



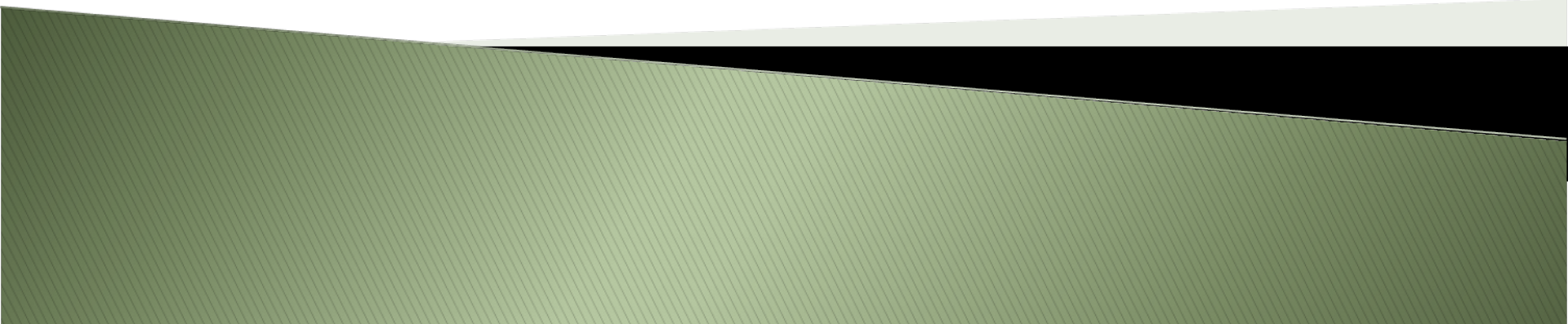
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# Mobility and Economic Development

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# What Does Mobility Mean to You?

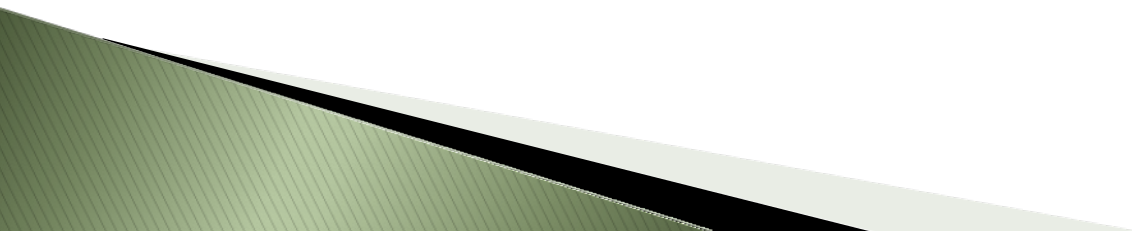
The assumptions and goals underlying any mobility program necessarily dictate its results



## Key Assumptions

- ▶ Congestion is good? Bad?
- ▶ New development is good? Bad? Causing the problem?
- ▶ Existing development patterns are good? Bad? Causing the problem?
- ▶ The solution is more roads? Transit? Greenways?

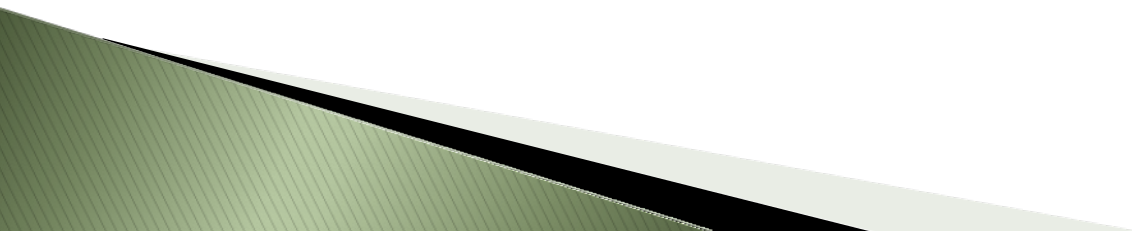
## Different Goals

- ▶ Reduce urban sprawl?
  - ▶ Reduce vehicle miles traveled?
  - ▶ Incentivize alternative modes of transportation?
  - ▶ Encourage growth? Prevent growth? Direct growth?
  - ▶ Environmental?
  - ▶ Densification?
- 


# Defining the Problem - Methodology

- ▶ Modeling versus aggregation?
- ▶ Backlog?
- ▶ What's acceptable?
  - Level of Service
  - Forms of Mitigation

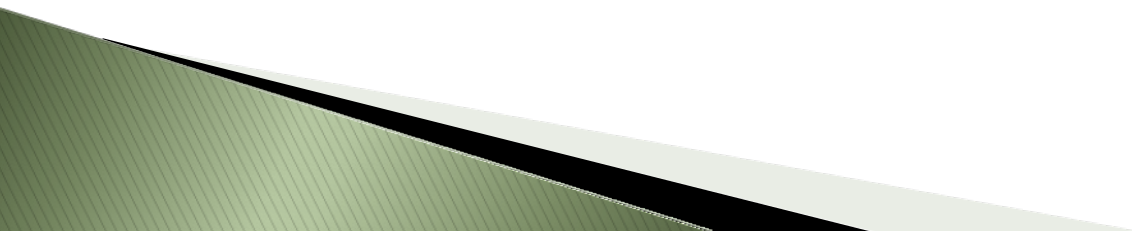
## Tools in the Mobility Box

- ▶ Concurrency – if you break it, you bought it
  - ▶ Proportionate Fair Share – pay and go
  - ▶ Transportation Improvement Districts – tax increment financing
  - ▶ Mobility Fees
- 

# Different Tools Fix Different Problems

- ▶ Concurrency and proportionate fair share incentivize development where transportation mitigation costs are low
  - ▶ Concurrency ensures infrastructure is in place when development occurs
  - ▶ Proportionate fair share and mobility fees equalize the cost of doing business
  - ▶ Mobility fees allow other considerations to determine where development occurs
  - ▶ Mobility fees and proportionate fair share may not require infrastructure to keep pace with development
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# Challenges for New Development

- ▶ Different levels of review - State, regional and local
  - ▶ Existing landscape and backlog
  - ▶ Critical mass for transit
  - ▶ Public opinion
- 



# Mobility in Florida

Recent legislation:

- Senate Bill 360
- House Bill 697

# House Bill 697

- ▶ Link between land use and transportation is made:
  - Amended Florida's Growth Management Act to require local government comprehensive plans to include greenhouse gas reduction strategies

# Senate Bill 360

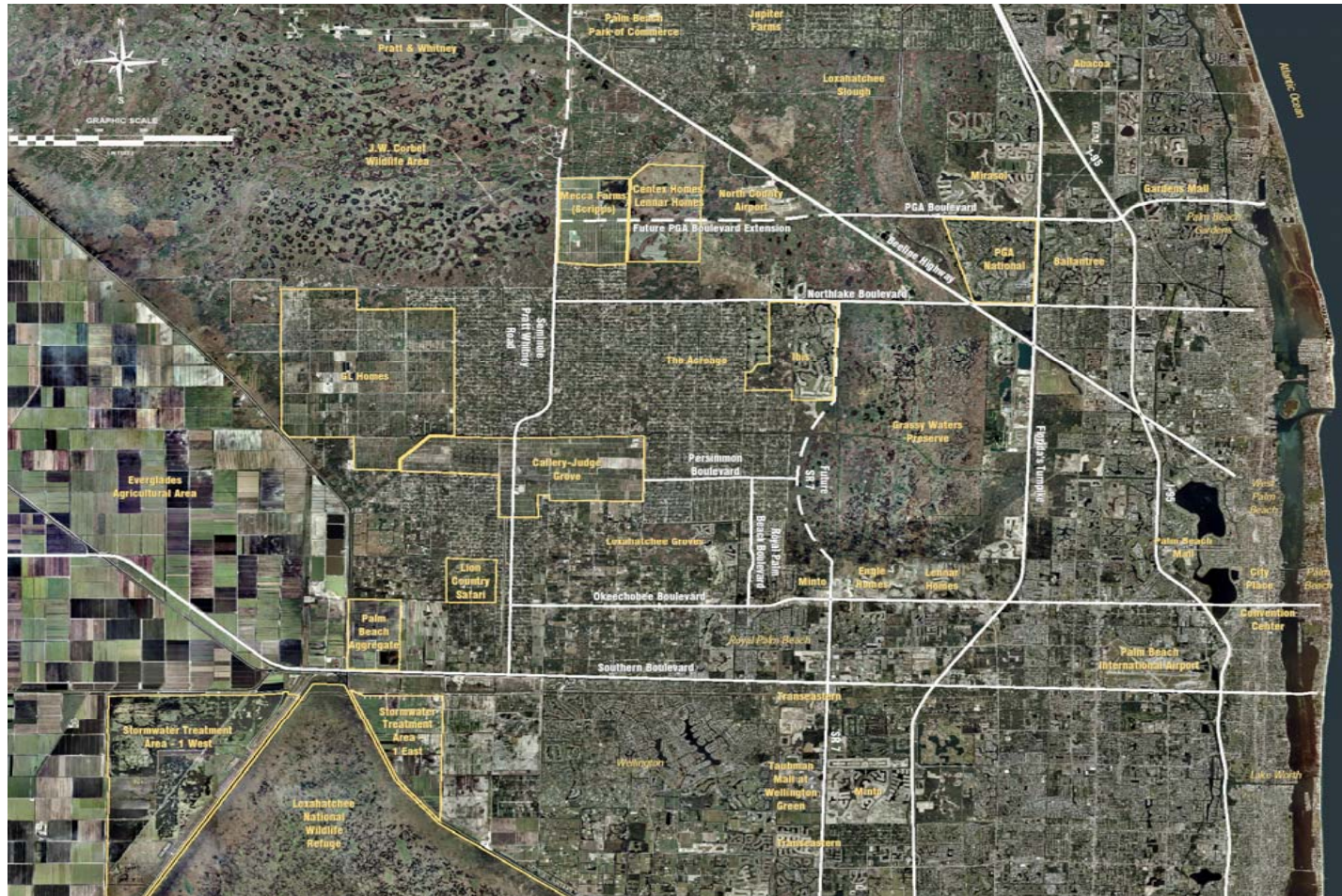
- ▶ Eliminates concurrency, maybe ...
- ▶ Creates transportation concurrency exception areas in “DULAs”
  - Mobility plans required
- ▶ Requires Florida Department of Community Affairs and Department of Transportation to complete mobility fee study

# An Example:



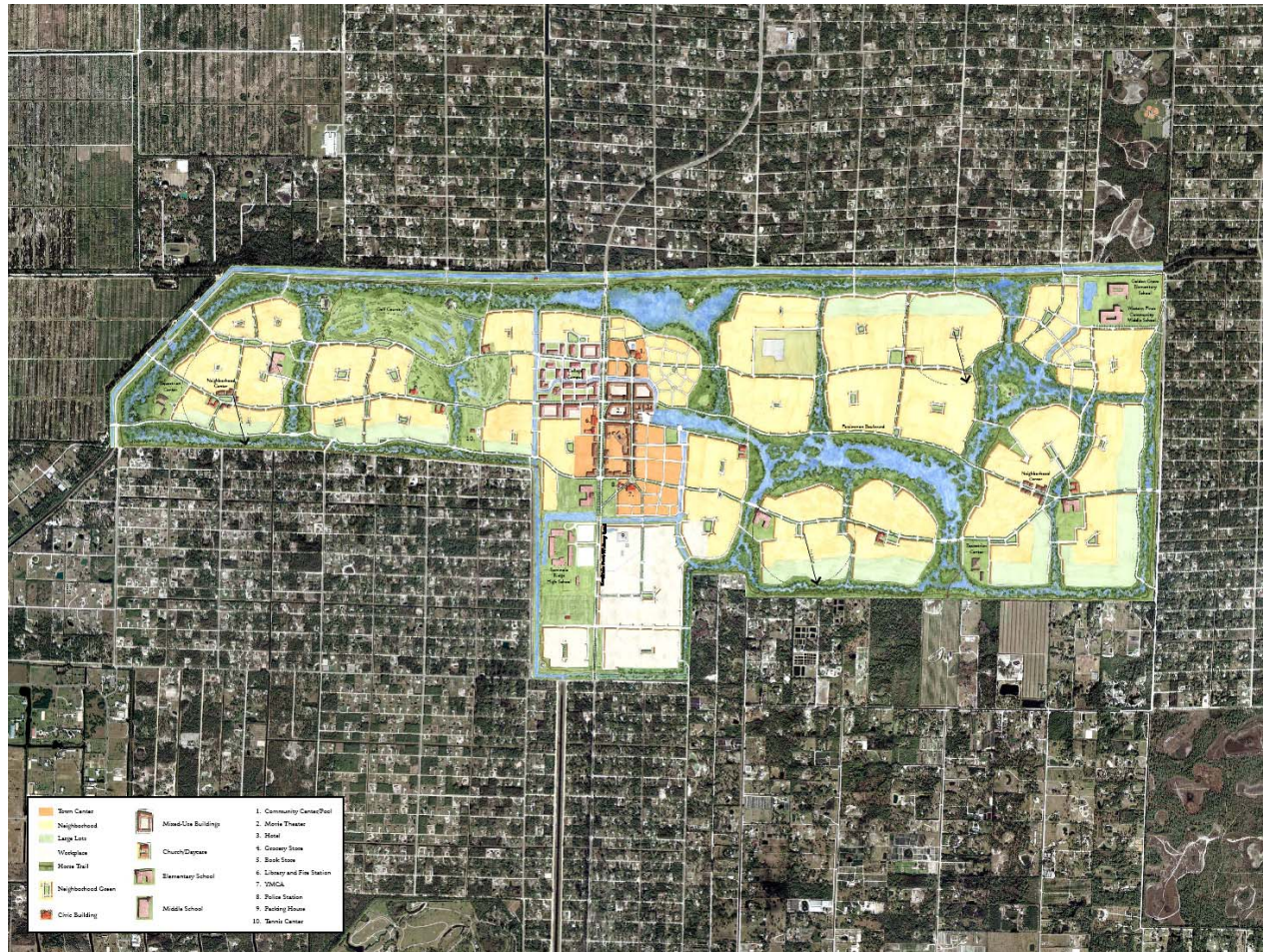


# The Landscape





# Initial Proposal





# The Result

## The Varying Character and Intensity of Development for Callery-Judge Grove



**Rural Transect** The Rural Transect is intended to be an equestrian zone and is restricted to the area West of Seminole-Pratt Whitney Road. It is characterized by "horse hamlets" with predominately multi-acre lots which are large enough for equestrian activities and small-scale agriculture. Roads are detailed as country lanes and lots would be developed mostly as gracious estates with rustic outbuildings. Equestrian centers will make the horse lifestyle an option even for those who have one of the very few smaller lots at the center of the "horse hamlets". Commercial recreational facilities and a village center may also be located within this area.



**Sub-urban Transect, Neighborhood Edge Zone and Neighborhood General Zone** This zone to the east of Seminole-Pratt Whitney Road contains lower density residential areas, with the possibility of small-scale, neighborhood-serving retail. There are larger lots at the neighborhood edge zone, though generally not as large as those found in the equestrian zone. Each neighborhood will have a green or park, and a network of streets will allow most residents to live within a 5-10 minute walk of a green space.

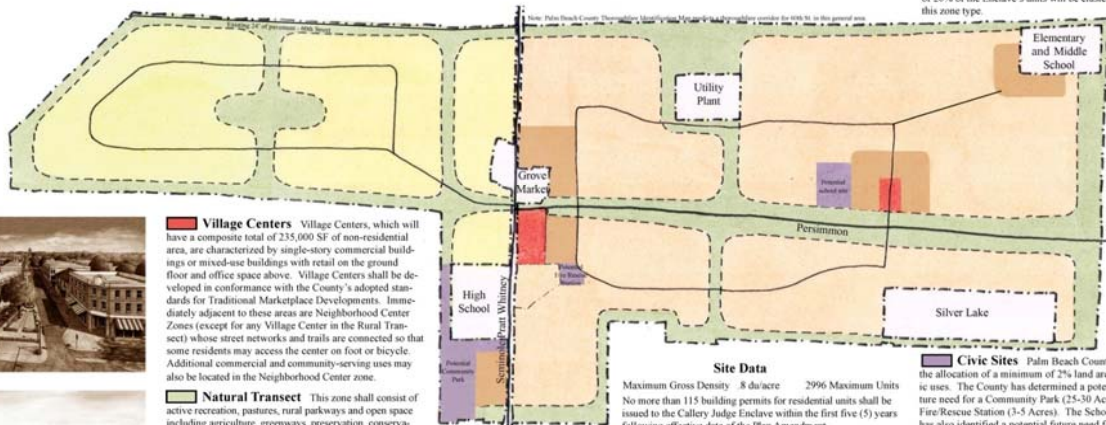
**Sub-urban Transect, Neighborhood Center Zone** A sub area within the Sub-urban Transect is designated Neighborhood Center Zone. Areas designated Neighborhood Center Zone are located within appropriate walking distances of schools and markets. These areas shall contain a minimum gross density of 4 units/acre. A minimum of 20% of the Enclave's units will be clustered within this zone type.



**Village Centers** Village Centers, which will have a composite total of 235,000 SF of non-residential area, are characterized by single-story commercial buildings or mixed-use buildings with retail on the ground floor and office space above. Village Centers shall be developed in conformance with the County's adopted standards for Traditional Marketplace Developments. Immediately adjacent to these areas are Neighborhood Center Zones (except for any Village Center in the Rural Transect) whose street networks and trails are connected so that some residents may access the center on foot or bicycle. Additional commercial and community-serving uses may also be located in the Neighborhood Center zone.



**Natural Transect** This zone shall consist of active recreation, pastures, rural parkways and open space including agriculture, greenways, preservation, conservation, wetlands, passive recreation, landscaping, landscape buffers, water management tracts and wetlands. The Natural Transect shall provide separation as well as interconnectivity to Natural Transect areas within and between neighborhoods of the Rural and Suburban Transects. This portion of Natural Transect is not depicted on this conceptual plan. The Natural Transect shall cumulatively comprise a minimum of 40% of the overall land area. Ownership and management of these lands can be via property owner association(s), home owner association(s), non-profit organization(s), and/or special district or other government agency.



### Site Data

Maximum Gross Density 8 du/acre 2996 Maximum Units  
No more than 115 building permits for residential units shall be issued to the Callery Judge Enclave within the first five (5) years following effective date of the Plan Amendment.

Transect	Percent of Total Acreage		Units/Square Footage	
	Minimum	Maximum	Minimum	Maximum
Natural	40%	NA	0	0
Rural	20%	25%	150	300
Sub-Urban	0%	40%	2096	2246
Edge and General Center	0%	35%	600	NA
Civic Sites	2%	NA	0	0
Village Centers	NA	NA	235,000 SF	235,000 SF

**Civic Sites** Palm Beach County requires the allocation of a minimum of 2% land area for civic uses. The County has determined a potential future need for a Community Park (25-30 Acres) and a Fire/Rescue Station (3-5 Acres). The School District has also identified a potential future need for up to 30 acres for a potential School Site. The Conceptual Plan depicts the general locations of these uses. Palm Beach County and the Owner of the property shall enter into an Agreement which provides for determination of need, final configuration, and timing of dedication of these sites prior to the approval of the first development order. Any remaining Civic Dedications needed to meet the minimum 2% land area shall be located in the Suburban Transect and allocated to meet residential needs throughout the project determined at the time of individual development approvals.

## CALLERY-JUDGE GROVE CONCEPTUAL PLAN

Loxahatchee, Florida

August 2008

Note: Locations and configurations of proposed land uses, roads, trails, neighborhood parks, public amenities and buffers are illustrated for conceptual purposes and not to scale, but are intended to illustrate the general locations shown on the Conceptual Plan. Final determinations shall be determined during design and permitting. All site data and text contained on this Conceptual Plan shall be considered a binding element of the Callery Judge Enclave Plan Amendment and cannot be changed without amendment to the Future Land Use Map of the Comprehensive Plan.



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# Discussion