2014 Global Human Settlements Award in Planning and Design, Global Forum on Human Settlements
2014 AIA Institute Honor Award for Regional and Urban Design; The American Institute of Architects
2011 APA National Planning Excellence Award for Best Practice
2010 Driehaus Form-Based Code Award
2010 Paul Crawford Distinction for a Ground-Breaking Code
APA FL 2010 Award of Excellence, Best Practices Category

Responding to Miami’s rapid growth, the City’s Planning Department commissioned DPZ to embark on an unprecedented mission: a complete overhaul of the City’s zoning code with the largest known application of a form based code.

The project name “Miami21” represents the “Miami of the 21st Century” and entails a holistic approach to land use and urban planning, broadening the scope of a traditional zoning code to become a truly comprehensive plan. Miami21 will provide a clear vision for the City that will be supported by specific guidelines and regulations to: address the public and private realm, create a more efficient permitting process, and provide a stable environment for investment.

Miami21 proposes dual yet distinct goals of conservation and development. Conservation goals are intended to preserve neighborhoods and historic site, create sustainable development through green building incentives, conserve energy through green initiatives, improve connectedness for walkability, increase access to natural environments and improve quality of life for residents. Development goals are intended to develop corridors to function as transit-oriented centers, ensure predictable environment for growth and appropriate development, incentivize LEED and maintain future growth capacity of downtown.

Six elements, in particular, serve as the linchpins in the development of the blueprint: a Form-based Code, Economic Development, Transportation, Parks and Open Spaces, Arts and Culture, and Historic Preservation.

The project was a huge cooperative venture with many public meetings and meetings with the Office of Mayor Manuel A. Diaz, the Office of City Manager Pedro G. Hernandez, the Offices of City Commissioners, the Planning Department, the Office of Zoning, the Department of Economic Development, the Department of Capital Improvements and Transportation, the Office of the City Attorney, the Neighborhood Enhancement Team (NET), CitiStat, the Office of Communications, the Department of Public Works, the Department of Parks and Recreation, and the Department of Code Enforcement.

Miami21 was fully adopted – as DPZ had submitted it – in May 2010.
Mix-use neighborhood corridors with medium densities provide jobs, neighborhood services, live-work options, and transit opportunities—all within walking distance of one another. In this example the transportation corridor goes from just being a way to get to a destination—to a destination in-and-of itself.
Automobile-oriented commercial corridors can be revitalized into mixed-use neighborhood Main Streets.

Neighborhood connectors – open places where people congregate informally – help create a sense of community and place.

Clean streetscapes can be created with public improvements such as wide sidewalks, parallel parking, and landscaping. Building frontages are also an essential component in the creation of a pedestrian-oriented streetscape.

Vacant lots and large, vast open intersections can be transformed into walkable, urban alternatives. This above pair of images illustrates the redevelopment of parcels utilizing Smart Growth principles.

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Inwardly-focused, self-contained private designs can be transformed into contributing elements through the creation of vibrant neighborhood streets.

Miami is the first major city to adopt a form-based code. With Miami21 now in implementation, the city has improved several aspects of its quickly-growing neighborhoods and corridors. Built results have begun with several infill developments, each advocating pedestrian-friendly street frontages, contextual forms, and where applicable, mixed uses.

Miami21 opened doors to mixed-use development, achieved by basing zoning less on land use and more on the physical form. Infilling these once underused properties has increased the value of these communities. The previous code left scars of hostile environments for pedestrians and non-motorized vehicles, as it catered to the car-dependent culture. Miami21 is human-scaled development. Recent construction across the city hugs the sidewalk, conceals parking, and fosters livability for each neighborhood by providing everyday conveniences within easier reach.

New development along Miami's Biscayne Boulevard complies with Miami21's regulations prescribing mixed uses on this important corridor, with commercial uses required on the ground floor and residential uses permitted above podium. Miami 21 molds the recent development boom into the correct areas: transportation corridors, Metrorail stations, neighborhood centers, and urban cores, while providing the necessary transition in form to adjacent lower density areas.
Beginning in early 2013, DPZ began the design, coding, and implementation plan for five TOD districts located along the existing Metro light rail corridor in the City of Phoenix.

As the prime consultant, DPZ lead a team with over a dozen national and local consultants; the DPZ Team also worked closely with the Gateway Steering Committee representing the local community, the City of Phoenix Planning and Development Department and other departments, agencies and organizations, as well as the City’s partners, Arizona State University (ASU), and St. Luke Health Initiative.

As a recipient of a U.S. Department of Housing and Urban Development Community Challenge Grant from the Office of Sustainable Housing and Communities, the City of Phoenix has started the process of defining a new vision for a more livable and equitable development future. The DPZ Team was privileged to be a part of this process and work with the City and its partners to create long-term, sustainable vision and plans for the five TOD Districts, and to help stimulate growth within them while also positively influencing the larger city.

The six main components of this vision include:

- Diverse and Affordable Housing
- Thriving Economic Development
- Green Infrastructure
- Balanced Land Use
- Connected Mobility
- Health and Vitality

The multi-year process included large scale planning, envisioning potential futures and best-use scenarios addressing land-use, transportation, utilities, affordability, and development regulations. The primary goal of DPZ’s engagement was a new zoning code addressing land within 1/2 mile of light-rail stations. The process included engaging local architects and developers, separately, in review of current processes and those DPZ proposed.

Reinvent Phoenix has resulted in a number of small-scale interventions continuing to transform the city, as well as commitment to major thoroughfare reconfigurations now secured through CIP. The TOD code was adopted in July 2015.
(Top Row): Excerpts from the proposed form-based code
(Left): One among a set of several proposed corridor transformations resulting from the form-based code
FIFTH AVENUE SOUTH, NAPLES

Location: Naples, Florida
Type: Downtown Corridor Master Plan
Date: 1993
Status: Adopted/In Implementation
Contact: Jim Smith
Interim President
Fifth Avenue South Business Improvement District, Inc.

The Code and Downtown Plan for Fifth Avenue, the Main Street of Naples, involved a plan for the revitalization of a six-block retail area on property owners and the City. The plan was designed to direct development within the Fifth Avenue District to ensure that new buildings would be compatible to the existing urban fabric; that these buildings would relate to the street and foster pedestrian activity; that retail would be developed at street level; and that renovations would follow the same pattern.

The design of the buildings within the district was regulated and approved in accordance with the provisions of the new overlay code produced during the charrette. The code included building standards, specific provisions, and architectural regulations. Landscape standards were also included to create varying streetscapes within the downtown, depending on the residential or commercial character of the surrounding development.

As a result, downtown Naples has prospered. New construction has added to the retail and dining opportunities for local residents and nurtured a renewed interest in downtown living. The work done was commissioned and directed by the Naples Community Redevelopment Authority.
EAST END TRANSFORMATION

Location: Richmond, Virginia
Type: Neighborhood Revitalization & Transportation Planning
Year Design: 2010
Status: In Progress/Planned
Contact: Ashley Peace
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The East End Transformation Plan for historic Church Hill in Richmond, Virginia, was the result of a collaborative partnership formed by the City of Richmond, the Richmond Redevelopment & Housing Authority, and Bon Secours Health System. The objective of the plan is to revitalize Nine Mile Road and 25th Street; they form the East End neighborhood's central commercial and transportation corridor. The history of the Church Hill study area, which encompasses approximately 350 acres, spans a timeline from colonial Richmond's beginnings a few blocks from the James River to mid-20th century public housing tracts at its northwest edge at the Interstate 64 highway interchange.

Strategies that emerged as a result of the planning charrette contained both short and long term dimensions. Along the southern portions of 25th Street, the focus was on continuing to create residential and retail infill as well as the restoration of historic structures. These efforts will further support the success of several ongoing public and private initiatives that have brought admirable improvements to the housing stock and overall streetscape in the past decade. Other suggestions for enhancements along 25th Street included repurposing vacant sites for artist studio space, celebrating a beloved gas station-sandwich shop with a landscaped plaza, and expanding the current police station in phases.

At the juncture of 25th Street and Nine Mile Road, a new East End neighborhood square was proposed. A central monument would be framed by the expansion of the existing library and the addition of a grocery store intended to anchor future retail activity. Further north along the more rural Nine Mile Road, façade and other building improvements were recommended for the Bon Secours Hospital, the principal employer in the area. At the entrance to the East End from I-64, the proposal for a gateway at Nine Mile Road melded with plans for the rehabilitation of the old Armstrong High School as a community center, the planting of an urban garden along the underutilized Oakwood Cemetery frontage, and the revitalization and better neighborhood integration of the Creighton Court housing project.

There were extraordinary levels of participation at the East End Charrette with over 400 people attending the opening presentation and a similar turnout at the closing. In addition, hundreds were also participating on a daily basis at the individual focus sessions.
EAST END TRANSFORMATION

Transformation of 25th Street

Transformation and Creation of East End Plaza

Redevelopment of Richmond Community Hospital

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TRUSSVILLE SPRINGS

Location: Trussville, Alabama
Type: Brownfield
Date: 2005
Status: Planned
Size: 160 Acres
Contact: Barry Stalnaker
         Hearthstone Realty LLC

Located in the center of historic Trussville, Trussville Springs will be a scenic, traditional neighborhood on the banks of the Cahaba River. The 160-acre Brownfield development will be built on a former factory site, and will include 560 homes, as well as retail uses, parks and a swimming hole.

Both Main Street and the Cahaba River run through the center of the property, offering the chance to integrate the new development with the town's historic fabric. The village center will be located directly on the riverbanks, with a central plaza featuring a riverfront restaurant and other commercial uses. Many of the existing factory buildings will be rehabilitated, providing historical architectural precedents to the development. The town center will be a gathering place for residents of Trussville and the region at large, with ample parking provided behind retail liner buildings.

Residential uses will include townhouses, apartments, mansions, live/work units and carriage houses, in order to accommodate the area's wide range of homebuyers. Stately riverside houses and hillside mansions will take larger lots, while other homes will be built on smaller lots, in order to preserve the trees on site. Additionally, the areas with more delicate topography will be less densely developed, in order to preserve the site's hillsides. Pedestrian walkways and bridges will also enable residents and visitors to enjoy the site's natural features.
1) Main Street existing conditions.

2) Parallel parking, street trees and sidewalk improvements.

3) Building façade improvements.

4) Photo simulation: Transforming Main Street Trussville into a small downtown. Complete street with finished landscape and building improvements.
The Roswell Historic Gateway Study has been created through a community-based process involving residents, property owners, elected officials, and other stakeholders carried out during the spring and summer of 2012. At each stage of the study, publicized workshops and public meetings created opportunities for stakeholders to share ideas and concerns. Throughout the process, findings are vetted by relevant decision makers and the broader public to ensure that all recommendations have broad support.

The Historic Gateway Master Plan includes land use and design elements that respond to and integrate with the Historic Gateway Project, a concurrent initiative led by the Roswell Department of Transportation who is designing multi-modal transportation and safety improvements along the Atlanta Street corridor.

Conditions along the corridor have become unsafe and unwelcoming for pedestrians and motorists alike. Interestingly, very few of the parcels in the entire Gateway Corridor are vacant, and most all of those that are vacant front Atlanta Street, the major and most public thoroughfare. This corridor serves as Roswell’s face to the region.

The Master Plan is intended to consolidate and coordinate a collection of studies completed in recent years, and guide implementation efforts with urban and architectural standards to enhance the character of redevelopment and infill projects. In conjunction with the Historic Gateway transportation improvements currently being studied, the Master Plan promotes sensitive redevelopment with a wide variety of housing options, commercial, retail, civic and employment opportunities. Sensitive design lowers speeds, encourages alternative modes of transportation, and improves pedestrian safety.

The Master Plan re-establishes a context for the Gateway area as a vibrant multi-modal center of heritage, culture, business and neighborhood life that is friendly to commuters, visitors, and residents alike.
City Hall: The Master Plan proposes splitting Atlanta Street into a one way pair routed around a large civic square shaped from the wooded land "behind" City Hall. The proposed square would provide Roswell with a clear city center that can be further defined by new civic buildings as the need arises. Roads meeting GDOT standards for 35 mph design speeds will produce actual traffic speeds target speeds as much 60 MPH or more. To the greatest extent possible the proposed town center square design utilizes target speed highway planning over design speed planning.

Town Center: The difficulties produced by the large volume of traffic against such an intimately scaled square can not be easily overcome—particularly while retaining the original, well preserved one and two-story company store buildings still in use. Opportunity for a vibrant neighborhood center is more readily found offsite a couple hundred feet to the east of Atlanta Street. The proposed "back street" neighborhood retail center for this area resolves the difficult frontage between Oxbow and Sloan Streets by accepting this section of Atlanta as a "B" street (service road) rather than primary frontage. The backs of houses on the west side of the street are paired with the backs of buildings on the east side, allowing parking and service functions to be accessed from Atlanta Street.

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The Mission Road Charrette was a seven day intensive design and collaborative workshop with Placemakers and DPZ which focused on the challenge of bringing various adjacent land owners together to work towards a common goal - to revitalize Mission Road and turn it back into the Main Street it wants to be. Almost immediately it became apparent that the study area needed to be significantly expanded to include the commercial and industrial areas surrounding Macleod Trail, Burnsland Road and 39th Avenue. The key objective was to tie into the existing 39th Avenue LRT station and create a vibrant mixed-use street linking major anchors at either end. This area would serve as the ‘Core Area’ of the proposed TOD.

The structure of the plan was principally defined by a priority pedestrian loop anchored by highly visible public spaces. A series of incremental and strategic design interventions were proposed. The first square was designed at the intersection of Mission Road and Macleod Trail, which looked to create a more pedestrian interface as opposed to the current hostile environment. This is the critical link to the LRT station and is anchored by a series of mixed-use buildings, book ending Burnsland Road - the heart of the new TOD. The 39th Avenue LRT station was relocated north to a site, which better served the local residents of the neighborhood. Connecting Market Square with the LRT station with a series of simple, low profile buildings inspired by Vancouver’s Granville Island. At the terminus of Mission Road (to the east) a market square was designed and shaped by small shops with a larger market to the east.

Burnsland Road is proposed to become the main street spine for the LRT station. Currently surface parking, derelict lots and trash receptacles dominate this street. The vision for this street included simple industrial style buildings as well as existing buildings would start the transformation of the street by allowing low-cost markets, retail shops and workshops to create a dynamic pedestrian friendly retail street. The current high-speed tracks would be transformed to a more pedestrian friendly interface as it enters this area, similar to that of downtown Calgary.

Originally Mission Road was only zoned for low density residential and, as such, had fallen into a state of disinvestment. Given the importance of this transportation route, the site was suited to higher density, mixed-use types, which would better respond to the urban corridor. Due to numerous constraints, some of which were topography, fragmented land ownership, and the fact that to simply upzone the area would result in frequent and undesirable driveways with the streetscape sterilized by garage doors and uninhabited frontages which would continue to marginalize redevelopment, it became necessary to propose a coordinated urban development plan along with a code to facilitate and incentivize the right kind of development.
Before / After Burnslad Road

Mission Road at full build-out

Mews unit elevations which define the pedestrian passage streetscape

Before / After of Erilton Court along Mission Road

Before / After showing the revitalised community center with a tower terminating the view

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The City of Miami commissioned DPZ to head a design team for the Miami Design District and Little Haiti NE 2nd Avenue Planning Study. The concerns of the study ranged from issues of regional impact, to community-based issues, to the needs of individual streets and blocks. The ultimate goal of the study was to help improve and maintain the Design District and Little Haiti as mixed-use and mixed-income communities, and as commercial and civic cores for the surrounding neighborhoods at the heart of metropolitan Miami. DPZ organized a multi-day charrette that allowed interested parties from both neighborhoods - residents, merchants, community leaders, property owners, investors - to become actively involved in shaping the design process.

In 2011 DPZ embarked on another Charette to manage a Special Area Plan under the new Miami21 code. This plan would guide the next phase of retail development in the Design District and attempt to maintain and enhance the existing opportunities for public art and a positive pedestrian experience.