

a brief look at Restoration



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project information

→ Project Characteristics

- New town plan in town
- Transit-oriented development with Transit-Ready Corridor (multi-way boulevard) designed to incorporate a streetcar
- Greenfield/undeveloped site that was previously used as a pine plantation which disturbed the natural ecology of the site
- Will include a minimum of 10% affordable housing
- Implements a jobs to housing balance on site that will, at a minimum, be equivalent to the existing County-wide jobs to housing ratio of .65. If built as anticipated, the jobs to housing balance will be between .9 and 1.3
- Conserves and restores 3,531 acres (or 68% of the site) to pre-silvacultural wetland and upland conditions
- Incorporates transect zones T1, T2, T3, T4, T5 and T6 as a basis of all design phases

→ Project Statistics:

- 5,187 acres, with 1,655 acres of developed land (32%) and 3,531 acres of preserved/restored wetlands and uplands (68%)
- Civic Uses: Elementary and Middle Schools (85 acres, including recreational facilities); civic site (18 acres, to include fire, EMS and police services as well as utility facilities); nature center with educational and recreational programming; civic lots strategically-placed throughout the neighborhoods to potentially contain places of worship, additional educational facilities, medical and health related uses, additional open spaces, community support services and other types of civic services
- Parks and Open Spaces: 16 acre community park; 100 acres of recreational lakes; 3,531 acres of resource-based open space with nature trail system, habitat viewing areas; neighborhood trail system; neighborhood and pocket parks located throughout the entire project; 346 acres of lakes designed as passive recreational amenities
- 8,500 residential units (not including accessory dwelling units), to include typical detached single-family houses, sideyard houses, cottage houses, detached courtyard houses, duplexes, apartment houses, attached courtyard houses, townhouses, apartment buildings, live-work buildings, courtyard buildings, mixed-use buildings, liner buildings, and pedestal buildings, as detailed in Restoration's Regulating Book
- 1,350,720 square feet of retail and service uses
- 1,864,443 square feet of workplace uses (including office and light industrial)
- Three development phases are anticipated, with final build out in 2027



Restoration Edgewater, Florida

As a Development of Regional Impact in the state of Florida, **Restoration** has to obtain a recommendation from the regional planning council prior to approval from the City. Additionally, in order to successfully implement the project, a Comprehensive Plan text and map amendment (CPA) was submitted to the City of Edgewater that created a new land use classification, known as the Sustainable Community Development District (SCD). At the time of this entry, the East Central Florida Regional Planning Council and the City of Edgewater Planning and Zoning Commission have unanimous approval. The Volusia County Growth Management Commission has also provided the City of Edgewater with a favorable recommendation towards the CPA. The State Department of Community Affairs has also reviewed the project. The City Council is expected to approve the CPA and the DRI on February 6, 2009. Once the Development Order is approved, the project team will craft a new Sustainable Community Development Planned Unit Development (SCDPUD) ordinance to implement the changes to the Comprehensive Plan, along with a form-based Regulating Book that will be used by the City to determine compliance throughout the development's implementation, and a Pattern Book that will dictate the forms and precedents builders must use within Restoration.

project description

Located approximately a quarter mile from a major interchange on Interstate 95, Restoration will create a mixed-use, transit oriented, sustainable new town on lands that were previously neglected and significantly altered from their original ecological state. The goal of Restoration is to promote the preservation, restoration and enhancement of open space and environmental systems while at the same time creating a viable, functional, transit-oriented new community that employs quality architecture and New Urbanist principles, ensuring that the built environment integrates into, and works seamlessly with, the natural environment.

Over the course of Restoration's planning and design phases the master plan for the 5,187-acre site has evolved significantly to respond to the regional context and environmental needs, while also allowing the property owner to create an economically feasible development. When taken as a whole, the site itself posed development problems due to its location, with complex jurisdictional wetlands, many of which are currently not functional. It was necessary, throughout the planning process, to assess the site's natural environment in relation to the regional ecology, and to work with regional, local and environmental leaders to determine the best course of action for the site. The final master plan sets 3,531 acres of wetlands and uplands to be restored to the pre-agricultural habitat that existed in the mid-1800s and to be preserved into perpetuity, once restored, through conservation easements. The restored lands represent 68% of the site, meaning that only 32% percent of the site is to be developed. The development team's environmental experts determined that the best way to preserve the regional water flow was to leave the western portion of the site as natural as possible, meaning that the regional wetland system and natural ecology are not infringed upon by developing the uplands that are contiguous to the wetlands. Therefore, development has been confined to the portion of the property closest to I-95, where the lowest quality wetlands are located.

In order to preserve this large amount of open space and also develop a compact, transit-oriented new community for approximately 20,000 people, it was necessary to develop 588 acres of very low-quality, non-functional, isolated wetlands. At the core of the main development area is a multi-way boulevard with a transit-ready design. The developer has committed, through the Development Order, to incorporate a street car along the central corridor when the density and intensity of development warrant its inclusion, and will not be allowed to proceed to the later stages of development without it. The area around the transit corridor will be high

intensity mixed-use (T6), and spreading out from the corridor will be a variety of place types, ranging in intensity from T3 to T5. 8,000 homes are planned for this development area, designed as walkable, pedestrian friendly neighborhoods with higher density neighborhood centers, as well as a variety of workplace and non-residential uses totaling 3.2 million square feet. The centralized streetcar allows the majority of residents to be within a ten minute walk or transit ride of all the site's amenities and supporting non-residential uses, including grocery stores, employment, schools, parks and natural open spaces.

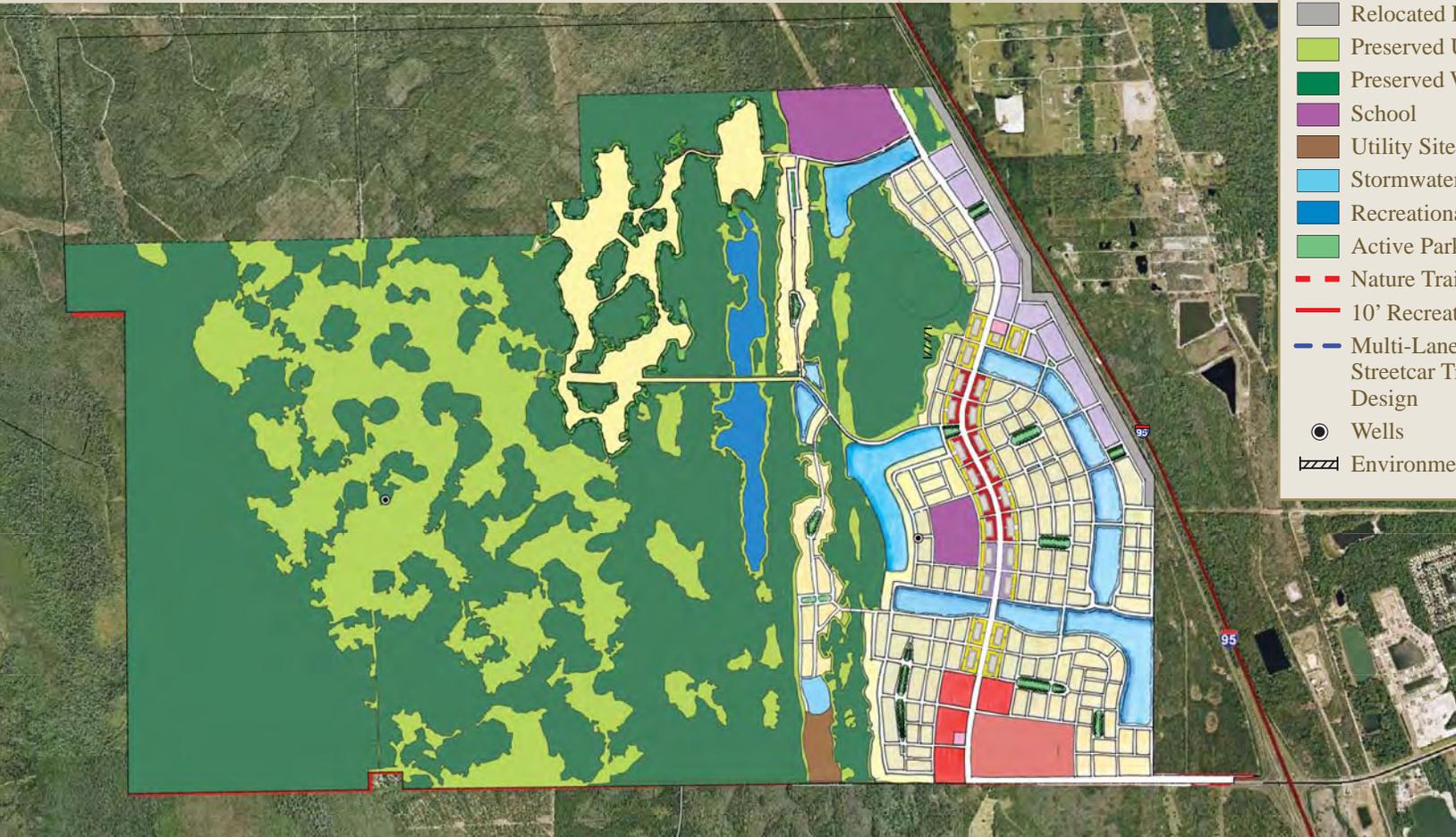
The master plan also incorporates a small development area of 500 homes, known as the conservation hamlet, which has been designed as a traditional rural village tucked in amongst the wetlands (a mixture of T3 and T4). With a more sporadic development pattern and the incorporation of neighborhood based retail, the conservation hamlet has been designed to allow the entire community, and especially the residents of the hamlet, to interact with and experience the natural environment on a daily basis.

The entire development footprint has been designed with a mix of uses, an integrated transportation network, neighborhood open spaces and a variety of unit and building types. The overall density of the project will be approximately 6 units per acre (more than three times the national average), with individual densities ranging from 2 units per acre in the outlying areas to over 30 units per acre in the transit ready corridor. A jobs to housing balance will exist within the development, with an anticipated jobs to housing ratio that will fall between .9 and 1.3 jobs per unit. The jobs to housing balance has also been incorporated into the Development Order, with minimum ratios given at three different development stages, meaning that residential development will not be allowed to continue without the appropriate number of jobs. It is anticipated that the transit-ready, compact, walkable design and the balance of jobs and housing within Restoration will allow on-site capture and internalization of over 50% of the vehicular trips that would normally exit the property, reducing vehicle miles traveled and therefore greenhouse gas emissions.

Restoration will implement a variety of green technologies and programs to conserve water and energy, reduce greenhouse gas emissions and minimize the "heat island" effect. Development in the project will be required to utilize ENERGY STAR and Florida Water Star high efficiency systems, and landscaping will be required to follow the Florida Friendly Yards and Neighborhoods standards, in order to reduce overall irrigation and water use by 50% (from standard development practices). In addition, residential development will be required to obtain certification through the Florida Green Building Coalition Home process, while commercial development is to be certified through version 2.2 of the USGBC's LEED program.

Since Restoration is not expected to be completed until 2028, the project's form-based Regulating Book allows over 14 different building types. Instead of being required to design every neighborhood and district up front, the Regulating Book allows design to respond effectively to the market context of the time period. A Pattern Book and Design Guidelines will ensure that all of the buildings, landscape architecture and neighborhood design work together seamlessly to create an interesting, memorable and lasting place.

master plan

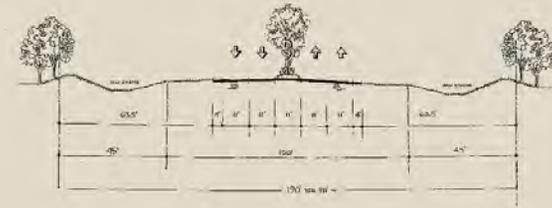


- Residential
- Mixed-Use Town Center
- Commercial Center
- Workplace
- Transit-Ready Residential
- Transit-Ready Retail
- Transit-Ready Workplace
- Relocated Power Easement
- Preserved Upland
- Preserved Wetland
- School
- Utility Site
- Stormwater Lakes
- Recreational Lakes
- Active Parks/Recreation
- Nature Trail
- 10' Recreational Trail
- Multi-Lane Boulevard with Streetcar Transit-Ready Design
- Wells
- Environmental Underpass



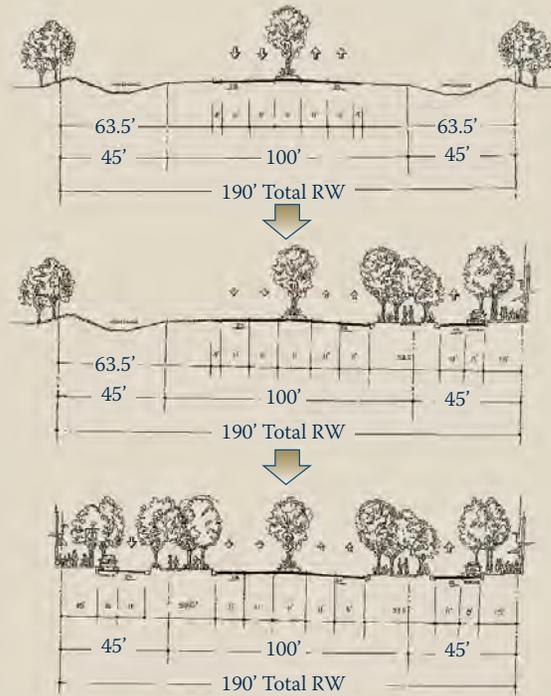
transit-ready boulevard

Current Street Section can accommodate boulevard and streetcar expansion



Streetcar Route

Boulevard Development Without Streetcar



Urban Section Boulevard Development With Streetcar

