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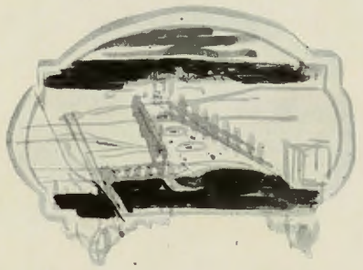
THE
PLAN OF PALM BEACH



THE ORIGINAL DRAWINGS OF THE ILLUSTRATIONS
IN THIS BOOK HAVE BEEN PRESENTED TO THE TOWN OF PALM BEACH
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THE PLAN OF PALM BEACH

PREPARED UNDER THE

DIRECTION OF

THE GARDEN CLUB OF PALM BEACH

APPROVED BY

THE TOWN COUNCIL

BENNETT, PARSONS & FROST · CONSULTING ARCHITECTS
CHICAGO

On April 8, 1929, the Garden Club of Palm Beach met with the Town Council and formally offered to sponsor the preparation of a Town Plan. This offer was accepted forthwith. Arrangements were then made with Bennett, Parsons & Frost, Consulting Architects of Chicago, and the work was begun at once.

On December 19, 1929, the Town Council approved and accepted the completed plan and report.

The Garden Club of Palm Beach wishes to acknowledge the aid and cooperation in this undertaking of the town officials and citizens.

MARION R. McKINLOCK, President

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THE PLAN OF PALM BEACH

ORIGIN

THE growth of Palm Beach from its earliest settlement to the present time has been fostered almost entirely by its alluring climate. The first permanent residents sought refuge from northern winters.

At Palm Beach they found a combination of advantages, a warm even climate, tempered by the Gulf stream; the ocean with its excellent beaches and the still waters of Lake Worth; the exotic vegetation. These advantages of subtropical southern Florida, outweighed all of its inconveniences.

When the first railroad united this region with the north, the significance of Palm Beach as a winter retreat was assured. And the amazing progress of Palm Beach in a fine way is due solely to its distinguished winter residents.

First a hotel; the present character is the result of steady dignified growth, with beautiful estates, modest homes, hotels, fine shops, excellent administration, creditable public works. The fabric has been woven in a manner approaching the ideal.

Business and agriculture have had very little influence in the development of this community. Business exists to supply necessities and luxuries and to give service to the inhabitants and to the winter guests.

TRANSITION

BUT while Palm Beach has been complaisant the mainland has become productive. A large quantity of valuable fruit and produce is raised and it is cleared through the railway towns.

Moreover migration to warm climates now takes place on a large scale. The permanent population of the state is growing and the winter visitors are increasing in numbers. It is not surprising then that towns on the railroads have prospered, that West Palm Beach has grown from a service village to a city.

And so the functions of Palm Beach and other places at the water's edge are gradually expanding and their problems are increasing.

FUTURE

THAT Palm Beach recognizes these changes, has been evidenced in many ways. A zoning ordinance has been in force for some time; the Garden Club has presented to the town of Palm Beach a plan for its guidance in future public improvements; public spirited citizens are giving serious thought to a public bath.

To preserve the quiet, residential character, and at the same time to meet the inevitable demands of the ever increasing numbers coming to the back country; that is the problem. In many ways the two are incompatible.

One attractive and well managed public bath and beach, the concentration of general traffic upon a limited number of streets, beautification without especial reference to main arteries of travel, and a system of leisurely and convenient by-ways free from automobiles, punctuated with gardens: this is a plan which will localize recreation seeking crowds, discourage trespassing, and provide safety and quiet for residents of Palm Beach.

A REVIEW OF TENDENCIES

THE AUTOMOBILE AND OPEN SPACES

PALM BEACH has not escaped the influences which have worked a great change in community life in the last two decades. The development of automotive transportation has thrust its problems upon Palm Beach as it has elsewhere.

On the other hand the automobile has served its purpose admirably. Its initial effect was to spread the community over an area which would have been impracticable without speedy and flexible transport. But the automobile is now working toward new changes in the physical character of Palm Beach.

Two of the large open spaces, the lands between the Breakers and the Royal Poinciana Hotels, and the Palm Beach Country Club, will soon be put to much more intensive use. These lands are increasing in value. Less expensive property can be found adequately to serve the purposes of recreation. Automobiles have lessened the need of proximity of golf courses to built-up areas.

There are no substantial public areas to replace the Hotel lands. And while parks in the ordinary meaning of the word have a very limited utility in the community life of Palm Beach, nevertheless, the loss of these open spaces will be felt. The problem presented by this inevitable change is susceptible of solution.

THE KEYNOTE

PUBLIC GARDENS or decorative parks, may be places of great beauty and visual interest and would be an addition to the aesthetic aspect of the community. They would preserve its character and add greatly to its charm. As the privately owned open spaces disappear, the public open space must replace them to preserve the character of Palm Beach.

There are many communities which can be said to be beautiful. The places in which charm is the additional attribute are very few. The element of charm is the thing which lifts a community out of the ordinary and makes it distinctive. The attribute of charm may be produced by an intelligent development of physical advantages in an unusual way.

The major physical advantages of the site of Palm Beach are the Ocean and Lake Worth. Many towns and cities are similarly situated. However, Palm Beach, originally no doubt through necessity, and later because of the nature of its community life, has its distinguishing Lake Trail.

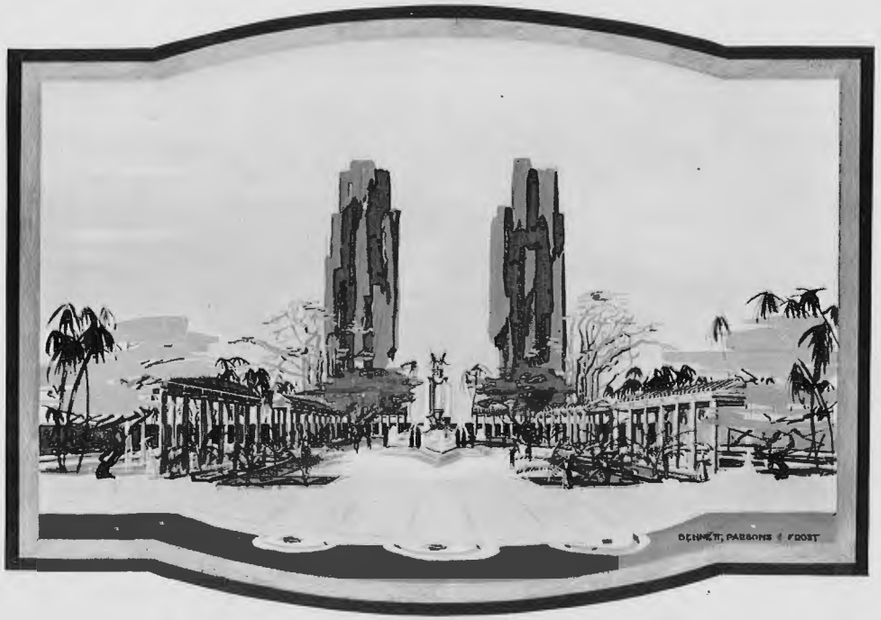
So many communities offer lake and river drives and ocean front boulevards that motoring along them, no matter how beautiful they are, borders on the commonplace.

The maximum enjoyment of Palm Beach is obtained by a more leisurely progress through its beauties. Such a leisurely means of transport is the wheel chair. The Lake Trail ideally serves as a pathway for chairs. It is free from the noxious odors, noise and dangers from automobiles.

A two hour ride or walk along the trails would easily carry one from the center of the town to either the Inlet or the vicinity of the Bath and Tennis Club and back. The extension of the Lake Trail system along the ocean front and to these points is well within reason.

The use of the lake trails has not kept pace with the growth of Palm Beach. This is not due to decreasing interest in them, but rather to the failure in recent years to extend the trails in conformity with the broadening scope of the community. Motor roads have been extended and have absorbed the function of one of the most charming and distinctive elements of the community life. Private motor transportation is essential to comfort and convenience, but over emphasis of that which is a commonplace element of life of every community cannot but work toward making Palm Beach commonplace.

On the whole, a careful consideration of the changes which have taken place, and changes which are eminent lead to the conclusion that areas of reasonable size should be set aside as public gardens and that a system of trails giving restful access to them and to other points of general community interest should be developed.



CENTRAL MOTIF OF THE BOTANICAL GARDEN
PLAN ON PAGE 12

THE PLAN

THE problems which have gradually thrust themselves upon Palm Beach prompted the Garden Club to offer a comprehensive plan to the Town Council. This offer was accepted at a public meeting on April 8, 1929.

A survey of conditions, an analysis of tendencies and the preparation of a plan, with the cooperation and advice of the Garden Club, of the town authorities and of citizens interested in the well being of Palm Beach, was begun at once and the work was completed in December. The completed plan was presented to the Town Council at a meeting on December 19, 1929 and was accepted.

A desire to preserve and to enhance the charming character of Palm Beach is the keynote of the Plan. The necessity for improving traffic circulation and of providing safe walks for pedestrians is recognized as one of major importance.

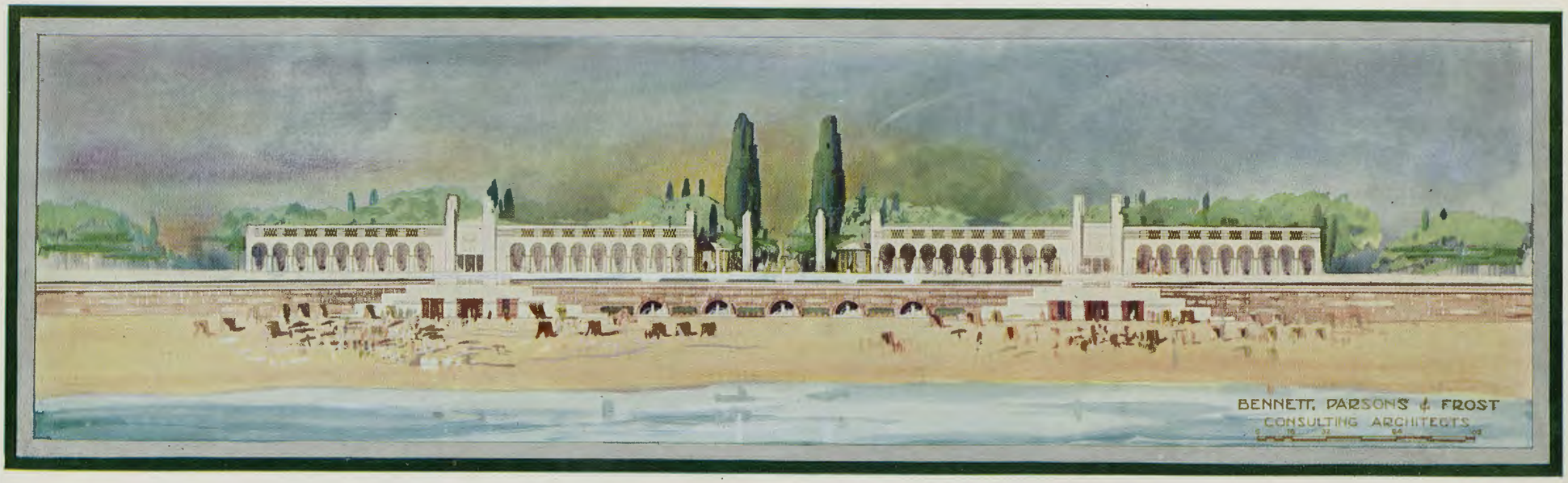
Briefly the Plan of Palm Beach provides for:

A Public Bath
Public Gardens, A Botanical Garden
A System of Trails or Walks with Grade Separation
The Improvement of the Street System
Public Buildings.

THE PUBLIC BATH

AS a consequence of the increase in population of Palm Beach, and of the County, the residents of Palm Beach are confronted with a problem which eventually must be solved. This is public access to the ocean for bathing.

The only public bathing facilities have been mismanaged by private owners and have fallen into disrepair. The result has been disorder and a tendency to trespass upon private property.



PUBLIC BATH FROM THE OCEAN

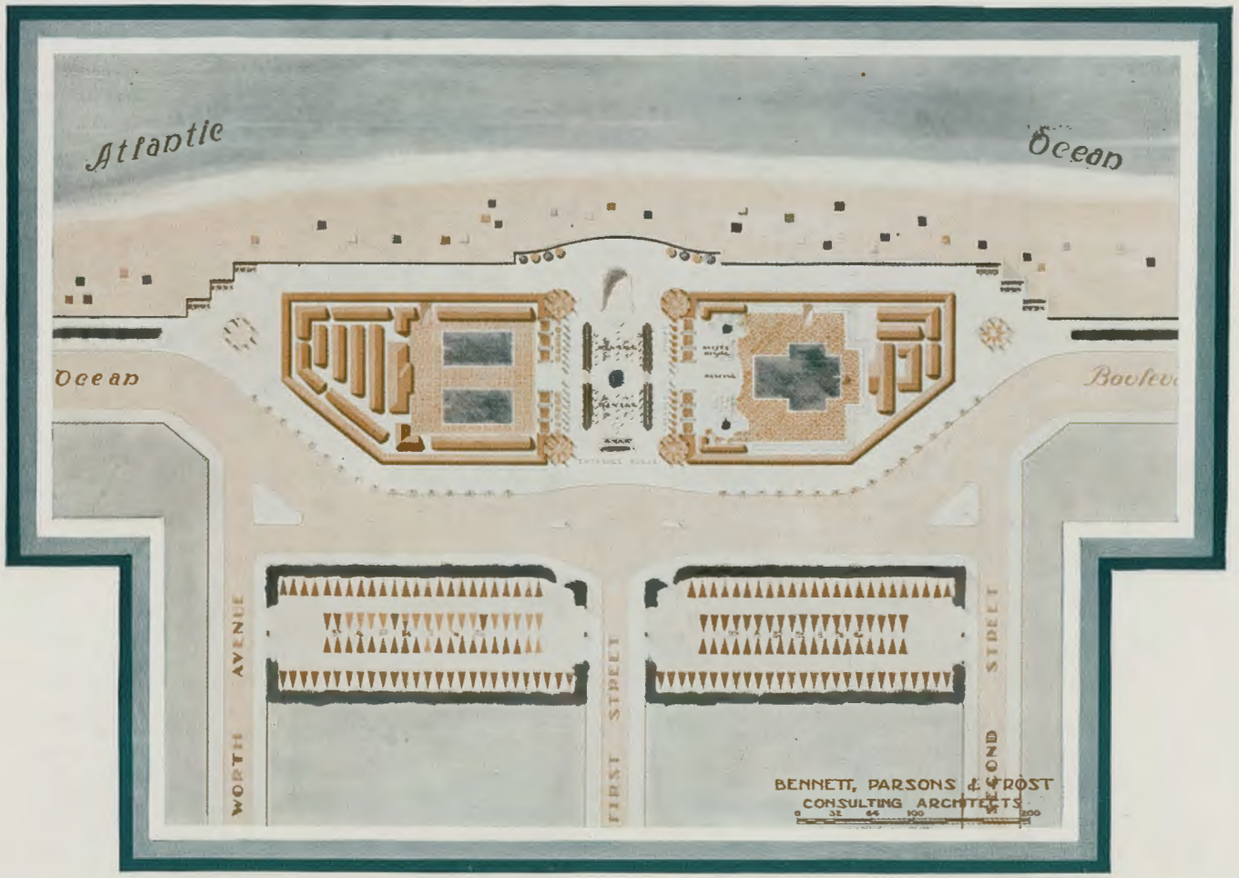
The duty of the community to its property owners and to its citizens is to provide suitable bathing places for the general public. It is therefore recommended that «Gus' Bath» be acquired and rehabilitated and that sufficient additional land be acquired to provide a complete, modern and agreeable bath, and reasonable parking space.

Specifically, it is suggested that two baths be built, one to replace the old buildings extending from Worth Avenue to First Street and the other extending to Second Street. The structures would be built east of the old bath occupying the present ocean boulevard, the latter passing behind them. Adjoining the west side of the road there is room for parking. This space should be screened by dense planting.

One of the baths would serve the general public while the other could be operated as a quasi-public club. The equipment should include restaurants and a few shops. By means of groins the beach may be widened and protected from erosion. This would make possible the widening of Ocean Boulevard as far north as Royal Palm Way, and perhaps to the Breakers property.

The removal of the pier, the construction of a wide walk, a sea wall, ramps from the bath houses to the beach, perhaps small decorative pavilions just north and south of the bath houses, and steps or ramps at street ends would complete such a project. The aggravating conflict between private interests and the public can be relieved only by a thoroughgoing attempt to satisfy the public need.

An alternative plan (opposite page) indicates the Ocean Boulevard in its present location in relation to the proposed public baths.



THE PUBLIC BATH; BOULEVARD PASSING BEHIND IT. PUBLIC BATH ON LEFT, BATH CLUB ON RIGHT, GARDEN AND PROMENADE BETWEEN. AMPLE PARKING

PUBLIC GARDENS

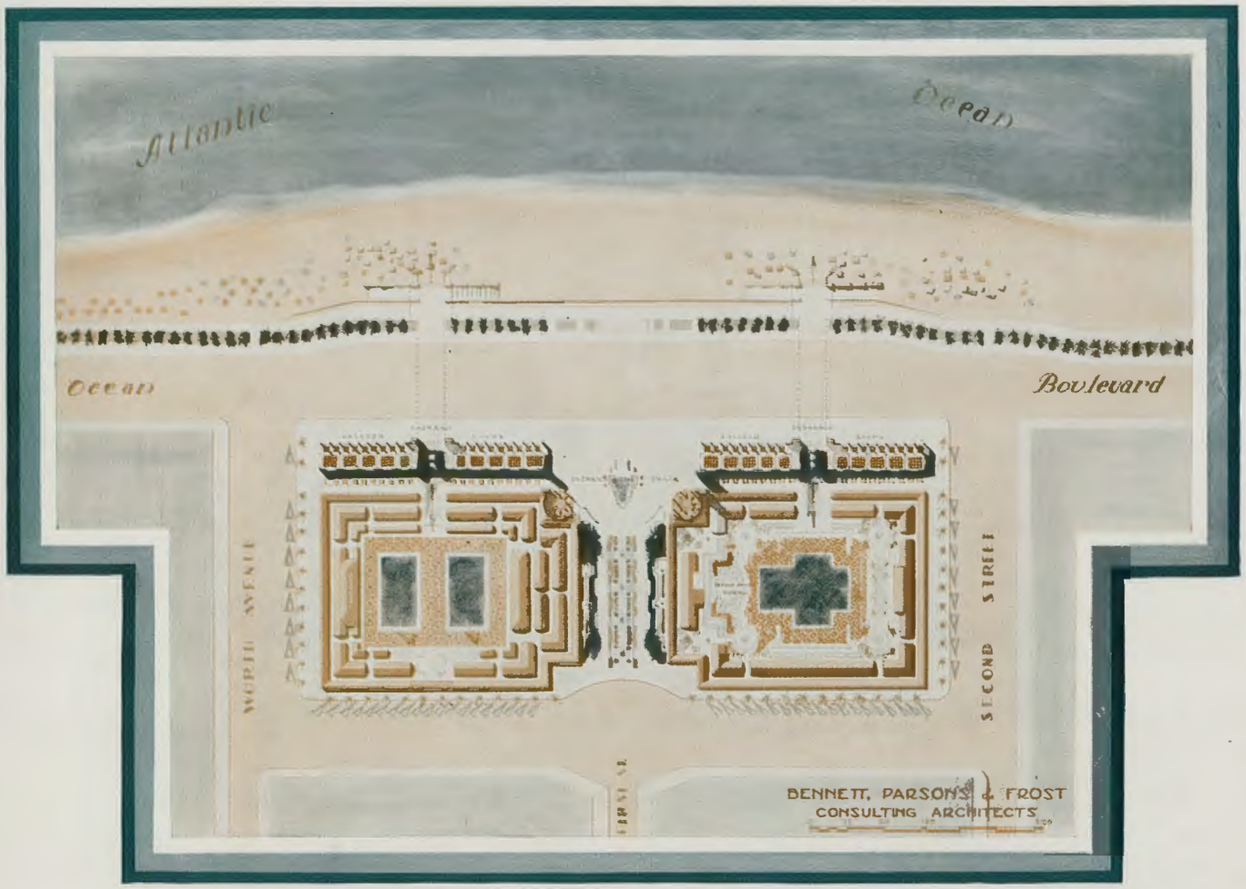
PUBLIC GARDENS *are the outstanding opportunity of Palm Beach. For reasons which are obvious, Palm Beach does not require large public park and playground areas. Its ambition should be adornment.* Before privately owned open spaces disappear, parts of them and other new ones must be dedicated to a plan of permanent gardens. Suggestions for this scheme are embodied in the plan.

BOTANICAL GARDEN

A suitable site for a botanical garden may be found between Wells Road and the Country Club, extending perhaps from the County Road to the lake. An entrance is afforded from the County Road. Bradley Place if extended, would divide the garden into two parts but a hump in the road with a path passing underneath would combine an attractive feature with safety. The lake trail and a boat landing completes the means of access.

GUS' BATH

It is not within the province of this book to deal with the details of the garden itself, but sketches are presented as an incentive to creative thought. No buildings, except of a minor nature for service and storage would be required, but there should be an orderly architectural expression in the form of entrances, walks, steps, lights and perhaps pylons, balustrades and fountains.



ALTERNATIVE PLAN OF PUBLIC BATH, BOULEVARD ON OCEAN SIDE

POINCIANA GARDEN

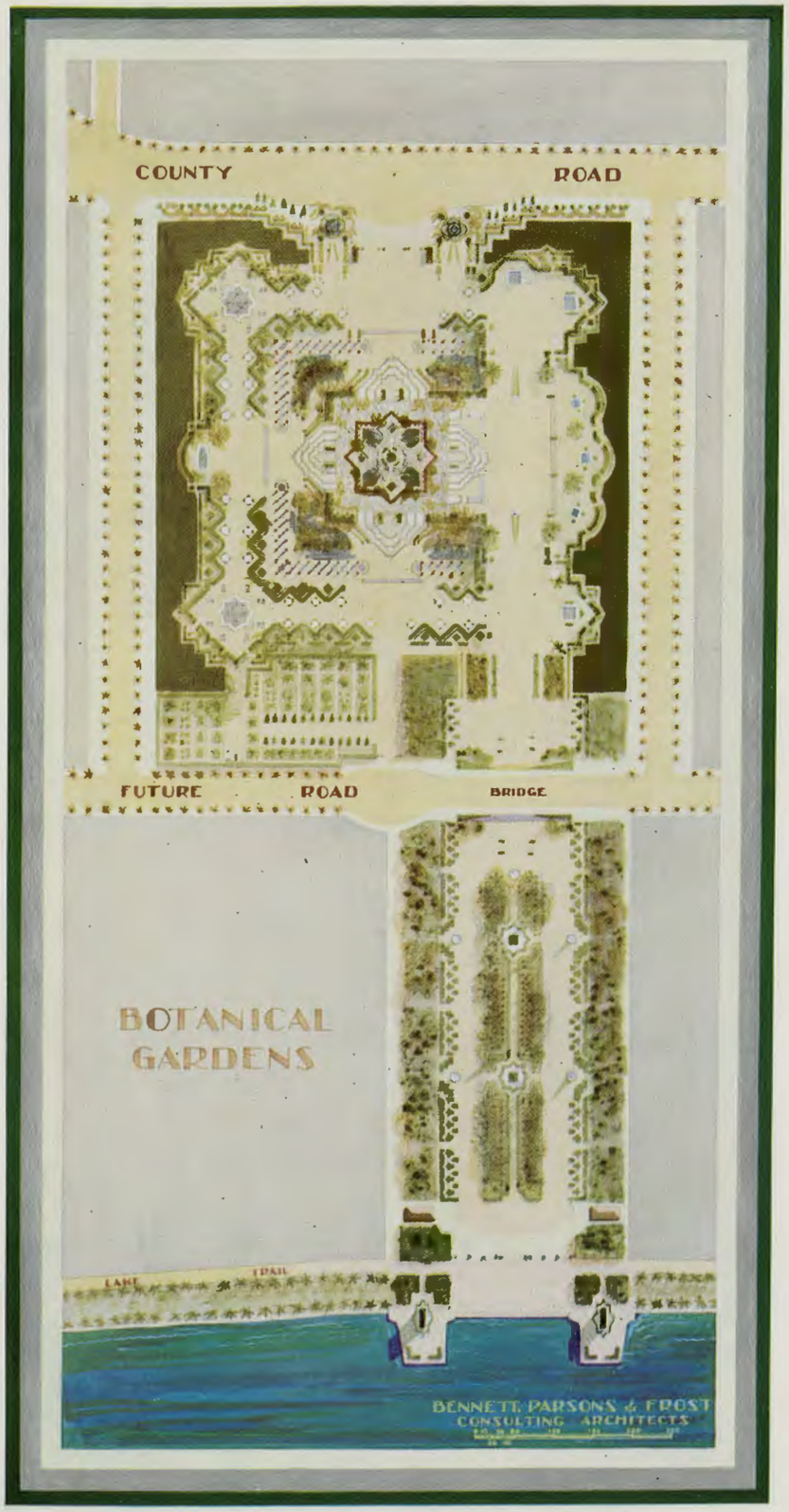
An extensive garden-like park is proposed south of the Florida East Coast bridge along Lake Worth. The beautiful Poinciana Garden in its present glory is its inspiration.

It is believed that the Royal Poinciana Hotel will be dismantled in a few years, and the treatment suggested is based upon that belief. The boulevard extending eastward from the rebuilt bridge, a continuation of Bradley Place, bowed westerly and connecting with Cocoanut Row, together with connections to Whitehall are a part of the scheme. With the removal of the railway tracks, it will be possible to elevate the new bridge somewhat so that the lake trail may pass under it. The bridge approach and a boat landing belong to the scheme.

The garden is susceptible of a variety of treatments, but it is fundamental that no path or trail crosses a highway at grade. Here an opportunity presents itself to combine intelligent betterment of the street plan with a superb lake front garden having all the elements of safe pedestrian access.

Linked with this garden, it is suggested that a space extending to the Breakers be left open when the old golf course and Cocoanut Walk have given way to other and more intensive occupancy. A formal treatment of this space is greatly to be desired. Two walks, each passing under the proposed road, and under the County Road, both slightly raised, are essential parts of the plan.

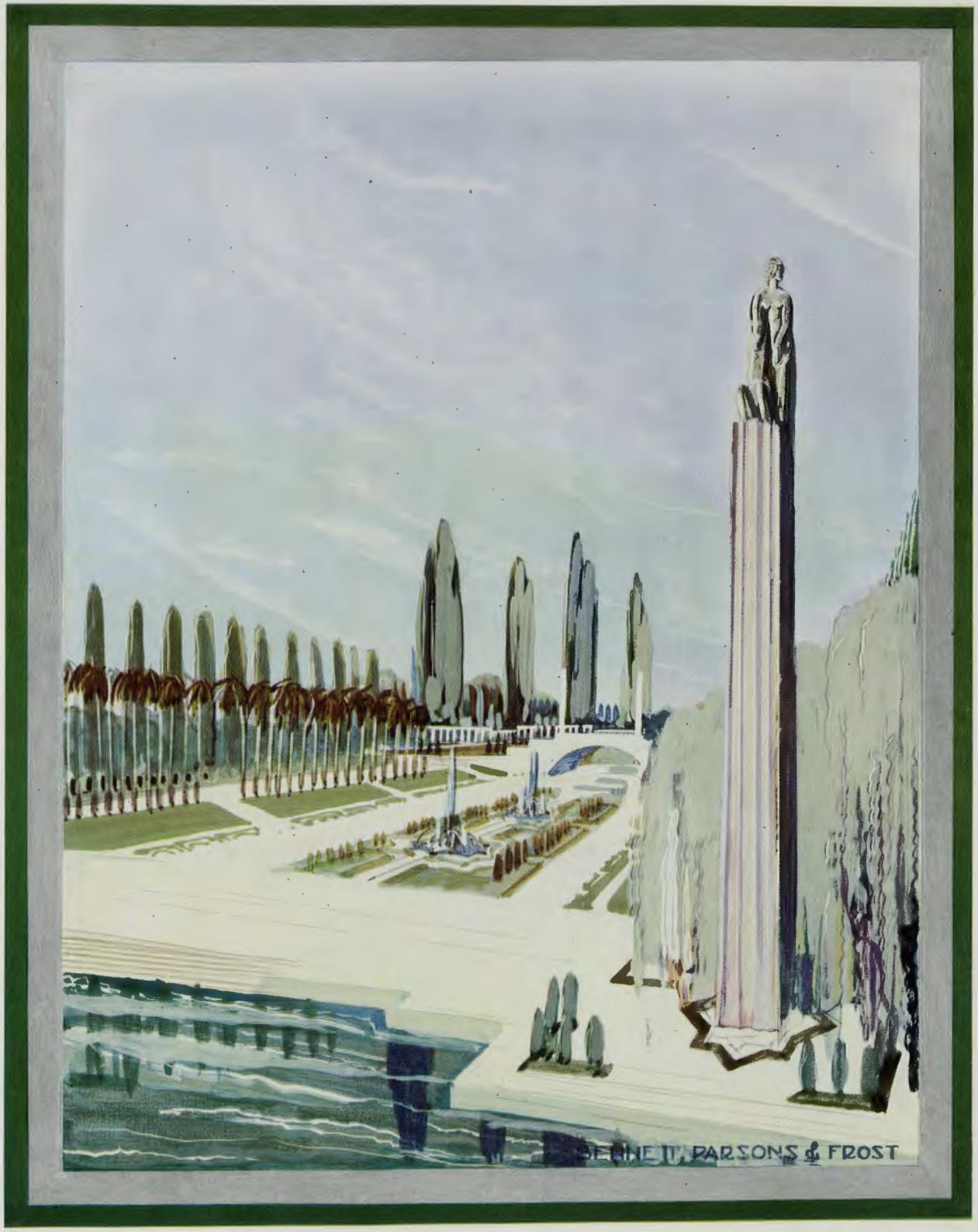
Along the north and south edges of this garden, cottages served by marginal streets are suggested. This element of the plan, if carried out, will be an outstanding feature of Palm Beach. It will be a substantial contribution to hotel life and to that of the community in general.



PLAN OF BOTANICAL GARDEN, SEE PAGE 20

INLET GARDEN

Along the Inlet extending from Lake Worth to the Ocean, there is a strip of land under the jurisdiction of the Inlet Commission. The proper planting of this area with sturdy growth near the ocean, passing to flowering shrubs and less hardy trees at the lake end, will provide a fitting terminal for the lake trail, which it is urged should extend to the inlet. Inlet Garden is illustrated on page 14.



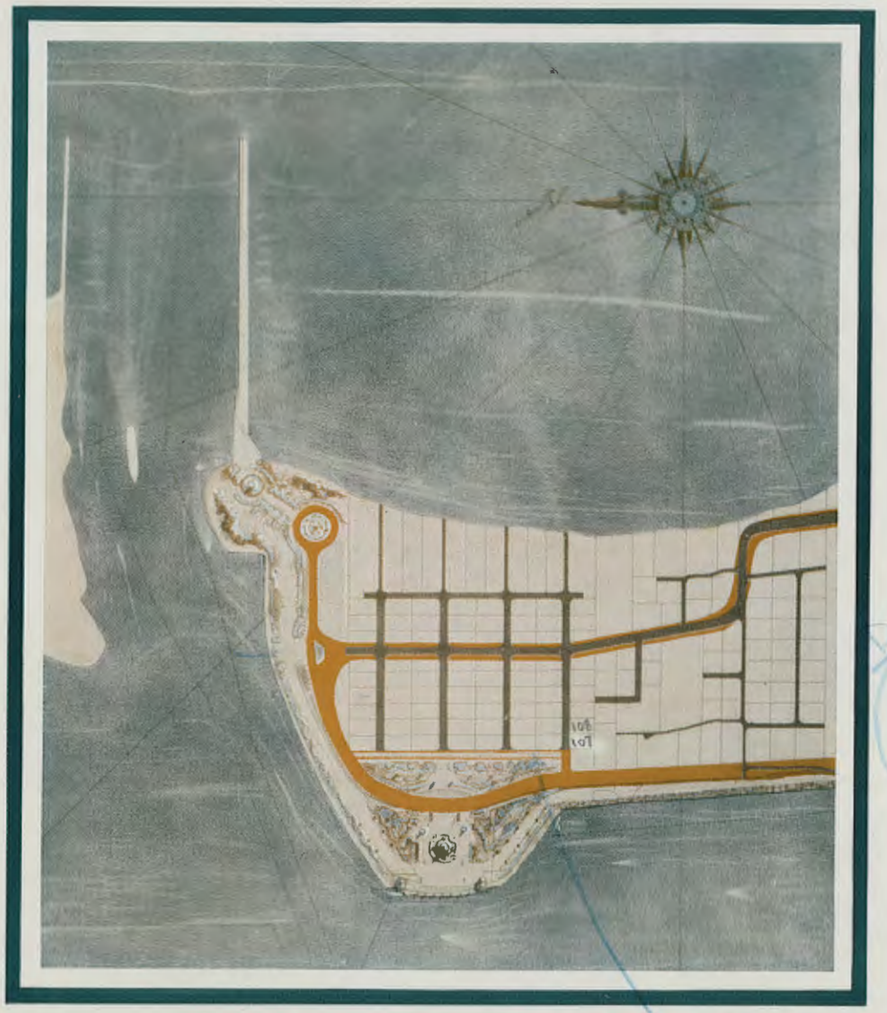
BOTANICAL GARDEN

SEE PAGE 20

LAKE WORTH IN THE FOREGROUND. BRADLEY PLACE, IF EXTENDED, WOULD DIVIDE THE GARDEN, BUT A HUMP IN THE ROAD WITH A PATH PASSING UNDERNEATH WOULD COMBINE AN ATTRACTIVE FEATURE WITH SAFETY. THE LAKE TRAIL AND A BOAT LANDING COMPLETES THE MEANS OF ACCESS

TRAILS

THERE *is every reason to believe that wheel chairs, which may be power driven, will serve the purpose of leisurely, quiet and safe transportation in Palm Beach if a system of trails is provided.* The trails however, must connect with all important destinations and with points of interest. At main highway crossings grades can be separated. In most instances the trails may pass under, since the clearance need not be over 7½ or 8 feet. The roadways must be raised somewhat and the trails slightly depressed.



INLET GARDEN, TRAIL AND ROADS

The trail system should extend along the lake from the Inlet Garden to the Everglades Club, across town to the Public Bath and along the Ocean to the Bath and Tennis Club. It should extend along the ocean with a suitable connection through the Hotel grounds to Wells Road. Cross town connections at Wells Road and at the Breakers round out the plan. It would provide an independent system of circulation the value of which would be great.

The trails need be but 12 feet wide and the cost including grade separation at important streets would be small as compared with road building. They would become an integral part of the gardens; an outstanding convenience.

Along the shores of Lake Worth the established bulk head line extends some distance into the water. It is anticipated that the additional space will be gradually added by the building of the permanent sea walls. This will make possible the embellishment of the Lake Trail with here and there a small garden, and at convenient points a boat landing.

It is recommended that all lake frontage from Royal Palm Way to Worth Avenue be condemned for park purposes. The current activities forebode ugliness and disaster to the trail plan.

THE STREET SYSTEM

THE street system of Palm Beach is simple in its arrangement. The County Road is and always will be the important artery. The main lines of through traffic flow are along the County Road to and from the

bridges. The Southern Boulevard bridge was an intelligent addition to mainland connections. It should reduce through traffic movement in the downtown area.

Future bridges north of the Florida East Coast bridge on the other hand would increase this traffic. No such connection either across Lake Worth or across the inlet should be built until the demands of future through traffic cannot be satisfied in some other manner.

Through motor transportation, like rail should be provided for on the mainland by widening the existing roads or by creating new trunk highways from time to time. And the islands should be served by spurs. A few miles of ocean and island boulevard here and there will serve for recreation motoring and is by far the best plan for both motorist and resident.

THE COUNTY ROAD

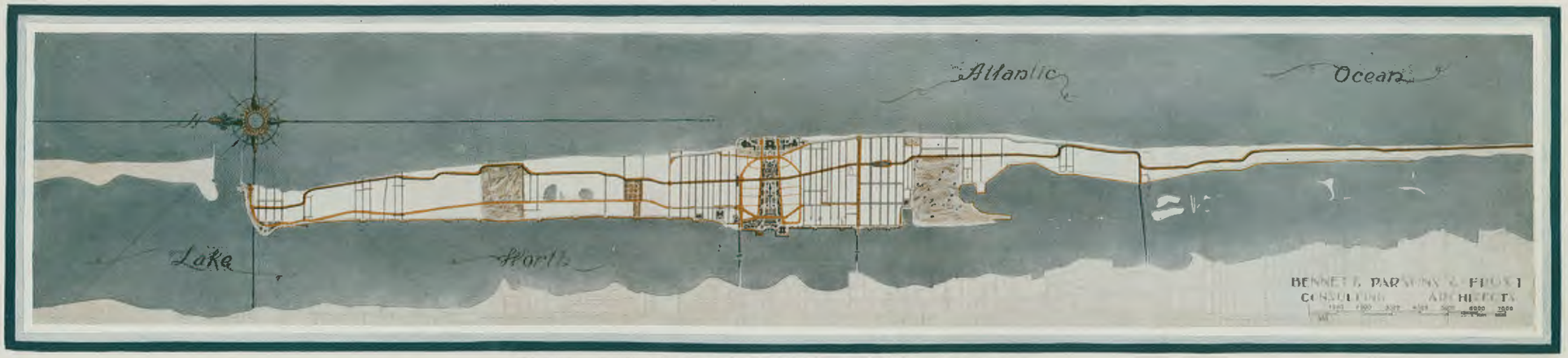
The main artery of Palm Beach is the County Road, officially Palm Beach Avenue.

Because of its location, the County Road serves this purpose with better effect and with less damage to abutting properties than any other route.

It has always been the main traffic route of the community and the properties along it have been improved accordingly. In the more intensively built up areas the properties abutting upon it have been, or eventually will be used for business. In residential sections the houses are so placed that the noise and fumes from the road do not cause serious inconvenience, or they are screened by walls and shrubbery to accomplish that end.

That part of the County Road which lies north of Wells Road, including not only the roadway but the right-of-way can be widened without great expense. This should be done, and at the same time the dangerous curves should be eliminated for traffic safety.

Between Wells Road and Sunset Avenue it has a roadway width of 50 feet. This width is ample. But the total width of the right of way of this portion of the street allows room for sidewalks



GENERAL PLAN OF PALM BEACH BETTERMENTS IN ORANGE

only 5 feet wide. While for one-half block between Everglades and Seminole Avenues on the west side of the street, no space at all is left for sidewalks, there being a wall one foot away from the curb.

In order properly to serve the abutting properties, especially if they are ever to be used for business, the sidewalk space should be increased to at least 10 feet.

A suggested means of acquiring the additional space for public walks at little cost to the public—is arcading the buildings out over 2 feet of the existing public space in return for the dedication of 5 or more feet of walk space. This procedure would place the outside of the arcade 3 feet back from the curb of a 50-foot roadway. Under this arrangement there should be a walk 8 or 10 feet wide under the arcades.

Between Sunset Avenue and Main Street for one block, the existing roadway is but 38 feet wide. The east curb is almost in line with the east curb of the roadway to the north, which produces a decided offset in the roadway as well as a point of constriction. The parking of vehicles at the curbs between Sunset Avenue and Main Street cuts the effective roadway down to 22 feet. Vehicles coming from the north and slowing down to turn into Main Street still further congest this point in the street.

As soon as possible the street should be widened in this block by the acquisition of sufficient property on the west side of the street to permit the widening of the roadway to 50 feet. This would place the curb at the present building line on the portion of the west side of the street which is not at present arcaded over the sidewalk. It would be necessary to remove the arcade and to extend the walk through a new arcade in the existing buildings.

From Main Street to the south line of the Florida East Coast property the existing roadway is about 47 feet wide.

Under any plan of development of the Hotel properties, which may be adopted, it is highly improbable that the property fronting on the County Road will be improved for business. To separate the lake from the ocean at this point by a solidly built business strip would be unfortunate. Its best use is residential. However, the County Road at this point is heavily traveled, and generally this is incompatible with residential occupancy. But here two 27-foot roadways with a 25-foot park strip between them, 10-foot curb planting and 6-foot sidewalks on each side, with deep lots facing the street will achieve the purpose of minimizing the objection to traffic.

From Barton Avenue to Sea View Avenue the roadway is 46 feet wide with sidewalk spaces 5 feet wide. This width of roadway is sufficient, but the walk space should be increased to 10 feet, as it has been between Sea View Avenue and Royal Palm Way.

The treatment of the Town Hall Plaza is illustrated herein in detail.

Fairchild Aerial Surveys, Inc

AIR MAP OF PALM BEACH

The County Road from Chilian Avenue to Worth Avenue has a roadway 51 feet wide and sidewalk spaces of 5 feet.

The abutting properties are for the most part vacant, but a building has been erected at the northeast corner of Worth Avenue which is little more than 5 feet from the curb. This example illustrates the necessity for wider sidewalks in business areas. *Future business along this street should recognize the need for walks at least 10 feet wide.*

The County Road south of Worth Avenue for a distance of several miles has a pavement about 30 feet in width. At least one sidewalk is the immediate need.

It is recommended that the County Road for its entire length in Palm Beach be increased to a minimum width of 50 feet for the roadway and 10 feet for each sidewalk including planting, and that the radius of curves be increased as shown on the street plans. Where practicable two 27-foot roadways are recommended with a central park strip.

OCEAN BOULEVARD AND THE OCEAN FRONT

There are two extreme attitudes which might be assumed in regard to the development of the ocean front of Palm Beach. One is that the highway should extend along the entire ocean front for continuous high speed travel, where the seascape presents itself in all its beauty.

The other insists upon entirely closing off the ocean front so that the enjoyment which it offers can be had in comparative quiet and seclusion.

Where the desires of a large number of people with divergent ideas as to what constitutes enjoyment, must be satisfied, extreme attitudes cannot be assumed to useful purpose. This is particularly true in a community where recreation, rest, quiet and enjoyment of life are the principal reasons for its being.

As a busy traffic way an ocean front road is not ideal. The very fact that a view is offered points to a serious objection. Concentration upon driving is difficult; accidents are promoted. Here moderation suggests occasional stretches of ocean front road for restful driving and a continuous artery for through traffic behind it.

Through traffic should be discouraged in areas of recreation. While the ocean boulevard has no cross vehicle traffic, its own

Fairchild Aerial Surveys, Inc.

traffic is dangerous to people bent upon leisure. With motor cars constantly increasing in numbers and speed, they can no longer be mixed with recreation crowds. To safeguard access by the people to the ocean and to beaches is one thing, but to operate miles of speedway at the water's edge is quite another.

This problem is confronting park authorities throughout the land. Motorists who haven't the time to detour to seek places of great beauty, or occasionally to visit them on foot, cannot feel aggrieved if the opportunity is lost to them. In resolving this problem one must differentiate between transportation and recreation, even though they are sometimes combined in one operation.

The transportation needs of Palm Beach dictate that the ocean boulevard be improved from the south to the bridges. South from Worth Avenue to Vita Serena there is a need for two highways. In this locality there are two, and they should be maintained. It is true that the Ocean Boulevard is decidedly objectionable to the public bathing beach, but the latter will be made tenable by locating the roadway west of the bath houses at the public bath.

If a walk or chair trail is provided along the east edge of the boulevard with a curb high enough to insure pedestrian safety, traffic may then share the water front with recreation.

From Barton Avenue south to the Public Bath the Ocean Boulevard should be widened where necessary to provide a minimum roadway width of 40 feet.

From Barton Avenue north the road should be extended through the Florida East Coast property. The route of this street is largely a part of the golf course.

The Ocean Boulevard may well be extended to connect with that section between Sunrise Avenue and Wells Road for local use. It finds justification as a leisure drive in its service to the residents of seven blocks of property.

The connection begins south of Grace Trail, and cuts across vacant property at the northwest corner of Sunrise Avenue and Ocean Boulevard. Between Sunrise Avenue and the north line of the hotel lands it would pass almost entirely over developed property. The existing improvements, however, do permit the selection of a route where houses are for the most part obsolescent and inexpensive. The street would connect with the main Ocean Boulevard west of the Breakers Hotel. The situation north from Wells Road is quite different. Here the holdings are large and generally extend from the ocean to the lake.

Until the storm of 1928 there were 5 miles of ocean road along the total of 6 miles of ocean front extending from the Bath and Tennis Club to the inlet. Of the one mile of frontage without the road, about one half is in several ownerships and the other half is Florida East Coast property. This status of the ocean front provided too small a section of the whole to serve the people who desire to enjoy the ocean in semi-seclusion and in safety. It is insufficient adequately to satisfy the needs of the community.

OCEAN BOULEVARD IS A SERIOUS PUBLIC CHARGE

The question is one of deciding whether or not almost the entire water front should continue to be preempted by a speedway. Here again the extreme view should give way to moderation.

It is recommended that Ocean Boulevard between Wells Road and the Country Club be abandoned as a highway.

The roadway which formerly existed along this section of ocean frontage was removed in 1928 by storm and is now impassable. Its replacement and maintenance would be a large item of expense to be borne by the community.

COCOANUT ROW—BRADLEY PLACE

As a secondary street to relieve the County Road, the extension of Cocoanut Row to Bradley Place, and the ultimate continuation of the latter to the inlet is an obvious route. By swinging the connecting link westward so as better to serve Whitehall and to give immediate access to the garden, the need is supplied by one instead of two new streets through the hotel grounds. And to preserve the unity of the gardens is obviously desirable.

North of Wells Road there is no urgent demand for the extension, but when division of the large holdings, or any of them takes place the line of the road should be established, so that the ultimate result will be a continuous street of adequate width without jogs or sharp curves. This width should be at least 60 feet. The recommended improvements in Cocoanut Row and in the existing section of Bradley Place are shown on the Plan.

ROYAL PALM WAY

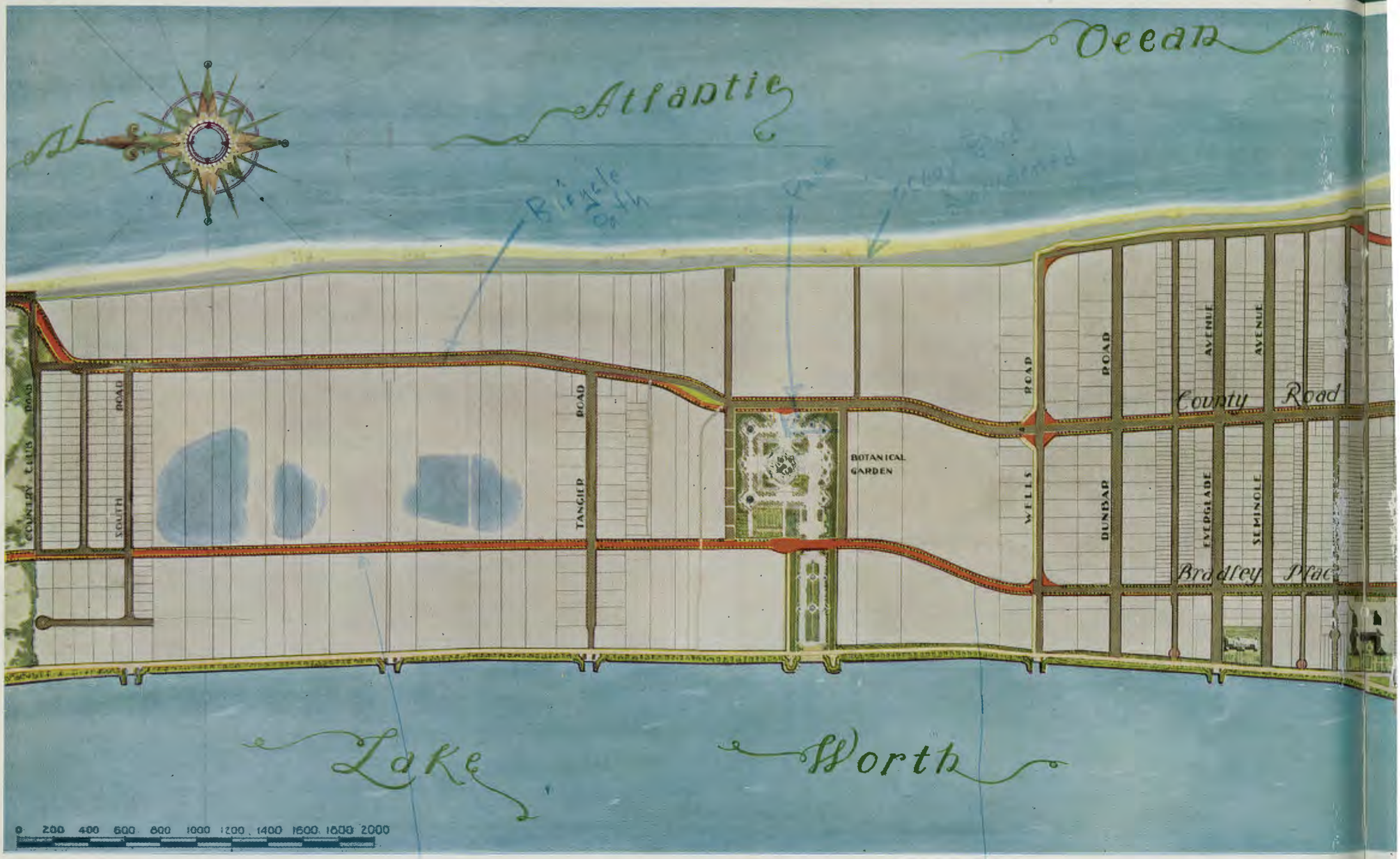
It is proposed to widen the right of way to 150 feet, the first stage of this improvement extending from the bridge to the County Road. This may be accomplished by stages; first by maintaining the building line of 25 feet and later by removing the few buildings which now extend beyond it. Meanwhile the new curb line may be established. A plan in detail is shown herewith. *The middle parkway should not be changed under any consideration from its present width.*

Royal Palm Way is a monumental entrance to Palm Beach and as such four rows of Royal Palms will give it fitting dignity.

PROPOSED CAUSEWAY BOULEVARD AND MAIN STREET

A new crosstown boulevard is proposed to parallel Main Street on the hotel property. This boulevard should lead directly to the County Road and should connect with the Ocean Boulevard. It may be treated in the same manner as Royal Palm Way, as the north entrance to Palm Beach. When this improvement is carried out, and the old structures along the south side of Main Street are replaced, the new buildings should be set back to provide a wider roadway and a new south sidewalk in Main Street.

THE PEDESTRIAN HAS BEEN NEGLECTED



THE COUNTRY CLUB

BOTANICAL GARDEN

THE PLAN OF PALM BEACH; NEW STREETS IN RED; TI
TWO SCHEMES FOR THE PUBLIC BATH AI

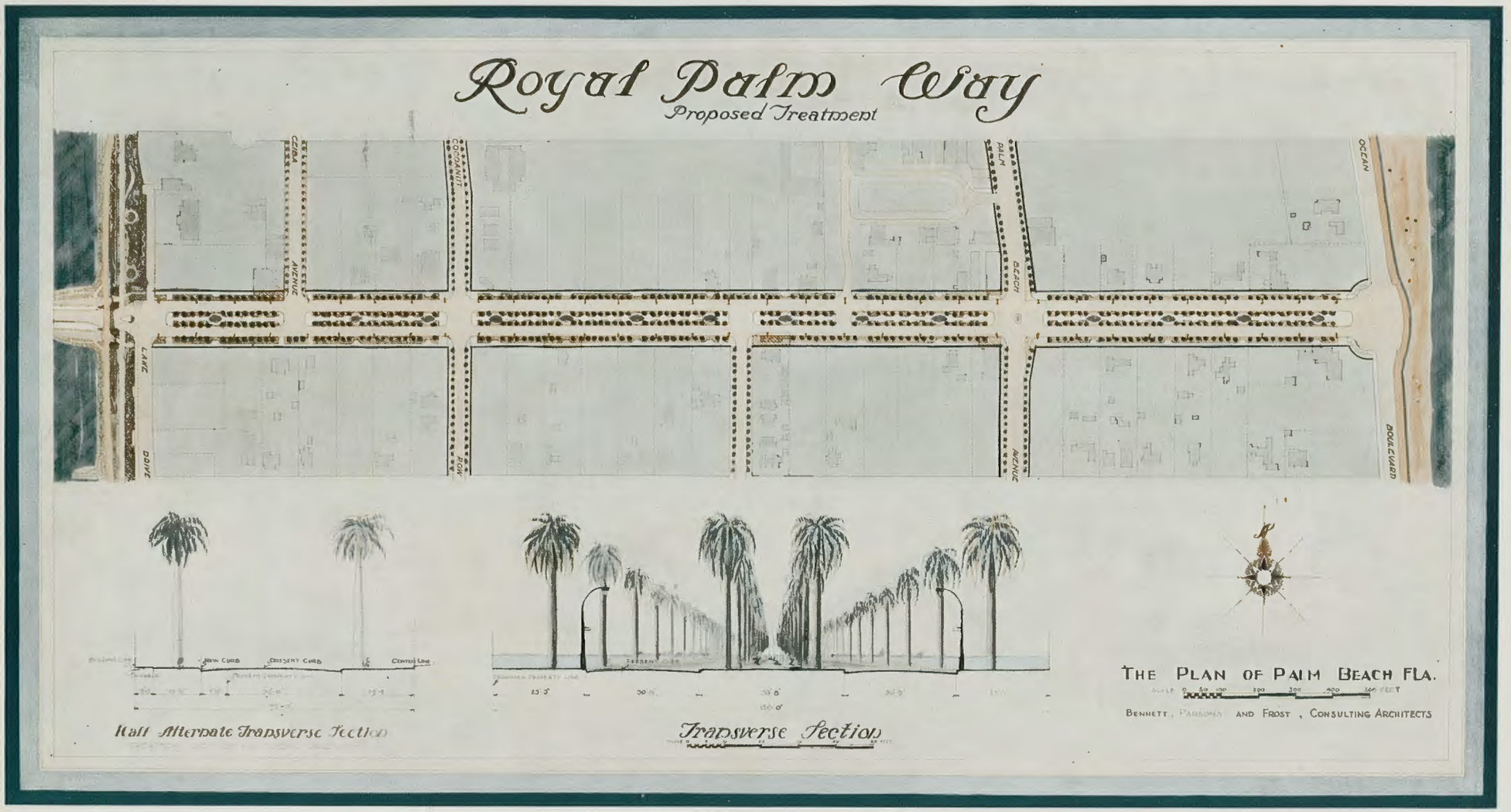
NEW BOULEVARD

POINCIANA GARDEN AND COTTAGE COLONY

ROYAL PALM WAY

PUBLIC BATH EVERGLADES CLUB

HE TRAIL SYSTEM IN YELLOW; NEW GARDENS.
RE SHOWN ON PAGES 10 AND 11

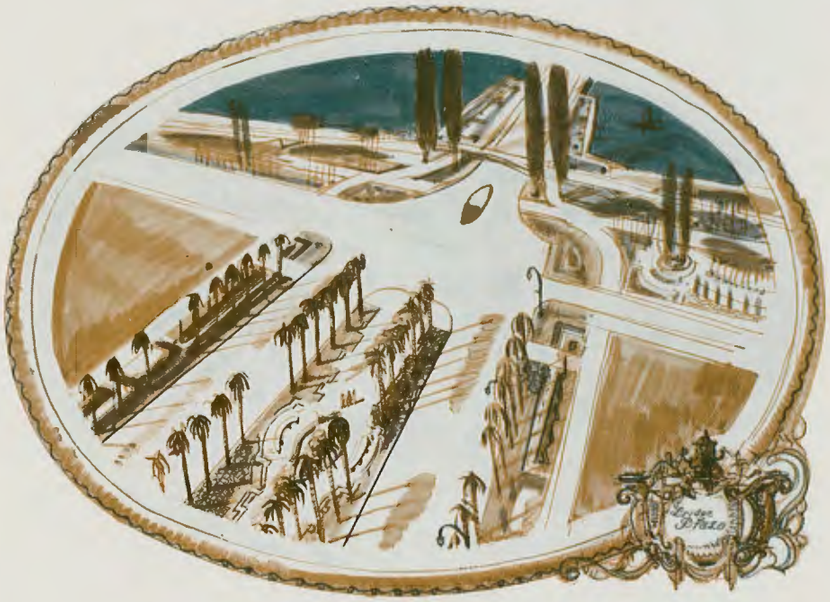


TRAFFIC

TRAFFIC requires some measure of control; crossing signals, parking limitations, speed regulation, truck and passenger separation. The science of traffic control is passing through an experimental stage in many respects. Ultimately there will be grade separation throughout the country at important highway crossings and in congested centers. However, in Palm Beach, safety and convenience are matters of regulation and road capacity rather than grade separation.

TRAFFIC SIGNALS

Stop and go signals should never be suspended at the center of an intersection. Where they are required they should be located at the four corners, unless there are safety islands. Where two intersecting streets have middle park strips of substantial width a safety



THE LAKE WORTH END OF ROYAL PALM WAY

island at the center of the intersection is desirable. With this exception there should be no obstruction at a crossing center. If intersecting streets or either of them is wide enough to contain safety islands, they should be located in line with the curb of the cross street. In such instances the proper place for traffic signals is on these islands. Along a through street such as the County Road, signals should flash progressively.

There should be no signals where they are not necessary. To call attention to the through street by means of a «Caution» light is sufficient until the through street traffic becomes so continuous as to act as a barrier to safe crossing. In detail, traffic lights need have red and green signals only, but at the interval of changing all direction should be red, to permit safe clearing and to give pedestrians an opportunity to cross. This interval must be timed to meet both conditions.

No intersection should be policed with signals unless they are adequate in number, and proper in location. Otherwise the corner is safer without them. *Suspended signals lack dignity and at night, having no visible connection with the ground, the distance away cannot be gauged.* Moreover they must be hung so high, for clearance that they cannot be observed and read when the approaching vehicle if covered, is close to the crossing.

PARKING

Generally, parking in a street should be discouraged, whether in a through artery or in a quiet residence street. And so-called diagonal parking is the last relic of hitching post days. It is dangerous, and presupposes long stays. Diagonal parking on any street, however beautiful, reduces it to the aesthetic level of an open garage or a vacant lot devoted to the display of used cars.

Limited parking parallel to the curb no doubt will prevail in business areas for some time to come. To eliminate it altogether

POINCIANA GARDEN AND THE NEW BOULEVARDS

WALLS AND PLANTING OBSCURE VISIBILITY

where there is no mass transportation, parking space must be provided off the street. *In many localities it would be less wasteful of space and of public funds to provide parking lots at frequent intervals than to widen and pave many blocks of street to serve as a garage.* On the whole, parking is a matter of regulation from hour to hour, from day to day. And in Palm Beach it is seasonal.

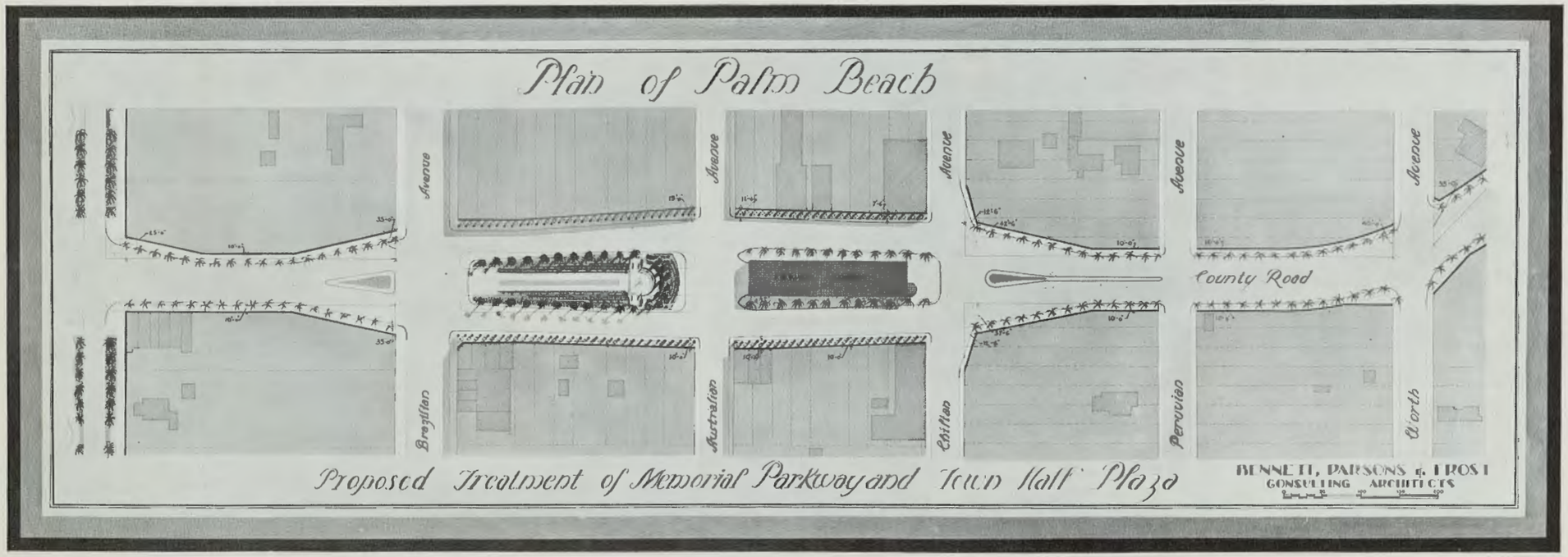
GENERAL

It is needless to say that curb radii should be as long as practicable. The largest passenger car can turn on a 27-foot radius but with narrow sidewalks this radius is not possible. In such cases the minimum radius should be equal to the width of the space from curb to property line.

On corner lots all buildings, walls and planting should be kept back to a diagonal line cutting across the corner at the intersection. In many places this is accomplished by zoning regulation in the interest of traffic safety instead of by condemnation. The minimum length of the diagonal at a square (or 90°) intersection should be 10 feet.

Speed regulation in Palm Beach will follow the trend coming into vogue elsewhere. Its purpose is safety. However, speed limitation may have a by-product. Through traffic should be kept away from the Ocean Boulevard north of Vita Serena for the sound reason that the function of the Ocean Boulevard and of the beach is recreational. The speed limit along the Ocean Boulevard should be materially lower than along the County Road.

The planning of street name signs, directional sign boards, and street lighting should be approached with both purpose and beauty in mind. Directional signs for through traffic to the Southern Boulevard Bridge, and to the County Road at Vita Serena



would be purposeful. Street name signs, attached to lighting standards at the «near corner» where possible, are desirable. Cast aluminum, with raised letters and painted, are lasting.

Lighting standards where there are trees should be designed with the light extending beyond the curb into the roadway. The modern practice of selecting the material most adapted to its intended use suggests steel or wrought iron. Modern standards built with flat steel plates, laminated as indicated on the plan of Royal Palm Way, are suggested gradually to replace cast iron and concrete.

PUBLIC BUILDINGS

THE TOWN HALL

BETWEEN Australian and Chilian Avenues the Town Hall is located upon a lot which divides the roadways of the County Road. Upon a similar plot in the block to the north a beautiful fountain has been erected. The effect of these improvements is a widening in the County Road for two blocks. In many ways the selection of the Town Hall site is unfortunate.

The principal criticism is that an element of traffic danger has been introduced. On the other hand, to purchase a new site and to build a new town hall would be costly.

The building is creditable and its situation is imposing. If therefore certain changes in the street arrangement can be brought about to increase traffic safety and to add to the beauty of the surroundings, such changes should be carefully considered.

The plan recommended provides for widening along both sides of the Town Hall Plaza and encouraging the construction of sidewalk arcades between Brazilian and Chilian Avenues. It is proposed to establish new lines not parallel to the existing, but to have the maximum width between buildings at Australian Avenue. From this corner northward and southward the lines would converge slightly.

The effect thus produced is somewhat informal and interesting, while the traffic difficulty is solved. Upon approaching the plaza, the facade of the arcaded buildings for an entire block would come into view.

The work may be done progressively. Unfortunately a building has recently been erected at the northeast corner of Australian Avenue and the County Road. But the balance of the plan easily may be carried out. The cost of this project is small as compared with the relocation of the Town Hall.

THE POST OFFICE

Along the County Road there is another opportunity for architectural interest. This is between Main Street and the proposed boulevard a short block south of it. At the intersection of the boulevard with the County Road a plaza is suggested. Framing the north end of this plaza two buildings, one on each side of the County Road, would have imposing settings.

Either of these would be satisfactory as a site for the Post Office. The one not so used may be improved with a Library and community center. And they should be built of similar materials of about equal mass, and otherwise should be in architectural harmony.

This corner is a convenient place for a Post Office, no more

SIDEWALKS NEED GREATER CONSIDERATION

so perhaps than other corners farther south. But it is on the main traffic artery; it has direct access to the causeway for mail handling; is near the year-round Main Street business district. On the whole the advantages of the site, with no improvements in the way of creating a fine setting, are outstanding.

AIR PORT

NO land area in Palm Beach is extensive enough for use as an air port. Land planes may be provided with fields on the mainland. However, Lake Worth is an ideal air port for sea planes and amphibians.

There are several sections of the lake shore where landing ramps may be built, but none offers the opportunity for hangars and service buildings without becoming objectionable to neighboring occupancy.

Just south of the Royal Park Bridge, amphibian ramps are being constructed at the water's edge. Adjoining and north of the Florida East Coast bridge is another site for an amphibian ramp. Here the service space and shelters and perhaps hangars may be located under the proposed bridge, which should be somewhat higher than either of the existing structures.

Of the two sites, the last named is preferred. Its neighborhood is commercial and its proximity to the hotels makes it more desirable than the Royal Park Bridge site.

For private use there is no doubt but that sea planes will find landing docks at many points along the lake, but for purposes of

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public transportation the station with service facilities should be given further study, as to location and as to the architecture of necessary structures. A main air terminal, with complete service facilities in West Palm Beach or in Lake Worth on a small island adjoining the Florida East Coast bridge rebuilt, should be considered. The last named location could be approached with safety from all sides.

In any event no landings should be situated between the bridges, and the use of Lake Worth as a boat harbor must be fully considered.

¶ *Entirely unnoticed, except as an expanse of coast without a harbor, dozing through the romantic era of Juan Ponce de Leon, Diego Miruelo, Panfilo de Narvaez, Ferdinando de Soto, Tristan de Luna, Jean Ribaut, Pedro Menéndez de Avilés, Sir Francis Drake, possessed by Ferdinand II . . . Charles III, George III, Charles IV, Ferdinand VII, Palm Beach awakened to find itself in a new commonwealth of an almost new sovereignty.*

¶ *From Tampa to Jupiter in the forties, a jungle trail, reptiles, wild animals, Seminoles. At the journey's end a solitary lighthouse and its keeper. At the close of the Civil War, the advent of homesteaders, adventurers. In '78 a hundred and more to enliven a fiesta in celebration of 20,000 shipwrecked cocoanuts, the seed of Florida's palms. Usual problems of pioneers in an unusual setting, a paradise. Foundered clippers to salve. Post office, 1878. School, 1886. Thrill-seeking tourists to the first hotel, 1892.*

¶ *From Eau Gallie to Palm Beach, in the nineties, a railroad. At the terminal the new and gorgeous Royal Poinciana, «540 bedrooms, a magnificent casino, an extraordinary rotunda.» Homesteaders learn the meaning of $1000 an acre. Concurrently $30,000 from Mr. Henry M. Flagler for land to found a town on the mainland, there to establish «The Styx» and necessary business, the better to conserve Eden across the lake.*

* * *

The Ponce de Leon had previsioned the Royal Poinciana. Palm Beach Inn, the original Breakers, followed closely, and Palm Beach began to grow in reputation if not in size, since not until 1911 did its thirty-one then qualified voters decide to incorporate.

The Palm Beach of the third epoch was conceived as a playground, and it has achieved distinction. In its allurement lies its insecurity.

H. T. F.

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Town of Palm Beach
Building Dept.

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Town of Palm Beach
Building Dept.

FOUR HUNDRED COPIES PRINTED JANUARY, 1930, OF WHICH THIS IS NUMBER 330

to

Edward Ehringer. 452 Australian Ave.

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