11-16-1953

Comprehensive City Plan of Vero Beach, Florida

George W. Simons Jr

COMPREHENSIVE
CITY PLAN
OF
VERO BEACH
FLORIDA

1953

PREPARED FOR

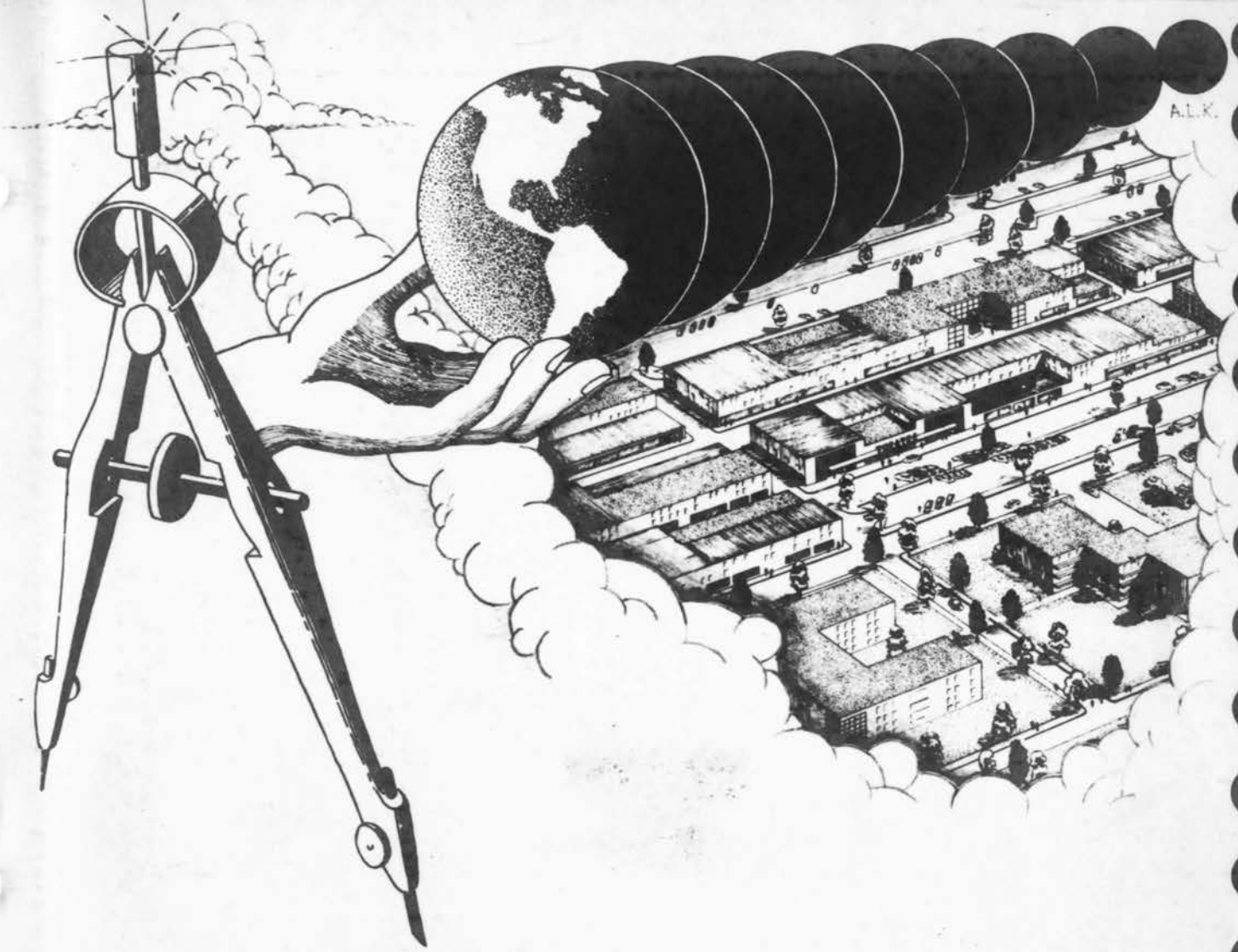
CITY OF VERO BEACH

BY

GEORGE W. SIMONS, JR.

PLANNING CONSULTANT

JACKSONVILLE, FLORIDA



Comprehensive Master Plan

of

City of Vero Beach, Florida

1953

As Prepared By

GEORGE W. SIMONS, JR.

Planning Consultant

Jacksonville, Florida

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

MUNICIPAL ENGINEERING
RESEARCH AND PLANNING

HILDEBRANDT BUILDING
JACKSONVILLE 2, FLORIDA

November 16, 1953.

Honorable C. B. Streetman, Mayor, and
Honorable Members of the City Council,
Vero Beach, Florida.

Dear Sirs and Madam:

I have the honor to present herewith my report on the Comprehensive Plan for the City of Vero Beach made in pursuance of an agreement dated March 15, 1951. The principal features of this plan were presented to your body at an earlier date.

From our various studies I am convinced that the City of Vero Beach will continue to grow and develop in the future into a substantial community. For that reason it is well to have available a guide and plan for that growth to follow.

I shall be glad to keep in touch with the officials of the city and members of the Planning and Zoning Board and counsel with them from time to time.

I want to thank the various department heads and members of the Council and Planning and Zoning Board for the cooperation and help they have extended to us during the preparation of these studies.

With kindest regards, I am,

Sincerely yours,

Geo. W. Simons Jr.
GEORGE W. SIMONS, JR.

GWS:EBB

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OBJECTIVES OF THE PLAN

In a period of rapid growth and development it is both wise and sound to look ahead and anticipate the needs of the future. By judicious and deliberate consideration and study of a community's problems in the light of what has gone on before and of what is now transpiring, many errors and shortcomings of the past can be avoided and a better balanced and more unified program of public and private improvements can be defined for future guidance - a plan or diagram of orderly development.

A comprehensive planning program delineates a pattern to guide growth and development. It is a long range and broad outline covering a period of time - from ten to twenty-five years. Its objective is to promote the welfare of the people by recommending the means by which a more wholesome community environment may be brought about.

A comprehensive plan is a coordination of various plans into a great pattern that should stimulate the interests of the people generally and stir them toward a more serious consideration of those elements that contribute to a better, more wholesome growth. Altho such a concept may even be idealistic in parts, experience shows that the achievement of any worth while objective is most frequently flavored with considerable idealism without which little of permanent benefit or value can be accomplished. A community of people stirred to action by an ideal will ultimately attain their objective - in this case, the kind of city the people will enjoy living, working and playing in. It is easier to contemplate and solve the day to day problems once a guiding pattern has been made available.

A comprehensive plan to guide future growth and development however, must not be conceived as a rigid, fixed pattern--an inflexible guide. Once made, it should be kept alive and if necessary be modified from time to time to respond to the forces of change that may arise.

Vero Beach, relatively, is not an old city. Much of the land within its boundaries is not yet developed. As a sparsely developed young community on the threshhold of a great regional growth it can still avoid many of the pitfalls that beset older cities. In this period of development Vero Beach can either grow into a colorful community of distinctive quality or become just another town. The time of choice is here. Which course the city pursues will depend on the people, their loyalty and their willingness to submerge their selfish differences and objectives for the benefit and welfare of all. It is a challenging situation.

LOCATION AND ACCESSIBILITY

Located 212 miles southeast of Jacksonville, 137 miles north of Miami and 135 miles east of Tampa, Vero Beach is in the region "where the tropics begin" on the shores of the expansive Indian River and the Atlantic Ocean. It is a region wherein the shrubs, trees and foilage, in contrast with the northern half of Florida are characteristic of the more tropical species found to the south (Figure 1).

The city is now accessible from all parts of the state and nation by air, rail lines and highways. The Florida East Coast Railway affords frequent and direct service to all northern points and Eastern Air Lines gives regular service to Miami, Jacksonville, Washington and New York. U. S. 1, Maine to Key West, extends thru the city connecting with State Highway 60 westward to Lake Wales, the ridge country, central Florida, Tampa and Saint Petersburg. These various means of access have contributed immeasurably to the growth and development the city and surrounding area have experienced.

REGIONAL LOCATION of VERO BEACH, FLORIDA

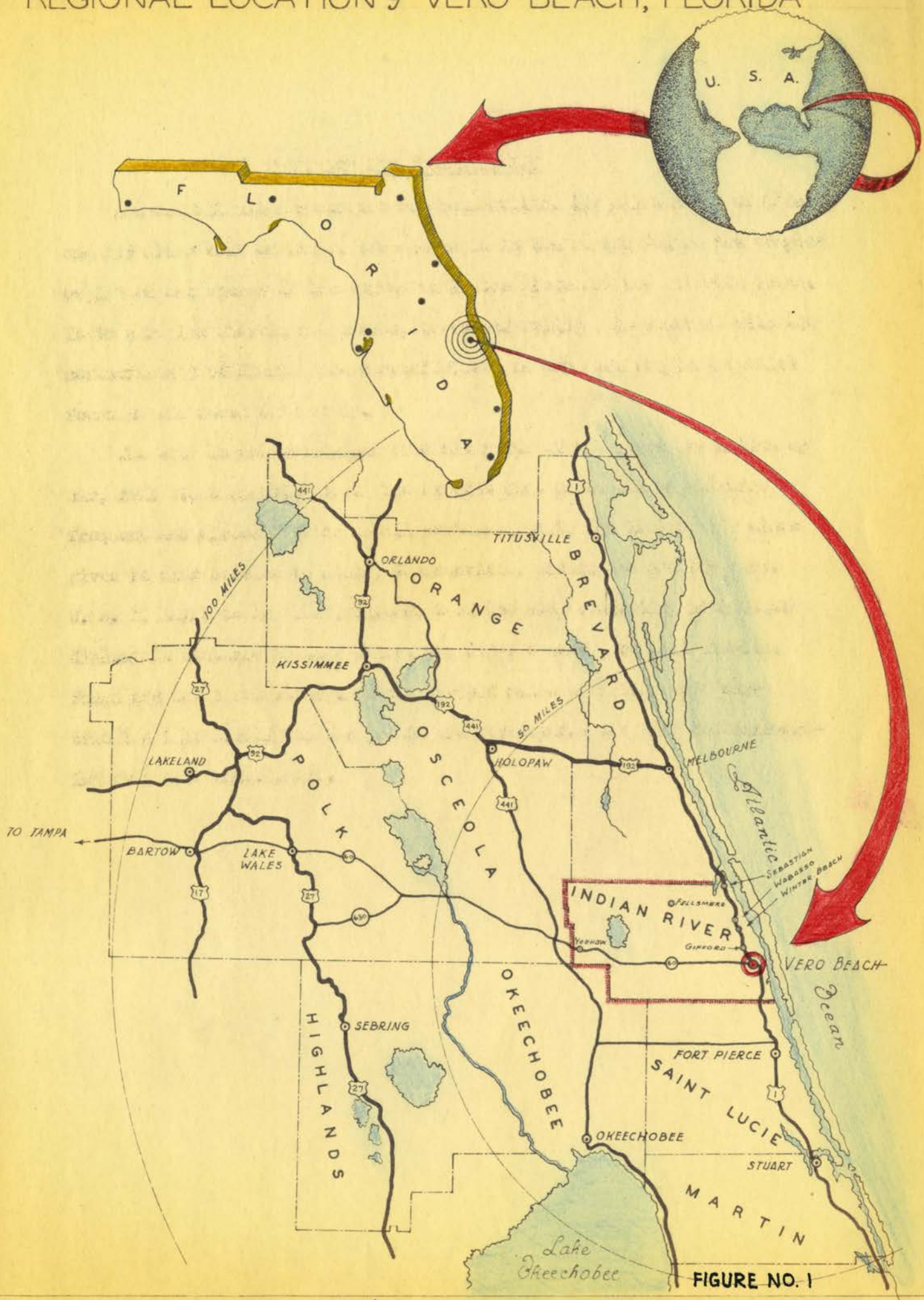


FIGURE NO. 1

CORPORATE AREA AND GENERAL LAND USE PATTERN

Vero Beach was incorporated in 1919 with an area of 3½ square miles and a population of 702. In 1925 the area was expanded to 18 square miles with a population of 1,445 but subsequently it was reduced. Today the city has a corporate area of 24.2 square miles.

As now constituted the corporate area is divided generally into three major parts, (1) the area lying west of the Florida East Coast Railway in which the central business district is located; (2) the area between the Florida East Coast Railway and the Indian River on the east and (3) the area lying between the Indian River and the Atlantic Ocean.

That area west of the railroad merges into the expansive prairie lands to the west, much of which is devoted to cattle pasturage and truck farming. The Central Business District occupies a central position of the area immediately adjacent to and west of the railroad and, along the railroad south of 20th Street are a number of industrial operations. The remainder of the area is devoted to residences. North of 20th Street and west of 20th Avenue lies McAnsch Park, one of the older quality subdivisions which has been developed into one of the city's outstanding residential sections.

Altho the area between the railroad and the river is devoted largely to residential uses, it is the site of considerable industrial and commercial activity adjacent to the railroad and along U. S. 1. 21st Street which bisects the area, known locally as the Miracle Mile, is primarily a commercial street but north thereof and east of 12th Avenue lies another of the older subdivisions, Royal Park, which too is one of the finer dwelling areas. South of 21st Street residential development is sparse and more of the mediocre and modest types.

The area between the river and the ocean, altho still sparsely developed, is predominantly residential in character. Many of its subdivisions are of long standing but new areas are constantly being developed. Commercial activity in this area is confined principally to a section along Ocean Drive. The completion of the Merrill Barber Bridge has greatly improved and facilitated traffic movements between the mainland and the ocean thereby enhancing the accessibility and livability of the area. State Highway A 1 A from Fort Pierce and the south traverses the beach area from the south city limits to Beach Boulevard and plans of the State Road Department indicate its ultimate extension northward toward Wabasso. Residential construction of an attractive, modern type has been intense in this beach area.

ECONOMIC BACKGROUND

The growth and development of an area and the cities in it are dependent on the nature and magnitude of its resources and their utilization. The diversified economy of Indian River County and Vero Beach is definitely reflected in the growth and development the area as a whole has experienced. Of the acreage of Indian River County nearly one-half is now in farm acreage (754 farms), of which nearly 21,000 acres are in crops and 115 acres in pasturage. In the 1950-1951 season, according to the reports of the State Marketing Bureau, Indian River County stood 15th among the citrus and vegetable producing counties of Florida. Some 16,000 acres of land were utilized in citrus and vegetable production and annually new areas of production are being prepared and added. In addition to its citrus and vegetable production the lands in the western part of the county are being prepared for the grazing and raising of cattle, a business that is currently making marked progress in Florida. The continued and expanded utilization of lands in the county will attract new people into the area many of whom will establish their residences in Vero Beach; it will also attract new commercial and industrial enterprises to contribute to the improved economy.

As the back country and the tributary area develop and improve and new people interested in the expanded economy come in, the economy and character of Vero Beach itself will be enhanced. It will become increasingly more important as a commercial, financial and distribution center, as well as a place to live.

The economy and population growth of Vero Beach will also be influenced appreciably by its strategic location on the east coast of Florida. Reports

of the U. S. Bureau of the Census indicate that Florida as a whole will experience a substantial population increase in the next decade, approximating one million people, an anticipated growth of 32.5%. Altho this increment of growth will be distributed thruout the State, past trends indicate that the resources of certain areas will be relatively more appealing than those of other areas and the east coast of Florida is one of these areas. Its key is diversification of industry.

Two factors will influence the population trend southward and from both, the population growth, community characteristics and economy will be affected. First a greater number of people going into retirement and seeking pleasant, attractive communities in which to establish homes, and secondly, more people are reaching the retirement age now than formerly. By 1960, according to the records, there will be 126 people older than 65 for every 100 today and the aged group will continue to enlarge. A large percentage of these people are retiring on pension plans or on accumulated annuities or savings. Vero Beach and the area tributary to it is located in the path of this growth trend and the extent to which it benefits will depend primarily on what impressions the city makes on potential homeseekers and on those seeking to establish new businesses.

Many of the people comprising the new influx will be consumers rather then producers but many will also become a part of the productive enterprise. All, however, will have a part in shaping and contributing to the economy of the whole area and in moulding and building the kind of city they want Vero Beach to become.

Not only will the growth and economy of Vero Beach be influenced by the enhanced economy of the immediate area but its growth will be motivated by

the growth of Florida as a whole. As Florida and particularly the east coast grows and develops, Vero Beach will grow and develop.

To enhance its own position Vero Beach must be constantly cognizant of the competitive influences of other areas. Not only are there comparable areas on the east coast of Florida but many on the west or Gulf Coast. The prospective homeseeker has a wide variety of places from which to select the one offering the best opportunities for the abundant life. Being selective, the prospective homeseeker will look longingly at the most attractive place and the one well governed with a favorable tax base. It therefore behooves Vero Beach to be alert to the requirements and qualities sought most.

So, in contemplating the future of Vero Beach and the area tributary to it, the expansion and intensification of the cattle raising and agricultural enterprise will be factors contributing to the growth and economy of the city and county. To this will be added the growth resulting from the location and attractiveness of the city as a dwelling place. This improved economy will obviously mean more servicing establishments and more people engaged in such businesses.

POPULATION GROWTH AND DISTRIBUTION

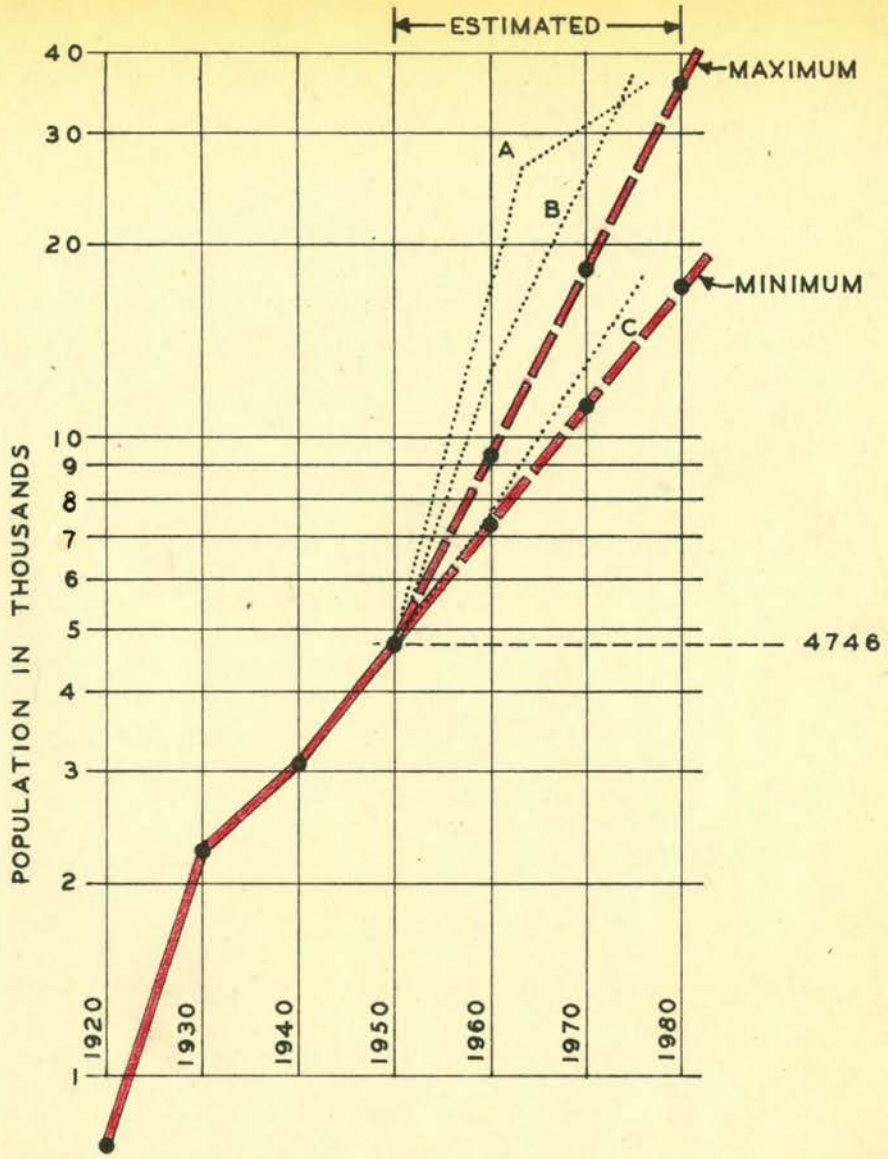
People make a community but their interests and the work they are engaged in go far to determine the quality and potentials of the community.

Vero Beach (then Vero) first appeared in the federal census of 1920 with a population of 793. In the decade, 1920-1930, the city experienced its greatest rate of growth - 186%. Since 1930, the rate of growth has been steadily and firmly upwards for each succeeding decade (Figure 2) - 34.5% between 1930 and 1940 and 55.5% between 1940 and 1950. Whereas 34% of the population of Indian River County lived in Vero Beach in 1940 and prior thereto, 40% of it lived in Vero Beach subsequent to 1940.

The population in the city is predominantly white, there being only about ten per cent non-white residents. The principal concentration of non-white residents in the County is at Gifford.

The age grouping of the Vero Beach population for the years 1940 and 1950 reveal trends. For these years respectively, 25.2% and 24.5% of the population were less than 15 years of age; 49.0% and 42.7% were between the ages of 15 and 45. Whereas in 1940, 25.8% of the population was more than 45 years of age, in 1950, 32.8% of the population came within this bracket which definitely reflects the influence of the older age group. Also whereas in 1940, 4% of the population was more than 65 years of age, in 1950 this percentage figure had increased to 6.3%. These figures show that Vero Beach is attracting more people from the older age than from the younger age groups which emphasizes the need of facilities appealing to such age groups.

Excluding those under the age of 15 and those over 65, nearly 60% of the population was gainfully employed. Among the classifications of employment,



PROJECTED POPULATION GROWTH OF VERO BEACH

NOTE:

THE PROJECTED POPULATION GROWTH OF VERO BEACH, 1950-1980, IS COMPARED WITH THE RATE OF GROWTH OF WEST PALM BEACH (A), FORT LAUDERDALE (B), AND FORT PIERCE (C), SINCE THE TIME EACH OF THEM HAD THE 1950 POPULATION OF VERO BEACH.

FIGURE NO. 2.

those engaged in agricultural or allied pursuits and those servicing them predominate. Next come the merchants, laborers, professional men and women. An analysis of the population points definitely to the kind of resources on which the economy of the city and its tributary area is based and on which it thrives.

Comparing the future growth of Vero Beach with that of other selected east coast cities that had 1950 populations of Vero Beach a number of years ago, it would appear that Vero Beach will continue to experience a very creditable and substantial rate of growth for many years. West Palm Beach, Fort Pierce and Fort Lauderdale were selected as comparable cities and Figure 2 shows the trends of their respective growths since that time when each of them had a population of about 5,000 people. Because of its strategic location, the character of its terrain and vegetation and the character of development it has experienced in recent years, it is reasonable to believe that Vero Beach will follow a similar trend of growth. From the projected curve (Figure 2) Vero Beach should have a permanent population approximating 8,500 in 1960, 15,000 in 1970 and 22,000 in 1980. And while Vero Beach is experiencing this growth movement the County outside the city and the area tributary to it will be growing proportionately and thereby be contributary to the economy, welfare and importance of the city.

By 1960, Vero Beach with a population of nearly twice that of 1950, will need an additional thousand or more homes or dwelling units. The city will also need a street framework and parking program adequate to accomodate twice as many automobiles as are circulating thru the streets as well as a proportionate expansion of its commercial facilities and public utilities. Pro-

visions must also be made for additional schools, parks and recreational facilities.

	FLORIDA	PER CENT INCREASE	INDIAN RIVER COUNTY	PER CENT INCREASE	VERO BEACH	PER CENT INCREASE
1910	752,619	--	--	--	--	--
1920	968,470	28.6	*	--	793	--
1930	1,468,211	51.5	6,724	--	2,268	186.0
1940	1,897,414	29.2	8,957	33.1	3,050	34.5
1950	2,771,305	46.0	11,872	32.5	4,746	55.5

*Indian River County created from Saint Lucie County in 1925. Above shows that Vero Beach grew at a rate faster than either the State of Florida or Indian River County in the period 1920 to 1950.

PHYSICAL PATTERN AND GENERAL LAND USES

The physical pattern of Vero Beach has been taking form since its inception. With two principal exceptions - McAnsch Park and Royal Park - the successive land subdivisions comprising the city have adhered to the gridiron pattern with rectangular blocks and streets at right angles to each other.

The Florida East Coast Railway bisecting the mainland portion of the city has been an important factor in the city's development, especially in the location and extent of the commercial and industrial areas. Subsequently, the routing and construction of U. S. 1 from the north to south augmented the influence of the railroad. The highway and the railroad together have virtually divided the mainland portion of the city into two competing sections.

The new Barber bridge across the Indian River and the projected routing of A 1 A in the beach section has stimulated and accelerated development in the area between the ocean and the river. And also the rerouting of U. S. 1, north and south thru the city, will later influence the development of the sparsely settled area adjacent to the west bank of the river - an area that offers many possibilities for development.

Figure 3 shows the distribution and character of existing Land Uses. The central area around the commercial section is almost wholly developed but as one recedes from this central core, opportunities abound for shaping and guiding development along attractive and useful lines. This is particularly true in those areas south of 20th Street and west of 20th Avenue and east of U. S. 1. The location of the School properties south of 18th Street naturally attracted considerable residential development west of the tracks.

EXISTING LAND USE

CITY of VERO BEACH
INDIAN RIVER COUNTY
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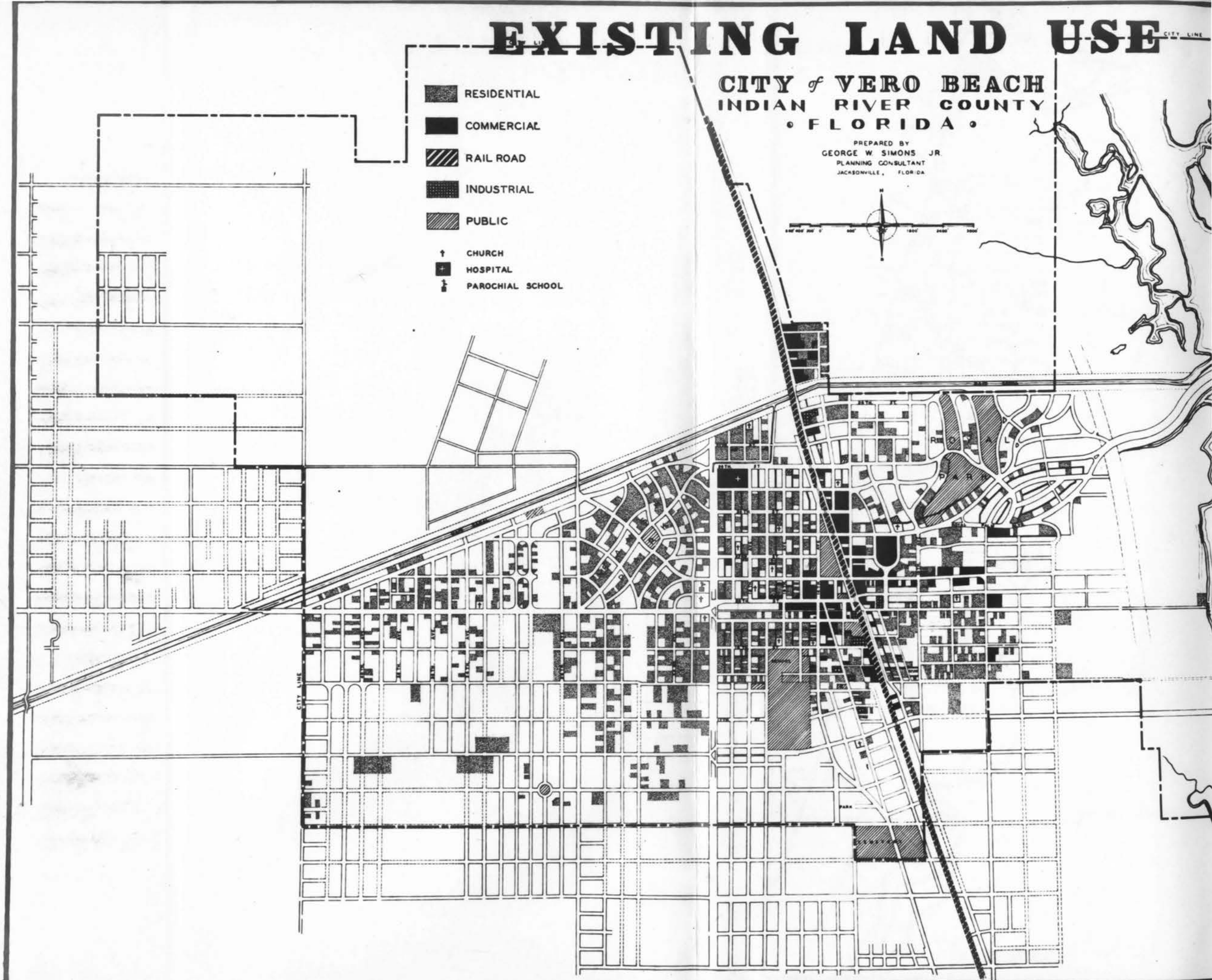
RESIDENTIAL
COMMERCIAL
RAIL ROAD
INDUSTRIAL
PUBLIC

CHURCH
HOSPITAL
PAROCHIAL SCHOOL

CITY LINE



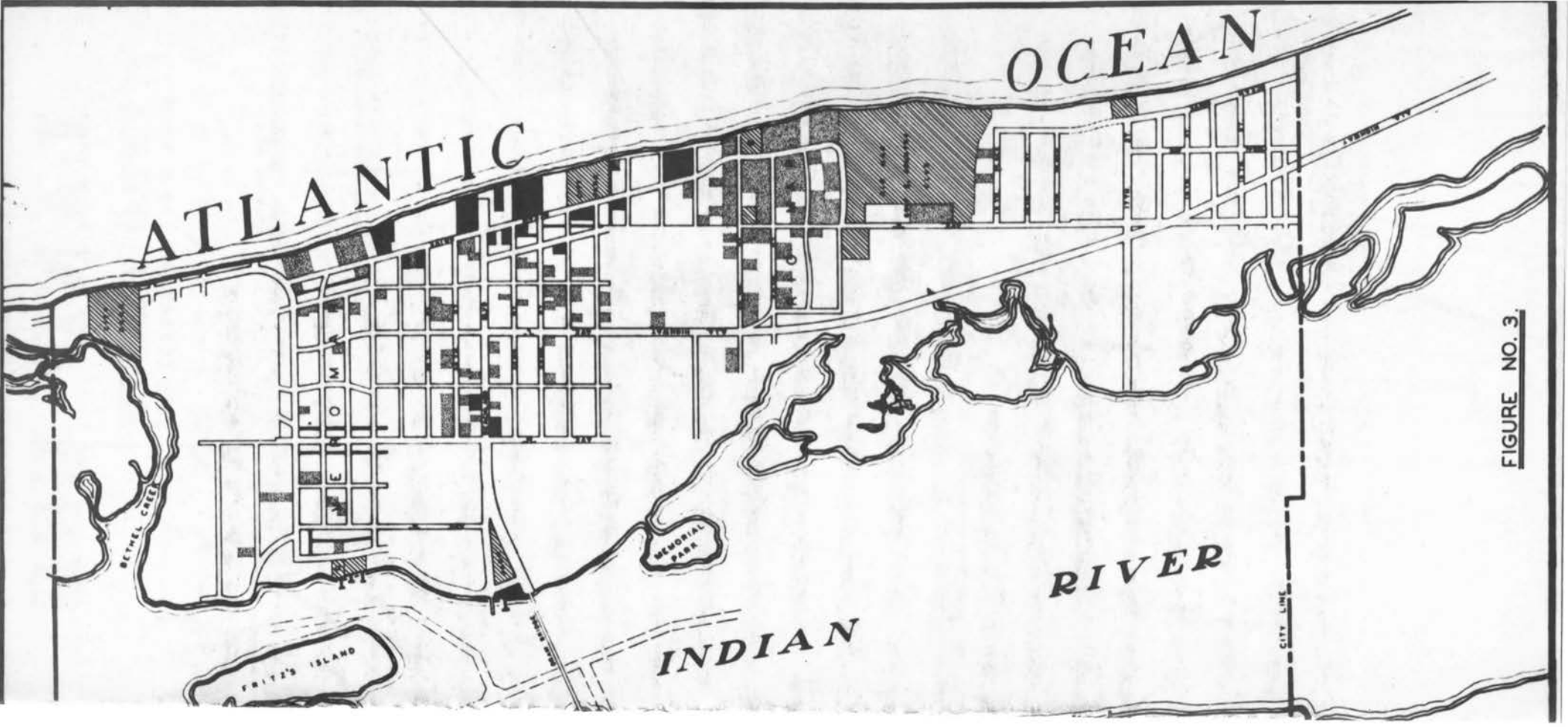

ATLANTIC OCEAN
INDIAN RIVER
BETHEL CREEK
MEMORIAL PARK
FRITZ'S ISLAND
CITY LINE

FIGURE NO. 3

As the community contemplates the requirements resulting from increased growth the central business district will expand, some to the west and some to the east of the tracks. Wholesale distribution, agricultural supply enterprises and light industrial operations will locate principally south of 20th Street adjacent to the railroad and in that area between 12th Avenue and U. S. 1, east of the railroad. Major industrial operations will gravitate to the south in areas adjacent to the railroad.

Currently only some 436 acres of land are occupied by residential, commercial and industrial uses (excluding the railroad land) of which 80.1% are residential uses, 17.6% commercial uses and 2.3% industrial uses. And of the residential uses, 73% of the whole is devoted to single family dwellings, 2.6% to duplexes and 4.5% to apartments. In other words, single family dwellings predominate the total land uses within the city, a fact which reflects a considerable home ownership.

The railroad, it will be noted, is a distinct barrier between the east and west portions of the city so any plans anticipating future needs must seek means to minimize or eliminate its effect. If the railroad were a river the two sides could be joined and the uses integrated by bridges. The same results however must be sought by other comparable means. With automobile and railroad traffic increasing and the hazards incident to grade crossings intensifying it is imperative that something is done to correct the prevailing situation to assure a uniform, integrated growth of the city physically and economically. With more land available for favorable development east of the tracks it is conceivable that this area may surpass the west in importance

and a uniform balanced pattern of development be vitiated ultimately. It is therefore necessary to face the issue of grade crossings boldly in planning for the welfare of a greater Vero Beach.

Particular attention should be given to the ultimate development and utilization of the lands bordering the west bank of the river. Altho much of the fringe land is now low and marshy it has great possibilities as a residential and park area. In any plans for the future of Vero Beach the river front lands should be integrated into the adjacent developed lands and the pattern of their development should be attractive, of quality and spacious. The river fronts on both sides of the river are great assets to the city and no type of development should be permitted that does not capitalize on and utilize the natural beauty of the environment and be consistent with the best development in the community. And in the development of the west river front lands, 21st Street should be extended thru the area as a spacious boulevard terminating at the river in a spacious park or plaza in which some civic structure might be located. As will be pointed out subsequently a portion of the lands on the east side of the river should be allocated to park and recreation purposes.

STREETS AND HIGHWAYS

Streets are essential parts of the city's physical structure. Around them the community grows and thru them the traffic necessary for its economic and social life, flows and circulates. Not all streets are of equal importance; their purposes differ. Some are of primary or major importance because of their locations and the volumes and type of traffic they must accomodate; others are of secondary importance because of the functions for which they are designed and finally, most of the streets comprising the network are solely for purposes of access. But regardless of their classification, street rights-of-way must be sufficiently wide to accomodate roadways of adequate capacities to discharge the annually increasing volumes of traffic and also roadways of a structural design and composition to withstand the loads to which they will be subjected.

In planning a street system to meet the needs of the growing community attention should be directed specifically to those major streets that will constitute the structural framework of the community. Such a system should be so delineated and designed as to permit the increasing volumes of traffic to move directly and with ease into, around and thru the community with a minimum of hazard and a maximum of safety. The several component parts should be so located as to encourage a concentration, and even a segregation, of traffic to protect and preserve the character and values of residential neighborhoods. In so far as possible major arteries should bound and not pass thru residential neighborhoods. By determining the types and locations of major streets a traffic flow pattern can be defined that will permit a safe flow of traffic with a minimum of danger. Local or access streets can be coordinated with the major framework so designed.

Before discussing the features of a major street framework it may be well to consider the functions of major streets and secondly, the status of the present street system.

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

Figure 4 shows that only a relatively small portion of the dedicated streets in the city are improved, but notwithstanding, the currently improved streets serve the principal developed areas of the city. Fortunately, the subdividers of the Original Town defined street widths of 70 feet which width has been accepted quite generally thruout the city by successive subdividers. At the time many of these subdivisions were laid out a width of 70 feet was very generous. The developers of McAnsch Park and Royal Park however allocated 80 feet to some of their principal streets and in the case of Broadway in Royal Park and a portion of Leon Avenue the street width is 100 feet. There

PAVED STREET SYST

CITY of VERO BEACH
INDIAN RIVER COUNTY
• FLORIDA •

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VERO BEACH AIRPORT

ROYAL PARK

McANSH PARK

CITY LINE

SCHOOL

Park

CEMETERY

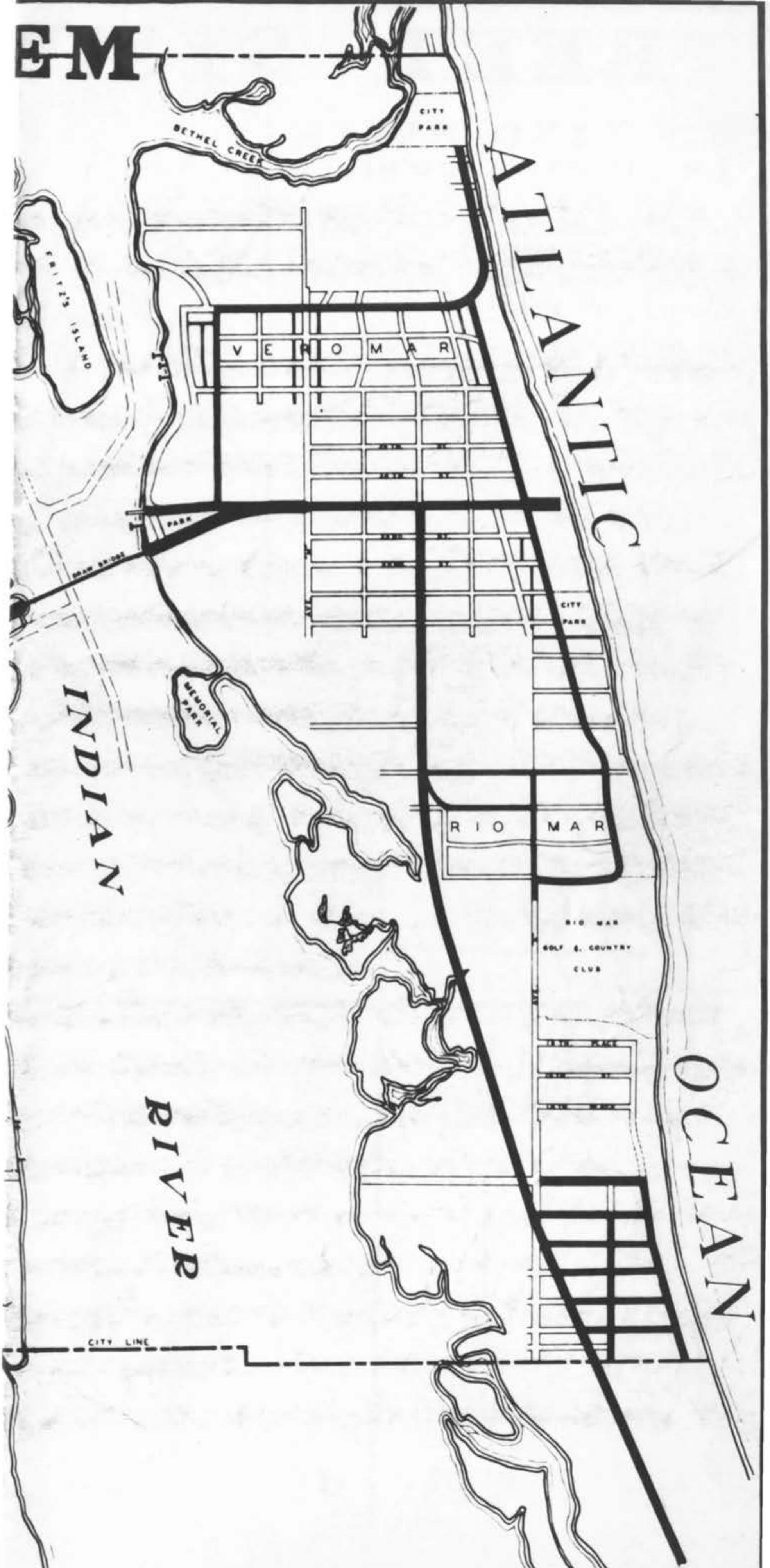
EM
BETHEL CREEK
CITY PARK
ATLANTIC OCEAN
FRITZ'S ISLAND
VEROMAR
PARK
DRAW BRIDGE
CITY PARK
MEMORIAL PARK
INDIAN RIVER
RIO MAR
RIO MAR GOLF & COUNTRY CLUB
CITY LINE

FIGURE NO. 4

are also a number of local subdivision streets having widths of 50 and 60 feet. These widths are found particularly in the southwest quarter of the city, south of 20th Street and in the southeast quarter. In the Beach area principal street widths are 70 and 80 feet with local access streets of 50 feet. Figure 5 of typical street cross sections shows how the 60, 70 and 80 feet streets are improved. Generally speaking the subdividers of the past are to be commended for their enterprise in not only selecting reasonable street widths but for contributing to a system of continuous streets with a minimum of dead ends, constrictions and jogs.

The traffic flow pattern reveals that certain of the existing streets are used more intensively than others. Among these are 20th Street (State Highway 60); 21st Street (U. S. 1 east of the railroad); 23rd Street, Royal Palm Boulevard and Royal Palm Way to Barber Bridge and thence Beachland Boulevard to the ocean; Buena Vista Boulevard thru McAnsch Park; 20th and 14th Avenues and Dixie Avenue; U. S. 1 north of 21st Street; 11th and 12th Avenues; 8th Avenue (U. S. 1 south of 21st Street); Ocean Boulevard and A 1 A.

20th Street is not only a traffic collector from property tributary to it west of 20th Avenue within the city and into the central business district but it also accomodates increasing volumes of traffic originating on the west coast and in central Florida. This street will be increasingly important as the community and region develop.

U. S. 1 from the north, 21st Street and 8th Avenue now carry the heavy north-south traffic thru the city. 21st Street (Miracle Mile) in addition, carries and distributes a great amount of traffic from west of the railroad to various points and as a result of its connection with the Barber Bridge

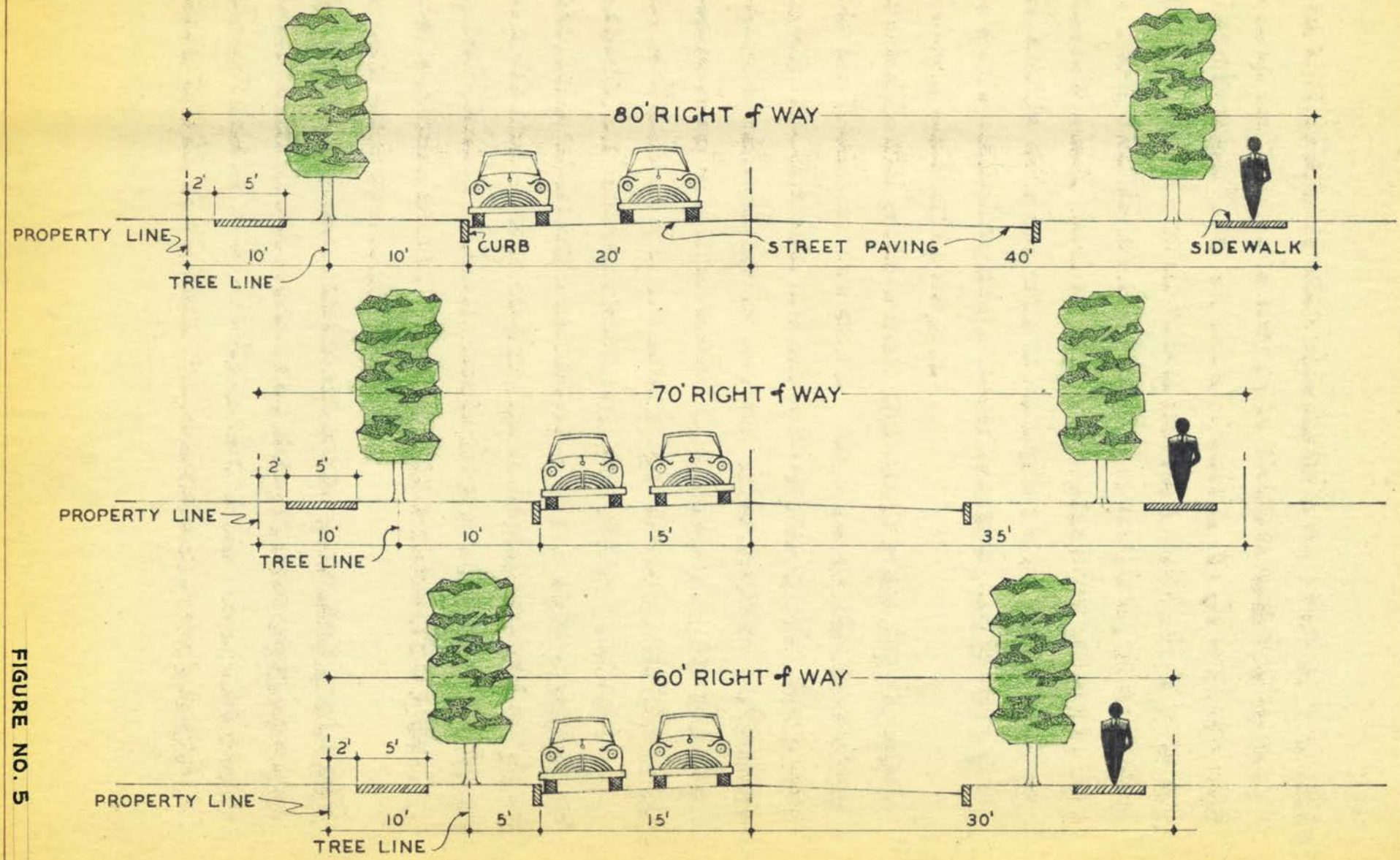

FIGURE NO. 5

"RIGHT of WAY AND PAVING WIDTHS"

will handle increasing volumes of traffic destined to the beach area. The improvement recently made in U. S. 1 thru the city provides a much needed roadway capacity to facilitate the movement of increasing traffic volumes but ultimately this route will have to be supplemented by the completion of the proposed rerouting east of Eighth Avenue.

23rd Street now connecting with Royal Palm Boulevard carries traffic from McAnsch Park and other residential areas west of the business district, to Royal Park and the beach.

North and south traffic west of the railroad uses 14th, 16th and 20th Avenues extensively as well as Dixie Avenue south of 20th Street. 18th Place between Dixie Avenue and Commerce Avenue is also well traveled.

From this it will be seen that a relatively few streets are now carrying the major part of the traffic load and their arrangement encourages a concentration of flow into and thru the central business district.

As the vacant lands of the city and those contiguous thereto develop the population and number of automobiles using the streets, will increase. Increased population will attract new commercial and industrial enterprise which will in turn contribute more trucks to the streets. And then too as the region to the west, north and south improves, its increased population and industry will send increasingly more people and automobiles into Vero Beach to trade and transact business. As this traffic load increases it is obvious that an adequate circulation system be provided - one that will encourage people to visit Vero Beach. If it is not adequate the people from the tributary area will seek other places to trade and transact their business.

Previously, the population growth of Vero Beach was considered. Let us now examine the probable increase in automobile usage. In 1930 there were more than 5 people in Indian River County for each registered passenger car.

In 1940 this ratio had dropped to 4.5 people but in 1950 it had again dropped to 3.26. Since 1930 more and more automobiles are being used by the people of Indian River County. Already there is an average of one automobile per family and the ratio is still declining. Whereas in 1951 more than 4,000 passenger cars were registered in the County by 1960 there will be about 3,300 registered from Vero Beach alone. By 1960, assuming the same growth as has been experienced in the past, there will be nearly twice as many locally owned automobiles on the streets of Vero Beach as there are today to which will be added the volumes contributed by tourists and others from outside.

To provide for the economic and population growth of the future and the increase in automobile usage that will be incident thereto, the major framework of streets shown in Figure 6 is proposed. This system of principal arteries based on general trends of land utilization in the city and its environs, is designed to encourage a wholesome, balanced development of land. It is also designed to preserve the character and integrity of residential neighborhoods, to facilitate and expedite the circulation of traffic flow thruout the various parts of the city as well as into and thru the city with a minimum of congestion and hazard.

Not all parts or segments of this comprehensive framework are immediately necessary. Considered in its entirety, it represents the long range view. For those portions needed at this time, plans should be expedited as soon as possible to realize them. Where the need is not so urgent but the achievement of the ultimate objective is dependent on adequate rights-of-way, steps should be instituted now to acquire such rights-of-way so they will be available when needed. On existing streets that must be widened ultimately, set back lines

MAJOR HIGHWAY PLAN

CITY of VERO BEACH
INDIAN RIVER COUNTY
• FLORIDA •

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EXISTING MAJOR STREETS
PROPOSED MAJOR STREETS
PROPOSED SECONDARY STREETS

VERO BEACH AIRPORT

ALTERNATE BY-PASS

ATLANTIC BLVD.

20TH. ST.

16TH. ST.

12TH. ST.

39TH. AVE.

28TH. AVE.

20TH. AVE.

CITY LINE

OVERPASS

UNDERPASS

17TH. ST.

ROYAL PARK

McPANSHK PARK

SCHOOL

CEMETERY

PARK

FUTURE U.S. 1

U.S. 1

60

502

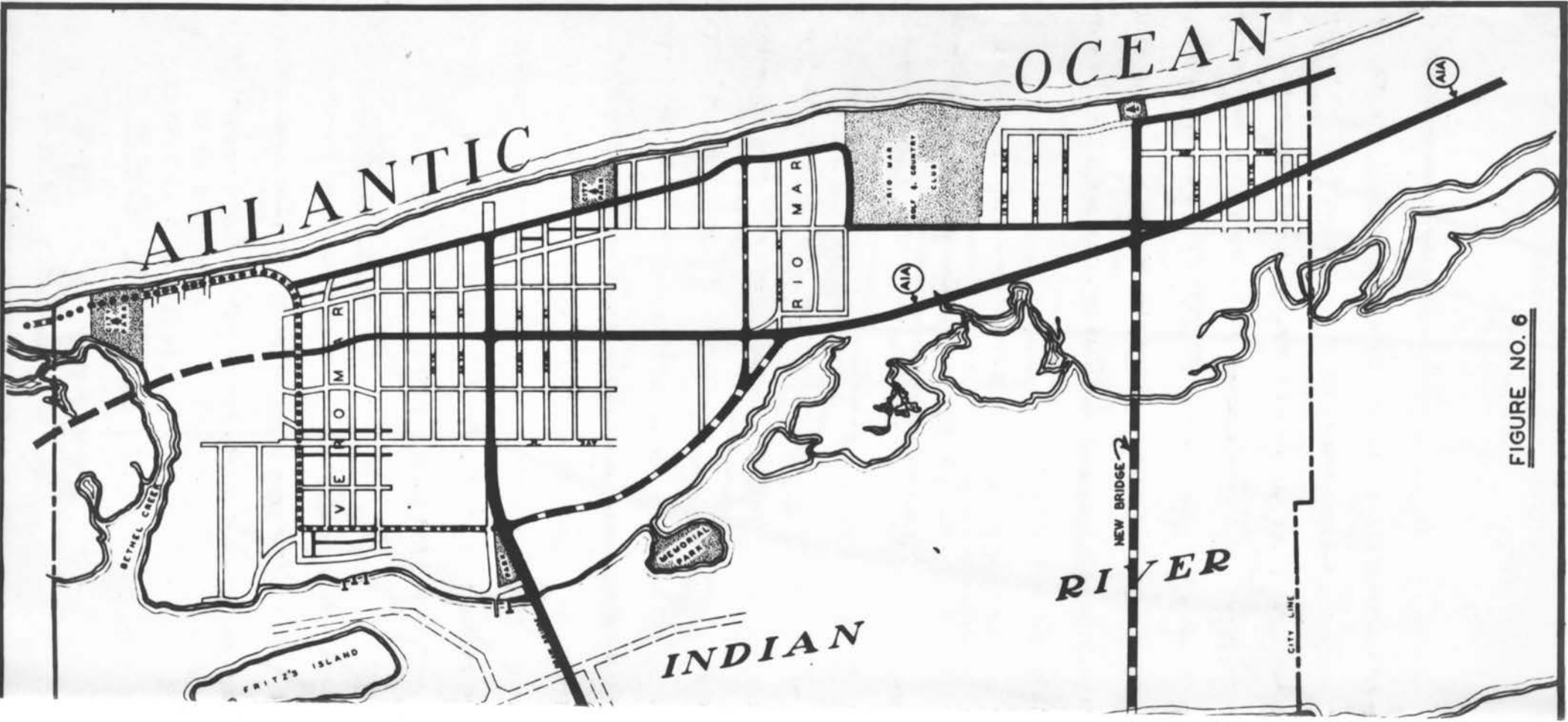

ATLANTIC OCEAN
RIO MAR
VE RIO MAR
A1A
A1A
RIO MAR GOLF & COUNTRY CLUB
NEW BRIDGE
RIVER
INDIAN
MEMORIAL PARK
BETHEL CREEK
FRITZ'S ISLAND
CITY LINE

FIGURE NO. 6

to accomplish such widening should be established now by ordinance and simultaneously, plans be defined to acquire the land for such widening. Where the realization of certain elements of the framework - such as overpasses, underpasses or bridges - may require legislative authorization, it would be advisable to explore all possibilities now so that any needed legislation can be prepared prior to the meeting of the 1955 session of the Florida Legislature.

The plan proposed in Figure 6 consists of primary and secondary arteries which, considered as a whole, afford direct means of access into and thru the city, access from neighborhood to neighborhood and from neighborhood to places of employment. It also provides a plan of circumferential routes around the congestion of the central business district.

20th Street (State Road 60) from the west and the U. S. 1 - 21st Street - 8th Avenue combination from the north and south constitute the two major axis on the mainland. The future importance of 20th Street will be greatly enhanced by the development of the back country to the west and also by an increased volume of traffic originating in central Florida and the west coast. Its local importance will also be augmented by the residential development to the north and south of it.

20th Street should be supplemented by the improvement of Atlantic Boulevard along the Main Canal, from its intersection with 20th Street at the city limits easterly to a connection with U. S. 1. This would relieve McAnsch Park of much traffic that now uses Buena Vista Boulevard and further, would provide a desirable connection between U. S. 1 and State Road 60 outside the center of the business district. An overpass at the F. E. C. crossing would be most desirable part of this improvement.

The continued residential development of the city in that area south of 20th Street points to the utilization of 16th Street as another primary artery to serve not only its tributary area but also to further relieve the pressure from 20th Street in the future. From a connection with State Road 60 west of the city, 16th Street would be utilized to 20th Avenue and thence easterly by a connection into 17th Street and thence easterly across the river on a new bridge into 17th Street and thence to Ocean Drive. This 16th-17th Street improvement would contribute to the development of the southern part of the city and also, provide a route from central Florida to the south via U. S. 1 or A 1 A without passing thru the central business district. It even suggests the possibility or advisability of changing the routing of State Road 60 from 20th to 16th Street. Altho much of the right-of-way of 16th-17th Street is now 70 and 80 feet wide, all of it should be at least 80 feet. Between Seminole Avenue and 20th Avenue a right-of-way must be acquired. The new bridge at the 17th Street location would serve the south end of the beach area and by its connection with A 1 A, 16th-17th Streets would become a section of an outer circumferential pattern. Ultimately A 1 A will connect with the Wabasso Road to the north.

The three proposed primary arteries from the west - Atlantic Boulevard-20th Street and 16th-17th Streets - will encourage a better distribution and classification of the traffic volume into and thru the city. Supplemented by Atlantic Boulevard and the 16th-17th Street improvements, 20th Street will become increasingly important as a carrier and distributor of local traffic.

20th, 28th and 39th Avenues are designated secondary streets extending from Atlantic Boulevard on the north to the city limits and beyond on the

south. These streets, tying together the main east and west arteries, will facilitate north and south traffic movements and establish a pattern of traffic flow favorable to the protection of the adjacent and enclosed residential areas. 20th Avenue will be a principal north and south distributor or collector street, also a part of the inner circumferential system.

Dixie Avenue will continue to be a service outlet to the southern industrial area and by its intersection with the proposed 16th-17th Street improvement, it will afford a diversion of traffic to the east or west without necessarily coming into the central business district.

With the exception of the 17th Street extension across the river, the foregoing parts of the Major Street Plan have all been located west of the tracks. The parts to be considered now are those east of the tracks.

The present U. S. 1 route thru the city will continue to be important, heavily traveled streets north and south until such time as U. S. 1 has been relocated easterly near the river. But even after the relocation of U. S. 1, the present or older route will still be an important part of the major system. To the north of 21st Street, U. S. 1 will act as a feeder to the north and 21st Street will be a principal feeder from the west to the east and the beach.

21st Street (Miracle Mile) in the future, will become increasingly attractive to new commercial expansion that will follow the growth of the areas adjacent to it and in the beach area. It is quite possible that 21st Street may become the "Lincoln Road" of Vero Beach, especially with the establishment of the easterly extension and connection with the Barber Bridge.

To the north of 21st Street there are two principal land uses to serve - the commercial-industrial between 12th Avenue and U. S. 1 and the residential

uses to the east. 23rd Street, Royal Palm Boulevard and Royal Palm Way will continue to serve Royal Park and the beach area via Beachland Boulevard. 26th Street from U. S. 1 will afford a good secondary connection thru Royal Park to Royal Palm Place.

Commerce Street (U. S. 1 north of 21st Street) will be an important artery thruout the city, as a feeder to the industrial and commercial areas adjacent to it and the railroad. 12th Avenue from its intersection with U. S. 1 northerly will be supplementary to U. S. 1 in serving the commercial area between the two.

Altho 8th Avenue may lose some of its current importance by the relocation of U. S. 1, it will still continue as an important part of the major framework, extending from the south to Royal Palm Boulevard.

The land subdivision practices in the beach area and the width of land between the river and ocean have simplified its street pattern. Beachland Boulevard will continue to be the main east and west street to be augmented at some later time by the 17th Street project. In the northern part of the beach area Avenida Palm will serve as an important cross street. A 1 A will become an increasingly important street because it bisects virtually the area and therefore will serve as a great collector and distributor of traffic destined to and from various points. Supplementing A 1 A is Ocean Drive which with its extension via 23rd Street into Avenue "K" and thence south will become important to the Rio Mar and golf club section.

In the westerly portion of the beach area it is proposed to extend Avenue "N" from Beachland Boulevard southeasterly to a connection with 25th Street and thence easterly to Ocean Drive.

Table 1 shows the existing and ultimate widths of streets and roadways comprising the major framework proposed in Figure 6.

TABLE I

EXISTING AND PROPOSED STREET AND ROADWAY WIDTHS

	EXISTING WIDTHS		ULTIMATE WIDTHS	
EAST AND WEST	R/W	STREET	R/W	STREET
Atlantic Boulevard	80	Not open	80	40
26th Street	70	Unimprov.	70	40
20th Street (from 43rd Avenue to 20th Avenue)	80	24	80	40
20th Street (from 20th Avenue to Railroad)	70	52	70	52
20th Street (Railroad to U. S. 1 (8th Ave.))	70	Unimprov.	70	52
16th Street	70	Unimprov.	80	40
17th Street	80	Unimprov.	80	40
12th Street	70	Unimprov.	70	40
23rd Street	70	25	80	40
Royal Palm Place	80	30	80	64
Royal Palm Boulevard	80	30	80	64
21st Street (U. S. 1)	70	60	80	60
Avendia Palm	-	20	70	36
Beachland Boulevard	80	20/20	80	32/32
25th Street	50	18	70	40
Indian River Boulevard	240	Unimprov.	240	32/32
28th Street	70	-	80	40
NORTH AND SOUTH				
43rd Avenue	80	Unimprov.	80	40
39th Avenue	80	Unimprov.	80	40
28th Avenue	70	Unimprov.	70	40
20th Avenue	-	20/20	-	32/32
14th Avenue	70	30	70	40
Seminole Drive	70	30	70	40
Dixie Avenue	50	24	70	40
12th Avenue	70	30	70	36
8th Avenue	80	64	80	64
Avenue "K"	75	Unimprov.	75	36
23rd Street	75	Unimprov.	75	36
Ocean Drive	75	50 to 20	75	64
Ocean Drive (from 17th Street Beach)	80	30	80	64

In the delineation of the various components of the major street plan, the future traffic problems of the central business district were constantly kept in mind. As the central business district expands horizontally or vertically the volume of traffic attracted to it will increase. Regardless of the regulations imposed and the parking facilities made available, the problems of the central business district will still be complex. Cars and trucks having no reasons to stop in the central business district should be able to avoid it and not contribute to its congestion. Therefore the major street framework provides improved streets adequate to accomplish those ends. Circulation in the central district should be easy, free and safe. When it reaches the point of stagnation, congestion and hazard new commercial districts with ease of movement and adequate parking facilities will be provided and the values in the older district will begin to suffer. To protect the value and utility of the central business district is therefore one of the objectives of the major street plan.

The economic necessity of a better correlation between the two sections of the mainland divided by the railroad, is clearly emphasized by the major street framework. Values in each section would be stabilized and be preserved better and the prevailing element of traffic hazard due to grade crossings would be greatly minimized by an effective correlation. Unless the two sections are more closely unified in the future growth process, it is possible that two separate competing sections may result, each to the detriment of the other. The key to the correlation is the elimination of some grade crossings and in lieu thereof provide structures to overcome the hazards and objections to the railroad barrier.

The magnitude, nature and expense of such undertaking looms large but in

ten or twenty years when the population of Vero Beach approximates 10,000 people and the number of automobiles crossing and recrossing the railroad barrier has more than doubled, the full value of such structures will be realized.

Rail movements, both passenger and freight, thru Vero Beach are increasing annually. All movements are frequent and speedy especially the passenger movements during the season December to May. Currently there are some six grade crossings, some more hazardous than others. Under the proposed street plan the 14th Avenue, 20th, 23rd and 24th Street grade crossings will be eliminated and all intersectional traffic be directed to specified points for crossing the barrier. A centrally located underpass will be provided at 21st Street, adequate to handle four moving lanes of traffic and two sidewalks (56 feet). At 17th Street and near 28th Street overpasses will be provided. Just as west bound traffic in New York is directed to tube or ferry entrances to cross the river barrier so here traffic would be directed to passages or openings thru the barrier wall. In later years, experience might well point to the necessity of more than one pass under the tracks. To explore all the possibilities of the overpasses and underpass it would be very desirable for the city to now initiate discussions with the railroad officials and with the State Road Department. In any event both the railroad and the State Road Department should bear portions of the expense involved.

As stated earlier, all sections included in the major street framework are not of immediate necessity. Evaluating the plan as a whole, the following general order of priority is suggested.

1. Improve Atlantic Boulevard, first from the city limits to 20th Avenue

and second, from 20th Avenue easterly to Commerce Avenue (U. S. 1). Width of right-of-way from city limits to 20th Avenue adequate to accomodate improved roadway of forty-eight (48) feet (4 moving lanes).

2. If Atlantic Boulevard is not to use 26th Street easterly, right-of-way of eighty (80) feet should be acquired north of 27th Street between 20th Avenue and the railroad.

3. Prepare and enact the necessary ordinances establishing set back lines for future street widening, on the following streets:

(a) 16th Street between City Limits and 20th Avenue - widen from 70 feet to 80 feet (5 feet on each side).

(b) 21st Street, from Commerce Avenue (U. S. 1) to its eastern extremity - widen from 70 feet to 80 feet (5 feet on each side).

(c) 23rd Street, from Commerce Avenue (U. S. 1) to Royal Palm Boulevard - widen from 70 feet to 80 feet (5 feet on each side).

(d) 25th Street in beach area - widen from 50 feet to 70 feet (10 feet on each side) from A 1 A to Ocean Drive.

(e) 28th Avenue between Atlantic Boulevard and City Limits on south - widen from 70 feet to 80 feet (5 feet on each side).

(f) Dixie Avenue from 19th Street south - widen from 50 to 70 feet (10 feet on each side).

(g) Commerce Avenue (U. S. 1) widen to 80 feet north of 18th Street and to 70 feet south thereof. In latter section all of widening from east side.

(h) 8th Avenue from 18th Street north to Royal Palm Boulevard - widen from 50 feet to 80 feet (15 feet on each side).

4. Initiate proceedings to acquire right-of-way at least 80 feet wide for the street proposed in the area between BeachlandBoulevard and A 1 A at 25th Street. The actual improvement of this street may not follow for some time but in advance of any subdivision activities in the area generally, the right-of-way should be acquired.

5. The 16th Street improvement is one that can be prosecuted over a period of time. Actual improvement of the section between 39th and 20th Avenues can be undertaken at any time. Soon however, an 80 foot right-of-way should be acquired between 20th Avenue into 16th Street at Seminole Avenue, or in lieu thereof enough of a right-of-way to provide an easycurve into 16th Street east of 20th Avenue. If rights-of-way are needed along 17th Street east of 10th Avenue, proceedings should be instituted to acquire same and similarly along the 17th Street section east of the river. It is possible that these rights-of-way are already dedicated. A portion of this right-of-way east of 8th Avenue lies in the County. The improvement of that portion east of 8th Avenue, including the bridge, may not be needed actually for several years.

6. Improve 28th and 39th Streets in the distances indicated on the map.

7. Improve Commerce Street south of 21st Street also Dixie Avenue south of 19th Street.

8. Widen and improve 8th Avenue between 21st Street and Royal Palm Boulevard.

These are merely suggestions as to a priority of importance. Growth and demand may suggest changes or substitutions which would be satisfactory as long as the spirit of the plan generally is not disturbed. It must be remembered that the plan is a guide - a flexible guide.

PARKS AND RECREATION

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

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

Park and Recreation sites of generous area, adequately equipped to satisfy the many and varied needs of the people of all age groups should be distributed thruout the community. In new subdivisions and in older ones where possible, intra-block "tot lots" should be provided for the youngest age groups. For older children, neighborhood/playgrounds should be established and for teen-age and older groups, play fields with community centers should be provided and for adults, facilities for passive recreation and cultural enhancement. Recreation can be cultural as well as physical therefore an auditorium, an open air theatre or place of assembly and a marina have places in any well rounded community recreation program. In anticipation of these varied needs a capital improvement schedule extending over a period of years, should be

prepared to guide future development - a schedule sufficiently comprehensive to meet the demands and needs as they arise.

In coastal fringe communities people too often feel that the ocean and its beaches adequately provide all the recreation needs and as a result of this attitude, other needed facilities and recreational activities are either overlooked or are inadequately provided for. Then too, many people believe that the recreational facilities provided in connection with schools are sufficient, not realizing that many of these facilities are only of a seasonal nature, not always available for general use. A cooperative understanding between school and local authorities is highly desirable so far as it relates to the use of school ground facilities but notwithstanding, a diversity of other recreational needs is desirable.

A comprehensive plan of parks and recreation areas should be predicated on universally accepted standards adapted to the particular needs of the community. As a general proposition there should be, in the aggregate, at least one acre devoted to parks and recreation for each 100 people of the population. On this basis, Vero Beach should currently have in the aggregate at least fifty acres allocated actively to park and recreation purposes and one hundred acres when the city attains a population of 10,000, exclusive of school sites. At present the city has less than fifty acres.

Parks and Recreational Areas and facilities are divided into classes according to their uses. Parks are divided into Reservations, Large Parks, Neighborhood Parks, Greenbelts, Parkways and Plazas. County and State Parks fall into the Reservation class. Parks of fifty acres or more located within or adjacent to the city are in the second class, Large Parks. Areas of three to ten acres distributed strategically within the city and functionally divided

between passive and active recreation fall into the Neighborhood Park classification. Parkways and Plazas are areas closely associated with roadways or boulevards. Greenbelts are wooded strips along streams or strips artificially provided as buffers or screens between dissimilar use areas.

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

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

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

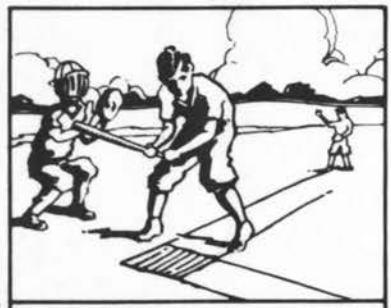
Where water frontage is available as at Vero Beach piers, yacht basins and marinas should be included in any comprehensive plan of park and recreation development.

In projecting a Parks and Recreation program for Vero Beach the various

facilities to satisfy the requirements of the local resident should be augmented by facilities particularly useful and appealing to the tourist or temporary resident. The geographical location of Vero Beach with its natural resources of water, trees, shrubs and flowers and its recreation potential are important factors contributing to the community's growth. They will also attract hosts of visitors for whom a variety of recreational facilities should be provided. The desires of many will be satisfied by fishing or golfing but for many, other means of relaxation and recreation should be provided. Currently Pocahontas Park with its limited facilities satisfies the desires of only a few; more such areas for adults should be provided.

In developing a Parks and Recreation program for the city, those facilities appealing to the cultural desires of the people should also receive consideration. The auditorium, art gallery, community or neighborhood center, open air theatre or assembly place and band shell have a definite place in the over-all plan.

Fortunately, the city owns lands on the river front that can be utilized advantageously in any comprehensive Parks and Recreation program. Centrally located to serve all parts of the growing city these lands could be developed into one of the outstanding park areas in the South. In other parts of the city there are also suitable areas available for development as Neighborhood Parks and Playgrounds.

AGE GROUPS	RECREATION FACILITIES
 UNDER 6	Play and Recreation chiefly in or near the home. — Home grounds; Interior Block Playgrounds; Nearby Children's Playgrounds
 6 - 12	Recreation responsibility centers in educational agencies, boys & girls clubs — Home Grounds; Interior Block Playgrounds; Play Areas in Parks; Swimming Pools; Boy and Girl Scout Camps.
 12 - 15	
 OVER 15	Recreational facilities supplied by public parks, camps and reservations. — Playfields; Swimming Pools; Golf Courses; Neighborhood Parks; Large Parks; Community Centers

Adopted from Iowa State Planning Board

STANDARDS FOR RECREATION AREAS

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

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

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

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

VERO BEACH PARK AND RECREATION PLAN

In contemplating a comprehensive Parks and Recreation Plan for Vero Beach the facilities necessary to satisfy the requirements of future growth are given prime consideration. Facilities that partially meet the requirements of today will prove wholly inadequate to serve a city with twice as many people as it now has. Whereas children can now find plenty of play space in sparsely developed areas, ten years from now those same spaces will not be available and unless provisions for that future time are now anticipated, the streets will become the playgrounds of the future. In good planning the occurrence of this condition should be avoided. As stated earlier, the future growth and development of Vero Beach will depend in no small measure on the steps now taken to provide adequately for the recreation needs of the future.

The railroad, river and the several principal highways thru the city suggest areas wherein Park and Recreation facilities can be advantageously located to serve tributary neighborhoods.

West of the railroad there are no recreation areas for children. The school property owned by the Board of Public Instruction is available for a limited amount of recreation during the school year but the city has no control over this area. If arrangements can be made with the Board of Public Instruction on some reasonable and cooperative basis, this area could be developed into a Playfield servicing the entire area west of the tracks.

A number of Neighborhood Playground sites should be acquired in the area west of the railroad, located to serve the following general areas or neighborhoods (Figure 7).

1. Area bounded by 20th Avenue on the west, 14th Avenue on the east, 20th Street on the south and 26th Street on the north.

RECREATION PLAN

CITY of VERO BEACH
INDIAN RIVER COUNTY
• FLORIDA •

PREPARED BY
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PLAYGROUNDS AND RECREATIONAL AREAS ARE REQUIRED WITHIN THE HALF MILE SHADED AREA.

EXISTING RECREATIONAL AREAS ARE SHOWN BLACK.

CITY LINE

SCHOOL

PARK

CEMETERY

FUTURE

FUTURE

ATLANTIC
OCEAN
INDIAN
RIVER
BETHEL CREEK
CITY PARK
FRITZ'S ISLAND
VERO MAR
PARK
MEMORIAL PARK
CITY PARK
RIO MAR
RIO MAR GOLF & COUNTRY CLUB
CITY LINE

FIGURE NO. 7

2. Area between 20th Street on the south and Atlantic Boulevard on the north, west of McAnsch Park. This area together with (1) above would readily serve the residential districts north of 20th Street without crossing any primary streets.
3. Area between 16th and 20th Streets and between 28th and 39th Avenues.
4. Area between 20th and 28th Avenues and between 16th and 20th Streets.
5. Area south of 16th Street between 20th and 28th Avenues.
6. Area south of 16th Street between 28th and 39th Avenues.

These six Playgrounds will provide adequately for the needs of the future west of the railroad. Obviously it is neither necessary nor desirable to develop all these areas at one time, but the sites for their realization when needed, should be acquired now. In the aggregate, their area will not exceed 25-30 acres. It is possible that the city now owns land in these general areas that could be ear marked and set aside for future development.

Of the six proposed Playgrounds, those immediately north and south of 20th Street should have preference; the one between the Business District and 20th Avenue should have first preference. The second preference should be accorded to the Playground south of 20th Street and between 20th and 28th Avenues. The two areas south of 16th Street will not be required for a considerable time.

The playground facilities now established in Pocahontas Park should be minimized and the space occupied by them be devoted to adult recreation. This central area has a special appeal to visitors who like to congregate in it.

East of the railroad, provisions should be made for at least three and

possibly four Neighborhood Playground areas, in addition to facilities that may be provided by developers and subdividers of the river front properties. Generally these facilities should be located within the following areas:

1. East of 12th Avenue, north of 26th Street.
2. Between the railroad and 8th Avenue, south of 20th Street, and
3. East of 8th Avenue south of 20th Street. This area might well be consolidated with any facilities that are incorporated in the development plat of the river front property.
4. East of 8th Avenue, south of 17th Street.

The development of the latter site (4) is somewhat remote. Preference on the east side should be given to the areas north of 26th Street (No. 1 above) and south of 20th Street (No. 2 above), both of which are urgently needed now. In the aggregate, not more than twenty acres would be needed for these several facilities.

In addition to the several Playgrounds here enumerated, a Playground for negroes should be established north of 26th Street, west of the railroad.

The Parks and Recreation problem between the river and the ocean should be diversified. Already there is a City Park on the ocean front, east of Ocean Drive, south of Beachland Boulevard. This area should be extended to the north or south if possible but notwithstanding, it should be equipped to serve its tributary area as a Playground as well as Park. Similarly, a large area at the north limits of the beach area should be improved and developed as a combination Playground and Park area. In addition to the improvement of these two areas a small Neighborhood Playground should be established in the area south of Beachland Boulevard, east of A 1 A highway. This latter Playground might well be incorporated in the plans of the proposed school site development adjacent to and south of Beachland Boulevard. (See Master Plan).

Recently a triangular park equipped with picnic shelters has been completed at the east end of the Merrill Barber bridge, which ultimately can become a part of an extensive park and recreation project along the river front, south of Beachland Boulevard.

Few cities have a more appropriate and appealing tract for a complete Park and Recreation development that that one located south of Beachland Boulevard on the river front. And fortunately, the entire area including Memorial Park is owned by the City. This large area can be developed in one of several ways but regardless, it can be complete and because of its strategic position it can well serve many purposes. In this area, the facilities of a Playground can be united with those of a Playfield. In addition, the water front can be provided with an esplanade, a pier and a marina; even an auditorium could be incorporated into the Plan. This large central area set aside now as a park could be developed over a period of years. First, much of it would have to be filled and bulkheaded, then later the various features could be introduced gradually. The development of this area for Park and Recreation purposes (50-75 or even 100 acres) is a challenge to the civic enterprise and spirit of the citizenry of Vero Beach. In it could well be reflected the civic consciousness of the city.

PUBLIC BUILDINGS

Such Public Buildings as the Post Office, Court House, City Hall, Fire and Police Stations, Schools, Auditorium, Neighborhood Centers and other similar structures serve a useful purpose in every community. Some are essential to the proper administration of government. They must also be conveniently accessible to the public served and be located on sites of sufficient area to permit of expansion, off-street parking and to provide an attractive and dignified setting.

As the city grows and increases in population and the various functions of government expand, there is a constant demand for additional or enlarged facilities. Structures adequate to meet the needs of a former day are often outmoded and outgrown and need replacement. Naturally when such questions arise the problems of site locations, sizes and types of structures to satisfy the increasing demands of the future, must be evaluated. The needs for new or additional structures may not be imminent today but in the course of time they will appear so now it is well to consider the probable extent of those needs and anticipate a provision for them, in the consideration of any future plans of development.

Structures for public service must serve their purposes for a long time. They are usually costly structures so time and care should be exercised in planning for them. The selection of site locations should be predicated on their accessibility and convenience to the public to be served with due regard for growth trends and predominant land uses. School sites, as an illustration, should be of adequate area located in areas of growth. Fire stations likewise should be located where they can render effective service in local tributary areas. Public buildings housing administrative or operating departments should

be centrally located and be easily accessible to those using their manifold facilities. And community centers and an auditorium should be located where they will be most serviceable, preferably in park areas where proper settings can be attained.

That the problem of Public Buildings is a timely one at Vero Beach one need but study the spatial changes that have taken place in the City Hall in the last two decades. Even today after successive enlargements and alterations the structure is inadequate, overcrowded and unattractive. The Court House is already outmoded. Additions are being made to the school property and before long additional structures will be needed in other areas. Just as the City has recently planned ahead for its water works, so the City and County and the Board of Public Instruction should plan ahead for their respective building requirements.

It is unwise for either the City, the County or the Board of Public Instruction to wait until the population has doubled or tripled to consider Public Building needs. They should be evaluated and anticipated now. Certain policies should be defined now and decisions reached. If new structures are needed in the future for the conduct of governmental functions, where should they be located to serve best? Then too, in projecting plans would it be wise to bring the County and City functions closer together, not within the same structure necessarily but grouped within the same area as an imposing Governmental Center? A decision of this nature would require a different area and treatment than if they each proceeded independently of each other. These are questions that could well be debated by the Parks, Planning and Zoning Board, by the respective governmental bodies and by citizens generally. The determination of such questions requires time.

An increase in population will result in more children of school age many of whom will live in areas not yet developed. From studies of population distribution, age groupings and building construction trends, future school sites can now be judicially selected in advance of development. This would result in more spacious sites more advantageously located and in all probability at a less cost.

With the advance of structural development into various sections of the city and its environs, additional fire stations must be provided to serve local tributary districts. These stations must be located on sites from which the tributary area can be served easily and quickly. It would not be unwise to acquire such sites now.

When the need of a new City Hall arrives should it be placed on the same site as the present one? A structure adequate to meet all requirements could be erected on the present site but in all probability its bulk would occupy most of the available land, leaving little land for off-street parking or landscaping. Then too, what effect will the new Post Office scheduled for erection on the land immediately north of and adjacent to the City Hall, have on plans for a City Hall. These are not questions to be settled today or tomorrow but they should be thought of and discussed. The same question will ultimately confront the County as regards an adequate Court House.

Many of the people who transact business at the City Hall also transact business at the Court House which suggests the possibility of bringing the two structures nearer together, even on the same site which would lend itself to spacious development and the creation of a dignified governmental center. Sites for such treatment could be acquired on either side of the railroad.

FIRE STATIONS

A Fire Station should be erected east of the railroad now, preferably in the Beach area in the vicinity of Beachland Boulevard and Ocean Drive. Apparatus installed there could readily serve the Beach sections and in case of emergency, cover the Royal Park and water front areas west of the bridge. With all fire apparatus now concentrated west of the railroad, property east of the railroad could be jeopardized by a train obstructing traffic flow across the tracks. This is a situation that should receive early consideration. A station should also be provided ultimately in the western part of the city when the lands north and south of 20th Street are more completely developed. A station located in the vicinity of 20th Street and the west city limits could effectively serve these areas.

SCHOOLS

Additional elementary schools will also be needed in the growing community, at least one west of the railroad and two east of the railroad. One of the latter should be located in the Beach area. Providing additional elementary schools will permit the use of the present school property for High School (Junior and Senior) and Vocational School uses exclusively. With growth in both the City and County continuing at a substantial rate, the demand for additional High School space is not too remote. Three elementary schools in addition to the High School should satisfy the school needs for the next twenty years.

In the period 1946 to 1952, the High School enrollment increased from 531 to 616 (16%), and that of the Elementary grades from 542 to 701 (nearly 30%). Of the High School enrollment, 1951-1952, the City contributed 53% and of the Elementary enrollment, the City contributed nearly 55%. On the basis of enrollment the High School grades are accomodating more than forty pupils per class room and the Elementary grades about thirty pupils per room. The enrollment in the present plant (Elementary and High Schools) currently exceeds 1,300 and the capacity of the plant is 1,450 which indicates that the present facilities are fast approaching capacity.

In the decade 1940-1950, the age group 5-19 in Vero Beach, including the school age population, increased about 32.5%. Of this age group about 70% were enrolled in school. Assuming that the population of Vero Beach will approximate 16,000 in 1970 (about 4,000 families) the school enrollment originating within the city will approach 2,400 or about four times the current enrollment of about 700 from the city; of which about 800 will be in High School and 1,600 in grade or elementary school. These city figures will be augmented by

EXISTING SCHOOL CONDI

CITY of VERO BEACH
INDIAN RIVER COUNTY
• FLORIDA •

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

VERO BEACH AIRPORT

3 MILES

2 MILES

1 MILE

1 MILE

CITY LINE

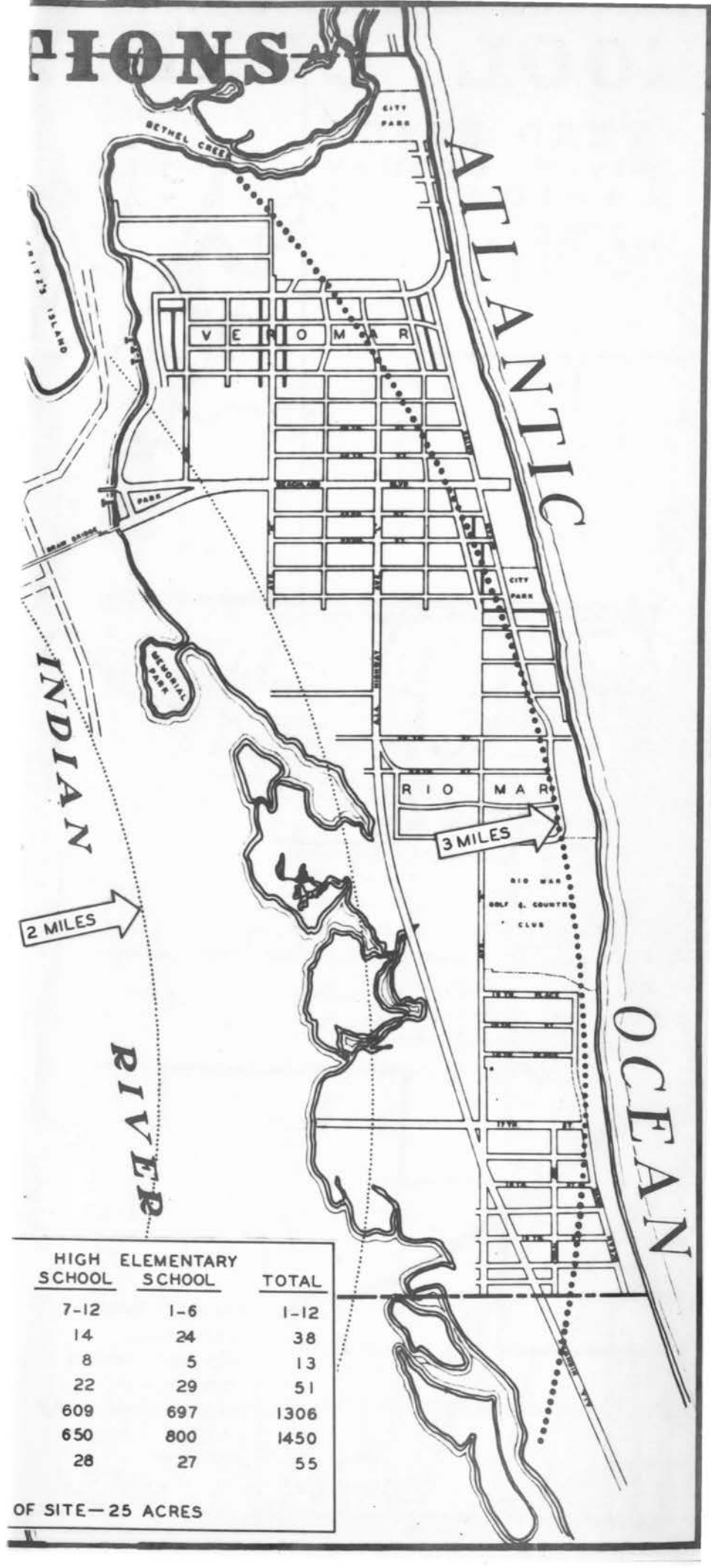
McANSH PARK

ROYAL PARK

CEMETERY

GRADES SERVED
CLASSROOMS
VOCATIONAL ROOMS
TOTAL ROOMS
PRESENT ENROLLMENT
STUDENT CAPACITY
TEACHERS

TOTAL AREA



HIGH SCHOOL	ELEMENTARY SCHOOL	TOTAL
7-12	1-6	1-12
14	24	38
8	5	13
22	29	51
609	697	1306
650	800	1450
28	27	55

OF SITE—25 ACRES

an enrollment originating in the County and from transients. On the basis of 30 pupils per room some eighty school rooms will be required to accomodate the enrollment incident to population increase or forty-two rooms more than are available now.

Not all these schools are necessary at this moment. The Elementary School in the Beach area should receive first consideration, within a relatively short time. The second Elementary School should be located east of the railroad and the third, west of the railroad.

Immediate thoughts should be directed to a study and consideration of suitable, favorably located sites. An Elementary School site should have an area of at least five acres and be centrally located to serve a radius of one-half mile. Preferably it should not have a frontage on heavily traveled traffic arteries but rather it should be located as a part of or adjacent to a Neighborhood Park. The School property and the adjacent Park with its facilities would then serve as a community or Neighborhood center. With these site requirements as a guide, various sites should be studied and appraised and finally be acquired. Favorable sites of ample area acquired now in advance of actual need will save money and worry later.

In addition to the foregoing structures for public uses, there are others of importance that should receive consideration, namely, Community or Neighborhood Centers, Marinas and Auditorium. Small Community Center structures located in Neighborhood Parks are desirable as meeting places for neighborhood groups - also as recreation centers for such youth groups as Boy and Girl Scouts. Ultimately four to six of these facilities should be provided at strategic points in the city where they will serve active neighborhood groups.

As a part of a water front Park improvement a Public Club house or Pavilion should be erected with a pier extending into the river from which yacht stalls are projected. Such a municipal dock or marina could be developed and operated as a self-liquidating project serving a multiplicity of community needs.

An Auditorium likewise is a commendable undertaking in a city that appeals to new homeseekers and winter residents. The design and function of an Auditorium should be well studied in advance to avoid the errors many places have made. An Auditorium should be located preferably in a large park area in which ample off street parking can be provided, an area that will also lend itself to appropriate landscaping.

As a part of the river front park development an open air theatre or auditorium with a band shell should be considered. Such a facility can accomodate many functions as does Bayfront Park at Miami.

have been provided. Briefly, subdivisions are currently designed as integrated parts of the general over-all plan even to the point of providing in the larger unit developments provisions for shopping centers with adequate off-street parking facilities. In the modern concept of subdivision development provisions are also made to utilize lands for residential purposes bordering major highways, by the utilization of access service roads.

To conform to the modern trend in subdivision design the regulations of 1925 (Chapter 149) should be revised in accord with the suggestions proposed in Appendix A. Copies of these regulations have been submitted to the Planning and Zoning Board for their study. Many of the provisions and features of the proposed ordinance are not contrary to the provisions of Chapter 149 but in it are included other features that universal experience has shown to be desirable. This regulation should not only be acceptable to the City but one similar to it should be adopted by the Board of County Commissioners to control the subdivision of lands outside of but contiguous to the corporate limits of Vero Beach. Such a regulation would also be serviceable elsewhere in the County where subdivision activity is contemplated. There is nothing in the regulation that penalizes the land owner. Primarily it is a guide to proper land subdivision which in the end will reflect favorably to the land owner.

SUBDIVISION DESIGN AND CONTROL

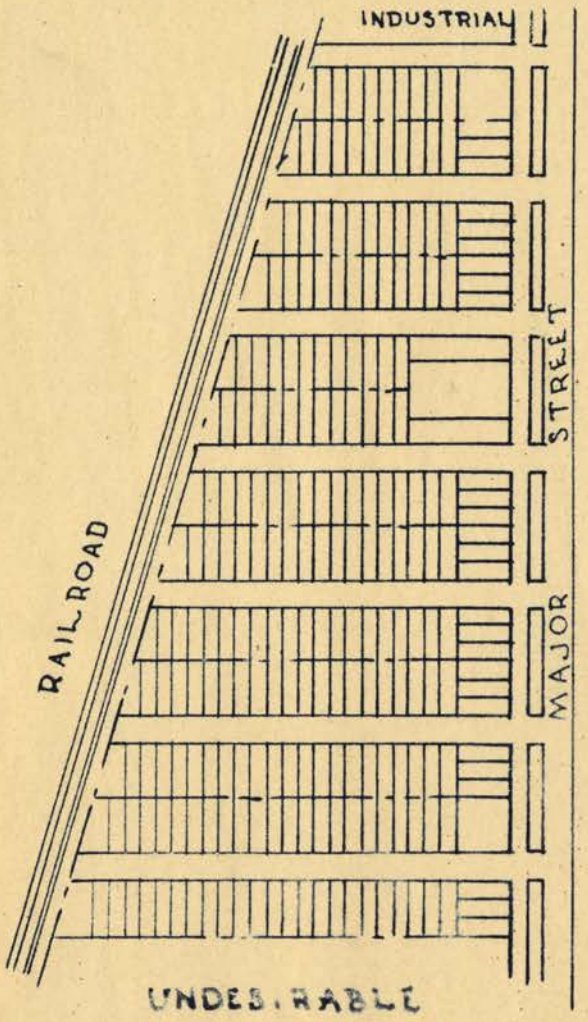
Starting from a relatively small initial plan the city has expanded to its present physical pattern of streets, blocks and lots by a succession of land subdivisions. In the early days of growth and development few people could foresee what the future had in store and consequently did little more than provide for the needs current at the time. In planning subdivisions of land little thought was given to the requirements of the future, especially as to how the particular subdivision would be integrated into the expanding physical pattern of the city. The principal motivating thought was to subdivide a parcel of land most advantageously to the owner. Because the land uses of the community as a whole were not fully evaluated in the beginning the physical pattern of streets and blocks is today defective in some places.

In 1925 the City Council of Vero Beach did take a forward step by adopting an ordinance regulating the "laying out" of subdivisions within the City (Chapter 149). This ordinance defined certain minimum standards to be observed by the subdivider and also prescribed a manner of presenting planning data and plats for approval by the City Planning and Zoning Commission, the City Engineer and City Council. Without doubt the observance of these regulations thru the years has minimized the number of defects in the existing physical pattern.

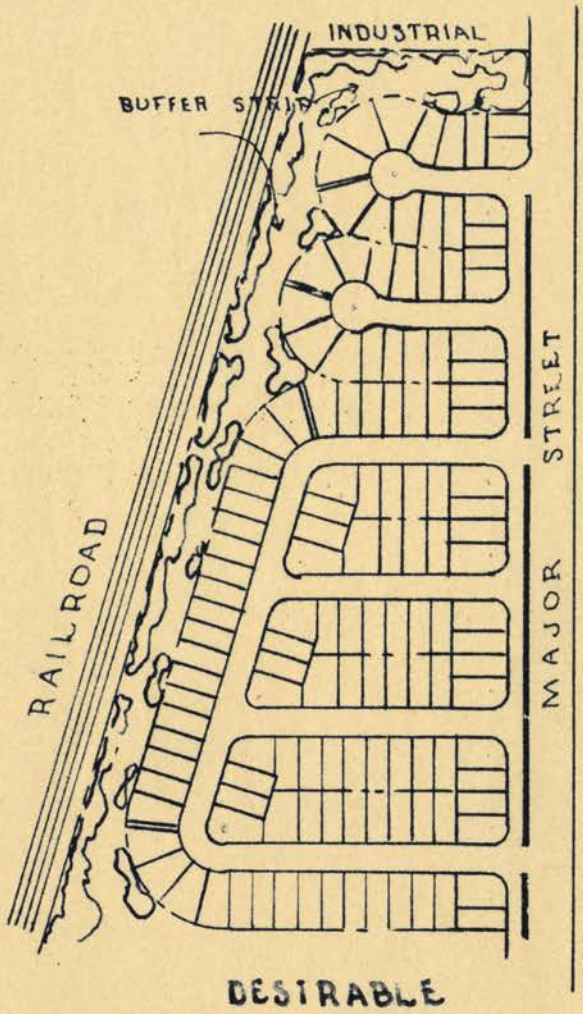
Since the adoption of these regulations in 1925 the techniques of subdivision design have been considerably improved largely because of the requirements and advices of the Federal Housing Administration, advanced concepts of neighborhood patterns and the impact of the automobile on community life. Deviations from the rigid gridiron pattern have been encouraged, larger lots and longer blocks and more open spaces for parks, recreation and public uses

PRINCIPLES OF SUBDIVISION DESIGN

GEORGE W. SIMONS JR. — PLANNING CONSULTANT



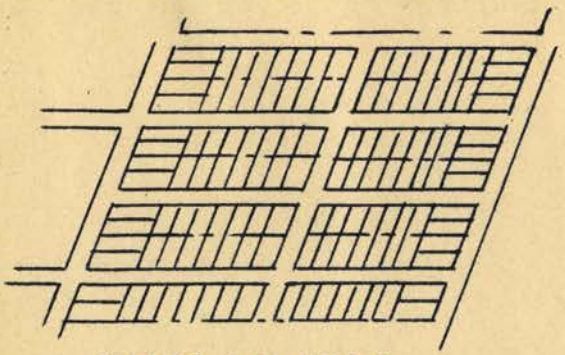
UNDESIRABLE



DESIRABLE

AVOID DEAD-END STREETS. LOOP STREETS, CUL-DE-SACS PREFERABLE.

BUFFER STRIPS TO BE USED BETWEEN RESIDENTIAL AREAS & INDUSTRIAL OR OTHER NON-CONFORMING USES.



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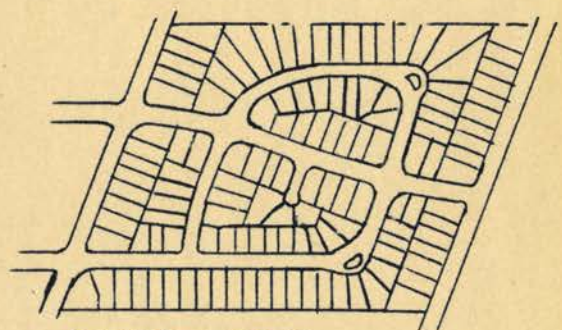
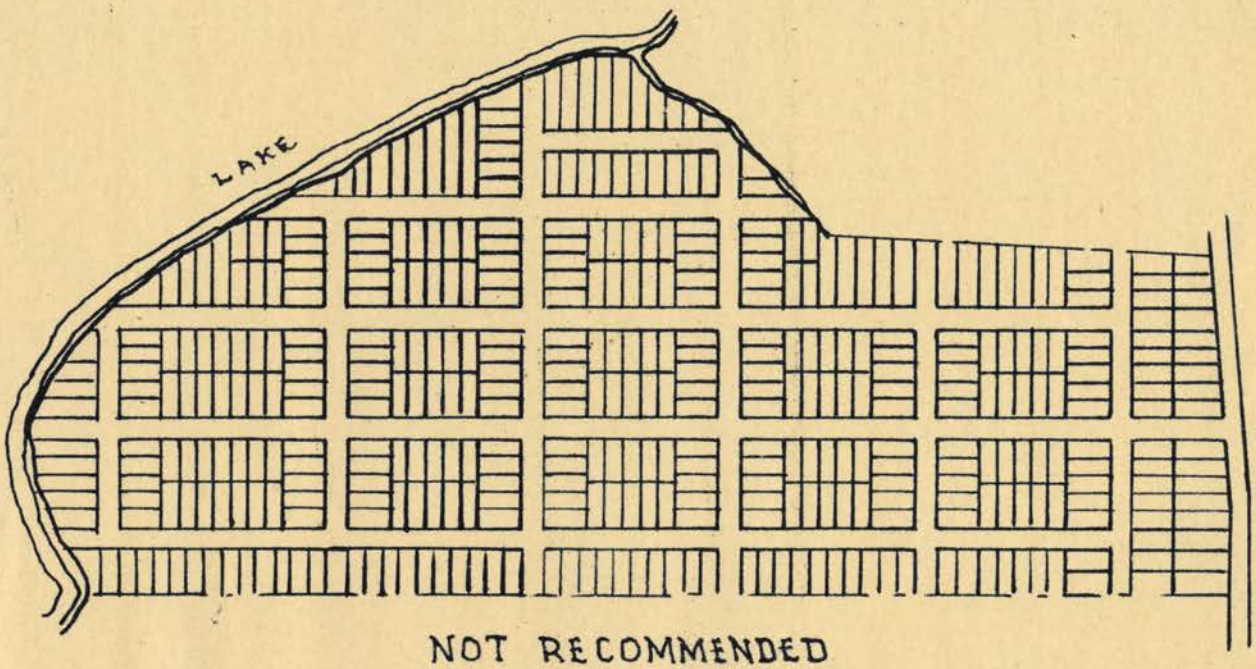


DESIRABLE

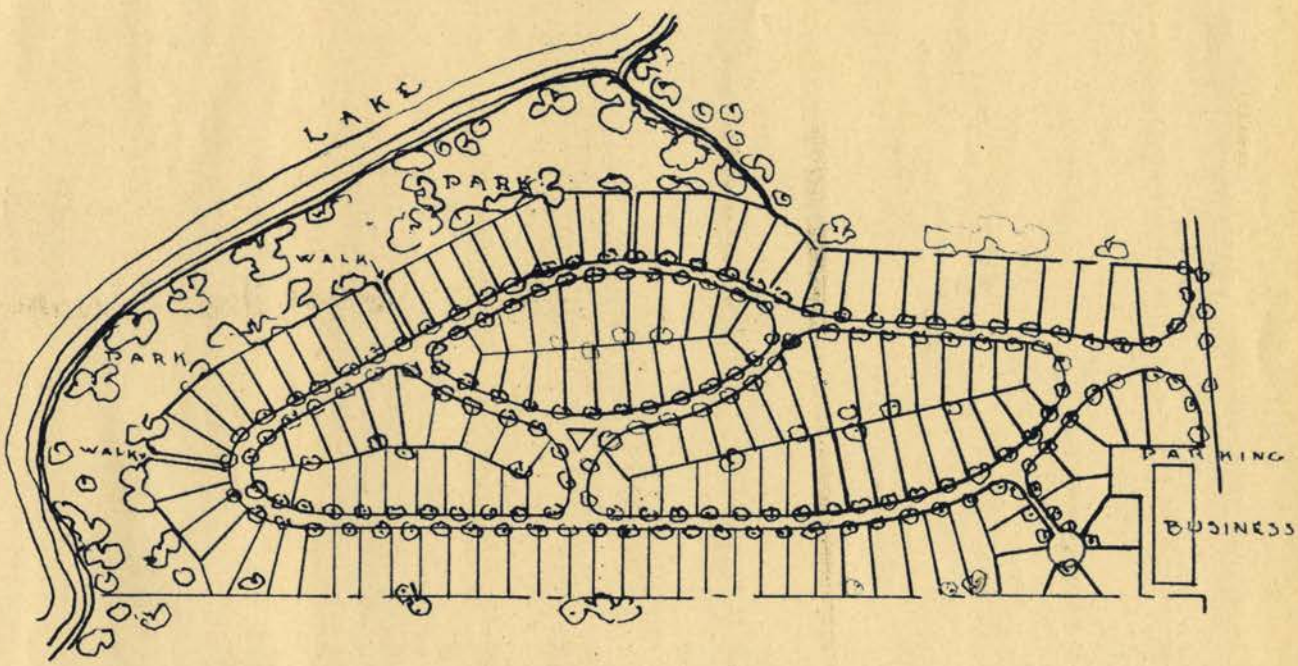
LOT LINES SHOULD BE PERPENDICULAR OR RADIAL TO STREET.

PRINCIPLES OF SUBDIVISION DESIGN

GEORGE W. SIMONS JR. ~ PLANNING CONSULTANT



NOT RECOMMENDED

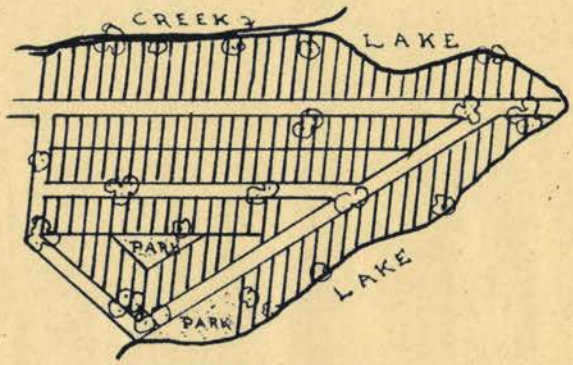


RECOMMENDED

A SUBDIVISION DESIGN FEATURING LONG BLOCKS & INTERESTING STREET PATTERN IS MORE ECONOMICAL TO CONSTRUCT, SAFER & MORE CONVENIENT THAN THE OLD & MONOTONOUS GRIDIRON PATTERN.

PRINCIPLES OF SUBDIVISION DESIGN

GEORGE W. SIMONS JR. — PLANNING CONSULTANT



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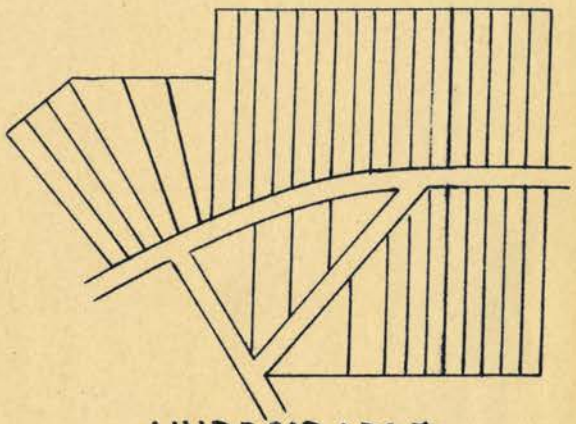

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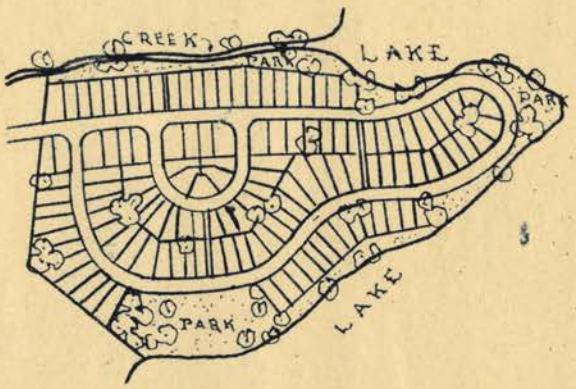
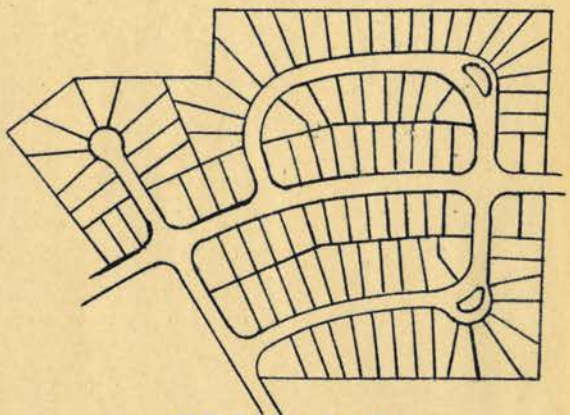


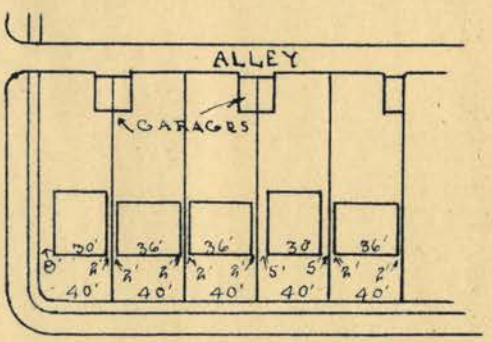
DESIRABLE

PARKS SHOULD BE LOCATED ON NATURALLY SCENIC AREAS WHERE POSSIBLE, WITH LOTS ORIENTED TO TAKE BEST ADVANTAGE OF VIEWS.



DESIRABLE

DEEP LOTS ARE WASTEFUL. SHORTER, WIDER LOTS ARE EASIER TO MAINTAIN. MORE EFFICIENT DESIGN RESULTS FROM USE OF SHORTER LOTS.



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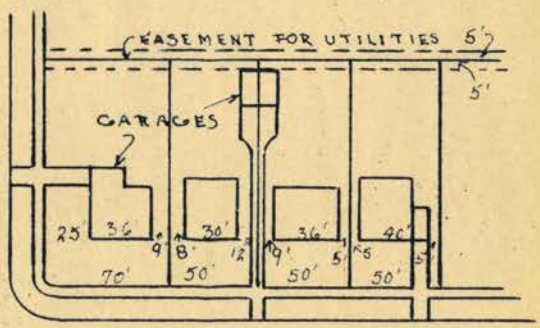

RECOMMENDED

LOTS SHOULD BE OF ADEQUATE WIDTH, WITH WIDER CORNER LOTS. NEED FOR ALLEY DISAPPEARS WITH PROVISION OF LOTS WIDE ENOUGH FOR GARAGES.

UTILITIES - WATER AND SEWERAGE

In anticipating the various needs of the growing community, especially those necessitating substantial capital expenditures, utilities to serve the increasing population growth should receive mature consideration. This is especially true of water supply and distribution and of sewerage and sewage disposal. If the community is not sufficiently foresighted in conceiving its utility needs, many changes, modifications and alterations will be required later to add to future capital charges. On the other hand, with a knowledge of growth characteristics and anticipations and of potential land uses, the community is in a position to define general framework plans of comprehensive facilities to meet the needs of future growth when they arise and thereby conserve funds when lands are developed and services are actually required. In other words, master plans for water and sewerage are highly desirable.

The general land use pattern of the city and its peripheral areas enables the engineer to design the comprehensive utility plans with a remarkable degree of certainty. He will not only know the future uses of the land but from the provisions of the zoning ordinance will be able to determine the densities of population for which plans should be made, the general types of land uses proposed and the heights of structures.

WATER SUPPLY

The City is to be commended for taking steps recently to improve its water supply utility. A new pumping plant with treatment and storage facilities is being constructed in the north part of the city in the Airport area west of the railroad and south of the access road. The rated capacity of the new plant will be 3.0 million gallons daily with two 750,000 gallons per day gravity filters.

In addition to the new plant facilities, new wells are also being provided. The plant is based on the needs of a population of 9,500, however the site area is sufficient to permit of an expansion of plant facilities as and when needed. This recent improvement will doubtless fill the needs of the city for a number of years.

SEWERAGE AND SEWAGE DISPOSAL

The sewerage and sewage disposal problem confronting the City is a formidable and challenging one. Next to water supply it is most important, and as the population of the city increases its importance will be accentuated.

The greater portion of the corporate area as shown in Figure 8 is currently served by individual septic tanks. Only that portion of the city on the west side of the railroad, known as the Original City, is served by sanitary sewerage with a small inadequate disposal plant discharging into the canal north of 26th Street. This system was installed many years ago when Vero Beach was virtually a village.

Altho plans were made to install sewers between the railroad and the river the project never materialized. Steps should be taken however to revive the plan but the revision should cover the city as a whole. In areas not too densely populated, with suitable soil conditions, septic tanks serve to a limited extent. But when areas become too densely built up the use of septic tanks becomes inadvisable.

The sewerage program for Vero Beach is divided into three major parts - one west of the railroad, one between the railroad and river and one between the river and the ocean. Engineering studies should be made of these three areas from which a master system of trunk lines should be evolved. With the

AREA SERVED BY WATER & SEWER

CITY of VERO BEACH
INDIAN RIVER COUNTY
• FLORIDA •

EXISTING WATER SERVICE AREA

EXISTING SEWER SERVICE AREA

WATER & SEWER SERVICE AREA

PREPARED BY
GEORGE W. SIMONS JR.
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JACKSONVILLE, FLORIDA

VERO BEACH AIRPORT

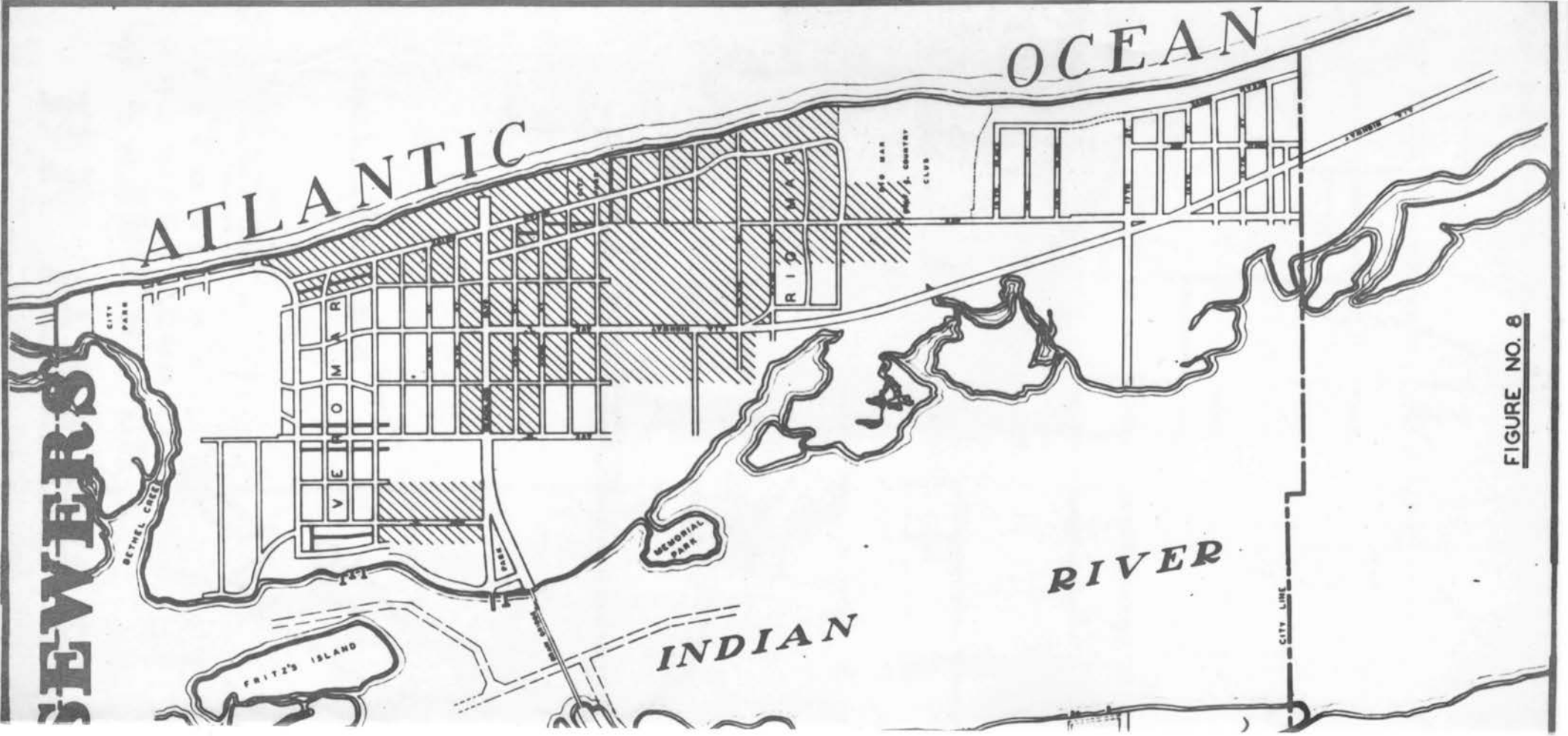
PROPOSED WATER PLANT

EXISTING SEWAGE PLANT

CITY LINE

PARK

CEMETERY


ATLANTIC OCEAN
SEWERS
VENICE MAR
RIO MAR
CITY PARK
BETHEL CREEK
MEMORIAL PARK
PARK
FRITZ'S ISLAND
INDIAN RIVER
CITY LINE
FIGURE NO. 8

main trunk collectors defined the service laterals could be installed as the land develops.

A second phase of the comprehensive sewerage program should be the ultimate treatment of the sewage, which is most important. The general physical pattern of the city may necessitate more than one disposal plant but studies incident to the comprehensive trunk system will reveal this. Because the ultimate disposal of treated sewage will be the river, attention should be directed now to suitable sites for such facilities. And further, the extent and type of treatment necessary to protect the river waters will be determined largely by the standards and specifications set by the State Board of Health.

The sewerage and sewage disposal problem confronting the city should be thoroly studied at this time and plans of a comprehensive nature be developed. By doing this preliminary work now provisions can be made to carry out the installation program by degrees over a period of years and thereby distribute its cost.

PARKING

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

A growing community that anticipates a substantial increase of its permanent population and to which a secondary increase of seasonal population is added, must wrestle with and prepare to meet the increasingly complex parking problem. It will be impossible for a city to provide for the added demand for parking spaces at the curbs and further, as the traffic volume intensifies within the central district curbside parking may have to be restricted or even eliminated in order to permit a free circulation of traffic using the streets. Altho metered spaces at the curb are helpful in providing a greater availability of parking spaces, they are not the ultimate answer. Therefore as new businesses are developed consideration should be given to the parking needs of the customer or client. The problem becomes one of both private and public concern. When it is realized that twice or three times the present automobile load may soon be occupying the streets of growing cities, the magnitude and complexity of the problem can be grasped better.

The parking problem is being attacked currently on two fronts. In some

places, businesses are providing parking facilities off street on open lots or in multiple deck parking buildings. In Tampa there is a parking building erected by a group of merchants. In other places, the city is acquiring strategically located open areas close to the central business district and on them erecting parking meters. Miami Beach is an illustration of this procedure. When the demand justifies it the lots can be provided with structures. In still other cases, cities are acquiring open areas as parking lots but leasing their operation to private enterprise. But regardless of the method employed, cities everywhere are evaluating their parking problems and defining policies and plans to solve them as they arise.

The principal area of concentration at Vero Beach is the central business district west of the railroad, roughly defined as the area bounded by 22nd Street on the north, 16th Avenue on the west, 19th Street on the south and the railroad on the east. Within this area the principal retail outlets, banks, public and professional offices and hotels are located. With few exceptions most of the parking spaces in this area are located at the curb (Figure 9). The recent installation of parking meters within this area is having the wholesome effect on parking but notwithstanding even now the turn over at metered spaces is not sufficient to meet the need. And as the central district becomes more intensively used the problem will become more acute.

Several blocks within the central district are almost wholly utilized by structures but adjoining them are blocks that could be utilized in part for parking. It would therefore be advantageous to the city to explore the possibilities of acquiring a series of open areas around the central districts to be developed as needed into parking lots to be operated either by the city or be leased to private enterprise. When such lots have reached their capacities,


16TH. AVE.
15TH. AVE.
14TH. AVE.
13TH. AVE.
DIXIE AVE.
19TH. ST.
19TH. PLACE
20TH. ST.
21ST. ST.
22ND. ST.
PARKING
GAS STATION
PARKING
DEL-MAR HOTEL
COUNTY COURT HOUSE
BANK
THEATRE
PARKING
CITY HALL
PARKING
FIRE STATION
PARKING CONDITIONS
CENTRAL BUSINESS DISTRICT
VERO BEACH,
FLORIDA
0 50 100 200 300 400
SCALE IN FEET
PREPARED BY- GEORGE W. SIMONS JR

FIGURE NO. 9.

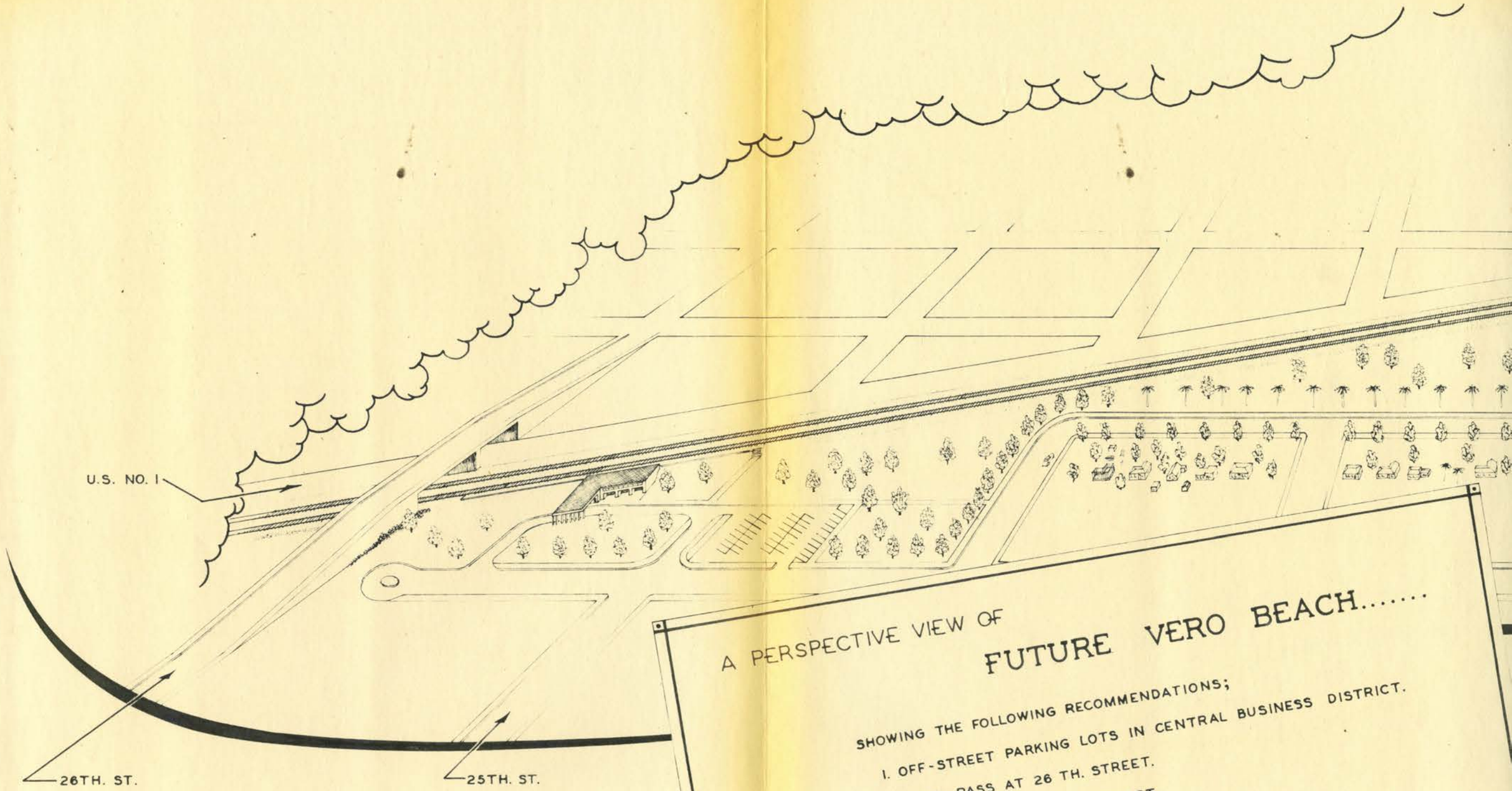
deck garage facilities could be erected. In selecting and locating parking lots it must be remembered that motorists will not walk far from a parking lot to the place or places their business is transacted. Studies made in a number of areas show that this distance seldom exceeds 1,000 feet.

Currently a super market "off street" lot is located at the corner of 21st and 13th Avenue; another lot is located in the rear of the City Hall but this is only temporary. Adjacent to the Del Mar Hotel is a parking lot for the use of hotel patrons and to the south of it a small lot on which a limited number of spaces are rented out. Across the street from the City Hall to the south is also a lot on which some parking is permitted. But generally speaking all the off street lots in central Vero Beach are either of a temporary or private nature.

Figure 10 shows diagramatically how "off street" parking facilities might be established within the central business district.

Altho the problem of parking east of the railroad is not yet as acute as that west thereof provisions should be made to cope with it when it arises. As new business structures are established east of the railroad, and elsewhere, the city should insist that sufficient land be allocated to "off street" parking. In this way businesses can begin to provide parking facilities to meet the demands of their clientele.

Only by realistically facing the problem and preparing to solve it before it becomes too involved can the integrity and value of the central district be conserved. Today people riding automobiles will go to those places that provide parking facilities consequently parking is a problem that must be evaluated by the city and businesses working together. To start constructive thinking in this direction it would not be amiss for the Planning and Zoning Commission and the



A PERSPECTIVE VIEW OF

FUTURE VERO BEACH.....

SHOWING THE FOLLOWING RECOMMENDATIONS;

1. OFF-STREET PARKING LOTS IN CENTRAL BUSINESS DISTRICT.
2. OVER-PASS AT 26 TH. STREET.
3. UNDER-PASS AT 21ST. STREET.
4. RELOCATED RAIL-ROAD DEPOT.

PREPARED BY..... GEORGE W. SIMONS, JR.

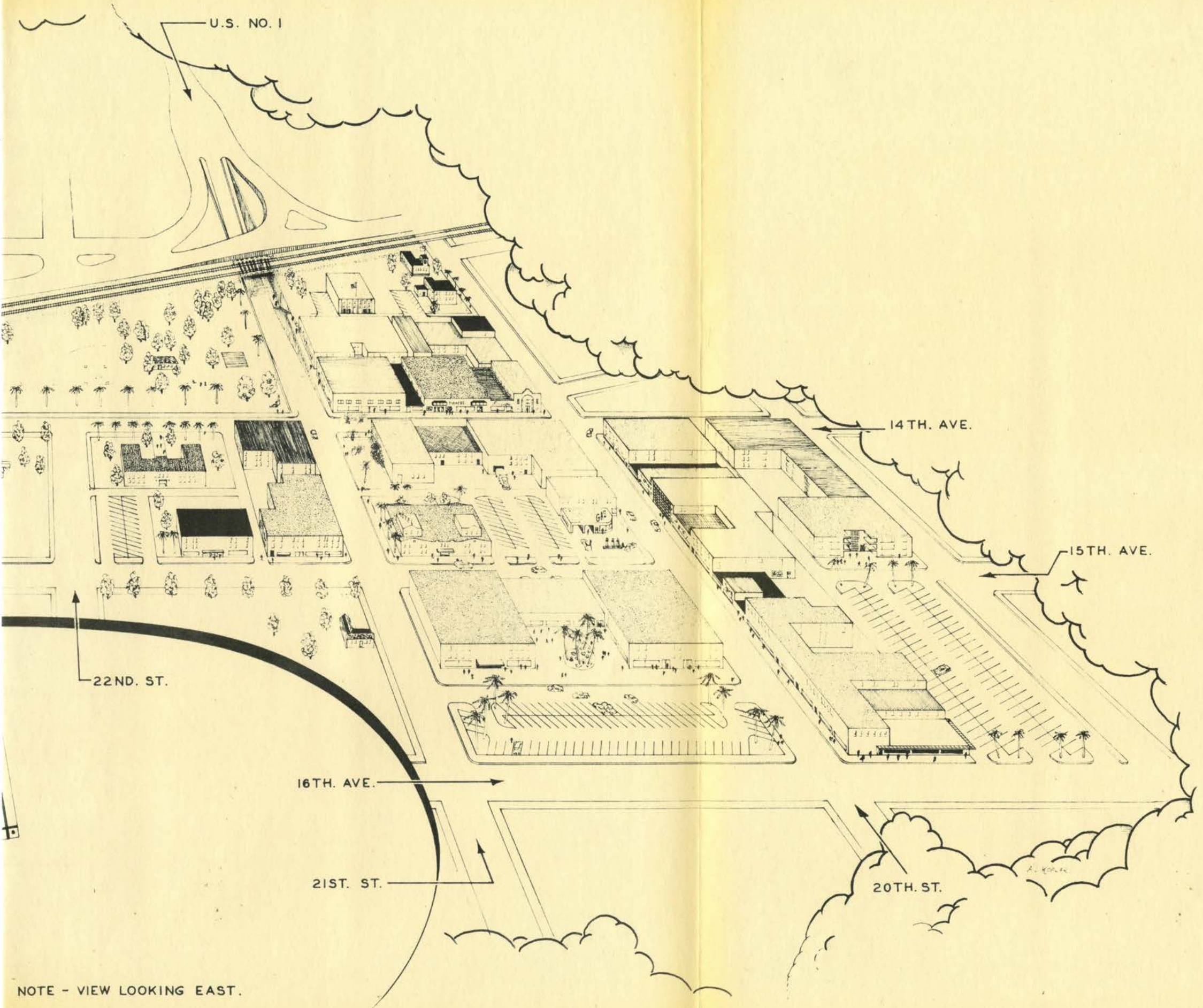
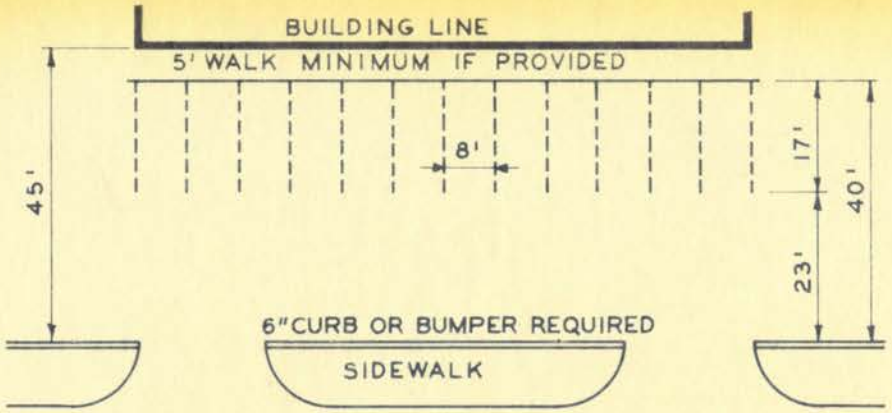
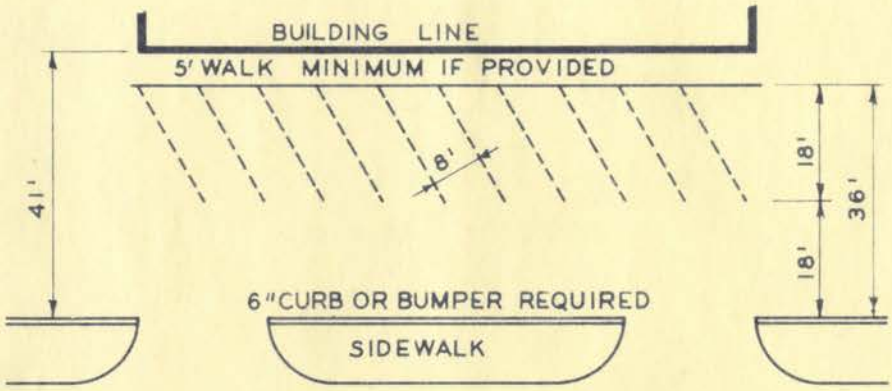

U.S. NO. 1
14TH. AVE.
15TH. AVE.
22ND. ST.
16TH. AVE.
21ST. ST.
20TH. ST.
NOTE - VIEW LOOKING EAST.

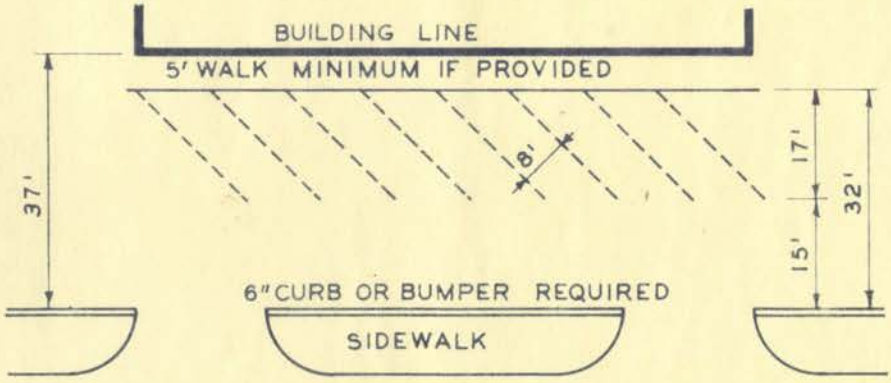
FIGURE NO. 10



90 DEGREES PARKING



60 DEGREES PARKING



45 DEGREES PARKING

MINIMUM DESIGN STANDARDS FOR OFF-STREET PARKING FACILITIES

City to have working with them a committee of merchants who are vitally concerned with the problem.

ACCEPTED
OFF STREET PARKING STANDARDS

PARKING REQUIREMENTS FOR:	NUMBER OF PARKING SPACES:
Multiple Family Dwellings	1 for each dwelling unit
Theatres	1 for each 10 seats
Hotels	1 for each 3 guest rooms
Places of Public Assembly	1 for each 10 seats
Retail Stores	2 aquare feet of parking for each 1 square foot of retail building floor area
Office Buildings	1 for each 3,000 square feet of total office floor area
Hospitals	1 for each 4 beds
Industrial Plants	1 for each 5 employees
Restaurants	1 for each 200 square feet of restaurant floor area

Area of parking space. 200-250 square feet exclusive of drives or aisles giving access thereto.

TRANSPORTATION

The future economy of Vero Beach and its environs is dependent to an appreciable degree upon the various transportation facilities serving it and as the population of the area increases and its economy becomes more diversified and enhanced, the importance of transportation will be still greater.

Currently the city is served by the Florida East Coast Railway, the Eastern Air Lines, the Florida Greyhound Lines and several trucking lines. The airport is well located and equipped to serve the needs of the community for a long time. Attention should however be directed to the railroad, bus and trucking facilities.

RAILROAD

The railroad, as stated previously, not only divides the corporate mainland into two parts but it presents problems that promise to become more acute and complicated as time and growth progresses. One of these problems concerns grade crossings which have been considered elsewhere. Other problems relate to terminal facilities for the handling of passengers and freight.

The present passenger terminal, a relic of the pioneering and village days of Vero Beach, is not becoming to the dignity, enterprise and growth of the city. Its location is also poor. During much of the year, twenty passenger trains pass thru and stop at Vero Beach daily; during the summer months this number is reduced somewhat. In addition to the passenger trains there are many freight trains. To enable southbound trains to maintain schedules, a high rate of speed is necessary between stations. Because of its location, southbound trains pass thru the city north of the depot across grade crossings at unwarranted speeds increasing the hazards at the several crossings. A relocation of the depot would minimize these hazards by slowing down trains and yet not penalize the railroad

too severely. Northbound trains are also concerned with speed but because of the relatively short run between the southern terminus at Miami and Vero Beach, most of these trains can be more considerate of their northbound speeds.

To assist in the solution of this problem and at the same time give to Vero Beach a station more commensurate with its importance it is suggested that a new station be erected on the west side of the railroad right-of-way between 25th and 26th Streets. A station in this vicinity would be much more accessible to the people of the community than the present one and too, at such a location southbound trains would stop before passing thru the center of the city and their subsequent acceleration on leaving would be slower. A new station in this area would be at the edge of the central business district and could virtually become a part of the Pocahontas Park Plan.

The freight office could remain where it now is within a portion of the present passenger terminal.

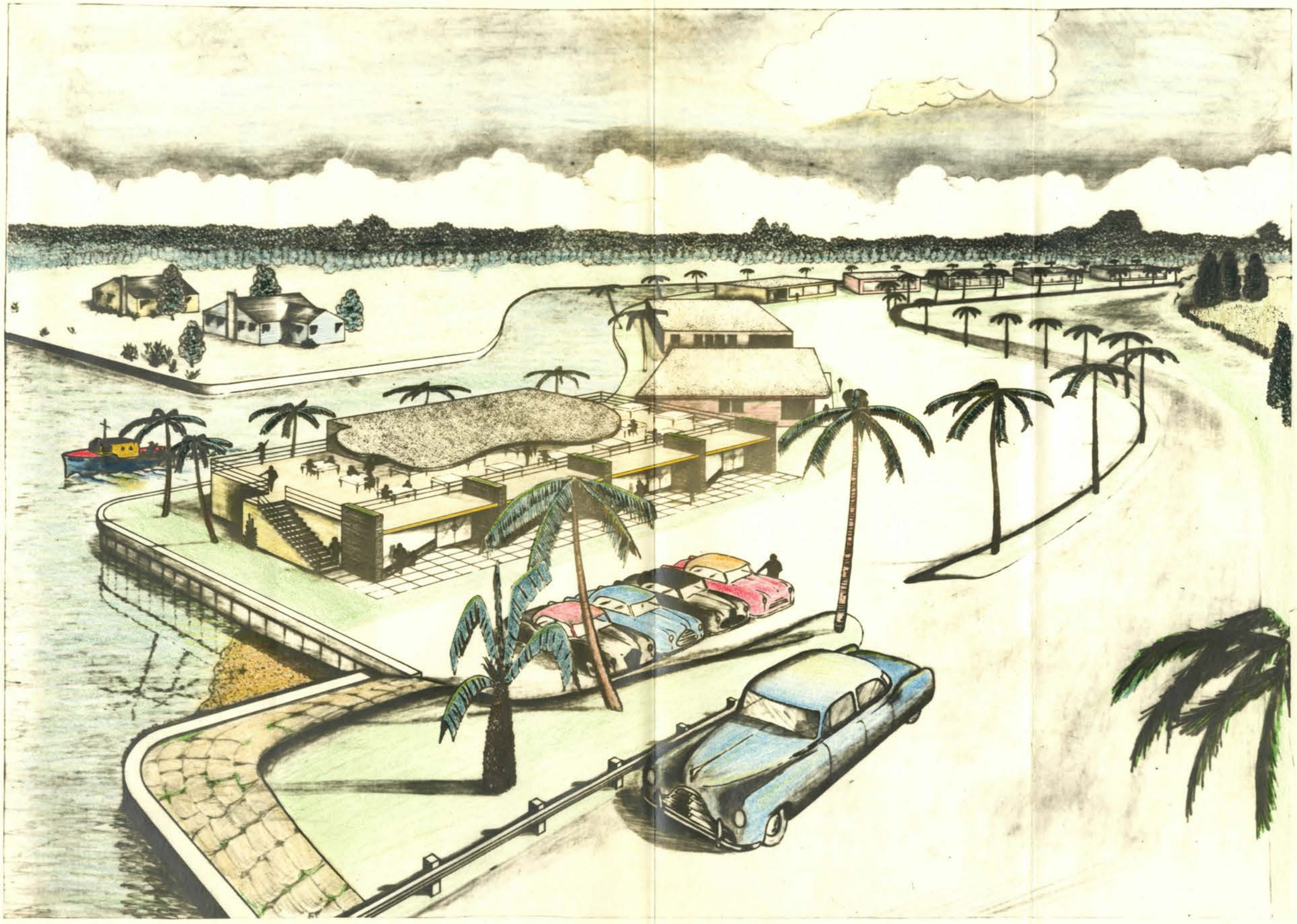
BUS TERMINAL

Thru the years, passenger bus terminals have been in different locations in Vero Beach. At present it is located on 12th Avenue, east of the railroad and U. S. 1 north of 21st Street, a location not too convenient to either the central business district or residential areas. Altho it is an expedient at this time, thought should be directed towards the acquisition of a more adequate, conveniently situated modern bus terminal. In the years ahead bus transportation will improve and expand so steps should now be taken to get the kind of facilities needed by the growing community. A new and commodious terminal could advantageously be proviced on the "Miracle Mile" or adjacent thereto but not too far removed from the central business district west of the tracks.

TRUCK TERMINAL

The transportation of express and freight by motor lines is in the ascendancy. To date truck lines have utilized such terminal facilities as could be found within the community but with an expansion of truck carrier service and a multiplication of truck carriers provisions should be made for truck terminal facilities. Preferably such areas should be sufficiently large to permit an easy maneuvering of trucks and their trailers and large enough to accomodate storage and office facilities. The location should be conveniently accessible to the major highway routes and also where an interchange of freight can be made with the railroad. To meet these several conditions, a truck terminal area is suggested in the south central portion of the city adjacent to the railroad and easily accessible to U. S. 1 and other major highways. A truck terminal for Vero Beach will not be an exceedingly large affair but it should be large enough to anticipate the needs for twenty or more years.

None of the improvements proposed here are direct responsibilities of the city. They are improvements however in which the city and its people can manifest a deep interest and about which official community action can be initiated. Individual and community interest and determination channeled thru the City Council would stimulate action that ultimately will come to fruition.



GEORGE W. SIMONS, JR.
Planning Consultant

CIVIC AESTHETICS

Thruout America there are many colorless cities and towns. Some are shabby and ill kept even to the point of making lasting impressions on travelers. Their entrances are cluttered up with signs and billboards and an indiscriminate collection of road side stands and shacks. Their streets are not well cleaned and the parkways and shrubs poorly maintained. Such cities are not good examples of municipal housekeeping and reflect little pride. The well ordered and groomed city does not fall into this category but instead reflects dignity and distinctiveness. The well ordered city has personality and it too makes a lasting impression on both the traveler and homeseeker and at the same time inspires a distinctive type of civic consciousness in the minds of the citizens.

Vero Beach, located along the main highways of America, is in a strategic and enviable position. Daily thousands of people enter and pass thru it to observe its natural beauty, and its progressiveness. What the people see impresses them either favorably or unfavorably. Naturally it is to the interest of the city and its people that a favorable impression is made and that is the responsibility of the city.

Streets, parkways and yards should be kept well groomed and clean, free from unnecessary and often unsightly signs. Signs and old junk yards can do much to ruin the beauty of cities. No advertising signs should be permitted in public rights-of-way. And in residential areas signs should be small and be located on the property and not in parkways. Even on main business streets a conglomeration of projecting signs makes a bad impression, contributing little to the business advertised. A strict sign ordinance regulating all types of signs should be enacted by the Council.

Street signs, their type and location at the intersection are very important parts of the civic furniture. So often few if any street signs are erected and if erected, they are never in the same relative location. A standard form of street sign, easily read from the moving vehicle and placed in the same relative position block after block, is most desirable.

Public building properties and other public properties should be kept in a clean, orderly and presentable condition at all times. This is particularly true of park and recreation structures which are subject to considerable wear and tear.

Vero Beach is a city of potentials but to what extent these potentials are explored and utilized is a responsibility of its citizenry. Order and beauty will enhance its personality and make it a better place in which to dwell.

STREET TREES AND SHRUBS

To appeal to homeseekers and to reflect orderliness the attractiveness of the city should be encouraged. Not only should the yards be well groomed and planted with flowering shrubs but the street trees should reflect "where the tropics begin". Vero Beach has one of the most attractive avenues of royal palms to be found in America and the Australian pine is prolific. More of these trees should be planted. The hibiscus and oleander as parkway shrubs are also well adapted to the Vero Beach area. Thru the agency principally of the Garden Clubs a planting program should be devised and encouraged because there is nothing that will attract people to a community as its flowers, trees and shrubs. Shrubs are more attractive than signs.

MASTER PLAN

CITY of VERO BEACH

INDIAN RIVER COUNTY

• FLORIDA •

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

•LEGEND•

- RESIDENTIAL AREAS
- COMMERCIAL AREAS
- INDUSTRIAL AREAS
- PUBLIC LAND AREAS — SCHOOLS, PARKS, PLAYGROUNDS, ETC.
- EXISTING FIRE STATION AND CITY HALL
- PROPOSED FIRE STATIONS
- MAJOR HIGHWAYS
- MAJOR ACCESS HIGHWAYS
- STREETS CLOSED AND MADE INTO PARKWAYS
- STREETS CLOSED WITH A CULDESAC

CITY LINE

VERO BEACH AIRPORT

ALTERNATE BY-PASS

MAIN CANAL

28TH ST

ROYAL PARK

McANSH PARK

HOSPITAL

SHOPPING CENTER

SCHOOL

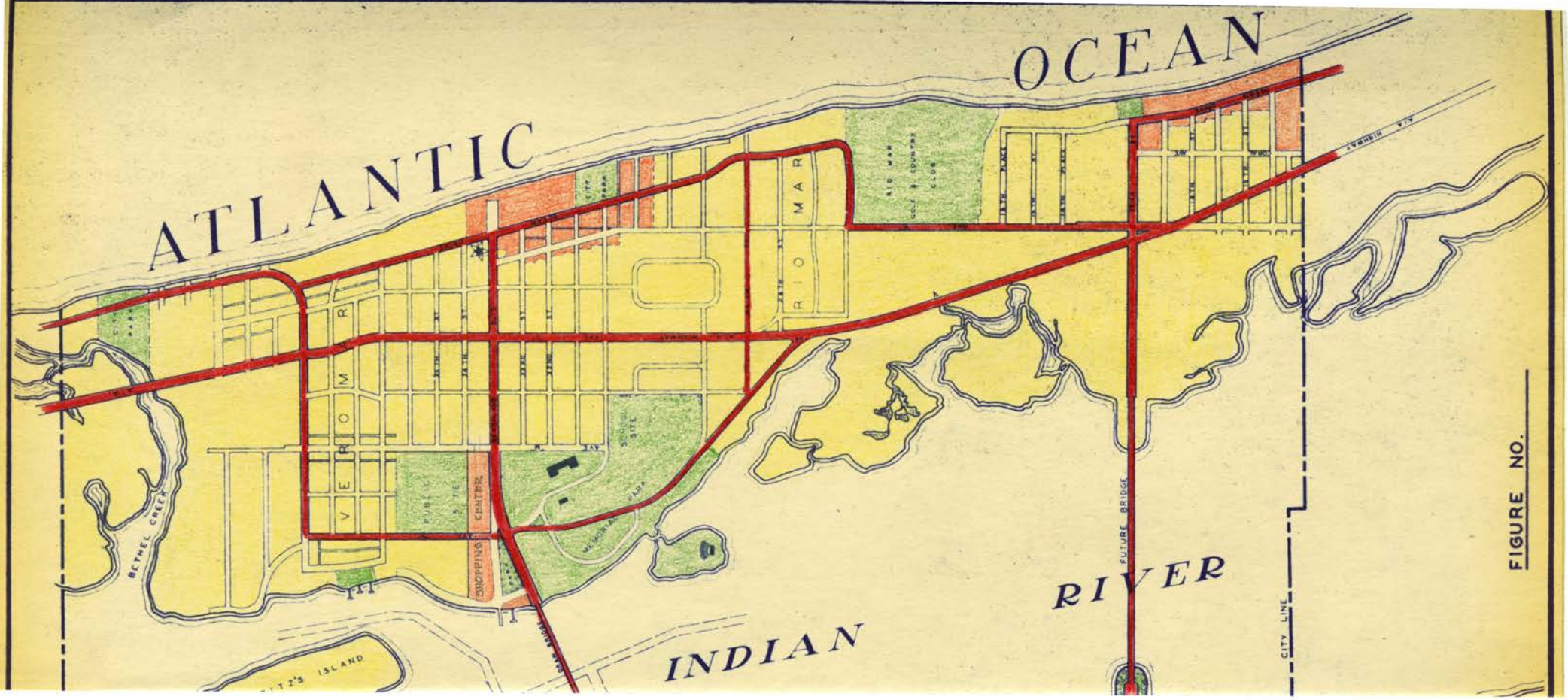
SCHOOL SITE

PROPOSED SHOPPING CENTER AND PARK

SCHOOL AND PLAYGROUND SITE

CEMETERY

CITY LINE


ATLANTIC OCEAN
INDIAN RIVER
VERO MAR
RIO MAR
BETHEL CREEK
SHOPPING CENTER
PUBLIC SITE
SCHOOL SITE
MEMORIAL PARK
RIO MAR GOLF & COUNTRY CLUB
FUTURE BRIDGE
CITY LINE
FIGURE NO.

THE MASTER PLAN

The Master Plan is a composite of several plans, each designed to meet the requirements of an increased population and an enhanced economy. The Master Plan provides a pattern of growth predicated on past experiences and trends. It is a continuing flexible guide which, if followed, will contribute to a more balanced, wholesome development of the city. It seeks to anticipate and enumerate the various needs of the city and thereby enable the authorities to program capital improvements in a more rational manner. Obviously in the preparation of a comprehensive plan a number of capital improvements are evolved but not all of them are of equal importance. Some are urgent now, others are needed at a later date. The plan gives the city the opportunity to be selective and distribute its funds to the more urgent projects first. With a plan before them, the pattern of land uses that seems desirable, the Zoning and Planning Commission can program and effectuate its work in a more orderly manner. Its decisions can be made in the light of the plan. It must be realized however that no plan is a rigid instrument.

THE MAJOR STREET PLAN prescribes a system of principal highways designed to expedite thesafe and easy circulation of traffic. Such a framework is comparable to the structural framework of a building all of whose structural members do not have the same value. The major streets are also designed to preserve the integrity and character of residential neighborhoods which they enclose. The streets within the framework are primarily access streets to the properties and not for heavy duty thru service which means that the construction of such streets need not be so durable as those of the major framework. As a matter of fact, to protect the privacy and character of residential areas some intersecting streets can be closed thereby eliminating

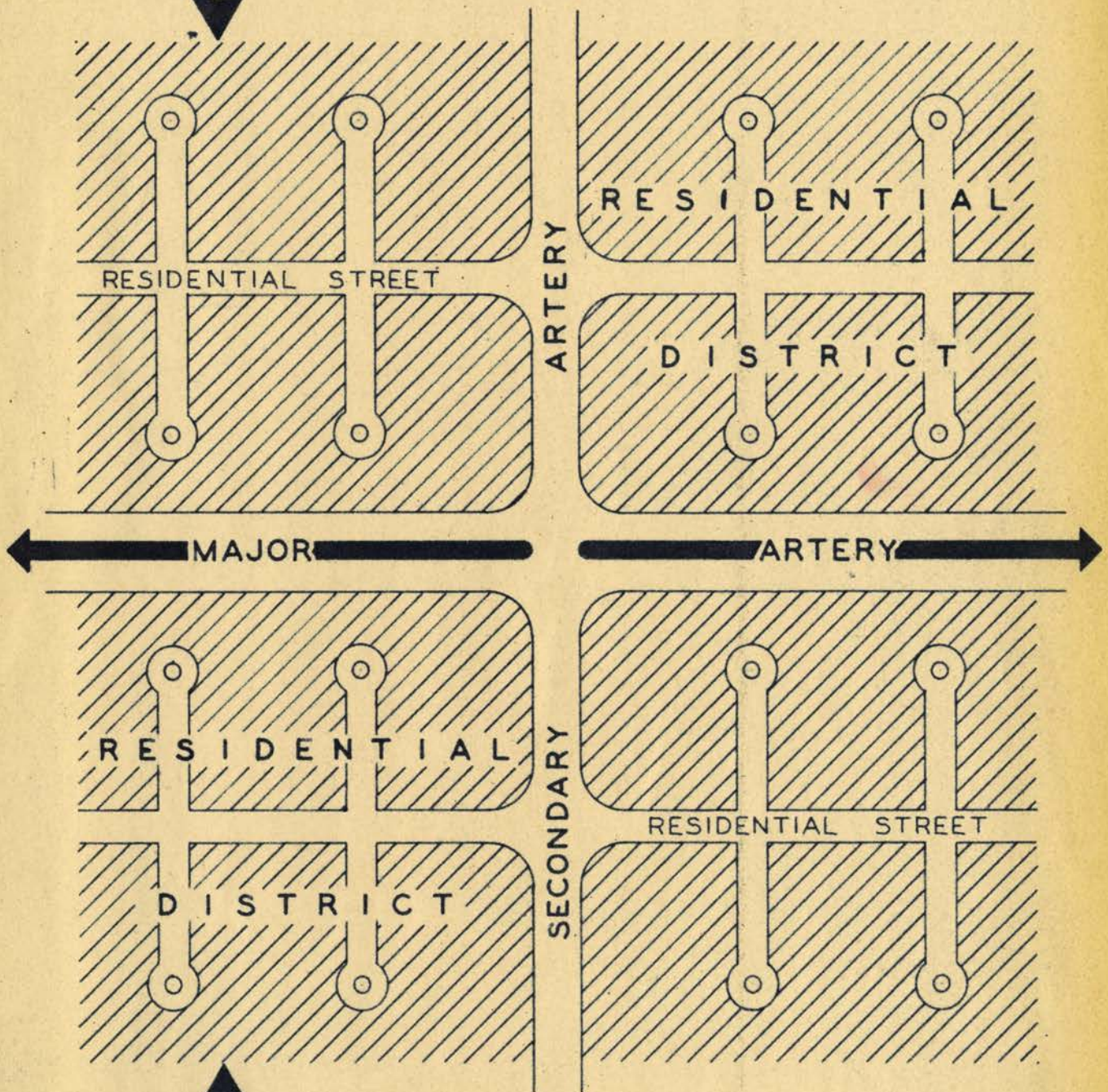
hazardous intersections and expedite movements on major thorofares (Figure 11).

Next, the PARKS AND RECREATION PLAN suggests how the recreation needs of the community can be met. Each residential neighborhood should have a neighborhood playground and lands to meet anticipated needs should be selected and acquired as soon as possible even tho actual development is not justified for some time. One or two playfields for the community as a whole should also be anticipated. In Vero Beach, the needs of the adult and transient must receive special consideration and for this reason the development of the river front areas are suggested. Early attention should be directed to an Auditorium, a Marina and other recreational facilities that enhance the community in the eyes of the visitor who is the potential homeseeker.

Next, there are PUBLIC BUILDINGS to service the needs of the growing community - City Hall, Court House, Fire Stations, Schools, Libraries, Community Centers and other public structures. New school structures and their respective locations must be evaluated to serve the needs as they arise. Sites should be designated and acquired in advance to insure proper locations in the community relatively. Likewise sites of fire stations should also be acquired. Acting in advance of need will save money in the end. Well can the Zoning and Planning Commission consider all these problems now so when the time for action arrives a decision has been made. Sites for schools and fire stations are proposed in the Master Plan.

Next, there are problems incident to TRANSPORTATION. To obviate the effect of the railroad barrier and unite the east and west sides of the mainland, the underpasses and overpasses are suggested. These structures are expensive at first blush but in the long range view they will contribute appreciably to sound development, a better distribution of land values and a minimization of traffic

MAJOR ARTERIES PROTECT
RESIDENTIAL NEIGHBORHOODS



MEMBERS OF MAJOR STREET PLAN
SHOULD BOUND NEIGHBORHOODS,
AND NOT PASS THROUGH THEM.

FIGURE NO. 11

hazards. The relocation of the railroad passenger station, the bus station and the establishment of a truck freight terminal will all contribute to a more rounded and better balanced development.

Then finally, to assure the proper utilization of lands there is the ZONING plan to regulate land uses.

Vero Beach is on the threshhold of a new era in development. That development can be good or it can be bad. Which direction it goes and how far depends upon the civic interest and consciousness of its people. With a Master Plan available a direction is pointed out.

CITY ZONING

By the zoning plan the uses of land and structures are regulated. Land areas are classified according to their most appropriate uses - residential, commercial and industrial. Zoning provides a means whereby the principal features of the Master Plan can be accomplished. Zoning gives direction to the physical development plan by minimizing the possibilities of random unguided growth.

The physical development pattern of Vero Beach has had the benefit of zoning regulations for many years; the first zoning ordinance having been adopted in December, 1926 (Chapter 197). In September, 1948, the original zoning map and ordinance was revised and amended by Chapter 482 and again amended in 1950 by Chapter 570.

Figure 12 shows the existing zoning map and classifications. In the past several years a number of amendments have been made, which are reflected on the map.

Figure 13 shows additional changes in the zoning map, which are recommended for consideration at this time. These changes broaden the influence of certain use classifications. The principal change of note relates to the creation of a C-1 A District in the beach area at the easterly end of the Barber bridge, which could be developed advantageously as a shopping center.

Copies of a consolidated zoning ordinance were prepared and submitted to the Planning and Zoning Board for their review. When this proposed regulation has been approved by the Planning and Zoning Board it can be submitted to a public hearing.

CITY OF VERO BEACH

INDIAN RIVER COUNTY

FLORIDA

VERO BEACH AIRPORT

INDIAN RIVER

FRITZ'S ISLAND

ORIGINAL MAP MADE BY
CARTER & DAMEROW
CIVIL ENGINEERS - VERO BEACH, FLA.
CORRECTED TO JULY, 1953

ZONING MA
GEORGE
PLANNING CO
JACKSONVILL

EXISTING ZONING MAP

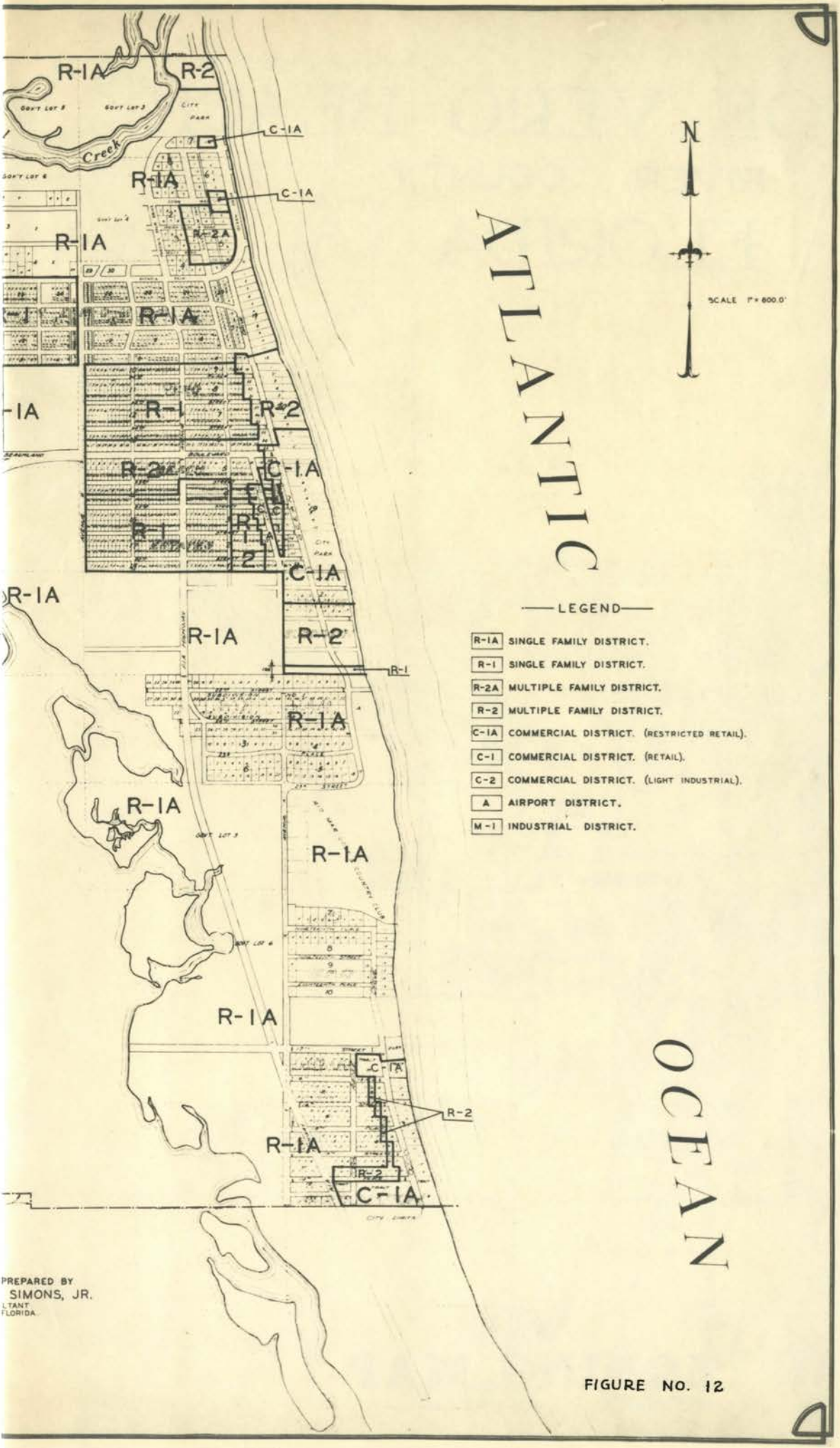

R-1A
R-2
C-1A
R-2A
R-1
ATLANTIC
OCEAN
N
SCALE 1" = 800.0'
LEGEND
R-1A SINGLE FAMILY DISTRICT.
R-1 SINGLE FAMILY DISTRICT.
R-2A MULTIPLE FAMILY DISTRICT.
R-2 MULTIPLE FAMILY DISTRICT.
C-1A COMMERCIAL DISTRICT. (RESTRICTED RETAIL).
C-1 COMMERCIAL DISTRICT. (RETAIL).
C-2 COMMERCIAL DISTRICT. (LIGHT INDUSTRIAL).
A AIRPORT DISTRICT.
M-1 INDUSTRIAL DISTRICT.
PREPARED BY
SIMONS, JR.
FLORIDA.

FIGURE NO. 12

CITY of VERO BEACH
INDIAN RIVER COUNTY
• FLORIDA •

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

1952

CITY LINE

VERO BEACH AIRPORT

ROYAL PARK

McANSH PARK

C-2

R-1

C-1

R-2

R-1

R-2

CITY LINE

SCHOOL

C-1

R 2

R 2

R 1

M-1

PARK

CEMETERY

CITY LINE

PROPOSED CHANGES & ADDITIONS TO EXISTING Z

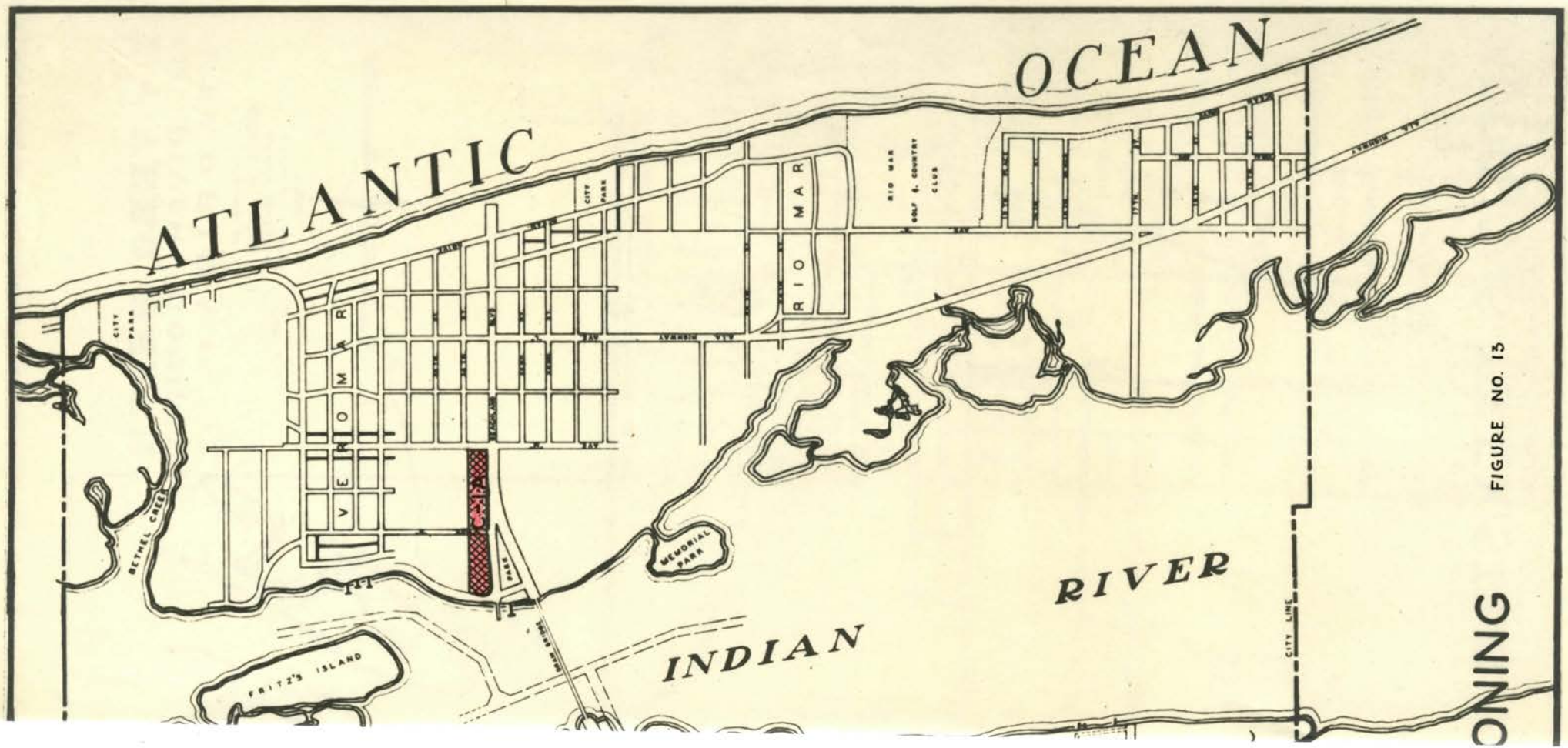

ATLANTIC OCEAN
VERO MAR
RIO MAR
CITY PARK
RIO MAR GOLF & COUNTRY CLUB
AVENIDA VIA
BETHEL CREEK
MEMORIAL PARK
INDIAN RIVER
FRITZ'S ISLAND
CITY LINE
ONING

FIGURE NO. 13

CITIZENSHIP PARTICIPATION

Plans once defined should be kept alive. Lying on the shelf they are of little value. One of the best ways to keep plans alive is to cultivate a continuous and active interest in them among both the officials and the laiety. A citizenship understanding of the objectives of planning will arouse an alert and dynamic planning consciousness that will resolve itself into orderly thinking on matters and needs of public improvement. To stimulate this citizenship interest and participation wide publicity should be given to the various elements and features of the composite plan. Either the plan as a whole should be published for citizenship study or a brief of it should be published.

As stated elsewhere, the plan is a diagram or guide to future growth; it anticipates the needs of the future. As a result of study, it presents a list of those elements of community growth that should receive consideration as time progresses. The plan is neither infallible nor minutely detailed. Occasionally it may need modification or change but when such times arise the scope and extent of change will be minimized both as to magnitude and expenditure because some thought had been given earlier to over-all needs.

Citizens as individuals, and collectively as civic groups should ever be mindful of the quality and kind of product they are creating and producing, the kind of a city they are seeking to build, the kind of a city they want to live in. Building a city is not the sole job of the elected officials and those employed by them; it is not the sole job of the Planning and Zoning Commission. Building the city is a team work job and only by approaching the job in a true spirit of cooperation will constructive and pleasing results be forthcoming. It is a team work job in which citizens and citizens groups must actively participate. It is therefore desirable that civic groups and organizations from

time to time devote programs and collective thinking to the future needs of their community.

PROJECT PROGRAMMING

In the course of any planning study and the production of plans, the need for many capital improvements is disclosed. The list and nature of these various improvements is often so formidable that one is inclined to be discouraged at first glance. Not all improvements however are necessary at one and the same time - regardless how desirable each one might be. A bridge across the Indian River at 17th Street would be desirable but not absolutely necessary now. The fact that the trends of growth justify a bridge ultimately is established; that fact is recorded on the plan. But, the bridge may not be economically feasible for a number of years hence. The main point now is to record its necessity so people can work to it. Similarly, over-passes are proposed on the plan for ultimate realization. Along with the 21st Street underpass these improvements are highly desirable right now but the financial resources of the community would hardly permit their erection at one and the same time. The fact of necessity has been recorded and as the community grows and its resources improve it will be possible to achieve these improvements. A large park development is proposed on the east shore of the river; it is a challenging situation but obviously it cannot be built in a day. Land must be filled, bulkheads erected, landscaping installed, all of which require time and funds. The plan suggests the idea, the extent of land necessary and a probable scheme of development. Once the idea is recorded, its exploration and development can follow along in time. The plan therefore is a record of needed improvements the achievement of which will take their places in an orderly manner as the community grows.

There are several improvements suggested in the Plan that should receive

early consideration. One of these is the extension and improvement of Atlantic Boulevard from its intersection with State Road 60 at the western limits of the city. This improvement will enhance the neighborhood characteristics of McAnsch Park and at the same time accomodate much traffic flow that is now obliged to pass thru the center of the city. Another improvement that should receive early attention is the establishment of a fire station east of the railroad, preferably in the beach area. Another matter that should receive early consideration by the Board of Public Instruction in cooperation with the City is the selection of desirable sites for future schools. One of these sites has already been made availalbe in the beach area but attention should be directed to the needs of the mainland. Acquiring sites now in advance of development would be wise - sites adequate to satisfy future needs. Then too, the City could profitably consider the subject of Parking needs, especially the acquisition of land parcels suitable for such needs and define a policy as to how they will be developed and administered. Other problems deserving of early consideration are Park improvements, Auditorium, Marina and the provision of Neighborhood Playgrounds. Discussions of these various improvements could properly be activated by the Parks, Planning and Zoning Commission and thru the agency of civic groups.

ORDER OF PRIORITY OF NEEDED IMPROVEMENTS

1. Initiate study and prepare plans for an over-all sewerage and sewage treatment system. The necessity of such a comprehensive sewerage project is imperative now and the earlier it is attacked the better. As lands are more densely populated the limitations of septic tanks will be more and more apparent. Because Vero Beach has delayed action on its sewerage program so long, the costs will be high but notwithstanding it can be financed on a pay-as-you-go basis by the payment of sewer rental charges. Most cities in Florida are now following this plan of procedure. This is a number one assignment.

2. Establish a fire station in the beach area. The limited services now available to the city as a whole are contributing to a higher insurance rate in the remote areas.

3. Eliminate all signs from public rights-of-way and adopt an ordinance to control signs in the future. The longer this is deferred the more numerous signs will become.

4. Initiate negotiations now with the officials of the Florida East Coast Railway and the State Railroad Commission for the re-location of the railroad passenger station. Negotiations of this kind consume time and the sooner something is started, the earlier results will be accomplished. In these negotiations the possibility of an underpass under the tracks can also be introduced and be explored.

5. Initiate discussions with the State Road Department looking toward the completion of A 1 A north from Beachland Boulevard and also the completion of U. S. 1 on the new right-of-way east of Eighth Avenue. Only by persistent pressure will these needed improvements be consummated.

6. Install the proposed highways along Atlantic Avenue and the Canal northeasterly from State Road 60. This by-pass is desirable now so steps should be initiated to bring it about.

7. Make plans for the development of the proposed park on the east side of the river, south of Beachland Boulevard. A comprehensive park and landscape plan should be prepared and then its development be consummated over a period of years. It all cannot be done at once but a start should be made, first by filling then developing.

8. Prevail upon the Board of Public Instruction to acquire lands now for ultimate school uses and expansion. Acquisition of lands now in advance of development will assure adequate well located school sites at less cost. Waiting until the need is actually here will mean poor locations and higher costs.

9. Thru the agency of a joint committee representative of the City and County study the future spatial needs of the respective governments preparatory to the development of plans for structures adequate to discharge the services required by the larger community.

10. Acquire lands, now vacant, for utilization as neighborhood recreation areas - particularly playgrounds already needed.

11. Explore the possibilities and needs of the community for a municipal auditorium preparatory to the development of plans therefor. An architect should be retained to assist in this operation.

12. Explore the possibilities of a new bridge and the development of 16th-17th Streets on the south side of the city.

COUNTY PLANNING AND ZONING

In their growth and development, cities do not recognize corporate or city limit lines. In many instances development is more active in the peripheral areas than within the city. Unless the outer, fringe development is subjected to some controls it may easily blight the city to which it is attached. Control of development along principal highways is especially desirable.

In order to control land uses in the areas adjacent and contiguous to Vero Beach, studies were made and a tentative plan of zoning with regulations pertinent thereto were submitted to the Board of County Commissioners for their consideration. These studies revealed that the critical area for control lies along the coastal fringe, extending westward a short distance from the Florida East Coast Railway. For purposes of zoning, it was proposed to divide the County into six (6) land use districts of which the one designated "Agricultural" blankets most of the County. The five (5) remaining districts were allocated to Residential, Commercial and Industrial Uses. Such corporate areas as Sebastian, Vero Beach and Fellsmere were omitted from the County Plan and regulation.

Thru the medium of the Zoning Regulation and Plan, the County can exercise a better control over the types of development that line its highways and thereby minimize much of the blight so noticeable now.

The Board of County Commissioners should also adopt a set of minimum subdivision rules and regulations to guide land subdividers.

APPENDIX I

PROPOSED

SUBDIVISION REGULATIONS FOR THE CITY OF VERO BEACH, FLORIDA

An ordinance repealing Chapter 149 of the ordinances of the City of Vero Beach pertinent to the design and regulation of subdivisions and adopting in lieu thereof the following regulations.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF VERO BEACH, FLORIDA,

SECTION I.

Before any owner of land or subdivider thereof proceeds with the preparation of subdivision plans he shall confer with the Parks, Planning and Zoning Commission of the city, the City Manager, Director of Public Utilities, City Engineer and Director of Zoning, to become thoroly familiar with the subdivision requirements, the provisions of the comprehensive plan of the city as it relates especially to major streets and zoning requirements, the availability of such utilities as water and sewerage, drainage, to service the subdivision and such other features as may affect the territory wherein the proposed subdivision lies.

SECTION II.

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

(a) The term "subdivision" means the division of a tract or parcel of land into (2) two or more lots or parcels for the purpose of transfer of ownership or for building development, or, if a new street is involved, any division of such parcel of land; provided however that a division of land into lots or parcels of five (5) acres or more and not involving any change of street lines or easements shall not be deemed a subdivision. The term includes resubdivision

and, when appropriate to the context, shall relate to the process of subdivision or to the land subdivided.

(b) Streets and Alleys. The term "street" means a way for vehicular traffic, whether designated as a street, highway, thorofare, parkway, thruway, road, avenue, boulevard, lane, place or however otherwise designated.

1. Arterial streets and highways are those which are used primarily for fast or heavy traffic.
2. Collector streets (feeders) are those which carry traffic from minor streets to the major system of arterial streets and highways, including the principal entrance streets of a residential development and streets for circulation within such a development.
3. Minor streets are those which are used primarily for access to the abutting properties.
4. Marginal access streets are minor streets which are parallel to and adjacent to arterial streets and highways; and which provide access to abutting properties and protection from thru traffic.
5. Alleys are minor ways which are used primarily for vehicular service access to the back or side of properties otherwise abutting on a street.
6. Major street is one shown on the Major Street Plan of the city.
7. Parkway is a route intended to be used primarily by passenger vehicles or is intended to be developed with a park-like character.

SECTION III. PROCEDURE.

A. PRE-APPLICATION PROCEDURE.

1. Previous to the filing of an application for conditional approval of the General Subdivision Plan, the Subdivider shall submit to the Parks, Planning and Zoning Commission, hereafter called the Commission, plans and data as specified in Section V hereof. This step does not require formal application,

fee or the filing of plat with the Commission.

2. Within fifteen (15) days the Commission shall inform the Subdivider that the plans and data as submitted or as modified do or do not meet the objectives of these regulations. When the Commission finds the plans and data do not meet the objectives of these regulations it shall express its reasons therefor.

B. PROCEDURE FOR CONDITIONAL APPROVAL OF PRELIMINARY PLAT.

1. On reaching conclusions, informally as recommended in A above, regarding his general program and objectives, the Subdivider shall cause to be prepared a Preliminary Plat, together with improvement plans and other supplementary material as specified in Section V.

2. Three (3) copies of the Preliminary Plat and supplementary material specified shall be submitted to the Commission with written application for conditional approval at least 7 days prior to the meeting at which it is to be considered.

3. Following (a) review of the Preliminary Plat and other material submitted for conformity thereof to these regulations, and (b) negotiations with the subdivider on changes deemed advisable and the kind and extent of improvements to be made by him, the Commission shall, within thirty (30) days, act thereon as submitted or modified, and if approved, the Commission shall express its approval as Conditional Approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and its reasons therefor.

4. The action of the Commission shall be noted on two (2) copies of the Preliminary Plan, referenced and attached to any conditions determined. One copy shall be returned to the Subdivider and the other retained by the Commission.

5. Conditional Approval of a Preliminary Plat shall not constitute approval of the Final Plat (Subdivision Plat). Rather it shall be deemed an expression of approval of the layout submitted on the Preliminary Plat as a guide to the preparation of the Final Plat which will be submitted for approval of the Commission and for recording upon fulfillment of the requirements of these regulations and the conditions of the Conditional Approval, if any.

C. PROCEDURE FOR APPROVAL OF FINAL PLAT.

1. The final plat shall conform substantially to the Preliminary Plat as approved, and, if desired by the Subdivider, it may constitute only that portion of the approved Preliminary Plat which he proposes to record and develop at the time, provided, however, that such portion conforms to all requirements of these regulations.
2. Application for the approval of the Final Plat shall be submitted in writing to the Commission at least ten (10) days prior to the meeting at which it is to be considered.
3. Three (3) copies of the Final Plat and other exhibits required for approval shall be prepared as specified in Section V, and shall be submitted to the Commission within six (6) months after the approval of the Preliminary Plat; otherwise such approval shall become null and void unless an extension of time is applied for and granted by the Commission.

SECTION IV. DESIGN STANDARDS.

A. STREETS.

1. The arrangement, character, extent, width and location of all streets shall conform to the comprehensive development plan of the city and shall be considered in their relation to existing and planned streets, to public convenience and safety, and in their appropriate relation to the proposed uses of

the land to be served by such streets.

2. Where such is not shown on the comprehensive development plan of the city, the arrangement of streets in a subdivision shall either:

   (a) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or,

   (b) Conform to a plan for the neighborhood approved or adopted by the Commission to meet a particular situation where conditions make continuance or conformance to existing streets impracticable.

3. Minor streets shall be so laid out that their use by thru traffic will be discouraged.

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

5. Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Commission may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land, as for park purposes in residential districts or for commercial or industrial purposes in appropriate districts. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

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

7. Street jogs with center line off-sets of less than one hundred twenty-five (125) feet shall be avoided.
8. A tangent of at least one hundred (100) feet long shall be introduced between reverse curves on arterial and collector streets.
9. When connecting street lines deflect from each other at any one point by more than ten (10) degrees, they shall be connected by a curve with a radius adequate to insure a sight distance of not less than one hundred (100) feet for minor and collector streets, and of such greater radii as the Commission shall determine for special cases.
10. Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than sixty (60) degrees.
11. Property lines at street intersections shall be rounded with a radius of ten (10) feet, or of a greater radius where the Commission may deem it necessary. The Commission may permit comparable cut-offs or chords in place of rounded corners.
12. Street right-of-way widths shall be as shown in the comprehensive development plan and where not shown therein shall be not less than as follows:

	Right-of-Way
Arterial or Major streets	100 feet
Collector streets	70 feet
Minor streets	70 feet
Marginal access	60 feet

13. Half streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity with the other requirements of these regulations; and where the Commission finds it will be practicable to require the dedication of the other half when the adjoining property is

subdivided. Wherever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract.

14. Dead end streets, designed to be permanent, shall not be longer than four hundred (400) feet and shall be provided at the closed end with a turn around having an outside roadway diameter of at least eighty (80) feet, and a street property line diameter of at least one Hundred (100) feet.

15. No street names shall be used which will duplicate or be confused with the names of existing streets. Street names shall be subject to the approval of the Commission.

B. ALLEYS.

1. Alleys shall be provided in commercial and industrial districts, except that the Commission may waive this requirement where other definite and assured provision is made for service access, such as off-street loading, unloading and parking consistent with and adequate for the uses proposed.
2. The width of an alley shall be fifteen (15) feet.
3. Dead end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turn around facilities at the dead end, as determined by the Commission.

C. EASEMENTS.

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

D. BLOCKS.

1. The lengths, widths and shapes of blocks shall be determined with due regard to:

    (a) Provision of adequate building sites suitable to the special needs of the type of use contemplated.

(b) Zoning requirements as to lot sizes and dimensions.

(c) Needs for convenient access, circulation, control and safety of street traffic.

2. Block lengths shall not exceed _____ feet or be less than four hundred (400) feet.

3. Pedestrian cross walks not less than ten (10) feet wide, shall be required where deemed essential to provide circulation, or access to schools, playgrounds, shopping centers, transportation and other community facilities.

E. LOTS.

1. The lot size, width, depth, shape and orientation, and the minimum building set back lines shall be appropriate for the location of the subdivision and for the type of development and use contemplated.

2. Lot dimensions shall conform to the requirements of the zoning ordinance, and,

(a) Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

3. Corner lots for residential use shall have extra width to permit appropriate building set back from and orientation to both streets.

4. The subdividing of the land shall be such as to provide, by means of a public street, each lot with satisfactory access to an existing public street.

5. Double frontage and reverse frontage lots, should be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet, and across which there shall be no right of access shall be provided along the line of lots abutting

such a traffic artery or other disadvantageous use.

6. Side lot lines shall be substantially at right angles or radial to street lines.

F. PUBLIC SITES AND OPEN SPACES.

1. Where a proposed park, playground, school or other public use shown on the comprehensive development plan is located in whole or in part in a subdivision, the Commission may require the dedication or reservation of such area within the subdivision in those cases in which the Commission deems such requirements to be reasonable.
2. Where deemed essential by the Commission, upon consideration of the particular type of development proposed in the subdivision, and especially a large-scale neighborhood unit developments not anticipated in the comprehensive development plan, the Commission may require the dedication or reservation of such other areas or sites of a character, extent and location suitable to the needs created by such development for schools, parks and other neighborhood purposes.

SECTION IV. REQUIRED IMPROVEMENTS.

1. Monuments shall be placed at all block corners, angle points, points of curves in streets and at intermediate points as shall be required by the City Engineer and as prescribed by the law regarding plats in the State of Florida.
2. Improvements required herein shall be made in accord with the specifications and under the supervision of the City Engineer, Director of Public Works, Health Officer or other appropriate authorities.
3. Roadways, except roadways of major streets, as shown on the comprehensive plan of the city, shall be surfaced for their width.
4. Necessary facilities for drainage of roadways and for drainage of surface

water in the subdivision shall be installed.

5. The water, sewerage and sewage disposal facilities of each subdivision must be constructed in accord with specifications acceptable to the City and approved by the Health authorities of the County and the State. No independent sewerage or water systems shall be installed and used if public facilities are or can be made accessible.
6. When practicable utilities shall be installed in easements.
7. In lieu of the completion of improvements prior to the submission of the Final Plat for approval, the Commission may accept a performance bond to secure the city the actual construction and installation of such improvements within such time as may be specified by the Commission.

SECTION V. PLATS AND DATA.

A. PRE-APPLICATION PLANS AND DATA.

1. General subdivision information shall describe or outline the existing conditions of the site and the proposed development as necessary to supplement the drawings required below. This information shall include data on existing covenants, land characteristics and available community facilities and utilities; and information describing the subdivision proposed such as number of residential lots, typical lot width and depth, price range, business areas, playgrounds, park areas and other public areas, proposed protective covenants and proposed utilities and street improvements.
2. Location map shall show the relationship of the proposed subdivision to existing community facilities which serve or influence it. Include development name and location, main traffic arteries; public transportation lines if any; shopping centers; elementary and high schools; parks and playgrounds; principal places of employment; other community features such as railroad and bus stations, airport, hospitals and churches; title, scale, north

arrow and date.

3. Prepare simple sketch plan showing form of proposed layout of streets, lots and other features in relation to existing conditions. On sketch show any drainage ditches, creeks, abrupt changes in elevation or marshes.

B. PLATS AND DATA FOR CONDITIONAL APPROVAL.

1. Data required as a basis for the Preliminary Plat shall include existing conditions as follows except when otherwise specified by the Commission:

   (a) Boundary lines; bearings and distances.

   (b) Easements; location, width and purpose.

   (c) Streets on and adjacent to the tract; name and right-of-way width and location, type, width and elevation of surfacing; any legally established center-line elevations; walks, curbs, gutters, culverts, etc.

   (d) Utilities on and adjacent to the tract; location, size and invert elevation of sanitary and storm sewers; location and size of water mains; location of fire hydrants, electric and telephone lines and street lights; if water mains are not on or adjacent to the tract, indicate the direction and distance to and size of nearest ones, showing invert elevation of sewers.

   (e) Indicate general elevations on map especially where abrupt grades in surface are encountered.

   (f) Subsurface conditions of the tract, if required by the Commission.

   (g) Other conditions on the tract; water courses, marshes, wooded areas, isolated preservable trees one foot or more indiameter, houses, barns, shacks and other significant features.

   (h) Other conditions on adjacent land; character and location of buildings, railroads, power lines, towers and other nearby non-residential

land uses or adverse influences; owners of adjacent unplatted land; for adjacent platted land refer to subdivision plat by name, recordation date, and number and show approximate per cent built up, typical size lot and dwelling type.

(i) Zoning on and adjacent to the tract.

(j) Proposed public improvements; highways or other major improvements planned by public authorities for future construction on or near the tract.

(k) Key plan showing location of the tract.

(l) Title and certificates: present tract designation according to official records, title under which proposed subdivision is to be recorded, with names and addresses of owners, notation stating acreage, scale, north arrow, datum, bench marks, certification of registered engineer or surveyor, date of survey.

2. Preliminary plat (General Subdivision Plan) shall be at a scale of two hundred (200) feet to one (1) inch or larger (preferred scale of ____ feet to one (1) inch). It shall show all existing conditions required in B 1, "DATA" and shall show all proposals including the following:

(a) Streets: names, right-of-way and roadway widths; similar data for alleys, if any.

(b) Other rights-of-way or easements; location, width and purpose.

(c) Location of utilities, if not shown on other exhibits.

(d) Lot lines, lot numbers and block numbers.

(e) Sites, if any, to be reserved or dedicated for parks, playgrounds or other public uses.

(f) Sites, if any for multiple family dwellings, shopping centers, churches, industry or other non-public uses exclusive of single family dwellings.

(g) Minimum set back lines.

(h) Site data including residential lots, typical lot size and acres in parks, etc.

(i) Title, scale, north arrow, date.

3. Draft of Protective Covenants, whereby the subdivider proposes to regulate land use in the subdivision and otherwise protect the proposed development.

C. PLATS AND DATA FOR FINAL APPROVAL.

1. Final Plat shall be drawn in ink on tracing cloth on sheets ____ inches wide by ____ inches long and shall be drawn to a scale of _____ feet to one (1) inch. Where necessary the plat may be drawn on several sheets accompanied by an index sheet showing the entire subdivision. For large subdivisions the Final Plat may be submitted for approval progressively in contiguous sections satisfactory to the Commission. The Final Plat shall show the following:

(a) Primary control points, approved by the City Engineer, or descriptions and "ties" to such control points, to which all dimensions, angles, bearings and similar data on the plat shall be referred.

(b) Tract boundary lines, right-of-way lines of streets, easements and other rights-of-way, and property lines of residential lots and other sites; with accurate dimensions, bearings or deflection angles, and radii, arcs and central angles of all curves.

(c) Name and right-of-way width of each street or other right-of-way.

(d) Location, dimensions and purpose of any easements.

(e) Number to identify each lot.

(f) Purpose for which sites, other than residential lots, are dedicated or reserved.

(g) Minimum building set back lines on all lots and other sites.

(h) Location and description of monuments.

(i) Names of record owners of adjoining unplatted land.

(j) Reference to recorded subdivision plats of adjoining platted land by record, name, date and number.

(k) Certification by surveyor or engineer certifying to accuracy of survey and plat.

(l) Certification of title showing that applicant is land owner.

(m) Statement by owner dedicating streets, rights-of-way and any sites for public uses.

(n) Title, scale, north arrow and date.

2. A certificate by the City Engineer certifying that the subdivider has complied with one of the following alternatives:

(a) All improvements have been installed in accord with the requirements of these regulations and with the action of the Commission giving Conditional Approval of the Preliminary Plat, or,

(b) A bond or certified check has been posted, which is available to the city, and in sufficient amount to assure such completion of all required improvements.

3. Protective covenants in form for recording.

4. Other data: such other certificates, affadavits, endorsements, or deductions, as may be required by the Commission in the enforcement of these regulations.

SECTION VI. VARIANCES.

A. HARDSHIP.

Where the Commission finds that extraordinary hardship may result from strict compliance with these regulations, it may vary the regulations so that substantial justice may be done and the public interest secured;

provided that such variation will not have the effect of nullifying the intent and purpose of the comprehensive city plan or these regulations.

B. LARGE SCALE DEVELOPMENT.

The standards and requirements of these regulations may be modified by the Commission in the case of a plan and program for a new town, a complete community, or a neighborhood unit, which in the judgment of the Commission provide adequate public spaces and improvements for the circulation of traffic, recreation, light, air and service needs of the tract when fully developed and populated, and which also provide such covenants or other legal provisions as will assure conformity to and achievement of the plan.

C. CONDITIONS.

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