Design Matters a Landscape Architect’s Perspective

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President American Society of Landscape Architects
What Happened???
AutoCentric Transportation Philosophy

• Emphasis
  – Capacity
  – Operational Efficiency
  – Vehicular LOS
  – Minimize Vehicular Delay

• Sometimes Prohibited
  – Speeds Lower Than 45 mph
  – Narrow Lanes
  – Two Lane Roads
  – On Street Parking
  – Street Trees/Furniture
  – Crosswalks/Sidewalks
Guidance Today

ITE – Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

“This report has been developed in response to widespread interest for improving both mobility choices and community character through a commitment to creating and enhancing walkable communities.”

From Chapter 1 of the Recommended Practice, 2010

Local guidelines are popping up all over the country and are a great resource.

Model for LIVING STREETS Design Manual - Los Angeles County 2011
Definition of Complete Streets

- Complete Streets are streets for everyone.
- Designed and operated to enable safe access for all users - pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

National Complete Streets Coalition
Holistic Transportation Strategy

- Livability and balance – “Complete Streets”
- Combine land use and transportation improvements
- Full range of seamless multi-modal opportunities – transit, pedestrian, bicycle, and roadway networks
- Context sensitive solutions – utilize inherent flexibility in design
- Collaborative, interdisciplinary, and community-led design
The Size and Character of Road Influences the Quality of Urban Environment
Components of a Street

- Context & landscape provides vertical frame → Outdoor Room
- Comfortable Ratio of Enclosure - 1:1 to 1:4
Context Sensitivity: The Neighborhood / Block

Context Sensitivity: General Street Typologies

- Boulevard
- Avenue
- Main Street
- Local Street
- Alley

- Additional types and cross-sections as desired by jurisdiction

- Ideal and optional elements vary by street type
Context Sensitivity: Transit centers

Phoenix

Washington DC
Place-making Elements
Furnishings
Furnishings
Plantings
Green Infrastructure
Benefits of Streets Functioning as an Extension of “Third Place”
As neighborhoods step up the walkability ladder house hold income increases by some $10,000.

Brookings Institute Study

Walkability Adds

- $9 /sqft to office rents
- $7/ sqft to retail rents
- $300 more for monthly rents
- $82 /sqft to home values
The Environmental Psychology of Shopping

Malls, Lifestyle Centers to Main Street

40 Year Broad Based Study all Ages Prefer Nature to the Built setting

- 1.65 No Trees Consumer Rating
- 3.32 Enclosed Side Walk Consumer Rating
- 4.00 Green Street Consumer Rating

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<thead>
<tr>
<th>Product Category</th>
<th>No Trees</th>
<th>With Trees</th>
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<tr>
<td>Convenience</td>
<td>$8.98</td>
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Research by Dr. Kathleen Wolf
Opportunity Spaces
How art Transforms Streets and Enriches Local Culture
ARTISTIC / SCULPTURAL
BENCHES AND PLANTERS
Working With Property Owners and Key Businesses