

CITIES & TOWNS

The decision maker's bridge to stronger, **greener** communities

JANUARY-FEBRUARY 2013—VOLUME 2, NUMBER 9

A down-to-Earth approach to great neighborhoods

Made for Walking: Density and Neighborhood Form captures the aspirations of urbanism today.

ROBERT STEUTEVILLE

In 2007, Julie Campoli coauthored a book called *Visualizing Density* with pilot and photographer Alex MacLean. Published by the Lincoln Institute of Land Policy, *Visualizing Density* helped make the case for dense, compact, communities — exclusively from a bird's eye perspective. Philip Langdon's review in *New Urban News*, while mostly positive, faulted the book for sticking to aerial photos. "The Lincoln Institute is kidding itself if it thinks that people can distinguish good development from bad mostly by peering down from the sky," he said.

Not to worry. Campoli has produced a visually stunning book that is photographed entirely from ground level — and the result is successful and fresh, distinct and absorbing. I've pored through scores of books on urban design that make similar points on walkability and urban design. I couldn't put *Made for Walking* down. My to-do list had to wait.

Made for Walking starts by mapping the daily lives of three families: the first living in a distant suburb, the second in a closer-in suburb, and the third in a transit-oriented neighborhood. The impact of density on travel distance and access is dramatic. Two short chapters then deal with principles and details of walkable neighborhoods — these are well-illustrated but break no new territory. *Made for Walking* gets really interesting in its case studies of 12 urban neighborhoods of approximately 100-150 acres each. They are:

SEE 'MADE FOR WALKING' ON PAGE 6

Lancaster Boulevard in Lancaster, California, has been transformed from a drab, car-oriented arterial to the social and entertainment hub of the city. See story on page 5.



Walking our way to better places

DAN BURDEN

One of the most powerful tools in city-making is also the simplest. A walking audit engages the mind, encourages collaboration and enables people to come up with practical solutions that are easy to implement on the ground. When community members take a walk together, they discover much about their block, their neighborhood, their neighbors, and their passions. They see all of the things that make up a sense of community, and learn something about themselves in the process.

I have come to realize, after using more than a dozen planning tools to address everything from the simplest problems to the most complex, that this one tool outshines the rest. It calls for standing up and standing for something, namely the shared principles and values that hold a community together. By bringing people together and taking them out into the neighborhood, a walking audit prompts the kind of down-to-Earth conversations that can build consensus about what's working and what isn't. The discussion flows from shared observations, and because participants are discovering for themselves what needs to happen, they take ownership of the task of finding solutions.

Most of us get turned off by the data-driven side of planning because it so often sets up abstract arguments of little value. By relying largely on data, we get away from common sense, which is why I have come to rely on walking audits. Other planning activities focus largely on quantity, which can be distracting or misleading. Planning should focus more on the qualitative aspects of place and how to actively engage citizens in defining a vision. The goal should be to find out how to make a place more welcoming, with pedestrian-friendly urban design that invites people to ex-

SEE 'WALKING OUR WAY' ON PAGE 10

**BETTER!
CITIES&TOWNS**

Better! Cities & Towns is dedicated to covering smart growth and New Urbanism and helping decision-makers to achieve stronger, greener, better cities and towns. *Better! Cities & Towns* is published by New Urban Publications Inc. and was formerly called *New Urban News*, founded in 1996.

Robert Steuteville, editor and publisher

Lisa A. Rosenthal, production associate

Sarah K. Brown, advertising and accounts manager

MAILING ADDRESS: *Better! Cities & Towns*, PO Box 6515, Ithaca, NY 14851 (ph) 607/275-3087 (fax) 607/272-2685 Email: mail@newurbannews.com web: bettercities.net

Better! Cities & Towns is published eight times a year (every 6.5 weeks) by New Urban Publications inc., 218 utica st., Ithaca, NY 14850. ISSN # 1096-1844.

POSTMASTER: send address changes to New Urban News, PO Box 6515, Ithaca, NY 14851.

Periodicals permit approved at Ithaca, NY, and additional mailing offices. Subscription is \$79/year in the U.S. and Canada.

CONTENTS

Volume 2, No. 1, January-February 2013

A down-to-Earth approach to great neighborhoods, Page 1

Walking our way to better places, Page 1

Commentary: Takin' it to the streets, Page 2

Queens development hangs tough in hurricane, Page 3

Shared space applied to high-volume intersection, Page 4

New streetscape spurs downtown turnaround, Page 5

New chapter for Florida street design, Page 8

Review: Rethinking A Lot, Page 11

Cities in small metros growing, Page 12

Crime rises in suburbs, falls in cities, Page 12

Redesign arterial streets for pedestrians, Page 13

Ford heralds the post-auto era, Page 14

New Urban Update: Pages 14-21, 24

CNU Update: Target offers prize money for 2013 Charter Awards, Farr Associates named AIA Chicago firm of the year, Top ten things you won't want to miss at CNU 21, Pages 22-23

COMMENTARY

Takin' it to the streets

ROBERT STEUTEVILLE

Well-designed streets are the lifeblood of cities and towns, and they are the foundation of walkable, appealing communities. Badly designed streets, on the other hand, are the hallmark of what James Howard Kunstler calls the *Geography of Nowhere*.

We have too many badly designed streets in this great nation. More than 50 percent of pedestrian deaths in the US occur on arterial roads designed for fast-moving automobile traffic, according to Transportation for America. The dark cloud is that most of these streets will probably not be fixed — there are too many of them and we don't have the money to rebuild them all. The silver lining appears when we consider that even transforming a few of them can have tremendous benefits.

Much of this issue revolves around streets and stories of efforts to improve them.

Lancaster, California, a city of just over 150,000 in the far suburbs of Los Angeles, may appear to be an unlikely site for a downtown resurgence. In a place known for sprawl, Lancaster's main street was a bland, five-lane arterial road. But somebody got the idea that the city could be a hip urban place through the transformation of a single street (see page 5).

The designers, Moule & Polyzoides, took an idea from Spain — the ramblas, and transported it to a Southern California suburb. City officials had the courage to go forward with the idea, even though some thought it would be the "biggest waste of money ever," as deputy city manager Jason Caudle says.

For \$11.5 million, the city got its money's worth. Implemented in a national economic downturn, the remade road soon generated \$130 million on private investments and nearly \$300 million in economic activity. Downtown revenues for the city have doubled. More important, the downtown has come alive with people. A harvest festival attracted 30,000 participants, and these kinds of crowds are coming in regularly to hang out on what was — until a few years ago — just the middle of an asphalt road.

PUSHING THE 'SHARED SPACE' ENVELOPE

Across "the pond," in a town called Poynton, officials took a leap of faith by removing a massive traffic signal, reducing the number of lanes by two-thirds, and letting cars, trucks, walkers, and bicyclists intermingle (see page 4). The project pushed the limits of the idea called "shared space," where design — not signs and lights — regulates the activity of streets. In Poynton, like Lancaster, the downtown seems to be coming back to life simply by changing the street design.

There's nothing unique about these places. There are opportunities to do similar projects all across the US and in other countries. Whereas in the last century it seemed that America wanted to build millions of miles of roads and spread its population across the landscape, the tide is now running in the other direction. Public investments with the greatest "bang for the buck" may be street transformations that allow citizens to come back downtown and enjoy mixed-use amenities.

Great progress has been made in recent years in public policy. Complete streets policies were approved in 146 jurisdictions in 2011, bringing the total to 350. Nearly half of the states have policies. Many Departments of Transportation also have context-sensitive design programs. These are good indications, but by no means signifying victory.

In Florida, a milestone has been reached. After years of effort, a state DOT has formally, legally, endorsed narrow, walkable, interconnected streets (see page 8). This is an important document that can be used as a tool all across the US and North America, not just in Florida. The Florida *Greenbook*, as it is called, is the real deal. Written by professional engineers, the Florida *Greenbook* actually endorses streets with design speeds as low as 10 miles per hour. Historically, this manual has always supported conventional suburban development patterns. With the latest Florida state street design manual, great urbanism can be achieved. I hope that other state DOTs follow Florida's example. ♦

Queens development hangs tough in hurricane

The new urban Arverne-by-the-Sea, one of the largest current residential developments in New York City, surprised many residents by its resilience to Hurricane Sandy.

Arverne, located on the Rockaway Peninsula in Queens at a subway stop, is mostly complete and will eventually be home to 2,300 households. The last major section, a two-block-long mixed-use main street, is being planned now. A supermarket has recently been built, a YMCA is under construction, and a small retail development has been completed adjacent to the subway stop. The Federal Emergency Management Agency has moved its local headquarters into a storefront at this location.

Arverne's urban plan, by Ehrenkrantz Eckstut & Kuhn Architects (EEK), orients the street network toward the transit stop and includes an extensive network of mid-block pedestrian passages.

The project has "been much criticized, for its size, its ostentatious appearance, and the quality of its housing," writes *The New York Times*. "It was the mantra of many dyed-in-the-wool Rockaway-ites that these pretty, modern homes were really flimsy matchboxes that would blow over in the first big storm."

Arverne's housing reputation just took a big leap after the storm swept away many Rockaway neighborhoods and left others looking like war zones. Arverne was barely damaged and homes continued to sell after the storm. EEK associate principal Eric Fang, who worked on the site plan a decade ago, told *Better! Cities & Towns* that the planners took action to prevent wave damage, including incorporating a dune setback zone.

Gerry Ronski, the development's project executive, told *The New York Times* that global warming and sea level rise were talked about from the earliest stages of design. "A heavy-duty, sophisticated drainage system, designed to handle flood surges, was instrumental in mitigating flooding," the *Times* reports. "The system — which features underground chambers, wide street mains and storm drains on each house property — connects to large sewer mains that the developer installed in public streets that they rebuilt around the project site, as part of an agreement with the city . . .



Arverne-by-the-Sea buildings are shown behind the heavily damaged Boardwalk, above. Below, the site plan centered on the subway station.



Arverne residential buildings lining a pedestrian passage, below.



The FEMA office in the small retail center at the Arverne subway station, above.

Also helpful was a natural buffer of sand and beach grass that was maintained near the boardwalk."

The houses are covered in fiber-cement siding, which is an unusual mate-

rial in Queens — but it proved tough in this storm. The Arverne homes suffered little wind damage. There were a few places in the community where flooding occurred, however. ♦

COURTESY OF EHRENKRANTZ ECKSTUT & KUHN ARCHITECTS

Shared space applied to high-volume intersection

A \$6.4 million project in Poynton Town Centre, in Cheshire, UK, is pushing the limits of removing traffic controls — and the result has been good for drivers, pedestrians, and bicyclists.

It's been nearly a year since a major traffic light was removed at an intersection with 26,000 vehicles per day, heavily used by truck traffic in Poynton, Cheshire, England. A section of the town's High Street was also renovated so that pedestrians, bicyclists, and vehicles all mix. The volume of vehicles is nearly double the upper limit for "shared space" intersections according to industry standards.

"This was the most ambitious shared space project — certainly in the UK — any anywhere else that I am aware of," says Ben Hamilton-Baillie, a British urban designer who led the project.

Accidents have gone down so far, although Hamilton-Baillie cautions that it is too early to draw conclusions on safety. Traffic queues have been drastically reduced, despite an increase in pedestrian space of more than 100 percent.

Poynton is on the A523, also called the London Road, connecting Manchester to Stoke-on-Trent. Construction took two years, partly because a primary sewer line collapsed and had to be replaced, which raised costs to 4 million pounds (\$6.4 million).

The number of traffic lanes were significantly reduced — from three to one in the major thoroughfare — and two to one on the high street. Given that peak traffic queues of a half mile frequently occurred prior to reconstruction, many were opposed to the reduction in lanes, Hamilton-Baillie says. Now that the traffic is flowing better than it was before, these skeptics are turning into supporters.

The project has counterintuitively increased capacity, Hamilton-Baillie says. "You get more efficient use of critical central space at low speeds, because drivers are able to anticipate movement and actions of other drivers more efficiently. They do not have to cope with multiple approaches. There are small headways between vehicles. And you get more vehicles through the



PHOTOS COURTESY OF BEN HAMILTON-BAILLIE

A truck and cars navigate the primary intersection with its two "roundels."

space." The elimination of the traffic signals means that there is no waiting time between signals and vehicles are constantly moving.

At the busiest times, now, queues are about 100 meters, or 300 feet. Traffic speeds range from 16 to 18 miles an hour.

The primary intersection has been changed from a large, complex, traffic light to two of what Hamilton-Baillie calls "roundels," delineated by gray brick pavers, in a figure eight pattern. One roundel is about 90 feet across, with an inscribed circle of 16 feet in the middle (traffic can drive across this circle). The smaller roundel is 64 feet in diameter. The pedestrian space on the outside of the roundels has orange brick and is separated by a low, two-inch curb. The term "roundel" is commonly used to refer to a Royal Air Force insignia — but Hamilton-Baillie applies it for the first time to the shape of an intersection.

A lot of effort was put into designing approaches, Hamilton-Baillie says. Strong gateways were created to slow down traffic and funnel it into single lanes. Similar care was taken in the multiple pedestrian crossings on the high street. The standard crossings were

replaced with different color pavement. The traffic lanes are very narrow on the high street. Trees were planted and there is modest provision for on-street parking. "Poynton is already well supplied with parking," says Hamilton-Baillie.

"All of the evidence shows an increase in the pedestrian counts, and anecdotal evidence of an increase in bicycle traffic," he says. "The retail stores are doing better. The number of vacancies has dropped." High streets in Britain are going through a hard time now, he says, and there is a shift toward restaurant uses from general merchandise. "The intent of the plan is to keep the coherence of a town and make the high street more successful while coping with very high volumes of traffic," he says.

Poynton could be a model, he adds. The maximum of 14,000 vehicles per day for shared space in the literature "is not based on anything solid. It has become established wisdom, and this

SEE 'SHARED SPACE' ON PAGE 9



One of many pedestrian crossings, above. The new high street, below.



New streetscape spurs downtown turnaround

The City of Lancaster, California, converted a drab, automobile-oriented arterial at the heart of downtown into a lively, pedestrian-friendly place. The nine-block makeover of Lancaster Boulevard has become a regional draw and attracted significant economic development in just two years.

In a dramatic demonstration of the value of smart streetscape investment, Lancaster spent \$11.5 million on a project that has so far attracted \$130 million in private investment and generated \$273 million in economic output, the California Redevelopment Association estimates. Revenues from the downtown area have nearly doubled — up 96 percent — since 2007, the year before revitalization efforts began, city officials told *Better! Cities & Towns*.

Space for automobiles along the corridor has been drastically reduced, but not eliminated, since the boulevard was completed in 2010. Five lanes of traffic, including a center turn lane, were reduced to two lanes, with a wide, tree-shaded “ramblas,” or public space, in the center of the thoroughfare. A true ramblas was provided for the busiest blocks, with stylistically consistent angle-in parking in place of the ramblas on the outer blocks (see plan on page 6).

Fifty new businesses have located on the boulevard and more than 800 housing units are built or rehabilitated. Street festivals now attract crowds in the tens of thousands. At the recent BooLVD Halloween & Harvest Festival, 30,000 people showed up in a city of 156,000. “Never before have we seen such crowds downtown,” says Jason Caudle, deputy city manager. “And this happens regularly.” The city programs the space just like a performing arts center or sports field. The boulevard is two-thirds of a mile long — so it can accommodate a large crowd with multiple performance venues.

The project won the US Environmental Protection Agency’s Smart Growth Achievement Award for overall excellence in 2012, announced recently. The lead urban design consultant was Moule & Polyzoides of Pasadena, California.

The design, with its unusual tree-lined ramblas that is perfect for festivals, farmer’s markets, or just hanging out,



The new boulevard from the air, above. At right, the street prior to redevelopment.



Lancaster Boulevard at night.

was a key element in the success of the project, Caudle says. The public sector outreach was also important, as was private sector support. The largest investor and the first to step in was Scott Ehrlich of Insite Development, based in Los Angeles. “They saw the vision and were willing to invest,” Caudle says. Insite has built nine housing developments downtown and is a partner in a

number of new businesses, including an underground bowling alley, a trend restaurant call BeX, and a nightclub, the RoShamBo Lounge.

A new art house movie theater has also opened, in addition to a microbrewery, apparel stores like Urban Outfitters, and other shops and restaurants. The Lancaster Museum of Art & History also opened, which anchors one end of the

boulevard. A pre-existing performing arts center anchors the other end.

The project was “the typical overnight success that took many years to get underway.” The city, historically associated with sprawl, was looking for a new community identity. “We were looking to do something top-notch, to raise the bar,” says Caudle. “Moule & Polyzoides seemed to be the firm in Southern California at the forefront of smart growth and New Urbanism.”

The money came through the local redevelopment agency, part of a system that was effectively disbanded in 2012 due to a change in state policy by Gov. Jerry Brown. “This is the perfect example of blight elimination and job creation,” says Caudle in reference to the redevelopment agency mission. “It’s the way funds should be appropriated in this manner.”

During the planning phase, there was a great deal of skepticism about the project, he notes. “It was going to be a great success or the biggest waste of money ever. I don’t think there was any in-between. Any time you change



COURTESY OF MOULE & POLYZOIDES

The streetscape plan shows the ramblas. The block at the far left has angle-in parking.

as drastically as we did, you consider a possible negative outcome. Fortunately the design and the way we implemented it and engaged the community caused it to be a success.”

Other cities could “absolutely” do a similar project, says Caudle. “There’s nothing unique about Lancaster — they could replicate the design. What is

difficult to replicate is our leadership — the mayor and city council — and private partners.” Lancaster is welcoming to business and development, which Caudle says is unusual in the region. “Even with the same design and architecture, all those things — that doesn’t necessarily mean the same economic success,” he says. ♦

Made for Walking

FROM PAGE 1

- LoDo and the Central Platte Valley, Denver, Colorado
- Short North, Columbus, Ohio
- Kitsilano, Vancouver, British Columbia
- Flamingo Park, Miami Beach, Florida
- Little Portugal, Toronto, Ontario
- Eisenhower East, Alexandria, Virginia
- The Pearl District, Portland, Oregon
- Downtown and Reynolds Addition, Albuquerque, New Mexico

- Greenpoint, Brooklyn, New York
- Little Italy, San Diego, California
- Cambridgeport, Cambridge, Massachusetts
- Old Pasadena, Pasadena, California

In these examples, the book offers a recipe for creating great urbanism in the 21st Century. Take a neighborhood with good bones and historic buildings. Fill in the gaps with New Urbanism and contextual infill development. Reinforce the good urban form and eliminate the gaps in the urban fabric. Provide a strong mix of uses and many ways to get around (walking, transit, bicycling, in addition to cars). Mix in appropriately scaled, well-designed public spaces and green spaces. The result is a dynamic neighborhood that will draw new residents, businesses, and visitors and generate culture and economic activity.

WHAT YOU WON'T FIND

Three characteristics are generally absent from these



FROM MADE FOR WALKING BY JULIE CAMPOLI

The neighborhood pattern map for Kitsilano, Vancouver, British Columbia, shows streets, buildings, green spaces, and trees.

neighborhoods. One is an abundance of parking. In contrast to many downtowns riddled with parking lots, buildings in these neighborhoods form continuous frontages. Parking is skillfully hidden in mid-block parking lots and structures or on the street — the latter slows down traffic and protects pedestrians.



FROM MADE FOR WALKING BY JULIE CAMPOLI

Colorado Boulevard in Pasadena, California, is lined with mixed-use main street buildings with interesting architectural details, and the sidewalks get plenty of use.

Also lacking is flamboyant architecture. These neighborhoods don't need Frank Gehry, Rem Koolhaas, or Zaha Hadid. A few modern object buildings would not do great damage, but these places are "cool" without them. New buildings range from traditional and semi-traditional to modern, but the architecture doesn't cry out for attention. Buildings new and old do take on regional flavor in the case studies — you know where you are in Albuquerque, San Diego, Miami, Vancouver, or New York.

Big projects are in short supply. These neighborhoods don't need stadiums, convention centers, or even fantastic projects like the High Line in Manhattan to succeed. The blueprint for success is eminently doable, even in smaller cities like Columbus, Ohio.

Made for Walking zeroes in on the real action in North American real estate. The dozen case studies are among hundreds of such neighborhoods scattered throughout nearly every metro area in the US and Canada. If you include neighborhoods that have begun revitalization, the number is probably in the thousands. These places are where young adults are flocking, Baby Boomers are retiring, and people visit for food, culture, and just to walk.

The case studies have followed a similar arc. They were thriving industrial places in the early 20th Century and went through slow decline for decades as industry left. Decline took a toll on

the urban pattern as buildings were torn down and others were left derelict. But sometime around the turn of this century they came roaring back to life.

THE ROLE OF NEW URBANISM

New Urbanism has played a substantial role. Many of these dozen include sizable new urban developments. The Pearl District in Portland, Oregon, downtown Albuquerque with its Alvarado development, old Pasadena with the Del Mar transit village, the Carlyle project in the Eisenhower East section of

Alexandria, the University Park District in Cambridgeport, Cambridge, Massachusetts, and LoDo and Central Platte Valley, Denver, all offer significant New Urbanism. The New Urbanism isn't, usually, as interesting architecturally as the old — but it offers more varied public spaces. It blends in, and adds value to the neighborhood. Apart from larger new urban projects, good quality infill buildings have contributed mightily to the charm, population, and economic vitality of all 12 neighborhoods. New urbanist ideas applied to streetscapes, transportation planning, public spaces, codes, building design, and vision plans have influenced the revitalization.

In many cases, it's had to tell by reading the book and looking at the photographs what is new and what is old. Campoli might have done a better job helping the reader to make distinctions in this regard, because how the new integrates with, and supports, the old is a key to the success of every neighborhood profiled. But that's a minor complaint.

Although you can find up-and-coming neighborhoods with similar qualities across North America, the neighborhoods featured are unusually good. The case studies are illustrated and written about in a clear and illuminating way.

CREATIVE USE OF ILLUSTRATIONS

Campoli uses to maximum advantage photo technology that stitches together
SEE 'MADE FOR WALKING' ON PAGE 11

Bike racks are common on the sidewalks of Little Portugal, Toronto, Ontario.



FROM MADE FOR WALKING BY JULIE CAMPOLI

A new chapter for Florida street design

The state Greenbook gives official guidance and seal of approval to the creation of narrow, interconnected, walkable streets.

BILLY HATTAWAY

Like many states, Florida has been a source of design guidance and regulations for local government streets and land use. The State of Florida has a regulatory document that is used by most local governments for development and thoroughfares titled “The Manual of Uniform Minimum Standards for Design Construction and Maintenance for Streets and Highways,” more commonly known as “The Florida Greenbook.” The *Greenbook*, updated every two years, is adopted through the state rule making process and consequently is a regulatory document backed by Florida law.

The *Greenbook*, developed by professional engineers representing every geographic district in the state, has historically supported conventional suburban development patterns and highways. The 2012 *Greenbook* includes a new chapter, number 19, titled “Traditional Neighborhood Development.”

The Traditional Neighborhood Development (TND) chapter was developed using guidance from the current AASHTO *Greenbook* and the 2004 AASHTO document, “A Guide for Achieving Flexibility in Highway Design.” Despite language in the AASHTO *Greenbook* concerning the flexibility allowed in the manual, most engineers and transportation agencies have not exercised that flexibility. A common misunderstanding of engineers is that the criteria is based primarily on safety. However, the criteria is based significantly on maintaining the design speed and capacity of highways.

The TND chapter, which took two years to write and review, supports the compact development patterns embraced by the Congress for the New Urbanism. Having a regulatory document that endorses narrow lanes, reduced street widths, on-street parking, and the compact urban development patterns necessary for walkable neighborhoods removes potential resistance from design professionals who have seen narrow lanes and other such treatments as increasing their exposure to tort liability claims.

COMPANION HANDBOOK

In addition to the TND chapter, a separate document titled the “Traditional Neighborhood Development Handbook” was created. The *Handbook* is not a regulatory document, but is intended to be an educational tool for planners and engineers and includes best practices, definitions, planning guidance, and tools that should create walkable, compact development patterns with a highly connected network of streets. The *TND Handbook* is highly illustrated to clearly provide examples for practitioners who may be new to the New Urbanism. Since it is not a regulatory document, it does not have to go through the rulemaking process and can be updated on an annual basis.

The TND chapter and *Handbook* promote interconnected, low speed streets through the use of smaller blocks, on-street parking, 9- to 11-foot lane widths, smaller curb return radii, sidewalks at the back of curb, and buildings at the back of sidewalk. Standards for yield streets are also provided.

Movement Type	Design Speed	Travel Lane Width
Yield*	Less than 20 mph	N/A
Slow	20-25 mph	9-10 feet
Low	30-35 mph	10-11 feet

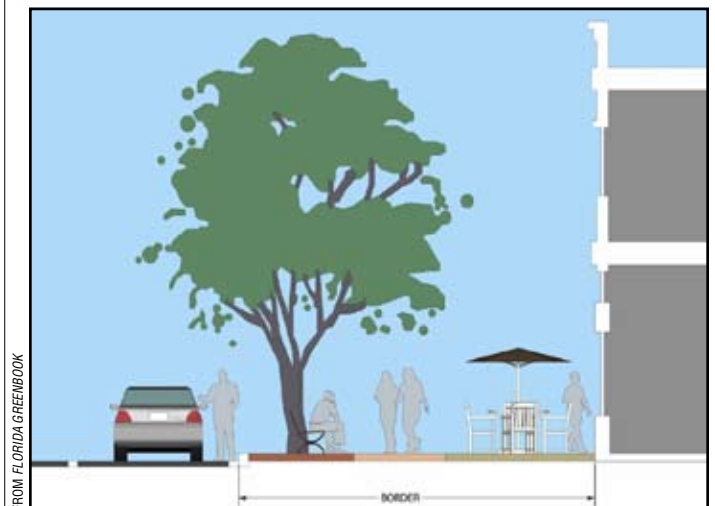
The *Greenbook* allows 9-foot lanes and yield streets. Yield streets are typically residential two-way streets with parking on one or both sides. When the street is parked both sides, the remaining space between parked vehicles (10 feet minimum) is adequate for one vehicle to pass through. Minimum width with parking on both sides should be 24 feet curb face to curb face. Minimum width with parking on one side should be 20 feet.

There were concerns from the Committee about potential misuse of the criteria, therefore reducing developer costs while creating conventional suburban development patterns. Consequently, principles were established which could be used to evaluate proposed development plans. The principles from the TND chapter are listed below.

Based on the *Greenbook* TND chapter, a project or community plan may be considered a TND when at least the first seven of the following principles are included:

1. Has a compact, pedestrian-oriented scale that can be traversed in a five to ten-minute walk from center to edge.
2. Is designed with low speed, low volume, interconnected streets with short block lengths, 150 to 500 feet, and cul-de-sacs only where no alternatives exist. Cul-de-sacs, if necessary, should have walkway and bicycle connections to other sidewalks and streets to provide connectivity within and to adjacent neighborhoods.
3. Orients buildings at the back of sidewalk or close to the street with off-street parking located to the side or back of buildings, as not to interfere with pedestrian activity.

In urban environments, the “border,” or area between the face of a building or right-of-way and the curb face, serves as the pedestrian realm and includes space to walk, socialize, and for street furniture, landscaping, and outdoor cafes. The border consists of furniture, walking, and shy zones.



4. Has building designs that emphasize higher intensities, narrow street frontages, connectivity of sidewalks and paths, and transit stops to promote pedestrian activity and accessibility.

5. Incorporates a continuous bike and pedestrian network with wider sidewalks in commercial, civic, and core areas, but at a minimum has sidewalks at least five feet wide on both sides of the street. Accommodates pedestrians with short street crossings, which may include mid-block crossings, bulb-outs, raised crosswalks, specialty pavers, or pavement markings.

6. Uses on-street parking adjacent to the sidewalk to calm traffic, and offers diverse parking options, but planned so that it does not obstruct access to transit stops.

7. Varies residential densities, lot sizes, and housing types, while maintaining an average net density of at least eight dwelling units per acre, and higher density in the center.

8. Integrates at least ten percent of the developed area for nonresidential and civic uses, as well as open spaces.

9. Has only the minimum right of way necessary for the street, median, planting strips, sidewalks, utilities, and maintenance that are appropriate to the adjacent land uses and building types.

10. Locates arterial highways, major collector roads, and other high-volume corridors at the edge of the TND and not through the TND.

GETTING EVERYONE ON THE SAME PAGE

Once the goal to create TND development is established, it is critical that all of those involved have the same understanding of the elements necessary to execute a well planned community. Many engineers and planners have been planning and designing conventional suburban developments for decades and have very little understanding of what is considered “urban” or compact development patterns. In order to provide some education and understanding of these concepts, the basis of the context for planning and design contained in both documents is the Transect. The Transect, which is contained in the SmartCode, is used in form based codes by many New Urbanists.

In the TND chapter and *Handbook*, the Transect is illustrated with examples of the development for the various



The Traveled Way illustration from the *TND Handbook*, the guide to Chapter 19 of the *Greenbook*.

Transect Zones. These illustrations and examples are intended to be a guide to help engineers and planners understand context as a basis for proper compact development patterns, both adjacent to and within the transportation right of way.

Once the context is established and when the plan is in the development stage, determining how streets should be designed to support the context must be established. Historically, AASHTO *Greenbook* language concerning design speed was to “use as high a design speed as practical to attain a desired degree of safety, mobility, and efficiency.” The major departure from that conventional suburban street and highway design in the TND chapter is the emphasis on low-speed streets and the elements necessary to create them without law enforcement or vertical traffic calming features such as speed bumps.

Language in the TND chapter states “the goal for TND communities is to establish a design speed that creates a safer and more comfortable environment for pedestrians and bicyclists, and is appropriate for the surrounding context. Design speeds of 20 to 35 mph are desirable for TND streets. Alleys and narrow roadways intended to function as shared spaces may have design speeds as low as 10 mph.” Each of the geometric elements of street design including lane widths such as in the table on page 8 are included in the TND chapter.

While the TND chapter is intended to provide the regulatory framework for TND development, the *TND Handbook* provides guidance for planning and designing greenfield, urban infill, or redevelopment projects using a compact urban form. It also clearly differenti-

ates between conventional suburban and traditional neighborhood design to maximize the possibility that proper design criteria are used to create well executed TND communities. That’s important, because the street geometry, adjacent land use, and other elements must support a higher level of transit, pedestrian, and bicycle activity. The *Handbook* should provide planners and designers the educational tools necessary to create the compact urban form needed for successful TND projects.

The TND chapter in the *Florida Greenbook* and the *TND Handbook* will now provide local governments in the State of Florida a new approach to creating communities or redeveloping areas that are compact urban with low speed streets that support walking and transit. The web addresses for both documents are included below. ♦

Billy Hattaway is district secretary of the Florida Department of Transportation, District One, in Bartow, Florida. Download the Greenbook at: www.dot.state.fl.us/rddesign/FloridaGreenbook/FloridaGreenbook.pdf. Download the TND Handbook at: www.dot.state.fl.us/rddesign/FloridaGreenbook/TND-Handbook.pdf

Shared space

FROM PAGE 4

could shatter the established wisdom,” he says. “I think it will begin to open up wider range of applications for shared space than people have tended to use in the past. How busy are the intersections that these principles can applied to? The honest answer is we don’t know.” ♦

Walking our way

FROM PAGE 1

plore the neighborhood on foot. That is where livability comes to life, and the best way to get there is to start with a walking audit.

A growing number of communities across the country are using this tool, and they are finding funding and other support to help make it happen. In 2011, the walking audit topped the list of tools and strategies that the US Environmental Protection Agency chose to support with technical assistance under its competitive Building Blocks for Sustainable Communities initiative.

Conceptually, the walking audit tool is so simple and so inexpensive to use, that I have a hard time understanding why any community would be satisfied to have people sit in meetings to figure out how to make a place more livable. Okay, meetings are important, too. But a simple, lightly structured amble — a 60- or 90-minute stroll with a group of five to 35 people — unlocks many insights and doors to the future. The walking audit inspires problem-solving that is both creative and grounded in real life.

A CLASSROOM ON THE MOVE

Think of it as an interactive classroom, with legs. Lots of legs. It's also a classroom with many eyes and shared goals. When people spend a few minutes watching how traffic moves through two different types of intersection — one with curb "bulb-outs" designed to slow turning vehicles and shorten the pedestrian crossing distance and the other without any curb extensions — they see the effect. A walking audit brings the kind of "aha" moments that I have never seen in a meeting where people are holed up indoors. People who complete a walking audit often say they will never take another walk in their city, or anyone else's city, for that matter, without seeing and experiencing many new things. How often does a meeting provide that level of insight?

Sitting inside a building, we can talk theory for hours and think that we are on the right track. But if we take a walk through the reality of what our parking code calls for, we see what it actually permits in the unappealing parking lot that mars the streetscape in the heart of town. We see the effects of a particular



COURTESY OF THE WALKABLE AND LIVABLE COMMUNITIES INSTITUTE

Dan Burden and participants on a walkability audit

radius we put on a corner and of the building setbacks we approved. The walking audit reveals the actual effects of policy in the places we have created. It is impossible, once a group has taken a walking audit, to ignore the obvious. With the right walk we can identify and solve problems, either on the spot or when we return to that "well-structured" meeting.

A walking audit also reveals much of what we care about. It reveals what

"FORGET THE DAMNED MOTOR CAR AND BUILD CITIES FOR LOVERS AND FRIENDS."
Lewis Mumford

we value most, such as the tree canopy overhanging Main Street, and what we value least, such as the sprawling parking lot in another area of downtown. The unintended consequences of our actions speak louder than "we-already-doing-these-things" words. If we're already doing everything right, we wouldn't be asking: "What's this? How did this slip by? Can it happen again?" Walking audits do their heaviest lifting by asking the questions that need to be asked and answered.

On some walks, I have seen 20-minute conversations bubble up in one spot, on one topic. Eyes light up, neurons fire and the ideas start flying. A walking audit transports us away from the

distraction of numbers and archaic ways of looking at the purpose or function of streets. The experience lets us see, smell, touch, and ponder what we are creating. It lets us return to our senses and sensibilities.

And doing this with a group enables people to approach community design in a spirit of exploration. It inspires a willingness to work together to bring change. So, when we think about the planning process, we should always include walking audits if we want "sticking power." It's the best way to tie us to something we believe in, and to bring us together with people who care about our community.

The American Planning Association defines planning as "a dynamic profession that works to improve the welfare of people and their communities by creating more convenient, equitable, healthful, efficient, and attractive places for present and future generations." Walking audits get us there faster, better, and they get us there together.

I will stop here; I want to go out and take a walk. ♦

*Dan Burden is co-founder and executive director of the Walkable and Livable Communities Institute, www.walklive.org. Readers can get the **Walkability Workbook**, with step-by-step notes on how to conduct a walkability audit, at: www.walklive.org/resources*

Made for Walking

FROM PAGE 7

images. Such images are run across the tops of two-page spreads throughout the book, providing 23-inch-wide photos that give readers the sense of being on the street. I wish I could provide an example here.

For fans of urban geography, the maps are glorious: Buildings and neighborhood patterns, street, pedestrian, and transit networks, locations of shops and services, green spaces and more are illu-

minated by simple, easy-to-understand maps.

With *Made for Walking*, Campoli has captured the zeitgeist of urbanism today. Architecture and urban planning is no longer about “projects.” It’s about integrating new and old into a dynamic place. This book will help public officials, developers, planners, and champions of cities and towns raise the quality and vitality of the built environment.

Made for Walking is published by the Lincoln Institute of Land Policy, 2012, 176 pp., paperbound \$50. ♦

BOOKS

near term, yet, if only we could redesign the parking lot — incorporating tree canopy, water infiltration, and a sense of artistry — placeless lots could be transformed into meaningful civic spaces. As he puts it: “The task is first to rediscover their virtues and common good, and second to elevate their design beyond mediocrity.”

A NARROW LENS

Rethinking A Lot aims to focus directly on off-street parking through a very narrow lens. There are plenty of references dealing with parking demand, regulation, on-street systems, and parking garages, Ben-Joseph explains. What he believes is missing, however is significant discussion of the design of surface parking lots. Someone unfamiliar with Ben-Joseph’s other works on streets and urban form might get the impression that he is blind to the many negative impacts parking, particularly off-street surface-lots, has on urban places. Or, the reader may think he took a Landscape Urbanism-esque position that we should make the current patterns as ecological and artful as possible while ignoring the larger systematic problems as beyond the purview of analysis for designers. I don’t think that is the case; Rather, the narrow scope Ben-Joseph carved out for himself leaves little room for these wider discussions.

Parking lots are ubiquitous and as he points out, most guidance for students and professionals on the matter ignores design almost entirely. In the narrow scope he’s chosen, Ben-Joseph does an admirable job finding examples of parking lots that were designed with intention — there is even a nod to woonerf-like shared spaces that blur the line between street, plaza, and parking and he points out a great loophole I was unaware of that allowed Seaside, FL, flexibility in streetscape design by classifying many neighborhood streets as parking zones. The book is quite accessible, provides a great introduction to parking in general, and links curious readers to the best other resources on the subject.

The fact that the main recommendation of *Rethinking A Lot* is to add trees and some ecological function to parking lots falls a little flat. Beyond the fact that the

BOOKS

Rethinking A Lot

The Design and Culture of Parking

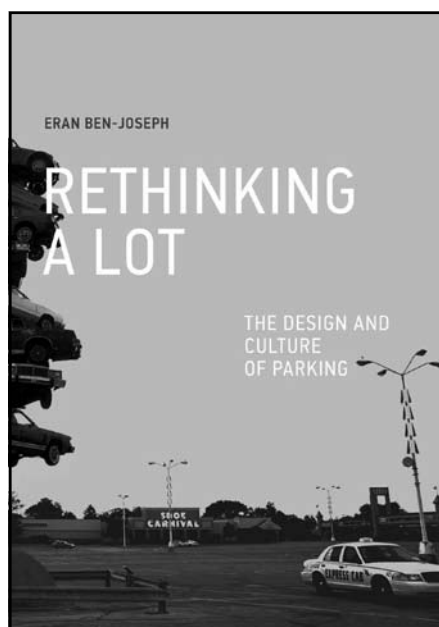
By Eran Ben-Joseph

MIT Press, 2012, 157 pages, \$24.95

REVIEW BY DAVID WEST

With parking now consuming as much as 30 percent of precious urban land in some American cities, it’s no wonder that parking has become one of the leading hot-button issues in planning and urban design. *Rethinking A Lot* enters the parking fray with MIT Professor Eran Ben-Joseph tackling the issue of ubiquitous and banal surface parking lots. Ben-Joseph believes that these lots are ripe for design interventions with the potential to make parking lots a significant civic element like plazas and parks. Parking lots are, Ben-Joseph argues, the most commonly used public places — the site for chance meetings where we step out of climate controlled environments and arrive when visiting most destinations — yet most people think very little about these places.

Rethinking A Lot tackles the parking issue in three sections: first, a review of the various issues effecting parking provision; next, a brief, well-illustrated, history of surface parking in the US; and finally, examples of exemplary parking lots. Ben-Joseph was inspired to tackle this issue after questions from students wanting to know if there were examples of “great” parking lots. Starting with horses and carriages, through the rise of the car, the demise of urban centers and the rise, and eventual decline, of the



suburban shopping mall, *Rethinking A Lot* takes a somewhat ethnographic approach to the many ways parking lots are intertwined with American life, from Boondockers in Wal-Mart parking lots to teenage cruising and tailgating at sporting events. Ben-Joseph takes a cautious view on the proliferation of parking and its impact on cities. While he skirts the edge of the issue several times, and presents a multitude of reasons to be anti-parking lot, Ben-Joseph does not believe we should simply get rid of or minimize surface parking. In fact, he avoids this normative question all together. Instead, he accepts parking lots as a major part of our current development pattern and asks: “Why can’t parking lots be modest paradises?”

Eran Ben-Joseph argues that a need for parking is unchallengeable in the

BOOKS

primary problem with surface parking lots is not that they are ugly and contribute to the heat island effect — they are an inefficient use of urban land, pushing apart destinations and encouraging unnecessary car use — the recommendations seem out-of-step with the economic forces that make parking lots the plain blacktop surfaces we’ve grown to expect. Incorporating more “green” in parking lots is great for a showpiece like the Fiat factory, a museum, or a resort, but enlarging parking lots in an urban context to provide these amenities seems counterproductive to the goals of Smart Growth. Expecting suburban big box parking lots to become orchard like park systems is antithetical to every design decision that goes into big box retail.

Ubiquitous parking lots aren’t giant swaths of asphalt and paint because no one ever thought of using greener or

more attractive materials and layouts: They are what they are because of the economics of development. Parks, plazas, and other significant civic spaces are expensive, and therein lies the rub. I would argue that first and foremost we need to right-size parking to control demand, only then should we focus on design. That said, you can’t fault a designer for wanting to make the best of the design brief they are given. If the budget is there and you need to design a parking lot for 500 cars, following Ben-Joseph’s advice could help a great deal. But if you can shrink the lot substantially and put the savings towards some greening, that would be even better! ♦

David West is principal of Randall-West in Ithaca, New York, and guest lecturer at Cornell University’s Department of City and Regional Planning.

Cities in small metros growing

Cities are growing faster than their suburbs for the first time in recent history, and this trend applies to the country’s biggest as well as some of its smallest cities, according to an analysis by Smart Growth America.

US Census data reveals that cities in small metro areas are gaining -- and most are growing faster than their suburbs. “This finding reflects population trends revealed earlier this year in research from the Brookings Institution, which examined growth rates for the country’s 51 largest metropolitan areas. But whereas that report looked only at large metro

areas like New York, San Francisco and Chicago, Smart Growth America’s research examines what’s happening in the nation’s slightly smaller ... metro areas,” the organization reports.

Smart Growth America calculated population change between 2010 and 2011 in 171 of the nation’s smaller metropolitan areas based on 2010 Census figures and 2011 Census estimates. Overall, 22 percent of the US population lives in these small metro areas -- more than 69 million people. Of these, 39.3 percent, or 27 million people, lived in the Census-defined cities of the small

metro areas in 2011. Eighty-five percent of those cities grew in 2011.

Perhaps more noteworthy is the fact that small metro city population growth is now outpacing growth in the suburbs. In one year, cities in the small metro areas grew in population by 0.89%. In comparison, their suburban counterparts grew by 0.67%,” Smart Growth America reports.

“Small metro areas’ cities are doing just as well, if not better than, big cities,” says Smart Growth America President and CEO Geoffrey Anderson. “The trend in terms of population growth is toward city living, and that’s happening at a greater rate in our smaller metro areas in the middle of the country.”

This data indicate that people are increasingly choosing to live in cities in small metro areas. Notably, this trend is even stronger in small metro areas than large ones: 55 percent of cities in small metro areas grew faster than their suburbs between 2010 and 2011; 52.9 percent of cities in large metro areas did so in the same period, the report says.

The report, called “City versus suburban growth rates in small metro areas,” can be downloaded on the web. Google the name of the report. ♦

Crime rises in suburbs, falls in cities

During the first decade of this century the US suburban homicide rate rose 16.9 percent while declining 16.7 percent in cities, according to a *Wall Street Journal* report. Overall, crime dropped sharply in the US from 2000-2010. “The decline in homicides nationally has overshadowed a counter-trend: rising murders in the suburbs, the communities that ring cities and have long been promoted as havens from violent crime,” says the *Journal*.

Criminologists and public officials cite weaker and more resource-strapped law enforcement in the suburbs as one cause. “That, in turn, attracts criminals who focus on suburbs, because they are looking for easier places than relatively well-policed cities to commit crimes,” the article says. Twenty-five percent of US murders now take place in suburbs, up from 20.7 percent in 2001. ♦

Metropolitan Statistical Area	Suburb population growth rate	City population growth rate
1. Clarksville, TN-KY	0.02%	1.91%
2. Lexington-Fayette, KY	0.51%	1.61%
3. Fort Smith, AR-OK	0.13%	1.01%
4. Lynchburg, VA	0.20%	1.04%
5. Athens-Clarke County, GA	-0.18%	0.55%
6. Lincoln, NE	0.57%	1.27%
7. Davenport-Moline-Rock Island, IA-IL	0.11%	0.80%
8. Greensboro-High Point, NC	0.45%	1.12%
9. Bloomington, IN	0.21%	0.88%
10. Durham-Chapel Hill, NC	1.03%	1.69%

COURTESY OF SMART GROWTH AMERICA

Redesign arterial streets for pedestrians

Note: America Walks, a nationwide non-profit, and Sam Schwartz Engineering recently published Steps to a Walkable Community: A Guide for Citizens, Planners, and Engineers. The 180-page book, which can be downloaded at americawalks.org/walksteps, offers case studies and useful strategies on how to make thoroughfares and places more walkable. The book can help laypeople understand complex issues, but also provides plenty of technical information for professionals. The following article is excerpted from the report with the permission of the authors.

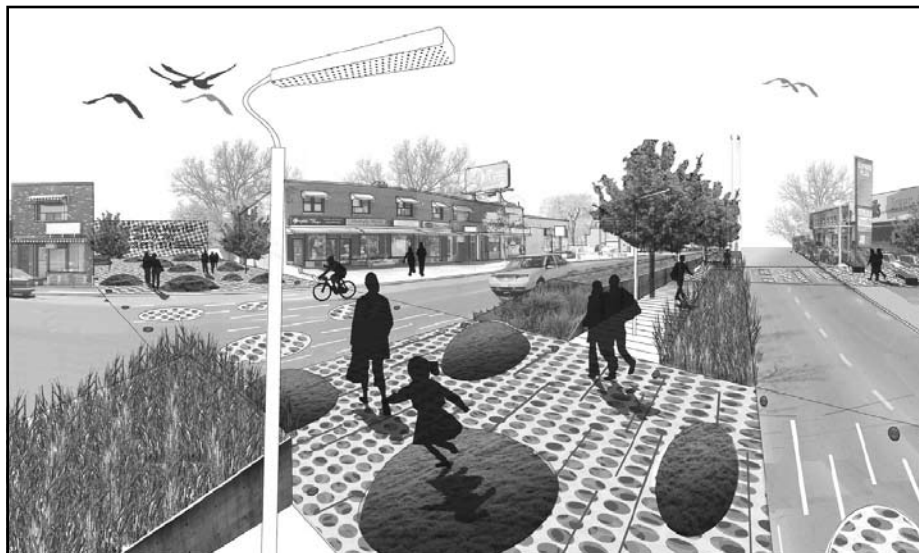
Arterial streets, typically multi-lane thoroughfares designed to speed cars from one destination to another, are often hazardous to people on foot. The Tri-State Transportation Campaign found that 60 percent of pedestrian deaths in the tri-state region of New York, New Jersey, and Connecticut took place on arterial roadways. Redesigning arterial streets for pedestrians involves adapting roadway geometry (including reducing or narrowing travel lanes), traffic signal plans, and adjacent land uses of multilane thoroughfares to better accommodate non-automobile uses and create a safer, pedestrian-friendly environment.

Benefits

- Improves safety for pedestrians, cyclists, and drivers
- Creates a unique local identity to compete with malls and big-box retail
- Increases economic activity through quality public environment
- Encourages active lifestyles through better walking and cycling infrastructure
- Increases property values

Considerations

- Arterial roads are often managed by multiple jurisdictions along their length, which complicates funding as well as design and decision processes.
- Changing driving behavior to reduce speeding and increase yielding to pedestrians on car-oriented thoroughfares is a challenge.
- Accommodating safety redesigns with vehicle volumes



CREDIT CHRIS HARDWICK, SWEENEY STERLING FINLAYSON & CO

A rendering of the Kingston Road revisioning in Toronto, Ontario. Redesign elements include pocket parks, crosswalks, occupiable medians, and temporary parking lot activities.

Appropriate contexts

- Arterial roads with transit stops and limited walking infrastructure
- Arterial roads lined with retail

Guidance

- Interest communities and cities in redesign possibilities with a public visioning meeting, design charrette, or design competition.
- Work with business improvement districts; since pedestrian-friendly environments see higher retail profits, use funds for street restructuring.
- Create mid-block neckdowns and crosswalks.
- Create safe crossings with signals or medians.
- Narrow roadways wherever traffic volumes and safety allow.
- Build pedestrian crossing islands.
- Widen medians into transit stops and/or landscape the median.
- Widen sidewalks where needed or desired.
- Plant street trees to act as a buffer between pedestrians and traffic.
- Construct a buffered bicycle path or shared-use greenway.
- Consolidate and minimize the number of driveways to reduce turning conflicts.
- Program temporary uses in parking lots at off-peak hours.

- Create pocket parks in open or vacant space between retail buildings.
- Connect pocket parks on one side of the street to the other through crosswalks, mid-block chokes, and medians.
- Rezone adjacent land uses for denser development.

Case study: Toronto

Kingston Road, a six-lane highway in Toronto, Ontario, was the subject of several "revisioning" sessions. The first of these visions emerged from a two-week design charrette sponsored by *Canadian Architect* magazine and the City of Toronto in 2006, which recommended an incremental design strategy. The vision included pocket parks connecting crosswalks and medians, and temporary uses set in urban parking lots to create a denser public space and bridge a six-lane roadway.

The city then sponsored its own study with recommendations to rezone adjacent land uses for denser development and redesign the roadway to accommodate bicycles and pedestrians to be adopted in Toronto's official five-year plan.

The approach is endorsed within *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, a guidebook published by the Institute of Transportation Engineers and the Congress for the New Urbanism. ♦

Ford heralds the post-auto era

A hundred years ago, Henry Ford was a visionary for what could be called the century of the motor car. The US built 47,000 miles of Interstate highways, cities sprawled into the suburbs, Main Streets and downtowns declined, and transit systems were decimated. These trends, supported by public policy and consumer demand, greatly enriched the automobile and related industries in the 20th Century.

Now, Ford Motor Company realizes that many trends are pointing in the opposite direction. Ford wrote an internal report called *Looking Further With Ford: 13 Trends for 2013*. Among them is what Ford calls The Rise of the Intima-City. This idea refers to people moving back downtown for excitement, culture, community, and convenience. Suburbs, also, are recognizing this trend and building mixed-use, compact centers. Corporations are relocating downtown because that's where the quality workers want to live. Americans are looking toward transportation alternatives like car-share (available only in cities), transit, walking, and bicycling. Ford cites Carmel, Indiana, an Indianapolis suburb that has built a popular downtown, Zappos's bold project to remake downtown Las Vegas, and popular bike-sharing programs as examples.

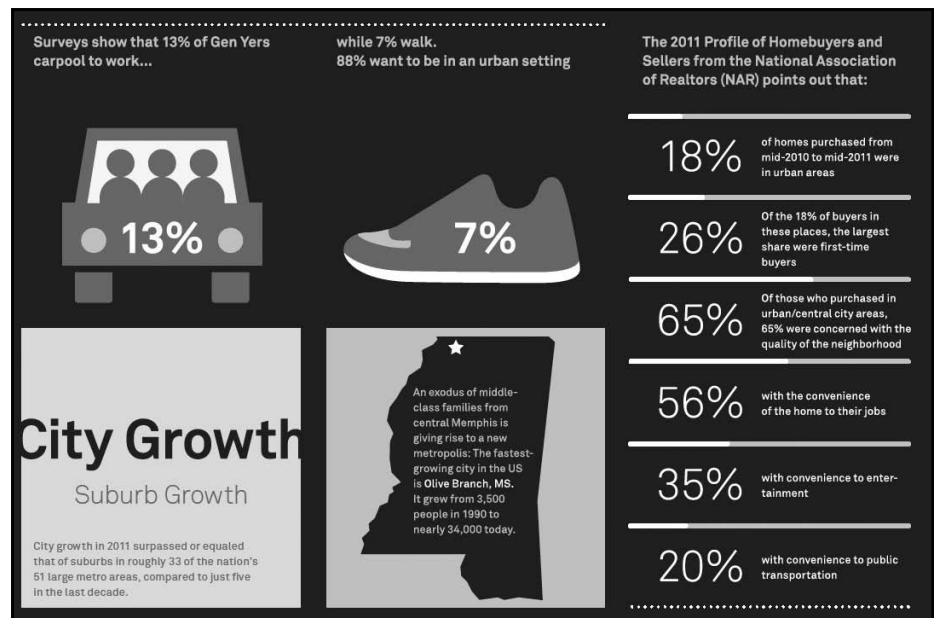
A number of Ford's other big trends are related to the rise of cities. The

Economics of Local Pride relates to consumers' growing respect for locally made goods — especially local food. "For every \$1 spent at local businesses, 45 cents is reinvested locally," notes the document. Also, Ford calls the mainstreaming of environmental awareness "Post-green." Peer pressure is mounting,

Ford says, and bottom-up organizations are leading the way. The car company cites Depave, a Portland nonprofit that is dedicated to removing pavement and turning it into green spaces.

We have to give Ford credit for generally praising these trends, which are good for America but may be worrisome from the point of view of an automobile manufacturer. ♦

Ford graphic on urban trends: 88 percent of millennials want to be in urban settings, 18 percent of housing units purchased are downtown or in urban settings, and the largest chunk of these purchasers are first-time buyers. A rising number of buyers want urban conveniences.



UPDATE

■ The massive redevelopment of the nation's most distressed public housing that began in the mid-1990s with HUD's HOPE VI program is continuing, although at a slower pace. HOPE VI ended in 2010 and was succeeded by Choice Neighborhoods, but some redevelopments that began under HOPE VI are still going forward. They still employ many of the mixed-use, walkable design elements that helped make HOPE VI a success.

The Old Colony project, which is considered the most physically distressed site in the Boston Housing Authority portfolio, is being redeveloped as **The Homes at Old Colony**. The first phase of 116 units includes an apartment building, five townhouse buildings, and a community center. The developer is seeking LEED green building certification for both its buildings and its neighborhood. See photo at right.

Now phase 2, by developer Beacon Communities, has begun with demolition of old buildings. It will include 169 new affordable units.

The South Boston project is located close to many ameni-



The Homes at Old Colony, phase 1

ties including subway and bus public transit lines, Carson Beach and three neighborhood parks, and stores within about a half mile. The master plan provides improved access and connections to the surrounding neighborhood.

■ More than 700 people in Chicago died during an extreme

UPDATE

heat wave in July, 1995. Two adjacent neighborhoods, both poor and predominantly black with the same microclimate, demonstrate how **social connections can save lives**, according to a report in *The New Yorker* by sociologist Eric Klinenberg. The Englewood death rate was 33/100,000 population, among the highest in the city. In Auburn-Gresham, where a “viable social infrastructure” survives with small commercial establishments that draw the elderly out of their homes into public life, the death rate was 3/100,000 — among the lowest in the city. Public discussion focuses on physical infrastructure to protect us from natural threats like climate change, Klinenberg says, but social systems are just as important in times of crisis and even everyday life. The average life expectancy is five years higher in Auburn-Gresham than Englewood, which suffered severe abandonment in the latter part of the 20th Century.

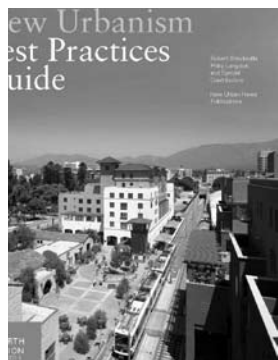
■ HUD recently announced \$109 million in **Choice Neighborhoods grants** for four cities — Cincinnati, Seattle, San Antonio, and Tampa. The funding to “transform distressed communities” leveraged \$393 million in private and local funds. Choice Neighborhoods is a less-funded successor to HOPE VI, a program that spanned the better part of two decades and invested \$6 billion in public housing redevelopment, leveraging some \$50 billion in local and private funds. “HUD’s Choice Neighborhoods Initiative supports local visions for



Yesler Terrace in Seattle, a Choice Neighborhoods site

how to transform high-poverty, distressed communities into neighborhoods of opportunity,” said HUD secretary Shaun Donovan. “We’re emphasizing a comprehensive approach to revitalizing neighborhoods by considering the totality of a community with regard to health, safety, education, jobs and quality housing in mixed-income neighborhoods.” The image above is from the Yesler neighborhood in Seattle, 2010 Sustainable District Study.

MARKETPLACE



New Urbanism: Best Practices Guide, 4th Ed.

***\$99 + \$15 shipping (US)
\$117 total (Canada)
\$125 total (all other countries)**

“The most useful single book on the New Urbanism I have ever seen.”

— Architect and planner Steve Mouzon

Name _____

Company _____

Street address _____

City _____ State _____ Zip _____ Country _____

Phone* _____ Email* _____

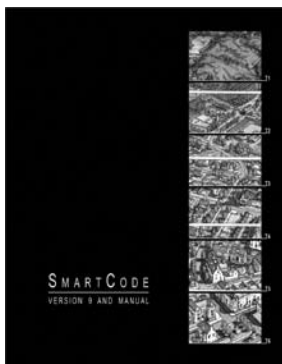
* Required!

Check or money order enclosed.

Charge my: MC Visa 3-digit sec. code. _____

Card No.: _____ Exp: _____

CC billing address, if different from above: _____



Looking to test drive the SmartCode? Get the *Version 9 and Manual*

***\$59 + \$15 shipping (US)
\$77 total (Canada)
\$85 total (all other countries)**

Name _____

Company _____

Street address _____

City _____ State _____ Zip _____ Country _____

Phone* _____ Email* _____

* Required!

Check or money order enclosed.

Charge my: MC Visa 3-digit sec. code. _____

Card No.: _____ Exp: _____

CC billing address, if different from above: _____

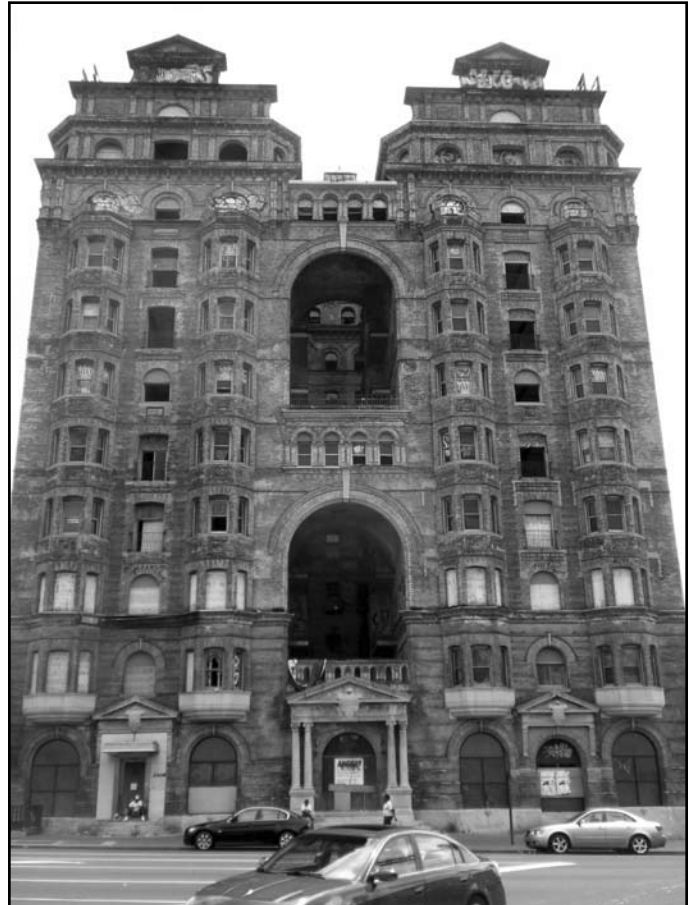
Send to: New Urban Publications, PO Box 6515, Ithaca, NY 14851 Fax: 607/272-2685 Online, bettercities.net Questions? 607/275-3087

UPDATE

■ North Philadelphia remains one of the nation's most economically depressed inner-city areas, but there are signs of revitalization. One highly visible symbol of blight is the **Divine Lorraine hotel**, a 118-year-old glorious ruin on North Broad Street, about a half-mile north of Center City and a mile south of Temple University. The Divine Lorraine, which in the 1940s became the first hotel of its class to be racially integrated in the US, has recently been purchased by a developer who plans 126 rental apartments, 25 subsidized as affordable, and ground-floor retail. At the same time, a transit-oriented development to the east of Temple University by Jonathan Rose Companies and designed by Wallace, Roberts & Todd is nearing completion. The two-acre project will have first-floor retail, second floor office, and 164 apartments, 44 subsidized as affordable. With revitalization occurring along both rivers and around Temple, redevelopment could connect Center City to the university via a revitalized Broad Street. That development would still leave vast poor areas in North Philadelphia, yet change the character of several neighborhoods within two miles to the north of Center City.

■ The U.S. Department of Housing and Urban Development's Office of Sustainable Housing and Communities (OSHC) has initiated programs in hundreds of towns and cities through its workshops, technical resources, and grant programs. These programs are also leveraging considerable investments.

The Office made 152 grants in 2011 in 48 states, totaling



The Divine Lorraine

\$240 million, and generating almost \$253 million in private investments and commitments from local partners. The Sustainable Communities grants, one of the major grant programs administered by the Office, generated \$115 million in matching and in-kind contributions — more than 120 percent of the original \$95.8 million invested.

■ A lot can change in two decades. Eighteen years ago, a

Lakeside plan



RESPONSE CARD

YES, I WOULD LIKE TO RECEIVE
BETTER! CITIES & TOWNS

Name _____

Company _____

Address _____

Email (required) _____

Phone _____

I would like a subscription to *Better! Cities & Towns* for \$79/year

Payment enclosed
Check payable to New Urban Publications

Credit Card: ___ MC ___ Visa

Card No. _____ **Exp. Date:** _____

CC Billing address (if different from above) _____

(YOU CAN ALSO GET *BETTER! CITIES & TOWNS* BY
JOINING THE CONGRESS FOR THE NEW URBANISM —
SEE CNU.ORG FOR DETAILS)

Mail to: New Urban Publications, PO Box 6515, Ithaca, NY 14851
Or Fax to: 607/272-2685 Phone: 607/275-3087

UPDATE

charrette was held to design a mixed-use, new urban development in Flower Mound, Texas. The Village of Lakeside plan by Duany Plater-Zyberk & Co. included a market study by Zimmerman-Volk Associates that argued the project would substantially boost tax revenues and economic activity. Nevertheless, an outpouring of opposition, including overheated accusations of “socialism” — yes, a walkable, mixed-use development was considered socialism in the Dallas suburb at the time — the development was defeated. Now the same developers, the Stewart family, have succeeded with a plan, by Gateway Planning Group, called **Lakeside DFW**. Approved November 19, the 155-acre project calls for 2,200 dwelling units, more than half multi-family rentals, and 900,000 square feet of retail, office, and restaurant space in a mixed-use, new urban format. The plan includes the redesign of a major thoroughfare in the project to include angled parking, fewer traffic lanes, and wide sidewalks with trees. At the request of residents, public amenities were added: a boardwalk, observation deck, and a 1,000-seat amphitheater overlooking the lake. Arguments were again made on the basis of economic development. After a major housing recession, those arguments resonated in 2012. The site was previously zoned as an office park.

■ **Farr Associates** of Chicago has recently worked on zoning and building code efforts in three municipalities:

Dublin, Ohio, adopted the Bridge Street Corridor Development Code. An outcome of a larger master planning process for the area, this form-based code was developed with the goal of creating a vibrant, walkable environment with a dynamic mix of land uses and housing types within the 800-acre district.

Billings, Montana, adopted the East Billings Urban Revitalization District Code. This form-based code will guide the sustainable redevelopment of the area into a walkable, flexible light industrial and mixed-use area.

Aurora, Illinois, adopted an alternative energy ordinance that establishes requirements and streamlines the process for property owners installing



Master of Real Estate Development Executive Program

a joint degree offered by the College of Architecture, Design & Construction and the College of Business



MAKE PLACES,
not projects.

Curriculum focuses on sustainable and responsible real estate development practices.



New class launches each May with rolling admissions.

For more information visit:
<http://mred.auburn.edu>



AUBURN
UNIVERSITY

Auburn University is an equal opportunity educational institution/employer.



“Certified planners uphold high standards to make sound decisions for their communities.”

Ralph Becker, FAICP
Mayor, Salt Lake City

AICP=PRINCIPLED

American Institute of Certified Planners



The American Planning Association's Professional Institute
American Institute of Certified Planners

Making Great Communities Happen

UPDATE

solar and wind energy systems within the city.

■ The **District of Columbia** is “reserving thousands of on-street parking spaces for residents on weekdays in the city’s most crowded neighborhoods, part of an aggressive effort to limit spots for visitors,” *The Washington Post* reports. The effort will affect as many as 10,000 spaces, and is part of an overall strategy “to promote bicycling and mass transit while increasing the odds that residents can find parking.” Under the new regulations, for example, 550 blocks of DC’s Ward 1 will have one side of the street reserved for cars with parking permits, while the other side is open for nonpermitted autos.

■ Richard Florida says that historic buildings are irreplaceable treasures for cities and towns, but sometimes turning them into new uses is expensive and requires help from government. The **City of Baltimore** approved a tax break to allow the 11-story Beaux-Arts Provident Bank Building to be converted to 102 apartments with ground-floor retail. The developer will get an 80 percent reduction in taxes for 10 years and then stepped-down reductions ending on year 20, according to this report in the *Baltimore Brew*. Total value of tax abatement: \$3-4 million. The developer will also get historic tax credits and state enterprise zone credits for the \$19 million project.

■ The photo at upper right is phase 2 — mixed-use build-



PHOTO COURTESY OF ESTUDIO URBANO

Cayala, phase 2

ings and a church tower — nearing completion in **Cayalá**, a new town in the suburbs of Guatemala City, Guatemala. The town looks like it is built for the ages and the streetscape — designed so that all of the pavement is to be shared by vehicles and pedestrians — hides modern below-ground parking. We reported in detail on phase 1 of this project in the March issue of *Better! Cities & Towns*. The mixed-use buildings in phase 2 are designed by Estudio Urbano (Pedro Godoy

MARKETPLACE



learn



create



inspire

Transforming
Crafting
Reinventing
Implementing

GATEWAYPLANNING
Design • Implementation • Value Capture
www.gatewayplanning.com

101 Summit Avenue
Suite 606
Forth Worth - TX • 76102
Tel: 817-348-8520 ext 701
Fax: 817-348-1888
E-Mail: info@gatewayplanning.com

D P Z making places for people since 1979
www.dpz.com

UPDATE

and Maria Sanchez), the Guatemala-based Town Architects of Cayalá, with Richard Economakis of the University of Notre Dame, in collaboration with architect Leon Krier. The Campanile (tower) is by Godoy & Sánchez, the first stage of the town's church by the same firm. The developer of the project is Grupo Cayalá, who are based in Guatemala.

■ The CNU's John Norquist says that **St. Louis once had a waterfront like the French Quarter** in New Orleans, only twice as big. Then Interstate 70 cut the city off from the waterfront. "In St. Louis, traffic specialists had their way," he told the *St. Louis Post-Dispatch*. What followed was suburban sprawl that erased the city's identity. Norquist spoke at Washington University about how St. Louis should consider tearing down its downtown highways and restoring a grid of streets that can absorb a great deal of traffic. If there is congestion, he told the reporter, that's a good sign. "Any place where the economy is going really well, you're going to have congestion," he said. "It's one of the symptoms of success."

■ **Multifamily building owners in the suburbs are having to offer steep discounts on market rents** to maintain occupancy, while urban properties are filling up much more easily, according to the *National Real Estate Investor*. "The commercial real estate industry is noticing a dichotomy between property fundamentals for commercial buildings in Central Business Districts (CBDs) and those in the suburbs," according to the report. "Rent growth for multifamily projects located in CBDs has outpaced rent growth for suburban projects by 3 percentage points, according to the CoStar Group, a Washington, D.C.-based research firm. Today, occupancy at CBD-based multifamily buildings averages a full percentage point higher than in the suburbs. Similarly, in the third quarter of 2012, average rents for office buildings in CBDs nationwide stood at \$30.10 per sq. ft.—a premium of more than \$10 per sq. ft. over suburban office buildings. Vacancy at CBD office properties was also lower, at 0.1 percent, compared to 0.12 percent for suburban assets." For commercial real

REINVENTING REAL ESTATE DEVELOPMENT



MASTER IN REAL ESTATE DEVELOPMENT + URBANISM (MRED+U)

MRED+U brings together faculty from UM's Schools of Architecture, Business Administration, Law, and Engineering.

Learn the technology of today's real estate profession plus the fundamentals of livable community design

Live in one of the most dynamic real estate markets in the world

Study with accomplished leaders in the industry and a culturally diverse student body

Network with our extensive group of professionals

Earn your degree in one year

For more information about our program and online course, visit www.miami.edu/mredo or call 305-284-3731.

UNIVERSITY OF MIAMI
SCHOOL of
ARCHITECTURE



30 YEARS
Looney Ricks Kiss

GREAT PLACES. PROVEN RESULTS.

Looney Ricks Kiss
Architecture • Planning • Urban Design • Research
www.lrk.com

UPDATE

estate investors and developers today, the decision to build in cities is a no-brainer, *NREI* says.

■ *Urban Out*, a Philadelphia-based blog, makes some good points about **transit-oriented development (TOD)** in cities with existing urban fabric. In some cities like **Washington, DC**, planners are paying attention to placemaking. When you step out of many DC metro stations, you are greeted with good urbanism. Buildings define outdoor rooms and the street frontages are active and interesting to pedestrians. In **Philadelphia**, the blog reports, you are more apt to find parking lots and drive-through restaurants. City planners, however, are learning quickly to address these problems, the blog reports. In the best TODs, planners take this approach to a higher level by providing open space.

■ A quarterly newsletter on transit-oriented development (TOD) in the New York City region — which boasts the nation's biggest transit system — has been launched by the Pace Law Center with support from the One Region Fund in the New York Community Trust, the Fund for the Environment and Urban Life of The Oram Foundation, and the Congress for the New Urbanism. The first issue of *TOD Line*, Fall 2012, reports on nationwide market trends in favor of TOD, transit-oriented developments around NYC, tools for implementation, and more. See <http://lawweb.pace.edu/landuse/todline>

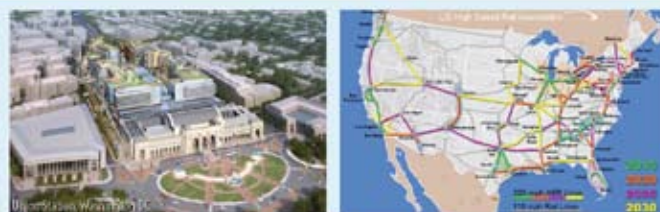
MARKETPLACE

■ Adjusted for population, **US driving has taken a historic downward turn**. Total US miles driven have declined only slightly since the peak in 2007, and they are up a little this year from last. Some may view the decline as a blip in an overall upward trend, but adjusting for population gives a different picture. US drivers are now back where they were in 1995 — more than 17 years ago. We are still driving nearly 50 percent more, individually, than we were in 1971, so there are plenty of cars on the road (and the number of drivers has risen as well). But the per person driving trend begs the question — to the extent that people are driving less of late, how are they getting around? Transit ridership is near historic

MARKETPLACE

Bringing High Speed Rail & Sustainable Transportation To America

USHSR's mission is to build widespread public, business, and political support for a national high speed rail network.



High Speed Rail will be the catalyst for a national real estate boom by promoting transit oriented development. Join our membership today to support the nation's largest infrastructure project. www.ushsr.com

US High Speed Rail Association 10 G Street, NE, Ste 710, Washington, DC 20002 202.248.5001 www.ushsr.com

CNU 21

LIVING COMMUNITY
21st Annual Congress
for the New Urbanism



MAY 29-JUNE 1, 2013
SALT LAKE CITY, UT
CNU21.ORG

REGISTER NOW!

ROBERT J. GIBBS

By Robert J. Gibbs, ASLA, CNU-A
"...the most comprehensive and expansive book ever written on the subject of Retail Real Estate Development. Gibbs is by far the most prominent advocate for reforming retail planning and development in order to return American cities to economic and physical prominence...this book is essential reading..."
 Stefanos Polyzoides
 Available online at amazon.com & barnesandnoble.com

PRINCIPLES OF
URBAN RETAIL
PLANNING AND DEVELOPMENT

Build a Better Burb

NEW VISIONS TO RETROFIT
SUBURBAN DOWNTOWNS

buildabetterburb.org

facebook.com/buildabetterburb

UPDATE

highs, which probably means that people are walking more as well (most transit trips begin and end with a walk, and transit service is often located in walkable places). Bicycling is also on the rise in many cities and towns. Another question: Will more transportation dollars flow to alternative modes, creating a positive feedback loop?

■ The Sierra Club came out with its list of **50 best and worst transportation projects** based on environmental impact. The worst projects are astoundingly costly — frequently running into the billions of dollars. The widening of I-5 in San Diego County is priced at \$4.5 billion. That’s more than the nationwide TIGER competitive grant program over its entire life, including the \$1.5 billion first-year stimulus allocation. Then there’s the \$2 billion South Mountain Freeway in Phoenix. And the Trinity River Parkway in Dallas, estimated to cost \$1.4 billion to \$1.8 billion. There are dozens of wasteful freeway projects detailed in this report. Some very good projects are also identified, which tend to have more modest price tags, such as the Capital Bikeshare and the Tucson streetcar line.

■ LEED for Neighborhood Development (LEED-ND) was launched in 2009 as a private rating system, but it is being increasingly employed and promoted for use by municipalities. The US Green Building Council (USGBC) and the Land Use Law Center at Pace Law School just released two free resources — the *Technical Guidance Manual for Sustain-*

able Neighborhoods and the *Neighborhood Development Floating Zone* — to help local governments use LEED-ND. The manual draws from research and interviews with more than 60 municipalities that have already leveraged LEED-ND to reform their comprehensive plans, land use regulations, and infrastructure planning to achieve sustainability goals. Augmenting the manual, the Neighborhood Development Floating Zone is a model ordinance that employs the LEED-ND rating system. The project was sponsored by the Fund for the Environment and Urban Life of the Oram Foundation,

CONTINUED ON PAGE 24

MARKETPLACE



Thomas Comitta Associates, Inc.

Town Planners & Landscape Architects
 18 W. Chestnut Street
 West Chester, Pennsylvania 19380-2680
 (610) 696-3896 E-mail: tca@comitta.com
 Fax: (610) 430-3804 www.comitta.com

TCA has assisted since 1973 with:

- Town Planning • Traditional Neighborhood Design
- Zoning Ordinances • Expert Witness Testimony
- Neighborhood Parks • Landscape Architecture

MARKETPLACE

Create Great Places!



Governance Documents Worldwide

Zoning for Large Tracts

Codes for Cities & Towns

Lawyers overcoming impediments to great new & retrofit places

McGUIREWOODS

Daniel K. Slone, Partner
 804.775.1041 | dslone@mcguirewoods.com

900 Lawyers | 19 Offices
www.mcguirewoods.com/practices/sustainability.asp

placeways

Placeways, LLC
 Interactive tools for geographic decisions

Home of

communityviz®

Sales - Support - Consulting



704.896.1696

www.thelawrencegroup.com

Carolinas Austin New York Philadelphia St. Louis
 Architecture Interior Design Town Planning Landscape Architecture Graphic Design Development Construction

LAWRENCE GROUP



Target offers prize money for 2013 Charter Awards

The Congress for the New Urbanism (CNU) is proud to announce that Target Corporation (NYSE: TGT) supports the 2013 Charter Awards. With its emphasis on the quality of design throughout its products and stores, Target is an ideal partner for CNU in administering its annual awards program.

“Target recognizes demographic and market trends for urbanism,” said CNU CEO & President John Norquist. “Because of their commitment to architecture and design, especially seen in the CityTarget initiative, Target stores increasingly complement neighborhoods and become community assets in sync with their physical and social contexts — the very same characteristics used to judge Charter Award winning projects. CNU is pleased to partner with Target as they continually recognize how market forces are embracing urbanism.”

Target will offer \$5,000 to one Grand Prize Winner and \$3,000 to one Academic Prize Winner for the 2013 Charter Awards.

The support is part of Target’s larger, ongoing efforts to build strong, safe, and healthy communities across the country. These efforts include Target’s long history of giving 5 percent of its profit to communities, which today equals more than \$4 million every week.

“At Target, we are committed to serving local communities where we do business,” said Laysha Ward, President, Community Relations, Target. “That’s why we are proud to partner with CNU as we work to strengthen communities and enrich the lives of our guests and team members.”

Additional programs Target supports include:

- Take Charge of Education, a school fundraising initiative that provides undesignated funds to local schools for whatever they need most, from books and school supplies to classroom technology.
- Arts Accessibility, which involves free or reduced-price admission to arts and cultural events nationwide.
- Target School Library Makeovers, a program that leverages Target’s world-class design expertise to transform school libraries across the country with new construction, furniture, and technology, as well as 2,000 new books.



- Education Grants and Awards, including Books for Schools Awards, Target Field Trip Grants, and Early Childhood Reading Grants, that provide schools, libraries, teachers, and nonprofit organizations the resources they need to bring learning to life and put more kids on the path to graduation.

Submissions for the 2013 CNU Charter Awards are being accepted through

January 30, 2013. Additional information can be found at www.cnu.org/awards.

The ceremony for the 2013 CNU Charter Awards will take place at CNU’s annual Congress event, to be held this year in Salt Lake City, May 29-June 1, 2013.

ABOUT TARGET

Minneapolis-based Target Corporation serves customers at 1,782 stores across the United States and at Target.com. The company plans to open its first stores in Canada in 2013. In addition, the company operates a credit card segment that offers branded proprietary credit card products. Since 1946, Target has given 5 percent of its profit through community grants and programs; today, that giving equals more than \$4 million a week. For more information about Target’s commitment to corporate responsibility, visit www.target.com/hereforgood. ♦

Farr Associates named AIA Chicago firm of the year

Farr Associates has received the American Institute of Architects (AIA) Chicago Chapter Firm of the Year Award, the organization’s highest honor. Farr Associates continues to innovate while remaining committed to its integration of sustainability, urban planning, and architecture.

According to AIA Chicago, Farr Associates was chosen because of the “firm’s commitment to sustainability far surpassing industry norms and an impressive optimism of the future of our cities. Seven LEED Platinum projects, two net-zero projects, and numerous publications on the subject of Sustainable Urbanism clearly show that Farr Associates is advancing the profession.”

This year’s notable achievements include the LEED-Platinum designated The Harmony House for Cats, a net-zero no-kill cat shelter, and the mixed-use Harper Court in Chicago’s Hyde Park neighborhood, which has achieved LEED-ND Gold certification. This award

recognizes Farr Associates’ “culture of connecting architecture with urban planning,” and its proven sustainability in practice.

CNU Vice Board Chair, and this year’s CNU Charter Awards Jury Chair Doug Farr, the founding principal of Farr Associates, was in attendance to receive the award. Joined by the Farr Associates team of architects, landscape architects, and planners, Farr accepted the designation, saying, “We are honored by this recognition of our firm’s integration of planning and architecture, our leadership in advancing sustainable design at all scales, and our dedication to promoting Sustainable Urbanism around the world. We sincerely thank our client and collaborator partners who help us realize our dream of making future-minded places and buildings increasingly routine.”

Congratulations to Farr Associates on their outstanding achievements! ♦

CNU 21 UPDATE

Top ten things you won't want to miss at CNU 21

1. "Life Elevated:" Utah's official slogan points out both the high quality of life Utahns enjoy and the high elevation in which they live. Salt Lake City, the host city of CNU 21, sits at an average elevation of 4,330 feet above sea level. Breathe it to believe it.

2. Proximity to nature: Not only does Utah boast of great National Parks and Monuments, but a great example of Utah's urban/nature interface is the panoramic City Creek Canyon, with its scenic hiking and biking mountain trails just a few blocks from downtown Salt Lake.

3. Active Lifestyle: Speaking of nature, experience the active lifestyle that so many Utahns love about their quality of life. That means getting off the sidewalks and onto the trails.

4. Transportation: Take a ride on the ever-expanding light rail and commuter rail system of the SLC metropolitan area, which takes riders through downtown and along the Wasatch Front. On arrival in SLC, ride UTA's light rail from the airport to CNU 21 ... and never worry about parking or directions. Register for CNU 21 now and get a discounted transit pass here.

5. Mormon Town Planning: Where else can you go to experience the pre-eminent example of Mormon Town Planning? The spacious sidewalks, expansive blocks, and well-planned streets are better in person than on paper.

6. Tactical Urbanism: One of the more nascent and aggressive forms of development, Tactical Urbanism, has found a niche in Salt Lake City. Check out the Granary Row District to see what the creative class has done, quickly and economically, for this area.

7. World Class Shopping: Walk along a recreated, mixed-used branch of the City Creek while shopping at the new City Creek Center. But let's be clear, this is more than just retail: the massive de-

velopment boasts 11 rental apartments and 425 condos on 23 acres.

8. Olympic Park: Be adventurous and visit the 2002 Winter Olympic Venue in Park City. Ride a zip line, chair lift, and alpine slide, take a three-hour freestyle private lesson, or tour the venues and museum. This may be your only chance to be 'in' the Olympics.

9. View the Brew: It might come as a bit of surprise, but breweries have been springing up all over Salt Lake City for the past decade. Enjoy libations and conversations with locals to get a richer perspective of this unique city.

10. Great American City: Salt Lake City's recently re-elected Mayor Ralph Becker doubled down on his promise to craft a more meaningful, engaging, and lasting place, in continuing the policy of "ascendent urbanism." SLC is geographically and politically positioned to be a city on the rise.

Don't miss a thing.

Join us at CNU 21: Living Community, May 29-June 1, in aspirational and inspirational Salt Lake City, Utah.

MORMON TABERNACLE CHOIR MINI CONCERT

A unique event for all CNU 21: Living Community attendees will be the chance to attend a special choral performance from the Mormon Tabernacle Choir. The

historic Temple Square will be the scenic backdrop for this welcoming vocal performance.

The Mormon Tabernacle Choir (labeled "America's Choir" by former President Ronald Reagan) will take the stage Thursday, May 30th, from 8:45 to 9:30 p.m.

MAROHN CONFIRMED AS PLENARY SPEAKER

Through his blogs, podcasts, website and frequent public appearances, Chuck Marohn has been exposing the "ponzi scheme of sprawl," exploring the connection between land use, finance, and how to create viable, economically stable outcomes.

The founder of Strong Towns, a nonprofit organization, and a licensed engineer, Marohn will be bringing his message of how communities were created before "the great suburban experiment" and what is needed today to craft economically resilient places to CNU 21. The author of *Thoughts on Building Strong Towns (Volume 1)*, the primary author of the *Strong Towns Blog* and the host of the *Strong Towns Podcast* and *See it Differently TV* (SiD.tv), Marohn will speak on Saturday, June 1 at CNU 21.

Register for CNU 21 now at www.cnu21.org/register. ♦

The Mormon Tabernacle Choir in concert



Pages 22 and 23 are provided to Better! Cities & Towns courtesy of the Congress for the New Urbanism, The Marquette Building, 140 S. Dearborn, Ste. 404, Chicago, IL 60603. 312/551-7300; fax: 312/346-3323. www.cnu.org, cnuinfo@cnu.org

UPDATE

FROM PAGE 21

with additional support from the Natural Resources Defense Council.

■ **Nathan Norris**, a founding principal of PlaceMakers, LLC, has recently taken the job of Chief Executive Officer of the Lafayette, Louisiana, Downtown Development Authority.

“I wouldn’t consider leaving PlaceMakers for just another job,” said Norris. “But Lafayette is one of those places that has already done the hard work of laying the foundation for the kind of downtown success that other cities want to emulate.”

Placemakers, founded in 2003, is an international consulting firm specializing in design, planning, zoning reform, and community engagement. Norris is also an attorney, a real estate broker, and an experienced manager of sales and marketing teams — in both an urban infill and greenfield development capacity. Norris was previously based in Montgomery, Alabama.

■ **Dhiru Thadani** is raising funds through kickstarter.com to produce a definitive book on the history and plans of Seaside, Florida. The 608-page tome called *Visions of Seaside* would be costly to print and the publisher, Rizzoli, would need to set a price tag of \$100. Thadani, an architect and urban planner

Periodicals Postage Paid
USPS InteTopp 222-AA35 Approved Automatable Poly Wrap

UPDATE

who was involved in Seaside from the early days and who has “grown to love the town,” wants to set a lower price — but production costs will have to be offset through fundraising. Thadani seeks to raise \$25,000 — donations at various levels come with benefits such as copies of the book, vintage t-shirts, and getaway packages at Seaside, which began construction in 1982 and was the first complete new town built in America since the 1920s. ♦

MARKETPLACE

Research and training for policy and practice



Books, reports, and Land Lines magazine



L LINCOLN INSTITUTE
OF LAND POLICY



Workshops, conferences, and online courses

www.lincolninst.edu | 113 Brattle Street, Cambridge MA 02138 | 617-661-3016