

CITIES & TOWNS

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

JANUARY-FEBRUARY 2014—VOLUME 3, NUMBER 1

How to build great streets

Some of the engineering solutions aimed at achieving “complete streets” fall short of their goal, say the authors of an authoritative new book. It would be better to focus on enclosure, architecture, overall width, and trees, they say.

REVIEW BY PHILIP LANGDON

Is the Complete Streets movement bringing order and safety to America's streets or is it producing over-engineered thoroughfares that make pedestrians feel out of place?

Are modern roundabouts civilizing traffic movement or are they unnecessarily complicating the urban environment?

Those are two of the questions that John Massengale and Victor Dover's long and often eloquent new book, *Street Design: The Secret to Great Cities and Towns*, forces readers to confront.

The authors are experienced hands at New Urbanism. Massengale is a New York architect and urban designer who, way back in 1981, teamed up with Robert A.M. Stern to write *The Anglo-American Suburb*, a concise and still-useful guide to the best early suburban planning. Dover is cofounder of Dover, Kohl & Partners town planners in Coral Gables, Florida, and a former chair of the Congress for New Urbanism.

Street Design is beautifully written and generously illustrated; hundreds of photos and drawings complement tens of thousands of words of text. “For this book,” Massengale and Dover explain, “we made lists of our favorite streets, and then examined what made them special. We asked our colleagues to tell us about the streets they admire, and we went into the library and looked online to find other lists of great streets. Then we went out to reexamine many of the streets in person—photographing them, taking measurements, and observing the way people

SEE ‘STREET DESIGN’ ON PAGE 7

A great street: Legare Street, Charleston, where trees emerge straight from the pavement (breaking the usual rules of street engineering), creating a beautiful scene.



An exurban town sees the benefits of walkability

Londonderry, New Hampshire, could be a model for New England suburbs to organize growth at the metropolitan edge.

ROBERT STEUTEVILLE

What if a municipality could preserve more open space, add more jobs, build a stronger tax base, and accommodate more population growth all at the same time? The residents of Londonderry, New Hampshire, chose that option over business-as-usual growth in the next two decades.

The catch: The town of 24,000 about 45 miles northwest of Boston had to overhaul its land-use policies — not an easy task. In 2013, the town adopted a new comprehensive plan that called for compact, mixed-use building on corridors and in the form of villages. Recently, the town approved the 635-acre Woodmont Commons — which will create a mixed-use town center with major employment and hotels near a new interchange of I-93, which cuts through the town.

The plans in Londonderry offer a new model for construction in New England, which has a lot of New Urbanism in cities, but few walkable places in the outer suburbs that continue to sprawl at a slow but steady pace.

For two and a half centuries, Londonderry was entirely rural. Starting in the 1970s, it has transformed into a mix of residential subdivisions and suburban retail and office developments. A little over a third of the town remains undeveloped. In order to preserve most of that area as open space, the town had to shift its development patterns. The town has no walkable settlements at this time.

Demographics may have tipped the political balance. Londonderry is becoming an older municipality with

SEE ‘LONDONDERRY’ ON PAGE 6

BETTER!
CITIES&TOWNS

Better! Cities & Towns is dedicated to covering smart growth and New Urbanism.

Robert Steuteville, editor and publisher

Philip Langdon, contributing editor

Lisa A. Rosenthal, production associate and advertising

Sara Brown, copy editor

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 Better! Cities & Towns Inc., 218 Utica st., Ithaca, NY 14850. ISSN # 1096-1844.

POSTMASTER: send address changes to Better! Cities & Towns Inc., 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 3, No. 1, January-February 2014

How to build great streets, Page 1

An exurban town sees the benefits of walkability, Page 1

Walkable places are economical, too, Page 2

In Oklahoma, a first: New urban town incorporated, Page 3

When the comprehensive plan leads nowhere, Page 4

The problem with modern roundabouts, Page 9

Review: Urban Design Handbook, Page 11

Review: How to Study Public Life, Page 12

Update: *Land Use Regulation: It Just Gets Worse, Mobile Alabama SmartCode, Design for Planning website for urban planning academics, Centers for Disease Control (CDC) has published an Internet toolkit, NACTO Urban Street Design Guide, Plan for the former Walter Reed hospital.* Pages 13-14, 16

CNU Update: *Building Healthy Communities, Niagara Falls is an attraction for CNU 22 in Buffalo, NY.* Page 15

Walkable places are economical, too

We know city living is in demand, but the fact that cities still reduce cost of living relative to drive-only suburbs needs to be more widely recognized.

ROBERT STEUTEVILLE

One of the persistent criticisms of urban revitalization and New Urbanism is that it is not affordable. Cities are great but they are more expensive, right? On the contrary, the cost of living in cities is less than in outer suburbs. Walkable places, in cities or suburbs, are generally easier on the budget than their drive-only counterparts.

Those statements may be counterintuitive, because walkable places command a premium for housing. Each additional point of Walk Score (walkscore.com) is associated with between a \$700 and \$3,000 increase in home values, according to a nationwide 2009 study by economist Joe Cortright for CEOs for Cities.

Furthermore, housing in the most sought-after urban neighborhoods can be very costly — and the media highlights these extremes. “Most expensive neighborhoods in San Francisco detailed by terrifying heat map,” exclaimed a headline in the *Huffington Post* last year. One-bedroom apartments in Pacific Heights, one of the priciest neighborhoods in the US, average \$2,700/month, the map showed. When people think about city living, figures like that probably comes to mind.

Transportation costs are often ignored. The cost of car ownership is divided among many expenses: Monthly payments, insurance, maintenance, and gas. How these costs change based on geography is harder to calculate than simple housing prices.

Yet extensive research over the last decade shows that urban families save thousands of dollars on transportation. This shouldn't be too surprising. Owning a car costs about \$9,000 a year, according to the American Automobile Association. A family that eliminates one or more cars, or even drives substantially less, saves a lot of money. The difference in transportation expenses between a family living adjacent to downtown and one in the outer suburbs is about \$7,000 a year. That's after-tax money, translating to about \$10,000 per year in income, which buys a lot of house.

There are exceptions, of course. If you drive a Ferrari or have a long daily commute to the suburbs, your transportation costs will be high even if you live in the city.

But in general, city living is relatively affordable. This can be confirmed with a few clicks on the computer. Recently, US Housing and Urban Development (HUD) and US Department of Transportation (DOT) launched the Location Affordability Portal, designed to allow consumers to easily check the combined cost of housing and transportation in neighborhoods across the US (www.locationaffordability.info). A nontechnical web tool that combines housing and transportation costs by location is a big step forward.

NEARLY HALF OF THE HOUSEHOLD BUDGET

Housing and transportation are the two biggest items in family budgets, accounting for 48 percent of US household expenditures, reports the Center for Neighborhood Technology. For moderate-income families, that figure amounts to nearly three-fifths (59 percent) of the budget. Yet these costs are not fixed, and the neighborhood families live in has a powerful impact on what they pay — and what they have left over for food, clothing, medical care, education, recreation, retirement, and other expenses.

Misunderstandings in this area are not helped by many urbanists, myself included, who repeatedly emphasize that high demand for urban places — especially on the part of the so-called creative class — is driving up values in mixed-use neighborhoods. This sounds great for urban revitalization, but not so great for affordability.

We also have to admit that many urban neighborhoods do have issues with rising housing costs. Especially in cities with global appeal like New York, San Francisco, or Seattle, policies are needed to maintain affordability. But that reality should be tempered by the knowledge that car-optional neighborhoods are still the most economical places to live and they are likely to remain that way for a long time.

The way to improve affordability is not be fight urban revitalization, but to preserve and build more walkable, car-optional places in both cities and suburbs to meet growing demand. While urbanists trumpet the market demand for walkable places, they should add that cities are also the most economical option. Cities and walkable towns are the key to reducing combined housing and transportation costs. ♦

In Oklahoma, a first: New urban town incorporated

Carlton Landing, a community with just over 50 permanent residents on the shores of Lake Eufaula in Eastern Oklahoma, is the first new urban development that has been incorporated. All of the notable, large new urban developments — Seaside, Kentlands, Orenco Station, New Town at St. Charles, the HOPE VI projects — are either neighborhoods within cities and towns or unincorporated places. Celebration in Florida functions in some ways as its own town, yet it is legally an unincorporated place in Osceola County.

Carlton Landing is the newest town, officially, in Oklahoma — although it exerts little power at present.

“The town exists, but has no ordinances, assumed responsibilities (other than to function according to state statutes), or funding. These will all be created by a vote of the people at monthly Town Hall Meetings,” says developer Grant Humphries. “A special assessment district will be created to provide a funding mechanism that supports a new fire department, ambulance service, and maintenance fund for the roadways and select common areas.”

ENABLES WATERFRONT DEVELOPMENT

Another reason to incorporate: The town can sign a long-term lease for 300 acres of lakefront owned by the US Army Corps of Engineers. “Within the ground lease area, Carlton Landing will have a new 300-slip marina, a conference and retreat facility, trails and camping facilities, and a lakeside amphitheater,” says Humphries.

To form a town in Oklahoma, he says, the minimum population is only 25 registered voters living in close proximity and at least 3 miles from an existing municipality. “We have a population of around 60 with 28 registered voters. The rest are kids.”

The town currently has a homeowners association (HOA) funded by dues. Over the coming months, the town plans to create its own municipal funding structure through a sales tax, property tax, and municipal bond initiatives, Humphries notes. The HOA currently owns all “common areas,” but



A community garden and chicken coop form a green in front of one of the town’s first houses, above. The plan for Carlton Landing, below.



the long-term plan is to transfer these to the town in a manner that is acceptable to the HOA.

The project’s amenities are centered on the man-made lake — the largest in Oklahoma. A boat club includes complimentary wakeboards, skis, life-jackets, and other gear. There’s also a community pool, several large parks, and a community garden with a chicken house.

Carlton Landing is a 950-acre resort that is in a fairly remote location — it’s about 90 miles from Tulsa, Oklahoma, the nearest metro area. The second-home community is also targeting buyers in Oklahoma City and Dallas, Texas. The development is proceeding slowly, without debt. As the market has been slow, the developers have been able to keep their costs down.

In 2014, Humphries expects to see 75 to 80 new houses under construction, most built by Traditional Craft Homes LLC, a homebuilding company formed

by the Town Founder, but separate from the land development company. “More than 50 of those home starts will be spec homes. Additionally, we expect to sell 18 to 20 lots to custom home buyers,” Humphries says.

Most of the completed houses are owned as primary residents. Over the life of the project, most of the houses are expected to be vacation homes for residents of metro areas within 200 miles, a three-hour drive, where 14 million people reside.

Humphries believes that the character of Carlton Landing, a “downhome, authentic neighborhood feel” in a setting that offers plenty of outdoor activity and local food production, will resonate with buyers in the coming decade. ♦

When the comprehensive plan leads nowhere

Easy steps can be taken to provide more vision and effectiveness for a municipal road map to the future.

BILL SPIKOWSKI

Most cities and towns have a comprehensive plan, an earnest document intended to guide elected and appointed officials as they make decisions about the future. Some comprehensive plans are quickly forgotten; others are followed literally when land is being rezoned and infrastructure expansion are being considered.

How can you tell if a comprehensive plan has become stale, meaningless, or even harmful? Watch for these tell-tale signs:

- When the vision described in the plan sounds like it was written thirty years ago – or the plan is vision-free.
- When the comprehensive plan has to be retrofitted to allow walkable neighborhoods or “complete streets.”
- When rezoning applications routinely require amendments to the comprehensive plan.
- When the city engineer insists he must widen a road to meet the plan’s level-of-service standards, despite adopted complete-streets policies.
- When your town’s best potential developer recoils after realizing how many unnecessary hurdles the comprehensive plan contains.
- When the future land-use map in the plan looks like a zoning map, breaking the community into single-use monocultures.
- When the plan is no longer being implemented.

It doesn’t have to stay that way! A tool with such authority and potential is a great opportunity for a community to identify and respond to current challenges and opportunities.

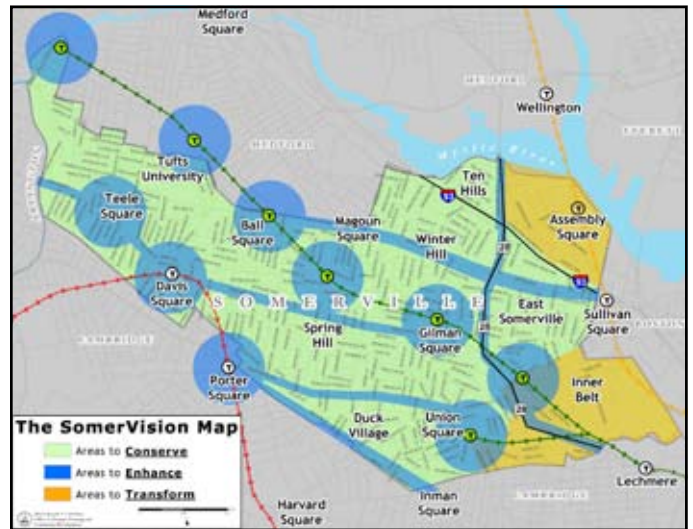
Comprehensive plans are so-named because they address the local government’s entire area and cover a variety of topics including transportation, utilities, housing, and the environment. These plans, known as general plans in many states, usually contain a future land-use map and related goals and policies that can be a strong positive force in redirecting ingrained habits about how a community should grow (or not grow, as circumstances dictate).

Communities across the country take advantage of the comprehensive planning process to set a new course for their future. The best comprehensive plans define and protect natural features and farmland, are explicit about the nature of the future street network, and have future land-use maps that establish the desired character of existing and future urban areas.

The examples highlighted here just graze the surface of what has been happening recently in comprehensive planning.

Somerville, Massachusetts

In Somerville, a “SomerVision Map” designates great residential neighborhoods that are to be conserved, mixed-use areas around transit stations and commercial corridors that can be enhanced, and opportunity areas that should be transformed. This simple triage device helps communi-



Somerville’s map showing conserved / enhanced / transformed areas

ties focus their regulatory reform, for instance the creation of form-based codes, in areas that should be enhanced or transformed.

Nashville, Tennessee

Nashville’s “Community Character Manual” combines a similar triage technique with a local interpretation of the rural-to-urban transect. First adopted in 2008, this manual is a component of the general plan for Nashville and all of Davidson County.

This manual is a dictionary of policies on how to create the appropriate rural, suburban, and urban form for open spaces, neighborhoods, centers, and corridors. A subsequent community planning process creates detailed maps showing where these policies apply in individual communities. Form-based codes then implement these community plans.

To date, community plans have been updated in accordance with the Community Character Manual for North

Nashville’s integration of the transect with other planning tools

Transect	Elements	Intent	Policy
	Open space	Preserve & Enhance	T4 Urban Open Space
		Preserve	T4 Urban Neighborhood Maintenance
	Neighborhoods	Enhance & Create	T4 Urban Neighborhood Evolving
		Preserve, Enhance, & Create	T4 Urban Mixed Use Neighborhood
		Preserve, Enhance, & Create	T4 Urban Neighborhood Green
	Centers	Preserve, Enhance, & Create	T4 Urban Community Center
		Preserve, Enhance, & Create	T4 Urban Residential Corridor
		Enhance	T4 Urban Mixed Use Corridor

Nashville, West Nashville, Bellevue, Madison, and Antioch-Priest Lake.

Raleigh, North Carolina

Raleigh’s 2030 comprehensive plan, was completed by city staff in 2009.

In addition to a conventional (use-based) future land-use map, the Raleigh plan includes a Greenprint Map that highlights environmentally sensitive lands and an innovative Growth Framework Map that expresses the city’s growth vision for transit-oriented development around rail stations, plus growth centers in defined locations.

A strong implementation / action plan is an integral part of this plan and is monitored by a staff implementation team. Implementing regulations adopted in 2013 added an Urban Form Map and a Street Typology Map.

El Paso, Texas

Plan El Paso was completed in 2012 after two 14-day design charrettes led by Dover, Kohl & Partners, involving citizens from every part of this city of 650,000.

El Paso’s new goal is to become the least car-dependent city in the south-west. Plan El Paso includes a heavily illustrated community design manual and urban design guidance for revitalizing specific neighborhoods.

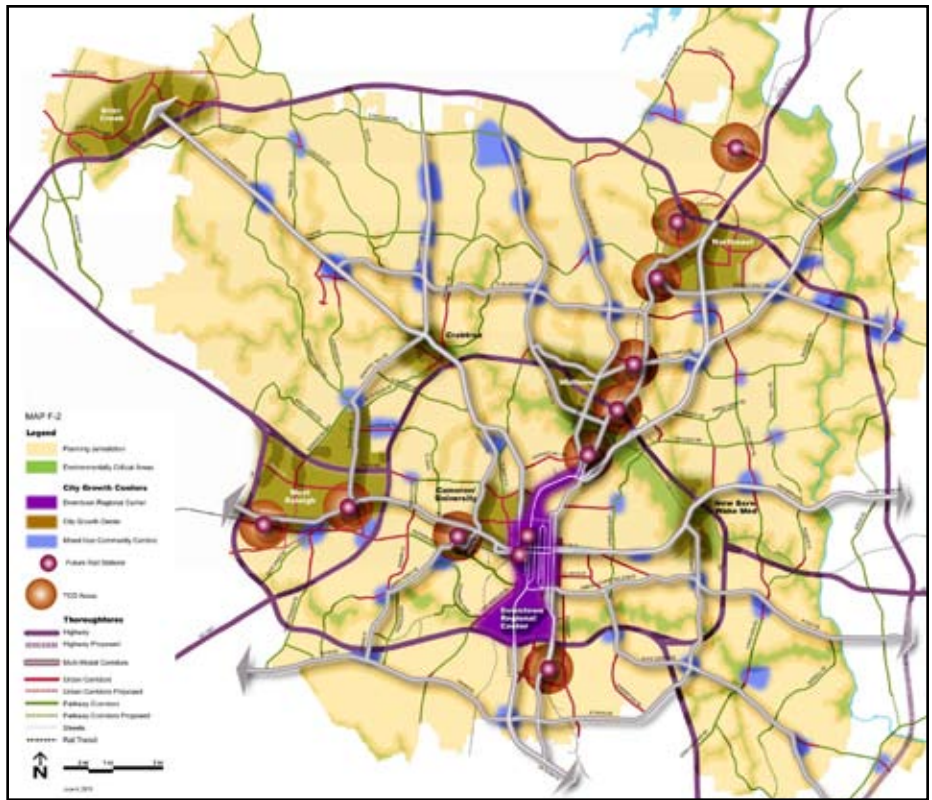
Plan El Paso’s new future land-use map uses regional growth and open-space sectors based in part on the model SmartCode. The map identified fertile land along the Rio Grande for continued farming and future station areas along four new bus rapid transit lines for mixed-use development.

The map’s sectors have been grouped into compact urban, drivable suburban, rural, and open-space sectors to guide street design through a new Thoroughfare Plan that will provide a dense network of collector streets.

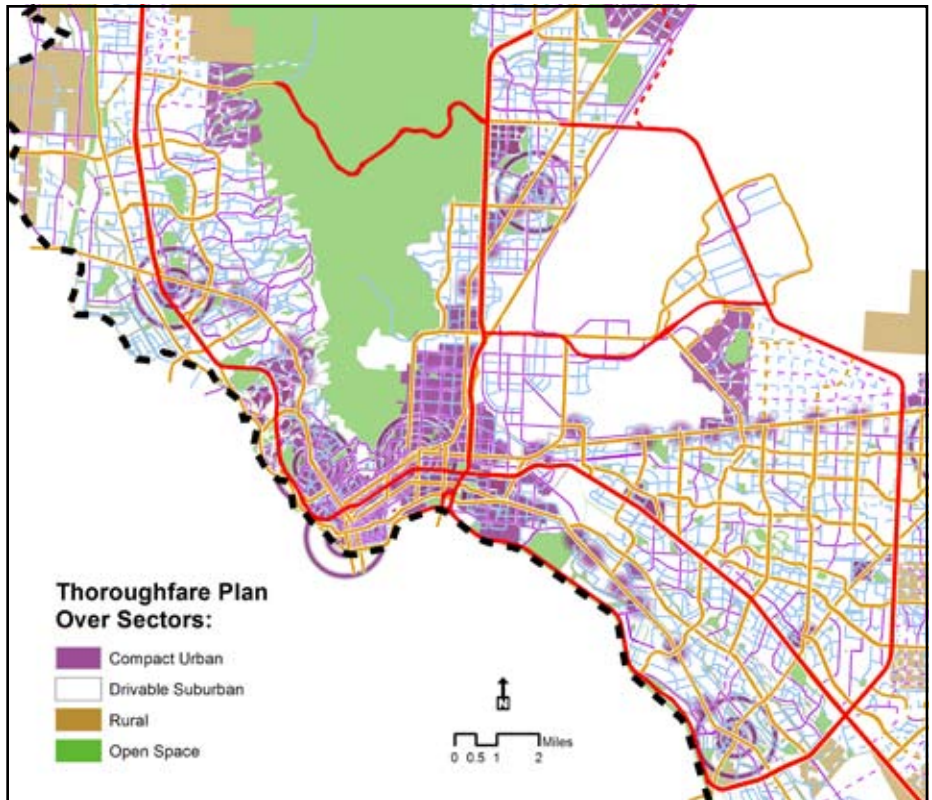
Implementation

Effective comprehensive plans identify the specific steps to be taken after the plan is adopted to implement the plan. These can include better methods of selecting capital improvements, new annexation policies, and zoning-code overhauls.

Without thorough implementation, a comprehensive plan’s true potential has been wasted.



Raleigh’s Growth Framework Map, above. El Paso’s draft Thoroughfare Plan overlaid on future land-use map sectors, below.



Bill Spikowski, FAICP, operates Spikowski Planning Associates in Fort Myers, Florida. This article appears courtesy of the Form-Based Codes Institute, which

advances the knowledge and use of form-based codes.

Londonderry

FROM PAGE 1

fewer families that have school-aged children and fewer young adults with potential to start families. Only 13.2 percent of the population is from age 20 to 34, compared to the US average of 20.6 percent. “Unless they are living with their parents, young adults cannot afford to live in Londonderry. And many of them don’t want to live in suburbia,” notes planner Terry Shook of Shook Kelley architects and urban designers, the planner for Woodmont.

The town lacks walkable urban places, with of density of culture and activities, that Millennials seek. Sidewalks and bicycles lanes are virtually nonexistent, and so is mass transit — with the exception of a single local shuttle bus and commuter buses on I-93.

The quality of the schools in Londonderry is excellent and that has been a major driver of growth in the last four decades. Fewer families with school-aged children threatens support for schools. Dwindling educational investment would be a real concern for the town.

Finding a way to bring jobs and attract young adults and families are incentives to build a few walkable urban places among the town’s 42 square miles.

Woodmont Commons, nearly a square mile, is one of the largest undeveloped pieces of land. It represents about 6.5 percent of the town’s buildable land. Straddling the new Interstate interchange, the site is key because of the potential for a major mixed-use employment center that could provide a focal point for the town.

BIG DEAL FOR REGION

All in all, the town is taking a bold new direction. “This is a big deal for New England, one of the largest rezonings in a long time,” Shook says.

The developer is Michael Kettenbach of Pillsbury Realty, who had hired Duany Plater-Zyberk & Company (DPZ) in 2010 to conduct a planning charrette. The original Woodmont charrette also helped inspire the new comprehensive plan by Town Planning & Urban Design Collaborative that makes walkable, mixed-use construction the town’s focal point.

After the charrette, Kettenbach at-

tended a retail course at Harvard University taught by Shook and Robert Gibbs. Shook Kelley, as part of a team of planners that included Gibbs, The Cecil Group, and Rick Chellman extended the DPZ plan to focus upon the realities of retail development and mixed-use districts.

The town center is planned for the east side of I-93, which is New Hampshire’s primary north-south highway.

The plan includes up to 1,430 housing units of various types. It calls for 882,500 square feet of retail, 250,000 square feet of medical space, 700,000 square feet of office, and up to three hotels with a maximum of 550 rooms. The code allows flexibility with the retail, but still stipulates good urbanism, Shook says.

“This plan focuses on the rules. They are robust and are in alignment with form-based ideas. But they can respond to market data,” Shook says.

It was a good collaboration between the town and developer, Shook says. “To get something this large and intricate through in New England is a good sign. There are developers out there willing to embrace form-based codes that create financial and community value.”

The town center includes a buffer of 50 feet around the entire perimeter, which will limit the external connectivity. About a quarter of the site will remain in open space.

The municipalities of New England might be inspired by what Londonderry is doing — more so than developers, says Tom Goodwin, a principal with Shook Kelley. Development is often built at a smaller scale in this part of the US, he notes, but it adds up to sprawl just the same. Londonderry’s new comprehensive master plan sets a different pattern.

The “villages and corridors” growth idea of the comprehensive plan allows preservation of much more open space. At build-out, 39 percent of the town would be preserved as open space under the new plan. Without the new plan, only 28 percent of the town would have been preserved as open space. Yet the build-out population would be higher in the villages and corridors scenario — by more than 7,000 people. The new plan allows employment to double — 55,000 versus 27,500 under the current scenario, allowing more families to work near to where they live. The tax base would

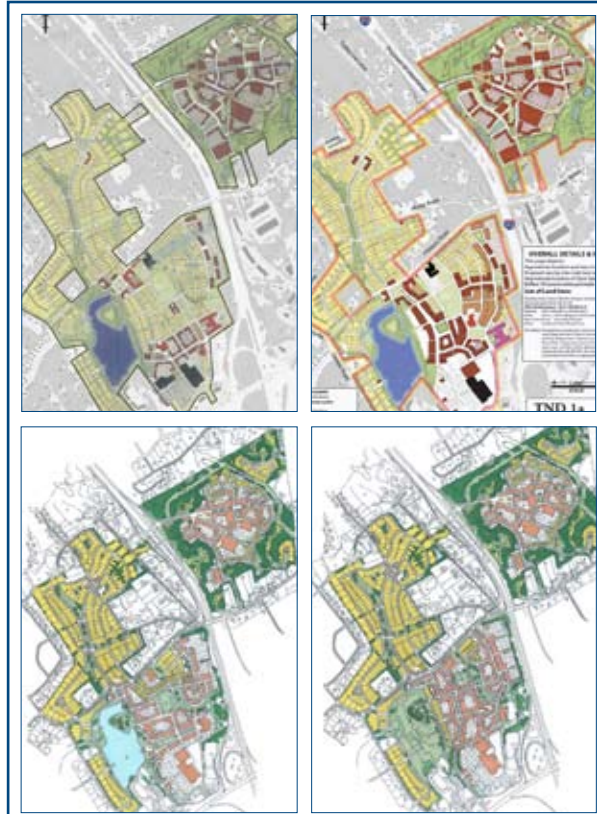
The trend development scenario showed continued sprawling development (in blue). The villages and corridors plan, at right, fits more new residents into compact centers, saving more open space.



SOURCE: LONDONDERRY COMPREHENSIVE MASTER PLAN, TOWN PLANNING & URBAN DESIGN COLLABORATIVE

SOURCE: LONDONDERRY COMPREHENSIVE MASTER PLAN

TREND DEVELOPMENT SCENARIO	VILLAGES & CORRIDORS SCENARIO
Housing Choice & Diversity	Housing Choice & Diversity ★ ★ ★
Transportation Choice	Transportation Choice ★ ★ ★
Unique Activity Centers	Unique Activity Centers ★ ★ ★
Stay Forever Green ★	Stay Forever Green ★ ★ ★
Enhance Municipal Edge ★	Enhance Municipal Edge ★ ★ ★
Excellence in Education ★	Excellence in Education ★
Excellence in Town Services ★	Excellence in Town Services ★ ★ ★



PLANS BY SHOOK KELLEY

benefit from the additional jobs and mixed-use development.

“We’re starting to come out of this terrible recession,” Shook says, “and the big question is whether conventional suburban development will remain the default model. I’m saying no. There are communities and developers that see the value of placemaking and are willing to go through an involved process. They did

A comparison of continuing current development and changing course, above. Potential development scenarios for Woodmont Commons are shown at right.

it in Londonderry. The ones that are willing to do this reap the benefit.” ♦

Street design

FROM PAGE 1

behave and interact on them.”

The result is a book that carefully examines many historic streets, and moves from there to analyzing streets that have been designed or altered in recent years. The authors care enormously about the psychology of the street. Their concern about the feeling that the street imparts, and about whether the street is rewarding to pedestrians, leads them to criticize some of the designs associated with the Complete Streets movement.

The intent of the National Complete Streets Coalition, now part of Smart Growth America, is to ensure that people of all sorts—including motorists, transit users, cyclists, and pedestrians of all ages and abilities—are properly served by the country’s streets and roads. Massengale and Dover praise this as a policy goal, and applaud the fact that hundreds of municipalities have adopted Complete Street regulations. But too often, according to the authors, the built result is a “formulaic, seemingly ubiquitous use of yellow pedestrian crossings, red bus lanes, green bicycle tracks, ugly bumpouts, and uglier white plastic sticks.”

New York City, which acted forcefully under Mayor Michael Bloomberg and Transportation Commissioner Janette Sadik-Khan to make biking safer and to convert excess pavement into convivial gathering areas, provides examples both good and bad. On the one hand, new public plazas furnished with movable chairs at Times Square and Madison Square have proven hugely popular. On the other hand, some of the streets that have been outfitted with dedicated bike lanes look harsh and cluttered. The highway-scale markings on many redesigned streets “are psychologically uncomfortable for

REPRINTED WITH PERMISSION OF JOHN WILY & SONS, JOHN MASSENGALE AND VICTOR DOVER, STREET DESIGN, 2014



Red Road, Coral Gables, Florida — Plastic sticks are everywhere in modern streets.

anyone on foot,” Massengale and Dover assert. Looking at the examples shown in this book, I’d have to agree.

Many features introduced by transportation departments reflect an engineering mindset; they lack the subtle and humane touch we ought to be striving for. Why? Partly because specialists with narrow outlooks are still too much in charge. As Massengale and Dover see it, there is a heavy-handed attempt to “move vehicles (now including bicycles) *through* the city,” to the detriment of the experience of *being* in the city.

The authors find similar flaws in modern roundabouts, a traffic device that has proliferated in the past 20 years. “Today we have suburban-style traffic-calming techniques that don’t work for the creation or restoration of walkable places being used in towns and cities,” Massengale and Dover warn. Ag-

REPRINTED WITH PERMISSION OF JOHN WILY & SONS, JOHN MASSENGALE AND VICTOR DOVER, STREET DESIGN: THE SECRET TO GREAT CITIES AND TOWNS, 2014

gressive striping, “splitter islands” at the entrance to the circle, signs big enough to be readable at 55 mph, and an absence of trees combine to make pedestrians nervous about such roundabouts.

Some readers may find Massengale and Dover’s treatment of Complete Streets too negative. It’s possible that the complaints in this book will spark friction between some New Urbanists, on the one hand, and some Complete Streets advocates and bike enthusiasts, on the other. My sense, however, is that Massengale and Dover’s outspokenness does us a service, by articulating a latent discomfort with clumsily engineered complete streets and by sparking public discussion of how we can do better. Only by recognizing the flaws in some of the recently engineered “solutions” can we push design to a higher level. Street design requires more than engineering; it demands *placemaking*.

FROM HISTORIC TO BRAND-NEW

The book unfolds in six chapters. First comes an overview of streets and how they generate satisfying places. Then an analysis of historic streets—the authors identify “eleven essential street types,” from boulevards to neighborhood streets to pedestrian passages and “step streets.” Next the authors examine “street systems and networks” of various kinds, beginning with the streets of Charleston and Savannah and proceeding to Paris, Melbourne, Bologna, London, Jeddah, Columbus (Ohio), Forest Hills Gardens (Queens, New York), and Amsterdam.

From there, it’s on to exploring retrofitted streets in cities, suburbs, and



Madison Square, Broadway at 23rd Street, NY. “Tactical urbanism at its best,” Dover and Massengale say. New Yorkers immediately started enjoying the former expanse of asphalt after NYC DOT placed boulders to close large parts of the street to cars. Sections intended for seating were covered in a sand-colored, textured paint, and lightweight outdoor furniture was scattered around.

small towns in the US, England, and France. A particularly poignant story is told about the threat currently posed to the handsome old town of Great Barrington, Massachusetts, where the state Transportation Department wants to cut down tall rows of half-century-old Bradford Pear trees on Main Street and replace them with new trees that Massengale and Dover say will “never grow to the height or the width required for a leafy canopy over the sidewalk or a ‘wall’ of trees along the road.”

A chapter on new streets, including Main Street in Rosemary Beach, Florida; Longmoor Street in Poundbury, England; and Galt House Drive in New

Town at St. Charles, Missouri, argues for the importance of street-oriented architecture. Massengale and Dover express as much concern for the buildings, vegetation, and spaces that make a place appealing as they do for the street’s travel surface.

The authors’ love of historic streets, where well-proportioned and thoughtfully sited architecture gives the street a sense of enclosure, comes through strongly. They attribute the beauty of streets in Charleston to local traditions rooted in Classicism and to long, narrow lots presided over by houses with facades and side-porches that come right up to the sidewalk. “The regular pattern of yard-porch-house, yard-porch-house along the street establishes a spatial rhythm,” they observe. Charleston’s, the authors suggest, is one of many patterns that can give a street grace and life.

To make outstanding places, Massengale and Dover believe, efforts must be made to coordinate the width of the street, the height and rhythm of buildings, placement of sidewalks, and the character of plantings. Appealing patterns of sun and shade will invite human use; good proportions will help people feel the space is meant for them.

Reinforcing this book’s authoritative-ness are short sections by distinguished

SEE ‘STREET DESIGN’ ON PAGE 10

Koningsplein, Amsterdam. Street nicely accommodates cyclists and mass transit as well as pedestrians.



REPRINTED WITH PERMISSION OF JOHN WILY & SONS, JOHN MASSENGALE AND VICTOR DOVER, STREET DESIGN: THE SECRET TO GREAT CITIES AND TOWNS, 2014

The problems with modern roundabouts

Some of the traffic-control designs popularized in recent years undercut the comfort and well-being of pedestrians.

BY JOHN MASSENGALE AND VICTOR DOVER

Note: The following is condensed from “Roundabouts and Slow-Speed Roads” in John Massengale and Victor Dover’s new book, Street Design: The Secret to Great Cities and Towns, published by John Wiley & Sons. A review of the book appears on Page 1.

Street design in our walkable cities, towns, and neighborhoods should begin and end with making places where people want to be. Ironically, many of the “Complete Streets” Americans are now building are incomplete when it comes to placemaking and beauty.

The Complete Streets movement is a much-needed policy-driven campaign that adds public transportation and bicycle lanes to streets, while leaving many of the details of how this is done to the engineer or urban designer. The legislation is good and its success around the country has been phenomenal—more than 600 jurisdictions have adopted Complete Street regulations—but the policy people involved with Complete Streets are, on the whole, not designers, and many of the designs built so far have consequently been hit-and-miss.

Too many creators of Complete Streets still give the car top priority, on a road that is first and foremost about vehicle throughput, even if the roadway is shared with bicycles and buses. That’s often appropriate in suburban environments where most people drive and few people walk. But today we have suburban-style traffic-calming techniques that don’t work for the creation or restoration of walkable places being used in towns and cities in the name of Complete Streets. As a nation, we’re still learning how to make real complete streets that promote walkability as much as traffic flow.

NOT THE BEST TRAFFIC CALMING EXAMPLE

The photo at top right shows a roundabout in Okemos, Michigan, that Cleveland, Ohio’s City Planning Commission uses to illustrate traffic-calming. There are reasons why the

This traffic circle, Court Square Fountain, Montgomery, Alabama, has character and helps create a sense of place.



COURTESY OF DOVER, KOHL & PARTNERS; PHOTO BY PETER FOUTS, FOUTS COMMERCIAL PHOTOGRAPHY.



COURTESY OF INGHAM COUNTY DEPT. OF TRANSPORTATION AND ROADS

A new roundabout in Okemos, Michigan, makes a strong impression but may intimidate pedestrians and cyclists. It appears overengineered, thanks to the splitter island and the complexity of the configuration.

photo is not the best choice to illustrate traffic calming in the walkable parts of Cleveland and other communities as well:

- Many cars on the road today could drive through the roundabout as designed at quite a high speed, and that’s not traffic calming. The photo shows a design that puts the flow of cars above the comfort and well-being of the pedestrian. For the pedestrian crossing an urban street, the geometry of the corner radii should force the car to slow almost to a stop.

- What differentiates the design of a modern roundabout from old designs for traffic circles is that the “splitter island” at the entrance should narrow the lane and direct the driver to the right, slowing the car. “Slowing” is relative, however.

- The traffic lanes are very wide. That’s good for speeding cars, bad for pedestrians crossing the roads, and bad for making the street a space where pedestrians feel comfortable.

- The yellow striping is visually aggressive—much more appropriate for highway traffic than urban speeds.

- The large signs can be read at fifty-five miles per hour, alerting the pedestrian that he or she is not in a pedestrian space.

- The sheer number of signs warning us of hazardous road conditions for cars also tells us we are in auto-dominated space.

- Things that people like, e.g., trees, have been removed.

- Placemaking is improved if the circle is not a perfect circle and has something more interesting to look at than dying grass.

- It is better for placemaking if the pedestrian islands are shaped for people rather than cars—rectangles rather than deformed triangles, for example.

- The curves on the outside of the traffic circle have no visual relationship to the circle at the center because the traffic engineer was thinking about moving cars rather than shaping a place. One goal should be shaping space: the simplest way to do that with circles is to make concentric circles. But the shapes don’t have to be circles. What’s important is that the shapes define and make comfortable spaces for the pedestrian as well as the car.

As a photo, the Okemos roundabout can make a good first impression, particularly when it’s seen in color. Everything is shiny and new, the design is orderly, and the gray of the asphalt goes well with the white concrete and the green grass—and,

at this scale, with the white and yellow striping.

But for the pedestrian standing on a splitter island, the auto-based geometry of the island subtly tells that person that he's standing in a place made for cars rather than humans. Add the bold striping and the bold signs, and the message is no longer subtle, even if we're so used to auto-dominated design that we don't consciously have that thought.

Roundabouts can be uncomfortable for inexperienced or cautious cyclists as well as for pedestrians. Pedestrians are moved away from the circle for crossings. This is because drivers approaching the circle and in the circle are usually looking to their left rather than in the direction of pedestrians crossing on their right. For the engineer, the priorities of pedestrians are secondary to the free flow of traffic.

TRAFFIC CIRCLES AND CIVIC ART

There was a time before the era of Organized Motordom when traffic circles and roundabouts served everyone. A traffic circle at De Soto Plaza in Coral Gables, Florida, has a large, stone fountain with a tall obelisk in the center. It appears to have been intended as a "shared space" when the city was designed in the 1920s, because the fountain is attractive in both meanings of the word, and it has a space around it where pedestrians may once have felt welcome to venture. A similarly attractive historic roundabout is pictured on page 9. When a roundabout is used for beauty and placemaking rather than just as a traffic control instrument, it can be a

welcome addition.

While modern roundabouts can be appropriate in some circumstances, they are often created where they shouldn't be. A well-designed, modern roundabout with minimal striping and signs and a strong sense of Civic Art should be in every urban designer's toolkit. But it should be used sparingly.

Many of the perils of monuments in the road go away if we just slow cars down when they're in walkable areas—which has the extra benefit of letting the pedestrians live longer. A driver going twenty miles per hour doesn't need striping, signs, splitter islands, or a fence to understand that hitting a five-ton piece of granite would be a bad idea. ♦

Reprinted with permission of John Wiley & Sons, Inc.: John Massengale and Victor Dover, Street Design: The Secret to Great Cities and Towns, 2014.

Street design

FROM PAGE 7

contributors such as Leon Krier, Andres Duany, Douglas Duany, Stefanos Polyzoides, John Norquist, Chuck Marohn, Tom Low, Marieanne Khoury-Vogt, and Erik Vogt, plus a foreword by Prince Charles and an afterword by James Howard Kunstler.

Some topics in these 415 pages, such as Health Impact Assessments, seem a stretch for a book on street design. At times, I wished the authors had stuck closer to their central topic and not brought in so much tangential information. But what strikes one reader as overkill will impress another as generosity.

On the whole, *Street Design* conveys a vast amount of information and does so with wit, intelligence, and subtlety. Every New Urbanist, bike lane advocate and Complete Streets proponent should read this magnificent book. ♦

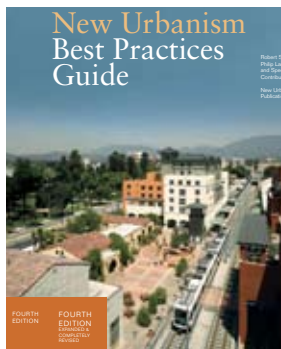
Street Design: published by Wiley, 2014, 415 pp., \$85 hardcover, \$59.99 e-book

Church Street, Charleston, looking toward the steeple of St. Philip's Church nearly three blocks away, visible through the tree canopy. The street bends around the church, making a memorable experience.



REPRINTED WITH PERMISSION OF JOHN WILY & SONS, JOHN MASSENGALE AND VICTOR DOVER, STREET DESIGN, 2014

MARKETPLACE



New Urbanism: Best Practices Guide, 4th Ed.

***\$99 + \$15 shipping (US)
\$119 total (Canada)
\$134 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: _____

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

REVIEWS

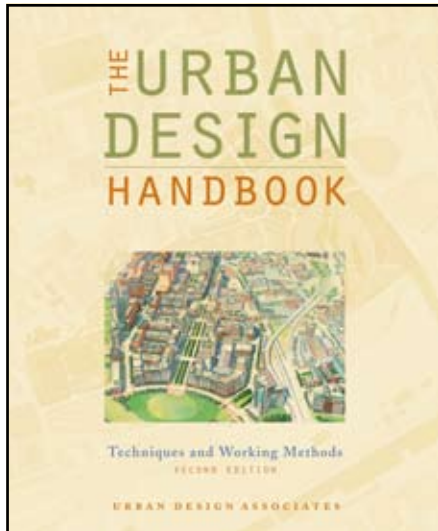
The Urban Design Handbook
Techniques and Working Methods, Second Edition

by *Urban Design Associates*
REVIEW BY DHIRU THADANI

W. W. Norton & Company, 2013, 240 pp., \$55 soft cover

Sharing has consistently been a distinguishing trait of the new urbanists. From its inception in the early '90s, members of the Congress for the New Urbanism have freely shared ideas, knowledge, and resources with the unselfish goal of helping each other make sustainable and livable towns and cities. The publication of Urban Design Associates' second edition of *The Urban Design Handbook: Techniques and Working Methods* extends this legacy of sharing.

UDA's founders and partners are zen-



masters of a thriving urban design and architecture practice that has steadily matured over the past half-century and achieved global recognition. As in the first edition, this publication enables the reader to understand the inner

workings of this leading urban design practice, and to employ many of UDA's strategies in their own endeavors. The book explains, in clear text and graphic detail, the firm's approach to practicing successful urbanism.

UDA's maturation can be topically summarized:

- **Process:** Physical, social and cultural context need to be uncovered, x-rayed, analyzed, and incorporated.
- **Public Participation:** Integral to UDA's process has been asking citizens, the end-user of cities, what they wanted.
- **Public Amenities:** UDA did pioneering work by expanding the role of inner city schools as combined citizen- and society-buildings.
- **Architecture:** Early in their practice UDA recognized that architecture was not an act of making a single building, but rather adding components in the perpetual revitalization of cities.
- **Urban Design:** UDA established the

MARKETPLACE

OPTICOS

Composing Vibrant Urban Places

opticosdesign.com

LIBERTY CENTER

Life. Centered.

LIBERTY-CENTER.COM

STEINER

Bucksbaum Retail Properties, LLC

REVIEWS

importance of urban design as a language of democracy and a means to link citizens to their community and city.

Anyone familiar with UDA's beautifully illustrated and methodically organized pattern books will recognize similar attributes within this publication. Starting with philosophical constructs that define urban design, the reader is led through time-tested methods of exploring, understanding, and evaluating strategies; testing ideas; and making master plans, pattern books, and codes that facilitate implementation. The procedures outlined are neither formulaic nor one-size-fits-all. Rather, options and alternatives are always encouraged and reinforced with interspersed case studies that illustrate real-world applications of techniques and methodologies. A subtle change of page color differentiates case study pages from general text.

This Handbook is an outgrowth of UDA's in-house training manual for new employees and interns, and as such it is a continual work-in-progress. It embodies the ideology of an experienced urban design practice that understands the limits of architecture and its role within the complex, intertwining patterns of mobility, public space, and block typologies. Numerous improvements have been made to the first edition, published over a decade ago, and the continual quest for refinement is evident in UDA's methodology of keeping what works while discarding or rethinking what does not.

I enjoyed reading this highly informative book, marveled at its clarity, and learned from the wealth of information embodied within its pages. Seasoned practitioners, design students, public officials, or developers interested in shaping the built environment will find this an essential handbook — a book that will find its home not on a library shelf, out of reach and under used, but on a work desk, comfortably at hand and consulted often.

In the Preface, Principal Emeritus Ray Gindroz encourages the reader to freely use the methodology, techniques, and drawing standards that are shared, a sentiment I would strongly endorse. ♦

How to Study Public Life

Jan Gehl & Birgitte Svarre

Island Press, 2013, hardcover, 180 pp., \$35

REVIEW BY ROBERT STEUTEVILLE

The authors begin with an interesting question: Can you predict urban life, like the weather? The weather was long thought to be unpredictable, and still is, to a degree. Yet meteorologists have become better and better at forecasting the activity of the skies.

As a young man in the 1960s, Gehl was involved, along with

MARKETPLACE



LRK
Looney Ricks Kiss

PURPOSE DRIVEN DESIGN

Architecture . Interior Design . Community Planning
Environments . Graphic Design . Urban Design

www.LRK.com

Baton Rouge . Celebration . Memphis . Princeton

REVIEWS

the likes of Jane Jacobs and William H. Whyte, in early studies of public spaces. As a Dane, he did not achieve the notoriety of these late urban planning icons. Gehl's *Life Between Buildings* was published in Danish in 1971, and was influential there, but it did not get translated into English until 1987.

This book is a long-overdue analysis of the history, art, and science of public space study. It's beautifully illustrated and easy to read.

The behavior of humans in the public realm has great variety and can be studied in countless ways. Although this book goes into considerable detail on the subject, it probably only scratches the surface on ways that public space can be analyzed.

The book's case studies reveal many interesting details. People stand at the edges of an Italian piazza, not in the center — unless they chance to meet someone they know while crossing the public space. People don't necessarily walk where architects imagine they will walk — people take the direct route, according to a Danish study.

While traffic engineers generally assume that driving and walking are distinct modes, the authors argue that assumption should be challenged. "Car drivers are also pedestrians," they note. This assertion — especially true in cities — is backed up by studies in England, France, and Germany. Drivers who arrived downtown and parked in a facility were tracked by GPS.

They literally walked all over the city and the map created as a result is convincing.

This book includes the best explanation that I have read on how parts of Broadway in New York City were converted to pedestrian spaces. I have seen many reports of these groundbreaking changes, but never really understood the overall plan until reading this book.

For planners who want ideas on how to study public space, Gehl and Svarre provide an excellent resource. Public life, like the weather, is not entirely predictable. Yet close observation can give us a better understanding of how people use public space. ♦

UPDATE

■ "Land Use Regulation: It Just Gets Worse," a monograph by Michael Lewyn, associate professor of law at Touro College, offers a clear-eyed view of zoning and other laws that impact the built environment. Originally published in the *Journal of Land and Development*, this article is recommended reading for planners, land-use professionals, and others interested in how policies shape communities. This entertaining article takes only 10 minutes to read and is well resourced (there are 110 footnotes), yet it nicely summarizes why land-use regulations have become progressively more complicated and more problematic for building walkable neighborhoods and villages since the 1920s.

MARKETPLACE

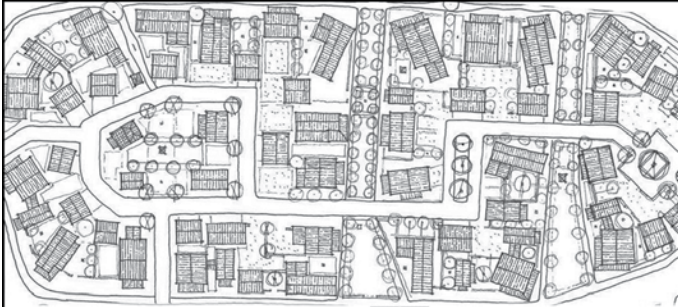
Hotel / Office / Residential / Retail



Market Studies

248 642 4800
gibbsplanning.com
carol@gibbsplanning.com


Gibbs Planning Group



Brown Design Studio
architecture urban design

19a market #2 beaufort, sc 29906 www.brownds.com 843.986.9610

Regeneration
Value Driven
Implementation



VIALTA GROUP

A GATEWAYPLANNING and Balfour Beatty Company
www.vialtagroup.com

3100 McKinnon St
Seventh Floor
Dallas, Texas 75201

Main 817.348.9500
info@vialtagroup.com

UPDATE

Lewyn explains how laws are gotten worse with regards to 1) street patterns, 2) regulation of land uses, and 3) urban form.

Leaning heavily on Emily Talen's 2012 book *City Rules*, Lewyn demolishes the concept that sprawl is the product of the market, or that land-use regulations tend to fight sprawl. "These regulations guided the market towards sprawl, accommodating automobiles and ignoring the pedestrian."

Lewyn is pessimistic about zoning reform. Those who contend that demographic changes, particularly smaller families, will bring about better land-use regulations, ignore the fact that families have been shrinking for the better part of six decades while zoning codes have become more damaging. While a "silent majority" may be willing to accept mixed-use and higher density, the forces of NIMBYism exert political influence out of proportion to their numbers. Lewyn's explanation of why local officials would rationally side with NIMBY (not in my backyard) group that make up a small proportion of the electorate is valuable for urbanists to remember.

This article should be on the reading list of planners, planning students, land-use professionals, local officials, and citizens interested in the built environment. Google it and download a pdf.

■ **Mobile, Alabama**, is close to becoming the latest city with a SmartCode. The new code was approved by the city's planning commission in January and will go before council. The city has

195,000 people in a region of just over 400,000. The city's downtown, about 200 blocks, has similarities to the French Quarter in New Orleans, but is more damaged by "urban renewal" in the 20th Century. Now Mobile is going through a resurgence, at least downtown, with an influx of young professionals. The SmartCode was created as a result of a downtown plan by Duany Plater-Zyberk & Co. last year.

■ **Design For Planning** is a new website (design4planning.org), devoted to improving the teaching of urban design, par-

CONTINUED ON PAGE 16

MARKETPLACE

HIGH SPEED RAIL SUMMIT
Washington DC Feb 25th-27th

- Transit Oriented Development
- Station Architecture & Design
- Regional Planning Around Rail
- Private Investment & PPPs
- National & Global HSR Updates
- Special Networking Events

UHSR

Register Early and Save 70%! www.ushsr.com

MARKETPLACE



www.dpz.com

Architecture • Master Plans • Infill • Sprawl Repair • Codes

DPZ

Build With Better Rules.

Take our introductory course
The ABC's of Form Based Codes
 online at: www.formbasedcodes.org

FBCI Form-Based
 Codes Institute



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

Building healthy communities

A well-designed community can also be a healthy community, presenting places for people to walk, play and participate in healthy activities. CNU's Health Districts initiative brings together experts in health care, public policy and urban design to foster a collaborative, problem-solving approach to improved health through urban design.

Ana Garcia is Deputy Director, Division of Health Policy, at New York Academy of Medicine and is an inspirational partner with CNU as we develop this initiative. CNU's Tim Halbur and Andrea Vermirovska talked with Garcia recently about her work, which includes overseeing both the Designing a Strong and Healthy New York (DASH-NY) program focused on fighting obesity and Age-Friendly NYC.

CNU: Tell us a little bit about the Age Friendly NYC program to begin.

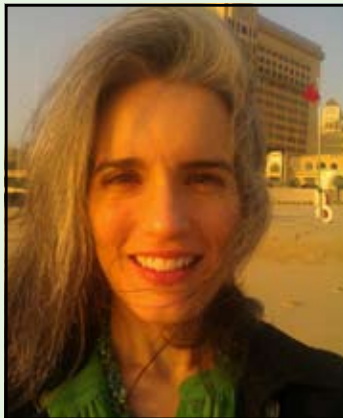
GARCIA: We have three areas of emphasis. One is healthy aging, prevention of chronic diseases and the elimination of health disparities. Five years ago, we started an initiative called Age Friendly NYC that is based on World Health Organization's framework to promote healthy aging. We work with the transportation department, cultural institutions, and academic institutions to figure out what opportunities there are to be more welcoming of older people in the city. It has been very exciting, a fabulous demonstration of the connection between health and New York City's policy decisions.

Because of our work in obesity prevention and healthy aging, we were able to make the specific connections between health and urban design. But it has been a challenge to get out of our normal channels and understand specific policies in other sectors that we want to pursue. We had to get smart about all the different areas involved, and be creative about all the forums in which we bring people together to advance the healthy communities idea. We have gotten some unique and interesting insights from that experience of bringing people together around health, and we are excited to share what we've learned.

CNU: We've seen a lot of interesting work being done around New York to make it more walkable and bike-able. What changes have you been most excited about?

GARCIA: We are generally excited about the momentum around this. We have a contract with the state health department to be the statewide obesity prevention policy center and coalition. Our effort is really to think about all the components that make a healthy community. We've got 2,000 on our mailing list, we have a committee, and we are all working collaboratively on this idea. We passed the "complete streets" law, and we recently completed a study on implementation of that law and have found that it hasn't been super successful. But we are seeing implementation at the local level, so that is a tremendous win for the state.

CNU: We were told by a board member that we should ask



Garcia

you about the benches. What's the story there?

GARCIA: This is an existing citywide initiative to bring benches back to New York City. There was a perception that if you have a bench in front of your establishment, you are pretty much inviting homeless people to camp out. In our assessments

asking what older people want and need to feel comfortable, benches came up repeatedly. A lot of older people enjoy having the opportunity to sit somewhere in front of a street and have that connection to their community. We began to work with the park department to bring benches back.

CNU: What impact do you think urban planning has on obesity, especially childhood obesity?

GARCIA: It has tremendous potential to be a correction to some mistakes that have been made in how we organize our communities. If we don't have the right paths between healthy recreations around home and school, children will not be lead to those locations. If we don't

have healthy retail opportunities that are located near by, people aren't going to shop there. Urban planning can encourage the right choices down the path. ♦



PHOTO COURTESY OF FLOKRI USER CODE P0ET

Niagara on the horizon

Make your plans now for CNU 22: The Resilient Community, June 4-7, 2014 in Buffalo, New York. The photo above shows Niagara Falls, a can't-miss attraction just 25 minutes from downtown Buffalo. You definitely won't want to miss this year's Congress either, with illustrious speakers like Enrique Peñalosa, Peter Calthorpe, Harriet Tregoning, Andrés Duany, Jennifer Keesmaat, Ken Greenberg and Ben Hamilton-Baillie already confirmed. Local organizers have drummed up considerable excitement for CNU's visit, and have exciting tours, workshops and events in store. Find out more at the newly-launched CNU22 website, which will eventually become a downloadable app for use at the Congress. ♦

Provided to BCT courtesy of the Congress for the New Urbanism, The Marquette Bldg., 140 S. Dearborn, Ste. 404, Chicago, IL 60603. 312/551-7300; fax: 312/346-3323. www.cnu.org

UPDATE

FROM PAGE 14

ticularly to urban planners. Created by Emily Talen, professor of urban planning at Arizona State University, Design For Planning has resources that will be useful to academics who are seeking to develop and improve urban planning courses from the perspective of community design. It has links to loads of courses, including syllabi, lecture notes, readings, projects, and more.

■ The Centers for Disease Control (CDC) has published an Internet toolkit for planners, public health professionals, and the general public to insert health issues in the community planning process. Developed in partnership between the American Planning Association’s Planning and Community Health Research Center and the Centers for Disease Control and Prevention’s Healthy Community Design Initiative, the toolkit is composed of four elements to aid in Health Community Design:

- A Checklist

Periodicals Postage Paid

USPS InteTopp 222-AA35 Approved Automatable Poly Wrap

UPDATE

- A Powerpoint presentation that can be customized.
 - How-to guide for gathering data and putting together a community profile.
 - A Resources Guide
- See: www.cdc.gov/healthyplaces/toolkit
- The National Association of City Transportation Officials (NACTO) released what is by all accounts a highly useful *Urban Street Design Guide*,

published by Island Press. Nationally respected transportation planners Nelson/Nygaard called the guide a “game changer.” The guide has good illustration and dimensions for street configurations, bicycle and pedestrian facilities, public spaces carved out of streets, and more. While targeted at big cities, the tools in this guide have application in smaller cities, towns, and suburban areas with walkable characteristics.

■ The redevelopment of the former **Walter Reed Army Hospital**, recently approved, has the signs of being a showcase new urban community. The plan was designed by Calthorpe Associates with assistance by Torti Gallas & Partners. The 67-acre campus has fantastic historic buildings that will be preserved. It is located on Georgia Avenue in the northern part of DC, in an area that is revitalizing but has much room for improvement. A streetcar line is planned, and this project could create a magnificent urban center. The site has direct access to Rock Creek Park, and so has all of the urban amenities. It is likely to emerge over a decade. ♦

Walter Reed plan



MARKETPLACE

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/mredu or call 305-284-3731.

UNIVERSITY OF MIAMI
SCHOOL of ARCHITECTURE

