

mainstreet

live better.

City Commission Meeting

January 25, 2024

Partners & Consultants





MainStreet Overview



	COMMERCIAL
	CIVIC
	PRIVATE RECREATIONAL
RESIDENTIAL	
	MULTIFAMILY APARTMENTS
	MULTIFAMILY CONDOMINIUM
	TOWNHOMES
	VILLAS

BLOCK 15B PRIVATE RESIDENT CLUBHOUSE & REC.
BLOCK 15C OPEN SPACE/LIFT STATION
BLOCK 15A 4-STORY CONDO
BLOCK 12 (CITY) CIVIC PKG GARAGE
BLOCK 15D LAKE
BLOCK 9 2-STORY TOWNHOMES
BLOCK 10 MULTI-FAMILY APARTMENTS 8-STORY
BLOCK 13 (CITY) CIVIC FITNESS COMPLEX
BLOCK 14 CIVIC PUBLIC SAFETY COMPLEX
MONARCH HIGH SCHOOL
VILLAGE GREEN
FPL SUBSTATION
BLOCK 7 LAKE # 4
BLOCK 11 4-STORY CONDO
PUBLIC SAFETY COMPLEX
PROMENADE AT COCONUT CREEK
BLOCK 16 MULTI-FAMILY APARTMENTS (MID-RISE) 8-STORY
BLOCK 8 2-STORY TOWNHOMES & VILLAS
BLOCK 6 2-STORY TOWNHOMES
BLOCK 5 2-STORY TOWNHOMES
BLOCK 4 5-STORY MULTI-FAMILY APARTMENTS
BLOCK 3 1-STORY COMMERCIAL
BLOCK 2 1-STORY COMMERCIAL
BLOCK 1 2-STORY TOWNHOMES & VILLAS
MONARCH STATION
CITY MARKET AVE
FPL TRANSMISSION LINE EASEMENT/ROW
PASSIVE LINEAR PARK
LAPC BLOCK
MAIN PLAZA
SAMPLE ROAD STATE ROAD 834
LYONS ROAD



Proposed Master Zoning Plan

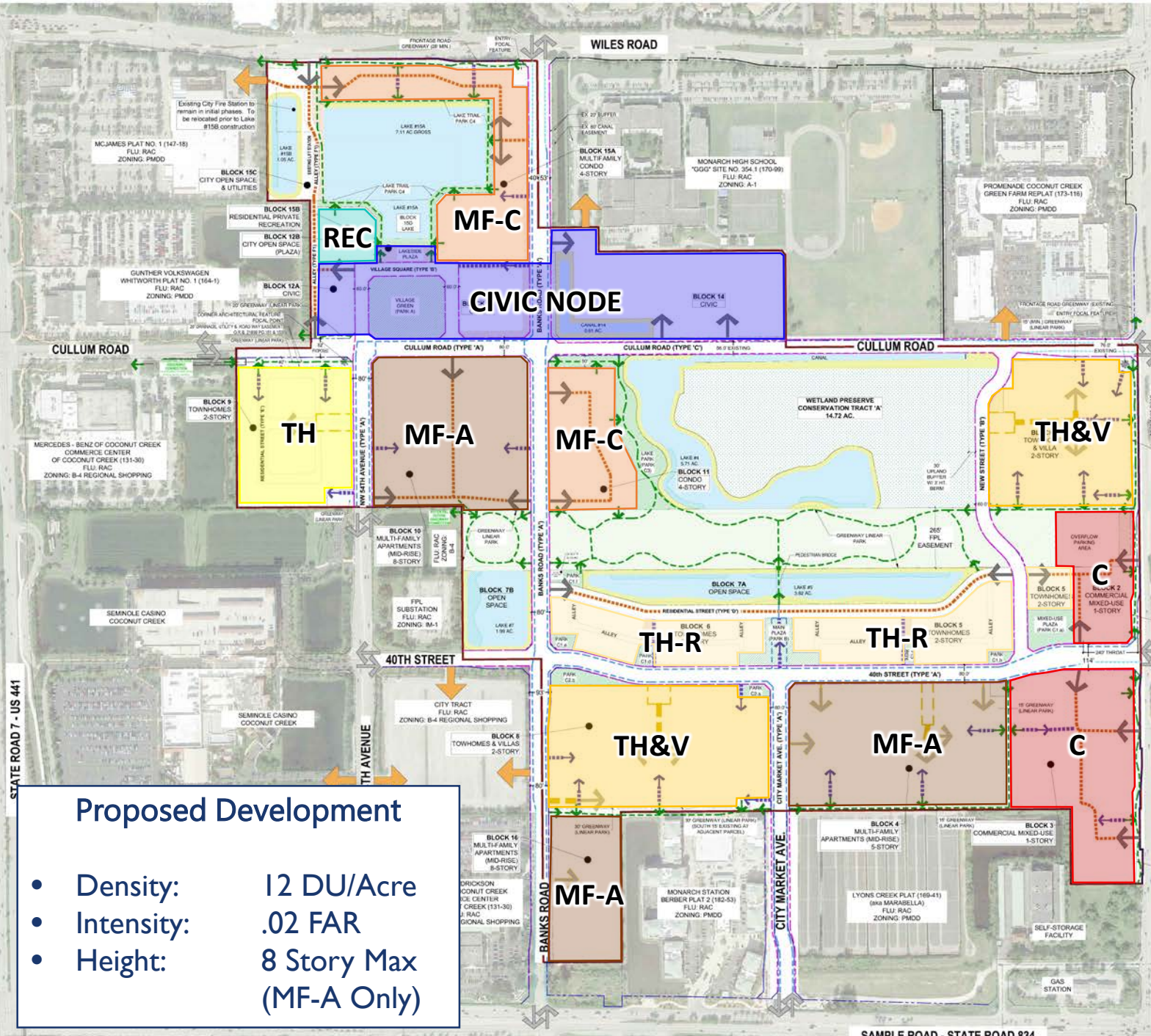
in lieu of Sub-District Map

Zoning Legend

- C** Commercial
- MF-A** Multifamily Apartments
- MF-C** Multifamily Condominiums
- TH&V** Townhomes and Villas
- TH-R** Rear Load Townhomes
- TH** Front and Rear Load Townhomes
- REC** Private Recreation
- CIVIC NODE** Civic Node

Proposed Development

- Density: 12 DU/Acre
- Intensity: .02 FAR
- Height: 8 Story Max (MF-A Only)



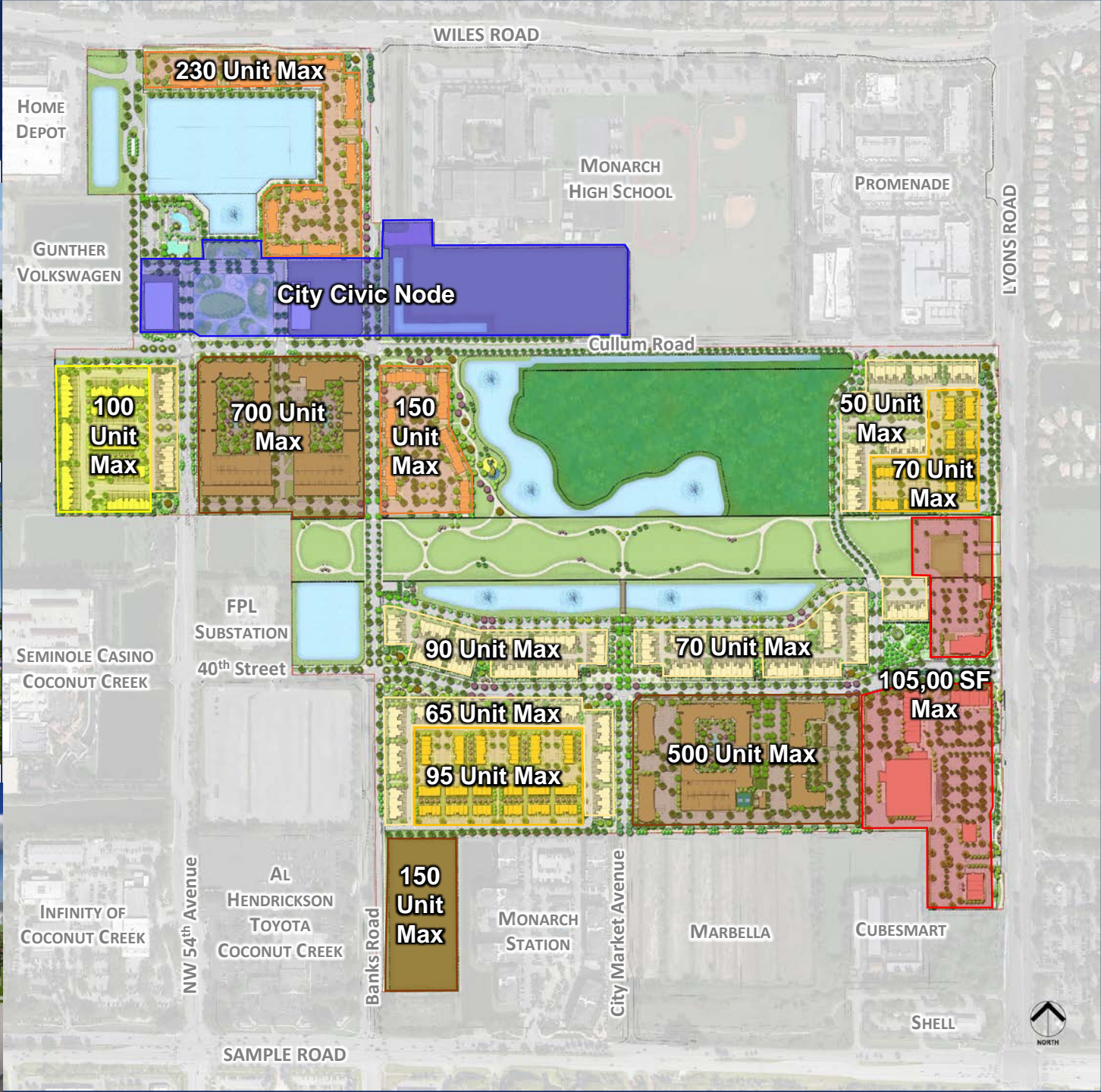
BLOCK ID	ACREAGE	USE	MAX. HEIGHT	MAX. DWELLING UNITS	MAX. COMMERCIAL INTENSITY
1	8.82	Townhomes / Villas	2 story	120	0
2	2.02	Commercial	1 story	0	15,000
3	8.76	Commercial	1 story	0	90,000
4	11.86	Multifamily Apartments	2 story	500	0
5	2.46	Townhomes	2 story	90	0
6	5.63	Townhomes	2 story	70	0
8	11.95	Townhomes / Villas	2 story	160	0
9	7.11	Townhomes	2 story	100	0
10	10.73	Multifamily Apartments	2 story	700	0
11	4.83	Condominiums	4 story	150	0
15A	7.38	Condominiums	4 story	230	0
15B	1.43	Private Recreation (Clubhouse / 25,000 SF)	2 story	0	0
15	4.49	Multifamily Apartments	8 story	175	0
7A	5.73	Open Space (Lake)			
7B	2.44	Open Space (Lake)			
15D	0.83	Open Space (Lake)			
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PARKING	1.67	Overflow Parking within FPL Easement			
UTILITY	0.10	Regional Wastewater Lift Station Easement			
12A	1.15	Civic (City Parking)	TBD	0	TBD
12B	0.45	Open Space (City Plaza)	TBD	0	TBD
13	2.39	Civic (City Fitness Complex)	TBD	0	TBD
14	8.96	Civic (City Public Safety Complex)	TBD	0	TBD
15C	10.00	Open Space & Utility (City Lake & Lift Station)	n/a	0	TBD
TOTAL	135.80			2,295	105,000
		Maximum Density/Commercial Intensity		2,360	125,000
		Remaining Density/ Commercial Intensity		65	120,000
PARK A	2.10	DRI SEC. 5.a (VILLAGE GREEN)			
PARK B	0.68	DRI SEC. 5.b (MAIN PLAZA)			
PARK C	5.98	DRI SEC. 5.c (PUBLIC PARKS/PLAZAS)			
CONSERVATION	14.72	WETLAND PRESERVE (CONSERVATION TRACT 'A')			
GREENWAY	5.30	FRONTAGE ROAD & PERIMETER GREENWAYS			
FPL	15.32	FPL EASEMENT (PASSIVE LINEAR PARK)			
ROW	21.78	PUBLIC STREET RIGHT-OF-WAY (approx.)			
GROSS	200.98	GREEN LAND AREA			

MASTER ZONING PLAN LEGEND

- GREENSPACE**
 - DRI LAND DEDICATIONS (REFER TO SHEET GSP-1 MASTER PUBLIC GREENSPACE PLAN)
 - PUBLIC GREENSPACE AREAS A, B & C
 - MSOS GREENSPACE (REFER TO SHEET GSP-2 MSOS GREENSPACE PLAN)
 - CONSERVATION EASEMENT (WETLAND PRESERVE & BUFFER)
 - GREENWAYS, LINEAR PARKS & BUFFERS
 - LAKE BANKS
 - PUBLIC PARKS / PLAZAS / GATHERING AREAS
 - CONNECTIVITY**
 - ← OPPORTUNITY FOR CROSS CONNECTIVITY TO ADJACENT PROJECTS WITHIN THE RAC (VEHICULAR &/OR PEDESTRIAN)
 - COMMUNITY STREET NETWORK (STREET TYPE A, B, C)
 - COMMUNITY STREET SIDEWALK GRID
 - BUFFERED BIKE PATH
 - ON STREET BIKE LANE
 - BLOCK CIRCULATION NETWORK**
 - 1) VEHICULAR & PEDESTRIAN ACCESS
 - PUBLIC ACCESS
 - GATED ACCESS (RESIDENTIAL USE ONLY)
 - 2) ENHANCED PEDESTRIAN PASSAGE
 - RESIDENTIAL USE (MIN. 15' WIDE OPEN SPACE W/ MIN. 6' SIDEWALK); OR
 - NON-RESIDENTIAL USE (MIN. 8' WIDE SIDEWALK)
 - 3) GREENWAY TRAIL
 - MIN. 8'-12' WIDE PAVED WALKWAY
 - PEDESTRIAN CONNECTION TO GREENWAY
- NOTE: THE GREENWAY TRAIL ALONG THE FOLLOWING ROADWAYS SHALL BE A MINIMUM 12' WIDE AND PAVED WITH COLORED CONCRETE (B&S VENEZIAN RED):
- LYONS ROAD
 - WILES ROAD

SAMPLE ROAD - STATE ROAD 834

Proposed Master Conceptual Site Plan





Flexibility for Modifications:

- Inclusion of allowance for changes to conceptual engineering plans to be completed at time of permit or through administrative site plan modification, if required
- Inclusion of allowance for changes to be made to roadway typical sections at time of Master Roadway Site Plan approval

Phasing/Engineering Exhibits (PMDD Page 12):

associated with the subject block. The exhibits attached to the PMDD are conceptual in nature and modifications to these conceptual plans for drainage, potable water, sanitary sewer, street network, water re-use, and mass transit shall be completed through the applicable permit process, and/or administrative site plan modification, if needed.

Streetscapes (PMDD Page 47):

The intent of the revised street sections is to reduce the width of the vehicular use areas and aggregate greenspace between the vehicular use area and bike paths/sidewalks to enhance and buffer the pedestrian realm, create a cohesive and complete bicycle network with dedicated bike paths that are separated and protected from the vehicular travel lanes, and to compress the vehicular use area to the minimum necessary to encourage reduced speeds throughout the development. The right-of-way (“ROW”) standards provided below shall apply as an alternate design solution to the Streetscape Requirements related to Hardscape and Planting Location requirements for the Project roadways. The parallel parking within the public rights-of-way shall be regulated by the City’s code requirements for use and hours, as amended from time to time. The design speed for roadways within the Project area is 25 Miles Per Hour (MPH). All landscaping within the streets shall comply with City Code Section 13-444(c) for native plant and species variety requirements. Intersections shall be designed to provide a clear visual identifier that where a pathway within a streetscape is a multi-use path. Details for this visual identifier shall be provided at time of Master Roadway Site Plan review. Further, modifications may be made to the proposed streetscape sections through the Master Roadway Site Plan Approval process.



Corner Store Allowance:

- Modification will be made to PMDD regulations to eliminate the locational limitations on corner store type uses to create a more flexible regulatory framework and promote the ultimate development of corner store uses in the future (PMDD Page 78)

2. A Corner Store shall be permitted as follows:

a. Definition: A Corner Store is an enclosed ground floor commercial use that provides neighborhood-serving goods and services within the MainStreet PMDD. A Corner Store may be integrated into a residential building, or a free-standing commercial use ~~located at the intersection of two public streets or the intersection of a public street and a publicly dedicated open space.~~ A Corner Store is not a mobile cart, vehicle, or trailer with wheels. A Corner Store has functioning doors and windows that open to the public right-of-way or open space.

b. Location:

- ~~1. An integrated Corner Store shall be permitted through conversion of ground floor residential units to commercial use or live/work space in any building with ground floor frontage on and access to a public community street (Type A, B, or C).~~
- ~~2. A freestanding Corner Store shall be permitted at the corner of an intersection of two public community streets (Type A, B, or C) or at the corner of an intersection of a public community street (Type A, B, or C) and a publicly dedicated open space.~~

c. A Corner Store may include any Commercial use provided in the Master Business List - MainStreet PMDD in Section 13-626 of the City's Code of Ordinances, except that Auto Parts shall be prohibited as a Corner Store use.

d. Parking:

1. No additional parking is required for a Corner Stores integrated into residential buildings ~~at the designated locations.~~
2. There is no minimum parking required for a freestanding Corner Store within this PMDD, provided there are on-street parking spaces available within a 200-foot radius of the principal entrance. However, at least one ADA compliant parking space should be provided, either on-street or off-street.
3. Portions of a private parking garage may not be converted to a Corner Store, unless submitted for Site Plan approval. Applicants need to provide documented evidence that the result will not reduce the provided number of parking spaces below the minimum requirements.



Signal Warrant Analysis:

- Extend security for signal warrant analysis for an additional year (for a total of 3 years)

Developer agrees to maintain the signal analysis security for each of the referenced signalized intersections for an additional year (for a total of 3 years) following issuance of final Certificate of Occupancy for all developer owned properties



Parking Garage Screening:

- Inclusion of a requirement for a minimum setback and both architectural treatments and enhanced landscaping where a parking garage fronts a public street
- Inclusion of a requirement that a parking garage be designed to include architectural treatments compatible with the building it serves
- A requirement will be added limiting parking garage frontage on a public street to 40% of the frontage length of a building facade

Building Design Standards – Location of Uses (PMDD Page 90):

2. Multifamily Apartment and Condominium Units:

- a. Parking garages, not to exceed 125' in length, may occupy a portion of the required building frontage provided that the Parking Structure is setback a minimum of 20' from the property line and screened with the following:
 1. Architectural treatments such as decorative screening, louvers, awnings, canopies, arcades, colonnades, glazing, and/or combination thereof; and
 2. Enhanced landscaping

Building Design Standards – Parking (PMDD Page 100):

18. Parking Placement and Design: Off-street parking for each block shall be placed behind and to the sides of buildings to the extent it does not hinder the ability to activate street frontages and pedestrian connections to private recreational uses.
- a. Parking garages shall be designed to avoid blank, unarticulated walls and to include architectural treatments compatible with the residential building(s) it serves.
 - b. Surface parking located along a Community Street frontage shall be setback in accordance with PMDD Section III.E.2.B.4 and shall be buffered in accordance with PMDD Section III.E.7.B.2.b.

Commercial



Commercial



Residential: Townhomes



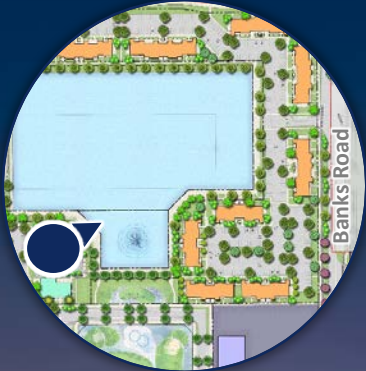
Residential: Multifamily Apartments



Residential: Multifamily Apartments



Residential: Condominiums



Main Plaza



Johns Park



Pocket Parks





DRI Amendment Application:

Findings and Staff Recommendation:

City staff has reviewed the application for consistency with the City of Coconut Creek Land Development Code and applicable goals, objectives, and policies of the Comprehensive Plan and **recommend approval** subject to the condition listed below:

1. Outstanding DRC comments remain effective throughout the development review process and must be addressed prior to the first City Commission meeting or as otherwise stated therein.

PMDD Rezoning Application:

Staff Recommendation:

City staff has reviewed the application for consistency with the above referenced standards and **finds the rezoning request consistent with the Rezoning criteria in Section 13-36**, of the City of Coconut Creek Land Development Code and applicable goals, objectives, and policies of the Comprehensive Plan and that **the proposed alternative solutions outlined in Exhibit P maintain the overall concept of the MainStreet Design Standards** subject to the condition listed below:

1. Outstanding DRC comments remain effective throughout the development review process and must be addressed prior to the first City Commission meeting or as otherwise stated therein.

PMDD Master Business List Ordinance:

Findings/Recommendation

City staff finds the zoning code amendment request **consistent with the City's comprehensive plan and recommends approval.**

Anticipated Approval Schedule & Approvals Required



- ✓ DRI Amendment
- ✓ PMDD Rezoning
- ✓ Master Plan

Fall 2023

Site Plan Approvals:

- Block 1
- Block 2
- Block 3
- Block 4

Winter 2024

Site Plan Approvals:

- Block 8
- Block 9
- Block 15B
- Block 16

Summer 2024

Winter 2024

Development Agreement
Master Roadway Site Plan
Master Greenspace Site Plan

Spring 2024

Site Plan Approvals:

- Block 5
- Block 6
- Block 11

Fall 2024

Site Plan Approvals:

- Block 10
- Block 15A







Economic Impact Analysis prepared by Munitytics, dated November 8, 2023

Table G
Revenue Growth, FY2027 – FY2046

Inflation factor	Table	3%	1.25%	2%	0.50%	2%	Stepped	2.50%		
Year	Property Taxes	Fire Assessments	Franchise and Utility Taxes	Stormwater Fees	Communications Service Tax	Intergovernmental Revenue	Business Tax Receipts	Annual Utility Profits	Totals	
2027	4,485,425	530,688	960,949	103,227	226,993	577,967	8,040	173,203	7,066,493	
2028	4,651,115	546,609	972,961	105,292	228,128	589,526	8,040	177,533	7,279,203	
2029	4,823,284	563,007	985,123	107,397	229,269	601,317	8,442	181,972	7,499,810	
2030	5,002,201	579,897	997,437	109,545	230,415	613,343	8,442	186,521	7,727,802	
2031	5,188,146	597,294	1,009,905	111,736	231,567	625,610	8,864	191,184	7,964,306	
2032	5,381,409	615,213	1,022,529	113,971	232,725	638,122	8,864	195,964	8,208,796	
2033	5,582,294	633,669	1,035,311	116,250	233,888	650,884	9,307	200,863	8,462,467	
2034	5,791,119	652,679	1,048,252	118,575	235,058	663,902	9,307	205,884	8,724,777	
2035	6,008,215	672,260	1,061,355	120,947	236,233	677,180	9,772	211,032	8,996,993	
2036	6,233,926	692,427	1,074,622	123,366	237,414	690,724	9,772	216,307	9,278,559	\$ 81,209,206
2037	6,468,614	713,200	1,088,055	125,833	238,601	704,538	10,261	221,715	9,570,817	Ten-Year Total
2038	6,712,654	734,596	1,101,656	128,350	239,794	718,629	10,261	227,258	9,873,198	
2039	6,966,440	756,634	1,115,426	130,917	240,993	733,002	10,774	232,939	10,187,125	
2040	7,230,380	779,333	1,129,369	133,535	242,198	747,662	10,774	238,763	10,512,015	
2041	7,504,905	802,713	1,143,486	136,206	243,409	762,615	11,313	244,732	10,849,378	
2042	7,790,459	826,795	1,157,780	138,930	244,626	777,867	11,313	250,850	11,198,619	
2043	8,087,509	851,598	1,172,252	141,709	245,850	793,424	11,878	257,121	11,561,342	
2044	8,396,543	877,146	1,186,905	144,543	247,079	809,293	11,878	263,549	11,936,936	
2045	8,718,068	903,461	1,201,742	147,434	248,314	825,479	12,472	270,138	12,327,108	
2046	9,052,617	930,565	1,216,763	150,382	249,556	841,988	12,472	276,892	12,731,235	\$ 191,956,978
										Twenty-Year Total

Property History



MainStreet Design Standards

- Adopted: December 9, 2004
- Amended: November 13, 2008

RAC Adopted: December 20, 2005

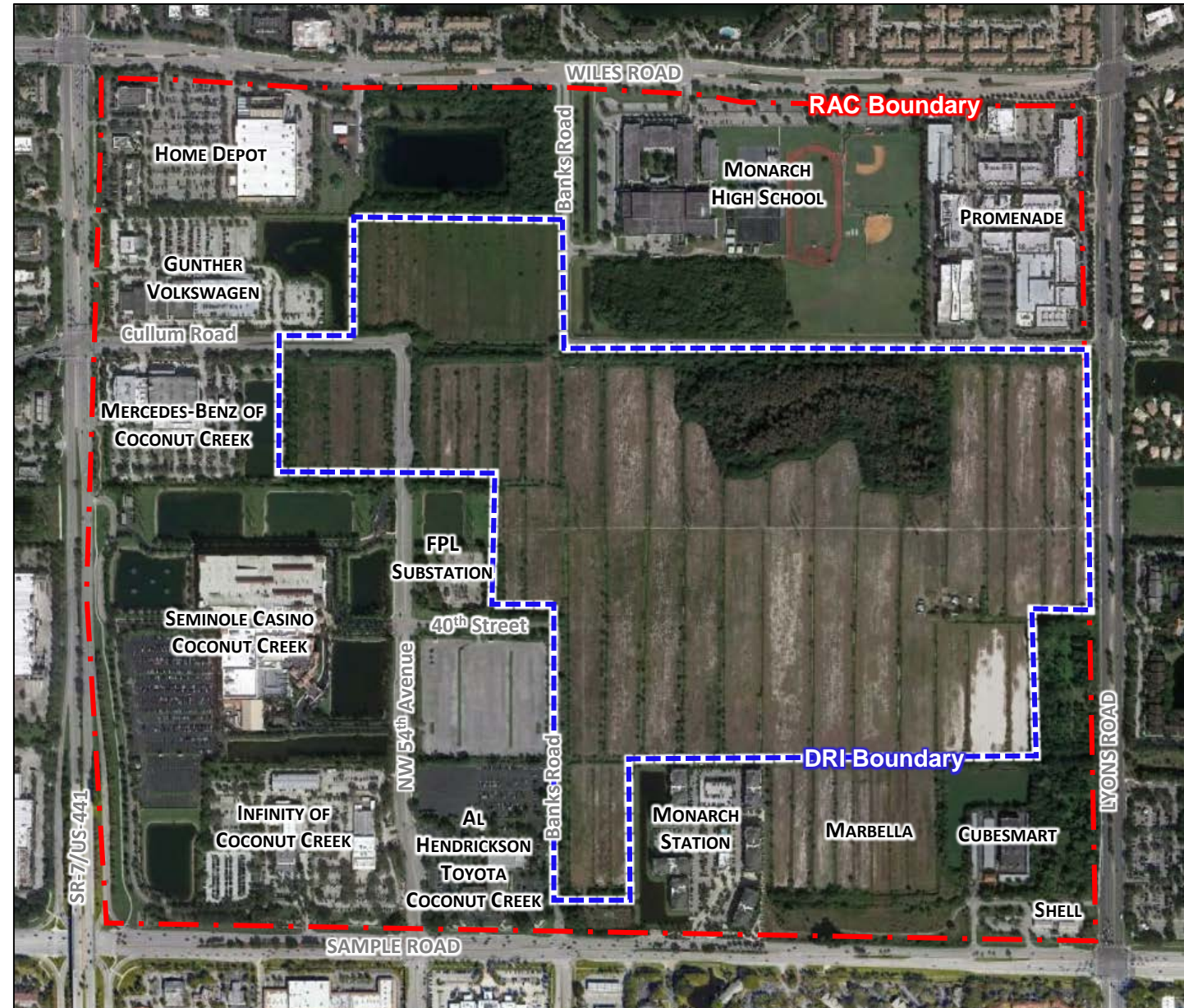
- 2,700 Multifamily Dwelling Units
- 1,250,000 SF Commercial/Office use
- 303,000 SF Community Facilities
- 1,300 Hotel Rooms
- 14.7 acres Conservation
- 5.0 acres Min. Recreation and Open Space Land Uses

DRI Adopted: August 26, 2010

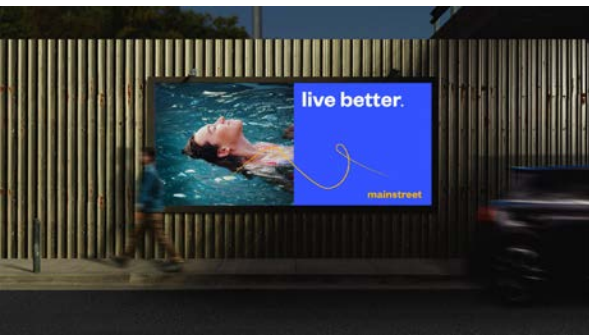
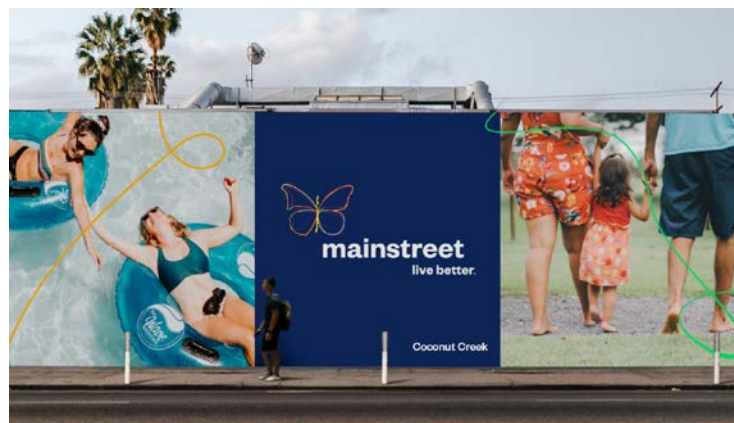
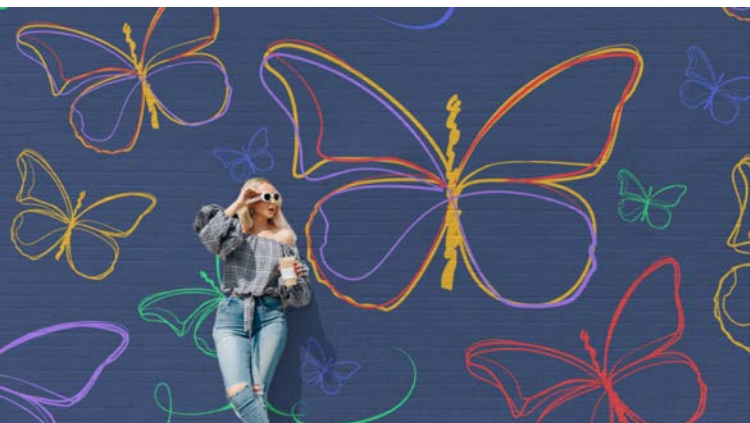
- 3,750 Residential Dwelling Units
- 1,625,000 SF Commercial Use
- 525,000 SF Office Use

RAC Amended: September 21, 2010

- 6,450 Multifamily Dwelling Units
- 3,300,000 SF Commercial Use
- 1,094,500 SF Office Use
- 303,000 SF Community Facilities
- 1,300 Hotel Rooms
- 14.7 acres Conservation
- 5.0 acres Min. Recreation and Open Space Land Uses



Cohesive Brand Concept



MainStreet Overview



MainStreet Square



MainStreet Square

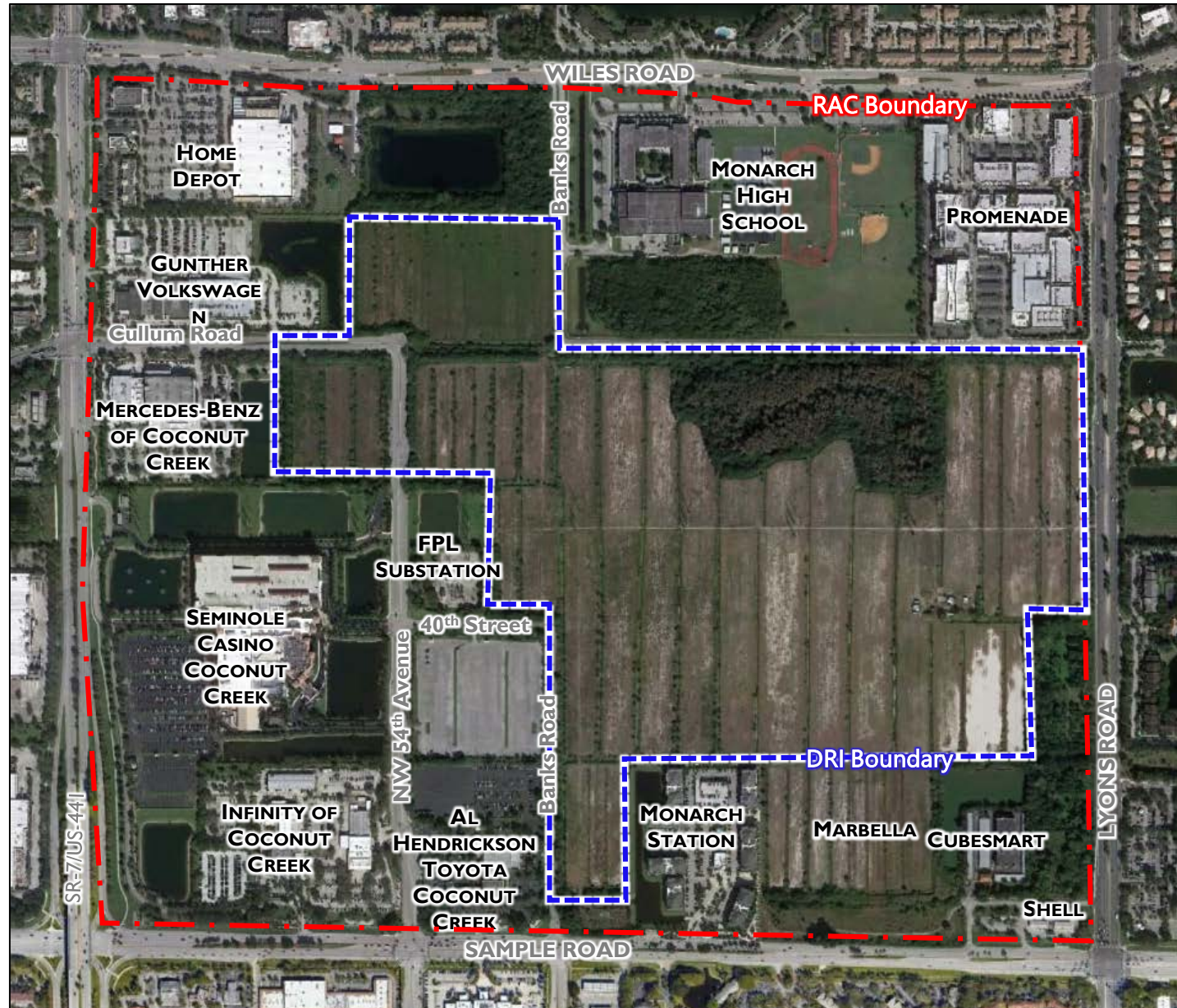


Application Request – DRI Amendment

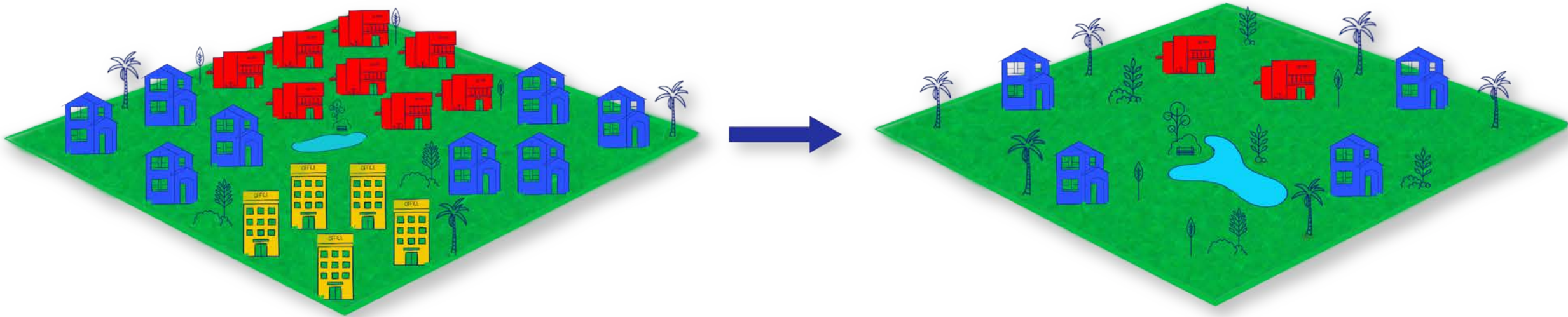


DRI Development Order Amendment to:

- **Reduce overall density and intensity** by allowing limitation of density and intensity by Planned MainStreet Development District (“PMDD”) document
- **Allow for a phased development** through establishment of a Phasing Plan in the PMDD document
- **Adjust the buildout date** to align with the effective date of the amended DRI Ordinance
- **Encourage use of littoral plantings** along lake edges to provide improved natural habitat
- **Eliminate natural gas requirement** per City request given new information regarding negative impacts of natural gas on the environment
- **Change to annual reporting** (in lieu of biennial) per request by City staff
- **Modify transportation requirements** to ensure appropriate facilities are provided concurrent with each phase of development



Comparison of Approved DRI to Proposed Development



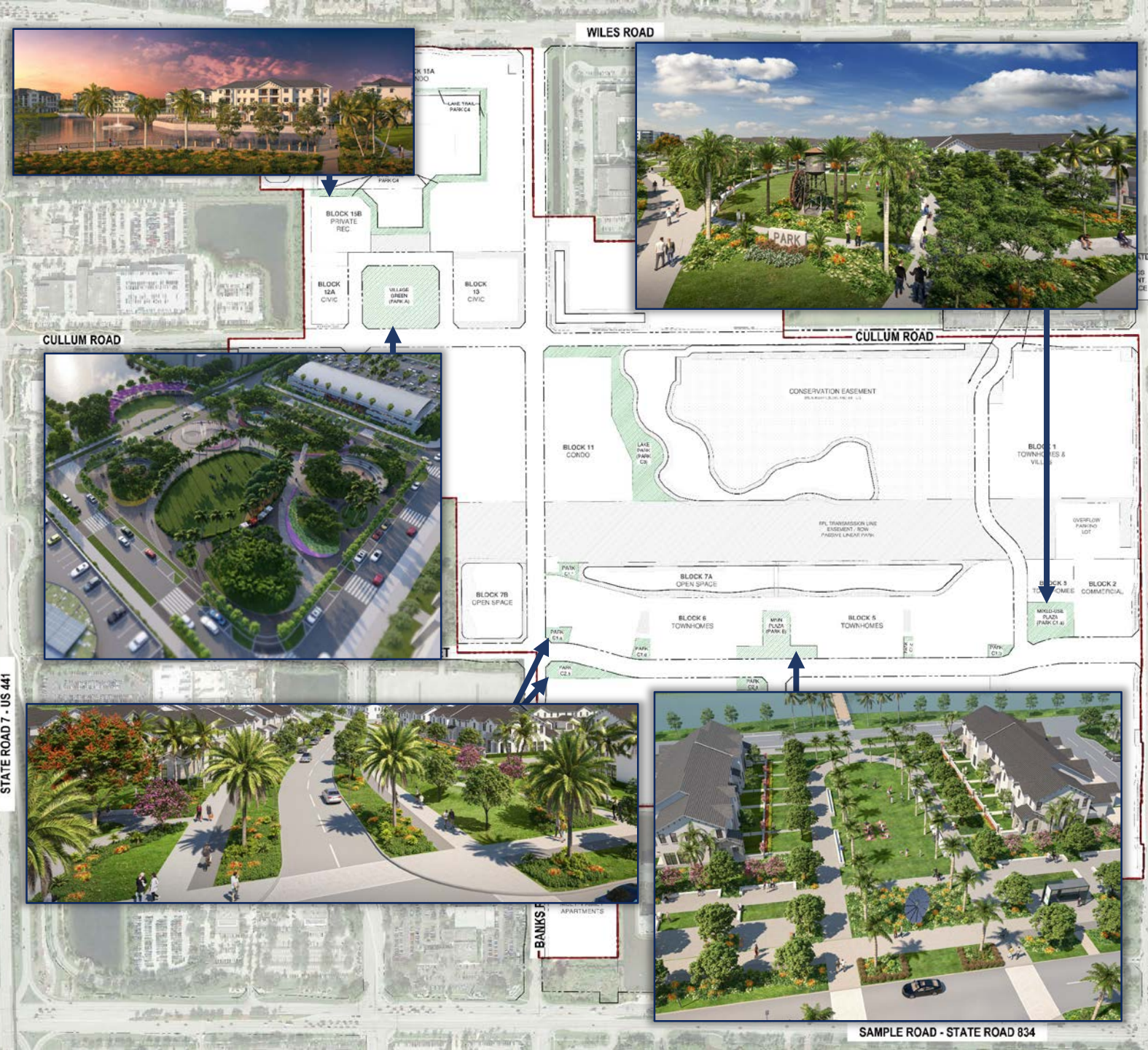
Use	DRI Approvals	MainStreet Plan	% Reduced
 Commercial	1,625,000 Sq. Ft.	225,000 Sq. Ft.	86% Reduction
 Residential	3,750 Units	2,360 Units	37% Reduction
 Office	525,000 Sq. Ft.	0 Sq. Ft.	100% Reduction



Proposed DRI Greenspace Master Plan

Greenspace Area Required	Acreage Required per Adopted DRI	Acreage Required per Amended DRI	Acreage Proposed per PMDD Master Plan
Village Green	2 acres	2 acres	2.10 acres
Main Plaza	1 acre	0.88 acres	0.88 acres
Residential and Leisure Parks	5 acres	5 acres	5.07 acres
TOTAL	8 acres	7.88 acres	8.05 acres

DRI Required Greenspace is in addition to the 20% MainStreet Design Standards Greenspace requirement.

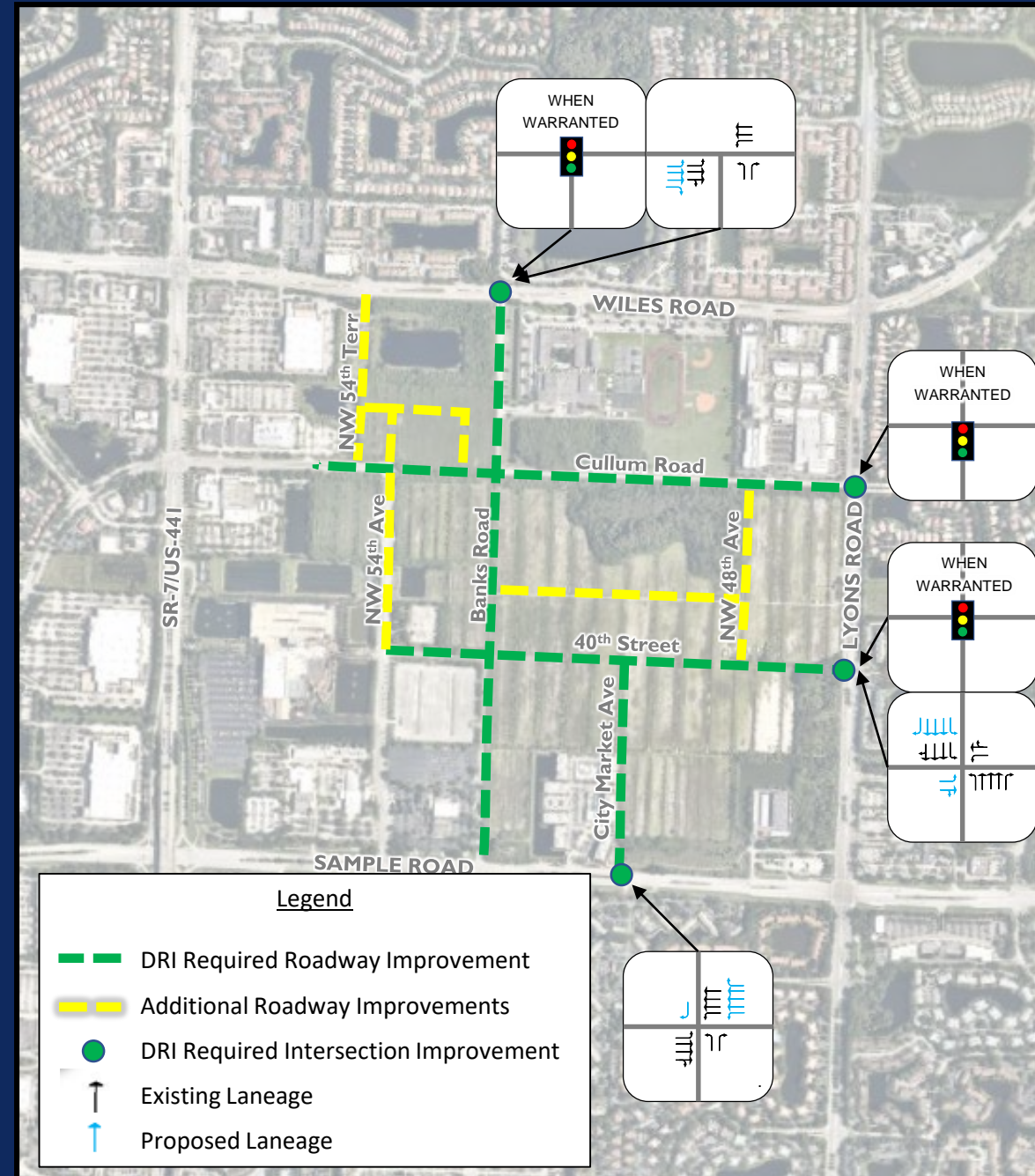




DRI Required Roadway Improvements

Several improvements to be constructed in conjunction with development:

- Construction of street grid:
 - Cullum Road
 - Banks Road
 - NW 40th Street
 - City Market Avenue
- Turn Lane Improvements
- Signalization when warranted:
 - Wiles Road & Banks Road
 - Lyons Road & Cullum Road
 - Lyons Road & NW 40th Avenue

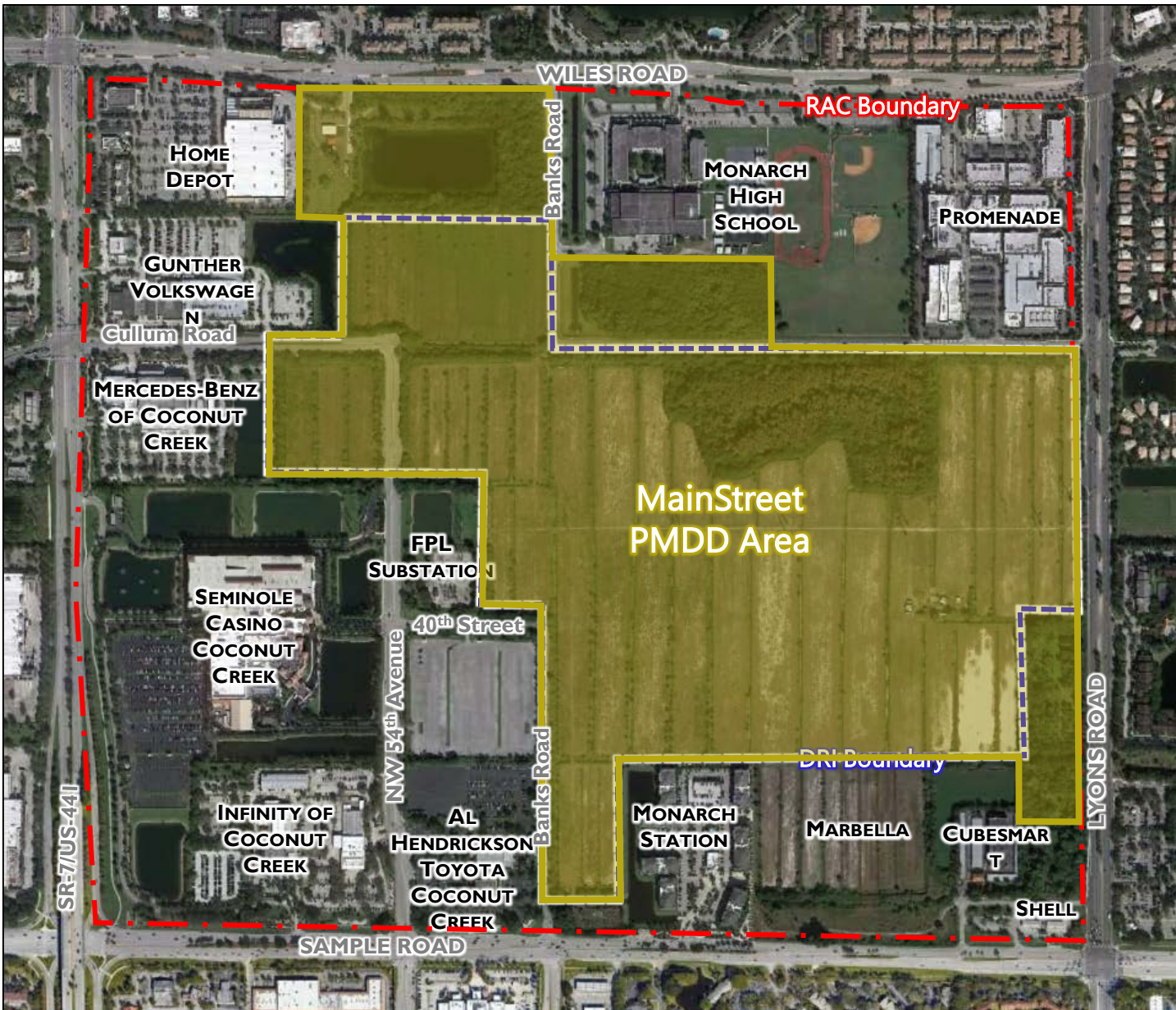


Application Request – PMDD Rezoning



Planned MainStreet Development District Rezoning to establish Design Standards, Alternate Solutions, and a Master Business List for the +/- 200-acre PMDD area including:

- Project Phasing
- Land Dedications
- Open Space, Greenspace, and Plazas
- Wetlands
- Water Features
- Street Grid and Streetscapes
- Development Blocks
- Utilities
- Building Design/Architectural Standards
- Parking Standards
- Landscape Design Standards
- Sustainability Requirements



Adopted MainStreet Design Standards Sub-District Map



- **MS-C – Mixed-Use Commercial:** a mixed-use district focusing on commercial development and allowing greater overall density

- Density: 30 DU/Acre
- Height: 120' Maximum

- **MS-R – Mixed-Use Residential:** a mixed-use district focusing on residential, civic and cultural uses

- Density: 8 DU/Acre
- Height: 70' Maximum

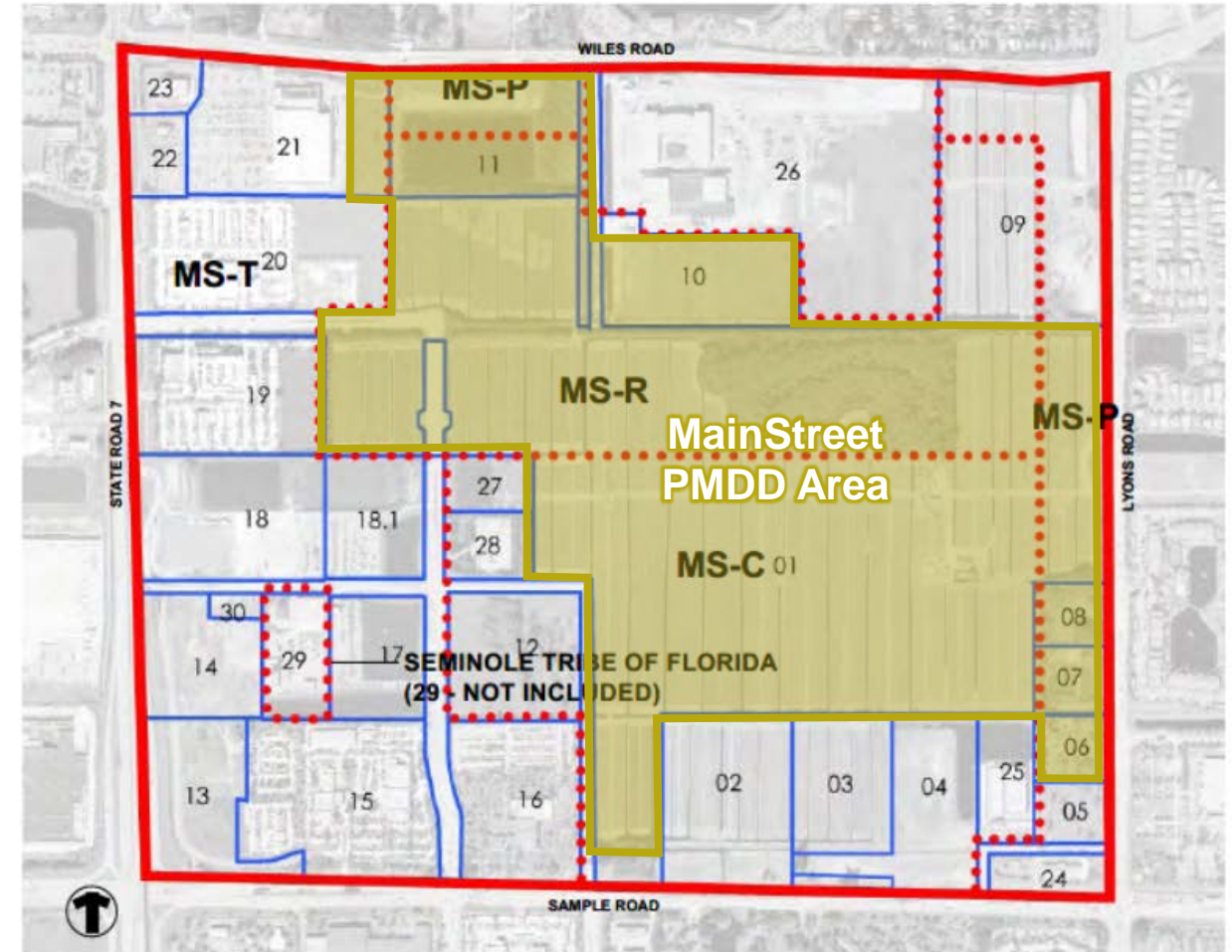
- **MS-P – Mixed-Use Perimeter:** a mixed-use district focusing on commercial and office development and allowing for site development typologies that account for the existing character of surrounding roadways

- Intensity: 1.8 FAR for mixed-use
- Height: 75' Maximum

4.2 (cont.) Sub-Districts



The four Sub-Districts are illustrated below and overlaid on the existing conditions of the MainStreet District. The requirements and allowances of the Sub-Districts are provided in Section 8.1: Uses, Densities and Height.



Sub-District Boundaries



Proposed Master Zoning Plan

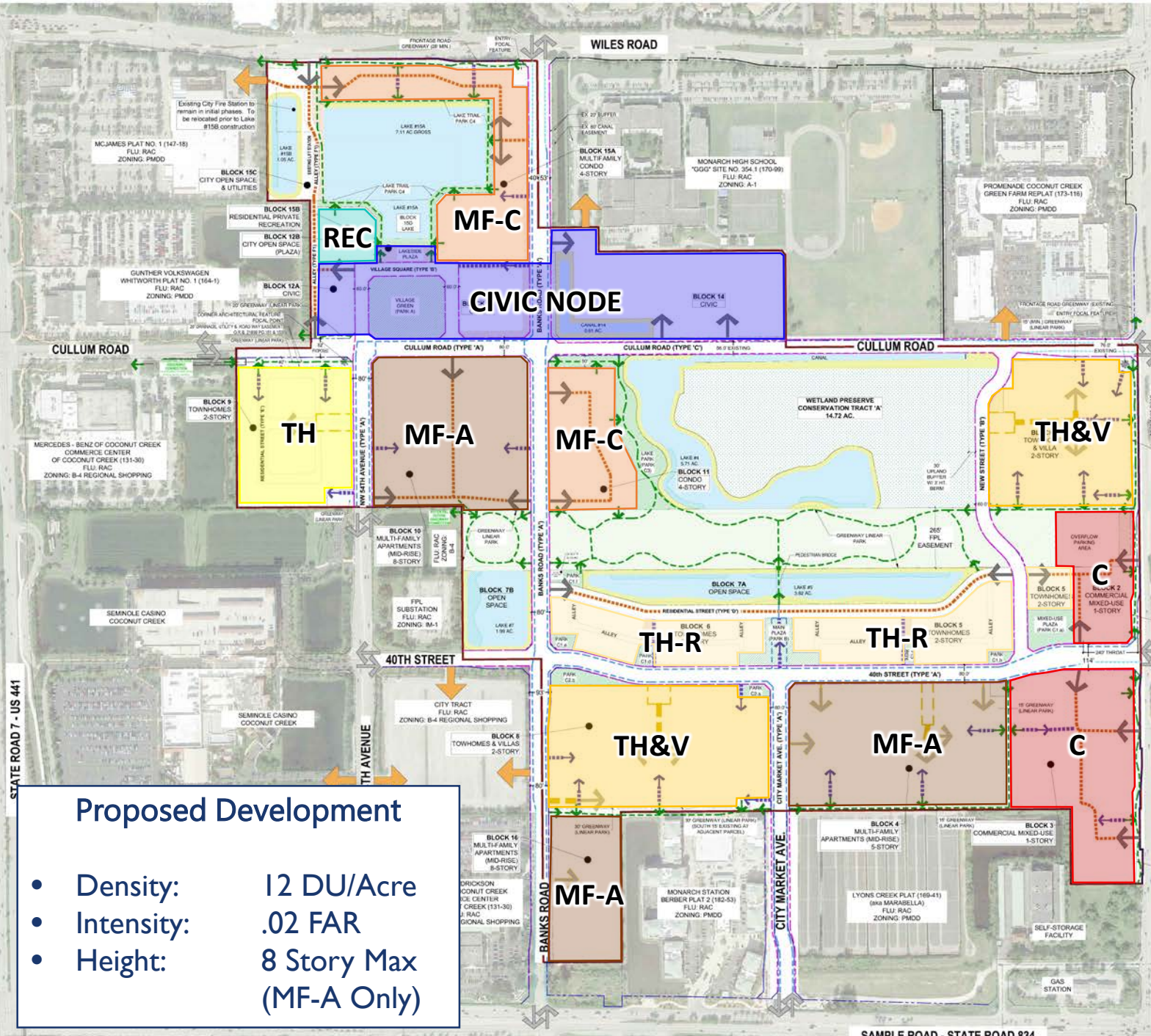
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- CIVIC NODE** Civic Node

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- Height: 8 Story Max (MF-A Only)



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GROSS	200.98	GREEN LAND AREA			

MASTER ZONING PLAN LEGEND

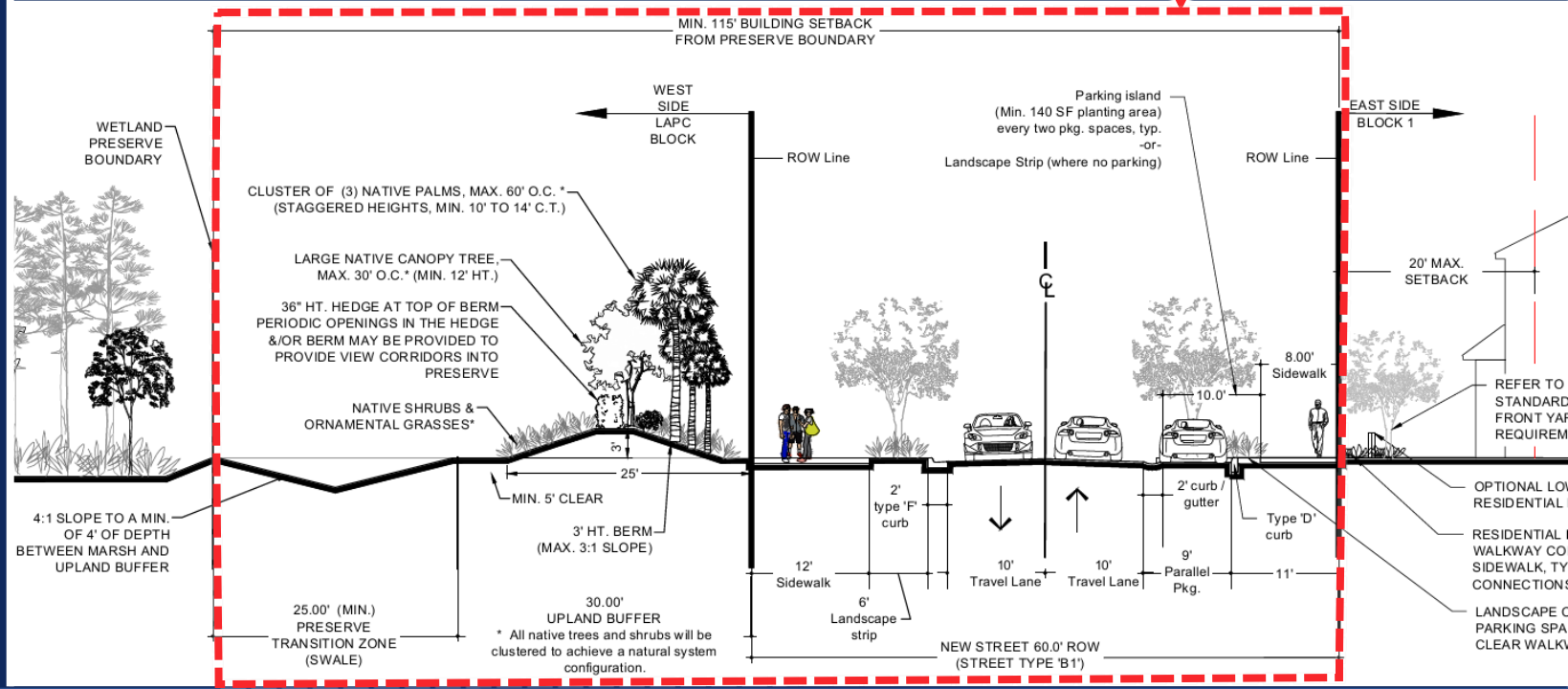
- GREENSPACE**
 - DRI LAND DEDICATIONS (REFER TO SHEET GSP-1 MASTER PUBLIC GREENSPACE PLAN)
 - PUBLIC GREENSPACE AREAS A, B & C
 - MSOS GREENSPACE (REFER TO SHEET GSP-2 MSOS GREENSPACE PLAN)
 - CONSERVATION EASEMENT (WETLAND PRESERVE & BUFFER)
 - GREENWAYS, LINEAR PARKS & BUFFERS
 - LAKE BANKS
 - PUBLIC PARKS / PLAZAS / GATHERING AREAS
 - CONNECTIVITY**
 - ← OPPORTUNITY FOR CROSS CONNECTIVITY TO ADJACENT PROJECTS WITHIN THE RAC (VEHICULAR &/OR PEDESTRIAN)
 - COMMUNITY STREET NETWORK (STREET TYPE A, B, C)
 - - - COMMUNITY STREET SIDEWALK GRID
 - - - BUFFERED BIKE PATH
 - - - ON STREET BIKE LANE
 - BLOCK CIRCULATION NETWORK**
 - 1) VEHICULAR & PEDESTRIAN ACCESS
 - PUBLIC ACCESS
 - GATED ACCESS (RESIDENTIAL USE ONLY)
 - 2) ENHANCED PEDESTRIAN PASSAGE
 - RESIDENTIAL USE (MIN. 15' WIDE OPEN SPACE W/ MIN. 6' SIDEWALK); OR
 - NON-RESIDENTIAL USE (MIN. 8' WIDE SIDEWALK)
 - 3) GREENWAY TRAIL
 - MIN. 8'-12' WIDE PAVED WALKWAY
 - PEDESTRIAN CONNECTION TO GREENWAY
- NOTE: THE GREENWAY TRAIL ALONG THE FOLLOWING ROADWAYS SHALL BE A MINIMUM 12' WIDE AND PAVED WITH COLORED CONCRETE (B&S VENEZIAN RED):
- LYONS ROAD
 - WILES ROAD

SAMPLE ROAD - STATE ROAD 834



Proposed Wetland Buffer

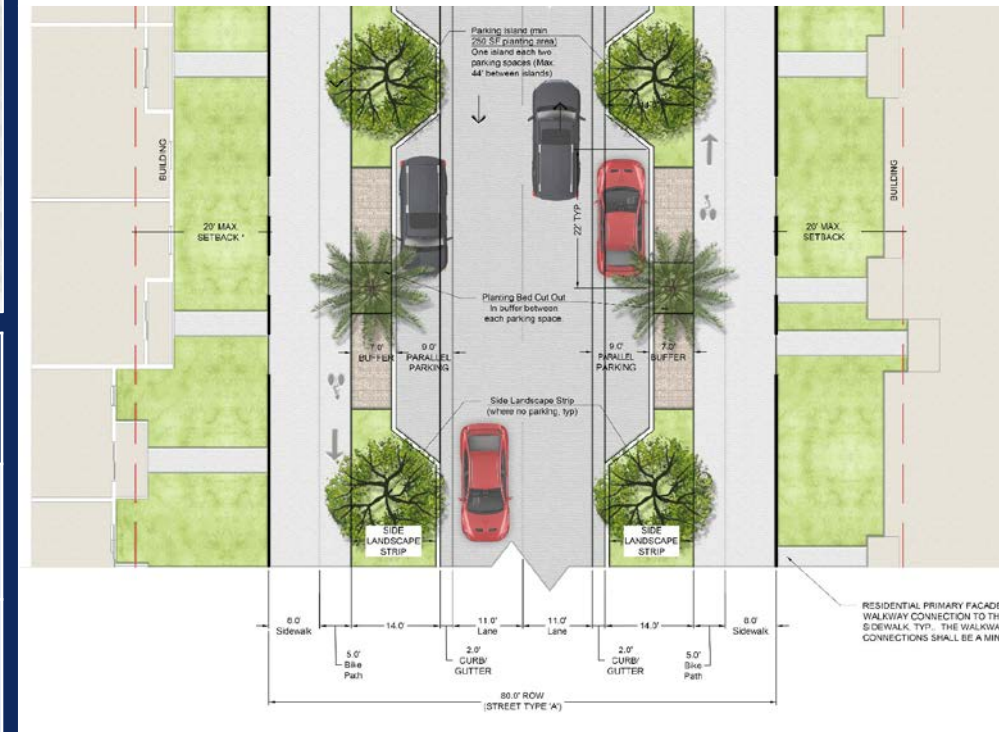
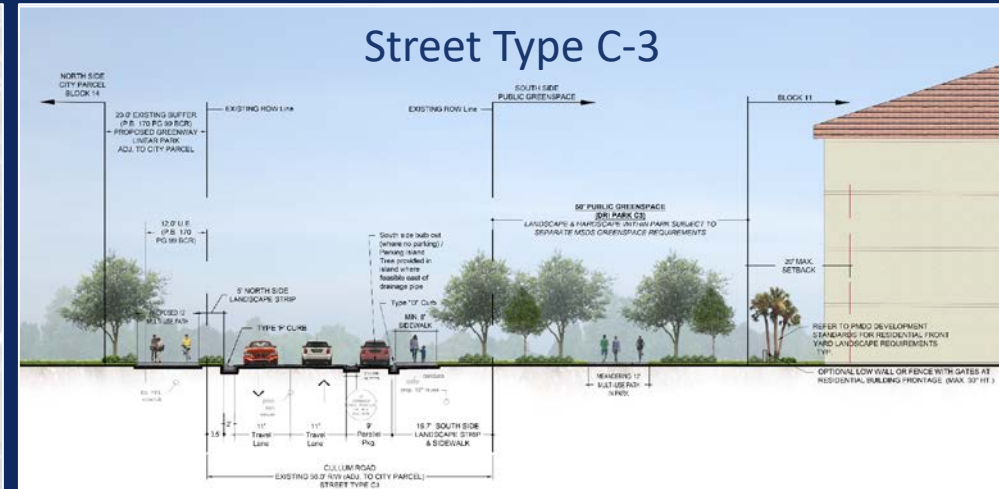
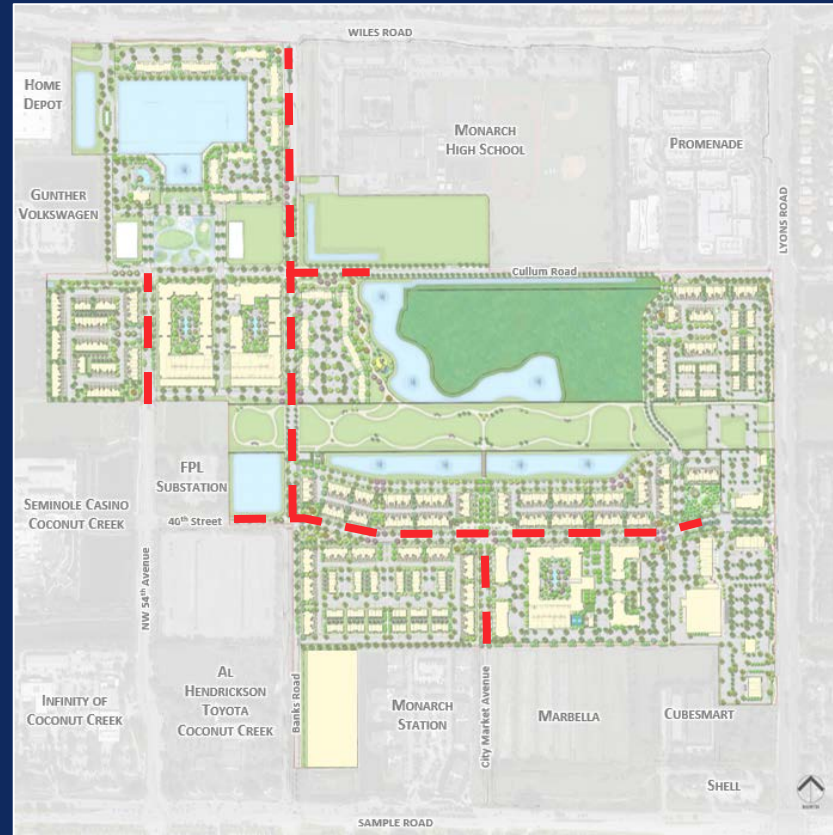
Alternate Design Solution to provide 115-foot distance from edge of preserve to vertical construction, and enhanced wetland buffer inclusive of preserve transition zone (swale) and upland buffer (berm) in lieu of 100-foot distance from edge of preserve to development area



Proposed Streetscape Requirements



Alternate Design Solutions to provide street sections with improved pedestrian and cyclist facilities, significant shade tree plantings, and reduced widths to increase both greenspace and usable spaces within the MainStreet area. This possible due to the reduced development intensity and lower traffic impacts.



Trip Type	Approved DRI	Proposed PMDD	Change
AM Peak Hour	2,138 Trips	1,139 Trips	48% decrease
PM Peak Hour	4,005 Trips	1,364 Trips	66% decrease

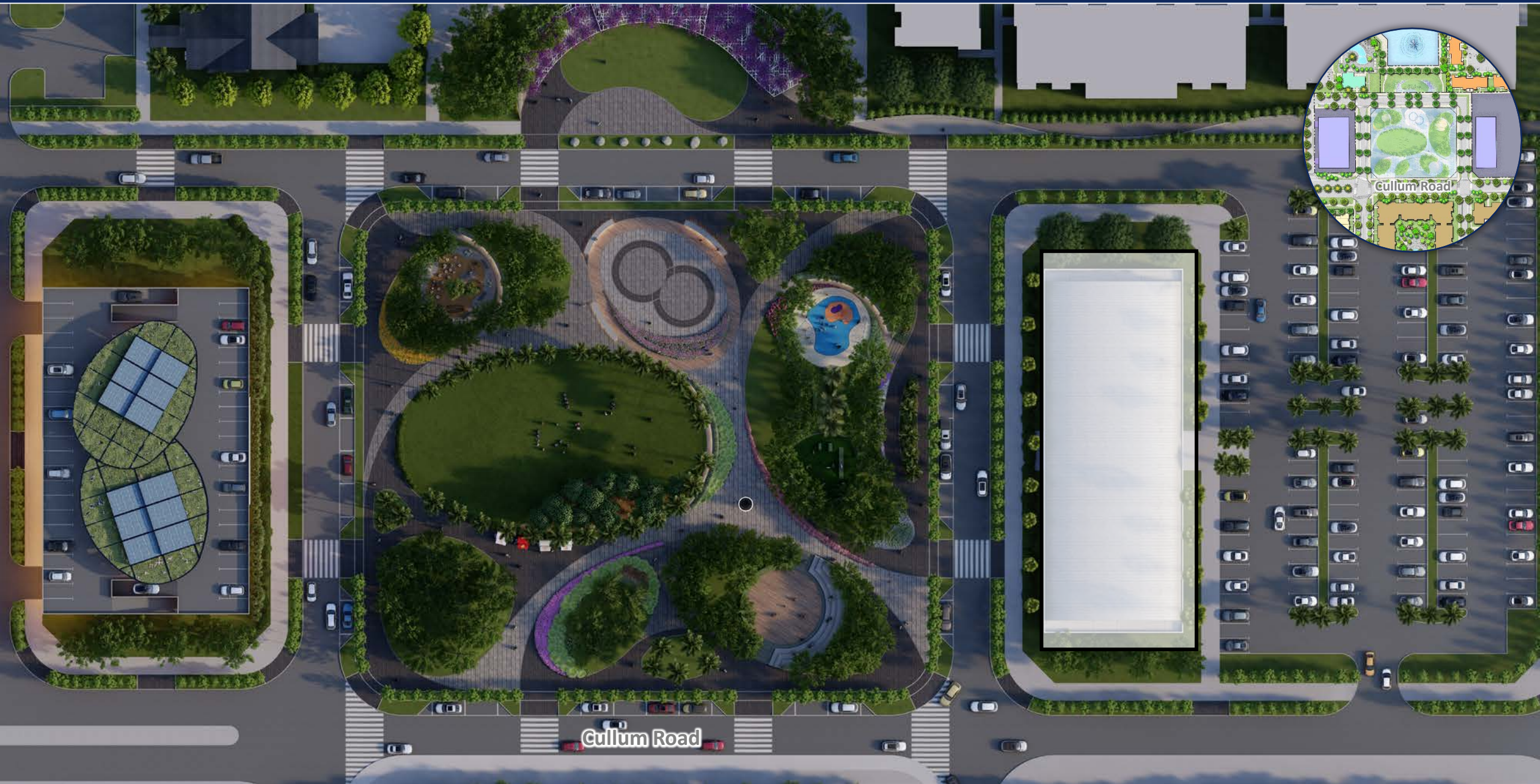


Proposed Massing



	COMMERCIAL
	CIVIC
	PRIVATE RECREATIONAL
RESIDENTIAL	
	MULTIFAMILY APARTMENTS
	MULTIFAMILY CONDOMINIUM
	TOWNHOMES
	VILLAS

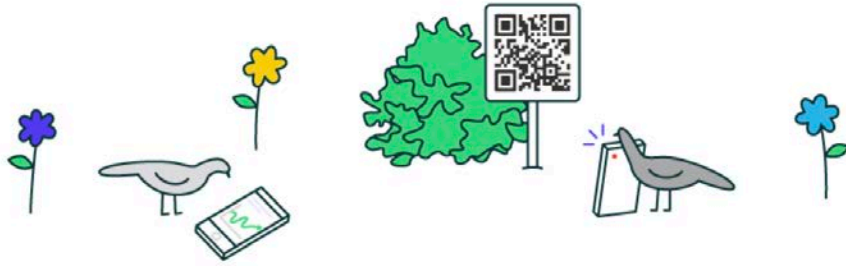
Civic: MainStreet Square





Sustainability Elements

1. QR code signage that educates on sustainable products.



QR Codes make understanding the environment accessible and engaging

2. Brochures regarding environmental education

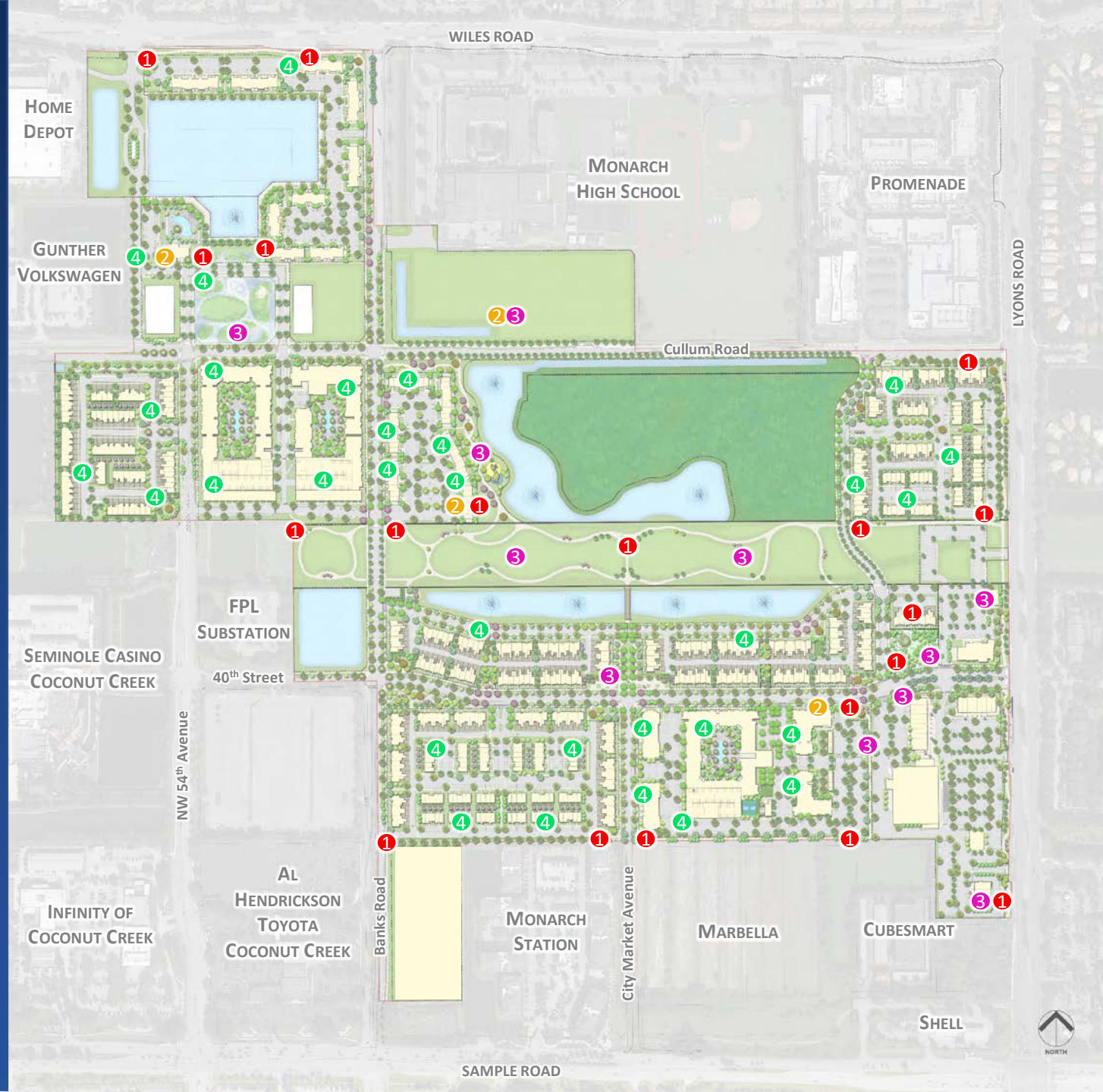


3. Recycling Containers



4. Recycling System for Residential

*Conceptual Sustainability Images shown for illustrative purposes only. Final selections will be made during permitting.





Sustainability Elements

5. Educational Signage for Proper Disposal of Home Chemicals

CHEMICAL WASTE DISPOSAL BASICS

STEP 1 Ready Container **STEP 2** Tag **STEP 3** Accumulate Waste **STEP 4** Request Pick Up

3.5 gal. plastic pails preferred (available from Campus Stores)
Cut plastic plug from hole and label hole "W" from handle

Secure lid before filling
Write Mfg. name and event no. under handle for return (not permanent marker)

Attach a chemical waste tag to a white tag holder
Using available forms (Risk Management & Safety)

Include name of person who knows about the waste, phone number, Mfg. name, and event no.

If different compatible wastes are combined - accumulate according to the following groups, if possible:
- Chlorinated organics
- Acids & heavy metal solutions
- Bromine acid & sulfuric acid
- Bleach
- Cyanides
- Phosgene
- Color photo developer
- Oil

Write volume percentage of each chemical in container on tag as they are added to container (in English we use % symbol but here use - no abbreviations or formulas)

Request pick-up when you want waste removed - whether container is full or not (see four contact options below)

Provide: name of person who knows about the waste, phone no., dept., Mfg. and event no., waste location in room, waste quantity and container size and indicate whether more tags are needed

YES! **YES!**

Always keep container closed when not adding waste.

NO! **NO!**

For more information or to request waste pick-up - contact Risk Management & Safety at 813-5851 (option 2) or 813-5852 (option 3) or email: hsa@mail.usf.edu or http://hsa.usf.edu/riskmanagement/chemical_waste_pick_up.htm (on-line)

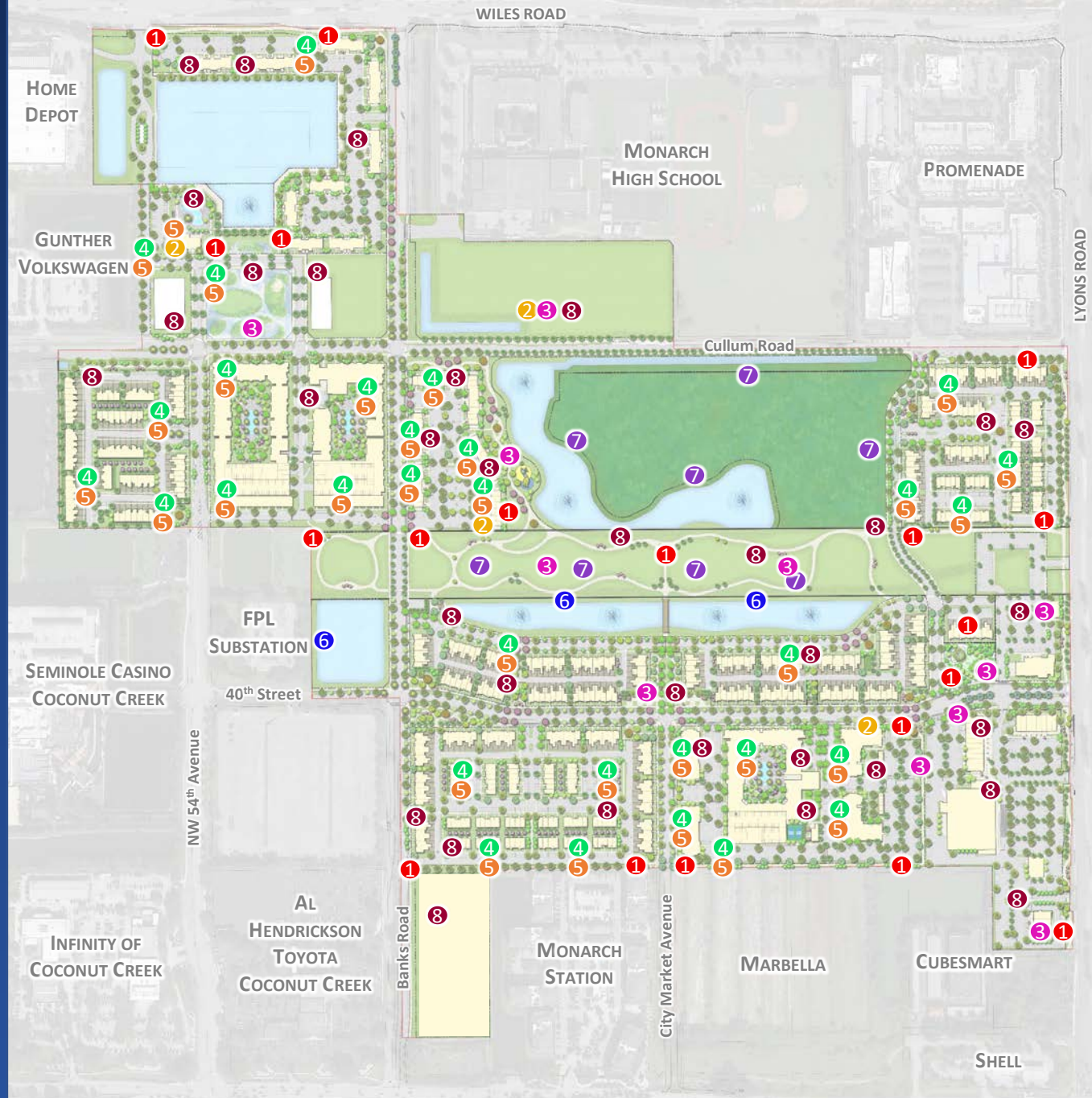
6. Littoral planting areas in lakes to ensure thriving plant life for local fish and wildlife



7. Wildlife corridors to enhance native species



8. Bicycle Racks



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Sustainability Elements

9. Electric Vehicle Charging Stations



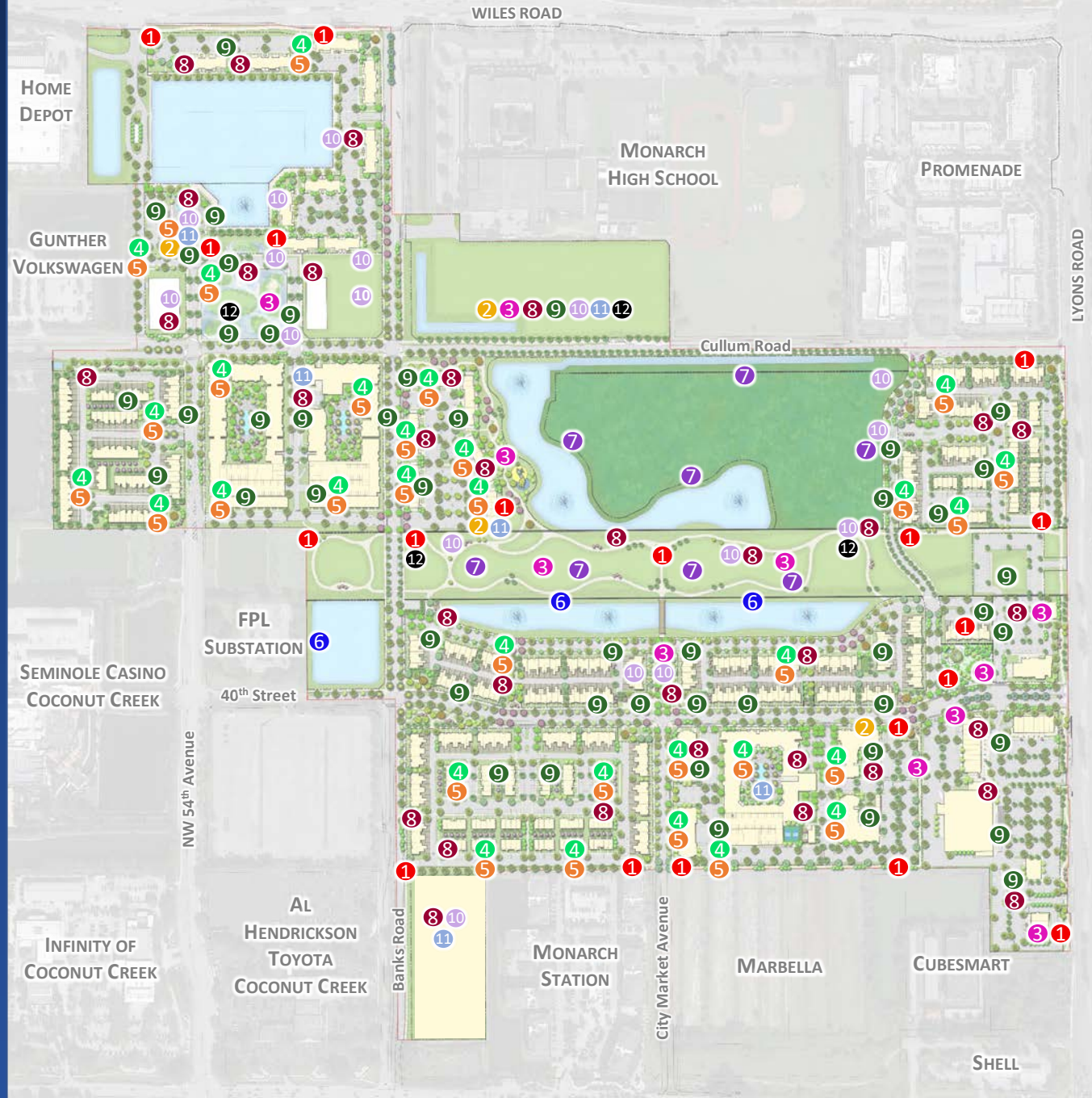
10. Solar Powered Lighting



11. Touchless Water Filling Station



12. Solar Powered Information Kiosk



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Sustainability Elements

13. Solar Charging Benches



14. Wind Turbine



15. Structured Parking



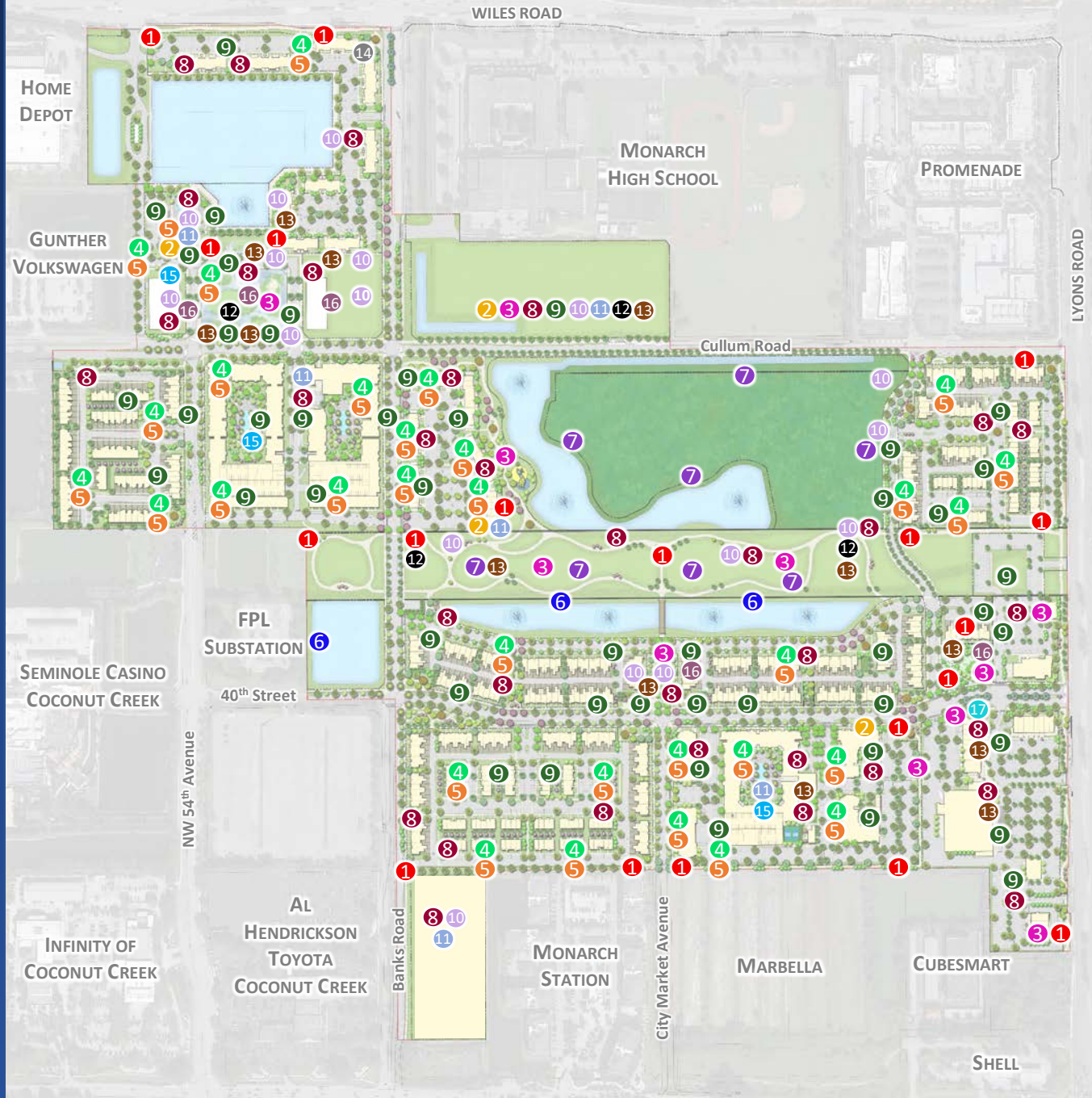
16. Solar Feature



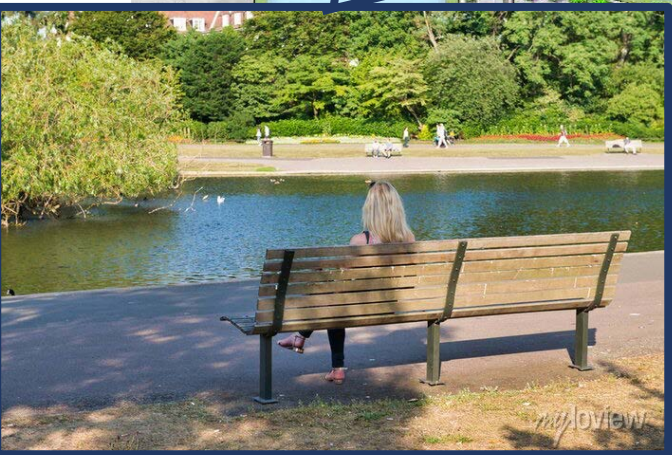
17. Rainwater Harvesting



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Passive Park



Projects Completed by Development Team

