Improving Suburbs for All Ages: Scorecard and Toolkit

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June, 2013

The Approach:
HLP City Scorecard

- **Identify cities that are best designed for all ages**

- **Uses**

  - **Compare Cities**

  - **Analysis of a single city's strengths and weaknesses**

- **12 Main Categories**

- **36 Subcategories**

- **Data from internet**

HLP City Scorecard Results:
50 Largest U.S. Cities

1) Raleigh, NC
2) Oklahoma City, OK
3) Omaha, NE
4) Charlotte, NC
5) Fort Worth, TX
6) Colorado Springs, CO
7) Albuquerque, NM
8) Wichita, NM
9) Austin, TX
10) Seattle, WA

11) El Paso, TX
12) Arlington, TX
13) Virginia Beach, VA
14) Tulsa, OK
15) Louisville, KY
16) Portland, OR
17) Las Vegas, NV
18) Jacksonville, FL
19) Sacramento, CA
20) Phoenix, AZ

…

From Jan. 2013, Scorecard Version 3.0

HLP City Scorecard Results:
Portland & Select Suburbs
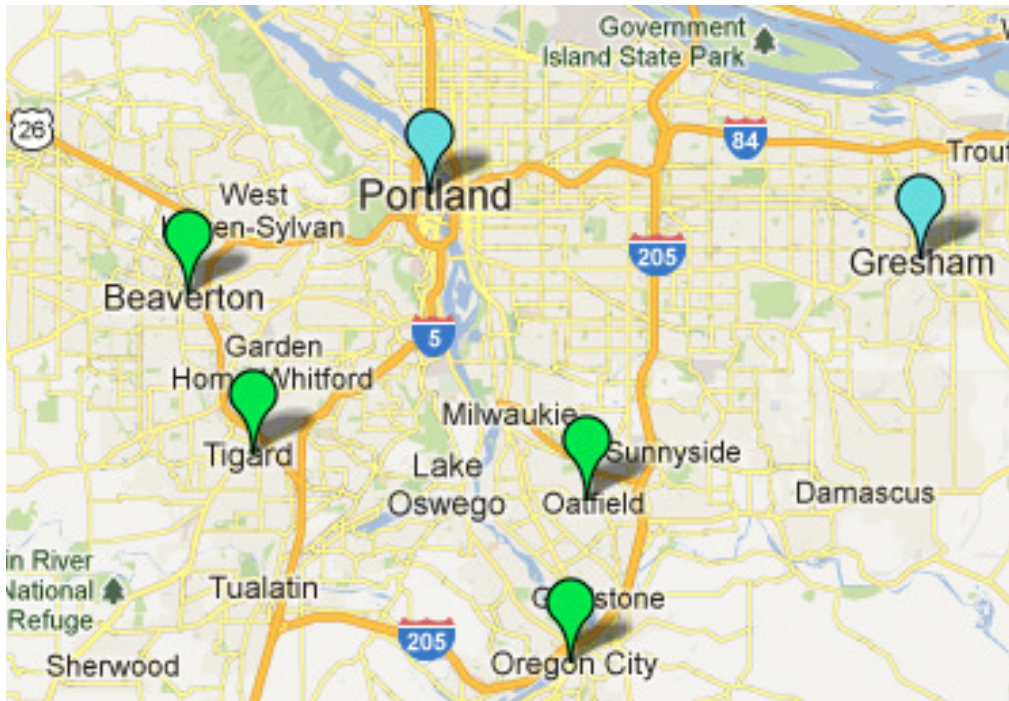
1) Oregon City ▲ ▲ ▲ ▲
2) Beaverton ▲ ▲ ▲ ▲
3) Oatfield ▲ ▲ ▲ ▲
4) Tigard ▲ ▲ ▲ ▲
5) Portland ▲ ▲ ▲
6) Gresham ▲ ▲ ▲

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Trends
Portland vs. Suburbs

- Advantages: Suburbs

  (more Family Friendly)

  – Lower Cost Housing

  – More 3+ Bedrooms

  – Higher Income

  – Higher School Quality

  – Lower Crime

  – Better Balance of Ages

  – Better Family Support Structure

- Advantages: Portland

  – More Walkable

  – Fewer People Commuting in Auto Alone

  – Live and Work in City

    - Portland: Good (73.9%)

    - Suburbs: Poor (8.7% - 28.1%)

  – More:

    - Museums

    - Hospitals

    - Colleges/Trade Schools

    - Libraries

    - Parks

    - Churches

Note: These trends similar to trends between Denver and Denver Suburbs

Case Study: Portland
Overall Results

Assessment Results

▲ ▲ ▲	Transportation
▲ ▲ ▲	Community
▲ ▲ ▲	Education
▲ ▲ ▲	Cost of Living
▲ ▲ ▲	Housing
▲ ▲ ▲	Culture
▲ ▲ ▲	Recreation
▲ ▲ ▲ ▲	Services
▲ ▲ ▲ ▲	Resources
▲ ▲ ▲ ▲	Employment
▲ ▲ ▲ ▲ ▲	Health
▲ ▲ ▲ ▲ ▲	Safety
▲ ▲ ▲	Overall

▲	Poor
▲ ▲ ▲	Average
▲ ▲ ▲ ▲ ▲	Excellent

Case Study: Portland City Strengths

- Education Level

- High School Graduates

- Live and Work in City

- Senior Care Centers

- Sex Offenders (low)

- Physicians

Case Study: Portland
Areas of Opportunity

- Balance of Ages

- Average Household Size

- Child Care Centers

- Work Commute Time

Toolkit:
Improving Housing

- Denver Metro

  – Not enough senior-friendly housing

    • First floor living, no stairs, smaller lot size

  – Not enough affordable family-housing close to jobs

- Some suburbanites: Extreme fear of "density"

Case Study: Denver
Light Rail Into the Suburbs
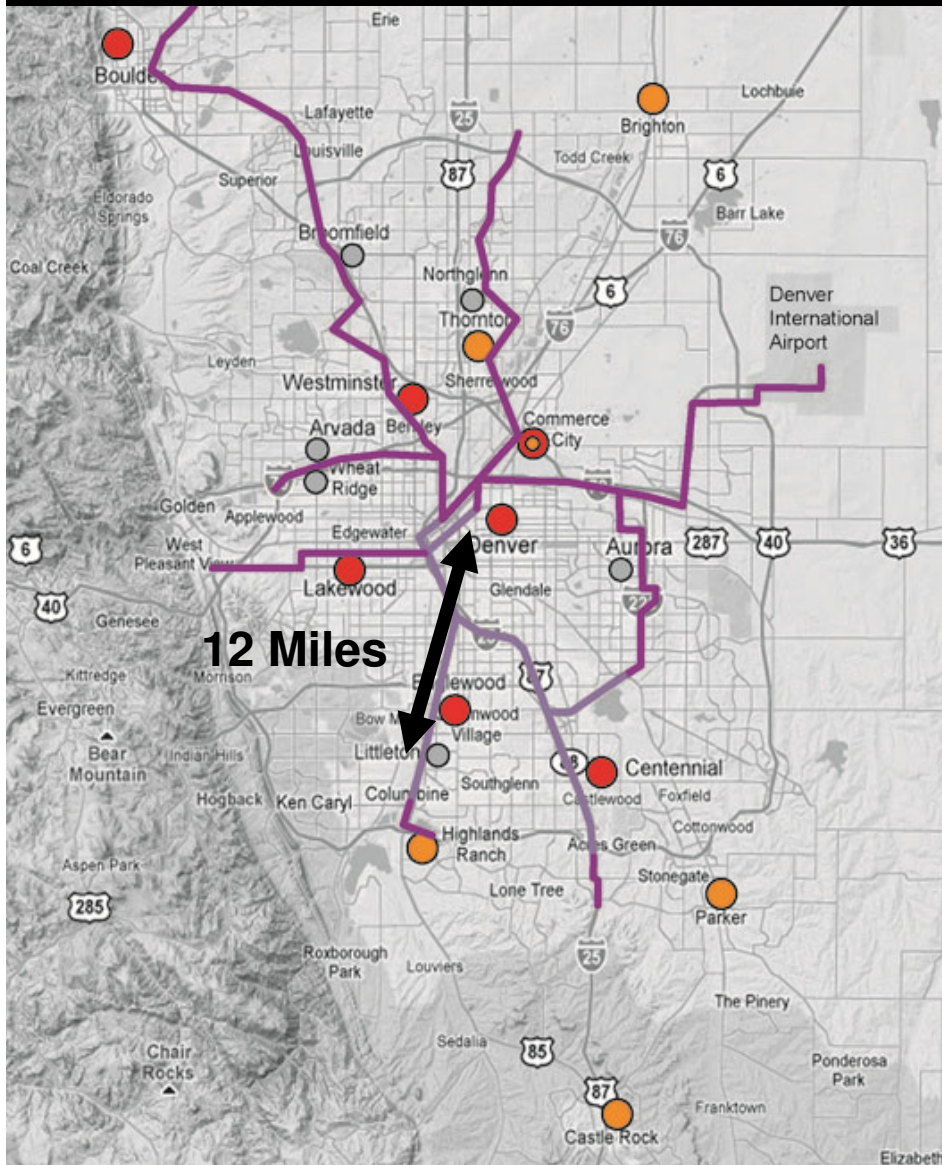
3 or More People Per Household %

⬤ 50 % +

Jobs Per Square Mile

⬤ More than 3,000

Public Transporation

— Existing Light Rail

— FasTracks Light Rail & Commuter Rail

12 Miles

Toolkit:
Improving Housing

- ## Potential Solutions

  - "Co-housing" and close cousin "Pocket Neighborhoods"

  - Key Features

    - Higher density than traditional single-family residential

    - Shared space (ie. the yard)

Co-Housing:
Wild Sage, Boulder, CO

Photos Wild Sage

Wild Sage Cohousing Community

- Singles, Families, Couples, Empty-nesters, & Seniors

- Mixed-Income Condominium

- Common House 3,500 s.f.

    - Kitchen, Dinning, Patio w/Grill

    - Children's and Family Room

    - Exercise Room

    - Guest Rooms

- Pedestrian and Child-Friendly

- Ecologically Responsible Community

- Walking Distance to Shopping, Park and Trials, Community Garden, & Bus Stops

Pocket Neighborhood

http://switchboard.nrdc.org/blogs/kbenfield/an_affordable_housing_enclave.html

- Incremental increase in density

- Retain small town feel

- Promote stronger sense of community

- This Example:

  - 9 houses on 1 acre

  - ~1200 sq ft.

  - ~$100,000 / house

Toolkit:
Improving Transportation #1
Mobility Oriented District

- Denver Metro – Light rail is

  extending into suburbs

- Limitations:

  - ~¼ to ½ mile walking radius

  - TODs typically considered too small to include grocery store

  - TOD residents in suburbs typically still need to own a car

Secondary Transportation Reach-Ability In Littleton (Suburb of Denver)

¼ mile
½ mile
1 mile

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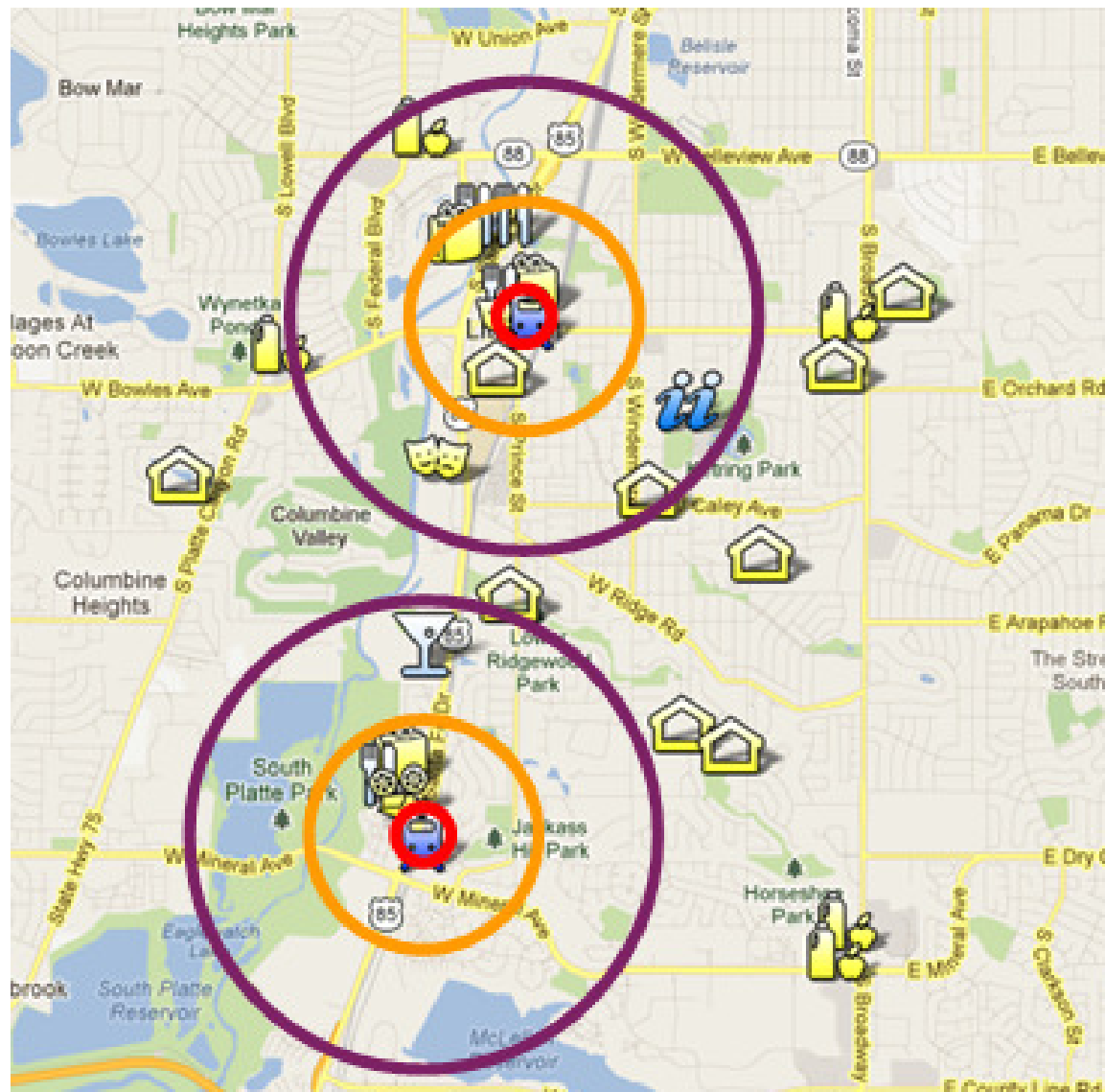
TOD → MOD
Mobility Oriented District

- **Goal: Live, Work, Play comfortably without owning a car**

- MOD = TOD with secondary transportation options

- Increase "TOD radius"

- **Use Light Rail for regional travel**

- Use secondary transportation for local travel around light rail stations

- Link fares for light rail and secondary options so as to keep affordable for families

Example Secondary Transportation Options
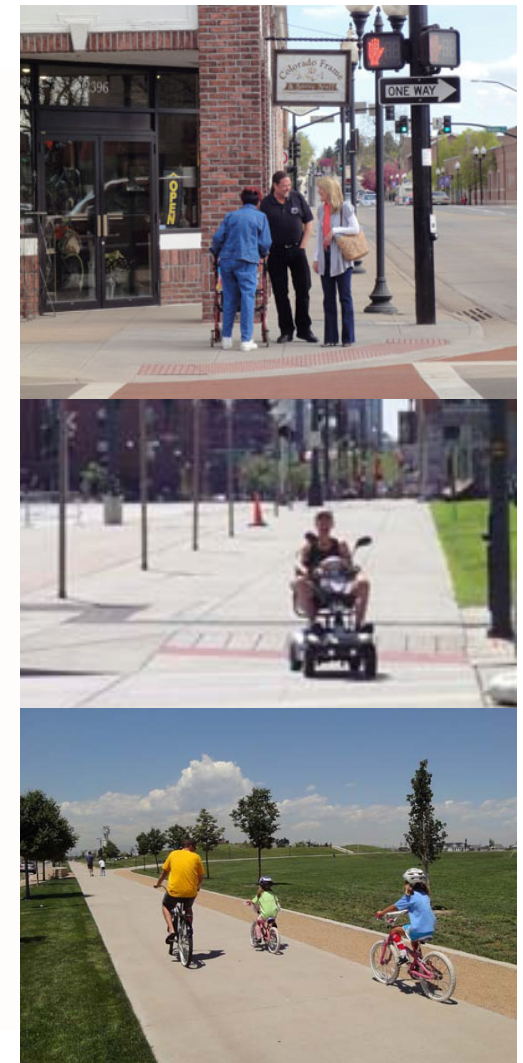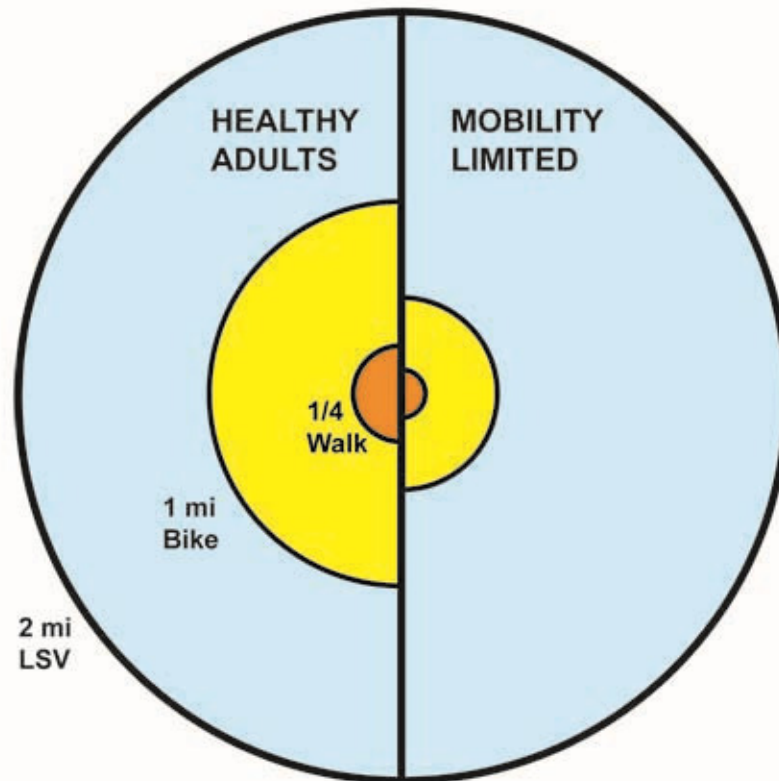
- Bike Sharing/Rental Stations

- LSV (Low Speed Vehicle) Sharing/Rental Stations
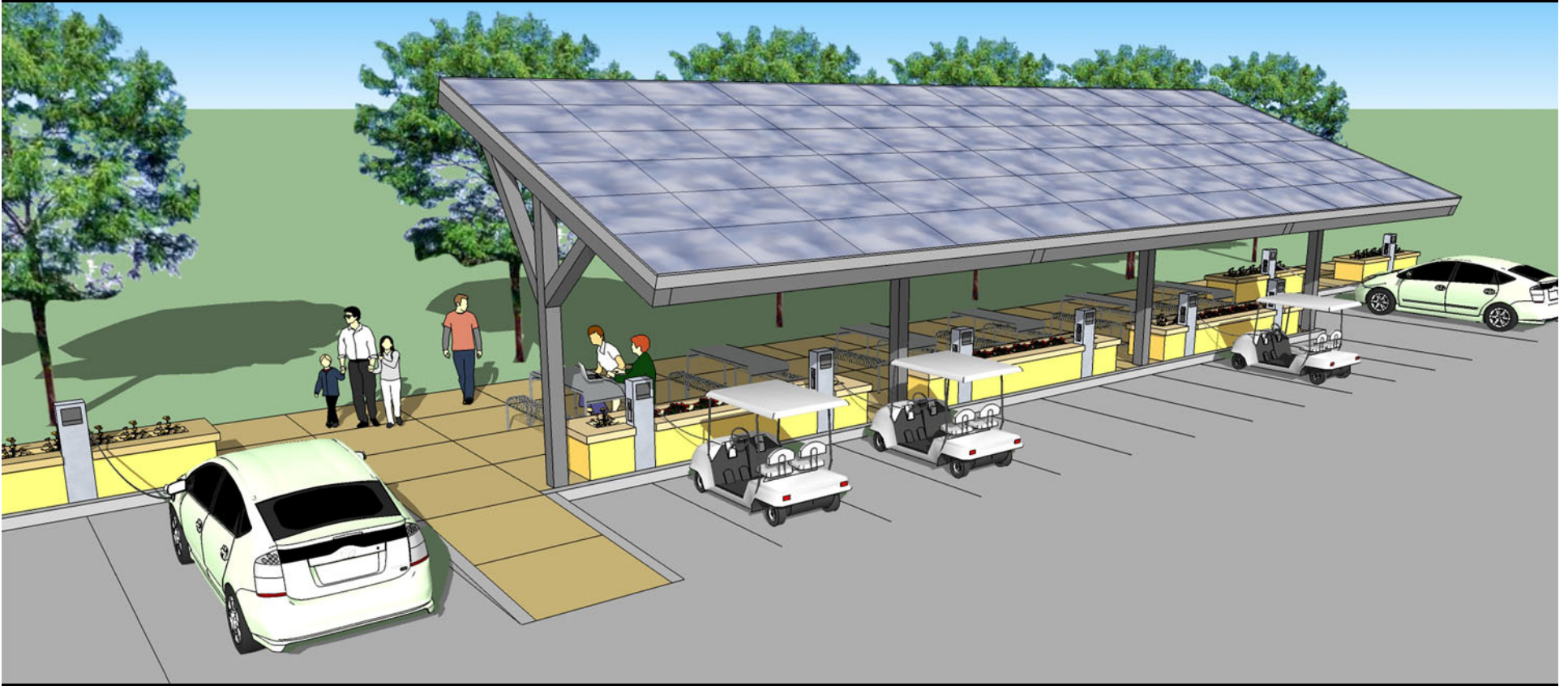
  - Legal on Roads with Speed Limits <= 35 MPH

MOBILITY DIAGRAM
5 MINUTE TRAVEL TIME

HEALTHY ADULTS / MOBILITY LIMITED

1/4 Walk
1 mi Bike
2 mi LSV

Multi-Modal Streets
Charging Station Example Diagram

Electric Vehicle Charging Station

Cars, Low Speed Vehicles, and Personal Electronics

Legal in CO as of Aug. 2012

# Toolkit:
Improving Transportation #2
Road Diet

City of Grand Junction, CO

- City Population: 58,566

- Project Completion: June 2011

- Cost: $5 Million

- Replace Aging Infrastructure

- Enhance Streetscape

- Children Play Areas

- Restaurant Outdoor Seating

- Information Kiosks

Life Project®

Case Study – City of Grand Junction
Permanent Road Diet

Source: Downtown Uplift Project
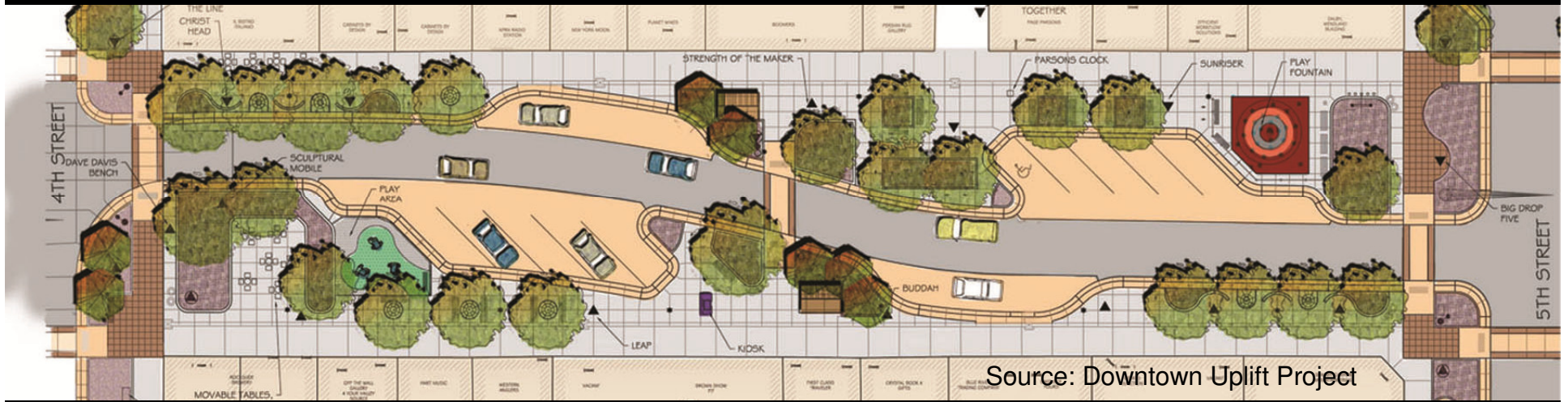
"They are seeing more families visiting downtown."
– Kathy Dirks, Grand Junction Downtown Development Partnership

Case Study – City of Wheat Ridge
Low Cost Street Diet

- City Population: 30,166
- Project Completion: Aug. 2012
- Cost: $250,000
- "Road Diet" 4 Lanes to 2
- Parallel Parking
- Bicycle Lanes (families starting to come)
- Streetscape
- Pop-up Cafes
- **14 New Businesses Open 2012**

Toolkit:
Reclaiming Space

- Use Roofs as Economic Generators

  - Solar Panels

    - Private houses, Government Buildings, Schools, Commercial Buildings

  - Commercial Buildings (big box stores for example)

    - Roof top gardens

      - New York City's Zone Green: Green house on roof can exceed height limits

Montreal conference center Example

- Low weight, installed without structural modifications

- Supplying food to 3 restaurants

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Hydroponics Garden

Rooftop System

- Size: > 1000 m²
- Production:
  - > 3400 kg fish,
  - >20,000 kg veg

Mobile System

- Size: 18 m²
- Production:
  - > 60 kg fish,
  - >120 kg veg

From: http://urbanfarmers.com/

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You will have more of whatever you invest in the most.

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HLP City Scorecard: Data Analysis Example

Family Housing Utilization Rate =

%3+ Bedrooms / % Child Population

Best Utilized Family Housing

1) Alamosa & Vail

3) Denver

4) Telluride

5) Commerce City

Underutilized Family Housing

17) Golden

18) Aspen

19) Durango

20) Burlington

21) Boulder

Personal Transportation Hubs
Overview and Checklist

Description: Central location for sharing a variety of wheeled modes of transportation including cars, low speed vehicles, and bicycles.

Goal: Affordable and eco-friendly personal transportation options available for all ages

Design Considerations

- **"1 Shared Car Replaces 9+ Individually Owned Cars"** APA Planning Magazine May/June 2012

- **Golf Car Parking Space ¼ Size of Standard Parking Space**

- Reduce Parking Requirements

- Determine Right Mix of Transportation Types

- Transportation for Short Trips

- More Land for Housing/Retail

- Electric Charging Stations

Personal Transportation Hubs
Stakeholder Benefits

City

- Reclaim Space with Fewer Cars and Smaller Vehicles

- Increase in Tax Revenue

- Electric Charging Stations Income Generator

Businesses

- Electric Charging Stations Income Generator

- Developers Less Parking Demand = More Land for Income Generation

Residents

- More Affordable than Owning Car

- More Transportation Options

Personal Transportation Hubs
Example Transportation Types

Motor Vehicles	Electric Scooters	Electric Assist	Bicycles

Low Speed Vehicles

Photos Multiple Sources