

12-1962

## Comprehensive Development Plan Riviera Beach Florida

George W. Simons Jr.

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**COMPREHENSIVE  
DEVELOPMENT  
PLAN  
RIVIERA BEACH, FLA.  
1962**

**PREPARED BY  
GEORGE W. SIMONS JR.  
PLANNING AND ZONING CONSULTANT  
JACKSONVILLE, FLORIDA**

"Make no small plans; they have no magic to stir men's blood and probably themselves will not be recognized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty."

Daniel H. Burnham

COMPREHENSIVE  
CITY PLAN

RIVIERA BEACH, FLORIDA  
December, 1962

City Council

H. Pat Knight - Mayor  
Robert H. Carlson  
Malcolm Cunningham  
Max O. Hammer  
Carl S. Lentini  
R. N. Wells

---

Keith R. Chinn - City Manager  
Rose B. Gerardi - City Clerk

Riviera Beach Planning Board

Enoch Sprague - Chairman	John Blake
Bobbie Brooks	Edward Crowley
Robert Grafton	Fred Knocke
M. D. Koon	Darby Rathman

Karl Haller - City Engineer

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



# I N D E X

<u>CHAPTER</u>	<u>SUBJECT</u>	<u>PAGE</u>
	Why Plan	
	What Industry Looks For?	
I	POPULATION	1-11
	Growth, Distribution, Characteristics	1-9
	Population Projections	9
II	ECONOMIC BACKGROUND	12-16
	Basic Economy	12-15
	Potential	16
III	LAND USES	17-26
	Land Use Map	17-21
	Land Use Plan	23-26
IV	MAJOR STREET PLAN	27-43
	Primary & Secondary Streets	27-29
	Existing Street System	29-31
	Traffic Flow Pattern	31-33
	Palm Beach County Survey	34
	Recommended Street Improvements	35-41
V	NEIGHBORHOOD ANALYSIS	44-51
	What is a Neighborhood	44
	Description of Existing Neighborhoods	45-51
VI	HOUSING	52-54
VII	AREA TREATMENT	55-57
VIII	COMMUNITY FACILITIES	58-89
	Parks and Recreation	60-76
	Public Buildings	76-80
	Utilities	80-83
	Schools	84-89
IX	COMMERCIAL AREAS	90-95
	Central Area Development	93-94
X	ANNEXATION	96
XI	STATUS OF ZONING	97-99
XII	CODES AND ORDINANCES	100-102
XIII	AESTHETICS AND CIVIC ART	103-105
XIV	PLANNING PROCEDURE AND IMPLEMENTATION	106-108
	Functions of the Planning Board	107
XV	CAPITAL IMPROVEMENT PROGRAMMING	109-131
	Bonded Indebtedness	113
	Fiscal Performance	113-118
	Capital Improvement Program	122-131

<u>FIGURE NUMBER</u>	<u>ILLUSTRATIONS</u>	<u>PAGE</u>
1	Riviera Beach and Environs	1-A
1-A	Population Growth	3
2	Regional Population Growth	5
3	Population by Age Groups	6
4	Density of Population	8
5	Population Distribution - 1946	10
6	Population Distribution - 1962	11
7	Generalized Existing Land Use	18
8	Land Use and Zoning	22
9	Land Use Plan	25
10	Existing Rights-of-Way	30
11	Traffic Flow Data	32
12	Turning Movements	33
13	Major Street Plan	36
14	Proposed Rights-of-Way	38
15	Typical Street Cross-Sections	39
16	Planning For Major Streets	42
17	Treatment Along Arterial Streets	43
18	Neighborhood Plan	46
19	Area Treatment Plan	54
20	Community Facilities Plan	59
21	Classification of Recreation Areas	62
22	Playground Design	66
23	Park and Recreation Plan	68
24	Waterfront Park Plan	71
25	Blue Heron Park Plan	72
26	Beach Park Plan	75
27	Governmental Center	78
28	Utility Coverage	81
29	Central Area Land Coverage and Development Plan	95
30	Assessed Valuation - Revenue and Taxes	117

TABLES

<u>NUMBER</u>	<u>SUBJECT</u>	<u>PAGE</u>
1	Population Growth	2
2	Distribution of Employment	13
3	Employment Changes 1950-1960	14
4	Existing Land Uses	19
5	Comparative Land Uses	19
6	Land Uses in Acres/100 Population	20
7	Existing Street Conditions and Proposed Improvements	41-41 A
8	Existing Park and Recreation Facilities	64
9	Neighborhood Playground Needs	65
10	Existing School Plant Data	85
11	School Membership	87
12	Schedule of Annual Bond Requirements	114
13 & 14	Expenditures and Income	115
15	Number of Properties Paying Taxes	118
16	Cost of Government	119
17	Capital Improvement Budget	122

## WHY PLAN

A plan is a guide. It shows how something should be done. The housewife, dreaming about her new home, plans the various room arrangements and the desired facilities. The owner of a business plans for the future growth and expansion of his enterprise and the industrialist, contemplating a new plant, devotes much time and thought to site, size and arrangement. Even the father of a family plans his estate. Planning is not some visionary, mystical process as some would have you believe. Instead, Planning is practical; the application of orderly thinking and diagraming to provide for future needs in the most effective, economical and efficient manner.

City Planning is not something new. Archeologists have discovered that many ancient cities when unearthed, revealed plans. In early America, General Oglethorpe laid out the nucleus of a plan at Savannah, Georgia; General George Washington, aided by the French engineer, L'Engant, delineated the initial plan of the capital city. In more recent times hundreds of cities throughout the nation operating through civic minded citizen groups, have engaged in planning activities of various kinds to keep abreast of change, growth and the demands for needed community facilities.

Most of the basic plans of cities, including that of Riviera Beach, were delineated when the state of Florida and the nation were predominantly rural in character. In 1920, Florida was 63.5 percent rural in contrast to 26.1 percent in 1960. Railroads were the principal means of transportation, even between communities only ten or twenty miles apart. Animals were not only beasts of burden but they transported people and goods within the community. And, only a relatively small number of people could afford the horse and carriage. People therefore lived close together near their jobs.

It was the day of the small lot. Interurban ~~connector~~ roads were few and those existing were poor. Within cities, roadways were meager and largely unimproved. In the 1920's, as an illustration, all north-south traffic to and from Miami was obliged to travel the narrow Old Dixie Highway. In those days there were no problems of traffic congestion, parking or commercial decentralization. City limit lines of the earlier days had a meaning. There were no urban fringes of development or sprawl as we know it today. The automobile was not yet a dynamic factor to revolutionize the serenity of domestic life.

The advent of the automobile marked the beginning of a new era in city building and rebuilding. The automobile started a revolution. It afforded the people their first real opportunity to get away from their compact living places and get into the wide open spaces. County, state and coordinated interstate highways appeared and the transition from rural to urban composition set in. The result has been that today nearly two-thirds of the American people live in towns and cities. Along with the increased mobility of people came a new era of technological advance and new demands on government to provide new and varied services. Surely, planning for the new era became an established function of government at its several levels.

So today, faced with innumerable and often complex problems, the officials of our cities are diligently looking ahead and planning. Many perplexing questions must be answered. How can the lands within the city be used to the best advantage and still preserve values? How can the street system be developed to distribute the increasing volumes of traffic more efficiently and thereby minimize congestion and hazard? What plans should be provided to park automobiles within the central business district and

elsewhere and thereby preserve the integrity and value of the commercial area? What plans should be prepared to provide adequate parks and recreation areas to meet the increasing demands of old as well as young people. Retirees and laborers with more leisure time at their disposal must have more recreational facilities. Then, as the population increases and land development expands, new utilities and additional public service facilities and buildings will be required. These are but a few of the problems that stare the municipal officials in the eyes. Their solution depends on sound and effective planning.

The City Council of Riviera Beach has endeavored to anticipate this new era of growth with its many problems. Through their official Planning Board they have sought solutions to the problems before them.

The Plans developed by the Planning Board and the Council should not be considered as rigid and unchangeable. Initially the Plans will serve to guide, but as the years progress changes may be needed here and there. Plans therefore are continuing instruments that from time to time need modification. Plans must be kept alive to avoid stagnation and the best means to achieve this end is through the medium of enthusiastic citizenship participation. Citizen participation can assist government and stimulate civic interest generally. Interested citizens can make their city into the kind of place they want it to be. It's up to them!

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

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



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

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

Planning is the beginning!

### WHAT DOES INDUSTRY LOOK FOR?

The governing body of the city, the Chamber of Commerce, the banks and citizens, generally, are all eager to attract new industrial or commercial establishments to their community. It was once thought that the bait was a supply of cheap labor and low taxes. This idea is no longer valid. Today industry is interested primarily in those things that make living worth while. Industry is anxious to know whether the people they bring into the area will find a pleasant neighborly environment in which to live, work and raise a family.

Education and Recreation are two factors influencing industry in its selection of a site. Are the schools capably administered, are the plants adequate and up to date and free from over crowding. Are those in authority conscious of the needs for relaxation and are the recreation facilities adequate to meet the needs of a virile people. Recreation for the older citizen is especially desired.

Is the government of the city constantly alert to the many needs of the community. Have they provided adequate police and fire protection as well as provision to protect land uses by zoning. Has the government made a good fiscal and tax record over a period of years?

Churches and church schools are most important. Is there within the city churches which are readily accessible to it, a plentiful supply of churches where all people have an opportunity to worship. And along with churches and schools, industry seeks cultural outlets for its people - the art gallery, museum, lecture course, music association, libraries.

These are but a few of the things industry looks for today in evaluating a city as a site for an industrial plant.

## CHAPTER I POPULATION

"The City is an economic mechanism that has evolved in response to the ever changing economic needs of society in the production, consumption and distribution of goods and services".

A comprehensive plan of development must be predicated on a considerable fund of basic information among which is a study of the people who live and work in the community and contribute to its welfare. A study of age groupings, nature of employment and educational attainments enables one to evaluate better the needs of the people - or the needs of the city.

Where people live and the density of population influences the nature of the street pattern, the location of shopping areas and such public and semi-public facilities as schools, fire stations, parks, recreation areas, churches and clubs.

The population growth of Riviera Beach has been influenced directly by the population growth and economic enhancement of the West Palm Beach urbanized area. Geographically, the city is an integral part of the urbanized area of Palm Beach County lying on both sides of Lake Worth. It is coterminous on its northern boundary with Lake Park and on its southern with West Palm Beach. In the beach area between the lake and ocean (Singer Island), the northern boundary is coterminous with that of the Village of North Palm Beach and its southern with that of the town of Palm Beach Shores.

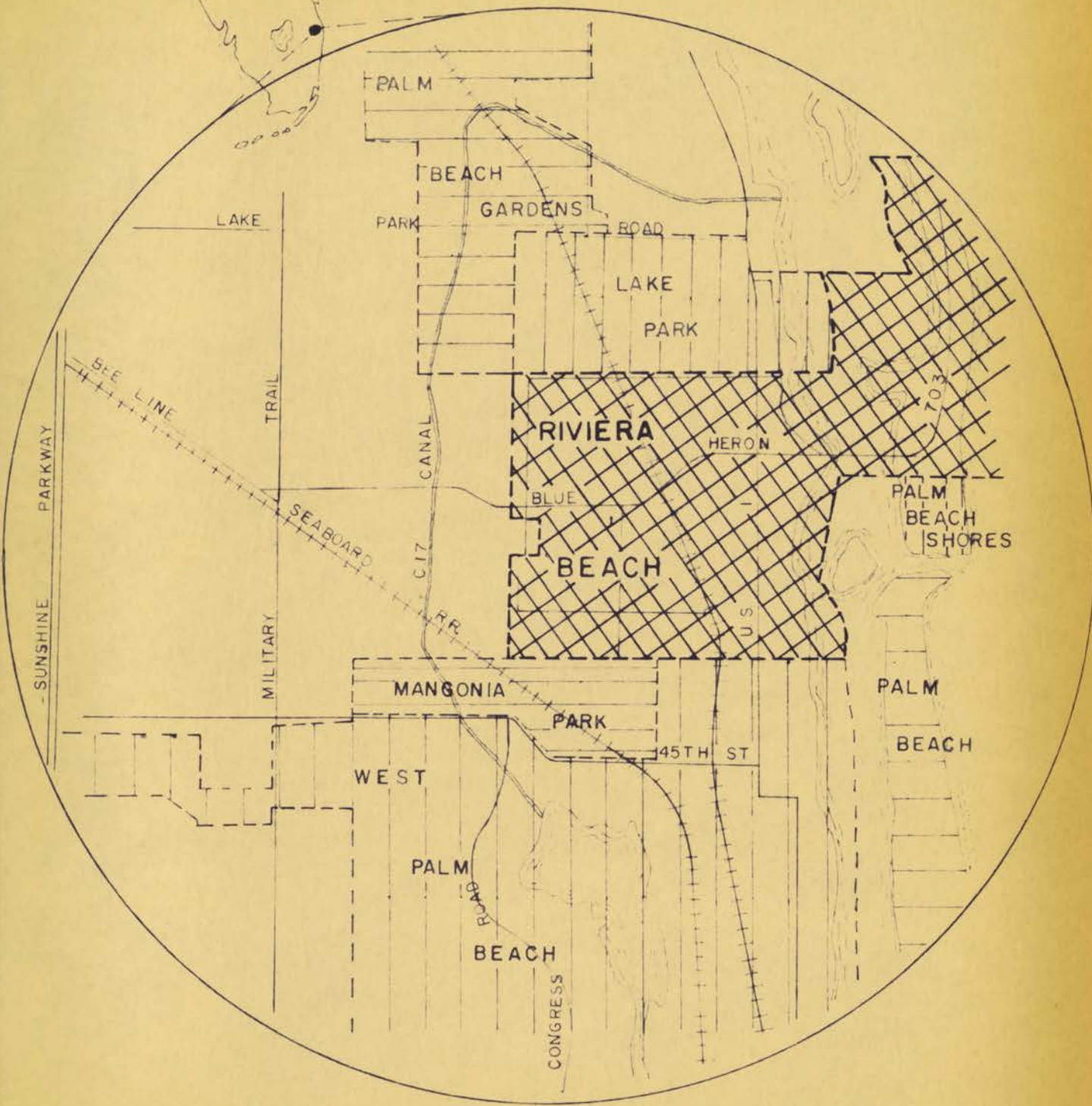
The principal north-south and east-west traffic ways that serve the urbanized region are component parts of the Riviera Beach street system. This contributes to the utilization of Riviera Beach Street by volumns

# RIVIERA BEACH & ENVIRONS

PALM BEACH COUNTY, FLORIDA

PAGE 1-A

FIG. 1





of through traffic as compared with traffic of purely local origin.

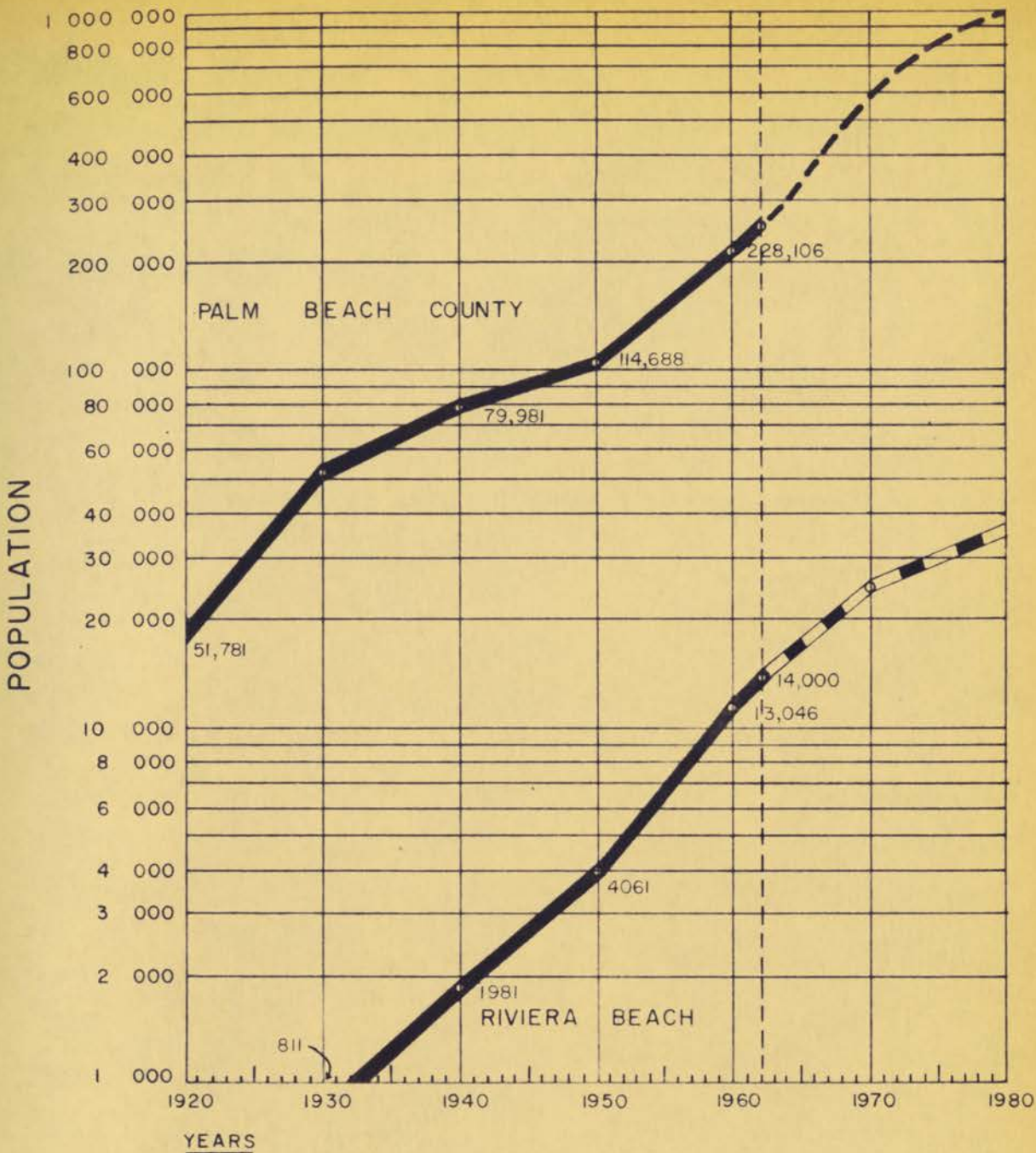
It can be readily seen that the physical pattern of Riviera Beach, and its people, are so intimately identified with the West Palm Beach area that its life, welfare and economic activities are but a segment of the larger area. This intimacy of association makes it difficult at this time to differentiate Riviera Beach from its neighboring communities and identify it as a distinct personality. (See Figure 1, Page 1-A)

### HISTORICAL

Comparatively, Riviera Beach is not an old community. During the boom era of the 20's there was very little development in the area now identified as Riviera Beach. When the town was first created in 1921 and later chartered by the State Legislature in 1923, its population numbered only a few hundred persons. Not until 1930 did Riviera Beach appear in the Federal census with a population of 811. In the thirty years - 1930 to 1960 its population has multiplied 16 times. Whereas, West Palm Beach experienced a population increase of 30 percent from 1950 to 1960, that of Riviera Beach increased 211 percent. (Table I, and Figure I-4)

TABLE I

<u>POPULATION GROWTH</u>				
1920 - 1960				
<u>RIVIERA BEACH</u>			<u>PALM BEACH COUNTY</u>	
<u>YEAR</u>	<u>POPULATION</u>	<u>% INCREASE</u>	<u>POPULATION</u>	<u>% INCREASE</u>
1920			51781	
1930	811			
1940	1981	144%	79981	54%
1950	4061	105%	114688	44%
1960	13046	221%	228106	98.9



## POPULATION GROWTH

RIVIERA BEACH, PALM BEACH COUNTY

FLORIDA

PREPARED BY  
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### METROPOLITAN GROWTH

That the growth of Riviera Beach has been a part of the metropolitan growth of the region is evident from a review of the pattern of regional growth. Whereas, Palm Beach, Broward and Dade counties accounted for only 14.6 percent of the State's population in 1930, they accounted for 30.0 percent in 1960. These counties also accounted for 65.0 percent of the population residing in all east coast counties from Nassau to Monroe inclusive, in 1960.

Figure 2 illustrates the geography of the Palm Beach County metropolitan area. Here one can readily see to what extent Riviera Beach is related to the region as a whole.

### POPULATION CHARACTERISTICS

Figure 3 illustrates graphically the distribution of age groupings of the population for the years 1950 and 1960. In 1960 the group of 0-5 years of age was the largest five year age group, containing 10.7 percent of the total population (1396). The 1960 diagram reveals that the number of colored females less than 34 years exceeded those of less than 34 years among the white females. In all groups except the 15-19 and 25-29 groups, the colored male population was greater than the white male. In 1960, there were 3794 non-white persons less than 34 years and 2874 white persons.

Since 1950 the number of persons 65 years and older, has increased from 6.8 percent of the total population to 12.0 percent. But it is interesting to note that the median age of the population declined from 36.5 in 1950 to 34.1 years in 1960. The increase in the older age groups has been exceeded by the increase in the 0-20 age groups, which explains the reduction in the median age.

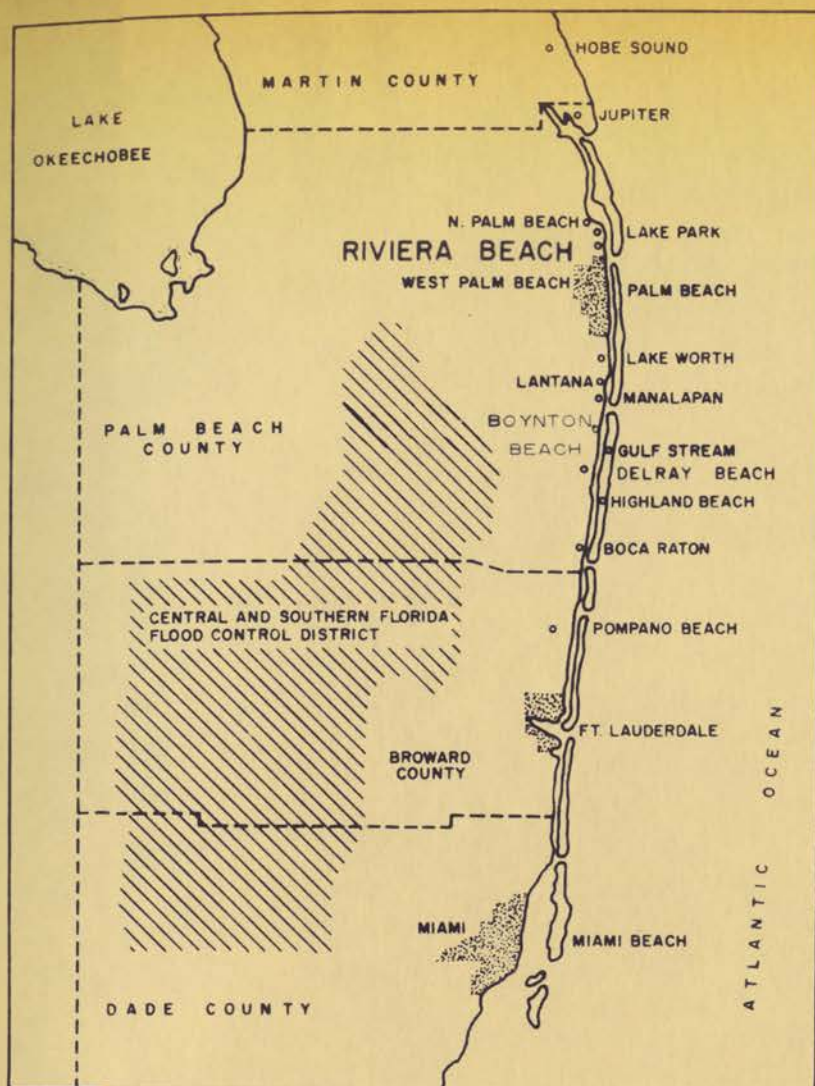
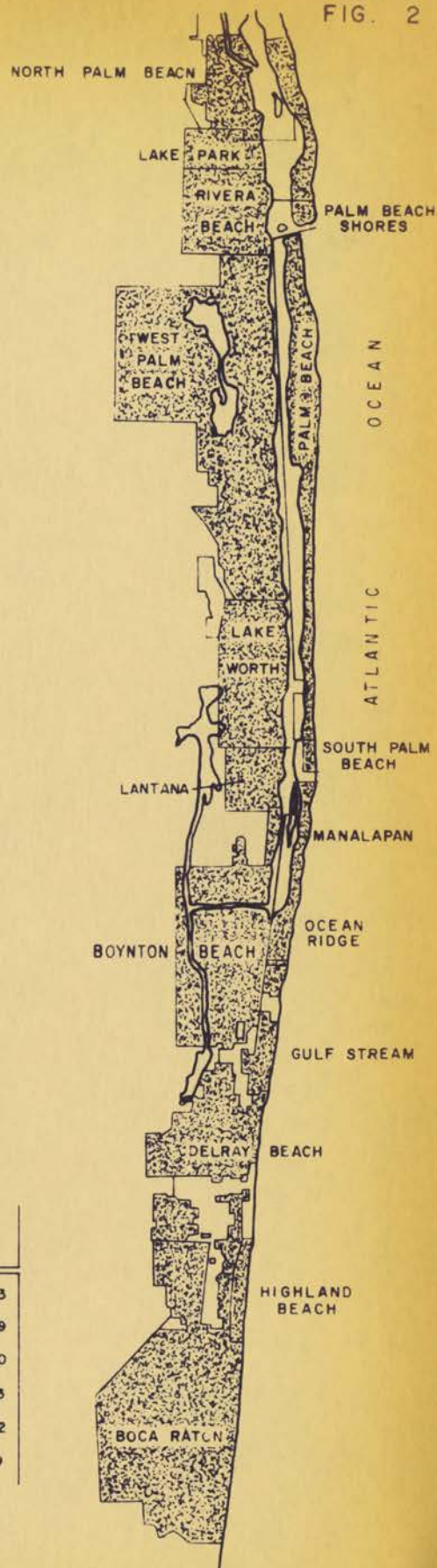


FIGURE 2

POPULATION GROWTH — THE GOLD COAST

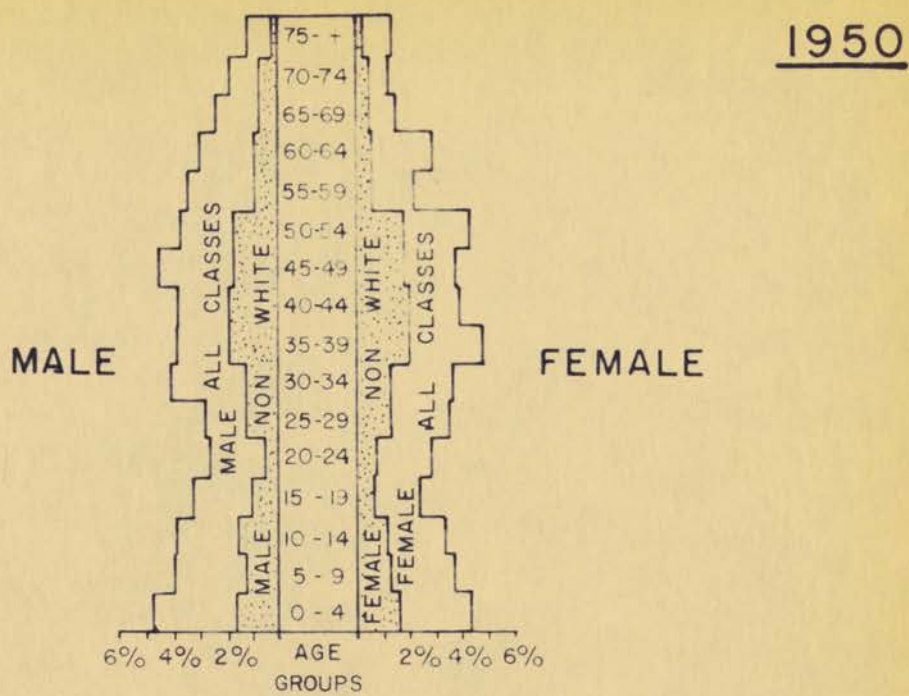
YEAR	FLORIDA	BROWARD COUNTY	DADE COUNTY	PALM BEACH COUNTY	RIVIERA BEACH	WEST PALM BEACH
1910	752 619		11 933	5 577		1 743
1920	968 470	5 135	42 753	18 654		8 659
1930	1 468 211	20 094	142 955	51 781	811	26 610
1940	1 606 842	39 794	267 739	79 989	1 981	33 693
1950	2 771 305	83 933	495 084	114 688	4 061	43 162
1960	4 886 016	329 406	921 625	224 537	13 046	55 539



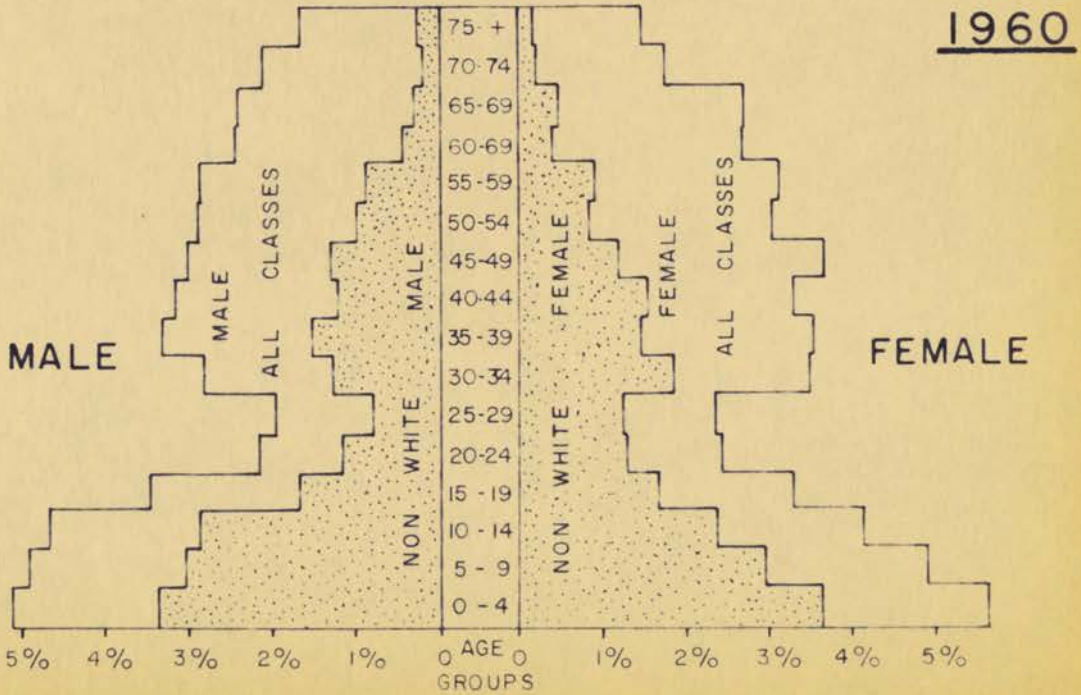


# POPULATION DISTRIBUTION BY AGE GROUPS

## RIVIERA BEACH, FLORIDA 1950-1960



NOTE: PERCENTAGE DISTRIBUTION IS BASED ON TOTAL POPULATION



In 1960 the sexes were divided 6658 females and 6388 males. The breakdown of the population shows further that there are an average of 3.04 persons per dwelling unit for the population as a whole and an average of 4.04 persons for the non-white population.

According to the 1960 Federal Census Riviera Beach had a population of 9438 persons whose ages were 14 years and older, of which 2162 (23%) were considered retired. Of 7689 persons whose ages were 25 years and over, 1776 (23%) had completed 4 years of high school and 408 had completed college or university courses. Whereas, the median income per family for 1959 was \$4176 in Riviera Beach, it was \$5023 for the West Palm Beach Metropolitan Area and \$5217 for Delray Beach.

Of the non-white population, 1956 persons had moved into Riviera Beach since 1955. 1400 of these came from other parts of Palm Beach County, 250 from within the State outside Palm Beach County and 306 from outside the State.





#### POPULATION DISTRIBUTION

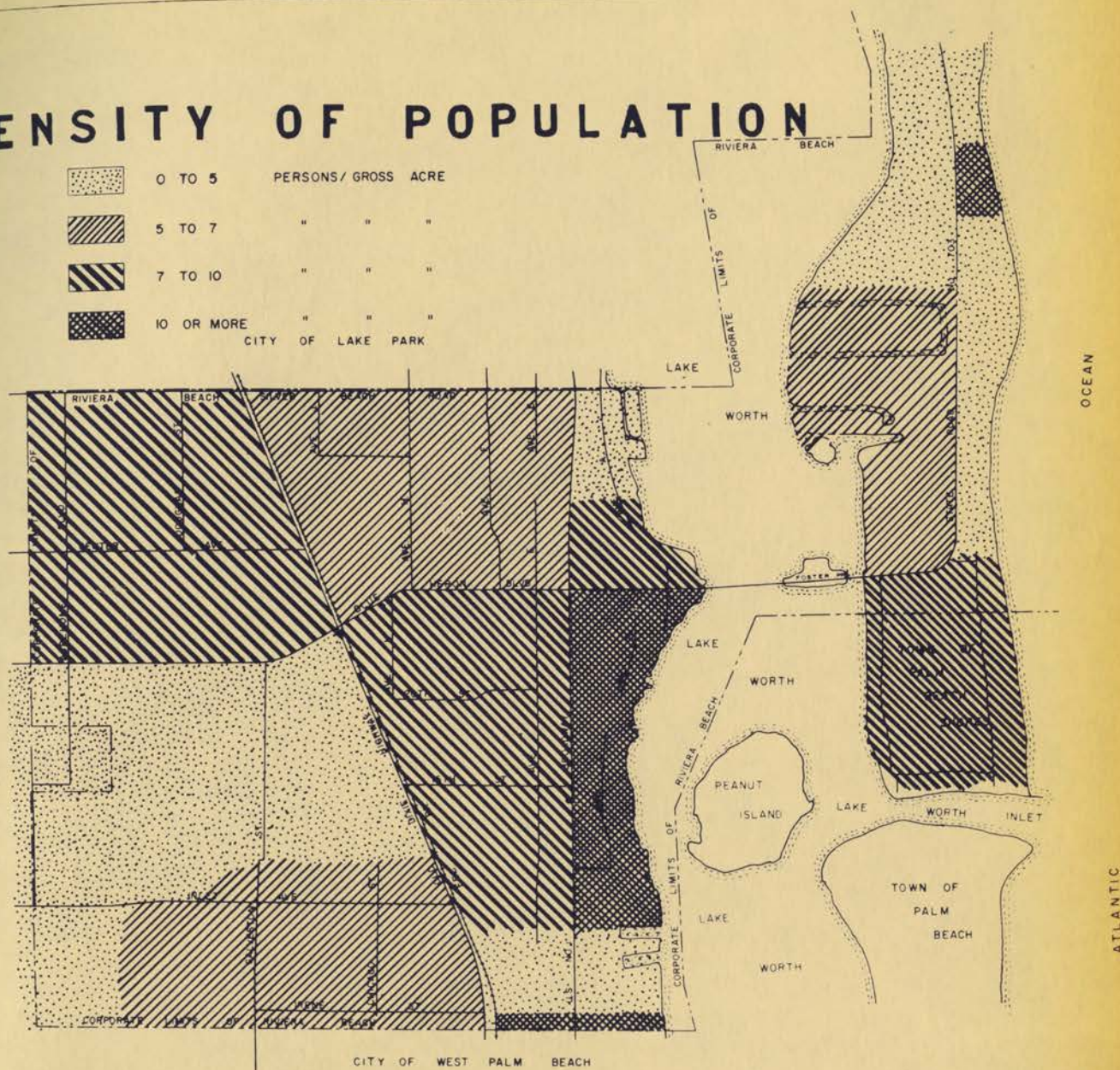
Distributions and density of population are of value in developing land use plans and in designing utilities, streets, schools, and other public facilities. The greatest concentration of population is found in the area between Lake Worth, U.S. 1 and south of Blue Heron Blvd.; this area contains approximately 11 persons per gross acre. The density in this area is increased by the large number of mobile home dwelling units in its southern portion. (Figure 4)

The area between U.S. 1 and the lake, north of Blue Heron contains only 8.6 persons per gross acre and the density of the area between U.S. 1 and the F.E.C. Railroad south of Blue Heron contains 9.6 persons per gross acre. The areas north of Blue Heron contains 6.4 persons per gross acre.



# DENSITY OF POPULATION

	0 TO 5	PERSONS/ GROSS ACRE
	5 TO 7	" " "
	7 TO 10	" " "
	10 OR MORE	" " "



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COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA



The area bounded by Blue Heron, F.E.C., Silver Beach Road and the west city limits contains 9.6 persons per gross acre. The area west of the F.E.C., north of Irene Street is approximately 7 persons per gross acre. On the beach, the density factor is 8.2 persons per acre. The differences in these various figures reflects to a degree the relative occupancy of land.

Illustrations 5 and 6 give a more detailed picture of the distribution of population throughout the corporate area. Figure 5 shows the greatest concentration of population in 1946 was in the area between 13th and 15th Street west of Broadway, and that relatively few persons resided west of the F.E.C.. The Beach area was uninhabited. Figure 6 shows the relative population distribution for 1962, giving evidence of the tremendous population growth.

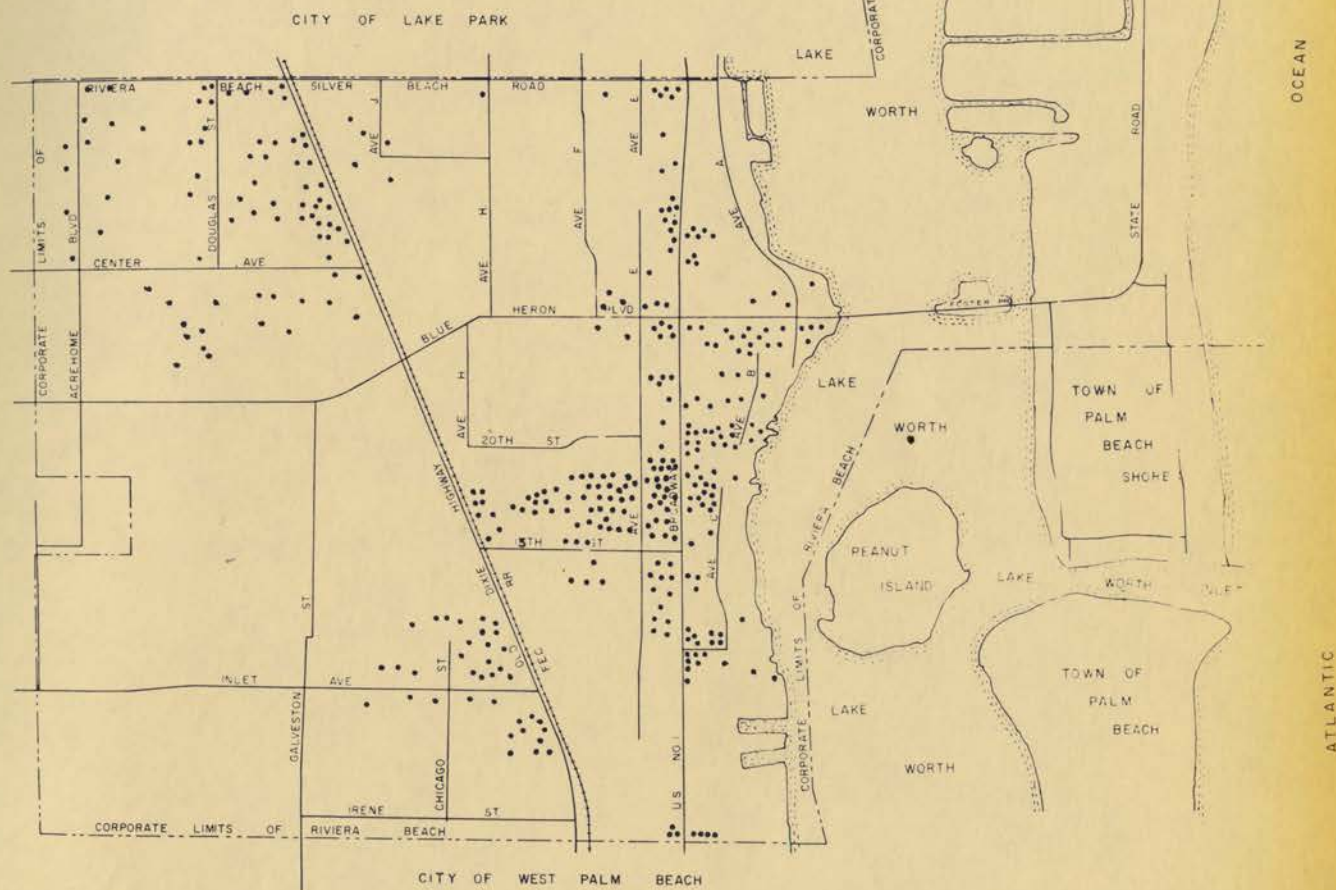
#### POPULATION PROJECTIONS

If the population growth curve of Riviera Beach is projected at the rate of growth of 1950-60, the population would approximate 40,000 by 1980. The attainment of this objective however, is not unlikely but it is optimistic. The present corporate area contains approximately 2,500 acres of land suitable for residential development. The minimum standards required by zoning will permit 3.6 to 4.0 single family dwellings per gross acre of land. On the basis of these current standards and assuming also a greater intensification of multiple family dwellings in the beach area, the present corporate area could readily accommodate 30,000 to 35,000 persons. To accommodate more than this number, the land within the present corporate area would have to be used more intensively or the area expanded westward.



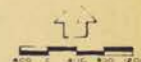
# POPULATION DISTRIBUTION 1946

ONE DOT = 10 PERSONS



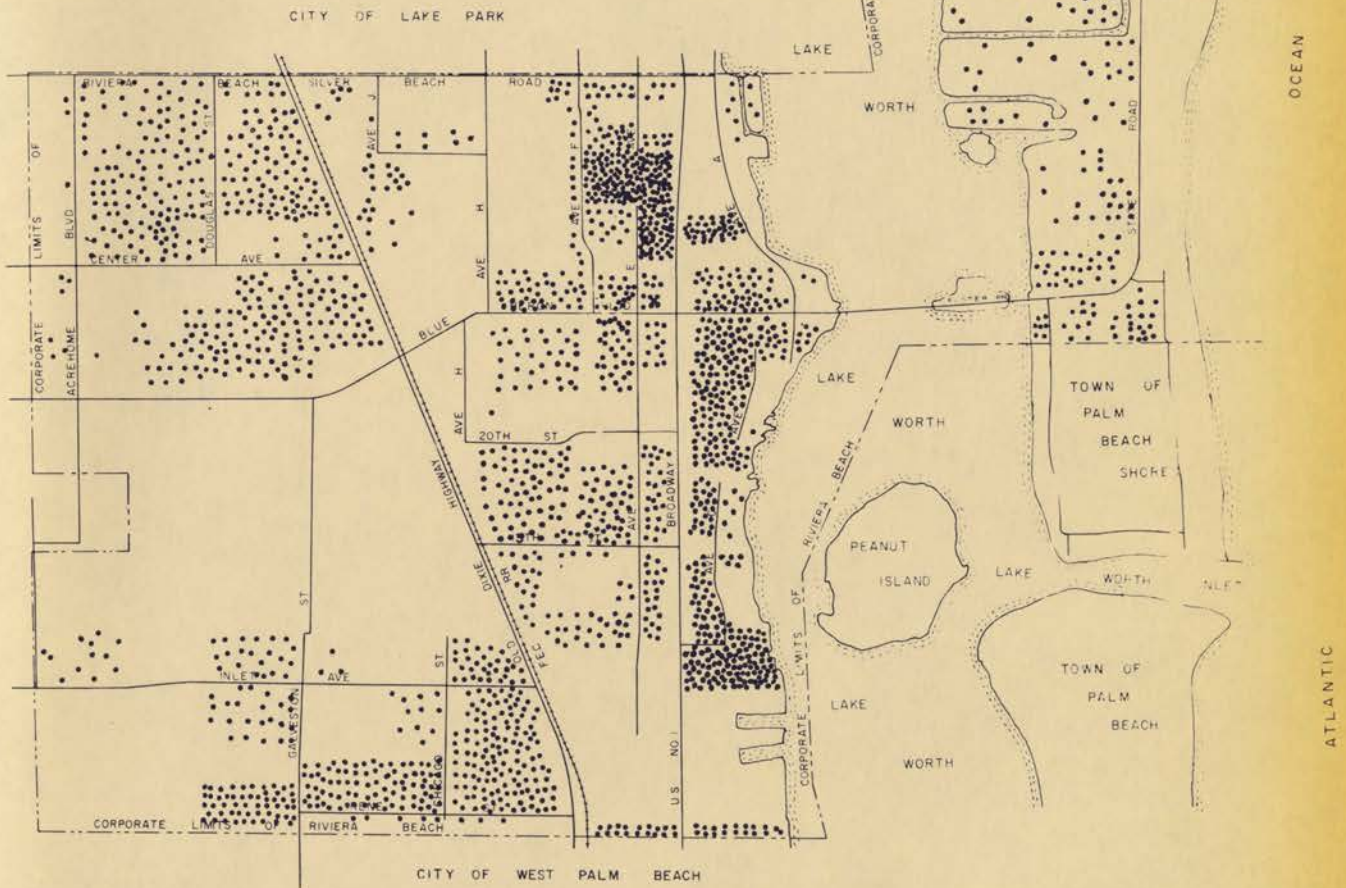
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COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA



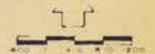
# POPULATION DISTRIBUTION 1962

ONE DOT = 10 PERSONS



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COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA



## CHAPTER II ECONOMIC BACKGROUND

"Economic planning is an integral and important part of overall community planning. The economic base of a community determines the community's general welfare. Its income growth is primarily dependent upon economic growth within the community or nearby areas".

Edward K. Smith; Northeastern University

A study of the economy of an area is essentially the study of the way in which people make a living. The economy of a small isolated community differs from that of one which is an integral part of a dynamic, fast growing region. A listing of urban base activity types that might be found in the metropolitan area would include a) manufacturing b) trade (wholesale and retail), c) extractive industries, d) government activity e) educational institutions f) resort and amusement centers g) retirement h) transportation, communications and utilities, and i) tourism. The extent to which these various activities are effective in the area determines the amount and kinds of employment which in turn determines the size of the future population, the land area required for growth and the nature of physical plant required to satisfy and accommodate the people - dwellings, schools, streets, parks and recreation facilities and utilities.

### BASIC ECONOMY OF RIVIERA BEACH

The economy of Riviera Beach is inextricably tied in with the economies of the West Palm Beach Metropolitan Area and the gold coast region, and its nature can be judged from a review of its basic employment pattern compared with that of Palm Beach County. Table 2 illustrates the distribution of employment in Riviera Beach, Palm Beach County and Florida Urban Communities.

Agriculture as a basic economic activity of the county affects the employment pattern of some urban areas more than it does others. In Delray Beach and Boynton Beach which are adjacent to extensive agricultural and



cattle enterprises, the percentage of persons employed in Agriculture and allied lines is much greater than it is in Riviera Beach where less than 4 percent of the employed are identified with Agriculture. The nature of employment in Riviera Beach is more comparable to that of West Palm Beach. Relatively more persons tend more toward Manufacturing, Trade, Transportation, Utilities and Services than elsewhere.

This trend reflects the operations of the Florida Power and Light Co. the Port of Palm Beach, the Pratt Whitney Company and the R.C.A. enterprises.

TABLE 2

DISTRIBUTION OF EMPLOYMENT - PALM BEACH COUNTY  
RIVIERA BEACH - FLORIDA URBAN COMMUNITIES

	<u>PALM BEACH COUNTY*</u>		<u>RIVIERA BEACH**</u>		<u>FLORIDA URBAN</u>
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Percent</u>
Agriculture	14,700	19.3	132	3.8	4.5
Construction	6,900	9.1	388	11.2	9.1
Manufacturing	11,250	14.8	265	7.6	10.1
Transportation - Comm.					
Public Utilities	3,150	4.1	328	9.5	9.1
Trade (Retail & Wholesale)	16,400	21.6	1024	29.6	26.8
Finance, Ins. R. E.	4,800	6.4	184	5.3	4.8
Services	11,000	14.5	1002	29.4	33.1
Public Administration	7,600	10.1	143	4.1	5.6

\*Average employment Jan. and June 1962, inclusive, Florida Ind. Commission

\*\*U.S. Census 1960.

That Riviera Beach is also a community devoted to various Services is indicated by the **S**ervices, which are comparatively higher in Riviera Beach than in the county as a whole. The Services also reflect the businesses and other enterprises that cater principally to tourism. Some 59 percent of the employed persons in Riviera Beach are engaged in the servicing businesses.

Table 3 shows how the trend of employment changed from 1950 to 1960, a period during which growth was accelerating and an increasing emphasis was directed toward services and manufacturing. Whereas in 1960 only 3.8

percent of the employed were identified with Agriculture in 1950 the percentage was 9.0. The percentages of persons employed in manufacturing, trade, transportation and utilities and services increased.

TABLE 3

EMPLOYMENT CHANGES - 1950-1960 (RIVIERA BEACH)

	<u>PERCENTAGES OF LABOR ROLL</u>	
	<u>1950</u>	<u>1960</u>
Agriculture	9.0	3.8
Construction	15.2	11.2
Manufacturing	6.6	7.6
Transportation, Communications and Other Public Utilities	7.7	9.5
Trade (Wholesale & Retail)	25.7	29.6
Finance, Real Estate and Insurance	2.0	5.3
Services	30.8	29.4
Public Administration	2.9	4.1

Employment in some categories is seasonal. 21,200 persons were employed in Agriculture in Palm Beach County in February 1962 but only 9,700 in June of 1962. Hotel employment likewise is seasonal going from about 1,100 workers in June to 3,800 in February. Workers in Retail Trade also varied from 15,000 in January 1962 to 13,000 in June 1962. Manufacturing, Transportation, Utilities, and Public Administration are the most stable. These seasonal variations affect some portions of the county more than others. Palm Beach, Delray Beach and Boynton Beach, characterized more as residential than commercial - industrial areas, are affected relatively more than Riviera Beach by the seasonal employment variations.

Whereas it is estimated that the population of the three counties, Broward, Dade and Palm Beach, will approximate 3,000,000 persons in 1970 - eight years hence, the number of employed persons in these counties will approximate 1,000,000 persons by 1970 of which some 175,000 will be in Palm Beach County.

The geographical location of Riviera Beach within the framework of the West Palm Beach area is strategic. Two trunk line railroads converge on the area, a network of federal, state and county highways serve it as well as an International Air Port and finally, the Port of Palm Beach is located here. Few areas are more fortunate from the standpoint of transportation. In addition to this diversification of transportation facilities, the area is accessible to an abundance of power for domestic and other uses.

Riviera Beach is the only segment of the West Palm Beach urban area having in its midst a planned and functioning industrial park connected with the various types of ground and water transportation. This industrial area and the Port has a direct bee-line connection with the plants of Pratt and Whitney and R.C.A. This industrial park is serviced by water and sewerage and is well paved. Because of its completeness it will attract additional industrial enterprise into the area.

The economy of Riviera Beach will benefit immeasurably from two other factors if wisely pursued and cultivated - Tourism and Retirement. The tourist business of Florida amounts to nearly two billion dollars annually - the largest business in the state. Nearly one million persons visited Palm Beach County in 1960. Tourism is no longer a seasonal business; it is operative the whole year. The beaches and waterways in the Riviera Beach section can become the center of a flourishing tourist business. Boating, fishing, swimming are sports that an increasing number of people will travel great distances to enjoy, providing facilities are provided. To enhance the economic potential of tourism is a community responsibility.

Thousands of people annually are seeking a retirement haven in Florida. Already many in this category have acquired homes in Riviera Beach but there



is ample room for more. These senior citizens are assets to the community. How many the community can attract depends on the facilities provided by the city. Leisure time recreation facilities are the principal requirements and where these are provided the retiree will come. Retirees themselves may not be producers, but they are spenders who help keep the market places open and operative. Tourism and Retirees are two facets in the community picture that will enhance its economy.

In comparison with other units, Riviera Beach is not a high income area. In 1960 the median family income was \$4,176 whereas, that of Delray Beach was \$5,217 and for the County, it was \$5,023.

#### THE POTENTIAL OF RIVIERA BEACH

The Nova project at Canaveral in Brevard County will have an impact on the industrialization of many areas. Already Pratt and Whitney and R.C.A. have been established in the Palm Beach County area. Other industries will follow, and because of its advantages and facilities, the Riviera Beach area will be in the forefront of consideration. Industries that may be expected to locate in the area during the next decade are office machine manufacture, electronics equipment, instruments, plastics molding and fabrication, jet engine manufacture, air frame assembly, aluminum processing and fabrication. Food processing industries are also likely possibilities.

Augmenting the increased industrial activity will be allied service enterprises and employment. New Retail outlets for food, clothing, etc, will be necessary to serve increased population. Improved recreational facilities will increase tourism, which necessitates additional restaurants, motels and other related facilities. The future economic picture for Riviera Beach would seem to be one of a service type nature backed up by a diversified industrial complex.

### CHAPTER III LAND USES

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

"Urban Land Use Planning" - Chapin.

A city is a socio-economic organism that started from a small beginning and then, motivated through the years by a dynamic economy, develops into a community having distinctive functions and opportunities. Such a place is Riviera Beach, located in the midst of the West Palm Beach urbanized area.




As Riviera Beach grew from the hamlet of the 20's into a town and city successively, vacant lands were used for various purposes and activities - for commercial enterprises, industry, streets, public and semi-public uses and for the housing of its increasing population. In this process of growth and expansion a land use pattern evolved. The amounts of land occupied by the various uses and their distribution in the community reflect the characteristics of the city and also indicate how future development may proceed.

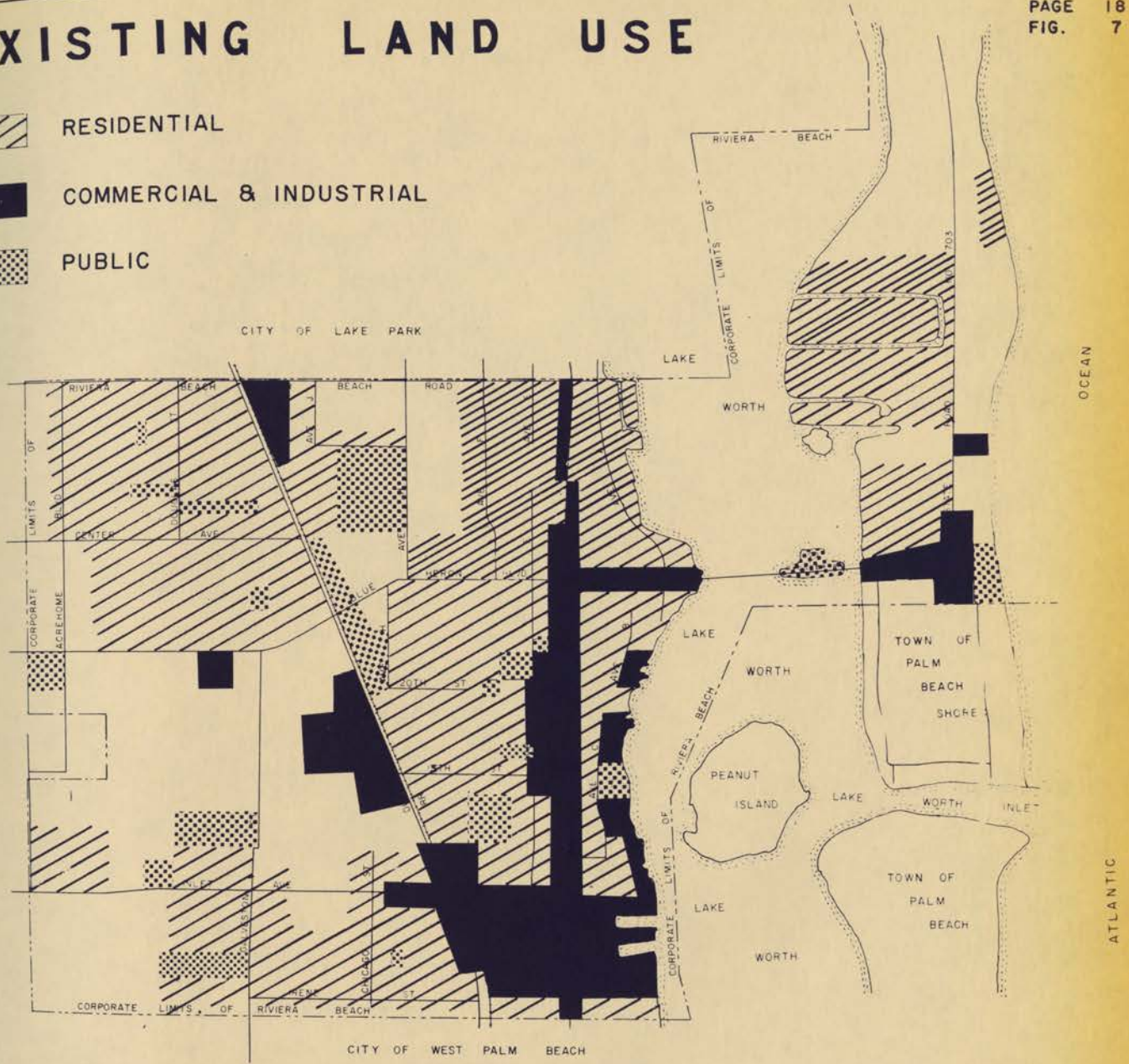
#### LAND USE MAP

The initial step in designing a land use plan for Riviera Beach was to survey the existing land uses and prepare a map on which the uses of land parcels within the corporate area were shown in color. This pictorial record revealed the land use pattern that had formed through the years since the 20's. (See Figure 7 - Generalized Existing Land Use).

Table 4 and 5 are both informative and enlightening. Table 4 shows the amounts of land consumed by the various uses and Table 5 shows how the land consumption of Riviera Beach compares with similar uses elsewhere.

# EXISTING LAND USE

-  RESIDENTIAL
-  COMMERCIAL & INDUSTRIAL
-  PUBLIC



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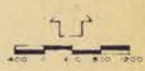


TABLE 4LAND USES IN THE CITY OF RIVIERA BEACH

<u>CLASSIFICATION</u>	<u>ACRES</u>	<u>PERCENT OF DEVELOPED AREA</u>	<u>PERCENT OF CORPORATE AREA</u>
Single Family	428.9	32.4	
Two Family	37.1	2.7	
Multiple Family	42.3	3.2	
TRAILER PARKS*	89.6	6.8	
TOTAL RESIDENTIAL	508.3	45.1	
COMMERCIAL	47.7	3.6	
MOTEL	15.1	1.2	
RAILROAD & INDUSTRIAL	86.3	6.5	
PUBLIC & SEMI_PUBLIC	127.7	9.4	
STREETS**	456.	34.2	
TOTAL DEVELOPED AREA	1330.7	100.0	42.0
VACANT AREA	1341.3	--	42.3
WATER AREA	494.0	--	15.7
TOTAL CORPORATE AREA	3166.0	--	100.00

\*\*Streets and existing platted right of way.

\*There are approximately 790 trailers (mobile homes).

TABLE 5

COMPARATIVE LAND USES  
(PERCENT OF DEVELOPED AREA)

	<u>RIVIERA BEACH</u>	<u>DELRAY BEACH</u>	<u>WEST PALM BEACH</u>	<u>33** SATELLITE</u>
Residential Uses	45.1*	46.7	39.4	41.98
Commercial	4.4	4.1	6.5	2.54
Industrial	6.3	--	9.5	12.51
Streets	23.1	31.4	27.9	27.67
Public & Semi-Public	9.3	17.1	16.7	15.30
Population	13,000	12,230	56,208	--

\*Includes Mobile Homes

\*\*From "Urban Land Uses"

The predominant residential complexion of the land use pattern is readily apparent. Comparatively, much less land is required to satisfy the



commercial demands. It is interesting to note that only 42.0 percent of the corporate land and water area is now developed which shows that there is still considerable land available within the corporate area for development. The Lewis Terminal property of some 400 acres is still predominately vacant and this accentuates the percentage of vacant land within the corporate area.

Although comparative data of other cities are not conclusive, they do illustrate how the lands are similarly used elsewhere. It is particularly interesting to note how closely the amounts of residential and commercial uses of Delray Beach and Riviera Beach compare. The item in which Riviera Beach does not measure up is that pertaining to Public and Semi-Public Uses, including Parks and Recreation.

Where Table 4 reflects the amounts of land utilized for various purposes, Table 6 shows the relationship existant between developed lands and population. On the average, there are 8.69 acres of developed land per 100 persons in predominately urban communities. In Riviera Beach however this figure amounts to 9.48 acres per 100 persons.

TABLE 6

LAND USES IN ACRES PER 100 POPULATION

	<u>RIVIERA BEACH</u>	<u>WEST PALM BEACH</u>	<u>DELRAY BEACH</u>	<u>33SATELLI</u>
Single Family Dwellings	3.06 acres	2.65 acres	6.00 acres	3.14 ac
Two Family Dwellings	0.26	0.58	0.34	0.29
Multiple Family Dwellings	0.30	0.44	0.76	0.22
Trailers	0.64	--	--	--
<u>TOTAL RESIDENTIAL</u>	4.26	3.67	7.10	3.65
Commercial	0.44	0.60	0.62	0.22
Industrial	0.62	0.89	0.10	1.09
Public & Semi-Public	0.91	1.55	2.58	1.33
Streets	3.25	2.60	4.80	2.40
Developed	9.48	9.30	15.65	8.69

\*From Urban Land Uses.

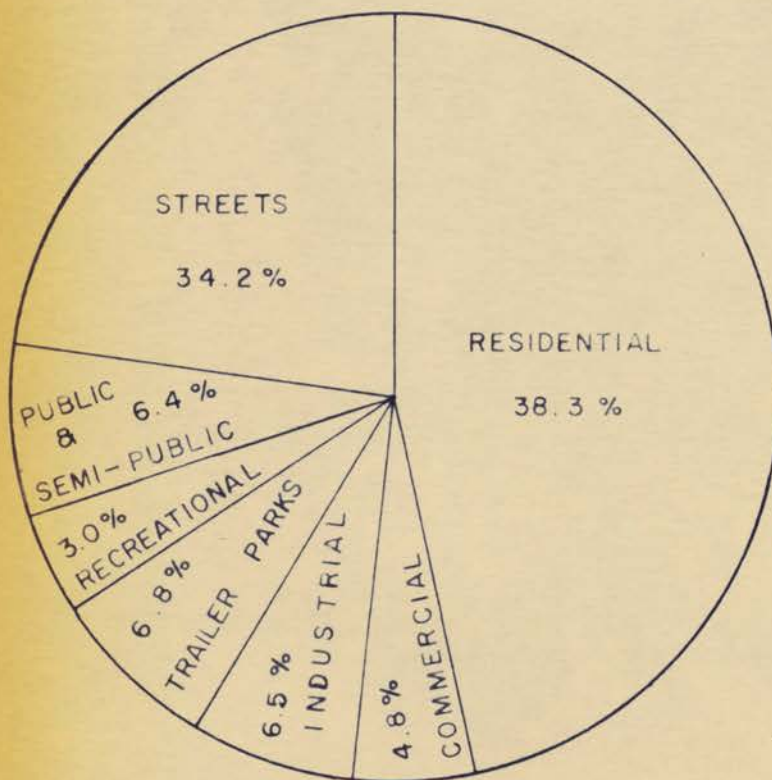
From Table 6 it is apparent that neither geographical location nor type of community has much affect on the amounts of land used for various purposes. Whereas 4.26 acres per 100 persons are now devoted to residential uses in Riviera Beach, the average for 33 satellite communities located throughout the country is 3.65 acres and in West Palm Beach, 3.67 acres. A given number of people in one locality have about the same space requirements as those in another. From such indicators it is possible to anticipate and project future requirements. Judged by past experiences of land use planning and present trends of growth, it is reasonable to say that for every 1,000 people added to the population, about 43 additional acres will be required for residential uses, or when 20,000 new residents settle here, the land requirement will be at least 850 acres to satisfy the residential needs.

Information conveyed by Table 6 and the previous tables also, reveal the relatively small amounts of land necessary to satisfy the commercial demands. The facts of land use disprove the prevalent idea that a super abundance of land should be provided for commercial uses especially on heavily travelled highways. Again, Table 6 reveals the deficiency in public and semi-public uses in Riviera Beach.

Although the relative amounts of land required to meet the demands of the various uses are important standards for projecting future requirements, the pictorial presentation of land uses reveals other features of concern. Diverse commercial uses have virtually consumed all Broadway frontages between city limit lines. Elsewhere throughout the city, commercial uses have injected themselves into residential districts sowing the seeds of deterioration which is difficult to correct. The result is too often an excess supply of commercial land and a reduction of land values. (See Figure 8)

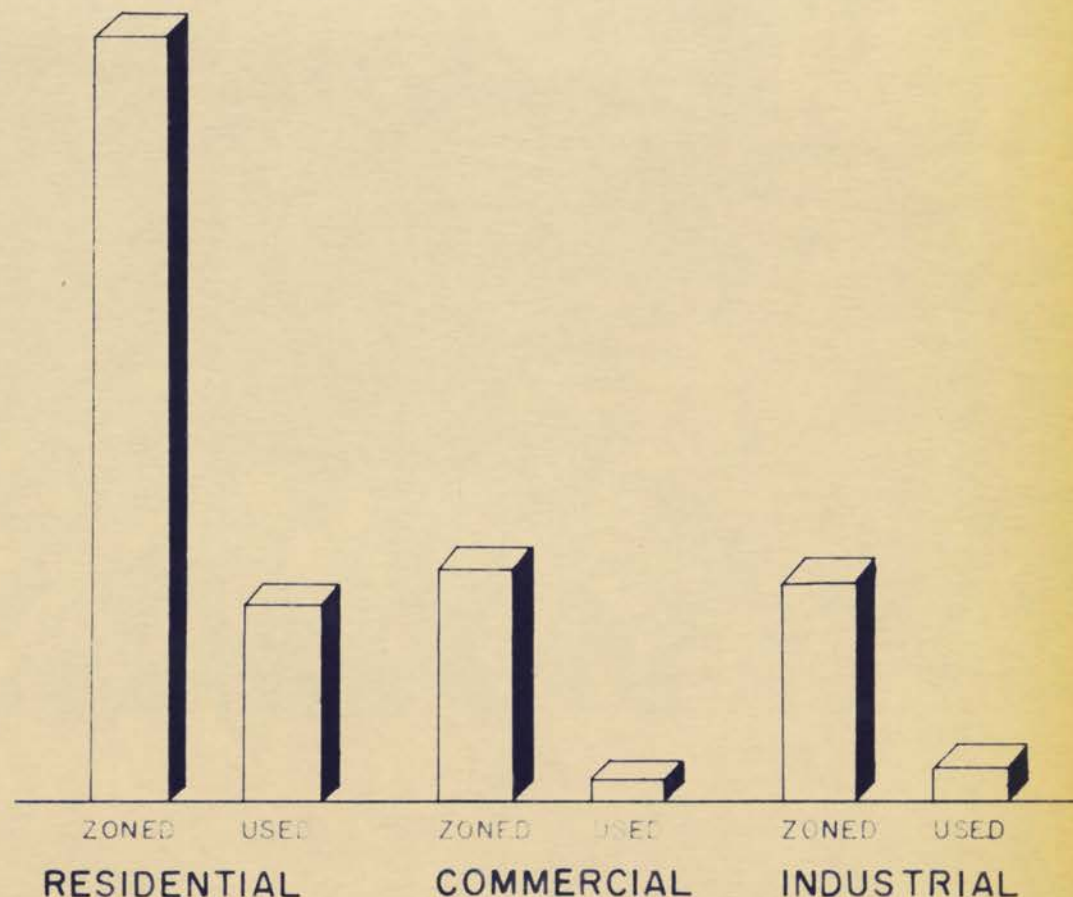
## HOW THE LAND IS USED

## HOW THE LAND IS ZONED



### NOTE:

PERCENTAGES ARE PERCENT OF DEVELOPED AREA



1962

COMPREHENSIVE PLANNING STUDIES

RIVIERA BEACH, FLORIDA

PREPARED BY

GEORGE W SIMONS JR

PLANNING CONSULTANT

JAX. FLA

### LAND USE PLAN

The existing land uses map shows how the various uses are distributed throughout the corporate area of Riviera Beach. The General Land Use Plan, on the other hand, reflects the future land use requirements of expanding growth, thereby guiding officials and developers in making decisions for the future development of the area. From the basic studies of population and area growth, existing land uses and trends of construction and development, the General Land Use Plan was prepared to define those areas and localities preferable for future dwellings, parks and recreation facilities, schools, shopping centers, industries and other uses. The General Land Use Plan is not a diagram of specific projects but rather a general pattern of how growth and development should be directed to produce the kind of city the people would like to see in the future.

Riviera Beach contains approximately 3166 acres of corporate area (land and water) of which 2672 acres is land. The land use studies showed that 1330 acres are currently developed and 1342 acres or nearly 50 percent are vacant and undeveloped. As stated earlier, some 400 acres of vacant and sparsely developed land is included within the Lewis Terminal property which reduces the land available for dwellings or other uses to approximately 900 acres.

Because of the diminishing amount of buildable land within the present corporate area for residential purposes it will be necessary to utilize it with the highest and best uses. This is especially true if the anticipated future growth is to be accommodated within the current corporate limits. Increases in land use density may be desirable in some areas to encourage the construction of more multiple family structures. As these various areas develop, additional shopping centers may be required to service the tributary



neighborhoods. Changing traffic patterns may also make some of the currently used commercial areas obsolete; such areas may have to be converted to other uses. New recreational areas must also be provided. In the light of these various ideas, the General Land Use Plan was prepared. (Figure 9)

The General Land Use Plan defines areas for high, medium and low density residential uses. The low density areas of 3-5 families per acre have been located where most suited to this type of development. Medium density areas of 5-15 families per acre have been located to provide adequate traffic access and also to provide close-in housing in relation to working areas. In many instances the medium density areas provide buffer sections between commercial and industrial uses and the low density single family areas. The high density area on the ocean front is intended to provide sites for multi-story structures. The high density area will obligate the city to provide adequate fire protection on the beach, sewage treatment, improvements to State Road 703 and also new access roads, and additional recreation facilities.

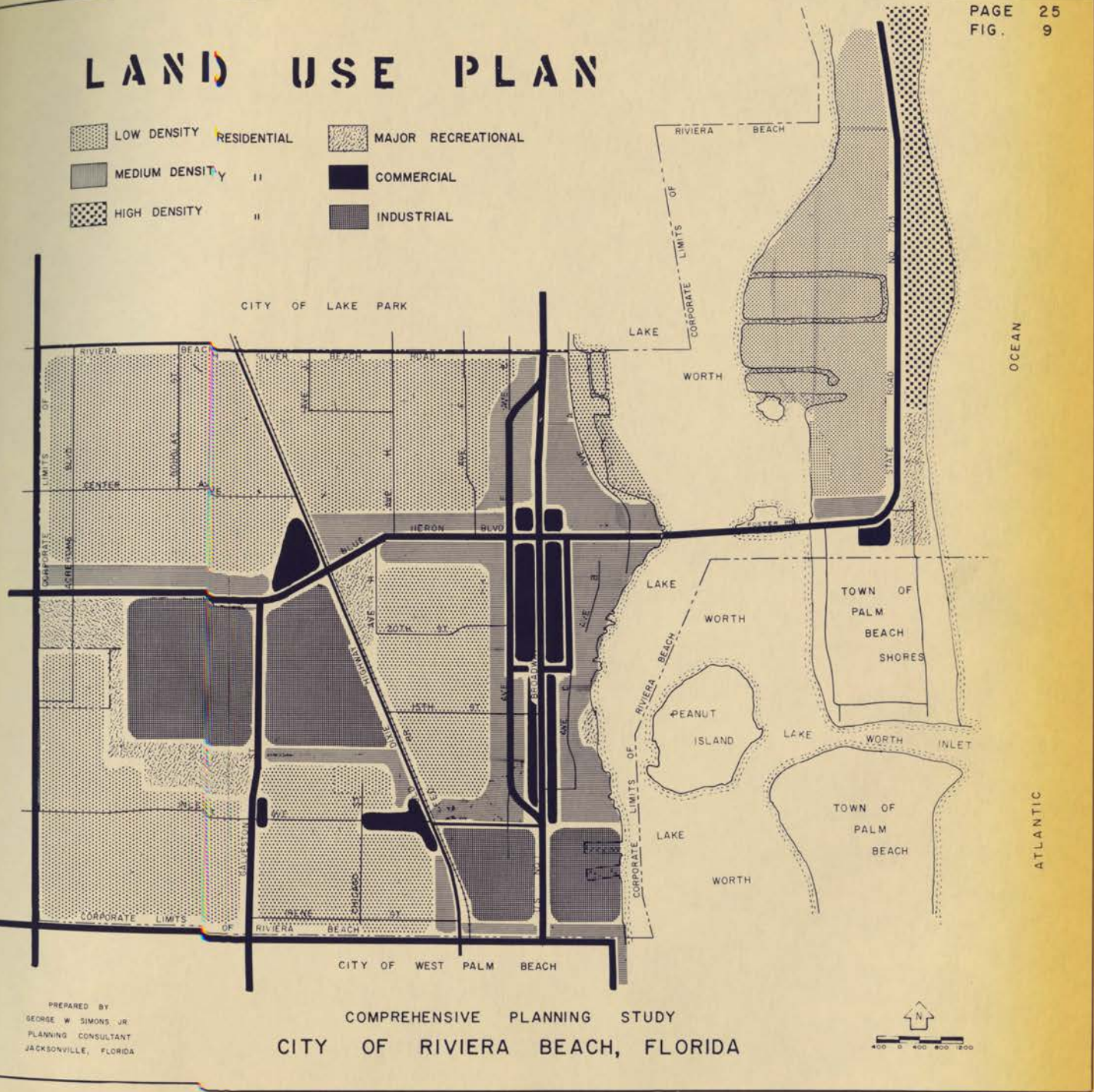
The present residential developments of Riviera Beach is slightly more than 10 persons per gross developed acre. The 1960 census revealed that there were 3.04 persons per household in Riviera Beach establishing the current gross density at 3.3 dwellings per acre which is a low density.

Density is a key consideration in considering future growth. As density increases or decreases the range of urban needs, problems and solutions, changes. A densely populated section has far different park, sewer, policing, fire and other requirements as well as different zoning, parking and housing problems than a low density section of the same physical dimensions.

The habits of shoppers are changing. Neighborhood areas are now provided

# LAND USE PLAN

- |   |  |
|---|--|
|  LOW DENSITY RESIDENTIAL    |  MAJOR RECREATIONAL |
|  MEDIUM DENSITY RESIDENTIAL |  COMMERCIAL         |
|  HIGH DENSITY RESIDENTIAL   |  INDUSTRIAL         |



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with small centralized local shopping areas where the daily consumer goods needs can be satisfied. These facilities are not large super shopping centers of the regional kind but rather, consist of a small cluster of stores. Their incidence increases with the population.

Presently there are 63 acres of commercial developed area within the city - 4.4 percent of the developed area. Much of this is strip development along Broadway. Strip developments on such a heavily travelled thoroughfare is harmful to roadway capacities and hazardous to parkers. The Land Use Plan has provisions for 150 acres of commercial development to serve an estimated population of 30,000-35,000 persons. This is a generous allowance, one that will encourage spacious development.

The future industrial requirements of Riviera Beach are dependent on a number of factors: increased and expanded developments at Cape Canaveral and corresponding demands for electronic subsidiaries, increased development of the Port of Palm Beach. Already Riviera Beach has one of the most complete industrial parks in the south in Lewis Terminals.



## CHAPTER IV MAJOR STREET PLAN

"The Major Street Plan of a city has often been compared to the arterial system of the human body and, although trite, there could scarcely be a more apt comparison. The importance of a logical long range plan in accordance with which a city may grow cannot be sufficiently stressed".

The street system is one of the most important components of the city's structural pattern. Streets are the channels through which volumes of traffic flow and circulate. On the average, about 30 percent of the developed area of the community is utilized by streets; in Riviera Beach the percentage is 34.

An examination of traffic flow in an urban area reveals that a majority of the vehicular movements use a relatively few streets which may be designated as principal travelled streets or major streets.

### PRIMARY AND SECONDARY STREETS

Obviously not all principal travelled streets are of equal importance; the greatest amount by far serve purely as access streets affording circulation throughout neighborhoods. Because of locations, areas and land uses served certain streets occupy primary positions. Broadway (U.S. 1), Blue Heron and Old Dixie are streets of this type. Each accommodated relatively large volumes of traffic destined to various points. Other streets having a primary potential are Port Road and Inlet Avenue and State Road 703 on Singer Island. Such streets as these constitute the principal elements in the structural framework of major streets.

In addition to streets of primary value there are other inter-related connecting streets of importance that serve to expedite interior traffic movements. These are frequently designated as Secondary streets. Examples of such streets are Avenue H extending northward from Blue Heron and, 13th



street connecting Old Dixie and Avenue E. Avenue A connected with Avenue C south of Blue Heron is another example of such street as well as the Old Dixie from north to south.

#### FUNDAMENTAL CONSIDERATIONS

The delineation of a major street framework for Riviera Beach should be predicated on certain premises, namely, the geographical reality that Riviera Beach is an integral part of a large, growing urban region; that streets should be located to efficiently and effectively serve the various economic interests within and without the area; streets should be spaced so as to protect the quality and integrity of residential areas and should be of adequate capacity to accommodate the anticipations of future traffic flow and engineered in a manner to expedite movement at a maximum of safety.

Riviera Beach is not an isolated self contained community. Instead it is an integral part of the West Palm Beach urban area. Many of its citizens are employed in West Palm Beach, Pratt and Whitney or elsewhere other than Riviera Beach; they are interested primarily in those major streets that will carry them quickly to their work. Many citizens residing to the north and west of the city utilize the principal streets of Riviera Beach in going to and from their work.

Traffic studies show that 57 percent of all trips originating in Riviera Beach, west of the F.E.C. and 35 percent of those originating in Lake Park are destined to the central area of West Palm Beach. 13 percent of the trips originating in the central portion of Riviera Beach are likewise destined to the central area of West Palm Beach. Less than 10 percent of the traffic flowing on U.S. 1 is through traffic. The major street system of Riviera Beach therefore is part of a regional complex and to handle the increasing volumes of traffic, the streets will be obliged to have ultimate capacities greater than would be required for the isolated, self contained community.

### EXISTING STREET SYSTEM

The framework of streets and the circulation of traffic is influenced by the right of way of the Florida East Coast Railway which divides the corporate area into two portions. A third area easterly across Lake Worth is Singer Island. The predominate movement of traffic in these three areas is north-south and south-north. The principal north-south streets are State Road 703 on Singer Island, Avenue "A", Broadway (U.S. 1), Avenue "E", Old Dixie and Acrehome Boulevard. The latter two are located west of the railroad. The improvement of Galveston Street and Avenue "M" to Blue Heron Boulevard will provide additional facilities for the future movement of north-south traffic.

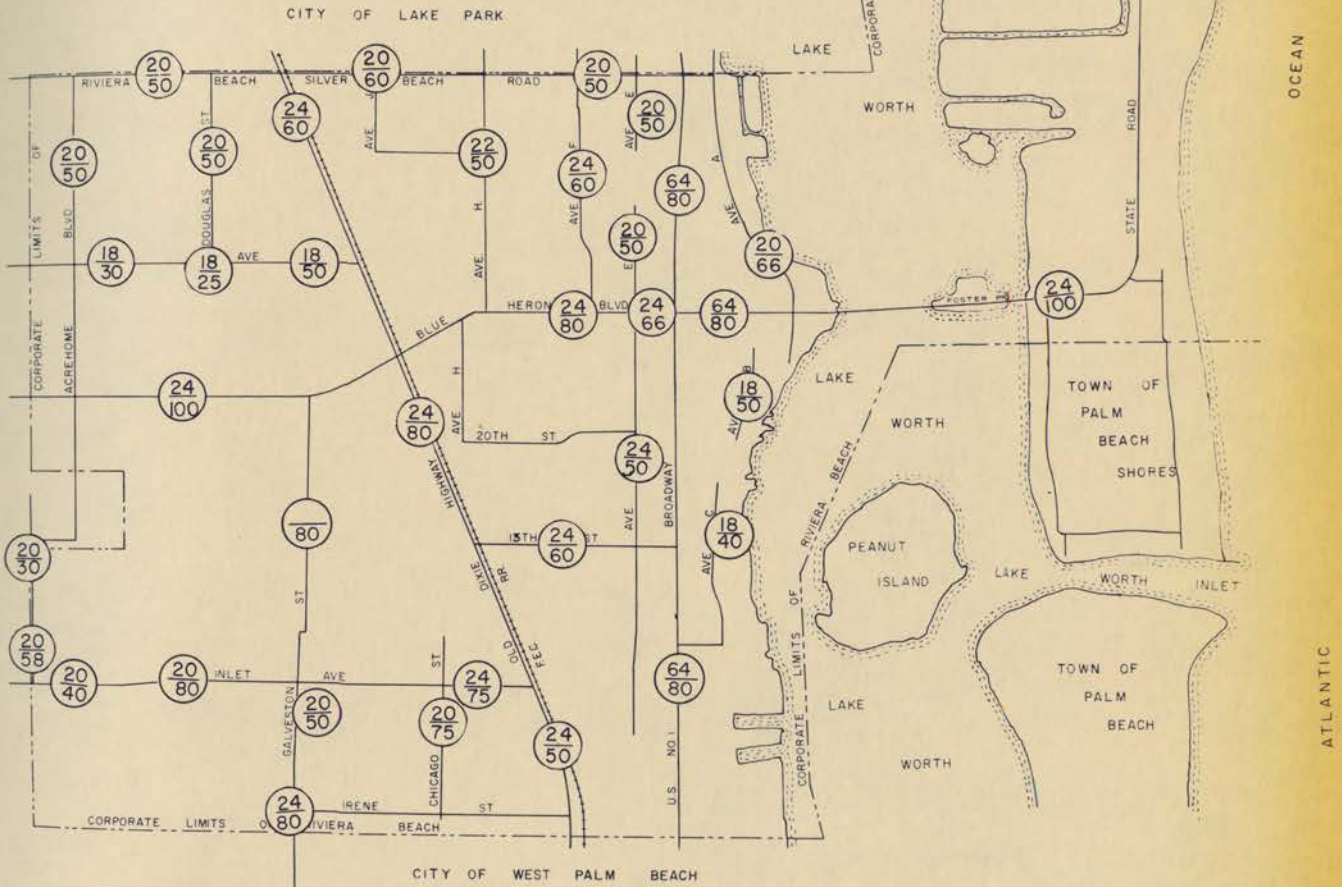
Through east-west traffic movements are currently limited to three streets- Silver Beach Road, Blue Heron Boulevard and 13th Street because of the railroad barrier. Of these, Blue Heron Boulevard, extending from Singer Island to its intersection with Military Trail and the Bee Line Highway, is the most important. Subsequently, when the recommendation to extend Port Road and Inlet Road westerly to Military Trail has been accomplished, a fourth outlet westerly across the tracks will be provided in the southern portion of the city accessible to the port and industrial areas.

Table 7 shows the existing right of way and roadway widths of the principal travelled streets and the respective widths recommended in the future. Old Dixie, it will be noted, has a right of way width varying from 30 feet to 80 feet and a roadway of only 24 feet. This right of way should be at least 80 feet wide throughout its length with a roadway of at least 44 feet. The predominate width of Avenue "E" is 50 feet with a roadway 20-24 feet wide. Because it is proposed that Avenue "E" ultimately become a part of a one way

# MAJOR STREET PLAN

EXISTING R.O.W. & ROADWAY WIDTHS

$\frac{24'}{60'}$  - EXISTING PAVEMENT WIDTHS  
 $\frac{60'}{60'}$  - EXISTING R.O.W. WIDTHS



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pair with Broadway, its right of way width should be widened to at least 80 feet and its roadway be widened proportionately. To enable this to be done economically, "set-back" lines should now be established along both sides of Avenue "E". Center street as a secondary collector in the Major Street Plan has right of way and road-way widths of 30 and 18 feet respectively which are wholly inadequate. These widths should be 60 and 30 feet respectively, and to provide for the ultimate right of way width, "set-back" lines should be established now on both sides the street.

Silver Beach Road currently has right of way and roadway widths of 50 and 20 feet respectively. These should be 80 and 44 feet respectively. Because part of this road is in the City of Lake Park an agreement as to set-back lines and ultimate widening would have to be negotiated. 13th Street has a right of way of 60 feet and a roadway width of 20 feet. Because of its ultimate importance in future development the right of way and roadway widths should be 80 and 44 feet respectively. Inlet Road as a continuation of Port Road to the west should have ultimate right of way and roadway widths of 80 and 44 feet respectively.

#### TRAFFIC FLOW PATTERN

To determine the nature and relative volumes of traffic flowing into and through Riviera Beach, studies of traffic movements were made during a peak period of an average week day in November 1962. The results of these observations are recorded in Figure 11, the Traffic Flow Diagram. Circulation at selected intersections is recorded in Figure 12.

The traffic diagram emphasizes the preponderance of north-south movements. They also reflect the importance of 13th Street and the Old Dixie as primary intersections. This intersection had a maximum north-south hour movement of

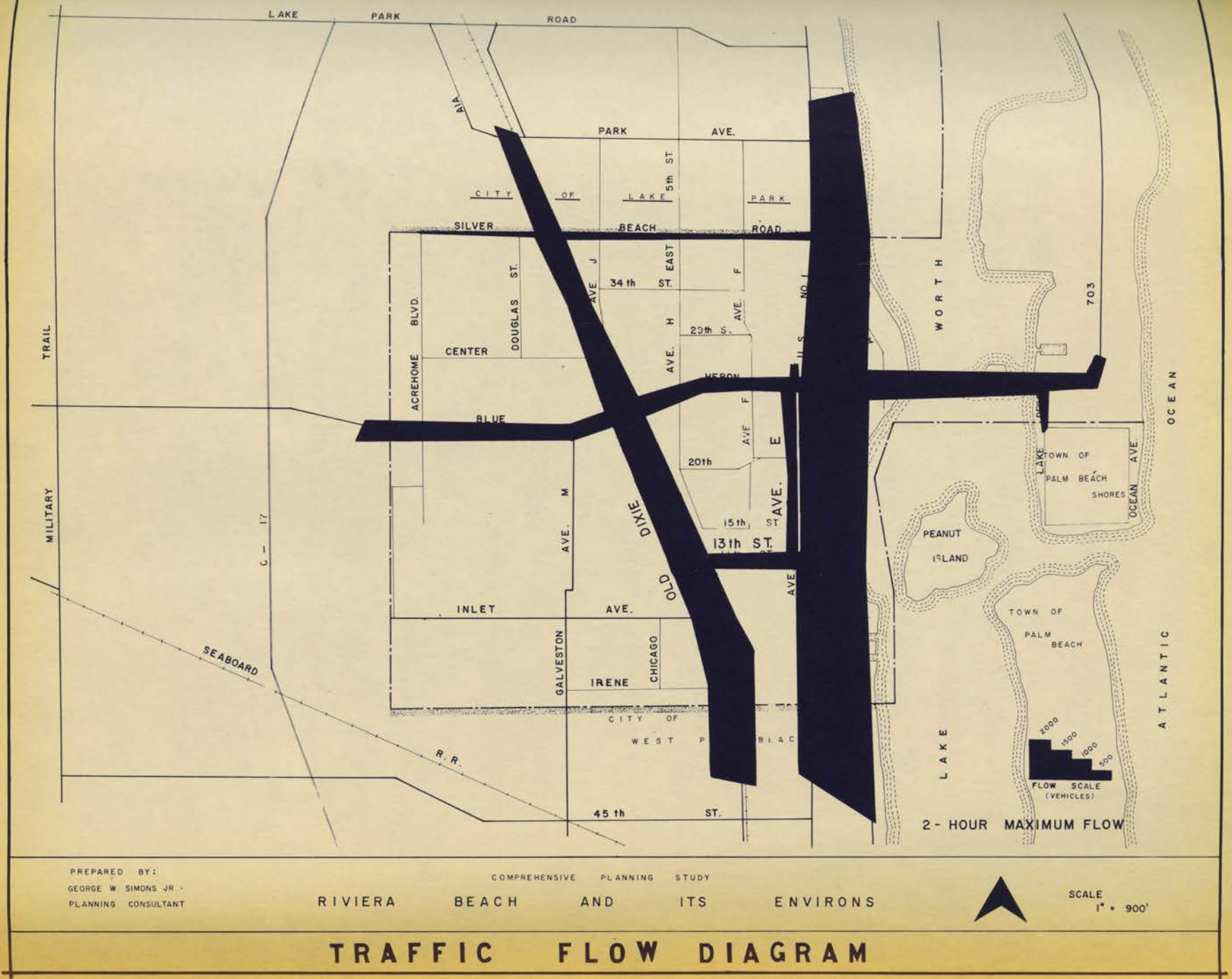


511 vehicles on a single north-south line as compared with a maximum north-south hour on Broadway (U.S. 1) of 667 vehicles on two lanes. The intersections of Old Dixie and 13th Street and Old Dixie and Blue Heron Boulevard produced maximum hourly flows of 1314 and 1376 vehicles respectively. The intersection of Silver Beach Road and Old Dixie had a maximum hourly flow of 1002 vehicles. Blue Heron Boulevard and Broadway (U.S. 1) produced a maximum hourly intersection flow of 2274 vehicles.

Various intersection turning movements are revealing. At the intersection of Blue Heron and Old Dixie the principal movements are north to east, east to south and east to north. Turning wells should be provided on Old Dixie, north and south of Blue Heron. The intersection is complicated by the grade crossing of the Florida East Coast Railway. There are no serious intersection problems at Avenue E and Blue Heron; the principal east-west, west-east flow has a maximum hourly volume of 417 vehicles.

The most critical and congested intersection is found at Blue Heron and Broadway (U.S. 1) where during a two hour peak period, 1469 travelled south to north, 1173 from north to south. The greatest turning movement here is south to east carrying traffic to Singer Island principally. The signal light control here is good but notwithstanding there are moments of congestion, the most serious of which are occasioned by the east to south movements conflicting with the west to east flows and the west to north movements with those from east to west.

In general, the maximum hour of traffic flow in Riviera Beach falls between 4:15 and 5:15 P.M. and the maximum 15 minute flow between 4:45 and 5:00 P.M.





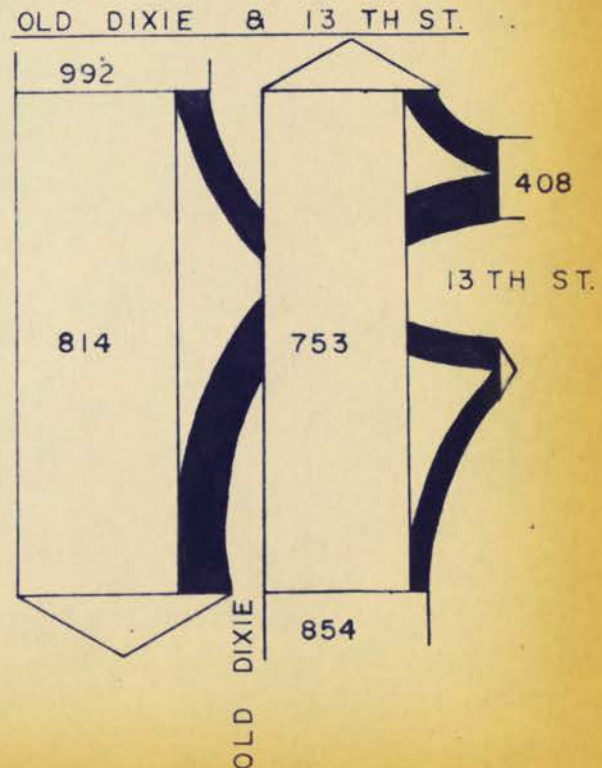
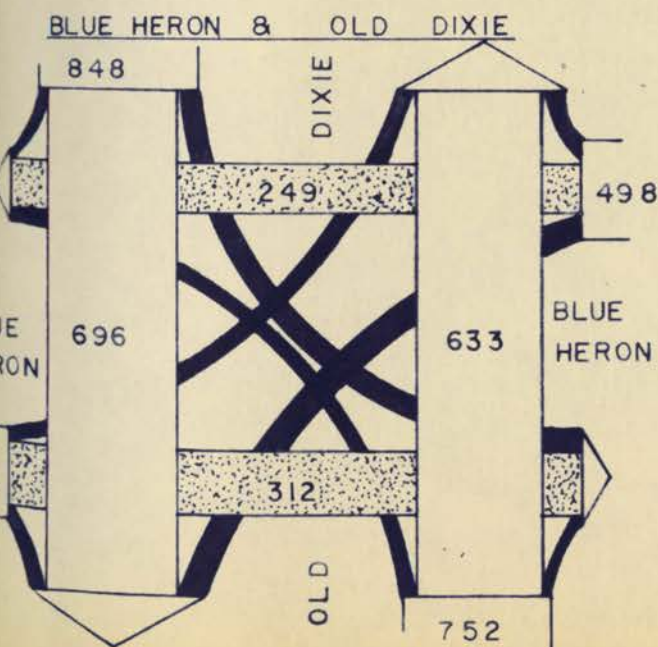
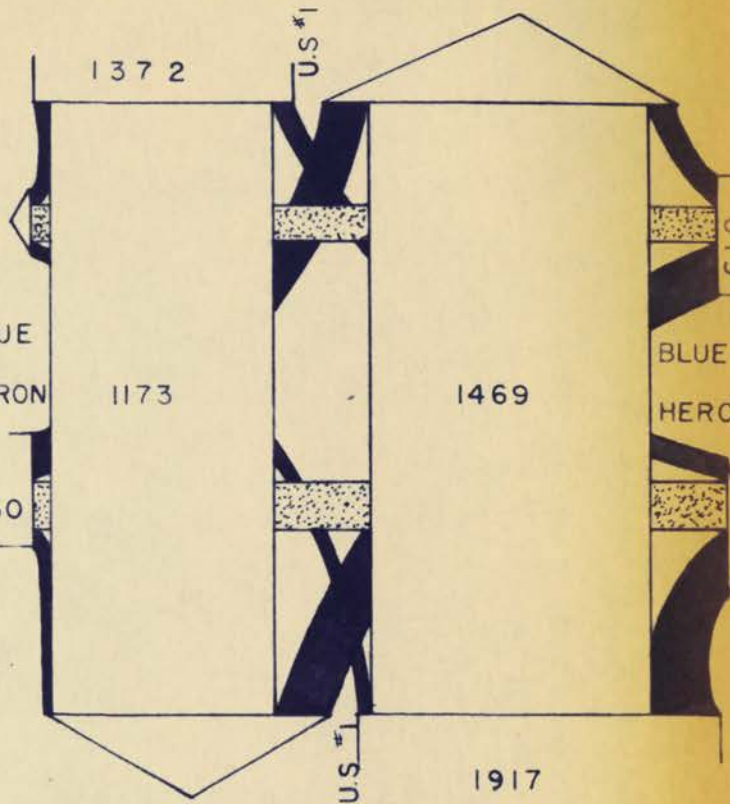
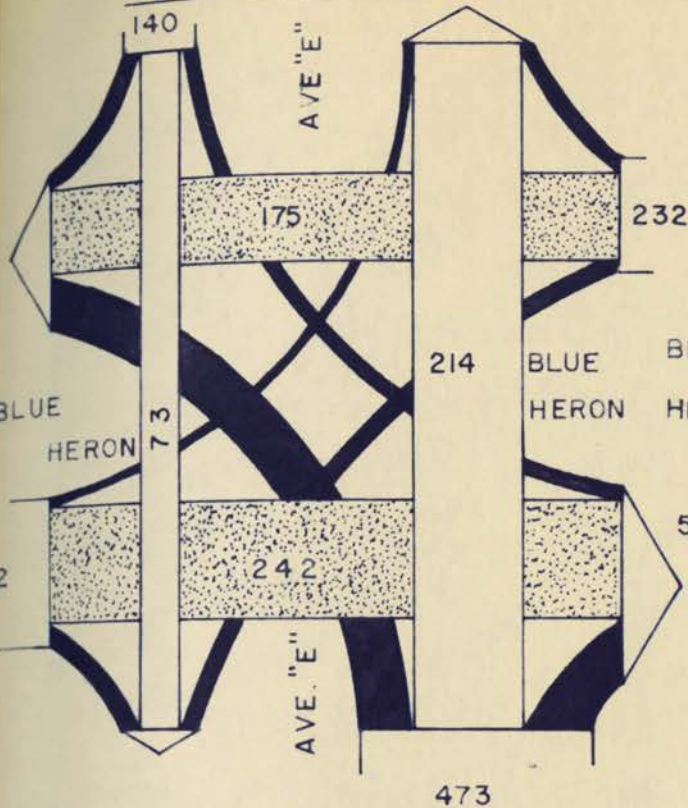
# TRAFFIC FLOW DIAGRAMS

Fig. 12  
Page 33

(MAXIMUM 2-HOURS)

BLUE HERON & AVE "E" 11-21-62

BLUE HERON & U.S. #1



PALM BEACH COUNTY SURVEY

As of 1959 the Florida State Road Department published its Traffic Study and Transportation Plan of Palm Beach County which presents a complete picture of current traffic movements and habits with anticipations to 1975. This report illustrates very clearly the regional aspects of the problems and how Riviera Beach with other communities fit into the picture. This study, among other things, shows how population growth has influenced motor vehicular registrations of the county and what might be anticipated. A registration of 52,666 in 1950 increased to 131,000 in 1960 and according to estimates of the State Road Department, the registration will reach 217,000 in 1975 or 1.7 persons per registered motor vehicle. These data give one some idea of provisions that will be required to meet the traffic flow of 1975.

The desire lines study shows the preponderance of north-south vehicular movement on A-1-A, U.S. 1 and the Old Dixie. Desire lines also show the directional movement from the west via Blue Heron Boulevard to the beach area. Nearly 70 percent of the traffic consisted of local passenger car trips and the major part of these were to and from work.

Plans proposed by the Survey of the State Road Department will doubtless modify some of the north-south movements in subsequent years. Interstate 95, as a part of the national highway network will leave the Sunshine Parkway at a point west of Jupiter and continue southeasterly into the right-of-way of State Road 9 at Monet Road and thence proceed via this route southward. Interstate 95 (State Road 9) will have an interchange with Blue Heron Boulevard east of Military Trail. It is also proposed that the Interstate Route will be constructed to Okeechobee Road in the first 5 of a 20 year program.

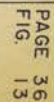


### RECOMMENDED STREET IMPROVEMENTS

The 20 year program, divided into 5 year stages, presented by the State Road Department contemplates the improvement of many roads in the West Palm Beach urban area including a number in the Riviera - Lake Park area. These various improvements will be increasingly effective in distributing the traffic flow now funnelled into few roads and possibly, relieving much of the traffic now using Riviera Beach streets. Interstate 95 has already been referred to. Among other improvements proposed is the four laning of Military Trail from Blue Heron Boulevard south and two laning it north; the improvement of the Prosperity Farms Road. The State proposes the extension of Congress Avenue to 45th Street and also Australian Avenue through Mangonia Park and thence into Strozier street on the west limit of Riviera Beach. Because of the intensive residential development and the location of the high school in the south west part of Riviera Beach, the latter route proposed by the State is not feasible. Instead, it is still possible to extend Congress Avenue northward along the west limits of Mangonia Park and Riviera Beach to the Lake Park Road. This would provide another important north-south artery between the Proposed Interstate 95 and Galveston Avenue. If for some reason a right of way cannot be acquired on this route, a right of way could be established to the west. The Congress Avenue extension should ultimately have a right of way adequate to accommodate 4 moving lanes of traffic. (Fig. 13

Galveston Avenue is an important collector street to distribute traffic into Australian Road and thence south into West Palm Beach. Its right of way should ultimately accommodate four lanes of traffic. It will be of particular service to the industrial area.

Old Dixie Highway is still a useful thoroughfare along the railroad right of way. It will be primarily a collector of traffic destined to Blue



Heron and other roads. It should ultimately have 2 moving lanes and 2 parking lanes. At Blue Heron and Inlet Boulevard, the Old Dixie should be provided with left turn turning wells.

Midway between the F.E.C. and Avenue E, Avenue H **East should be a** secondary street between Blue Heron and Silver Beach Road.

Avenue E is becoming an important street complimentary to Broadway (U.S.1). At a future date when the volume of traffic on Broadway becomes too great, it is suggested that Avenue E be opened as a leg of a one way pair. Northbound traffic would follow Broadway and southbound follow Avenue E. This improvement is not yet needed but steps should be initiated to provide the intersections when needed and further, set back lines should be established along both sides of Avenue E for ultimate widening. Avenue E should ultimately have two moving lanes and two parking lanes. (See Figure 14)

The future volume of traffic using U.S. 1 will doubtless be affected by the completion of Interstate 95, but notwithstanding, U.S. 1 will always be a number one street of importance. It is under the control and supervision of the State Road Department.

To provide a continuous route of travel in that area east of U.S. 1, it is proposed to connect Avenues A, B and C. The right of way for these streets should be eighty feet preferably with ultimately two lanes of moving traffic and two parking lanes. (See Figure 15)

Inlet Boulevard should be improved and extended to the Bee Line Highway. This will become an important street connecting the Port with the developments westerly.

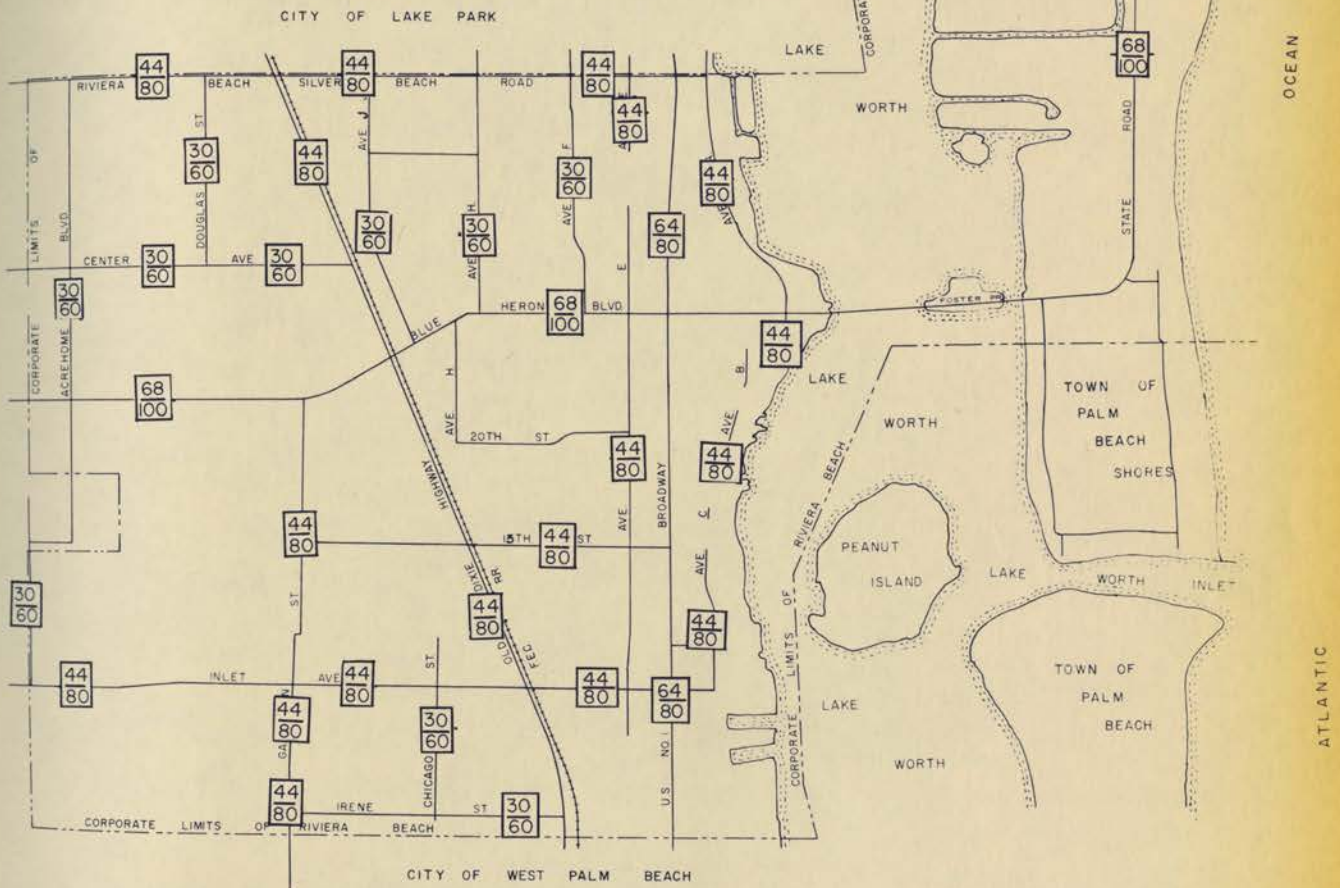
Between Inlet Avenue and Blue Heron, the development of 13th street is proposed as an intermediate collector street. This improvement would bring the industrial district closer to town.



# MAJOR STREET PLAN

PROPOSED R.O.W. & ROADWAY WIDTHS

$\frac{44}{80}$  - PROPOSED FUTURE PAVEMENT WIDTH  
PROPOSED FUTURE RIGHT OF WAY



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COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA



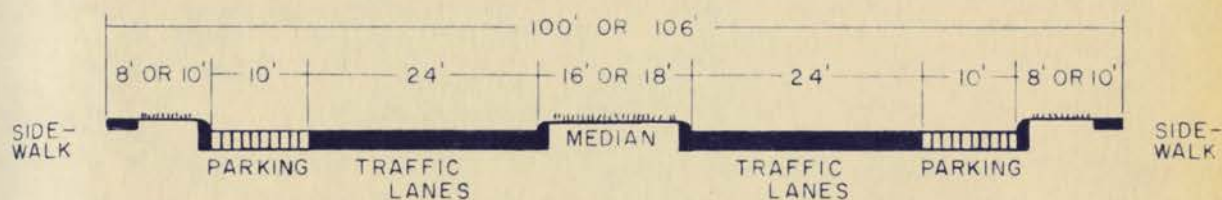


## TYPICAL CROSS SECTIONS

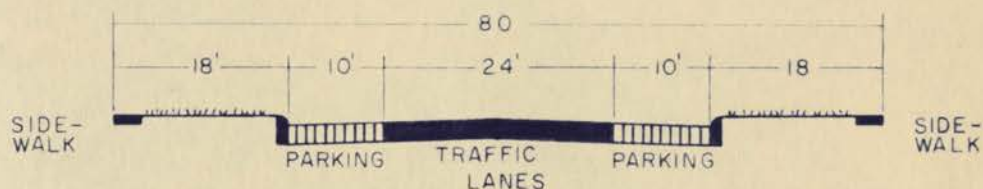
FOR

URBAN STREETS

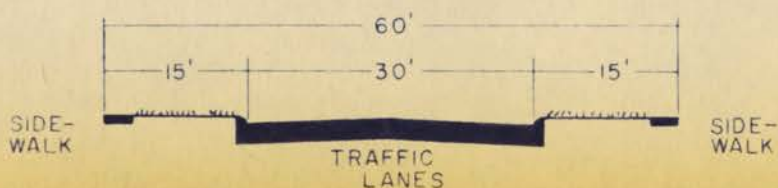
## FOUR LANE DIVIDED URBAN ARTERIAL STREET



## TWO LANE FEEDER OR COLLECTOR STREET



## TWO LANE RESIDENTIAL ACCESS STREET



Blue Heron is the most important east-west primary artery. It will be the entrance to new westward expansion. It should be developed throughout as a four lane street with two parking lanes. At some future time, a grade separation at the F.E.C. right of way should be considered. There should also be a grade separation and interchange at Interstate 95.

In the beach area provisions should be made for internal traffic movements independent of 703. Subdivisions should be encouraged to provide connecting streets so there could be a free movement without using 703. A system of parallel access roads may be considered in areas now developed. A number of new traffic ways in the beach area is important because of the more intensive use of land that is planned. (See Figure 17)

The various segments of the Major Street Plan here defined were selected because individually they anticipate the needs of the future rather than those of the present. We believe the selections are good and if followed through will provide the city with a balanced, coordinated street framework.









VIEWS OF AVENUE "C"  
FOR  
WIDENING

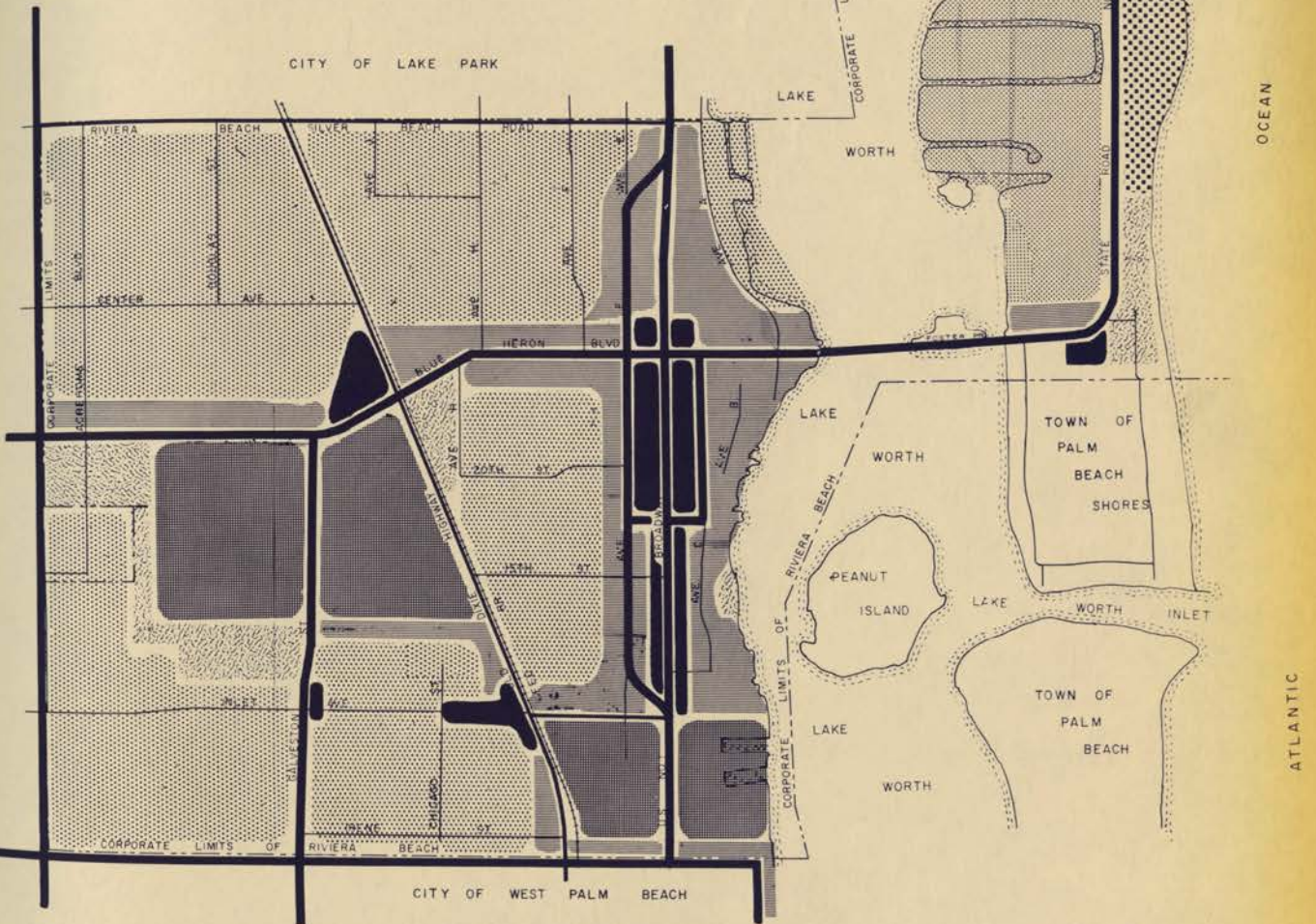


AVENUE "A"



# LAND USE PLAN

- |   |                         |   |                    |
|---|-------------------------|---|--------------------|
|  | LOW DENSITY RESIDENTIAL |  | MAJOR RECREATIONAL |
|  | MEDIUM DENSITY          |  | COMMERCIAL         |
|  | HIGH DENSITY            |  | INDUSTRIAL         |



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COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA







THIS STREET TO BE  
WIDENED  
ULTIMATELY

NORTH FROM 13th STREET



UNSIGHTLY SIGNS  
SHOULD BE  
CONTROLLED



"DEAD END" AT NORTH  
END WHERE "ONE-WAY"  
CONNECTION WILL BE  
MADE WITH U.S. 1



13th STREET LOOKING WEST TO OLD DIXIE

TABLE NO. 7

NAME OF STREET	FROM	TO	STREET PRESENT	WIDTH FUTURE	PAVEMENT PRESENT	WIDTH FUTURE
<b><u>NORTH - SOUTH</u></b>						
703	Lake Worth	North Limits	100	100	24	68
Avenue A North	Blue Heron	North Limits	66	80	20	44
Avenue A South	Blue Heron	23rd St.	30	80	18	44
Avenue A South	23rd St.	Avenue B	--	80	--	44
Avenue B	22nd Ct.	20th St.	50	80	18	44
Avenue B	20th St.	17th St.	--	80	--	44
Avenue C	17th St.	14th St.	50	80	18	44
Avenue C	14th St.	12th St.	40	80	18	44
Avenue C	12th St.	11th St.	50	80	18	44
Avenue C	11th St.	10th St.	30	80	18	44
Avenue C	10th St.	Port Road	--	80	--	44
Broadway	North Limits	South Limits	80	80	64	64
Avenue E	Silver Beach	34th St.	50	80	20	44
Avenue E	34th St.	32nd St.	--	80	--	44
Avenue E	32nd St.	11th St.	50	80	24	44
Avenue E	11th St.	Port Road	60	80	20	44
Avenue H, East	Silver Beach	Blue Heron	50	60	22	30
Avenue H, East	Blue Heron	15th St.	50	50	30	20
Old Dixie	Silver Beach	Verdum	30	80	24	44
Old Dixie	Verdum	6th Avenue	40	80	24	44
Old Dixie	6th Avenue	4th Avenue	80	80	24	44
Old Dixie	4th Avenue	Blue Heron	60	80	24	44
Old Dixie	Blue Heron	14th St. Ext.	80	80	24	44
Old Dixie	14th Ext.	New York	37	80	24	44
Old Dixie	New York	Washington	50	80	24	44
Old Dixie	Washington	South Limits	66	80	24	44
Galveston	South Limits	Washington	80	80	24	44
Galveston	Charles St.	New York	50	80	20	44
Douglas	Center St.	Debose	25	60	18	30
Douglas	Debose	North Limits	50	60	20	30
Acrehome	North Limits	Kelly St.	50	60	20	30
Acrehome	Kelly -	Westward	--	60	--	30
Acrehome	Inlet	Coconut	30	60	20	30
Congress Road	North Limits	South Limits	--	150	--	68
Chicago	Washington	New York	--	--	--	22
Detroit	Illinois	New York	--	--	--	22
Houston	Washington	Illinois	--	--	--	22
Indianapolis	Michigan	New York	--	--	--	22
Acrehome	Inlet	Canal	--	--	--	22
Adowa	Center	Old Dixie	--	--	--	22
Saint Michiel Way	Bonga	Argonne	--	--	--	22
Douglas	Center	Jackson	--	--	--	30
<b><u>EAST - WEST</u></b>						
Silver Beach Road	Acrehome	Old Dixie	50	80	20	44
Silver Beach Road	Old Dixie	Avenue F	60	80	20	44
Silver Beach Road	Avenue F	Avenue A	50	20	20	44

NAME OF STREET	FROM	TO	STREET WIDTH		PAVEMENT WIDTH	
			PRESENT	FUTURE	PRESENT	FUTURE
<u>EAST - WEST (CON'T)</u>						
34th St.	Avenue F	Broadway	--	60	--	30
Center St.	Old Dixie	Adowa	50	60	18	30
Center St.	Adowa	Lincoln	25	60	18	30
Center St.	Lincoln	Acrehome	30	60	18	30
13th St.	Avenue C	Old Dixie	60	80	24	44
13th St.	Old Dixie	Galveston	--	80	--	44
Inlet	West Limits	West of R.R. <del>FW</del>	40	80	20	44
Inlet	West of R.R. <del>FW</del>	Avenue O	80	80	20	44
Inlet	Avenue O	Old Dixie	75	80	24	44
Inlet	West Limits	Military Trail	--	80	--	44
Madison	Acrehome	Douglas	37.5	60	--	22
Comas	Acrehome	Douglas	37	60	--	22
Argonne	Douglas	Old Dixie	34	60	--	22
Driskell	Acrehome	Douglas	40	60	--	22
Yates	Acrehome	Douglas	40	60	--	22
Gerrome	Douglas	Old Dixie	40	60	--	22
Gray	Lincoln	Douglas	40	60	--	22
Jackson	Lincoln	Douglas	40	60	--	22
Debose	Lincoln	Douglas	40	60	--	22
Bell	Acrehome	Douglas	40	60	--	32
Washington	Galveston	Elkhart	50	60	--	22
Alyson	Detroit	Boston	40	60	--	22
Washington	Detroit	Boston	50	60	--	22
Michigan	Indianapolis	Detroit	50	60	--	22
Illinois	Elkhart	Detroit	50	60	--	22
New York	Galveston	Detroit	50	60	--	22

# PLANNING FOR MAJOR STREETS

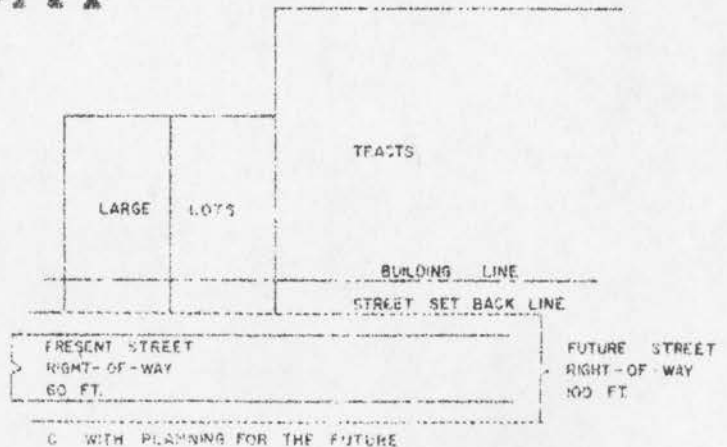
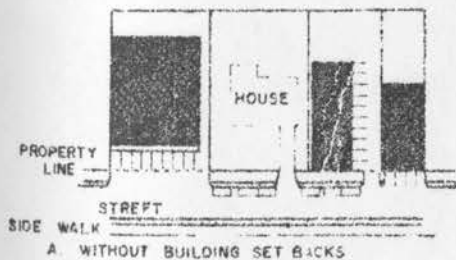
## UNPLANNED

MAJOR STREETS TOO OFTEN EVOLVE WITH NO FORETHOUGHT. EXISTING 50 OR 60 FOOT STREETS DEVELOP INCREASING TRAFFIC VOLUMES ALONG WITH NORMAL GROWTH OF THE COMMUNITY. PROGRAMS FOR STREET WIDENING REQUIRE THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY, AND OCCASIONALLY THE CONDEMNATION OF ABUTTING STRUCTURES. WITHOUT PLANNING, STREET WIDENING MAY REQUIRE REMOVAL OF STORE FRONTS, ELIMINATION OF PARKING, AND COSTLY RIGHT-OF-WAY ACQUISITION.

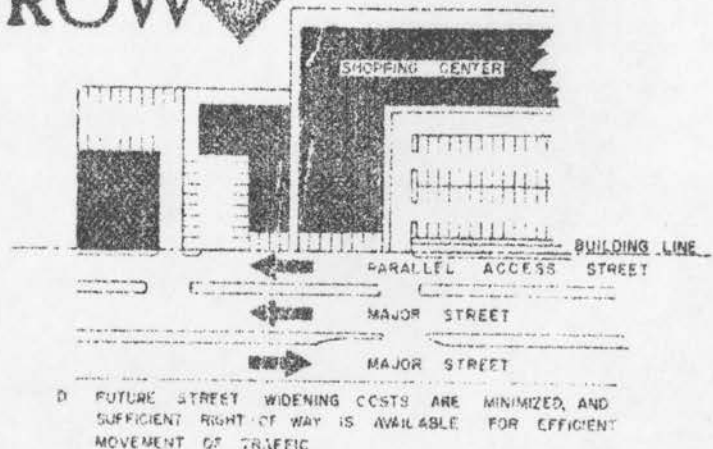
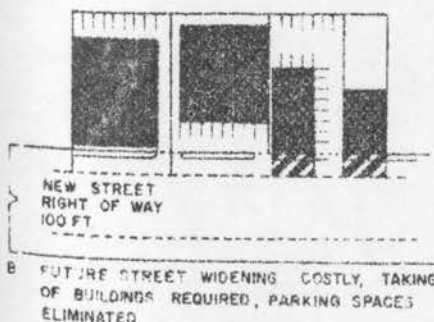
## PLANNED

WHERE MAJOR STREETS ARE PLANNED, STREET SET BACK LINES SHOULD BE ESTABLISHED FOR FUTURE ACQUISITION OF RIGHT-OF-WAY. FURTHER, THE BUILDING LINE OFTEN SHOULD BE ESTABLISHED WITH AN ADDITIONAL SET BACK FROM THE FUTURE RIGHT-OF-WAY LINE. THIS WILL FACILITATE OFF-STREET PARKING AND FUTURE ADAPTATIONS ENABLING A FREE FLOW OF TRAFFIC. LARGE BUILDING LOTS ARE REQUIRED FOR MODERN COMMERCIAL SPACE REQUIREMENTS.

## TODAY



## TOMORROW

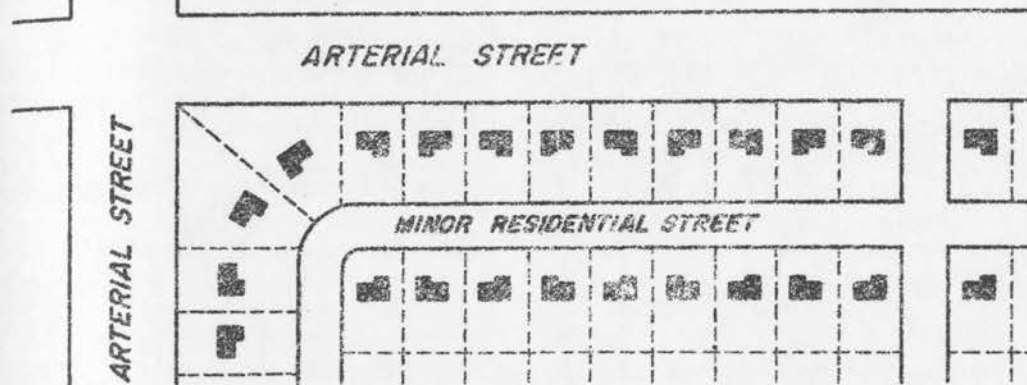




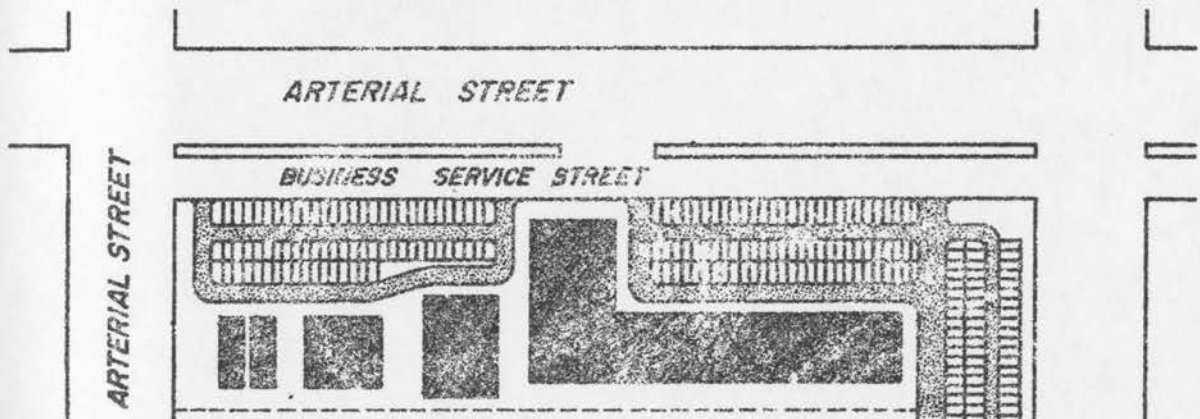
# SUGGESTED TREATMENT ALONG ARTERIAL STREETS IN SUBDIVISIONS AND COMMERCIAL AREAS

## EXAMPLE "A"—RESIDENTIAL AREAS WITH REVERSED FRONTAGE

HOUSES FACING ON THE MINOR RESIDENTIAL STREET

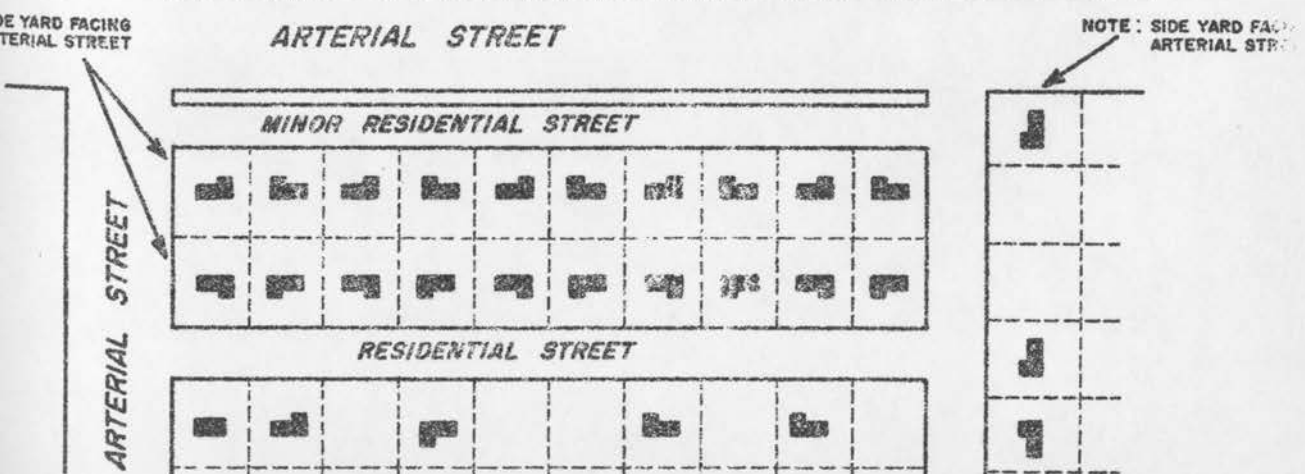


## EXAMPLE "B"—COMMERCIAL AREAS WITH PARALLEL SERVICE STREET



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

NOTE: SIDE YARD FACING  
ARTERIAL STREET



NOTE: SIDE YARD FACING  
ARTERIAL STREET

## CHAPTER V NEIGHBORHOOD ANALYSIS

"Standards for housing environment must deal with the smallest geographic unit which includes basic facilities and services; a unit which will permit organization of physical surroundings to eliminate inconveniences and hazards; and which will provide a physical form suitable for the full development of community life. There is general agreement that the minimum planning unit is the neighborhood".

### "Planning the Neighborhood" Public Service Administration

As a place where people live, work, shop, worship and play, the urban community is a living cellular organism - not just an accumulation of people, automobiles and buildings. Each living cell of the organism contributes its bit to the life, growth and welfare of the community. A deficiency or disease affecting any one cell may readily infect other cells thereby jeopardizing the wholesomeness and healthfulness of the whole. What is popularly termed a neighborhood of the city is comparable in many respects to a living cell; its housing, tenancy, income and population characteristics exhibit a fairly high degree of homogeneity.

### WHAT IS A NEIGHBORHOOD

A neighborhood may consist of a few blocks, a subdivision or even a whole townsite - whatever area tends to constitute a distinct social, racial or economic unit. Theoretically, a neighborhood is distinguished (a) by a centrally located elementary school within easy walking distance from the farthestmost dwelling - not more than one-half mile, (b) by scattered neighborhood parks and recreation areas - comprising about 10 percent of the whole area, (c) by a local shopping facilities to serve local consumer needs, located on the periphery, (d) by a characteristic residential environment and (e) its boundaries are major streets. Obviously, it is rare to find such an ideal situation but notwithstanding, the ideal can be the object

to attain if possible.

The number and size of neighborhoods within the city are dependent on such features as, principal travelled streets, railroads, drainage ditches, lakes, schools, churches and parks. Studies of land uses, occupancies, geography and other features suggest the division of Riviera Beach into twelve (12) neighborhoods or planning units as shown in Figure 18, described more specifically as follows:-

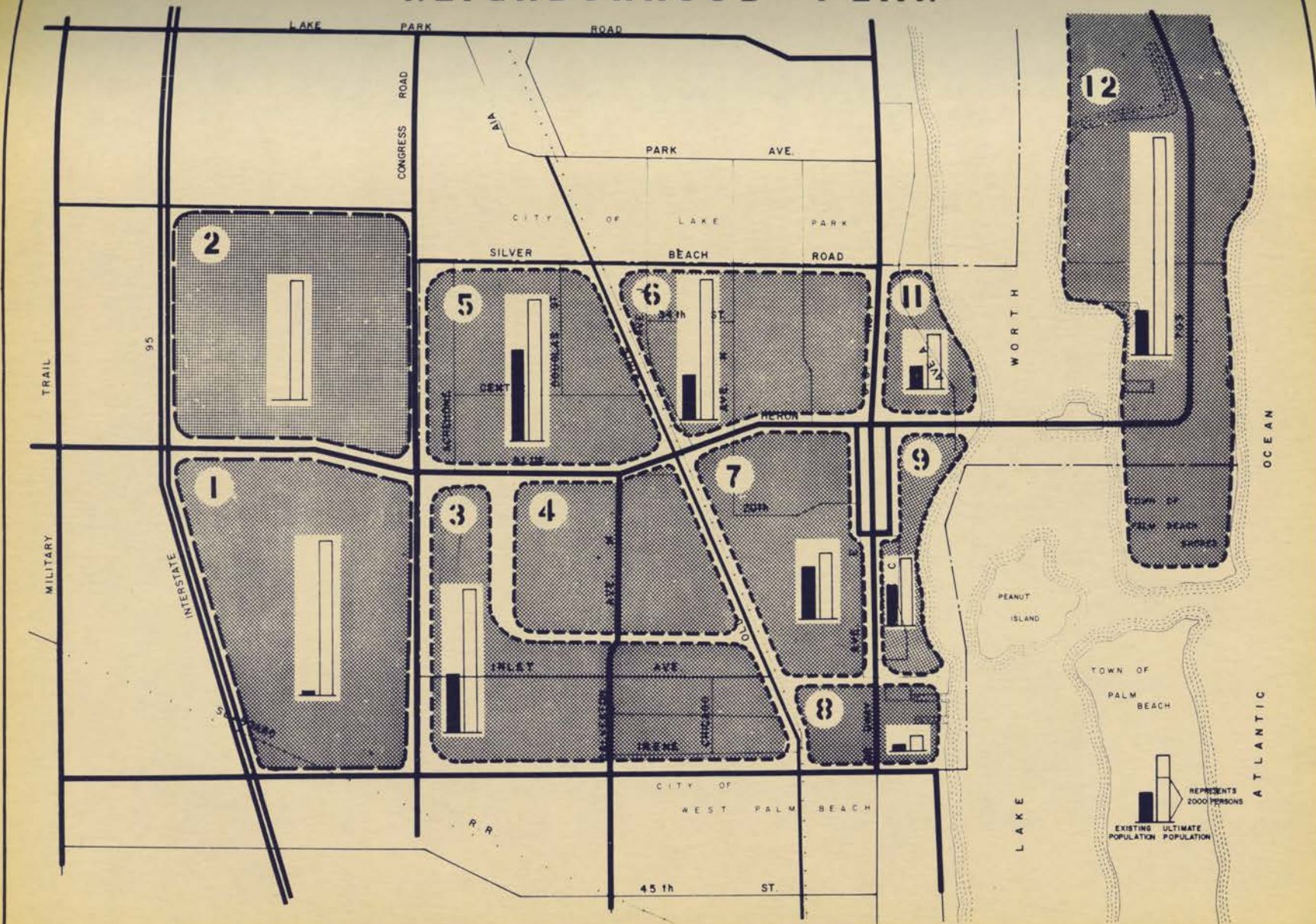
NEIGHBORHOOD UNIT NO. 1.

This area now situated outside the corporate area contains approximately 600 acres, it is largely vacant and undeveloped and has a population of about 100 persons. It is bounded on the west by the right of way of Interstate 95, on the east by the proposed Congress Avenue extension. There is presently some substandard housing in the area, which left uncontrolled could lead to future problems. Rehabilitation measure could now be applied advantageously to upgrade the existing structures. Subdivisions planned for this area should be rigidly reviewed to see that they comply with county specifications and particularly, that they contribute to the proper development and utilization of the land.

Developed, this area would constitute about three standard neighborhoods. Since it lies in the path of future growth, its proper development could have a wholesome affect. Strip commercial development along Blue Heron Boulevard should be avoided and industry along the Seaboard should not be permitted. This area could ultimately have a population of nearly 7,000 persons. Therefore, in its development, great care should be exercised to provide adequate recreation facilities, schools and service establishments. Since a new High School will soon be located East of the area, adequate Play-



# NEIGHBORHOOD PLAN



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COMPREHENSIVE PLANNING STUDY

RIVIERA BEACH AND ITS ENVIRONS

SCALE  
1" = 900'



field facilities should also be provided. One or possibly two elementary schools will be necessary during the next decade. The primary street system within this area should be planned so as to maintain the integrity of the residential area.

#### NEIGHBORHOOD UNIT NO. 2

This area is similar in character to Neighborhood No. 1 except it contains no population within the 550 acres. This area, strictly guided, can become a higher quality residential area than Neighborhood No. 1, because of its geographical location. It has a potential of 6,000 persons under low density development practices. As in Neighborhood No. 1, great care should be exercised in the planning and development of this area, especially to provide adequate recreation areas and school facilities. Since this area like No. 1 is not within the city, county controls will be effective as they relate to land use control and subdivisions.

#### NEIGHBORHOOD UNIT NO. 3

This area lying south of Blue Heron Boulevard and the Lewis Terminal property, west of the F.E.C. Railroad is currently about 50 percent developed. It contains some 639 dwelling units and has a population of 2,600 persons. The area is now served by an elementary school and a recreation area. Because some of the housing is substandard and deteriorating the area is one wherein measures of rehabilitation can be applied advantageously to prevent further deterioration. Continuing on a pattern of low density development this area could accommodate an ultimate population of 6,500. The Land Use Plan suggests a buffer strip between this area and the Lewis Terminal property, wherein a strip park and recreation area may be built.

NEIGHBORHOOD UNIT NO. 4

One of the major landuses west of the F.E.C. Railroad - is the Lewis Terminal - a preplanned industrial park especially adapted to light industries. It will ultimately become the greatest single factor in the economy of the City.

NEIGHBORHOOD UNIT NO. 5

This area lying north of Blue Heron Boulevard west of the F.E.C. Railroad contains some 445 acres, 1064 dwelling units and a population of 4256 persons. Monroe Heights constitutes a focal development in this neighborhood. Ultimately on a basis of medium and low density standards, this area can be developed to accommodate at least 6,500 persons. Before development in this area proceeds too far, several small playground sites and a large playfield site should be acquired. Also provisions should be made for a small compact convenience goods shopping center. This area is topographically higher than any other, affording many desirable residential sites.

NEIGHBORHOOD UNIT NO. 6

This is perhaps the most homogeneous residential area in the city, located north of Blue Heron Boulevard between Broadway and the F.E.C. Railroad. In its western portion, adjacent to the railroad the municipal water works is located. The area contains some 340 acres, 394 dwelling units, 282 trailers and currently has a population of 2,055 persons. Based on the provisions of the Land Use Plan, this neighborhood can ultimately accommodate 6,400 persons. This is predicated however on the ultimate replacement of trailer units by multiple family structures. The High School site located within this area will provide it with playfield recreation facilities, but an additional playground should be provided as defined in the following park and recreational section.

NEIGHBORHOOD UNIT NO. 7

This area, similar in character of development to that north of Blue Heron Boulevard, has been recently subdivided. Its 250 acres are developed with 687 dwelling units, predominately single family in character accommodating 2398 persons. Fully developed the area should ultimately accommodate 3,000 persons. The General Land Use Plan proposes for this area, an expansion of the existing playfield northward to Blue Heron Boulevard, Rehabilitation measures could be applied to some properties in the southern portion of this area to prevent further deterioration and blighting of properties. To provide a highway complimentary to Broadway (U.S. 1), the Council should establish by ordinance set back lines on Avenue E to provide for its future widening. To prevent the creation of another commercial strip on Avenue E, property owners should be encouraged to construct multi-family structures in lieu of commercial establishments.

NEIGHBORHOOD UNIT NO. 8

This area is devoted principally to the Port of Palm Beach and the International Bazaar. It also contains approximately 102 trailers.

NEIGHBORHOOD UNIT NO. 9

This long, narrow area east of Broadway and south of Blue Heron Boulevard is one of mixed uses. Frontages on both of these streets is generally developed with commercial type uses. At the southern extremity is Layton's colony and midway at 19th Street is another trailer court. The water front is variously developed with fishing and boating facilities at the south end, and with marina and boating facilities farther north between 19th and 22nd Streets. Between 12th and 14th Streets is the Municipal Auditorium and Recreation facility. North of 20th Street the inner property is developed principally with single family dwellings and south of 17th Street mixed uses

are found. This area is the most densely populated within the city, having approximately 1,800 persons. There are currently 321 dwelling units and 273 trailers located in the area which ultimately can accommodate about 3,000 persons providing an increase of multiple family structure is encouraged. In portions of the area measures of housing rehabilitation should be applied to remove evidences of deterioration. The water front should also be cleaned up and improved and the municipal park area be expanded both as to land area and facilities.

#### NEIGHBORHOOD UNIT NO. 11

The area located north of Blue Heron Boulevard and east of Broadway is largely one of mixed uses. However that developed portion east of Avenue A is devoted to single family uses. Currently the area has a population of about 1,000 persons but its ultimate population will approximate 2,000 to 2,500. There are now 185 dwelling units and 133 trailers in the area. As a secondary by-pass street, Avenue A should be widened and along the west side of this street the construction of multiple family structures should be encouraged instead of strip commercial for which there would be no market. The water front lots in this area are among the most desirable to be found on the west side of the lake. A small neighborhood playground should be established at some central point within the area.

#### NEIGHBORHOOD UNIT NO. 12

Singer Island is one of the most important parts of Riviera Beach. In addition to Riviera Beach it contains the corporate area of Palm Beach Shores which should be included in any program affecting the beach area. The northern



boundary of this area is co-terminus with the boundary of the Village of North Palm Beach. It is an area that can expand westerly by the creation of new lands as has been demonstrated. This neighborhood planning unit now has a population approximating 2077 persons of which some 900 are in the Town of Palm Beach Shores. The future population of this area will depend on the kind of development and its density pattern and further how fast new lands are created to the west. It is not likely however that the beach area will ever be required to care for more than 10,000 persons - five times more than it has today.

To prevent undue concentration of population in this area it is suggested that all development west of State Road 703 be restricted to low and medium density structures. Provisions should be made for additional recreation facilities especially playgrounds. Consideration should also be given to sewage facilities, fire station and widening of 703.

703 is the principal thoroughfare now serving this area. As the island develops, its population is augmented and the demands of traffic circulation increase, roads should be provided to relieve the pressure on 703.

The foregoing consideration illustrates how planning areas - frequently called neighborhoods - are created, in the process of area growth. As stated previously, these areas observe no standardized shapes or sizes; both are determined by subdivision practices and by such physical features as highways, streams, abrupt topography and the type of development it contains. Not infrequently, a neighborhood area carries the name of the subdivision that occupies much of the land.

An examination of the existing land uses map shows that each neighborhood planning unit is either developed predominately for residential purposes or potentially, it will be so developed.

CHAPTER VI  
HOUSING

The Land Use studies revealed that the housing of Riviera Beach at this time is predominately single family in character, a fact confirmed by the 1960 Census of Housing recently published which reports that 82.1 percent of the housing units are single family dwellings. In West Palm Beach the percentage of single family units is 73 percent. Of the 4,783 housing units in Riviera Beach, 72.8 percent are owner occupied and 32.4 percent are occupied by non-whites. It is also of note that of the 1,378 non-white housing units, 80.9 percent are single family structures - 64.1 percent owner occupied. Of the 1160 rental units, 495 are of white and 665 of non-white occupancy. The predominance of home ownership among whites and non-whites is encouraging.

4,272 housing units were reported as structurally sound and safe, but in the substandard category, 100 lacked plumbing, 366 are deteriorating and 145 are dilapidated. Of the latter, 65 are rental units and 93 are occupied by non-whites. 56 units have no piped water (40 are non-whites); 116 have no flush toilets (82 are non-whites) and 199 have no baths (135 are non-white).

That Riviera Beach is a relatively new community is shown by the fact that 70.2 percent of its dwelling structures have been built since 1950. In the period between 1950 and 1960 however, 3,359 dwelling structures were built whereas in the period 1940 to 1950, 972 were built. Prior to 1939 only 452 were built.

Figure 19 divides the city into areas that can be readily classified as Conservation, Rehabilitation and Redevelopment areas based upon the physical conditions of housing in each. Most of the rehabilitation work could be effectively done by enforcing the provisions of a Minimum Housing Code which


it is recommended should be adopted by the Council. A suggested draft of a Minimum Housing Code ready for adoption is included herein as Appendix I.

Generally speaking there are approximately 611 substandard housing units within the City of Riviera Beach today. The majority of the units are located in the western section of the City. Figure 19 shows the relative location of 73 structures that are considered targets for rehabilitation or redevelopment. Several of these structures are multiple units. Immediate action should be taken to assure that these structures are improved to a standard condition.



## AREA TREATMENT PLAN

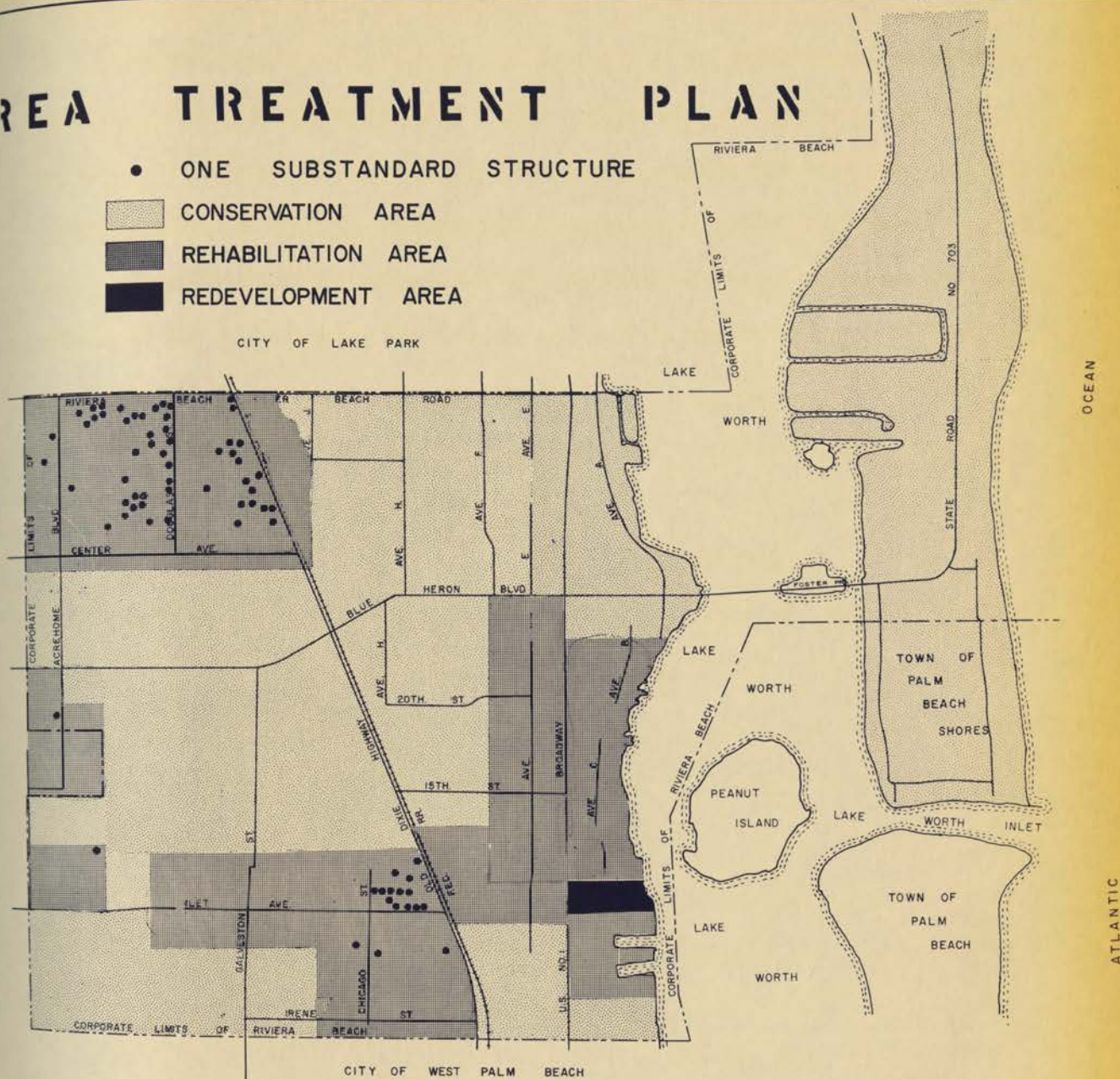
- ONE SUBSTANDARD STRUCTURE

 CONSERVATION AREA

REHABILITATION AREA

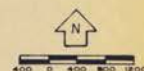
REDEVELOPMENT AREA

CITY OF LAKE PARK



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

COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA





## CHAPTER VII AREA TREATMENT

It is the desire of every home owner to live in a healthful, attractive environment conducive to a sense of civic pride. Anything that impinges on ones sense of security or value is opposed. The intrusion of a filling station or some other type of business into the area may initiate a blighting influence or otherwise affect values. The quality of a neighborhood planning unit can be classified generally as a Conservation unit, a Rehabilitation unit or a Renewal unit.

The objective of the Conservation unit is the protection and enhancement of property for the betterment of all. The Conservation unit consists principally of the newer most recent residential developments which are invariably protected against encroachments by zoning regulations and deed covenants.

The Rehabilitation unit is found among the older areas in which residential structures of earlier years are found. Architecturally the older dwellings while still servicable and good - are not comparable to the modern types. Many of the older structures have become rental units or have been converted into duplex units and some have become rooming and boarding houses. Evidences of deterioration have begun to appear. One or a few deteriorating units will affect the value of an otherwise good neighborhood. Often, in the process of change, mixed uses creep into such areas making them susceptible to an early disintegration. In these older areas, measures of rehabilitation should be applied either through the mechanism of the Building Code or through the provisions of the Minimum Housing Code. Timely repairs, paint and well kept areas will soon change a Rehabilitation area into one of Conservation. If the city does nothing to promote and encourage cleanliness, neatness, order and aesthetics these areas will quickly deteriorate, lose their value and become community liabilities.

Areas wherein housing generally is substandard and unfit for human occupancy are Renewal or redevelopment areas. In such areas the entire development should be demolished, the land resubdivided and developed pursuant to plans more compatible with the character and objectives of the community.

In evaluating the liveability of the city, the character and status of its many neighborhoods is paramount. To maintain the highest standards will demand the best civic support that the Planning Board and City Council can extend.

Figure 19 shows four general areas for rehabilitation. The area in the northwest section of the city contains the greatest number of blighted and deteriorated dwellings. The largest concentration of these structures is west of Douglas Avenue. While the area in general is classified as one for rehabilitation, scattered throughout it are numerous high quality standard dwelling units. Because of this existing condition, no one compact area or complex can be singled out to qualify for a Federal Assistance Urban Renewal program.

The second rehabilitation area is the western section, which is presently in the county. Adequate measures should be taken in cooperation with the county to improve this section, as it stands in the pathway of western development which one day may be annexed to the City.

The third area in the southwestern section of the City, is comparable to the first one discussed above. The greatest concentration of blighted dwellings is in the area north of Inlet, east of Chicago St., and west of Old Dixie.

The fourth Rehabilitation Area is the old original section of Riviera Beach. This area like the other three is classified only in general terms.

Within this area is the existing waterfront development, several older homes which have deteriorated through lack of care, and also the Central Business District. Plans for improving the waterfront development and the Central Business District are discussed later. The portion of this area along the F.E.C. contains several deteriorated structures which seem to have a downgrading affect upon an otherwise healthy neighborhood.

Figure 19 shows the area north of the Port property as a redevelopment area. This area is commonly known as Laytons Court. Within this complex are several trailers with permanent structures. Because of the high density of this development, and the structural material used, this area would likely be termed a fire hazard. While individual dwellings might not be classed as substandard, the area as a whole gives blighted appearance. Inadequate traffic circulation is apparent, especially that needed for fire apparatus. Redevelopment of this area might continue the existing use, but along a more spacious and standard design. A redevelopment plan could change the land use to that of multiple dwellings designed around a system of common courts or open area. In any event, it seems necessary to redevelop this area in order to upgrade existing conditions.

## CHAPTER VIII COMMUNITY FACILITIES

City growth is always accompanied by the inevitable necessity and demand for additional services and community facilities. Among these are extensions and improvements to water supply and sewerage systems, public buildings to supply the various services, schools, parks, and recreation facilities.

The Land Use Plan (Figure 9 ) defines in broad terms where the people should live, where commercial and industrial enterprises should be located and the form of the general street pattern. The Community Facilities Plan (Figure 20) suggest where the various services and facilities should be located.









Parks and Recreation facilities are a large and important phase of Community Facilities. Because of the increasing attention now being devoted to recreation, comprehensive plans anticipating the needs of the future should be developed.






Public Building and Service needs are also important. Among these are the necessity of added City Hall capacity, additional community service buildings and a wider distribution of fire protection facilities. The adequacy of water and sewerage systems are a phase of community facilities that are studied and expedited by specialized engineering service.

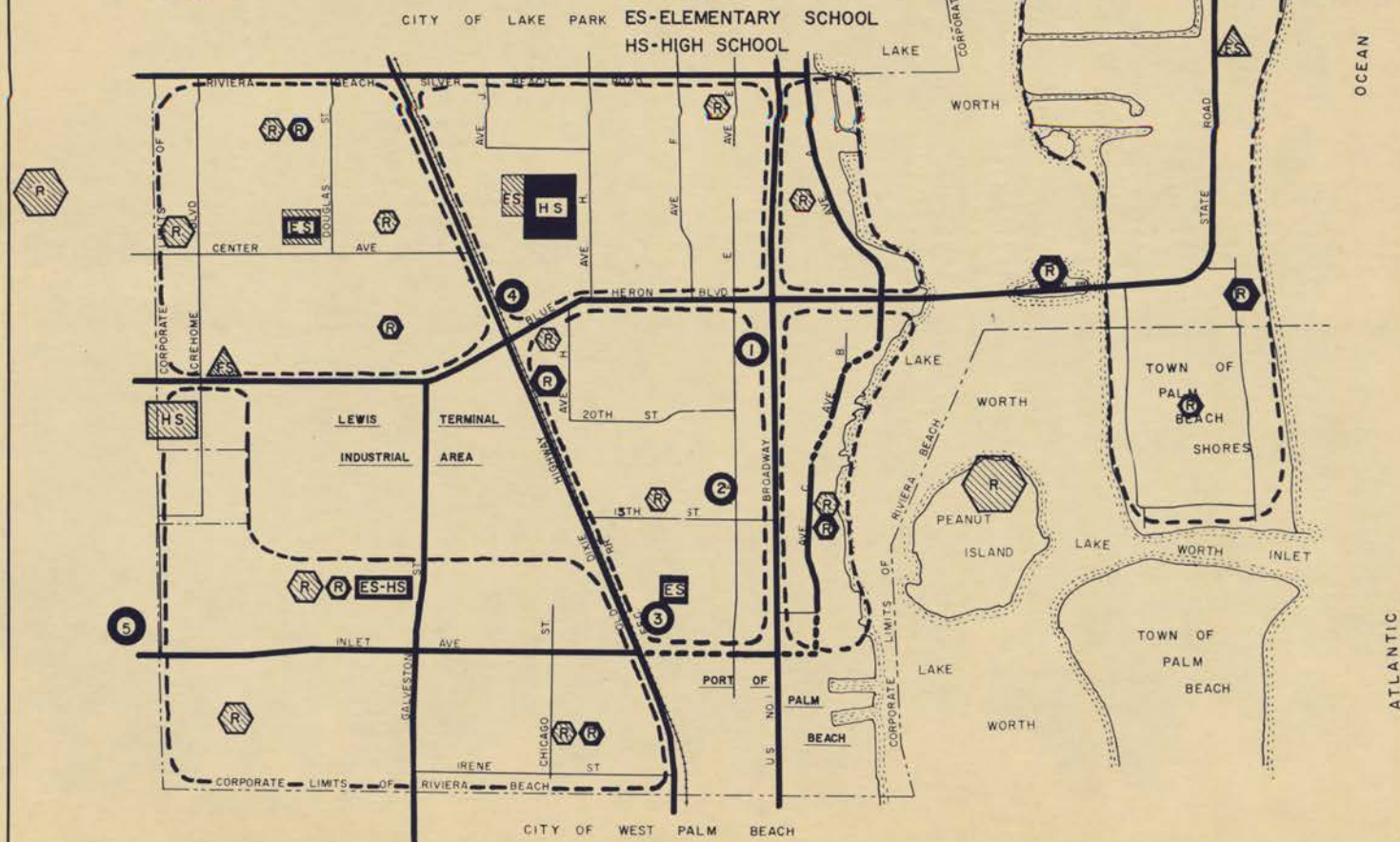


# COMMUNITY FACILITIES

EXISTING PROPOSED

-   PARK & RECREATION AREAS
-   SCHOOLS
-   PUBLIC SERVICE BUILDINGS
-   FIRE STATIONS

-  GOVERNMENTAL CENTER
-  POLICE & SAFETY BUILDING
-  CITY GARAGE & STORAGE
-  WATER TREATMENT PLANT
-  SEWAGE TREATMENT PLANT



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COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA



## PARKS AND RECREATION

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

### "The Dynamics of Park Demand" Marion Clawson

"A better place in which to live, work and play" is a trite expression but it implies an approach to an ideal. A community is made up of people and to make it a desirable, wholesome and healthful place in which to live and raise a family, adequate facilities must be provided for relaxation and recreation.

Playground and other recreation facilities were formerly identified with the youth of the city. When a small parcel of land had been acquired and equipped for the use of the "kids", the city had fulfilled its obligation. Today this is not enough. No longer can a city measure its recreation needs solely through the eyes of youth; today the needs of all age groups must be satisfied in any well balanced organized recreation program. The needs of those over 60 should have as much consideration as those under 20. Because this is true, organized, supervised recreation is now accepted as a function of government just as much as is the Fire Department or the Public Works Department. This is especially true in the Riviera Beach area because of its appeal to visitors interested in recreation and relaxation.

The importance of parks and recreation facilities in the community emphasizes the necessity of anticipating the needs of the future. Desirable parcels of land still available and attainable should be acquired by the city in advance of development.

Subdividers of land should be required to provide space within their plans for recreation purposes. If such provisions are not made as a condition precedent to the acceptance of a plat, the streets will ultimately become the principal outlets for the "kids".

#### CLASSIFICATION OF RECREATIONAL FACILITIES AND STANDARDS FOR DEVELOPMENT

A generally recognized standard, recommended by the National Park Service is one acre of park and recreation area for each 100 of the population. Further, it is considered good practice to have every home within a radius of 1 mile of a park and recreation area.

The National Recreation Association has also established standards for the recreation need of the city, classifying the various facilities in the following manner: (See also Figure 21).

1. PLAYLOTS are often installed for the use of the youngest children of the neighborhood. Sites of 1500-5000 square feet are located intra block or as parts of housing developments. The equipment in such lots consists mainly of swings, sand boxes and teeters.
2. NEIGHBORHOOD PLAYGROUNDS are designed primarily for the activities of children of the grade and junior high school ages. Such areas should be 3-7 acres in size, spaced at a minimum of one mile apart in generally well developed sections, thereby providing service within a radius of one-half-mile. (See figure 22)
3. PLAYFIELDS constitute the largest and most diversified kind of facility for active recreation, developed primarily for the use of teen-agers and adults. It is usually an area of 20-40 acres. In it are facilities for games and major sports for young and old, baseball, tennis, basketball, volleyball, softball, track events, and football. One playfield for each 20,000 of the population is considered a minimum.
4. ATHLETIC FIELD - A Sports Center comprises an area of 30-40 acres. Each city should have one sports center including a stadium, sports arena, and various courts and fields for major sports.



## NEIGHBORHOOD PLAYLOT

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

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

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



## FACILITIES

Fig. 21  
Page 62

LARGER HOME GROUNDS  
NEARBY CHILDRENS NURSERIES  
PLAYLOTS

## NEIGHBORHOOD PLAYGROUND

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

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

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



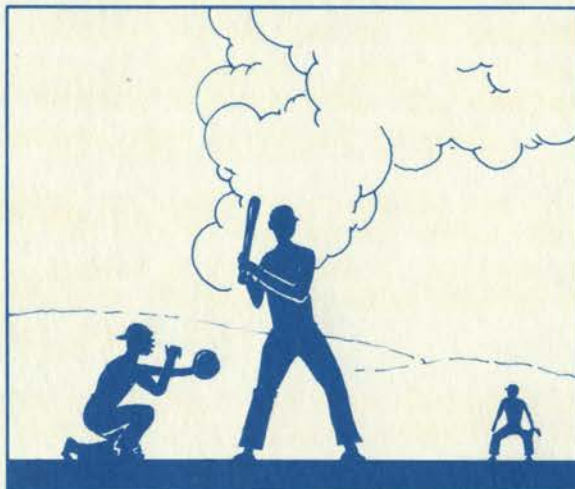
PLAY AREAS IN PARKS  
SWIMMING POOLS  
HOME GROUNDS  
ZOOS  
BOY & GIRL SCOUT CAMPS  
SCHOOL PLAYGROUNDS  
PLAYGROUNDS FOR ATHLETICS  
COMMUNITY CENTERS  
OUTLYING NATURALISTIC PARKS  
MUSEUMS

## NEIGHBORHOOD PLAYFIELD

AN AREA FOR ACTIVE ORGANIZED PLAY FOR OLDER CHILDREN AND ADULTS, AGES 15 AND OVER. A SMALL PLAYLOT SHOULD BE DEVELOPED AS A CHILDRENS PLAY AREA.

THE SIZE OF A PLAYFIELD SHOULD BE 10 TO 30 ACRES.

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



## NEIGHBORHOOD PARK

AN AREA FOR PASSIVE RECREATION FOR ALL AGES. A RELATIVELY SMALL NEIGHBORHOOD PARK AREA AND PLAYLOT ARE MAJORLY INTENDED TO PROVIDE AN ATTRACTIVE NEIGHBORHOOD SETTING AND TO AFFORD A PLACE FOR ACTIVE, PASSIVE RECREATION.



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



5. COMMUNITY CENTER - AUDITORIUM. A community center building should be established for every 20,000 population. It is a multiple purpose structure designed for all age groups, and sufficiently flexible to serve social, cultural, and recreational functions. It should offer facilities for both active and passive recreation, i.e. gymnasium, meetings, music, game and reading rooms, and stage for neighborhood dramatics.
6. SPECIALIZED COMMUNITY PARKS. In this category there are zoological parks, botanical gardens, historical areas, natural amphitheatres, and large scenic landscaped parks. The number of these is limited by the fiscal ability and interest of the city to acquire and maintain them.

#### EXISTING RECREATION FACILITIES

There are varied outlets for the active and passive recreation of both youth and adult in the Riviera Beach area. One can engage in water sports and bathing at the beach and on the southside of the Blue Heron causeway in Foster Park; boating and fishing in the ocean and Lake Worth; shuffleboard and passive recreation in the Civic Auditorium Park; picnicking in Foster Park and Little League baseball at the Blue Heron Park. A swimming pool is available to non-whites on a parcel of land adjacent to the Lincoln Elementary and High School. Also there is Gate Ball Park. Recreation space and equipment has also been provided at the various school sites, the operation of which is the responsibility of the Board of Public Instruction of the county.

The land use study disclosed that approximately 96.5 acres of land within Riviera Beach are utilized by the various types of parks, recreation facilities and for school purposes as shown in Table 7. However, only 41.5 acres of this amount are utilized strictly for park and recreation uses and of this only about two acres can be classified as Neighborhood Playground, which is the basic and most important facility in the general recreation plan. (Monroe Heights Park, Comas Avenue and Boston Street Parks).

TABLE 8EXISTING PARK AND RECREATION FACILITIES

<u>PARKS AND RECREATION AREA</u>	<u>AREA OF SITE</u>
Public Beach	15 acres
Foster Park	3.5 acres
Civic Auditorium and Park	3.5 acres
Blue Heron Playfield	10.0 acres
Monroe Heights Park	1.0 acres
Comas Avenue Park	0.5 acres
Tate Ball Park	4.5 acres
Swimming Pool Site	3.0 acres
Boston Street Park	0.5 acres
TOTAL	41.5 acres
<u>SCHOOL SITES</u>	<u>AREA OF SITE</u>
Riviera Elementary	6.5 acres
Riviera Jr. & Sr. High School	27.0 acres
Lincoln Elementary and High School	17.0 acres
Washington Elementary	4.5 acres
TOTAL SCHOOL SITES	55.0 acres
TOTAL PARK, RECREATION AND SCHOOL SITES	96.5 acres

Based on the aforementioned generally accepted standard of 10.0 acres of park and recreation land per 1,000 persons. Riviera Beach should now have at least 140 acres of land devoted specifically to park and recreation purposes, nearly 100 acres more than is currently used. And, as the city expands and its population approaches 25,000 to 35,000, some 250 to 350 acres should be available.

According to the accepted standard of the National Recreation Association for Neighborhood Playgrounds (1 acre per 800 of the present and future population), Riviera Beach should currently have about 18 acres developed as Neighborhood Playgrounds. Assuming that a playground of 4.00 acres will serve 3,000 persons the 18 acres could be distributed among at least four (4) of such facilities.

An examination of Table 9 shows how the twelve neighborhood planning units are now served and how they should be served in 1980:

TABLE 9NEIGHBORHOOD PLAYGROUND NEEDS

<u>NEIGHBORHOOD</u>	<u>EXISTING FACILITIES (acreage)</u>	<u>1962 POPULATION</u>			<u>1980 / POPULATION</u>	
		<u>POPULATION</u>	<u>ACREAGE REQUIREMENT</u>	<u>DEFICIENCY</u>	<u>POPULATION</u>	<u>ACREAGE REQUIREMENT</u>
1	0	250	2	2	7,000	8.7
2	0	0	0	0	5,500	6.9
3	0.5	2,700	3.4	2.9	6,600	8.3
4	0	0	0	0	0	0
5	1.5	4,200	5.25	3.75	6,500	8.1
6	0	2,100	2.6	2.6	6,400	8.0
7	0	2,400	3.0	3.0	3,000	3.7
8	0	350	1	1	700	1.0
9	0.5	1,800	2.7	2.2	3,000	3.7
10		Central Business District				
11	0	1,600	1.7	1.7	2,500	3.1
12	0	2,000	2.5	2.5	10,000	12.5

Neighborhood Playgrounds are established primarily to serve children 5 to 15 years of age, consequently they should be located centrally within the neighborhood, preferably in areas removed from heavy traffic movements and noises. The areas should be attractively developed and a portion thereof equipped for pre-school children. (See figure 22)

When schools are in session the recreation facilities of the school serve the same purposes as the neighborhood playground.

A neighborhood playground of 3 to 5 acres can readily serve some 2,500 to 4,000 persons. On this basis, Neighborhood 1, 2, 3, 5 and 6 should each have at least two playgrounds, 12 should have two and the remainder, one each. These facilities can be distributed in the manner shown in Figure 23.

In addition to Neighborhood Playgrounds, consideration must also be given to Playfields and other types of facilities. Accepted and recognized standards prescribe that a Playfield with an area of at least 10-12 acres should be provided for each 20,000 of the population. Riviera Beach should ultimately have



# NEIGHBORHOOD PLAYGROUND

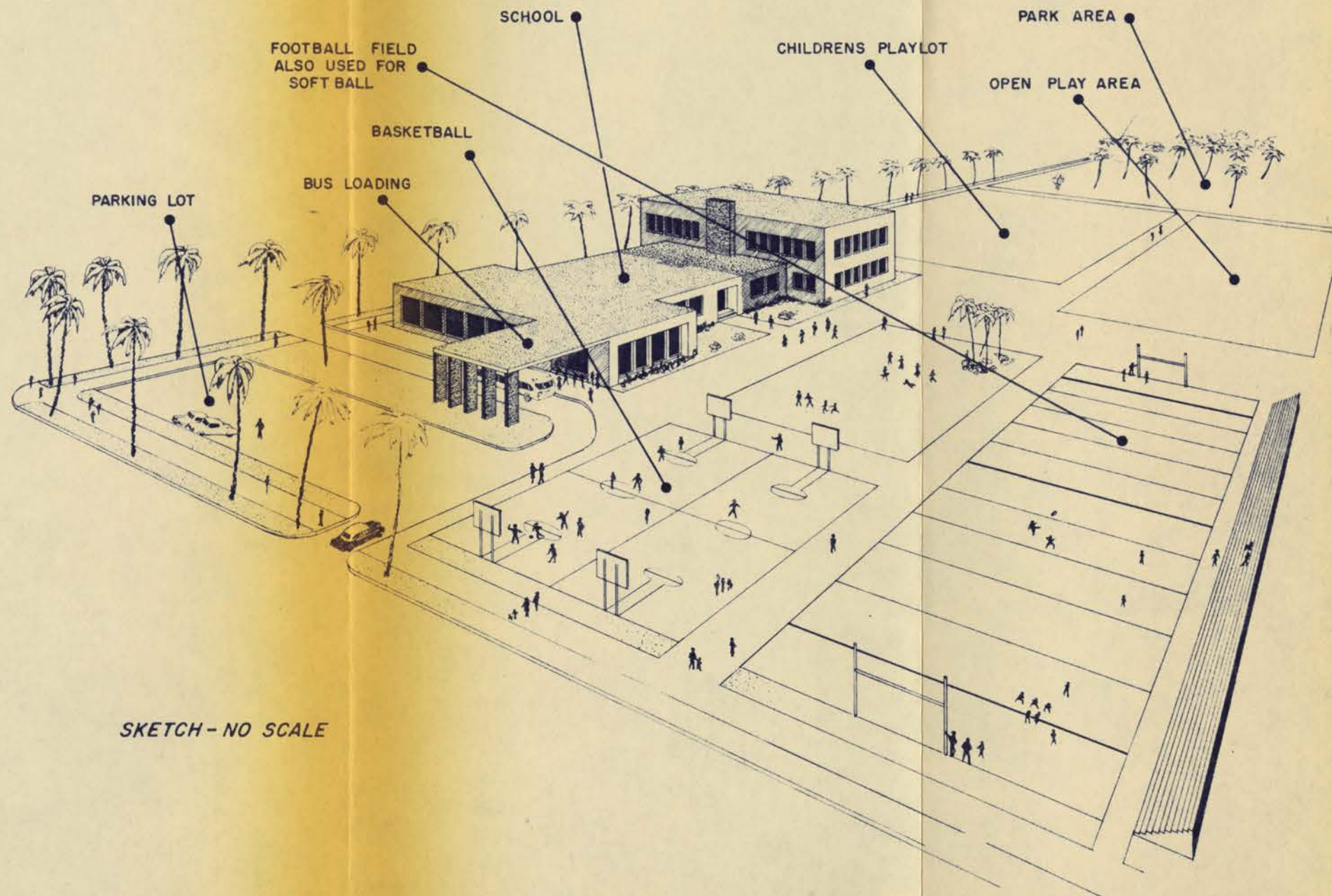
ADJACENT TO A SCHOOL

P. 66  
FIG. 22

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

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

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



SKETCH - NO SCALE

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COMPREHENSIVE PLANNING STUDY  
FOR THE CITY OF  
RIVIERA BEACH, FLORIDA

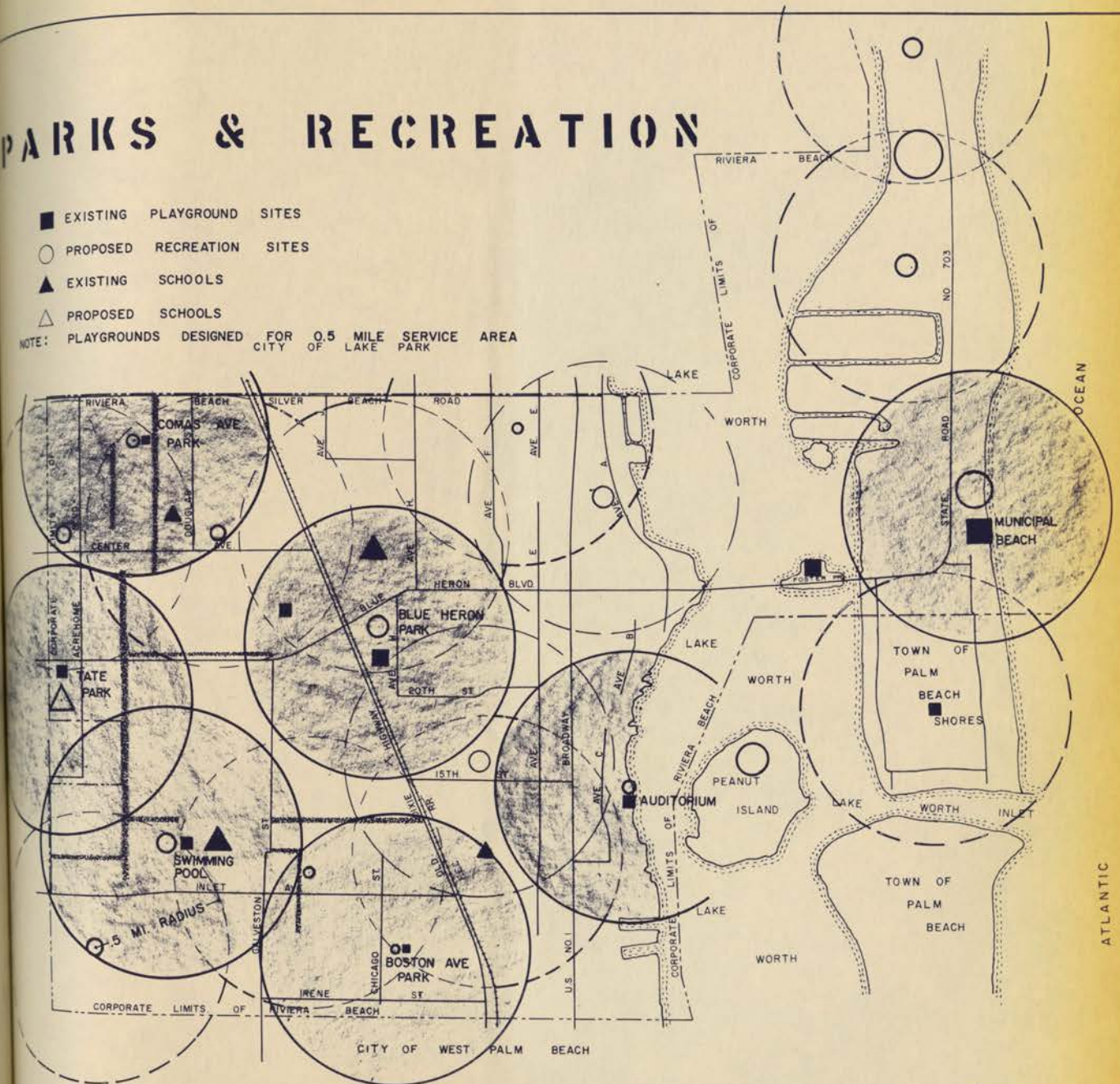
RECREATION



# PARKS & RECREATION

- EXISTING PLAYGROUND SITES
- PROPOSED RECREATION SITES
- ▲ EXISTING SCHOOLS
- △ PROPOSED SCHOOLS

NOTE: PLAYGROUNDS DESIGNED FOR 0.5 MILE SERVICE AREA  
CITY OF LAKE PARK



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COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA



independent of the schools, located generally as indicated on Figure 23. One of these supplemental areas could be located advantageously on the west side of Avenue E, between White Capps Road and 37th Street. Another should be located in the vicinity of or on the site of the school north of 11th Street at Avenue F., or on another available centrally located site.

6. West of the F.E.C. Railroad, recreation activities are limited to three small, inadequate sites, a ball park, a swimming pool and two school playgrounds. Spacially these various facilities are well distributed but because of size are of little value. The Comas Avenue site of  $\frac{1}{2}$  acre should be enlarged to at least two acres by the acquisition of adjacent land to the west. This enlargement will enable the area to be better served. The swimming pool site should be enlarged by an additional 15 acres of land to the west to provide a playfield at this site. The Monroe Heights Park, although too small is an outstanding example of what can be accomplished with a small piece of land. It is a very complete, compact unit.
7. It is recommended that a playfield of approximately 15 acres be acquired west of the present City limits and north of Blue Heron located generally as shown in Figure 20.
8. It is recommended that tot lots and friendship areas be provided throughout the city wherever possible. These areas provide valuable aesthetic appeal as well as recreation.
9. It is recommended that all apartment type structures and developments be required to provide recreation areas for residents of the development, prior to approval of building permits.

Two new recreation areas are recommended for this western area, one is located north of Lee Avenue on a site now planned for cemetery use. It would make a better playground. The second area is a 3-5 acre site located west of Acrehome Boulevard, north of Center Street, which would service the northwestern section of the city.

The area south of Blue Heron Boulevard is inadequately served. It contains three recreation areas but only one small playground of about 0.5 acres on Boston Avenue. The distribution of facilities west of the railroad are poor. Tate Park and the swimming pool site account for 7.5 acres of a total of 8 acres available. Therefore, three new sites are recommended as indicated generally on Figure 23.

If at any time in the future any of the open drainage ditches are enclosed and covered, it is recommended that the filled areas be developed as landscaped

park strips providing for pedestrian movement.

To many people, recreation seems like a needless responsibility of local government. But in this day of increasing leisure time and the lengthening span of life, public recreation facilities for young and old are acquiring a new importance. Recreation is more than playing shuffleboard for the old and tennis for the adolescent. It includes crafts, hobbies and cultural pursuits and spectator attendance. The well rounded recreation program of the city is an organized one wherein the activities of the various age groups are satisfied. The city that ignores or neglects its recreation opportunities will suffer. Recreation is the tonic needed to meet the problems of the new tomorrow.





SHOULD BE DEVELOPED  
INTO A WATERFRONT PARK



THIS WOULD MAKE A BEAUTIFUL  
REGIONAL RECREATION FACILITIES.

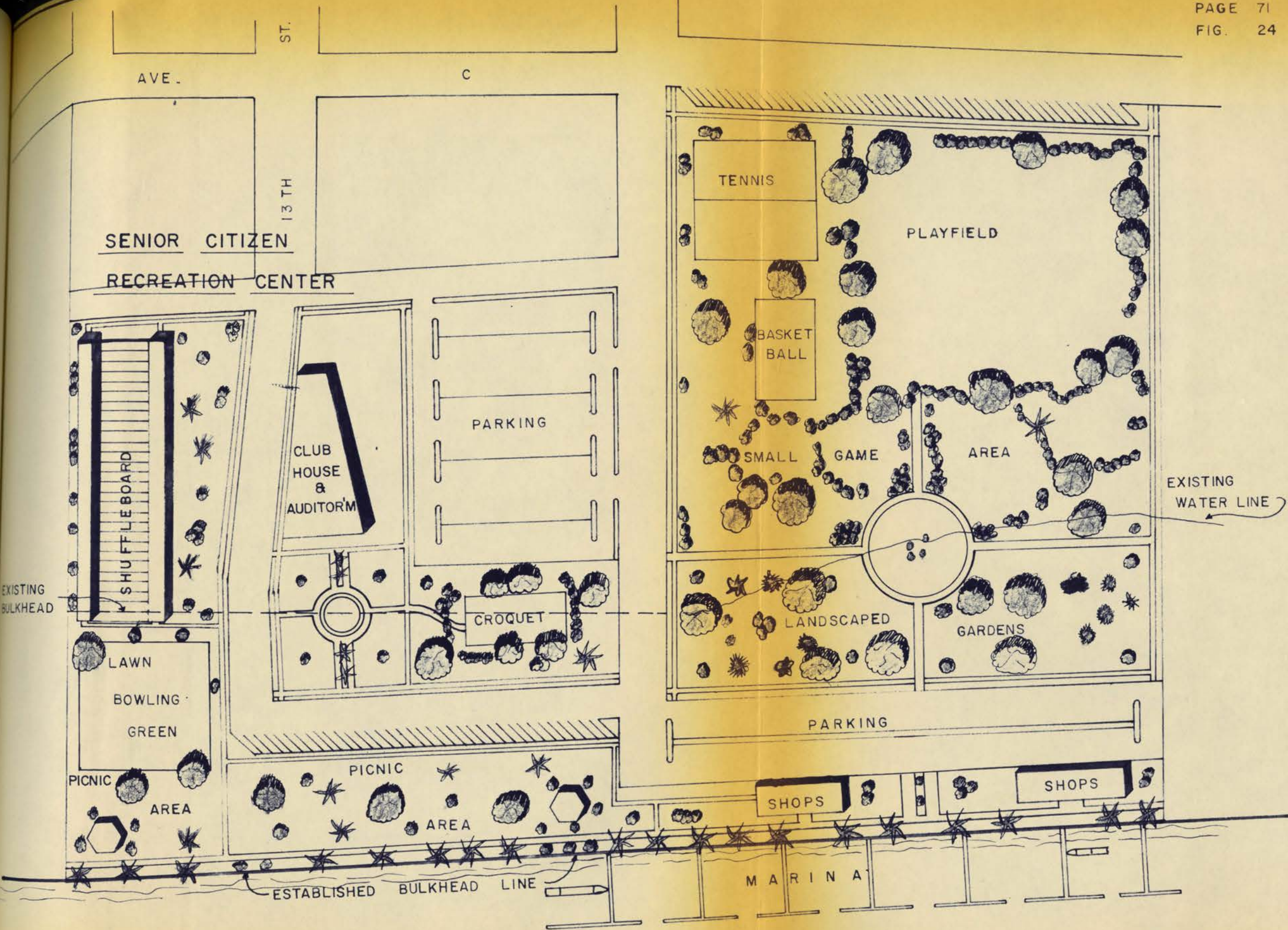


PART OF THE VARIED RECREA-  
TION AVAILABLE AT RIVIERA  
BEACH.



VERY SUBSTANTIAL FACILITIES,  
BUT WILL SOON REQUIRE EXPANSION.





# WATER FRONT PARK DEVELOPMENT PLAN

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NORTH  
SCALE:  
1" = 100'



# DEVELOPMENT PLAN BLUE HERON PARK

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SINGER ISLAND AND BEACH PARK PLAN

As to its needs for recreation, Singer Island is somewhat unlike the mainland. In the island area is the Town of Palm Beach Shores which to all interests and purposes is an integral part of the island development. It is strictly a residential community. With the exception of a small nucleus at the center, the remainder of Singer Island is a distinctive residential development. To the west of State Road 703, lagoon developments are being improved with single family homes, a trend that will doubtless be continued as new lagoons are prepared. The lands between the highway and the ocean will doubtless be developed with multiple family structures of the cooperative or condominium types. A number of high rise structures may well go into this area. The type of development here will justify varying types of recreation facilities for the use of young and old.

The distance from the island to the facilities on the mainland is considerable. Because a population approximating 10,000 persons will ultimately reside on the island, including the Town of Palm Beach Shores, some provisions for public recreation should be made. A Playfield for the use of teen-agers and adults equipped with club house should be provided and further, two Playgrounds for the younger age groups. Land should now be allocated in new subdivisions for recreation purposes or acquired by the city.

At a central point of the island is the public beach park - a popular area available to all the people of the city and their visitors. It is one of the few public beach parks on the east coast. To transform this area into something more attractive and useful, the plan shown in Figure 26 is proposed. In the Central Pavilion space will be provided for small shops and bath house facilities on the ground floor and on the second floor, space for civic club

and other type meetings. Space could also be provided on the second floor for a restaurant. In front of the pavilion and around the periphery of the park appropriate landscaping will be provided, and extending westward from the pavilion will be a corridor with trees and landscaping. To the south of the park there will be an area for picnicing and recreation. Traffic circulation is being directed around the park as shown and also into and from the parking area.

This water front park can readily become one of the most popular and attractive parks in the area - one that will send the name of Riviera Beach to far places.

# BEACH DEVELOPMENT PLAN

ATLANTIC OCEAN

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JACKSONVILLE, FLORIDA

BEACH

AREA

PARKING

AREA

PARKING AREA

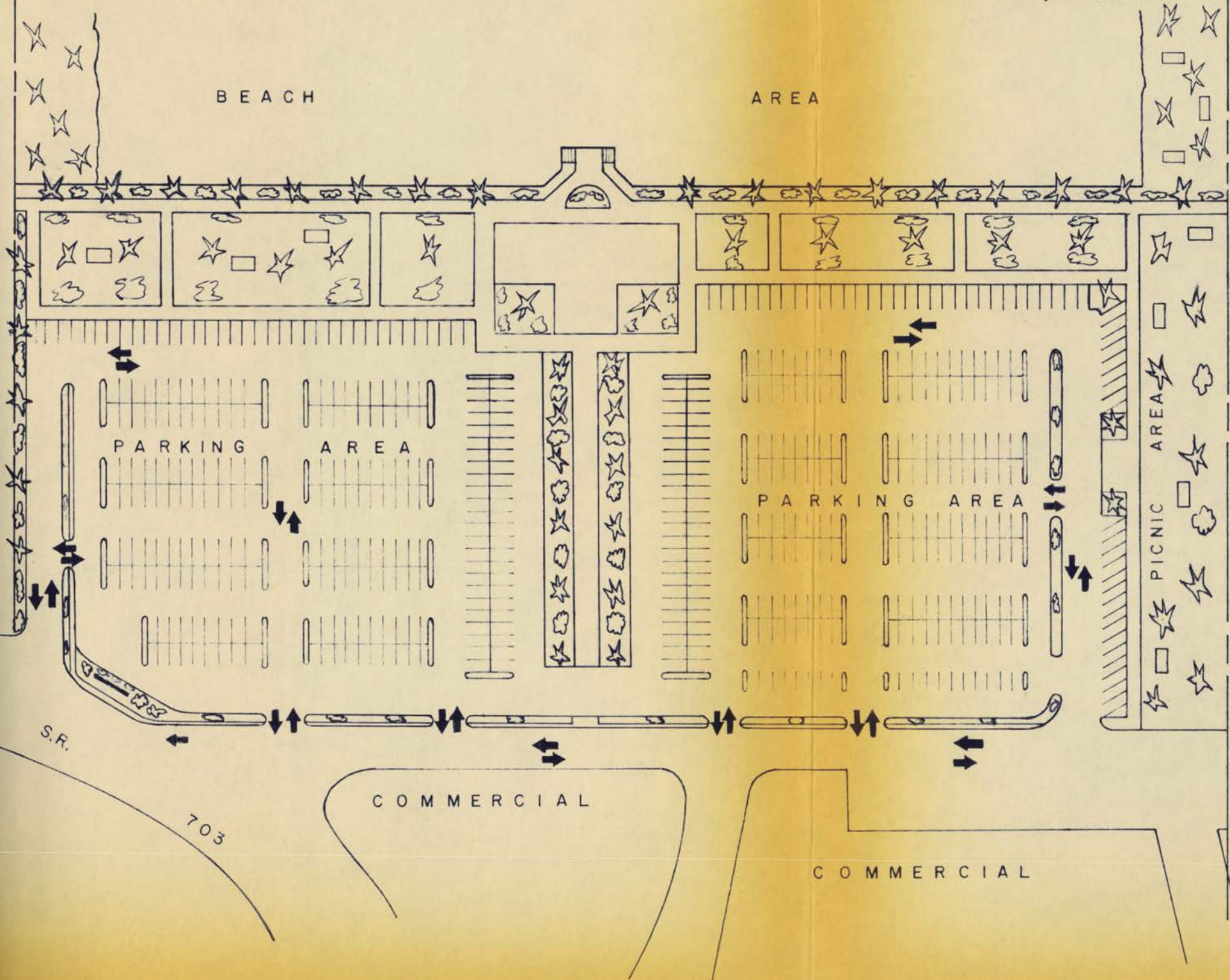
PICNIC AREA

S.R.

703

COMMERCIAL

COMMERCIAL





## PUBLIC BUILDINGS

The operation of the various functions of government requires space. The greater the growth of the city and the more varied its functions, the more complicated governmental operation becomes and the greater the space requirements.

Public building types vary in number, size and kind because of the services they render. The City Hall, as the seat of government, is the nerve center of the community. It houses the various departmental and administrative functions; it is also the meeting place of the governing body. Located strategically throughout the city are fire stations housing the mobile equipment and personnel of the fire department. At convenient points in parks and recreation areas, structures are provided to serve the various social and recreational needs of neighborhoods for meetings, plays and games. Other public buildings are libraries, auditoriums, utility stations and structures. Riviera Beach is now favored with a number of creditable public structures - City Hall, Public Library, Recreation Building, Central Fire Station, Police Department building, Waterworks and Sewage Treatment facilities. These various facilities are shown in Figure 20.

## THE CITY HALL

The City Hall is a comparatively small structure located centrally within the developed community. It is readily accessible from the Broadway commercial area by pedestrian and vehicular traffic. The structure is not of sufficient capacity to adequately serve current needs; the various offices are small and crowded and mechanical work is being done in the Council Chamber. Space should be provided for the City Engineer who is now obliged to work wherever he can find space. The Building Department, Finance Director and



RECREATION HALL



CITY HALL



PUBLIC LIBRARY

EXCELLENT TYPES OF PUBLIC BUILDINGS

the City Clerk will all need more space.

The floor plan of the City Hall can be enlarged to provide the added space needed to accommodate the various departments without seriously affecting the existing site.

### LIBRARIES

The Central Library located on a site adjacent to the City Hall is a relatively new structure - a credit to the community. It is commodious and presently of adequate capacity but, when the population growth justifies it, the structure could be expanded. At such time, the service of the central library could also be augmented by the acquisition of a Bookmobile or by the establishment of a branch library in the beach area.

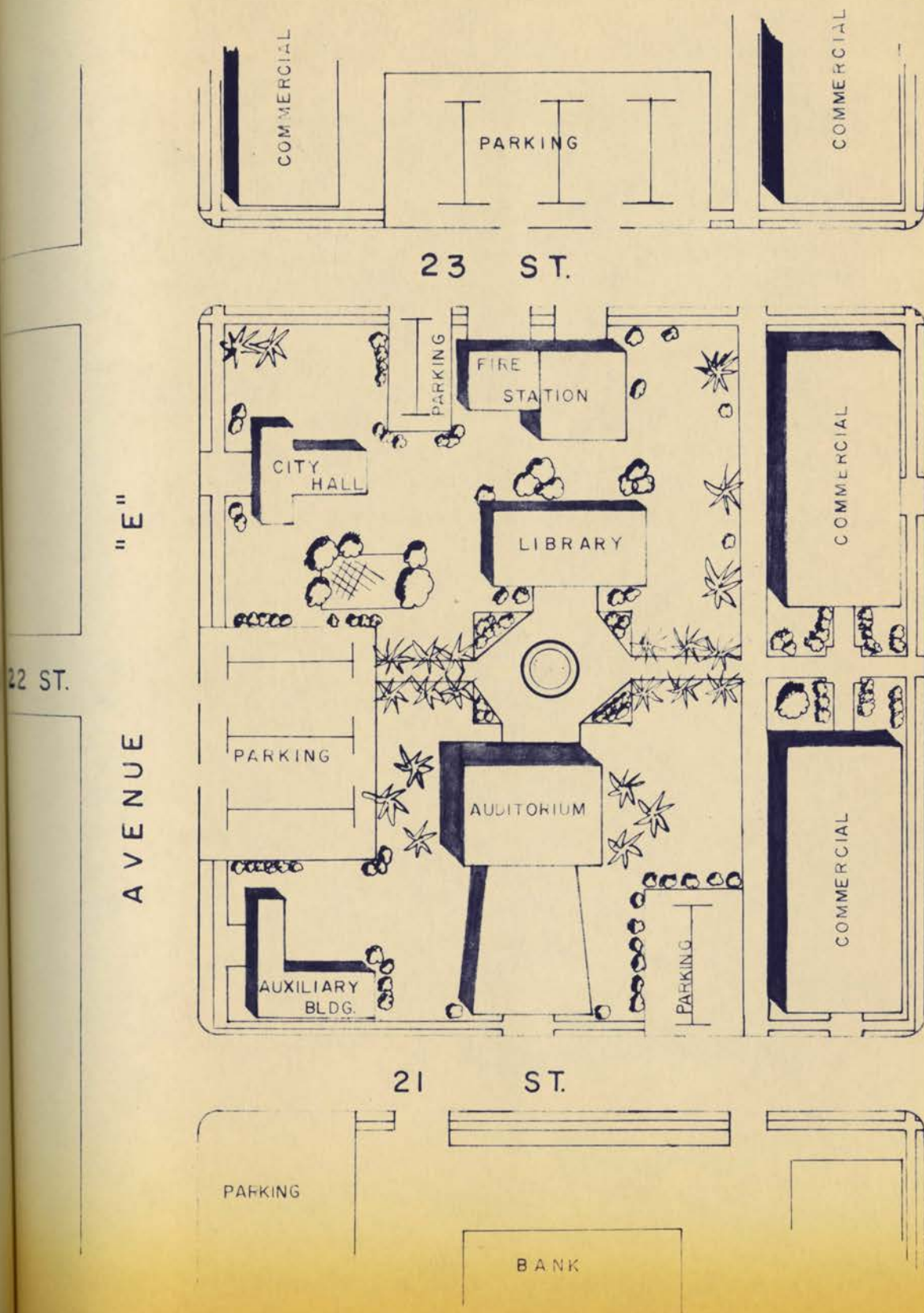
### GOVERNMENTAL CENTER

A governmental center provides a locus around which the life and spirit of the community can revolve. The area in which the City Hall, Central Library and Central Fire Station are located, augmented by the property between 21st and 22nd streets west of the alley to the rear of Broadway together with the land to be gained by the closing of 22nd street, could be developed into a useful, attractive governmental center as indicated in Figure 27.

This idea obviously will require the acquisition of land and structures. The Episcopal Church could readily be converted into a small central auditorium to serve the community when the Recreation Center on the water front is devoted primarily to the use of the senior citizen. The office building at the corner of Avenue E and 21st Street could either be acquired for city purposes or leased out. The area now occupied by 22nd Street would be landscaped into an attractive mall. The enlarged area would provide ample space for expansion of facilities and parking.



# GOVERNMENTAL CENTER



### FIRE STATIONS

Fire stations are headquarters for the performance of a distinctive community service and therefore should be strategically located to permit speedy access into every part of the developed areas of the city. The National Board of Fire Underwriters and the Southeastern Board of Fire Underwriters have established standards for station location, equipment and personnel requirements, water supply and storage requirements. These standards should be filed in the office of the City Manager and also in the office of the Building Inspector.

In general, fire stations should be distributed throughout the city so that each station has a primary service area of not more than one-half mile in radius. This spacing however, will vary with population densities, building intensities, types of construction, pattern of traffic ways and the presence of fire hazards.

The following are travel distances for fire service areas recommended by the National Board of Fire Underwriters.

#### RECOMMENDED DISTANCE - MILES

<u>DISTRICT</u>	<u>FROM PUMPER CO.</u>	<u>FROM LADDER CO.</u>
High Value (commercial, industrial, institutional)	3/4	1
Residential (medium density)	1 1/2	2
Scattered development	3	3

In selecting sites for Fire Stations the following requirements should be evaluated. No station should be located on a heavily travelled street because of the difficulties of ingress and egress into heavy flows of traffic. Stations should be located at least 300 feet from any intersection so as to minimize intersection conflicts.

### FIRE STATION RECOMMENDATIONS

The Central Fire Station now located on 23rd Street adjacent to the City Hall is central to the high value district. Before too long however, a second station should be established on the beach area to afford protective service to that section. It should be located preferably on a site accessible to Blue Heron Boulevard (703) and the various beach properties. A third station should be established at some point on Blue Heron Boulevard, west of the F.E.C. Railway. This site will be within easy access to the future high value industrial area of the Lewis Terminal properties. These three stations should provide good service to all sections of the city for many years.

The Central Station on 23rd Street will need rehabilitation. In addition to space for equipment, space should be provided for full time personnel on duty.

### UTILITIES - WATER AND SEWERAGE

Considerable progress has been made at Riviera Beach to provide the people with an adequate supply of good water and a sanitary sewerage system with modern treatment works. Water is available to all parts of the corporate area and those areas currently served by sewerage are shown in Figure 28.

#### WATER SUPPLY

The water supply of Riviera Beach is presently derived from nine wells with depths varying from 58.3 feet to 226 feet. Eight wells are located in the area adjacent to the water treatment plant; the ninth is located about 2,000 feet west of the original well field, adjacent to Blue Heron Boulevard. Raw water from the wells is bacterially pure but contains objectionable gases and an excess of hardness and iron. The capacities of the well system approximates 3.78 million gallons per day.

The water from the wells is delivered to the treatment plant installed in 1958. It is aerated, filtered, softened, decolorized and chlorinated.



## ADDENDUM

As a result of many meetings and discussions with the Planning Board, the consultant feels that it is desirable to include herein and concur therein the following recommendations of the Board on specific plans and projects.

### POLICE STATION

The location of the present Police Station be left unchanged, and the future expansion necessary to accommodate a city up to 35,000 be accomplished by enlarging the present building, rearranging the interior to allow for the enlargement of departmental facilities as needed, and the court room. Additional parking areas can be secured in the area.

### LIBRARY

The location of the present Library shall be maintained. It should be enlarged to include two additional reading rooms and two bathrooms. Should audio visual facilities be installed, the necessary booths can be built in the proposed new reading rooms.

### CITY HALL

The present City Hall should be maintained and that it ultimately be enlarge to approximately two and one-half times the present floor area, in two stages.

- a. The immediate need is for approximately 5000 square feet of area, with footings capable of supporting a second story.
- b. Ultimately, a second story would be placed on the entire building, making the  $2\frac{1}{2}$  times the present floor space needed for a City of 35,000.

Rearrangement of the interior would be as needs indicated, but a small meeting room should be built into the first new addition for conferences and other meetings.

# UTILITY COVERAGE

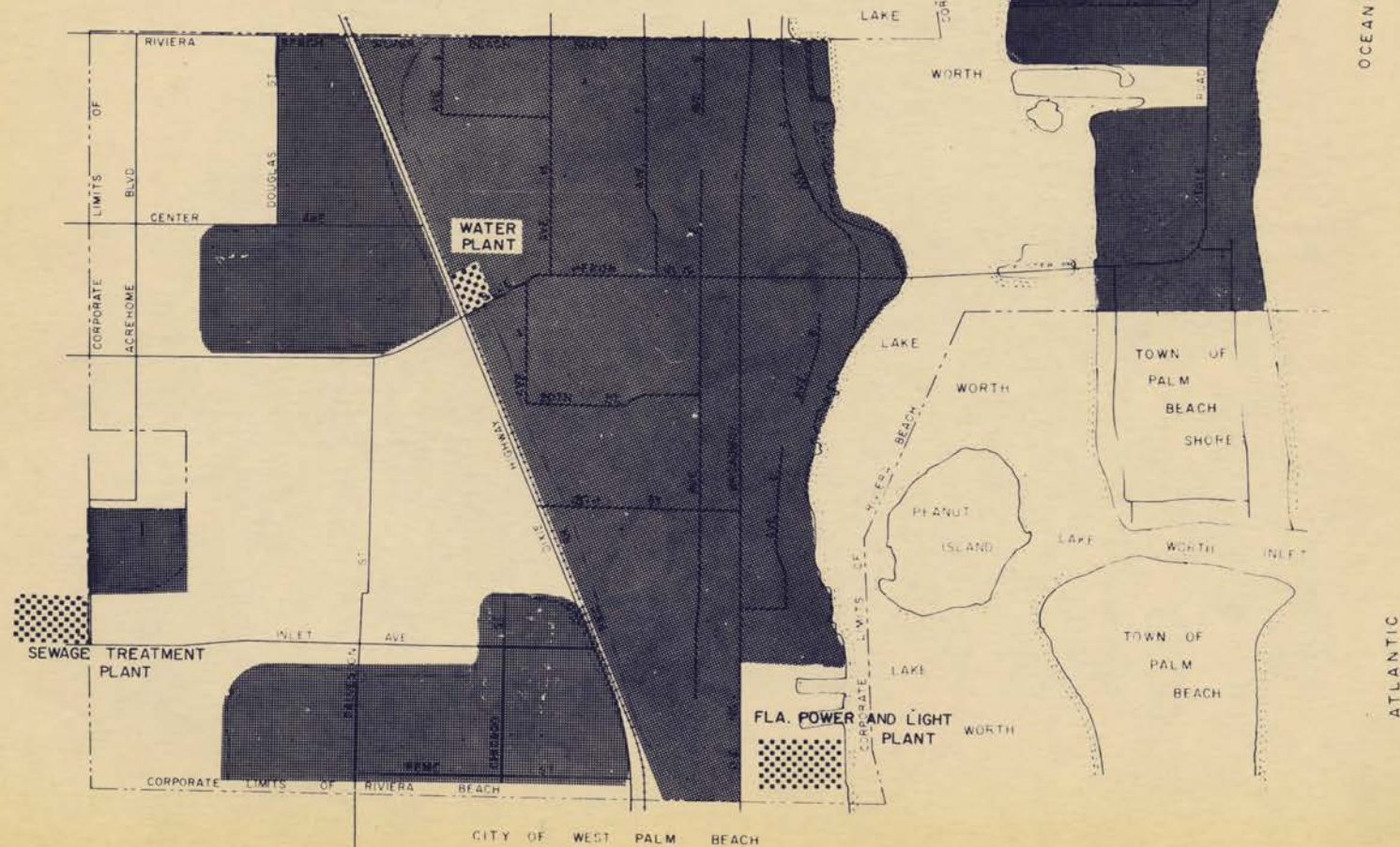


AREAS SERVED BY SEWERAGE

## NOTE:

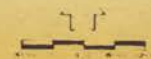
ENTIRE CITY HAS WATER & POWER

CITY OF LAKE PARK



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

COMPREHENSIVE PLANNING STUDY  
CITY OF RIVIERA BEACH, FLORIDA



From the treatment plant the water is delivered to the consumers through the distribution system having mains varying in size from 4 to 10 inches with a 12 inch main extending to Singer Island and Palm Beach Shores.

In the southeast, southwest and northwest areas of the city there are considerable footages of small diameter pipes (2" and 3"). These footages are found principally south of 21st Street and east of Avenue F; west of the F.E.C. and south of New York Avenue and north of Bonza Avenue west of the F.E.C.

The storage facilities aggregate 750,000 gallons including one 300,000 gallon elevated storage tank located near the plant, one 300,000 gallon ground storage at Palm Beach Shores and a 150,000 gallon clear well at the plant.

The various components of the pumping and treatment plant have the following capacities as reflected in the engineering report of Brockway, Weber and Brockway (1961). Aeration, 3.75 million gallons per day (gpd) Softening plant, 4.70 gpd; Filtration plant, 5.25 mgd and the high service pumps, 4.33 mgd.

The growth in the community can be judged by the monthly increase in metered connections. From January 1959 to October 1961, the number of metered services increased from 3101 to 4038 - an increase of about one third. Gross water production increased from an average daily of 0.840 million gallons in January 1959 to 1.960 million gallons in October 1962 and the maximum daily production from 1.356 million gallons in January 1959 to 2.622 million gallons in October 1962. The existing plant, according to the report of Brockway, Weber and Brockway "can be expected to satisfactorily accommodate municipal water requirements until 1964."

In their report to the city dated November 1961, Brockway, Weber and Brockway made a thorough analysis of the water works utility and its needs. Their recommendations are reasonable and sound and should be followed.



We particularly draw attention to the necessity of strengthening service on the beach and in those several areas described above and now served by 2 inch lines.

The existing softening plant will require an expansion not later than 1964 and by 1975, at least four million gallons of storage will be needed. High pumping service facilities should be increased by an additional 300 gallons per minute increase each year, says Brockway.

#### SEWERAGE AND SEWAGE TREATMENT

Prior to 1960, a portion of Riviera Beach was provided with sanitary sewerage - that portion from about 15th Street north to the City Limits and the area from Avenue E to H. A treatment plant with a capacity of some 700,000 gallons per day was included in the system. Subsequently the Mission Company served the remaining portion of the city and expanded the sewage treatment plant. Figure 28 shows areas that are now served with sewerage or are accessible to sewerage.

Because much of the system is of recent origin, a number of dwellings are not yet connected. The treatment plant has a designed capacity of 2.45 million gallons per day predicated on a per capita per diem sewage flow of 70 gallons plus an infiltration of 30 gallons per capita. The treatment plant as now constituted consists of a comminuter, primary treatment, trickling filter, separate sludge digestion and chlorination detention.

When all connections have been made and the sewers have been extended into areas now unsewered, the treatment works will approach capacity. For the six months, April through September, 1962, the flow data at the plant has averaged only 641,000 gallons per day - about one quarter of the designed capacity.

Singer Island is sewered at this time, sewage being carried to the main disposal plant of the city.

### SCHOOLS

The comprehensive planning program is not particularly concerned with educational methods or practices, which are primary responsibilities of the County Board of Public Instruction and the State Board of Education. School plants and sites are periodically studied by these groups, and new facilities projected to meet the needs.

The Plan of the city is however vitally concerned with the location and adequacy of school plants, sites and collateral facilities. Planning explorations seek to locate areas in which suitable school sites should be acquired in advance of development and also where existing sites should be enlarged to conform more adequately to standard requirements.

From years of experience and observation, school consultants have established certain recognized and accepted standards for schools of different types, for their distribution in the area and their capacities. They have also defined standards of site area for schools of different types.

It is generally conceded that the Elementary School is a neighborhood institution and should be located so that the maximum one way walking distance does not exceed one-fourth to one-half mile. In capacity it should not exceed 300-350 pupils and the site area for such a school should not be less than 10 acres, preferably more.

Because of the conveyance of pupils by bus to secondary schools, their effective drawing area will vary and obviously it can be determined best by the school authorities. The area however is usually that which can be traversed in one hour of time. The capacities of Junior and Senior High Schools should range from 700 to 1,500 for the former to 1,000 - 2,000 for the latter.

The area of school sites is most important because they must not only be

large enough to accommodate the school structure and its accessory buildings but large enough to provide ample space for landscaping, recreation and athletics. The National Council on School House Construction suggests a minimum of 20 acres for Junior High Schools and 30 acres for Senior High Schools. As a matter of fact, the larger the sites the better.

#### EXISTING CONDITIONS

Riviera Beach is currently served by five school plants, two of which are for negro elementary pupils (Lincoln and Washington) and two for white elementary pupils (Riviera Beach Elementary and Parochial School). One Junior Senior High School (Riviera Beach High School) serves the white secondary pupils, and one Junior-Senior High School serves the negroes. (Lincoln High School). These various schools are shown in Figure 20. The Lincoln Elementary, Junior High and Senior High are in one plant on the same site.

The dates of construction, the capacities and site areas of these various schools are shown in Table 10.

TABLE 10

#### DATA ON EXISTING SCHOOL PLANTS \* (capacities, site area)

	<u>DATE</u> <u>BUILT</u>	<u>NUMBER</u> <u>CLASSROOMS</u>	<u>CAPACITY</u>	<u>SITE AREA</u>	<u>ENROLLMENT</u> <u>1961 - 1962</u>
Riviera Elementary	1956 <sup>(1)</sup>	22	660	6.5 acres	68.7
Riviera Beach High School (includes Junior High)	1955 <sup>(2)</sup>	38	1300	27.0 acres	1638 <sup>(3)</sup>
Washington Elementary	1926 <sup>(4)</sup>	11	340	4.5 acres	26.5
Lincoln Jr. & Sr. High School	1958	24	830	10.0 acres	682 <sup>(5)</sup>
Lincoln Elementary	1955 <sup>(6)</sup>	31	950	7.0 acres	1071
Negro Childrens Home	1959	2	50	2.0 acres	33

(1) Additions made 1935, '48, '59 and '62.

(2) Additions made 1959.

(3) Of this enrollment 952 are Junior High School

(4) Additions made in 1948.

(5) Of this enrollment 438 are in Junior High School.

(6) Additions made in 1957.

\*Source: Board of Public Instruction.



In addition to the previously mentioned public schools under the jurisdiction of the Board of Public Instruction, there is a Parochial School operated by the Catholic Church having an enrollment in grades Kindergarten through eighth grade of 610 as of 1962-63. The Parochial school serves pupils from an area extending to North Palm Beach. It is anticipated that next year a new Parochial school will be built in the northern area which will relieve the Riviera school of some 150 pupils. There are no plans to expand the Riviera Beach school.

The previously mentioned information, gained from personal inspection, records of the State Board of Education and the Board of Public Instruction, discloses that the schools of Riviera Beach have already reached their capacity or surpassed it. The crowded condition of the Riviera Beach schools is further emphasized by the fact that all elementary school pupils residing north of 29th Street attend the Lake Park Elementary School. In the face of this prevailing situation the Board of Public Instruction advises that there are no plans for added school facilities at Riviera Beach except a new negro High School which is still in an embryonic stage and an elementary school in the Palm Beach Gardens area north of Lake Park Road. In addition, there are plans to add eight rooms to the Howell L. Watkins Junior High School in 1963-64 leaving the Senior High School grades 10 through 12.

TABLE 11

MEMBERSHIP OF RIVIERA BEACH SCHOOLS, SELECTED YEARSRIVIERA ELEMENTARY SCHOOL

<u>YEAR</u>	<u>GRADE</u>									
	1	2	3	4	5	6	7	8	9	TOTAL
1956-57	66	53	46	68	67	62	--	--	--	362
1958-59	68	72	69	59	58	71	--	--	--	397
1961-62	110	131	106	117	116	107	--	--	--	687

RIVIERA BEACH JUNIOR HIGH SCHOOL

1956-57	--	--	--	--	--	--	129	112	129	370
1958-59	--	--	--	--	--	--	190	157	172	519
1961-62	--	--	--	--	--	--	326	280	346	952

RIVIERA BEACH SENIOR HIGH SCHOOL

1956-57	10	11	12							
1958-59		154								
1961-62		262	232	192						154
										686

WASHINGTON ELEMENTARY (negro)

	<u>GRADES</u>			
	1	2	3	
1956-57	71	69	54	
1958-59	83	66	64	194
1961-62	114	94	57	213
				265

LINCOLN ELEMENTARY (negro)

	1	2	3	4	5	6	TOTAL
1956-57	103	71	81	64	89	97	505
1958-59	113	107	107	146	143	116	732
1961-62	180	144	138	202	224	184	1071

LINCOLN JUNIOR AND SENIOR HIGH SCHOOL (negro)

	7	8	9	10	11	12	
1956-57	--	--	--	--	--	--	
1958-59	115	125	104	--	--	--	--
1961-62	147	175	116	95	81	68	344
							682

Table 11 shows clearly the progress in membership in the various schools from the school year 1956-57. The memberships in the Riviera Elementary School has increased 90 percent and currently the plant is exceeding its capacity. The membership of the Junior High School has shown a membership increase of 160 percent since 1956. The capacity of this Junior-Senior High School is now more than 25 percent over capacity. Membership at the Washington Elementary School has increased about 31 percent since 1956 but only three grades have been taught. The Lincoln Elementary School has also shown a substantial

membership increase - more than 100 percent since 1956, and this year its capacity was considerably exceeded.

The Lincoln Junior-Senior High School, altho not yet at capacity, its membership is increasing rapidly and before long it must be augmented by other facilities.

#### PROJECTIONS

Obviously the impact of the Riviera Elementary School must be relieved. The Riviera Beach Junior-Senior High School must be expanded to eliminate over crowding. Eight classrooms are now being planned at the Howell L. Watkins Junior High School for 1963-64 thereby leaving the Riviera High School for grades 10, 11, and 12. The pupil impact of the Lincoln Junior-Senior will be relieved greatly by the erection of a new school being planned.

Based on the relationship existing between population and school membership, the school membership of Riviera Beach will approximate 7,500 when the population reaches 30,000 persons. To accommodate the increase in membership at least 250 classrooms of the various kinds will be needed which is 122 more classrooms than are in the system today. These rooms will have to be divided between elementary and high school children.

To provide the elementary school needs, a new elementary school of at least 20 rooms should be established north of Blue Heron Boulevard and east of the F.E.C. Railroad. A site in the vicinity of the High School would be desirable. A second elementary school of at least 30 classrooms, combined possibly with Junior High School facilities, should be established on Singer Island. The present Junior-Senior High School plant should be expanded by the addition of 10 rooms and be assigned to Senior High School uses only. A new Junior High School plant should be established. When the new High School has



been established in the west, the Lincoln school will be relieved, but regardless, its capacity should be increased by at least 10 classrooms.

Desirable sites are essential for schools both as to location and size. It is therefore recommended that the City Council and the Planning Board urge the Board of Public Instruction to explore and obtain adequate sites in advance of need. This is most essential for future development to the west.

## CHAPTER IX COMMERCIAL AREAS

In their studies of central business districts, Messrs Murphy and Vance said, "The Central Business District...is the heart of the American city, where one finds the greatest concentration of offices and retail stores reflected in the city's highest land values and its tallest buildings. Here, too, is the chief focus of pedestrian and automobile traffic".\* This definition is valid for most cities, certainly for West Palm Beach. But does it apply to Riviera Beach or, stated in another way, does Riviera Beach have a Central Business District?

The amount of land utilized by the varied types of commercial enterprise and services depends upon the number and source of customers - the buying power - and the location of the community relatively within the metropolitan complex. Because Riviera Beach is situated adjacent to and within the metropolitan area of West Palm Beach, the Central Business District of the latter also serves as that of Riviera Beach, being only 4 to 5 miles distant.

The business district of Riviera Beach is primarily of local importance, to satisfy the immediate consumer goods needs. It has few of the attributes of the generally conceived Central Business Districts.

The principal concentration of commercial and service activities is found on Broadway (U.S. 1) extending throughout the city from north to south. It is the acme of strip business, characterized by restaurants, motels, drive-ins, super-markets, convenience goods stores, banks, professional and other service offices. Unless the intersection of Broadway and Blue Heron can be labelled as such, there is no center. Broadway is just another colorless segment of a commercial strip extending for miles southward on U.S. 1. It has nothing to distinguish it from any other colorless strip; nothing that would enable Riviera Beach to stand out in contrast to everything else.

\*Economic Geography, July, 1954.

COMMERCIAL DEVELOPMENT IN GENERAL

The 223 business establishments along Broadway can be classified generally as follows:- 13 gas stations, 26 food outlets, restaurants and markets; 69 retail outlets for clothing and other retail merchandise; 71 varied businesses comprised principally of bars, barber and beauty shops, etc. and 36 professional offices of lawyers, doctors and other services. There were 8 vacancies. From this it is quite apparent that Broadway today is not a retail business street, but rather it is primarily a service type area. The quality of selected businesses would lead one to believe that there is an over-abundance of commercial activity and the presence of many marginal enterprises. It is possible that this condition is due to an excessive amount of commercially zoned land as illustrated in Figure 8, page 22.

The commercial nucleus located on Singer Island could well be developed into a high quality merchandising center. As the island builds up and its population increases, the demands for a variety of goods and services will also increase - apparel shops, food stores, drug stores, bank, professional services and eating places. The future development of this area should therefore follow a planned pattern with adequate parking and ease of circulation. The plan should be designed principally as a convenience center to serve the needs of the island. The continued improvement of the island will enhance the position of the commercial center.

The commercial activity that is beginning to appear along Avenue E between 13th and 16th streets could be the start of another strip or ribbon business strip comparable to Broadway. Obviously the Avenue E strip would duplicate the services and businesses on Broadway and be in direct competition therewith. It is questionable that Riviera Beach can economically



support two such business thoroughfares. Each would likely deteriorate in quality at the expense of the other. It would be much better to encourage the establishment of a compact neighborhood outlet around Avenue E and 13th Streets.

The conglomeration of various business types around Inlet and Old Dixie can be classed as a neighborhood convenience center. The business in this area include groceries, eating and drinking places and mechanical garage. It is recommended that a compact development be planned to provide convenience goods to the tributary population. As Inlet Avenue improves westward and the volume of traffic increases a false demand for commercial frontage will appear. Inlet Avenue should be protected against commercialization throughout its whole length.

To maintain a healthy economic position in the area dominated by it, care should be exercised in the distribution of business establishments. Economic strength and prestige requires a strong effective center and to have such a center necessitates a minimization of commercial areas. Those established outside the center should be clusters of small neighborhood convenience goods stores. When several major trading areas try to serve the same territory, all are weakened and some will die.

### INTERNATIONAL BAZAAR

At the southern extremity of Broadway the International Bazaar is located, consisting of many shops and eating places appealing to the fastidious and selective consumer. Although a trading place of interest, its appeal is region wide rather than local.

### CENTRAL AREA DEVELOPMENT

Thousands of travellers pass through this area daily on U.S. 1 or Broadway not knowing that such a community as Riviera Beach exists. To them, this concentration of commercial enterprise is just a part of suburban West Palm Beach. To correct this impression and to impart to central Riviera Beach a revealing mark of distinction, a central development plan is proposed extending from Avenue E on the west to Avenue C on the east. The area comprises some 51.6 acres. Broadway is the central north-south street through the area and toward its northern extremity Blue Heron Boulevard intersects it. Blue Heron is the principal east west thoroughfare through the city and this particular area.

In this particular central area is located a concentration of diversified businesses and services such as retail shops and stores, banks, restaurants, professional and other services of diverse kinds. Also within the central portion of the area is the governmental center with City Hall, Library and Central Fire Station. No other area in the city is comparable to it in diversification of uses and services.

Within this area there are 187,502 square feet of first floor space devoted to the various business and services; divided 57,217 square feet in durable goods, 80,496 square feet in service type enterprise and 49,789 square feet in convenience goods use. Nearly 43 percent of the floor space within

the area is devoted to services - offices, banks and other personal service enterprises; the remaining 57 percent is utilized principally by retail stores, shops, restaurants, bars, etc.

In the aggregate the area is presently supplied with approximately 1,300 off street parking spaces, which is adequate for the businesses and services now located within the area. When however, more establishments are built, more off street space must be provided - at least 3 square feet of parking space for each square foot of usable floor space.

One story structures dominate the entire area. It is possible that structures of more than one story may be built in the future. If so, ample parking should be provided.

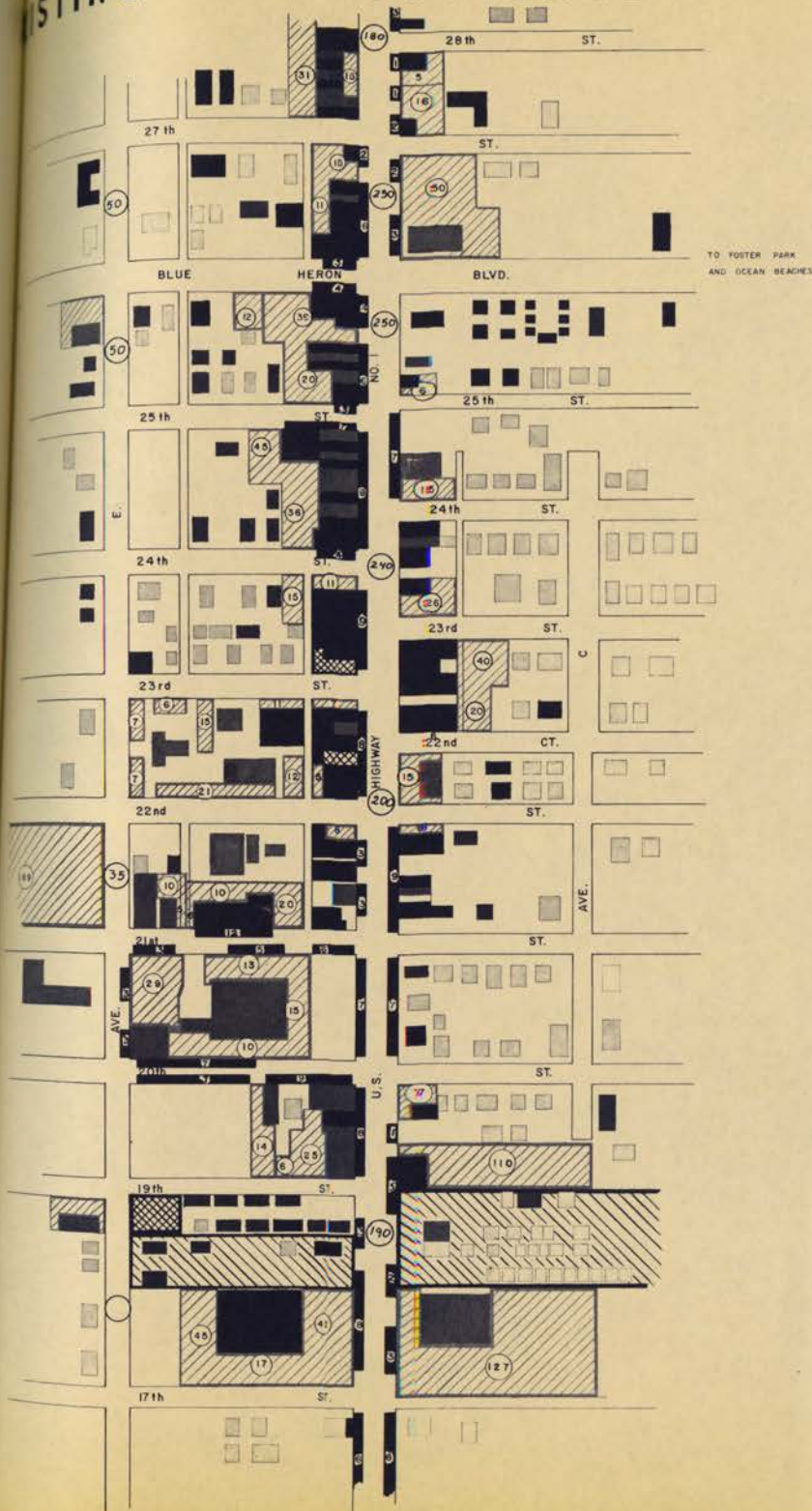
The total Assessed Value of the area is \$3,475,350, equal to about 6 percent of the total assessed value of the city. This value on which taxes are levied reflects the relative importance of this particular area to the whole. To maintain and improve this value is one of the objectives of the improvements plan here proposed.

As indicated in Figure 29 it is proposed to introduce something into this central area to enhance its value, attractiveness and appeal. By its nature and embellishment Riviera Beach would be identified and separated from the general "run of the mill" satellite communities. The distinctive features of the proposed plan would be a general face lifting of structures along Broadway and the conversion of certain streets into parkways and pedestrian plazas or malls. None of the streets eliminated in the plan would adversely affect the traffic circulation pattern.

The distinctiveness of the proposed plan will attract new enterprises and services and services and thereby augment the economic importance of the area.

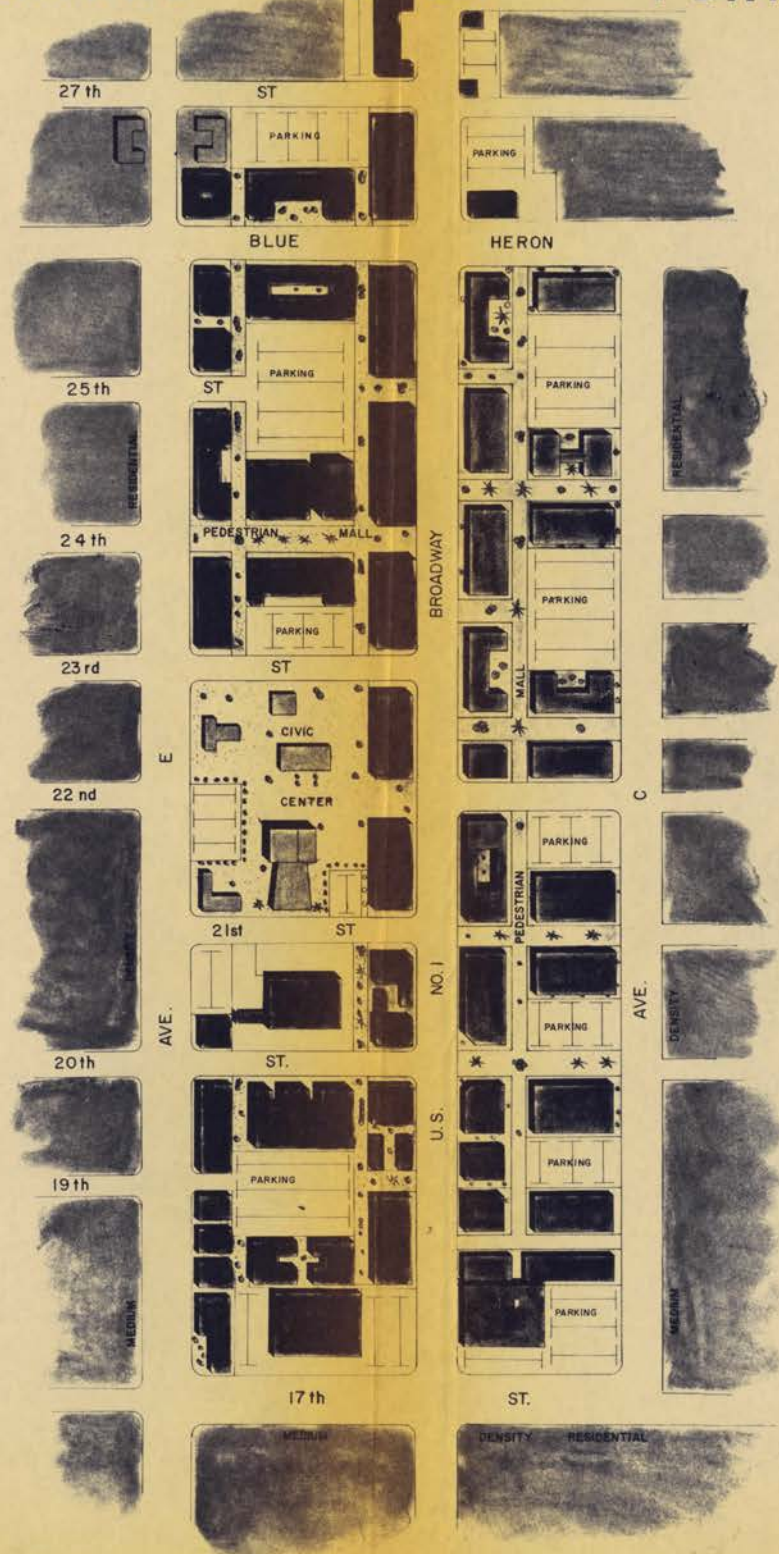


# CENTRAL AREA EXISTING LAND COVERAGE



SOOTH TO WEST PALM BEACH

# PROPOSED CENTRAL AREA PLAN



# CENTRAL AREA DEVELOPMENT

RIVIERA BEACH, FLA.

0 50 100 200  
FEET

DESIGNED BY  
GEORGE W. SIMON, JR.  
ARCHITECT



CHAPTER X  
ANNEXATION

Riviera Beach is considerably restricted in its possibilities of expansion. It can expand territorially first, by creating additional land fills along the shores of Lake Worth and second, by the annexation of land westerly of the present corporate limits. The westward expansion, by development and land use, could readily be coordinated with Palm Beach Gardens now being developed to the north. Although the development of the westward expansion would be predominately residential, strategic areas would be reserved for commercial uses and some portions for industrial.

On the beach side, negotiations should be initiated with the government of Palm Beach Shores to determine whether or not a basis of merger can be defined. This community of some 900-1,000 persons is to all intents and purposes an integral part of Riviera Beach and accessible only via Blue Heron highway and bridge. Because of its water boundaries, the future development of Palm Beach Shores is limited. The municipal services now provided could readily be supplied by Riviera Beach. Because of its anomalous position it should be a part of Riviera Beach.

It would be advisable to make before taking any action on annexation, a thorough study of the area to be annexed. What are its Assets, and what liabilities will be incurred by annexation? Will the services rendered cost more than the revenues produced within the area? Should the area be annexed to extend municipal control and thereby insure a development taxing no adverse affect on the existing City? Should vacant area be annexed today to insure a development that will be homogenous with the City tomorrow? These are all questions that must be determined prior to annexation.

## CHAPTER XI STATUS OF ZONING

The division of the corporate area into land use classifications seeks to promote the orderly, balanced growth of the city in a manner to preserve the integrity and values of property and make life more liveable. Zoning is the legal instrument by which these objectives are attained.

Following a series of public hearings held by a duly appointed Zoning Commission and subsequently by the City Council, the latter body adopted the comprehensive zoning ordinance No. 422, in June 1957. Since then some thirty-eight (38) changes have been made in the land use classifications, by amendments to the original ordinance, as shown in Figure . A review of these various amendments shows the following:

1. Seven changes from one Commercial District to another.
2. Fifteen changes from Residential to Commercial Districts.
3. Twelve changes from one Residential District to another.
4. One change from a Commercial to Residential District.
5. One change from an Industrial to a Residential District.
6. One change from a Residential to Industrial District.
7. One change from a Residential to Public District.

Although these changes would appear to have resulted in a general downgrading of the land use, such is not wholly the case. An analysis of the changes and their locations shows that a major part or area of the zoned districts still remains unaffected.. Generally speaking this is not a bad record.

During public hearings on the original ordinance, requests were made by property owners residing west of the Old Dixie to reclassify their properties from R-1 to R-2. This was not done at the time, but subsequently in March 1958 all of the lands west of the F.E.C. excepting Monroe Heights was rezoned R-2 as originally requested. Since then however, by subsequent amendments, much of the R-2 District has reverted to the status of R-1, its original classification.



Also, at the time of adoption in June 1957, none of the Lewis property between Avenue F and Avenue H north of 14th Street had been finally subdivided and recorded. As these areas were subdivided and recorded, certain zone changes were requested and after due hearing made. Then too, as Blue Heron Boulevard was developed to the west subsequent to 1957, changes along its right of way were made. These developments account for the major part of the zone amendments made. In addition to the major changes, a few spot zones were also made resulting in an over abundance of commercial property.

Every property owner on a principal travelled street holds to the opinion that his particular parcel of land is the most important of all for commercial use. This is one of the most fallacious concepts abroad. Today Broadway is commercialized from one end to the other, yet there are scattered parcels of vacant property in its length that may never be used. Zoning a piece of property commercial doesn't necessarily mean that it will be readily absorbed by commercial enterprise. Likewise, Avenue E is zoned commercial, yet to date it is the site of but a few commercial establishments. In all probability Avenue E will be slow to commercialize as will Blue Heron Boulevard westerly.

Today some 606 acres of land in Riviera Beach are zoned commercially, yet an analysis of the uses of land reveals that less than 50 acres are actually used commercially. When too much land is zoned commercially, the market is glutted.

During March 1962 a new zone - C-1B - was created on Singer Island to provide for the erection of high rise apartments and a special type of beach club development.

From the foregoing study and analysis of zoning changes made since 1957 and in conjunction with construction progress and trend of development, a

number of major changes are now suggested to bring forth a plan that will serve more advantageously the city. First it is proposed to reduce the amount of land zoned commercially to a more realistic supply and return the remainder to residential uses. Secondly, it is proposed to increase the amount of land for multiple family uses - cooperatives and condominiums. It is visualized that apartment development will increasingly occupy beach areas.

Several changes are recommended within the framework of the ordinance:

1. A conditional use provision should be added to the various Residential District sections. By such provision, example of which is included in the Appendix, the Planning Board would exercise control over such types of uses as schools, churches, etc. prior to issuance of permit for building.
2. A height limitation of two stories should be established in the C-1A district.
3. Performance standards, copy included in Appendix, should be adopted and included in the ordinance.

The success and effectiveness of a zoning regulation depends wholly upon the effectiveness of administration. If those responsible for administration are dedicated to a task that seeks to benefit the welfare of the community as a whole, instead of that of some pressure group or selfish individual seeking preference, then zoning will be successful. Only when zoning is done arbitrarily, without due regard of the welfare of the people generally, failure ensues.

Existing land uses, trends of development and past zoning experience in conjunction with the provisions of the Comprehensive Development Plan indicate that several modifications of the present zoning plan of the city would be beneficial. A reduction of commercially zoned property would be advisable especially along major streets. The attached map illustrates areas where zoning changes are merited.

### ADDENDUM

The recommendations of the Consultant on Zoning changes have been graciously considered and in most instances accepted by the Planning Board. In a few cases however there have been differences of opinion on which the Consultant considers further discussion appropriate and desirable.

The Planning Board is of the opinion that the strip commercial zone on the west side of the Old Dixie should be extended northward to Verdun Avenue. Under provisions of the present zoning map the commercial zone now extends to Gray Avenue but since its initial adoption no new commercial development has been established north of Center Street. The Consultant feels that additional commercial frontage in this area is not justified. Strip business along an important traffic artery impedes the free flow of traffic and introduces an element of hazard.

Another area of difference was in the vicinity of Acrehome Boulevard and Center Avenue. The Planning Board desires to extend and enlarge the present C-1 zone at Center Avenue and Lincoln Street westerly to Acrehome. The Consultant feels that there is little need for more commercial property in an area that requires only the facilities of a neighborhood convenience center. This area is not too far from Blue Heron and Old Dixie. The ultimate population of this area does not justify a larger commercial center. The increased zoning suggested by the Planning Board would provide approximately 10 acres of commercial land, enough to support a population of nearly 3,000 persons.

A third area in which a difference prevailed was in the creation of a new C-1-C commercial zone along the lake south of Blue Heron Boulevard. The zone would permit intensive retail commercial development and destroy a great aesthetic potential. If the uses permitted by such zone are deemed essential



to the best interests of the community the C-1-A provisions should be modified to include them and the zone be extended accordingly. Permitting C-1-B uses in this particular area of the city may have a deteriorating effect because of the extreme height permitted by this zone. The C-1-B zone was created specifically to provide a place for multi-stored structures of considerable height.

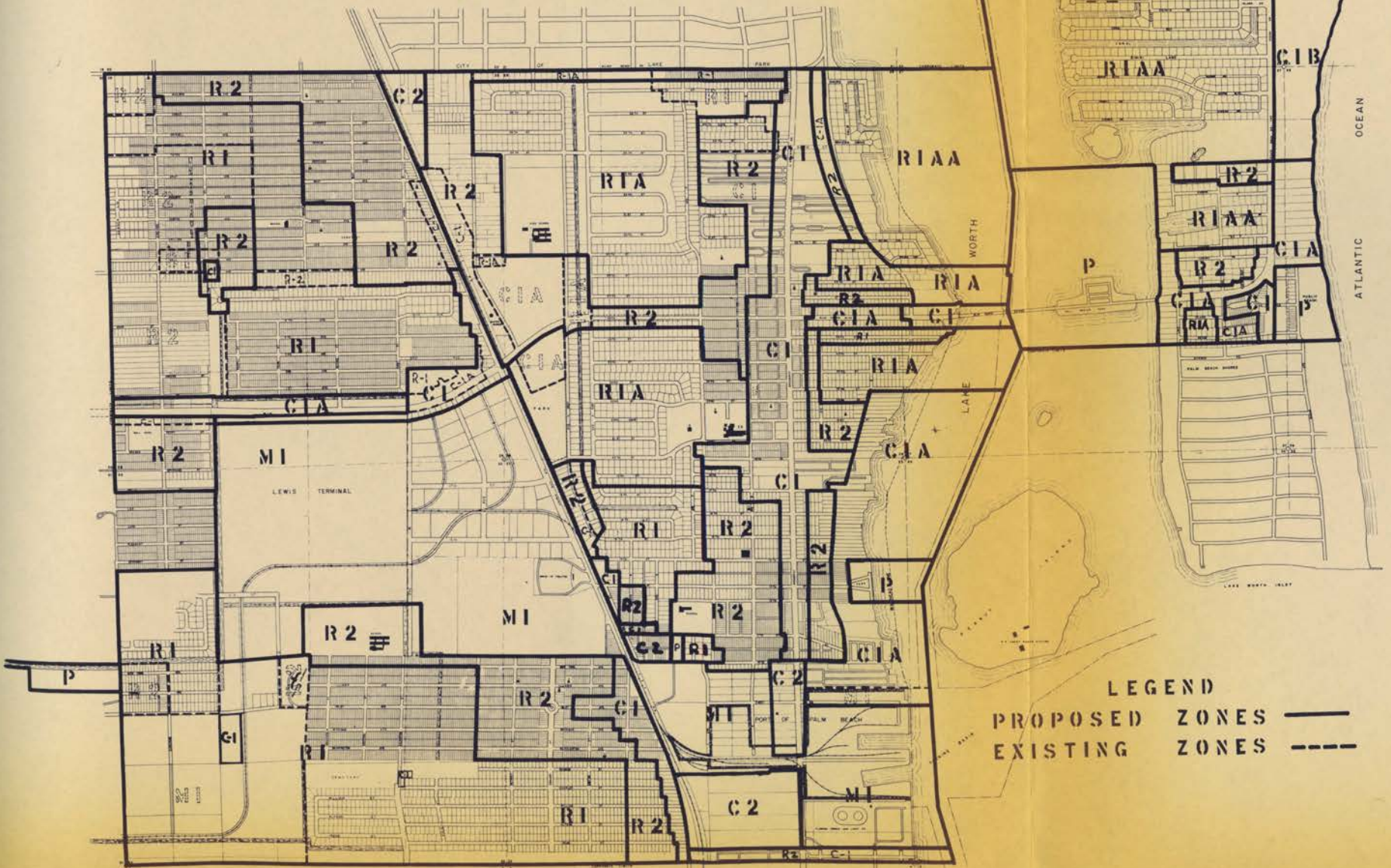


COMPREHENSIVE PLANNING STUDIES

CITY OF RIVIERA BEACH, FLORIDA

PREPARED BY  
GEORGE W. TURNER, JR.  
PLANNING CONSULTANT

RECOMMENDED  
ZONING REVISIONS





CHAPTER XII  
CODES AND ORDINANCES

The Building Inspection Department of Riviera Beach operates under the direction of the Building Inspector who has the services of a Plumbing and Electrical Inspector. This department uses the various codes of the Southern Building Code Congress which is the standard code for southern builders. All plans for buildings and/or alterations are reviewed and approved by this department before the issuance of a building permit, and during the course of construction inspections are made.

In addition to the various provisions of the Southern Building Code, the City has a number of other ordinances for the protection of persons and property, such as:-

Chapter 10	of the Code - Health and Sanitation
Chapter 12	of the Code - Nuisances
Chapter 14A	of the Code - Planning
Chapter 16	of the Code - Recreation
Chapter 17	of the Code - Streets and Sidewalks
Chapter 17.6	of the Code - Sidewalks
Chapter 17A	of the Code - Subdivisions
Chapter 19	of the Code - Tourist Camps and Trailer Parks
Chapter 20	of the Code - Traffic
Chapter 23	of the Code - Zoning

The Health and Sanitation ordinances are comprehensive in scope in that they protect the public from unclean food and drink, of trash, garbage and weeds, control the pollution of the lake waters and require septic tanks where same can be used. These ordinances, in conjunction with the Sanitary Code of the State Board of Health, give the city means of adequate health and sanitation protection of persons and property.

The ordinance on Nuisances, supplementary to that on Health and Sanitation, is also complete in its coverage. It is particularly comprehensive as it relates to the control of needless noises - sound trucks, noisy animals, machinery power tools, lawn mowers, juke boxes and noisy vehicles. Provisions



of the ordinance also prevents noisome odors, filth and nuisances affecting health and morals.

The aforementioned ordinances on Health and Sanitation and Nuisances are adequate to meet and control situations that may arise within their respective provinces.

The ordinance on Planning (14A) is very complete in its scope, providing the city with the necessary laws to motivate the planning operation. The Planning Board, under the provisions of this ordinance, can engage in research work, prepare a master plan and act as a board for urban redevelopment. The Planning Board, acting as a Platting Board is authorized to adopt subdivision regulations, regulate buildings in mapped streets, define and adopt an official map and act as a body in the ~~conduction~~ slum clearance. Few cities have a more complete ordinance on Planning than this one.

The Recreation ordinance (Chapter 16) is principally one controlling conduct at the beach and prohibiting certain activities.

The Streets and Sidewalks ordinance (Chapter 17) is one primarily of specifications. It defines specifications for base and surface materials, minimum width, depth and grade for roads and for sidewalks. Two provisions are, "All road right-of-way shall be fifty feet wide" and the minimum roadway width "shall be twenty two feet". No sidewalks are required unless the area is part of a school route.

The Subdivision ordinance (Chapter 17A) is complete as it relates to preparation of plats for record and as to its general provisions. It is not however, sufficiently comprehensive to control the design of the subdivision. A specimen set of Subdivision Regulations are included herein as Appendix 1 which should be considered for adoption by the City Council. Its provisions will supplement those included in Chapter 17A.

Chapter 19, "Tourist Camps and Trailer Parks" is a very complete ordinance. Supplemented by the Sanitary Code provisions of the State Board of Health this ordinance should be able to meet the needs of the city.

Chapter 20, "Traffic", is virtually a draft of the Uniform Traffic ordinance advocated by the Bureau of Public Roads. It provides generally all the provisions needed to control the movement and storage of automotive traffic. Sec. 20-22 relating to Speed Restrictions states that speed within a business district is "15 miles per hour" and "at intersections where no traffic control devices are located, the speed limit shall be one-half of the maximum permitted on the specific street, while traversing the intersection". This is an unrealistic provision and should be modified. It's not consistent with State Road Department requirements on State Roads through municipalities.

The code of ordinances is well conceived. Excepting the adverse comments made, the code can well meet the needs of the growing community. An additional ordinance would be helpful - a minimum housing code, a specimen draft of which is herein included as Appendix II. This ordinance will enable the city to rehabilitate residential areas that are showing signs of blight or deterioration.

CHAPTER XIII  
AESTHETICS AND CIVIC ART

People are actors on the stage of life. Some play the role of producers converting basic resources into useful products, some are merchants and financiers distributing products and services, some are lawyers, doctors or other professional persons and many play the role of the housewife. In these diverse roles they all work together to build a city. By the work of generations of actors the city takes on a character, a distinctiveness or one might say, a personality. Personality reflects the people.

When travellers exchange stories of their travel experiences, cities occupy a considerable place in their memories. Those cities having distinctive characteristics made indelible impressions while many colorless places left unfavorable impressions. In this country New Orleans, San Francisco, Washington and others, leave lasting and favorable impressions. Each of these places has left an image - an image identified with beauty, harmony, homeness and aesthetics.

People generally respond to improvements; their pride is exalted by an evidence of material and cultural activity within their community. They are stimulated by any activity or enterprise that transcends mediocrity.

Such words as amenities, aesthetics, civic art, vistas and facades are frequently identified with civic design and civic beauty. Such times are analogous to convenience, comfort and pleasantness within the environment. When these values are set forth as community goals, a glowing civic personality results.

Riviera Beach now has within it certain areas and public facilities that could magnify and intensify its image thereby enabling one to distinguish it from other cities. On the lake front is the Recreation Center, on Avenue E is the City Hall site, on Singer Island the beach park and in the mid-lake,





ATTRACTIVE BANK BUILDINGS



INTERNATIONAL BAZAAR

RIVIERA BEACH IS CITY OF DISTINCTIVE STRUCTURES



HIGH SCHOOL



METHODIST CHURCH

## Foster Park.

Although a serviceable structure, the Recreation Building lacks a spaciousness of site that detracts from its attractiveness. By the acquisition and development of the vacant land to the north an appropriate setting could be provided for the Recreation Center and a public area of scenic beauty and utility developed.

The City Hall-Library site could be converted into a centrally located stimulating center of civic pride and activity as suggested elsewhere in this report.

Home folks and visitors alike never tire of the beach. This is especially true when the park and its accessory facilities are attractively designed and built. The beach park of Singer Island can be transformed into an outstanding scenic plot, one of the most attractive along the east coast of Florida.

How these various areas are developed and maintained will determine the image they create in the minds of citizens and visitors. All this depends upon the civic consciousness of the people who call the city their home.

The commercial advertising sign sometimes serves a purpose, but too often its use degenerates to a chaotic mess of wood and steel. Unregulated signs contribute to ugliness and even become hazards to travellers. Commercial signs should be controlled by a municipal sign ordinance.

Today, Broadway through the city is a colorless commercial thoroughfare. A Broadway Businessman's Association organized and dedicated to the improved appearance of the street could do much to inject into it a distinctiveness. Store front improvements, the erection of uniform marquees, the removal of unsightly projecting signs, the placement of potted palms at intervals along the sidewalk as along Clematis Avenue in West Palm Beach, the removal of unsightly deteriorated buildings are all improvements that could be initiated by

such an Association. Any activity or movement that will correct and remove the disordered, unsightly and incongruous will benefit the street and at the same time instill a new sense of pride into the people.

Another instance where community appearance can be enhanced is the improved attractiveness of the filling station. In too many cases filling stations have a blighting influence. Too many operators have a "don't care" attitude with the result that their establishments are cluttered and dirty. Clean, neatly kept filling stations can be operated as easily as unclean ones. This is another job for the Businessman's Association to consider.

These are certain guiding principals that can be applied to improve community appearances:-

1. There must be a deliberate search for beauty on the part of the the community leadership. Emphasize the search for beauty.
2. The means by which the community seeks to influence its appearance should inspire the creative energies of architects and artists who design structures.
3. The beauty of a community involves the aesthetic quality of all one sees in moving about - the streets, buildings, yards and other open spaces - encompass all the things seen from the public ways.

When people are indifferent toward the aesthetic in the community, the shabby and ill kept will begin to appear. Only by the presence of an alert civic consciousness of the people supported by the City Council will beauty and order result.



CHAPTER XIV  
PLANNING PROCEDURE AND IMPLEMENTATION

The text of this report with its diagrams, tables and maps comprising the comprehensive plan of Riviera Beach mark the end of the initial stage in the planning process. The plan in substance represents the crystallization of much data, many conferences and numerous studies. This final document though is not the end; it is only the beginning of a challenging long range effort to establish the planning process as a continuing municipal function. It is a basic guide reflecting the views and opinions of many minds.

Planning is more than the presentation of a report dealing with streets, parks, public buildings, community facilities and parking. Planning is a continuing study of all the components having to do with the growth and development of the city - land use utilization, population growth and characteristics, economy augmented by such special studies as Central Business District, Parking needs, Shopping Centers, etc. Urban redevelopment and rehabilitation are also subjects commanding the attention of the Planning Board. Research occupies an important place in the planning picture. Zoning and Subdivision Regulations are tools available to motivate planning.

The Planning Board of Riviera was created and appointed pursuant to Chapter 14A, Code of Ordinances. The specific ordinance adopted September 13, 1961 prescribes the powers and duties of the Planning Board. Currently, it consists of eight members, each appointed to a non-remunerative service because of their civic mindedness and their interest in the welfare and sound growth of their city.

The Planning Board has regularly scheduled monthly meetings and special meetings as called. At these meetings the various phases of the plan herein delineated were discussed and considered.

The Planning Board as now constituted will gradually establish their work as a function of government in order to carry out the various provisions of the ordinance defining the scope of their powers and duties. The routine details of the Board will be carried on through the offices of the City Engineer and Building Department until such time as a staffed department has been set up.

Generally, the various functions and duties of the Planning Board can be defined as follows:-

1. Each member of the Board should familiarize himself with the broad objectives of the Comprehensive City Plan.
2. The Board should initiate studies that will result in more detailed plans and further, review the recommendations of other agencies dealing with the subject matter of the plan.
3. The Board should review and act on all subdivision plats prior to their approval for record by the City Council; their action will be guided by the provisions of the Subdivision Regulations adopted by the City Council.
4. The Board will review the administration of Zoning, consider matters of change and amendment and recommend action to the City Council.
5. Plans for public works, streets, utilities and other community facilities should be discussed with the Planning Board for recommendations.
6. To keep the public informed and enlightened as to what projects the Board is primarily interested in and what objectives are being sought. Public education is a useful tool in the promotion of planning progress. The Board can coordinate the thinking of various groups with those of the governing body.
7. All proposed purchases or sale of city property should be studied by the Planning Board to determine the effect of such purchase or sale on the General Land Use Plan.

Annually the Planning Board should prepare a report to the City Council and for distribution reviewing their work of the year and outlining work for the ensuing year.

These are details of continuous planning that should be expedited by departments of the city, for the use of the Planning Board:-

1. The Building Department should keep the Existing Conditions Land Use Map up-to-date. Each month active building permits should be recorded on the land use map and periodically checks should be made in the field to ascertain whether any changes have taken place - such as changed uses, extensions or demolitions.
2. Each year a building permit map should be prepared by the Building Department. On a blank base map the building activity of the calendar year should be recorded, indicating the various land uses in the same colors as used on the existing Land Use Map. This map will be a visual record enabling a study of trends of development.
3. The City Engineer should prepare a street atlas showing all platted, recorded and developed streets, indicating thereon to such existing right-of-way widths, existing set-backs if any, roadway widths, paving type, curb and gutters, sidewalks, curb cuts, etc. This record can be prepared in a ledger form supplemented by maps.
4. The Police Department should prepare a map showing location of all traffic signal lights and on it record an accident record. Such a record will be invaluable to both Police and Planning Board in their considerations of traffic circulation.
5. The Planning Board should arrange with the City Council for the services of off-duty officers to make occasional traffic checks at critical intersections.
6. The City Engineer should maintain a map showing the location of off-street parking facilities and their capacities. This should be kept up to date.

As an advisory agency the Planning Board can be of inestimable value to the City Council and to the community of people generally. By studying, advising and recommending the Planning Board will sow seeds that later will come to function. It is one civil agency that seeks to develop and promote an ideal community. It can interpret and lead into the succeeding generations, a course which it has plotted. Although wielding no actual power, the Planning Board can be a tremendous influence in the community by increasing community pride and elevating the standards of community development.



CHAPTER XVCAPITAL IMPROVEMENT PROGRAMMING

The rapid growth of Florida cities has multiplied and complicated community problems. Vast expenditures of public funds are required to provide streets and highways, sewers, water supply and distribution, fire stations, libraries, recreation facilities and other public facilities. All too often projects in course of construction should have been completed last year. Improvements lag far behind the actual needs. Uncoordinated piecemeal attempts to catch up without the benefit of intelligent planning can cause serious financial embarrassment. Rarely is it possible for the citizen in general and the taxpayer in particular to understand the ramifications of budgets and expenditures - to get a complete picture of public needs and the expenditures necessary to achieve them. Some of the work is performed and paid for by the State, some by the county, some by the federal government and others by the city. Generally, there is little coordination.

CAPITAL IMPROVEMENTS PROGRAM

A Capital Improvements Program or Budget as it is frequently called, provides the city and the taxpayer with a scheduling of capital needs arranged according to a priority of necessity accompanied by estimated costs and suggested methods of financing. Capital improvement programming has its roots in the general over-all planning for community growth and development and in its fiscal administration. The program is essentially a moving time table of major projects and facilities to be carried out in a specified period - say five or six years. Experience proves that a period of six years provides a useful basis for most development proposals.

The preparation of a Capital Improvements Program must be predicated upon a financial analysis of the city to determine its financial status.

Of particular concern are such items as legal debt limitation, magnitude of outstanding debt or liabilities, annual requisite debt service provisions, trend of assessed values of land and improvements and how the assessed values are distributed and also, magnitude and trend of tax levies. Then too, what has been the city's experience in discharging its debt service liabilities. Another item of importance of what contributions or grants are available from the federal government, state, county or other sources.

As previously stated, the comprehensive city plan emphasizes the resources on which future needs are based. A list of projects results. The first task therefore is an arrangement or listing of capital needs according to their priority of necessity, the most urgent needs being given first consideration. Secondly, the estimated cost of each project is prepared, which enables the reviewer to determine how much should be allocated to any one year. Thirdly, knowing priority of project and estimated cost, the project list is examined to ascertain how to finance each item within the city's fiscal ability. This latter step will show how many projects can be financed by the annual budget route, how many need to resort to the issuance of special assessment bonds, revenue certificates or general obligation bonds. Revenue certificates are used frequently to finance sewerage, water supply and other facilities that produce revenues adequate to pay the debt service charges and redeem the debt. A special assessment bond is a form of revenue bond payable from liens levied against the benefitted properties.

Such bonds are used frequently for the payment of sidewalks, street widenings and streets. General obligation bonds, sometimes called ad valorem tax bonds, are used universally for those public projects that produce no revenues and whose redemption is provided wholly from ad valorem taxes levied against the

property and other revenues.

Once the listing of projects has been completed, the estimates of cost prepared and the mode of financing determined the final step of assigning projects to years can be initiated. At this point it may be seen that a number of projects can be lumped together into a general bond issue, in which case, the annual debt service requirements would be included in the schedule and in the operating budget.

Obviously, each year the program is reviewed and revised and extended another year. By doing this the city is able to anticipate its annual fiscal requirements for several years in advance.

Capital Improvement Programming is rapidly becoming a part of a city's fiscal machinery. What is good practice for the individual and business is also good practice for the city.

1. The program tells approximately how much money will be needed and by proper scheduling of projects permits the maximum use of current revenues in meeting capital improvement needs.
2. It can save money by permitting better coordination of the projects called for by all city departments.
3. A five or six year program means land can be acquired ahead of actual construction and protect the city from more expensive outlays later.
4. Citizens can look at the program and see how their property will be affected by improvements. A homeowner can see what roads, parks, water lines or other improvements may be made near him during the five-six year period.

These are but a few of the questions that are essential and fundamental to an understanding of the city's fiscal status which in turn will determine largely the scope and character of the capital improvements to be scheduled.

The comprehensive plan of the city supplies a formidable list of capital improvements among which are included, street extensions, street widenings,



park and recreation land acquisitions, public buildings, water and sewer lines, etc. Fortunately not all the projects listed are needed simultaneously; some are more urgent than others. Whereas some items might be included in the annual operating budget others must be financed over a long period of time through the issuance of bonds. A knowledge of the city's fiscal status is therefore necessary to show how the various projects can be scheduled according to a priority of necessity and yet remain within the framework of the city's ability to pay. The bonding capacity of the city may even be such that a number of the most urgent projects could be brought together in a single bond issue.

Each year the Capital Improvements Program should be reviewed, revised and projected another year in order to keep abreast of changing conditions. It is a continuing process.

The preparation of a capital improvements program can be undertaken in one of two ways. By the first course, it is usually prepared wholly within the administrative and departmental framework of the city and by the second it is prepared by a citizen's group cooperating with the various city departments and the planning board. The first way is the more prevalent however the latter has been used extensively and advantageously.

### BONDED INDEBTEDNESS

The annual audit of the City discloses an outstanding bonded indebtedness of \$4,487,000 as of September, 1962, distributed as follows:-

General Obligation bonds	\$290,000.00
Revenue Water bonds	\$1,347,000.00
Revenue Sewer bonds	<u>\$2,850,000.00</u>
TOTAL	\$4,487,000.00

The General Obligation issue financed Police and Fire Station improvements, Library and City Hall addition. According to the Director of Finance, Utility Taxes are allocated to the payment of these outstanding bonds. The annual debt service requirement to maturity in 1976 is shown in Table 12. Table 13 shows that annual Utility Tax income has far exceeded the annual debt service requirement so no direct advalorem tax levy has been necessary.

The remaining debt outstanding is in the form of revenue bonds. The issue of Water bonds now outstanding, \$1,347,000.00, is payable from water revenues and the sewer bonds, \$2,850,000.00, are currently payable from sewer service charges plus contributions from the cigarette tax. As sewer extensions result in more connections the contribution from the cigarette tax can be reduced and used elsewhere. Currently about \$90,000 of cigarette tax money is applied to sewer debt service annually.

A city with an operating valuation in excess of 53 million dollars and a general obligation debt of less than \$300,000.00 is in a most favorable position to consider additional bonded debt for needed capital improvements. This is the more especially true when the only remaining debt consists of Revenue bonds.

### FISCAL PERFORMANCE

Since 1951, the total Assessed Valuation of Personal property, land and improvements has increased from nearly 14 million dollars, to more than 77 million dollars in 1962 - an increase of more than five fold. Figure 30 shows

TABLE 12SCHEDULE OF ANNUAL BOND REQUIREMENTS

YEAR	ISSUE OF 1960	ISSUE OF 1944	1951	1957	ISSUE 1959	TOTAL
1963	198,560.00	3,318.75	61,200.00	29,500.00	27,112.50	319,691.25
1964	192,166.23	3,743.75	66,576.00	29,500.00	26,475.00	318,460.98
1965	172,905.00	4,153.12	72,312.00	28,500.00	25,837.00	303,707.12
1966	174,283.33	4,060.62	75,984.00	17,500.00	25,200.00	297,027.95
1967	174,392.91	3,928.13	80,664.00	17,500.00	29,562.50	306,047.54
1968	174,343.76	12,315.62	82,104.00	17,500.00	28,712.50	314,975.88
1969	175,236.24	10,437.50	83,064.00	17,500.00	27,863.00	314,102.74
1970	174,999.17	- - -	79,475.19	17,500.00	27,012.50	298,986.86
1971	175,662.83	- - -	76,760.00	17,500.00	26,162.50	296,085.33
1972	176,201.71	- - -	79,860.00	17,500.00	30,312.50	303,874.21
1973	175,602.55	- - -	82,260.00	17,500.00	29,250.00	304,612.55
1974	175,910.00	- - -	84,480.00	17,500.00	28,187.50	306,077.50
1975	177,086.25	- - -	86,520.00	17,500.00	27,250.00	308,356.25
1976	177,086.25	- - -	86,880.00	17,500.00	26,062.50	307,528.75
1977	177,947.50	- - -	88,120.00	17,500.00	- - -	283,567.50
1978	177,632.50	- - -	90,200.00	17,500.00	- - -	285,332.50
1979	178,178.75	- - -	95,080.00	17,500.00	- - -	290,758.75
1980	178,548.75	- - -	99,140.00	17,500.00	- - -	295,188.75
1981	178,582.91	- - -	49,400.00	17,500.00	- - -	245,482.91
1982	179,415.59	- - -	- - -	126,500.00	- - -	305,915.59
1983	180,017.16	- - -	- - -	258,500.00	- - -	438,517.16
1984	179,383.75	- - -	- - -	- - -	- - -	179,383.75
1985	180,558.42	- - -	- - -	- - -	- - -	180,558.42
1986	180,408.96	- - -	- - -	- - -	- - -	180,408.96
1987	181,037.52	- - -	- - -	- - -	- - -	- - -
1988	180,357.29	- - -	- - -	- - -	- - -	- - -
1989	179,439.58	- - -	- - -	- - -	- - -	- - -
1990	178,284.38	- - -	- - -	- - -	- - -	- - -
1991	176,891.66	- - -	- - -	- - -	- - -	- - -
1992	180,281.26	- - -	- - -	- - -	- - -	- - -
1993	178,176.03	- - -	- - -	- - -	- - -	- - -
1994	175,833.33	- - -	- - -	- - -	- - -	- - -
1995	168,233.34	- - -	- - -	- - -	- - -	- - -
1996	633.34	- - -	- - -	- - -	- - -	- - -



TABLE 13

EXPENDITURES

<u>GENERAL GOV'T</u>	<u>FIRE &amp; POLICE</u>	<u>PUBLIC WORKS</u>	<u>HEALTH &amp; SANITATION</u>	<u>PARKS &amp; RECREATION</u>	<u>OTHER</u>	<u>TOTAL</u>
60,115	117,139	103,828	21,821	27,518	1,473	331,894
66,936	123,092	109,674	28,185	44,786	83,835	456,508
73,273	116,376	111,305	43,829	78,134	22,720	445,637
76,335	145,612	115,546	64,057	74,812	63,007	539,369
82,194	177,996	122,171	65,566	62,140	105,394	615,461
87,858	193,212	116,131	57,181	67,724	129,960	652,066
153,351	205,012	127,035	73,389	82,211	80,122	721,120

\* Includes City Garage and Miscellaneous Accounts

TABLE 14

INCOME

<u>AD VALOREM TAXES</u>	<u>UTILITY TAXES</u>	<u>CIGARETTE TAX</u>	<u>LICENSES</u>	<u>BUILDING PERMITS</u>	<u>FINES &amp; OTHER</u>	<u>TOTAL</u>
197,907	35,231	54,363	26,560	10,548	24,778	341,298
250,057	40,936	61,450	28,382	11,795	25,957 7,880	426,457
288,396	42,774	71,374	42,774	11,349	20,785 15,379	492,831
308,070	51,705	87,548	48,281	14,197	25,540 19,933	555,276
344,494	53,854	97,897	51,512	20,108	37,974 16,067	621,906
378,460	60,403	112,438	59,187	21,169	37,424 30,889	699,970
414,107	67,199	125,808	63,321	32,591	32,499 69,558	795,083

\* Other includes rentals on Beach and Dock Properties and Recreation Building and Parking Meter revenues, County Grant for Roads, Assessments for Construction.

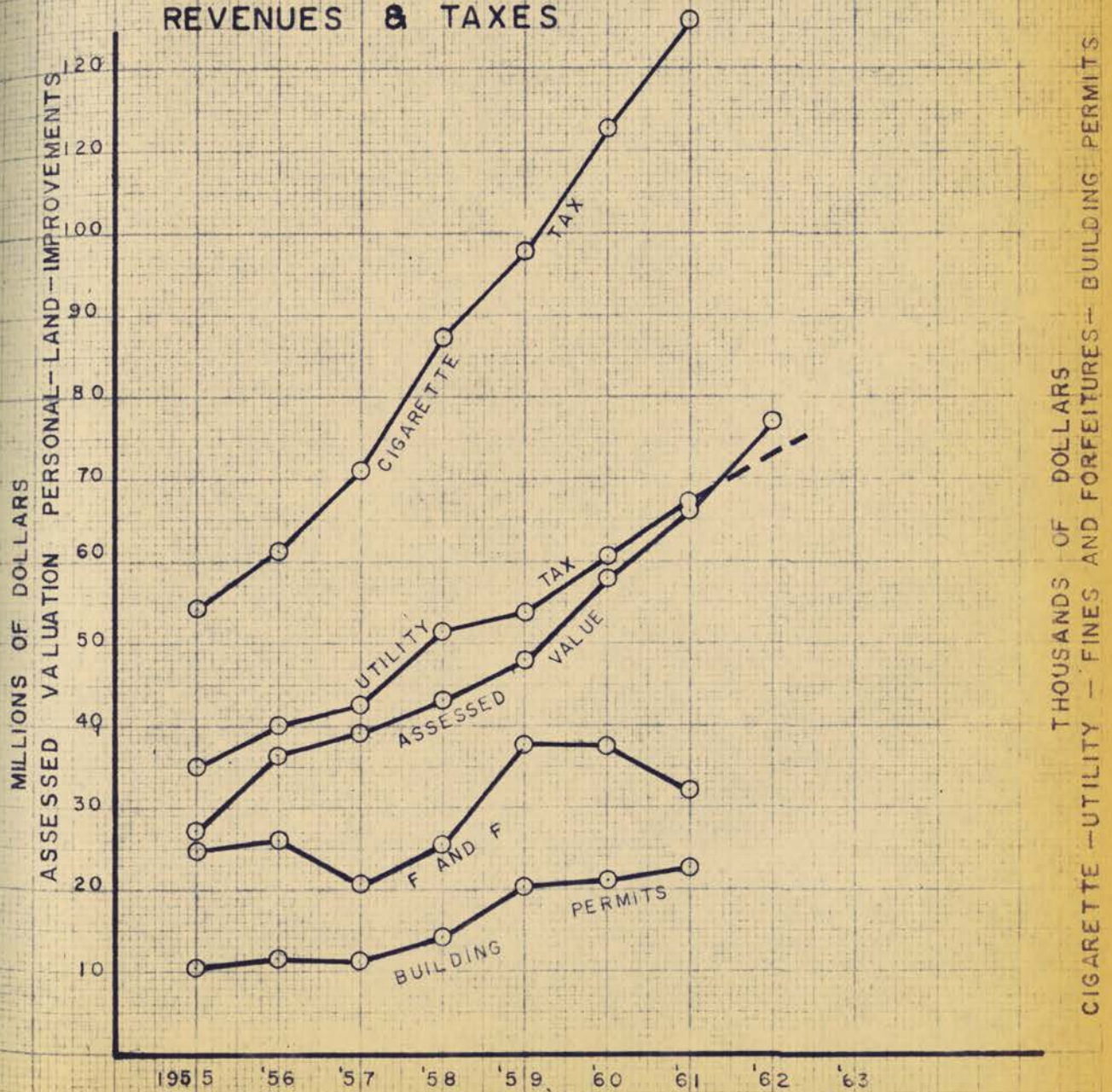
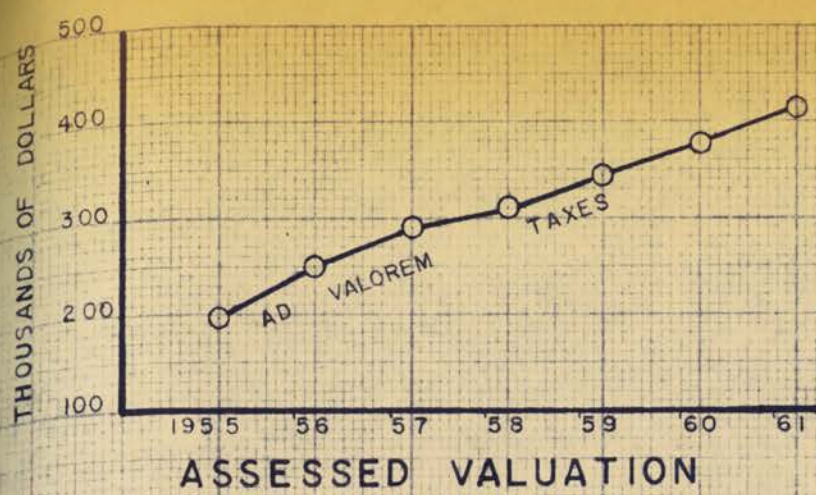
diagrammatically how the Assessed Valuation has increased. Table 15 shows the distribution of Assessed Valuation according to exemptions. It will be noted particularly that the exempt value has steadily increased since 1958 and in 1962 amounted to nearly 43 percent of the total. A tax levy of 11 mills has been maintained annually.

The city has prepared information pertinent to taxation, which is included herein because of its nature and importance. Of 3453 improved properties, 1354 (39 percent) are non-white. 367 properties (10 percent of the total) pay no taxes, of which 238 (65 percent) are non-white. 1743 properties (50 percent of the whole) pay less than \$50 yearly in taxes of which 862 (50 percent) are non-white. 1212 properties (35 percent of the total) pay more than \$50 in taxes of which 987 (81 percent) are whites. See Table 15 This tabulation reveals that the tax producing properties lie predominantly east of the railway.

Tables 13 and 14 reflect income and expenditures as revealed by the latest audit. Less than 55 percent of the gross income is derived from ad valorem taxes. The cigarette and utility taxes in the years 1960 and 1961 accounted for about 25 percent of the income. The increase in the amount of cigarette tax from \$54,363 in 1955 to \$125,808 in 1961 is remarkable. As stated previously a considerable portion of this tax is currently being allocated to the payment of sewer indebtedness. The trend of these various income items is shown in Figure 30.

The cost of operating the city and its various departments increased 118 percent in the period 1955 through 1961. In that same period though the population increased in excess of 60 percent. In the year 1960 through 1961 however, the total cost of government exclusive of debt service increased only 10.6 percent. Individual items contributing to the total cost increased



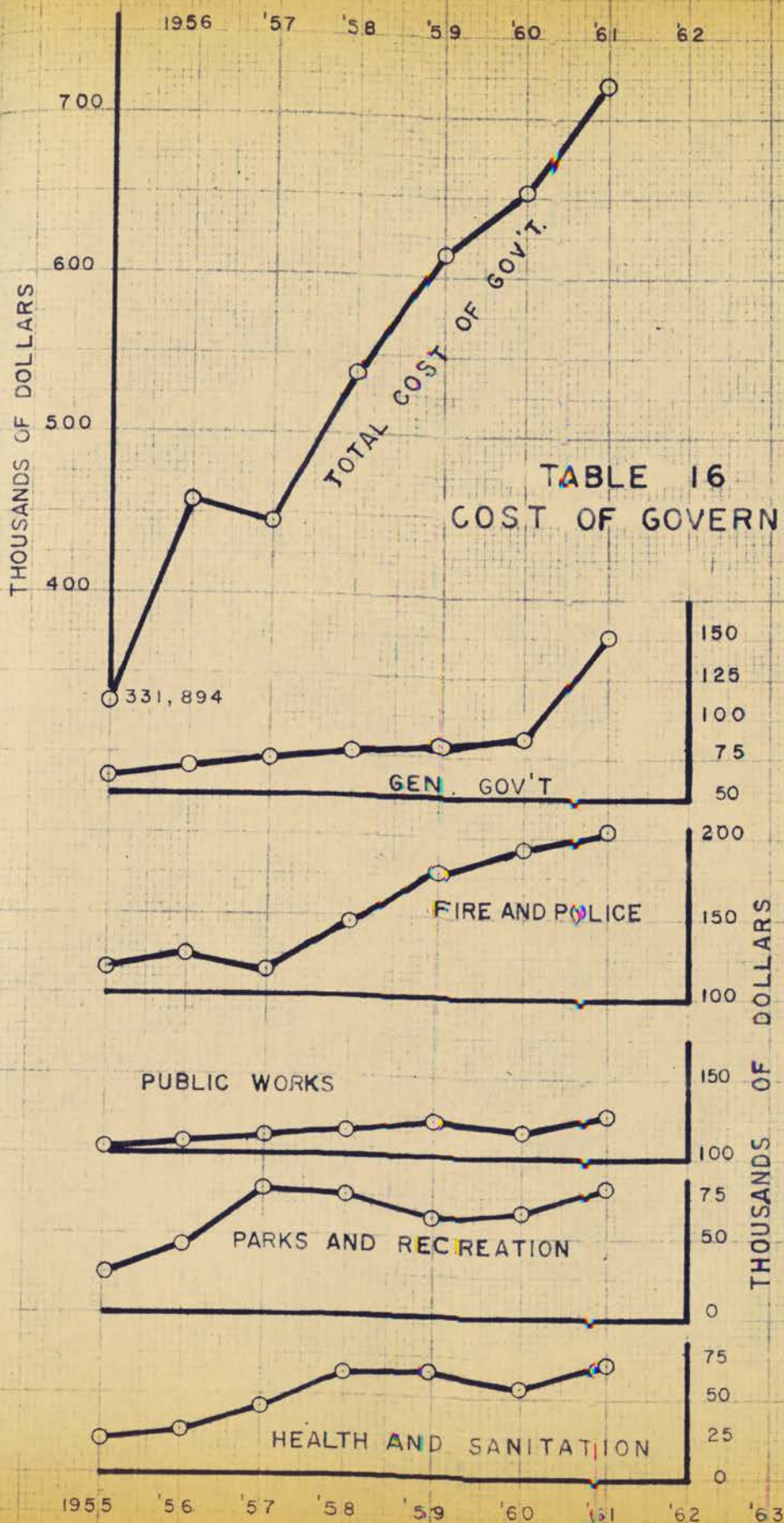


THOUSANDS OF DOLLARS

CIGARETTE - UTILITY - FINES AND FORFEITURES - BUILDING PERMITS







RECAPITULATION

The aggregate cost of capital improvements recommended in the comprehensive plan approximates \$4,000,000.00 - a sum not too large for a growing, enterprising city. Of this amount, \$1,530,000 or nearly 40 percent of the whole is allocated to revenue producing utilities. The following summary reflects how the capital improvements and other items are distributed with indications as to how they can be financed. Of the \$450,030.00 suggested for Street Improvements, \$345,530.00 should be provided from Special Assessment Obligations during 1965-66 and similarly, of the total of \$770,400.00 under Parks and Recreation, it is suggested that only \$255,000.00 be provided in the years 1964 & 65 and of the \$675,000.00 under Public Buildings, only \$220,000.00 will be needed in 1964 & 65. It is therefore suggested that a General Bond issue of \$735,000.00 be considered to provide the required improvements in the years 1964-65.

SUMMARYSTREET IMPROVEMENTS

R/W Acquisition	\$397,000	-	\$260,000	GOB	=	1964-65
Improvements	<u>450,030</u>	-	345,530	SAB	=	1965-66
TOTAL	\$847,030					

PAVING

\$158,200	-	\$158,200	SAB	=	1963-64
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PARKS AND RECREATION

Land Acquisition	\$312,000				
Improvements	<u>458,400</u>				
	\$770,400		\$255,000	G)B	= 1964-65 GOB

PUBLIC BUILDING

Land Acquisition	\$ 15,000+				
Improvements	<u>660,000</u>				
	\$675,000		\$220,000	GOB	= 1964-65



UTILITIES    -    \$1,530,000 RB    =    1964-65

\$ 735,000	1964-65	General Obligation Bond Issue
345,530	1965-66	Special Assessment Bond Issue
1,530,000	1964-65	Revenue Bond Issue
158,200	1963-64	Special Assessment

Table 17 following, distributes the various items over a six year period.

# CAPITAL IMPROVEMENT PROGRAMMING

A. Department heads submit requests for proposed projects.



B. Planning Commission reviews proposed projects for conformity or conflict with Comprehensive Plan.



C. Controller and Budget Director prepare report of City's financial position.



D. Capital Improvement Program Committee Receives lists of proposed projects, report of Planning Commission and report of Controller and Budget Director.



E. Review of master list of projects for scheduling and assigning priorities.



F. Interdepartmental hearing on master list of proposed projects.



G. Adoption of six year Capital Improvement Program.



H. Controller and Budget Director explore methods of financing projects.



I. Publication and transmittal to City Council, citizen groups and newspapers.



J. Council Action



RIVIERA BEACH CAPITAL IMPROVEMENT PROGRAM  
(All improvements recommended by Comprehensive Plan)

GO - General Obligation Bonds	L - Land
CR - Current Revenues	I - Improvements
RB - Revenue Bonds	
SA - Special Assessment	

I STREETS AND HIGHWAYS (Right-of-Way Acquisition)

ITEM DESCRIPTION OF PROJECT.

1. Right-of-way and Improvement of Congress Road Extension.
2. Right-of-way and Improvement of Avenue E one way  
(Curb - gutter - sidewalk)
3. Acquire 80' R/W for Avenue C from 17th Street to Port Road and improve.  
(Curb - gutter - sidewalk)
4. 80' R/W for Avenue B from 22nd Street to connect with Avenue C and improve.  
(Curb - gutter - sidewalk)
5. 80' R/W for Avenue A from Avenue B connection to north limits.  
(Curb - gutter - sidewalk)
6. 80' R/W for Inlet extension across the F.E.C. to Port Road.
7. 80' R/W for Inlet extension west to Bee Line.
8. 80' R/W for 13th Street from Old Dixie to Galveston.
9. 80' R/W for Acrehome and Cedar Street connection.
10. 60' R/W for 34th Street from Avenue F to Broadway

WIDENINGS

1. 80' R/W for Galveston from Charles to New York.  
(Sidewalks)



The following Capital Improvement Budget suggests for the consideration of the City Council and Capital Improvements Committee a distribution of the various improvements recommended in the Comprehensive City Plan in accord with a priority of necessity and a reasonable ability to finance them. The budget as drafted should be corrected and extended another year so that at all times a five year program is provided for.

### FIVE YEAR CAPITAL BUDGET

#### I STREETS AND HIGHWAYS (Right-of-Way Acquisition)

<u>ITEM</u>	<u>1963</u> <u>1964</u>	<u>1964</u> <u>1965</u>	<u>1965</u> <u>1966</u>	<u>1966</u> <u>1967</u>	<u>1967</u> <u>1968</u>	<u>LATER</u>	<u>METHOD OF</u> <u>FINANCING</u>
1. (L) (I)			X		X		
	County Project						
2. (L) (I)							
	Project of State Road Department						
3. (L)	90,000		50,450				GO SA
4. (L) (I)	55,000		28,040				GO SA
5. (L) (I)	100,000		89,640				GO SA
6. (L) X (I) X	This should be a County Project						
7. (L) X (I) X	This should be a County Project						
8. (L) (I)		12,000		26,000			CR SA
9. (L) X X	A County Project						
10. (L) (I)					40,000	6,900	CR CR

#### WIDENINGS

1. (L) (I)	10,000		25,200				CR SA
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ITEM DESCRIPTION OF PROJECT.

2. 80' R/W for all sections of Old Dixie
3. 80' R/W for Port Road from U.S. 1 to Avenue C  
(Curb - gutter - sidewalks)
4. 80' R/W for 13th Street from Old Dixie to Avenue C.
5. 100' R/W for Blue Heron from U.S. 1 to Canal.
6. 60' R/W for Center Street from Acrehome to Old Dixie.
7. 80' R/W for Silver Beach Road from Avenue A to Old Dixie.  
(Curb - gutter - sidewalk)
8. 80' R/W for Silver Beach Road from Old Dixie to Congress

PAVING

1. Chicago from Washington to New York.
2. Detroit from Illinois to New York.
3. Houston from Washington to Illinois.
4. Indianapolis from Michigan to New York.
5. Acrehome from Inlet to Drainage Canal R/W.
6. Adowa from Center Street to Old Dixie.
7. Saint Michiel Way from Bonga to Argonne.
8. Douglas from Center to Jackson.
9. 703 from Lake Worth to North limits.

<u>ITEM</u>	<u>1963</u> <u>1964</u>	<u>1964</u> <u>1965</u>	<u>1965</u> <u>1966</u>	<u>1966</u> <u>1967</u>	<u>1967</u> <u>1968</u>	<u>LATER</u>	<u>METHOD OF</u> <u>FINANCING</u>
2. (L) (I)		X X	This is a County Project (Setback lines should be established)				
3. (L) (I)			Acquire land from Port of Palm Beach 11,800				SA
4. (L) (I)					35,000 33,000		CR SA
5. (L) (I)			This is a State Project.				
6. (L) (I)		20,000				25,400	CR CR
7. (L) (I)		15,000					GO SA
		(Lake Park participation)	114,400				
8. (L) (I)					11,000		CR
			(Setback lines should be established)				

PAVING

1. (I)	5,500						SA
2. (I)	1,300						SA
3. (I)	4,400						SA
4. (I)	4,600						SA
5. (I)	3,550						SA
6. (I)	8,800						SA
7. (I)	6,850						SA
8. (I)	7,700						SA
9. (I)	This will be a State Project				X		



ITEM DESCRIPTION OF PROJECT.

10. Madison from Acrehome to Douglas.
11. Comas from Acrehome to Douglas.
12. Argonne from Douglas to Old Dixie.
13. Driskell from Acrehome to Douglas.
14. Yates from Acrehome to Douglas.
15. Gerrome from Douglas to Old Dixie
16. Gray from Lincoln to Douglas.
17. Jackson from Lincoln to Douglas.
18. Debose from Lincoln to Douglas.
19. Bell from Acrehome to Douglas.
20. Irene west of Detroit.
21. Washington from Galveston to Elkhart.
22. Alyson from Detroit westward.
23. Washington from Detroit to Boston.
24. Michigan from Indianapolis to Detroit.
25. Illinois from Elkhart to Detroit.
26. New York from Galveston to Chicago.

<u>ITEM</u>	<u>1963</u> <u>1964</u>	<u>1964</u> <u>1965</u>	<u>1965</u> <u>1966</u>	<u>1966</u> <u>1967</u>	<u>1967</u> <u>1968</u>	<u>LATER</u>	<u>METHOD OF</u> <u>FINANCING</u>
10. (I) 10,400							SA
11. (I) 10,400							SA
12. (I) 6,600							SA
13. (I) 10,400							SA
14. (I) 10,400							SA
15. (I) 7,700							SA
16. (I) 6,600							SA
17. (I) 6,600							SA
18. (I) 6,600							SA
19. (I) 3,550							SA
20. (I) 500							SA
21. (I) 5,200							SA
22. (I) 1,300							SA
23. (I) 2,700							SA
24. (I) 13,000							SA
25. (I) 26,000							SA
26. (I) 11,000							SA

ITEM DESCRIPTION OF PROJECT.

## 27. Annual Street Maintenance.

Note: 1964-1966 appropriate \$60,000 annually for street work out of current revenue.

II PARKS AND RECREATION.ITEM DESCRIPTION OF PROJECT.

1. Acquire two 3-5 acre playgrounds on Singer Island.
2. Acquire one 10-15 acre playfield on Singer Island.
3. Develop Peanut Island as regional Recreation Area.
4. Expand and improve Foster Park.
5. Develop proposed Beach Park Plan.
6. Develop proposed Waterfront Park Plan.
7. Develop proposed Blue Heron Playfield.
8. Develop area between White Caps Road and 37th for recreation.
9. Expand Comas Avenue Playground.
10. Develop area east of Ransom Avenue on Lee Street for recreation purposes.
11. Develop 3-5 acre site west of Acrehome and north of Center Street.
12. Develop 10-15 acres west of swimming pool for playfield.
13. Develop 3-5 acres in southwestern corner of City.
14. Develop 3-5 acres north of Inlet, south of New York, west of Elkhart.
15. Improve existing open drainage areas into pedestrian parkways.



<u>ITEM</u>	<u>1963</u> <u>1964</u>	<u>1964</u> <u>1965</u>	<u>1965</u> <u>1966</u>	<u>1966</u> <u>1967</u>	<u>1967</u> <u>1968</u>	<u>LATER</u>	<u>METHOD OF</u> <u>FINANCING</u>
27. (I)	50,000	60,000	48,000	60,000	20,000	60,000	CR

II PARKS AND RECREATIONITEM

1. (L)	Acquire at time of subdividing.					15,000	CR
(I)						4,400	CR
2. (L)	Acquire at time of subdividing.					33,000	CR
(I)						20,000	CR
3. (L)	This project will have State and County participation						
(I)	City's share					55,000	GO
4. (L)	This will be a County Project						
(I)						X	
5. (L)							
(I)			200,000				GO
6. (L)		150,000					GO
(I)	12,000					100,000	CR & GO
7. (L)		25,000					CR
(I)			20,000				CR
8. (L)		13,000					CR
(I)		7,000					CR
9. (L)				30,000			CR
(I)					4,000		CR
10. (L)						11,000	CR
(I)						5,000	CR
11. (L)	15,000						CR
(I)			8,000				CR
12. (L)	Unable to determine cost at this time.						
(I)			12,000				CR
13. (L)			10,000				CR
(I)	Acquire when subdivided					6,000	CR
14. (L)			10,000				CR
(I)						5,000	CR
15. (L)							
(I)						X	

### III PUBLIC BUILDINGS

#### ITEM DESCRIPTION OF PROJECT.

1. Expansion of City Hall.
2. New Youth Center in Blue Heron Park.
3. Remodel Fire Station #1.
4. New Eastern Fire Station #2.
5. New Western Fire Station #3.
6. New Civic Auditorium.
7. Expansion of library.
8. Acquisition of property for Governmental Center.
9. Expansion of City Garage Facilities.
10. Swimming Pool in Blue Heron Park.

### IV UTILITIES

#### ITEM DESCRIPTION OF PROJECT.

1. Storm drainage system Installation
2. Sewer system expansion into unsewered areas.
3. Water System Expansion
4. Acquire adequate site for Sanitary Land Fill Operation.

### V MISCELLANEOUS.

#### ITEM DESCRIPTION OF PROJECT.

1. Sidewalk installation program.
2. Rehabilitation of and replacement of rolling stock.

III PUBLIC BUILDINGS

<u>ITEM</u>	<u>1963</u> <u>1964</u>	<u>1964</u> <u>1965</u>	<u>1965</u> <u>1966</u>	<u>1966</u> <u>1967</u>	<u>1967</u> <u>1968</u>	<u>LATER</u>	<u>METHOD OF</u> <u>FINANCING</u>
1. (L) (I)			80,000				GO
2. (L) (I)						50,000	CR
3. (L) (I)			40,000				GO
4. (L) (I)						10,000 45,000	CR CR
5. (L) (I)						5,000 35,000	CR CR
6. (L) (I)						X 300,000	GO GO
7. (L) (I)						70,000	CR
8. (L) (I)	Cost of land unable to be determined at this time						GO
9. (L) (I)	To be undertaken as additional space is needed. 40,000						CR
10. (L) (I)			100,000				

IV UTILITIESITEM

1. (I)						X
2. (I)		1,000,000				
3. (I)		500,000				
4. (I)	X	30,000				

V MISCELLANEOUSITEM

1. (I)	This is an annual program	SA
2. (I)	40,000 annually.	

## A P P E N D I X

- I Subdivision Regulations
- II Minimum Housing Code
- III Performance Standards  
Conditional Use Provision



SUBDIVISION REGULATIONS

and

MINIMUM HOUSING CODE

The regulations included herein are presented primarily for the consideration of the City Council and Planning Board. Copies of the Subdivision Regulations were submitted to the City Manager and City Engineer some months ago. Both drafts follow universally accepted standards but before adoption, certain portions may need modification to fit peculiar local needs. As a result of their examinations the Planning Board has recorded several changes in each regulation, which are reasonable.

PROPOSED  
SUBDIVISION REGULATIONS

FOR  
CITY OF  
RIVIERA BEACH, FLORIDA  
PALM BEACH COUNTY

PREPARED BY  
George W. Simons, Jr.  
Planning Consultant  
Jacksonville, Florida

November, 1962

PROPOSED FOR ADOPTION

AN ORDINANCE FOR THE CITY OF RIVIERA BEACH,  
FLORIDA REGULATING THE SUBDIVISION OF LAND  
IN OR ABOUT TO BE ANNEXED TO THE CITY OF  
RIVIERA BEACH, FLORIDA

BE IT ORDAINED BY THE CITY OF RIVIERA BEACH, FLORIDA

ARTICLE I. DECLARATION OF PURPOSE,  
JURISDICTION, AND DEFINITIONS

SECTION 1. DECLARATION OF PURPOSE

The procedures and standards for the development and subdivision of real estate and for the surveying and platting thereof, adopted and prescribed by this ordinance and hereby found by the City of Riviera Beach, Florida to be necessary and appropriate in order to provide for economical and sufficient streets with adequate widths and with proper alignment and grades designed to promote the public safety, health and general welfare, to provide for suitable residential neighborhoods with adequate streets and utilities and appropriate building sites, to save unnecessary expenditure of public funds by initial proper construction of streets and utilities and to provide proper land records for the convenience of the public and for better identification and permanent location of real estate boundaries.

SECTION 2. JURISDICTION

From and after the date of adoption, these regulations shall govern subdivisions of land within the City Limits and subdivisions about to be annexed to the City, and no subdivider may proceed with improvement or sale of lots in a subdivision until such subdivision plat shall have been approved and accepted herein:

SECTION 3. DEFINITIONS

For the purpose of these regulations certain words and terms used herein are defined as follows:

- (1) **PLANNING BOARD.** The words "Planning Board" shall be construed to mean the Planning Board of the City of Riviera Beach, Florida as now constituted.
- (2) **CITY.** The City of Riviera Beach, Florida.
- (3) **COMPREHENSIVE PLAN.** A plan, which may consist of several maps, data and other descriptive matter, for the physical development of the city or any portion thereto including any amendments, extensions or additions thereof adopted by the City of Riviera Beach, Florida, indicating the general locations for major roads, parks or other public open spaces, public building sites, routes for public utilities, zoning district or other similar information.

- (4) CITY COUNCIL. The City Council of the City of Riviera Beach, Florida.
- (5) CLERK. Shall mean Clerk of the City of Riviera Beach, Florida.
- (6) CUL-DE-SAC. A street having one open end and being permanently terminated by a vehicular turn-around.
- (7) DEDICATION. The deliberate appropriation of land by its owner for any general and public uses, reserving to himself no other right than such as are compatible with the full exercise and enjoyment of the public uses to which the property has been devoted.
- (8) EASEMENT. A right-of-way granted for limited use of private property for a public or quasi-public purpose.
- (9) LOT. A tract or parcel of land identified as a single unit in a subdivision and intended for transfer of ownership, use or improvement.
- (10) RIGHT-OF-WAY. Land reserved, used or to be used for a street, alley, walkway, drainage facility or other public purpose.
- (11) SETBACK LINE. The distance between the street right-of-way line and the front wall of the main structure. In the Zoning Ordinance this distance is defined as the Front Yard. (This should not be confused with setback lines sometimes established by ordinance for the purpose of ultimate street widening, measured from the center line of the right-of-way).
- (12) SKETCH PLAN. An informal plan indicating the salient existing features of the site and its surroundings as described in Article II and the general layout of a proposed subdivision.
- (13) SIGHT DISTANCE. The minimum extent of an unobstructed forward vision (in a horizontal plane) along a street from a vehicle located at any given point on a street.
- (14) STREET. The term "Street" means a public way for vehicular traffic whether designated as a street, highway, thorofare, parkway, throughway, road, boulevard, land, place or however designated.
  - (a) ARTERIAL STREETS AND HIGHWAYS. Those which are used primarily for fast high volume intra and inter - urban movement.
  - (b) COLLECTOR OR FEEDER STREETS. Those which carry traffic from minor streets to the major system of arterial streets or highways, including the principal entrance streets to a residential development and streets for circulation within such a development.
  - (c) EXPRESSWAY. A street or highway intended for fast moving and heavy traffic on which points of egress or ingress are limited and grade crossings are separated.



- (d) MARGINAL ACCESS STREETS. Minor streets which are parallel and adjacent to arterial streets and highways and which provide access to abutting properties and protection from traffic.
  - (e) MINOR STREETS. Those which are used primarily for access to abutting property.
  - (f) HALF-STREET. Generally parallel and adjacent to the boundary of a tract, having a lesser right-of-way width than required for a full width of the type involved.
  - (g) PARKWAY. Streets with limited access on an exceptional right-of-way permitting marginal parkways for landscaping.
  - (h) ALLEY. A minor roadway which is used primarily for vehicular service access to the back or the side of properties otherwise abutting on a street.
- (15) SUBDIVIDER OR DEVELOPER. A person, firm, or corporation, who undertakes the activities covered by these regulations, particularly the drawing up of a subdivision plat showing the layout of the land and the public improvements involved therein. Inasmuch as the subdivision plat is merely a necessary means to the end of assuring a satisfactory development, the term "subdivider" is intended to include the term "developer" even though the persons involved in successive stages of the project may vary.
- (16) SUBDIVISIONS. The division of a parcel of land into two (2) or more lots or parcels either by plat into lots and blocks or by metes and bounds description for the purpose of transfer of ownership or development, when said division results in two or more lots or parcels of five (5) acres or less for either; or if a new street is involved, any division of a parcel of land; or resubdivisions of land heretofore divided or platted into lots, sites or parcels. However, the sale or exchange of small parcels of land to or between adjoining property owners where such sale or change does not create additional lots shall not be considered a subdivision of land.
- (17) ZONING ORDINANCE. Where used in these regulations means the Zoning Ordinance of the City of Riviera Beach, Florida, and amendments thereto.

## ARTICLE II - PROCEDURE FOR PLAT APPROVAL

### SECTION I. GENERAL - PRE - APPLICATION PROCEDURE - SKETCH PLAN

Before any preliminary plat is prepared the subdivider or developer of any land within the corporate area of the City of Riviera Beach shall obtain a copy of these regulations to become familiar with their various provisions and requirements.

1. The Subdivider shall submit to the Clerk, at least two weeks prior to regular meeting of the Board, the original and 4 copies of a SKETCH PLAN of the proposed Subdivision for preliminary discussion to examine the scope of development contemplated, its nature and explain how it will fit into the comprehensive plan of the city. The SKETCH PLAN shall show the following features;
  1. The location of the land or site to be subdivided and the approximate area thereof.
  2. An indication of such natural features as unusual topography, low or swampy areas, streams or lakes.
  3. An indication of the proximity of such utilities as water, sewerage, drainage, electric light and power and how the subdivision will be served by each.
  4. The subdivision of existing lands, if any, surrounding or abutting the proposed site, notably the street pattern.
  5. The relationship of the proposed subdivision to existing community facilities which serve or influence it such as main traffic arteries, railways, waterways, shopping or commercial centers, schools, parks and playgrounds or any other physical features that will enable the Board to determine how the subdivision will fit into the pattern of the community as a whole.
  6. Tentative lot and block lines.
  7. Where a small or irregular tract of land will be created or may remain due to the development of a proposed subdivision, the Board may require that a practical plan for the development of said tract be submitted. Where a practical layout cannot be made the Board may require revision of the proposed subdivision layout.
2. After review by the Board, copies of the plat will be forwarded to the City Manager and City Engineer for consideration.
  1. If the SKETCH PLAN is approved as submitted, and without conditions, the Clerk shall retain four (4) copies and shall return one copy to the subdivider within one week. The Clerk shall present the signed SKETCH PLAN to the Board at the next regular meeting.
  2. If the SKETCH PLAN is disapproved, the clerk shall retain one copy and shall return four copies to the subdivider, who shall not proceed with subdivision unless and until a plan has been approved by the Planning Board.
  3. If the SKETCH PLAN received conditional approval, the Clerk

shall retain one copy and return four copies to the subdivider. The subdivider shall not proceed with the subdivision unless and until the conditions are met, and the Planning Board has certified on all copies of the SKETCH PLAN that the conditions are met.

Following the approval of the SKETCH PLAN the subdivider may proceed to prepare a PRELIMINARY PLAN in accordance with the instructions hereinafter contained.

## SECTION 2. PRELIMINARY PLAT PROCEDURE

- (1) Any person desiring to subdivide land, who has fulfilled the requirements of Section 1, shall prepare a Preliminary Plat of the proposed subdivision in accordance with the specifications and requirements as set forth in Article III, Section 1 hereof.
- (2) One (1) copy of the Preliminary Plat shall be filed with the City Manager, one (1) copy with the Board, and one (1) copy with the City Engineer for examination at least two weeks prior to the Board meeting at which it is to be considered.
- (3) Application in proper form must be filed with the Clerk by the land owner or his authorized agent ten days prior to the next regular meeting of the Board along with a filing fee of \$50.00 with 10¢ for each lot.
- (4) The City Engineer shall examine and check the Preliminary Plat for general engineering and the requirements of Section 3. The Clerk shall check the Preliminary Plat for street numbering and naming and conformance with the Comprehensive Plan of the City. Both officials shall forward to the Board one print of said Plat with their approval or recommended changes.
- (5) The Board shall review the recommendations of the City Engineer and the Clerk. In its consideration of the Preliminary Plat the Board may call upon the City Engineer, representatives of the Power Company, Planning Consultants, the Board of Public Instruction and other interested agencies for information as to how the site of the proposed subdivision can be served with utilities, drainage facilities, parks, and schools.
- (6) If the Planning Board approves the Plat conditional upon modifications, corrections, or changes, the Plat shall be altered by the subdivider to conform to said modifications before being signed by the aforementioned parties, after which one print of the signed Preliminary Plat shall be furnished by the developers to the Board and the City Engineer.

## SECTION 3. PROCEDURE FOLLOWING APPROVAL OF THE PRELIMINARY PLAT.

- (1) Receipt of the signed copy of the approved Preliminary Plat is authorization for the Subdivider to proceed with the preparation of plans and

specifications for the following minimum improvements and with the preparation of the final plat:

- (a) Street grading and paving, curb and gutter, sidewalks.
  - (b) Drainage of the subdivision.
  - (c) Water Supply.
  - (d) Sanitary sewers.
  - (e) Street name signs.
  - (f) Monuments.
- (2) Prior to the construction of any improvements, the Subdivider shall furnish the City Engineer a copy of all plans, information and data necessary to determine the character of the site improvements contemplated for compliance with the minimum standards and specifications of the City for said improvements. Street, drainage, sewerage and other utility plans shall be prepared by a professional engineer registered in the State of Florida.

#### SECTION 4. PROCEDURE FOR TENTATIVE APPROVAL OF THE FINAL PLAT

- (1) Within six months after approval of the Preliminary Plat, two (2) copies of the final plat shall be submitted to the Planning Board for their examination and approval. Preliminary approval shall terminate after six months, however, an extension of time may be granted by the Planning Board upon written request. Of these two copies, one copy shall be transmitted to the Board and one copy to the City Engineer, for their review and comments.
- (2) The final plat shall conform substantially to the Preliminary Plat as approved, and if desired by the subdivider, it may constitute only that portion of the approved Preliminary Plat which he proposes to develop and record at the time, however, that such portion conforms to all the requirements of those regulations.
- (3) Application for approval of the final plat shall be submitted in writing to the Planning Board at least fifteen (15) days prior to the meeting at which it is to be considered.
- (4) The City Engineer and the Clerk shall examine the final plat for conformance with the preliminary plat with regard to their individual responsibilities, and within thirty (30) days they shall notify the Board of their findings in writing. After review of final plat and supplementary engineering drawings, the Board shall notify the City Council of their findings. The Board's certification does not include anything as to such structures as sidewalks, streets, sewers, drainage or other engineering components that comprise the ultimate development. Such physical components must conform to specified engineering standards prescribed by the City Engineer and City Council. Failure of the



Board to act within sixty (60) days after submission of said plat by City Engineer shall be deemed an approval and the final plat will be forwarded to the City Council for tentative approval.

- (5) After certification of the Final Plat by the Planning Board and the City Engineer, the City Council may give tentative approval of the Final Plat. Final approval shall be withheld until all the required improvements are installed to the satisfaction and final approval of the City Council or in lieu thereof, the deposit of cash equal to 110% of the construction costs estimated by the City Engineer or the filing of a surety bond conditioned to secure the construction of required improvements.
- (6) The certification of the Board and the tentative approval of the City Council shall be each stamped or imprinted on the Final Plat. The original copy shall be returned to the subdivider, one (1) copy to the City Engineer, and one (1) copy to be retained in the files of the Clerk.

SECTION 5. PROCEDURE FOLLOWING TENTATIVE APPROVAL OF THE FINAL PLAT BY THE CITY COUNCIL

- (1) Upon the finding by the City Council that the subdivider has complied with the applicable State, County, and City laws and the provisions of these regulations, and said Council has given tentative approval to the final plat, the subdivider shall install all required improvements immediately or deposit either of the following surety alternatives.
  - (a) File with the City Council a surety bond conditioned to secure the construction of the improvements listed in Article V in a satisfactory manner and within a time period specified by the City Council, such period not to exceed one (1) year. However, the City Council shall have the authority to extend this time. Said bond shall be executed by a surety company authorized to do business in the State of Florida and having a resident agent in Palm Beach County. No such bond shall be accepted unless it is enforceable by or payable to the City in a sum at least 110% of the cost of constructing the improvements as estimated by the City Engineer and in form with the surety and conditions approved by the City Attorney, or,
  - (b) Deposit with the City or place in escrow cash, cashier's check or a certified check in an amount 110% of the cost of construction the improvements as estimated by the City Engineer.
  - (c) Estimates for the costs of said improvements shall be provided by the subdivider, to be made by an engineer registered in the State of Florida. Such information as necessary shall be made available to the City Engineer for his determination of costs.

- (2) Following receipt of the surety deposit or notification by the City Engineer that all improvements have been installed, whichever occurs first, the City Council may give final approval to the Final Plat and cause said plat to be properly executed.
- (3) After final approval by the City Council, the subdivider shall file a true copy of the plat as approved, within sixty (60) days from the date of such approval with the Clerk of the Circuit Court of Palm Beach County; and shall so notify the City Council of his action in writing.
- (4) When the plat has been recorded, five copies thereof shall be filed with the City Clerk, who shall distribute one each to the Planning Board, the City Engineer and the Public Works and Tax Assessor.
- (5) No building permit shall be issued until the final plat has been recorded in the office of the Clerk of the Circuit Court of Palm Beach County. No temporary or final Certificate of Occupancy shall be issued until all physical improvements serving the property have been installed in accordance with Article V.

### ARTICLE III

#### SECTION 1. REQUIREMENTS OF THE PRELIMINARY PLAT

- (1) The Preliminary Plat shall be drawn to a scale of not more than 100 feet to the inch, provided, however, that a scale of 200 feet to the inch may be used for large areas and shall show the following:
  - (a) Proposed subdivision name or identifying title which shall not duplicate or closely approximate the name of any other subdivision in the County.
  - (b) Location sketch related to the city limits.
  - (c) North point, graphic scale and date.
  - (d) Name of the owner of property or his authorized agent, also name of mortgages.
  - (e) Name of the registered professional engineer or surveyor responsible for the plat.
  - (f) Locations and names of adjacent subdivisions.
  - (g) Boundary line of the tract to be subdivided, drawn accurately to scale and with accurate linear and angular dimensions.
  - (h) All existing water courses, drainage ditches, canals and bodies of water on or adjacent to proposed subdivision.

- (i) All existing buildings on the proposed subdivision and all existing sewers, water mains, culverts, fire hydrants, underground or above ground utilities on or adjacent to the proposed subdivision.
- (j) All existing streets and alleys on or adjacent to the tract including name, right-of-way width and pavement width. Existing streets shall be dimensioned to tract boundaries.
- (k) All existing property lines, easements and rights-of-way and the purpose for which the easements or rights-of-way have been established.
- (l) Location and width of all proposed streets, alleys, rights-of-way easements, purpose of easements, proposed lot lines for each street.
- (m) Setback lines shall be shown when required by the Board or City Engineer.
- (n) Sites, if any, to be reserved or dedicated for parks, playgrounds, or other public uses.
- (o) Sites, if any, for multiple family dwellings, shopping centers, churches, industry or other non-public uses exclusive of single family dwellings.
- (p) Locations and size of proposed water, sewer, drainage facilities, fire hydrants and other utilities on the land to be subdivided and on land within one hundred (100) feet thereof.
- (q) Site data, in tabular form, including number of residential lots, typical lot sizes and areas in parks, etc.
- (r) Space and forms for the following signatures indicating approval.
  - 1. Dedication by owner.
  - 2. Notary - Attest.
  - 3. Surveyor.
  - 4. City Engineer.
  - 5. Chairman of Planning Board.
  - 6. Mayor.
  - 7. Clerk - Attest
  - 8. City Engineer (county)
  - 9. County Clerk.
  - 10. Mortgagee Approval.
- (2) Where the proposed plat covers only a portion of the subdivider's entire holding, sketch shall be submitted showing the prospective street layout and proposed use for the remainder.

- (3) The extent and boundaries of the platted area shall be graphically indicated in a clear and understandable manner.
- (4) A draft of the deed restrictions or protective covenants, whereby the subdivider intends to regulate the land use other than through the zoning ordinance, shall be attached to the preliminary plat. Conformance of such deed restrictions shall not be the responsibilities of the city.
- (5) If the proposed land to be subdivided does not lie within the corporate limits but is proposed for annexation to the City, the preliminary plat shall show a plan indicating the proposed use of the lots and the County zoning.

#### SECTION 2. REQUIREMENTS OF THE FINAL PLAT

- (1) The final plat shall be clearly and legibly drawn in ink on tracing cloth to a scale of not more than 200 feet to one inch. Individual sheets shall not be larger than 23 inches by 36 inches overall, as approved by Palm Beach County for purposes of recording. Where the Final Plat of a proposed subdivision requires more than one sheet, each sheet shall be keyed to a master map with appropriate marks of identification.
- (2) The Final Plat shall include the following information:
  - (a) Location sketch showing location of subdivision with respect to section or government lot lines.
  - (b) Boundary lines of the tract with accurate distances measured to hundredths of a foot and angles to half minutes. The boundaries shall be determined by accurate survey in the field, which shall be balanced and closed with error closures not to exceed one foot to 5,000 feet. Surveys shall be coordinated and tied into the nearest established section corner or quarter section corner by angle and distance.
  - (c) The exact names, locations and widths along the property lines of all existing or recorded streets intersecting or paralleling the boundaries of the tract.
  - (d) The exact layout including street and alley lines, building lines as required, street names, bearings, angles of intersection and widths (including widths along the lines of any obliquely intersecting streets), lengths of arcs and radii, points of curvature and tangent bearings; all easements or rights-of-way where provided for or owned by public services; all lot lines with dimensions in feet and hundredths and with bearings or angles of other than right angles to the street or alley lines; center lines of all streets.



- (e) Lots numbered in numerical order beginning with number one in each block and blocks numbered in numerical order or lettered in alphabetical order.
- (f) The accurate location and material of all permanent reference monuments.
- (g) The accurate outline of all property which is to be dedicated or reserved for public use including open drainage courses and suitable easements and all property that may be reserved by covenants in deeds for the common use of the property owners in the subdivision, with the purposes indicated thereon.
- (h) Names and locations of adjoining subdivisions, if any, the adjacent portions of which shall be shown in outline form.
- (i) Acknowledgment of the owner or owners and all lien holders to the plat and restrictions, including dedication to public use of all streets, alleys, parks or other open spaces shown thereon and the granting of the required easements. Mortgage holders shall execute the following certificates on plats: The mortgagee (s) consents and agrees to the platting of the lands embraced in the plat and to the dedication shown thereon, and further, should it become necessary to foreclose the mortgage covering the said property that all pieces and parcels dedicated to the public will be excluded from said suit and the dedication remain in full force and effect.
- (j) Private restrictions and/or trusteeships and their period of existence. Should these restrictions be of such length as to make their lettering on the plat impracticable and thus necessitate the preparation of a separate instrument, reference to such instrument shall be made on the plat.
- (k) The certificate of the Registered Land Surveyor attesting to the accuracy of the survey and that the permanent reference monuments have been established according to law.
- (l) Space and forms for the following necessary signatures indicating approval:
  - 1. Dedication by Owner.
  - 2. Notary - Attest
  - 3. Surveyor.
  - 4. City Engineer.
  - 5. Chairman of Planning Board.
  - 6. Mayor.
  - 7. Clerk - Attest
  - 8. City Engineer (county)
  - 9. County Clerk.
  - 10. Mortgagee Approval.

- (m) Subdivision name or identifying title.
  - (n) North point, graphic scale and date.
  - (o) Name of record owner and subdivider.
  - (p) Such other features as may be required by Chapter 177, Florida Statutes.
- (3) A separate instrument shall be attached to and made a part of all plats showing the grade of all roads, streets, alleys and other right-of-ways however designated, and the elevations of the several portions of the land depicted on the plat, by contour lines at two foot intervals.
  - (4) A letter from an abstract company certifying the following shall be presented with the final plat.
    - (a) Parties executing plats are owners of the land embraced in the plat.
    - (b) All mortgages, liens, or other encumbrances.
    - (c) Whether or not taxes and assessments are paid.
    - (d) Description shown of the property to be platted is correct.

#### ARTICLE IV.

#### GENERAL REQUIREMENTS AND DESIGN STANDARDS

##### SECTION 1. CONFORMITY TO THE COMPREHENSIVE PLAN

- (1) No building permits shall be issued on lots or tracts of land until same have been platted in accordance with these regulations and properly recorded in the Public Records of Palm Beach County, Florida.
- (2) All proposed subdivisions shall conform to the City Zoning Ordinance and to any elements of the Comprehensive Plan that have been adopted by the City.
- (3) Whenever a tract to be subdivided embraces any part of a street that is designated as a highway, arterial or major street, collector or secondary street or parkway so designated on any City, County, or State plan, such part of such proposed public way shall be platted by the subdivider in the same location and at the same minimum width indicated on such City, State or County plan.

##### SECTION 2. LAND UNSUITABLE FOR SUBDIVISION

Land which the Board has found to be unsuitable for subdivision due to flooding, bad drainage, or other features likely to be harmful to the health,

safety, and general welfare of future residents shall not be subdivided, unless adequate methods of correction are formulated by the City Engineer and the Board. Protective measures required must be referred to on the plat, including such features as drainage ponds, ditches, etc.

### SECTION 3. STREETS

(1) The arrangement, character, extent, width, grade and location of all streets shall conform to the Streets and Highway Plans of the State, County and City, respectively, and shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, in their appropriate relation to the proposed uses of the land to be served by such streets and the most advantageous development of the surrounding neighborhood. Private drives, roads or streets shall be prohibited.

(2) Where such is not shown in any major street or highway plan, the arrangement of streets in a subdivision shall either:

- (a) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas at the same or greater width, but in no case less than the minimum required width, or,
- (b) Conform to a plan for the neighborhood, approved or adopted by the Board to meet a particular situation where natural conditions make continuance or conformance to existing streets impracticable.
- (c) Provide for access streets to major, secondary, or collector streets indicated on the Major Street Plan adopted by the City, such access streets to be provided with minimum right-of-way width as collector streets, when considered necessary by the Board.

(3) Minor streets shall be so laid out and arranged as to discourage their use by through traffic.

(4) Where a subdivision abutts or contains an existing limited access highway or freeway or parkway or proposed arterial street, the Board may require marginal access streets, reverse frontage with screen planting contained in a non-access reservation along the rear property line, deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

(5) Where a subdivision borders on or contains a railroad right-of-way expressway, drainage canal or waterway, the Board may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land. Such distances shall also be determined with due regard for the requirements of approach

grades for future bridges or grade separations, as provided in the construction manual.

(6) Reserve strips controlling access to streets shall be prohibited except where their control is definitely placed in the City under conditions approved by the Board.

(7) There shall be no private streets, lanes or ways, platted in any subdivision. Every subdivided lot or property shall be served from a publicly dedicated street.

(8) Half or partial streets shall not be permitted except where essential to reasonable subdivision of a tract in conformance with these regulations and where, in addition, satisfactory assurance for dedication of the remaining part of the street is provided. Wherever a tract to be subdivided borders on an existing half or partial street the other part of the street shall be dedicated within such tract.

(9) Dead end streets shall be prohibited except where appropriate as stubs to permit future street extensions into adjoining unsubdivided tracts or when designed as cul-de-sacs. If a deadend street is of a temporary nature a similar turn around may be required and provision made for future extension of street into adjoining property, as may be required by the City Engineer.

(10) Cul-de-sacs, permanently designed as such, shall not exceed four hundred (400) feet in length and be provided at the closed end (cul-de-sac) with a turn around having an outside roadway diameter of at least eighty (80) feet and a property line diameter of at least one hundred (100) feet.

(11) Street jogs with center line off-sets of less than one hundred twenty-five (125) feet shall be prohibited unless because of unusual conditions the City Engineer determines that a lesser center line off-set is justified.

(12) Curvilinear streets are recommended for residential, minor and collector streets in order to discourage excessive vehicular speeds and to provide attractive vistas.

- (a) Whenever a street changes direction or connecting street line deflect from each other by more than ten degrees there shall be a horizontal curve.
- (b) To ensure adequate sight distance, minimum center line radii for horizontal curves shall be as follows; or in accordance with the specifications prescribed by the Manual of Uniform Construction Standards.



Minor Streets	150 feet
Collector Streets	300 feet
Secondary arterial streets and section line roads	500 feet
Major arterial streets	750 feet

- (c) A tangent at least 100 feet long shall be provided between reverse curves on collector streets and at least 250 feet long on major and secondary arterial streets and section line roads..

(13) STREET INTERSECTIONS:

- (a) Streets shall be laid out to intersect as nearly as possible at right angles. No street shall intersect another at an angle of less than 60 degrees, except at a "Y" intersection of two minor streets.
- (b) Multiple intersections involving junction of more than two streets shall be prohibited except where found to be unavoidable by the Board.
- (c) As far as possible, intersections on arterial streets shall be located not less than 800 feet apart, measured from center line to center line.
- (d) Property lines at street intersections shall be rounded with a radius of twenty-five (25) feet. A greater radius may be prescribed by the City Engineer where the angle of intersection is less than sixty degrees and in other special cases in accordance with uniform standards prescribed by the Manual of Uniform Construction Standards of the Engineer. The City Engineer may permit comparable cut-offs or chords in place of rounded corners.

- (14) Unless otherwise indicated or required by a Major Street Plan, street rights-of-way shall not be less than the following:

<u>STREET TYPE</u>	<u>RIGHT-OF-WAY - FEET</u>
Major arterial street	100
Secondary arterial or section line road	80
Collector street and business streets	80
Minor street, for apartments	70
Minor street for one and two families	60
Marginal access street, where required in residential areas	40
Marginal access street, where limited by highway, railroad or canal	50
Industrial Subdivision	70

- (a) Additional right-of-way width may be required to promote public safety and convenience, or to assure adequate access, circulation and parking in high density residential areas, commercial areas and industrial areas.
- (b) Where a subdivision abutts or contains an existing street of inadequate right-of-way width, additional right-of-way in conformance with the above standards may be required.

(15) A proposed new street which is in alignment with or a continuation of an existing street shall have the same name as the existing street. In no case shall new streets have names or numbers which duplicate or which are phonetically similar to existing street names, regardless of the prefix or suffix used as "Avenue", "Boulevard", "Court", "Crescent", "Drive", "Place", "Street" or "Terrace". All street names shall be subject to approval of the City Engineer, which may require names easily recognizable.

#### SECTION 4. ALLEYS

(1) Alleys shall be provided to serve multiple dwellings, business, commercial and industrial areas, except that the Board may waive this requirement where other definite and assured provision is made for service access, off-street loading, unloading and parking consistent with and adequate for the uses permissible on the property.

(2) The width of an alley shall be twenty (20) feet or more.

(3) Changes in alignment of alleys shall be made on a center-line radius of not less than 50 feet.

(4) Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turnaround facilities for service trucks at the dead end, with a minimum external diameter of 100 feet.

#### SECTION 5. EASEMENTS

(1) Easements across lots or centered on rear or side lot lines shall be provided for public utilities where necessary and shall be at least 12 feet in width.

(2) Where a subdivision is traversed by a water course, drainage way, canal or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such water course, and such further width of construction, or both, as will be adequate for the purpose. Parallel streets or parkways may be required in connection therewith where necessary for service or maintenance and in accordance with uniform standards.

(3) Easements may be required for drainage purposes of such size and location as may be determined by the City Engineer.

## SECTION 6. BLOCKS

(1) The length, widths and shapes of blocks shall be determined with due regard to:

- (a) Provision of adequate building sites, suitable to the special needs of the types of use contemplated.
- (b) Zoning requirements as to lot sizes and dimensions.
- (c) Needs for convenience and safe access, circulation, control of pedestrian and vehicular traffic.
- (d) Limitations and opportunities of topographic features.

(2) Block lengths shall not exceed 1,320 feet nor be less than 500 feet unless deemed advisable because of unusual conditions by the City Engineer and the Board.

(3) Pedestrian crosswalks, not less than 10 feet in width may be required through blocks over 900 feet in length where necessary in the judgment of the Board to provide safe and convenient access to schools, playgrounds, shopping centers, transportation or other community facilities.

## SECTION 7. LOT REQUIREMENTS

(1) The lot size, width, depth, shape and orientation and the minimum building setback lines shall be appropriate for the location of the subdivision and for the type of development and use contemplated, lot dimensions shall conform to the requirements of the Zoning Ordinance and Plan of the City and amendments thereto.

(2) Corner lots for residential use shall have extra width to permit appropriate building setback from the orientation of both streets.

(3) Insofar as practicable, side lot lines shall be at right angles to straight right-of-way lines or radial to curved right-of-way lines.

(4) Double frontage and reverse frontage lots, shall be avoided except where desirable to provide separation of residential developments from traffic arteries or to overcome specific disadvantages of orientation. A planting screen easement of at least 10 feet and across which there shall be no right of access, shall be provided along the line of lots abutting such a traffic artery or other disadvantageous situation.

(5) Every lot shall abutt upon and have permanent access to a public street.

## SECTION 8. ACCEPTANCE OF DEDICATION

The dedication of public spaces shall not constitute an acceptance of the dedication by the City Council and by an indication on the plat.

## SECTION 9. SITES FOR PUBLIC USE

(1) All sites designated in subdivision plats for public parks and recreation areas shall be dedicated in the plat and also deeded to the City for this purpose. When a subdivision covers an area within which a park or recreation site is shown in the Comprehensive Plan of the City, provision shall be made for the reservation of the site in the plat for a period of one year to enable the City to purchase or make satisfactory arrangements for acquisition of said site. If the City fails to act within one year, the subdivider may replat the reserved site.

(2) The subdividers or owners shall make outright dedication to the City for park and recreational purposes at least four (4) per cent of the gross area of said subdivision, said dedication to include parts or all of park areas proposed in the Comprehensive Development Plan of the City that are located in said subdivision. In the event the subdivision is too small for an acceptable park dedication or does not include a park area as shown on the comprehensive plan, the owner may elect to pay unto the City of Riviera Beach such sum of money equal in value to four (4) per cent of the gross area of the subdivision, which sum shall be held in escrow and used by the City of Riviera Beach for the purpose of acquiring parks and playgrounds and shall be used for no other purpose. The aforementioned value shall be the value of the land subdivided without improvements and shall be determined jointly by the subdivider and the City Council. If agreement cannot be reached as to a land value, the value shall be determined by arbitration. The City Council shall appoint a professional land appraiser, the subdivider shall appoint a professional land appraiser; and these two shall appoint a third.

(3) When a subdivision covers an area within which the Board of Public Instruction requires a school site, provision should be made in the subdivision plat for such school site, properly intergrated into the plans of the subdivision. Standard minimum site requirements shall be as follows:

Elementary School	10 acres
Junior or Senior High School	25 acres
Combined Elementary and High School	40 acres

When a school site has been designated in a plat the site shall be reserved for a period of one year from date of recording. If the Board of Public Instruction fails to purchase the site, or to make arrangements satisfactory to the subdivider for the acquisition of the site within the one year period, the subdivider may replat the reserved school site.



ARTICLE V.  
IMPROVEMENTS PRE-REQUISITE TO FINAL APPROVAL

Prior to the granting of approval of the final plat, the subdivider shall have installed, or shall have furnished bond as required in ARTICLE II, Section 5, for improvements for the ultimate installation of the following tangible improvements, in accordance with the plans and specifications approved by the City Engineer as are required in order to assure the physical reality of a subdivision which approval and recordation will establish legally. All construction under this Article shall be subject to the inspection of the City Engineer.

SECTION 1. PERMANENT REFERENCE MONUMENTS

(1) Monuments shall be placed at the intersection of center line of all streets, angle points, points of curves in streets and at intermediate points as shall be required by the City Engineer. The monuments shall be of such material, size and length as may be approved by the City Engineer, and he may, if deemed advisable, waive installation in certain instances. Such installation shall be in accordance with the manual of Uniform Construction Standards of the Engineering Department.

(2) Permanent reference monuments shall be as required by the State Plat Law.

SECTION 2. GRADING

All streets, cross-walks and alleys shall be graded to their full width by the subdivider in accordance with the city specifications. Due to special topographical conditions deviation to the above will be allowed only with special approval of the City Engineer.

SECTION 3. STORM DRAINAGE - CURBS AND GUTTERS

Curbs, gutters and adequate drainage system including necessary open ditches, pipes, culverts, intersectional drains, inlets, bridges, etc., shall be provided for the proper drainage of all surface water, both within the subdivision and to ultimate outfall. Cross drains shall be provided to accommodate all natural water flow and shall be of sufficient length to permit full width roadway and required slopes. Required drainage shall be provided in accordance with standard specifications or in accordance with the manual of uniform construction standards of the Engineering Department. Such construction shall be subject to the inspection of the City Engineer and subjected to issuance of permits.

SECTION 4. PAVING

All streets of the subdivision shall be paved by the subdivider in full accordance with the specifications for paving officially adopted by the

city of Riviera Beach, or in accordance with requirements indicated in the manual of uniform construction standards of the Engineering Department. Such construction shall be subject to the inspection of the City Engineer and subjected to issuance of permits. Minimum widths of all pavings shall be not less than the following:

- (a) Minor Interior Streets - 22 feet.
- (b) Collector Streets - 30 feet.
- (c) Arterial Streets - 40 feet or over. To be determined by the City Council. Any pavement costs in excess of 40 feet will not be imposed upon the subdivider, but will be the responsibility of the City, County or State.
- (d) Individual Streets - 40 feet.

#### SECTION 5. SIDEWALKS

Sidewalks shall be required in all residential, multiple family and business areas and along all arterial highways. Sidewalks shall be five (5) feet in width or greater as provided in manual of uniform construction and standards of the Engineering Department.

#### SECTION 6. FILL

Fill shall be placed in the entire subdivision to the elevations, after settlement, prescribed by the City Engineer. The type of fill shall be satisfactory to and meet the approval of the City Engineer, who shall require soil tests of the fill and the underlying material, in areas in which streets or other public facilities are to be located. The fill for the balance of the subdivision may be certified by a registered engineer as to type and method of placement or the subdivider shall submit a statement and method of placement, the latter statement being for information not for certification purposes.

#### SECTION 7. WATER SUPPLY AND FIRE HYDRANTS

Water mains and Fire Hydrants properly connected with the city water supply system shall be provided as to adequately serve all lots shown on the subdivision plat for both domestic use and fire protection. All extensions shall be subject to the approval of the City Engineer and the Florida State Board of Health. All extensions shall conform with the general water distribution plan for the City.

#### SECTION 8. SANITARY SEWERS

Where possible, sanitary sewer mains properly connected with the city sewerage system shall be provided. In addition to sewer mains, laterals shall be installed to each platted lot and stubbed off at the property

line for future connection.

The sanitary sewer system shall also be subject to the approval of the State Board of Health. The use of individual septic tanks, wherever a sewer system may be connected to the City sewerage system, shall not be permitted.

#### SECTION 9. STREET NAME SIGNS

Street name signs conforming to city specifications shall be installed at the intersection of all streets carrying the street names approved on the subdivision plat. The type of signs and their location shall meet with the approval and inspection of the City Engineer.

#### SECTION 10. ENGINEERING EXPENSES

The subdivider shall reimburse the City for Engineering expenses incurred by the City, directly related to the subdivision. Where the benefits derived from Engineering studies and designs are general in scope and encompass an area greater than that being platted, the costs shall be proportioned according to the benefits derived. The amounts or proportions of the costs to be borne by each area will be in accordance with formula provided by the City Manager.

### ARTICLE VI. VARIANCES, SEVERABILITY, PENALTY

#### SECTION 1. HARDSHIP

Where the Board finds that extraordinary hardships may result from strict compliance with these regulations, it may recommend the variance of the regulations so that substantial justice may be done and the public interest secured; provided that such variation will not have the effect of nullifying the intent and purpose of the Comprehensive Development Plan, the Zoning Ordinance or these regulations, and such variance is issued by the City Council only after public hearing.

#### SECTION 2. CONDITIONS

In granting variances and modifications, the Board may require such conditions as will, in its judgment, secure substantially the objectives of the standards or requirements so varied or modified.

#### SECTION 3. SEVERABILITY CLAUSE

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, void, invalid, the validity of the remaining portions shall not be affected thereby.

SECTION 4. PENALTY

Any person or persons, firm, or corporation violating or failing to comply with the terms and provisions specified herein, shall be upon conviction and at the discretion of the Court, fined a sum not to exceed two hundred (\$200.00) dollars or by imprisonment not exceeding sixty (60) days, or by both fine and imprisonment.

SECTION 5. SALE OF NON-PLATTED LOTS NOT PERMITTED

No owner of a tract of real property shall sell lots from said tract without first having said tract surveyed and recorded in accordance with these regulations.

The Ordinance shall take effect upon its adoption and publication as required by law. Authenticated this \_\_\_\_ day of \_\_\_\_\_, A.D., 19\_\_\_\_.

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MAYOR

ATTEST:

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CITY CLERK



TENTATIVE  
MINIMUM HOUSING CODE  
FOR  
RIVIERA BEACH, FLORIDA

Prepared By  
George W. Simons, Jr.  
Planning Consultant

An ordinance establishing Minimum Housing Standards in the City of Riviera Beach, Florida for the protection of the public health, safety, morals and welfare of the people.

WHEREAS, There are, or may be, buildings or structures used or maintained for human habitation, which are, or may become in the future, substandard with respect to structure, equipment or maintenance and further that such conditions together with inadequate provision for light and air, insufficient protection against fire hazards, lack of proper heating, unsanitary conditions and overcrowding constitute a menace to the health, safety, morals, welfare and reasonable comfort of its citizens, and

WHEREAS, it is further found and declared that the existence of such conditions, factors or characteristics will, if not remedied, create slum and blighted areas requiring large scale clearance and further, that in the absence of corrective measures, such areas will experience a deterioration of social values, a curtailment of investment and tax revenue and an impairment of economic values, and

WHEREAS, it is further found and declared that the establishment and maintenance of Minimum Housing Standards are essential to the prevention of blight and decay and the safeguarding of public health, safety, morals and welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RIVIERA BEACH, FLORIDA, AS FOLLOWS:

SECTION 1. PURPOSE OF ORDINANCE

The purpose of this ordinance is to protect the public health, safety, morals

and welfare of the people of the City of Riviera Beach, Florida, by establishing minimum standards governing the condition, occupancy and maintenance of dwellings, dwelling units and premises; establishing minimum standards governing utilities, supplied facilities and other physical components and conditions essential to make dwellings, dwelling units and premises safe, sanitary and fit for human habitation; fixing certain responsibilities and duties of owners, operators, agents and occupants of dwellings, dwelling units and premises; authorizing and establishing procedures for the inspection of dwelling units and premises and the condemnation and vacation of those dwellings, dwelling units and premises unfit for human habitation; and fixing penalties for the violations of the provisions of this ordinance.

## SECTION 2. SCOPE OF ORDINANCE

Every portion of a building or premises, used or intended to be used for any dwelling purpose, except temporary housing, shall comply with the provisions of this ordinance, irrespective of when such building shall have been constructed, altered or repaired; and irrespective of any permits or licenses which shall have been issued for the use or occupancy of the building or premises, for the construction or repair of the building, or for the installation or repair of equipment or facilities prior to the effective date of this ordinance.

This ordinance establishes minimum standards but does not replace, repeal or modify standards otherwise established for construction, replacement or repair of buildings or structures except such as are contrary to the provisions of this ordinance.

## SECTION 3. DEFINITIONS

For the purpose of this ordinance words used in the present tense include the future, the singular number includes the plural and the plural includes the singular. Words and terms are as defined in the latest revised Southern Standard Building Code and also those defined as follows.

The definition of the following words shall be the same as found in the Southern Standard Building Code:

Approved	Dwelling	Owner
Basement	Grade	Person
Building	Habitable Room	Structure
Cellar	Multiple Residence	

Board of Housing Appeals shall mean the Board established by Section 16 hereof.

Dwelling Unit shall mean any room or group of rooms located within a dwelling and forming a single habitable unit with facilities which are used or intended to be used for living, sleeping, cooking and eating.

Extermination. The control and elimination of insects, rodents or other pests by eliminating their harborage places; by removing or making inaccessible materials that may serve as their food; by poisoning, spraying, fumigating, trapping or by any other recognized and legal pest elimination methods.

Garbage. The animal and vegetable waste resulting from the hanging, preparation, cooking and consumption of food.

Household. All persons who occupy a dwelling unit. A person living alone or any group of persons sharing a dwelling unit is a household.

Infestation. The presence, within or around a dwelling, or any insects, rodents or other pests.

Occupant. Any person over one year of age, living, sleeping, cooking or eating in or having actual possession of, a dwelling unit.

Parties in interest. All individuals, associations, partnerships, corporations and others who have interest in a dwelling and any who are in possession or control thereof, as agent of the owner, as executor, executrix, administrator, administratrix, trustee or guardian of the estate of the owner. Any such person thus repre-

senting the owner or owners shall be bound to comply with the provisions of this ordinance and of the rules and regulations adopted pursuant thereto, to the same extent as if he were the owner and upon failure to comply therewith shall be subject to the same penalties hereinafter set out in Section \_\_\_\_\_. (to be added by City Attorney)

Plumbing, shall mean and include all of the following supplied facilities and equipment: gas pipes, gas-burning equipment, water pipes, garbage disposal units, waste pipes, toilets, sinks, installed dishwashers, lavatories, bath tubs, shower baths, installed clothes washing machines, catch basins, drains, vents and any other similar supplied fixtures, together with all connections to water, sewer or gas lines.

Premises. A platted lot or part thereof or unplatted lot or parcel of land or plot of land, either occupied or unoccupied by any dwelling or non-dwelling structure.

Public Hall. Any hall, corridor or passageway not within the exclusive control of one family.

Rubbish. All combustible and non-combustible waste, except garbage.

Supplied Facilities. Facilities paid for, furnished or provided by, or under the control of the owner or operator.

Temporary Housing. Any trailer or other structure used for human shelter which is designed to be transportable and which is not attached to the ground, to another structure or to any utility system for more than thirty (30) days. Any trailer or other structure occupied for more than thirty (30) days shall meet all requirements of this ordinance.

Workmanlike State of Maintenance and Repair shall mean in such a state so as to comply with all codes and ordinances pertaining to construction of buildings



and installation of utilities.

Meaning of Certain Words. Whenever the words "dwelling", "dwelling unit", "premises" are used in this ordinance, they shall be construed as tho they were followed by the words "or any part thereof".

#### SECTION 4. MINIMUM STANDARDS FOR LIGHTING

##### A. ELECTRIC OUTLETS

Every habitable room shall have adequate electric outlets and/or fixtures properly connected to a adequate source of electric power.

Every bathroom, shower room, toilet room, laundry room, furnace room and public hall located in a structure used for human habitation shall have permanently installed electric fixtures, installed in accordance with the requirements of the electrical code of Riviera Beach.

##### B. NATURAL LIGHT IN HABITABLE ROOMS

Every habitable room shall have at least one (1) window or skylight facing directly to the outdoors. The minimum total window area for every habitable room shall be not less than ten (10) per cent of the floor area of such room. If the only window is the skylight type, the minimum total window area shall be not less than fifteen (15) per cent of the total floor area of such room, except where other means of artificial lighting are approved.

##### C. LIGHT IN NON-HABITABLE SPACE

Every public stair, hall, cellar and basement, located in a structure used for human habitation, shall have either adequate natural or artificial light available at all time. The natural or artificial lighting available shall not be less than three (3) foot candles (3 lumens) measured in the darkest portions of normally traveled passageways and stairs.

## SECTION 5. MINIMUM STANDARDS FOR VENTILATION

### A. VENTILATION IN HABITABLE ROOMS

Every habitable room shall be ventilated by either openable windows equal to fifty (50) per cent of the required window area facing open space or by equivalent acceptable mechanical ventilation.

### B. VENTILATION IN BATHROOMS

Every bathroom, shower room, toilet room shall be adequately ventilated either by openable windows, the total of which shall not be less than one and one-half ( $1\frac{1}{2}$ ) square feet facing open space or by other methods giving equivalent ventilation

## SECTION 6. MINIMUM STANDARDS FOR HEATING

Every habitable dwelling unit shall be weather proof and in a condition to be adequately heated.

## SECTION 7. MINIMUM STANDARDS FOR BASIC EQUIPMENT AND FACILITIES

### A. POTABLE WATER SUPPLY

Every habitable dwelling unit shall be supplied with a potable water supply, approved by the State Board of Health.

### B. HOT WATER

Every habitable dwelling unit shall have an adequate supply of running hot water, properly connected to plumbing fixtures, in accordance with the Plumbing Code of Riviera Beach.

### C. SEWERAGE

In every habitable dwelling unit all plumbing fixtures shall be properly installed, properly connected in accordance with the Riviera Beach Plumbing Code to the water supply and sewer systems and maintained in good working order.

### D. SUPPLIED FACILITIES

Every habitable dwelling unit shall contain a sink, tub or shower, lavatory and toilet.

## SECTION 8. MINIMUM SPACE REQUIREMENTS

Every sleeping room for one occupant shall have at least seventy (70) square feet of floor space or if occupied by more than one person, at least fifty (50) square feet per occupant.

### B. SIZE OF DWELLING UNIT

The total of all habitable rooms in a dwelling unit shall be such as to provide at least one hundred (100) square feet of floor space per additional occupant, except every dwelling unit shall contain not less than 750 square feet of living area.

### C. MINIMUM HEIGHT OR HABITABLE ROOMS

Every habitable room shall be not less than seven (7) feet in height from the floor to the ceiling thruout one-half of the area of such room. Any portion of room having a ceiling height of less than five (5) feet shall not be considered in computing the total floor area for such room.

## SECTION 9. EGRESS

Every habitable dwelling unit shall be provided with safe and unobstructed exits to reduce danger in case of fire.

## SECTION 10. INFESTATION

As protection against mosquitoes, flies and other insects, every door opening directly from a dwelling unit to outdoor space shall be equipped with screens and every window or other device with openings to outdoor space used or intended to be used for ventilation shall likewise be equipped with screens.

Every basement or cellar window used or intended to be used for ventilation and every other opening to a basement which might provide an entry for rodents, shall be permanently equipped with screens or such other device as will effectively prevent their entrance.

There shall be no standing pools of water which might provide a breeding place for mosquitoes.

Dwellings should be free from rodents and other vermin at all times.

#### SECTION 11. RESPONSIBILITY OF OCCUPANT

The responsibilities of the occupant are as follows:

To keep dwelling and premises he controls and occupies in a clean and sanitary condition.

To dispose of rubbish and garbage in a clean and sanitary manner as prescribed by city ordinances or regulations.

To hang and remove screens provided by the owner except where owner has agreed to supply such services.

To keep plumbing fixtures therein in a clean and sanitary condition and to exercise reasonable care in the proper use and operation thereof.

To exterminate in the following cases:

- (a) Occupant of single dwelling is responsible for extermination of any insects, rodents or other pests therein or on premises.
- (b) Occupant of a dwelling unit in a multiple unit structure is responsible for extermination of any insects, rodents or other pests, if his unit is the only unit infested.

Notwithstanding the foregoing provisions of this section, whenever infestation is caused by the failure of the owner to maintain the dwelling in a ratproof or reasonably insect proof condition, the occupant is not responsible for extermination of any insects, rodents or other pests therein.

#### SECTION 12. RESPONSIBILITIES OF OWNER

The responsibilities of the owner are as follows:

To let no dwelling to any one for occupancy unless it meets minimum standards set forth herein.



To have dwelling in clean, sanitary, habitable condition, to free from infestation before renting, to paint walls and ceilings and to clean, repair and exterminate if needed to meet aforesaid requirements before offering for rent.

To provide screens to be hung.

To exterminate in the following cases:

- (a) When infestation exists in two or more units of multiple unit structures.
- (b) When infestation exists in shared or public areas of multiple unit structure.
- (c) When infestation exists in single unit of multiple unit structure or in single unit structure when infestation is due to failure of the owner to maintain the dwelling in a ratproof and reasonably insect proof condition.

### SECTION 13. CONDITIONS OF STRUCTURE

All dwelling structures shall be water tight, weatherproof, rodent and insect proof and in good repair.

Every foundation, exterior wall and roof shall be reasonably watertight, weathertight and rodent proof, shall adequately support the building at all times and shall be in a workmanlike state of maintenance and repair.

Every interior partition, wall, floor and ceiling shall be reasonably tight, capable of affording privacy and maintained in a workmanlike state of repair and in a clean and sanitary condition.

All rainwater shall be so drained and conveyed from every roof and the lot shall be so graded and drained as not to cause dampness in the walls, ceiling, floors or basement of dwelling.

Every window, exterior door and basement hatchway shall be reasonably weather-

tight, watertight and rodent proof; and shall be maintained in a sound condition and repair.

Every inside and outside stairway, every porch and every appurtenance thereto shall be so constructed as to be safe to use and capable of supporting the load that normal use may cause to be placed thereon; and it shall be maintained in sound condition and repair.

Every supplied plumbing fixture and water and waste pipe shall be properly installed and maintained in a sanitary working condition, free from defect, leaks and obstruction.

Every toilet, bathroom and kitchen floor shall be constructed and maintained so as to be reasonably impervious to water and such floor shall be kept in a clean and sanitary condition.

Every supplied facility, piece of equipment or utility which is required under this ordinance shall be so constructed and installed that it will function safely and effectively and shall be maintained in good working condition.

#### SECTION 14. INSPECTION AND ENFORCEMENT

##### A. HOUSING SURVEYS

The Building Department or the Planning Board shall be authorized to make surveys in any area of the city to determine the condition of structures used for human habitation, the extent of deterioration, lack of facilities and maintenance, unsafe and unsanitary conditions, the extent of overcrowding, land use and other relevant factors.

##### B. INSPECTION OF DWELLING

The Building Inspector or his designated representative shall be authorized, upon showing proper identification, to enter any dwelling, dwelling unit or premises at any reasonable time during the day or at such other time as may be neces-

sary in an emergency, for the purpose of making inspections to determine the condition of dwellings, dwelling units and premises in order to safeguard the health, safety, morals and welfare of the public.

### C. SERVICE OF NOTICES AND ORDERS

Whenever at least five residents of the city charge that any dwelling is unfit for human habitation or whenever the Building Inspector or his designated representative determines that there has been a violation, or that there are reasonable grounds to believe that there has been a violation of any provision of this ordinance, he shall give notice in writing to the person or persons responsible for such violation. Such notice shall:

- (a) Include a description of the real estate sufficient for identification.
- (b) Include a statement of the reason or reasons why the notice is being issued.
- (c) Inform the violator of his right to petition for a hearing before the Board of Housing Appeals and specify that this petition must be received within 20 days after the notice was served.
- (d) Be served upon the owner or the occupant, as the case may require; provided that such notice shall be deemed to be properly served upon such violator if a copy thereof is delivered to him personally or by registered mail but if the whereabouts of such person is unknown and the same cannot be ascertained by the Building Inspector in the exercise of reasonable diligence and the Building Inspector shall make an affidavit to that effect, then the serving of such notice or order may be publishing the same once each week for two (2) consecutive weeks in a newspaper printed and published in the City of Riviera Beach. A copy of such complaint or order shall be posted in a conspicuous place on premises affected by the notice or order. Such notice may include an outline of remedial action which,

if taken, will affect compliance with the provision of this ordinance and with rules and regulations adopted pursuant thereto.

D. FINAL ORDER

Any notice of violation shall automatically become a final order if written request for a hearing is not filed in the office of the Building inspector within twenty (20) days after receipt of said notice.

E. EMERGENCY POWERS

The Building Inspector is hereby granted certain emergency powers. Whenever he finds that a condition exists which requires immediate action to protect the public health or safety, he may, without notice or hearing, issue an order reciting the existence of such an emergency and requiring that such action be taken as he deems necessary to meet the emergency. Notwithstanding the other provisions of this ordinance, such order shall be effective immediately. Any person on whom such an order is directed shall comply therewith immediately but upon a petition shall be afforded a hearing by the Board of Housing Appeals as soon as possible. After such hearing, depending upon the findings as to whether the provisions of this ordinance have been complied with, the Board shall continue such order in effect or modify it or revoke it.

F. AGENCY TO ABATE HAZARDS IN EMERGENCIES

Whenever any violation of this ordinance, which in the opinion of the Building Inspector causes a direct hazard or immediate danger to the health, safety, morals or welfare of the occupants of a building or to the public, has not been corrected in the time specified by the order issued under Section 14C, the Building Inspector may take such direct action as is necessary to abate the hazard or danger. The expenses incurred by the Building Inspector shall be paid by the owner or occupant of the premises, or by the person who caused or maintained such nuisance or other



matter to exist.

#### G. DEMOLITION AS COMPLIANCE

Any owner of a building, receiving a notice of violation stating that such building does not comply with the provisions of this ordinance, may demolish said building and such action shall be deemed compliance.

#### H. REINSPECTION

At the end of the period specified in the notice of violation, or any extension thereof, it shall be the duty of the Building Inspector or his designated representative to make a reinspection of the dwelling, dwelling unit or premises and if compliance has not been established, appropriate legal action shall be instituted.

#### I. EXTENSION OF COMPLIANCE TIME.

The Building Inspector may extend the compliance time where there is evidence of intent to comply within the period specified, provided that reasonable conditions exist which prevent immediate compliance.

### SECTION 15. DESIGNATION OF UNFIT DWELLING UNITS

#### A. UNFIT DWELLING UNITS

Any dwelling or dwelling unit having the following defects, may be designated by the Building Inspector as unfit for human habitation and may so placard it.

1. The structure lacks illumination, ventilation, sanitation, heat, inadequate or unsafe wiring or other facilities adequate to protect the health and safety of the occupants or the public.

2. The structure is damaged, decayed, dilapidated, unsanitary, unsafe or vermin infested in such manner as to create a serious hazard to the health and safety of the occupants or the public.

3. The structure, because of the location, general conditions, state of the premises or number of occupants, is so unsanitary, unsafe, overcrowded or otherwise detrimental to health and safety that it creates a serious hazard to the occupants or the public.

4. The structure, because of the failure of the owner or occupant to comply with such notices or orders issued pursuant to this ordinance, is unfit for human habitation as provided in "A" above, he shall include such findings within the notice of violation provided for in Section 14 C hereof relating to Notices and Orders and he shall also include a statement of his intent to vacate and placard the dwelling unit if compliance with the provisions of the notice of violation has not been secured.

#### C. ORDER TO VACATE

Whenever a notice of violation, as provided in Section 14 C hereof, has not been complied with or a hearing in the violation has not been invoked as provided for in Section 14 D hereof, the Building Inspector may order the dwelling or dwelling unit to be vacated. A copy of such notice to vacate shall be served on the owner or occupant as provided for in Section 14 C hereof.

#### D. VACATED DWELLING MADE SECURE

The owner, agent or operator of any dwelling which has been designated as unfit for human habitation and vacated, shall make such dwelling safe and secure in whatever manner the Building Inspector shall deem necessary. Any vacant building, open at the doors and windows, if unguarded, shall be deemed dangerous to human life and a nuisance within the meaning of this provision.

#### E. NOTICE OF INTENT TO DEMOLISH

Whenever the Building Inspector designates a building unfit for human habitation, as provided in this ordinance, and determines that the cost

necessary to correct the violation is not reasonably related to the value of the building, he shall include within the notice of violation a statement of his intent to order the demolition of the structure. A copy of such notice shall be served on the owner, occupant, lessee, or mortgagee. The owner may demolish the structure or correct the violation regardless of cost, provided the requirements of the Building Code are satisfied.

#### SECTION 16. BOARD OF HOUSING APPEALS

##### A. BOARD OF HOUSING APPEALS

There is hereby created and established a Board of Housing Appeals, hereinafter referred to as the Board, which shall consist of the Building Inspector and five members appointed by the mayor and approved by the City Council. All appointed members shall be registered voters of the City and they shall not receive any remuneration for their services. Two members shall be appointed for two year terms and three for three year terms, who may be reappointed at the expiration of their terms; all future appointments shall be for two year terms. The appointed members shall not be candidates for public office at the time of their appointment and if later they become such they may retire from the Board. A vacancy shall be filled by the mayor for the unexpired term of the member whose term becomes vacant. The members shall be removable for cause by the appointing authority upon written charges and after a public hearing.

The Board shall meet within ten days after its appointment and shall elect a chairman from among its membership; the elected member shall be chairman until the expiration of his term. A vice-chairman shall also be elected; his duties are to assume the responsibility of the chairman in the latter's absence. The duties of the chairman are to preside over the hearings and to question the petitioner; the chairman may vote on all matters. The rules of evidence prevailing in Courts of

Law and Equity shall not be controlling on hearings. The Building Inspector shall serve as the permanent secretary of the Board but he shall not vote on any matter. The Board shall adopt such rules and regulations as it may deem necessary to carry into effect the provisions of this ordinance.

The Building Inspector shall call meetings and shall notify Board members; in open meetings the Board shall hear appeals. The presence of three members shall constitute a quorum and the concurring vote of three members shall be necessary to reverse or modify any order or notice of the Building Inspector. The proceedings at such hearing, including the findings and decisions of the Board shall be summarized, reduced to writing and entered as a matter of public record in the office of the Building Inspector.

Any person affected by any notice which has been issued in connection with the enforcement of any provision of this ordinance, or of any rule or regulation adopted pursuant thereto, may request and shall be granted a hearing on the matter before the Board; provided that such person shall file in the office of the Building Inspector a written petition requesting such hearing and setting forth a statement of the grounds therefor within twenty (20) days after the date the notice was served. Within ten days after receipt of the petition the Building Inspector shall set a time and place for such hearing and shall give the petitioner written notice thereof. At such hearing the petitioner shall be given an opportunity to be heard and to show cause why such notice should be modified or withdrawn. The hearing before the Board shall be commenced not later than thirty (30) days after the date on which the petition was filed; provided that upon written application of the petitioner to the Board, the date of the hearing may be postponed beyond the thirty (30) days if the petitioner shows good and sufficient reason why it should be postponed. Any notice served automatically becomes an order if a



written petition for hearing is not filed in the office of the Building Inspector within twenty (20) days after the notice served.

#### B. HEARINGS

After such hearings, the Board shall sustain, modify or withdraw the notice, depending upon its findings as to whether the provisions of the ordinance and of the rules and regulations adopted pursuant thereto have been complied with. The Board may also modify any notice so as to authorize a variance from the provisions of this ordinance, when because of special conditions, a literal enforcement of the provisions of this ordinance will result in practical difficulty or unnecessary hardship; provided that the spirit of this ordinance will observe, public health and welfare secured and substantial justice done. The Board may also extend the time specified for compliance if the case warrants. If the Board sustains or modifies such notice, it shall be deemed to be an order and the violator shall comply with all provisions of such order within the afore specified length of time.

#### C. APPEAL TO COURT

Any person or persons, jointly or severally, aggrieved by the decision of the Board, or any taxpayer or any officer, department, board or bureau of the municipality may seek relief therefrom in any court of competent jurisdiction as provided by the laws of the state.

#### SECTION 17. CONFLICT WITH OTHER ORDINANCES

Where a provision of this ordinance is found to be in conflict with a provision of any zoning, building, electrical, plumbing, fire, safety or health ordinance or any code or other regulation of the City of Riviera Beach, the provision which establishes the highest standard shall prevail.

SECTION 18. CONFLICT OF PERMITS AND LICENSES

All departments, officials and employees of the City of Riviera Beach who have the duty or the authority to issue permits or licenses in regard to the construction, installation, repair, use or occupancy of dwellings and dwelling units shall conform to the provisions of this ordinance, no permit or license shall be issued if such would be in conflict with this ordinance except as provided in Section 17.

SECTION 19. SEVERABILITY

If any section or provision of this ordinance should be held invalid for any reason whatsoever, such invalidity shall not affect the remaining portions of this ordinance, which shall remain in full force and effect and the provisions of this ordinance are declared to be severable.

### APPENDIX III

#### "CONDITIONAL USES"

To enable Planning and Zoning Boards, and also City Councils, to evaluate in advance the probable affect of a given land use on the neighborhood and on the general plan of the city a "Conditional Uses" clause is being inserted increasingly into the various district land uses provisions of Zoning Ordinances. It does not prohibit the use from the district but permits it after review and consideration by the Planning and Zoning Boards. It is a safety valve type of regulation.

Following is a suggested draft of a "Conditional Uses" clause that was included in the Zoning Ordinance of Boynton Beach:

When, after review of an application and plans appurtenant thereto and hearing thereon, the Planning Board finds as a fact that the proposed use or uses are consistent with the City's Comprehensive Development Plan, meet the specific requirements enumerated in sub-sections C, D, and E below, and are in the public interest; the following uses may be recommended to the City Council for approval:

- (1) City owned or operated recreation and community buildings and libraries
- (2) Churches and their accessory educational and recreational buildings and playgrounds.
- (3) Elementary, junior and senior high schools.
- (4) Nursery schools permitted in the R-1 and R1A districts only, however they shall comply with recommendations and/or codes of the State Board of Education.

Any review of an application or plan shall consider the character of the neighborhood in which the proposed use is to be located, with reference to the effect of the proposed development on surrounding properties and the public benefit and need for such use in the neighborhood, and further, a consideration of site area, open spaces, buffer strips, and off-street parking facilities, as defined in the minimum requirements of the Zoning Ordinance..

## "PERFORMANCE STANDARDS"

Many of the recently prepared zoning ordinances include a section on "Performance Standards" to regulate noises, odors, glare and other unfavorable and objectionable conditions. Such provision is included in the Palm Beach County Zoning Resolution. It should be included also in the Riviera Beach Zoning Ordinance. Following is a draft of such a section:

All uses shall conform to the standards of performance described below and shall be so constructed, maintained, and operated so as not to be injurious or offensive to the occupants of adjacent premises by reason of the emission or creation of noise, vibration, smoke, dust or other particulate matter, toxic or noxious waste materials, odors, fire and explosive hazard or glare. Within 300 feet of a residential district, all processes and storage, except of serviceable and operating vehicles, shall be in completely closed buildings. Processes and storage located at a greater distance shall be effectively screened by a solid wall or fence at least six (6) feet in height, but in no case lower in height than the enclosed process or storage.

- (a) Noise Every use shall be so operated as to comply with the maximum performance standards governing noise described below, Objectionable noises due to intermittance, beat frequency or shrillness shall be muffled or eliminated so as not to become a nuisance to adjacent uses. Sound levels shall be measured with a sound level meter and associated octave band filter manufactured according to standards prescribed by the American Standards Association.

Octave bands in cycles per second	Along property line abutting a residential district between 8:00 A.M. and 6:00 P.M.* Maxi- mum permitted sound level in decibels.	Along property line abutting an industrial or commercial district Maximum permitted sound level in decibels.
0-75	72	79
75-150	67	74
150-300	59	66
300-600	52	59
600-1,200	46	53
1,200-2,400	40	47
2,400-4,800	34	41
over 4,800	32	39

\*Permissible sound level between 6:00 P.M. and 8:00 A.M.  
shall be decreased by 3 decibels in each of the Octave bands.

- (b) Vibration Every use shall be so operated that ground vibration inherently and recurrently generated is not perceptible, without instruments, at any point on the property line of the property on which the use is located.



- (c) Smoke Every use shall be so operated as to prevent the emission of smoke, from any source whatever, to a density greater than described as Number 1 on the Ringlemann Chart, provided however, that smoke equal to, but not in excess of, that shade of appearance described as Number 2 on the Ringlemann Chart may be emitted for a period or periods totalling four (4) minutes in any thirty (30) minutes. For the purpose of grading the density of smoke, the Ringlemann Chart as published and used by the United States Bureau of Mines, and which is hereby made, by reference, a part of this resolution, shall be the standard. All measurements shall be at the point of emission.
- (d) Dust and Dirt Every use shall be so operated as to prevent the emission into the air of dust or other solid matter which may cause damage to property or discomfort to persons or animals at or beyond the lot line of the property on which the use is located.
- (e) Industrial Sewage and Waste Every use shall be so operated as to prevent the discharge into any stream, lake or the ground of any waste which will be dangerous or discomforting to persons or animals or which will damage plants or crops beyond the lot line of the property on which the use is located.
- (f) Odors Every use shall be so operated as to prevent the emission of objectionable or offensive odors in such concentration as to be readily perceptible at any point at, or beyond the lot line of the property on which the use is located.
- (g) Glare Every use shall be so operated as to prevent emission of glare of such intensity as to be readily perceptible at any point on the lot line of the property on which the use is located.
- (h) Fire and Safety Hazard Each use shall be operated so as to minimize the danger from fire and explosion.
1. All uses storing, processing or producing free or active burning material shall be located entirely within buildings or structures having exterior incombustible walls and all such buildings shall be set back at least two hundred fifty (250) feet from all lot lines.
  2. All materials or products which produce flammable or explosive vapors or gases under ordinary weather conditions shall not be permitted within one hundred (100) feet of any lot line.
  3. All buildings and structures containing explosives shall set back from all property lines at least one hundred (100) feet.

- (i) Electrical Disturbance and Radioactivity Each use shall be so operated as to prevent the emission of quantities of radio-active materials in excess of limits established as safe by the United States Bureau of Standards or the emissions of electrical disturbance sufficient to adversely affect the operation at any point of any equipment other than that of the creator of such disturbance.

