Ellen Dunham-Jones, AIA
Professor, MSUD Coordinator, Georgia Institute of Technology
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The fact there's a highway to hell and only a stairway to heaven says a lot about anticipated traffic numbers.

Just sayin'
strategy:

Re-inhabitation

space for community-serving uses that cannot afford new construction

“third places”

food as a catalyst for neighborhood revitalization

Tactical urbanism

RELOCALIZATION

Willingboro Town Center, Willingboro, NJ
strategy:

Redevelopment

densify
urbanize
diversify

Belmar, Lakewood, CO
strategy:

Re-greening

reconstruct local ecology, daylight culverted streams, clean run-off, flood protection

Parks increase adjacent property values

food and energy production

Phalen Village, Phalen, MN
unintended consequences:

**public health & aging**
suburban living raises risk of obesity, suicide, and death by automobile crashes.

**sustainability & resilience**
- suburbanites’ have higher carbon footprints than urbanites
- living compactly reduces per capita water and energy use

**traffic and auto-dependence**
suburbia overburdens arterials and underuses local streets, in a vicious spiral.

**poverty and social capital**
since 2005 more Americans in poverty live in suburbs than cities.

**affordability**
- low density costs municipalities more to serve with less revenue per acre
- “drive ‘til you qualify” savings are wiped out by rising transportation costs
1100 shopping malls: 1/3 are dead or dying

50,000+ strip malls, 10% vacancy rate

350,000+ big box stores, 300 mil vacant sf

Suburban office vacancy rates 16-24%
market driver headlines:

demographic shifts

suburbia simply isn’t “family-focused” anymore. 2/3 of suburban hh’s don’t have kids, 85% of new hh’s won’t through 2025. Millennials value wifi, nightlife and connectedness more than cars. 58% of 65+ want walkable urbanism (Pew, 2014)

the new centers

as metros have expanded, first ring suburbs and commercial corridors now have central locations, often meriting densification and urbanization of their “underperforming asphalt”.

price premiums

40-100% for walkable urbanism
“60% of demand for housing will be in the “urbanizing suburbs” for at least a generation.“
C. Leinberger, Builder, March, 2015

**Washington DC – 2012:**
- 43 regionally-significant walkable urban places, 50% in the suburbs
- 75% price premium for office rents
- 71% price premium for multi-family residential rents/sales

**Atlanta, GA – 2013:**
- 60% of development 2008-2012 took place in < 0.1% of metro land: Atlanta’s 27 Walk UPS.
- 112% avg rent premium in Walk UPS

**Dallas, TX – 2014:**
- 9 Walk UPS
- 25th most walkable out of 30
- DART TODs could boost it to 17th
- Only 7% of Walk UPSs are in the suburbs. Good opportunities for urbanization

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**strategy:**

**Walk UPs**
DC: Chris Leinberger, Mariela Alfonso
Atlanta: Chris Leinberger, Mason Austin
Dallas: Chris Leinberger, Patrick Lynch

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The Problems of the Commercial Strip Corridor:

The “Stroad”

• Designed for Mobility, but zoned for Access, commercial strip corridors serve neither function well while perpetuating auto-dependency

• Part of a dendritic system that results in under-used local streets and over-used arterials

• Based on a system of access to cheap land that results in:
  • A degraded public realm
  • Land consumption
  • Fragmented sprawl
  • Affordable housing with unaffordable transportation costs
retrofitting challenge:

Auto Dependency

- Walkability + Multi-modal systems
- Transit-Oriented Development
- Road diets
- Street Networks
- Parking Districts
- Car Sharing
Anticipatory Retrofits: parking lots as future building sites w “streets” & utilities

Englewood CityCenter, City of Englewood, Miller Weingarten Realty, Trammell Crow Residential, David Owen Tryba Architects, Calthorpe Associates

Sources unverified

Liner Buildings: shallow, local retail/apts that screens parking lots

Mashpee Commons, Mashpee, MA: Cornish Assoc. LTD, Duany Plater-Zyberk & Co
From edge city sprawl to 430-acre BRT-extended TOD centered on boulevard

White Flint, N Bethesda MD: W.F. Ptrship, Montgomery Cty, Glatting Jackson, var designers
-new high-rise downtown over 20 years, $6-7 bil tax revenue, 10k residents – 25% affordable
From suburban commercial to 430-acre BRT-extended TOD centered on boulevard White Flint, N Bethesda, MD: White Flint Partnership, Montgomery County, var designers North Bethesda Market landscape architecture by Nelson Byrd Woltz
From suburban commercial to 430-acre BRT-extended TOD centered on boulevard White Flint, N Bethesda, MD: White Flint Partnership, Montgomery County, var designers
North Bethesda Market landscape architecture by Nelson Byrd Woltz
North Bethesda Trail links White Flint to the Capital Crescent Trail and downtown DC by bike.
from commercial strip to multi-way boulevard and new downtown
Palm Canyon Drive, Cathedral City, CA; Freedman, Tung & Bottomley

source: Dunham-Jones, Williamson, 2009
Retrofitting the strip corridor with transit-served nodes and a form-based code
Columbia Pike, Arlington County, VA, Ferrell Madden Associates, Dover Kohl & Partners
Arlington Heights
Penrose
Arlington View
Alcova Heights
Columbia Heights
Douglas Park
9th Street
12th Street
BLVD
Arlington, Virginia
DEPARTMENT OF ENVIRONMENTAL SERVICES
From 5-lane arterial to 2-lane Main Street with multi-use parking Ramblas & solar

Lancaster, CA (pop 157k): CT/KDF Community Development Partners, Moule & Polyzoides

First year since redevelopment in 2010: $106mil in New Markets Tax Credits for redevelopment for local entrepreneurs; 50 new businesses; 10% increase in downtown property values; 50% cut in traffic collisions
From 5-lane arterial to 2-lane Main Street with multi-use parking Ramblas & solar Lancaster, CA (pop 157k): CT/KDF Community Development Partners, Moule & Polyzoides 2013 Bicycle Use Survey: largest ridership = age 50-59, want routes to parks and parking at shops
From 5-lane arterials to 4-lanes w/ multiuse paths by replacing signaled intersections with roundabouts

Carmel, Indiana

Roundabouts cost less than traffic signals, increase safety and traffic flow and eliminate left-turn lane—leaving room for multiuse bike paths while reducing idling and emissions.

Since installing 65 of 80 planned roundabouts injuries have fallen 80%
Road retrofit leads to extensive suburban bikeway
Carmel, IN
retr"of"tting challenge:

Public Health

- Physical activity and walkability
- Safer streets
- Reduce exposure to toxic emissions
- Increase access to health care and healthy food
- Retrofit for an aging population
Health Impact Assessment makes health a decision criterion for redevelopment

Atlanta Beltline, Atlanta, GA: CQGRD at Georgia Tech, ABL Inc., City of Atlanta, Perkins + Will

Recommendations:
• Changes in access and equity
• Environmental quality
• Safety
• Social capital
• Physical activity
• Prioritize trails and greenspace over residential and retail construction
• Add a public health professional to decision-making board
• Increase connectivity to civic spaces
• Ensure affordable housing
From Menards hardware store to bike park
Rays Indoor Mountain Bike Park, Milwaukee, WI
The wetland site was drained for construction of the Bay Center mall in the sixties. In addition to capturing all stormwater on site under pile-supported streets, the project paid $129k for wetland credits to the Wayzata Wetland Bank to further protect the lake.
Social Capital

Civic Engagement

Share: Uber, Lyft, Airbnb

Tactical urbanism

Play

Gathering Spaces

“Missing middle” housing types

Welcome diversity
Updating the “L” strip mall as a “third place” with portals to the neighborhood
Lake Grove Shopping Center, Lake Oswego, OR: Eric Shoemaker Beam Development

From “back” to a new front to the neighborhood
From dead mall to hispanic shopping & cultural center
La Gran Plaza, Fort Worth, TX: The Legaspi Co.
Bought in 2004 as a dead mall. Now 90% occupied. Largest Hispanic-Oriented mall in the U.S. Retail, plus it’s own Mariachi band, Mariachi Academy for kids, Plaza Las Americas Food Court, hispanic health clinic, Mercado, Cinema Latino, Nightclub and celebratory event schedule.
Equity and Affordability

Connecting affordable housing to affordable transportation

Equitable access: to transit, jobs, parks, schools, and housing

Inclusionary zoning

Replacement units

The city as master developer
**Creating a Path on Your Street**

Path and trail building doesn’t have to be left entirely to the planners and engineers. Do you wish there was a pedestrian cut-through on your street? Maybe a regional trail runs behind your neighborhood but you don’t have a convenient way to access it. The following is a rough outline for a community-led path or trail planning process. Such efforts can result in alignments that are incorporated into the City’s master plan or constructed in the community right away.

**Getting Started**

1. Contact the [Department of Community Development](#) at the City of Tigard and then begin to discuss key issues with them.
2. Reach out to any landowners of the path or trail alignment that you are interested in developing to discuss your project idea.
3. Identify if any permits are needed to develop a path or trail.
4. Estimate the costs (money, materials, labor) of path and trail development.
5. Explore different funding options to determine which source(s) to apply to.

**Common Permits Needed for Developing a Path or Trail**

- **Rights-of-way clearance**—Approval from all appropriate public and private landowners to use or obtain land for a trail.
- **Construction certificate**—Approval from a designated construction inspector to move forward with groundbreaking or the next phase of construction. The project sponsor may recommend a construction inspector, or state TE and RTP contacts may have a list of locally qualified construction firms that are eligible for construction and inspection of federally funded projects.
- **Environmental clearance**—Approval from a state natural resources agency (e.g., fish and wildlife divisions) to ensure that the physical environment will not be harmed by your trail, such as by risking endangered species or impacting wetlands or geologic formations.
- **Historic preservation**—Approval from the state historic preservation office to ensure that cultural landmarks (e.g., American Indian sacred sites) will not be harmed by your trail.
- **Utility clearance**—Approval from a designated construction Inspector to ensure that various utility lines (e.g., electric, cable, fiber optic, sewer, water) will not be damaged during the construction of your trail.
retrofitting challenge: Jobs

- Attract and retain 25-34 yr olds
- Anti-corporate office, maker space, & innovation districts
- Update outtadate office parks and sleepy suburbs with mixed uses and housing
- Reinhabit, redevelop, or regreen the white elephants
Raising office rents by inserting walkable, mixed-use as an amenity?

Legacy Town Center, Legacy Business Park, Plano TX:
Cassidy Turley’s Q2 2013 Report: existing rental rates in Far North Dallas have risen 22% in 5 yrs to $29.04/sf and 4th lowest vacancy rate (9.9%) of 13 Dallas submarkets.

“Just up the North Dallas Tollway, the success of Legacy has sparked the construction of Granite Park Four, Hall Office Park, Legacy Tower, Dominion at Parkwood, and Lincoln Legacy Two, all of which are underway, in hopes of mirroring what Legacy did so well: creating a premier mixed-use environment.”

Infilling the office park into a Central Business District with nature trails

Peachtree Corners CBD, Peachtree Corners, GA: Lord Aeck Sargent Architects

Infilling the office park with condominiums and access to new trails around the existing lakes

Increase connectivity with a walk-bike path on the existing utility easement and landscape un-used portions of the center turn-lanes of Technology Parkway
transit triggers infill of an office park
University Town Center, Hyattsville, MD
Prince George’s Metro Center, Inc.; Parker Rodriguez, RTKL Associates, WDG Architecture
from taxi parking lot to small mixed-use project w daycare and container pool
TAXI, Riverfront North, Denver, CO: Zeppelin Development
From industrial corridor without sidewalks to gateway arterial w cycle track
Brighton Boulevard, Riverfront North, Denver, CO
Water

Water Quality:
• Daylight culverted creeks
• Reconstruct wetlands
• Clean and control runoff

Too little water:
• Capture for reuse
• Conserve

Too much water:
• Regreen flood plains
• Blue/Green infrastructure/LID
• Pervious surface
• Hard and soft barriers
• Buildings and infrastructure that can take a bath
• Planned retreat
Inserting bike paths and bioswales in a corridor retrofit

Indy Cultural Trail, Indianapolis, IN: Rundell Ernstberger Associates

The Magnificent Bioswales & Stormwater Treatment Along the Indy Cultural Trail

from STREETFILMS

$62.5M 8-mile bike path and bioswale system. Coincided with $100Ms in new development and triggered 25 new businesses in core 5-block area in first 9 months.
From office superblock to LEED Platinum complex in new eco-district
Hasselo on 8th, Lloyd District, Portland, OR: American Assets Trust, GBD Architects
Nation’s largest “living machine”: 100% gray/blackwater treatment to flush toilets and irrigate the public plaza and green street instead of paying city to expand main sewer lines.
100% solar hot water; rainwater storage and reservoir; street level stormwater networks

The Lloyd 700 Superblock
PSU/NAIOP Workshop

THE DEVELOPMENT INCLUDES INNOVATIVE GREEN TECHNOLOGY SUCH AS NORM:
- The nation’s largest and first multi-family Natural Organic Recycling Machine
- NORM will treat 100% of the grey and black water created by the buildings
- 60,000 gallons of wastewater will be diverted from the municipal sewer system every day by NORM
- That 60,000 gallons of water will be used for non-potable functions *(toilets, landscaping, etc.)*

BEAUTIFUL DESIGN IN A LEADING-EDGE GREEN BUILDING:
- Green roofs and gardens will naturally treat stormwater from the buildings and existing parking lot
- Onsite rainwater harvesting garden will circulate captured water
- 30% of annual energy savings over comparable buildings
- Over 1,000 bike parking stalls, making it the largest bike storage facility in North America
- Conveniently located at the intersection of the streetcar, light rail and bike corridors

657 apts, 1,000 bike parking spaces, 1200 underground car parking stalls,
Upgrading 1940-s-50’s environmental, social, and transportation systems

Parkmerced, a 3,221-unit rental apt community, San Francisco, CA: SOM

5,665 net new residences with net zero increase in greenhouse gases, zero landfill waste, 100% aquifer recharge, local food, 56% reduction in reliance on “the grid”
Upgrading 1940-s-50’s environmental, social, and transportation systems
PARKMERCED, a 3,221-unit rental apt community, San Francisco, CA: SOM
Retrofitting challenge:

Layered solutions, Performance metrics

- Auto-dependence
- Affordability
- Public Health
- Social Capital
- Jobs
- Water
- Energy
- Waste
Using Transfer of Development Rights to conserve ag land (and streets and roads)

Serenbe, Chattahoochee Hills, GA: Steve & Maria Nygren, Phillip Tabb
Mixed-use eco-hamlet of net-zero homes centered on an organic farm, arts, health & education
220 km elevated cycle track over existing train lines

Advocate for:
• Connectivity!
• Slower car speeds! (Road diets, skinnier streets, skinnier travel lanes)
• Transit!
• Urbanism! Compact, higher-density nodes that can support less car-dependent lifestyles
• Removing regulatory hurdles to biking and bike facilities (esp in Public Works and School Siting Standards)
• Integration of bike parking (esp in Zoning and Building Codes)
• Overhaul of Level of Service stds

Partner with:
• Affordability advocates
• Business Improvement Districts
• Congress for the New Urbanism

April 29-May 2: Dallas
2016: Detroit