Palm Beach County
Urban Redevelopment Area
(URA)

Addressing Redevelopment in Central Palm Beach County

Fun Facts
2030 Population Projection
2,694,800
Or
994,800 New Residents By 2030 (PBC)
(397,920 new households)

2030 Population Projection
778,600
Or
287,918 New Residents By 2030
(115,000 new households)
Patterns of Migration

The Baby Boom
82 Million
1946-1964
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
There is still enormous development pressure (and potential) in the Region.

How will this area grow and mature?

The Study Area

- Okeechobee Blvd
- Lake Worth Road
- I-95
- Military Trail
- Congress Avenue
- 8 Municipalities
- 35 Square Miles
Initial Observations

Healthy Neighborhoods and Districts

Initial Observations

Areas Needing Attention
Initial Observations

Transitional Conditions

Initial Observations

Transitional Conditions
Initial Observations

Issues with Transit Infrastructure

Initial Observations

Neighborhoods with a Great Street Network
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
Time-Tested Planning Principles

Clarence Perry’s 1920 Model New Town

Detailed Neighborhood and CBD Relationships
The Transect
Establishing Clear Directives for Integrating Building Types Through “The Smart Code”

Advance Our Planning From This…
To This...

And 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

Beaufort, S.C.

12,870 Routes
Traffic Components

A “Local” Trip

Engage Military 2 Times in 2 Directions
Make 2 U-Turns
Travel Nearly 1.25 Miles
To Go 150 Yards

A “Local” Trip
Strategy for Commercial/Mixed Use Areas

Consolidate Access

Traffic Components: Commercial Areas

Formalize Secondary Access
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**
What do you mean 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 prevail. As a general rule, the tighter the ratio, the stronger the sense of depth 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
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

≈ 175,000 sf
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

Reduces Complete Auto Dependency for Every Activity
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.

The Traditional Neighborhood of Varying Building Types Provide…

Flexibility in the Market Place…
Urban Center Zone

- 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  The Deli Owner

The Mansion on the Hill  The College Student Son

Affordable “In-Town” Option
Traditional Urbanism with Varying Building Types…

"I cried when I found out I had the 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 Vino Larkins, president of the Fair Housing Center of the Greater Palm Beaches. "As the county grows, there's going to be more jobs."

Can Accommodate and not Simply Delegate our Growing Housing Demand …
Traditional Urbanism with Varying Building Types…

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!

The Details Of The Street
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

Why Should I Care about Transit and Mobility?
SOCIETY

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?

by Andrew Feinberg

IN A JERSEY HIGH SCHOOL, 16-YEAR-OLD LISA MILLIKIN ITS a stretch of nothing especial. She's just about to get her driver's license and is excited about the idea of driving by herself. She plans to drive to New York City to see a Broadway show. She's never been there before and is a bit nervous about driving in the city. She's never been there before and is a bit nervous about driving in the city.

Associated Press
TALLAHASSEE — The nation's city planners are neglecting pedestrian safety in their design of 110.000 population on arterial roadways — the highest in the state. Orange was right behind with 11 deaths. They were followed by Broward, 10. Hillsboro

Congestion or Mobility

Pick One!!
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)

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

Suburban Space to Urban Place

SR 7 Corridor

Broward County
The Collaborative's Study Area

S. R.7 Corridor “The Final Frontier”

Where No Urbanite Has Gone Before
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: Miramar / West Park

A New City Hall for West Park

SR 7: Implementation Tools

Form-Based Codes

CIP Project Sheets

Product Tear Sheets
SR 7: A Prominent Address Within Broward County

State Road 7: IMPLEMENT THE VISION

Opportunities And Impediments
PREDICTABILITY

Transportation

Zoning

Infrastructure

Impediments

The “Power Corner”

Infill Sites

Opportunities
Other Important Considerations

Schools

Civic and Cultural Facilities

The Next Steps

• Week of September 18-22
  At the Vista Center – 2600 Jog Road – Rm 1 E-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
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Thank You