



**The
Baby Boom
82 Million
1946-1964**

The image depicts a man in a dark suit running quickly, carrying two silver suitcases. He is positioned next to a speed limit sign that reads "50". The background is a bright blue sky with white clouds, suggesting a sense of urgency and movement.



The Millennials

**78 Million
1977-1996**

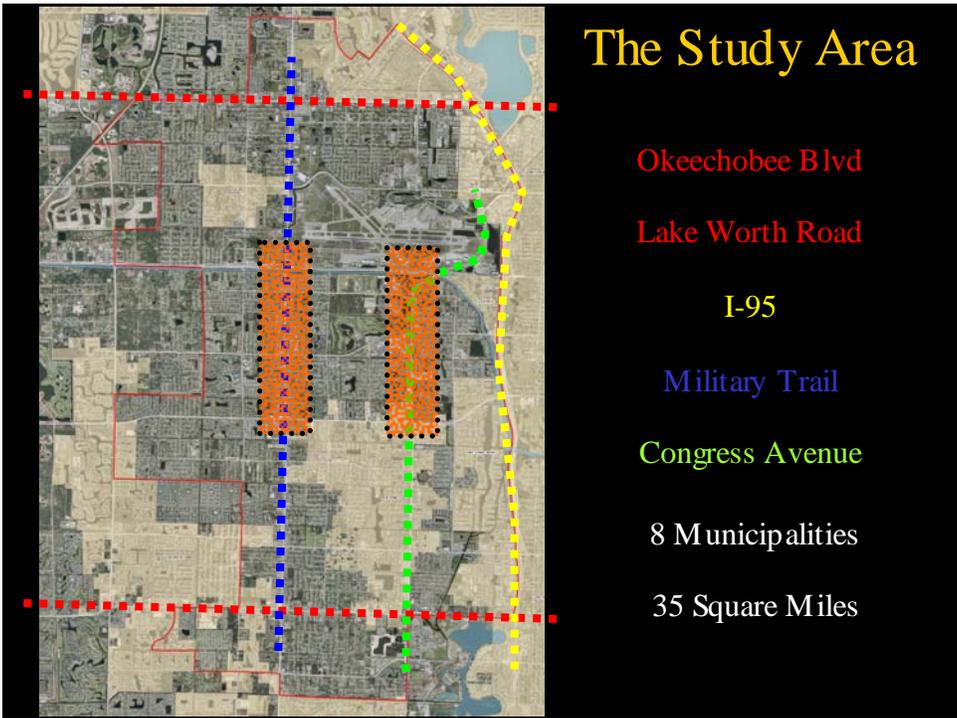
**Two Generations Converge
2004-2024**

Boomers Move Down/Move Back

Millennials Move Out/Move In

160 Million Prospects for

the Building Industry



Initial Observations



Healthy Neighborhoods and Districts

Initial Observations



Areas Needing Attention

Initial Observations



Transitional Conditions

Initial Observations



Transitional Conditions

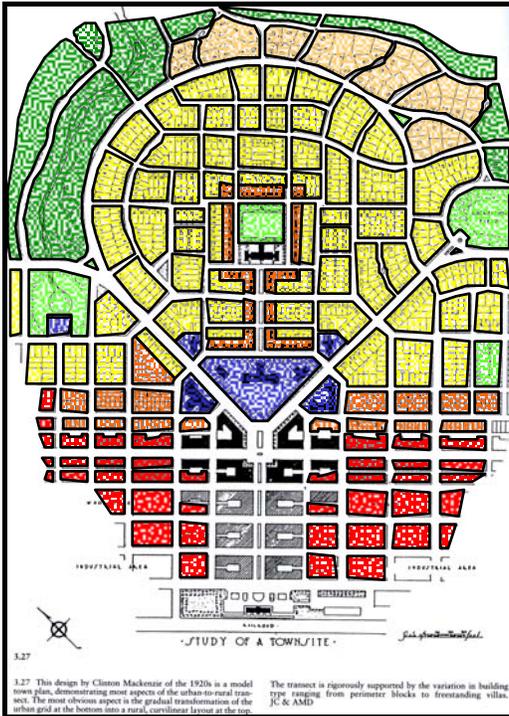
Initial Observations



Issues with Connectivity

Our Scope

- Identify and Map Healthy Neighborhoods and Districts
- Analyze Existing and Proposed Infrastructure
- Evaluate Existing Zoning, Land Uses, and Transportation Concerns
- Establish an Appropriate Form and Scale for Redevelopment
- Create Detailed Redevelopment Plans for Military and Congress
- Make Recommendations for Redevelopment Strategies (Incentives, etc)
- Identify Needs and Opportunities for Schools, Parks, and Civic Uses
- Build a “Platform” for Land Use, Code, and Policy Revisions



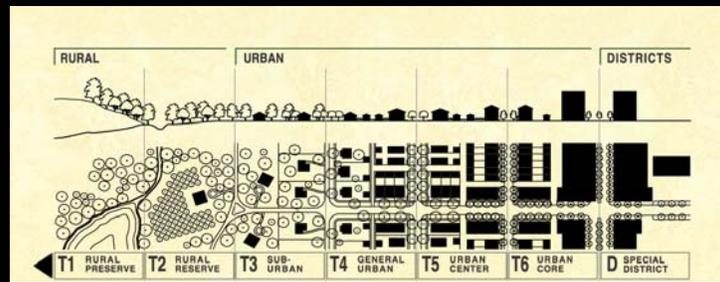
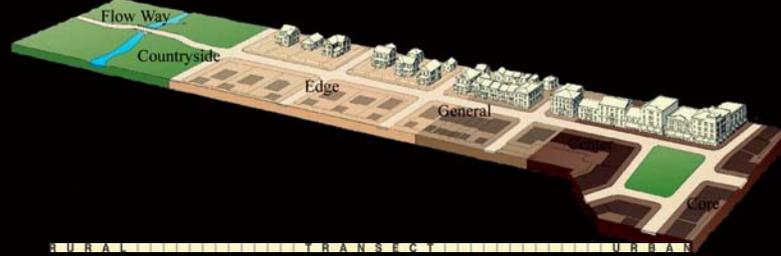
Clarence Perry's 1920 Model New Town

Detailed Neighborhood
and CBD Relationships

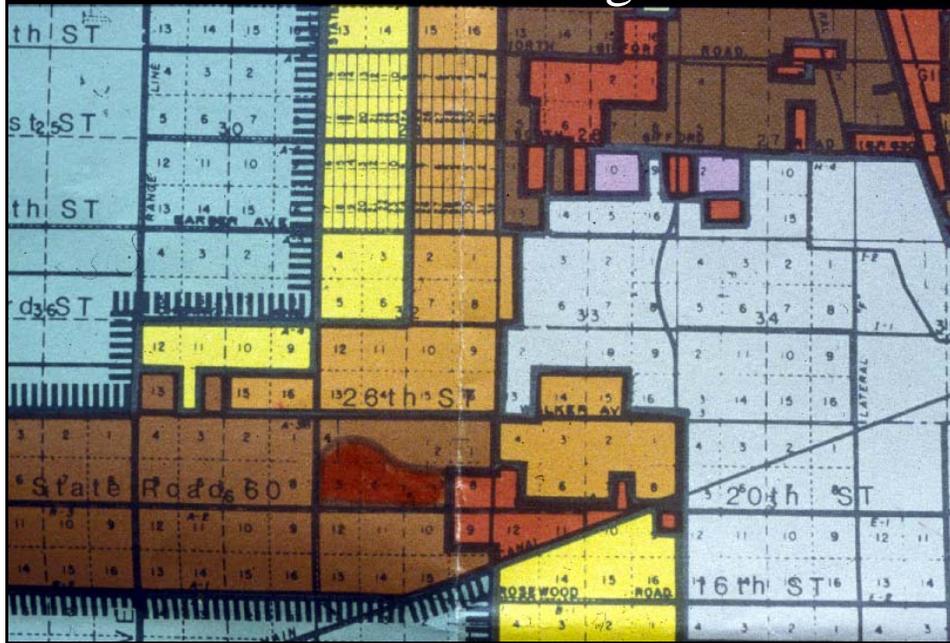
3.27 This design by Clinton Mackenzie of the 1920s is a model town plan, demonstrating most aspects of the urban-to-rural transect. The most obvious aspect is the gradual transformation of the urban grid at the bottom into a rural, curvilinear layout at the top. The transect is rigorously supported by the variation in building type ranging from perimeter blocks to freestanding villas. R. & AMD

The Transect

Establishing Clear Directives for Integrating Building Types Through
“The Smart Code”



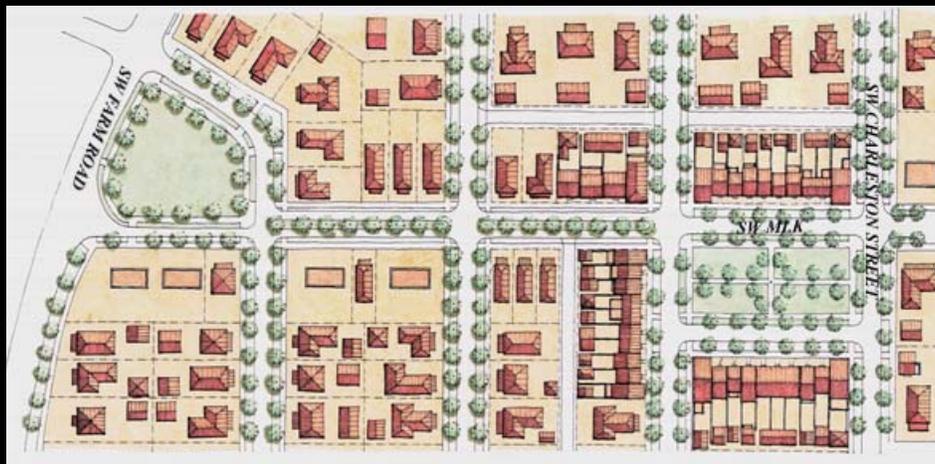
Advance Our Planning From This...

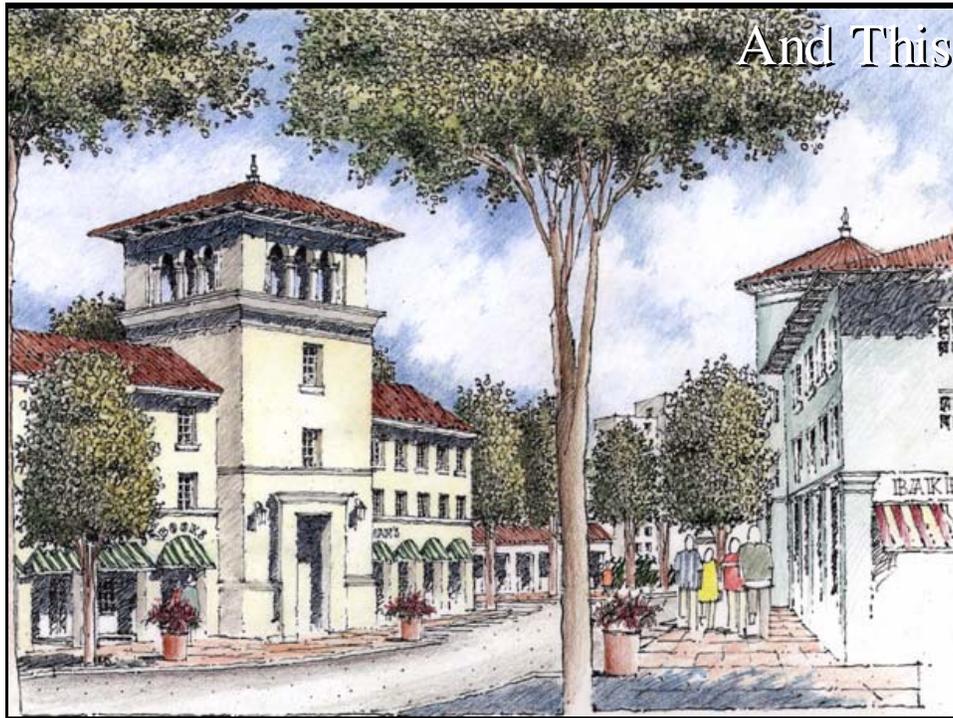


To This...



And This...

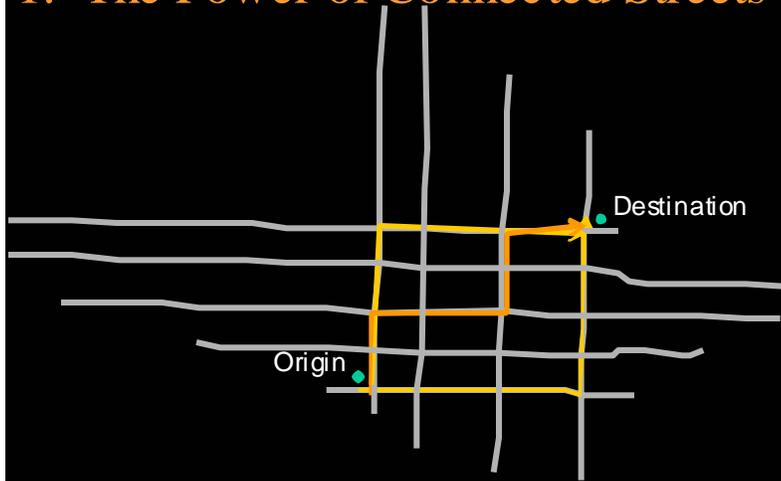




The "BIG FIVE"

- Network of Inter-connected Streets
- Proper Parking and Building Placement
- Proximity and Mix of Uses and Housing Types
- Well Defined Public Open Spaces
- Transit and Mobility

1. The Power of Connected Streets



35 Routes

The Power of Connected Streets

A map of Beaufort, S.C., showing a dense street network. The map is overlaid on a dark blue background representing water. A green dot labeled 'Origin' is located in the lower-left quadrant, and a green dot labeled 'Destination' is located in the upper-right quadrant. The street network is highly interconnected, forming a complex grid. Two photographs are included: one in the top right showing a street view of a building with a balcony, and one in the bottom right showing a large, multi-story building with a prominent porch and columns.

Beaufort, S.C.

12,870 Routes

Traffic Components



A "Local" Trip

Traffic Components



Engage Military 2 Times in 2 Directions

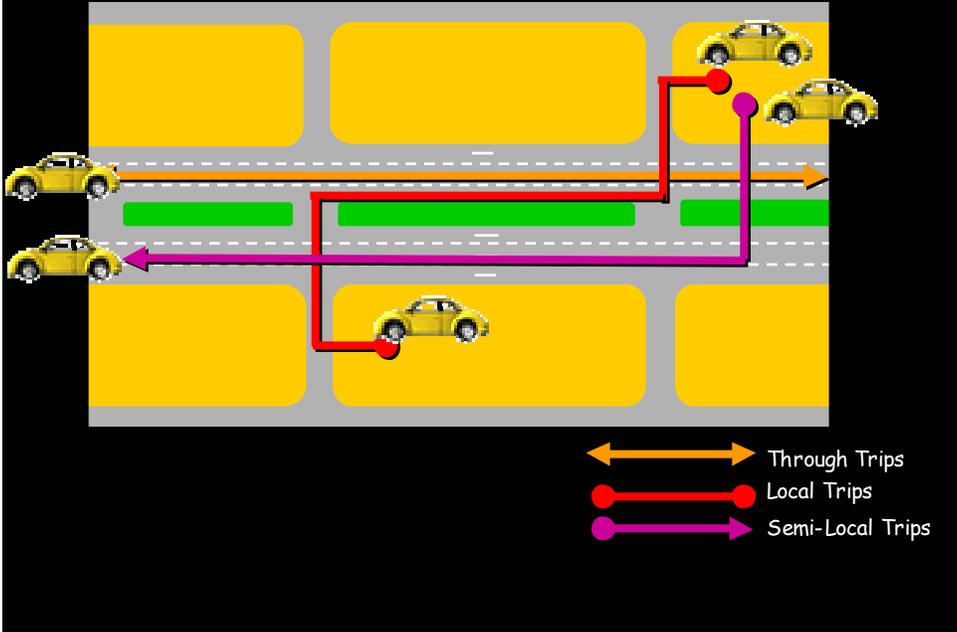
Make 2 U-Turns

Travel Nearly 1.25 Miles

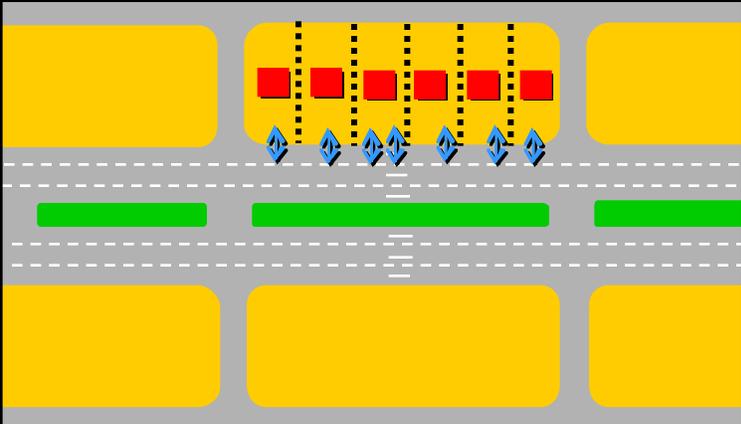
To Go 150 Yards

A "Local" Trip

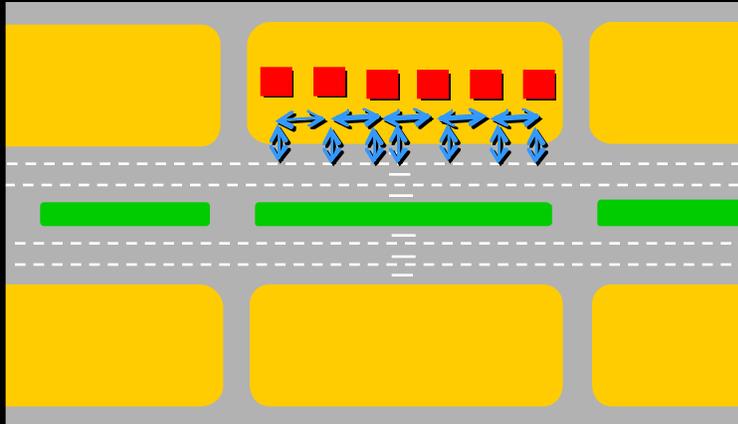
Traffic Components



Strategy for Commercial/Mixed Use Areas

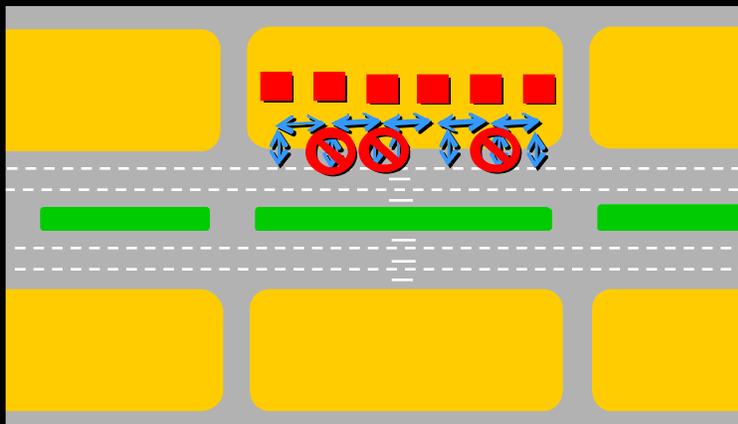


Strategy for Commercial/Mixed Use Areas



Consolidate Access

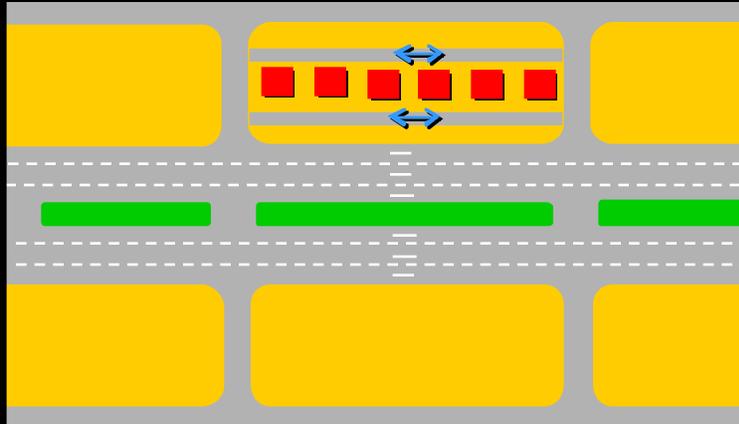
Traffic Components: Commercial Areas



Local Trips
Semi-Local Trips

Formalize Secondary Access

Traffic Components: Commercial Areas



Ultimate Build-Out

2. Proper Parking and Building Placement



Traditional Form

- On-street parking
- Off-street parking is shielded
- Adequate parking is provided in close proximity
- Parking requirements are established on a district-wide basis
- **BUILDINGS FORM PUBLIC SPACE**



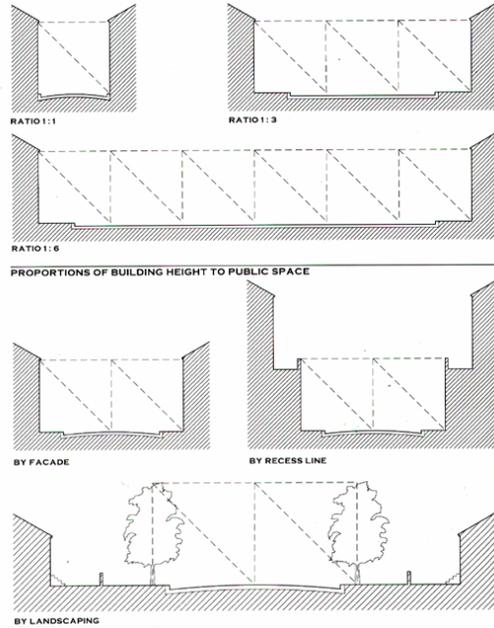
Sprawl

- No on-street parking
- Parking is the predominant feature
- Large surface lots are detrimental to property values
- Unsupervised and unsafe
- Parking requirements are on a lot by lot basis
- **BUILDINGS DO NOT FORM PUBLIC SPACE**



Street Width & Building Height

The height-to-width ratio of the space generates spatial enclosure, which is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum if a sense of spatial enclosure is to result. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. Spatial enclosure is particularly important for shopping streets that must compete with shopping malls, which provide very effective spatial definition. In the absence of spatial definition by facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards.



The eye should see more street-wall than sky



So Where is all of the Parking??

Different Parking Considerations for Different Areas

Neighborhood General



Urban Core



Prevailing Myth: *“Urban Planners hate cars and want them gone”*



Reality: *Urban Planners are seeking greater balance between people, cars, and quality of life through responsible City Planning*



- Building Types
- Mix of Uses
- Civic Uses
- Public Open Spaces

Location and Treatment of PARKING

PARKING PLACEMENT can either be the Glue that keeps a good environment healthy OR it can Blow It Apart



Regulating Successful Parking

Promote a “Park-Once” Environment



- 1 - Shared Parking Program/Pkg Reqmnts
- 2 - Identify location/s for parking structures (350' -500' radii)
- 3 - Prevent “Dead Zones” through Building Continuity



Building Continuity



Prevent Dead Zones

Regulating Successful Parking



Building and Parking Placement that Erodes the Public Realm



Building and Parking Placement that Improves the Public Realm



Building and Parking Placement that is Sensitive to Adjacent Uses

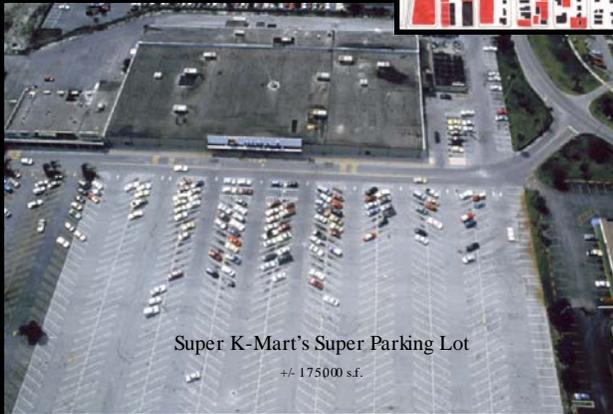


The sum of Proper Parking/Building Regulations creates the 100% corner or "A" Street

Urban Core

- Surface Lots

But this is what the Big Boxes Need



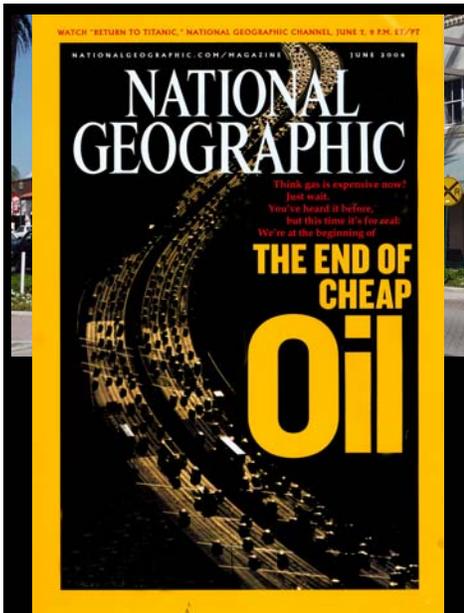
Super K-Mart's Super Parking Lot
+/- 175000 s.f.

Asphalt-to-Building Comparison





Lincoln Park Home Depot



Reduces Complete Auto Dependency for Every Activity

The Importance Of Properly Located Parking

- Creates “Park-Once” Environment
- Critical to Pedestrian Viability
- Can Greatly Enhance Value and Marketability of Properties
- Promotes Residential “Address” in Urban Environments



3. Proximity of Different Uses and Housing



...it accommodates high, medium, and low densities in very close proximity which minimizes commutes, roadways, and infrastructure costs while maximizing open space and free time.



Traditional Pattern of Development

The Traditional Neighborhood of Varying Building Types Provide...



Single Family Homes



Townhouses



Multi-Family Buildings



Mixed-Use Buildings



"Out-Buildings"



"Estate" Homes

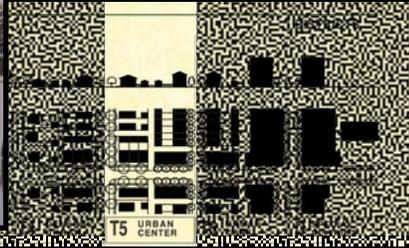
Flexibility in the Market Place...

Urban Center Zone

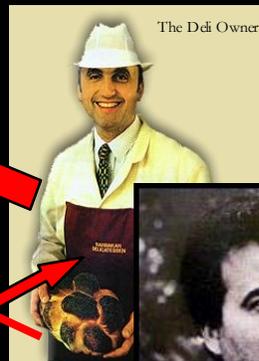


Mixed-Use

- Higher Density, Primarily Mixed-Use Urban area (public streets, sidewalks, alleyways, Mixed-Use buildings, Multi-Family buildings, small blocks, on-street parking, interspersed urban open spaces)



Prevailing Myth: *“shop-owners are going to live above their store...”*



The Corner-Store

Affordable “In-Town” Option

The College Student Son

Proximity of Uses



Traditional Urbanism with Varying Building Types...



"I cried when I found out I had this place -- I cried!" Outlaw said in her living room at Venetian Isles, an affordable-housing complex in Lake Park.

Her joy, however, isn't shared by middle-class residents in suburban Boynton Beach, who are trying to block a similar development planned for their area. They complain the community will deteriorate to crowded tenements with unkempt yards, becoming a haven for crime and drug abuse.

"We have an affordable-housing crisis," said Vince Larkins, president of the Fair Housing Center of the Greater Palm Beaches. "As the county grows, there's going to be more jobs."

Housing boom at full throttle

The county was in the nation's sixth-priced metropolitan areas.

St. Lucie County's soaring market was not only second-hottest in the county for the first three months of the year but also ranked top 10 in the nation's study of 130 cities nationwide.

St. Lucie County was in the nation's sixth-priced metropolitan areas, with the median home price at \$248,000, up from \$175,000 in the fourth quarter of 2004. That led to an increase in the number of homes sold in the county, with 1,000 homes sold in the first three months of 2005, up from 800 in the same period last year.

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TUESDAY APRIL 26, 2005

FORT PIERCE TRIBUNE

Serving St. Lucie County and the Treasure Coast
www.fortpiercetribune.com

High 85, Low 67, Chance of rain 25%
Details: C1

St. Lucie home prices jump 39 percent

Experts say last year's hurricanes damaged much of the inventory, made people more reluctant to sell and increased the price of building supplies.

By Nadia Ghoghri

Home buyers looking to get in on the Treasure Coast should be prepared to fork over a lot more cash.

The median sales price of existing single-family homes in St. Lucie and St. Lucie counties, according to Realtors' Association of St. Lucie County, jumped 39 percent in March, up from \$175,000 in March 2004.

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Existing home sales		MARCH 2004		MARCH 2005		CHANGE
St. Lucie	1,000	800	25%	1,000	25%	25%
W. Palm Beach	1,000	1,000	0%	1,000	0%	0%
W. Palm Beach	1,000	1,000	0%	1,000	0%	0%

Median price

MARCH 2004		MARCH 2005		CHANGE
St. Lucie	\$175,000	\$248,000	+39%	+39%
W. Palm Beach	\$175,000	\$248,000	+39%	+39%
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Priciest markets

1. San Francisco, \$450,000
2. San Jose, Calif., \$400,000
3. San Diego, Calif., \$350,000
4. Honolulu, \$320,000
5. Los Angeles, \$275,000
6. New York-New York, \$248,000
7. Boston, \$230,000
8. Washington, \$220,000
9. Palm Beach County, \$210,000
10. Sacramento, Calif., \$200,000

■ Comparing Florida markets, 114

Can Accommodate and not Simply Delegate our Growing Housing Demand ...

Traditional Urbanism with Varying Building Types...



It's about Quality and Quantity

Helps to "De-Stigmatize" the Rental Population ...

Traditional Urbanism with Varying Building Types...



The Millennials
78 Million
1977-1996

Looking for Gene Pool, Urbanism, and Character



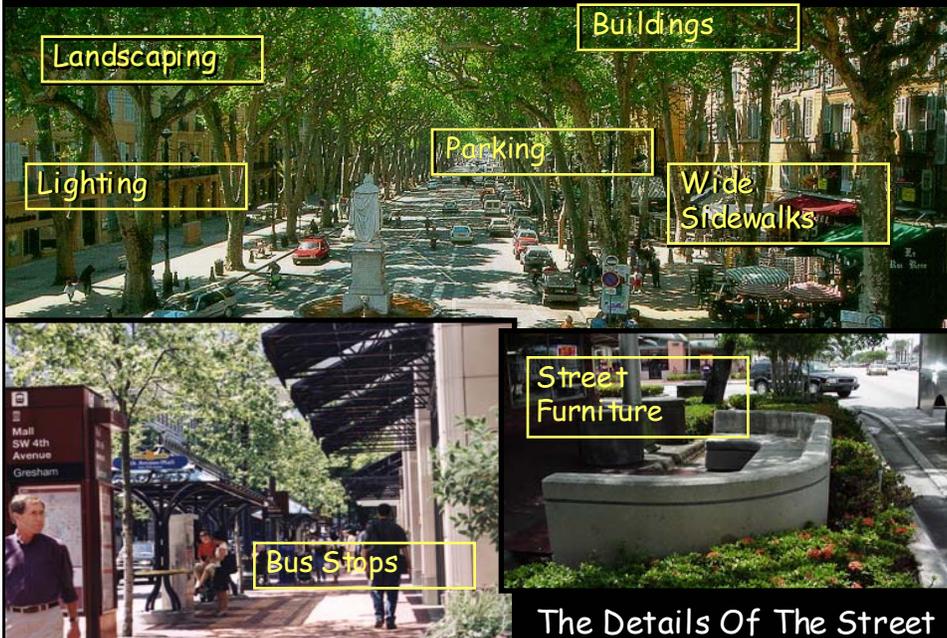
Gives the Young Professional a Place to Live...

4. Well Defined Public Open Spaces



Spontaneous Interaction Between Diverse Groups of People...

The Street IS a Public Space!



Well Defined Public Open Spaces



Must be Nurtured, Accessible, and Safe...

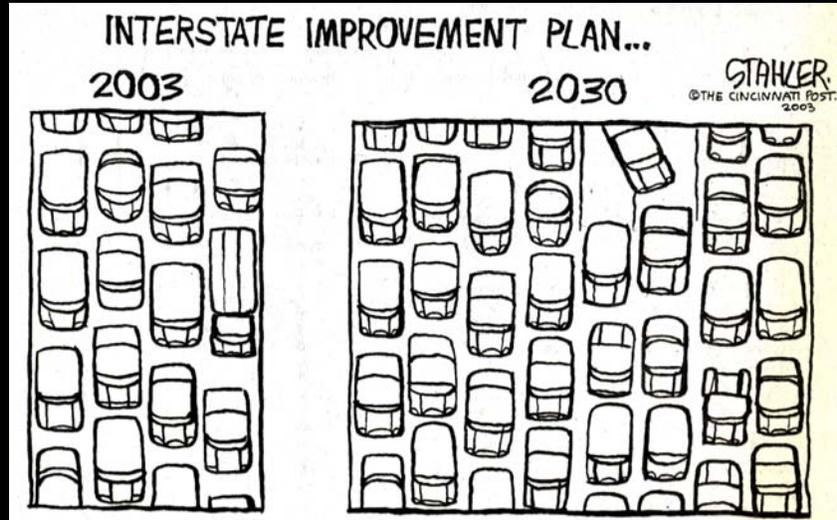


*Nearly 30% of all
Developed Areas are
Roadways...*

*And they are ALWAYS a
Community's Front Door*

The Vicious Cycle of Piecemeal Planning

5. Transit and Mobility



The Question...

Why Should I Care about
Transit and Mobility?



FINAL EDITION

S O C I E T Y

ROAD RAGE

Aggressive driving is America's car sickness du jour. But is there a cure for thinking everyone else on the road is an idiot?

ANDREW FERGLISON

IT'S A BUNGLE OUT THERE, WELL, not really; it's worse than a jungle. It's a stretch of roadway anywhere in America, and in place of the ravenous tigers and stamp-

ly enough to make the headlines. Last year a high-speed racing duel on the George Washington Memorial Parkway outside Washington killed two innocent commuters, including a mother of two, traveling in the opposite direction.

More often the new ethos of road at-

Associated Press

TALLAHASSEE — The nation's city planners are neglecting pedestrian safety in their design of high-speed arterial roads in busy commercial urban

per 100,000 population on arterial roadways — the highest in the state.

Orange was right behind with 11 deaths. They were followed by Broward, 10; Hillsbor-



Congestion or Mobility

52 extra hours per year are spent stuck in traffic by the average S. Fla. Commuter

(up from 30 hours in 1990)



Congestion or Mobility

South Florida's congestion costs, based on wasted time and fuel, was approximately \$2.6 Billion in 2002

Texas Trans. Inst., 2004 Urban Mobility Study



The BIG Questions...

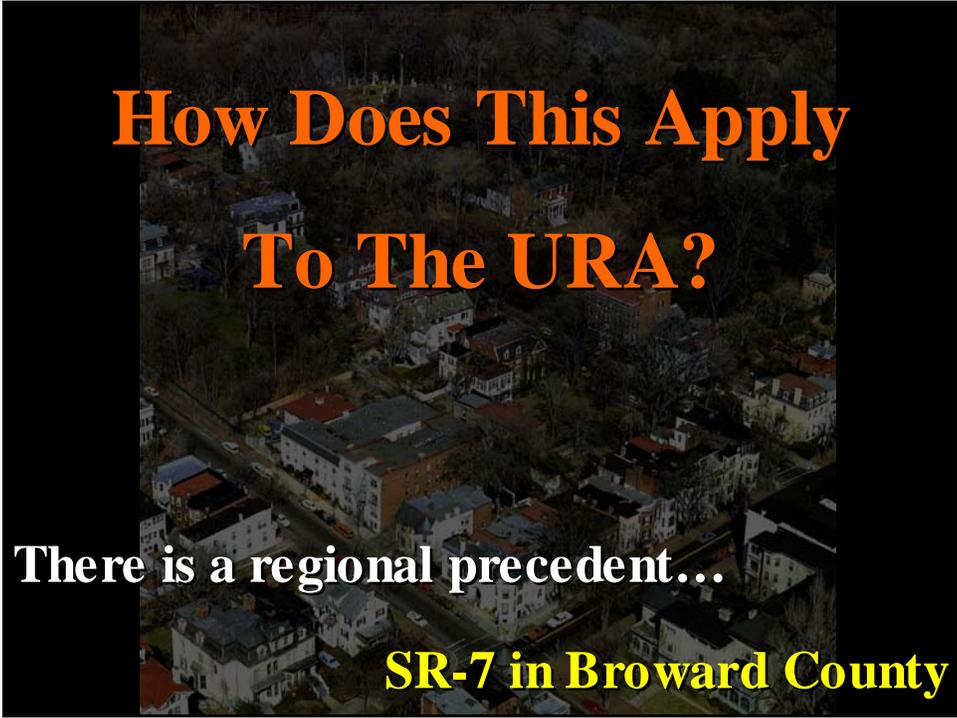


How Do We Define Redevelopment Patterns in the URA That Mitigate Existing Congestion and Restores the Street Network?

The BIG Questions...



How Do We Redevelop in a Way That Integrates Meaningful and Dignified Transit?

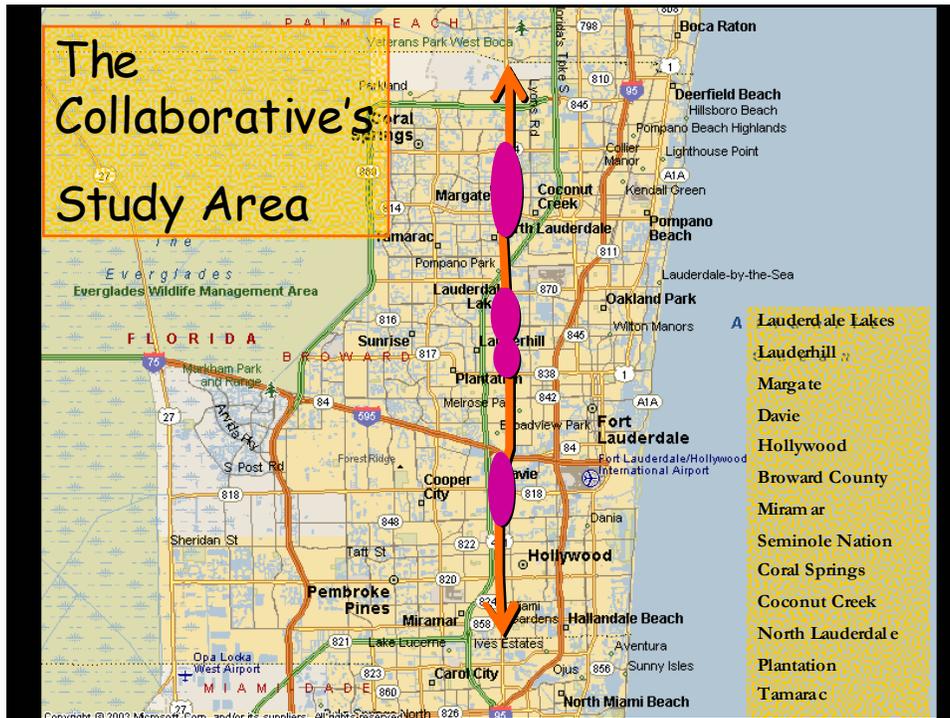


**How Does This Apply
To The URA?**

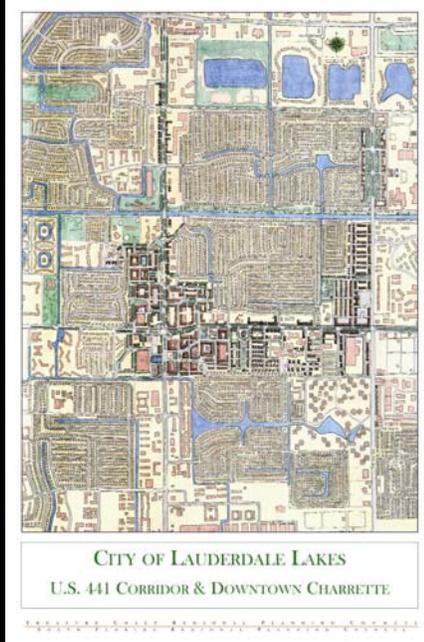
There is a regional precedent...

SR-7 in Broward County





SR 7: Lauderdale Lakes



SR 7 and Oakland Park Boulevard



Proposed New Library

SR 7: Civilizing the Corridor



From Anywhere USA...



...To The HEART of Broward County

SR 7: Davie, Hollywood, Seminole Nation



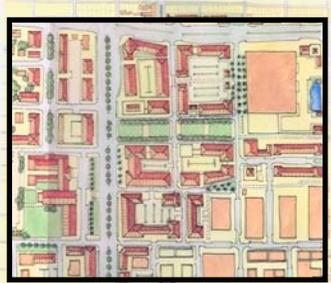
A New Residential Street



SR 7 CHARRETTE



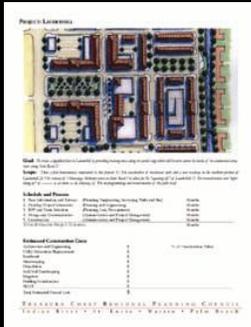
SR 7: Miramar / West Park



A New City Hall for West Park



SR 7: Implementation Tools



CIP Project Sheets



Product Tear Sheets

MU - Mixed-Use Building Type

MU - Mixed-Use Building Type is a building a maximum of three stories in height with parking in the rear of the lot that allows flexible uses.

Building Placement Buildings shall be placed on their lots as follows:

1. *The Primary Streets buildings no less than two stories in height shall be built along a minimum of 70% of the frontage line.*

2. Along frontage lines, a setback of five (5) feet maximum is permitted.

3. Side setback requirements are subject to the following regulations:

- a. A side setback is required when an abutting property has a building that exists as of the date of this ordinance (DATE) with windows facing the same side property line. Then, the new development shall set back from the property line the amount necessary to provide a minimum of ten (10) feet of separation between the existing and new structures.
- b. New developments abutting properties with no buildings that exist as of the effective date of this ordinance (DATE) may build without side setbacks so long as all necessary light and air shafts are provided within their own property.

4. The rear setback shall be a minimum of fifteen (15) feet from the centerline of the alley or five (5) feet, whichever is greater.

5. The principal pedestrian entrance shall be accessed directly from a frontage line.

Building Height Building Height shall be measured in stories as follows:

- 1. Buildings shall be a maximum of three (3) stories above grade.
- 2. Stories at the first floor shall be no less than ten (10) feet in height from finished floor to finished ceiling.
- 3. Mezzanines and lofts shall be counted as stories.



Figure 1 - Mixed-Use Building Type

Lot Size	
Maximum Lot Size	15,000 sq ft
Minimum Lot width on dedicated ROW	25 ft.
Maximum Lot width on dedicated ROW	150 ft.

Building Placement	
Maximum Lot Coverage	95%
Frontage Required on Primary Streets	70%
Front Setback	5 ft. min.
Side Setback	0 ft. min.
Rear Setback	15 ft. from alley, cl. or 5 ft. min.

Building Height	
Number of Stories Permitted	3

Uses Permitted	
First Story	Retail/Office
Second Story	Office/Residential
Third Story	Residential

Parking	
Required (Retail/Office)	2 spaces per 1000 sq ft
Required (Residential)	1 space per unit

Form-Based Codes

SR 7: A Prominent Address Within Broward County



State Road 7: **IMPLEMENT THE VISION**

**Opportunities
And
Impediments**



PREDICTABILITY

Infrastructure



Transportation



Zoning

Impediments

The "Power Corner"



Infill Sites

Opportunities



Schools



Civic and Cultural
Facilities

Other Important Considerations

The Next Steps

- Week of September 18-22
At the Vista Center – 2600 Jog Road – Rm 1E-60
- Winter 2006
Will Host Workshops to Present Initial Recommendations
- Summer 2007
Finalize Recommendations with Staff – Present to BCC

In the Meantime...

Please Stay in Touch

- Treasure Coast Regional Planning Council

Visit our URA site at TCRPC.org

- Palm Beach County Planning Department

Bryan Davis, County Urban Designer

- Jean Scott ~ Project Coordinator

jwscott234@cs.com

Thank You