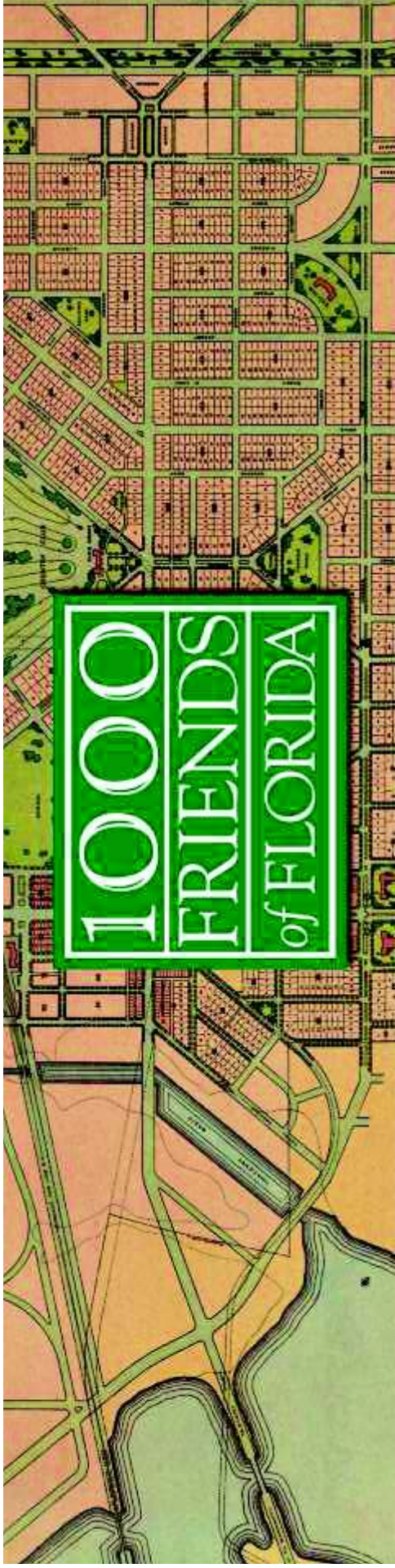




Sprawl Repair for Florida's Communities

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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/



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- **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

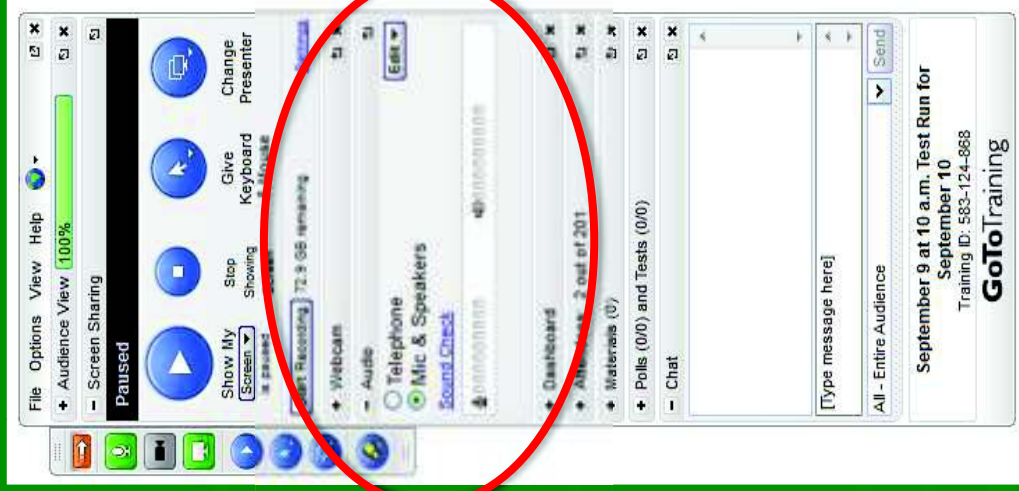
REGISTRATION COMING SOON:

- **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.



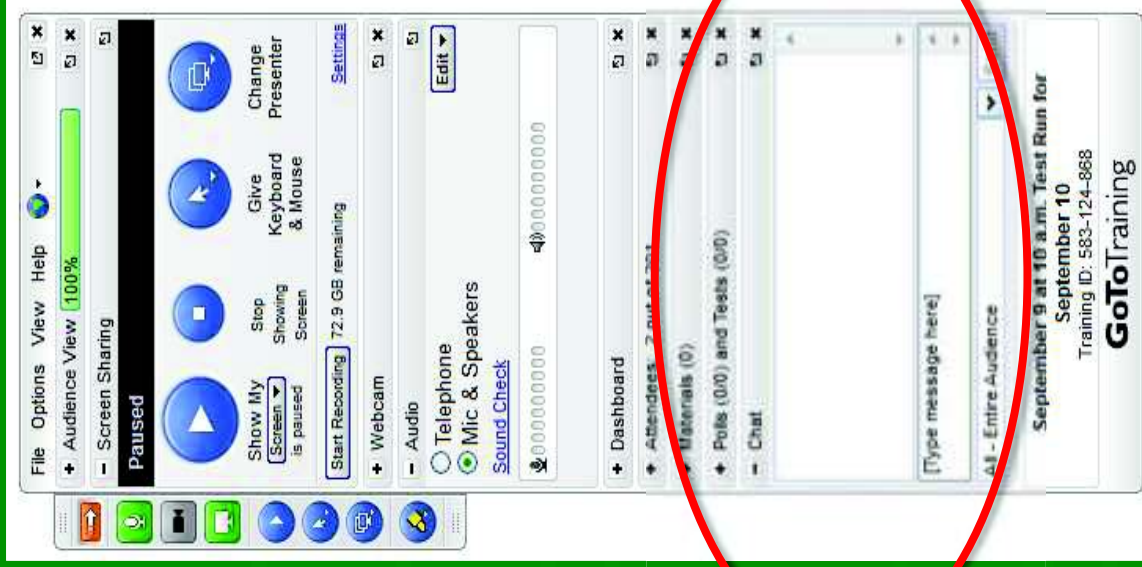
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Presenters



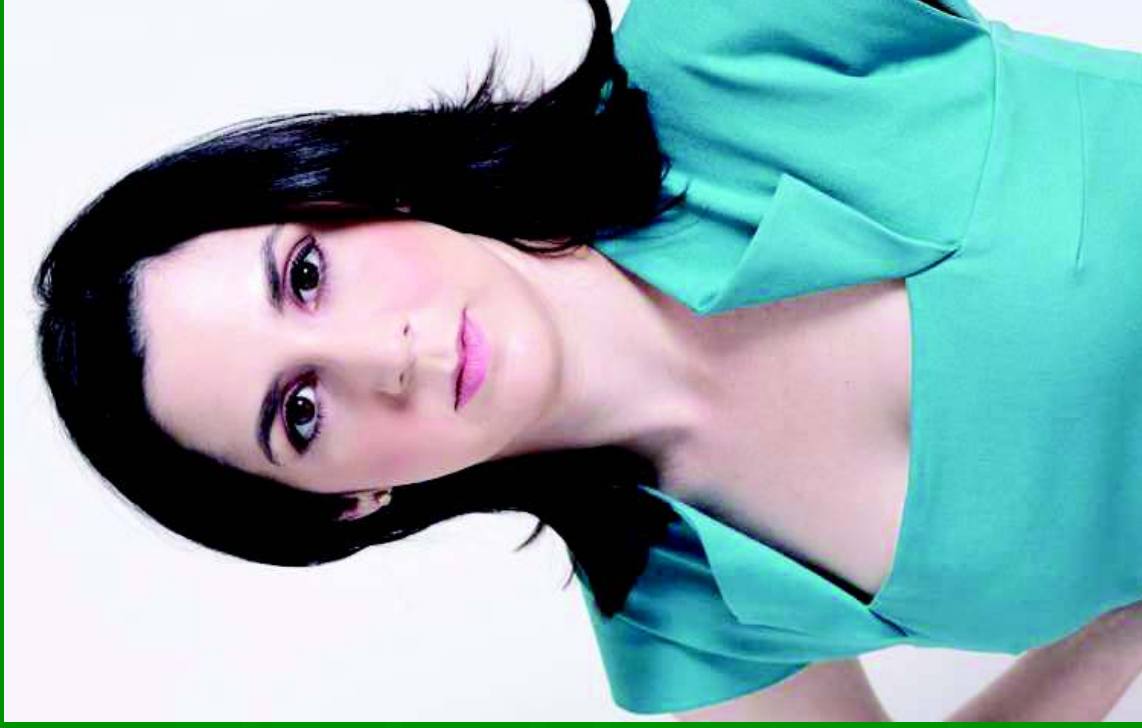
Galina Tachieva, CNU Fellow AICP APA LEED AP Managing Partner, DPZ



- 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



Ana-Marie Codina Barlick, CEO Codina Partners



- Codina Partners is a real estate investment and development firm based in Coral Gables
- Codina Barlick responsible for overseeing all operations at the Company
- Previously oversaw development of the Downtown Doral Project in South Florida
- In association with CM Doral Development Company, designed and built the three-story, 60,000 square-foot Doral City Hall
- Doral City Hall 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 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*



SPRAWL REPAIR FOR FLORIDA'S COMMUNITIES

DESIGN, REGULATORY AND IMPLEMENTATION TOOLS

1000 FRIENDS OF FLORIDA
NOVEMBER 18, 2015

GALINA TACHIEVA
DPZ PARTNERS

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 Eisenhoweres
- 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

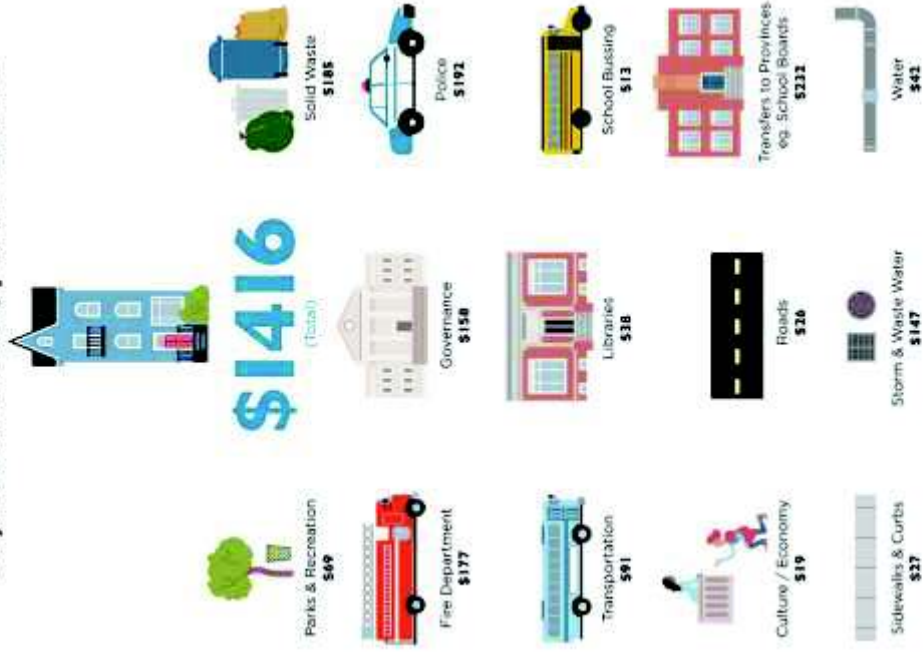


SP Sustainable Prosperity

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

Urban

City's Annual Cost, per Household

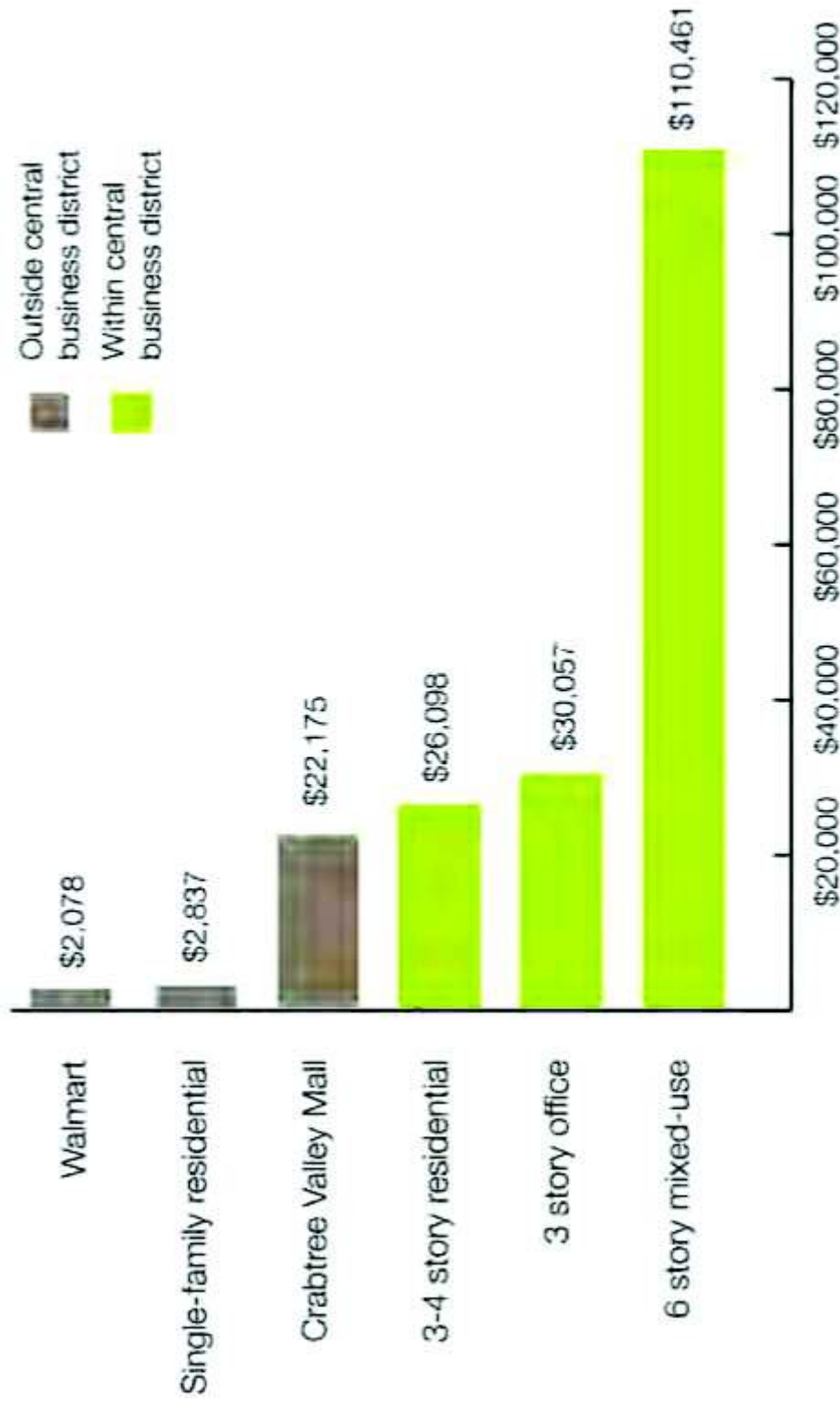


SP Sustainable Prosperity

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

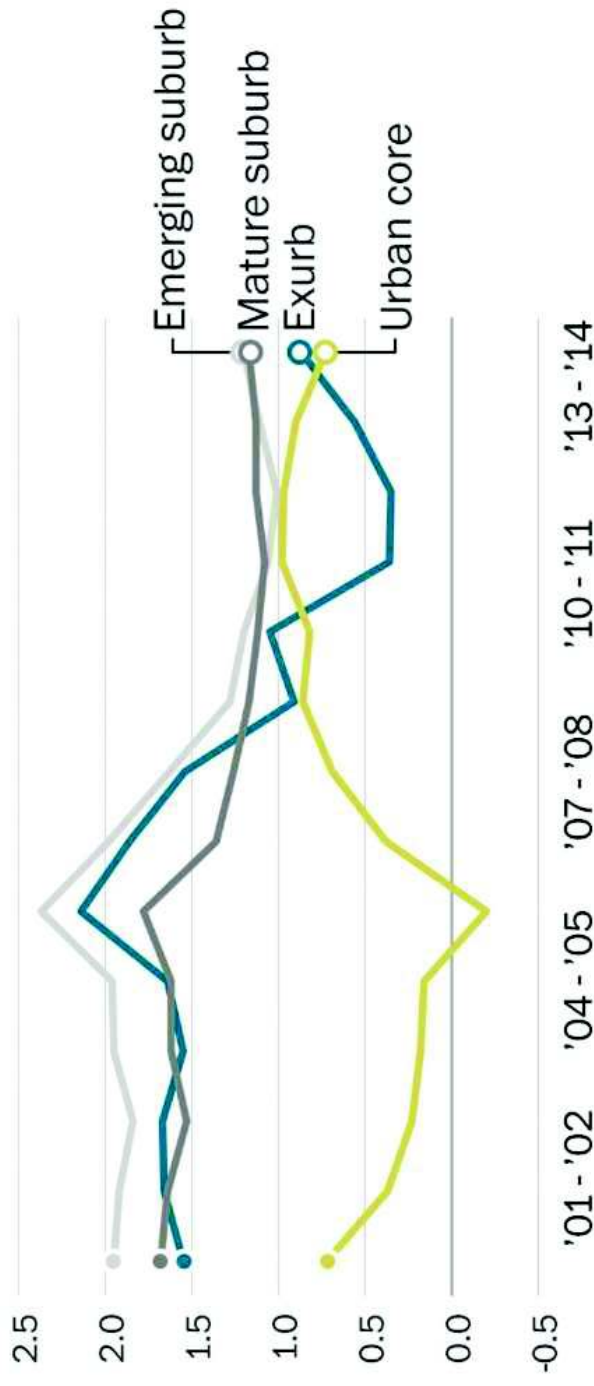
THE NEWS, THE STATISTICS

The Washington Post

26 March 2015

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.

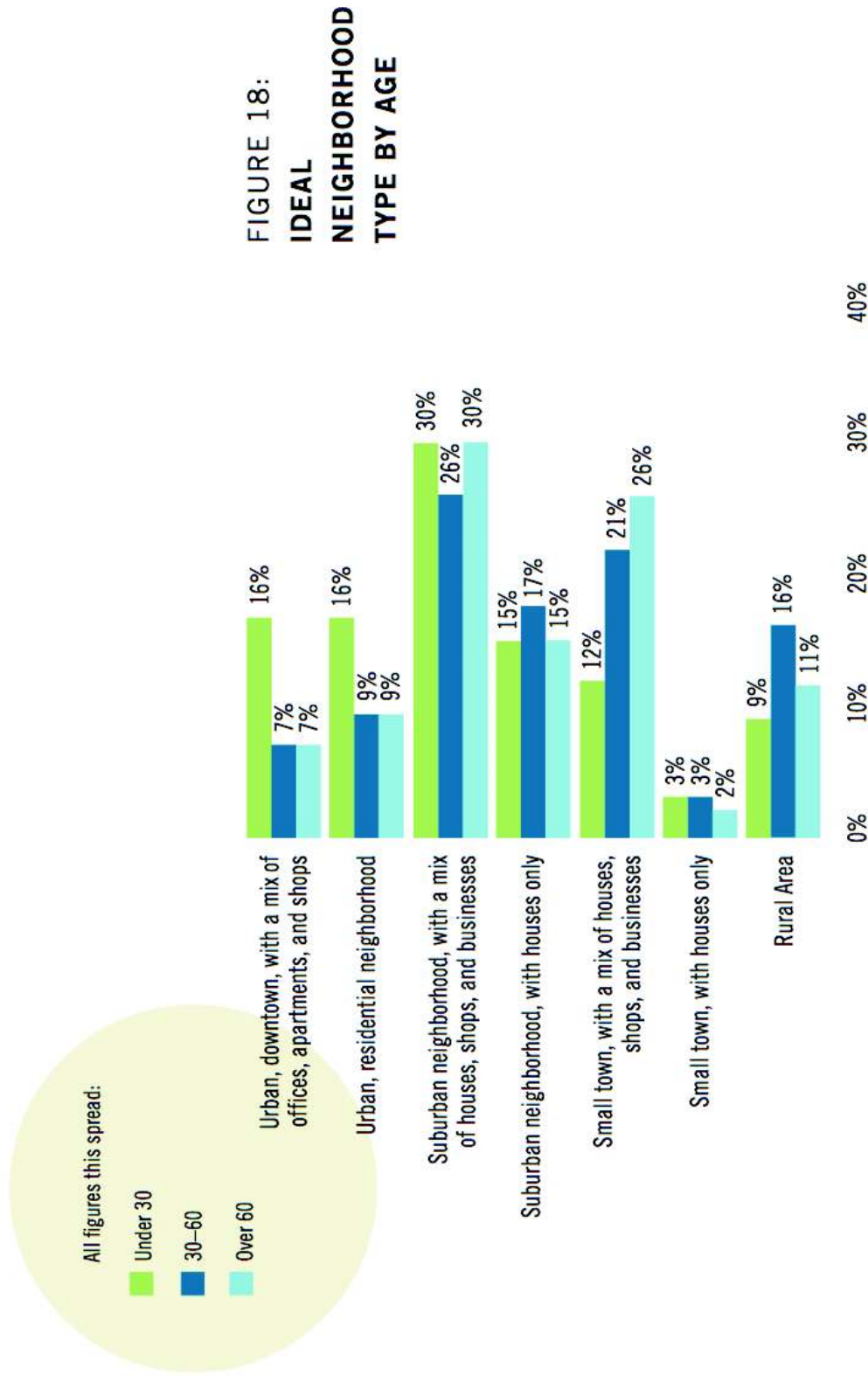


Counties in metro areas with 500,000 people or more are categorized.

Sources: The Brookings Institution, U.S. Census Bureau

THE WASHINGTON POST

WHERE PEOPLE DESIRE TO LIVE



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)

FLORIDA – THE TWO MODELS SPRAWL AND COMPLETE COMMUNITIES

Fragmentation, Car-dependence, Single Use Versus Compactness, Connectivity and Complexity



Mall of Florida



Winter Park

FLORIDA – POTENTIAL AND CHALLENGES

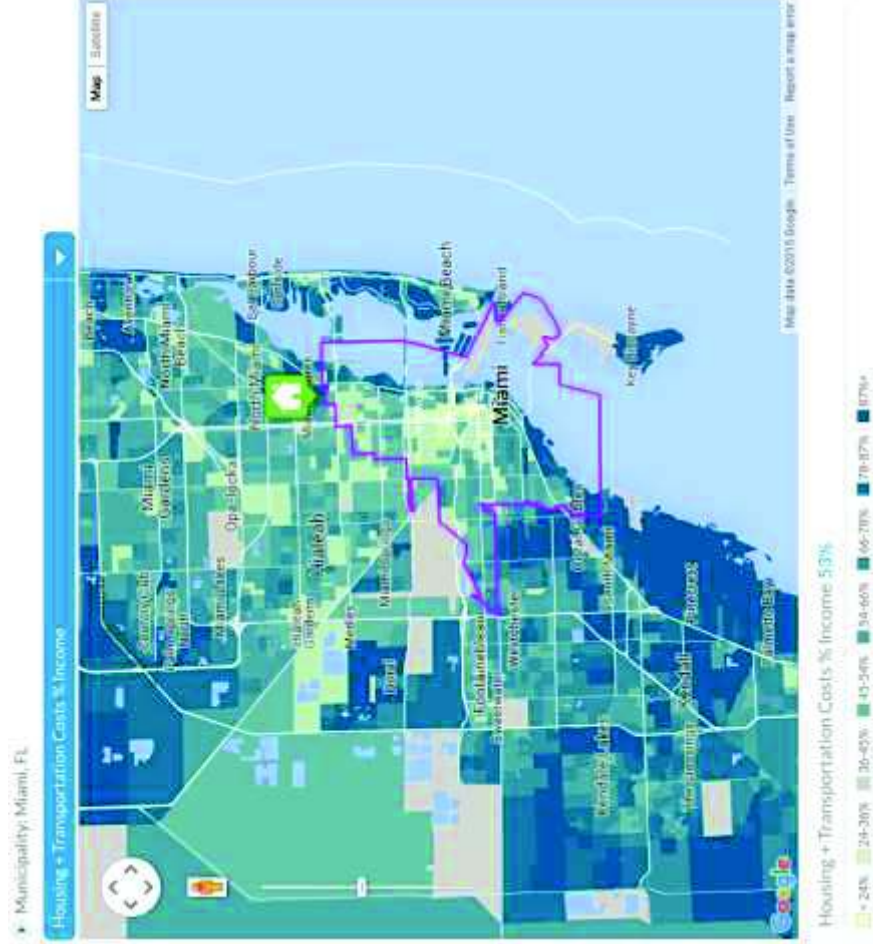
- Benevolent Climate and Geography
- Lifestyle choices: Variety of Cities and Resort towns
- Health and Higher Education Institutions
- International markets' appeal
- Retirement Market – 10,000 Boomers retiring/day; 3.75 million per year
- Climate Change; Loss of jobs; Sprawl; Young population outmigration

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

HOUSING AND TRANSPORTATION AFFORDABILITY INDEX

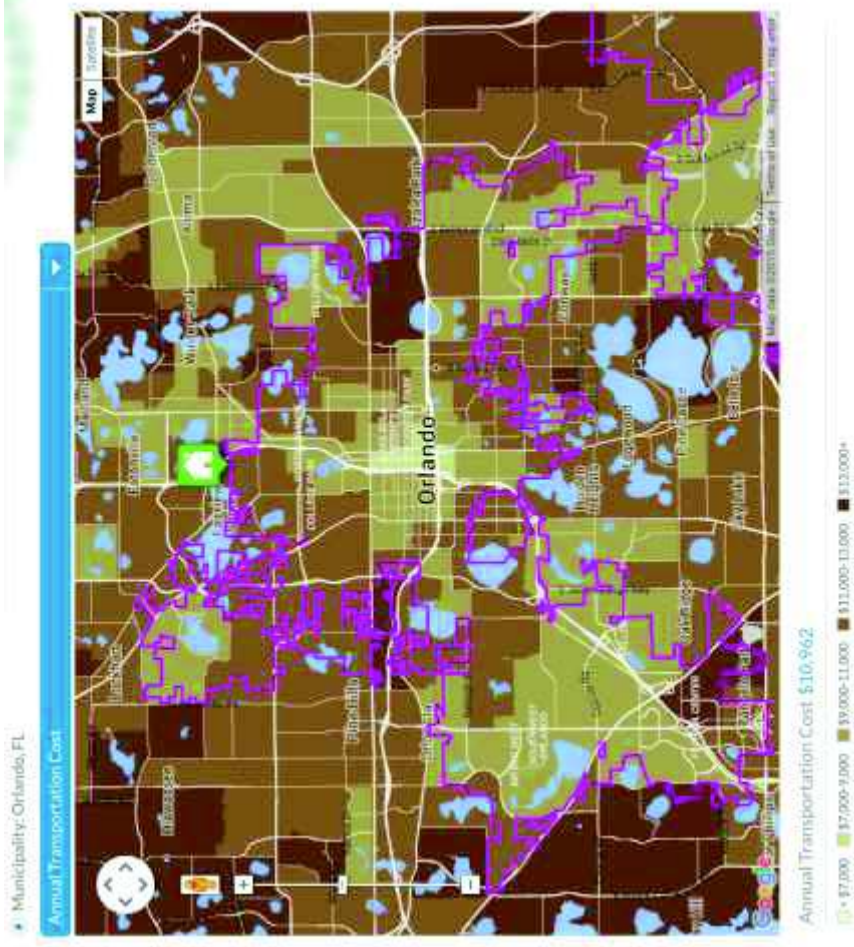
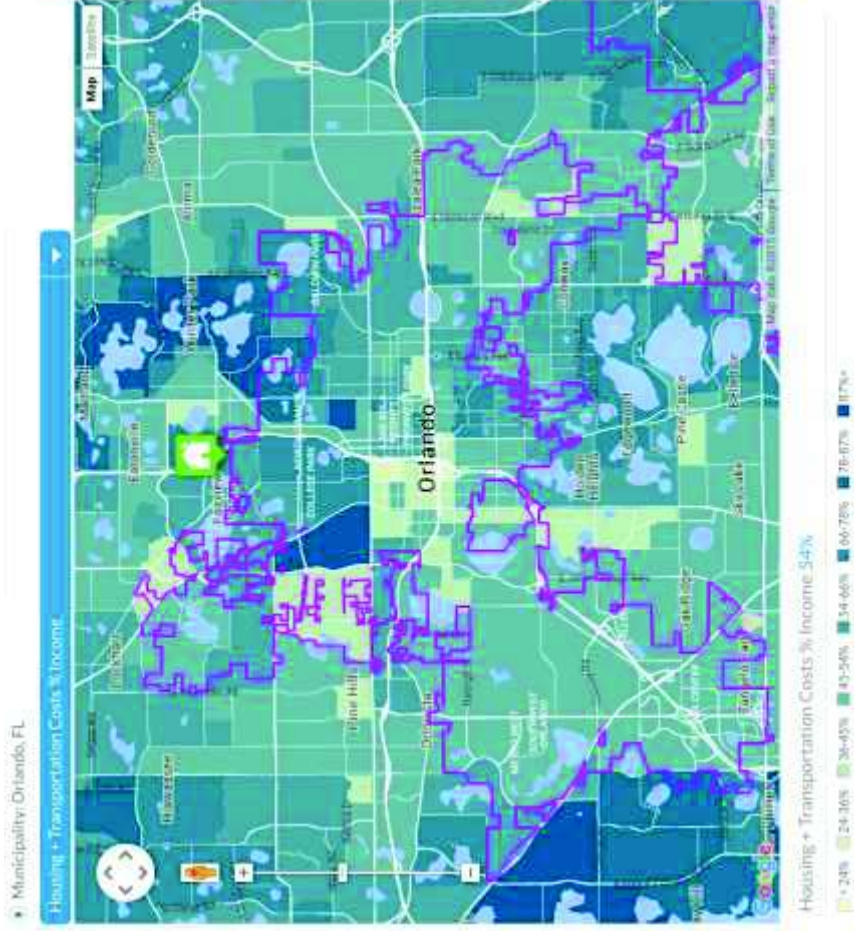
MIAMI, FLORIDA



Source: 2015 The Center for Neighborhood Technology's Housing and Transportation Affordability Index

HOUSING AND TRANSPORTATION AFFORDABILITY INDEX

ORLANDO, FLORIDA



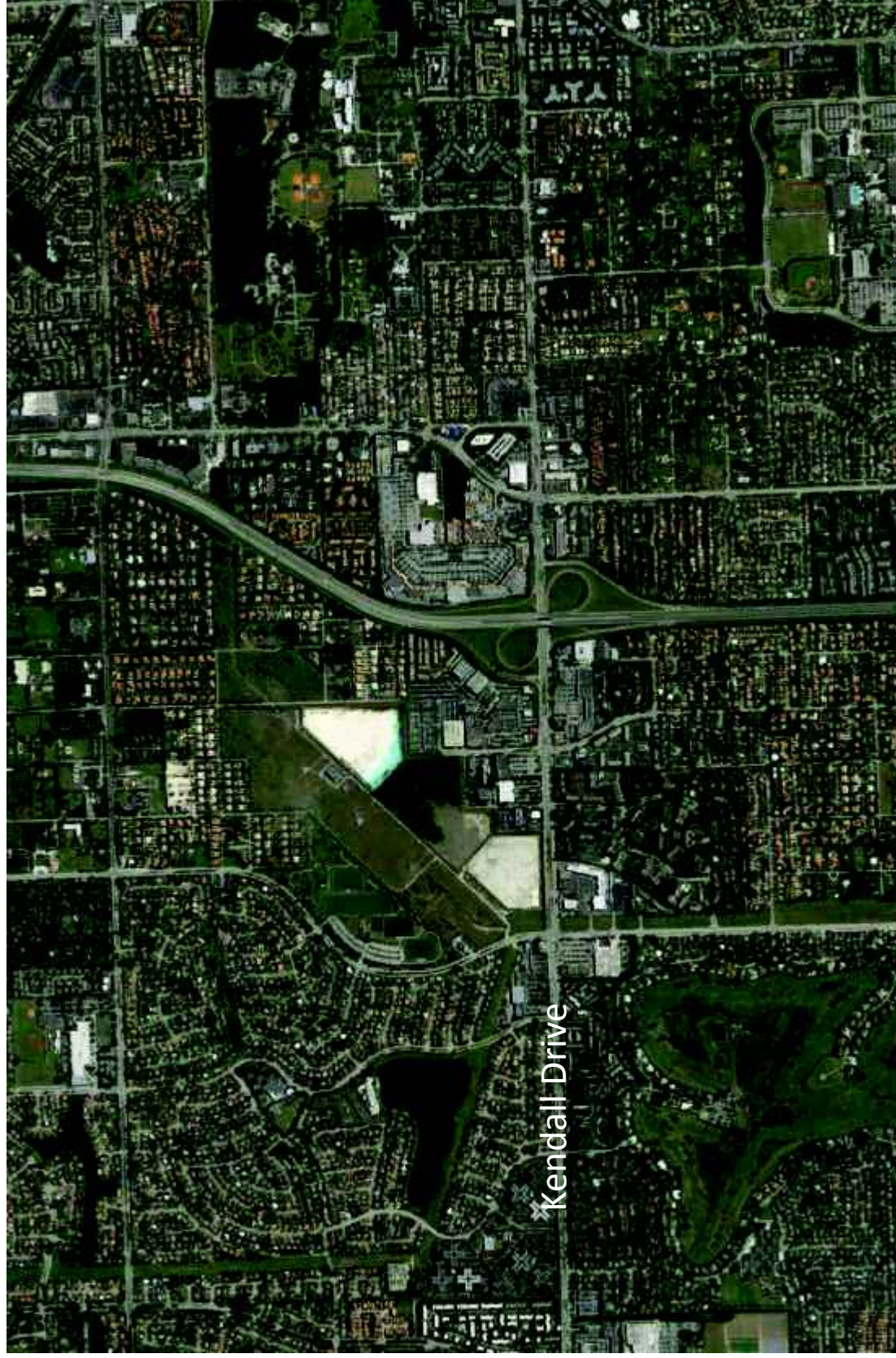
Source: 2015 The Center for Neighborhood Technology's Housing and Transportation Affordability Index

FLORIDA – PAST



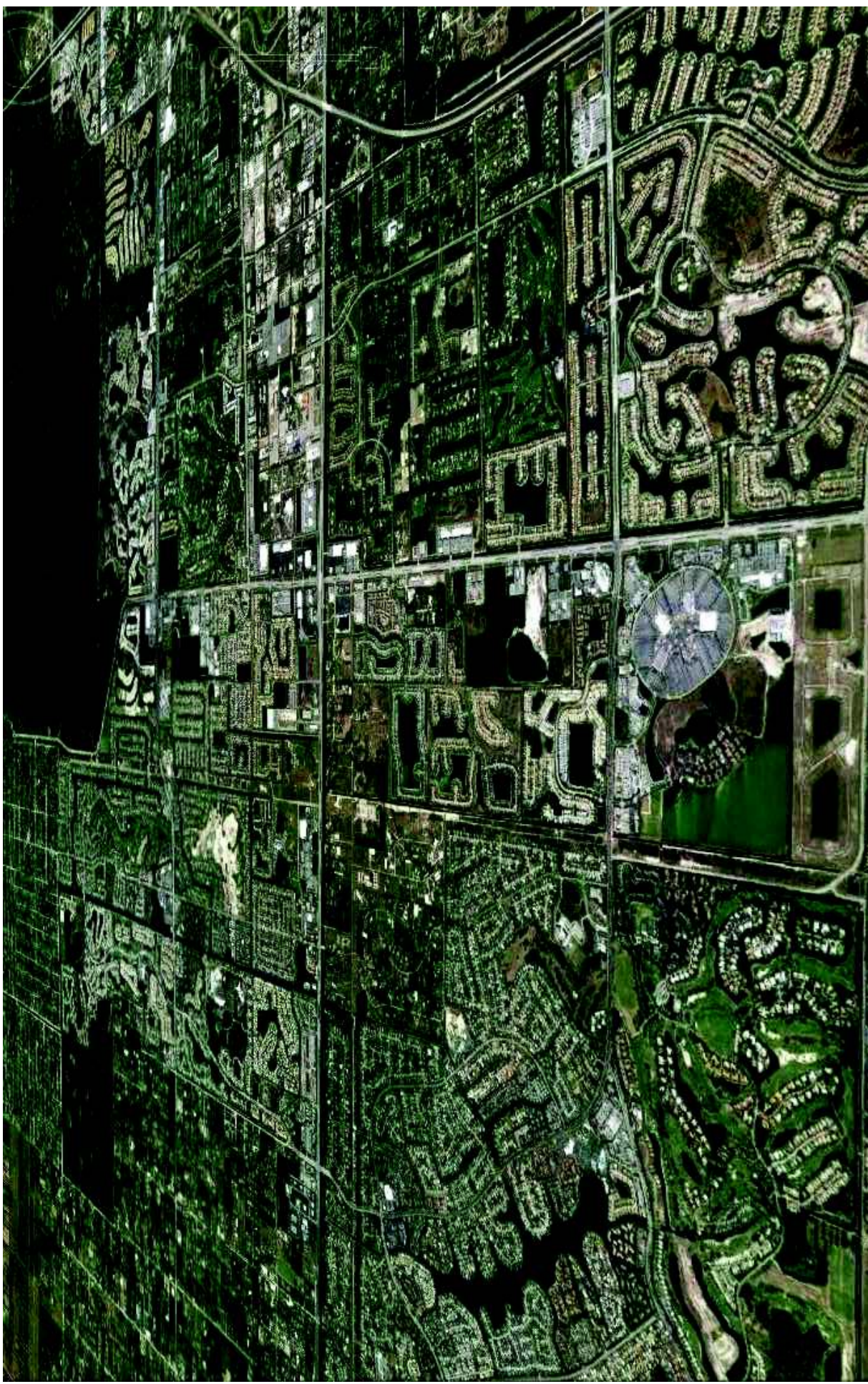
Miami Dade County, 1968

FLORIDA – PRESENT



Miami Dade County, 2014

FLORIDA – IS THIS THE FUTURE?



FLORIDA – THIS IS THE FUTURE

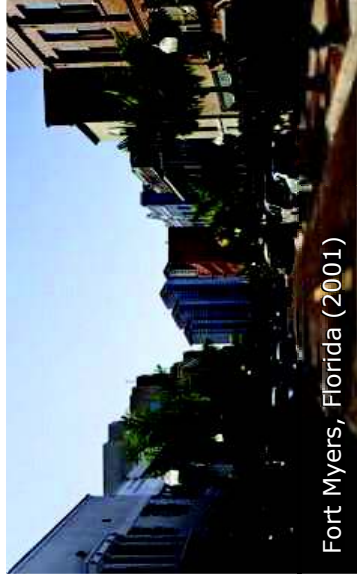
At the forefront of Smart Growth but also a lot of growth in the form of sprawl



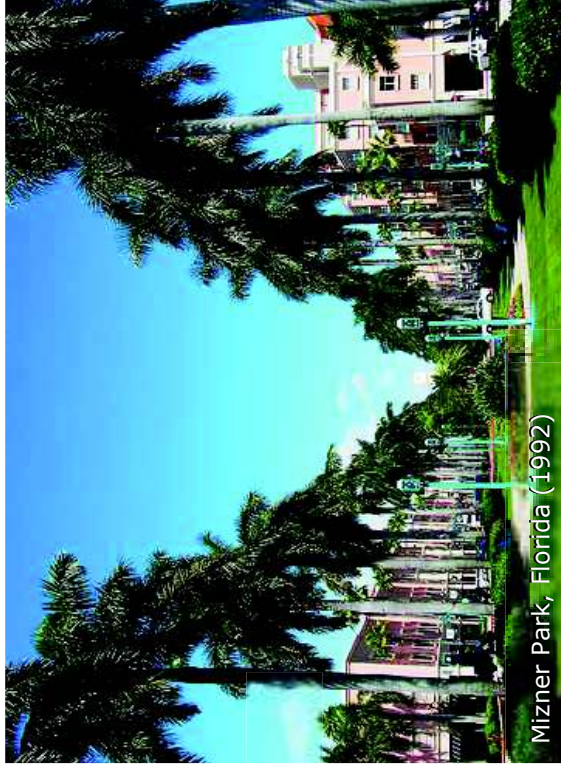
Downtown Naples, Florida (1993)



West Palm Beach, Florida (1992)



Fort Myers, Florida (2001)



Mizner Park, Florida (1992)



Sarasota, Florida (2000)



Winter Park, Florida (1998)



Naples, Florida 1993



REGIONAL PLANNING: SEVEN50

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



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1.2.2 ENERGY RESILIENCE

1.2.2.1 Energy Resilience

1.2.2.2 Energy Resilience

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1.2.2.5 Energy Resilience

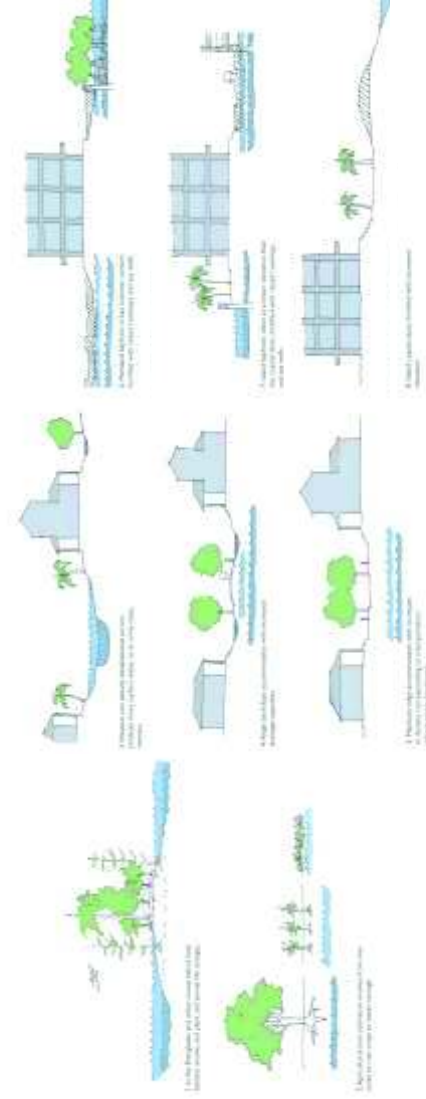
1.2.2.6 Energy Resilience

1.2.2.7 Energy Resilience

1.2.2.8 Energy Resilience

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1.2.2.10 Energy Resilience



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/ericephnson>



<https://rinaldo.files.wordpress.com/>

NEW TOWNS: BALDWIN PARK

An award-winning new neighborhood, 3 miles from Downtown Orlando, designed by SOM, Cooper Carry, et al.



<http://www.tdondevelopment.com/portfolio/past-projects/>



<http://www.margusmahar.realtor/>



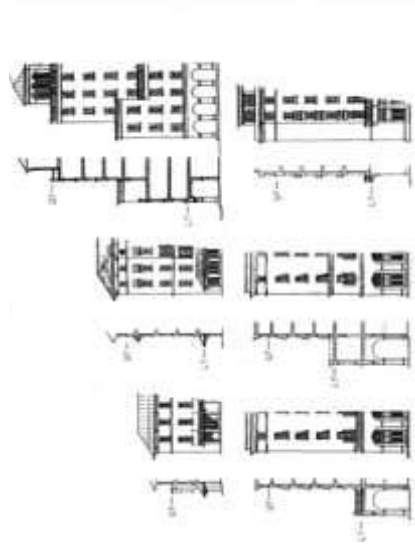
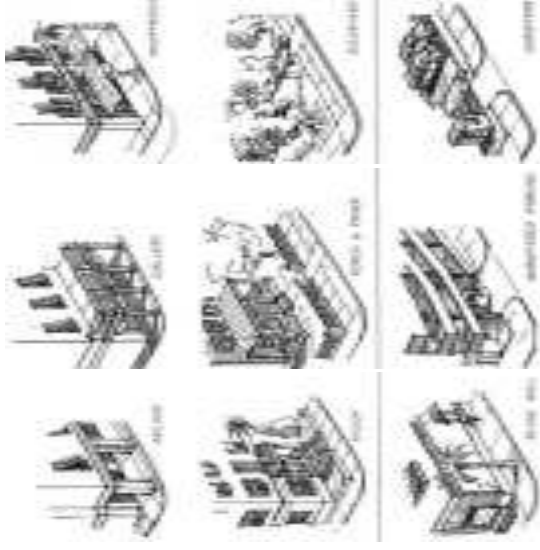
<http://www.myclermontliving.com/>



<http://s3.amazonaws.com/floridatrend/10600/baldwin-park.jpg>

URBAN REDEVELOPMENT: DOWNTOWN WEST PALM BEACH

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.



URBAN REDEVELOPMENT: DOWNTOWN WEST PALM BEACH

*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**.*

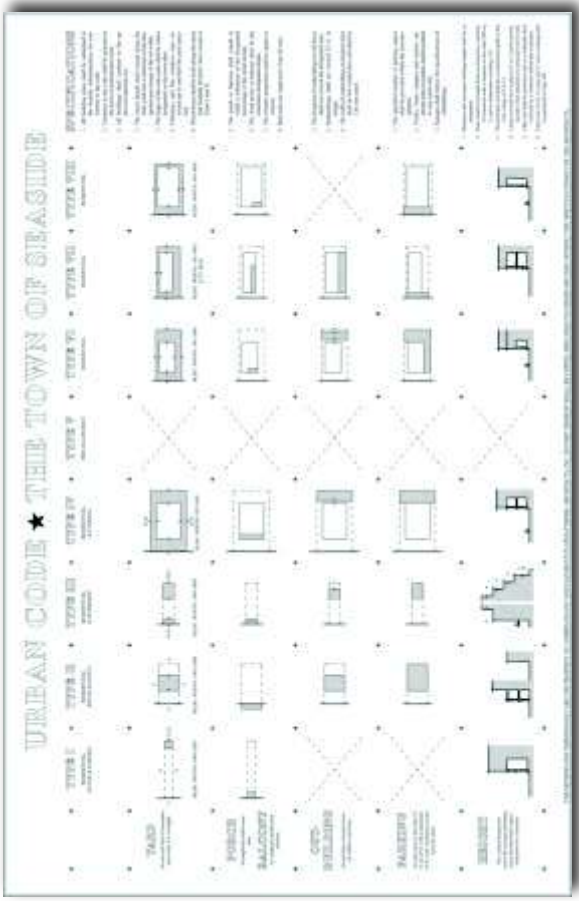
ref. Rush, Natalie et al. "Street Design for Revitalization Case Study No. 16." Undated. West Palm Beach, Florida.
http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=16. Accessed February 7, 2012.



URBAN REDEVELOPMENT: PARK AVENUE, WINTER PARK

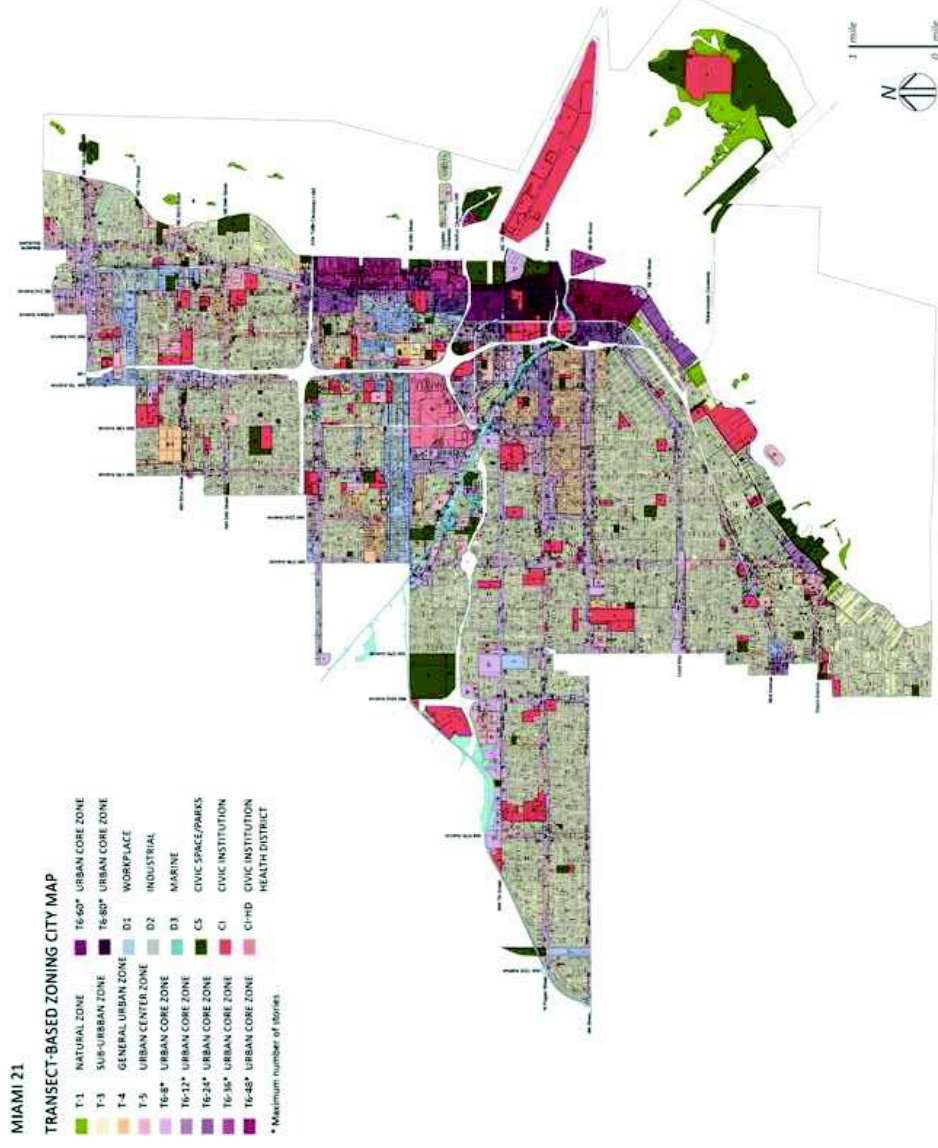
Master Plan by Dover, Kohl & Partners





FORM-BASED CODES: MIAMI 21

*A New Form-Based Zoning Code for the City of Miami:
35,000 acres and 413,000 inhabitants.*



CORRIDOR TRANSFORMATION



Existing General Corridor: exposed parking, valet/prior building setbacks, and frequent driveway access.



Street Transformation: landscape improvements, wider sidewalks, and a more pleasant public realm.



Corridor Transformed: pedestrian friendly sidewalks, and mixed-use buildings appropriately addressing the street.

FORM-BASED CODES: MIAMI 21



Exposed parking allowed prior to Miami 21



Lined/Screened Parking mandated under Miami 21

FORM-BASED CODES: MIAMI 21



T3 - Sub-urban Zone: residential single-family neighborhood and duplex, two-stories maximum.



T4 - General Urban Zone: neighborhood-scale development, three-stories maximum.



T5 - Urban Center Zone: medium intensity development providing appropriate scale transition from the Urban Core to the neighborhood, five-stories maximum.



T6 - Urban Core Zone: high-density development with multiple height zones.

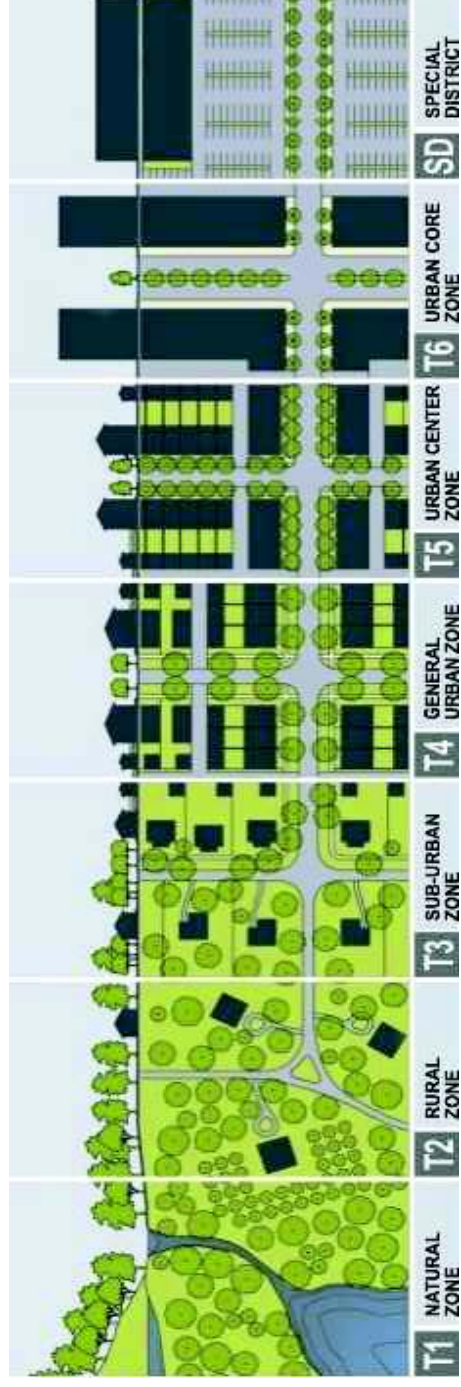
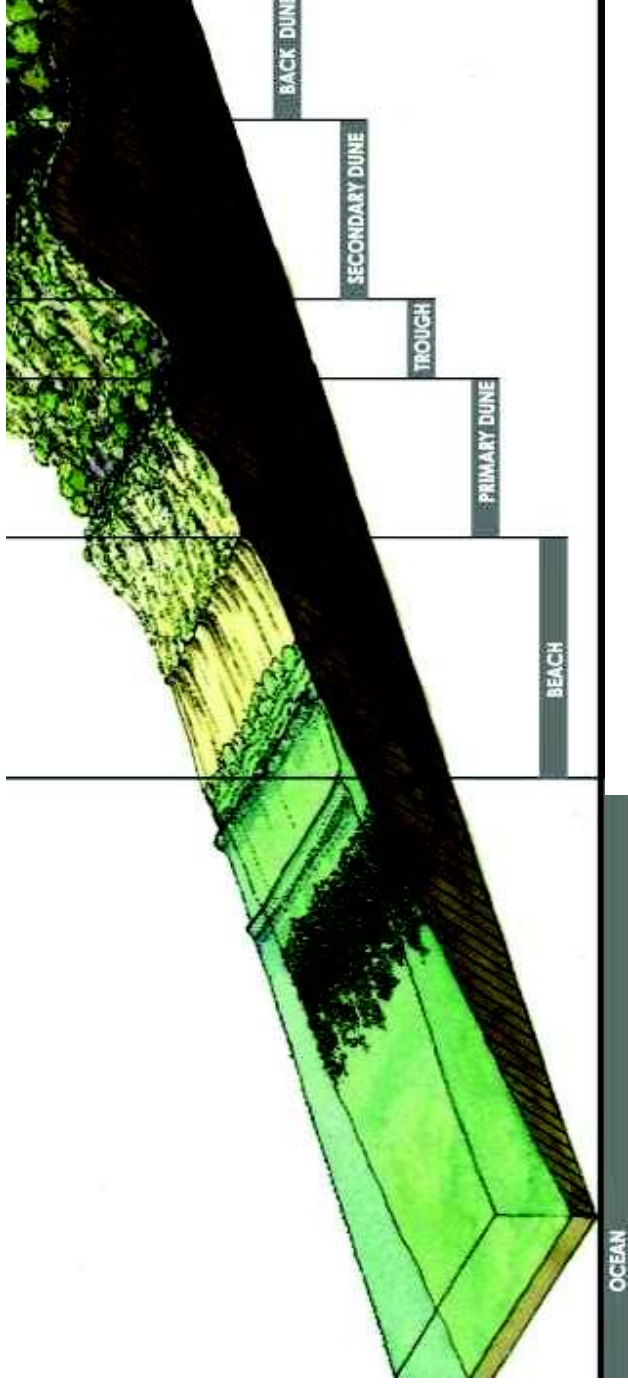
- Street Experience
- Appropriate Transitions
- Predictable Height
- Mixed-Use
- Environmental Health



T6-RESIDENTIAL, COMMERCIAL, & MIXED-USE

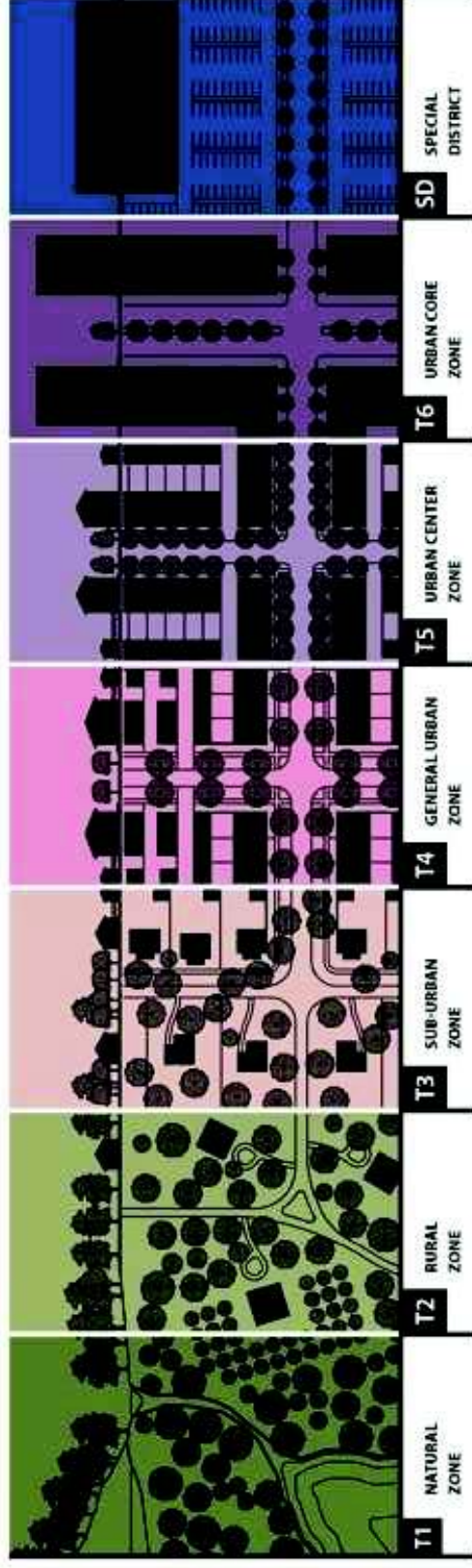
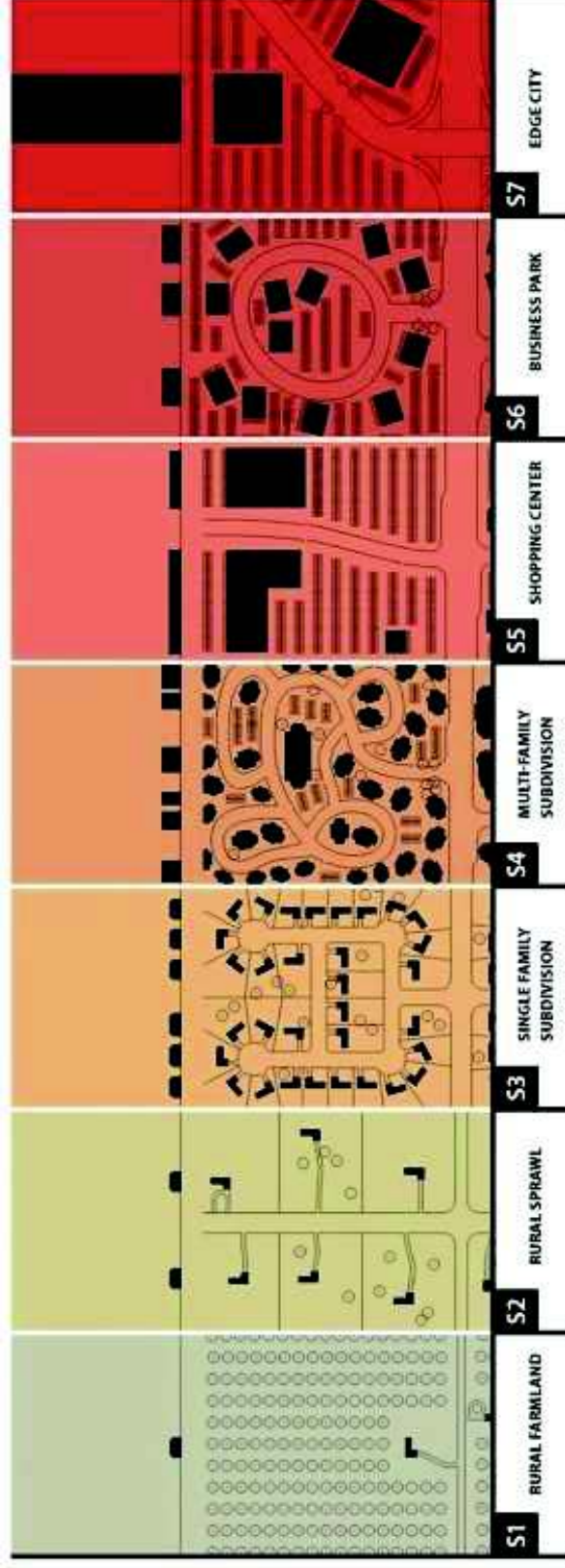
8 + stories, 150 + units/ ac

REGULATORY TECHNIQUES - THE TRANSECT

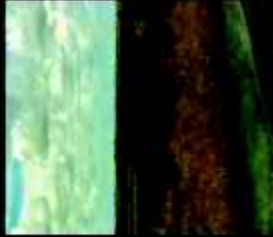
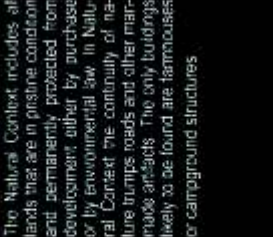
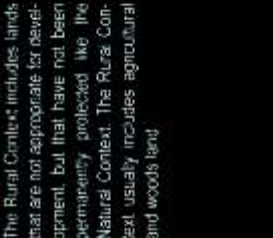
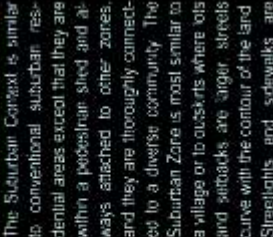
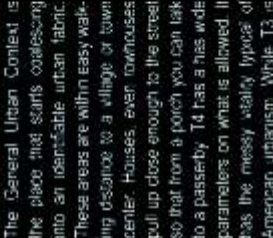
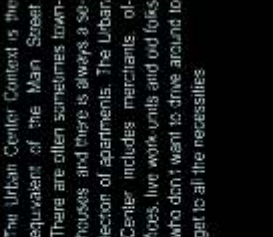
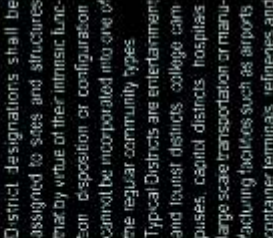


NEED FOR FORM-BASED ZONING

Transect in Sprawl and in Traditional, Walkable, Mixed-Use Urbanism



THE TRANSECT IN SOUTH FLORIDA

RURAL	T1 NATURAL PRESERVE	T2 RURAL RESERVE	T3 SUBURBAN	T4 GENERAL URBAN	T5 URBAN CENTER	T6 URBAN CORE	DISTRICT
MIAMI							
							
GREATER MIAMI-DADE AREA							
							

FORM-BASED CODES: THE SMARTCODE

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.***

[illegible]

TABLE 7. PRIVATE FRONTAGES

SMARTCODES

TABLE 7.7. Private Frontages: The Private Frontage is the area between the building footprint and the street line

	1:1	1:2	1:4	1:8	1:16	1:32	1:64	1:128	1:256	1:512	1:1024	1:2048	1:4096	1:8192	1:16384	1:32768	1:65536	1:131072	1:262144	1:524288	1:1048576	1:2097152	1:4194304	1:8388608	1:16777216	1:33554432	1:67108864	1:134217728	1:268435456	1:536870912	1:1073741824	1:2147483648	1:4294967296	1:8589934592	1:17179869184	1:34359738368	1:68719476736	1:137438953472	1:274877906944	1:549755813888	1:1099511627776	1:2199023255552	1:4398046511104	1:8796093022208	1:17592186044416	1:35184372088832	1:70368744177664	1:140737488355328	1:281474976710656	1:562949953421312	1:1125899906842624	1:2251799813685248	1:4503599627370496	1:9007199254740992	1:18014398509481984	1:36028797018963968	1:72057594037927936	1:144115188075855872	1:288230376151711744	1:576460752303423488	1:1152921504606846976	1:2305843009213693952	1:4611686018427387904	1:9223372036854775808	1:18446744073709551616	1:36893488147419103232	1:73786976294838206464	1:147573952589676412928	1:295147905179352825856	1:590295810358705651712	1:1180591620717411303424	1:2361183241434822606848	1:4722366482869645213696	1:9444732965739290427392	1:18889465931478580854784	1:37778931862957161709568	1:75557863725914323419136	1:151115727451828646838272	1:302231454903657293676544	1:604462909807314587353088	1:1208925819614629174706176	1:2417851639229258349412352	1:4835703278458516698824704	1:9671406556917033397649408	1:19342813113834066795298816	1:38685626227668133590597632	1:77371252455336267181195264	1:154742504910672534362390528	1:309485009821345068724781056	1:618970019642690137449562112	1:1237940039285380274899124224	1:2475880078570760549798248448	1:4951760157141521099596496896	1:9903520314283042199192993792	1:1980704062856608439838598784	1:3961408125713216879677197568	1:7922816251426433759354395136	1:15845632502852867518708790272	1:31691265005705735037417580544	1:63382530011411470074835161088	1:126765060022822940149670322176	1:253530120045645880299340644352	1:507060240091291760598681288704	1:1014120480182583521197362577408	1:2028240960365167042394725154816	1:4056481920730334084789450309632	1:8112963841460668169578900619264	1:16225927682921336339157801238528	1:32451855365842672678315602477056	1:64903710731685345356631204954112	1:129807421463370690713262409908224	1:259614842926741381426524819816448	1:519229685853482762853049639632896	1:103845937170696552570609927926592	1:207691874341393105141219855853184	1:415383748682786210282439711706368	1:830767497365572420564879423412736	1:1661534994731144841129758846825472	1:3323069989462289682259517693650944	1:6646139978924579364519035387301888	1:13292279957849158729038070774603776	1:26584559915698317458076141549207552	1:53169119831396634916152283098415104	1:106338239662793269832304566196830208	1:212676479325586539664609132393660416	1:425352958651173079329218264787320832	1:850705917302346158658436529574641664	1:1701411834604692317316873059149283328	1:3402823669209384634633746118298566656	1:6805647338418769269267492236597133312	1:13611294676837538538534984473194266624	1:27222589353675077077069968946388533248	1:54445178707350154154139937892777066496	1:108890357414700308308279875785554132992	1:217780714829400616616559751571108265984	1:435561429658801233233119503142216531968	1:871122859317602466466239006284433063936	1:1742245718635204932932478012568666127872	1:3484491437270409865864956025137332255744	1:6968982874540819731729912050274664511488	1:139379657490816394634592410
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TABLE 8: BUILDING CONFIGURATION

TABLE 8: Building Configuration. This table shows the configurations for different building heights (6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 15

FORM-BASED VS LAND USE ZONING



Coral Gables, FL / 5 Minute walk



Pembroke Lakes Mall / 5 Minute walk

FORM-BASED CODES

SMARTCODE

Municipality

TABLE 14. SMARTCODE SUMMARY



a. ALLOCATION OF ZONES per Preliminary Sheet (applicable to Scale 3 only)

CLD requires	no minimum	50% min	10 - 30%	20 - 45%	not permitted	not permitted	not permitted
TND requires	no minimum	no minimum	10 - 30%	30 - 60 %	15 - 20%	not permitted	not permitted
RCD requires	no minimum	no minimum	not permitted	10 - 30%	15 - 30%	40 - 60%	

b. BASE RESIDENTIAL DENSITY (see Section 2.4)

By Right	not applicable	1 unit / 20 ac. avg.	2 units / ac. gross	4 units / ac. gross	6 units / ac. gross	10 units / ac. gross	15 units / ac. gross
By TDR	by Variance	by Variance	6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	36 units / ac. gross	56 units / ac. gross
Other Functions	by Variance	by Variance	10 - 20%	20 - 30%	30 - 50%	50 - 70%	

c. BLOCK SIZE

Block Perimeter	no minimum	no minimum	300ft. min	2,000 ft. max	2000ft. max	2000 ft. max	2,000 ft. max
-----------------	------------	------------	------------	---------------	-------------	--------------	---------------

d. THOROUGHFARES (see Table 2 and Table 4)

HWY	permitted	permitted	permitted	not permitted	not permitted	not permitted	not permitted
BV	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
AR	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted	permitted
DR	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
ST	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
RD	permitted	permitted	permitted	not permitted	not permitted	not permitted	not permitted
Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted	not permitted
Rear Alley	not permitted	not permitted	permitted	required	required	required	required
Path	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Passage	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
Bicycle Trail	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Bicycle Lane	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted	permitted

e. CHURCH SPACES (see Table 13)

Park	permitted	permitted	permitted	by Variance	by Variance	by Variance	by Variance
Green	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
Square	not permitted	not permitted	not permitted	permitted	permitted	permitted	permitted
Place	not permitted	not permitted	not permitted	not permitted	not permitted	not permitted	not permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted	permitted

f. LOT OCCUPATION

Lot	permitted	permitted	permitted	permitted	permitted	permitted	permitted
-----	-----------	-----------	-----------	-----------	-----------	-----------	-----------

* 3,000 ft. max with parking structures

* permitted with Open Spaces

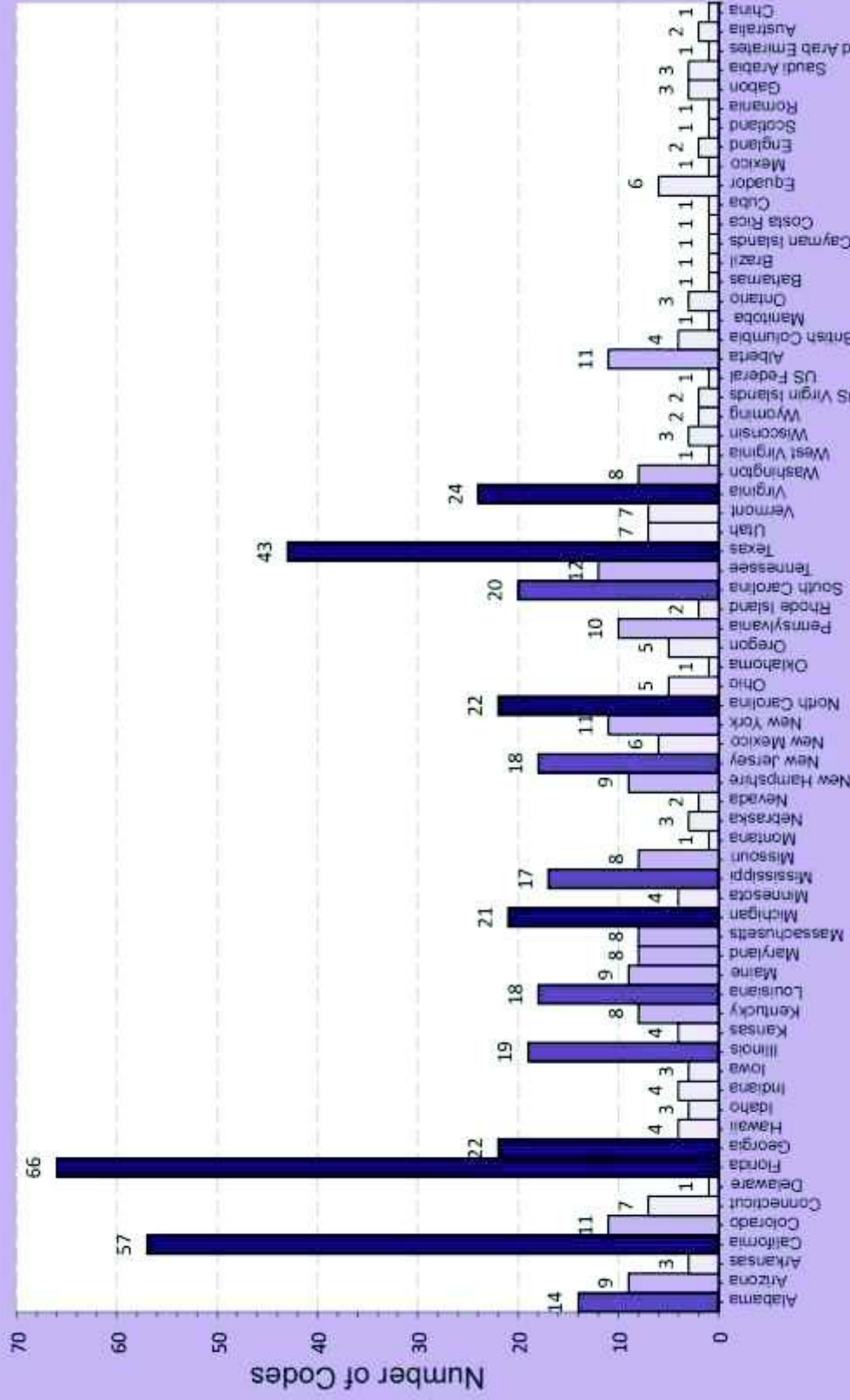
(see Table 15)

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

SMARTCODES & OTHER FORM-BASED CODES

584 TRACKED, 344 ADOPTED

Codes Study: SmartCodes and Other Form-Based Codes



Source: Hazel Borys & Emily Telen | 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

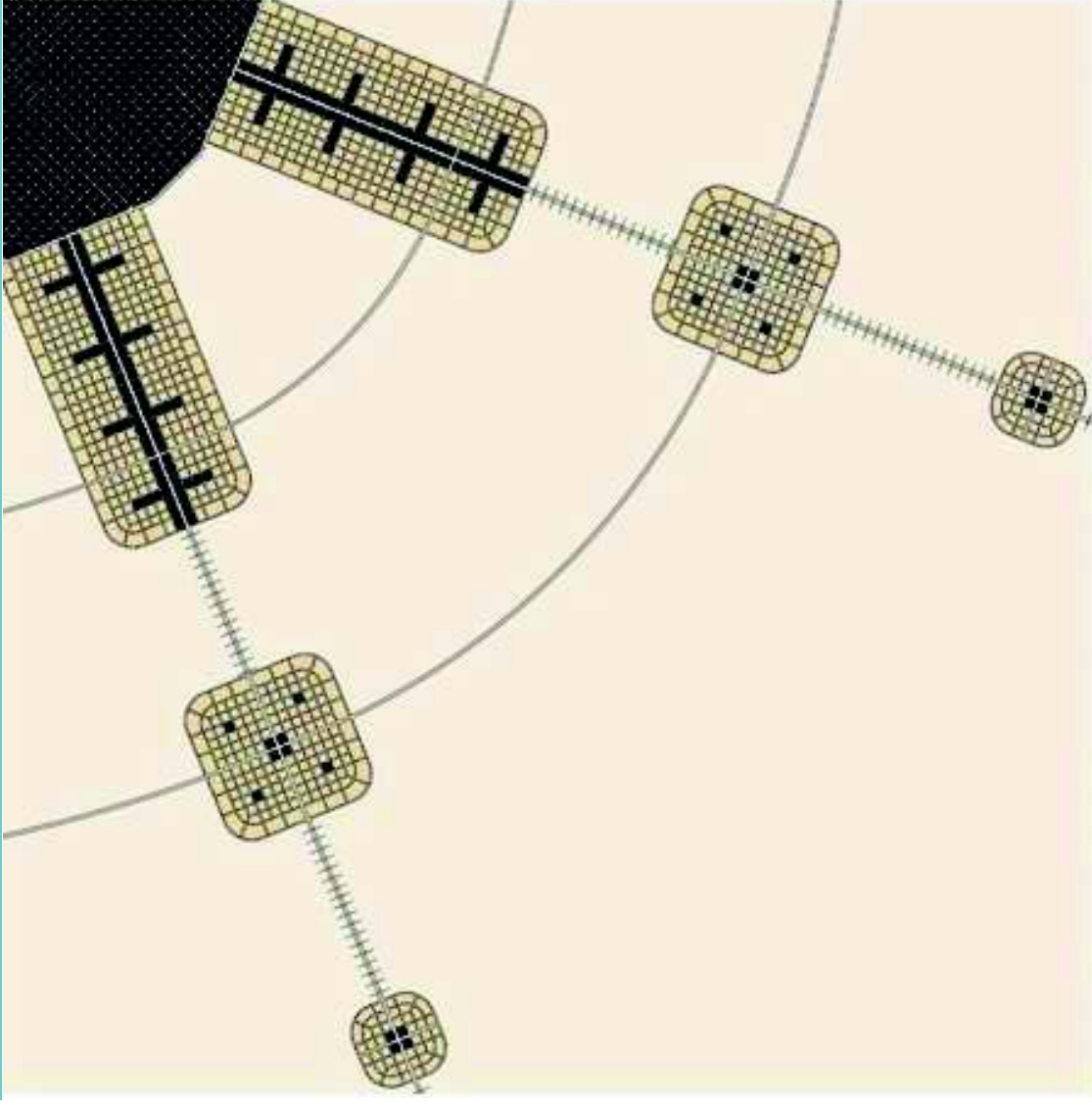
Types of Tools:

Design, Regulation and Implementation

The background of the slide is a stylized, light-colored map. It features a grid of thin grey lines representing streets. Interspersed within this grid are various green shapes of different sizes and shades, representing parks, trees, and other green spaces. The overall aesthetic is clean and modern, with a focus on urban planning and environmental elements.

REPAIR AT THE REGIONAL SCALE

FIRST-GENERATION, PRE-WAR SUBURBS



Coral Gables, Florida (1920's)



Traditional urban core



First generation suburbs

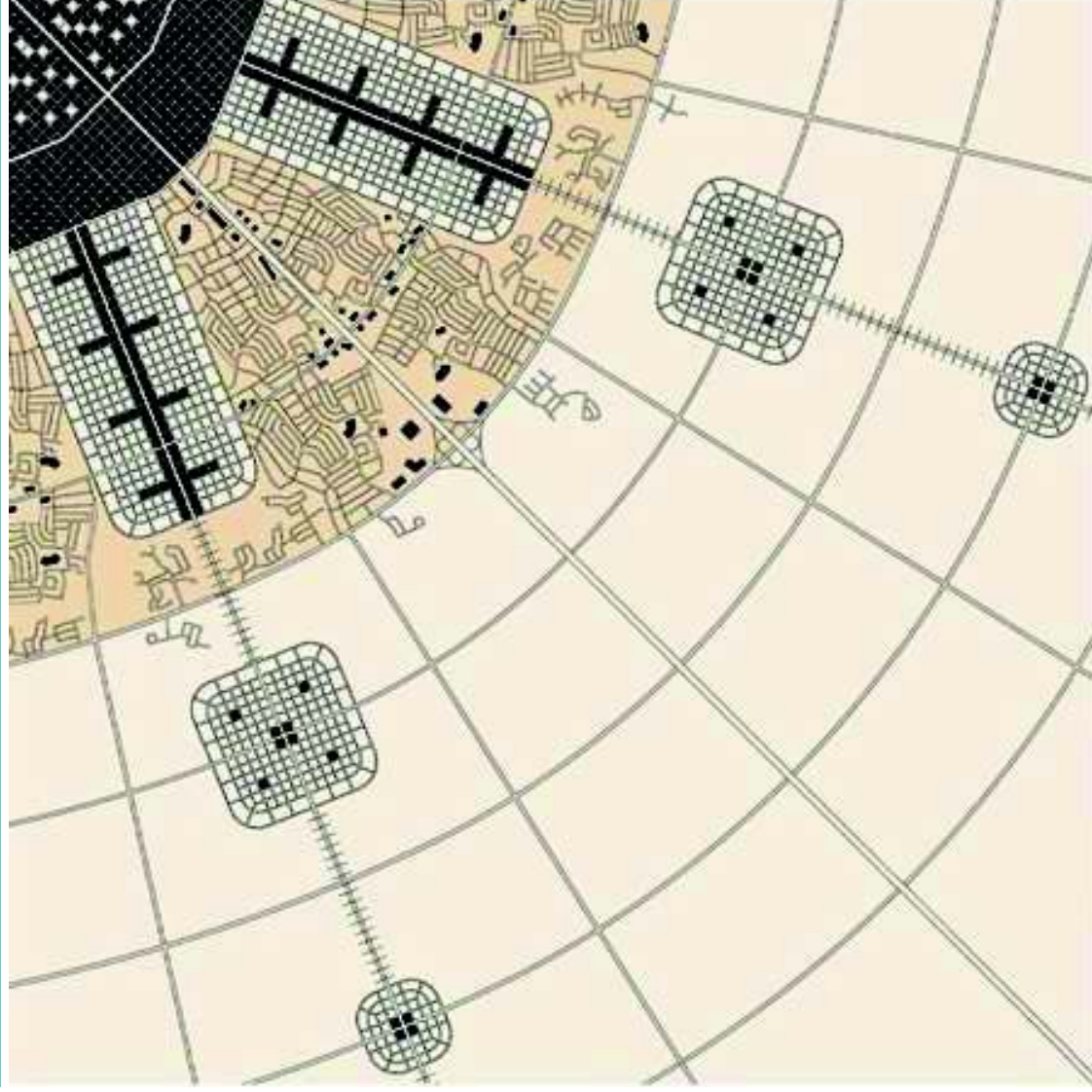


Railroad or streetcar lines



Undeveloped land

SECOND-GENERATION, POST-WAR SUBURBS



Key Biscayne, Florida (1951)



Decline in urban core



Second generation suburbs

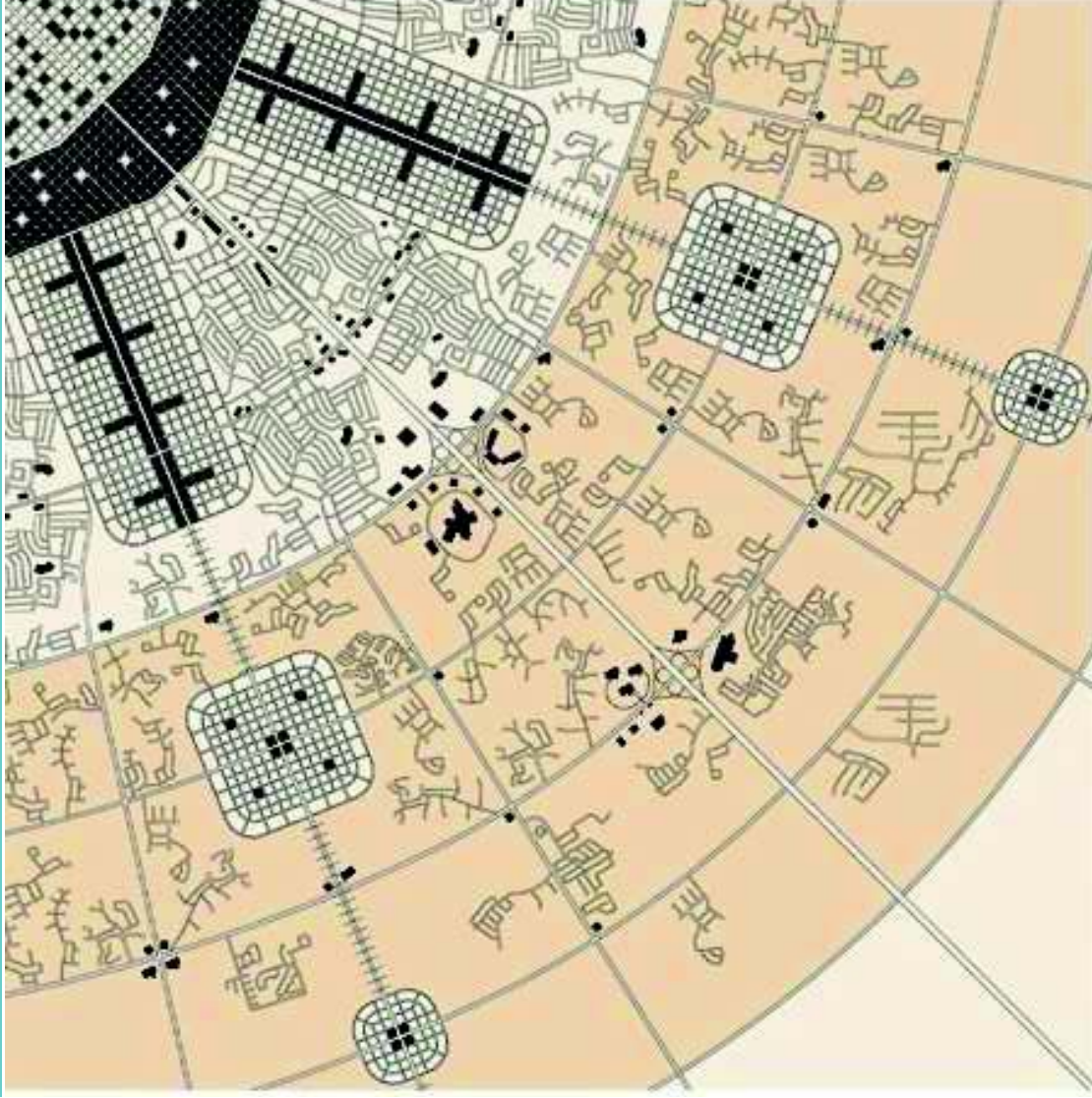


Highways and interchanges



Undeveloped land

THIRD-GENERATION SUBURBS, THE EXURBS



Miramar and Pembroke Pines (1980's)



Decline in urban core



Third generation suburbs

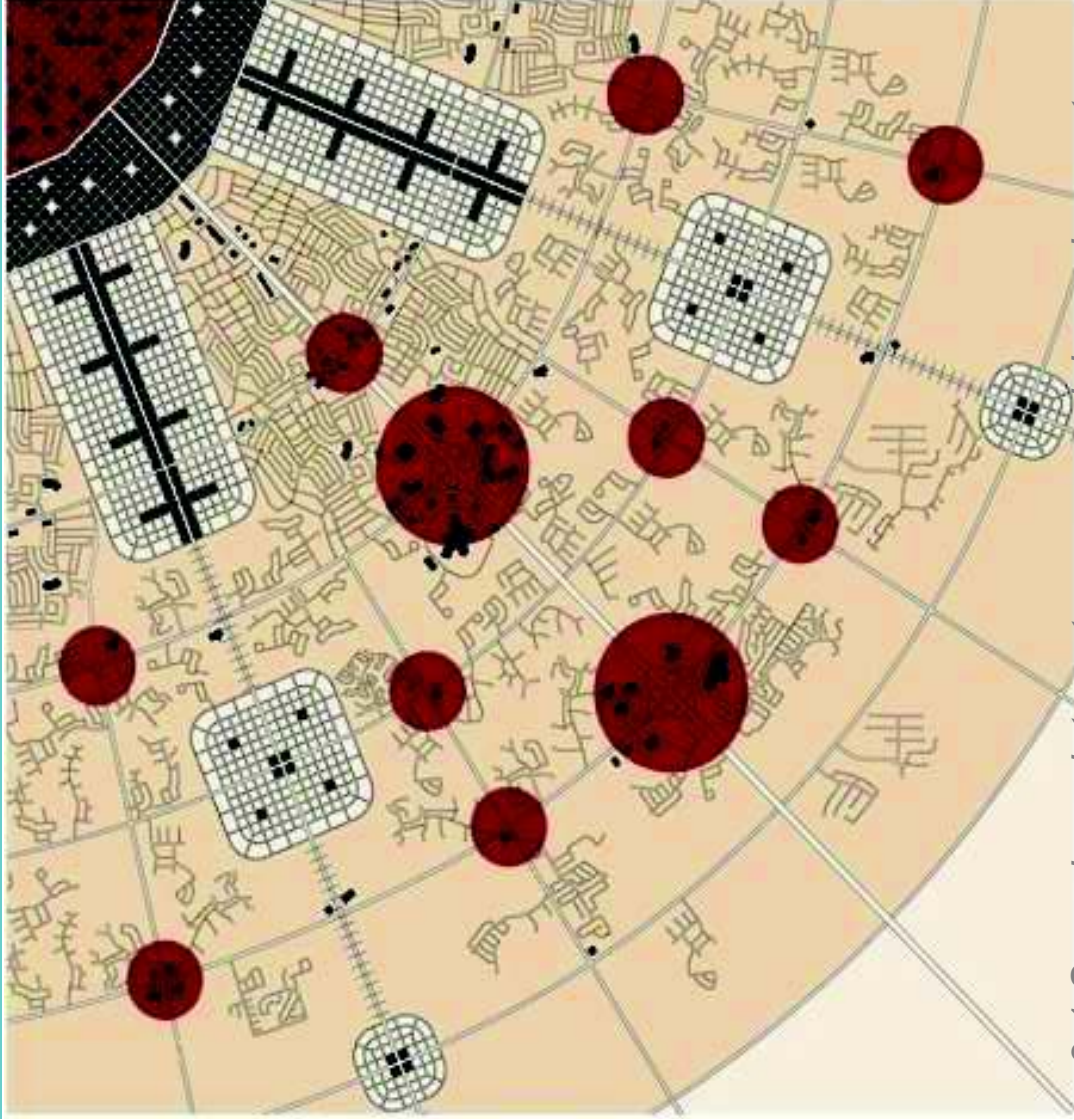


Highways and interchanges



Undeveloped land

SPRAWL REPAIR TARGETS



Downtown Kendall, Florida (2000's)



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



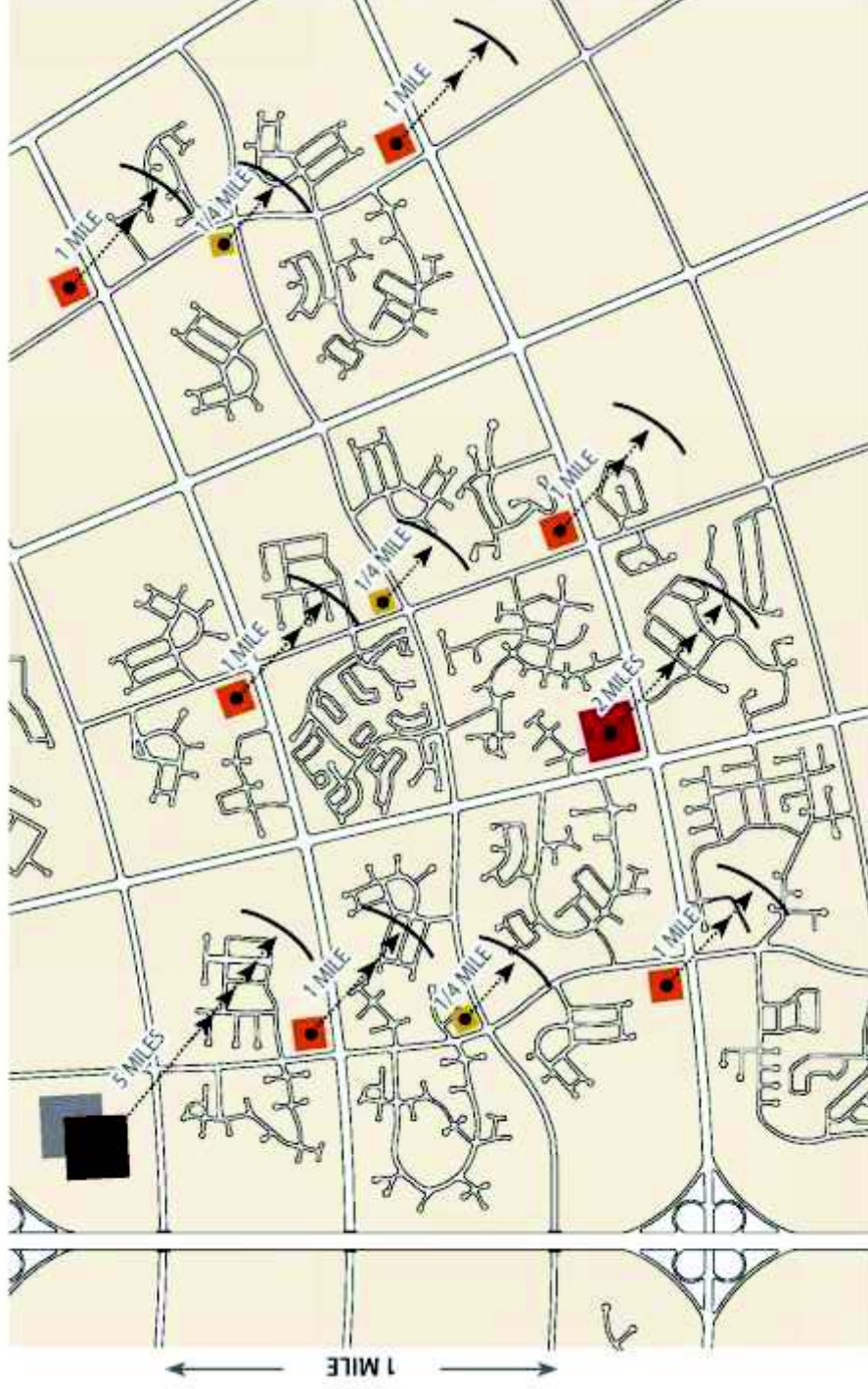
DELINEATE PRESERVATION/RESERVATION AREAS



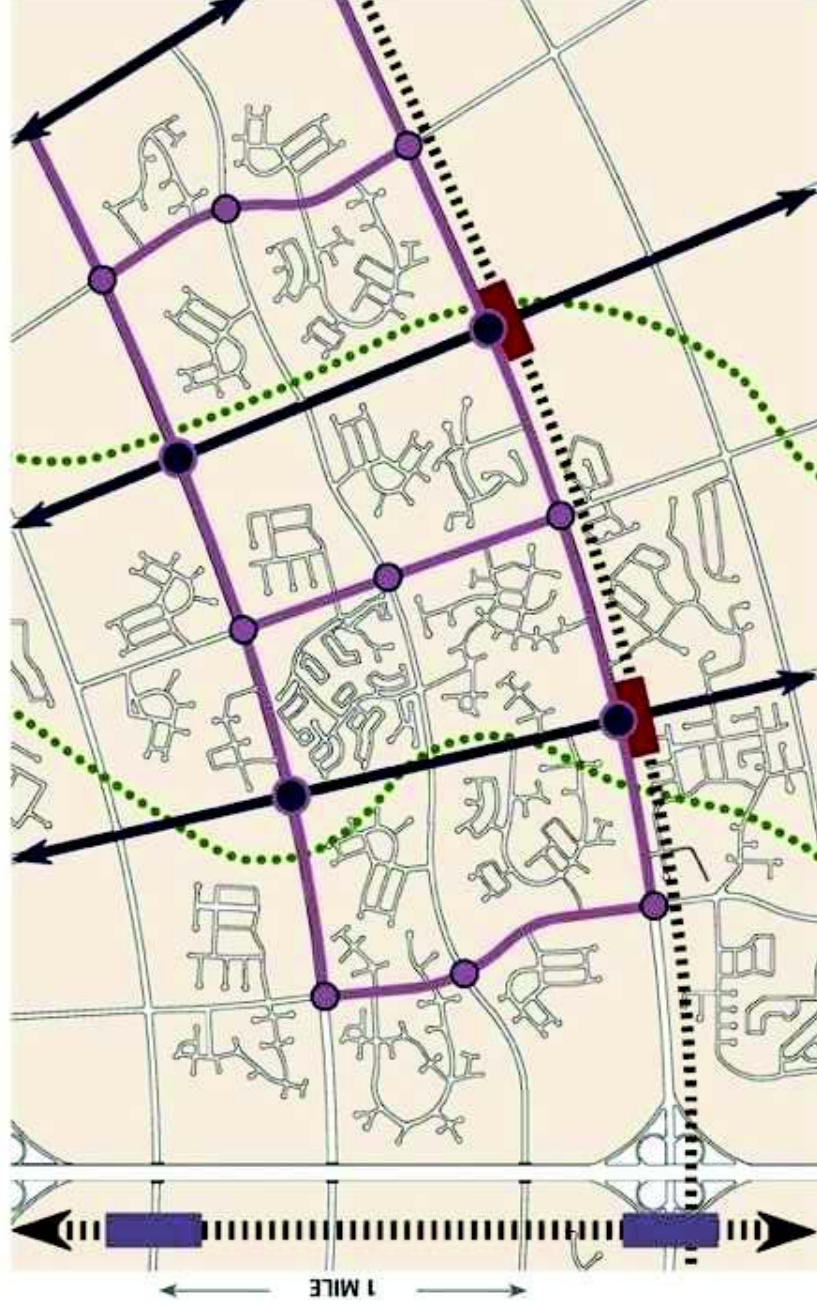
■ Preservation Area
■ Reservation Area

- Identify areas where development should not occur.
- Analyze open space for potential watershed restoration, day-lighting of bodies of water, and other retrofitting strategies.

PRIORITIZE COMMERCIAL/EMPLOYMENT NODES

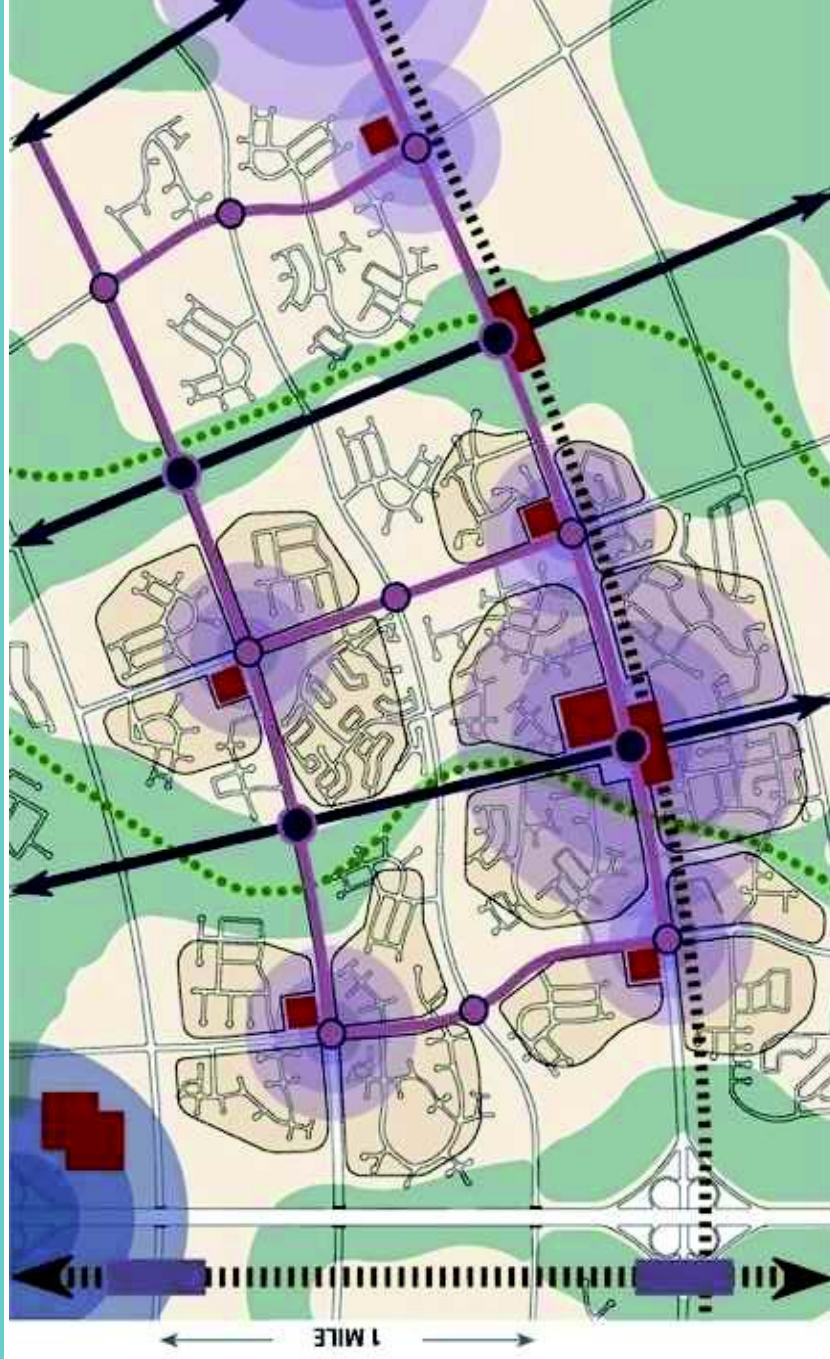


PRIORITIZE POTENTIAL TRANSIT & INFRASTRUCTURE NETWORKS



- | | | | | | |
|--|-------------------------------|--|--|--|--|
| | Heavy Rail Line | | Rail Stop | | Tram / Circulator Bus Stop / Walk-up Station |
| | Light Rail Line | | Intramodal Facility | | Shared Stop / Sub-Regional Destination |
| | Bus Rapid Transit Route (BRT) | | Trail System / Pedestrian and Bike Paths | | |
| | Tram / Circulator Bus Route | | | | |
-
- 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



An aerial photograph of a suburban neighborhood with a grey-shaded area in the center. The shaded area includes a large rectangular lot, a smaller rectangular lot to its right, and a complex, irregularly shaped area to its left that encompasses several smaller lots and a street. The surrounding area shows typical suburban features: residential lots with houses, streets, and green spaces. The text 'REPAIR AT THE COMMUNITY SCALE' is overlaid vertically in the center of the image.

REPAIR AT THE COMMUNITY SCALE

THE MALL AT MILLENNIA, ORLANDO



SHOPPING MALL REPAIR



RETAIN MAIN STRUCTURE, REDEVELOP LOTS



RETAIN ANCHORS, CREATE A MAIN STREET



DEVOLUTION - AN AGRICULTURAL VILLAGE



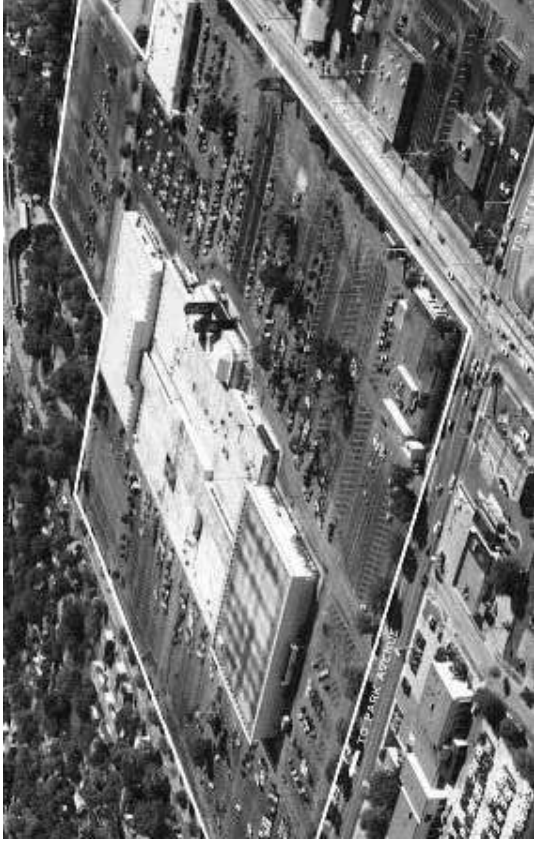
SHOPPING MALL REPAIR: MIZNER PARK, BOCA RATON

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

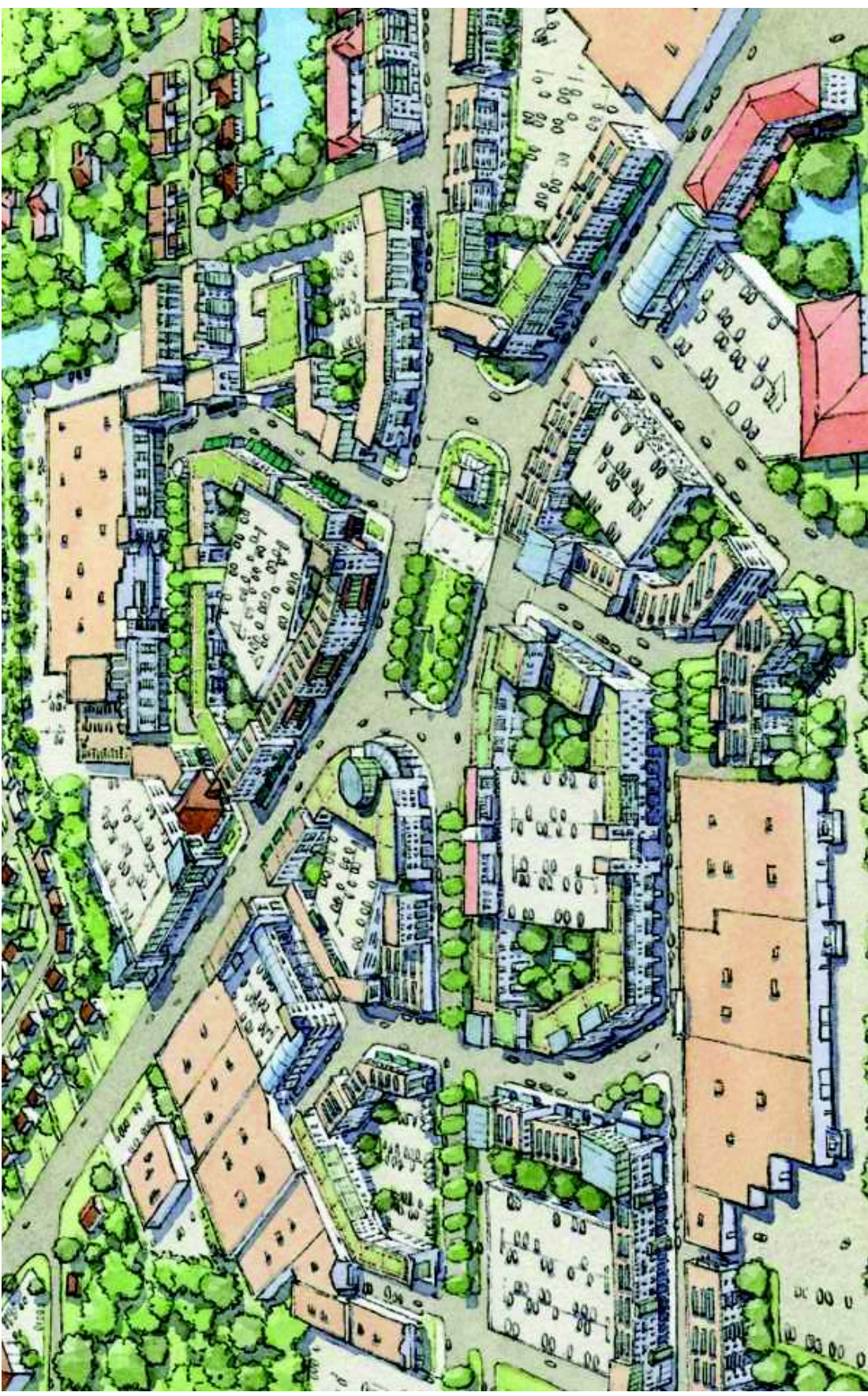
Master plan by Dover Kohl & Partners



SPRAWL REPAIR - STRIP COMMERCIAL CENTER



TRANSFORMATION INTO A TOWN CENTER



MASHPEE COMMONS, CAPE COD, MA

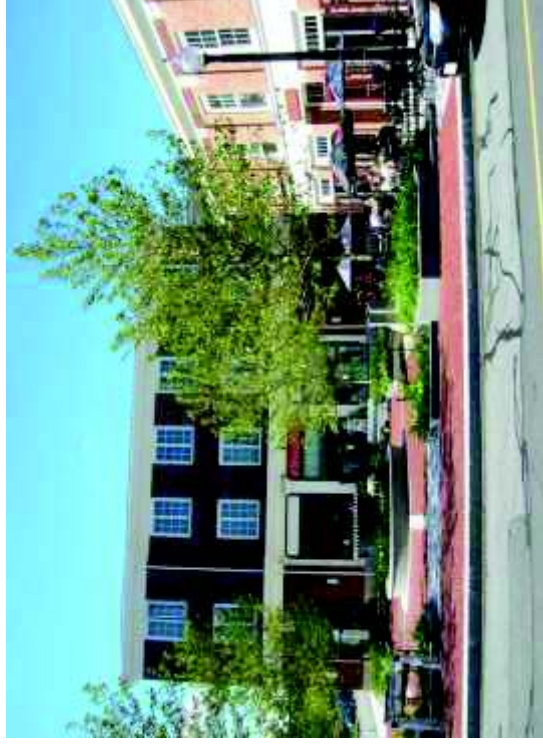
This 140-acre site is the first retrofit of a strip shopping center into a mixed-use, mixed-income, pedestrian-friendly town center.



INCREMENTAL, SMALL-SCALE INFILL; LINER BUILDINGS



NATIONAL & LOCAL TENANT MIX



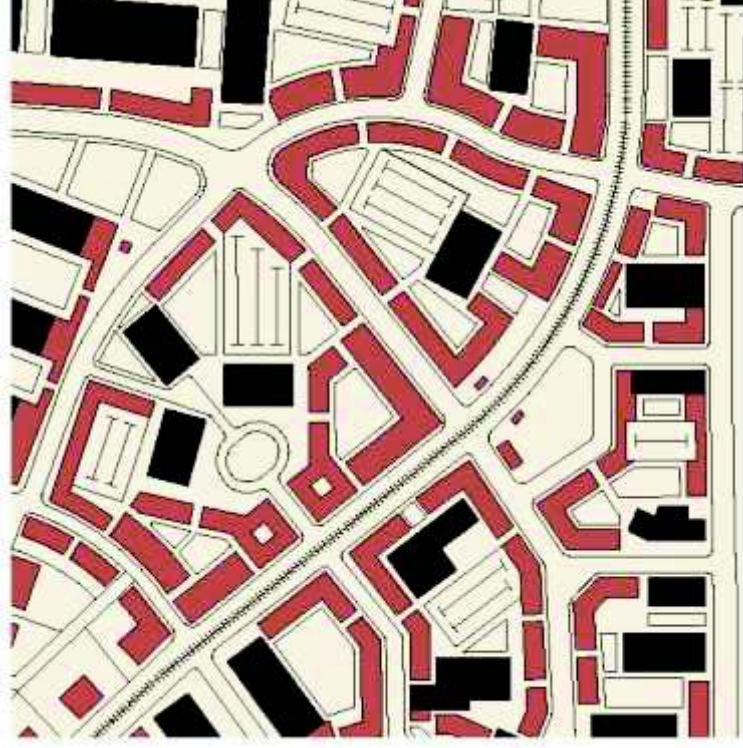
AFFORDABLE LIVE-WORK UNITS



BUSINESS PARK REPAIR: TRANSFORMATION INTO A TOWN CENTER

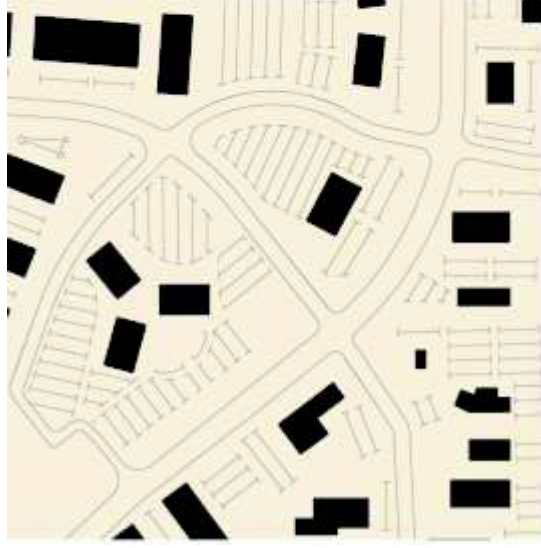


Existing buildings



Proposed buildings
Existing buildings

DEFICIENCIES



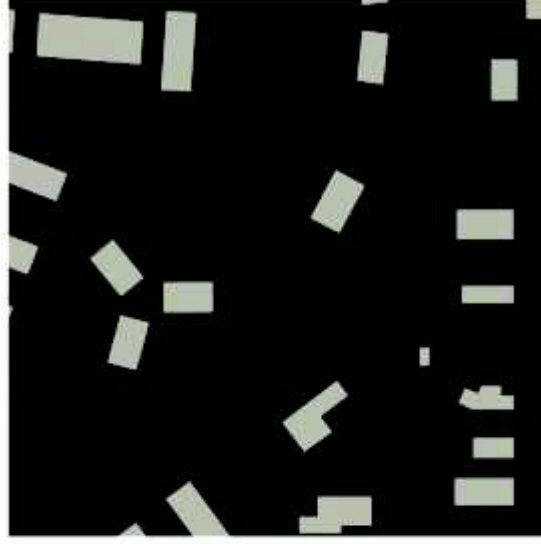
4-136. Single building type and use



4-137. Lack of walkable block structure



4-138. Dispersed and exposed parking



4-139. Lack of civic space

DISPERSED BUILDINGS AND PARKING LAYOUT



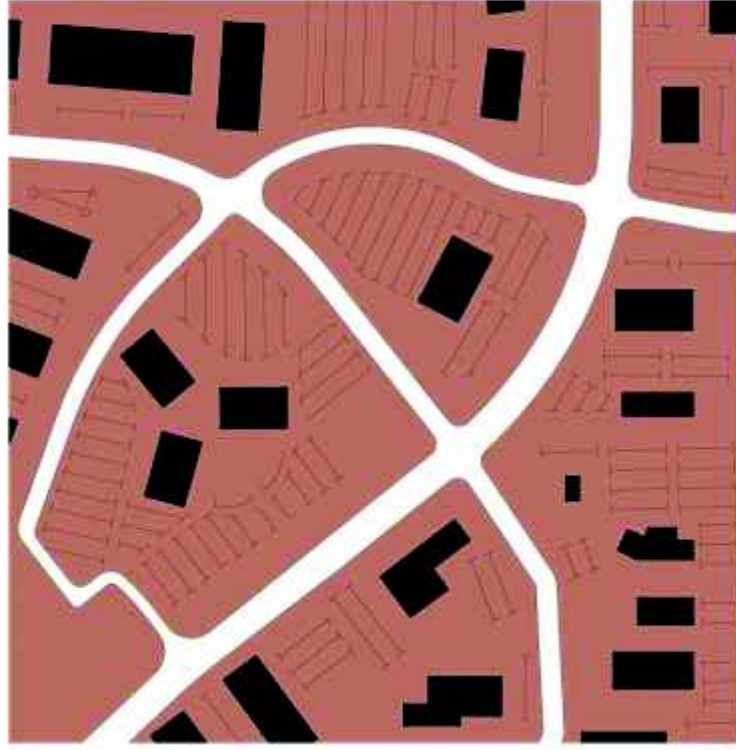
OFFICE PARK REPAIRED INTO A T.O.D. TOWN CENTER



A NEW SQUARE ORGANIZED AROUND A TRANSIT STOP

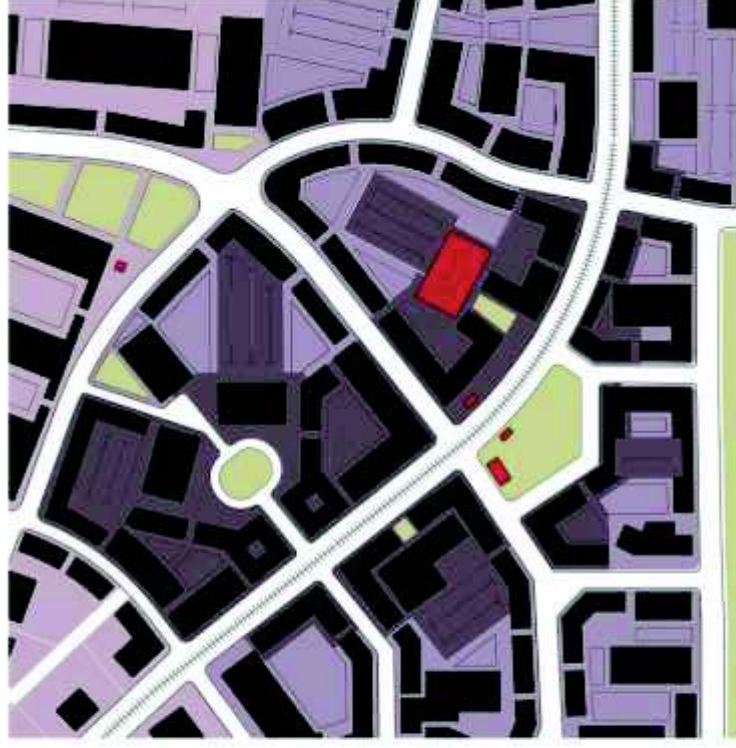


BUSINESS PARK REZONING



4-145, Conventional single-use zoning

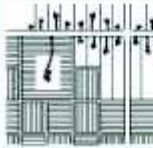
- Open Space
- C - Commercial
- Existing buildings



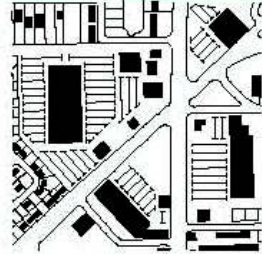
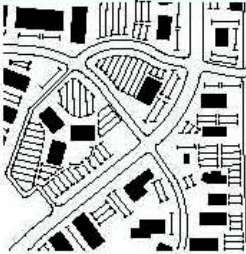
4-146, Transect-based zoning

- T4 - General Urban zone
- T5 - Urban Center zone
- T6 - Urban Core zone
- CS - Civic Space
- CB - Civic Building
- Existing and proposed buildings

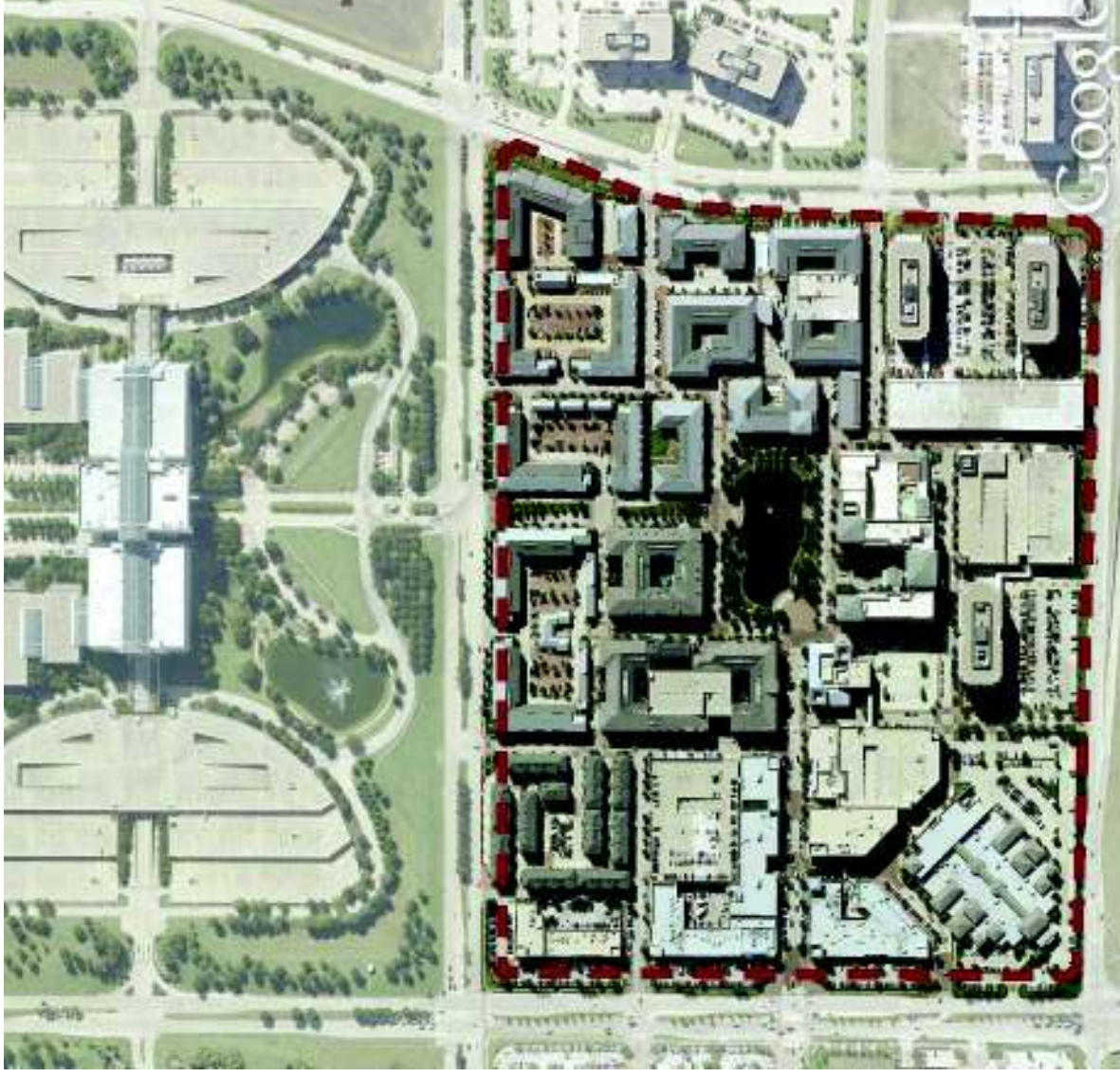
SPRAWL REPAIR MODULE - SPRAWL PLACE TYPES

TABLE 4A. SPRAWL PLACE TYPES			
RURAL SUBDIVISIONS		S-3 Rural Subdivisions consist of single-family detached houses located on 1/2 acre lots or larger. Setbacks are relatively deep and the infrastructure is sporadic. Automobile access is crucial.	General Character: Naturalistic, planting, large lawns, rural roads, limited pedestrian activity, no city services, rural sprawl Building Placement: Large and variable front and side yards Frontage Types: Yards, fences, naturalistic tree plantings Typical Building Height: 1-to-2-story Type of Civic Space: Parks, Greenways Type of Thoroughfare: Local and Collector Streets
HOUSE SUBDIVISIONS		S-4 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 backyards.	General Character: Dendritic street network, cut-deck and collector roads, Shoothouses and Dinghies, occasional pedestrian activity, lack of block structure Building Placement: Variable front and side setbacks Frontage Types: Yards, fences, lawns and landscaping Typical Building Height: 1-to-2-story, some 3-story Type of Civic Space: Leftover open space, usually in backyards Type of Thoroughfare: Local and Collector Streets
APARTMENT CLUSTERS		S-5 Multi-family Subdivisions consist of attached and detached multi-family housing. Townhouses without lawns, or auto-dependent apartment or condo buildings.	General Character: Dendritic street network, pedestrian unfriendly, underutilized parking lots, limited connectivity, "train wreck" character Building Placement: Scattered or clustered, parking dominates Frontage Types: Parking lot, disconnected greenery Typical Building Height: 1-story Type of Civic Space: Parking lot Type of Thoroughfare: Local and Collector Streets
SHOPPING CENTERS		S-6 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 outposts.	General Character: Traffic congestion, pedestrian unfriendly, underutilized parking lots, limited connectivity Building Placement: aligned or scattered, deeply set back behind parking Frontage Types: Parking lot Typical Building Height: 1- to 3-story Type of Civic Space: Parking lot Type of Thoroughfare: Collector and Arterial Streets
BUSINESS PARKS		S-7 Business Parks and Suburban Campuses consist of clusters of buildings dedicated exclusively to commercial uses from Call Center offices to warehouses. Isolated institutional campuses such as colleges and hospitals may also fall into this category.	General Character: Homogeneous, auto-dependent, limited connectivity, lack of relationship between building and street Building Placement: Scattered Frontage Types: Lawn Typical Building Height: 1-to-multistory Type of Civic Space: Parking lot, Green, atrium Type of Thoroughfare: Collector and Arterial Streets, private drives
SHOPPING MALLS		S-8 Malls consist of large structures, enclosed or open air, dedicated to large concentrations of retail.	General Character: Large structures surrounded by parking, near Arterials & interchanges Building Placement: Random Frontage Types: Parking lot Typical Building Height: 1-to-3-story Type of Civic Space: Parking lot, atrium Type of Thoroughfare: Collector and Arterial Streets, beltways
S-9 EDGE CITIES		S-9 Edge Cities consist of high concentrations of segregated high intensity commercial, residential, and lodging uses that are statistical but not functional equivalents of the urban core of a city.	General Character: Close to Arterials and highway interchanges, pedestrian unfriendly, limited connectivity, high density/intensity, high rise development Building Placement: Random, free standing Frontage Types: Parking lot Typical Building Height: 1-to-multistory Type of Civic Space: Parking lot, open plaza Type of Thoroughfare: Collector and Arterial Streets, private drives, beltways

SPRAWL PLACE TYPES

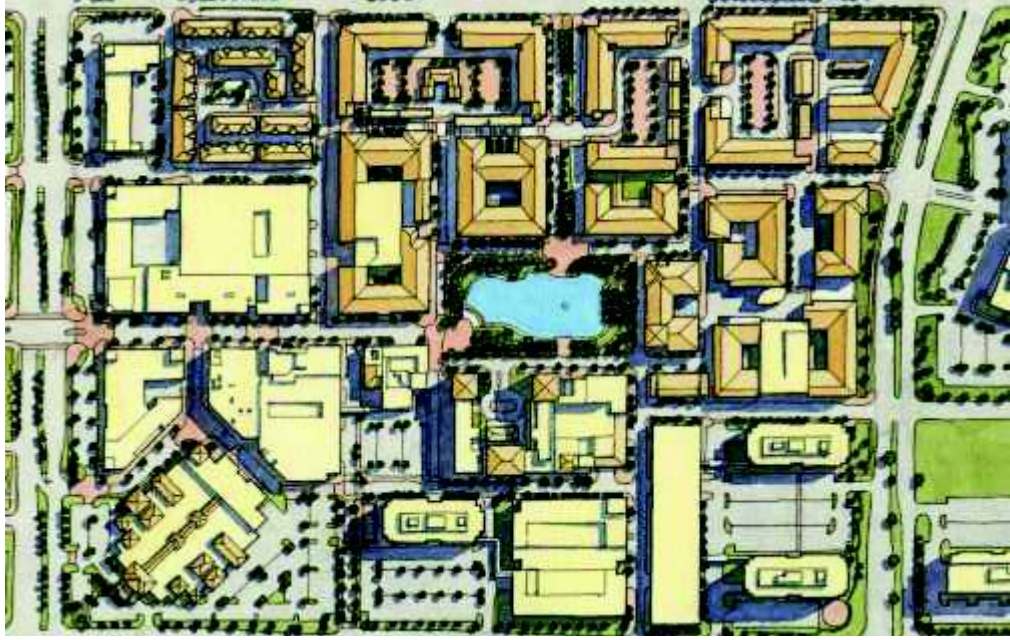
APARTMENT CLUSTERS	 S-5 Multifamily Subdivisions consist of attached and detached multi-family housing. Townhouses without towns, or auto-dependent apartment or condo buildings.	General Character: Dendritic street network, pedestrian unfriendly, underutilized parking lots, limited connectivity, “train wreck” character Building Placement: Scattered or clustered, parking dominates Frontage Types: Parking lot, disconnected greens Typical Building Height: 1-story Type of Civic Space: Parking lot Type of Thoroughfare: Local and Collector Streets
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INFILL REPAIR STRATEGY FOR CORPORATE CAMPUS LEGACY TOWN CENTER, PLANO, TEXAS



INFILL 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 PARK RETROFIT – UPPER ROCK, MD



4-147. Existing buildings in the office park.



4-148. Green buildings and green urbanism in the new town center

OFFICE BUILDING CONVERSION INTO LOFTS



EDGE CITY REPAIR BY URBANIZATION (AROUND A VIABLE MALL)

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.

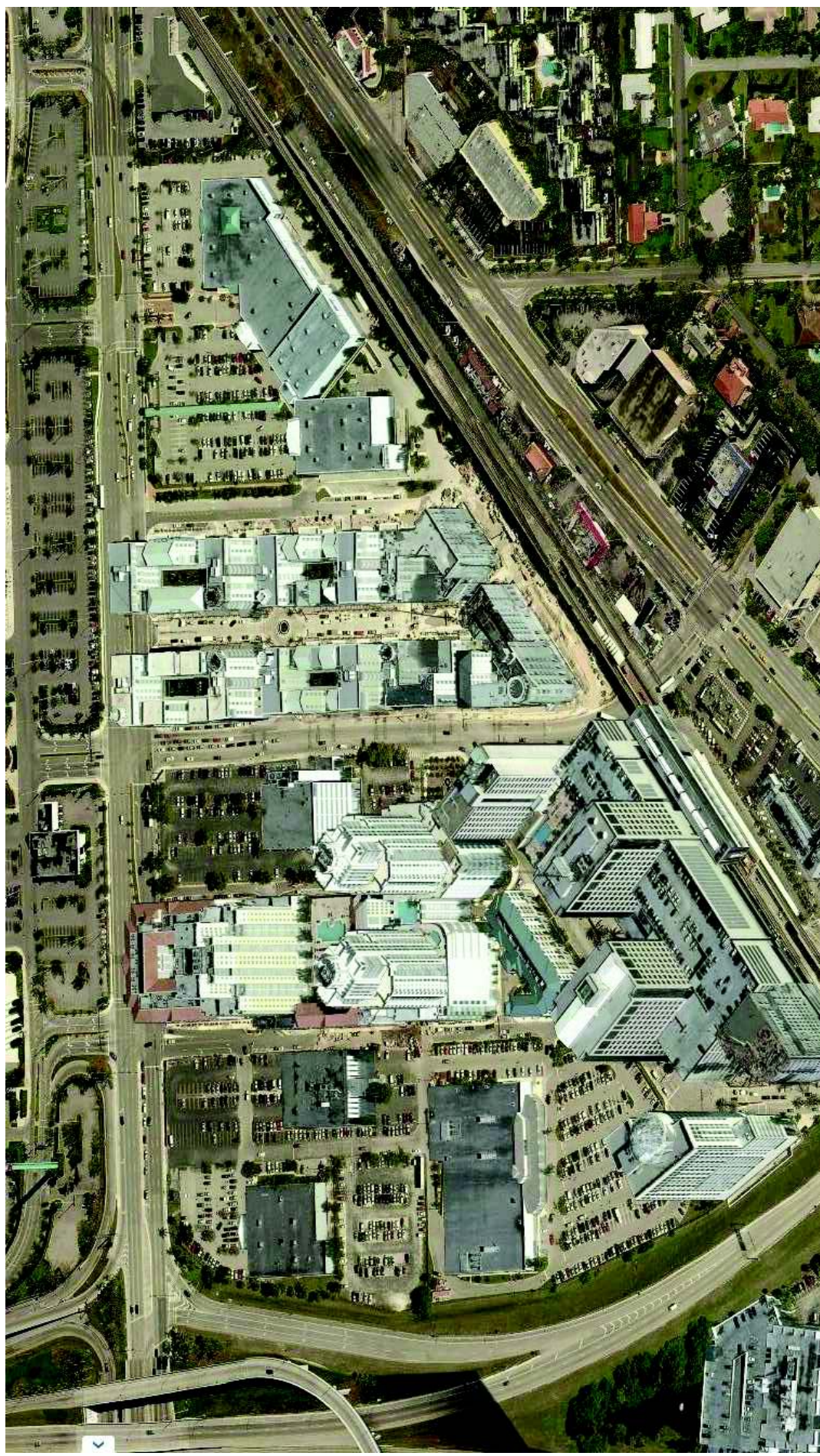


Drawing by Dover, Kohl & Partners

EDGE CITY REPAIR BY URBANIZATION DOWNTOWN KENDALL, FLORIDA



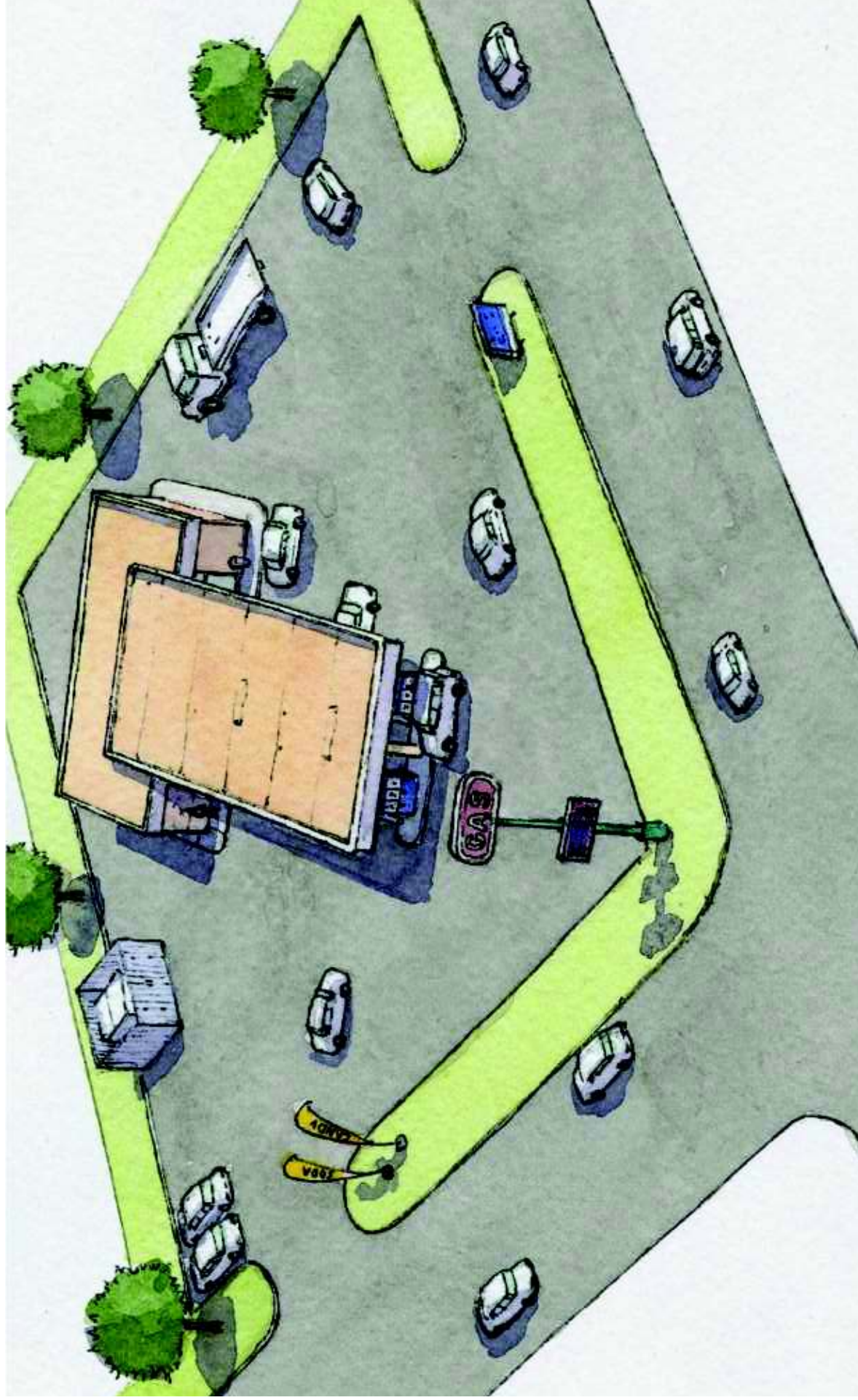
EDGE CITY REPAIR BY URBANIZATION: INFILL BY SMALLER MIXED-USE BLOCKS



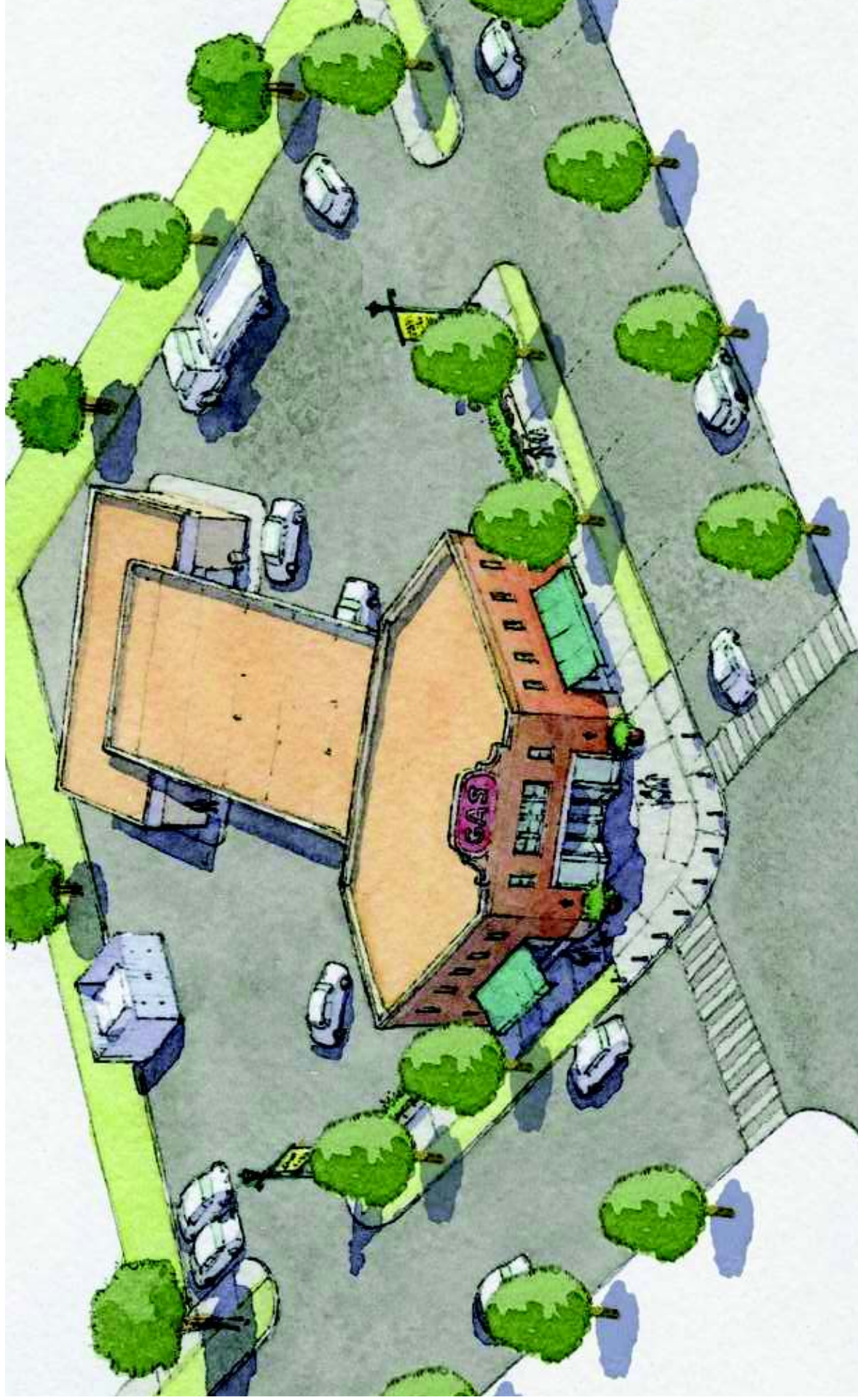


REPAIR AT THE BUILDING SCALE

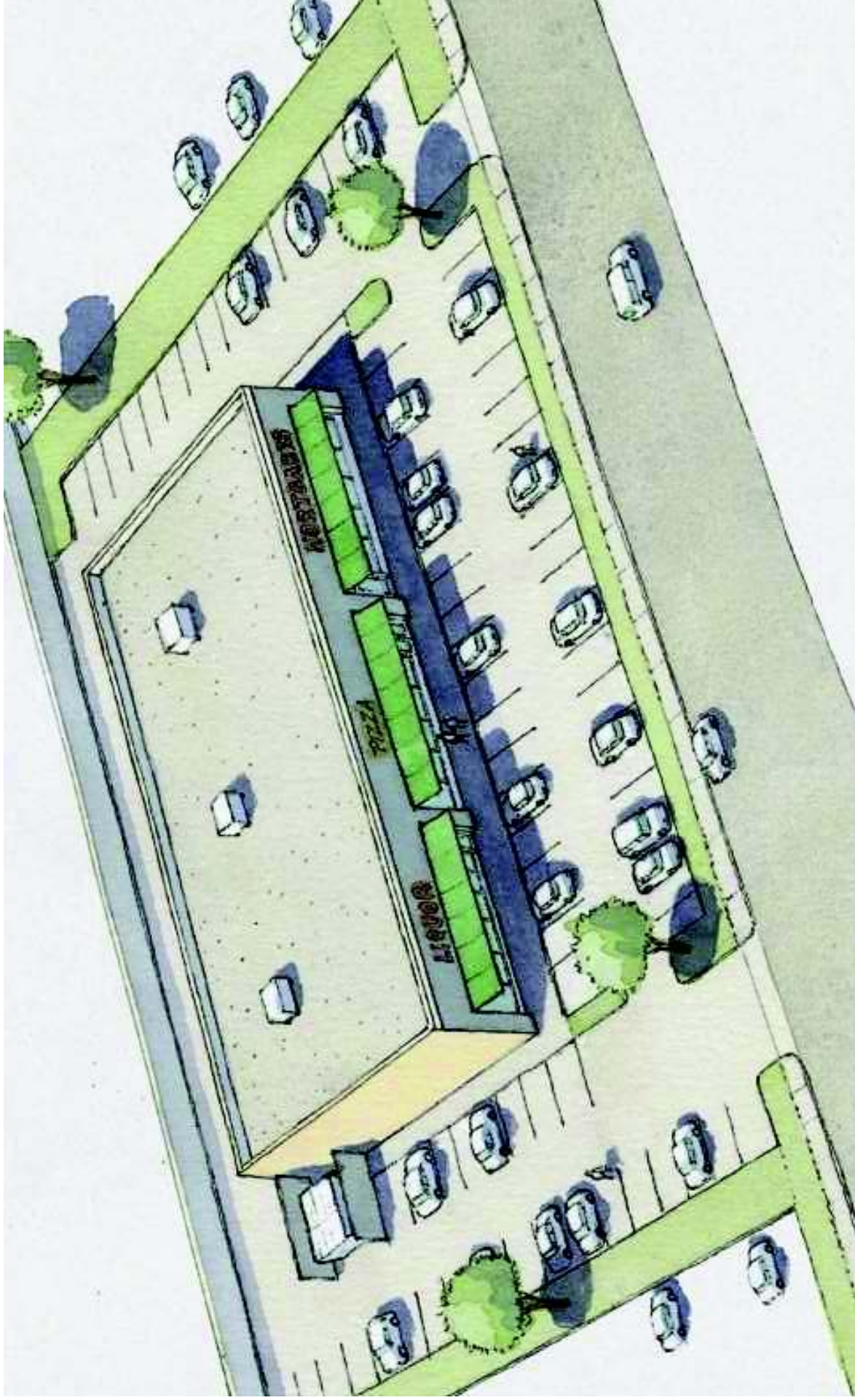
TYPICAL SUBURBAN GAS STATION



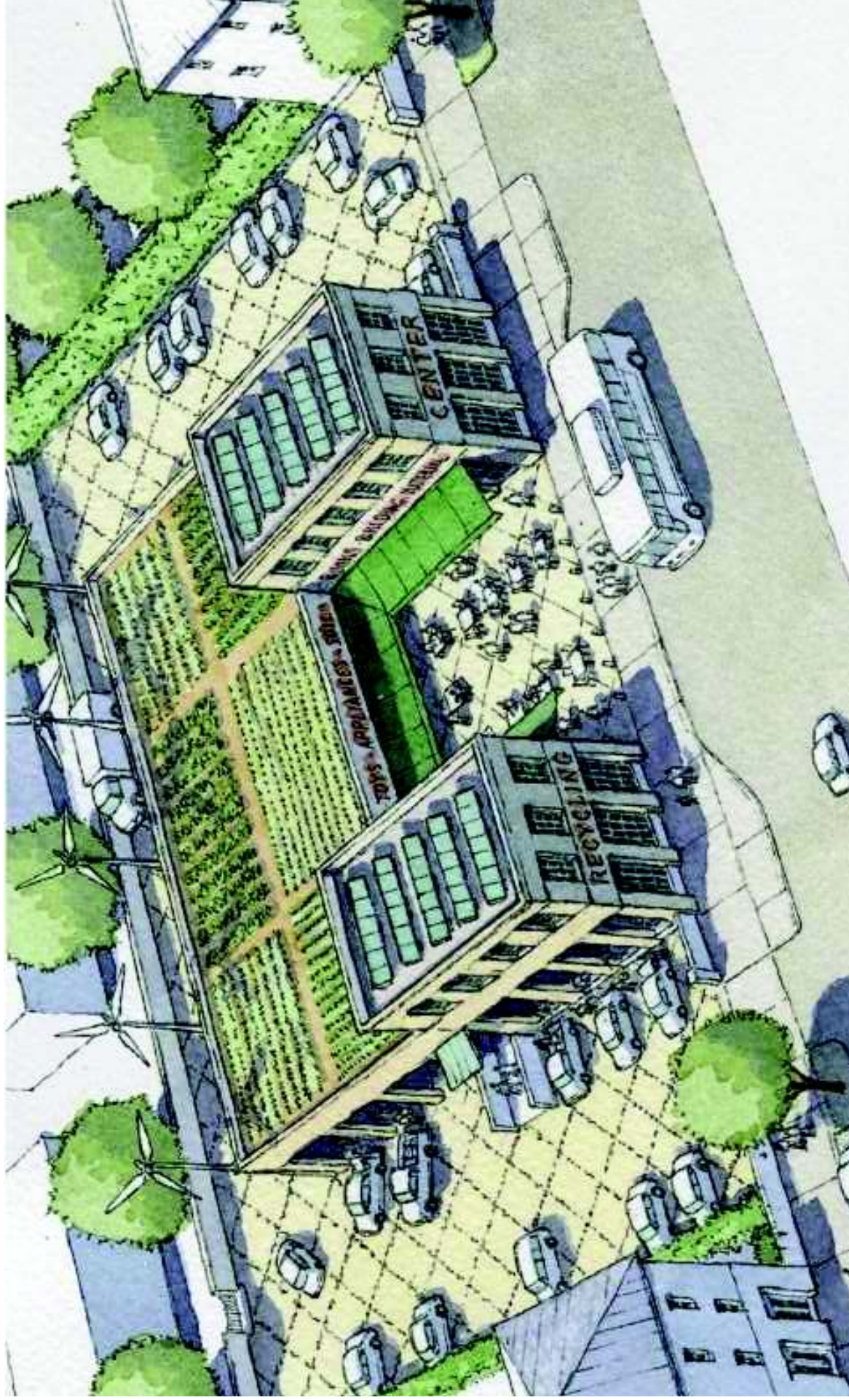
CORNER STORE ADDITION

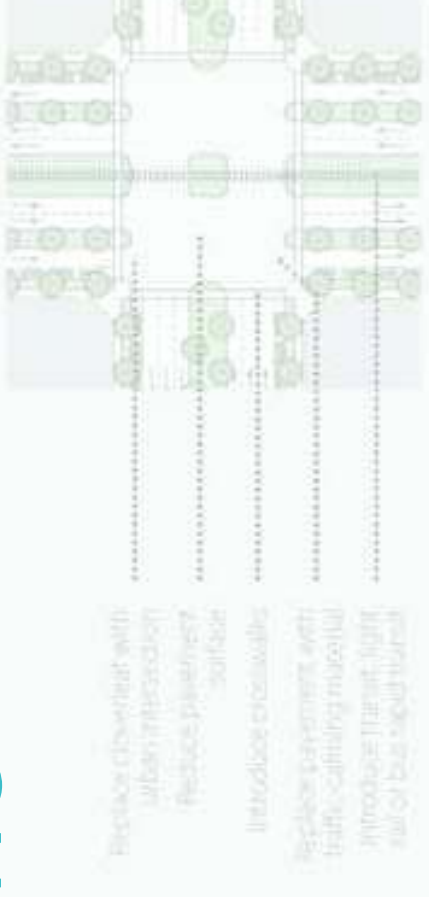
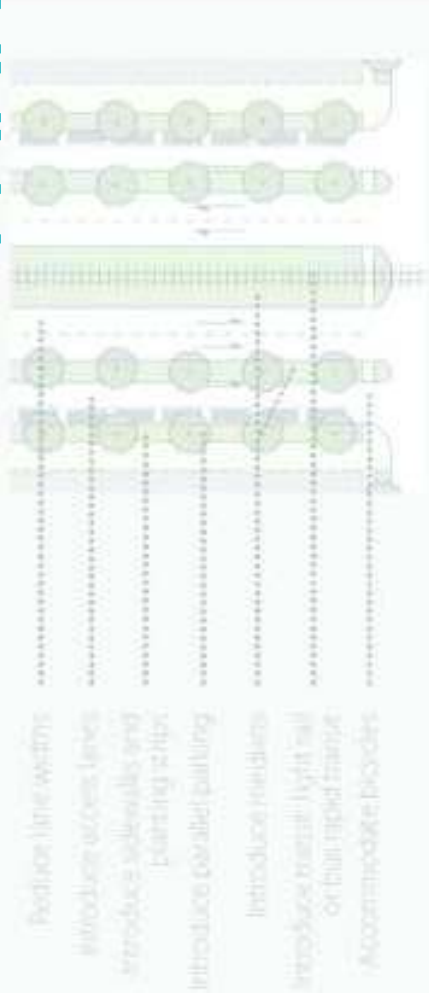


EXISTING STRIP CENTER



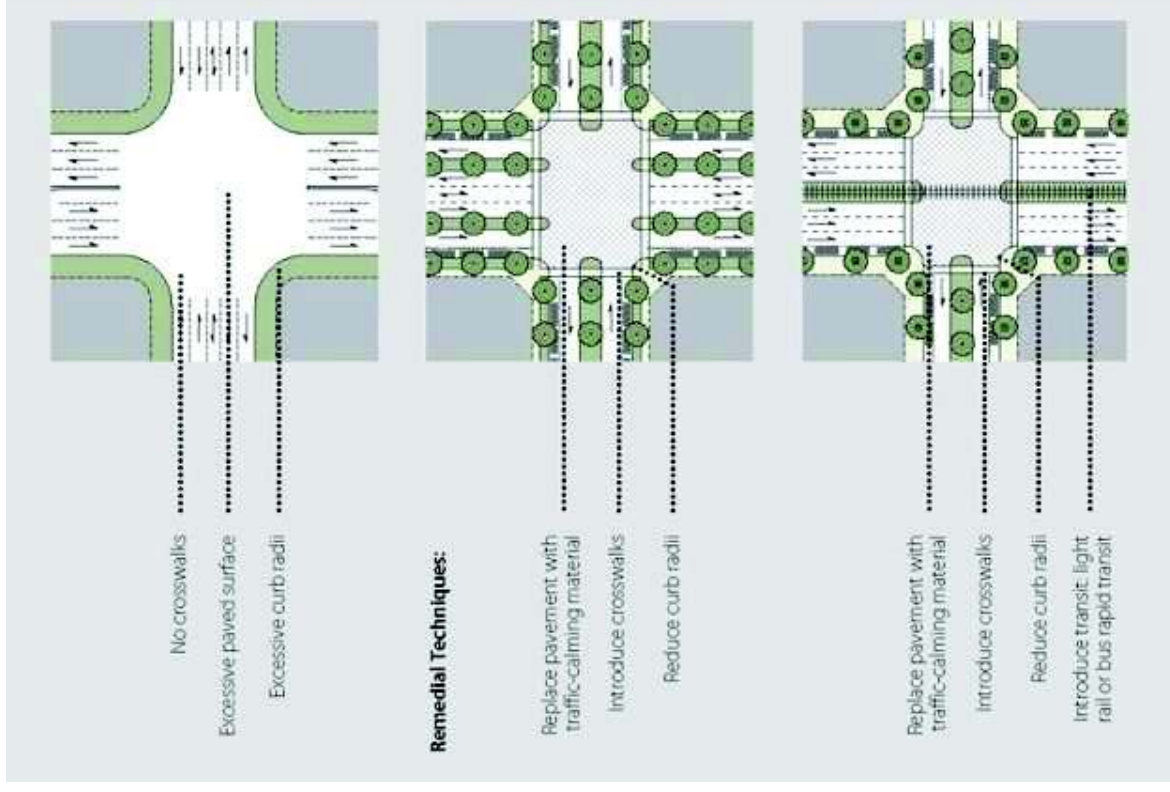
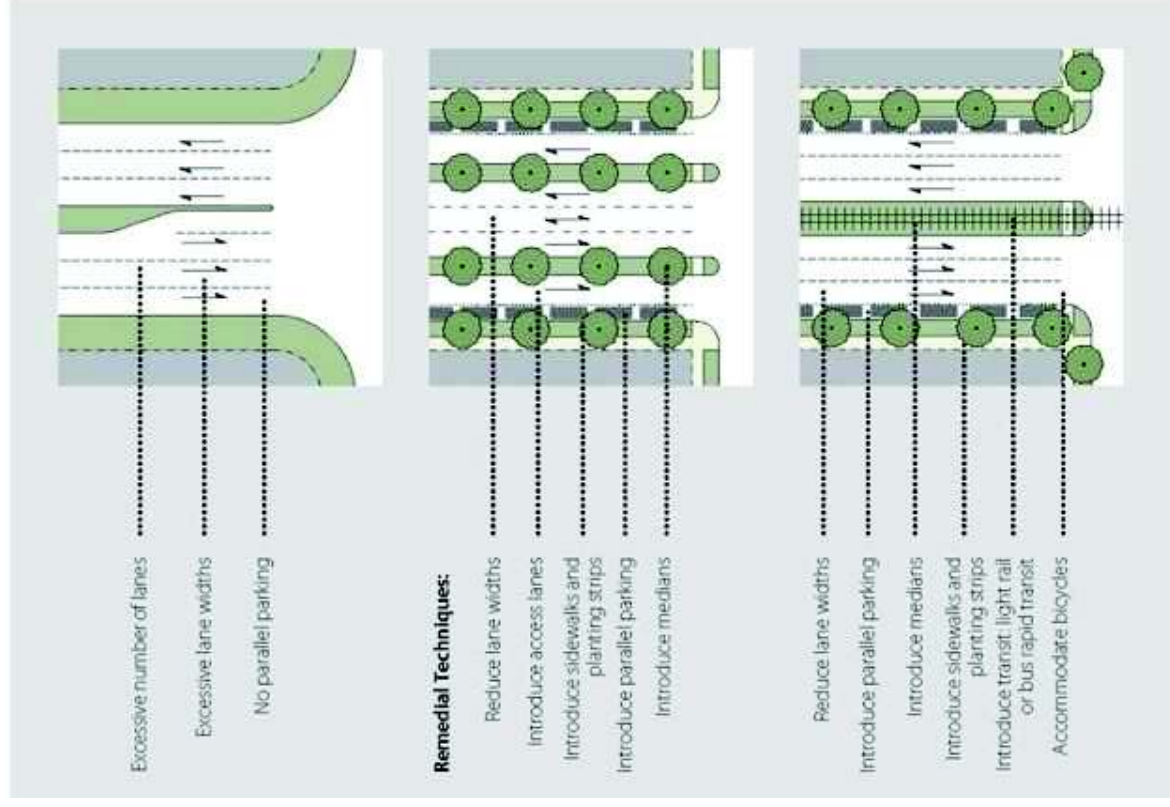
CONVERSION INTO A RECYCLING CENTER



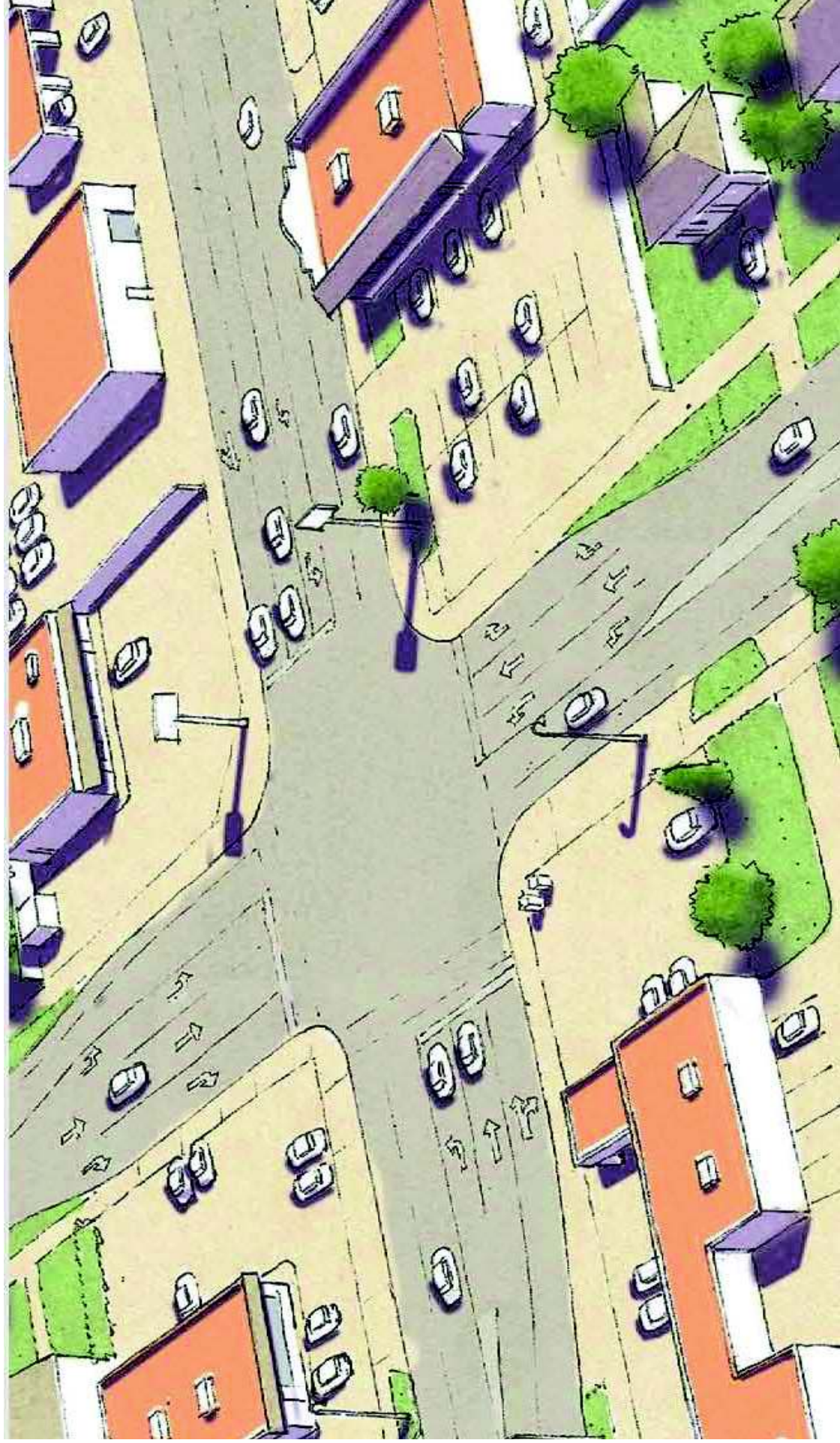


REPAIR OF THOROUGHFARES AND PARKING

ARTERIAL TRANSFORMATION INTO A BOULEVARD OR AVENUE



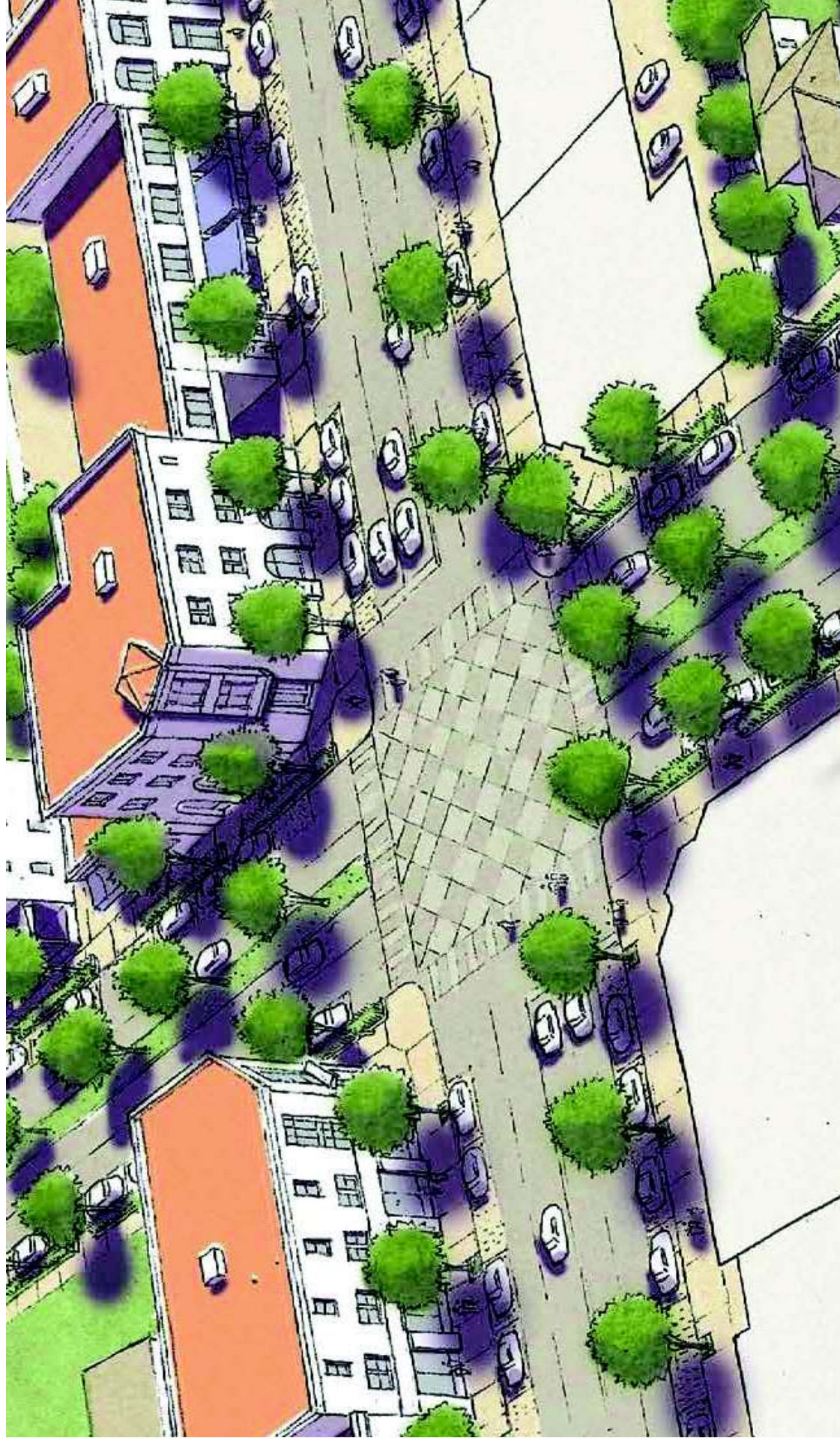
EXISTING COLLECTOR: CAR-DOMINATED CHARACTER



FIRST PHASE: STREETSCAPE IMPROVEMENT

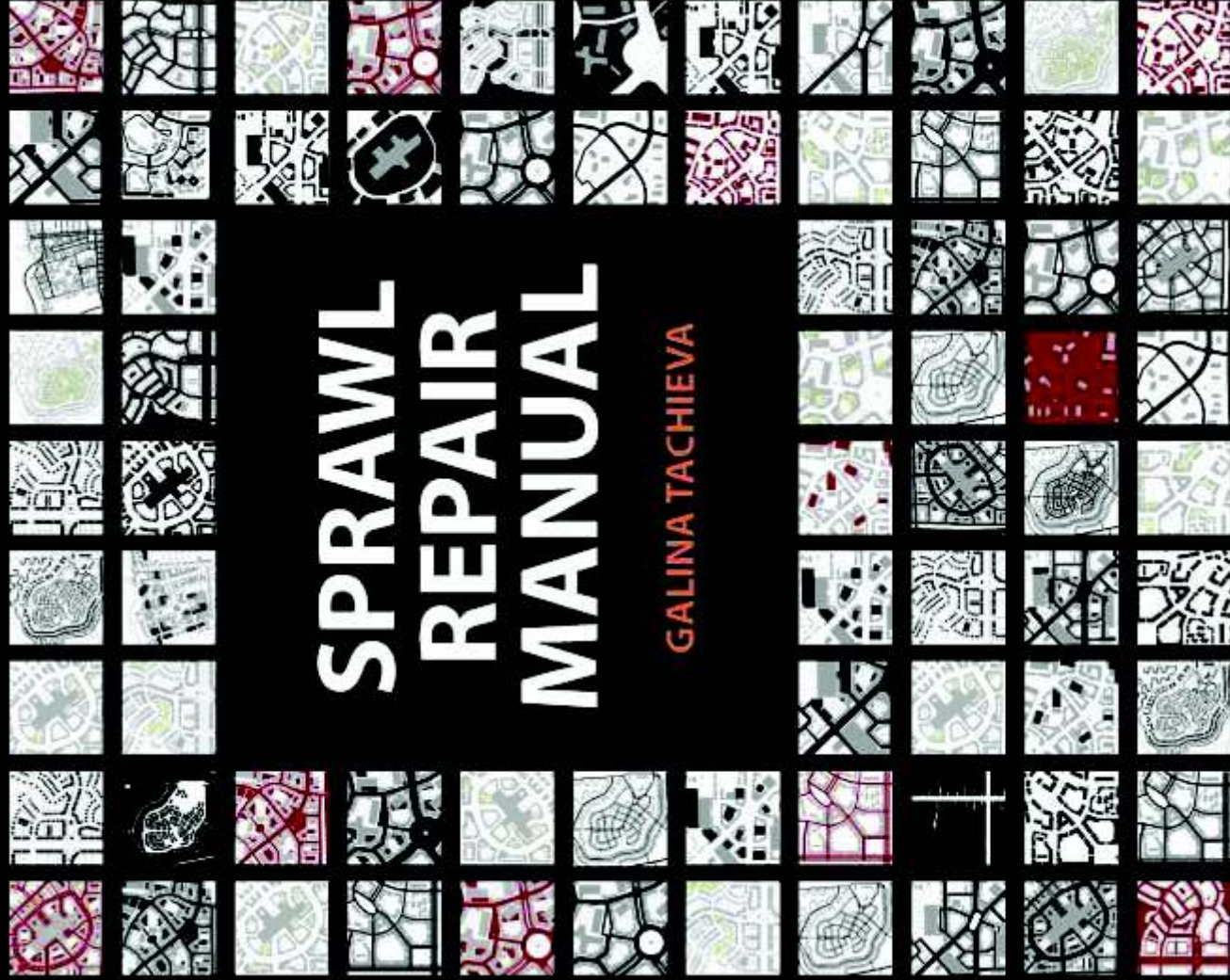


FINAL PHASE: INTERSECTION REPAIR, BUILDING REDEVELOPMENT



SPRAWL REPAIR MANUAL

GALINA TACHIEVA



Downtown Doral: The Heart of the City

*Ana-Marie Codina Barlick, CEO
Codina Partners*





Downtown Doral

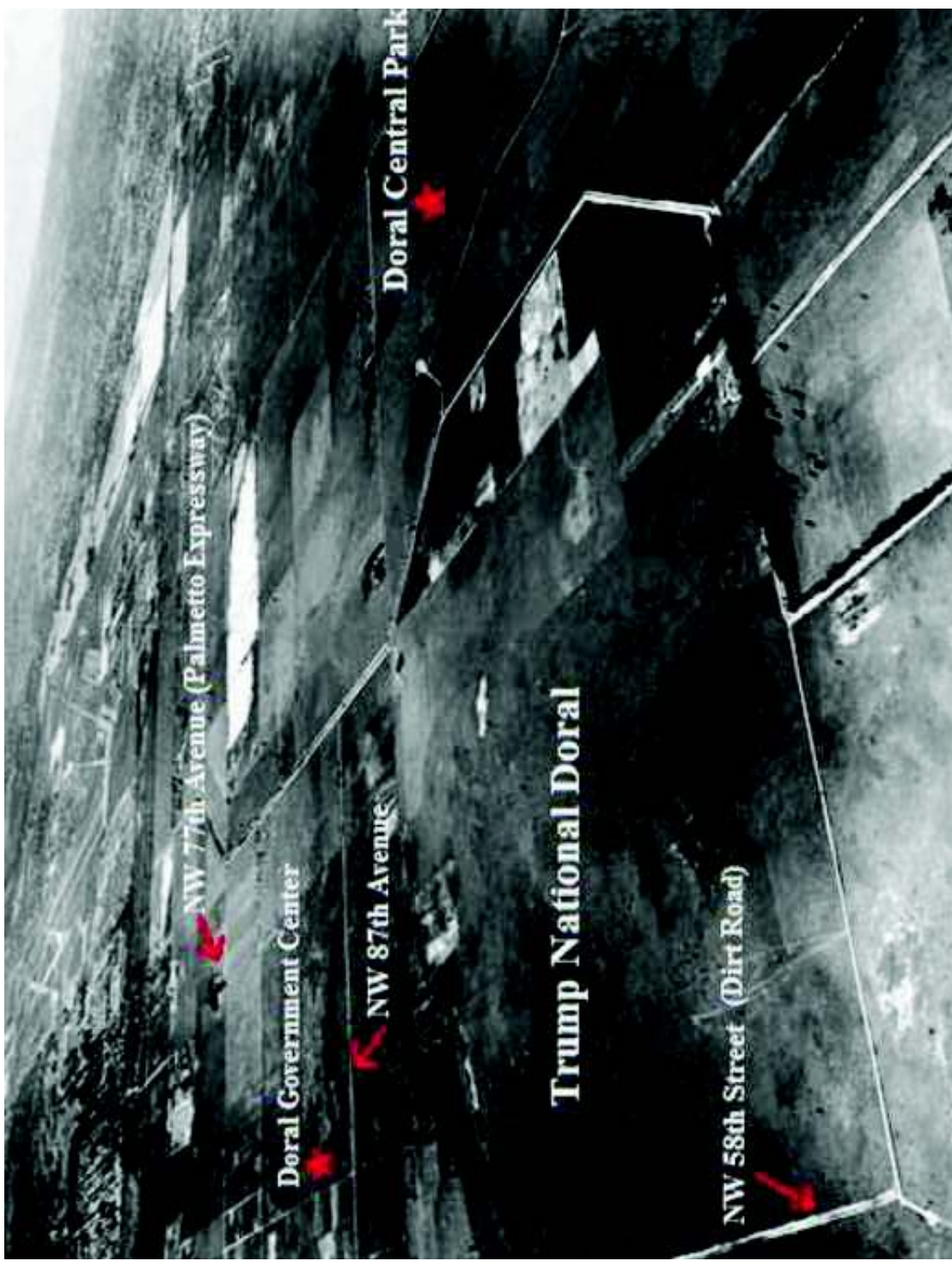
The Heart of the City

Sprawl Repair Presentation

Opening Remarks



Doral: A Case Study in Suburban Sprawl



Downtown Doral

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.
- The City of Doral incorporated in 2003.



Doral Growth Statistics

Census	Population	% Change
1990	3,126	—
2000	20,438	553.8%
2010	45,704	123.6%

Source: "Census of Population and Housing". Census.gov.

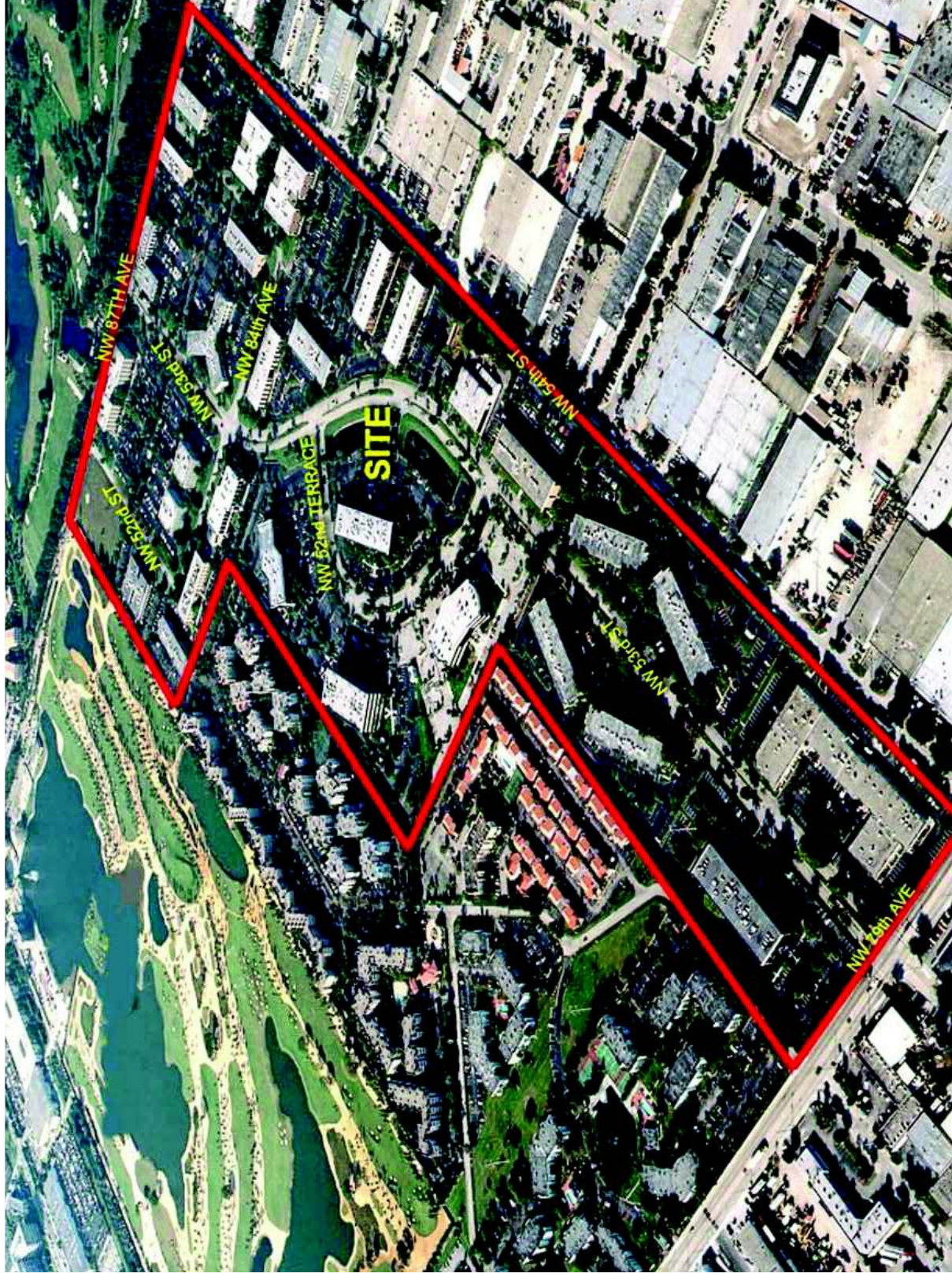


Doral: Key Facts

- 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.



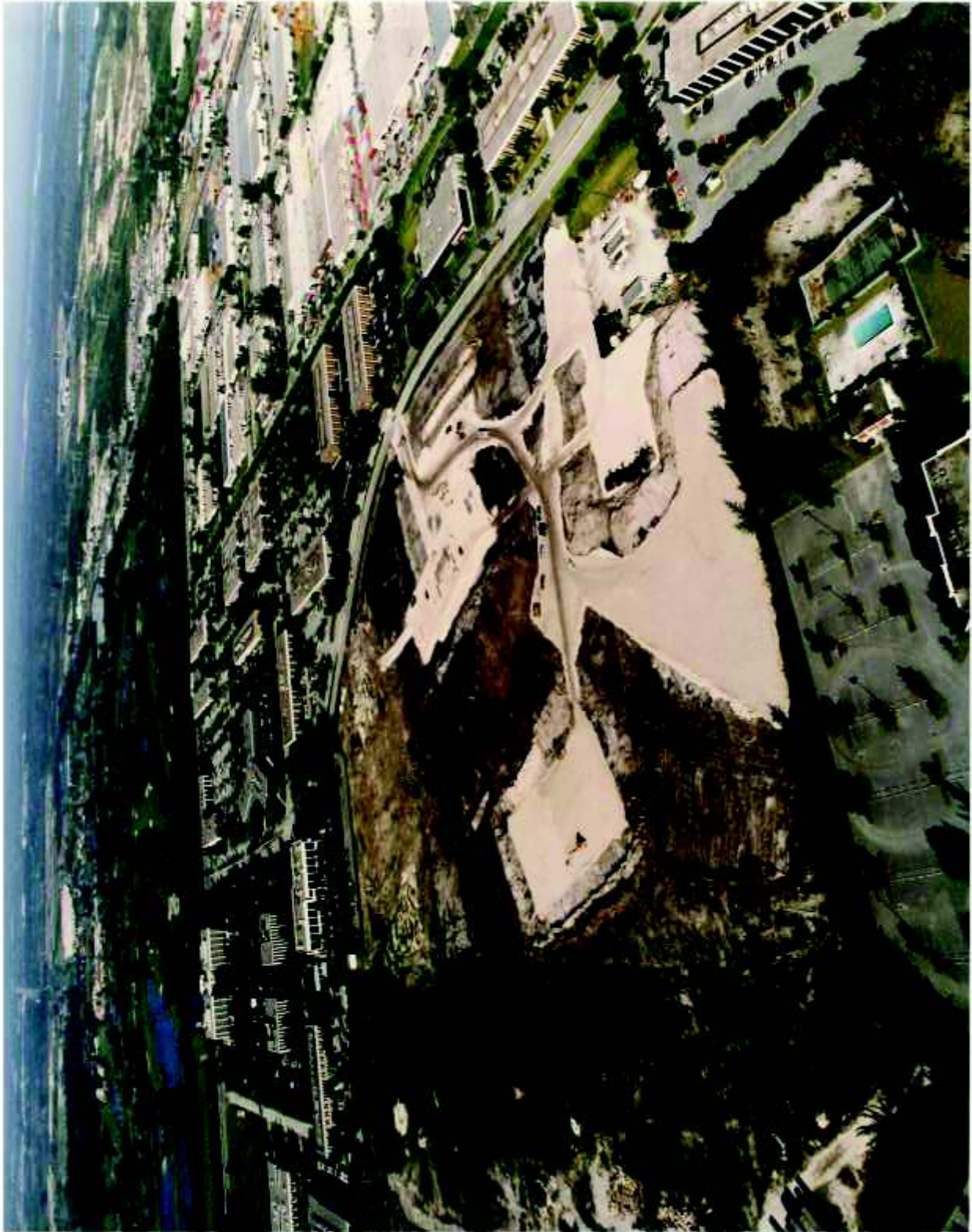
Koger Executive Center



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.







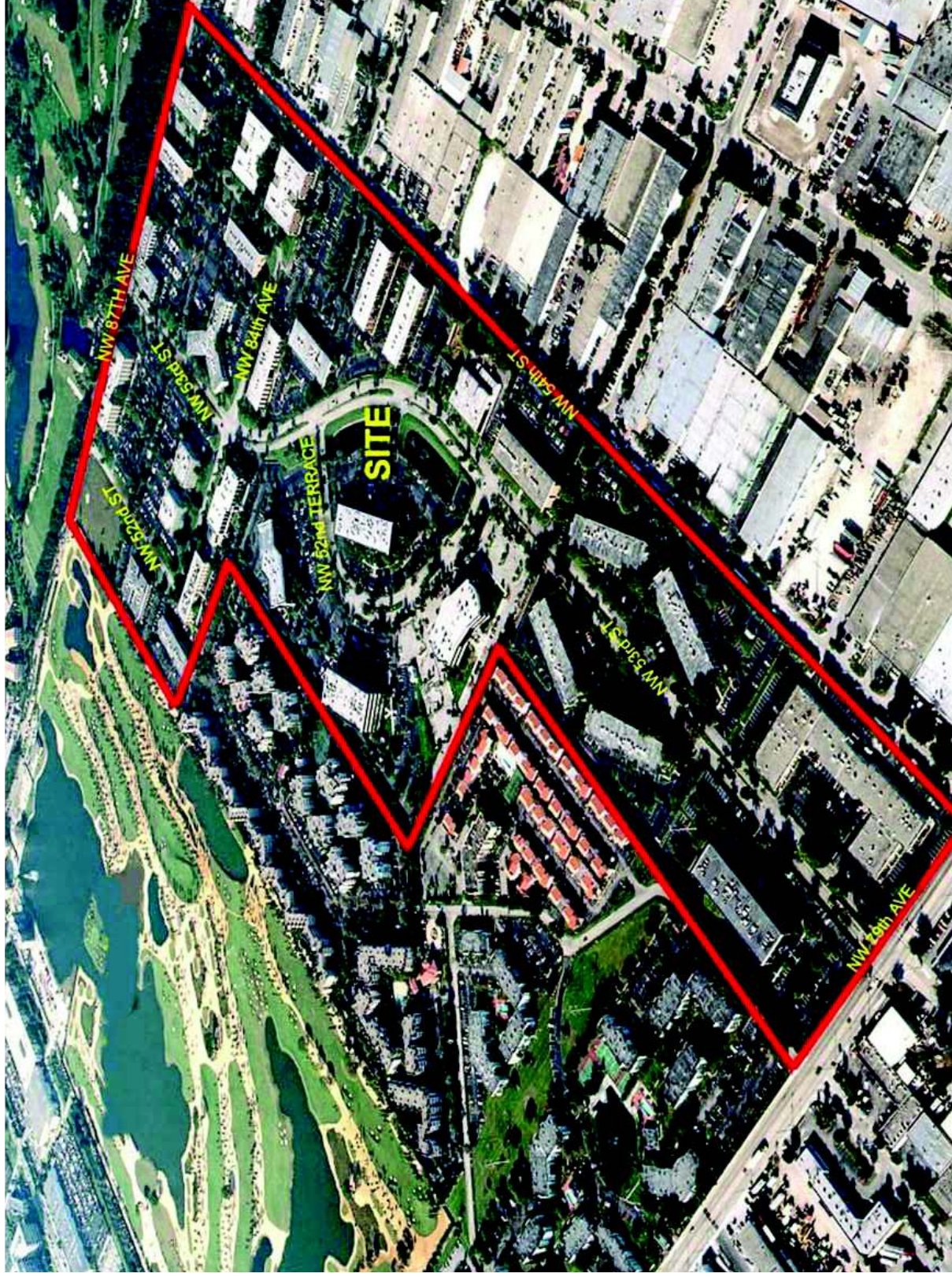
Property Attributes

- 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





Process

- CDMP Amendment 2004-2005.
- Design Charrette August 2005.
- 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



[illegible]DOWNTOWN DORAL
REGULATING PLAN

LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
300 PALMVIEW AVENUE, SUITE 200, PALM BEACH, FLORIDA 33480
407/833-1111 FAX 407/833-1112



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 Plan 2015



Downtown Doral Progress



All but four Koger buildings demolished.



Cordoba I



Cordoba II



8333 Office Building



Downtown Doral Park



Micco at Downtown Doral Park



A monumental sculpture by artist Michele Oka Doner



The Townhomes



5252 Paseo Condominium

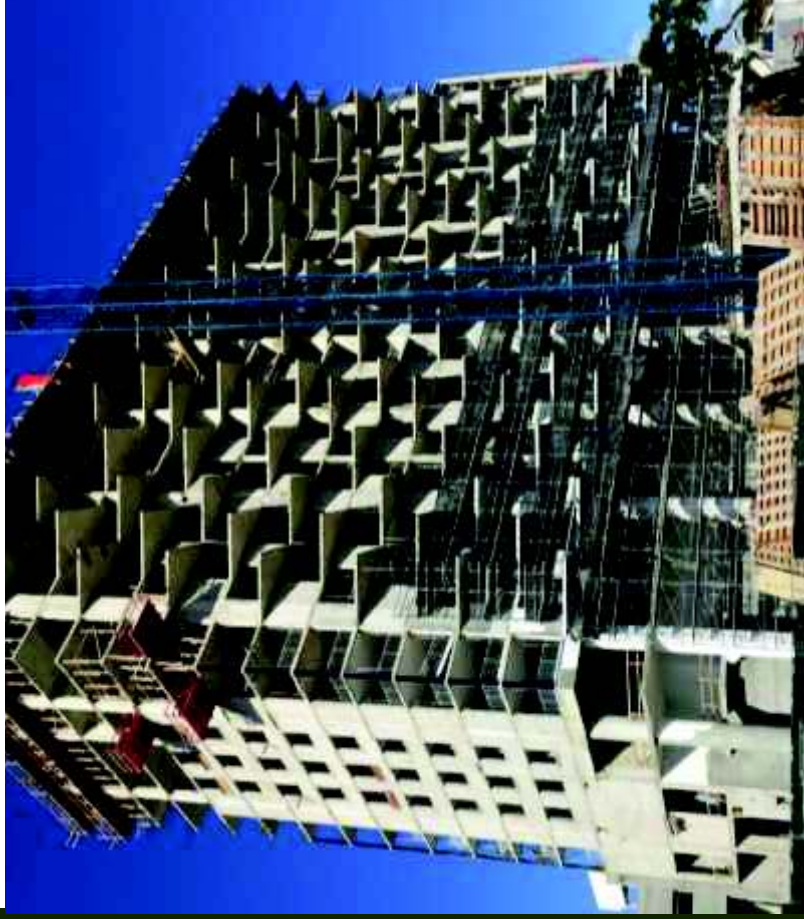


Downtown Doral

Retail Phase I



5300 Paseo Condominium



Downtown Doral Charter Elementary School

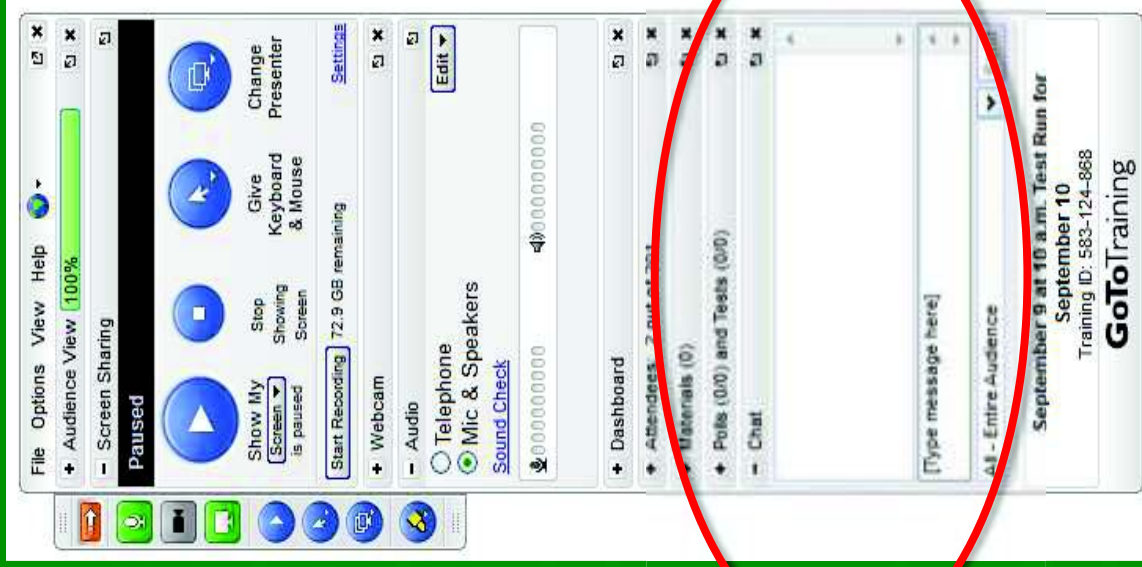


Closing Remarks



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- 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



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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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