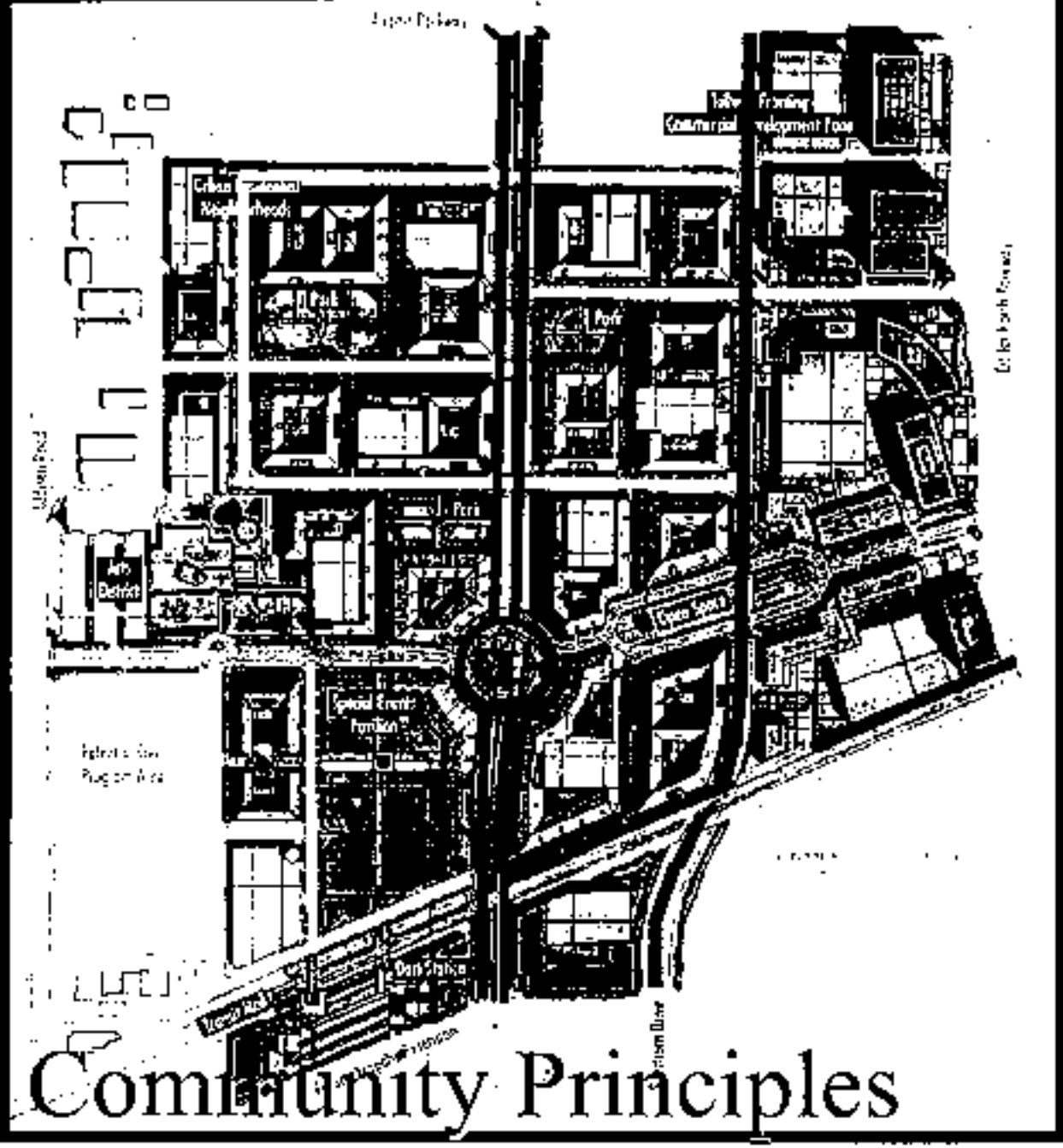
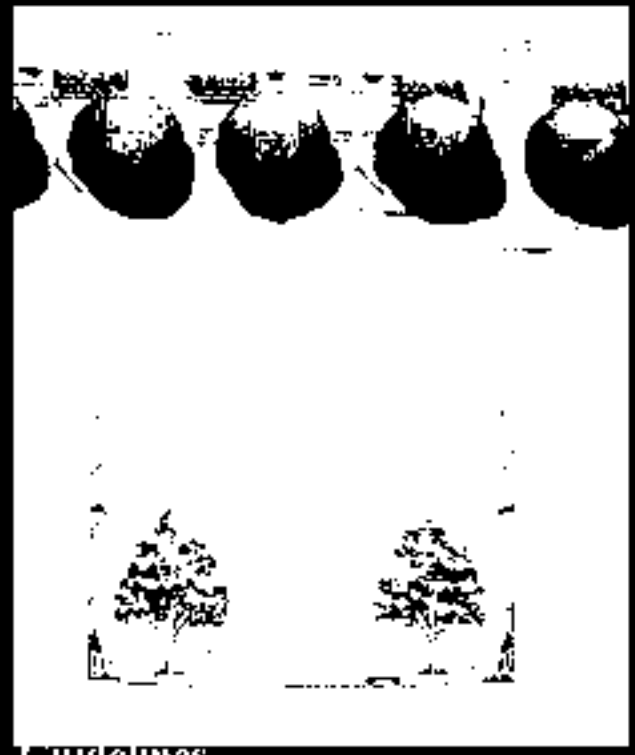


Community Principles

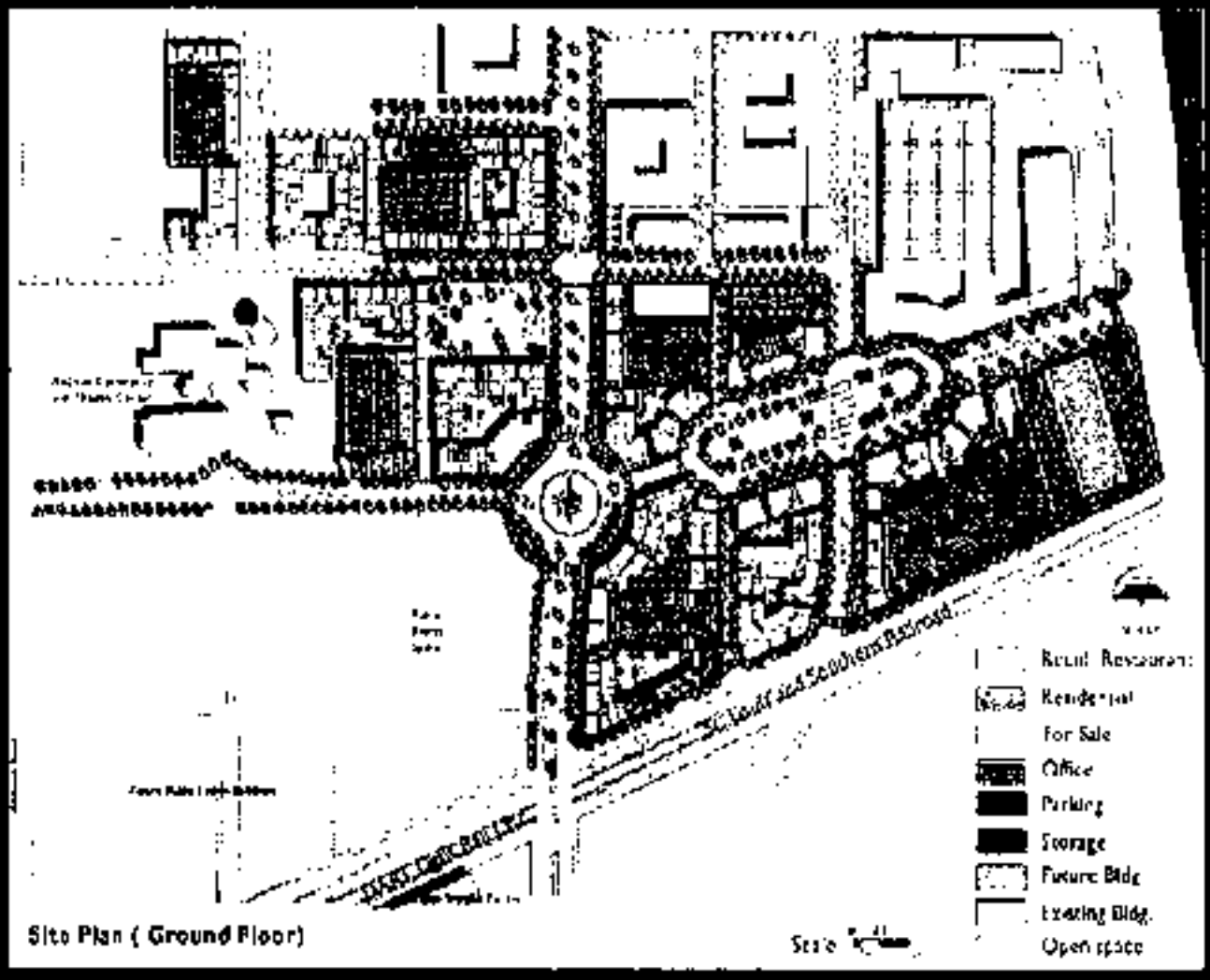
Hierarchy of Streets



Guidelines

Neighborhood Branding

Above all…
Market-Driven and
Market-Sensitive



Site Plan (Ground Floor)

4 Phases completed
41 Acres developed
20 Buildings constructed
18 Acres public parks

1280 rental units
106 for sale units
1386 total units

1,207,000 sf apartments
80,000 sf condominiums
15,000 sf townhomes
300,000 sf traditional office
45,000 sf loft office
60,000 sf retail
80,000 sf flex space
30,000 sf storage
1,817,000 sf total completed

$1.30 sf apartment leases
$ 175 sf townhome sales
$ 150 sf condo sales
$ 15 sf retail leases
$ 22 sf office leases

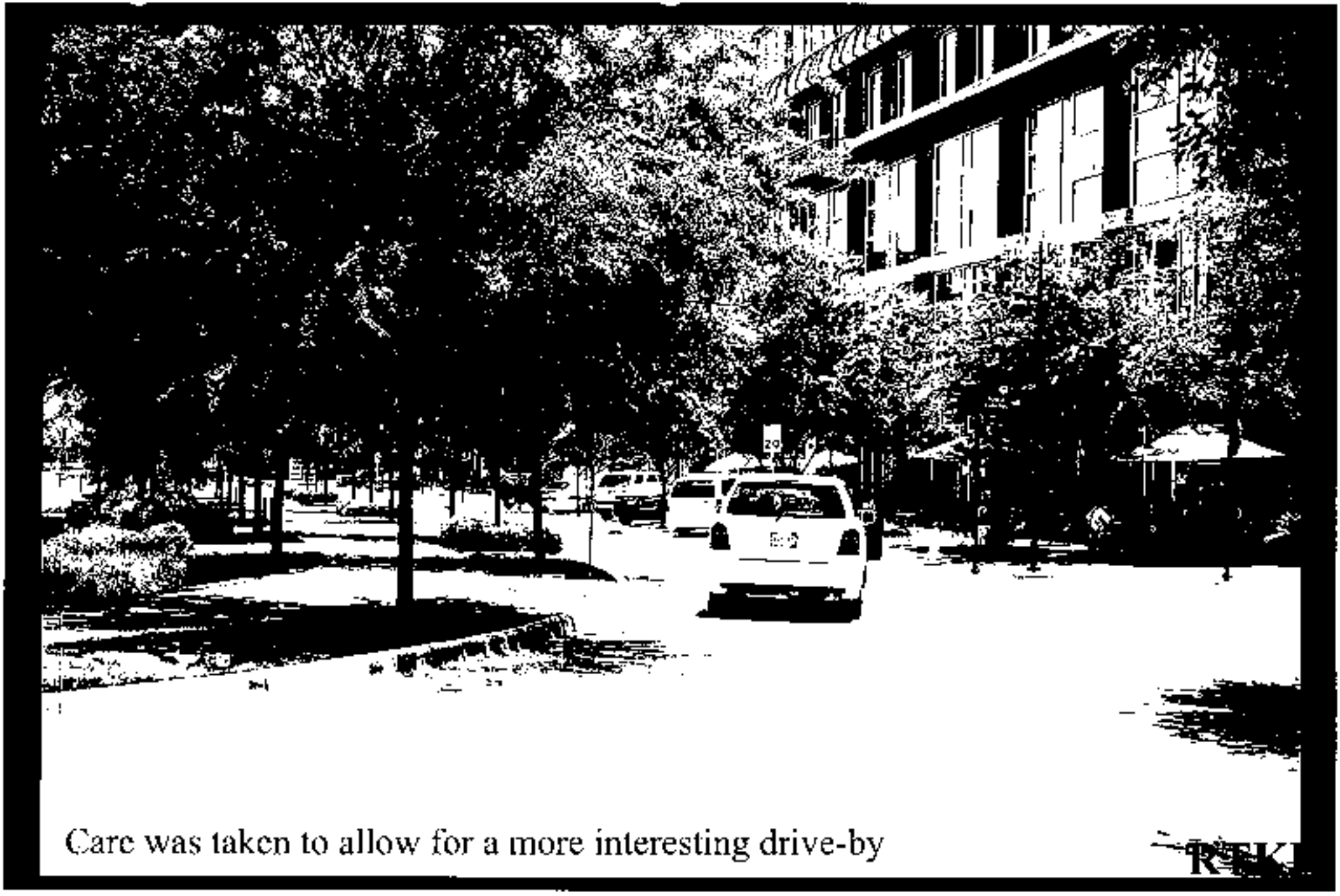
Initial Development Agreement

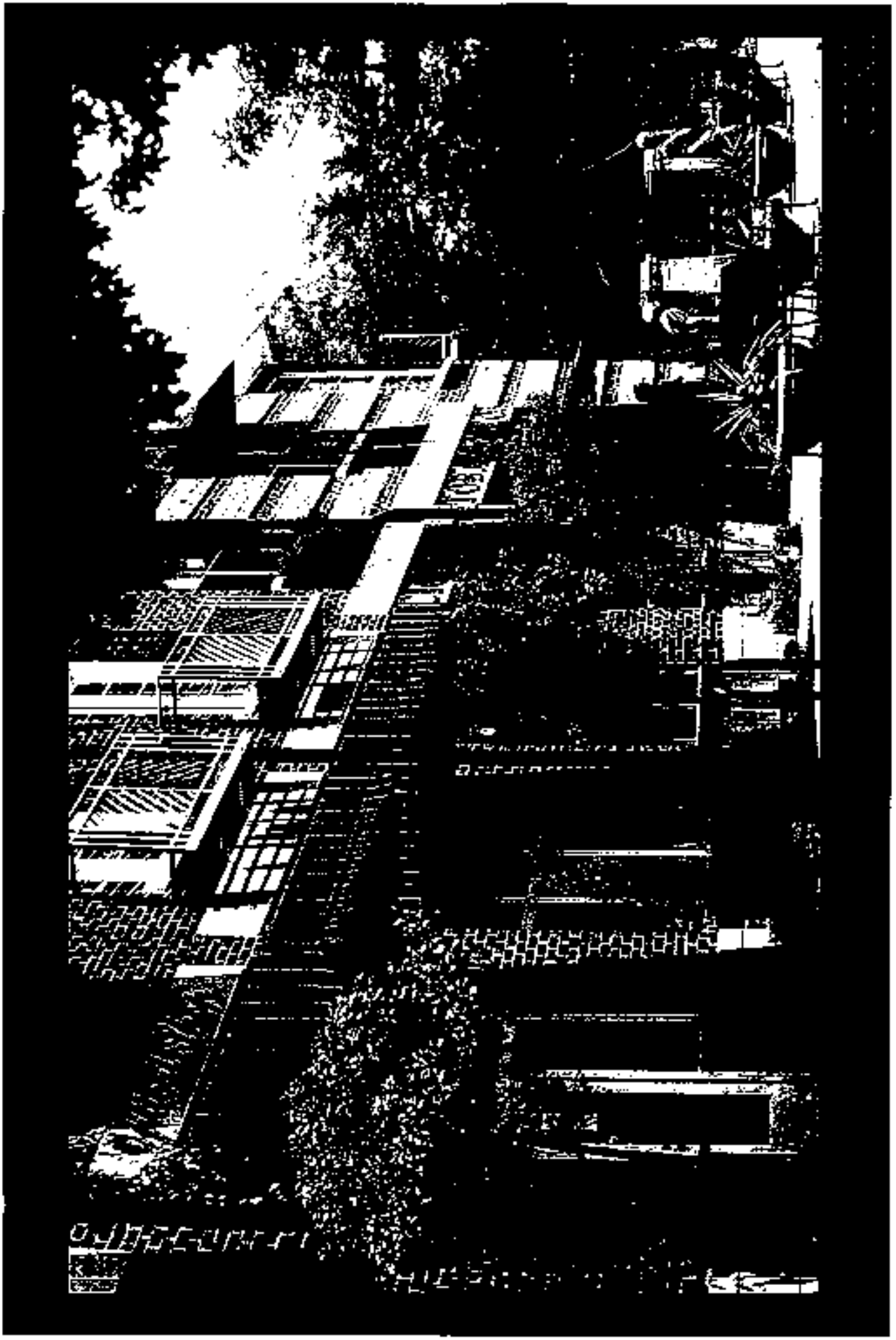
- Town committed $9 million from their general funds over the life of the project; with $4.5 million up-front for phase one infrastructure and public improvements.
- For this initial city commitment, Columbus agreed to build at least 1500 dwelling units.
- Remaining $4.5 million is linked to the implementation of the remaining development phases up to 3000 units.
- The Town agreed to maintain the infrastructure.
- The Town allowed private utility systems throughout the public rights-of-way.
- The Town amended building and life-safety codes; and allowed new pedestrian-friendly street standards.
- *Total estimated Private investment of over $500 million.*


The Result...

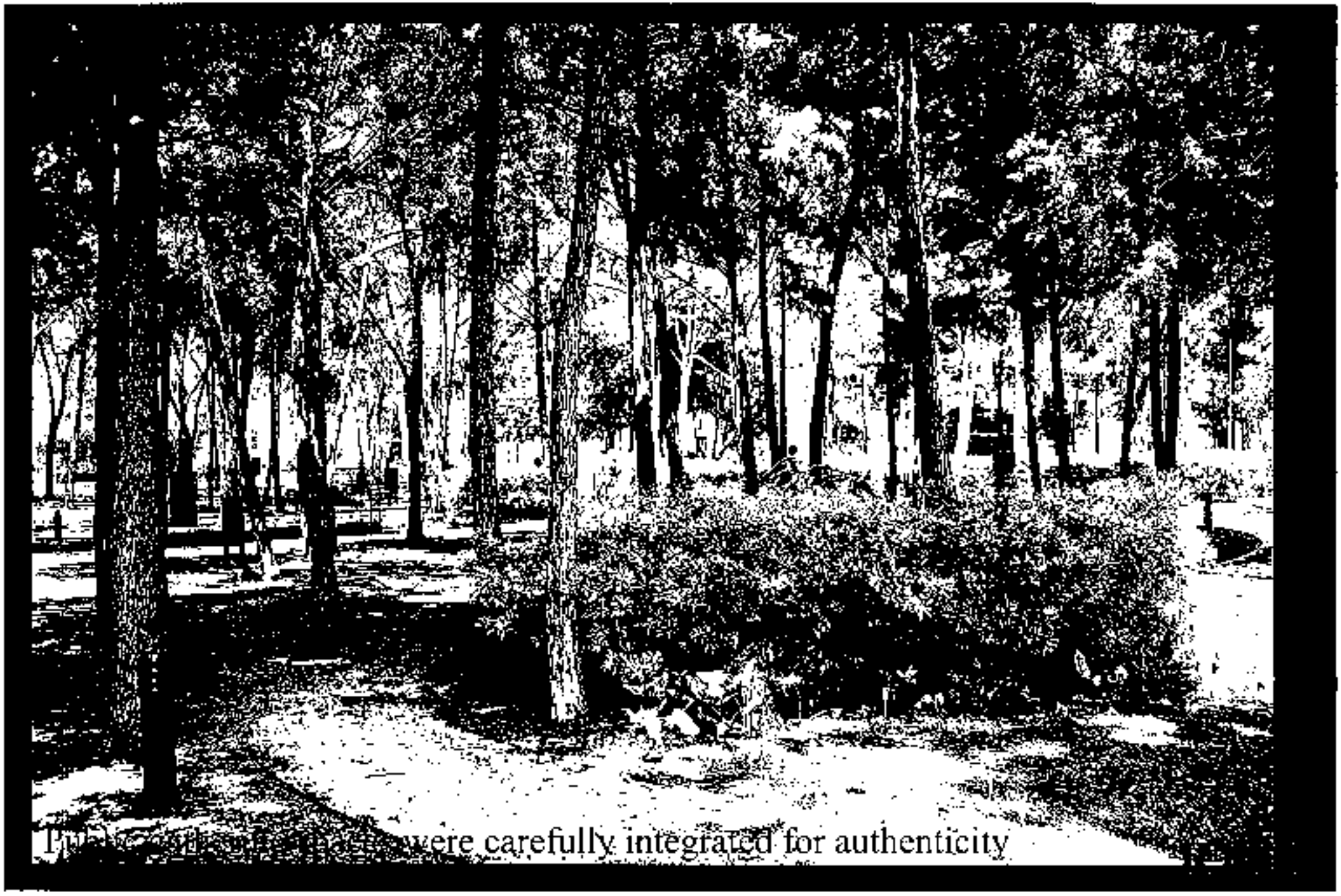
Esplanade under construction

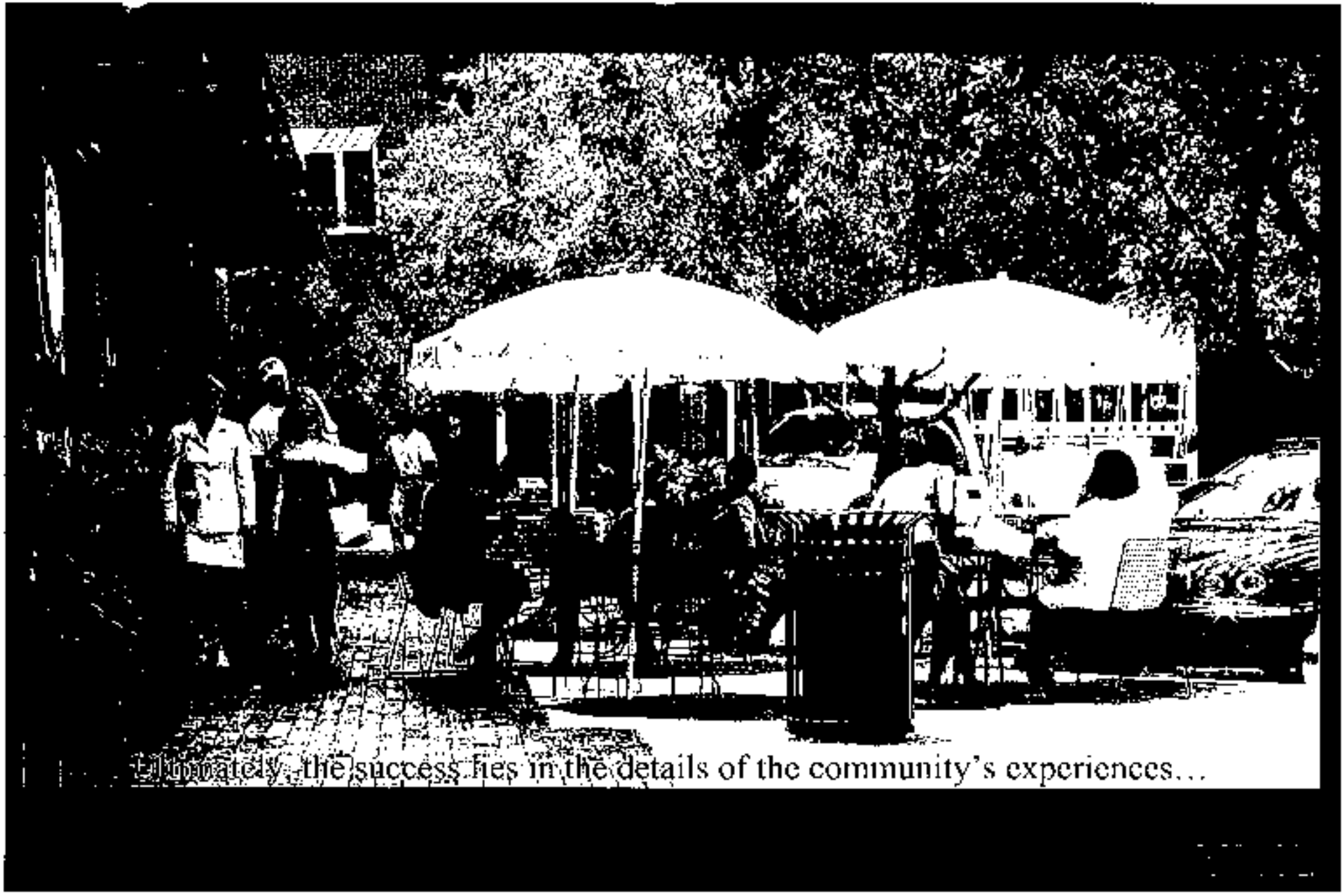

Today


Care was taken to allow for a more interesting drive-by




The buildings were animated at key locations.


were carefully integrated for authenticity


timately, the success lies in the details of the community's experiences...

NewHolly Urban Village Seattle, Washington

Urban village revitalizes public housing site

Located in Seattle's South Beacon Hill neighborhood, NewHolly is a major three-phase redevelopment of what was once Holly Park public housing. Built in 1942 as temporary housing for World War II workers, then deeded to the Seattle Housing Authority in 1945, Holly Park consisted of one- and two-story apartments and townhouses on a haphazard street plan. This barracks-style design was never well integrated with the neighborhood, and in the ensuing decades it was plagued with failing infrastructure and crime problems.

In the 1990s, with growing demand for housing within the city, the Seattle Housing Authority set out to redevelop Holly Park with funding and support from the U.S. Department of Housing and Urban Development's HOPE VI program. Seattle's growth management program favored the creation of urban villages, and in general there was strong community support for redeveloping NewHolly into a pedestrian-friendly, mixed-income neighborhood. The Housing Authority reached out to involve Holly Park residents in the planning and design of the development; it also provided counselling and financial assistance to ensure that all Holly Park residents would have new housing either within NewHolly or in other neighborhoods.

NewHolly's first phase, which opened in January 2000, includes 458 units – 305 rentals, 153 owner-occupied. Phases 2 and 3 will add 900 more units, bringing the total to 1,358.

NewHolly offers diverse housing choices – single-family homes, rowhouses, assisted living and senior apartments – to people of different income levels. Nine hundred eighty-eight units are targeted to households earning less than the median income and to first-time homeowners. The remaining 370 are for rent or sale at market rates.

Community services – a library, childcare facility, and a resource center – are located in the center of the neighborhood. Open space and community gardens are interspersed throughout the neighborhood. Linear open space serves as a greenbelt within the neighborhood that will eventually include a connection to the regional bicycle network.

A retail center around a proposed light rail site is planned for Phase 3, in addition to a mixed residential, institutional and retail facility that will house apartments, a health care clinic, the NewHolly management office and retail services.

Planning and design smoothly integrated public housing into the surrounding neighborhood and community. The haphazard, curvilinear street layout of Holly Park was replaced by a

conventional grid pattern for several reasons. The new grid enhances safety by facilitating natural surveillance, simply because there are more "eyes on the street;" it also improves connections and increases pedestrian access to retail and commercial services in the adjacent neighborhood.

Houses are oriented toward the street, with front yards facing a public sidewalk. Porches and semi-private front steps allow relaxed public interaction, as sidewalks enhance the pedestrian accessibility of the neighborhood.

Parking is adjacent to each residence, for convenience and safety. Building dimensions, materials, scale and detail are standardized. A result of budget and scheduling concerns, standardization has had the benefit of erasing potential distinctions between owner and renter-occupied and market-rate and subsidized housing. Residents are active in shaping the direction of community services and monitoring compliance with neighborhood home maintenance and design requirements.

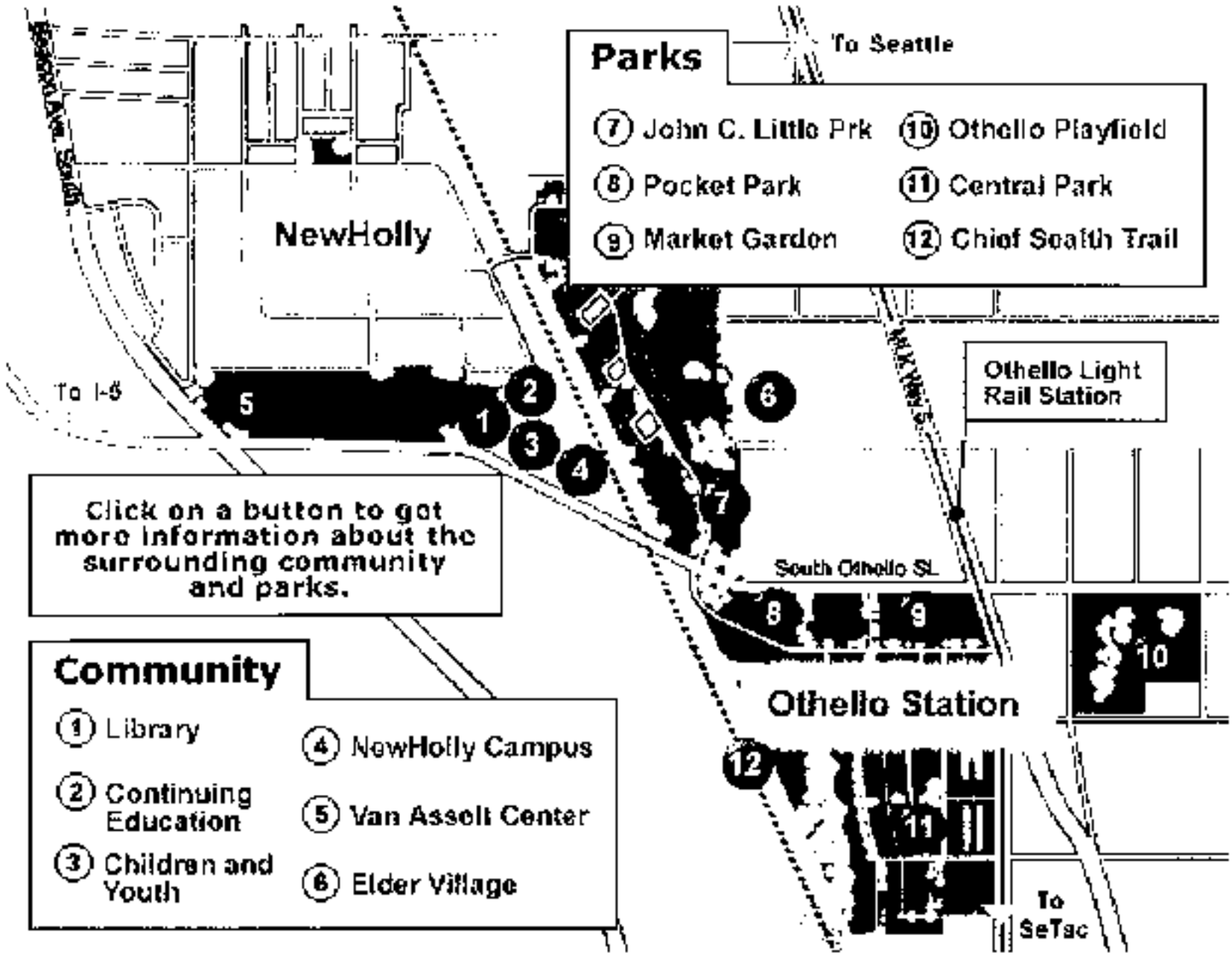
NewHolly has become the centerpiece for a new urban village in Seattle's South Beacon Hill neighborhood. It has added value to the community – replacing a derelict, under-performing residential sub-division with a pedestrian-friendly, mixed use neighborhood. It has expanded home ownership opportunities across the income spectrum, creating a neighborhood that offers residents suitable housing options over their lifetimes.

Through integration with the adjacent neighborhoods, New Holly has also increased the customer base of retail and commercial establishments in South Beacon Hill, and it has expanded access to community services, such as the library, parks and health care.

Project Profile

- Redesigned public housing
- Total area: 110 acres
- Phase 1: 48 acres (Phase 1) and 62 acres (Phases 2-3)
- 1,358 mixed income housing units, including 370 market-rate and 988 subsidized units
- Residential density of Phase 1: 9.5 units/acre gross
- Parking: 1:1.5 per unit (Phase 1); 1 per unit (Phases 2-3)
- Phase 1 opened in 2000; Phase 2 units began selling in August 2002; Phase 3 has been prepared for construction
- Developer: Popkin Development
- Designer: Weinstein Copeland Architects

Prospective homeowners tour NewHolly development, which includes a playground

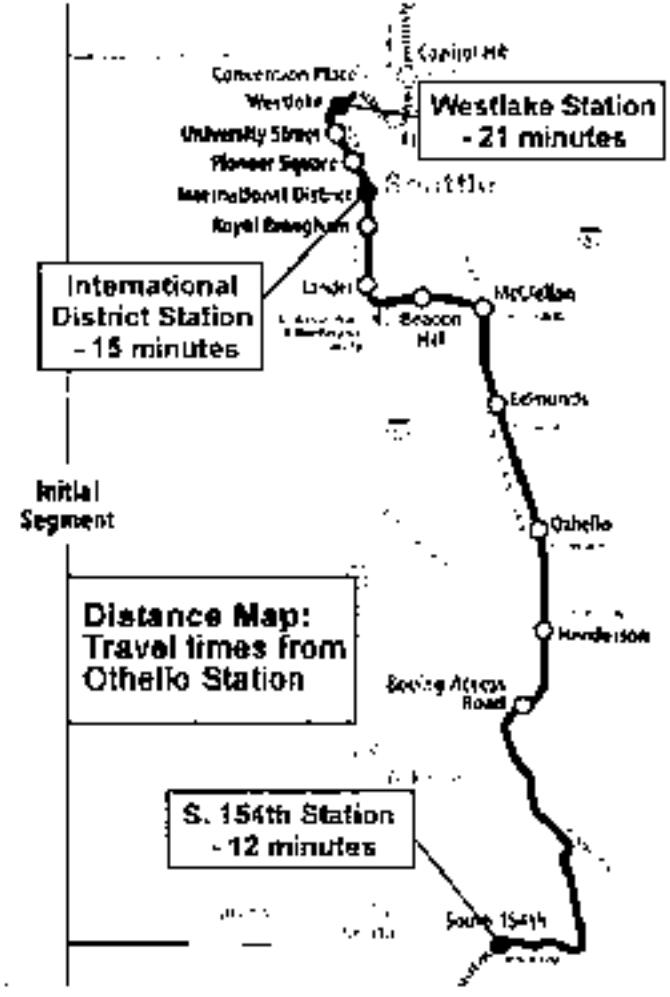

Parks
(7) John C. Little Prk
(10) Othello Playfield
(8) Pocket Park
(11) Central Park
(9) Market Gardon
(12) Chief Seatth Trail
To Seattle
NewHolly
To I-5
Othello Light Rail Station
South Othello St.
Othello Station
To SeTac
Click on a button to get more information about the surrounding community and parks.
Community
(1) Library
(2) Continuing Education
(3) Children and Youth
(4) NewHolly Campus
(5) Van Asselt Center
(6) Elder Village

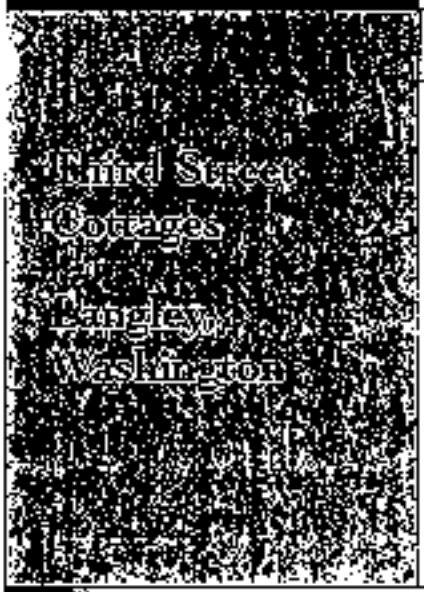
The new LINK Light Rail system is now under construction along Martin Luther King Jr. Way. While this will be a bit messy and disruptive during construction, it promises to be a tremendous asset to the entire community.

A brand new street level station with side platforms will arise in the center of MLK South between S. Myrtle and S. Othello streets. Plazas at northeast corner of Othello and at northeast corner of Myrtle will feature landscaping, artwork, seating, bicycle parking, and lighting. New business, shopping and dining choices are on the drawing boards for the areas bordering the station.

Construction Complete: 2007
Service begins: 2009

Anticipated Travel Times
To Westlake Station
- 21 minutes
To International District Station
- 15 minutes
To S. 154th Station
- 12 minutes





Density finds a home in rural Puget Sound

The Third Street Cottages were built in 1998 in Langley, a small town on Whidbey Island in the Puget Sound. Located within an hour of downtown Seattle and Everett by road and ferry, Langley is home to about 1,000 people and retains a village character despite being under moderate development pressure.

Three years earlier, in 1995, the town adopted the "Cottage Housing Development (CHD) Zoning Ordinance" to expand housing options, foster strong neighborhoods, and retain and enhance Langley's rural character.

Previous attempts to protect the rural character through rural zoning (1 dwelling unit per 5 acres) had the effect of fragmenting the landscape and increasing public service and infrastructure cost. In town, the zoning previously allowed for 4 to 6 dwelling units per acre.

The CHD ordinance allows detached homes at twice the previous allowable density in all single-family zones – up to 12 homes per acre. The ordinance essentially allows developers the option to build single-family homes at densities that were previously reserved for duplex development. The change in code, which won broad community support, requires that homes built under the ordinance be no more than 975 square feet in size (650 square feet on the first floor) and lower in height than homes on full-sized lots. They must be adjacent to a common area, with parking spaces hidden from the street. These attributes help maintain a sense of proportion and scale both to the new homes and others nearby.

The development responds to changing demographics – almost 60 percent of U.S. households have only one or two members. Typical owners are singles, couples or families with one child.

The eight units at the Third Street Cottages are the first in Langley to be built under the CHD ordinance, and it appears the development is the first of its kind in the nation.

Neighbors initially voiced a few concerns about added traffic and loss of parking. However, neither turned out to be a problem, with the addition of 12 residents and 10 vehicles, especially with on-site parking provided.

Given the proximity to downtown, residents can walk three blocks to shopping and dining in Langley. They also enjoy easy access to bike paths and routes around the island.

The Third Street Cottage homes sold for $140,000 to $150,000, with five of eight taken before construction was completed in 1998. Several cottages have since resold for $200,000.

To minimize inconsistency with the town's village character, the Langley Design Review Board established minimum parameters on the development's design, fencing and landscaping.

The geographic and social centerpiece of the community is a landscaped common area. Containing a garden, toolshed, mailboxes, and workshop, the common area is designed to facilitate community interaction and cohesiveness. Cottages overlook the common area and include private yards, bordered by a low fence and flowerbed. Parking is located to the side of the cottages.

Though the cottages are no more than 975 square feet, the designs use natural light and architectural details to make the spaces seem open and airy.

The living room ceilings are at least nine feet tall, and large windows and skylights let in natural light. Walk-in closets, attics and built-in shelves create storage space. Seating alcoves, bay windows and covered front porches add more functional space while keeping the development footprint small.

Langley has been able to increase housing supply with minimal land consumption.

The success of the Third Street Cottages has motivated other localities around the Puget Sound region to adopt similar zoning requirements and legalize the construction of Cottage-style homes and neighborhoods.

Building these homes under Langley's previous zoning would have consumed up to three times as much land. Although the developer added a hydrant and extended the sewer collection system to accommodate development, the smaller footprint and location near downtown Langley let him save on construction costs, avoid road building and use existing water services.

"I grew up in wartime Maui, in a small cottage like this one," said owner Faith Smith to The Seattle Times. "This place reminds me of that very tight community where everyone kept an eye on each other."

—Solving Sprawl, Natural Resources Defense Council

Third Street Cottages
[illegible]

Project Profile

- Rural infill development
- 0.67 acres
- Residential density: 12 units/acre gross
- Parking spaces per unit: 1.25
- Completed in 1998
- Developer: The Cottage Company
- Designer: Ross Chapin Architects

RiverStation and Heritage Landing, Minneapolis, Minnesota

Brownfield mixed-use rejuvenates downtown

Located in the warehouse district of Minneapolis, Minnesota, the Heritage Landing and RiverStation developments are adjacent mixed-use urban infill projects. Consistent with the city's objective of creating a 24-hour downtown, these developments are bringing residential units into the warehouse district for the first time.

The two developments occupy 9.75 acres, one-half mile from downtown. The former rail yard site laid abandoned and vacant for several decades, until the Minneapolis Community Development Agency acquired and sold the parcel, in two pieces, for residential development.

The proposed developments went through public review, primarily with the Downtown Residents Association. The Riverfront Warehouse District participated in design charrettes to publicly brainstorm design characteristics.

Although there have been some negative reactions to increased density elsewhere in the city, the neighborhood associations and business district did not voice strong opposition to the project. At the time, there were few residential properties nearby.

Heritage Landing, completed in 2000, includes 229 rental apartments, ranging in size from 750 to 3,200 square feet. The development retains several of the site's historic features, including a battered 19th-century stone wall that connects the building to the neighborhood. Heritage Landing has been noted for its distinctive architectural details – warehouse-type canopies, steel lintels, mansard metal roofs and arched windows that soften the appearance and mass of the building.

Twenty percent of its units are reserved as affordable housing for households earning 50 percent of the median income ($76,700 in 2002); these one-bedroom units rent for $705 per month. By comparison, the market-rate apartments in Heritage Landing rent for between $1,000 and $1,900. Street-level retail – grocer/delicatessen, florist and dry cleaner – and outdoor seating for the restaurants contribute to street ambiance and activity.

RiverStation – with completion expected in 2003 – has 347 for-sale market rate condominiums. These units range in size from 860 to 1,500 square feet and sell for about $210 per square foot ($180,000–$315,000).

The development is being constructed on a former brownfield and incorporates environmentally friendly design elements. The site has underground parking, a unique on-site stormwater treatment facility and a common open space area between adjacent buildings.

The proximity of both developments to downtown Minneapolis,

with easy access to several major bus lines, makes transportation around the region possible without a car. Recreational trails on the Mississippi River are a few blocks away, providing links to miles of river trails and recreation opportunities such as canoeing, kayaking or rowing.

Both projects use mostly underground parking, which accounts for a more pleasant streetscape. For each of RiverStation's four sections (approximately 88 units each), there are 12 surface spaces and 117 underground spaces, of which 18 are tandems for two vehicles, one in back of the other. At Heritage Landing, there are 380 underground spaces – 280 spaces for residents, 100 spaces for visitors and shoppers. Heritage Landing also includes 30 surface spaces for visitors in an interior courtyard. The public access parking is policed to ensure it is not used by commuters.

When proposed, RiverStation was the Twin Cities' largest residential project with individually owned units, and Heritage Landing added rental units along with commercial space.

Heritage Landing

Both properties have been selling and renting quickly. The units at RiverStation have been selling at an average pace of two per week for four years. The occupancy rate at Heritage Landing is currently 98 percent.

The result has been a new neighborhood that provides housing for downtown workers and students, and easily accessible shops and restaurants. The area around the RiverStation and Heritage Landing developments has grown rapidly over the past few years. Several restaurants, bars, and retail stores have located in the area, bringing new energy to the neighborhood and moving the city closer to its goal of creating a 24-hour downtown.

Project Profile

- Urban infill site
- 9.75 acres
- RiverStation (347 for-sale units)
- Heritage Landing (229 rentals)
- Residential density: 59 units/acre gross
- Parking spaces per unit: 1.5 (RiverStation); 1.2 Heritage Landing)
- Heritage Landing completed in 2000; RiverStation will be completed in 2003
- Developer: HumGregory Group
- Designers: J. Buxell Architecture, Ltd. (RiverStation); Boarman Kroos Pfister Vogel & Associates (Heritage

Courthouse Hill
Arlington, Virginia

Capital suburb adds transit-friendly homes

Condominiums and townhouses

Courthouse Hill is an infill condominium and townhouse development located one block from the Court House Metrorail station in Arlington, Virginia. Its location is consistent with the county's plan for transit-oriented development around the court house subway station.

The Courthouse Hill development benefits neighboring residents because it has helped in turn a large vacant area into a neighborhood that blends with its surroundings and provides attractive open space and pathways. New residents of Courthouse Hill benefit from the convenience of living near subway stations, jobs and retail.

Land for Courthouse Hill had been assembled in the 1980s. A soft market for residential development and site constraints (35-foot slope) precluded development for 10 years. The site is bounded on one side by high rise offices and commercial space and on the other by single-family detached houses. The architect and developer proposed to use a mid-rise profile to reconnect the site to the surrounding neighborhood and provide a transition between the two different housing types.

Condominiums adjacent to commercial and office development step down from six to four stories, and the townhouses, which abut the single-family neighborhood, are three stories tall. Townhouses are set close to the street, with a 14.5-foot setback from the curb.

The public involvement process showed that most community members preferred the mixture of residential housing types and the scale of the project to the high-rise apartments and hotel development for which the site was originally zoned. Development was strongly supported by the county planning department and residents.

Courthouse Hill was completed in April 1997 and marketed to young professionals and empty-nesters. Nearly all of the 202 units were sold within 18 months at prices ranging from $115,000 to $280,000 for the condominiums, and $280,000 to $350,000 for the townhouses. These prices are close to or slightly higher than similar developments in the vicinity.

In the six years since project completion, market values of some units have more than doubled. Twenty eight of the condominiums are designated as affordable housing available only to limited income occupants.

Although many Courthouse Hill residents use the convenient rail transit and walk to nearby retail and restaurants, the available parking spaces (1.7 per unit) give residents the option of auto ownership. Two-car townhouse garages are accessed from interior driveways, creating a pedestrian-oriented streetscape. Some garages are partially

below-grade due to the site's topography. The development incorporates landscaped pathways that connect residents with the Metrorail station, commercial areas and a recreation area. All pathways and sidewalks are paved in brick and lit with period streetlights. A pedestrian access easement ensures that pathways will remain public. The site also contains a half-acre public park adjacent to a recreation area.

The design of Courthouse Hill draws upon a strong architectural tradition in the region. Historic architectural details such as pedimented doorways, arched window heads, and strong cornice lines on the townhouses create a feel reminiscent of the 19th- and 20th-century rowhouses of Washington, DC. Condominium details include painted wood, brick facades, recessed balconies, pitched roofs and dormers, and gables of varying sizes. The result is housing that blends with the existing neighborhood, complementing rather than diverging from it.

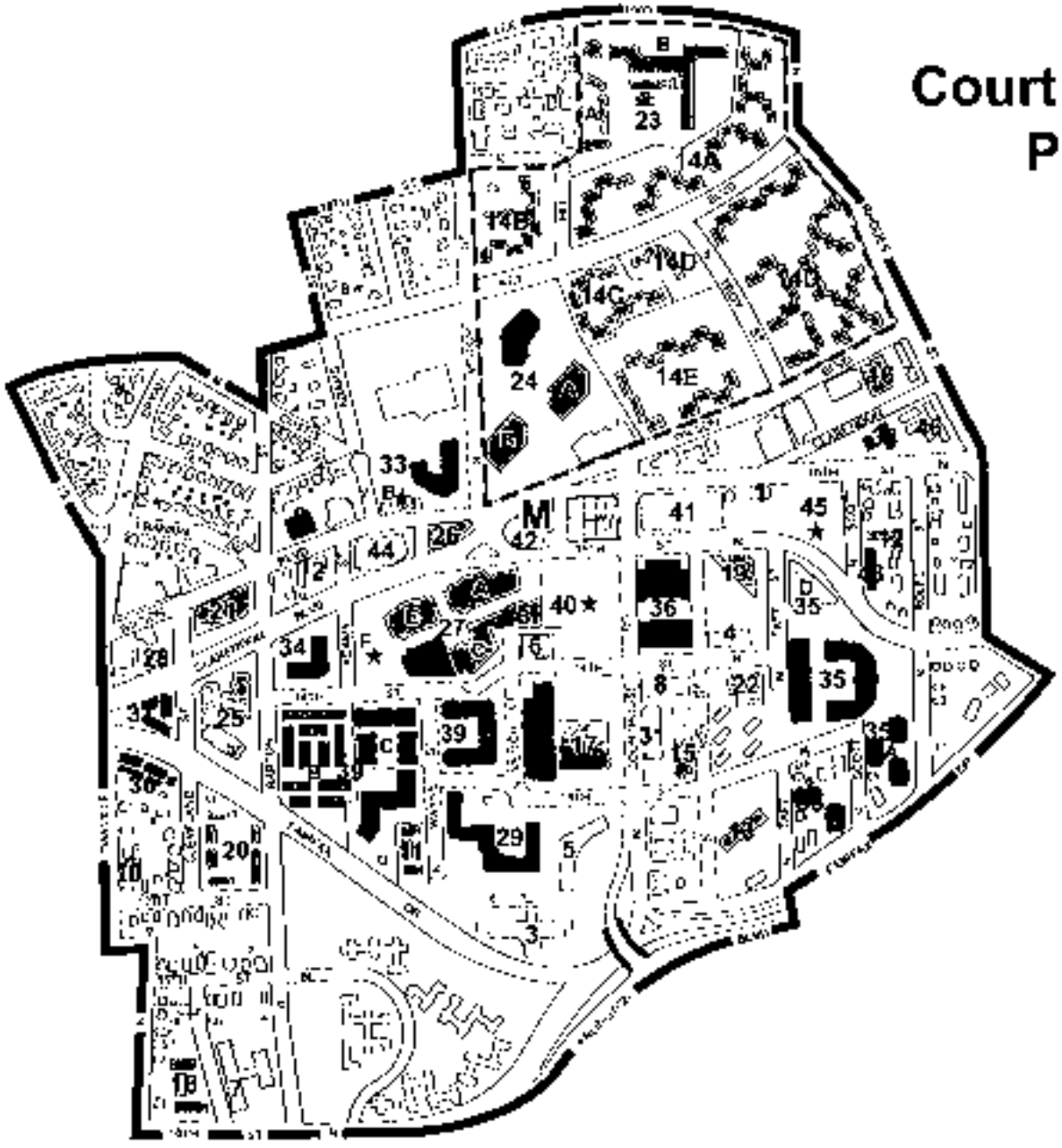
Project Profile

- Suburban infill site
- 4.7 acres
- 202 units (69 townhouses and 133 condominiums)
- Residential density: 43 units/acre gross
- Parking: 345 spaces (207 underground, 138 in private garages)
- Parking spaces per unit: 1.7
- Completed 1997
- Developer: Eakin/Youngentob
- Designer: Lessard Architectural Group

"A model of urban infill development that can be adapted for use in other cities, Courthouse Hill features extraordinary use of space in a high-density, low-rise development in the midst of a canyon of high-rise buildings. The innovative project fosters a sense of community and space in an otherwise highly urbanized area, and its layout provides for effective traffic management in a livable community – a combination not often achieved."

– Urban Land Institute award citation, 1998

Court House Development Project Locations 1960 - 2003



- 1960 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- 2000 - 2002
- Under Construction
- ★ Approved Projects
- Other Projects
- Phased Development Site Plan

SCALE IN FEET

0 300 600 900

N

June 2003

Courthouse - General Land Use Plan

Residential
- Low
- Low
- Low-Medium
- Medium
- High-Medium
- High

Commercial and Industrial
- Service Commercial
- General Commercial

Public and Semi-Public
- Public
- Semi-Public
- Government and Community

Office-Apartment-Hotel
- Low
- Medium
- High

Mixed Use
- Medium Density
- High-Medium Residential
- Coordinated Development District

Public Ownership
- Stippled - current public ownership

Symbols and Notes
- Metro Station
- General Location for Open Space

Lessons Learned: Design for Density

Five Design Principles

1. Identify appropriate locations
2. Connect people and places
3. Mix uses
4. Find parking alternatives
5. Create great places for people

As the case studies show, communities that successfully add dense areas to their neighborhoods find that particular attention to design is necessary to create great places to live. In all these cases, community officials, business leaders, citizen representatives and others all worked together to employ design principles that helped create better places for present and future residents.

Developers and community members can learn from the mistakes of other dense developments in which some individual design principles may have been employed, but other critical elements for great, dense neighborhoods were neglected. A look at some projects shows that while density may provide access to transit or proximity to different land uses, it can neglect to create a welcoming place for people. Often poor building and street design create places where it is difficult or unsafe to walk and engage one's neighbors.

Density that does not work may be found along multi lane, high speed one-way streets and in neighborhoods that rely on pedestrian bridges, but fail to provide any sidewalk level shops or restaurants. These characteristics limit people's ability and motivation to walk or bike to shops, and lead to empty sidewalks.

Without an appropriate location, a good mix of different uses nearby, adequate open space and a vibrant, safe and interesting life along the sidewalks and streets, dense neighborhoods will flounder.

Crystal City – Going from Just Dense to a Great Place to Live

"We're looking for a place that is more user-friendly, and more attractive as a destination. We want an entity that will not shut down at 5 o'clock, but will have a nightlife, a weekend life and will be more of a complete neighborhood," said Robert Smith, developer of Crystal City in Arlington County, Virginia. An area that is essentially an "unusually dense version of the suburban office park," Crystal City, just outside Washington, DC, has a very high density (most buildings are 12 floors or more), access to transit and a mix of uses, including offices, apartments and hotels. But it is not a great place to live. With predominantly one-way streets, underground retail and pedestrian bridges over the streets, one could live in Crystal City "without setting foot outdoors."

But that is all set to change. The developers have plans to convert the one-way streets to two-way, provide safe crosswalks and slow down the passing cars. They intend to integrate new street-level shops into the area and hope to create an interesting street life. Smith realizes that successful design must integrate "vibrant street life, busy sidewalks, and inviting stores and restaurants" with the density and transit connections to create a great place. (*Washington Post*, May 24, 2003)

Creating great neighborhoods is not just a mathematical equation of adding individual elements. The task requires the collaboration of neighborhood stakeholders and design professionals that understand how people use public spaces.

Communities can avoid mistakes and create great, dense neighborhoods by bringing together five major principles for dense development. To build viable dense neighborhoods communities must plan density for the right locations, ensure strong connections between destinations, mix land uses, provide parking alternatives and create great places for people.

Additional resources on designing great higher density projects can be found online at www.designadvisor.org.

1. Increase Densities in Appropriate Locations

Choosing the right locations for density is important. The right balance helps to ensure that the development enhances the community and supports existing or new services like transit, shops, or a neighborhood center. By putting density in the best locations, new housing helps create neighborhoods – places where all residents are within a 5- to 10-minute walk to a cup of coffee or a gallon of milk at the corner store. These locations may also allow density to take advantage of special site characteristics – such as wetlands, tree groves or hills – to create neighborhoods with unique character. All of these elements not only help a community accept new density, but also help residents understand how it can improve their neighborhood.

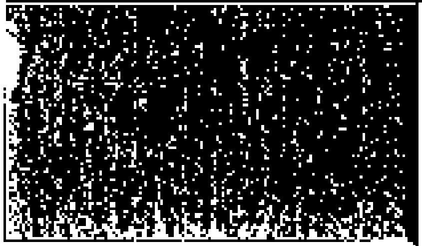
Communities can identify these locations for dense developments by focusing on various types of neighborhood hubs, such as existing or planned transit stations, town centers, the junction of two neighborhoods or major retail and employment destinations. Adding density to each of these locations can help build a stronger community (or a new community) with better access to a local store, park or school.

Density next to a transit station helps improve transit services for more people. As more people live closer to the station, the system will likely be used more and can economically support more frequent service.

New density near a town center places more people closer to neighborhood shops, the town square or civic buildings. This adds life to the downtown, and more people in the town center ensure its greater public safety, while supporting more shops and broadening the local retail base.

Density at the junction of two neighborhoods can help create a

View of retail and residential development from San Antonio Transit Station in Mountain View, California.



Courthouse Hill is an example of increased density in the most productive locations. Located one block from the local subway station, this project used vacant land to help knit the neighborhood together.

mixed use or higher density corridor. The area where two neighborhoods meet can become a larger community node and support more diverse retail.

Existing retail and employment destinations can also benefit from incorporating other types of dense uses. Greater density can help improve local safety by keeping the area busy after regular business hours. It can also help create a new town center by placing more homes closer to shops or offices.

One integral factor for density increases in appropriate locations is designing additional development to blend into the existing neighborhoods. Ideally, this will generate further community acceptance and support for density. Dense developments can be laid out to concentrate higher densities next to the shops and offices, or towards the center of the site, while stepping down building heights to lower densities next to existing residences.

Questions to Ask about Increasing Densities

- Where are the best places in our community for density?
- Is there available land near existing transit stations, town centers, employment centers or major community amenities? Is there an opportunity to redevelop the area between two neighborhoods?
- How can we change the zoning for these selected areas to encourage development at higher densities?
- How will this dense development be integrated with the neighborhood? What techniques will be used?
- Are there old vacant or underperforming shopping centers that could be converted into denser neighborhoods?

2 > Connect People and Places

Dense developments with a complete street and path network and convenient access to routes for walking, bicycling and bus or rail create the strong connections necessary for great places, because more compact development will add more people to an area. Without good street and transit connections throughout an area, people must use cars for every errand and every trip to school or work, facing unavoidable congestion. With a good street network and other mobility options, density will add some drivers to the area, but will also pull many people out of their cars – onto the sidewalks and into transit. Dense development with good connections to homes, shops, schools and offices allows people to choose an alternative to driving and also provides more route options to those who still choose to drive.

A complete street network helps reduce congestion because it allows drivers, bicyclists and pedestrians to go around traffic or just take more direct routes to their destinations. At each intersection, a person may turn onto a different street and choose a different route, or continue along the way.

More intersections also increase the safety of pedestrians and drivers by slowing down traffic and making drivers more aware of street crossings and turning motorists. The opportunity to walk, bike or take a bus or subway provides residents and shopping visitors with alternatives that also help ease local congestion.

Added density also promises new transportation choices, since the placement of a critical number of people within walking distance of a rail station or bus stop opens up the possibility of more frequent or new transit service.

The best way to create a complete street network and support new transportation choices is to use a modified street grid network, ensure access to different modes of transportation (car, bus, train, and walking or biking routes) and build inviting sidewalks. The street network needs to accommodate both cars and people with many routes to their destinations. The streets and sidewalks should connect all neighboring areas with compatible uses, particularly adjacent residential areas. The network should have short blocks (some suggest 500 feet maximum[8]), which will make it easier for both people and cars to navigate the area. The streets should primarily meet in three or four way intersections to allow people and cars to go around congestion. Cul-de-sacs should be avoided because they limit people's options to travel around congested areas and impede the connections between neighborhoods.

The streets should also be relatively narrow. This means that lanes on residential streets can be 9-10 feet wide and that each intersection should maintain a short curve radius to encourage drivers to obey the recommended speed limit. If the street is too wide, drivers will go faster than allowed. This discourages people from walking along the sidewalk to reach their destinations. Narrowing the street helps slow traffic, improve both driver and pedestrian safety, and make people feel more welcome on the sidewalk.

The network should include a complete sidewalk along the local streets. It should be passable, without people having to go around hedges or highways to continue on the path. It should also have limited driveway cuts. Ideally, a planting strip should be placed along the street, creating a buffer for pedestrians and the opportunity to plant trees, whose canopy would provide shade.

New Holly Urban Village in Seattle, Washington, exemplifies a dense development that succeeds in reconnecting people to places. The development removed the previous system of curvilinear streets and replaced it with a grid pattern with narrow 28-foot wide streets. This change allows New Holly residents to reach neighboring shops in a safe and welcoming pedestrian environment.

On-street parking also helps protect pedestrians and makes more efficient use of public streets.

Questions to Ask about People-Place Connections

- What type of street network is proposed for the development?
- Will the street and sidewalk network provide a safe, welcoming pedestrian environment?
- Are the buildings parallel to the street? Are they close to the sidewalk?
- Will the development provide access to bus or transit service?
- Is there an infill development that needs to implement traffic calming measures to slow vehicle speeds and create streets that are safe and comfortable for motorists, pedestrians and bicyclists?

3.9 Mix Uses

Mixing uses turns density into a village center or helps create a community from a sea of houses. With different types of uses within a walkable area, density creates a healthy neighborhood where a child can walk to a nearby school, a resident can run out for a gallon of milk from the corner store, or neighbors can congregate at the bandstand for a community picnic. Without these walkable destinations, a new neighborhood becomes like any other place where people must get into their cars and drive to get that milk.

Mixing uses allows more choices and improves quality of life by letting people decide if they want to live near their work, walk to the local store, or bike to the local library with their kids. This technique employed in a residential neighborhood – for instance, to accommodate more people within a 5- to 10 minute walk of a town center – supports the economic viability of services like a coffee shop or a local hardware store. Without a critical mass of people nearby, these stores would not be able to survive economically. The same is true of transit. Placing more residential, commercial and office space near a transit station builds a stronger base for the day long train or bus use.

Mixed use comes in many forms. It may be a corner store in each neighborhood. It may be a neighborhood work center for people who sometimes telecommute during the week.

Mixed use can help add jobs or homes to an area, improving a jobs/housing balance. This balance benefits the community when people relocate to the area to be within walking distance of jobs.

Mixed use can also mean redesigning a neighborhood to bring in civic buildings such as recreation centers, bandstands, or a library, or to ensure that an

elementary school is within a 15-minute walk of each household. It may also mean integrating parks throughout the area, so that every home is within a 2- to 3-minute walk of a small park.

In a town center or infill development downtown, mixed use can succeed within each building. It may mean offices or apartments over shops along the town square, or a hotel over shops downtown. Mixing uses in each building or in adjacent buildings works best when design guidelines ensure that the buildings will be consistent in height and size, regardless of use.

Questions to Ask about Mixing Uses

- What uses will be integrated into the development?
- Will local services be provided within the development?
- Are there neighboring commercial, office or civic uses that will be accessible from the development?
- How would mixing uses on or next to the development site help improve residents' access to local services?

Planners for the City of Davis, California, and the University of California worked with the community to create a mixed use neighborhood with Aggie Village and Davis Commons. By placing the commercial center, Davis Commons, next to Aggie Village residences, the university and town succeeded in expanding the commercial center and improving the university's link to downtown. Mixing uses improved access from the university to downtown and brought them new amenities.

Chapter 4: Real Parking Alternatives

Density succeeds in creating great places when people feel comfortable walking down the street to get a cup of coffee, sitting on their front porch to talk to passing neighbors, and parking on the street in the town center for some quick shopping. Shops and houses close to the street, not separated from the sidewalk by a stretch of parking or a wide setback from the street, help make this possible.

Sensitive placement of parking in different locations can help sidewalks become more inviting. On-street parking, in particular, also helps improve the safety of the neighborhood by slowing traffic and serving as a barrier between the sidewalk and the roadway.

Still, the most important effect of density on parking is its potential to reduce required parking space, as compared to similar developments at conventional densities. As density increases, people find other means to reach the shops or offices. More people take transit or walk. Different neighboring uses may also share the same parking spaces at different times of the day. For instance, a movie theater and an office rarely need parking spaces at the same time and can share a parking lot or

Belmont Dairy in Portland, Oregon, devised creative parking alternatives to ensure that shops would be accessible from the sidewalk, pedestrians would be protected from traffic, restaurants and gasoline would be accommodated. Residential uses are separated from the rear of the development, while shared parking is provided underground and on-street parking lines the streets.

garage. On-street parking also provides necessary spaces without separating the people on the sidewalk from the homes and stores. These spaces should be included in the calculation of the area's parking supply and not considered "extra."

Mixed use areas also help minimize the demand for parking by allowing people to park once and reach a number of shops or errands. People will not park in a new space every time they go to another store if they can walk down a short block to reach it. These areas do not need the same quantity of parking spaces as a suburban location where each errand is so distant from the next that the car must be moved.

Lastly, a well-designed dense area with well-placed parking is an interesting place to walk. More people will choose to walk to the shops or offices when the streets are welcoming and the stores close by.

Parking demand in a dense development is quite different from other locations. Communities should be allowed to reduce parking requirements and use better alternatives to create great places.

The appropriate number of well-placed parking spaces will support local shops and restaurants, encourage people to stroll through the area, and help create great dense neighborhoods.

Parking removed from the "front yard" of homes, stores, or other buildings allows neighborhoods to flourish because people are closer to each other and closer to their destinations.

Parking may be moved to lots or structures behind buildings or to alleyways if on-street parking is permitted.

For homes, setback garages or alley garages allow buildings to be closer to the street and reduce the street frontage each house requires.

For shops or offices, the combination of mid-block and on-street parking keeps parking spaces nearby while making building entrances more accessible from the sidewalk.

Questions to Ask about Parking

- Where will parking be located for residential, commercial and office uses?
- How can parking be used to improve pedestrian safety and accessibility?
- Will parking be located between the sidewalk and buildings?
- How can parking demand and supply be reduced? Can walking or transit accessibility help reduce the need for parking?
- Can parking supply be shared between neighboring residences or shops and offices?
- Are densities high enough to build a parking structure?

How to Create Great Places for People

If we enhance higher densities with great places for people, then we haven't built density alone, we've built a community. Alternatively, we've expanded a community and made it even better. The addition of density gives us the opportunity to build a town, a community and a new family of friends – or to connect to the ones that have always been around us. This begins to happen when people have the chance to talk to each other and congregate. Density offers that chance to be together.

Great places are created by combining all the different elements listed above, and then adding the detail. The 5-minute neighborhood is immortalized in great places. People can reach the corner store in five (to ten) minutes. Streets are welcoming – proportioned to feel like a room in your house, a cozy place where you would want to be. Trees in planting strips or in grated planters line the street, in appropriate sections. Diverse housing types – bungalows, live-work rowhouses, apartments and shops – are found on a neighborhood walk. The neighborhood has interesting places on the street, and the community feels inviting to the pedestrian, driver and bicyclist, and to young and old alike.

Certain characteristics help create this inviting place. A well-designed streetscape makes people feel comfortable and invites residents to walk or bike to destinations. Part of this comfort is from the relationship between building height and street width; certain relationships make people feel comfortable by creating "outdoor rooms."[9] In such places, there is a pleasant sense of enclosure – enough but not to feel too exposed, but not so enclosed as to feel cramped. This enclosure is supported by orienting buildings to be parallel to the street, and placing them within a short distance of the sidewalk or along the sidewalk in the case of a town center.

The setback should be minimized both from the street and from the neighboring building. Placing buildings side-by-side (rowhouses or town center buildings, for instance), or close to each other (single-family bungalows) helps create a more interesting place to walk.

These buildings should also have some architectural detail on the facades, and no blank walls facing the street. Local architectural styles help incorporate the new development into an existing neighborhood.

Porches, balconies and other additions add to the outdoor room, to create a sense of community and a welcoming place to be.

Open spaces, parks and plazas also enhance the community's experience. They provide gathering spaces and focal points for

In Breckenridge, Colorado, Wellington's design ensures that all residents live in a community with easy access to parks and recreation facilities and a welcoming pedestrian environment.

the community. Such common spaces can come in all shapes and sizes – some large enough to serve those functions for an entire city, others small enough to give shape to individual neighborhoods. Even small "tot lots" can provide a community with space to gather and socialize. Framing these parks and plazas with residences and other community uses helps create a thriving community center.

Questions to Ask about Creating Great Places

- How will the buildings relate to the street? Will they come up to the sidewalk or have narrow setbacks?
- What will building walls facing the street look like? (No blank walls)
- Where will parks and plazas be located?
- How will residential or other uses frame the open spaces?
- What other community focal points will be integrated into the development to create an interesting place to walk?

Endnotes

■ INTRODUCTION

1 Designing for Transit: A Manual for Integrating Public Transportation and Land Development in the San Diego Metropolitan Area. July 1993.

2 Katherine Shaver. "The Road Too Much Traveled. For Many Children, Drive Time Just Keeps Going." *Washington Post*. January 27, 2003; Page A01.

3 For example, the Surface Transportation Policy Project found that suburban mothers spend on average 66 minutes per day in their cars, and that approximately one-half of women's trips are for the purpose of chauffeuring other people. In *High Mileage Moms*. Surface Transportation Policy Project, May 1999.

4 www.tjpdc.org/pdf/rep_comm_repBrochure.pdf

5 "The Metropolis Plan: Choices for the Chicago Region." Chicago Metropolis 2020. Chicago, Illinois, 2002, p. 24.

6 American Farmland Trust. *Alternatives for Future Urban Growth in California's Central Valley: The Bottom Line for Agriculture and Taxpayers*, October 1995.

7 U.S. Environmental Protection Agency, "Protecting Water Quality with Higher Density Developments." (U.S. EPA, Washington, DC, 2003), 2-8.

■ "LESSONS LEARNED: DESIGN FOR DENSITY"

8 Duany, A., Plater-Zyberk, E., Speck, J. *Suburban Nation*. North Point Press, NY. 2000.

9 Many designers recommend at least a 1:1 ratio; that is, the buildings are at least as tall as the street is wide. Some distinctive urban streets reach a 3:1 ratio, where the buildings are three times higher than the street width.

For more information on the NATIONAL ASSOCIATION OF REALTORS® Smart Growth Initiative, go to www.REALTOR.org/SmartGrowth

DENSITY IN YOUR COMMUNITY