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May 1, 2020



MAY 1ST, 2020

Craving Community:
The Increments of Great
Neighborhoods

Brian O'Looney, A.I.A., LEED-AP



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JUNE 5, 2020

Tactical Urbanism: Response to Crises

Mike Lydon
Founding Principal
Street Plans



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Sarah Conley Odenkirk, Esq



Dr. Elizabeth Morton



**Cindy Zerger, AICP
ASLA**



Ian Lockwood PE

UPCOMING IN 2020

Public Art Lifecycle Series: 1 & 2

Shared Streets/Flush Streets:
Accessibility Considerations

Legacy Business Initiatives



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May 1, 2020

Contents

**The Components of Charming
Neighborhoods**
The Assets of Great Neighborhoods

Disruptions to Attachable Community Fabric
Monotony (Blank Walls)
Storage (Parking, Stormwater)

Contributory Increments
Parking
Buildings

Unique Incremental Types
Residential
Commercial

Incremental Urban Design and Planning
Cases and Examples



Georgetown, Washington, DC



Short North, Columbus, OH



San Francisco, CA (1957)

New London, Conn. State Street.
View from Railway Station.





Lincoln Park, Chicago, IL



Charleston, SC



Chicago, IL

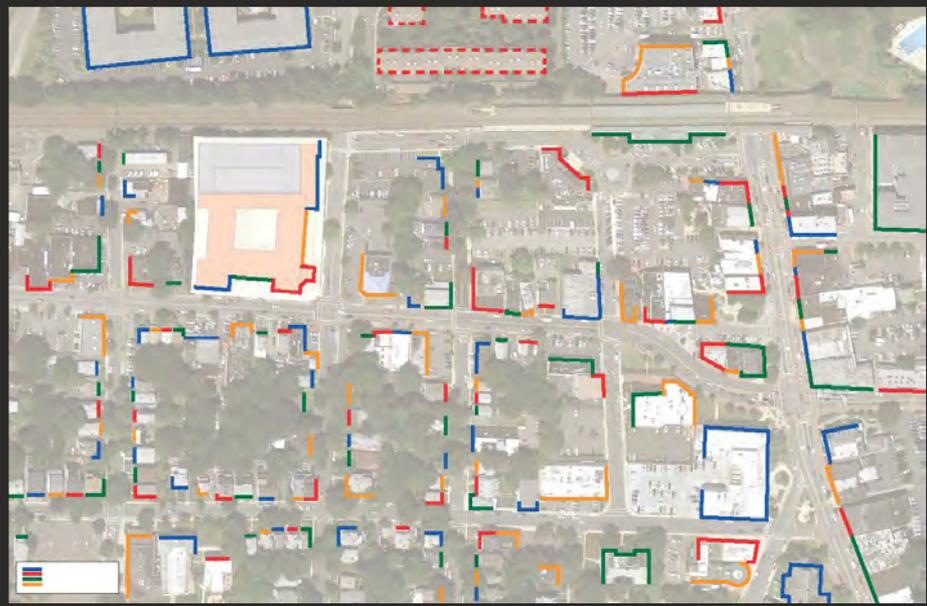


Charleston, SC

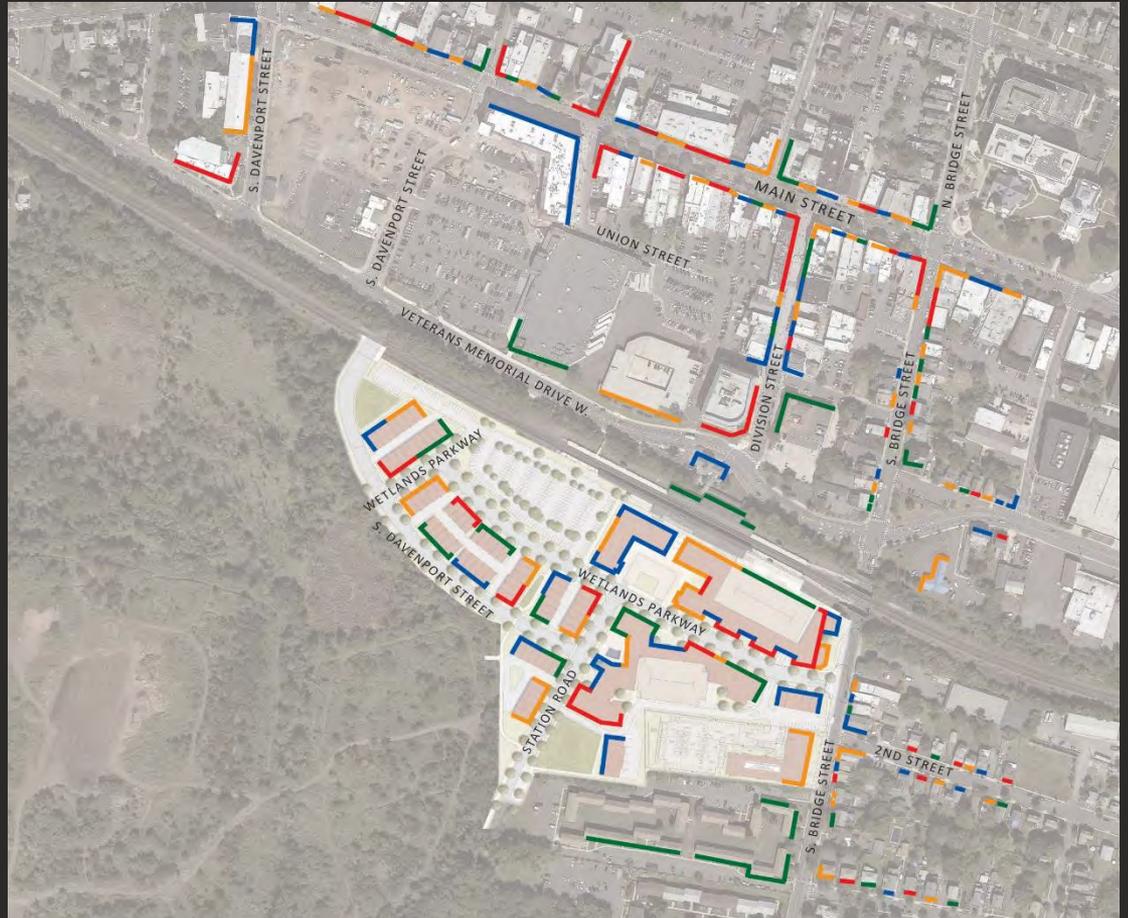


St. Petersburg, Russia

The architectural urban increments of charming, quaint communities. Increment is a reflection of type on the public realm.



South Orange, New Jersey



Somerville, New Jersey



Avalon Somerville Station, Somerville, New Jersey
One building type (Type V) – many identities.



What is community in a Post COVID-19 World?

Want-based and need-based shopping destination models. (per Yaromir Steiner)

Needs-based shopping model



Faster, commodity and vehicle-oriented– shopping carts.

Wants-based shopping model



Slower, pedestrian-oriented – shopping bags.

This was already trending before COVID-19, but now, as we crave community engagement, is accelerating.





OR

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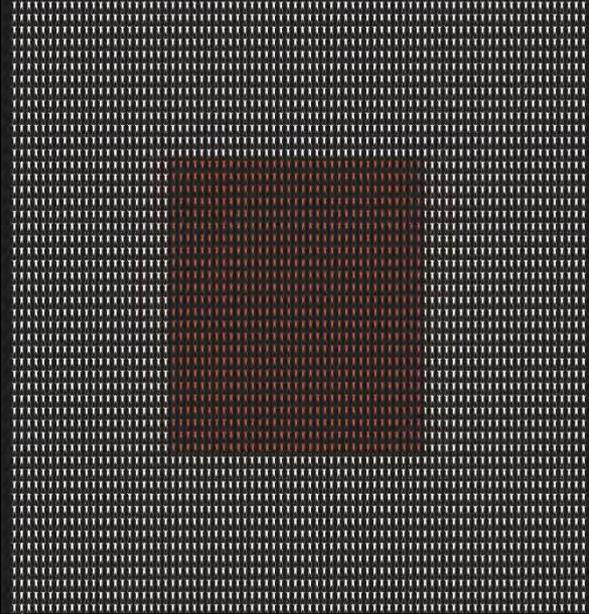
Shop these great stores in Washington, DC





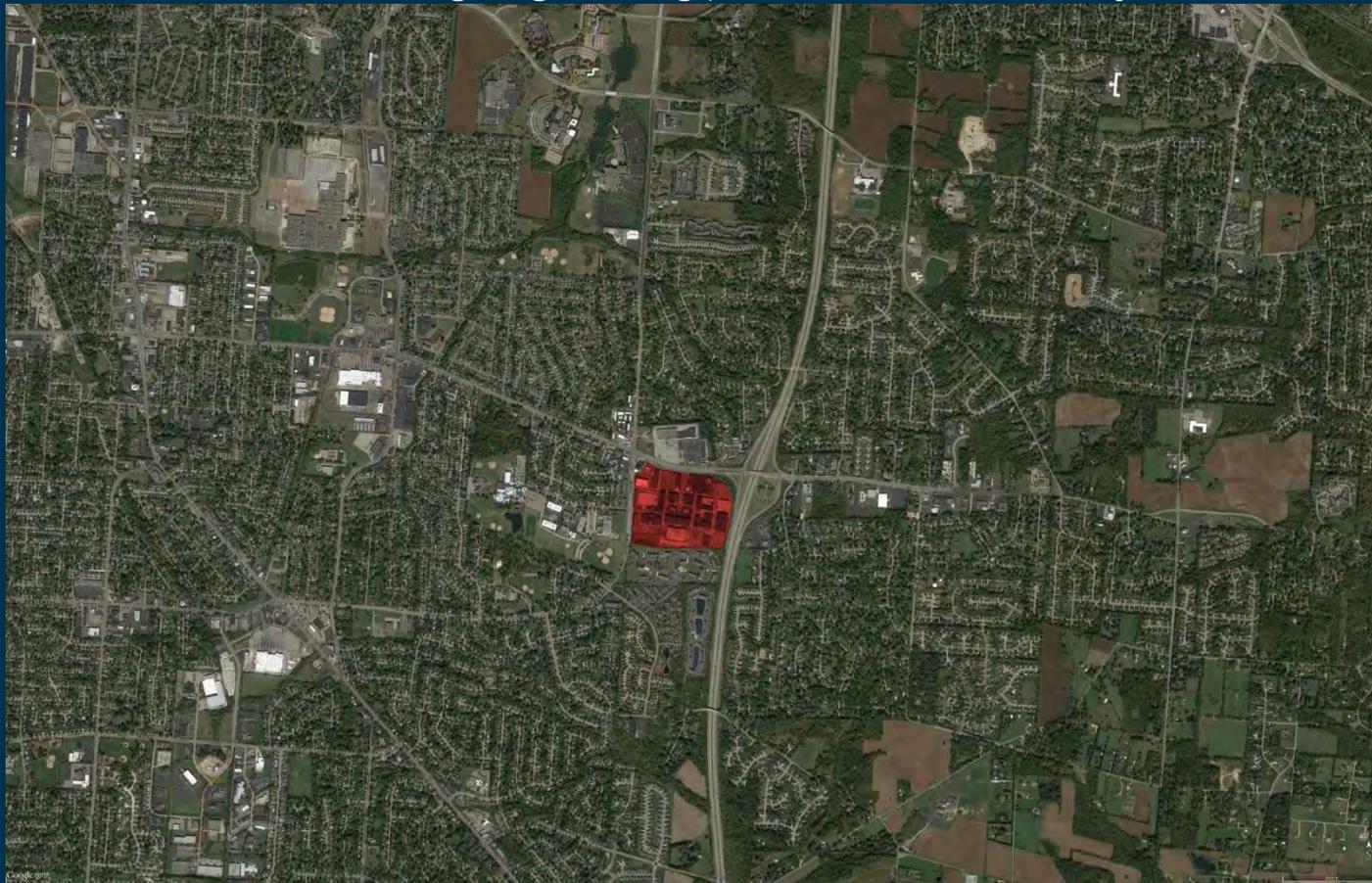
PEOPLE

 = 200 people

REGION	NEIGHBORHOOD	BLOCK	
  ↑ 900,000/180,000	 16,000	300 	50 du/ac
	 6,400	120 	20 du/ac
	 3,200	60 	10 du/ac
	 1,600	30 	5 du/ac
	 800	15 	2.5 du/ac

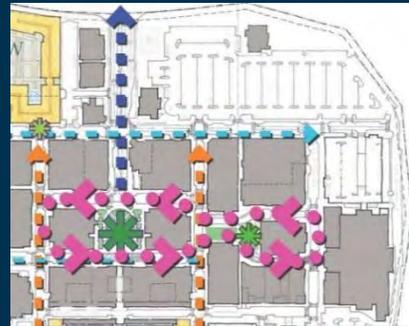


Want-based center serving as gathering place for the community





Bethesda Row 2004



The Greene 2005



Peninsula Town Center 2009



Liberty Town Center 2009

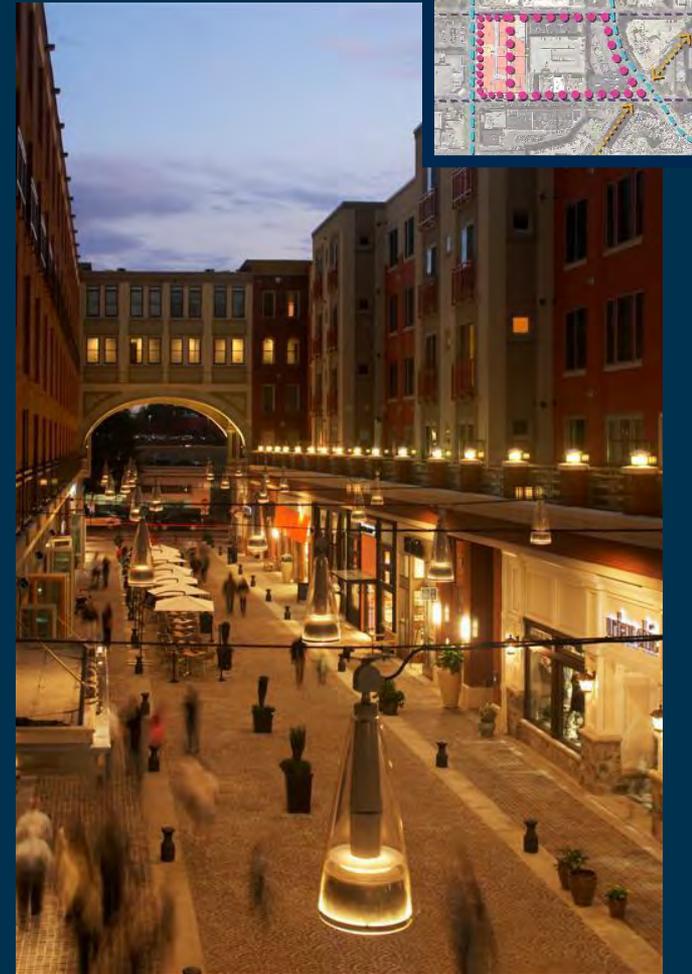
All attachable fragments of walkable urbanism.



Good Public Spaces are Designed for a variety of levels of occupancy



Bethesda Row, Bethesda, MD







Postcard analysis, Chesapeake and Ohio railroad towns within a 3-hour railroad trip to Cincinnati.



Recognizable Increments allows for participation, personal investment and ownership



Liberty Center, Butler County, OH



King Farm, Rockville, MD



Defensible Space – Oscar Newman; Pride and ownership – even by non-capital participants.



Monterey, CA



Increments of Neighborhood



A Compendium of Built Types for
Walkable and Vibrant Communities

FEATURING THE BUILT WORK OF

Torti Gallas and Partners
David Schwarz Architects
Moule Polyzoides
Allison Ramsey Architects
Anderson Kim
DPZ
Robert A. M. Stern Architects
Merrill, Pastor & Colgan Architects
WDOG Architecture
David B. Meleca Architects
Union Studio
Kinsey Vogt Architects
Lessard Design
AND OTHERS

ORO

A Compilation of Types that contribute to walkable urbanism

Single Family Houses
Townhouses
Stacked Residential Units
Multi-Family Residential
Commercial Buildings
Mixed-Use Buildings
Public Buildings
Mobility Types

Increments are types

They are symbiotic and reinforce one another; each increment has an influence on their community to a greater or lesser extent.

This is starting to be measurable; Supernormal; RCLCo Meyers Research, others

The architectural increments of charming, quaint communities.



TOWNHOUSES AND TERRACE HOMES



Urban townhouses and terraces are back, and they're making a big comeback. They're not just a trend; they're a lifestyle. They're a way to live in the city, to be close to the heart of the city, to be part of a community. They're a way to live in a city that's growing, that's changing, that's becoming a place where you want to live.

They're a way to live in a city that's growing, that's changing, that's becoming a place where you want to live. They're a way to live in a city that's growing, that's changing, that's becoming a place where you want to live.

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15th ST TOWNHOUSES

15th ST TOWNHOUSES
A row of three-story townhouses with light-colored facades and dark window frames, set against a blue sky with green trees.

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20th ST TOWNHOUSES

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FOR NEW TOWNHOUSES

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MIXED-USE BUILDINGS



Mixed-use buildings are a new way to live in the city. They're a way to live in a city that's growing, that's changing, that's becoming a place where you want to live. They're a way to live in a city that's growing, that's changing, that's becoming a place where you want to live.

Mixed-use buildings are a new way to live in the city. They're a way to live in a city that's growing, that's changing, that's becoming a place where you want to live. They're a way to live in a city that's growing, that's changing, that's becoming a place where you want to live.

15th ST MIXED-USE BUILDING

15th ST MIXED-USE BUILDING
A large, multi-story mixed-use building with a curved facade and many windows, set against a blue sky with green trees.

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A large, multi-story mixed-use building with a curved facade and many windows, set against a blue sky with green trees.

The architectural increments of charming, quaint communities.



Occupiable

Engagement



Active street frontages



Doors



Pedestrian-Oriented



Connectivity



Recognizable Increments allows for participation, personal investment and ownership whether by individual or company

Key attributes – urban incremental parking service at back, great place at front, maximize frontage activity

Disruptions and Barriers to Community



Barriers - Highways



Barriers – Blank Walls



House of the Soviets - Kaliningrad



Stamford Town Center, Stamford, CT



Constitution Plaza, Hartford, CT



Government Center - Albany, NY

Barriers – Overwhelming Imposed Institutional Monotony

Unfortunate 'Missing Middle' of Multi-family housing

Bayonne Box



Parking storage, unwelcoming wall, overscaled/underscaled architectural elements, awkward branding.

Barriers – Can be intrinsic/imbedded to a type – it is not just about adding two-plexes and four-plexes

For-Sale Housing



Income Products



Gas Station, Data Warehouse

Barriers The Nineteen (Plus 1) Types of Suburbia (per Christopher Leinberger)



Germantown, MD



Germantown, MD



SR520 Stormwater Pond, Bellevue, WA

Designed to be active 1 out of every 3652 days.

Barriers – Stormwater Ponds



Barriers – Stormwater Ponds – how they could be integrated better – Mawson Lakes, South Australia

Parking is a storage use



USE AND OCCUPANCY CLASSIFICATION

SECTION 311 STORAGE GROUP S

311.1 Storage Group S. Storage Group S occupancy includes, among others, the use of a building or structure, or a portion thereof, for storage that is not classified as a hazardous occupancy.

311.2 Moderate-hazard storage, Group S-1. Buildings occupied for storage uses that are not classified as Group S-2, including, but not limited to, storage of the following:

- Aerosols, Levels 2 and 3
- Aircraft hangar (storage and repair)
- Bags: cloth, burlap and paper
- Bamboo and rattan
- Baskets
- Belting: canvas and leather
- Books and paper in rolls or packs
- Boots and shoes
- Buttons, including cloth covered, pearl or bone
- Cardboard and cardboard boxes
- Clothing: woolen wearing apparel
- Cordage
- Dry boat storage (indoor)
- Furniture
- Furs
- Glues, masticage, pastes and size
- Grains
- Horns and combs, other than celluloid
- Leather
- Linooleum
- Lumber

Motor vehicle repair garages complying with the maximum allowable quantities of hazardous materials listed in Table 307.1(1) (see Section 406.6)

- Photo engravings
- Resilient flooring
- Silks
- Swaps
- Sugar
- Tires, bulk storage of
- Tobacco, cigars, cigarettes and stuff
- Upholstery and mattresses
- Wax candles

311.3 Low-hazard storage, Group S-2. Includes, among others, buildings used for the storage of noncombustible materials such as products on wood pallets or in paper cartons with or without single thickness divisions; or in paper wrappings. Such products are permitted to have a negligible amount of plastic film, such as knobs, handles or film wrapping. Group S-2 storage uses shall include, but not be limited to, storage of the following:

- Asbestos
- Beverages up to and including 16-percent alcohol in metal, glass or ceramic containers
- Cement in bags
- Chalk and crayons
- Dairy products in nonwaxed coated paper containers
- Dry cell batteries
- Electrical coils

3-47

USE AND OCCUPANCY CLASSIFICATION

- Electrical motors
- Empty cans
- Food products
- Foods in noncombustible containers
- Fresh fruits and vegetables in nonplastic trays or containers
- Frozen foods
- Glass
- Glass bottles, empty or filled with noncombustible liquids
- Gypsum board
- Inert pigments
- Ivory
- Meats
- Metal cabinets
- Metal desks with plastic tops and trim
- Metal parts
- Metals
- Mirrors
- Oil-filled and other types of distribution transformers
- Parking garages, open or enclosed
- Porcelain and pottery
- Stoves
- Tile and soapstones
- Washers and dryers

SECTION 312 UTILITY AND MISCELLANEOUS GROUP U

312.1 General. Buildings and structures of an accessory character and miscellaneous structures not classified in any specific occupancy shall be constructed, equipped and maintained to conform to the requirements of this code commensurate with the fire and life hazard incidental to their occupancy. Group U shall include, but not be limited to, the following:

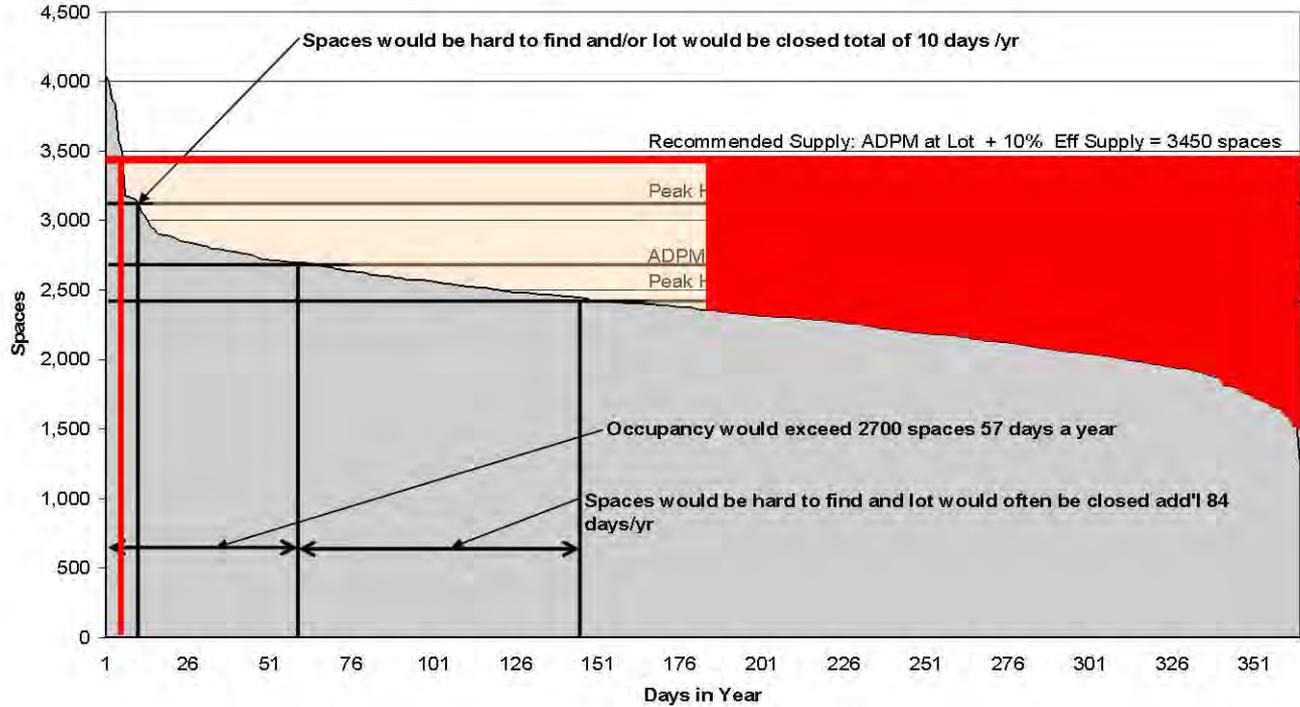
- Agricultural buildings
- Aircraft hangars, accessory to a one- or two-family residence (see Section 412.5)
- Barns
- Carports
- Fences more than 6 feet (1829 mm) high
- Grain silos, accessory to a residential occupancy
- Greenhouses
- Livestock shelters
- Private garages
- Retaining walls
- Sheds
- Stables
- Tanks
- Towers

3-48



The majority of parking facilities are intentionally oversized by 15-20% to allow for space searches

Peak Hour Parking Occupancy
In Descending Order



Different Uses have different times when they peak – basis of shared parking

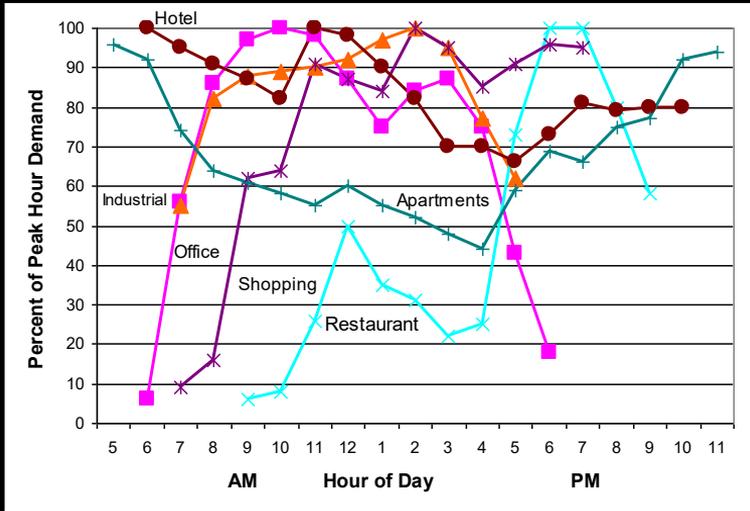
Physical form determined by PEAK LOADS



Randy McCourt, ITE Parking Generation Chair

Understanding Peak Loads.....that set parking minimums.

Hourly Peaks



Retail – Census Sales Data

Month	Restaurant	Grocery Store	Big Box Club
January	91%	95%	81%
February	92%	90%	80%
March	101%	99%	91%
April	99%	97%	91%
May	103%	103%	98%
June	102%	100%	100%
July	105%	103%	99%
August	106%	102%	102%
September	98%	99%	97%
October	102%	100%	103%
November	96%	101%	114%
December	104%	111%	147%

Hospitality – Occupancy Data

Month	Average Occupancy
January	61.2%
February	61.2%
March	65.0%
April	64.9%
May	66.5%
June	72.0%
July	72.1%
August	70.6%
September	66.5%
October	66.7%
November	58.7%
December	48.4%

Theaters – Ticket Sales

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	22%	18%	14%	19%	52%	71%	41%
February	16%	11%	10%	19%	48%	59%	34%
March	13%	14%	13%	13%	49%	67%	42%
April	13%	13%	12%	12%	45%	58%	37%
May	26%	15%	18%	14%	51%	71%	54%
June	26%	26%	29%	28%	65%	82%	65%
July	39%	36%	38%	36%	77%	92%	76%
August	27%	29%	26%	25%	61%	75%	62%
September	15%	10%	8%	8%	35%	51%	32%
October	11%	11%	9%	9%	42%	62%	38%
November	13%	14%	19%	21%	63%	78%	48%
December Pre-Holiday	15%	15%	16%	17%	48%	67%	45%
December Holiday	61%	68%	69%	71%	78%	100%	80%

Different Uses have different times when they peak – basis of shared parking

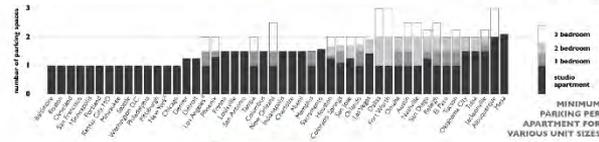
Physical form determined by PEAK LOADS



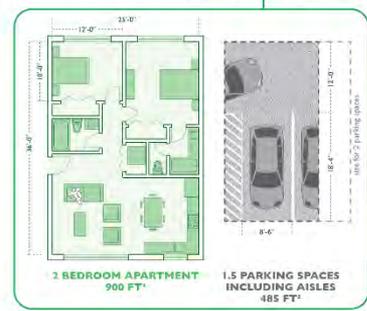
Randy McCourt, ITE Parking Generation Chair

LIVING VS PARKING SPACE

parking required by city governments across the United States



median requirement:
1.5 spaces = 2 bedroom apartment



Nearly every municipality in the United States requires a minimum amount of on-site parking with every residential development. The enormous cost of constructing this parking is hidden from buyers and renters alike because the cost is bundled into the price of each unit. Minimum parking requirements deprive residents of the full benefit of choosing other modes of transportation since they are compelled to pay for parking whether or not they use it. Often even people who cannot afford to buy a car are forced by city governments to have their own parking. All this parking also consumes an enormous amount of space. Depending on the efficiency of the layout, each space requires between 300 to 450 square feet when sales and ramps are included. Minimum parking requirements make sprawl inevitable rather than the result of market forces.

The graphs above show the requirements for major cities in the United States. Sometimes cities specify lower minimums in certain zones or allow penalties for reductions on a case by case basis. For each city, the standard requirement before exceptions or reductions is shown. In rare cases where there is not a uniform standard, the highest standard has been used.

Off-street parking requirements exist to alleviate overcrowding of parking on the street, but surely there is a better method to regulate that requires that a market mechanism for all people to pay for off-street parking.

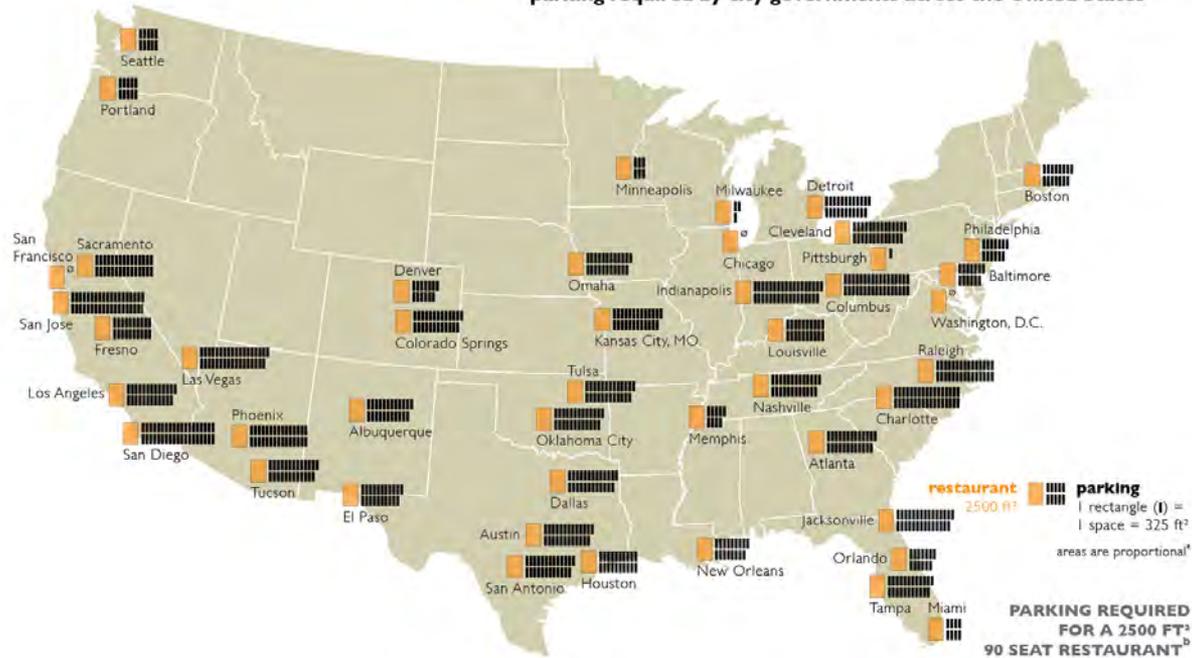
- 1. parking area is 11' x 22' 6" (includes 6" setbacks)
- 2. all other lines in blue (all other lines are exact code with 1/8" tolerance based on <http://www.parking-workshop.com/standards/>)
- 3. including 8' turn lane
- 4. based on "habitable rooms" assumes no. of bedrooms = living room/kitchen



DINING VS PARKING SPACE



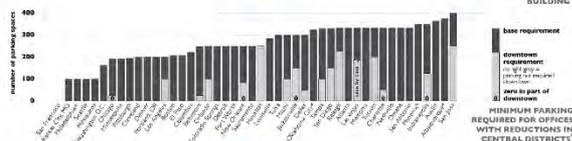
parking required by city governments across the United States



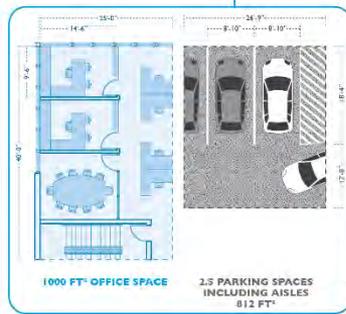
Slide courtesy of Seth Goodman

OFFICE VS PARKING SPACE

parking required by city governments across the United States



median requirement



Cities across the United States require a minimum amount of parking to be built with nearly every office building. Contrasting this parking is extremely expensive and often takes up more space than the building itself. Planned parking mandates increase the cost of being employees because they raise the cost of each square foot of office space. Businesses are unable to live on parking costs by encouraging employees to carpool, bike, walk, or drive to work. Employees are not offered parking solutions programs which reward workers who do not use parking with a portion of the savings.

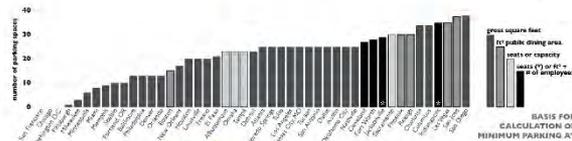
These graphs show the requirements for a typical office building in major cities across the United States. There is huge variation from city to city—ranging from zero to five hundred spaces for the same building. There seems to be little logic to these differences. (See El Paso vs. Albuquerque or Kansas City vs. Omaha) Which city is correct? Wouldn't it be better to let businesses decide instead?

Minimum parking requirements can lead to a massive over-supply of parking. The wastefulness hurts companies, bottom lines and the economy as a whole. Cities often make exceptions or reductions in special areas but why should offices have to be located downtown to choose to build more parking? People can carpool, walk, and bike to work and pedestrian infrastructure may be less developed in some places, it would be wonderful if more people demanded it. That demand is currently thwarted so long as cities deny their citizens from reaping the full benefits of making more logical choices.

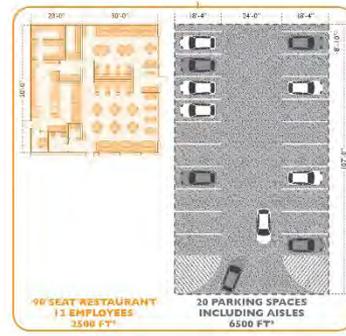
WORKSPACES 12.14.2013

DINING VS PARKING SPACE

parking required by city governments across the United States



median requirement



In order to build a new restaurant it is almost by law in the United States you must also build the minimum number of parking spaces required by local ordinance. Parking minimums deny businesses the ability to choose how to allocate their resources in a way that might better serve customers and generate revenue. Without parking mandates, restaurants might double the parking spots they are only used rarely and are not worth the cost of constructing and maintaining. These costs, along with the price of the real estate the parking occupies, are passed along to all customers equally, regardless of whether they arrived in separate vehicles, carpooled, or did not drive at all. The prices who use other modes of transit subsidize the needs of driving customers. Minimum parking requirements mandate that everyone shoulder the cost of sprawl with every purchase they make. Additionally, parking minimums reduce competition by artificially raising the cost of starting a new business.

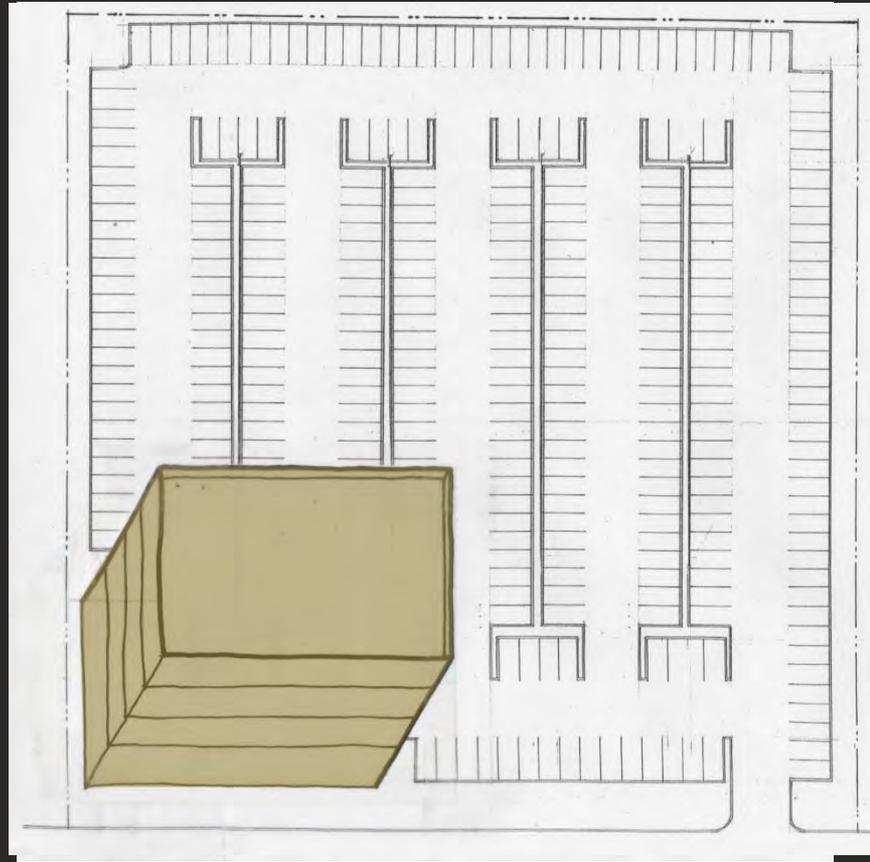
The graphs above show the requirements for major cities in the United States. While some cities specify lower minimums in certain areas or allow positions for reductions on a case by case basis, the mandated requirements below are exceptions or reductions in those rare cases where there is not a uniform standard, the highest standard has been used.

City-level parking requirements exist to allocate responsibility of parking on the streets, but perhaps cities should find ways to better manage their own property rather than forcing restaurants to build parking lots over twice the size of the building they accompany.

1. parking area exceeds space between 1000sq ft and 1500sq ft, minimum number of parking spaces is 100
2. minimum number of parking spaces is 100
3. 1000 sq ft of dining space and 1000 sq ft of bar and lounge space will require 100 parking spaces and 1000 sq ft of bar and lounge space will require 100 parking spaces
4. 1000 sq ft of dining space and 1000 sq ft of bar and lounge space will require 100 parking spaces and 1000 sq ft of bar and lounge space will require 100 parking spaces
5. 1000 sq ft of dining space and 1000 sq ft of bar and lounge space will require 100 parking spaces and 1000 sq ft of bar and lounge space will require 100 parking spaces
6. 1000 sq ft of dining space and 1000 sq ft of bar and lounge space will require 100 parking spaces and 1000 sq ft of bar and lounge space will require 100 parking spaces

Slide courtesy of Seth Goodman

- **What does 1 sq ft pkg/sq ft GLA mean?**





The results of conservative engineering assumptions and over-conservative requirements



If you put what you store in your closets into your living room, you'd be called a HOARDER!



Barriers – Parking as a Storage Use

Available land +/- 400 acres
translates to:

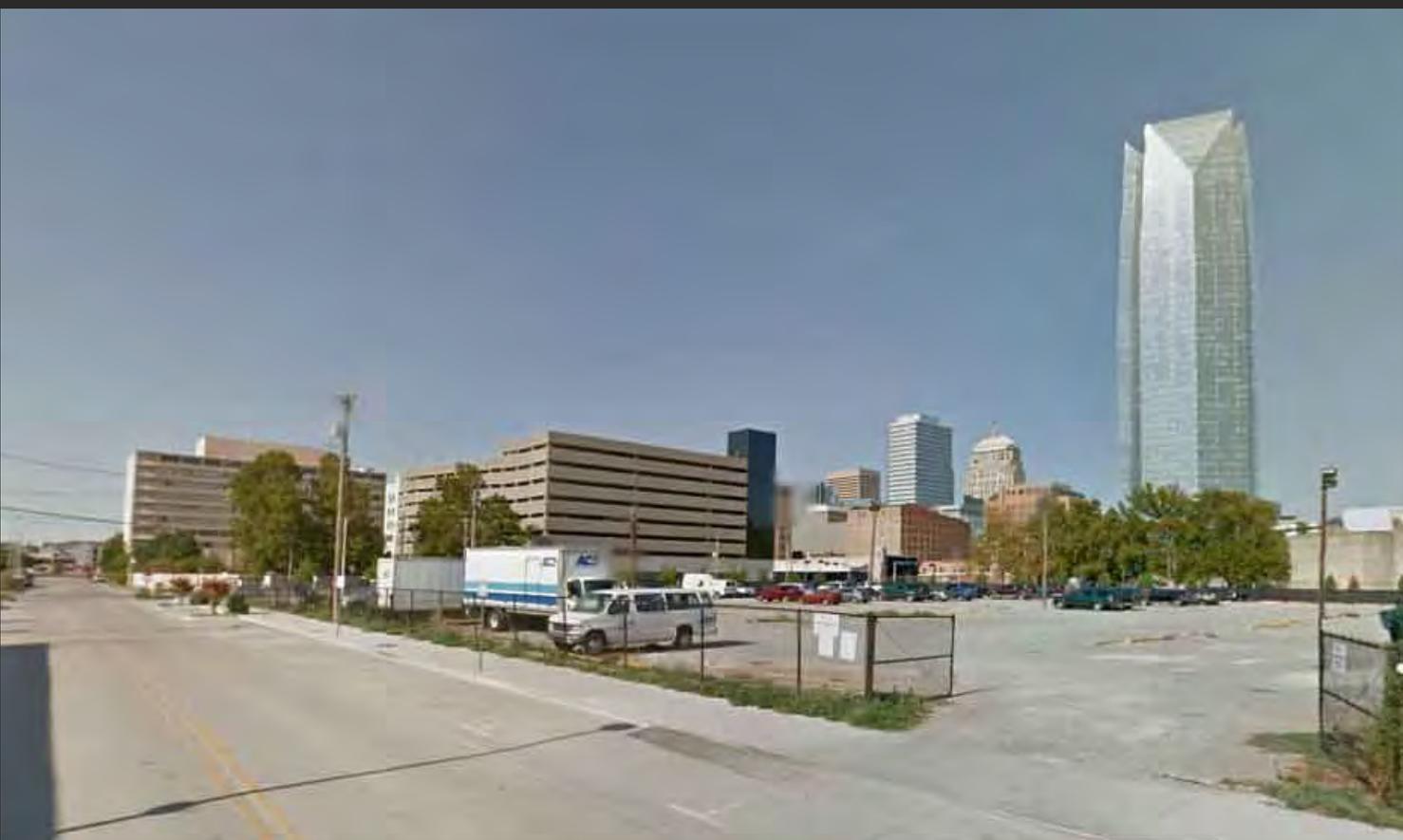
20,000 units at an avg of 50
units/acre (½ stick built res.// ½
townhouses/stacked units)
which supports :

40,000 residents
12 supermarkets
75 restaurants

What could be a far more
vibrant downtown.



“Downtown” Oklahoma City



“Downtown” Oklahoma City

Barriers – Parking as a Storage Use

Contributory Parking & Mobility Solutions

Type	T3						T4						T5						T6					
	1/4 A.C. Large Lot	Neighborhood LT	Small Lot	Duplex	Townhouse	Townhouse	Stacked Microhouse 2 over 2	Live/Work	Charleston 3 Unit	Maroon/Small Apt	Medium Apartment	Texas District	Mixed-Use Res./Retail	Office/Retail	Office/Retail (2 units w/in 10' Deck Lane)	Mid-Rise Apt/Hotel	High-Rise Res./Retail	High-Rise Office/Retail						
Lot Configuration																								
Image																								
Building Height	2-Story	2-Story	2-Story	2-Story	2-Story	3-Story	3 to 5 1/2-Story	3-Story	3-Story	2 to 2 1/2-Story	3-Story	4-Story	1 to 4-Story	2-Story	4-Story	6-Story	7-Story	7-Story						
Green Density	3 DU / A.C.	3 DU / A.C.	2.5 DU / A.C.	4.5 DU / A.C.	18.5 DU / A.C.	17 DU / A.C.	22 DU / A.C.	28 DU / A.C.	24 DU / A.C.	26 DU / A.C.	28 DU / A.C.	35 DU / A.C.	37,000 sq ft / A.C.	16,000 sq ft / A.C.	63,000 sq ft / A.C.	78 DU / A.C.	89 DU / A.C.	108,000 sq ft / A.C.						
Building Construction	Wood	Wood	Wood	Wood	Wood	Wood	Wood	Wood	Wood	Wood	Wood	Wood	Wood over Concrete	Concrete	Concrete	Precast Light Steel	Steel Frame/Concrete	Steel Frame/Concrete						
Construction Cost (2002)	\$135,000/DU, \$60-75/sqft	\$179,000/DU, \$60-75/sqft	\$145,000/DU, \$60-75/sqft	\$115,000/DU, \$60-75/sqft	\$115,000/DU, \$60-75/sqft	\$135,000/DU, \$60-80/sqft	\$80,000/DU, \$65-85/sqft	\$110,000/DU, \$65-85/sqft	\$110,000/DU, \$65-85/sqft	\$80,000/DU, \$65-85/sqft	\$75,000/DU, \$64-81/sqft	\$85,000/DU, \$77-92/sqft	\$105/sqft	\$110/sqft	\$112/sqft	\$115/sqft	\$135/sqft	\$141/sqft						
Parking Location																								
Parking Type	Driveway accessed Garage	Primary/Alley accessed Garage	Alley accessed Garage	Alley accessed Garage	Alley accessed Truck Under/Tandem	Surface Lot Truck Under	Mid-Block Surface Lot	Embedded 3 Level Parking Deck	Parking Decks	Freestanding Structure 3 Level Parking Deck	Freestanding Structure 4 Level Parking Deck	Garage with Decked 4 Level Parking Deck	Underground Garage Parking	Underground Parking										
Parking Layer	Not recommended	1st Layer	1st Layer	1st Layer	1st Layer	1st Layer	1st Layer	1st Layer	1st Layer	1st Layer	1st Layer w/liner	1st Layer w/liner	1st Layer w/liner	1st Layer w/liner	1st Layer w/liner	1st Layer w/liner	1st Layer w/liner	1st Layer w/liner						
Max. Plng. Spans (ft) (D.U.)	2 5/2, 5/800 of (1 D.U.)	2 5/2, 2/800 of (1 D.U.)	3 5/2, 1/700 of (1 D.U.)	2 5/2, 1/700 of (1 D.U.)	2 5/2, 1/700 of (1 D.U.)	2 5/2, 1/700 of (1 D.U.)	2 5/2, 1/100 of (1 D.U.)	2 5/2, 1/100 of (1 D.U.)	2 5/2, 2/100 of (1 D.U.)	2 5/2, 2/100 of (1 D.U.)	2 5/2, 2/100 of (1 D.U.)	2 5/2, 2/100 of (1 D.U.)	2 5/2, 2/100 of (1 D.U.)	2 5/2, 2/100 of (1 D.U.)	2 5/2, 2/100 of (1 D.U.)									
Cost per Space (2002)	\$1,000-\$15,000/space	\$1,000-\$15,000/space	\$1,000-\$15,000/space	\$1,000-\$15,000/space	\$1,000-\$15,000/space	\$1,000-\$15,000/space	\$6,000-\$11,000/space	\$6,000-\$11,000/space	\$6,000-\$11,000/space	\$6,000-\$11,000/space	\$6,000-\$11,000/space	\$10,000-\$15,000/space	\$10,000-\$15,000/space	\$10,000-\$15,000/space	\$10,000-\$15,000/space	\$10,000-\$15,000/space	\$10,000-\$15,000/space	\$10,000-\$15,000/space						
Minimum Block Size	3/4 A	1/2 A	1/2 A	1/2 A	1/2 A	1/2 A	7/8 A	1 A	1 A	1 A	1 A	1 A	1 A	1 A	1 A	1 A	1 A	1 A						

T3

Generally, surfaced parking
 - townhouses – alley loaded
 - Detached garages – alley or primary frontage loaded

Surface parking possible must be screened

Driveways may be from primary frontage

Surface Parking in 2nd or 3rd layer

T4

Structured parking
 - Wrapped garage
 - Integral townhouses – alley loaded
 - Detached garages – alley loaded

Surface parking possible as place holder

Garages in 3rd (4th) layer

Surface Parking in 2nd or 3rd layer

T5

Wrapped or decorated garage - possibly underground

Garage entries from secondary frontages

Wrapped garages in 3rd (4th) layer

Decorated garages must have ground floor retail

T6

Probably underground – possibly decorated garage
 - Possible parking machines

Garage entries from secondary frontages

Decorated garages must have ground floor retail

Types and Costs of Off-Street Parking

Surface - Asphalt:
\$3,000 - \$5,000 / space



Wrapped garage
\$15,000 – 20,000 space
(assumes precast)



Stackers
\$10,000 to \$15,000 space



Surface - Pavers:
\$10,000 / space



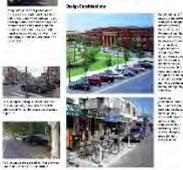
Exposed and decorated garage
\$19,000 – \$30,000 space



Underground garage
\$25,000 to \$45,000 space



ON-STREET PARKING



On-street parking is a common and often necessary solution in urban environments. It provides immediate access to services and businesses, but it also presents challenges such as limited space and potential for traffic congestion. Effective on-street parking designs consider factors like curb management, signage, and the integration of green spaces to enhance the urban experience.

ALLEY-STACKED GARAGE/BIKE



Alley-Stacked Garage/Bike structures utilize the rear or side of a building to provide parking. This design is particularly useful in dense urban areas where frontage is at a premium. It allows for the integration of parking with the building's structure, maintaining a clean and active street frontage.

STREET FRONT PARKING



Street Front Parking is a design that places the parking area directly adjacent to the street. This approach can be highly effective in promoting street-level activity and visibility. However, it requires careful design to ensure that the parking area does not obstruct the view of the building or create safety hazards for pedestrians and cyclists.

SCREENED PARKING LOT



Screened Parking Lots use landscaping, trees, and other natural elements to create a more pleasant and private parking environment. This design is ideal for residential or office buildings where a more serene and secure parking area is desired. It also helps to reduce noise and improve air quality.

STACKED BIKER GARAGE



Stacked Biker Garages are designed to provide secure and convenient storage for bicycles. They are often integrated into the building's structure, such as in a rear alley or a dedicated bike room. This design is particularly beneficial for urban areas with high concentrations of cyclists.

COMPACT SPEED RAMP GARAGE



Compact Speed Ramp Garages are designed to maximize space efficiency by using ramps to stack vehicles vertically. This design is well-suited for high-density urban environments where traditional parking spaces are scarce. It provides a secure and accessible parking solution for cars and SUVs.

STACKED PARKING TOWER



Stacked Parking Towers are vertical structures that provide multiple levels of parking. They are a highly efficient use of space, allowing for a large number of parking spots in a relatively small footprint. These towers are often integrated with other building functions, such as offices or retail.

DOUBLE-LEVEL PARKING GARAGE



Double-Level Parking Garages provide an additional level of parking space, often utilizing the building's structure or a dedicated parking structure. This design is a practical way to increase parking capacity in urban areas without the need for large, sprawling lots.

ELEVATOR GARAGE PARKING



Elevator Garage Parking structures use elevators to provide access to parking levels that are not directly adjacent to the street. This design is particularly useful for multi-story buildings where a dedicated parking structure is integrated into the building's core.

Just like there are bad missing middle types, there are good parking solutions that promote community – on-street alleys, screened lots, stacked lots, stackers, elevator garages

Decent Parking Solutions – service at back, great place at front, maximize frontage activity

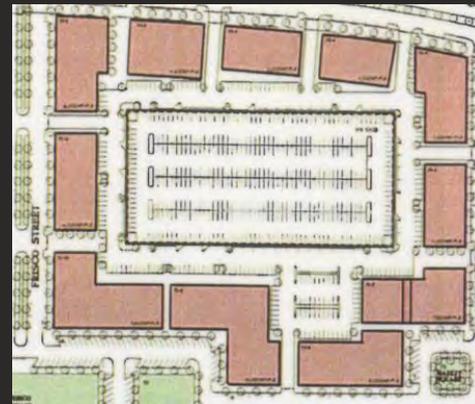
When we try to make suburban places walkable:



1 story res./mixed use block at BALDWIN PARK
320' x 750'



2 story comm. block at SOUTHLAKE
420' x 420'



4 story commercial block at FRISCO SQUARE
520' x 870'



4 story residential block at MONUMENT PLACE
250' x 220'



4.5 story. block at CONGRESSIONAL
380' x 200'



4.5 story. block at MIRIMAR



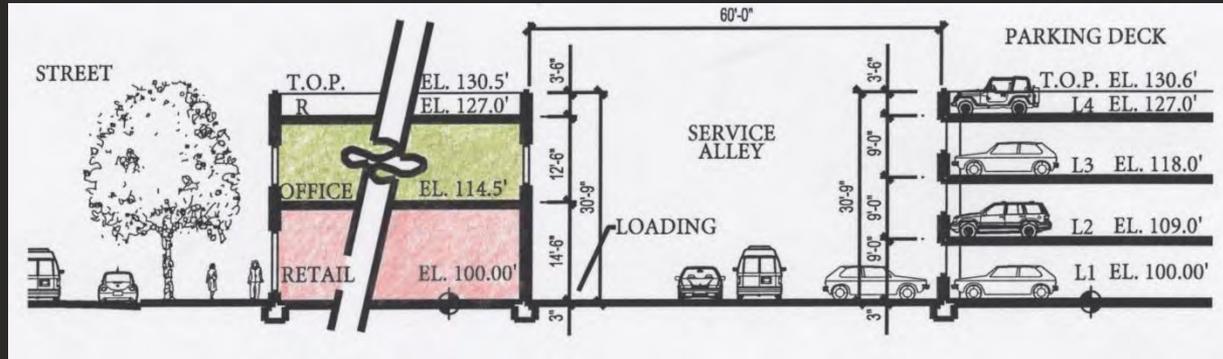
Direct relationship between Building type size w/parking load and block sizes – lessons learned from Fort Worth – 200' x 200'

BLOCK SIZES

BALDWIN PARK - Torti Gallas; Rest - David M. Schwarz/Architectural Services

Decent Parking Solutions – Enclosing the block parking load

While parking is a land hog horizontally, it is quite efficient vertically:



Vertically, cars can be stored efficiently

GENERIC PARKING DIAGRAMS



Decks are expensive - Don't build until necessary - critical mass - start w/attachable urban fragment

SOUTHLAKE TWN SQ, Southlake, TX

David M. Schwarz/Architectural Services, Inc.

Decent Parking Solutions



Decks are expensive - Don't build until necessary – critical mass - start w/attachable urban fragment

SOUTHLAKE TWN SQ, Southlake, TX

David M. Schwarz/Architectural Services, Inc.

Decent Parking Solutions

Costs per a unit of housing:



Bath - \$5,000-\$7,000



Kitchen - \$12,000-\$17,000

2 Spaces of Required Underground Parking- \$50,000-\$110,000



Off Street Parking/Traffic

Off street parking shall be required in all districts. Temporary parking may be permitted in street right-of-way; however, such parking shall be in addition to the minimum requirements of this section. When the parking standards in this Article are not sufficient in determining the required spaced for a specific land use, the most recent publication of the American Planning Association's "Off-Street Parking Requirements" may be used.

A. Residential Districts:

R-1 - 2 spaces per dwelling unit

R-2 - 1.5 spaces per unit for one bedroom
2 spaces per unit for two bedrooms 2.5
spaces per unit for three bedrooms and
over

MD - 1.5 spaces per unit for one bedroom
2 spaces per unit for two bedrooms 2.5
spaces per unit for three bedrooms and
over

HD - 1.5 spaces per unit for one bedroom 2
spaces per unit for two bedrooms 2.5
spaces per unit for three bedrooms and
over

B. Office Buildings: One space for each 200
square feet of gross floor area in the build-
ing.

C. Medical or Dental Clinics and Offices:
Four spaces for each doctor engaged at the
clinic or office, plus one space for each two
employees.

D. Schools: Elementary and middle schools,
one space for each two employees, plus
one space for each classroom; high schools
and colleges, one space for each ten stu-
dents based on design capacity of the
school, plus one space for each two em-
ployees.

Santa Rosa, FL Zoning Code

Same Type, Different Densities – because of mobility solution

Type 5A

Surface Parked



30 units/acre

Type 5A

Structure Parked



55 units/acre

Type 5A

Transit Served



Up to 80 units/acre



Building Increments of Neighborhood



Sidestair Houses



Typically Alley Loaded



Center Stair Colonial



Cape Cod



Coach



Katrina

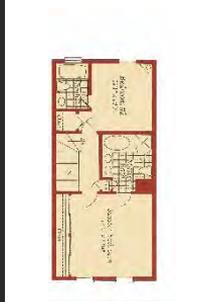
Matters of Type – Single Family

Distinctions in Townhouses

14'



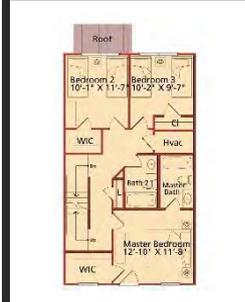
16'



18'



20'

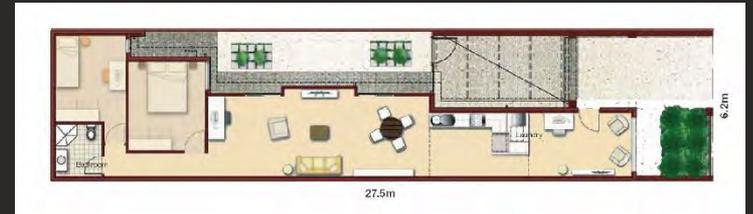


25'



27' and wider

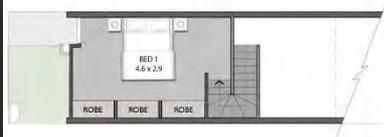




Matters of Type – Rowhouses



Lightsview, Adelaide – 3.8m x 27.5m, 105 m² lot,
\$290,000 H + L



The missing middle of Multi-family housing.... "Charlestons"



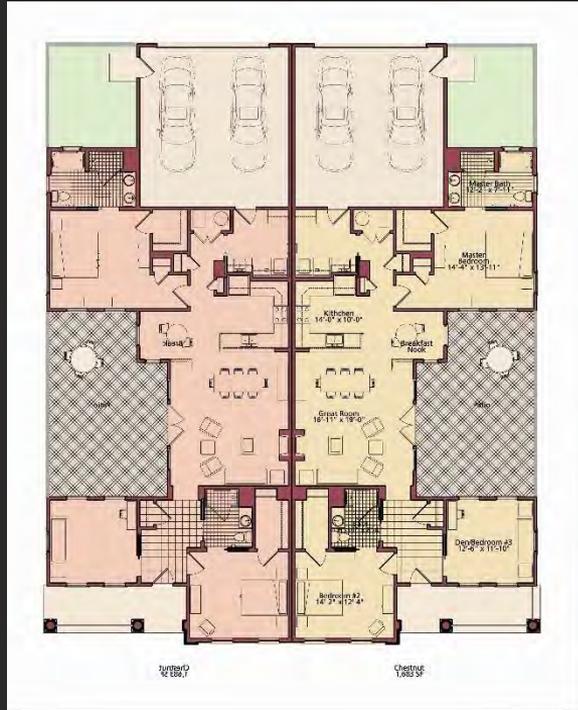
The missing middle of Multi-family housing..... – 2 over 2's



The missing middle of Multi-family housing.... "Manor Houses"



The missing middle of Multi-family housing..... – Courtyard Duplexes



The missing middle of Multi-family housing..... – English Basements

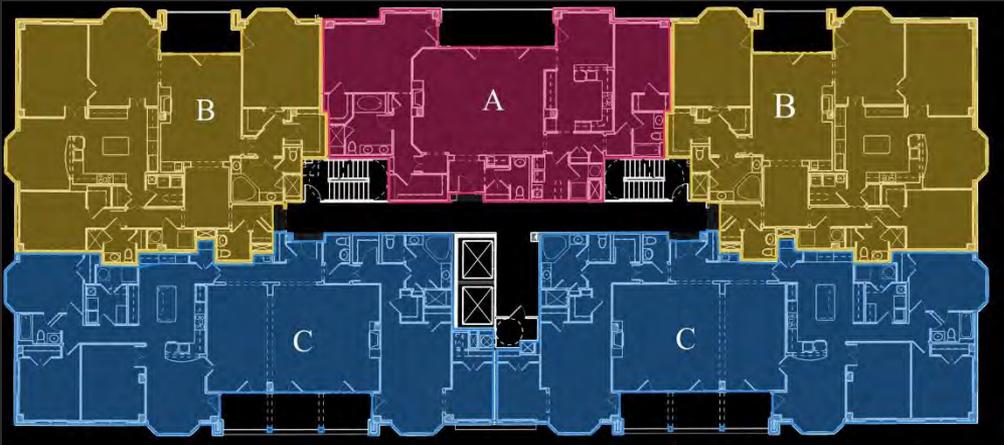


Robert Orr



Brian Kent Jones

The missing middle of Multi-family housing..... – Stacked Ranches





Meeting the Market

Value – Understanding the Economics of Housing *The Naked Cost*

IRC – 3 Stories

San Diego, CA



\$95/SF



IBC Type V – 55'

Dayton, OH



\$135/SF



Type III – 8 stories, 85'

Washington, DC



\$155/SF



Type IB – 12 stories, 120'

Denver, CO



\$165/SF



Type IA - unlimited

Austin, TX



\$190/SF



Type IA - unlimited

Arlington, VA



\$250/SF





Type IIIA Podium Building under construction



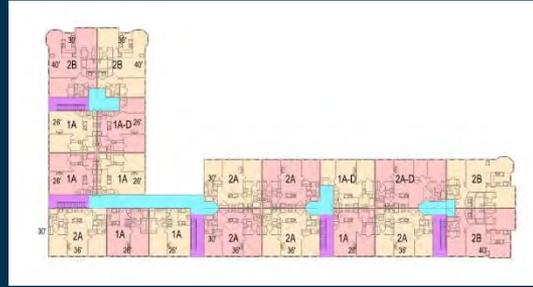
Earlier Type I Concrete Zoning Max-out scheme



Type IIIA Podium Building under construction

Matters of Type – Multifamily Types –

Building Types of Multifamily Housing – Walk-up



Building Types of Multifamily Housing – Corridor Type 5A



Building Types of Multifamily Housing – Texas Donut



Building Types of Multifamily Housing – 5A podium

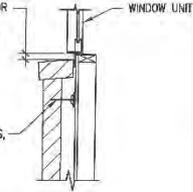


Understanding 3A podium construction

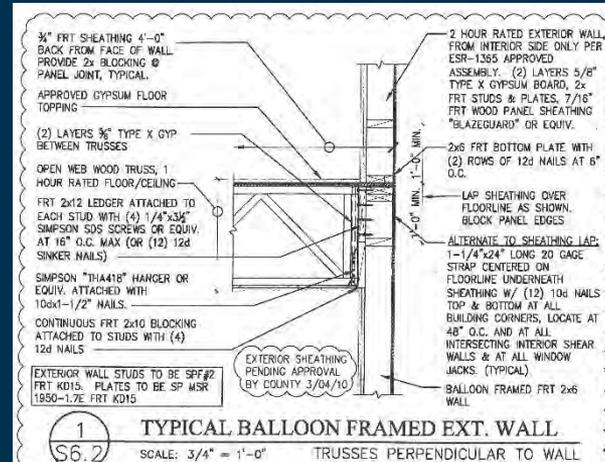


GAP SCHEDULE	
3/4"	@ 4TH FL.
5/8"	@ 3RD FL.
1/2"	@ 2ND FL.
3/8"	@ 1ST FL.

SEE GAP SCHEDULE FOR GAP BETWEEN WINDOW BASE AND BRICK SILL



BRICK VENEER WINDOW SILL DETAIL



Building Types of Multifamily Housing – Type 1



Other High-Rise Type 1 on our boards right now

Unique Types for Placemaking



Matters of Type – Lighter on the land walkable retail types (bar joist vs other types)



Unique Types for Placemaking – Live Work units



Unique Types for Placemaking – Townhouse over Wood Retail



Unique Types for Placemaking – Townhouse over Wood Retail



Unique Types for Placemaking – Townhouse over Wood Retail



Unique Types for Placemaking - Flex type - Not committing to retail/commercial



Unique Types for Placemaking – Wood Commercial



Unique Types for Placemaking – Wrap/Liner Types

Georgetown "Social" Safeway, DC



Fairfax, VA



Philadelphia, PA



Tysons West Wal-Mart, Tysons Corner, VA

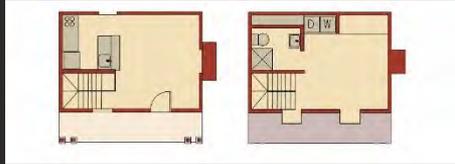
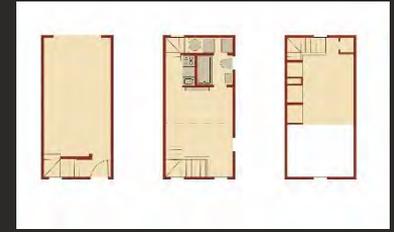


DC USA, Columbia Heights, DC



Upper Floor Large-Format Retail (Smaller retailers at Ground Floor)

Incremental Urban Design and Planning



Incremental Thinking – Design Process – Cotton District, Starkville, MS

BUILDING PLANS



CONCEPT FOR PARKING

The carriage house units are two story townhome units with two story garage for each unit. They range in plan to provide a number of interesting parking options. The carriage house buildings were only an infill on the site only on longer streets.




SERIAL #1175 - CATEGORY #2

PLANS MIXING A VARIETY OF HOUSING TYPES



CONCEPT FOR PARKING

The three story units of attached housing are designed as perimeter parking on the site. They look up to the parking deck and the perimeter of the site. The units are built on green areas on the site. The units are built on the site area. The units are built on the site area.




SERIAL #1175 - CATEGORY #2

BUILDING PLANS



CONCEPT FOR PARKING



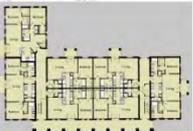


SERIAL #1175 - CATEGORY #2

PLANS MIXING A VARIETY OF HOUSING TYPES



CONCEPT FOR PARKING



NEW SOUTH VILLAGE NEIGHBORHOOD AT CELEBRATION





Typological Design

DUPLEX OVER FLAT (TRI-PLEX) BUILDINGS



Source: Peter D. Jensen/Three Cities Partners. Courtesy: Architecture Today/© Thomas H. Hardy, Clark, White, Smith and Associates, Inc.

Case Study
 Location: Fairfax, VA
 Type: Duplex
 Program: Affordable Housing
 Budget: \$10M
 Construction Start: 2010
 Completion: 2012

Design Objectives
 Provide high-quality, affordable housing in a walkable neighborhood.
 Create a sense of community and social interaction.
 Incorporate sustainable design practices.

Mixed Opportunity

Aerial Photo

Relative Scale

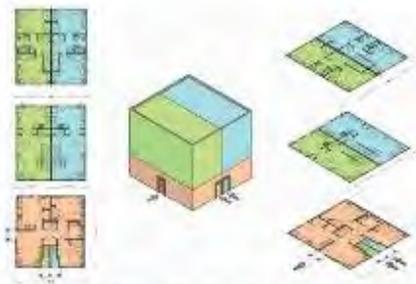
Plans

Structure During Construction

Design Considerations



Plans



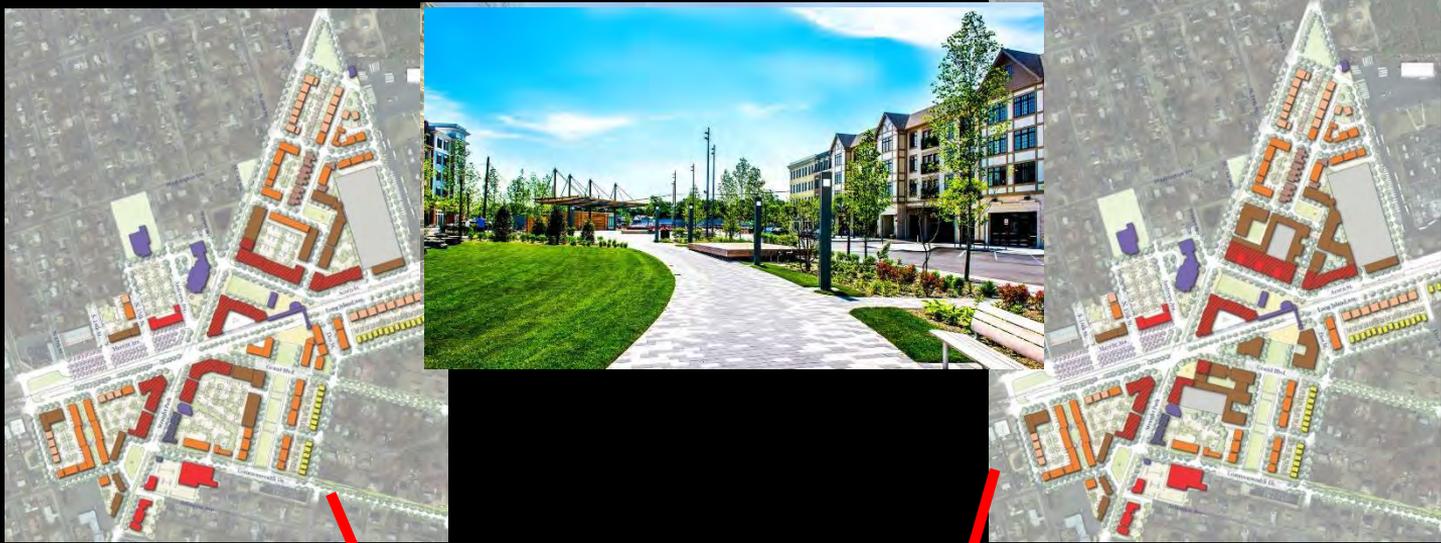
The 3D and cross-section of the design for the duplex building.

Incremental Thinking – Design Process – George Mason Housing, Fairfax, VA

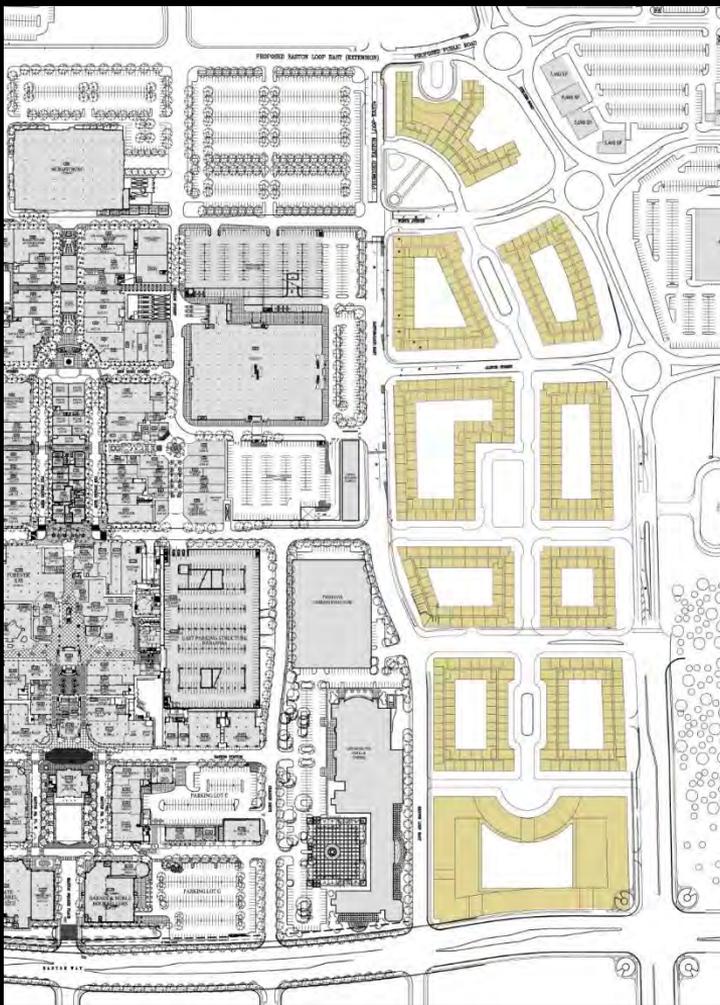


Incremental Thinking – Del Mar Station, Pasadena, CA – different types assembled together makes a hybrid court district

Wyandanch, New York: Planned for no Type₁ construction and two alternates for density levels to accelerate implementation/construction



T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	T7 SPECIAL DISTRICTS
\$55/SF	\$70/SF	\$85/SF	\$118/SF	\$175/SF		



An Example.

What we are looking at in another jurisdiction to protect the retail engine.

2000 units. Maxes out 4 story zoning envelope with cost-effective wood construction 5A building type.

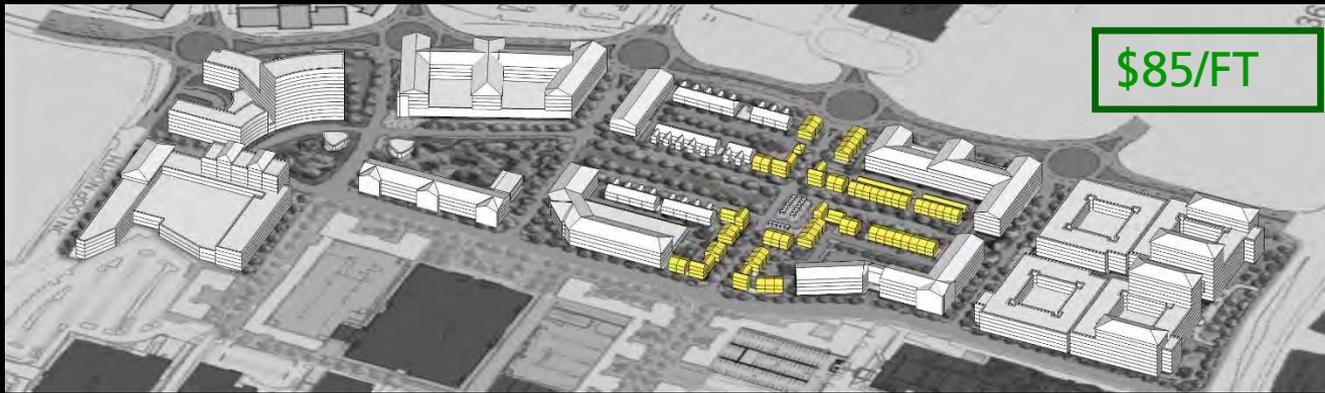




Typological Overlay: 5A Wood Apartment Buildings



*PLEASE NOTE: Costs on this and following slides are for relative comparison purposes ONLY. Actual Market Values vary



Typological Overlay: Townhouses, Stacked Flats, English Basements and/or 2 over 2's



*PLEASE NOTE: Costs on this and following slides are for relative comparison purposes ONLY. Actual Market Values vary



Typological Overlay: 3 unit/3 Garage "Charleston"



*PLEASE NOTE: Costs on this and following slides are for relative comparison purposes ONLY. Actual Market Values vary



Typological Overlay: Walk-up, Parking Podium



*PLEASE NOTE: Costs on this and following slides are for relative comparison purposes ONLY. Actual Market Values vary



Typological Overlay: Podium/Donut



*PLEASE NOTE: Costs on this and following slides are for relative comparison purposes ONLY. Actual Market Values vary



Typological Overlay: Type 1 buildings



*PLEASE NOTE: Costs on this and following slides are for relative comparison purposes ONLY. Actual Market Values vary



Phase 1



Full Build-Out

Meeting The Program – Phase 1 Sells the full vision –





Construction Cost



Sales/Rental Price Point



Profit Spread – the most in the first phase

Phase 1 building profit spreads pays for initial infrastructure costs....



Increments of Neighborhood



A Compendium of Built Types for
Walkable and Vibrant Communities

FEATURING THE BUILT WORK OF
Torti Gallas and Partners
David Schwarz Architects
Moule Polyzoides
Allison Ramsey Architects
Anderson Kim
DPZ
Robert A. M. Stern Architects
Merrill, Pastor & Colgan Architects
WDC Architecture
David B. Meleca Architects
Union Studio
Kinsey Vogt Architects
Lessard Design
AND OTHERS

ORO

Increments of Neighborhood: A Compilation of Types for walkable urbanism

Brian O'Looney with
Alex Dickson
Payton Chung
Kelly Mangold
Nat Bottigheimer

Published by ORO. Available on
Amazon

Architects of Community: Torti Gallas + Partners Published and Available from Vendome

Brian O'Looney can be reached at
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ARCHITECTS OF COMMUNITY

TORTI GALLAS + PARTNERS

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