

# Florida Planning Officials Training Program

## Making Planning Work



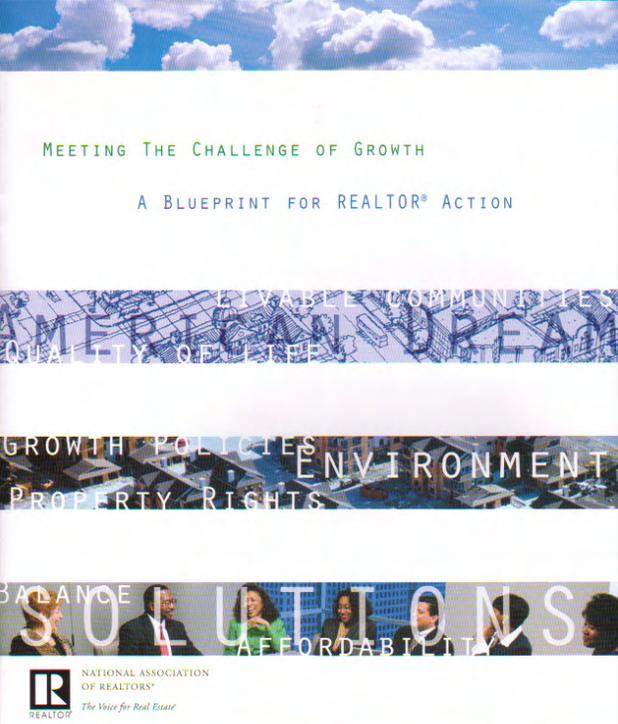
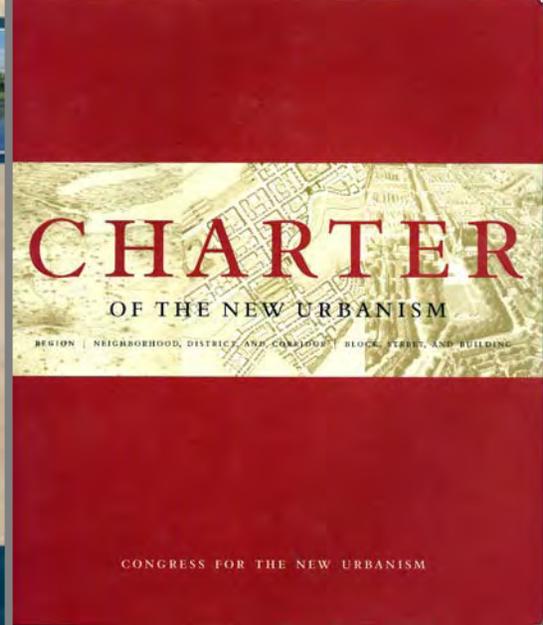
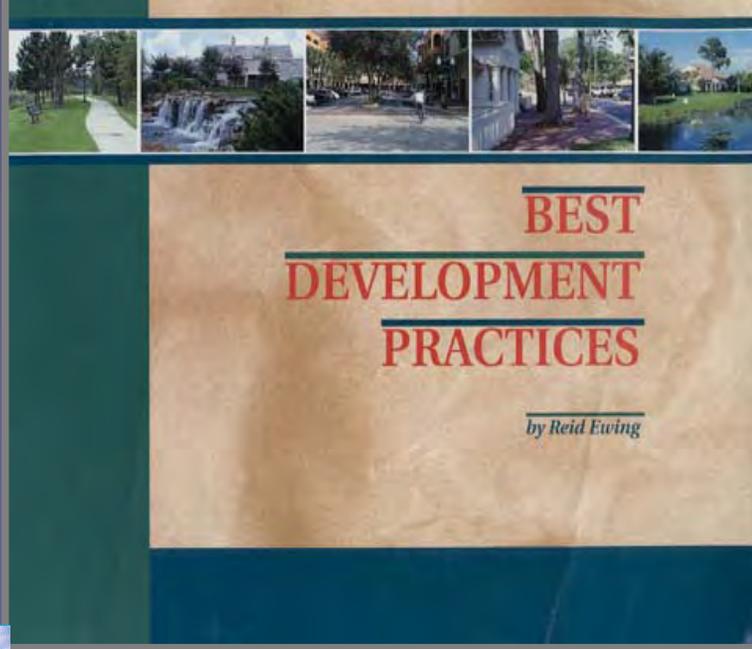
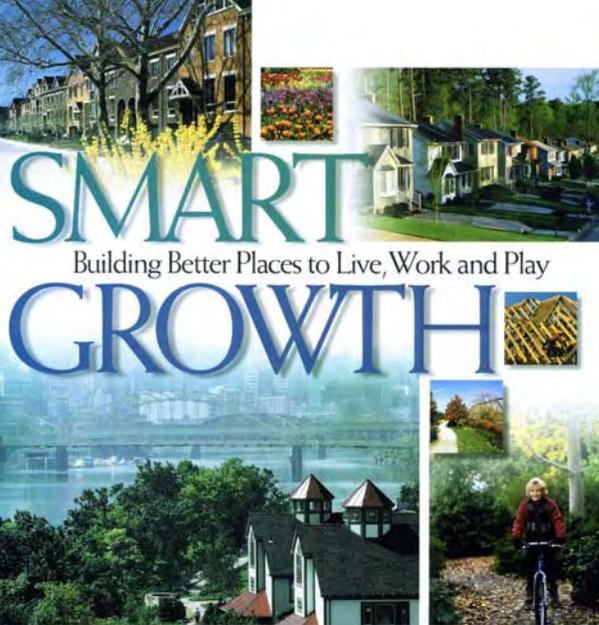
from the region to  
the lot

# Our Challenge



How do we  
build the  
community we  
can live in ?





# Why is Community Design Important?

# Impending Growth Problems

- Decline in existing built-up areas
- Degradation of the environment
- Over utilization of energy sources
- Fiscal strains
- Deficiencies in public facilities
- Housing affordability

Robert Freilich

# Sprawl is a Conservative Fiscal Issue

Growth has helped fuel .... Unparalleled economic and population boom and has enabled millions .... to realize the enduring dream of home ownership .... but sprawl has created enormous costs .... Ironically, unchecked sprawl has shifted from an engine of .... Growth to a force that now threatens to inhibit growth and degrade the quality of life.



Beyond Sprawl, 1995  
Bank of America

# The Public Infrastructure Gap

National infrastructure deficiencies now exceed  
\$4 trillion and are growing at a rate of  
\$1.7 trillion every 5 years

**\$4,000,000,000,000**

# **Rate of Increase in Developed Land is Much Greater than Rate of Increase in Population**

**1970 – 1990:**

- Chicago Metro Area: Population Up 4%, Developed Land Up 35%**
- Seattle Metro Area: Population Up 38%, Developed Land Up 87%**
- Cleveland Metro Area: Population Down 11%, Developed Land Up 33%**

# Florida's Affordable Housing Policy

Drive til You Qualify

# Trends in Transportation Behavior

1982 to 1995:

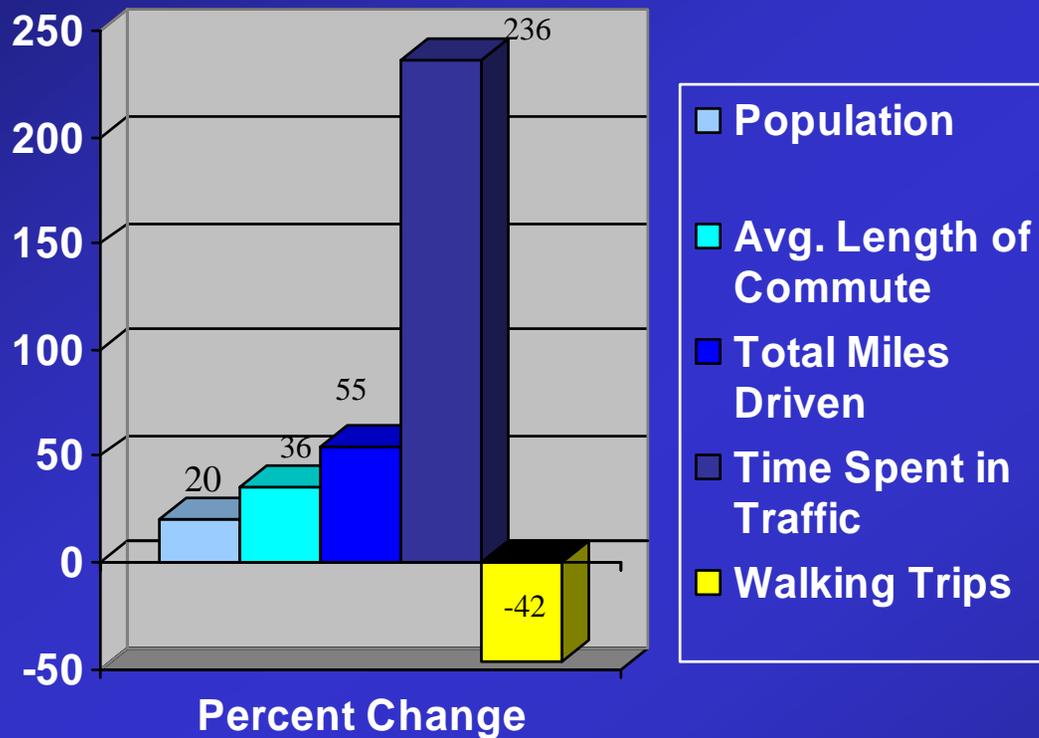
Population ↑ 20%

Length of commute ↑ 36%

Miles driven ↑ 55%

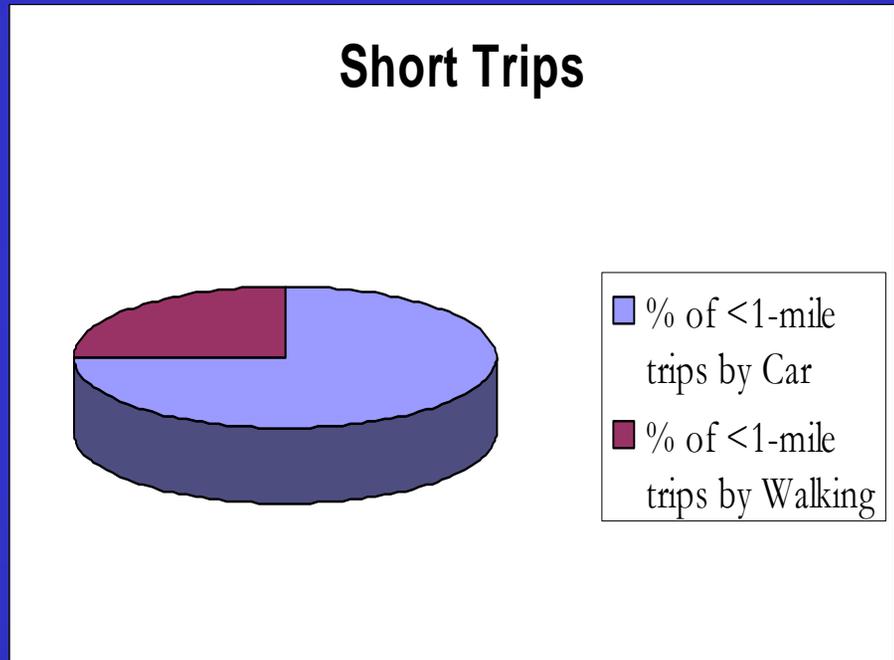
Time in traffic ↑ 236%

Walking ↓ 42%



# Short Trips Made By Car

- **Three-fourths of trips under one mile are made by car.**
- **In 1990, almost half of all trips were less than 3 miles, yet only 0.7% of trips were made by bicycle.**



# Disappearing Walk to School

- 1 in 4 trips are to or from school.
- 10% of these trips are made by walking and bicycling.
- Of short school trips, 28% are on foot and less than 1% are by bike.
- Children who walk to school declined 23% in the past 10 years.



*It's About Kids!*  
*It's About Safety!*  
*It's About Caring!*  
*It's About Time!™*



## CANINE CONSTITUTIONAL

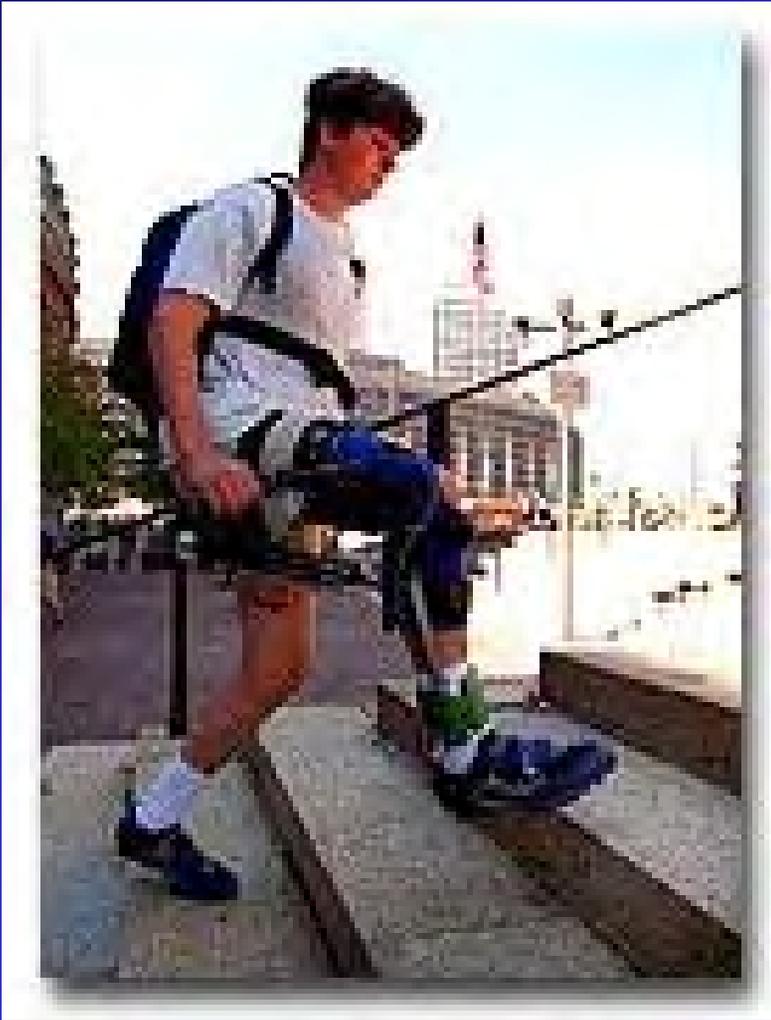


Tommy Sawyer / Dogworld

Columbus, Ohio

“A brisk walk in the park keeps Morey B in shape between dog shows. His owner...got up early to give her 5-year-old Doberman his regular walk. They typically log 1½ miles in Berliner Park.”

# What is Physical Inactivity?



**“Not getting 30 minutes of moderately intense physical activity at least five days per week.”**

**U.S. Surgeon General**

# Is Physical Inactivity Really a Problem?



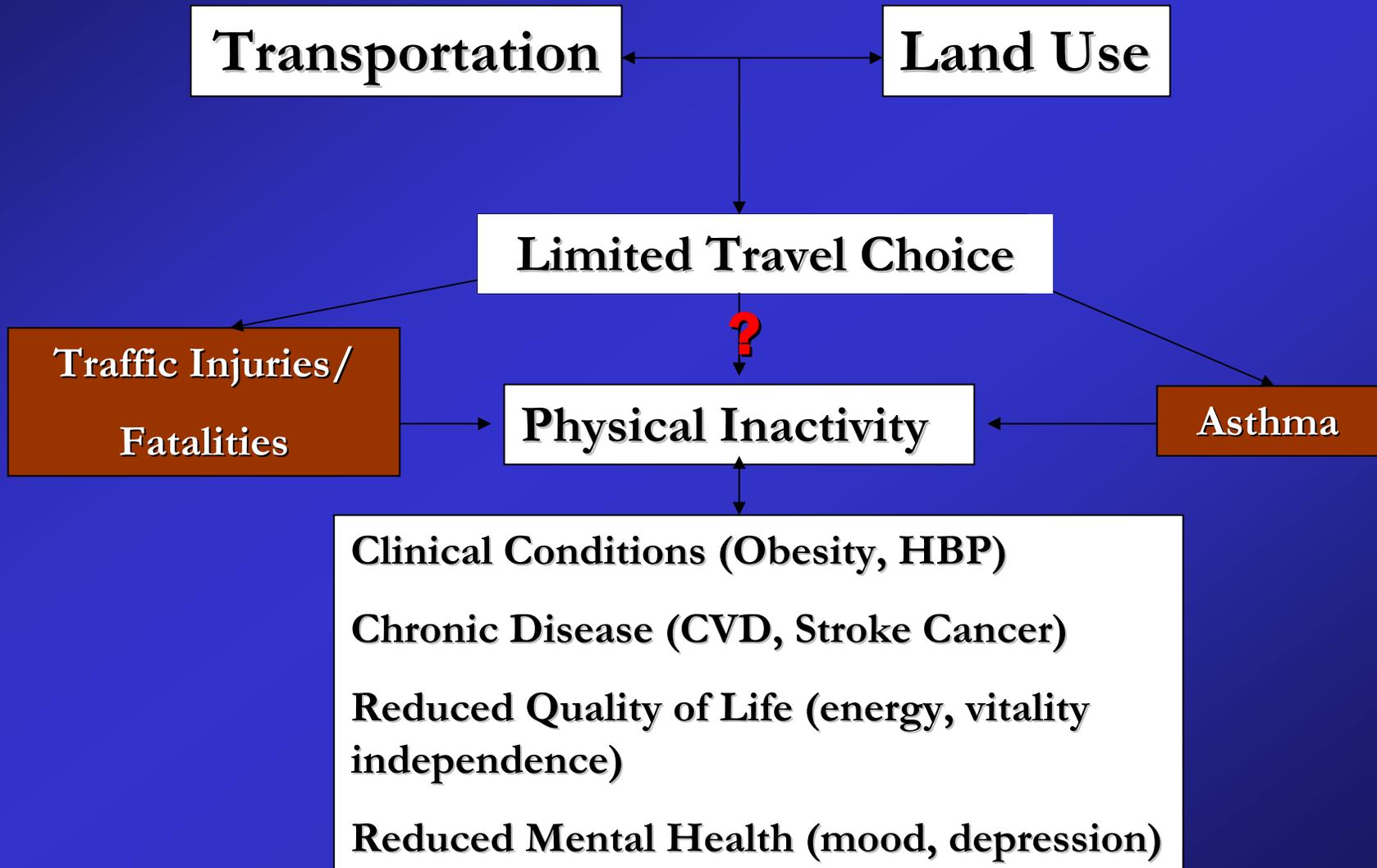
**29%** of adults are **sedentary**

**73%** are **not active** enough

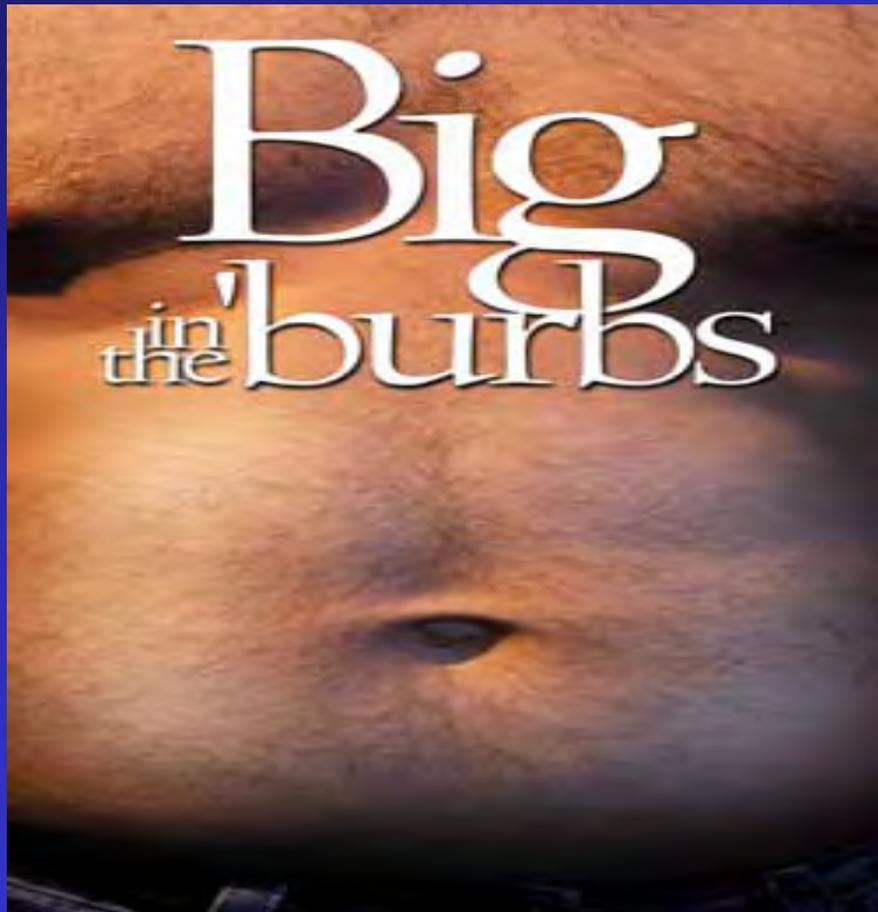
**36%** of young people in grades 9-12 do **not participate in vigorous activities** 3 or more days a week

**1/4** of those aged 6-17 are **already overweight**

# The connections between physical design and health



# Obesity/Overweight

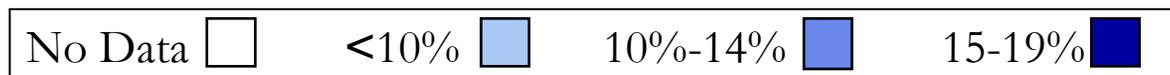
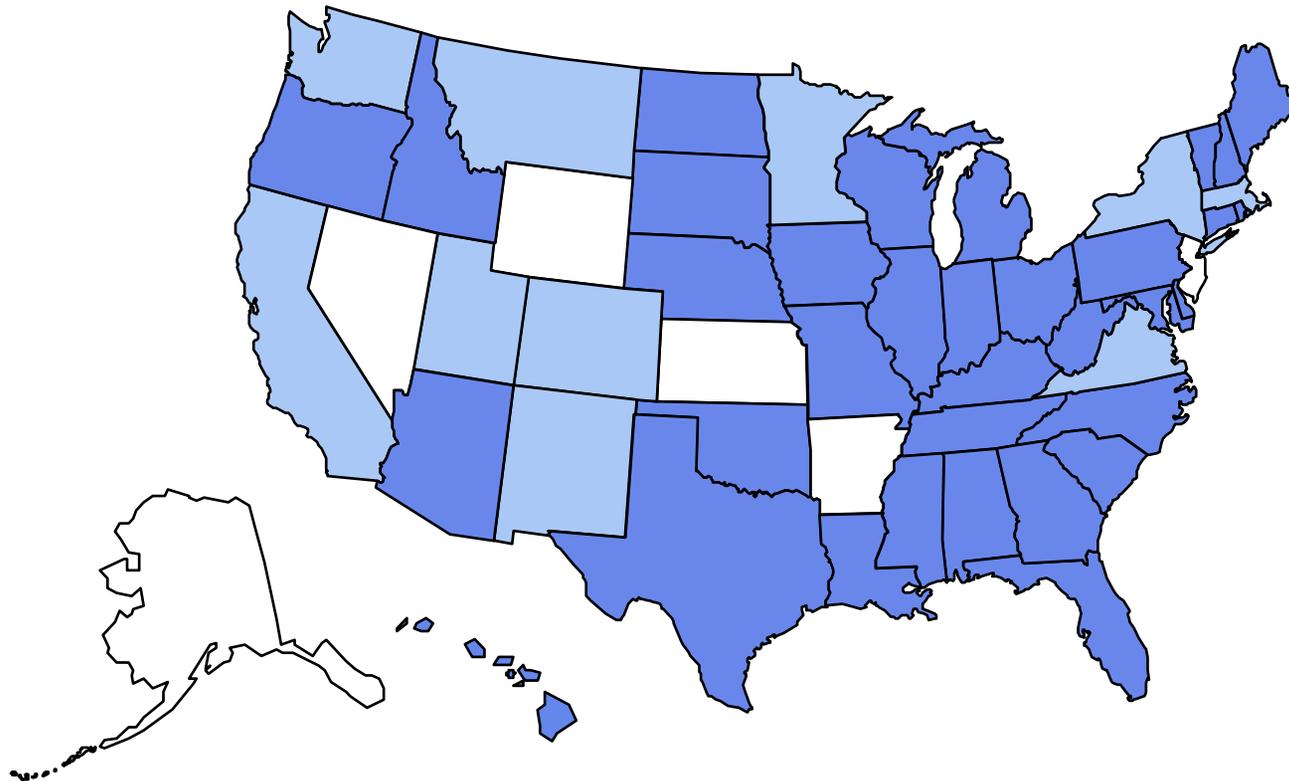


- Over 1 in 4 adults is obese
- 61% of adults are overweight
- Rates of seriously overweight children more than doubled since the 1970s.
- There has been a dramatic increase in the number of children with adult-onset diabetes in the last five years.

# Obesity\* Trends Among U.S. Adults

## BRFSS, 1990

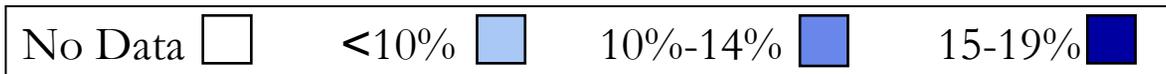
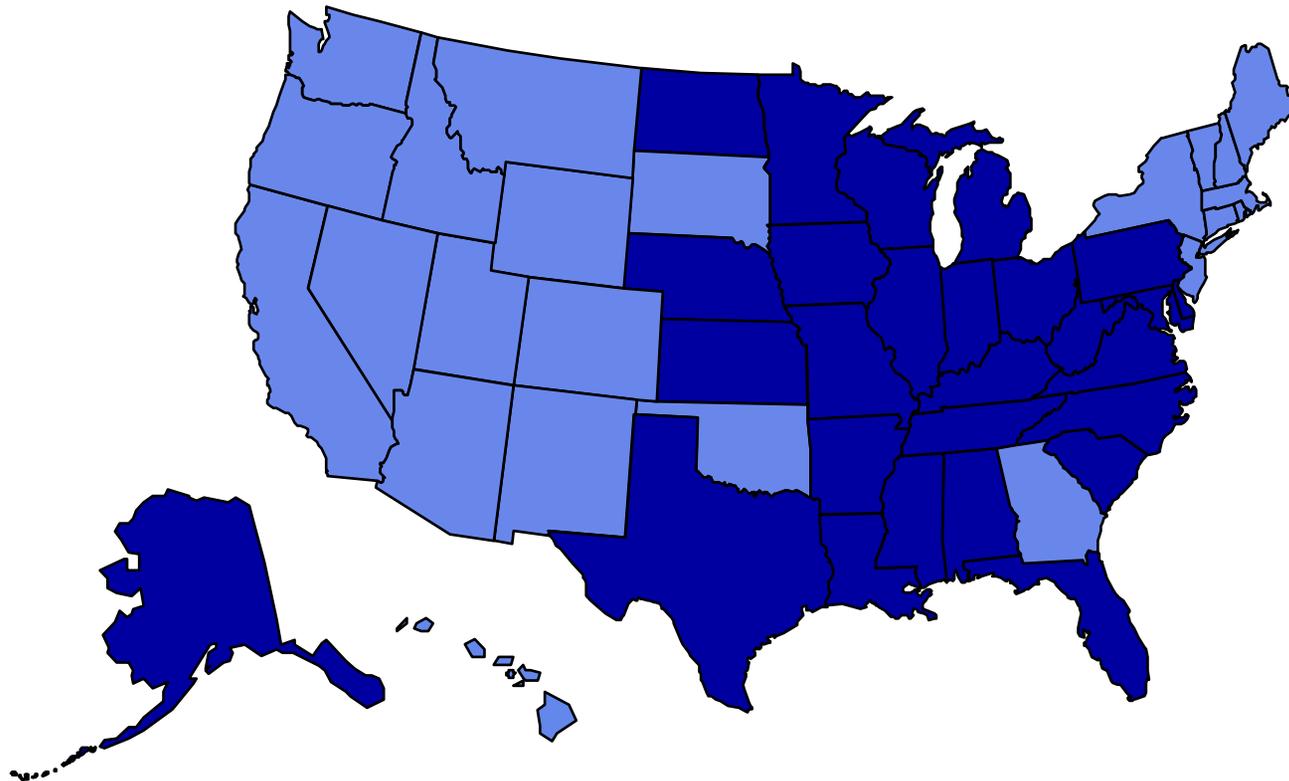
(\*BMI  $\geq 30$ , or  $\sim 30$  lbs overweight for 5'4" person)



# Obesity\* Trends Among U.S. Adults

## BRFSS, 1995

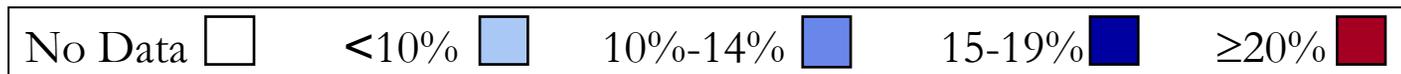
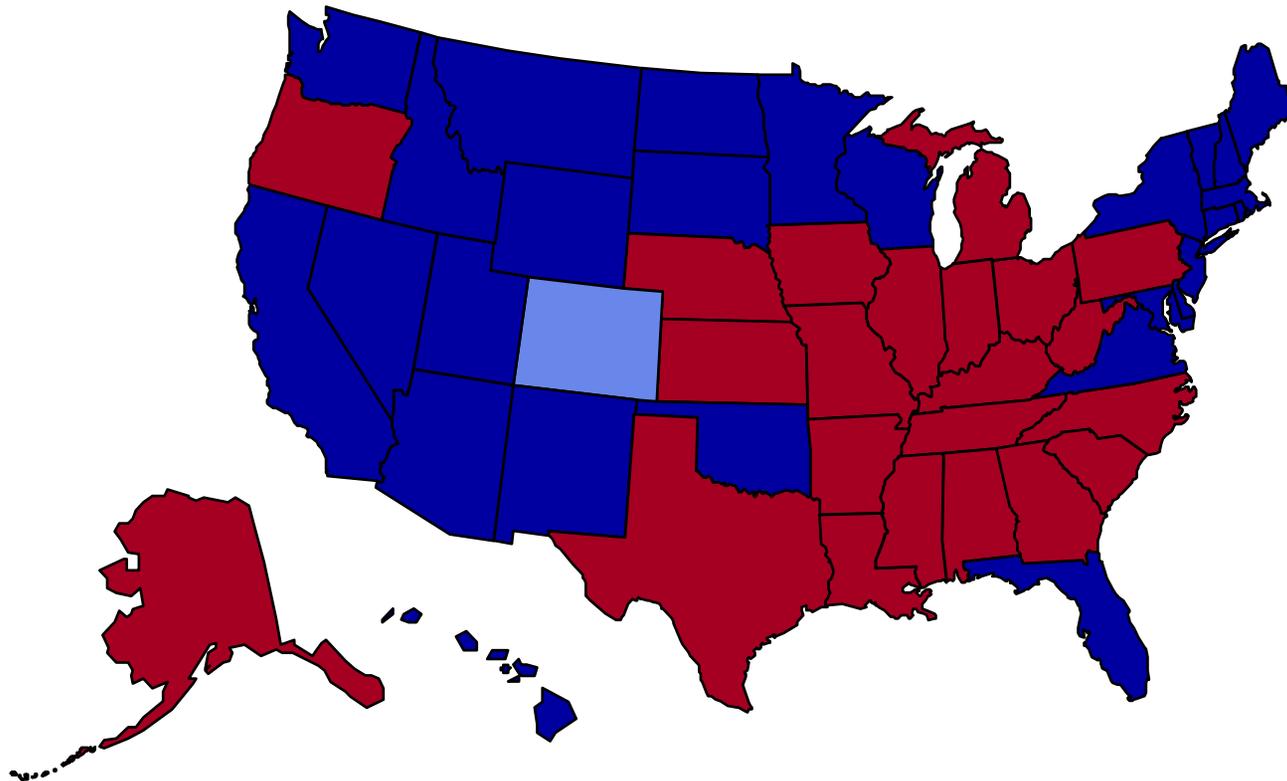
(\*BMI  $\geq$  30, or  $\sim$  30 lbs overweight for 5'4" person)



# Obesity\* Trends Among U.S. Adults

## BRFSS, 2000

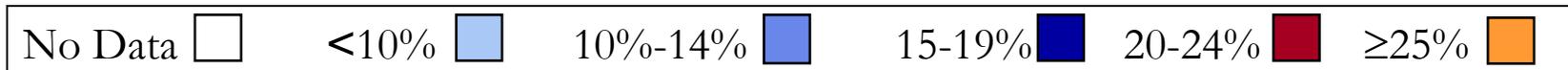
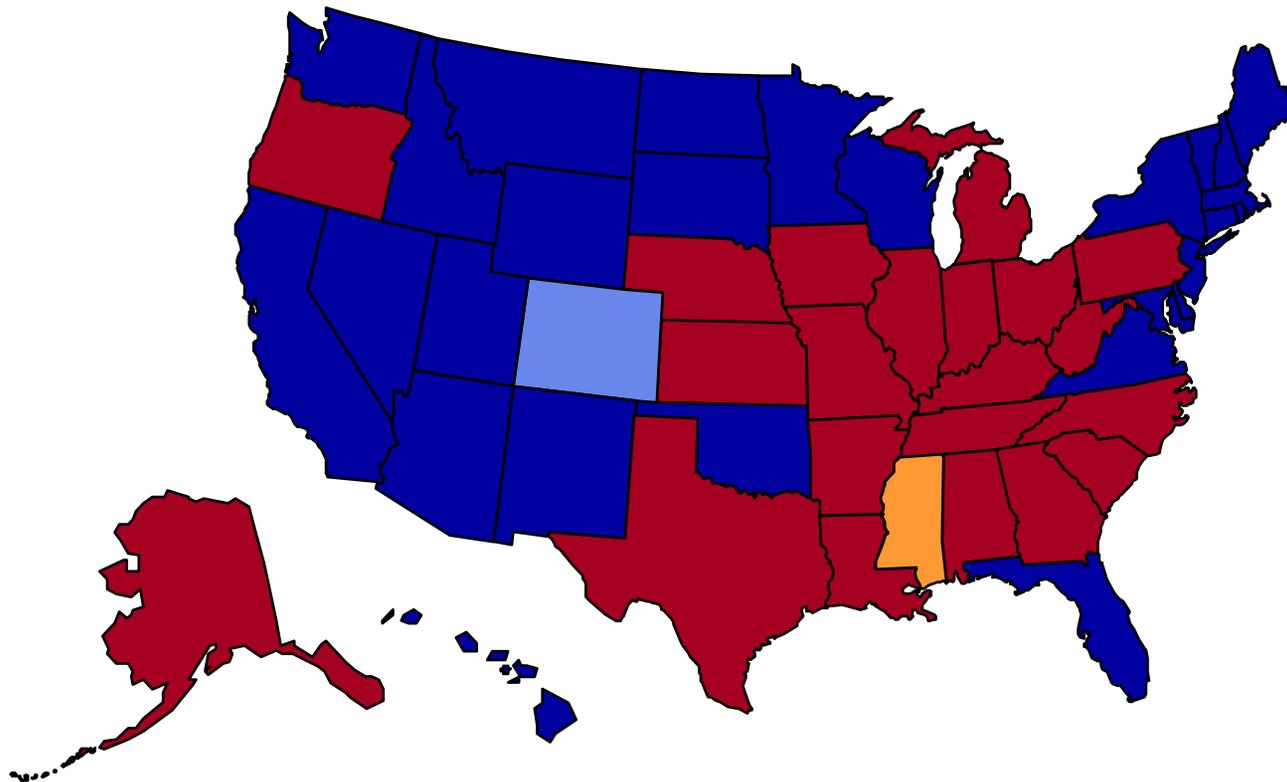
(\*BMI  $\geq 30$ , or  $\sim 30$  lbs overweight for 5'4" person)



# Obesity\* Trends Among U.S. Adults

## BRFSS, 2001

(\*BMI  $\geq 30$ , or  $\sim 30$  lbs overweight for 5'4" person)

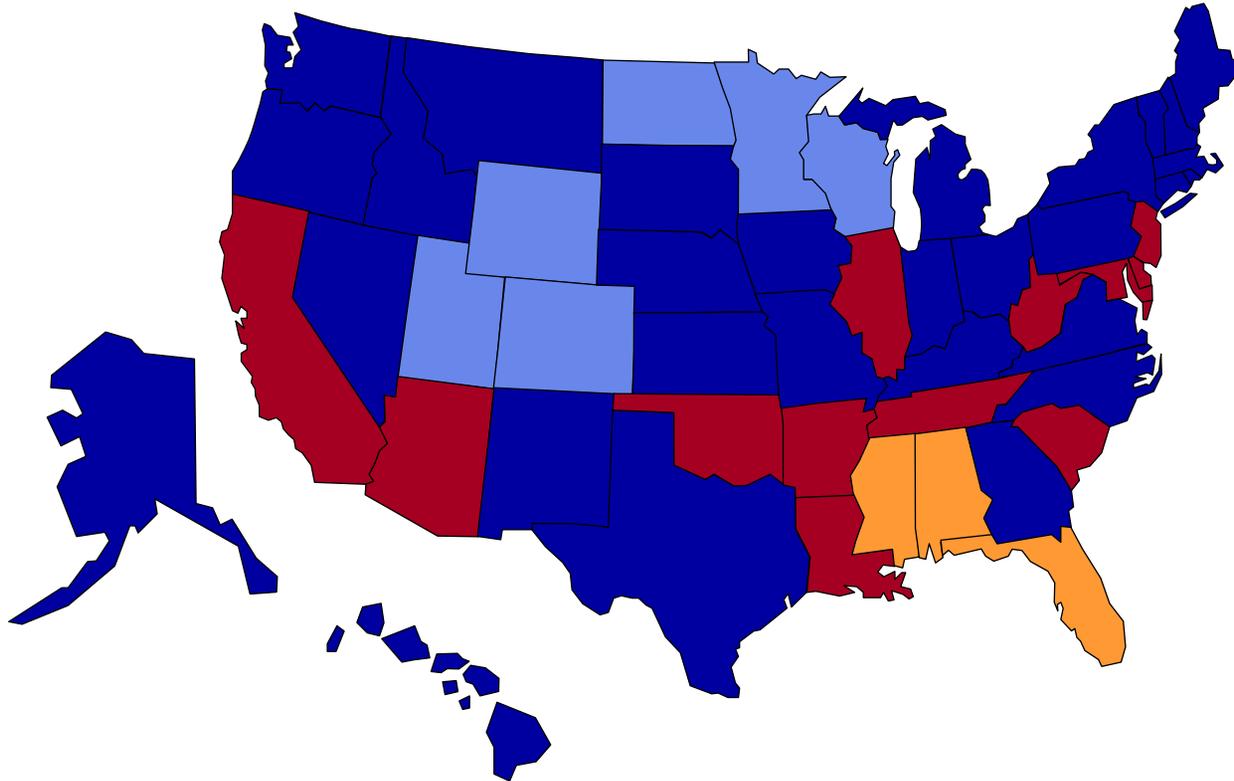




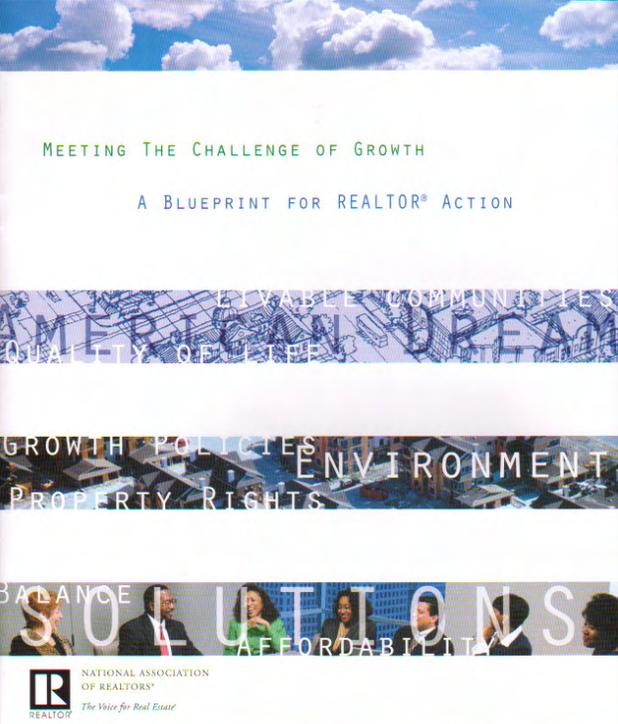
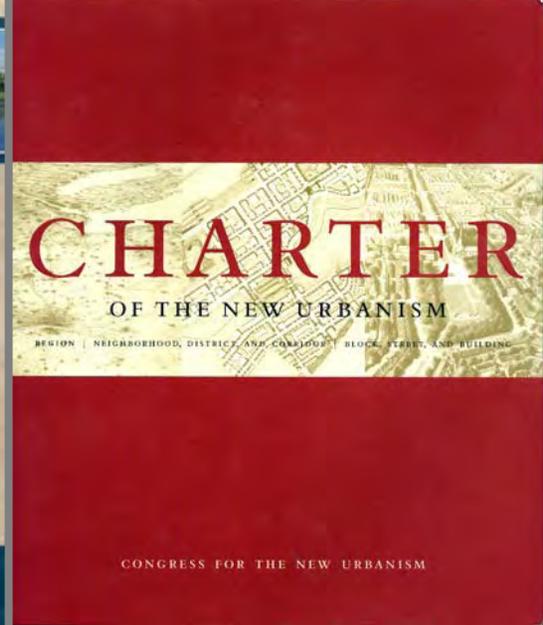
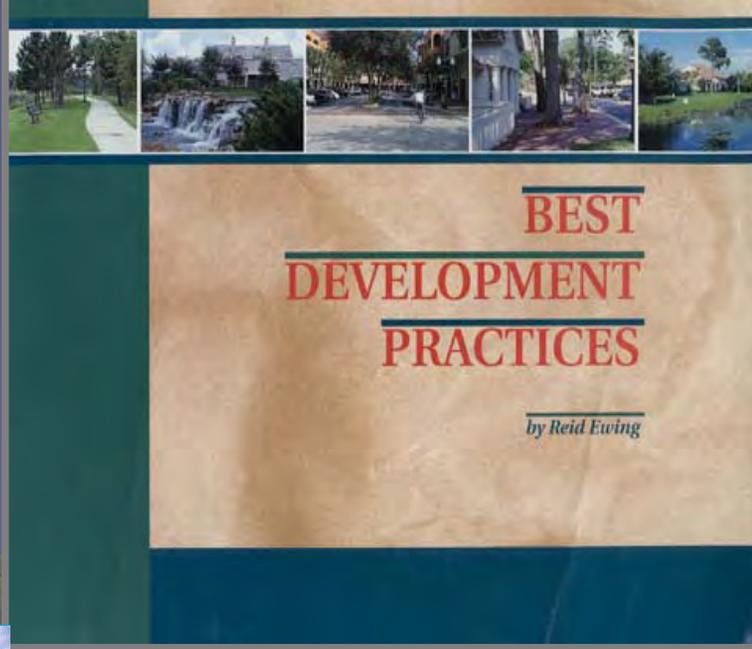
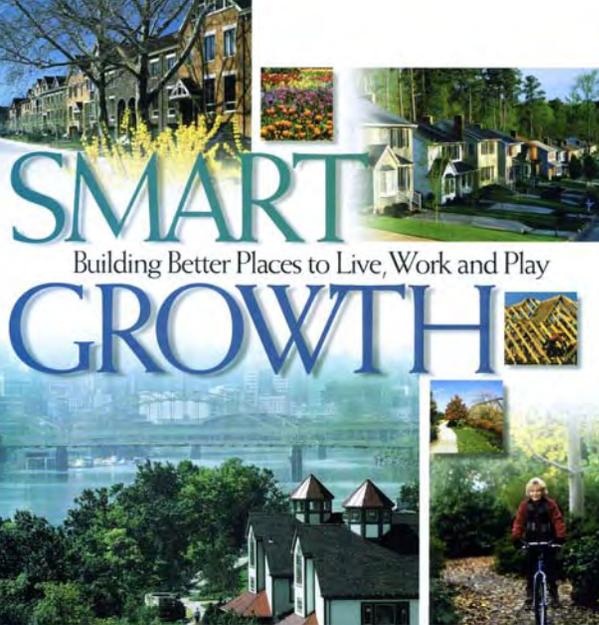


# Diabetes Trends\* Among Adults in the U.S., (Includes Gestational Diabetes)

## BRFSS 2001

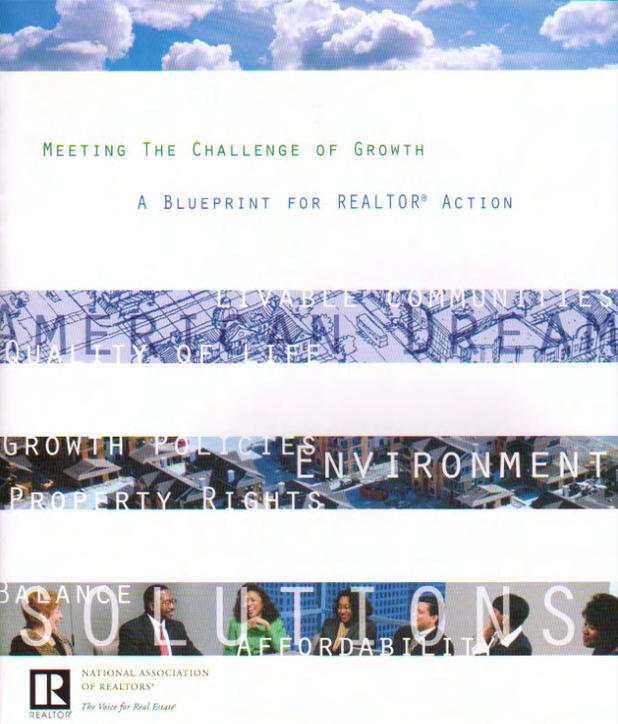
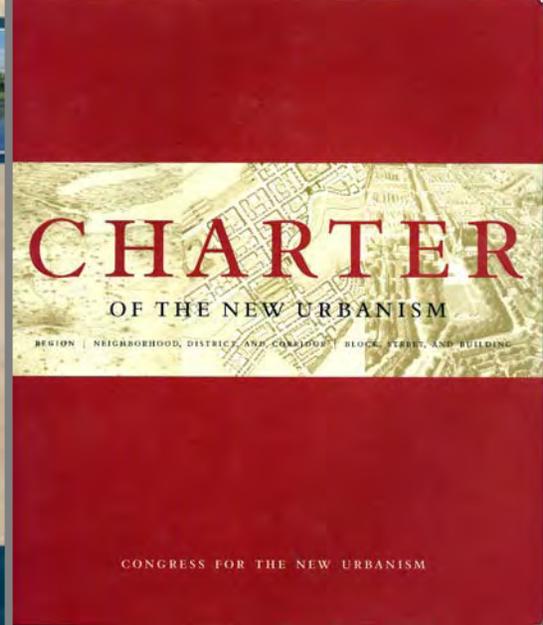
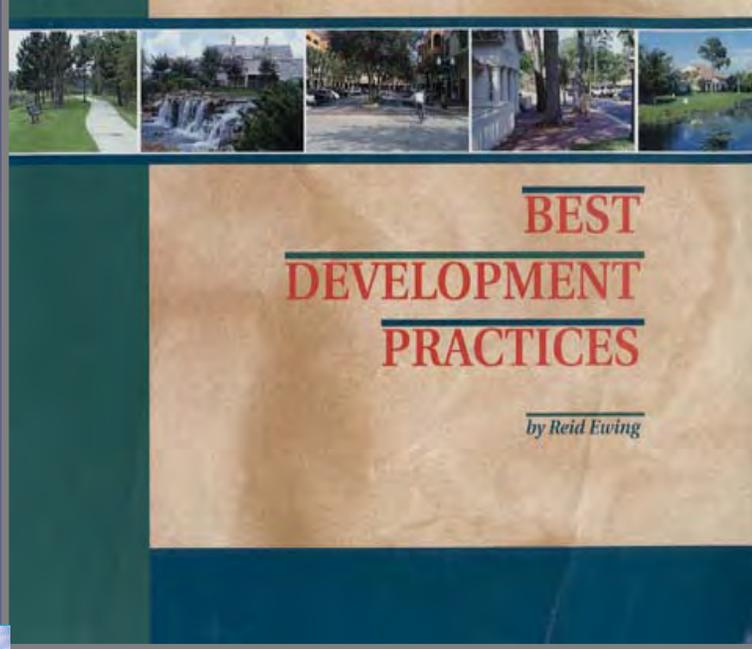
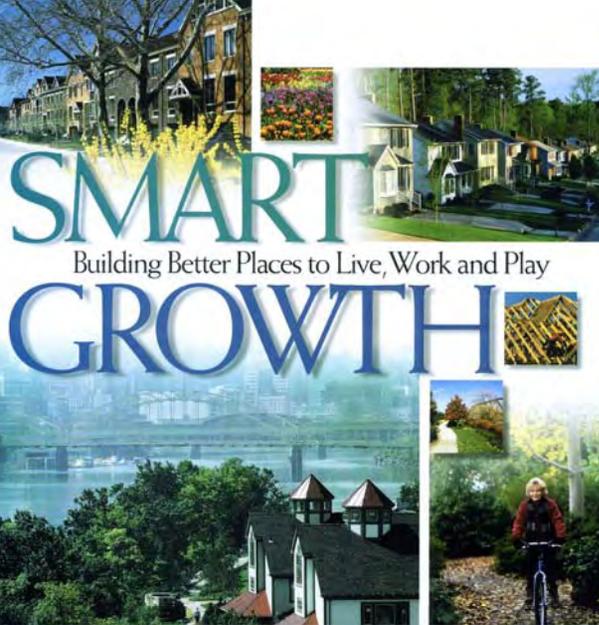


Source: Mokdad et al., *J Am Med Assoc* 2001;286:10.



# What is this “Smart Growth” anyway?





# Encourage Community & Stakeholder Collaboration

# Why vision for successful community building?



*people are more likely to achieve their goal if they articulate what they actually want*

*the future can not be predicted, but people can express what they desire for the future*

**“The future is not completely beyond our control.  
It is the work of our own hands.”**

**Robert F. Kennedy**

# Why?

create shared goals  
identify concrete strategies  
build consensus and good will  
facilitate action  
energize local networks  
develop new leadership



**“The future is not completely beyond our control.  
It is the work of our own hands.”  
Robert F. Kennedy**

# Ingredients of Successful Community Building

*The  
process  
must be  
visionary.*

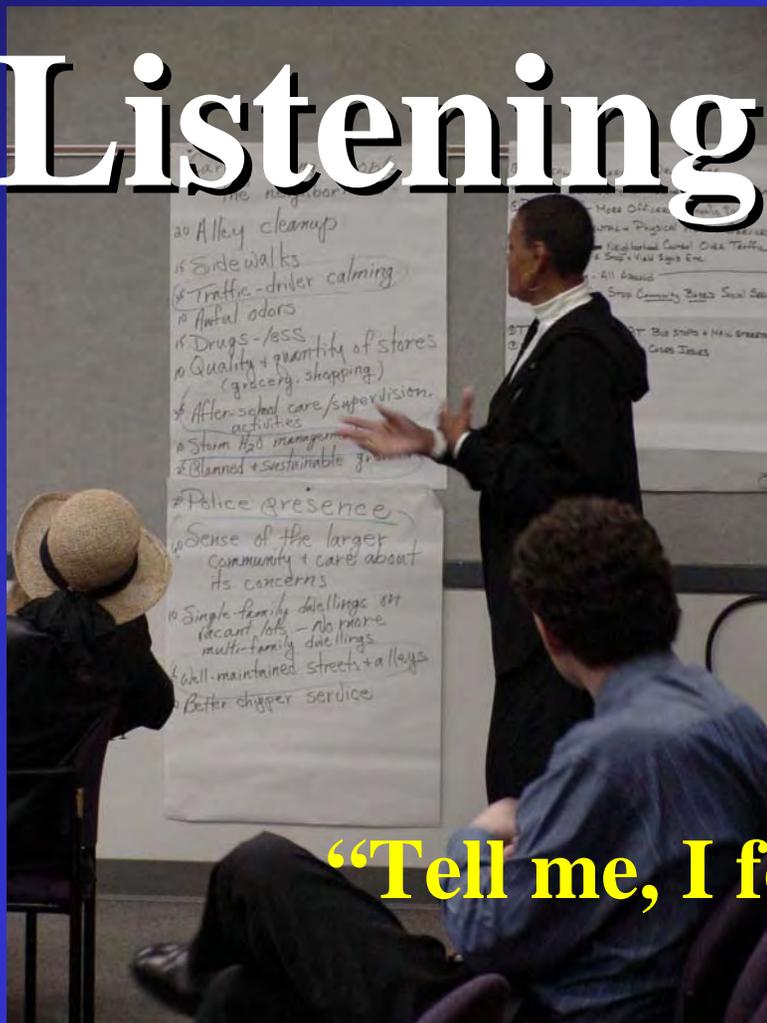


**“The future is not completely beyond our control.  
It is the work of our own hands.”**

**Robert F. Kennedy**

# *Ingredients of Successful Community Building*

## Listening



**“Tell me, I forget. Show me, I remember. Involve me, I understand.”**

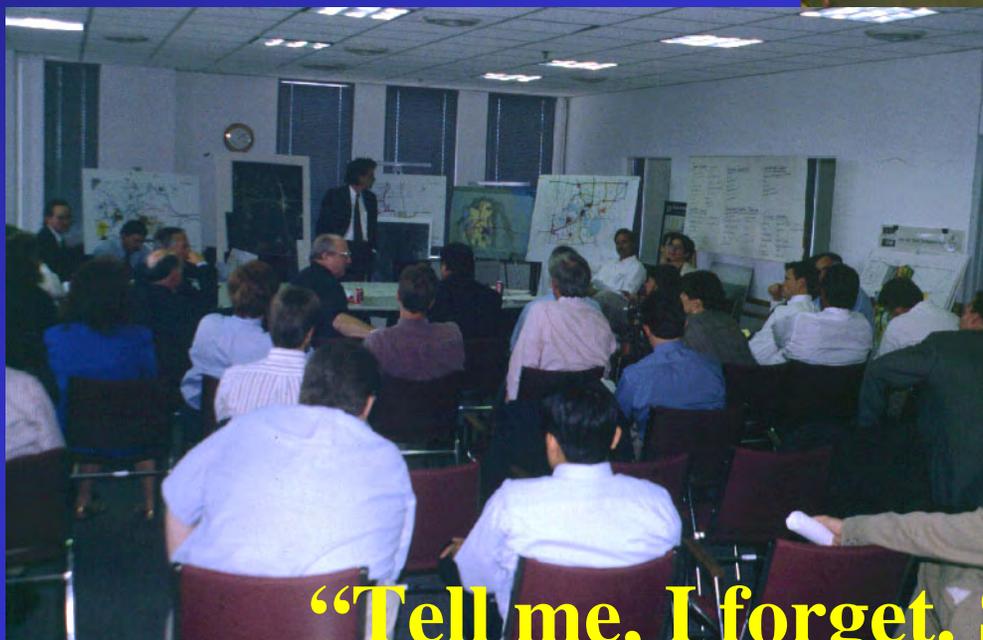
**Chinese Proverb**

# Listening to the Community



# *Ingredients of Successful Community Building*

# Educating



**“Tell me, I forget. Show me, I remember.  
Involve me, I understand.”**

**Chinese Proverb**

# *Ingredients of Successful Community Building*

**The process  
must be  
participatory  
and inclusive.**



**“Tell me, I forget. Show me, I remember.  
Involve me, I understand.”**

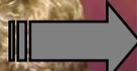
**Chinese Proverb**

# Listening to the Community



Partnership - participatory  
and inclusive

Concern



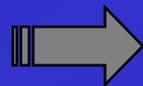
Involvement



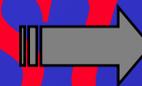
Acceptance



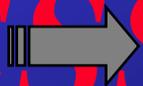
Direction



Buy-in

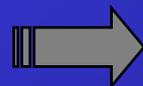


Ownership



**SUCCESS**

Empowerment



Transfer of responsibility



# The Community Transect



**A way of  
understanding  
our communities**



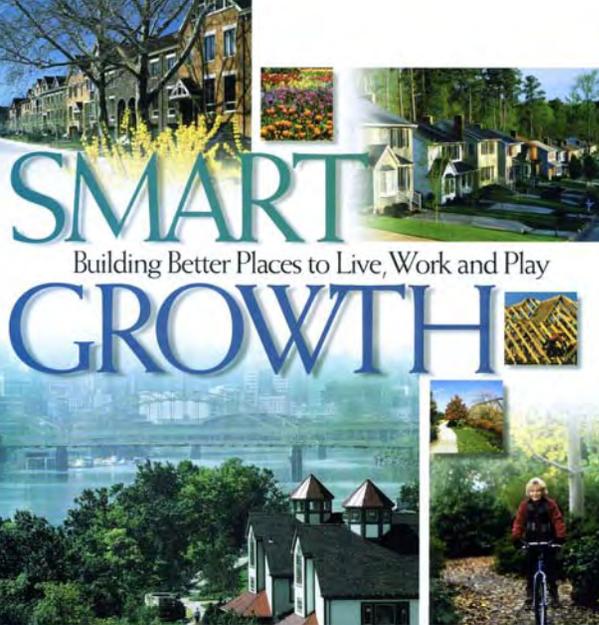
# Understanding the Transect

<p><b>Natural</b></p> <ol style="list-style-type: none"> <li>No roads, some trails</li> <li>No homes</li> <li>No homes</li> <li>No retail, no offices</li> <li>All open space</li> </ol>	<p><b>Rural</b></p> <p>Mostly 2-lane roads</p> <p>Cluster style settlement</p> <p>Homes 1du/3 acres</p> <p>Hamlet retail centers</p> <p>Significant open space</p>	<p><b>Suburban</b></p> <p>Boulevards</p> <p>Villages each 1/2 mile</p> <p>1-5 du/acre</p> <p>Village retail centers</p> <p>Many parks, trails</p>	<p><b>Neighborhood</b></p> <p>Avenues dominate</p> <p>Strong village centers</p> <p>6-11 du/acre</p> <p>Town centers</p> <p>Many parks, plazas</p>	<p><b>Urban Center</b></p> <p>Many Avenues</p> <p>Dense village centers</p> <p>13-45 du/acre</p> <p>Large town centers</p> <p>Many plazas, parks</p>	<p><b>Urban Core</b></p> <p>Low speed boulevards</p> <p>High density living</p> <p>45+ du/acre</p> <p>Metro Centers</p> <p>Many plazas, large park</p>
1	2	3	4	5	6
<ol style="list-style-type: none"> <li>Parking on edges</li> <li>Transit to edges</li> <li>No homes</li> <li>Nature center on edge</li> <li>No services</li> </ol> <p>No Settlement</p>	<p>Parking on street, lots</p> <p>Rural pickup, to hub</p> <p>Set back 100' or more</p> <p>Recreation center</p> <p>Low service frequency</p> <p>Light Settlement</p>	<p>Parking on street, lots</p> <p>Dial-A-Ride, express</p> <p>25 foot setback</p> <p>Branch library/civic cntr</p> <p>Clustered Services</p> <p>Moderate Settlement</p>	<p>Parking on street, lots</p> <p>30 minute, express</p> <p>10-15 foot setback</p> <p>Full service</p> <p>Services most places</p> <p>Historic settlement</p>	<p>Garages and on street</p> <p>10-20 minute, rail</p> <p>No setback</p> <p>Expanded services</p> <p>Services most blocks</p> <p>Significant Settlement</p>	<p>Mostly Garage parking</p> <p>Maximum service</p> <p>No setback</p> <p>Mega-City Services</p> <p>Services all locations</p> <p>Dense Settlement</p>

# Components of Town Building

Rural ←————→ Urban

Less Density	←————→	More density
Primarily Residential Use	←————→	Primarily Flexible Use
Smaller Buildings	←————→	Larger Buildings
Most Buildings Detached	←————→	Most Buildings Attached
Rotated Frontages	←————→	Aligned Frontages
Articulated Massing	←————→	Simple Massing
Wooden Buildings	←————→	Masonry Buildings
Pitched Roofs	←————→	Flat Roofs
Overhanging Eaves	←————→	Taut Cornices
Deep Setbacks	←————→	Shallow Setbacks
Fences	←————→	Street Walls
Local Gathering Places	←————→	Regional Institutions
Road & Lane Sections	←————→	Street & Alley Sections
Paths & Trails	←————→	Cross - Block Passages
Narrow Moving Lanes	←————→	Wide Moving Lanes
Curvilinear Trajectories	←————→	Rectilinear Trajectories
Three-way Intersections	←————→	Four -Way Intersections
Opportunistic Parking	←————→	Dedicated Parking
Larger Curb Radius	←————→	Smaller Curb Radius
Narrow Sidewalks	←————→	Wide Sidewalks
Open Swales	←————→	Raised Curbs
Sporadic Task Lighting	←————→	Even Street Lighting
Picturesque Landscaping	←————→	Allee Planting
Mixed Tree Clusters	←————→	Single Tree Species
Parks & Meadows	←————→	Plazas & Squares



# SMART GROWTH

Building Better Places to Live, Work and Play

# GROWTH



MEETING THE CHALLENGE OF GROWTH

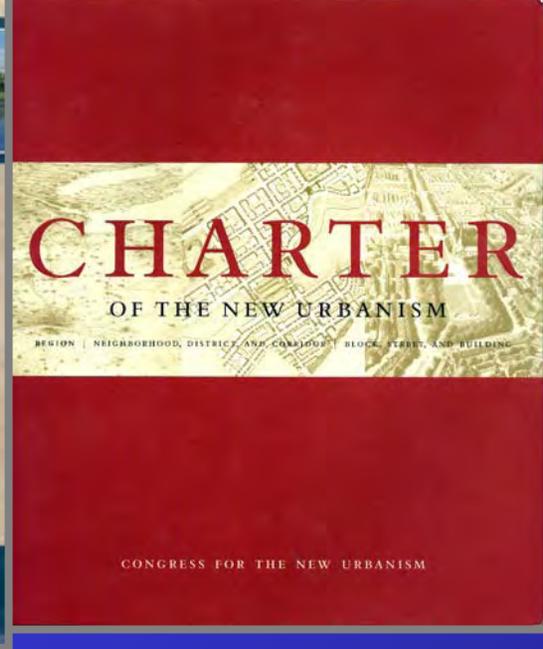
A BLUEPRINT FOR REALTOR® ACTION

LIABLE COMMUNITIES  
QUALITY OF LIFE

GROWTH POLICIES  
ENVIRONMENT  
PROPERTY RIGHTS

BALANCE  
SOLUTIONS  
AFFORDABILITY

 NATIONAL ASSOCIATION OF REALTORS®  
The Voice for Real Estate



# Preserve Open Space, Farmland, Natural Beauty & Critical Environmental Areas

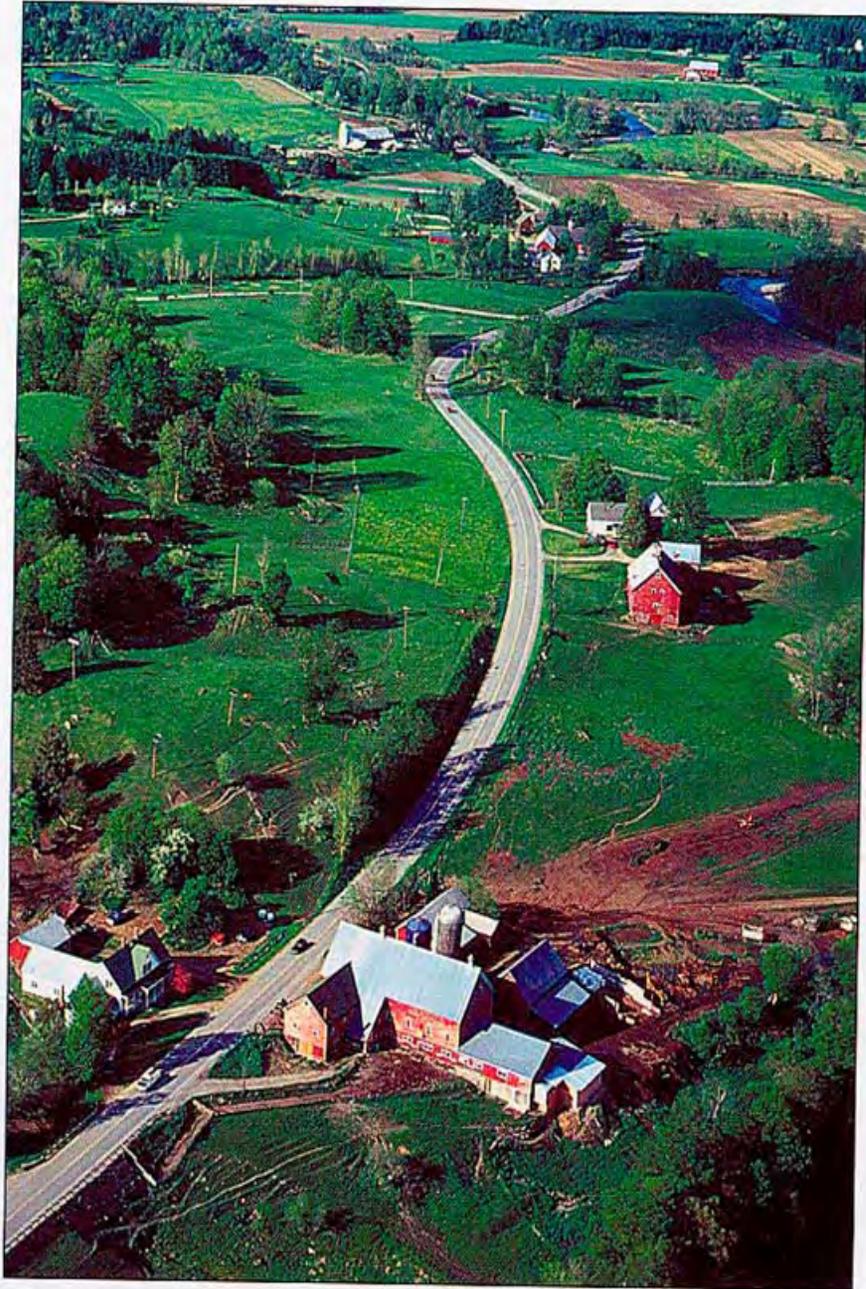


**Rural/Natural**

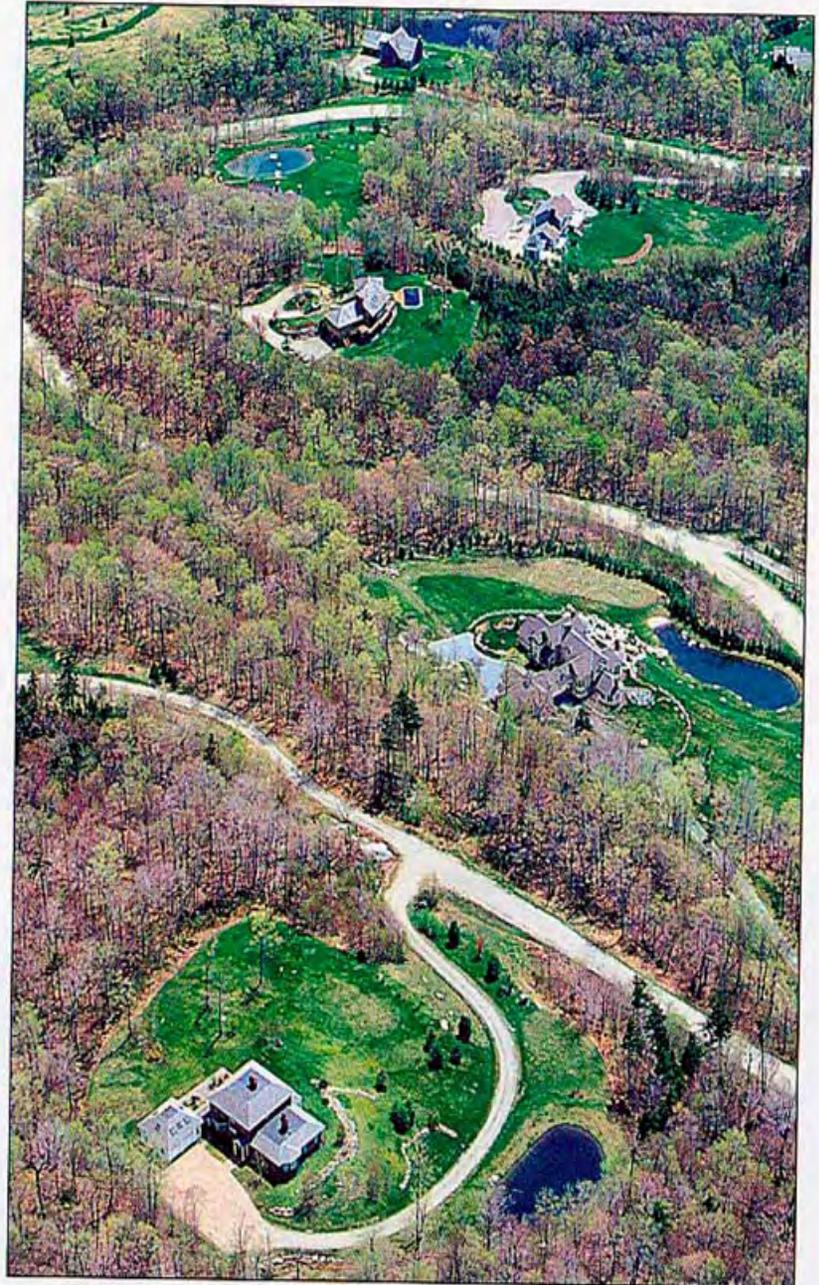


**Rural/Natural**





1.13 Waittsfield, Vermont.



1.14 Stowe, Vermont.

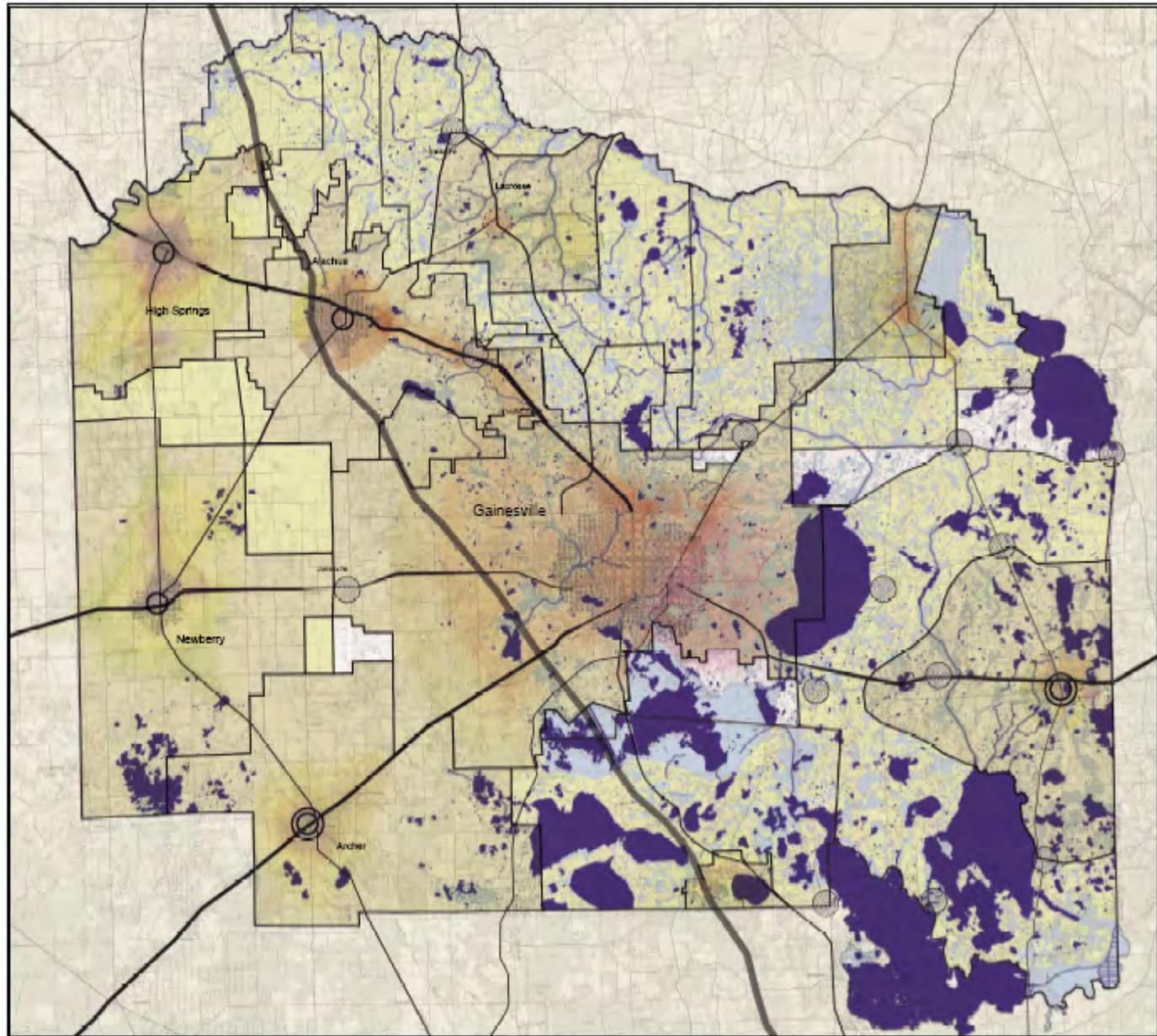


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countywide  
Visioning and Planning

conceptual plan  
& reserve areas



# Vision and Common Goals

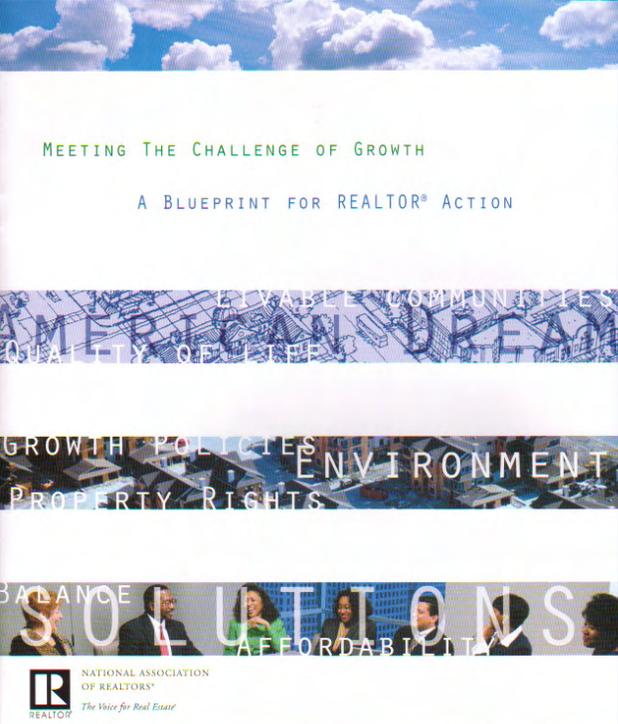
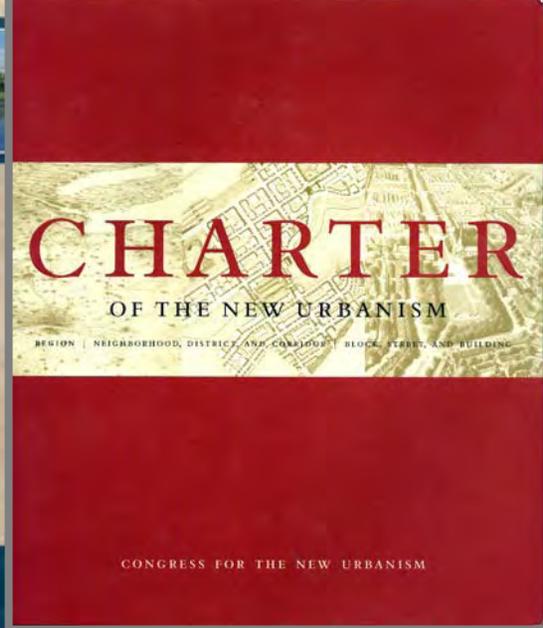
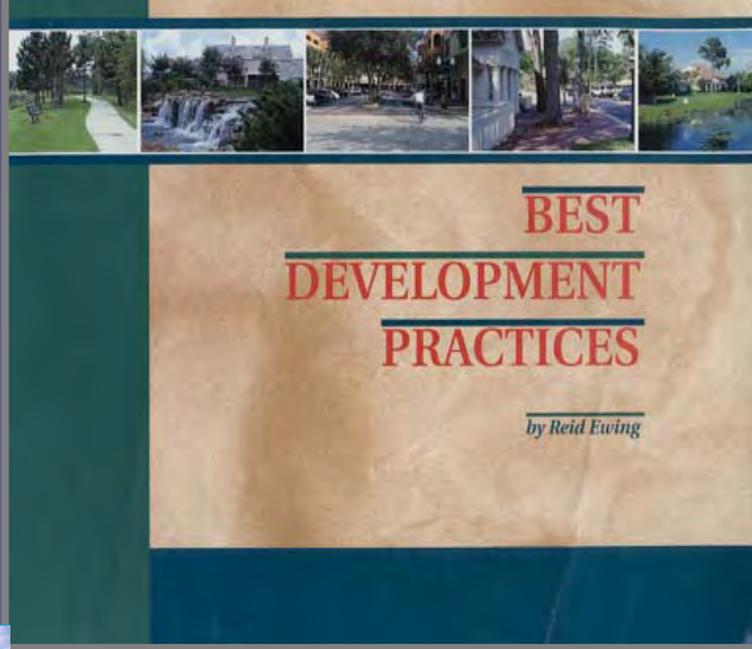
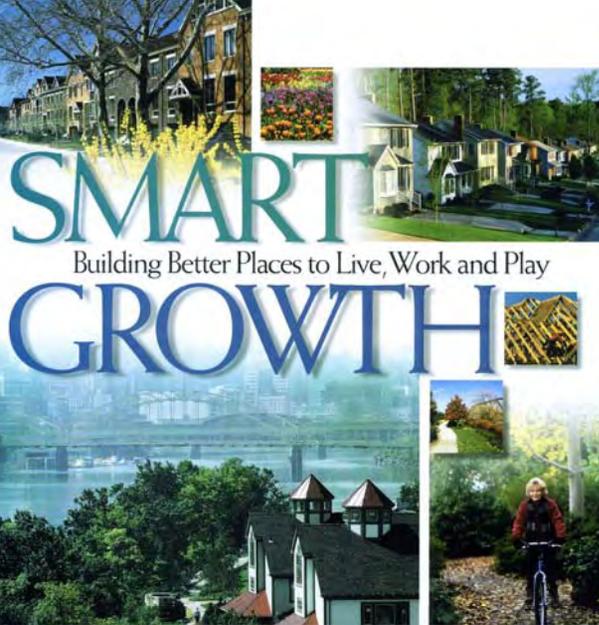
- **Desire to concentrate future growth within existing municipal boundaries**
- **Creating greenbelts/open spaces as buffer between each community**
- **Commitment to preserve/protect unique character of existing town centers**
- **Annexation focus primarily on enclaves**
- **Fiscally efficient growth and land use patterns**

# Preserve Areas

- **Lands that have been identified as environmentally sensitive**
- **Many are either designated as parks, conservation areas or strategic ecosystems**
- **Can be in either private or public ownership**
- **Desire for very limited development in these areas**
- **Passive recreational activities can occur here**
- **Can provide buffers and greenbelts between urbanized areas**

# Rural / Agricultural Lands

- Promotes use of land for active agricultural activities or limited residential development
- Encourages residential development that is designed to preserve more open space/agricultural land
- Incorporates concepts such as clustering and buffers to protect rural viewsheds and preserve rural character
- Open spaces can also serve as active greenbelts or provide opportunities for recreation



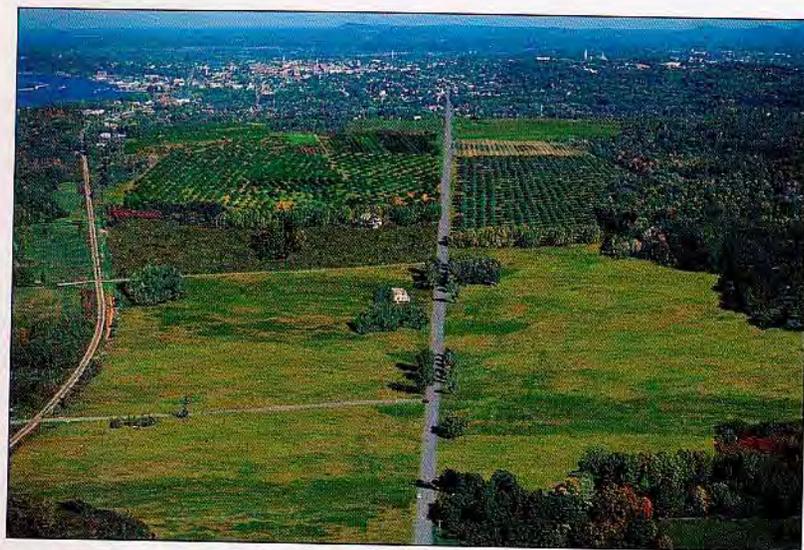
# Strengthen & Direct Development Towards Existing Communities



*1.2 The 1995 photo has been altered to show how the corridor might have looked from the air in the 1930s. A 1937 aerial photo was used as a reference to replicate the older landscape pattern of fields and orchards.*



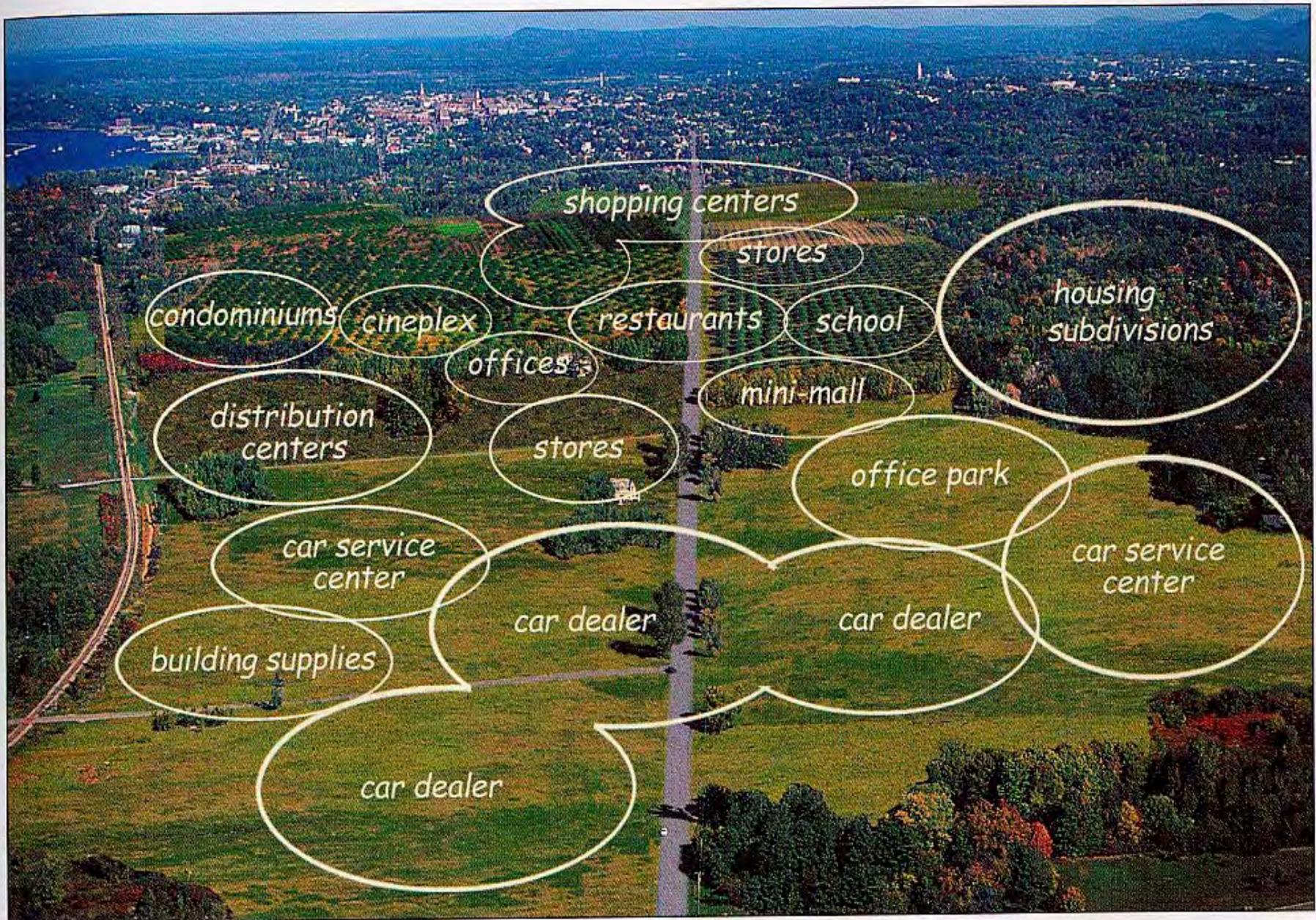
2.2 A 1999 close-up view of Shelburne Road as it runs through South Burlington, Vermont.



2.3 A simulated view of the landscape pattern along Shelburne Road in the 1930s.



2.4 An actual view of Shelburne Road taken in 1995.



5.11 Segregated land uses in 1995 superimposed on an earlier rural landscape of Route 7.



KEY:



upgraded state highway



commercial zone

— water lines

— sewer lines

— property lines

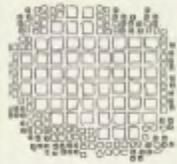
— setback area

2.20 *The unseen framework made visible. This image reveals the unseen infrastructure and land use regulations that shaped development along Shelburne Road in South Burlington, Vermont. Sewer and water lines, highway improvements, zoning districts, property lines and site design regulations have been drawn onto Fig. 1.1. The zoning lines show the large amount of land dedicated to one use.*

# countywide Visioning and Planning

## conceptual plan

Development Types



city



small city



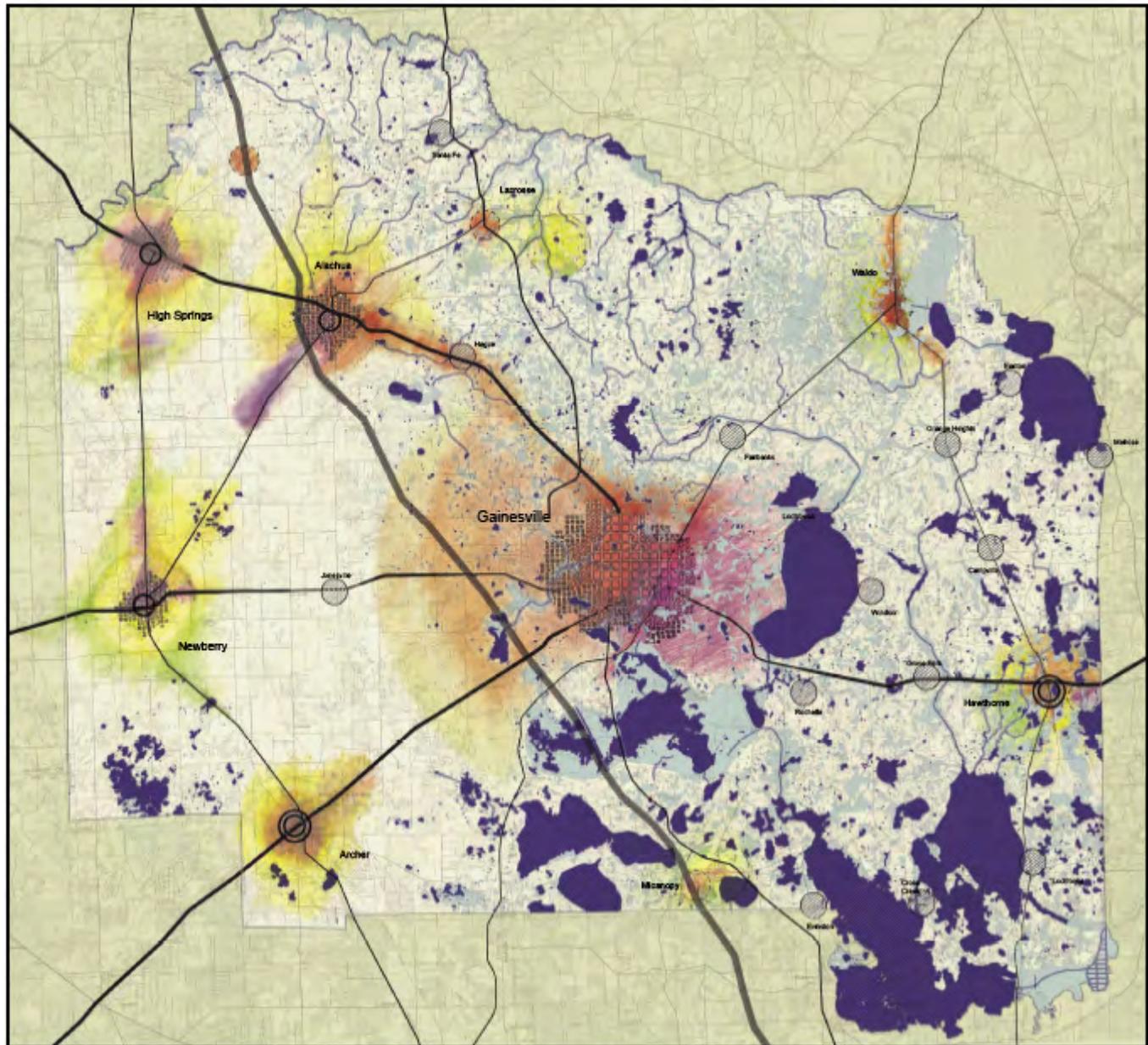
town



village



hamlet



# Hamlets/Rural Clusters

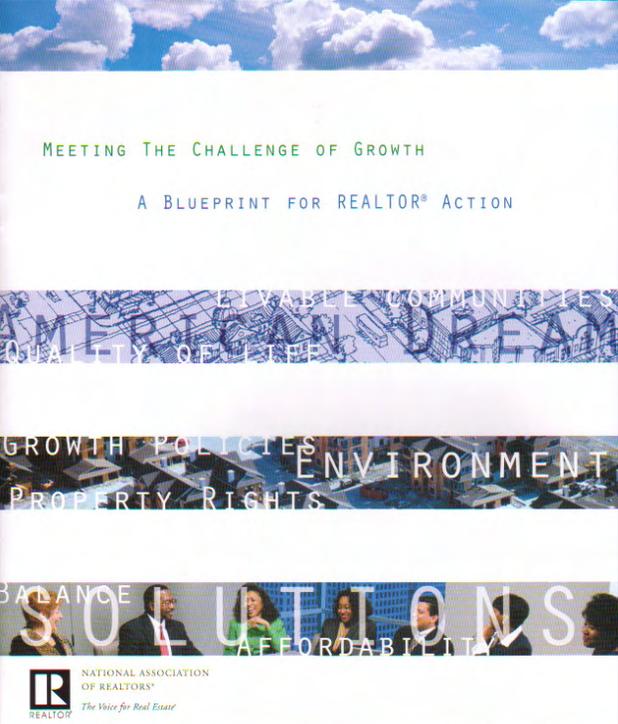
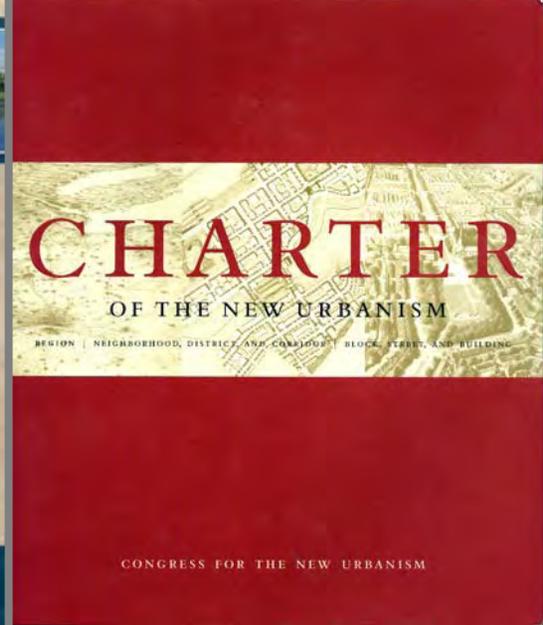
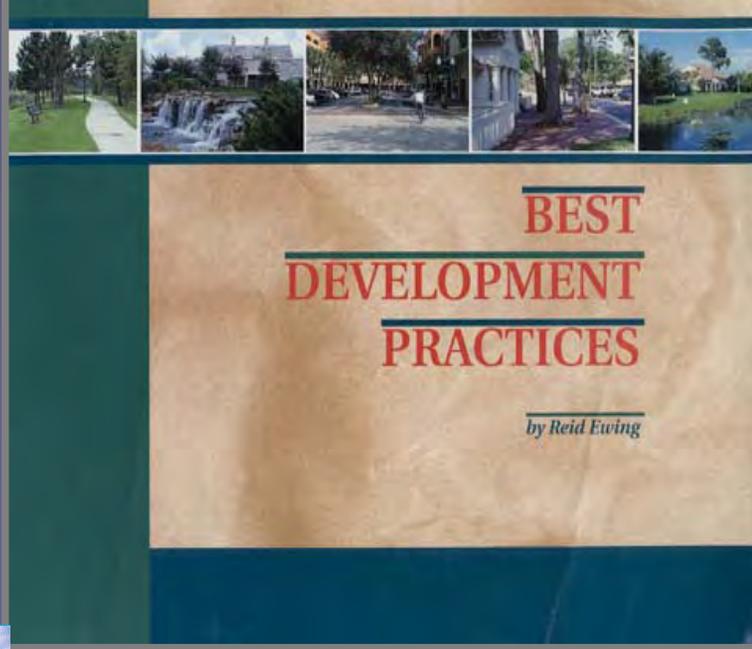
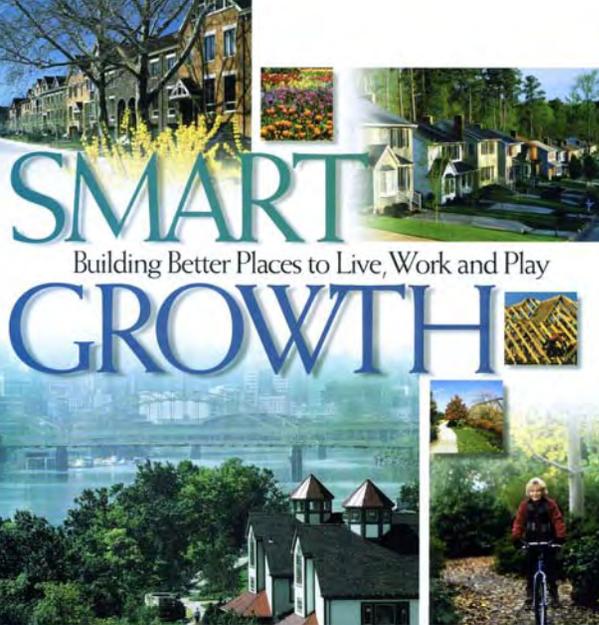
- **A traditional small town settlement containing limited commercial and civic uses with some surrounding residential**
- **The focal point for a rural community, often occurring at a crossroads**
- **Rural cluster development is designed to enhance the unique sense of place/character reflective of the community history**

# Low Density Residential

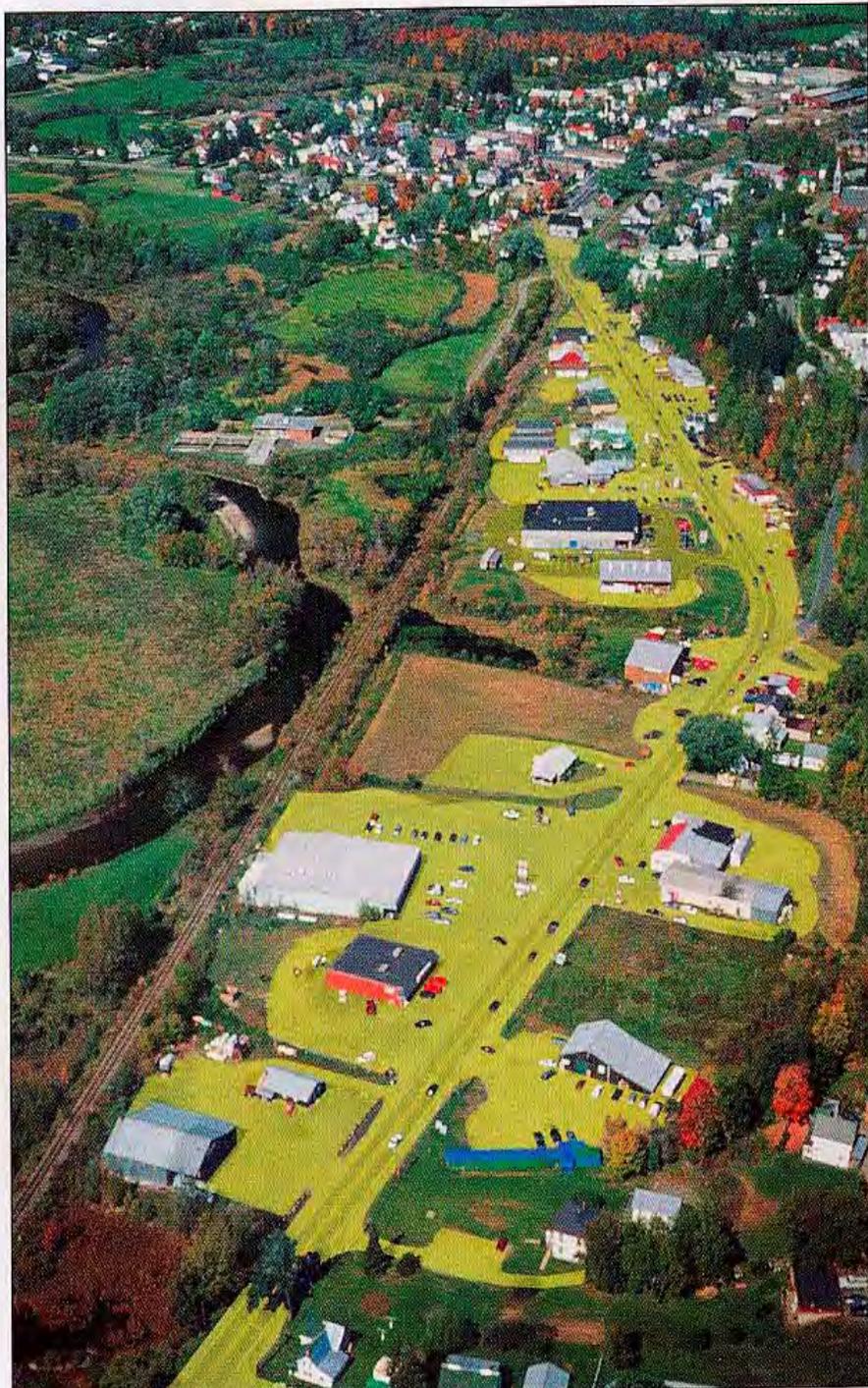
- **Low density residential neighborhoods with small blocks and multiple travel paths for auto, pedestrian and bicyclists**
- **Designed to provide multiple routes to access or exit the neighborhood**
- **Can support limited neighborhood commercial**
- **Could be sited within walking distance of schools, libraries, recreational facilities or other civic centers**
- **Provision of urban services within these areas**

# Activity Centers

- **Provides for the concentration of a mixture of higher intensity and density land uses designed to be compact, walkable and accessible by a multi-modal transportation system**
- **Can range in size from neighborhood scale to regional scale**
- **Likely focused on either retail or employment uses with supporting residential, institutional or office**



# Provide a Variety of Transportation Choices



# Car Space

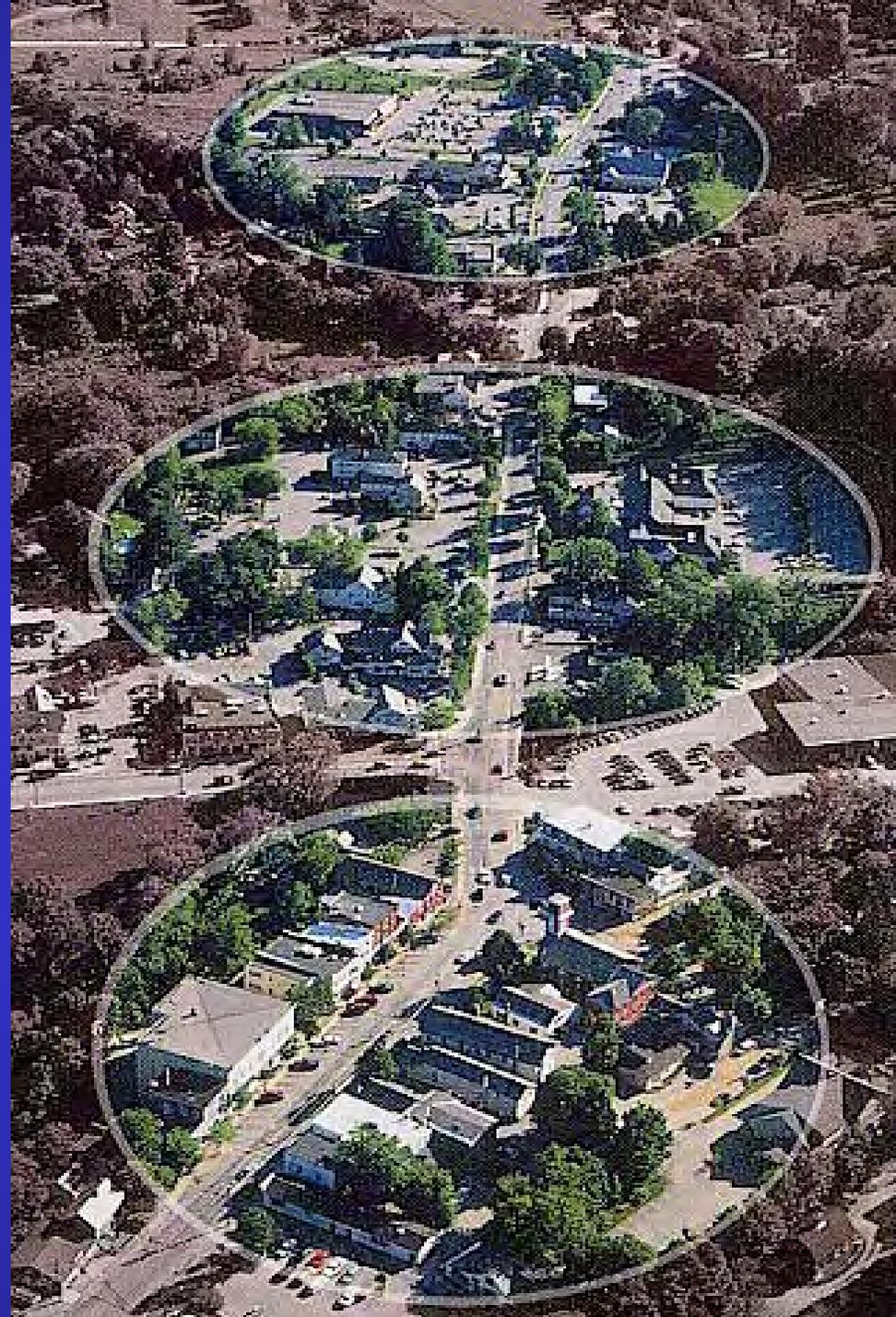
4 – 7 parking spaces per car

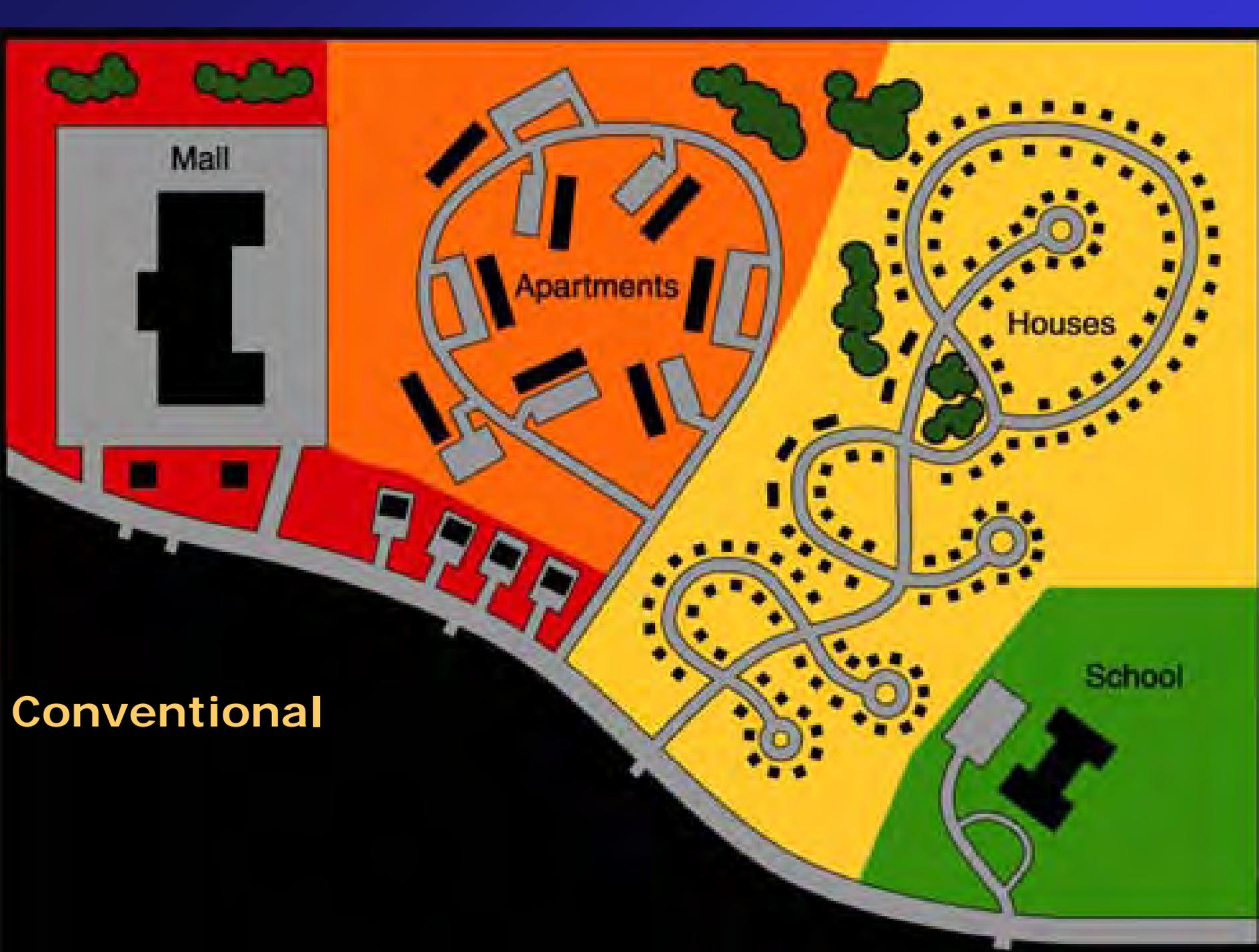
Each 100,000 residents requires 3.7 sq miles of parking





# Car Space Patterns





Mall

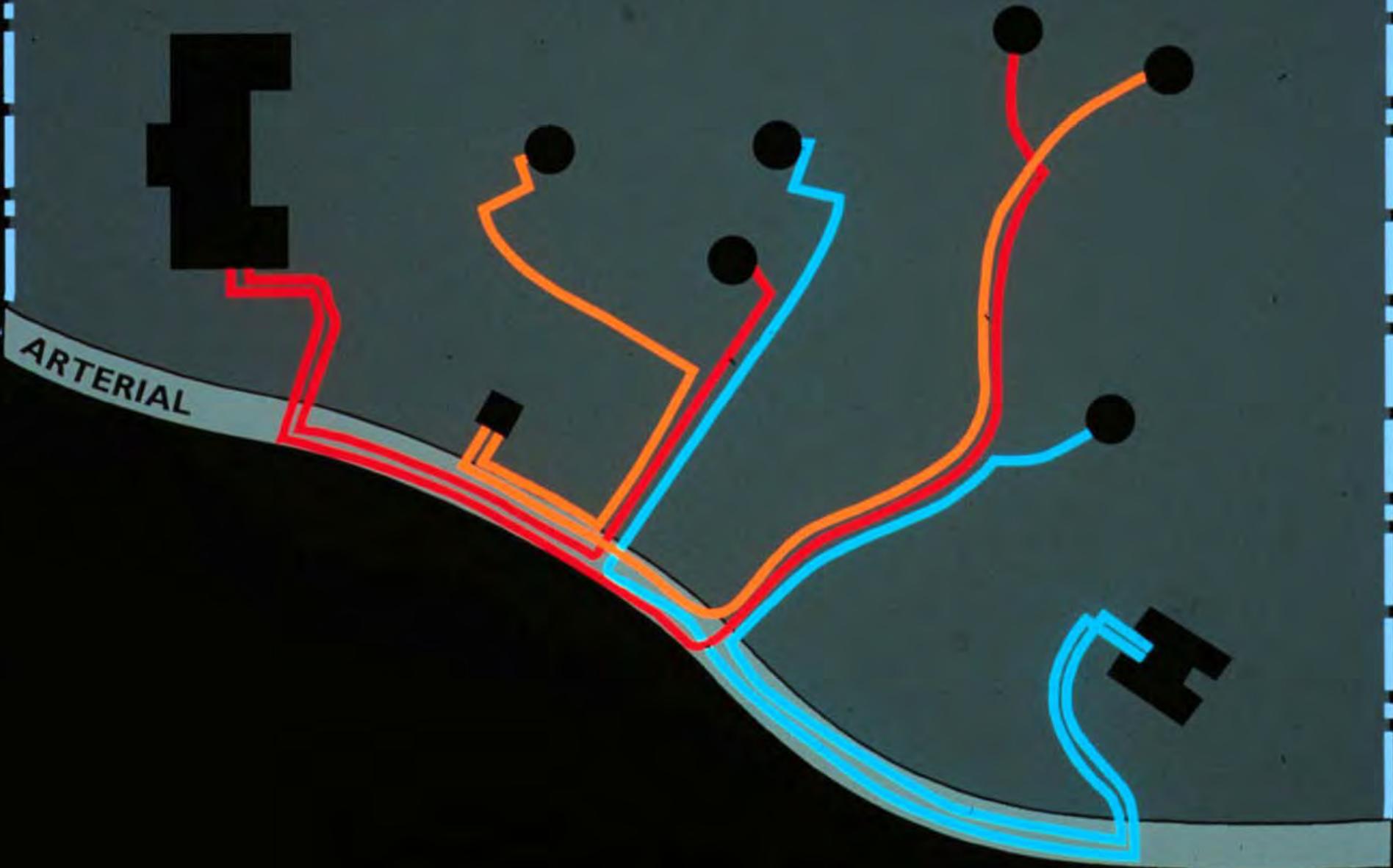
Apartments

Houses

School

Conventional

# Trip Assignment: Conventional



# Traditional

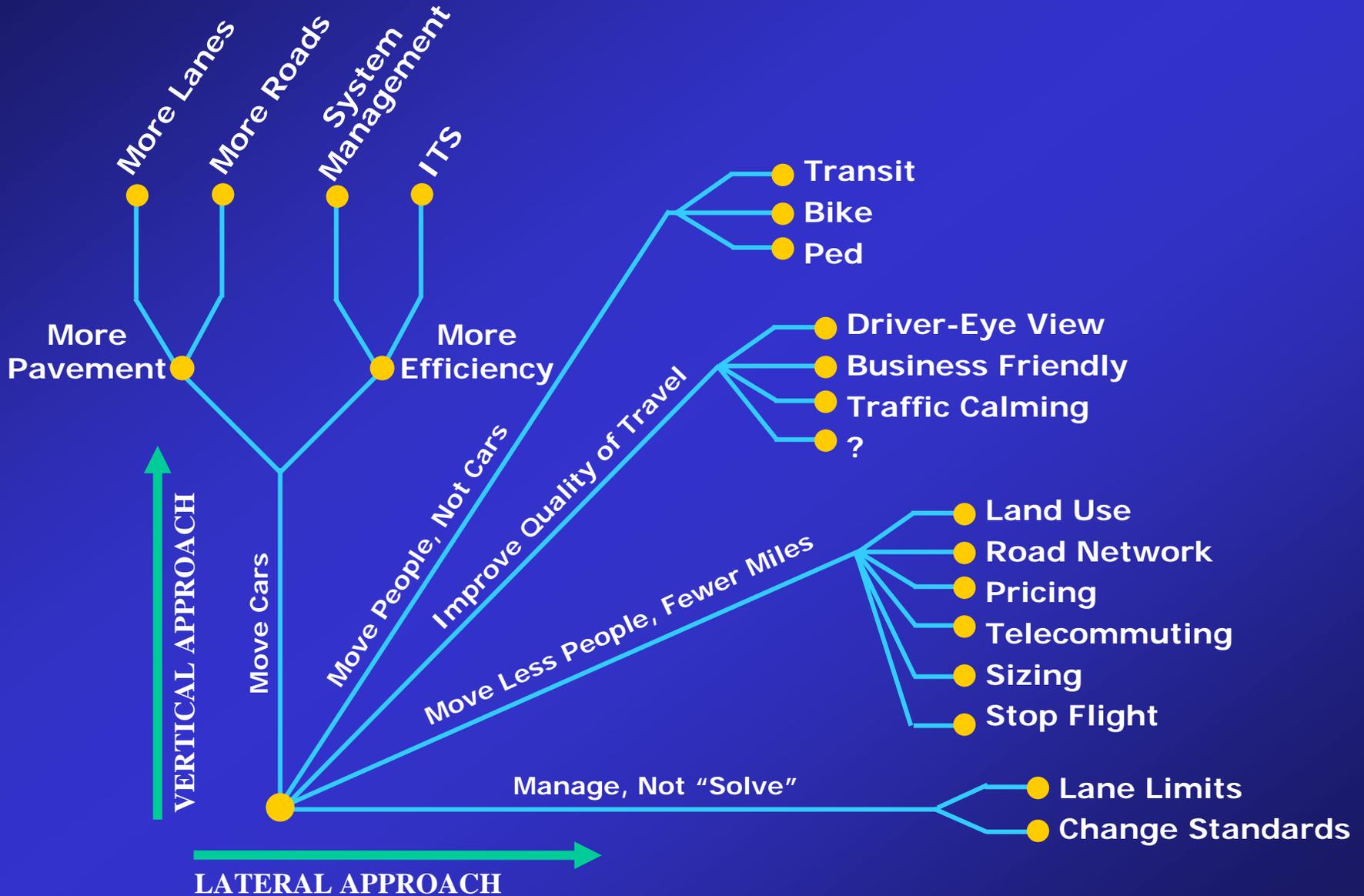




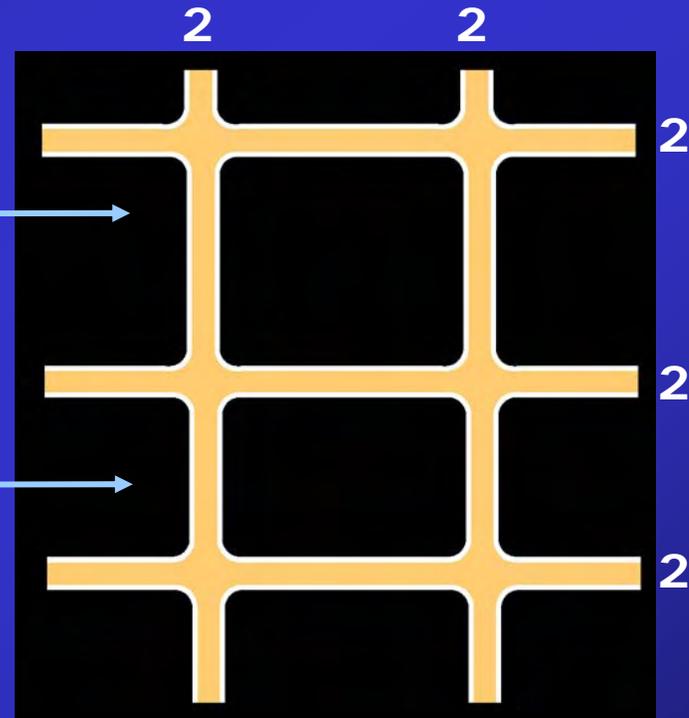
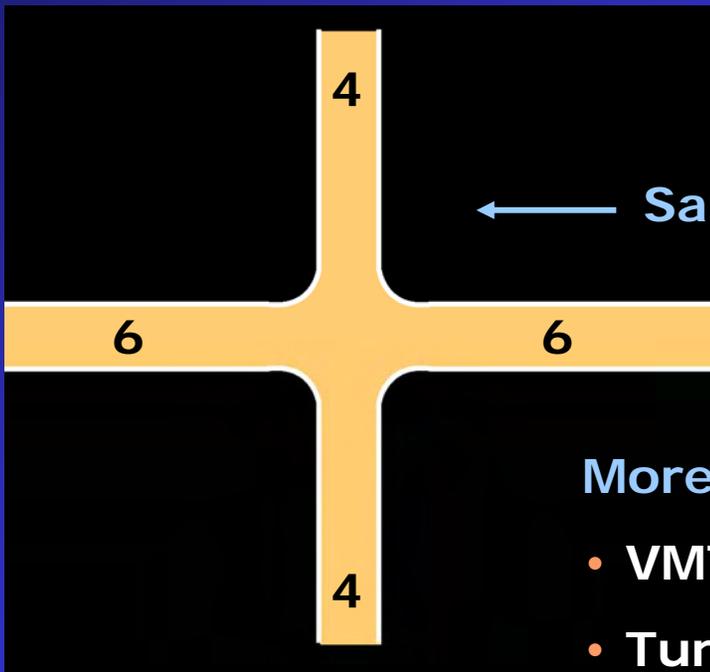
# Transportation Principles



# Transportation Principles and Policies



# Network and Capacity



← Same Total Lanes →

More Capacity →

- VMT
- Turns
- Clearance Time
- Signal Phase

**Rural** ←————→ **Urban**

Less Density	←————→	More density
Primarily Residential Use	←————→	Primarily Flexible Use
Smaller Buildings	←————→	Larger Buildings
Most Buildings Detached	←————→	Most Buildings Attached
Rotated Frontages	←————→	Aligned Frontages
Articulated Massing	←————→	Simple Massing
Wooden Buildings	←————→	Masonry Buildings
Pitched Roofs	←————→	Flat Roofs
Overhanging Eaves	←————→	Taut Cornices
Deep Setbacks	←————→	Shallow Setbacks
Fences	←————→	Street Walls
Local Gathering Places	←————→	Regional Institutions
<b>Road &amp; Lane Sections</b>	←————→	<b>Street &amp; Alley Sections</b>
<b>Paths &amp; Trails</b>	←————→	<b>Cross - Block Passages</b>
<b>Narrow Moving Lanes</b>	←————→	<b>Wide Moving Lanes</b>
<b>Curvilinear Trajectories</b>	←————→	<b>Rectilinear Trajectories</b>
<b>Three-way Intersections</b>	←————→	<b>Four -Way Intersections</b>
<b>Opportunistic Parking</b>	←————→	<b>Dedicated Parking</b>
Larger Curb Radius	←————→	Smaller Curb Radius
Narrow Sidewalks	←————→	Wide Sidewalks
Open Swales	←————→	Raised Curbs
Sporadic Task Lighting	←————→	Even Street Lighting
Picturesque Landscaping	←————→	Allee Planting
Mixed Tree Clusters	←————→	Single Tree Species
Parks & Meadows	←————→	Plazas & Squares

# Transportation

# Core





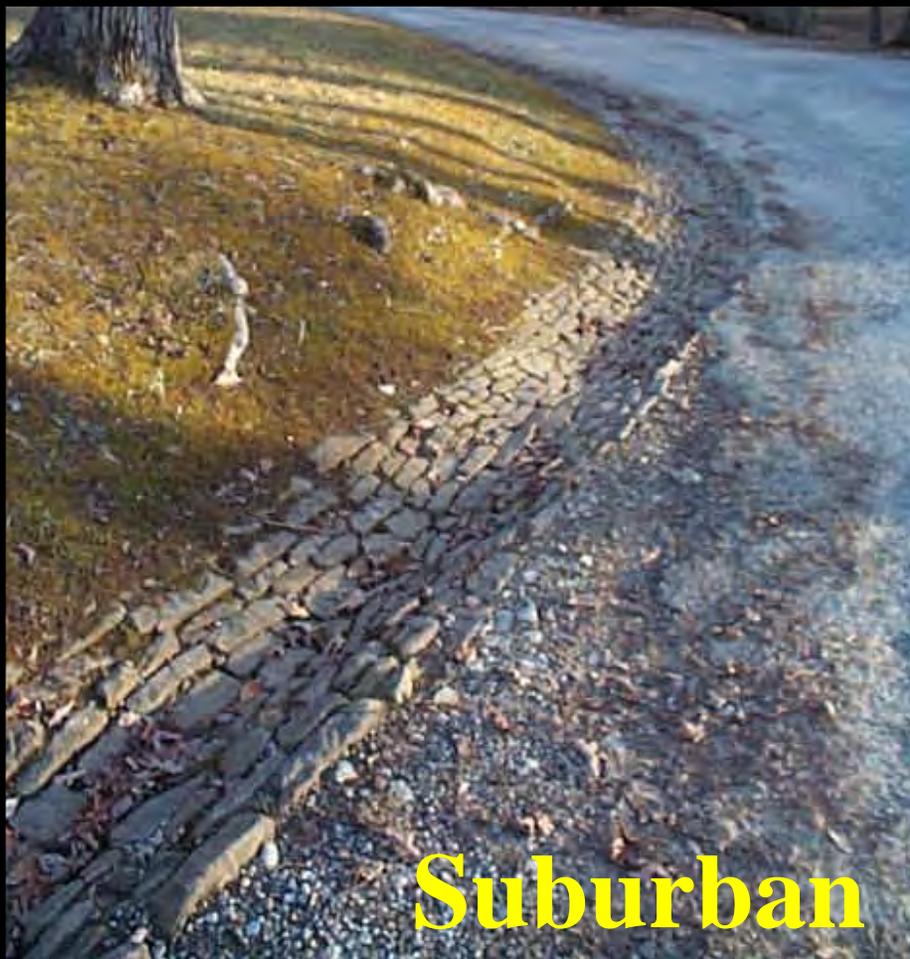
Center

# Neighborhood

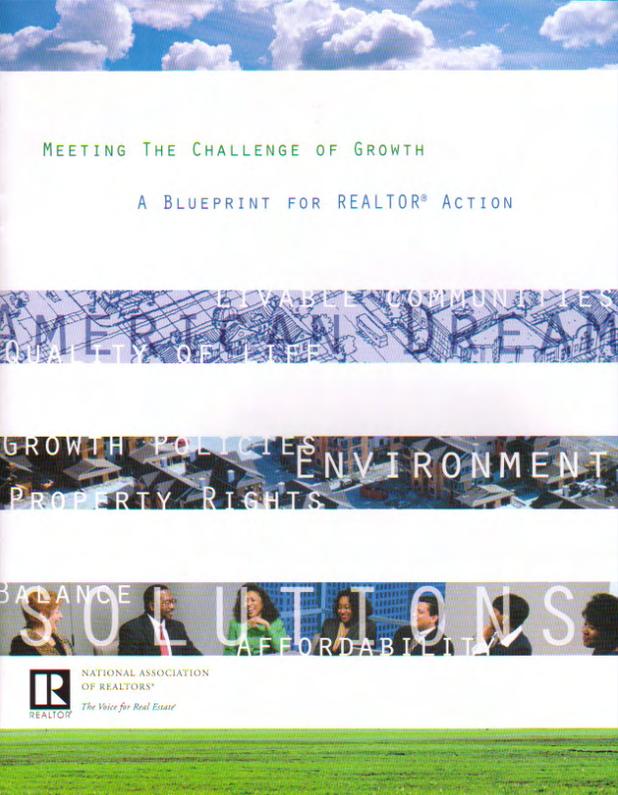
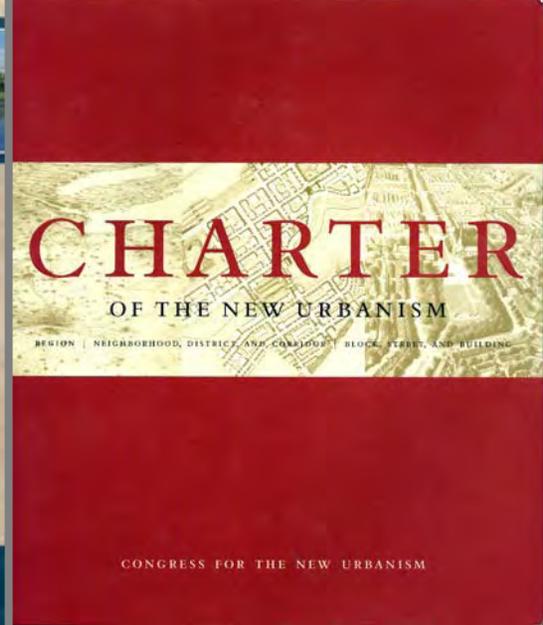
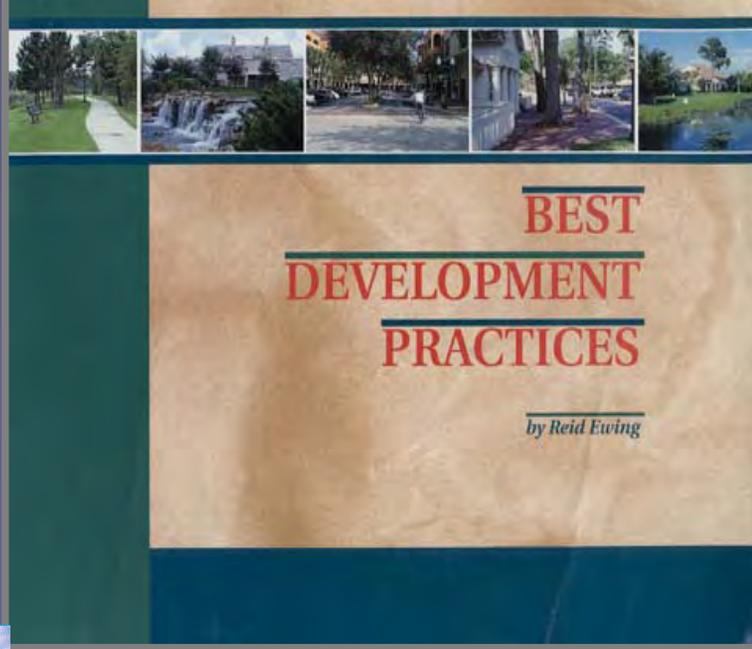
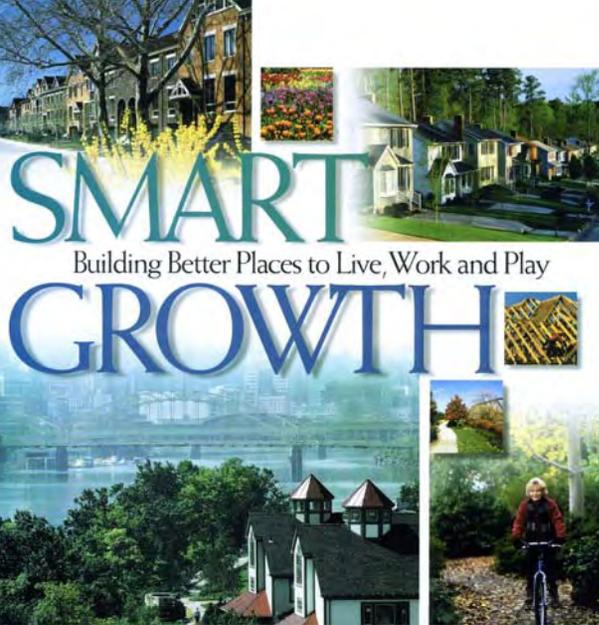


[www.pedbikeimages.org /](http://www.pedbikeimages.org/)





**Suburban**



# Create a Range of Housing Opportunities & Choices

**Rural** ←————→ **Urban**

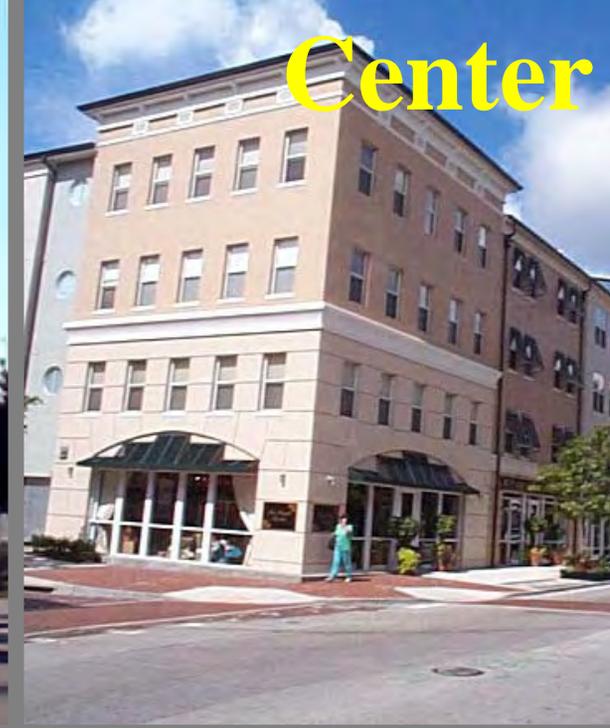
<b>Less Density</b>	←————→	<b>More density</b>
<b>Primarily Residential Use</b>	←————→	<b>Primarily Flexible Uses</b>
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<b>Mixed Tree Clusters</b>	←————→	<b>Single Tree Species</b>
<b>Parks &amp; Meadows</b>	←————→	<b>Plazas &amp; Squares</b>

# Housing



# Core





# Neighborhood

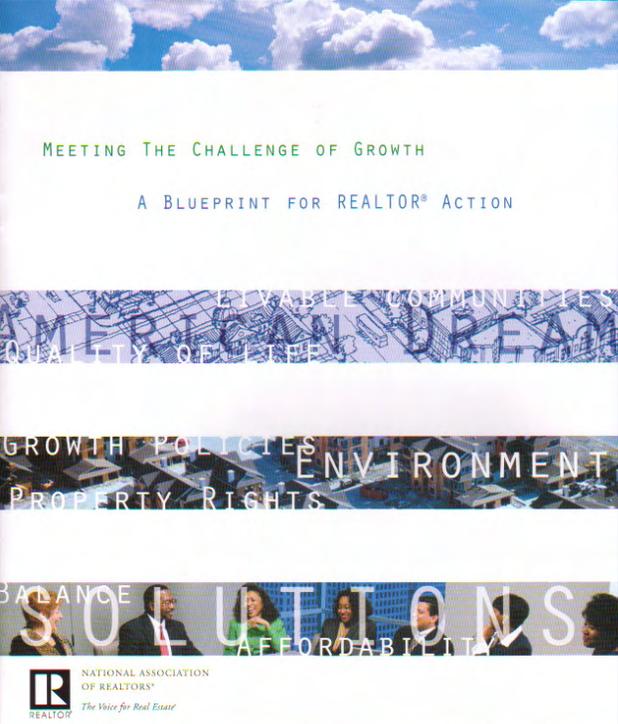
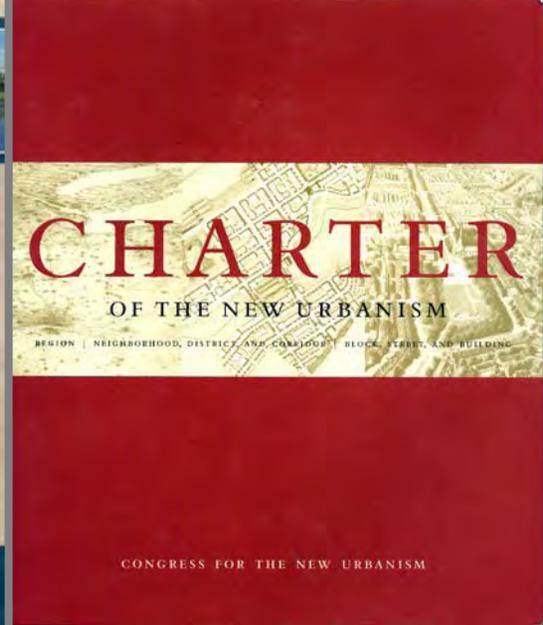
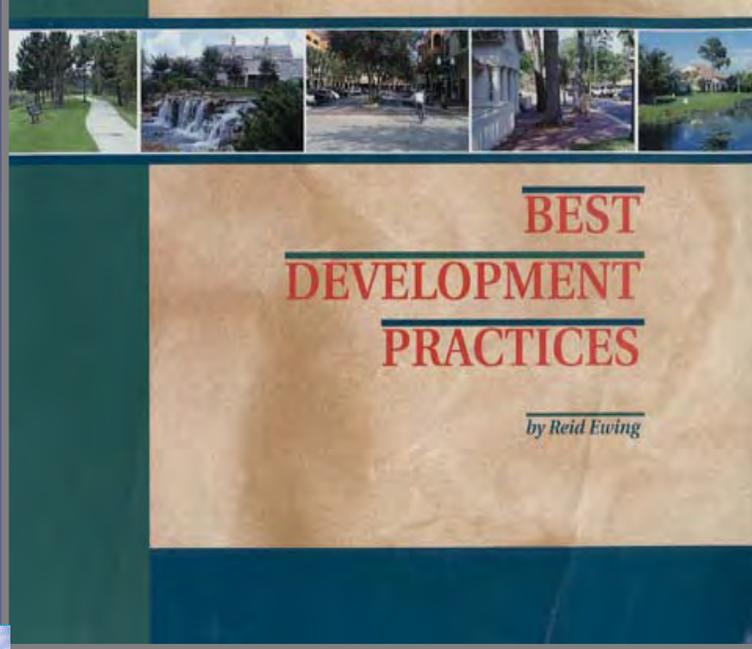
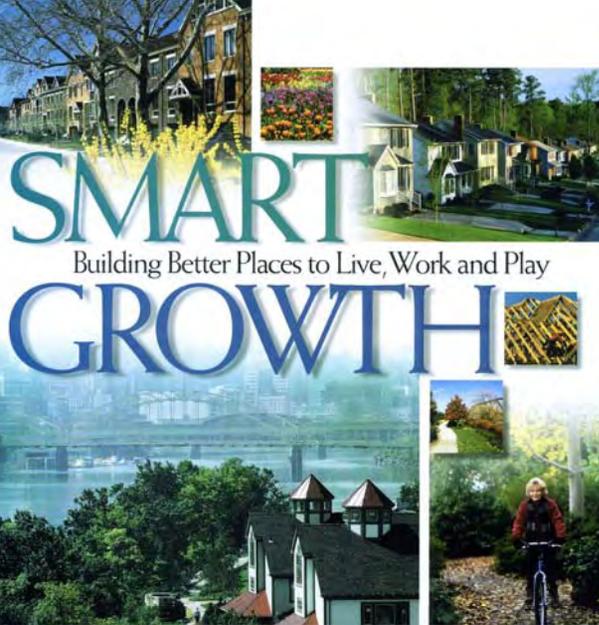




**Suburban**







# Create Walkable Neighborhoods

# What is a neighborhood?

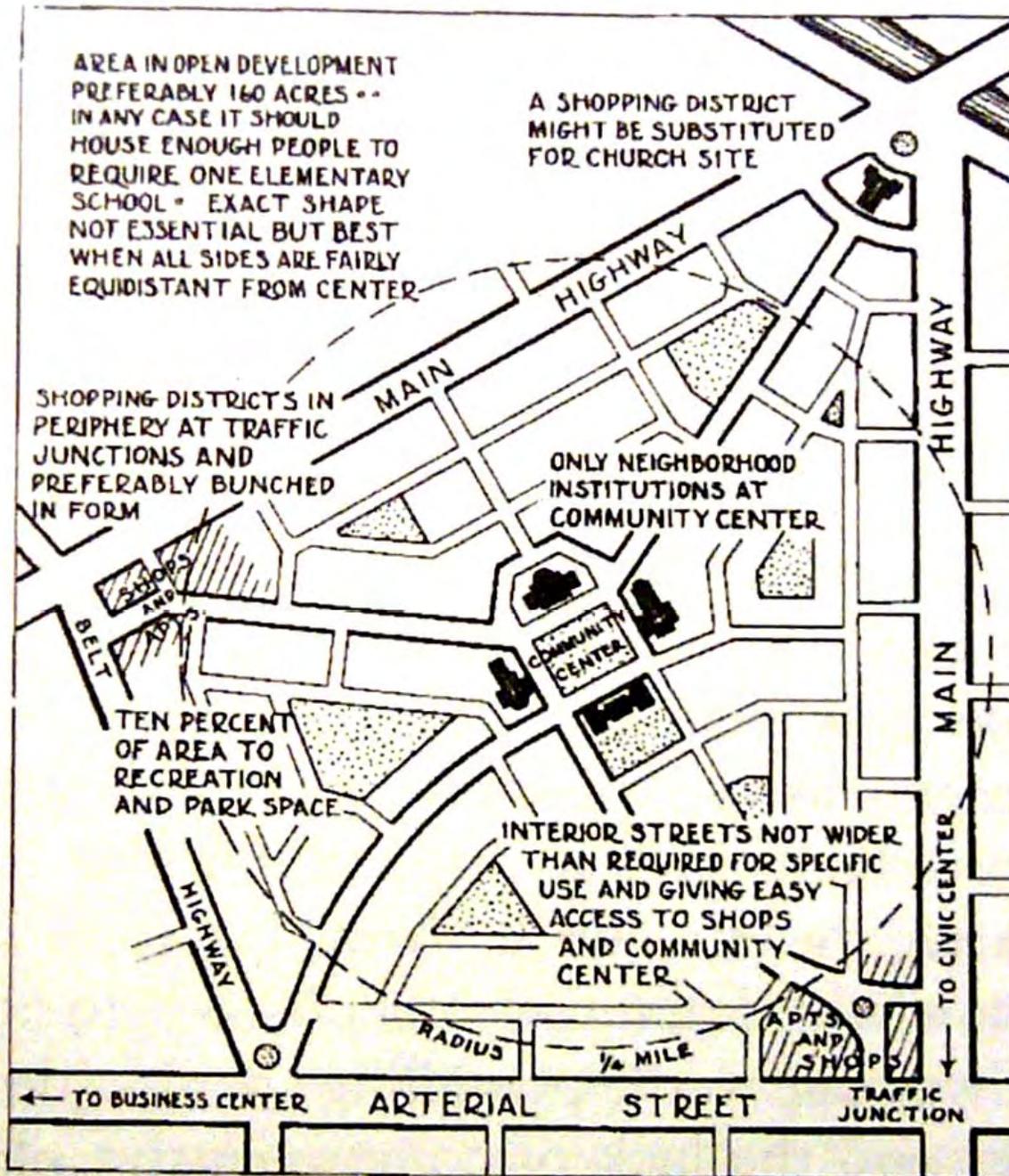


CITIES AND TOWNS MADE OF NEIGHBORHOODS



THE CITY AND SUBURBAN SPRAWL

# Neighborhood Unit



- **Narrow interior streets**
- **Shopping at edge, “bunched” at intersections**
- **Streets & paths to go where people want to go**
- **No through traffic**

# Neighborhoods

*...the essential elements of development.*

*...should be compact, pedestrian-friendly, and mixed-use.*

*...activities should occur within walking distance.*



# Neighborhoods

*...the essential elements of development.*

*....should be compact, pedestrian-friendly, and mixed-use.*

*....activities should occur within walking distance.*

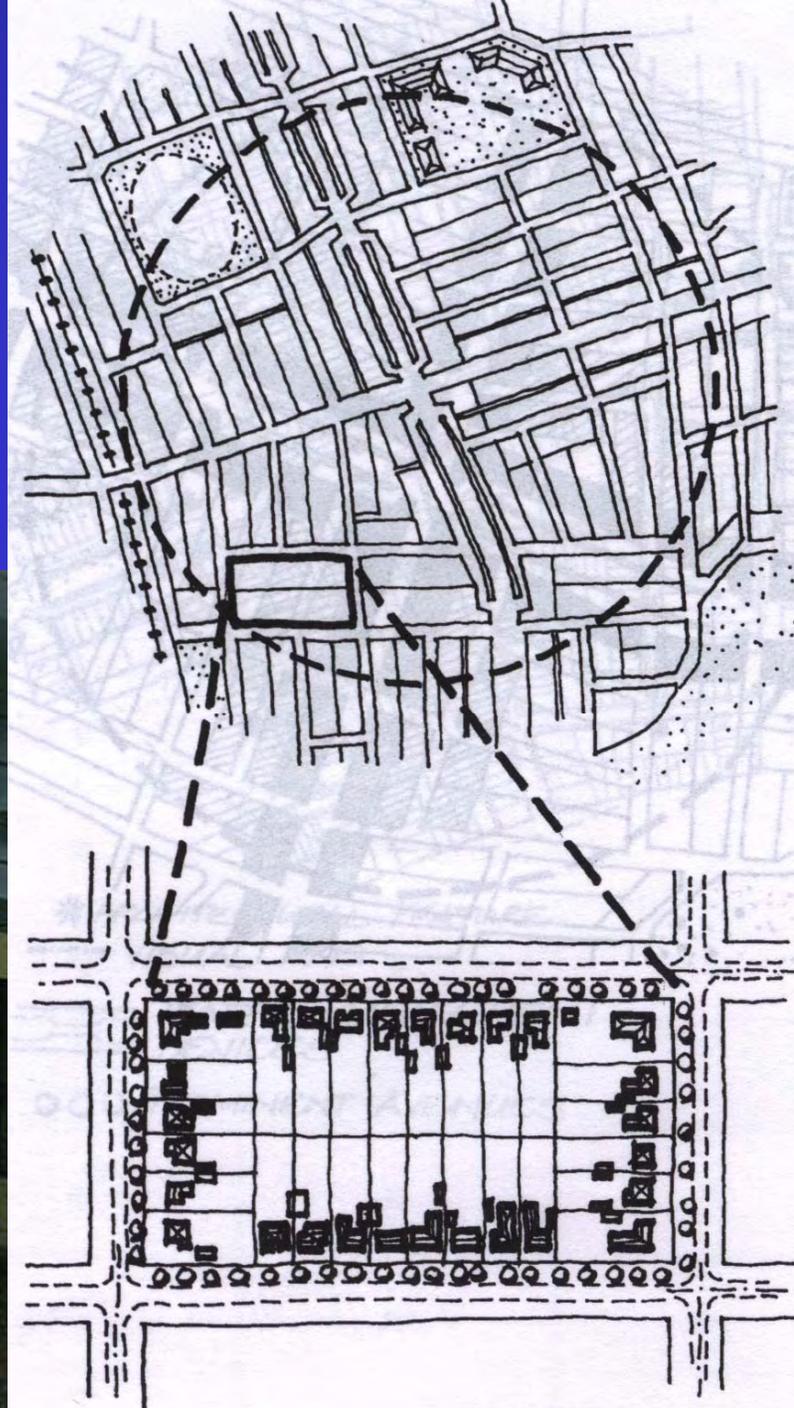


Why??



**Transportation Environment**

# Pedestrian friendly street blocks





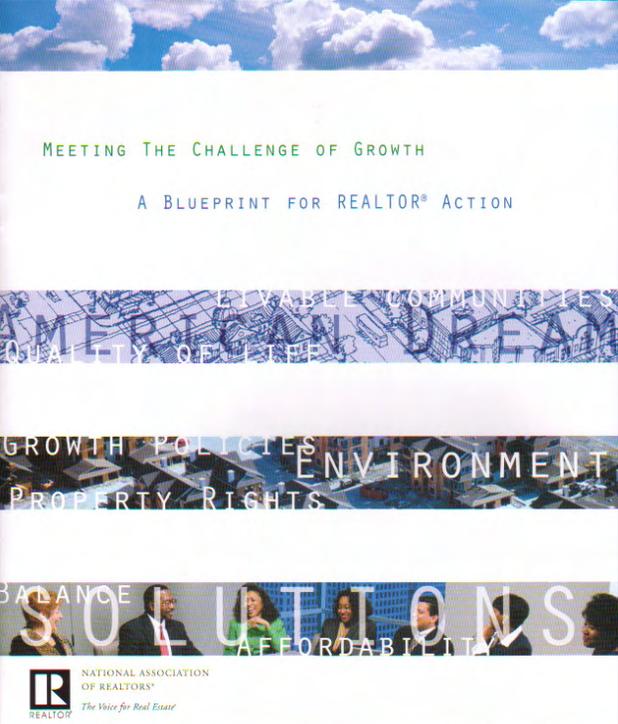
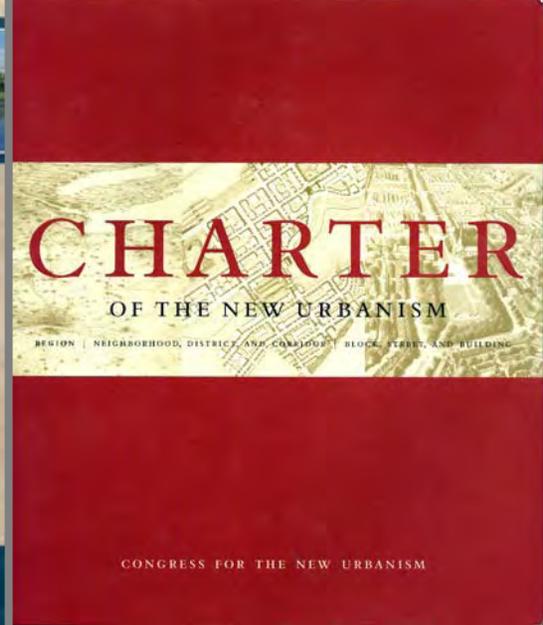
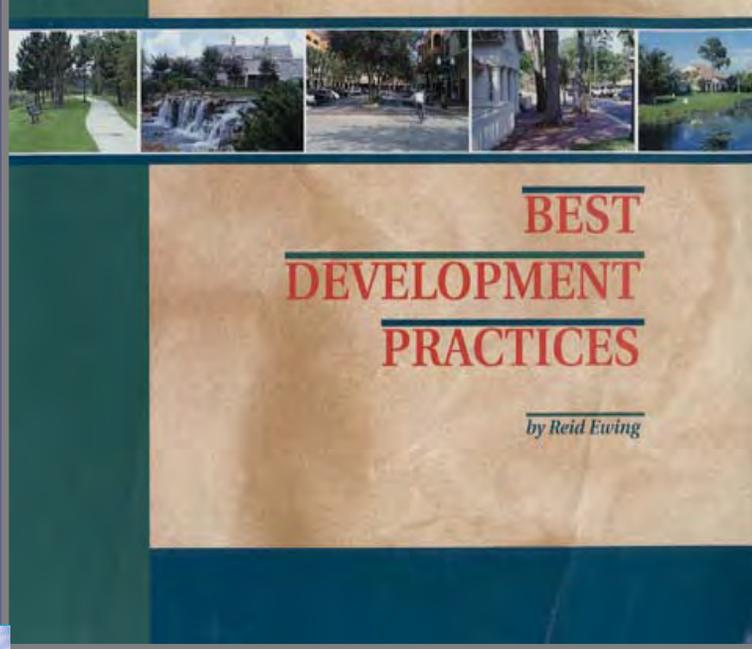
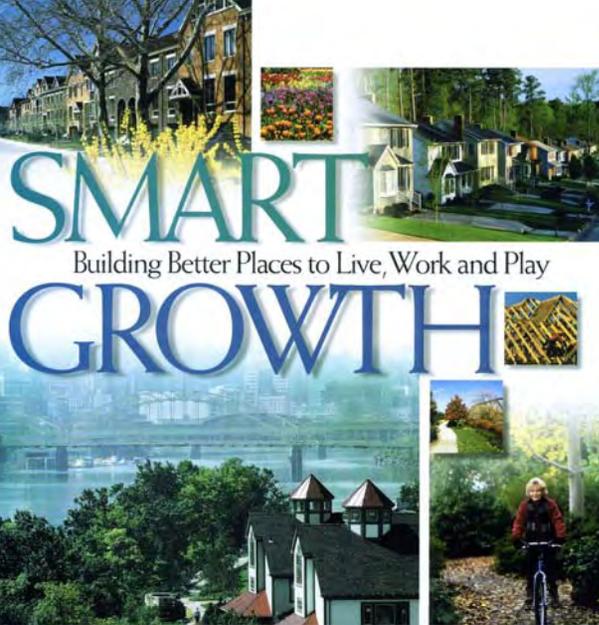


# The Popsicle Test



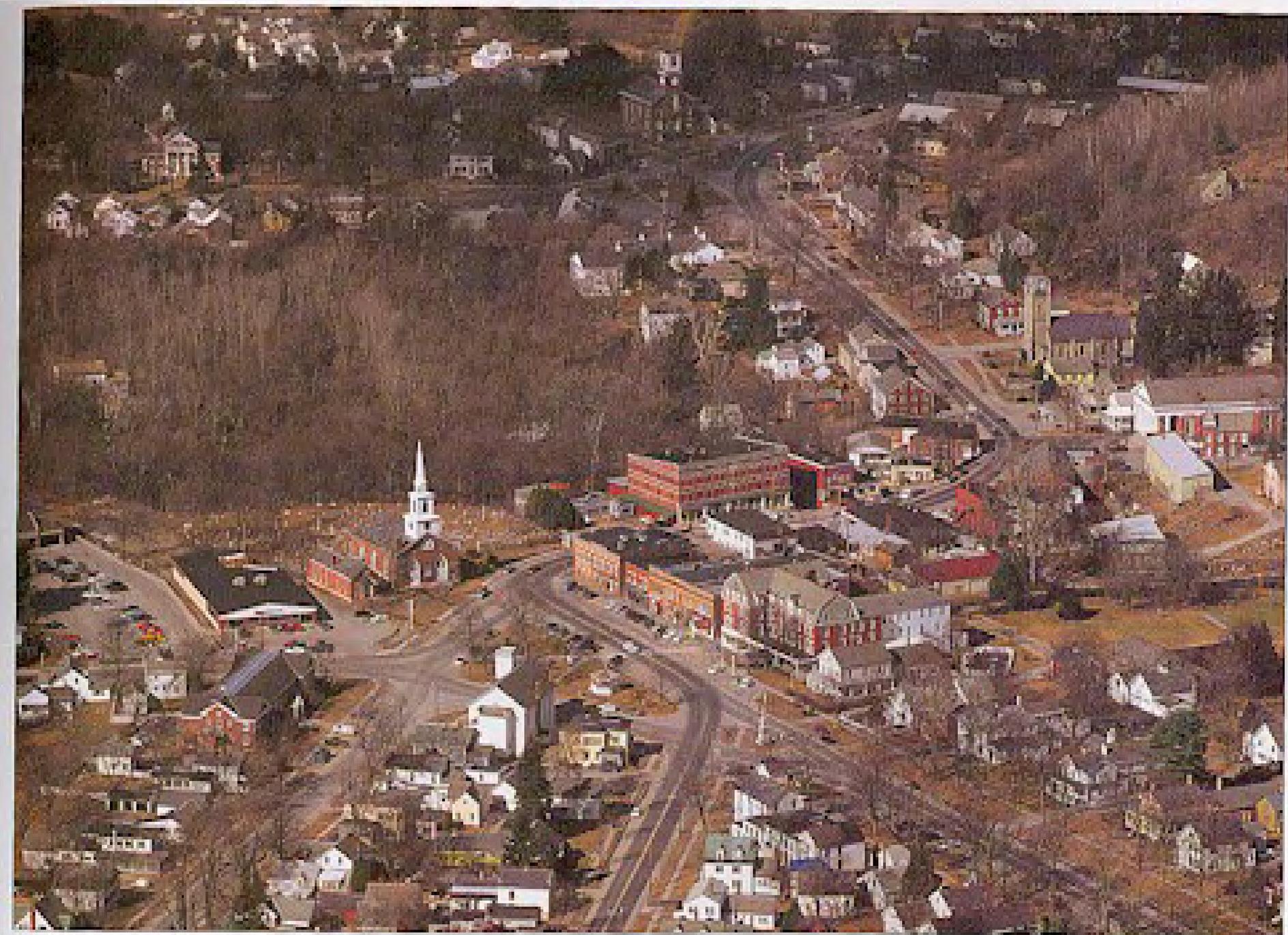
Can you take a Popsicle to your your brother or sister from the store to your house before it melts?











4.18 Brandon Village in Brandon, Vermont, 1906.

# Block, Street, and Building

- 1. ....the physical definition of streets and public spaces.*
- 2. ....seamlessly linked to their surroundings.*
- 3. ....safety and security.*



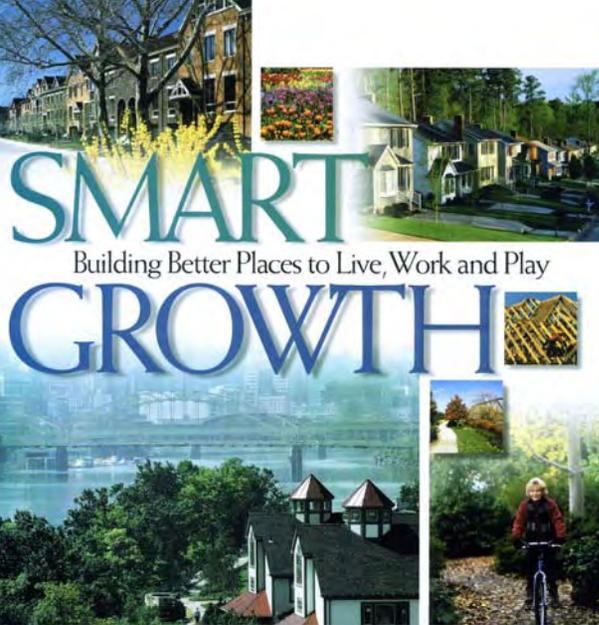
# Block, Street, and Building

1. ....the physical definition of streets and public spaces.

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# SMART GROWTH

Building Better Places to Live, Work and Play

# GROWTH



MEETING THE CHALLENGE OF GROWTH

A BLUEPRINT FOR REALTOR® ACTION

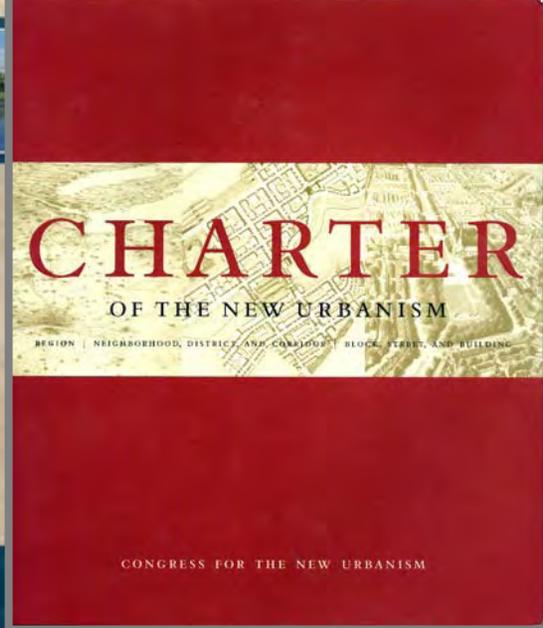


 NATIONAL ASSOCIATION OF REALTORS®  
The Voice for Real Estate



# BEST DEVELOPMENT PRACTICES

by Reid Ewing



# CHARTER

OF THE NEW URBANISM

REGION | NEIGHBORHOOD, DISTRICT, AND CORRIDOR | BLOCK, STREET, AND BUILDING

CONGRESS FOR THE NEW URBANISM

**Foster Distinctive,  
Attractive Places with a  
Strong Sense of Place**

# Sense of Place



Dover Kohl









STOP

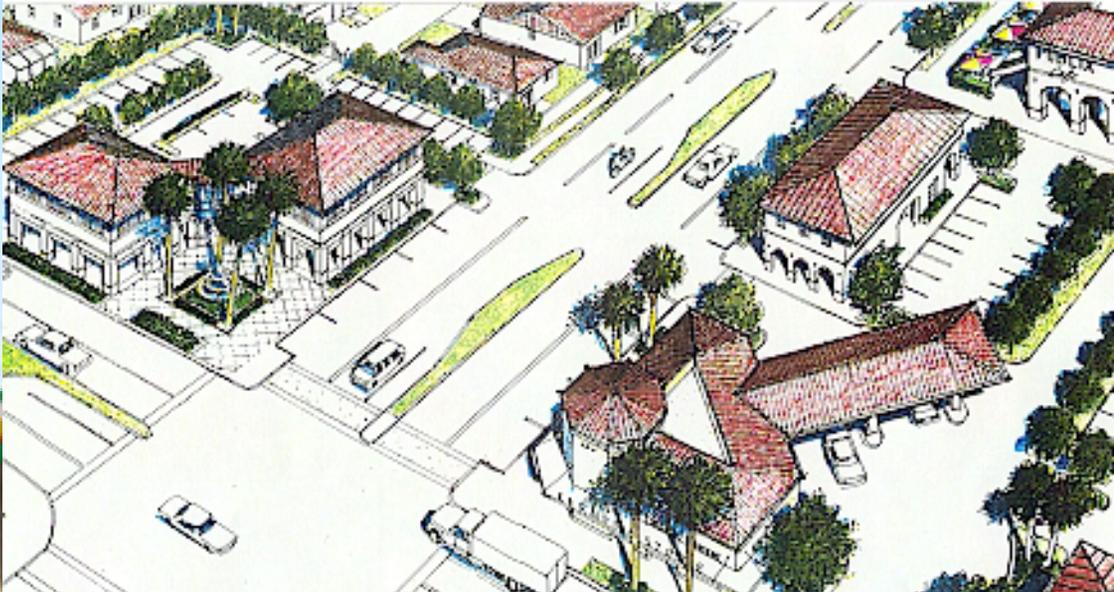
Shell

Bobbys

99¢  
**SENECA**  
PREMIUM  
CIGARETTES









Miami Beach Publix - Parking on Roof

9/9/1999



# Block, Street, and Building

7. *Civic buildings require important sites.*

8. *All buildings should provide a clear sense of location.*

9. *...preservation and renewal of historic buildings, districts, and landscapes.*









# Block, Street, and Building

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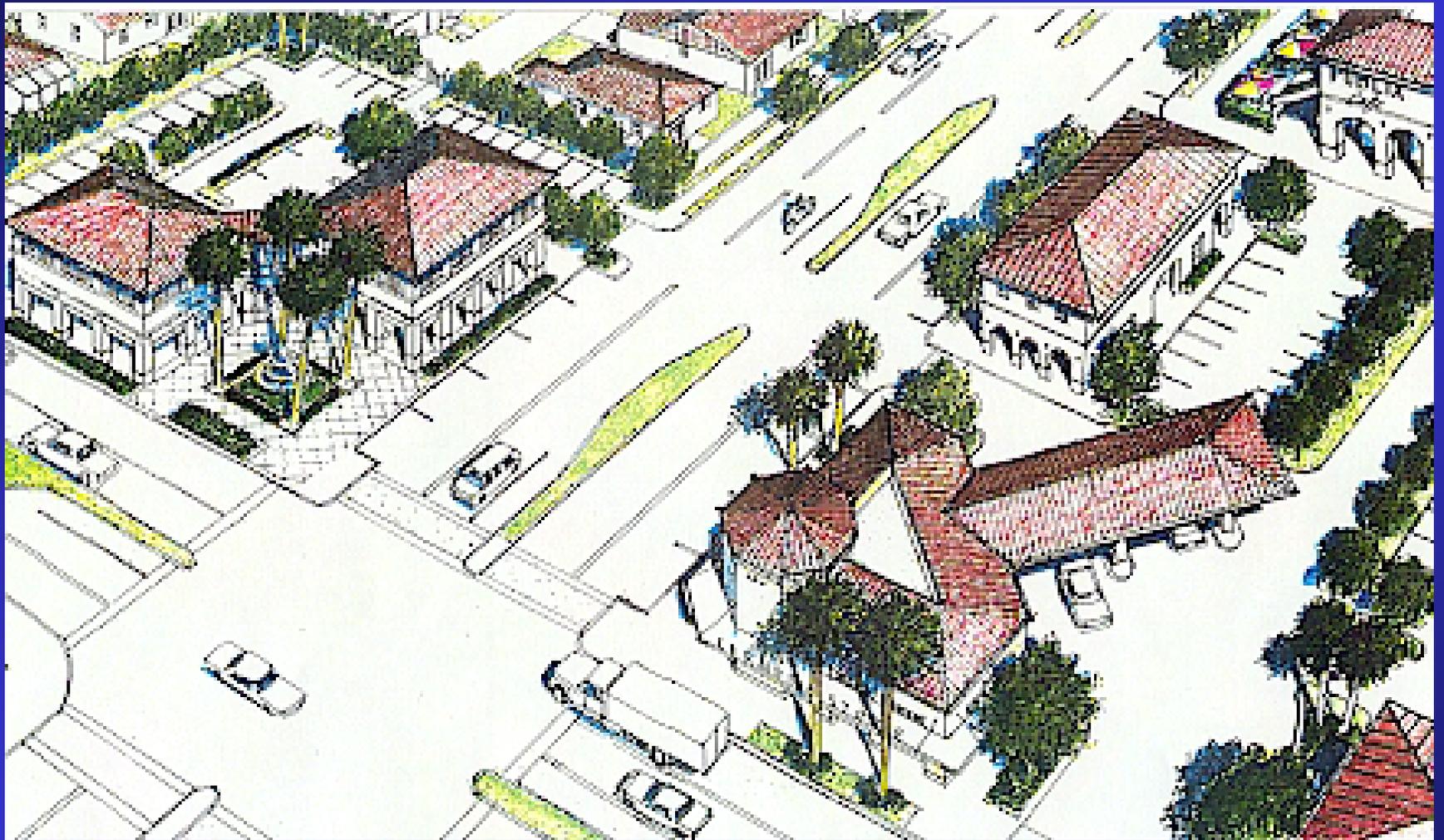


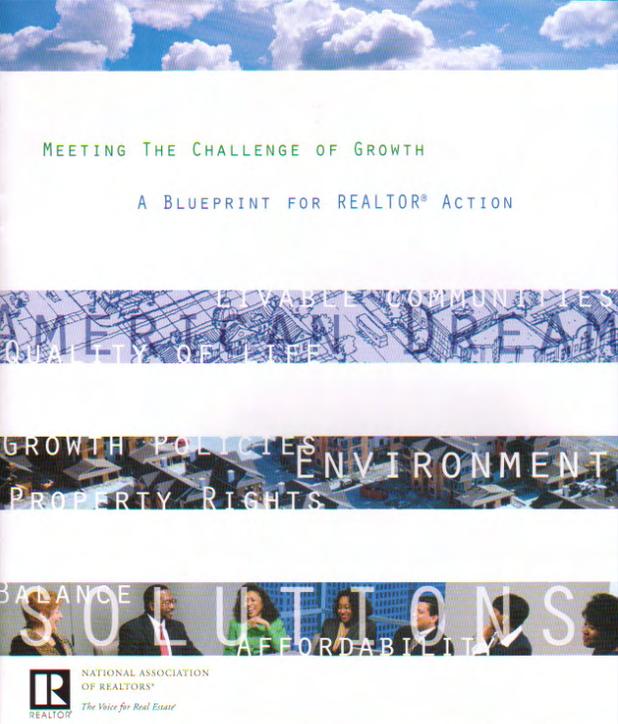
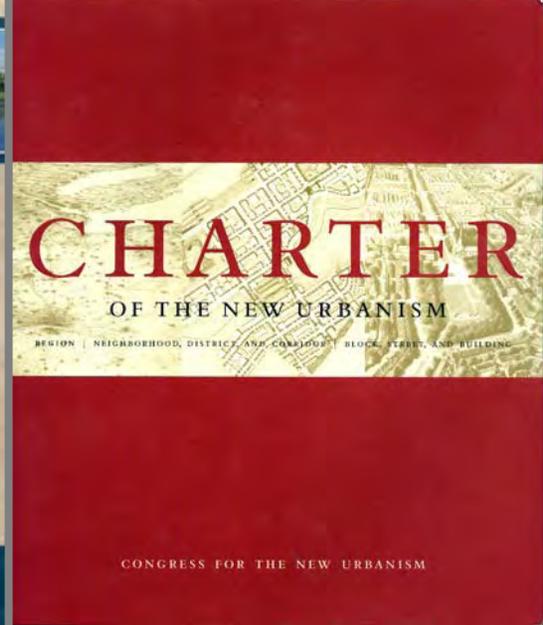
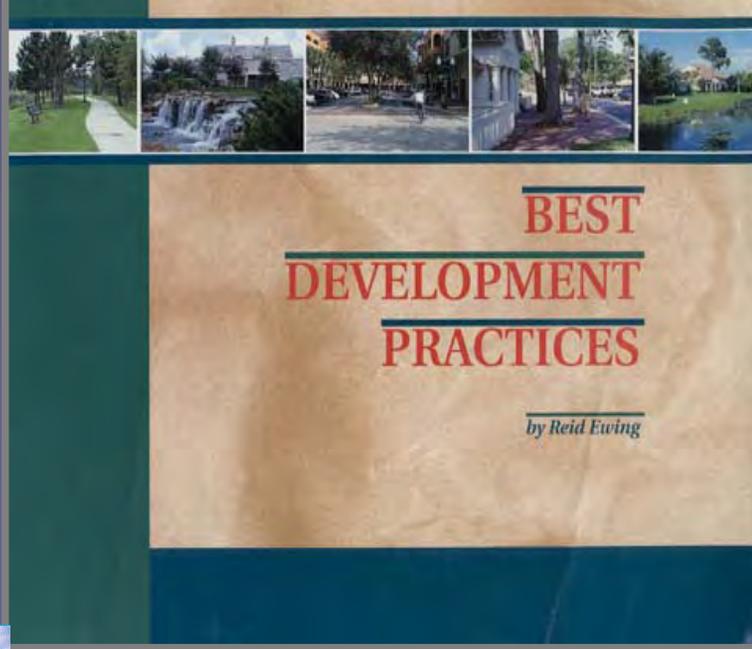
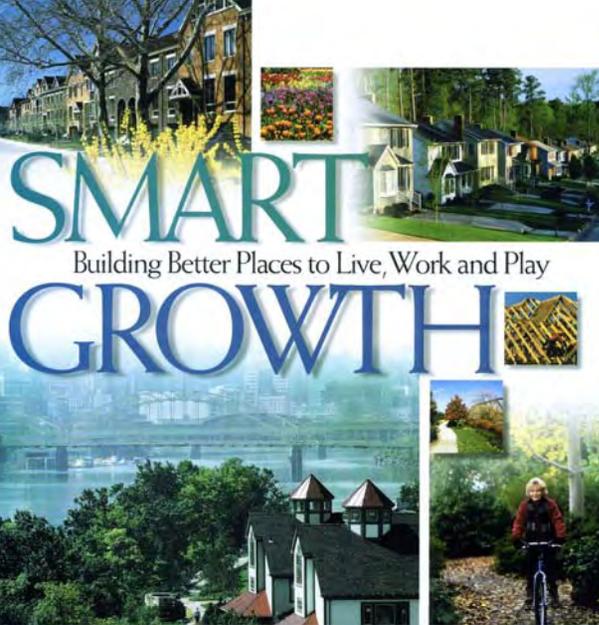


Miami Beach Publix - Parking on Roof

9/9/1999







**Take Advantage of Compact Building Design**

# Density Without Design?



Dover Kohl & Partners

**Fawn Creek Apartments, Eureka**

# Density...



**Dover Kohl & Partners**

**Dilworth, Charlotte NC**



# Density with Design



Dover Kohl & Partners

**1980s & 90s: Density, but...**

# Density with Design



Dover Kohl & Partners

**In New Projects: Maintain the Relationship of Building and the Street**

# Density with Design



Dover Kohl & Partners

**In New Projects: Make the Streets Good  
Neighbors**

# Density with Design



Dover Kohl & Partners

**In New Projects: Promote the Street as an  
Amenity, and Inspire Investment**

# Key Corridors: Establishing the Image



**World-Class Streets**

# Key Corridors: Establishing the Image



World-Class Streets

# Key Corridors: Establishing the Image

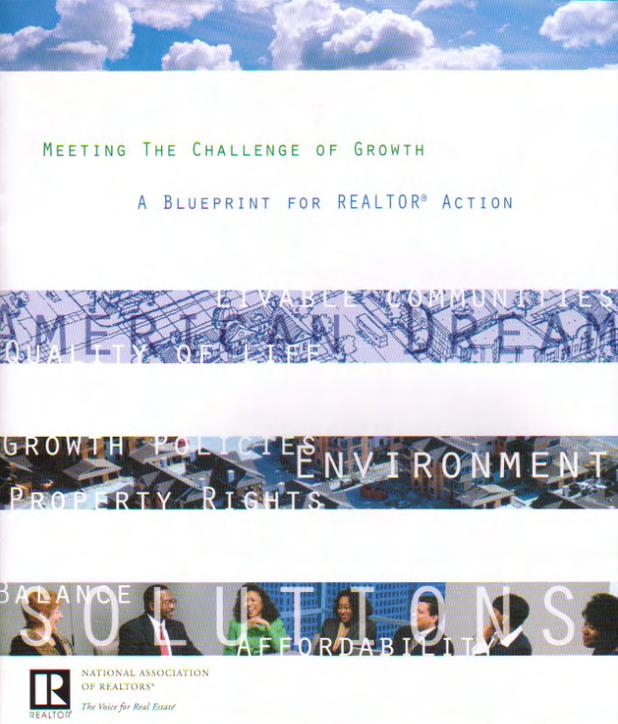
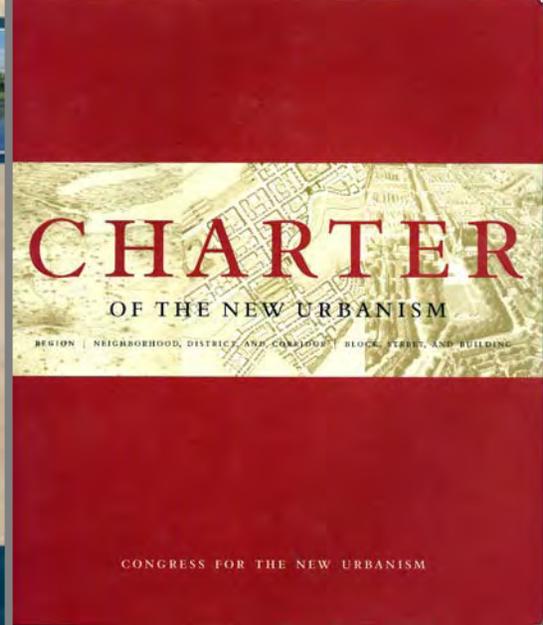
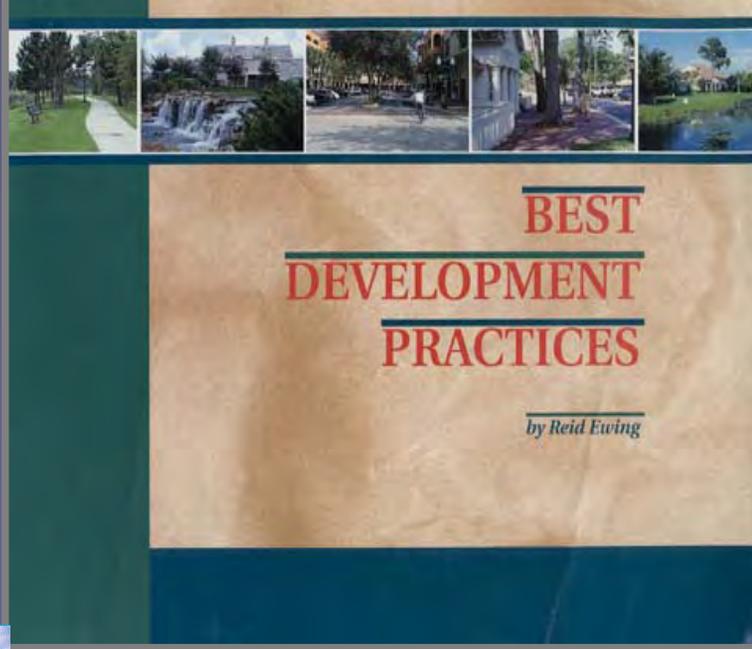
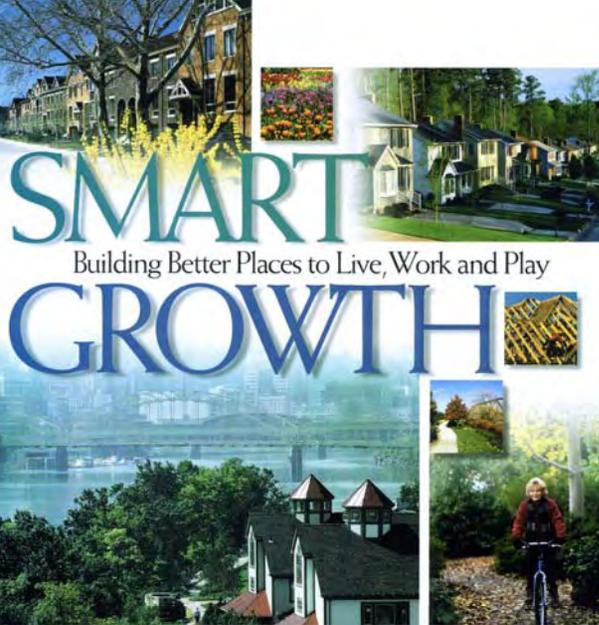


**World-Class Streets**

# Key Corridors: Establishing the Image



**World-Class Streets**



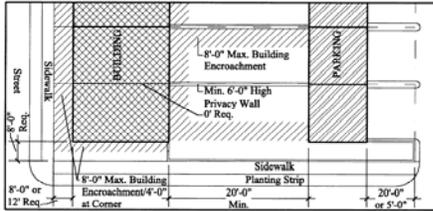
**Make Development Decisions Predictable, Fair & Cost Effective**

# *Ingredients of Successful Community Building*

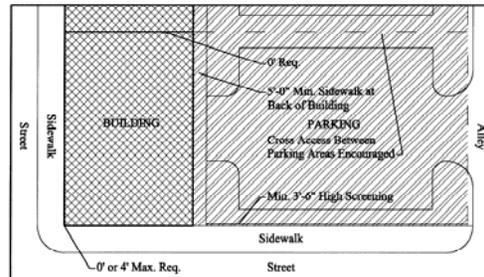
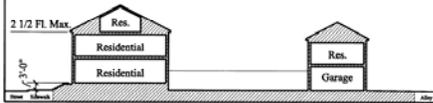
Make it easy  
to do the  
right thing!



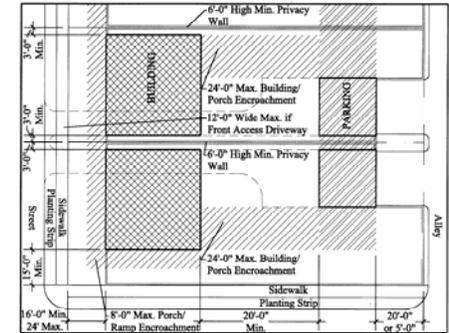
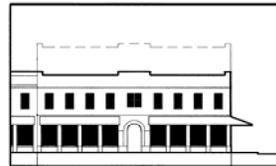
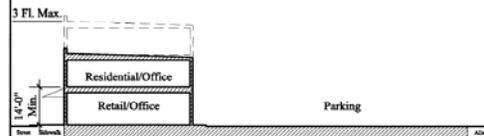
# Building Guidelines & Standards



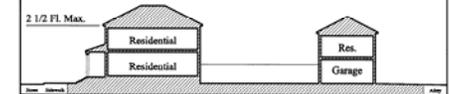
Note: 90% of building facades fronting public streets shall be built at the stated setback.



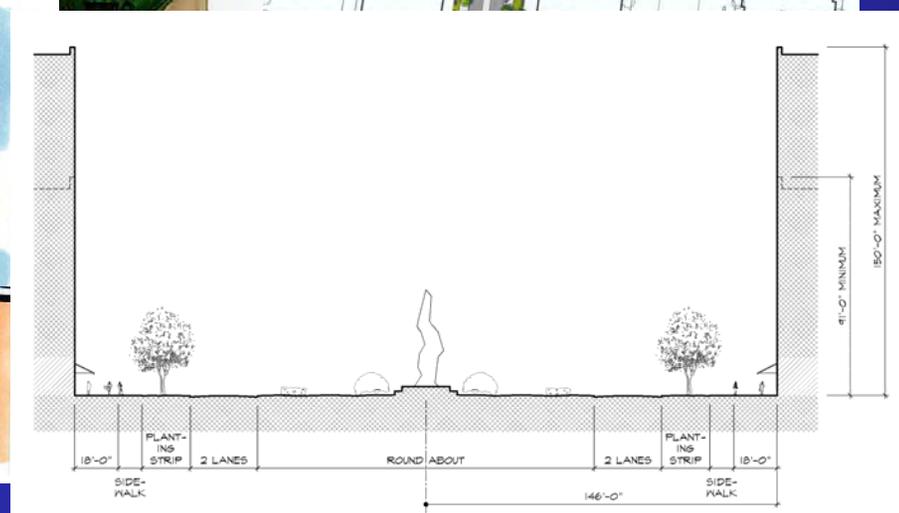
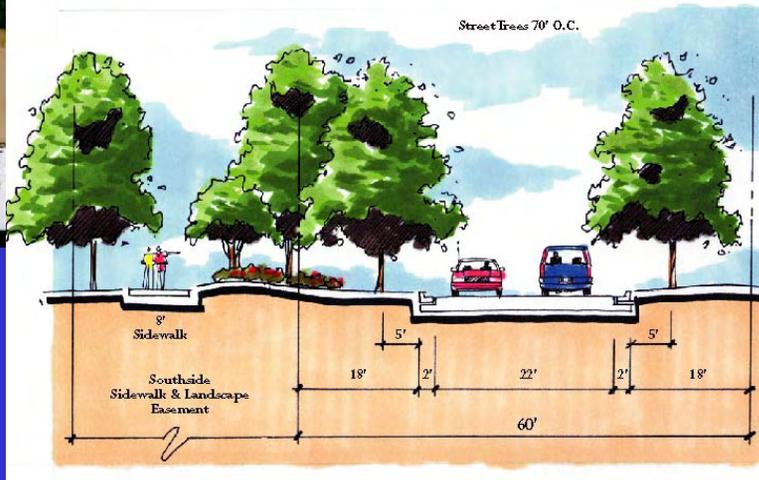
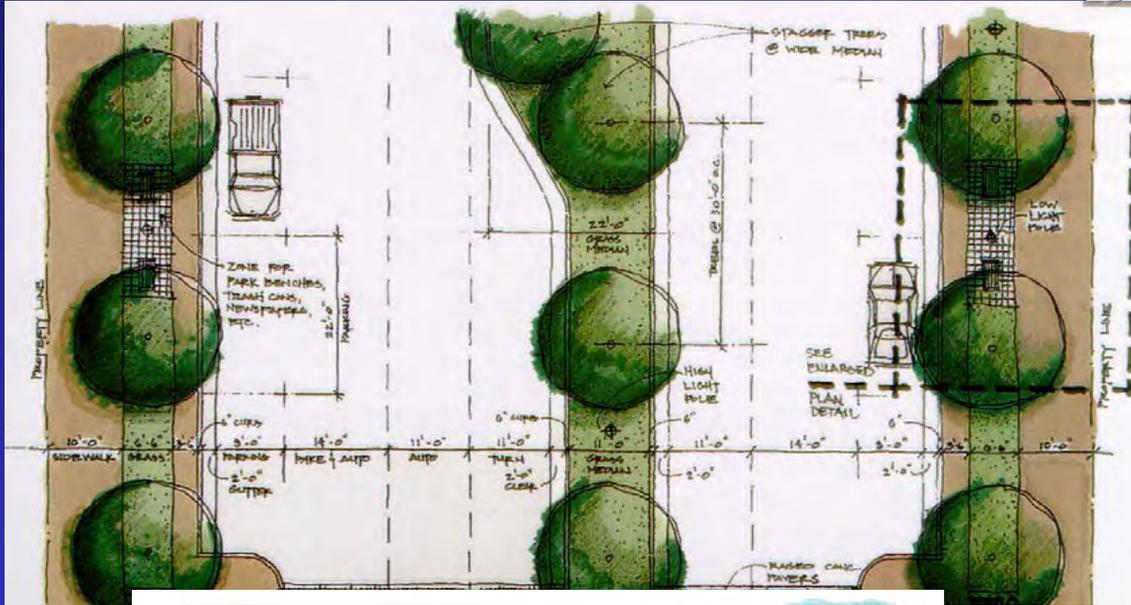
Note: 100% of building facades fronting public streets shall be built at stated setback.



Note: 50% of building facades fronting public streets shall be built at the stated setback.



# Circulation Guidelines & Standards



# Urban Zoning Overlay

518.6(k)

## CORNER STORE

A corner store is well suited for intimate neighborhood center commercial applications. It is pushed to the front of its lot and features a ground floor roughly level with the sidewalk and a highly transparent ground floor facade.

### Building Placement:

Lot Widths 25 ft minimum  
200 ft maximum

Build-to-Line locations Corner lots:  
0 ft from front Property Line  
0 ft from side street Prop. Line  
Interior Lots:  
0 ft from front Property Line

Side Setback none

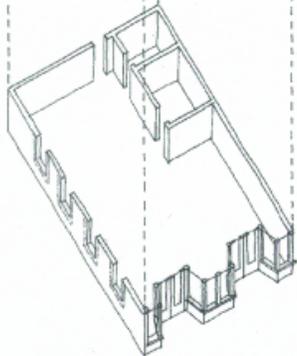
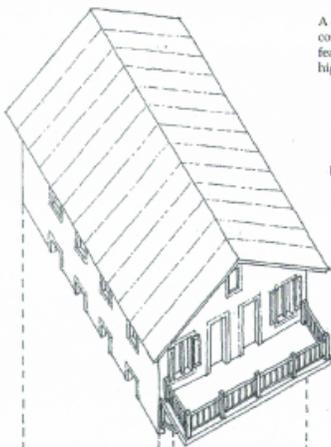
Building Frontage 70% to 100% of lot frontage  
Building Coverage 80 % maximum

### Height:

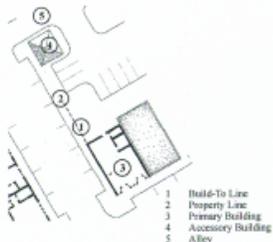
Maximum Height 58 ft above grade  
Minimum Height 2 Stories  
1st Floor Elevation none

### Note:

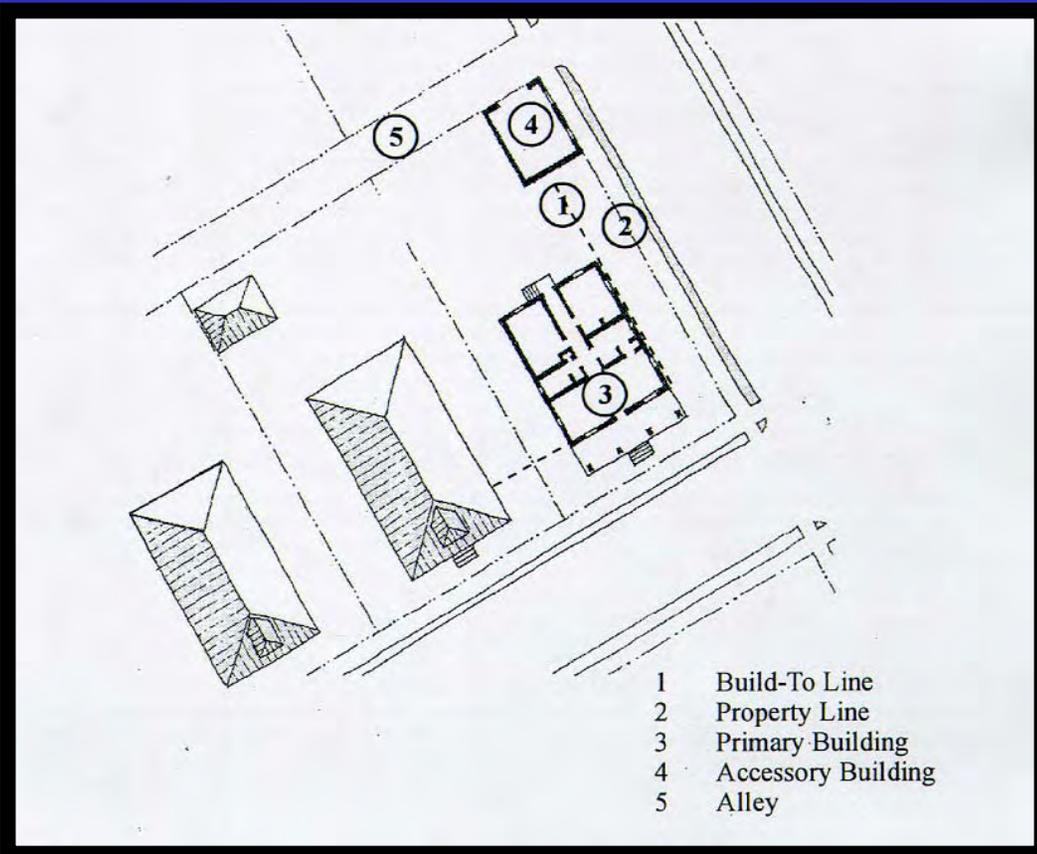
1. Appurtenances may extend beyond the height limit.
2. Building fronts are required to have at least one of the following: front porch, arcade, colonnade, 2nd floor balcony, marquee, or awning.



Example



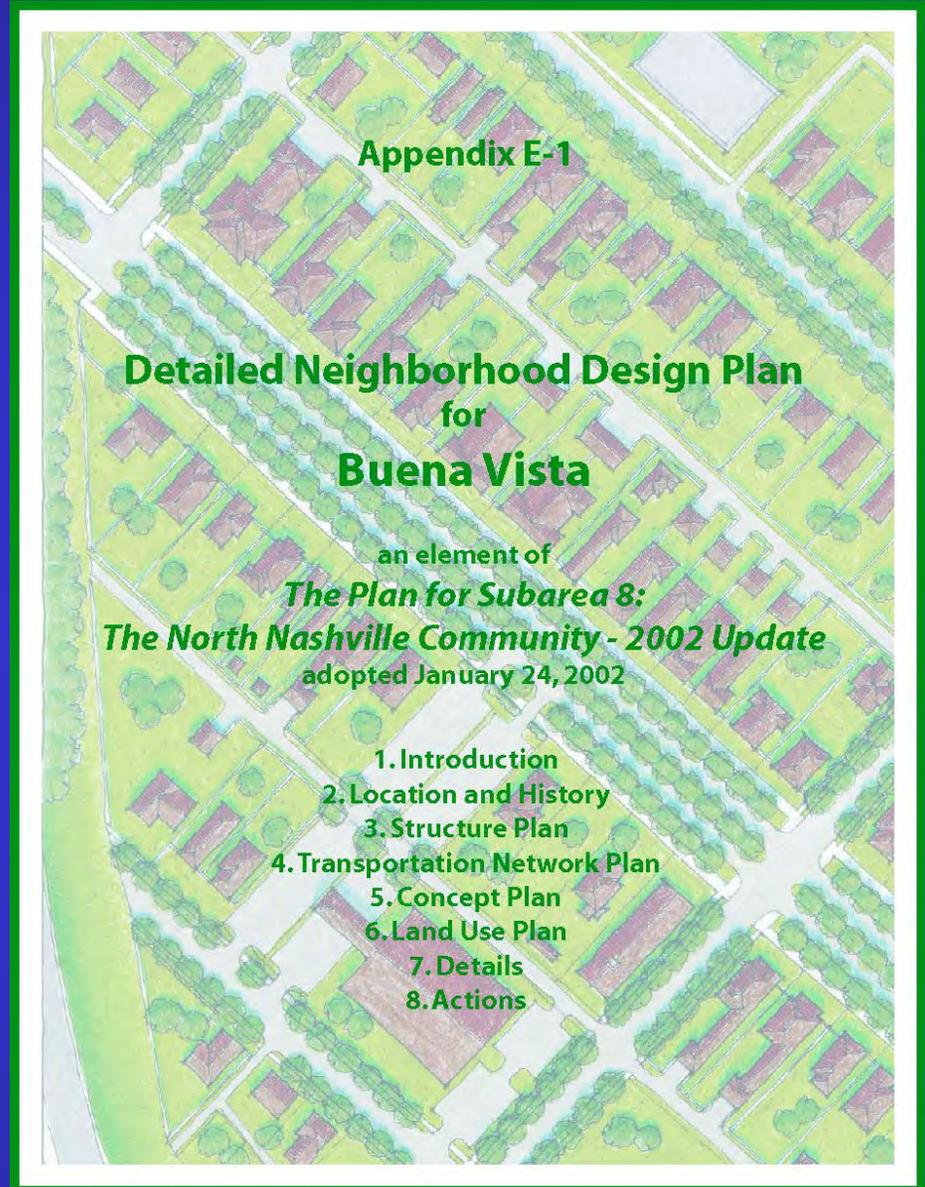
- 1 Build-To Line
- 2 Property Line
- 3 Primary Building
- 4 Accessory Building
- 5 Alley



- 1 Build-To Line
- 2 Property Line
- 3 Primary Building
- 4 Accessory Building
- 5 Alley

# SITE SPECIFIC DESIGN GUIDANCE

## DETAILED NEIGHBORHOOD DESIGN PLANS





Site Plan

**ARTHUR AVENUE AS A BOULEVARD WITH MEDIAN AND STREET TREES**

**INFILL OF SINGLE FAMILY DETACHED HOUSES ON EXISTING LOTS WITH PARKING ACCESS FROM SERVICE LANE**

**SIDEWALKS ARE IMPORTANT FOR PEDESTRIAN LINK BETWEEN LIBRARY AND ELIZABETH PARK**

**INFILL OF SIDE YARD ATTACHED HOUSES PROVIDE TWO SINGLE FAMILY HOUSES WITH A COMMON WALL AND WIDER SIDE YARD**

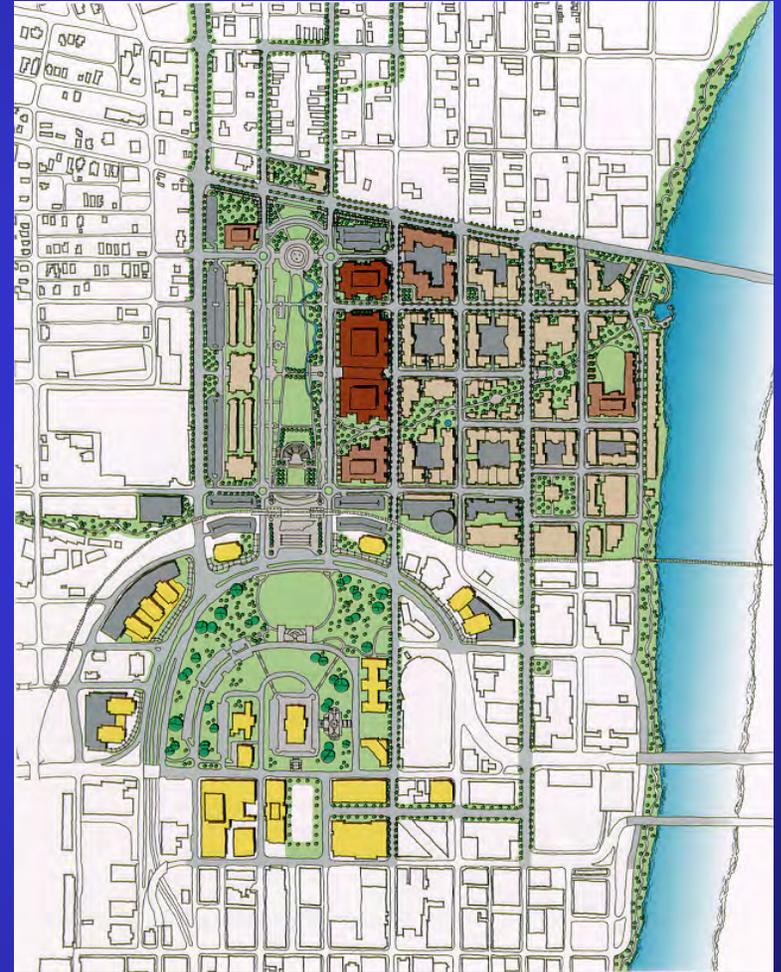
**INFILL OF SIDE YARD DETACHED HOUSES TAKE ADVANTAGE OF NARROW LOTS BY PROVIDING WIDER SIDE YARD**

**PARKING AREAS FOR CIVIC AND NON-RESIDENTIAL BUILDINGS SHOULD BE WELL SCREENED TO MINIMIZE DEAD PEDESTRIAN SPACE**

**MIXTURE OF HOUSE TYPES PROVIDES OPPORTUNITIES FOR MIXED INCOME NEIGHBORHOOD AND RESIDENTIAL DESIGN GUIDELINES CAN ENSURE COMPATABILITY OF NEW DEVELOPMENT WITH EXISTING ARCHITECTURE**

# *Ingredients of Successful Community Building*

**Proactive  
planning-the  
process must  
seek sustainable  
outcomes.**



**“The art of progress is to preserve order amid  
change, change amid order.”**

**Alfred North Whitehead**

# Community or sector planning approach

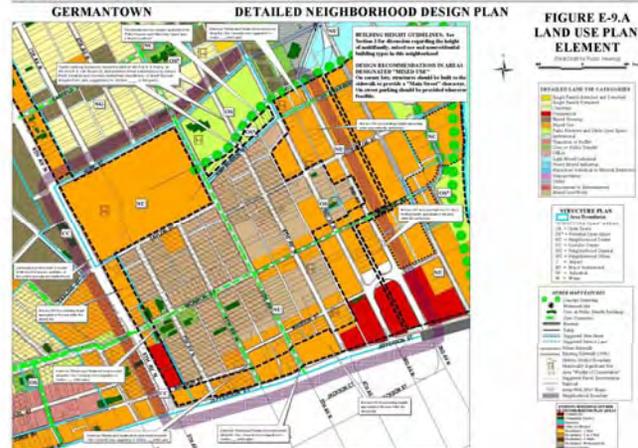
## DRAFT Recommendations Subarea 6 Plan Update for the Bellevue Community



Rezoning for Commercial Use Requested by Property Owners for Parcels Filled in Red Color

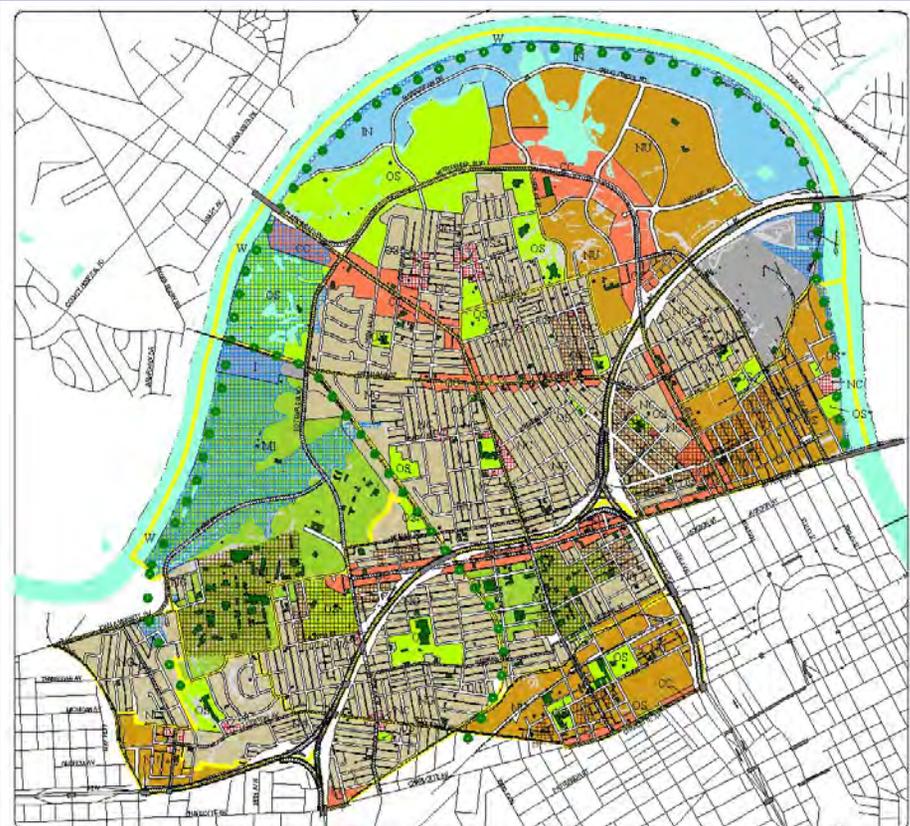


Concept Drawing for Land Use Policy Proposed for Subarea 6 Update:  
Area A: Neighborhood Scale Commercial Limited to the Nodes and Existing Commercially Zoned Property  
Area B: Traditional Neighborhood Housing (single family)

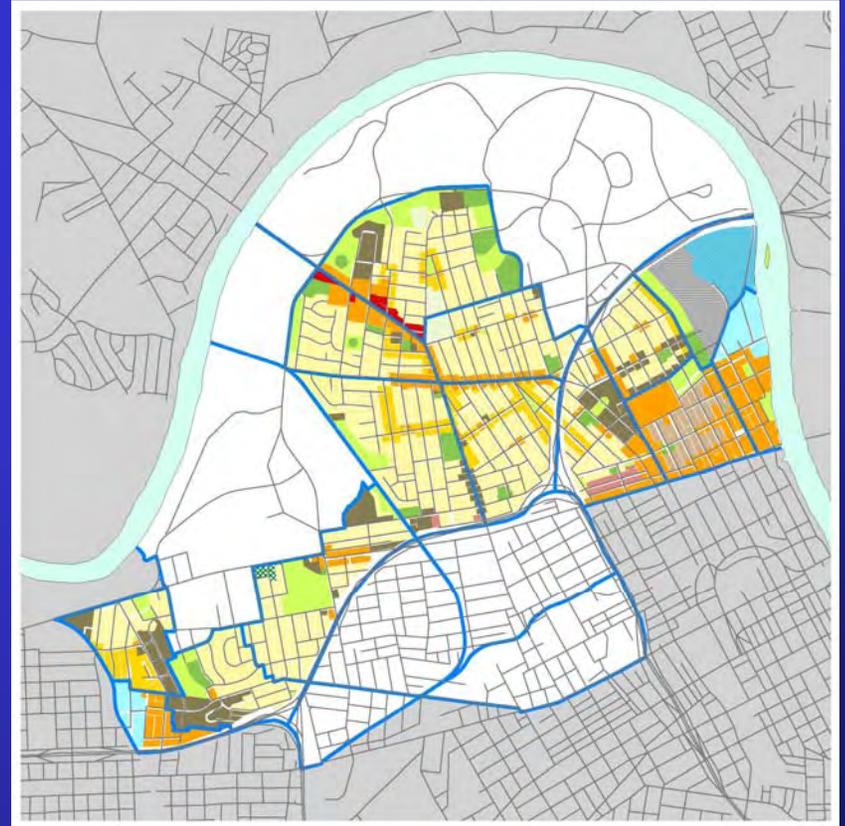


# GUIDING THE COMMUNITY'S PHYSICAL DEVELOPMENT

## THE COMMUNITY-WIDE “STRUCTURE PLAN”



## THE “DETAILED NEIGHBORHOOD DESIGN PLANS”





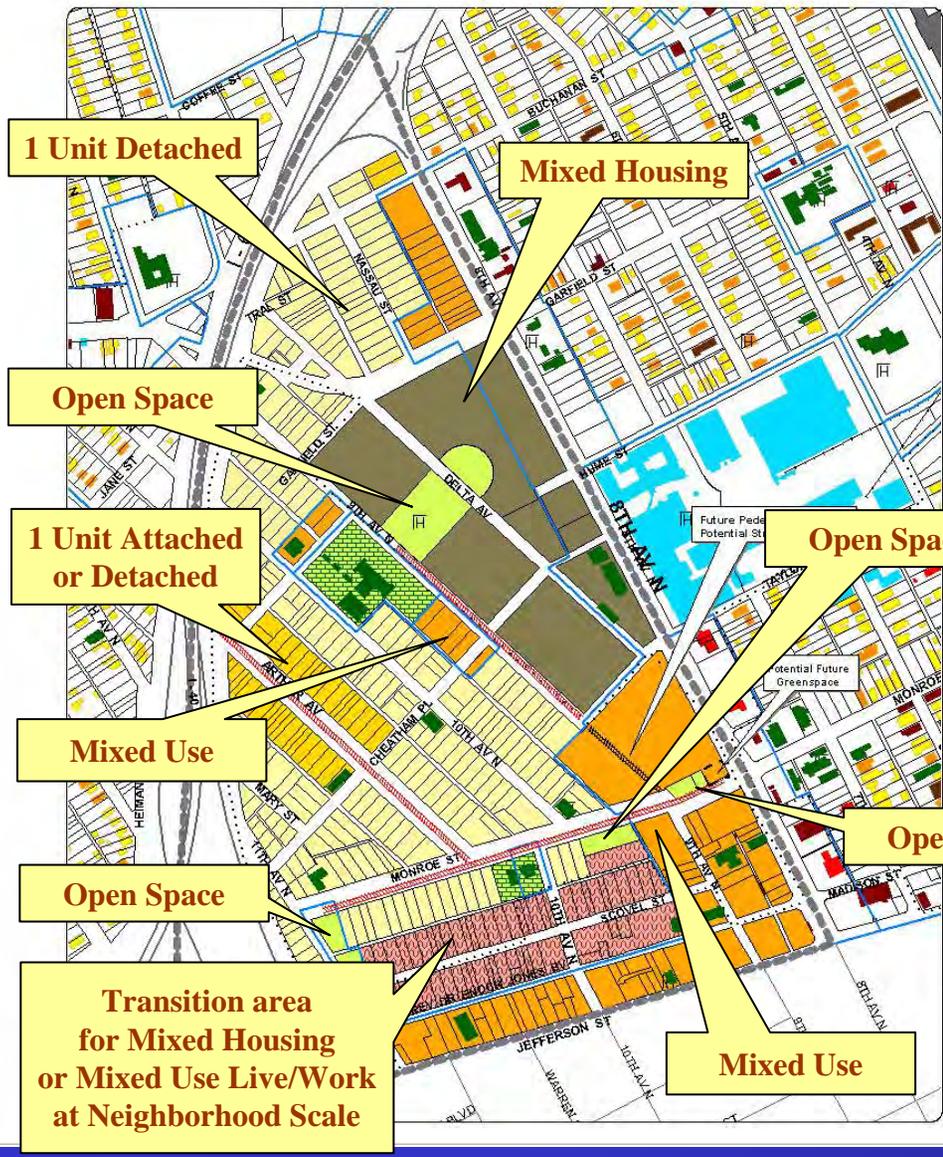
# A Detailed Neighborhood Design Plan for BUENA VISTA

Subarea 8 Plan Update  
North Nashville  
October 6, 2001

# BUENA VISTA

## DETAILED NEIGHBORHOOD DESIGN PLAN

LAND USE PLAN ELEMENT  
(Draft October 2, 2001)



**LAND USE PLAN CATEGORIES**

[Yellow]	1 Unit Attached or Detached
[Light Yellow]	1 Unit Detached
[Green]	Cemetery
[Red]	Commercial
[Brown]	Mixed Housing
[Orange]	Mixed Use
[Light Green]	Parks Reserves and Other Open Space
[Grey]	Institutional
[Red/White Checkered]	Transition or Buffer
[Green/White Checkered]	Civic

**EXISTING BUILDINGS AROUND BUENA VISTA**

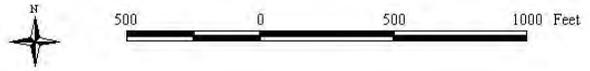
[Red]	Commercial
[Green]	Community Services
[Cyan]	Industrial
[Yellow]	Office or Medical
[Light Yellow]	Residential - 1 Unit
[Orange]	Residential - 2 or 3 Unit
[Brown]	Residential - 4 Unit+
[Light Green]	Residential - Nonhousehold
[Grey]	Industrial Utility

**"Structure Plan Area" Symbols & Names**

[Blue Line]	"Structure Plan Area" Boundary
[CC]	Corridor Center
[I]	Impact Area
[IN]	Industrial District
[MI]	Major Institutional
[NC]	Neighborhood Center
[NG]	Neighborhood General
[NU]	Neighborhood Urban
[OS]	Open Space
[OS*]	Potential Open Space
[W]	Water

**OTHER MAP FEATURES**

[Green Building]	Civic & Public Benefit Buildings
[Green Line]	Concept Greenway
[Dashed Line]	Neighborhood Boundary
[Dotted Line]	Historic District Boundary
[IF]	Historically Significant Feature
[Black Line]	Railroad
[Red/White Checkered Line]	Open Space/Civic Place Connector
[Star]	Prominent Site for Civic and Public Benefit Buildings

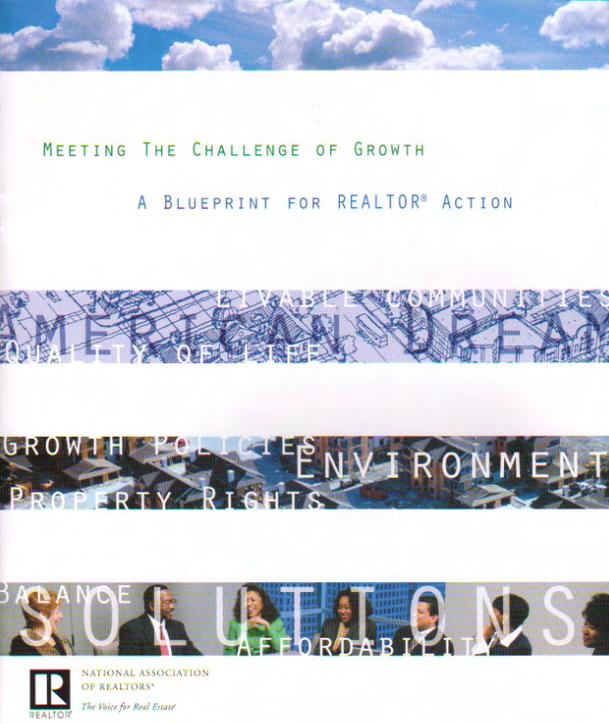
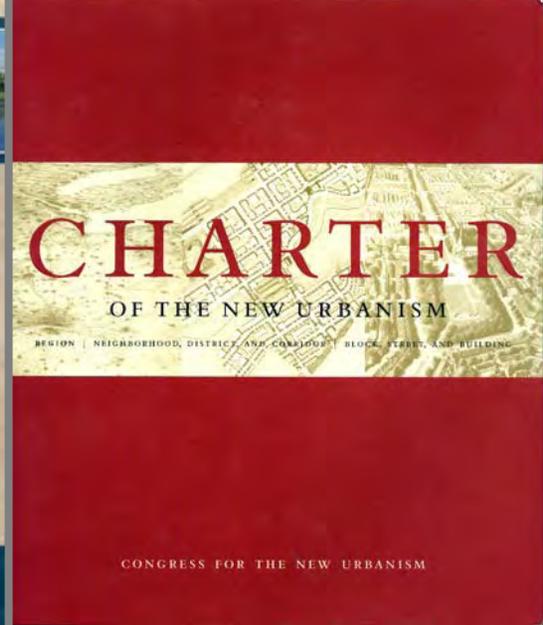
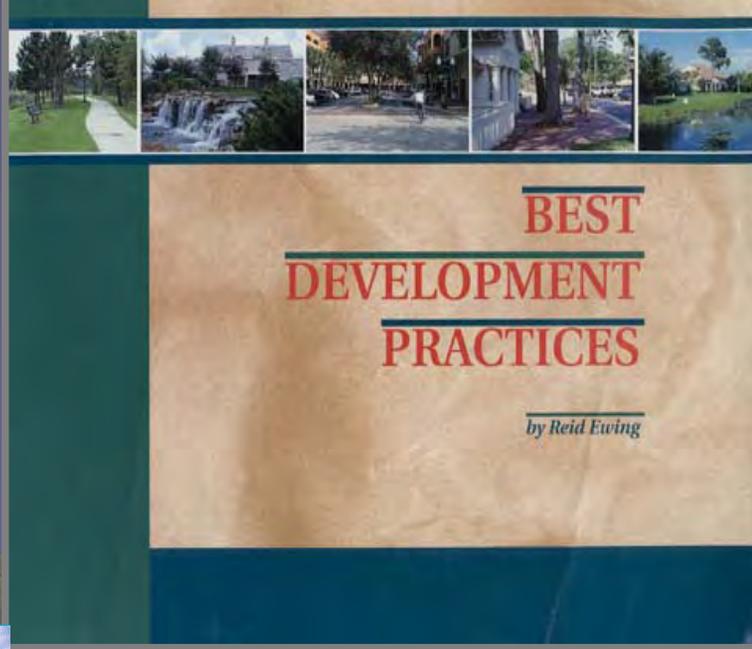
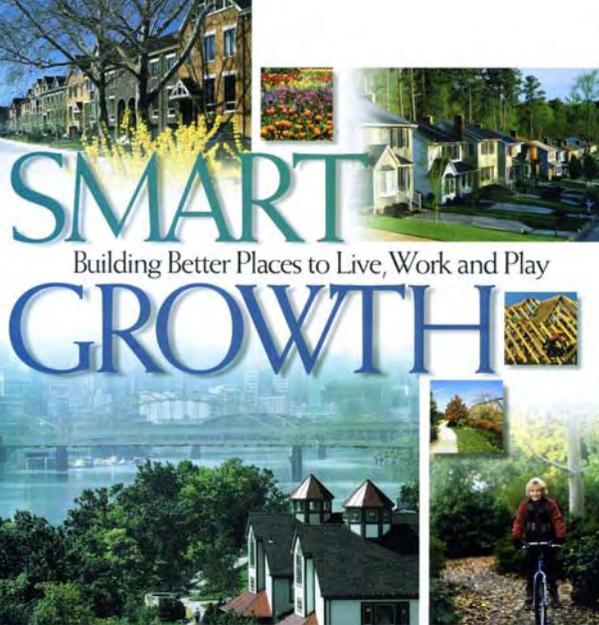


# Land Use Plan

# Elements of Success

- *Begin with the public*
- *Establish a vision*
- *Weigh every decision against the vision*
- *Make it easy to do the right thing*





**Foster Distinctive,  
Attractive Places with a  
Strong Sense of Place**