

5-23-1962

Comprehensive City Plan: Boynton Beach, Florida

George W. Simons Jr

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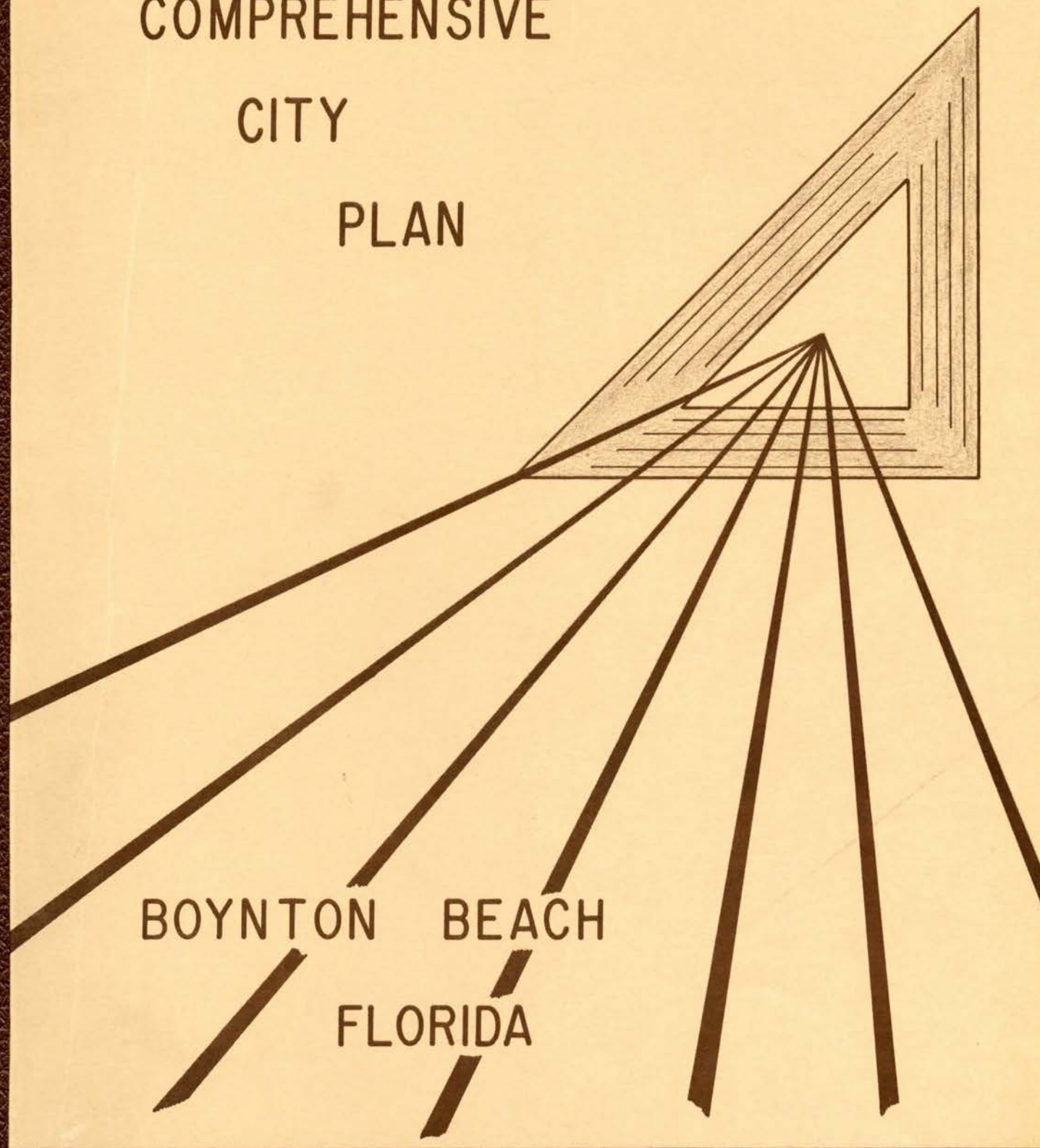
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COMPREHENSIVE CITY PLAN



BOYNTON BEACH
FLORIDA

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

1913 IN BOYNTON



The F.E.C. "Special" picking up tomatoes. The two men unloading tomatoes from the horse-drawn wagon are Mr. Fred Benson and Mr. Arthur Stephens. Mr. Benson is still a resident of Boynton Beach and to him we are grateful for the loan of this picture.

GEORGE W. SIMONS, JR.

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

PLANNING, ZONING
AND MUNICIPAL
CONSULTANT

TELEPHONE
ELGIN 3-0373

FIRST FEDERAL SAVINGS BUILDING
JACKSONVILLE 2, FLORIDA

May 23, 1962

Honorable J. Willard Pipes, Mayor
Honorable Thomas A. Summers, Vice-Mayor
Honorable John L. Archie
Honorable James J. Mahoney
Honorable Walter A. Madsen

Gentlemen:

We are pleased to submit herewith the report of the Comprehensive Plan of Boynton Beach, Florida, pursuant to the agreement dated July 11, 1960.

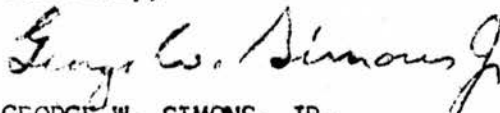
During the course of its formulation we have had the pleasure of working with groups of cooperative, civic minded citizens - the Planning and Zoning Board, the City Council and the various departmental heads.

The Plan as here submitted is divided into a number of inter-related sections, each of which constitutes an important part of the whole.

The Zoning Map and Ordinance have already been adopted. The Subdivision Regulations and Minimum Housing Code have been supplied earlier and are still under consideration.

The Plan presented here provides the city with a workable guide to future development. It is fervently hoped that it will be followed.

Sincerely,


GEORGE W. SIMONS, JR.

GWS:msh

COMPREHENSIVE
CITY PLAN

BOYNTON BEACH, FLORIDA
May, 1962

City Council

J. Willard Pipes, Mayor
Thomas A. Summers, Vice, Mayor
John L. Archie
James J. Mahoney
Walter A. Madsen

J. B. Henderson, City Administrator
Mrs. Tereesa Padgett, City Clerk

Planning and Zoning Board

| | |
|---------------------------|-------------------|
| Stanley Weaver - Chairman | Dr. Jack Raulston |
| Robert Ryd | Joe Humphrey |
| William Wohlleb | Bill Tirsbier |
| Ward Cummings | |

Dirck Grootenboer - Director of Planning and Inspection

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

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SUMMARY

POPULATION GROWTH AND ECONOMIC DEVELOPMENT

The population growth of Boynton Beach has been phenomenal - from 1053 in 1930 to more than 12,000 in 1962. From 1950 to 1960 the population increased more than 300 percent. The population has been growing more mature; the median age increased from 31.7 years in 1950 to 33.4 years in 1960. During this same decade those 65 years and older increased from 8.2 percent of the population in 1950 to 12.8 percent in 1960. According to conservative projections the population will continue to increase, attaining some 40,000 by 1980.

The economy of Boynton Beach is definitely and directly related to the economy of the region. Any enhancement of the economy of the region will be reflected in the economy of Boynton Beach. Agriculture is still an important regional basic economic activity. The major economic activities of Boynton Beach however, revolve principally around trade and servicing enterprises. The industrial potential is especially favorable to light industrial operations. Because of its advantageous location, Boynton Beach will always benefit from an increasing Tourism.

STREETS AND TRAFFIC CIRCULATION

A good street system is essential to a balanced, orderly growth. The east-west traffic flows will be of major concern as development moves westward and to meet the needs new arterial streets are recommended. The ultimate construction of State Road 9 will serve to divide the heavy north-south traffic flows. A new bridge across the Intracoastal Waterway at Second Avenue is recommended.

PARKS AND RECREATION AREAS

A complete system of parks and recreation facilities is recommended to meet the growth requirements of the future. Pioneer Park is defined as the central facility. As the city grows toward 40,000 persons, some 400 acres of additional park and recreations area will be needed. The public beach area which has already made great strides should be extended another 1,000 feet. Because of the increase of the older age groups in the population, more attention should be devoted to the recreation needs of the senior citizen.

SCHOOLS

Six new elementary schools will be needed as well as a new senior high school.

COMMERCIAL DEVELOPMENT

A market analysis revealed that Boynton Beach is primarily a convenience goods center. It is recommended that the central area now occupied by the principal concentration of commercial and servicing enterprises be expanded and developed into more of a regional marketing center, bringing into it

many of the businesses that have been dispersed elsewhere. An attractive marketing center within the center of Boynton Beach would enlarge and improve its economy and keep much money at home.

ANNEXATION

Boynton Beach should consider seriously the annexation of Ocean Ridge thereby enabling the city to control the development of the area between the Intracoastal Waterway and the ocean. It should also consider the annexation of other areas, north and south.

CAPITAL IMPROVEMENTS

The establishment of a Capital Improvement Budget will effectuate the plans of projects of the Comprehensive Plan.

WHY PLAN?

A plan is a guide. It portrays how something should be done. A housewife, dreaming about her new home, plans its various rooms and facilities. The owner⁴ of a business enterprise plans for its future expansion and the industrialist, contemplating the new plant gives much thought to its size and arrangement. Even the father of a family plans his estate. Planning is practical; it is not some visionary, mystical process but rather planning is the application of orderly thinking to provide future needs in the most effective, economical and efficient manner.

City Planning is not something new. Archeologists have discovered that ancient communities when unearthed, revealed plans. In medieval times cities were planned for defense purposes within walls and around a central plaza. In early America, General Oglethorpe laid out the nucleus of a plan at Savannah, Georgia; and General George Washington, aided by the French engineer, L'Enfant, defined the plan of the great capitol city. In its early days someone even conceived a plan for Boynton Beach. In more recent times hundreds of cities throughout America, working through civic minded citizen groups, have engaged in planning activities of various kinds to keep abreast of growth and the demands of the city for needed community facilities. So in reality while the art or science of planning is old, it is yet new.

Unfortunately many of the basic plans of cities were delineated years ago when the nation was predominately agricultural and rural in character. Railroads were the principal means of transportation, even between communities only ten or twenty miles apart. Animals were not only the beasts of burden in the fields but transported people and goods within the community, but only a few people could afford the horse and carriage. People generally were obliged to live close together near their work. Interurban roads were few and those

existing were poor. Within the cities, roadway improvements were meager. In the 20's, as an illustration, all north-south traffic to and from Miami traveled the narrow Old Dixie Highway. The problems of traffic congestion, parking and commercial decentralization were then unheard of; problems were then comparatively simple and plans to meet them were considerably restricted in scope and largely day to day problems. The city limit lines of the earlier days had a meaning; beyond it there was no urban fringe of development or sprawl as we call it today; the automobile was not yet a factor to revolutionize the serenity of living.

The advent of the automobile marked the beginning of a new era in city building and rebuilding. It afforded people their first opportunity to break away from the closely built up areas of dwellings and get into the open spaces. County, state and coordinated interstate highways began to appear and the transition from a rural to an urban composition set in. Today nearly two-thirds of the American people live in towns or cities. With new technological developments, new demands confronted government to provide new and varied services. 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. How can the lands of the city be used to their best advantage and still preserve values and the tax base? How can the street system be planned to distribute more efficiently the increasing volumes of traffic and thereby minimize congestion and hazard? What plans can be provided to store or park automobiles within the central business district and elsewhere, and thereby preserve the integrity and value of commercial areas? What area provisions should be made for parks and recreation facilities to meet the increasing demands of old as well as young

people? What additional utilities will be required, and, with the increasing complexity of the governmental structure, what added space for administration purposes will be required? These are but a few of the many problems constantly staring the municipal officials in the face - and their solution depends on sound and effective planning.

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

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

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

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

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

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

Planning is the beginning!

CHAPTER I

HISTORICAL BACKGROUND

"History leaves its indelible imprint on a City. It mirrors the adventures and ideals of the past, the successes and failures of men and women who toiled incessantly and selflessly to build a community of value for the generations that followed. Their legacy is priceless; it is an inspiration to those here today and for those who will follow, to emulate the same kind of wisdom and courage as they who laid the foundation".

At the beginning of the century, America was launching forth into a new era of expansion, invention and technology. It was still the day of the railroad; most of the major transcontinental lines had been completed and were in operation. In Florida, a new rail line was being pushed down the east coast toward the settlement of Miami and ultimately into Key West under the direction of Henry M. Flagler. On April 22, 1896 the first passenger train of the Florida East Coast Railway reached Miami and on January 22, 1912, the first train steamed into Key West. Soon after the arrival of the first train in Miami, the city was incorporated with 502 voters. Dade County in 1896, encompassing what is now Dade, Broward and Palm Beach counties, had a population of 3,322 persons of which about one half lived in West Palm Beach and the remainder were scattered along the coastal fringe. The completion of the railway opened the various resources of the east coast to the world; its great potential was soon recognized.

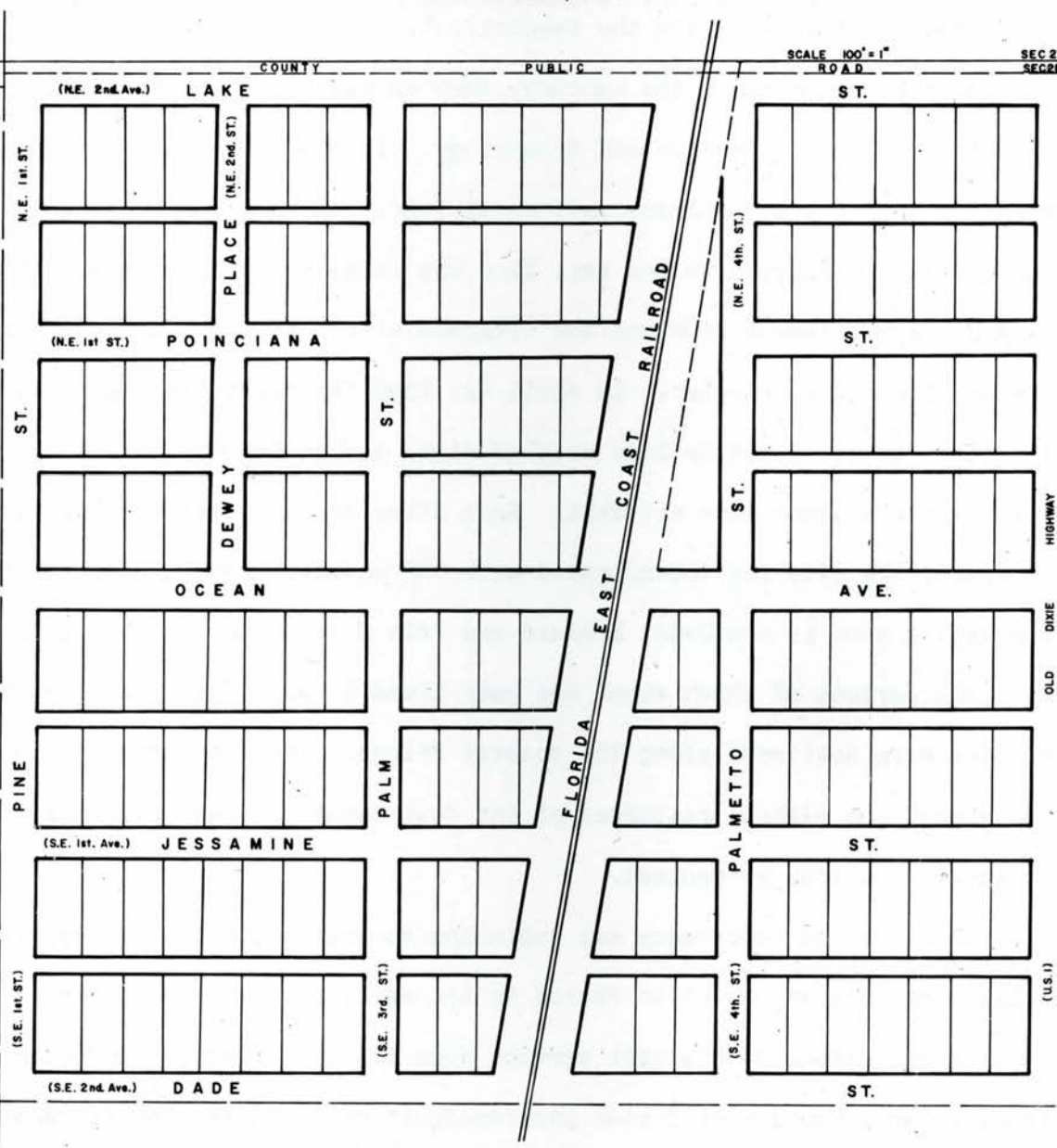
Although its importance was beginning to decline, water transportation was still a major transportation factor in the early days of the century. While Flagler was extending his rail service down the east coast, the Boston and Florida Canal Company of Boston was constructing an intra coastal canal which reached the Boynton Beach area in 1895. This operation attracted into this vast new area an adventurer and explorer, Major Nathan Boynton. In 1897 Major Boynton purchased the land on which "the downtown" section of Boynton Beach is

ORIGINAL PLAT
of
BOYNTON, DADE COUNTY, FLORIDA

as prepared for
Birdie S. Dewey and Fred S. Dewey
September, 1898
This plat was recorded in Dade County, September
29, 1898. Subsequently it was recorded in
Palm Beach County on March 20, 1910
In 1940 the name was changed to
BOYNTON BEACH, FLORIDA

SCALE 100' = 1"

SEC 21 SEC 22
SEC 26 SEC 27



now established and there laid out the initial town site from which the city of the present subsequently grew. In this same year the railway erected the depot which still serves and called the station, Boynton. Boynton was changed to Boynton Beach in 1940.

Palm Beach with its Royal Poinciana and Breakers was the winter mecca of American aristocratic society. Recognizing the potential of area resources being revealed by Flagler, Major Boynton purchased a tract of land on the ocean at the end of what is now Ocean Avenue and there built the Boynton Beach Hotel, a comparatively small but well furnished hostelry. The hotel opened for business in 1898 - the only hotel south of Palm Beach - and for years it catered to a high grade clientele. Because the operation of the hotel consumed so much of his time, Major Boynton sold the townsite acreage to the Dewey family who laid out the initial plan and recorded it on September 3, 1898 with the Clerk of Dade County. This original townsite, Figure 1, contained 160 acres.

The Boynton Beach Hotel served its purpose well for many years; it was demolished in 1928 and the land subdivided into residential lots.

When Dade County was divided into three counties in 1909, Boynton became a political entity of Palm Beach County, Figure 2. In 1911 the first bridge was constructed across the canal to replace the ferry thereby making the beach area more readily accessible to the mainland.

1912 was an important year in the annals of Boynton. In that year the first work of the Everglades Drainage District came to fruition. More than 400,000 acres of Everglades land were drained and became valuable farm land. Boynton was the center of much of the agricultural activity at that time.

In 1920 Boynton Beach was incorporated as the Town of Boynton and the first Town Hall was established just south of Ocean Avenue west of the rail-

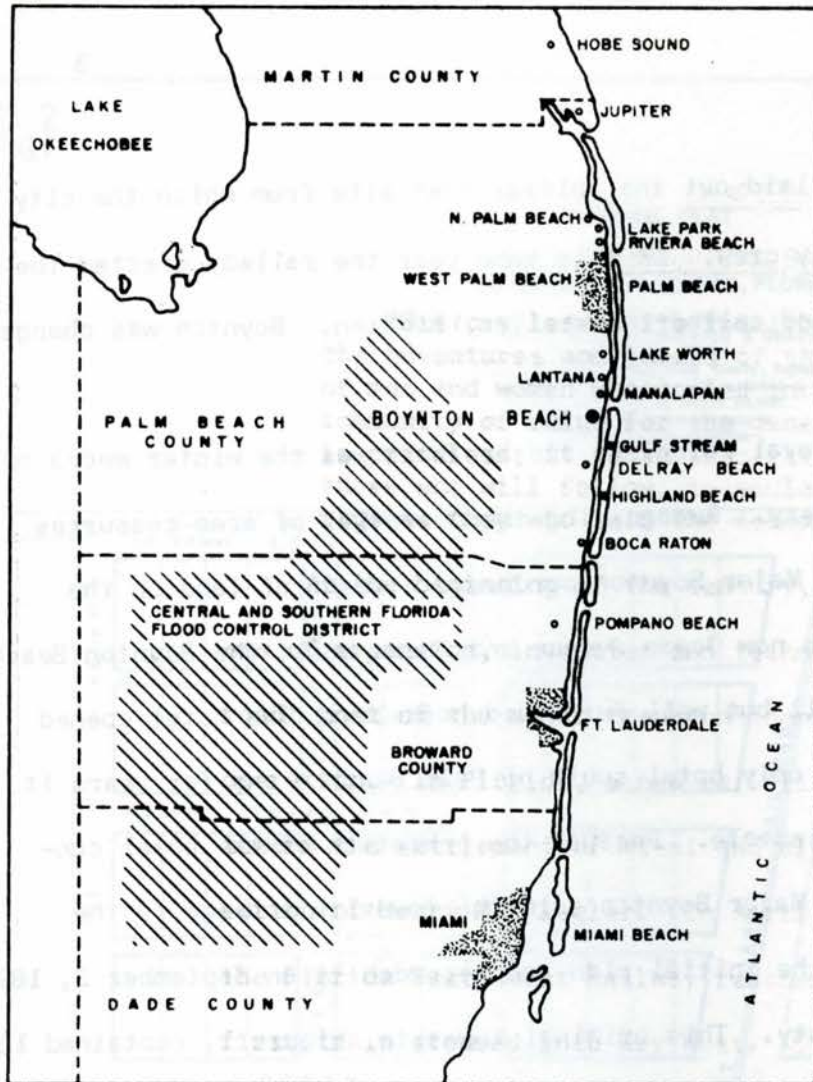
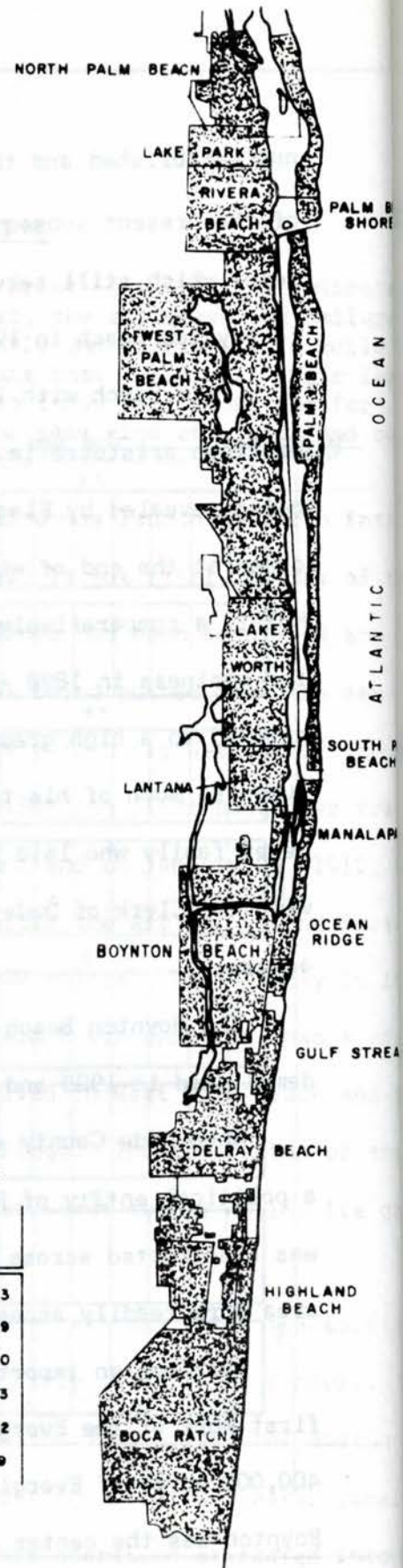


FIGURE 2



POPULATION GROWTH — THE GOLD COAST

| YEAR | FLORIDA | BROWARD COUNTY | DADE COUNTY | PALM BEACH COUNTY | BOYNTON 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 | 1 053 | 26 610 |
| 1940 | 1 606 842 | 39 794 | 267 739 | 79 989 | 1 326 | 33 693 |
| 1950 | 2 771 305 | 83 933 | 495 084 | 114 688 | 2 542 | 43 162 |
| 1960 | 4 886 016 | 329 406 | 921 625 | 224 537 | 10 467 | 55 539 |

road tracks. The corporate area included that area encompassed by the ocean on the east, 23rd Street on the south, west First Street on the west and N.E. 22nd Street on the north (Figure 5).

Following World War I and into the twenties, Florida generally was the center of an intense real estate activity which ended abruptly in 1926. In that period east coast communities increased in population, economic activity and municipal debt. Boynton issued bonds for various improvements in a sum exceeding one million dollars which imposed a severe debt burden on the property. Residents living east of the waterway became restive and dissatisfied and because they could get no representation on the council, openly expressed a desire to secede. In 1931, residents east of the waterway agreed to assume one half the Town's municipal debt if the Council would permit them to withdraw from the Town. The proposal was accepted and that portion east of the waterway was incorporated as Boynton Beach, later changed to Ocean Ridge. By this action, Boynton lost all the beach area except the 300 feet at the Casino. On September 16, 1940, the electorate voted to change the name of Boynton to the City of Boynton Beach which was later confirmed by a Special Act of the Florida Legislature of 1941.

Back of every city or town there is a reason for its being. At Palm Beach Mr. Flagler saw an ideal resort area. Around the early settlements of West Palm Beach there arose a commercial, servicing and distribution facility. The combination of fertile lands, favorable climate and resort appeal could well have been the motivating reason back of Boynton. Major Boynton and the Dewey family saw the potential of the area at an early date and capitalized on it.

In a period of sixty five years - a brief period historically in the life of a city - Boynton Beach has progressed as a substantial residential community. Located in the gold coast region of Florida amidst a group of enterprising, grow-

ing cities and towns of Palm Beach County, its possibilities for future development and growth are great. Among its citizens today are many with the same vision and acumen as those who made their beginning here. These people will build to an even more interesting future than did the settlers who left their mark as a heritage. Boynton Beach may have made some mistakes in its past development, but with the framework of a comprehensive plan as guide the possibilities of error will be minimized.

CHAPTER II

POPULATION AND ECONOMY

"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".

People are the city. A knowledge of people, their sex and age grouping, how they make a living and where they live, is fundamental to an understanding of city growth, facilities, activities and services. The distribution of younger age groups will influence the location and kinds of schools and recreation facilities to be provided. The distribution and density of population will affect the magnitude and character of the street pattern, the movement of traffic between living and working places and the location of marketing centers. The scope and magnitude of the various utility systems - water, sewerage and power - will likewise be influenced by population distribution and density.

A historical record of population growth and economic development enables one to understand better past achievement and to anticipate more readily the growth and needs of the future.

POPULATION GROWTH OF BOYNTON BEACH

Boynton first appeared in the Federal Census of 1930 with a population of 1053 persons. At that time Palm Beach County had a population of 51,781 persons. In the succeeding decade (1930-40) the population increased 25.9 percent to 1326 persons; in this same period the County increased 23 percent. By 1950 the population of Boynton Beach nearly doubled, increasing to 2542 (88%). Palm Beach County increased 43 percent in this 1940-1950 decade. The decade 1950-1960 was however one of spectacular growth throughout Palm Beach County and the gold coast. While the County recorded an increase of 95 percent, the

population of Boynton Beach increased 313 percent to 10,467 persons. Currently, as judged by building activities and other indices, the population approximates 12,000. The growth of the coastal fringe area is reflected in Figure 2 and the population growth and increases of Boynton Beach are shown in Table 1 and Figure 3.

TABLE I
POPULATION GROWTH - 1930-1960

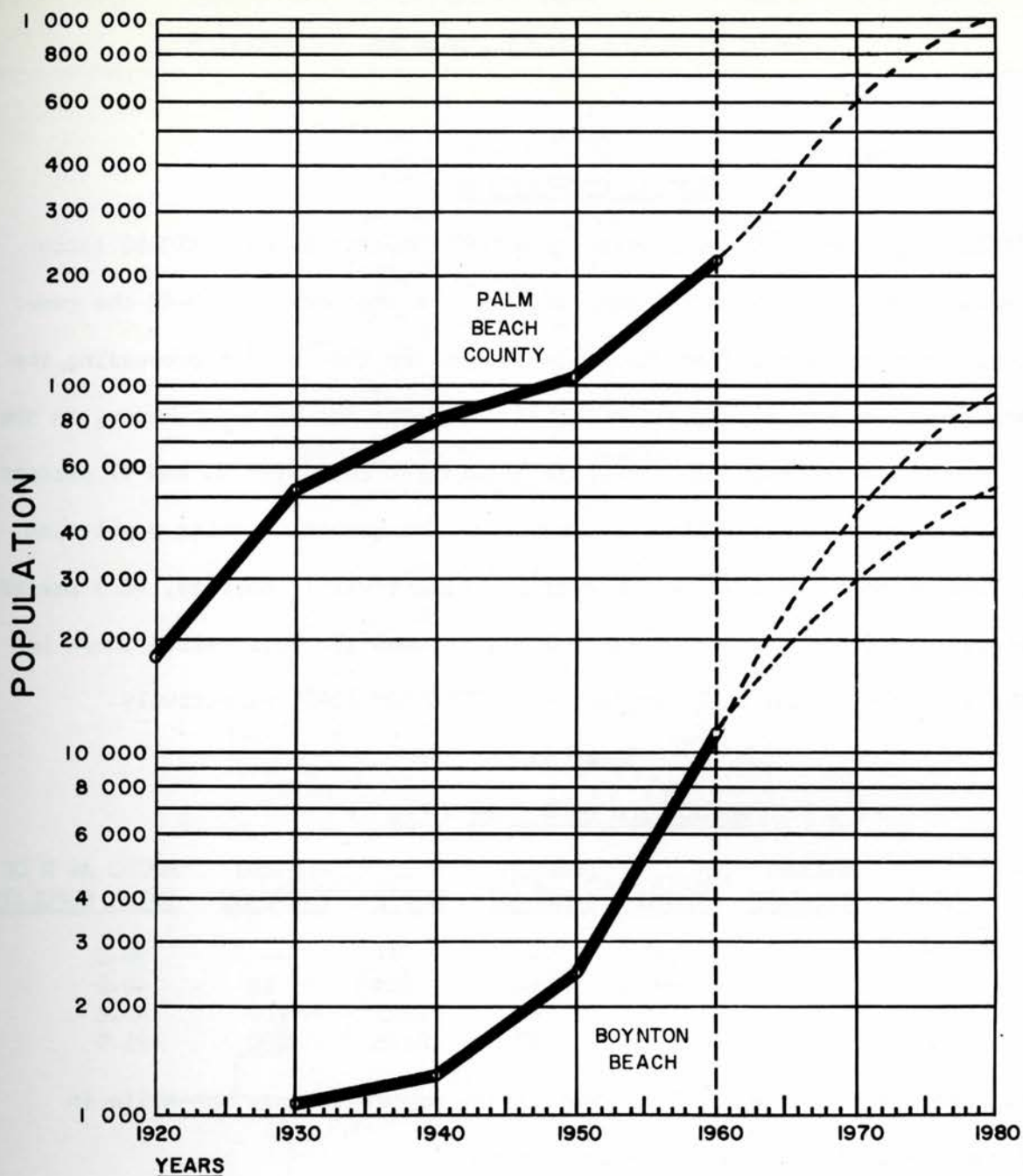
| <u>YEAR</u> | <u>POPULATION</u> | <u>INCREASE</u> | <u>PERCENT INCREASE</u> |
|-------------|-------------------|-----------------|-------------------------|
| 1930 | 1053 | -- | -- |
| 1940 | 1326 | 273 | 25.9 |
| 1950 | 2542 | 1216 | 92.0 |
| 1960 | 10467 | 7925 | 313.0 |

DISTRIBUTION AND DENSITY

The existing Land Uses Map (Figure 6) shows that Boynton Beach is predominantly a city of single family houses distributed generally throughout the corporate area. Based on the 1960 population of 10,467 persons and a development area of 1643.7 acres, the density of population approximates 6 persons per gross acre, however, when judged in the light of net residential development there are approximately 16 persons or 4-5 families per net acre of development. This is a normal density for single family type of construction.

The population density gauged by number of persons per household varies. Areas occupied principally by older retired residents have a lower density than those of younger families such as in the Rolling Green Area. The number of persons per household for the city as a whole was 3.07 persons as revealed by the 1960 census; the persons per household in the non-white section of the city, however, was 3.80 persons.

Density of population and distribution will be helpful to the designer of utilities and services to be provided.



POPULATION GROWTH

BOYNTON BEACH - PALM BEACH COUNTY

FLORIDA

PREPARED BY
GEORGE W SIMONS JR.
PLANNING CONSULTANT

RACIAL COMPOSITION

Table II pictures the population growth of Boynton Beach, 1930-60 inclusive, as a whole and also by racial composition. In the decade 1930-40 the non-white increased much faster than the white but in the two decades succeeding, the percentage growth of white population far exceeded the non-white, however, in the decades 1940-50 and 1950-60, the non-white population increased 80 and 97 percent respectively which does not reflect stagnation. The growth in white population in these same decades was 102 and 500 percent respectively. Whereas, 48.5 percent of the whole population was non-white in 1940, through the years since there has been a decline to 45.6 and 21.9 for the years 1950 and 1960 respectively.

TABLE II

POPULATION GROWTH BY RACES

| | <u>TOTAL</u> | <u>PERCENT INCREASE</u> | <u>NEGRO</u> | <u>PERCENT INCREASE</u> | <u>WHITE</u> | <u>PERCENT INCREASE</u> | <u>NEGRO AS % OF TOTAL POPULATION</u> |
|------|--------------|-----------------------------|--------------|-----------------------------|--------------|-----------------------------|---|
| 1930 | 1053 | -- | 382 | -- | 671 | -- | 36.2 |
| 1940 | 1326 | 26 | 642 | 68 | 684 | 19 | 48.5 |
| 1950 | 2546 | 92 | 1160 | 80 | 1382 | 102 | 45.6 |
| 1960 | 10467 | 312 | 2291 | 97 | 8176 | 500 | 21.9 |

In Palm Beach County, 22.9 percent of the population was non-white in 1960 and for the State of Florida, 17.9 percent.

AGE COMPOSITION OF POPULATION

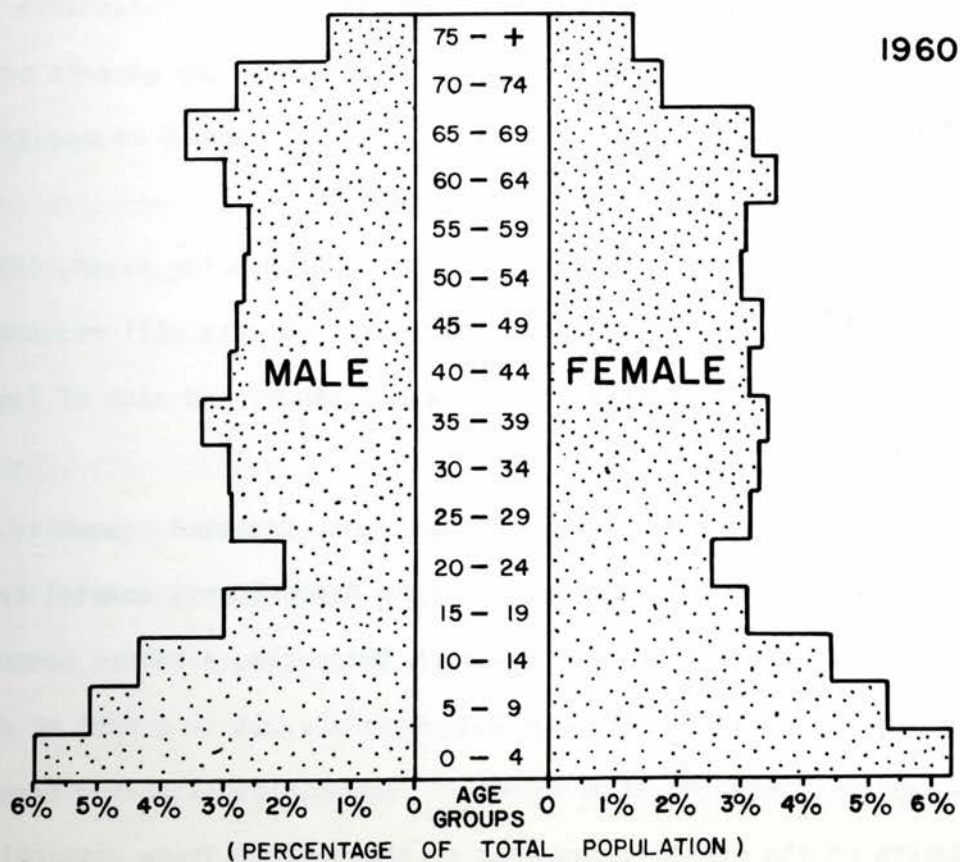
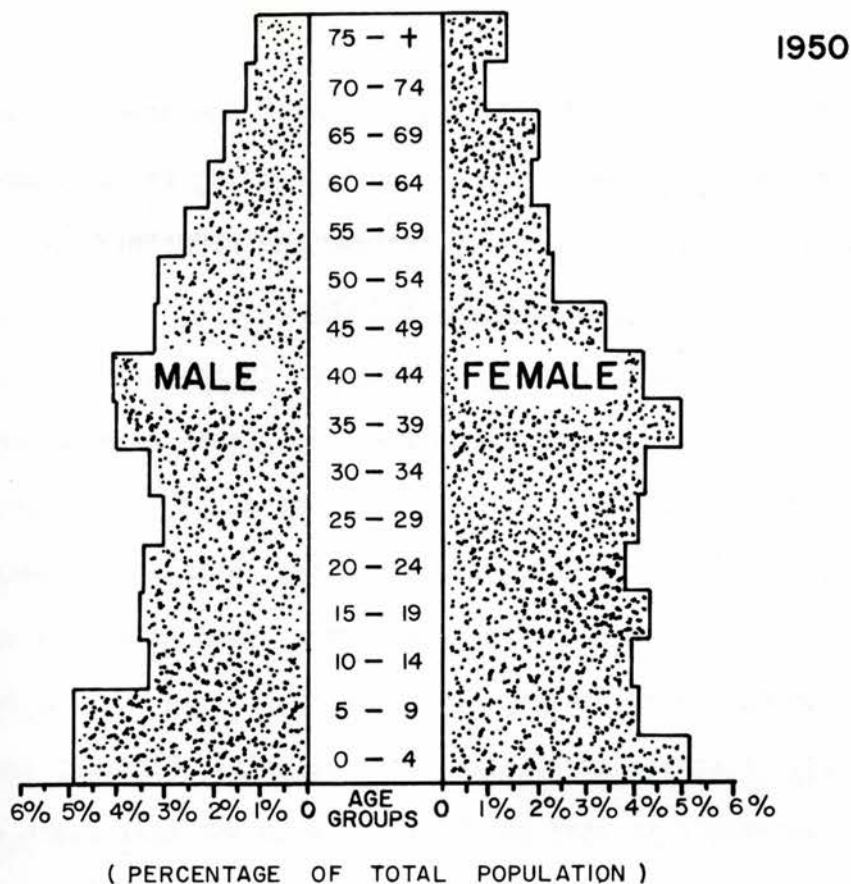
Figure 4 illustrates the age composition of the population for the years 1950 and 1960. These data reveal the trend of ages during the decades. Whereas, the median age of the population in 1950 was 31.7 years, it had risen to 33.4 years in 1960. For the State of Florida it was 30.9 years in 1950 and 31.2 years in 1960. For purposes of comparison, the median age in 1960 was 32.9 years in Delray Beach, 54.0 years in Miami Beach and 30.6 in Jacksonville.

Figure 4 - the percentage distribution of population by age groups - shows very clearly how the younger groups under 20 years have increased since 1950 and

DISTRIBUTION OF POPULATION BY AGE GROUPS

BOYNTON BEACH, FLA. 1950 - 1960

P. II
FIG. 4



further, and probably more significant, how the older age groups of 50 years and older have likewise increased. Younger child bearing families are moving into the city as well as large numbers of retired individuals.

POPULATION PROJECTIONS

To forecast the population of a city located in the center of a fast growing region is not easy especially when the city itself experienced a population increase of more than 300 percent in the past decade. Demographers have estimated that the population of the lower east coast will approximate 6 - 8 million people in the next twenty years! Obviously, when this time arrives, Palm Beach County will be much more densely populated than it is now and Boynton Beach will be a city of considerable size comparatively. Figure 3 indicates that a rate of growth comparable to that of the 1950-60 decade will reach 45,000 in 1970 and 80,000 in 1980. Whether these exact figures will be attained may be a matter of speculation but notwithstanding, 40,000 to 50,000 is a reasonable target to shoot at, which numbers could be accommodated within the present corporate limits. When the population exceeds 60,000, more area would be required.

BOYNTON BEACH IS A PART OF A REGION

In contemplating the future growth and potential of Boynton Beach, its relative regional position should be explored. In what respects will regional growth, development and economy have on the growth, economy and size of Boynton Beach?

Boynton Beach cannot be considered an independent, isolated community. In the first place, it is an integral part of the Palm Beach County coastal fringe which comprises a single urban area having common interests, a common economy and a high degree of homogeneity. (Figure 2). Secondly, it is a part of a larger economic region consisting of a number of communities extending from Jupiter and Tequesta on the north, to Key West on the south. These physical

geographical and economic facts impart to the problem of Boynton Beach something different from that encountered by the separate, independent city.

West Palm Beach is the major commercial, distribution, servicing and financial center of the Boynton Beach metropolitan area. The proximity of West Palm Beach and to a lesser degree, Lake Worth, deprives Boynton Beach from becoming an important commercial and industrial center. As revealed by the land uses study, Boynton Beach is and will continue to be primarily a residential city for those who not only work in the immediate area, but for many who work in Lake Worth, West Palm Beach and elsewhere. It will also become increasingly the dwelling place of retirees seeking a delightful place amid congenial surroundings. The principal economy of Boynton Beach therefore will be of a local commercial and servicing nature to supply the convenience good requirements of the local community.

BASIC ECONOMY OF BOYNTON BEACH

The nature of the local economy can be judged from a review of the basic employment pattern in the city and its surrounding areas. Table III illustrates the distribution of employment in Boynton Beach, Palm Beach County, and Florida Urban communities. Agriculture as a basic economic activity in the County is apparent. Whereas 13.3 percent of those employed in the State were in Agriculture, 17.4 and 8.5 percent were so employed in Palm Beach County and Boynton Beach, respectively.

The principal agricultural producing section of the coastal fringe lies west of Lantana, Boynton Beach and Delray Beach. In this area are found the most extensive dairying operations of the County, adjacent to Boynton Beach on the west. Here also originates about 50 percent of the flower and poultry production of the region. The vegetable producing lands in the Boynton Beach region, employing some 2000 persons in the season, produce peppers, tomatoes, beans,

squash and eggplant. Strawberries are beginning to thrive there also. Currently more than 12 million dollars of agricultural, horticultural and dairy products are produced in this immediate area.

Construction is also one of the important factors in the Boynton Beach economy, accounting for nearly 15 percent of the labor roll.

The major economic activity of Boynton Beach, however, revolves around Servicing - Wholesale and Retail Trade, Business, Professional and Personal Services. Some 54 percent of those employed are engaged in these various activities. One of the principal services rendered relates to fishing; some 42 charter boats operate out of Boynton Beach employing approximately 120 persons.

TABLE III

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

| | <u>PALM BEACH COUNTY*</u> | | <u>BOYNTON BEACH**</u> | | <u>FLA. URBAN</u> |
|--------------------------------|---------------------------|----------------|------------------------|----------------|-------------------|
| | <u>Number</u> | <u>Percent</u> | <u>Number</u> | <u>Percent</u> | <u>Percent</u> |
| Agriculture | 12,150 | 17.4 | 286 | 8.5 | 4.5 |
| Construction | 6,975 | 10.0 | 502 | 14.9 | 9.1 |
| Manufacturing | 10,575 | 15.4 | 200 | 5.8 | 10.1 |
| Transportation - Communication | | | | | |
| Public Utilities (1) | 3,050 | 4.3 | 173 | 5.1 | 9.1 |
| Trade (Retail & Wholesale) | 15,700 | 22.5 | 798 | 23.6 | 26.8 |
| Finance, Ins, & R.E. | 4,075 | 5.8 | 225 | 6.7 | 4.8 |
| Services (2) | 9,375 | 13.4 | 1031 | 30.6 | 33.1 |
| Public Administration | 7,850 | 11.2 | 164 | 4.8 | 5.6 |
| Not Reporting | | | | | |

*Average employment months September - December 1961, inclusive, Florida Industrial Commission.

**U. S. Census, 1959.

- (1) Includes Railroad, Railway Express, Trucking, Warehousing, Utilities, etc.
- (2) Includes Business & Repair Services, Personal Services, Entertainment, Education Services, Households, Hospitals, Welfare, Religious Organizations, Professional.

Although Palm Beach County is becoming increasingly identified with manufacturing as shown in Table III, not much manufacturing enterprise has yet located within the Boynton Beach sector. Served by two trunk line railroads, interstate highways and ample well situated plant sites available, the potential here merits more than cursory investigation.

As in many places, the economy of Boynton Beach is seasonal. A number of its activities do not operate or function during the summer months and too, the most active period in Agriculture is the fall and winter months.

According to estimates* for 1960, the total retail sales of Boynton Beach amounted to \$12,640,000 - less than one half the amount of the retail sales in either Delray Beach or Lake Worth. The retail sales of each of these latter cities exceeded 30 million dollars. More than 34 percent of the retail sales of Boynton Beach in 1960 were for food, 8 percent for eating and drinking and less than 7.5 percent for wearing apparel, furniture and appliances and for general merchandise. Some 11 percent of the retail dollars were spent at gas stations and automotive places. These data confirm the previous assertions that West Palm Beach, Lake Worth and Delray Beach are claiming a major part of the Boynton Beach retail dollar.

POTENTIAL FOR THE FUTURE

As reflected in Figure 3 the population growth of Boynton Beach has been steadily upward since 1930 and more particularly, since 1950. What has the future in store? What kind of a community will Boynton Beach become by Year 2000? Will its citizens seek to build a city of distinction and quality or will they settle for mediocrity? As the growth of Boynton Beach continues, its economy on which it will live will become more diversified and important. In the age of speed and the missile, the challenges to the citizens will be greater.

*Sales Management - 1960 Retail Sales.

Agriculture, horticulture and allied enterprises in the western area will still be factors in the economy whose benefits, however, will be divided between several cities and towns within the area. A favorable climatic condition coupled with more adult leisure and more pensions will intensify and enhance the business of Tourism and Retirement. Already the proportion of retirees in Boynton Beach is large; it will however, become a still more important factor in the economic picture. The increase of retirees will however, impose added demands on the city for senior citizen recreation. While the larger centers compete feverishly for commerce and industry, Boynton Beach should build the community of gracious living. Its economic establishment will be increasingly identified with servicing enterprises.

As the larger industrial cities become more congested, complicated and unbearable, the satellite residential areas will thrive and grow into "living cells". People, tiring of the noise, dirt, odors and congestion will migrate from the larger centers to the more restful, spacious developments. Herein lies the challenging opportunity for Boynton Beach.

CHAPTER III

LAND USES AND THE GENERAL LAND USE PLAN

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

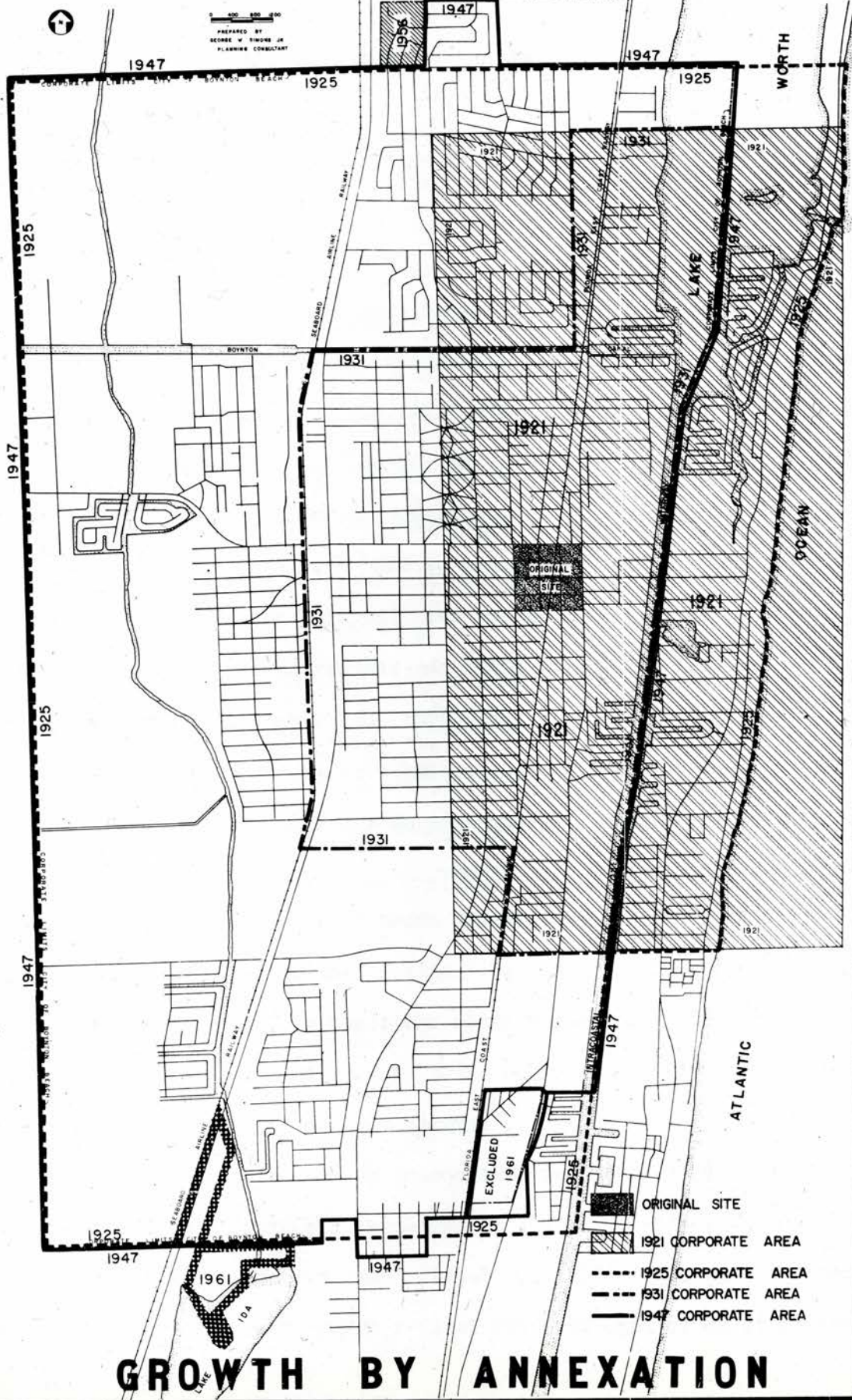
"Urban Land Use Planning" Chapin

In expanding from a small settlement to its present corporate area by successive subdivisions (Figure 5A) and annexations (Figure 5), land was used for various purposes. The first builders clustered around the railroad station with their residences and businesses, then along the Dixie Highway, now U.S. 1 and then along Ocean Avenue eastward. In this growth and development process the greatest amount of land was devoted to homes or dwellings. A considerable portion however, was allocated to such public uses as streets, schools, public buildings, parks and recreation areas. To service the increasing population a relatively small portion of the land was used for commercial or service enterprises and finally, some was occupied by light industrial activities. Through the years, the distinctive pattern of land uses shown in Figure 6 was formed.

The land use pattern clearly shows that the east-west and north-south traffic arteries and the F.E.C. railroad influenced growth trends and determined largely the characteristics and shape of the resultant pattern. Commercial activities it will be noted in particular, located along U.S. 1 and to a degree along 2nd Avenue, forming ribbons of commercial uses. West of F.E.C. Railway residential development predominated.

In the initial subdivision patterns, the prevailing lot dimensions were comparatively small (50 x 100 feet). More recently, lot dimensions have increased to an average 75 x 125 feet, a change that has resulted in a more spacious

CITY OF
BOYNTON BEACH
FLORIDA



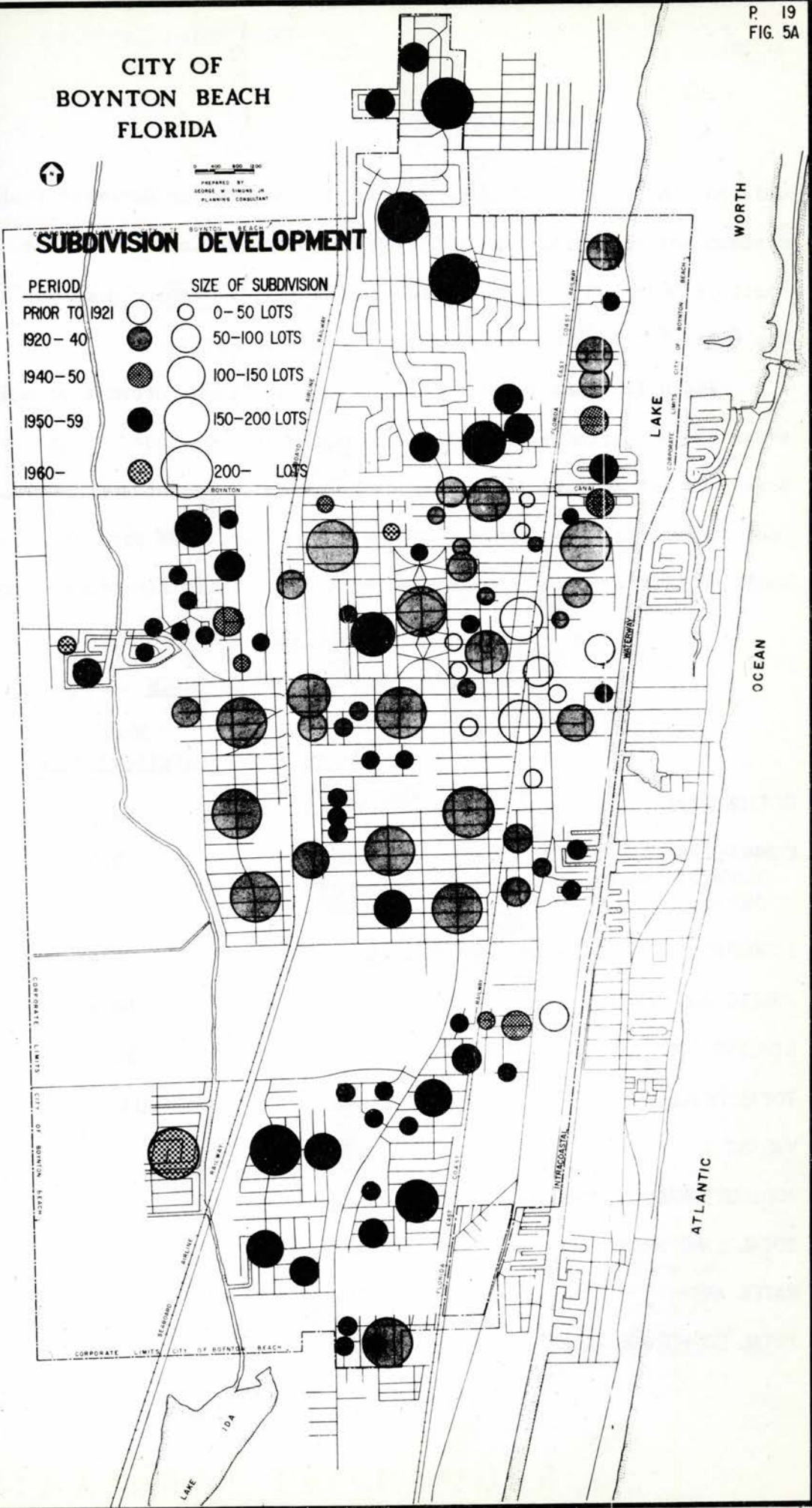
CITY OF BOYNTON BEACH FLORIDA



0 100 200 300
PREPARED BY
GEORGE W. SIMONS JR.
PLANNING CONSULTANT

SUBDIVISION DEVELOPMENT

| PERIOD | SIZE OF SUBDIVISION |
|---------------|---------------------|
| PRIOR TO 1921 | 0-50 LOTS |
| 1920-40 | 50-100 LOTS |
| 1940-50 | 100-150 LOTS |
| 1950-59 | 150-200 LOTS |
| 1960- | 200- LOTS |



utilization of the land. The zoning plan adopted in December 1961 requires minimum lot sizes for residential uses in the various categories. Lots as small as 50 x 100 feet are no longer permitted. Zoning goes far to preserve the character and integrity of residential property.

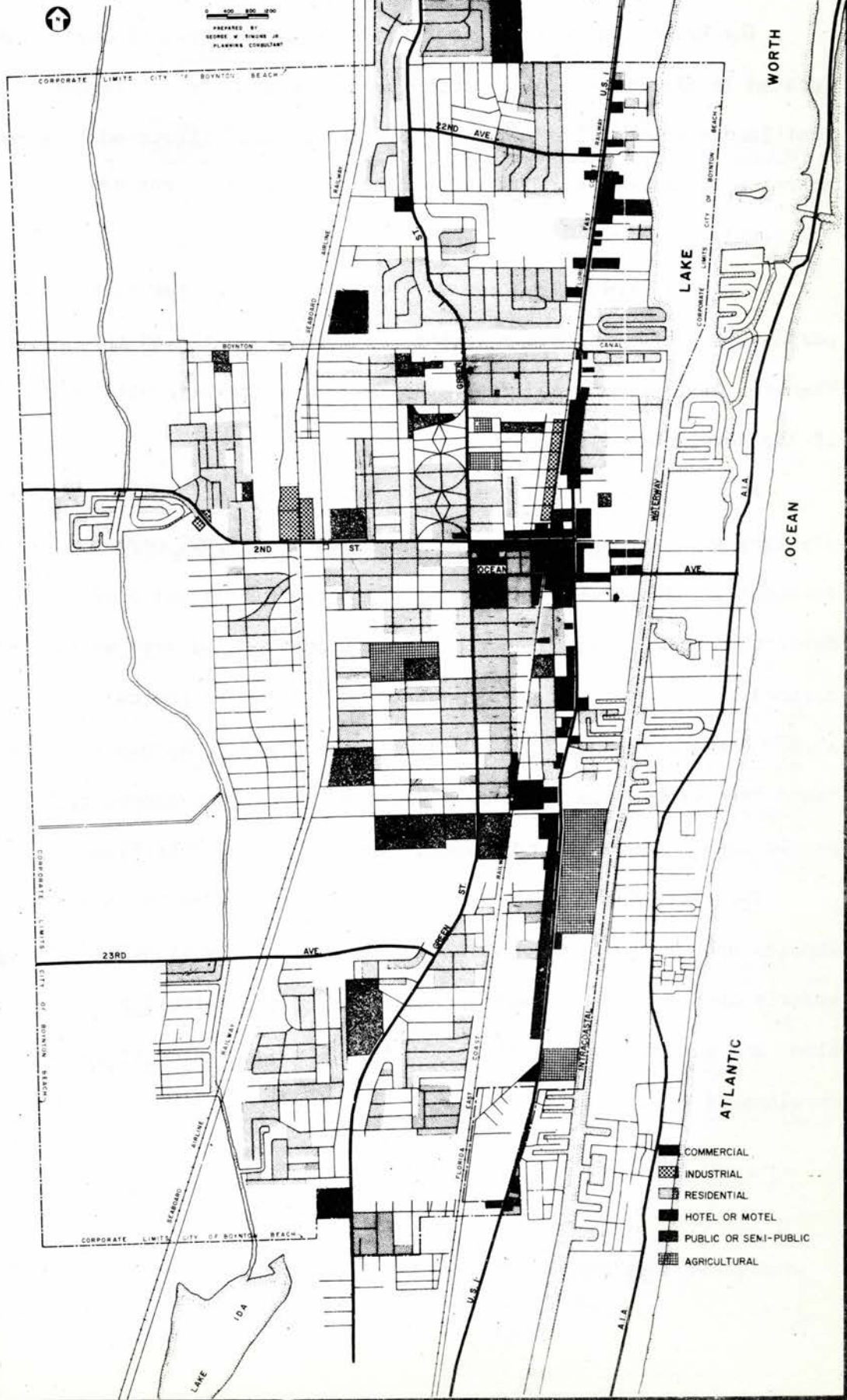
Table IV "Uses of Land in Boynton Beach", is informative and useful. It shows how much land is actually consumed by the various categories of use. More than 71% percent of the corporate area is vacant and undeveloped; 27% percent is variously developed. Of the latter about 40% percent is occupied by dwelling places in which category the single family structure predominates.

TABLE IV
USES OF LAND IN BOYNTON BEACH

| | <u>Acres</u> | <u>% of Developed Area</u> | <u>% of Total Land Area</u> |
|----------------------------------|--------------|--------------------------------|---------------------------------|
| RESIDENTIAL | 661.4 | 40.6 | |
| COMMERCIAL | 89.8 | 5.5 | |
| General Commercial | 66.8 | | |
| Motels | 23.0 | | |
| INDUSTRIAL AND RAILROAD | 74.2 | 4.4 | |
| PUBLIC AND SEMI-PUBLIC | 177.7 | 10.6 | |
| STREETS (DEVELOPED) | 640.6 | 38.9 | |
| TOTAL DEVELOPED | 1643.7 | 100.0 | 27.8 |
| VACANT | 4187.6 | | 71.0 |
| AGRICULTURAL, NURSERY, FERNERIES | 74.0 | | 1.2 |
| TOTAL LAND AREA | 5905.3 | | 100.0 |
| WATER AREA | 267.1 | | |
| TOTAL CORPORATE AREA | 6172.4 | | |

EXISTING LAND USES CITY OF BOYNTON BEACH FLORIDA

P. FIG. 21
6



The second largest portion of the developed area of Boynton Beach is allocated to streets - a public use (38% percent). As the larger tracts of vacant land are subdivided and improved, the portion allocated to streets will approach 30 percent which is more nearly the average for developed areas over the country.

Currently only 178 acres of land are utilized for public and semi-public purposes, which explains the absence of adequate park and recreation facilities. When the city expands and develops further this ratio will approach 15 percent of the developed area.

At this time, there are 1643.7 acres of developed land within the corporate area supporting a population approximating 11,000 persons. This is a land consumption rate of 14.9 acres per 100 persons or about 6 persons per gross developed acre. Based upon the total buildable land area within the present corporate area, this rate of land consumption would indicate that an additional 25,000 permanent population could be accommodated. Should there be a change of trend from single family to multiple family or co-op occupancy, the number of people supported by the land would however, exceed this figure.

The fact that 71% percent of the corporate area is vacant and undeveloped imposes upon the City Commission the responsibility of guiding proper and orderly development in these vacant areas. The controls provided by subdivision and zoning regulations enable the City Commission to guide and direct development along proper lines.

TABLE V
COMPARATIVE LAND USES
 (Percentage of Developed Area)

| | <u>Boynton Beach</u> | <u>Satellite Cities*</u> | <u>Delray Beach</u> | <u>West Palm Beach</u> | <u>Sanford</u> |
|----------------------|--------------------------|------------------------------|-------------------------|----------------------------|----------------|
| RESIDENTIAL | 40.6 | 42.0 | 46.7 | 39.4 | 44.2 |
| COMMERCIAL | 5.5 | 2.5 | 4.1 | 6.5 | 3.1 |
| INDUSTRIAL | 4.4 | 12.5 | | 9.5 | 5.7 |
| STREETS | 38.9 | 27.7 | 31.4 | 27.9 | 39.7 |
| PUBLIC & SEMI-PUBLIC | 10.6 | 15.3 | 17.1 | 16.7 | 7.2 |
| TOTAL DEVELOPED AREA | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| POPULATION | 10,500 | | 11,900 | 56,000 | 19,000 |

Table V compares the actual land uses of Boynton Beach with like data from other Florida cities of varying sizes and economic backgrounds and with the average of 33 American cities.* It illustrates how the land uses in the different categories vary little percentagewise, regardless the nature or size of city. In all cases the amount of land used for residential purposes varies only a little from 40 percent of the developed area. Delray Beach has a high of 46.7 percent, Boynton Beach 40.6 percent and the average of 33 cities is 42.0.

The amount of land needed for commercial purposes to serve a given area and population is interesting. Whereas, in West Palm Beach 6.5 percent of the developed area is required by the commercial enterprise, in Boynton Beach the equivalent percentage is 5.5 percent and in Delray Beach it is 4.1 percent. The average for the 33 American cities is 2.5 percent, considerably under the consumption of Florida cities.

Florida communities actively identified with tourism have relatively more

*From "Urban Land Uses."

land utilized by diversified commercial uses than those cities not so identified.

When Interstate 95 becomes a reality, the commercial activities on U.S. 1 will be of less importance than they are now. In the western expansion, residential uses will multiply with the single family dwelling predominant. This trend will necessitate additional schools, public service facilities, churches and in all probability, some concentrated shopping areas interspersed.

New patterns of subdivision design with longer blocks and more spacious lots will tend to reduce in the future the percentage of developed land allocated to streets. This percentage should approach 30 percent.

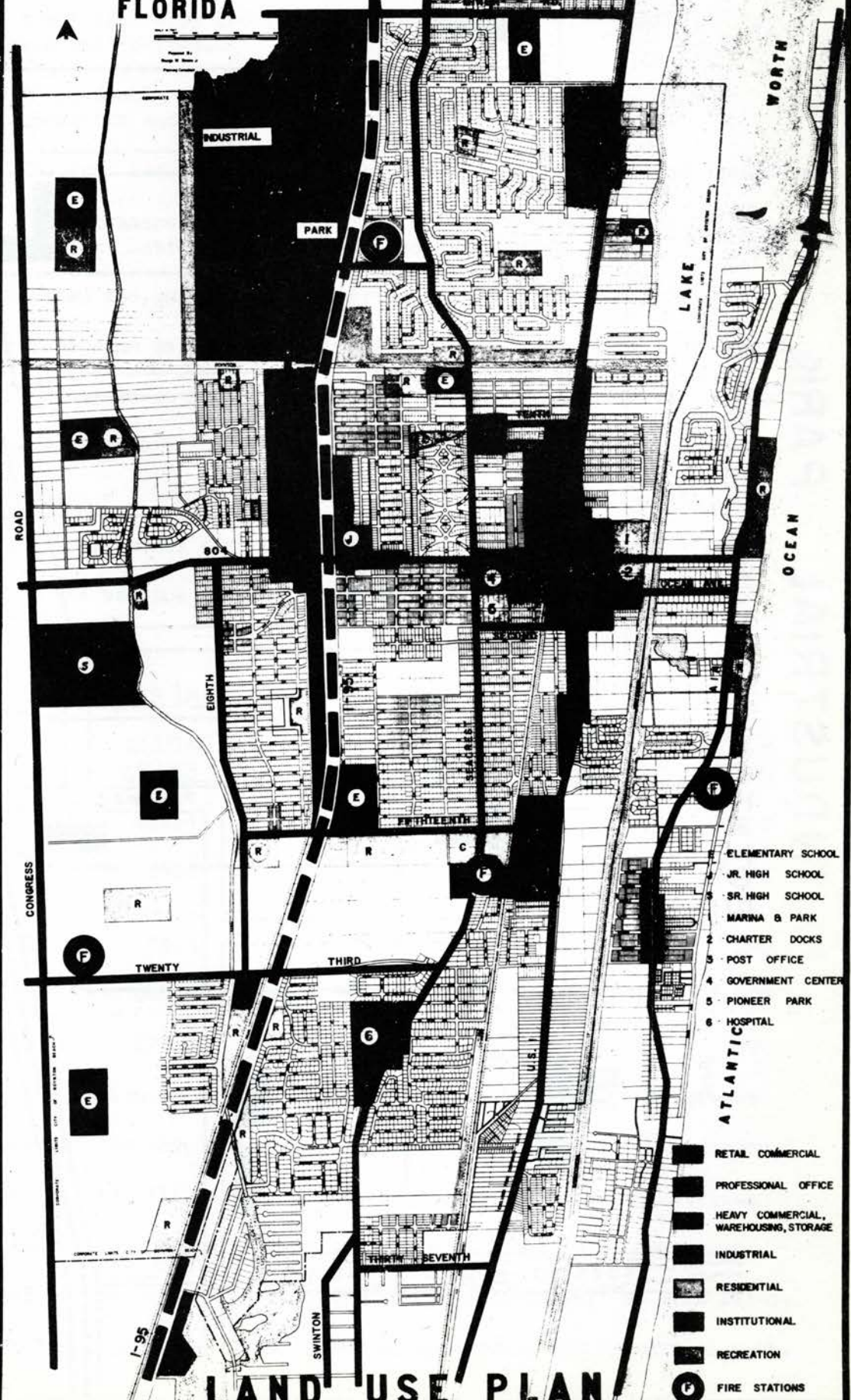
GENERAL LAND USE PLAN

Earlier the formation of the existing land use pattern was presented. Figure 6 illustrates how the varied land uses are generally distributed throughout the corporate area. Applying accepted standards and principles of planning, how will a comparable land use pattern look in 1975? How will the lands of the city be used then?

The General Land Use Plan is essentially a plan of objectives for the guidance of officials and developers in making decisions influencing future developments. It is not a diagram of specific projects but instead a general pattern showing how growth and development should be directed and what character the city will present in the future. As a generalized picture it will show the arrangement of major thoroughfares, residential, commercial and industrial areas, parks and recreation facilities, schools, public buildings and other community facilities.

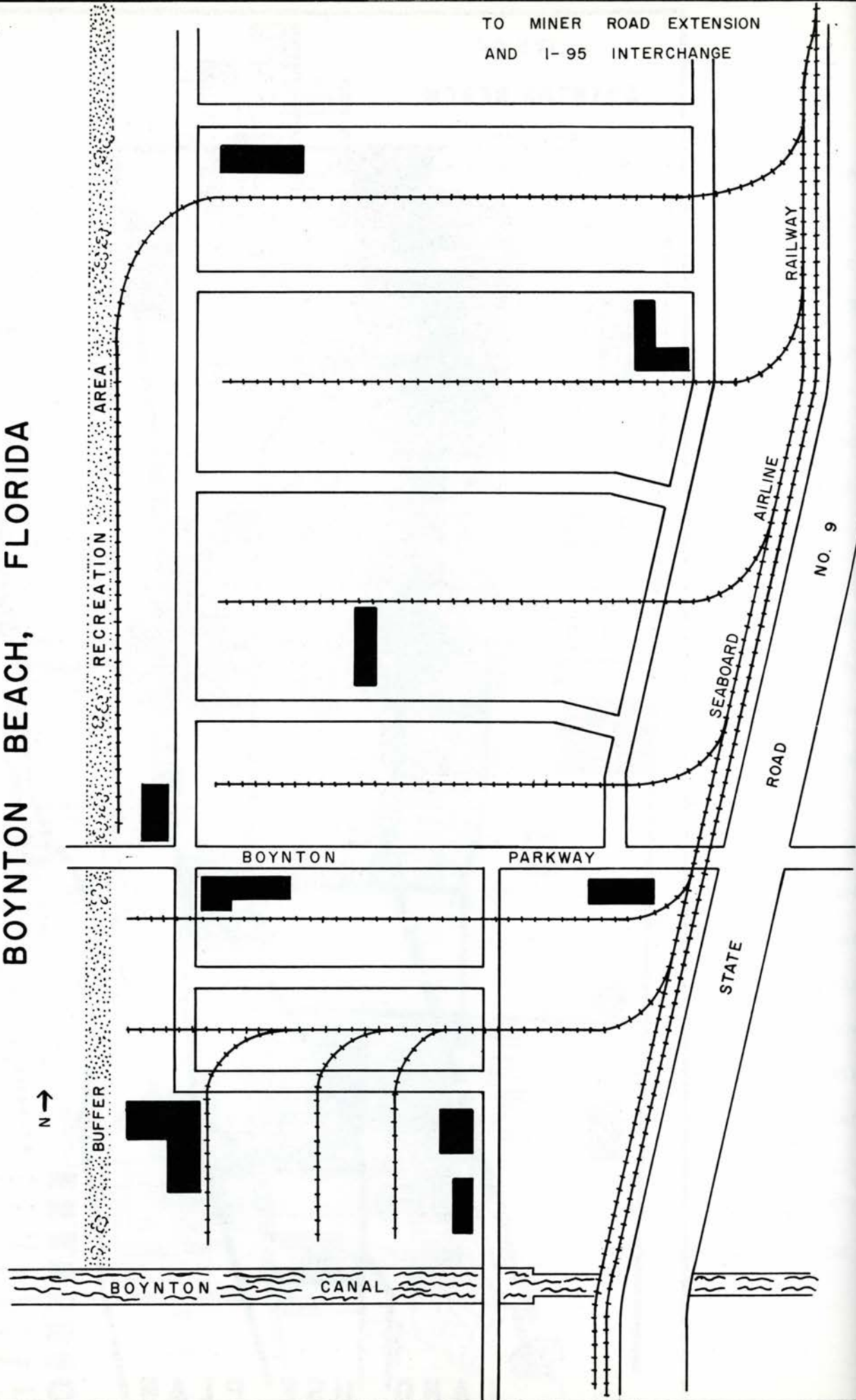
The Land Use Plan seeks to present an ideal pattern of development for Boynton Beach in terms of existing uses, trends and accepted standards and concepts, some of which are:

CITY OF BOYNTON BEACH FLORIDA



LAND USE PLAN

PROPOSED
INDUSTRIAL PARK
BOYNTON BEACH, FLORIDA



1. Major land uses should be located in those areas to which they are best suited.
2. A reasonably compact type of development insures economy of operation and convenience to residents and visitors.
3. The land use pattern should be compatible with physical limitations
4. Major transportation facilities must be coordinated with the land use pattern to insure a good circulation system.

Table IV shows the quantitative distribution of land uses within the corporate area of Boynton Beach as of 1961; 661.4 acres are utilized by dwelling structures, 89.8 acres by commercial enterprise and some 640.6 acres in streets or platted streets. Table VI on the other hand, shows land uses in terms of acres per 100 persons - a valid, acceptable standard for projecting the respective land use requirements of the future and also, how much land will be needed to satisfy the various uses of different populations.

TABLE VI

LAND USES IN ACRES PER 100 PERSONS

| <u>CLASSIFICATION</u> | <u>EXISTING ACREAGE</u> | <u>AREAS PER 100 PERSONS</u> | <u>ACREAGE NEED FOR</u> | |
|--------------------------------|-----------------------------|----------------------------------|-------------------------|---------------|
| | | | <u>35,000</u> | <u>40,000</u> |
| RESIDENTIAL | 661.4 | 6.3 | 2,200 | 2,500 |
| COMMERCIAL | 89.8 | .85 | 175 | 200 |
| TRANSPORTATION AND INDUSTRY | 74.2 | .70 | 245 | 280 |
| STREETS | 640.6 | 6.1 | 1,050 | 1,200 |
| PUBLIC & SEMI-PUBLIC | 177.7 | 1.7 | 455 | 520 |

When the population of Boynton Beach reaches 35,000 or 40,000 persons, the developed area of the city and its contiguous urban area will have expanded considerably. More land will have been absorbed successively by the various uses and the mileage of improved streets and other utilities will have been augmented greatly. New schools will have been provided as well as more parks, recreation areas and other facilities including commercial and industrial uses.

WATERWAY DEVELOPMENTS

The westerly development of Boynton Beach will depend to a great extent upon a comprehensive system of drainage. Canals for drainage and such appurtenances thereto as lakes or lagoons could have a profound and enhancing affect upon the land use pattern and the quality of area development. A planned waterway system would provide many waterfront properties for aesthetic enhancement and recreation. It is not inconceivable that a designed canal and lagoon system would stimulate a great interest in boating. In the Fort Lauderdale area are examples of what can be accomplished by canal design. Boynton Beach is closely associated with the Lake Worth Drainage District and its canal system which could be the basis of the canal system of Boynton Beach.

IMPLEMENTATION OF THE LAND USE PLAN

The Land Use Plan, as previously stated, is a guide to the ultimate development of Boynton Beach. All aspects of it are related to the whole and the whole is dependent upon the compliance of each smaller part. The alteration of any major portion would affect the plan as a whole. The pattern established by the Land Use plan should influence builders and developers in the designation and selection of appropriate sites for their various operations. Likewise, it should be followed by public officials, boards and departments responsible for the design and construction of streets, utilities and other public services.

Zoning is one of the most valuable tools for directing land uses and for building order and character into a city. It is the primary means of effectuating the Land Use Plan. The zoning process assures the attainment of the highest and best uses of land; incompatible uses are separated and residence areas are not blighted by scattered commercial or industrial uses.

Through zoning the objectives sought by the Land Use Plan can ultimately be reached.

Another important tool for attaining the objectives of the Land Use Plan are Subdivision Regulations. If subdivision plats are designed in accord with minimum standards and adhere to the objectives of the Land Use Plan, order and balance can be assured. Prior to the subdivision and development of any land parcel, the developer should visit the office of the Planning and Zoning Board to familiarize himself with regulations precedent to subdivision. Such initial step will enable like developer to understand more fully the ideas of the city and ultimately save himself possible financial loses.

CHAPTER IV

MAJOR THOROUGHFARES AND TRAFFIC CIRCULATION

As channels of circulation, streets are essential parts of the city's physical structure. About 30 percent of the developed land of American cities is utilized by streets; in Boynton Beach the ratio approximates 38 percent. Streets connect the various parts of the city and furnish outlets to the surrounding urban area, the county and state. Major streets are distinctive elements in the street system because they carry the greatest volumes of traffic and also serve as boundaries of neighborhoods where practicable.

As cities expand by successive subdivisions and annexations, the existing street pattern is expediently extended. In the growth process however, many street right of way widths and alignments are changed or modified. Absence of rigid land subdivision guides or controls has too often contributed needless jogs, dead ends, strictures and reversed curves which, in this highly motorized age, retard and obstruct continuous free flowing traffic.

The street system of the community is made up of three basic types of streets - primary arteries, secondary or collector streets and minor or access streets. By far the greatest percentage of street mileage is found in the latter category - minor streets for the movement of local traffic principally. Secondary or collector streets are those which collect local neighborhood traffic from minor streets and channel it into primary arteries. Secondary streets are also connecting links between segments of the city or elements of a circumferential system. The primary artery assumes various functions. The state or Federal highway bringing volumes of traffic into and through the community is a primary artery. In Boynton Beach, the Federal U.S. 1, Seacrest Avenue and 2nd Avenue are examples of primary streets.

Primary and secondary streets in particular must have widths of right of way adequate to accommodate roadways with sufficient capacity to expedite the movement of traffic. Too often a right of way considered of ample width when designed now requires widening at a large cost. The recent widening of U.S. 1 through Boynton Beach illustrates how a right of way must be widened to meet the requirements of this modern motor age. This picture can be repeated in many parts of Florida. Streets of a secondary type and even some minor streets, need widening to provide adequate capacity. Figure 9 illustrates acceptable street cross sections for Boynton Beach.

GROWTH OF AUTOMOBILE TRAFFIC VOLUMES

In the preparation of a major street plan it is desirable to anticipate future automobile traffic volumes. Currently there is about 1 registered motor vehicle in the United States for every 2.5 persons. Table VII shows how motor vehicle registrations have increased since 1930.

TABLE VII

MOTOR VEHICLE REGISTRATIONS - FLORIDA - PALM BEACH COUNTY

| | <u>Florida</u> <u>Registrations</u> | <u>Persons</u> <u>Per Car</u> | <u>Palm Beach</u> <u>Co. Registrations</u> | <u>Persons</u> <u>Per Car</u> |
|-------|--|----------------------------------|---|----------------------------------|
| 1930 | 359,525 | 4.1 | 18,090 | 2.9 |
| 1940 | 579,495 | 2.9 | 29,430 | 2.7 |
| 1950 | 1,117,105 | 2.5 | 52,666 | 2.2 |
| 1955 | 1,800,969 | | 86,201 | 1.8 |
| 1960 | 2,703,881 | 1.8 | 130,985 | 1.75 |
| 1975* | 4,170,000 | 1.9 | 217,000 | 1.7 |

*Estimated by the Division of Traffic and Planning, Florida State Road Department.

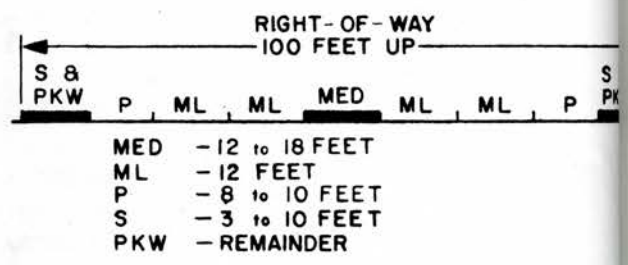
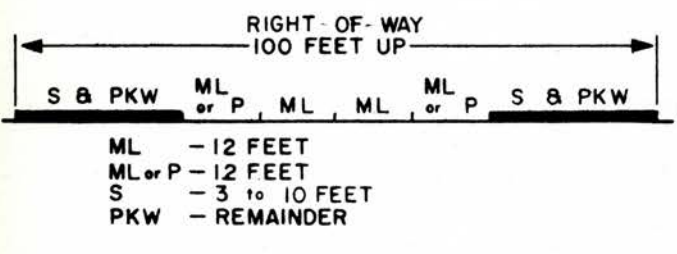
Between 1930 and 1960 the automobile registrations of Florida and Palm Beach County increased more than 7 times, but more significantly, whereas in 1930 there were 4.1 and 2.9 persons per registered automobile in Florida and Palm Beach County respectively, in 1960 there were 1.9 and 1.7 persons respec-

SUGGESTED STREET CROSS-SECTIONS BOYNTON BEACH, FLORIDA

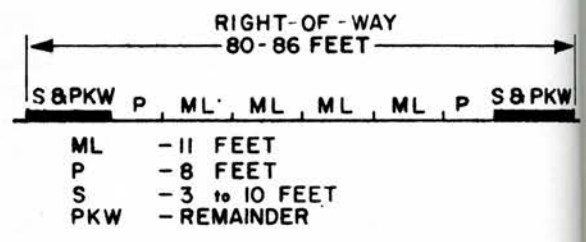
- MED - MEDIAN STRIP AND LEFT TURN LANE AT INTERSECTIONS
- ML - MOVING LANE
- P - PARKING LANE
- ML or P - PARKING LANE ALSO ADAPTABLE AS SECOND MOVING LANE
- PKW - PARKWAY
- S - SIDEWALK

INITIAL STAGE OF DEVELOPMENT LATER

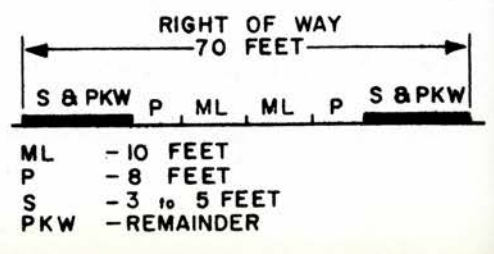
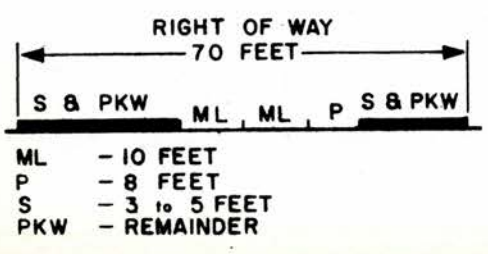
PRIMARY THOROFARE

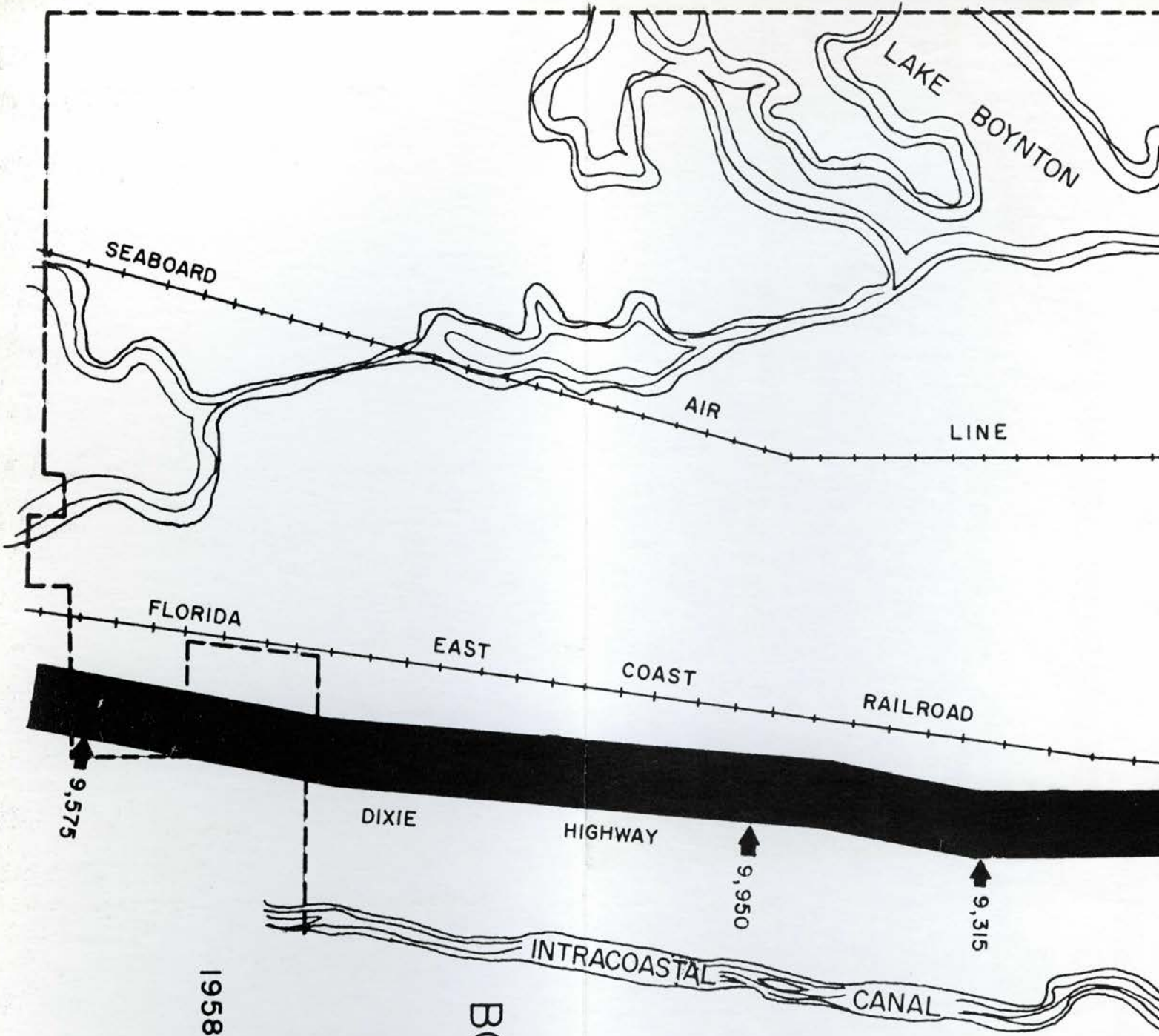


SECONDARY THOROFARE

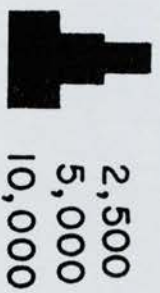


COLLECTOR STREET





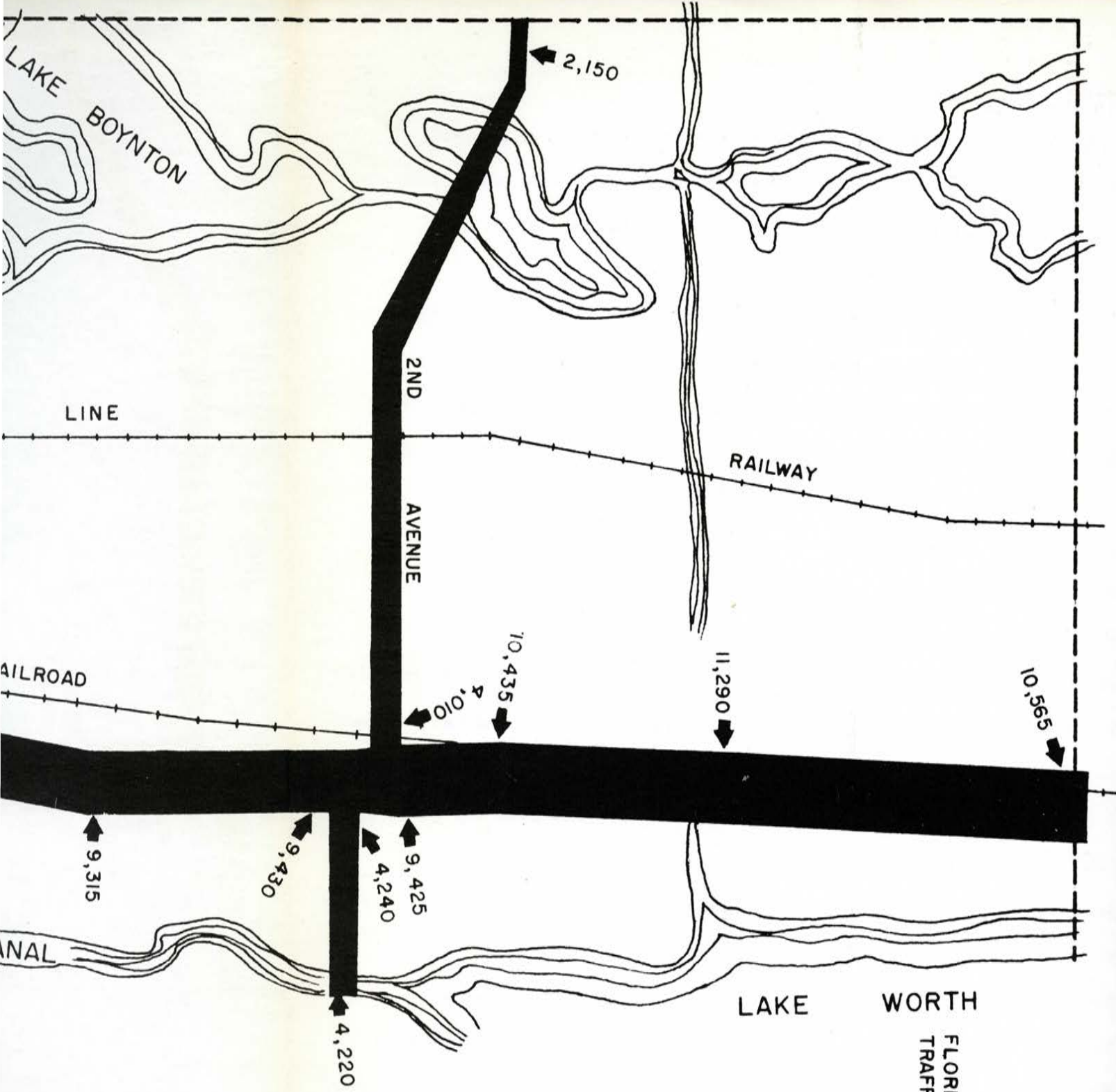
BOYNTON BEACH, FLORIDA



1958 - 24 HOUR ANNUAL AVERAGE
TRAFFIC FLOW

GEORGE W. SIMONS, JR.
PLANNING CONSULTANT





DATA SUPPLIED BY
FLORIDA STATE ROAD DEPARTMENT
TRAFFIC AND PLANNING DIVISION

tively, per registered automobile. These data reflect vividly how the number of motor vehicles are increasing and why highways of adequate capacity must be provided.

ANTICIPATED TRAFFIC VOLUMES AND STREET CAPACITIES

The capacity of the street system must be commensurate with the anticipated growth of motor vehicle travel. "The basic capacity is the maximum number of passenger cars that can pass a given point on a lane during one hour under the most nearly ideal roadway and traffic conditions" which for a single lane approximates 2,000 vehicles per hour. As intersections and traffic signals are added and roadside friction increases, the basic capacity is reduced to a practical capacity of some 400-500 vehicles per hour per lane. (fig.11) The widening of U.S. 1 through Boynton Beach will provide added roadway capacity and expedite vehicular movement, but notwithstanding, the promiscuous strip commercial develop that will appear along the roadside will ultimately retard movements and reduce effective capacities.

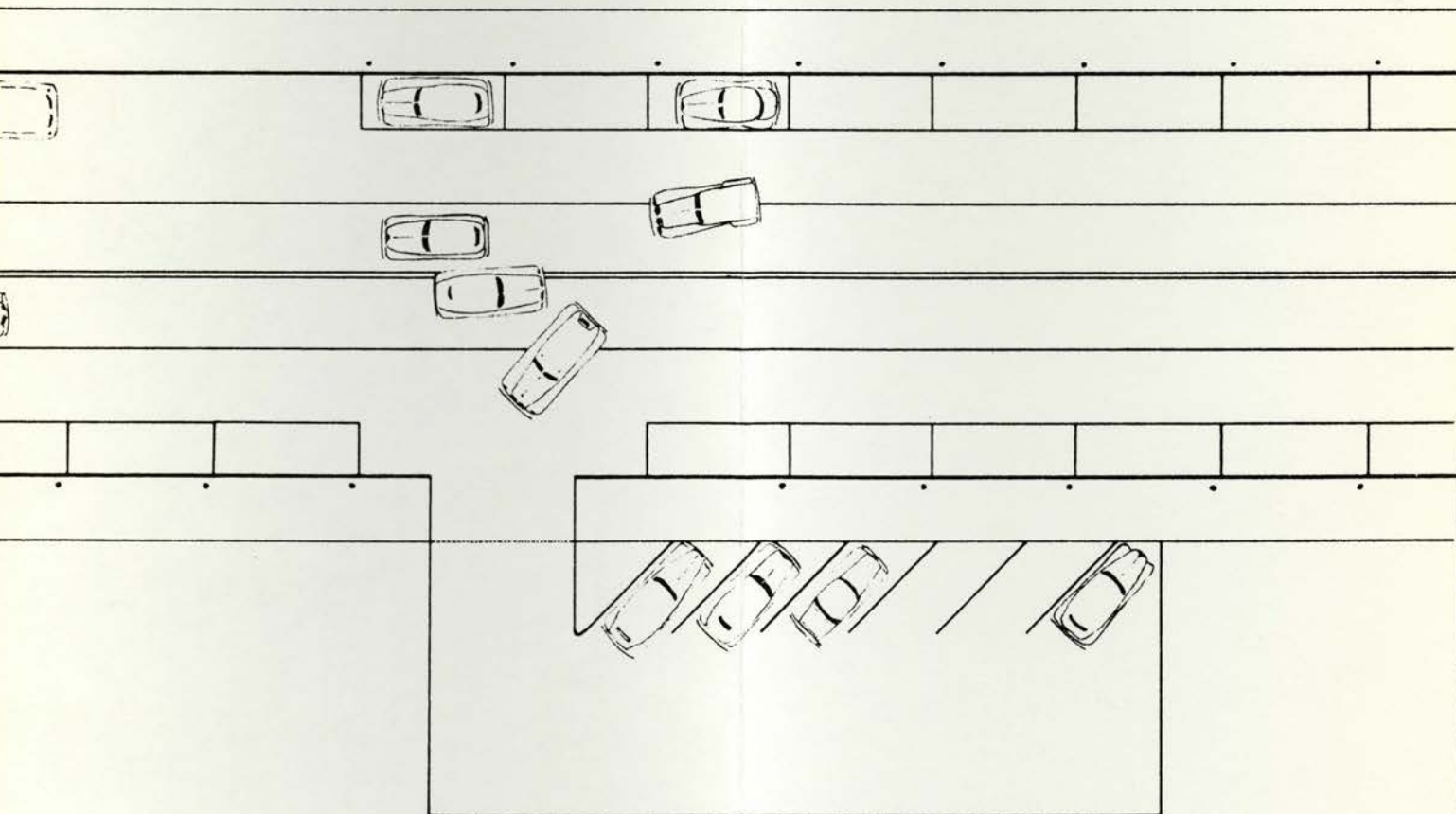
Second Avenue and Seacrest Boulevard are primary streets in the future street pattern, each of which will convey increasing volumes of traffic.

EXISTING STREET SYSTEM

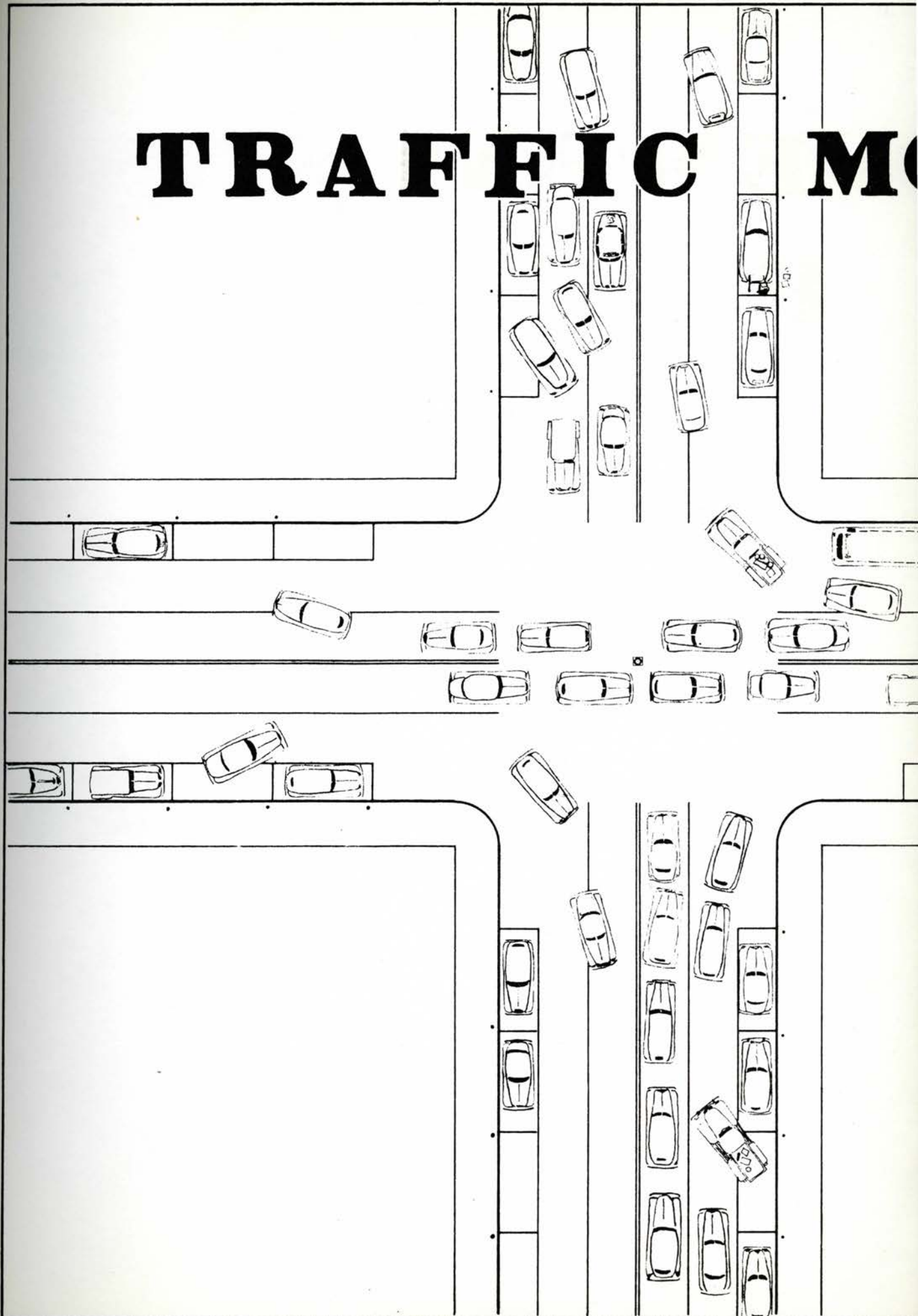
The prevailing street pattern of Boynton Beach is basically rectilinear. In some of the more recent subdivisions of the city there are deviations from the rectilinear pattern. New subdivisions are utilizing curvilinear street systems to break the monotony of the landscape and provide larger blocks with fewer intersections.

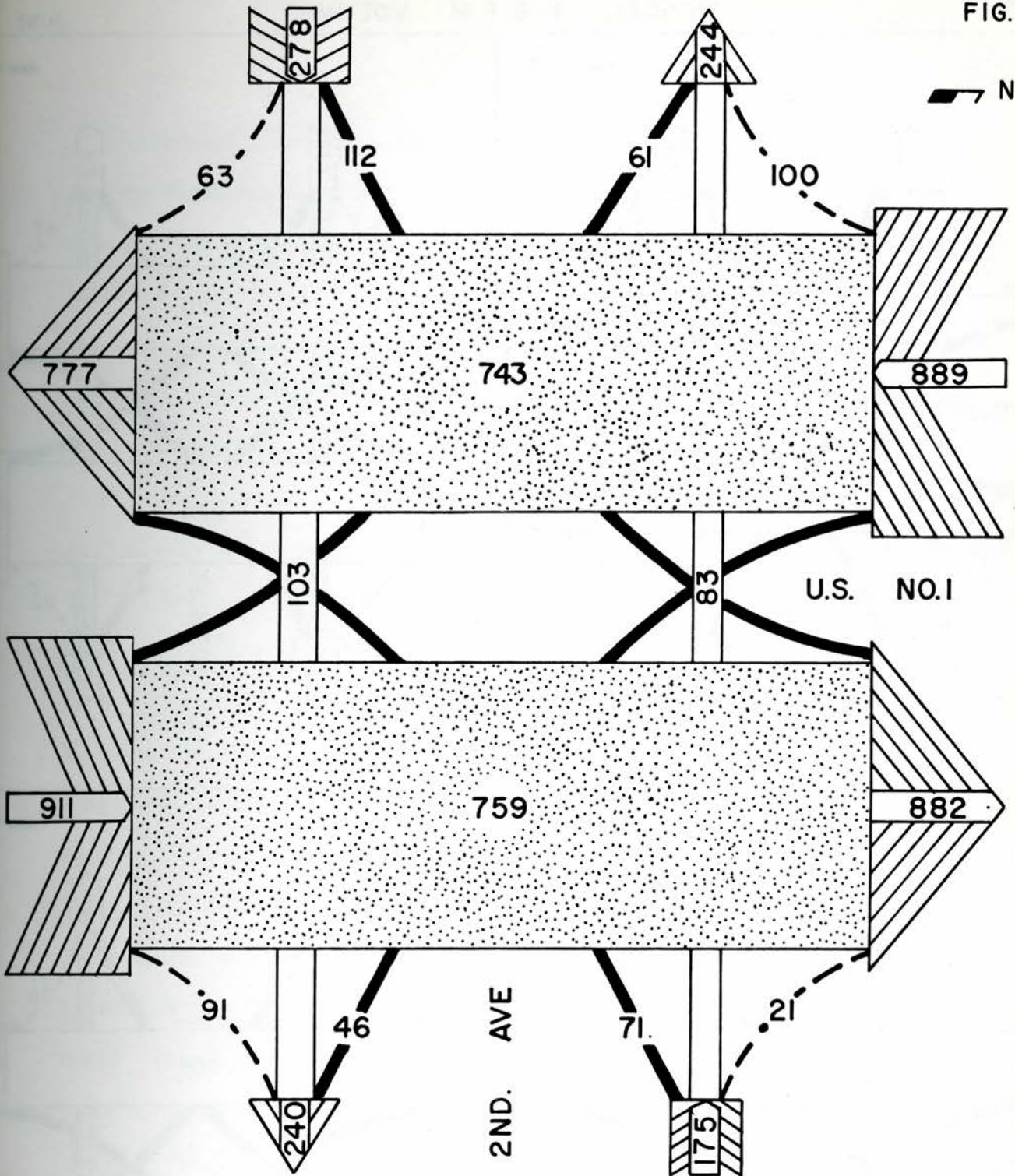
The right of way widths of principal streets are predominately 60 feet with some 50 and a few of 80 feet. Roadway or pavement widths vary from 20 to 68 feet, however, the predominate widths vary from 20 to 24 feet. (Figure 14).

MOVEMENTS AND PARKING



TRAFFIC MO





VEHICLE TURNING MOVEMENTS

TYPICL 4-6 P.M. VOLUMES

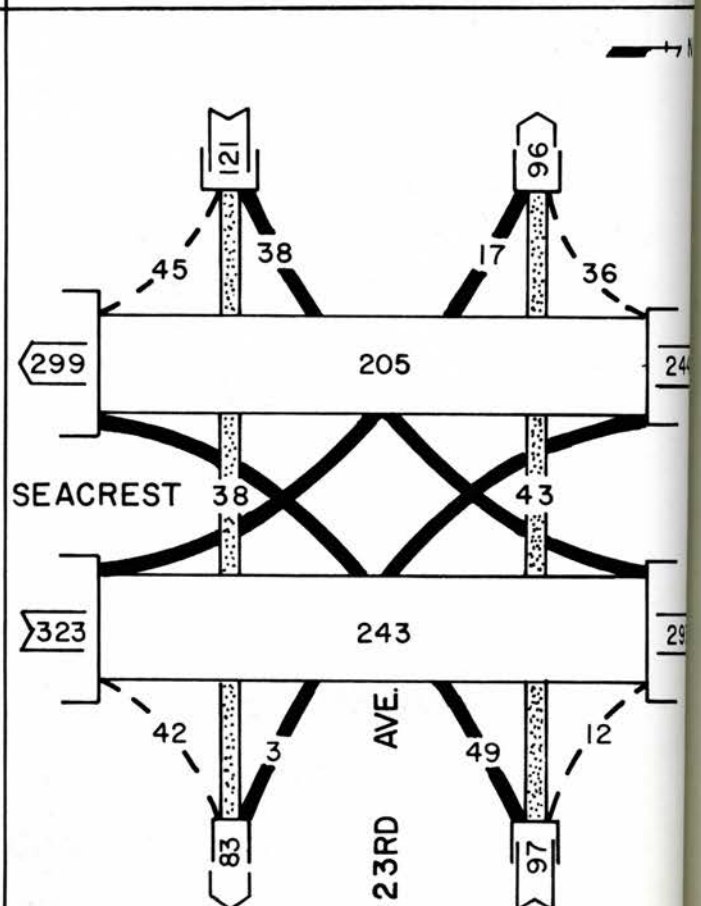
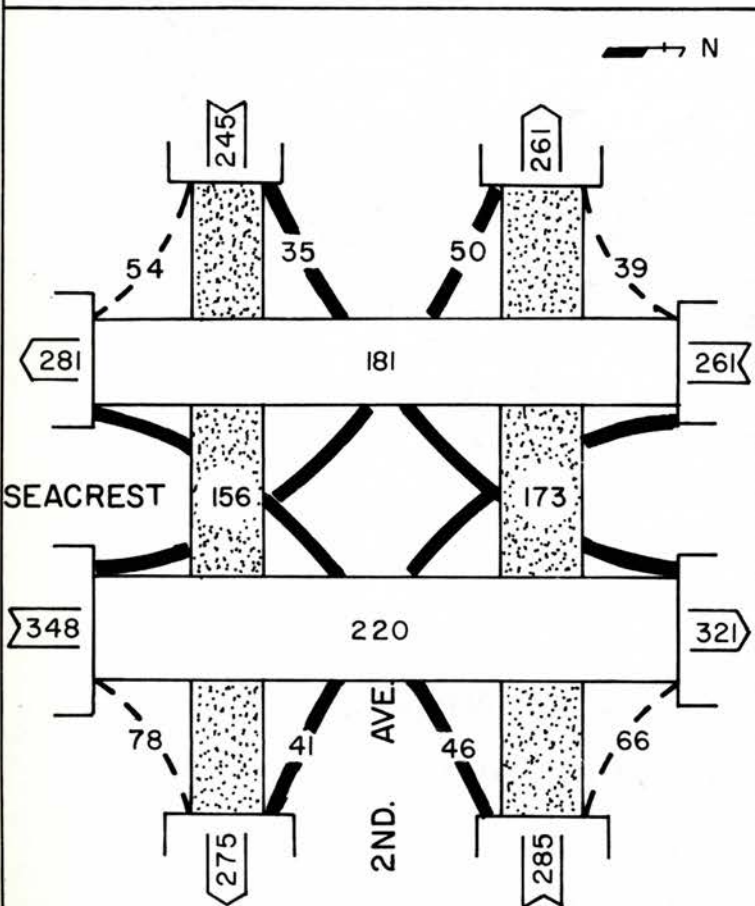
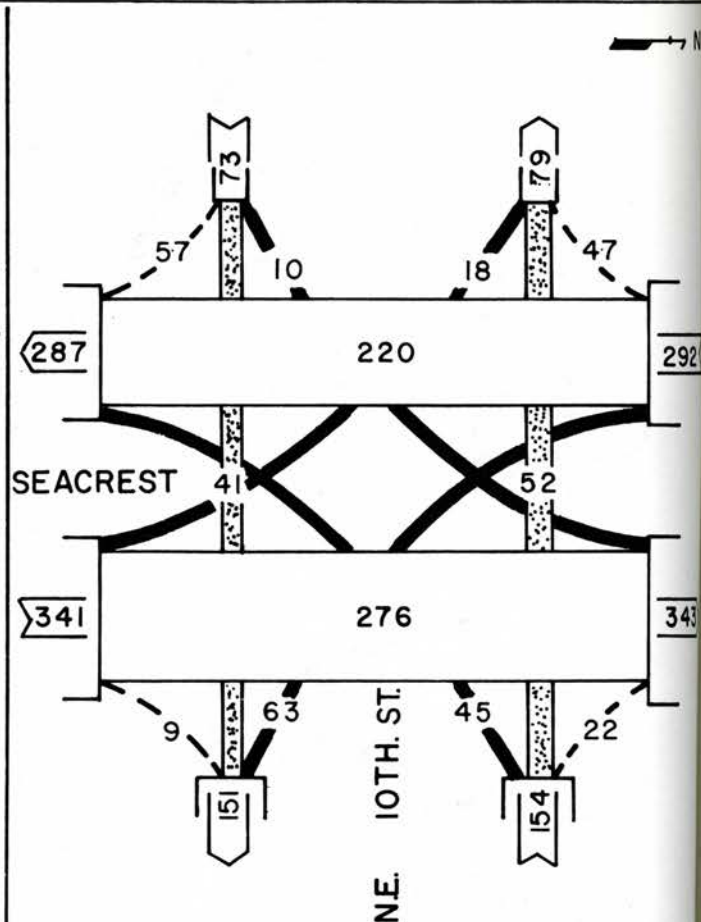
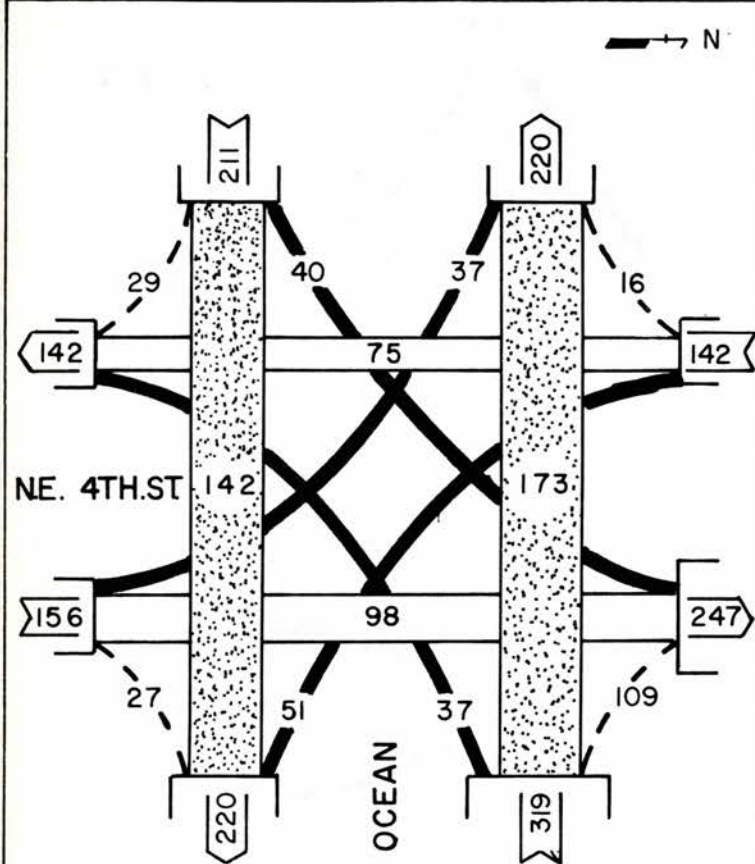
U.S. NO. 1 AND NE. 2ND. AVE.

JUNE 1961

VEHICLE TURNING MOVEMENTS

TYPICAL 4-6 P. M. VOLUMES

JUNE 61



The Central Area is the general focal point of the street system. The maximum traffic volume is found at the intersection of Second Avenue and U.S. 1. The intersection of Second Avenue and Seacrest Boulevard may however, be the focal point of local traffic movements. Traffic movements within the city generally are well distributed. U.S. 1 is currently the principal route for through long haul traffic from points north and south. Seacrest Boulevard is also an important north-south artery used principally by local traffic destined to the hospital area or to Delray Beach and south. East-west movements are not as direct and free flowing as the north-south movements. Traffic from A-1-A along the ocean destined westward must negotiate a signal light and right hand turn at U.S. 1, thence proceed north two blocks on U.S. 1 into a complicated intersection at Second Avenue where a left hand turn must be made. Twenty-third Avenue is a through east-west street which will become increasingly important as westward expansion continues. North Tenth Avenue, although not a through east-west street, is an important link between U.S. 1 and Seacrest Boulevard, and as commercial development expands in this area traffic volumes will increase considerably. South Fifteenth Avenue is another important east-west link affording access to the new Athletic Field. Ocean Avenue, while not too important now will acquire greater importance as an access route to the Central Business District as lands to the west develop. Ocean Avenue will doubtless become one of the major collector streets of the city. South Thirty-seventh Avenue is also a major connecting link between U.S. 1 and Seacrest Boulevard. In general, the existing network of principal travelled streets is well conceived and provides a good base for a future planned street system.

STATE ROAD NO. 9 (Interstate 95)

Interstate Route 95 is a major link in the National System of Interstate

and Defense Highways, proposed for construction from Miami northward to Maine. It is being designed as a freeway type of facility with limited access to minimize interferences with local traffic.

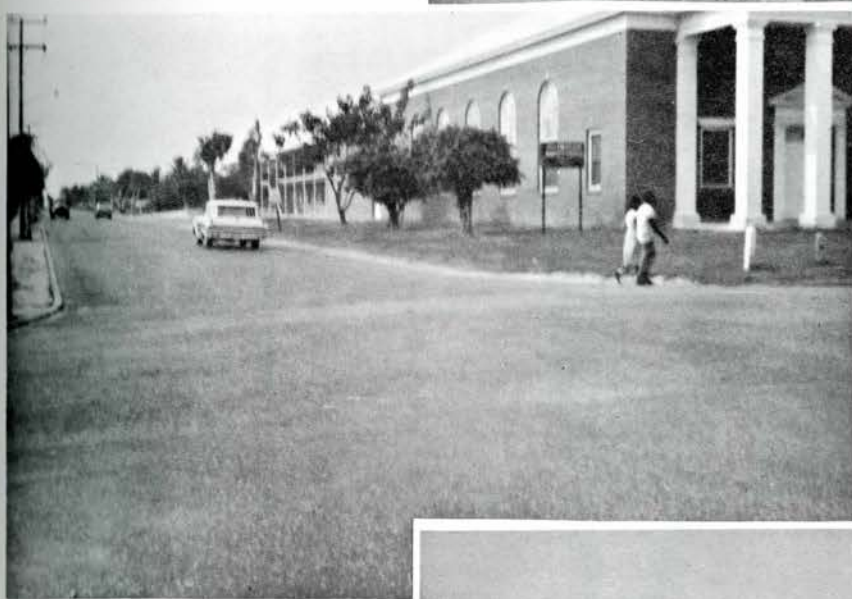
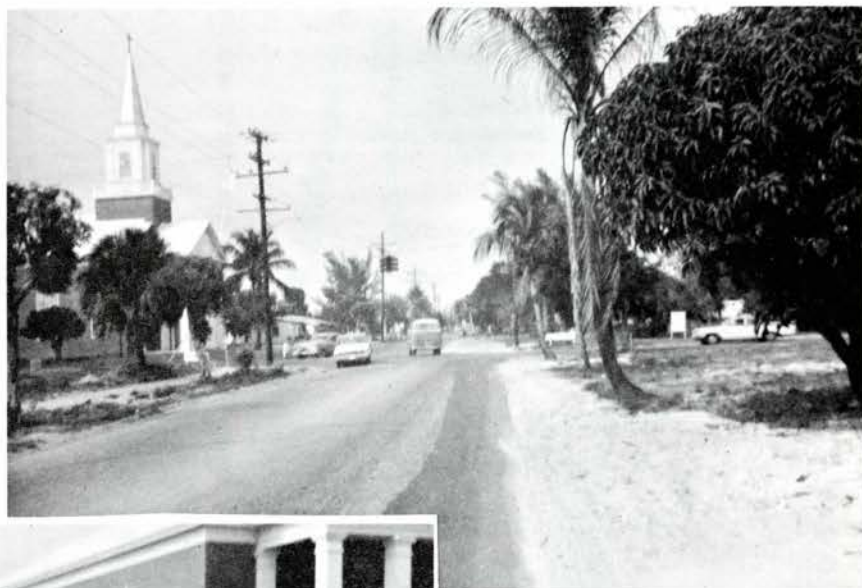
According to the Palm Beach County Highway Plan prepared by the Traffic and Planning Division of the State Road Department, Interstate 95 will be a 6 lane divided roadway designed to carry an estimated 215,000 vehicles per day by 1976. The present plans of the State Road Department propose at least three interchanges in Boynton Beach to be located at N.W. 17th Street, State Road 804 and 15th Avenue. Grade separations are planned at Miner Road and Golf Road with possibilities that these may later be converted into interchanges.

In as much as the proposals for Interstate 95 were developed prior to much of the present growth of Boynton Beach, it is suggested that interchanges, when constructed, be coordinated with the Major Street Plan as defined herein which recommends interchanges at Miner Road, State Road 804 and Golf Road, and grade separations at N. W. 17th Avenue, S. W. 15th Avenue and S. W. 37th Avenue.

MAJOR STREET PLAN

The Major Street Plan illustrated in Figure 15 represents the composite thinking of the Planning Board, the Consultant and the Traffic and Planning Division of the State Road Department. It is designed to provide all parts of the Boynton Beach urban area with adequate highway facilities for the next twenty five years. Because of its importance in the over-all regional complex the Major Street Plan is coordinated with that of Delray Beach. The principal requirements of the Major Street Plan may be more particularly described as follows:

A MAJOR INTERSECTION

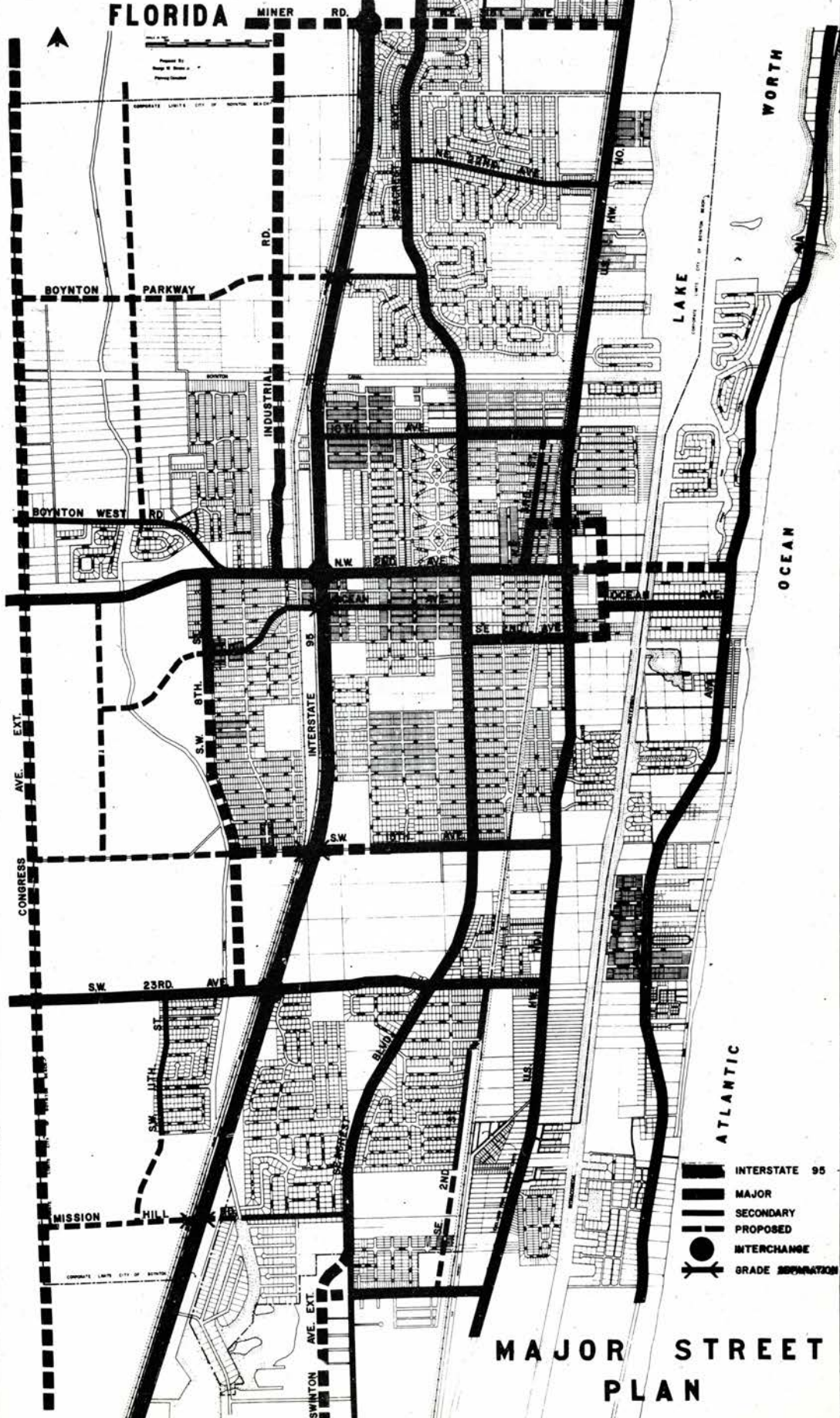


SECOND AVENUE TRAFFIC VOLUMES
WILL GREATLY INCREASE

NEEDS WIDENING



CITY OF BOYNTON BEACH FLORIDA



MAJOR STREET
PLAN

NORTH-SOUTH TRAFFIC

1. The acquisition of a 100 foot right of way on the western boundary of the city to provide for the extension of Congress Road from West Palm Beach. When completed, this would serve as the western increment of a circumferential road around the city.
2. Acquisition of a 80 foot right of way on S. W. Eighth Street, from S. W. Fifteenth to S. W. Twenty-third Avenues. This will become an important north-south link because it is the only such facility between Seacrest Boulevard and the proposed Congress Road extension.
3. The extension of Industrial Avenue northward to the Miner Road extension. Because this will become the major service street of the proposed Industrial Park development it should have a right of way of at least 100 feet. Commercial traffic will enter this industrial area via Second Avenue and Miner Road. (Figure 8)
4. The development of Interstate 95 and the Congress Avenue extension together with the Sunshine Parkway will provide the principal north-south traffic arteries of the future. When completed and in operation these roads will have a pronounced affect on U.S. 1 which then will be identified more with local and regional traffic movements.
5. Acquire a right of way at least 80 feet wide on Seacrest Boulevard from the Boynton Canal south to its intersection with Swinton Avenue extension from Delray Beach at the city limits. Such a right of way would permit ultimately the construction of an adequate roadway to discharge the increasing volumes of traffic. Development along this street should be limited to residential uses.
6. Extend N. E. Third Street between N. E. Ninth and Tenth Streets to provide access into the Central Area from the north section of the city.
7. Develop eastern portion of the Central Area perimeter road as shown in Figure 30.
8. A-1-A is a major north-south arterial street that will carry increasing volumes of traffic as the Ocean Ridge area develops. The present right of way is adequate but within the next ten years the roadway should be widened. As a part of the A-1-A improvement by the State, an additional bridge should be constructed at the Inlet.

EAST-WEST TRAFFIC

1. Acquisition of a right of way having a width of at least 100 feet along Miner Road extended, between U.S. 1 and Congress Avenue extension. This will become an important leg of the proposed

circumferential road. As a part of this project an interchange should be provided at the proposed Interstate 95.

2. Acquire a right of way at least 80 feet wide for the Boynton Parkway extension to Industrial Avenue.
3. Improve N. W. 10th Avenue westward from Seacrest Boulevard to provide a roadway 24 feet wide. This section of Tenth Avenue will be important as a collector. 10th Avenue from Seacrest Boulevard to U. S. 1 should have a roadway at least 40 feet wide which will entail the acquisition of an additional 12 feet of right of way.
4. Though not a part of the Major Street Plan, N. E. Ninth Avenue should be widened and improved to provide access into the City Garage area.
5. Improvements to N. W. Second Avenue have already been undertaken as a State project. The extension of this street Eastward to A-1-A is also included in the present State Plan. When completed this will provide a direct route from A-1-A to the west and Sunshine Parkway. An interchange is however, proposed at Interstate 95.
6. Improvements to Ocean Avenue will involve only paving, as adequate roadway and right of way widths presently exist. This street will ultimately become a major - collector artery as it will provide a secondary access to the Central Area via a local street and thereby alleviate congestion on Second Avenue.
7. Improve S. E. Second Avenue as the southern portion of the proposed Central Area Perimeter Road. This will require right of way acquisition east of U.S. 1, which should approximate 100 feet in width.
8. Acquire a right of way of at least 80 feet for the extension of S. W. Fifteenth Avenue west of the Seaboard and east of the Florida East Coast Railway. This right of way width will be adequate to provide a roadway of 2 moving lanes and 2 parking lanes. A grade separation should be provided at Interstate 95.
9. The right of way of S. W. Twenty-third Avenue should be 80 feet in width from U.S. 1 westward to the Congress Avenue extension. This will become one of the principal feeder streets into the western area. An interchange should be provided at Interstate 95.
10. Extend S. W. Thirty-third Avenue westward to Congress Avenue Extension with a grade separation at Interstate 95.
11. Provide S. E. Thirty-seventh Street with a roadway 40 feet wide between U.S. 1 and Seacrest Boulevard.

The various proposals recommended here, such as right of way acquisitions, roadway widenings and interchanges pose a formidable list of improvements. Obviously it would be impossible to achieve them all within a brief period of time. But, as an initial step, the Planning Board should review them all carefully and from such review prepare a project list arranged according to priority of necessity and ability to finance.

SETBACK LINES AND FUTURE STREET WIDENINGS

A street, as dedicated on a recorded plat, is public land contained between property lines, usually front lot lines. If the street width indicated on the plat is 60 feet and a width of 80 feet is desired, it will be necessary to acquire 20 feet of property from one or both sides of the street to attain the desired width. In most street widening cases the city seeks to acquire equal amounts of property on each side. But not infrequently a wider strip may be acquired from one side than the other.

To prepare for future street widenings it is customary and advisable for the city to adopt an ordinance establishing set back lines on one or both sides of designated streets. Such an ordinance serves two purposes. It notifies the property owner that a portion of his property will be required at some time for street widening and second, that no structures may be subsequently built within the area required for widening. When the time of property acquisition for widening arrives, the city will be obliged to purchase the land required. (See figure 16).

The Public Works Department should prepare a map showing the locations of set back lines established by ordinance and also the amounts of property to be acquired.

In some situations where set back lines have been established by ordinance, the owners of affected properties have deeded their strips to the city with-

PLANNING FOR MAJOR STREETS

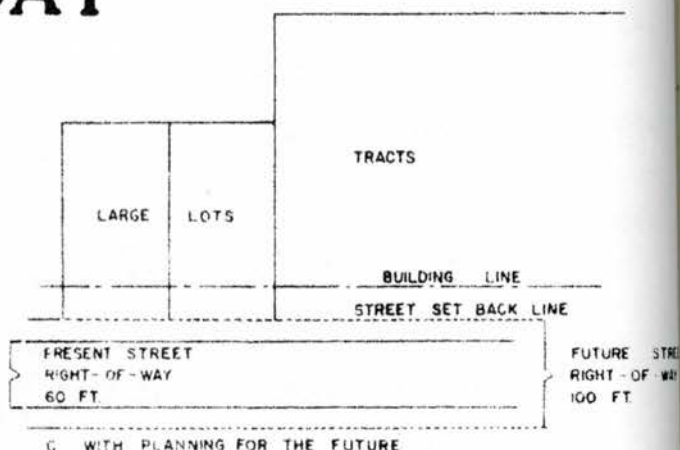
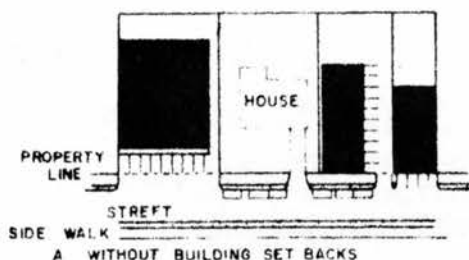
UNPLANNED

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.

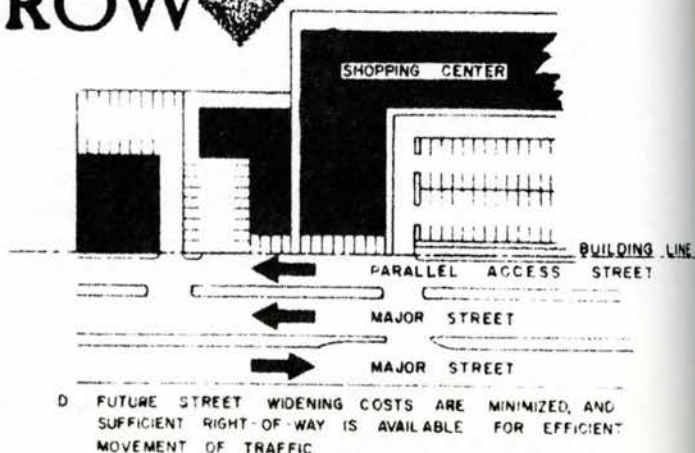
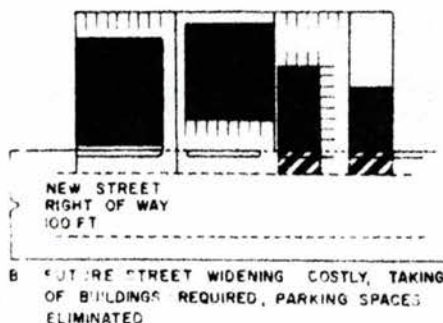
PLANNED

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



out cost. These owners were of the opinion that the widened and improved street would enhance the value of their remaining property more than they could have derived from the sale.

TREATMENT OF PROPERTIES ABUTTING MAJOR STREETS

The primary purpose of a coordinated street system is to afford the safe and expeditious movement of large volumes of traffic. Anything that retards or obstructs the flow of traffic defeats the function of the street.

Some property owners located on widened, densely travelled streets are of the opinion that such heavily travelled streets are no longer useful as residential sites and must be converted to commercial use. In most cases this is a false conclusion. Some of America's most beautiful and distinctive residential areas are found along such thoroughfares. County Road in Palm Beach and Seventh Avenue in Laurel, Mississippi, are two examples of major streets lined with beautiful homes. The efficiency and capacity of the major street system can be greatly enhanced by encouraging the treatment portrayed in Figure 17. The use of parallel access roads will remove from the primary artery much needless slow moving traffic; it will also enable commercial establishments to provide more adequate parking facilities.

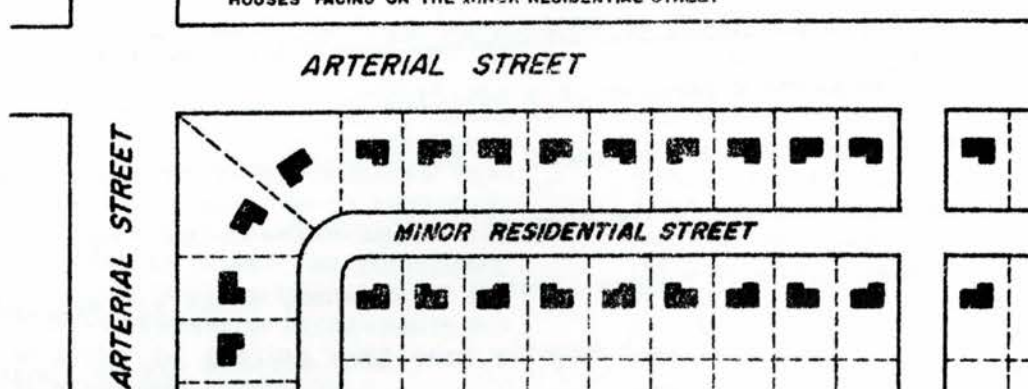
If all the frontage of widened, heavily travelled streets were zoned commercially, there would be more commercial frontage than the community could ever absorb with the result that the value of much vacant property would depreciate. Commerce will gravitate to areas and not to strips.

In Chapter II the land use studies illustrated that 90 acres or about 5.5 percent of the developed area of Boynton Beach is presently being used commercially. This is equivalent to 1.5 acres per 100 persons. Deducting street intersections and conservatively estimating an average lot depth of 120 feet, every mile of highway frontage could produce 23.4 acres of commercial

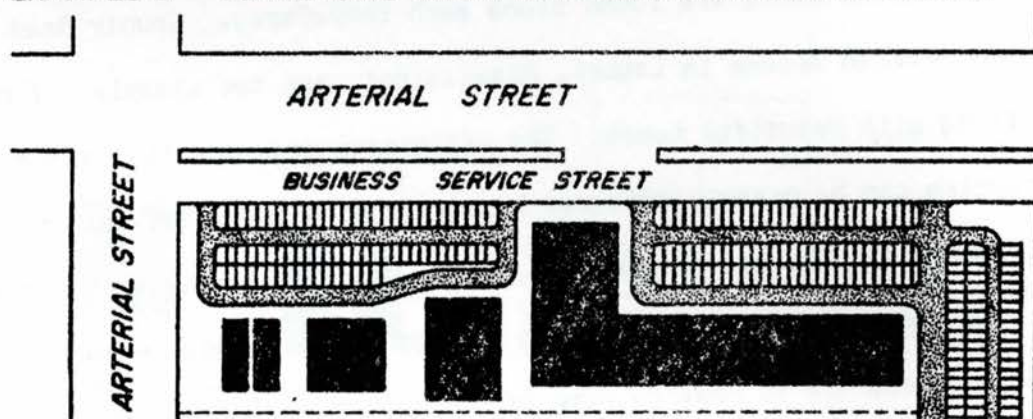
SUGGESTED TREATMENT ALONG ARTERIAL STREETS IN SUBDIVISIONS AND COMMERCIAL AREAS

EXAMPLE "A"—RESIDENTIAL AREAS WITH REVERSED FRONTAGE

HOUSES FACING ON THE MINOR RESIDENTIAL STREET

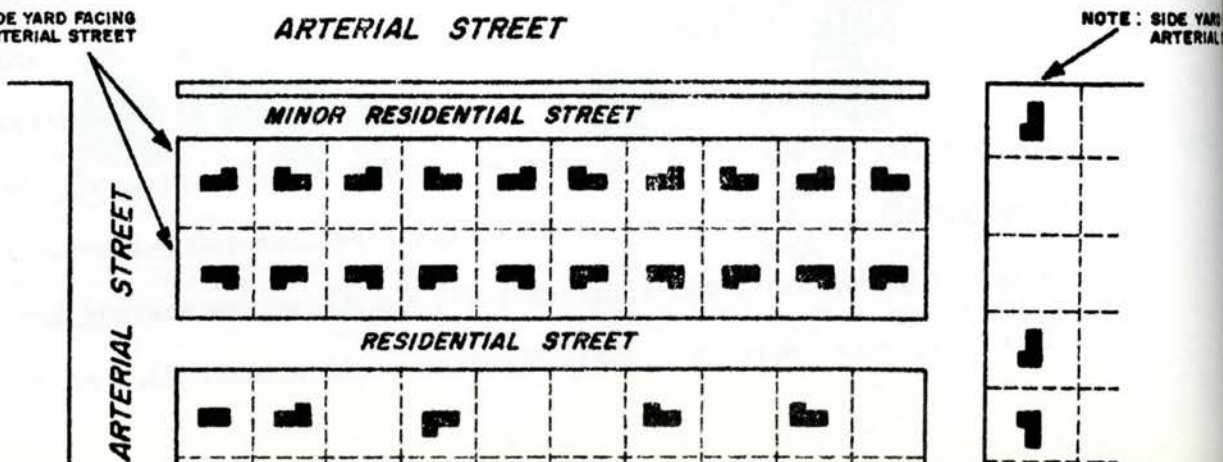


EXAMPLE "B"—COMMERCIAL AREAS WITH PARALLEL SERVICE STREET



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

use. If U.S. 1 was permitted to develop solidly for commercial uses, it would supply an additional 105.3 acres of commercial enterprises and would require another 10,000 to 15,000 persons to support it. In other words, not all major street frontage should be zoned commercially.

Example "A" of figure 17 illustrates the use of reversed frontage platting of residential areas along major streets. This is particularly encouraged for use along the new State Road 804. Subdivisions platted on this principle are less affected by highway traffic noises and hazards, and much less injured by non-residential land uses on the opposite side of the street. Example "C" illustrates the use of residential access streets. This method of platting has been used successfully along U.S. 1 in Port St. Lucie.

CHAPTER V

COMMUNITY FACILITIES

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

The Land Use Plan (Figure 7) defines in broad terms where people should live, where commercial and industrial enterprises should be located and what the general street pattern should be. The Community Facilities Plan (Fig. 8) shows where the various services and facilities should be located, i.e. parks and recreation areas, schools, public service buildings and other civic and cultural facilities.

When the principal features of the Land Use and Community Facilities Plans are followed as guides to future growth and development, many economies can be effected by acquiring adequate and suitable sites for the various facilities in advance of actual need or demand. The essential capital improvements needs can then be projected in accord with growth anticipations.

PARKS AND PLAYGROUNDS

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

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

Active and passive recreation are essential to the spirit and life of the community. Active recreation as practiced by children at the neighborhood playground or by adults on the tennis court, golf course or baseball diamond,

and Passive Recreation as enjoyed by the viewer of beauty in the gardens of flowers and shrubs or in the cultural environment of the Art Gallery or Library, contribute immeasurably to the healthfulness, vigor and welfare of the community. The community which does not provide an adequate supply of diversified recreation opportunities will stagnate. The importance of recreation in the tempo of the present day imposes on officials the responsibility of acquiring adequate and suitable lands in advance of need. This is particularly true in the Boynton Beach area where recreation in all its forms is such a significant part of the economy.

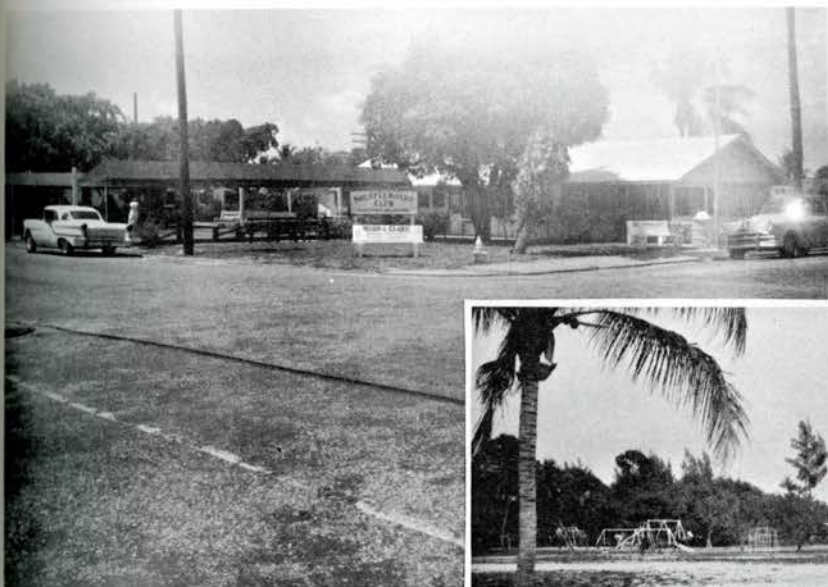
CLASSIFICATION OF RECREATIONAL FACILITIES AND STANDARDS FOR DEVELOPMENT

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 needs of the city, classifying the various facilities in the following manner: (See Figure 18 thru 21).

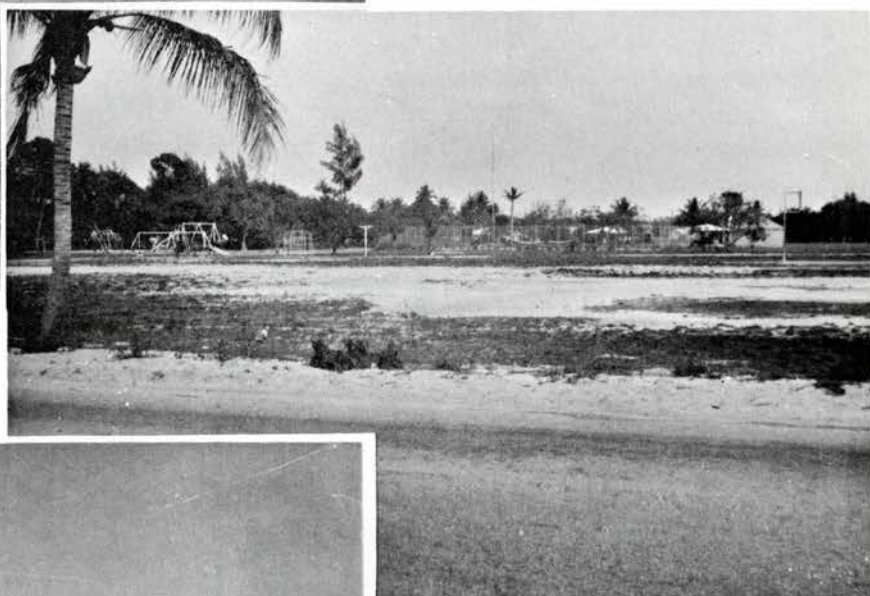
1. PLAYLOTS are often installed for the use of the youngest children of the neighborhood. Sites of 1500 - 5000 square feet are located intra block or as parts of housing developments. The equipment in such lots consists mainly of swings, sand boxes and teeters.
2. NEIGHBORHOOD PLAYGROUNDS are designed 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.
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

RECREATION FACILITIES



COMMUNITY RECREATION CENTER

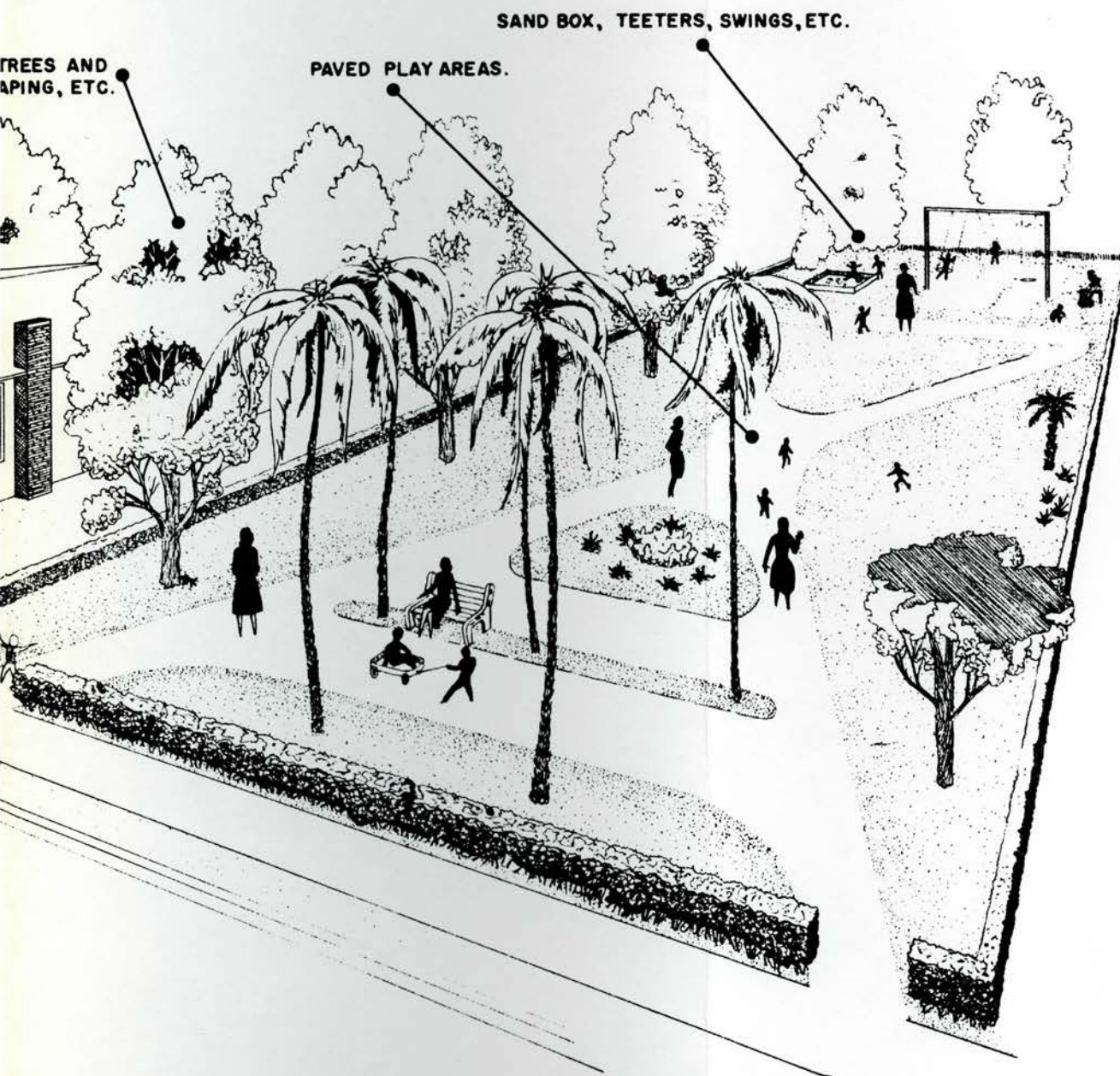
AN INADEQUATE FACILITY



A MUNICIPAL SWIMMING POOL

THIS IS ALSO PART OF
BOYNTON BEACH'S
RECREATION SYSTEM



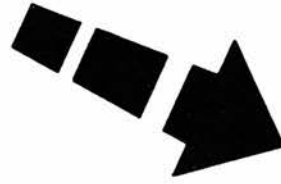


NEIGHBORHOOD PLAYLOT

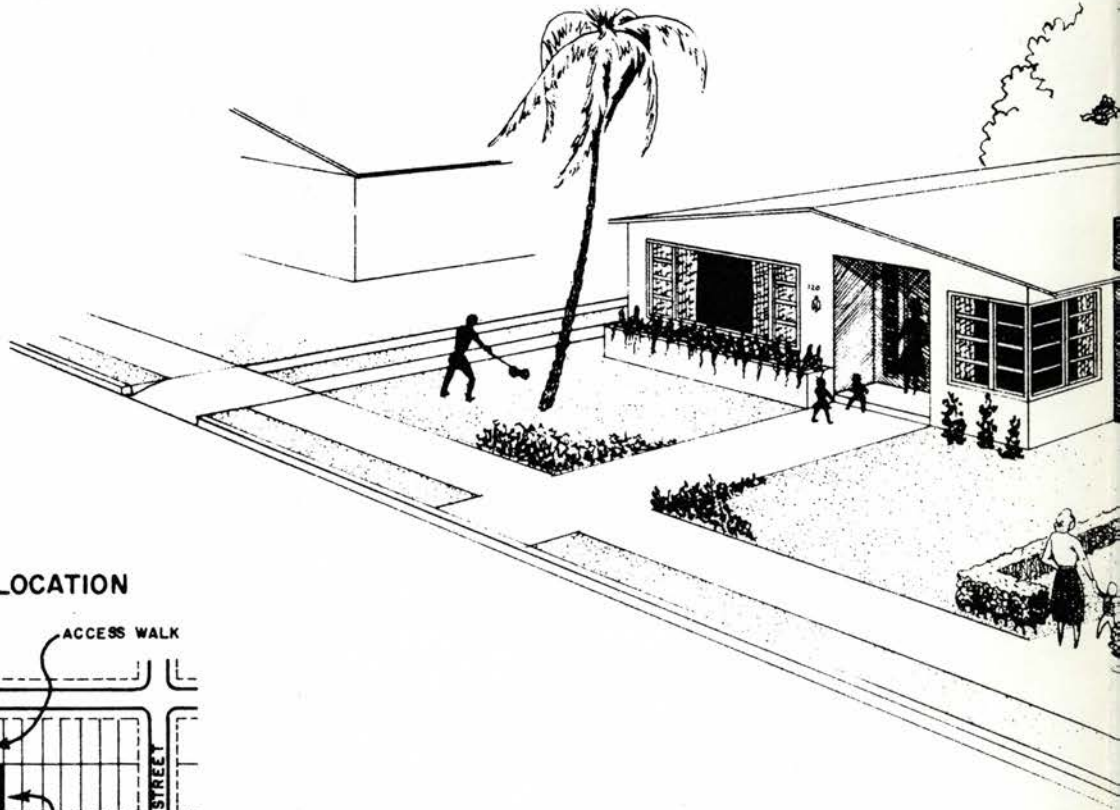
AN AREA INTENDED FOR ACTIVE RECREATION FOR PRE-SCHOOL CHILDREN. ITS MAJOR USE IS AS A SUBSTITUTE FOR BACK YARDS WHERE PLAY OPPORTUNITIES ARE RARELY AVAILABLE, SUCH AS IN CONGESTED DISTRICTS AND IN THE APARTMENT DEVELOPMENTS.

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

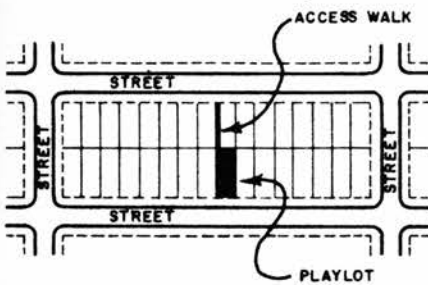
A PLAYLOT SHOULD BE LOCATED ONE TO EACH BLOCK IN CONGESTED AREAS - ONE FOR EVERY 300 TO 700 PEOPLE.....



SHADE TR
LANDSCAP



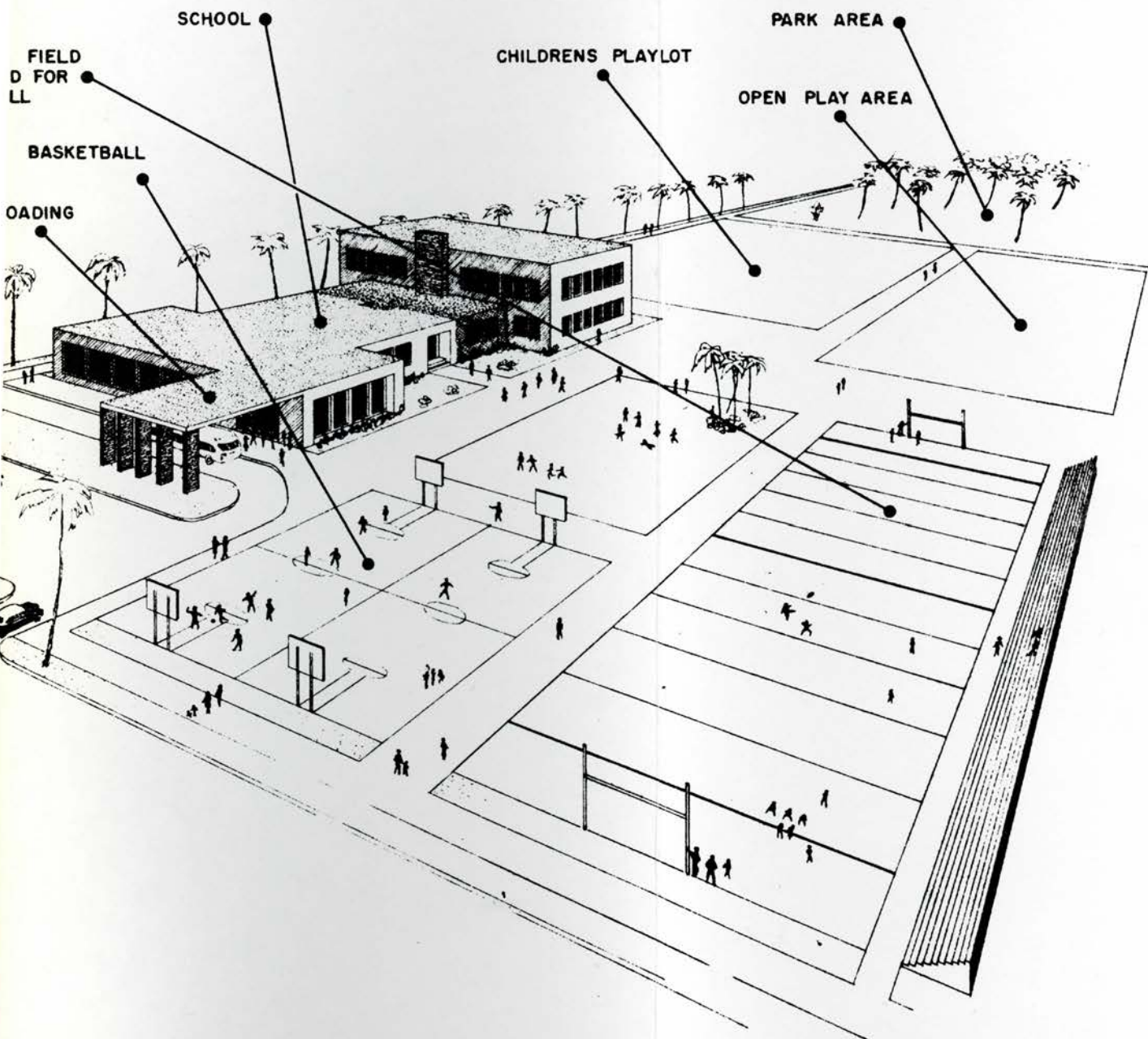
SUGGESTED LOCATION



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

COMPREHENSIVE
FOR THE

BOYNTON



NEIGHBORHOOD PLAYGROUND

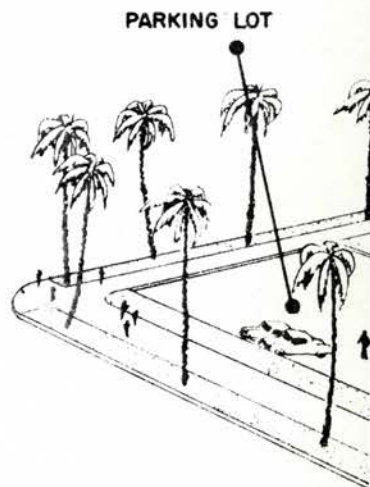
ADJACENT TO A SCHOOL



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

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

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



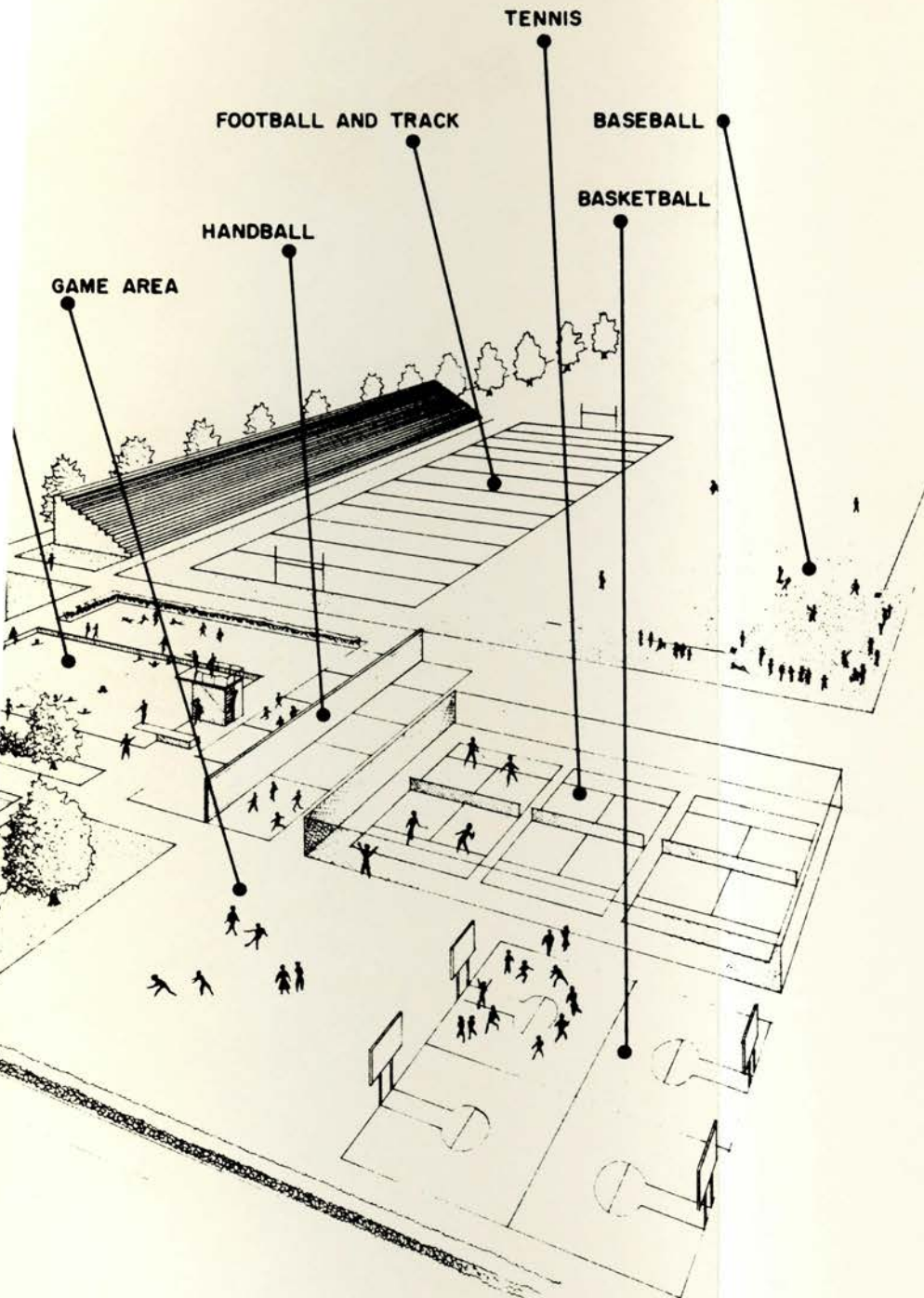
SKETCH - NO

PREPARED BY

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

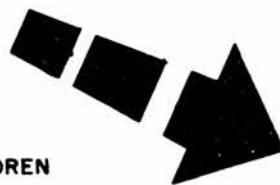
C O M P R E H E N S I V E

BOYD



NEIGHBORHOOD PLAYFIELD

SHOWN ADJACENT TO A COMMUNITY CENTER

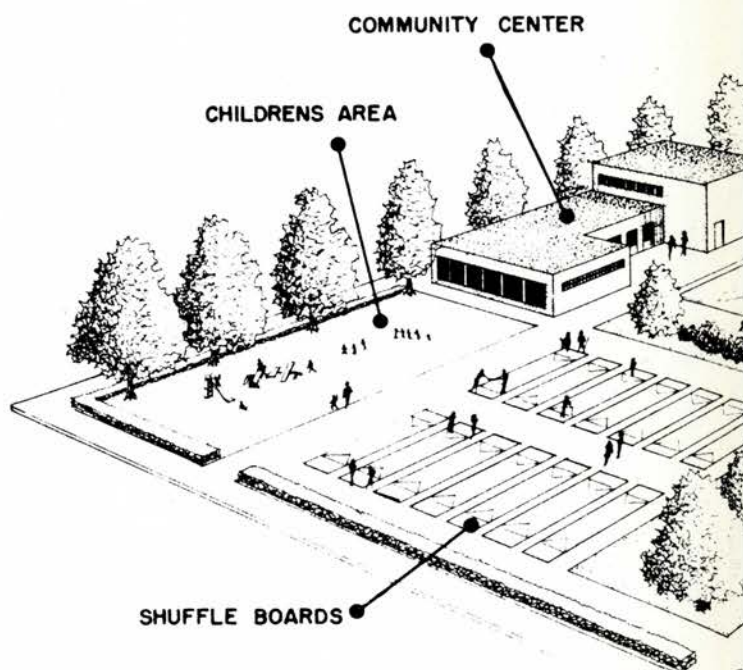


AN AREA FOR ACTIVE ORGANIZED PLAY FOR OLDER CHILDREN AND ADULTS, AGES 15 AND OVER. A SMALL SECTION SHOULD BE DEVELOPED AS A CHILDRENS PLAY AREA.

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

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

SWIMM



SKETCH - NO SCALE

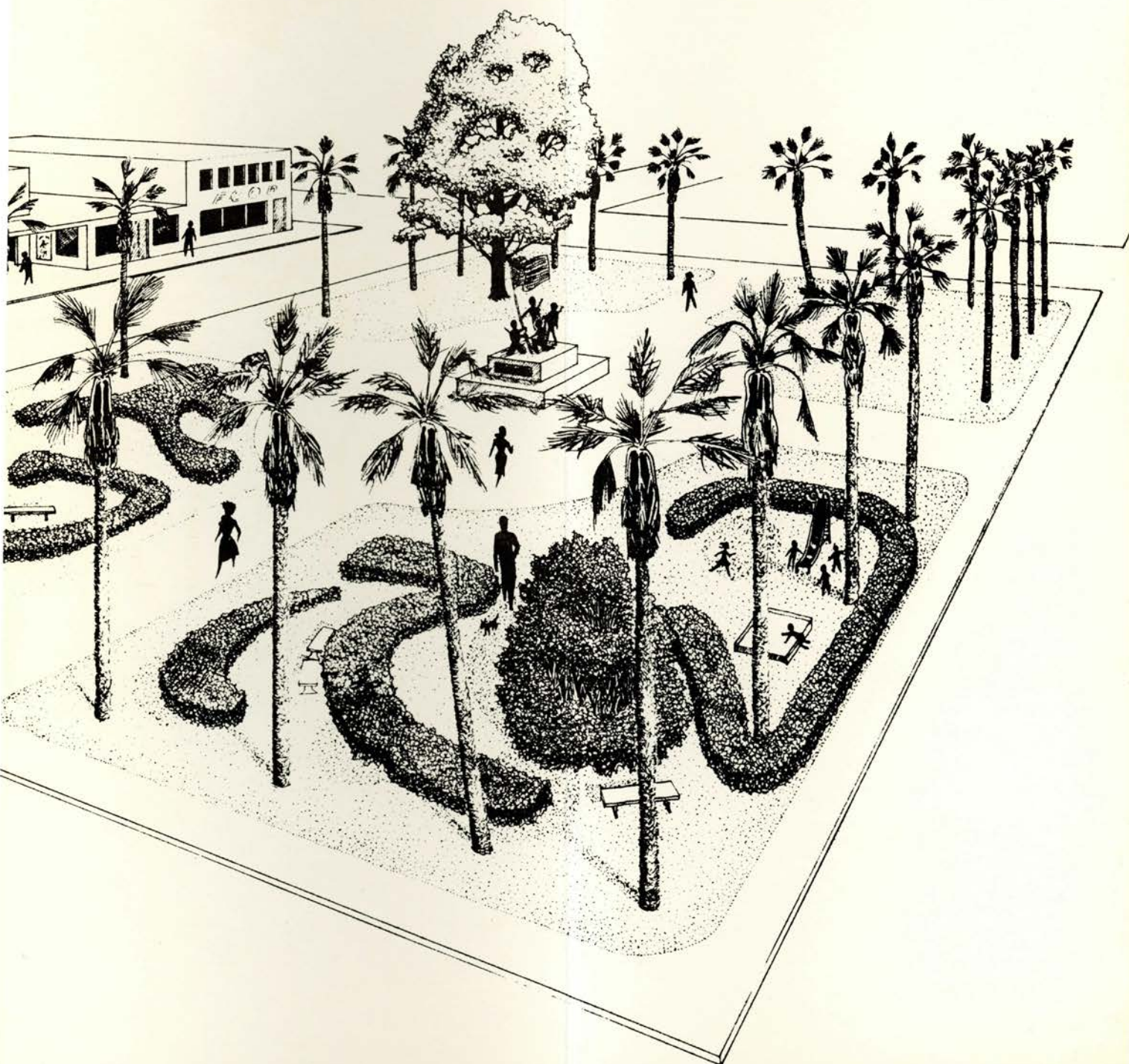
PREPARED BY

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

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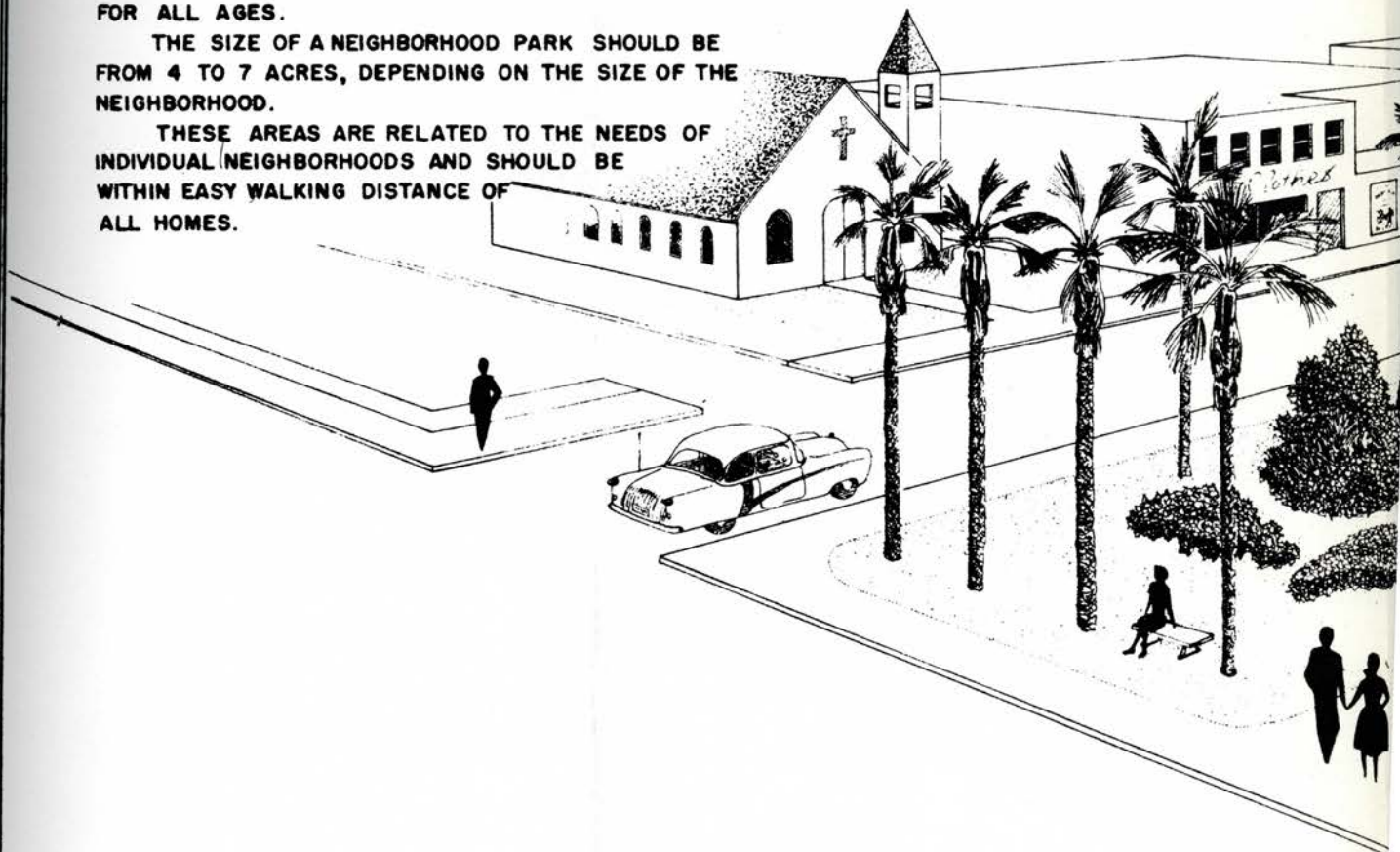
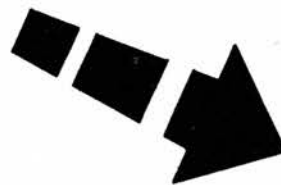
RECREATION

NEIGHBORHOOD PARK

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

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

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



PREPARED BY

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

COMPREHENSIVE
FOR

BOYNTON

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.
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 PARK AND RECREATION AREAS

Currently there are 49.8 acres of land devoted to recreational purposes exclusive of school playgrounds within the city of Boynton Beach. This indicates that Boynton Beach is providing only 50 percent of the minimum area recognized as standard. Predicated on a standard of 10 acres per 1000 of population, the city should presently have nearly 100 acres of land devoted to recreation purposes, and as the city approaches 35,000 - 40,000, a minimum of 400 acres.

Table VIII illustrates the areas now devoted to recreation purposes within the city.

TABLE VIII

EXISTING PARK AND RECREATION FACILITIES BOYNTON BEACH, FLORIDA

| <u>PARKS</u> | <u>ACRES</u> |
|--------------------------|--------------|
| Boat Club Park----- | 7.5 acres |
| Westside Playground----- | 4.5 acres |
| Recreation Building----- | .3 acres |
| Pioneer Playground----- | 7.7 acres |
| Shuffle Club Park----- | .3 acres |
| Post Office Park----- | .3 acres |
| Pince Playground----- | 2.6 acres |

| <u>PARKS</u> (continued) | | <u>ACRES</u> |
|----------------------------|------|--------------|
| 15th Avenue Playfield----- | 19.4 | acres |
| Beach Area----- | 7.2 | acres |
| TOTAL | | 49.8 acres |

| <u>SCHOOL SITES</u> | | |
|--------------------------------------|------|-------|
| Boynton Elementary----- | 3.12 | acres |
| Forest Park----- | 11.3 | acres |
| Boynton Jr. High----- | 15 | acres |
| Poinciana----- | 8.8 | acres |
| Rolling Green Elementary School----- | | |

SPECIFIC RECREATIONAL RECOMMENDATIONS

An examination of city owned properties will readily show that there are several parcels of unimproved land well adapted to varied recreational uses. These parcels should be retained and improved as the demand arises. It is recommended however, that the city sell or trade the 14 acre tract of land located in the proposed industrial area and acquire a similar tract in a more acceptable area.

PIONEER PLAYGROUND: It is recommended that this playground be further improved to include a swimming pool and a youth-center building. It is further recommended that the present shuffle-board activities be included in the future design of this park area. To accomplish this ultimate park design it will be necessary to acquire the one remaining lot in the block and eliminate the baseball field. Upon completion, this recreational facility will become a community-wide recreation area; it will be the focal point for many community activities. Figure 22 illustrates a general plan for the ultimate development of this site. It includes facilities for shuffleboard and lawn bowling and a combined club house in the converted Library building. South of these facilities and separated therefrom by a landscaped area are provisions for a teen-center, swimming pool, tennis, volleyball and basketball

PIONEER PARK

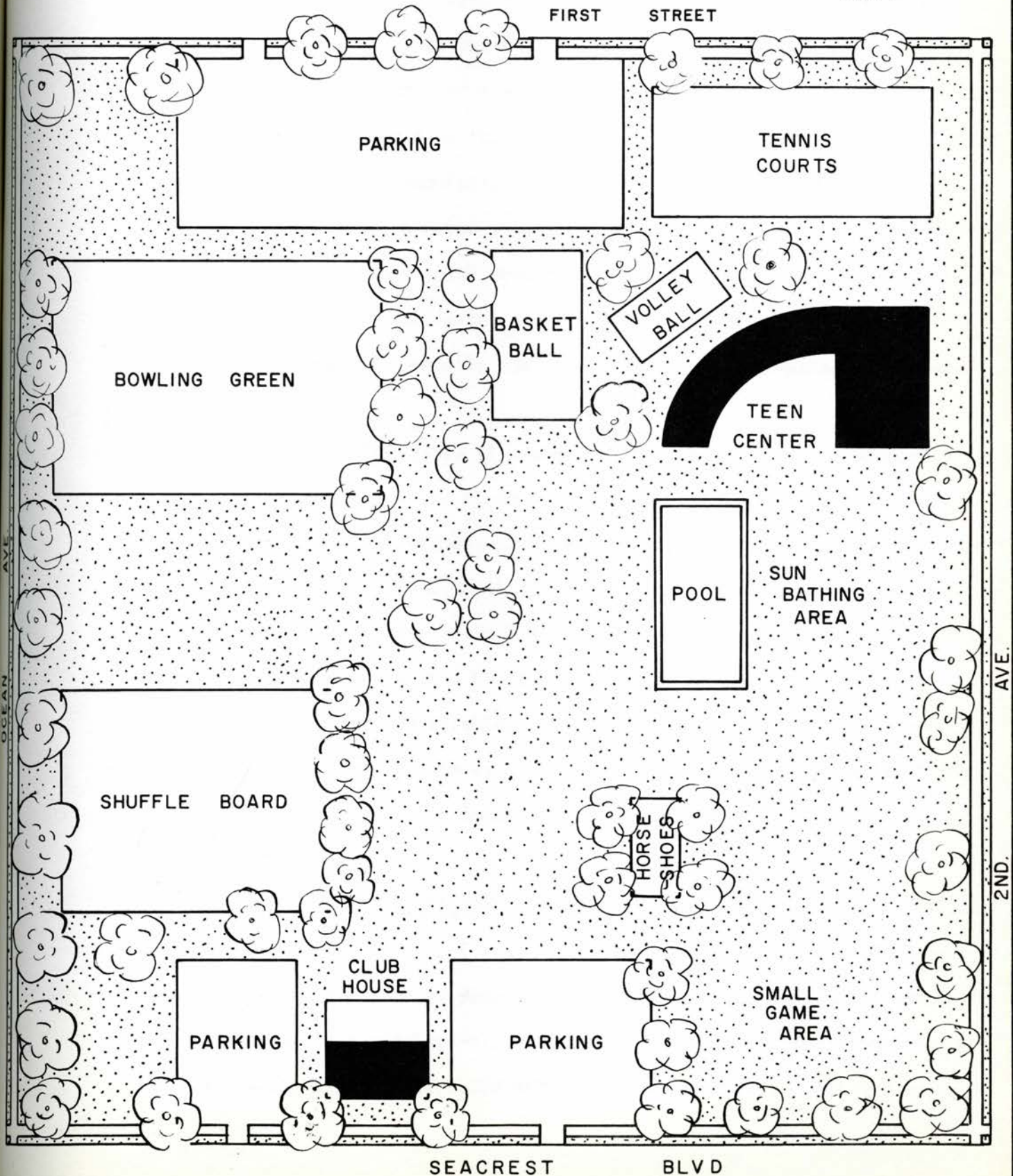
DEVELOPMENT PLAN

BOYNTON BEACH, FLORIDA

P. 54
FIG. 22

← N

SCALE
60' = 1"



courts, and areas for other recreational games. The teen-center will have dressing room provisions for swimmers.

WESTSIDE PLAYGROUND: Presently this playground is the center of activities for over 2,000 people, yet it contains only 4.5 acres. An additional 5-10 acres should be acquired for enlarging this facility. This acreage for expansion can be provided by the acquisition of the remainder of the existing block to the east, and acquisition of some of the multiple family area to the west. The expansion plans should be similar to those of Pioneer Playground, including improved landscaping around the existing swimming pool, development of a boat ramp with picnic area, and additional facilities for the varied sports activities. A community center or auditorium for multiple purposes might also be provided.

PINCE PLAYGROUND: Table VIII shows that this facility contains only 2.6 acres, which is below the minimum standard for a neighborhood playground of 3 - 7 acres. It is recommended therefore, that an additional three acres be acquired adjacent to and south of the existing area. S. E. Sixth Street is not projected as a major street so would probably never become a railroad crossing. This street should be closed and the purchase of adjacent lots undertaken as funds are available. It is most important that this playground be expanded and improved because it is the only recreation area east of the F.E.C. railroad tracks. Its development should follow the ideal pattern as shown in figure 19.

15TH AVENUE ATHLETIC FIELD: This is probably the outstanding recreational facility within the city. Its 19.4 acres contain adequate space for development of all required sports, plus adequate space for parking. Upon completion of the football and baseball stadiums with provisions for track events, the basic elements of a playfield will have been provided. The future plans

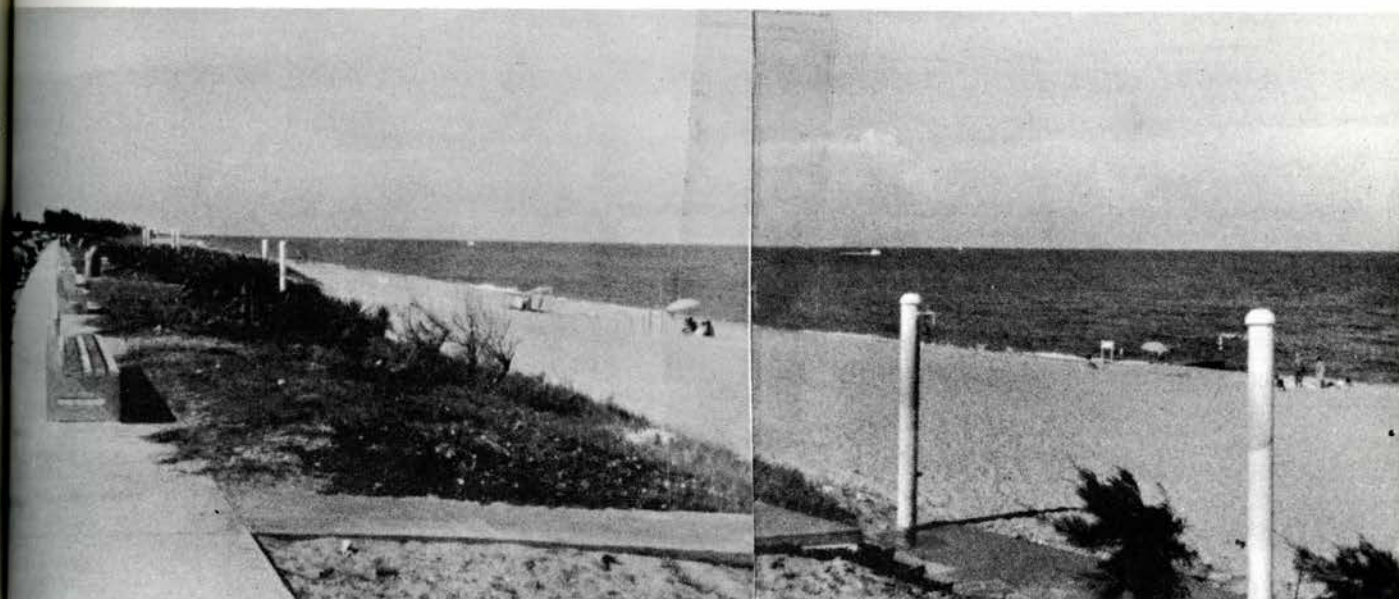
for this facility should continue along present lines with particular emphasis on access from the surrounding built up areas. It will ultimately be classed as a community - wide playfield available for the recreation needs of the entire city.

BOAT CLUB PARK: Although the development of this area should follow that prescribed for a neighborhood park, it is in reality another community-wide facility. It should afford a setting primarily for passive recreation. Plans to expand the picnic areas, improve the landscaping, and provide parking will result in a facility that will become an outstanding asset to the city. Because of the popularity of boating and the increased number of privately owned mobile outboard rigs within the urban area, the improvement of this park merits a top priority. There is a possibility that the state might be prevailed upon to make this a state rest park along the waterway.

BOYNTON CANAL PARK: This park contemplates the utilization of the vacant strips of land north of and along the canal between U.S. 1 and the Seaboard Railway. With proper landscaping and screening, this park could accommodate a limited number of active recreational facilities. The cost involved in this project would involve only landscaping if the cooperation of the Lake Worth Drainage District can be secured. The improvement of this vacant strip will add one more park to the city; and enhance the aesthetics of the city.

MUNICIPAL BEACH AND PARK: No recreational facility operated by the city serves and pleases more people than does its public beach. It affords active and passive recreation to young and old of the entire urban area. Because of the importance and prominence of a public beach in any seacoast community and particularly because of the limited frontage available for beach facilities, it is recommended that an additional 1000 feet be acquired

BOYNTON BEACH'S PRINCIPAL ASSET



BEFORE



IMPROVEMENTS HAVE BEEN MADE

WILL BE IMPROVED



by the city, contiguous to the existing area. This acquisition will be equally important to the future growth of the city.

Figure 23 illustrates how the beach area could develop advantageously. The principal features of the plan are landscaping, sun shelters, parking and the conversion of the casino into a modern highclass restaurant provided with meeting facilities for the various civic clubs and other groups.

YACHT CLUB AND MARINA: Figure 30 illustrates in general how the Central Area of the city should look when fully developed. It is a plan based upon the concept of spaciousness and convenience with one of its principal features the creation of an esthetically appealing waterfront.

The dockage of pleasure craft is currently limited to Boynton Docks, which is primarily a commercial fishing enterprise. The development of a modern marina would parallel the beach expansion and provide a much needed facility for both the people of Boynton Beach and their many visitors.

The plan of development would include a park having ample parking and docking facilities. This project could be municipally owned and operated, but in as much as the land is now in private ownership it is a most probable project for private capital. The city should however, do everything possible to encourage the development of such a facility that would enhance the entire area.

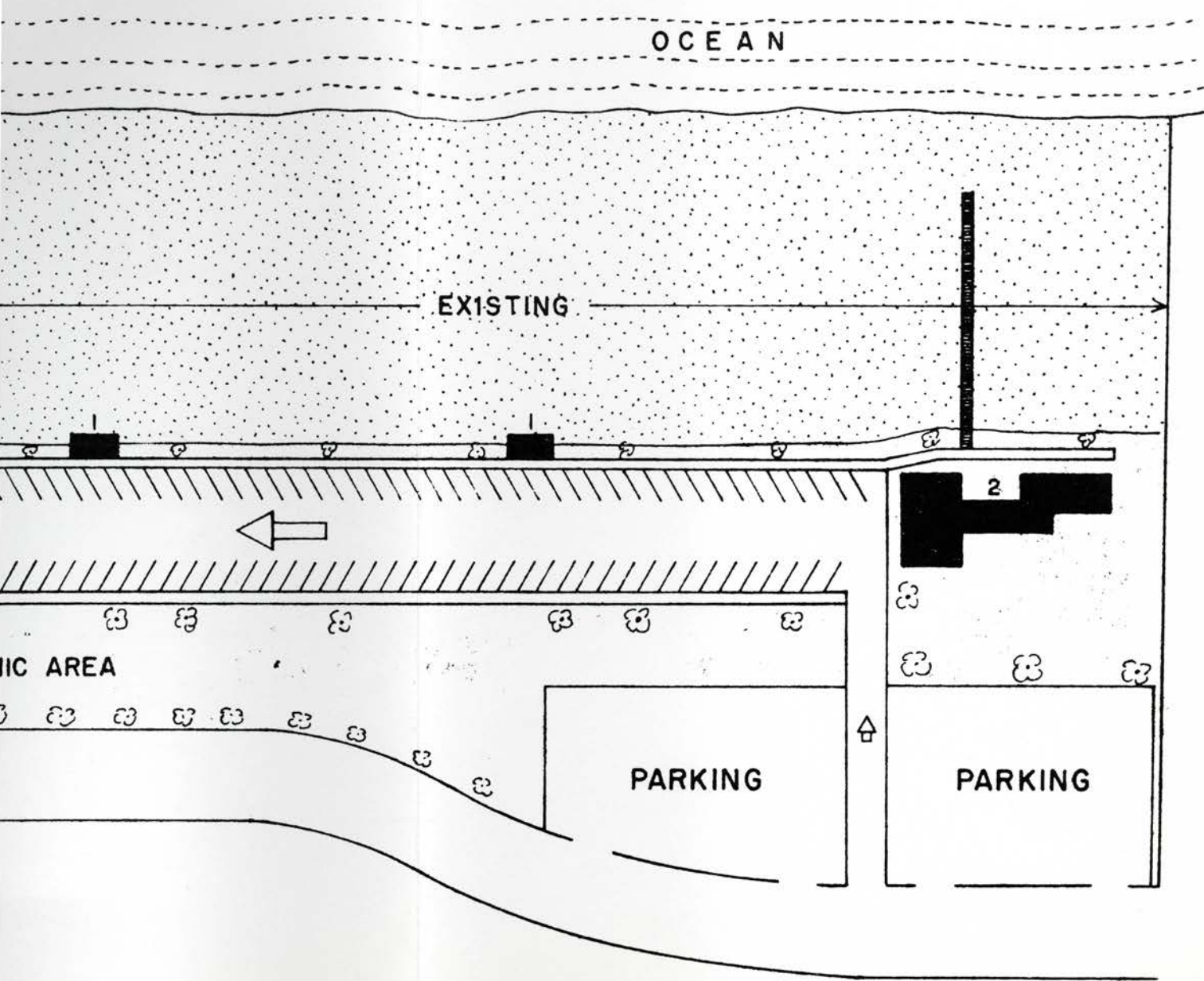
MUNICIPAL GOLF COURSE: Golf is one of America's most popular sports and recreation activities. This is especially true in Florida where there are more golf playing days per year than elsewhere. The appeal of golf is readily reflected in the number of new courses that have been constructed in the gold coast area in the past decade. Golf courses contribute to the economy of the community and area. Because of the universal appeal of golf, it would be desirable for the City of Boynton Beach to acquire an adequate

ENT PLAN

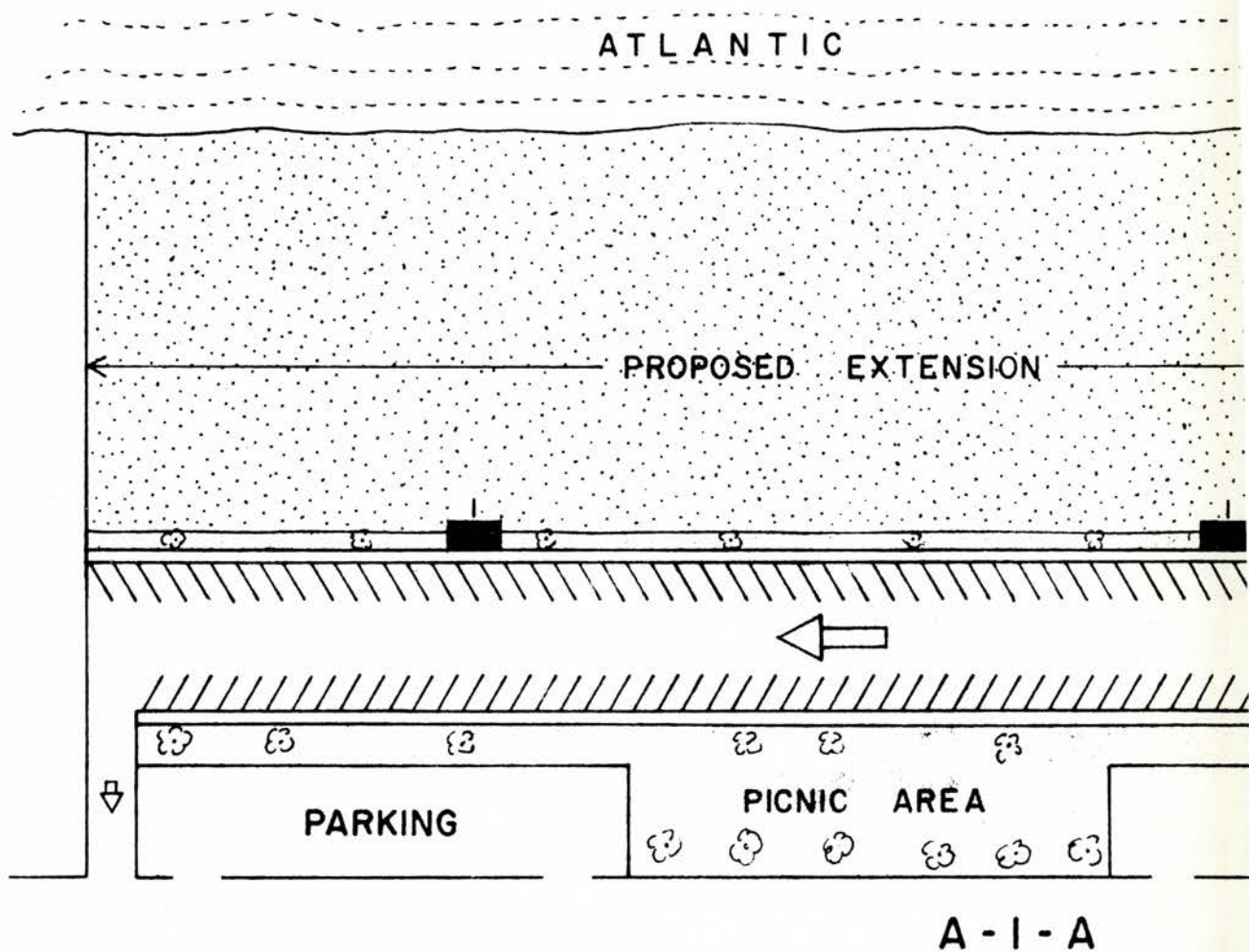
FLORIDA



SCALE
100' = 1"



PREPARED BY
G. W. SIMONS JR.
PLANNING CONSULTANT



LEGEND

- 1 SHELTERS
2 ACTIVITIES BUILDING

amount of land on which to construct a golf course, somewhere west of the city.

RECREATION FOR SENIOR CITIZENS: There are 2461 persons in the population of Boynton Beach who are more than 50 years of age. This represents nearly a quarter of the total population. A sample survey conducted by the Consultant indicated that a large number of these persons are living in retirement and have many leisure hours. It is therefore as necessary to provide diversified recreation programs for these senior citizens as it is to provide services and facilities for the youth of the community.

A Senior Citizen recreation program should include facilities for both passive and active recreation. It is recommended that the library structure on Seacrest Avenue be converted into a Senior Center wherein group meetings can be held and games and lectures can be enjoyed. In the Pioneer Park Plan (Figure 22) there are provisions for shuffleboard, lawn bowling and other games. These facilities will replace those now located at the corner of Ocean Avenue and 4th Street S. E. This site should be converted into a small decorative park by appropriate landscaping and equipped with a few benches - a restful downtown breathing spot. The park adjacent to the present Post Office should be sold and the funds be ear-marked for the acquisition of other sites for recreation purposes.

SUBDIVISION CONTROL FOR RECREATION: Despite the universally accepted ideal that every residential neighborhood should have a playground, subdivision plats are still being approved that do not include any provisions for either recreation or school sites. Because of this deficiency, thousands of children are obliged to play in streets. Such lack of foresight is deplorable. No subdivision plats should be approved and recorded that do not include provisions for some recreation facilities and, if a large tract, for school sites.

Boynton Beach has too much recently developed land that is deficient in recreation areas. There is still available, however, many tracts of land suitable for development in which this deficiency can be avoided, but only by a rigid control of platting. In every subdivision the subdivider should allocate some space for recreation, often as much as five percent of the land area of the subdivision.

No city can have an excess amount of land devoted to parks and recreational activities. Active recreation leads to energy and active minds; it keeps people alert and busy. Rarely are boys identified with the Boy Scouts, Hi-Y or other constituted youth groups, found in the delinquent rolls of the city or county.

PUBLIC BUILDING

Local governments exist to provide facilities, utilities and services for the people who live, work and play together in the community. These consist of streets, water, sewerage, power and light, police and fire protection and other varied services and facilities. As the community grows larger and becomes more complex, the demands of local government becomes greater and more diversified and the need for buildings and structures assumes different forms.

GOVERNMENTAL CENTER

Every city should have a centrally located governmental center easily accessible to the many people who are obliged to use it. Around it should revolve the life and spirit of the people. In this center should be located the City Hall, wherein the administrative affairs of the city are conducted. It could also be sufficiently large to accommodate other public structures such as an Auditorium, Court building, Library and Police Headquarters. One of the best examples of a recently constructed governmental center is that of

New Orleans.

Figure 24 illustrates how a Boynton Beach Governmental Center could be developed in the area in which the new City Hall site is located and immediately north of the proposed Pioneer Park project. These areas together would constitute a Civic Center. To make the Governmental Center a reality, it will be necessary for the city to acquire all the property not already owned by it in the block bounded by N. E. 1st Street, Ocean Avenue, Seacrest Boulevard and N. E. 2nd Avenue. This would include the property of the Board of Public Instruction on which the Boynton Elementary School is located. The school building could be reconstructed into a community library without much difficulty. As indicated in Figure 24 a new civic center structure is to be incorporated into the plan - a place in which group meetings, concerts, lectures, dances and local theatricals could be held. The proposed Public Safety Building would replace the present Police Headquarters and provide further for a traffic department. The central fire station would also be relocated in this area. The Governmental Center would be the heart of the city.

The present City Hall is large and commodious and judiciously used, will serve adequately for the next 25 years. Improved landscaping and planting will make this structure the focal point of the whole Governmental Center.

FIRE STATIONS

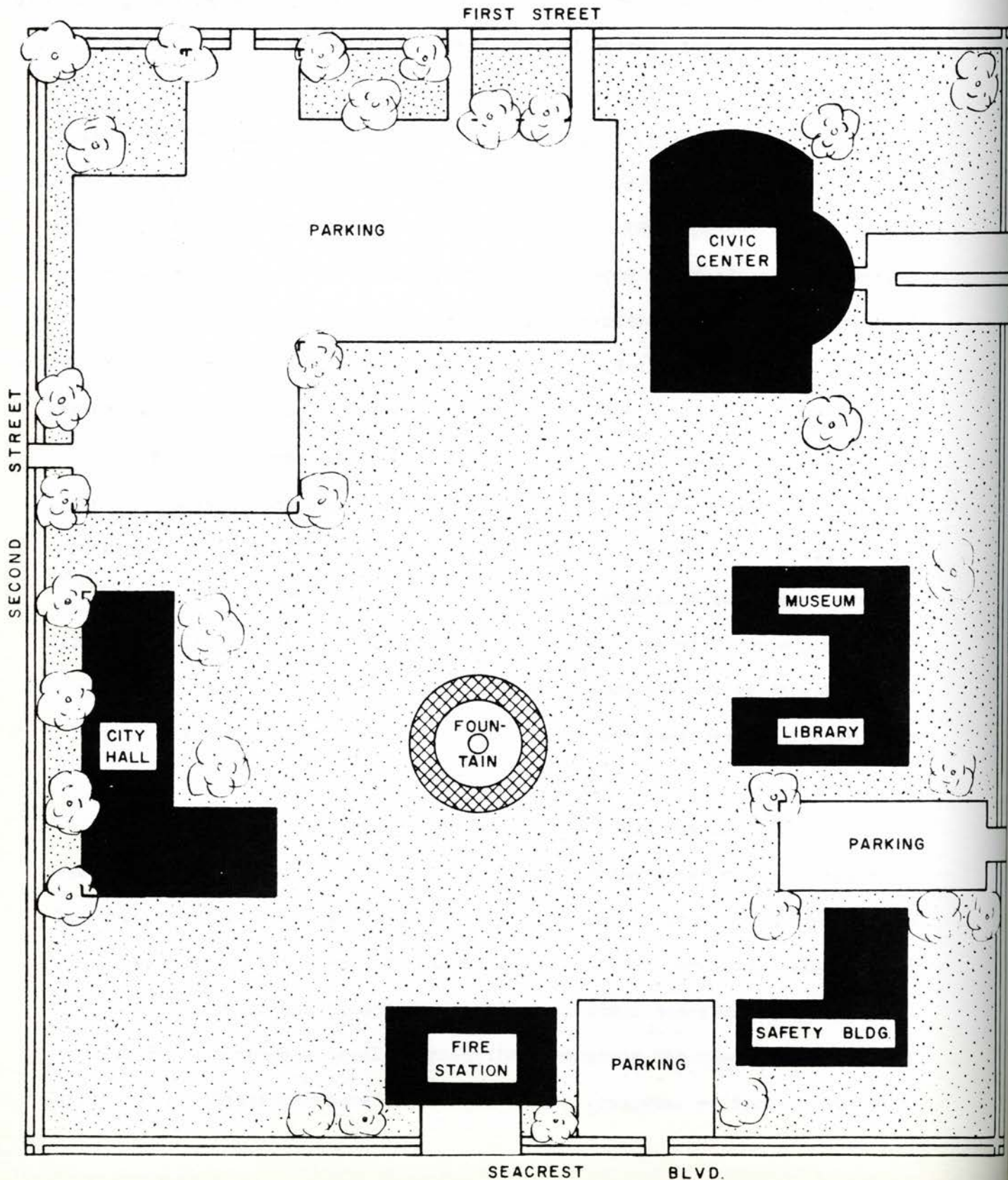
Fire Stations are headquarters for the performance of a service, and therefore should be strategically located to permit access into every part of the developed areas in the quickest possible time. The National Board of Fire Underwriters and the Southeastern Board of Fire Underwriters have established standards for station locations, equipment and personnel requirements, water supply and storage requirements. These standards, available from the respective services, should be available for reference in the office

GOVERNMENTAL CENTER

DEVELOPMENT PLAN BOYNTON BEACH, FLORIDA

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SCALE
60' = 1"



of every building official. In addition, each city should adopt such codes and ordinances as may be required to minimize fire hazards and dangers.

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

The following are travel distances for fire service areas, as 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 determining the locations of Fire Stations the following requirements should be evaluated. No Fire Station should be located on a heavily travelled street because of difficulties of ingress and egress into heavy flows of traffic. Fire Stations should be located at least 300 feet from any intersection to minimize the liabilities of intersection conflicts.

Boynton Beach will ultimately need five (5) stations to adequately serve the city when built to capacity. The proposed stations as shown in Figure 7 have been located to give effective coverage to the various land use areas. One station is proposed for West 23rd Street with a service area extending west of the Seaboard tracks and from the city limits north to State Road 804. A second station should be located near 15th Avenue and Seacrest Boulevard to primarily serve that area south of 15th Avenue between the Seaboard tracks

and the Intracoastal Waterway, but also to support the main station at the Governmental Center in protecting the high value areas. A third station should be located somewhere near the proposed industrial complex with its service area extending south to State Road 804 and west of the Seaboard tracks. A fourth station will be required on the beach side of the Intracoastal Waterway whenever that area is absorbed by the City of Boynton Beach. The fifth or main station will be located in the Governmental Center.

MUNICIPAL GARAGE

The Public Works Department has recently completed a new city garage. The building site area is of ample size to permit future expansion. In order that the entire block between N. E. 1st Street and N. E. 3rd Street can be made available for municipal use, it is suggested that the one remaining lot on N. E. 9th Avenue be purchased by the City. This lot is the key parcel in the development of the site plan. Because of its nature and use, it is suggested also that an effective landscaping and screening of the area be initiated. A little judicious planting will protect the value of the surrounding properties.

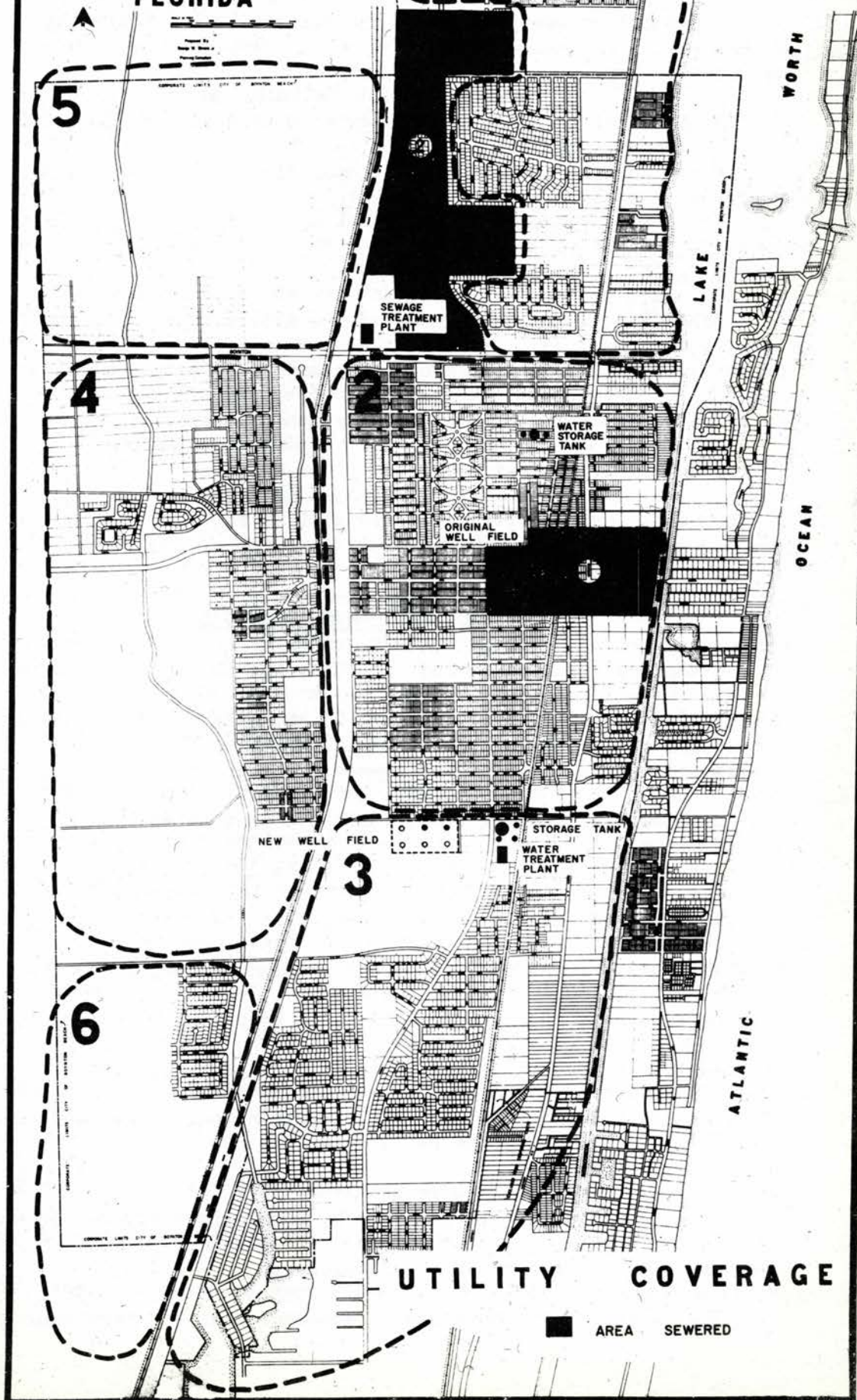
PUBLIC UTILITIES WATER SUPPLY AND DISTRIBUTION

The water supply of Boynton Beach is derived from 9 deep wells, 7 of which are in continuous operation; 2 are held in reserve for emergency use only. Three wells are located at the Water Treatment Plant on 15th Avenue, two in the 15th Avenue Athletic Field, two at the city garage and the two original wells located at N. E. 3rd Avenue and N. E. 3rd Street now used for emergency purposes. (See Figure 25)

The average per capita daily consumption of water for 1960 approximated 150 gallons with a maximum of 400 gallons per day. This would indicate a

CITY OF
BOYNTON BEACH
FLORIDA

P. 65
FIG. 25



daily consumption varying from a minimum of 1,500,000 gallons to 4,000,000 gallons per day.

A new water treatment plant having a capacity of 8,000,000 gallons per day is now in its final stages of completion. The water distribution system is also being extended and additional storage of 500,000 gallons has been provided.

According to a recent report of the city's consulting engineers, the capacity of the water treatment plant and distribution mains are adequate to serve a population of 35-40,000 persons. Extensions to the distribution system and additional storage facilities must be kept apace growth and development. Four additional wells will be required in the 15th Avenue Athletic Field well field.

SEWERAGE AND SEWAGE DISPOSAL

Excepting two small areas, the City has no sewerage system and no municipal sewage treatment. Figure 25 shows the two areas now served by sewers and the location of the sewage treatment plant serving one of the areas. The "downtown" or central area, indicated as Section 1 in Figure 25, is served by sewers originally installed in the 20's. This system consists of a gravity main extending from First Street to the Intra-Coastal, to which lateral lines serving the area are connected. A septic tank which was originally a part of the system has been by-passed so now raw sewage enters the canal. The system generally is in poor physical condition and state of repair, and according to the city's consulting engineers needs reconstruction and modernization.

Section 2 in Figure 25, is served by a comparatively new sewer system and disposal unit, installed by the developer.

The design of a comprehensive sewerage plan and treatment works should

be undertaken now by the City. From such plan the work of installation could be developed in stages. This is the most urgent necessity confronting the City at this time as illustrated in Figure 25.

A report on sewerage and sewage treatment has been prepared by the city's consulting engineers, which suggests alternate plans of sewage disposal, namely, disposal through an ocean outfall or by complete treatment works. Should the latter course be followed, the engineers should strive to locate the works so as to have the minimum of effect on the uses of the surrounding lands. Before a site is definitely selected it should be evaluated by the Planning Board.

DRAINAGE

Drainage has been an important factor in the development and economy of the southeast coastal area. The first great attempt to solve the drainage problem was through the creation of the Everglades Drainage District. Later, drainage districts applicable to smaller areas were developed among which was the Lake Worth Drainage District. Later still, the Lake Worth Inlet District was constructed, but more recently, in 1949, an act of coordination was adopted in the creation of the Central and South Florida Flood Control District. This district coordinates four general areas - the St. Johns River Basin, the Kissimmee River Basin, the Okeechobee - Everglades Area and the Lower East Coast Area. Palm Beach County enjoys a prominent place in the over-all comprehensive Central and South Florida Control District. In Palm Beach County is Conservation Area No. 1 containing some 216 square miles and a part of Area No. 2 with some 204 square miles.

The Boynton Canal and other drainage structures in the area will be influenced by the larger district. It will also be instrumental in determining the extent of westward expansion. In the design of streets and high-

ways, and the design and construction of subdivisions, the Planning Board should always note the effect of drainage structures, especially open ditch drains.

SCHOOLS

A comprehensive planning program is not especially concerned with educational methods or practices which are responsibilities of the County Board of Public Instruction and the State Board of Education. The Plan is, however, greatly concerned with school sites and their spatial distribution, their topography, and adequacy.

Because of the period for which plans are made, the population growth anticipated by them and their broad scope generally, the necessity of reserving school sites in advance of development is imperative. Too often a demand for the school site appears when desirable sites are either not available or must be acquired at exorbitant costs. A little foresight in advance of development would, therefore, be economical for the tax payer and advantageous to the developer.

PUBLIC SCHOOL ENROLLMENT

Before prescribing plans for any future schools, it is necessary to review school enrollments and examine school plants. From attendance experiences through the years and age characteristics, it is possible to project the requirements of the future. Table IX shows the total enrollment in the Boynton Beach school system increased nearly 400 percent in the period, 1950- 1961, exclusive of the high school students who were enrolled at Seacrest and Carver High Schools in Delray Beach.

TABLE IXBOYNTON BEACH 1950 - 1961 SCHOOL ENROLLMENT

| <u>YEAR</u> | <u>WHITE</u> | <u>COLORED</u> | <u>TOTAL</u> |
|-------------|--------------|----------------|--------------|
| 1950 | 298 | 230 | 528 |
| 1951 | 325 | 231 | 556 |
| 1952 | 363 | 228 | 591 |
| 1953 | 473 | 253 | 726 |
| 1954 | 479 | 271 | 750 |
| 1955 | 580 | 314 | 894 |
| 1956 | 734 | 396 | 1030 |
| 1957 | 943 | 424 | 1367 |
| 1958 | 1217 | 484 | 1701 |
| 1959 | 1259 | 548 | 1807 |
| 1960 | 1305 | 619 | 1924 |
| 1961-62 | 1420 | 612 | 2032 |

In the period covered by Table IX, the white enrollment increased 1132 while that of the non-white increased only 382. The 1961 Enrollment (Table X) gives an enrollment factor - number of students compared with total population - of 0.194 for grades 1-9. More specifically, the enrollment factor for whites is 0.197 and for non-whites, 0.266. These factors illustrate the affect of the retired segment of the population and too, the trend toward smaller families. The white student factor would normally lie between 0.220 and 0.250 in a community comparable to Boynton Beach, but having a population of fewer retired people.

TABLE X

1961 ENROLLMENT BY GRADES
BOYNTON BEACH PUBLIC SCHOOLS

| <u>GRADE</u> | <u>WHITE</u> | <u>COLORED</u> | <u>TOTAL</u> |
|--------------|--------------|----------------|--------------|
| 1 | 174 | 86 | 260 |
| 2 | 149 | 78 | 227 |
| 3 | 166 | 74 | 240 |
| 4 | 156 | 80 | 236 |
| 5 | 174 | 79 | 253 |
| 6 | 133 | 88 | 221 |
| 7 | 164 | 77 | 241 |
| 8 | 180 | 50 | 230 |
| 9 | 124 | | 124 |

The 1961 enrollment of Boynton Beach students at the Seacrest High School in Delray Beach was 345.

Disregarding any influx of new students, first grade students shown in Table X will reach the ninth grade in a space of eight years. The increase in the ninth grade white enrollment in 1969 would be only about 50 students. The same theoretical increase in the non-white schools would be only 36. While this is theoretical, it exemplifies the fact that increased school enrollments must be paralleled by new development and increased population.

TABLE XI
SCHOOL PLANT SUMMARY
BOYNTON BEACH PUBLIC SCHOOLS

| <u>SCHOOL</u> | <u>1961 ENROLLMENT</u> | <u>REASONABLE CAPACITY</u> | <u>SIZE OF SITE</u> | <u>NO. OF CLASSROOMS</u> | <u>PUPILS PER CLASSROOM</u> |
|------------------------------|----------------------------|--------------------------------|-------------------------|------------------------------|---------------------------------|
| Boynton Beach Elementary | 531 | 560 | 3.12 acres | 18 | 30 |
| Forest Park Elementary | 421 | 400 | 11.3 acres | 16 | 26 |
| Boynton Beach Junior High | 468 | 600 | 15 acres | 15 | 31 |
| Poinciana Elementary | 612 | 540 | 8.8 acres | 18 | 34 |

The Boynton Beach School situation is shown in Table XI, the School Plant Summary, which indicates that all schools are operating at near capacity or are overcrowded. The recently constructed Forest Park Elementary school and the Poinciana colored school are both operating beyond capacity.

The new Boynton Beach Junior High school can accommodate an additional 130 students. The present fourth, fifth, and sixth grade enrollments, which will reach junior high in three years, have an aggregate enrollment of 463

Pupils; less than the existing enrollment.

The Boynton Beach Elementary School can accommodate an additional 30 pupils, but the area of its site and the condition of its facilities makes it of little future use. It is questionable whether this site could be feasibly expanded or renovated.

FUTURE SCHOOL PLANT REQUIREMENTS

When the population of Boynton Beach reaches 30,000 persons, there will be approximately 6800 students enrolled in the public schools, based on the present enrollment factor. Of this figure approximately 5800 will be enrolled in grades 1-9, creating a need for six additional elementary schools. The general locations of these proposed facilities are shown in figure 7. Sites acquired should conform to the minimum standards of 10-15 acres for elementary schools, 20-30 acres for Junior High Schools and 30-40 acres for high schools. These are universally accepted standards.

It is recommended that the Boynton Beach Elementary school be abandoned at a future date and its pupils be relocated in a new facility.

The newly constructed elementary school on Minor Road will relieve much of the load presently enrolled at the Boynton Beach Elementary School. As new schools are constructed in the western expansion of the city, the load at the Forest Park Elementary will be lessened to a point where it can handle all of the central section of the city.

The expansion of the Junior High School will provide adequate facilities for grades 7-9 for all development that can be expected within the present corporate limits. However, as development extends outward into westward areas, a new need will ultimately arise for a Junior High School.

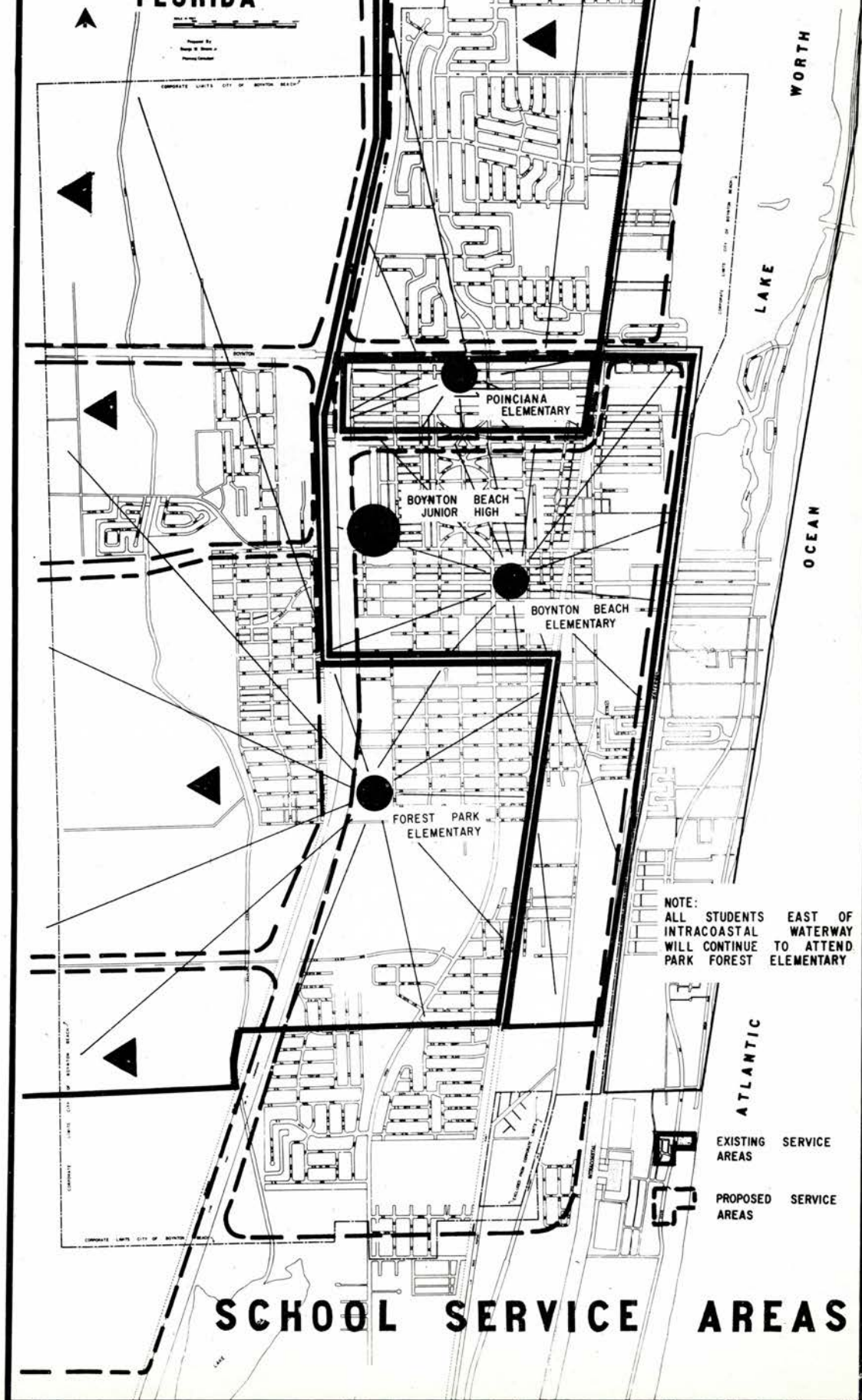
The site of a new Senior High School has been generally located in the area west of the equalizing Canal No. 4 and south of State Road 804. This

location will offer the most adequate site in time - travel distance as well as projected population distributions. It is recommended that at least 40 acres be acquired to provide a campus type development.

It is further recommended that the Poinciana Elementary School site be expanded to an area of about 10 acres which should be included as a part of the redevelopment of this area and included as a school - park plan in conjunction with the improvement of the existing Westside Park.

Figure 26 illustrates the existing school service areas of the Boynton Beach Public Schools. It depicts the irregular shaped service areas and the problems of student home-to-school transportation. This figure also illustrates the recommended ultimate service areas which will result from the proposed school development program. The proposed school sites have not only been located because of predicted population distributions, but wherever possible the sites have been selected to support the Neighborhood concept.

P. 73
FIG. 26



CHAPTER VI

NEIGHBORHOOD PLAN

The popular concept of a neighborhood is limited to the general vicinity in which a person lives. Although exact boundaries are seldom recognized, the neighborhood can be defined by some structure or other feature, i.e a school or park.

When Boynton Beach was a small town of a few hundred persons, it was in essence a neighborhood. All business transactions and trading took place "downtown" at the center. Every resident was then acquainted with every other resident and a fine spirit of neighborliness, friendliness and congeniality universally prevailed. Life revolved around the church, school, town hall and post office.

As the city expanded by successive subdivisions into its present pattern, new neighborhood areas were formed. Although most of the old neighborhood delineations and associations have dissolved, there are still areas that may be treated as modified neighborhoods.

According to the environmental standards of the committee on the Hygiene of Housing of the American Public Health Association, "the extent of the neighborhood will be determined by the service area of an elementary school." Clarence Perry, author of the Neighborhood Unit concept in city planning, defined the neighborhood by six principles:

1. SIZE. A neighborhood unit should provide housing for that population for which one elementary school is ordinarily required, its actual area depending upon population density.
2. BOUNDARIES. The unit should be bounded on all sides by arterial streets, sufficiently wide to facilitate its by-passing, instead of penetration by through traffic.
3. OPEN SPACES. A system of small parks and recreation spaces, planned to meet the needs of the particular neighborhood, should be provided.

4. INSTITUTION SITES. Sites for the school and other institutions having service spheres coinciding with the limits of the unit should be suitably grouped about a central point, or common.
5. LOCAL SHOPS. One or more shopping districts, adequate for the population to be served, should be laid out in the circumference of the unit, preferably at traffic junctions and adjacent to similar districts of adjoining neighborhoods.
6. INTERNAL STREET SYSTEM. The unit should be provided with a special street system, each artery being proportioned to its probable traffic load, and the street network as a whole being designed to facilitate circulation within the unit and to discourage its use by through traffic.

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

Changing concepts in education, locations of schools, and local economic factors make this ideal neighborhood concept unfeasible in most situations. It is therefore advisable to redefine the neighborhood area into a more modern form called a "Planning Unit".

Boynton Beach can be divided into a number of homogeneous residential areas by natural or physical boundaries, i.e. waterways, major streets, railroads, commercial or industrial areas. In each, the density of population, the design, age and physical conditions of dwellings differ. These neighborhoods can be studied and classified into one of three classes or categories: Conservation, Rehabilitation, and Blighted or Slum.

The first class of areas are those that must be preserved or conserved to prevent the invasion of blight and ultimate deterioration.

The second class of areas are those in which rehabilitation and vigilance is the principal need - keeping the older structures in a good state of repair, the premises neat and clean and preventing the invasion of non-conforming uses.

In the third class of areas there are evidences of blight and substand-

ard conditions. Parts of these areas might even be designated as slums.

For the purpose of this study the urban area of Boynton Beach was divided into fifteen liveable planning units as illustrated in figure 27. None of these areas comply to all of the characteristics of the theoretical neighborhood but they do constitute well defined planning areas. Each will be examined and their major characteristics, problems and projections discussed.

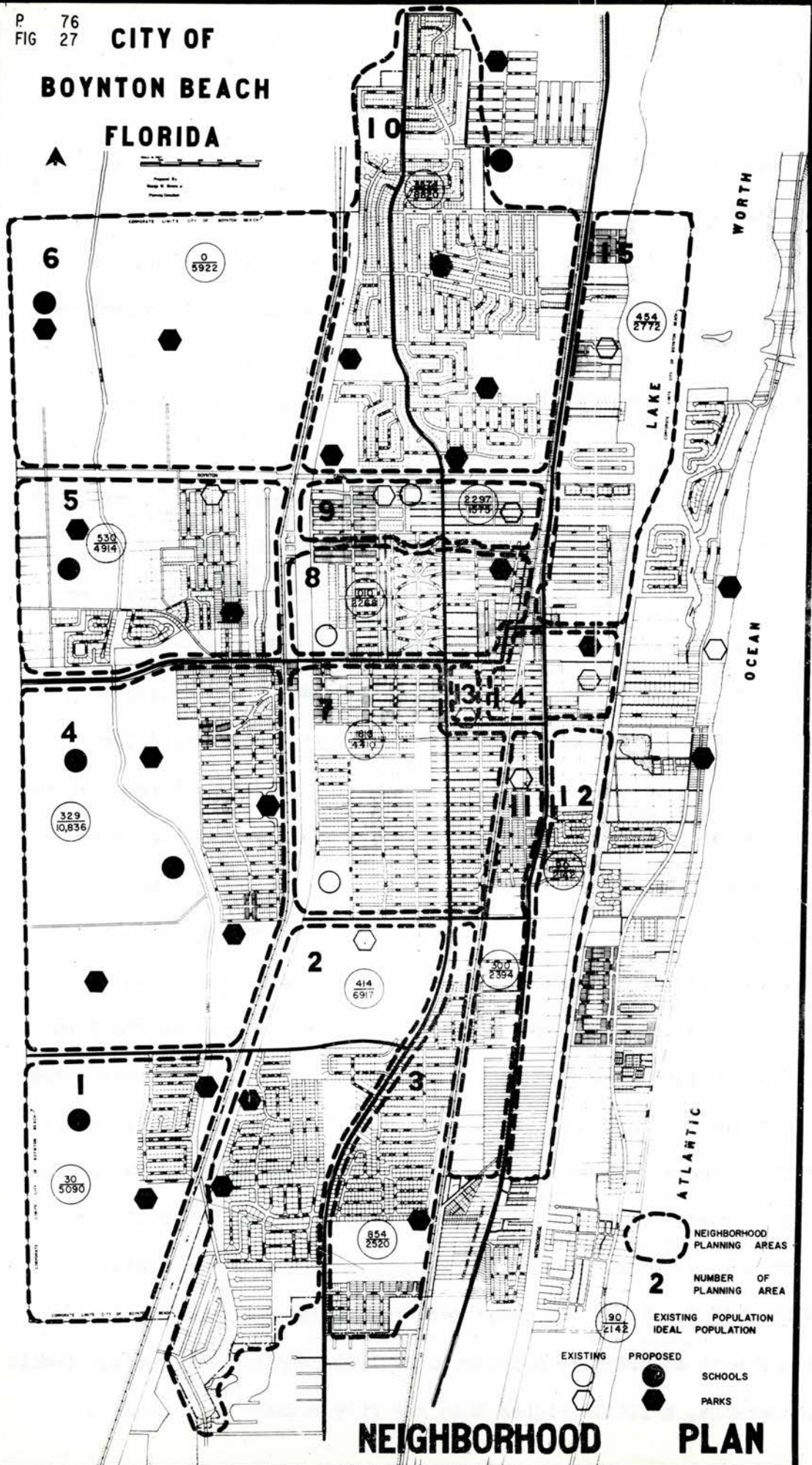
PLANNING UNIT 1. This area is relatively undeveloped but in a stable, conservation condition. The plans projected by the subdividers for this vacant acreage consists of several hundred homes in the medium price range. The area is presently unaffected by poor subdivision practices, hence caution should be exercised to assure development pursuant to the highest standards. The physical design of this planning unit lends itself readily to the basic concepts of the neighborhood unit. The city owns a twenty acre tract of land adjacent to and south of Perch Waterway which should be improved as a large playfield. A small neighborhood convenience good shopping center might be established on Twenty-Third Street Adjacent to the railroad tracks. In the development of this planning unit the local officials and Planning Commission should exercise rigid controls in the form of subdivision regulations and zoning. Acquisition of park and school sites should be initiated at the time of subdivision plat approvals. It is estimated that this area will have an ultimate population of nearly five thousand persons. It is therefore important that all aspects of the Major Street Plan as related to this area be given consideration in plat approvals.

PLANNING UNIT 2. It is estimated that this area now has a population of 414 persons with an ultimate population of 7000 people. The average family size is 3.2 persons, a little higher than the city average as a whole of

CITY OF BOYNTON BEACH FLORIDA



Prepared by
Randy W. Smith, Jr.
Planning Director



- NEIGHBORHOOD PLANNING AREAS
- 2 NUMBER OF PLANNING AREA
- EXISTING POPULATION
- IDEAL POPULATION
- EXISTING
- PROPOSED
- SCHOOLS
- PARKS

NEIGHBORHOOD PLAN

3.07. The unit is one of the better residential sections of the city and classed as stable. Like nearly every other planning unit of the city there is a lack of recreation areas. The Fifteenth Avenue Athletic field however, is located within this unit, and future subdivision plats should be so designed as to make this facility readily accessible to the children of the area. The provision of two additional recreation areas is recommended by the Recreation Plan. The estimated potential population warrants the acquisition of a centrally located elementary school site of about 20 acres which will also serve Unit three.

The development of a small convenience center at the intersection of Fifteenth and Seacrest south of the cemetery will provide an easily accessible commercial area.

The exercise of precautions to prevent blight and to conserve the areas aesthetic appeal should be paramount in all planning endeavors. Strict adherence to the provisions of the zoning ordinance will be most effective in preserving these qualities.

PLANNING UNIT 3. In many respects this area is comparable to Unit two although its dwellings are of a more moderate design. Unit 3 presently has a population of approximately 650 persons with a potential growth to 2500 persons. The number of persons per household is 2.9 reflecting a large percentage of retired persons.

The acquisition and development of an elongated open space adjacent to the F.E.C. railroad will provide recreation and also shield the residential section.

The enforcement of subdivision regulations in the unplatted portions of the area, and the zoning regulations will preserve this area as a stable residential section.

PLANNING UNIT 4. This unit contains the largest undeveloped acreage within the city. Its current population approximates 350, yet it has a potential of well over 10,000 persons. It is an area that will require more strict guidance than any other. Adequate park sites, school locations, and commercial centers must be designated.

Because of its area and shape, it is possible to develop this unit into a theoretical neighborhood which is recommended.

PLANNING UNIT 5. Unit 5 is an area of stable housing having a population of some 530 persons. Based upon standard building practices and the requirements set forth in the zoning ordinance, the ultimate population of this area will be about 5,000 persons.

Future planning principals for this area should follow those set forth in the preceeding units. As the population approaches its ultimate, the need for an elementary school and recreation areas will be evident. It is therefore recommended that the city improve the city owned land on N. W. 7th Street into a small play area, and continue development on the 13th Avenue Park and boat ramp. The 13th Avenue Park development should proceed along the lines of a beautification program and become a passive recreation center.

PLANNING UNIT 6. Unit 6 is comparable to Unit four. It is vacant acreage devoted primarily to agricultural uses. It is of a quality favorable to future development.

The proposed industrial section located within the area will decrease its potential population but notwithstanding, it will ultimately support nearly 6000 persons.

As in Unit five, a buffer strip is desirable to separate the industrial from the residential sections.

The acquisition of two neighborhood playground sites is recommended in accordance with the recreation plan. The easternmost site might be eliminated should the acquisition of a 200-300 foot buffer strip be possible. In this case the buffer area could be improved for recreation purposes.

PLANNING UNIT 7 & 8. These two areas are akin in several ways. Both will require the same planning techniques.

Unit 7 is approximately 50% developed with a population of 1800 persons and an average family size of 3.6 persons.

Planning Unit 8 is also 50% developed with 1000 persons and an average family size is 3.4 persons.

The proposals for these two areas are somewhat different from those utilized in the previous units, because these areas are more completely improved. The primary planning objectives for these units should be those outlined for rehabilitation areas. The organization of neighborhood councils to stimulate pride of ownership and to instigate beautification programs would be highly desirable.

The acquisition of strategic spaces for recreation are recommended for each unit as shown on the Neighborhood Plan.

PLANNING UNIT 9. Unit 9 is affected by blighting influences and therefore can be classed as a blighted area. The neighborhood as a whole is a Redevelopment Area although some parts of it can be rehabilitated without complete redevelopment.

The unit contains the highest population density of the city, and for a predominately single family area is considered overcrowded. The average family size of 3.8 persons exceeds the average for the city as a whole. The existing population is 2297 non-white persons, but its ultimate

population, based upon the provision of the zoning ordinance is only 1600-1700 persons.

This area is one characterized by mixed land uses, unpaved streets and unsanitary conditions, all of which are blighting influences.

Areas requiring complete redevelopment should be redesigned in a manner to eliminate needless through streets and thereby create super blocks. Land coverage by structures should be decreased to make more open space.

This unit presently contains a well designed recreation center with a swimming pool. This facility should be further improved to include a boat ramp and community center building. An additional recreation area should be provided east of Seacrest Boulevard as a neighborhood playground.

An extensive street, sidewalk, and sewer program is suggested to upgrade properties for residential use. In recent years a few modern single family dwellings - owner occupied - have been constructed but unfortunately, these are usually surrounded by blighted properties which prevent the expansion of any prestige housing areas for non-white occupancy. It is suggested that some small scale redevelopment projects expanding these better single family areas would be most appropriate.

The enforcement of a minimum housing code would be very effective in upgrading the quality of this unit.

PLANNING UNIT 10. This residential area is one of the most recent additions to the city. Its present population of 3500 people ultimately could be increased to about 8800 people. The average family size is nearly 3 persons.

Like all the other sections of the city, the lack of recreation areas is observable, so it is recommended that all items of the Park and Recrea-

tion Plan related to this unit be initiated. These plans propose 4 playground facilities and a beautified parkway along the Boynton Canal. The construction of the new elementary school in this neighborhood will provide the educational facilities needed. Access to this facility from the surrounding residential area will, however, necessitate sidewalks.

Parts of this unit contain the only residential sanitary sewerage system within the city. The extension of this system throughout the remainder of the unit will help stabilize the residential qualities and deter future blighting influences.

PLANNING UNIT 11 & 12. Presently these areas are only partially developed. Unit 11 has a population of nearly 300 and Unit 12 has only 80-90 persons. Unit 11 can be classed as a rehabilitation area. The physical boundaries of this narrow strip are the railroad and the federal highway so the desirability of this unit for residential purposes might be repugnant. Nevertheless, the area will ultimately become a fine residential section if properly controlled and protected from increased promiscuous strip commercial development. The future development pattern should follow that included in the land use plan which provides a heavy commercial section around 15th Avenue.

Unit 12 contains perhaps the most desirable residential land within the city. The waterfront property presently contains some of the more elaborate residential units, and because of economic factions, future development will proceed along compatible lines. Again, in this area the prevention of strip commercial uses along the highway is most important to assure a residential area of stability. Because of the large residential properties contemplated in this area, the designation of recreation areas has been omitted of this section. However, should the opportunity arise, en-

abling the acquisition of a centrally located park site, preferably facing the waterway, it is recommended that it be procured.

PLANNING UNIT 13 & 14. These units contain the civic center and the Central Business District which are discussed in chapters V & VII respectively.

PLANNING UNIT 15. This unit is a conservation area. However, there are scattered rehabilitation sections, especially in the northern portion. The widening of the federal highway has done much to improve the appearance of the highway frontage.

The Planning techniques required to insure a high quality development in this area are equivalent to those advocated elsewhere. The application of subdivision and zoning regulations will be the principle tools of effectuation.

A Most important project for development in this area is the municipal boat ramp and park. This area should be further landscaped and provided with shelters and picnic areas.

It is highly recommended also that this unit be primarily a single family residential section with multiple family use fronting along the highway.

The foregoing had endeavored to emphasize and analyze the fifteen planning units of the City of Boynton Beach. These units have been delineated in a manner to provide homogeneous living areas where life can be fulfilled in a spirit of neighborliness. It is contemplated that development in these units follow as far as practicable a modified theoretical neighborhood. Certain parks, public facilities, and school sites have been recommended for consideration of the planning commission which include only playgrounds, playfields and parks, therefore, the site location of various playlots will be at the descretion of the planning commission.

CHAPTER VII

CENTRAL BUSINESS DISTRICT

A Central Business District occupies a strategic position within the framework of the community. Its concentration of diversified business and services, centrally located, are accessible to more people than any other marketing area of the city. Diversification and inter-relationship of interests combine to give the Central Business District a distinctive place in the Land Use pattern despite the competition being encountered from outlying shopping centers and the changing shopping habits of the people. The average shopping center is a convenience goods market primarily, serving a limited trading area. The regional marketing center, on the other hand, serves a greater trade area with a greater diversification of goods, but notwithstanding, it still does not offer the same variety and freedom of choice as do the outlets within a Central Business District. Therefore, throughout the nation, the Central Business District still remains the primary retail center, the focal point of financial institutions, entertainment, dining and governmental activities.

In the growth process, cities have inevitably expanded outward from a central focal point, into the fringe areas. This movement has produced suburbia with its shopping center. It also gave rise to the corner grocery and the lineal strips of commercial enterprise along the highways. All these efforts, especially the nucleated shopping area, have had a profound affect upon the Central Business District.

The future of the "Downtown" area of Boynton Beach is of particular concern to all property owners and city officials. Because it represents a substantial capital investment, it is one of the major sources of tax revenue. Anything that devalues the Central Area affects the taxpayers as

a whole. To maintain its potential in the face of decentralizing influences, the City should make the area readily and easily accessible from all sections of the surrounding trade area. The owners of property and merchants also have a paramount responsibility. Modernization of obsolete structures, the introduction of attractive merchandising methods and an adequacy of parking spaces should be provided.

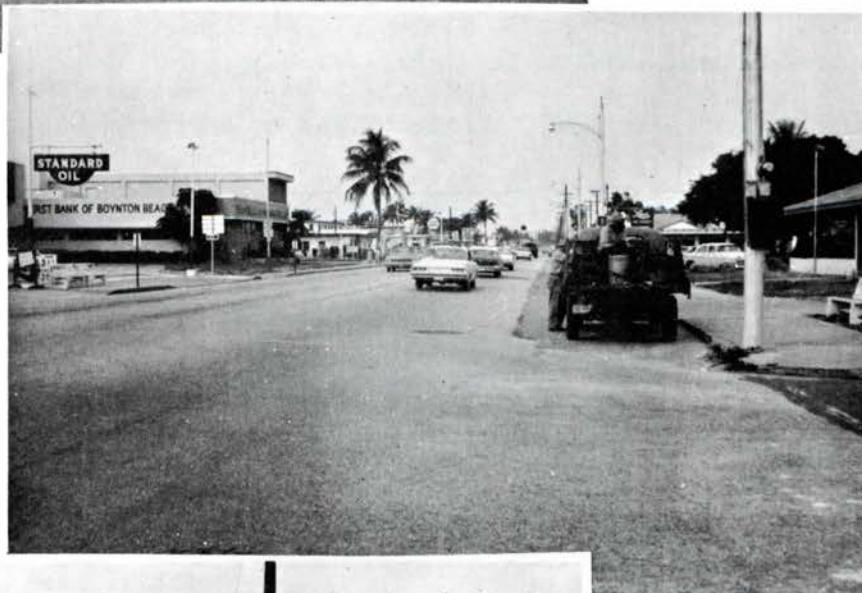
DESCRIPTION OF THE CENTRAL AREA

The City of Boynton Beach does not present a compactly developed Central Business District comparable to those found in the neighboring communities of Lake Worth and Delray Beach. Because regional growth has encouraged the installation of many shopping centers, the central area of Boynton Beach lost much of its prestige as a focus of merchandising and services. Excepting for convenience goods, it is more advantageous to shop for staple goods in neighboring cities or in regional shopping areas.

When westward growth progresses with greater intensity, however, there will be a need for a well designed and developed Central Business District to supplement the convenience good centers being provided. Only the Central Area will be able to satisfy the diversified requirements of the people.

The area that should ultimately be developed as the Central Business District or economic center is bounded on the north by Fourth Avenue, the east by the Intra-coastal Waterway, the south by Third Avenue and on the west by Seacrest Boulevard. This may seem an inordinately large area at this time but a moments reflection reveals that it already contains a considerable number of scattered enterprises as well as the City Hall, the site of the new Post Office, a large park and recreation area. No longer will this be a residential area of prestige. The area is centrally located,

THE BEGINNING OF A CENTRAL BUSINESS DISTRICT



U.S. #1



COULD SCREENING IMPROVE THIS REAR VIEW?

traversed by major state, federal and local streets. Its inner core is the most intensely developed section including the area of the original downtown section of Boynton Beach (Figure 28).

EXISTING CENTRAL AREA LAND USES

A detailed study of the present land uses within the Central Area discloses a variety of activities - retail and variety stores, real estate and insurance services, financial institutions, professional offices, restaurants, personal service establishments, motels, residences, a theatre and school - all located on 141.78 acres. This area comprises 2.3% of the corporate area yet its lands and buildings represent 7.42 percent of the total assessed value of the City. (See Table XII)

TABLE XII

CENTRAL AREA LAND USE

| <u>USE</u> | <u>ACRES</u> |
|---|--------------------|
| Park and Recreation | 7.75 |
| Residential | 10.10 |
| Public and Semi Public | 5.67 |
| General Retail Commercial | 7.68 |
| Office and Professional | 2.10 |
| Improved and Semi-Improved Off-Street Parking | 7.27 |
| Open Land - Uses (Used car lots, etc.) | 3.93 |
| Water Area | 3.41 |
| Streets and Alleys | 20.21 |
| Railroad R.O.W. | 3.31 |
| Vacant Area (Lots and Acreage) | 69.22 |
| Other | 1.13 |
| | <hr/> 141.78 Acres |

The "ccre" area of some 24.58 acres currently has an Assessed Valuation, land and improvements, of \$2,536,010 which represents 4.17 percent of the total for the city. 602,126 square feet of this area are developed, but only 23 percent or 147.91 square feet are being used for commercial purposes. The largest portion and the most diversified of the commercial development is that centered by the Quick Chek shopping center, which has

CENTRAL AREA DEVELOPMENT PLAN

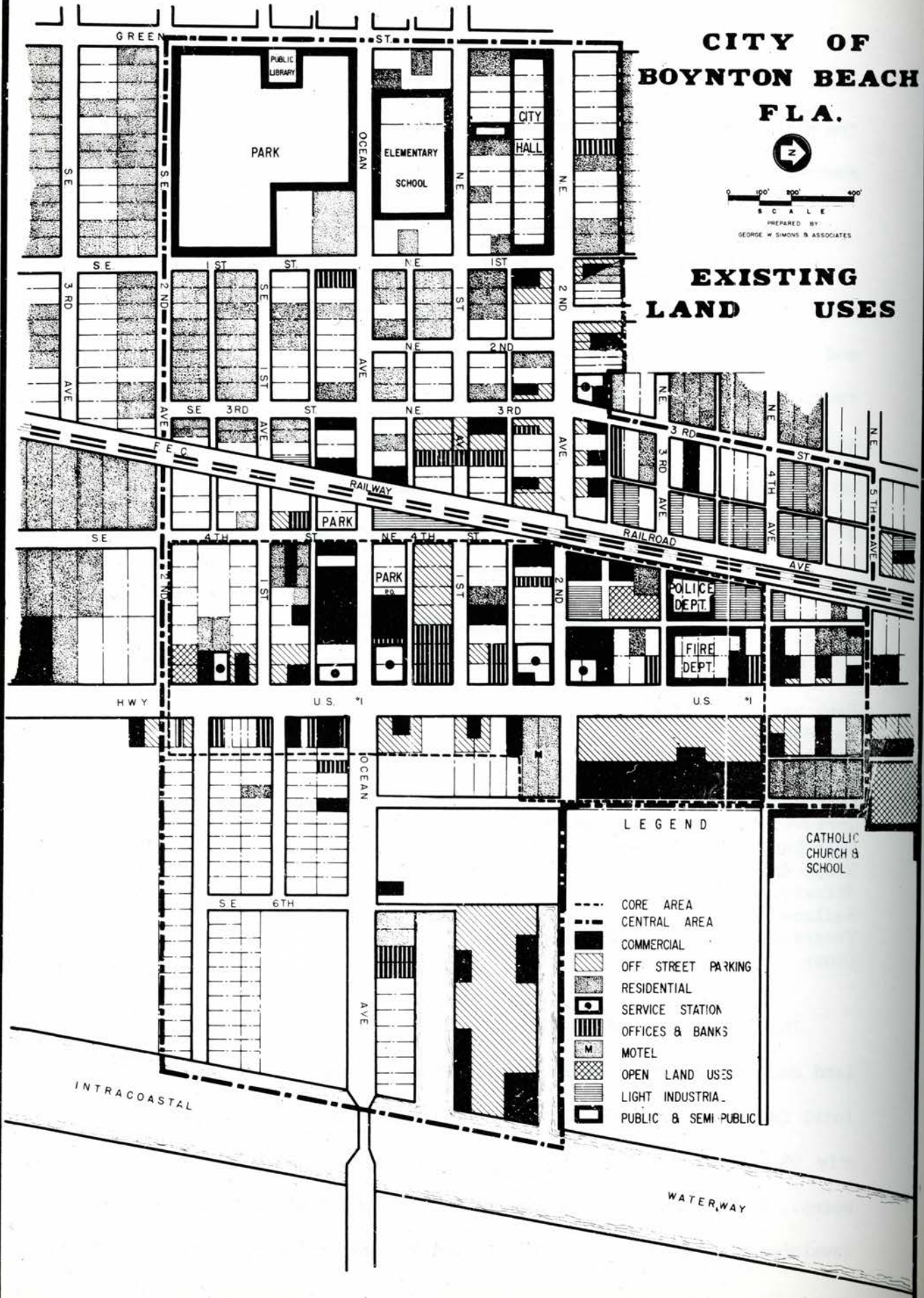
**CITY OF
BOYNTON BEACH
FLA.**



0 100' 200' 400'
SCALE

PREPARED BY
GEORGE W. SIMONS & ASSOCIATES

**EXISTING
LAND
USES**



LEGEND

- CORE AREA
- CENTRAL AREA
- COMMERCIAL
- ▨ OFF STREET PARKING
- ▤ RESIDENTIAL
- SERVICE STATION
- ▧ OFFICES & BANKS
- M MOTEL
- OPEN LAND USES
- ▩ LIGHT INDUSTRIAL
- ▦ PUBLIC & SEMI-PUBLIC

CATHOLIC
CHURCH &
SCHOOL

50,024 square feet of floor area devoted to durable goods as contrasted with 117,889 square feet for convenience goods (See Table XIII)

TABLE XIII
"CORE" AREA LAND USE

| <u>USE</u> | <u>1st FLOOR SQ. FT. OF USE</u> | <u>ACRES</u> |
|-----------------------------|-------------------------------------|--------------|
| Streets and Alleys | 290,500 Sq. Ft. | 6.66 |
| Public Parks and Recreation | 13,000 Sq. Ft. | 0.29 |
| Used Car Lots | 8,000 Sq. Ft. | 0.18 |
| Auto Parts and Repair | 5,234 Sq. Ft. | 0.12 |
| Service Stations | 8,772 Sq. Ft. | 0.20 |
| Office and Professional | 25,080 Sq. Ft. | 0.57 |
| General Merchandizing | 40,874 Sq. Ft. | 0.94 |
| Residential | 8,713 Sq. Ft. | 0.20 |
| Apparel | 9,150 Sq. Ft. | 0.21 |
| Public and Semi-Public | 4,859 Sq. Ft. | 0.11 |
| Food Sales | 32,815 Sq. Ft. | 0.75 |
| Eating and drinking estab. | 12,357 Sq. Ft. | 0.28 |
| Off-Street Parking | 116,000 Sq. Ft. | 2.66 |
| Other | 26,772 Sq. Ft. | 0.61 |
| Vacant | <u>468,874 Sq. Ft.</u> | <u>10.76</u> |
| TOTAL | 1,071,000 Sq. Ft. | 24.58 Acres |

This analysis of the central and core areas reflects the use by the people of the many diversified and competitive trade outlets in this immediate gold coast region. As pointed out previously, Boynton Beach is one of the components in the West Palm Beach urban area, the commercial outlets of which are available to and used by the people of Boynton Beach.

GENERAL MARKET ANALYSIS

To determine information as to the buying habits of the average Boynton Beach resident, a survey was undertaken by the consultant, the results of which were revealing. The questions asked by the interviewer were:

1. Where do you do most of your:
 - a. Convenience goods shopping?
 - b. Durable goods shopping?
 - c. Hardware shopping?
2. How much shopping do you do in:
 - a. Lake Worth?

- b. West Palm Beach?
- c. Delray?

- 3. What do you think Boynton Beach needs in the way of:
 - a. Merchandise and shopping area?

The market survey indicated that the average resident of Boynton Beach recognizes his downtown area principally as a convenience goods center for the purchase of his day to day necessities. About eighty percent (80%) of those interviewed purchased such durable goods as clothing, furniture, and automobiles, in West Palm Beach.

Those residents residing south of Fifteenth Avenue seldom patronize local merchants. They shop in Delray Beach which is nearer their residence.

Although some residents trade at outlets in Lake Worth, the majority continue northward to the selections found in the West Palm Beach area.

The two convenience goods centers at Lantana are only slightly patronized by Boynton Beach residents and most of these are residents of the northern part of the city.

All of the residents interviewed expressed a preference to purchase durable goods at home but the limited sources and absence of selection and variety forced them to go elsewhere. Also, nearly everyone expressed a preference for a well designed, centrally located down town district.

The affect of the Fort Lauderdale - Miami trade facilities were also noticeable throughout the survey.

PLAN OF CENTRAL BUSINESS DISTRICT

A multi-facility, compact Central Business District should be designed and created revolving around accessibility, convenience and attractiveness. The pattern of development should approach the ideal illustrated in Figure 29, which portrays a central area circumscribed by parking facilities easily accessible from all residential areas and other points in the urban area.

THEORETICAL CENTRAL BUSINESS DISTRICT DESIGN

DESIGN PRINCIPALS:

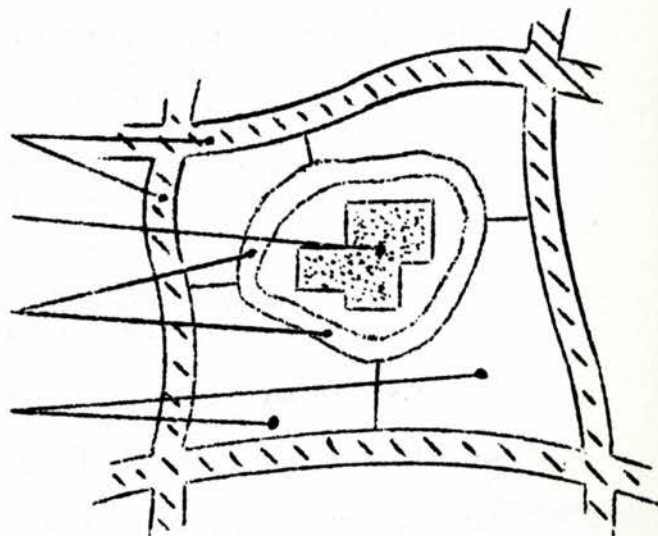
- (1) Good traffic access from the city as a whole and the surrounding trade area.
- (2) Free-moving internal circulation.
- (3) Separation of vehicular and pedestrian traffic.
- (4) Off-Street Parking within a reasonable walking distance.
- (5) A compact retail area and shopping conveniences.
- (6) Provision of adequate mass transit routes.
- (7) Attractive shopping and business atmosphere.
- (8) Appropriately expressed open areas and landscaping.

Easy traffic access from trade area

Shopping - Business - Financial

Good internal traffic circulation

Short and Long Term Parking



The establishment of a Central Business District is paramount for a number of reasons. The commercial pattern that has been developing at Boynton Beach is based on promiscuous strip commercial development plus a number of small convenience centers scattered throughout the city, each supporting a limited trade area and each attempting to offer a durable goods line. The results of this practice, if continued, will mean more small inadequate centers, with limited trade areas. The creation of a planned central shopping area and the controlled development of neighborhood shopping centers will provide one district with a trade area sufficiently large to provide the variety and choice of durable goods the customer requires and demands.

As Boynton Beach approaches a population of 30-40,000 people and traffic congestion increases within the immediate urbanized area, the demand for a large, centrally located, compact shopping and personal service area will increase. A Central Business District is the only area which can provide the desired service.

The Central Area Development Plan is submitted as one attainable proposition for development and redevelopment of the present Central Area. (See Figure 30). In this plan three principal objectives are of prominence:

1. Separation of pedestrian and vehicular traffic.
2. Provision of smooth, efficient traffic flow and adequate provision of parking.
3. Optimum use of voids: to create a pleasant atmosphere and accent the architectural lines of buildings and thereby stimulate increased commercial activity and success of the area.

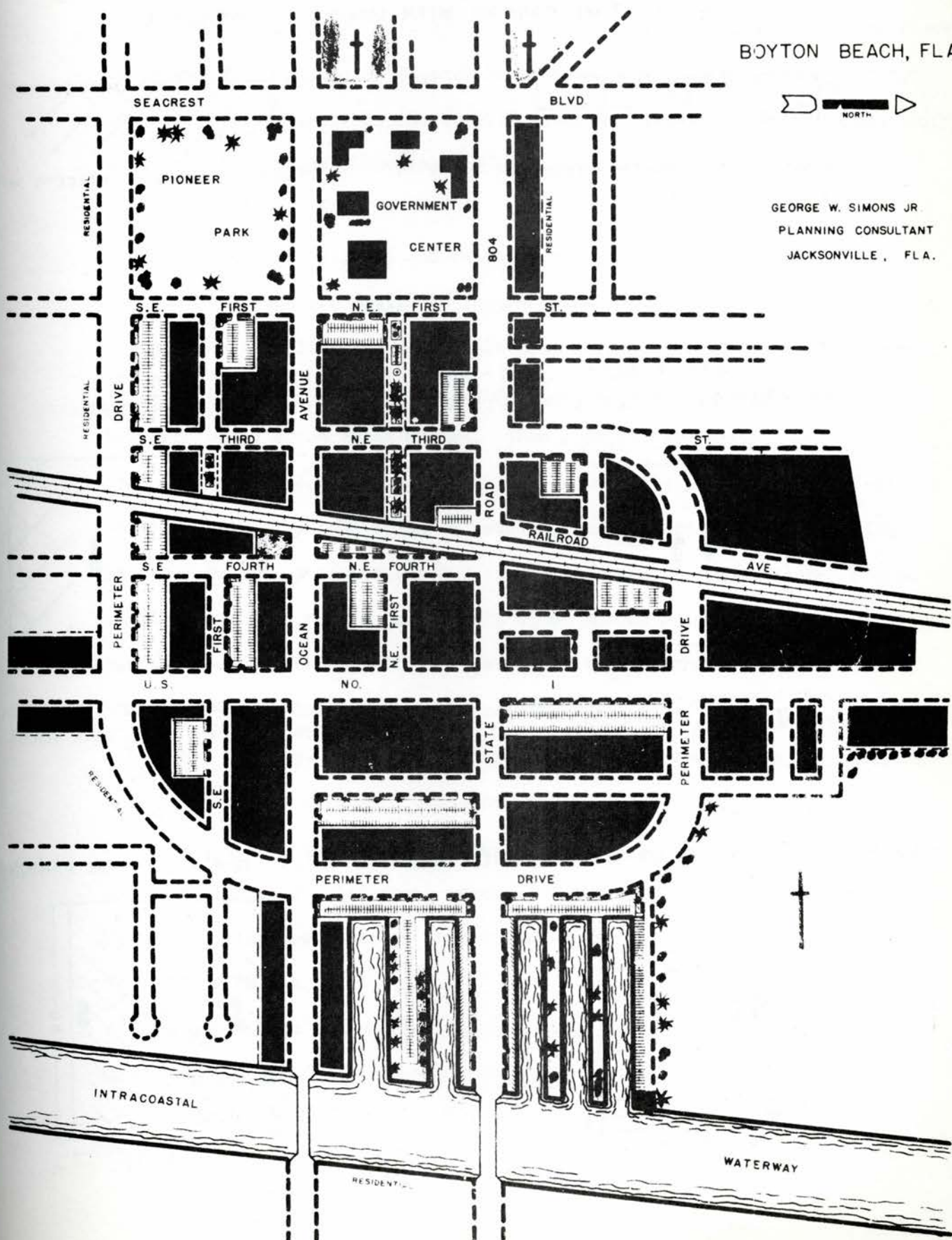
A given number of people will absorb a given amount of floor space for retail services. Studies in numerous cities have indicated that the Central Business District will require from 10-20 square feet of retail space for

CENTRAL AREA DEVELOPMENT PLAN

BOYTON BEACH, FLA.

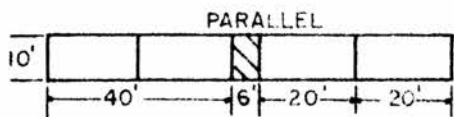


GEORGE W. SIMONS JR.
PLANNING CONSULTANT
JACKSONVILLE, FLA.

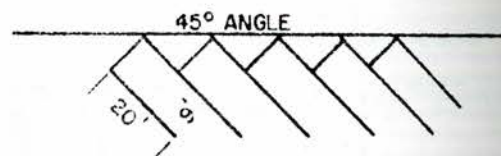


DIMENSIONS AND ARRANGEMENT OF STALLS FOR AUTOMOBILE PARKING

CURB PARKING SHORT TIME PARKING WITH MAXIMUM CONVENIENCE

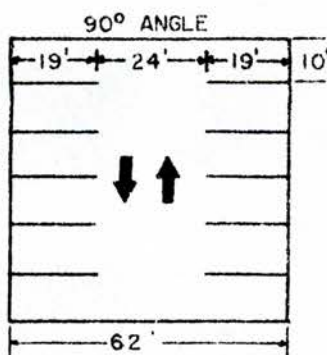


ADAPTABLE TO BUSINESS STREETS
WITH CONSIDERABLE TRAFFIC

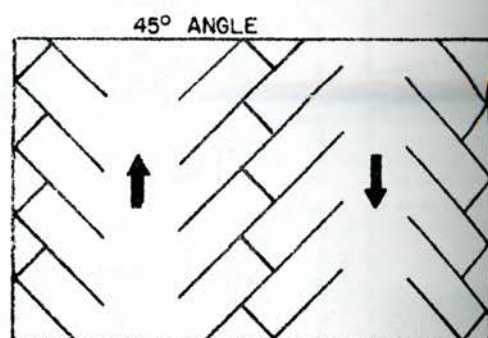


ADAPTABLE TO BUSINESS STREETS WITH
LIGHT TRAFFIC

OFF-STREET LOTS - SHORT AND LONG TIME PARKING ELIMINATING STREET CONGESTION AND PROVIDING MORE FACILITIES

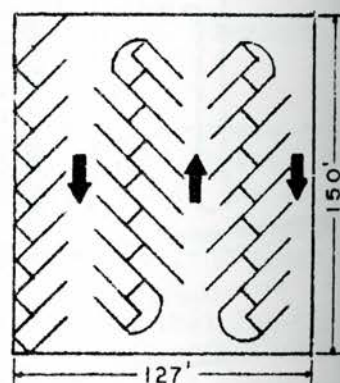
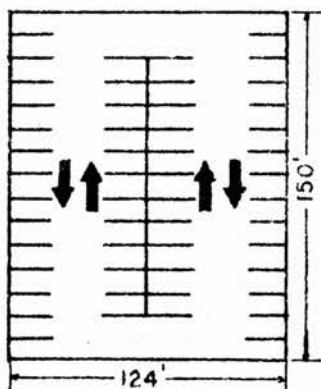


MOST ECONOMICAL OF SPACE, PROVIDING
TWO WAY CIRCULATING AISLES



MORE CONVENIENT BUT LESS ECONOMICAL
OF SPACE, ONE WAY CIRCULATING AISLES

SUGGESTIONS FOR LAYING OUT AN AREA APPROXIMATELY 124' X 150' FOR PARKING LOT



every individual in the city and its immediate tributary area. On the basis of 10 sq. ft. per capita, Boynton Beach will require a minimum of 400,000 sq. ft. of floor space in the central area when the population reaches 40,000 persons. The proposed development plan provides adequately this requirement.

To assure the dignity and prestige of the Central Business District, the use of "pedestrian mall" is recommended. The object of these explorations is not to eliminate automobile traffic wholly from the central area but rather, separate pedestrians and automobile traffic as far as possible. Shoppers buy - automobiles do not. (See pictures of mall).

The central area Development Plan includes the provision of off-street parking facilities located on or near a circumferential street. On the basis of projected population and expected Central Business District growth, it is recommended that approximately 4,000 spaces be provided for the storage of the automobiles in this area. At the present time within the "core" area only 354 improved or semi-improved spaces are provided for off-street parking. Of this total 188 spaces are provided in the shopping center, 46 spaces at Howard Johnsons, and 51 spaces at the bank. These 285 spaces can be classed as permanent facilities, while the other off-street spaces are only of a temporary nature. A number of on street curb parking spaces are also available in this "core" area, but these may one day be replaced by "No-Parking" signs.

Other aspects of the Central Area Development Plan include a Governmental Center and Public Marina. These are discussed in Chapter V.

CHAPTER VIIIANNEXATION

A city can grow in two ways - number of people and land area. Most cities start with a small land area and a few people as did the Town of Boynton. As the initial area filled up and developments spilled over into contiguous lands, the corporate limits were extended and the town's jurisdiction broadened. By such successive expansions the present corporate area was attained with its large percentage of vacant or sparsely developed land. (See figure 6)

As the population of the central city increased; as economic opportunities were enhanced and lands were improved, development was activated in areas contiguous to the city limits. To all intents and purposes, these contiguous developments are a part of the city's expanding pattern and life; and, possibly for the welfare of the area as a whole, they should be annexed to the city.

In contemplating the possibilities of annexation, the following factors should be explored. What functions and services must the city provide and what additional costs, operating and capital, will annexation incur? What conditions prevail in the area to be annexed? Is it largely vacant or developed land, and if developed, what are the conditions of streets and other facilities? What tax revenues can be anticipated from the unincorporated areas and to what extent is homestead exemption a factor? Casually, annexation may appear the logical course, but deeper exploration may disclose that revenues from the area will not balance anticipated expenditures.

Annexation has its favorable points which to many people far outweigh the unfavorable. By annexation the area is expanded, the population in most instances increased, but of greatest importance, the area and its

MIAMI BEACH-LINCOLN ROAD MALL



A BUSY BUSINESS STREET
CONVERTED INTO PEDESTRIAN
MALL.

NOTE LANDSCAPING

FOUNTAINS AND EXOTIC
ARCHITECTURAL FEATURES
CONTRIBUTE TO BEAUTY



THE ATTRACTIVENESS AND
FUNCTIONALISM ATTRACTS
CUSTOMERS



people become the integral part of the dynamics of the community, socially, economically and politically.

As indicated in the earlier consideration of land uses, within the present corporate limits of Boynton Beach, there is ample vacant land area to accommodate an additional 20,000 persons, or enough land to support Boynton Beaches estimated population in 1975-80. With this premise, should Boynton Beach annex additional areas?

Currently there is enough undeveloped land within the corporate area to accommodate the anticipated population growth of 15-20 years, but what about the years that follow this period? To achieve the optimum advantages of planning, future annexation should be explored.

As an immediate objective, the city should explore the possibility of incorporating the area of Ocean Ridge into the City of Boynton Beach. This ocean front area has great possibilities of becoming a high quality resort area, but Ocean Ridge has neither the financial nor organizational means of promoting this type of development. Boynton Beach could provide the necessary utilities and adequately control the development through zoning, subdivision controls and building codes. The coordinated effort could also provide the necessary public works and police protection. It is the Consultants belief that this annexation is most important to the future of both Ocean Ridge and Boynton Beach.

It is recommended also that an annexation study be initiated in the area north of the present City limits. It is most important that this area be submitted to municipal controls to assure that its development is not injurious to the city. Although much of the existing development in this area is undesirable, proper planning will elevate the quality to that existing in the present city.

As the city expands additional land will be required, but it is not recommended at this time to annex additional area to the west. However, it is not inconceivable that someday Boynton Beach will extend westward to Military Trail. Only when this area begins to show evidences of tangible improvement should it be annexed.

A substantial county area exists south of Boynton Beach and north of Delray Beach. This area should be incorporated into the two bordering municipalities. It is recommended that a substantial portion of this area be annexed to Boynton Beach. Annexation should attempt to create a straight City Limit line in order that municipal services (garbage collection, fire and police protection) may be rendered in the most efficient manner.

CHAPTER IX

AESTHETICS AND CIVIC ART

People generally respond to improvement; their pride is exalted by the evidence of cultural activity within their community. They may not appraise these activities accurately, but none the less they are moved by the existence of any urban enterprise that transcends mediocrity.

Such words as amenities, aesthetic's, civic art, facades, and vistas are often associated with city design and civic beauty. Basically such terms are analogous to convenience, comfort, and pleasantness within the environment. When these values are set forth as community goals, a glowing civic personality results. Such cities as New Orleans, San Francisco, Charleston, South Carolina and Washington present images identified with beauty, hominess and aesthetics; all of which have resulted from an active program of creating and preserving a personality which identifies the individual community.

Boynton Beach is on the threshold of creating a personality and establishing certain characteristics which will serve to differentiate it from other urban areas in the region. Positive steps have already been taken to reach these goals - the new library, beach improvements and the City Hall. Stately new churches, spacious landscaped residential properties, and improvements to Pioneer Park are tangible contributions to over all beauty, wholesomeness and culture of Boynton Beach. These examples should be extended into all segments of development. Unfortunately, in the process of physical growth and development the quest for aesthetics is often subdued and materialistic ambitions submerge the quest for beauty and culture. This should not be permitted.

Public buildings and other municipal improvements should be designed

to exalt the civic prestige. Buildings should be situated on spacious sites which provide majestic vistas. Large sites and spacious developments promote the human scale in development by exhibiting the grandeur of the structures and establishing a sense of freedom. Strategically located parks and recreation areas can also do much to support this feeling of freedom and spaciousness. The proposed Governmental Center is an attempt to establish a cultural focal point of Boynton Beach which will stir the civic pride of its citizens and leave an indelible impression on visitors.

One of the best methods of improving city appearance and aesthetic values is by creating a more attractive street system. The land use calculations show that in Boynton Beach the largest single use of land is in street right-of-ways. These areas are dedicated city property, and it is the responsibility of the city to maintain them. Attractive parkways, clean curbs and gutters, and well maintained sidewalks are primary objectives of an attractive street system. Street name signs and lighting fixtures are also important to improved street appearance. Clean, well kept street markers and fixtures with coordinated landscaping can do an immeasurable degree of good in establishing pleasant surroundings and adding to the amenities of the city.

The commercial advertising sign serves a useful purpose, but too often its use becomes disorganized and forms a chaotic maze of wood and steel. Just as objectionable wastes pollute the streams and waters, so do signs pollute the air. Commercial signs and billboards should be prohibited upon city property and rights-of-way unless controlled by a municipal sign ordinance.

The use of uniform marquees along the business streets also add greatly to the street appearance. When marquees of like design and height are

established in a commercial district, a symmetrical pattern is formed which is pleasing to the eye.

Another instance where community appearance can be enhanced is the improved attractiveness of the filling station. The filling station in too many instances has a blighting influence. Too many operators and owners have a sensibility of "don't care", and consequently their establishments are cluttered and dirty. A little moral suasion on these operators could accomplish a remarkable upgrading.

The improvement of city appearance through street tree planting programs is a long-term operation which requires several years before physical improvement is evidenced. The tree bowered streets which result are amenities which are valued far in excess of their cost.

The entrances to the city are the front doors to the community. Is the view one to be remembered with indelible impressions for good or bad? The recent improvements to U.S. 1 and the provision of median strips provide an excellent opportunity to create a grand boulevard through the heart of the city. From the main gate on the north to the south terminus, a lavish landscaping project would provide a vista unlike any on the East Coast of Florida. A planted parkway separating U.S. 1 and the Florida East Coast Railroad from the north entrance of the city to the Boynton Canal would enhance this trafficway and disguise the railroad.

Boynton Beach is a relatively young community in the age of cities; the major portion of its growth occurring during the past decade. The present trend of development and architectural pattern is not unlike that of any other community in the lower east coast megalopolis. Therefore, it is necessary for the city to establish a personality to identify itself.

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Another instance where community appearance can be enhanced is the improved attractiveness of the filling station. The filling station in too many instances has a blighting influence. Too many operators and owners have a sensibility of "don't care", and consequently their establishments are cluttered and dirty. A little moral suasion on these operators could accomplish a remarkable upgrading.

The improvement of city appearance through street tree planting programs is a long-term operation which requires several years before physical improvement is evidenced. The tree bowered streets which result are amenities which are valued far in excess of their cost.

The entrances to the city are the front doors to the community. Is the view one to be remembered with indelible impressions for good or bad? The recent improvements to U.S. 1 and the provision of median strips provide an excellent opportunity to create a grand boulevard through the heart of the city. From the main gate on the north to the south terminus, a lavish landscaping project would provide a vista unlike any on the East Coast of Florida. A planted parkway separating U.S. 1 and the Florida East Coast Railroad from the north entrance of the city to the Boynton Canal would enhance this trafficway and disguise the railroad.

Boynton Beach is a relatively young community in the age of cities; the major portion of its growth occurring during the past decade. The present trend of development and architectural pattern is not unlike that of any other community in the lower east coast megalopolis. Therefore, it is necessary for the city to establish a personality to identify itself.

Left unguarded and to the realm of economics, the materialistic motives will overpower aesthetic values and Boynton Beach will become identified as just another city. It is the responsibility of the local governmental authorities to prevent this condition from forthcoming by promoting city wide cultural and aesthetic improvements.

CHAPTER X

PLANNING PROCEDURE

A comprehensive plan with its textual information, tables, maps and recommendations is a static document. To be useful as a guide to future development, it must be kept alive and current, because planning is a continuing operation. Cities are dynamic organisms in a constant state of flux; the diagrams drawn today may require modification or further refinement tomorrow. Implementation of the plan is therefore an important governmental function that should be vested in some responsible phase of local government or through the agency of such an extra-governmental agency as a Planning Board or Commission. In Boynton Beach the body responsible to the City Council is the Planning Board and the liaison between the two bodies is the Director of Planning and Inspections.

STATE ENABLING LEGISLATION

Florida has a general act authorizing cities and towns to prepare, enact and enforce zoning regulations. So far, this is the sole piece of general planning legislation in Florida. In the absence of general legislation, however, many cities and towns have had special laws enacted, authorizing them to establish official planning boards or commissions, adopt and enforce subdivision regulations, housing standards and other codes and ordinances related to planning. It is recommended that Boynton Beach prepare such a special enabling act for adoption by the legislature in 1963.

PLANNING AND ZONING BOARD

The Planning Board of Boynton Beach can become the most important and potent factor in activating and motivating the various recommendations of the Comprehensive Plan. Some of its members have been identified with the program since its inception so have acquired a useful knowledge of the

SUMMARY OF Comprehensive Master Plan

A CITY PLAN IS THE MEANS OF ANTICIPATING THE PROBLEMS OF A COMMUNITY, EVALUATING THEM, AND PREPARING TO MEET THEM IN A MANNER WHICH WILL PROMOTE BETTER DEVELOPMENT AS INDIVIDUAL PRO-
JECTS. IT IS A COMMON SENSE, RATIONAL, CAREER-MAK-
ING STRATEGY AND REASON. NOT A SCHEME TO SPEND
THE TAXPAYER'S MONEY. IT ASKS CITY OFFICIALS IN PRO-
CESSING THE UTILITY OF COMPLETED CAPITAL IMPROVE-
MENTS WITH A MINDSET OF WASTE. IT IS A FLEXIBLE
STRATEGIC GUIDE DESIGNED TO PRODUCE OVER THE NEXT
TWO TO FOUR DECADES A COMMUNITY DESIGNED AS A
LIVABLE ENVIRONMENT FOR A WELL-AND-COOPERATIVE
PEOPLE. THEY SHOULD KEEP IT ALIVE AND
VIGILANT, RESPECT ITS INTEGRITY AND IMPROVE IT
ANTICIPATE ITS REALIZATION.

Land Use
Development

Future Development

Age Groupings

Transit Facilities

Population

Municipal Expansion

Utilities

Citizens Participation

A CANNOT OR CITIZENS WITH AN INTELLIGENT SENSE IN THEIR CITY AND A DESIRE
TO RENDER A WORKABLE SERVICE MAY BUILD A CITIES' PLANNING ORGANIZATION
REPRESENTATIVE OF ALL INTERESTS AND PEOPLE. THE ACTIVITY OF THIS GROUP SHOULD
PROMOTE EVERY PHASE OF COMMUNITY LIFE. ITS PRIMARY PURPOSE SHOULD BE EDUCATIONAL,
INFORMING THE PEOPLE WITH THE PLAN SHEET, EXPLAINING TO VARIOUS DIS-
TRICTS AND HOW EACH IS CAREFULLY INTEGRATED INTO THE WHOLE. IT SHOULD BECOME
THE MOST IMPORTANT CHANNEL FOR THE PEOPLE TO EXPRESS THEIR IDEAS AND OPINIONS
REGARDING THE DEVELOPMENT OF THEIR CITY AND TO RECEIVE FIRST HAND INFORMATION
OF THE TECHNICAL ASPECTS OCCUPYING THE ATTENTION OF THE OFFICIAL PLANNING BOARD.
IT SHOULD SUPPORT THE ACTIVITIES OF THE PLAN AND MAKE THE LIVES WHICH WOULD
OVERLOOK OR DAMAGED IN FUTURE.

No means should be neglected to inform the citizens of the provisions of
the plan and the progress toward its realization. Newspapers, radio, talks,
forums, pamphlets, even a school program, should be employed to carry the
message, and no citizen should be unduly concerned as all are effected indirectly.

The planning function is a continuous and flexible process working only
to recommend and advise. To carry the plan thus to realization is the people's
responsibility. The growth of their city can be influenced if the plan gathers
data on a shell or it can be exciting, dynamic, and enlightening by proper ac-
tion. The difference lies with the people.

Major Street Plan

Parks and Recreation

Road System

ZONING
Recommendations

Civic Center

Schools

"I'VE THIS PLAN, WHO LOVES HIS CITY
BEST, HE WHO WOULD TO IMPROVE
IT OR WHO IS CONTENT TO WASTE AWAY
IN THE FUTURE, PROGRESS, EXISTING A
MINDSET OF FUTURE, INTELLIGENCE AND
IMAGINATION? History shows no doubt
as to the answer: that which makes a
city due to their generations in the
past to make its own destiny and
express its best ideals in the transfor-
mation of its environment."

LARRY MURPHY

Plan's scope and goals. They should see that the major objectives of the Plan are kept alive and before the people, and further, that capital improvements that are authorized are made in accord with it. A method often used advantageously is the Mandatory Referred Procedure under which no street, park or other open space is acquired by dedication or otherwise, no street vacated or disposed of and no public structure constructed or authorized until the proposed project has been submitted to and approved by the Planning Board.

By adhering to such a policy, the Planning Board will have an opportunity to renew all projects to determine how they conform to the recommendations of the Plan, and on the other hand the City Council will have the constant advise and assistance of their Planning Board.

In summary these are some of the things the Planning Board should do:

1. They should become familiar with the board objectives of the Comprehensive Plan and urge action by the proper political group. They should initiate studies resulting in more detailed plans.
2. They should review the plans and ideas of public and private works to ascertain their affect on the objectives of the Comprehensive Plan.
3. They should devise ways and means of public education to stimulate and stir to action and the public consciousness. The Planning Board can illustrate the benefits to be derived from the plans projected and explain why they are necessary.
4. They should attempt to coordinate the thinking of various public groups with those of the official governing body.
5. All subdivision plats should be referred to the Planning Board prior to approval by the City Council. In order to give the Planning Board an opportunity to offer suggestions in the formative stages of land subdivision, it should be required that a preliminary plat be submitted to the Planning Board, after which the subdivider can proceed to prepare the final, more detailed plat in greater confidence of the approval of the City.

6. Plans for public works, such as streets, utilities, parking facilities, parks, and other community facilities, should be reviewed by the Planning Board for recommendations involving the coordination of the plans with the Comprehensive Plan of the City.
7. All purchases or sale of city property should be studied by the Planning Board, which should make recommendations regarding the effect of such action on the General Land Use Plan.

In addition to the duties of the Planning Board there are other duties that should be assigned to the Director of Planning and Inspections and allied departments of the city:

1. Prepare and keep current, a street record showing all recorded and developed streets, existing right-of-way and roadway widths, setbacks established for ultimate widening, if any, type of street surface, presence of curb and gutters and sidewalks.
2. Prepare and keep current, a map of existing parking facilities, on and off street, showing capacities of same.
3. Keep the existing Land Uses map up to date.
4. Prepare and keep current a building activities map showing locations of all new construction and types.
5. Prepare and keep current, a map of all city owned properties.
6. Make field investigations of requests for zoning changes and prepare reports for Zoning Commission.

As the work reflected by these various phases of endeavor are multiplied and intensified, additional help may be necessary, which would mark the beginning of a planning staff operation.

Supplementing the foregoing operations, the Police Department should make frequent checks of traffic volumes at critical street intersections and also, prepare and keep current an accident spot map.

ZONING AND ITS ADMINISTRATION

Zoning as one of the principal working tools of planning was adopted by the City Commission in December 1961. The various provisions of the ordinance regulate and restrict the uses of land.

Through years of zoning operation, judicial review and opinion, certain well established principles have evolved:

1. Zoning must be based upon a Comprehensive Plan. All zoning changes should be consistent with the objectives of the Plan.
2. Zoning must be reasonable. Zoning should not impose conditions which are in excess of the area's need for protection.
3. Zone boundaries must be carefully defined.
4. Spot zoning should be avoided. Changing a single lot or parcel of land to satisfy an owner is a practice of questionable validity.

A zoning ordinance has little value unless it is faithfully and well administered. Laxity in enforcement, irresponsible granting of variances and exceptions and frequent spotty amendments will quickly corrupt the best of ordinances. It must always be remembered that the primary function of zoning is to so direct land uses that a wholesome, well balanced orderly pattern of overall development will result. One mis-step can be likened to one bad apple in a barrel of good ones. One filling station or other commercial venture invading a residential area, trying to profit by the superior quality of property, will soon blight the whole area.

The City Council is the only body that can amend an ordinance, but then only after public hearing and in Boynton Beach, after a clearance with the Zoning Commission.

THE BOARD OF ADJUSTMENT:

The duties and functions of the Board of Adjustment are defined in Chapter 176 of the Florida Statutes. The purpose of the Board is to guarantee equal treatment and equal application of the law to all property owners. The Board can in no way modify or amend the intent or purpose of any provision of the ordinance. The Board can grant a variance only if it can be shown that a hardship exists, and in no case can a use variance be

granted. This must be done through a change of zone by the City Council

SUBDIVISION REGULATIONS:

Subdivision Regulations are important in the implementation of the Comprehensive Plan. They require that streets are dedicated in the right locations and of the proper widths, that individual lots are of proper size and shape for their intended use, and sites for schools and parks are provided. These regulations are among the principal tools for regulating the development of new lands. They are effective in indicating how and where public facilities should be located to serve the private uses. They also spell out what improvements the subdivider must provide at the time he develops the land.

In conjunction with the Subdivision Regulations the following items should also be undertaken:

1. A coordinated policy between City and County on the extension of public facilities to areas outside the City.
2. Coordinated action between the School Board and Planning Board on future school locations.
3. A coordinated action between the Planning Board, State Highway Department and County Road Department on future street extension.

URBAN RENEWAL:

Three courses of action within the broad framework of urban renewal are considered appropriate in upgrading the quality of an area; these include Redevelopment, Rehabilitation, and Conservation. At the present time it is not considered feasible to attempt any programs of redevelopment in Boynton Beach. However, it is necessary to initiate a program of rehabilitation and conservation in those areas which are in a blighted state. This can be accomplished through systematic inspection and enforcement of local building and housing codes and other ordinances.

PUBLIC INFORMATION AND EDUCATION:

The success of the plan is more dependent on public understanding, interest and participation than on any other factor. The people of Boynton Beach who are asked to assist in carrying out the plan must know and understand it before they can act. The following is a list of suggested methods by which the public support can be obtained.

1. Regular articles in the local newspaper on Plan objectives.
2. Establishment of a Citizens Advisory Committee on Planning to make recommendations to the Planning Commission.
3. Public exhibits of projects.
4. Radio and Television presentations.
5. Distribution of a schematic brief of the Comprehensive Plan to all local citizens.
6. Use citizen participation whenever possible in any further studies.

CHAPTER VI.CAPITAL IMPROVEMENT PROGRAM

Studies of growth and development that are resolved into comprehensive plans reveal a need for many varying kinds of capital improvements. Among these are such utility needs as water and sewerage, streets, playground and public building sites, right-of-way acquisitions, etc. Obviously some of the projects are more essential and urgent than others; some can be provided as annually budgeted items while others will require the issuance of bonds, either general, advalorem or revenue certificate bonds. By listing the various capital improvement needs according to a priority of necessity or urgency and the fiscal ability of the community, a capital improvement programming therefore, has its roots in general over-all planning of the community and in its fiscal administration.

The capital improvement program is a moving schedule or time table of major construction projects and other improvements to be carried out during a specified period, usually the immediate six year period ahead. Each year the program is reviewed, revised and projected another year ahead to keep abreast of changing conditions. It is a continuing process, the success of which is based on the community's ability to pay over a period of years.

A capital improvement may be defined as a major improvement or betterment of a non-recurring nature to the physical plant of the municipality as differentiated from ordinary repairs or maintenance of a recurring nature. It includes expenditure for construction, reconstruction, replacement, major repair, addition or other improvements to public buildings, highways, bridges, parks, playground, utilities or other public works or any facility or structure appurtenant to any of these, or any

CAPITAL IMPROVEMENT PROGRAMMING

A. Department heads submit requests for proposed projects.



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



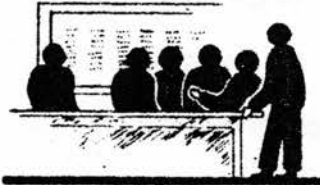
C. Controller and Budget Director prepare report of City's financial position.



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.



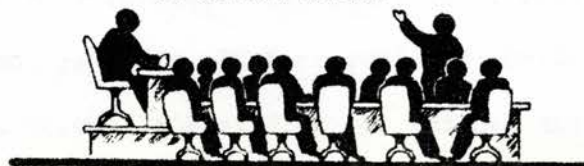
H. Controller and Budget Director explore methods of financing projects.



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



J. Council Action



expenditure for the purchase of land, building, structure or major equipment.

Capital improvement programming endeavors to use the public funds to the greatest advantage and in a way to accomplish the objectives of the Comprehensive Plan.

Abiding by the provisions of the Capital Improvement Program will instill a consciousness of planning into the various department heads and officials and bring about an orderly way of procedure.

It ~~is~~ recommended that Boynton Beach begin with a six year Capital Improvements Program that will contain the more immediate needs of the long range plan. Then annually the program can be extended another year by the addition of new improvements. The annual review and revision of the program is essential. As the time approaches to execute a project, a detailed cost study based on conditions at the time, will be required. This is **very** necessary, because the figures included in the program as here presented are only estimates as of the time made. Figure 31 illustrates the procedure that should be followed in the preparation or review of a capital improvements program.

EXISTING FISCAL STATUS

Since the fiscal year 1956-57, realty and improvements at Boynton Beach have been assessed at 100 percent of value. The total assessed value since 1956-57 has increased from \$20,776,622 in 1956-57 to \$65,461,410 in the year 1961-62, an increase of nearly 220 percent in six years. Of the current, 1961-62 value of \$65,461,410, \$13,006,090 is exempt and \$52,304,320, non-exempt. The 1961-62 tax levy is 7.25, mills as compared to 7.5 mills in the preceding year and the tax roll is \$387,429.50 as compared with the

roll of \$375,137.41 in 1960-61 - an increase of about 1 percent. It is expected that more than \$320,000 of advalorem taxes will be collected during this fiscal year. Since 1949 the current tax rolls have been collected more than 99 percent which reflects a good tax paying performance. Advalorem taxes levied on property and improvements account for about 40 percent of the anticipated revenues of the city.

INCOME OTHER THAN ADVALOREM TAXES

Utility and Franchise taxes, Licenses, Permits and Miscellaneous Income account for the remaining 60 percent of the budget anticipations. Anticipations for Utility and Franchise taxes and the Cigarette tax account for more than \$160,325 of income (25 percent of whole). The budget anticipates \$55,000.00 from garbage collection fees which is offset by expenditures in the garbage department.

BONDED DEBT

Including an issue of Water Revenue Bonds, Series 1960, in the sum of \$1,370,000, the city had a total debt outstanding as of November 1, 1961 of \$2,327,950 of which only \$362,950.85 are general obligation bonds. The remainder consists of revenue bonds or certificates redeemable from fees, rents or service charges, Table XIV.

TABLE XIV

OUTSTANDING-BONDED DEBT

| <u>ISSUE</u> | <u>RATE</u> | <u>DATE</u> | <u>DATE MATURITY</u> | <u>AMOUNTS OUTSTANDING</u> |
|--------------------------------------|-------------|-------------|----------------------|----------------------------|
| Refunding - 1946 | 4% | 10-1-46 | 10-1-71 | \$233,000.00 |
| Refunding - 1949 | 4% | 7-1-49 | 7-1-71 | 39,950.85 |
| Swimming Pool | 3 3/4% | 9-1-60 | 9-1-61 | |
| | | | 9-1-70 | 90,000.00 |
| Total General Obligation Outstanding | | | | <u>\$362,950.85</u> |

(Table XIV con't.)

| <u>ISSUE</u> | <u>RATE</u> | <u>DATE</u> | <u>DATE-MATURITY</u> | <u>AMT OUTSTANDING</u> |
|--|-------------|-------------|----------------------|------------------------|
| Municipal Beach | 4% | 9-1-55 | 9-1-65 | \$35,000.00 |
| Water Revenue-1950 | 4% & 5% | 12-1-50 | 6-1-77 | 174,000.00 |
| Water Revenue-1960 | 4% | 12-1-60 | 6-1-93 | 1,370,000.00 |
| Sewer Revenue | 4% | 9-1-58 | 9-1-95 | 386,000.00 |
| Total Revenue Bonds and Certificates Outstanding | | | | <u>1,965,000.00</u> |

Total Bonds and Certificates Outstanding
as of November 1, 1961

\$2,327,950.85

From Table XIV it will be noted that in 1965 the Municipal Beach bonds will have matured, in 1970 the Swimming Pool bonds and in 1971, some \$272,000 of the Refunding issues. These payments will reduce the debt so that substantial capital improvements can be contemplated without disturbing the fiscal structure to any degree. As these debts are being retired the fiscal potential of the city will continue to improve; the population will increase, the economy will be enhanced and property values will also improve. Such an outlook will enable the city to budget its capital improvements in a rational, orderly manner.

COST OF LOCAL GOVERNMENT

The cost of local government at Boynton Beach, as reflected by the budget anticipations of 1961-62 will approximate \$648,456 as compared with \$592,671.89 for the year 1960-61. Table XV shows how the anticipated expenditures of each year were apportioned:

TABLE XV

COST OF GOVERNMENT (BUDGET ANTICIPATIONS)

| | <u>1960-61</u> | <u>1961-62</u> |
|---------------------------|------------------|------------------|
| General Government | 112,594.50 | 110,807.00 |
| Police & Fire Departments | 156,542.42 | 169,930.00 |
| Protective Inspection | 26,019.61 | 27,548.00 |
| Public Service | 203,162.96 | 220,685.00 |
| Library | 2,424.00 | 5,416.00 |
| Recreation | 57,778.40 | 68,370.00 |
| Cemeteries | 5,150.00 | 4,790.00 |
| Miscellaneous | <u>29,000.00</u> | <u>41,000.00</u> |
| | \$592,671.89 | \$648,456.00 |

The cost of government as reflected by the foregoing anticipations is reasonable and reasonably well balanced. A per capita cost approximating \$57 compares favorably with the national average of cities of less than \$25,000, which approximates \$75. It is interesting to note that Boynton Beach always starts its fiscal year with a substantial cash balance. In 1960-61 the cash on hand including surplus amounted to \$179,368.48 and in 1961-62 it was estimated at \$139,000.00. Revenues allocated to the Departments of Public Service and Recreation have been used in part for streets, parks and recreation, which funds will still be available in the future to a greater extent.

CAPITAL IMPROVEMENTS PROGRAM
(PARKS AND RECREATION AREAS)

ABBREVIATIONS

| | |
|---------------------------------|------------------|
| G.O. - General Obligation Bonds | L - Land |
| C.R. - Current Revenue | I - Improvements |
| R.B. - Revenue Bonds | |

(Page numbers represent page numbers of this report)

ITEM - DESCRIPTION OF PROJECT, TYPE OF EXPENDITURE, TOTAL COST

1. Improvements to existing beach area. Page 56-57. Improvements \$45,000.00.
2. Purchase and develop an additional 1000 feet of beach. Page 56-57.
Land \$400,000.00. Improvements \$50,000.00.
3. Improvements to Pioneer Playground. Page 53. Improvements \$120,000.00.
Land \$10,000.00
4. Improve existing facilities at Westside Playground. Page 55. Improve-
ments \$5,000.00.
5. Purchase 10 acres of additional land for expansion of the Westside Play-
ground. Page 55. Land \$50,000.00. Improvements \$30,000.00.
6. Acquire an additional 3 acres of land for expansion and improvement of
Pince Playground. Page 55. Land \$75,000.00. Improvements \$20,000.00.
7. Continue development of 15th Avenue Athletic Field. Page 55. Improve-
ments \$5,000.00.
8. Improvements to Boat Club Park. Page 56. Improvements \$6,000.00.
Possible State participation.
9. Develop park area along Boynton Canal. Improvements \$5,000.00
10. Acquire 150 acres for the proposed Municipal Golf course. Land \$75,000.00.
Improvements \$250,000.00
11. Develop 20 acres of City owned land in Planning Unit #1 into a Playfield.
Improvements \$10,000.00.
12. Acquire and develop two recreation areas in Planning Unit #2. Land
\$10,500.00. Improvements \$7,500.00
13. Acquire a strip of land along F.E.C. railway in Planning Unit #3 and deve-
lop as a neighborhood playground. Land \$6,000.00. Improvements \$5,500.00.

| <u>ITEM -</u> | <u>1962</u> <u>1963</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. I | 15,000 | 15,000 | 15,000 | | | | | R.B. |
| 2. I | | 50,000 | to be spread over 6 years. | | | | | G.O. |
| L | | 400,000 | | | | | | G.O. |
| 3. I | | 120,000 | to be spread over 6 years. | | | | | G.O. |
| L | 10,000 | | | | | | | C.R. |
| 4. I | | 5,000 | | | | | | C.R. |
| 5. I | | | | | | 50,000 | | G.O. |
| L | | | | | | 30,000 | | C.R. |
| 6. I | | 5,000 | | | | 15,000 | | C.R. |
| L | | 75,000 | | | | | | G.O. |
| 7. I | 5,000 | | | | | | | C.R. |
| 8. I | 1,000 | 1,000 | 2,000 | 2,000 | | | | C.R. |
| 9. I | | 5,000 | | | | | | C.R. |
| 10. I | | 250,000 | to be spread over 6 years | | | | | G.O. |
| L | | 75,000 | | | | | | G.O. |
| 11. I | | | | | 10,000 | | | C.R. |
| 12. I | | 45,000 | 3,000 | | | | | C.R. |
| L | | 10,000 | | | | | | C.R. |
| 13. I | | | 55,000 | | | | | C.R. |
| L | 6,000 | | | | | | | C.R. |

ITEM - DESCRIPTION OF PROJECT, TYPE OF EXPENDITURE, TOTAL COST

14. Acquire and develop a $3\frac{1}{2}$ acre playground in Planning Unit 4, west of Seaboard tracks between 6th and 8th Avenues. Land \$6,500.00. Improvements \$5,000.00.
15. Acquire 3 additional recreation areas in Planning Unit 4. Improvements \$10,000.00. Land \$5,000.00
16. Develop the small city owned recreation area on N. W. 7th Avenue in Planning Unit 5. Improvements \$600.00.
17. Develop City owned park on Boynton Canal also in Planning Unit 5. Improvements \$2,000.00
18. Acquire an additional recreation area (7 acres) in Planning Unit 5. Improvements \$1,500.00. Land Cost \$3,500.00.
19. Acquire a 7 acre recreation area in Planning Unit 6. Improvements \$1,000.00. Land Cost \$3,500.00.
20. Acquire a buffer strip 200 feet wide in the Industrial Park and develop same as a recreation area. Improvements \$5,000.00.
21. Develop the recreation area in Planning Unit 10 on Green Street between 24th and 22nd Avenue. Improvements \$900.00.
22. Acquire a 3 acre recreation area east of N. E. 3rd Court between 16th and 20th Avenue. Improvements \$800.00, Land \$12,500.00.
23. Acquire a $2\frac{1}{2}$ acre tract east of State Road No. 9 between Boynton Parkway and N. E. 19th Avenue. Land \$12,500.00. Improvements \$800.00.
24. Acquire a 7 acre recreation area north of 36th Avenue. Improvements \$1,000.00. (presently outside city).
25. Acquire a 2 acre recreation area in Planning Unit No. 9. Land \$10,000.00. Improvements \$5,000.00.
26. Develop city owned land South of city garage into a recreation area. Improvements \$2,000.00.
27. Acquire and develop 3 acre recreation area in Planning Unit 7 between S. W. 4th Avenue and S. W. 6th Avenue. Land \$5,000.00. Improvements \$1,000.00
28. Annual City beautification program for municipally owned property. \$1,000.00 annually.

CAPITAL IMPROVEMENTS - SECTION II
Public Buildings and Governmental Center

1. Acquire remainder of land for Governmental Site. Land \$100,000.00
2. Public Safety Building.
3. Civic Center.
4. Relocation of Main Fire Station.
5. Library and Museum.
6. Fire Station #1.
7. Fire Station #2.
8. Fire Station #3.
9. Fire Station #4.

CAPITAL IMPROVEMENTS - SECTION III

UTILITY NEEDS

1. Expand existing sewerage system to capacity of plant
2. Expand existing plant to specifications of engineers.
3. Construct a second sewage treatment plant.
4. Extend sewerage system throughout city.
5. Continue water distribution system.

| ITEM - | <u>1962</u> <u>1963</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 | | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | | G.O. |
| 2. I | | | | 90,000 | | | | G.O. |
| 3. I | | | | | | | 500,000 | G.O. |
| 4. I | | | | | | | 30,000 | G.O. |
| 5. I | | | | | | | 300,000 | G.O. |
| 6. I | 30,000 | | | | | | | C.R. |
| L | Acquire through dedication | | | | | | | |
| 7. I | | | | | | | 30,000 | C.R. |
| L | City owned | | | | | | | |
| 8. I | | 30,000 | | | | | | C.R. |
| L | Acquire through trade or dedication | | | | | | | |
| 9. I | | | | | | | 30,000 | C.R. |
| L | Locate on publicly owned property | | | | | | | |

These items are included in the bond issue recently approved.

CAPITAL IMPROVEMENTS - SECTION IV
STREETS

1. Acquire a right of way 100 feet wide for Congress Road Extension.
2. Acquire a right of way 80 feet wide for S. W. Eighth Street between S. W. 15th and S. W. 23rd Avenues and improvements.
3. Acquire a right of way 100 feet wide for Industrial Avenue extension and improvements.
4. Acquire additional R.O.W. for Seacrest widening and improvements.
5. Acquire R.O.W. for N. E. Third Street extension and improvements.
6. Acquire R.O.W. for Central Area Perimeter Road and improvements.
7. Acquire 100' R.O.W. for Miner Road extension and improvements.
8. Acquire 80' R.O.W. for Boynton Parkway extension and improvements.
9. Improve N. W. 10th Avenue.
10. Improve N. E. Ninth Avenue.
11. Acquire 80' R.O.W. for S. W. 15th Avenue extension and improvements.
12. Acquire additional R.O.W. for S. W. 23rd Avenue.
13. Improve S. E. 37th Street.
14. Provide \$6,000 annually for resurfacing program.

*"WHEN WE BUILD LET US THINK WE BUILD FOREVER, LET IT NOT
BE FOR PRESENT DELIGHT NOR FOR PRESENT USE ALONE. LET IT
BE SUCH WORK AS OUR DESCENDANTS WILL THANK US FOR, AND LET
US THINK, AS WE LAY STONE ON STONE, THAT A TIME IS TO COME
WHEN THESE STONES WILL BE HELD SACRED BECAUSE WE HAVE
TOUGHENED THEM, AND, THAT MAN WILL SAY AS THEY LOOK UPON
THE LABOR AND WROUGHT SUBSTANCE OF THEM SEE, THIS OUR
FATHERS DID FOR US."*

JOHN RUSKIN



