



PROJECT

# MAJOR ISSUES IN CABE

DATE

**JANUARY 21, 2009**

PRESENTER

**DR. DEREK J. PAULSEN**

# Lecture Outline

1. Secured by Design
2. Affordable Housing
3. Public Housing and De-Concentrating Poverty
4. Urban Sprawl
5. Foreclosures and Crime
6. New Urbanism

# Purpose of Secured by Design

- Work with developers, builders, property owners, and planners to create the safest developments and communities possible, with a goal of creating socially sustainable communities.
- **Socially sustainable communities** are communities that succeed now, economically, socially and environmentally, and respect the needs of future generations.
- They are well-designed places where people feel safe and secure; where crime and disorder, or the fear of crime doesn't undermine quality of life or community cohesion.

# A different way of Planning

- This is a new way of looking at urban planning that seeks to change how we plan, design, and build our city in the future to avoid negative unintended consequences.
- Secured by Design seeks to work **with** developers, builders, architects, and planners to review plans **before** they are built in order to design out crime and other negative unintended consequences.
- Informed positive planning, particularly when coordinated with other measures, can make a significant contribution to tackling crime and other social issues.

# Rationale for Program

- Safe design and planning makes sense financially, as incorporating crime prevention measures into the original design is less expensive and easier than doing so once construction is complete and problems arise.
- Average cost of SbD design recommendations= \$650.
- Home buyers will pay up to \$2,000 more for security.
- Secured by Design does not guarantee that a particular area will be crime proof, but indicates that the site has been subject to a design process that has been shown to significantly reduce the risks of crime and fear of crime.

# How Secured by Design Works

- Program focuses on two main areas:
  - New Developments
  - Existing Developments
- Process is voluntary with the *possible* exception of Section 8 and Housing voucher program residences.
- Those locations that comply with recommendations will earn a “Secured by Design” certification, which is good for 5 years.
  - Basic and Platinum
- Annual “Safe Design” awards for builders and developers.

# How Secured by Design Works

## New Developments

- Plans submitted by developers in advance for review by SbD officers.
- Suggestions are made and developers must achieve a minimum score to receive certification.
  - Basic and Platinum
- Review team will work with developers to try and ensure compliance.
- Not anti-development, just anti-poor development

# How Secured by Design Works

## Existing Developments

- Plans submitted by neighborhood association or site owner for review by SbD officers.
  - Neighborhood Assessment
- Suggestions are made and developers must achieve a minimum score to receive certification.
- Review team will work with development to try and ensure compliance.
- Those involved in housing voucher program must be reviewed annually.

# Developments for Review

- Single Family Homes/Neighborhoods
- Multi-family homes/Apartment Complexes
- Mixed Use Developments
- Commercial Developments
- Parks, Trails and Green Space areas
- Re-development Projects
- Housing Voucher Properties
- Public Housing

# Secured by Design Criteria

- ✱ Local Geography and Social Analysis
- ✱ Access and Movement: Roads and sidewalks/trails
- ✱ Site Design
- ✱ Surveillance
- ✱ Lighting
- ✱ Ownership
- ✱ Physical Protection
- ✱ Activity
- ✱ Maintenance and Management

# Benefits of Secured by Design

- **Crime Reduction:** 50-65% fewer burglaries than non-SbD properties.
- **Cost Savings:** Reduced costs from crime problems and low cost of program (average cost of less than \$700).
- **Environmental Benefits:** Reduces CO<sub>2</sub> associated with CFS trips.
- **Insurance:** Reduced home insurance costs and property liability issues.
- **Better Housing:** Improved affordable housing as well as market rate developments.
- **Housing Values:** Safer communities will hold value better, improving tax base.
- **Lexington as innovator:** New way to build and design communities.

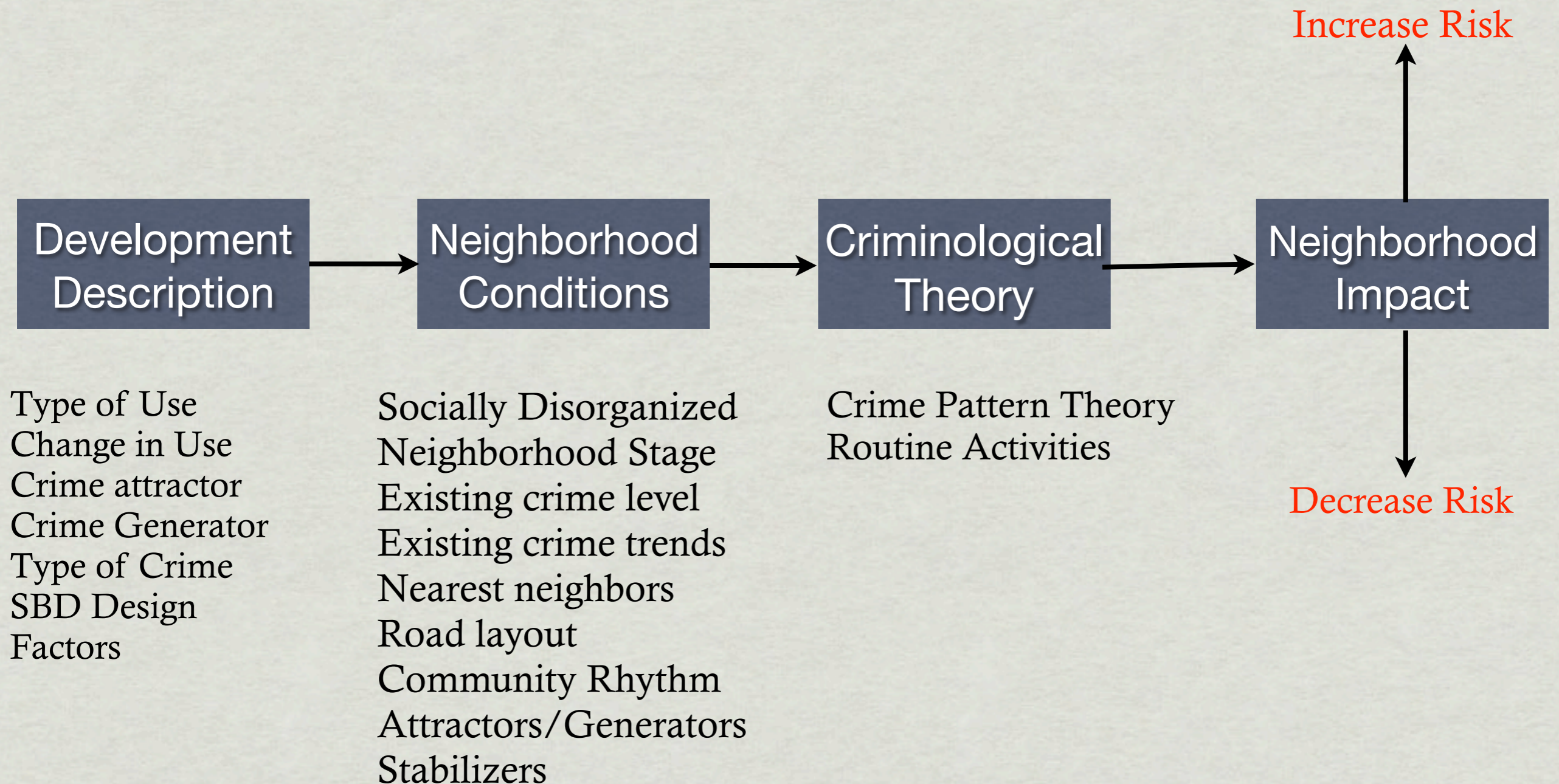
# Secured by Design vs. CPTED

- **Standard Program and Design Guides:** Standardized guides that work in *any* community.
- **Research Based:** All design recommendations are based on empirical research. Design guides are created by committee with assistance of SbD-U.K.
- **Numerous Factors:** Design recommendations cover 8 distinct areas that encompass areas beyond simple CPTED.
- **Local Context:** Design suggestions take into account local context and local crime issues.
- **Proven Results:** U.S. version of a program that has been successful for over 20 years in England.
- **Partnerships:** Working with diverse group, including Architects, Planners, Builders, Government agencies, Insurance, Manufacturers.

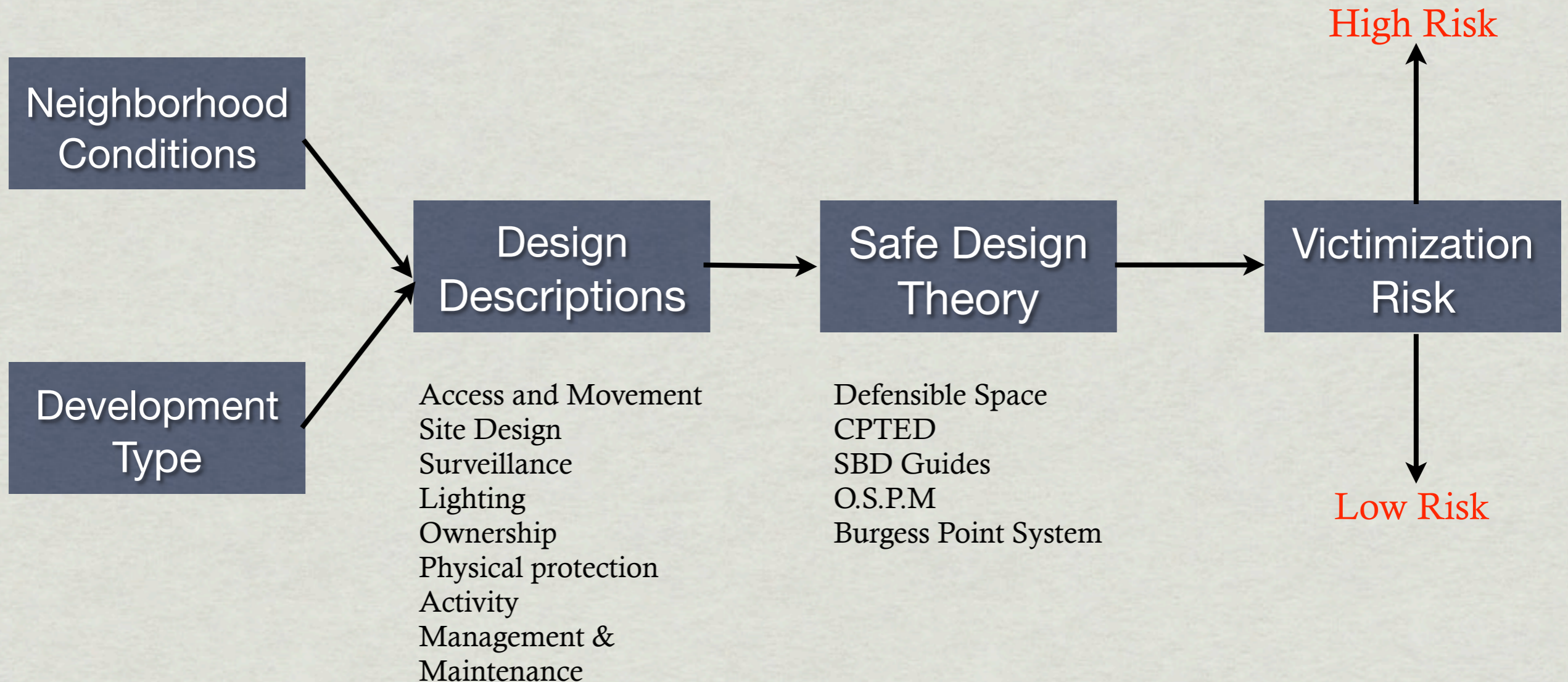
# Neighborhood Impact Statement

- \* Two tiered model.
- \* **Neighborhood:** What impact will the development have on the overall victimization of the neighborhood.
- \* **Individual:** What is the potential risk of victimization of the new development.
- \* Focuses largely on property crime (residential and commercial).
- \* Analysis of factors that contribute to crime and victimization through creation of opportunities for crime

# Neighborhood Model



# Individual Model



# NIS Method

**Neighborhood Level Analysis:** Review of the preliminary plan for the development.

GIS analysis + site visit + checklist and calculation

**Individual Level Analysis:** Review the specific design plans for all aspects of site design.

GIS analysis + site visit + checklist and calculation

**Final Product:** Detailed report and design recommendations to planning commission, architects, and developers.

Individual Level analysis used in SbD Certification process

# Case Study: Newtown Crossing

- \* Redevelopment of a former warehouse area into a large College apartment complex within close walking distance of the University of Kentucky campus.
- \* Warehouse area surrounded by older declining neighborhoods had been vacant for many years before development began.
  - \* Increase in College housing development in area
- \* Development consists of 7 large buildings containing over 200 apartments and approximately 950 residents.

# Case Study: Newtown Crossing

**Development Description:** Residential housing.

- \* Use changed dramatically
- \* Large Crime Generator
- \* Crime Types: Larceny from Auto, Burglary, Assault

**Neighborhood Conditions:**

- \* Socially disorganized, mixed use area, renewal stage.
- \* Crime is moderate, but stable. Neighbors are high.
- \* 24 hour active area, with seasonal fluctuations. Lots of crime generators nearby, permeable area next to rail line.

# Case Study: Newtown Crossing

## Design Description:

- \* Lower quality construction materials.
- \* Large open parking areas.
- \* Enclosed courtyards, with multiple access points.
- \* Permeable: Skywalk to “University slum” neighborhood and informal trails to area neighborhoods.
- \* Poor surveillance and territoriality.
- \* Inadequate fencing and lighting.

# Newtown Crossing Design



# Newtown Crossing Design



# Newtown Crossing Design



# Newtown Crossing Design



# Newtown Crossing Design



Year	Neighborhood Crime	Development Crime
2003	198	1
2004	204	3
2005	268	25
2006	310	67

**50% INCREASE FROM 2004-2006**

# Neighborhood Assessment Tool

- \* Focuses on determining design and safety issues in existing developments.
- \* Certification Process
- \* Crime Reduction strategy
- \* Similar to NIS, it involves both neighborhood analysis and site visit to analyze context of design.
- \* All design recommendations are based on established research findings
  - \* Defensible Space, CPTED, SBD

# Neighborhood Assessment Tool

- \* Local Geography and Social Analysis
- \* Access and Movement: Roads and sidewalks/trails
- \* Site Design
- \* Surveillance
- \* Lighting
- \* Ownership
- \* Physical Protection
- \* Activity
- \* Maintenance and Management

# Neighborhood Assessment Tool

## Neighborhood Assessment

Page 1 of 8

Development Name:

Date of Assessment:

Architectural Liaison Officer:

### Section I: Access and Movement

#### Roads and Street Network

Are the street networks laid out to be open, direct and well used routes?

Yes

No

Are the streets laid out so that they minimize the number of underused and segregated streets?

Yes

No

Are the street networks designed to be permeable

Yes

No

Do all the streets lead to somewhere people want to go and not simply provide shortcuts through the area?

Yes

No

Is there public access to the rear of buildings or backyards through the use of alleys or other means?

Yes

No

Are cul-de-sacs used where appropriate?

Yes

No

When used, do cul-de-sacs back up to open space or are they connected via sidewalks/footpaths?

Yes

No

Are there multiple ingress and egress points to the development that may be redundant or unnecessary?

Yes

No

#### Sidewalks and Footpaths

Are the sidewalks/footpaths overlooked by surrounding buildings or activities?

Yes

No

Do the sidewalks/footpaths run behind buildings?

Yes

No

Are the sidewalks/footpaths obscured by or hidden behind tall vegetation?

Yes

No

If an isolated footpath is unavoidable is it at least 9 feet wide?

Yes

No

Are sidewalks/footpaths well lit at night?

Yes

No

Notes:

# Neighborhood Assessment Tool

**Neighborhood Assessment** Page 1 of 8

Development Name: \_\_\_\_\_ Date of Assessment: \_\_\_\_\_ Architectural Liaison Officer: \_\_\_\_\_

**Section I: Access and Movement**

**Streets and Street Networks**

	Yes	No	Notes
Are the street networks laid out to be open, direct and well used routes?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the streets laid out so that they minimize the number of unbalanced and segregated streets?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the street networks designed to be permeable?	<input type="checkbox"/>	<input type="checkbox"/>	
Do all the streets lead to essential people want to go and are clearly provided elsewhere through the street?	<input type="checkbox"/>	<input type="checkbox"/>	
Is there public access to the rear of buildings or backyards through the use of alleys or other means?	<input type="checkbox"/>	<input type="checkbox"/>	
Are alleys used where appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	
When used, do alleys use front up to open space or are they connected to sidewalks/paths?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there multiple ingress and egress points in the development that may be redundant or unnecessary?	<input type="checkbox"/>	<input type="checkbox"/>	

**Walkways and Paths**

	Yes	No	Notes
Are the sidewalks/paths provided by surrounding buildings or adjacent?	<input type="checkbox"/>	<input type="checkbox"/>	
Do the sidewalks/paths run behind buildings?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the sidewalks/paths obscured by or hidden behind tall vegetation?	<input type="checkbox"/>	<input type="checkbox"/>	
Is an indirect path is accessible to at least 50% of the site?	<input type="checkbox"/>	<input type="checkbox"/>	
Are sidewalks/paths well lit at night?	<input type="checkbox"/>	<input type="checkbox"/>	

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## Neighborhood Assessment

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**Section VI: Physical Protection**

	Yes	No	Notes
Are all lower level windows equipped with adequate window locks?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all lower level windows an adequate height off the ground so as to prevent easy access?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all windows and doors of the highest quality construction?	<input type="checkbox"/>	<input type="checkbox"/>	
Do all doors, gates and fences have locks?	<input type="checkbox"/>	<input type="checkbox"/>	
Are window bars being used on any residences?	<input type="checkbox"/>	<input type="checkbox"/>	
Are sliding glass doors used on the rear of any residences?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all rear alleys properly gated and secured?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all locks and other physical protection measures of the highest quality?	<input type="checkbox"/>	<input type="checkbox"/>	
Have gravel paths been used where appropriate in order to provide extra security?	<input type="checkbox"/>	<input type="checkbox"/>	
Has the potential negative visual impact of ALL crime prevention measures been addressed and, where they can be fixed by good design, have the advantages been weighed against potential adverse impacts?	<input type="checkbox"/>	<input type="checkbox"/>	

**Section VII: Activity**

Are all legitimate land use activities within the development appropriate for that area?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all places within the development where activity is minimal adequately secured at those times when there is little to no activity taking place?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there proper outlets/activity spaces for young people to hang out, where surveillance can be adequately maintained?	<input type="checkbox"/>	<input type="checkbox"/>	

# Neighborhood Assessment Tool

**Neighborhood Assessment** Page 1 of 8

Development Name: \_\_\_\_\_ Date of Assessment: \_\_\_\_\_ Architectural Liaison Officer: \_\_\_\_\_

**Section I: Access and Movement**

**Streets and Street Networks**

Are the street networks laid out to be open, direct and well used routes?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Notes
Are the streets laid out so that they minimize the number of unbalanced and segregated streets?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the street networks designed to be permeable?	<input type="checkbox"/>	<input type="checkbox"/>	
Do all the streets lead to essential people want to go and are clearly provided through the area?	<input type="checkbox"/>	<input type="checkbox"/>	
Is there public access to the rear of buildings or backyards through the use of alleys or other means?	<input type="checkbox"/>	<input type="checkbox"/>	
Are cycle ways well placed and appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	
When used, do cycle ways link up to open spaces or are they connected to sidewalks/footpaths?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there multiple options and signage points in the development that may be substituted or enhanced?	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Sidewalks and Footpaths</b>			
Are the sidewalks/footpaths provided by surrounding buildings or adjacent?	<input type="checkbox"/>	<input type="checkbox"/>	
Do the sidewalks/footpaths run behind buildings?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the sidewalks/footpaths obscured by or hidden behind tall vegetation?	<input type="checkbox"/>	<input type="checkbox"/>	
Is an island footpath accessible to at least 50% of sites?	<input type="checkbox"/>	<input type="checkbox"/>	
Are sidewalks/footpaths well lit at night?	<input type="checkbox"/>	<input type="checkbox"/>	

**Neighborhood Assessment** Page 1 of 8

**Section VI: Physical Protection**

Are all lower level windows equipped with adequate window locks?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Notes
Are all lower level windows at adequate height off the ground to avoid potential access?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all windows and doors of the highest quality construction?	<input type="checkbox"/>	<input type="checkbox"/>	
Do all doors, gates and fences have locks?	<input type="checkbox"/>	<input type="checkbox"/>	
Are windows from being used as any entrance?	<input type="checkbox"/>	<input type="checkbox"/>	
Are sliding glass doors used on the rear of any residence?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all rear doors properly gated and secured?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all fences and other physical protection measures of the highest quality?	<input type="checkbox"/>	<input type="checkbox"/>	
Have ground paths been used where appropriate in order to provide extra security?	<input type="checkbox"/>	<input type="checkbox"/>	
Has the potential negative visual impact of CCTV camera protection measures been addressed and where they can be fixed by good design, have the advantages been weighed against potential adverse impacts?	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Section VII: Activity</b>			
Are all lighttimes and use activities within the development appropriate for that area?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all places within the development where activity is minimal adequately secured at those times when there is little to no activity taking place?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there proper outdoor activity spaces for young people to hang out, where surveillance can be adequately maintained?	<input type="checkbox"/>	<input type="checkbox"/>	

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## Neighborhood Assessment

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### Final Assessment Score

	Crime Inducing	Good Design	Total
Section I: Access and Movement	---	---	18
Section II: Site Design	---	---	10
Section III: Surveillance	---	---	18
Section IV: Lighting	---	---	9
Section V: Ownership	---	---	14
Section VI: Physical Protection	---	---	10
Section VII: Activity	---	---	10
Section VIII: Management and Maintenance	---	---	7
<b>Total Assessment Score</b>	---	---	<b>96</b>

Higher scores of crime inducing factors indicate a development that will be more likely to have crime issues.

# Neighborhood Assessment Tool

**Neighborhood Assessment** Page 1 of 8

Development Name: \_\_\_\_\_ Date of Assessment: \_\_\_\_\_ Architectural Liaison Officer: \_\_\_\_\_

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**Section I: Access and Movement**

**Streets and Street Networks**

Are the streets networks laid out to be open, direct and well used routes?	<input type="checkbox"/>	<input type="checkbox"/>	Notes
Are the streets laid out so that they minimize the number of unbalanced and congested streets?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the street networks designed to be permeable?	<input type="checkbox"/>	<input type="checkbox"/>	
Do all the streets lead to essential people want to go and are simple provide shortcuts through the area?	<input type="checkbox"/>	<input type="checkbox"/>	
Is there public access to the rear of buildings or backyards through the use of alleys or other means?	<input type="checkbox"/>	<input type="checkbox"/>	
Are sidewalks well defined and appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	
When used, do sidewalks have built up to open spaces or are they connected to sidewalks/footpaths?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there multiple ingress and egress points in the development that may be substituted or supplemented?	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Sidewalks and Footpaths</b>			
Are the sidewalks/footpaths provided by surrounding buildings or adjacent?	<input type="checkbox"/>	<input type="checkbox"/>	
Do the sidewalks/footpaths not follow buildings?	<input type="checkbox"/>	<input type="checkbox"/>	
Are the sidewalks/footpaths obscured by or hidden behind tall vegetation?	<input type="checkbox"/>	<input type="checkbox"/>	
Is an indirect footpath is accessible to a large public area?	<input type="checkbox"/>	<input type="checkbox"/>	
Are sidewalks/footpaths well lit at night?	<input type="checkbox"/>	<input type="checkbox"/>	

96 total questions.

Breakdowns for each aspect of design.

**Neighborhood Assessment** Page 2 of 8

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**Section VI: Physical Protection**

Are all lower level windows equipped with adequate window locks?	<input type="checkbox"/>	<input type="checkbox"/>	Notes
Are all lower level windows at adequate height off the ground to avoid potential car access?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all windows and doors of the highest quality construction?	<input type="checkbox"/>	<input type="checkbox"/>	
Do all doors, gates and fences have locks?	<input type="checkbox"/>	<input type="checkbox"/>	
Are windows/doors being used on any windows?	<input type="checkbox"/>	<input type="checkbox"/>	
Are sliding glass doors used on the rear of any windows?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all rear alleys properly gated and secured?	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Are all beds and other physical protection measures of the highest quality?</b>			
Have guard rails been used where appropriate in order to provide extra security?	<input type="checkbox"/>	<input type="checkbox"/>	
Has the potential negative visual impact of CCTV camera protection measures been addressed and where they can be used for good design, have the advantages been weighed against potential adverse impacts?	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Section VII: Activity</b>			
Are all lightboxes/land use activities within the development appropriate for that area?	<input type="checkbox"/>	<input type="checkbox"/>	
Are all places within the development where activity is minimal adequately secured or those times when there is little to no activity taking place?	<input type="checkbox"/>	<input type="checkbox"/>	
Are there proper outdoor activity spaces for young people to hang out, where surveillance can be adequately maintained?	<input type="checkbox"/>	<input type="checkbox"/>	

Higher scores indicate problems in design.

Formal report is created with design suggestions.

**Neighborhood Assessment** Page 3 of 8

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**Final Assessment Score**

	Crime Reducing	Good Design	Total
Section I: Access and Movement	---	---	28
Section II: Site Design	---	---	28
Section III: Streetscape	---	---	28
Section IV: Lighting	---	---	8
Section V: Security	---	---	28
Section VI: Physical Protection	---	---	28
Section VII: Activity	---	---	28
Section VIII: Management and Maintenance	---	---	7
<b>Total Assessment Score</b>	---	---	188

Higher scores of crime reducing factors indicate a development that will be more likely to have crime issues.

Site visit after changes have been made determines certification level.

# What is affordable Housing?

- \* Ambiguous term that is wrapped in politics at many different levels.
- \* Generally accepted that housing is **NOT** affordable if more than 30% of income goes for housing.
  - \* Cost Burdens: Paying over 50% of income
  - \* Physical Inadequacy: Physically deficient housing
- \* Need is growing and available units are shrinking

# Affordable Housing problem in Lexington

- \* Population of 280,000
- \* Median income: \$46,000 (16% increase from 2000)
- \* Median home value: \$159,000 (44% increase from 2000)
- \* More than 45% of renters spend more than 30% of their income on housing costs.
- \* 15% pay more than 50% of their income on housing costs.

# Affordable Housing

- \* **Government Subsidized:** Section 8, vouchers, other
  - \* Income is low enough to qualify for assistance.
- \* **Market rate:** Lower middle class
  - \* Income is too high to qualify for assistance, but need for quality housing is strong.
- \* Main changes in growth and development occurred

# Government Subsidized

- \* Most visible program is HOPE VI
  - \* Housing Opportunities for People Everywhere
- \* Key elements of program:
  - \* Changing the physical shape of public housing.
  - \* Establishing positive incentives for resident self sufficiency.
  - \* Lessening concentrations of poverty by placing public housing in non-poverty neighborhoods and promoting mixed income communities.

# Charlotte Court HOPE VI

- \* High crime, barracks style housing project
- \* \$19 Million revitalization grant
- \* 356 units demolished (originally contained 900+ units)
  - \* 123 Public housing units
  - \* 72 moderate income market rate for sale homes
  - \* 95 lease/purchase units for public housing residents
- \* Only market rate homes built on site, others not built or built elsewhere.







# Charlotte Court Results

- ✱ Crime down in revitalized area.
- ✱ De-concentration of poverty.
- ✱ Increased income level.
- ✱ Continuing investment in “affordable” housing in the area.

# Charlotte Court Results

- \* Crime down in revitalized area.
  - \* Much smaller population in area.
- \* De-concentration of poverty.
  - \* Neighborhood decline dispersed to first tier suburbs.
- \* Increased income level.
  - \* Government “gentrification”
- \* Continuing investment in “affordable” housing in the area.

# Meeting goals of HOPE

- ✱ Changing the physical shape of public housing.
  - ✱ **Removed completely from neighborhood.**
- ✱ Establishing positive incentives for resident self sufficiency.
  - ✱ **Affordable housing above income of former residents.**
- ✱ Lessening concentrations of poverty by placing public housing in non-poverty neighborhoods and promoting mixed income communities.
  - ✱ **Relocated residents to high poverty, declining neighborhoods.**

# Bluegrass-Aspendale

- \* Second HOPE VI project in Lexington
- \* Bigger in size, scope and cost
- \* Demolition completed in 2006
- \* Phase 1 of new construction just finished
- \* Preliminarily, has increased gentrification dramatically





# Gentrification & Decline

- ✱ Lower income residents “de-concentrated” to other neighborhoods in the city.
- ✱ Newer residents are market rate residents
- ✱ Residents moved from “worst” neighborhood in the city to the second “worst” neighborhoods.
- ✱ Relocation acted as a tipping point for declining neighborhoods.

# Private Gentrification

- ✱ As HOPE VI became established, older downtown neighborhoods began to experience traditional gentrification.
- ✱ HOPE VI projects acted as a “tipping point” for renewal in downtown housing.
- ✱ Enhanced affordable housing problems, moving more people to declining first tier neighborhoods.

# Market Rate Affordable Housing

- ✱ Argument that market rate housing was expensive in Lexington.
- ✱ Urban Growth boundaries
- ✱ Development based on the three C's
  - ✱ Cheap land: Sprawl development
  - ✱ Cheap Financing: Sub-prime mortgages
  - ✱ Cheap construction: Starter homes
- ✱ Not all development was this way, but this was main argument for growth.

# Neighborhood Design

- \* Disposable not sustainable
- \* Designed for crime
  - \* Low initial construction quality of homes
  - \* Market is based on price only
  - \* Transient by design
- \* Design facilitates opportunities for crime
  - \* Surveillance, access, lighting, etc..













# Sprawl Development

- \* Leapfrog Development
- \* Lack of Public Open Space
- \* Commercial Strip Development
- \* Low Density
- \* Single Use Development
- \* Poor Accessibility
- \* Video

# Traditional Sprawl Issues

- ✱ Losing Land and Habitat
- ✱ Traffic
- ✱ Air Pollution and Health
- ✱ Expense
- ✱ Social Divides
- ✱ Community
- ✱ **Neighborhood Decline**

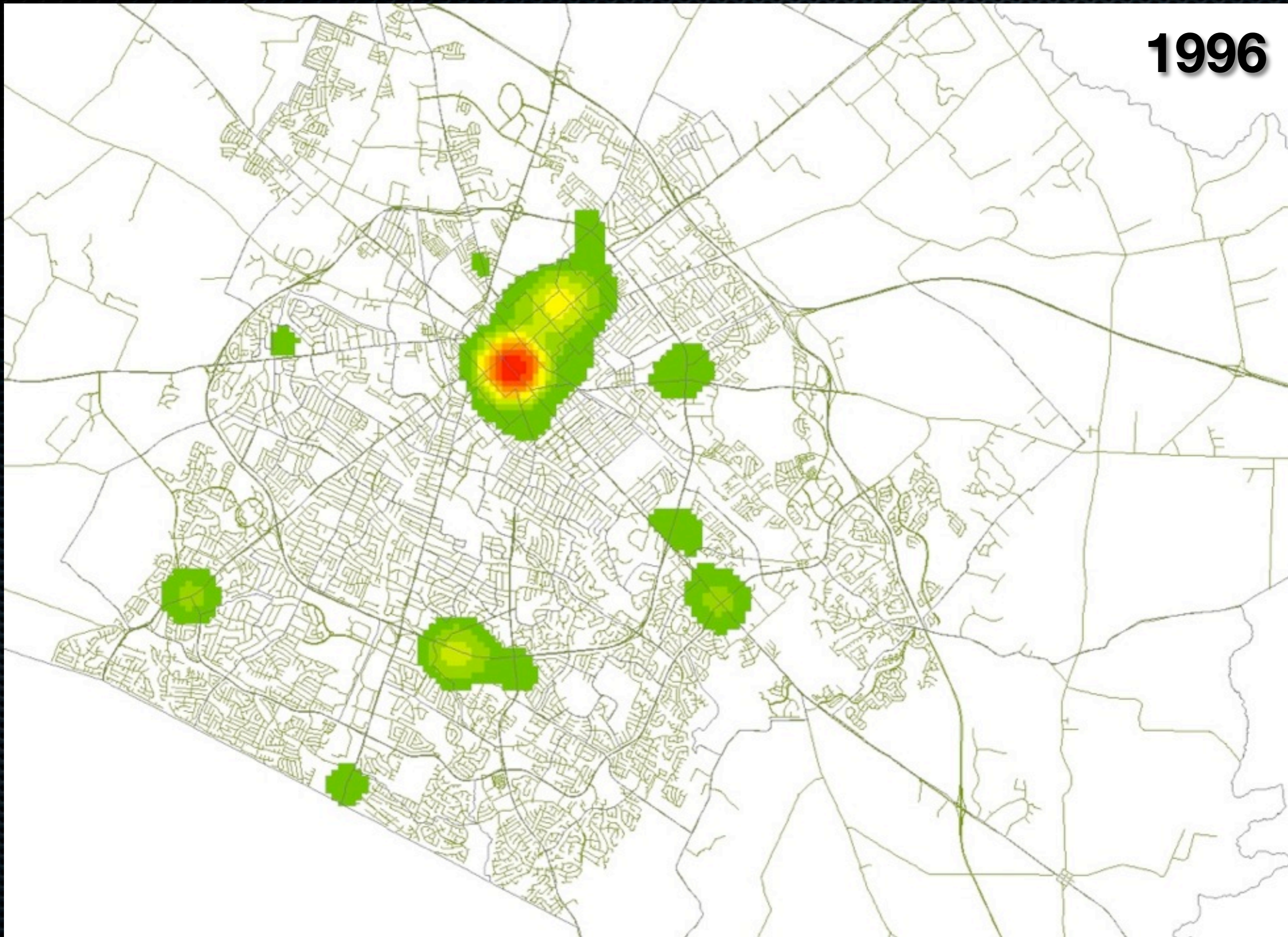
# Process of Neighborhood Decline in Lexington

- \* Two pronged process: HOPE VI and Sprawl
  - \* Unintended consequences of response to affordable housing solutions.
- \* First tier suburbs that were reaching end of life cycle were tipped toward decline
  - \* Relocation of Charlotte Court, Bluegrass Aspendale and subsequent gentrification
  - \* Availability of newer “affordable” housing
- \* Those who can move do, those who can’t inhabit an increasingly destabilized neighborhood.

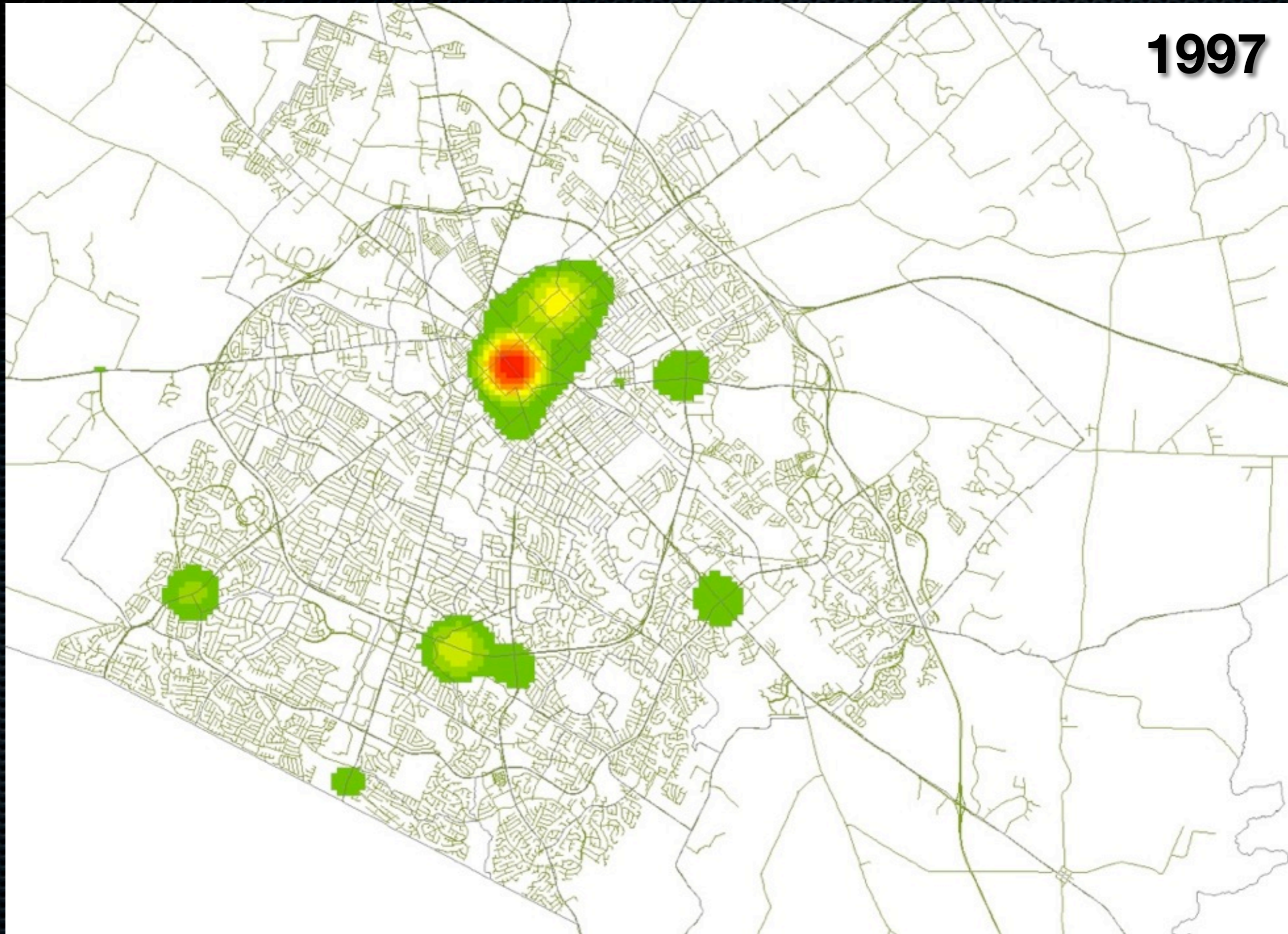
# Process of Neighborhood Decline

- \* Sprawl development acted as a pull mechanism, attracting more and more residents and investment of both social and capital to suburban edge areas.
- \* HOPE VI gentrification and urban renewal processes acted as a push, dispersing more residents from the city center into declining 1st tier suburbs.
- \* Impact was a wholesale change in crime patterns within Lexington, to more suburban areas.

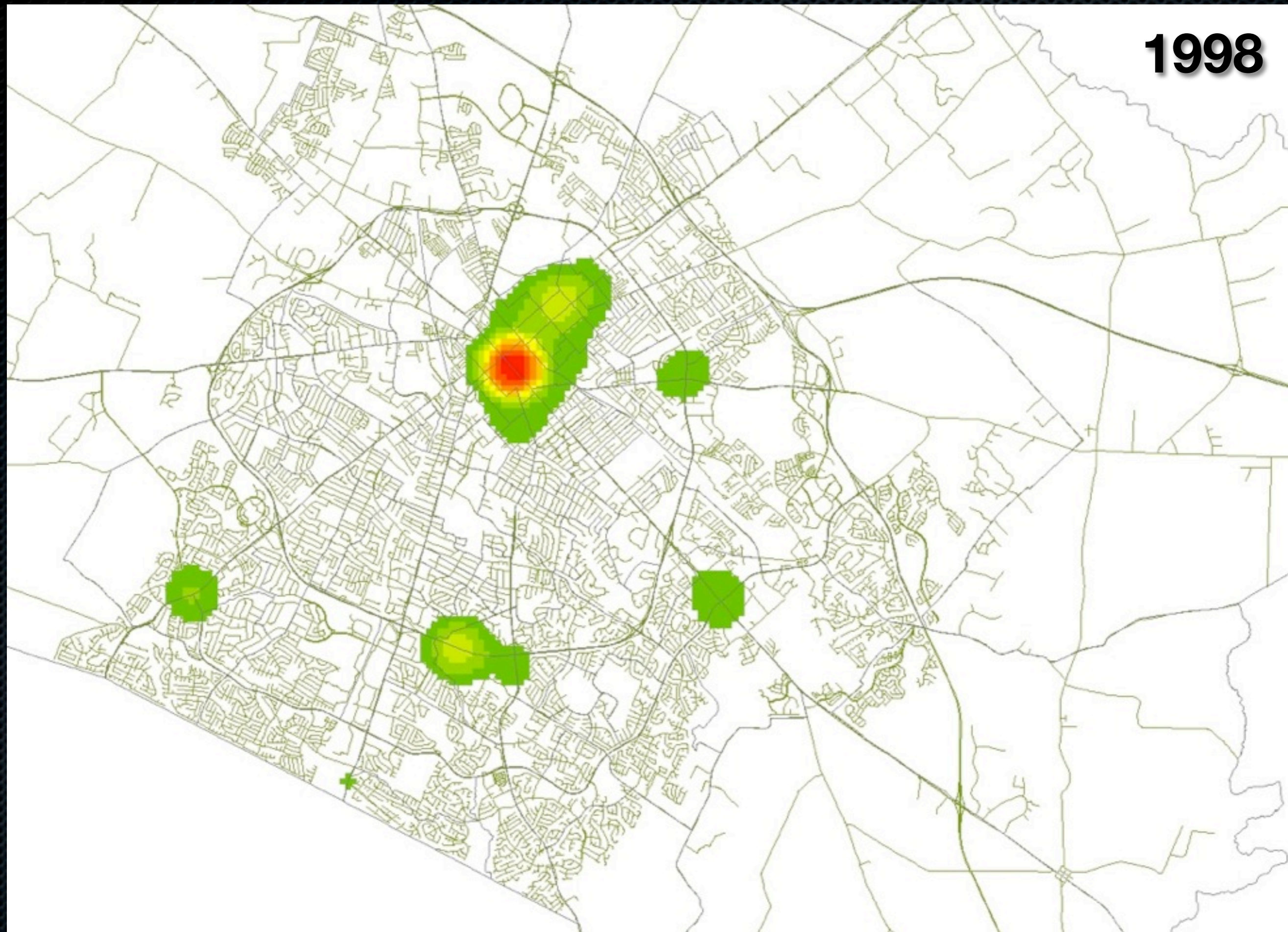
1996



1997



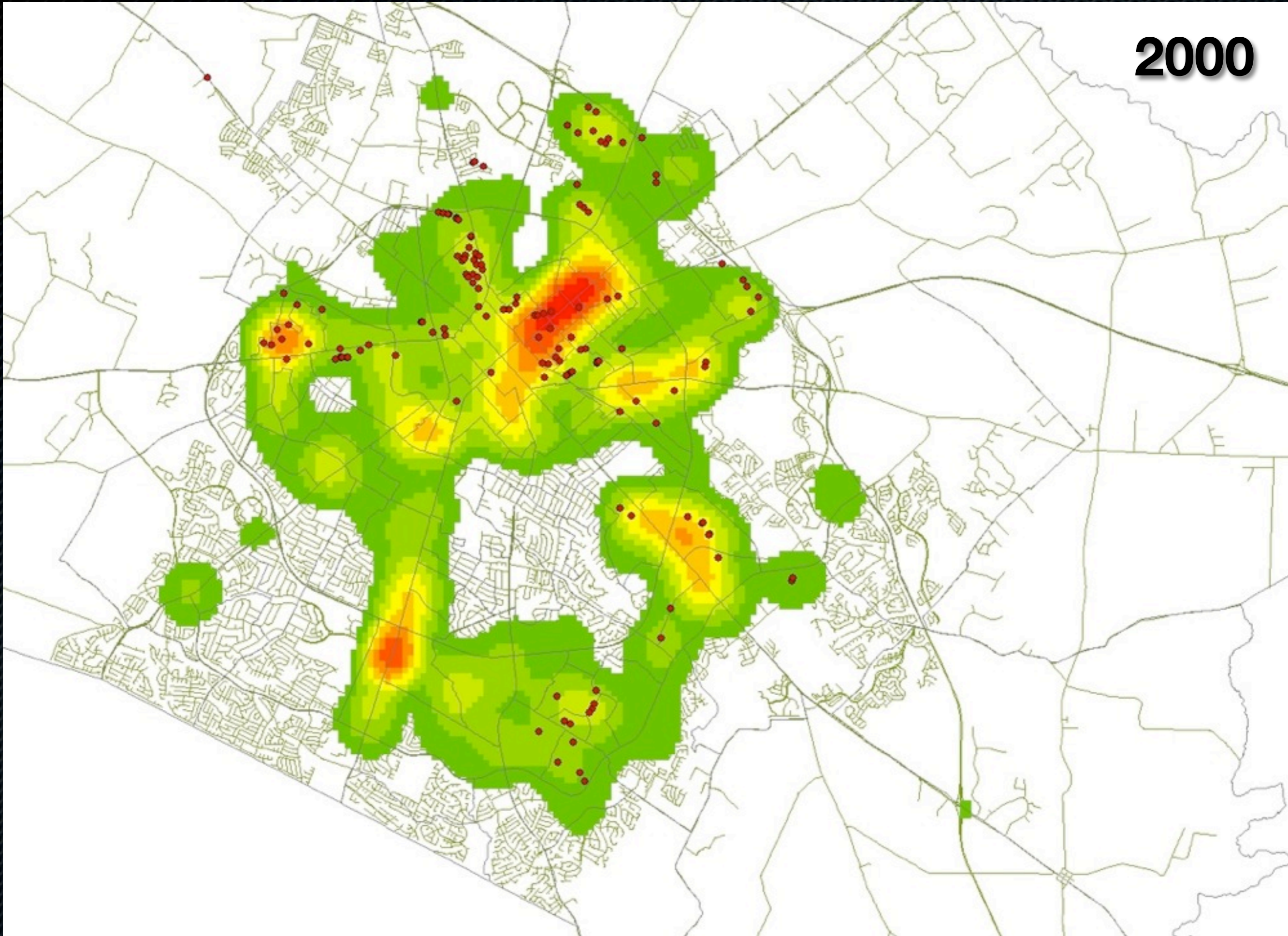
1998



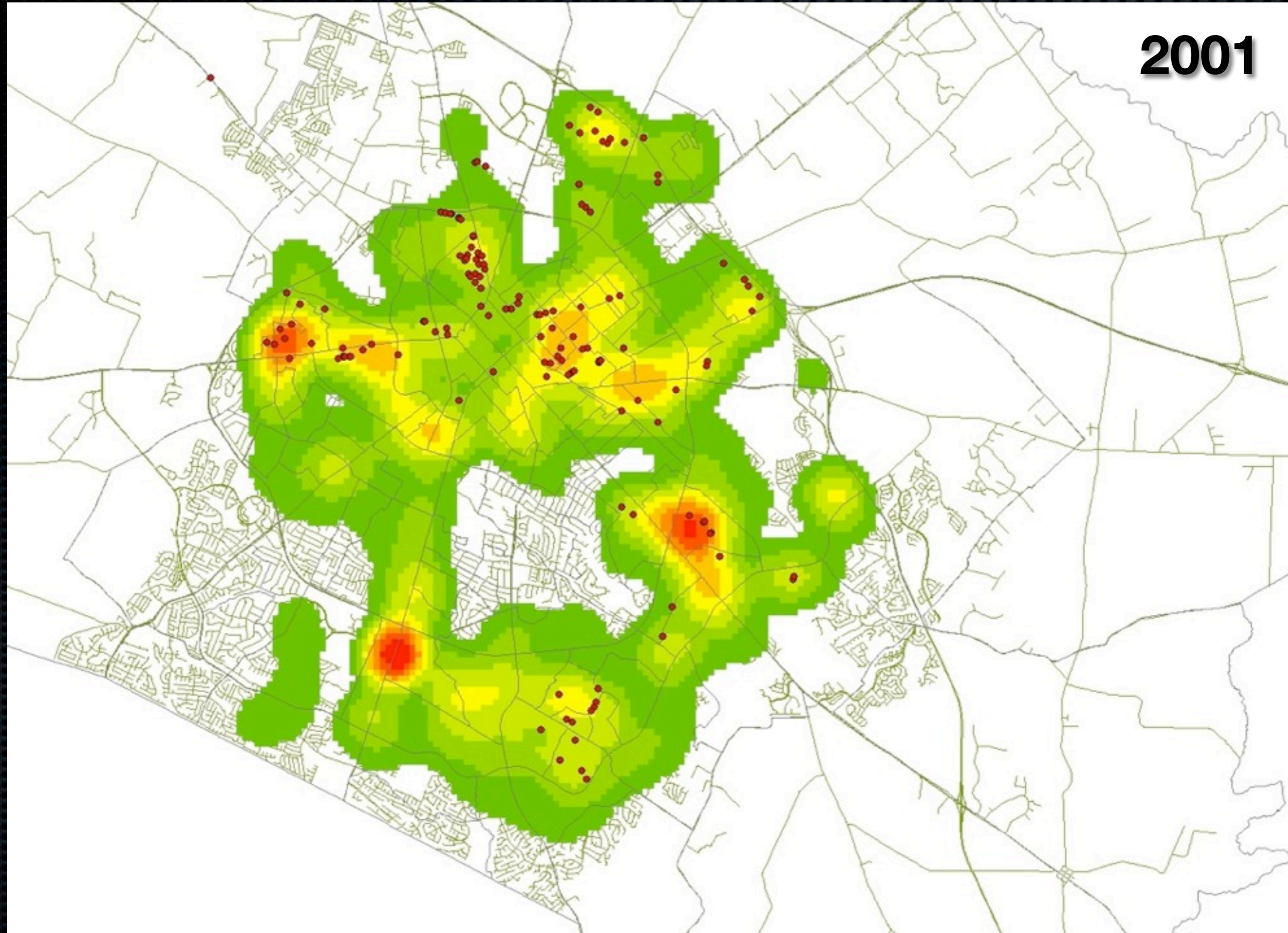
1999



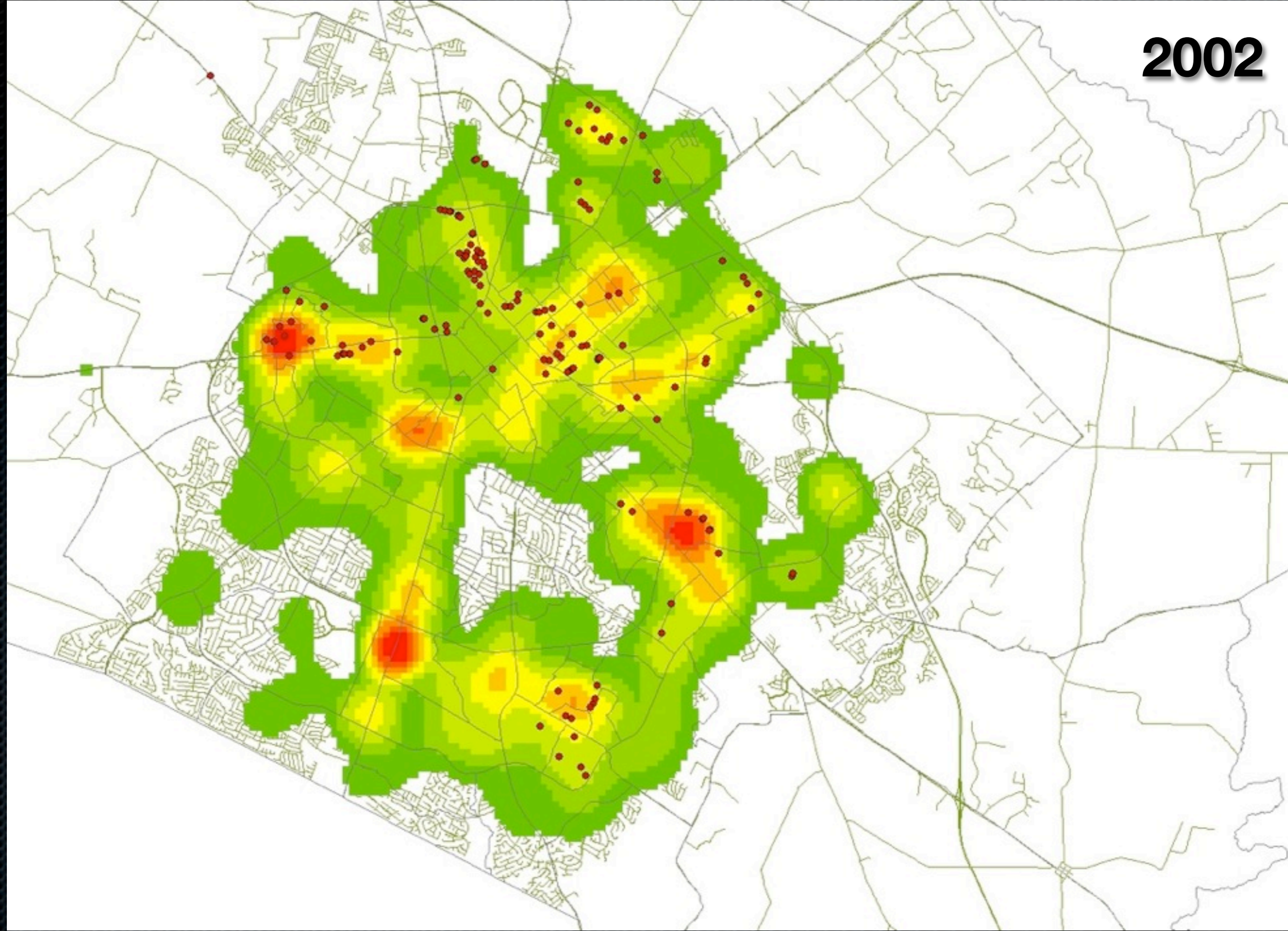
2000



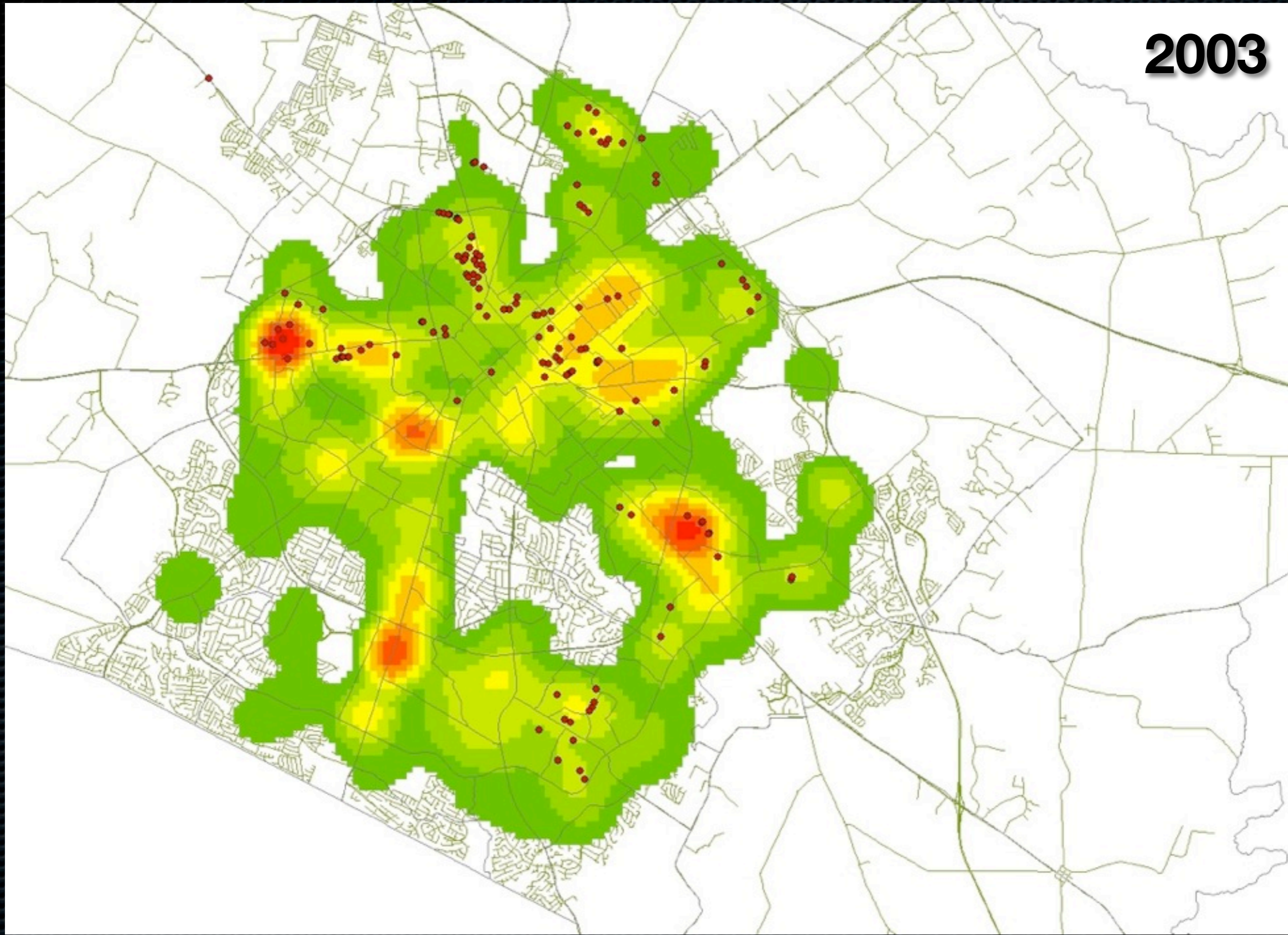
2001



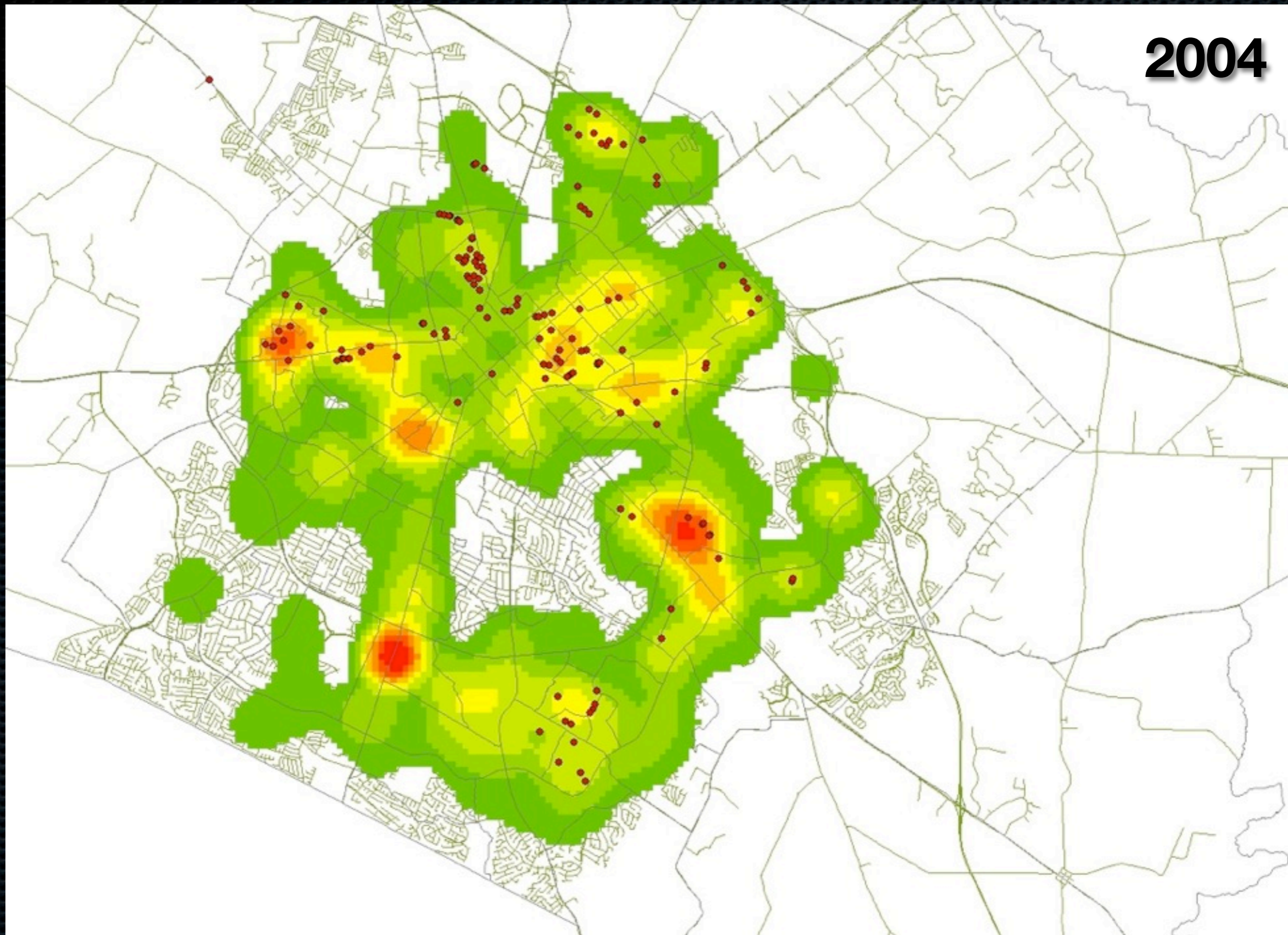
2002



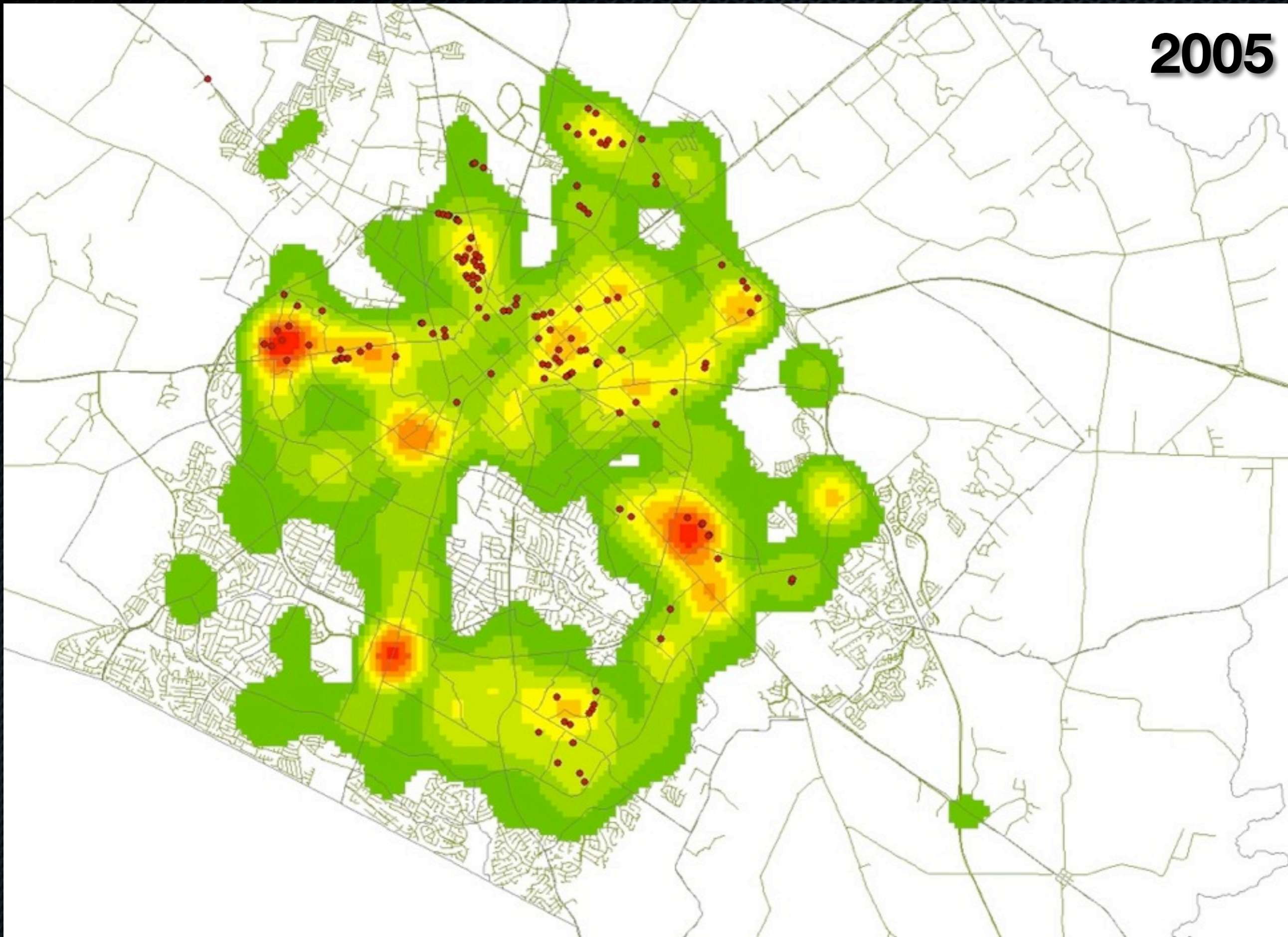
2003



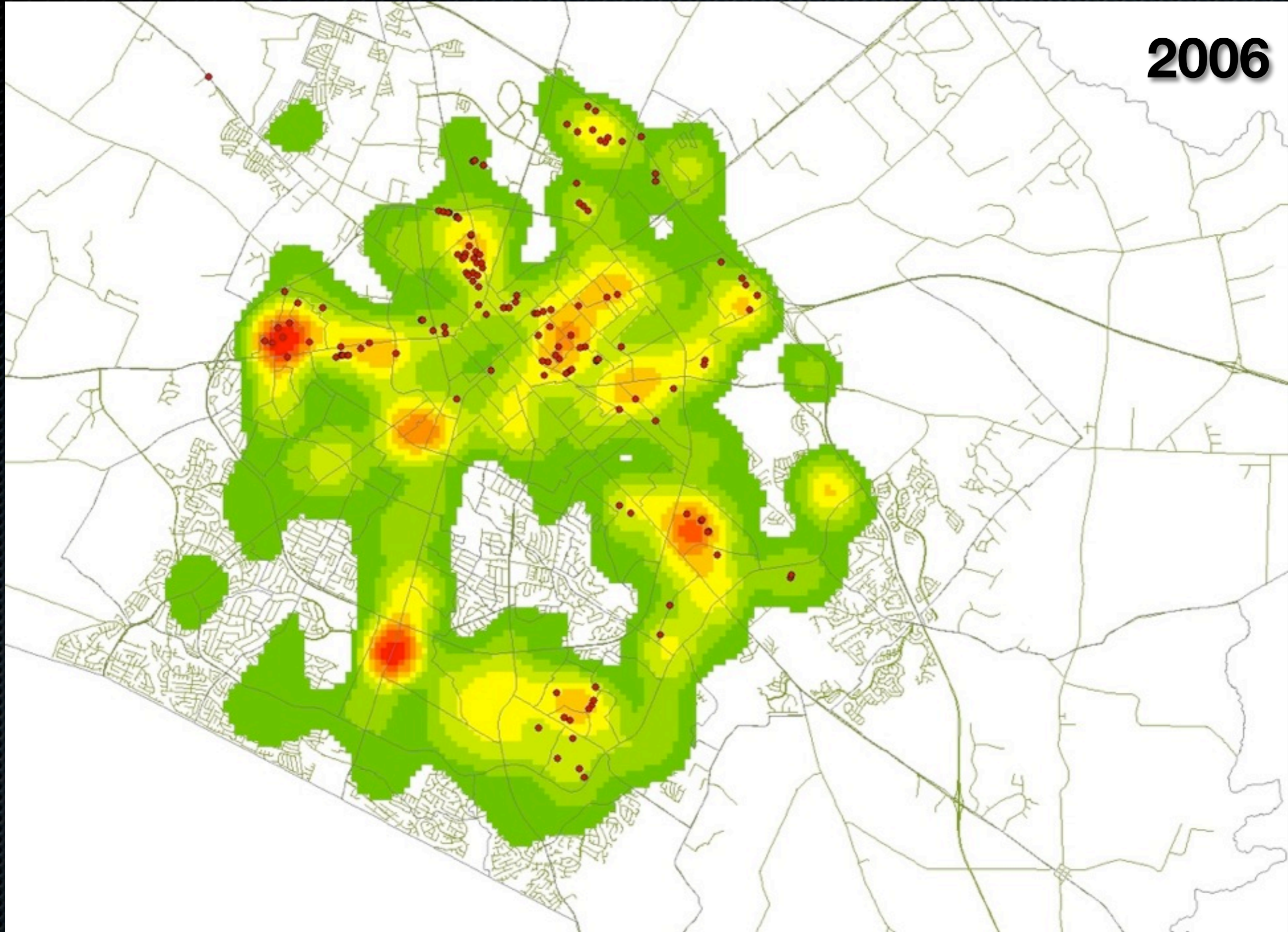
2004



2005



2006



# Foreclosure Era

- \* Third stage of process
  - \* Impact of sub-prime only beginning to be felt on neighborhoods
- \* Starter home neighborhoods hardest hit.
  - \* Move toward rental.
  - \* Vacant housing
  - \* Declining maintenance
  - \* Poor initial quality of construction discourages re-investment in declining neighborhoods.

# All foreclosures 2000-2008



# 2000 foreclosures



# 2008 foreclosures



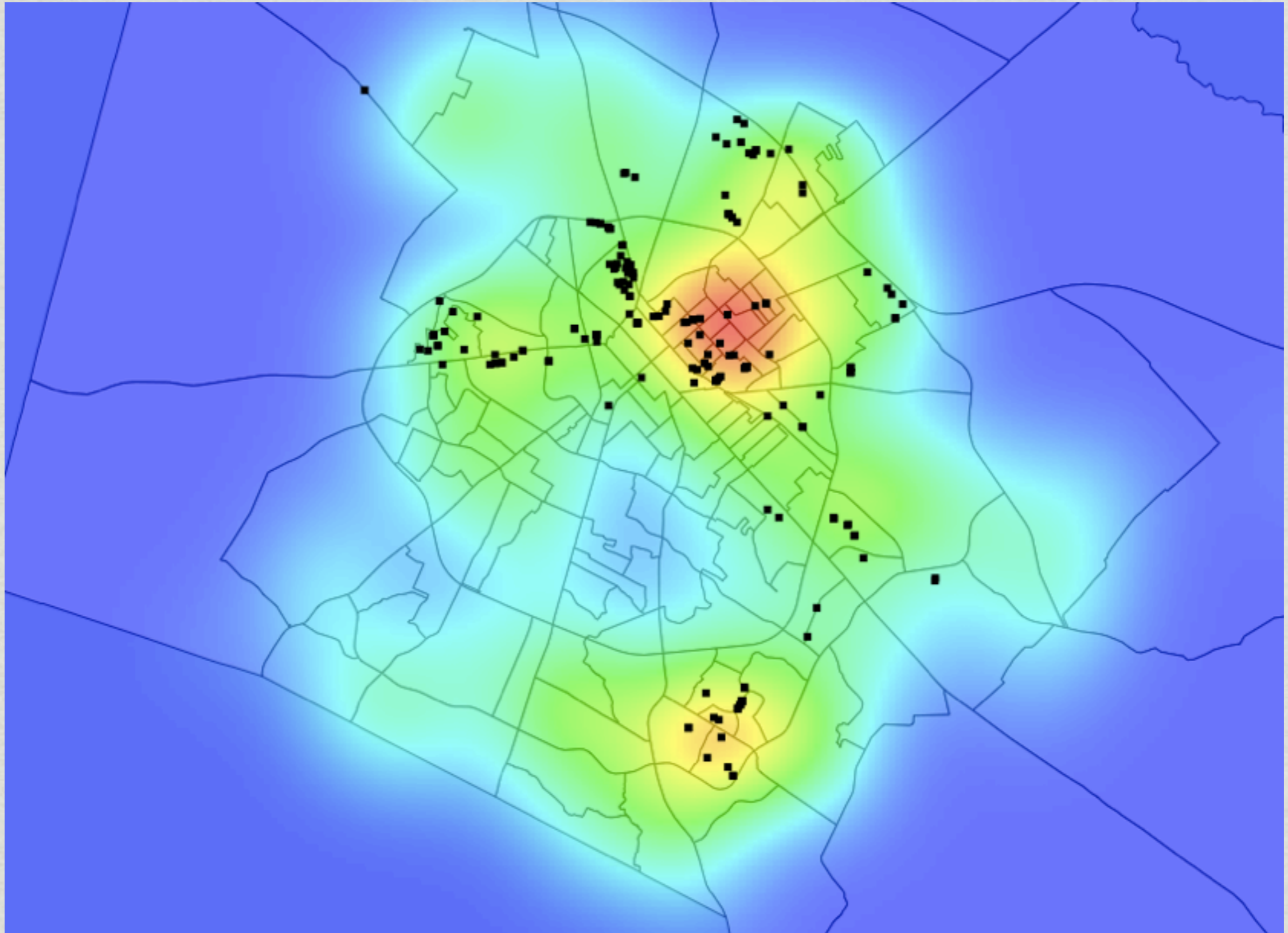
# Changes in Foreclosures

- Foreclosures have increased, but Lexington has not been impacted as severely as most other areas of the country
- Foreclosures have become more suburban in the last 3 years, where most of the housing growth has occurred.
- However, the vast majority of all foreclosures are still in the same urban neighborhoods as in 2000.
- Highest suburban foreclosures have been in “vinyl villages” or starter home neighborhoods.

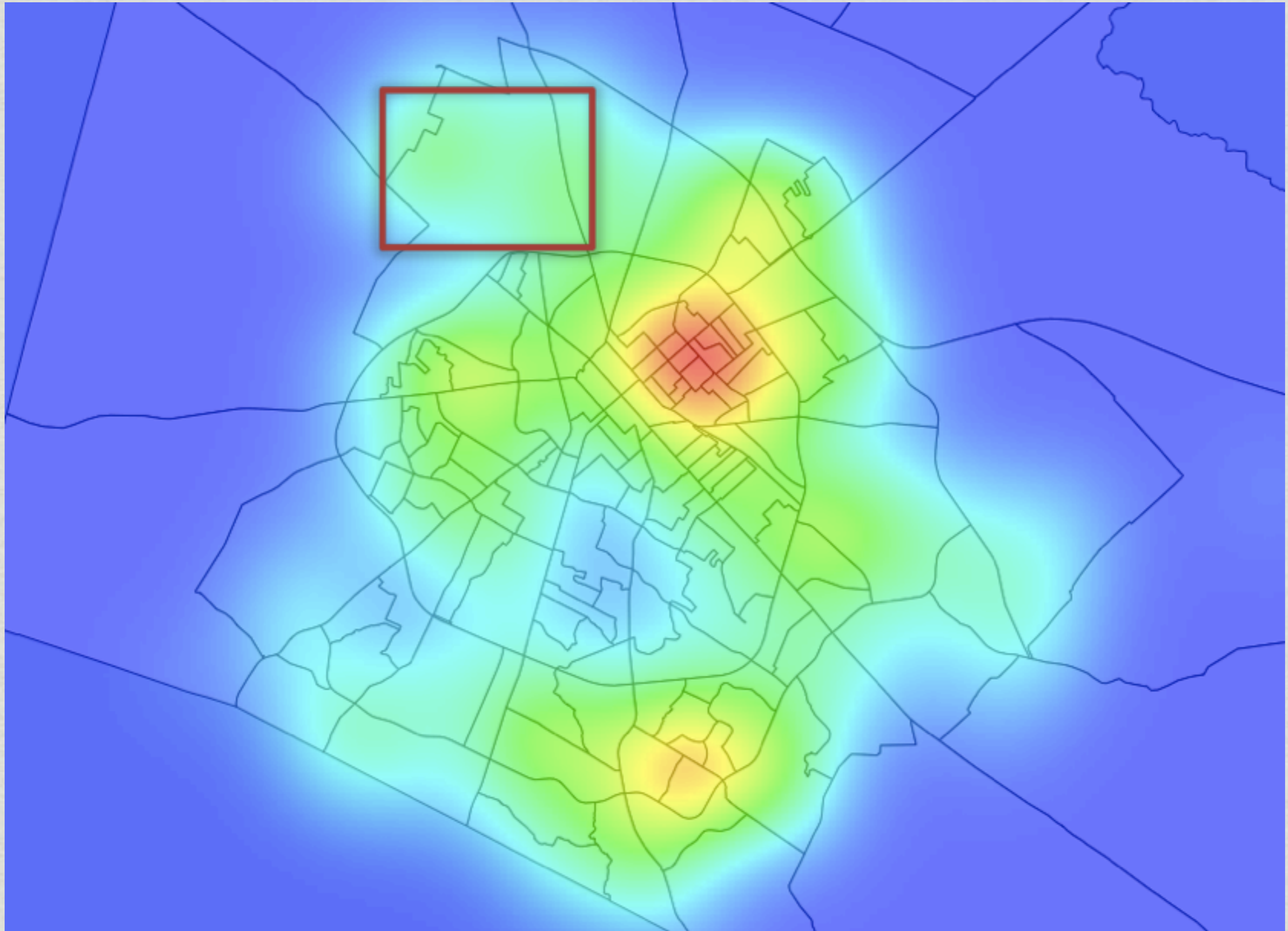
# Traditional Foreclosure problem

- Traditional foreclosure areas of Lexington have been concentrated in disadvantaged areas of the city.
- Neighborhoods are characterized by:
  - Housing disadvantage
  - Economic Disadvantage
  - Severe Family Disruption
  - High Crime:
- HOPE VI relocations were concentrated within “traditional” high foreclosure neighborhoods.

# Relocations & foreclosures

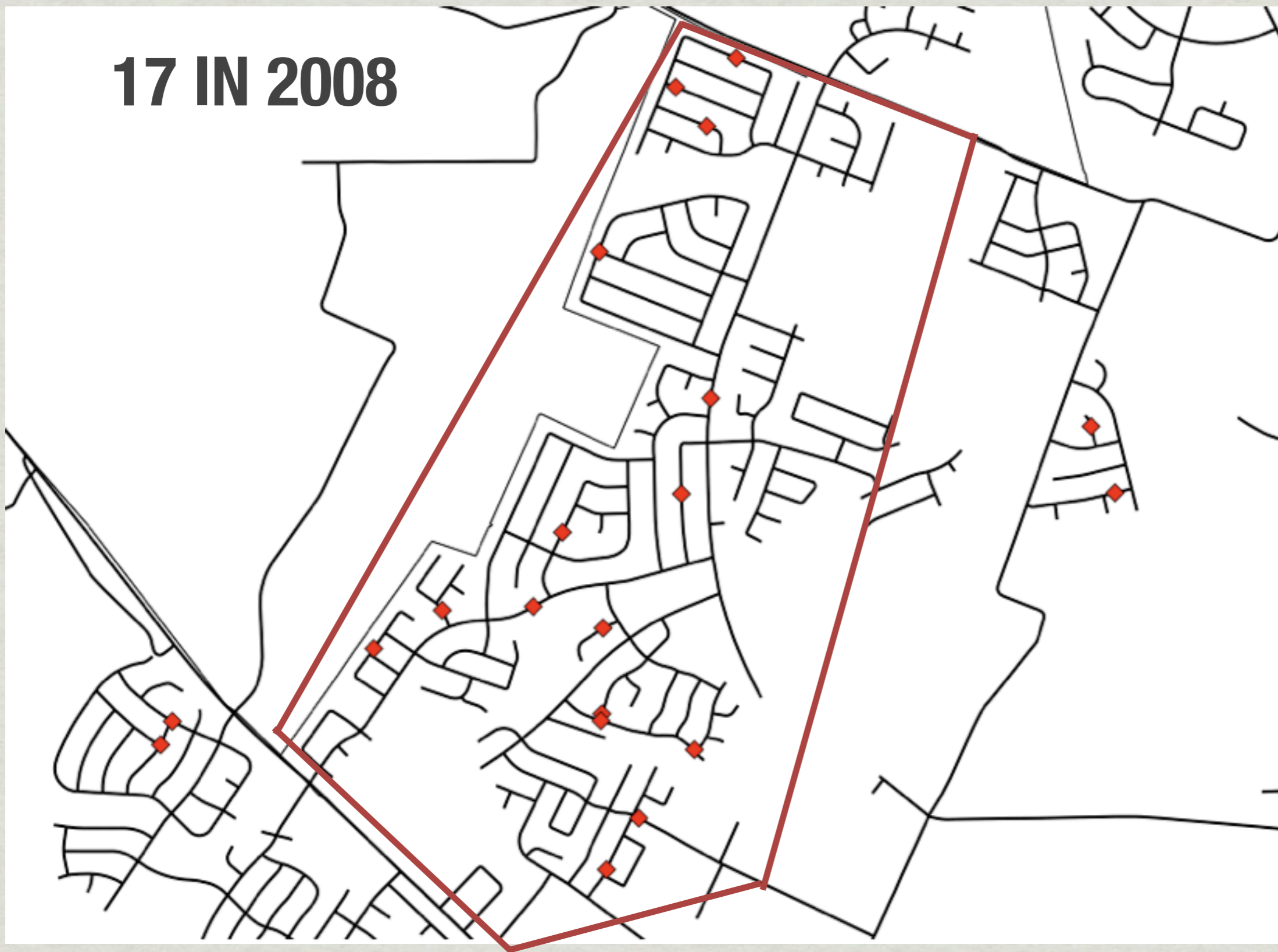


# “New” foreclosures



# “New” foreclosures

**17 IN 2008**



# Combined Effect on Crime

- ✱ **Stage 1: HOPE VI**

- ✱ Gentrification in downtown area

- ✱ Decline in 1st tier suburbs

- ✱ **Stage 2: Market Rate**

- ✱ Decline in 1st tier suburbs

- ✱ Designed for Crime “starter home” Sprawl in suburbs

- ✱ **Stage 3: Foreclosure:**

- ✱ Decline in “starter home” sprawl suburbs

# New Urbanism-Savior

- ✱ New Urbanism is often seen as a savior to issues of affordability, public housing, social issues, sustainability, and other problems.
- ✱ What is New Urbanism
- ✱ What are benefits
- ✱ What are problems



# Giving Physical Shape to Community

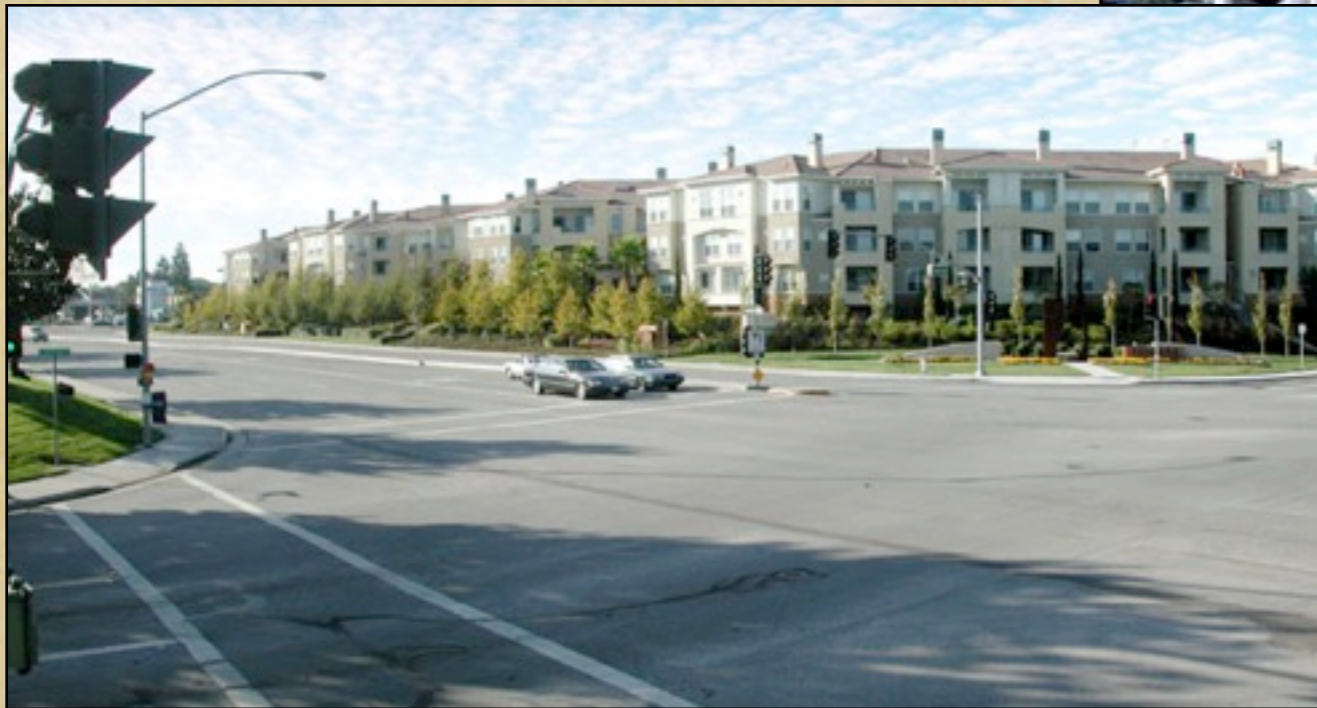
Across North America, and around the world, an urban design movement called **New Urbanism** is changing the way our cities and towns are built.



# **Giving Physical Shape to Community**

# Giving Physical Shape to Community

New urbanist developments are **walkable neighborhoods**, rather than large, single-use places with streets hostile to pedestrians.



# **Giving Physical Shape to Community**

# Giving Physical Shape to Community

New Urbanism provides **a range of housing choices**, from apartments over storefronts to single-family homes with yards.



**Where it's needed**

# Where it's needed

It includes **sizable infill projects** within existing cities and towns.  
Like in Bethesda, Maryland.



# Where it's needed



# Where it's needed

Or New Urbanism can be **small projects on individual blocks**, like the block on 8th and Pearl in Boulder, Colorado.



# Where it's needed



# Where it's needed

It can also apply to **redeveloped neighborhoods** like Park DuValle in Louisville, Kentucky.



**Where it's needed**

# Where it's needed

New Urbanism includes **greenfield projects**, also called traditional neighborhood developments (TNDs). Maryland's Kentlands and Lakelands are among the best-known.



# The Neighborhood

# The Neighborhood

**Diverse, walkable neighborhoods** are what distinguish New Urbanism from other modern development styles.

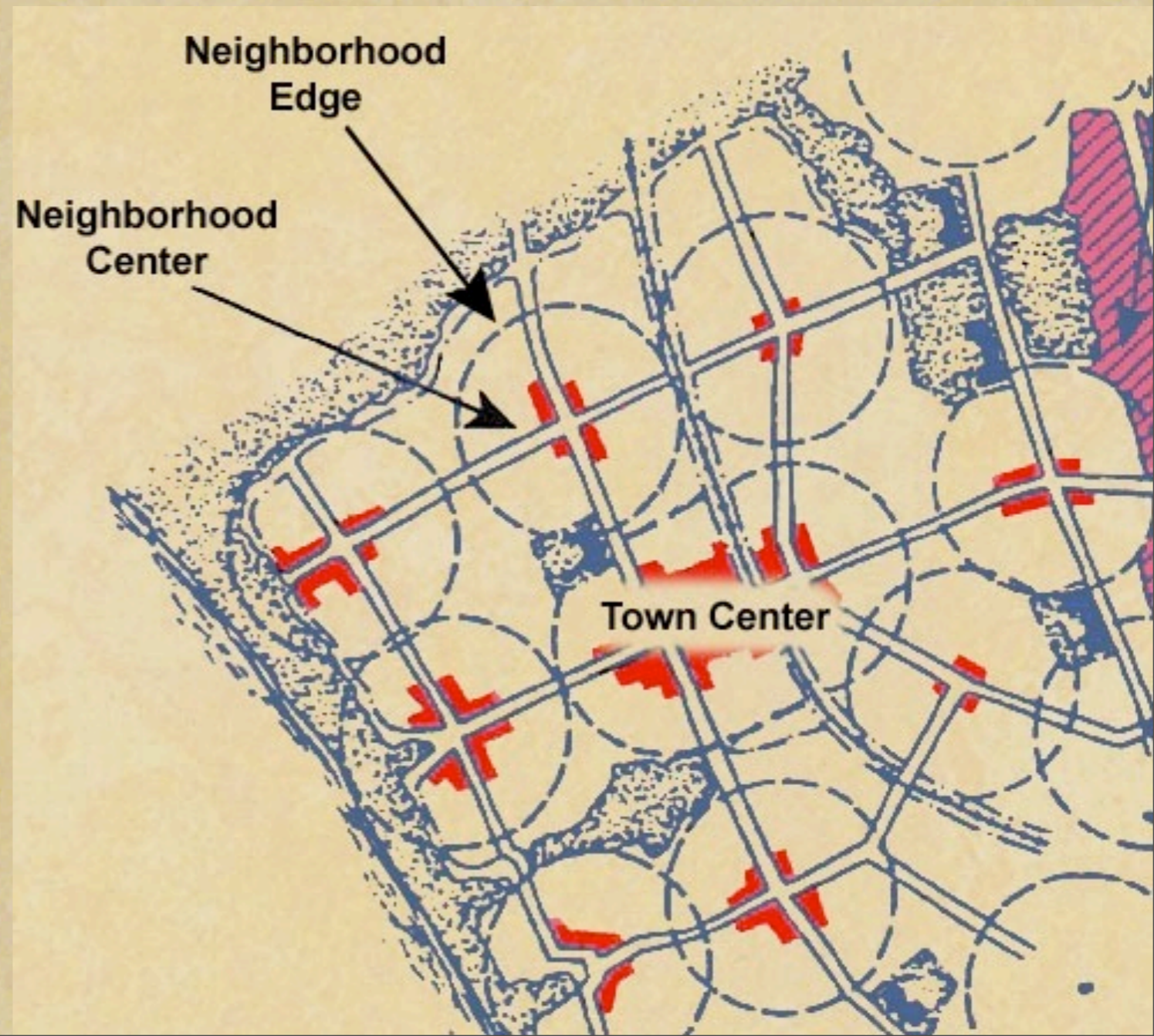


# The Neighborhood

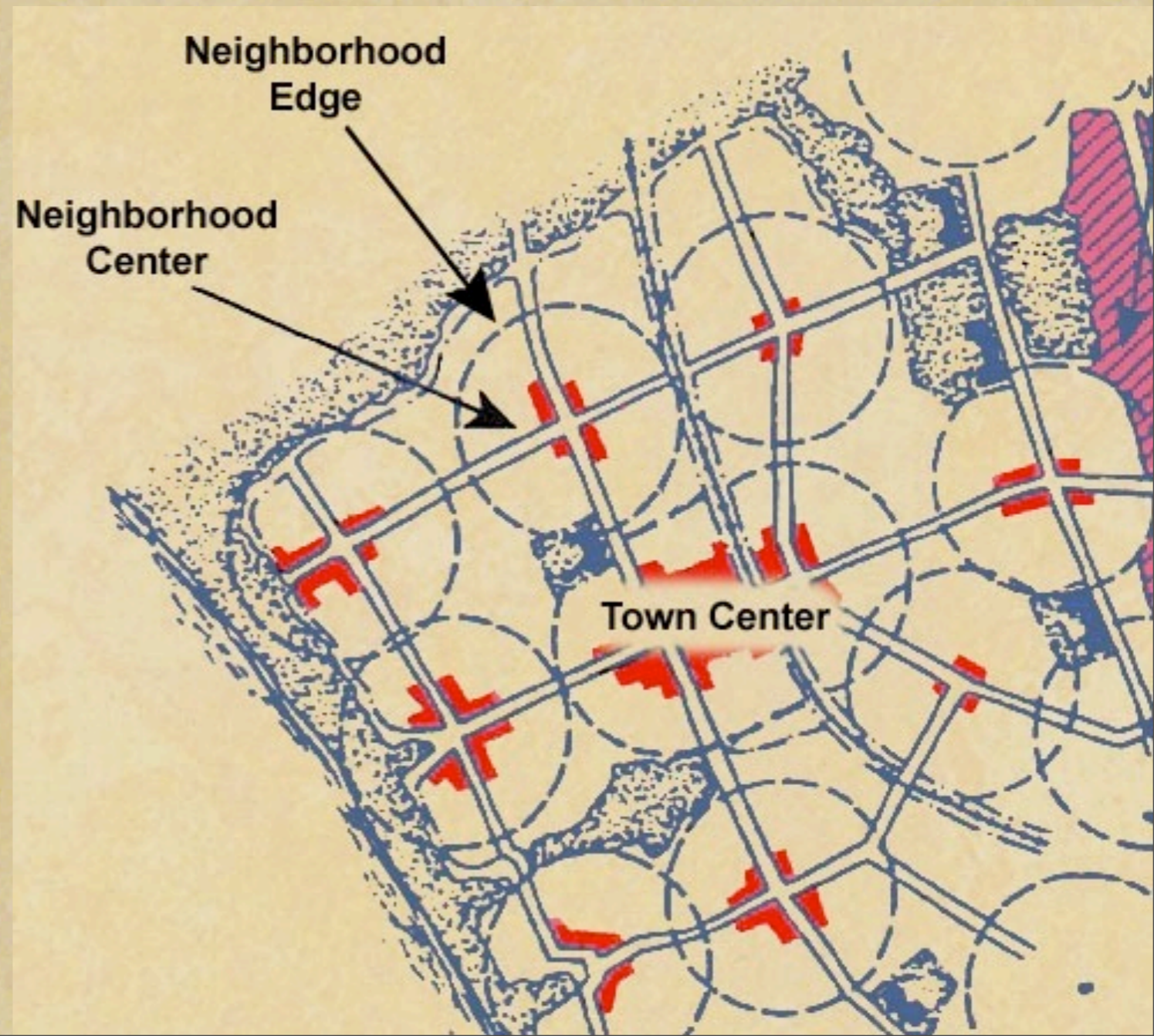
# The Neighborhood

The word “neighborhood” gets tossed around a lot in real estate brochures, so it is important to be clear what it means.

**Each neighborhood has a center and an edge.** The center should be a public space, whether a square, a green, or an important intersection.

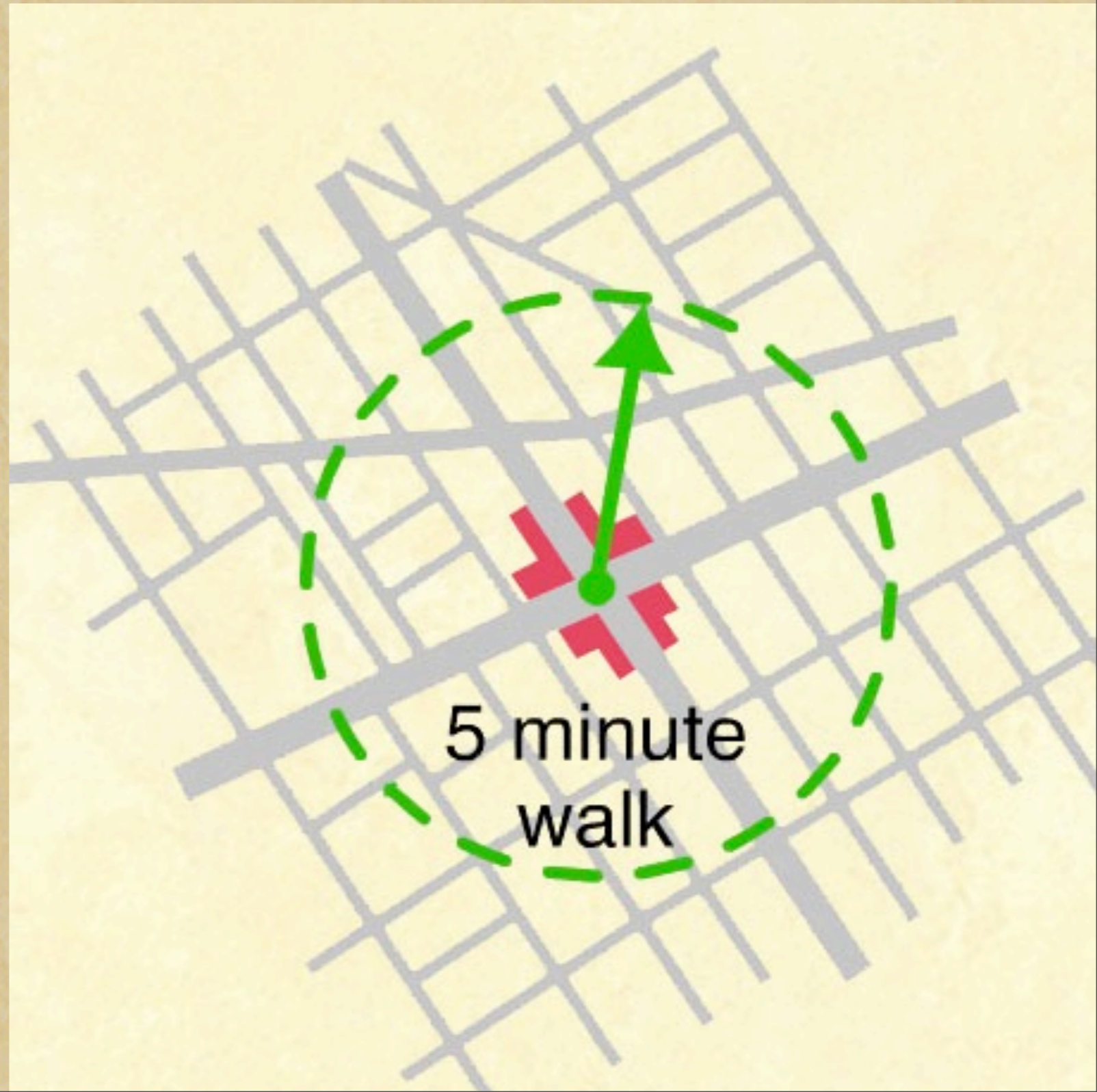


# The Neighborhood



# The Neighborhood

The optimal size of a neighborhood is a quarter-mile from center to edge. For most people, a quarter mile is a **five-minute walk**. For a neighborhood to feel walkable, many daily needs should be supplied within this five-minute walk. That includes not only homes, but stores, workplaces, schools, houses of worship, and recreational areas.



# The Neighborhood

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People within a quarter-mile radius will walk to a major transit stop. Those who live further from a transit node are less likely to bother with the train or bus.

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# Progress in the Suburbs

# Progress in the Suburbs

In new suburban developments, new urbanists are including an **ever-wider range of architectural styles**. While many new urbanist developments have been built with colonial-style architecture, recent projects include neighborhoods of contemporary homes and adobe.





# Cities Get It

In 1990, most older American cities were neglected and deteriorating. New home buyers were almost exclusively interested in living on the urban fringe.



# Cities Get It



# Cities Get It

Today, young childless households and empty nesters are jostling for urban real estate. **Urban reinvestment is paying off.** Older cities have become America's hottest real estate markets.



# Cities Get It

# Cities Get It

New urbanists have been taking part in urban redevelopment for years, and are now part of the comprehensive movement for **livable cities**. Projects include neighborhood plans, loft redevelopment, transit villages, and the revival of aging Main Streets.





# Other Successes

The **U.S. Department of Housing and Urban Development** has taken New Urbanism to heart with its HOPE VI program. HOPE VI replaces aging, alienating housing projects with townhouses, single-family homes, and apartments on walkable, comfortable street grids.



# Other Successes

# Other Successes

Meanwhile, the **U.S. General Services Administration** — the federal government's landlord and the nation's largest developer — has adopted a new urbanist agenda. Where in the past federal buildings have not always fit in with their surroundings, the GSA has dedicated itself to using federal investments to improve streets, neighborhoods, and regions.



# New Urbanism Issues

- \* No evidence it does anything to reduce crime.
- \* Most of the New Urbanism developments are not mixed income, but rather wealthy developments.
- \* Many New Urbanism developments are suburban greenfield developments, not infill redevelopments.
- \* Many New Urbanism ideas are theory only, and haven't been in practice much.