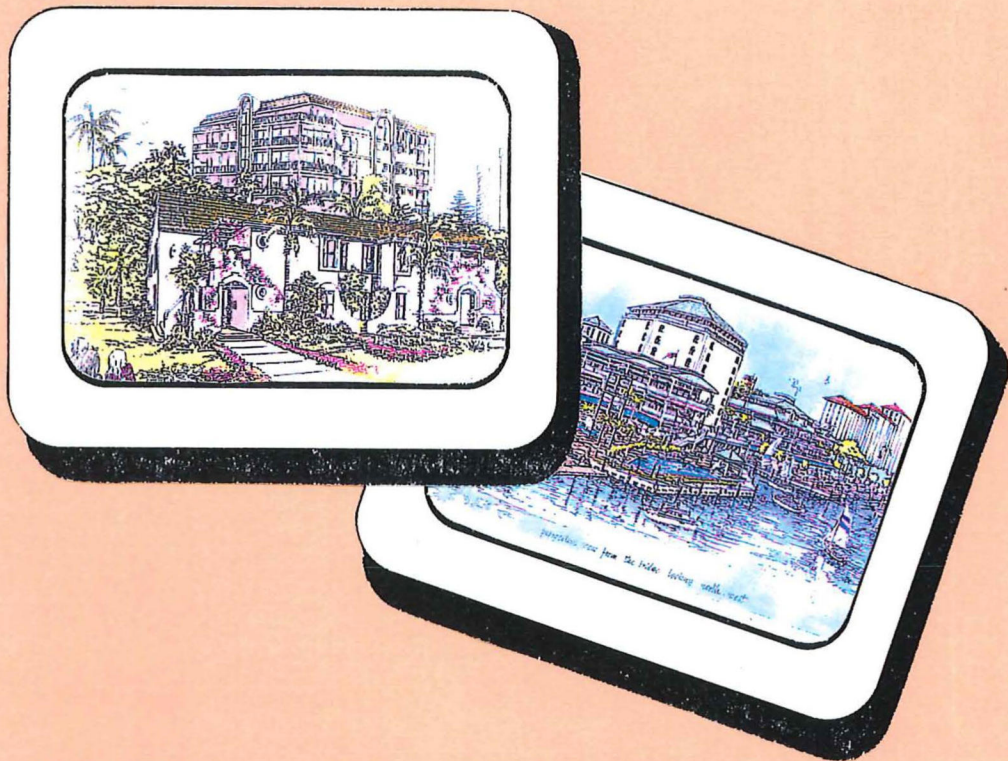


Urban Form Study Alternative Land Use Scenarios



Selecting a Vision for the Future



August 1993
Palm Beach County Planning, Zoning & Building Department
Planning Division
Urban Form - Creating a Vision for Palm Beach County

**CREDITS AND ACKNOWLEDGEMENTS
URBAN FORM STUDY
AUGUST 1993**

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**"PLANNING...IS THAT CONCEIVING FACULTY WHICH
MUST RECOMMEND WAYS AND MEANS OF TRANSMITTING THE
POSSIBILITIES OR IMPOSSIBILITIES OF TODAY
INTO REALITIES OF TOMORROW."**

*Eliel Saarinen,
The City - It's Growth,
Its Decay, Its Future*

Urban Form - Creating A Vision For Palm Beach County

**SELECTING A VISION FOR THE FUTURE
THE ALTERNATIVE SCENARIOS**

- **ADOPTED PLANS**
- **TREND/SUBURBAN DISPERSION**
- **MAJOR CENTERS**
- **CORRIDOR/MULTI-CENTERS**

ADOPTED PLANS

General Description - There is no regional growth strategy under this scenario. The County and each municipality produce individual plans, thus there is no shared vision.












While a variety of housing types is offered, single family homes dominate with some multi-family housing primarily located along the eastern coast. There is interest in redevelopment but most future growth occurs in suburban locations. Older downtown areas continue to decline. New employment locates near shopping malls and major transportation facilities. Rural areas receive some degree of protection but may be randomly opened for development in the future. Environmentally sensitive lands receive some protection; however, the protection is incremental, and not part of an overall plan. The land use pattern is automobile oriented as the auto is the preferred mode of transportation. Limited mass transit service is available in select areas.

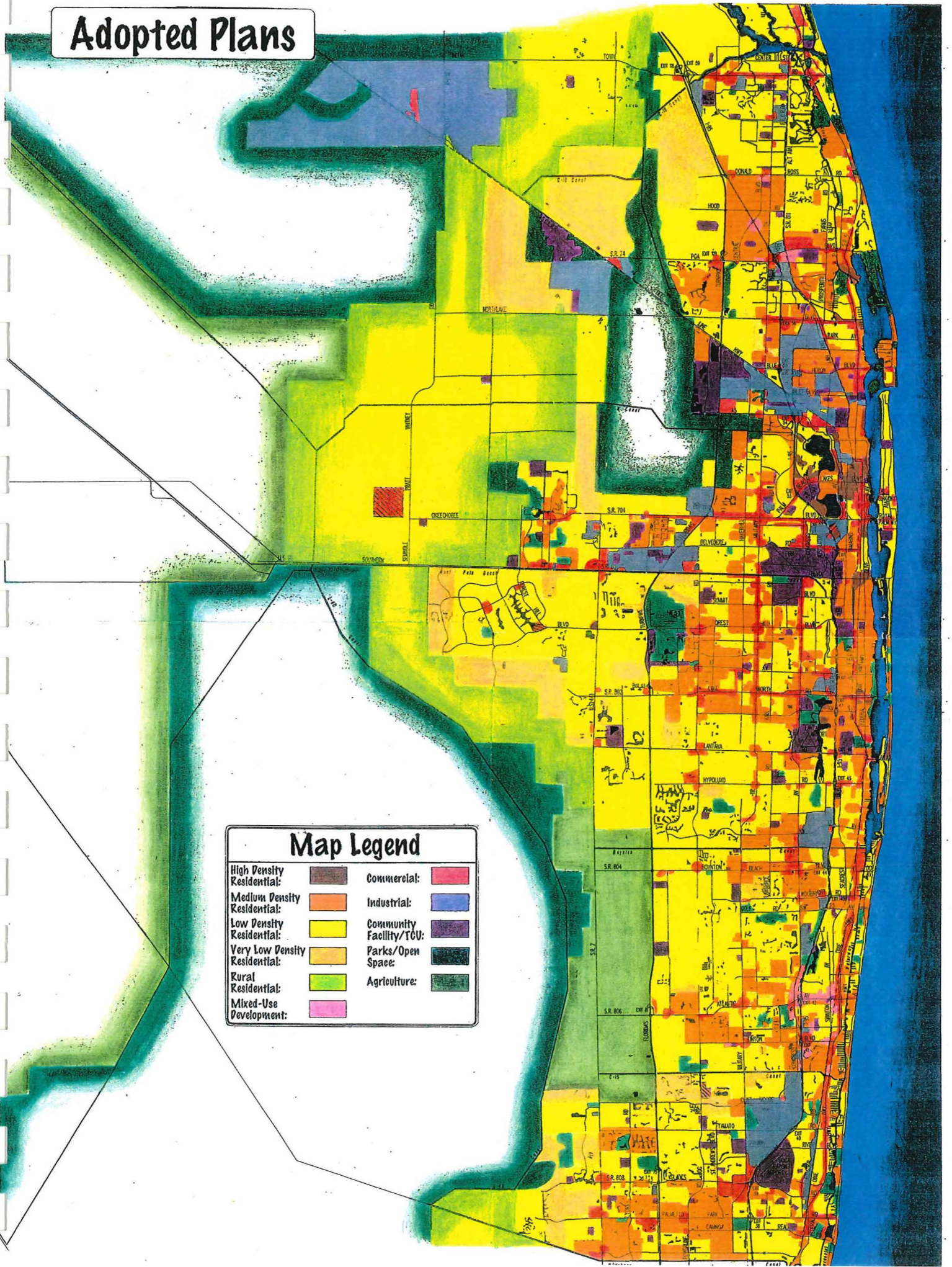
Key Features (For additional information see Table 1):

- No overall land use pattern or vision for the future
- Emphasis on lifestyle, not environment or economy
- Role of open space is minimal, with some protection of environmentally sensitive lands
- Level of service drives development west
- Strip commercial development continues - reducing traffic flow on arterials.
- Emphasis on a suburban lifestyle - few urban opportunities
- Automobile is transportation mode - limited transit

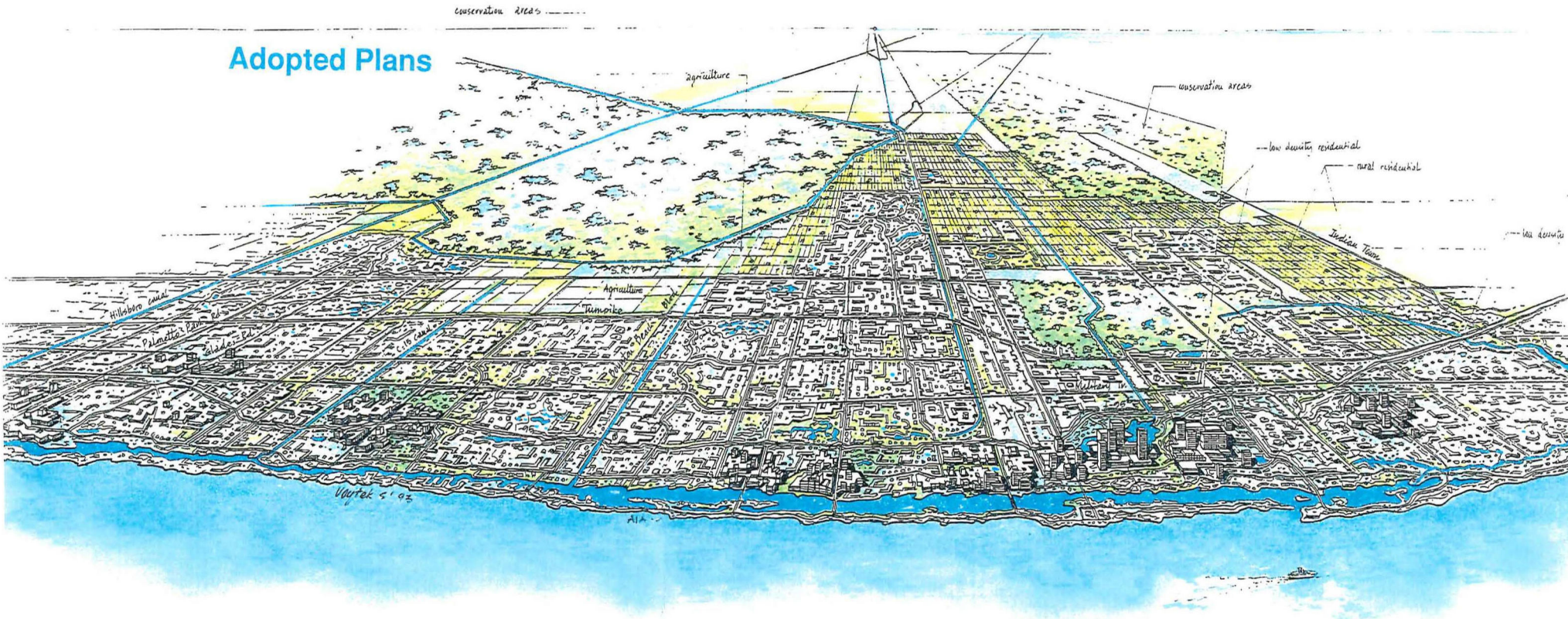
Note: The adopted plans map does not adequately reflect existing or future development, especially in the Jupiter Farms and Acreage areas.

Adopted Plans

Map Legend			
High Density Residential:		Commercial:	
Medium Density Residential:		Industrial:	
Low Density Residential:		Community Facility/TCU:	
Very Low Density Residential:		Parks/Open Space:	
Rural Residential:		Agriculture:	
Mixed-Use Development:			



Adopted Plans



TREND/SUBURBAN DISPERSION

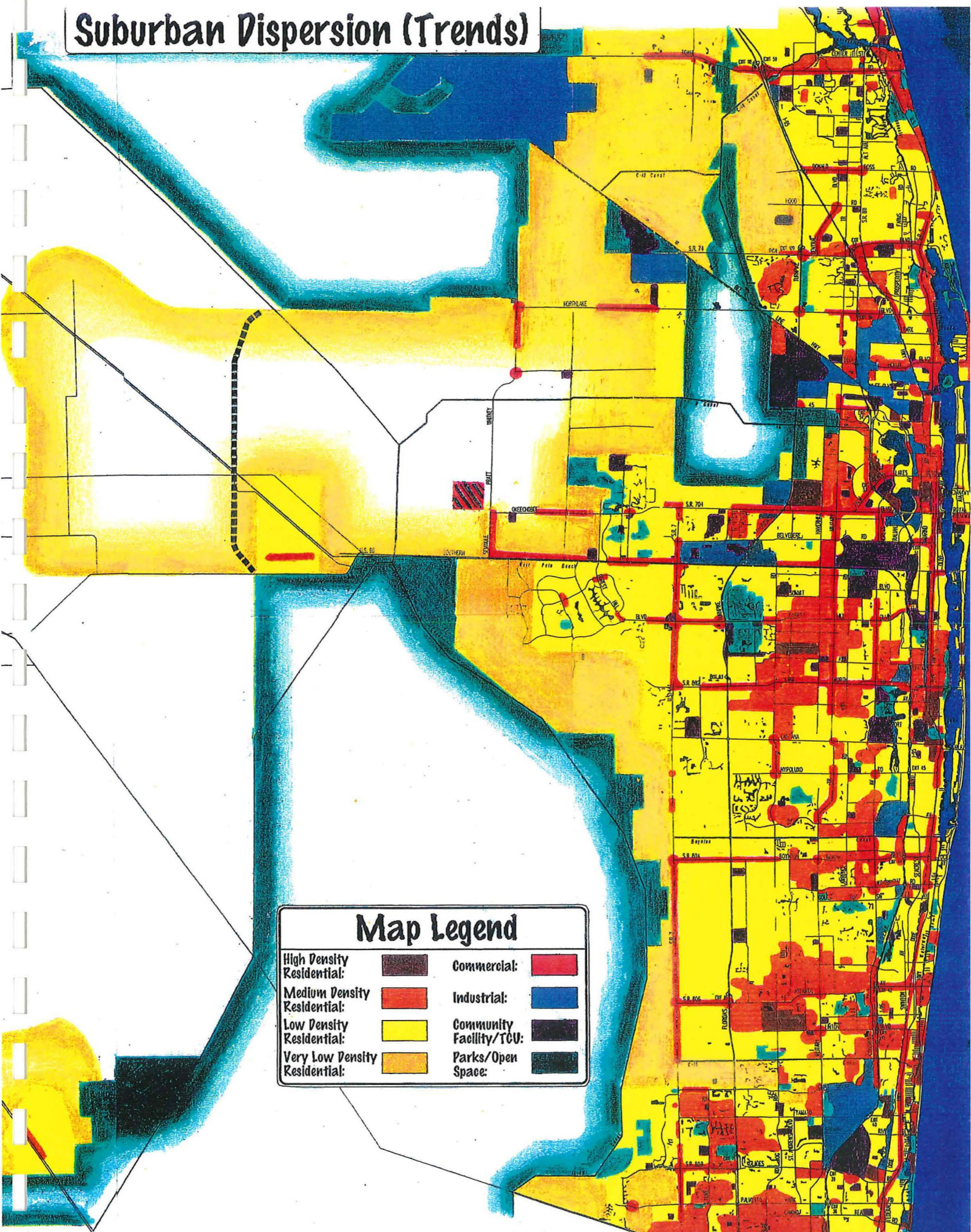
General Description - This scenario follows current market conditions and attempts to reduce traffic congestion by spreading low density development over a larger area. No enforceable regional growth strategies or growth boundaries are established. The county and each municipality maintain separate plans and directions for growth.

This scenario assumes lower housing densities than the adopted plans anticipated. Single family homes on large lots are predominant. New growth, including some new employment centers, occurs in the western suburban/rural areas. Older downtowns and neighborhoods are generally neglected. Only the most critical environmentally sensitive lands are protected, and open space is limited. The automobile is the sole source of transportation. Roadways are widened and parking is provided to accommodate the motorist. This low density development pattern cannot support a successful and efficient transit system.

Key Features (For additional information see Table 2):

- No overall land use pattern - minimal coordination between cities and county.
- Loosely defined centers
- Emphasis is on past trends
- Emphasis on lifestyle, not environment or economy
- Open space plays a limited role and few environmentally sensitive lands are protected
- Level of service drives development to the west
- Housing type and variety are limited primarily to single family - affordable housing is not distributed
- Strip commercial development continues - reduces traffic flow
- The automobile is the only transportation mode - extremely limited mass transit

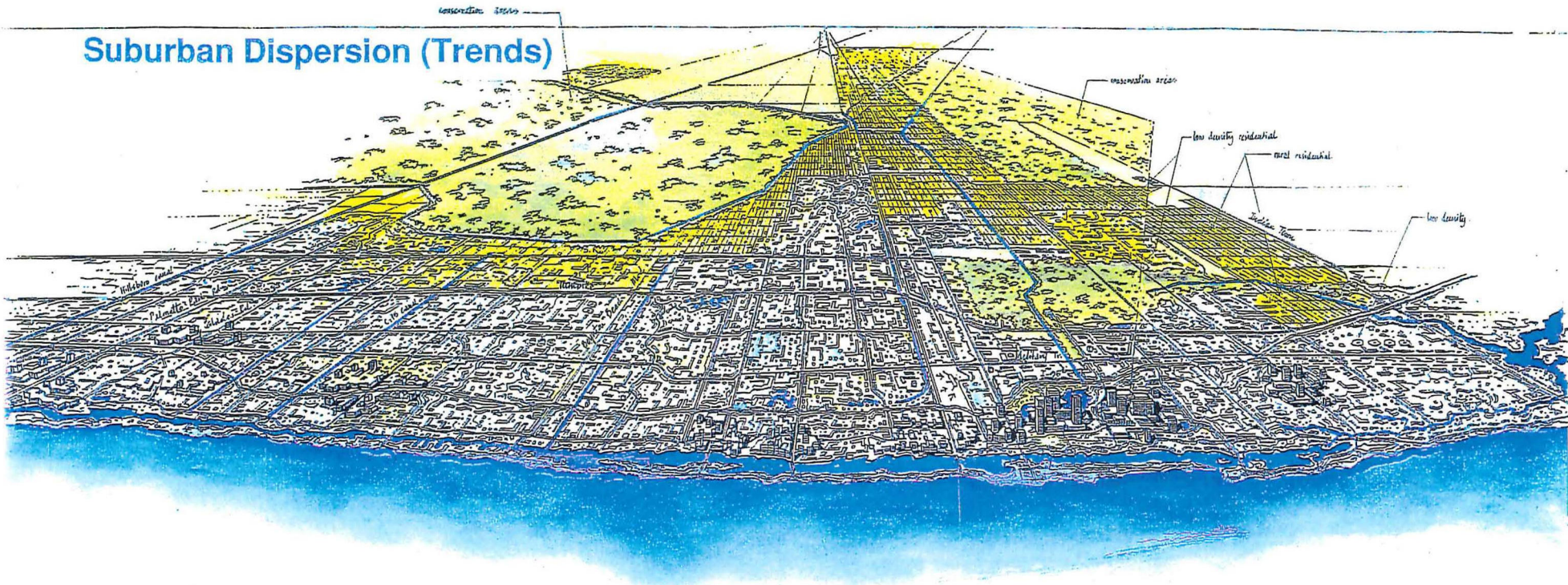
Suburban Dispersion (Trends)



Map Legend

High Density Residential:		Commercial:	
Medium Density Residential:		Industrial:	
Low Density Residential:		Community Facility/TCU:	
Very Low Density Residential:		Parks/Open Space:	

Suburban Dispersion (Trends)



MAJOR CENTERS

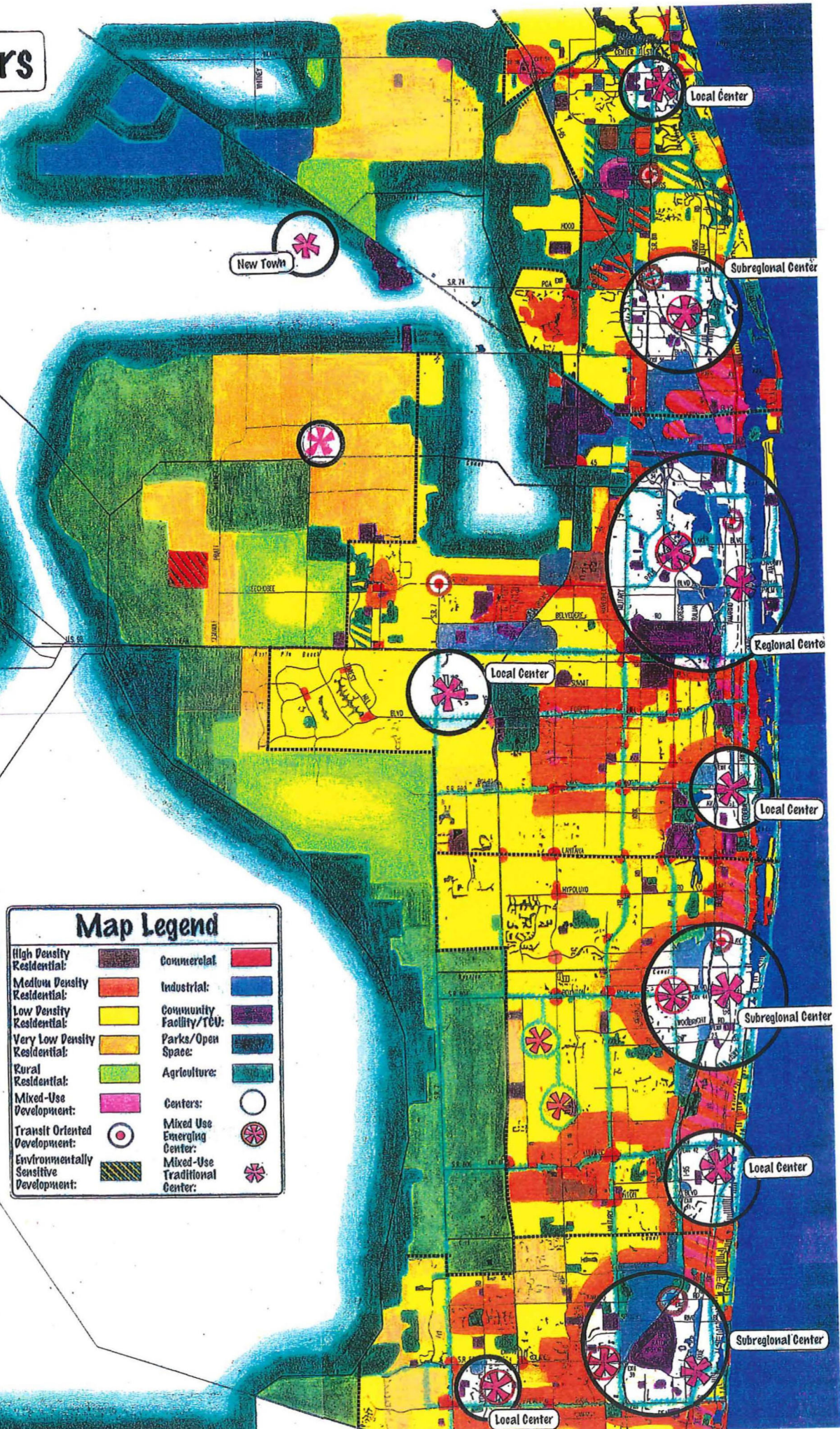
General Description - This scenario addresses growth by attracting a majority of the new development (housing & employment) into several large, compact, pedestrian oriented urban centers, in an effort to protect rural and environmentally sensitive lands and efficiently employ existing infrastructure. Infill development, mixed use and redevelopment represent key components or strategies.

A hierarchy of centers is featured in this alternative. The centers receive highest priority for funding of public facilities and services, and the quality of life is greatly enhanced. Densities and intensities are highest within the centers, tapering off to low density development in the suburbs. Multi-family housing is encouraged in the centers and surrounding mass transit stations/stops. Existing viable older neighborhoods are protected; however, others may be encouraged to redevelop. Several types of growth boundaries and timing mechanisms are utilized to direct growth and development into appropriate areas of the county. New villages, or compact rural centers, surrounded by open space are established to provide for growth beyond the year 2020. Open space plays a key role and a linked open space system is incorporated into the overall land use pattern. Although the automobile is still the preferred mode of transportation, mass transit plays a larger role in providing mobility and accessibility within, and between centers. Auto use is de-emphasized within the centers and transportation demand management techniques utilized.

Key Features (For additional information see Table 3):

- Land use pattern attracts development into compact centers to preserve rural areas, agricultural and environmentally sensitive lands
- Emphasis on balance of lifestyle, environment and economy
- Jobs/housing & land use balance achieved in centers and sectors
- Level of service is higher in centers -- quality of life meets or exceeds suburban areas
- Mixed use, infill development, redevelopment, and urban design represent key strategies
- Open space and linked open space play major role in defining development pattern
- Variety of housing types, including affordable housing distributed throughout the county
- Efficient use of existing infrastructure - prioritization for improved services and facilities
- Balanced transportation modes within the centers & connecting the centers

Major Centers



Map Legend

High Density Residential:		Commercial:	
Medium Density Residential:		Industrial:	
Low Density Residential:		Community Facility/TCU:	
Very Low Density Residential:		Parks/Open Space:	
Rural Residential:		Agriculture:	
Mixed-Use Development:		Centers:	
Transit Oriented Development:		Mixed Use Emerging Center:	
Environmentally Sensitive Development:		Mixed-Use Traditional Center:	

Major Centers



CORRIDOR/MULTI CENTER

General Description - This scenario attracts development into many small and moderate size (pedestrian oriented) centers, and along transportation corridors, to protect rural and environmentally sensitive lands. Pedestrian amenities are provided within all of the centers and improved access between centers and surrounding neighborhoods is emphasized.

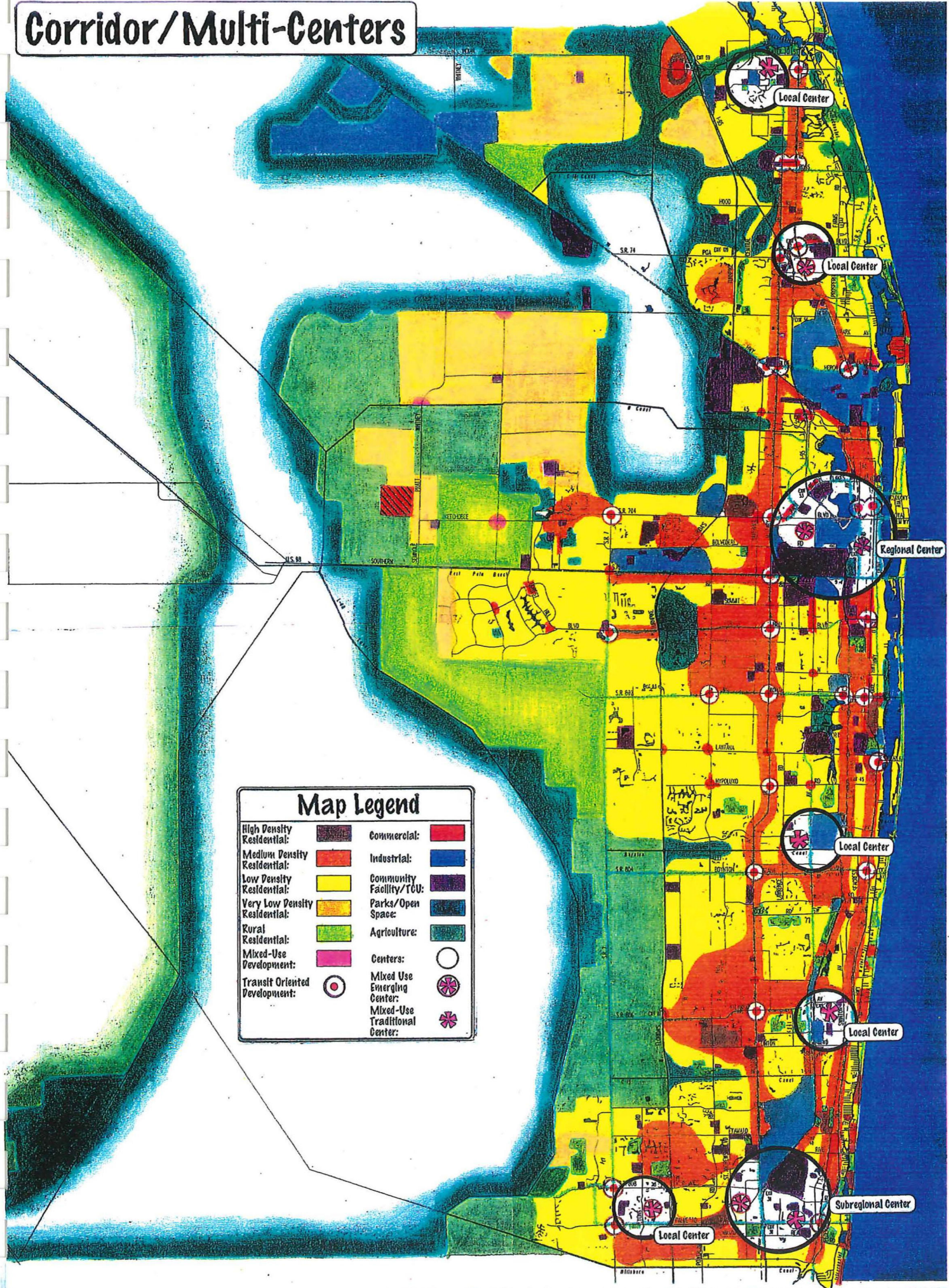
The urban centers contain some redevelopment areas, employment centers and cultural amenities. Densities and intensities are highest within the centers and along transportation corridors. Single family homes are predominant in the suburban areas. Existing viable neighborhoods in the urban area are protected and enhanced, but some redevelopment is encouraged. Transit oriented developments, featured along major transit corridors contain employment centers and high density residential land uses. Several types of growth boundaries and timing mechanisms are utilized to direct growth and development into appropriate areas of the county.

Alternative modes of transportation are heavily emphasized under this scenario. Mass transit opportunities, as well as pedestrian and bicycle accessibility, are enhanced. Roadway networks are improved surrounding the centers and transportation demand management techniques utilized.

Key Features (for additional information see Table 4):

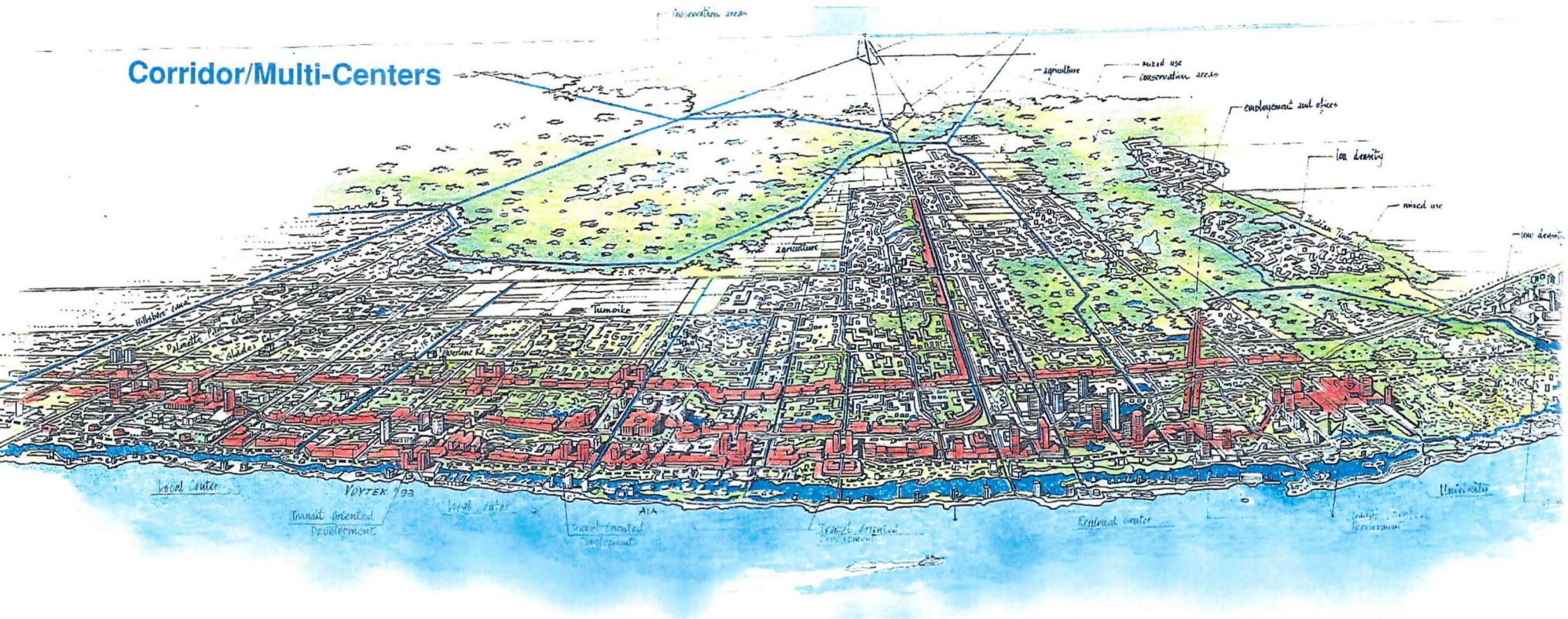
- Land use pattern stresses compact development in small urban centers and corridors
- Emphasis on balance of lifestyle, environment and economy
- Mixed use, infill development, redevelopment, and urban design represent key strategies
- Jobs-housing balance achieved through transportation links
- Future growth through urban centers and along high density transit corridors
- Open space and linked open space play major role
- Variety of housing types and affordable housing distributed throughout county
- Efficient use of existing infrastructure, and efficient expansion
- Balanced transportation modes within corridors, and between and within centers
- Level of Service is higher in corridors and centers

Corridor/Multi-Centers



Map Legend	
High Density Residential:	Commercial:
Medium Density Residential:	Industrial:
Low Density Residential:	Community Facility/TOU:
Very Low Density Residential:	Parks/Open Space:
Rural Residential:	Agriculture:
Mixed-Use Development:	Centers:
Transit Oriented Development:	Mixed Use Emerging Center:
	Mixed-Use Traditional Center:

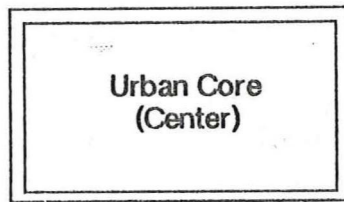
Corridor/Multi-Centers



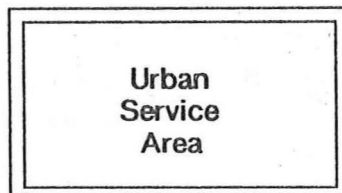
DEFINITIONS & DESCRIPTIONS

- TYPES OF SERVICE AREAS**
- HIERARCHY OF CENTERS**

Potential "Types" of Service Areas



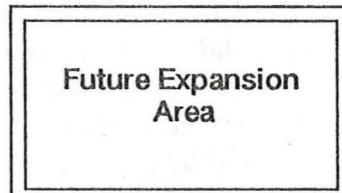
highest priority
services & infrastructure
variety & mix of land uses



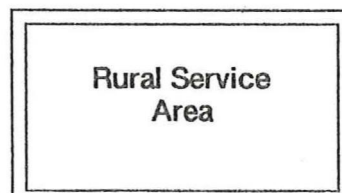
full range of services
variety of land uses



fire rescue/ parks
potential water
primarily residential



future service area
(compact)
variety & mix of uses



Purpose: Provide a location for future growth and development, that cannot be accommodated within the established USA, in distinct functional and efficient urban areas which are suitable for development.

Description: The Urban Expansion Area represents a logical extension of the Urban Service Area, is adjacent to it, and would include areas suitable for future development upon near build-out of the Urban Service Area (USA), most likely beyond the next twenty years. It offers an opportunity to create great new cities, towns and villages, in locations which truly recognize environmental features, and where people will want to live and do business.

LIMITED SERVICE AREA - Existing exurban areas (between rural and urban areas, less than 1 unit/acre, greater than 1 unit/5 acres) Minimal public service provision for areas which are "exurban", or large employment areas which do not require the full range of urban services.

Purpose: Maintain existing "semi-urban" lifestyles and their identity, while reducing the fiscal impacts and increasing efficiency.

Description: Limited service areas recognize and help protect existing semi-urban lifestyles (large lot single-family developments) and environments, and/or identify areas which meet special employment needs such as Pratt & Whitney (Currently designated as a limited service area on the Future Land Use Atlas). These areas will not require a full range of services at an urban level, nor are they a priority for public funding for services.

Limited service areas may only provide, as the name implies, limited infrastructure and minimal services such as police or fire/rescue, and possibly central water. Other opportunities such as linear type parks may be provided within these areas, such as equestrian or bike paths. It is not the intent that limited service areas contain such facilities as governmental offices, public cultural facilities or public social service facilities. Therefore, the residents are aware of the services they can expect within a semi-urban area which relieves the County of expectations and demands for costly services in the future. The limited service area designation also provides some protection against urban services expanding into the area for residents that wish to maintain their lifestyle. If additional services are desired, the residents of the area may pay the full marginal cost of the improvements.

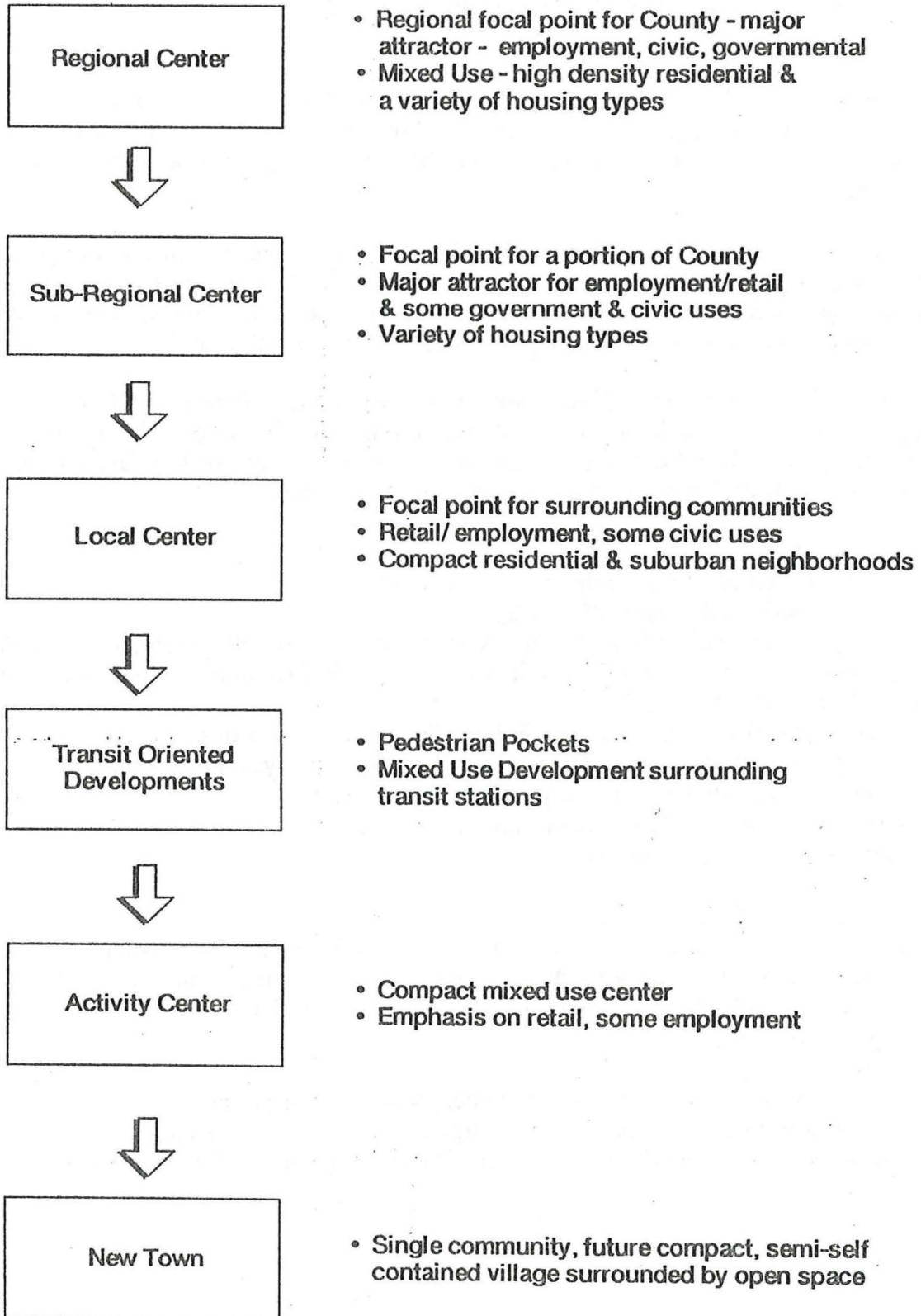
RURAL SERVICE AREA - Rural (minimal) services provided.

Purpose: Protect the rural lifestyle and quality of life of residents in the rural areas.

Description: - Rural service areas represent those areas where very few if any services are provided. These areas are to remain rural and no urban or suburban development should take place.

Table 5 summarizes the types of proposed service areas under consideration.

Hierarchy of Centers



SUB-REGIONAL CENTER (2020 Description) - The sub-regional centers also have a variety of land uses (commercial, housing, employment); however, they serve as a center for a portion of the County and generally do not attract at a regional level. These centers contain some of the same uses as the Regional Center, but at a smaller scale and are generally less intensive. (Governmental operations are satellite functions, for example.)

Within the sub-regional centers, internal circulation between the traditional areas and new development is emphasized. These centers may also be linked by transit and open space corridors. The emphasis will be on pedestrian, bicycle and transit in areas where development is most concentrated. Good accessibility to the regional center through alternative modes of transportation is also emphasized.

The Sub-regional center also functions as the focal point for the community and offers many civic and public facilities. Residential uses are mixed near the core of the center with retail and office development, while single family and multi-family residential development can be found surrounding the non-residential development.

Population Guidelines -

- The population is generally between 50,000 and 150,000 people

Approximate Residential Density/Intensity -

- To support a transit system and the non-residential uses, density should be at a minimum 10 du/acre (average) (Range 10 - 15)
- Average density is 12 units per acre or greater within 1/4 mile of a transit station and 20 - 30 dwelling units per acre within 1/8 mile of a transit station

Transportation/Transit -

- High accessibility within and between centers by automobile & transit
- Connected by a transit system, either light rail or bus to the regional center
- Pedestrian and bikeway systems provided
- Park & Ride facilities available

Non-residential -

- 10 - 30 million s.f. of non-residential
- One million s.f. at each rail transit station

Open Space -

- Level of service for open space/recreation facilities is higher than in suburban areas
- Neighborhood parks, squares, and a community park are provided

LOCAL CENTERS (2020 Description)- These centers are smaller than the sub-regional center and provide services to one or more local communities. They represent smaller growing centers within the County. They will attract a small amount of the County growth, and function as central places, providing services for the surrounding residential communities. While much smaller than other centers, they still offer a variety of services and land uses. They have more commercial uses; however, than employment, but they do offer some civic and institutional uses as well.

Population Guidelines-

- The general population is between 20,000 and 80,000 people

Population Guidelines-

- The population is generally between 2,000 & 10,000 people

Acreage -

- The size of a Village is generally 200-640 Acres

Transportation/Transit -

- Internal circulation should be pedestrian & bicycle oriented
- Alternative modes of transportation is encouraged to connect the village to the other centers (Bus - Park & Ride)

Approximate Residential Density/Intensity -

- A mixture of housing types and densities is found throughout the center
- Density to support transit would require an overall density of 5-7 du/acre
- A minimum of 10-15 du/acre within 1/4 mile of a transit stop

Non-residential -

- Approximately 2 - 3 million square feet of non-residential development

Open Space -

- A green space buffer of 1 mile surrounds the village
- Neighborhood Parks or squares are provided
- Open space linkages are built into the overall pattern

In addition to the hierarchy of centers, the centers also can be divided into the two following categories:

Traditional Centers - The traditional centers contain a variety of uses, and have a pedestrian oriented downtown core area. They were generally developed prior to WWII and primarily before the automobile became the dominant mode of transportation. Redevelopment of these older areas is encouraged and new residential and employment generating land uses are desirable. The traditional or developed portions of the centers would focus on redevelopment, adaptive reuse or retrofitting the area to accommodate transit, additional parks, and linked open space to support a greater density of residential development.

Emerging Centers - Emerging centers are generally located in newer suburban areas. The emerging centers bring shopping and employment opportunities closer to suburban residents. Although located in the automobile oriented areas, these centers should be encouraged to promote alternative modes of transportation and a pedestrian oriented environment. Emerging Centers should also provide a focal point for the community and offer a sense of place and identity. The emerging centers would focus on innovative means of combining large scale development and pedestrian/transit developments. Emerging centers may be contained within regional or subregional centers, and multi-modal transportation links as well as open space links are encouraged to connect the emerging center to other locations within the regional or subregional center.

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- Catherine Dwore
- Mike Grella

District 2

- Douglas Ombres, Esq.
- Jerry Tillinger

District 3

- Dr. Richard Carrington
- John Martin

District 4

- Jean Beer
- Robert Hagerty

District 5

- Frank Barbieri
- Adele Messinger

District 6

- Gary Colecchio
- Bill Gotthelf

District 7

- Rosa Durando
- Michael Brown

Member-at-Large

- John Corbett

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James Duncan & Associates
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Palm Beach County Housing & Community Development
Palm Beach County Parks and Recreation Department
Palm Beach County Property Appraiser's Office
Palm Beach County School Board
Palm Beach County Water Utilities Department
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- Kevin Ratterree, *Kilday & Associates*
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- Hugo Unruh, *Hugo Unruh & Associates*
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