

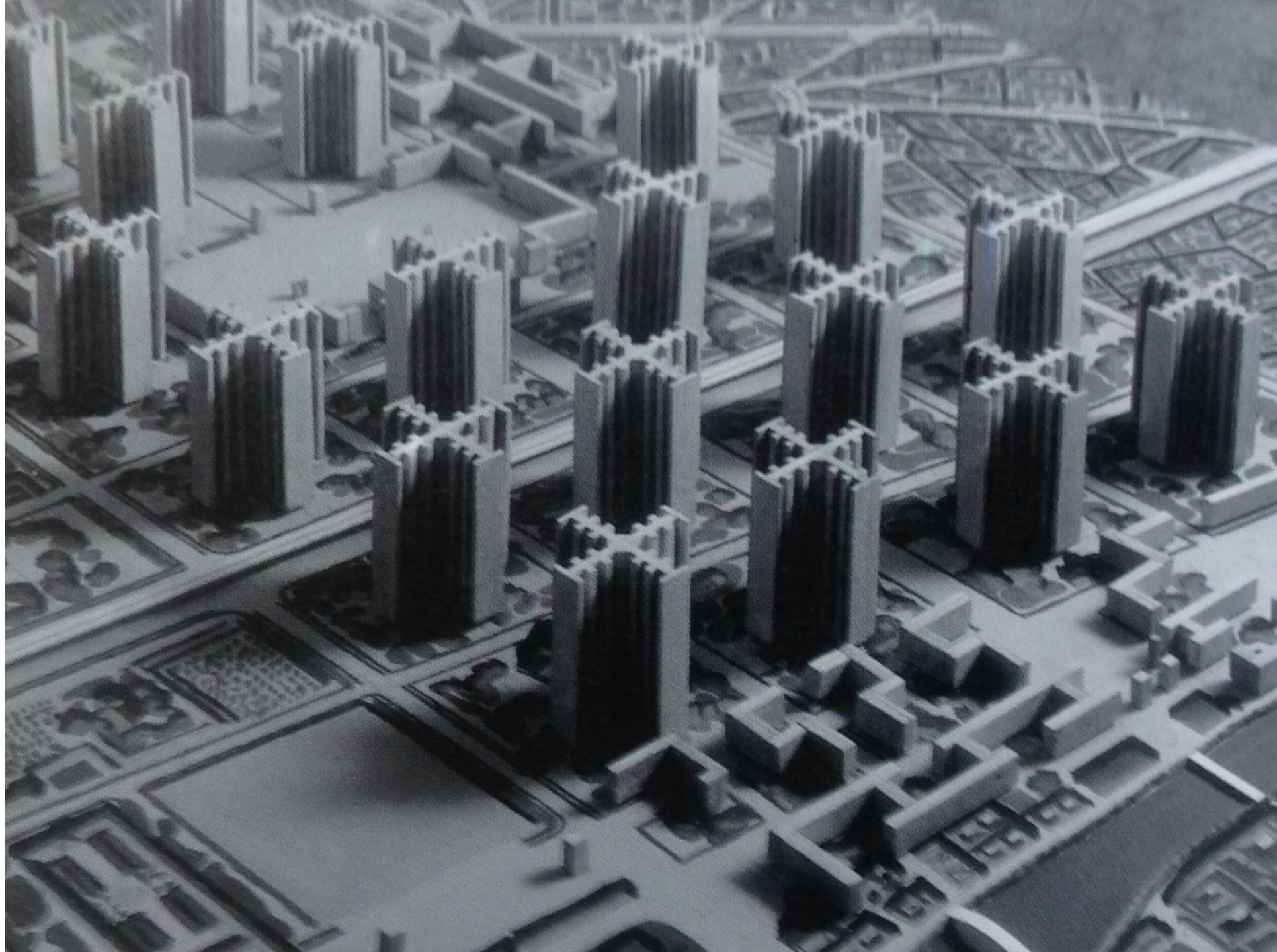


HOW TO DESIGN NEW NEIGHBORHOODS





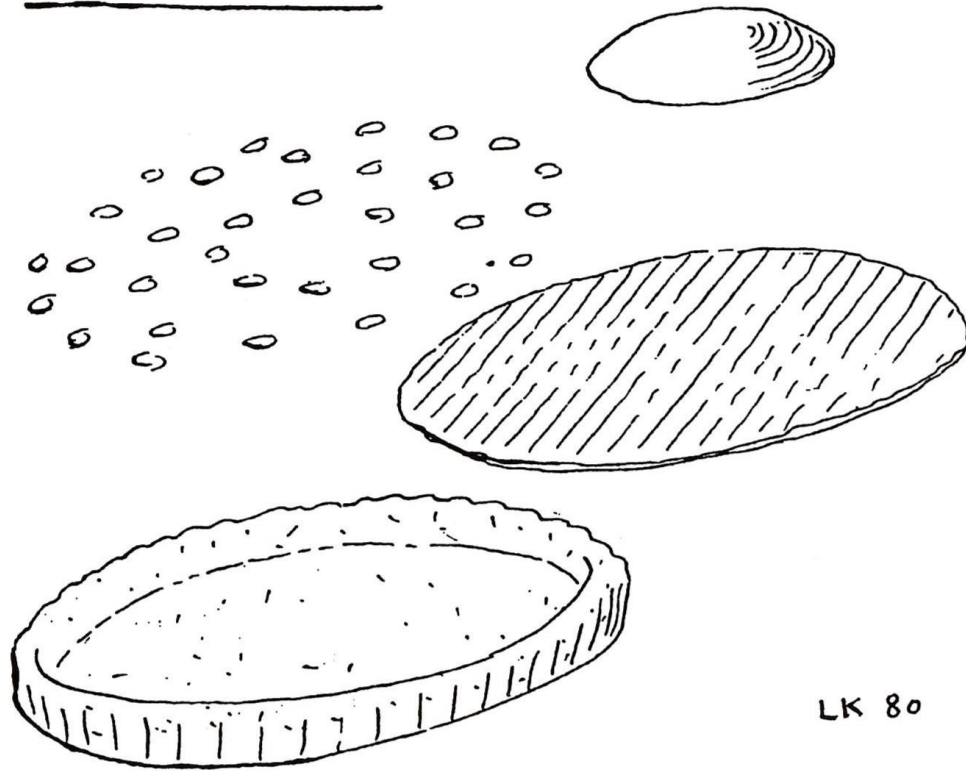
**HOW DID WE GET
HERE?**





A FUNCTIONAL ZONE
admits
one single quality (function) of a City
at the exclusion of all others

EXCLUSIVE

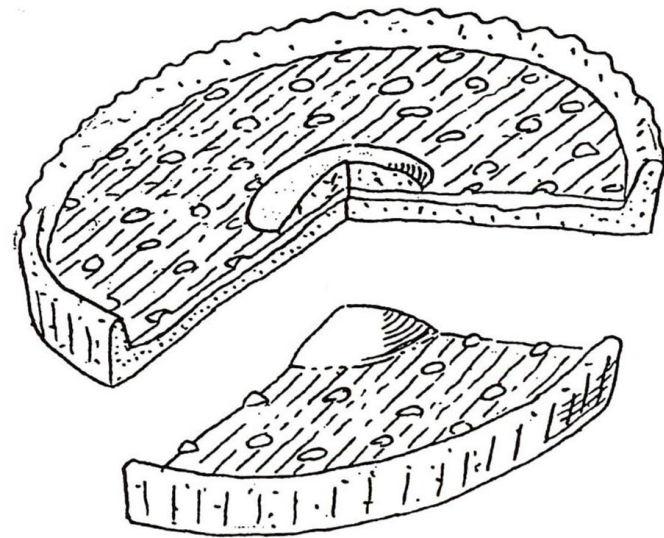


LK 80

All that is not specifically obligatory is strictly forbidden

AN URBAN QUARTER
CONTAINS and PROMOTES
all the Qualities of a
CITY

IN-CLUSIVE



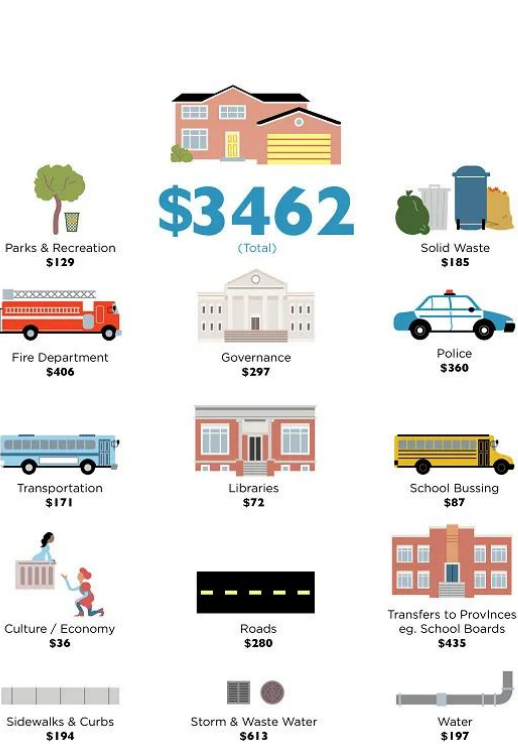
All is Permitted & Promoted
that is not strictly forbidden

**WHAT ARE THE
IMPLICATIONS OF
THIS?**

MUST WORK HARDER TO BE FINANCIALLY SUSTAINABLE

Suburban

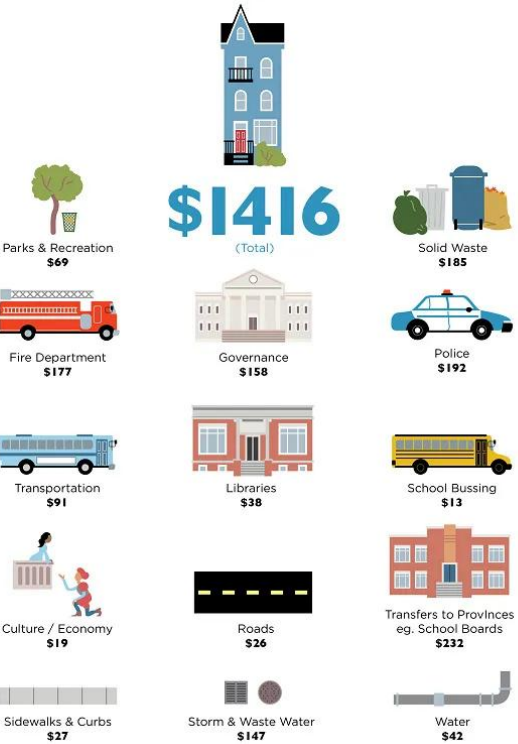
City's Annual Cost, per Household



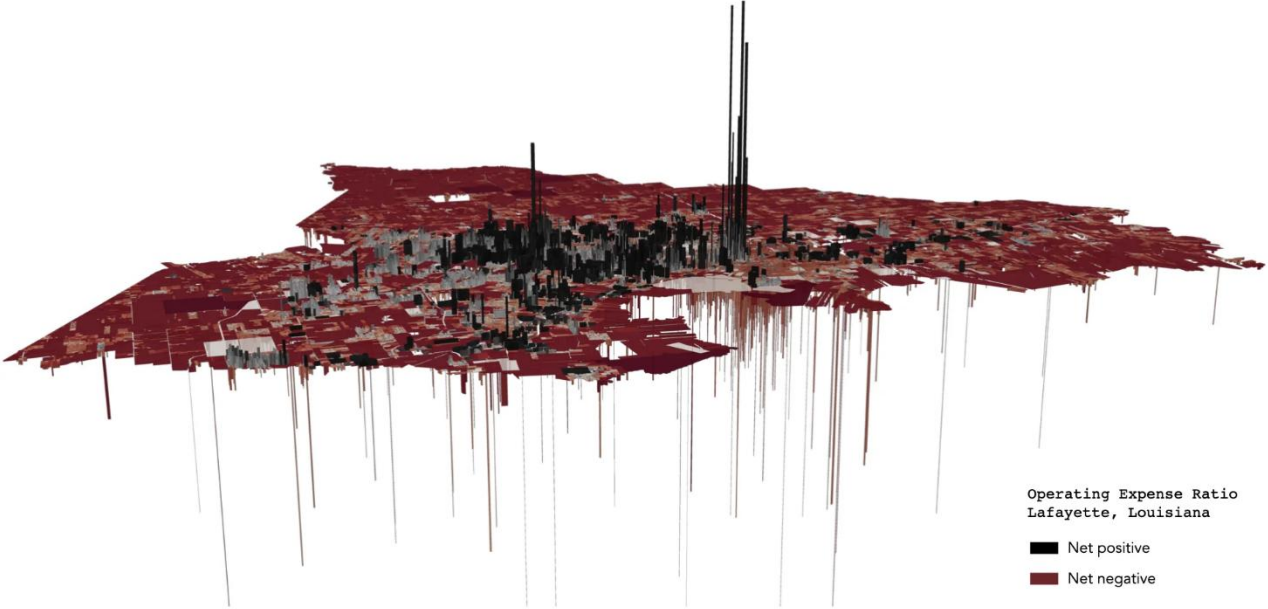
For more data and more reports, visit thecostofsprawl.com
Data based on Halifax Regional Municipality

Urban

City's Annual Cost, per Household



For more data and more reports, visit thecostofsprawl.com
Data based on Halifax Regional Municipality



Operating Expense Ratio
Lafayette, Louisiana

■ Net positive
■ Net negative

- Lafayette, LA
Urban3

MENTAL & PHYSICAL HEALTH SUFFERS

“One out of every two U.S. adults is living with a chronic disease, such as heart disease, cancer, or diabetes. These diseases contribute to disability, premature death, and health care costs. **Increasing people’s physical activity levels will significantly reduce their risk of chronic diseases** and related risk factors.”

-Surgeon General, 2015

Results: Reduced psychological distress was associated with residing in a terraced dwelling (OR = 0.48, p = 0.03), higher degrees of land-use mix (OR = 0.42, p = 0.03 for the high tertile) and having higher local-level street-network accessibility (‘movement potential’) (OR = 0.54, p = 0.03). Hillier topography with higher slope variability was associated with increased risks of psychological distress (OR = 1.38, p = 0.05).

Chicago Heat Wave, 1995 = 739 heat-related deaths.

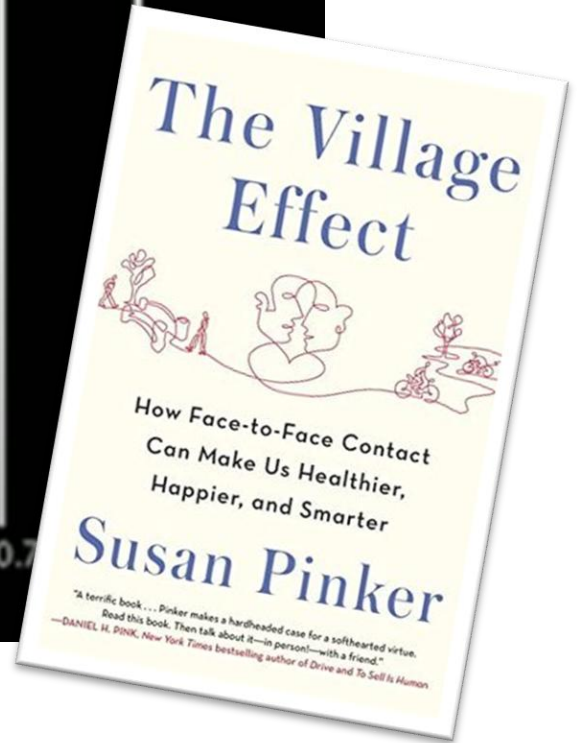
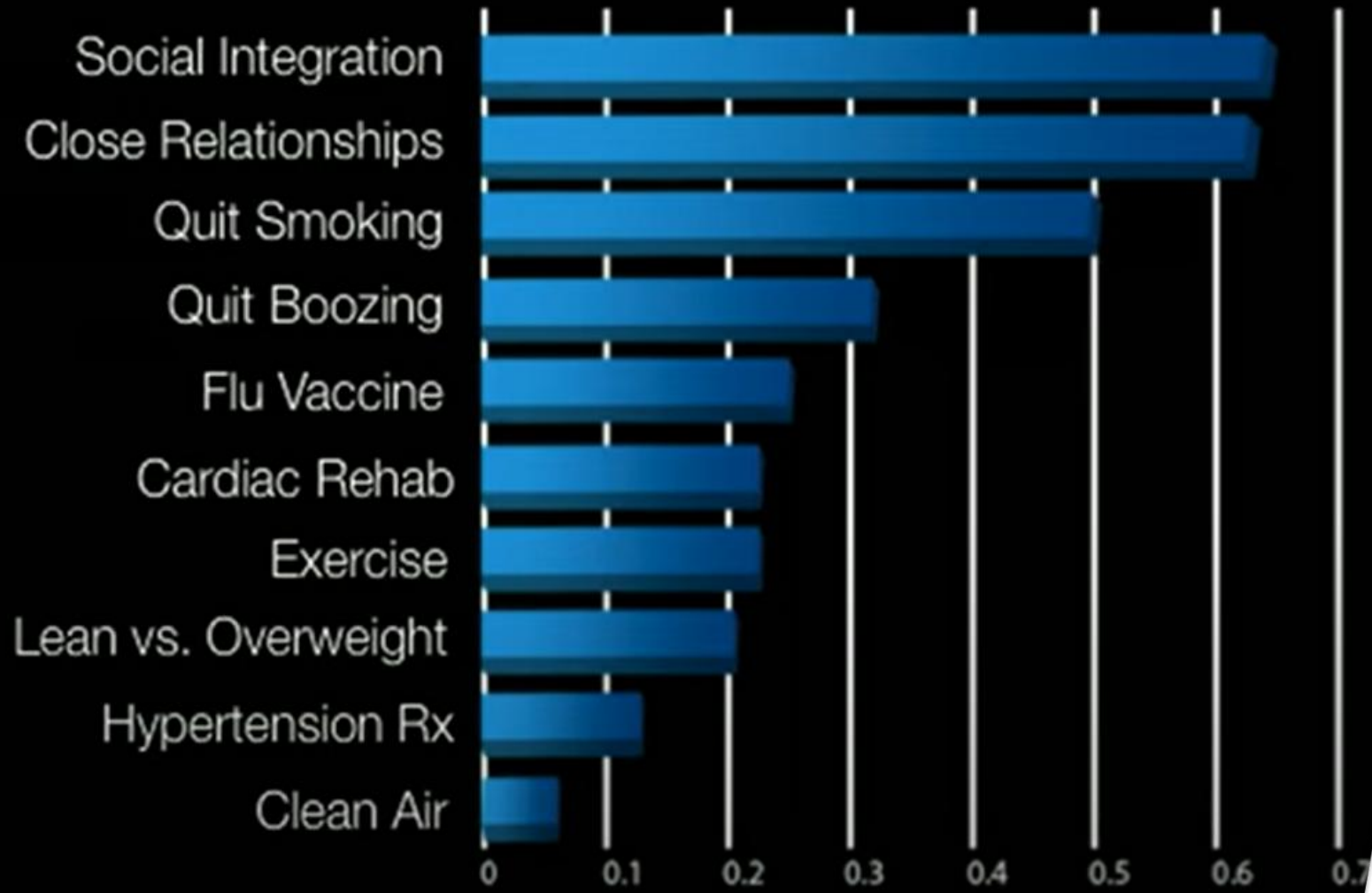
Most in neighborhoods with poor community connectivity.

- Eric Klinenberg

“SOCIAL ISOLATION IS A GROWING EPIDEMIC – that’s increasingly recognized as having dire physical, mental, and emotional consequences.”

- Dhruv Khullar, NY Times, 2016

Staying Alive



- The Secret to Living Longer May be Your Social Life | Susan Pinker

INCREASES NEGATIVE IMPACT ON NATURE & FARMS



- Galina Tachieva, DPZ Co.

REDUCES OPPORTUNITY FOR UPWARD MOBILITY

Kids Raised in Walkable Cities Earn More Money As Adults

A new study finds that even considering other factors, the walkability of a child's neighborhood has a direct correlation to increased adult earnings.

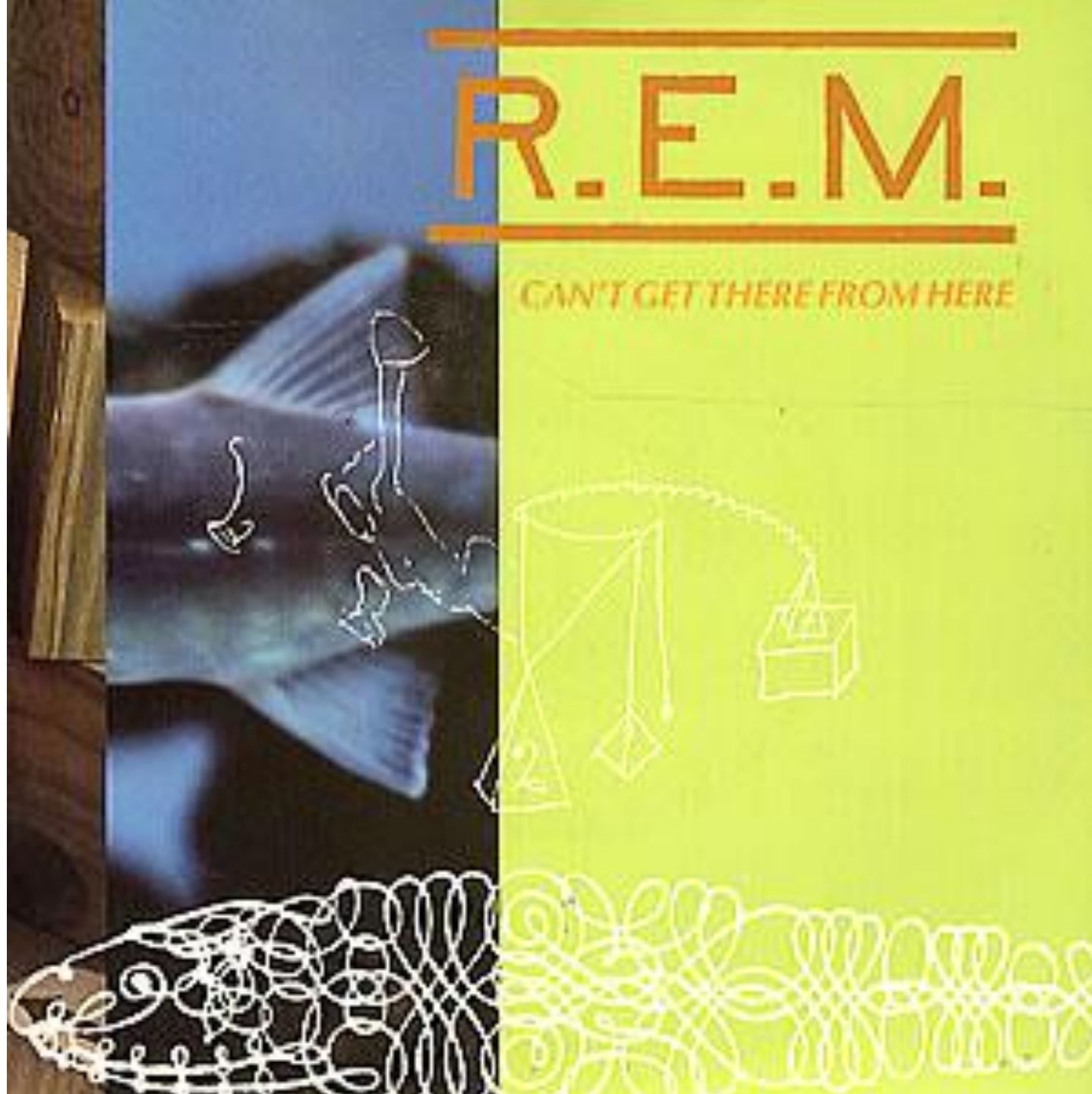
By [Richard Florida](#)

October 24, 2019, 7:00 AM EDT

The more walkable an area is, the more likely Americans whose parents were in the lowest income quintile are to be in the highest quintile by their 30s.

In other words, heightened economic mobility is not a direct result of walkability, but rather the connectedness, the day-to-day interactions, the diversity of people and experiences, the exposure to others, and sense of belonging that comes from living in a walkable community.

**WHAT
WE
HAVE**



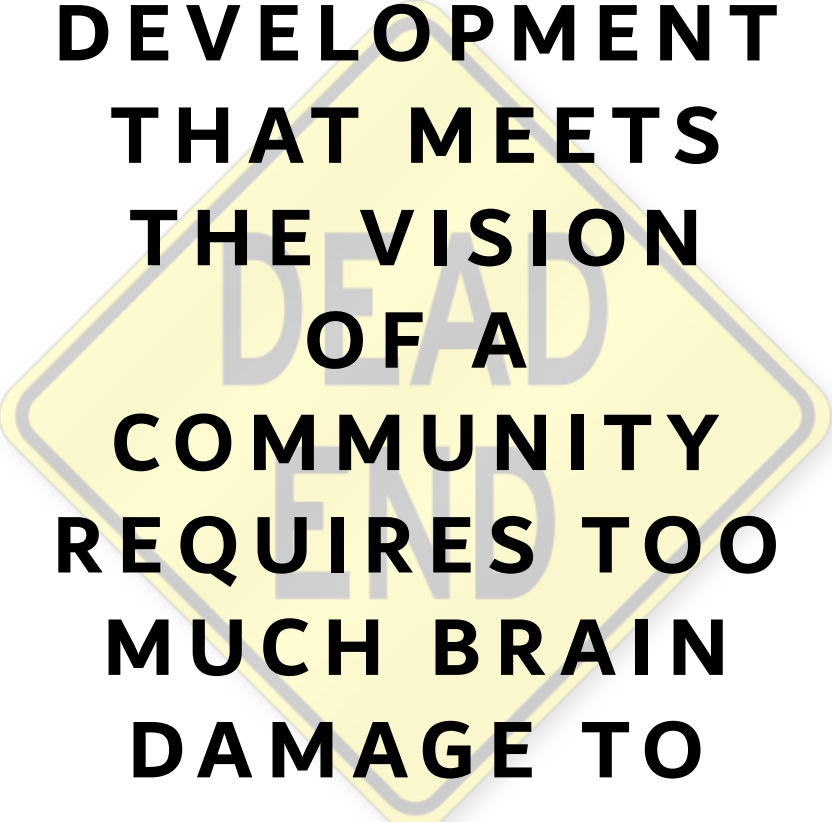
**WHAT
WE ARE
LOOKING
FOR**

THIS HAS LED TO A SITUATION WHERE

PEOPLE HAVE
BEEN
CONDITIONED
TO EQUATE NEW
DEVELOPMENT
WITH A
DECREASE IN
THE QUALITY
OF LIFE

*We hope to buy the first one
and then object to the other
'Soering'.*

DEVELOPMENT
THAT MEETS
THE VISION
OF A
COMMUNITY
REQUIRES TOO
MUCH BRAIN
DAMAGE TO
COMPLETE



GOOD NEWS!



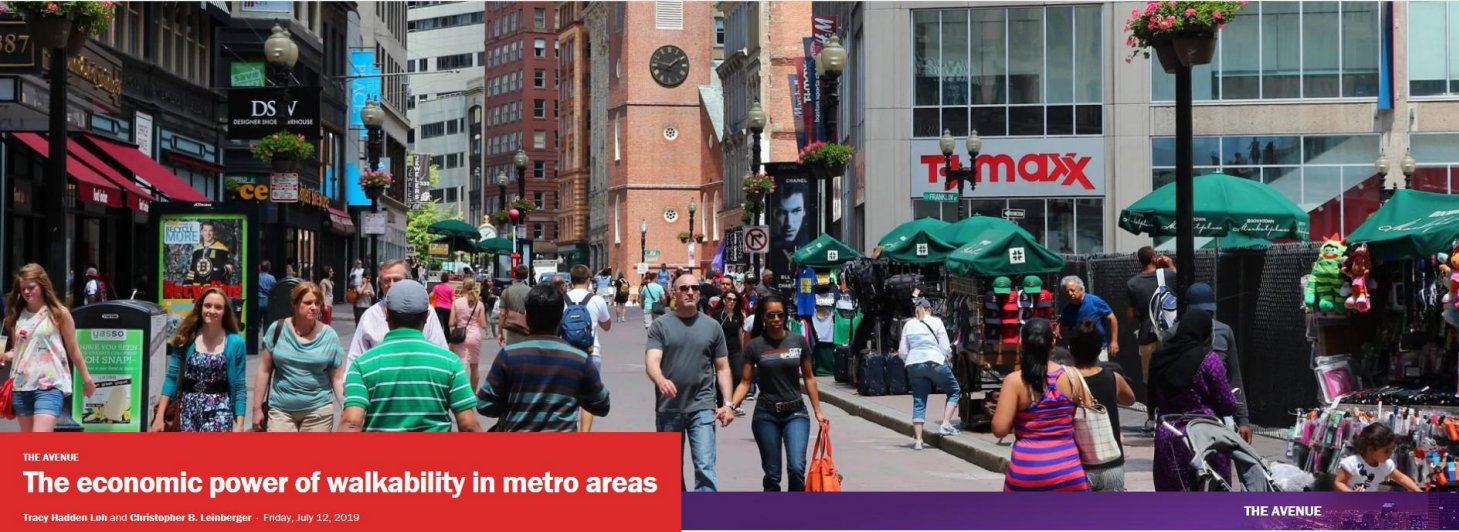
**WE WRITE OUR
OWN RULES AND
CRAFT OUR OWN
FUTURE**



MORE FINANCIALLY SUSTAINABLE

BROOKINGS

AI POLICY 2020 CITIES & REGIONS GLOBAL DEV INTL AFFAIRS U.S. ECONOMY U.S. POLITICS & GOVT MORE



THE AVENUE
The economic power of walkability in metro areas

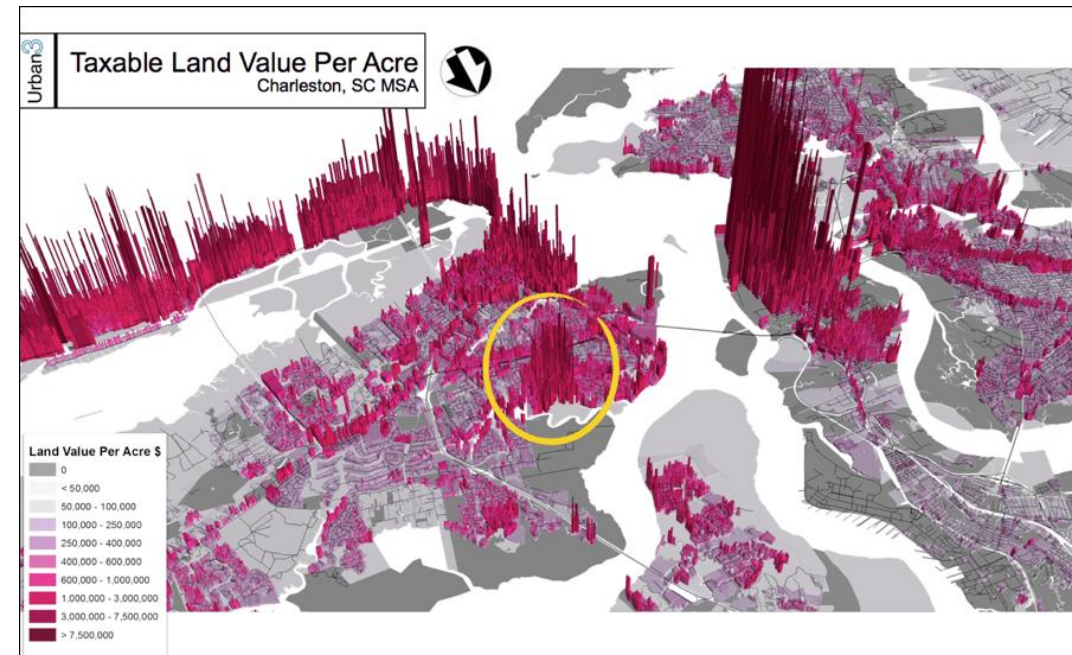
Tracy Hadden Loh and Christopher B. Leinberger Friday, July 12, 2019

THE AVENUE

“...in the 30 largest U.S. metropolitan areas and shows that despite occupying **less than 1% of land mass** in these metro areas, WalkUPs deliver **outsized economic performance.**”

“Across metro areas, WalkUPs demand commercial rent premiums **75% higher than** drivable suburban places.”

“The report looks at growth patterns in the 30 largest metropolitan areas and provides hard evidence that more *walkable* places—in cities and suburbs alike—are growing in number and are in high demand.”



LESSEN OUR IMPACT ON THE ENVIRONMENT



- Galina Tachieva, DPZ Co.

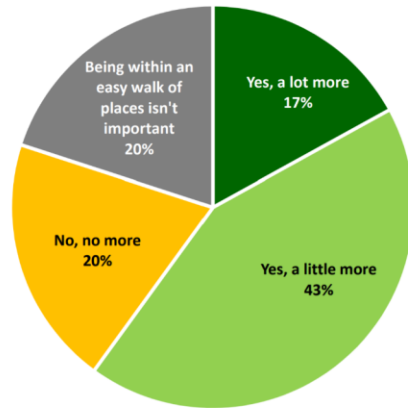
PROVIDE MORE HOUSING



PEOPLE LIKE THEM!

Six-in-Ten Would Pay More To Live in a Walkable Community

Willingness to Spend More to Live Within Walking Distance to Parks, Shops, and Restaurants



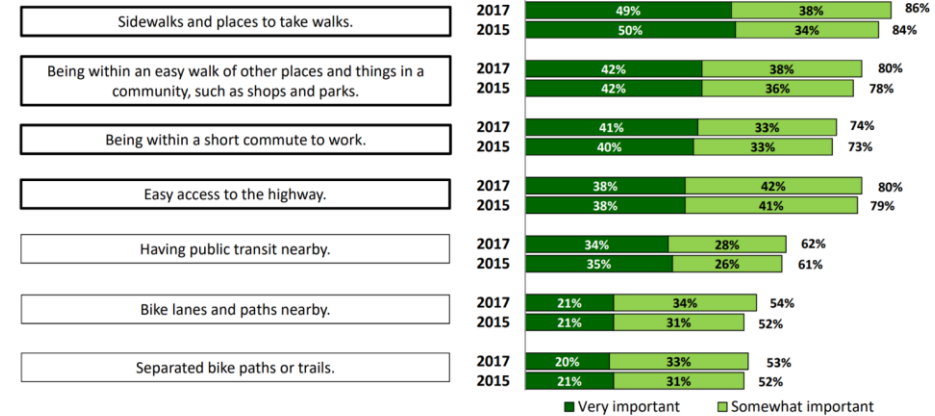
(IF VERY OR SOMEWHAT IMPORTANT ON IMPORT_A) If you were moving to a new home, would you be willing to spend more to live in a community where you could easily walk to parks, shops, and restaurants?



Walkability and Short Work Commute Most Important in Deciding Where to Live

Access to the highway remains more important than access to public transit or bike lanes

Most Important Factors in Deciding Where to Live:



If you were deciding today where to live, please indicate how important each of the following would be to you:



“ Millennials are also shown to prefer living in attached housing, living within walking distance of shops and restaurants, and having a short commute, and are the most likely age group to make use of public transportation.”

“ For many Baby Boomers, livin’ large means moving to the city.”

WNPR, 2019

**WE CAN DO THIS
HERE!**

HOW?



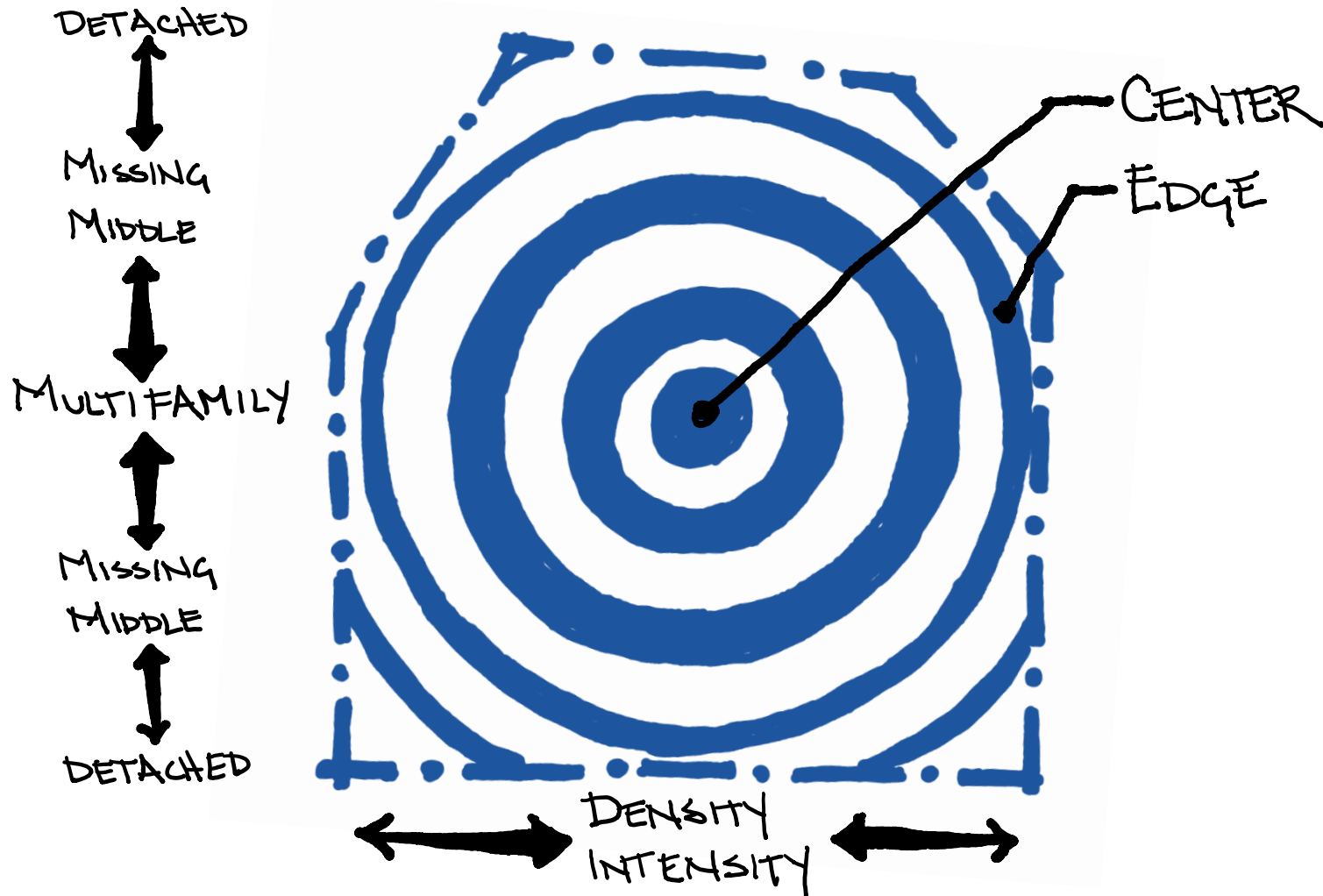
**MAKE GOOD
NEIGHBORHOODS!**

UH-HUH, YEAH...

BUT *HOW?*

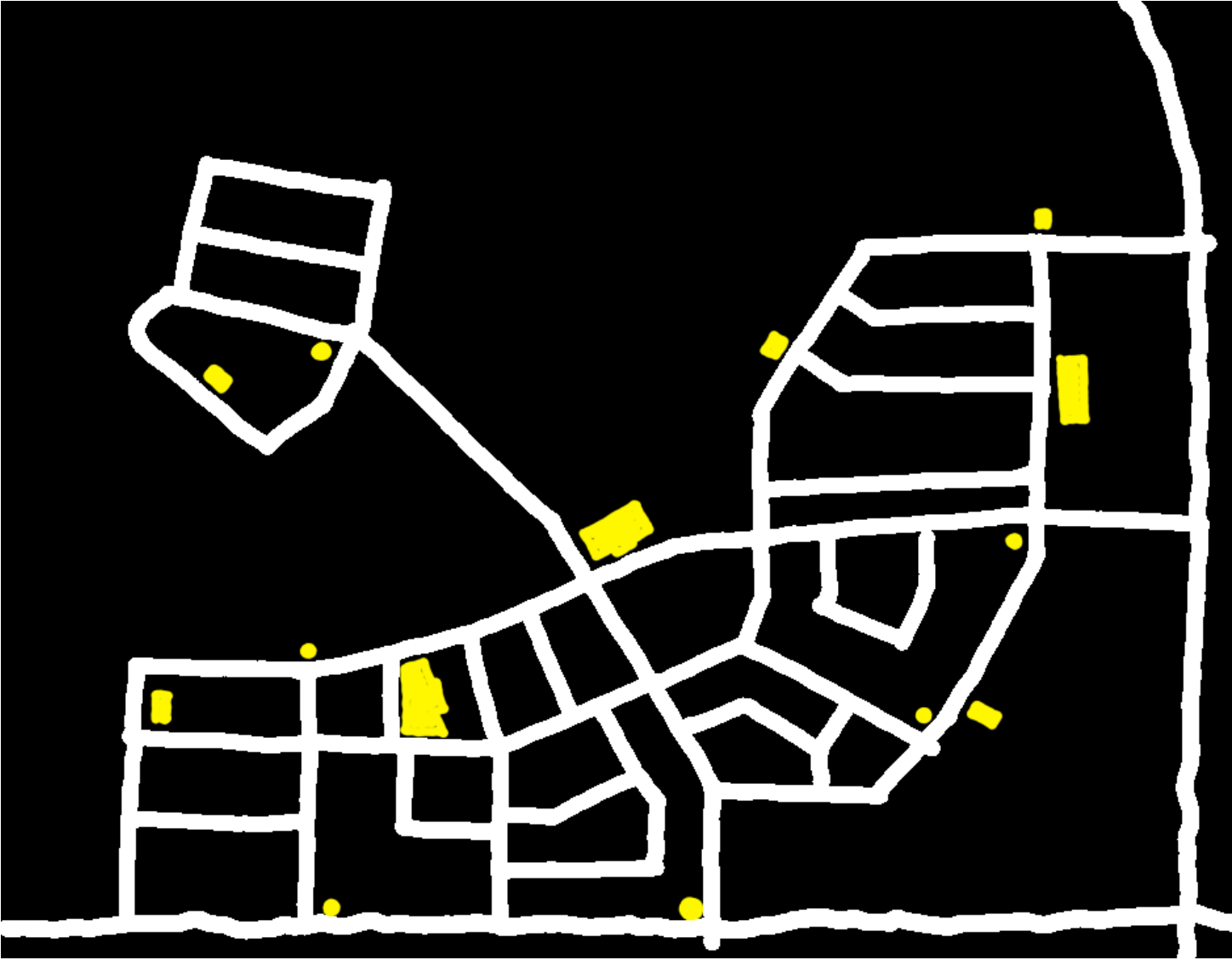
**4 KEY PRINCIPLES
OF GOOD
NEIGHBORHOOD
DESIGN**

1. GOOD NEIGHBORHOODS ARE *READABLE*



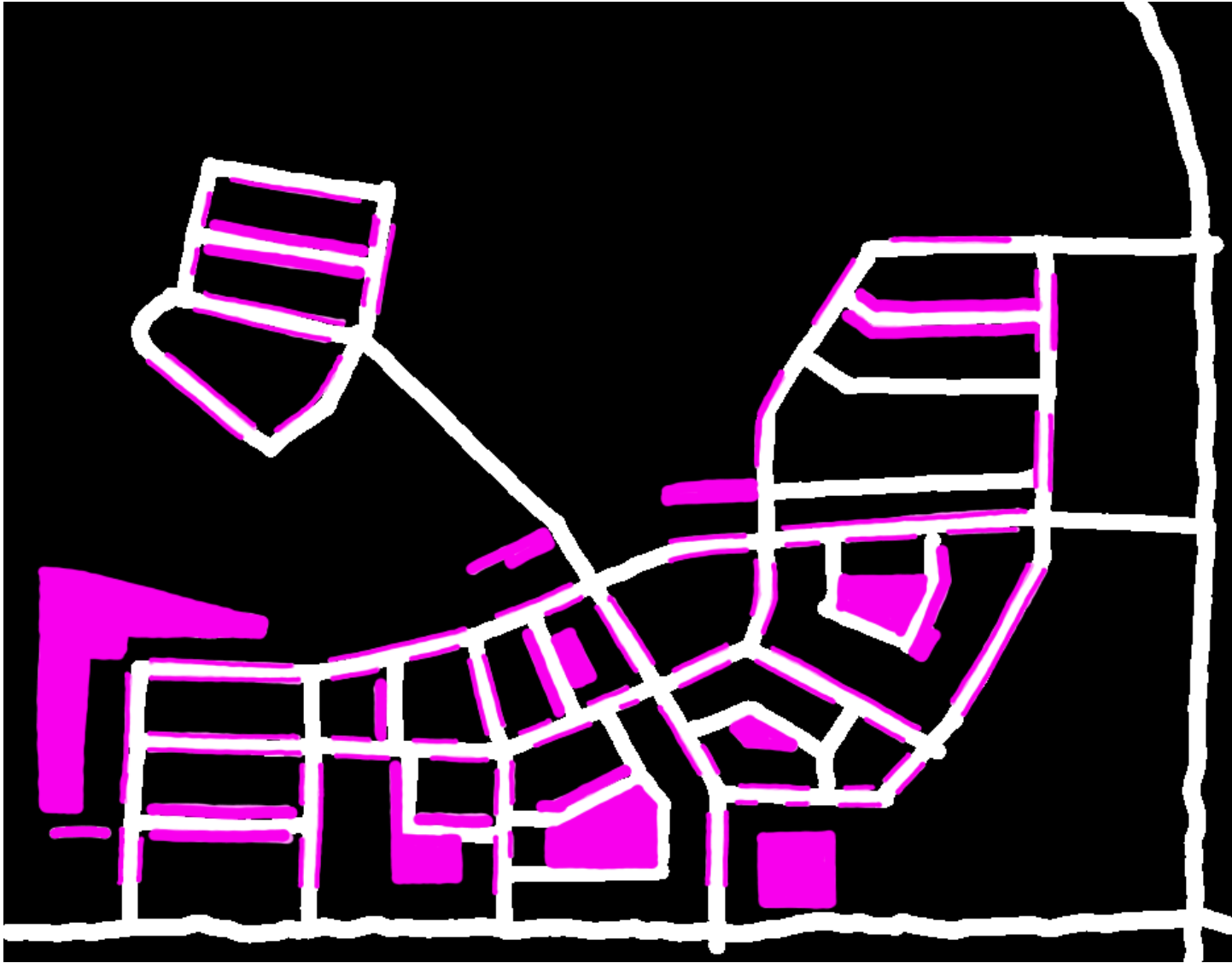
- A. UNDERSTAND WHERE YOU ARE IN COMMUNITY
- B. IDENTIFIABLE CENTER & EDGE
- C. GRADIENT OF BUILDING DENSITY & INTENSITY
- D. GRADIENT OF HOUSING TYPES

2. WALKABLE AND BIKEABLE



- A. COMPACT
- B. INTERCONNECTED
- C. INTERESTING
- D. SAFE
- E. HAVE DESTINATIONS

3. FOCUS ON PUBLIC SPACE



- A. RANGE OF
DISPERSED PUBLIC
SPACES
 - i. PARKLETS,
PLAYGROUNDS,
PLAZAS,
SQUARES

- B. RIGHT STREET,
RIGHT LOCATION,
RIGHT DESIGN

- C. STRATEGICALLY
LOCATE PARKING

4. MAKE FLEXIBLE PLANS

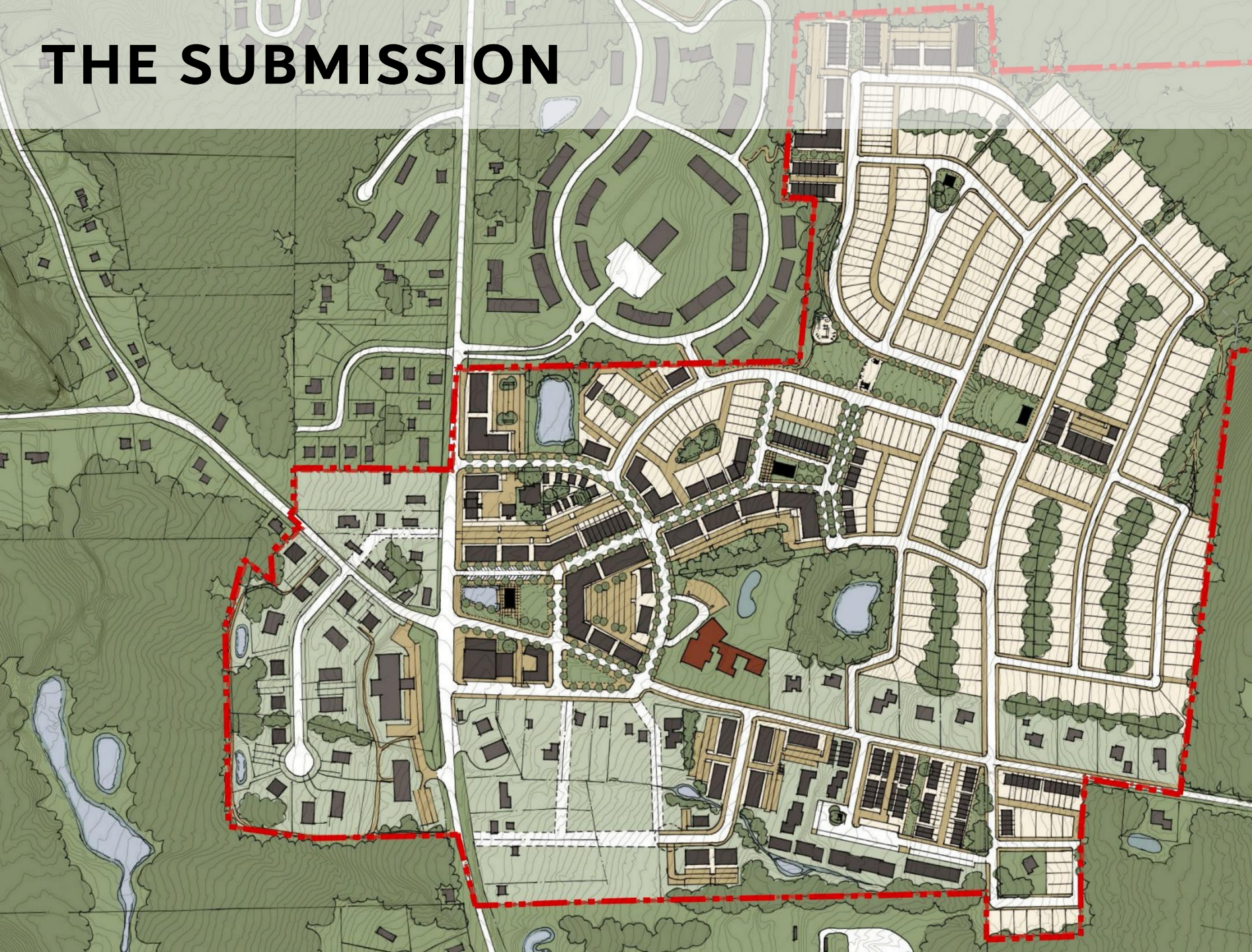


A. REGULAR OR PREDICTABLE LOT SHAPES

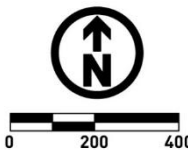
B. LOT DIMENSIONS THAT ARE EASY TO SUBDIVIDE OR COMBINE

**LET'S APPLY THESE
TO EVALUATE A
NEIGHBORHOOD
DESIGN**

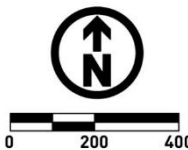
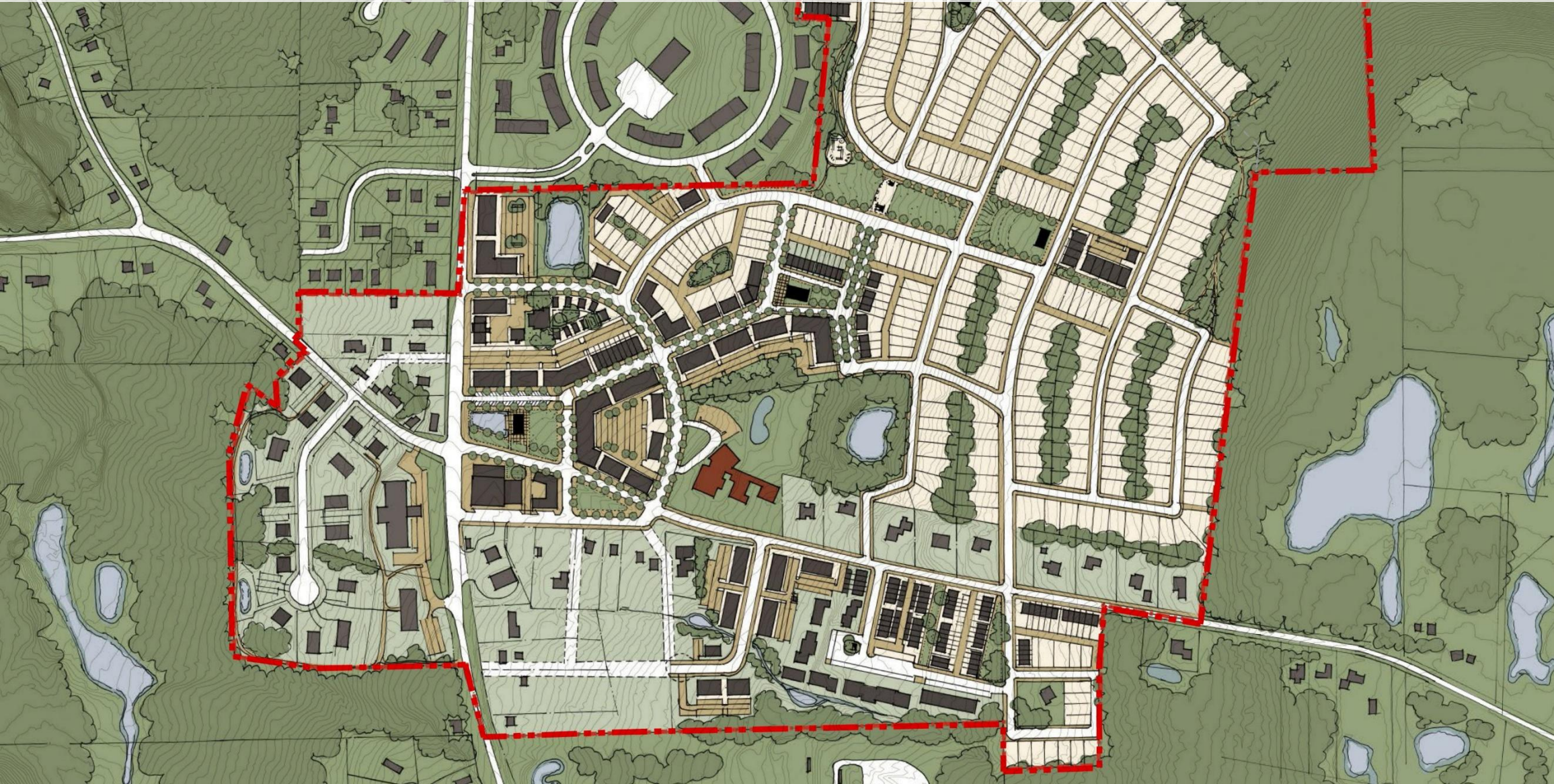
THE SUBMISSION



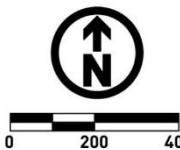
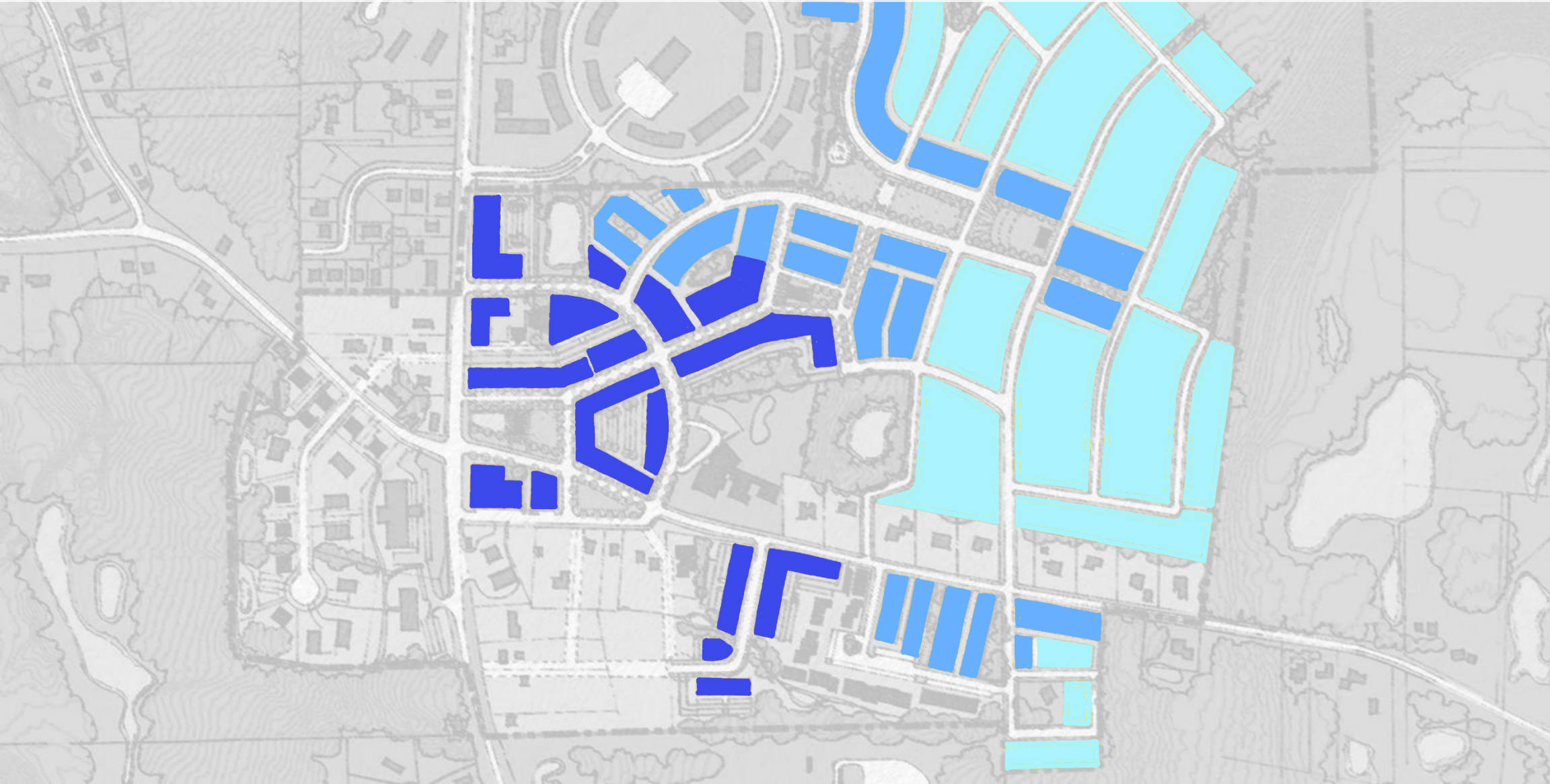
- 191.4 acres
- 9 different thoroughfare design types
- 4 proposed zone areas
- Longest block length is 800 feet
- 27 acres of green space



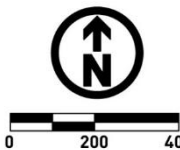
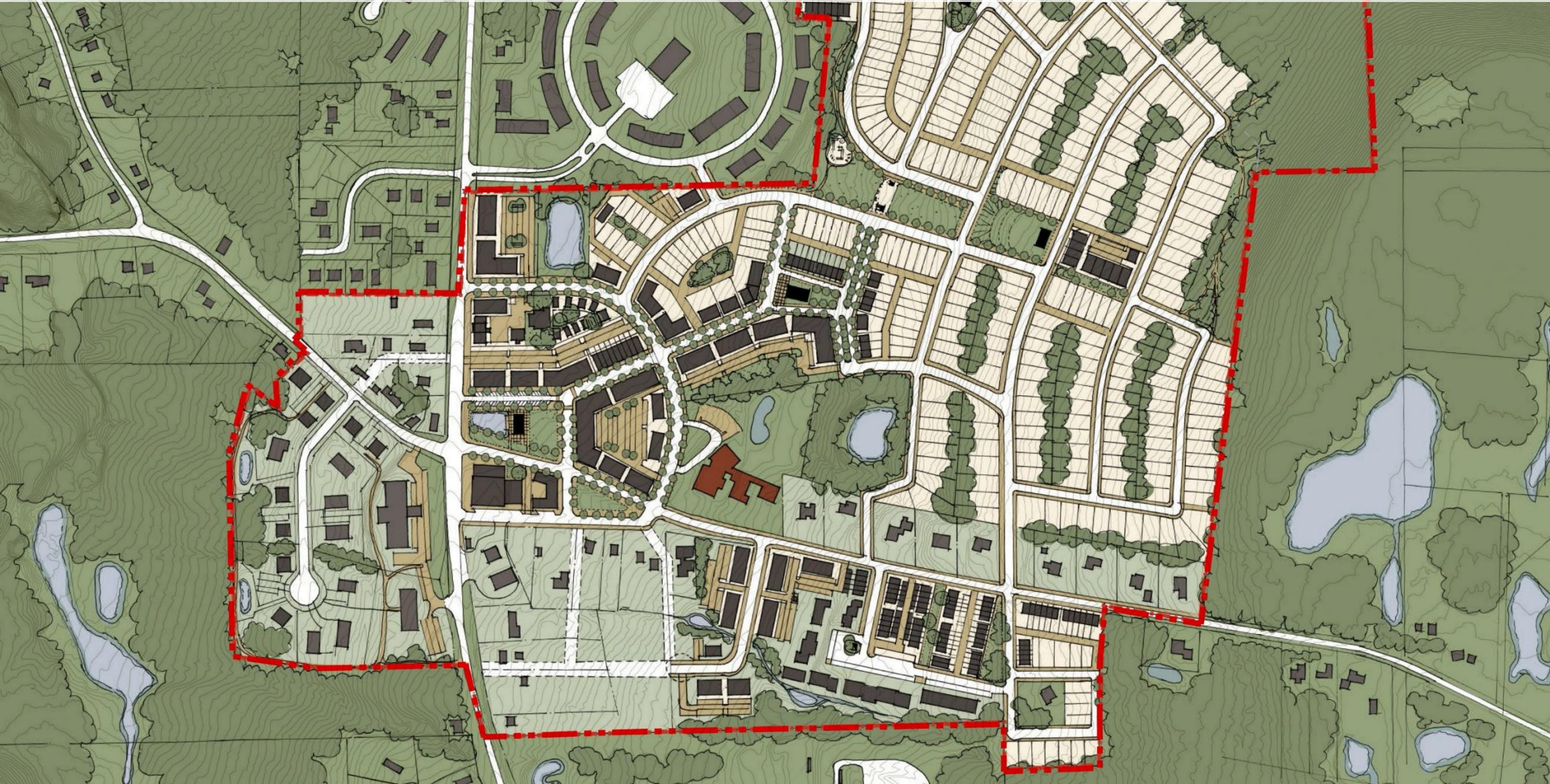
1. CENTER & EDGE | A: Is there a range of lot sizes? Are they more compact at the center and larger at the edge?



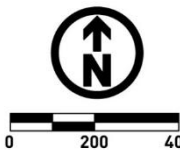
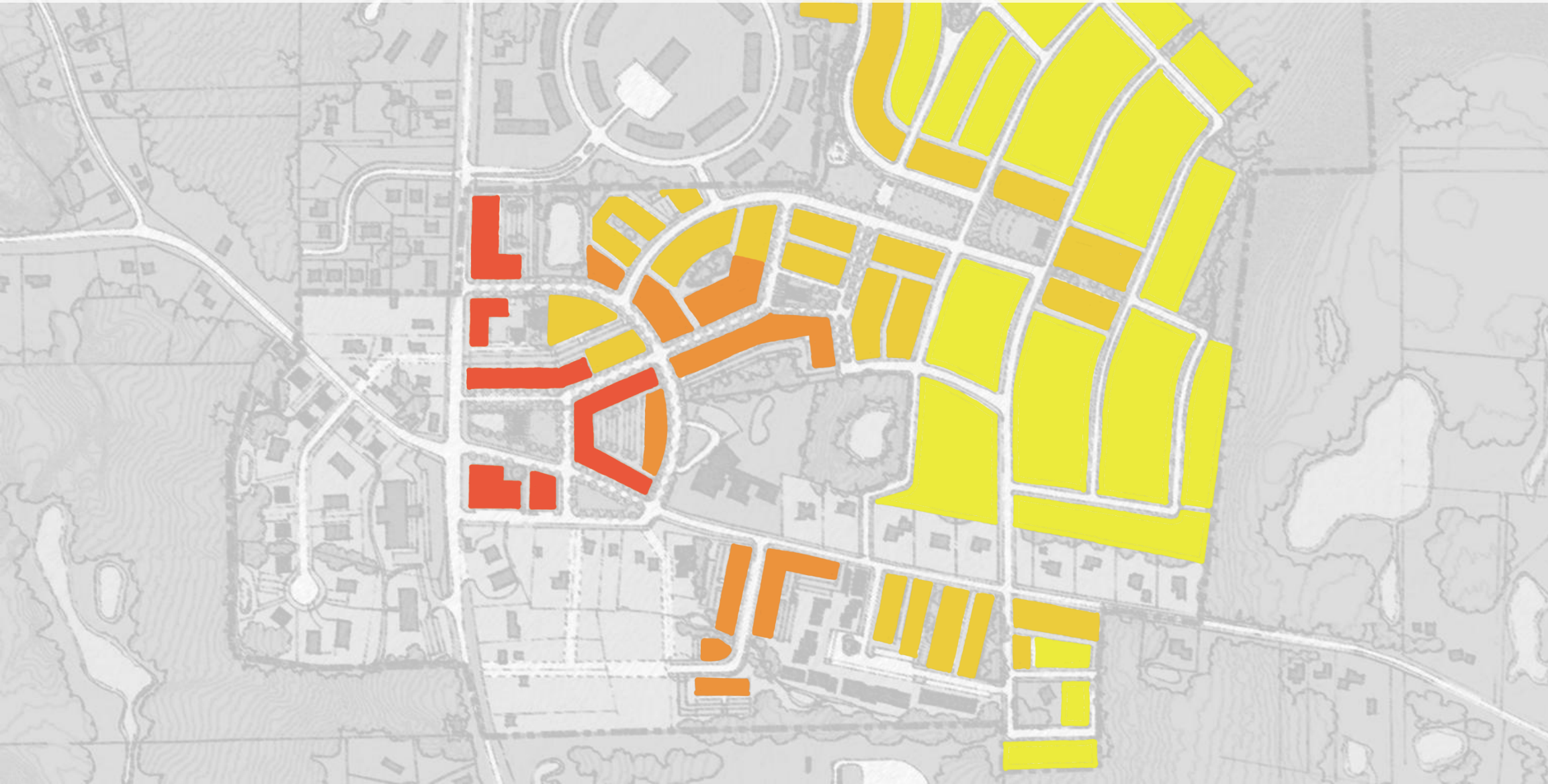
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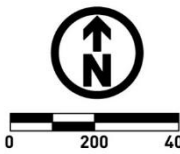
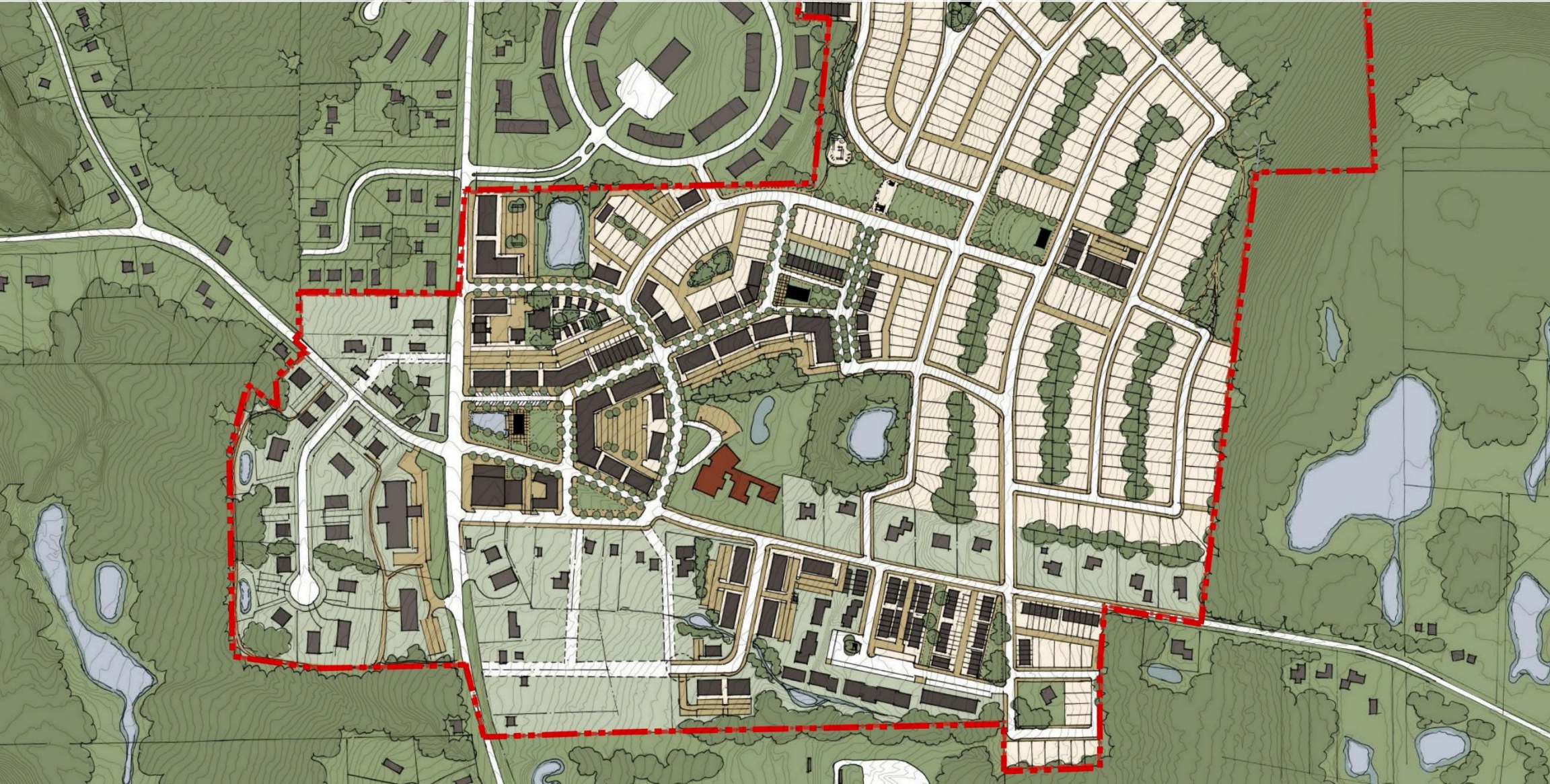
1. CENTER & EDGE | B: Is there a variety of uses and heights? Are there more mixed uses in taller, closer buildings at the center?



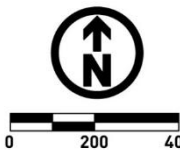
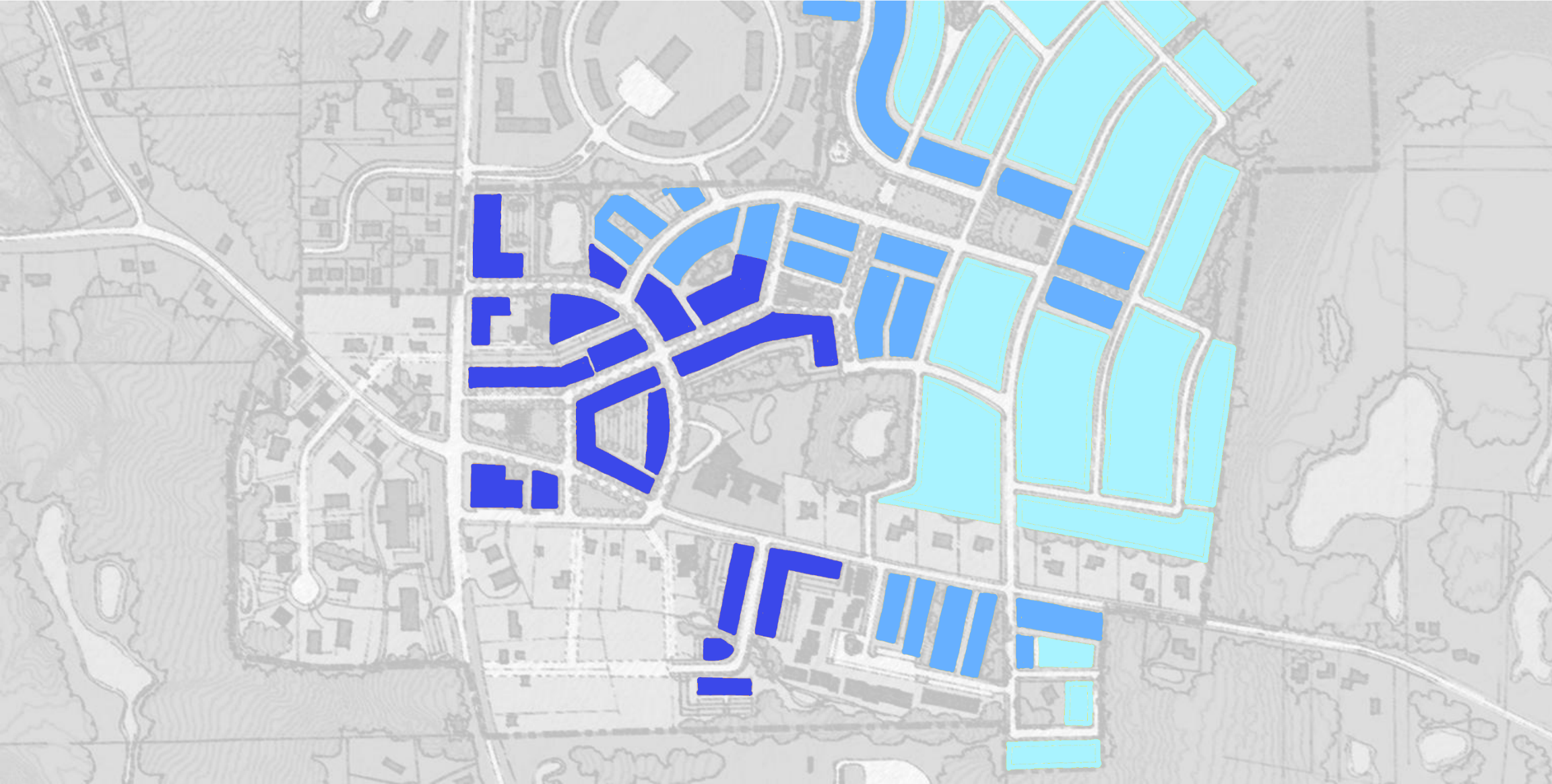
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1. CENTER & EDGE | C: Is there a range of housing types *mixed* together within the plan?



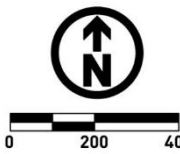
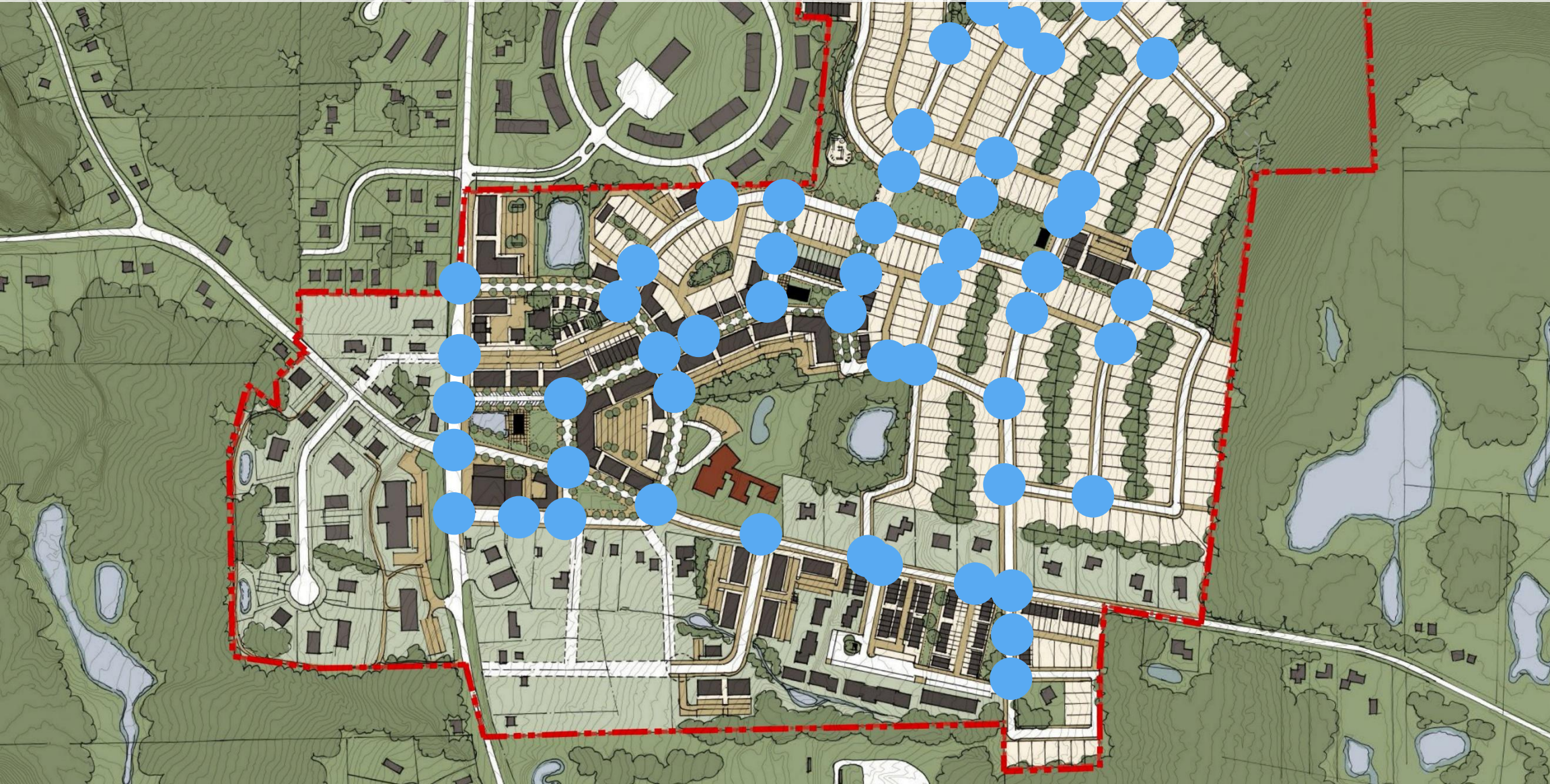
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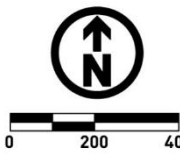
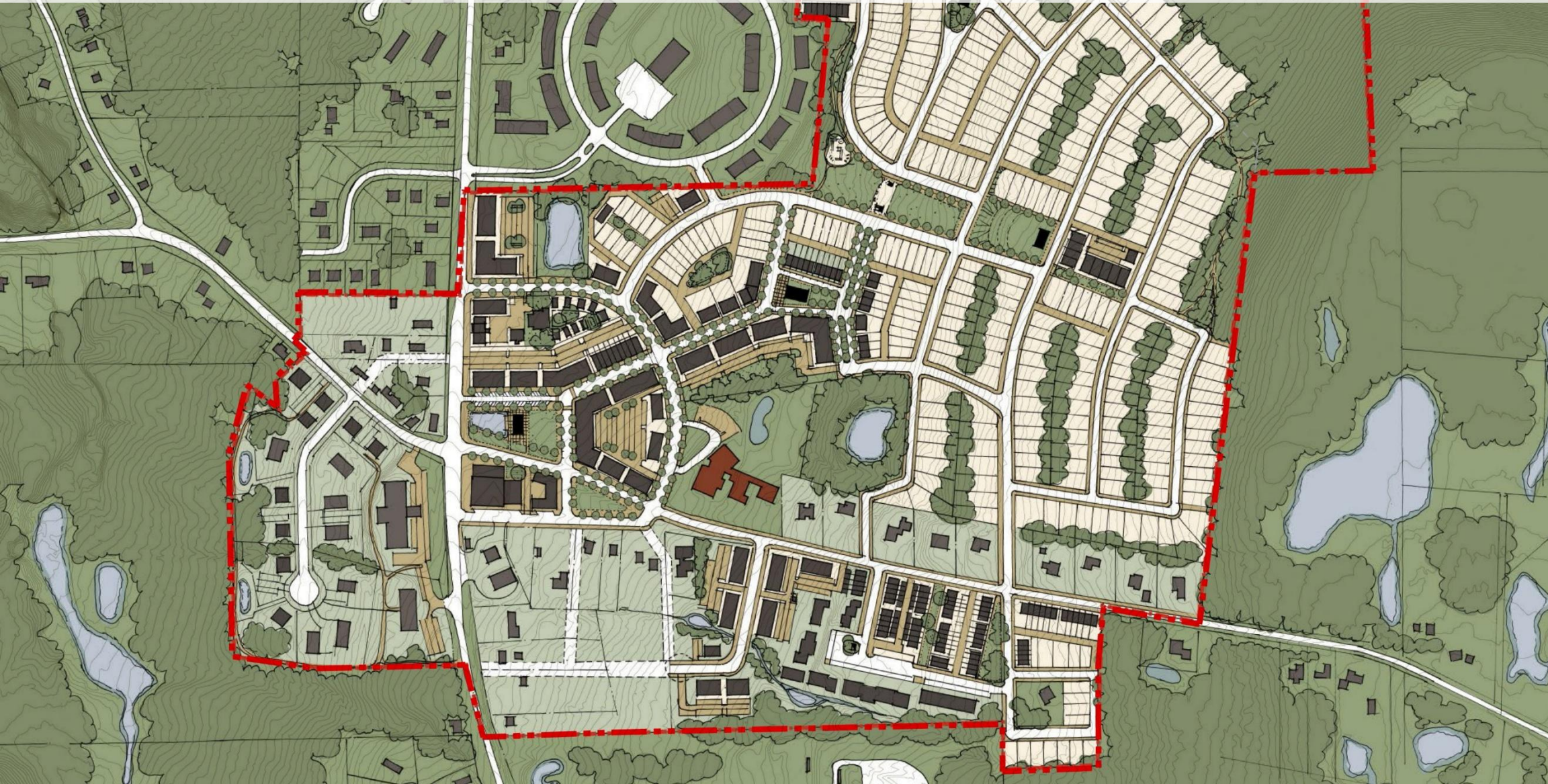
2. WALKABLE AND BIKEABLE | A: How many pedestrian sheds are there? Does these reinforce the center & edges?



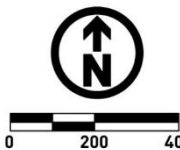
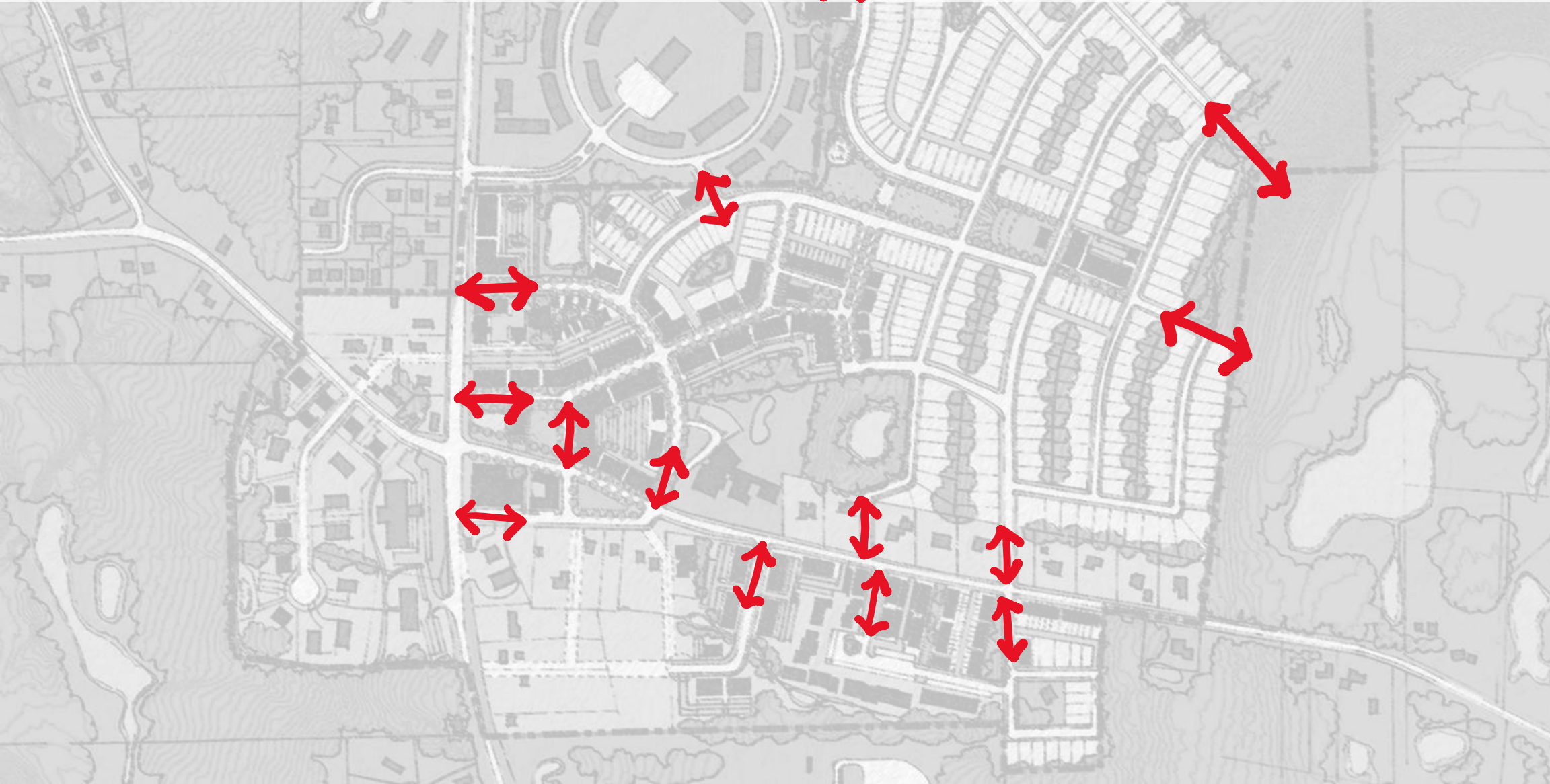
2. WALKABLE AND BIKEABLE | B: Are there many intersections within the plan?



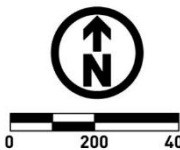
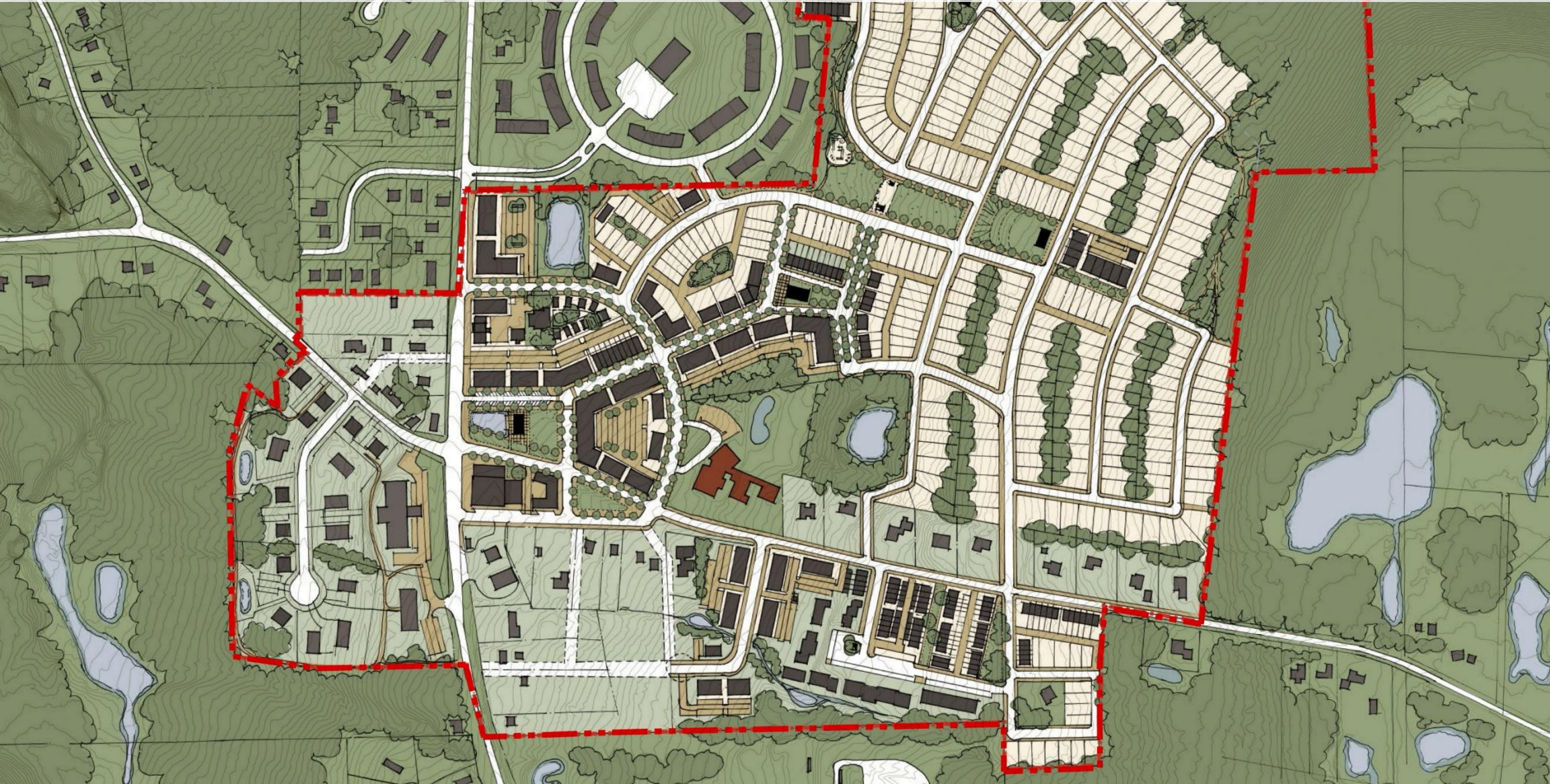
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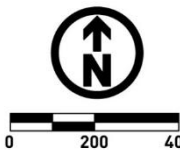
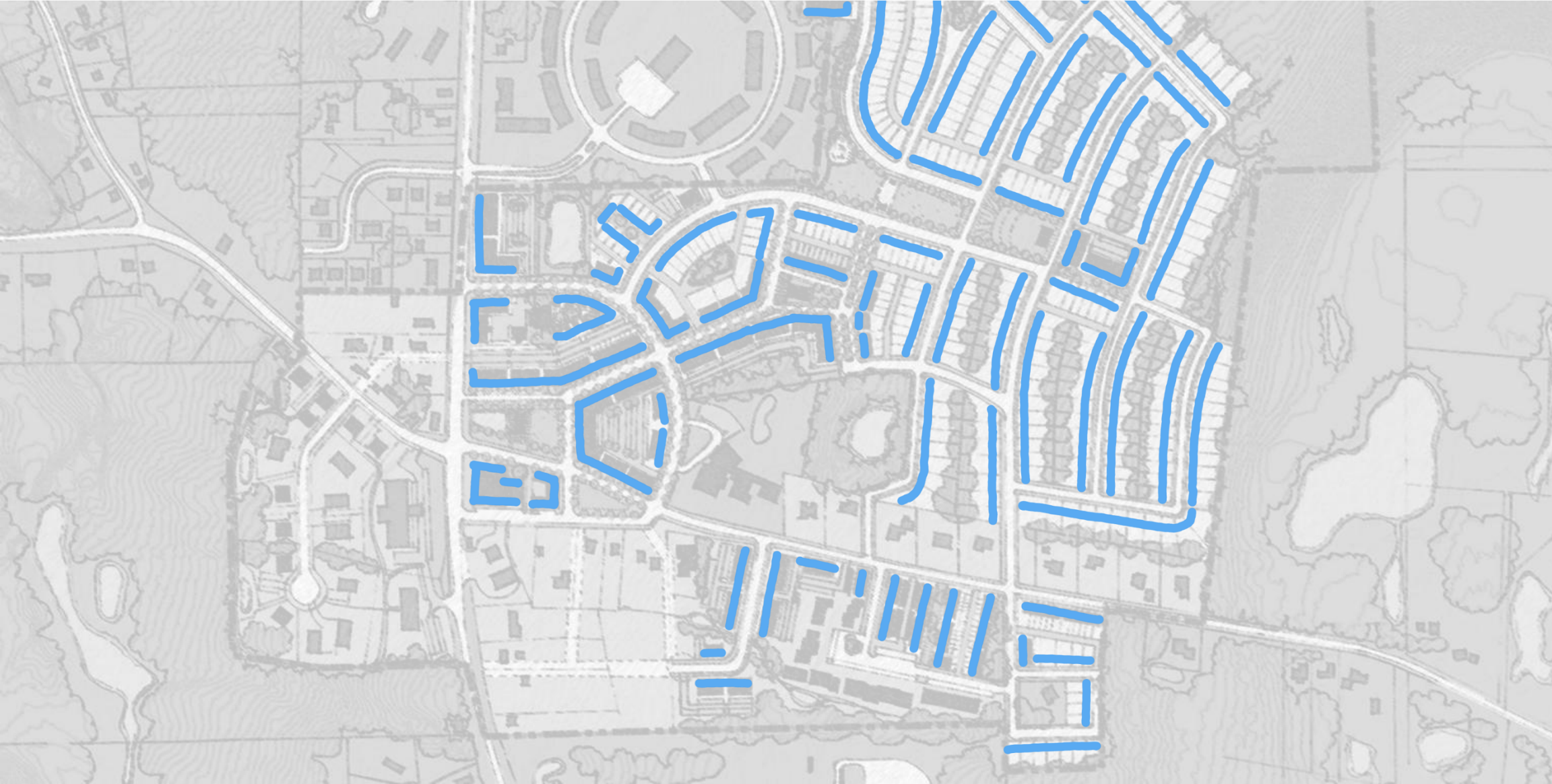
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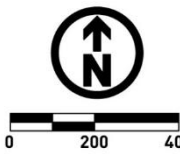
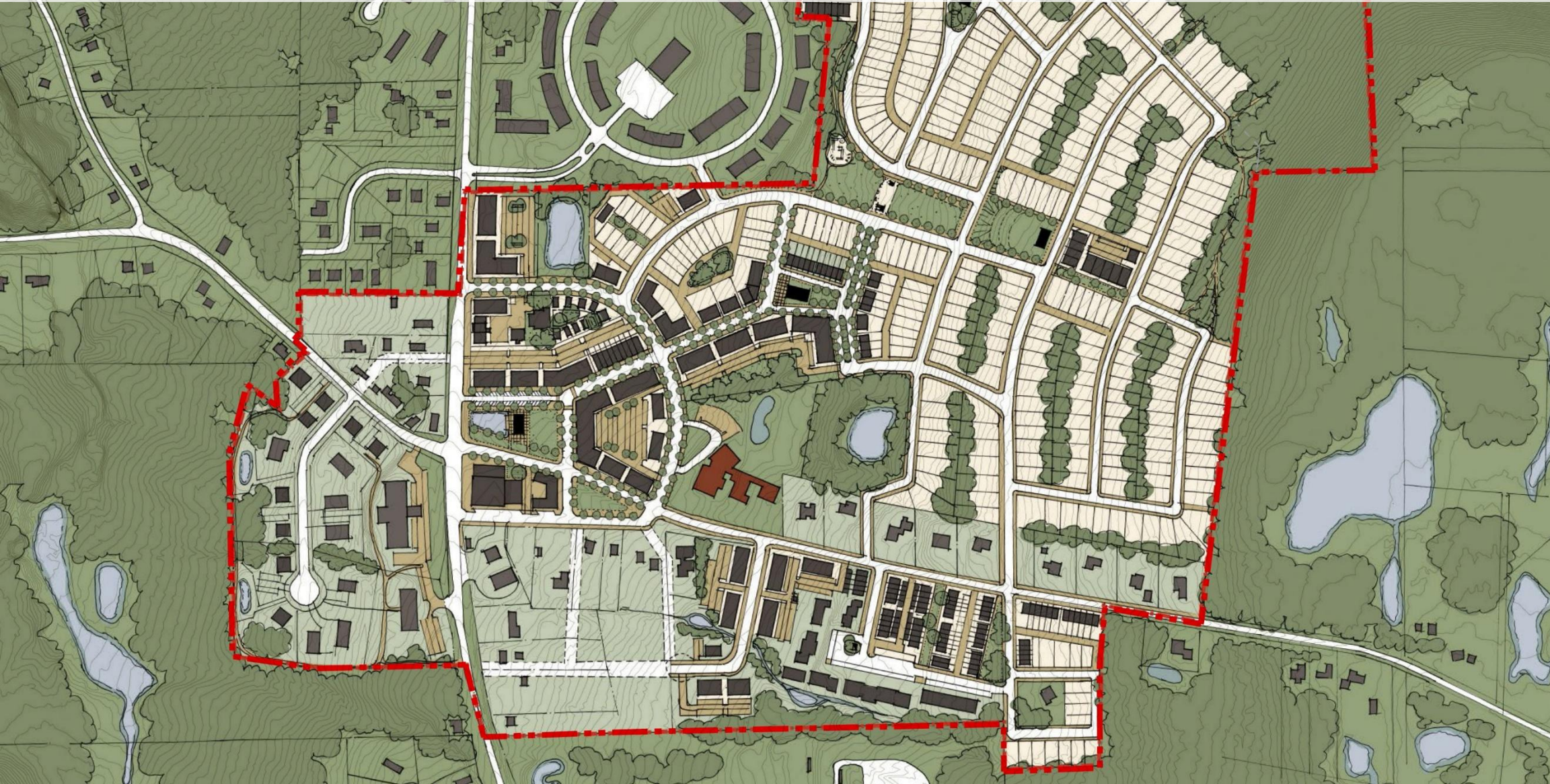
2. WALKABLE AND BIKEABLE | D: Are buildings close to the street and public spaces?



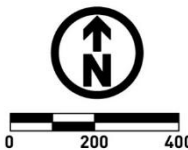
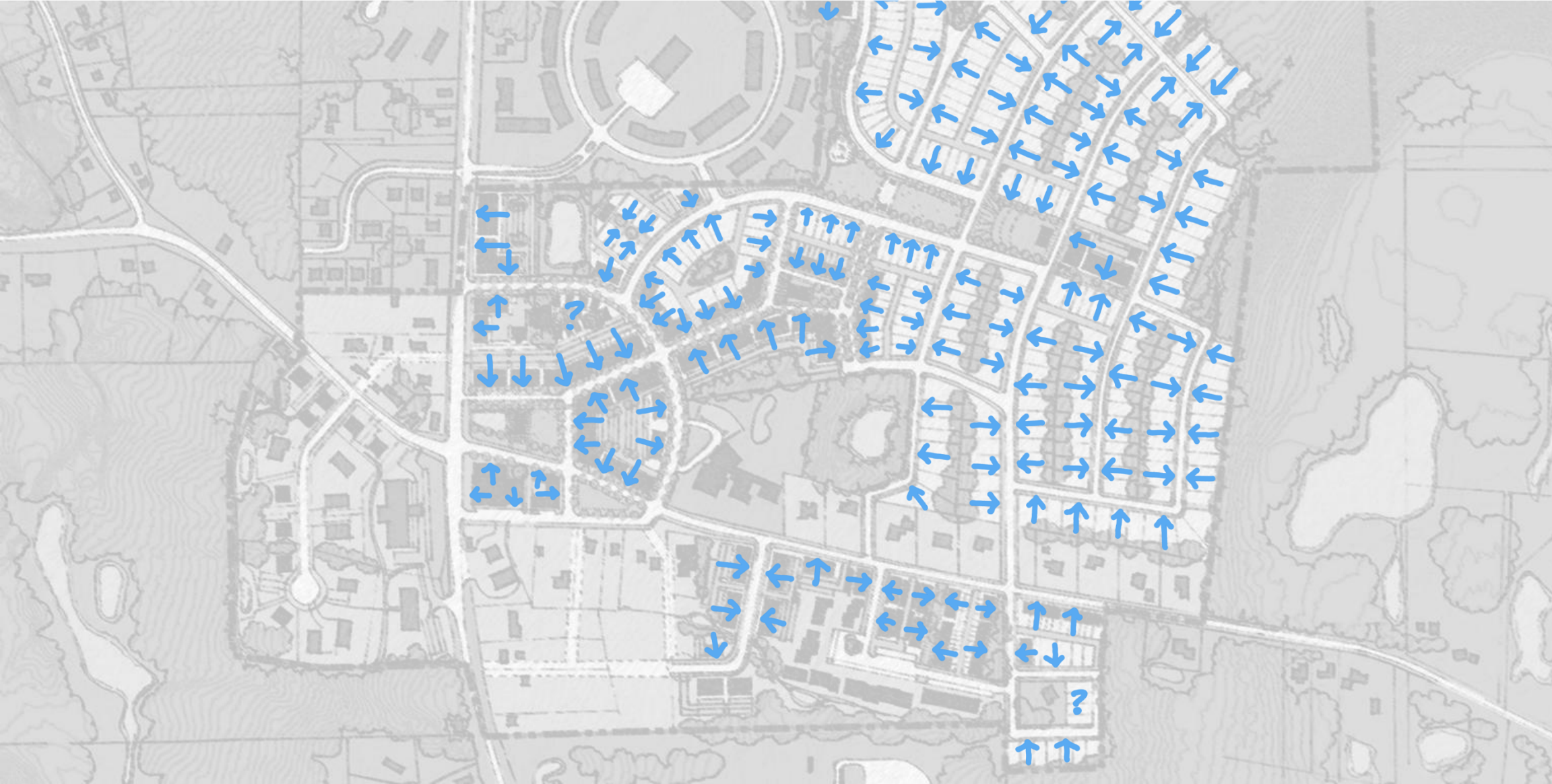
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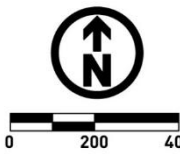
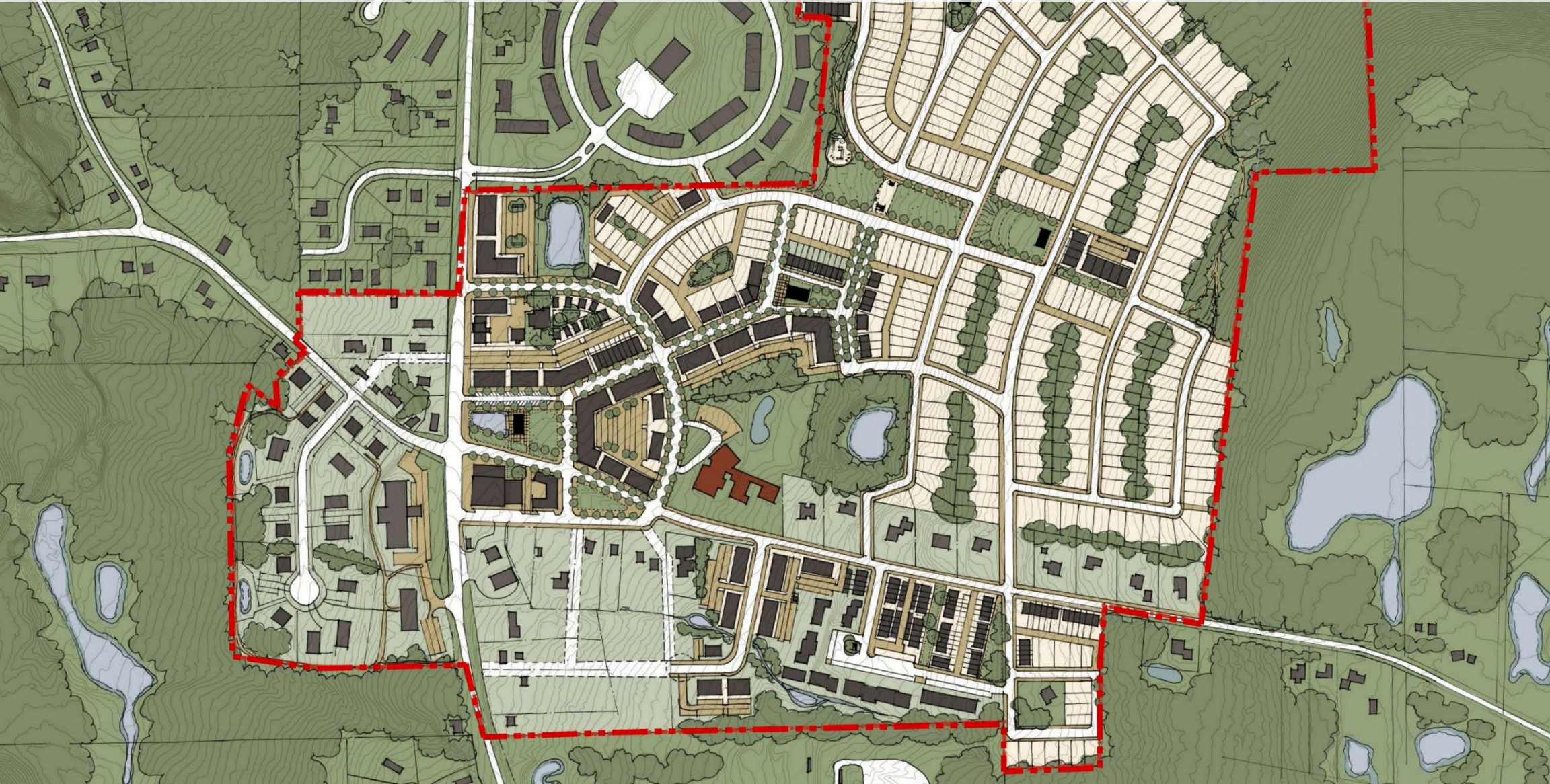
2. WALKABLE AND BIKEABLE | E: Are buildings oriented to the streets and public spaces?



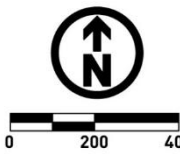
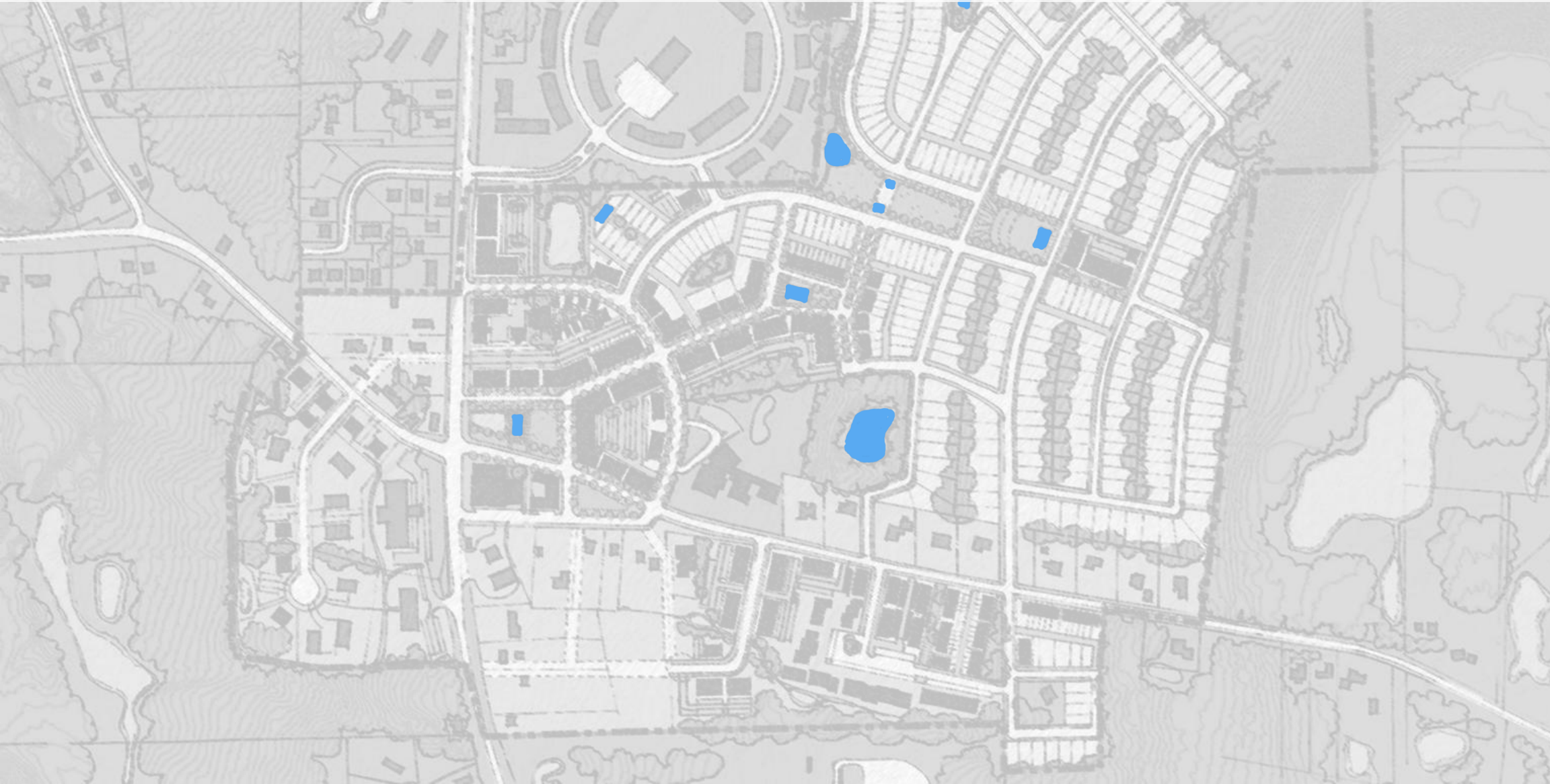
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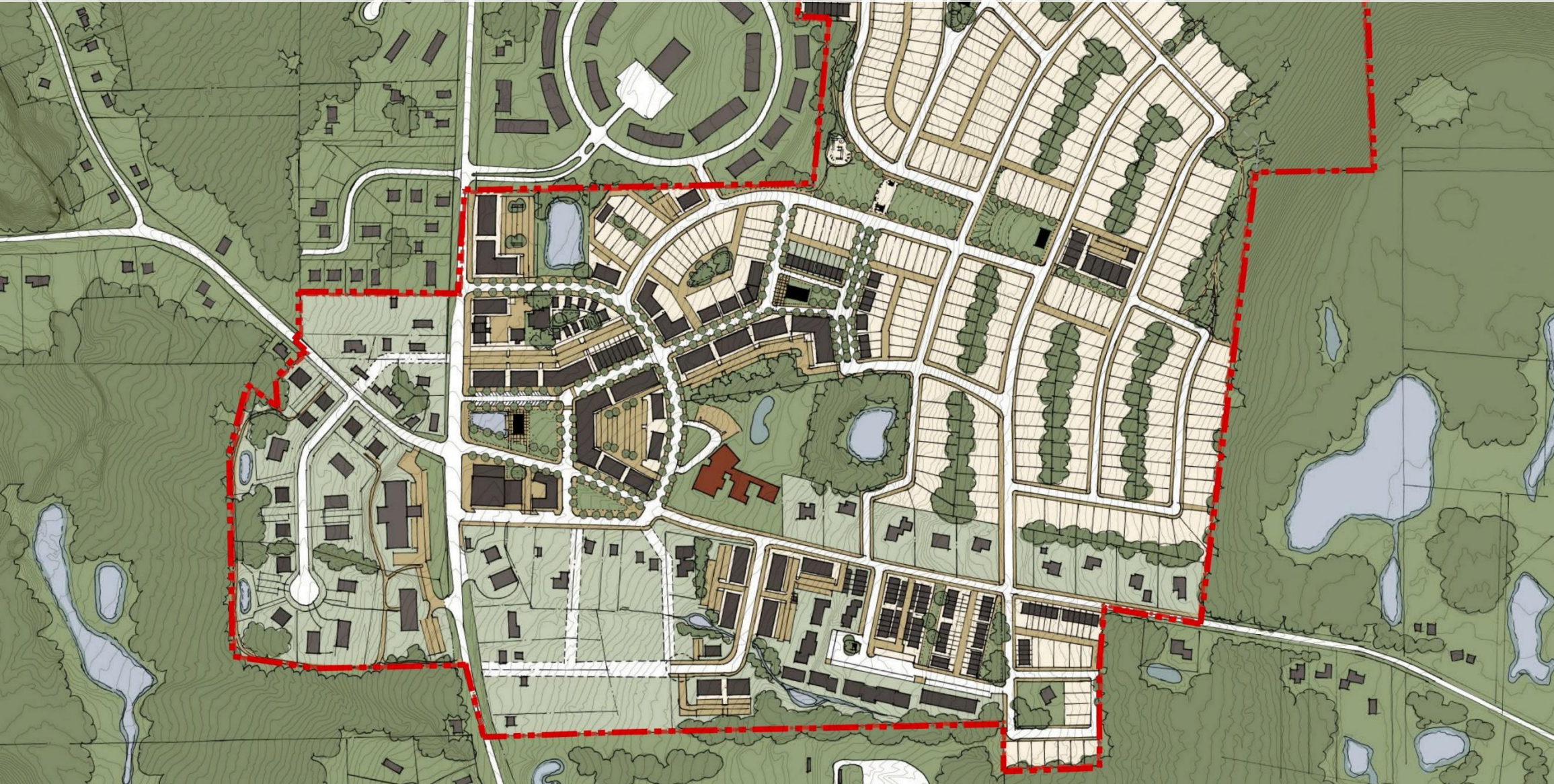
2. WALKABLE AND BIKEABLE | F: Are there a variety of destinations spread around the plan?



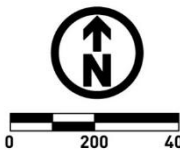
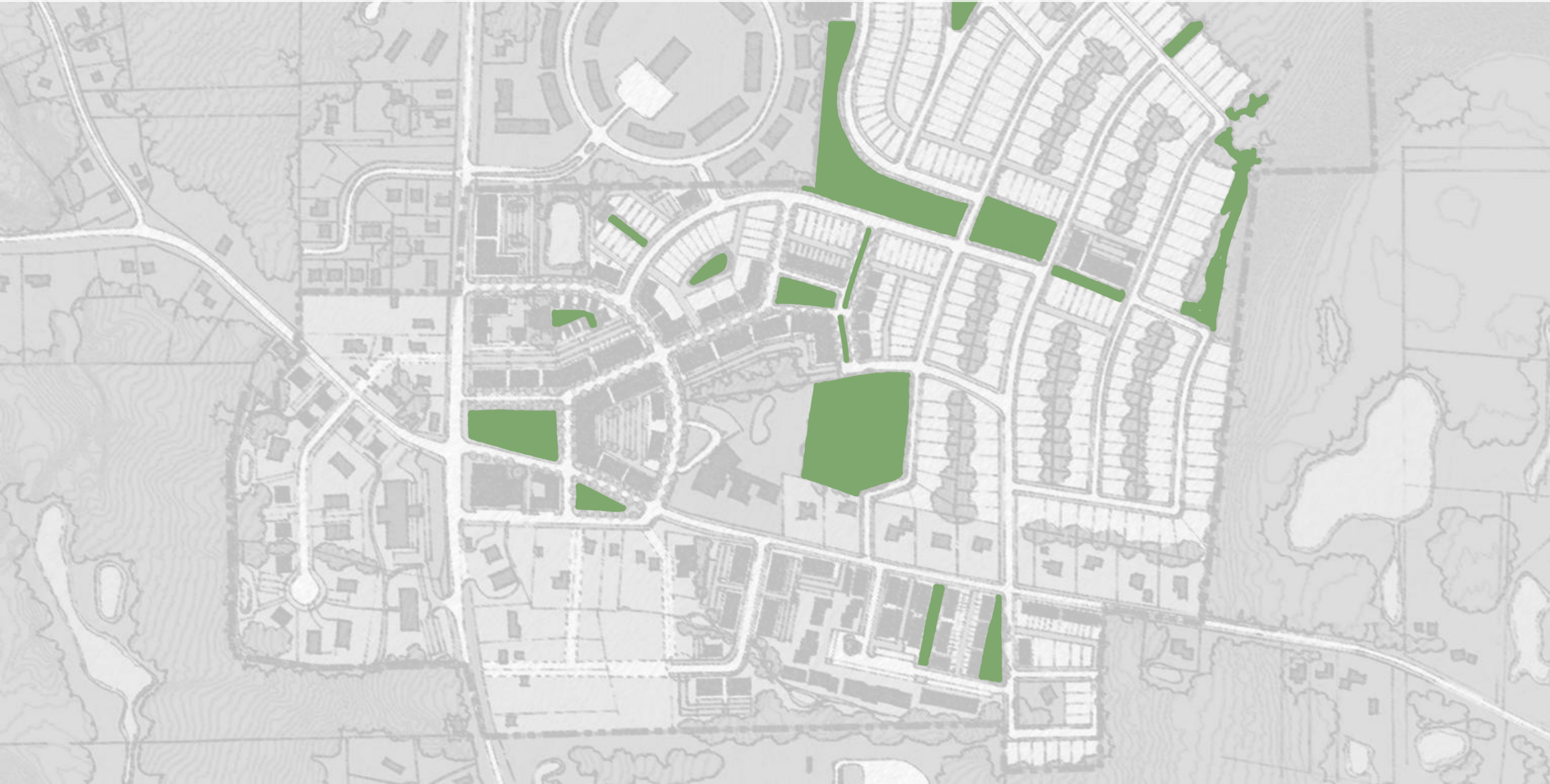
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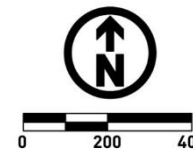
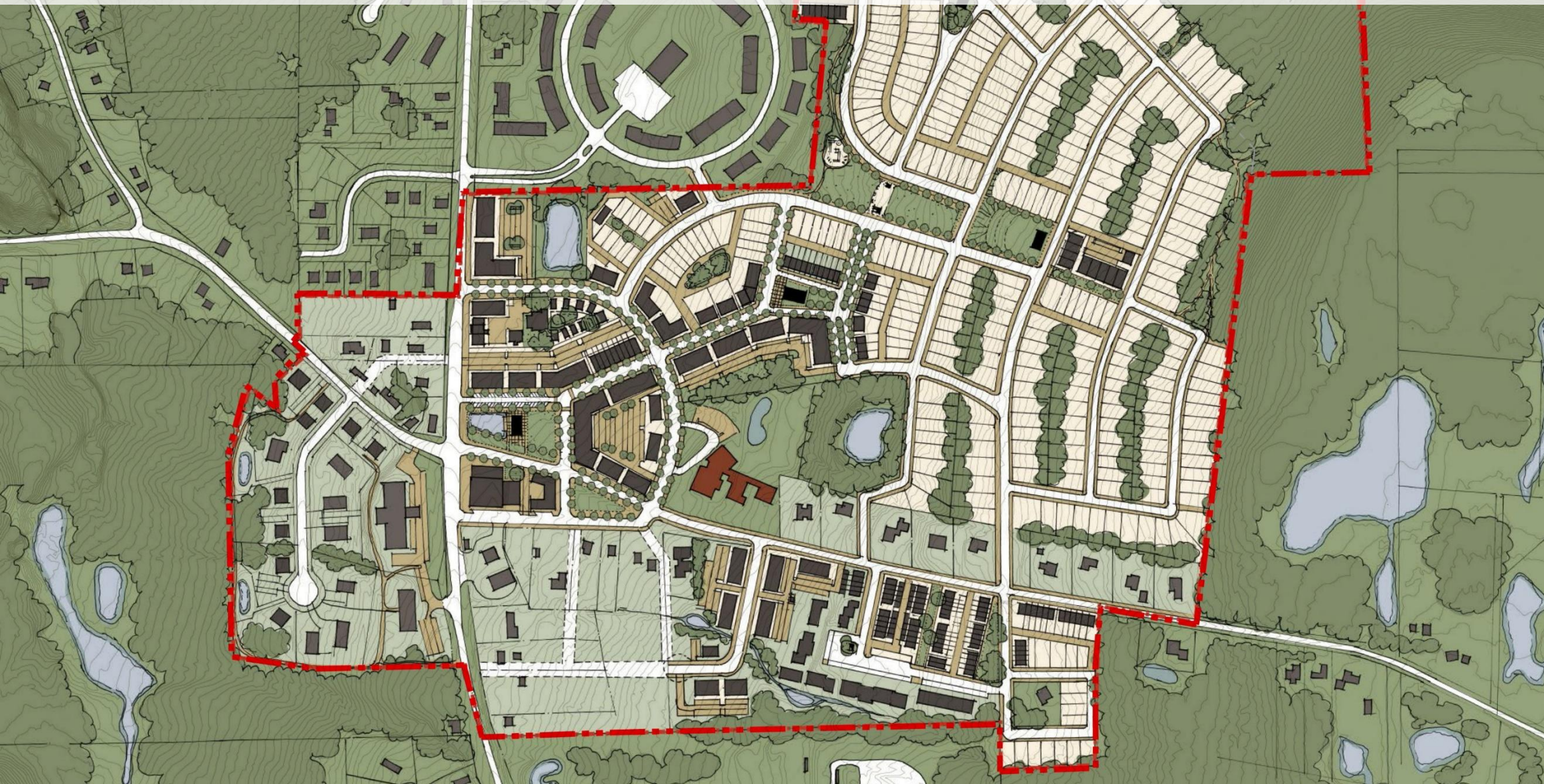
3. FOCUS ON PUBLIC SPACES | A: Are there a range of public spaces dispersed around the plan?



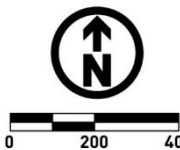
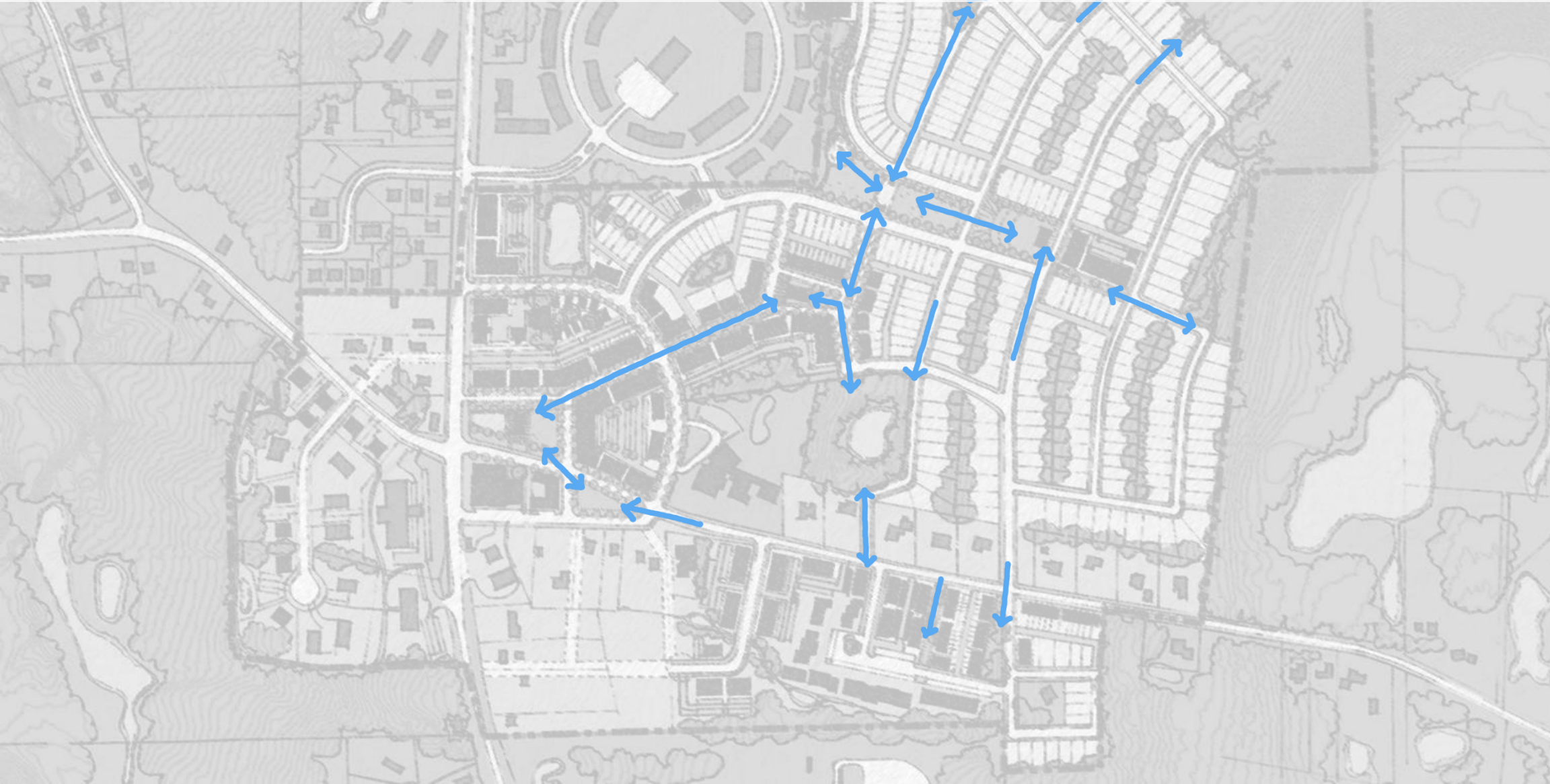
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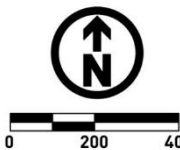
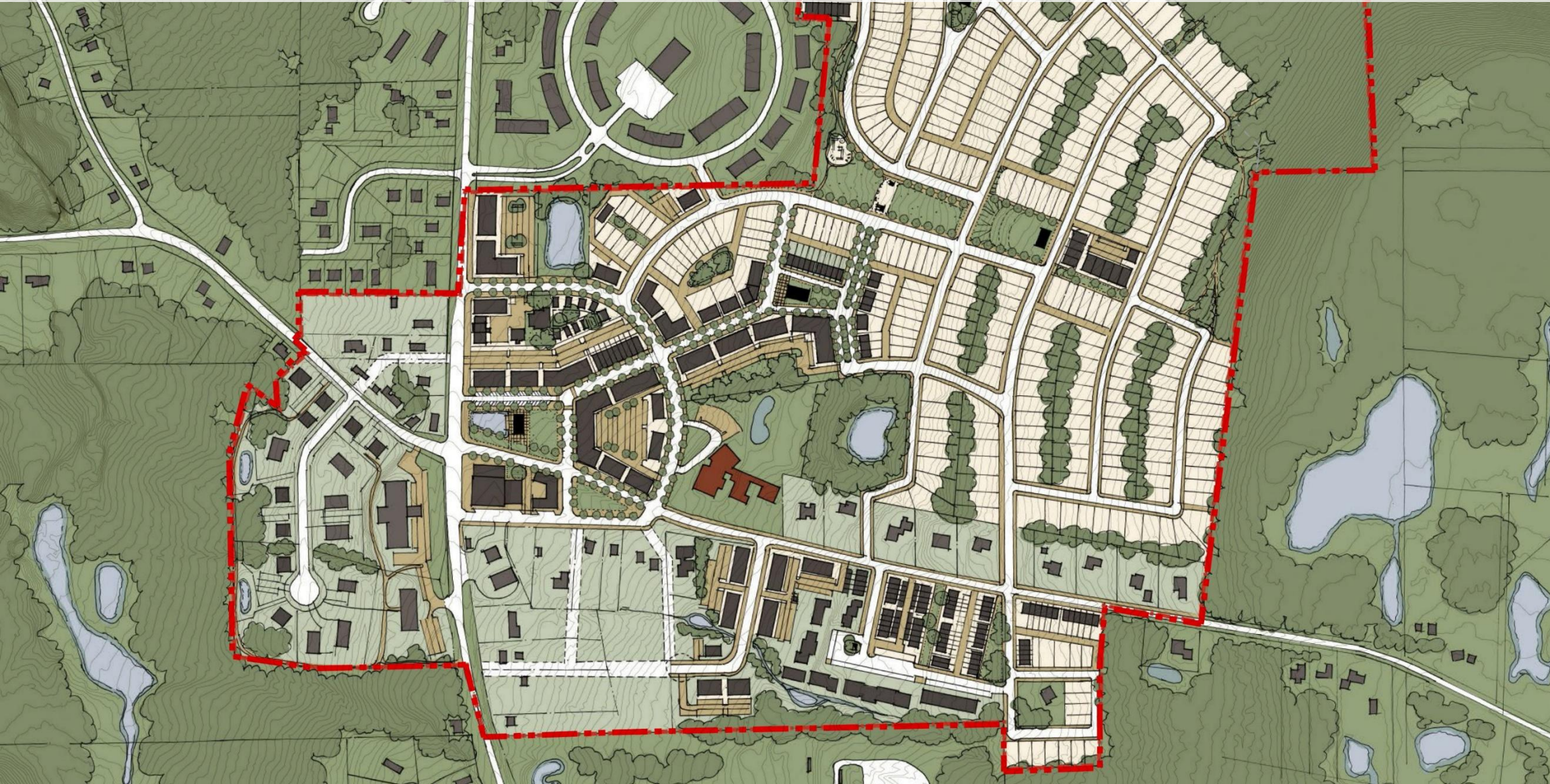
3. FOCUS ON PUBLIC SPACES | B: Do public spaces encourage or entice walking? Does one help lead to another?



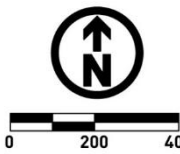
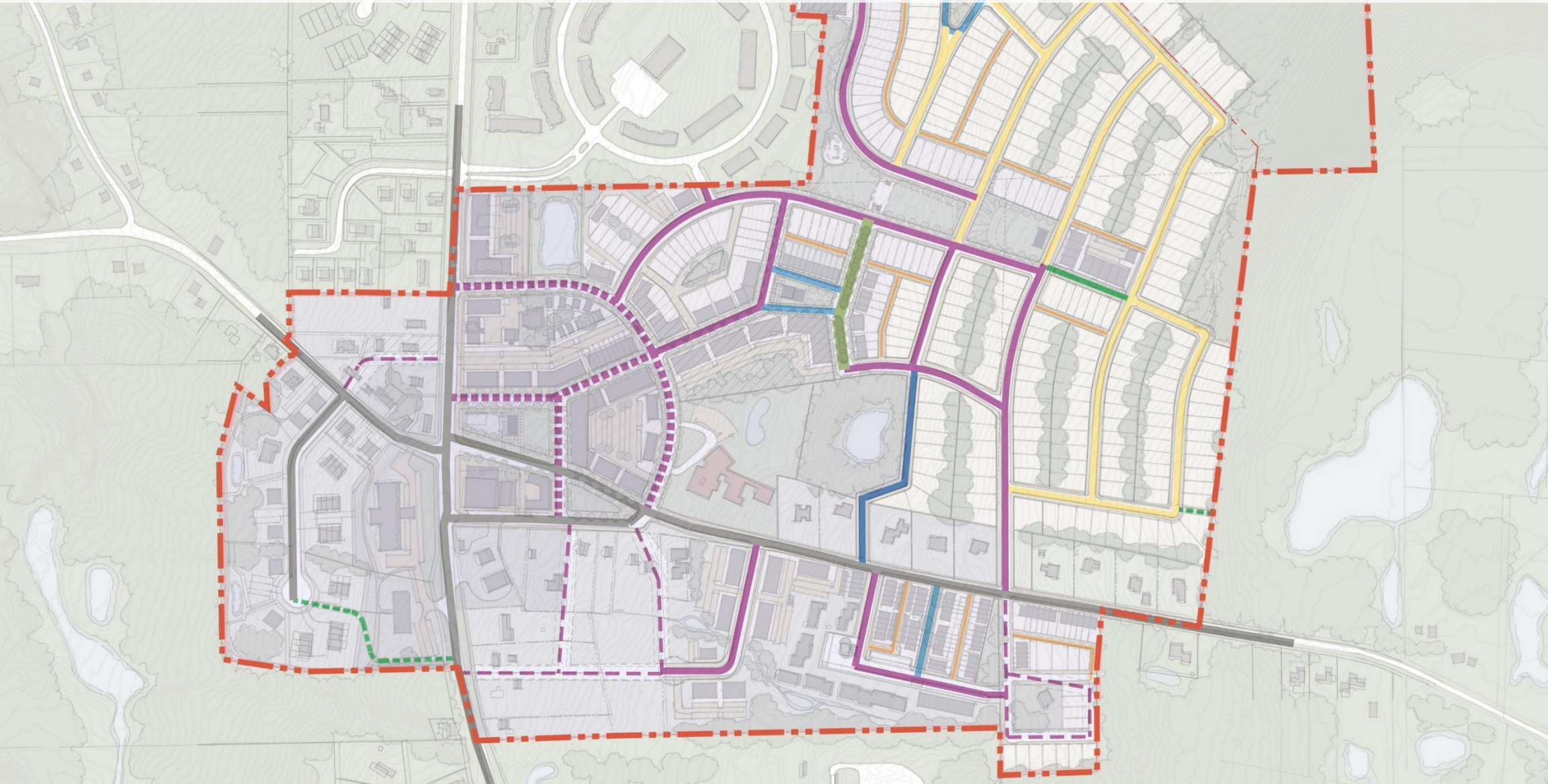
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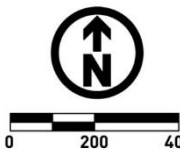
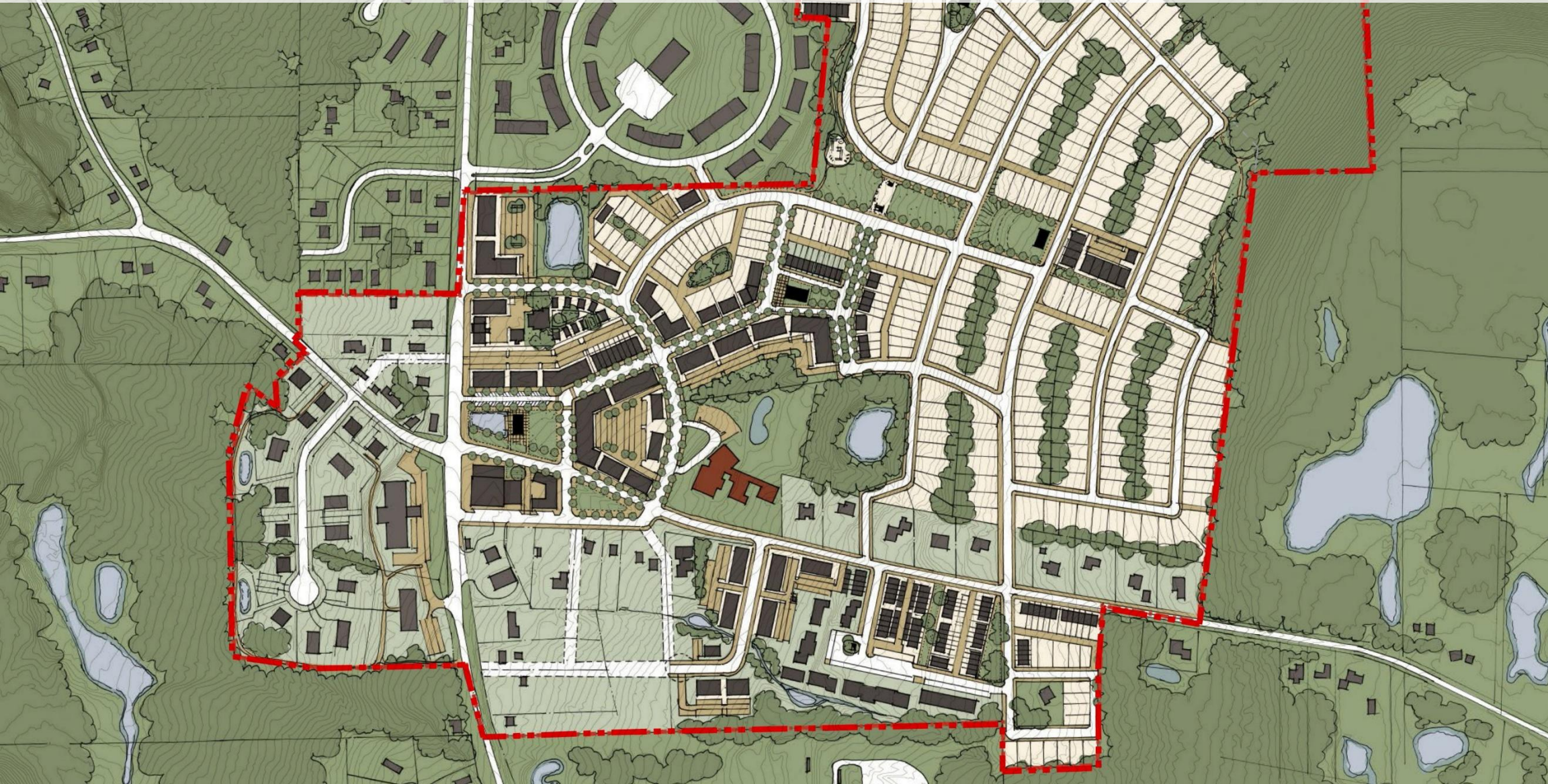
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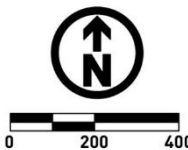
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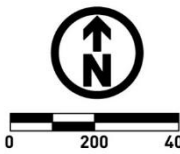
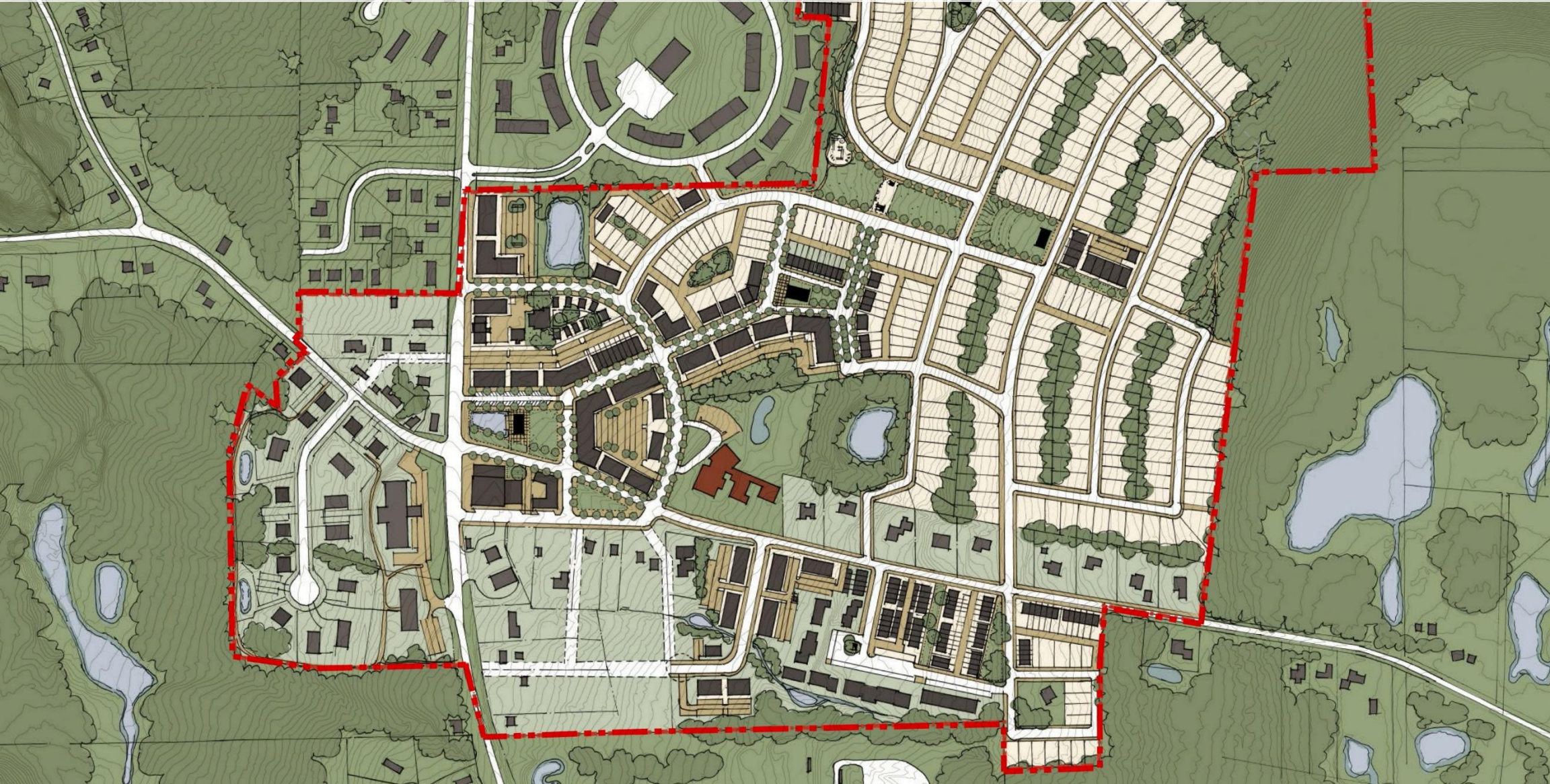
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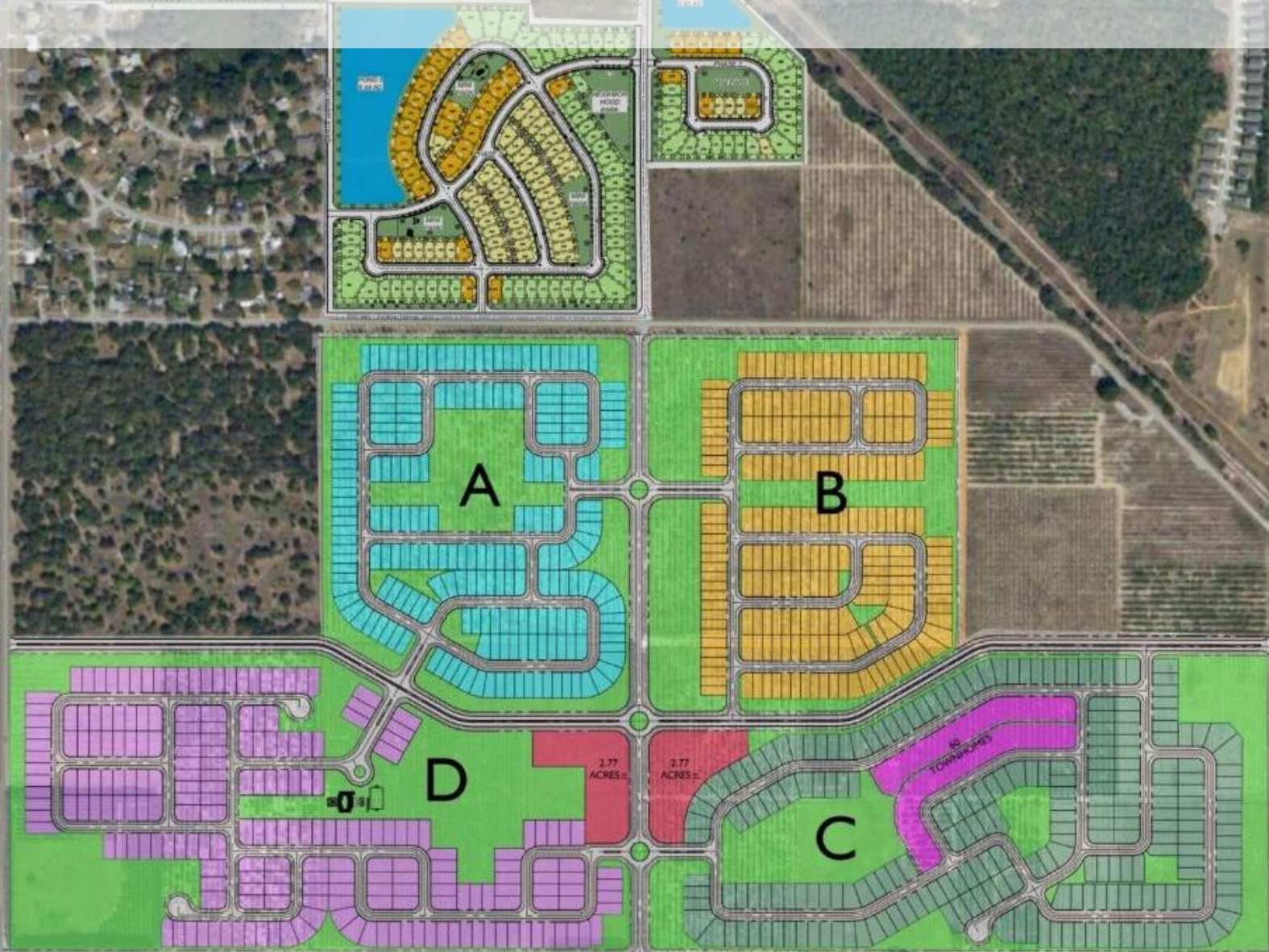


4. FLEXIBLE | A: Are most of the lots fairly regular? Can they be combined or subdivided into round dimensions?



**NOW LET'S REVIEW
ONE TOGETHER**

THE SUBMISSION



- 243.9 acres
- 3 different thoroughfare design types
- 5 proposed zone areas
- Longest block length is at least 4,000 feet
- Approx 80 acres of green space

OBSERVATIONS