

A family consisting of a man, a woman, and a young child are walking away from the camera on a paved path in a park. The man is wearing a green t-shirt and blue jeans, the woman is wearing a dark blue long-sleeved shirt and black pants, and the child is wearing a dark hoodie and plaid shorts. They are surrounded by large, mature trees with dense green foliage. In the background, a calm lake is visible, along with a grassy area and some distant structures. The overall atmosphere is peaceful and scenic.

LAKE WALES
ENVISIONED

OLMSTED'S CITY IN 10, 25, AND 50 YEARS

lakewalesenvisioned.com

An aerial photograph of a vast vineyard in Lake Wales, Florida. The rows of grapevines are neatly planted on rolling hills. In the background, a tall, slender tower stands prominently against a clear blue sky. The overall scene is bright and sunny, with vibrant green foliage.

L A K E W A L E S

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BEST PRACTICES SYMPOSIUM

MARCH 20, 2023

lakewalesenvisioned.com

TODAY:

- **Welcome**
- **Session 1: Livable Community Design**
- **Session 2: Community Development That Builds Lasting Value**
- **Session 3: The Big Green Network**
- **Closing Remarks**
- **Reception hosted by Lake Wales News and Wales Pointe**
- **6:30pm: Community Kickoff Meeting**

DOLLARS AND SENSE:
WHY WELL-DESIGNED
NEIGHBORHOODS
PAY THE BILLS

ZOOM WEBINAR
WITH JOE MINICOZZI

WEDNESDAY
MARCH 29

6 - 7 PM



REGISTER: lakewalesenvisioned.com



OLMSTED ROOTS:

John Nolen, City Planner

A lecture by
Professor Bruce Stephenson, PhD

www.lakewalesenvisioned.com



Rollins
EST. 1885



LAKE WALES
ENVISIONED
OLMSTED'S CITY IN 10, 25, AND 50 YEARS



SESSION 1:

LIVABLE COMMUNITY DESIGN

VICTOR DOVER

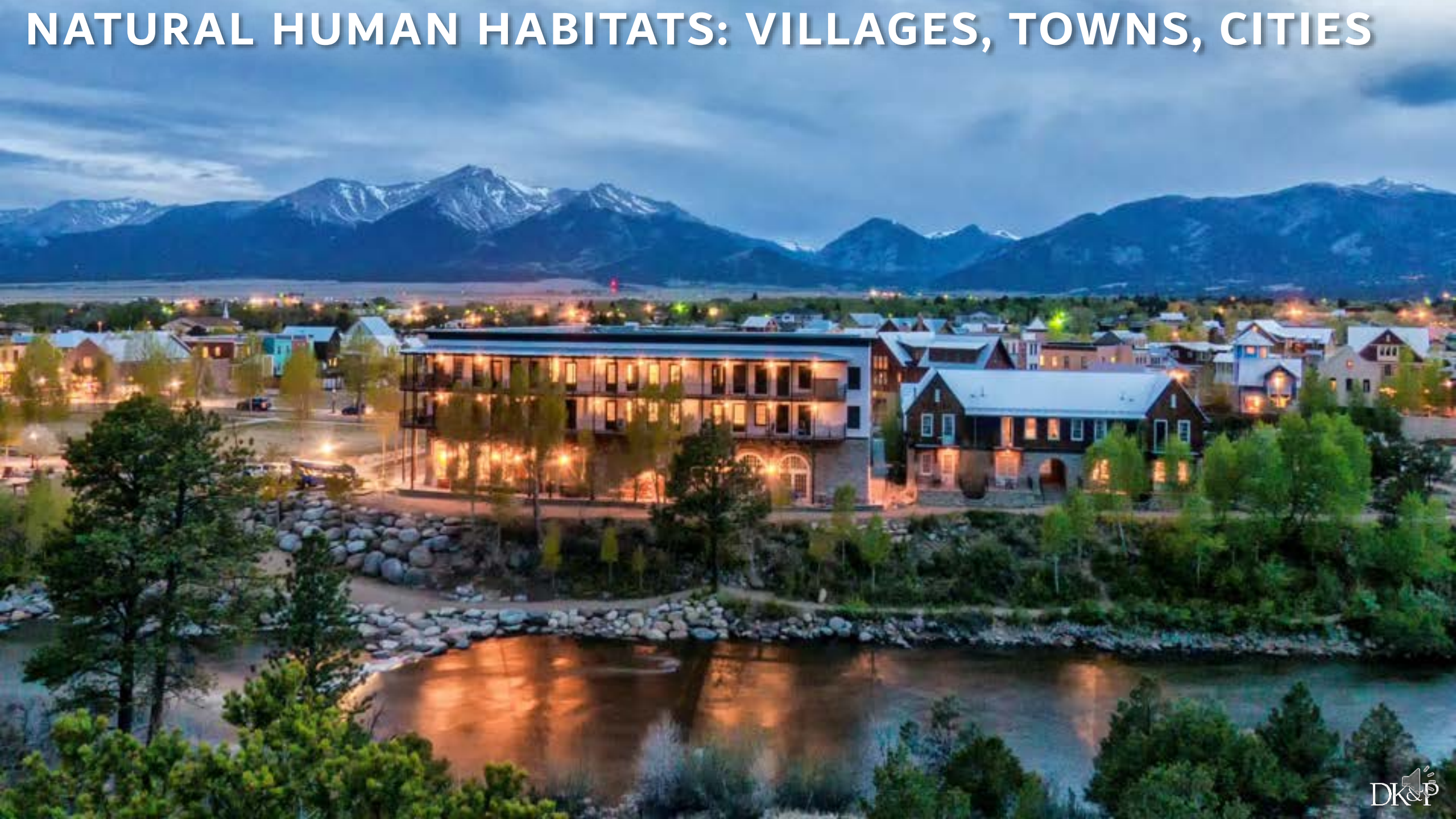
WADE WALKER

JONATHAN PAUL

NATURAL HUMAN HABITATS: VILLAGES, TOWNS, CITIES



NATURAL HUMAN HABITATS: VILLAGES, TOWNS, CITIES



NATURAL HUMAN HABITATS: VILLAGES, TOWNS, CITIES







7—Park Avenue, Lake Wales, Fla.







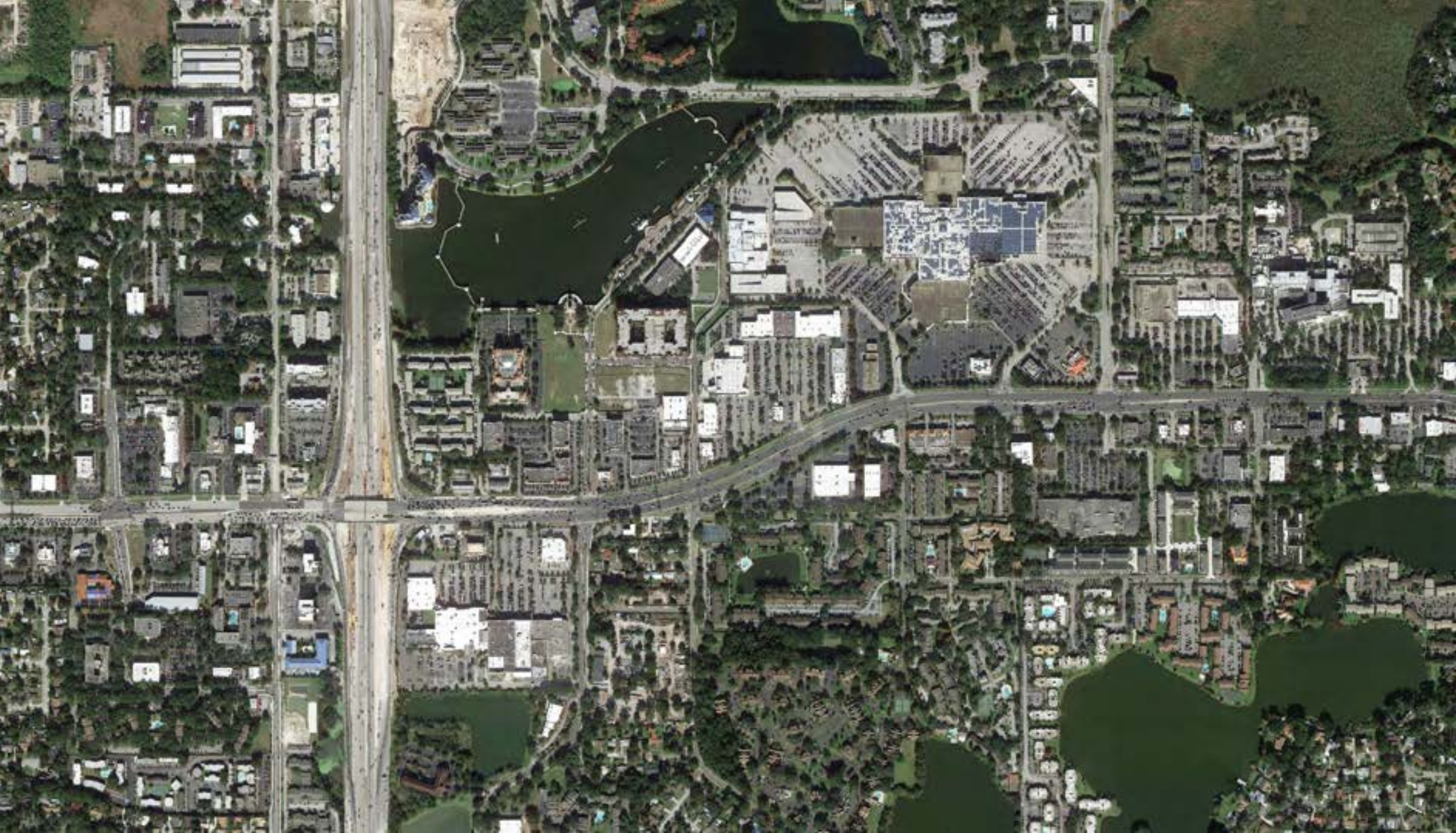












Move to a suburb—and the world moves out with you. A case study in hypergrowth. BY DANIEL PEDERSEN, VERN E. SMITH AND JERRY ADLER

THE SALES BROCHURES DON'T LIE, BECAUSE they show you a picture, a sweeping aerial view of forest stretching toward the distant skyline of Atlanta from the vicinity of VININGS ESTATES, FROM HIGH \$260S-500S. The table of travel times puts downtown 20 minutes away (a footnote points out that "times may vary in rush-hour traffic"), and the photos of "historic Vinings" in the sales office are not meant to suggest that homebuyers will actually be shopping in a quaint general store. The houses are as summed with luxuries as a Paradise

SPRAWLING, SPRAWLING..

turn, the lots are wooded, the road a peaceful two-lane blacktop. It all conspires to make you fall in love with the place—which requires only that you close your mind to what it might look like in five years, when you're battling your way toward it past the Wal-Marts and Waffle Houses that its very existence will call into being.

Here, just outside Atlanta's I-285 beltway, is the front line of the great lifestyle struggle of the next century. It is taking the paradoxical form of a war not on poverty, but on affluence—or the way affluence is typically realized in America, in suburban enclaves that eat away at the countryside and promote the triple evils of sprawl: air pollution, traffic congestion and visual blight. Al Gore has made an anti-sprawl "livability agenda" the centerpiece of his presidential campaign, warning darkly of commuters who arrive home "too late to read a child a bedtime story." Most of the

Houses, houses everywhere:

Atlanta's suburbs have the longest average commute of any city in the country

RESTORING CONFIDENCE IN CHANGE



RESTORING CONFIDENCE IN CHANGE



RESTORING CONFIDENCE IN CHANGE

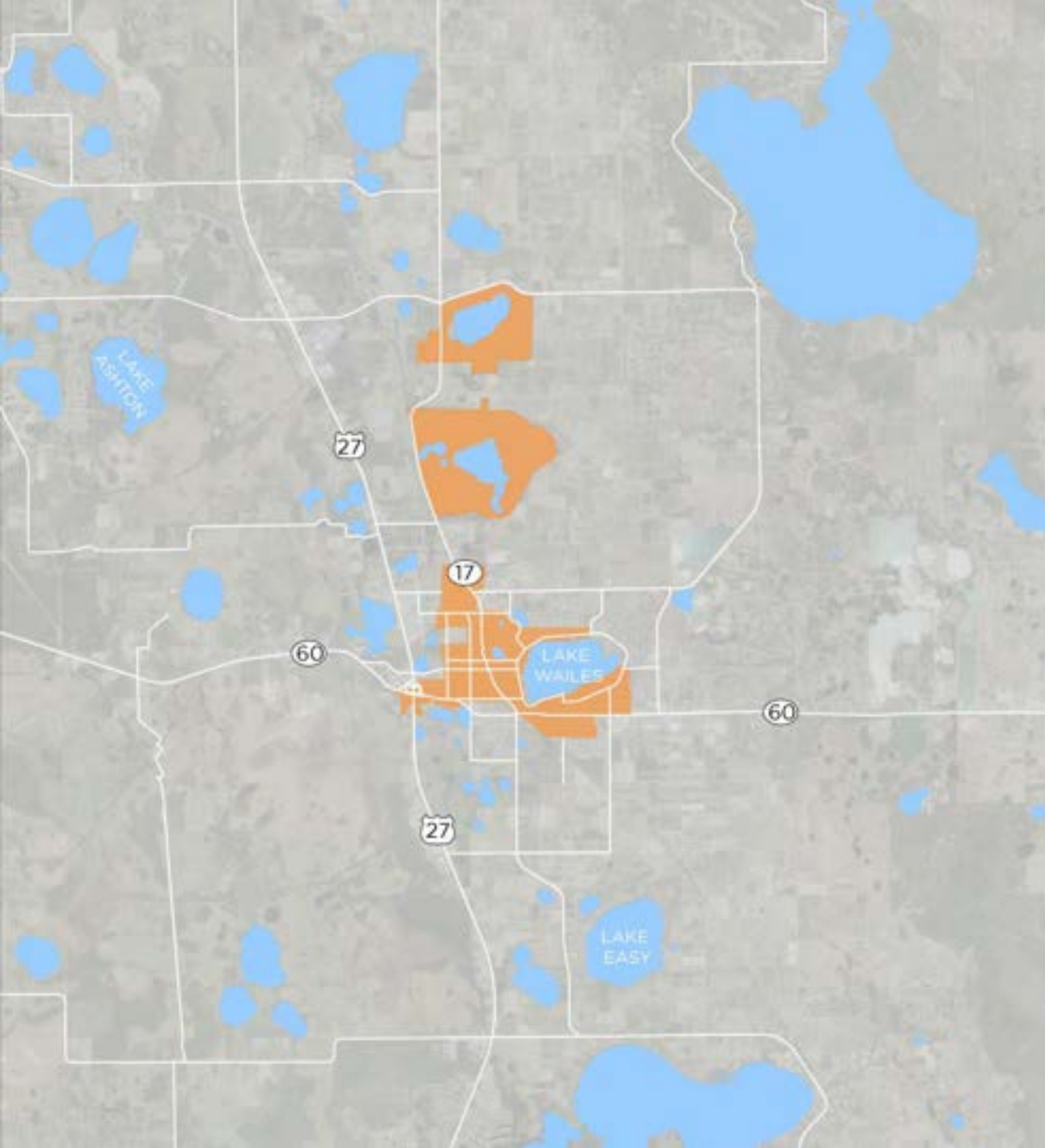


RESTORING CONFIDENCE IN CHANGE



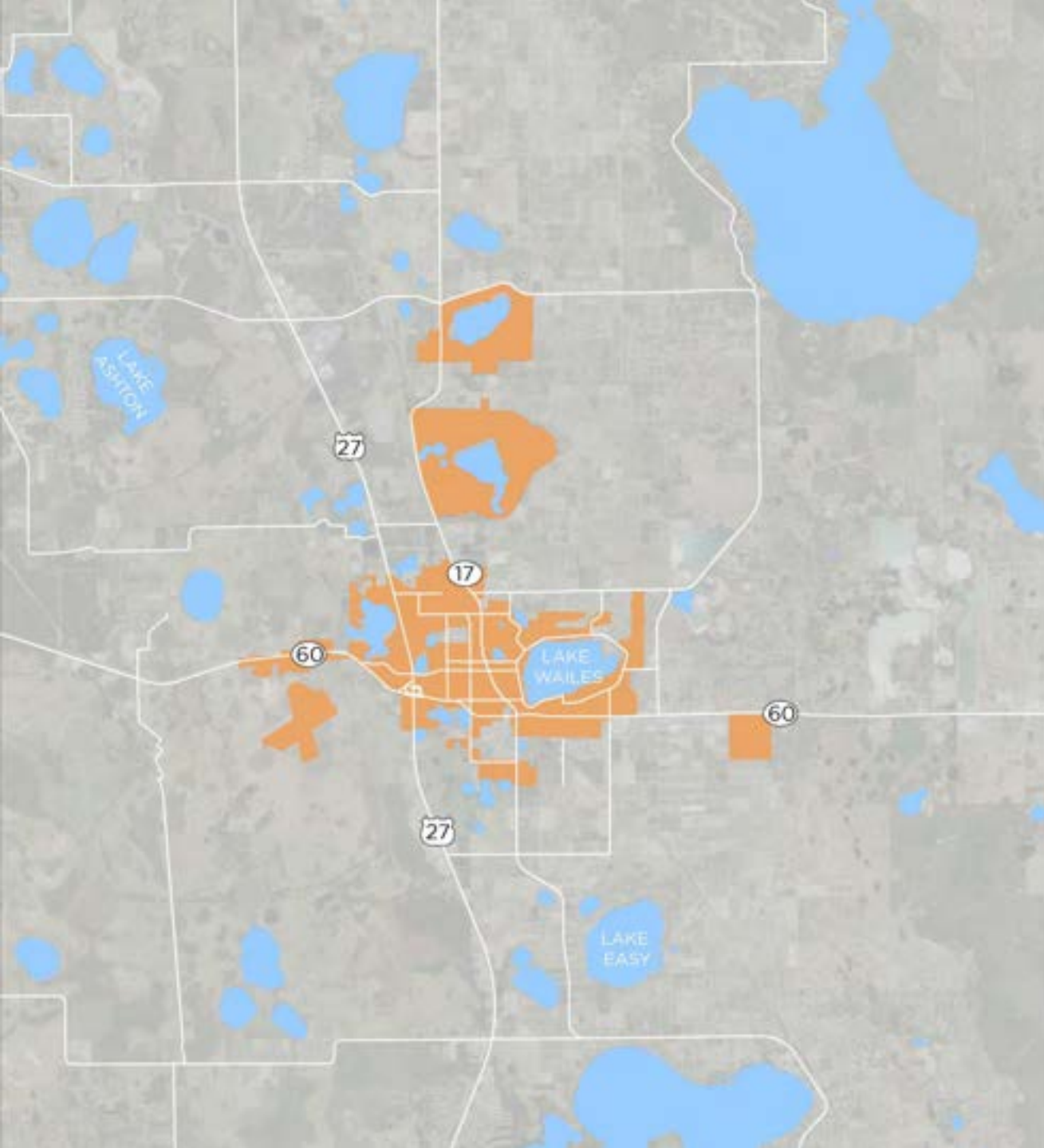
RESTORING CONFIDENCE IN CHANGE





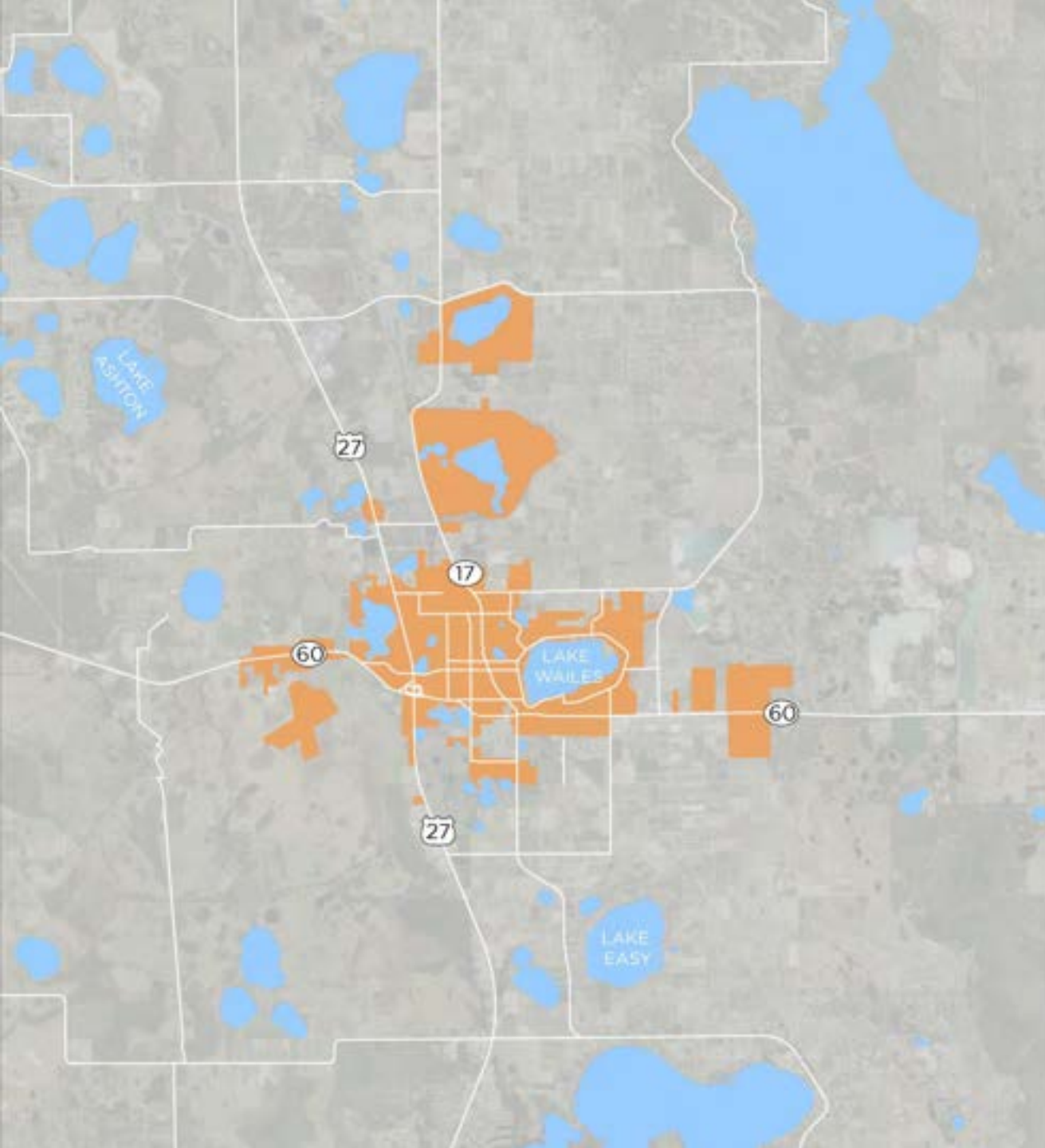
CHANGE OVER TIME

1941



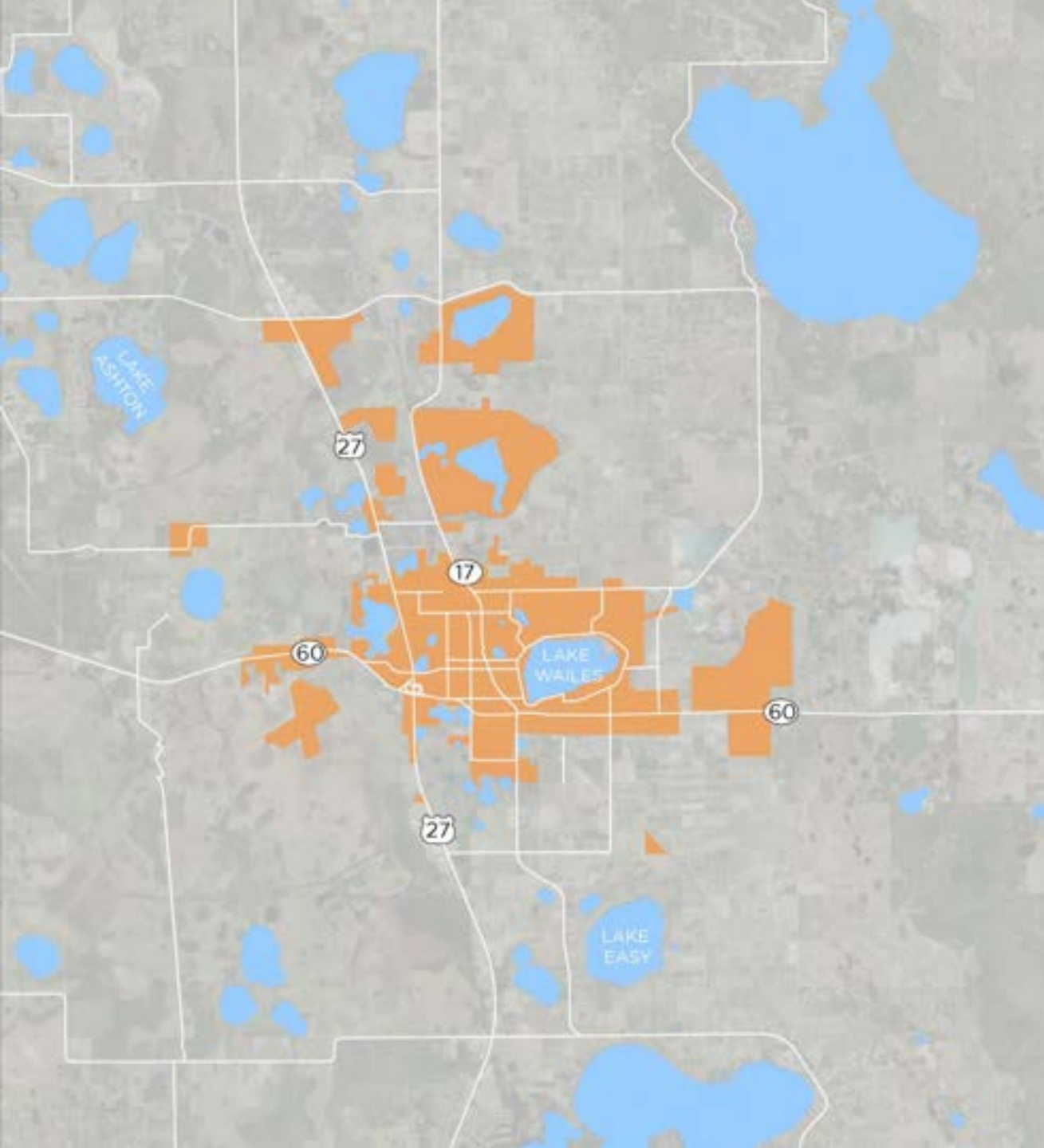
CHANGE OVER TIME

1964



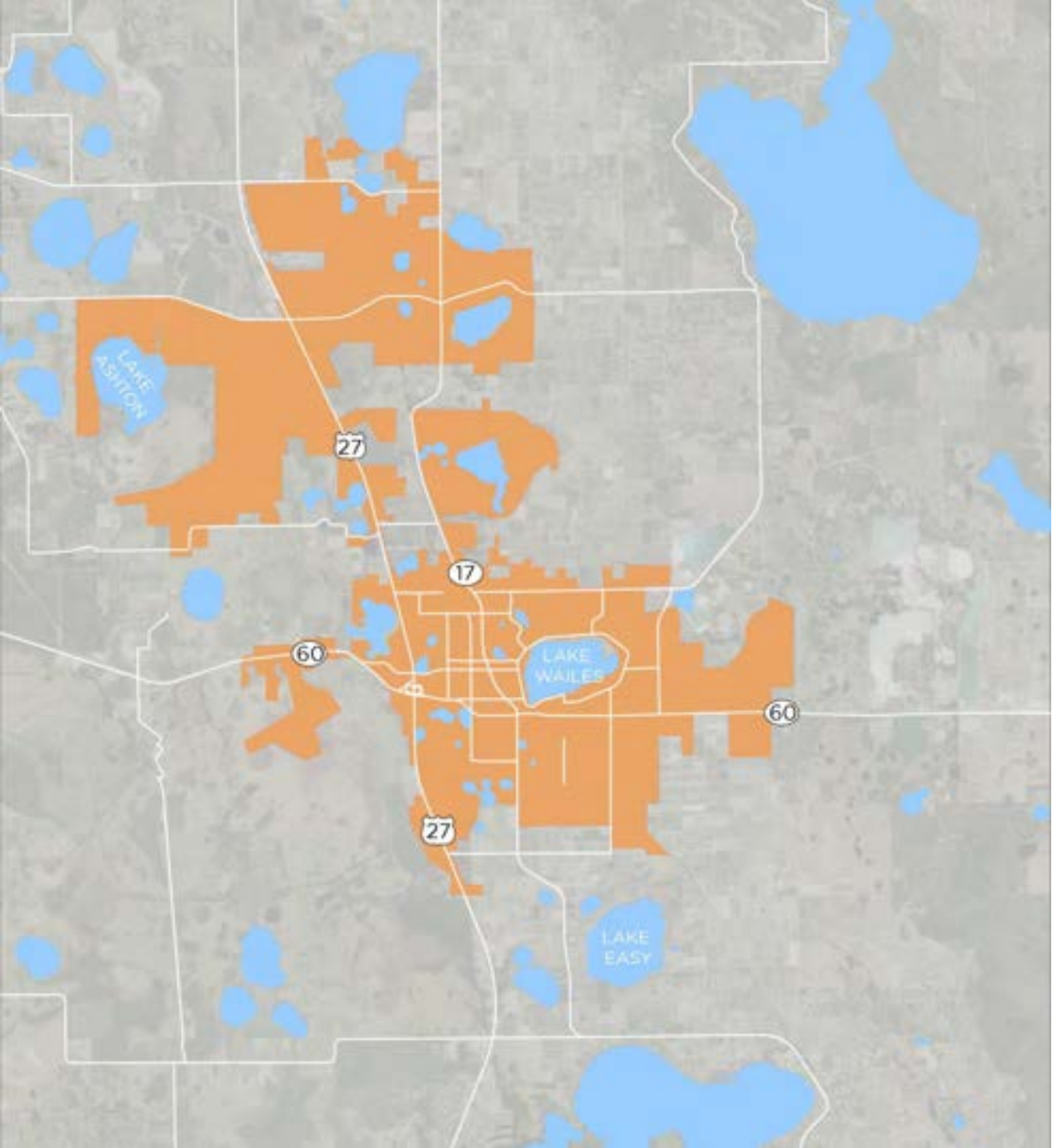
CHANGE OVER TIME

1980



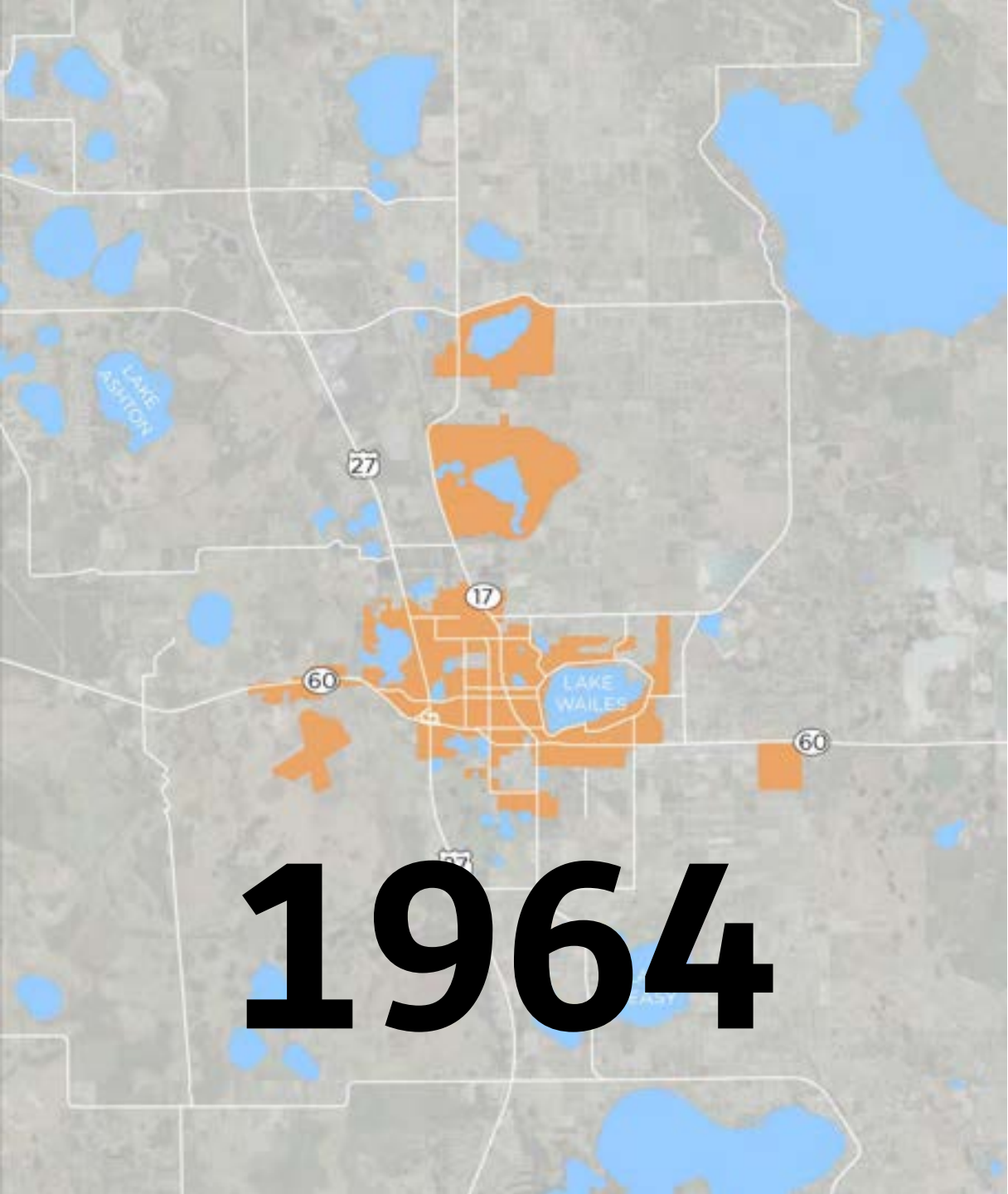
CHANGE OVER TIME

2002

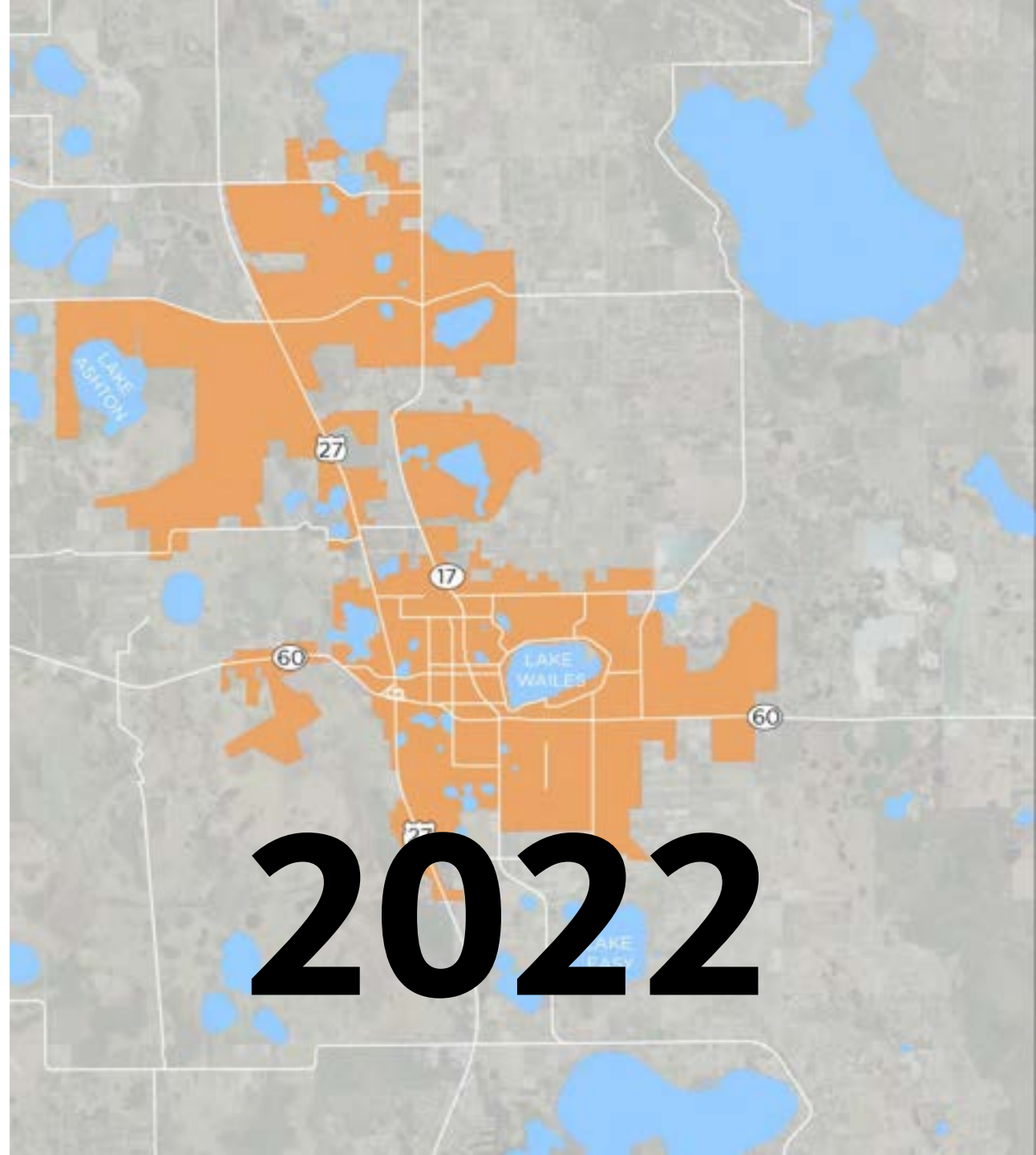


CHANGE OVER TIME

2022



1964



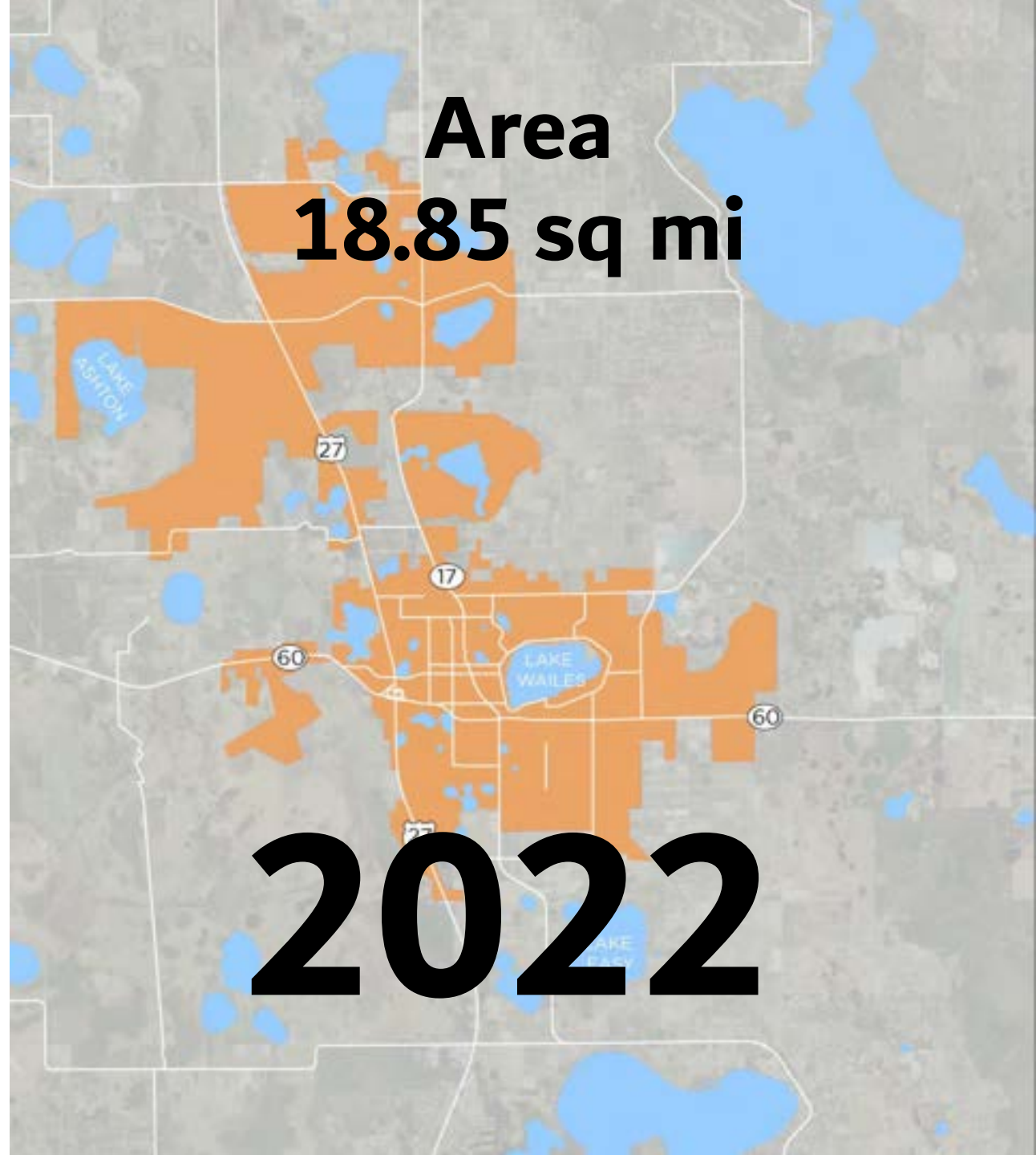
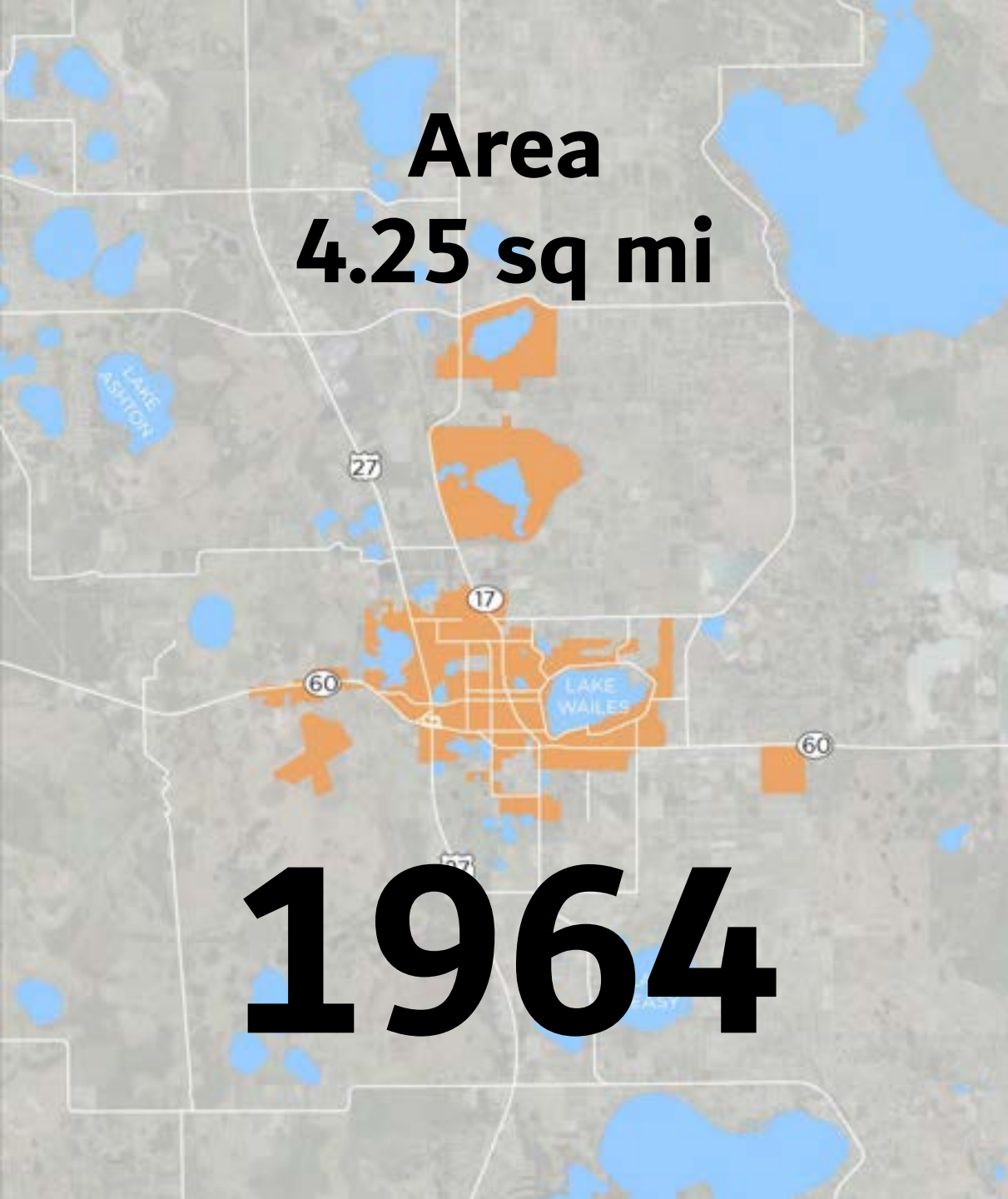
2022

**Area
4.25 sq mi**

1964

**Area
18.85 sq mi**

2022

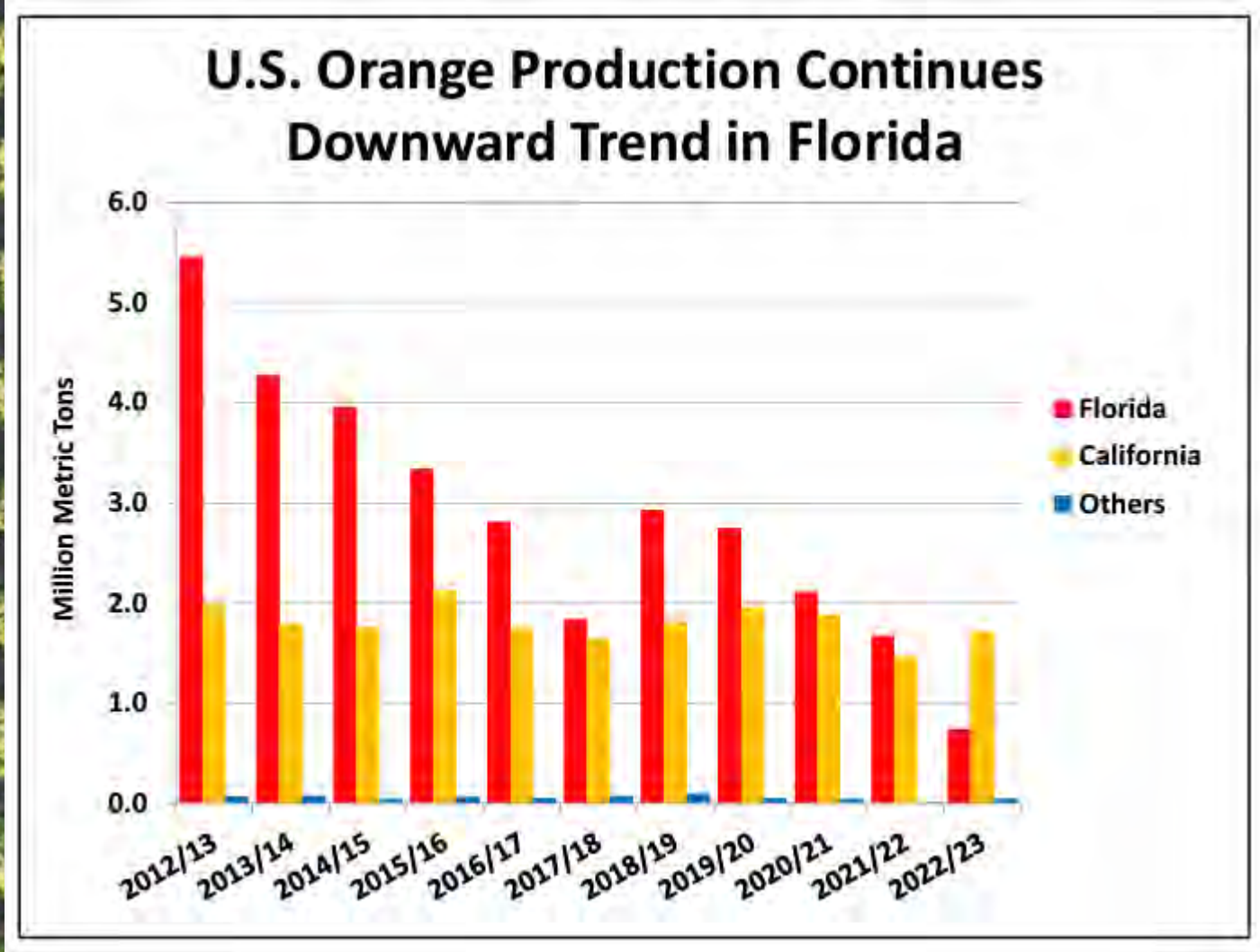




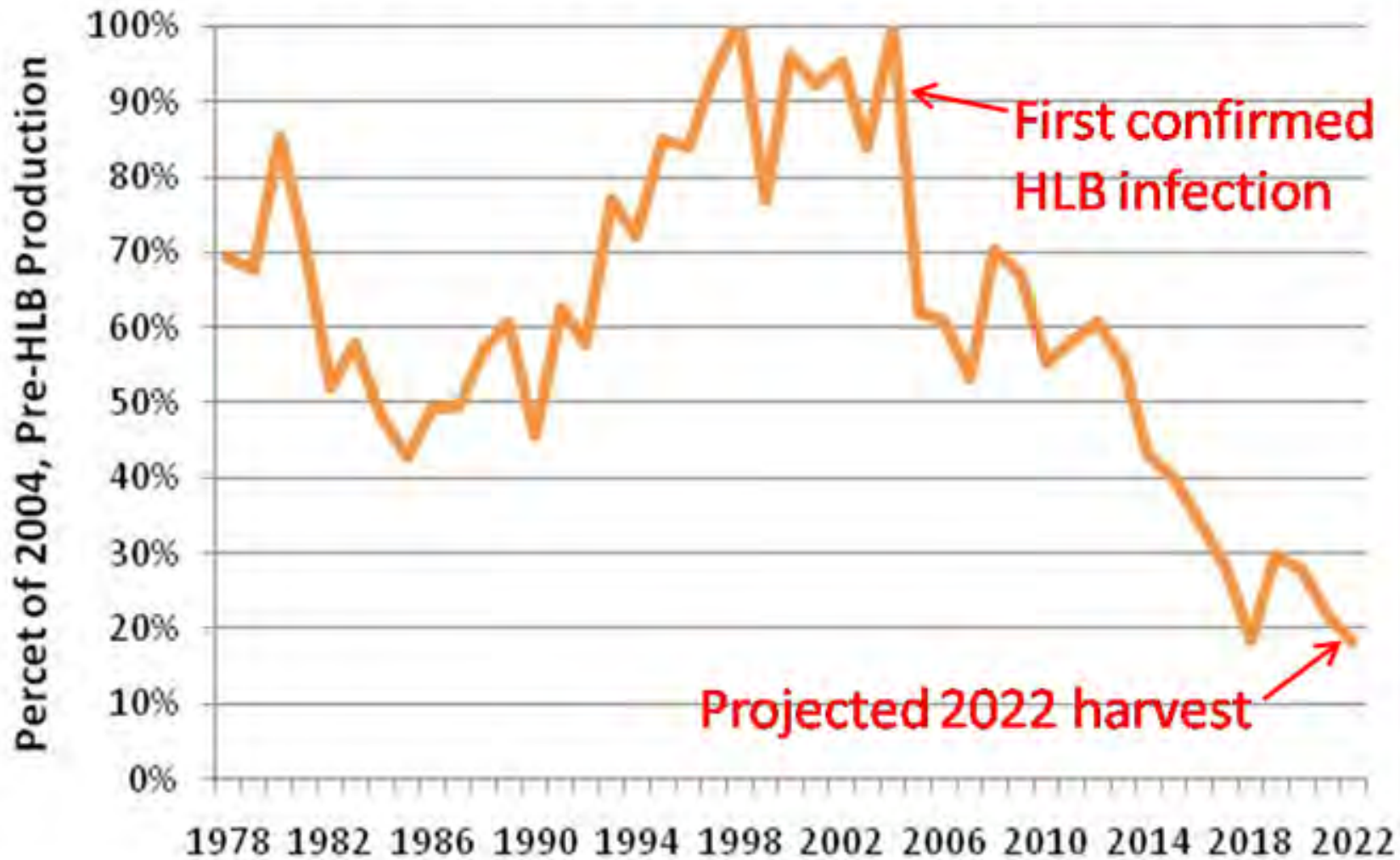
Metros With Big Shortages That Once Had Enough Housing

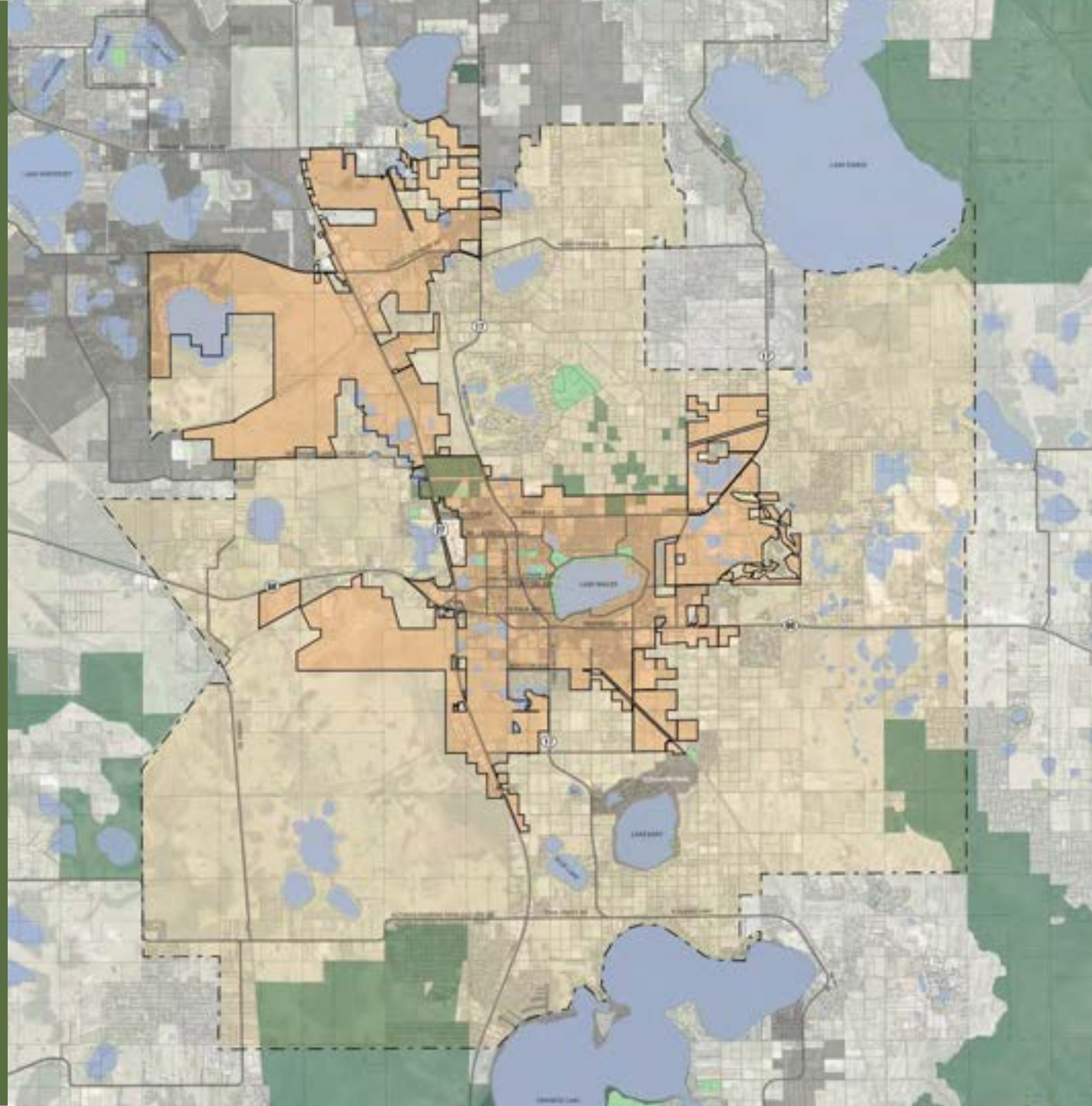
Estimated surplus or shortage of housing units, as a share of existing units.

Metro area	2012	2019
Merced, Calif.	+1.9%	-8.7%
Bend, Ore.	+2.1%	-8.2%
Lakeland-Winter Haven, Fla.	+3.3%	-7.8%
Stockton, Calif.	+0.0%	-6.6%
Phoenix-Mesa-Chandler, Ariz.	+1.9%	-5.8%
Vallejo, Calif.	+0.8%	-5.4%
Coeur d'Alene, Idaho	+0.3%	-5.3%
Fresno, Calif.	+0.1%	-5.2%
Appleton, Wis.	+0.5%	-5.2%



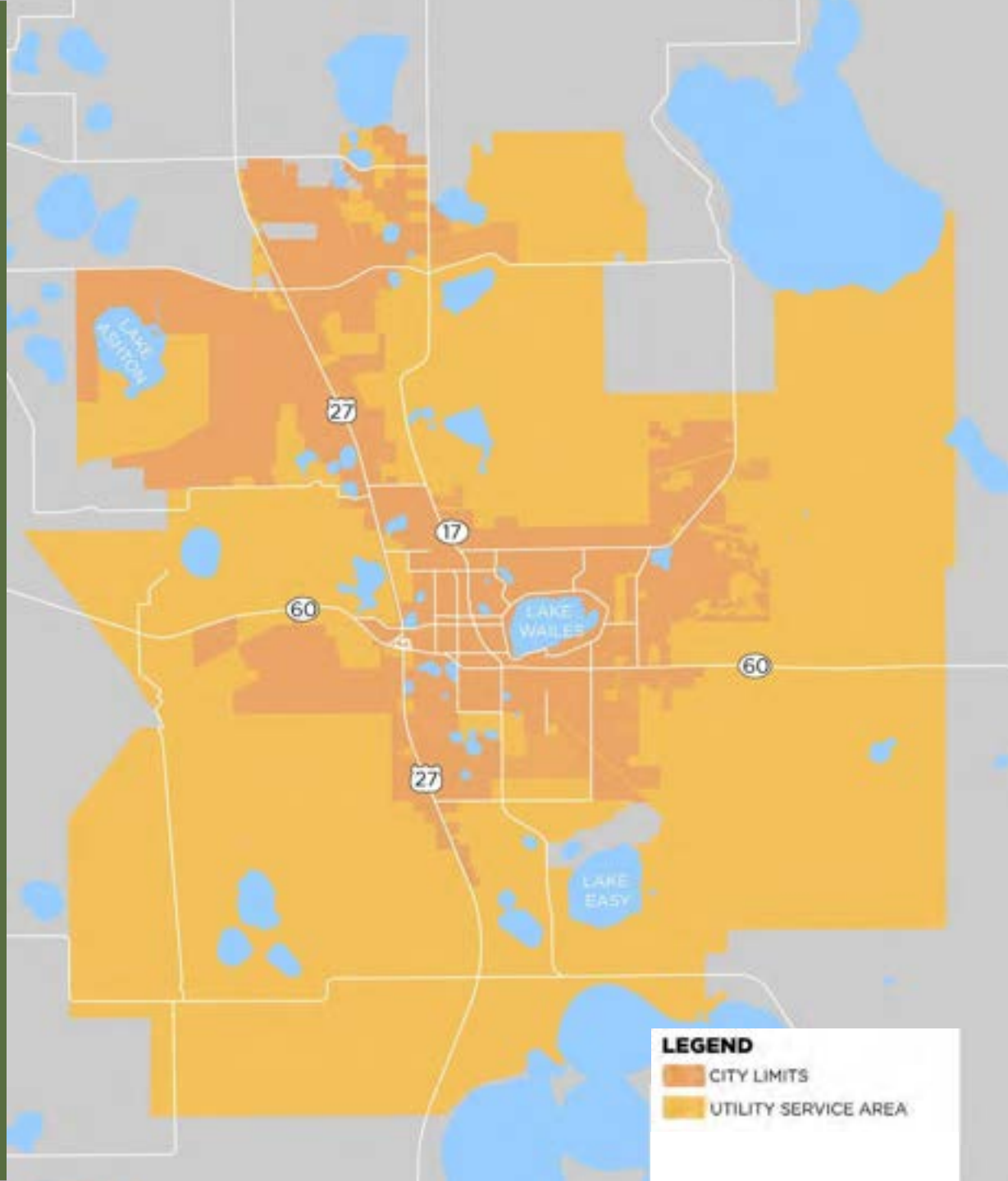
Utilized Florida Orange Production






LEGEND

- Parcel Boundaries
- Major Roadway
- Lake Wales City Boundary
- Utility Service Area
- Neighboring Municipalities
- Conservation Areas
- Parks and Open Space
- Waterbodies



LEGEND

 CITY LIMITS

 UTILITY SERVICE AREA

THE “ASPIRATIONS”

LAKE WALES ENVISIONED INITIAL ASPIRATIONS

1. We will seek to assemble an enduring green network of open spaces and conservation lands.
2. We will partner with landowners, investors, and the community to encourage input, collaboration, and respect property rights.
3. We will make infill development and revitalization a priority.
4. We will emphasize economic prosperity by increasing property values through quality development.
5. We will facilitate employment opportunities by supporting a mix of land uses and industries.
6. We will seek to make traditional neighborhoods with walkable, connected streets that create a high-quality public realm the norm.
7. We will discourage conventional urban sprawl as defined in Florida Statutes Chapter 163.
8. We will grow a livable transportation network by implementing the Lake Wales Mobility Plan and including context-sensitive Complete Streets.

These initial aspirations reflect previous input gathered from community members, stakeholders, and public officials, and were adopted by resolution of the City Commission in January 2023. They will be reviewed, refined and further detailed with community feedback throughout the Lake Wales Envisioned process.

What do you think about the initial aspirations?



#6: Walkable Neighborhoods

“We will seek to make traditional neighborhoods with walkable, connected streets that create a high-quality public realm the norm.”

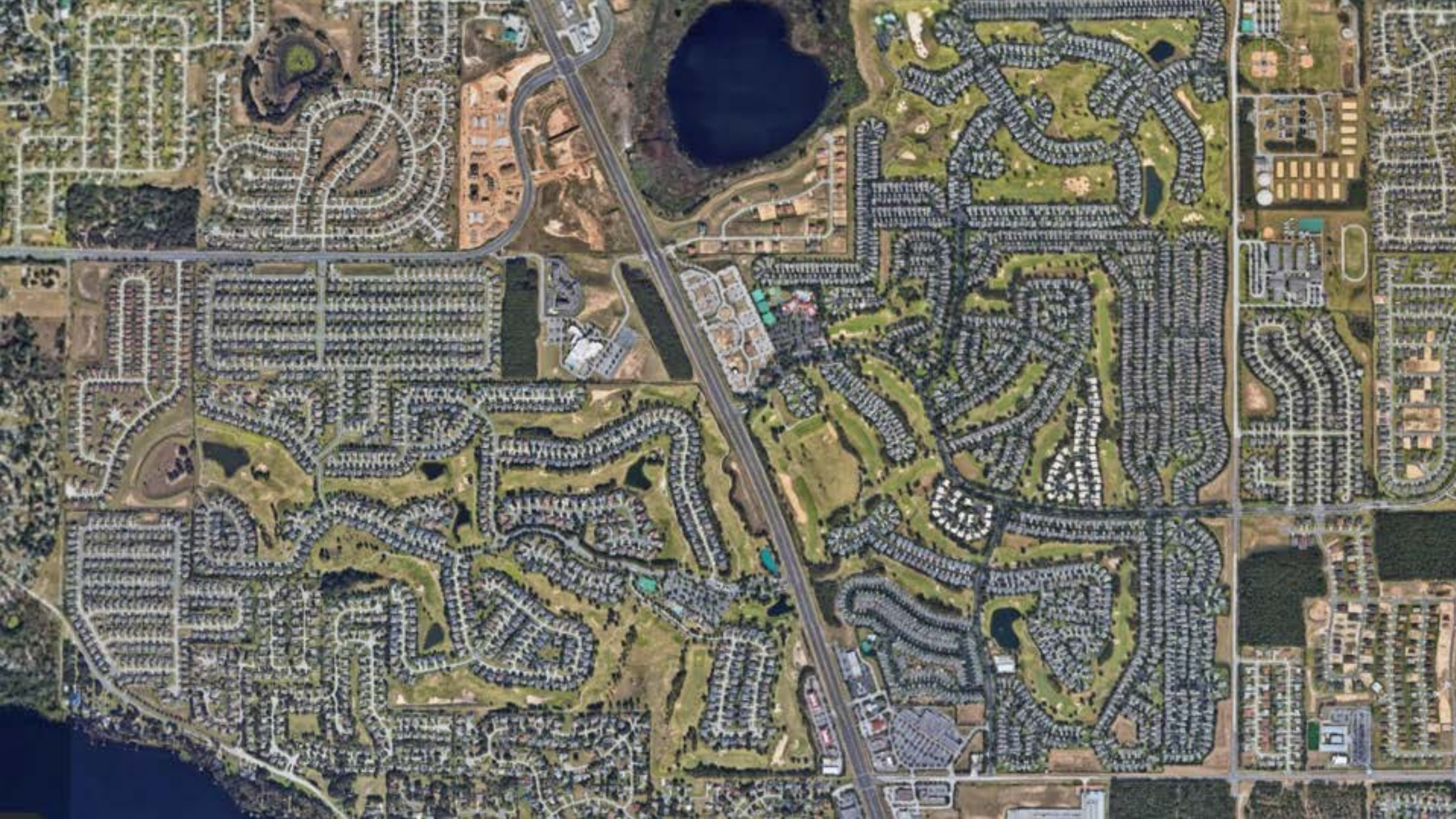
WHERE WOULD YOU PREFER TO LIVE?



WHERE WOULD YOU PREFER TO LIVE?

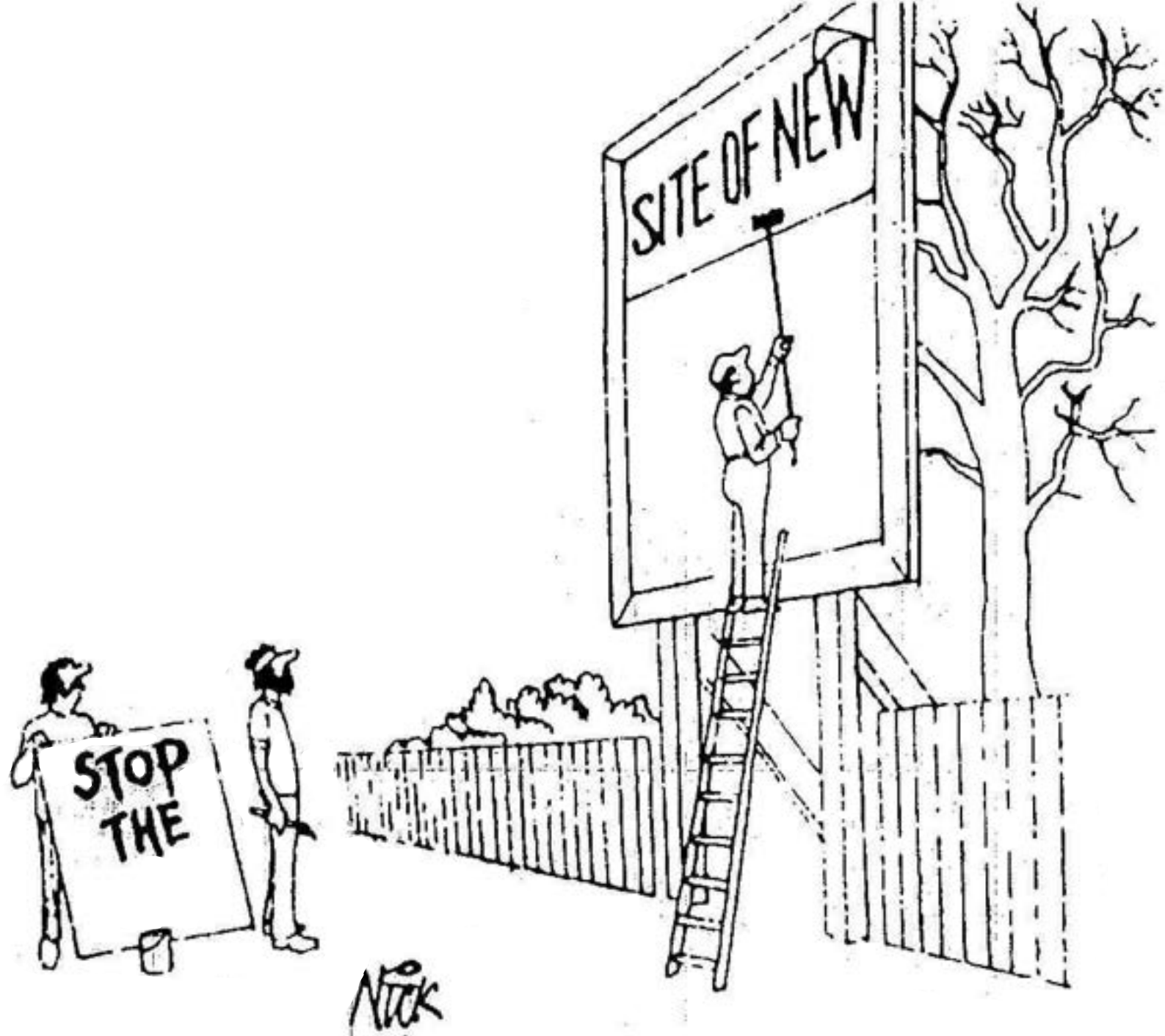






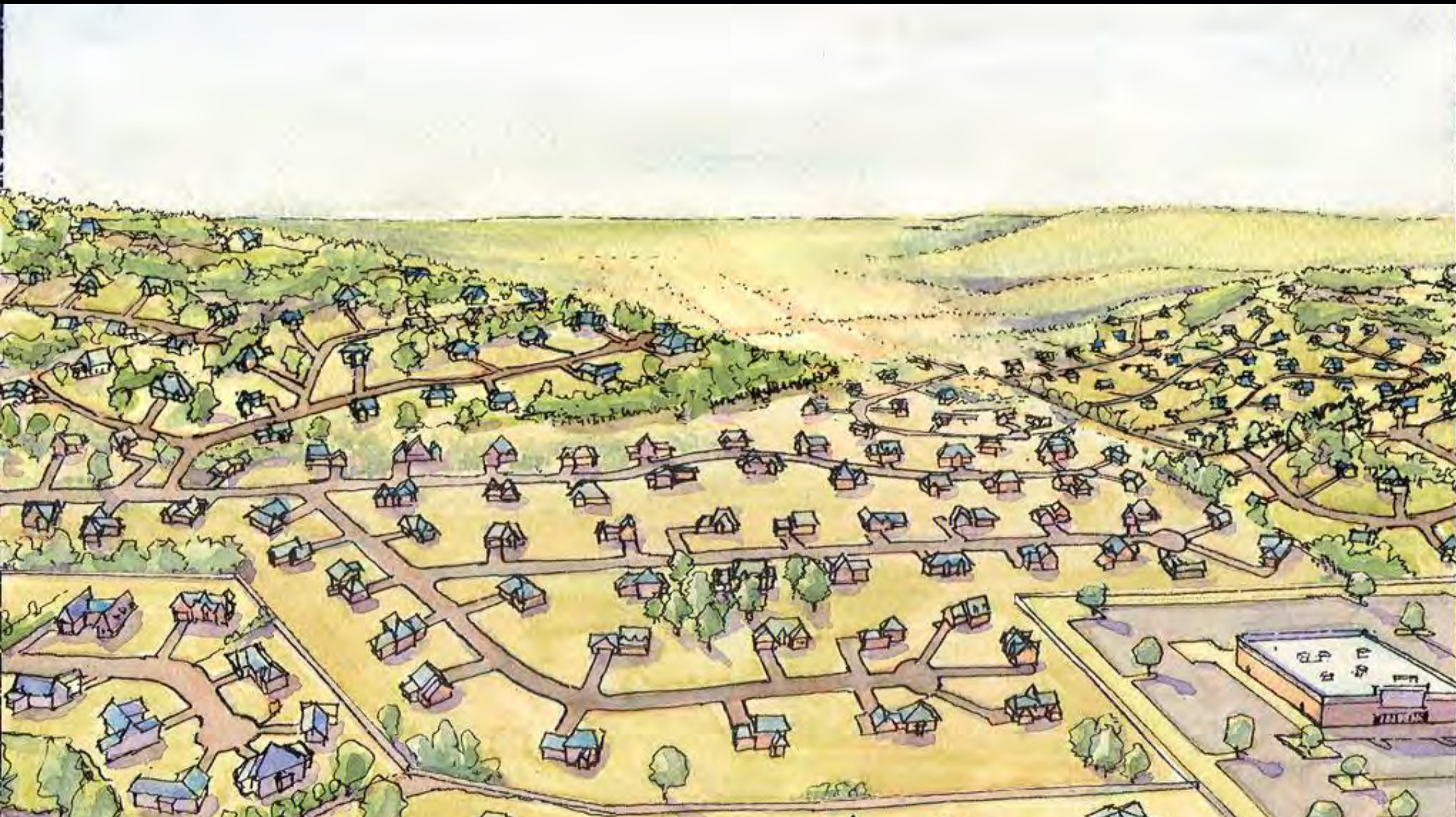
URGENT PUBLIC PROBLEMS

- **Declining Agriculture**
- **Jobs Loss, Stagnant Wages, & Low Household Incomes**
- **Costly Public Health Troubles**
- **Increasing Traffic & Car Dependence**
- **Limited Housing Choices & Unattainable Housing Prices**
- **Rapid Loss of Historic Rural Identity**
- **Environmental Degradation**
- **Epidemic Loneliness**



Nick

HOUSING + TRANSPORTATION + ENVIRONMENT + ECONOMY + LOCATION + DENSITY + DESIGN + FOOD +



sprawl vs. compact development

HOUSING + TRANSPORTATION + ENVIRONMENT + ECONOMY + LOCATION + DENSITY + DESIGN + FOOD +



sprawl vs. compact development



BASIC DESIGN PRINCIPLES



- WALKABLE SIZE (1/4 MILE FROM CENTER TO EDGE)

BASIC DESIGN PRINCIPLES

An aerial photograph of a city grid. The streets are highlighted in a light grey color, forming a dense network of walkable paths. The buildings and open spaces are shown in light yellow and green. The overall layout is a mix of rectangular blocks and irregular shapes, with a central area that is more densely packed with buildings and a parking lot.

- INTEGRATED NETWORK OF WALKABLE STREETS

BASIC DESIGN PRINCIPLES

An aerial view of a planned urban development. The layout features a grid of streets with various building footprints and green spaces. The buildings are color-coded in shades of purple, blue, and green, indicating different land uses or building types. There are several large green areas, possibly parks or sports fields, interspersed among the buildings. The overall design shows a mix of residential, commercial, and recreational spaces.

- MIX OF LAND USES & BUILDING TYPES

BASIC DESIGN PRINCIPLES



- SPECIAL SITES FOR CIVIC PURPOSES

BASIC DESIGN PRINCIPLES



- IDENTIFIABLE CENTER & EDGE

BASIC DESIGN PRINCIPLES



- BUILDING FRONTS FACE STREETS AND PUBLIC SPACES



COMPARE:

- ✓ LAND USE
- ✓ DENSITY
- ✓ LOT SIZE
- ✓ PARKING
- ✓ HOUSE SIZE

COMPARE:

- ✓ LAND USE
- ✓ DENSITY
- ✓ LOT SIZE
- ✓ PARKING
- ✓ HOUSE SIZE





























NEIGHBORHOOD STRUCTURE







AMERICAN TRADITION: BUILT-IN VARIETY



“MISSING MIDDLE”: INCREMENTAL BY DESIGN



MISSING MIDDLE HOUSING

Thinking Big and Building Small to Respond to Today's Housing Crisis

Labels in the diagram: DETACHED SINGLE-FAMILY HOMES, DUPLEX, TRIPLEX & FOURPLEX, COURTYARD APARTMENT, BUNGALOW COURT, TOWNHOUSE, MULTIPLEX, LIVE/WORK, MID-RISE

Daniel Parolek
with ARTHUR C. NELSON



NEW REAR-LOADED HOUSES

EAST SIDE OF BENNETT ROAD

COTTAGES: NARROW LOTS & SETBACKS; PORCHES



NARROW-LOT, SEMI-ATTACHED TOWNHOUSES



NARROW-LOT, ATTACHED ROWHOUSES & LIVE/WORKS



COURTYARD APARTMENTS



COURTYARD APARTMENTS



“MANSION APARTMENTS”



BUNGALOW COURTS



ACCESSORY DWELLING UNITS & MICRO-UNITS



“POCKET NEIGHBORHOODS” & COTTAGE COURTS



NEW TRADITIONAL NEIGHBORHOODS



BALDWIN PARK, ORLANDO

NEW TRADITIONAL NEIGHBORHOODS



BALDWIN PARK, ORLANDO

NEW TRADITIONAL NEIGHBORHOODS

A scenic view of a traditional neighborhood. A paved path leads through a lush green landscape with mature trees and manicured bushes. In the background, a large, light-colored house with a prominent white columned porch is visible. A person wearing a green shirt and a hat is walking away on the path. The scene is bright and sunny, with vibrant green foliage.

ST ALBAN'S SQUARE, DAVIDSON NC

NEW TRADITIONAL NEIGHBORHOODS



GLENWOOD PARK, ATLANTA GA

NEW TRADITIONAL NEIGHBORHOODS



GLENWOOD PARK, ATLANTA GA

NEW TRADITIONAL NEIGHBORHOODS



GLENWOOD PARK, ATLANTA GA



NEW TRADITIONAL NEIGHBORHOODS

A photograph of a residential street in Charleston, South Carolina. The street is lined with colorful, traditional-style houses. On the left, there are yellow, orange, and blue houses with white trim and black shutters. An American flag is flying from a pole in front of the yellow house. A sidewalk runs along the left side of the street, with a large, mature tree and a black street lamp in the foreground. The street is paved and has a white arrow pointing forward. On the right side of the street, there are more houses, including a white one with a porch and a red car parked. Another American flag is flying from a pole in front of the white house. The street is shaded by the trees, and the overall atmosphere is peaceful and well-maintained.

I'ON, MOUNT PLEASANT SC



THE WALL STREET JOURNAL.

Developers Discover Old Values Can Bring Astonishing Returns

By CHRISTINA HUNKLEY

Two reporters of The Wall Street Journal, BRAUFORT, S.C.—Like many famous historic districts, this Lowcountry town's 19th-century core is full of pricey real estate.

A three-bedroom clapnet home with vintage plumbing and creaky stairs sells for upward of \$300,000—nearly three times the area's median home value. It took a century for prices to rise to those they don't build 'em (like that any more) level.

But the town's pricey old homes are being eclipsed by some newcomers. A few miles away, developers Vince Gasham and Bob Turner are building a New Age twin to old Beaufort called Newport. Like many "new urban" developments around Florida and the Southeast, the meticulously designed town recalls neighborhoods of yore, with walkable, tree-lined streets and public parks. Homes, packed tightly together to encourage community, have sprawling porches just right for an evening chat.

And to the developments sprang around the region, the builders have created something else: a market for themselves, with undeveloped lots bringing historic-district prices.

Consider the empty riverfront lot in Newport that sold two weeks ago for \$200,000. Mr. Gasham figures the land, which he held for five years, cost him \$60,000, including buying the property and putting in roads and utilities. The annual

Cashing In on 'New Urbanism'

How developers Vince Gasham and Bob Turner created Newport, S.C.



The Purchase

Size	52.6 acres, 130 house lots, half-acre commercial district
Amount paid for land	\$1.3 million
Investment in roads & infrastructure	\$1.75 million
Total development cost (waterfront lots)	\$600,000
Total development cost (interior lots)	\$14,000

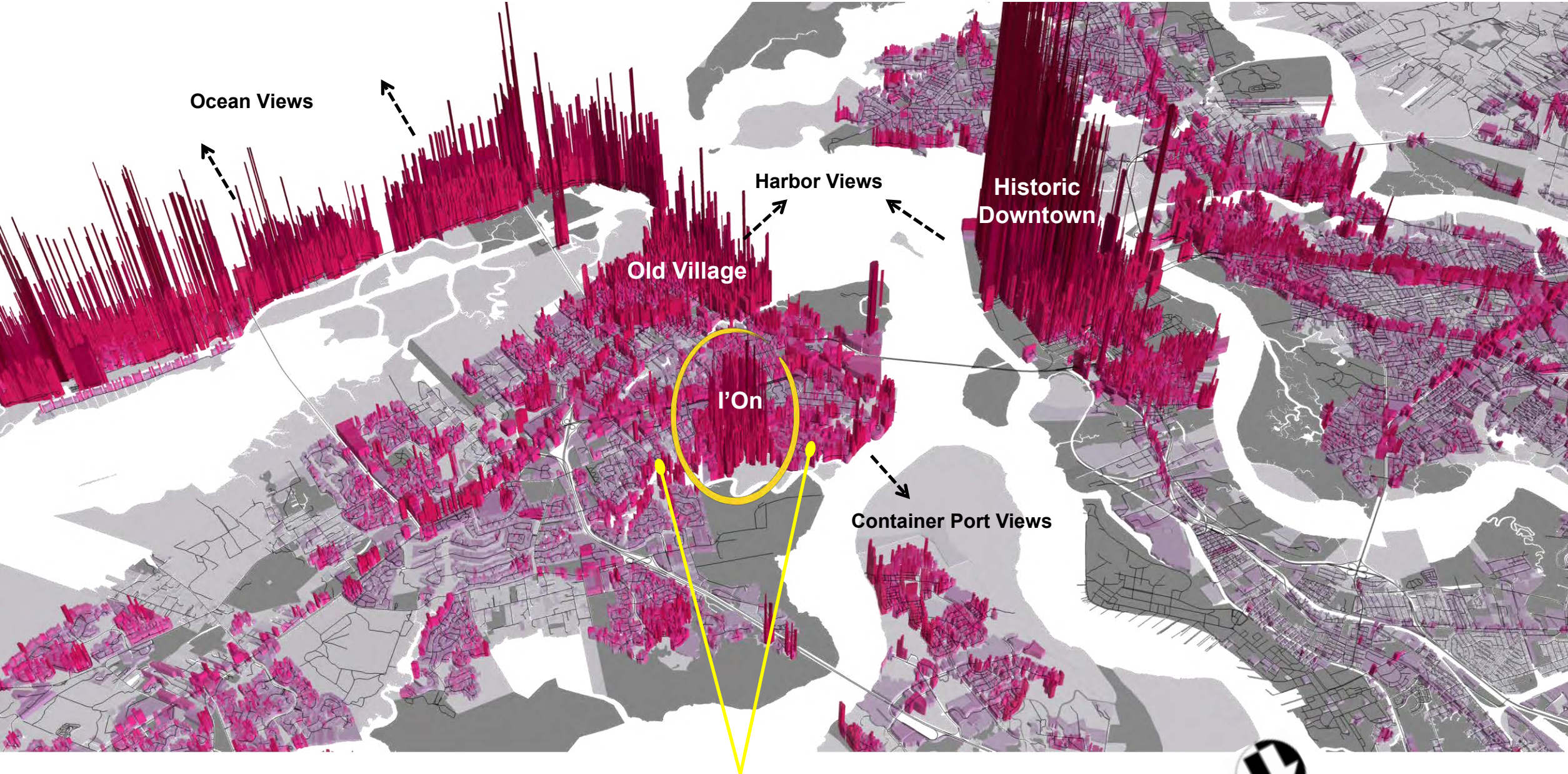
The Sales

Some interior lots	
1992 price	\$20,000
1993 price	\$32,000
Sept. 1996 price	\$65,000
Some waterfront lots	
1994 price	\$170,000
November 1996 price	\$369,000

The Bottom Line

Newport turned a profit in its first year, outperforming Miami's Brickell City Centre. Gasham and Turner's initial expectations by as much as 9%.

PROPERTY TAX PER ACRE



Ocean Views

Harbor Views

Historic Downtown

Old Village

I'On

Container Port Views

Comparable Subdivisions

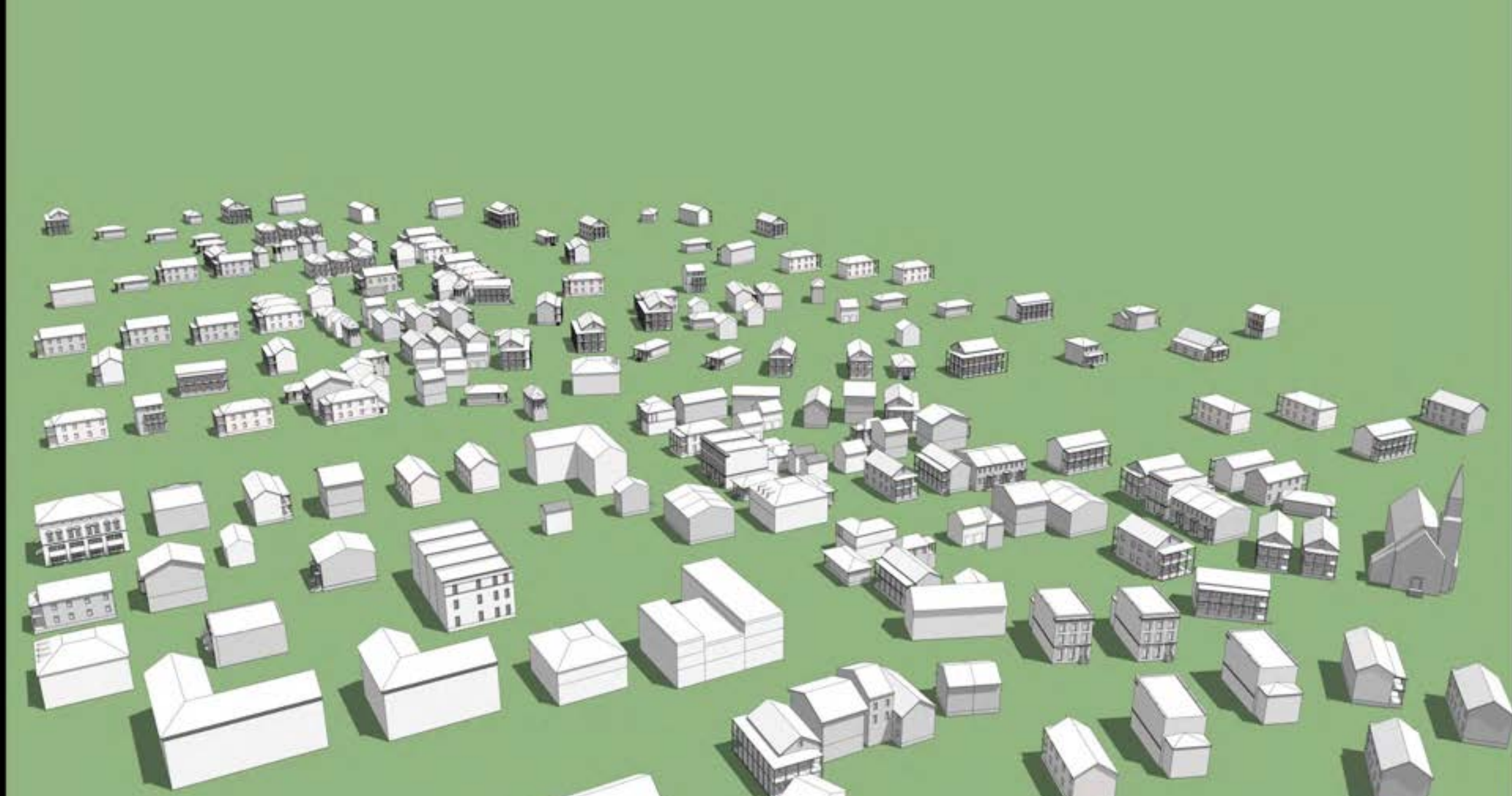


HOUSING + TRANSPORTATION + ENVIRONMENT + ECONOMY + LOCATION + DENSITY + DESIGN + FOOD +



sprawl vs. compact development

HOUSING + TRANSPORTATION + ENVIRONMENT + ECONOMY + LOCATION + DENSITY + DESIGN + FOOD +





**What is your vision for the future
of Lake Wales?**



LAKE WALES ENVISIONED MOBILITY BEST PRACTICES

LAKE WALES, FL

MARCH 20th, 2023

 **KITTELSON**
& ASSOCIATES

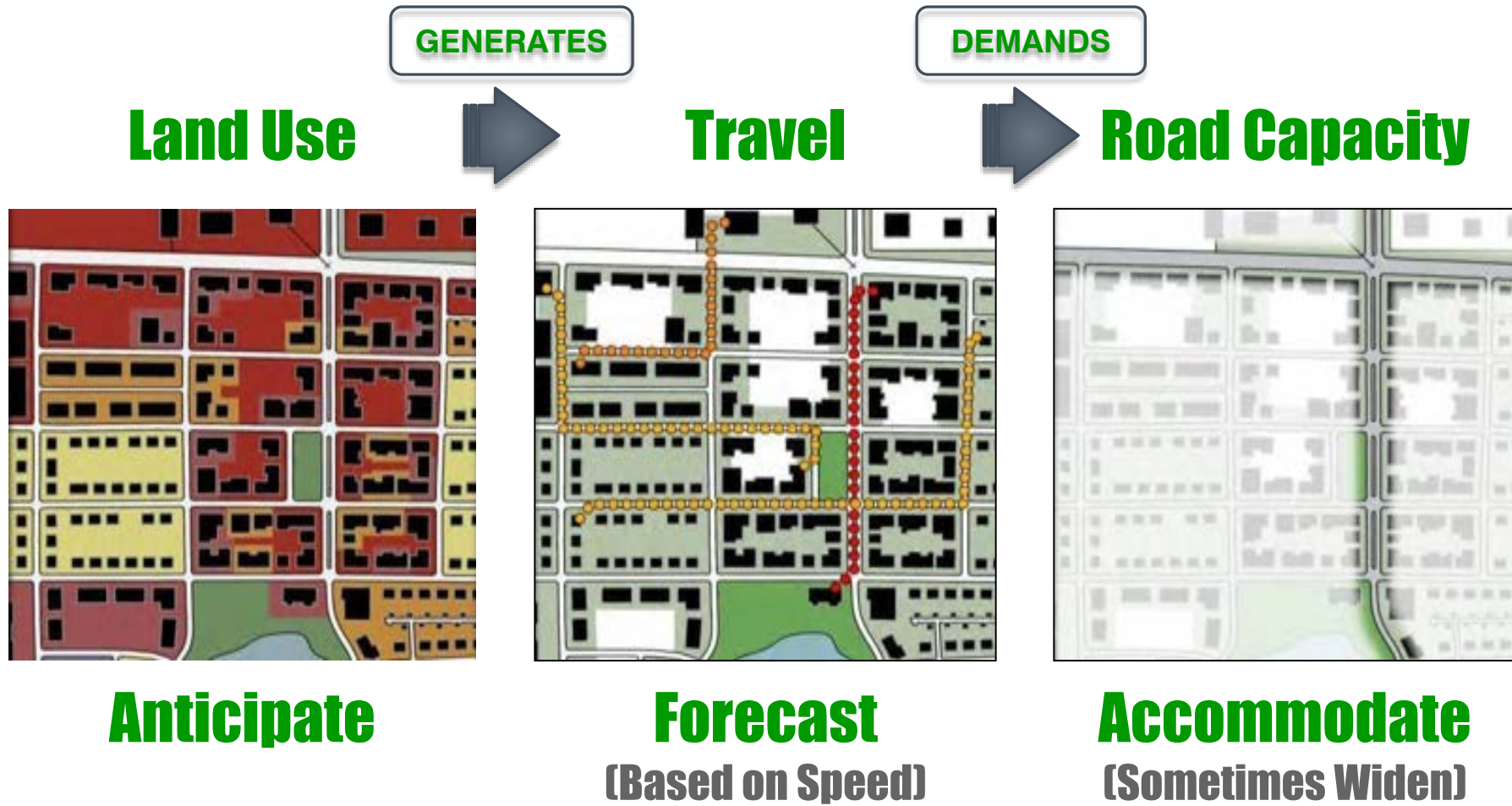
TRANSPORTATION

Places to comfortably and safely walk,
bicycle, take transit, or drive on

+

LAND USE

Places to conveniently and safely walk to,
bicycle to, reach by transit, or drive to



Conventional Transportation Approach











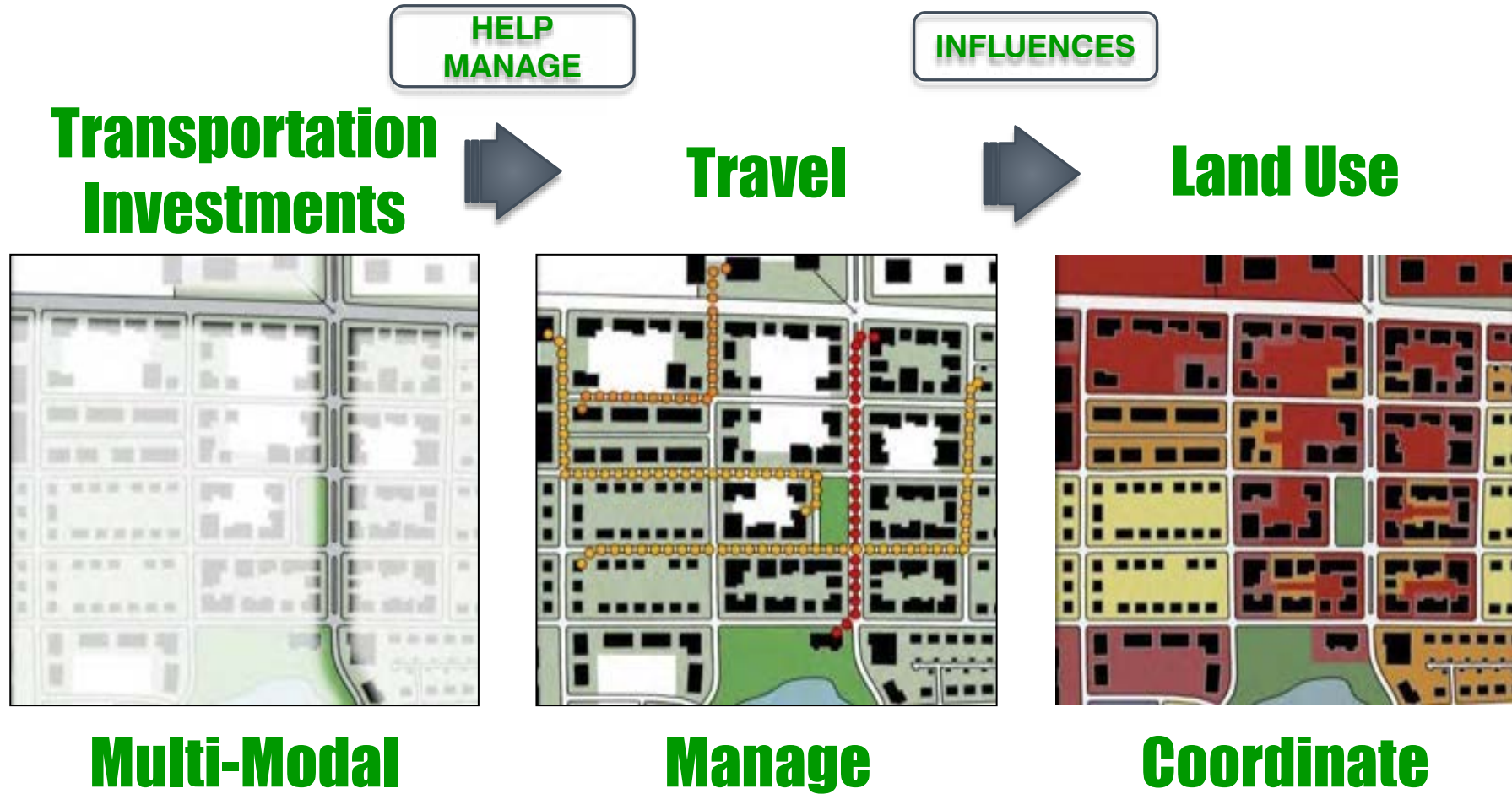
50 Years Ago

*“What we must do is to operate 90% or more of **our surface streets just as we do our freeways...** [converting] the surface highway and street network to freeway road and roadside conditions.”*

Today

*“The era of one-size-fits-all transportation projects must give way to one where **preserving and enhancing unique community characteristics**, be they rural or urban, is a **primary mission** of our work rather than an afterthought.”*

*“...Housing, transportation, energy efficiency go hand in hand... It means **safer, greener, more livable communities.**”*

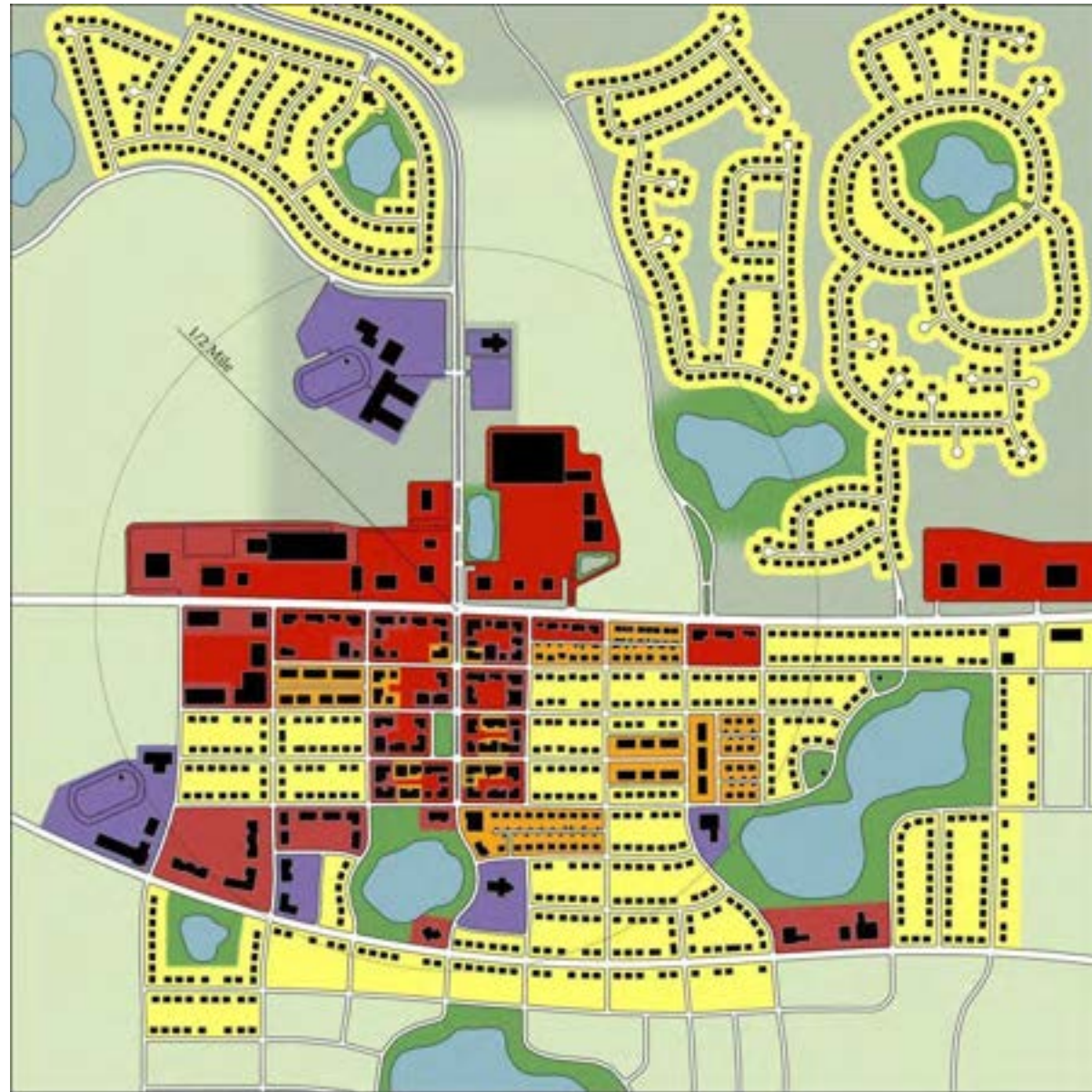


Integrated Transportation and Land Use

“Suburban”
Pattern



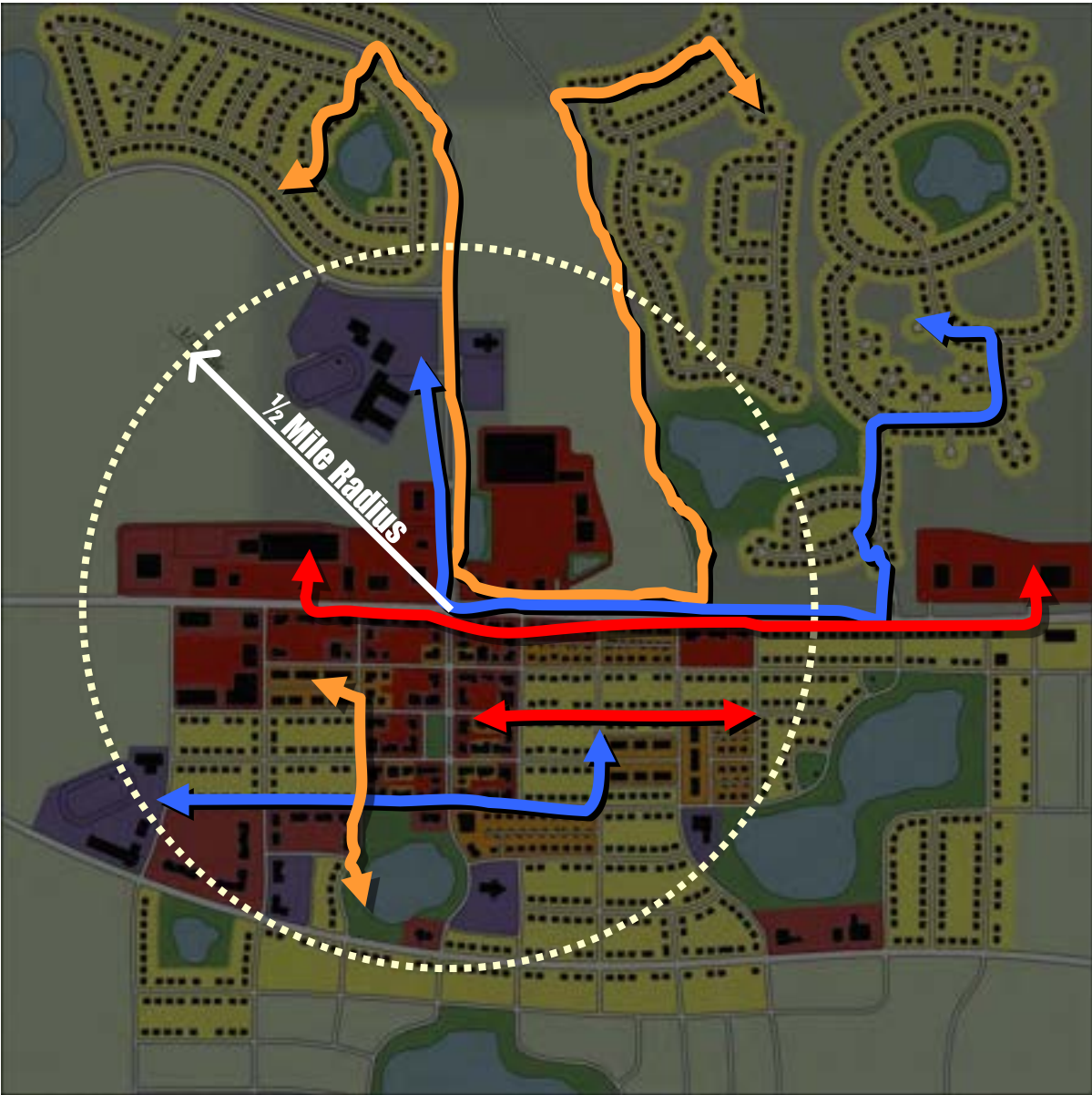
“Urban”
Pattern



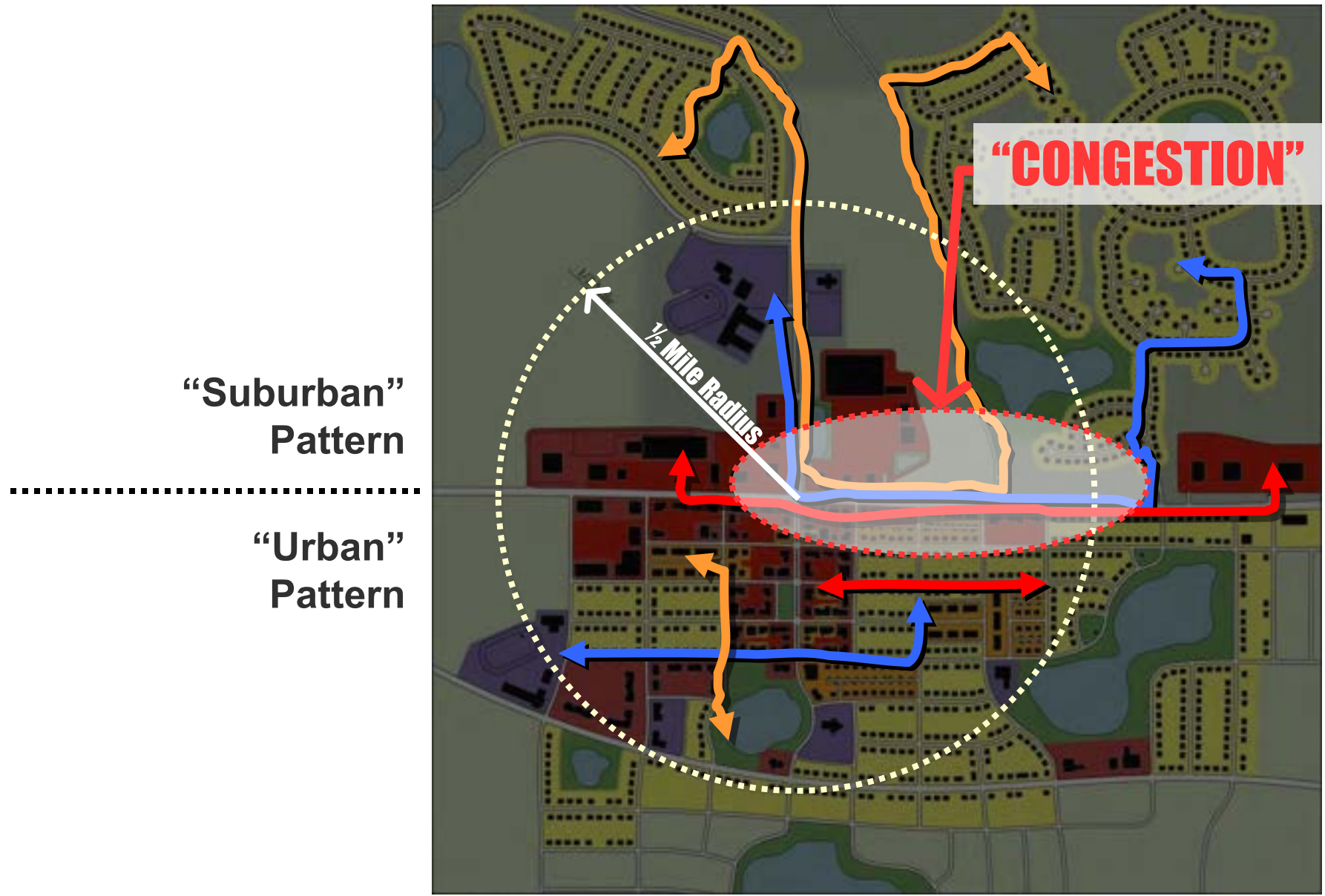
Development Patterns & Transportation

“Suburban”
Pattern

“Urban”
Pattern

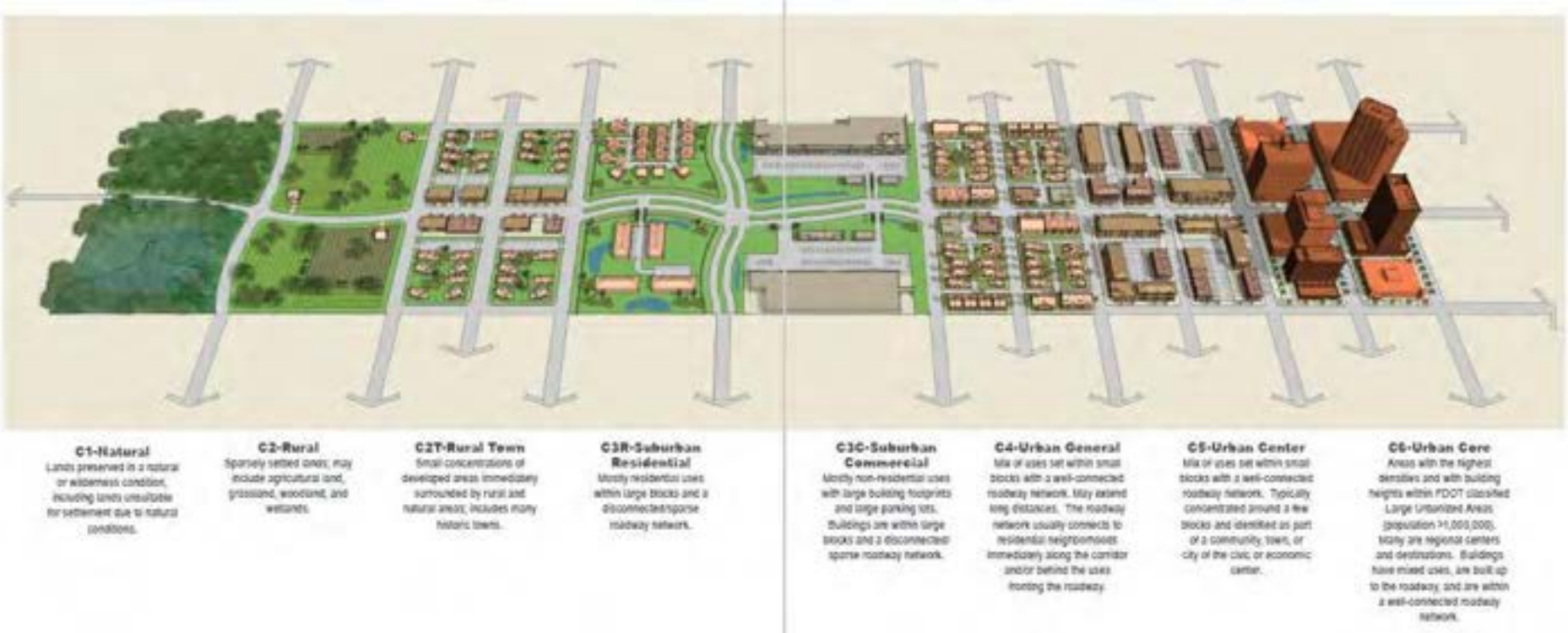
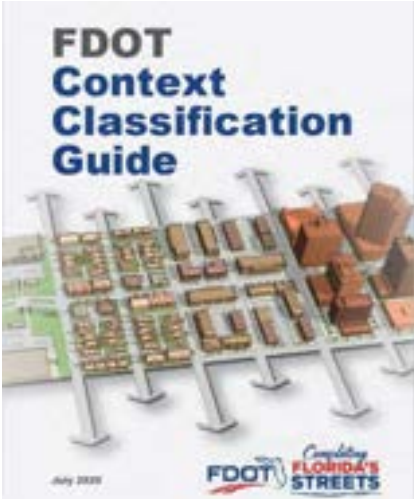


Transportation Implications

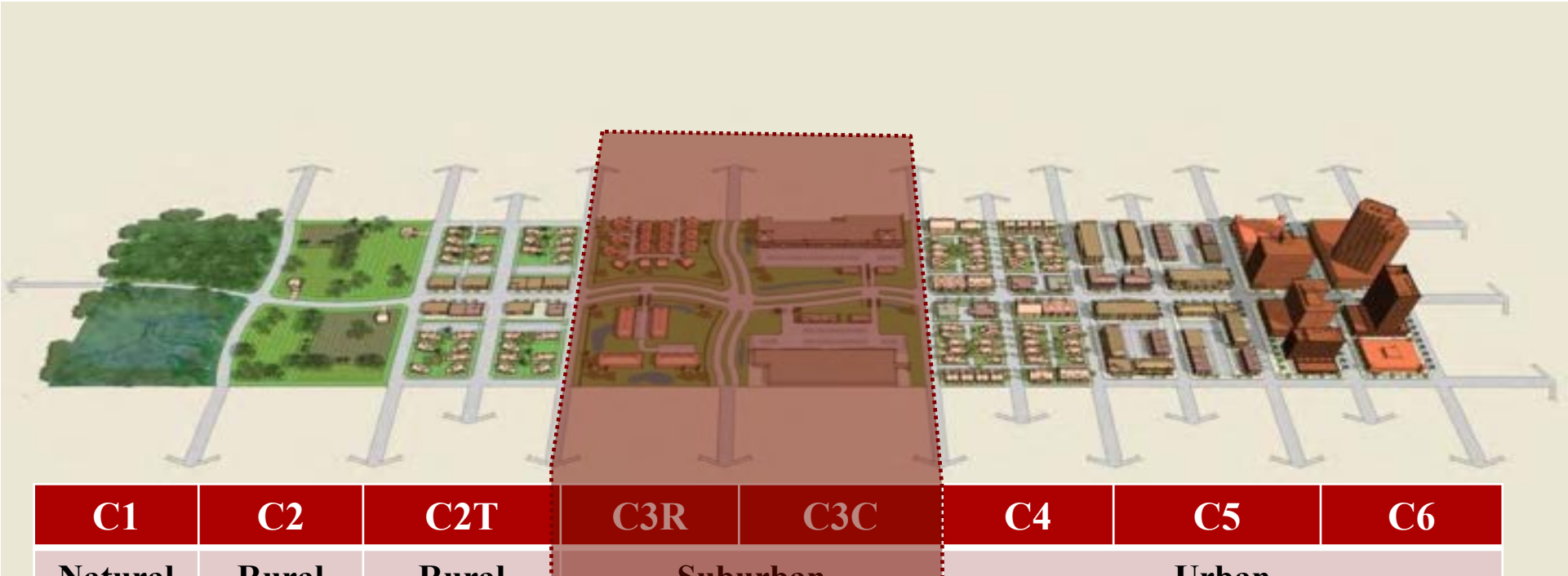


Transportation Implications

Flipping the Script

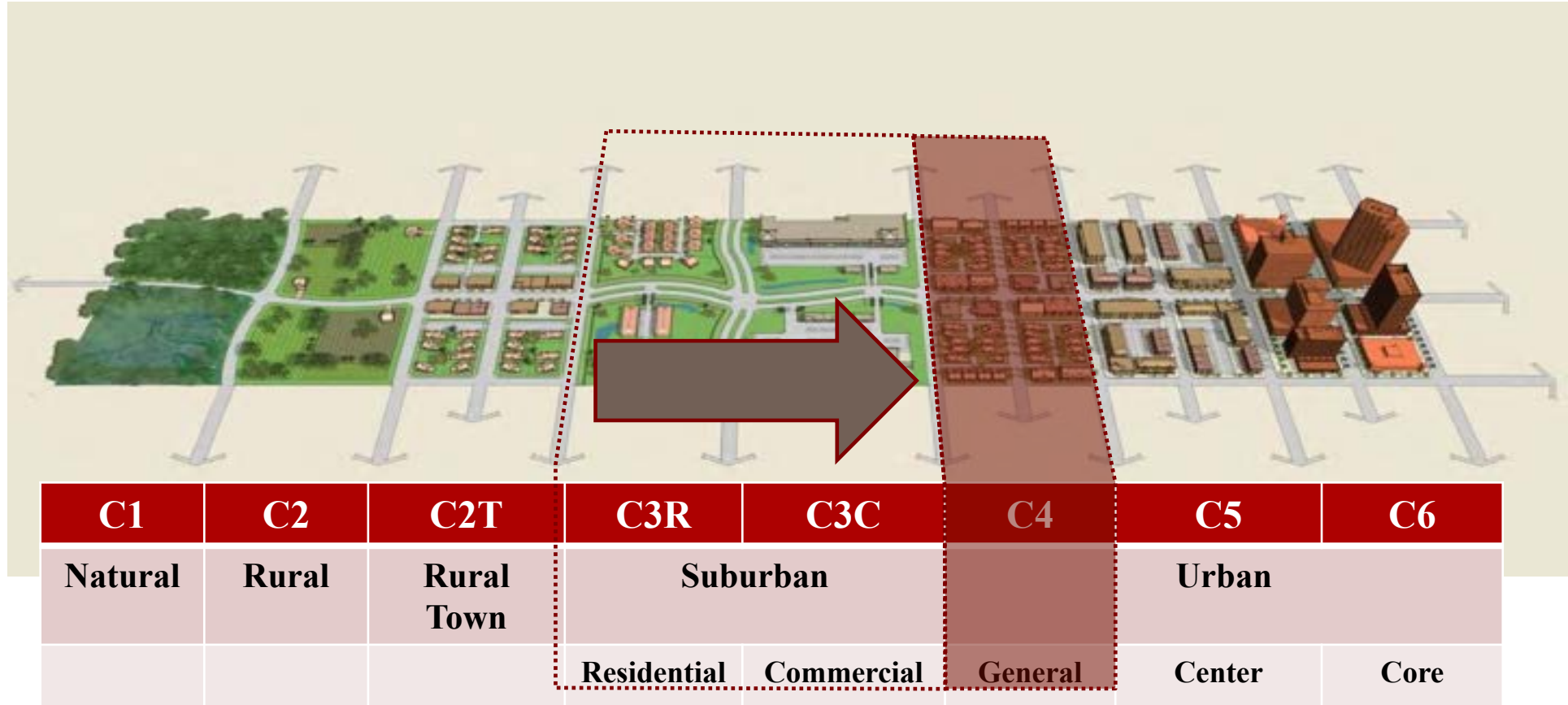


FDOT Context Classifications



C1	C2	C2T	C3R	C3C	C4	C5	C6
Natural	Rural	Rural Town	Suburban		Urban		
			Residential	Commercial	General	Center	Core

FDOT Context Classifications



Shift the Needle!!!

Why are Complete Streets Important?



20% of Americans will be over 65 in 2025

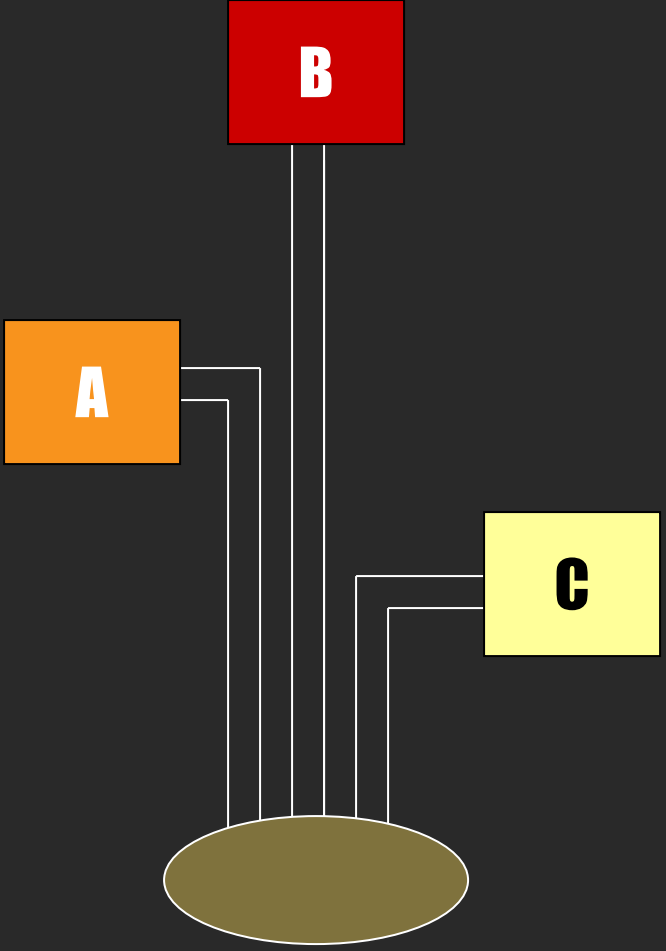
+50% of older Americans would rather drive less to see family or conduct their daily needs

1/3
of all
Americans
don't drive

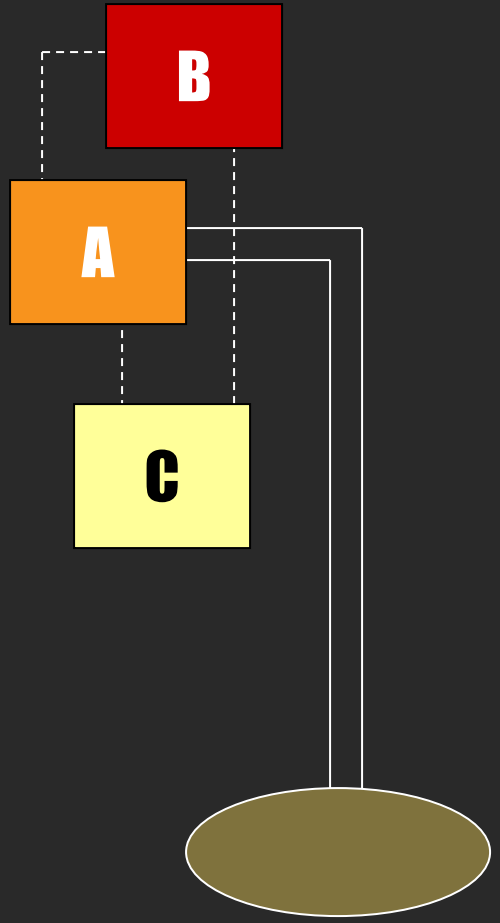
71%
Of adults today
walked to school as
children

17%
Of children today
walk to school

Disappearing trips

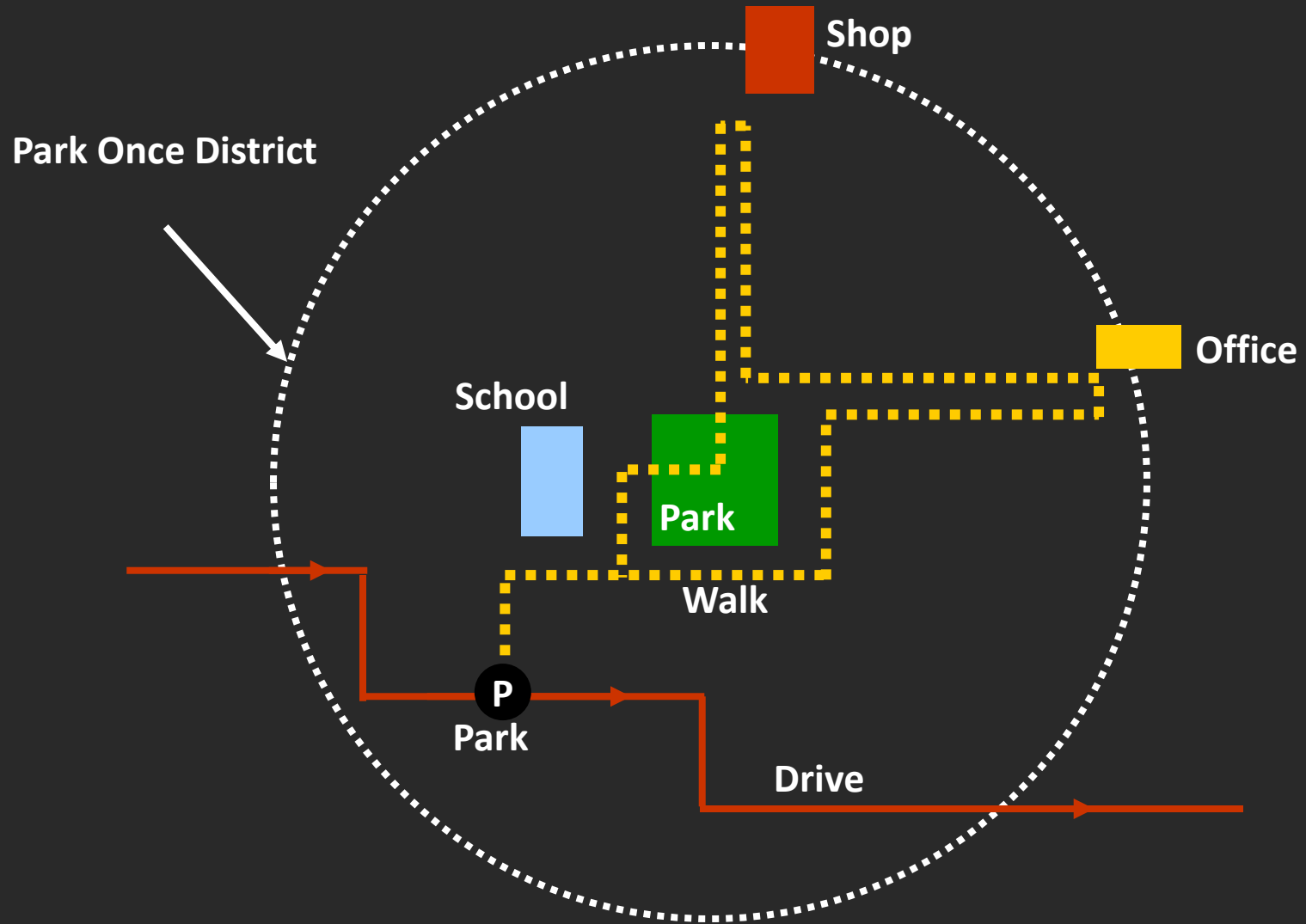


3 Destinations
6 ITE Trips



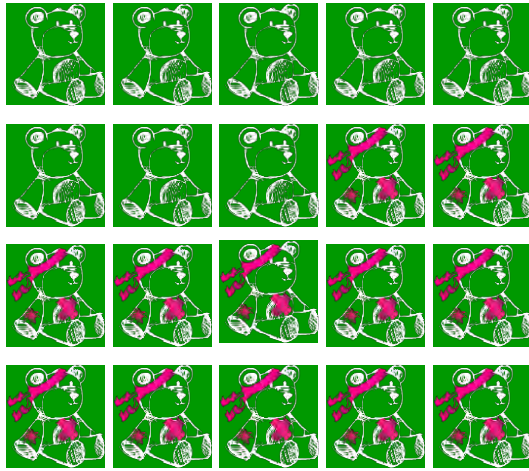
3 Destinations
2 ITE Trips

Vehicle Trip Reduction

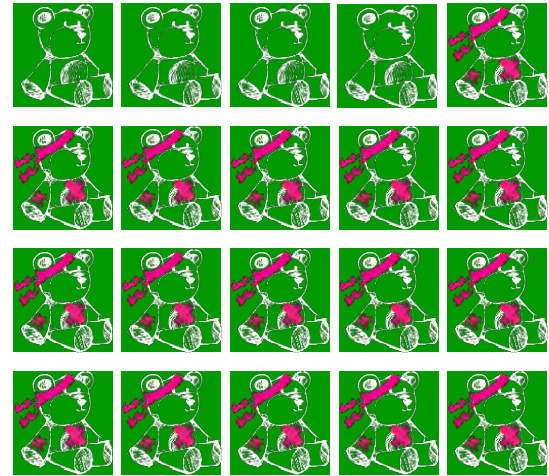




**95% of
pedestrians
will SURVIVE an
accident with a
vehicle
traveling at
20 MPH**

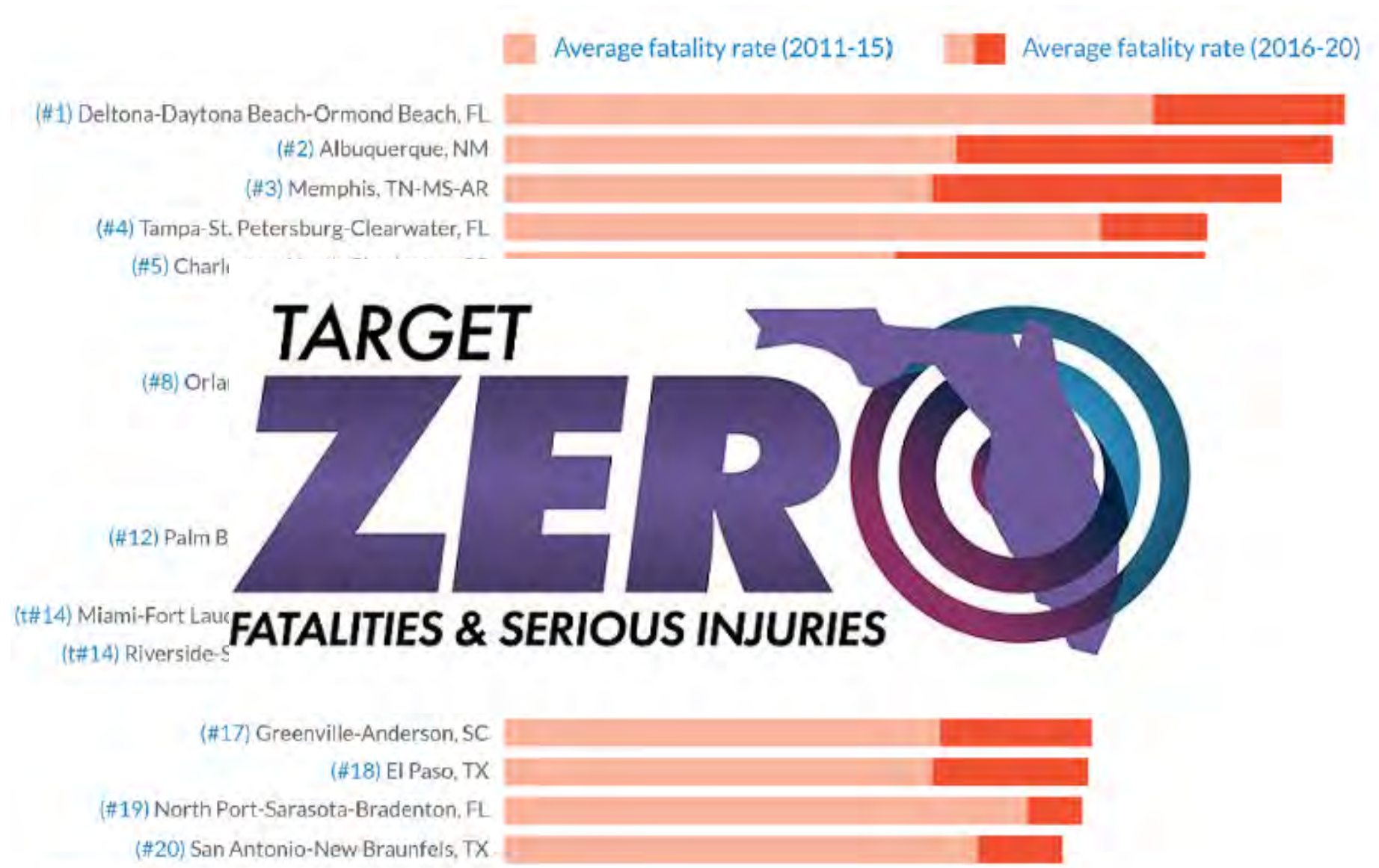


**40% of
pedestrians
will SURVIVE an
accident with a
vehicle
traveling at
30 MPH**



**20% of
pedestrians
will SURVIVE an
accident with a
vehicle
traveling at
40 MPH**

Speed Kills!



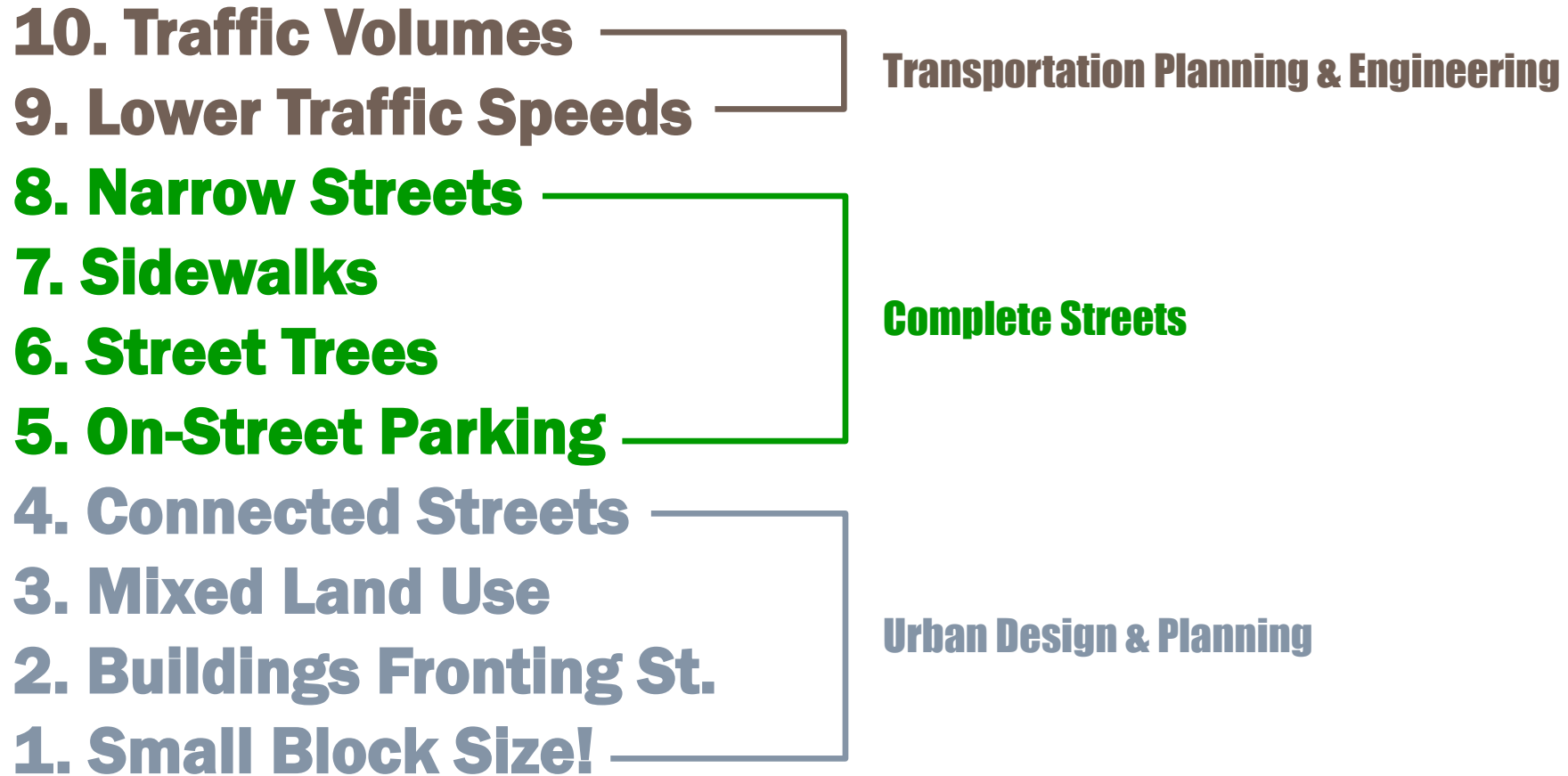
TARGET
ZERO
FATALITIES & SERIOUS INJURIES

**Dangerous by Design 2022 rank in parentheses*

- 10. Narrow Streets**
- 9. Street Trees**
- 8. Traffic Volumes**
- 7. Sidewalks**
- 6. Connected Streets**
- 5. On Street Parking**
- 4. Lower Traffic Speeds**
- 3. Mixed Land Use**
- 2. Buildings Fronting St.**
- 1. Small Block Size!**



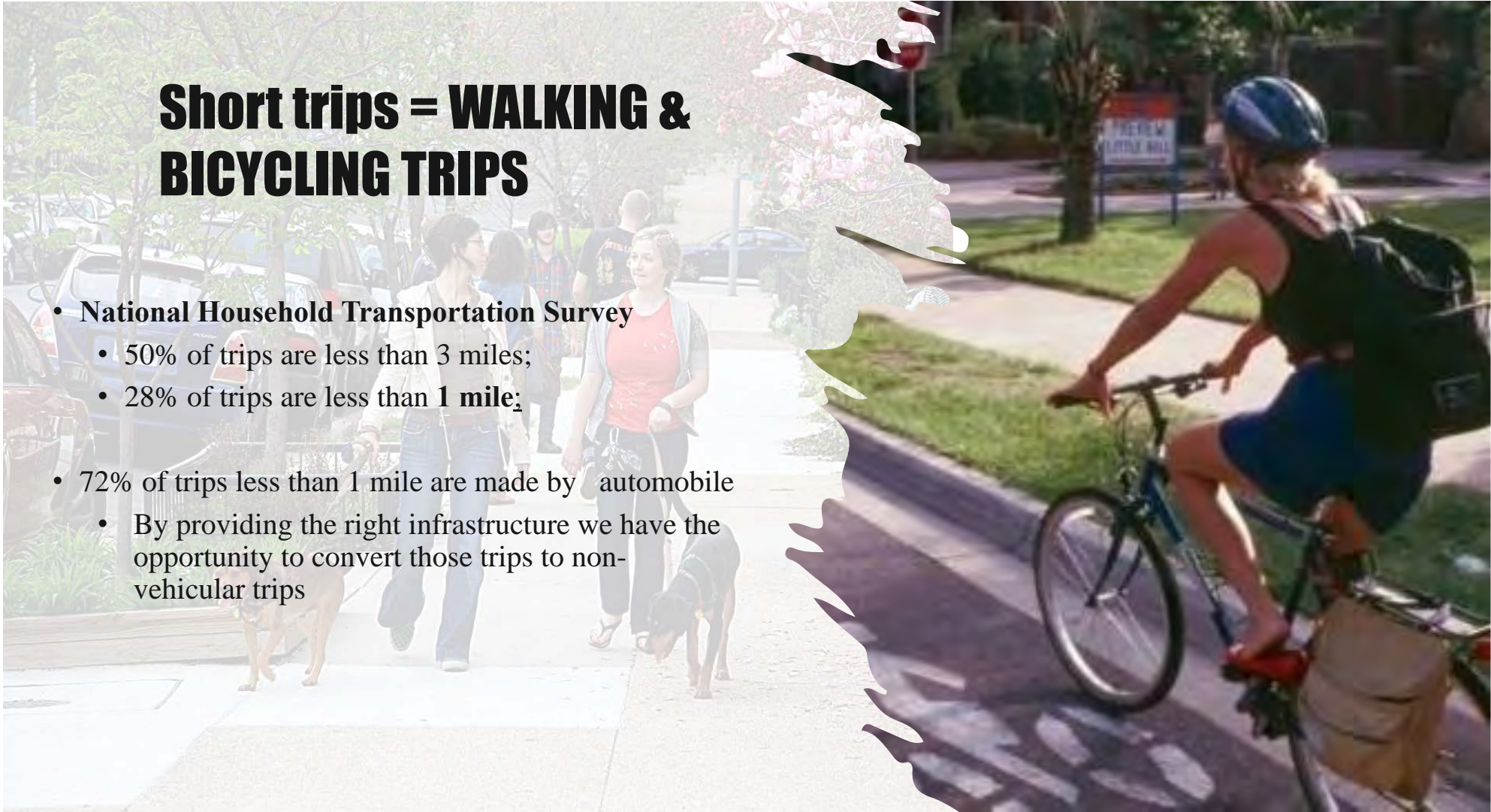
Top 10 Factors for Creating Walkable Places



Top 10 Factors for Creating Walkable Places

Short trips = WALKING & BICYCLING TRIPS

- **National Household Transportation Survey**
 - 50% of trips are less than 3 miles;
 - 28% of trips are less than 1 mile;
- 72% of trips less than 1 mile are made by automobile
 - By providing the right infrastructure we have the opportunity to convert those trips to non-vehicular trips



BUILD IT FOR ISABELLA

ISABELLA: 12 YEARS OLD AND READY TO RIDE

Meet Isabella. Like most girls her age, she is exploring her independence.

She just started 7th grade and loves doing cartwheels in the grass with her friends and sharing her life through Instagram. She is ready to travel her world by bike, but is the network ready for her? Isabella wants to bike to school, the library and the ice cream shop, but her mom worries about her getting across or along busy streets. Isabella likes to ride, but she's still small and her skills aren't fully developed. She's sometimes a little wobbly and it's hard for her to see over parked cars near intersections.

What does Isabella need to ride safely around her world?

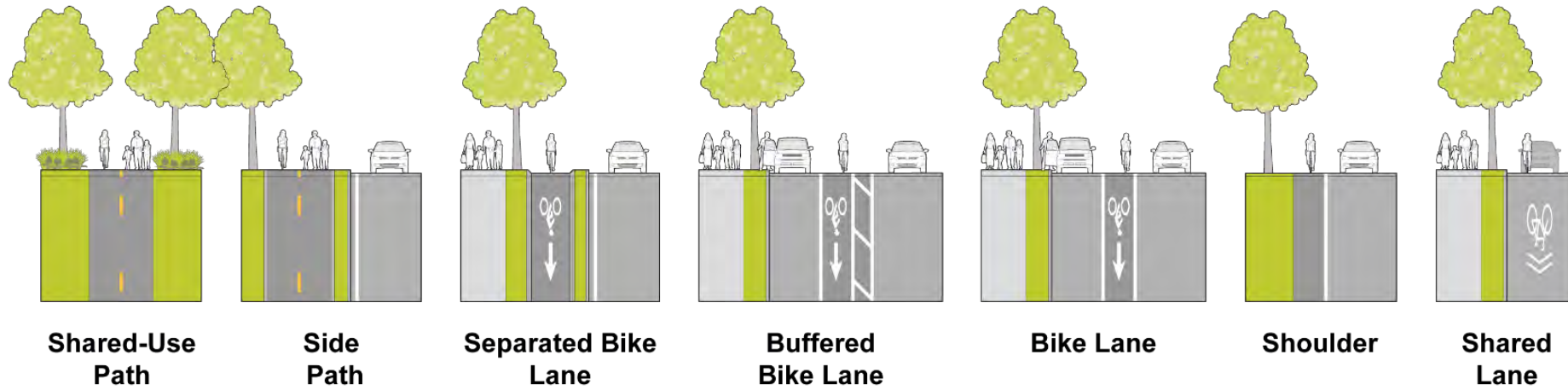
- Are we planning low-stress, connected networks that work for Isabella?
- What if every project was designed with Isabella in mind?

If we build it for Isabella, wouldn't it work beautifully for the rest of us too?



Source: The Green Lane Project

Designing for “8 to 80”



+ SEPARATION FROM TRAFFIC **-**





Complete Streets – Not Just for Downtowns









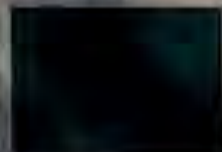
Lake Wales Rails-to-Trails

Developed by The City of Lake Wales

With assistance provided by the Florida Department of Environmental Protection
Through the Recreational Trails Program

This trail occupies the former corridor that extended from Mallico, a small community east of Lake Wales, west to Tampa and shipped freight such as citrus, lumber and turpentine. The tracks were originally laid in 1912 by the Seaboard Air Line (SAL) Railroad. By 1987 the line was discontinued, the tracks were removed and the property was purchased by the City of Lake Wales. This portion of the trail was constructed in 2008.

SAW PALMETTO
(*Sabal palmetto*)



The saw palmetto is a common feature in many southeastern US habitats, and is always present in Florida scrub. The saw palmetto is a trailing plant with a trunk that lies on or just below the ground surface. Within just 2 days following a fire, the palmetto begins to sprout back from its unburned growing tip.

SCRUB PALM
(*Sabal etonia*)



The scrub palm, or scrub palmetto, occurs only in scrub in central Florida. The scrub palm resembles the saw palmetto, the other common palm in Florida scrub, but can be distinguished from it by the leaves, which are fan-shaped rather than palmate. That is, in the scrub palm the petiole (leaf stem) continues a short distance into the trunk as a ridge. In the saw palmetto, which has true palmate leaves, the petiole terminates at the base of the trunk.

CARTER'S MUSTARD
(*Werneria carteri*)



Carter's mustard is endemic to scrub habitats in Florida and has been classified as endangered since the late 1980s. It is now found only on the Lake Wales Ridge in central Florida, but has a historical range that included Brevard County and Miami-Dade County. Present distributional records may be somewhat incomplete, however, as the plant is relatively inconspicuous except when flowering.









THANK YOU!

KITTELSON
& ASSOCIATES

Lake Wales Mobility Plan & Multimodal Transportation Impact Fee

Lake Wales Envisioned

March 20th, 2023

Jonathan B. Paul, AICP, MA²
Principal



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“Make no little plans. They have no magic to stir men's blood and probably will not themselves be realized. Make big plans, aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency.”

Daniel Burnham

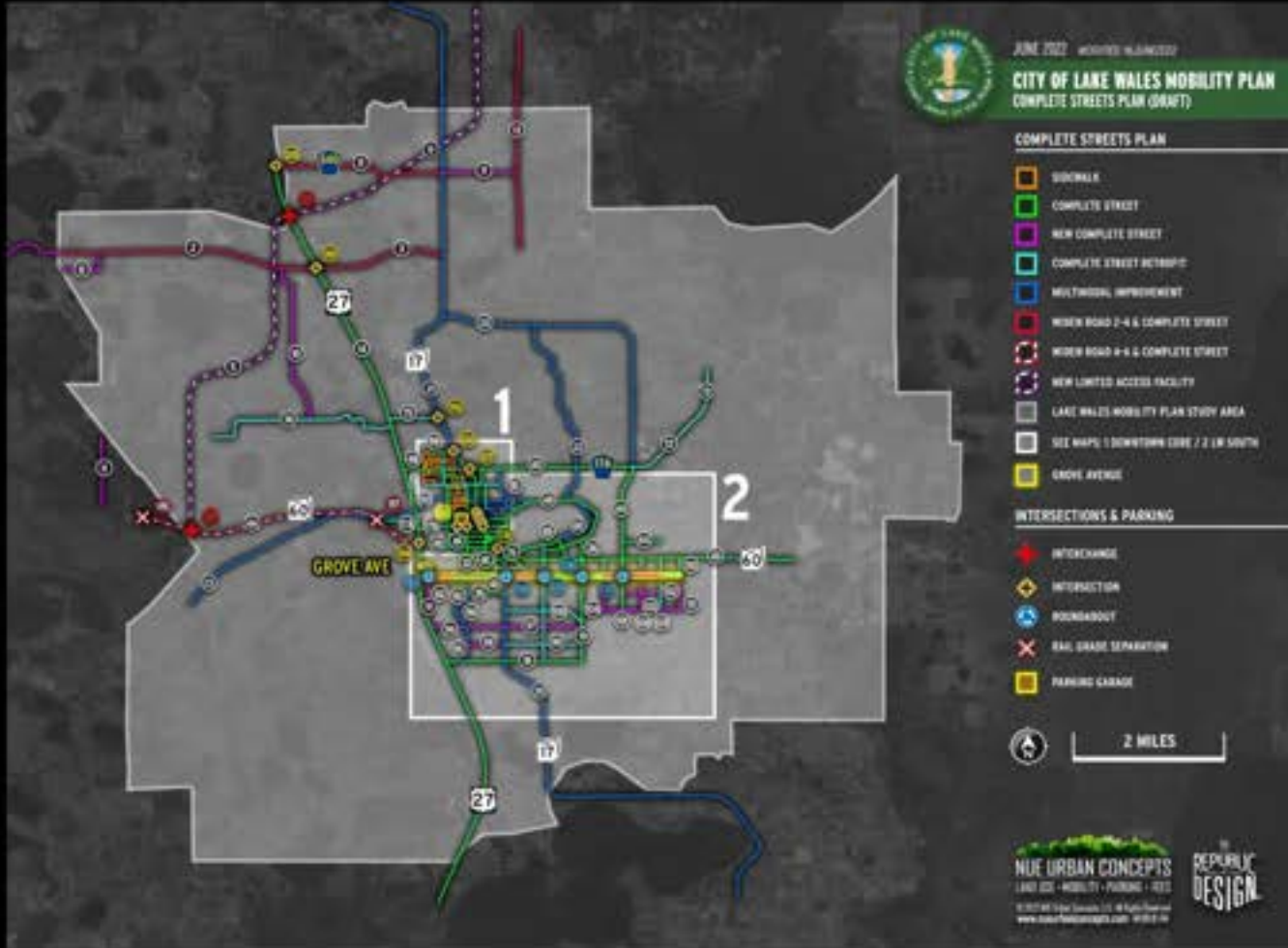
City of Lake Wales Mobility Plan & Multimodal Transportation Impact Fee



"Wherever your lives may be cast, make the world a bit better and more beautiful because you have to live in it."
Edward Bok



City of Lake Wales Mobility Plan & Multimodal Transportation Impact Fee



City of Lake Wales

**MOBILITY PLAN & MULTIMODAL
TRANSPORTATION IMPACT FEE
TECHNICAL REPORT**

JULY 2022

CITY OF LAKE WALES
Jewel of the Ridge

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REPUBLIC DESIGN

futureplan

MOBILITY COHORT



WALKING



BICYCLING

MOVING



TRANSIT & MICROTRANSIT

PEOPLE



MICROMOBILITY

PROVIDING CHOICES



SHARED MOBILITY



MOTOR VEHICLE

MOBILITY PLANNING BASED ON THE SPEED OF TRAVEL

WALKING
JOGGING
RUNNING

1-7
MPH



PEOPLE

SKATEBOARD
ROLLERBLADE
BICYCLE

7-12
MPH



PEOPLE
POWERED

E-SCOOTER
SEGWAY/ONEWHEEL
E-BICYCLE
MOPED

12-15
MPH



MICRO
MOBILITY

AUTONOMOUS
TRANSIT SHUTTLE/
GOLF CART
NEIGHBORHOOD
ELECTRIC VEHICLE

15-20
MPH



MICRO
TRANSIT

TRANSIT
TNC
TAXI

20-25
MPH



SHARED
MOBILITY

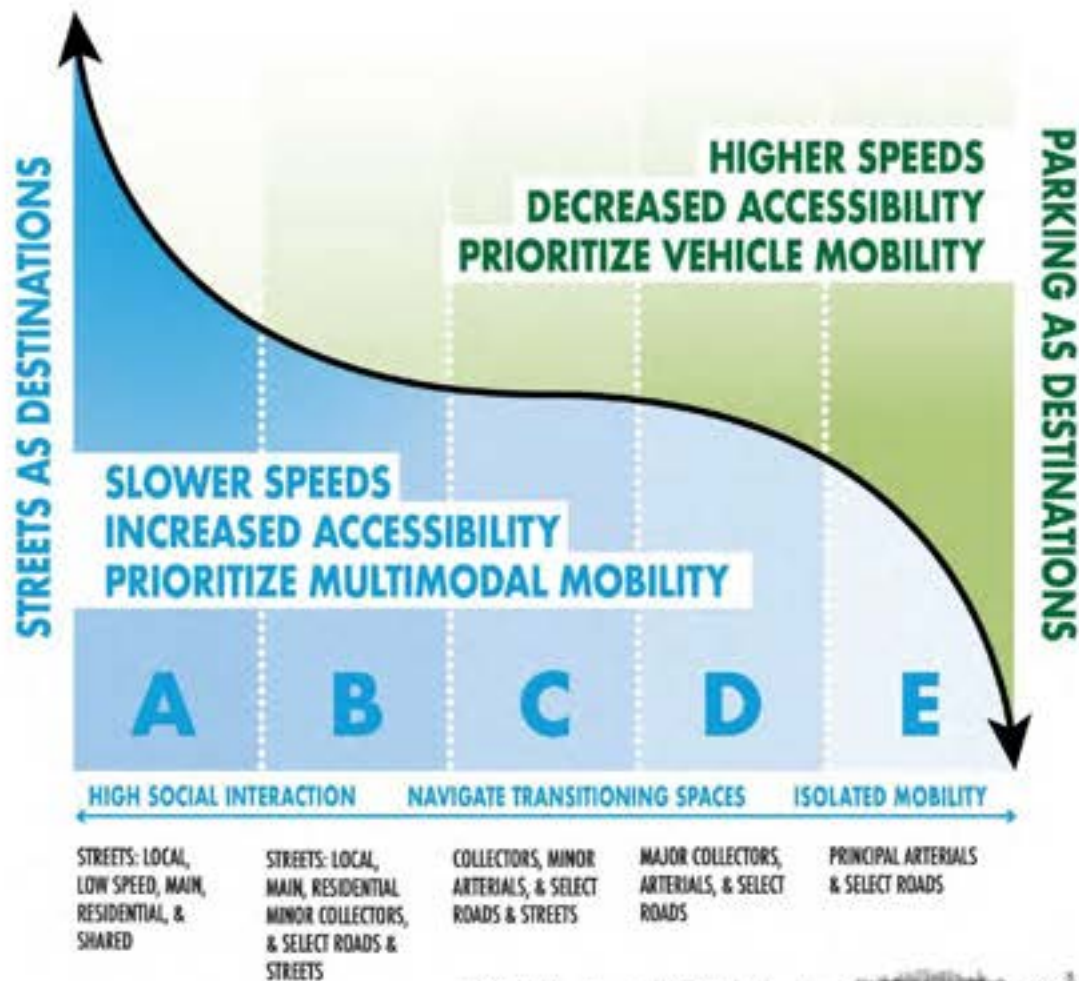
MOVING TOWARDS VISION ZERO

City of Lake Wales
MULTIMODAL QUALITY OF SERVICE STANDARDS



STREET QUALITY OF SERVICE (QOS) STANDARDS	LAKE WALES CONNECTED (LWC) & DESIGNATED AREAS	OUTSIDE LWC (OLWC) & DESIGNATED AREAS	APPLICABLE LOCATIONS
MICROMOBILITY SPEED LIMITS	SPEED LIMIT 10	SPEED LIMIT 15	SIDEWALKS, SHARED-USE PATHS, MULTI-USE TRAILS, BIKE LANES, CYCLE TRACKS, & SELECT FACILITIES
QUALITY OF SERVICE (QOS) A*	SPEED LIMIT 15	SPEED LIMIT 20	STREETS: LOCAL, LOW SPEED, MAIN, RESIDENTIAL, & SHARED
QUALITY OF SERVICE (QOS) B	SPEED LIMIT 20	SPEED LIMIT 25	STREETS: LOCAL, MAIN, RESIDENTIAL MINOR COLLECTORS, SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) C	SPEED LIMIT 25	SPEED LIMIT 30	COLLECTORS, MINOR ARTERIALS, SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) D	SPEED LIMIT 30	SPEED LIMIT 35	MAJOR COLLECTORS, ARTERIALS, & SELECT ROADS
QUALITY OF SERVICE (QOS) E**	SPEED LIMIT 35+	SPEED LIMIT 40+	PRINCIPAL ARTERIALS & SELECT ROADS

* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E



HOW CAN WE REIMAGINE SUBURBIA? WITH MULTIMODAL ARTERIALS

-  WALKING
-  SKATING
-  PERSONAL MOBILITY DEVICES
-  BICYCLE
-  SCOOTER
-  E-BICYCLE
-  E-SCOOTER
-  GOLF CART
-  NEIGHBORHOOD ELECTRIC VEHICLE (NEV)
-  AUTONOMOUS TRANSIT SHUTTLE (ATS)

PHASE 4	PHASE 3	PHASE 2	PHASE 1	EXISTING
SIDEWALKS 	MULTIMODAL SIDEWALKS 			SIDEWALKS 
				
MICROMOBILITY LANES 	MULTIMODAL LANES 			ON-STREET BIKE LANES <i>FEW FEEL SAFE USING</i> 
MULTIMODAL WAYS 				

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WHAT CAN NUE DO FOR YOU?

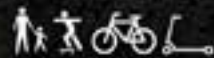




JUST IMAGINE

...THEN REIMAGINE

REIMAGINE AGAIN...



SHARED USE TRAILS
(10' - 14' WIDE)



MULTIMODAL LANES
(5' - 6' WIDE)



MULTIMODAL WAYS
(7' - 8' WIDE)

EXISTING

MULTIMODAL
LANES

+ 12'
TRAIL

MULTIMODAL
WAYS

+ 12'
TRAIL

& AGAIN

MICROTRANSIT WAY &
MICROMOBILITY LANE



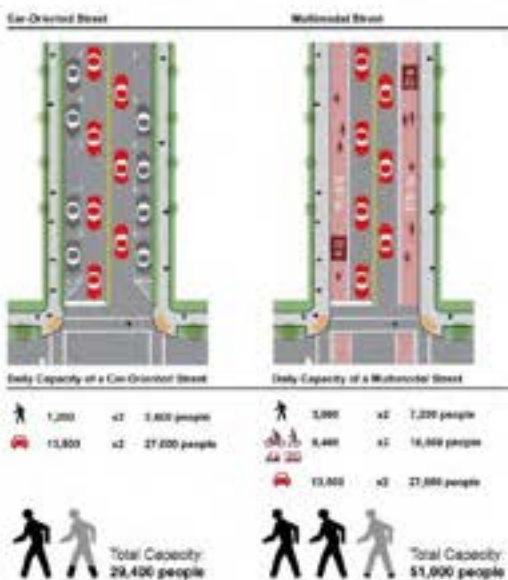
MICROTRANSIT
CIRCULATORS
(6-PERSON GOLF
CART, ATVs, NEV,
TROLLEY)



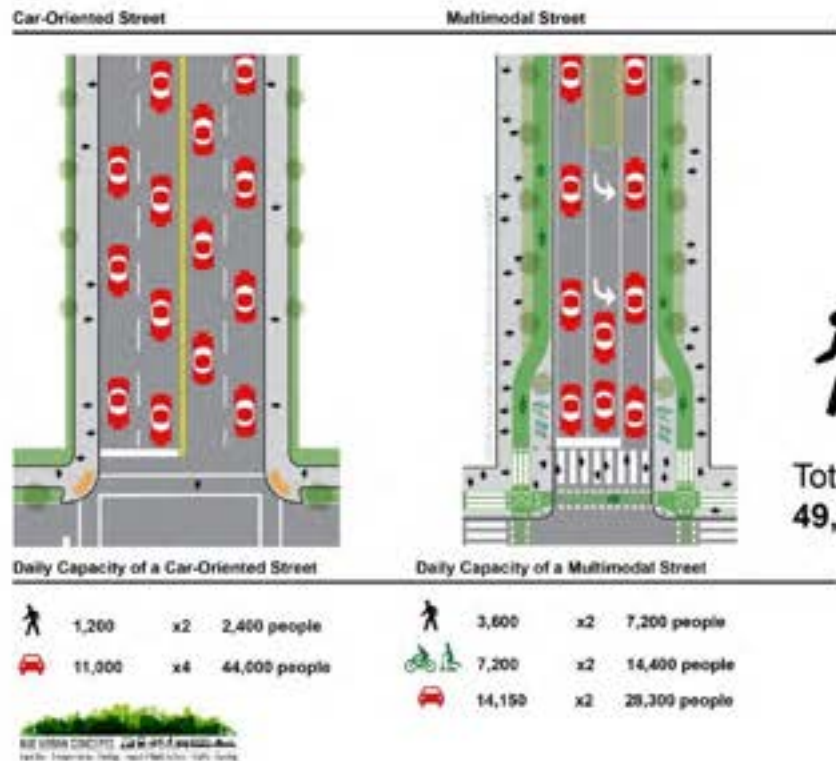
MICROMOBILITY
LANE
(PERSONAL
MOBILITIES, BIKES,
SCOOTERS, E-BIKES,
E-SCOOTERS)

WHAT CAN NUE
DO FOR YOU?

www.nueurbanconcepts.com



**Total Capacity:
44,000 people**



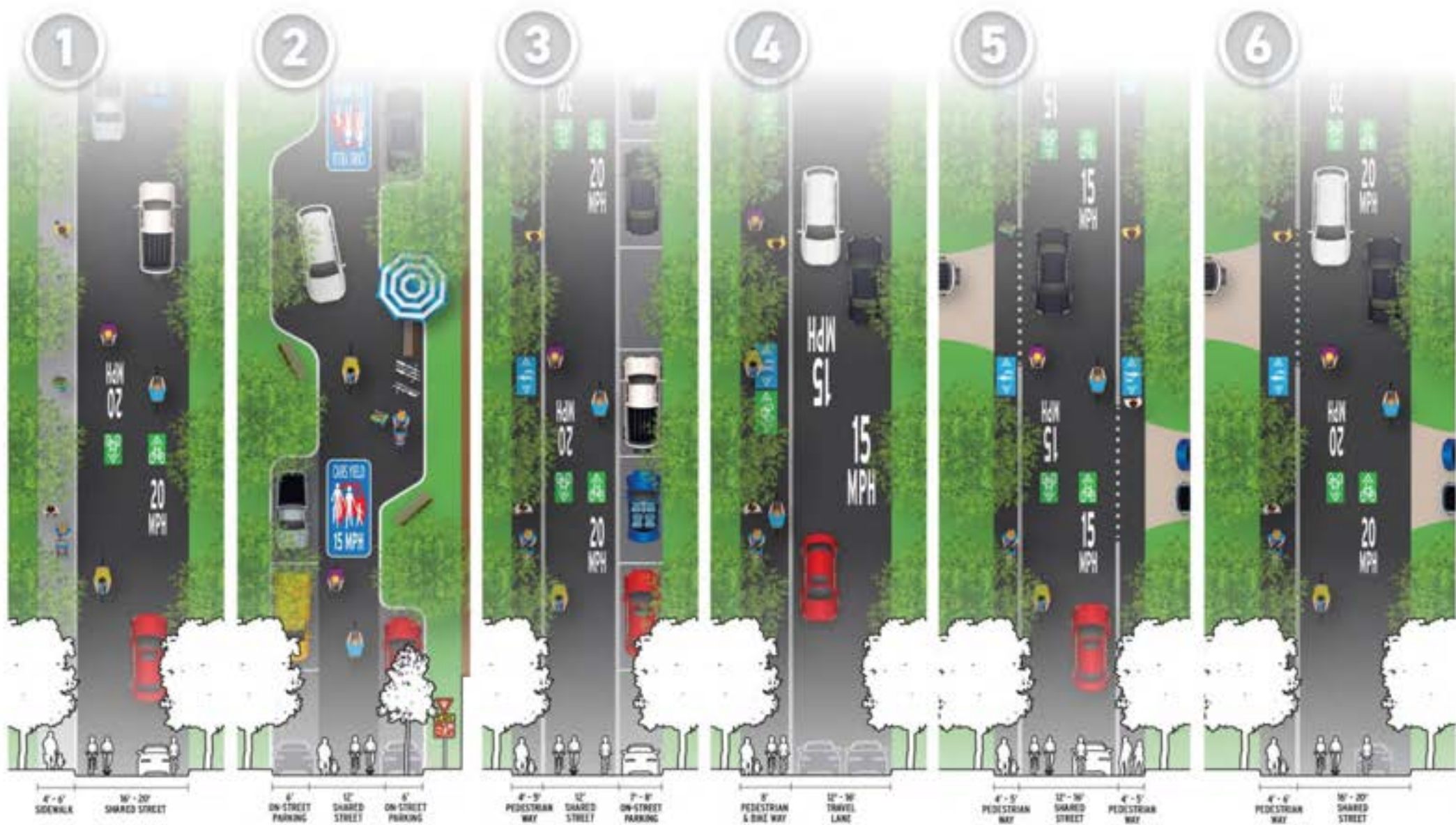
**Total Capacity:
49,900 people**

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10000 10000 10000 10000 10000 10000 10000 10000 10000 10000





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THE REPUBLIC OF DESIGN

PUT DOWN 

THE MANUALS, ENGINEERS

THE SOLUTION'S EASY - BE CREATIVE! 

BIKES BELONG



10' SIDEWALK
 8' ON-STREET PARKING WITH 2" DROP CURB
 18' SHARED STREET
 8' ON-STREET PARKING WITH 2" DROP CURB
 10' SIDEWALK

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5' SIDEWALK
 6' ON-STREET PARKING
 12'-14' SHARED STREET
 6' ON-STREET PARKING
 5' SIDEWALK



6' ON-STREET PARKING
 12'-16' SHARED STREET
 6' ON-STREET PARKING

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24' SHARED STREET (WOONERF) WITH ON-STREET PARKING

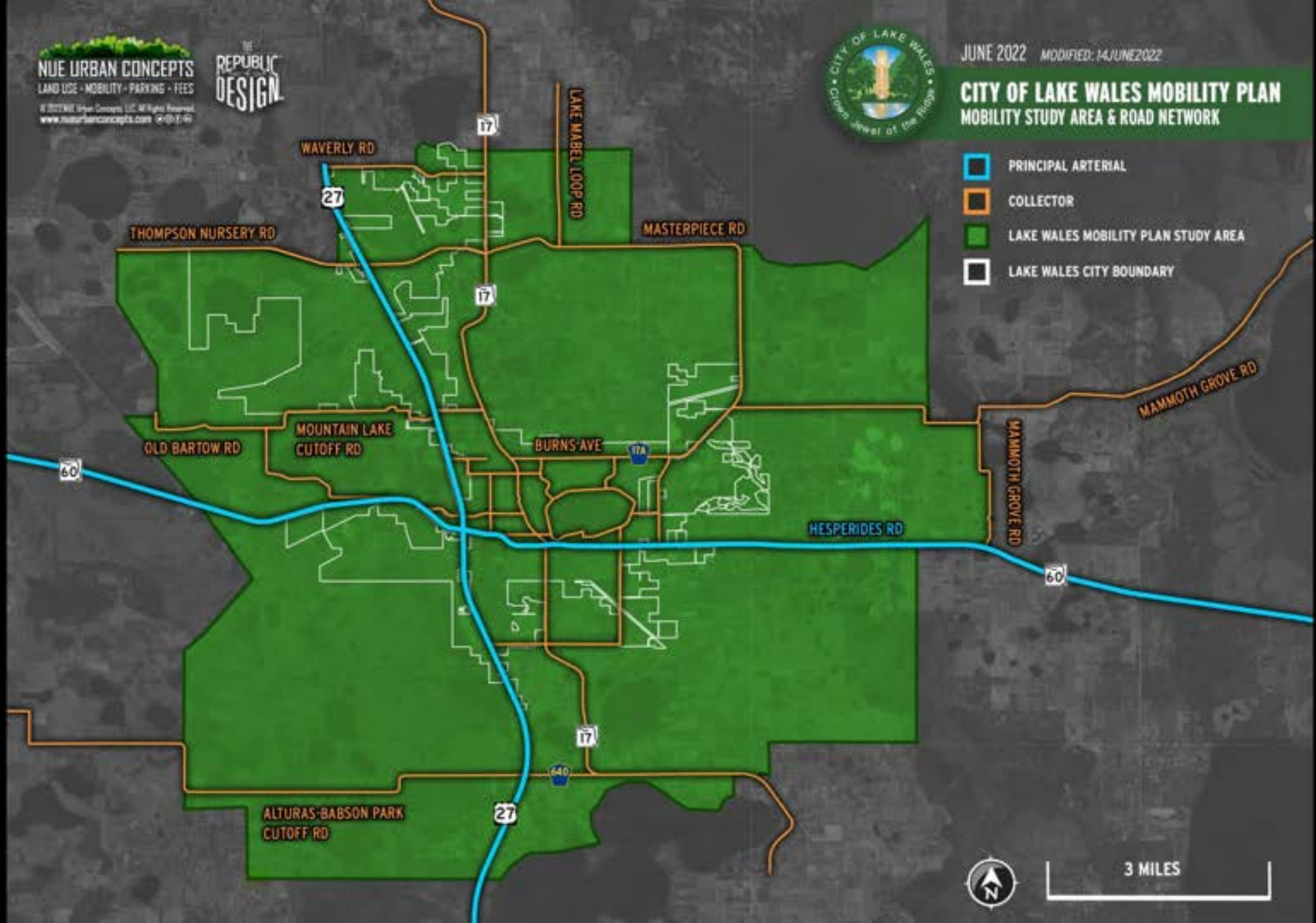
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CITY OF LAKE WALES MOBILITY PLAN MOBILITY STUDY AREA & ROAD NETWORK

-  PRINCIPAL ARTERIAL
-  COLLECTOR
-  LAKE WALES MOBILITY PLAN STUDY AREA
-  LAKE WALES CITY BOUNDARY





JUNE 2022 | UPDATED: 06/JUNE/2022

CITY OF LAKE WALES MOBILITY PLAN COMPLETE STREETS PLAN (DRAFT)

COMPLETE STREETS PLAN

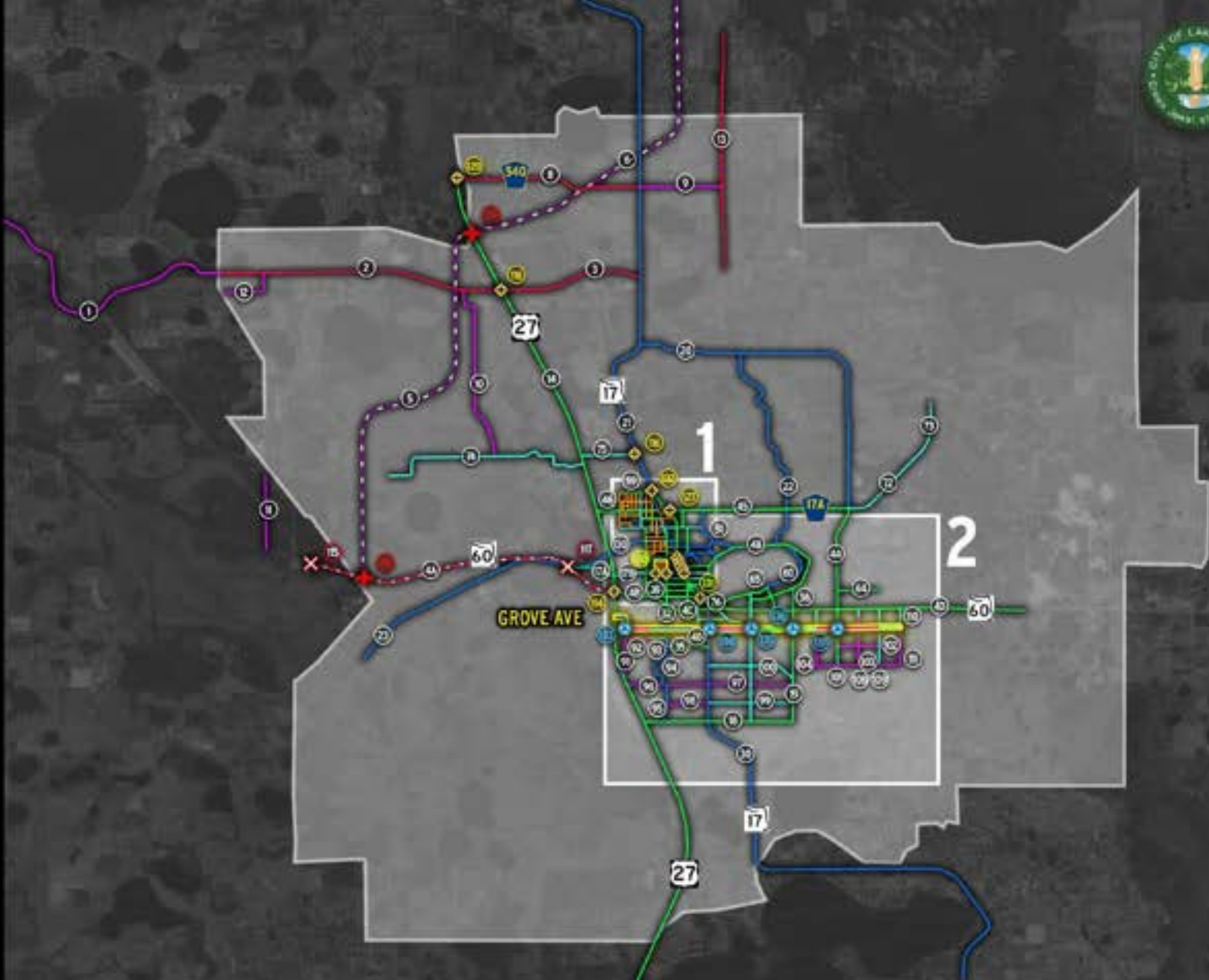
- SIDEWALK
- COMPLETE STREET
- NEW COMPLETE STREET
- COMPLETE STREET RETROFIT
- MULTIMODAL IMPROVEMENT
- WIDEN ROAD 2-4 & COMPLETE STREET
- WIDEN ROAD 4-6 & COMPLETE STREET
- NEW LIMITED ACCESS FACILITY
- LAKE WALES MOBILITY PLAN STUDY AREA
- SEE MAPS: 1 DOWNTOWN CORE / 2 LW SOUTH
- GROVE AVENUE

INTERSECTIONS & PARKING

- INTERCHANGE
- INTERSECTION
- ROUNDABOUT
- RAIL GRADE SEPARATION
- PARKING GARAGE



2 MILES



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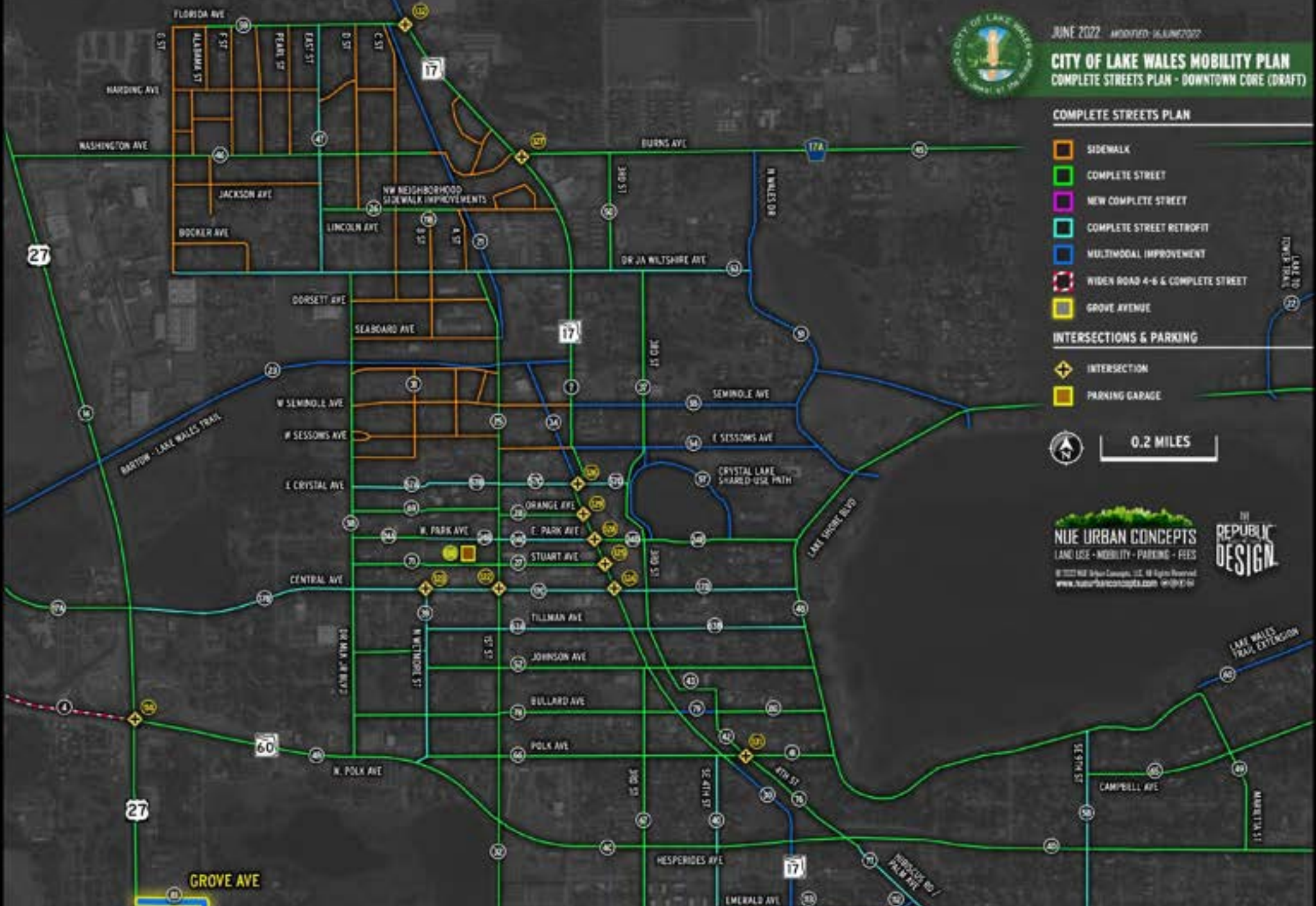
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JUNE 2022 | MODIFIED 16.JUNE.2022

CITY OF LAKE WALES MOBILITY PLAN COMPLETE STREETS PLAN - DOWNTOWN CORE (DRAFT)

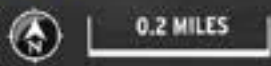


COMPLETE STREETS PLAN

- SIDEWALK
- COMPLETE STREET
- NEW COMPLETE STREET
- COMPLETE STREET RETROFIT
- MULTIMODAL IMPROVEMENT
- WIDEN ROAD 4-6 & COMPLETE STREET
- GROVE AVENUE

INTERSECTIONS & PARKING

- INTERSECTION
- PARKING GARAGE



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JUNE 2022 - MODIFIED JULY 2022

CITY OF LAKE WALES MOBILITY PLAN COMPLETE STREETS PLAN - LAKE WALES SOUTH (DRAFT)

COMPLETE STREETS PLAN

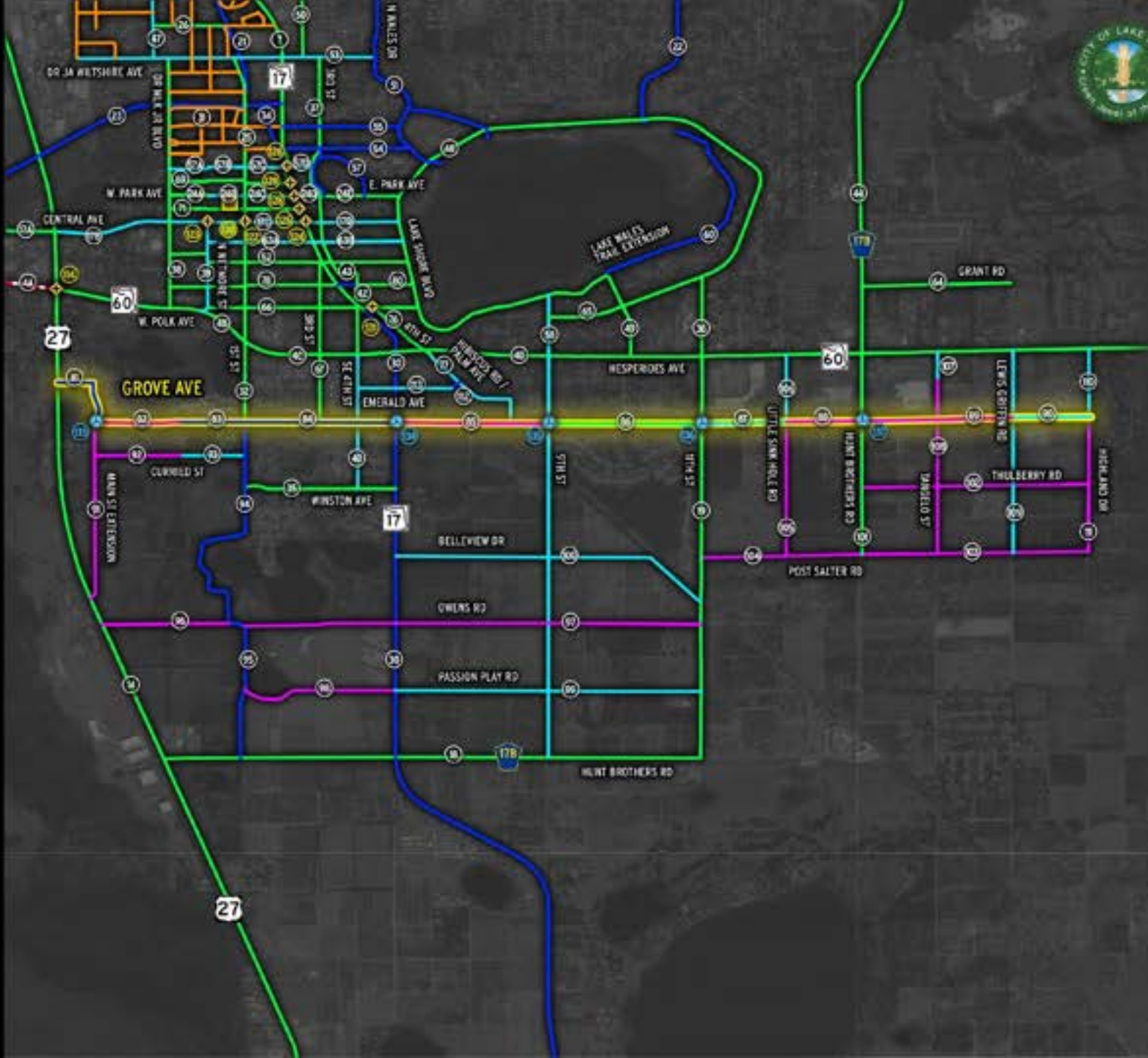
- SIDEWALK
- COMPLETE STREET
- NEW COMPLETE STREET
- COMPLETE STREET RETROFIT
- MULTIMODAL IMPROVEMENT
- WIDEN ROAD 2-4 & COMPLETE STREET
- WIDEN ROAD 4-6 & COMPLETE STREET
- NEW LIMITED ACCESS FACILITY
- GROVE AVENUE

INTERSECTIONS & PARKING

- INTERSECTION
- ROUNDABOUT
- PARKING GARAGE



0.5 MILES

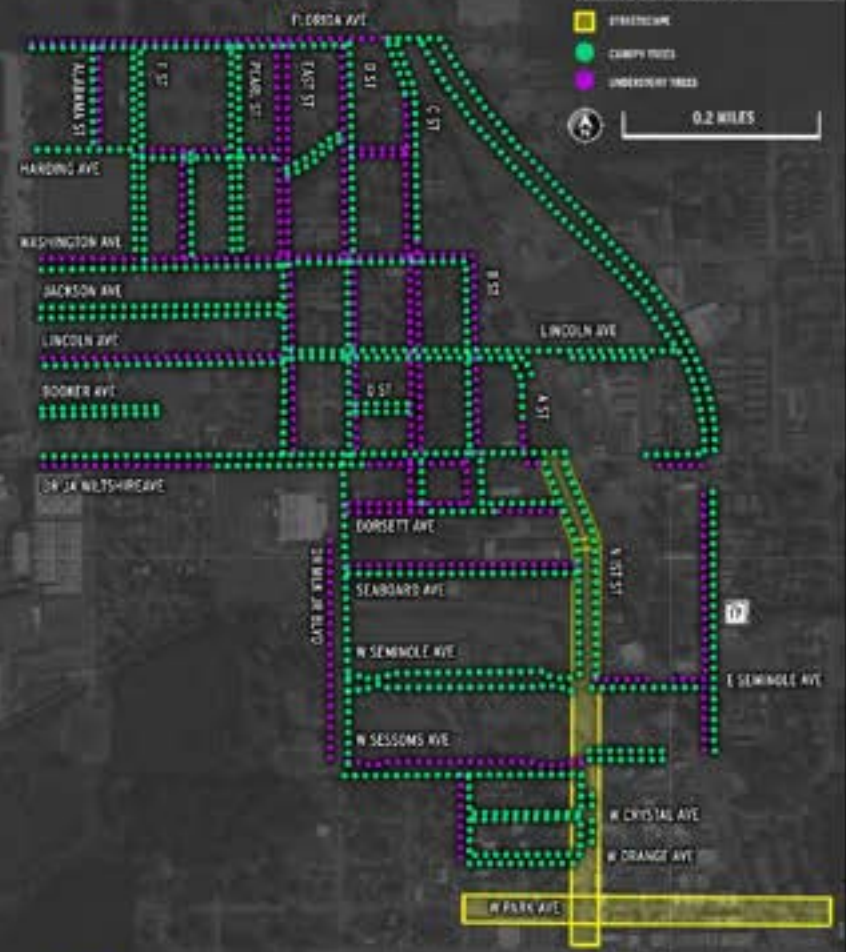




JUNE 2022 WOODRUFF PLANS/2022
CITY OF LAKE WALES MOBILITY PLAN
 DRAFT 2045 MOBILITY PLAN IMPROVEMENTS -
 STREETSCAPE & STREET TREES PLAN

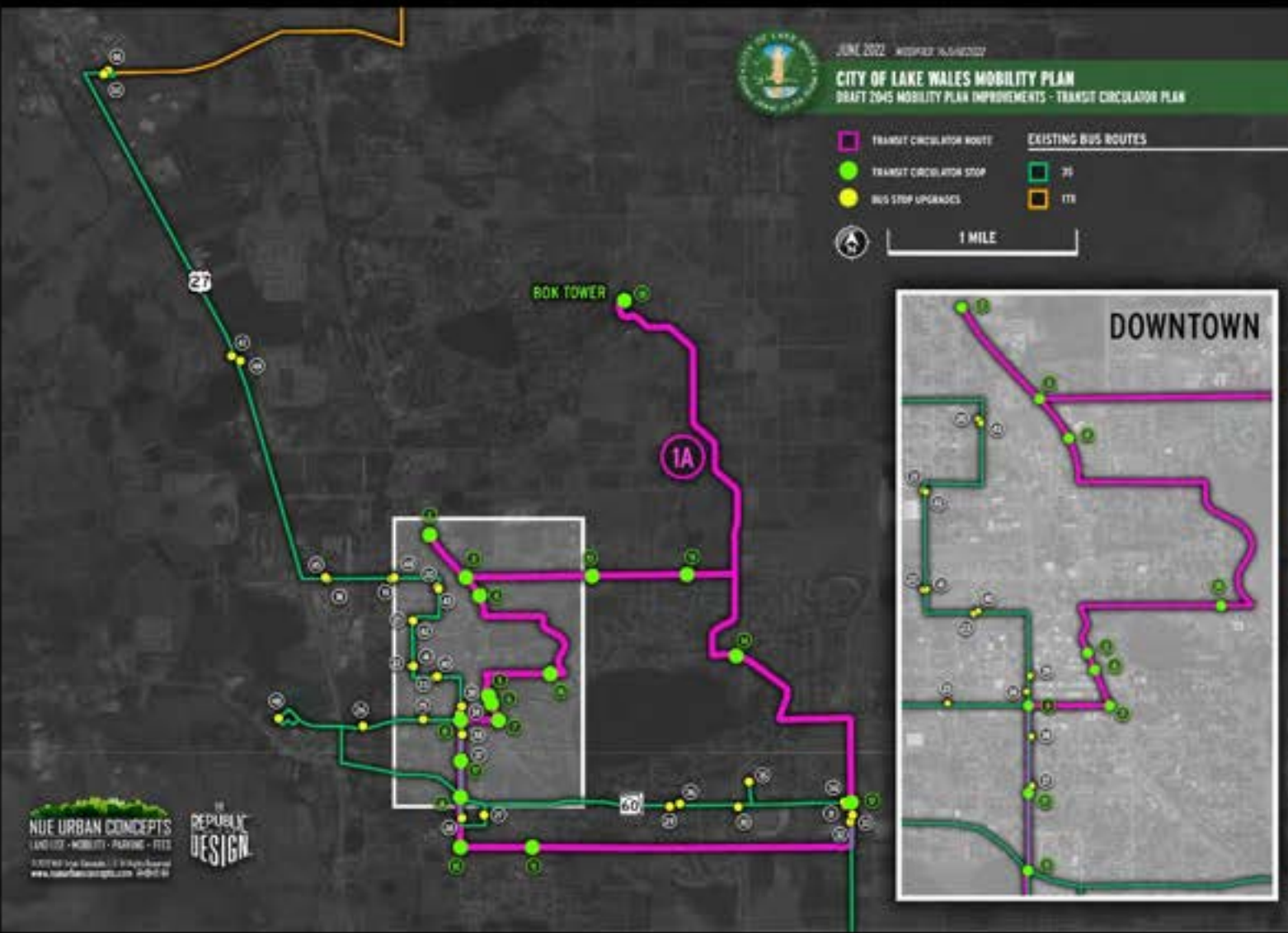
**NORTHWEST NEIGHBORHOOD
 STREETSCAPE & STREET TREES**

- STREETScape
 - CANOPY TREES
 - UNDERCANY TREES
- 0.2 MILES



JUNE 2022 WOODRUFF PLANS/2022
CITY OF LAKE WALES MOBILITY PLAN
 DRAFT 2045 MOBILITY PLAN IMPROVEMENTS - TRANSIT CIRCULATOR PLAN

- TRANSIT CIRCULATOR ROUTE
 - TRANSIT CIRCULATOR STOP
 - BUS STOP UPGRADES
- EXISTING BUS ROUTES
- 70
 - 178
- 1 MILE



City of Lake Wales

MOBILITY PLAN & MULTIMODAL
TRANSPORTATION IMPACT FEE
TECHNICAL REPORT

JULY 2022



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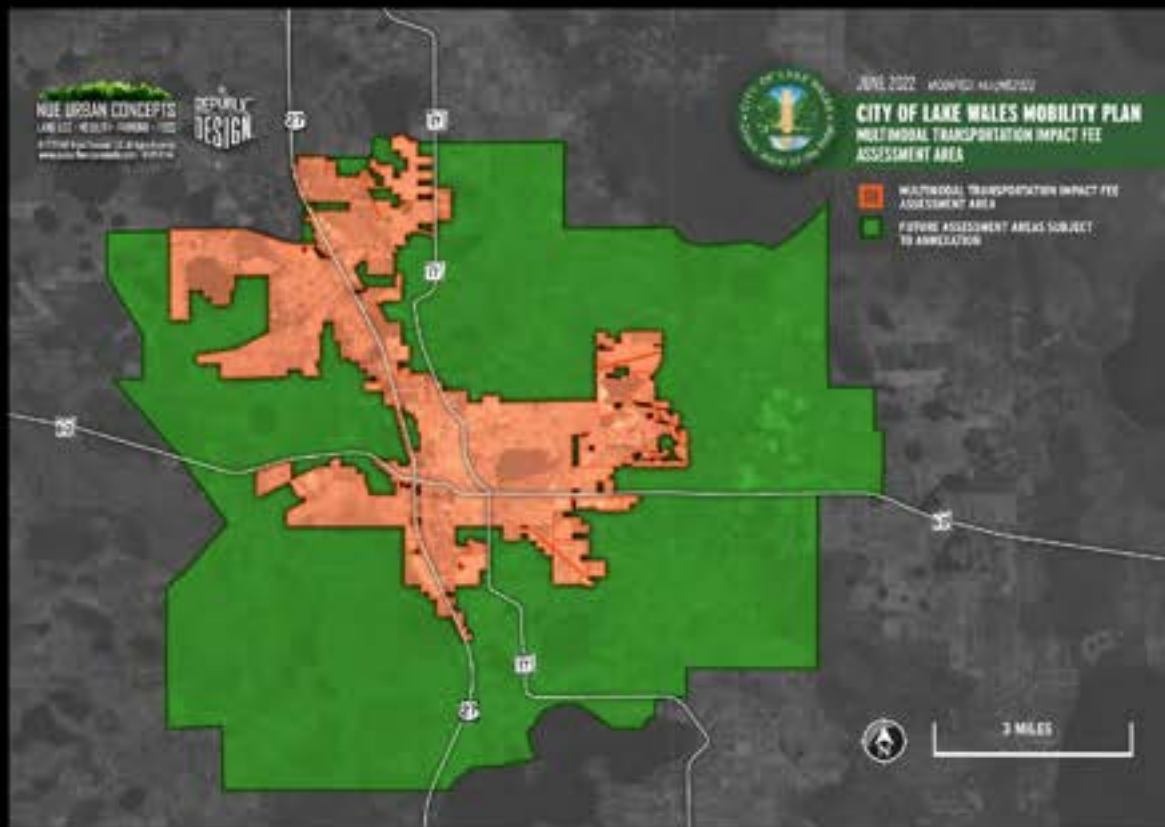
futureplan



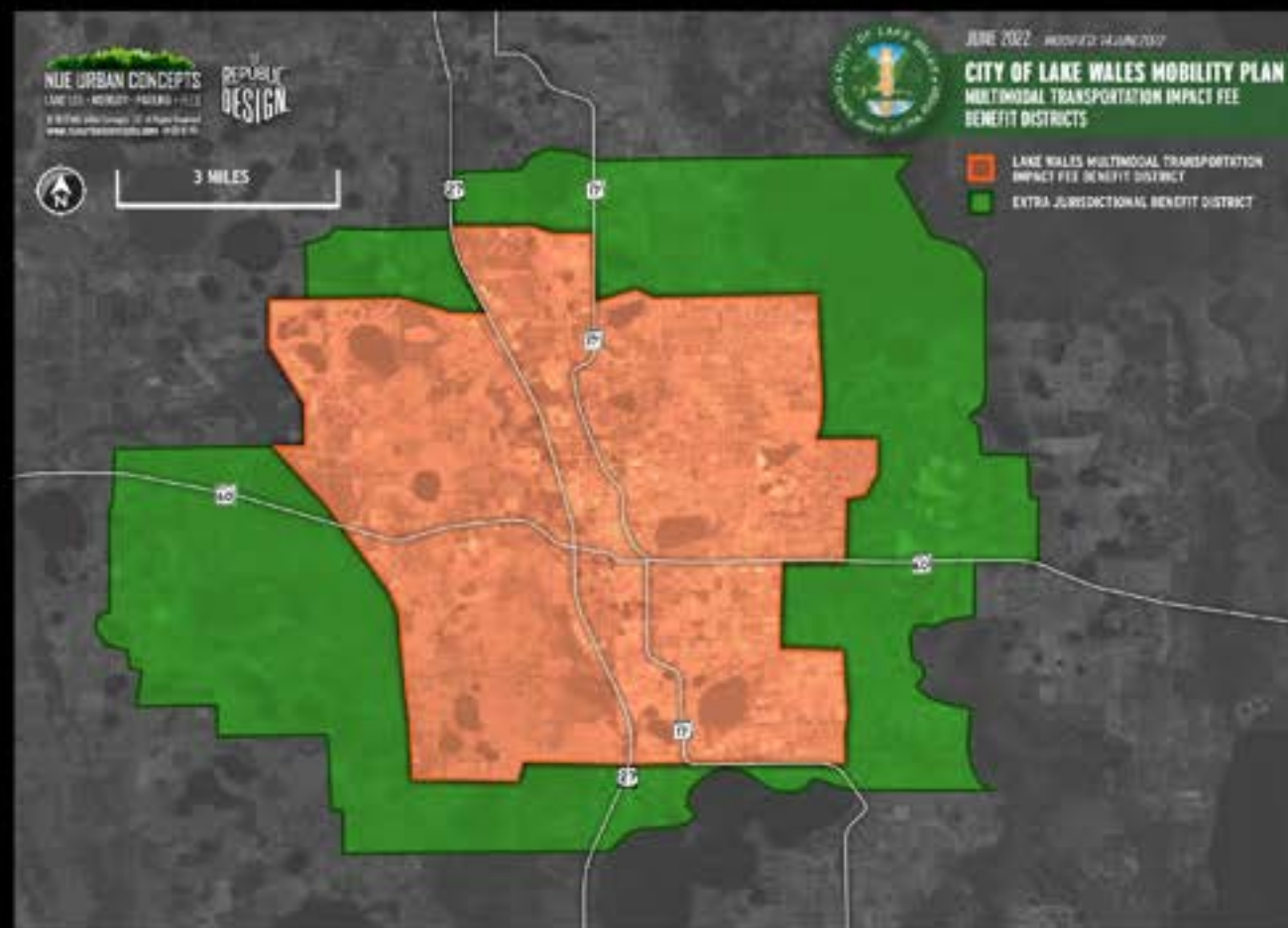
MOBILITY COHORT

Land Use	Unit of Measure	Multimodal Transportation Impact Fee
Residential & Lodging Uses		
Single Family Detached	per dwelling unit	\$ 2,055.33
Single Family Attached (Townhome, Villa, Duplex, Triplex)	per dwelling unit	\$ 1,569.29
Multifamily (Two to Three Stories)	per dwelling unit	\$ 1,469.03
Multifamily (Four to Ten Stories)	per dwelling unit	\$ 989.52
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	\$ 1,433.51
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space or lot	\$ 867.47

Land Use	Unit of Measure	Multimodal Transportation Impact Fee
Nonresidential Uses		
Retail Business (Entertainment, Restaurant, Retail, Services)	per sq. ft.	\$ 3.28
Office (Dental, General, Higher Education, Hospital, Medical, Professional)	per sq. ft.	\$ 2.14
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per sq. ft.	\$ 0.62
Community Serving (Civic, Museum, Performing Arts, Place of Assembly)	per sq. ft.	\$ 0.67
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	\$ 0.63
Private Education (Day Care, Private Primary School, Pre-K)	per sq. ft.	\$ 0.60
Indoor Commercial Recreation (Gym, Indoor Sports, Kids Activities, Recreation)	per sq. ft.	\$ 2.99
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Sports, Tennis)	per acre	\$ 2.25



**ASSESSMENT AREAS
ARE WHERE NEW
DEVELOPMENT PAYS FEES**



**BENEFIT DISTRICTS
ARE WHERE THOSE FEES
CAN BE SPENT ON
MOBILITY PROJECTS**

Questions & Comments

Jonathan B. Paul, AICP



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L A K E W A L E S

ENVISIONED

OLMSTED'S CITY IN 10, 25, AND 50 YEARS

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