Sprawl Repair for Florida’s Communities

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- We work to save special places and build better communities.
- We educate, advocate and negotiate to protect Florida’s high quality of life.
- Our bipartisan board of directors includes advocates and experts from across the state.
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- Icon of comprehensive planning both in Florida and across the nation
- One of founders of 1000 Friends of Florida
- First Secretary of the Florida Department of Community Affairs
- His accomplishments recognized with the John M. DeGrove Eminent Scholar Chair in Growth Management and Development at Florida Atlantic University
- To find out more, please visit: [www.1000friendsofflorida.org/dr-degrove/](http://www.1000friendsofflorida.org/dr-degrove/)
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- 1.5 AICP CM credits for planners (#9002847)
- 2 CLE credits for Florida Attorneys (#1507819N)
- .125 CEU for Certified Environmental Health Professionals
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REGISTRATION OPEN:
- The Economics of Downtown Revitalization in Florida
  Wednesday, December 9, 2015, noon to 1:30 p.m.
  Approved for 1.5 AICP CM and 2 CLE
- 2016 Florida Legislative Preview
  Wednesday, January 13, 2016, noon to 1:30 p.m.
  Approved for 1.5 LEGAL AICP CM and 2 CLE

REGISTRATION COMING SOON:
- FREE CITIZEN WEBINAR: Topic Pending
  Wednesday, February 10, 2016, noon to 1:30 p.m.
- 2016 Florida Legislative Wrap Up
  Wednesday, March 23, 2016, noon to 1:30 p.m.
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For more on Community Design please visit:

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Presenters
Galina Tachieva, CNU Fellow AICP APA LEED AP
Managing Partner, DPZ

- Tachieva is a planner, urban designer and architectural designer
- More than 20 years of experience in sustainable urbanism, urban redevelopment, sprawl repair and form-based codes
- Author of award-winning Sprawl Repair Manual (Island Press) and the SmartCode Sprawl Repair Module
- Active in civic engagement
- Member of the CNU, leading its national Sprawl Retrofit Initiative
- Founding member of Council for European Urbanism (CEU)
- Has been visiting lecturer and design critic at Harvard University, the Federal University of the State of Rio de Janeiro (UNIRIO) and the University of Miami
Codina Partners is a real estate investment and development firm based in Coral Gables.

Codina Barlick is responsible for overseeing all operations at the Company.

Previously, she oversaw the development of the Downtown Doral Project in South Florida.

In association with CM Doral Development Company, she designed and built the three-story, 60,000 square-foot Doral City Hall.

Doral City Hall is the centerpiece of Downtown Doral, a 120-acre mixed use project featuring thousands of residential units, more than one million square feet of commercial space and an elementary school.

Codina Partners is the master developer of Downtown Doral.

Codina Barlick earned an MBA at MIT’s Sloan School of Business, and co-founded MIT Sloan Real Estate Club.

BA in History from Trinity College.
Sprawl Repair for Florida’s Communities

Galina Tachieva, CNU Fellow AICP APA LEED AP
Managing Partner, DPZ
FLORIDA – AN URBAN LABORATORY

At the forefront of Smart Growth but also a lot of growth in the form of sprawl
WHY SHOULD WE REPAIR SPRAWL?

SPRAWL DOESN’T WORK FOR THE ECONOMY ANYMORE
• Too expensive to build, ever-expanding infrastructure
• Overstretched commuters cannot afford the transportation costs
• Delivers low municipal revenues per acre

STRONG MARKET SHIFT TOWARDS WALKABLE PLACES
• The young: Millennials
• The old: the Baby-Boomers and Eisenhowers
• The immigrants and minorities: Ethnoburbs
• The blue-collar working class

NEW AWARENESS ABOUT THE ENVIRONMENT, HEALTH, AGING
• Sprawl is bad for the environment: pollution, waste of land, resources, water
• Sprawl is bad for our health: physical, mental, social
THE COST OF SPRAWL

Suburban
City's Annual Cost, per Household

- Parks & Recreation: $129
- Fire Department: $406
- Transportation: $171
- Culture / Economy: $36
- Sidewalks & Curbs: $194
- Roads: $390
- Storm & Waste Water: $613
- Water: $197
- Total: $3,462

Urban
City's Annual Cost, per Household

- Parks & Recreation: $185
- Police: $360
- Transportation: $91
- Culture / Economy: $38
- Sidewalks & Curbs: $27
- Roads: $26
- Storm & Waste Water: $613
- Water: $147
- Total: $1,416

For more data and more reports, visit thecostofsprawl.com
Data based on Halifax Regional Municipality
THE COST OF SPRAWL

Municipal property tax yield (per acre) in Raleigh, NC, 2011

Building Better Budgets, Smart Growth America Report, 2013
Exurbs are growing faster than urban core again

After the recession, growth in the most urban counties of metro areas surpassed that of exurbs. Now, a Brookings analysis of Census population data shows the trend is reversing.

Counties in metro areas with 500,000 people or more are categorized.

Sources: The Brookings Institution, U.S. Census Bureau
Where People Desire to Live

Transport Center – 2014 Mobility Attitudes Survey
WHY SHOULD WE REPAIR SPRAWL?

WE CANNOT ABANDON SPRAWL

• **Too much investment** of money, resources, infrastructure, human energy, dreams

• **100 million people** growth next 50 years – cannot be accommodated in existing cities and first generation suburbs;

• Second and third tier of suburbs should be retrofitted **selectively** – targets for sprawl repair

EMPATHY, NEED, URGENCY

• Improve, upgrade, rebalance the quality of people’s lives – 44 million Americans live in the 51 major metro areas, while **144 million live in their suburbs**
UNDENIABLE STATISTICS

• 52% of Americans Want Detached Houses; The Other 48%?
• 59% Want Public Transportation
• 60% Favor Mixed-Use Neighborhoods
• In 1980 66% of All 17-year Olds Had Driver Licenses; 2013 – 44%
• DC – 750% Increase In Walkable Urban Places

BUT TODAY WE STILL HAVE AN OVERSUPPLY OF DRIVE-ONLY SUBURBS!!
(NO NEED FOR STATISTICS – JUST LOOK AROUND)
UNDENIABLE STATISTICS
GOOD NEWS!

1,200 + RETROFITS IN THE US

223 malls,
119 office parks,
180 strip corridors,
71 golf courses,
350 gas stations,
48 car dealerships

(Source: Ellen Dunham-Jones)
Fragmentation, Car-dependence, Single Use Versus Compactness, Connectivity and Complexity

Mall of Florida

Winter Park
FLORIDA – POTENTIAL AND CHALLENGES

- Benevolent Climate and Geography
- Lifestyle choices: Variety of Cities and Resort towns
- Health and Higher Education Institutions
- International markets’ appeal
- Retirement Market – 10,000 Boomers retiring/day; 3.75 million per year
- Climate Change; Loss of jobs; Sprawl; Young population outmigration
WHERE PEOPLE DESIRE TO LIVE

• The population of Florida is increasing and is now the third most populous state in the US, 19.9m
• Increases stem from the migration of foreign nationals and from other US states, mostly from the north east
• Despite a slowdown during the recession, people across all ages in the US retain a desire to live in the suburbs
• Young ‘millennials’ are choosing locations to raise a family that benefit from facilities traditionally associated with living in a city: restaurants, shops and grocery stores within walking distance and accessible by public transport
Source: 2015 The Center for Neighborhood Technology’s Housing and Transportation Affordability Index
Source: 2015 The Center for Neighborhood Technology’s Housing and Transportation Affordability Index
FLORIDA – IS THIS THE FUTURE?
At the forefront of Smart Growth but also a lot of growth in the form of sprawl.
REGIONAL PLANNING: SEVEN50

A regional sustainability and economic prosperity plan for the seven counties of southeast Florida.

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   h. The Seven50 Difference: Tomorrow
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PUBLIC ENGAGEMENT

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309. The Seven50 Difference: Tomorrow
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Notations from people who participated in the public process support in future buildings.
NEW TOWNS: SEASIDE

First New Urbanist Town (1980)
Incremental Development, Green Infrastructure, Vernacular Building Tradition, and Form-Based Code
NEW TOWNS: CELEBRATION

Celebration is new town designed by Cooper, Robertson & Partners and Robert A. M. Stern.

http://www.panoramio.com
http://bob-leonard-florida.com
https://www.flickr.com/photos/ericejohnson
https://rmaldo.files.wordpress.com/
NEW TOWNS: BALDWIN PARK

An award-winning new neighborhood, 3 miles from Downtown Orlando, designed by SOM, Cooper Carry, et al.
This 700-acre downtown revitalization produced coherent development with targeted interventions attentive to the local tradition. The plan reinforced the identity of each neighborhood while balancing the needs of vehicles and pedestrians on downtown streets.
In 1993, downtown properties were 80% vacant, the city was $10 million in debt, and street crime was common. The city invested in infrastructure to improve the environment for pedestrians. Today Downtown West Palm Beach has an 80% commercial occupancy rate, and property values in the area have increased more than six-fold.

URBAN REDEVELOPMENT: PARK AVENUE, WINTER PARK

Master Plan by Dover, Kohl & Partners
FLORIDA – FIRST FORM-BASED CODES
A New Form-Based Zoning Code for the City of Miami: 35,000 acres and 413,000 inhabitants.
FORM-BASED CODES: MIAMI 21

Exposed parking allowed prior to Miami 21

Lined/Screened Parking mandated under Miami 21
FORM-BASED CODES: MIAMI 21

- Street Experience
- Appropriate Transitions
- Predictable Height
- Mixed-Use
- Environmental Health

T6 - Residential, Commercial, & Mixed-Use
8 + stories, 150 + units/ ac
REGULATORY TECHNIQUES - THE TRANSECT
NEED FOR FORM-BASED ZONING

*Transect in Sprawl and in Traditional, Walkable, Mixed-Use Urbanism*
THE TRANSECT IN SOUTH FLORIDA

The Natural Context includes all lands that are in pristine condition and permanently protected from development either by purchase or by environmental law. In Natural Context, the continuity of nature trumps roads and other man-made artifacts. The only buildings likely to be found are farmhouses or campground structures.

The Rural Context includes lands that are not appropriate for development, but that have not been permanently protected like the Natural Context. The Rural Context usually includes agricultural and woods land.

The Suburban Context is similar to conventional suburban residential areas except that they are within a pedestrian shed and always attached to other zones, and they are thoroughly connected to a diverse community. The Suburban Zone is most similar to a village or to outskirts where lots and setbacks are larger, streets curve with the contour of the land, streetlights and sidewalks are scarce and only on major roads.

The General Urban Context is the place that starts coalescing into an identifiable urban fabric. These areas are within easy walking distance to a village or town center. Houses, even rowhouses pull up close enough to the street so that from a porch you can talk to a passerby. T4 has a has wide parameters on what is allowed. It has the messy vitality typical of American urbanism. While T3 is decisively suburban and T5 and T6 are uniformly urban, T4 ranges to both.

The Urban Center Context is the equivalent of the Main Street. There are often small homes and there is always a selection of apartments. The Urban Center includes merchants, offices, live work-units and old folks who don’t want to drive around to get to all the necessities.

The Urban Core Context only occurs in regional centers. It has the tallest buildings, busiest pedestrian life, and most variety. It’s the place of one-of-a-kind functions like city hall and cultural buildings. The Urban Core is where urbanism trumps nature; it’s where the trees are lined up in planters, and the river is contained in embankments. It is the place that many willingly live in high density instead of sprawling out into the landscape. It is a most ecological condition.

District designations shall be assigned to sites and structures that by virtue of their intrinsic function, disposition or configuration, cannot be incorporated into one of the regular community types. Typical Districts are entertainment and tourist districts, college campuses, Capitol districts, hospitals, large scale transportation or manufacturing facilities such as airports, container terminals, refineries and the like.
The SmartCode is an integrated land development ordinance. Zoning, subdivision regulations, urban design, public works standards and basic architectural controls are integrated into one comprehensive and streamlined document. **The SmartCode enables the implementation of a community’s vision by coding the specific outcomes desired in particular places.**
LAND USE-BASED VS FORM-BASED ZONING
FORM-BASED VS LAND USE ZONING

Coral Gables, FL / 5 Minute walk

Pembroke Lakes Mall / 5 Minute walk
### SMARTCODE SUMMARY

*Note: All requirements in this Table are subject to calibration for local context.*

#### Table 14: SMARTCODE SUMMARY

<table>
<thead>
<tr>
<th>Municipality</th>
<th>T1</th>
<th>T2</th>
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#### T1: NATURAL ZONE

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#### T3: SUB-URBAN ZONE

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#### T4: GENERAL URBAN ZONE

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#### T5: URBAN CENTER ZONE

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#### T6: URBAN CORE ZONE

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#### Notes:
- **A. ALLOCATION OF ZONES per Pedestrian Shed**: (applicable to Table 3 only)
- **B. BASE RESIDENTIAL DENSITY**: (see Section 2.4)
- **C. BLOCK SIZE**
- **D. THOROUGHFARES**: (see Table 2 and Table 4)
- **E. TRAFFIC SPACES**: (see Table 12)
- **F. LOT OCCUPATION**

---

**Form-Based Codes**

Municipality

DPZ Partners
Midtown 2050
SMARTCODES & OTHER FORM-BASED CODES
584 TRACKED, 344 ADOPTED

Codes Study: SmartCodes and Other Form-Based Codes

Source: Hazel Borys & Emily Talen | 584 Codes plus 16 Guidelines Tracked as of January 2015 | Creative Commons NonCommercial ShareAlike License
THE SPRAWL REPAIR METHOD

Planning Scales:
Region, Community, Street, Block, Building

Types of Tools:
Design, Regulation and Implementation
REPAIR AT THE REGIONAL SCALE
FIRST-GENERATION, PRE-WAR SUBURBS

Traditional urban core
First generation suburbs
Railroad or streetcar lines
Undeveloped land

Coral Gables, Florida (1920’s)

http://www.transitmiami.com
SECOND-GENERATION, POST-WAR SUBURBS

Key Biscayne, Florida (1951)

- Decline in urban core
- Second generation suburbs
- Highways and interchanges
- Undeveloped land

http://www.kbhistor.org/
THIRD-GENERATION SUBURBS, THE EXURBS

Decline in urban core
Third generation suburbs
Highways and interchanges
Undeveloped land

Miramar and Pembroke Pines (1980’s)
SPRAWL REPAIR TARGETS

Repair in urban core
Communities for preservation and emulation
Sprawl Development
Sprawl repair targets
Sprawl as is or devolution
Undeveloped land

2-1 Sprawl repair targets: commercial, employment and transportation nodes with the best potential for redevelopment
REGIONAL PLAN USING NATURAL BOUNDARIES TO CONTROL SPRAWL
DELINEATE PRESERVATION/RESERVATION AREAS

- Identify areas where development should not occur.
- Analyze open space for potential watershed restoration, daylighting of bodies of water, and other retrofitting strategies.
PRIORITIZE COMMERCIAL/EMPLOYMENT NODES
PRIORITIZE POTENTIAL TRANSIT & INFRASTRUCTURE NETWORKS

- Analyze the existing thoroughfare and transit network.
- Propose new connections and new thoroughfares that would help to complete the sparse network and accommodate BRT and circulator buses.
- Propose possible routes for heavy and light rail system based on density and destinations.
- Propose possible routes for biking and pedestrian trail networks.
- Analyze and prioritize other operational infrastructure networks.
ASSEMBLE THE SECTOR PLAN

- Assemble the sector map with neighborhood centers, town centers, regional urban cores, transit networks, and preservation areas.
- Set aside areas that are not designated for preservation and not targeted for repair. These may remain as sprawl or devolve into agricultural lands or natural open space.
REPAIR AT THE COMMUNITY SCALE
THE MALL AT MILENIA, ORLANDO
SHOPPING MALL REPAIR
RETAIN MAIN STRUCTURE, REDEVELOP LOTS
RETAIN ANCHORS, CREATE A MAIN STREET
DEVOLUTION - AN AGRICULTURAL VILLAGE
SHOPPING MALL REPAIR: MIZNER PARK, BOCA RATON

A downtown mixed-use project called the village-within-the-city that offers shopping, dining, and offices.
SHOPPING MALL REPAIR: WINTER PARK VILLAGE, ORANGE COUNTY

Master plan by Dover Kohl & Partners
SPRAWL REPAIR - STRIP COMMERCIAL CENTER
TRANSFORMATION INTO A TOWN CENTER
This 140-acre site is the first retrofit of a strip shopping center into a mixed-use, mixed-income, pedestrian-friendly town center.
INCREMENTAL, SMALL-SCALE INFILL; LINER BUILDINGS
NATIONAL & LOCAL TENANT MIX
AFFORDABLE LIVE-WORK UNITS
BUSINESS PARK REPAIR: TRANSFORMATION INTO A TOWN CENTER
DEFICIENCIES

4-136. Single building type and use

4-137. Lack of walkable block structure

4-138. Dispersed and exposed parking

4-139. Lack of civic space
DISPERSED BUILDINGS AND PARKING LAYOUT
OFFICE PARK REPAIRED INTO A T.O.D. TOWN CENTER
A NEW SQUARE ORGANIZED AROUND A TRANSIT STOP
BUSINESS PARK REZONING

4-145. Conventional single-use zoning

- Open Space
- C - Commercial
- Existing buildings

4-146. Transect-based zoning

- T4 - General Urban zone
- T5 - Urban Center zone
- T6 - Urban Core zone
- CS - Civic Space
- CB - Civic Building
- Existing and proposed buildings
## Table 4A: Sprawl Place Types

<table>
<thead>
<tr>
<th>Type</th>
<th>General Character</th>
<th>Building Placement</th>
<th>Frontage Types</th>
<th>Typical Building Height</th>
<th>Type of Civic Space</th>
<th>Type of Thoroughfare</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-3</td>
<td>Rural Subdivisions consist of single-family detached houses located on 1/2 acre lots or larger. Setbacks are relatively deep and the infrastructure is sprawl. Automobile access is crucial.</td>
<td>Naturalistic planting, large lawns, rural roads, limited pedestrian activity, no city services, rural sprawl.</td>
<td>Large and variable front and side yards.</td>
<td>Yards, fences, naturalistic trees plantings.</td>
<td>1-to-2-story.</td>
<td>Parks, Greenways.</td>
</tr>
<tr>
<td>S-4</td>
<td>Single Family Subdivisions consist predominantly of single-family detached housing pods on small, medium or large lots, segregated by market segment. Medium front Setbacks yield front lawns and relatively large backyard.</td>
<td>Dendritic street network, cul-de-sac and collector roads. Suburban row houses and detached, occasional pedestrian activity, lack of block structure.</td>
<td>Variable front and side Setbacks.</td>
<td>Yards, fences, lawns and landscaping.</td>
<td>1-to-2-story, some 3-story.</td>
<td>Leftover open space, usually in backyards.</td>
</tr>
<tr>
<td>S-6</td>
<td>Shopping Centers consist of large retail stores, offering wide choices of goods and services. Includes strip retail, big box retail and fast food and/or gas station outparcels.</td>
<td>Traffic congestion, pedestrian unfriendly, underutilized parking lots, limited connectivity.</td>
<td>Aligned or scattered, deeply set back behind park.</td>
<td>Parking lot.</td>
<td>1-to-3-story.</td>
<td>Parking lot.</td>
</tr>
<tr>
<td>S-7</td>
<td>Business Parks and Suburban Campuses consist of clusters of buildings dedicated exclusively to commercial uses from Class A office to warehouses. Isolated institutional campuses such as colleges and hospitals may also fall into this category.</td>
<td>Homogenous, auto-dependent, limited connectivity, lack of relationship between building and street.</td>
<td>Scattered.</td>
<td>Lawn.</td>
<td>1-to-multi-story.</td>
<td>Parking lot, Green, atrium.</td>
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<tr>
<td>S-8</td>
<td>Malls consist of large structures, enclosed or open air, dedicated to large concentrations of retail.</td>
<td>Large structures surrounded by parking, near Arterials &amp; interchanges.</td>
<td>Random.</td>
<td>Parking lot.</td>
<td>1-to-3-story.</td>
<td>Parking lot, atrium.</td>
</tr>
<tr>
<td>S-9</td>
<td>Edge Cities consist of agglomerations of segregated high intensity commercial, residential, and lodging uses that are statistical but not functional equivalents of the urban core of a city.</td>
<td>Close to Arterials and highway interchanges, pedestrian unfriendly, limited connectivity, high density/interest, high rise development.</td>
<td>Random, free standing.</td>
<td>Parking lot.</td>
<td>1-to-multi-story.</td>
<td>Parking lot, open plaza.</td>
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<tr>
<td>SPRAWL PLACE TYPES</td>
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<tr>
<td><strong>APARTMENT CLUSTERS</strong></td>
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<td>S-5 Multifamily Subdivisions consist of attached and detached multi-family housing. Townhouses without towns, or auto-dependent apartment or condo buildings.</td>
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<tr>
<td><strong>General Character:</strong> Dendritic street network, pedestrian unfriendly, underutilized parking lots, limited connectivity, “train wreck” character</td>
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<tr>
<td><strong>Building Placement:</strong> Scattered or clustered, parking dominates</td>
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<tr>
<td><strong>Frontage Types:</strong> Parking lot, disconnected greens</td>
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<tr>
<td><strong>Typical Building Height:</strong> 1-story</td>
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<tr>
<td><strong>Type of Civic Space:</strong> Parking lot</td>
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<tr>
<td><strong>Type of Thoroughfare:</strong> Local and Collector Streets</td>
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<tr>
<td><strong>SHOPPING CENTERS</strong></td>
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<tr>
<td><strong>General Character:</strong> Traffic congestion, pedestrian unfriendly, underutilized parking lots, limited connectivity</td>
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<tr>
<td><strong>Building Placement:</strong> aligned or scattered, deeply set back behind parking</td>
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<tr>
<td><strong>Frontage Types:</strong> Parking lot</td>
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<tr>
<td><strong>Typical Building Height:</strong> 1- to 3-story</td>
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<tr>
<td><strong>Type of Civic Space:</strong> Parking lot</td>
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<tr>
<td><strong>Type of Thoroughfare:</strong> Collector and Arterial Streets</td>
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<tr>
<td><strong>BUSINESS PARKS</strong></td>
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<tr>
<td><strong>General Character:</strong> Homogenous, auto-dependent, limited connectivity, lack of relationship between building and street</td>
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<tr>
<td><strong>Building Placement:</strong> Scattered</td>
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<tr>
<td><strong>Frontage Types:</strong> Lawn</td>
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<tr>
<td><strong>Typical Building Height:</strong> 1-to-multistory</td>
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<tr>
<td><strong>Type of Civic Space:</strong> Parking lot, Green, atrium</td>
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<tr>
<td><strong>Type of Thoroughfare:</strong> Collector and Arterial Streets, private drives</td>
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</tbody>
</table>
INFLICT REPAIR STRATEGY FOR CORPORATE CAMPUS
LEGACY TOWN CENTER, PLANO, TEXAS
This 180-acre infill project increased density by creating a new urban center. It balances the nearby corporate headquarter campuses by providing for residential, retail, and lodging needs.
RESIDENTIAL COURTYARDS
OFFICE PARK RETROFIT – UPPER ROCK, MD

4-149. Option One: The first phase with orthogonal fabric
- Existing buildings
- Proposed buildings

4-150. Option Two: The first phase with organic fabric
- Future transit way (light rail line)
OFFICE BUILDING CONVERSION INTO LOFTS
In partnership with Dover, Kohl & Partners, DPZ repaired a 350-acre rapidly growing, urbanistically fragmented area that sits at the convergence of several transit corridors and includes the Dadeland Mall. A week-long charrette produced a master plan and graphic code, and looked ahead to implementation through written codes and a phased building process.
EDGE CITY REPAIR BY URBANIZATION: INFILL BY SMALLER MIXED-USE BLOCKS
REPAIR AT THE BUILDING SCALE
TYPICAL SUBURBAN GAS STATION
CORNER STORE ADDITION
CONVERSION INTO A RECYCLING CENTER
REPAIR OF THOROUGHFARES AND PARKING
ARTERIAL TRANSFORMATION INTO A BOULEVARD OR AVENUE

Remedial Techniques:
- Reduce lane widths
- Introduce access lanes
- Introduce sidewalks and planting strips
- Introduce parallel parking
- Introduce medians

- Reduce lane widths
- Introduce parallel parking
- Introduce medians
- Introduce sidewalks and planting strips
- Introduce transit: light rail or bus rapid transit
- Accommodate bicycles

- No crosswalks
- Excessive paved surface
- Excessive curb radii

- Replace pavement with traffic-calming material
- Introduce crosswalks
- Reduce curb radii

- Replace pavement with traffic-calming material
- Introduce crosswalks
- Reduce curb radii
- Introduce transit: light rail or bus rapid transit
EXISTING COLLECTOR: CAR-DOMINATED CHARACTER
FIRST PHASE: STREETSCAPE IMPROVEMENT
FINAL PHASE: INTERSECTION REPAIR, BUILDING REDEVELOPMENT
Downtown Doral: The Heart of the City

Ana-Marie Codina Barlick, CEO
Codina Partners
The Heart of the City
Sprawl Repair Presentation
Opening Remarks
Doral: A Case Study in Suburban Sprawl
Brief History of Doral

- The first structure built in "Doral" was Doral Golf Resort and Spa built by Alfred Kaskel in 1962.
- In early 1980's, the first major residential development began in Doral with construction of Doral Estates (Kaskel Family) and Doral Park (Lennar).
- Tremendous growth took place in the late 1980s and continued through 90's.
- The area was part of unincorporated Miami-Dade County during much of it's growth. All planning and permitting done from County Hall in Downtown Miami.
- Residents, frustrated with unchecked growth and crippling traffic, began incorporation movement in 1995.
## Doral Growth Statistics

<table>
<thead>
<tr>
<th>Census</th>
<th>Population</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>3,126</td>
<td>_</td>
</tr>
<tr>
<td>2000</td>
<td>20,438</td>
<td>553.8%</td>
</tr>
<tr>
<td>2010</td>
<td>45,704</td>
<td>123.6%</td>
</tr>
</tbody>
</table>

Doral: Key Facts

- 79.5% Hispanic or Latino (of any race).
- Median Household Income of approximately $75,000.
- Home to over 10,000 businesses.
- Major employers include Carnival Corporation, Univision, Amadeus North America and Perry Ellis.
- Daytime population swells to approximately 150,000.
Koger Executive Center
Koger Executive Center

- Classic 1970s suburban office park.
- Over 1.5 million square feet of office space on 33 buildings and 120 acres.
- All parking at grade.
- A low-cost provider of office space to government agencies.
- Many buildings not up to current building code.
- Very intense PEAK HOUR traffic.
- Across the street from Doral Golf Resort and Spa (now the Trump National Doral).
- Acquired by Codina and partners in 2004, shortly after the City of Doral incorporated.
Property Attributes

• 120 Contiguous acres in the heart of a newly incorporated City with no heart.
• Views of Blue Monster golf course.
• City very supportive of drastic change of use and high density.

CAN WE TURN THIS OBSOLETE PROPERTY INTO AN URBAN TOWN CENTER???
Koger Executive Center
Downtown Doral
Process

- Rezoning to PUD 2006.
Goals for Downtown Doral Plan

1. Create a TRUE “downtown” for a new city.
2. Balance uses.
3. Connect to surrounding areas.
4. Reduce PEAK HOUR traffic.
5. Create a framework for a flexible plan that would create “downtown” that felt organic and not overly planned.
2005 Charrette Master Plan
Regulating Plan
Initial Downtown Doral Development Program

- 2,840 Residential Units.
- 400,000 Square Feet of New Office.
- 180,000 Square Feet of Retail.
- 100,000 Square Feet of Civic Space.
- 3 Acre Park.
- K-5 School.
Latest Downtown Doral Development Program

- 2,840 Residential Units.
- 1,000,000 Square Feet of New Office.
- 213,895 Square Feet of Retail.
- 60,000 Square Feet of Civic Space.
- 3 Acre Park.
- K-5 School.
It’s almost 10 years later…
did we stick to the plan?
Downtown Doral Progress

All but four Koger buildings demolished.
Cordoba I
8333 Office Building
Downtown Doral Park
Micco at Downtown Doral Park

A monumental sculpture by artist Michele Oka Doner
The Townhomes
5252 Paseo Condominium
Retail Phase I
5300 Paseo Condominium
Downtown Doral Charter Elementary School
Closing Remarks
If you have questions:

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- Please click on “+” sign and type any questions in this box
- Please refer to the slide number and/or speaker when you post your question
- Please keep your questions succinct!
- Staff will ask the presenters questions, as time permits
- Please complete the survey in the post-webinar email
This webinar has been approved for:

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- 2 CLE credits for Florida Attorneys (#1507819N)
- .125 CEU for Certified Environmental Health Professionals
Upcoming Webinars

Visit www.1000friendsofflorida.org/webinar/ to find out more!

REGISTRATION OPEN:
- Sprawl Repair for Florida’s Communities *
  Wednesday, November 18, 2015, noon to 1:30 p.m.
- The Economics of Downtown Revitalization in Florida *
  Wednesday, December 9, 2015, noon to 1:30 p.m.

REGISTRATION COMING SOON:
- 2016 Florida Legislative Preview
  Wednesday, January 13, 2016, noon to 1:30 p.m.
- FREE CITIZEN WEBINAR: Topic Pending
  Wednesday, February 10, 2016, noon to 1:30 p.m.
- 2016 Florida Legislative Wrap Up
  Wednesday, March 23, 2016, noon to 1:30 p.m.

*approved for AICP CM
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