

**FLORIDA PUBLIC OFFICIALS DESIGN INSTITUTE AT ABACOA
APRIL 2005**

Design Institute Report



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COMMISSIONER LAYNE DALLETT WALLS, CITY OF OAKLAND PARK
MAYOR MIKE MORTELL, CITY OF STUART
COUNCILMAN JOEL TYSON, CITY OF FELLSMERE**



An Institute dedicated to improving communities by offering elected officials training in smart growth and design.

The Florida Public Officials Design Institute at Abacoa (the Design Institute) is a collaboration of Florida Atlantic University's Center for Urban and Environmental Solutions (CUES) (www.cuesfau.org) and South Florida community leaders. The Center's mission is to work with policy-makers and the public in their pursuit of options for managing growth while preserving natural systems, promoting a strong economy and planning livable communities. A special thanks is given to the design team who volunteered their time and talent and made the April 2005 workshop possible (see Appendix).

This Design Institute would not exist without our sponsors, whom we especially thank for their belief in the importance of building memorable places. Our funders include:

- The Abacoa Project of the Center for Urban & Environmental Solutions, FAU
- The John D. and Catherine T. MacArthur Foundation
- Treasure Coast Regional Planning Council
- Palm Beach County Planning Congress
- Treasure Coast Section of the Florida Chapter of the American Planning Association

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This report was prepared by Marie York, Mary Beth Hartman, Brian Herrmann and Patricia Schapley. A special thanks is extended to the staff of Lauderdale-By-The-Sea, Oakland Park, Stuart and Fellsmere for their support in gathering information and resources for the Design Institute session.

THE FLORIDA PUBLIC OFFICIALS
DESIGN INSTITUTE AT ABACOA

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DESIGN INSTITUTE REPORT

Introduction

April 14th & 15th marked the sixth session of the Florida Public Officials Design Institute at Abacoa with the following public officials participating:

- **Lauderdale-By-The-Sea Commissioner Chuck Clark**
- **Oakland Park Commissioner Layne Dallett Walls**
- **Stuart Mayor Mike Mortell**
- **Fellsmere Councilman Joel Tyson**

These officials, known for their leadership within their communities, identified projects sites and asked the Design Institute for guidance in facing their challenges. This was the beginning, which was soon followed by the gathering of information and data. Working with city departments, the Design Institute staff assembled materials for a briefing book that outlined the history of each community, identified the study locations selected by the officials and provided pertinent maps and data. Meanwhile, based upon the unique characteristics of the projects selected, a resource team was assembled. This team included experts in design, public policy, redevelopment, finance, transportation, and regional planning.

The formal part of the Design Institute program officially opened with resource team members visiting the project sites in Lauderdale-By-The-Sea, Oakland Park, Stuart and Fellsmere as selected by the public officials from those locales. The public officials led tours of the sites while staff presented additional information and answered technical questions. Also, Walter Kulash, Transportation Planner, gave the keynote address at the FAU Jupiter Campus.

The second day of the Design Institute consisted of a workshop during which the resource experts addressed the challenges of each project. Through brainstorming sessions, the team suggested ideas, developed alternative solutions and made recommendations. This report summarizes those suggestions and is intended to be a supplement to the materials created and distributed during the Design Institute workshop.

City of Fellsmere



CITY OF FELLSMERE
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City of Fellsmere History

Founded in 1911 and named after E. Nelson Fell, Fellsmere is a small town of about 2,500 people, until it is time for the citrus to be picked. Then the population swells to about 5,000. Fellsmere is surrounded by thousands of acres of citrus trees (many varieties of oranges & grapefruit). You probably have heard of Indian River Citrus; well, this is where it comes from. Fellsmere Farms is one of the largest employers in the area.



Fellsmere is only 4 miles off I-95 at exit 69 and 15-20 minutes from the beaches and the Melbourne & Vero Beach Mall. The city is centrally located - about 90 miles south of Orlando and 90 north of West Palm Beach.



Fellsmere & Indian River Country offer some of the finest fishing around. Many fishermen travel between Blue Cypress Lake (about 20-25 miles west of town) and the Stick Marsh (just up the road about 2 miles). The Stick Marsh is a catch & release fishing spot.

Historic Preservation . . . The citizens of Fellsmere formed the SOS (Save Our Old School) committee to save the Fellsmere Elementary School (which is on the National Historical Registry) it was built in 1916 and is on the historical registry - a beautiful brick 2-story building. Fish fries & ice cream socials were held to raise money and all had fun. The city was able to secure some grants, and some work has been started on the school. The cost is estimated at 1.3 million dollars. Seats in the auditorium are being sold, too. And for the right price, you can have a room named after you or anyone you wish.

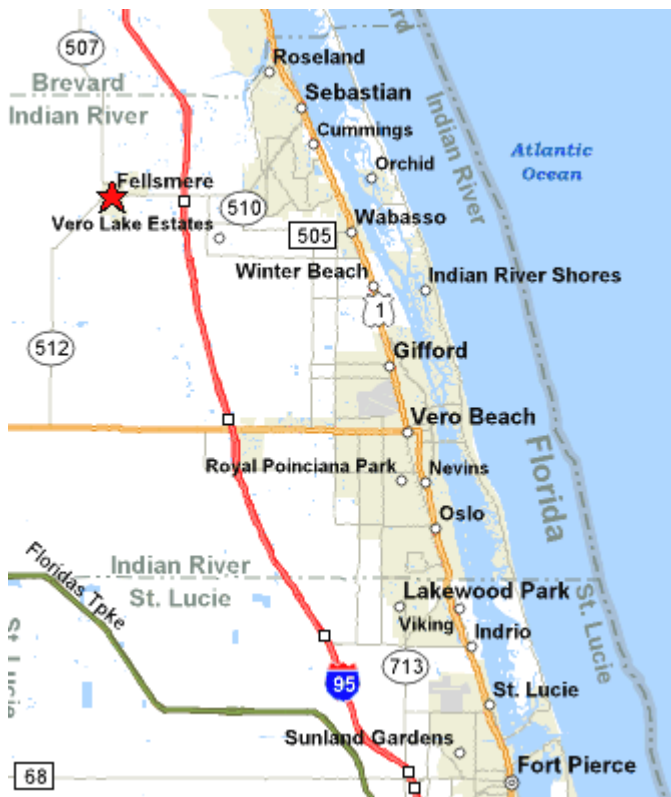


Ditches and Dreams: Nelson Fell and the Rise of Fellsmere, by Gordon Patterson

On April 28, 1911, both the St. Lucie Tribune and the Fort Pierce News published descriptions of an innovative land development project. The Fellsmere Farms Company proposed to drain 118,000 acres of land at the headwaters of the St. Johns River. Since

1910, the newly formed corporation had "shunned publicity, preferring to devote all the time, energy and money to development work." Fellsmere Farms Company was the brainchild of Nelson Fell, an itinerant Englishman and hydraulic engineer with more than three decades of experience in directing land development in Florida. The company's unusual name, a 1913 sales brochure explained, was a combination of the founder's name and the word "mere," which meant "a great watery place." Fell intended the Fellsmere Farms Company to be the culmination of his life's work.

Unfortunately, Fell and his associates underestimated the challenge of turning a "great watery place" into rich farmland. Six years later, in 1917, the Fellsmere Tribune announced "the close of the greatest and most complete drainage proposition in Florida." Thirty-three miles of levies had been constructed, and 67 miles of canals and 215 miles of drainage ditches had been dug. The project's magnitude, however, proved greater than Nelson Fell's resources. In 1916, Fellsmere Farms Company was forced into receivership. A number of factors contributed to the company's demise. Skepticism about Florida land promotions, concern about the intensifying international crisis, and the outbreak of World War I robbed the company of needed capital. Poor management of the sales program further complicated the company's perilous position. On July 31, 1915, nature delivered a final, devastating blow. Torrential rains forced many to flee. Eight inches of rain fell on the already waterlogged land. The company struggled to repair the damage, but ultimately, the task proved too great. On January 1, 1917, the assets of Fellsmere Farms Company were sold to the highest bidder at the courthouse door in Fort Pierce.



The rise and fall of the Fellsmere Farms Company reveals much about the nature of Florida in the first decades of the twentieth century. Fellsmere was part of the larger campaign to transform Florida's marshes, swamps, and "watery places" into productive farms and communities. The story of Nelson Fell's attempt to create an agricultural community at the headwaters of the St. Johns offers an insight into the formative stages of the technological optimism that has determined much of Florida's history in the twentieth century.

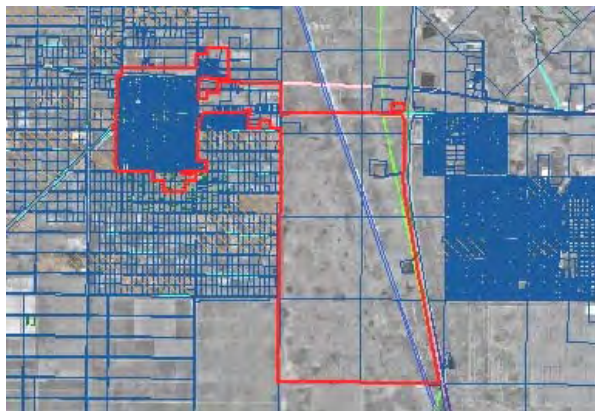


Fellsmere *Integrating the County Road 512 Corridor And the Anson Property*

Establishing Context

By all accounts, the City of Fellsmere is primed for substantial physical and economic growth. The 8.5 square-mile (approximately) municipality is located in the Treasure Coast's rapidly suburbanizing Indian River County, well within the shadow of nearby Sebastian's burgeoning real estate market. Fellsmere is a place of historic structures, hard working folk, and small town sincerity. It is a place of unpaved roads, mobile homes, and famed citrus farms. In the context of coastal Florida's expanding metropolis, Fellsmere is as rural as rural gets.

Fellsmere is located along Florida's east coast, about 90 miles south of Orlando and 90 miles north of West Palm Beach. The city has a number of distinguishing demographic characteristics relevant to investment and growth. The population of the small town is approximately 2,800 people. One-quarter of the employed residents are involved in agricultural pursuits. Each year, when local citrus is ready to be picked, the population swells to about 5,000. Median household income is approximately \$23,000. Fifty-six percent of the population owns a home, whereas 21 percent choose to rent. At \$96,400, the median house value is below the state average. However, home appreciation is 11 percent. Twenty-two percent of the city's homes are vacant. Nearly one third of the City's residential units are mobile homes. The percentage of African American and Hispanic residents is significantly above the state average. The median age of residents is 31, well below the state average. The percentage of foreign-born residents is significantly above the state average. The percentage of the population with a bachelor's degree or higher is significantly below the state average.



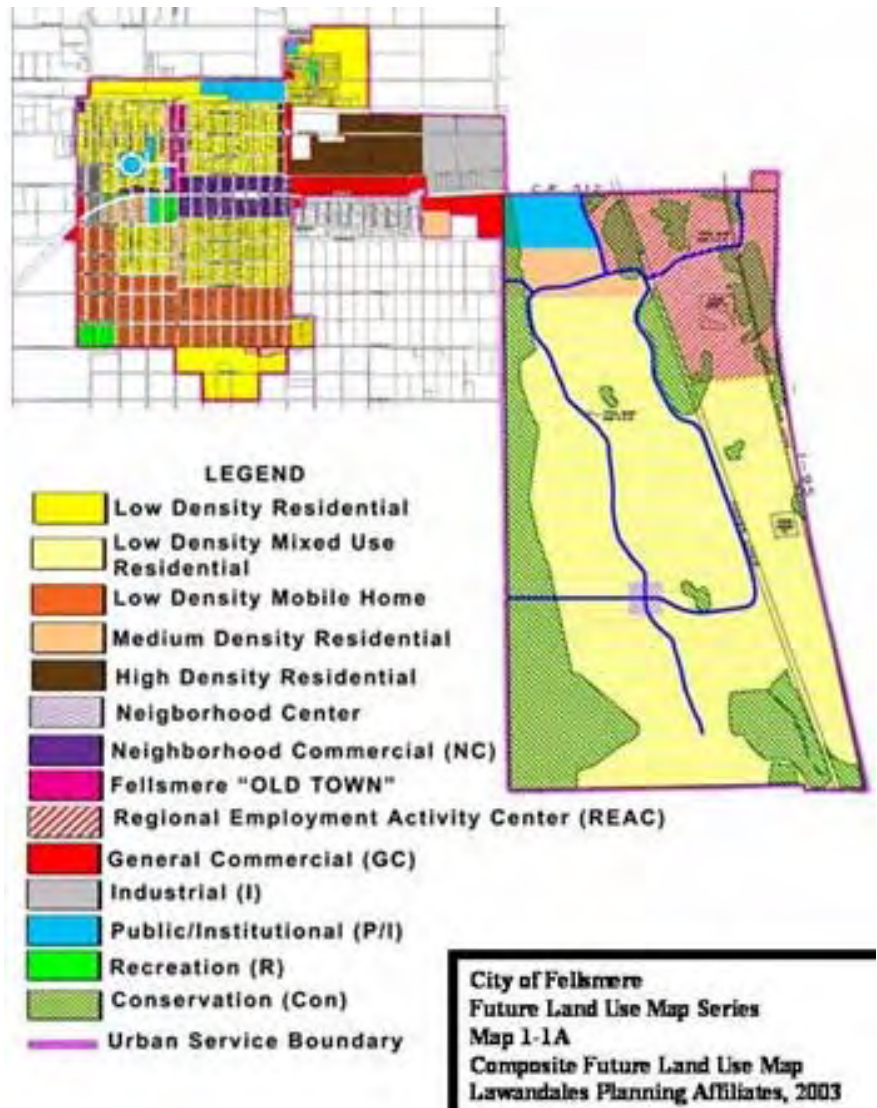
Over the last decade a shift has occurred in the demographic makeup of Fellsmere's original downtown. Increasingly, Hispanics are purchasing or building houses. Many are employed in the region's agricultural businesses. While the city's various demographic groups appear to coexist well, language barriers do create problems. As a result, many groups keep to themselves. Not wishing to attract attention, and unfamiliar with typical zoning and permitting, their structures fail to meet City code. In recent years, City officials

have taken measures to negate this phenomenon. They are committed to educating and providing access to all citizens. It is made known that City Hall is a welcoming place. By all accounts, these steps are working. Hispanics are not afraid to join the process. The City's new Manager and Council anticipate that this policy will be helpful in stimulating other civic involvement. They long for a day when members of the Hispanic population run for office. The city is bounded by Interstate 95 to the east and Florida's famed citrus groves to the west. County Road 512 (Willow Avenue) bisects downtown, serving as the main street and giving cause to the city's only traffic light. Fellsmere is very much defined by the CR 512 corridor. The

corridor serves as the major gateway into and out of the city. To the east, the roadway provides access to I-95. To the west, a physical link is established with the city's primary employer, Fellsmere Farms. Downtown, the roadway breaks the city's well disciplined grid of streets into two and serves as the southern boundary for Fellsmere's newly identified Old Town District.

The Old Town District

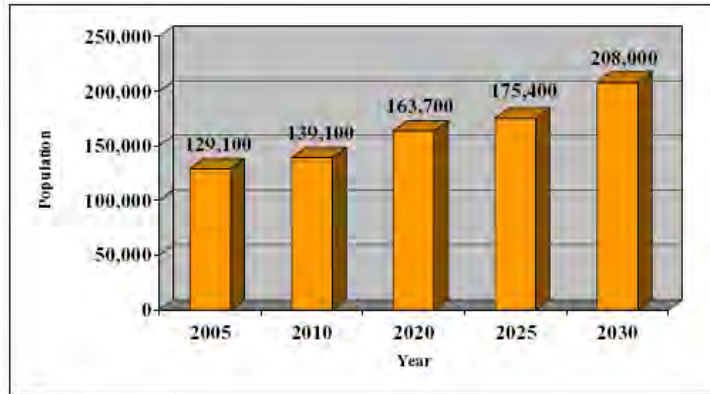
In December 2003, the City adopted a new comprehensive plan, Comprehensive Plan 2020, and land use map. Currently, the City is in the process of re-writing its land development regulations (LDRs). When complete, the LDRs will set forth architectural and site design criteria for buildings and sites within the Old Town District, which was first identified in the 2003 Comprehensive Plan and Land Use Map. The District is viewed as "the heart of the City". Life in Fellsmere began in this area, which contains the largest concentration of the City's historic buildings, architecture, and culture. The Old Town District is the historic commercial center for the community. It contains both residential and non-residential uses. The Old Town District is generally defined as parcels abutting North Broadway Street from Michigan Avenue to South Carolina Avenue; and as the parcels east of Broadway Street, south of Oregon Avenue, and north of Michigan Avenue.



Though not included as part of the Old Town District, the City's famed, freestanding, 1916 schoolhouse abuts the south side of CR 512. The beautiful two-story brick building housed the old Fellsmere Elementary School. It is listed on the National Historic Registry. The city is contemplating how to best utilize the structure.

Growth and Development

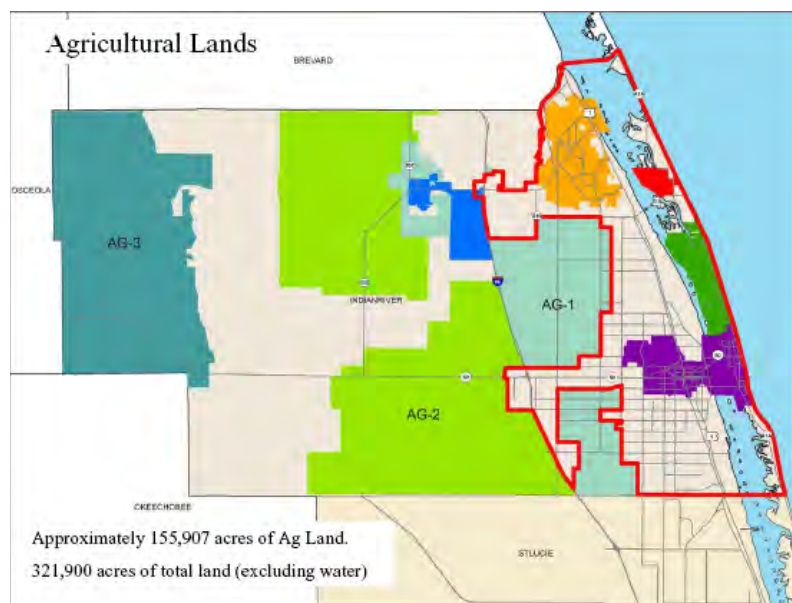
Indian River County Projected Population



Fellsmere and the surrounding region are entering a period of highly transitional growth. The gradual, northerly coastal migration of many South Floridians continues. Transplants and retirees covet coastal areas. A lack of affordable housing is forcing many Treasure Coast residents to look northward. Tourism and recreational opportunities also abound. Aside from beaches, the region contains several lakes and reservoirs and is home to world renowned bass fishing. Investment and growth is highly anticipated throughout the region.

It is sometimes difficult to comprehend the long-term benefits of well conceived and contextually integrated design guidelines. This is especially true for semi-rural municipalities not accustomed to sudden and expansive investment. Physical growth is economically rewarding and can provide a tremendous boost to stagnant economies.

Despite the potential for sprawl, rural communities are often hesitant to regulate free market investment beyond that of the typical, segregated, land use categories. After all, sprawling development seems better than no development. So long as new structures meet the technical requirements of existing codes, such investment is deemed beneficial. Little consideration is given to established patterns and the contextual relationship with the existing municipality. Absent form-based coding, the resulting built environment is unable to distinguish itself from other homogeneous suburban areas. The new jurisdiction fails to contribute or establish a sense of place. A community of rural charm and identity is beset by miles of aesthetically vapid and disassociative development. The short-term economic benefits of undisciplined growth are offset by long term compromises to the public realm. Such compromises make it difficult to sustain economic prosperity. Officials in Fellsmere recognize this dilemma.



The Anson Property

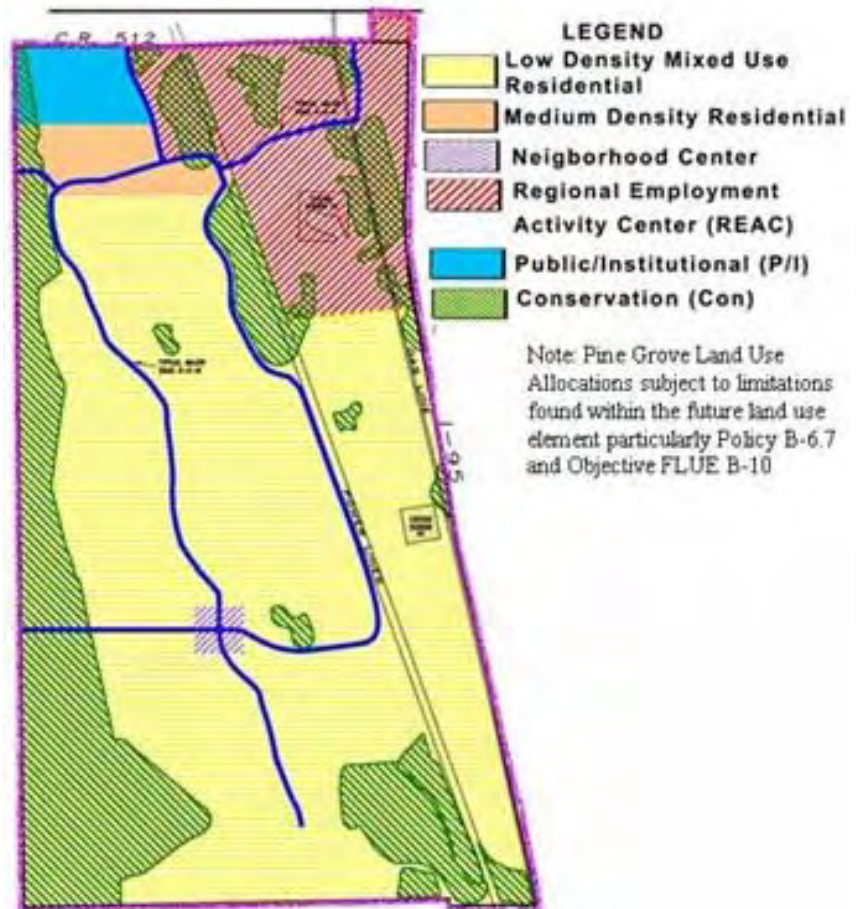
The City recently annexed approximately 1900 acres of land adjacent to I-95. In preparation for this event, the City assured that its Comprehensive Plan 2020 appropriately addressed the new land. At the time, the land was referred to as the Pine Groves. Since this time, a primary developer has been secured and the area is now known as the Anson Property.

The Anson Property is relatively geometric in form, mostly resembling a massive rectangle. I-95 serves as the property's eastern boundary. CR 512 provides the northern boundary (approximately two miles long). The annexation has created a rather unique set of geographic circumstances. The old city and the new land are made contiguous by a relatively narrow, rectangular, piece of land (three blocks deep) abutting the northern side of CR 512. To the east, the northwest corner of the I-95 interchange was also included in the annexation (one square block). As such, CR 512 is quite literally the spine of the newly configured city.

According to the City's land use map, the Anson Property will be segregated by use.

Environmental studies predict approximately 1,700 acres of developable land. The northeast corner of the property is zoned Regional Employment Activity Center (REAC). The REAC area encompasses the southwest and northwest portions of the I-95 interchange. It allows for commercial and light industrial uses. The northwest corner of the property is zoned Public/Institutional (P/I). Immediately to the south is an area zoned Medium Density Residential (MDR). The overwhelming majority of land is zoned Low Density Residential (LDR). However, within the Low Density Residential area is a small area identified as Neighborhood Center (NC). The Neighborhood Center is a mixed-use area containing residential, retail, and office uses. The rest of the development is zoned Conservation. High voltage power lines bisect the property in a north-south direction.

It is proposed that the Anson Property will have five automobile entrance points. Two of these are located on CR 512. These are the only roadways to provide contiguous access to the older parts of the city. Otherwise, circulation between the two sections of city will involve leaving the jurisdiction. A large loop road is proposed for the property. Each gateway would connect to this roadway. The intersection of the southwest gate and the loop road is the site of the area zoned Neighborhood Center.



The City and the developer are negotiating preliminary conditions of development. The developer seems committed to appeasing demands for new public facilities, including a water and sewer treatment center and possibly a new community center. The city officials have decided not to overtly involve themselves in the preliminary design visioning for the property. So long as the developer meets the requirements of the Land Use map and impending LDRs, the City chooses not to impede. They view the permitting and approval process as the time for comment or change.



While a range of price points has been discussed, the current economy and marketplace dictate that the Anson Development will likely contain houses that sell for a half-million dollars or more. This will result in two economically divergent parts of town. Whereas one will be old, historic, diverse and middle class, the other will be new, less diverse, upper income and upper class. Both areas seek commercial investment; however, given the Anson Development's proximity to I-95, residential demographics, and perception of newness, it is likely to be the more attractive candidate. The City does not wish to create a new downtown. As such, the Anson Property's Neighborhood Center is a small percentage of

the development's total land. This is not the case with the REAC. As currently zoned, the REAC is likely to become the commercial destination for many of the Anson Development's residents.

The City is progressively approaching the issue of civic and institutional development. Officials believe that future Anson residents would likely journey downtown to utilize civic facilities. However, demographic differences and difficulties with language are likely to keep "downtown" residents away from new facilities in the Anson Development. They are considering a proposal to move a new community center out of the Anson Property and into the historic Fellsmere Elementary School building.

The CR 512 Corridor

In the 1990s, the City adopted a CR 512 Overlay District Ordinance. Unfortunately, the City has been inconsistent in its interpretations and application of the ordinance. For instance, someone wishing to construct a metal building might be allowed to do so, so long as the structure is concealed on three sides by stucco. To address these concerns, the City is in the early stages of re-writing the ordinance.



With the annexation of the Anson Property, the City of Fellsmere is presented with several unique development opportunities. The CR 512 corridor either bisects or provides the primary edge for all portions of the city. The corridor extends from the intense commercial interchange at I-95 to the rural citrus farms outside of town. It is ideal for transect-based planning. The corridor provides the primary (future) access to the Anson development. It serves as both the western and eastern gateways into the city. Its intersection with I-95 creates a nodal focal point from which commercial, light industrial and transit-oriented development might radiate. Its small rectangular midsection, which links together the new and old areas of town, is fronted by the city's only *General Commercial* area. Finally, the corridor's intersection with Broadway Street forms the southern terminus of the Old Town District.



Development along the CR 512 corridor is inevitable. As such, the City is establishing physical development goals for the corridor. These include changes to current land use patterns (establishment of the Old Town District) and the promotion of a consistent, compatible and uninterrupted built-environment (new CR 512 Overlay District Ordinance). The City's 2020 Comprehensive Plan and LDRs will provide this regulatory structure. However, these documents will not clarify the relationship between physical development policy and social or economic goals.

Realizing that Fellsmere already has a genuine, functioning downtown, officials hope that the Anson Property will blend seamlessly into the fabric of the existing city. They hope it will provide a "livable" environment, while incorporating and addressing those issues that downtown does not. Most importantly, despite its location along the CR 512 corridor and proximity to I-95, it will maintain its place in the social hierarchy of the city, never attempting to compete with downtown's role as the center of Fellsmere.



Issues for Design Institute Consideration

Fellsmere officials realize the difficulty in establishing and then maintaining a balancing act between the original and newer parts of the city. Given the above context, and the needs and concerns conveyed herein, they are seeking guidance on how best to approach (re)development along the CR 512 Corridor. Specifically:

- What proactive steps will aid in establishing a synergy between the old downtown and the new Anson Property? What measures can be taken to ensure that the project differentiates itself from the downtown, does not compete with downtown, and does not impinge on the feel and character of the downtown?
- How should the City approach the design of its new gateway entrance at I-95? Given the projected land use and intensity, how should the City integrate its design of the Anson Development's frontage along the CR 512?
- Given the present context and build-out of the CR 512 Corridor, as compared to what the CR 512 Overlay District ordinance calls for, how should the City determine what went wrong, why it went wrong, and what solution is appropriate?





Design Institute Recommendations

Please note that the following information is the result of the free flowing conversation and dialogue between the design experts and public officials present at the Design Institute on April 15, 2005. This report is not meant to serve as notes or minutes but as a summary of the ideas, suggestions and recommendations resulting from the session. It supplements the diagrams, drawings and checklists provided to the officials during the Design Institute session.

Fellsmere: Opening Presentation

Joel Tyson, Councilman, City of Fellsmere, delivered the fourth and final presentation of the day to the Design Institute. He recounted the city's historical development, which dates back to 1858 when the city emerged as an agricultural settlement. In the early 1900's, the Fellsmere Farms Company constructed many of the canals and drainage ditches that define the geography of the city and its surroundings. Subsequent developments included the Broadmoor development, a muck drying operation and demonstration farms. Councilman Tyson noted that the city's population numbered about 500-600 persons in the 1950s; today, it is more than 4,000. A high percentage of the population is Hispanic.

Councilman Joel Tyson



The remainder of the presentation focused on the pending Anson Development and its potential impacts on the city. About 1,000 residences exist in the city today. The Anson Development may add as many as 5,000 at buildout (about ten years from now). The property owners sought annexation into the city and made concessions such as paying for preparation of a new comprehensive plan and water and sewer improvements. Only about half of the Anson property is suitable for development due to wildlife habitat constraints.

Jason Nunemaker, Councilman Joel Tyson & David Brain



City officials are concerned with integrating the massive new development with the existing character of Fellsmere. Councilman Tyson remarked that now is the perfect time to blend old and new as the city undertakes improvements to its historic core. These improvements include restoration of the 1916 schoolhouse as a cultural facility and focal point along with the creation of a Community Redevelopment Agency. City officials hope that these and other improvements will draw new residents into the city's older section.

Fellsmere Project Site

Design Team Comments and Recommendations

At the start of their discussion, the Design Team members offered some general suggestions to Councilman Tyson.

- The city's comprehensive plan should identify a future Urban Service Area, announcing city's long term intentions for logical service provision

- The city should look at how the unincorporated areas south and west of the Anson property relate to one another and the older parts of the city. For example, how are the water and sewer lines tied together?
- City officials should consult with the staff at the Treasure Coast Regional Planning Council and seek their guidance on the development process of the Anson property.
- The city should consider how the Anson development will affect the city's political makeup. This development could eventually outnumber the current population and redirect the politics of Fellsmere.
- The city should think boldly. There is a lot of land to work with!
- With the new development, the city should strive for a common identity and avoid an "us and them" or "old and new" perspective.

Design Team members Rick Gonzalez and Mike Sobczak had visited the site and offered several comments to the Design Team and participants. First, they outlined several distinguishing features of the study area. Along the CR 512 corridor, some manufactured housing exists, as does a multi-family housing development to the north of the corridor. A Regional Activity Center (RAC) is proposed at the intersection of CR 512 and I-95. They recognized CR 507 ("Broadway Street") as Fellsmere's main street. They felt that Broadway Street has great scale, like the North Central Florida city of Micanopy. The surrounding neighborhoods are walkable and have lots of mature trees. It appears that trailers are being replaced with permanent housing with front porches. There is considerable open land and therefore many opportunities for the city to create something distinctive.

The Design Team identified three zones along the CR 512 corridor: the new zone (the area closest to I-95); the intermediate zone (mid-town); and the old town zone (the original section of Fellsmere). The goal is to unite these areas along a common spine, and respect the fact that the city's center is located in the old town and that the rest exists because of it. The city should do whatever it can to reinforce this pattern. For example, the intermediate zone could have broader medians while the older area has a tighter look with curbs and more landscaping and trees.



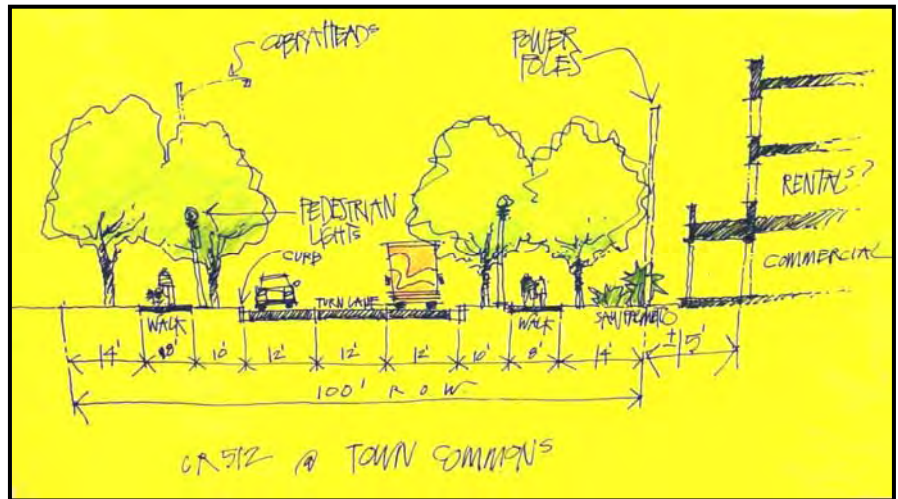
Design Expert Rick Gonzalez

The Old Town Zone

The city needs to create a sense of arrival in this zone and the historic schoolhouse could do that, for the school's architecture is excellent. This could be the beginning of a civic center and plaza to anchor the north and south side of Broadway Street. The city staff or planners could take pictures of what exists and insert those components into the vocabulary of the design guidelines, which are needed for Broadway Street. There is a great opportunity for a terminus point at the intersection of Broadway and the turn to CR 507. The city might build a public bandshell or community center here. It could be the "northern bookend" with the historic Fellsmere Inn in the middle of this section. The city should add some services, like a library or downtown supermarket, which will draw residents to the old town area. The new residents will need these services. Councilman Tyson commented that the area already supports three popular restaurants.

Design Illustration Resulting From Session

In particular, the city should seek to have the new middle school located as close as possible to the old town. This school could be designed to serve as a multi-purpose community facility. It could be another reason for residents of the old and new zones to blend together. A successful example of blending the old with the new through the school system was accomplished in the Town of Alachua where all pre-



kindergarten through second grade students attend the new school while the third through fifth graders attend an older school. One Design Team member recommended that city staff consult the Smart Growth of America's website to find information on preserving community schools and designing combined facilities, such as including a joint use library.

The Design Team pointed out that everyone needs a post office so it should be located in the old town. Other similar essential services should be located there as well. There should be strong design guidelines so that future development complements what exists in old town. Fellsmere should contact the City of Stuart as they recently established an ordinance that restricts formula retail or chain stores; exceptions are allowed only if they comply with an urban code. The City of Fellsmere needs to update its comprehensive plan as soon as possible.

The Intermediate Zone

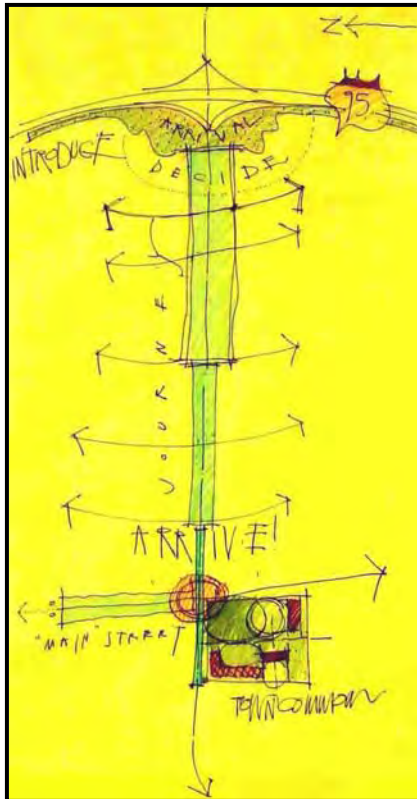
Commissioner Doug Smith, David Brain, Mayor Pegeen Hanrahan & Jason Nunemaker

The Team defined the challenge of having two disparate places (old and new) relate to one another through design. It makes little sense to build the new without relating to the old town. The current design sketches for the Anson property do not show connections being planned between the new and old parts of town. As one approaches the old town the development patterns should get tighter, announcing the transition along this common spine that the two areas share. Landscaping can be used as a design feature in the transitional zone, perhaps in this area, using cabbage palms. To save money, it was suggested that the city start tree farms now, growing them for future placement. The hotel that is being planned should conform to an urban landscape, with an emphasis on the street experience and how the structure relates to the street—that is, think in urban terminology.



The city should start working with county officials to coordinate adjacent development and design along Route 512. Even though relationships may not be ideal today, coordination and mutual respect are needed for Fellsmere to coordinate with its surroundings. Route 512 provides access to the old town center; take proactive steps for synergy of development along this artery.

**Design Illustrations
Resulting From Session**



The New Zone

The Design Team stressed the importance of establishing multiple connections between the new zone and the other parts of the city. About six to eight connections will be needed to unite this area with the rest of the city. The conservation areas in the Anson Development should be thought of as connections, not buffers from surrounding development. The Anson Development should not be considered a single subdivision but a series of neighborhoods. Gentle growth along the collectors is tolerable; the south side of the East/West Highway in Orlando is a successful example. The development should support at least three new centers. It should include a mix of housing and workforce housing to combat the exclusivity of the area.

The city needs to ensure that whatever is built at the I-95 interchange will not drain business from the old town. There should be multiple ways to get traffic to head west into the old town and boost its economy. Otherwise, the inclination will be to head east on CR 512 toward businesses at the I-95 interchange.

Other Issues

The Design Team encouraged the city to consider annexation of developed areas to the south of the old town zone. Squaring off the boundaries of the city will help improve connections between the old and new zones. There might be opportunities to link all these areas with multi-use recreational trails.



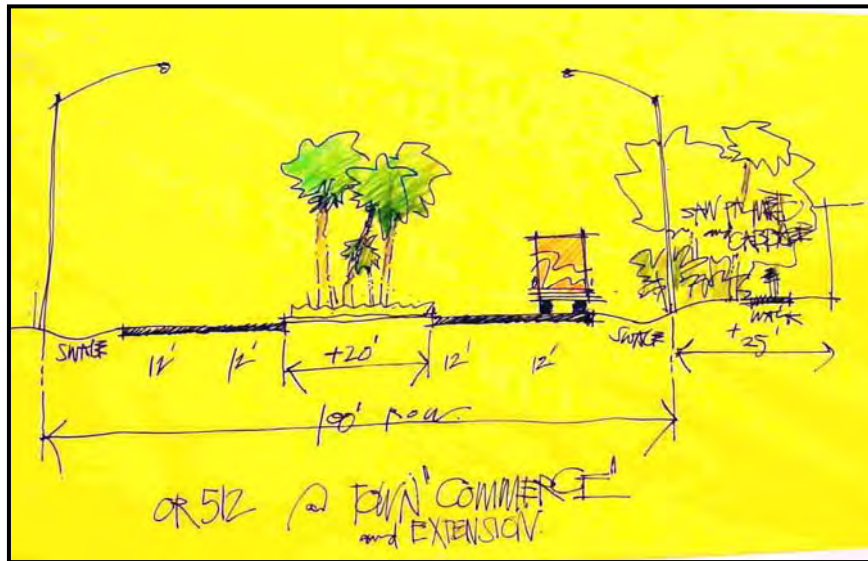
Also, the city needs to identify its long-term water management needs. It should integrate its stormwater and recreational facilities plans to maximize recreational opportunities. The city should seek concessions from the Anson property developers to improve the city's water management and recreational facilities.

Summary of Issues and Recommendations

At the end of the discussion of the Fellsmere study area, the Design Team members summarized the Recommended Actions on a flip chart as follows:

Recommended Actions:

- New School/Old School: Mix students of new development and old town.
- Annex the voids.
- Middle school needed in old town.
- Create Workforce Housing.
- Consider a multi-function public building for new middle school (Elementary, Library, etc.).
- Ask for three times what you want--land is a gold mine!
- Maximize number of east/west connections. Build for the future. Capture traffic before it heads to CR 512 or east.
- Anson property needs multiple centers.
- Integrated watershed management.
- Preserve small Florida town character as link between old and new town.
- Evaluate long-term recreation needs and reserve space for future expansion.



Above: Design illustration resulting from session, Below left: Walter Kulash, Below right: Councilman Joel Tyson & Marie York



Design Institute Keynote

On the evening of April 14th, the Abacoa Project and the Florida Public Officials Design Institute at Abacoa hosted Walter Kulash as our keynote speaker. Mr. Kulash is a principal and senior traffic engineer with the community-planning firm of Glatting Jackson Kercher Anglin Lopez Rinehart, Inc. He has worked on traffic and transit planning projects throughout the U.S. and Canada. Mr. Kulash shared his vision of urban design that provides for the needs of motorists and pedestrians alike -- and of transportation systems that respect the human need for the presence of beauty.



Prior to the lecture on April 14th, public officials and staff from the communities of Lauderdale-By-The-Sea and Oakland Park came for a tour of the new urban community of Abacoa.

Florida Public Officials Design Institute at Abacoa April 2005 Resource Experts

Marie L. York, Facilitator



Marie L. York, AICP, is the Associate Director for Northern Campuses of the Center for Urban and Environmental Solutions at Florida Atlantic University. She is a founding member of the Florida Public Officials Design Institute at Abacoa and directs the program. Marie is a 2003-04 Knight Fellow in Community Building, which is directed by the University of Miami's School of Architecture. She served on the Executive Committee of the American Planning Association (APA) Chapter Presidents' Council. She recently completed service as President of the Florida Chapter of the American Planning Association (2000-2003) and currently chairs the organization's committee on Growth Management Review. Marie is a member of the American Institute of Certified Planners, Leadership Florida (Class XVI), and the Urban Land Institute (ULI). She is the former Vice Chair for Academia for ULI Southeast Florida/Caribbean District Council. Her research areas include urban design, urban economics, growth management, environmental preservation, housing, education and the relationship of transportation to land use. myork@fau.edu

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David Brain, Ph.D.



David Brain is an Associate Professor of Sociology at New College in Sarasota and Executive Director of the Florida House Institute for Sustainable Development. Dr. Brain studied architecture at the University of Cincinnati before an interest in urban issues led him to a BA in sociology at the University of California, Berkeley, and then a Ph. D. in sociology at Harvard University.

Dr. Brain has taught at Harvard and Indiana University in addition to New College of Florida. His research and publications have focused on architecture, urbanism, and the connections between place-making, community-building, and civic engagement.

Dr. Brain's practical experience includes work as a planning consultant as director of neighborhood-oriented action research projects that engage students in collaboration with local community groups, as a frequent contributor to educational programs for citizens and professional practitioners, and as a partner in High Cove, LC, a company developing an eco-village in the mountains of Western North Carolina. brain@ncf.edu

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Rick Gonzalez



Rick Gonzalez, AIA, President of REG Architects, Inc. opened his practice in Downtown West Palm Beach with his father Ricardo in 1988, who retired early 2002. Rick received two architectural degrees from the Catholic University of America in Washington, D.C. Professional distinctions include being the 1998 winner of the "Triunfo" Award as Hispanic Entrepreneur of Palm Beach County and the 1997 winner of the Small Businessman of the Year Award from the Chamber of Commerce of the Palm Beaches, as well as many other nominations and architectural awards. Rick's current projects include the Lesser Professional Building, Solid Waste Authority/Lantana Campus, Mar-A-Lago Ballroom, St Lucie County Administrative Annex, Sebastian City Hall, Bayshore Golf Clubhouse for the City of Miami Beach, Grace Episcopal Church in West Palm Beach, LaLechuza Caracas Equestrian Facilities and Palm Beach International Polo Club in Wellington. rick@regarch.com

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Mayor Pegeen Hanrahan



Pegeen Hanrahan is a registered Professional Engineer and a Certified Hazardous Materials Manager at the Masters Level and is a Senior Vice President with Terra-Com Environmental Consulting. In March 2004, she was elected as the Mayor of Gainesville. Pegeen also served two 3-year terms as a City Commissioner from 1996 to 2002, serving as Mayor-Commissioner Pro Tem for three of those years. During this time she also chaired numerous committees such as the Alachua County Library Governing Board, the Gainesville/Alachua County Metropolitan Transportation Planning Organization and the Gainesville Community Redevelopment Agency. She is a past member of the Board of the Gainesville Area Chamber of Commerce, and served on the Capital Campaign Committee for the Council for Economic Outreach in 2001. In 1999, Pegeen was selected as a Fellow of the Environmental Leadership Program, a nationwide network for outstanding environmental advocates. Pegeen also serves as a board member of the Alachua Conservation Trust, Gateway Girl Scout Council, the Healthy Community Initiative, Dance Alive, Sustainable Alachua County, Friends of Ring Park, and served on the Eco-Heritage Tourism Council.

During her two terms as city commissioner, Pegeen played a vital role in the renaissance of downtown Gainesville. mayor@cityofgainesville.org

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Timothy L. Hernandez



Tim Hernandez, AICP, a Principal of New Urban Communities Corporation, is a builder/developer focused on infill, redevelopment and traditional neighborhood development (TND) opportunities in South Florida. Prior to forming New Urban Communities with his partner Kevin Rickard in 1999, Mr. Hernandez spent sixteen years with Pulte Home Corporation in Chicago and South Florida in land acquisition, land development and marketing, and four years as a City Planner and Community Development Director in North Chicago, Illinois. Mr. Hernandez has a B.S. in Urban Planning from Michigan State University and an MBA from the Kellogg school at Northwestern University. He currently serves on the Palm Beach County Transportation Performance Standards committee, the Fort Lauderdale CRA Advisory Board and is a member of the Board of Directors of both the Abacoa Partnership for Community and the Delray Beach Village Foundation. He has taught a master's level course in Urban Design at Florida Atlantic University and has presented to the Urban Land Institute, the Congress for New Urbanism, the American Planning Association, the National Association of Homebuilders, and the Seaside Institute, among others. THernandez@NewUrbanCommunities.com

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Walter M. Kulash, P.E.



Walter Kulash is a principal and Senior Traffic Engineer with the Orlando-based community-planning firm of Glattig Jackson Kercher Anglin Lopez Rinehart, Inc. A licensed professional engineer with an academic background in engineering at North Carolina State University and Northwestern University, Mr. Kulash has worked on traffic and transit planning projects throughout the U.S. and Canada. Clients include private developers, local and state governments and non-governmental agencies.

Since the early 1990's, Mr. Kulash has specialized in the rapidly emerging field of "livable traffic" design. This view of traffic engineering recognizes that the narrow traffic planning goals of the past few decades -- moving the most traffic at the greatest possible speed -- are giving way to a far more inclusive view. In the new view of traffic engineering, traffic performance is balanced against other desired qualities of the street, such as its value as an "address," its retail friendliness, and its role as a premiere public space of the community. wkulash@glattig.com

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Margi Glavovic Nothard



Margi Nothard has spent 12 years designing and teaching architecture and urban design in the United States. She is currently an Assistant Professor of Urban Design in the Florida Atlantic University Department of Urban and Regional Planning. Margi earned her Masters degree in Architecture in 1992 from the world-renowned Southern California Institute for Architecture (SCI-Arc) in Los Angeles, and was awarded the competitive Top Graduate Thesis Award. She went on to work and teach in Los Angeles and New York where she directed the West coast offices of internationally renowned firm, Smith-Miller + Hawkinson Architects. She produced a book titled "Time Defines Place, The Thin Moments and Fat Moments in Los Angeles". Teaching has always been a part of her architectural life, including teaching in the Graduate program at UCLA and SCI-Arc, and in the Undergraduate program in the Department of Architecture at Otis Parsons School of Design in LA. Margi has been a guest critic at SCI-Arc, Columbia University and Rice University among others and was a guest instructor at DIA/Bauhaus in Germany in 2001. Her undergraduate work was at the University of Natal in South Africa. Margi has been invited to lecture throughout the United States.

She is co-founder of the Broward Design Collaborative, a creative urban research group based at FAU that explores solutions to urban form and space from affordable housing to sustainable solutions for urban redevelopment. mnothard@fau.edu

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Milt Rhodes



Milt Rhodes is a Project Director with Dover Kohl and Partners in South Miami, Florida. Formerly, Milt was Director of Planning and Program Development for the North Carolina Smart Growth Alliance, and has worked with communities around the state on developing watershed protection plans, protecting riparian areas from impacts of landscape change, and reviewing of environmental assessment documents as community development planner for the North Carolina Division of Water Quality. Milt also worked with state funding and permitting programs in North Carolina regarding transportation, water and sewer infrastructure, and storm water permitting issues. Milt has a Master of Architecture from the University of Miami, a Master in Urban Planning from the State University of New York at Buffalo, and a Bachelor of Arts in Geology from the College of Charleston, in Charleston, South Carolina. Milt stays active in the Carolinas by serving as President of the North Carolina Council for Community Building, an organization that advocates for development that satisfies the principles of smart growth, and serves as a consultant on new urban code development for many communities around the country. mrhodes@doverkohl.com

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Mike Sobczak



Michael Sobczak is an Associate with Glattig Jackson Kercher Anglin Lopez Rinehart, and has over twenty years experience in professional and academic landscape architectural practice. His expertise is in site planning and design for parks, plazas, and streetscapes, and has been the senior designer on waterfront, corporate, and institutional planning and design projects across the country. His most recent projects at Glattig Jackson include Master Plans for Indian Riverside Park - Phase 2 and the House of Refuge Museum in Jensen Beach; the Master Plan for a Community Park in Lakewood Park, St. Lucie County; Urban Design Guidelines for Flagler Heights in Ft. Lauderdale; and Streetscape Design Guidelines for the Brickell Village Area in Miami. Prior to his position at Glattig Jackson, Mike was a professor in the Department of Landscape Architecture at the University of Florida teaching design studios, graphics and construction courses. Mr. Sobczak holds a Master of Landscape Architecture degree from the University of Virginia with a focus on urban design, and a Bachelor of Landscape Architecture degree from the University of Florida. msobczak@glattig.com

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Jeffrey L. Soule, FAICP



Mr. Soule became Policy Director of the American Planning Association in April 1996 where he manages Government Affairs, Public Information and Policy for the Associations' 30,000 members. There he has expanded partnerships with other organizations and improved legislative services to APA's chapters. In 1997 he launched an initiative with the Chinese government to provide long-term technical assistance through exchanges and special projects. He produced an innovative urban design approach and plan for a large site in Shanghai's Pudong New Area. He has written and lectured extensively on urban design, rural development, historic preservation and heritage area planning. Mr. Soule is currently the Donlan Fellow at the State University of New York College of Environmental Science at Syracuse.

Mr. Soule is a Fellow of the American Institute of Certified Planners, FAICP. He served as President of the Baltimore Chapter of the International Land Economics Society, Lambda Alpha and a member of the Cosmos Club in Washington DC. Jeff received a BA degree, with honors, from Colgate University in Natural Science, and a Master's Degree in City and Regional Planning at Harvard University's Graduate School of Design. jsoule@planning.org

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