

Location of the Griffin Road Waterfront and Marina neighborhoods and the town center.

**IMPORTANCE OF THE SR 7/GRIFFIN ROAD INTERSECTION**

The intersection of SR 7 and Griffin Road is a main and main intersection at the heart of the study area. It carries enough traffic in all directions to assure the success of traditional main street commercial uses including a grocery store, pharmacy, and a variety of other neighborhood retail services.

Being located close to the C-11 Canal gives this intersection another great amenity. There is potential for boat access to the Intracoastal Waterway (east of SR 7). The lands around the intersection have a great potential for redevelopment as waterfront mixed-use neighborhoods that interconnect and support the Town Center.

As properties begin to redevelop consistent with the Citizens' Master Plan, this location will be sought

out by retailers and residential developers. The challenge will be to get the retail uses to develop in the format required to create a beautiful street environment and neighborhoods.

Typically, grocery stores and pharmacies like to set far back from the street with large amounts of parking displayed at the front of the stores. In Florida, such retailers are also reluctant to occupy the ground floor of a taller multi-use building. However, such vertical mixes of use are common and have proven very successful in other parts of the country.

Where single story buildings are allowed to set far back from the street, the street space is destroyed. The result is a mundane highway. This suburban model of development is a primary cause of mundane streets in Florida. Berming and landscaping can never overcome the failure to define space

Zoning codes must be changed to require that buildings pull up to and face the street. Codes should also require minimum building heights in areas where there is a commitment to create beautiful streets and the market exists to support densities.



**Publix Grocery Store at City Place in West Palm Beach**

Although not a mixed use building, the store pulls up to the street corner and is able to adequately enclose the relatively small streets it faces.

THE GRIFFIN ROAD NEIGHBORHOODS AND TOWN CENTER

The intersection of Griffin Road and SR 7 divides the area immediately surrounding the intersection into four quadrants. Regardless of the quadrant, buildings facing SR 7 and Griffin Road should be required to include ground floor retail and would be allowed office or residential uses above the ground floor. As proposed, the southwest quadrant includes a high density residential neighborhood made up of moderately large apartment buildings. The northwest quadrant is proposed to include a mixture of multi-family apartments, expensive single family homes, and townhouses. The north east quadrant, also referred to as the Marina Neighborhood, would include multi-family apartment buildings, condominiums, and townhouses. The southeast quadrant includes an existing residential area and would include redevelopment only along SR 7.

Most of the residential types proposed for inclusion within the Citizens' Master Plan are in the form of moderate to higher density townhouses, apartment buildings, and condominiums. There is a substantial amount of single family residential east of SR 7, and the potential of the area has to provide a significant number of new jobs suggests that densities should be significantly increased within new neighborhoods.

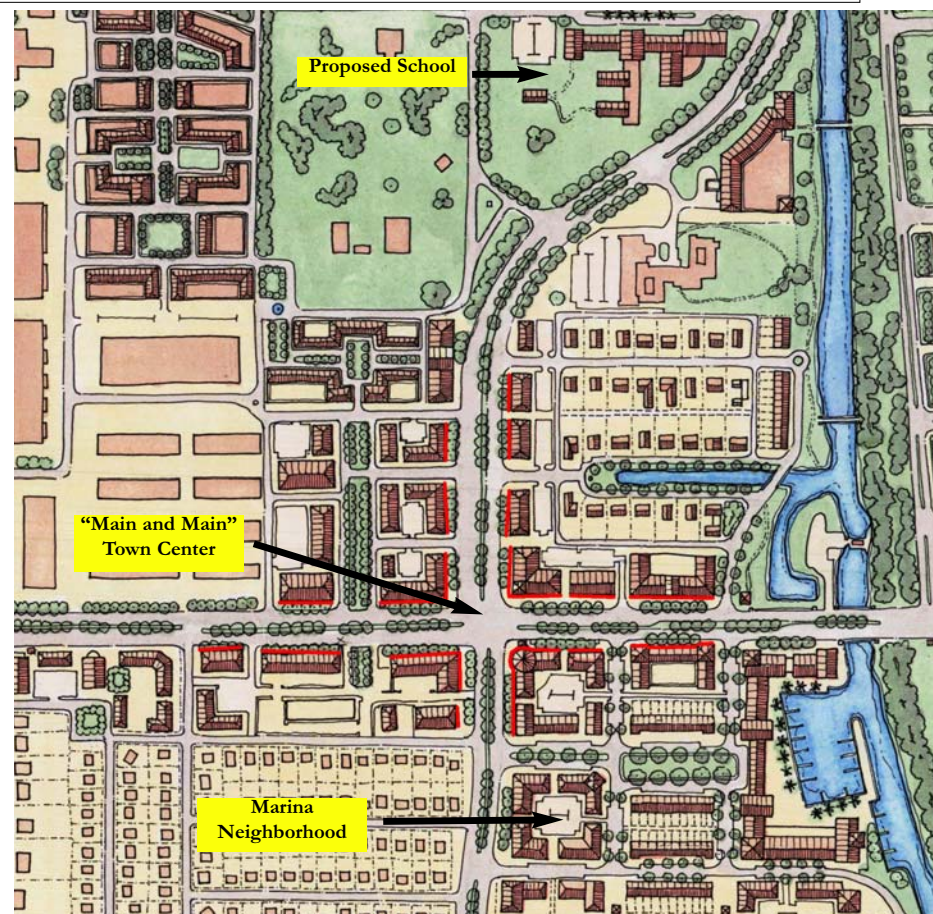
Just to the west of these neighborhoods, a site has been identified as a future elementary or middle school. As the residential population of the study area is increased, there will be a demand for new schools.



SR 7 Street Interface.

The Griffin Road/SR 7 main and main town center is little more than a series of mixed-use buildings pulled up to the street and fronted by very wide sidewalks.

An example of what the street interface should look like is indicated by the photograph at the left. The importance of the intersection would be evidenced by the width of the sidewalks and the quality of the street trees and street furnishings including lighting, benches, and bus shelters.



Details of the proposed main and main town center and associated neighborhoods. Red frontage lines ( — ) indicate buildings with required ground floor retail.



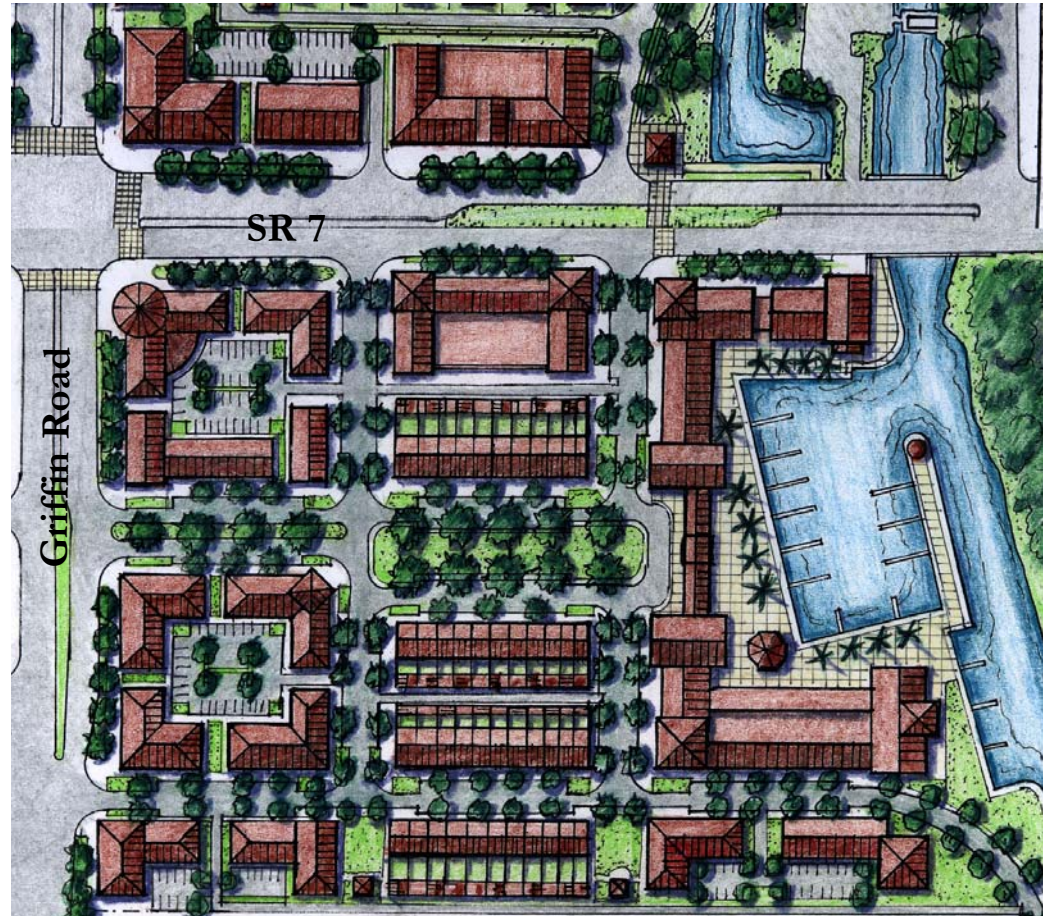
The existing marina east of SR 7 on the C-11 Canal.

**THE MARINA NEIGHBORHOOD**

The proposed Marina Neighborhood provides an opportunity to build a very beautiful residential area in close proximity to nearby businesses and shops. Currently, the area has a fairly large stock of reasonable affordable housing. The Marina Neighborhood represents an opportunity to diversify the existing housing stock and provide some more expensive apartments and town homes.

Although the existing marina is not large, it is sufficient to create an interesting and unique focal point to the surrounding neighborhoods. The building fronting the marina in the drawing to the right could house a variety of uses including waterfront restaurants, club rooms, and small shops on the ground floor with additional residential above.

All of the streets within the neighborhood should provide on-street parking in addition to the parking provided in courtyards and behind townhouses in small garages.



**Plan details of the Griffin Road Marina Neighborhood**

An opportunity to provide an upscale residential neighborhood close to shopping and workplaces.



**View north along the narrow north-south green within the Marina Neighborhood**  
A great loggia (internalized porch) frames a view and allows for public access to the marina.