

Implementing Livability

H-GAC Planning for Livability Workshop

Scott Polikov, AICP, CNU

November 13, 2009



Livability is about regionalism and urbanism.

What is urbanism?

“...places that encourage unplanned contact with other people.”

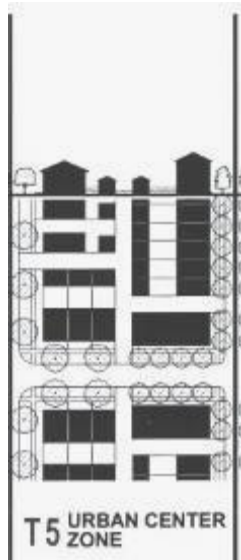
-Milosav Cekic

Gateway Planning Group





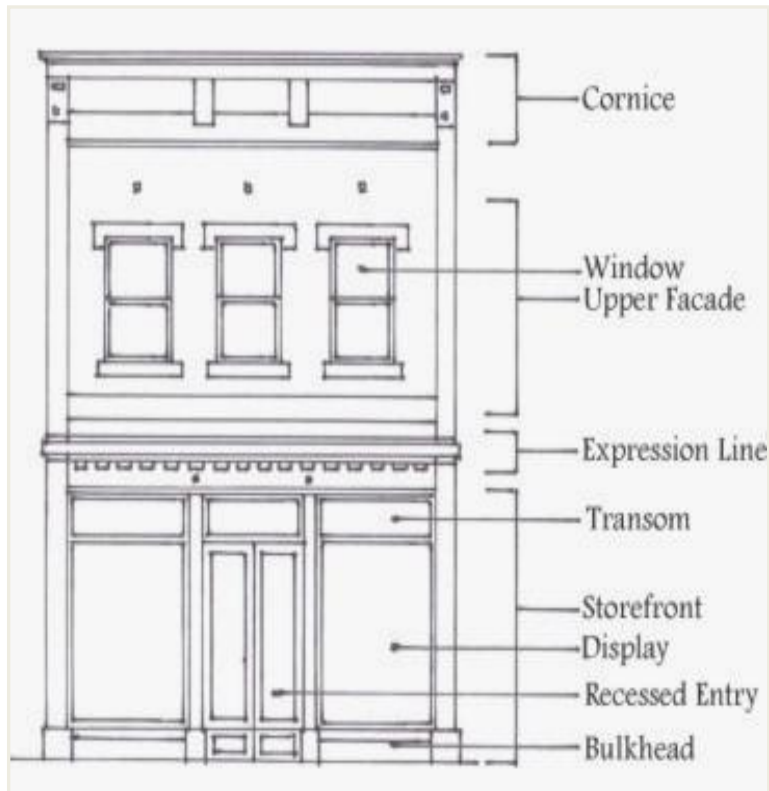
The street/building form accommodates evolving uses, creating a sustainable market-driven neighborhood.



© Polikov



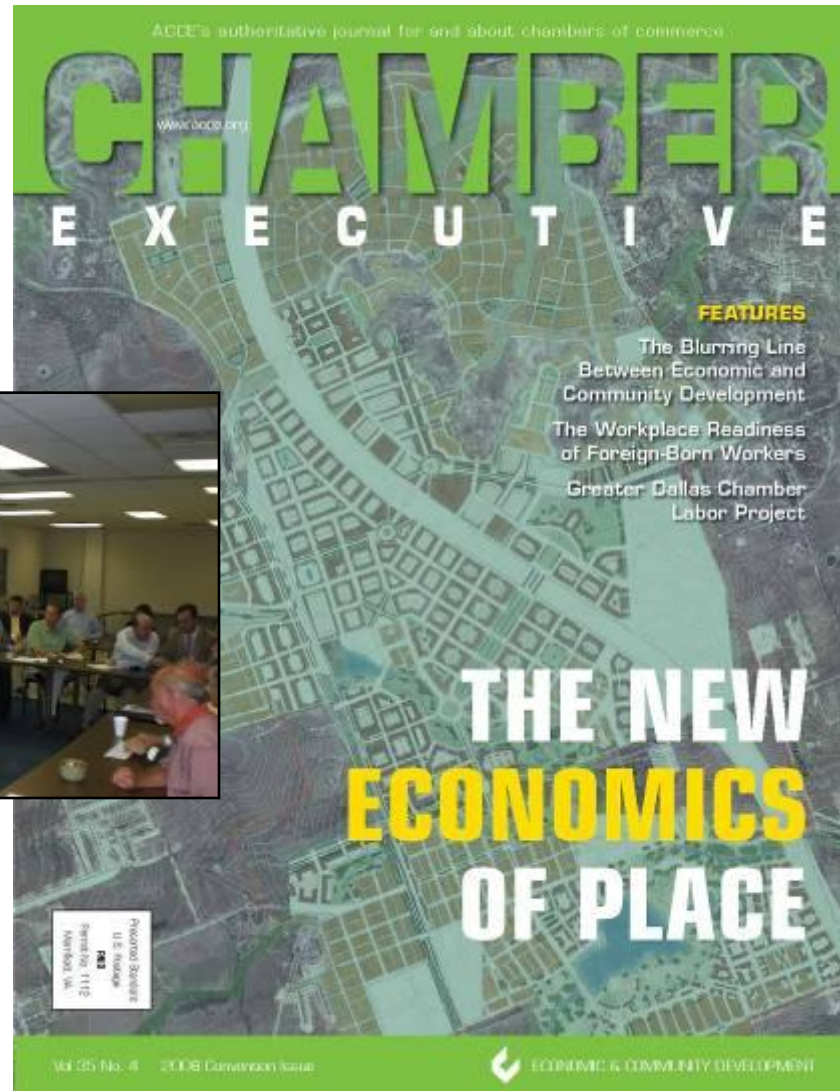
Fancy and expensive does not necessarily translate into success.



Commercial storefronts should be carefully designed to invite people walking by.



Authentic and inviting is the key.



First step, engage your business community.
(find article at www.gatewayplanning.com)

Downtown Owensboro, Kentucky

10 year absorption:

300 to 400 units of residential

200,000 SF of retail/office

Owensboro overall has a stable and broad economic base,
but not taking advantage of its downtown





Strategy: leverage the arts and entertainment for national and local tourism and attract more residences downtown



ILLUSTRATIVE MASTER PLAN & SUMMARY OF CATALYST PROJECTS



DOWNTOWN OWENSBORO PLACEMAKING INITIATIVE

COMMUNITY PRESENTATION
NOVEMBER 15, 2008

The Illustrative Master Plan for Downtown Owensboro identifies several critical catalyst projects for immediate implementation. These include the improvements of Veterans Blvd., 2nd Street, Market Square Public Plaza, and the new Indoor Events Center. Additional private development in the form of a new downtown hotel and mixed use development along Veterans Blvd. is seen as an immediate priority. These are projects labeled A through F in the adjoining Illustrative Master Plan.



Executive Inn Site Option

- A** Transformation of Veterans Blvd. Veterans Blvd. will be reimagined to be a pedestrian priority street with specialty paving, flat curbs, on-street parking, and street scene amenities. Infill buildings on Veterans Blvd. should be 3-4 story mixed use buildings with active retail and restaurant uses on the ground floor and residential uses above. Veterans Blvd. would act as a linear plaza connecting the RiverPark Center to the new hotel and indoor Events Center.



West Downtown Site Option



- D** New Waterfront Park. The improvements to the Waterfront Park as envisioned in the Riverfront Master Plan will be completed and this park will be a destination park for residents and visitors alike. Together with the metamorphosis of Veterans Blvd., this park will be the cornerstone of a revitalized Downtown Owensboro.

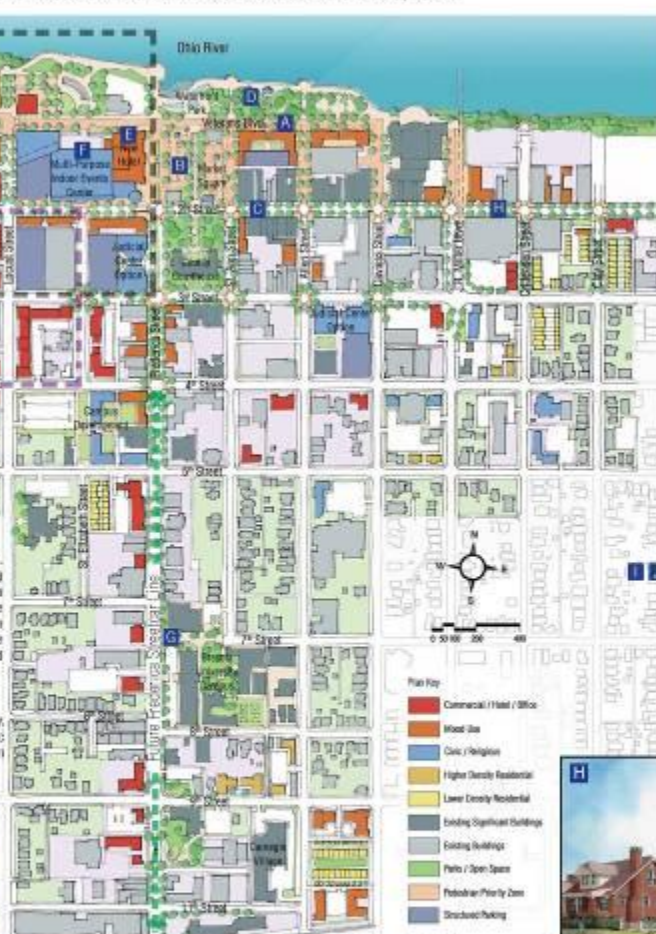
- E** New Downtown Hotel. A new 225-room downtown hotel is envisioned at the intersection of Frederica Street and Veterans Blvd. Its location will be strategic to take advantage of river views, access to the adjoining Indoor Events Center, and the new Market Square Public Plaza. It will reinforce the activities on the Plaza with retail and restaurant uses on the ground floor.

- F** Multi-Purpose Indoor Events Center. This will be a major flexible meeting facility and will have high ceilings that accommodates indoor sporting events and an internal capacity of up to 10,000 sq. ft. It will be located next to the new hotel and Market Square Public Plaza. Users of this facility will have direct access to the new Waterfront Park, Veterans Blvd., and 2nd Street.



- B** Market Square Public Plaza. A new public plaza that connects 2nd Street to the Veterans Blvd. and the new Waterfront Park is envisioned. In addition to being the new center of community life in Owensboro, this new plaza would also house the Farmers' Market. The market stalls, cafe seating, retail sales kiosks will all activate this space. In addition the new hotel and the new Indoor Events Center will all have direct access to this plaza. This plaza is the city's "Grand Gesture" to the river and truly connects the city to its roots.

- C** 2nd Street Reinvented. 2nd Street will be converted to a vibrant, pedestrian friendly, two-way, main street. With curb extensions, renovated historic buildings, and active ground floor uses, this street will once again become the true heart of downtown.



- G** Frederica Street Redefined. Frederica Street is envisioned to be a true multi-modal boulevard and gateway into downtown. With a streetcar connecting all the major destinations along Frederica, the street will truly transformed into Owensboro's "Champs-Élysées".

- H** East Downtown Cultural Arts District. Existing historic buildings along East 2nd Street can be the focus of new adaptive reuse for arts and cultural uses. This area would be ideal for the location of the new Arts Education center, a partnership of local arts groups and educational institutions. A vibrant local arts scene would be complemented by residential lofts, studios, apartments, and townhomes transitioning to adjoining neighborhoods.



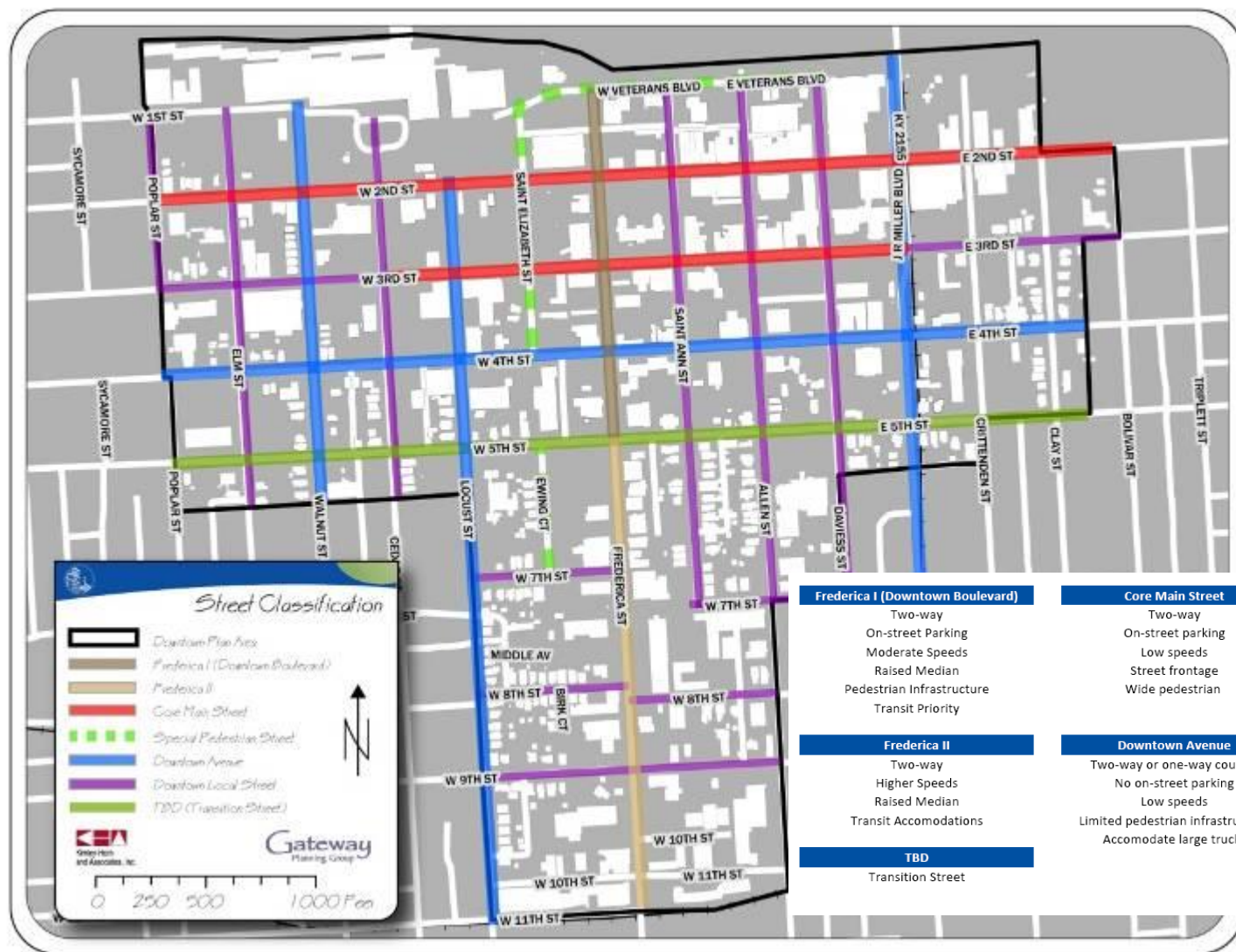
All renderings courtesy of Don Dufka



Gateway
Planning Group



Downtown Owensboro Transportation Plan



Frederica I (Downtown Boulevard)

Two-way
On-street Parking
Moderate Speeds
Raised Median
Pedestrian Infrastructure
Transit Priority

Frederica II

Two-way
Higher Speeds
Raised Median
Transit Accommodations

TBD

Transition Street

Core Main Street

Two-way
On-street parking
Low speeds
Street frontage
Wide pedestrian

Downtown Avenue

Two-way or one-way couplet
No on-street parking
Low speeds
Limited pedestrian infrastructure
Accommodate large trucks

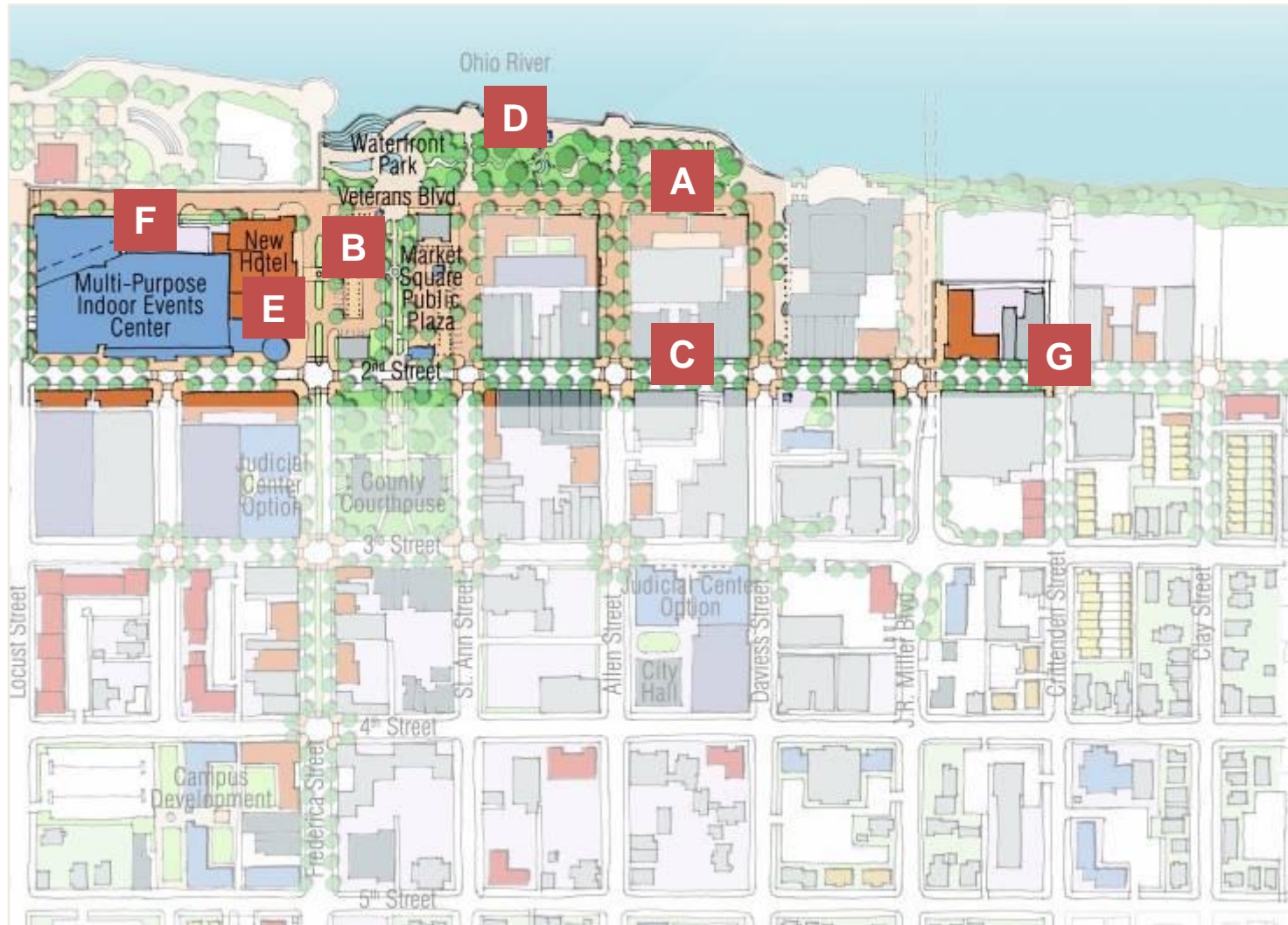
Special Pedestrian Street

Two-way
On-street parking
Flush curb/Decorative pavement
Transit & Ped Infrastructure
Controlled Vehicle Access
Retail/commercial focus

Downtown Local Street

Two-way
On-street parking
Low speeds
Bicycle lanes
Connected sidewalk
Traffic calming

Package of Catalyst Projects



Package of Catalyst Projects

			Project	Cost (\$2008)
A	C	D	“Finish-Out” of Smothers Park	\$15.0 million
		B	Market Square Public Plaza	\$4.8 million
		H	Street Improvements (not including streetcar on Frederica)	\$12.9 million
		F	Multi-Purpose Indoor Facility (\$350 per SF gross area)	\$21.0 million
		F	Parking Garage (\$15K per space)	\$7.5 million
		G	Arts Academy	\$5.0 million
			Sub-Total	\$66.2 million
			20% Contingency	\$13.2 million
			TOTAL	\$79.4 million

Downtown Housing Strategy

Market Constraints

- Limited Regional Growth
- Low Housing Prices
- Lack of Supply



Market Opportunities

- Strong Connection to Waterfront
- Growing Arts/Cultural community
- Interest by young professionals
- Interest by empty-nesters
- Search for “authenticity/experience”
- Environmental sustainability





Desegregated buildings, the riverfront ignored



Pulling the riverfront into the heart of downtown



LEADERS OF THE PACK

Dowless County boys capture 8th state cross country title; Elizabeth Miller, Justin House, Landon Taylor, Aaron Poore place in top 10

Lifestyle: If you want to take Obama tour, better pack some



VANOLISHED BY VANDY

Wildcats' fourth-quarter comeback bid falls short as Kentucky loses to Vanderbilt, 31-24/81

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\$1.75

DOWNTOWN DEVELOPMENT

'A Bold Move'

Planners unveil proposal to revive city's core

Big Green: Certification

Growing Threading Group is not an \$80 million one-time project designed to boost prime business by downtown and make the city's core more, again, a vibrant part of the community.



Scott Peterson
Glennco
Planning Group
president

Those city and county officials will begin drilling over 100,000 gallons of water into the ground with 100 pipes and then

"You have an opportunity to transcend the downturn," said Scott Feltz, president of the Fort Worth-based Gateway Planning Group.

Consequently, we believe this is the minimum threshold of projects to be packaged up and sold, advantage of what's already been launched elsewhere.

Thillier and his transnational activist network, incorporated an explicit mission of the plan to a record of more than 200 in James Garmichael at Fort in the Westbury College as part of the 90, the People's Green Meeting.

Along with signing a price tag for the package of projects, Emergency W is offering a look at the options local government has to finance the investment.



This artist's rendering of downtown Opauchon was presented during the *Art the People* presentation Saturday at Kentucky Wesleyan College.

"We've got a whole generation and a half that have never known activity downturn. I look forward to changing that."

— *Alfred W. Schreyer*

including possible increases in the occupational and insurance

Overstuffed Mayor Tied.
Whelan described the plan as "a bold move" and said residents now will mean more votes to his local movement in the future.

"We have no labor water shortage in Arizona, but we have a water shortage in California," Watson said. "It's hot in CA, and it's very, very dry here. The rainfall is right."

Thurston County Judge
 Christine Smith Hays said
 whether and how the city and
 county merge for transit will be
 dependent in large part on the
 support in the community of

It would be important to see a good breakdown between the two groups of 10 by interview.

enough to be willing to pay for it," Kamm said after a separate schooling on the play for city and county elected officials.

Developing the plan
Back on the drawing board, the master plan began this spring as a joint venture between the city, university and business.

Flamers with the Gateway group spend a month in Orem.



Highlights of Master Plan

■ is 45,000-square-foot mixed-use industrial/retail center

● A \$4.5 million project
would phase between
Riverside Street and

■ **Programas:**
info@vivaire-hb.it
www.vivaire-hb.it

- 8 runs parking

- 4.15 million units produced

Jim Doherty, left, a resident of Oronotown for almost 30 years, voices his support for the downtown development plan while Eugene Mena, a member of the *Go the People* Leadership Council, holds a microphone during a speaker/candidate session Saturday in the Jona Community in the Barbados, Western, Global Village.

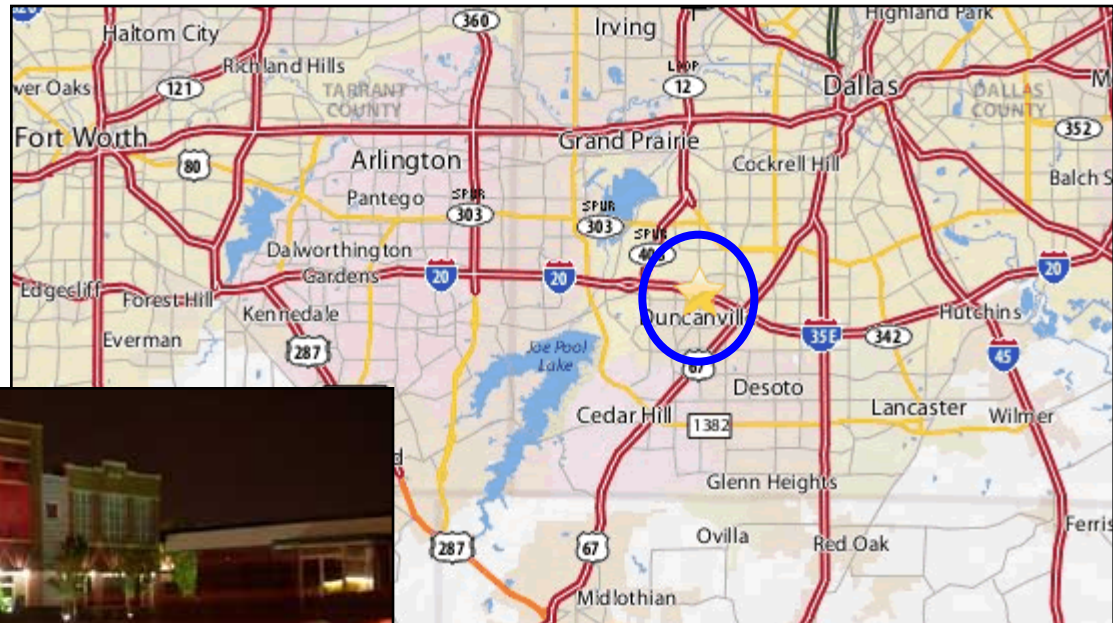


MAIN STREET

DUNCANVILLE, TEXAS

Our Vision

- 38,850 Population in South Dallas County on future commuter rail line
- Home-rule charter with council-manager city government
- Main Street City



Project Overview



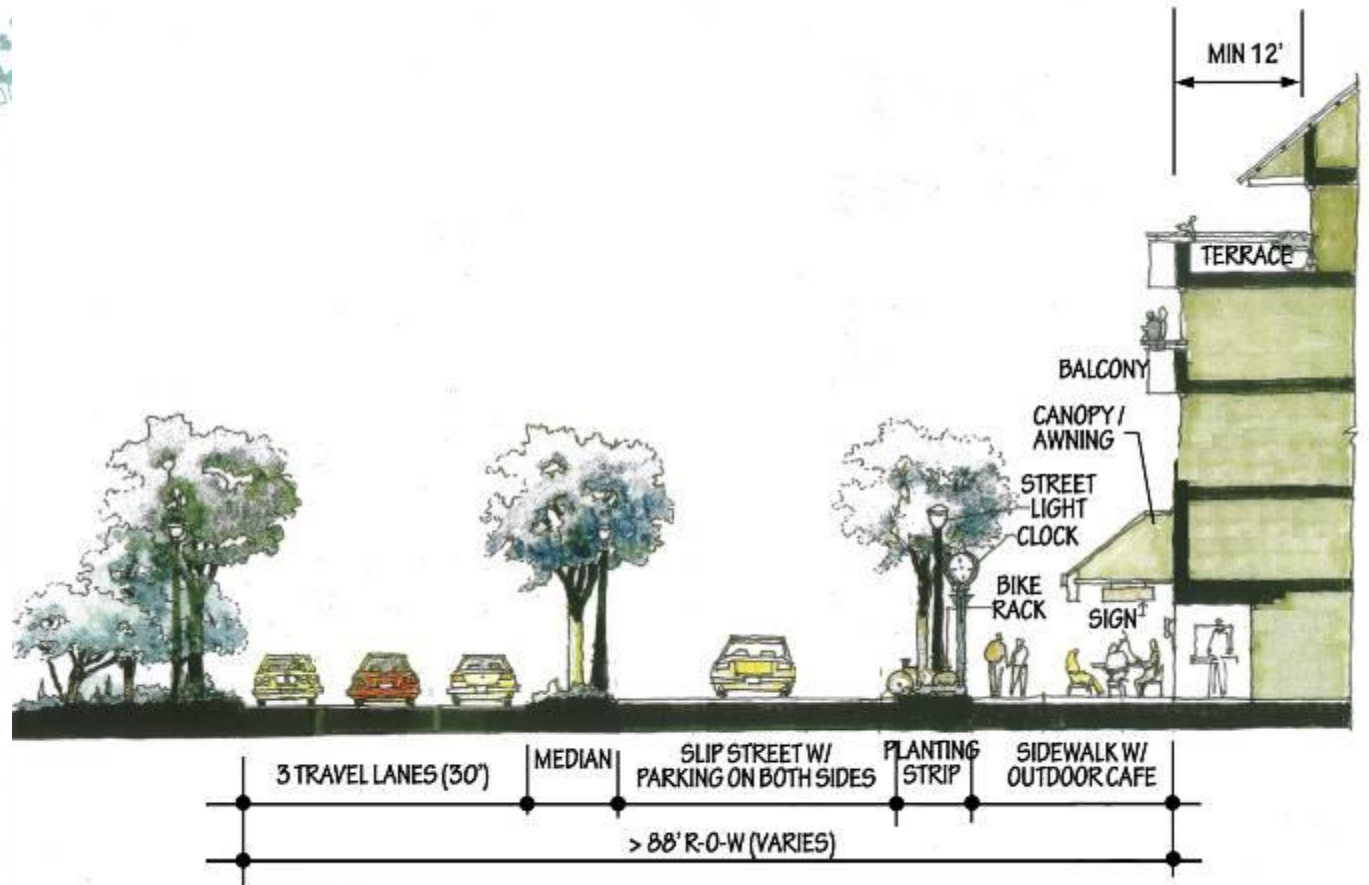


Main Street Today



The Future

A Master Plan was developed along
with a new Main Street Design




Duncanville predated TxDOT's adoption of the ITE Manual for Walkable Urban Thoroughfares, a partnership of the ITE and CNU. Now TxDOT supports CSS to achieve livability.

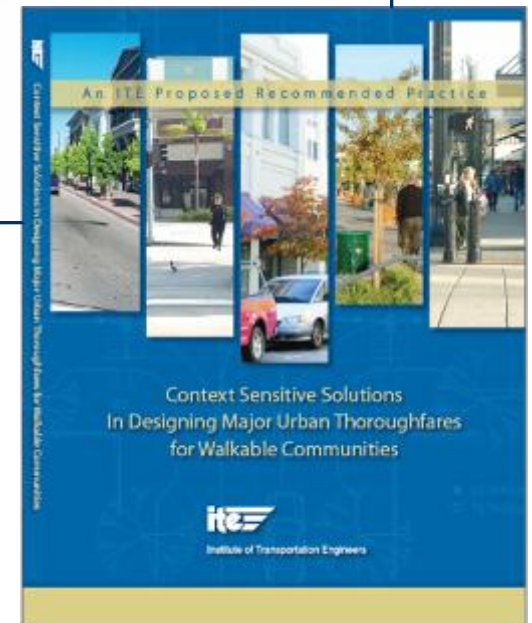
Project Development Process Manual



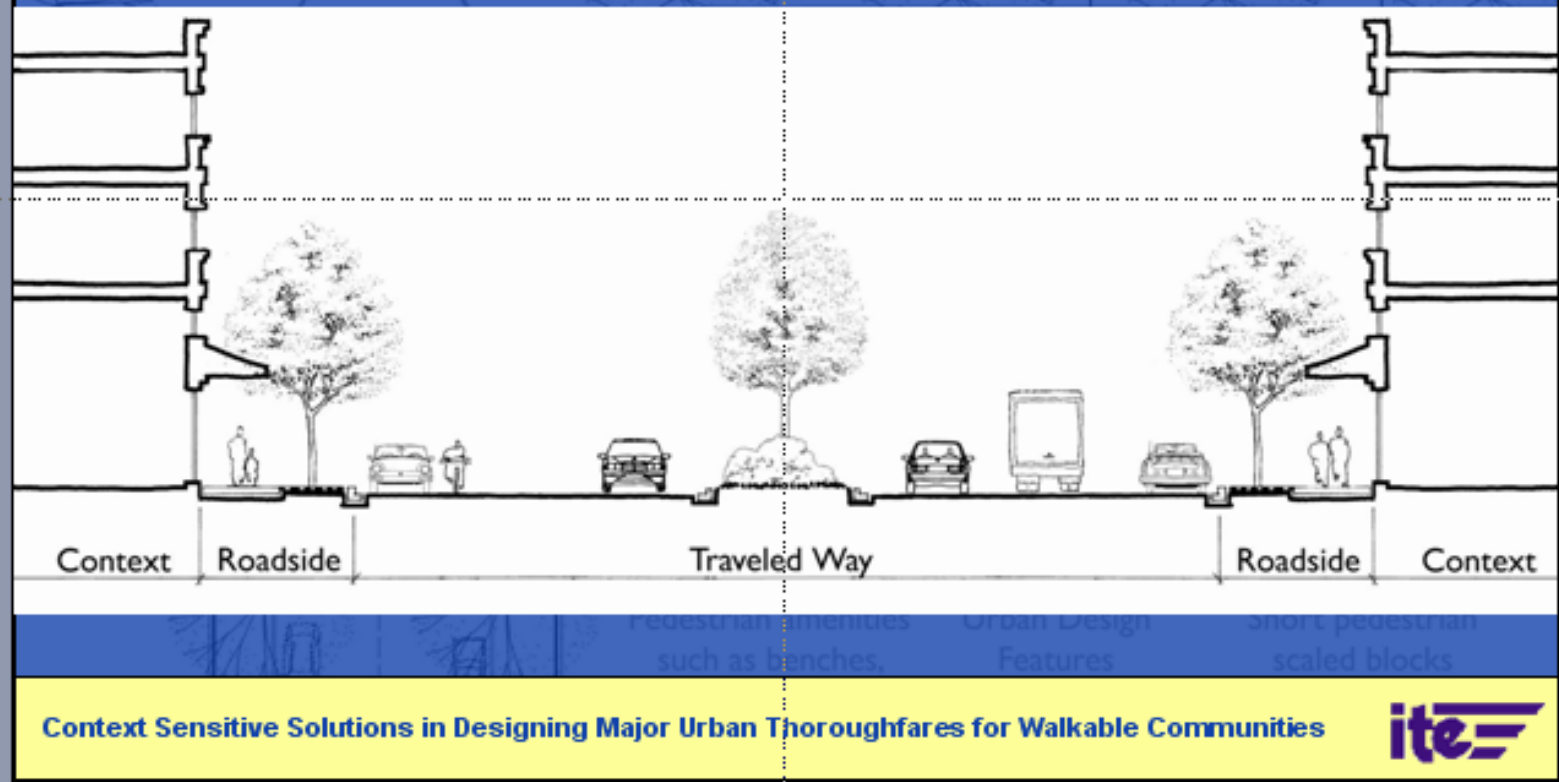
Urban Thoroughfares Committee New Partnership/Process Components



Courtesy of **HNTB** 



Thoroughfare Components



PROJECT DEVELOPMENT PROCESS



The current process (not just TxDOT, but typical for every state)

1. What is future mobility need for a particular roadway corridor?
2. What functional classification (how many more lanes) accommodates this need?
3. Is there money to pay for the project?
4. Hold public meetings per NEPA (“design – defend”)
5. Final design, letting and construction

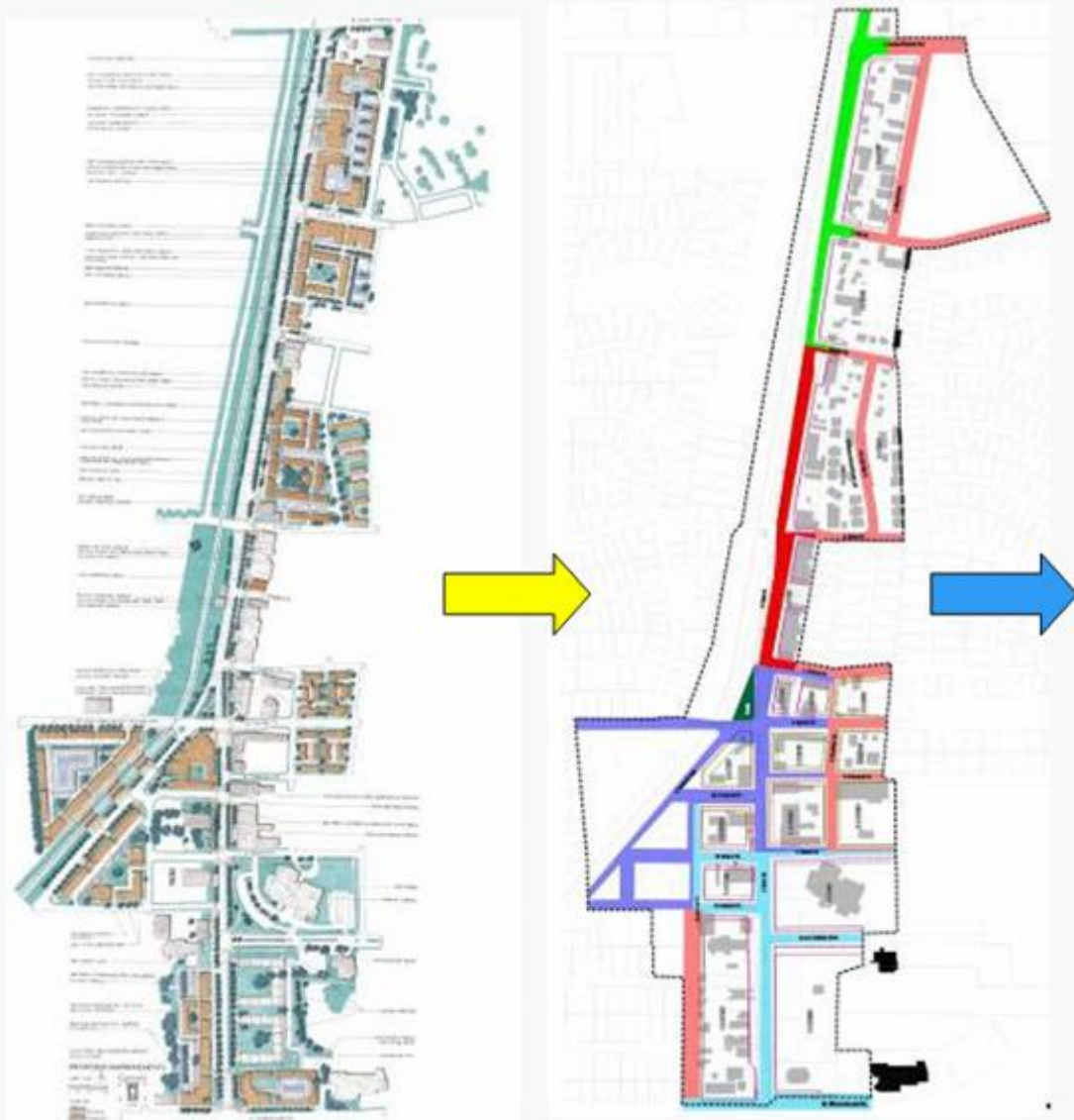
The days of just modeling travel demand are over

Revised TxDOT Project Development Process Manual (approved by FHWA)

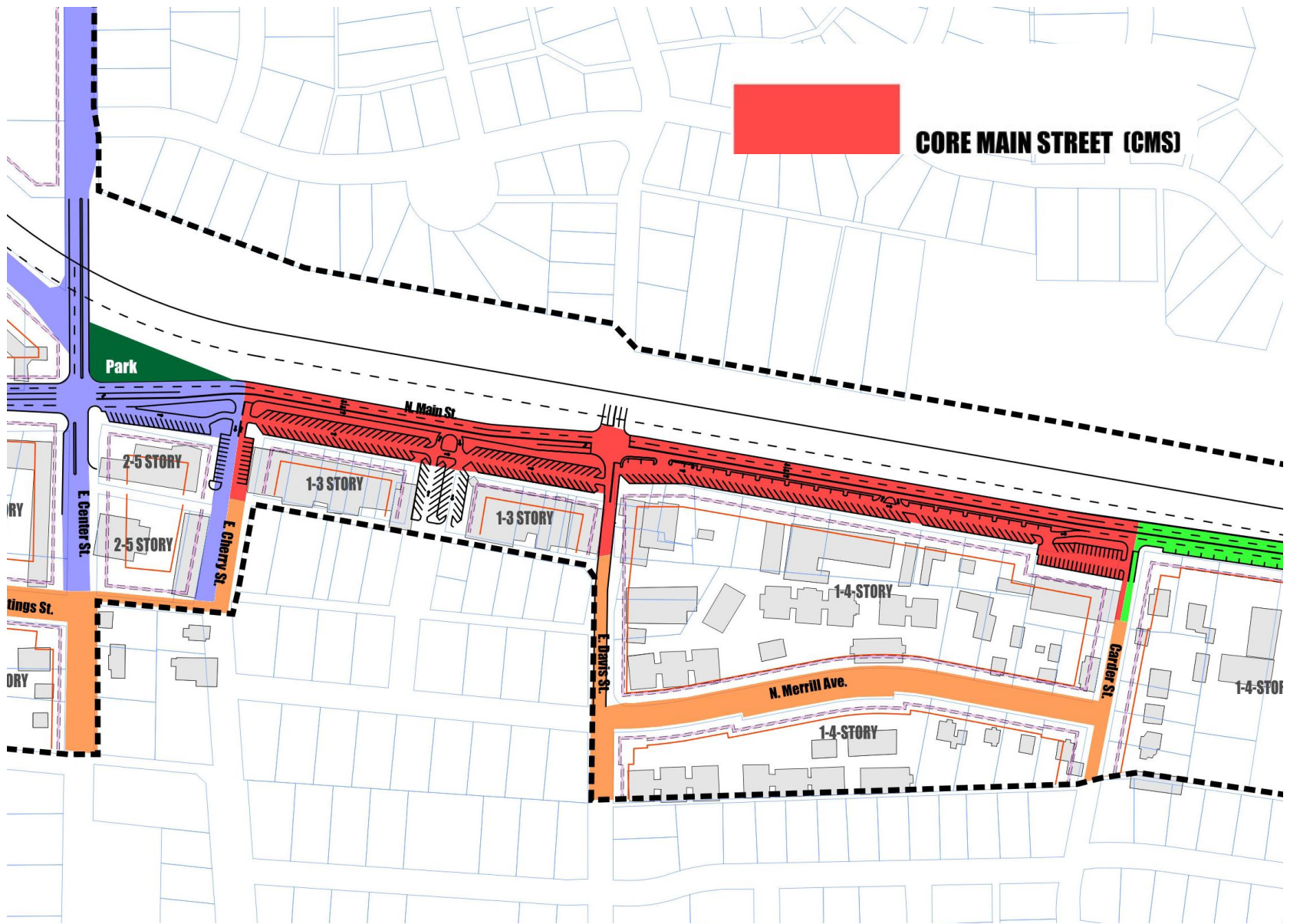
[revisions in italics]

Subsection 1000

“For urban projects, particularly capacity improvements, the need for a project may be determined from traffic modeling of future travel demands ***as well as from the need for a sustainable street and transit network associated with the potential project in the context of desired land uses and urban design established in regional plans ...neighborhood plans, other local plans ...public-private partnerships or economic development plans.***”



A Regulating Plan was prepared delineating character zones for new coding.



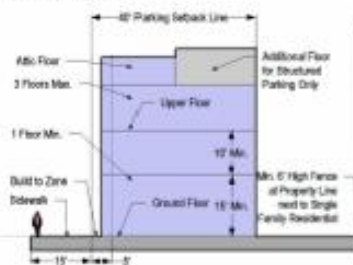
The regulating plan keys parcels to the character zones

Downtown Duncanville District

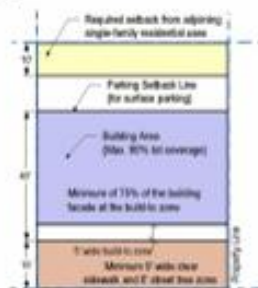
Core Main Street Development Standards

I. CORE MAIN STREET (CMS) FRONTAGE SITES

Height Standards:



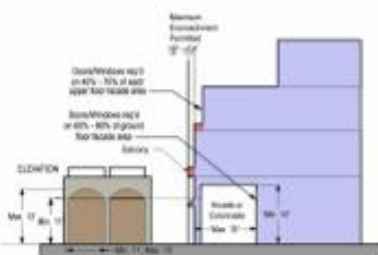
Building Disposition



Street Facade:

- i. At least 75% of each building in the Core Main Street Frontage area shall be built to the build-to-line.

Facade Elements:



Doors and Windows:

- i. There shall be no blank walls more than 25 feet in width along any public street facade (except utility) of any building.
- ii. Doors and windows on the ground floor of all buildings shall between 60% and 90% of the ground floor facade area along any public street (except utility).

Principal building height:

- i. Height shall be established by number of floors.
- ii. The height of principal buildings shall be between 1 and 3 floors or as established in the Regulating Plan.

Structured Parking height:

- i. Parking structures shall not exceed the principal building height for all principal structures 2 floors or less.
- ii. Parking structures may be permitted to be a maximum of 4 floors if the principal building is at least 3 stories tall.

Microbusiness and Office:

Microbusiness and office shall be excluded from the height calculations as long as they do not exceed 50% of the floor area of a typical floor in the main building.

- iii. Corner lots shall be built to the build-to-line for a minimum of 25' from the corner along each street front.

- iv. The building in rear shall be a 15' wide rear lot that provides property owner flexibility in the location of the building along Main Street to accommodate building type, curb parking, and other pedestrian amenities.

- v. The building shall be established from the facade adjacent to Main Street to the facade adjacent to the rear lot. The building area shall be a maximum of 15' from the facade edge of the rear lot to the facade edge of the rear lot. The building area shall be a maximum of 15' from the facade edge of the rear lot to the facade edge of the rear lot.

Buildable Area:

- i. A maximum of 90% of the lot may be covered with the building footprint.
- ii. Buildings over 10,000 sq. ft. shall provide at least 5% of the lot area in publicly accessible open space in the form of courtyards, terraces, plazas, squares, greens, playgrounds or other forms of open space.

- vi. Primary entrance doors for all buildings shall be on the Main Street facade.

- vii. Windows and doors on the upper floors shall be between 40% and 70% of each upper floor facade area which is measured between 1' and 5' above each finished floor.

- viii. Windows on facades directly facing towards a lot line shall be any single family residential lot and less than 10' from the lot line shall have a minimum height of 6' on the ground floor unless a primary door or wall of at least 6' in height is constructed to obscure any direct views into adjacent properties.

Building projections and overhangs:

- i. Building projections and overhangs such as awnings, signs, balconies, canopies, etc. may project a maximum of 10' over any sidewalk or public right-of-way along Main Street provided they do not obstruct any tree canopy or required overhead utility lines.

DRAFT FEBRUARY 19, 2008

Ground Floor Height:

- i. The finished floor elevation of the ground floor relative to the finished elevation of the sidewalk shall be either the same or no greater than 18" higher.

- ii. The minimum height as measured from the finished sidewalk to the second floor shall be a minimum of 15 feet.

- iii. Minimum height of upper floors shall be 10'.

Neighborhood Transitions:

- i. A Neighborhood Transition Zone shall be established on all sites in the Core Main Street Frontage area at 25' parallel to any lot line that is adjacent to a single-family residential lot.

- ii. Building height within the Neighborhood Transition Zone shall not exceed 3 floors. This standard shall apply to any parking structures located within the Neighborhood Transition Zone.

Zone and Side Setbacks:

- i. No rear or side setbacks are required unless showing a single-family residential lot in which case, the side and rear setbacks shall be a minimum of 10' from the shared lot line.

- ii. A privacy fence (masonry or vegetative only) of a 6' height shall be required when showing a single-family residential lot and shall be optional for all other adjacencies.

Off-Street Parking:

- i. Ground floor surface parking shall be located behind the parking setback line established on the lot which shall be 40' from the edge of the build-to-line.

- ii. Parking garages shall be located along Main Street with access to at least on the ground floor.

- iii. Access to surface parking shall generally be from alley access or alley access is available in which case, driveway shall be coordinated between adjacent lots to the extent possible.

- iv. Building projections on all other facades may not be closer than 5' to any adjacent property line.

Acadards and Colonades:

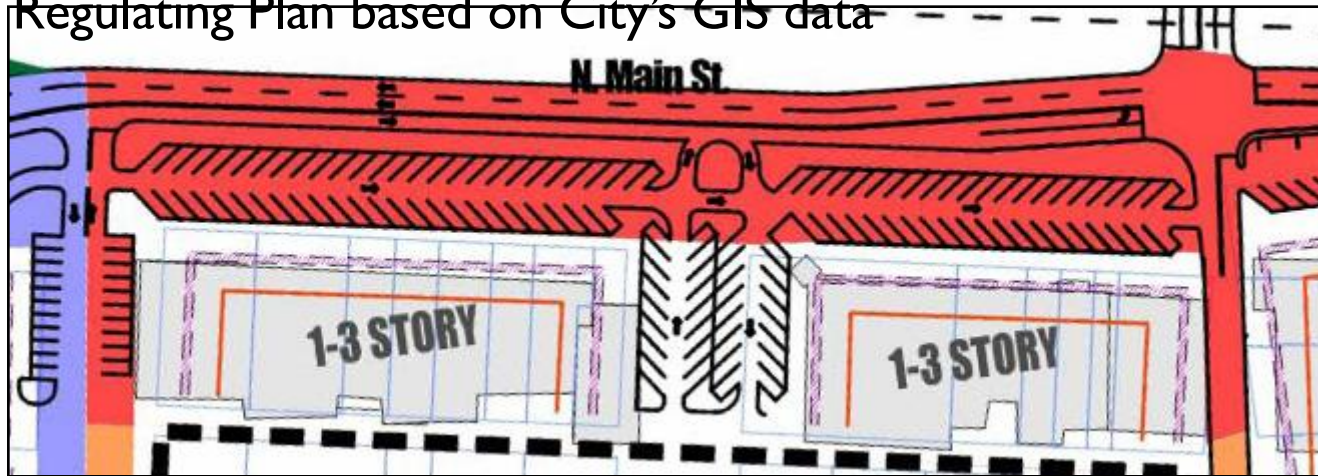
- i. Acadards and Colonades are permitted within the building zone and shall not overhang into any sidewalk area. The acadards/colonade area shall be designated with a public access statement.

- ii. They shall be no deeper than 15' from the edge of the required sidewalk.

- iii. Columns or posts shall be spaced between 12' and 15'.

- iv. The maximum vertical clearance height within an arcade or colonade shall be 14' and the height of the acadards/colonade opening shall be between 11' and 13'.

Regulating Plan based on City's GIS data



The Regulating Plan sets out the schematic design for the final redesign and reconstruction of Main Street

Project Overview

- Phase 1 Improvements

- Paving
- Pedestrian
- Signals
- Drainage
- Utilities
- Streetscaping



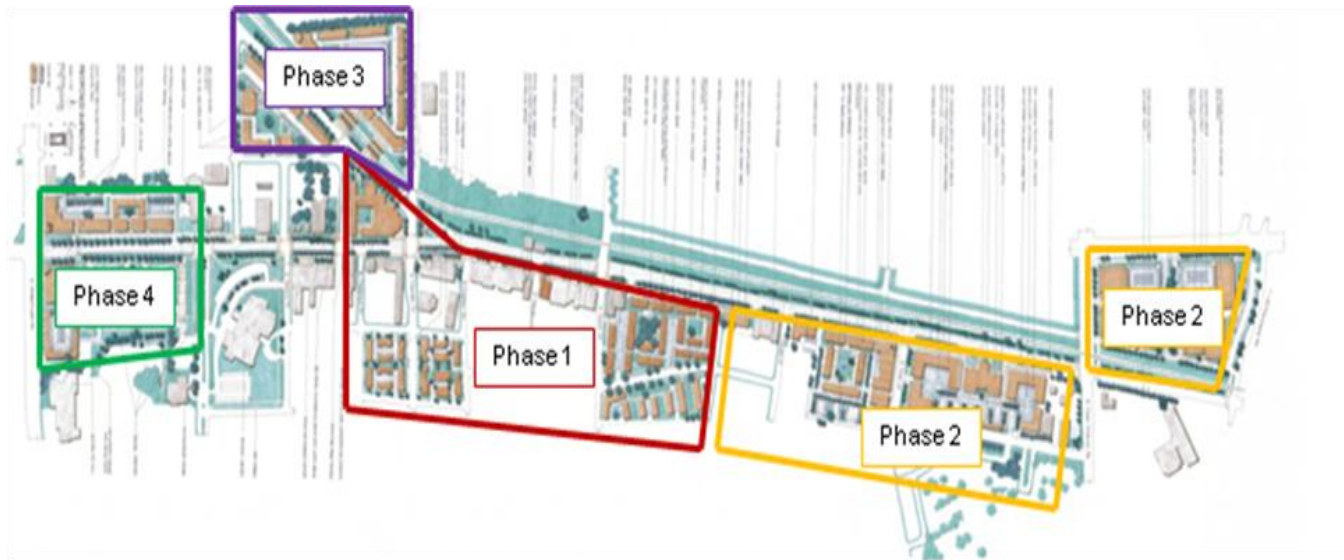
Phase 1 Improvements



How to pay for it?

5-Year Phasing

	Phase 1	Phase 2	Phase 3	Phase 4
New retail in mixed use (sqf)	36,000	51,250	230,250	46,500
New retail in live/work (sqf)	23,400	14,400	0	0
Town homes (units)	109	0	0	0
Live/work (units)	39	20	0	0
Office (sqf)	28,625	25,625	111,875	15,125
New lofts (units)	115	96	132	65



Fiscal Impact

Existing Value: \$48,206,147	Property Value	Property Tax Revenue	Retail Sales	Sales Tax Revenue	Total Tax Revenue
Existing + Phase 1	\$101,484,897	\$370,820	\$11,880,000	\$237,600	\$608,420
Existing + Phase 1-2	\$132,156,147	\$584,292	\$25,010,000	\$500,200	\$1,084,492
Existing + Phase 1-3	\$200,634,897	\$1,060,904	\$71,060,000	\$1,421,200	\$2,482,104
Existing + Phase 1-4	\$218,328,647	\$1,184,053	\$80,360,000	\$1,607,200	\$2,791,253

The initiative offers the potential of four times current tax base, with total additional revenue impact approaching \$3 million per year at buildout

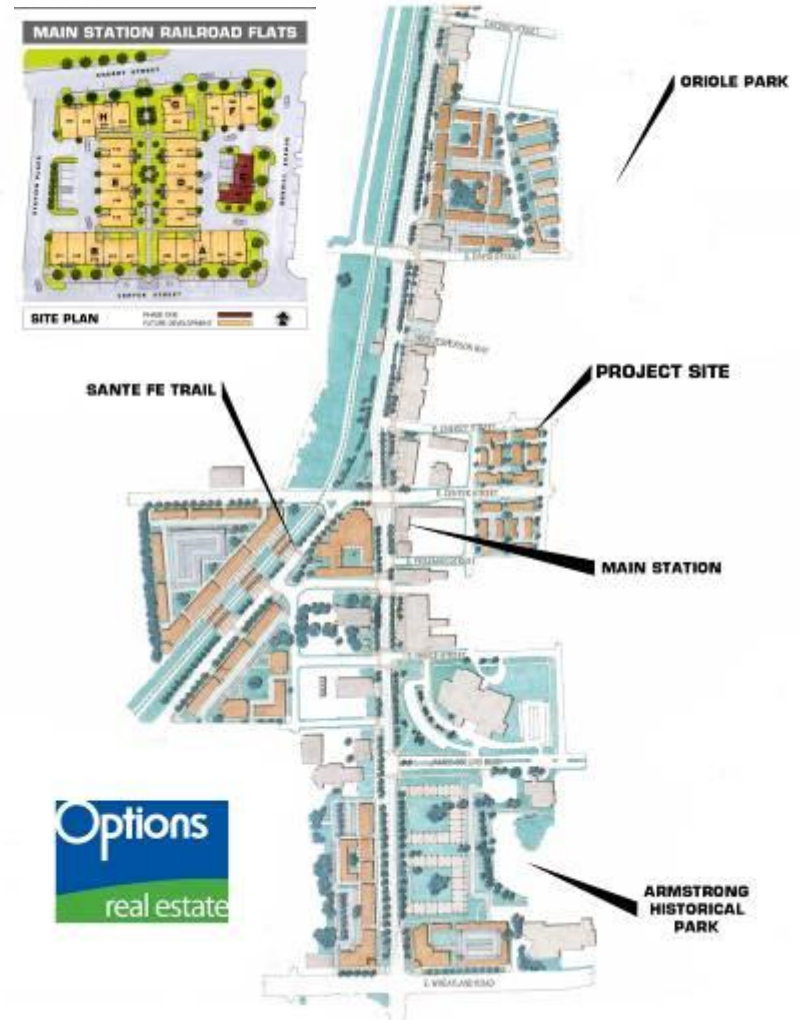
MAIN STATION RAILROAD FLATS



LIVE + WORK + EAT + PLAY

- 2 available units
- from the \$120's
- simplistic loft living/work space
- european kitchen w/ island sink
- 10' (ground) & 14' (level 2) ceilings
- pre-wired dsl/cable/security/audio
- 1 and 2 car garages
- restaurants & retail within walking distance
- approx. 1200 sq. ft.
- bamboo & polished concrete floors
- adjacent to future rail station
- energy efficient construction
- 2 bedroom/2 bath/1 powder
- fee simple ownership/low HOA dues
- custom finishes available

MAIN STATION RAILROAD FLATS



New town homes are under construction
bringing urban living back to Main Street



EXISTING BLDG MASSING



NEW BLDG MASSING

111 E. Davis Street - Duncanville, TX

October 5, 2009

Mixed use / work – live / owner occupied Units to be built in sustainable, transit oriented, downtown infill locations. To provide ownership opportunities for small entrepreneurs who will work and live in these locations.

6,000 square foot building @ \$125 psf	\$750,000
Contingency	\$ 50,000

Total	\$800,000
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Down Payment	\$ 24,000
Plus fees associated with loan	\$ 24,000

Loan Amount	\$776,000
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Income:

2 – retail spaces @ \$1,100 per month	\$ 26,400
5 – apartment spaces @ \$850 per month	\$ 51,000

Total Potential Income	\$ 77,400
Less 5% vacancy	\$ 3,870

Total Adjusted Income	\$ 73,530
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Expenses:

HUD loan	
4 % interest amortized over 40 years \$3,244 mth.	\$ 38,928 annually

Taxes Annually	\$ 23,600
Insurance Annually	\$ 4,000

Total Annual Expenses & Debt Service	\$ 66,528
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Cash Flow	\$ 7,002
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Owner / Operator does all management, leasing & maintenance as part of the low down payment.

Initiation of small investor owner-occupied redevelopment program

HUD, USDOT and EPA have agreed on 6 Livability Principles for federal cooperation and local funding

- Provide for transportation choice
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods

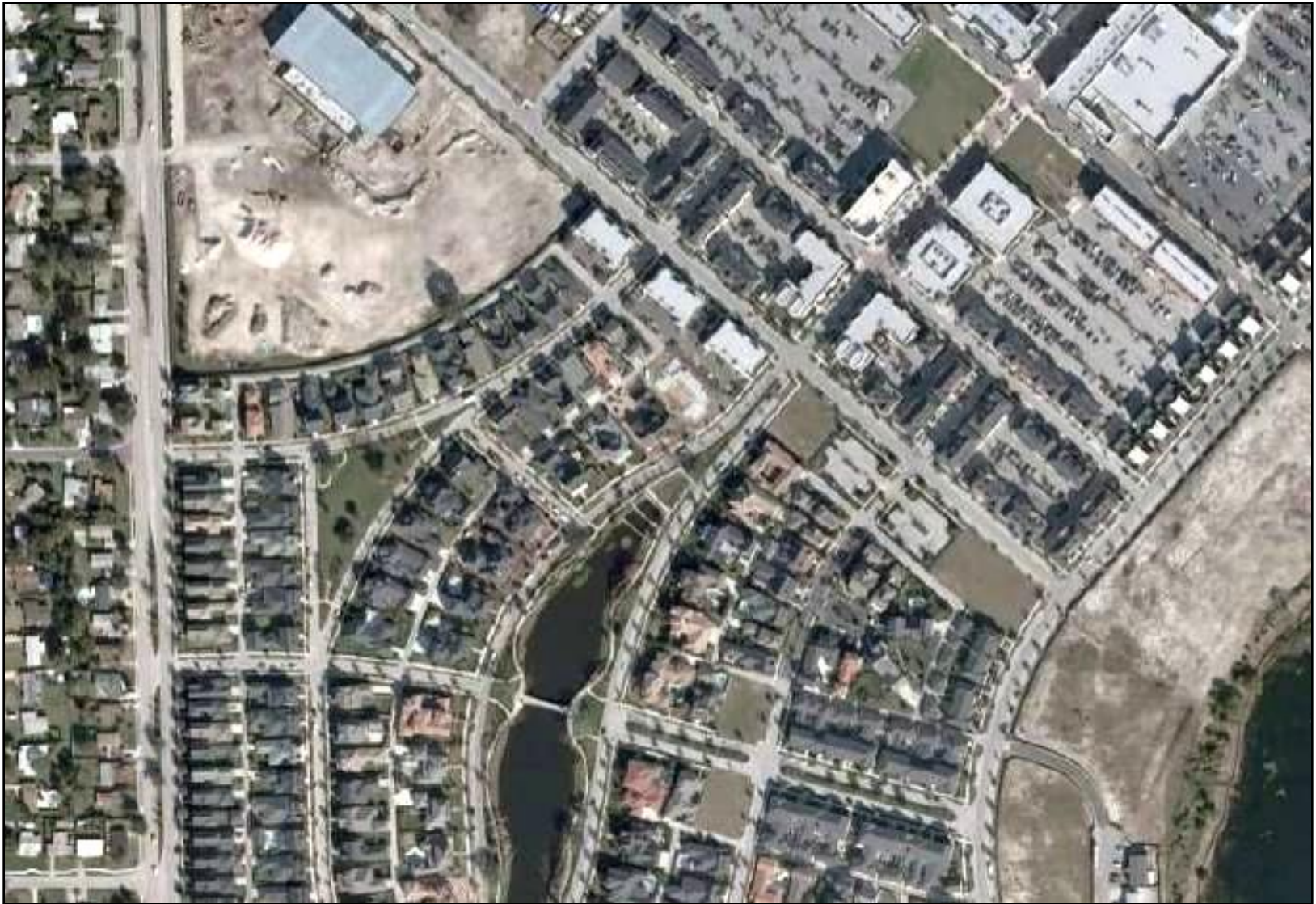
It's all about the network

Limited connectivity



It's all about the network

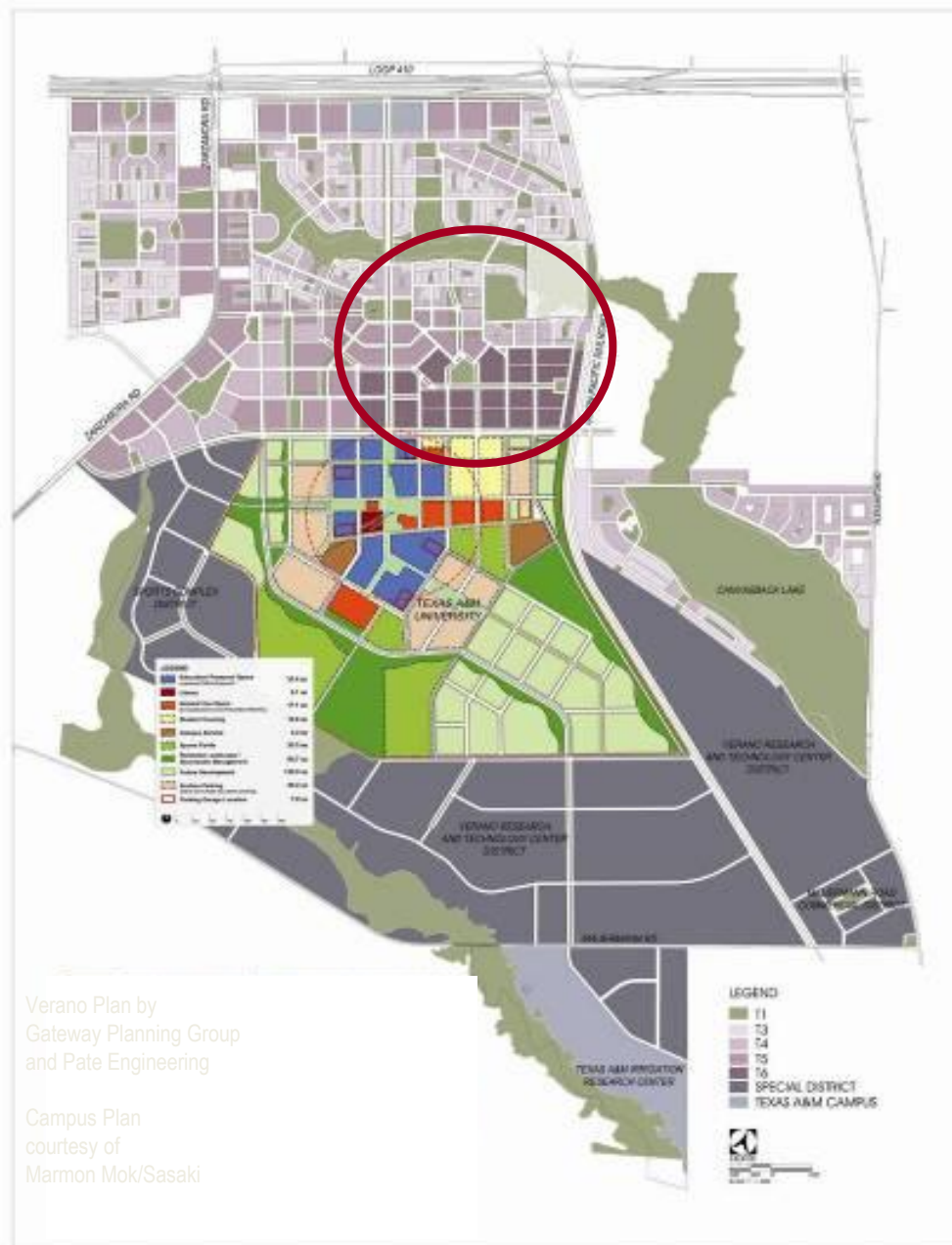
Effective Connectivity





The challenge-

Connecting regional and local
practices on (i) transportation
design, (ii) development patterns
and (iii) local financing
with federal funding policy





Transitions are the key to design, financing and livability.

Title 23 U.S. Code § 134 establishes Metropolitan Transportation Planning

- MPO's responsible for efficient management, operation and development of surface transportation system
- Develop long-range plan and TIPs to facilitate efficient mobility and reduction of congestion (model, model, model!!)
- But sustainable development patterns are not an outcome
(no tie to Livability Principles)

CNU's proposal for allocation of federal transportation funds

Increase competitive funding based on livability outcomes,
“off-system” infrastructure and sustainable development patterns in the
context of regionalism (urban, suburban and rural)

www.cnu.org

www.gatewayplanning.com

CNU 18

NEW URBANISM: Rx FOR HEALTHY PLACES

MAY 19-22, 2010

ATLANTA, GEORGIA



How can we replace sprawl with walkable neighborhoods that promote healthy lives, healthy environments and even healthy wallets? The answers are at urbanism's top annual event, organized with assistance from the Centers for Disease Control and Prevention. Don't miss what's sure to be a historic alignment of planners, health professionals, federal agencies, local governments and developers promoting livable, sustainable communities for America's new era.

QUICK LINKS

[Frequently Asked Questions](#)
[Registration Information and Pricing](#)
[Scholarships & Volunteer](#)
[Continuing Education Credits](#)

New Urbanism: Rx for Healthy Places — a Breakthrough Collaboration

As new urbanist planning and development leaders go mainstream with proven strategies for making communities more livable, more energy efficient and better positioned for economic success, top health officials are promoting these

www.cnu.org

www.gatewayplanning.com