

Chico, CA

Nord Avenue



Chico, CA

Nord Avenue

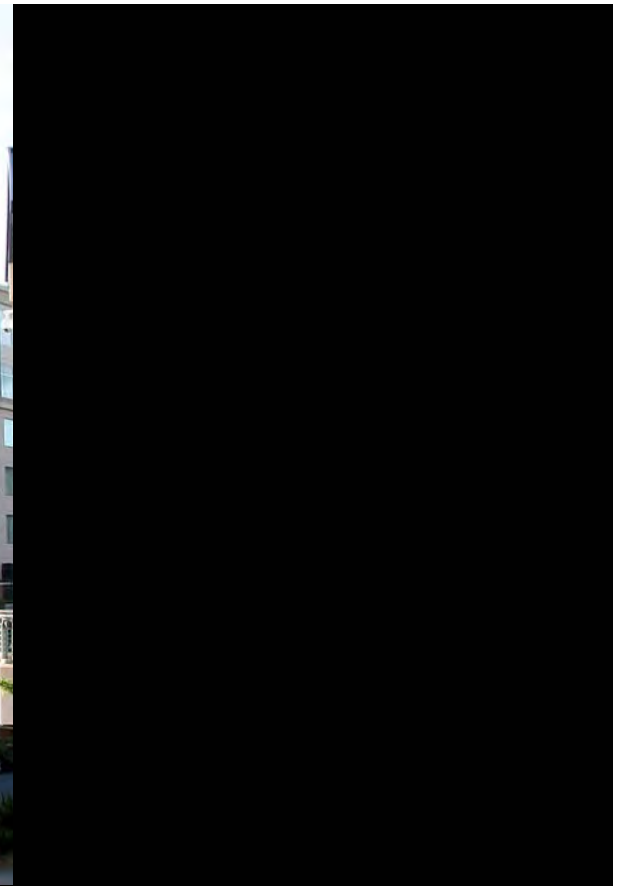




*If Cities are to reduce auto-dependence a working alternative should include:*

*Walls come down and buildings honor streets*

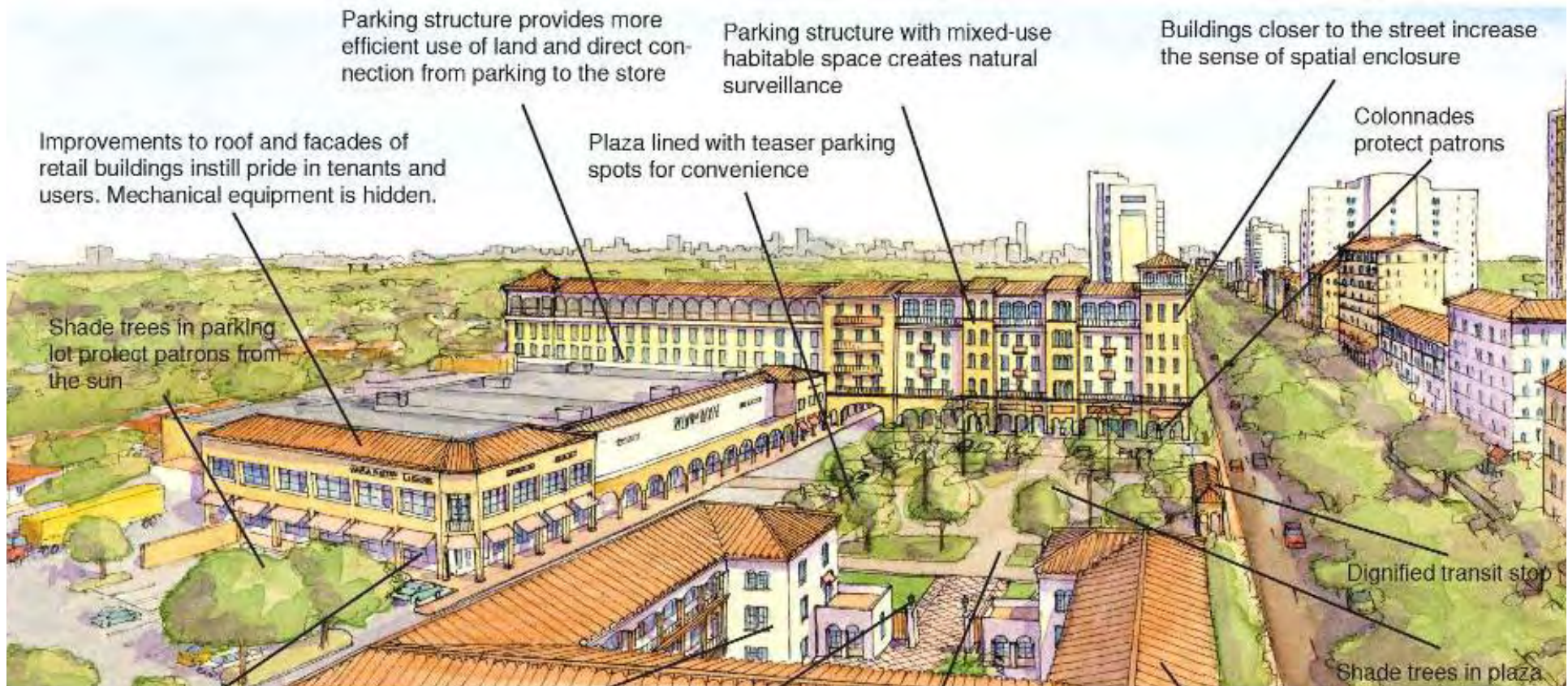




*If Cities are to reduce auto-dependence a working alternative should include:*

*Buildings no longer "moon" the street*





*If Cities are to reduce auto-dependence a working alternative should include:*

*Strip centers are replaced with town squares, destinations are a walkable scale*





*If Cities are to reduce auto-dependence a working alternative should include:*

*Empty "placeless" space becomes lovable and loved.*

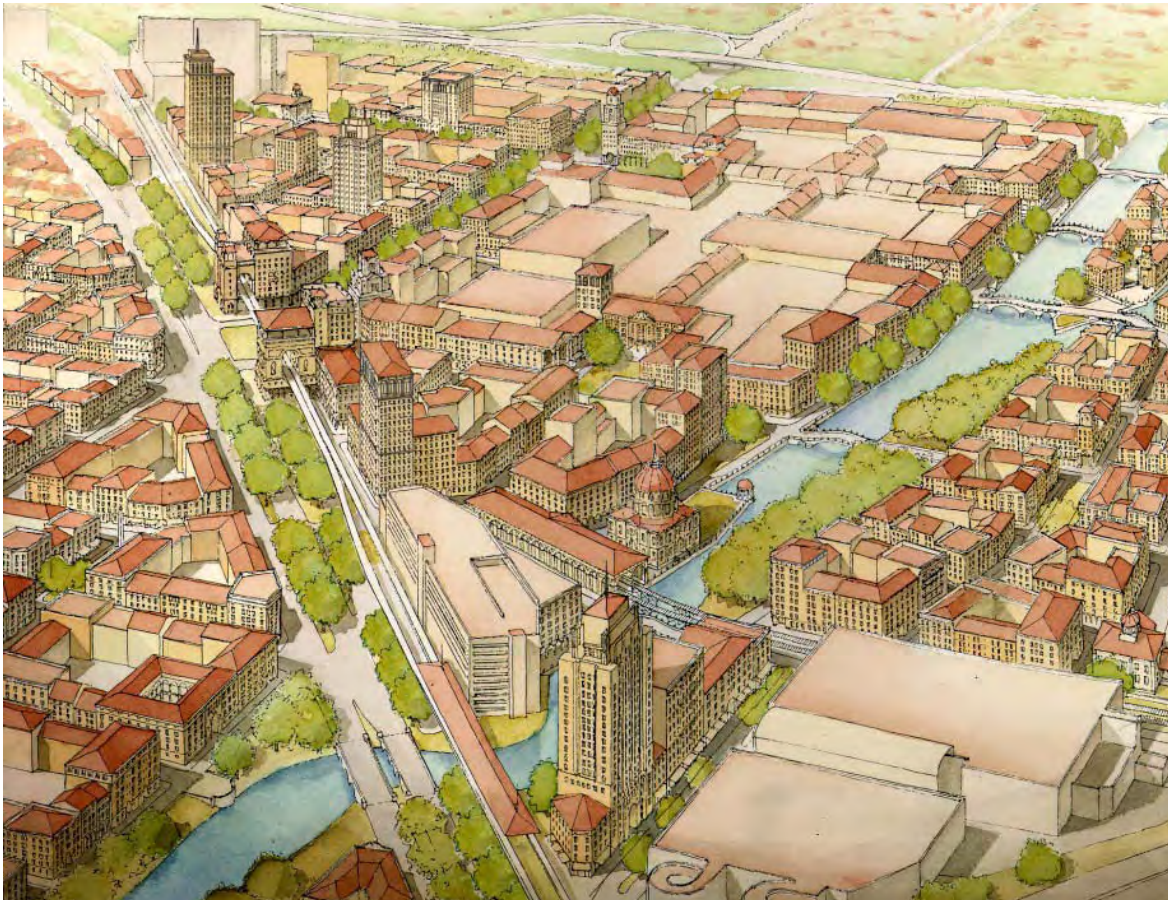




*If Cities are to reduce auto-dependence a working alternative should include:*

*Streets undergoing reconstruction become attractive, respectful and function for all users*





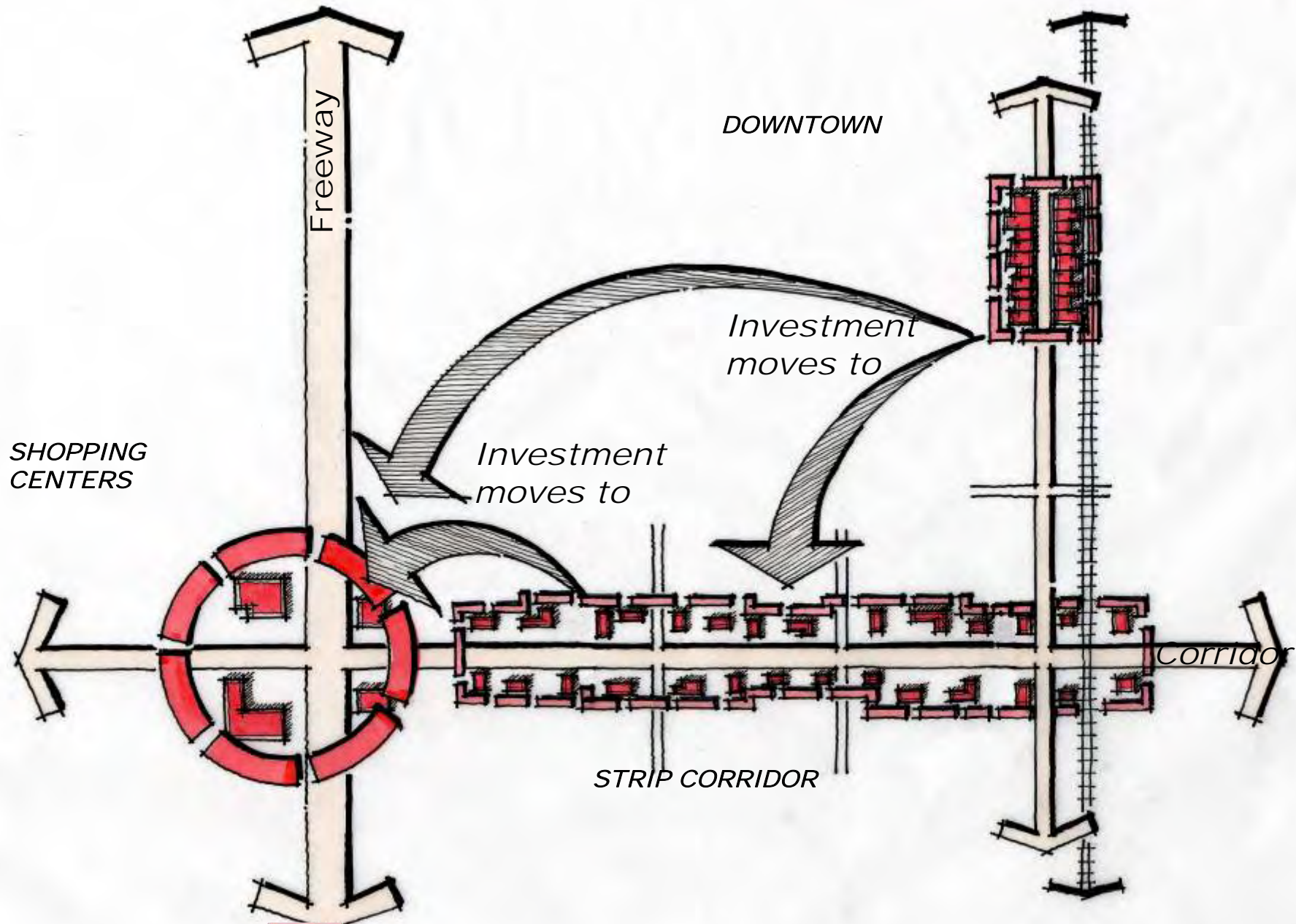
*If Cities are to reduce auto-dependence a working alternative should include:*

*Creative partnering for infill projects replace ill-conceived "Super Blocks"*





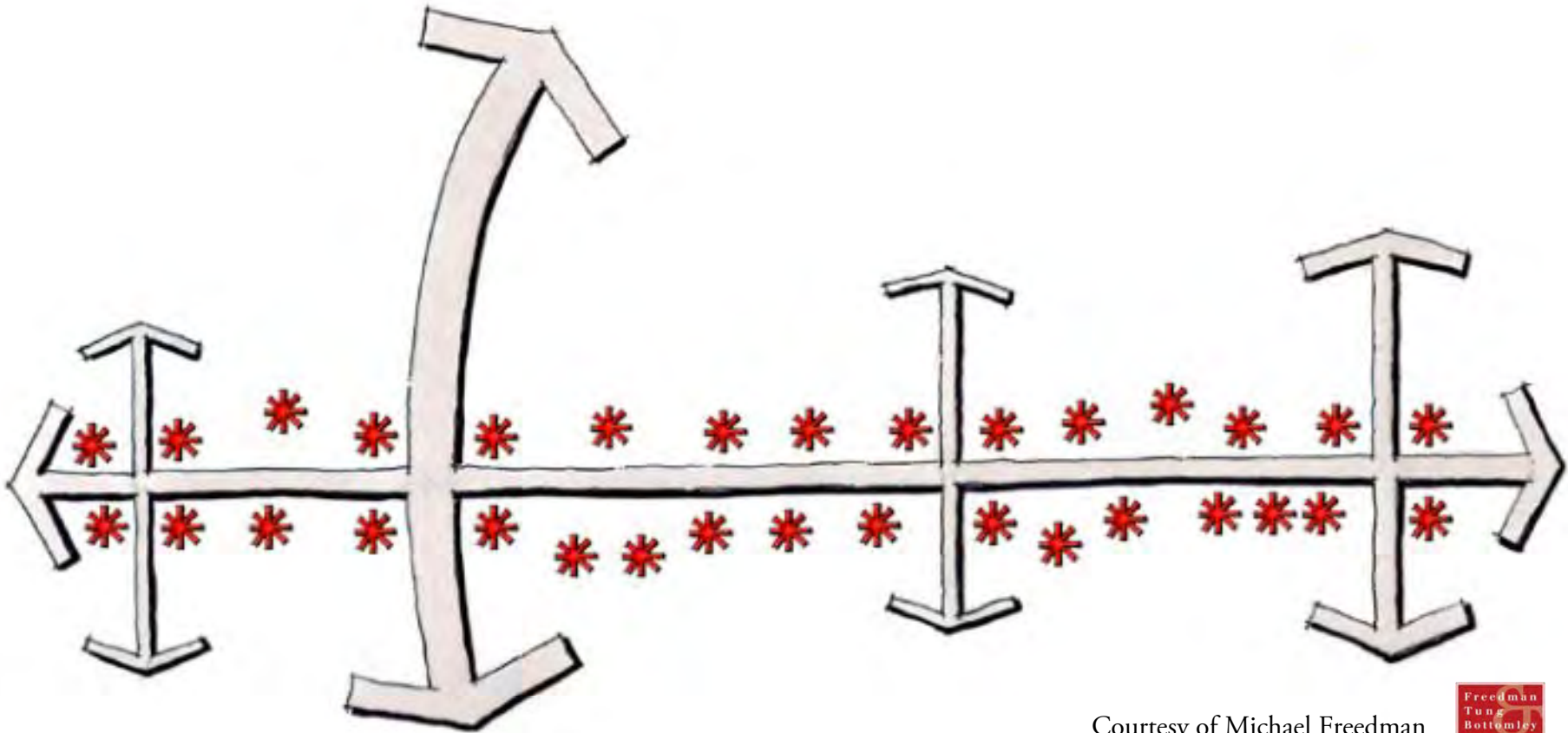




Courtesy of Michael Freedman



# "The Strip"

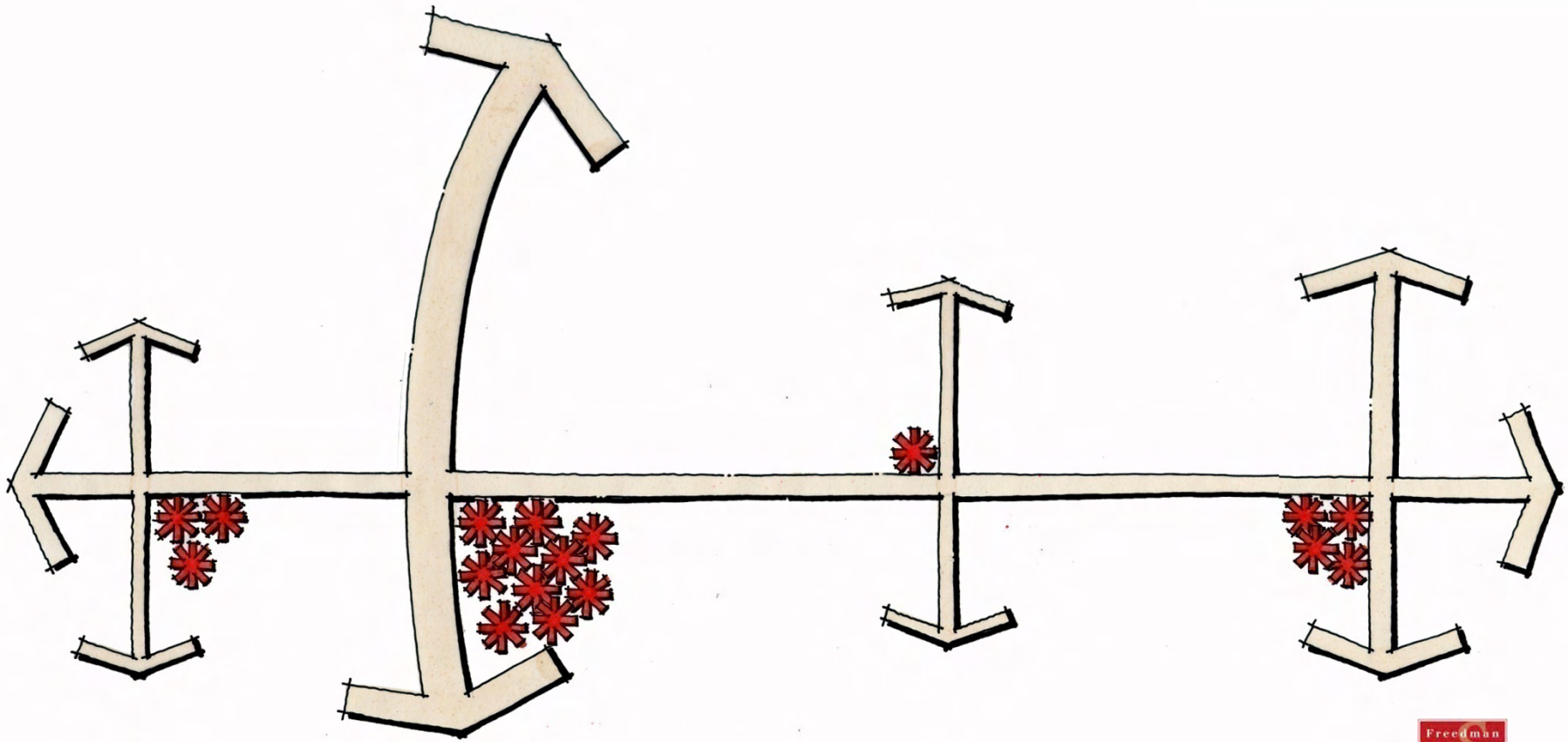


Courtesy of Michael Freedman



A linear pattern of commercial development along suburban arterial roadways

# Falling out of Favor: Linear Strip format



Courtesy of Michael Freedman





The *Illustrative Plan* (above) is the result of this planning approach; it shows the hypothetical buildout of the corridor, locating building footprints (new and existing), open space, and parking areas. The corridor was divided into four study areas, the Western Gateway, the Neighborhood Center, the Village Center, and the Town Center. Each area has its own unique characteristics and challenges which were addressed.

Quick sketches were done to study buildings that would result from the hypothetical building footprints in the Illustrative Plan, combined with the proposed height limits in the study areas and potential architectural regulations of the new code.

# Integrated Transport Strategy for Tauranga

*This Transport Strategy will be successful when all Tauranga citizens find it easy to travel around the city safely by any form of transport; and when people making choices about the way they travel they have the full knowledge of the consequences of those choices.*



Plan the corridor retail as part of a supportable city & regional hierarchy of centers



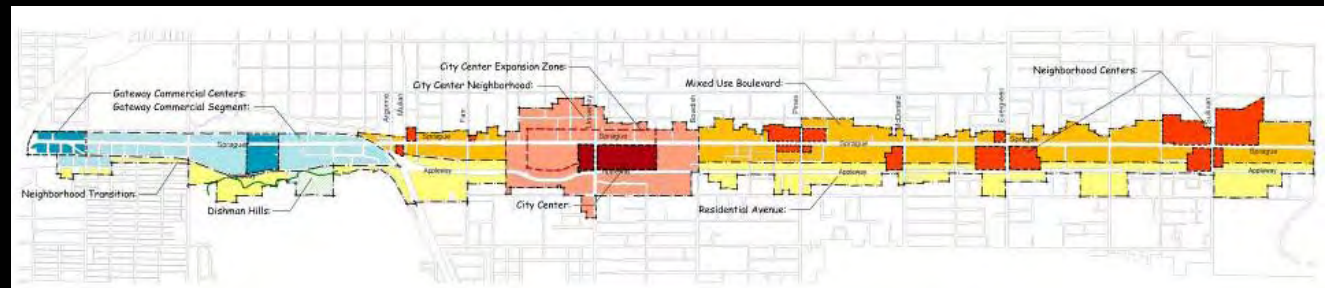
Pre-existing Zoning – retail permitted



Supportable Pattern of Centers



Pre-existing Zoning – residential permitted



New Pattern of Centers & Segments

Courtesy of Michael Freedman



Real Centers are nodes  
of **accessibility**





# Real Centers are Walkable



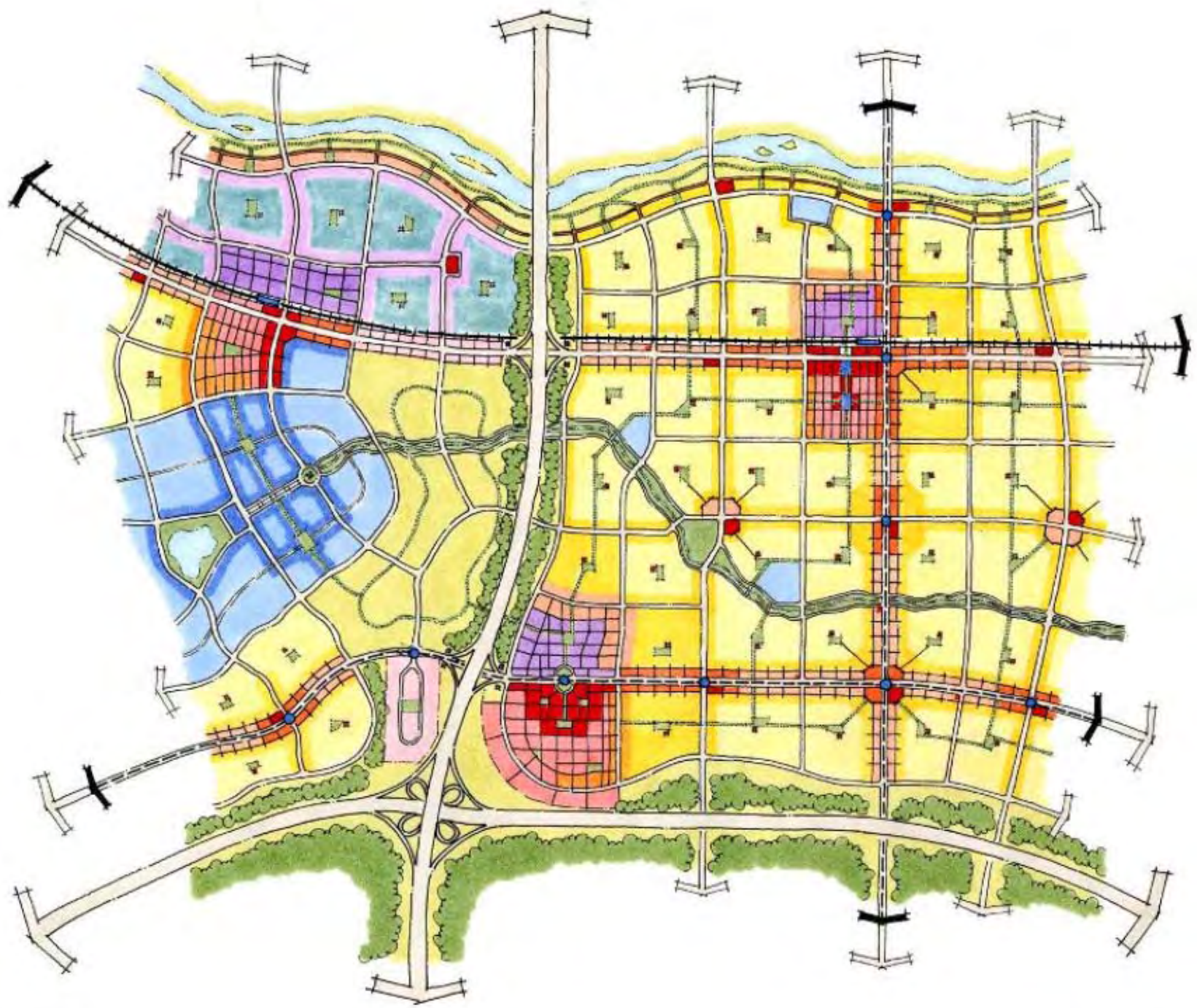
*\$5-15/ sq ft*



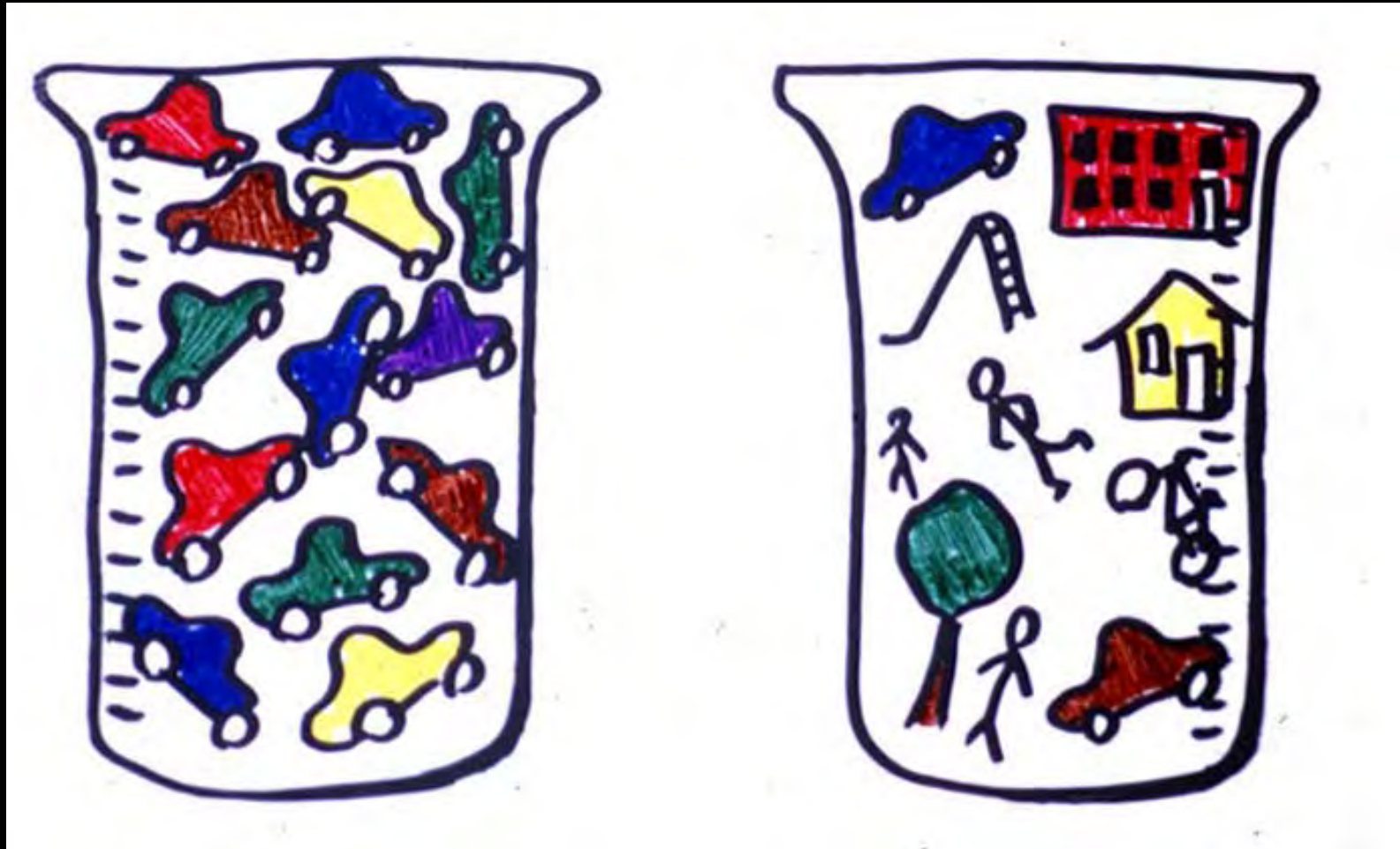
*\$25-50/ sq ft*

Real Centers center around the neighborhood/city/region's primary public and civic spaces



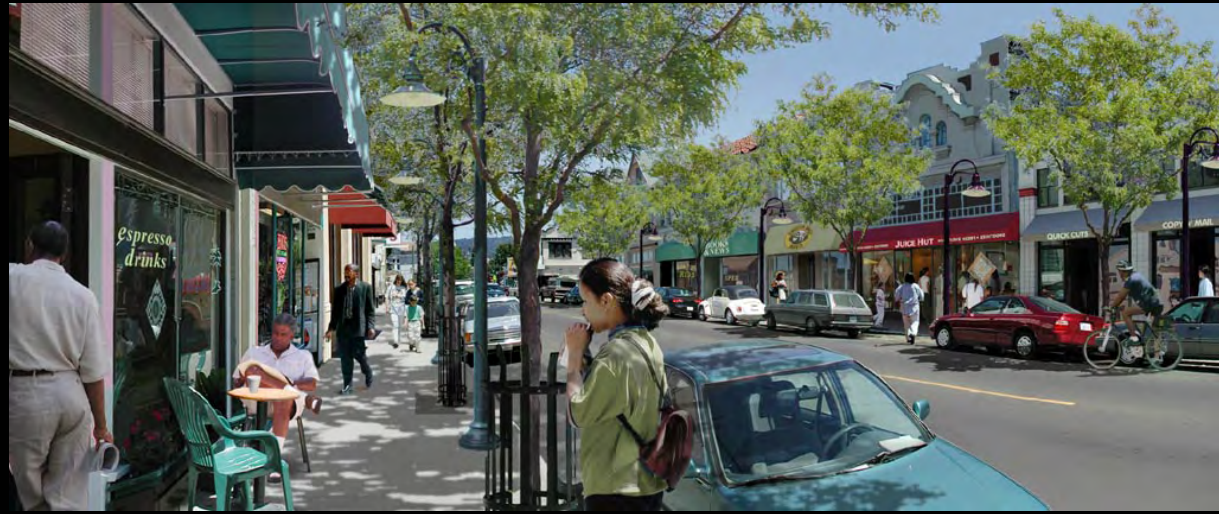


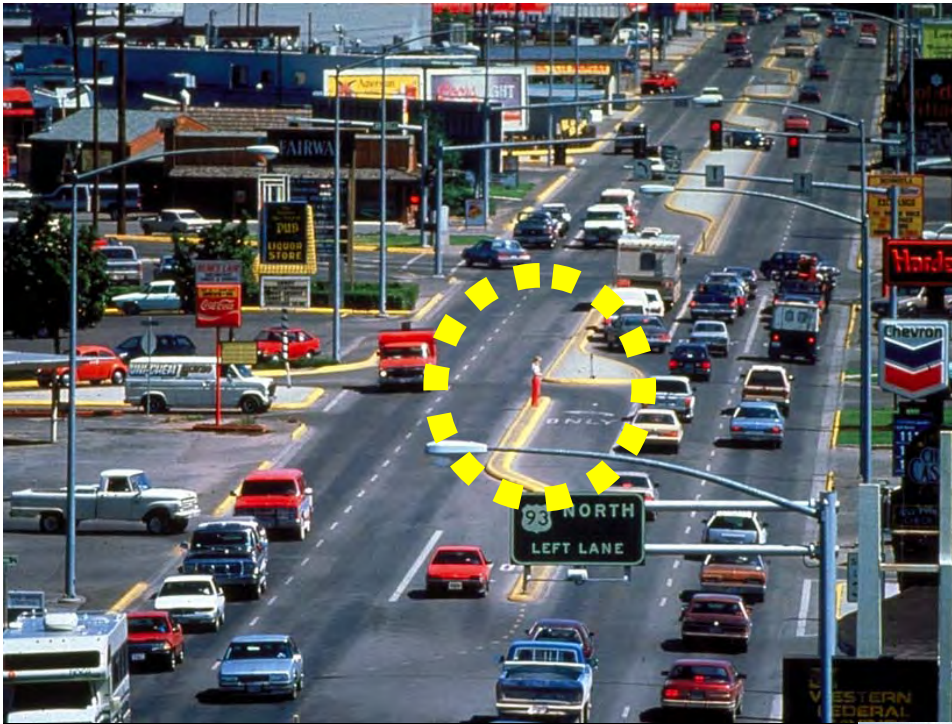
Reframing Key Transportation Conventions  
DESIGN TRAFFIC - *Interpreting the Results*



Capacity of Streets

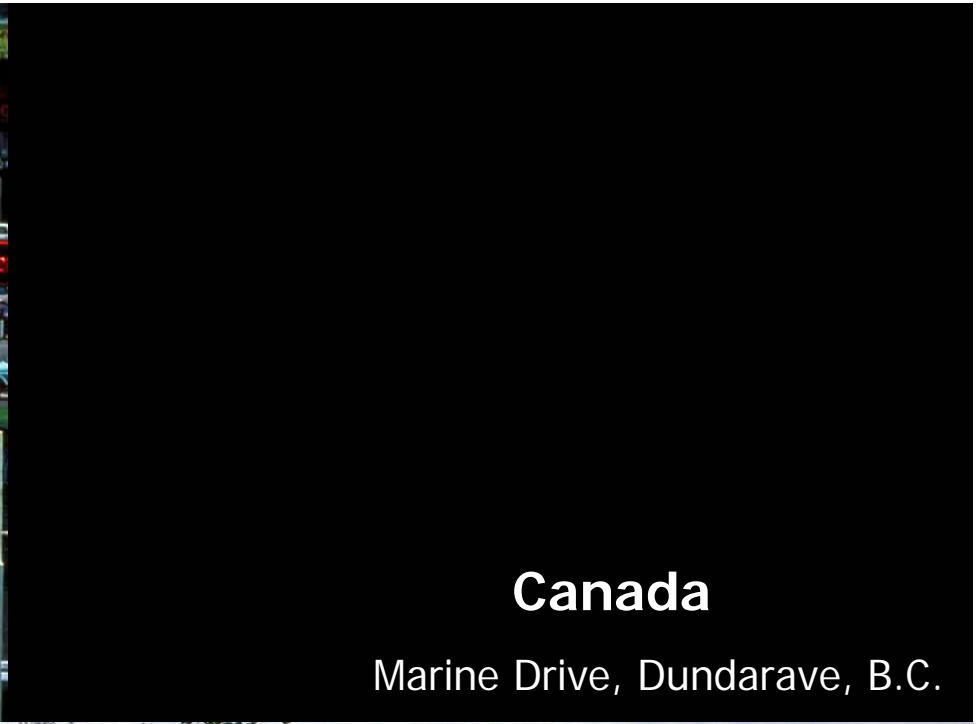
# Living Streets





Highway 93, Missoula, Montana

**USA**



**Canada**

Marine Drive, Dunderave, B.C.



*Bridgeport Way, University Place, Washington*



9/29/1999 2:06pm

You Know When You Have Left Claremont



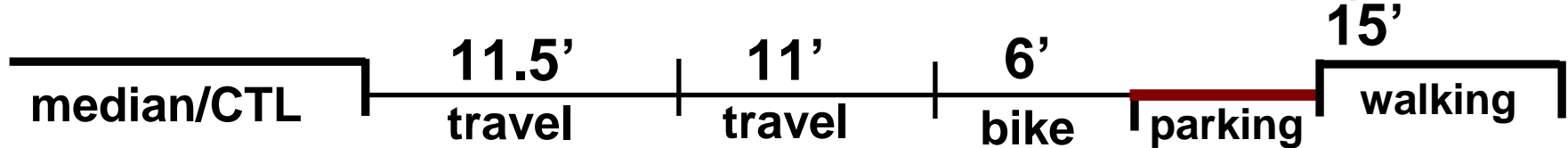
Claremont, California







**Bike lane & wider sidewalk with textured parking bays**



*Hurley looking west near Greer Elementary School*





# DOWNTOWN SAN LUIS OBISPO CALIFORNIA

Legend	
<span style="color: red;">█</span>	Residential
<span style="color: orange;">█</span>	Commercial
<span style="color: blue;">█</span>	Public
<span style="color: green;">█</span>	Open Space
<span style="color: purple;">█</span>	Historic District
<span style="color: brown;">█</span>	Urban Core
<span style="border: 1px solid black; padding: 2px;">P</span>	Proposed Parking
<span style="border: 1px solid black; padding: 2px;">X</span>	Proposed Street



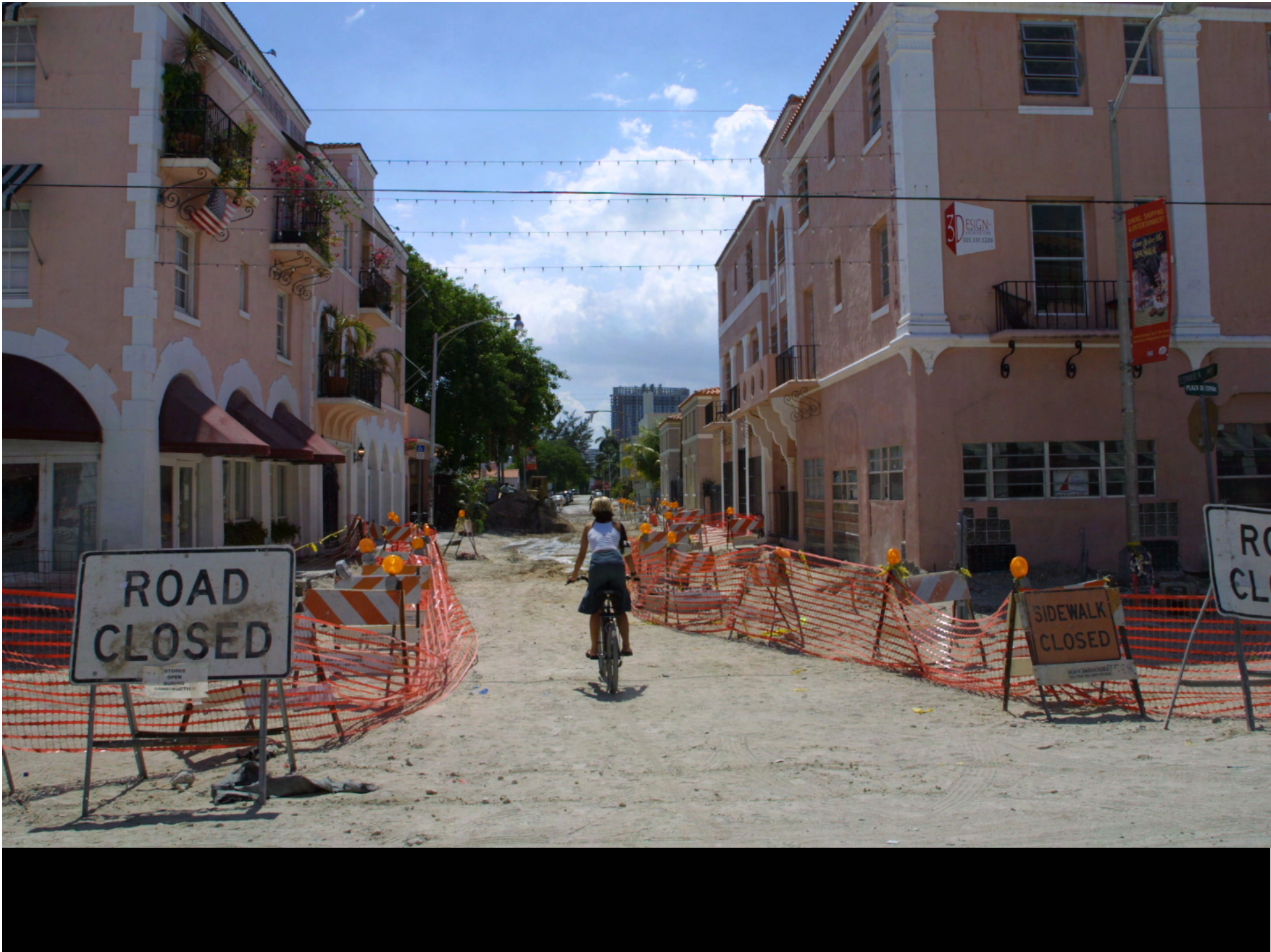
A CONCEPTUAL PHYSICAL PLAN FOR THE CITY'S CENTER

# Before and After



*Espanola  
Way, circa  
1986*





ROAD  
CLOSED

SIDEWALK  
CLOSED

RO  
CL

PLACE DE CONIA

3D  
DESIGN

Small text on a vertical banner, including the words "Small Business & Entrepreneur".





**CITY OF MIAMI BEACH**  
PUBLIC WORKS DEPARTMENT

ESPANOLA WAY STREETScape  
PROJECT COST  
\$259,600

- MAYOR: David Dermer  
COMMISSIONERS: Matti Herrera Bower  
Simon Cruz  
Luis R. Garcia, Jr.  
Saul Gross  
Jose Smith  
Richard Steinberg  
CITY MANAGER: Jorge M. Gonzalez

General Contractor  
F.H. Paschen, SN NIELSEN

Funding By:  
2003 Transit Surtax (PTP) Funds







*South Beach, Florida*

*Ocean Drive*

# *West Palm Beach Florida*





West Palm  
Beach, 1994  
Charrette  
Team





*Ian Lockwood, P.E.  
West Palm Beach*

**LIVABLE STREETS**



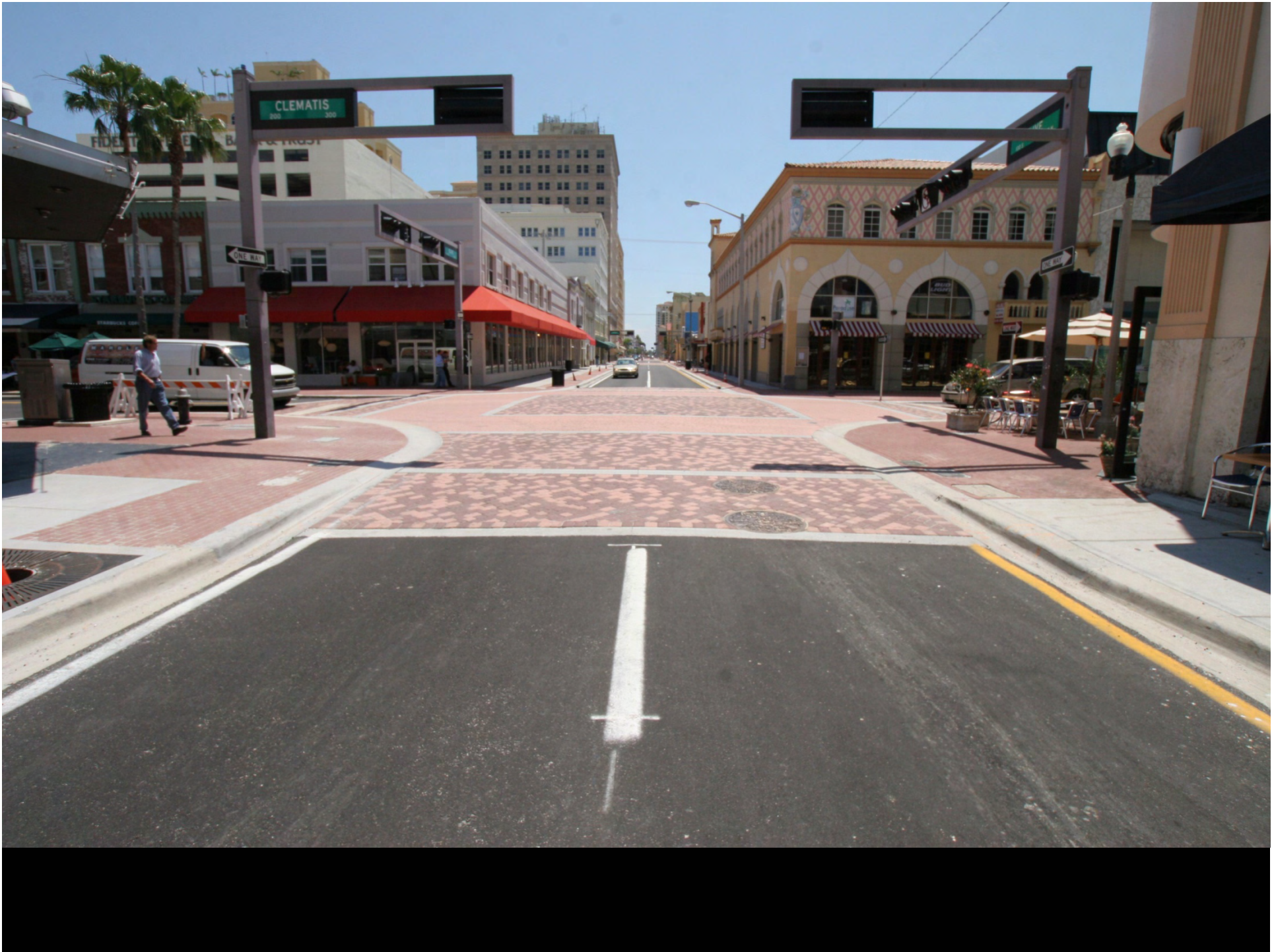


*West Palm Beach, Florida*

*Clematis*









*La Jolla Boulevard, Bird Rock, San Diego, California*



**Rex Burkholder**

**Portland Area  
Regional  
Commissioner**



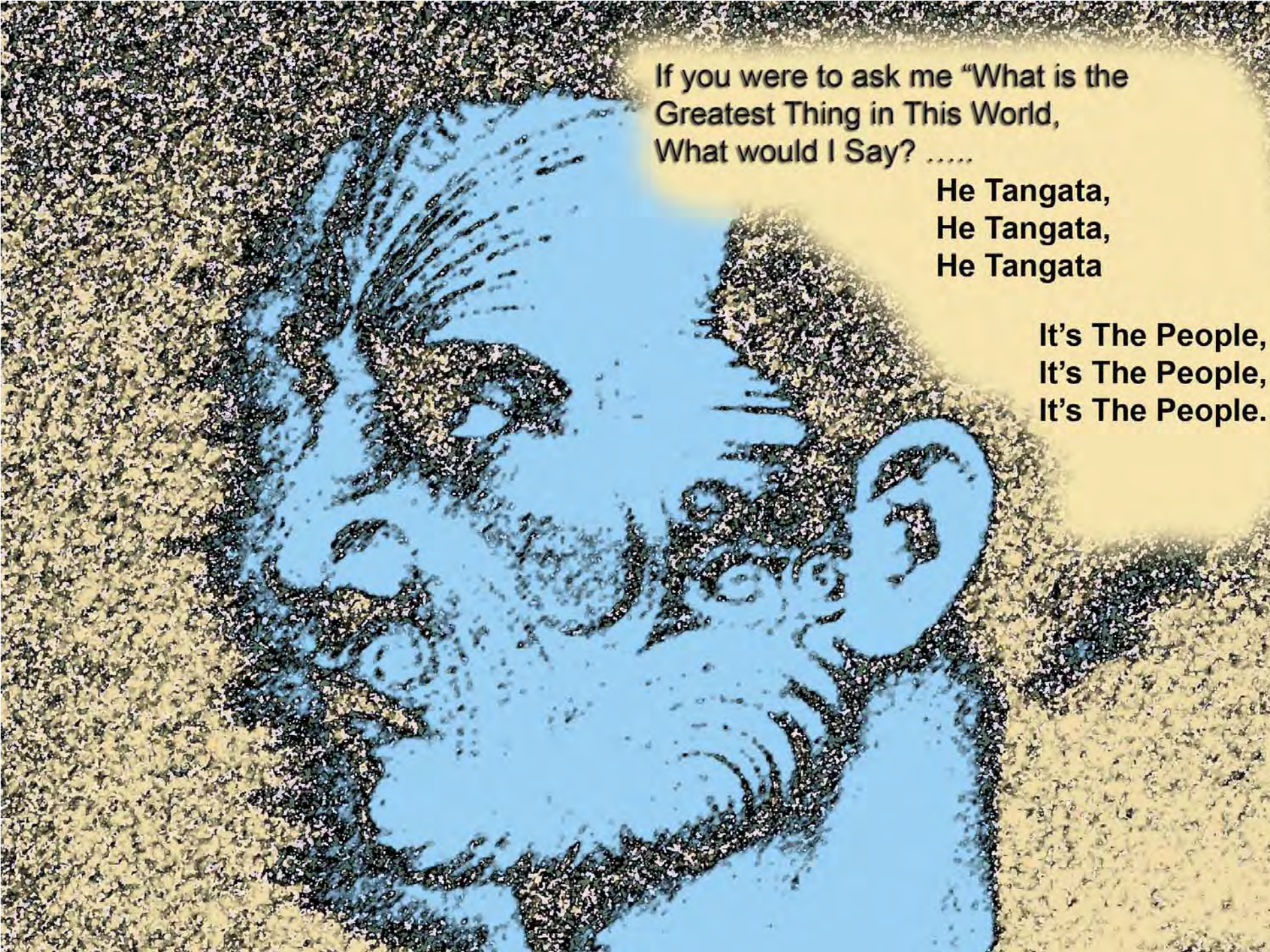




*Thanks, Dad  
For Everything*

**In Memoriam  
Fire Chief, Ralph Burden  
1915- 2000**





If you were to ask me "What is the  
Greatest Thing in This World,  
What would I Say? .....

**He Tangata,  
He Tangata,  
He Tangata**

**It's The People,  
It's The People,  
It's The People.**



