“You have brains in your head. You have feet in your shoes. You can steer yourself in any direction you choose”
- Dr. Seuss
Planning Livable Communities

- Cities Through Time
- Return to Human Scale Developments
- Trends: Planning Meets Design

“You have brains in your head. You have feet in your shoes. You can steer yourself in any direction you choose”
- Dr. Seuss
Early cities were built to accommodate the movement of people and goods, and were typically built with fortifications for defense.

Result: more compact, walkable cities

Examples: Persia, Egypt, Rome, Medieval Europe
Early American towns were condensed, walkable, and located near farmland and water (or other economic generators).

Result: Small coastal or agricultural communities
Automobiles rapidly increased the pace of already expanding post-industrialized cities.

Result: Auto-oriented suburbs that gave little regard to human scale or movement.
POST-WAR NEIGHBORHOOD
Dallas, Texas

Church Oriented to Arterial Street

Regionally-Scaled Retail/Services Behind Large Parking Lots
No Relationship to the Adjacent Residents Whom They Serve

All Amenities and Services Turn their Backs to the Neighborhood
Cul-de-sacs With No Connectivity
Why are we drawn to places like these?
Why are we drawn to places like these?

The Cotswalds, England
Why are we drawn to places like these?

Santorini, Greece
Why are we drawn to places like these?
Why are we drawn to places like these?
Why are we drawn to places like these?

They were built around us; humans
“When you design your city around cars, you get more cars. When you design your city around people, you get more people.” —Fred Kent
Many of our towns were built this way, too…
Many of our towns were built this way, too…

North Little Rock, Arkansas
Many of our towns were built this way, too…

Eureka Springs, Arkansas
Some grew, with the car as king, for many decades...
Some grew, with the car as king, for many decades…
Some grew, with the car as king, for many decades…
What’s different about this sprawl?

The sprawl is still built at the human scale!
The Return to Human Scale

Towns will expand until economic maturity.

However, there are alternatives for expansion, not solely based on the car.
SUSTAINABLE LAND DEVELOPMENT PATTERNS

- Inter-connected street network (no cul-de-sacs!)
- Infrastructure for vehicles, cyclists, pedestrians, public transportation (complete streets)
- Active street-level uses (commercial/retail)
- Alternate transportation options to residential areas, if not present in mixed-use developments
- Destinations located within walkable distances (typically ¼ mile)
The Return to Human Scale
Trends: Planning Meets Design

Euclidean Zoning vs. Form-Based Zoning

Euclidean Zoning: Use over Design
Form-Based Zoning: Design over Use
Trends: Planning Meets Design

Euclidean Zoning

Form Based Zoning

Images by Urban Planner Avinash Shrivastava
Trends: Planning Meets Design

Conventional Suburban Development

SmartCode

SmartCode
Trends: Planning Meets Design – Context
Progression of density from T1 Natural Zone to T6 Urban Zone
Trends: Planning Meets Design – Place Types

NEIGHBORHOODS

CORRIDORS

COMMUNITY FORM
Trends: Planning Meets Design – Place Types
Trends: Planning Meets Design – 12th Street Place Types

- NEIGHBORHOODS
- CORRIDORS
- CENTERS/CORES
- SPECIAL DISTRICTS
# Trends: Planning Meets Design – 12th Street Place Types

## Table: 12th Street Place Types

<table>
<thead>
<tr>
<th>Framework Plan Use Designation</th>
<th>T1: CENTRAL CORE</th>
<th>T2: NEIGHBORHOOD MAIN STREET CORRIDOR</th>
<th>T3: NON-RESIDENTIAL DISTRICT</th>
<th>T4: RESIDENTIAL</th>
<th>T5: INSTITUTIONAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential, Institutional, Recreational, Institutional</td>
<td>Commercial, Office</td>
<td>Medium Density Residential, Public Open Space</td>
<td>Commercial, Office, Institutional</td>
<td>Commercial, Office, Institutional</td>
<td>Special Design</td>
</tr>
<tr>
<td>Land Use</td>
<td>Commercial, High Density Residential, Office, Institutional</td>
<td>Medium Density Residential, Public Open Space</td>
<td>Commercial, Office, Institutional</td>
<td>Commercial, Office, Institutional</td>
<td>Special Design</td>
</tr>
<tr>
<td>Lot Width (ft, existing width)</td>
<td>45 ft, 50 max.</td>
<td>45 ft, 50 max.</td>
<td>45 ft, 50 max.</td>
<td>45 ft, 50 max.</td>
<td>45 ft, 50 max.</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>900 max.*</td>
<td>900 max.*</td>
<td>900 max.*</td>
<td>900 max.*</td>
<td>900 max.*</td>
</tr>
<tr>
<td>Building Setback from ROW</td>
<td>40 ft (10 min. 12 ft)</td>
<td>40 ft (10 min. 12 ft)</td>
<td>40 ft (10 min. 12 ft)</td>
<td>40 ft (10 min. 12 ft)</td>
<td>40 ft (10 min. 12 ft)</td>
</tr>
<tr>
<td>Building Frontage</td>
<td>Front on street</td>
<td>Front on street</td>
<td>Front on street</td>
<td>Front on street</td>
<td>Front on street</td>
</tr>
<tr>
<td>Vehicular access</td>
<td>Rear side</td>
<td>Rear side</td>
<td>Rear side</td>
<td>Rear side</td>
<td>Rear side</td>
</tr>
<tr>
<td>Parking</td>
<td>1.5 per dwelling (residential)</td>
<td>3.0 per dwelling (residential)</td>
<td>4.0 per 1000 sq. ft</td>
<td>4.0 per 1000 sq. ft</td>
<td>4.0 per 1000 sq. ft</td>
</tr>
<tr>
<td>Building Height</td>
<td>1 min, 2 max.</td>
<td>1 min, 2 max.</td>
<td>1 min, 2 max.</td>
<td>1 min, 2 max.</td>
<td>1 min, 2 max.</td>
</tr>
<tr>
<td>Building Materials</td>
<td>Black, precast concrete, glass windows (not curtain wall)</td>
<td>Black, precast concrete, glass walls, wood, or iron fencing</td>
<td>Black, precast concrete, glass walls, wood, or iron fencing</td>
<td>Black, precast concrete, glass walls, wood, or iron fencing</td>
<td>Black, precast concrete, glass walls, wood, or iron fencing</td>
</tr>
<tr>
<td>Architectural Character</td>
<td>Punched window openings (no glass wall)</td>
<td>Residential scale, leaning to crafton style, adapted post WWI detailing: stepped roof</td>
<td>Dense scale, post war details for residential and institutional. Soft edges with minimal glass walls</td>
<td>Lawful commercial scale, recommended building facades with mechanical equipment concealed</td>
<td>Impervious to any requirements for commercial office and institutional, may deviate from the post WWI direction</td>
</tr>
<tr>
<td>Context</td>
<td>Respect historic significance</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Respect historic significance</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Mace Length</td>
<td>300 min, 330 max.</td>
<td>300 min, 330 max.</td>
<td>300 min, 330 max.</td>
<td>300 min, 330 max.</td>
<td>300 min, 330 max.</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>6 ft internal</td>
<td>6 ft internal</td>
<td>6 ft internal</td>
<td>6 ft internal</td>
<td>6 ft internal</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Vehicular, Pedestrian, Class 3 or 5 Bicycle Routes or Rides, or Bus Transit</td>
<td>Vehicular, Pedestrian, Class 3 Bicycle Routes</td>
<td>Vehicular, Pedestrian, Class 3 Bicycle Routes</td>
<td>Vehicular, Pedestrian, Class 3 Bicycle Routes</td>
<td>Vehicular, Pedestrian, Class 3 Bicycle Routes</td>
</tr>
<tr>
<td>Open Space</td>
<td>Square, Plaza, Park</td>
<td>Square, Plaza, Park</td>
<td>Square, Plaza, Park</td>
<td>Square, Plaza, Park</td>
<td>Square, Plaza, Park</td>
</tr>
</tbody>
</table>

## Notes:
- Special Design requirements may vary based on specific project goals and constraints.
- Building setbacks are subject to review and adjustment based on environmental and aesthetic considerations.
- Lot coverage limits are intended to ensure ample open space and pedestrian access.
- Building materials must adhere to sustainable and environmentally friendly standards.
- Architectural character should reflect the historical significance of the area while providing for modern-day functionality.
- Contextual design considerations are crucial to maintaining the visual and functional harmony of the neighborhood.
**Trends: Planning Meets Design – 12th Street Place Types**

<table>
<thead>
<tr>
<th>Framework Plan Use Designation</th>
<th>T4 CENTER/CORE</th>
<th>T4 NEIGHBORHOOD</th>
<th>T4 NEIGHBORHOOD MAIN STREET CORRIDOR</th>
<th>T3 NON-RESIDENTIAL CORRIDOR</th>
<th>SD DISTRICT 1: NON-RESIDENTIAL</th>
<th>SD DISTRICT 2: INSTITUTIONAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length</td>
<td>320’ min, 350’ max</td>
<td>320’ min, 350’ max</td>
<td>320’ min, 350’ max</td>
<td>320’ min, 350’ max</td>
<td>320’ min, 350’ max</td>
<td>320’ min, 350’ max</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>5'-8' internal</td>
<td>4'-6' internal</td>
<td>5' along 12th St.</td>
<td>5' along 12th St.</td>
<td>4'-6' internal</td>
<td>4'-6' internal</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Vehicular, Pedestrian, Class 2 or 3 Bicycle Lanes or Routes, Bus Transit</td>
<td>Vehicular, Pedestrian, Class 3 Bicycle Routes</td>
<td>Vehicular, Pedestrian, Class 2 Bicycle Lanes, Bus Transit</td>
<td>Vehicular, Pedestrian, Bus Transit</td>
<td>Vehicular, Pedestrian, Class 3 Bicycle Routes</td>
<td>Vehicular, Pedestrian, Bicycle, Class 3 Bicycle Routes</td>
</tr>
<tr>
<td>Landscape: Public Right of Way (ROW)</td>
<td>Median trees at 40’ o.c.</td>
<td>Refer to T4 Center &amp; T4 Neighborhood Main Street applications</td>
<td>Median trees at 40’ o.c., street trees in landscape buffer at 40’ o.c., alternating with median trees</td>
<td>No standard in public ROW</td>
<td>No standard in public ROW</td>
<td>No standard in public ROW</td>
</tr>
<tr>
<td>Open Space</td>
<td>Square, Plaza, Green</td>
<td>Park, Green</td>
<td>Square, Plaza, Green, Park</td>
<td>Plaza, Park</td>
<td>Plaza, Park</td>
<td>Square, Plaza, Green, Park</td>
</tr>
</tbody>
</table>

- Regulates Site Characteristics, Architectural Characteristics, and Public Space Characteristics for both the private and public realms
Trends: Planning Meets Design – 12th Street Framework Plan
Right: Before- and after-renderings of an existing suburban restaurant and what the site might look like if it were surrounded by other uses.

Across: One strategy: Focus on a location that could become a new center of activity (such as the circled intersection) because publicly owned land and retail space are clustered there.
Trends: Planning Meets Design – Tulsa East Village
Trends: Planning Meets Design – Tulsa East Village
Trends: Planning Meets Design

Traditional Neighborhood Design (TND)
Trends: Planning Meets Design
Trends: Planning Meets Design
Trends: Planning Meets Design

Encouraging Mixed Use

Sketch by Leyland Alliance and Urban Design Associates
Trends: Planning Meets Design

Rural Applications
Trends: Planning Meets Design

AGRICULTURAL URBANISM

DRAFT 03.25.09
Trends: Planning Meets Design

Sketch by Randall Arendt

Sketch by DPZ
Conservation Development: Preserving Rural Environments

Conservation Development sketches by Randall Arendt

Wish you were here...

Small Town USA
The place to be on Sunday nights

Sunday • June 8 • August 8 • Second Baptist Church
Conservation Easements: Preserving Rural Environments

Graphic created by King County
Department of Natural Resources and Parks
Conservation Easements: Preserving Rural Environments
## Supporting the Rural Landscape

### STRATEGY
- Ensure the viability of the resource economy in the region
- Cultivate economic development strategies that rely on traditional rural landscapes
- Promote rural products in urban areas and support the urban – rural links
- Link rural land preservation strategies to great neighborhoods

### TOOLS & POLICIES
- Renewable energy development
- Tax credits for Conservation
- Ecosystem service markets
- Conservation Easements
- Fee simple acquisitions
- Agritourism and ecotourism
- Buy “local” campaigns
- Direct marketing to consumers
- Government purchase of local products
- Priority funding areas
- Agricultural, ranching and forestry zoning
- Rural home clustering (conservation developments)

*Source: Putting Smart Growth to Work in Rural Communities, by ICMA*
“We don’t have a parking problem – we have a walking problem”
- Cary Tyson, Dir. Main Street Arkansas
Planning Livable Communities

CIRCULATION

- How Do You Get There?
- Universal Design
- The Expanded Role of Streets

“We don’t have a parking problem – we have a walking problem”
- Cary Tyson, Dir. Main Street Arkansas
How Do You Get There?
Encouraging Pedestrian and Bicycle Transportation

- Scale
- Access to relevant destinations
- Placement of goods and services
- Safety
- Discovery
- Experience
- Amenities
- Details
- Provision of simple comforts
How Do You Get There?

Complete Streets
How Do You Get There?

Complete Streets

CIRCULATION

ELEVATION: T4 Neighborhood Center/Core: 1/4" = 1'-0"
How Do You Get There?
Complete Streets

Is it a safe and enjoyable experience?
How Do You Get There?
Complete Streets
According to the National Main Street Center, each parking space removed from a street costs an adjacent business about $10,000 a year in sales. While that process won't work exactly in reverse, it is easy to see the likely benefit of turning excess driving lanes into hundreds of parking spaces.

Complete streets provisions have been adopted at various levels of government in 38 states. Some 103 policies have been adopted nationwide since January 2006.

Source: National Complete Streets Coalition
Universal Design: Is it a safe and enjoyable experience?

MUST HAVE THE PHYSICAL INFRASTRUCTURE TO ACCOMMODATE PEDESTRIANS AND CYCLISTS!
Universal Design: Is it a safe and enjoyable experience?

MUST HAVE THE PHYSICAL INFRASTRUCTURE TO ACCOMMODATE PEDESTRIANS AND CYCLISTS!
Universal Design: Is it a safe and enjoyable experience?

MUST HAVE THE PHYSICAL INFRASTRUCTURE TO ACCOMMODATE PEDESTRIANS AND CYCLISTS!
Universal Design in Public Transit
Parking Trend: Back-In Angle Parking

**BACK-IN ANGLE PARKING**

1. SIGNAL
2. STOP
3. REVERSE

**FIELD OF VIEW**
“Think of your streets as opportunity for linked places, not for transportation [alone]. Streets are public spaces; use them to define their surrounding spaces.” -Fred Kent
The Expanded Role of Streets: Green Streets

- Stormwater Tree Trench
- Green Roof
- Flow-through Planter
- Stormwater Bump-out
- Rain Garden
- Rain Barrel
- Stormwater Planter
- Pervious Paving
The Expanded Role of Streets: Green Streets

Portland, Oregon Green Street by Kevin Perry, ASLA
The Expanded Role of Streets: Green Streets

Design/Photos by Kevin Perry, ASLA
The Expanded Role of Streets: Public Transportation

- Embrace the next big thing coming your direction that you can encourage or affect RIGHT NOW: transit-oriented development, high speed rail, light rail, pedestrian-oriented development, etc.
“Planning is bringing the future into the present so that you can do something about it now”
- Alan Lakein
Planning Livable Communities

PLACEMAKING

- Quality of Life or Quality of Place?
- The Neighborhood Unit
- Placemaking Process

“Planning is bringing the future into the present so that you can do something about it now”
- Alan Lakein
Quality of Life or Quality of Place?

- Maintaining the Spirit of Place: “Genus Loci”
  - Quality of LIFE is a collection of elements that create a lifestyle that may occur in many different locations.
  - Quality of PLACE refers to an identifiable place: it is what the economic development department sells/promotes.
Quality of Life or Quality of Place?

What does Quality of Life mean to you?
Quality of Life Dispersion

How They Rank

Counties
Business Journal Rankings
- 1 - 636
- 637 - 1267
- 1268 - 1895
- 1896 - 2519
- 2520 - 3141

Criteria based upon:
- Poverty
- Unemployment
- Top Level Jobs
- Home Value
- Income
- Racial Diversity
- College Graduates
- Homeowner Rate
What Makes a Great Place?

- Number of women, children & elderly
- Social networks
- Volunteerism
- Evening use
- Street life
- Diverse stewardship
- Cooperative
- Neighborly
- Pride
- Friendly
- Interactive
- Welcoming

Uses & Activities
- Fun
- Active
- Vital
- Special
- Real
- Useable
- Indigenous
- Celebratory
- Sustainable
- Safe
- Clean
- Green
- Walkable
- Sittable
- Spiritual
- Charming
- Attractive
- Historic
- Environmentally friendly
- Sanitation rating
- Building conditions
- Crime statistics
- Environmental data

Place
- Continuity
- Proximity
- Connected
- Readable
- Walkable
- Convenient
- Accessible
- Traffic data
- Mode splits
- Transit usage
- Pedestrian activity
- Parking usage patterns

Access & Linkages
- Local business ownership
- Land-use patterns
- Property values
- Rent levels
- Retail sales

Comfort & Image
- Key attributes
- Intangibles
- Measurements

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PPS PROJECT for PUBLIC SPACES

- International Living: Quality of Life
- My Time: Placemaking: The quiet revolution that's changing the face of American communities—and the world
The Neighborhood Unit

- Based on a ¼ mile radius (5-minute walk) = 100 blocks
- Contains the following uses:
  - 4 block “Main Street”, two-sided
  - Civic buildings (library, community center, etc.) anchoring each end of “Main Street”
  - School(s)
  - 45,000 s.f. supermarket (supports 8,000 – 10,000 residents or 4,000 households)
  - Parks, gardens, or public spaces
  - Transit connections (bus, light rail, commuter rail)
  - Higher story, dense multi-family in the core
  - Mixed use housing-office-retail
  - Medium density or town houses beyond “Main Street”
  - Office and medical space near the core
  - Continuing education facilities

PRE-WAR NEIGHBORHOOD
Dallas, Texas

Neighborhood School
(YOU CAN WALK TO IT!)

Neighborhood-Scaled Retail/Services

Infill Development
The Neighborhood Unit: Connectivity

• Connected communities provide walkability to CONNECT live, work, and play.

According to HUD, “The average working American family spends nearly 60 percent of its budget on housing and transportation costs.”
The Neighborhood Unit: Housing
"Placemaking is an action, sustainability is the outcome. When you focus on a place you do everything differently“
-Fred Kent
What are the community's assets?

- Identify your Communities assets:
  - Natural assets (rivers, mountains, valleys)
  - Manmade assets (a collection of unique architecture)
  - Patterns of human settlement/development (Park layout in Savannah, GA)
  - Events / Festivals
The Process of Placemaking

• Relate your asset to the human experience; “community building”
  • Define your image (branding)

• Your ASSET will become the organizing feature for your community

• Start planning
  • Identify your goals and strategies
  • Develop a framework plan
  • Identify action steps to achieve your goals
  • Research funding opportunities
The relationship of your asset to your downtown, neighborhoods, schools, parks, employment centers, attractions, and open space reinforce **COMMUNITY IDENTITY**.

Connectivity between these uses creates **WALKABILITY**.
Creating Livable Communities
History Repeats Itself