constructed as required by the expansion of University Park.
4. Meridian Trail - University Park Major Thorofare - The present west corporate limit of University Park which will serve as perimeter loop street, until University Park is expanded, provides access to the Junior, Senior High School and feeds traffic into Glades Road to the Parkway interchange or Boca Raton.
5. Military Trail (State Road 809) A proposed major thorofare through University Park will be a major north-south traffic artery until Interstate 95 is built. It will serve as the main access road to the core area, golf course, marina, polo club and will act as primary access to Interstate 95 when built. The State now has a two traffic lane facility under construction.
6. Potomac Trail - A major thorofare in University Park which will serve as loop through eastern portion of University Park from Clint Moore Road to Military Trail, furnish access to Industrial Park, Marymount College and channels traffic to interchanges at Glades Road and Yamato Road.
7. Interstate 95 - Florida State Road 9 - A proposed freeway with full access control; 4 to 8 lane divided highway with interchanges at Yamato Road and Glades Road.
8. N. W. 5th Avenue - Boca Raton proposed Major Street.
9. N. W. 4th Avenue - Boca Raton proposed Major Street.
10. N. W. 2nd Avenue - Boca Raton proposed Major Street.

TABLE VII - Cont'd

11. U. S. Highway #1 - (State Road 5) - Presently the primary north-south artery along the "Gold Coast". An existing 4 lane divided road except for one mile of 4 lane in Boca Raton. The State proposed to improve this facility as soon as possible.
12. State Road A-1-A - Existing 2 lane road through Boca Raton, along the ocean front. The State recommends a 4 lane facility however, due to high cost of r/w, this will probably never happen. The State recommends intersection controls, etc. to increase capacity.

EAST WEST ROADS

13. S. W. 6th Street - Existing 2 lane road (State Road 808) to remain as 2 lane secondary road as recommended by State Road Department.
14. W. Palmetto Park Road - An existing 2 lane road which the State recommends 4 laning from A-1-A to Interstate 95 to serve as east-west arterial and interstate collector serving the new State University.
15. N. W. 20th Street - (Future State Road 808) - The State recommends 4 lanes to serve as arterial and interstate collector from U. S. 1 to State Road 7 (U. S. 441), with the interchange at the junction of U. S. 95 to serve the new State University.
16. N. W. 51st Street (Yamato Road) - State recommends a 4 lane interstate collector between U. S. Highway #1 and Interstate 95 with 2 lanes to State Road A-1-A.
- 17 & 18. Clint Moore Road - The State proposes a 2 lane feeder with an underpass at Interstate 95. When University Park is built up, this will become a major street extending from U. S. Highway #1 to State Road 7 with an underpass at the Sunshine State Parkway. This may develop as North limit of University Park, serving as a loop arterial road for traffic from University Park to Boca Raton and vicinity and to points west.

TABLE VII - Cont'd

19. Yamato Road - A major street in University Park, which will be a collector road for Interstate Highway #95 and furnish access to Industrial Park and the core of University Park. It will also act as traffic channel to North Boca Raton and U. S. Highway #1.
20. Potomac Road - A major street in University Park furnishing access to the Junior and Senior High Schools, Marymount College and traffic channels to the Industrial Park via Potomac Trail.
21. Glades Road (State Road 808) - An existing 2 lane road which is presently the main access to University Park. This road will be a major street in University Park and will serve as a traffic channel from Boca Raton and University Park to interchanges on Sunshine State Parkway and Interstate #95 and provide access to the State University.

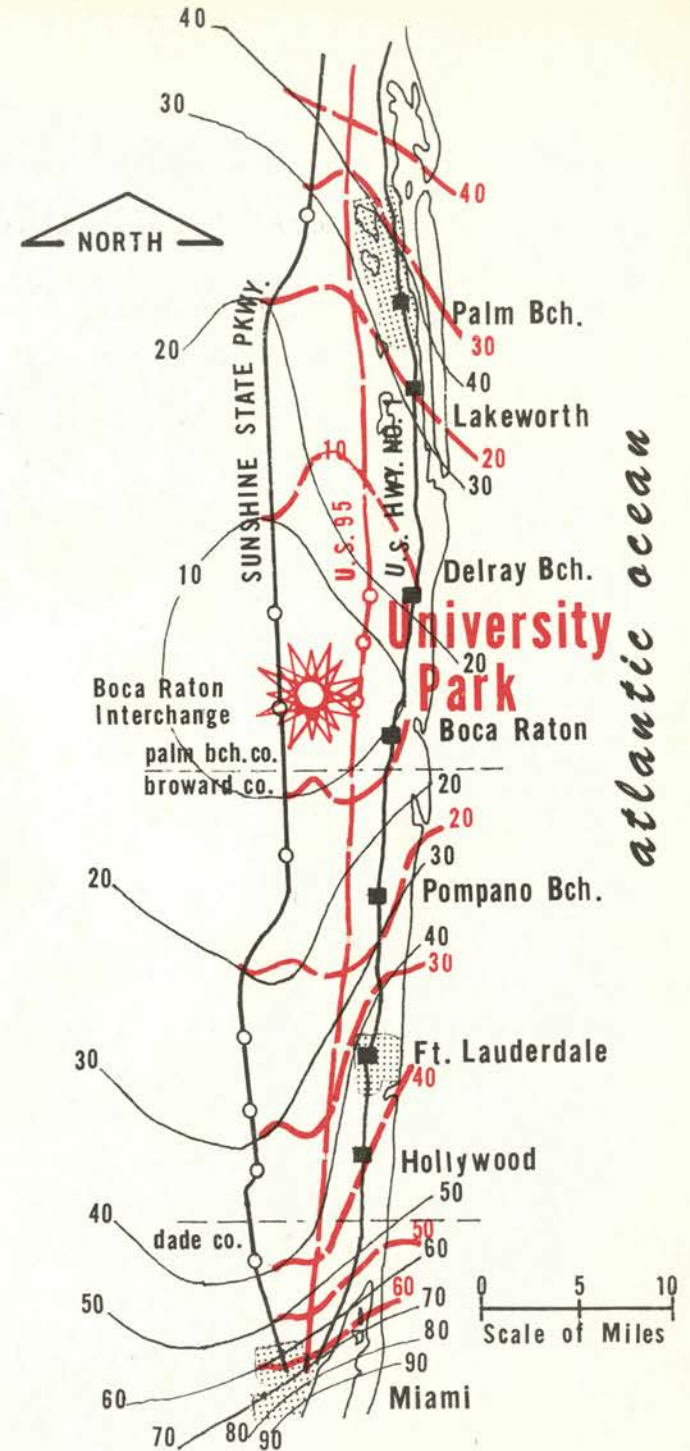
The Sunshine State Parkway interchange at the junction with State Road 808 (Glades Road) has been programmed for construction in the very near future and will probably have a great impact on the development of University Park, as it will be the major point of access from University Park to the urban concentrations along the "Gold Coast". However, State Road 9 (Interstate Route 95) is the backbone upon which long range street and highway planning of the "Gold Coast" must depend, to achieve optimum efficiency.

Without this freeway type of facility in the general location shown, there is no practical solution of the north south traffic problems through the "Gold Coast" communities.

Plate H - The time travel map illustrates the need for this freeway facility and the time saving effect on trips from University Park to Miami, Palm Beach, and other urban centers along the coast. Of the projected 800,000 vehicle trips in 1975 in the Palm Beach County, it is expected that approximately 215,000 will use this freeway in some manner.

In order for this highway to function properly, it is imperative that arterial thorofare systems be developed and brought up to a high standard in the "Gold Coast" communities. The following pages summarize the major thorofare system of University Park and its' contiguous area which have been recommended to an integrated regional pattern.

LEGEND



TIME TRAVEL MAP
PLATE 'H'

The network of major thorofares for University Park has been set up to handle these three general types of vehicular movements;

1. Thru Trips - Origin and destination outside of University Park - an example would be from Boca Raton to the Sunshine State Parkway interchange.
2. Area Trip - With either origin or destination inside University Park, such as from Boca Raton to the shopping center in University Park.
3. Local Trip - Origin and destination inside of University Park.

In the proposed Road System, the north south thru trips will use the Sunshine State Parkway and proposed Interstate Highway #95 and the east west thru trips will use Clint Moore Road on the north and State Road 808 to the south of University Park.

Area and local trips will use the major Road System for circulatory movement in the city such as from home to shopping center, industrial area, recreation area, etc. These major thorofares are generally a mile apart on the section lines and provide free movement in any direction. The residents of University Park will depend on the street system for access and circulation service, therefore, a classification system has been set up to preserve as much of the street system as possible for local use.

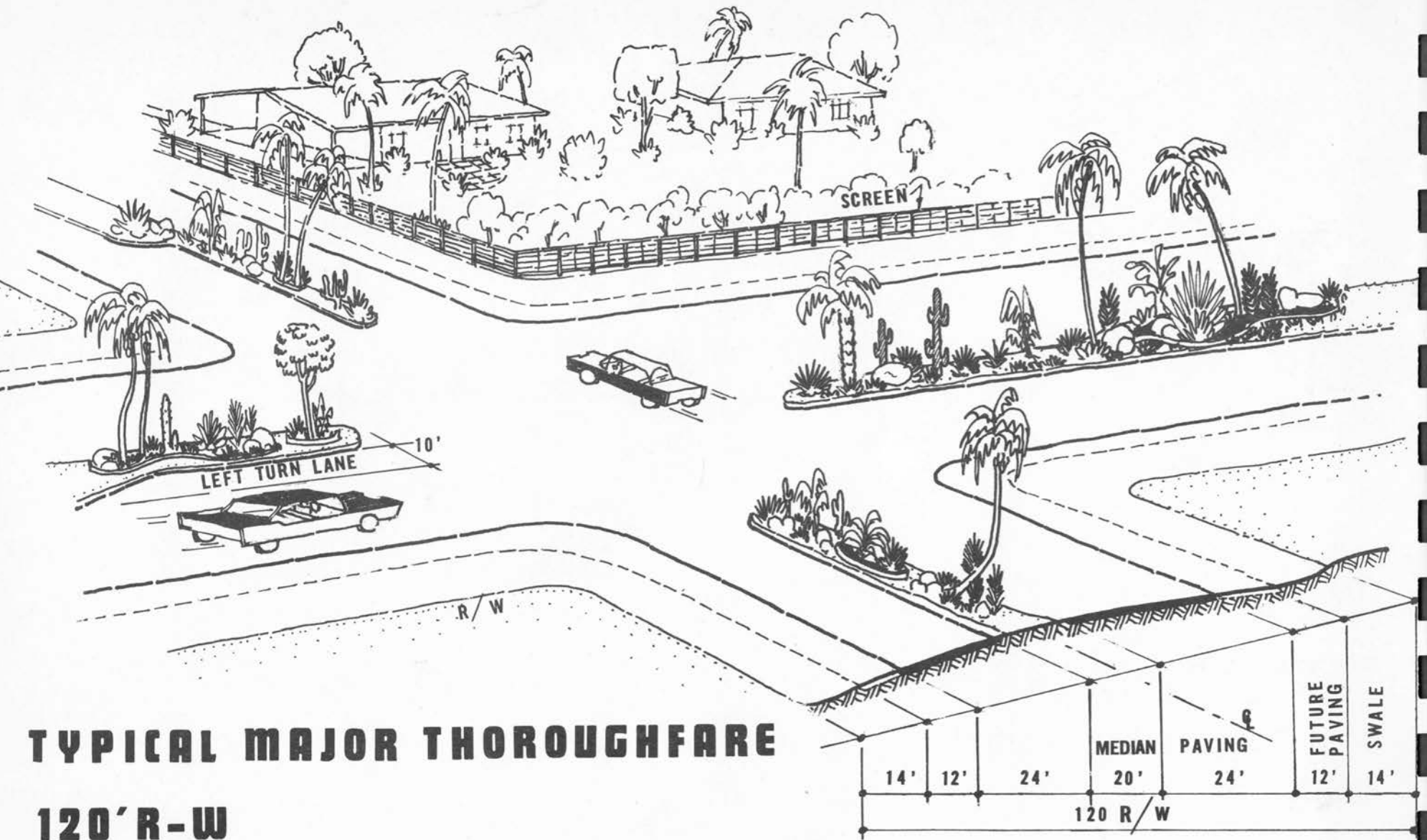
In order to provide for the aforementioned movements, the University Park street system has been classified as follows:

Major Thorofare - High standard inter-neighborhood, inter-community thorofares to collect and channel traffic to Expressway divided 4 or 6 lanes as required by volume - all intersections channelized, access controlled and intersecting streets kept to a minimum.

Collector Street - Wide roadway (2 lane) intended to collect traffic within the neighborhood and channel it to perimeter major thorofare.

Residential Street - Local street, to provide access to residential home-sites.

There are certain policies and standards which should be required in the development planning within the community to assure the efficient function of the thorofare system. These standards are summarized on the following plates, which also illustrates the recommended cross sections for the various types of street improvements.

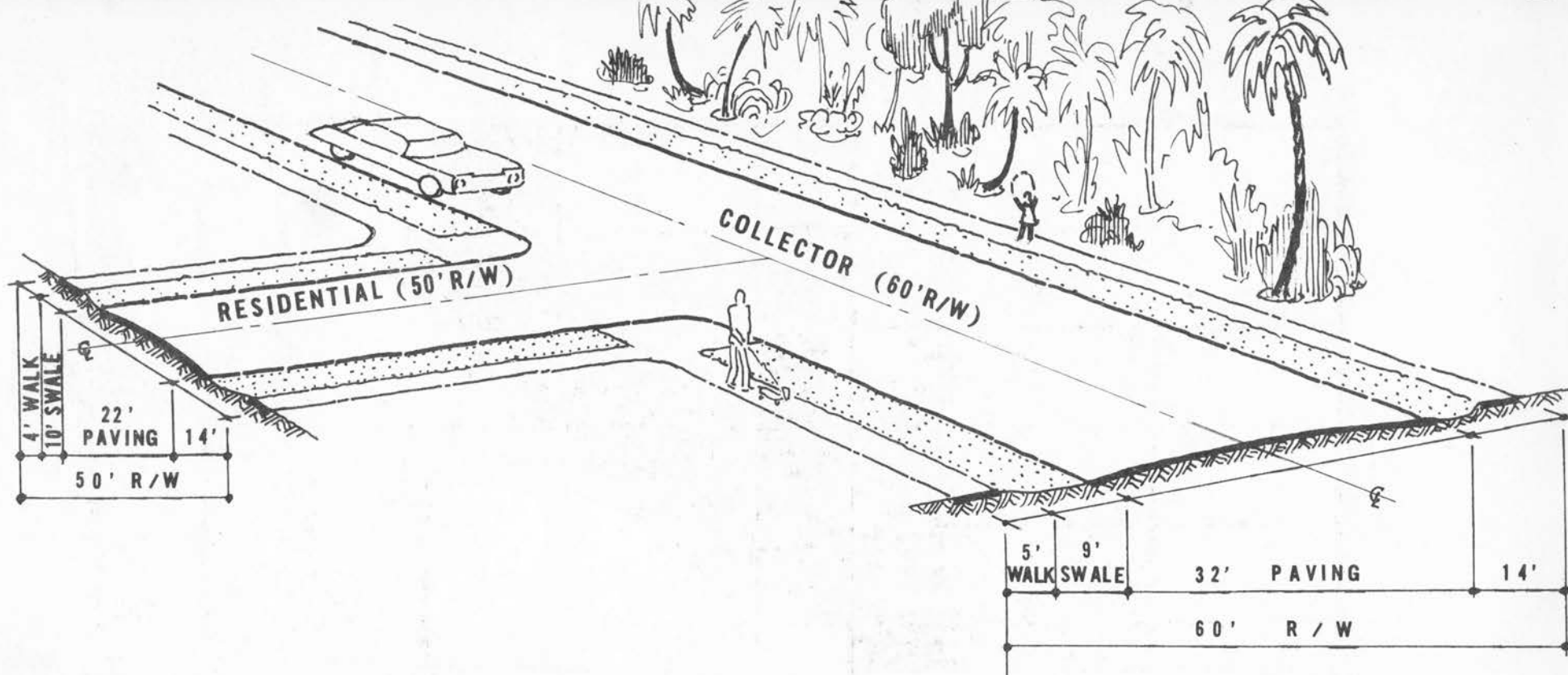


AN INTER-CITY AND INTER-COMMUNITY CONNECTION WITH 4 OR 6 TRAFFIC LANES WHICH CHANNELS TRAFFIC TO EXPRESSWAYS AND GENERALLY DEFINES NEIGHBORHOODS.

CONTROLLED ACCESS TO PROTECT CAPACITIES (REVERSE FRONTAGE RECOMMENDED).

RIGHT ANGULAR OR RADIAL INTERSECTIONS.

MINIMUM 750' RADIUS ON CENTER LINE CURVES.



TYPICAL INTRA-NEIGHBORHOOD STREETS

Residential Street 50' R - W

LOCAL STREET FOR ACCESS TO RESIDENTIAL HOMESITES.

Collector Street 60' R - W

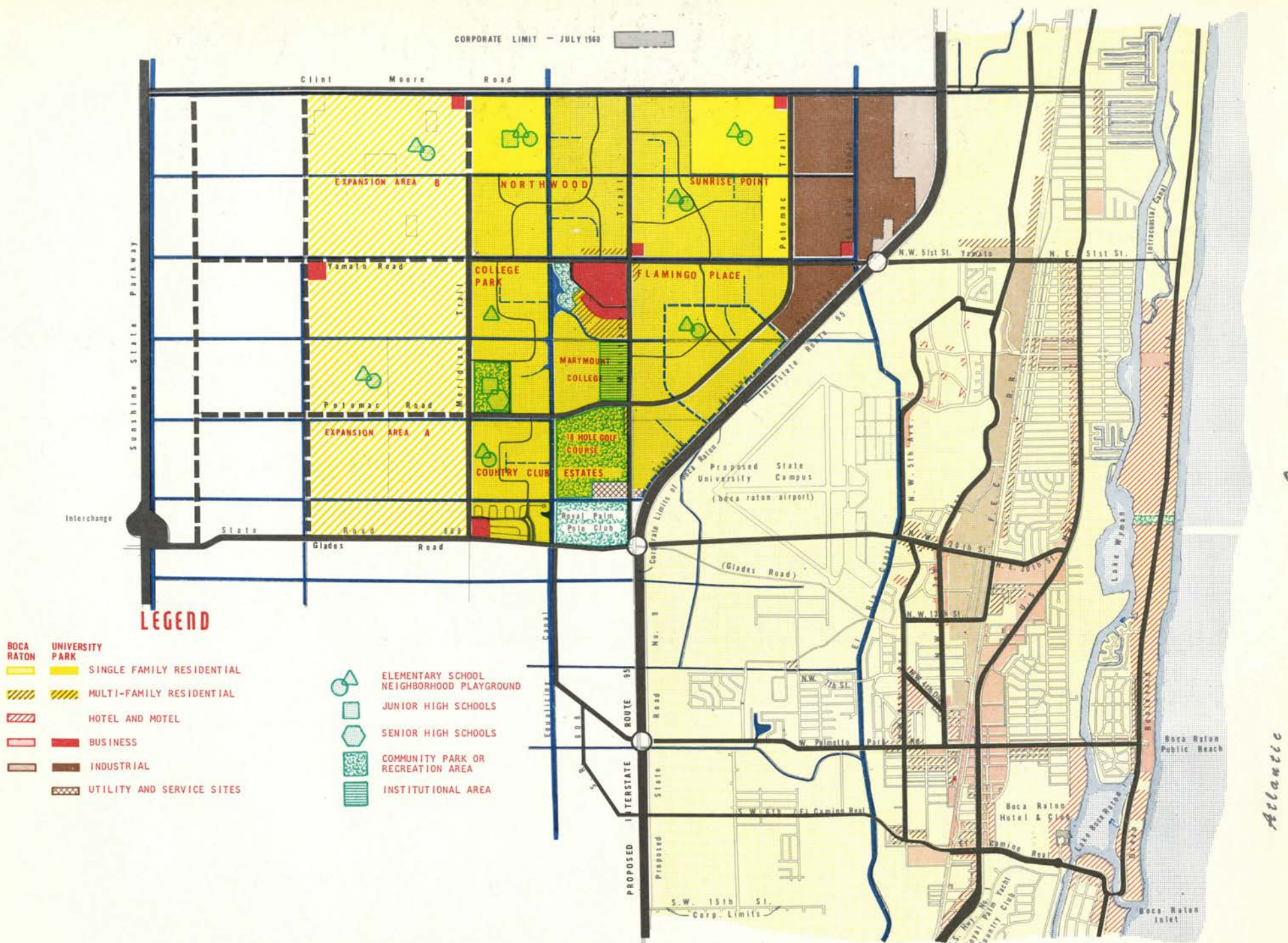
WIDER ROADWAY FOR COLLECTING TRAFFIC WITHIN THE NEIGHBORHOOD AND CHANNELING TO MAJOR STREET.

AVOID DIRECT CONNECTIONS ACROSS MAJOR STREETS.

RIGHT ANGULAR OR RADIAL INTERSECTIONS (30 DEGREE MAXIMUM DEVIATION FROM PERPENDICULAR).

MINIMUM 300' RADIUS ON CENTER LINE CURVES.

CORPORATE LIMIT - JULY 1960



ZONING AND LAND USES

The land uses, as developed in the plan for University Park, are reflected on the Composite Plan and various tables in the section on population and land use. These uses include residential areas, schools, parks, recreational facilities, churches, shopping facilities, office sites, industrial area, a municipal civic center, community facilities, etc.

The planning and programming of such a diverse and extensive development program is greatly expedited by having general zoning patterns established before beginning the actual development planning. The zoning as recommended, is intended to control the type of use permitted, not the manner in which land is utilized, within a particular area.

The zoning areas recommended and indicated on Plate L, have been kept general in order to retain the flexibility that will accommodate necessary deviations that future growth trends of the development might bring.

The land uses which are intended to be located in the various zoning districts indicated, are summarized as follows and discussed on the following pages:

Single Family Residential - In addition to residential homesites, it is intended that sites to accommodate schools, parks, recreation areas, and churches, be provided in these zoning districts.

Multi-Family Residential - In addition to the uses permitted in single family districts, these areas are intended to accommodate duplex or apartment developments.

Commercial - These districts provide sites for shopping centers, office buildings, clinics, and other commercial activities of a non-residential nature.

Industrial - This district has been allocated to light industrial usage and related activities.

By using these recommendations to coordinate new developments and assure the provision of adequate facilities to accommodate future growth, many economies will be realized and conflicts of interest avoided. If the city is developed in accordance with standards indicated for a modern urban area, the benefits to the developer and citizens should be manifold, providing many aesthetic and material benefits which will be increasingly evident as development proceeds. The land use distribution recommended should achieve the following objectives:

- a. Distribute acreage among the most effective and desirable uses.
- b. Promote efficient use of all parts of the study area within a reasonable time.
- c. Assure utilization of the area in such a way that its' various functions do not conflict.
- d. Provide adequate parks, schools, recreation areas, churches, etc. to serve the residents of the city.
- e. Provide commercial and industrial uses which, through location relative to traffic and rail service, will facilitate the industrial and commercial growth of University Park.
- f. Assure zoned retail shopping areas adequate to serve the needs of each neighborhood and the community as a whole.
- g. Pre-designate residential areas so that their development will tend to stabilize the desirability of the development.

The Residential Area

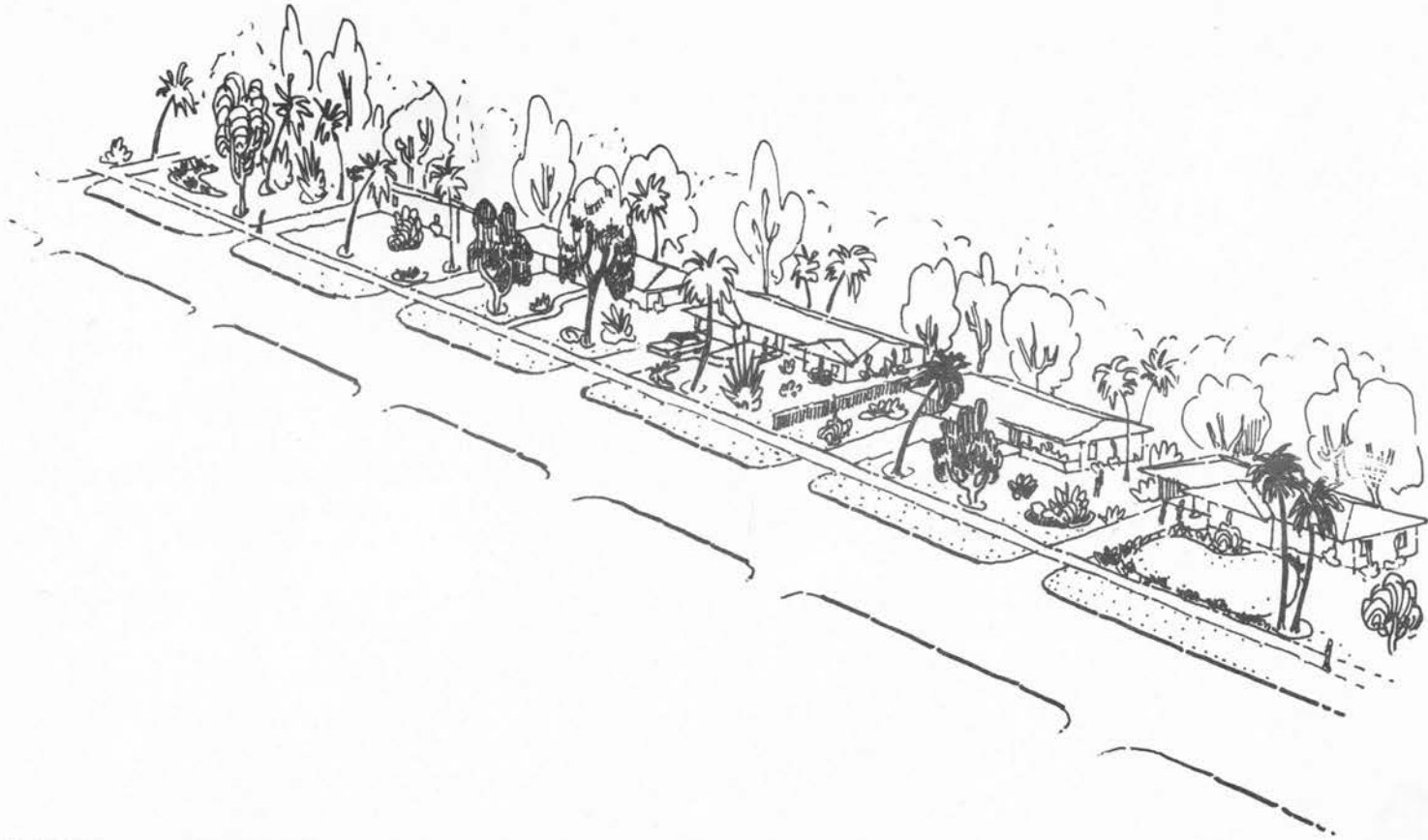
The planning of University Park has been predicated on the Neighborhood unit concept. In addition to the economy and efficiency derived from this concept, there are the advantages of enhancing the desirability and stabilizing property values within the neighborhood. Each neighborhood unit can be planned for a homogenous development, providing pleasant, safe housing conditions, convenient shopping facilities and adequate public and semi-public open spaces. In order to identify these amenities with the individual neighborhoods, thereby encouraging resident pride, a system of neighborhood names has been recommended. These names should serve to establish a general theme for naming all streets, parks, schools, shopping centers, etc. within the neighborhoods.

The zoning pattern controls density of population and types of residences within the neighborhoods. In planning the City of University Park, a lot size of 75' x 100' was established to best fit the market potential for this area, as recommended by Real Estate Research Corporation in their Housing Analysis report. As the development of the city proceeds, a need may be apparent for a higher or lower density of residential development in certain areas of a neighborhood. The allocation of land for these different types of development should be accomplished in a manner which will assure compatibility between the various types of improvements which are intended. The apartment areas shown on the zoning plan adjacent to the central business district are an example of the use of a buffer between single family residence and commercial uses.

In order to assure maximum desirability for the residential neighborhoods, there are certain practices and standards which should be adhered to in the design and construction of physical improvements. A brief resume of some of these standards are outlined as follows:

Streets - The residential street pattern within the neighborhood should be generally regular with maximum consideration given to discouraging excessive traffic volumes. The design of these street patterns should provide for economic block lengths, positive drainage and variety in the orientation of building sites. Appropriate elevations and grades should be established on streets to insure desirable relationship and drainage of the adjacent building sites.

Site Improvements and Landscaping - The alignment and gradient of all driveways should be designed to facilitate easy turning movements and visual clearance. Sidewalks should be provided to separate vehicular and pedestrian traffic. While much of the landscaping of the individual sites should be predicated on the desires of the individual owner, consideration should be given to providing an organized tree planting in the front yard areas which will present a desirable "facade" for the neighborhood. Plate M shows a typical arrangement which provides a desirable neighborhood appearance.



TYPICAL RESIDENTIAL AREA CHARACTER

- * LANDSCAPED FOR CLIMATE CONTROL AND BEAUTIFICATION.
- * NO TREES PLANTED IN R.O.W. (LOCAL ORDINANCE).
- * USE OF PLANT MATERIAL INDIGENOUS TO THE AREA, WITH MANY SUB-TROPICAL PLANTS TO ATTAIN THE CHARACTERISTIC FLORIDA FEELING.
- * ALTERNATE AND STAGGER SHADE TREES TO FORM WIDE AND NARROW SPACES WHICH MAKE A MORE INTERESTING PATTERN.

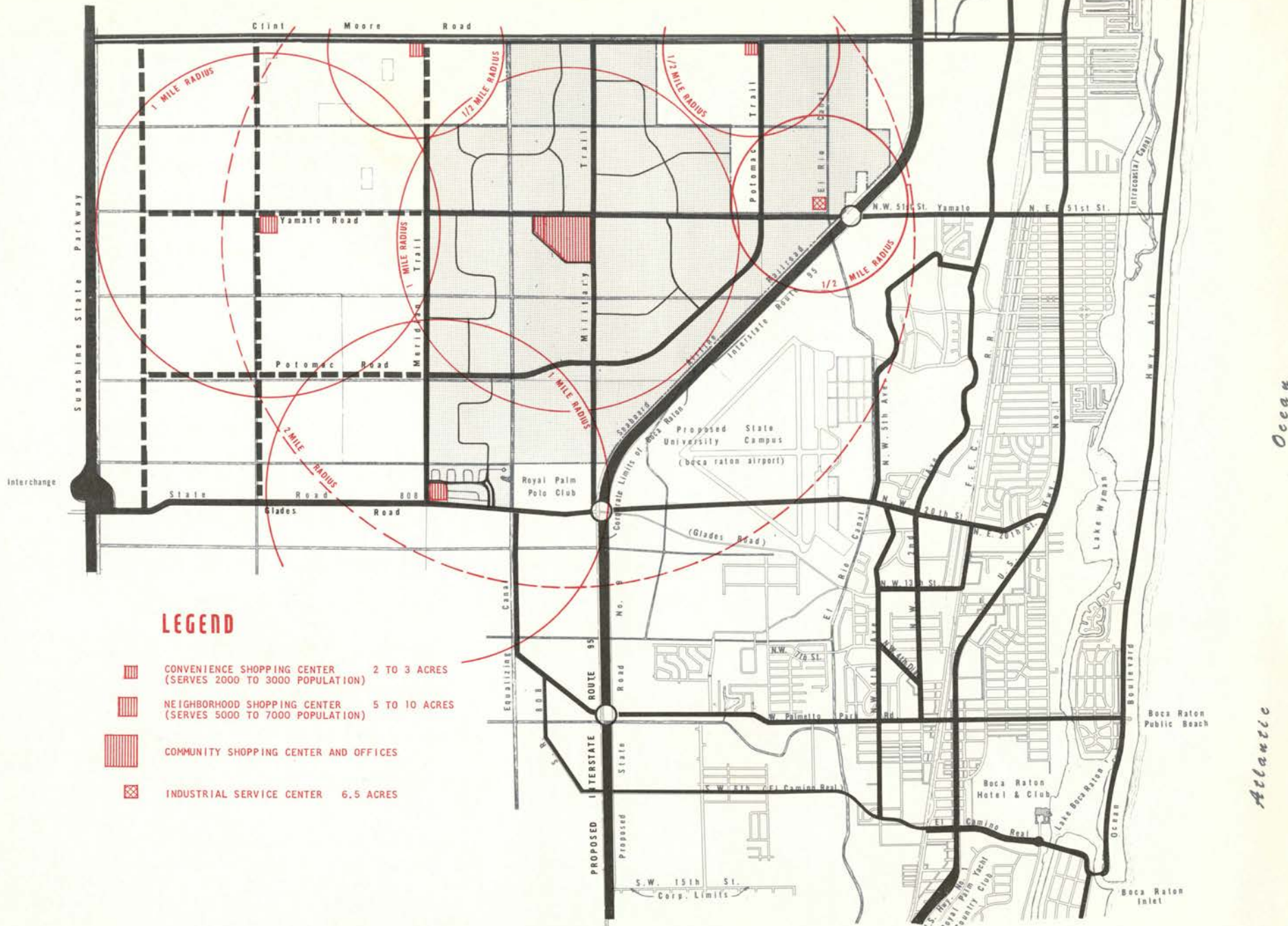
Commercial

As the residential development of University Park progresses, a "neighborhood" market will be created which will make imperative the provision of facilities for neighborhood and community shopping centers. The commercial and shopping areas proposed for the city have been allocated in line with the neighborhood unit concept with several neighborhood convenience centers and a larger central business district to serve the retail shopping needs of the community. The criteria used to determine the shopping facilities needed to serve the area was based on findings of the Urban Land Institute as recorded in the Community Builders' Handbook.

The general types and facilities provided are:

1. Convenience Shopping Centers - 2 to 3 Acres each, to serve 2000 to 3000 population, with a grocery, dry cleaners, etc.
2. Neighborhood Center - 6+ Acres to serve 5 to 7000 population with a supermarket as principal tenant, to serve local neighborhood needs.
3. Community Center - This will be the central business district of University Park, serving the entire study area with a projected population potential of over 30,000 people. The major portion of the site will be taken up by shopping facilities for both local and community needs with a department store as principal tenant. Also included in the area would be the office and commercial facilities required by the community.
4. Industrial Center - 6+ Acres serving the needs of the industrial park and adjoining residential area with restaurants, shops, service facilities and an industrial club.

CORPORATE LIMIT - JULY 1960



CITY OF UNIVERSITY PARK



RETAIL AREAS



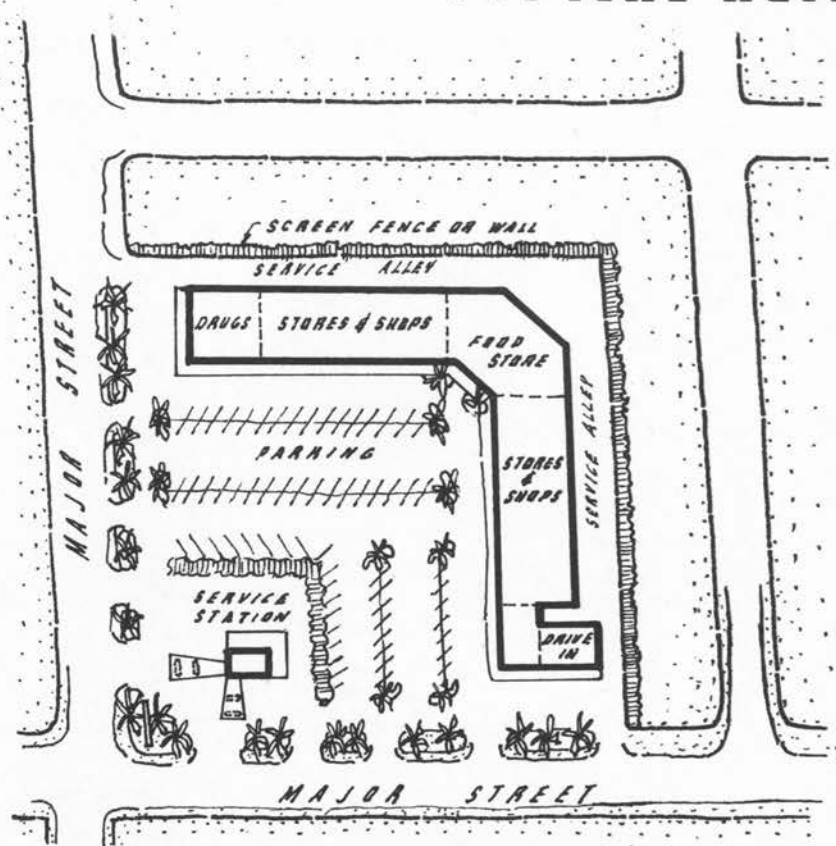
The retail shopping areas shown on Plate N are predicated on population projections based on dwelling units per residential acreage in each neighborhood and the community as a whole. The centers have been located to best serve the needs of the ultimate population of the neighborhoods and have been placed where each center can be supported adequately by the retail volume generated by the trade area it serves. The plan makes provisions for neighborhood shopping facilities within two miles of all residential developments.

The shopping facilities have been located relative to major thoroughfares to facilitate accessibility for the population they will serve. The major thoroughfares and shopping centers' entrances should be designed so as to minimize traffic congestion and facilitate ready ingress and egress from the center with as few as possible points of turning movement conflicts. Plate O illustrates the high development standards that should be adhered to. The center shown has ample off-street parking, arranged for ease of movement for both vehicular and pedestrian traffic which has been separated as much as possible.

NOTE. SHOPPING AREA TO BE
 BUFFERED FROM RESIDENTIAL AREA
 BY THE BACKING OF LOTS ON TWO
 SIDES AND A FENCE OR WALL
 PROVIDED TO SCREEN THE AREA
 FROM ADJACENT LOTS.



TYPICAL NEIGHBORHOOD SHOPPING UNIT 6 AC



- * SERVES LOCAL NEIGHBORHOOD NEEDS.
- * LOCATED AT INTERSECTION OF MAJOR THOROFARES.
- * TRADE AREA SERVES 5000 TO 7000 POPULATION.
- * PROVIDES PARKING FOR 300+ CARS.
- * RATIO OF BLDG. TO OPEN AREA = 3-1.
- * RATIO OF PARKING TO BLDG. AREA 1+ = 200 SQ. FT.
- * RATIO OF BLDG. TO SITE = 4-1.
- * FACILITIES PROVIDED.
 - * SUPERMARKET (PRINCIPAL TENANT)
 - * DRUG STORE.
 - * STORES AND SHOPS.
 - * DRIVE-IN GROCERY.
 - * DRIVE-IN CLEANER.
 - * SERVICE STATION AT INTERSECTION.

The service drive along the rear of the buildings provide for a complete separation of service and customer traffic and eliminates a great deal of congestion. Traffic within the customer parking lot should be controlled by use of curbing, signs, directional markers and painted car spaces.

The architectural and landscape treatment of the center should result in an attractive plant with all of the elements integrated to one principal theme for continuity of design and operation. It is also desirable to insulate the abutting residential area from the center, by the use of a fence or wall.

As the residential area is developed in the trade area serving each center, the construction of portions of the center should be completed, starting with the drive-in elements. As the need is indicated, the supermarket and various stores and shops should be constructed in order to complete the commercial development concurrently with the residential construction within the trade area.

The Industrial Park

The industrial area proposed for University Park, consisting of 541 acres, is situated in a section of the city that is ideally suited for industrial development. Its' location is consistent with established precedent, economically and physically feasible and to the best interests of the ultimate community. The factors upon which the location of the industrial area were mainly dependent are:

1. Railroad access - The Seaboard Airline Railroad which runs generally along the eastern side of University Park, will provide the necessary spur trackage to the individual sites throughout the industrial area.

2. Highways - The industrial area is bounded on the north and west by major thorofares, with Yamato Road traversing the southern corner of the area. An interchange at the junction of Yamato Road and Interstate 95 Freeway, will ultimately be the major point of entry to the industrial area and will greatly facilitate easy access to the markets in urban areas along the East Coast of Florida.

3. Drainage - The existing El Rio equalizing canal through the site will facilitate economical drainage of the area.

The location of the industrial park in the northeast corner of University Park places it in a location contiguous with existing industrial zoning in Boca Raton. Its' park-like character will serve as a buffer between University Park's residential area and any heavier industries that may be built in Boca Raton.

The Industrial Park's convenient access to rail and highway facilities and close relationship to Boca Raton with its' existing, although small labor pool, enhances the potentials of this facility. There will be developed from the attraction of this industrial area, a market for housing in University Park. In addition, it should assist in providing a sound economic base for a city, through property taxes and provision of jobs for the residents of the community.

At the present time, the market for industrial developments is limited to concerns serving the population in the local area and to research or engineering concerns who use the advantages of Florida living as an aid to recruiting specialized skill employees. The non-central location of South Florida contravenes the development of national industries, however, if the potential for developing the South American and Caribbean markets are realized, a vast market area would be opened to South Florida via the port facilities at West Palm Beach and Port Everglades.

The attraction of new industry to this area will depend largely on the ability to meet the specific requirements and needs of the prospective operation with facilities in the park. Due to the proximity of the residential areas to the industrial site and the need for a park-like character, it is imperative to limit the development to industries which will not create smoke, objectionable odors, health hazards or catastrophic exposures.

A few of the types of industry which might be ideally suited for the area are listed below.

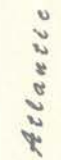
1. Some food processing plants, such as bakeries, bottling plants, etc.
2. Apparel manufacturing, such as shoes, dresses, sportswear, etc.
3. Wood products, such as millwork, cabinets, furniture and pre-fab building components.
4. Pre-fab paper products, containers, etc.
5. Printing and publishing.
6. Pharmaceutical products, skin creams, plastic, etc.
7. Fabricated metal products.
8. Small assembly plants.
9. Machine shops, tool and die and other special tool products.
10. Electronic research and equipment manufacturing.
11. Warehousing and distribution centers.

The individual sites in this industrial area should be designed so that the needs of the prospective client would be met, and the operation of the client appraised to determine compatibility with the intended character of the industrial park. An important part of the industrial park is the auxiliary services that should be provided as complementary functions of the industrial park. A few of these functions which should be provided are:

1. Executive Club
2. Restaurants
3. Shopping Area
4. Office Buildings
5. Service Facilities

Additional service facilities which may be required are: water well sites, fire station, electrical sub-station, maintenance and storage yards and perhaps a bus station. The exact location of these facilities would be determined during more detailed planning of the area, so they may perform an optimum function.

Extreme caution should be exercised in setting realistic controls, which will insure a high standard of development in the area. Set-back lines should be set to encourage uniformity and provide adequate area to permit landscaping of a park-like character and protection from noise, vibration, nuisances and fire hazards. The street pattern has been designed to facilitate necessary vehicular circulation within the area, as well as ingress and egress to adjoining areas, with sufficient width reserved for street rights of way to accommodate a large volume of truck traffic. The locations of the railroad spurs have been determined to minimize the conflict between different types of transportation facilities in the area. Parking on the roadways in this area should be prohibited to allow streets to maintain their maximum traffic carrying capacities. This can be accomplished by requirement of off-street parking on each side. These should be paved all-weather surfaces, with painted spaces. In general, all parking, service, and shipping facilities should be at the rear or side of the buildings. The architectural treatment of the structures can vary greatly to fit the need of the individual tenant, however, the building should be compatible to the overall park-like character of the area and should be subject to review and approval by a local governing board. The architectural treatment should be supplemented by adequate landscaping to provide continuity and attractive settings for the buildings, screen-off service and parking areas, and enhance the overall park-like theme.



SCHOOLS, PARKS, RECREATION AREAS

The City of University Park will ultimately be an intensely developed urban area with high requirements for school and recreation facilities. An analysis of these requirements, based on projected population, national standards, and local criteria, has been made to assure provision of adequate sites, advantageously located. The recommended types and locations of school sites within the primary study area are indicated on Plate P, with the projected enrollments noted.

Generally, the school and park site locations have been recommended consistent with the neighborhood unit concept used for allocation of other land use areas.

School and park sites have been indicated with contiguous locations in order to provide maximum facilities economically. These economies are due to the many facilities of each that can be jointly used, including the joint maintenance and supervision of playground areas.

In order to provide the development of the city's school and recreation facilities with an attractive and economically coordinated system, sound planning principles and procedures have been applied to the long range community needs; providing conditions which increase neighborhood stability and increase property values and is an important factor for developing civic pride among the residents of the community.

The following section of the report presents a detailed analysis of the schools, parks, and recreation areas recommended, and their place in the community. The facilities discussed can be generally categorized as public and semi-public for private uses.

Public Areas are:

1. Schools - Elementary, Junior and Senior High
2. Neighborhood Parks, Playgrounds and Playfields
3. The Central Park and Civic Center
4. Yacht and Surf Club
5. State University

Semi-Public and Private Areas

1. Marymount College
2. Golf Course
3. Polo Club
4. Churches
5. Community Facilities (Bus Station, Train Station, Public Transit, Etc.)

The architectural and landscape treatment of these improvements, should harmonize and fit in with the residential neighborhood.

There are two grade schools located in Boca Raton. However, these will be of little use to the development, except as interim facilities. At the present time, all of the high school students in this area go to the Seacrest High School in Delray Beach, by bus, and there is a strong possibility of a high school being built in Boca Raton area. As the large scale development of University Park gets underway, the high school facilities as proposed, will have to be provided to serve the needs of the community.

Schools

The population projections for the community indicate an ultimate need in the study area for facilities to handle approximately 5000+ Elementary school children, 2500 Junior High school students and 1500 Senior High school students. These totals are based on the following family unit breakdown, which has been previously discussed in the Population and Land Use section of this report.

The average family unit:	2.05 Adults
	0.43 Elementary Students
	0.22 Junior High Students
	0.13 Senior High Students
	0.32 Pre-School Children
Total	<u>3.15</u> Persons per Family

To accommodate the projected ultimate needs of the community, sites have been allocated for schools, following the recommendations of Mr. H. L. Watkins, Superintendent of Schools for Palm Beach County, who has jurisdiction in this area. Typical site areas and capacities of the various type facilities indicated are:

Elementary School	- 10 acre site -	500 to 600 desirable - 900 maximum
Junior High School	- 15 acre site -	1000 students
Senior High School	- 25 acre site -	1000 to 1500 students

Table VIII itemizes, by neighborhood, the school sites and their projected enrollment. The general location of the sites is indicated on Plate P - Schools and Parks.

TABLE VIII
ULTIMATE SCHOOL SYSTEM - UNIVERSITY PARK, FLORIDA

<u>Neighborhood</u>	<u>Facilities</u>	<u>Students</u>	<u>Acres</u>
Sunrise Point	2 Elementary Schools	1340	20
Flamingo Place	1 Elementary School	670	11
Northwood	1 Elementary School	670	10
	1 Junior High School	1368	25
College Park	1 Elementary School	567	10
	1 Junior High School	1150	15
	1 Senior High School	1500	25
Expansion Area A	1 Elementary School	554	10
Expansion Area B	1 Elementary School	813	10

These school sites have been situated as centrally as possible in respect to the areas they serve, with the elementary schools located on collector streets for a maximum of accessibility to vehicular and pedestrian traffic. Walk easements should be provided through abutting residential blocks for safe access to the site. Plate Q depicts a suggested treatment of a typical elementary school and neighborhood playground.

Parks and Playgrounds

Provision for a system of parks and recreational areas in the community master plan is just as essential as planning the streets, homesites, schools, commercial areas, etc. The objectives of the community master plan are to make the city a safe, desirable, pleasant place to live, work and play. It enables the community to take advantage of proven ideas and methods, to encourage a sound development program, utilizing the land most economically and effectively to secure the most beneficial results. The parks and recreational facilities provided for University Park, as indicated on Plate P, are intended to serve the community needs in a well rounded manner and meet or equal the recommended standards of the National Recreation Association, except that no provisions are made for large reservation areas for passive recreation. It was felt that provision of this type of facility was not necessary within the study area, due to the proximity of numerous existing facilities of this type.



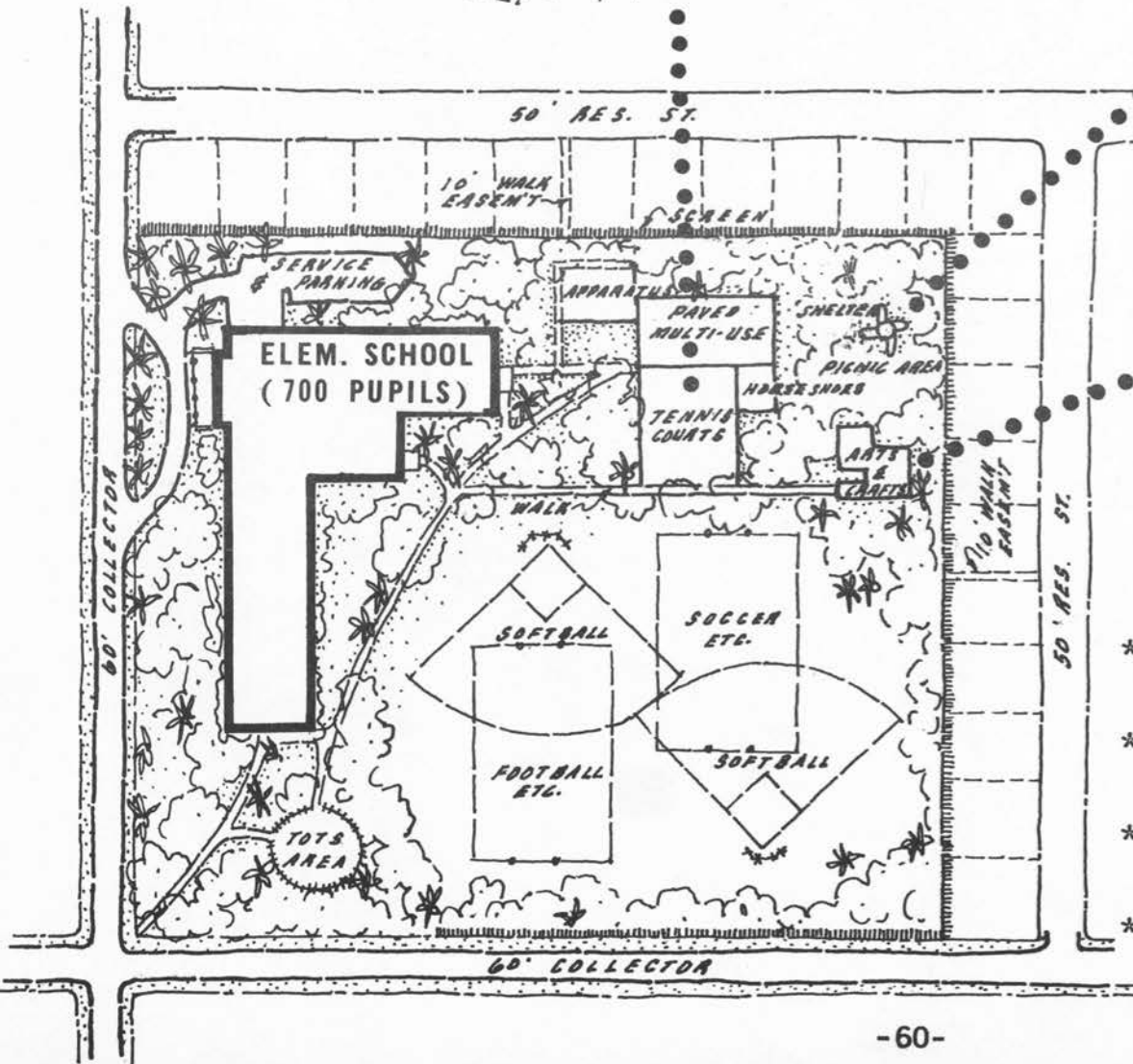
COURTS



PICNIC AREA
(with shelter)



ARTS & CRAFTS



TYPICAL SCHOOL & PLAYGROUND 15 AC.

- * THE JOINT SITE PROVIDES THE MAXIMUM FACILITIES MOST ECONOMICALLY.
- * LOCATED WITHIN EASY WALKING DISTANCE OF EVERY HOME IN THE NEIGHBORHOOD.
- * BACK LOTS ON TWO SIDES AND SCREEN WITH WALL OR FENCE.
- * PROVIDES 10' WALK EASEMENTS FOR CIRCULATION THROUGH THE RESIDENTIAL BLOCKS.

The various types of facilities recommended in University Park are:

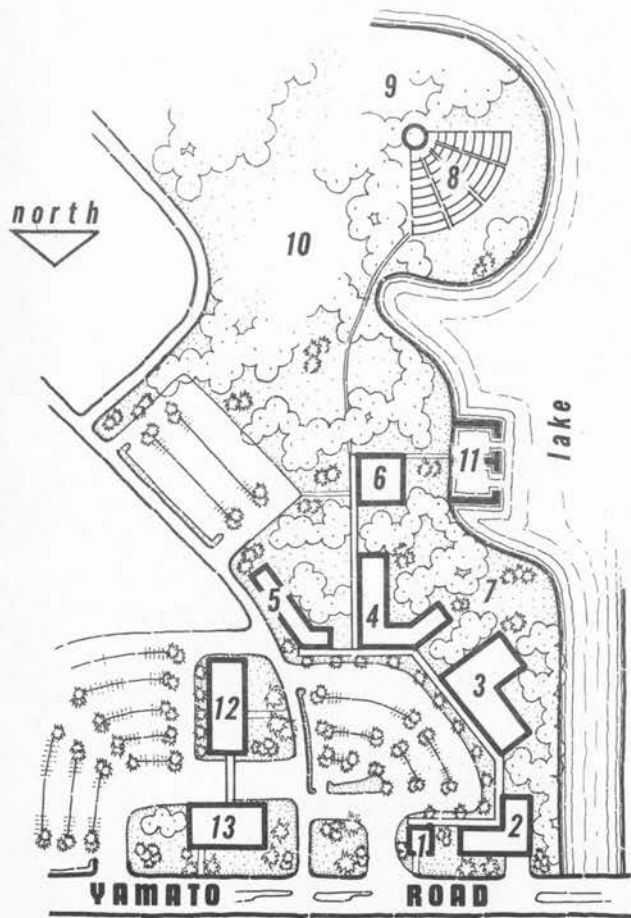
1. Neighborhood Playground - Typically five acre sites have been indicated adjacent to elementary schools. These sites are intended to serve children's needs and provide limited opportunities for recreation by young people and adults. They are located in each neighborhood within easy walking distance of each house. Plate Q illustrates a typical playground and elementary school facility, which offers the most efficient and beneficial use of the land. The features provided at the neighborhood playground are:

- | | |
|--|--|
| * Pre-School Play Area | * Wading Pool |
| * Apparatus Area | * Adult Game Area |
| * Open Play Area | * Courts (Tennis, Horseshoes, Volley Ball, Etc.) |
| * Multi-Use Paved Area | * Picnic Area |
| * Field Games | |
| * Quiet Games and Arts and Crafts Area | |
| * Shelter House (May be part of school building) | |

The area should be landscaped and screened from abutting residential lots.

2. Playfield - 10 to 12 acre sites, contiguous with the Junior High School, designed to serve the needs of young people and adults. The usual features provided are:

- | | |
|--|--|
| * Separate Sports Fields for Men and Women | * Recreation Building (May be part of school building) |
| * Paved Multi-Use Area | * Childrens' Playground |
| * Courts (Tennis, Etc.) | * Running Track (At Junior and Senior High School) |
| * Lawn Games | * Day Camping |
| * Swimming Pool | * Landscaped |
| * Outdoor Theatre | |
| * Picnic Area | |



PLAN



NORTH - EAST VIEW

CIVIC CENTER

- 1 - post office
- 2 - police & fire station
- 3 - administration bldg.
- 4 - library
- 5 - public health center
- 6 - recreation bldg.
- 7 - garden

CENTRAL PARK

- 8 - amphitheater
- 9 - picnic area
- 10 - playfield
- 11 - marina

OFFICE CENTER

- 12 - office bldg.
- 13 - bank & drive - in

3. Central Park and Civic Center - A site has been provided for this facility, adjacent to the central business district of the city. This site contains 29 acres net, 5 acres of which forms a lake, which should be landscaped and developed as a setting for the civic center. The features to be provided in the park are:

- * Neighborhood Playground
- * Picnic Area and Shelters
- * Model Boat Basin
- * Marina

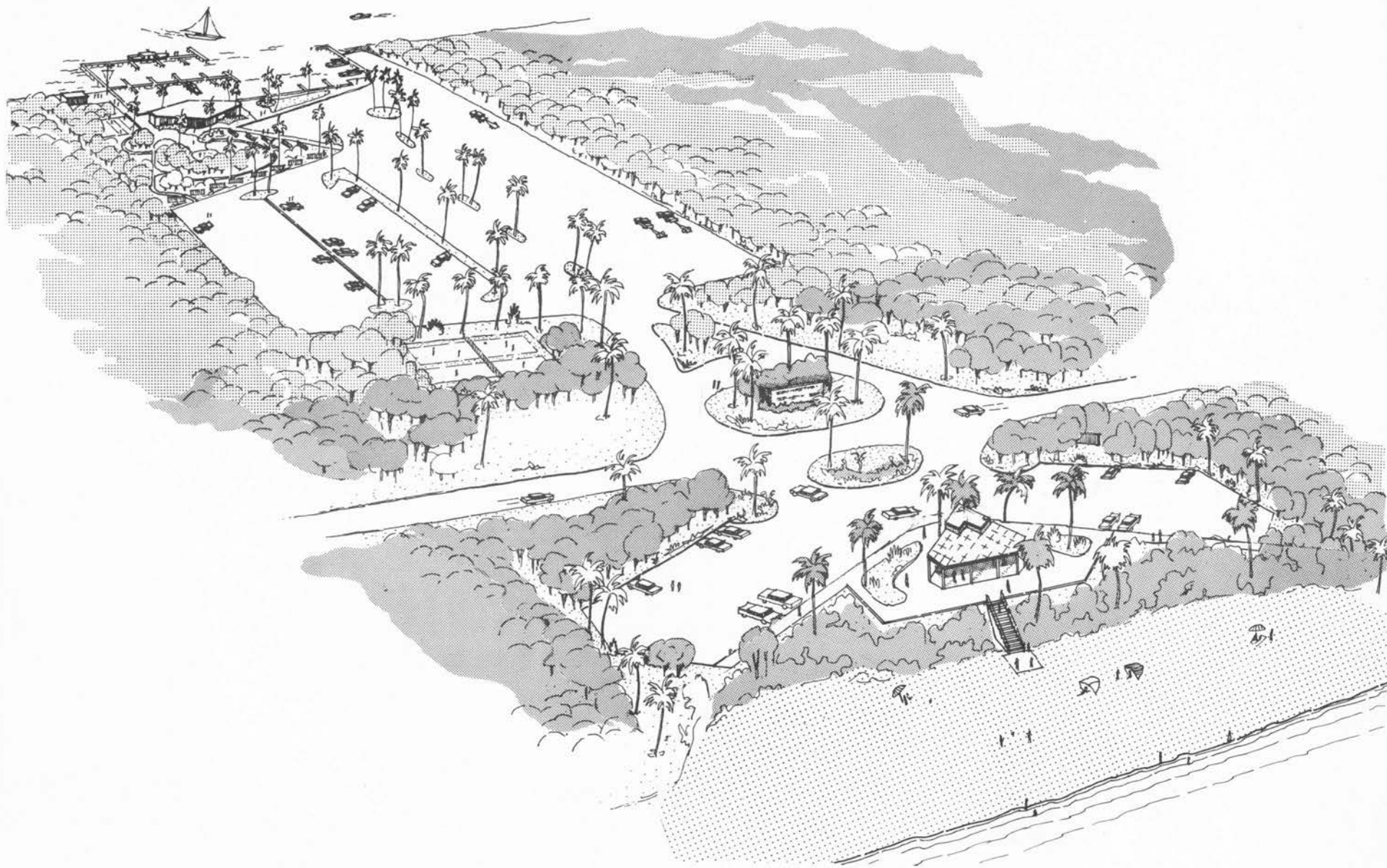
- * Gardens
- * Bandshell and Amphitheatre
- * Community Recreation Building and Civic Auditorium

The location of the park and civic center relative to the central business district, provides for a desirable transition from commercial to residential usage. The central location of this facility will be easily accessible to all residents. Plate R is a suggested treatment of uses and grouping of the elements of the civic center, which are:

1. Administration Building
2. Library
3. Post Office

4. Public Health Building
5. Community Recreation Building
6. Police and Fire Station

The grouping of these buildings permit concentration of public business and added efficiency for inter-departmental functions in the municipal administration. This facility will assist in establishing the character of University Park as a self-contained community and will provide additional basis for civic pride by local residents.



Yacht & Surf Club

4. Yacht and Surf Club - A 7+ acre site located on Highway A-1-A in Boca Raton, to be used by the community as a whole, providing these features.

- | | |
|-----------------------------------|---|
| * Marina with Boat Launching Ramp | * Childrens' Play Area |
| * Swimming Beach | * Off-Street Parking |
| * Picnic Area | * Landscaped Areas for Passive Recreation |
| * Lawn Games | |

Plate S illustrates a recommended development of this site, which provides all of the features listed above. This site is presently the only access to the Atlantic Ocean, which is available for the exclusive use of University Park residents. It is likely that this facility will have to operate as a private club, with residents in University Park a pre-requisite to membership, until the city is able to acquire and operate it.

5. Golf Club - A 155 acre site which will be operated as a private club, with membership available only to residents of University Park. Guests in the community will have access to the golf course facilities on a greens fee basis.

An important part of the community's recreation program will require indoor areas to accommodate appropriate activities. Therefore, provision of the following facilities will ultimately be needed.

- | | |
|-------------------------------|-----------------------------|
| * Gymnasiums | * Clubrooms |
| * Assembly Hall or Auditorium | * Quiet Areas |
| * Social Room | * Swimming Pool |
| * Arts and Crafts Workshop | * Offices and Storage Rooms |

These needs will probably be met by the school buildings, the recreation building in the civic center and other public buildings.

The following chart summarizes by neighborhood, the recreational facilities provided in University Park.

<u>Neighborhood</u>	<u>Facility</u>	<u>Acres</u>	<u>Population</u>
Sunrise Point	2 Neighborhood Playgrounds	10	6,716
Flamingo Place	1 Neighborhood Playground	7	6,197
Northwood	1 Playfield	11	6,977
College Park	Central Park	36	4,530
	Playfield-Junior, Senior High Site	12	
Country Club	Neighborhood Playground	4	2,610
	Golf Course	155	
Expansion Area A	Neighborhood Playground	5	4,060
Expansion Area B	Neighborhood Playground	5	5,957
	Yacht and Surf Club	7+	
		<hr/>	
		257	36,526

The existing polo club at the junction of Military Trail and Glades Road is a private club outside the city limits and will have no effect on the city's recreation program, but will undoubtedly furnish some interest for spectators from the community.

Community Facilities - Churches, Services and Utilities

In addition to the facilities needed for education, recreation, shopping, etc., the community will require various facilities for religious activities, public services, maintenance, and utilities. Adequate sites have been allocated to meet these needs, which provide additional amenities to the local citizens in promoting the health, welfare, and general desirability of the community.

Churches

Due to the impracticality of predicting the denominational requirements of the community, there has been no attempt to recommend locations for church sites in the master plan. Each denomination has specific requirements, as related to the size and location, for a church site to best serve their needs. It is appropriate at this time however, to make certain general recommendations regarding locations and development practices for these sites.

There are obvious advantages to both the church and community, in locating these sites as close to the central business district as possible. This central location provides easier accessibility to residents of the entire community which would be minimized by distributing the sites through the neighborhoods. This location will also encourage the residents to center more of their activities around the center of the community, further establishing the community identity and promoting civic pride.

The ultimate size and location of the individual sites should be determined during the detailed planning stages of development. The plans for these sites should provide ample area to accommodate ultimate improvements, including off-street parking. Consideration should also be given to adjacent properties to avoid undesirable exposures and traffic congestion. The architectural treatment of buildings on these sites should be complementary to adjoining properties and screening and landscaping provided to assure that the facility assumes its' proper place as an asset to the community.

Services

The civic center in the core of the city will include an Administrative Building, housing rooms as required for courts, city officials, and their staffs, and space for municipal administrative offices, such as water, sewer, highway, assessor, tax collector, education, recreation, building inspector, engineering department, and other functions of municipal government. The police and fire protective services will be administered from a building in the civic center, with a smaller fire station located in the vicinity of the industrial area, possibly located in the industrial service center. Mail service, parcel post, etc., will be centered in the Post Office, located in the civic center. The library building in the center will probably also house other cultural facilities, providing space for display of arts, musical, and other interests. A public

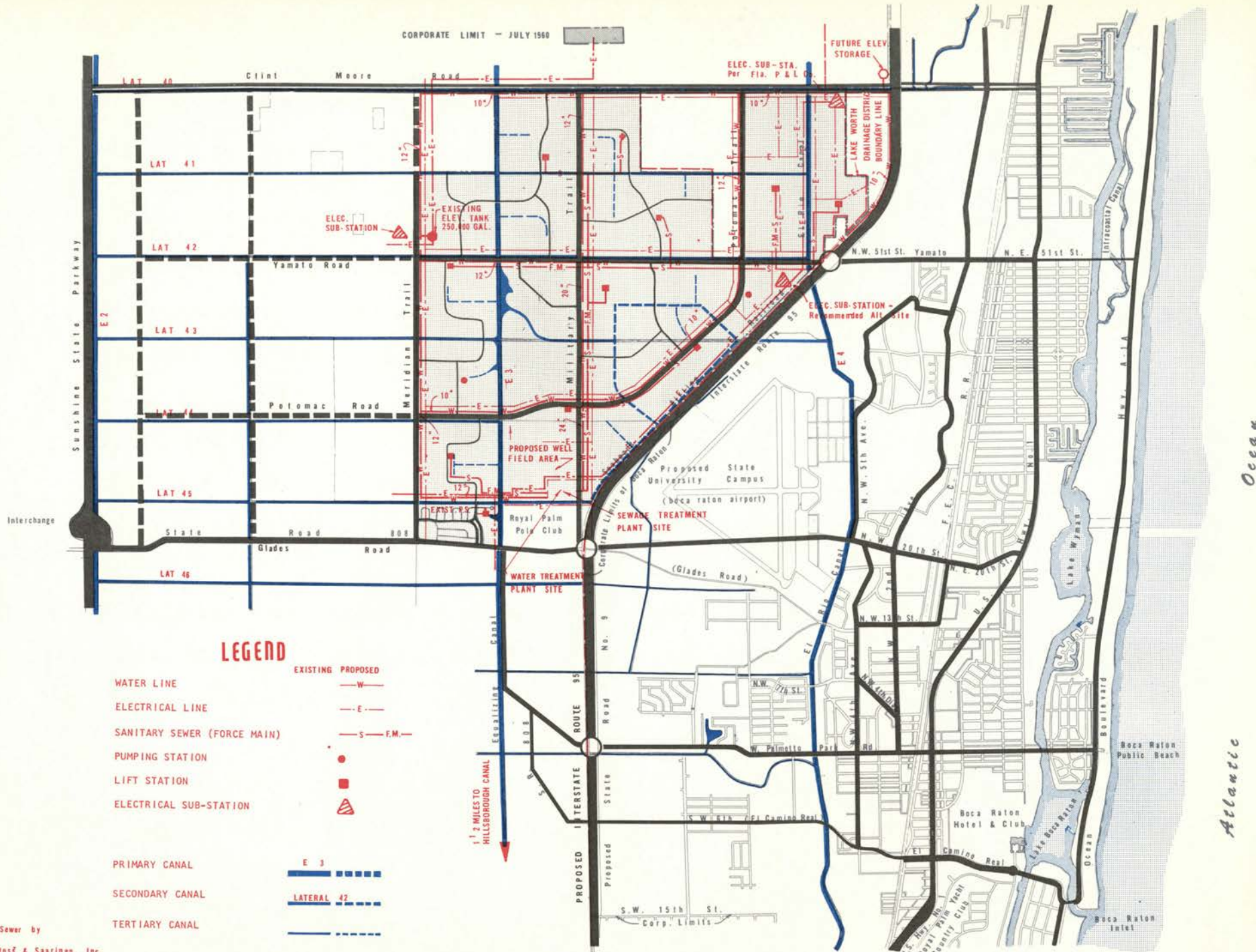
health building has been included, to house the administrative facilities of a municipal health department and provide space for a clinic and possibly accommodations for a limited number of in-patients. The recreational building indicated, would probably also serve as a public hall for large gatherings and special events.

The transportation center, located in the industrial park area, adjacent to the railroad, and fronting on Yamato Road, will provide facilities for rail freight and passenger service, with space for a bus station, taxi stand, ample off-street parking, and loading areas.

Maintenance

A community maintenance center of 3.5 acres has been located in the lower tip of the industrial park. This center, located on a major street, will have ready access to the traffic arteries and is well removed from the residential districts. This site will accommodate facilities for the storage and maintenance of materials and equipment necessary in the operation of the city's parks, streets, canals, etc.

CORPORATE LIMIT - JULY 1960



CITY OF UNIVERSITY PARK

UTILITIES

Utilities

It is anticipated that all of the utilities will be provided by established companies operating in accordance with franchises granted by the City of University Park. These franchises will assure the resident consumers of the community a high standard of service and stable rates. In addition to the normal utilities, the collection and disposal of garbage and trash will probably also be provided by a private firm.

The various utility lines will be located either in the easements provided along the rear lot lines, or in the street rights of way. The exact location of these lines will be determined through detailed engineering studies for the individual developments.

The various facilities indicated on Plate T represent the preliminary recommendations of appropriate agencies, for a system of primary distribution and collection lines. These utility systems are diagramatic and subject to adjustment as the community is built up.

Basically, the map indicates the general location for treatment and storage and the alignment of the primary systems. These alignments generally conform to the major thorofare pattern. The treatment and storage sites have been located to assure efficient function of the systems and, where it

was practical, they have been separated from the residential areas. In instances where separation from residential areas is impractical, adequate screening and landscaping is recommended, to avoid adverse effect on the desirability of adjacent properties and the community.

Drainage

Storm drainage in the community will be accommodated through the expansion of the existing canal system which was built by the Lake Worth Drainage District. The suggested system of drainage canals indicated on Plate T, substantially conforms to the alignments of existing equalizing and lateral canals.

The only major adjustments to the existing system is in the eastern section of the community. These re-alignments are recommended to facilitate more efficient platting in conformance with the proposed major thorofare system, and provide adequate intra-neighborhood traffic circulation without excessive bridging.

Also indicated on Plate T is a system of tertiary canals to provide for surface drainage of the proposed development. Construction of these tertiary canals will provide an outfall for surface drainage within 800' of any point on the tract.

These outfalls will allow surface drainage of virtually all of the residential areas thereby avoiding excessive sub-surface drainage facilities.

The system of drainage canals indicated in this plan are shown to be inter-connected into one complex without any provision for control structures, but such structures might be required or interruptions in some of the laterals might be required in the vicinity of Military Trail to create a hydraulic divide. The bulk of the property east of Military Trail will probably be drained into the El Rio Canal (E-4) and the remainder of the tract into the E-3 Canal. Both of these equalizing canals empty into the Hillsboro River which flows to the Atlantic Ocean.

As development progresses, a thorough study of soil conditions and drainage for the community should be made. It is possible that some adjustment of land uses will be indicated by this study and these should be accomplished prior to proceeding too far in a development program.

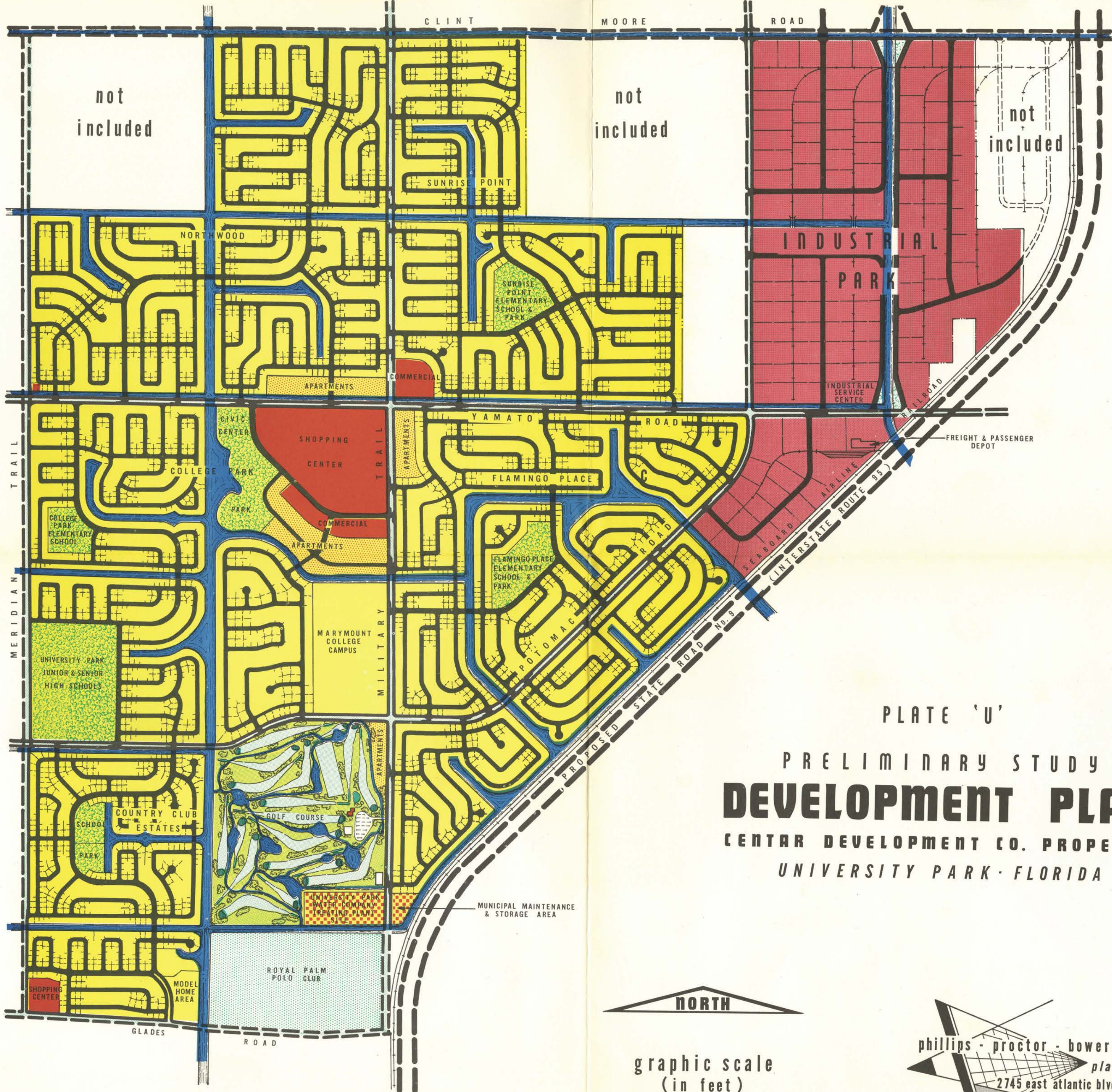


PLATE 'U'

PRELIMINARY STUDY
DEVELOPMENT PLAN
CENTAR DEVELOPMENT CO. PROPERTY
UNIVERSITY PARK · FLORIDA

NORTH

graphic scale
(in feet)

0 500 1000 2000 3000

phillips · proctor · bowers & associates
planning consultants
2745 east atlantic blvd. · pompano beach · florida
3636 lemmon avenue · dallas · texas

SECTION III - SUGGESTED DEVELOPMENT FOR UNIVERSITY PARK

The proceeding sections of this report have presented a general master plan for the ultimate development of the University Park community. This master plan was formulated from analyses and projections based on the physical characteristics of the area, existing statistical criteria, and accepted practices and standards of modern urban planning. The following section presents a proposed development plan for the properties owned by Centar Development Corporation. These properties comprised the original corporate area of the City of University Park, as reflected on various maps in the proceeding section of this report.

A summary of this development planning is briefly outlined on the following pages, in order to illustrate the advantages, to the developer, of following the recommendations of the master plan. Portions of the information contained in this summary are somewhat repetitious, due to the common benefits which will be provided to the developer and the community, but it was deemed necessary to repeat, in order to emphasize the principal advantages of good development planning.

THOROFARE SYSTEM

The major thorofare system, as indicated on the development plan, (Plate U), provides for a free movement of north-south and east-west traffic and recognizes the needs for arterial circulation as follows:

1. Glades Road (State Road 808) - During the initial stages of development, this will be the gateway to the city and will be the primary east-west traffic artery from Boca Raton to University Park. It will ultimately serve as a primary connection to the interchanges of the Sunshine State Parkway and Interstate Highway 95, connecting the development with the "Gold Coast" urban centers.

2. Potomac Road - Potomac Trail is an important inter-community loop road, which will connect the residential areas with several major elements of the city. As indicated on Plate U, it will be one of the primary access streets to the Junior and Senior High School site, the golf course and Marymount College. It also provides a direct route to the industrial park from the neighborhoods in the southern sector of the development.

3. Yamato Road is the principal east-west arterial thorofare. It will provide access to the central business district, the civic center and community retail, commercial, and office facilities. The artery will also connect the central business district and residential areas to the industrial park and an interchange at the proposed Interstate Freeway Route. It will serve as the principal route for truck service to the central business district and industrial park.

This road, when built, will provide easy access for the community to its Yacht and Surf Club on the coast. The community's rail freight, passenger depot and bus station access from this road contributes materially to its' importance as a primary artery, which will eventually need a very high standard six lane divided facility.

4. Clint Moore Road is the northern most east-west arterial road, whose main function in University Park will be access to the industrial park from the residential areas, and peripheral circulation.

5. Meridian Trail is the western boundary of the tract, starting at Glades Road, where a neighborhood shopping center is proposed. It will connect the adjacent residential areas to the Glades Road artery for channeling to the Freeway and provide access to the Junior-Senior High site at Potomac Road. This road ends at Clint Moore Road on the north, forming a perimeter loop for access to the industrial park, north Boca Raton, etc.

6. Military Trail - (Soon to be under construction - State Road 809) is the central north-south artery in the city and will be an extremely important road, not only during the early development phase, but also when the city reaches its' ultimate development.

This road will serve as a major north-south artery, from Palm Beach, south, until the Interstate route is constructed, and will act as an important artery for local trips in this area. In University Park, this road, starting at Glades Road and the interchange of the Interstate Route, runs north past the Polo Club, golf course, Marymount College and the central business district at Yamato Road.

7. Interstate Route U. S. 95 (State Road 9) Although this Freeway is outside of the city, the importance of its' effect on the development of the city cannot be over-emphasized. This Route is a part of the National System of Interstate and Defense Highways and it will expedite vehicular movement from Miami through Jacksonville, along the Eastern Coast of the United States, to Houlton, Maine. In general, this Freeway facility will be at least two lanes in each direction, with a 44' median strip through urban areas and a 64' median through rural areas to permit construction of additional lanes when traffic growth requires expansion. This route is the backbone upon which long range highway planning is dependent in this area. Without the interstate route or equivalent Freeway, there is no practical solution to the north-south traffic problems of this area.

COLLECTOR STREET SYSTEM

The major street system indicates an inter-community arterial circulation plan for the city and generally defines the limits of the various neighborhoods. Within each neighborhood is a system of minor streets designed to furnish access to all abutting properties. These streets are generally curvilinear to discourage excessive speeds, provide attractive vistas and efficient platting of lots.

The collector streets have been designed to pick up and carry traffic from the residential streets to the major thorofares and provide circulation within each neighborhood. In no case are collectors allowed a direct crossing of a major thorofare. This prevents excessive traffic flow from inter-neighborhood use, eliminates traffic short cuts through the neighborhood, and discourages through traffic.

RESIDENTIAL STREETS - A variety of types of street patterns have been used throughout the development. This system of streets as indicated, will provide a variety of orientations, facilitate efficient platting and result in an interesting, pleasing arrangement of homes. A number of loops and cul-de-sacs have been used to efficiently plat difficult corners, decrease the number of intersections, provide reverse frontage on major thorofares and form a super block arrangement for areas where a grid type platting was most efficient.

This combination of curvilinear street, loops and cul-de-sacs has been proved the most efficient method of platting a large area, as well as the most interesting and pleasing aesthetically.

BLOCKS AND LOTS - Block lengths, width and shapes should be determined with due regard to providing adequate building sites, lot sizes, topography and the need for convenient safe access, circulation and control of pedestrian and vehicular traffic. The block should not exceed $\frac{1}{4}$ mile in length or be less than 500' long. The lots should be designed to provide adequate building sites, properly related to the topography and character of the development. Corner lots should have additional width so the resultant building site is equal to that of interior lots. Lot lines should be at right angles or radial to street lines and have at least 30' of street frontage. A planting screen easement of at least 10' should be provided along the line of lots abutting a major thorofare where reverse frontage is used.

LAND USE PLAN

A summary of the land uses indicated on the development plan has been compiled on Table IX, which shows net land use areas and the estimated number of homesites in each neighborhood.

TABLE IX

Land Use Distribution Per Development Plan
(Net Acres of Land Use)

	SUNRISE POINT	NORTHWOOD	FLAMINGO PLACE	COLLEGE PARK	COUNTRY CLUB ESTATES	TOTAL
TOTAL GROSS ACRES	417	507	603	620	435	2582
BUSINESS	7.5			69.5	6	83.0
SCHOOLS & PARKS	14.7		16.5	132#	165.5*	328.7
SERVICE & UTILITY		1.0	3.5		14	18.5
LOTS	1294	1614	1887	1198	766	6759

Includes 50 acre site for Marymount College and 8 acres [±] for civic center.

* Includes 154.5 acre - 18 hole golf course

Note: Above table does not reflect the industrial park of approximately 540 acres.

The design criteria used in designating land use areas for the major elements of the development are:

1. Industrial Park - the industrial park was placed in this location for easy access to Railroad trackage, an interchange of the proposed Interstate Freeway at Yamato Road will provide excellent highway access, it is contiguous with existing zoned industrial area of Boca Raton, and being in a corner of the community, it can be more easily separated from the residential areas.

2. Shopping and Commercial Areas - the community center is the major part of the core of the city. It has been located at the intersection of Yamato Road and Military Trail, primarily because of its central location that these roads will assume, as the development progresses.

A six acre shopping center on Butts Road and Meridian Trail will meet the shopping needs of the first section of the development. It is located on the perimeter for access and insulation from residential uses.

The shopping area in the industrial area has been located on Yamato Road for accessibility from sites within the park and will provide a neighborhood facility for portions of the residential development in Flamingo Place.

3. Schools and Parks - elementary schools and neighborhood parks have been located as centrally as possible within the neighborhoods they serve, on collector streets for vehicular access.

4. Golf Course - located on Military Trail, will be part of the open green belt extending from Glades Road up to the core. It has been made part of the first section to help accelerate the development of the area.

5. Marymount College - has been located on Military Trail as part of green belt to core and the desirability of having the school in the development. Military Trail will soon be open, making possible early access to the site. The site is located on low lying land that will lend itself to the campus type of development, but will be difficult to use efficiently for homesites.

6. Junior-Senior High - part of the open green area complex that is grouped throughout the central part of the community. Although the school facilities will not be required for some time, it can serve, if graded and planted, as a play area of open green space to greatly enhance the early development stage.

7. Service and Utilities - located on Military Trail in the corner of the golf course - screened from residential areas.

8. Stations - Train and Bus - located in industrial area near the railroad on Yamato Road for good access for vehicular and rail traffic. Placed in industrial area as use is not compatible with residential area.

9. Central Business District - this area, at the intersection of Military Trail and Yamato Road is the center of the proposed development and will fill community wide type of needs. With sound planning, adequate buffering and screens, these non-residential uses can fit into the residential area and be convenient to all neighborhoods.

The core consists of the following elements:

- | | |
|------------------|--------------------------------|
| a. Shopping Area | d. Commercial Area and Offices |
| b. Civic Center | e. Apartment Sites |
| c. Central Park | |

The shopping center and civic center will be the main elements of the core and have been placed at this important intersection and provided with ample parking facilities. An area for commercial and office uses are adjacent to the shopping center, to provide space for individual commercial uses and rental housing. Apartments have also been located between the commercial uses and the residential area as buffers, and the central park with a small lake, has been inserted, to help carry the open green belt effect from the golf course into the core of the city.

The preliminary development planning study was prepared to serve as a general guide for the detailed planning and engineering of individual developments within the community. During the course of development of a tract this large, certain revisions or deviations from the plan might be required. These deviations from the original design might in some instances be reasonably required because of factors or conditions which cannot be foreseen at this time. Extreme care should be exercised, however, to avoid any excessive change, and no change should be permitted which would have an adverse affect on adjoining tracts which may have been sold or the community as a whole. The intent and form of the plan should be preserved wherever possible. If the development is carefully coordinated and ultimate construction remains consistent with the established precedent for the area, optimum objectives of this plan should be achieved.

GENERAL SUMMARY AND ACKNOWLEDGEMENTS

The comprehensive master plan as outlined in this report should, with periodic adjustments and refinements, provide a sound guide for achieving a high standard of community development. The principal components of the plan as recommended are:

1. A pattern of land use for development of the land in a manner which will be profitable to the developer and beneficial to the community.
2. A system of major thorofares which provide adequate access and circulation.
3. A park and school system that will adequately serve the needs of the ultimate population.
4. Shopping and commercial facilities to serve the ultimate needs of the population.
5. An industrial park that will help form a stable tax base for the city and permit the city to be self-sustaining.
6. The utilities and service facilities necessary for a self-contained community.
7. A series of analyses and explanatory material which served as the basis for the proposals and recommendations outlined.

The accumulation of data and information necessary to the preparation of this report, required the cooperation and assistance of numerous individuals and agencies. We would like to express our gratitude to the following:

City of University Park - Mayor and City Commission

Department of Commerce - United States Census Reports

Federal Housing Administration - Coral Gables Office

Florida State Roads Department

Florida State Development Commission

Palm Beach County Engineers' Office

Palm Beach County School Board

City of Boca Raton - All Departments

Boca Raton Chamber of Commerce

Lake Worth Drainage District

Florida Power & Light Company

National Recreation Association

Urban Land Institute

Real Estate Research Corporation

Philpott, Ross and Saarinen - Utility Engineers

McLaughlin & Associates - Consulting Engineers

Fort Lauderdale News

We would also like to express our gratitude to all of the staff of Centar Development Company, Centex Construction Company and the Arvida Realty Company for the courtesies and assistance rendered during the preparation of this plan.

