THE NEW WALKABLE (and amenity rich) SUBURBS
A (very) Brief History of Late 20th Century America
Market for Urban Living Is Still Catching Up

(Pent Up Demand = Price Pressures)
BUT, the “Rent” is TOO DAMN HIGH....
What to these places have in common?

Walkability + Mobility + Mix of Uses

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Access To Amenities & Opportunity
The Market Demands Walkable Urbanism

- $11/sf premium **PER WALK SCORE POINT***
- 2.5 **TIMES** as valuable as drivable suburban
- **Increased Market Share** vs Driveable Suburban

* For Each Point Increase in Walk Score Over 70
YOU WANT THIS STUFF! (really, you do)

• 2.5% of the land = Nearly Half Regional GRP

• Correlation b/w Walkable & Social Equity

Access To Amenities & Opportunity
HOW DO WE DO IT?
Community Driven, Transformative Redevelopment

Crowdsourcing Triple Bottom Line Development
Renaissance Downtowns

The Branded Leader in Holistic and Comprehensive Revitalization

3 Pipeline Municipalities Slated for 2017 Rollout
2016-2017
SHOVELS IN THE GROUND!
Glen Cove, NY

$1.5 Billion Project Under Development (PIF)

1,100+ Residential Units – 75,000 SF Additional Mixed Use
Hempstead, NY

127 DAYS!!

$2.5 Billion Project Under Development

3,500 Residential Units – 2.2 Million SF Additional Mixed Use
Nashua, NH

$500 Million Project Under Development

Residential, Retail, Office, Hotel, Restaurants
Huntington, NY

$1 Billion Project Under Development

Residential, Retail, Office, Hotel, Restaurants
$5 Billion Project Under Development

New Rochelle, NY

96 DAYS!!!

6,300+ Residential Units – 5 Million SF Additional Mixed Use
110 DAYS!!!

$1.5 Billion Project Fully Approved Construction to Commence in Spring 2018

2,200+ Residential Units – 500,000 SF Additional Mixed Use
2017 Municipal Pipeline

3 Master Developer Designations Expected

Soon to be Announced
Total development pipeline

23 Million SF Overall

14,000 Residential Units

9 Million SF Additional Mixed Use
Why Downtown Redevelopment?
National trends

80 Million Millennials
78 Million Boomers

3 YEARS AGO:

30% demand
2% supply

TODAY: DEMAND OVER 50%

60% of 18-34 year olds still ‘live with their parents’
Driverless Cars and Carless People

Driving is down 29% among 18-34 year olds over the past 10 years.

The automobile could become an endangered species even with the advent of driverless cars.
Housing Preferences Are Shifting...

The Dream of A White Pickett Fence is No Longer the Reality...

Rental Stock Growing at Nearly 1% per Annum

RESULTING IN

Approximately 1 Million Rental Units per Annum Added to Inventory

Source: US Census Bureau 2010-2015
...And Here’s Why

Student debt approaching $1.5 Trillion

HAS EXCEEDED

Credit card debt
Why Suburban Downtown Redevelopment?

• U.S. Urban Population to DOUBLE (150M to 300M) by 2050

• Two-Thirds of This Demand to be met by Urban Nodes in Suburbia (UNiS)

• WHY IN THE SUBURBS?
  • Spatial Constraints
  • Pricing Constraints
  • Preferences

URBAN NODES IN SUBURBIA (UNiS)
Raise Your Hand if You’ve Bumped into UNiS Lately

Urban Nodes in Suburbia
Social, Environmental And Economic Benefits Of Pedestrian Friendly Walkable Communities

Triple Bottom Line Responsible Development
Social and Environmental Benefits Of Pedestrian Friendly Walkable Communities

**Social Benefits**

- Increased Access to Jobs and Services
- Promotes Active Lifestyles
- Greater Social Capital
- Enhanced Quality of Life
- Reduced Travel Times

**Environmental Benefits**

- Walkability Results in Reduced Carbon Footprint
- Open Space Preservation
- Reduced Pollution
- Promotes Efficient Energy Use
- All in Less 2.5% of our Overall Land Mass
WalkUP Wake-Up Call

"Walkable urban places contain most of the region’s real estate asset value (53%) and produce 45% of the region’s economic GRP....in 2.5% of the land"

Source: LOCUS
Our Toolbox

- Grading Municipalities
- RFQ vs RFP
- Crowdsourced Placemaking (CSPM)
- Public Private Partnerships (PPP)
- Unified Development Approach (UDA)
- Form Based Zoning Code (FBC)
1. Located Near Transit %

2. Municipality Owned/Controlled Land %

3. Political Will %
RFQ vs RFP: Process Before Plan

Removes Specificity
(P3) Public Private Partnerships
Partner with Municipality

Partner with Private Property Owners

Partner with Key Community Stakeholders

Partner with Transit Agencies
Crowdsourced Placemaking (CSPM)
Form Based Code (FBC)

**Private Frontage**
- **Active Edge Required - Door Distance:** 50' max
- **Allowed Frontage Edging Elements:**
  - ED1, ED2, ED4, ED5
- **Glazing Requirement:**
  (a) A minimum of 65% of the street-level, street-facing building area located between 3' & 10' above the sidewalk shall provide clear, non-reflective glass.

**Function of the Build-to-Zone (BTZ):**
- (a) Allows for entrances alcoves and expanded sidewalk area for outdoor dining.
- (b) Allows for facade articulation and inclusion of recessed building elements.
- (c) Allows for alignment with existing neighboring buildings.

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Figure 210-17, 210-18: Storefront requirements build-to-zone.
Infrastructure Funding Solutions

- RRIF – Railroad Rehabilitation & Improvement Financing
- TIFIA – Transportation Infrastructure Finance and Innovation Act
- PIF - Pilot Incremental Financing
- TIF – Tax Incremental Financing
- Infrastructure Banks
- EB-5 International Capital
- Infrastructure Lottery Program
- Re-Patriotization of Offshore $$
- New Markets Tax Credits
- State and Federal Grants
- Parking Revenues
- Federal Tax Credit Programs
- FTA Small Starts
- New Starts
- Tiger Grants
- CDBG Grants
Transit Oriented Development

Once a Niche Market, Now the Mainstream Market
Community Driven, Transformative Redevelopment

Crowdsourcing Triple Bottom Line Development