

LIFELONG COMMUNITIES

A REGIONAL GUIDE TO GROWTH AND LONGEVITY



JUNE 2009



Lifelong Communities
a regional approach to aging

DPZ
DUANY PLATER-ZYBERK & COMPANY

LIFELONG COMMUNITIES

INTRODUCTION	1
FIXING WHAT'S BROKEN	13
CASE STUDIES	25
BOULEVARD CROSSING	33
MABLETON	49
CONYERS	65
TOCO HILLS	81
STELLA PLACE	97
APPENDIX	115
HOUSING OPTIONS	118
SOCIAL SPACES	126
ASSISTED LIVING	130
SPECIAL PROJECT: GWINNETT	135

REPORT OVERVIEW

This report summarizes the findings and designs of the nine-day Lifelong Communities Charrette hosted by the Atlanta Regional Commission in partnership with Duany Plater-Zyberk & Company. The charrette brought together experts from around the region and across the country to examine how Atlanta area communities could become places where people of all ages and abilities can live as long as they would like. The charrette developed:

- Five conceptual master plans which incorporate mixed-use, mixed-income, multi-generational designs, promote physical activity and healthy living;
- Model Lifelong Communities standards and zoning codes; and
- Regional development principles to meet the needs of the growing older adult population

MADE POSSIBLE BY THE SUPPORT OF:

Atlanta Regional Commission
AARP
Community Foundation of Greater Atlanta
Cumberland CID
Emory University
Environmental Protection Agency
Georgia Power
Perimeter CID
Robert Wood Johnson Foundation

INTRODUCTION
LIFELONG COMMUNITIES

LIFELONG COMMUNITIES

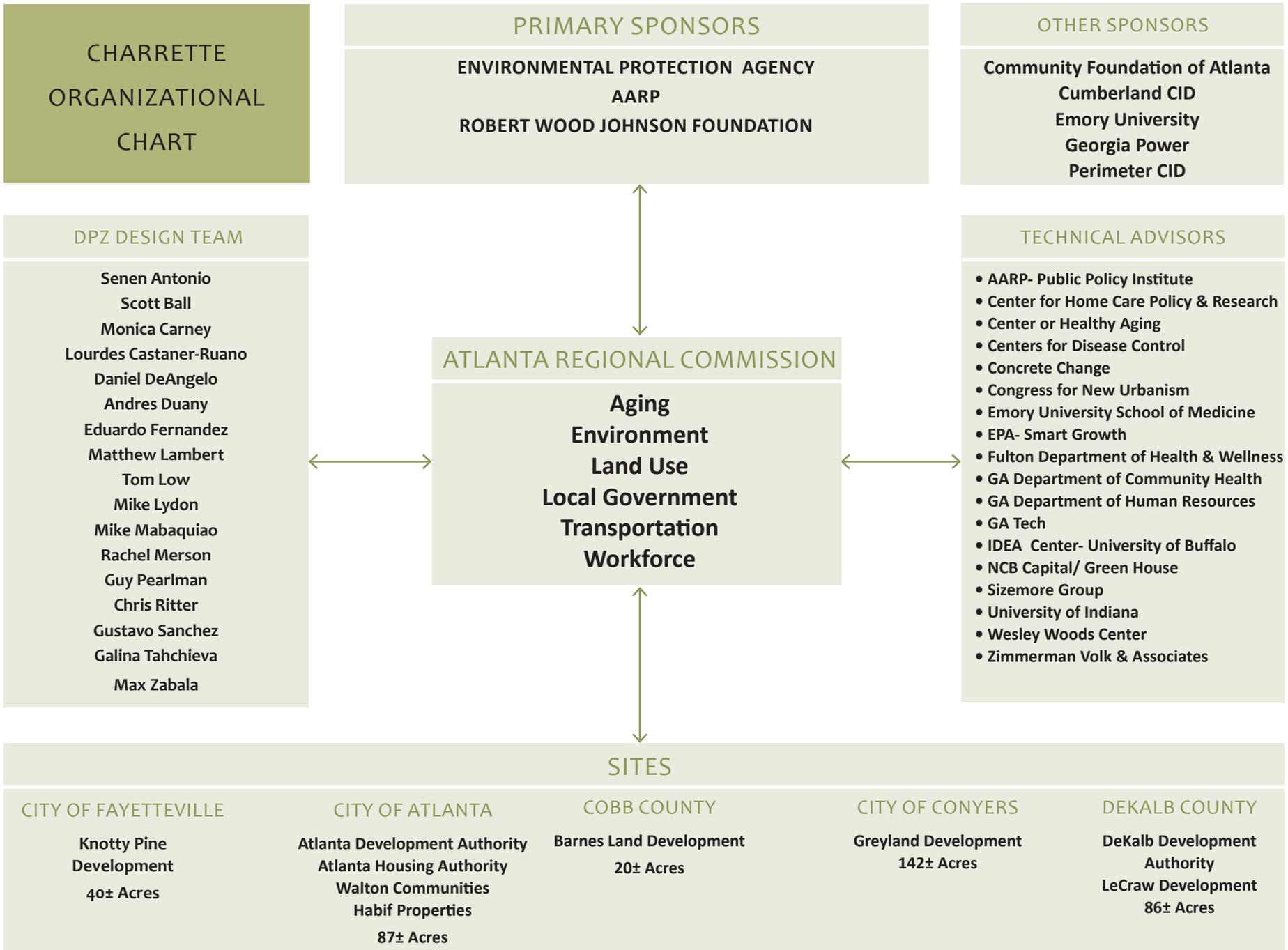
CHARRETTE	5
CHARRETTE EXPERTS	6
CHARRETTE CONTEXT	7
CHARRETTE BACKGROUND	8
CHARRETTE PROCESS	9

CHARRETTE BREAKTHROUGHS	10
URBANISM AND LIFELONG COMMUNITIES	10
URBANISM AND ACCESSIBILITY	11

CHARRETTE OVERVIEW

The Lifelong Communities Initiative is a set of programs and policies that allow all people to remain in their homes and communities as long as they desire. The work is based on the premise that it is not possible to meet the needs of the growing older adult population with supportive programs or innovations in healthcare alone, but rather requires rethinking the way we plan for and regulate the built environment. The Lifelong Communities charrette brought together healthcare, aging, mobility, transportation, accessibility, architecture, planning and design experts to explore the challenges of creating lifelong Communities in the largely suburban landscape where most baby boomers live. After significant research, study and the development of five conceptual master plans, the group came to several central conclusions:

- Lifelong Communities must adhere to the fundamental principles of New Urbanism to truly be places where all people can live throughout their lifetimes.
- To be fully accessible, from inside the dwelling, down the street and into the restaurant, theater or store, New Urban developments must be supported by codes which address accessibility continuously across the entire urban environment.
- The past century gave humans the gift of longevity, often with the presence of managed disabilities or chronic conditions. Traditional building forms must be modified to reflect the new reality which includes ever increasing life expectancies and varying levels of ability.



CHARRETTE CONTEXT

The Atlanta region has one of the country's fastest growing older adult populations.

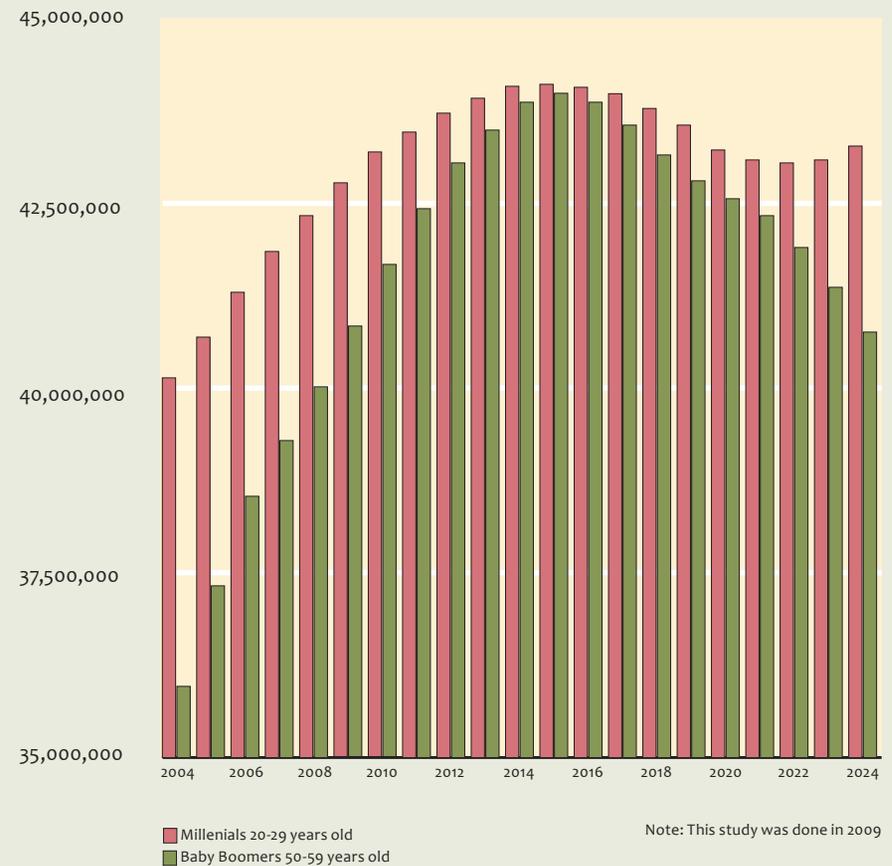
This group will double between 2000 and 2015. By 2030, 1 in 5 residents will be over the age of 60. Not only will the region very quickly become home to more older adults, this growing senior population is like none before it. They expect and demand different things. As caregivers for their own parents, they have been well-educated about the challenges of growing older. They want to live in the communities they have helped develop and love and they expect to have the options and choices they desire.

This tremendous shift will transform the region and challenge every aspect of community life: healthcare, transportation, employment, housing, recreation and leisure, economic development, infrastructure expansion, and education. It will force local leaders to question the way billions of dollars are spent. It will affect the way public and private services are delivered, homes are built, even the way streets are crossed. In response to and because of these changes, the rapidly increasing older adult population offers the Atlanta region the opportunity to re-imagine what it means to live as a community, improving the quality of life for all residents, no matter their age.

The Atlanta Regional Commission (ARC) as the Area Agency on Aging, the Metropolitan Planning Organization and the Regional Development Center must develop a strategy to meet the needs of the growing older adult population while accommodating the land use and transportation needs of the entire region. Any meaningful response to the demographic shift is likely to change the way the region develops, spends transportation and infrastructure dollars, delivers healthcare, promotes services and trains professionals.

With the severe economic outlook challenging almost every aspect of our lives, it is not easy to imagine or re-imagine Atlanta's collective built future. Yet, the individuals, companies and regions that use this time for research and development will be best positioned to capture the market once it returns. The Atlanta region must continue to refine its competitive advantage and the growth in older adult population, is one of the most significant forces driving change.

CONVERGENCE OF WANTS AND NEEDS



CHARRETTE BACKGROUND

New ideas require changing the way all of us, but especially local governments and developers think, plan and implement. And while change is never easy, changing development patterns, local policy and community expectations can be particularly difficult.

ARC developed the Lifelong Communities Initiative in 2007 as a comprehensive effort to help communities in the metro area respond to a changing population and its diverse needs. Creating Lifelong Communities includes the development of programs, policies and funding that allow all people to remain in their homes and communities as long as they desire. The Lifelong Communities Initiative of ARC has three goals:

1. Promote housing and transportation options
2. Encourage healthy lifestyles
3. Expand information and access

In order for older adults to remain in the community, they must have housing choices and alternatives to the car. They must be able to become and stay active. They need access to basic and preventive healthcare. Older adults and their families must be empowered with information so they can maximize their own resources and plan for their futures.

The Lifelong Communities Initiative evolved from the work of the Aging Atlanta Partnership which was funded in 2002 by the Robert Wood Johnson Foundation Community Partnerships for Older Adults program. This initial work demonstrated not only the importance of challenging assumptions and piloting unconventional ways of meeting needs, but the critical role that partnership can and must play in creating substantial and sustainable change. ARC created the Lifelong Communities Initiative to “scale-up” the critical lessons learned through Aging Atlanta. Over the course of two years ARC staff held meetings in each of the region’s ten counties with a wide range of professionals that represent a diverse set of skills and expertise. These county specific groups were comprised of community residents and elected

officials, public health, planning and transportation professionals, hospital administrators, housing developers, public safety officers, parks and recreation directors, librarians, doctors and lawyers who first examined local data about the growing older adult population in their community. They then analyzed community assets contributing to housing and transportation options, healthy lifestyles and information and access, identifying key areas and priorities for their community.

To date, cities and counties in the region have successfully implemented a wide range of programs and policies to support the goals of a Lifelong Community. In May 2008, the Atlanta Regional Commission Board adopted the three Lifelong Community goals as agency policy. Still, a number of specific challenges prevented the Initiative from actualizing its goals:

- Local officials, planners and developers need concrete examples of what Lifelong Communities look like and how design principles can shape them. The region needs practical ideas for better integrating housing and transportation alternatives, retail and health services into neighborhoods.
- Lifelong Communities challenge existing development patterns and regulations. While many community groups and professionals acknowledge that change is needed, accepting and approving plans that reflect new ways of organizing communities is hard to do. ARC needs to build momentum in the region to imagine how the different goals of a Lifelong Community can be realized on the ground.
- Even after consensus is achieved, critical decisions about development are often made in late night planning and zoning meetings. Local officials need simple and direct guidelines for deciding which developments can support the goals of a Lifelong Community and which do not.



CHARRETTE PROCESS

Because a charrette offers a way to combine multiple sources of expertise, build momentum and consensus, and create visual representations of very complicated ideas, a regional Lifelong Communities charrette quickly emerged as the next important step.

The charrette was organized to explore housing, transportation, and community planning that could support the rapid growth in the Atlanta region's older adult population. It started from the initial premise that change was necessary; that current land use policy and development patterns in the metro area do not provide the choices needed for current and future older adults to live healthy, independent lives. The charrette was designed to be an interactive and dynamic experience, that challenged assumptions about the older adult population, and developed consensus around new community design concepts that will meet their needs.

The charrette intentionally sought to break down institutional and professional silos in order to foster a cross disciplinary approach to community design and development. Historically, service providers do not work with designers or architects, planners do not engage the healthcare community, and transportation engineers largely ignore the needs of the non-driving population. The resulting infrastructure and services are inefficient, creating silos that reflect funding and regulations, not communities that reflect how people live. The challenge of the charrette was to bring those same professionals together and create a collaborative learning environment in which everyone's expertise was valued and integrated into the final result.

The charrette was held at the Loudermilk Center in Atlanta, Georgia. Over 1500 people participated in the various presentations, work sessions, concurrent workshops and in the design studio. Experts came from across the region and the country to participate in discussions about: Regional Demographics and Planning, Market Analysis, Retrofitting the Suburbs to Meet the Aging Demand, Mobility and Accessibility,

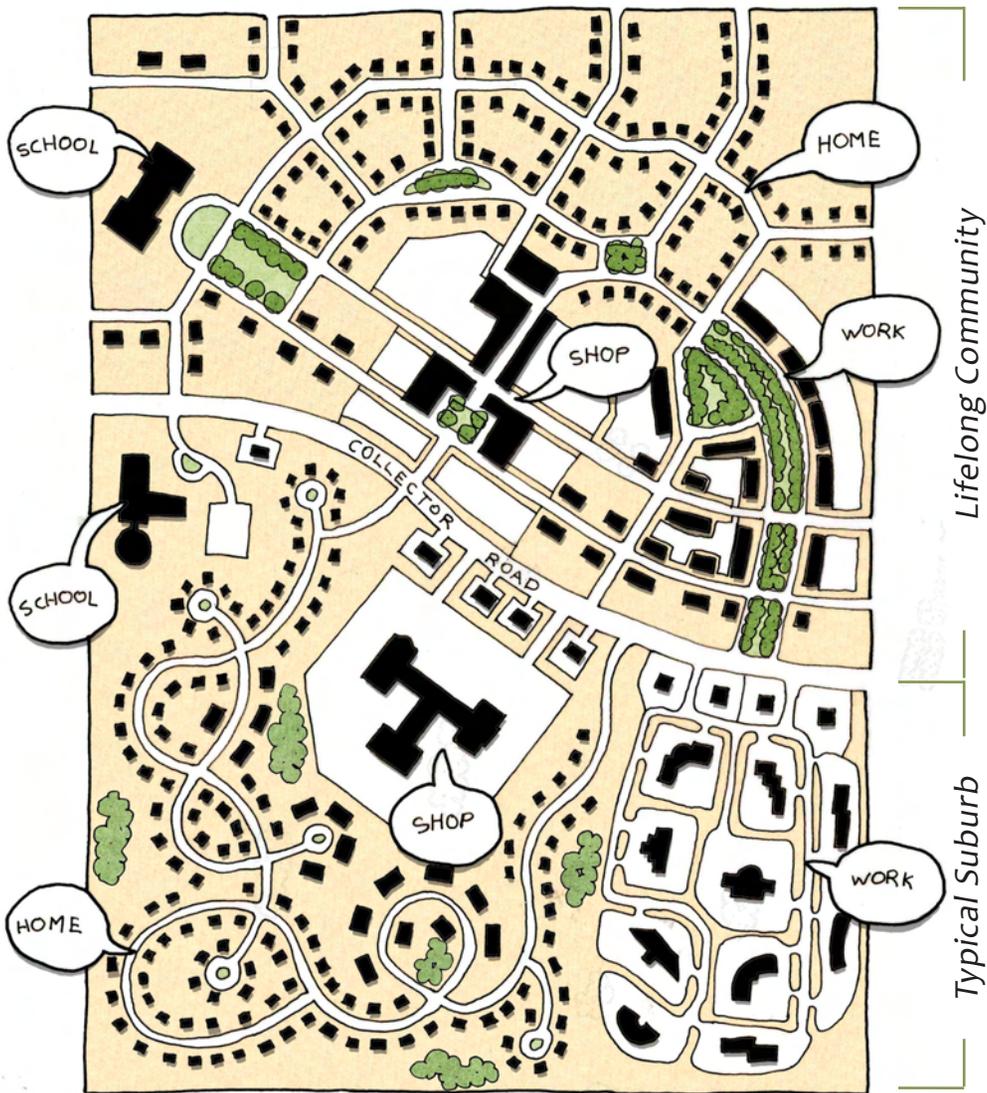
Health and Healthy Aging, Community Design and Active Living, and Accessibility Regulations for the Built Environment. Concurrent workshops included sessions on the Green House Model, a Regional Plan for Health and Wellness, and Human Services Transportation. The larger regional community was invited to participate in the Opening Charrette presentation, the Community Design Review and the Final Charrette presentation.

Originally five sites were selected from the over 20 submitted for review. Sites were chosen to provide a diversity of location and conditions, and to be representative of the region.

This unique opportunity to bring together such a wide range of expertise—aging, design, engineering, health, marketing, community development and economic analysis—was a first for the region and for the country. We are confident that what we learned and produced will impact not just Atlanta and the state of Georgia, but communities across the nation, already engaged in the work of creating age-friendly communities.



CHARRETTE BREAKTHROUGHS



URBANISM AND LIFELONG COMMUNITIES

After extensive discussion and debate, charrette participants agreed that it is not possible to create a Lifelong Community without the fundamental principles of good urban design. The connectivity, diversity of housing stock, range of transportation options, walkable environment and access to retail, social and health services that provide quality of life at younger ages, become absolutely essential for older adults. If a community is truly going to be a place where residents can live throughout their lifetime, then these elements are not optional. Unfortunately in the Atlanta region, the vast majority of neighborhoods were built to conventional suburban development codes. As a result, the process of creating Lifelong Communities has two critical pieces:

First it is essential to repair the local infrastructure to provide the connectivity, diversity and walkability missing in most of the Atlanta region.

Second, certain design elements are critical to meet the needs of the aging population. These are specific approaches to the design of social spaces, streetscapes, recreation and entertainment facilities, transportation options, retail and residential buildings that incorporate the needs of an aging body.

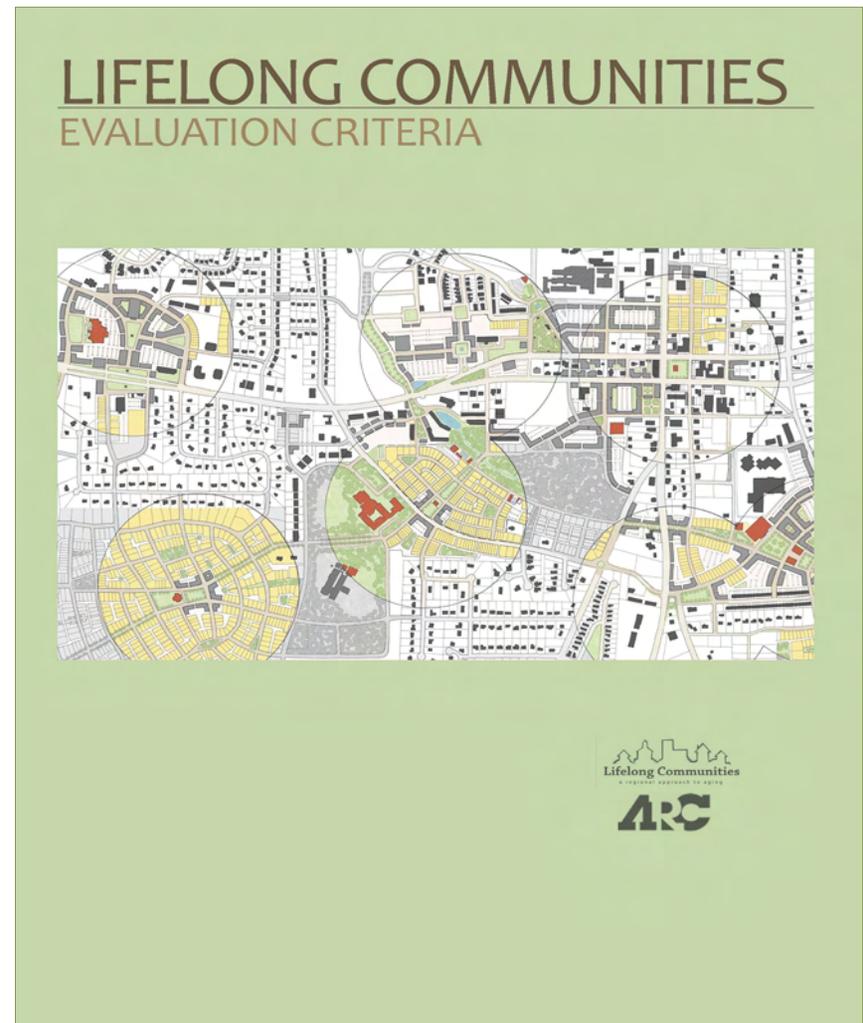
URBANISM AND ACCESSIBILITY

Suburban sprawl with its complete dependence on the automobile, has made it almost impossible for individuals and families to live in the same neighborhood as they age or when their physical or mental abilities change. Even in the best of health, suburban sprawl discourages walking for either recreation or access to goods and services, increasing the likelihood that residents will suffer from obesity, diabetes, depression and loss of motor functions.

Lifelong Communities prioritize urbanism—the integrated design of the total built environment—as an issue of accessibility. To be fully accessible, from inside the dwelling, down the street and into the restaurant, theater or store, a development must be supported by zoning codes which address accessibility continuously across the entire urban environment

In the existing regulations, accessibility is monitored through a mix of standards which start and stop at the edges of each building or public space. The experts at the charrette crafted a set of zoning and building codes that tie accessibility to space and geography. They address not only how an environment should be made accessible but where the most accessible spaces need to be located in the community. By correlating zoning code with building code, interventions can be tailored to the conditions of the site and ultimately measured by their performance not just their compliance.

The Atlanta Regional Commission will continue to work with those who gathered for the Lifelong Communities Charrette and other national and regional experts to develop a set of design standards at the building, street, community and regional scales that reflect these breakthroughs. A preliminary discussion of these standards is included in this report. These guidelines will continue to be refined over the next 9-12 months and updates will be made available on the Atlanta Regional Commission website.



FIXING WHAT'S BROKEN
LIFELONG COMMUNITIES

LIFELONG COMMUNITIES

FIXING WHAT'S BROKEN	15
CONNECTIVITY	16
PEDESTRIAN ACCESS AND TRANSIT	17
NEIGHBORHOOD RETAIL AND SERVICES	18
SOCIAL INTERACTION	19
DWELLING TYPES	20
HEALTHY LIVING	21
CONSIDERATION FOR EXISTING RESIDENTS	23

FIXING WHAT'S BROKEN

Lifelong Communities recognize that economic vitality, stability, and health cannot be maintained over an individual's lifespan without a coherent and supportive physical neighborhood framework. The Lifelong Communities Initiative joins with the New Urbanist movement in recognizing that reforming sprawling development patterns and improving the quality of life for an aging population is one interrelated community-building challenge.

While the Lifelong Communities Initiative advocates for development practices to support a comprehensive restoration of the urban environment, it does so from a distinct vantage point and set of concerns. During the charrette experts from a variety of professional fields including aging, healthcare, land use, anthropology, architecture, and transportation identified existing conditions at the study sites that must be restored or repaired to prepare the ground for a Lifelong Community. These basic underlying urban design and land use issues must first be addressed before any site in the Atlanta Region can adequately support the specialized programs, policies, and building types of a Lifelong Community. These are the underlying "make or break" issues that must be included in a Lifelong Community:

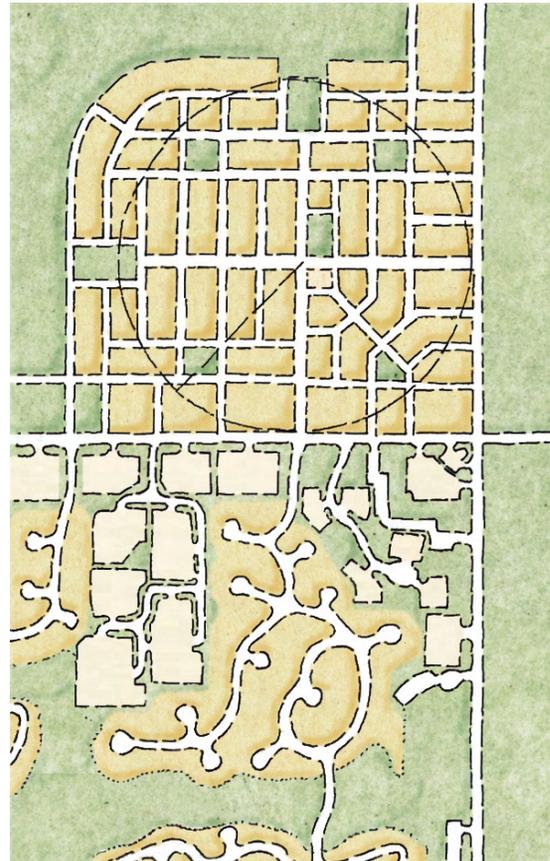
- Connectivity
- Pedestrian access and transit
- Neighborhood retail and services
- Social interaction
- Dwelling types
- Healthy living
- Consideration for existing residents.

FIXING WHAT'S BROKEN

CONNECTIVITY

Connectivity is the single biggest challenge facing Atlanta. While the initial layout of the metropolitan area included many railroad right-of-ways and challenging topography, it has been the overlay of suburban, cul-de-sac development that has further hindered connectivity amongst the region's neighborhoods and services. Therefore, finding every possible opportunity to weave the street grid back together is the first step and highest priority at each of the study sites. Connectivity is essential to neighborhood safety, vitality, and social health and it is simply not possible to effectively address the needs for safe roads for people of all ages until the street system can be restructured from a dendritic system of cul-de-sacs, collectors, and arterials to a dispersed system of connected grids. Connectivity was also a particular focus of the charrette out of a desire to reverse the association of older adult communities with gated subdivisions. Crime statistics indicate that sense of security provided by gating a community often does not affect the rate or type of crime in a neighborhood. The Lifelong Communities Initiative maintains that the isolation and segregation imparted by gated communities does more damage to the neighborhood and surrounding community than is warranted by any potential safety benefits of such security measures.

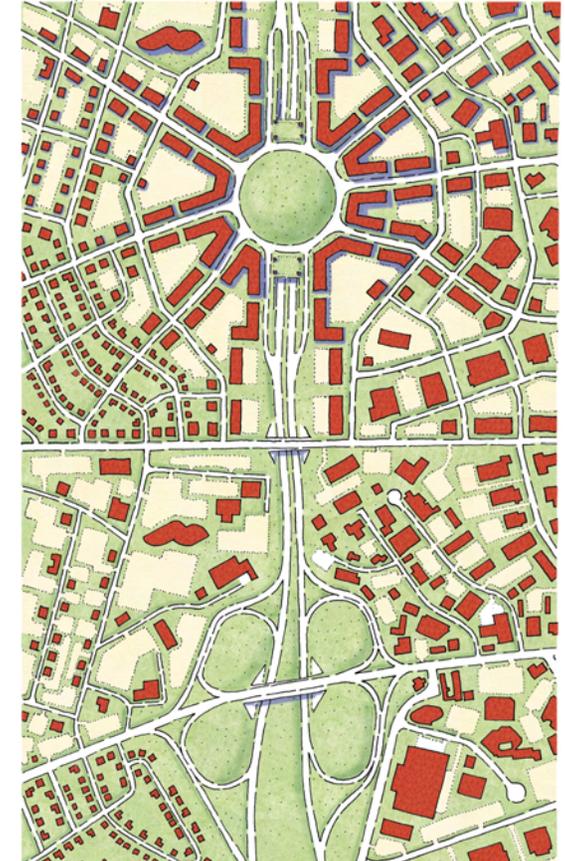
Lifelong Communities



Conventional Development

Lifelong Communities provide connected networks of streets and sidewalks. People have many paths to choose from to get to their destinations, and may do so using a variety of means. In conventional development, street systems are strictly hierarchical and therefore cut-off adjacent uses from each other. People are required to use cars to get places that are close by, which results in traffic congestion and isolates those who do not drive.

Lifelong Communities

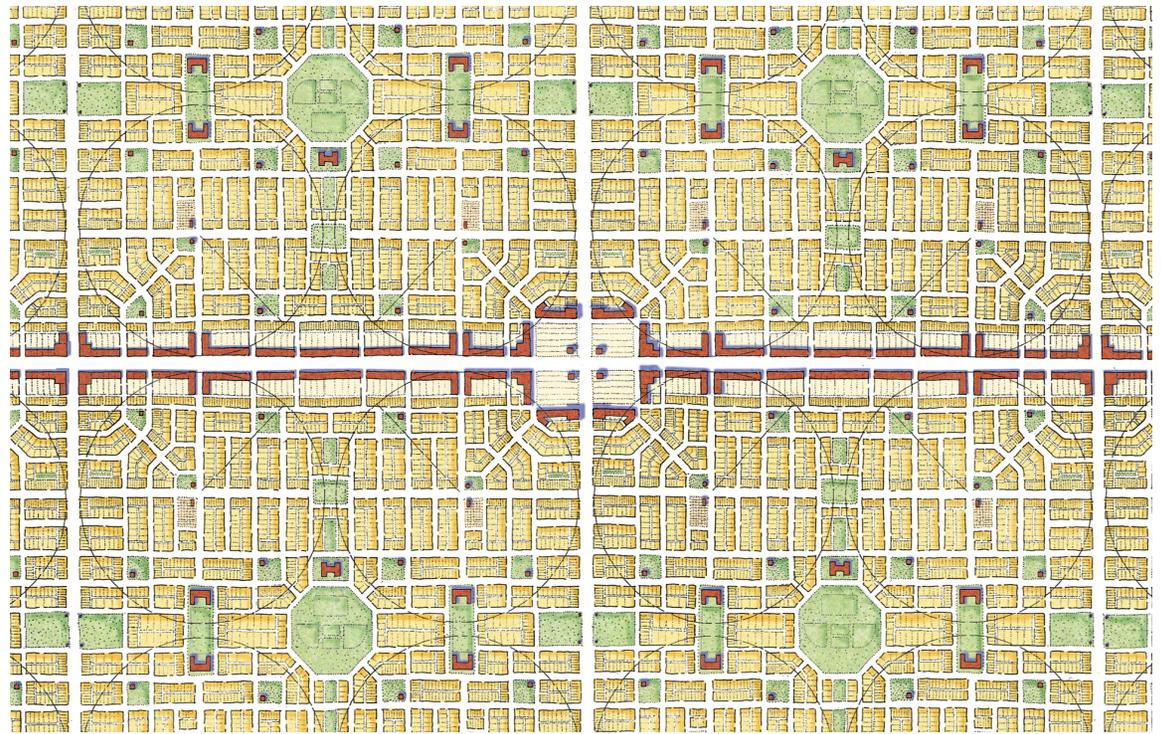


Conventional Development

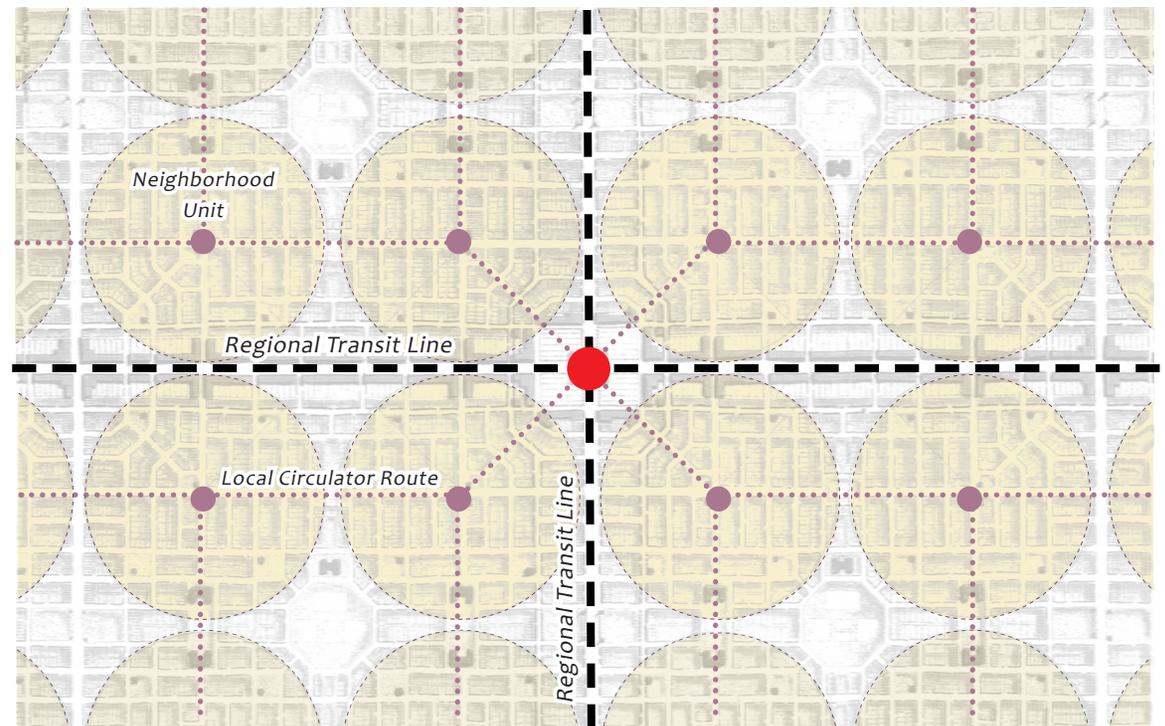
Lifelong Communities integrate all mobility options into a vibrant and cohesive built environment. The result is easy access to the necessities of daily life no matter an individual's level of mobility. In conventional development, streets are designed according to their type and are required to limit connectivity according to abstract formula, ignoring the urban context.

PEDESTRIAN ACCESS AND TRANSIT

Pedestrian access and transit must be provided to people of all ages and physical ability. Mobility must begin inside the individual unit or house and carry continuously throughout the entire built environment. As such, transit must be framed as more than a way of getting people to and from work, rather it must be understood as an integral part of the continuous mobility network. This network enhances the local retail and service network by drawing in larger customer catchment areas and enables local residents to more easily and efficiently access regional centers for employment, shopping, and services. During the charrette, each of the study sites demonstrated how circulating transit could provide an extension to the $\frac{1}{4}$ mile radius of the typical neighborhood unit. Using a small shuttle system along routes that pass through and between neighborhoods, opportunities exist to deliver local riders to single connection points that include district lines, which in turn connect riders to regional hubs. A circulating transit system structured this way would free district lines to run on express rather than local time intervals, and would provide a better means for local circulation by operating at a shuttle scale within clusters of interconnected neighborhoods.



System of Complete and Connected Neighborhoods



Regional Transit with Local Circulators

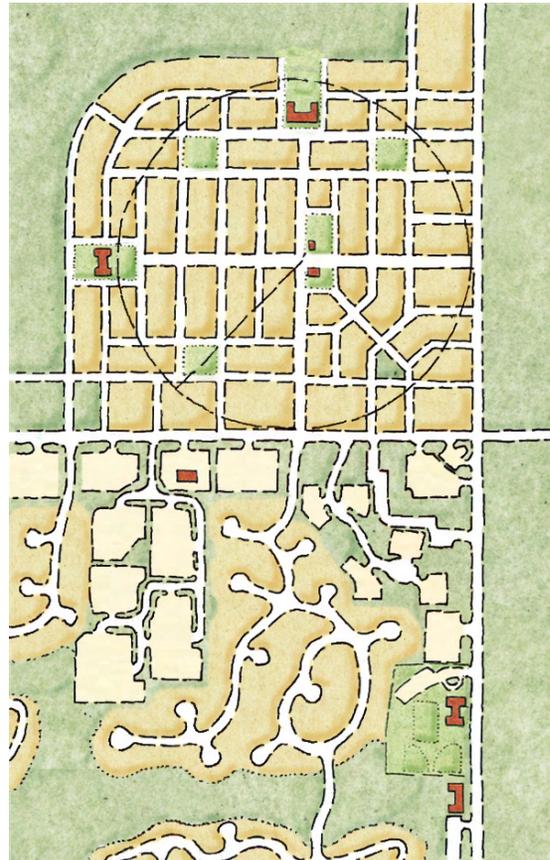
NEIGHBORHOOD RETAIL AND SERVICES

The right to have neighborhood retail and services must be reclaimed from single-use zoning codes. Having basic services within walking distance is a great convenience for all residents but an absolute necessity for an aging population. It should be possible to take a walk to get a cup of coffee after you have retired and given up your morning commute. At the same time, a daughter should not have to take a day off work to help an elderly parent get prescriptions refilled. A pharmacy should be within walking or at least local delivery distance.

At some of the charrette sites “grandfathered” businesses constructed before modern zoning codes outlawed their existence, already provide such amenities. Other charrette sites have already benefited from mixed-use zoning ordinances recently adopted by progressive local governments. Yet several sites still suffer under the single-use restrictions that make Lifelong Communities difficult to implement. Thus, this initiative must first address the basic limitations of the local land use and building codes before moving forward with the development itself. New communities will need mixed-use zoning. Existing neighborhoods where most older adults live will have to Retrofit and Re-zone areas for local commercial centers.

In addition to the simple mixing of uses, Lifelong Communities must also address the special use permits required of congregate housing types that can provide community based care to those who need it. Understanding that many of the dominant forms of institutionalized care facilities are not yet suited for community integration, local governments might consider a special designation for care facilities that are appropriate for integration into a neighborhood setting, thereby allowing those facilities to build as-of-right provided that they meet the design and programming criteria required by that designation (See Appendix A for examples of innovative building types for community based health institutions developed during the charrette).

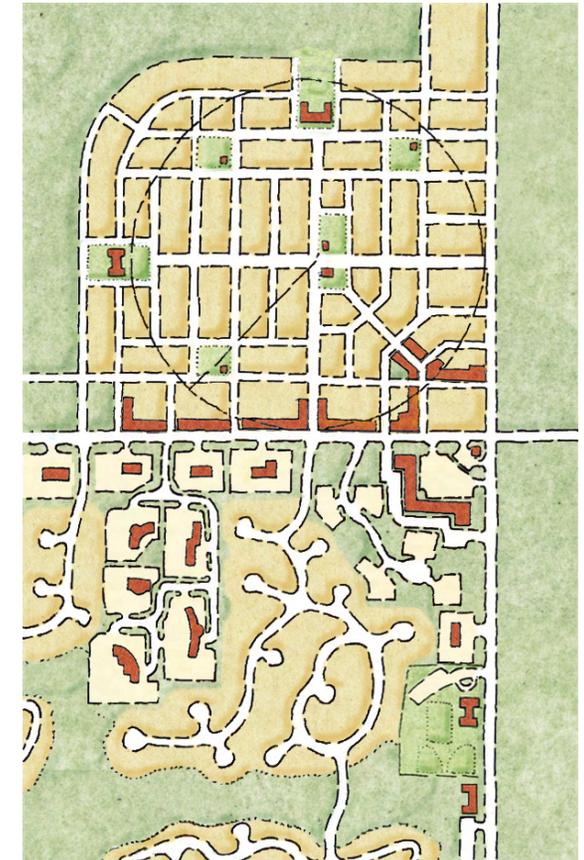
Lifelong Communities



Conventional Development

Lifelong Communities provide access to public amenities such as greens, libraries, post offices, and school within a short walking distance from homes and businesses. In conventional development, civic amenities are often located away from houses, accessible only via automobiles.

Lifelong Communities



Conventional Development

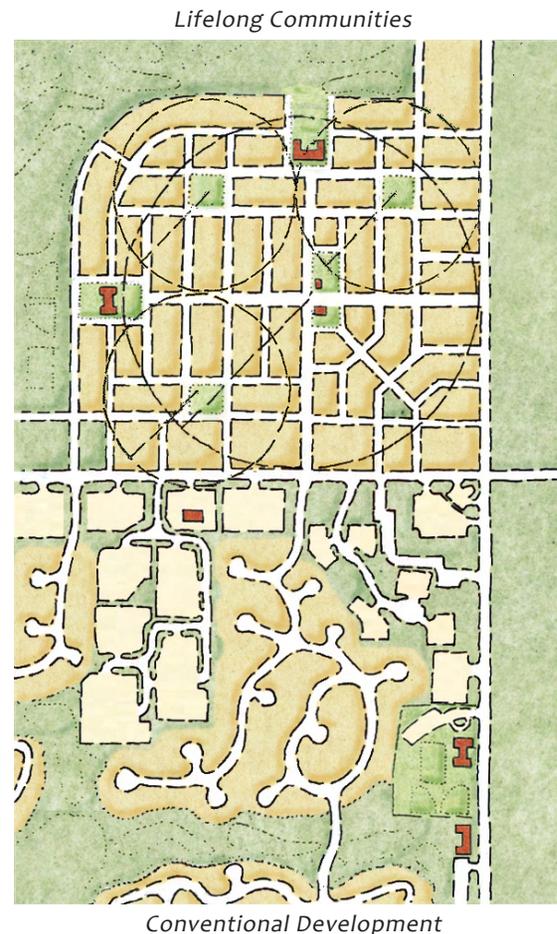
Lifelong Communities provide access to daily needs such as groceries and health care within a short walking distance from homes and businesses. In conventional development, daily needs are located outside of the neighborhood along collector roads, accessible only via automobiles.

SOCIAL INTERACTION

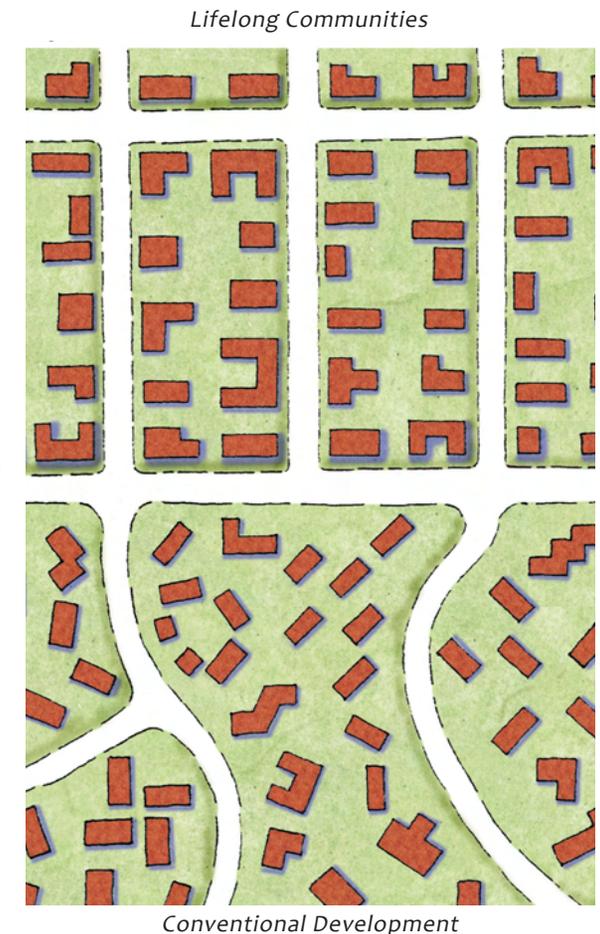
Most of Atlanta's urban fabric impedes rather than fosters social interaction. Several of the study sites exhibited existing conditions that were likely to increase isolation among older adults. Isolation related depression can dramatically increase physical and mental health problems, whereas a quality neighborhood can foster connection to a supportive community. A first step in making Atlanta's neighborhoods more conducive to social interaction is to remove extensive front yard setbacks requirements and instead institute build-to requirements that place houses closer to the street. This encourages more interaction and defines the public realm as an "outdoor room." Alleys should be utilized to the greatest extent possible to avoid repeated curb cuts needed for front entry driveways. Alleys also provide the added benefit of a semi-private space that is allowed to be a bit messier, a quality treasured by kids who can leave toys about or those for whom tinkering with automobile and furniture repair projects provides a focused but communal activity.

The Atlanta region must also reverse the trend of barring neighborhood coffee shops and cafes through single-use zoning. Otherwise the rich social environments created by such beloved neighborhood centers, will never develop what sociologists call "third places". In essence, third places act like collective living rooms for the community in that they provide semi-public spaces that are informal and comfortable for a knitting circle, business meeting, or a date.

Lastly, Atlanta's neighborhoods should all have a system of well structured parks and greens that support planned neighborhood events as well as pick-up games of football or impromptu pot luck picnics. During the charrette careful attention was paid to providing a robust range of these types of social spaces through each Lifelong Community.



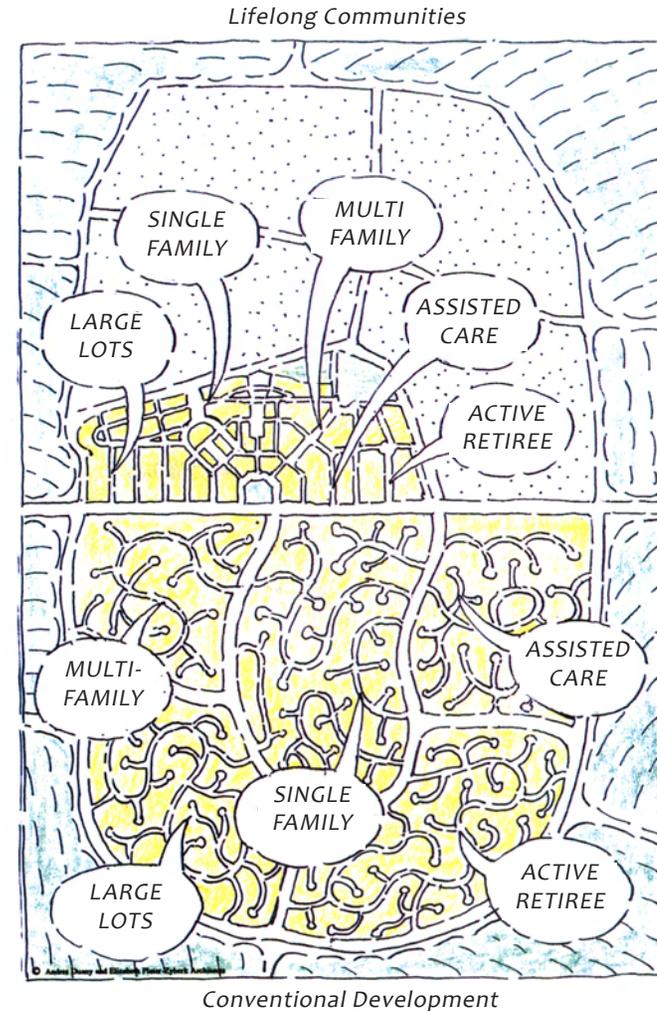
Lifelong Communities provide meaningful public space in the form of plazas, squares, greens, parks, and playgrounds within a short walking distance from homes and businesses. In conventional development, public space is located collectively often for entire municipalities, accessible to most residents only via automobiles.



Lifelong Communities celebrate the street as public space, not just a place for cars. By locating buildings close to the street, a high degree of privacy can be achieved on individual properties and all private land is clearly defined as non-public land. Buildings then face the street with windows, providing the security of watchful residents to the streets. In conventional development, public and private open space is indistinguishable as buildings are placed haphazardly.

DWELLING TYPES

Dwelling types within a community must range widely to accommodate individuals as abilities, incomes, and spatial needs fluctuate over their lifetimes. This range includes smaller connected units, like condominiums or townhomes that reduce maintenance and expense. The Atlanta region has many challenges on this front because most of the region's development is guided by low-density, use-segregating zoning practices. Thus, large swaths of the region provide only the large single family homes appropriate for a family with young children, but too large and difficult to maintain for many empty nesters. The charrette focused on strategies that yield a rich diversity of townhouses, apartments and condos, as well as detached homes, accessory apartments, and enough supportive housing and skilled nursing care to ensure a continuous care environment within the community.



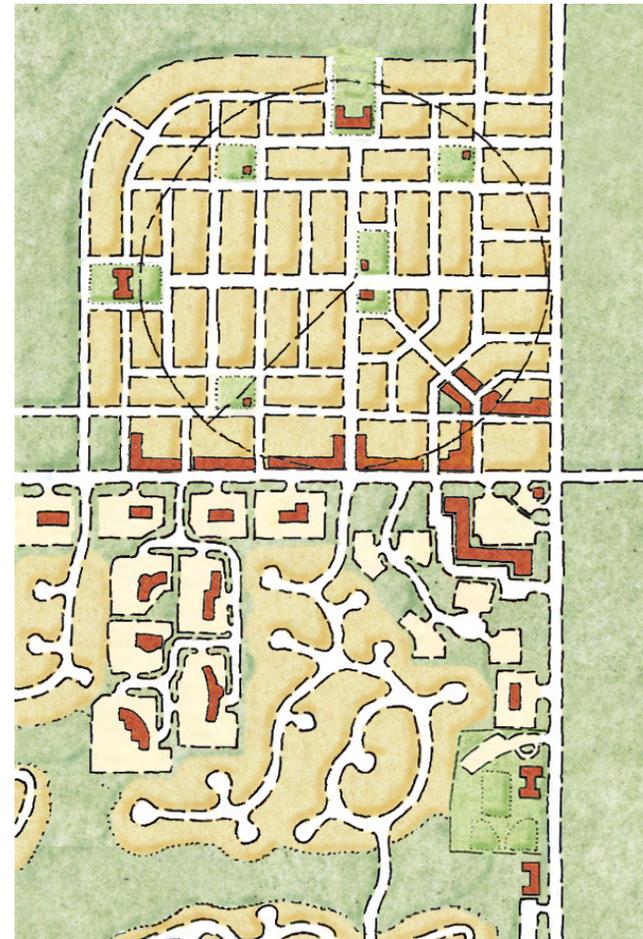
Lifelong Communities provide a variety of housing options within the neighborhood unit, allowing residents' needs to be met within their community through many stages of life. This also provides a high degree of social interaction across age and income levels. Conventional development segregates housing types and income levels from each other, allowing no one to live within their community through life's stages and limiting sociability.

HEALTHY LIVING

Longevity is only an opportunity if individuals are healthy enough to enjoy it. Unfortunately in a recent national public health report, Georgia's older adults were ranked among the unhealthiest in the country. Fortunately, Atlanta is home to the Center for Quality Growth, Rollins School of Public Health and the Centers for Disease Control that have received international attention for their groundbreaking research changing the way planners and public health professionals understand the relationship between urban form and health outcomes. It is now empirically clear that the places people live play a major role in determining how healthy they will be. Health is much more than just medical care, it is about the ability to exercise regularly, eat healthy, fresh foods, access supportive, diagnostic and treatment services, and engage mentally and socially with others. With rising healthcare costs and a growing older adult population these issues have become more important than ever.

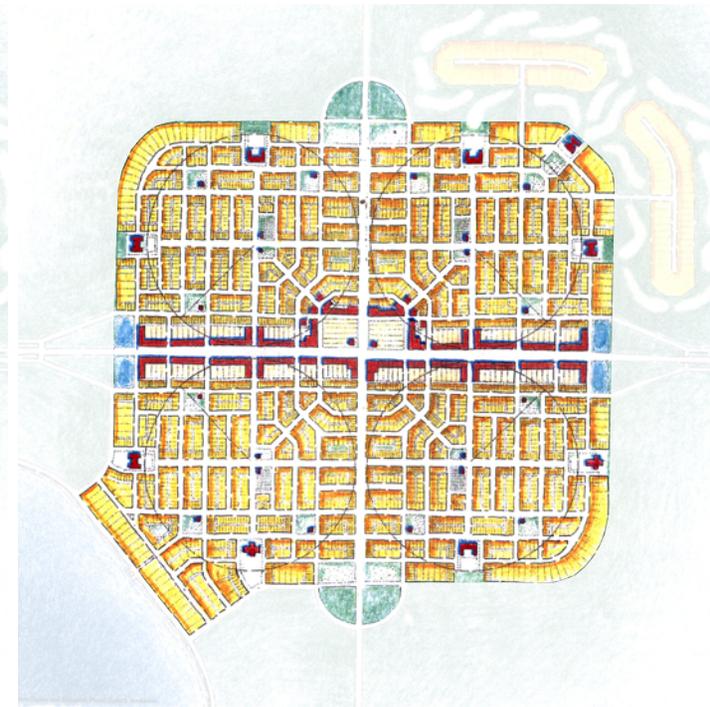
Lifelong Communities must prioritize planning practices which promote healthy lifestyles. Trails, recreation facilities, neighborhood based clinical, therapeutic and medical services, and grocery stores within walking distance are critical to the health and economic vitality of the region. Too few communities in the region have these essential services and the Lifelong Communities approach to community development is the opportunity to retrofit the Atlanta region to improve health and ensure that all residents can enjoy the highest quality of life as they age.

Lifelong Communities



Conventional Development

Putting all of the pieces together, Lifelong Communities are diverse, permeable, and complete neighborhoods, town, and cities that fulfill the daily needs of their residents. Lifelong Communities do not discriminate against any age group young or old. They celebrate community as not only a place to live but a place to recreate, shop, socialize, and generally live a healthy and engaged life.



CONSIDERATION FOR EXISTING RESIDENTS

Consideration for existing residents during redevelopment is an inherent and mandatory aspect of Lifelong Communities. Redevelopment of an area represents progress when the new development provides an improved urban condition that benefits the entire community. However, it must be noted that outdated and under utilized development tends to house a high percentage of older adults, most of whom have aged in place over a lifetime. Any move can be traumatic, but frail elderly can experience confusion and diminished self-help capacity when relocated to unfamiliar settings. It would be at odds with the goals and values of Lifelong Communities to not give careful consideration to relocation strategies when existing communities are being considered for redevelopment. Any locality that provides entitlement benefits to Lifelong Community developments needs to also tie those entitlements to an appropriate resident, or tenant relocation plan. In all relocation strategies, the right to return to the new development should be convincingly guaranteed to those who want it. Lifelong Communities recommends four basic relocation strategies based on the intended time frame of the redevelopment.

a. Complete demolition and redevelopment of an occupied site:

Lifelong Communities highly values incremental redevelopment and discourages the wholesale clearing of any large site in an existing, occupied urban fabric. Clearing and redeveloping a large site in one fell swoop tends to homogenize many aspects of the new development and may diminish the project's environmental sensitivity. Buildings built all at once tend to look much alike and the bulk lease occupation or sale of residential and commercial units tends to attract a narrower spectrum of the economic, racial, and cultural market than does gradual occupation over time. When complete demolition and redevelopment is unavoidable, Lifelong Communities recommends adoption of HUD relocation requirements as a minimum standard unless the developer and tenant association can reach mutually agreeable alternatives.

b. Immediate but incremental demolition and redevelopment:

When a large site in an existing, occupied urban area is targeted for immediate redevelopment, Lifelong Communities values phased redevelopment that provides on-site accommodation to the greatest extent possible. In this scenario,

enough units are assembled for an initial phase of redevelopment through natural attrition or mutually agreed upon off-site relocation. Some relocation within the existing units on site will likely be required to fully vacate one portion of the site, but this should be minimized and additional considerations should be provided for those inconvenienced through multiple relocations. Once a sufficient area of the site has been vacated to initiate the first phase of redevelopment, replacement housing should be provided in sufficient quantity to permanently accommodate existing residents in the second phase area. This housing should provide right of first refusal to the existing residents.

c. Immediate redevelopment in a partially developed site:

Whenever opportunity exists to build replacement housing on site before demolition of existing housing, Lifelong Communities place a high value on offering this housing first to the existing residents, and encourages both developer and local government to make the necessary arrangements to ensure that the housing is affordable to the existing residents.

d. Non-immediate, land banking for redevelopment:

Some things are worth waiting for, and both developers and localities can work on long term relocation plans, particularly when existing improvements are income producing and self-sustaining. In these instances, land trust structures can be developed to allow for the land to be purchased and assembled by a development entity, while allowing the use of the existing improvements for some structured period of time. The use of land trust structures can also allow the locality to contribute to the more gradual transition to redevelopment by exempting some or all of the taxes and fees that are collected from the property. There is an increasing volume of best practice literature on effective mechanisms for "land banking" property to allow the aggregation of strategic assemblies gently over time. Land banking mechanisms are particularly effective when done in partnership with the local government and supported by State legislation. When structured in whole or part by public entities, land banks can be used to abate existing tax debts, clear clouded titles, and exempt some or all of future tax burdens during the holding period. Used responsibly, land banking can be an effective holding and assembly strategy for advancing necessary long term and large scale redevelopment plans while mitigating displacement.

CASE STUDIES
LIFELONG COMMUNITIES

CASE STUDIES

BOULEVARD CROSSING - CITY OF ATLANTA	33
MABLETON - COBB COUNTY	49
CONYERS - ROCKDALE COUNTY	65
TOCO HILLS - DEKALB COUNTY	81
STELLA PLACE - FAYETTE COUNTY	97

THE PROJECT SITES

Lifelong Communities are not specialized forms of urbanism intended only for older people. Instead, Lifelong Communities recognize that the inadequacies of the built environment fall disproportionately hard on the young and the old. Most importantly, Lifelong Communities recognize that older residents are especially well positioned to take leadership roles in addressing these inadequacies. Lifelong Communities seek to both better accommodate the aging population and to leave a better region for the young to inherit.

Duany Plater-Zyberk and Company has been pleased to study five sites in the Atlanta Region on behalf of the Atlanta Regional Commission's Aging Division. Through the charrette process we have had the chance to learn from health professionals and policy advocates who make it their business to improve the quality of life for older adults. The discussions have enlightened us to the nuanced needs of the aging population and have helped us to delve further into building type and streetscape issues that will allow us as town planners to better serve the aging population.

The DPZ charrette team could not help but notice the distinct sense that positive change was in the air in the Atlanta region. Lifelong Communities is clearly an initiative driven by a sense of stewardship as much as need. The baby boomers are the largest, wealthiest, and most powerful generation this country has ever produced, and the design teams were repeatedly challenged to explore not just what we could do for the aging, but what they could do for the community. And to this challenge, we have a great list of responses: the needs of the urban environment that are painstakingly detailed in the volumes of planning practices known collectively as the New Urbanism. These New Urban practices have been demonstrated at each of the study sites, but need to be applied more widely across the region. This will require new policies at the local, regional, and state levels. It demands leadership. This is what the boomers can do.

In the five case studies that follow, the charrette team has accommodated the diverse needs of all ages while paying particular attention to the aging population in each development. In the process we have discovered that there are pervasive issues of accessibility, specific matters of building type, and general considerations for program that the New Urbanism needs to further refine and develop. The charrette has enabled us to get started on that work.



But the case studies also layout the larger challenges that are faced at each site as Atlanta's aging communities take up the tasks of repairing and retrofitting their urban environments. These challenges are many and they are great, and we have not attempted to portray them in anything less than their full extent. None of the case studies present a site plan that will solve the region's urban problems. Instead each establishes a foothold for local leadership to participate in a regional repair and recovery process.

Lifelong Communities is a legacy project for Atlanta's retiring baby boomers. It is in the interest of older adults and it is within the power of older adults to start this project. These are case studies, and they detail opportunities to lead by example. They start rather than finish a process that will ultimately need to be taken up by the next generation if it is to reach fruition. The DPZ team is please to assist Atlanta's aging population in inspiring Atlanta's next generation to do not as they have done, but as they are about to start doing. This is a redeeming legacy to leave.

FIVE CASE STUDIES FOR LIFELONG COMMUNITIES

This page sets out the five case studies that were identified as templates to creating Lifelong Communities out of what is currently an area of suburban sprawl. Each case study illustrates the current challenges of the area and the interventions required to mend it. The five charrette case studies are templates for how to transform traditional suburban sprawl into Lifelong Communities.



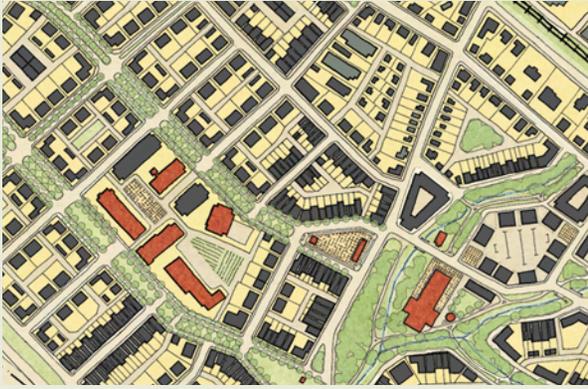
1
BOULEVARD CROSSING
ATLANTA BELTLINE

The Atlanta site is an inner-city brownfield on the cusp of being reclaimed as transit oriented development focused on a central public park and connected by a new light rail and trail conversion of an industrial rail corridor.



2
MABLETON
COBB COUNTY

Cobb is a historic train depot town with a good underlying urban structure needing reclamation from the last decades of sprawl.



3
CONYERS
ROCKDALE COUNTY

The Conyers site is a historic train depot town that now has potential as a bedroom community well connected to the region by an array of transportation opportunities.



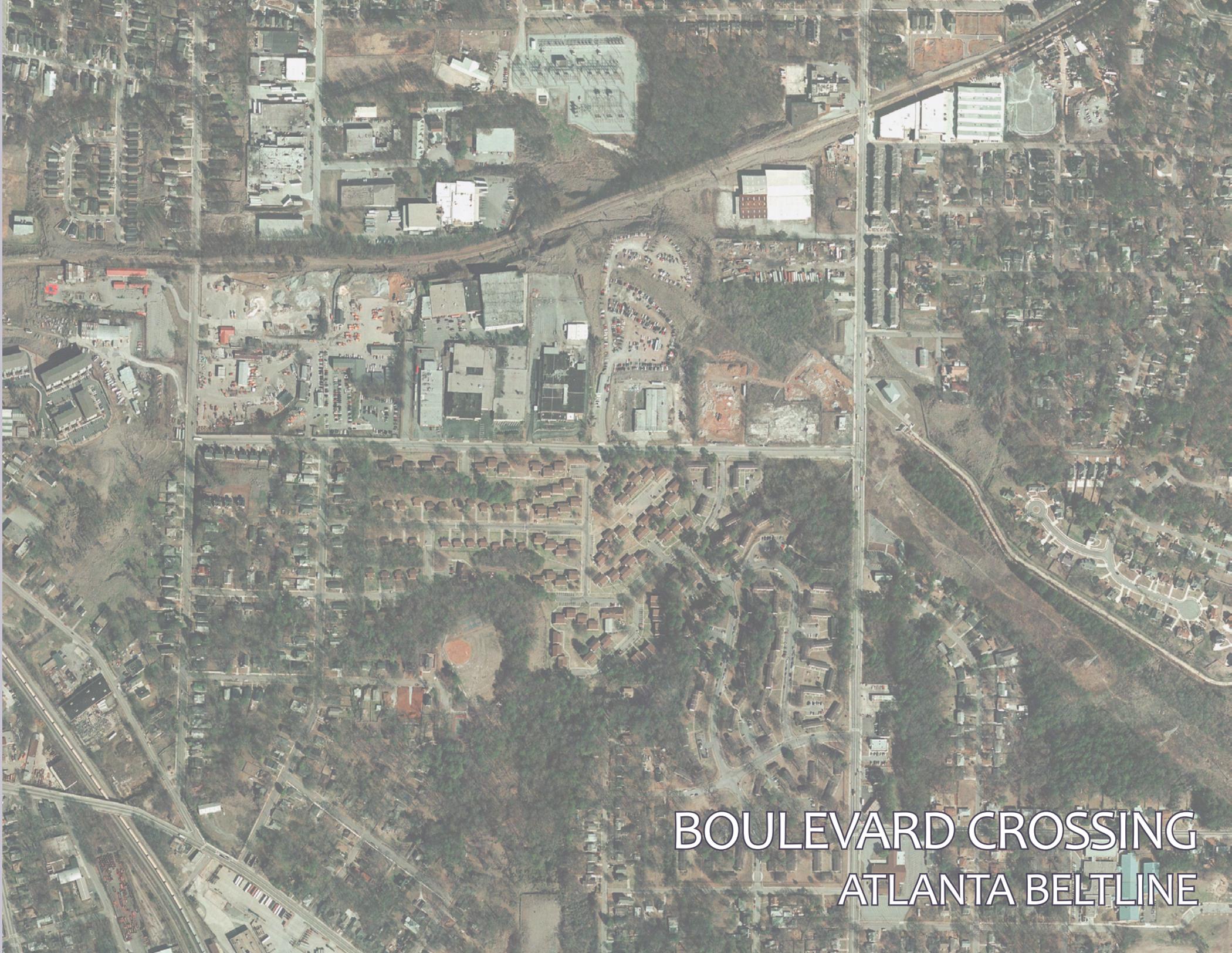
4
TOCO HILLS
DEKALB COUNTY

The Toco Hills study area is an out dated and under utilized site, bordered by two road arterials choked with inter- and intra-county traffic, but adjacent to world-class regional park facilities and near some of the region's largest employment centers.



5
STELLA PLACE
FAYETTEVILLE

Fayetteville is a historic train depot town in easy reach of Atlanta's International Airport, but in need of better regional traffic management and an enhanced local street grid.



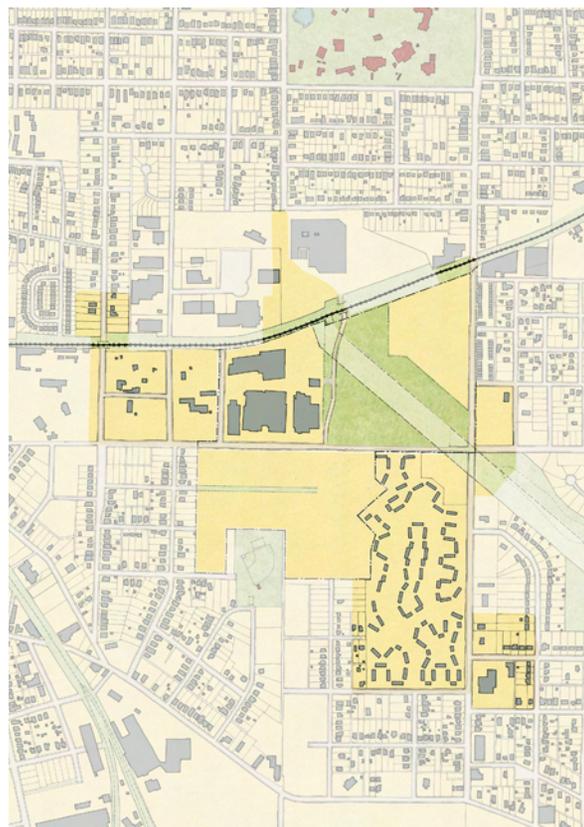
BOULEVARD CROSSING
ATLANTA BELTLINE

CASE STUDY 1 PLAN

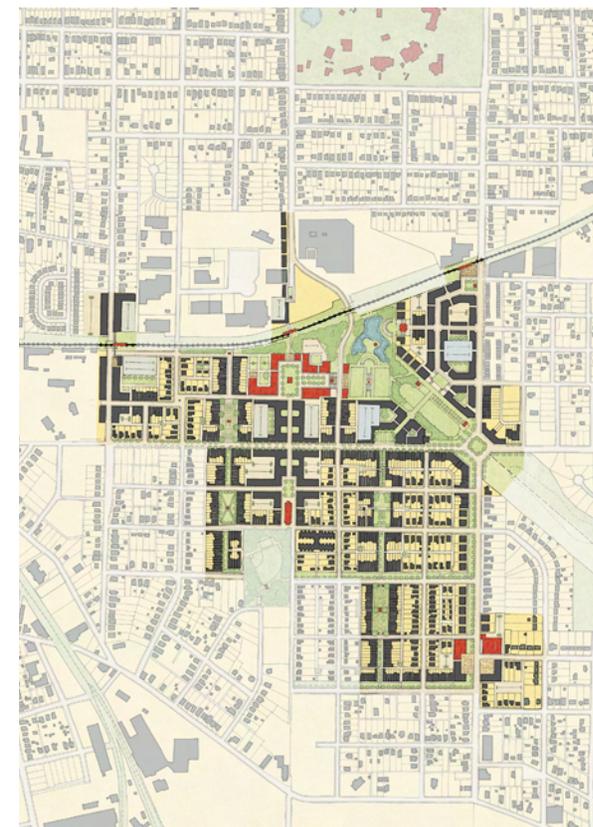
The Atlanta site is a conglomeration of industrial and post-industrial properties that will be completely redeveloped as park and transit oriented development. The site is within the 22-mile trail and rail Beltline Redevelopment District adjacent to one of the future Beltline transit stops and with land for a central green space already in public possession. Under the newly adopted Redevelopment District, the study area is zoned for community-oriented retail/services and multi-family living up to 10 stories in height. The terrain consists of rolling hills with the Beltline sitting on a high ridge giving way to clear views of downtown Atlanta. Existing structures consist of light industrial warehouses and other associated structures as well as two historic neighborhoods, Boulevard Heights and Gladstone Apartments.

In developing a concept for this study area, several public and private development entities have met to discuss plans to integrate the various properties within the site into a cohesive community with appropriate housing and retail opportunities for all residents. The shared goal of the developers is to provide a pedestrian-friendly community that links the Beltline, Boulevard Crossing Park and the proposed residential/retail components of the site.

This site is appealing due to its close proximity to Grant Park and Chosewood Park, adjacency to the new Boulevard Crossing park, adjacency to a transit station on the proposed Beltline, and the potential for views of Downtown Atlanta. It is also ideally located for neighborhood-oriented retail since there is a scarcity within walking distance of the site, but careful consideration will need to be given to its phasing.



Existing Site and Area of Influence



Proposed Interventions

PROJECT INFORMATION

General Information

- Developers:
 - Walton Communities, LLC (Residential/Retail Center)
 - Atlanta Housing Authority (mixed-income redevelopment of housing project)
 - City of Atlanta (park)
 - Atlanta Development Authority (Beltline)
 - Habif (Residential/Retail)
- Jurisdiction: City of Atlanta
- Project Area: 120 + acres surrounding the planned Boulevard Crossing Park including 21 acres owned by the Atlanta Housing Authority and slated

- for redevelopment and two 7 acre privately owned sites.
- Area of Intervention: 33 acres
- Site: principally public housing
- Transit: adjacent to MARTA heavy rail and serviced by MARTA bus transit
- Features: frontage on Boulevard Crossing Park and near Grant Park

Market Information

- Existing Households:
 - Median Household Income: \$44,000
 - Median Home Value: \$251,300
 - 18.6% Empty Nesters and Retiree
 - 32.8% Families
 - 48.6% Younger Singles and Couples

- More than 1,100 households represent the annual potential market for new mixed-income housing units that could be developed within the Atlanta site. The household groups that comprise the potential market for new mixed-income housing units on the site are:
- Younger singles and childless couples (46 percent);
- A range of urban families (28 percent); and
- Empty nesters and retirees (26 percent).

CASE STUDY 1 CONNECTIVITY

The Atlanta site will inevitably function as a hybrid between a well connected grid system capable of dispersing traffic along numerous routes in all directions, and a more dendritic system dependent on collectors and arterials. Locally a cohesive grid system can be established that will support a vibrant pedestrian realm, but there are points at which traffic will need to collect to traverse barriers before traveling beyond the immediate area. It will be critical to invest in streetscape improvements in these collection areas so that they do not become overwhelmed by the traffic flow, and so that they function as attractive gateways between communities.

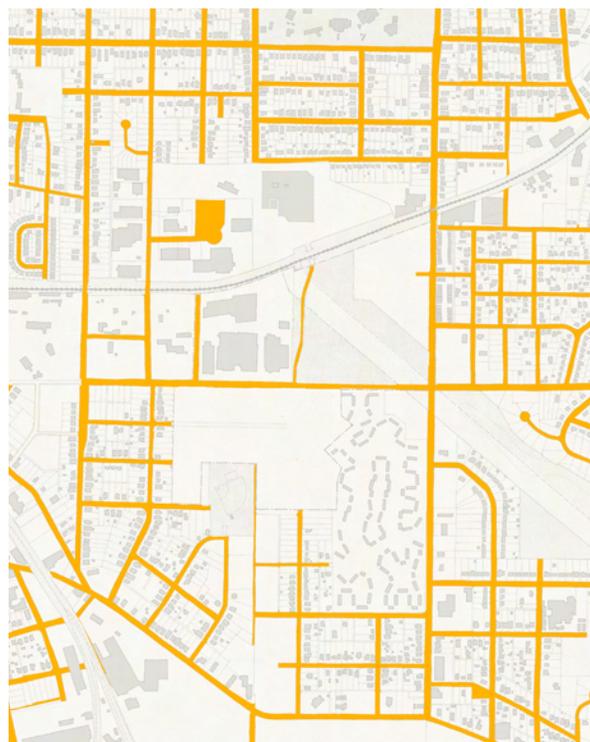
Boulevard's current role as a minor arterial will intensify as redevelopment occurs at the site, and consideration particularly needs to be paid to the area just north of Grant Park, one of the few places where it is possible to get on or over Interstate 20. Hill street will play a more significant role as well, and it is worth exploring the possibility of opening it up to two way traffic north of the site.

The condition is interesting, however, given the fundamental coherence of the underlying area grid structure but hard boundaries that topography ultimately establishes to the east and west, rail to the north, and secure federal facility to the south. In most directions it is possible to disperse traffic across the grid, collect at barrier traversing areas, and then disperse again through the neighboring grid systems. In the long run the Beltline and other transit opportunities could combine with a good mix of uses to reduce the need to travel off site as frequently and to not be dependent on the automobile when it was necessary to do so. In the mean time, a thoughtful traffic study could answer whether or not a grid system is only as strong as the weakest linkages, or if traffic can disperse, then collect, then disperse again to get past the areas of discontinuity that will inevitably be presented by Atlanta's varied north piedmont terrain and transportation corridors.

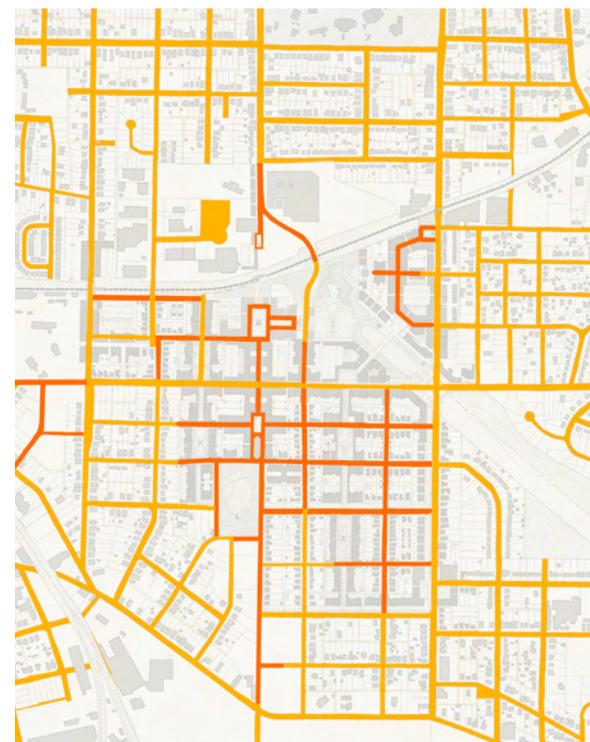
The Beltline to the north is the most malleable of the boxing in barriers. Earlier planning efforts have already established that an extension to Cherokee avenue can be threaded through the utility easement and under the beltline to substantially open up access to points north. The site team retained the Cherokee extension exactly as proposed, but added to it another fork just north of the Beltline that allows for car access to a parking deck under the proposed transit station. Instead of traversing the Beltline barrier, the proposed Cherokee spur offers the opportunity to slip a structured parking facility under the grade while providing additional pedestrian connection to the park.

Although beyond the scope of this study, the Beltline's artificially elevated track may only be necessary to accommodate the slope limitations of heavy freight rail. If the Beltline does transition to light rail or trail use, both could probably manage significantly more slope and it would be worth exploring the feasibility of dropping the rail down to grade altogether and thus alleviating its barrier effect.

With connectivity maximized through these repairs to the site, the team felt it would be well prepared to support the safe driving and walking environment required by Lifelong Communities.



Existing Thoroughfares and Intersections



Proposed Thoroughfares and Intersections

CASE STUDY 1

PEDESTRIAN ACCESS AND TRANSIT

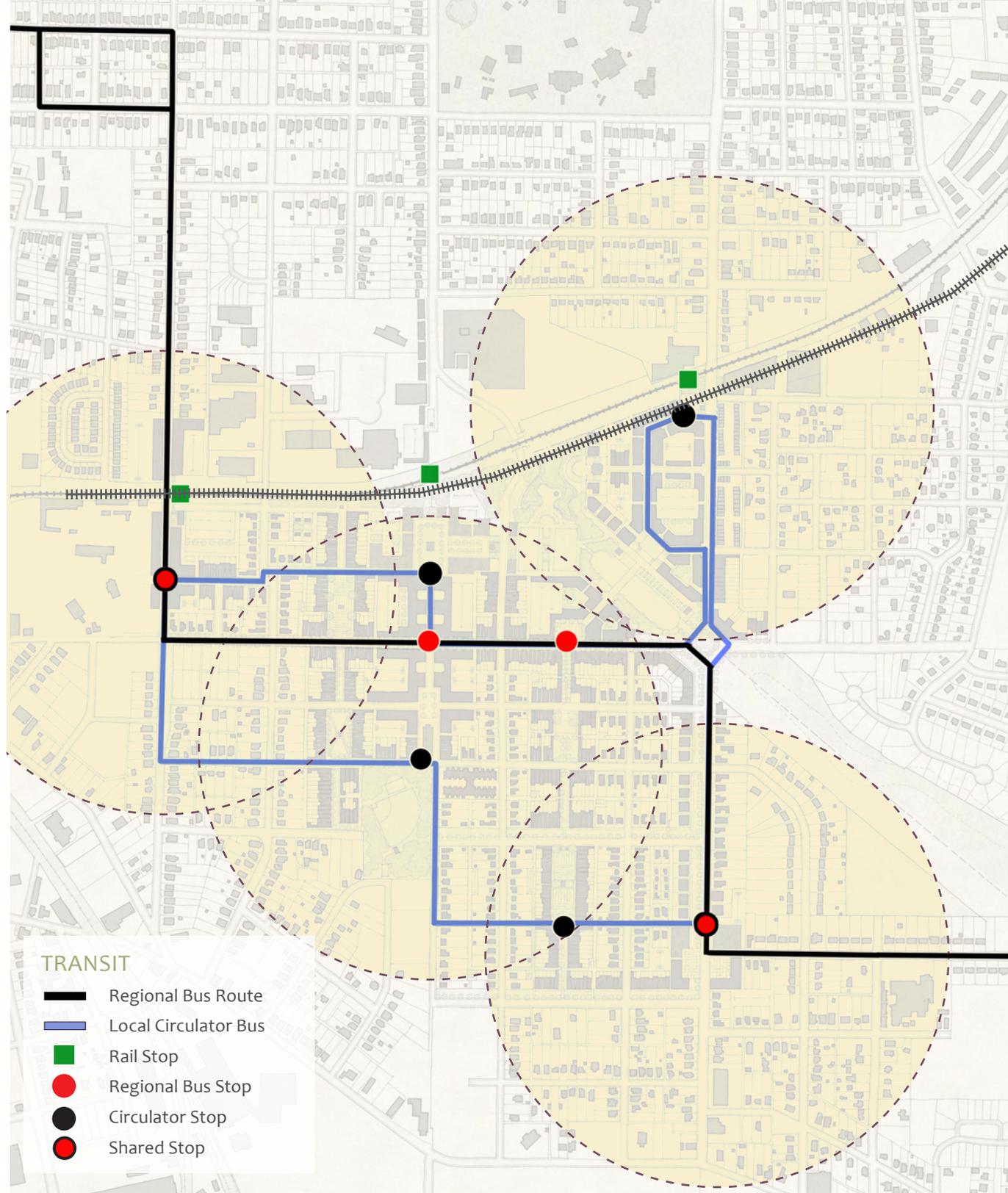
Sometimes less is more: particularly when considering the needs of an aging population. The site team did have concerns about the size of the newly acquired park property and proposed a scheme that swapped some for a linear system of more pedestrian scaled parks distributed throughout the development. The site team was careful to ensure that the redistribution of park provided a net increase in public space by providing a minimum of 1.5 acres of new park for every 1 that was turned over to private development.

The site team also had some concerns about the impact of the steep topography at the site on access for those with mobility impairments. Special consideration should be given when coding the new neighborhoods to providing ample supply of fully accessible units in the town center areas. This would ensure that the topography posed the least possible challenges to access to transit and to the town center amenities.

It was suggested by a gerontologist that the steep grades at in some areas would provide an good environment for families who where caring at home for an older adult with dementia. It is not uncommon for dementia patients to wander out of the house and steep grade would in most cases provide an adequate barrier to allow the dementia patient to go outside without fear of wandering outside of safe limits.

All in all the Atlanta Site is a pedestrian and transit rich environment. Both have been well anticipated by the proposed Beltline light rail and trail, the locations of the proposed Beltline stops, and also in the requirements of the accompanying zoning district. A district bus line already serves the site, and the design team anticipated reducing the stops made by this district line and instead collecting local traffic within the cluster of neighborhoods at centrally located transit stops.

With access and transit opportunities maximized through these repairs of the site, the team felt it would be well prepared to support the range of mobility needs required by Lifelong Communities.



CASE STUDY 1

HEALTHY LIVING

The overall context of converting a blighted brown field into a vital community inherently advances the health environment for the immediate and surrounding community. The Beltline was once known as “soot alley” and much of the site is currently composed of residual post-industrial uses. The initial decision to clean up and redevelop this area makes it inherently more healthy than it is in its current conditions.

An interesting discussion of the overall health benefits of the redevelopment of the Beltline corridor can be found in the “Atlanta Beltline Health Impact Assessment” for the Center of Quality Growth published in 2007. This report noted that the Beltline corridor provided a unique opportunity to fully integrate health considerations into the planning and marketing of the 22-mile long redevelopment district and the charrette team underscores the valuable findings of this report.

An initial concern of the site team in evaluating this site was the imbalance of design development between the proposed new 23 acre regional park and the urban fabric that surrounds it. Healthy living is dependent not just on the presence of parks and greenspace, but more importantly on how those spaces interface with the surrounding community. Exploring this interface and making sure that the park functioned well as a focus for the surrounding neighborhood as well as a regional destination draw was a priority. Given that the proposed park is in a low lying area with a physical barrier to the north (the elevated Beltline) and a diagonal regional utility easement cutting through the middle, there is particular need to amass a strong urban edge along the east and west boundaries to ensure that the site is sufficiently supervised. This park must be safe for users and to deter nighttime trash dumping or other illicit activities that would threaten the wellbeing of the surrounding community.

As an enhancement to the healthy integration of urban edge and green space, the site team recommends some slight but strategic redistribution of the city owned-park space, particularly along Englewood Drive. In addition to

making the park safer through better integration with the surrounding community, this redistribution provides a better scale and a wider variety of sequences and use through juxtapositions of close, intimate squares and wide open, grand fields. When considering plans for the area, do not forget the importance of the access routes access the park. In general parks are safer and healthier when they are accessed by pedestrians filtering through the surrounding neighborhoods rather than solely by automobile. Proximity to the Beltline is not in itself enough for health considerations- a porous, pedestrian oriented, and sufficiently dense surrounding neighborhood will need to provide a strong setting for the park gem.

The site has a good deal of topography, and this feature came up several times in discussions with health professionals. Significant topography inevitably presents some pedestrian access challenges that can be minimized but

not always entirely mitigated by thoughtful site planning and motorized assistive devices. Interestingly, however, several medical experts agreed that while the site slopes could create barriers for individuals already having mobility impairments, the daily exertions required in navigating the slopes might increase the functional longevity of the general population of residents. It was thus proposed that the topographic conditions of the site could be considered both a health asset that strengthens and prolongs the functional independence of residents without mobility impairments, while also proving to be a health challenge for residents when they experience periods of mobility impairment. It is a useful to consider site accessibility from a broad spectrum of abilities: flat may not always be preferable.

With healthy living opportunities maximized through these repairs of the site, the team felt it would be well prepared to support the health of Lifelong Communities.



Proposed Town Square overlooking park

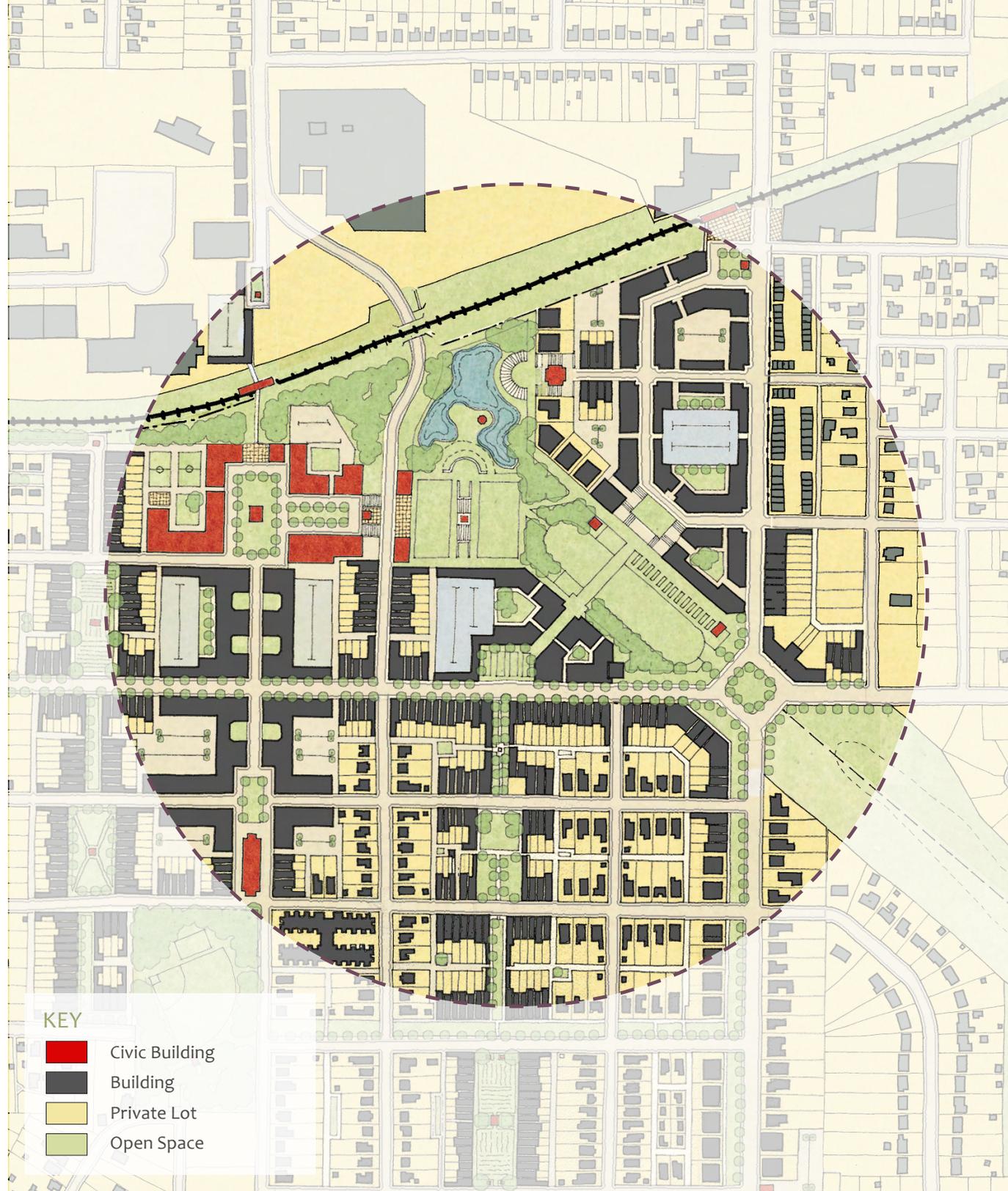
CASE STUDY 1

NEIGHBORHOOD RETAIL AND SERVICES

This is a great location for both neighborhood and regional retail. However, the site is too large to be served with retail only in one or two locations as is proposed. The design team has proposed dispersing a variety of retail opportunities into 4 distinct neighborhood units within the site, all linked to the proposed transit, thus restructuring the area on more pedestrian scales. Each of these neighborhood units has its own unique character: a retail center with living above; a civic center featuring a mainstreet, church, charter school, ymca, and a library; a primarily residential area with only a small amount of retail; and a gateway center with civic and retail uses at a critical intersection.

It should be noted that a beautiful neighborhood-based retail district still flourishes as a grandfathered condition at the North Western corner of Grant Park along Cherokee. In addition to the simple mixing of uses, the design team suggests “green lighting” appropriately designed congregate care housing types for as-of-right inclusion in the site. This green light status will help attract providers to the development as well as make their inclusion an upfront, preexisting condition for future neighborhood residents and stakeholders.

With neighborhood retail and service opportunities maximized through these repairs of the site, the team felt it would be well prepared to support the daily access needs of Lifelong Communities.



KEY

- Civic Building
- Building
- Private Lot
- Open Space

CASE STUDY 1

SOCIAL INTERACTION

The Beltline corridor once was a polluted and foreboding industrial area that divided the adjoining neighborhoods around its entire circumference.

The Beltline site presents a problematic urban condition: communities that are socially separate as a result of a physical barrier. Chosewood and Englewood neighborhoods to the south have for decades been the proverbial “other side of the tracks”- places for poorer residents to live while a more affluent community, Grant Park, was built to the north.

As the obsolete industrial areas surrounding the rail corridor are redeveloped into new communities, the Beltline has the opportunity to form bridges between the neighborhoods to either side. If executed skillfully, these bridges can emphasize social and economic exchange even when physical barriers still exist.

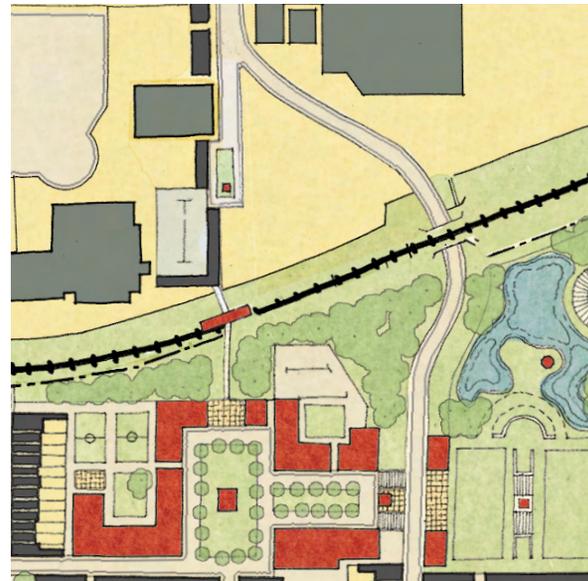
The site team chose to situate the primary neighborhood center where it would serve communities to the north and south of the Beltline equally. The neighborhood sits up high above the Beltline track bed and provides a prominent terminus for Cherokee avenue to the north. This visual connection to Grant Park will help bridge the physical barrier of the rail line and diminish the sense of social separation between communities. A parking deck at the end of Cherokee allows for drivers from the north to park cars and enter the development before crossing the tracks, creating an arrival threshold before crossing the tracks. The steep rise of the grade just to the south of the track provides opportunity to cut parking decks into the hill and allow the town center to form a plateau at top that can be kept free of parking lots. As an added bonus, the eleva-

tors required of all structured parking can also serve to provide pedestrian access in an area too steep to be accessed any other way.

While the Neighborhood Center is situated to break down a large scale barrier and join separated communities, within the individual neighborhoods spaces are intentionally developed to delineate and distinguish social spaces. In each of the alternate schemes proposed for the site, a linear system of parks and squares has been proposed along the south of the site. This sequence of squares has unique advantages for fostering social interaction. For each of these squares a unique design was proposed, each focusing on a different mix of social spaces. Several of these square designs featured raised-bed community gardens. This



Boundaries of the area's historic neighborhoods demonstrate the dividing effect of the Beltline corridor in its existing state.



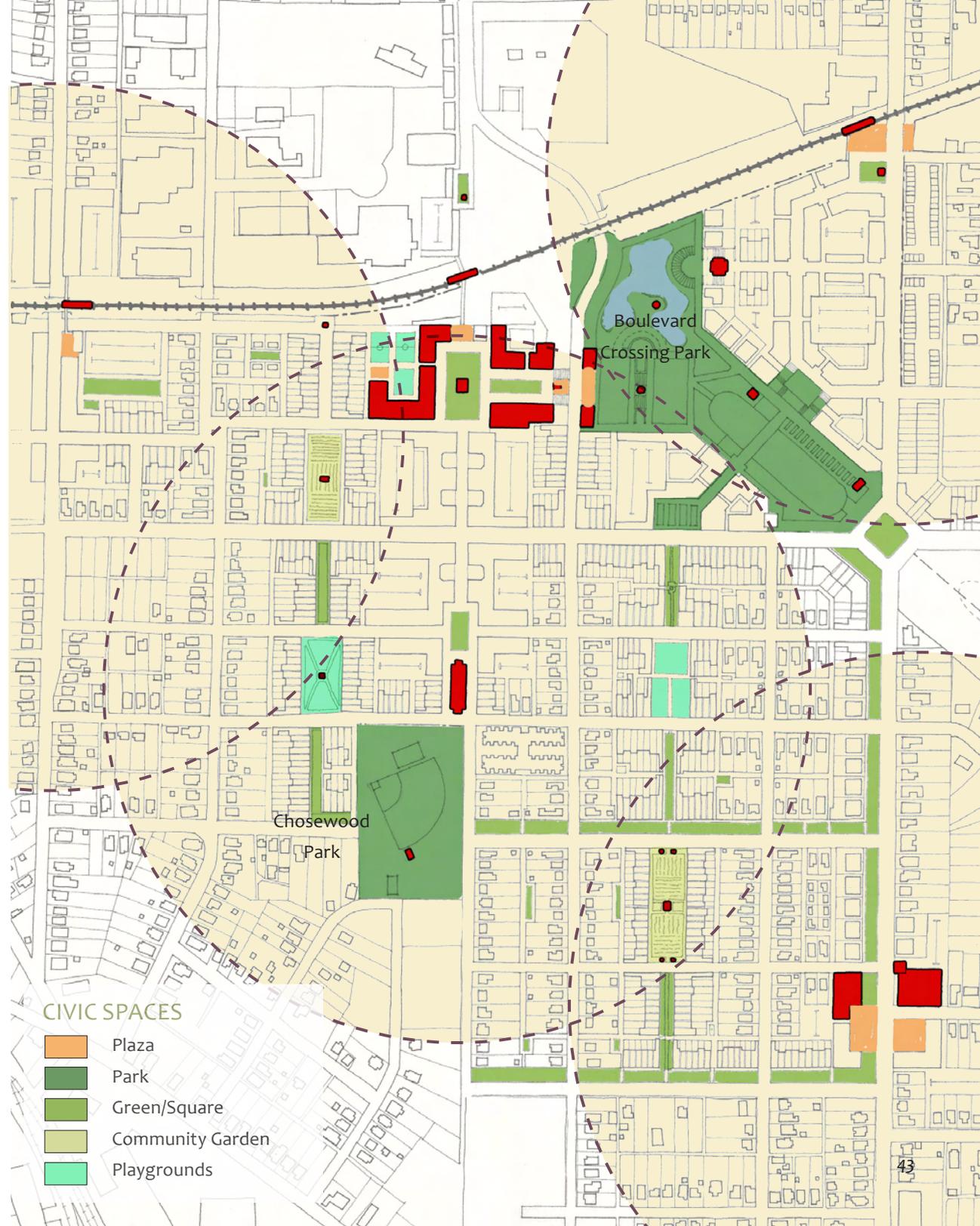
The Neighborhood Center draws together separated communities



Sequence of parks delineates social spaces

type of shared community garden space has been enormously popular in communities all over the world and has proven particularly effective at fostering inter-generational interaction between children in need of more adult supervision and seniors in need of help with garden maintenance. Beyond these opportunities for structured interactions, it was discussed several times throughout the charrette that prominently placed community gardens provide a reason and focus for being in communal settings more often and for greater durations. In providing this focus, the collective garden dispels the appearance of loitering, and thus encourages more use of the space.

With social interaction opportunities maximized between communities, and delineated within the neighborhoods, the team felt the Beltline site would be well prepared to support the social life of Lifelong Communities.



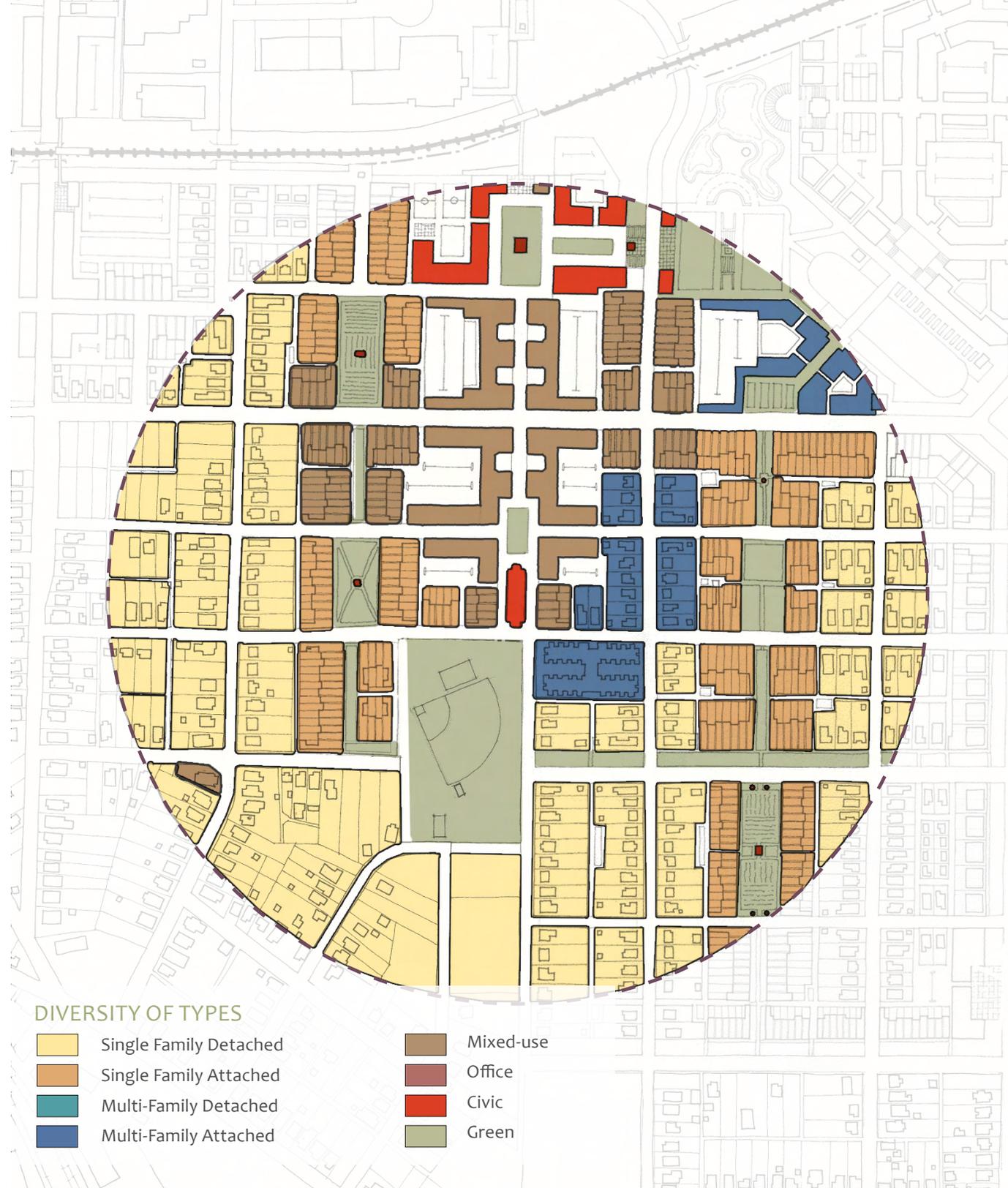
CASE STUDY 1

DWELLING TYPES

To successfully support the needs of a full life span a community must contain sufficient varieties of housing at all levels of affordability, accessibility, and size. These include townhouses, apartments and condos, detached homes, accessory apartments, and a continuous range of care in the form of supportive and nursing home arrangements. Additional design codes can be developed to create architectural cohesion, if it is desired in order to regularize the character of this wide diversity.

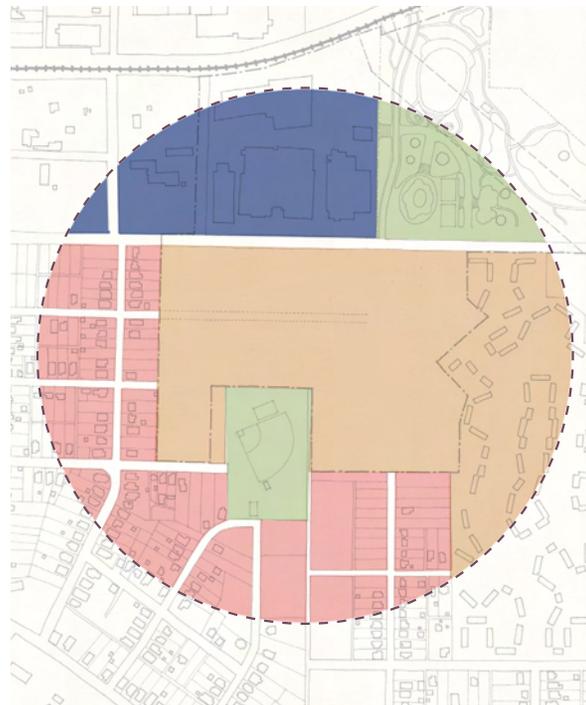
Because this site is located within the Beltline Tax Allocation District, and because significant portions of the site are now or have recently been dedicated to subsidized affordable housing, a significant focus of the redevelopment is to preserve affordable housing opportunities and distribute them as much as possible throughout the site. The light rail proposed for the Beltline corridor also emphasizes the need to focus on work force housing as a special subset of affordable housing. Atlanta is currently experiencing a significant imbalance of retail level job concentrations to the north and affordable housing in the south. Transit would allow residents access to local and regional job centers and thus this site could be one location that helps address the jobs/ housing imbalance.

With dwelling diversity maximized through these repairs of the site, the team felt it would be well prepared to support the variety of housing needs required by Lifelong Communities.



SEGREGATED USE-BASED ZONING

-  Park
-  Multi Family
-  Single-Family
-  Commercial



Current segregated uses

INTEGRATED FORM-BASED ZONING

-  T3 - Sub-urban zone
-  T4 - General Urban
-  T5 - Urban center
-  T6 - Urban Core
-  CS - Civic Space
-  CB - Civic Building



Proposed finer grain of integrated uses and building types

CASE STUDY 1

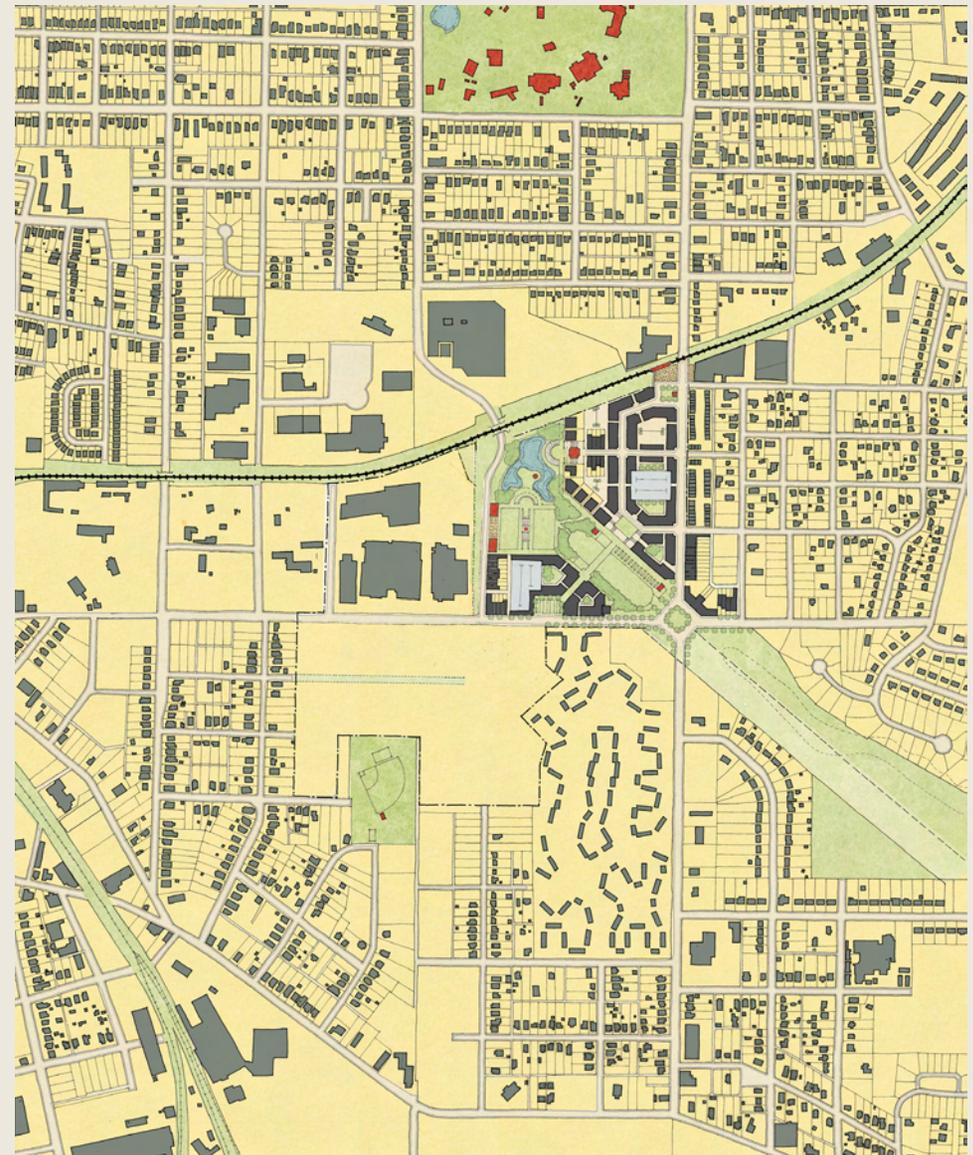
CONSIDERATION FOR EXISTING RESIDENTS

The site team felt that existing resident considerations should include the recently relocated residents of the Housing Authority's Englewood property, as well as the residents that would be impacted by any future redevelopment of the Chosewood apartment complex. Fortunately the site has significant amounts of unoccupied land, as well as attractive and reasonably affordable surrounding neighborhoods. If the site were planned and developed as a whole with agreements and phasing coordination between the various property owners, sufficient mixed-income housing development could be easily provided for every existing and recently relocated resident to permanently inhabit before their units are demolished. For older residents with long term commitments to the community, this opportunity to permanently relocate to new housing on site should be provided to ensure that the traumatic effects of multiple moves are not required during redevelopment. As a condition of vacating existing units, the advanced provision of permanent on-site relocation housing would provide a convincing demonstration of a commitment to avoiding resident displacement during redevelopment.

With displacement minimized through these relocation strategies, the team felt it would be well prepared to support the health of Lifelong Communities.

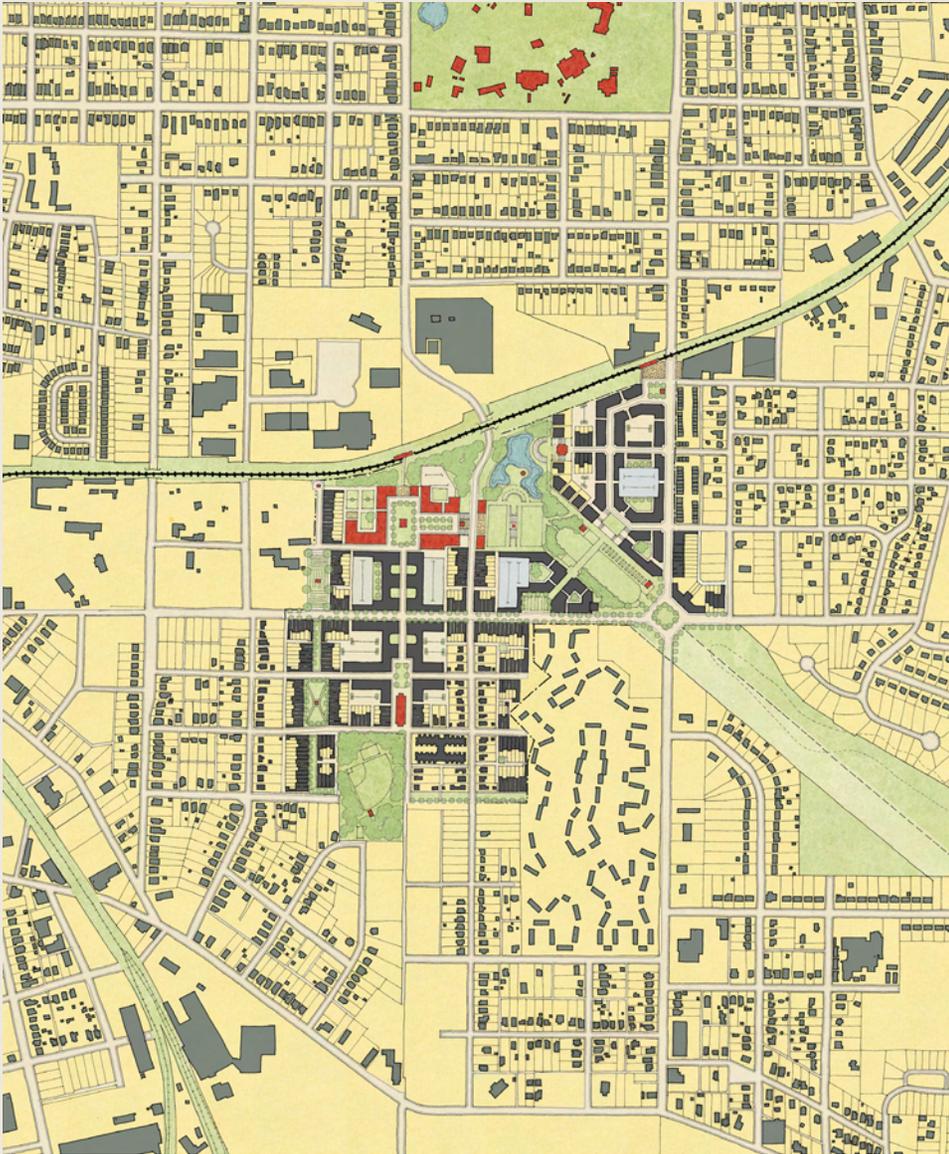


View of the square at Beltline Station



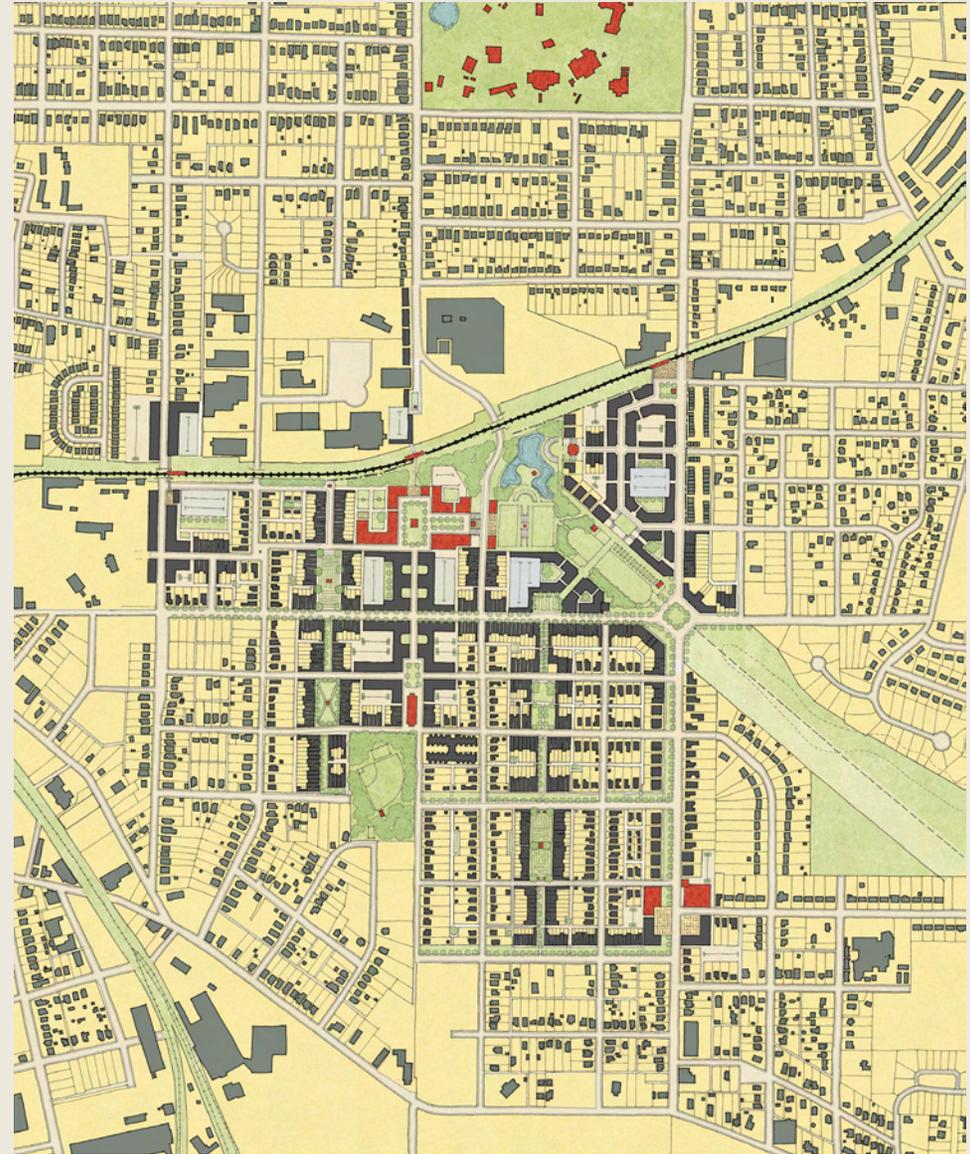
Phase 1 establishes a transit-oriented node at Beltline and Boulevard, expediting the redevelopment of primarily privately-owned land and creating a “development address” with critical mass at this important intersection. The eastern and southern edges of the proposed regional park are defined by 4- to 5-story mixed use buildings, apartment villas and townhouses, with rational connections to the light rail station, within the development, through the park and to the next phases.

PHASE TWO



Phase 2 extends the build-out to the south-west, with the redevelopment of the Housing Authority site. Connections to the existing urban grid emerge, with higher densities on the major thoroughfares (e.g. Englewood). A second node on the Beltline is proposed, comprising civic uses (the transit station, a community/senior center, a library and a school), as well as local commercial/retail uses extending from the station south to the Housing Authority redevelopment.

PHASE THREE



Though not included in the original set of parcels to be planned, the team received word midway through the charrette that the owner of the Gladstone Apartments site was open to proposals for the redevelopment and inclusion of his property. This permitted a more comprehensive approach to the planning of Boulevard Crossing, with the redevelopment of the Gladstone Apartments significantly contributing to the completion of both the urban and open space grids under Phase 3.



MABLETON
COBB COUNTY

CASE STUDY 2 PLAN

The site is at the center of Mableton, 15 miles west of Downtown Atlanta. Mableton is one of Cobb County's oldest identified areas. Mableton has maintained its original gridded street pattern and historic district, although land uses within the study area are hodge-podge and mostly outdated.

The character of Mableton still owes a debt to the original house of Robert Mable (1803-1885) the owner of the land when the railroad came through. Mable was a native of Scotland who immigrated to Savannah, Georgia. When he heard of the Georgia Gold Land Lottery of 1832, he purchased 300 acres in the area that became Cobb County. He and his family lived in a log cabin until 1843 when he built a saw mill and began construction of a plantation plain house. Upon moving into the Mable House, the cabin became the location of the first private school in Mableton. The Mable House was used by Federal troops during the Civil War as a field hospital. Wounded soldiers were cared for by Mrs. Mable. This kindness was the basis for the decision to leave the Mable House intact instead of burning the house and outbuildings. When the Georgia Pacific Railroad built a depot on the south side of the tracks west of Church Street, the engineer named the station "Mableton" after the Mable family. Mableton became a city in 1912. Four years later, the citizens voted to unincorporate to avoid the raising of taxes to pay for needed road repairs.

Amenities directly adjacent to the site are the Mable House Cultural Arts Center and Amphitheater. Also in the nearby vicinity are the South Cobb Community Center, Lions Park, Silver Comet Trail, and Cobb General Hospital. Assets of the site include adjacency to a library and post office; significant retail, including grocery stores, drugstores, restaurants, and a wide variety of local shops and national credit tenants, within a short driving distance of the site.



Existing Site and Area of Influence



Proposed Interventions

PROJECT INFORMATION

General Information

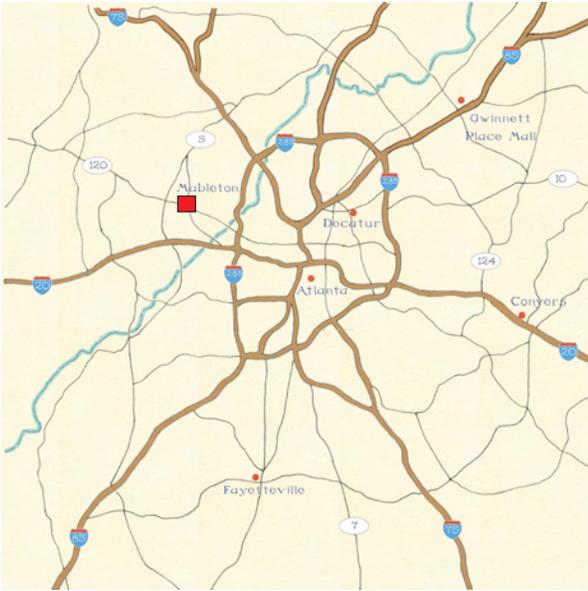
- Developers:
 - Barnes Land and Investment LLC, Roy Barnes
- Local Government:
 - Cobb County Government
- Project Size: 21.33 acres
- Project Location: 5190 Floyd Road, Mableton, GA. 30126

Market Information

- Existing Households:
 - Median Household Income: \$59,800
 - Median Home Value: \$141,800
 - 17% Empty Nesters and Retiree
 - 38% Families
 - 44% Younger Singles and Couples
- More than 1,050 households represent the annual potential market for new mixed-income housing units that could be developed within the Atlanta site. The household groups that comprise the potential market for new mixed-

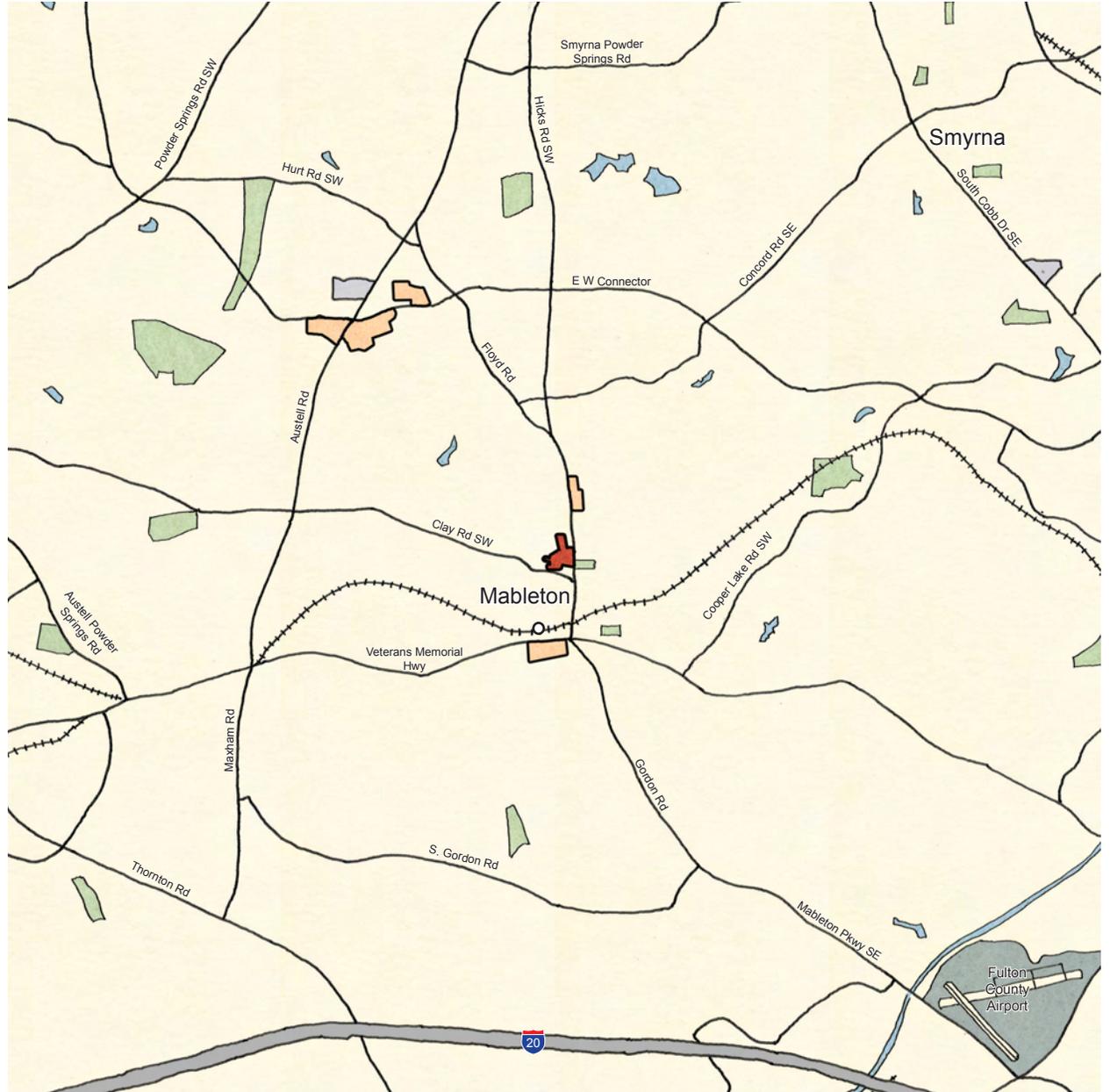
- income housing units on the site are:
 - Younger singles and childless couples (55 percent);
 - A range of urban families (18 percent); and
 - Empty nesters and retirees (27 percent).

CASE STUDY 2
REGIONAL CONTEXT



KEY

- Site
- Public Space/Green
- Shopping Center/Area
- Hospital/Medical Center



CASE STUDY 2

CONNECTIVITY

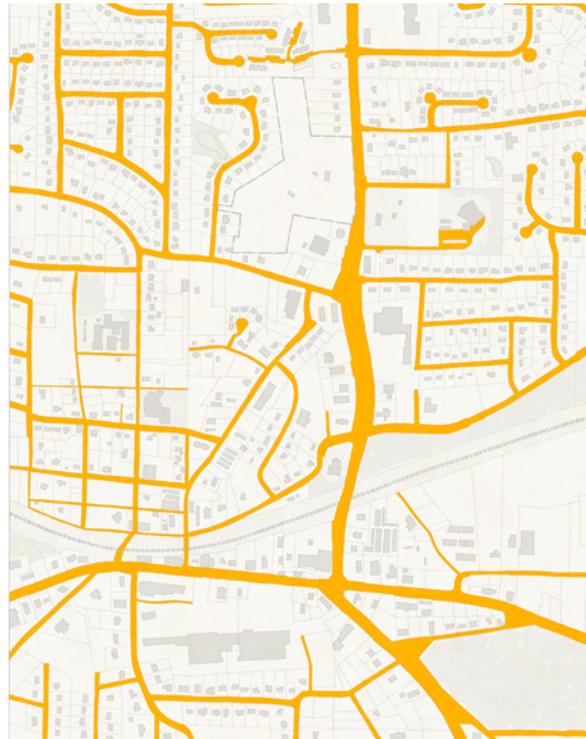
The area surrounding the Mableton site does not currently have a cohesive network pattern. Connectivity is not good. The primary streets clearly developed informally over time without a master plan to guide them. A railroad corridor runs east to west along a few blocks to the south of the site and it is depressed below the street grid. This rail corridor is bridged at only three points in the immediate vicinity and thus it forms a strong southern boundary for the area.

There are the beginnings of a few grids in the vicinity, but most seem to have been laid out as individual, contained residential developments that do not interconnect. In recent decades small cul-de-sac subdivisions, most with only one or two streets, have filled in the larger parcels immediately surrounding the site further chopping up the street pattern.

The site itself has not yet been subdivided and while it does have a finger connection to the cul-de-sac development to the west and a good street frontage to the east, it is otherwise contained.

The site team developed a strategy for establishing a cohesive street network structure on site that over time could be extended to the south and north with a series of strategic acquisitions and re-platting. Some of the initial opportunities to extend the grid from the site come from utilizing the large front and side yard setbacks that currently are used for parking lots in the surrounding civic and commercial buildings, and redistributing some of that parking to the new streets. With the post office and library to the south of the site, these uses of the setbacks yielded a particularly nice civic square on public property and without significant demolition. To the south a nondescript and dangerous intersection is similarly transformed into an oval green space and roundabout. This intervention will resolve traffic conflicts, facilitate pedestrian circulation, as well as create a memorable entrance to the town. Building on these initial extensions of the new site grid into

the surrounding fabric, further interventions could be made incrementally and over time. A varied but coherent pedestrian scale grid could be established. Once assembled, this grid could form the basis of a very nice town center for the area.



Existing Thoroughfares



Proposed Thoroughfares

CASE STUDY 2

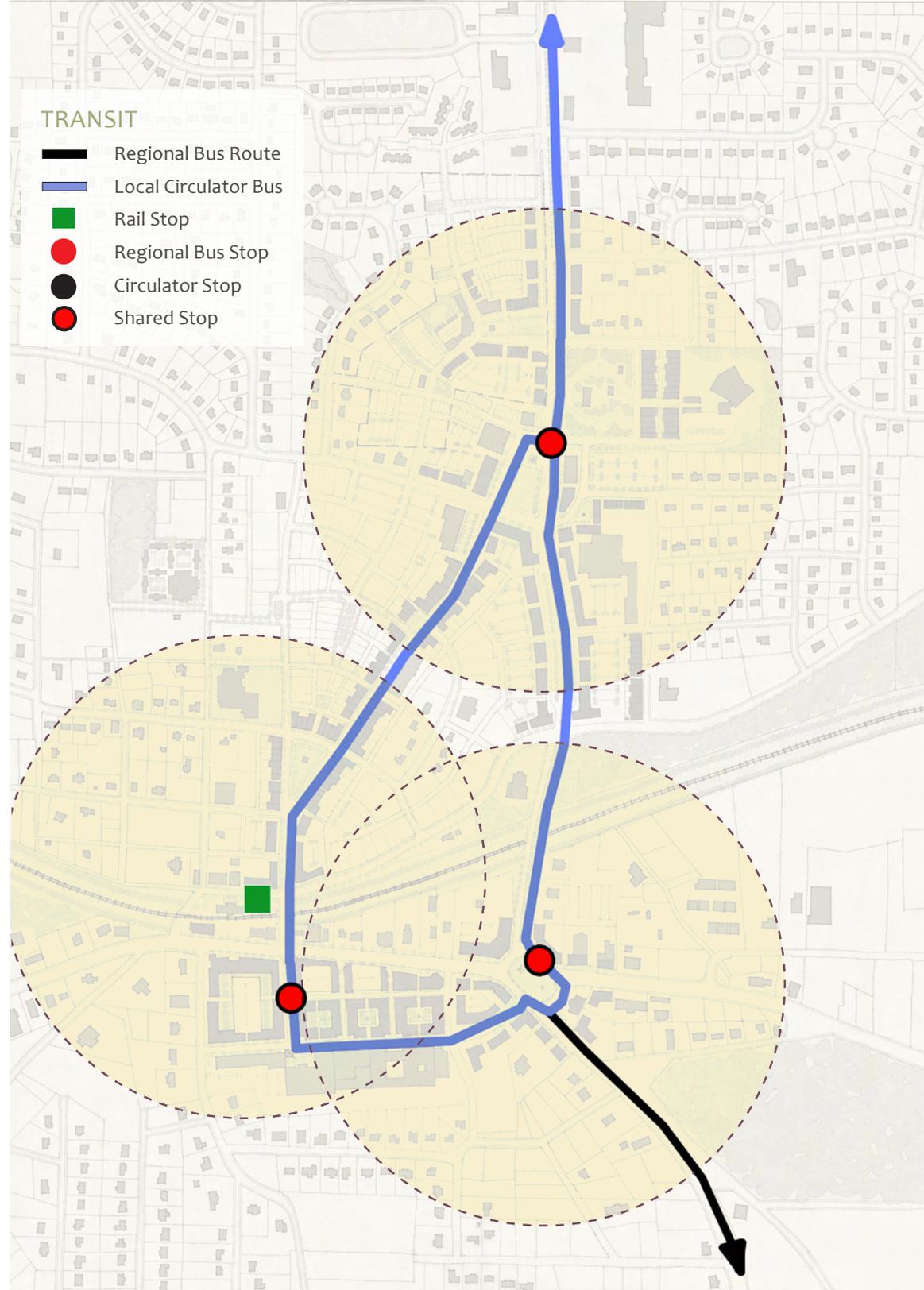
PEDESTRIAN ACCESS AND TRANSIT

Mableton is starting to recover its pedestrian realm. Foot trails worn into the grass along Floyd Road are a testament to the resilience of the Mableton pedestrian, and the pending road redevelopment provides opportunities to install several pedestrian amenities. Along Clay Road sidewalks have already been installed, but the deep setbacks of the surrounding buildings and frontage parking areas make for an unwelcoming pedestrian environment. Over all it is not an area in which one would choose to walk unless no other alternatives existed.

The area is reasonably well served by transit. The Silver Comet Trail runs past the site a mile to the north and that regional bike trail system could be linked to the site by a bike path along Floyd road. A Park and Ride facility near the John Mable House will soon provide regional transit opportunity. The site and area is well served by the Cobb County Transit system.

Given that regional and district transit opportunities are already good, the site team focused primarily on the pedestrian environment. The design proposes establishing three neighborhood units linked by a circulating bus. Many streetscape improvements are proposed to better integrate traffic into a pedestrian scaled environment. These include reduced or reclaimed front setbacks, planted medians, and a civic square. Space was provided along the site frontage for a slip road: an effective device for connecting local streets to an arterial road. Most notable among these improvements is that Floyd will be transformed from a high-speed suburban road into a true boulevard, with a median and slip roads accommodating parallel parking, one-way lanes and well protected sidewalks.

Though the proposed design requires some acquisition and reorganization to reach its fullest potential, it demonstrates how a cohesive and welcoming pedestrian environment could evolve overtime. If the plan were followed, the team felt that the site could provide an initial Lifelong Community foothold sufficient to reclaim ample mobility and access opportunities to support a Lifelong Community.



CASE STUDY 2

HEALTHY LIVING

Mableton has two significant healthy living assets in the nearby Silver Comet Trail and regional hospital. Access to the Silver Comet trail will be improved by the bike and walking spur already planned to extend this regional asset to the town center. The proximity of the hospital could be enhanced by locating medical clinics or doctor's offices on site, and it is reasonable to expect that these would be viable. These healthy living assets are currently accompanied by a host of challenges. The pedestrian environment would be physically and psychologically hazardous for older adults in its current state. The streets feel less like comfortable rooms than desolate and dangerous expanses dominated by automobile traffic. Where sidewalks exist, they front parking lots or undeveloped spaces rather than attractive storefronts.

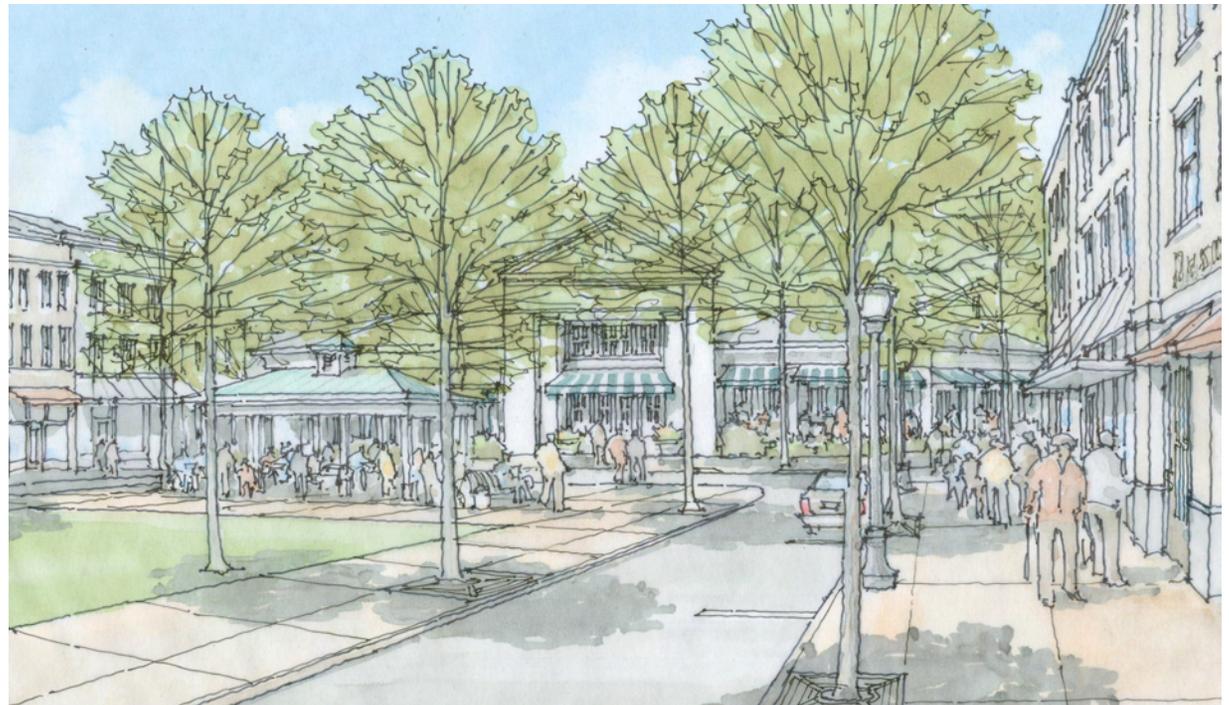
Perhaps more importantly Mableton offers a unique opportunity to explore the potential for pride of place to serve as a foundation for a healthy living environment. Health experts participating in the charrette could not be clearer about the fact that ninety percent of all health funding goes to medical treatment, but that medical treatment accounts for only twenty percent of health effects. Pride of place is a complex phenomenon that reaches the full range of the other, non-medical, eighty percent: mental, social, and physical health as interrelated issues of place. The John Mable House provides a flagship for addressing this other eighty percent of health considerations.

It is no small feat that a town just outside of a major urban center has retained the home of its original founder: John Mable. What is particularly unusual is that the Mable House grounds have been protected as civic and cultural investments, and not only because progress has not yet had the opportunity to demolish them. Years of analysis on the failures and successes of urban revitalization programs point to the fact that pride of place plays a powerful role in the social, mental, physical, and economic viability of a community. Neighborhoods without pride of place tend to decline even in the best

of times, and neighborhoods with pride of place tend to survive intact even the worst of times. The Mable House grounds could not capture a sense of pride and history better, and the site team positions these assets to serve as the healthy living flagship for the town. The property consists of an informal arrangement of structures and trees that powerfully evoke the town's rural history. However, informal, naturalistic landscapes do not hold up well when they are allowed to spill out ill-defined into a surrounding suburban landscape. Enhancing the edges of the property with a more urban setting will contrast and accentuate the sense of place and relate the history to its contemporary environment. Trails through and around the Mable property could provide a combination of exercise and celebration that will enhance the mental and physical well being of the community. The green along the western edge of the Barnes site is de-

signed to echo the Mable property character, perhaps enhancing it with an organic community garden rather than cultural facility.

Lastly, leadership is itself a health issue. The strong support of local leadership for creating a Lifelong Community should be understood as a significant asset to healthy living environments which are dependent on coordinated public and private support. In its cultural investments and small town feel, Mableton has a good foundation on which to build. The site team felt that a focus on the network and shape the streets detailed in other sections would convey a sufficient sense of safety and comfort to provide ample passive opportunities for healthy living. Combining these with the flagship John Mable property enhancements would provide an exemplary healthy living environment for Lifelong Communities.



The proposed neighborhood center on the Barnes Property.

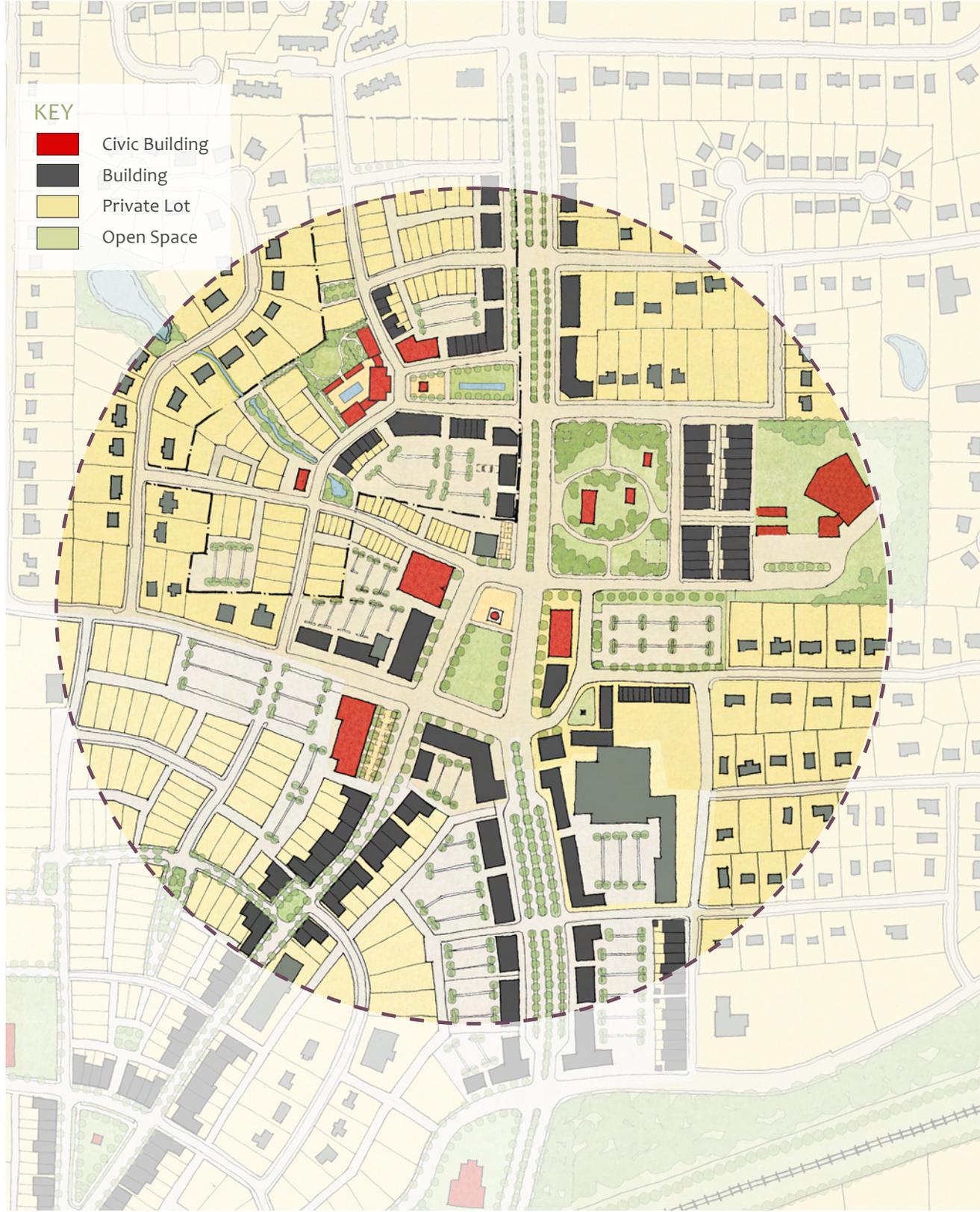
CASE STUDY 2

NEIGHBORHOOD RETAIL AND SERVICES

Though the Barnes family's hardware store and other retail businesses have been in operation for decades, Mableton does not yet have the critical mass of retail enterprises necessary for achieving its full potential as a retail and service center for the area.

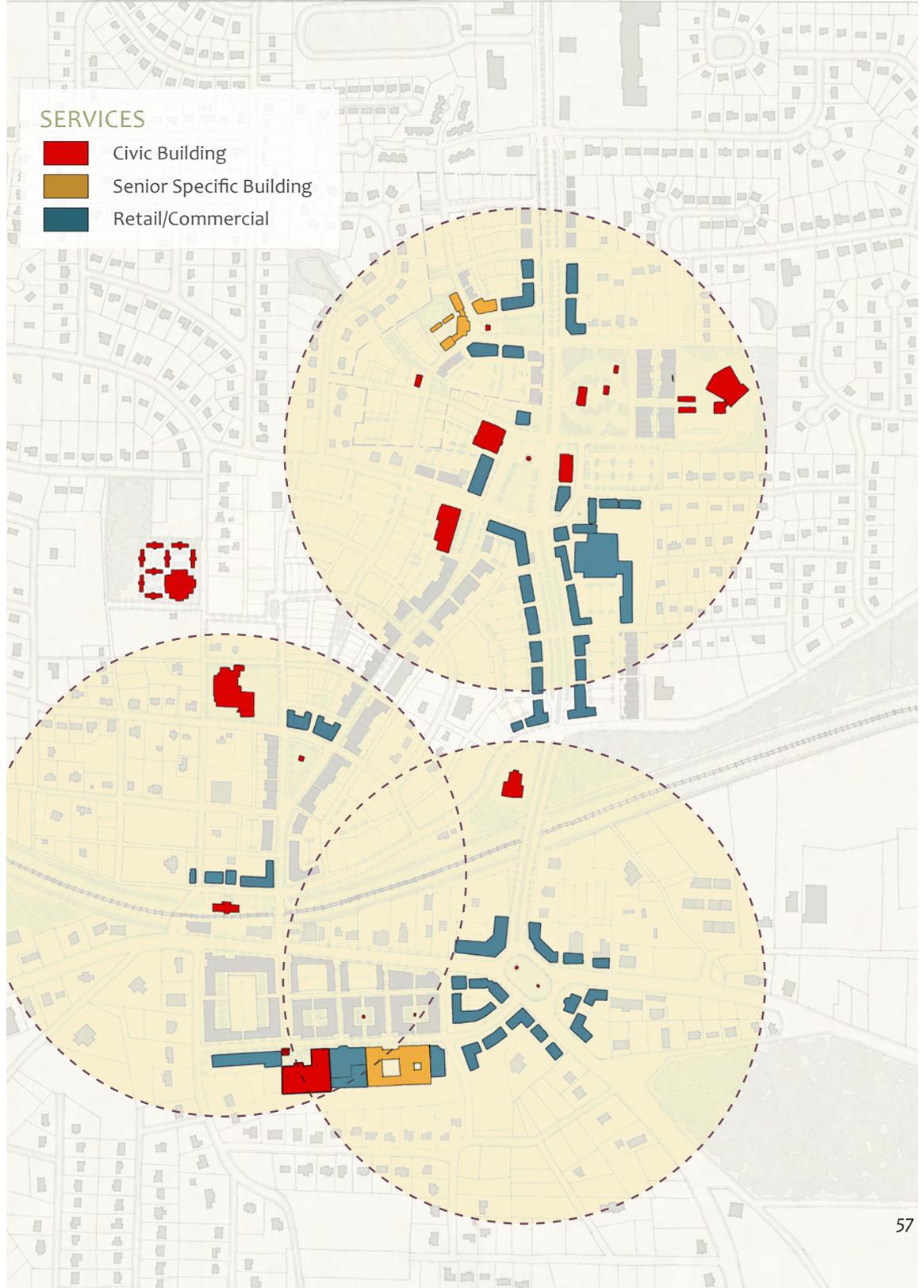
To better support this potential, the site design is structured on three distinct neighborhood units connected by a circulating shuttle bus. There is probably not a sufficient market catchment area to support retail for all daily needs in each neighborhood, but between the three, most necessities could be provided in a neighborhood setting. However, a critical piece of the design strategy is to capture the strip mall to the south within a neighborhood structure and redevelop it as a mixed use development. Infilling the site with dense housing and retail units could provide the critical mass of residents to support retail in the area.

The existing strip shopping center is struggling, but the buildings are still intact. The location of the center is particularly advantageous for a station if transit is ever provided along the existing freight rail line. The plan proposes the adaptive reuse of the structures with some retention of retail, but repositioned to better reflect the surrounding market. Potential adaptive reuse programs include a supportive housing, assisted living, or skilled nursing home facility as well as a college campus satellite related to the arts with gallery spaces and artists' studios. The oversized parking lots currently fronting the mall would be built out to accommodate the new programs, perhaps utilizing the grade changes on site to accommodate structured parking below the new buildings.



The new town square is envisioned as the civic focus for the community with a few specialty retail opportunities provided to enliven the area. The team felt that the retrofitted shopping center to the south was close enough by and better suited to be the primary retail core. Given its potential for a more regional draw, the shopping center could provide high quality “daily need” retail such as groceries, the site could house specialty and “third place” venues, and the shopping center to the north could continue to provide national chains and discount retailers. The mix of these three retail types in close proximity could improve the market prospects of each.

Mableton has good bones: a small town structure, a quaint feel, good transit, retail districts that could be reasonably integrated into the community, and a range of strong civic and cultural amenities. Combined with the access to the nearby hospital, the team felt that the site was particularly well suited to support the daily access needs of a Lifelong Community.



SOCIAL INTERACTION



There are significant opportunities for social interaction in the area immediately surrounding the site, although they could be immediately improved by better pedestrian connection. Right now it is nearly impossible to imagine an older adult or child walking to the library then stopping by the post office before heading to the arts center in Mableton. The facilities are all within a few hundred feet of each other, but somehow manage to exist in complete isolation. There is no urbanism to connect them.

This isolation within close proximity represents a significant lost opportunity for social interaction. Without the interstitial urbanism, these facilities all serve as intentional destinations for focused social exchange, but that important opportunity for chance encounters that occur between destinations is lost. You will not bump into your neighbor and say hello while walking from the post office to the arts center. When driving past the library on the way to the post office you will probably not see that your favorite local author is giving a reading inside, or the book you have been waiting for is now available. These chance encounters with neighbors and events are very important to the high percentage of older adults prone to depression and withdrawal. Chance encounters are more likely to keep an older adult engaged.

The site team found a relatively easy way to meaningfully insert some urbanism between the existing civic and cultural institutions. A civic square cobbled together out of a collection of parking lots, vacant property, and existing street right of way also resolves the awkward and dangerous traffic situation in this area. With this square in place, an entirely new realm of social interaction is created. That urban intervention is what allows us to remain engaged with other people and interesting events even during the times when the motivation to do so wanes.

The proposed design organizes a collection of civic, cultural and open spaces all within close proximity, but each with its own character and purpose. The inserted square has a formal, civic character; the Mable property maintains the rural history and culture of the area; the green at the center of the site would provide rich opportunities for third-places like coffee housings and cafes. The site team thus felt that all the ingredients were available at the site, and if shaped properly could provide the opportunities for social engagement that are critical to a Lifelong Community.

CIVIC SPACES

- Plaza
- Park
- Green/Square
- Community Garden
- Playgrounds



CASE STUDY 2

DWELLING TYPES

The Mableton area is composed of single family detached housing with the only exceptions being the John Mable compound that now serves as a cultural center.

The development of this site would need to introduce the wide variety of housing types proposed in the plan. These range from apartments and townhomes, to single family homes. Live work units are a particularly attractive type for older adults that continue to work but no longer commute to an office. With Charlie Brown airport close by, live work units would be particularly attractive to consultants that use a private plane for business trips.

Some particularly nice sites for senior housing can be found around the edges of the neighborhood green in the middle of the site. This green rolls from the east to the west up a gentle slope which would provide nice views and a routine workout for those able to walk. If the hill became too much to manage, more level routes can be traveled along the north south pedestrian path cutting through the green and surrounding neighborhood. This would be a nice opportunity to draw on the grade in one direction for strength building and in another for continued mobility during periods of frailty.

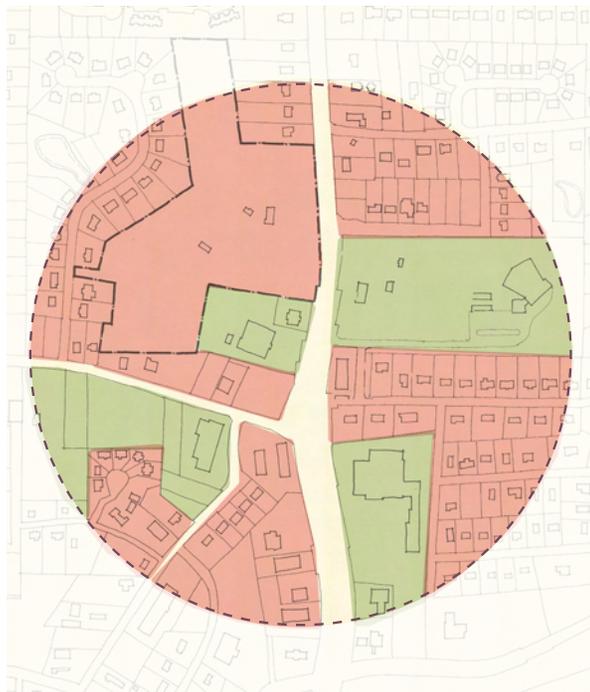


At the west edge of the green a Community Center Campus is proposed, which may serve as a senior center. Services have been proposed for the campus including a restaurant, meeting hall, and clinic on the ground floor and some dwelling units above. In the back it has a pool, a multifunction field and a playground. One block south, a rain-garden is accommodated as an extension to the natural low area and wetland west of the site. There is a small chapel building in front of it.

Several parcels along the western edge of the site have been identified as opportunities for “green house” community based nursing home locations as well to ensure that a full continuum of care could be provided within the community. With this variety of dwelling possibilities available, the Mableton project is well prepared to support the range of dwelling needs necessary for Lifelong Communities.

SEGREGATED USE-BASED ZONING

- Park
- Single Family



Current segregated uses in Mableton

INTEGRATED FORM-BASED ZONING

- T3 - Sub-urban zone
- T4 - General Urban
- T5 - Urban center
- CS - Civic Space
- CB - Civic Building



Proposed finer grain of integrated uses and building types in Mableton

CASE STUDY 2

CONSIDERATION FOR EXISTING RESIDENTS

The site is not currently occupied, and thus relocation is not an immediate issue. However, the site team has proposed a long term plan for the entire area that will require incremental assemblage and phased redevelopment. The Mableton site provides an excellent opportunity to develop land bank or land trust entities to gradually gain site control now while allowing the existing resident to remain until the necessary assemblage has been fully completed. The proposed design could substantially improve the area economy and standard of living, and Cobb County has incentive to participate in the process through a land bank or trust. When managed in whole or part by public entities, land holding structures can be used to abate existing tax debts, receive tax delinquent or foreclosed properties, clear clouded titles, and exempt some or all future tax burdens during the holding period. Used responsibly, land banking can be an effective holding strategy and assembly strategy for advancing necessary long term and large scale redevelopment plans while mitigating displacement.



View of proposed clubhouse on the Barnes Property



The first phase is centered on the Barnes property and its neighborhood green. It will also include the new town square, which will be organized around the existing civic buildings including the library, the post office, the museum and the amphitheater, as well as the new transit facility.

PHASE TWO



The next phase expands to the south along Floyd and Clay Roads. Floyd becomes a boulevard with slip lanes fronted by mixed-use buildings that conceal the existing parking lots. A triangular neighborhood green is envisioned for the west portion of this phase, which is a walking distance from an existing church and a newly redeveloped school.

PHASE THREE



The third phase completes the loop that connects the town center with the area around the failing shopping center south of the railroad tracks. The shopping center will be retrofitted into a college satellite campus, gallery space and/or a senior center facility with high-density, transit-oriented development to be located in its under utilized parking lot.



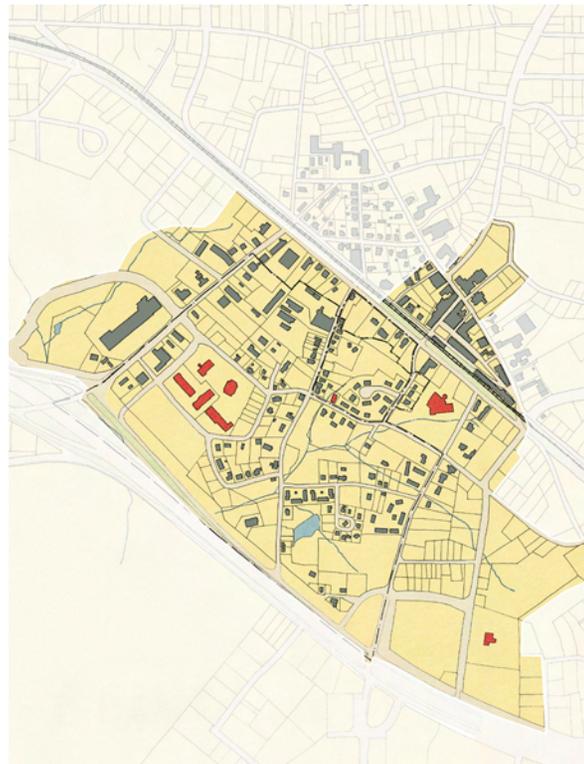
CONYERS
ROCKDALE COUNTY

CASE STUDY 3 PLAN

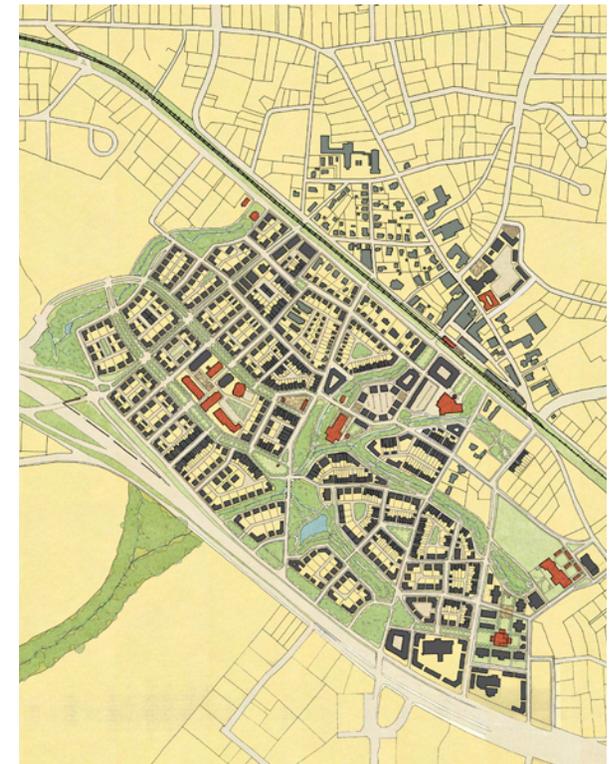
The site, 24 miles due east of downtown Atlanta is the area's low ground bounded by an active rail line to the North and an expressway (I-20) to the south. The rolling site has a high percentage of low ground and is crossed by several small creeks, posing multiple challenges to laying out a cohesive urban fabric. The site consists of under utilized parcels and an existing mixture of older residential dwelling units, including some outdated public housing and commercial structures. A joint venture redevelopment planning effort has been initiated between the public /private development team and the site is entirely included in the Conyers Olde Town Tax Allocation District (TAD) Redevelopment Plan.

It was mentioned during the charrette that the County was considering relocating the Judicial Center currently in Downtown Conyers, out to a less central location in the county. The design team emphasizes that this relocation would create multiple negative impacts on both the functions of the center and the health of downtown Conyers. Currently the Judicial Center programs take full advantage of many complimentary retail and service offerings downtown, including senior and social service centers, gymnasium, groceries, a pharmacy, a selection of restaurants, and other retail. To separate from these downtown features detracts from the experience of the Judicial Center programs and denies this redevelopment site, along with all of downtown Conyers, an important civic function and identity.

The challenges of the site include the close proximity to westbound I-20 and its high volume of traffic, including tractor trailers; the unattractive views of the backs of the buildings that face West Avenue; and the lack of a direct connection to downtown Conyers.



Existing Site and Area of Influence



Proposed Interventions

PROJECT INFORMATION

General Information

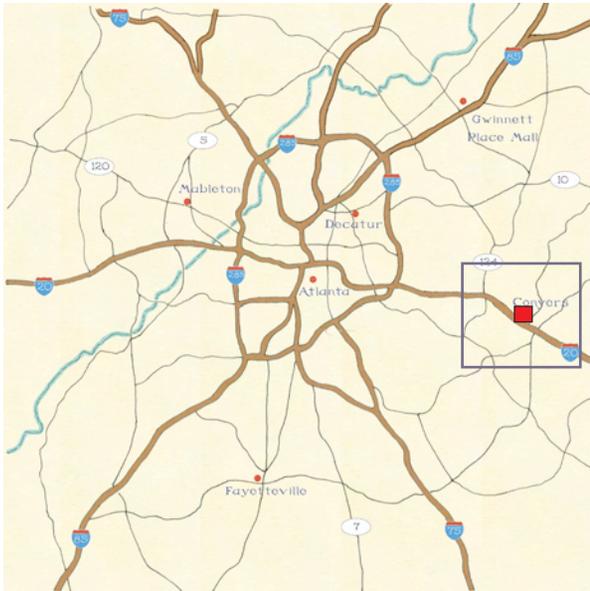
- Developers: Greyland Development LLC, Conyers Housing Authority, City of Conyers
- Local Government: City of Conyers
- Project Size: 100 acres
- Project Location: Near Olde Town Conyers on Dogwood Drive

Market Information

- Median Household Income: \$36,800
- Median Home Value: \$108,400
- 23% Empty Nesters and Retiree
- 34.5% Families
- 42% Younger Singles and Couples
- More than 680 households represent the annual potential market for new mixed-income housing units that could be developed within the Conyers site. The household groups that comprise the potential market for new mixed-income housing units on the site are:
 - Younger singles and childless couples (53 percent);

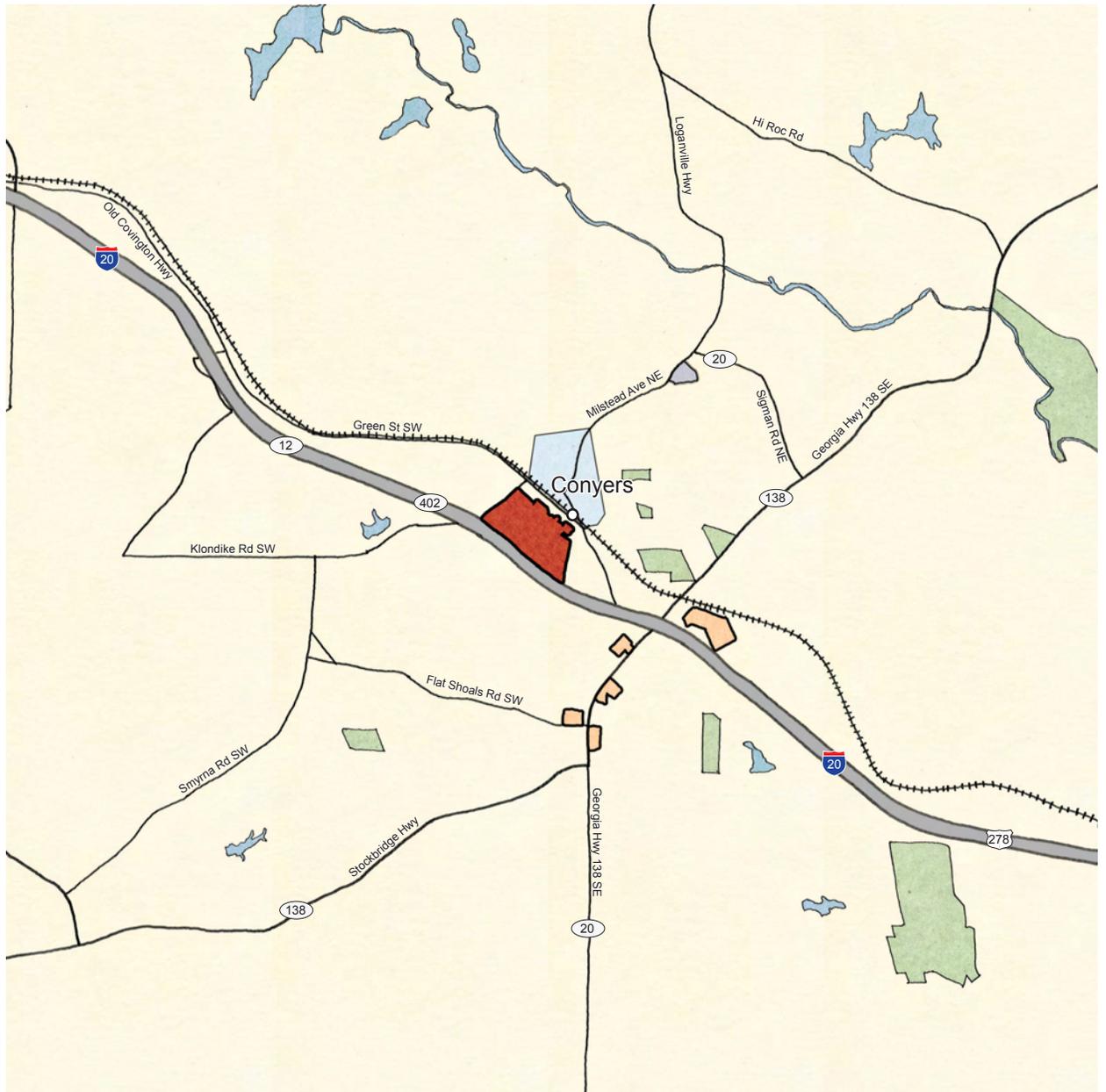
- A range of urban families (31 percent); and
- Empty nesters and retirees (16 percent).

CASE STUDY 3
REGIONAL CONTEXT



KEY

- Site
- Public Space/Green
- Shopping Center/Area
- Town/City Center
- Hospital/Medical Center
- Proposed Light Rail
- Light Rail Stop



CASE STUDY 3 CONNECTIVITY

The Conyers site is well positioned to thrive as a local enclave with a regional outlook. Building on the charm of its historic Olde Conyers town center, easy access to nearby regional shopping centers, and commuter connections to downtown Atlanta, the site could provide a tranquil bedroom community away from the hustle and bustle but linked into the metropolis. For older adults this could be a nice alternative for those who want regular access to the city culture, but are not interested in the full time city living.

A regional focus is critical because the site is a challenging place for local connectivity. It is a low-lying area walled in by two regional transportation corridors: Interstate 20 to the south and an at-grade freight rail line to the north. Little can be done to provide better connection across the interstate or rail other than enhance the pedestrian environment at the few existing connections. To the west of the site a lake and low lying area form natural barriers less than a ¼ mile away, limiting the ability to establish a street network in that direction.

From a Lifelong Communities perspective, however, the site is the least dependent on local connectivity of all those that we studied during the charrette. There is little through traffic in the east-west direction and the existing Dogwood, Green, and Rail Road streets offer plenty of capacity to serve all through destinations to the east. Less than two miles east of the site, another interstate exit provides access as well, so the ratio of through connection to actual destination in the east west direction is quite high.

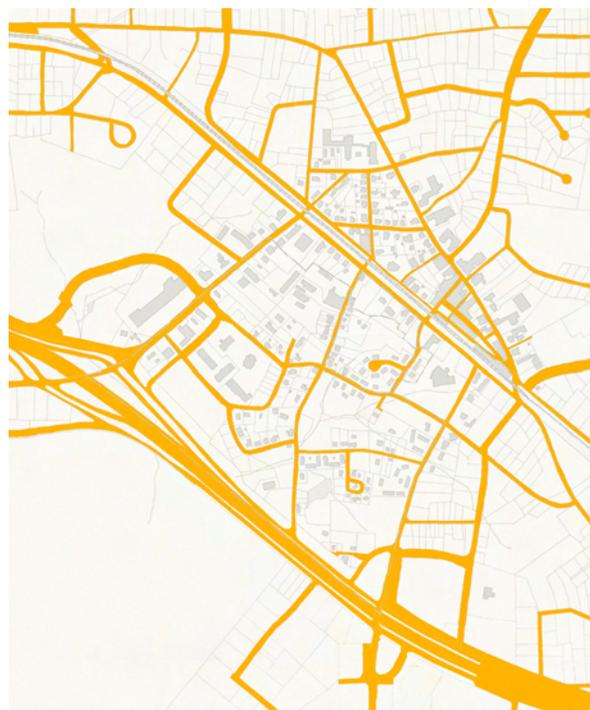
As an offset for the local connection challenges, the team felt that the site had significant potential to participate in a regional community, providing very interesting opportunities for in and out bound access. Situated immediately adjacent to an I-20 exit interchange, residents already have easy automobile access to downtown Atlanta and regional attractions to the east and west. The site rises up above Interstate 20 and is highly visible to the 120,000 vehicles that pass by every day. If the site were redeveloped to provide an enticing face to the interstate, it could very well become

a place to pull off for local entertainment and specialty shopping alternatives to the national chain offerings in regional activity centers nearby.

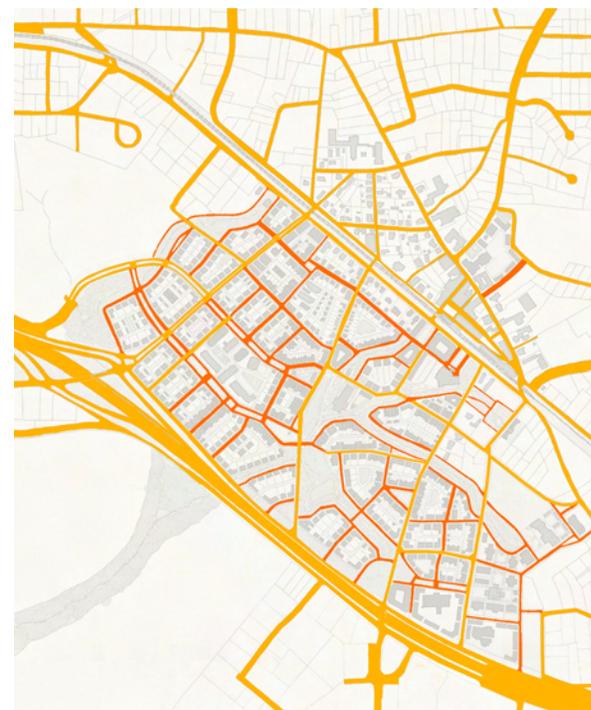
With these possibilities for regional interactions, the site team paid particular attention to the compressed interface between the neighborhood and the highway. Within a few hundred feet of the exit ramp, a transition will need to be made from the interstate, to the West Avenue arterial, to the local street network of the new community. Along West Avenue, motorists will need to make a tremendous psychological shift so that they do not end up chugging down the highway in the 20 mph mentality of the neighborhood, or plowing through the neighborhood in the 70 mph mentality of the interstate. To extend the transition zone, the team proposes a series of interventions along the exit and entry

ramps and West Avenue that emphasize entry and exit. These include turning attractive building fronts to the exit ramp, tapering West Avenue as it heads north, and creating a series of gateways and thresholds that emphasize passage.

Lifelong Communities highly value connectivity, particularly local connectivity. This site will meet a high standard for connection inside the neighborhood and outward to the region. What is missing is the midrange connections to the neighborhoods surrounding the site. However, with the transition strategies for managing the shift from interstate to neighborhood, the site team felt that regional connectivity would adequately compensate for the poor area connectivity, and that the site could function well as a local enclave with a regional outlook.



Existing Thoroughfares and Intersections



Proposed Thoroughfares and Intersections

CASE STUDY 3

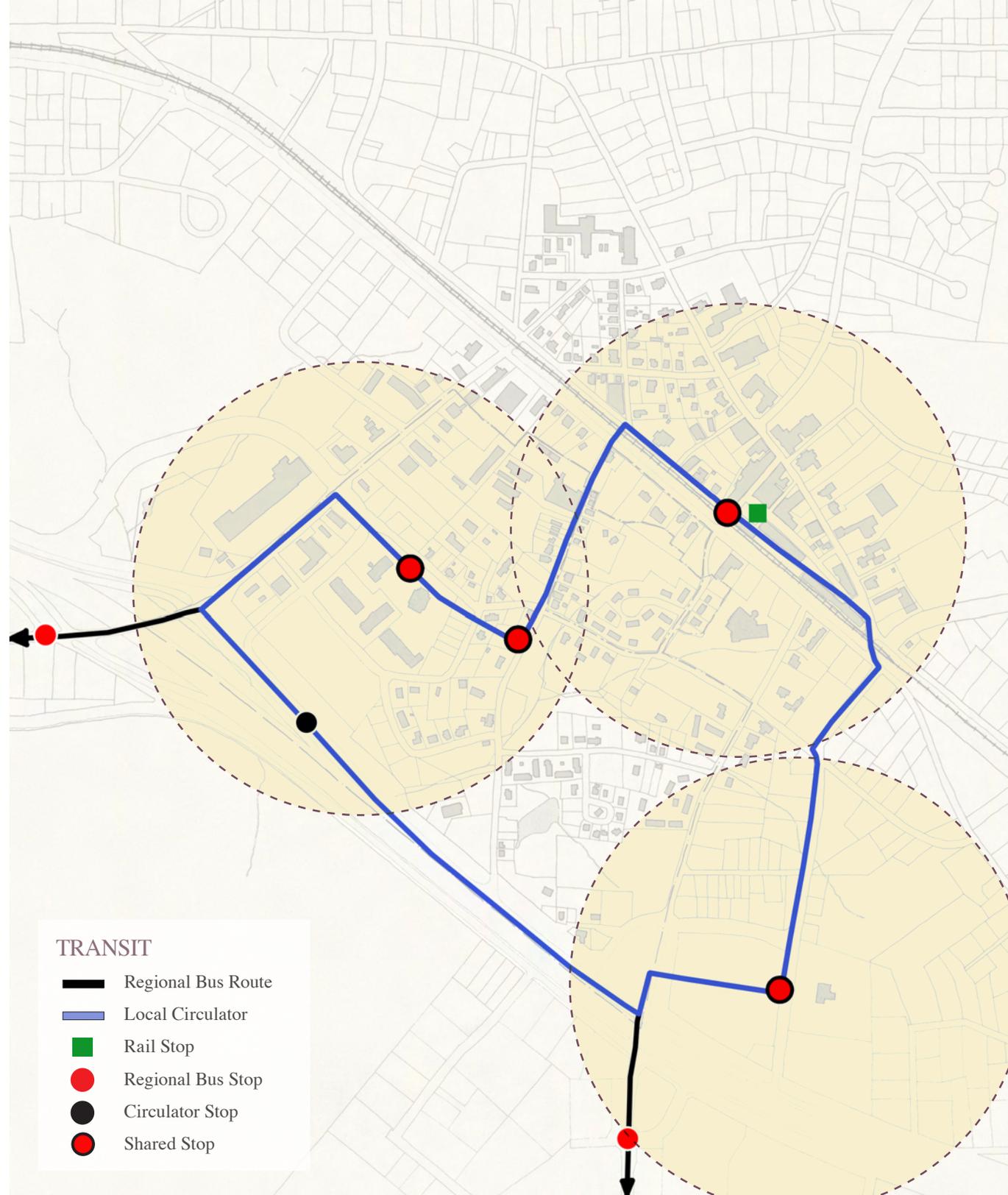
PEDESTRIAN ACCESS AND TRANSIT

Given the possibilities for a regionally connected community, transit opportunities will be essential. If the site is to offer an enticing local entertainment and specialty retail alternative to the nearby regional shopping amenities, a rich pedestrian environment will be necessary. The site team laid the ground work for both of these possibilities.

A Park and Ride facility just to the other side of the interstate offers some limited carpool and van options. These offer opportunity for an older resident to get into town regularly to visit museums and shops, attend meetings, take advantage of healthcare services, or simply see friends. The future density of development on this site will greatly affect the transit services it could access. There are many opportunities to provide public or private transit service along the highway, but density is the key: the services require a concentration of users to offset the overhead associated with their provision.

The original train station that first spawned the growth of Conyers still exists right next to the Olde Conyers town center. Regional transit planners have indicated a need for a commuter rail line to connect Conyers to downtown Atlanta, though the specific rail line and location of the station has not been identified. Reopening the train station for passenger access would be an enormous boon to this community and would perfectly compliment the regional orientation of the planned neighborhood. Additionally Conyers could become a drop off for commuters to the east to park their cars and escape the rush hour on rail.

Internal to the site, crisscrossing ravines, creeks, and difficult topographic conditions have resulted in an irregular and insufficient street grid. The design team made significant headway in weaving together a much more normative block structure fitting it out with a more pedestrian oriented streetscape and an attractive system of greenways. With the plan as proposed, the site team felt that enough pedestrian and transit opportunities currently serve the site to get it going, and as the new community was built out with greater density, the neighborhood could grow to reach the full potential of Lifelong Communities.



CASE STUDY 3 HEALTHY LIVING

Rockdale is a small but dispersed county with an older adult population that can be difficult to serve given the time and money it takes to reach them. There would be enormous benefit to providing denser housing options for older adults in this new neighborhood so that they could access all the health services, retail, and spaces for social interaction the community provides without sending home health service providers out into the hinder lands to reach them. However this is a community accustomed to rural and very low density suburban living. The site team felt that essential to convincing Rockdale's older adults to come in from the countryside was bringing some of the countryside into the development.

A substantial focus of the charrette was to find a common framework that could work for both planners and healthcare professionals. At first visit to the Conyers site the design team could not help but notice the striking incongruity between the care and consideration that health services providers delivered to people inside the Conyers senior center, and the environmental insensitivity of the giant concrete bunker engineered to manage storm water outside the center.

During the charrette, the DPZ team was introduced to the World Health Organization's understanding and approach to healthy living. WHO defines health as "a state of complete physical, mental and social well-being, and not merely the absence of disease or infirmity." The WHO definition leaves "environmental" well-being out of its definition of health, and that is where planners can most directly contribute to healthy living. For planners, a holistic understanding of health and well being must also extend to include connection to a sustaining and restorative natural environment. The need to provide a bit of country in the town at the Conyers site thus also became a larger challenge of expressing a planner's take on the restorative qualities of healthy environments.

The Conyers site is thoroughly "haunted by waters" to draw on Norman McClain's elegant last sentence of "A River Runs Through It". As the team considered how to capture a sense of in town countryside, they employed two water related

strategies: making the most of the required buffer zones around creeks and employing a "Light Imprint" overlay that celebrates the delicate movement of storm water across the site rather than channeling it into heavy sewer or retaining infrastructure. The site plan draws on the harmonious and picturesque precedent of Monteagle Assembly in Monteagle, Tennessee. Monteagle has similar ravines, creeks, springs and rocky earth, and utilizes them within a street grid network to provide a natural greenway and public space at the center of the community. A case study of Monteagle Assembly can be found in the Light Imprint Handbook available at www.lightimprint.org and it is highly recommended as an inspiration for managing the natural features of the Conyers site. The end result in Monteagle is not only environmentally sensitive, but also restorative: a planner's vision for a place of truly complete physical, mental, social, and environmental well-being.

In addition to the protective greenways around the creeks and water features, the team has worked out a street network that will drain well across the topography without need for expensive storm sewer systems or water channelization devices like the concrete chamber at the senior center. Instead, a healthy storm water management system can be devised that keeps storm water on the surface and draws on local stone and indigenous plants to provide the riparian filtration necessary before it can feed into the creek.

The design team does not know exactly when or why the medical professions stopped prescribing stays in restorative environments like Roosevelt's Little White House, but the basic premise does seem to hold merit for a planning approach to health. The Conyers plan is a piece of country in the town, haunted by waters, where seniors can come for accessible health services and environmental well-being.



Proposed Neighborhood Square

CASE STUDY 3

NEIGHBORHOOD RETAIL AND SERVICES

The site is just across the tracks from Olde Conyers, a very nice small scale historic depot village. Olde Town Conyers has recently had an infusion of preservation and revitalization and is in great shape, but it is isolated and hard to access. As a result the businesses there are probably not living up to their full potential. The redevelopment of the site presents an opportunity to change some of that by opening up better access and providing a sufficient mass of retail opportunity to make this a place worth pulling off the Interstate to visit.

The site team proposed a series of additional retail corridors and loops that open up access to Olde Conyers, compliment and extend its character, and help create enough specialty retail and entertainment intensity to offer a good destination. Here as in other charrette study sites that serve as Park and Ride points for the Georgia Regional Transportation Authority, retail could cater to commuter traffic needing a coffee, breakfast, newspaper, or dry cleaning drop off in the morning, and restaurants or entertainment to stop into before heading home. These markets would cycle well with the older adults coming into town during the day to attend the senior center and do some shopping while there. This would be a good opportunity as well for the county to stimulate the area cafes by offering vouchers for lunches rather than congregate meals with in the center, and limiting the vouchers to use within the Olde Conyers area. This would provide a better model for keeping the older adults engaged in the community, and the stimulus it would provide to the area businesses would help start up a neighborhood retail district that all could enjoy.



KEY

- Civic Building
- Building
- Private Lot
- Open Space

As another compliment to the services already provided at the senior center, the site team recommends that the City explore “green lighting” appropriately designed congregate care housing types for as-of-right inclusion in the site. The city could create design codes, or even specific plans that could be pre-approved for certain designated properties or areas within the new development. This green light status will help attract providers to the development as well as make their inclusion an up front, pre-existing condition for future neighborhood residents and stakeholders.

Large regional malls are just a few exits away from this site, and in this economic climate they must surely be saturating the area retail market. A smaller retail complex has opened across the highway just in time for the global financial meltdown and it now stands mostly vacant. Olde Town Conyers will most likely need to position as an alternative retail model to avoid competition with either the regional or town center shopping already in place nearby. Drawing on its beautiful historic core Conyers could explore the potential for generating an a specialty retail, entertainment, and small office neighborhood retail district that would provide a significant amenity to the local community and perhaps draw on the site’s potential for regional connections.



- SERVICES**
- Civic Building
 - Senior Specific Building
 - Retail/Commercial

CASE STUDY 3

SOCIAL INTERACTION

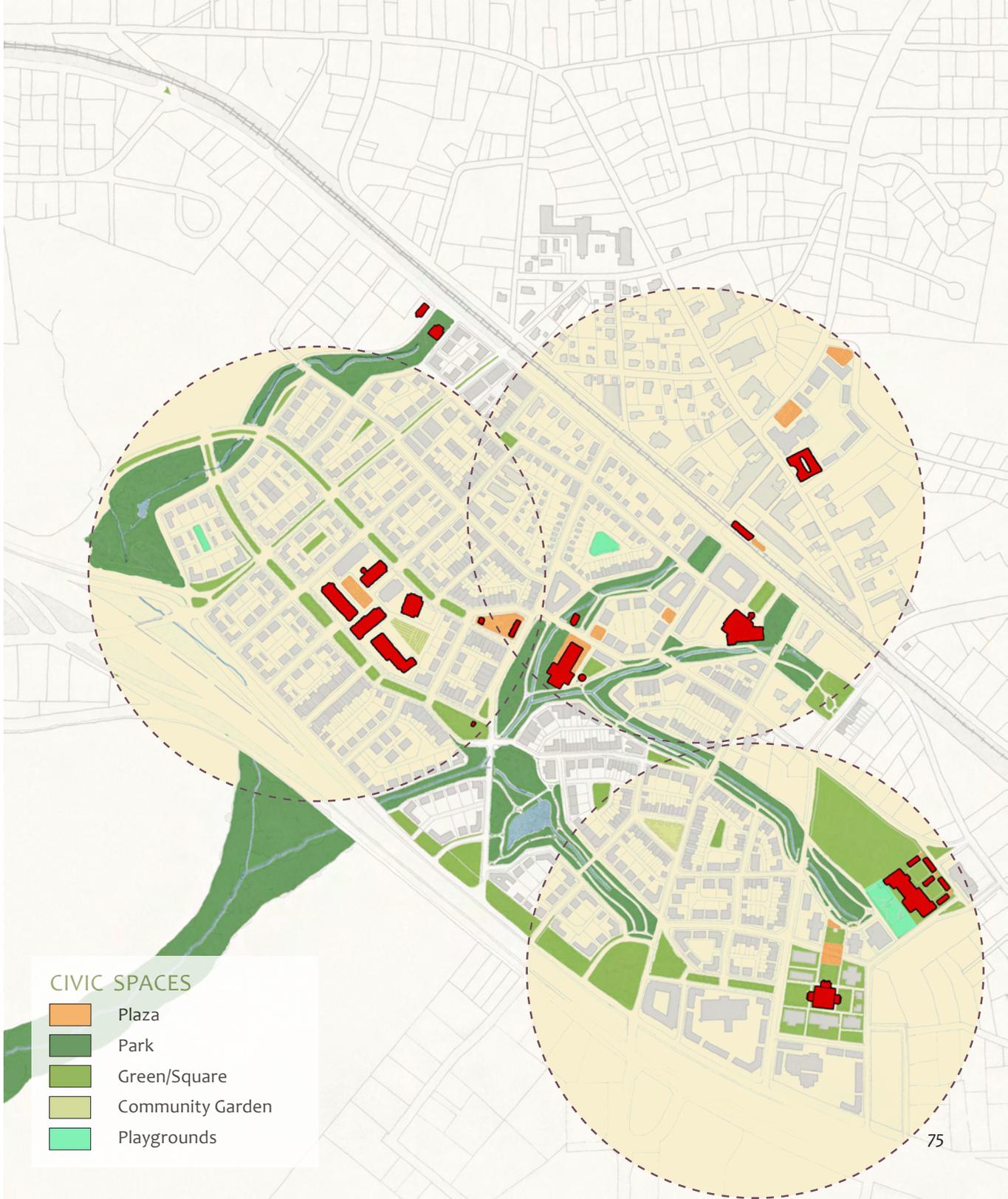


Conyers does not present a case where an environment must be built to instigate or foster social interaction; it is a case of building an environment worthy of the existing social interaction. Despite the large building setbacks, lack of sidewalks, and absence of porches, every time the site team visited the site they took notice of how many people were walking the streets, sitting out in front of houses, and chatting it up. A number of churches are scattered through the site providing opportunities for social gatherings and worship. This is clearly a tight community, despite the barriers the urban fabric currently presents.

Rockdale and the City of Conyers have rich histories and many of the older residents have been a part of the traditions and culture that define the community. Most older residents in the county have lived in their current home close to 20 years and the majority have lived in the region for over 40 years. By providing both opportunities for affordable home ownership and cooperative living arrangements older adults have an opportunity to invest that individual pride and history and share it with the rest of the community.

The design team recognizes that Conyers and Rockdale are not currently a city dweller's culture, and worked hard to create a plan with sufficient density to support retail and transit without losing the feel of the country. See the "Healthy Living" section for a discussion of how this country feel in an in town neighborhood was managed in the plan. The goal was to create a sense of connection to the environment and to shape public spaces in areas where natural features predominate, particularly in and around the protected areas of the creek greenways.

Lastly it was noted that many of the ingredients of a strong social network are already in place in or around the site, only poorly connected. A retail area contains a senior center, churches are in and around the site, a community center and library are in place, a historic town hall joins Olde Conyers, and a municipal government center is just to the east of the site. The site team worked to weave these together with local streets, boulevards, and greenways so that they could relate and together gel into a very strong fabric for community to thrive socially and economically.



CIVIC SPACES

- Plaza
- Park
- Green/Square
- Community Garden
- Playgrounds

CASE STUDY 3

DWELLING TYPES

By providing a diverse set of housing options in close proximity to downtown and area services, Conyers can offer housing choice for residents of the city and the county who can no longer live in their communities far away from stores and services. Locating this mix of affordable and market rate housing close to the senior center eliminates the need for transportation and provides a critical opportunity for more older adults to engage not only with their neighbors who will live closer by, but with the rapidly revitalizing downtown and with those who attend the senior center. Almost all older adults who are no longer working live on a fixed income and Rockdale is no different. By reducing transportation costs through proximity, the site can enhance the economic well-being of the older adults that live there.

The plan replaces housing that was singular in type and inhabited by one socioeconomic group with a much more diverse stock. The site is located within the Conyers Tax Allocation District, and funds are available to assist in including low-income residents in the more upscale redevelopment plan. The plan can not only provide a place for current low-income residents to live, it will mix incomes, family type, units of different size, and over time even neighborhood based retail. Extensive research has shown that residents of all ages, but particularly older adults benefit when low income residents and families are not concentrated in a single area but provided an opportunity to live with a diverse group of people.

With dwelling diversity maximized through these repairs of the site, the team felt it would be well prepared to support the variety of housing needs required by Lifelong Communities.



DIVERSITY OF TYPES

- Single Family Detached
- Single Family Attached
- Multi-Family Detached
- Multi-Family Attached

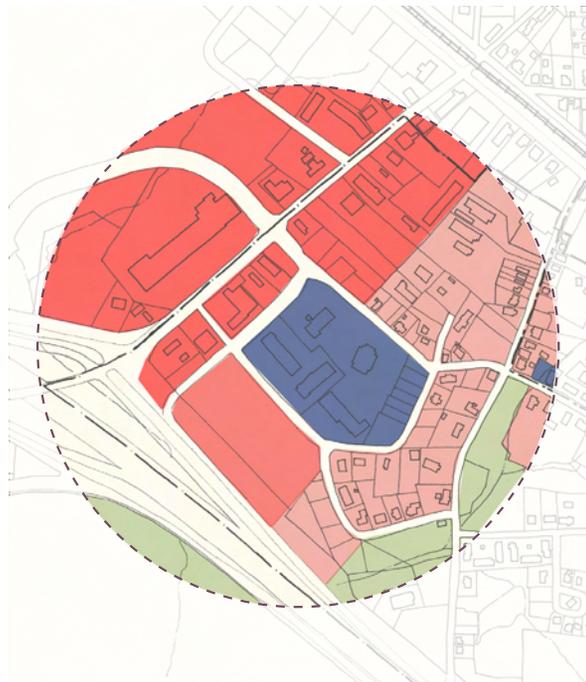
- Mixed-use
- Office
- Civic
- Green

SEGREGATED USE-BASED ZONING

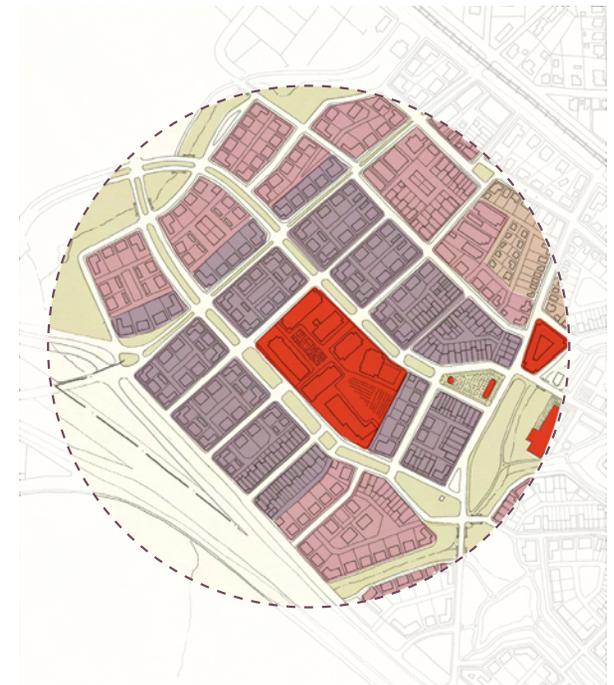
-  Park
-  Single Family
-  Multi-Family
-  Commercial

INTEGRATED FORM-BASED ZONING

-  T3 - Sub-urban zone
-  T4 - General Urban
-  T5 - Urban center
-  CS - Civic Space
-  CB - Civic Building



Current segregated uses on the Conyers Site



Proposed finer grain of integrated uses and building types on the Conyers site

CASE STUDY 3

CONSIDERATION FOR EXISTING RESIDENTS

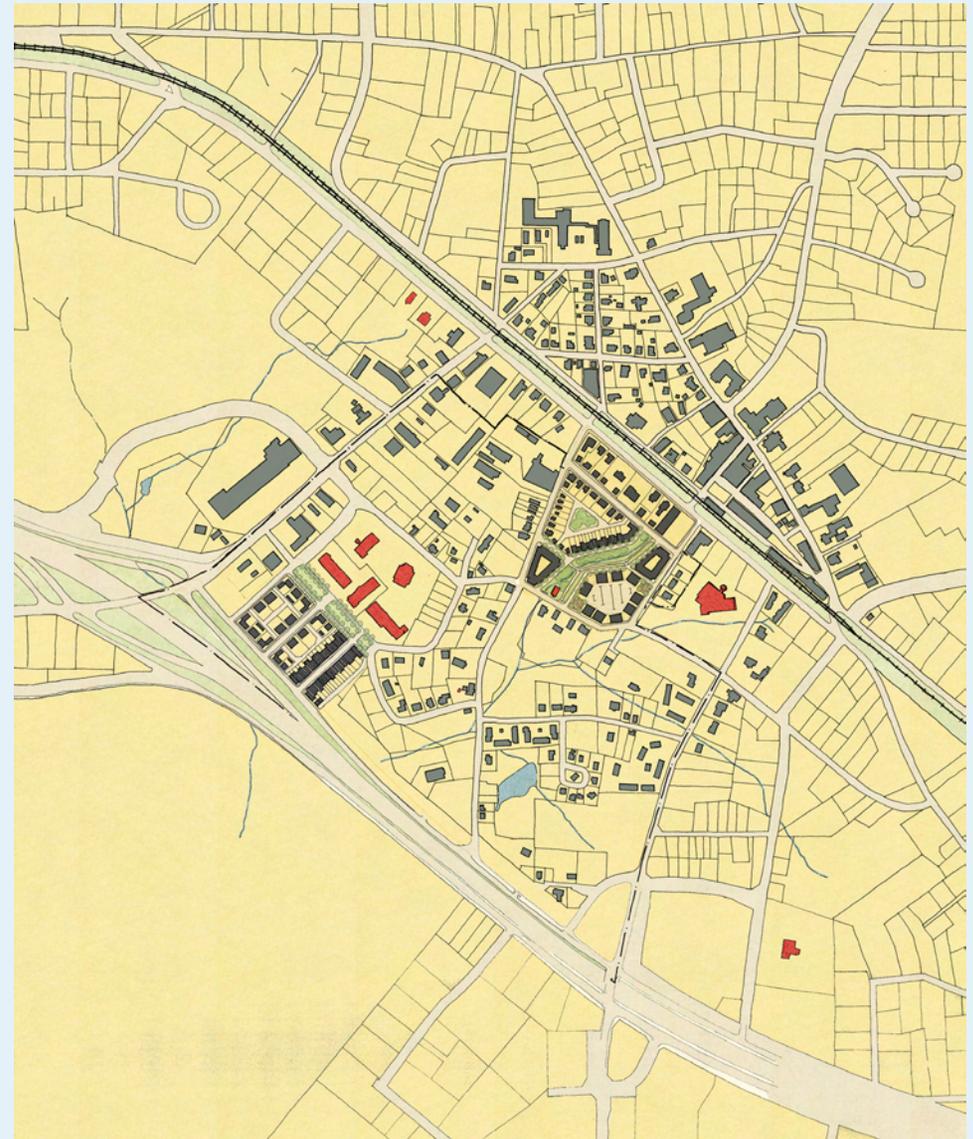
Existing resident considerations will be needed for the Conyers Housing Authority development, as well as the residents that would be impacted by any future redevelopment of the existing single family housing throughout the site. Fortunately the site has sufficient unoccupied land to provide mixed-income relocation opportunities within the site. For older residents with long term commitments to the community, this opportunity to permanently relocate to new housing on site should be provided to ensure that the traumatic effects of multiple moves are not required during redevelopment. As a condition of vacating existing units, the advanced provision of permanent on-site relocation housing would provide a convincing demonstration of commitment to avoiding resident displacement during redevelopment.

If the existing open space is not sufficient to provide on-site replacement housing in advance of demolition, natural attrition or mutually agreed upon off-site relocation would be a preferable means of vacating units. Some relocation within the existing units on site will likely be required to fully vacate one portion of the site, but this should be minimized and additional considerations should be provided for those inconvenienced through multiple relocations. Once a sufficient area of the site has been vacated to initiate the first phase of redevelopment, replacement housing should be provided in sufficient quantity to permanently accommodate existing residents in the second phase area. This housing could provide right of first refusal to the existing residents.

With displacement minimized through these relocation strategies, the team felt it would be well prepared to support the health of Lifelong Communities.

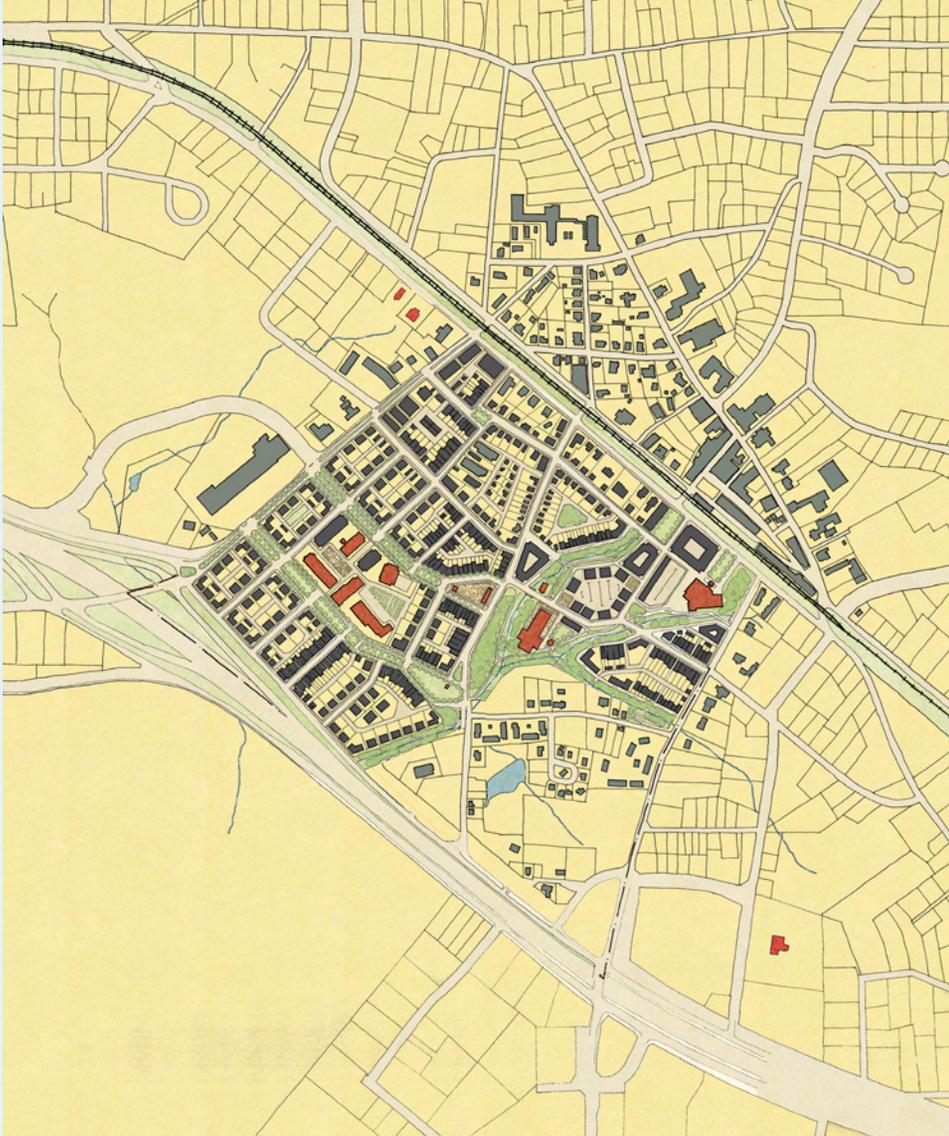


View of mid-rise apartment buildings at the Housing Authority site seen from I-20



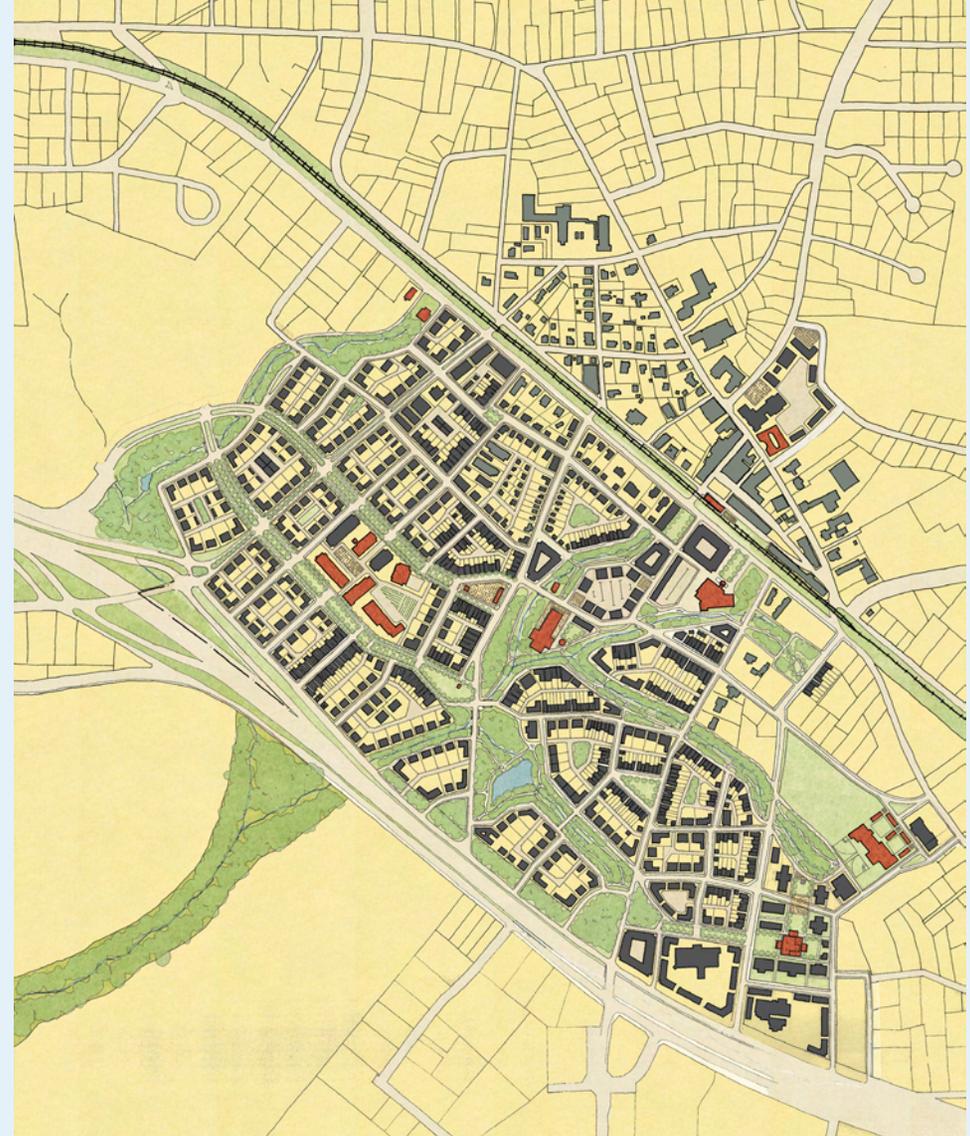
This phase breaks ground within the initial property owned by the local developer. It shall contain a varied unit type mix from the very beginning. It ties the new development to Olde Town Conyers, and starts to shape a distinctive system of greenways. The western corner of the Site is developed with new four and six-plex units, within the Housing Authority parcel next to the I-20 Highway. Given its visibility and proximity to Conyer's main commercial thoroughfare, this corner becomes the town's beacon to drivers along I-20. A possible alternative with higher density could be implemented. These units will also start shaping the public spaces around the Senior Center.

PHASE TWO



The urban fabric of the site takes flesh during this phase, as blocks with neighborhood commercial components, other mixed uses, low-rise apartment buildings, four-plex and six-plex units, townhouses, live-work and single family residences are developed around the Senior Center, and between it and the railroad tracks. Parcels developed during Phase One will be connected by Phase Two; and the system of greenways further developed as boulevards, as the setting gets more urban along the Transect zones.

PHASE THREE



The remainder of the site is developed, building the missing blocks, and completing the thoroughfare network and greenway system, which gets to connect the new development and Olde Town Conyers with the City Hall and its immediate surroundings. A varied mixed of units is provided. The system of trails is also integrated through the site and its area of influence. Both sides of the main commercial thoroughfare are developed, reshaping the main access to Conyers and the Site from I-20. People currently living in what would become Phase Three could move into portions of the preceding phases before it breaks ground.



TOCO HILLS
DEKALB COUNTY

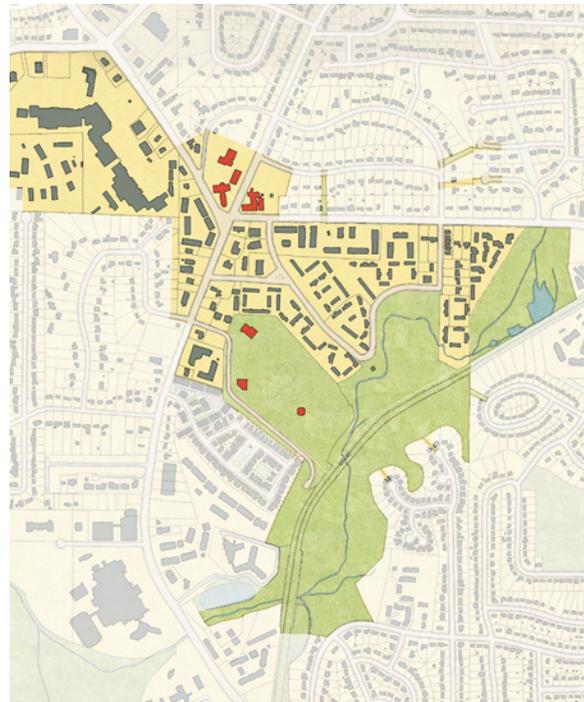
CASE STUDY 4 PLAN

Currently a 1960's complex named Williamsburg Apartments occupies half of the site and forms the site core. The existing apartment complex has been age-restricted since its inception as a marketing strategy rather than a requirement. Over time, given evolving standards for acceptable senior living, the Williamsburg senior tenants and product have become increasingly mismatched and the complex has dropped its age restrictions.

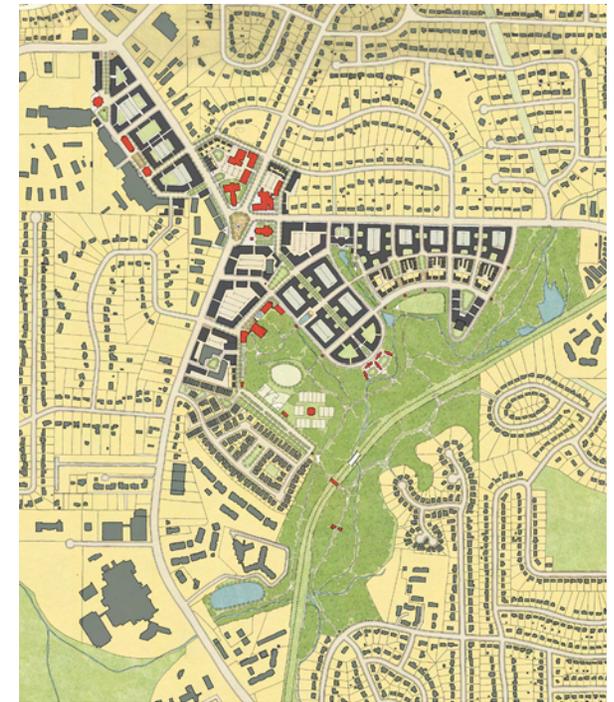
Over 85% of the Williamsburg property is within a 'Town Center' designation of the County's comprehensive plan. This designation allows for one of highest development intensities permitted within the County. LeCraw has been working to expand the 'Town Center' designation to the entire property.

The site contains Mason Mill Park, a new library, a life-long learning center, trails, and recreational opportunities for all ages. In the larger area of influence around the site are large shopping centers, older single-family neighborhoods, offices, new town homes.

The site is in close proximity to Emory University, Emory University Hospital, Wesley Woods Geriatric Center, Atlanta Veterans Hospital, and the US Centers for Disease Control which are all among the largest employers in the region.



Existing Site and Area of Influence



Proposed Interventions

PROJECT INFORMATION

General Information

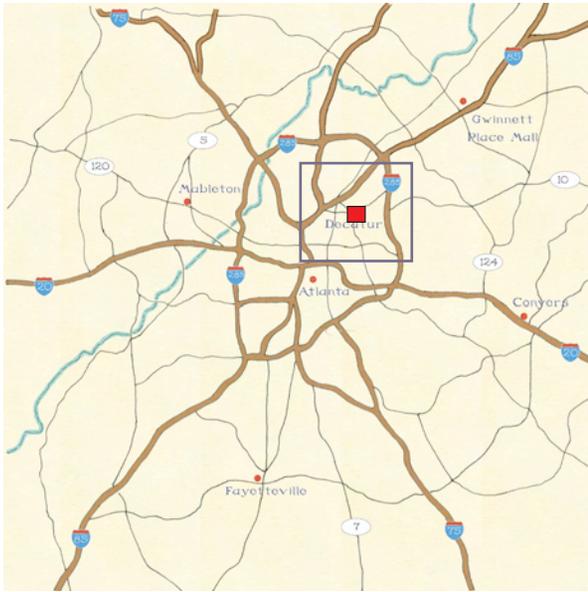
- Developers: Julian LeCraw & Co.
- Local Government: DeKalb County
- Project Size: Approximately 70 Acre SE quadrant of the North Druid Hills Road / Clairmont Road intersection
- Project Location: Toco Hills, Near Emory University

Market Information

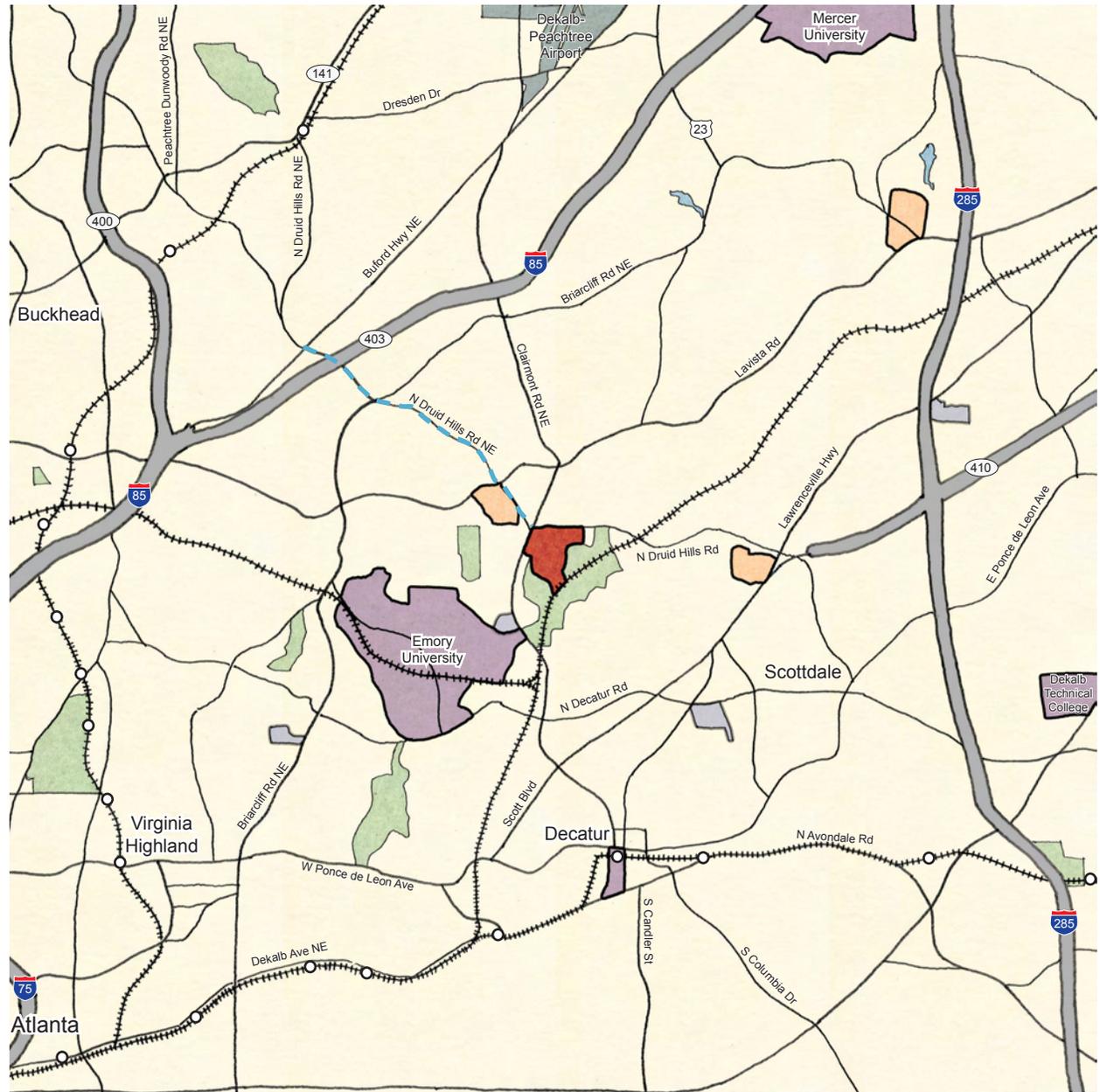
- Existing Households:
 - Median Household Income: \$59,600
 - Median Home Value: \$289,200
 - 24% Empty Nesters and Retiree
 - 29% Families
 - 47% Younger Singles and Couples
- Almost 3,000 households represent the annual potential market for new mixed-income housing units that could be developed within the Dekalb site. The household groups

- that comprise the potential market for new mixed-income housing units on the site are:
- Younger singles and childless couples (53 percent);
 - A range of urban families (21 percent); and
 - Empty nesters and retirees (21 percent).

CASE STUDY 4
REGIONAL CONTEXT



- KEY**
- Site
 - Public Park or Open Space
 - Educational Institution
 - Shopping Center/Area
 - Town/Civic Center
 - Hospital/Medical Center
 - Light Rail Stop
 - Airport
 - LCI Study Area



CASE STUDY 4 CONNECTIVITY

The full weight of a regional traffic problem bears on the Toco Hills site and the surrounding area. Typically when planners identify a traffic problem they are describing points where traffic backs up and cars are unable to move freely. In the context of neighborhood connectivity, however, the opposite is true: a traffic problem is created when cars are able to move down a road too fast and in too great a volume for local street grids and pedestrian trails to interface across it. With protected parkland to the south and east and major regional traffic barriers to the north and west, the Dekalb site works for neither cars nor pedestrians and has significant exterior connectivity problems along its entire perimeter.

The team's first moves were to address the connectivity problems by introducing alternative routes around the Clairmont and North Druid Hills intersection. The most effective and dramatic contributions to these alternative routes are those opened up across the site itself. Boulevards and promenades are cut through the site from North Druid Hills to Clairmont. The most significant of these is the new main street that runs from Clairmont along the park, past the library and out to North Druid Hills. The new main street can be established with only one building affected on the Williamsburg property, maximizing current infrastructure and providing a good spine to begin an incremental redevelopment process.

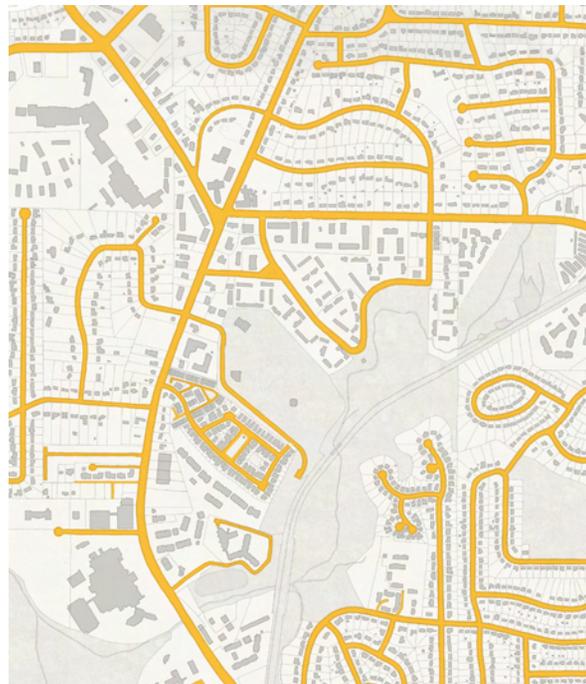
These routes open the neighborhood to the greater community to the fullest extent possible. They also transform the site from an enclave that obscures and land locks Mason Mill Park, to a neighborhood that can serve as a grand gateway to Mason Mill's tremendous public amenities. The design significantly contributes to resolving connectivity problems, and does so in a way that liberates the park from its current confines and gives it a more notable civic presence.

External to the site, at a more intimate scale, the team has also suggested patching and splicing the street grids of the surrounding disconnected neighborhoods to create an outer orbiting loop around the intersection. The outer loop can be accomplished without removing any houses from the existing neighborhoods by winding through existing gaps and utility easements. Once in place, these outer loops will allow reconfiguration of the North Druid Hills/ Clairmont intersection to provide an attractive new regional square.

Given that surrounding neighborhoods are well occupied, it was understood that the idea could only be implemented over a long period of time and with a significant amount of consensus building. Never the

less, Lifelong Communities are heavily dependent on good connectivity and the site team felt it was necessary to suggest a process for re-weaving the area even if that process was aspiration only. Lifelong Communities do not require that every condition be ideal, but they do require that the critical issues are addressed, even if only as a long term goal.

Overall the site exists within a poorly connected network that poses some significant long term challenges. The site team's conclusion is that these challenges are not fatal flaws, and that the significant natural, cultural and recreational assets represented at this location can be enhanced enough to overcome the problems posed for the site and contribute substantially to the repair of the surrounding area.



Existing Thoroughfares and Intersections



Proposed Thoroughfares and Intersections

CASE STUDY 4

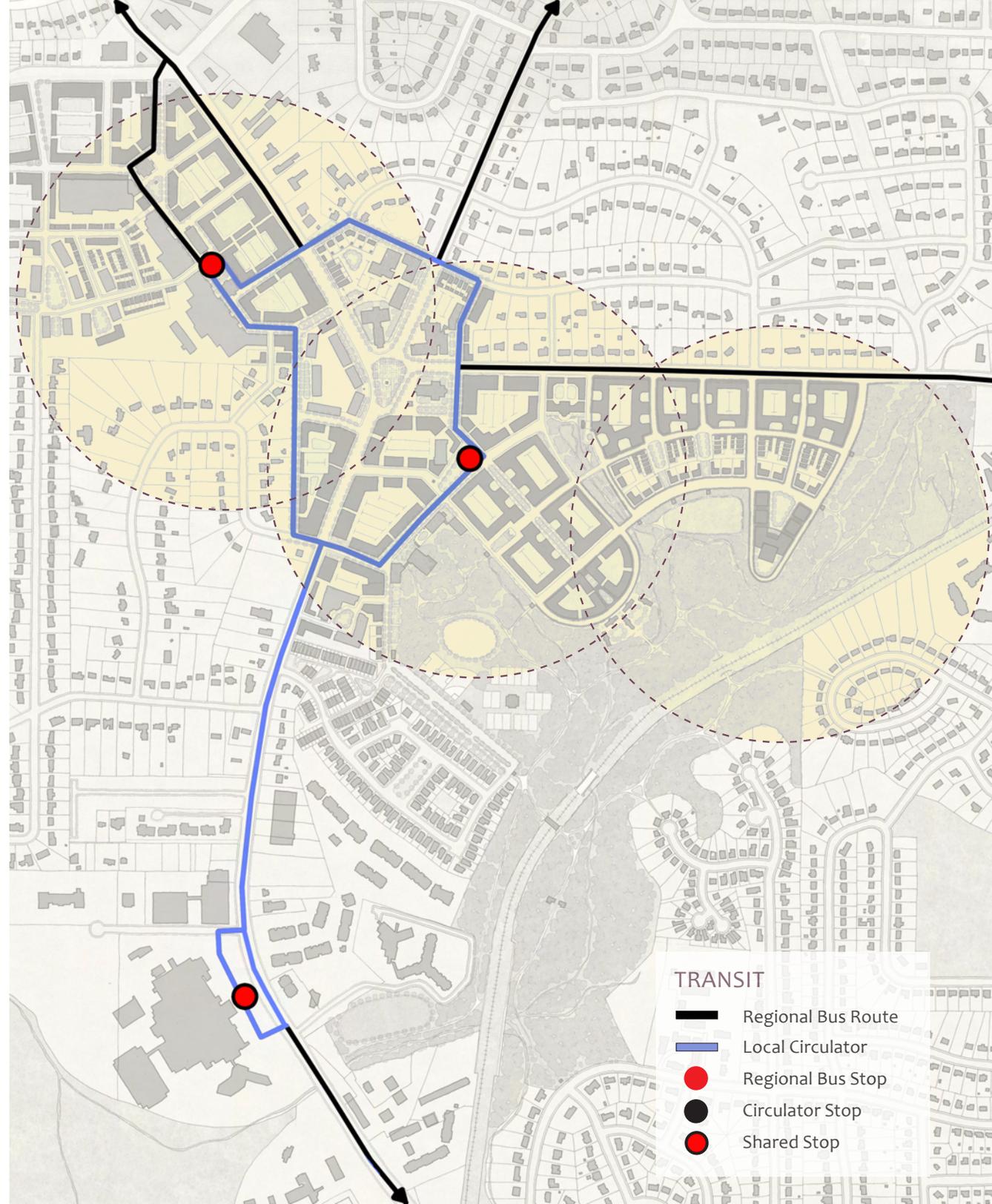
PEDESTRIAN ACCESS AND TRANSIT

As a result of the connectivity problems, pedestrian access to the surrounding community is also problematic. The team has focused primarily on two fronts: tame the intersection sufficiently to imagine enjoying a stroll through it, and open up the natural beauty and tranquility of the park to the greatest extent possible.

The park is an enormous public asset that is currently cordoned off by the Williamsburg Apartment enclave. Within the enclave, the park has been further sequestered to the backs of buildings. The natural beauty that is prized by existing residents is primarily that of the enormous public park, which is not adequately shared. The road pattern was originally laid out to most efficiently maximize the ratio of infrastructural investment to square foot of marketable space. Rather than run a street along the park edge and thus provide public access, the street is pulled into the site to capture building pads on either side. The public street along the park circumference is a longer, single loaded route that yields half the number buildings. The site team proposes a park promenade be required as condition for redevelopment that opens up a dramatic pedestrian experience to the larger community.

The orientation of the street grid also draws out the beauty of the park. From North Druid Hills Road at front to the park frontage in back, the grade falls away precipitously. By running the streets down the grade, dramatic vistas over the park are opened and the tree canopy acts as a tranquil backdrop to the pedestrian experience of the entire site. At the western side of the site, the promenade strikes up the grade drawing the park atmosphere up through the neighborhood and transitioning into a boulevard that provides access to religious and commercial buildings to the north.

The redevelopment of the intersection at the northwest corner refocuses the surrounding buildings onto a civic space that connects the site to the larger community. The square serves to provide safe pedestrian access and act as a gateway to the Emory/Clifton area corridor.



CASE STUDY 4 HEALTHY LIVING

The Toco Hills site is extraordinarily endowed with opportunities for healthy living in its existing state. Mason Mill Park provides an array of recreational opportunities, a senior center is planned, and several internationally recognized, state of the art health care facilities are located close by. The focus of the site design was primarily on better positioning the neighborhood within this extremely healthy environment, and opening up pedestrian access to these amenities.

Exploration reconceived the planned senior center as a “senior center without walls” by decentralizing the programs typical to these county facilities and distributing them instead throughout the neighborhood retail district. The traditional senior center design can segregate older adults from the rest of the community in much the same way that traditional senior housing designs can. While the Atlanta region is home to some of the country’s newest and most progressive senior centers, the centers continue to follow one basic model and attract only a small percentage of the community’s older adult population. Many of the “young-old” (the 55-64 aged population) do not attend senior centers and as a result do not benefit from the preventive health and exercise opportunities critical to this age group. In addition the traditional model of senior center is not without expense. Dekalb County currently spends more than \$12/person providing meals in congregate dining facilities, not including facility overhead.

Designs for a new type of senior center, based in the pioneering concepts promulgated by the Mather Cafes in Chicago, Illinois, allowed team members to explore ways of providing the same basic services in settings that could both reduce costs and provide the variety that the baby boom population demands. The senior center is based in a general community center with space for classes, workshops, computer labs, small and large group gatherings. Rather than one central dining facility, the senior center

without walls distributes vouchers usable in a pre-identified group of local restaurants. These neighborhood dining vouchers could also play a valuable role in establishing the town center. Vouchers would provide older adults with a wider range of options and if limited to use within the town center could provide the market necessary to support an array of restaurants that all residents would benefit from. Seniors would then provide the breakfast and lunch time market and families and young professionals would constitute a significant dinner and late night market. Developing a community center rather than a senior only center means that the center does not shut down at 3 or 4pm but instead operates as an around the clock facility providing gathering space for classes, meetings and other enrichment activities in the evenings for

people of all ages. This arrangement not only maximizes the space and valuable county resources, it also increases the opportunities for intergenerational socializing and activities.

The senior center without walls would also provide access to a local gym or exercise facility within the Mason Mill recreation center. By using free or extremely discounted membership and providing trainers with the background and education to assist individuals with chronic conditions, older adults can provide the day time market at these facilities while experiencing all the health benefits of an active lifestyle.

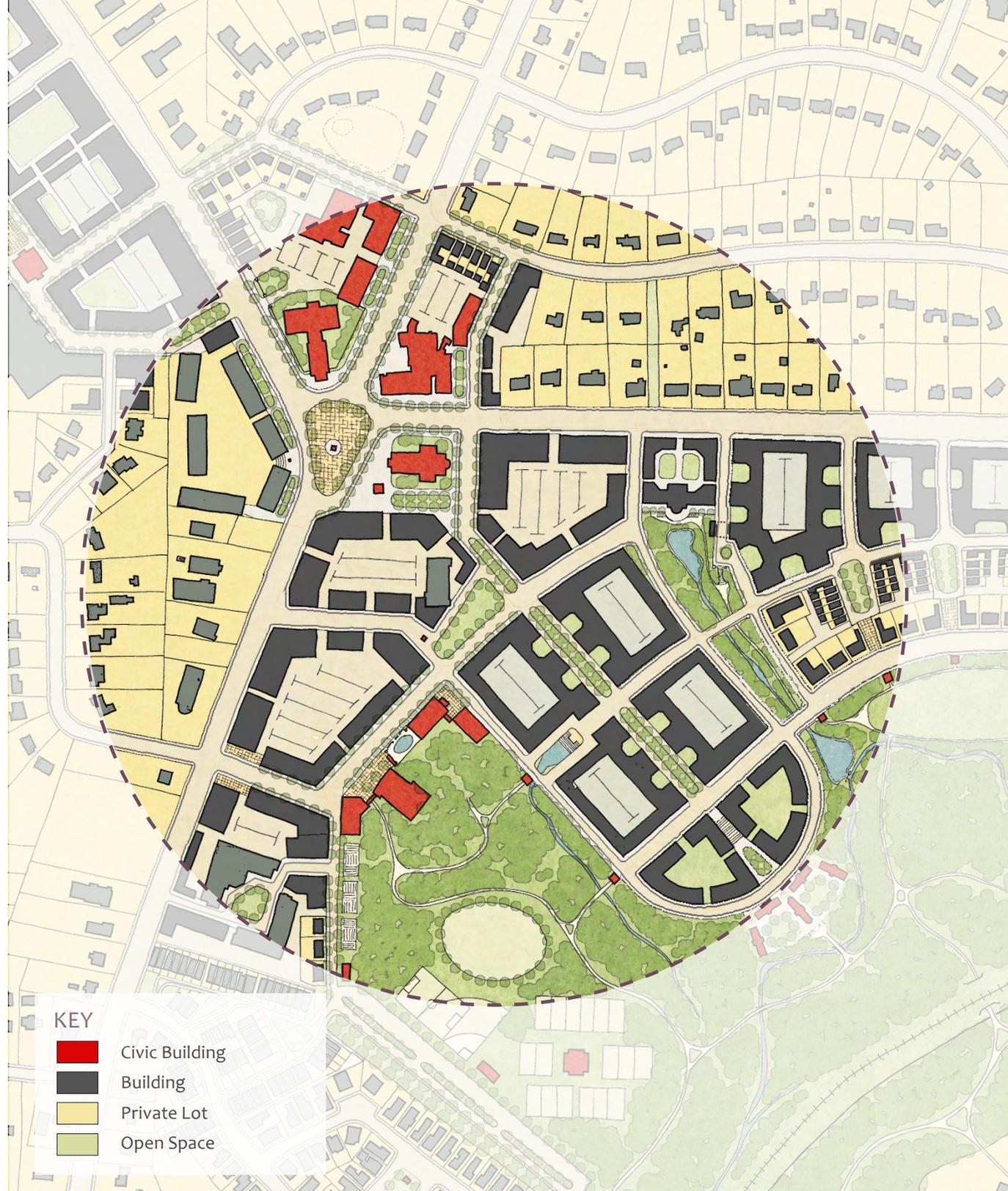


Peachtree Apartment Types over looking the green way

CASE STUDY 4

NEIGHBORHOOD RETAIL AND SERVICES

Good neighborhood retail and service planning must be able to respond to the site context. Dekalb's existing Town Center designation is a significant step in the direction of more pedestrian oriented, Lifelong Communities. This designation recognizes the need to place higher densities and mixed uses at strategic locations throughout the community. However, the Town Center ordinance dictates a very specific and limited process for establishing a transitional plane between the Town Center and its surrounding community. The basic idea of a transitional plane is good: to allow dense uses to mound up towards the center but taper down towards the site edges to a height that more appropriately matches the surrounding neighborhood. Theoretically this would help create a transition between the center and surrounding residential development. The problem with the ordinance is that it is too simplistic and prescriptive about how this transitional plane is established to allow for adjustment to the topographic or urban context of a site. In this case, the language of the ordinance stipulates massing that would be inappropriate for this site. The grade drops away from the primary retail frontages towards a park rather than a neighborhood. Mounding up the massing at the retail center would cause buildings to tower over the sloped site below creating an imposing and unpleasant condition. The site does not abut a residential area, but rather a large public park. Tall masses at the edge of the park would provide a better proportion for the park space, and would maximize residential density where the views are most prized. The site team thus suggests that a zoning ordinance like the SmartCode be enacted for Town Centers that can be calibrated to the exact context of the site rather than applied generically across the entire county.



KEY

- Civic Building
- Building
- Private Lot
- Open Space



SERVICES

- Civic Building
- Senior Specific Building
- Retail/Commercial

CASE STUDY 4

SOCIAL INTERACTION



The social challenge for the site is that of cosmopolitanism: developing a sense of neighborhood identity that accommodates both familiar relationships among neighbors as well as anonymous interactions with those visiting the park or orbiting through on their way to somewhere else. For the past half century, the neighborhood has been inhabited as a small enclave wedged between regional concerns: two arterials and one large public park. It has developed a neighborly claim to the park and a sense of protected separation from the Druid Hills traffic. Both of those relationships must change if the site is to be better connected and accessible.

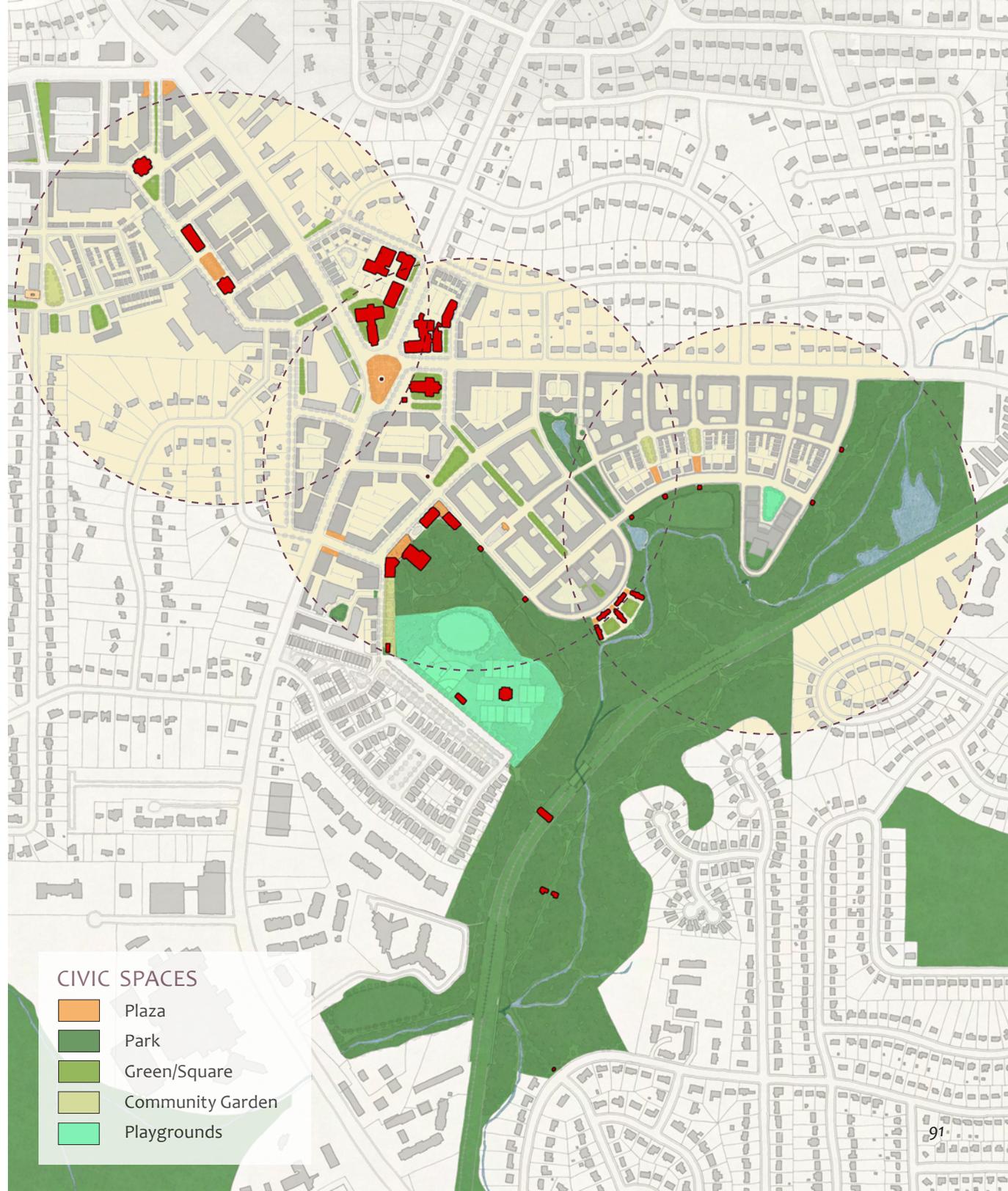
Social interaction will be significantly aided by creating an interim scale that relates the neighborhood to the surrounding community. The large civic square created as part of the intersection redevelopment is critical to establishing this scale. Currently the intersection has divided the area into four stand alone quadrants effectively internalizing each neighborhood and separating the residences from the regional traffic flow. The square opens up a common space at the center of the intersection and establishes a place for inter-neighborhood relationships and larger community identities to form. It also provides a good vantage point for regional people watching: a place to see and be seen at a regional scale. This is a critical function of cosmopolitan urbanism: to establish spatial relationships between neighbors and strangers. Those relationships might be as transitory as traffic or people watching, or as complicated and lasting as family, but good urbanism lends a sense of scale and propriety to the relationships in either case.

With a public space for larger connection and belonging effectively established in the intersection external to the site, attention then has to be placed on spaces internal to the site that ennoble the presence of strangers within the neighborhood. Promenades perform exactly this function. They utilize civic detailing and grand spaces to evoke a civic context larger than the neighborhood itself. Density is critical to making the promenade work: the buildings must be of sufficient scale and massing to provide resiliency against the increased flow of pedestrian and auto traffic, and the spaces must accommodate enough people to provide a sense of anonymity. Too few people and too small buildings a stranger stands out uncomfortably, with sufficient density and scale it is not expected that one would know every person on the street.

Lastly the site team worked to modulate the experience of passage along the promenade between closed, interior sections flanked on both sides with tall buildings, to sections where the park frontage opens up to dramatic views. This modulation itself helps make sense of the juxtaposition of a tight neighborhood to regional corridor, by presenting the relationship as varied and changing rather than a simple static contrast.

Branching off of the promenade, the local streets incorporate several protective gestures to create more intimate spaces for social interaction within the nucleus of the neighborhood. The streets narrow and curve to close the vista and create a sense of intimate room. Neighborhood scaled squares also help focus the space and create a sense of contained interiority rather than the open passage of the promenade and arterials. The narrow, curved streets and small squares serve the very practical purpose of slowing traffic and prioritizing the needs of pedestrians over those of cars.

Sandwiched between regional concerns, the Toco Hills site can only open up if it is to restructure its sense of neighborhood identity. Social interaction will not mean that residents must enter into conversation and become best friends with every person who passes through the site. Quite the opposite, anonymous interaction will help foster a more cosmopolitan public realm where difference and diversity is valued. The neighborhood must help make sense of a wide range of social interactions, from intimate neighborhood gatherings to sharing access to the park with the wider public, and it must do this in a confined space. The design team is confident that the plan meets this goal, providing benefits to the larger community and establishing the rich range of social interactions that more cosmopolitan older adults value.



CASE STUDY 4

DWELLING TYPES

In popular opinion there are only two dwelling types available at this site: the type that exist now and the type the developer hopes will exist in the future. The site team has explored alternative approaches to dwelling type that can help prevent such a limited and cataclysmic situation in the future.

Housing developments are built like snapshots in time, specifically tailored to a strategic slice of the strongest market identified in the pre-development market study. Later the target market shifts and the production shifts along with it. This is normally a healthy and productive form of market behavior, however, the process has increasingly distorted over the past decades as modern production methods have amplified the scale of these snapshots. A builder setting out in 1920 with a pickup truck, hand tools and a crew of three might possibly manage to produce 5 units a year to catch the hottest markets. With modern production methods, that same builder might be expected to produce 1000 or more units a year all to the same snapshot. Modern financing exacerbates the problem by favoring the large scales that can spread financial transaction costs between as many units as possible in mixes as uniform and predictable as possible.

In single family homes these snapshots are comparatively flexible. Overtime homeowners can remodel or add onto the house as use patterns, family size, or style preferences change. The neighborhood evolves as these individual changes occur and the lifecycles of the buildings stagger as remodeling and rehabilitation projects occur each on its own schedule. In multifamily homes the snapshots are much more ridged. There is not room to add on, and remodeling is coordinated to avoid impacting adjacent units. Multifamily developments are thus less able than single family homes to evolve from the original snapshot into more diverse environments.

Williamsburg Apartment's snapshot in time remains relatively unchanged but the market has shifted. The property increasingly underperforms in revenue stream, and development pressures have mounted. The community that has rooted in the complex is now threatened by significant



DIVERSITY OF TYPES

	Single Family Detached		Mixed-use
	Single Family Attached		Office
	Multi-Family Detached		Civic
	Multi-Family Attached		Green

redevelopment pressures and the choice between what exists now and a vision for the future has flattened to an either/or proposition.

In this context, the site team has explored methods for increasing diversity by favoring incremental actions and flexible approaches. Of primary importance to the existing residents is the phasing discussion that follows in the “Consideration for Existing Residents” section of this site study. Of primary importance to future residents is the way in which New Urbanists approach the block and lot structure of any development to enable diversity of type within a standardized framework.

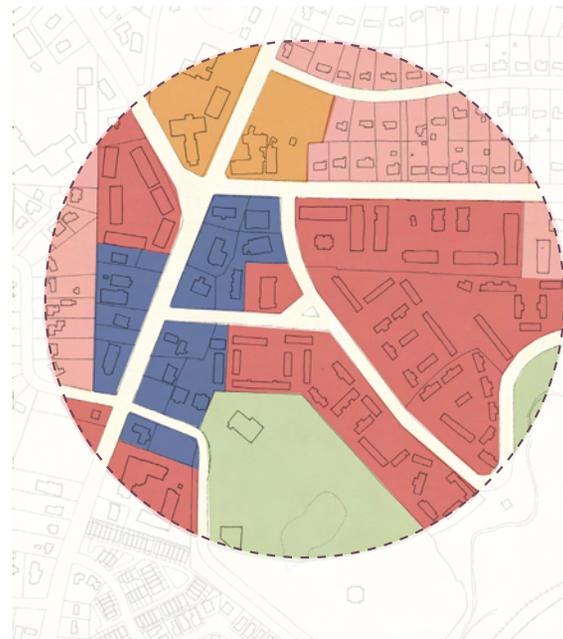
New Urbanists rely on generic block types and massing strategies that allow multiple building types and dwelling configurations to plug in over time. New Urban developments may take multiple decades to completely build out and where a conventional development locks into a single market snapshot, the New Urban model allows a more sequential series of micro responses to market conditions. In some of DPZ’s past developments the market conditions change so radically over the build out period, that some lots go through two or three rounds of demolition and construction before the last phase of development is complete.

The proposed site design staggers the development process, allowing the project to cycle through an ongoing series of selective demolition, construction, and rehab sequences before starting the process over again. The design team paid special attention to knitting together existing roads and infrastructure with new construction to incrementally patched together the proposed street grid.

The site team has approached dwelling diversity as a function of evolution and adjustment. The dialogue needs to change from a confrontation between a static present and a static future to a present and future that incrementally resolve. By identifying how the adjacent parcels can be redeveloped over time, in some cases without any required demolition, and by applying a greater degree of standardization to the street structure, the site can evolve into a larger and more diverse community.

SEGREGATED USE-BASED ZONING

- Park
- Single Family
- Multi-Family
- Commercial
- Civic



Current segregated uses at the Toco Hills site

INTEGRATED FORM-BASED ZONING

- T3 - Sub-urban zone
- T4 - General Urban
- T5 - Urban center
- T6 - Urban Core
- CS - Civic Space
- CB - Civic Building
- SD - Special District



Proposed finer grain of integrated uses and building types at the Toco Hills site

CASE STUDY 4

CONSIDERATION FOR EXISTING RESIDENTS

The Toco Hills site is an existing community in a thriving area. Development pressures are likely to force redevelopment sometime in the foreseeable future, and this redevelopment could provide substantial benefits for the community at large as well as the existing residents of the Williamsburg Apartments. Lifelong Communities values phased redevelopment that provides on-site accommodation to existing residents the greatest extent possible. When relocation is required, the developer and local government should assist in finding off-site relocation and should make every feasible effort to ensure a right of return to the new development once. Some relocation within the existing units on site will likely be required at the Williamsburg complex but this should be minimized and additional considerations should be provided for those inconvenienced through multiple relocations.

Fortunately the first phase of the proposed redevelopment will have very little impact and is intended to address some of the traffic concerns, provide opportunity to develop the senior center and create a square at the library. This phase might be able to provide sufficient on site replacement housing to permanently relocate enough residents to vacant properties required in the following phases. The second phase adds to existing apartment complexes without demolition, and ultimately the development could keep the apartments along Druid Hills intact for the foreseeable future, with street connections made through the spaces between buildings.



View of the intersection of N Druid Hills and Clairmont



Phase one proposes relatively minor interventions to the study land and does not address land outside of the area given. Demolition of some buildings on the Williamsburg site is proposed, with temporary housing provided in vacant units on the same site. A street is proposed in front of the existing County Library, providing a civic plaza and increased visibility and access to the Library. This street will alleviate some of the traffic issues by providing a bypass, and will eventually become the main street. Adjacent to the Library and new housing, a senior center is proposed, sharing the civic plaza.



Phase two completes the development of the Williamsburg site and addresses the commercial properties along Clairmont. Traffic is further alleviated by the grid emerging on site. All existing commercial buildings are demolished and new ones built that better utilize the Clairmont frontage. At this point the main street is complete, as are the connections between adjacent neighborhoods and the park. An additional church is added at Druid Hills to mirror the two existing. The main square along the main street is completed and can function as a transit stop.



The final phase completes the site with new apartments along N Druid Hills. Additional and more aspirational interventions are suggested for some of the larger area of influence surrounding the site including: intersection improvements at N Druid Hills and Clairmont, improvements to the adjacent church properties, a Toco Hills shopping center site redevelopment, commercial redevelopment along Clairmont, and a series of grid connections through the adjacent neighborhoods. With these interventions, the intersection can handle its current and future traffic load, and can function within regional transit systems.

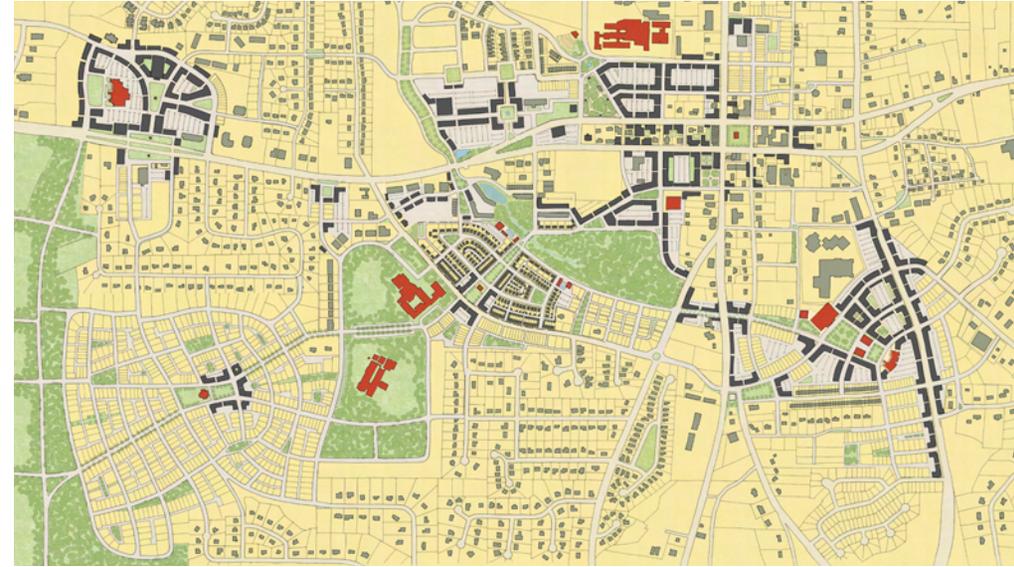


STELLA PLACE
FAYETTEVILLE

CASE STUDY 5 PLAN



Existing Site and Area of Influence



Proposed Interventions

The site is an undeveloped wooded site located along the southwest border of the City's Main Street Historic Overlay District. The City of Fayetteville, a small city of approximately 5,800 households is located in Fayette County, which lies to the south of the City of Atlanta. The owners plan to donate 7 acres on the northwest side of the site to the City for a park to increase the City's overall greenspace. In close proximity to the City's downtown shopping district; plans are to provide a multi-use path through the property that will provide as an alternative to automobile travel in the area. The path will serve to link the property to mixed-use venues recently completed or currently being developed in the area such as the Villages of Lafayette and the City's amphitheater.

While Fayette County, was one of the nation's fastest growing counties between 1984 and 1994, the City of Fayetteville and its downtown area have grown much

more modestly and consistently since 1980. The City of Fayetteville increased from the Census 2000 population count of 11,150 to an estimated 14,600 persons in 2008, a growth rate of almost 31 percent. However, given the current economic crisis, that growth rate is expected to slow over the next five years, and the city is projected to reach a population of 16,700 in 2013, an increase of over 14.4 percent. As in many suburban areas, this growth has resulted in the development of previously undeveloped or underdeveloped areas along major transportation routes and redevelopment within the historic downtown core. Much of Fayetteville's downtown area was constructed between 1880 and 1920, and it includes many beautiful 19th and early 20th century homes as well as a series of historic civic and commercial buildings.

PROJECT INFORMATION

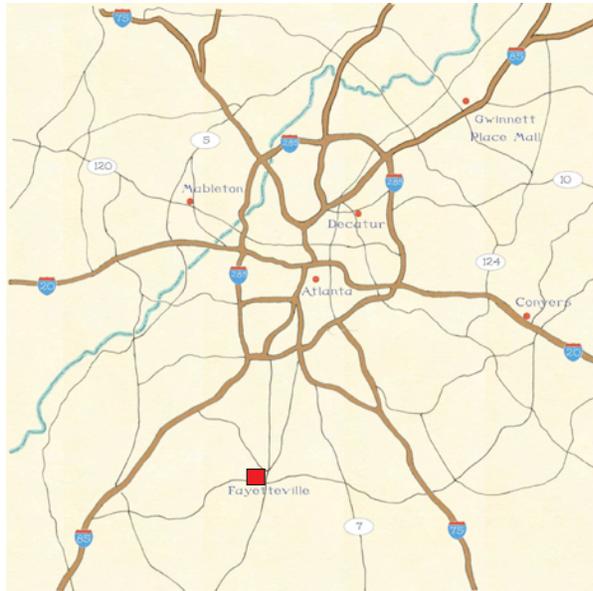
General Information

- Developers: Knotty Pine, LLC
- Local Government: City of Fayetteville
- Project Size: 38 acres
- Project Location: The Stella Place property is located within the City's Main Street District

Market Information

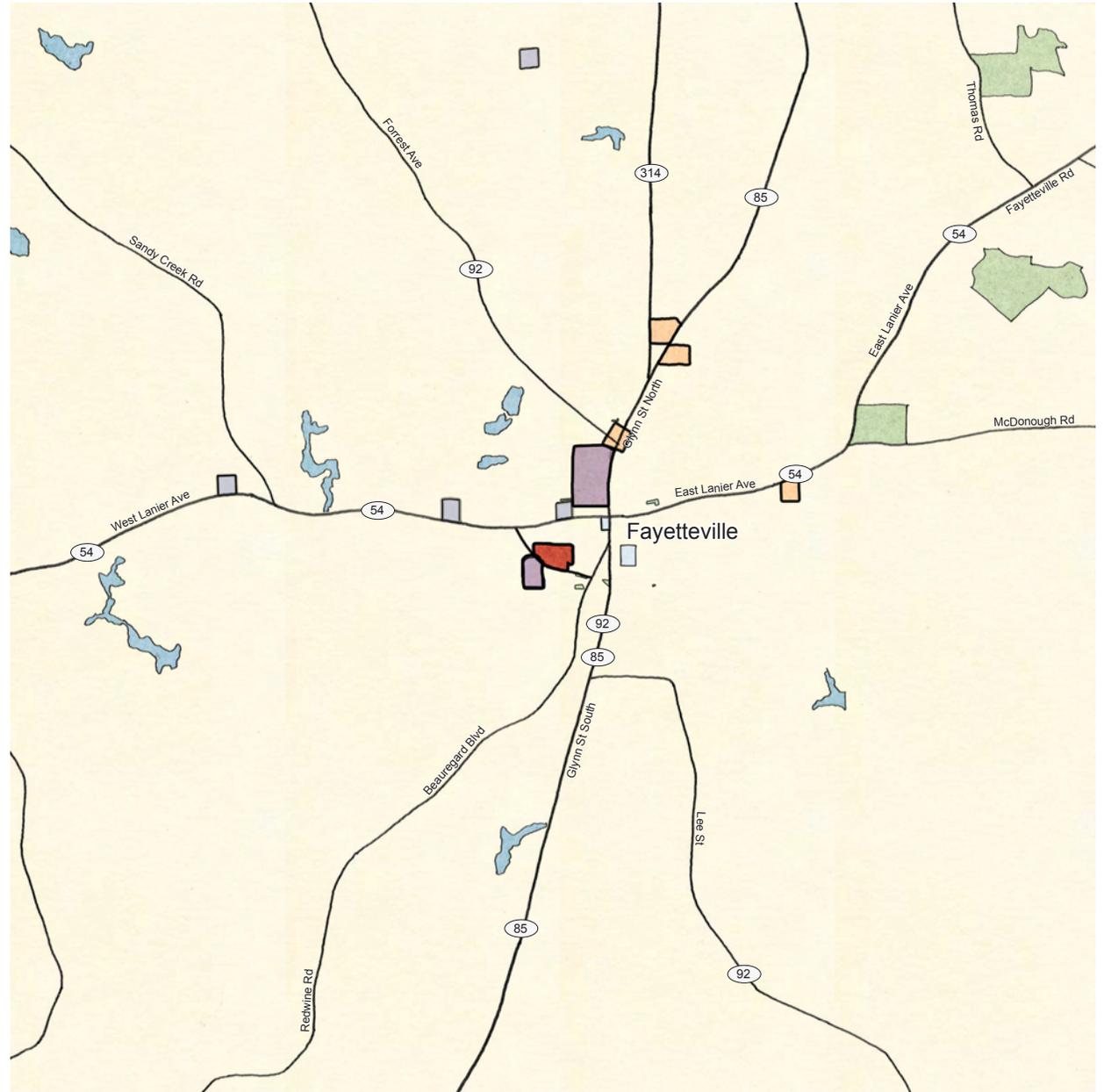
- Existing Households:
 - Median Household Income: \$62,400
 - Median Home Value: \$191,200
 - 27% Empty Nesters and Retiree
 - 44% Families
 - 28% Younger Singles and Couples

CASE STUDY 5
REGIONAL CONTEXT



KEY

- Site
- Public Space/Green
- Educational Institution
- Shopping Center/Area
- Town/Civic Center
- Hospital/Medical Center



CASE STUDY 5

CONNECTIVITY

In the initial years of the post war highway building boom, most planners steered regional arterials clear of small town centers in order to avoid the local traffic. In a decade or so, planners began to notice that businesses were moving out from the town centers to locations more visible along the arterial routes. Observing how they drew business, chambers of commerce and planning departments alike began to associate arterials roads with streams of prosperity, and the belief was widely held that the economic viability of an existing town center depended on having a state route come through. During this period, small towns all over America competed veraciously to steer state routes through their downtowns.

Fayetteville must have competed like a champion during this period, scoring not one, but two state routes and managing to entice them to intersect right on the town square. Unfortunately the victories seem to have proven to be too much of a good thing for the town. A striking amount of open land still exists immediately around the town center, much of it in large rural parcels only recently subdivided or not yet subdivided at all. All this unimproved or under improved land right at the town center and right on the intersection of two major arterials is unusual. It is an indication that the concentration of through traffic proved to be more toxic than fertile for the town's economy.

The site team's assessment is that the enormous regional connectivity provided by the intersecting highways is producing traffic in too great a volume and too

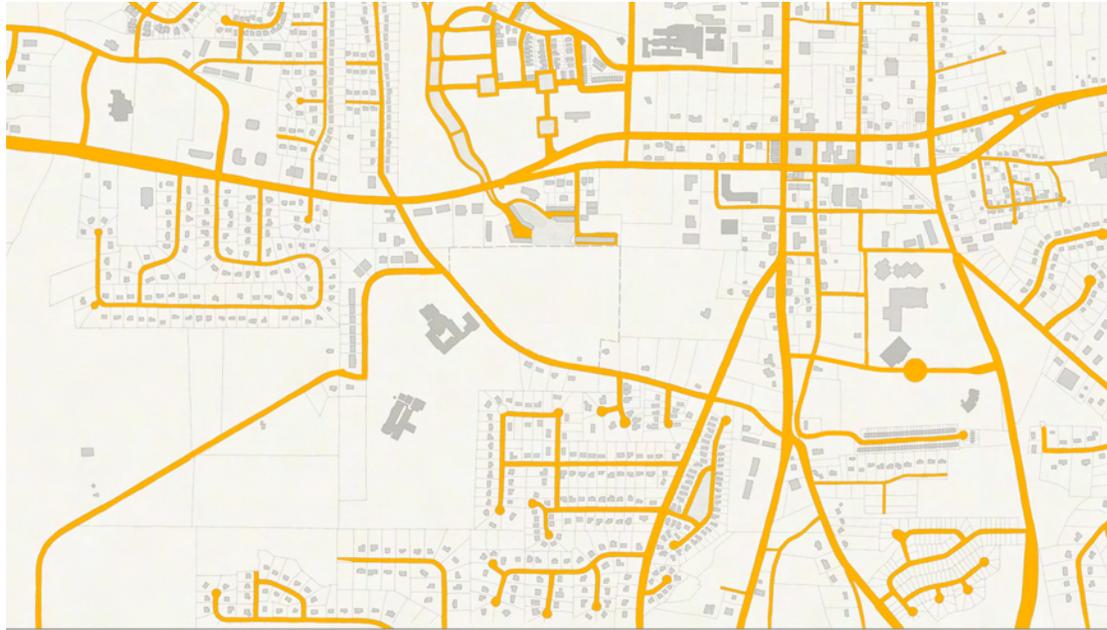
great a speed to benefit downtown Fayetteville. The town center is charming, but has become something of a raceway. At fifty miles per hour with radios on and air conditioners cranked up, it is not likely that commuters will notice the beautiful details of pedestrian scaled storefronts along the town square as they pass by.

The team began to search for opportunities to establish a local grid network with sufficient connectivity to offset the destructive effects of the regional highway traffic. The goal was to provide alternative routes for local traffic and to create interstices for commuters to slip into, slow down, and enjoy the local character. As local connectivity is established over time and neighborhood units fully structured, the momentum could be channeled back to focus on developing an urban environment at the center more able to hold its own against the regional traffic flow.

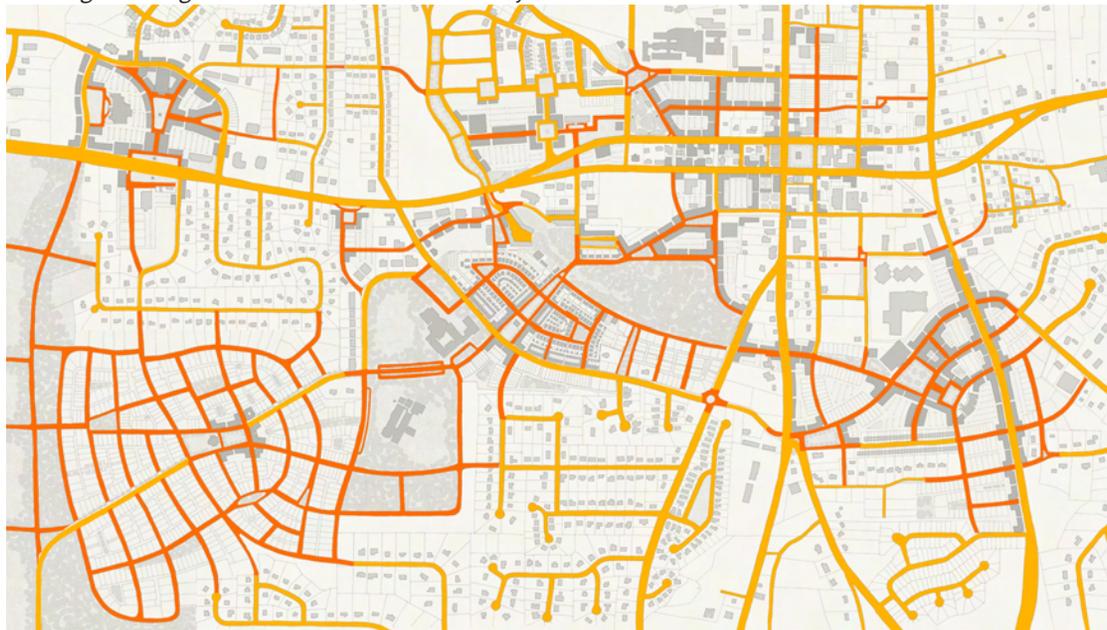
As the team began the search for street connection opportunities, many surprise elements were found in the existing fabric. In a number of instances it appears that a grid was intended but at the last moment a house was inserted at an intersection right where a road was to go. Two examples of this can be found just north of 54 along Grady where Brenda Lane and Claire Avenue run to the east and terminate abruptly at the backs of houses. Another surprise was Williamsburg Way, the longest single street cul-de-sac anyone had ever seen. This super cul-de-sac comes within a short distance of providing a through connection, but at the last stretch bulbs out to provide turn around space rather than completing the through connection.

These near-connections and many other opportunities presented themselves and as the site team fanned out across the surrounding community in search of opportunities for local connectivity, they popped up everywhere. In the entire plan that was drawn for the larger community, less than 10 existing structures would need to be demolished to achieve the robust street network proposed.

Regional connectivity is substantial in Fayetteville, but local connectivity is almost non-existent, especially in the east/west direction. The site team felt that the primary connectivity goals of Lifelong Communities should be to establish a local street network and develop as many opportunities as possible to interface this local grid with the thoroughfares. Fortunately, opportunities to do so were easy to find and required relatively little displacement.



Existing Thoroughfares and Intersections in Fayetteville



Proposed Thoroughfares and Intersections in Fayetteville

CASE STUDY 5

PEDESTRIAN ACCESS AND TRANSIT

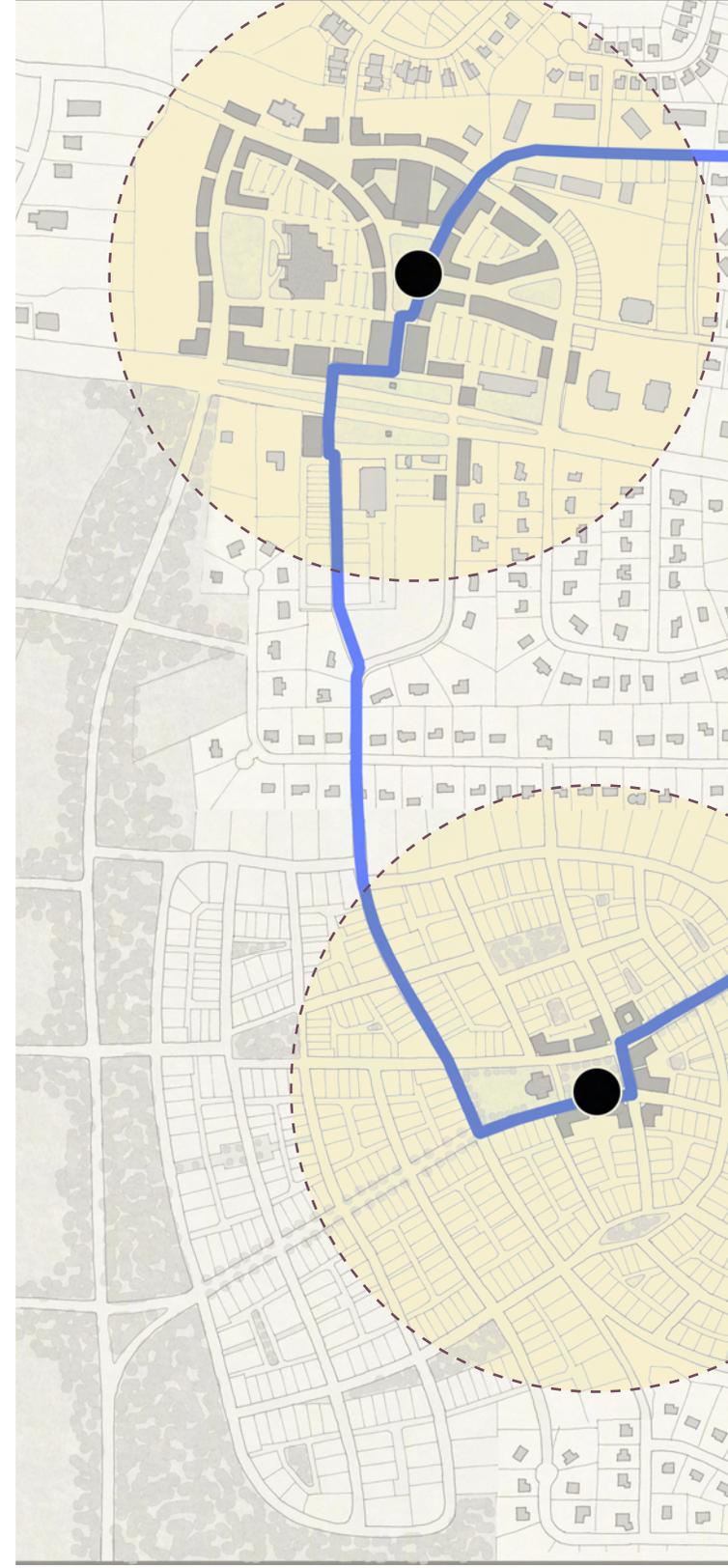
Fayetteville has no public transit system, and for older residents this puts a much greater emphasis on the need for a vibrant pedestrian realm. Sidewalk construction has been done over the years, but it is piece meal and the town has begun to target the remaining gaps in the sidewalk network. However, the absence of local connectivity (discussed above) has required that most sidewalks run immediately adjacent to the high speed regional traffic. The site team explored opportunities to establish buffer zones along the sidewalks and utilized a number of devices like parallel parking and landscaping that would enhance the quality of the pedestrian environment by defining and protecting it better.

It is hard to imagine, however, that even with these sidewalk and streetscape improvements that older adults would feel particularly comfortable walking down the streets. For that matter, parents are probably not going to be all that easy about children walking to school along these thoroughfares. The site team began to look for opportunities to extend greenway paths through the interiors of blocks and separate pedestrian and automobile routes altogether. A significant opportunity exists for such a stream buffer greenway to run down from the neighborhood to the north, past the northern boundary of the site, and then curving east all the way to the town center. A linear town green has been designed to connect through the site into the greenway, linking the neighborhood and providing a beautiful and safe route for children to access the neighboring schools. Over time, this path could be extended to eventually make a full loop back to the new neighborhood to the north.

It will take some time for Fayetteville to develop the local street grid that could establish a truly welcoming pedestrian realm across the entire city. It can be done however. In the mean time the City is already making efforts to improve the sidewalk network, and with very little effort a greenway could be established that would provide a nearly complete separation of pedestrian and auto traffic for a significant portion of the larger community.

TRANSIT

-  *Regional Bus Route*
-  *Local Circulator Bus Route*
-  *Rail Stop*
-  *Regional Bus Stop*
-  *Circulator Stop*
-  *Shared Stop*



CASE STUDY 5

HEALTHY LIVING

The most significant opportunity for healthy living is the beautiful tract of land that has been donated for permanent use as a green space preserve along the northern eastern side of the site. In its current state, the preserve has little street frontage and thus will not be very accessible to the public. The site team has proposed enhancing this tremendous gift with a perimeter road that would open up access and provide a significant greenway connection to the town center. In exchange for the property that would be impacted by the perimeter road, the team has provided green extensions through the site and through the proposed site expansion to the east, thus providing additional public access and multiple pedestrian corridors through the property. If a small connection was provided across a vacant, publicly owned parcel to the east, the perimeter road could provide the additional benefit of a much needed east-west connection across Fayetteville. The green way could be extended through the low lying wet areas north of the site and up into the new development across 54 with virtually no acquisition or displacement of existing residents.

The proposed greenway would provide an enormous asset to the new neighborhood by opening beautiful pedestrian routes requiring only 10 minute walks to access either the town square or senior center. In addition, the greenway would allow safe routes for most of the area's children to walk to school. Thus with very little construction, Fayetteville could significantly reorient itself as a walking community, improving both connection and health to the area residents.



The proposed neighborhood square on the Stella property

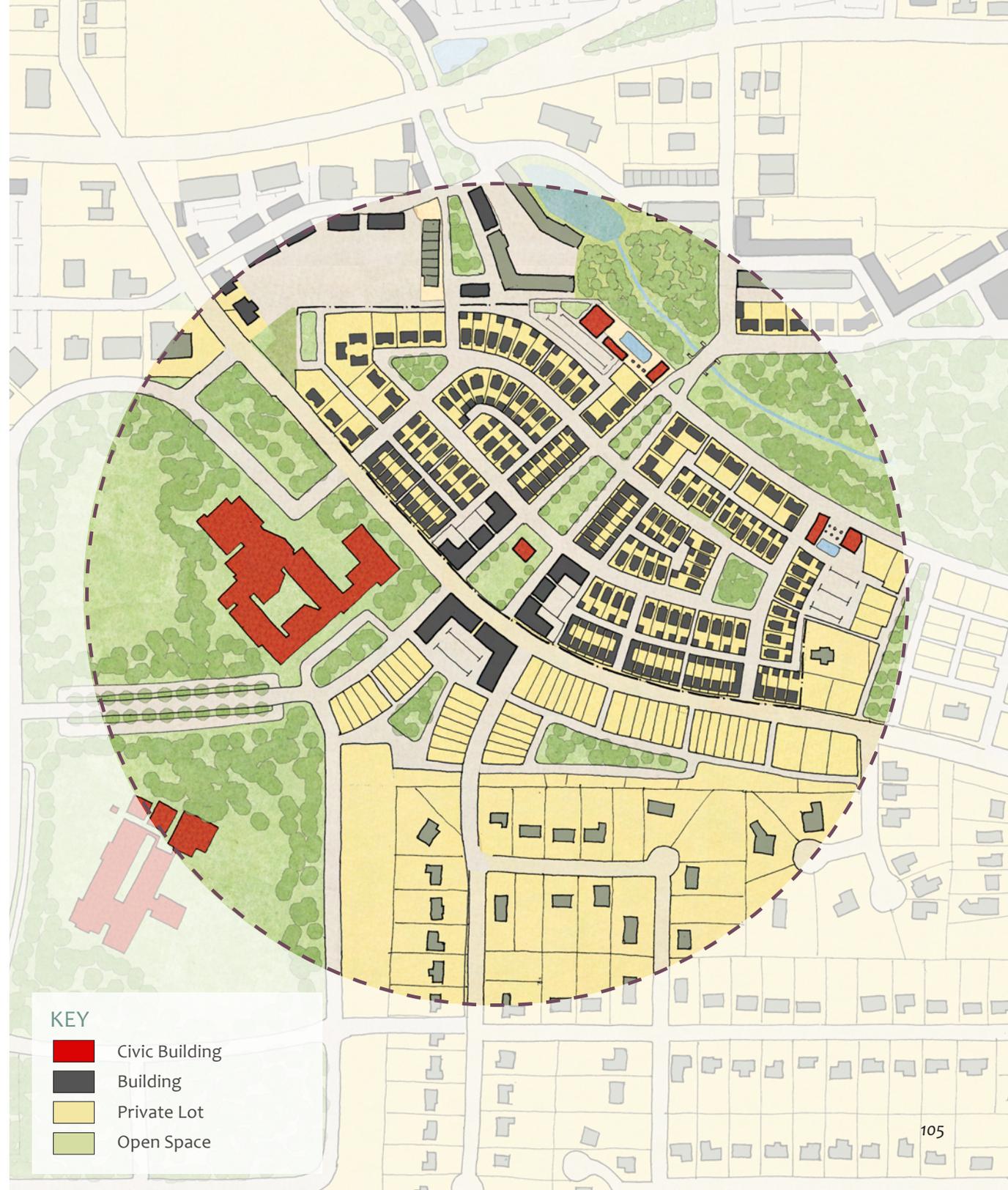
CASE STUDY 5

NEIGHBORHOOD RETAIL AND SERVICES

The only neighborhood retail and services the site team could find that were open for business were in the Town Square and a few small businesses in the office park to the north. For the traffic and continuity reasons mentioned previously, the businesses around the square do not seem to be living up to their potential. At the time of the site visit a new neighborhood retail development was being constructed just to the north of the site at the corners of Grady and 54. Currently there is not enough housing intensity in the town center area to support much more neighborhood retail and regional shopping needs will be primarily captured by the large lifestyle center just 2 miles to the north.

The site team felt that this site presented some exception to the Lifelong Communities rule that daily needs should be met with in the neighborhood. Because the town center was so close by, and because it was felt that a new neighborhood retail center on site might cannibalize the town square's market, the design intentionally down plays the role of neighborhood retail and instead focuses on finding every opportunity possible to connect the existing town center to the site's future customers. A few small retail locations were provided on site in the neighborhood green immediately off Grady to provide a nice place for parents to meet for coffee after dropping kids off, a third place for older adults to spend time during the day, or for kids to get a treat after school lets out. The potential for various generations to cycle through that spot through various times of the day proved too great to resist, but the primary focus was encouraging residents to frequent the beautiful historic square at the town center.

Another reason for not trying to satisfy daily needs within the site is the fact that some Lifelong Communities needs are already in place elsewhere in Fayetteville. The ironies were not lost on the de-

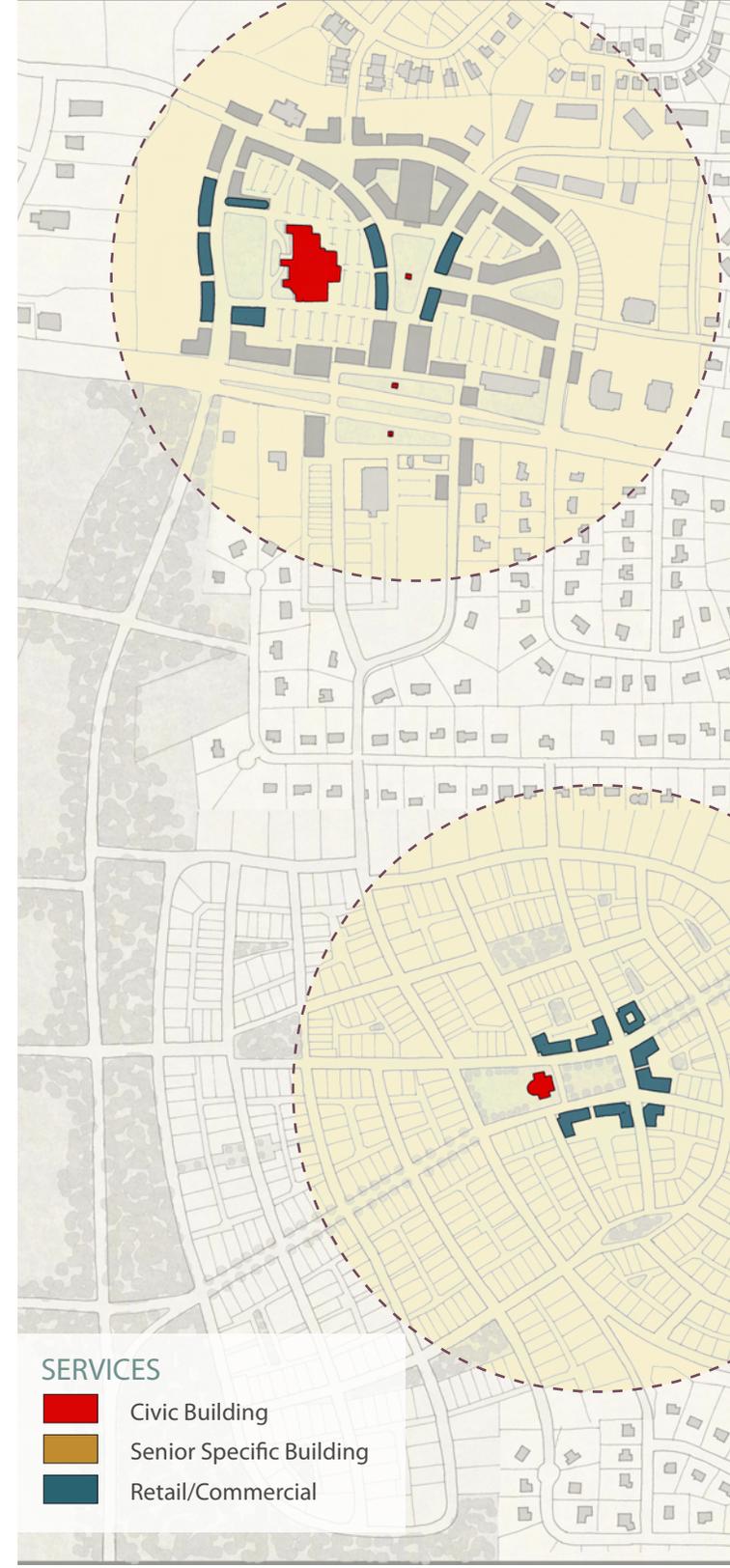


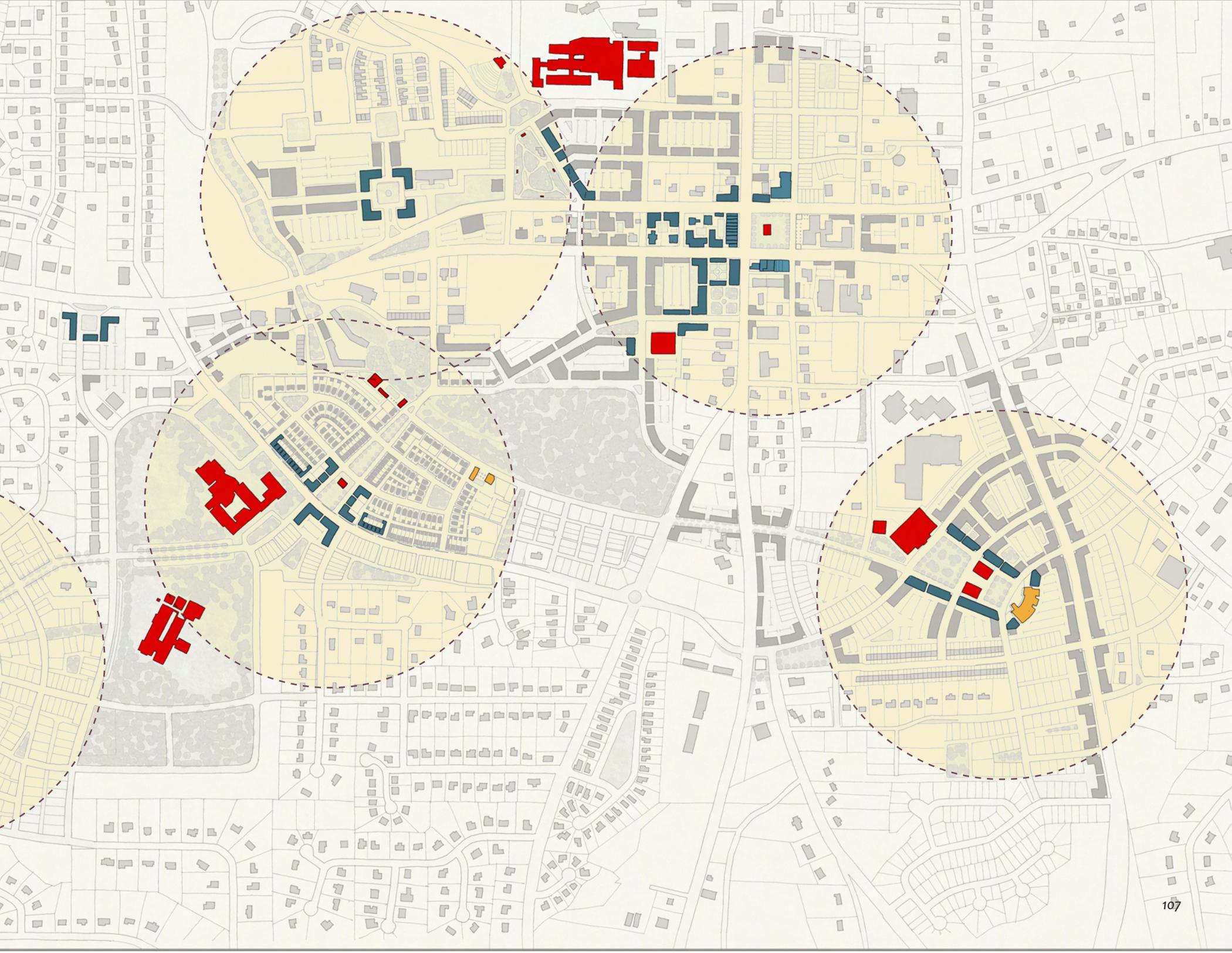
KEY

- Civic Building
- Building
- Private Lot
- Open Space

sign team that at the eastern edge of town a state of the art senior center has been built, while on the western side of town a senior housing development has been proposed. The senior center sits across a large parking lot from a courthouse; the senior housing site is nestled among a full range of public schools-elementary through high school. Obviously there are some proximity issues that have not been thought through. Instead of trying to now make the new neighborhood self sufficient, the team instead explored means of enhancing dependencies.

As the design developed, the site team focused increasingly on laying out a constellation of neighborhoods throughout Fayetteville, none self sufficient, but all captured within the orbit of a single shuttle bus. With a stop at the center of each of these neighborhood units, a single van could service the entire circuit approximately every 20 minutes. The strategy thus did not try to solve the self sufficiency problems, but rather focused on enhancing the interdependencies. The team felt that the neighborhood retail and services goals of Lifelong Communities could thus best be met through a unionized collection of neighborhoods throughout Fayetteville than by each neighborhood going it alone. Overtime as these neighborhoods fill out and the market matures, that strategy could be re examined. When the conditions were right, the shuttle service could be dropped as each neighborhood was capable of sustaining its own town center.





CASE STUDY 5

SOCIAL INTERACTION

A theme that came up time and again in discussions with health professionals was the unfortunate way that generational tensions can affect public spaces. If too many teenagers congregate in an area, older adults will often avoid that space. If this occurs in a neighborhood center, the retail owners will quickly pick up on the fact that teenagers account for the bulk of their sales, and the shops will start catering solely to that demographic. The retail emphasis on teens will in turn further repel the older adults. The opposite situation can also occur: too many older adults can occupy a space and thus brand it “totally uncool” for teenagers. There was much discussion about the role that social spaces can play in preventing generational monopolization of communal spaces.

The Fayetteville site team explored this theme in their designs, seeking out opportunities to subdivide and differentiate public spaces into different gathering areas, each with its own character. These social space “clutches” provide opportunities for the community to gather together, but gather differently: to collect but individuate as an anthropologist noted. It was hypothesized that the social space clutches approach would deter a single group’s ability to monopolize the space and would encourage a collective sense of neighborhood identity. Collective in cohesion was the social space goal.

A green space, for instance, extends down a slope from the neighborhood center to the nature preserve below and transitions from formal square to naturalistic green as it goes. The green also narrows and terraces as it descends, thus dividing into a diversity of distinct and separate environments within the overall space. Continuous but divided, the town green provides something for everyone and allows very different personality types to exist together, related by proximity, but individuated enough to avoid clashes.

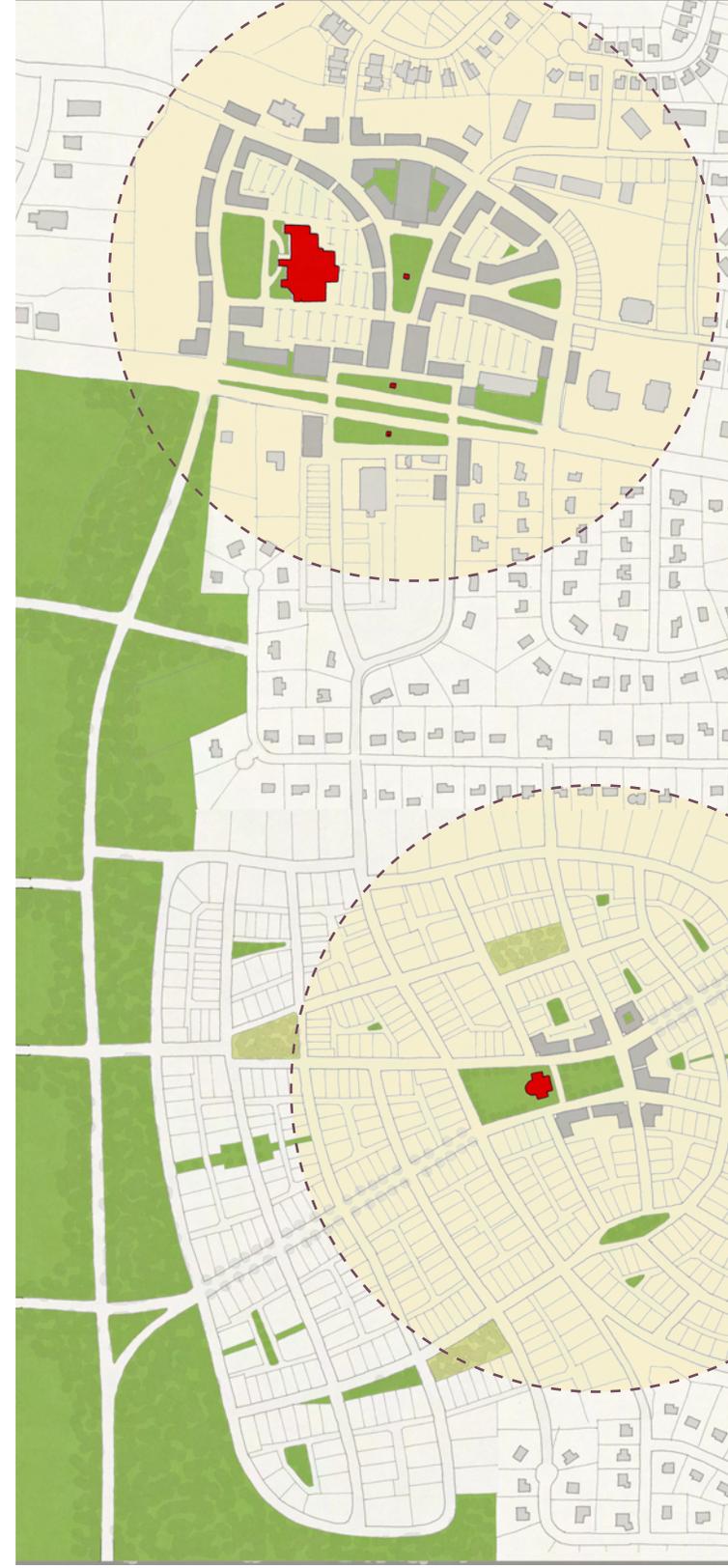
Another example is the sequence of spaces proposed for the median block along 54 west of the town square.

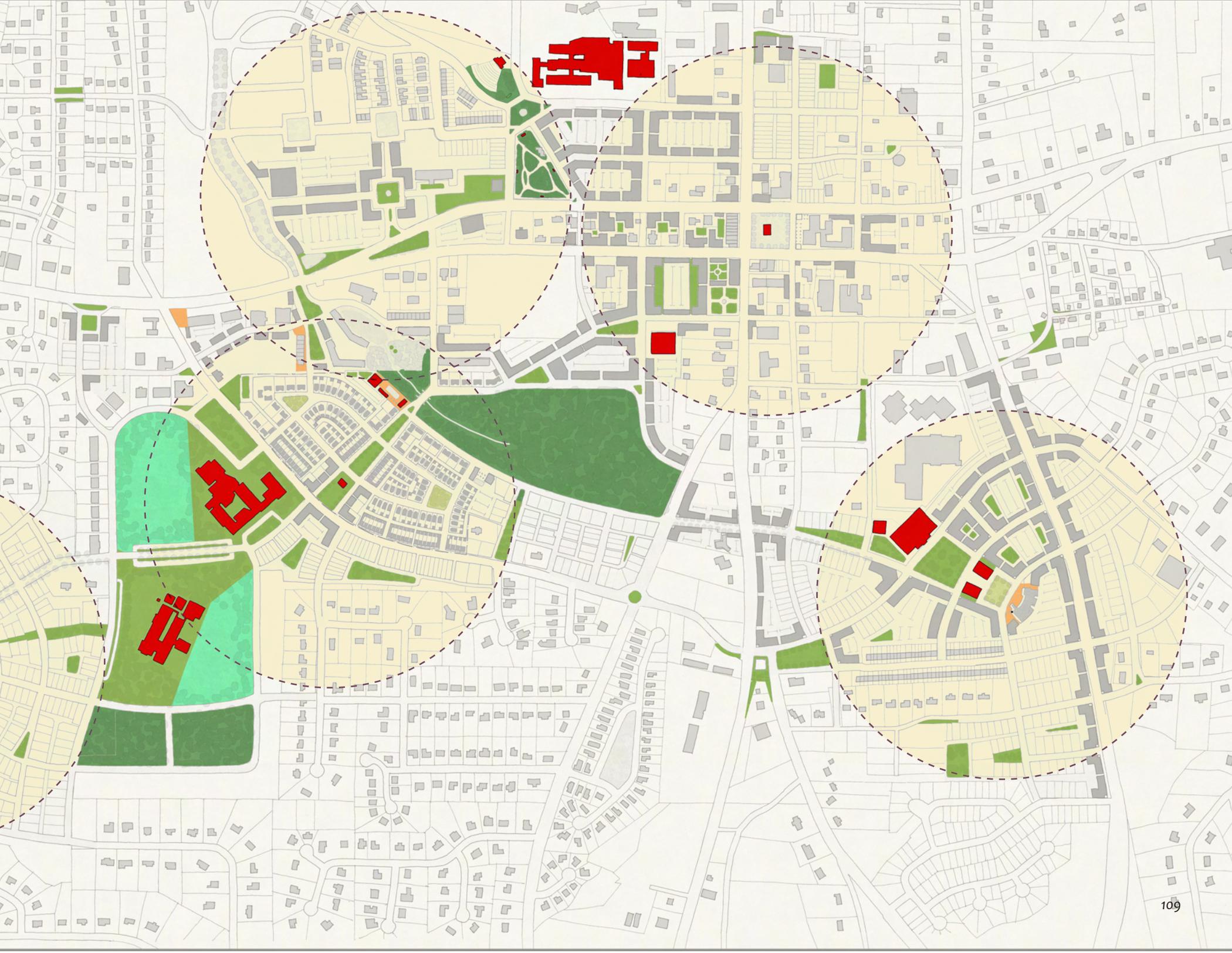
Unlike the green, which is a destination for prolonged interactions, this sequence explores how passage spaces can provide differentiated but interrelated environments. The median build out was designed to provide both high visibility paths along the north and south street fronts, but also a more intimate route through a series of spaces interior to the block. More gregarious generations and personalities might enjoy the profile and visibility of the street frontage walk. The more introverted generations and personalities might enjoy the privacy and intimacy of the interior. At regular intervals cross paths cut perpendicularly through the median, allowing moments of connection and perhaps mixing to occur.

In response to conversations about the anti-social tendency for generational monopolization of public spaces, the Fayetteville team explored how both gathering and passage spaces could be designed to support the differentiation but integration of groups.

CIVIC SPACES

-  Plaza
-  Park
-  Green/Square
-  Community Garden
-  Playgrounds





CASE STUDY 5 DWELLING TYPES

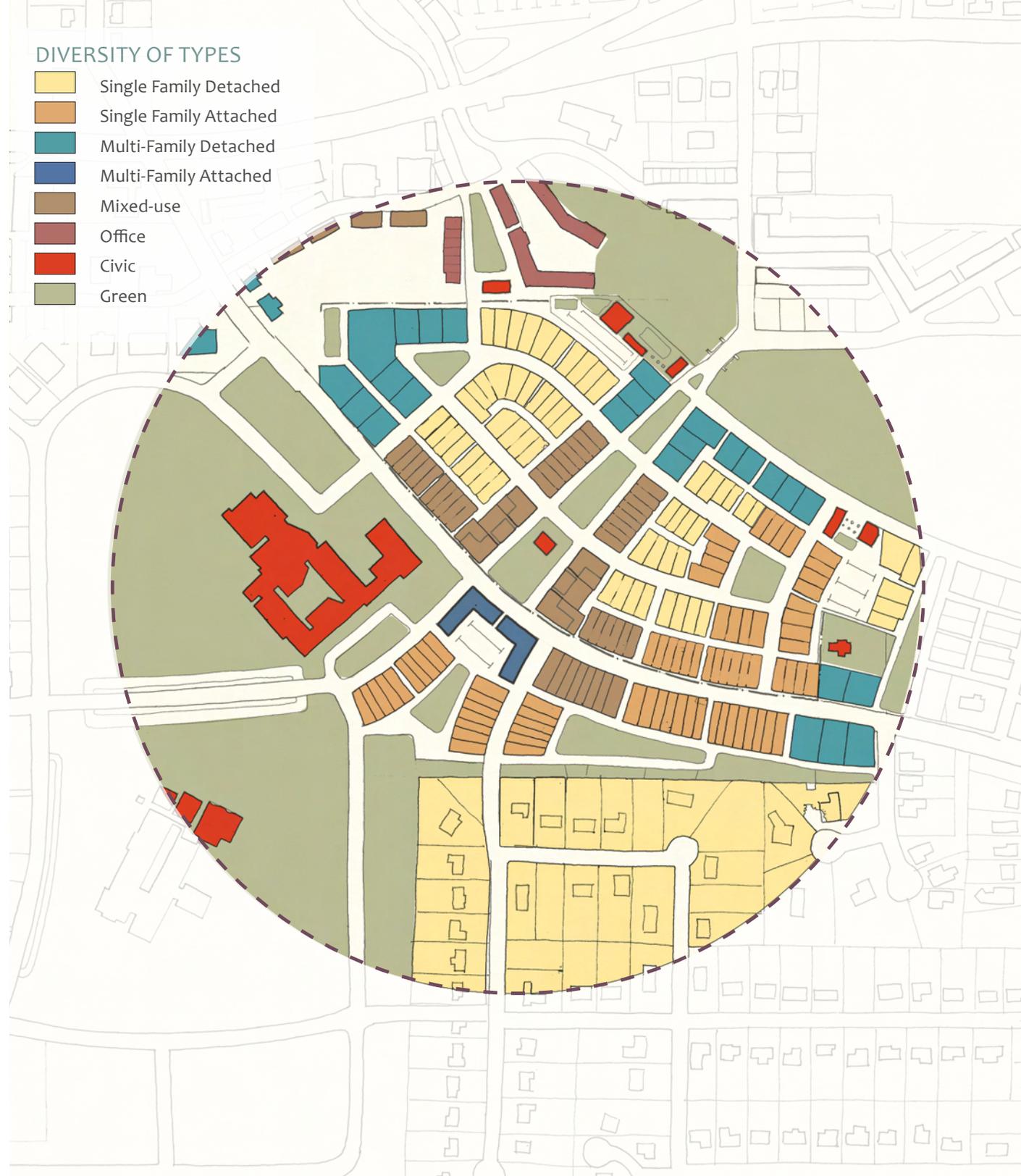
The Fayetteville housing stock is primarily composed of single family detached dwellings on large, suburban lots. Just north of the site a community is being built that adds some opportunity for more compact dwelling types. Throughout the site and area the design team has introduced a much wider variety of dwelling types including, senior care homes, mansion apartment houses, townhomes, accessory apartments. This greater variety of units will require greater densities than are currently allowed.

The Fayetteville community participates in a larger regional pursuit of a numbers game when it comes to residential development. Developers push for greater densities to help their bottom line, perhaps initially proposing 20 units to the acre. Residents push to reduce the density in an effort to prevent greater traffic congestion, perhaps countering with a limit of 1 unit to the acre. In zoning matters, existing residents usually have a negotiating advantage over developers and thus a deal is finally struck at 6 units to the acre. What is lost in this process is any consideration of what building types and massing strategies are appropriate to the urban context. Also lost is the consideration that a development of one unit to the acre that dumps traffic onto an arterial at only one location will increase traffic congestion, where as a development of 20 units to the acre that provides 10 new alternative routes through town will significantly relieve traffic congestion. *To limit dwelling densities but allow single entry enclaves is counterproductive to any traffic goals the community may have.*

Lifelong Communities propose an alternative process to the numbers game. If the goal is to decrease traffic, then ask the developer to establish street grid connections to the greatest extent possible. If the developer agrees to do this, the community should allow the developer to create whatever densities are appropriate to establish a vibrant pedestrian realm amid the through traffic. If the community's goal is

DIVERSITY OF TYPES

- Single Family Detached
- Single Family Attached
- Multi-Family Detached
- Multi-Family Attached
- Mixed-use
- Office
- Civic
- Green



to have great parks, or have great school grounds, then each of these needs to be combined with appropriate dwelling densities and types. It is only through an examination of urban context and community goals that decisions can effectively be made about appropriate types and densities for housing development. The numbers game is counterproductive to the goals of Lifelong Communities.

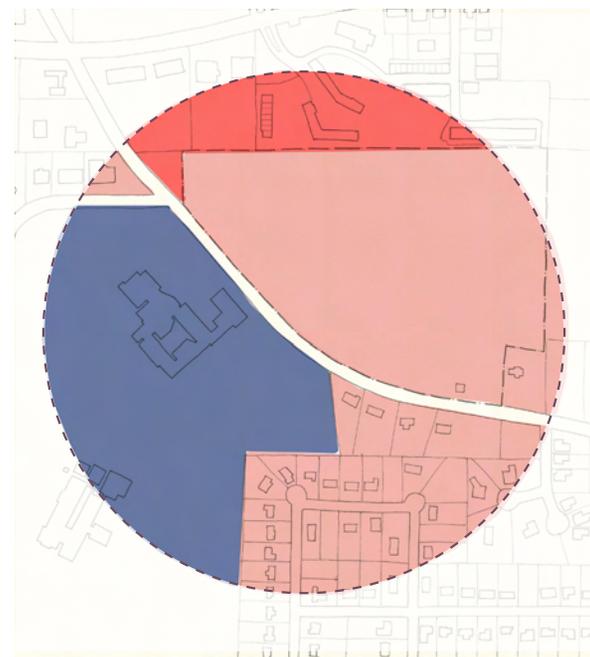
Fayetteville has a varied and rolling natural landscape, and a wide range of civic, cultural, retail, and natural amenities. If the specific context of each location within the community were able to dictate the appropriate densities and types, inevitably there would be sufficient dwelling diversity to accommodate all residents across their entire life time. SmartCode is a tool that can be calibrated to provide exactly this type of location specific zoning policy.

A more direct but less flexible tool would be to refine the plans produced during this charrette and entitle them as-of-right to any land holders who will participate in their realization. Property owners and developers could choose to do otherwise as long as they satisfied the conditions of the zoning code. The established plan would allow much greater densities and varieties but only in the manner proposed and towards the greater goals of Lifelong Communities. In addition to providing some density bonus, the city could simultaneously conduct the traffic, water, and utility studies necessary to green light the plan and remove most pre-development uncertainties. This would be quite an incentive for developers, particularly in this period of tightened credit.

The site plan is a good start in efforts to diversify the dwelling types. It provides grand houses to line grand parks, stately townhomes to shape civic spaces, and pied e terra apartments for those who need something more cozy for reasons of choice or circumstance. If the plan were followed the site team felt it would accommodate the diversity of housing necessary for a Lifelong Community.

SEGREGATED USE-BASED ZONING

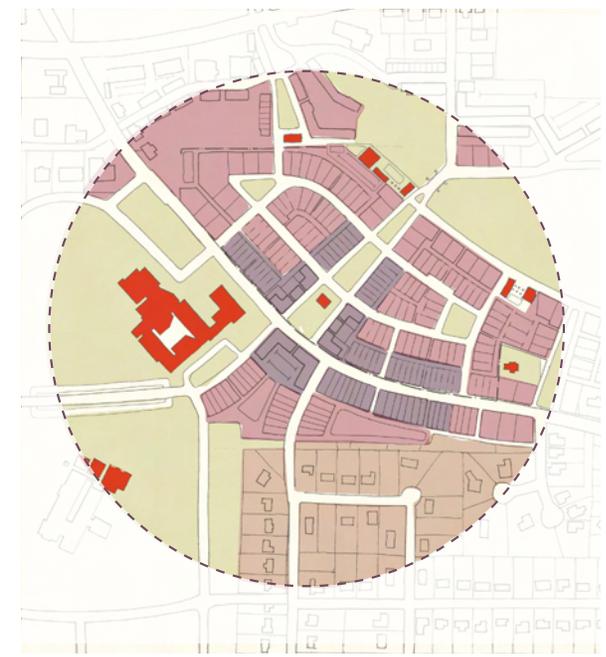
- Park
- Single Family



Current segregated uses in Fayetteville

INTEGRATED FORM-BASED ZONING

- T3 - Sub-urban zone
- T4 - General Urban
- T5 - Urban center
- CS - Civic Space
- CB - Civic Building



Proposed finer grain of integrated uses and building types in Fayetteville

CASE STUDY 5

CONSIDERATION FOR EXISTING RESIDENTS

The site itself is currently unoccupied and no displacement would be necessary to realize the initial phase of the plan. The team has proposed a continuation of the initial site all the way to the existing intersection to the east. This continuation would annex a series of very large single family lots to the east. Only two of these large lots currently have houses that are occupied and the proposed build out retains these homes on much reduced lots. The entire section of Grady south of 85 could be developed without any displacement of existing residents.

As mentioned previously, the larger area surrounding the Town Square is significantly under utilized, and the vast majority of the larger community plan could be accomplished demolishing less than 10 buildings. The entire area plan could be carried out with less than 10 buildings demolished. Because these are long term plans, the City has the rare opportunity to implement a long term acquisition plan, perhaps utilizing reverse mortgage or land trust instruments to acquire the necessary properties without forcing residents to move until they are ready.



View of Parkside four-plexes and six-plexes.



Phase one focuses on the Stella Place property and the proposed connection to the Fayetteville Town Square, and relieving landfill destined traffic from Grady Street thru the existing elementary and middle schools. It will improve access and connectivity to the existing middle and elementary schools with a secondary means of access for the heavy traffic accessing the adjacent county landfill. When phase one is completed, the city would have achieved the new through connections, highlighted in the image above which will greatly reduce and disperse traffic.

PHASE TWO



Phase two restores the historic Town Center area by filling in empty or under utilized lots with retail, office and some residential uses. The parking is reorganized and strategically located to assure pedestrian traffic in front of all the existing and proposed retail. Further, it introduces a new system of pedestrian and vehicular connections between most of the city's amenities, such as the amphitheater, the historic town square, existing and proposed parks, and the senior center.

PHASE THREE



Finally phase three completes the street grid by in-filling largely under utilized or vacant land. This will further disperse traffic and allow for a more sustainable growth of pattern. Once this final phase is complete, residents and visitors will have a variety of alternatives to reach and make use of the city's services and amenities thanks to a more complete vehicular grid, a safe and attractive pedestrian network, and an efficient public transportation system.

APPENDIX
LIFELONG COMMUNITIES

LIFELONG COMMUNITIES

HOUSING OPTIONS	118
HOUSES THAT GROW	118
FAMILY COMPOUNDS	120
LIVING DENSELY	122
CIVILIZED DENSITY	124

SOCIAL SPACES	126
COMMUNITY OPEN SPACE	126
COMMUNITY BUILDINGS	128

ASSISTED LIVING	130
GREEN HOUSE	130
SEMI-INDEPENDENT LIVING	132

SPECIAL PROJECT: GWINNETT	135
ATLANTA REGIONAL MALLS	137
RETROFIT 1: MALL INTACT	138
RETROFIT 2: ANCHORS INTACT	140
RETROFIT 3: DE-EVOLUTION	142

APPENDIX

In addition to the conceptual plans done for the five sites, a number of individual studies were done during the charrette to examine prototypical architectural and urban forms of particular importance to Lifelong Communities. This appendix is a collection of some of these typological investigations.

HOUSING OPTIONS

HOUSES THAT GROW



Initial condition



Addition of side and back buildings

Single family homes are not for everyone at every stage of life. Lifelong Communities need a greater diversity of housing types and this set of housing options demonstrates how a single family neighborhood can be refit with additional unit types. Because single family houses typically occupy only a portion of their lots, additional small buildings may be added. These back buildings and outbuildings could serve to house younger or older family members or to provide housing for care assistants. These are two types additions; one is called a “back building” when attached to the existing house, and the other an “outbuilding”, when detached. Both

may be placed over parking. If well disposed on the lot, these additional buildings may actually increase the privacy of the backyard by blocking the views of neighbors. When these additional dwelling units are dedicated to a senior family member, no additional parking is usually required. Encouraging this adjustment of the existing suburbia would require a relatively simple modification of the zoning code; one that enables the units only defined by a form-based code that would prescribe the maximum size and the disposition on the lot such that the addition would minimize the impact on neighboring houses.

OUT BUILDINGS



BACK BUILDINGS



SIDE BUILDINGS



FAMILY COMPOUNDS



Initial condition



Growth of family compounds

There is a kind of clustered dwelling that used to be common in the early years of America. It is currently undergoing a revival as the “compound.” These clusters can be seen from the historic houses of Williamsburg to the Spanish haciendas throughout the southwest. A compound is a grouping of buildings within a single lot comprising a larger nuclear house with host of additional dwellings and specialized outbuildings. Today’s concept involves a principal building with bedrooms to accommodate the nuclear family which is still rearing children and smaller dwellings (usually detached) suit-

able for relatives, including the older generation. The symbiosis of intergenerational care and the richness of social life is one of its main contrasts to the automobile-dependent isolation of the typical suburbia. Such compounds are not envisioned in current suburban zoning and are therefore illegal. It is necessary to reintroduce them by code in order to accommodate the aging boomer population which is no longer well served by the suburban single family house. They would contribute greatly to family-based assisted care.



LIVING DENSELY



Block of townhouses



Block of mansion apartments

There are several ways to live compactly in the suburbs, some of which are compatible with houses. These building types may be introduced into suburban areas to overcome their age and socio-economic monoculture. One such type is the townhouse with its outbuilding and courtyard which, when properly designed affords a privacy that mitigates the smallness of the yard. Note that the townhouses at the corner of blocks may be a duplexes. The outbuildings at the rear should remain single story as they might otherwise overshadow the yards. These can yield 16-20 units to the acre.

The second type of building suitable for densifying suburbs is the small apartment-villas of 4-6 units. So long as the parking is behind, such small buildings look fine in the context of single family houses-- as they are not much different in size. Those apartments-villas at the corners of blocks, having more on-street parking could easily have 6-8 units, especially with the back buildings sealing off the backyard parking lots of the others. Two such apartment-villas may be joined to better share the cost of the elevator. These can yield 24-30 units to the acre.

TOWNHOUSES



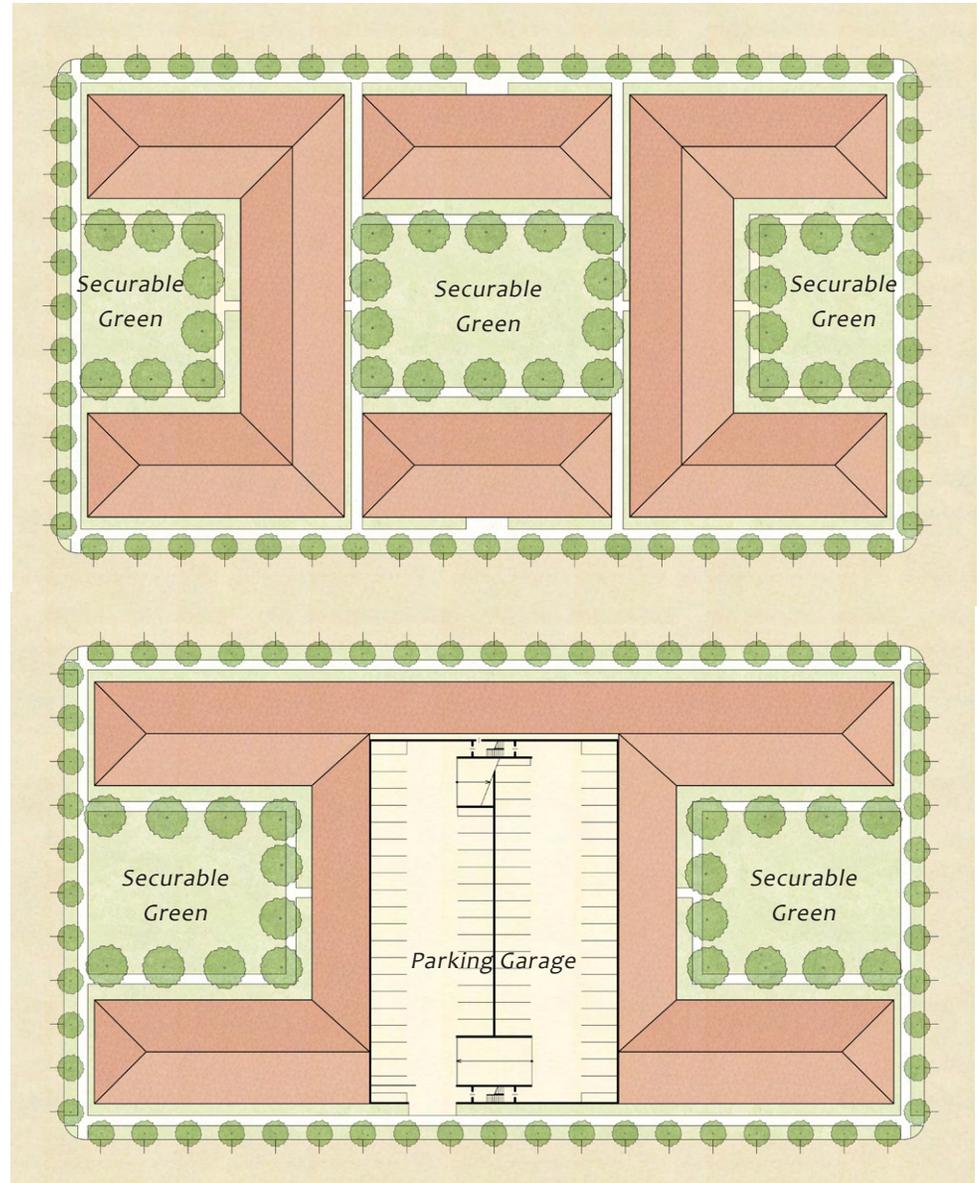
MANSION APARTMENTS



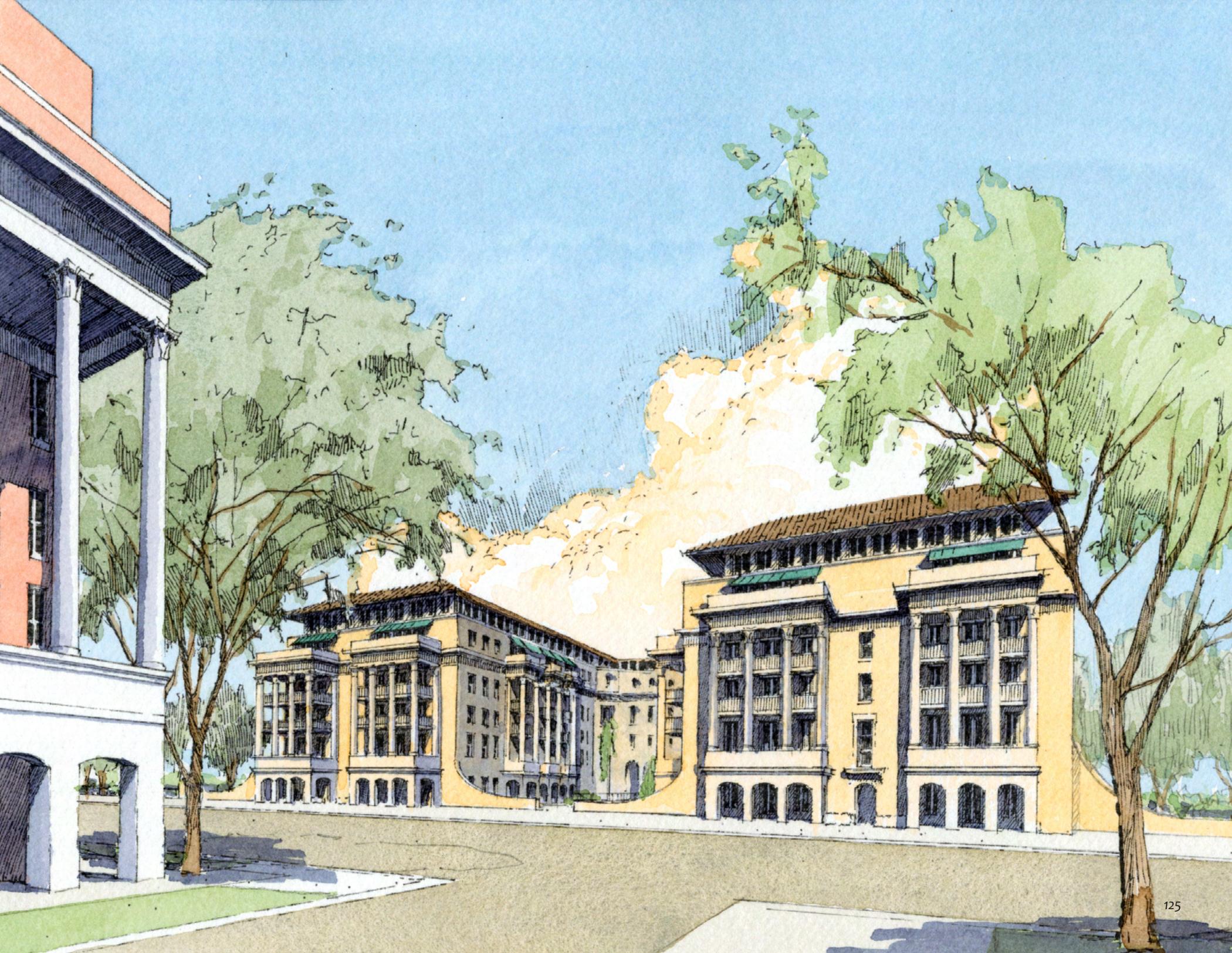
CIVILIZED DENSITY

PEACHTREE APARTMENT BUILDING

The perimeter block apartment building is not incompatible with townhouses or apartment villas so long as the parking is held behind the building. They provide density of residents to support shops and social life at the sidewalk level. Residents in perimeter-block apartments would not require cars to access their ordinary daily needs—an ideal situation for seniors. At no more than four stories, they can easily yield 80 units to the acre. Perimeter blocks are served by elevators and hallways.



Site Plan of two blocks sharing one parking garage.



SOCIAL SPACES

COMMUNITY OPEN SPACE



Block with internal park



Block with community gardens

There are certain types of housing that could encourage seniors to be better integrated into the communal life of the neighborhood. These include small houses or cottages overlooking the activity open areas. Community gardens, playgrounds and school playing fields with cottages along the edges would ease social participation as well as a measure of security with the dwellings windows as “eyes” overlooking the spaces when they are not in use.



COMMUNITY BUILDINGS

Independent living by seniors (and anyone else) requires that ordinary daily needs, both social and utilitarian, be provided within walking distance. To achieve this ideal—which is particularly pressing for older adults who may not drive, most housing should be within a pedestrian shed (1/4 mile diameter circle) with the following program at the neighborhood center 1) A general store selling groceries; an inexpensive place to eat, including booths and a counter (the commissary of the restaurant could order the staples of a grocery store—so that they can be combined). The counter might be designed to be used as a demonstration kitchen for healthy cooking classes.

There is also the need for a general activity hall with a Post Office sharing its lobby. The Post Office provides the functional daily destination that brings people out to walk and thereby socialize. A proper porch attached to these buildings is an excellent place to wait for the bus in shelter and dignity. The neighborhood center illustrated would also have an ATM as well as quarters upstairs for social service offices including a clinic. In larger neighborhoods, such center centers other shops could be added—a drugstore being among the most useful. This type of neighborhood center could quickly become the new neighborhood senior center. Accessed by older adults during the day and younger adults in the evening, it would more effectively utilize community resources. This design is well suited to support a Mather Cafe—the new model of senior center being implemented across the country.



Community Building - Ground Floor Plan

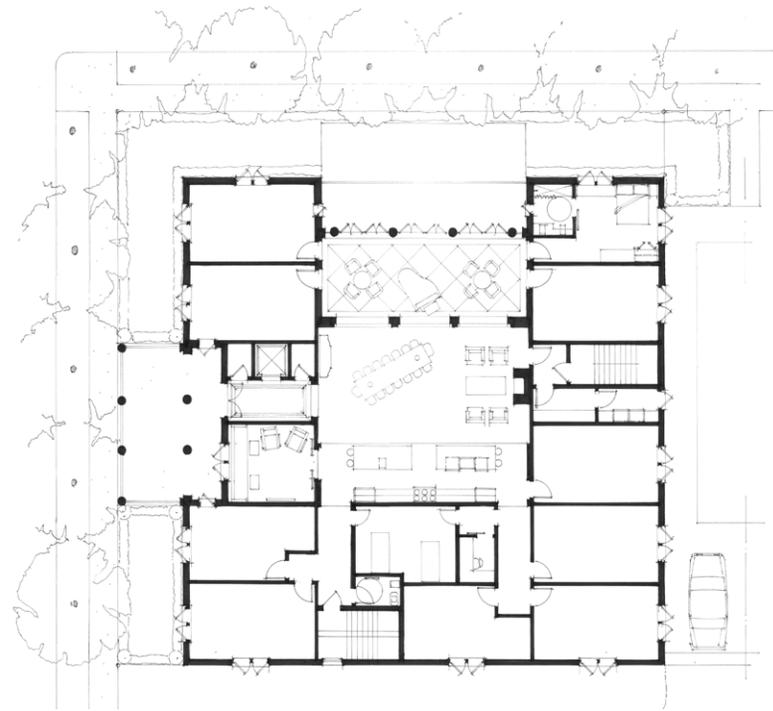


SUPPORTIVE LIVING COMMUNITY BASED SKILLED NURSING HOME

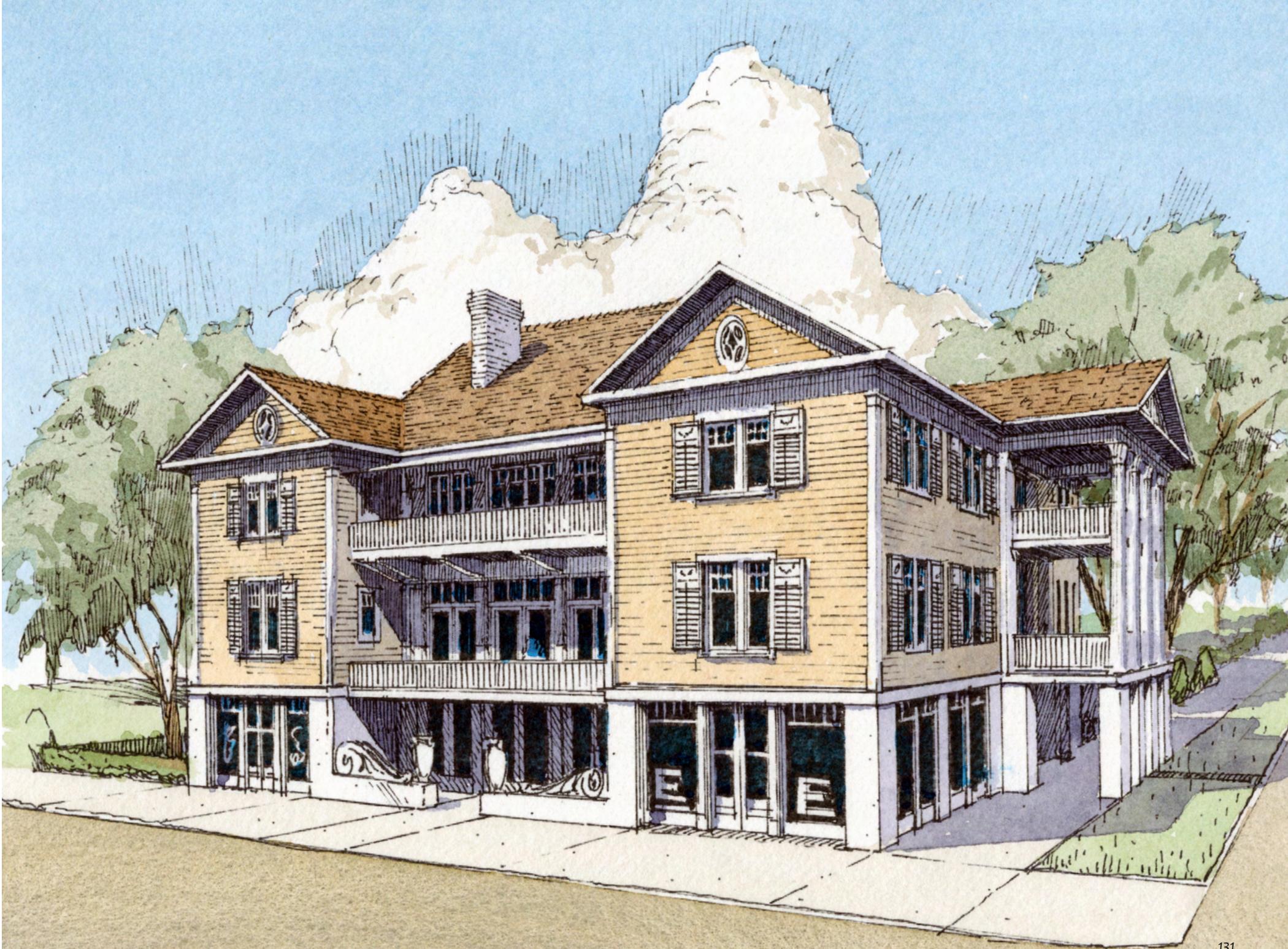
The most problematic type of dwelling is the nursing home as it is almost always isolated from the community. Treated as a commercial or medical use in current zoning, residents are completely removed from community life. Family members must drive long distances to visit loved ones. If properly designed, however nursing homes and assisted living facilities can be integrated into neighborhoods.

Freestanding at two stories they could look like large houses or inns and easily assimilated into residential areas. When raised above shops or other community facilities, these facilities could be part of a neighborhood center. In this case, thoughtful design can reverse the trend of the last four decades which has isolated and institutionalized those who need skilled care. Currently nursing homes are almost universally loathed.

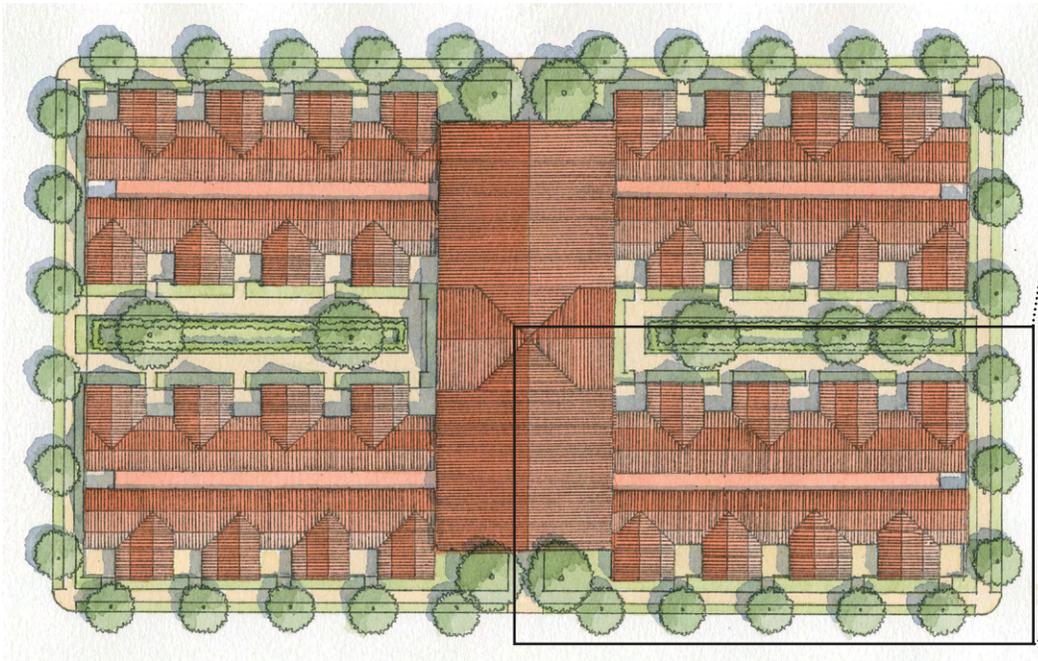
Design that integrates these supportive housing models into communities will mean that when intensive care is needed, either temporarily or permanently, individuals can stay close to their family and friends.



2 story nursing home elevation | (opp) nursing home with first floor retail

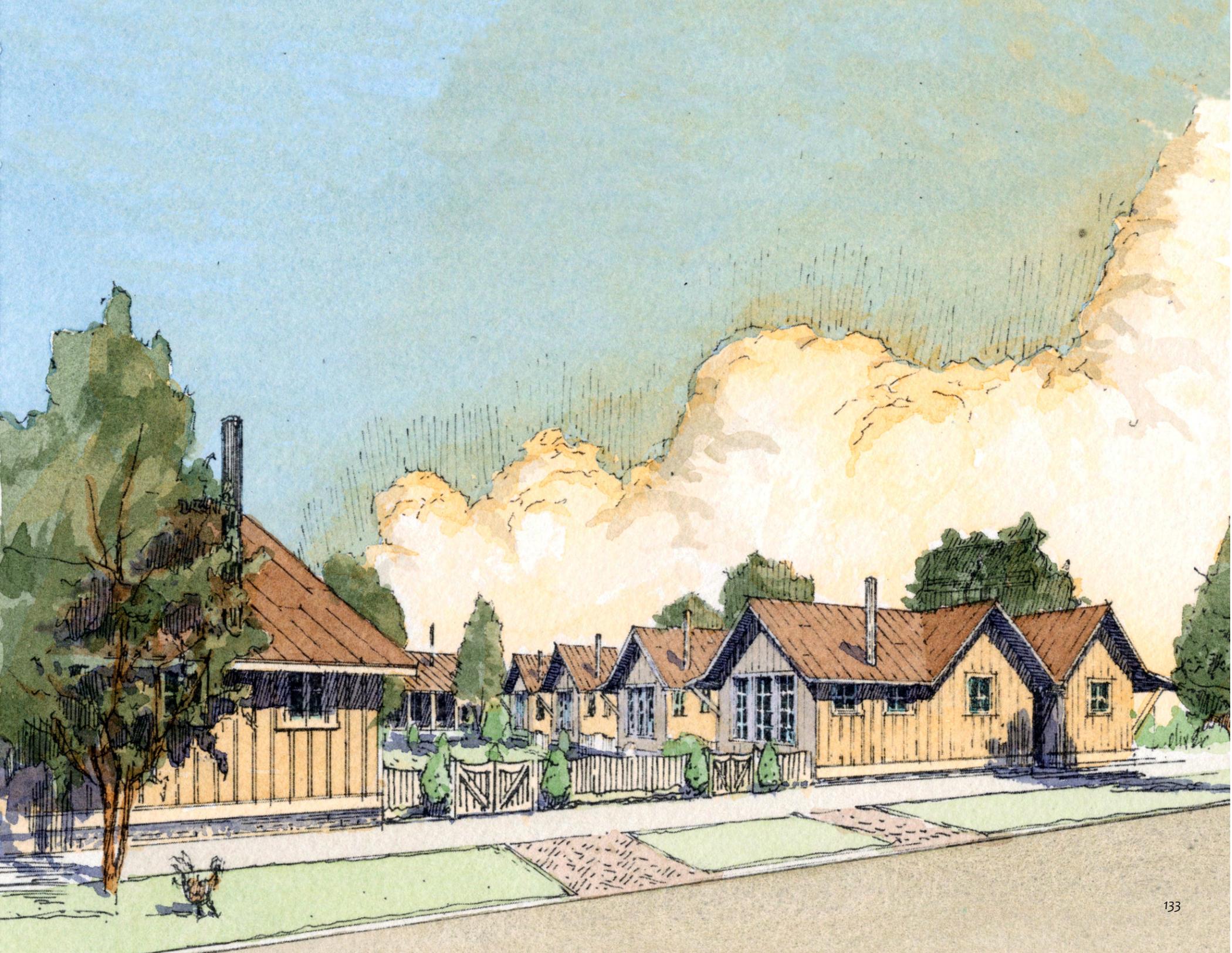


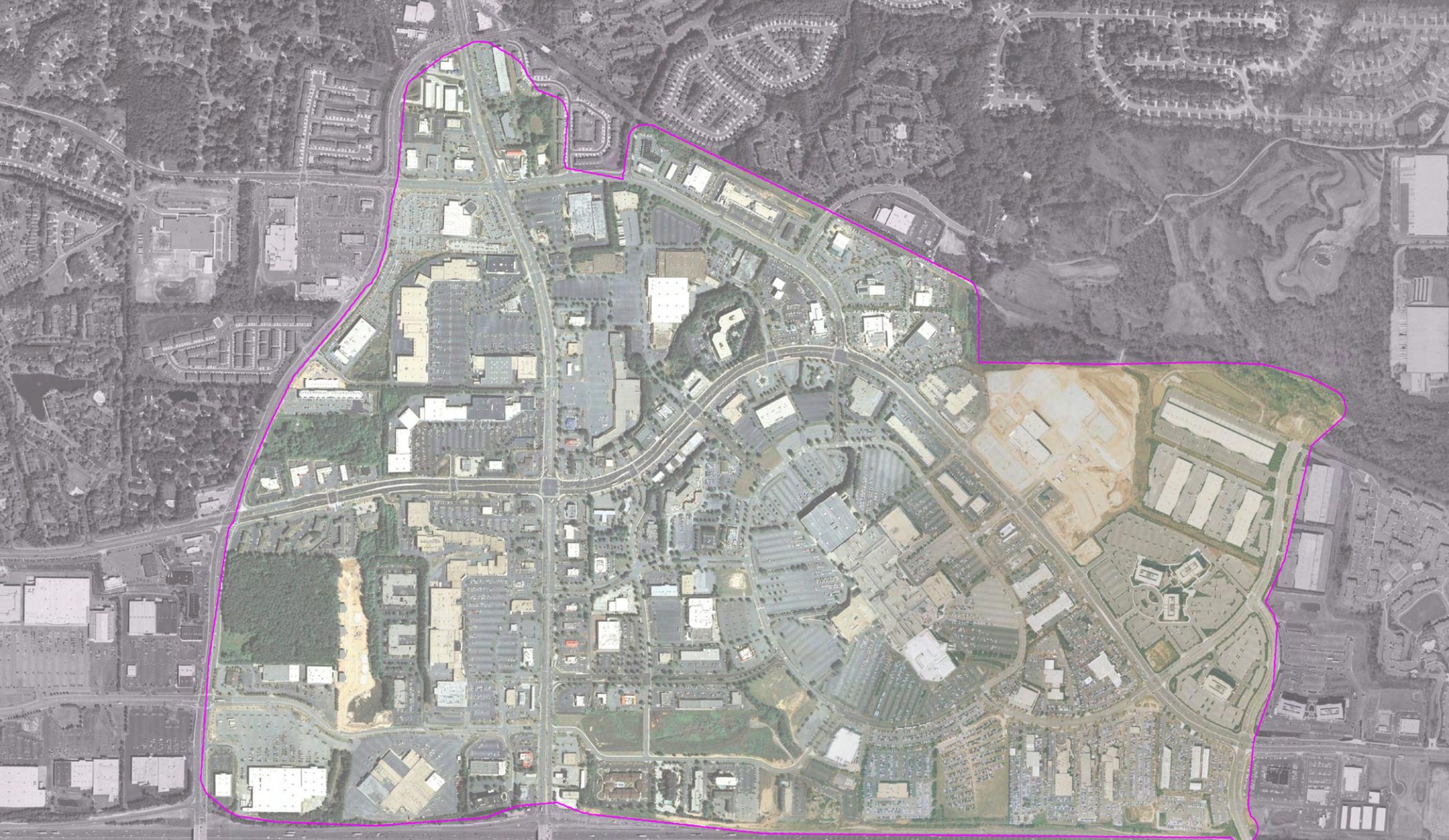
SEMI-INDEPENDENT LIVING



Detail of 8 individual units.

There is a type of assisted living where support could be provided only as needed and where the residents themselves retain those aspects of independent yet communal living which are available in a cluster of cottages. The cottages would look independent from the approach side of visitors, yet attached along a corridor that connects to the support facilities backstage. Visitors would not have to engage the apparatus of assistance--only the independent cottages. Each of the cottages would have a bedroom, bathroom, and a small kitchen (meals may be brought in by either family or the backstage facility). There would be a substantial living room for both family members or fellow residents who could approach via the corridors when weather is inclement. There would also be a private courtyard garden integrated to each cottage.



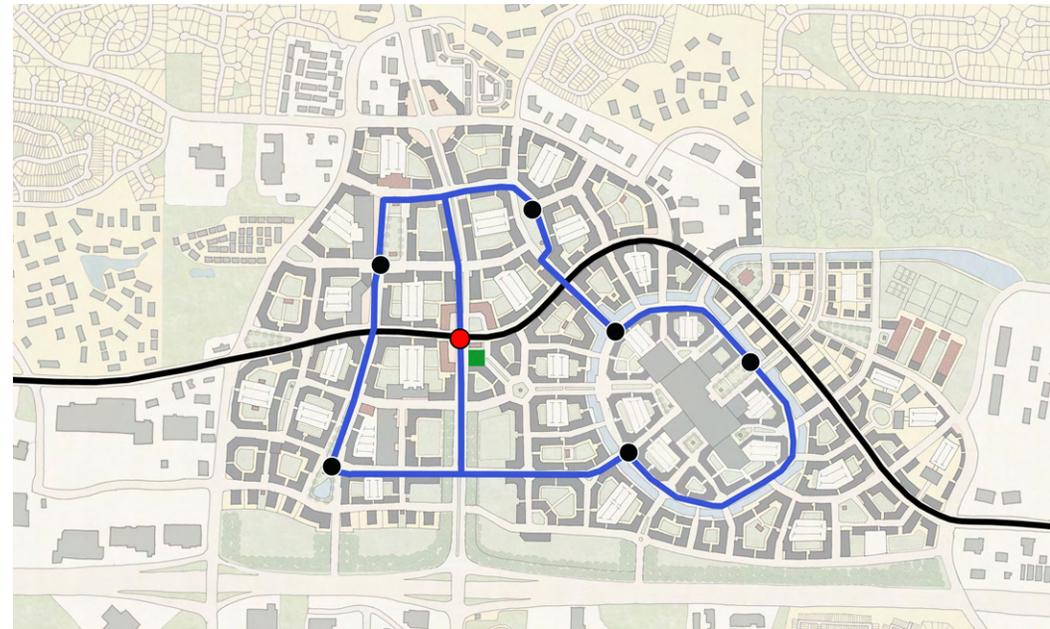


SPECIAL PROJECT:
GWINNETT PLACE MALL

RETROFIT 1: MALL INTACT



Existing and Proposed Streets



Proposed Transportation System

This option retains the main structure of the mall as a central destination in this new town center. The existing infrastructure - streets, drives and surface parking lots - is interwoven and connected into a new fabric of well defined perimeter blocks. The blocks contain residential, hotel and office uses, balancing the available oversupply of retail. Parking will be handled in the middle of the blocks, in structured garages.

Some of the existing thoroughfares that are currently of high speed character are retrofitted as boulevards with medians and possible transit/ light rail improvements. A circulator is envisioned to connect the mall buildings with the newly defined neighborhood centers in the surrounding grounds that will undergo similar redevelopment.

Better connections will be provided to an existing regional park north-east of the mall. In addition, retrofit opportunities can be also found in the existing office parks. The recently built office buildings can be complemented by residential infill and parking garages replacing the surface parking lots.

The existing circular thoroughfare around the mall creates an interesting possibility of a parallel canal that can serve not only as a utilitarian facility for storm water management, but also an amenity serving the new town center and the surrounding suburban communities.

STREET NETWORK

- Existing Streets
- Proposed Streets

TRANSPORTATION

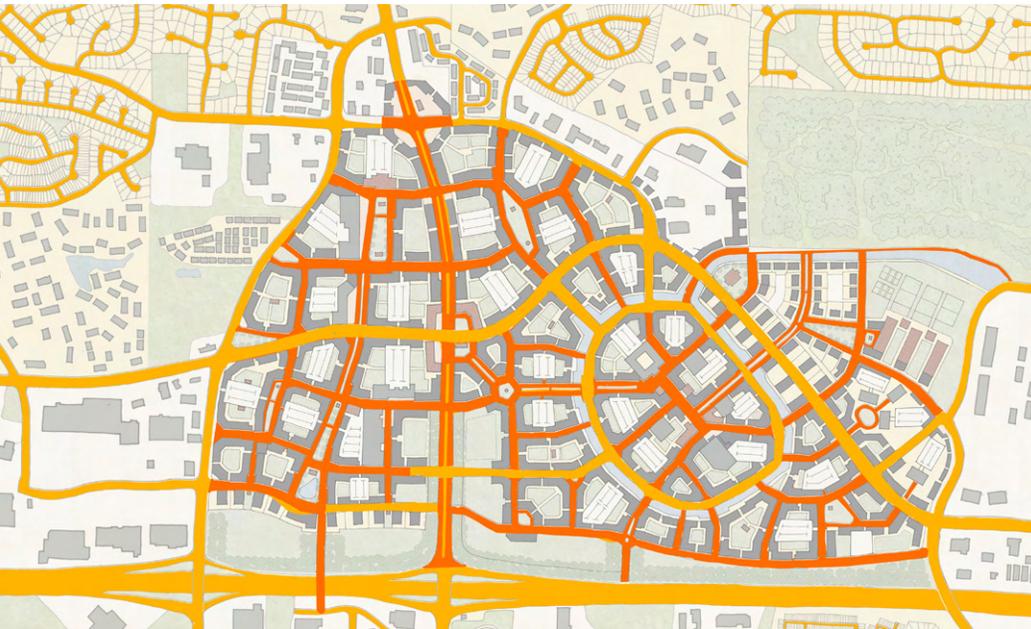
- Light Rail
- Light Rail Stop
- Circulator
- Circulator Stop

PLAN PROPOSAL

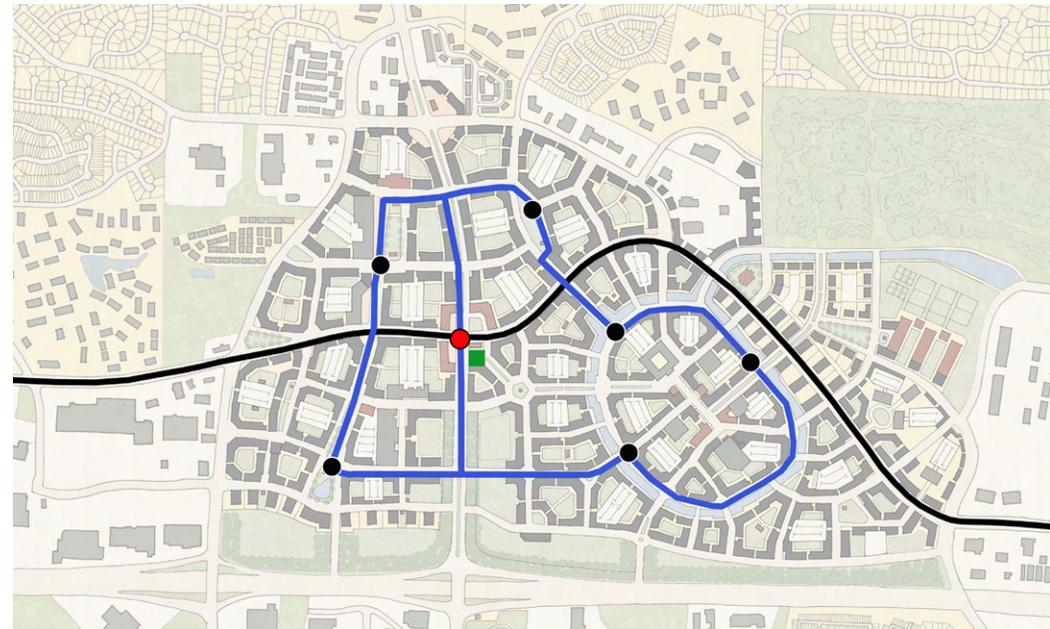
- Existing Buildings
- Proposed Buildings
- Civic Buildings
- Plaza / Square
- Water



RETROFIT 2: ANCHORS INTACT



Existing and Proposed Streets



Proposed Transportation System

This proposal deconstructs the mall mega-structure into a main street where the existing anchors are retained and can be reused as civic institutions, office buildings, senior courtyard housing or community centers, etc. Small, local tenants will occupy the space between the anchors in a manner similar to the original mall trajectory but the main spine will have multiple new streets feeding into it and creating the vibrancy of a Main Street.

The rest of the fabric will be similarly structured as in the first option.

STREET NETWORK

- Existing Streets
- Proposed Streets

TRANSPORTATION

- Light Rail
- Light Rail Stop
- Circulator
- Circulator Stop

PLAN PROPOSAL

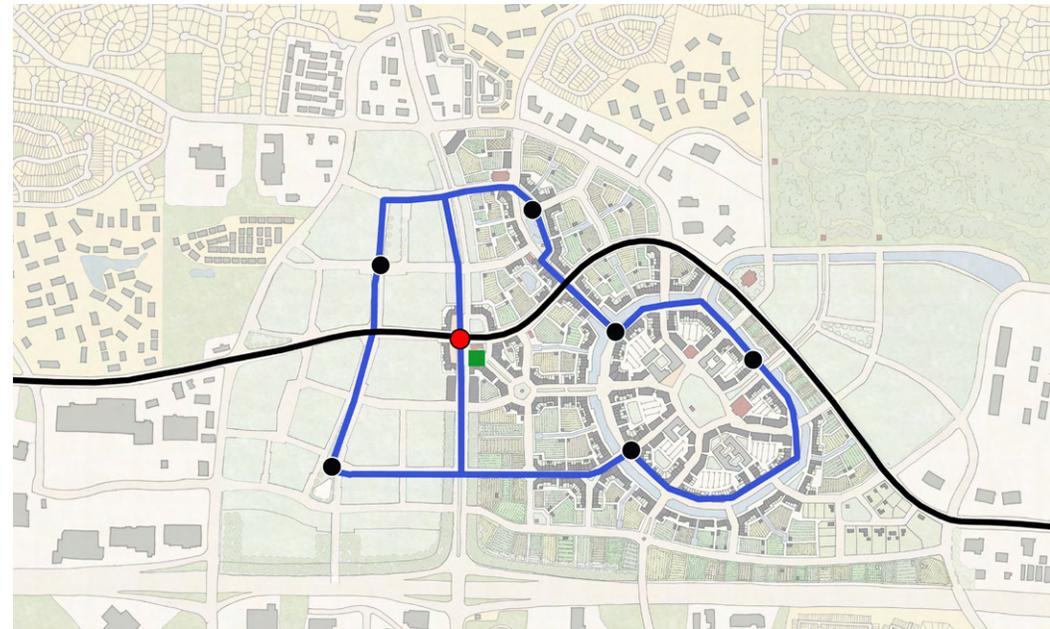
- Existing Buildings
- Proposed Buildings
- Civic Buildings
- Plaza / Square
- Water



RETROFIT 3: DE-EVOLUTION



Existing and Proposed Streets



Proposed Transportation System

The last option is a radical proposition that could respond to sudden or long term population loss. The proposal is that most of the grounds of the mall and the surrounding shopping centers be reverted to agricultural land, in the form of individual gardens, community gardens, and small farmsteads. This design transforms the mall from a regional shopping hub (a dominant trend of the last 50 years) to a mixed-use urban agriculture community- an emerging 21st century trend.

The central interior space of the mall is replaced by a plaza, which happens to be the exact size of Piazza del Campo in Sienna, Italy. The plaza is connected to the rest of the village by a number of picturesque streets lined by cottages and attached building types.

STREET NETWORK

- Existing Streets
- Proposed Streets

TRANSPORTATION

- Light Rail
- Light Rail Stop
- Circulator
- Circulator Stop

PLAN PROPOSAL

- Existing Buildings
- Proposed Buildings
- Civic Buildings
- Plaza / Square
- Water



