

ACTIVE & NURTURING METROPOLIS



HAZEL BORYS | PLACEMAKERS, INC. | @HBORYS | HAZEL@PLACEMAKERS.COM

WHAT DO YOU THINK OF WHEN YOU HEAR THE WORD

NEIGHBORHOOD?

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EAST 4TH STREET, CLEVELAND, OHIO

GATHERING PLACES

© 2016 HAZEL BORYS



CLEVELAND MUSEUM OF ART

CIVIC AMENITIES

© 2016 HAZEL BORYS



GREAT LAKES BREWING COMPANY, CLEVELAND

WORKPLACE ANCHORS

© 2016 HAZEL BORYS



WINNIPEG, MANITOBA

CONNECTIONS

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EDMONTON, ALBERTA

CONNECTIONS

IMAGE CREDIT: CITY OF EDMONTON



WINNIPEG, MANITOBA

CONVIVIALITY

IMAGE CREDIT: ROBERT GALSTON, 2015



WINNIPEG, MANITOBA

CONVIVIALITY

© 2015 HAZEL BORYS



SNOWGA, FARGO, NORTH DAKOTA

WELLNESS

IMAGE CREDIT: FARGOMOORHEAD.ORG



FESTIVAL DU VOYAGEUR, WINNIPEG, MANITOBA

CULTURE

© 2015 HAZEL BORYS



WINNIPEG ART GALLERY

CULTURE

© 2015 STEPHEN BORYS



RAW ALMOND, WINNIPEG, MANITOBA

COMPLETE

IMAGE CREDIT: RAW-ALMOND.COM, 2015



CHARLOTTETOWN, PEI

COMPLETE

IMAGE CREDIT: STEVE MOUZON, @STEVEMOUZON



EVIDGHEDSFIORDEN, GREENLAND

RESILIENT

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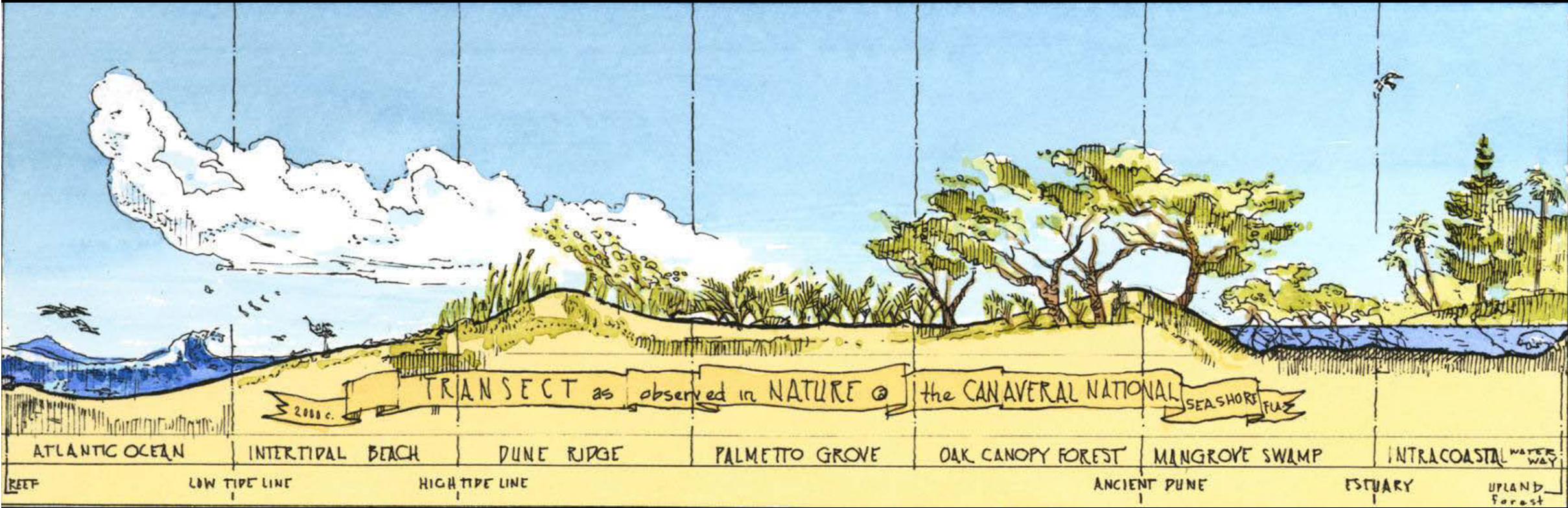
WALK :: CYCLE :: SKI :: SKATE :: SLED

DESIGNING FOR ACTIVE LIFE

SPECTRUM OF LIFE

TRANSECT

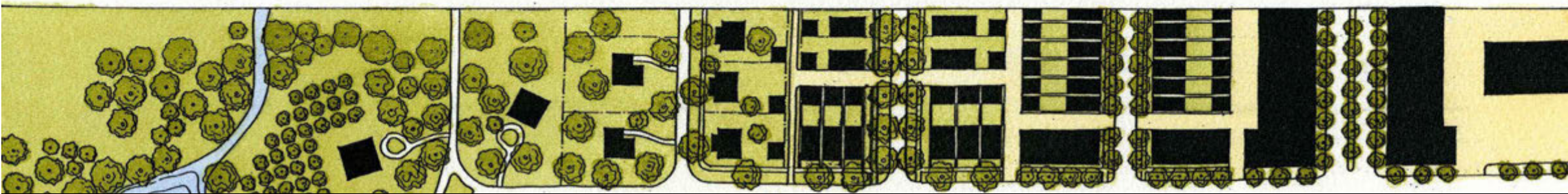
IMAGE CREDIT: TRANSECT.ORG



SPECTRUM OF URBAN CHARACTER

TRANSECT

IMAGE CREDIT: TRANSECT.ORG





T-1



T-2



T-3



T-4



T-5

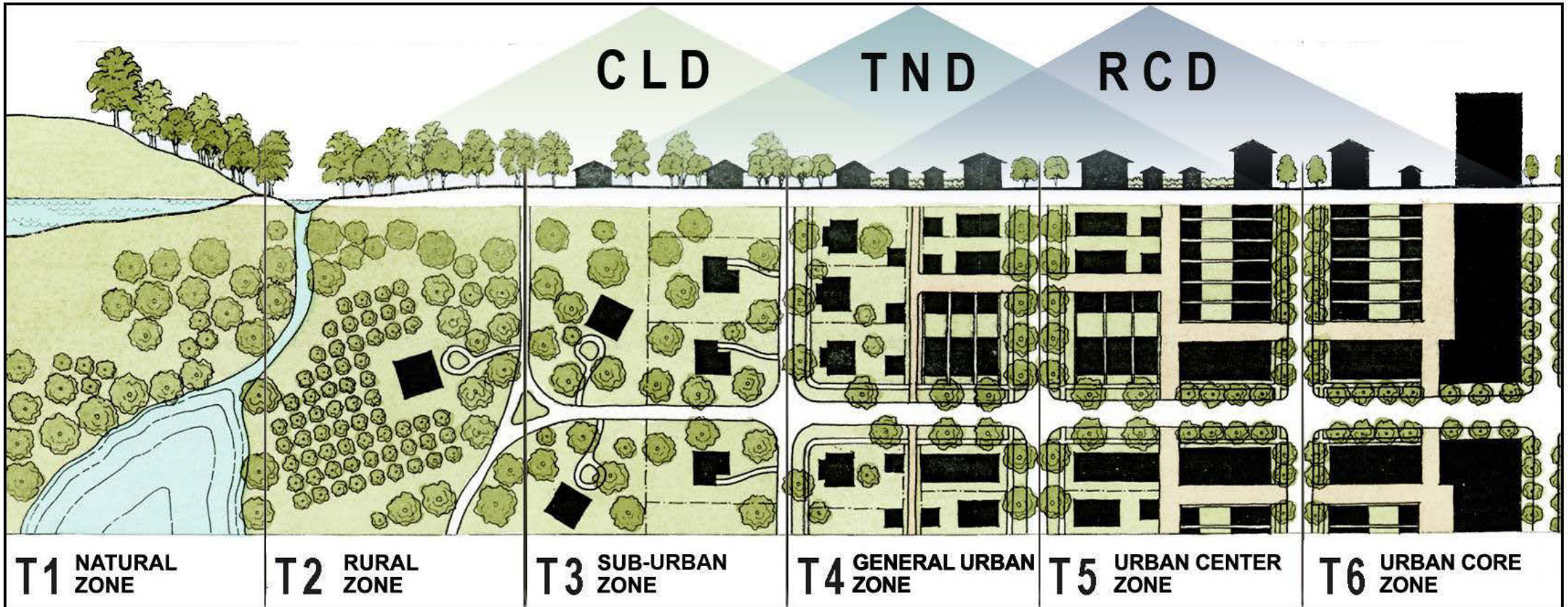


T-6

THE TRANSECT AND

COMMUNITY

IMAGE CREDIT: TRANSECT.ORG



1. STAY ALIVE

DESIGNING FOR ACTIVE LIFE: STREET CHARACTER

© 2014 HAZEL BORYS, QUÉBEC CITY



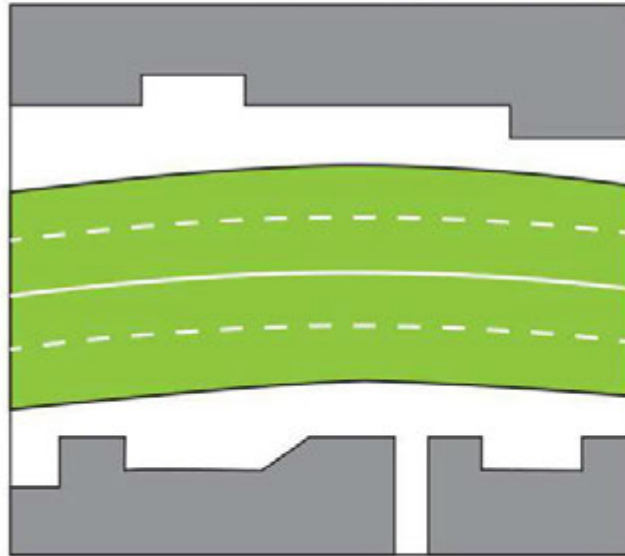
CHARACTER: A REFLECTION OF PRIORITIES

LINK OR PLACE?

ADAPTED FROM COMPLETE MOBILITY @DEWANMKARIM. FLICKR IMAGES: (L) COUNTRY LEMONADE; (R) LA CITTA VITA

LINK:
STREET AS
MOVEMENT
CORRIDOR

DESIGN
PRIORITY:
SAVE TIME



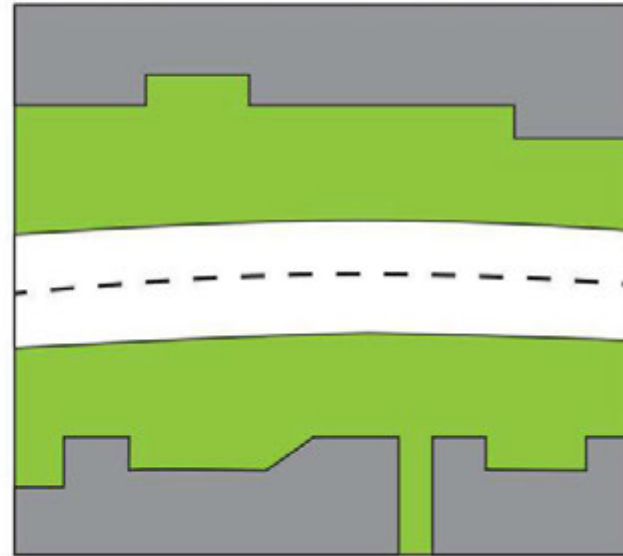
Private Development



Prioritized Users



Secondary Users



PLACE:
STREET AS
DESTINATION

DESIGN
PRIORITY:
SPEND TIME



Private Development



Prioritized Users

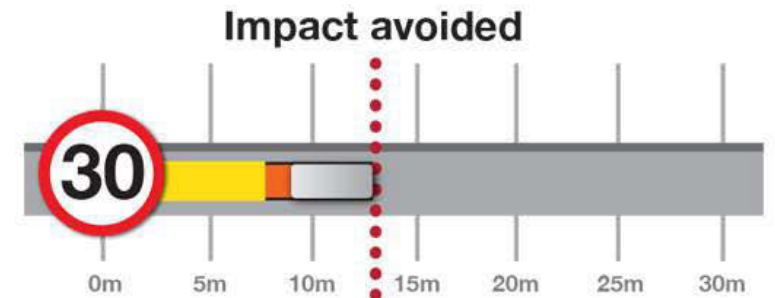
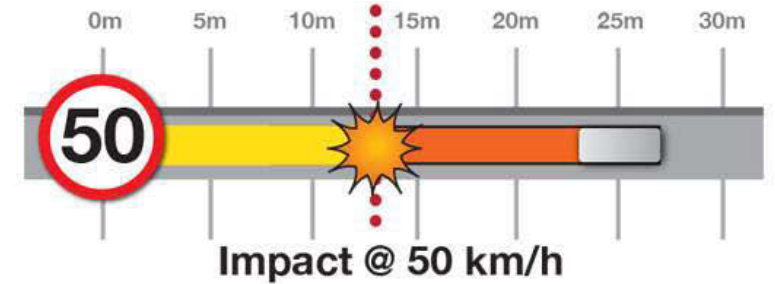
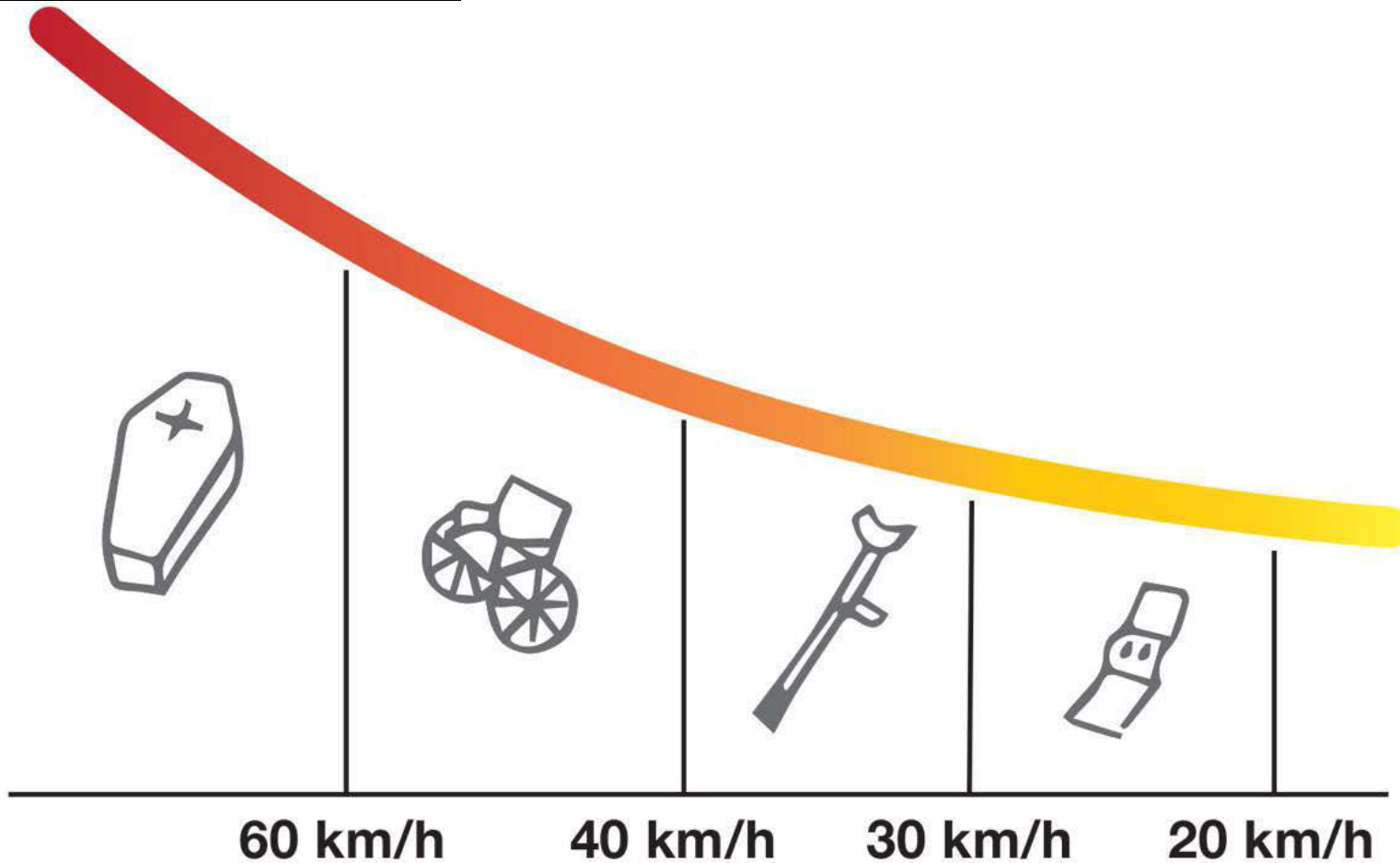




Secondary Users

SPEED & PHYSICAL INJURY: LIKELIHOOD & OUTCOMES

AUTO-PEDESTRIAN COLLISIONS

ADAPTED FROM COMPLETE MOBILITY @DEWANMKARIM



-  Distance covered during reaction time (1 second)
-  Braking distance

Hit by a vehicle traveling at



9 out of 10 pedestrians survive



5 out of 10 pedestrians survive



1 out of 10 pedestrians survive

2. RAISON D'ETRE

DESIGNING FOR
ACTIVE LIFE:

THE USEFUL WALK

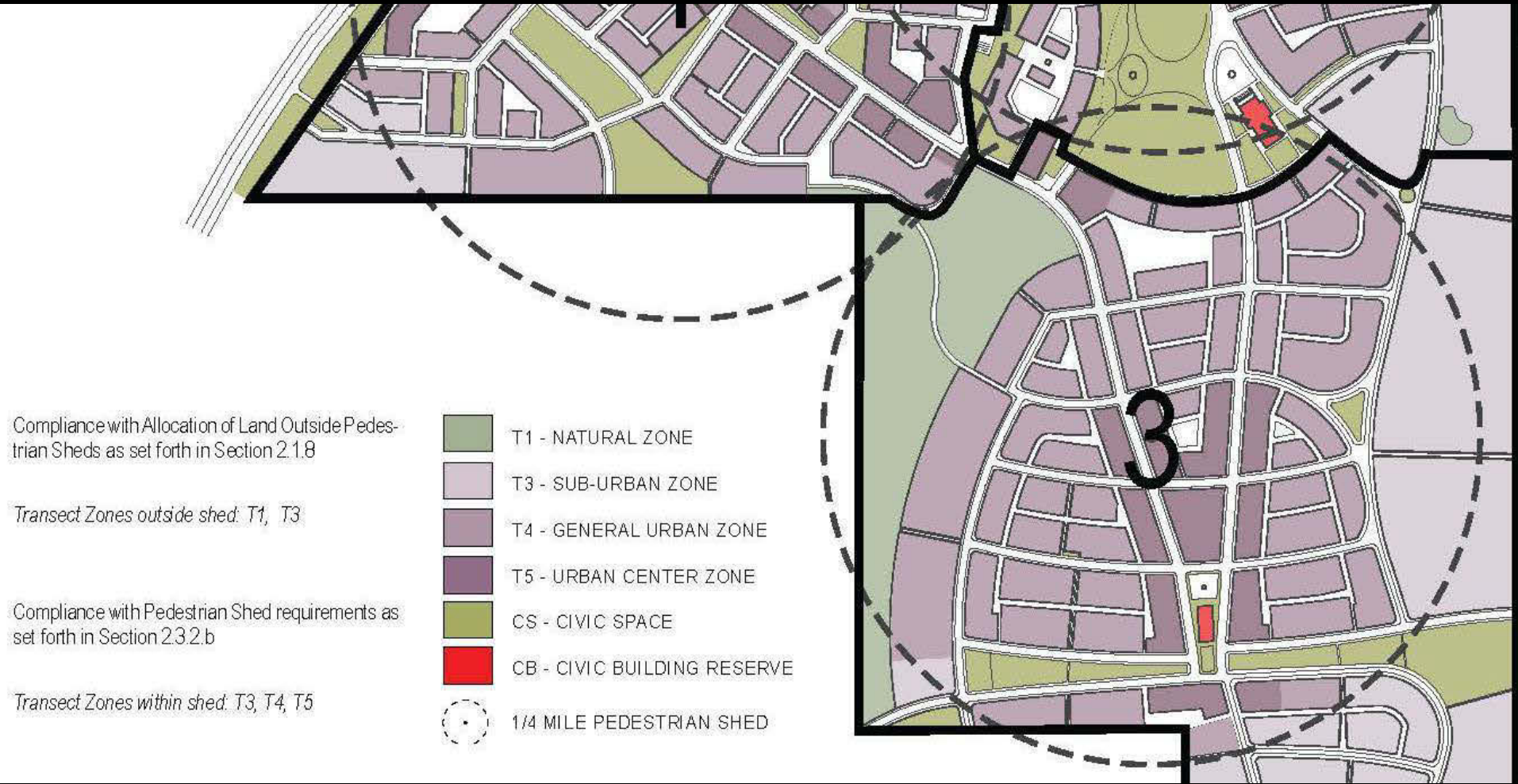
© 2012 HAZEL BORYS, OTTAWA



CONNECTED BLOCK STRUCTURE

MIXTURE OF USES

IMAGE CREDIT: CITY OF SARASOTA, FLORIDA



CONNECTED WINNIPEG

MIXTURE OF USES

© 2010 HAZEL BORYS, WINNIPEG





Meaningful Destinations

© 2010 Hazel Borys, Winnipeg

3. SHELTER FROM THE ELEMENTS

DESIGNING FOR
ACTIVE LIFE:

FINE-GRAINED GRID

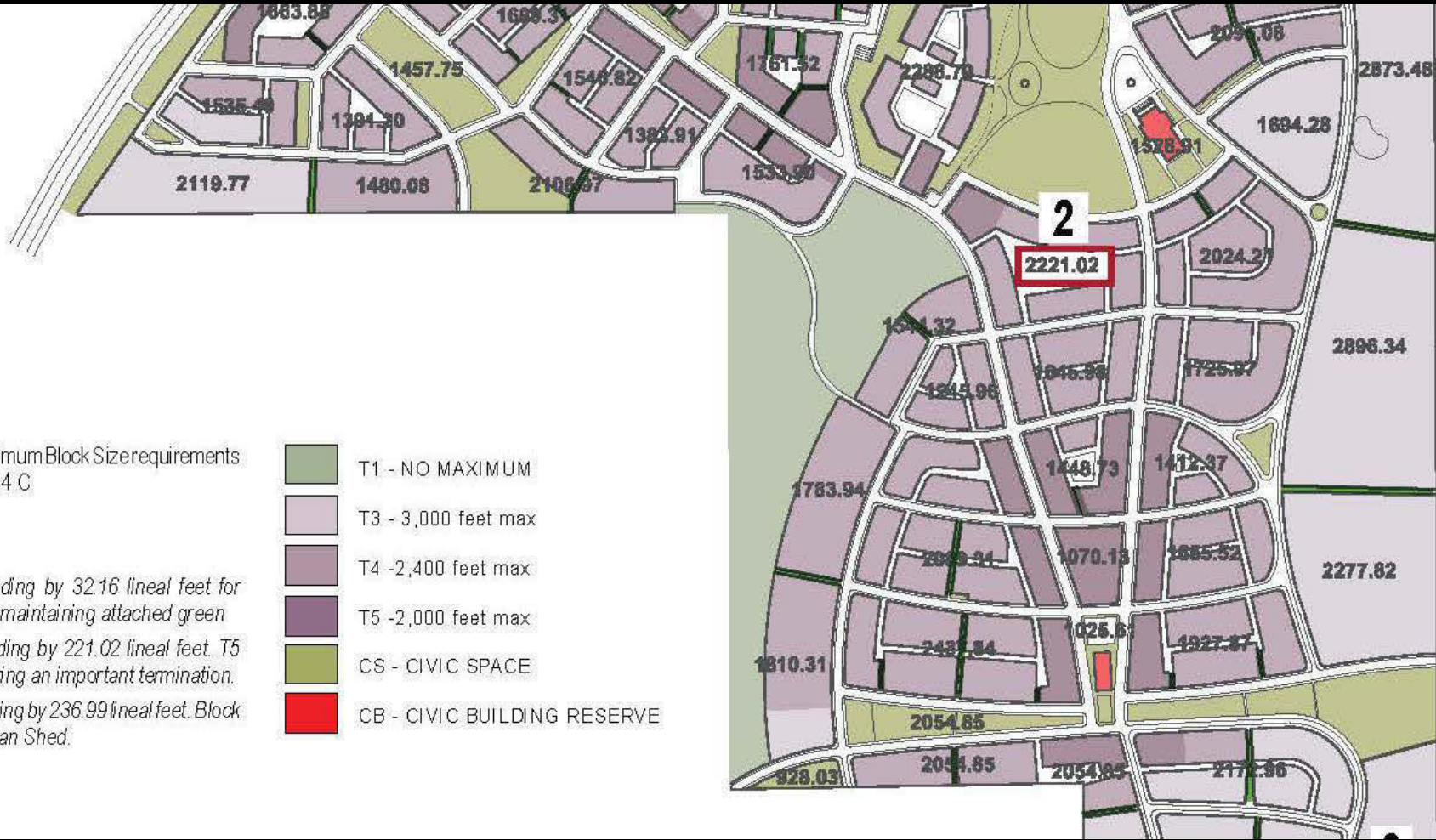
© 2014 SUSAN HENDERSON, VENICE

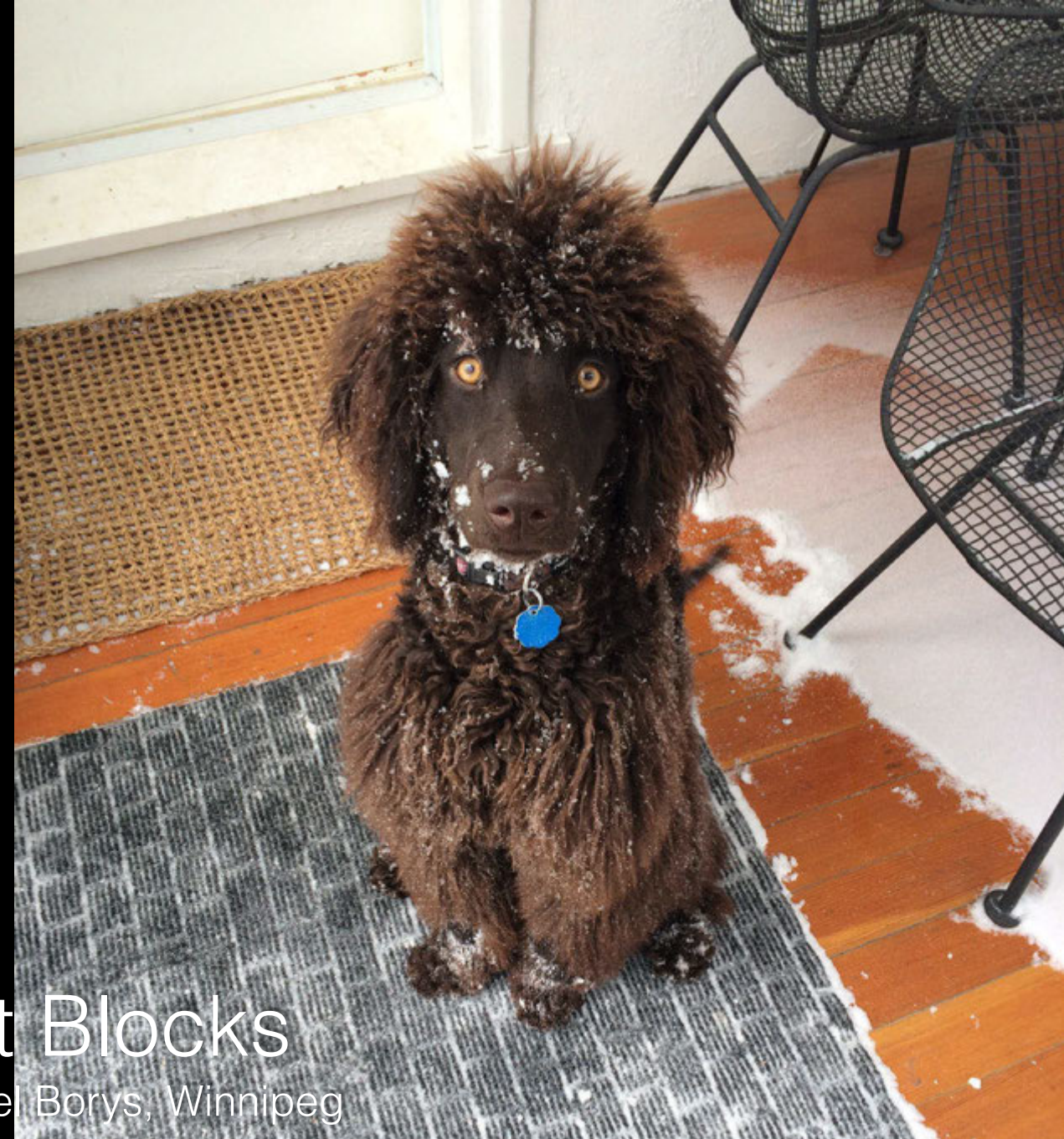
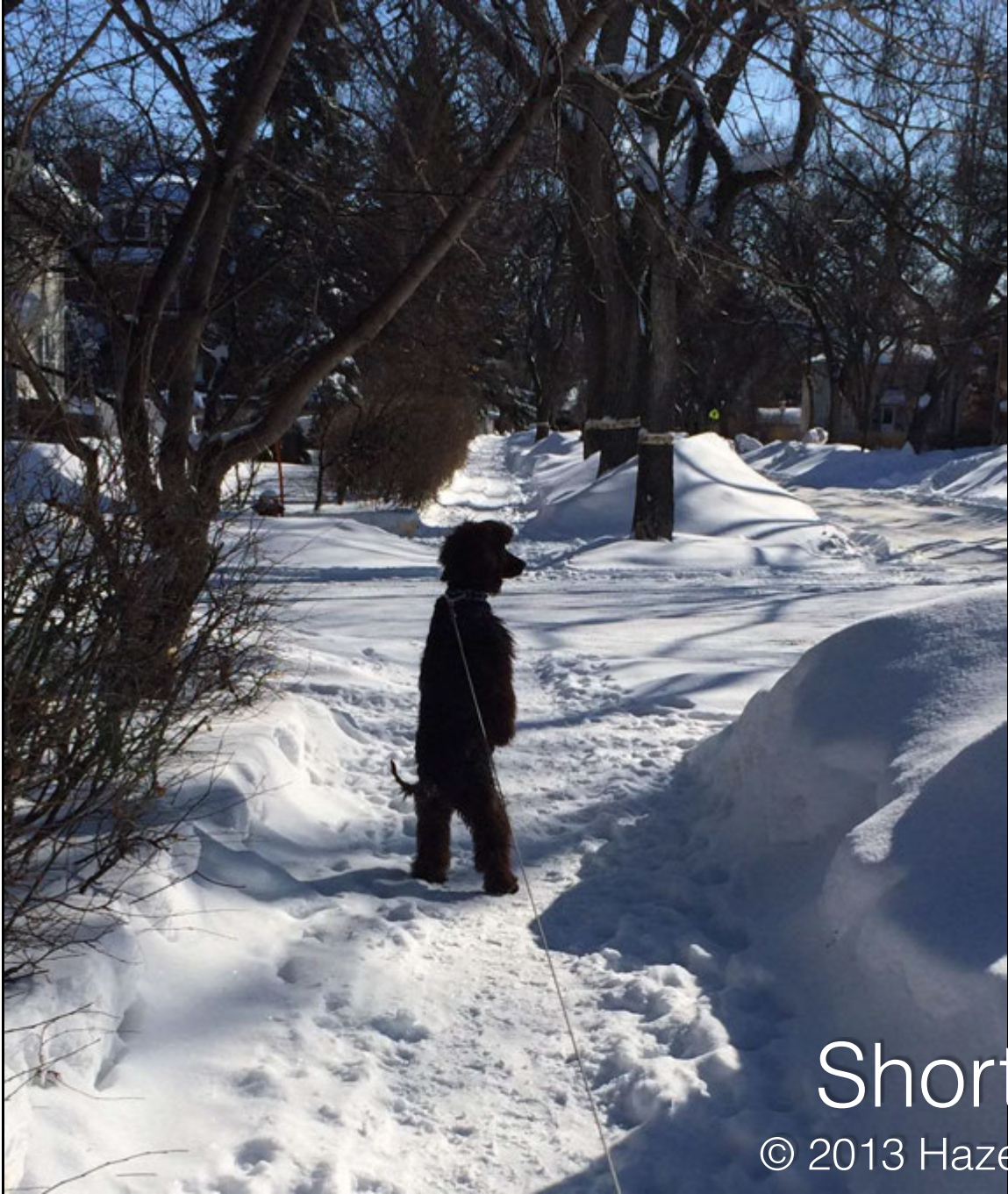


FINE-GRAINED STREET GRID

MAXIMUM BLOCK SIZE

IMAGE CREDIT: CITY OF SARASOTA, FLORIDA





Short Blocks
© 2013 Hazel Borys, Winnipeg

4. NEIGHBOURHOOD ANCHORS

DESIGNING FOR
ACTIVE LIFE:

CIVIC AT HEART

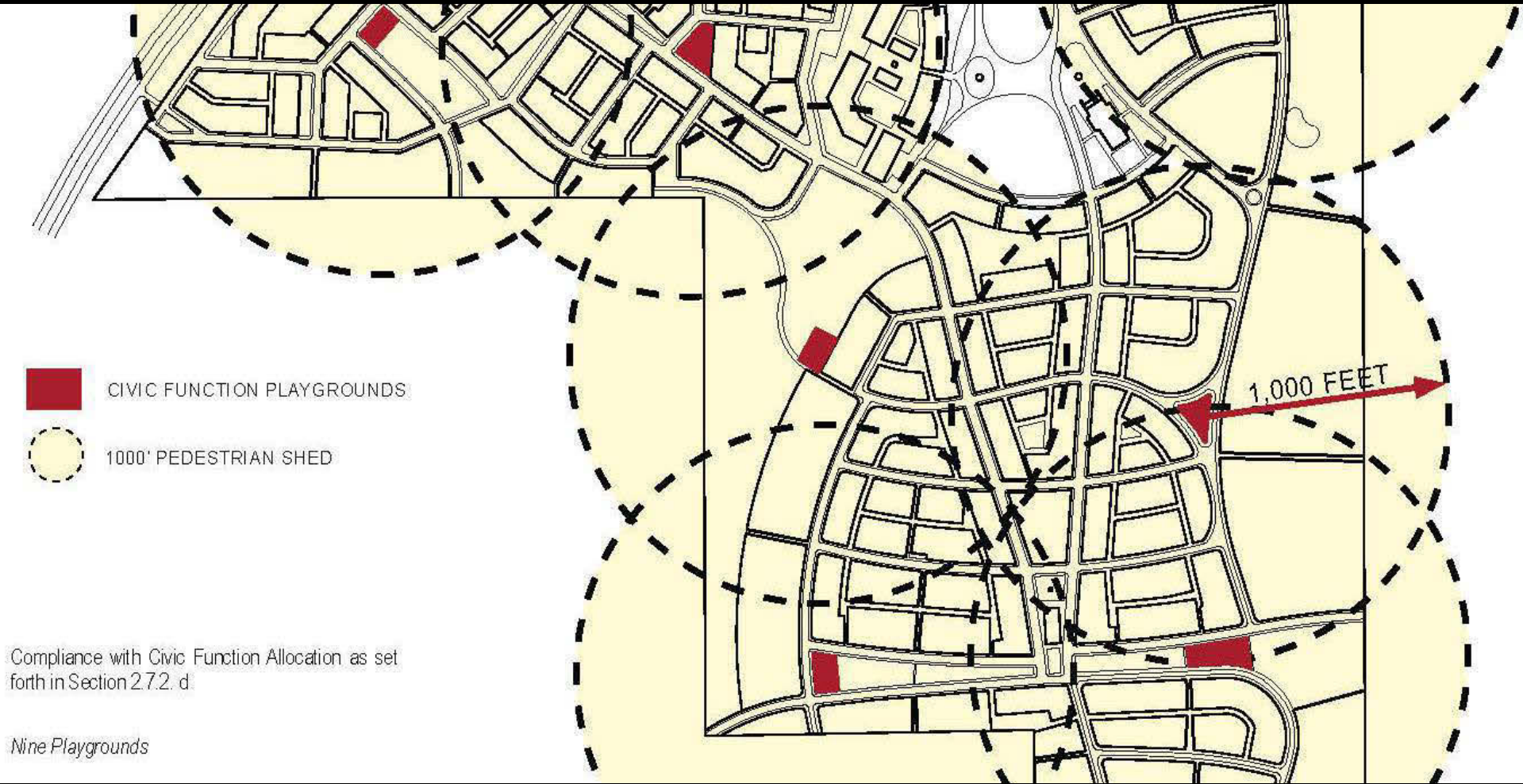
IMAGE CREDIT: STEPHEN BORYS, OTTAWA



NEIGHBOURHOOD ANCHORS

CIVIC AT HEART

IMAGE CREDIT: CITY OF SARASOTA, FLORIDA



Compliance with Civic Function Allocation as set forth in Section 2.7.2. d

Nine Playgrounds

Playshed

© Hazel Borys, Winnipeg





Playbourhood
© Hazel Borys, Winnipeg

5. ALLEY-LOADED

DESIGNING FOR
ACTIVE LIFE:

HUMAN SCALE

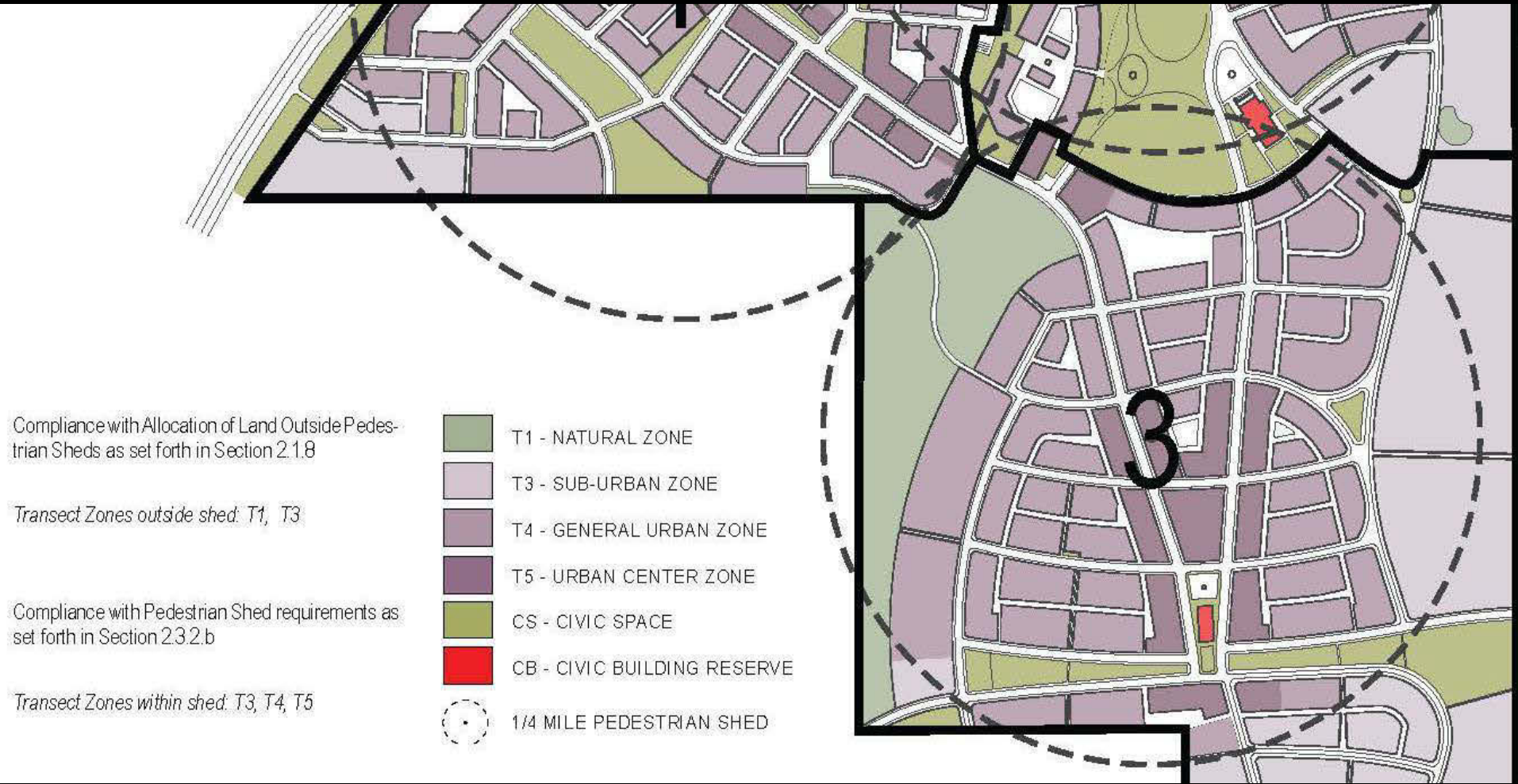
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HUMAN SCALE

ALLEY LOADED

IMAGE CREDIT: CITY OF SARASOTA, FLORIDA





Human-Scale
© Hazel Borys, Winnipeg



Active

© Hazel Borys, Winnipeg



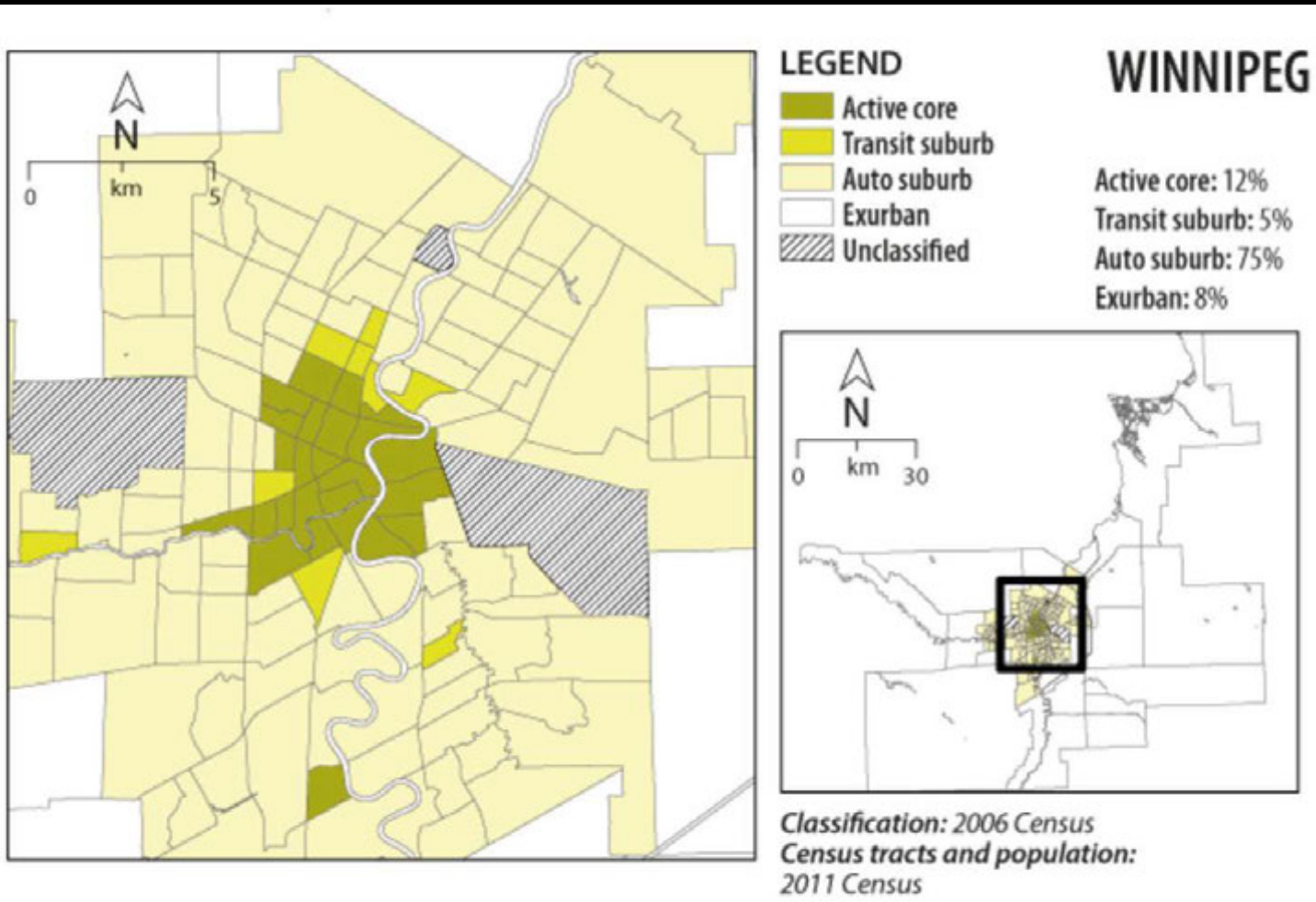
Schererville, Indiana
image credit: John Delano of Hammond, Indiana

DESIGNING FOR ACTIVE LIFE

- **Street Character** Link or Place
- **The Useful Walk** Mixture of Uses
- **Fine-Grained Grid** Shelter from Elements
- **Civic at Heart** Neighbourhood Anchors
- **Human Scale** Alley Loaded

A COUNTRY OF SUBURBS

IMAGE CREDIT: DR. DAVID GORDON, PROFESSOR; SOURCE: STATISTICS CANADA, 2011 AND 2006 CENSUS TRACT DATA



75%
AUTO 'BURB

12%
ACTIVE
CORE

MEASURING THE ACTIVE METROPOLIS

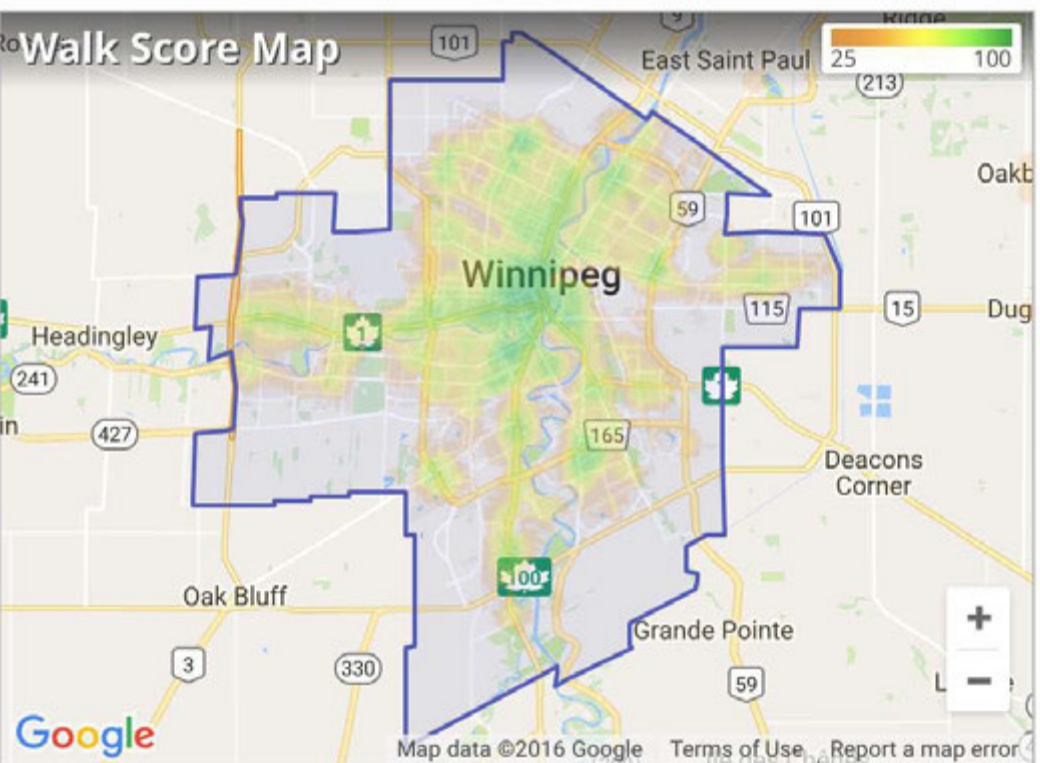
GOT WALKABILITY?

IMAGE CREDIT: WALKSCORE.COM

Walk Score
53

Winnipeg is Somewhat Walkable

Some errands can be accomplished on foot.



84 Albert Street

Winnipeg, Manitoba, R3B 1G2

Commute to **Downtown Winnipeg**

🚗 1 min 🚌 4 min 🚲 1 min 🚶 6 min View Routes

[Add scores to your site](#)

- Favorite
- Map
- Nearby Apartments

Walk Score
96

Walker's Paradise

Daily errands do not require a car.

Transit Score
92

Rider's Paradise

World-class public transportation.

[About your score](#)

[Show a Walk Score map on your site](#)





Zone piétonne
Rue Saint-Paul
11 h à 5 h
17 mai au
23 septembre

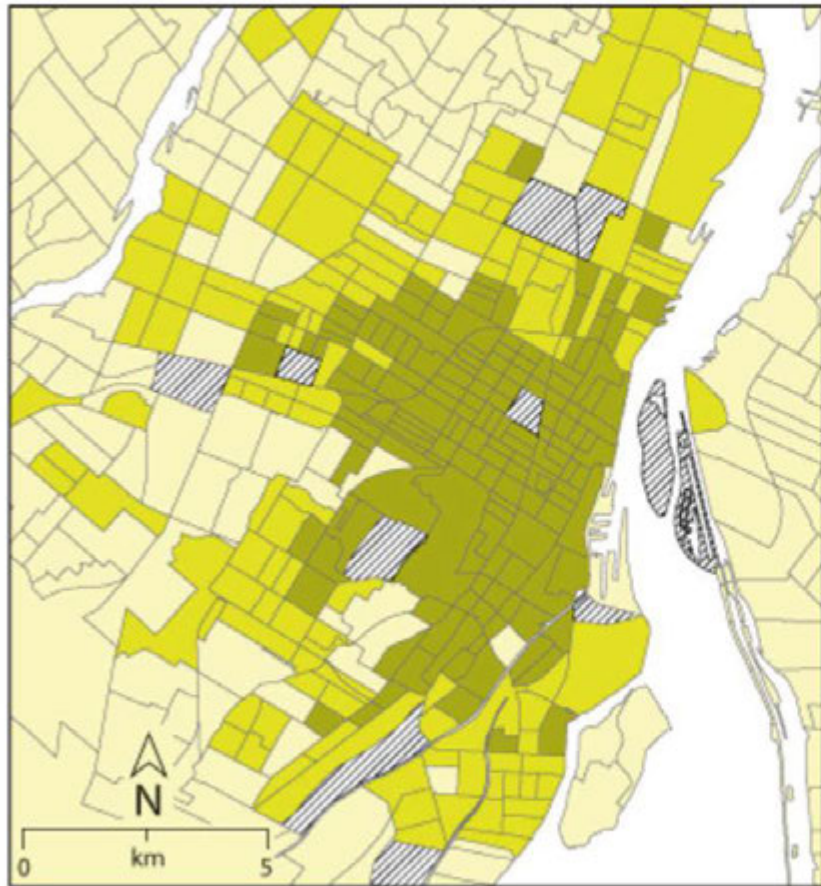


Entretien 6 h - 7 h
Livraison 7 h - 11 h

EXCEPTÉ DÉLIVR

MONTREAL

IMAGE CREDIT: DR. DAVID GORDON, PROFESSOR; SOURCE: STATISTICS CANADA, 2011 AND 2006 CENSUS TRACT DATA

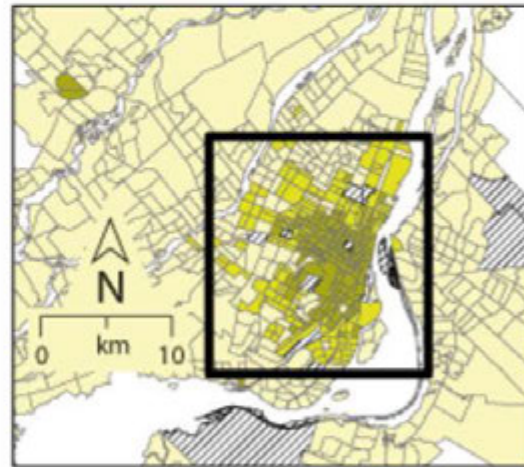


LEGEND

- Active core
- Transit suburb
- Auto suburb
- Exurban
- Unclassified

MONTREAL

Active core: 10.5%
Transit suburb: 13.5%
Auto suburb: 72%
Exurban: 4%



Classification: 2006 Census
Census tracts and population:
2011 Census

72%

AUTO 'BURB

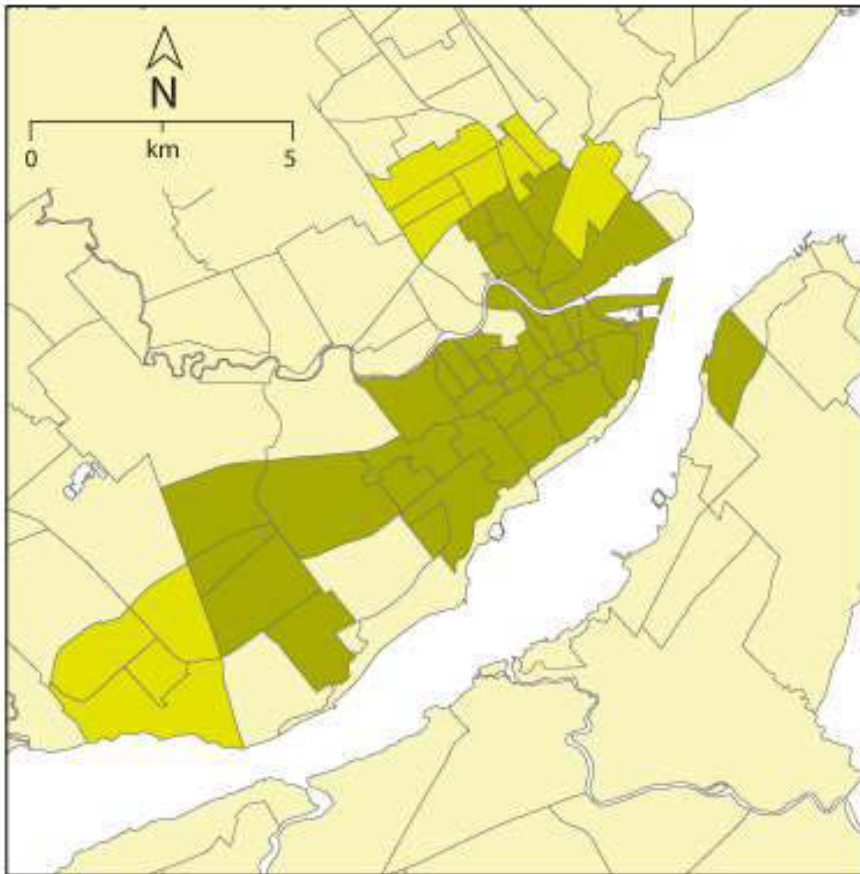
10.5%

ACTIVE

CORE

QUEBEC CITY

IMAGE CREDIT: DR. DAVID GORDON, PROFESSOR; SOURCE: STATISTICS CANADA, 2011 AND 2006 CENSUS TRACT DATA

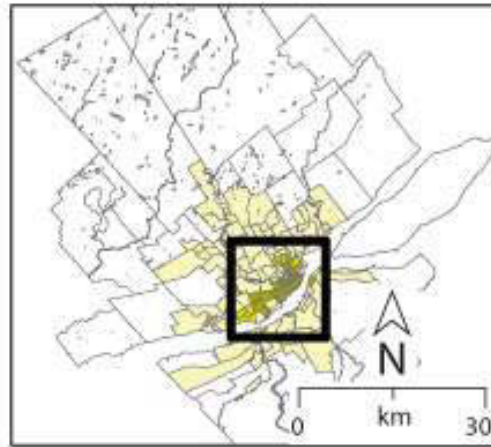


LEGEND

- Active core
- Transit suburb
- Auto suburb
- Exurban

QUEBEC CITY

Active core: 15%
Transit suburb: 6%
Auto suburb: 65%
Exurban: 14%



Classification: 2006 Census
Census tracts and population:
2011 Census

65%

AUTO 'BURB

15%


ACTIVE

CORE

MEASURING THE ACTIVE METROPOLIS

GOT WALKABILITY?

IMAGE CREDIT: WALKSCORE.COM

Walk Score  Get Scores Find Apartments My Favorites Add to Favorites

Type an address, neighborhood or city

Living in Montréal



Walk Score
70

175 Saint Catherine Street West

Add scores to this location

Ville-Marie, Montréal, H2X 3X5

Commute to **Downtown Westmount** 

 8 min  20 min  14 min  45 min [View Routes](#)

Walk Score
100

Walker's Paradise
Daily errands do not require a car.

Bike Score
100

Biker's Paradise
Flat as a pancake, excellent bike lanes.



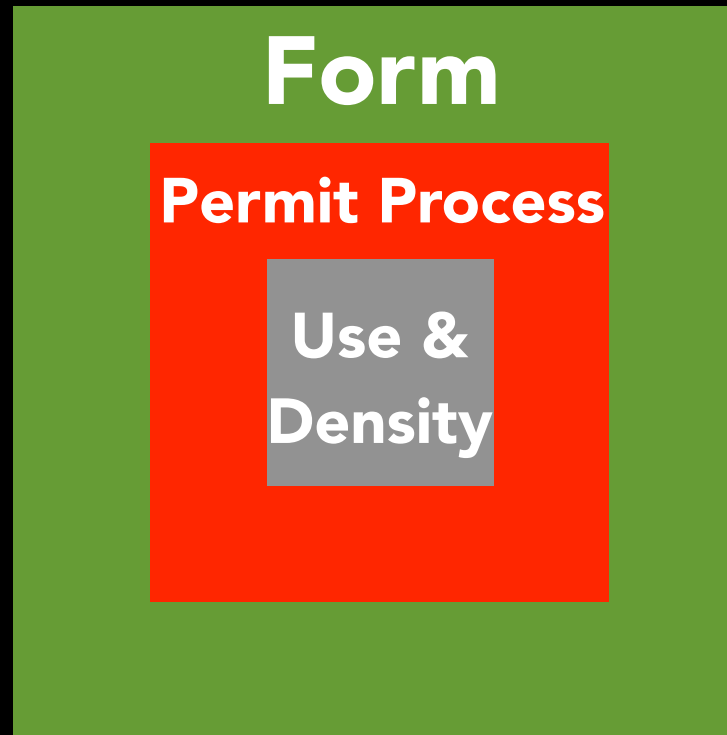
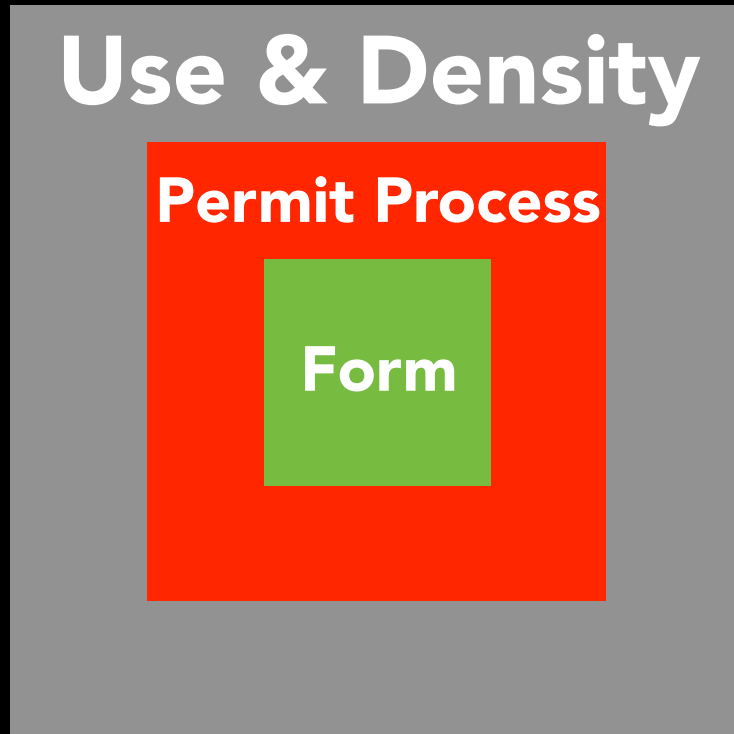
GETTING ACTIVE WITH DEVELOPMENT BY-LAWS

FORM-BASED CODE

INSIDE OUT

USE BASED :: FORM BASED

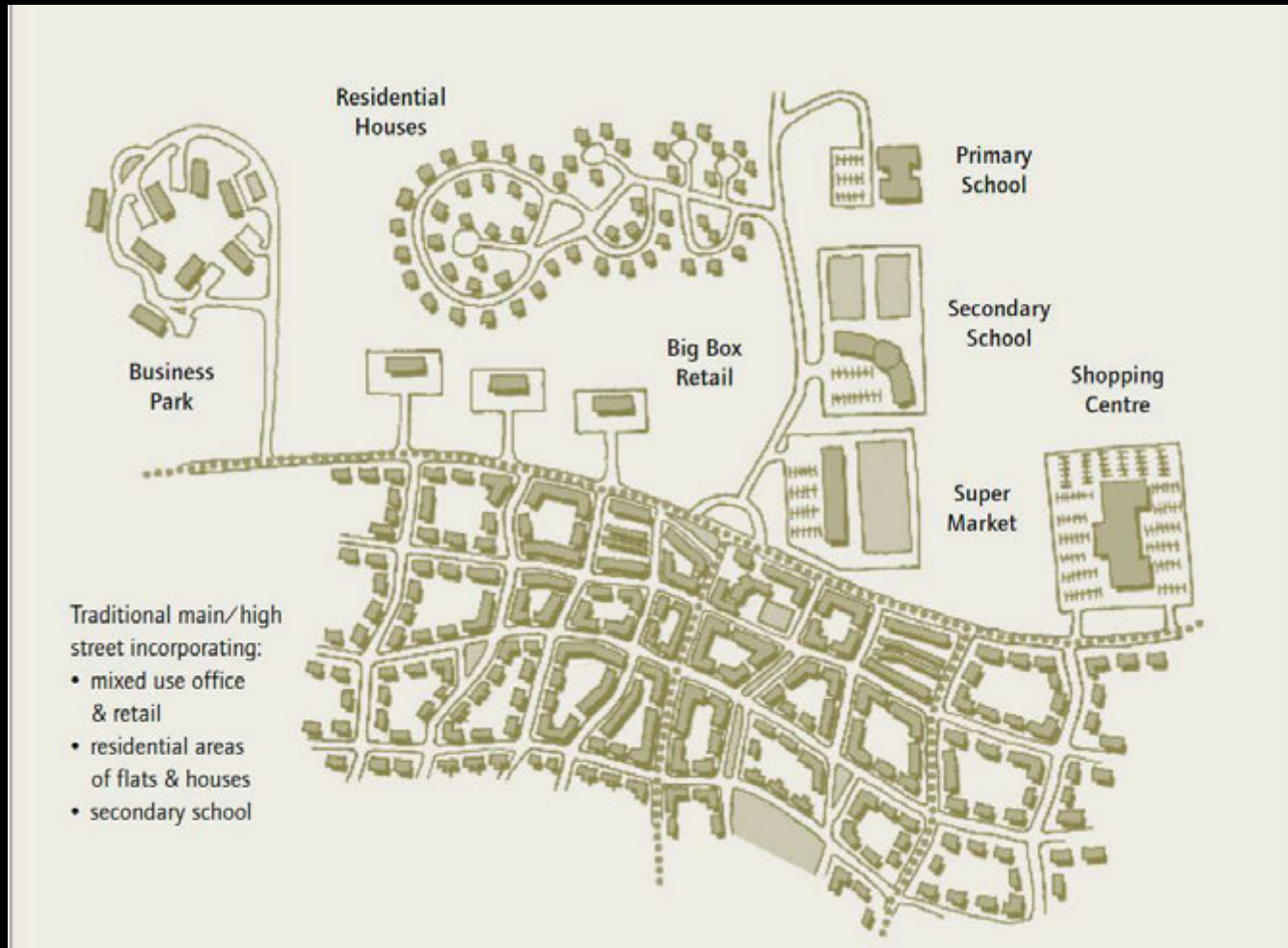
IMAGE CREDIT: MARINA KHOURY @MARINARKHOURY



TRANSIT-IMPERVIOUS PODS

SUBURBAN V. SUSTAINABLE

IMAGE CREDIT: PRINCE'S FOUNDATION FOR THE BUILT ENVIRONMENT



USE-
BASED

FORM-
BASED

T3 SUB-URBAN: Kingsway at Oxford

Low density residential areas, adjacent to higher zones that contain some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and roads irregular to accommodate natural conditions.



KINGSWAY & OXFORD

| | |
|----------------------------|-----------------------------|
| Average Block Dimension | 2,906' perimeter 885.7 m |
| Residential Units per Acre | 6.6 ¹ |
| Average Lot Size | 50' x 125' 15.2 m x 38 m |
| Average Lot Coverage | 50% ² |



PUBLIC FRONTAGE

| | |
|----------------------|---------------------------|
| Public Frontage Type | Street |
| ROW Width | 54' or 16.5 m |
| Moving Lanes | 2 |
| Parking Lanes | 1 |
| Pavement Width | 24' or 7.3 m ³ |
| Curb Type | 6" raised 15 cm raised |
| Curb Radius | 23' or 7 m |
| Sidewalk | 5' or 1.5 m |
| Planter Type | Tree lawn |
| Planter Width | 25' or 7.6 m on center |



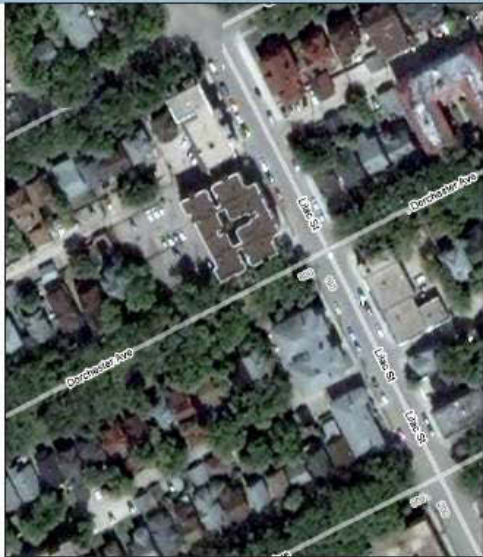
PRIVATE FRONTAGE

| | |
|---------------------------------|-----------------------------------|
| Private Frontage Type | Porch and fence or common lawn |
| Principal building height | 2 - 3 stories |
| Outbuilding height | 1 - 1 1/2 stories |
| Building disposition | Edge Yard |
| Lot size | 68' x 150' 20.7 m x 45.7 m |
| Lot coverage | 60% max ² |
| Build out percentage @ sidewalk | 60% |
| Front Setback | 30' min, 50' max 9.1 m, 15.2 m |
| Side Setback | 3' to 5' or 0.9 to 1.5 m |

Image credit: City of Winnipeg, Manitoba and PlaceMakers

T4 GENERAL URBAN: Dorchester at Lilac

Mixed use, but primarily residential urban fabric. It may have a wide range of building types: singles, rowhouses, and apartment buildings. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.



DORCHESTER @ LIALIC

| | |
|----------------------------|-----------------------------|
| Average Block Dimension | 1,520' perimeter 463 m |
| Residential Units per Acre | 24 |
| Average Lot Size | 58' x 120' 17.6 x 36.6 m |
| Average Lot Coverage | 80% |

PUBLIC FRONTAGE

| | |
|----------------------|---------------------------|
| Public Frontage Type | Street |
| ROW Width | 57' or 17.4 m |
| Moving Lanes | 2 |
| Parking Lanes | 1 |
| Pavement Width | 29' or 8.8 m |
| Curb Type | 6" raised 15 cm raised |
| Curb Radius | 16' 8" or 5.1 m |
| Sidewalk | 4' or 1.2 m |
| Planter Type | Tree Lawn |
| Planter Width | episodic |
| Planting Pattern | episodic |

PRIVATE FRONTAGE

| | |
|---------------------------------|-------------------------------------|
| Private Frontage Type | Forecourt, Stoop Porch and Fence |
| Principal building height | 3 |
| Outbuilding height | 1.5 |
| First floor above grade | 0 - 24" 0 - 0.6 m |
| Building disposition | Edgeyard, Sideyard, Rearyard |
| Build out percentage @ sidewalk | 75% min |
| Front Setback | 0 - 20' 0 - 6.1 m |
| Side Setback | 0 min. 8' or 2.4 m max. |

Image credit: City of Winnipeg, Manitoba and PlaceMakers

T5 URBAN CENTER McDermot at Albert

Higher density mixed-use buildings that accommodate retail, offices, multi-family residential. It has a tight network of streets, with wide sidewalks, regular street tree planting and buildings set close to the sidewalks.



MCDERMOT AVE. @ ALBERT STREET

| | |
|-------------------------|--------------------------------|
| Average Block Dimension | 1,340' perimeter 408 meters |
| Average Lot Size | 96' x 157' 29 m x 48 m |
| Average Lot Coverage | 100% max |



PUBLIC FRONTAGE

| Public Frontage Type | Commercial Street |
|----------------------|------------------------------|
| ROW Width | 66' 20 m |
| Moving Lanes | 2: one way |
| Parking Lanes | 2 |
| Pavement Width | 38' McDermot 11.5 m |
| Curb Type | 6" raised 15 cm raised |
| Curb Radius | 12' or 3.7 m |
| Sidewalk | 12' to 27' 3.7 to 8.2 m |
| Planter Type | 4' or 1.2 m pervious well |
| Planting Pattern | 36' o.c. |



PRIVATE FRONTAGE

| Private Frontage Type | Shopfront & Awning, Stoop |
|---------------------------------|--------------------------------------|
| Principal building height | 6 max |
| Outbuilding height | n/a |
| First floor above grade | 0 |
| Building disposition | rear yard |
| Lot width | 22' min or 6.7 m 200' max or 61 m |
| Lot coverage | 85% min 100% max |
| Build out percentage @ sidewalk | 90% min 100% max |
| Front Setback | 0 |

Image credit: City of Winnipeg, Manitoba and PlaceMakers

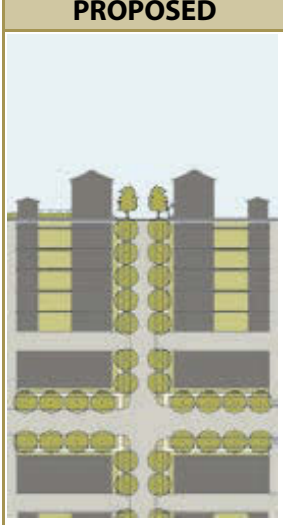
| | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | EXISTING | PROPOSED |
|--------------------|---|---|---|--|--|---|--|
| | provides an area for a central pedestrian-oriented concentration of retailing, personal services, public uses, and office uses. | SPECIAL DISTRICT provide for commercial areas to be located on highways and major thoroughfares; primarily retail trade or service establishments | SPECIAL DISTRICT The racetrack commercial district features the same bulk regulations as the CBD but with specific controls on Uses to support the performance of racetrack functions, and provide for its efficient operation, continuation, and expansion. | SPECIAL DISTRICT Primarily for manufacturing and processing industries, and their accessory uses, supporting storage, transportation and distribution activities and the supporting activities needed for the convenience of employees | COMMUNITY UNIT (MUX uses + more) Provide for the location of shops, services, small workplaces, and civic buildings central to a neighborhood within walking distance to residential dwellings. | COMMUNITY UNIT (MUX + NCX Uses + more) Serves a large market but not regional; employment, industrial parks, mixture of housing types; community buildings and stores/offices/workplaces |  |
| | Central Business (CB) | Highway Commercial (HC) | Racetrack Commercial (RC) | Industrial District (I) | Neighborhood Center Mix (NCX) | Urban Commercial Mix (UCX) | T5 Urban Center |
| LOT | | | | Landscape Buffer* | | | |
| Width | 25 ft. min. | 25 | 25 ft. min. | 150 ft. - 180 ft. | 16 ft. min. - 125 ft. max. | 16 ft. min. - 125 ft. max. | 18 ft. min. 180 ft. max. |
| Depth | - | - | - | 125 ft. | - | - | - |
| Density | - | - | - | - | 4 DU/ac. + bonus | 4 DU/ac. + bonus | - |
| SETBACK | | | | | by Building Type* | by Building Type* | |
| Front Primary | 0 ft. | none | 0 ft. | 0 ft. | 5-20 ft. min | 5-20 ft. min | 2 ft. min. 12 ft. max. |
| Front Secondary | 0 ft. | none | 0 ft. | 0 ft. | 5-30 ft. min. | 5-30 ft. min. | 2 ft. min. 12 ft. max. |
| Side | 10 ft. if abutting w/ residential | none | 10 ft. if abutting w/ residential | 10 ft. | 5-30 ft. min. | 5-30 ft. min. | 0 ft. min. 24 ft. max. |
| Rear | 0 ft. | none | 0 ft. | 10 ft. | 15-30 ft. min. | 15-30 ft. min. | 3 ft. min. |
| PLACEMENT | | | | | | | |
| Edgeyard | permitted | permitted | permitted | permitted | permitted | permitted | not permitted |
| Sideyard | permitted | permitted | permitted | permitted | permitted | permitted | permitted |
| Rearyard | permitted | permitted | permitted | permitted | permitted | permitted | permitted |
| HEIGHT | | | | | | | |
| Principal Building | 50 ft. | 80 ft. | 50 ft. | 50 ft. | none | none | 5 stories max, 2 min. |
| Accessory Building | | | | 50 ft. | none | none | 2 stories max. |
| | | | | | Required | Required | |

Image credit: RansonRenewed.com

DISPOSITION

CONFIG.

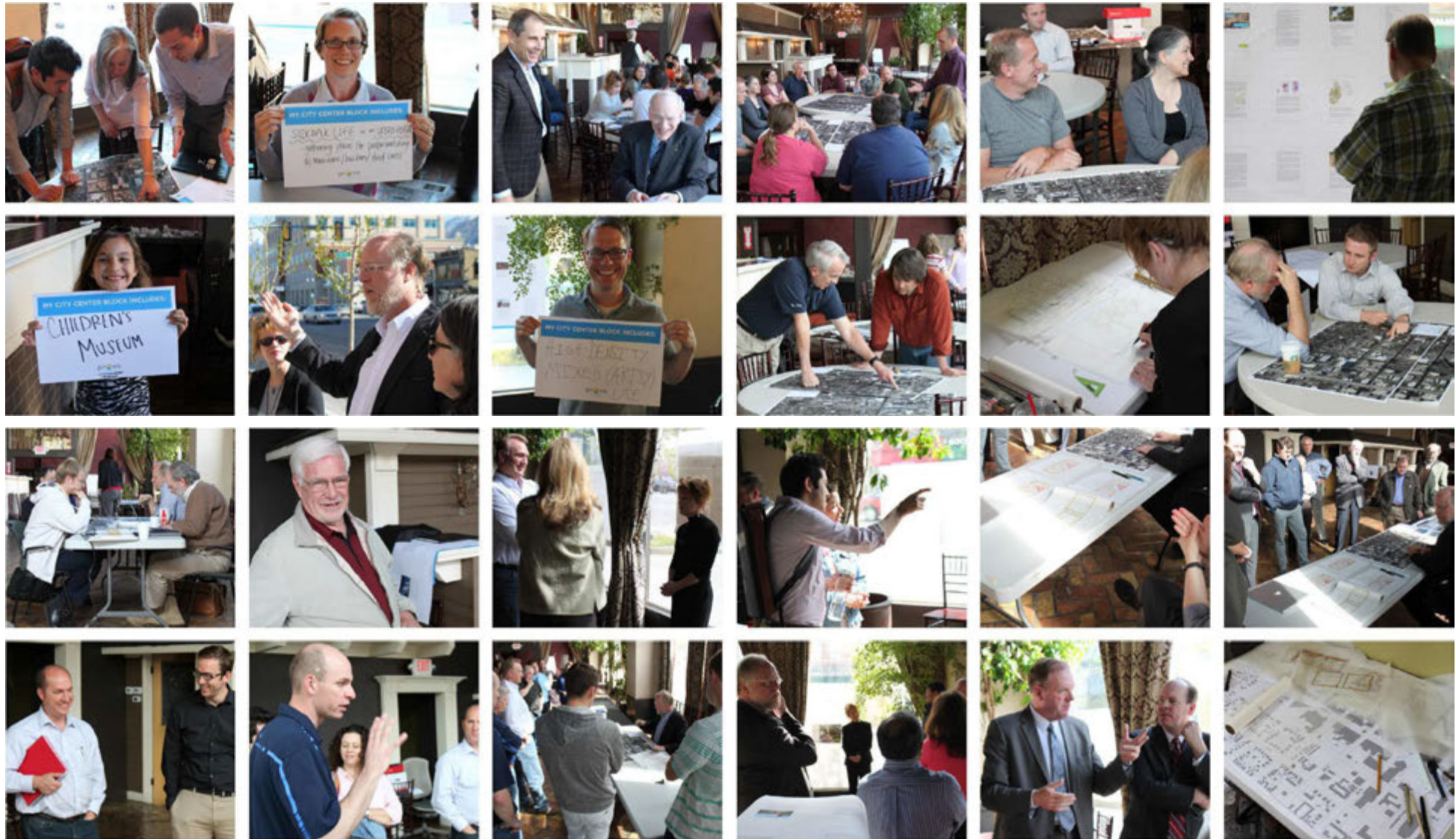


Image credit: Provo, Utah and PlaceMakers



Image credit:
City of Las Cruces, NM and PlaceMakers

Refine

Site plan refines ideas

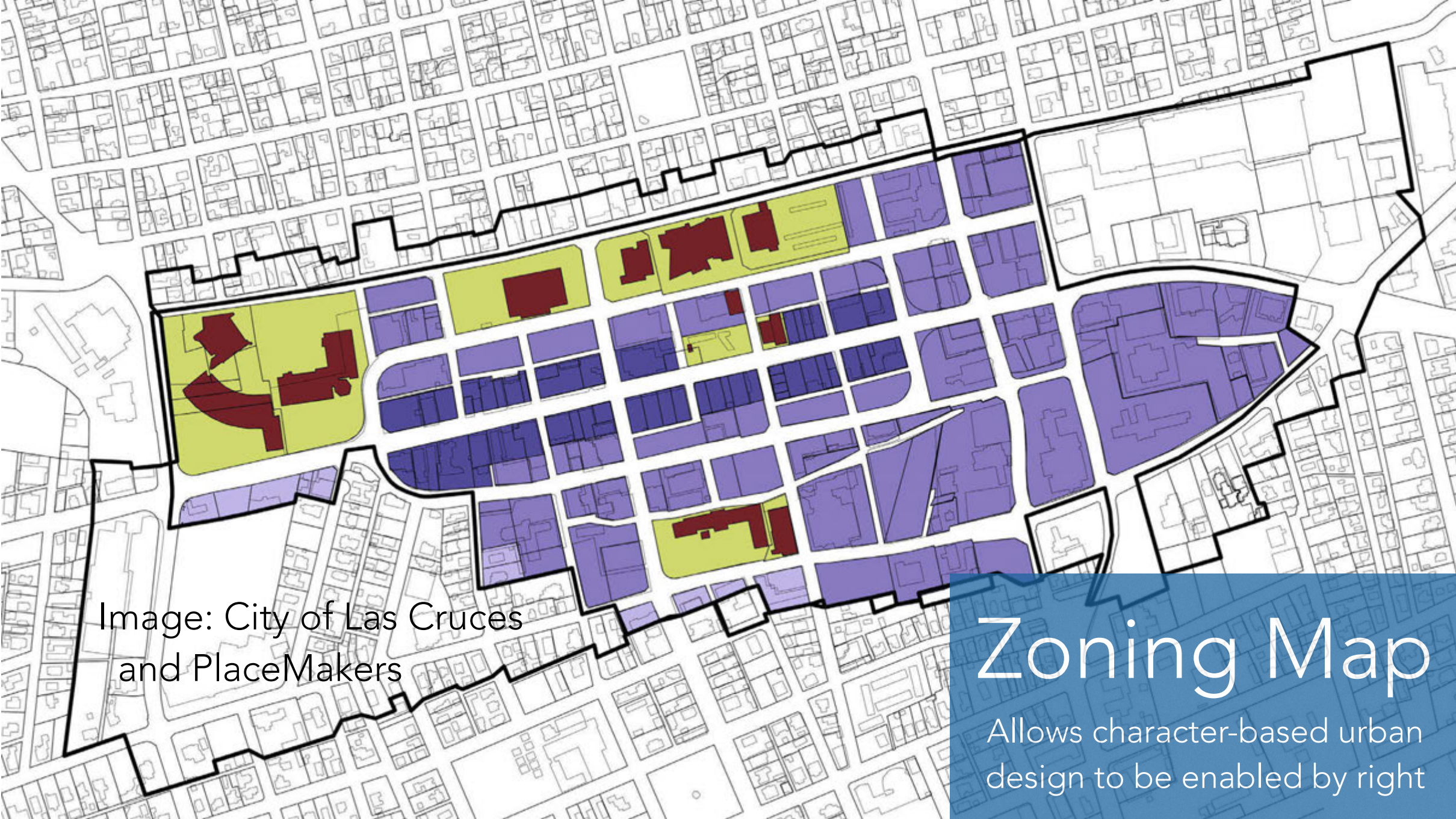


Image: City of Las Cruces
and PlaceMakers

Zoning Map

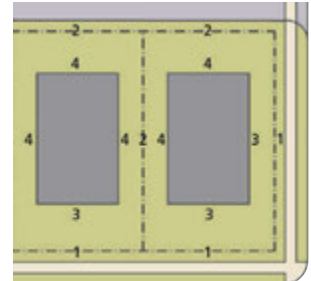
Allows character-based urban
design to be enabled by right

TABLE 16. T20 LOT STRUCTURE



| BUILDINGS | |
|--------------------|--|
| Principal Building | The main building on a Lot. |
| Outbuildings | A secondary building usually located toward the rear of the same Lot as a Principal Building such as a garage, carport, or workshop and may include an Accessory Unit. Lots exceeding 150' in depth may have a second outbuilding. |
| LOT LAYERS | |
| First Layer | The area of a Lot from the the Frontage Line to the Facade of the Principal Building. |
| Second Layer | The area of a Lot set behind the 1st Layer to a depth of 20 feet. |
| Third Layer | The area of a Lot set behind the 2nd Layer and extending to the rear Lot Line or to a depth of 150'. |
| Fourth Layer | Lots in excess of 150' deep have a fourth layer. This area is usually used for agriculture, and agricultural uses may be limited to this layer. See Subsection 5.7.4. |
| LOT SIZE | |
| Lot Depth | Flag lots are permitted in T20. Standard lot depts may be interspersed with lots in excess of 150' that shall be primarily used for agricultural purposes. |

TABLE 17. FRONTAGES & ELEVATIONS



- 1 - Frontage Line
- 2 - Lot Line
- 3 - Facades
- 4 - Elevations

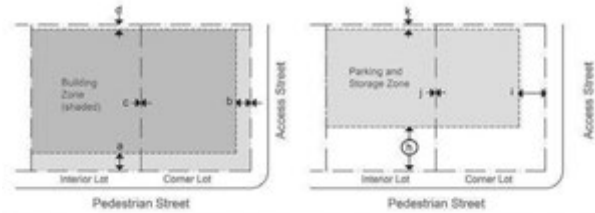
TABLE 6. PRIVATE FRONTAGES

| | SECTION | | PLAN | |
|------------------------------------|--|-----------------|------------------|-----------------|
| | PRIVATE FRONTAGE | PUBLIC FRONTAGE | PRIVATE FRONTAGE | PUBLIC FRONTAGE |
| FIRST LOT LAYER REGULATIONS | | | | |
| COMMON LAWN | | | | |
| Transect District | T2, T2O, T3, T4, SDB | | | |
| Permitted Elements | | | | |
| Encroachments into setback | Porch no less than 6 feet deep | | | |
| Surface Treatment | Grass, groundcover, continuing without interruption, except sidewalks or driveways. | | | |
| Special Requirements | | | | |
| FENCED LAWN | | | | |
| Transect District | T2O, T3, T4 | | | |
| Permitted Elements | Fences, hedges and walls | | | |
| Encroachments into setback | 80% of setback | | | |
| Surface Treatment | Grass, groundcover | | | |
| Special Requirements | Fences, hedges and walls shall be along frontage lines or parallel with the facade of the principal building | | | |
| TERRACE | | | | |
| Transect District | T2O, T4, T4O, T5L, T5, SDB | | | |
| Permitted Elements | May be combined with stoop | | | |
| Encroachments into setback | Terraces may encroach 100% of setback, no less than 6 ft. Terraces shall be raised a minimum of 12" from average sidewalk grade. | | | |
| Surface Treatment | Paved, terraces may be landscaped | | | |
| Special Requirements | Ramps for wheelchair access may be located within first layer | | | |
| FORECOURT | | | | |
| Transect District | T4O, T5, SDB | | | |
| Permitted Elements | May be combined with terrace, stoop, shopfront, or gallery. | | | |
| Encroachments into setback | May recess from the frontage line a maximum of 20 feet for pedestrian entries or a maximum of 30 feet for vehicular access. | | | |
| Surface Treatment | Paved in coordination with the public frontage or with pervious materials | | | |
| Special Requirements | Shall provide access to the main building entrance. Driveways within forecourts are limited to 20 feet in width. Portions of the driveway in the public frontage shall be limited to 12 feet in width and shall be paved in coordination with the adjacent public frontage | | | |

Image credit: City of Ranson, WV and PlaceMakers

TABLE X (T5-MEDIUM). BULK STANDARDS - T5 - MEDIUM

BUILDING SETBACKS AND LOT REQUIREMENTS



| MAIN BUILDING SETBACKS | | PARKING AND STORAGE SETBACKS | |
|--|-----------------|------------------------------|-------------|
| a Pedestrian Street | 6 - 18 ft. max. | h Pedestrian Street | 24 ft. min. |
| b Access Street | 20 ft. max. | i Access Street | 8 ft. min. |
| c Side Lot Line | 0 - 20 ft. max. | j Side Lot Line | 0 ft. min. |
| d Rear Lot Line | 3 ft. min. | k Rear Lot Line | 3 ft. min. |
| FRONTAGE BUILDOUT | | LOT REQUIREMENTS | |
| Pedestrian Street: | 70% min. | Lot Coverage: | 70% max. |
| Access Street: 30 ft. min. from Pedestrian Street setbacks | | | |

BUILDING FRONTAGE

| REQUIRED FRONTAGE SETBACK TYPES | |
|---------------------------------|---|
| Pedestrian Street: | shallow, urban or pedestrian forecourt. |
| Access Street: | shallow, urban, pedestrian forecourt, vehicular forecourt or screened parking |
| Additional Requirements: | common yard and fenced yard permitted for single family residential only |

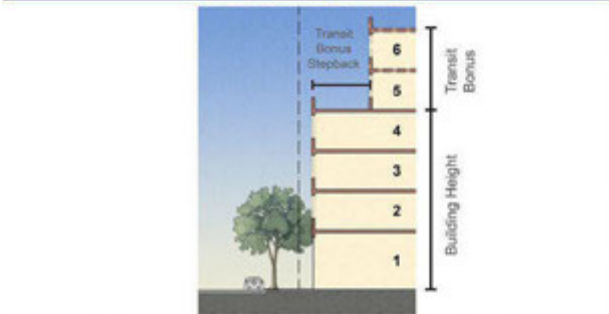
| REQUIRED SPECIFIC FRONTAGE TYPES | |
|----------------------------------|---|
| Pedestrian Street: | common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only) |
| Access Street: | common entry, shopfront, arcade, gallery, terrace, stoop, or porch (access to ground floor residential uses only) |

| ACCESS RESTRICTIONS | |
|---------------------|--|
| Pedestrian Street: | 1 access way for lots up to 150 ft. of frontage, 1 access per 75 ft. for lots over 150 ft. |
| Access Street: | minimum spacing of 120 ft. between access ways associated with one lot |

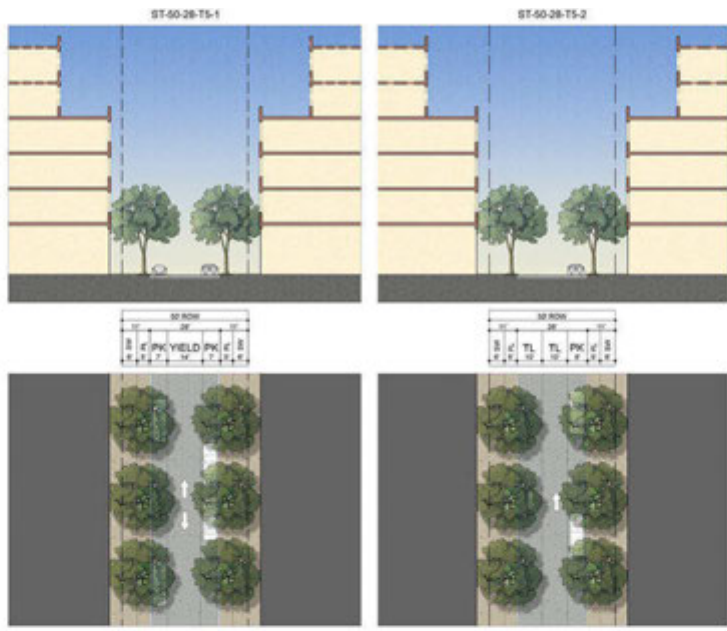
| MINIMUM GLAZING | | AMBIENT STANDARDS | |
|-----------------|-----|---------------------|------------|
| Ground Floor: | 75% | Light Level: | 2 fc. max. |
| Second Floor: | 45% | Noise: 12am to 7am | 60 dBA |
| Upper Floors: | 30% | Noise: 7am to 10pm | 75 dBA |
| | | Noise: 10pm to 12am | 65 dBA |

TABLE X (T5-MEDIUM). BULK STANDARDS - T5 - MEDIUM

BUILDING HEIGHT AND STEPBACKS



| BUILDING HEIGHT | BUILDING STEPBACKS |
|----------------------------|--|
| Building Height: 4 stories | 20 ft. stepback required along frontages for all stories above 4 |
| Transit Bonus: 2 stories | |



Skinny Streets

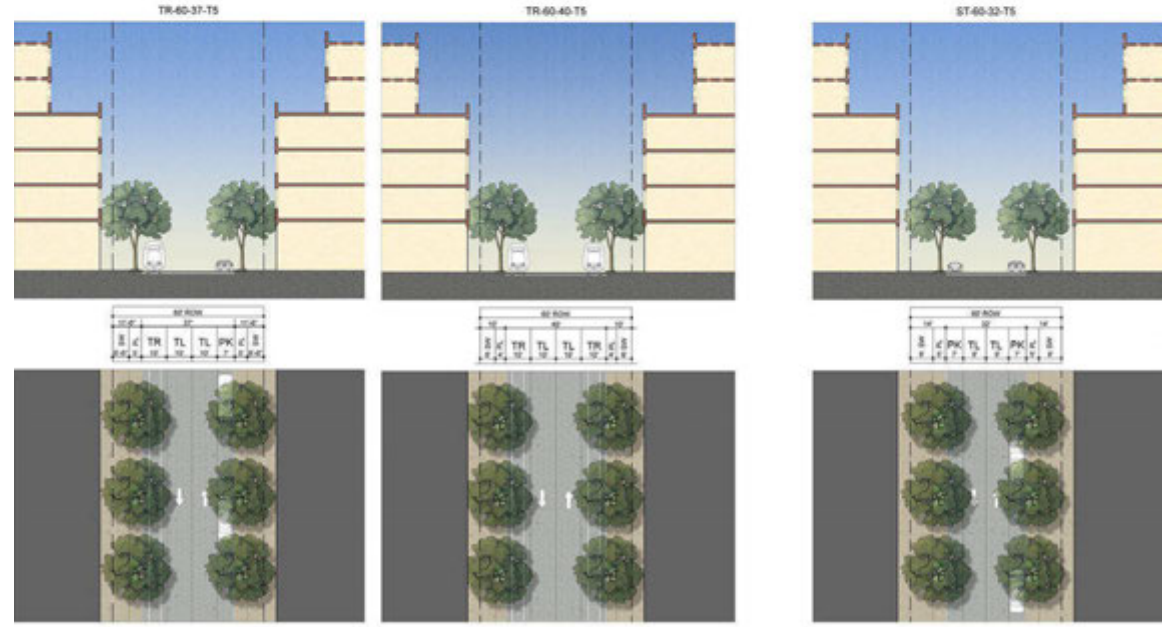


Image: City of Phoenix, AZ, DPZ, and PlaceMakers



Image: Steve Price and PlaceMakers



Image: Steve Price and PlaceMakers



Image: Steve Price and PlaceMakers



Image: Steve Price and PlaceMakers



Image: Fuquay-Varina, NC and PlaceMakers



Image: Fuquay-Varina, NC and PlaceMakers

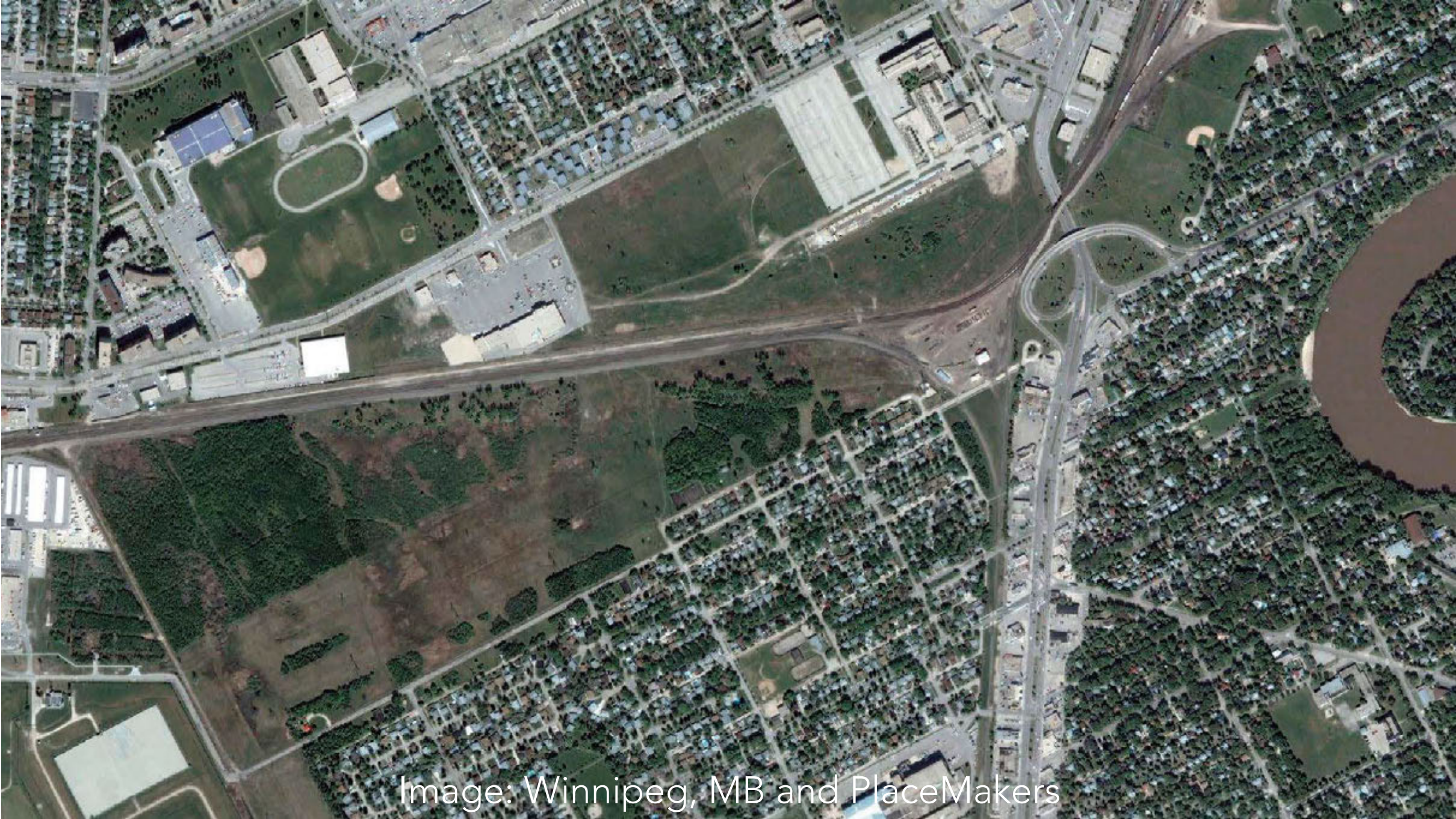


Image: Winnipeg, MB and PlaceMakers



Image: Winnipeg, MB and PlaceMakers



Image: Winnipeg, MB and PlaceMakers

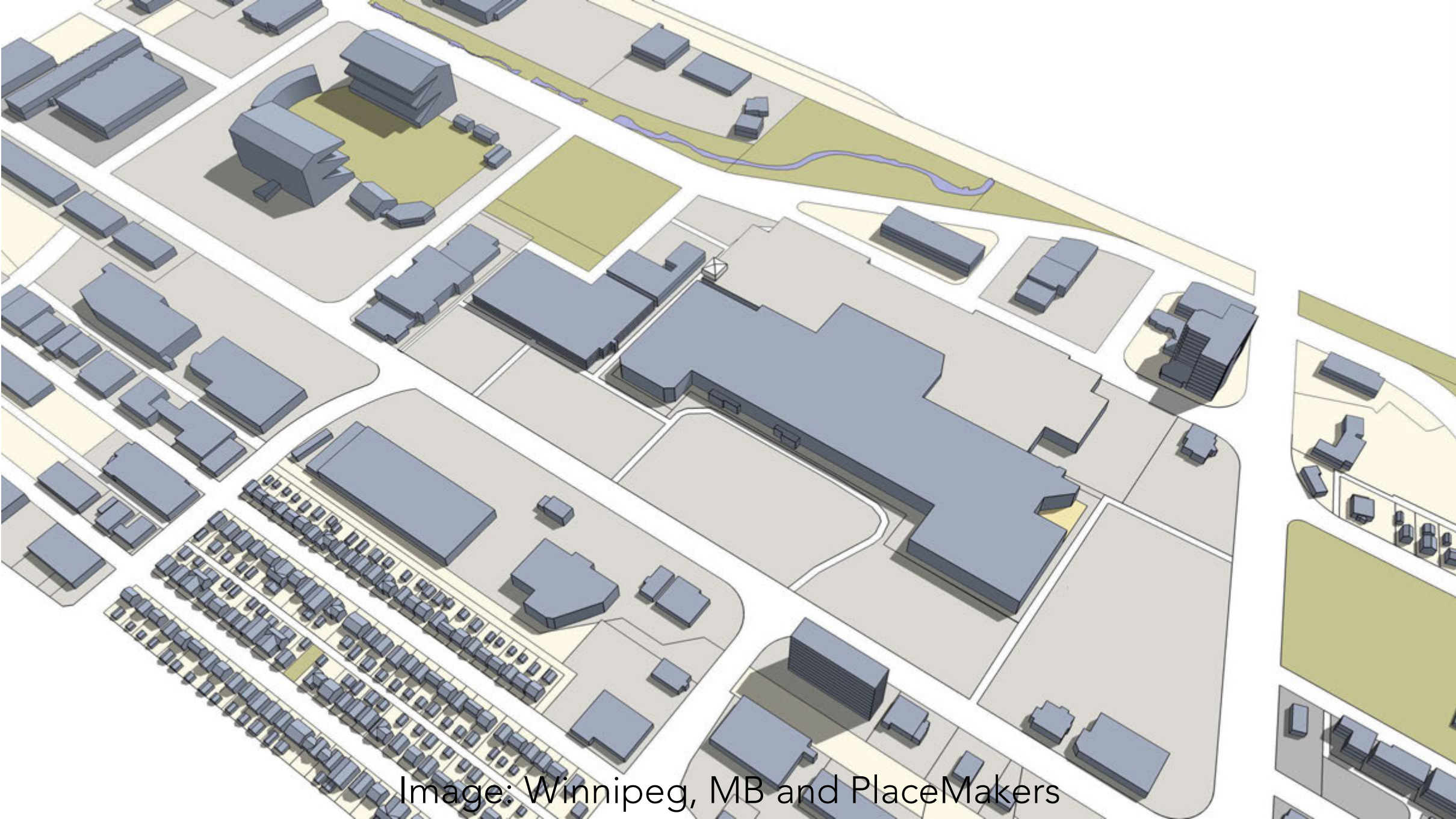


Image: Winnipeg, MB and PlaceMakers

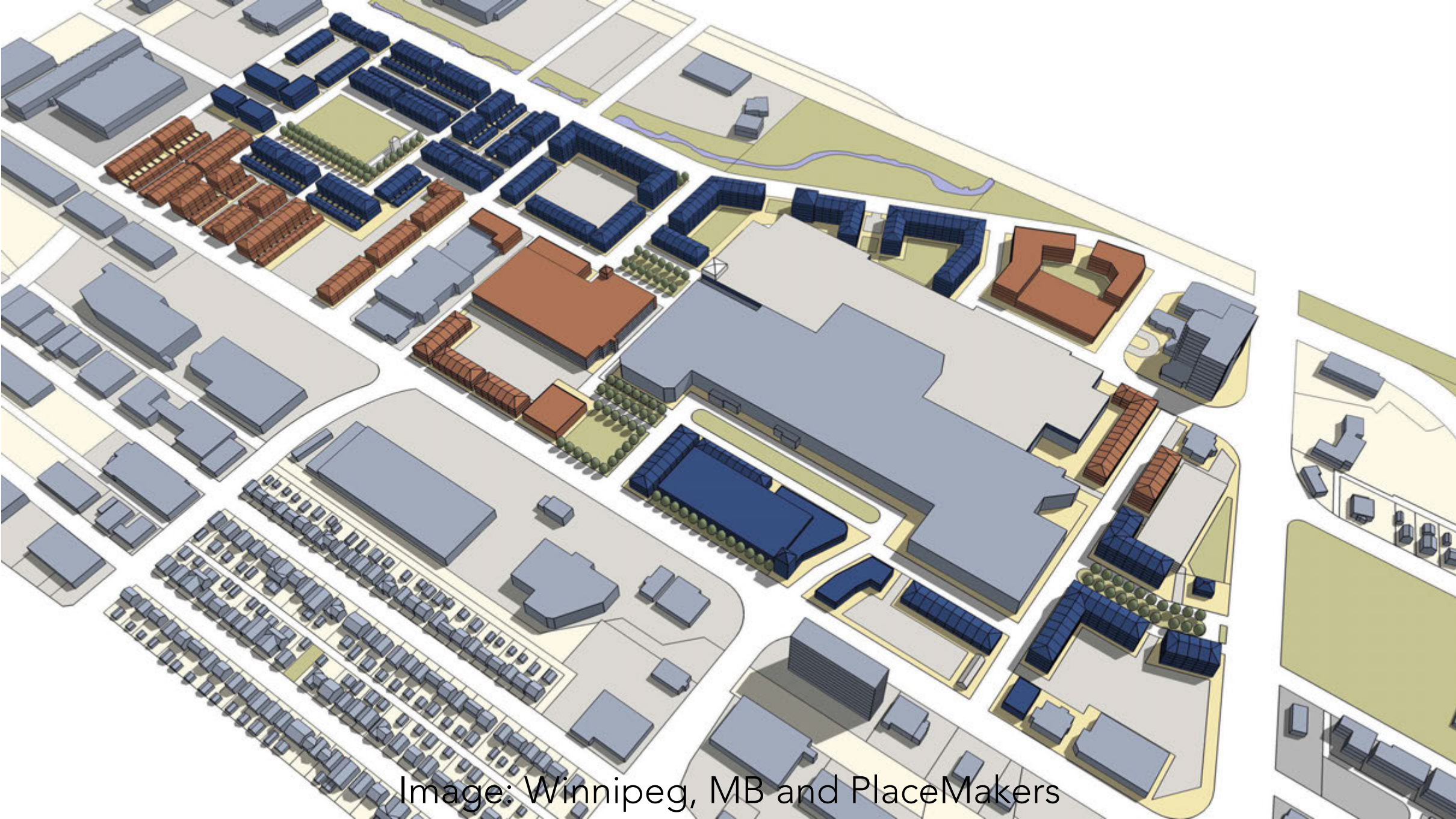


Image: Winnipeg, MB and PlaceMakers

LEGALIZING THE ACTIVE METROPOLIS

CODESSTUDY.ORG

Cultivate.



How We Think

How We Work

How We Teach

Stories from the Fields



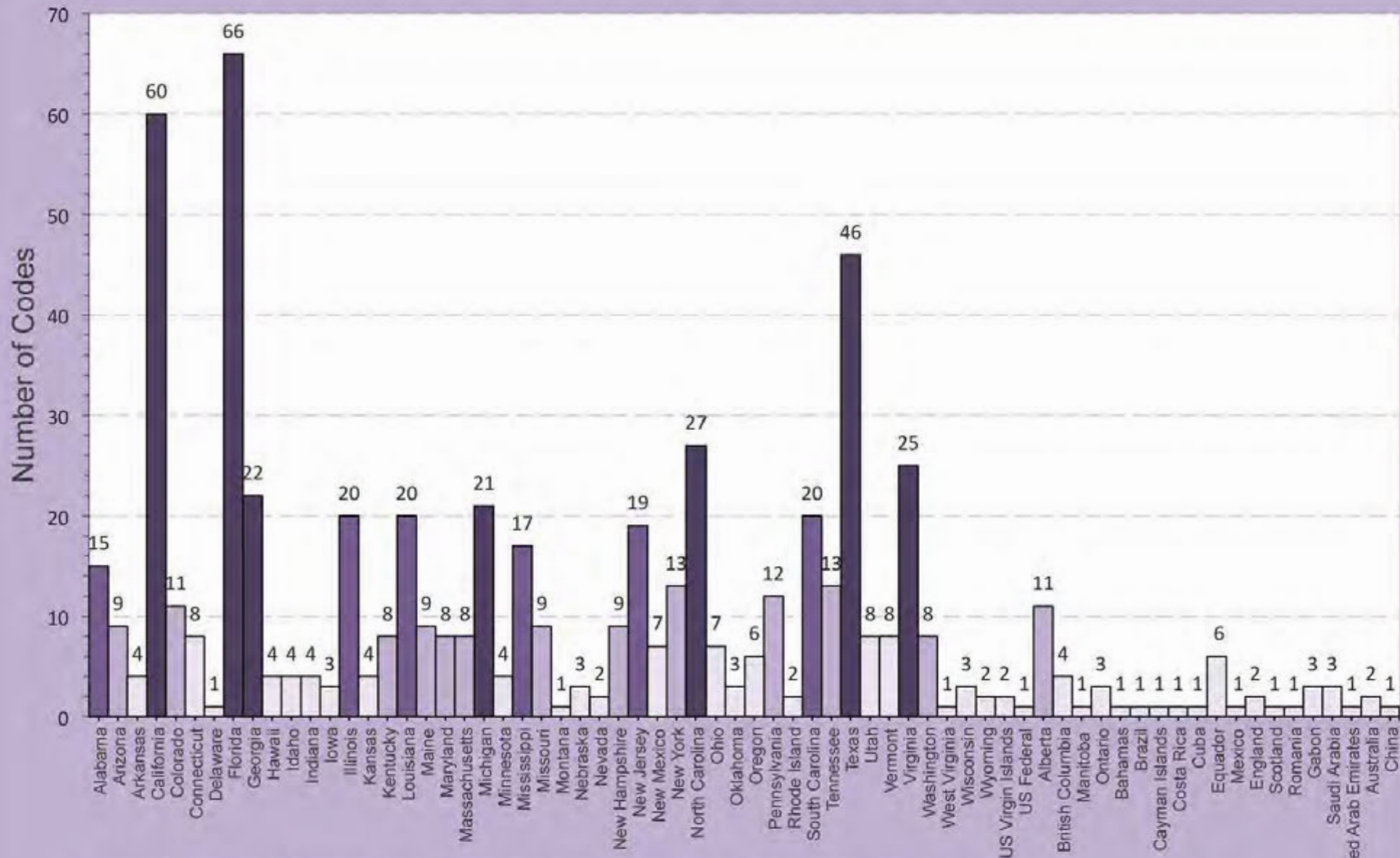
How We Teach > Form-Based Codes? You're not alone.

Form-Based Codes? You're not alone.

The Codes Study is a collaborative effort led by Hazel Borys, Emily Talen, and Matthew Lambert, and contributed to by many public and private planners, tracking the prevalence of form-based codes worldwide. As of March 2016, we've tracked 618 codes that meet criteria established by the Form-Based Codes Institute (FBCI), as well as an additional 16 form-based guidelines. 362 of these are adopted, with others in progress. Even though form-based codes are 35 years old, 87% have been adopted since 2003.

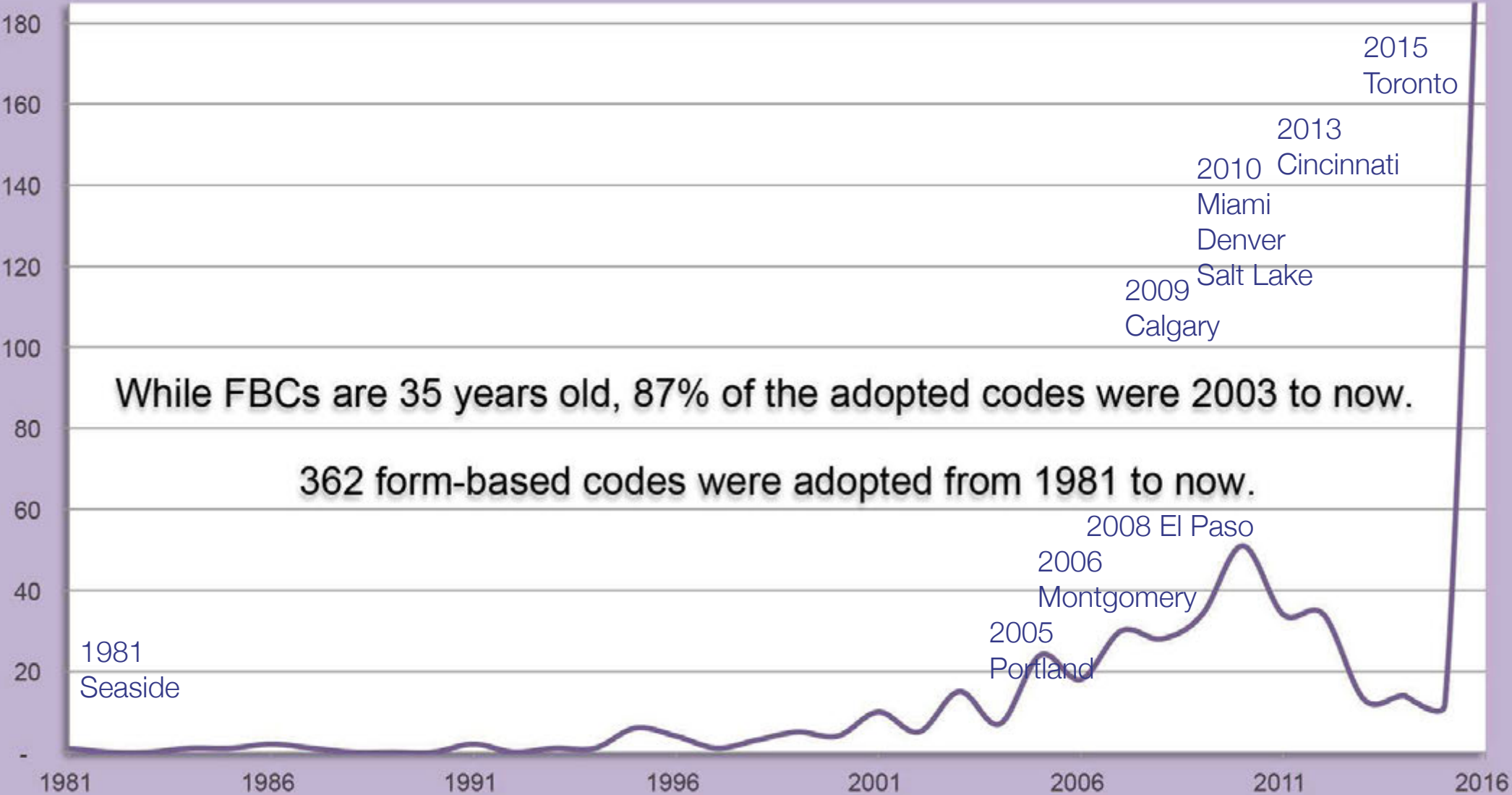
Cs
Launch it

Codes Study: SmartCodes and Other Form-Based Codes

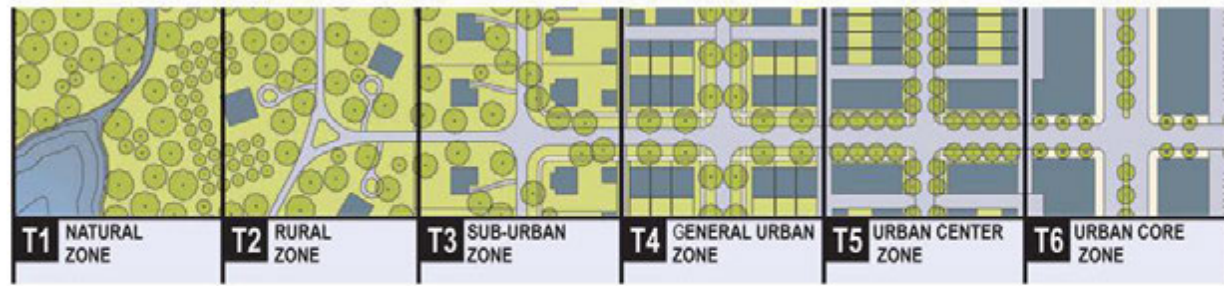




Form-Based Codes Adopted 1981-2015 + In Process 2016



Source: Codes Study, Hazel Borys and Emily Talen, as of March 2016, Creative Commons NonCommercial ShareAlike License



Repair, Regenerate, Restore

Walkable, Runnable, Bikeable Places

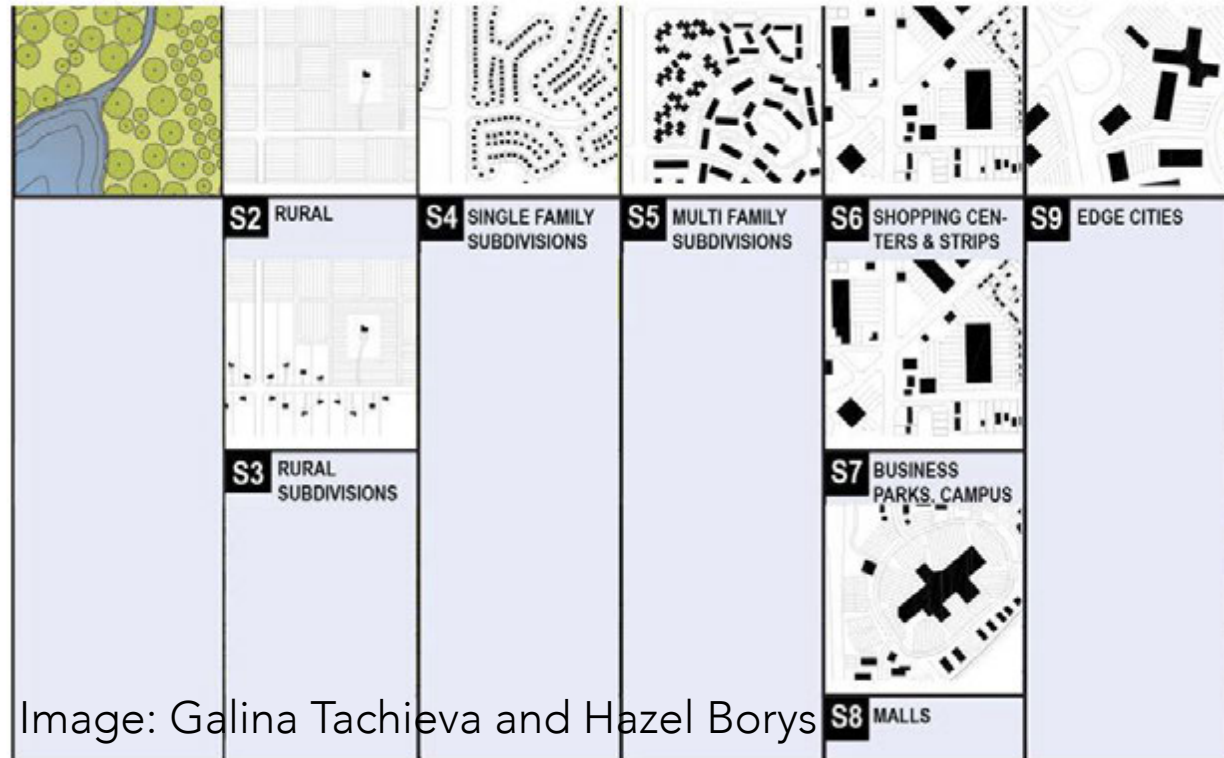
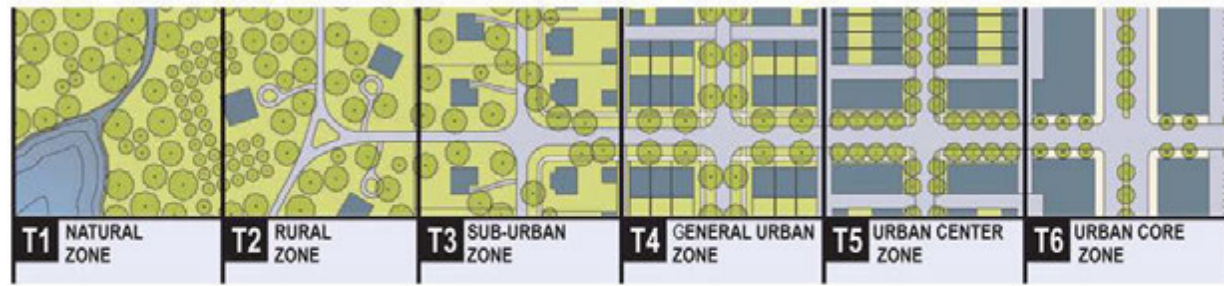


Image: Galina Tachieva and Hazel Borys



Repair, Regenerate, Restore

Sledable, Skiable, Skateable Places

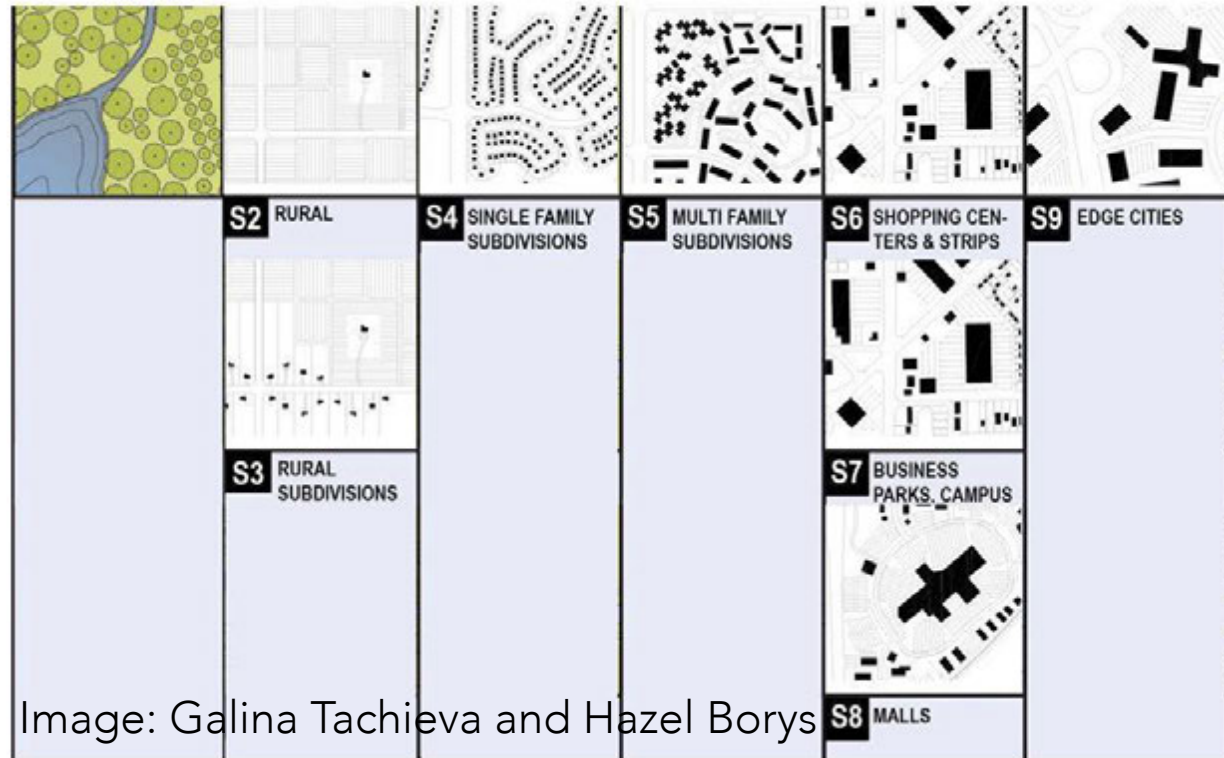


Image: Galina Tachieva and Hazel Borys

PAYBACKS TO PEOPLE, PLANET, PROFIT

THE NURTURING METROPOLIS

WALKABLE PLACES ARE EQUITABLE PLACES

EQUITY

© 2016 HAZEL BORYS

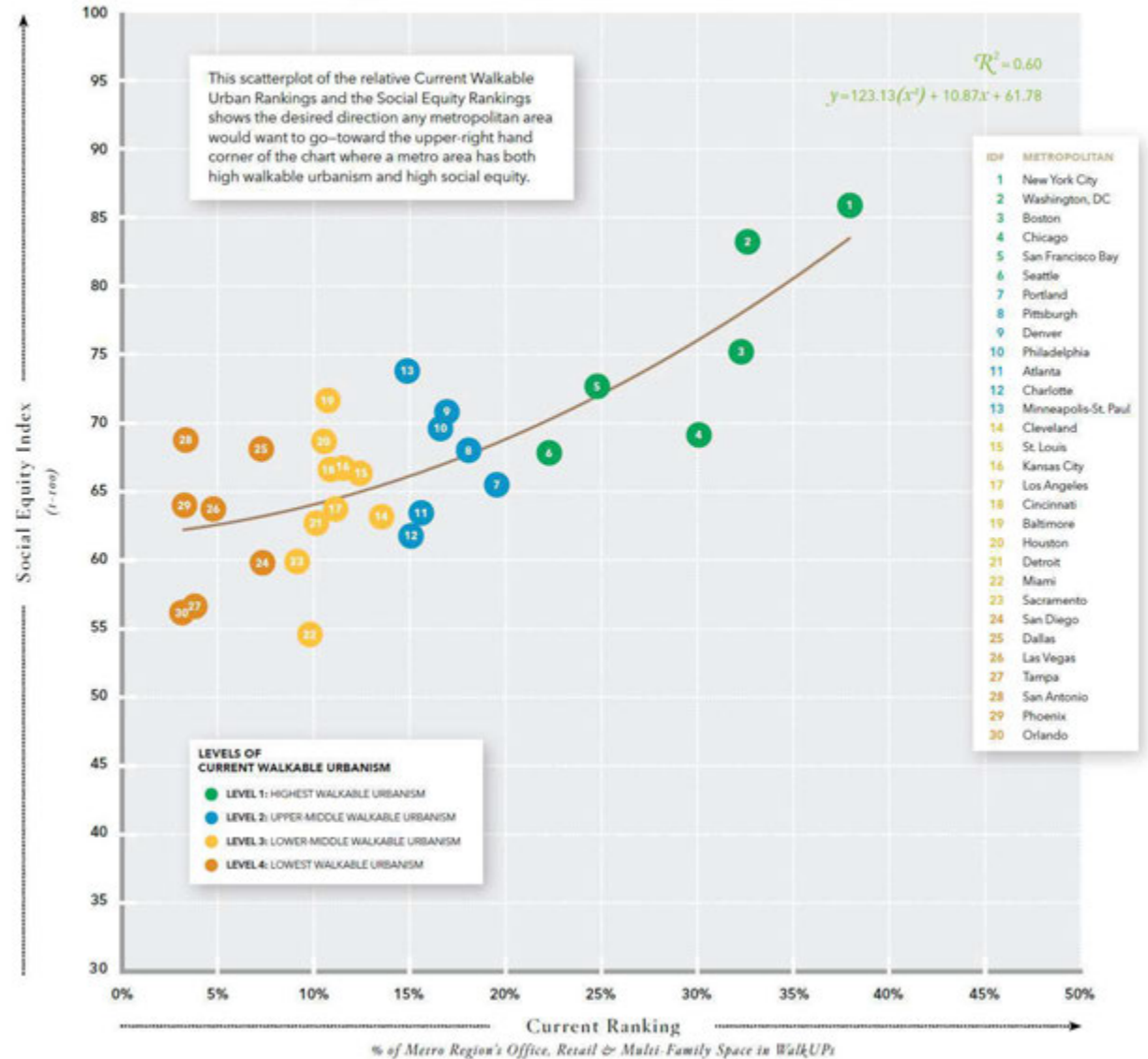


FOOT TRAFFIC AHEAD

IMAGE CREDIT: FOOT TRAFFIC AHEAD

Walkable Urbanism & Social Equity of the 30 Largest U.S. Metros:

Scatterplot Showing the Relationship Between
Current Rankings vs. Social Equity Rankings



BOWLING ALONE?

EVERY 10 MINUTES OF
COMMUTING
REDUCES SOCIAL
CAPITAL BY 10%

© 2016 HAZEL BORYS



WALKABLE NEIGHBORHOODS ARE RESILIENT

ECONOMY

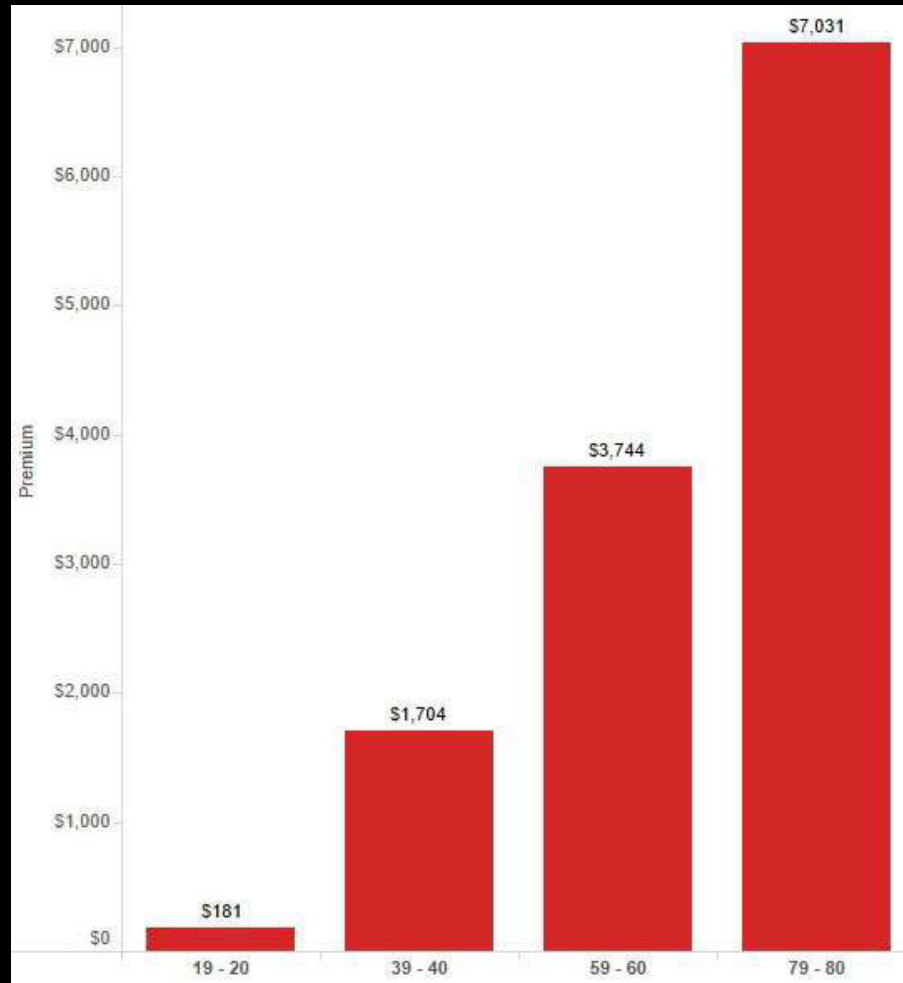
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HOME PRICE PREMIUM AND WALKSCORE

1 POINT = \$3,000 HOME VALUE

REDFIN, HOW MUCH IS A POINT OF WALK SCORE WORTH? 2016



HOME PRICE PREMIUM OF WALKSCORE

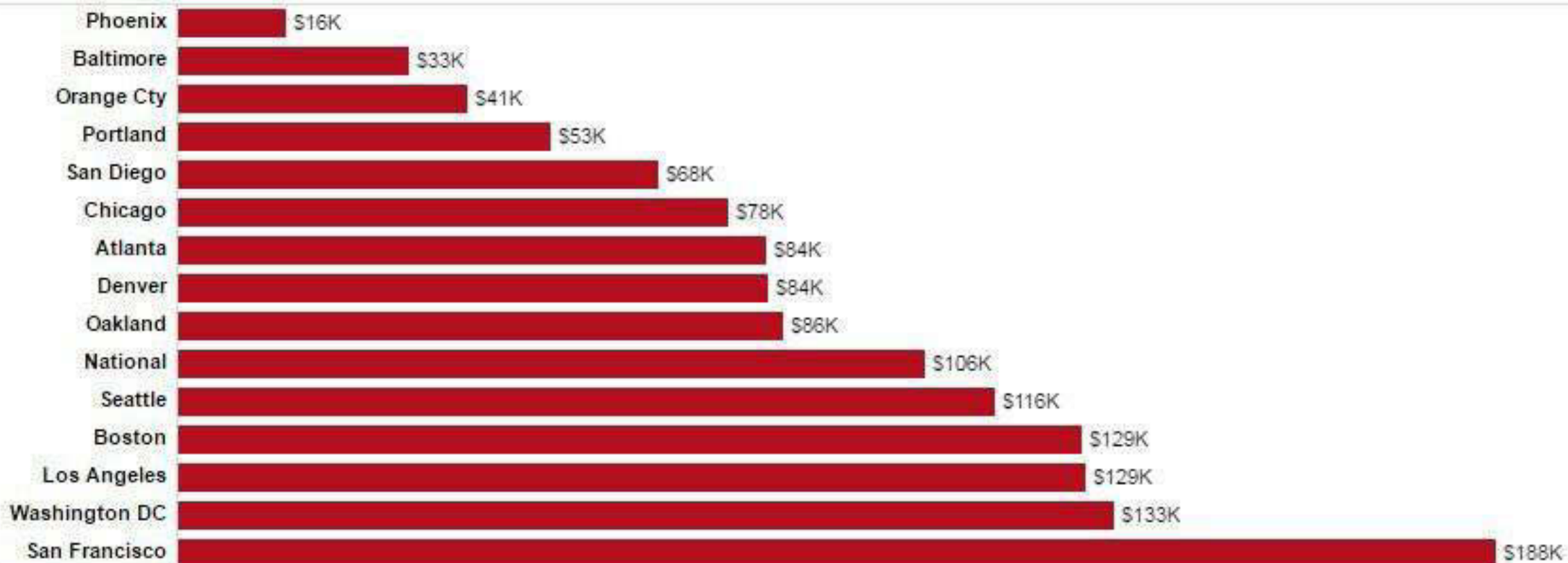
WALK SCORE: 60->80: \$100,000

REDFIN, HOW MUCH IS A POINT OF WALK SCORE WORTH? 2016

Home Price Premiums for Increases in Walk Score from 60 to 80

REDFIN

Metro



ROADS, SEWER, WATER

SAVINGS ON DENSE
INFRASTRUCTURE
38%

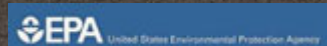


Building Better Budgets, Smart Growth America, 2013



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Morris Beacon for US EPA, 2010



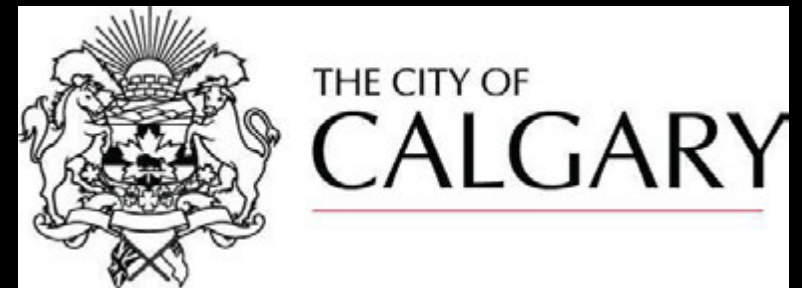
WALKABLE NEIGHBORHOODS ARE RESILIENT

CALGARY SAVES 33% OF COSTS

2009 CITY OF CALGARY

Compact development
estimated to save Calgary
\$11 billion over 60 years:

Roads :: Transit :: Water ::
Recreation :: Fire :: Schools



POLICE, AMBULANCE, FIRE

SAVINGS ON DENSE
SERVICES 10%



Building Better Budgets, Smart Growth America, 2013



SMART GROWTH DEVELOPMENT

10X MORE TAX
REVENUE PER ACRE



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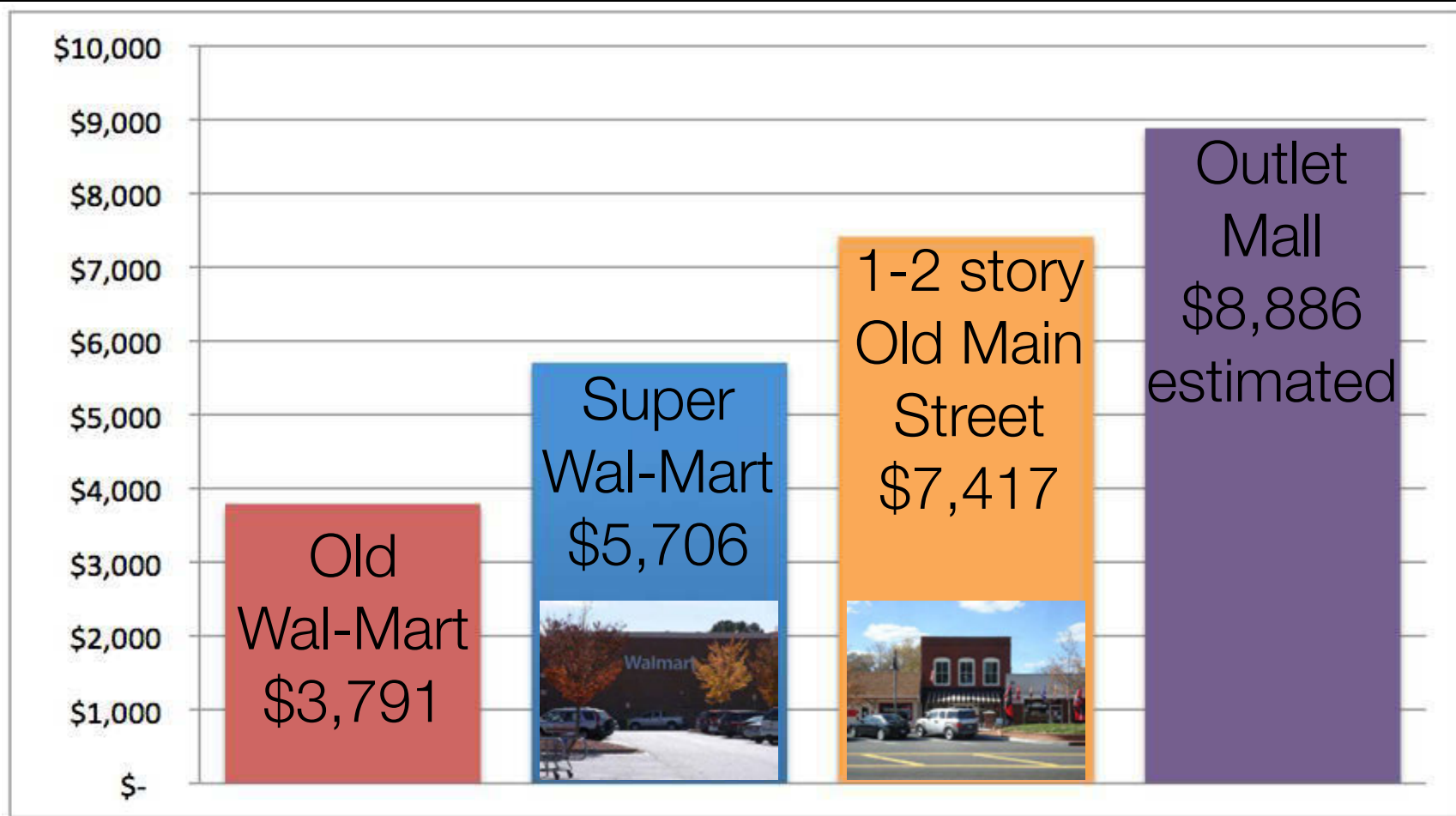
Building Better Budgets, Smart Growth America, 2013



WOODSTOCK, GEORGIA

TAX REVENUE PER ACRE

© 2016 HAZEL BORYS



WOODSTOCK, GEORGIA

TAX REVENUE PER ACRE

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WOODSTOCK, GEORGIA

39X MORE REVENUE PER ACRE

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WOODSTOCK, GEORGIA

4X MORE JOBS PER ACRE

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| | Super WalMart | Outlet Mall | New Main St |
|---------------------|---------------|-------------|-------------|
| Land Consumed | 30 | 49 | 0.65 |
| Property Tax / Acre | \$ 5,706 | \$ 8,886 | \$ 223,575 |
| Residents / Acre | - | - | 103 |
| Jobs / Acre | 10 | 20 | 40 |

WOODSTOCK, GEORGIA

LESS CAR COSTS & LESS CARBON

ABOGO.COM

Abogo[®] transportation costs made transparent

What is Abogo?

Abogo is a tool that lets you discover how transportation impacts the affordability and sustainability of where you live.

Sign up for Updates

Blog

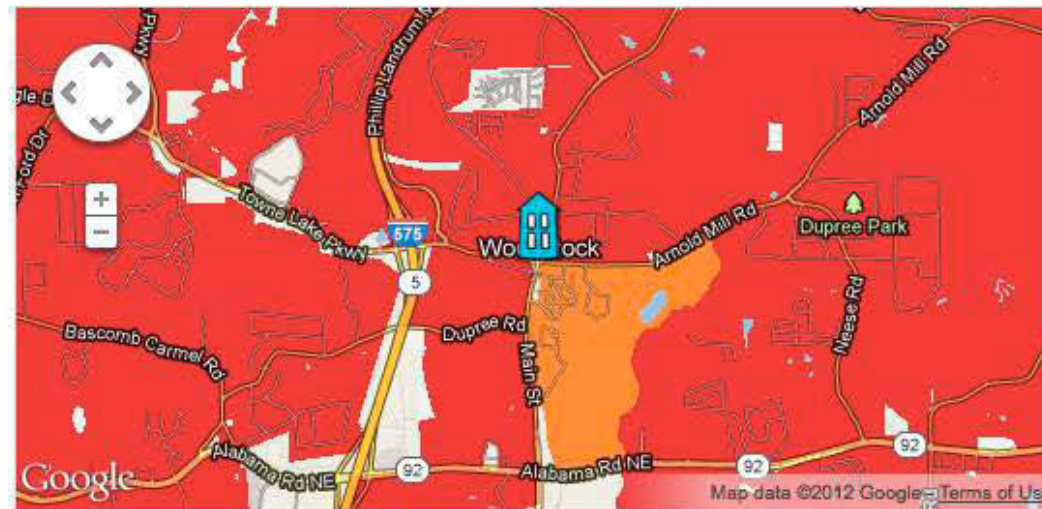
\$4,155: Gas Bill for the Typical American Household

An Associated Press article found that the typical American household pays \$4,155 a year to fill their gas tanks—or 8.4 percent of median family income. Research by the Center for Neighborhood Technology has found that living in location efficient places—walkable communities with access to amenities and transit—helps people keep transportation costs low compared with people [...]

Santa and his Bright Red

Enter an address to find out what a typical household would spend on transportation.

Current Address:



\$ per month: N/A < \$730 \$730 - \$800 \$800 - \$860 \$860 - \$930 > \$930

Transportation Cost [?]
for an average household

\$951/month

Transportation CO₂ Impact [?]
for an average household

0.77 metric tons/month [?]



[What is Abogo?](#)

[How it Works](#)

[Lower Your Costs](#)

[FAQ](#)

[CNT Resources](#)

[Blog](#)

How to spend less:
Experiment with different

MINNEAPOLIS, MINNESOTA

FORM DRIVES RETURNS

© 2016 HAZEL BORYS



GRAND FORKS, NORTH DAKOTA

DOWNTOWN DRIVES VALUE

SOURCE: WALKSCORE.COM

Walk Score Get Scores Find Apartments My Favorites

Type an address, neighborhood or city **Go**

Living in Grand Forks

Walk Score 40 Grand Forks is a Car-Dependent city
Most errands require a car.

Walk Score Map Grand For residents.

Demers Ave & N 3rd St Add scores to your site
Grand Forks, North Dakota, 58203
Commute to Downtown Grand Forks
1 min 2 min 1 min 4 min View Routes

Walk Score 80 Very Walkable
Most errands can be accomplished on foot.

About your score



GRAND FORKS, NORTH DAKOTA

DOWNTOWN CASH COW

IMAGE CREDIT: JOE MINNICOZZI



NASHVILLE, TENNESSEE

1,150X INCOME PER ACRE

© 2013 BUILDING BETTER BUDGETS, SMART GROWTH AMERICA



NASHVILLE, TENNESSEE

PROPERTY VALUES UP 3.5X REGION

2013, RICHARD BERNHARDT, PLANNING DIRECTOR, CITY OF NASHVILLE

| Area | 2005 Appraisal \$Million | 2009 Appraisal \$Million | 2013 Appraisal \$Million | Change 2005-2013 |
|-----------------------|-----------------------------|-----------------------------|-----------------------------|------------------|
| Davidson County | \$49,699 | \$63,492 | \$66,270 | 33% |
| Form Based Code | \$918 | \$1,553 | \$1,977 | 115% |

WASHINGTON, D.C.

1 POINT UP WALKABILITY LADDER

2012, CHRIS LEINBERGER AND MARIELA ALFONZO, BROOKINGS INSTITUTION

- + \$9 / Square Foot Annual Office Rents
- + \$7 / Square Foot Annual Retail Rents
- + \$300 / Month Apartment Rents
- + \$82 / Square Foot Home Value

HOMES IN WALKABLE NEIGHBOURHOODS

< 1/2 DECLINE OF RECESSION

BROOKINGS INSTITUTION, 2011. IMAGE CREDIT: HAZEL BORYS, 2015, QUEBEC CITY.



WALKING BURNS LESS CARBON

ENVIRONMENT

© 2016 HAZEL BORYS, NEW MEXICO



LOSS OF RURAL LAND TO SPRAWL

40 ACRES PER HOUR

41 MILLION ACRES

1982 TO 2007

© 2016 SUSAN HENDERSON, NEW MEXICO



American Farmland Trust, 2016



NYC VERSUS THE AVERAGE AMERICAN

NEW YORKERS EMIT
66% LESS GHG THAN
AVERAGE AMERICAN

© 2019 HAZEL BORYS, WINNIPEG



Inventory of New York City Greenhouse Gas Emissions, 2016



Emissions Database for Global Atmospheric Research (EDGAR), 2011





Thank you!
Hazel@PlaceMakers.com

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