COUNTY ROAD 512
City of Sebastian, Florida

A Citizen’s Masterplan
CHARRETTE REPORT
November 3, 2000

TREASURE COAST REGIONAL PLANNING COUNCIL
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**Treasure Coast Regional Planning Council**

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Who cares about County Road 512?

County Road 512 was historically a “townless highway”, a corridor that connected two cities - Sebastian and Fellsmere - through non-urbanized land, functioning much the same way as the old Fellsmere railway line.

Corridors within a city are linear systems of transportation that connect and separate neighborhoods and districts. With the construction of I-95 and the additional vehicular traffic that this generated, CR 512 developed as a commercial strip, a very atypical commercial strip since only its south side is zoned for this type of use.

But 2 1/2 miles - the length of the corridor through the city - of commercial strip provides too much land zoned for business to create any incentive to use it efficiently. Even though CR 512 is very long and is the “commercial destination” of the city, there is not enough appropriately zoned land at any one location to create anything like a town or city center.

A few years ago, CR 512 was widened from two 11’ lanes to four 12’ lanes with a 50’ median, to “accommodate future growth”. County engineers predicted this widening would accommodate traffic demands well beyond the year 2025. But not much was done beyond that widening. Irregular setbacks, different building heights, little or no landscaping, lack of shade, backs of homes and front parking lots that don't connect, land for sale and many aging developments approaching obsolescence is what we see today as we travel through the corridor.

CR 512 offers businesses great exposure, convenient access and a location that is hard to match. Nevertheless, the corridor remains inconvenient because of its excessive width. Its design makes CR 512 the kind of road that scares away pedestrians, cyclists and transit users alike.

The experience of living, working and shopping along CR 512 should be one of the delights of Sebastian. Around it, healthy neighborhoods and enchanting community life should be blooming year after year. And in order to accomplish this vision, the City of Sebastian recently modified this area’s zoning code to allow for a uniform architecture in the Florida Vernacular style, to encourage parking lots that connect, to maintain uniform setbacks and building heights, and to control the uses along the corridor.

Choose Your Future

The citizens want something better. They want to raise the community's expectation for CR 512 to a higher level. This Master Plan is the tool to accomplish that vision. Great visions of what could be done have been drawn up. Coherent ideas for achieving a sense of place have emerged from a community working together on this project. These are attainable visions, not just pretty pictures. The physical place that could grow during the next generation under the citizens' terms is represented here.
Leave a Worthy Legacy

This is an interesting time in the history of the region, perhaps even comparable in some ways to the 1920's when Florida was being rapidly settled. Developers went out of their way to create beauty and a sense of history to lure people into the unsettled territory. In the process, talented designers left marvellous gifts to future generations in Addison Mizner's Boca Raton, George Merrick's Coral Gables, John Nolen's new towns.

Today, Florida communities are resuming work on this legacy. It is time for CR 512 corridor to mature past the "anything goes" mentality, which has gripped this corridor and many others for so long. Imagine what your grandchildren might see in this place.

Beautifying CR 512 corridor, revitalizing it and creating clear rules for new development is central to the future of the economy and to the quality of life of the entire city. You're all in this together. Using the images and designs in this report, seize the vision for making CR 512 a memorable place. Join forces to transform the corridor's physical image and performance. Start small if you must, but start now.

Below left: Images of downtown Sebastian and the railroad tracks in the early 1900's.
Below right: Different views of County Road 512 and development along it, approaching obsolescence.
The Study Area is considered primarily County Road 512 and the property directly adjacent to it between the City Limits to the West, and US 1 to the East.
The Sebastian Boulevard Master Plan (as the citizens chose to rename CR 512) is the citizen’s view for the ultimate growth and form of this corridor as a public amenity and an element that is compatible with the character of the city.

The main ideas were developed during a public design Charrette held from November 3 through November 9, 2000. The Charrette was held at the North County Public Library and was attended by a good cross section of the population. A work in progress presentation was held at the Council Chambers on the evening of November 9, 2000. Work continued in the weeks that followed these initial public events.

The citizens, with the assistance of a professional team, studied the many challenges faced by the community and proposed specific solutions. A final presentation by the Treasure Coast Regional Planning Council was held on January 10, 2001. At that time, further citizen and professional input was taken into account to produce this report.

The citizens studied the different elements that compose CR 512 and described a set of elements to transform and improve the corridor and turn it into a signature boulevard (hence the new proposed name).

The Citizens’ Requests

- Change Name from CR 512 to Sebastian Boulevard
- Narrower Street
- Heavily Landscape Medians & Corridor
- Shade
- Visible & Safe Sidewalks
- Presence of Restaurants, Chamber of Commerce, Clock Tower or City Hall at "The Fork"
- Safer Crossings
- Lighting
- Special Treatment At Main Intersections
- Connected Parking
- Entry Features
- Traffic Calming
- New Buildings, Good Architecture
- Roundabout at Roseland Road
- Buffer residential area
- Local Trolley
- Keep Rocket
- Solve Congestion at Roseland & CR 512
- Traffic Calming at Neighborhood entrances
- Train Station
- Purchase Land
- Redesign Orange Heights
- Parks
- Tie “Fork” back into neighborhoods and the waterfront, calm traffic
- Conservation Area by Entry Bridge

Different views of the citizens’ proposals.
The Character of the Boulevard

Although traditional towns and villages have a linear Main Street that act as a center, urbanized development along regional corridors is the result of modern transportation.

Land in urbanized corridors along highways can be developed as districts dense enough to be served by public transit as well as automobiles. Residential and industrial districts can be related to each other. Existing commercial strips can be made into more intensive districts at appropriate locations.

Sebastian Boulevard stretches through the City of Sebastian for almost two and a half miles. The character of the Boulevard changes several times throughout its length. The citizens, together with the design team, identified four distinct areas along it:

• The Beginning: at the western city limit
• The Middle: between the Sebastian river and the elementary school
• The Fork: right where the Boulevard splits
• The End: where the Boulevard meets the Indian River Lagoon.

These four areas are very different in use and character. Given the length of Sebastian Boulevard, and the existence of these four different conditions, and the opportunity presented by the 40 acres of land at the Fork, the Master Plan proposes the creation of two districts along it. The purpose of these districts is not to segregate, but rather to preserve the vitality throughout the whole length of the boulevard.

The two districts have been identified as:

• The Commercial District
• A Traditional Neighborhood adjacent to downtown
The four-laning of Sebastian Boulevard will soon be extended west to I-95. The citizens expressed their concern regarding the impact that this would have on the Sebastian River and the natural environment that surrounds it. The Master Plan proposes that the additional two lanes be built without a wide median, therefore reducing the right of way from 200 feet to 60 feet.

EXISTING CONDITION
- Two 12’ travel lanes (one in each direction)
- Swales on both sides of the road
- Natural preserve on both sides of the road

THE COUNTY’S PROPOSAL
- Four 12’ travel lanes (two in each direction)
- Two 5’ bike paths
- One 50’ median
- Swales on both sides of the road
- Little or no natural preserve on either side of the road

THE MASTER PLAN’S PROPOSAL
- Four 11’ travel lanes (two in each direction)
- Swales on both sides of the road
- Natural preserve on both sides of the road

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This view of the proposed new entrance bridge is a powerful statement that announces the arrival to a special place. Its narrower section (60' vs. 200') helps preserve the natural surroundings.
Many vacant properties are for sale today. Development is bound to happen. It is important to have clear rules and regulations in place, so that, when growth happens, it does it in the city’s and the citizens’ terms.

The section identified during the Charrette as “the middle”, extends between the North County Library and the Sebastian Elementary School.

It is quite an atypical section: zoned commercial on the south side, and residential on the north. Sebastian Boulevard, today, offers businesses great exposure. But its wide travel lanes, an enormous median and lack of shade, make it just as hard for pedestrians as well as cars to experience the Boulevard and the retail it offers. Intersections are too wide making them unsafe for pedestrians and unclear for drivers. Sidewalks are not connected. The northern sidewalk is "tunneled" between a buffer of cypress trees and the backs of homes, making it feel unsafe.

What the middle section of CR 512 looks like today:

- Wide lanes that encourage speeding.
- Wide, unmarked intersections
- Lack of shade along sidewalks
- North sidewalk is "disconnected" and not visible
- No landscap, no shade
- Lack of lighting
- Insufficient signage
- Unsafe pedestrian crossings
- Parking lots on adjacent commercial properties are not connected, making it hard for both automobile's and pedestrians to go to more than one business without constantly having to get back in their cars and into the corridor.
- Building heights, architecture and setbacks are not consistent. Some buildings are approaching obsolescence.
- The residential area directly adjacent to the commercial property on the south side is affected by the proximity of the commercial uses and the lack of a consistent buffer.

With the new zoning code recently adopted by the city, and the Master Plan's recommendations, the urbanized land south of the Boulevard can be developed into a commercial district, a district that can relate to the residential area directly adjacent to it. Some intersections are appropriate locations for more intensive development.
Sebastian Boulevard: What the citizens proposed:

- Keep two 11’ travel lanes in each direction
- Build curb and gutters 150’ north and south of each main intersection (Easy, Roseland & Barber Sts.)
- Move pedestrian crossings east and west of their actual location, so that pedestrians cross two lanes at a time, and can rest in the median if they need to do so.
- Landscape sides and median. At main intersections, due to the presence of curb and gutter, trees can be planted closer to the street (4’ setback on sides, 6’ setback in median). Trees planted closer to the sidewalk will create a visual reduction of the street section. This, together with well-marked pedestrian crossings (either with pavers, stamped concrete or colored pavement) will reduce speed and make intersections safer for pedestrians and bicyclist.
- Build a 15’ bicycle/pedestrian path along the sides. Path should be shaded.
- Landscaping on the private realm should work with the streetscape in order to create canopies over sidewalks
- Street lighting should match that of US 1.
- Encourage parking lots to connect, so that in the future, these connected parking lots can act as a parallel, local street. This will reduce the number of vehicles on the corridor at any given moment, but above all, it will reduce the number of curb cuts, making it safer for cars, bicyclist and pedestrians.
- By implementing the city’s new zoning codes, building heights, setbacks, architecture and uses of new construction will be regulated. Incentives should be created to encourage property owners to bring buildings that do not comply with these regulations up to the new standards.
- Architecture should be consistent and in the Florida Vernacular style.
COMMERCIAL DISTRICT: STREET SECTIONS

Existing Condition

Proposed reconfiguration at main intersections with curb and gutter

Proposed reconfiguration: No curb and gutter

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Traffic calming is considered anything that slows down traffic. Many traffic-calming devices serve multiple purposes. Vegetated medians, crosswalks and street trees are elements that can function as traffic calming devices in conditions such as those present along Sebastian Boulevard. Traffic calming devices can be big and dominating, as great roundabouts, or as small and inconspicuous as textured pavers on a crosswalk. The most important thing is that they force drivers to become more attentive, slowing down the speed of traffic, and making streets quieter and safer for pedestrians and bicycles.

This issue was raised to a great level of importance by the citizens of Sebastian. Concern was expressed about the width of the Boulevard, and the danger of crossing it, both by car and by foot.

The images on this page, and the ones that follow show how simple treatments to the main intersections along the Boulevard will serve the purpose of making them safer and more attractive.

**Barber Street and Sebastian Boulevard**

- Curbs and gutters are built along the sides of the road and median, 150' east and west of Barber Street.
- Road width is reduced to 26' on either side of the median, allowing for two 11' travel lanes and 4' for curb and gutters.
- A 15' bicycle/pedestrian path is built on both sides of the Boulevard.
- Pavers marking crosswalks are moved until they intersect the medians, so that people can stop, rest and be protected while standing in the middle of the Boulevard.
- Small medians along Barber Street serve a multiple purpose: they calm, redirect and organize traffic entering the neighborhoods. They can become part of an enhanced landscaping plan, help improve pedestrian access, and serve as neighborhood gateways.
- A double allée of trees is planted in the median. This is possible due to the fact that the existence of curb and gutters reduces setbacks to 6'.
- Trees planted on both sides of the sidewalks are also possible because the existence of curb and gutters reduces setback to only 4'. Trees planted between the sidewalk and the street make the environment very safe and pleasant for pedestrians. At the same time this creates a tunnel effect for drivers, forcing them to slow down because the road is perceived as narrowing down.
- Special landscaping at the intersection breaks the monotony of the corridor, marks the arrival to a special place, and makes drivers aware that this is a highly pedestrian area.
LANDSCAPED SECTION AT BARBER

Proposed Changes

Existing Condition

CR 512 West Bound

CR 512 East Bound

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Easy Street and Sebastian Boulevard

- Curb and gutters are built along the sides of the road and the median, 150' east and west of Easy Street.
- Road width is reduced to 26' on either side of the median, allowing for two 11' travel lanes and 4' for curb and gutters.
- Pavers marking crosswalks are moved until they intersect the medians, so that people can stop, rest and be protected while standing in the middle of the Boulevard.
- Small medians along Easy Street serve a multiple purpose: they calm, redirect and organize traffic entering the neighborhoods. They can become part of an enhanced landscaping plan, help improve pedestrian access and serve as neighborhood gateways.
- A double allée of trees is planted in the median. This is possible due to the fact that the presence of curb and gutters reduces setbacks to 6'.
- Trees planted on both sides of the sidewalks are again possible because the presence of curb and gutters reduces setback to only 4'. The existence of trees planted between the sidewalk and the street makes the environment very safe and pleasant for pedestrians. At the same time it creates a tunnel effect for drivers, forcing them to slow down because the road is perceived as narrowing down.
- Special landscaping at the intersection breaks the monotony of the corridor, marks the arrival to a special place, and makes drivers aware that this is a highly pedestrian area.
- A 15' bicycle and pedestrian path is built on both sides of the Boulevard.

This same concept can be applied to Roseland Road and any other main intersection.
EXISTING CONDITION

Existing Condition

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The traffic calming that is achieved at the main intersections through the construction of curb and gutters is a good solution. Unfortunately, the length of the Boulevard is such that the cost of extending them throughout the entire stretch would be too expensive. Without curb and gutters, setback for planting trees become larger. Nevertheless a consistent landscaping of the boulevard is possible.

**Sebastian Boulevard**

- Road width is reduced to 26' on either side of the median, allowing for two 11' travel lanes and a 4' bicycle lane.
- Curb cuts are minimized, since connections between parking lots are encouraged/enforced.
- Small medians along side streets serve a multiple purpose: they calm, redirect and organize traffic entering the neighborhoods. They can become part of an enhanced landscaping plan, help improve pedestrian access and serve as neighborhood gateways.
- A single row of trees is planted in the median. Setbacks are 21'.
- Trees planted on both sides of the sidewalks are setback 21'. On the north side, it is still possible to plant them between the street and the sidewalk. This will make the environment safer for pedestrians.
- Special landscaping at the intersection breaks the monotony of the corridor, marks the arrival to a special place, and makes drivers aware that this is a highly pedestrian area.
Existing Condition

Proposed Changes

Sebastian Boulevard
OPTION A:
Section With Curb & Gutter

Street with new light poles, traffic poles, curb and gutter. Trees on both sides of sidewalk with a 4' setback. A double allée of trees down the median is possible due to the fact that the required setback for trees when there are curb and gutters, is only 6'. Cross-walks are set back so pedestrians cross only two lanes of traffic at a time.

OPTION B:
Section Without Curb & Gutter

Street with new light poles, traffic poles, no curb and gutter. Trees on only one side of sidewalk need to be setback 21'. Single row of trees down the median. Cross-walks are set back so you are crossing only two lanes of traffic at a time.
Oak tree with native vegetation

Before

Oak tree with flowering vegetation

After

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The intersection of Roseland Road and Sebastian Boulevard was of great concern to all the residents. The fact that these streets do not intersect at a 90º angle, and that they both carry heavy loads of traffic, make this intersection one of the most confusing and dangerous in the city.

During the charrette, the citizens proposed a roundabout, or any element that would serve the double purpose of slowing traffic and making this environment nicer and safer both for pedestrians and automobiles.

The team of designers studied the possibility of incorporating a roundabout. This would require a general reduction of traffic lane width and reconfiguration of both streets, making this proposal too expensive and not very efficient.

The Master Plan proposes treatment of this intersection similar to that of Easy and Barber streets as follows:

Roseland Road and Sebastian Boulevard

• Curb and gutters are built along the sides of the road and the median, 150' east and west of Roseland Road.
• Road width is reduced to 26' on either side of the median, allowing for two 11' travel lanes and 4' for curb and gutters.
• Pavers marking crosswalks are moved until they intersect the medians, so that people can stop, rest and be protected while standing in the middle of the boulevard.
• Small medians along Roseland Road serve a multiple purpose: they calm, redirect and organize traffic entering the neighborhoods. They can become part of an enhanced landscaping plan, help improve pedestrian access and serve as neighborhood gateways.
• A double allée of trees is planted in the median. This is possible due to the fact that the presence of curb and gutters reduces setbacks to 6'.
• Trees planted on both sides of the sidewalks are again possible because the presence of curb and gutters reduces setback to only 4'. The existence of trees planted between the sidewalk and the street makes the environment very safe and pleasant for pedestrians. At the same time it creates a tunnel effect for drivers, forcing them to slow down because the road is perceived as narrowing down.
• Special landscaping at the intersection breaks the monotony of the corridor, marks the arrival to a special place, and makes drivers aware that this is a highly pedestrian area.
Development and design guidelines should direct - not merely control - development and growth along Sebastian Boulevard. Codes can be written as broadly or as restrictively as the City feels appropriate. Codes and come in regulations, together with clear direction as presented in this Master Plan, create predictability. And predictability is absolutely necessary to attract the right kind of investment needed to carry out the future redevelopment plans for Sebastian Boulevard.

**Conventional Codes vs. Traditional Codes:**

Conventional codes are lengthy and generally hollow at their core. They do not emanate from any physical vision. They are composed of lists, tables, charts, definitions, sub-sections, sub-paragraphs, overlays, exceptions, amendments, cross references, footnotes, permitted uses, conditional uses, prohibited uses, special uses, etc. They clearly depict the undesirable: no mixed uses, no slow-moving cars, no parking shortages, no overcrowding. Such prohibitions do not make a city.

Traditional codes, on the other hand, address five major elements: parking placement, parking quantity, building placement, building height, and mixing of uses. In traditional codes, all of these elements are graphically represented.

The City recently approved an overlay zoning code for the Sebastian Boulevard area. The design team studied the overlay code. A few recommendations were made, and images that make it self-explanatory, requiring minimum interpretation, were created. The images that follow represent the collective identity and the desire of the community.

The goal of the new overlay zoning code, the images that complement it, and this report, is to provide the following:

- An attractively built environment
- Human scale and comfortable streets
- High potential for attracting investment
- A city built to be diverse and built to last.
Existing Condition

• 125' minimum lot size
• Disconnected parking lots and businesses
• One curb cut into Sebastian Boulevard per property
• No shade for pedestrians or parked cars

Proposed Build-out

Stage I - Proposed

• 120' minimum lot size—Since existing lots are 40'x160'
• Parking lots and businesses are connected

Stage II - Proposed

• One common curb cut into Sebastian Boulevard
• Building arcades can encroach over first row of parking when parking requirements allow for this condition.
Stage III

- Landscaping of private property is such that trees are offset with those in public right-of-way.
- Landscaping of public right-of-way complements landscaping private property. A canopy is formed over the sidewalk, making the environment safe and attractive for pedestrians.

Ultimate Build-Out

- Landscaping of the boulevard
- Buildings are allowed to encroach over eastern strip of parking with porches and arcades when parking requirements so allow. This sets the stage for a continuous porch covered sidewalk along a side, local street

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Up until today, parking has been dealt with on an individual basis. Each building is to provide for its own parking. Each parking lot has its own curb-cut onto Sebastian Boulevard. The new zoning code encourages the connection of parking lots in order to reduce curb-cuts. But parking requirements are such that valuable land (complete lots) needs to be dedicated to fulfill individual parking requirements. This results in substantial parking lots, discouraging pedestrian traffic.

**Suggested Changes**

The Master Plan proposes the reduction of parking requirements and the incorporation of the concept of SHARED PARKING.
"Unconstrained Corners"

A minimum 10' side setback is required under the current zoning code. There is no reference to maximum setbacks in corner lots. This may result in corners without buildings, making side streets and intersections unconstrained, therefore encouraging speed and reducing pedestrian safety.

Suggested Change:

Side setback on corner lots should be 10' from R.O.W. No smaller, no larger.

"Variations On A Roof Top"

The code today requires for roof tops to vary every 100' of building. The intent of this requirement is to prevent monotonous structures. The image above illustrates the type of building that could result by applying only that rule.

Suggested Change:

The entire building should be articulated every "x" number of feet, not just the roof tops. The variation to the rooftops should involve pitches and orientation, not just a foot up or down in height.
CODE ANALYSIS #3: BRINGING OBSOLETE CONSTRUCTION UP TO NEW STANDARDS

Existing Condition

Proposed Changes

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The images above show how a simple change of roof material and pitches, new posts and vertically proportioned windows can convert a structure approaching obsolescence into a building that follows the new code standards.
Continuous Buffer: Min. height

10' Minimum Rear Set-back

Dumpster area should be contained within building footprint/beyond setback

Arcade may encroach over parking

74' Minimum Front Set Back

Offset landscaping: to generate canopy over sidewalk - Create landscape islands every 7-9 parked cars

120' minimum lot size
Roofing Materials: Metal, standing seam or "V" Crimp, asphaltic shingles or wooden shakes.

Roofs gabled with a slope between 6:6 and 12:12.

Roof overhangs should be deep, between 2' and 4' and have exposed rafter tails. Fascias on the gabled ends are deeper than those exposed along the running eave edge.

Attic space should be vented at the gable ends underneath the ridge and/or where the rafters meet the wall along the running eave edge.

Massing is generally vertically proportioned.

Exterior finishes are almost always horizontal wood-lap siding. The siding should have between 4" and 6" exposed to the weather and is terminated with vertical corner boards at building edges.

Doors and windows are vertically proportioned with wooden surrounds and sills. Horizontally proportioned openings are made of a grouping of vertical windows. Windows are usually double-hung with no light divisions in the top or bottom sash.

Porches are obligatory and in many cases wrap around the front façade and continue around the side façade. The porch roof is supported by posts which are placed to create a vertical or a square opening between them. Porches are deep and occupy a large percentage, if not all, of the ground floor elevation.

Other Architectural styles which could be considered in this genre include Victorian, "Carpenter Gothic", Cracker and Shingle styles.
The neighborhood, an essential element for redevelopment in the city.

Imagine the perfect neighborhood. Within a few blocks, an elementary school that kids can walk to. Imagine houses of all shapes and sizes: some modest bungalows, rowhouses, two to three-story apartment buildings and up the hill some large and expensive new homes. A shopping district with two to three story buildings with shops on the ground floor, small apartment houses, plus a mix of retail buildings with apartments and offices upstairs. A small restaurant, dry cleaners, beauty shops, a branch post office, and a newly opened coffee shop sit next to it. And to make it even more picture perfect, a community park with a beautiful lake, the VFW and the American Legion.

This is what the residents of Sebastian had in mind when faced with the challenge of developing wisely the 40 acres of land “trapped” where Sebastian Boulevard splits. Residents, during the charrette, wanted to see the existing neighborhoods connected again. Connected neighborhoods, connected schools, parks and downtown Sebastian.

This vision of the fork that the residents had is a traditional neighborhood; a neighborhood that works together with the existing fabric; the basic block of this new mixed use district. Within a few minutes walking distance, this new neighborhood includes a mix of different houses and apartment types; Streets that make legible connections and that are easy to walk as well as drive. Neighborhood shops, schools, and civic buildings, all are within walking distance.
Sebastian Boulevard was until recently, a two-way road that intersected US 1 at the famous "rocket". The boulevard was widened and "split" into two-way pairs. The result is an uninterrupted, two lane street: an invitation to speed. Nothing here signals the importance of the City that lies ahead. This split has had several additional consequences:

- The original neighborhoods north and south of the Boulevard are completely disconnected.
- Creation of ditches and fences add to this separation.
- High speed is encouraged by the design of the street.
- The land in between the two pairs, with a beautiful lake and incredible views of the lagoon, is treated as "leftover" land.
- 40 acres of land, the size of a traditional neighborhood, lies adjacent to the historic downtown area and the waterfront, and are zoned industrial.
- It is impossible to go "around the block" without driving all the way around the fork, putting unnecessary local traffic onto Sebastian Boulevard.

Sebastian has great neighborhoods. But the parcel that resulted from the separation of the east and west bound lanes of Sebastian Boulevard has not only had a negative impact in the surroundings, it has also neglected to give enough attention to the arrival to the historic downtown and the waterfront.

The Master Plan’s proposal is to restore this condition, to bring the Boulevard back to a normal, slow speed street without reducing capacity or the number of traffic lanes. By turning these two-way pairs into two, two-way streets, this can be easily accomplished.

The creation of two, two-way pairs will reduce speed along these streets, therefore increasing capacity, reconnecting the neighborhoods, and allowing the "leftover parcel" to develop as a traditional neighborhood. This neighborhood will then become an intrinsic part of the city.

The concept is simple and it is illustrated in the diagrams that follow.
EXISTING CONDITION

- Two, two-way pairs delineate and isolate a triangular parcel.
- A beautiful lake, with no pedestrian or vehicular access (parking).
- The city’s public works department. A building that doesn’t contribute to the surrounding neighborhoods. A large car and truck storage at the entrance to the city.
- A couple of civic institutions (VFW and the American Legion).
- Single family homes.
- Light industrial.
- Dead-end streets.
- A local street, ditch and fence separate the Orange Heights neighborhood from this parcel, the lake and the neighborhood south of the Boulevard.
PHASE I

- The two, one-way pairs are turned into two, two-way pairs. The arrows show the reorganization of the traffic flow.
- Two-lane street with on-street parking on the south leg of the fork is the perfect setting for a local mixed-use Main Street.
- Building setback is zero.
- On-street parking is allowed to benefit business, slow traffic and protect pedestrians.
- The existing streets are extended and break up this parcel making it an intrinsic part of the existing neighborhoods.
PHASE II

- Different mixed-use building types with zero set-back develop along the main arteries.
- The lake is connected back to the neighborhoods and becomes easily accessible both by car and by foot.
- The new mixed-use street becomes a center to the neighborhood in the form of a traditional Main Street.
The ditch that separates Orange Heights from the new neighborhood is converted into a street with a median; one lane in each direction with on-street parking.
PHASE IV

- The neighborhood is completed with residential and civic uses and plenty of open space, parks and plazas.
- A location was reserved along the railroad tracks for a future train station or a stop for a local bus.
Homes at Orange Heights are rotated to face the new street. All three neighborhoods are connected.
THE FORK: EXISTING CONDITION AND ULTIMATE BUILD-OUT

TREASURE COAST REGIONAL PLANNING COUNCIL

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The arrival to downtown Sebastian: A section of the Boulevard consistently defined by buildings, with a mix of uses around it that includes good local restaurants, shops and dwellings that range in size. On-street parking and a two way, two-lane street section slow traffic down, preparing visitors for the city that lies ahead.
The arrival to downtown Sebastian: A section of the Boulevard consistently defined by buildings with a mix of uses around it that includes good local restaurants, shops and dwellings that range in size. On-street parking and a two way, two-lane street section slow traffic down, preparing visitors for the city that lies ahead.
The arrival to downtown Sebastian: A section of the Boulevard consistently defined by buildings with a mix of uses around it that includes good local restaurants, shops and dwellings that range in size. On-street parking and a two way, two-lane street section slow traffic down, preparing visitors for the city that lies ahead.
Looking west down the median. To the right, the new reconfigured neighborhood of Orange Heights.
The County Road 512 Charrette grew out of a proposal of the Treasure Coast Regional Planning Council, commissioned by the City of Sebastian. The entire Treasure Coast design studio staff and a number of other urban design and architecture professionals (Correa Valle Valle, A+S Architects & Planners, OBM Inc., Anthea Giannatos, Tatana Pena, Mario Rubio, Scott Conner, Jess Linn, Steven Fett, Rick Lopez, Andrew Georgiadis) worked vigorously on the Charrette and Master Plan for a full week. The charrette began with a public “kick-off” session on Friday night November 3rd, 2000 at the County Library on County Road 512. Here the citizens familiarized themselves with the charrette process and the design team and expressed issues of concern about the Corridor. Residents turned out the next morning for the citizen design workshop. With the assistance of the design team, citizens discussed design issues, expressed their ideas on paper, and created their own master plans for County Road 512.

At the end of the day, all the plans were presented by a citizen representative from each group. It was with these presentations that consensus was realized. Ideas common to each of the citizen plans were quickly identified. It is this consensus that the designers used to create this Master Plan.

The team set up its design studio at the Council Chambers where the doors were open for visitors all day and into the night through November 9th. An interim presentation of work-in-progress was made in the Council Chambers on November 9th, 2000.

A final presentation of the Charrette Master Plan was delivered on January 10th, 2001.

The Meaning of Charrette-
Charrette means “cart” in French; various architectural school legends hold that at the Ecole des Beaux Arts in 19th Century Paris, students were still sketching as carts carried their boards away to be juried.

Today Charrette means high speed, intensive creative session in which a team concentrates on specific design problems with the citizens and present solutions.
The assembled public separated into three citizen teams which created the plans above. A representative from each team then presented their plan. It became clear that there were common elements to all the proposals.
PUBLIC PLANNING PROCESS

TREASURE COAST REGIONAL PLANNING COUNCIL

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Images from the charrette: The designers working on the citizens' ideas.
TREASURE COAST REGIONAL PLANNING COUNCIL

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Architects/Urban Designers: Anthea Giannotes, Tatiana Pena, Mario Rubio, Scott Conner, Jess Linn, Steven Fett, Rick Lopez, Andrew Georgiadis
OBM, Architect’s and Planners: Dana Little, Raul Lastra

City Manager, Terrence Moore
Designer going over citizens plans
Day of charrette
Fire Department giving demonstration at Public Library to local children
Marcela Camblor with local citizens at charrette