

# Historic Designation Report

Doc's  
10 N. Swinton Avenue

Delray Beach, Palm Beach County, Florida

GAI Project Number: R200821.00

August 2021



Prepared by: GAI Consultants, Inc.  
Pittsburgh Office  
385 E. Waterfront Drive  
Homestead, Pennsylvania 15120

Prepared for: MDG Banyan Delray Partners LLC  
227 West Monroe, Ste. 5040  
Chicago, IL 60606

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## Abstract

GAI Consultants, Inc. (GAI) prepared a Historic Designation Report for Doc's (PB12969) located in the City of Delray Beach, Palm Beach County, Florida, on behalf of MDG Banyan Delray Partners LLC (MDG). The report was researched and prepared in accordance with the City of Delray Beach Historic Preservation Division's Instructions for Filing a Historic Designation Application.

Background research identified the resource's previous survey assessments in 2005, which considered the property a contributing resource to the Old School Square Historic District. However, the owner at the time of the survey declined to list the property.

An examination of the city's historical context places the resource within Delray Beach's post-World War II development; an example of rapid expansion and changes the city's downtown and Atlantic Avenue experienced during the first half of the twentieth century. The resource is also representative of classic, mid-century, walk-up restaurant architecture that was popularized by the period's car-centric culture and corporations' effort to standardize the dining experience.

The architectural resource identified was evaluated for its significance according to the city's historic preservation criteria, as well as guidelines contained in *National Register Bulletin 15 – How to Apply the National Register Criteria for Evaluation* (City of Delray Beach 2012; National Park Service 1998). Based on the resource's role in local and national consumerism culture and remaining historical integrity, the resource is recommended eligible to the City of Delray Beach's Local Register of Historic Places: exemplifies the historical, political, cultural, economic, or social trends of the community in history and embodies the distinguishing characteristics of an architectural style, period, or method of construction. The property was listed as a contributing resource in the Old School Square Historic District National Register of Historic Places nomination in 2018.

## Table of Contents

1.0	Introduction, Project Location, and Report Organization .....	1
1.1	Introduction .....	1
1.2	Project Location .....	1
1.3	Report Organization .....	1
2.0	Background Research .....	3
2.1	Previous City Surveys .....	3
3.0	Historic Context .....	3
3.1	Early Development .....	4
3.2	The Early Twentieth Century .....	4
3.3	The Florida Land Boom and Bust in Delray Beach .....	5
3.4	The Great Depression and World War II .....	5
3.5	Post-World War II to Present .....	6
3.6	The History of Fast-Food and Roadside Architecture in the Mid-Twentieth Century .....	6
4.0	Doc's (PB12969) .....	7
4.1	Site Inventory .....	7
4.2	Historical and Cultural Significance .....	7
4.3	Architectural Significance .....	8
4.4	Statement of Significance .....	8
5.0	Summary and Recommendations .....	9
6.0	References .....	10

### Tables

Table 1. Previous Survey of Doc's (PB12969) .....	3
Table 2. Resource Designation Assessment .....	9

### Figures

Figure 1. Location Map .....	2
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### Appendices

Appendix A – Resource Photographs and Figures  
Appendix B – Florida Master Site File Forms  
Appendix C – Newspaper Articles

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## 1.0 Introduction, Project Location, and Report Organization

### 1.1 Introduction

In 2005, Doc's was determined to be a contributing resource to the Old School Square Historic District during the resurvey of the district that extended the district's period of significance from 1943 to 1965 (Tuk and Hyland 2005). The owners of the property at the time of the resurvey declined to list the resource as contributing. Current owners have since requested a contributing status as part of plans to redevelop adjacent properties. The Historic Designation Report for Doc's restaurant (PB12969) includes information about the resource's general location, architectural details, historical context, and statement of significance. A bibliography of sources, and appendices with photographs and an updated Florida Master Site File (FMSF) form are also included.

The architectural resource identified was evaluated for its significance according to the city's historic preservation criteria for the Local Register of Historic Places, as well as guidelines contained in *National Register Bulletin 15 – How to Apply the National Register Criteria for Evaluation* (City of Delray Beach 2012; National Park Service 1998). Based on the evaluation of the resource's architectural and historical significance, the resource is recommended eligible to the City of Delray Beach's Local Register of Historic Places: exemplifies the historical, political, cultural, economic, or social trends of the community in history and embodies the distinguishing characteristics of an architectural style, period, or method of construction.

### 1.2 Project Location

The resource is located in the City of Delray Beach, Palm Beach County, Florida (FL) within the Old School Square Historic District at the northwest corner of the intersection of North Swinton Avenue and West Atlantic Avenue (Figure 1). The property address is 10 North Swinton Avenue, located on Lot 16, Block 60, in the Old School Square Historic Arts District (OSSHAD) (12-Delray Beach) zone. The use of the property is designated as Historic Mixed Use (HMU). Delray Beach is located on the Atlantic Coast of Florida, south of West Palm Beach, and north of Boca Raton. Palm Beach County is bounded by Martin County to the north, the Atlantic Ocean to the east, Broward County to the south, and Hendry County to the west. The Old School Square Historic District was listed in the city's Local Register of Historic Places in 1988 and consists of a narrow area extending north and south of Atlantic Avenue comprised of city blocks bounded by NW First Avenue on the west, Lake Ida Road and NE Fourth Street to the north, NE First Avenue to the east, and SW Second Street and SE Second Street on the south. The district was listed in the National Register of Historic Places (NRHP) in 2018.

### 1.3 Report Organization

Section 1 of this report contains the introduction and project location. Section 2 provides the background research of the resource and neighborhood's previous surveys. Section 3 describes the historic context of the area, including a general history of Delray Beach and a context focusing on roadside and fast food architecture. A historical narrative, architectural description, and statement of significance are provided in Section 4. A summary is included in Section 5, and references are included in Section 6.

Appendix A contains figures and photographs of the resource with a keyed site plan. Appendix B contains the resource's previous FMSF forms from 2005 and 2020, as well as an updated Historical Structure Form. Appendix C has newspaper articles related to the resource's ownership and history.



SOURCE: UNITED STATES GEOLOGICAL SURVEY TOPOGRAPHIC MAP, DELRAY BEACH QUADRANGLE, 1983.

**Figure 1: Project Location**

PB12969 / Doc's  
10 N. Swinton Avenue Delray  
Beach, FL 33444

Historic Designation Report



Resource Location



DRAWN: DBC  
CHECKED:

DATE: 09/18/2020  
APPROVED:

## 2.0 Background Research

GAI architectural historians conducted background research of the resource using the original FMSF. Previous surveys in the City of Delray Beach, with a focus on the Old School Square Historic District, were also consulted during this stage of research. Results of the 2005 survey of Doc's are noted in Table 1. The 2005 assessment of the property evaluated the resource as both contributing to the historic district, as well as individually eligible for listing in the local register of historic places. While the 2005 survey did not consider the resource as individually eligible for the NRHP, currently the resource is a contributing resource to the NRHP-listed Old School Square Historic District (100002095) (Tuk and Hyland 2005; Delray Beach Preservation Trust 2018; Ugucione, et al 2017). The resource was surveyed again in 2020 as part of the Delray Beach Architectural Resources Survey (Dalton 2020).

**Table 1. Previous Survey of Doc's (PB12969).**

Site #	Survey Date	Name and Location	Date Built	Style	Individually Locally-Eligible?	Individually NRHP-Eligible?
PB12969	March 2005	Doc's 10 N. Swinton Ave.	1951	Masonry Vernacular	Yes	No*
PB12969	August 2020	Doc's 10 N. Swinton Ave.	1951	Masonry Vernacular	n/a**	No*

\*Resource is a contributing resource in the NRHP-listed Old School Square Historic District.

\*\*Notes resource is considered a non-contributing resource to the local district, but recommends the classification be changed to contributing.

### 2.1 Previous City Surveys

A preliminary survey of the city was conducted in 1981 by Sanford I. Smith for the Palm Beach County Preservation Board. During this survey, Smith only identified 17 individual resources as significant, resulting in the completion of FMSF forms for those properties. In 1987, the City of Delray Beach enacted Ordinance 13-87, providing for the identification, preservation, protection, enhancement, perpetuation, and the use of districts, archaeological sites, buildings, structures, improvements, and appurtenances that are historically significant. The city subsequently established Criteria for Designation of Historic Sites and Districts, which closely follows the NRHP criteria. Within the same year, the Palm Beach County Preservation Board conducted a large-scale survey of resources city wide. This survey included a windshield-survey approach, visually identifying resources constructed prior to 1940 with historical integrity. Those resources identified as potentially historic during this survey resulted in the completion of 270 FMSF forms. The Old School Square Historic District was designated as a local historic district on February 9, 1988.

Since the City of Delray Beach enacted the city preservation ordinance in 1987, 38 individual properties have been listed on the local register, and five historic districts have been locally listed: Nassau Park Historic District; Old School Square Historic District; Del-Ida Park Historic District; Marina Historic District; and West Settlers Historic District (City of Delray Beach 2019). The Old School Historic District was listed on the NRHP in 2018, listing Doc's as a contributing resource (Delray Beach Preservation Trust 2018).

## 3.0 Historic Context

The following section provides a general historic context to provide a framework of evaluation and identification of historical themes. The context highlights significant milestones and themes in the history of Delray Beach. This section will also discuss the national development of roadside and fast food architecture during the mid-twentieth century and its significance to Delray Beach.

### 3.1 Early Development

The City of Delray Beach began its first development in 1876 when the United States Life Saving Corps constructed the Orange Grove House of Refuge No. 3 along the Atlantic Ocean at the city's current location. Eight other houses of refuge were constructed on the east coast of Florida, extending from New Smyrna to Biscayne Bay, to serve as lifesaving stations for shipwrecks. These houses consisted of a ground floor where a keeper lived with his family and an upstairs with cots, bedding, clothing, dried provisions, and medicine (Tuk and Hyland 2005:16; Janus Research 2002:10; Voss 1968).

Less than a decade later in 1885, the Zion Post Office was constructed near the present-day site of the city to serve as a stop for the Barefoot Mailman making an overnight stop between Juno Beach and Lemon City, located north of Miami. By the early 1880s, South Florida began attracting more pioneers and settlers, but mail service was lacking in the areas currently known as Palm Beach and Miami, then known as Lake Worth Country. The region, although void of Native American tribes since the eighteenth century, remained inhospitable to Euro-American settlers due to dangerous wildlife and a lack of infrastructure. In 1884, the United States Postal Service revived the carrier route in Lake Worth Country, which had been originally implemented in 1867, but only lasted for two years. The postal service used contracted mail carriers who mostly walked along the coastal beach between their destinations. The Barefoot Mailman route officially ended in 1893 when a road from Lantana to Lemon City was constructed, marking the end of the area's pioneer period (Tuk and Hyland 2005:16; Castello 2019).

In 1894, William S. Linton, a Michigan resident, and David Swinton traveled to South Florida and learned of a land sale being held near the House of Refuge. They purchased 160 acres of land from Captain George Gleason, who originally purchased the land in 1868 under the provisions of the Homestead Exemption Act. Linton used the land to plat a town he named after himself, travelling back to Michigan to advertise his town to potential settlers. The 1895 Plat for the Town of Linton provided for a central business district, residential lots, a school lot, and a race track (Tuk and Hyland 2005:16).

In 1896, the Henry Morrison Flagler's Florida East Coast Railway (FEC) arrived to the area. Flagler's Model Land Company and Linton surveyed and platted subdivisions and officially recorded the new settlement. Many new residents worked for Flagler, clearing and grading land for the railroad and laying rail lines. Black families from Northern Florida began to migrate to the area, settling on land just west of Linton's town, in an area known as "The Sands", present-day West Settler's Historic District (Janus Research 2003:2; Tuk and Hyland 2005:16).

The southern Florida climate soon presented many challenges for the new settlers at the end of the nineteenth century. A significant freeze resulted in crop devastation, while a hurricane destroyed property and infrastructure. Due to these catastrophic events, many of the town's settlers, including Linton, were financially ruined. Several residents left to go back to Michigan or other parts of Florida. The town's name became associated with these travesties and failed to attract new residents as a result. Those citizens that remained chose to change the name of the town, selecting Delray; the name of the Detroit suburb one resident originally resided (Tuk and Hyland 2005:17; Farrar 1974:27).

### 3.2 The Early Twentieth Century

The railroad drove the town's growth, expanding the population and infrastructure at the turn of the twentieth century. Two schools, a general store, and churches were constructed to accommodate the expanding citizenship. Flagler's land company attracted several Japanese immigrants to the area just south of Delray, known as Yamato. The Japanese settlers established farming communities, with pineapples becoming their principal crop. The residents of Yamato often participated in Delray's social events and trading. However, the settlement never gained more than 100 residents. A stalled population and a downturn in the pineapple industry resulted in the near disappearance of the Japanese community by 1920 (Janus Research 2003:2; Tuk and Hyland 2005:17).

While residential development increased, the area's primary industry remained agricultural production, with a focus on pineapple and tomatoes. However, small farming community of Delray experienced steady growth during the first decade of the twentieth century, as new residents and seasonal visitors alike began to flock to the area. Atlantic Avenue became the town's commercial center. Hotels and commercial buildings transformed the area into a vacation destination (Janus Research 2003:2; Tuk and Hyland 2005:17).

Population and development growth continued within the community into the second decade of the century. Delray was officially incorporated as a town on October 9, 1911, with Palm Beach County established that same year, breaking from Dade County. The newly incorporate town consisted of land west of the East Coast Canal. A bridge was constructed over the canal at Atlantic Avenue in the same decade, providing access to the waterfront. By 1920, Delray's population reached 1,051 residents (Janus Research 2002:13; Tuk and Hyland 2005:17; Britt 1984:124).

### **3.3 The Florida Land Boom and Bust in Delray Beach**

The nation as a whole experienced economic prosperity following World War I, an event that left Delray mostly unaffected due to the community's isolation. However, as personal vehicles became readily available to many families throughout the country, and roadways improved, more Americans began to relocate, travel, and vacation more frequently. This national movement, paired with Florida's attractive warm climate, resulted in a land boom for the State. The Land Boom occurred in all communities in south Florida, and new towns appeared seemingly overnight. Property rates rose and sold quickly as individuals and business owners sought real estate for their own investments. Delray was viewed as a prime location, with close access to the ocean and readily available land. Land auctions were held daily on Atlantic Avenue, and residential and commercial development continued to spread rapidly. Vegetable farms and other agricultural settings quickly disappeared and were replaced by new subdivisions. As new subdivisions laid out by land speculators sprang up around the city center, middle-income families had greater access to purchase individual lots and recently constructed dwellings. By 1923, increased settlement resulted in the incorporation of the Town of Delray Beach, located between the East Coast Canal and the Atlantic Ocean (Janus Research 2002:18; Tuk and Hyland 2005:18; Uguccione, et al 2017:22).

To help facilitate occupation of the newly-platted subdivisions and combat the housing shortage from the high demand, the Delray Realty Board initiated a "Build-a-Home" program in 1925. Moderately-priced dwellings were constructed on empty lots through the town, most in popular styles of the period, including Mediterranean Revival, Mission, and Bungalow styles. The towns of Delray and Delray Beach merged in 1927, incorporating as the City of Delray Beach (Janus Research 2002:18; Tuk and Hyland 2005:18).

Despite the push for constant new construction, Florida's Land Boom came to a halt by the end of 1925. Many land speculators and real estate investors began to cancel their new property ventures. The high prices and demands for Florida property the region experienced in the first half of the decade plummeted. By 1926, the FEC Railroad stopped the shipment of construction materials. Devastating hurricanes in 1926 and 1928 wreaked further havoc on the local economy. The 1928 hurricane destroyed 227 houses in the storm alone. With the national stock market crash in 1929, the Florida real estate market was considered worthless (Tuk and Hyland 2005:18; Curl 1987:94; Farrar 1974:66).

### **3.4 The Great Depression and World War II**

Despite the economic challenges of the Great Depression and the collapse of the local property values, Delray Beach maintained its status as a resort community during the 1930s. The area became a popular seasonal destination for cartoonists and writers, many of which had studios and offices in the commercial district along Atlantic Avenue. Some subdivisions were laid out and constructed during this period despite the national economic downturn, including Ocean Breeze Estates and Seabreeze Park. Delray Beach ranked tenth in the state in the number of building permits issued. Unlike the early 1920s, however, homes constructed during this period were simple and more modest than those built in the previous Land Boom (Tuk and Hyland 2005:19; Groover 1998:70; Uguccione, et al 2017:23).

By the end of the decade, local residents and American citizens nationwide were concerned with the impending World War. During the course of World War II, Florida became a significant location for military training grounds and facilities. One of these new training facilities was located on the site of Yamato. Remaining Japanese families were removed from their homes and the City of Delray Beach became a refuge for Japanese-Americans escaping internment. The small local tourism industry that survived the Great Depression was stopped and hotels were converted to military housing. Locals became involved in wartime relief efforts and experienced regular blackouts to avoid patrolling German submarines off the Atlantic Coast. Due to the city's location close to military facilities, military families flooded the Delray Beach area; many of whom took up permanent residence after the war (Tuk and Hyland 2005:19; Curl 1987:109; Janus Research 2003:4).

### **3.5 Post-World War II to Present**

Florida experienced another period of rapid growth following the war. Many military families who moved to the area during the war established a permanent or seasonal residency. This influx of new residences resulted in a housing shortage. Many homes were quickly constructed to accommodate the demand, including prefabricated homes. The tourism industry also returned in full force, resulting in new commercial and entertainment construction (Tuk and Hyland 2005:19; Janus Research 2002:20).

During the 1960s and 1970s, large technology corporations, such as IBM and Motorola, relocated their headquarters to the region. Another wave of new residents and city expansion followed. Residential settlement of the suburbs and economic prosperity of these new residents shifted the commercial economy from the city's downtown center to suburban plazas and shopping centers. This fundamental change in the economy's shopping patterns negatively impacted the broader community. However, in the 1980s, the city initiated efforts to revitalize the downtown, emphasizing historic preservation and infrastructure improvement. These efforts continue to the present, as the city emphasizes the significance of its downtown resources (Tuk and Hyland 2005:19; Curt 1987:124).

### **3.6 The History of Fast-Food and Roadside Architecture in the Mid-Twentieth Century**

As Americans became a more mobile society with the advent of financially-accessible personal vehicles in the 1920s, commercial ventures began to target motorists. More specifically, businesses frequented by drivers, such as gas stations, lodging, and restaurants, began to see the need for standardized products and services to reassure travelers and tourists. Gas stations, campgrounds, and motels were the first to meet these needs. Some restaurants began nationwide branding as early as the 1920s, such as A&W. However, the advent of chain and franchise fast food and roadside restaurants took off in the country in the 1950s. By 1980, almost 400 corporations owned over 65,000 fast food restaurants. As the American culture shifted focus around personal vehicles and the highway, so too did corporations (Carney 1995).

As the nation's obsession with automobile convenience encouraged the standardization of food and service, restaurants began to be constructed as "place-product-packaging." The standardization of not only food, but buildings, logos, décor, and prices of restaurants significantly impacted the landscape along America's highways. In the early twentieth century, motorists picnicked or frequented local, downtown diners or cafes. In 1921, the first "curb service" roadside stand was opened by the Pig Stands Company of Dallas, Texas. Customers parked along the curb, as the stand did not provide off-street parking. However, the next curbside restaurant franchise to open in 1923, A & W Root Beer, included parking lots. Following the popularization of roadside stands, highway coffee shops grew in popularity. This restaurant design continues to be reflected in modern form: a parking lot in front of the restaurant, with patrons entering through a vestibule (Jakle 1995:97-102).

Drive-ins became a novelty phenomenon in the post-war period, born from the car side service of stands and the accommodation of onsite dining of highway coffee shops. Large neon signs dominated the buildings, which only housed a kitchen and soda fountain. A canopied parking provided shelter for diners and employees alike. However, labor costs to maintain drive-ins were high. Many drive-in chains attempted to experiment with methods of removing the need for carhops to decrease this expense. As

a result, the outdoor walk-up restaurant provided restaurant owners a way of eliminating waiting staff and increasing food preparation. The walk-up evolved into existence when owners stripped drive-ins “to their bare essentials: small buildings with kitchen, service windows, and restrooms” (Jakle 1995:105). With food served at exterior windows, customers ate in their cars or on picnic tables. Many of these buildings were prefabricated, flat-roof, steel frame structures covered in glass or enamel (Jakle 1995:103-106; Rosin and Bowers 1992:12-13).

Chain roadside restaurants sought uniform and distinctive branding to encourage uniformity and customer loyalty, with McDonald's being the most recognizable to emerge from the mid-twentieth century. The assembly line system of cooking developed at McDonald's produced hot food at reduced labor costs. Building prefabrication were also methods to reduce overhead spending and standardize service. Some chains were able to assemble their walk-up stands in less than a week. Meanwhile, other restaurants, such as Dairy Queen, relied on novelty foods to attract customers. By the late 1960s, restaurants opened interior walk-up counters with dining rooms, more reflective of modern fast-food establishments, and drive-through windows became a standard feature after 1970 (Jakle 1995:107-108; Rosin and Bowers 1992:12).

## **4.0 Doc's (PB12969)**

### **4.1 Site Inventory**

The property includes one building, which was constructed in 1951 in the Roadside style of architecture commonly used for autocentric attractions during the mid-twentieth century. A bathroom addition was added in the 1980s, as well as a large awning. While removed for a short time, the neon sign was restored in the 1990s. A small parking lot with four parking spaces is located on the north end of the property. The dumpster is situated at the northwest corner of the property, concealed by wood fencing. A median with concrete curbs, hedges, and trees separates the property from the neighboring lot.

### **4.2 Historical and Cultural Significance**

Doc's was constructed in 1951 as a Dairy Queen franchise. During the era of motorist travel in the post-war period, fast-food chains aimed to provide quick and inexpensive meals in an establishment easily recognized from the highway, no matter the location. Dairy Queen walk-up restaurants first opened in 1940, and by 1955, the chain had over 2,600 locations. In the early 1950s, Dairy Queen developed its design featuring rectangular, concrete block construction with slant or flat roofs, widely overhanging eaves, and large window panels on a significant portion of the building. However, the company eventually dropped this design for the more modern iteration of a barn-like structure (roadsidearchitecture.com n.d.).

The original owner, Dr. Paul Krall, was a Philadelphia-area dentist who opened the shop upon moving to Florida after retiring from his dental practice. The building was built in a uniform design compared to other early-1950s Dairy Queens, with walk-up windows, concrete block structure, and glass panel walls. Krall built his ice cream shop at the corner of Swinton and Atlantic Avenues in what is now known as the Old School Square Historic District (100002095). The neighborhood included a transition from Delray Beach's commercial core to surrounding residential properties, including the Old School Square Campus across Swinton Avenue from Doc's walk-up shop. Built in 1913 with additional buildings constructed in the 1920s, the Old School Campus operated entirely as an elementary school by the time Doc's was built. Other surrounding properties were constructed primarily in the 1920s, associated to the region's Land Boom, through the 1960s. Doc's Dairy Queen contributed to the neighborhood's developing twentieth-century built environment (Uguccione, et al 2017).

Krall turned his Dairy Queen franchise location into an independent shop in 1963, changing the name to Doc's Soft Serve, which harkened back to his previous employment as a dentist. He continued to operate the ice cream shop until 1980, when he sold the establishment to his niece, Pat Redman, and her husband, Robert. The Redmans expanded the shop's menu to include sandwiches and hotdogs and changed the name to Doc's. To keep up with the city's revitalization efforts of Atlantic Avenue and downtown during the 1980s, Redman removed the building's iconic blue neon sign and renovated the

building to include bathrooms and a wider awning. In 1987, Robert Redman passed away suddenly from cancer. The business shuttered in 1988, but the family continued to own the property until 1990 when it was sold to Lisa Webb. The property remained vacant until a developer purchased the property in 1992 (Sanborn Fire Insurance 1963; Schwerdt 1985, 1987; Lewis-Bohannon 1992; Palm Beach County Clerk of the Circuit Court 3312/123; 6389/760; 7074/1729).

The developer, Philip Vultaggio, had no initial plans for the property. However, in 1993, he leased the property to local resident, Cory Cassidy, who began work to restore the original signage and reopen the walk-up restaurant. Cassidy submitted his plans for review to the City's Historic Review Board. Changes included painting the building, affixing an awning on the south, east, and north elevations, and installing a wood lattice to the existing chain link fence. The reopened restaurant later offered a wider menu variety and longer operating hours to accommodate Delray Beach's downtown attractions. In 2005, Hurricane Wilma severely damaged the restaurant's characteristic sign and windows, but these historic elements have since been restored (Lewis-Bohannon 1992; Newman 1993; Hornsby 1993; Haase 2000; Slife 2005).

In 2014, the property was sold from Philip Vultaggio's trust to the Old School Square Promenade LLC. The Old School Square Promenade sold divided interests in the property to Vito William Vultaggio, Diane Marshall, Cecilia Egan, and Philip Vultaggio, Jr. in 2019. The current property owners, MDG purchased the property the following year in late December 2020 (Palm Beach County Clerk of the Circuit Court 30526/01313; 30526/013016; 30526/01319; 30526/013122).

#### **4.3 Architectural Significance**

The resource is located on the northwest corner of the intersection of North Swinton Avenue and Atlantic Avenue. The building is a one-story commercial Roadside-style structure constructed of concrete blocks and steel pole supports, and capped by a flat roof, built in 1951. Large angled window panels partially line the north and south elevations, and completely line the east elevation. Two walk-up windows in the glass panels are located on the east elevation. The restored neon sign, "Doc's / Since 1951 Home Owned" is located along the roofline of the east elevation. A more modern, enamel sign that reads "Pepsi / Doc's / Grill & Dairy" is located along the roofline of the south elevation. Two service entrances are located on the west elevation. A circa-1980 concrete block addition that accommodates two bathrooms is appended to the north elevation. A knee wall constructed of concrete blocks is located around the north, east, and south elevations, separated from the building by a concrete patio, containing outdoor tables. A large, blue awning, added in the 1980s, is connected to the roofline and covers the seating area. Despite these 1980s auxiliary features added to make the use of the building more comfortable and accommodating, such as the bathrooms, awning, and patio, the building still retains its historically-significant concrete construction, glass panels, walk-up windows, and neon sign.

#### **4.4 Statement of Significance**

Doc's restaurant represents the post-World War II development of Delray Beach and the nation, both culturally and architecturally. Car culture of the 1950s significantly impacted the built environment and landscapes. As a result of the nation's car-centric cultural trends, roadside food stands, walk-up restaurants, and drive-in dining emerged in popularity during the mid-twentieth century. These buildings were oriented along heavily-driven thoroughfares, often times in suburban developments, providing parking spaces and outdoor dining rather than interior accommodations. As Delray Beach regained economic prosperity and its tourism industry following World War II, local commercial ventures sought to appeal to the entertainment trends of the period. Doc's maintains significant historical elements that represent this cultural and architectural shift in the development of America's post-World War II consumerism, including concrete block and steel structure, angular window panels, walk-up windows, and neon signage exemplified by the building's Roadside style architecture. Alterations added at later dates, including the restrooms, awning, and additional signage do not detract from the resource's historical integrity. As such, the resource is recommended eligible to the City of Delray Beach's Local Register of Historic Places: exemplifies the historical, political, cultural, economic, or social trends of the community in history and embodies the distinguishing characteristics of an architectural style, period, or method of construction (Table 2).

**Table 2. Resource Designation Assessment.**

Site #	Name and Location	Date Built	Style	Recommended Local Status	Recommended NRHP Status
PB12969	Doc's 10 N. Swinton Ave.	1951	Roadside	Recommended Eligible	Recommended Individually Eligible: Criteria A and C  Contributing to Old School NRHP-listed Historic District Thnsks

## 5.0 Summary and Recommendations

Doc's restaurant is a significant example of post-World War II architecture and culture in Delray Beach. As the oceanside resort town returned to economic prosperity in the mid-twentieth century, construction reflected local and national cultural trends of catering to motorists. The building is located at a major intersection in the city's commercial district, demonstrating the changes in Delray Beach's landscape during its years of development. While some modern alterations have been made to the resource, the building still reflects its original, mid-century design through its walk-up windows and angular construction. As such, the resource is recommended as eligible for the city's Local Register of Historic Places: exemplifies the historical, political, cultural, economic, or social trends of the community in history and embodies the distinguishing characteristics of an architectural style, period, or method of construction. The resource is currently a contributing resource to the NRHP-listed Old School Square Historic District (100002095).

## 6.0 References

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City of Delray Beach

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