

Show Me the Money: Capturing Value in Streets

How we Legislate Pedestrian & Bicycle Unfriendly Streets and Neighborhoods



Broward Safe Streets Summit
Timothy L. Hernandez, AICP, New Urban Communities
January 29, 2016

New Urban Communities

- ◆ Founded in 1998 by Kevin Rickard and Tim Hernandez.
- ◆ Rooted in both production and custom home building.
- ◆ Focus on infill, redevelopment and master planned traditional neighborhood development, synthesizing production and custom home building techniques
- ◆ Numerous projects throughout South Florida complete or underway, including developments in Miramar, Fort Lauderdale, Wilton Manors, Pompano Beach, Delray Beach, Lantana, Jupiter and Stuart
- ◆ New developments include the Village at Victoria Park, Pompano Beach Fishing Village, Margate City Center and the Stuart Triangle



Consistent Design Philosophy and Principles

- ◆ Engage the surrounding community and embrace its character
- ◆ Give Pedestrians equal standing with cars
- ◆ Create small blocks
- ◆ Minimize driveway on surrounding streets.
- ◆ Place parking to rear and side of buildings.
- ◆ Foster social interaction.
- ◆ Narrow streets, provide on street parking
- ◆ Create places that will stand the test of time

Widely held Assumptions

- ◆ Greedy, unimaginative developers and rigid, narrow-minded traffic engineers are mostly responsible for our pedestrian and bicycle unfriendly streets and communities
- ◆ There's some truth to that. The big public builders really just want to mass produce housing. Speed and volume is the goal, nothing more, nothing less
- ◆ Traffic engineers focus on maximizing the volume of cars.
- ◆ But Planning Departments, Fire Departments and elected officials are equally responsible.
- ◆ From the typical developer's perspective, time is money. Landowners only give you limited time for approvals. Variances and text amendments are often expensive and time consuming, and the outcome is uncertain
- ◆ If the result is not an increase in density or intensity, most developers will follow the path of least resistance and attempt to build under current Land Development Regulations (LDRs)
- ◆ But since our current LDR are so well thought out, that's not such a bad thing, right?

Well, no...because our LDRs legislate poor design in a multitude of ways...

- ◆ They are all about things like minimum parking requirements, minimum turning radii, and moving traffic rapidly
- ◆ They rarely incent and sometimes prevent pedestrian and bicycle friendly design
- ◆ They tie the hands of creative architects, planners, and builders in South Florida
- ◆ They are an obstacle to the creation of great neighborhoods
- ◆ They result in poorly defined streetscapes
- ◆ They reduce walkability
- ◆ They make neighborhoods less safe (fewer eyes on street)
- ◆ They sacrifice and compromise the public realm for the private realm
- ◆ They make it hard to do the right thing for those so inclined.

One example: The 25' Front Setback

- ◆ Very common all over South Florida
- ◆ Developers use the front setback for “head in” 90 degree parking spaces instead of green space.
- ◆ Leaves very little room for landscaping
- ◆ Creates Pedestrian – Driveway conflicts
- ◆ Creates Bicycle – Driveway conflicts
- ◆ If sidewalks are provided, it is very difficult to provide a consistent shade canopy, which is critical in South Florida to create a comfortable condition for pedestrians
- ◆ Particularly problematic in multi-family or townhome developments

Examples in Victoria Park



Older buildings and developments throughout Victoria Park with parking taking up the entire front yard, leaving no room for landscaping, sidewalks or parallel parking. This results in an environment hostile to pedestrians.



But current codes promote a similar result. The buildings are newer, but garage doors dominate the street level façade and driveways take up nearly the entire front yard, leaving no room for landscaping or on street parking.

More examples in Victoria Park



Those who ignore the sins of the past.....



.....are condemned to repeat them.
Cars, bikes and pedestrians are forced
to share the same space.

Adherence to the LDRs



The code that allowed this to happen.....



.....now forces this.

There is a better way...



In Delray Beach at Cannery Row, buildings are pulled up as close as 10' to the street, but because the garages are located to the rear of the units, there is room for landscaping, parallel parking is possible, and a more pedestrian friendly and more beautiful street is created.

There is a better way...



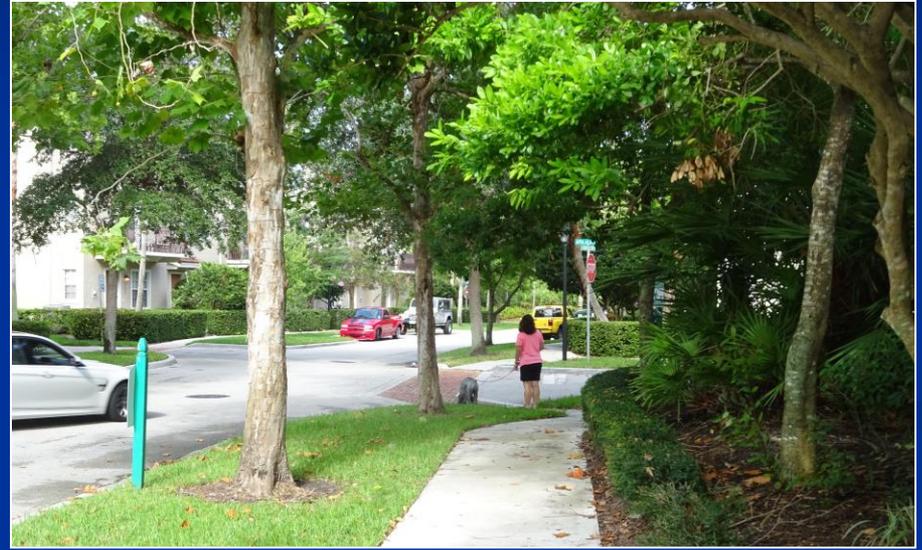
In Delray Beach at Cannery Row, buildings are pulled up as close as 10' to the street, but because the garages are located to the rear of the units, there is room for landscaping, parallel parking is possible, and a more pedestrian friendly and more beautiful street is created.

Townhomes in Delray



Two more townhome developments in Delray Beach, Town Place and Atlantic Grove. If you are building or approving townhomes or small lots with front loaded driveways, you are not creating a bicycle or pedestrian friendly environment.

Townhomes in Jupiter



People and their pets using shaded sidewalks!

Townhomes in Jupiter



This is a very comfortable pedestrian environment in the Osceola Woods townhome development in Abacoa in Jupiter.

Single Family Homes in Jupiter



Single family homes in Botanica in Jupiter. Porches and balconies are allowed as close as 7.5 feet from the right of way.

Single Family Homes in Delray Beach



These single family detached homes at Old Palm Grove in Delray Beach are built on 40-45' wide x 85' deep lots. They have 10' front setbacks, and 3 car rear loaded garages.

The Village at Victoria Park Streetscape (in process)



Another example: Small Blocks

- ◆ Provide alternative routes for cars and pedestrians alike
- ◆ Provide more frontage for businesses in commercial area
- ◆ Increase amount of sidewalks in a given geographic area
- ◆ Make developments more permeable
- ◆ Make the pedestrian experience more interesting
- ◆ Reduce traffic congestion by providing alternatives for cars.

Pompano Beach Fishing Village

POMPANO BEACH FISHING VILLAGE



- 1 BUILDING P (PARKING GARAGE)
- 2 BUILDING R4
- 3 BUILDING R5A
- 4 BUILDING R5B
- 5 BUILDING R5C
- 6 BUILDING R1
- 7 BUILDING R2/DECK R2
- 8 BUILDING R3/DECK R3
- 9 BUILDING C1
- 10 LOADING ZONE/VALET DROP OFF
- 11 BUILDING C2
- 12 PROPOSED PUBLIC ART
- 13 PROPOSED GATEWAY ARCH
- 14 POMPANO PIER PLAZA
- 15 BUILDING E
- 16 BUILDING E DECK EXPANSION
- 17 PROPOSED SHADE STRUCTURE
- 18 BEACH ACCESS
- 19 EXISTING DUNE
- 20 POMPANO BEACH MUNICIPAL PIER



A new street called Pier Street will run from the ICW to the Pompano Pier, creating a new more walkable small block structure.

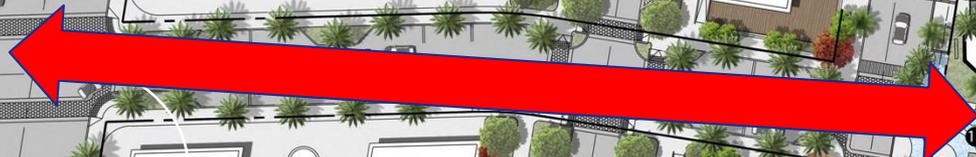
Pompano Beach Fishing Village

POMPANO BEACH FISHING VILLAGE



SCALE: 1:40
0 10r 20r 30r 40r 80r

- 1 BUILDING P (PARKING GARAGE)
- 2 BUILDING R4
- 3 BUILDING R5A
- 4 BUILDING R5B
- 5 BUILDING R5C
- 6 BUILDING R1
- 7 BUILDING R2/DECK R2
- 8 BUILDING R3/DECK R3
- 9 BUILDING C1
- 10 LOADING ZONE/VALET DROP OFF
- 11 BUILDING C2
- 12 PROPOSED PUBLIC ART
- 13 PROPOSED GATEWAY ARCH
- 14 POMPANO PIER PLAZA
- 15 BUILDING E
- 16 BUILDING E DECK EXPANSION
- 17 PROPOSED SHADE STRUCTURE
- 18 BEACH ACCESS
- 19 EXISTING DUNE
- 20 POMPANO BEACH MUNICIPAL PIER



A new street called Pier Street will run from the ICW to the Pompano Pier, creating a new more walkable small block structure.



Margate City Center

- ◆ Mixed Use
- ◆ Small block street network
- ◆ Sidewalks
- ◆ Community Center
- ◆ Canal Promenade
- ◆ Amphitheater
- ◆ On Street Parking
- ◆ Shared Parking
- ◆ Interconnectivity with surrounding properties
- ◆ Working with MPO to provide buffered bike lanes on US 441 which will connect to C-14 Multi Use Trail
- ◆ 15% of units affordable



Building Uses:

- Civic
- Commercial / Mixed-Use
- Hotel
- Residential

Margate City Center

- ◆ Mixed Use
- ◆ Small block street network
- ◆ Sidewalks
- ◆ Community Center
- ◆ Canal Promenade
- ◆ Amphitheater
- ◆ On Street Parking
- ◆ Shared Parking
- ◆ Interconnectivity with surrounding properties
- ◆ Working with MPO to provide buffered bike lanes on US 441 which will connect to C-14 Multi Use Trail
- ◆ 15% of units affordable



We can do this by creating LDRs which..

- ◆ Incent land planners, architects and builders to do the right thing, which is to
- ◆ Create more pedestrian and bicycle friendly streets, developments and communities with
- ◆ Shadier streets,
- ◆ More on street parking,
- ◆ Smaller blocks and
- ◆ Fewer automobile-pedestrian and bicycle conflicts.