

the next american urbanism

moving beyond recession



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march 13, 2014

disconnect of transport and development patterns

loss of neighborhood lifecycle regeneration



unwinding the structural recession(s)

the boom and bust cycle of commodity real estate

Business Jobs, real estate Classified
The Dallas Morning News Section D

REAL ESTATE REPORT

Frenzy slows to 'more normal'

Climbing loan rates, economic uncertainty take some steam out

Trend of rising home prices continues

Year-over-year percentage changes in home prices for pre-owned single-family homes for the first three quarters of 2013 were up in all but one of the 45 Dallas-area residential districts tracked by The Dallas Morning News. The biggest increases were in Irving, Oak Cliff and Oak Lawn. A decrease was seen in

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2014 could be a good year for Denver housing

« Case-Shiller: Home prices rise 9.5%

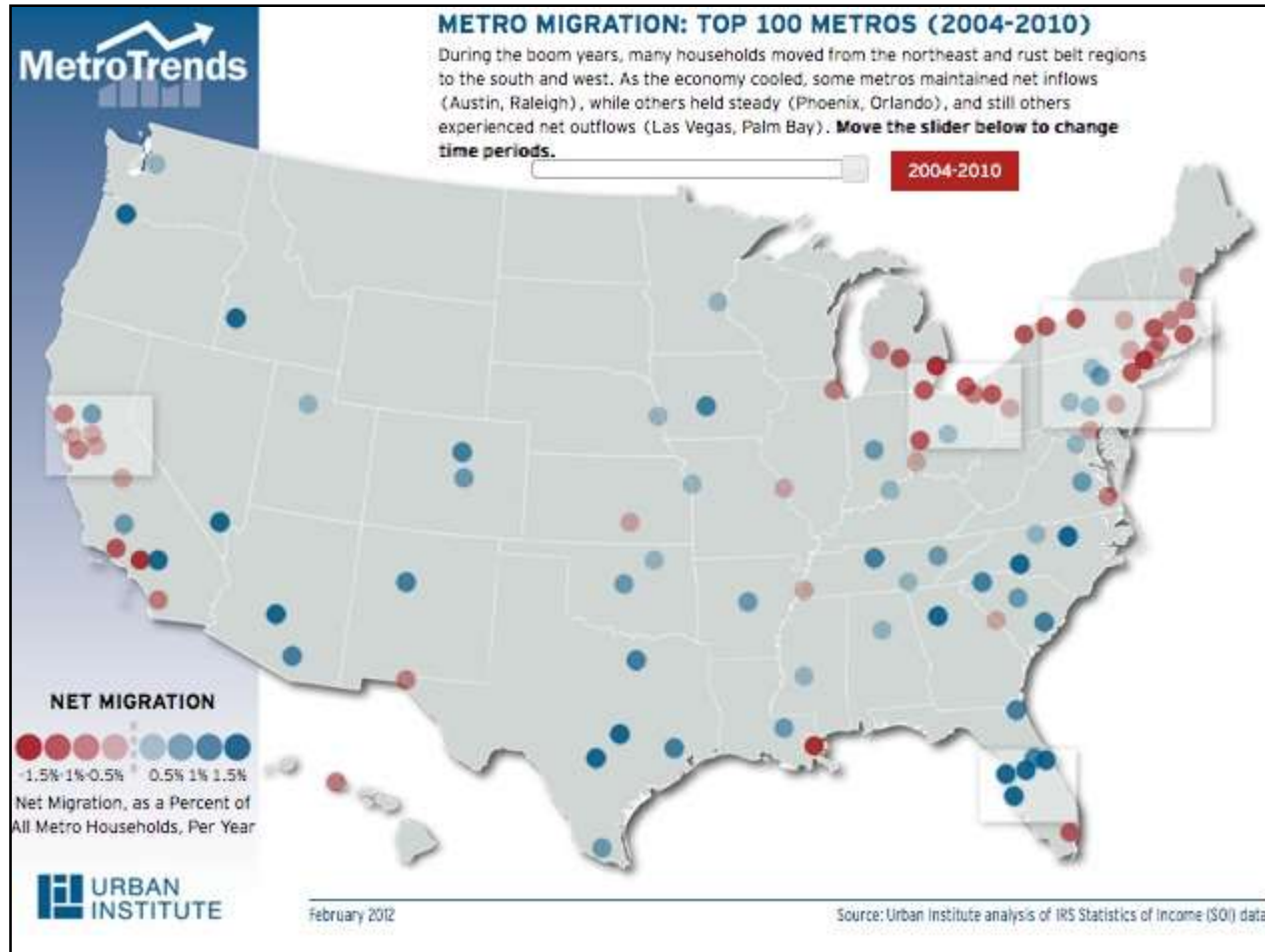
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Highlights:

- Barron's projects a good year for Denver homes in 2014.
- Analysis forecasts a gain on par with 49 other cities.
- Lane Hornung expects appreciation to be a bit less.

unwinding the structural recession(s)

repositioning smart



where is the unharnessed economic power?



Do you know your
consumer base in
terms of housing and
neighborhood
preferences?

74 million millennials

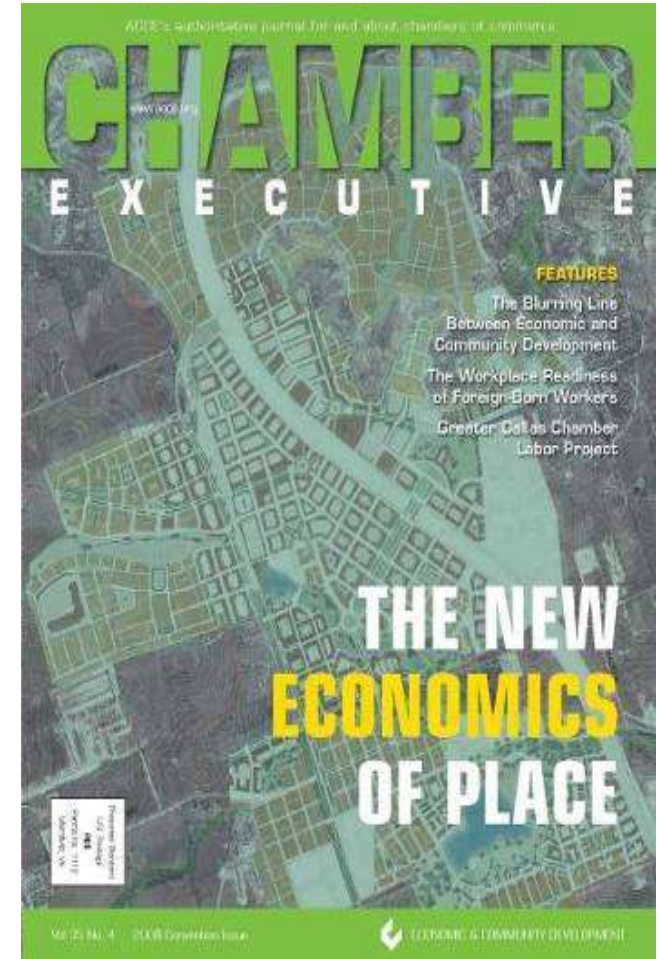
11 million single moms



history informs a renaissance



The Old Economics of Place
(The House of Medici)



key - urbanism through partnerships

- 1. adjacency predictability**
- 2. streets as public destinations**
- 3. tax-base driven public investment**
- 4. housing choice in each neighborhood**

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Park City's aging commercial district



Bonanza Park (BoPa)

binding the interests of multiple landowners



current street network



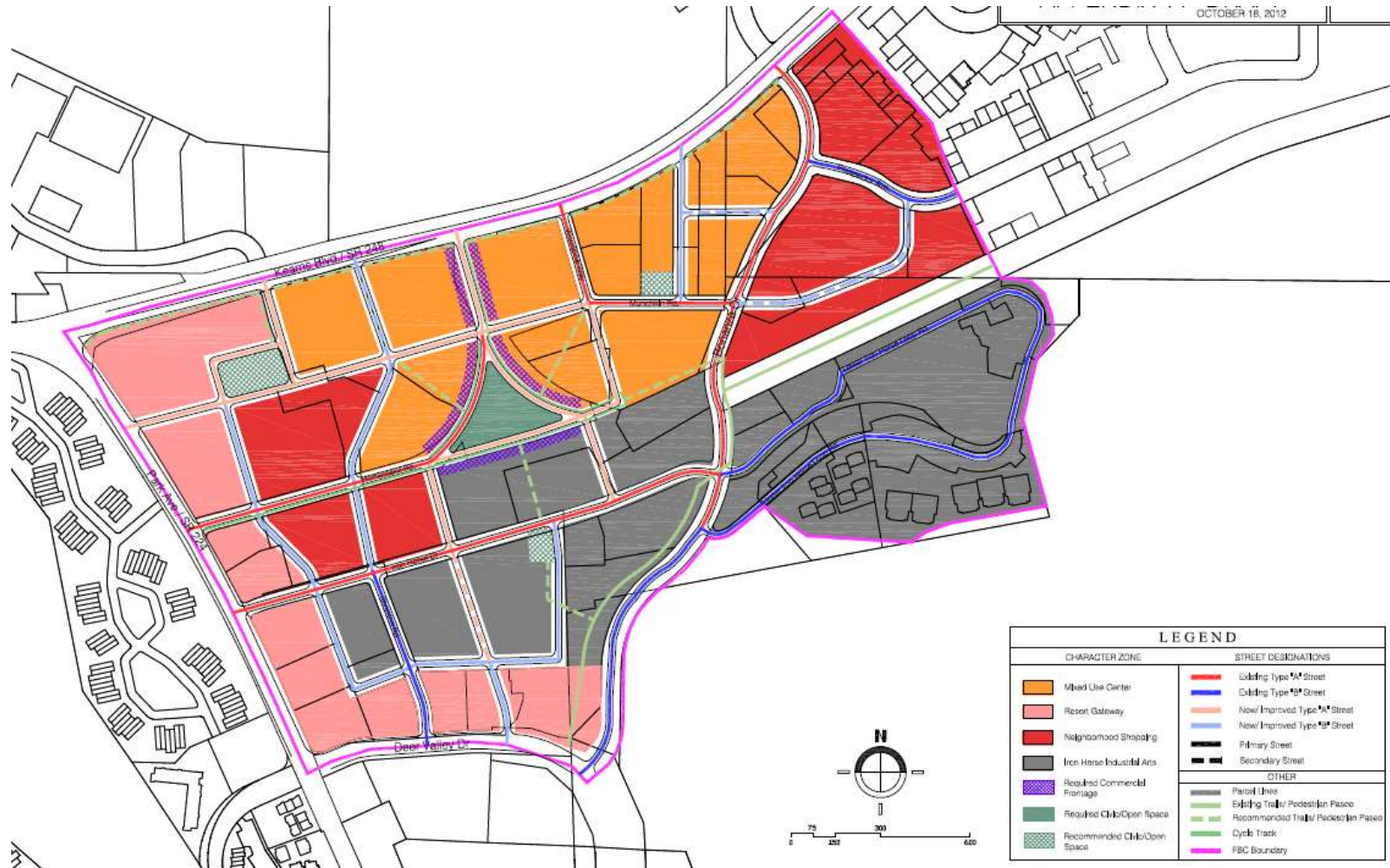
- internal street network functions okay for aging suburban uses, but not for pedestrians nor transit

proposed network



- provides a grid that disperses traffic throughout neighborhood
- creates range of street types to make walking, cycling and transit convenient

proposed regulating plan (character zones)



Resort Gateway

- resort hotel, theaters, hospitality
- destination activities
- major roadway transition



Neighborhood Shopping

- neighborhood serving retail and specialty shops
- urban residential



Iron Horse industrial Arts

- cottage industrial and services
- live - work



Mixed Use Center

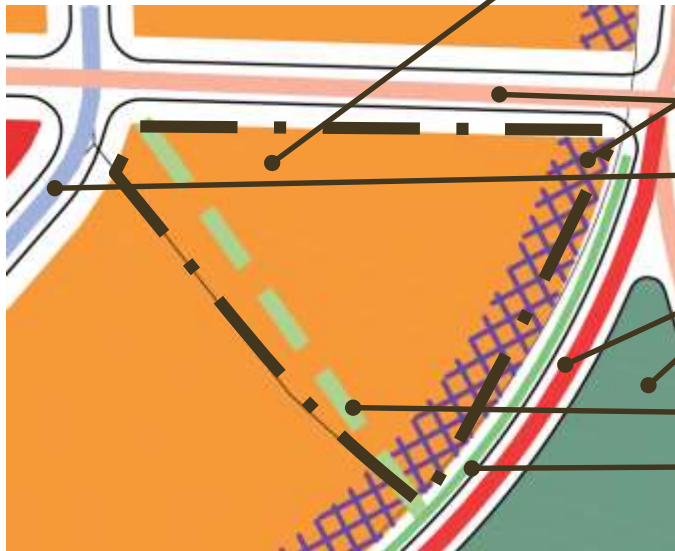
- retail, restaurants, urban living, business incubation and specialized education and entertainment (e.g., film, culinary)



using the code (streets and space)

■ Identify

- Character Zone
 - Mixed Use Center
- Required Civic/Open Space (Park)
- Street Designation
 - Existing Type “A” Street (Primary Street)
 - New Type “A” Street (Primary Street)
 - New Type “B” Street (Primary Street)



CHARACTER ZONE

-  Mixed Use Center
-  Resort Gateway
-  Neighborhood Shopping
-  Iron Horse Industrial Arts
-  Required Commercial Frontage
-  Required Civic/Open Space
-  Recommended Civic/Open Space

STREET DESIGNATIONS

-  Existing Type 'A' Street
-  Existing Type 'B' Street
-  New/ Improved Type 'A' Street
-  New/ Improved Type 'B' Street
-  Primary Street
-  Secondary Street

OTHER

-  Parcel Lines
-  Existing Trails/ Pedestrian Paseo
-  Recommended Trails/ Pedestrian Paseo
-  Cycle Track
-  FBC Boundary

using the code (lot and building form)

Mixed Use Center Character Zone

5. Building Form and Development Standards

5.1 Mixed Use Center

(a) Building Placement

Legend

- Property Line
- Build-to Zone
- Setback Line
- Building Area

(i) Build-to Zone (BTZ)
(Distance from property line to edge of the zone)

Park Ave./SR 224	30' (min.) – 40' (max.)	
Keams Blvd./SR 248	50' (min.) – 75' (max.)	
Type "A" Street / Civic Space	0' (min.) – 5' (max.) (see Note 6)	A
Type "B" Street	0' (min.) – 10' (max.) (see Note 6)	B
Alley	N/A (see below for min. setback)	

(ii) Setbacks

Alley	5' min.	C
Side	0' min. (see Note 1)	D
Rear	5' min. (see Note 1)	D*

(iii) Building Frontage

Building Frontage required along Type "A" Street / Civic Space BTZ	90% (min.) (see Note 2)	E
Building Frontage required along Type "B", Park Ave., and Keams Blvd. BTZs	70% (min.) (see Note 2)	F
Building Frontage required along Alley	None Required	

(iv) Building frontage requirements for lots with frontage along two or more Type "A" Streets may be modified based on a minor modification to reduce the frontage requirement along one Type "A" Street frontage. In such cases, the standard for one of the Type "A" Streets may be replaced by the required Type "B" Street standard.

(b) Building Height

(i) Principal Building Standards

Building maximum	3 stories and 33' (see Notes 4, 5, and 8)	K
First floor to floor height	15' (min.) for all commercial/mixed use buildings; any building with Commercial Ready Frontage designation	M
Ground floor finish level	10' (min.) for all other buildings and frontages (see Note 3)	L
Upper floor(s) height	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or any building with Commercial Ready Frontage designation) 18" (min.) above sidewalk for residential buildings (see Note 7)	N

(ii) Accessory Building Standards

Accessory buildings shall meet the standards for Principal building standards in the Mixed Use Center Zone.

(c) Commercial Frontage Requirements

(i) Ground floors of all buildings with Required Commercial Frontage designation on the Regulating Plan shall not be occupied by residential, office, or institutional use up to a minimum depth of 30' from the front building facade line.

Mixed Use Center Character Zone

(d) Parking & Service Access

(i) Surface Parking Setbacks

(ii) Structured Parking or Below Grade Parking Setbacks

(iii) Required Off-Street Parking Spaces

- Parking Ratios for Non-residential uses and ground floor Commercial Ready areas shall be a minimum of 4 spaces per 1,000 sq.ft.
- Parking Ratios for Residential uses shall be a minimum of 2 spaces per dwelling unit.
- Bicycle Parking: Bicycle parking shall be provided at a minimum of 10% of all required automobile spaces.
- Location of Bicycle Parking: For retail and commercial ready buildings, min. 75% of all required bicycle parking shall be located along Type "A" Streets and within 50 feet of a primary building entrance.
- Required off-street parking spaces may be reduced per Section 6.
- All standards for off-street parking with the exception of Parking Ratios for all uses shall meet the standards in Chapter 3 of the LMC.

(iv) Driveways and Service Access

Parking driveway width	24' max. (at the throat)	S
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Driveways and off-street loading and unloading may be located with access from or frontage along a Type "A" Street only if the property has no access to either a Type "B" or Alley or shared/joint access easement to an adjoining property with access to a Type "B" Street or Alley.

Shared driveways, mutual access easements or cross access easements shall be required to adjoining properties when driveway and service access is off a Type "A" Street.

Service and loading/unloading areas shall be screened per Section 9.0.

(e) Encroachments

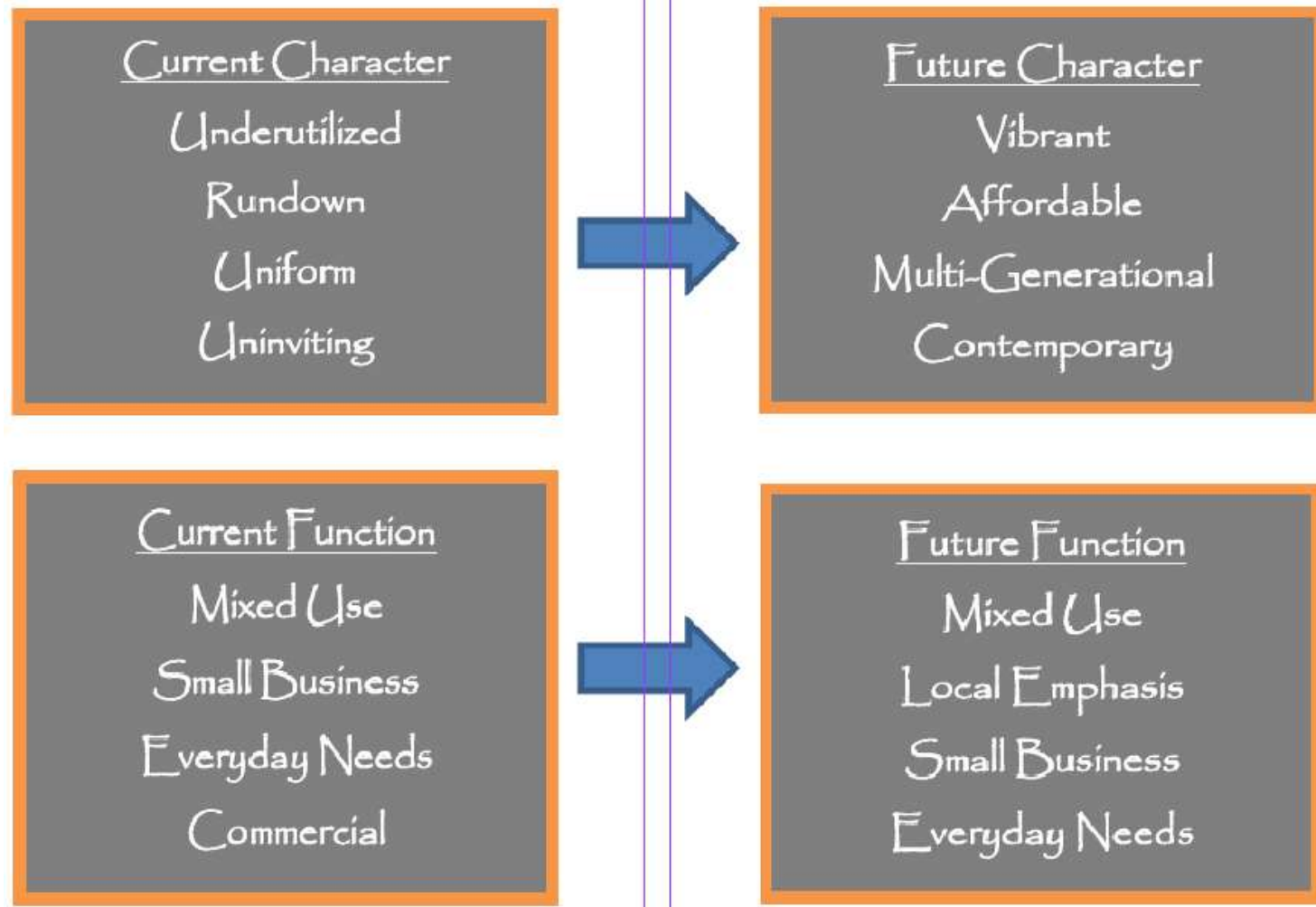
Type "A" Street / Civic Space	50% of the depth of the sidewalk or 10' (whichever is less)	
Type "B" Street	50% of the depth of the sidewalk or 10' (whichever is less)	
Alley	Encroachments allowed over any required setbacks	
	No encroachments permitted over the property line or Alley R-O-W	
Rear and side	Encroachments allowed over any required setbacks	
	No encroachments permitted over the property line	

Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character district as long as the vertical clearance is a minimum of 8' from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking or travel lane.

(i) Partially Below Grade Parking

May be built up to the building facade line along Park Ave., Keams Blvd., Type "B" Streets and Alleys only.

community outcomes for BoPa



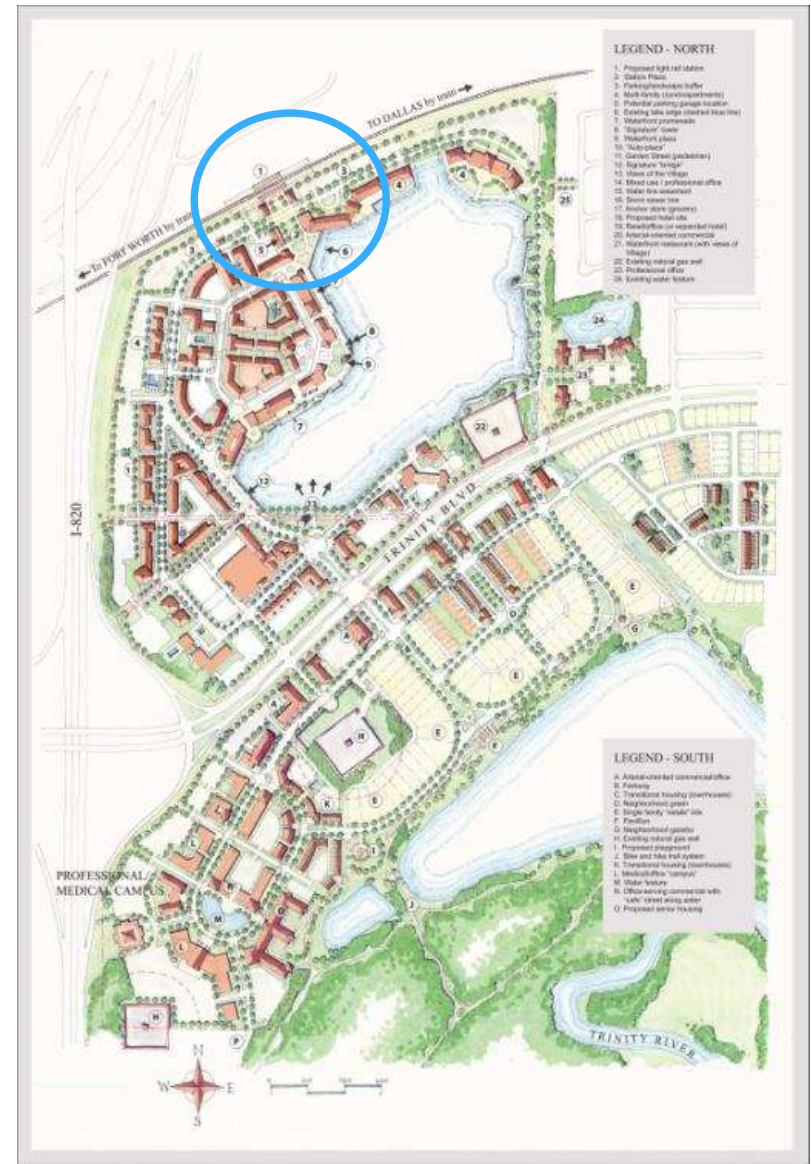
key - urbanism through partnerships

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- 2. streets as public destinations**
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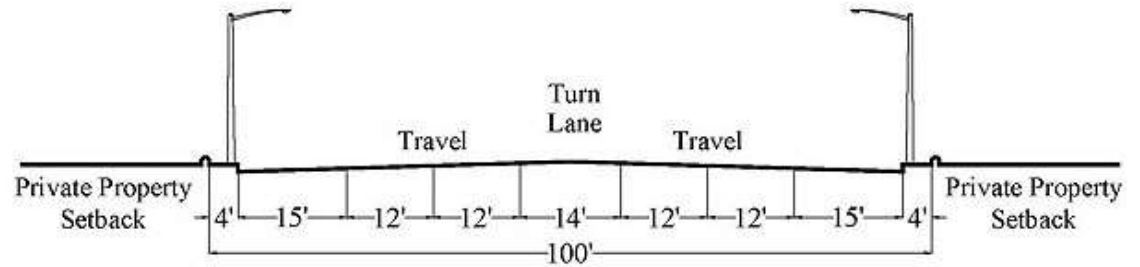
Fort Worth's Trinity Lakes TOD

could have been the same old story

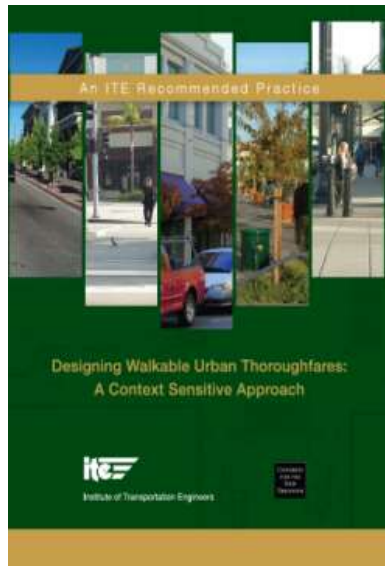
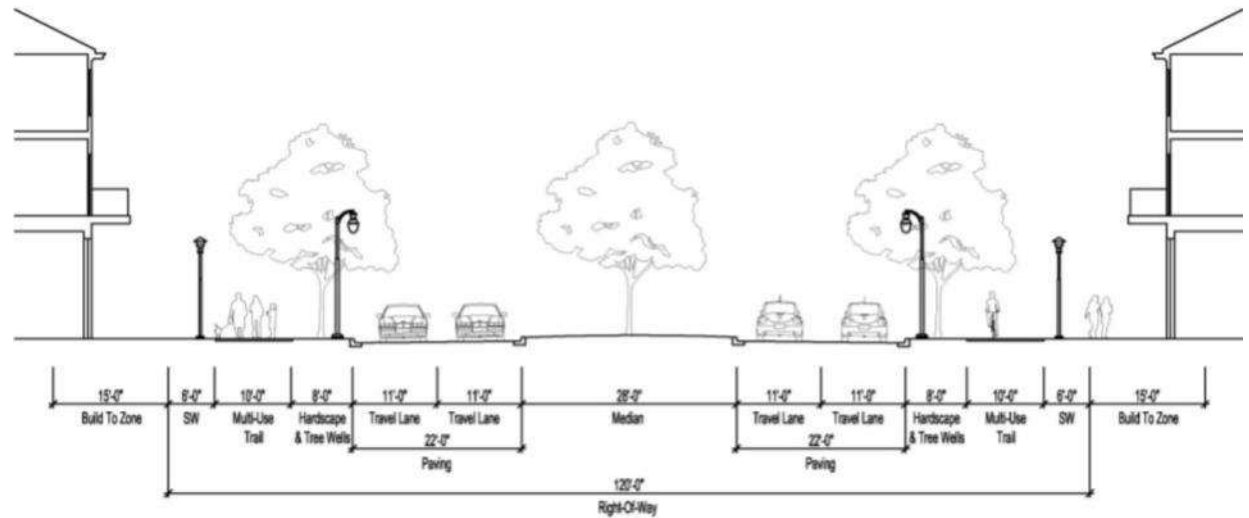


[illegible]

but split by a planned 6-lane MAD (instead of happy)



instead, a 4-lane
boulevard
designed for
neighborhood
with integrated
regional trail



 Kimley-Horn and Associates, Inc.  GATEWAYPLANNING

GATEWAYPLANNING
A VIALTA GROUP PARTNER

RMLUI
ROCKY MOUNTAIN
LAND USE INSTITUTE

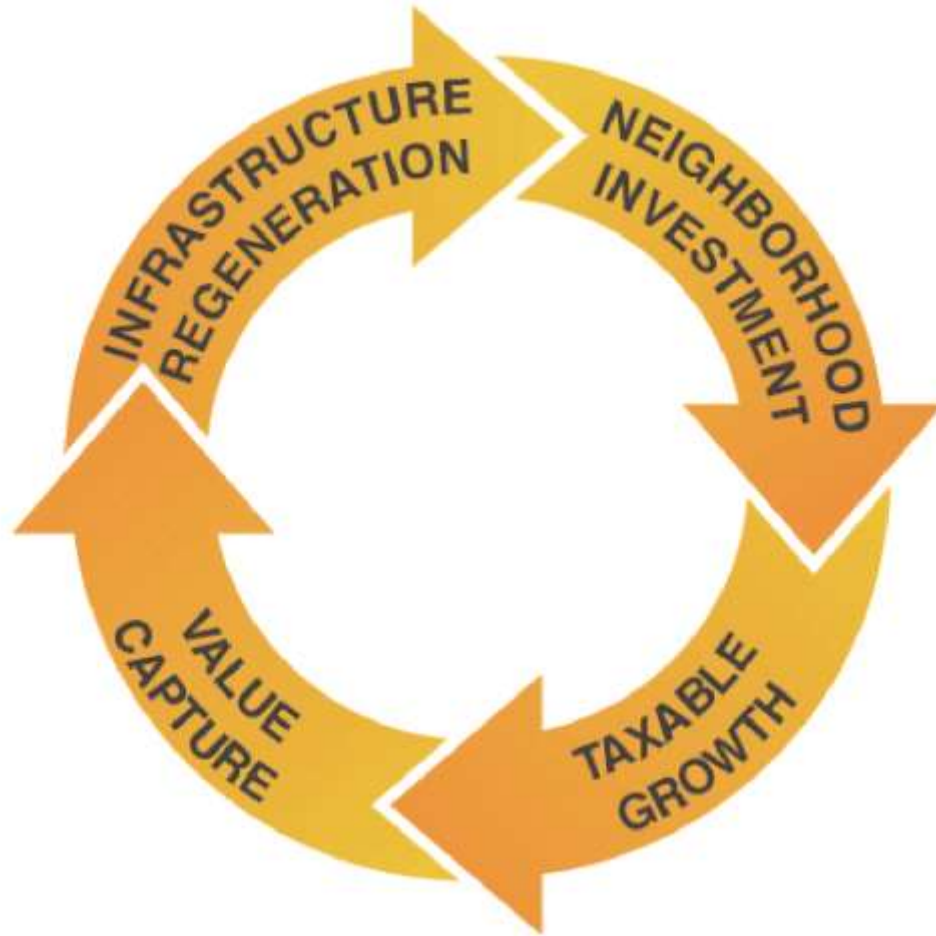
that will extend walkshed for value capture



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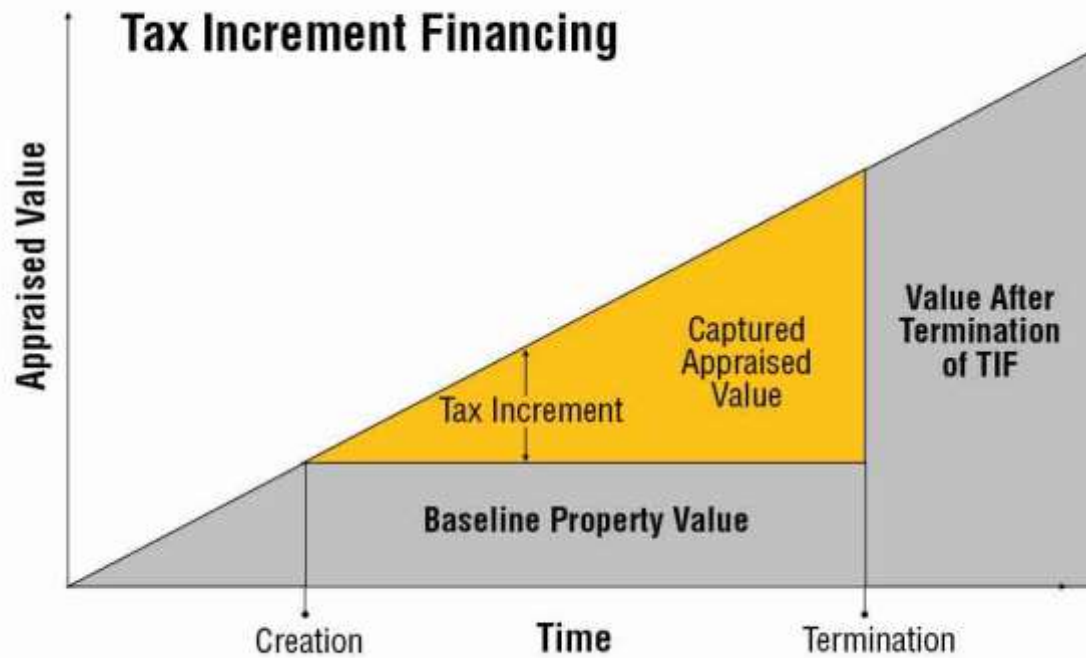
the virtuous circle of reinvestment



Cornelius Vanderbilt



tax increment finance (TIF) for value capture



TIF project plan aligned with private development

Trinity Boulevard redesign and reconstruction	13,249,000
Precinct Line Rd. from Concho Trail to River Falls Dr.	5,950,000
Trinity Trail System improvements, 6.5 miles	3,000,000
Local street improvements in mixed-use area	10,305,250
Enhanced wayfinding signage, structures, elements	300,000
Waterfront improvements	850,000
Public area facility enhancements	750,000
Bicycle facilities, connections, public information stations	550,000
Trinity Blvd. improvements from Precinct Line Rd. to Norwood Dr.	12,500,000
Public transit improvements	8,000,000
Land acquisition for public transit improvements	2,500,000
Public parking facilities associated with	4,500,000

TOTAL PROJECT COSTS

\$62,454,250



reimbursement approach

leaving real estate and finance risk on the developer

TIF Participation

- Once Developer completes the design and all improvements by the completion deadline, then reimburse Developer for TIF eligible expenditures not to exceed \$9,400,000
- If there are not sufficient revenues generated by the TIF, then the balance of the amount owed will be carried forward with interest until the next year that the obligation is met
- Interest will be calculated annually based on Wall Street Prime plus 1%, but shall not exceed 6%



intelligent phasing of public infrastructure and private investment

alignment of design, housing
and economic diversity in
order to mature market and
grow the tax base
sustainably



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moving up without having to move out



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the opportunity of urbanism

- ✓ drive value, don't just capture it
- ✓ partnerships required to “grow the pie”
- ✓ touchstone: encouraging reinvestment for regeneration