

Get Connected

Multifamily Housing Site Design for Livability

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★ Safeway goes green in Goodyear

Phoenix Business Journal

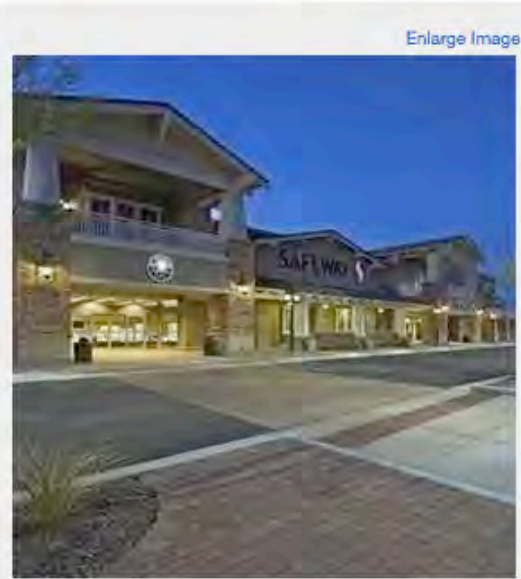
Date: Tuesday, October 19, 2010, 1:32pm MST - Last Modified: Wednesday, October 20, 2010, 9:56am MST

An eco-friendly neighborhood shopping development set to open Friday in Goodyear will feature a Safeway grocery store as its anchor tenant.

Kitchell and Newland Communities are the developers of the Mountain Ranch Marketplace at Estrella, located at 9890 S. Estrella Parkway in Goodyear.

The entire 165,000-square-foot retail center has achieved Leadership in Energy and Environmental Design Gold certification for its green building design and energy efficiency standards.

The Safeway store will feature a full-service



[Enlarge Image](#)

Safeway

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33°21'24.95" N 112°25'42.33" W

Nov/20, 2009

Eye alt 298 m



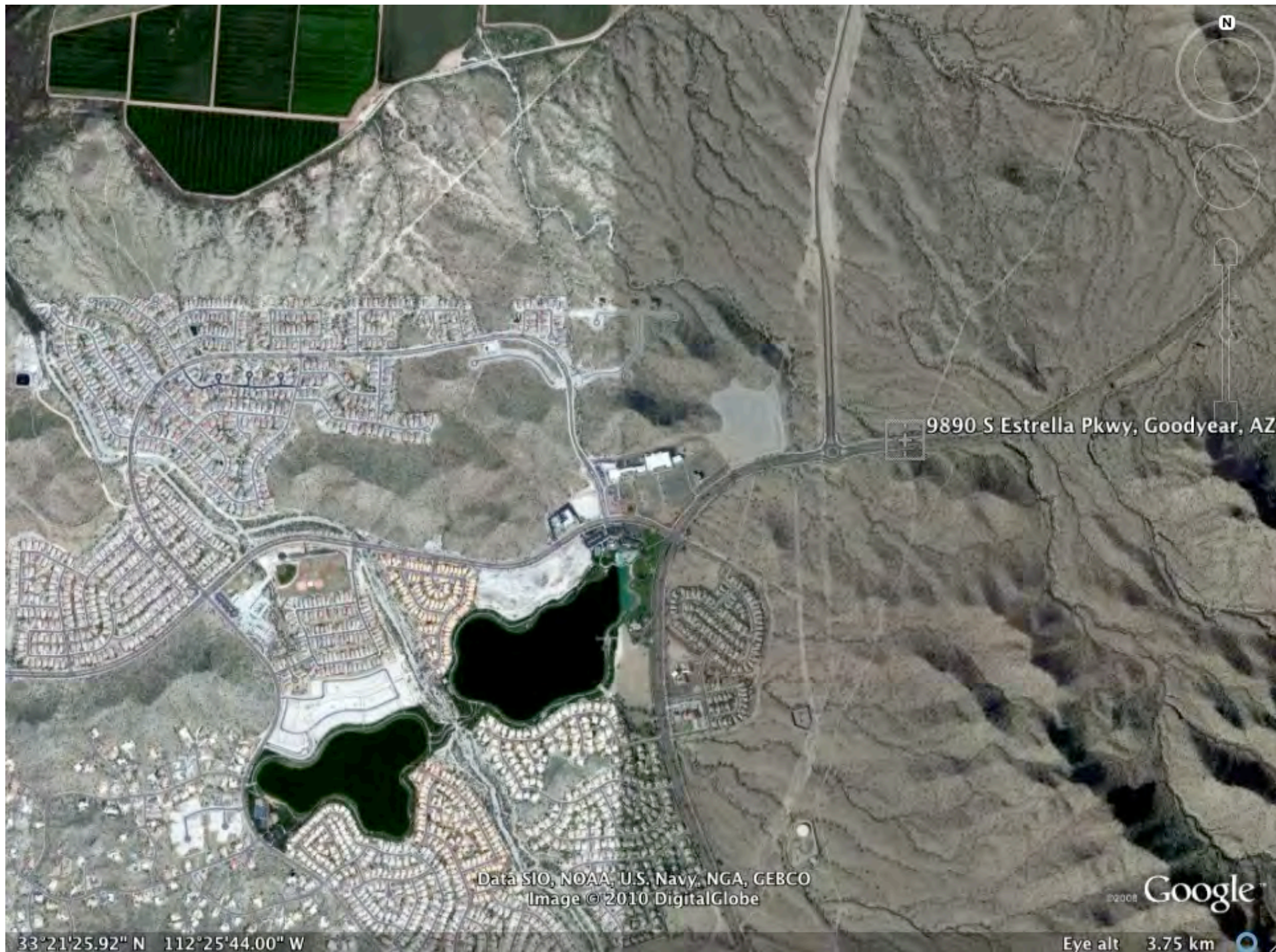
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33°21'24.95" N 112°25'42.33" W

Nov 20, 2009

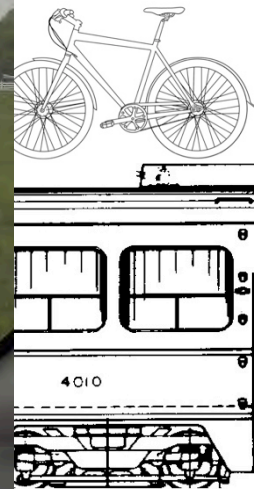
Eye alt 739 m

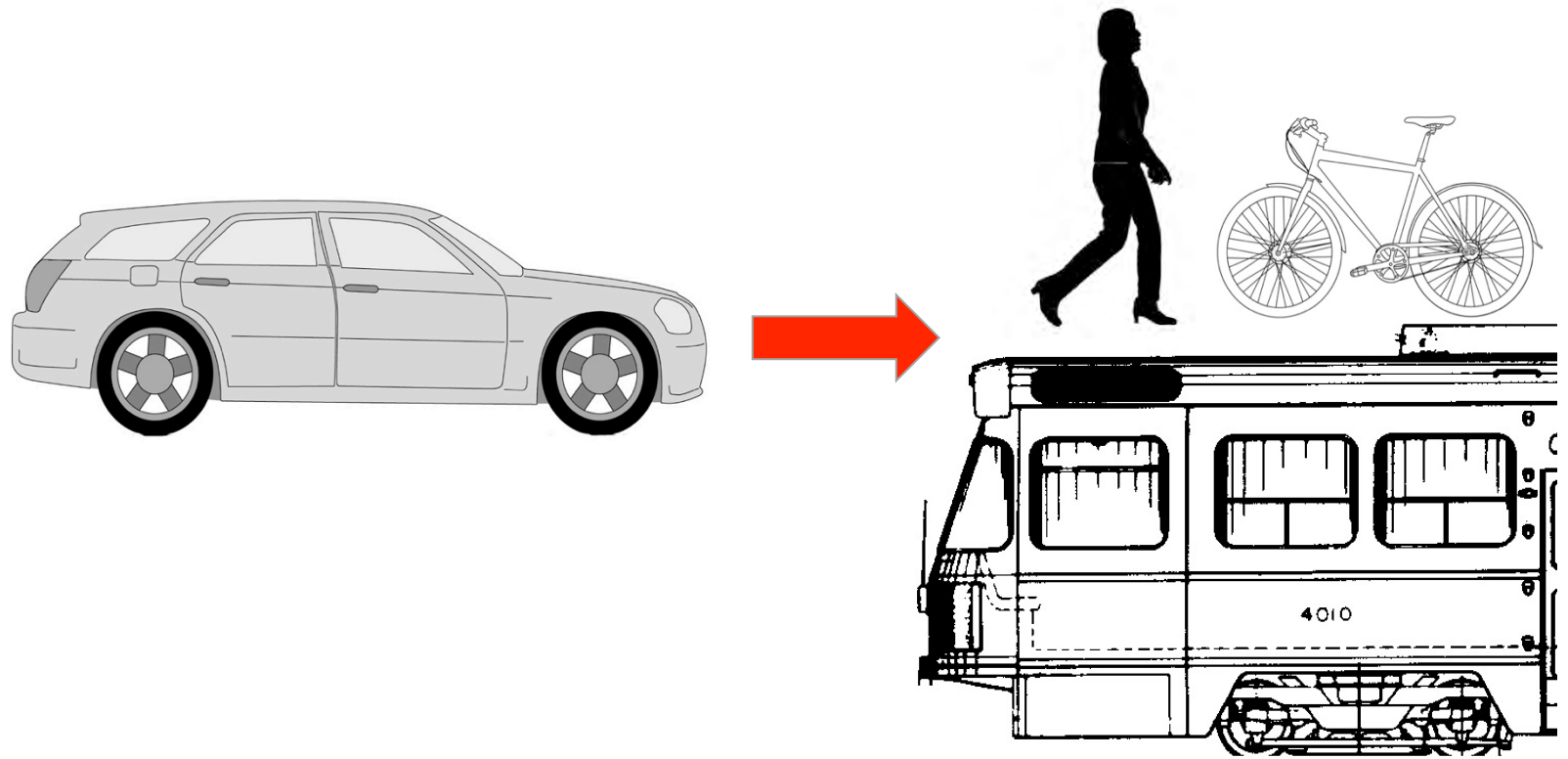


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33°21'25.92" N 112°25'44.00" W

Eye alt 3.75 km





Prerequisites for Walking – (The 3 D's)



Density



Diversity



Design



Walking in Suburbia

- There is no Density in Suburbia
- There is no Mixed Use in Suburbia
- So...Design Doesn't Matter

- and regardless ... 'Nobody Walks in Suburbia'



Suburban Density



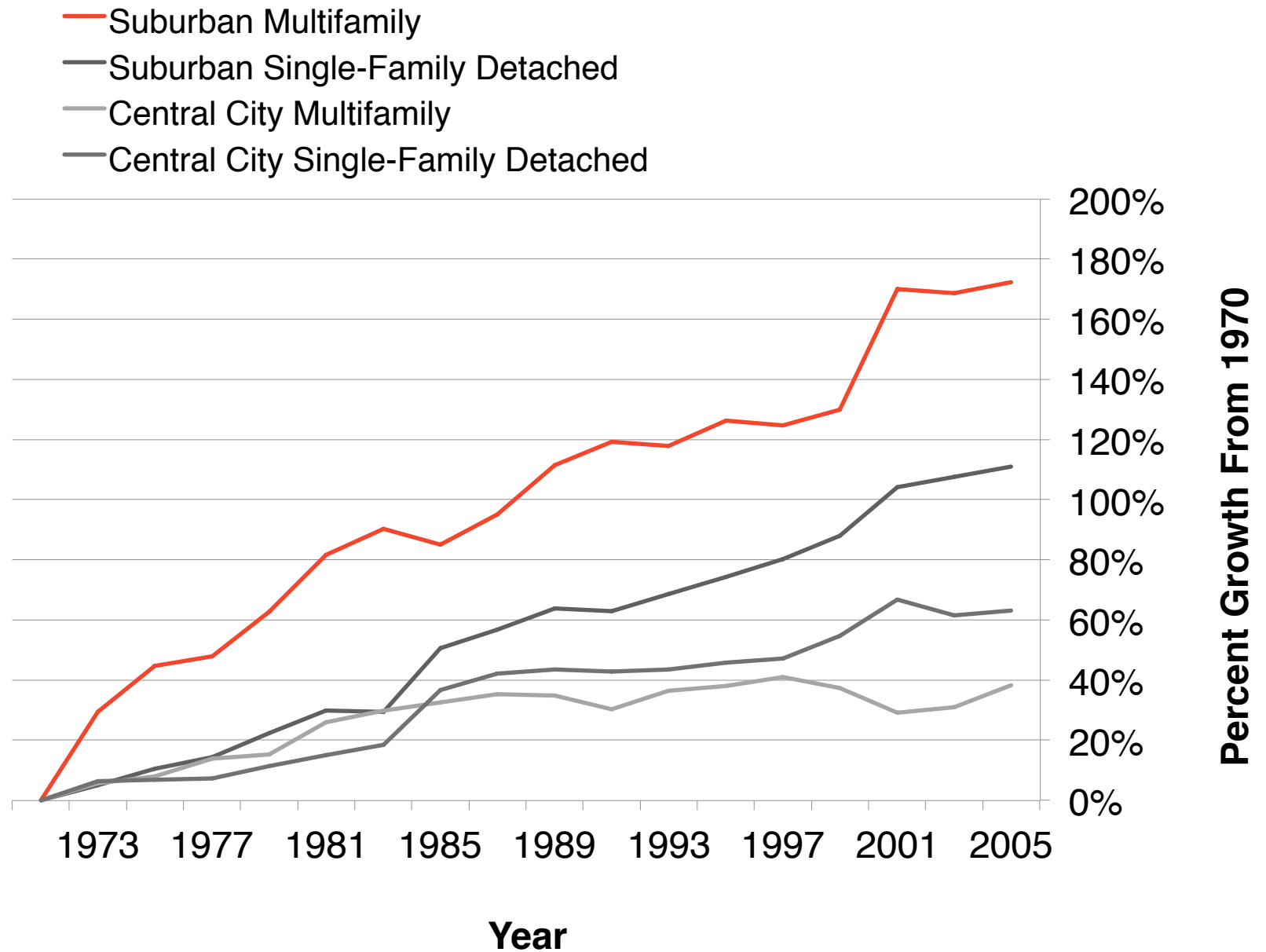
Suburban Density



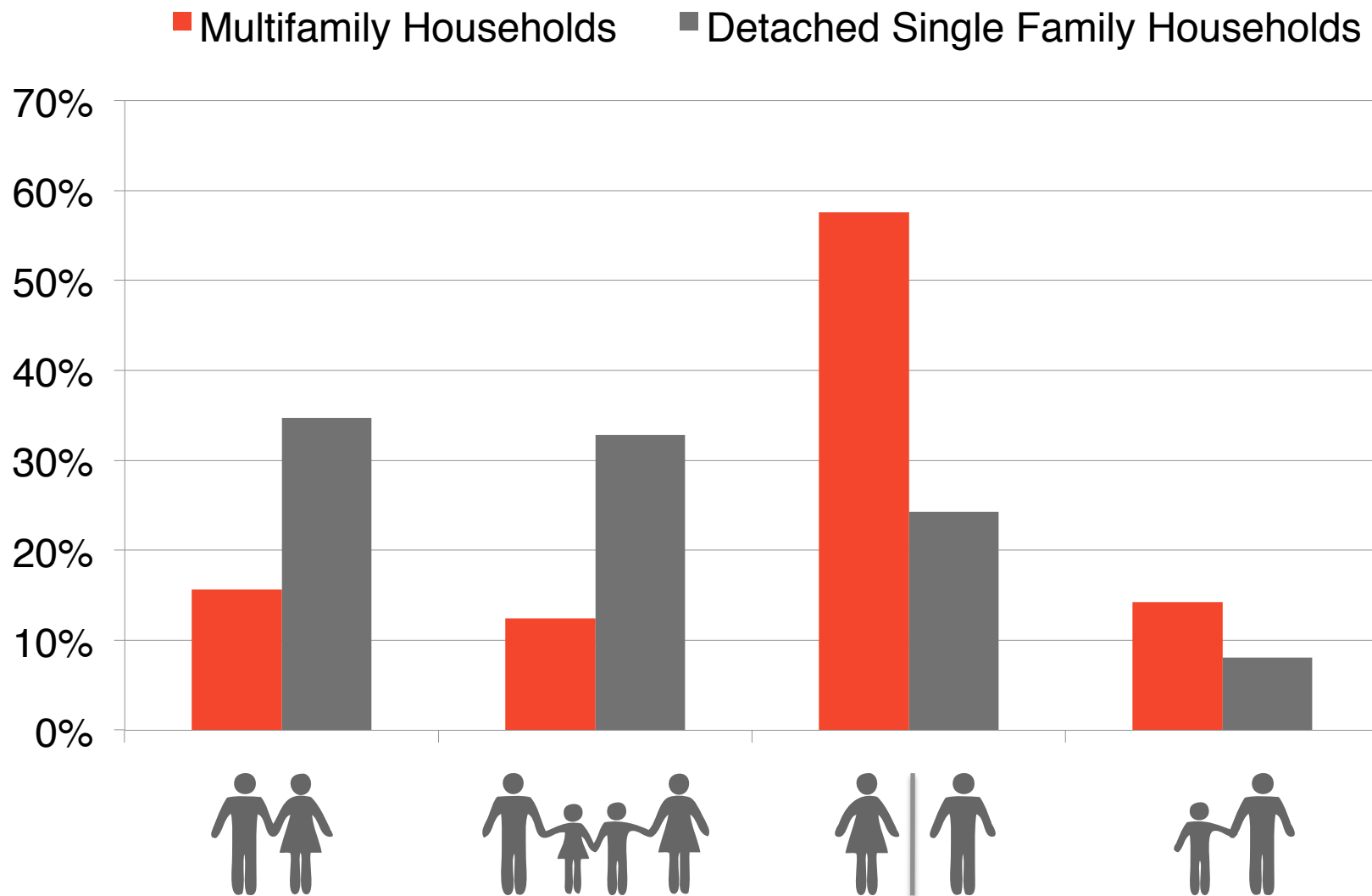
Suburban Density



Typical Suburban Multifamily Housing



Suburban Family Types



Walking in Suburbia

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Walking in Suburbia

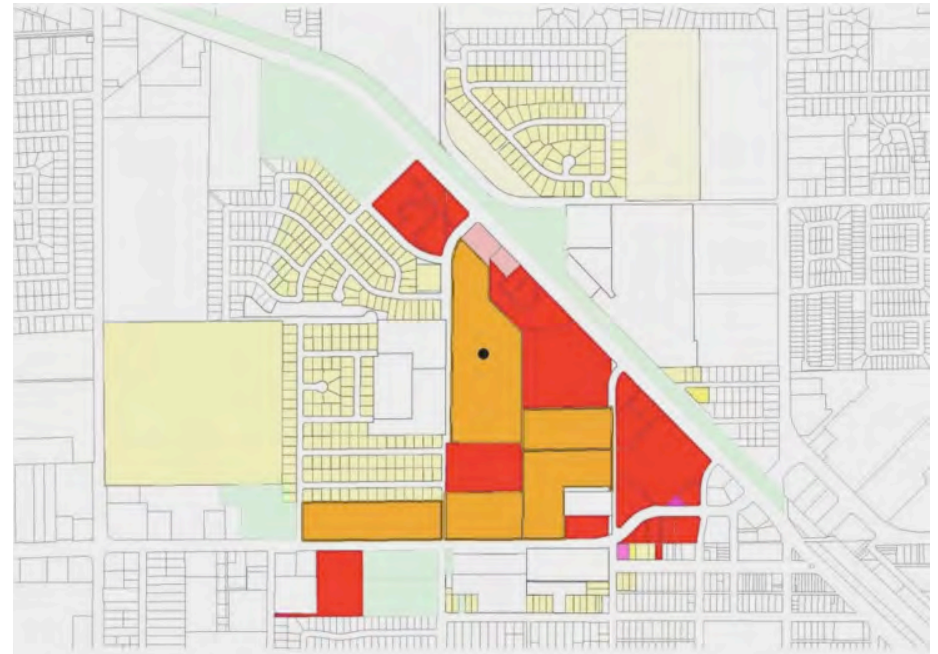
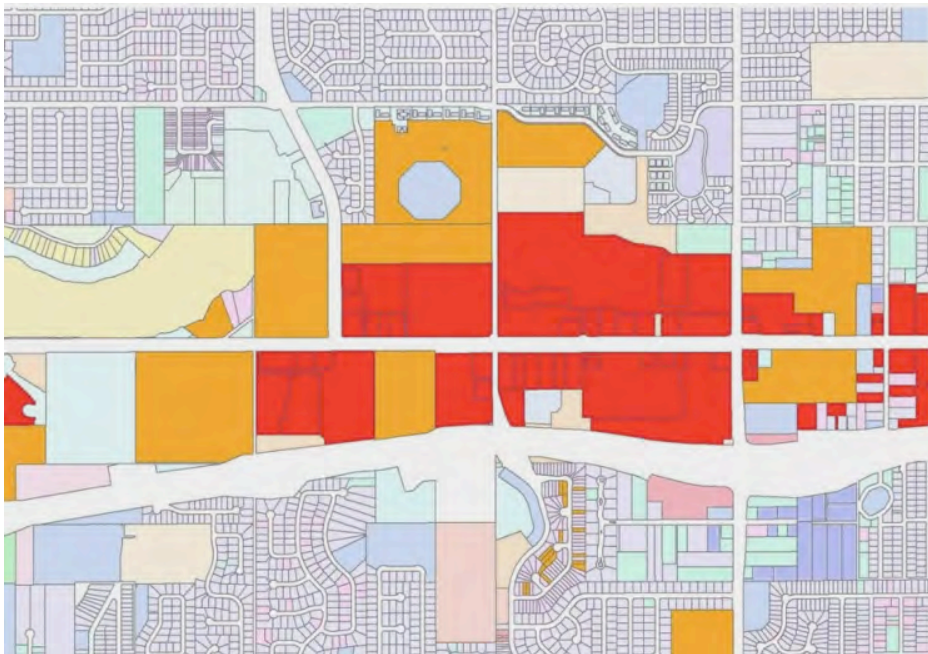
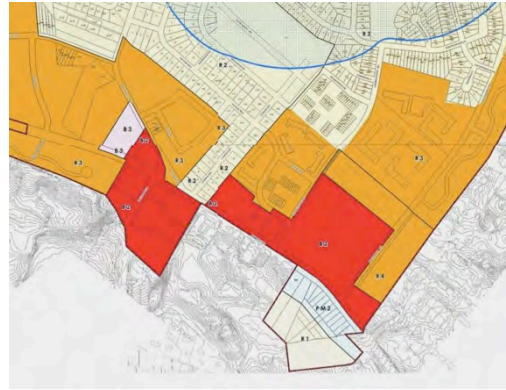
- There **IS** Density in Suburbia
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Suburban Mixed Use



Typical land use patterns with suburban multifamily housing developments (Orange) buffering commercial parcels (Red) and single family developments (White/Grey).

(Clockwise from upper left: Annapolis, Maryland; Eugene, Oregon; Phoenix, Arizona; and Orlando, Florida)

Walking in Suburbia

- There **IS** Density in Suburbia
- There is no Mixed Use in Suburbia
- So...Design Doesn't Matter

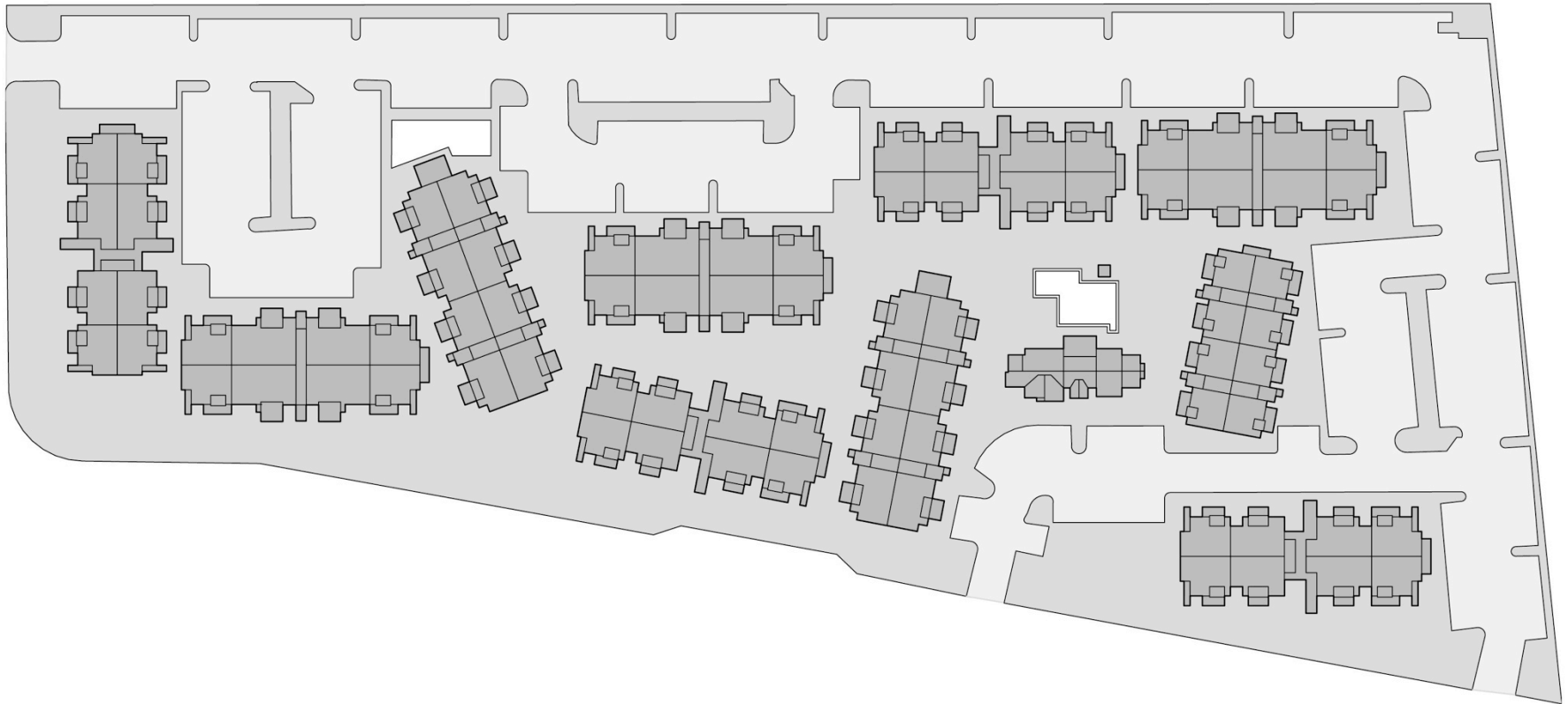
- and regardless ... 'Nobody Walks in Suburbia'

Walking in Suburbia

- There **IS** Density in Suburbia
- There **IS** Mixed Use in Suburbia
- So...Design Doesn't Matter

- and regardless ... 'Nobody Walks in Suburbia'

Suburban Multifamily Design...



Suburban Design...



Suburban Design...



Walking in Suburbia

- There **IS** Density in Suburbia
- There **IS** Mixed Use in Suburbia
- So...Design Doesn't Matter

- and regardless ... 'Nobody Walks in Suburbia'

Walking in Suburbia

- There **IS** Density in Suburbia
- There **IS** Mixed Use in Suburbia
- So...Design **MIGHT** Matter

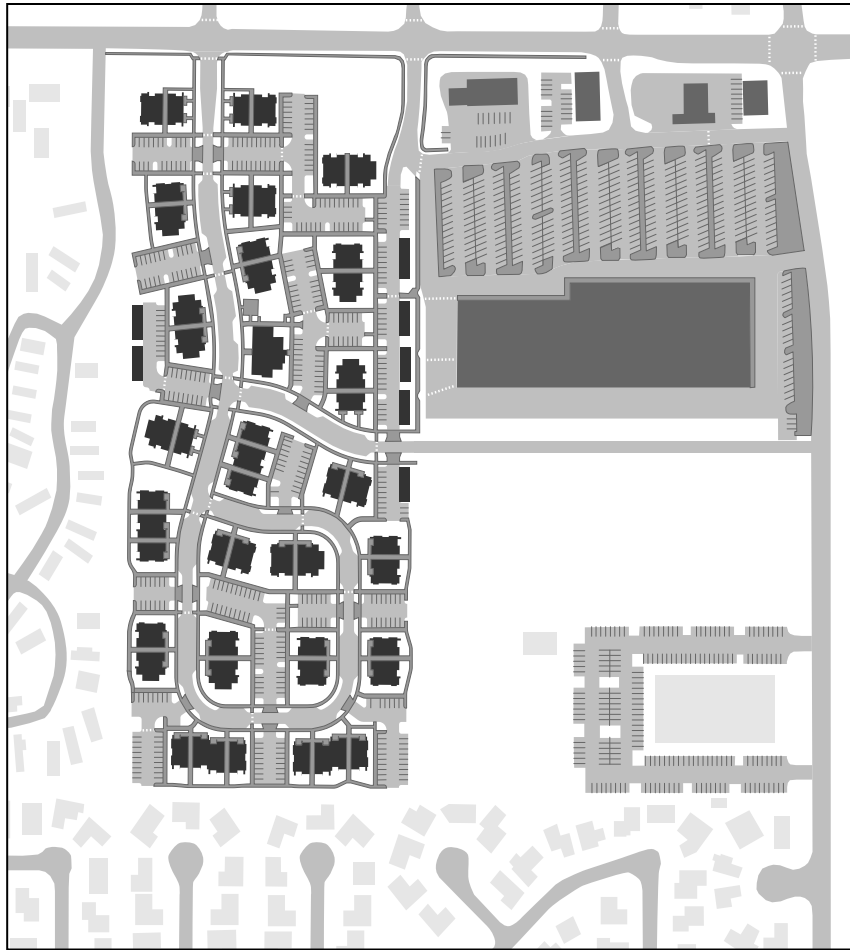
- So... ‘Does anyone walk in Suburbia?’



Well-Connected



Less-Connected



Well-Connected



Less-Connected

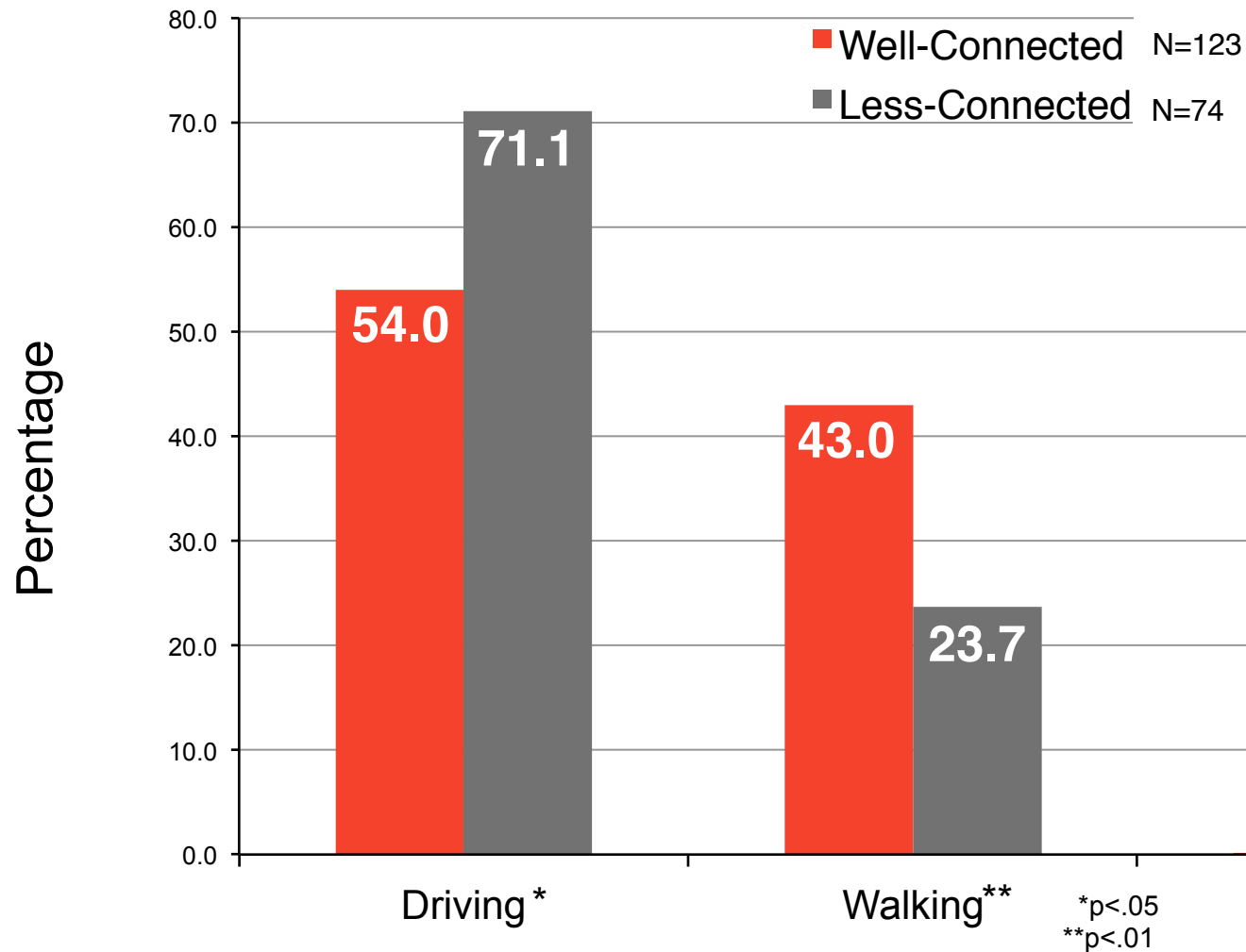


Well-Connected



Less-Connected

Multifamily Residents Study – Percent of Trips per Week by Travel Mode





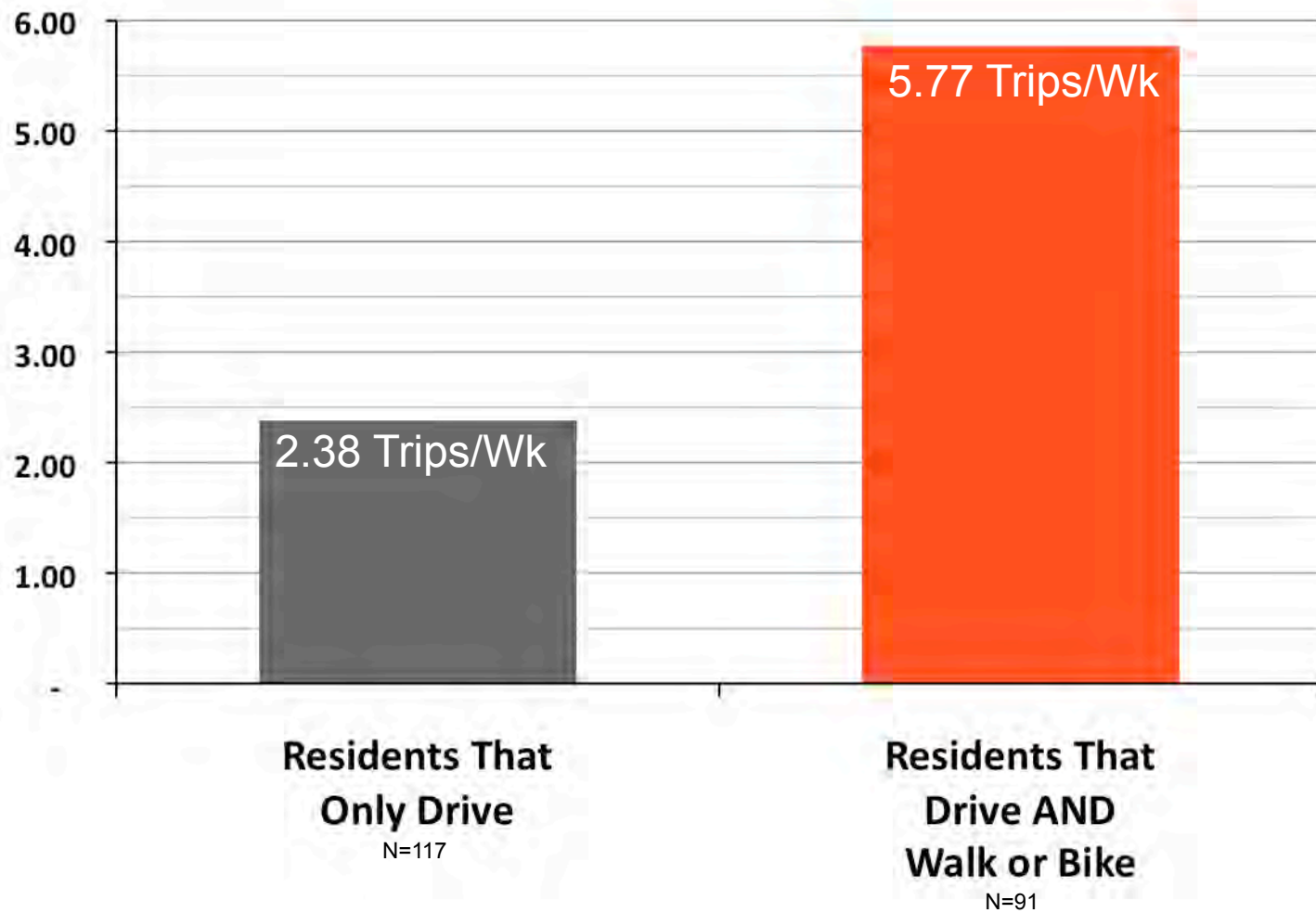
Oswego Town Center, Oregon

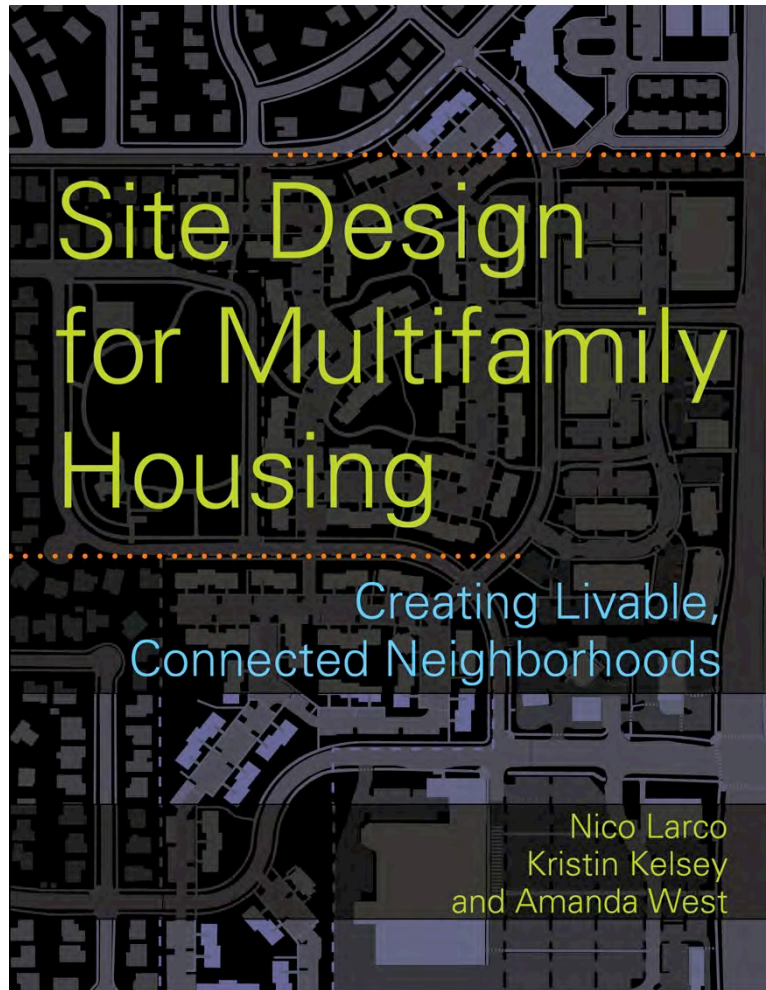


Oswego Town Center, Oregon

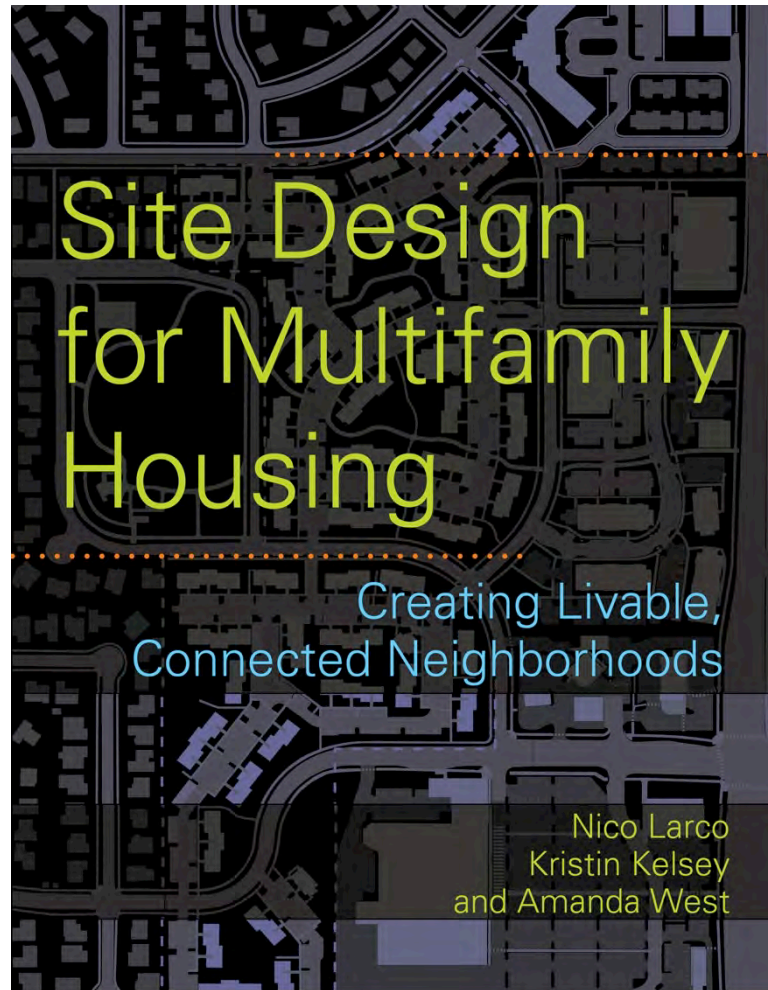


Average Total Trips to Local Strip per Week





- Design
- Regulation
- Practice



10 Connectivity Elements of Multifamily Site Design



Internal Pedestrian Network



Street Network



Access



Edges



Street Design



Parking



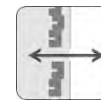
Building Massing & Orientation



Open Space & Landscape Design



Bicycles



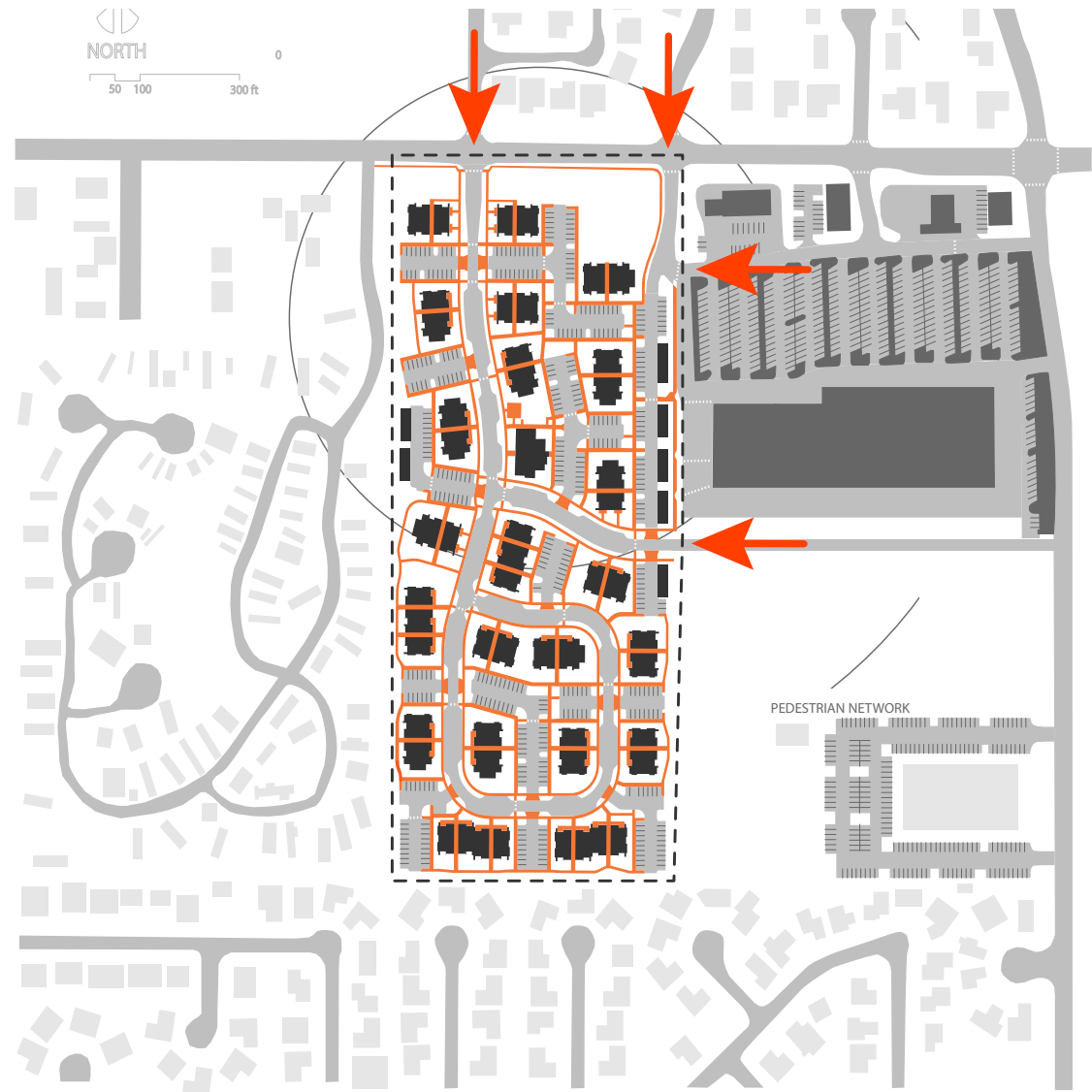
Relationships

Pedestrian Networks

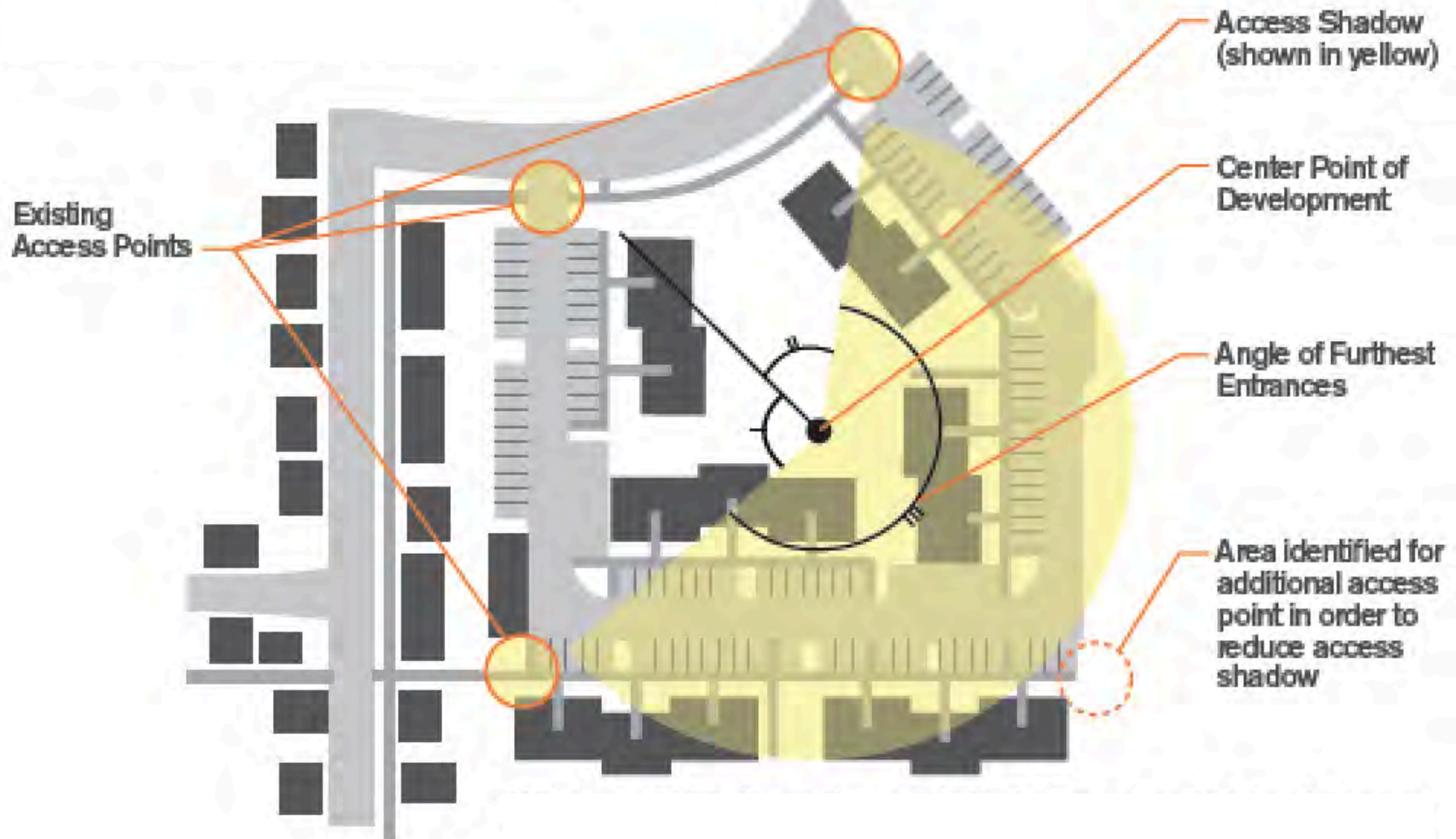


Typical Pedestrian Network

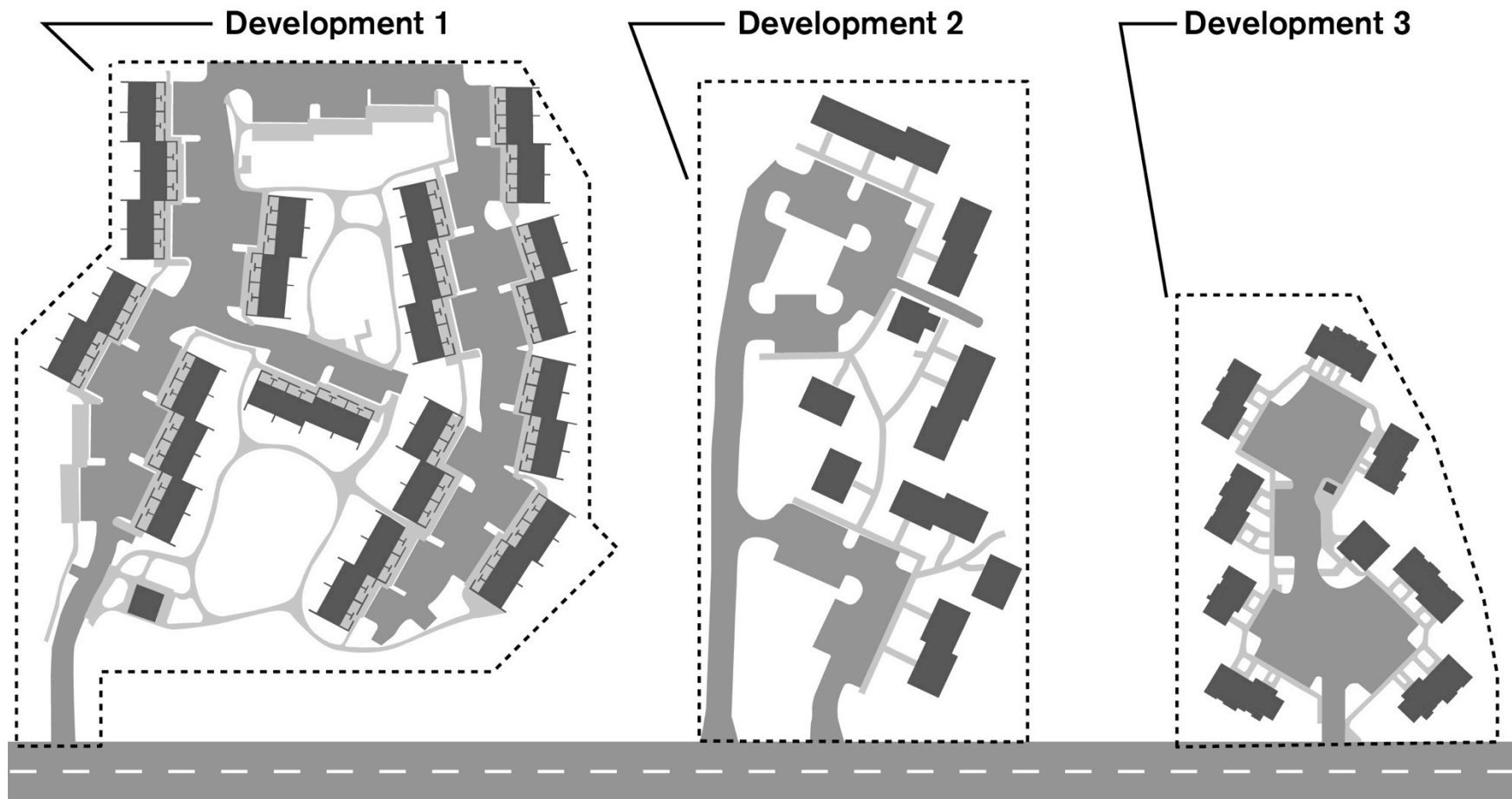
Pedestrian Networks



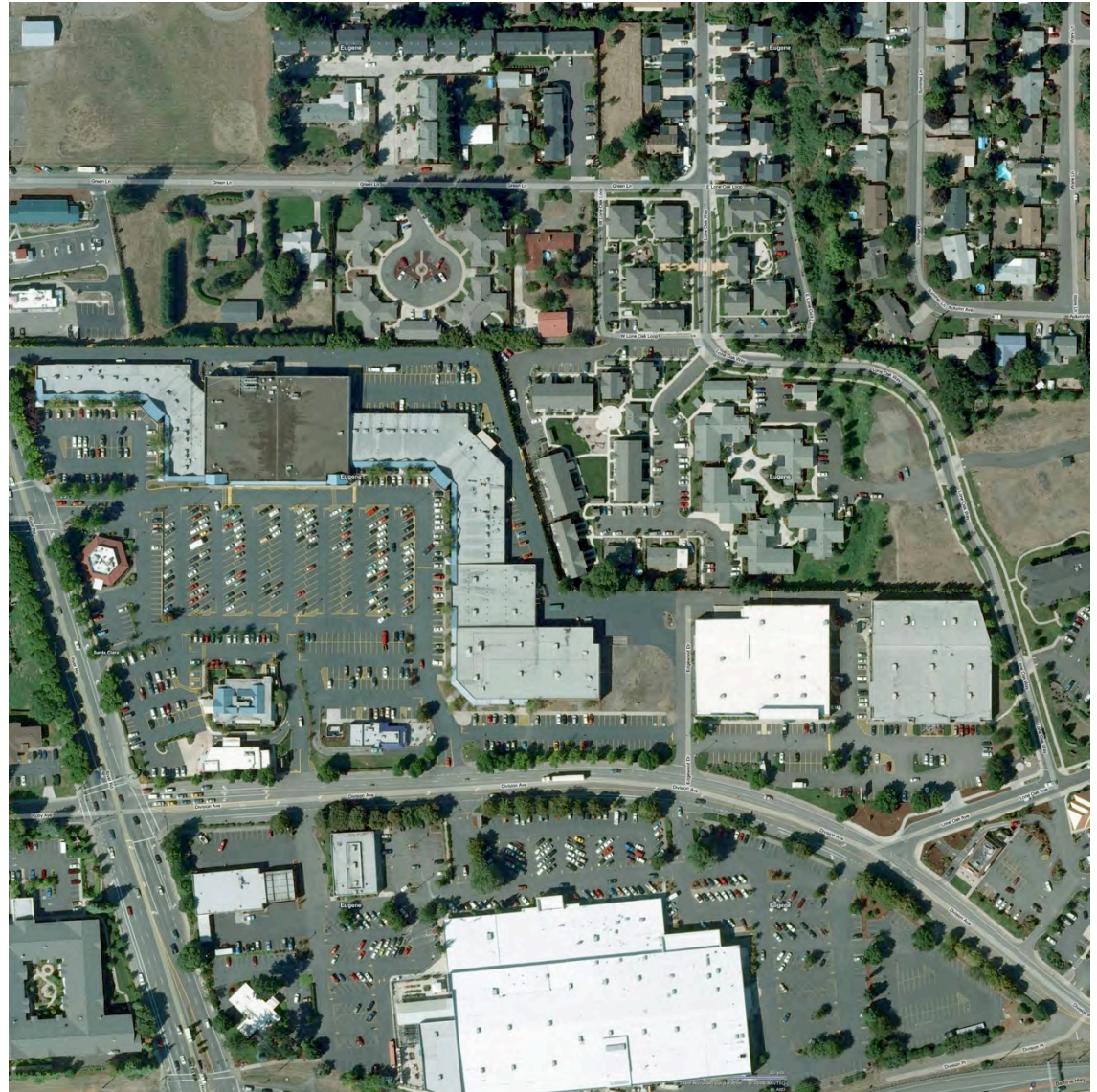
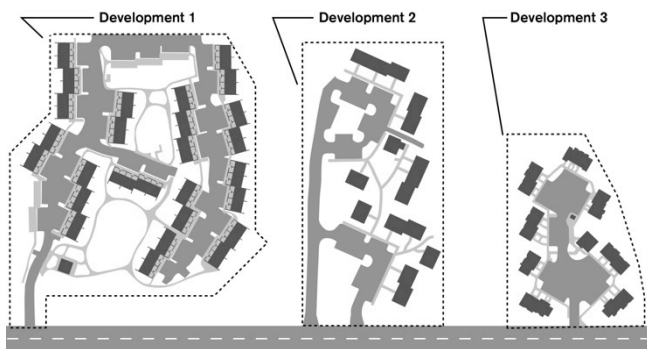
Access Points



Street Networks



Street Networks



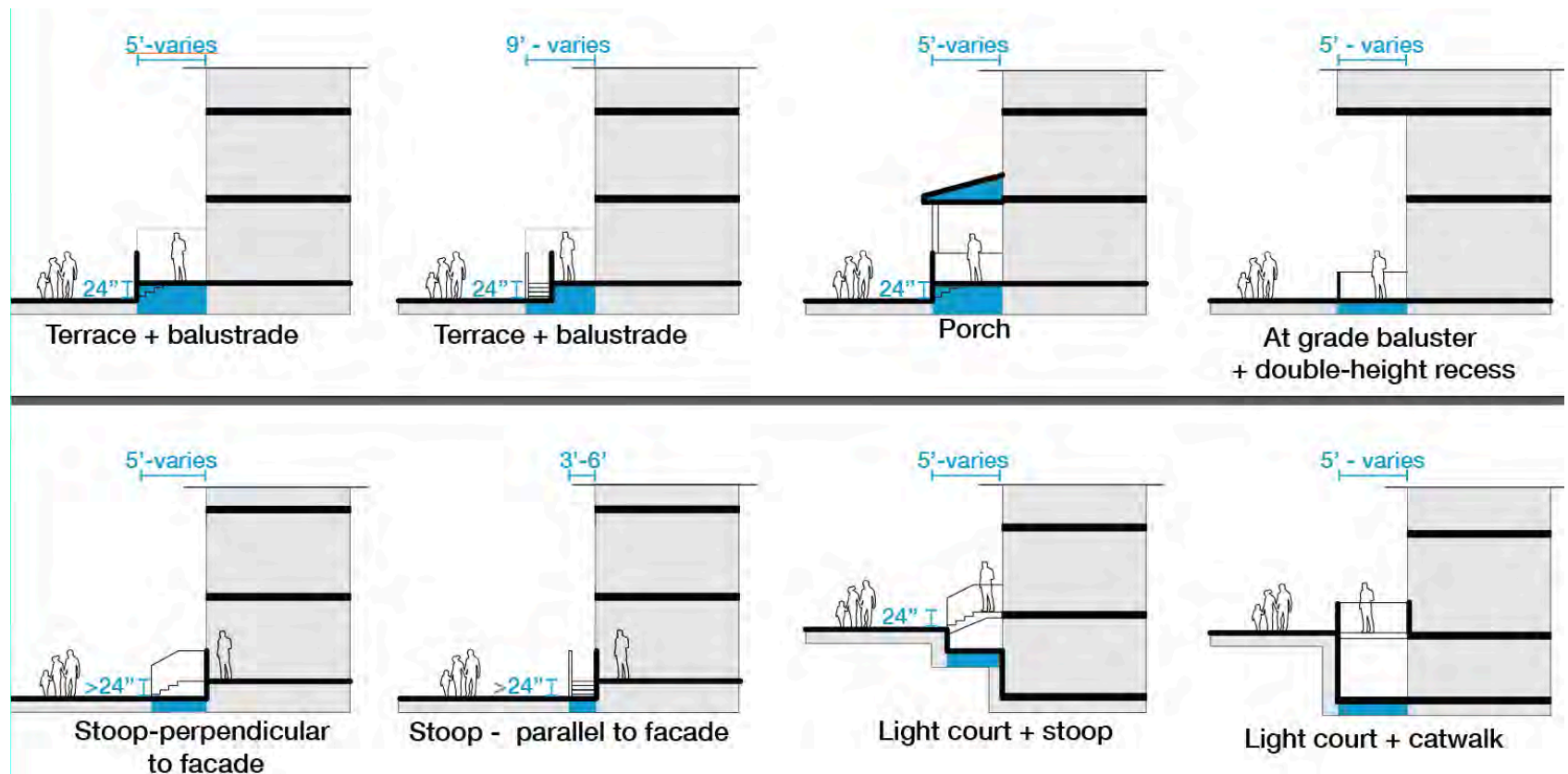
Street Networks



Huntersville, North Carolina

Pedestrian Oriented Street Design

- Building / Street Interaction
 - Transparency
 - Entrances
 - Activation



Parking



Parking



The Problem with Codes

- What is Regulated (often not enough)
- What is Not Allowed (often what we want...)

<h2>Project Checklist</h2> <h3>Internal Pedestrian Network</h3> <ul style="list-style-type: none"> • Walkways connect all units • Walkways connect units to all onsite amenities (open space, community buildings, storage areas, etc.) • Walkways connect units to all access points to the development • Walkways provide direct routes between all units, amenities, and access points • No large internal barriers that limit access across the site • Crossings over driving alleys are marked • Walkways along driving alleys are buffered or raised • Walkways are at least 4 feet wide • Parking areas have integrated pedestrian walkways that, where possible, are buffered from automobiles <h3>Street Network</h3> <ul style="list-style-type: none"> • Primary vehicular circulation within site is on streets instead of parking aisles where possible • Streets include clear intersections and stops • Parking lanes (streets with perpendicular parking on both sides) are minimized • Street network connects directly to neighboring streets, at existing intersections where possible • Cul-de-sacs are used only when absolutely necessary and no existing or future connections exist • Streets use similar features as neighboring street to promote continuity • Streets are narrow • Streets include traffic calming devices such as speed bumps, pavement changes and stop signs • Internal street network does not provide direct paths through the site that can attract non-local traffic <h3>Access Points</h3> <ul style="list-style-type: none"> • At least one access point has been considered to each adjacent property and/or to each side of the development • The distribution of access points minimizes "access shadows" or large segments of the perimeter that don't include any access points • Access points that are solely for pedestrians and cyclists have been considered • All vehicular access points include pedestrian paths • Stub-outs are located toward areas of future/existing development • The development is not gated <h3>Edges</h3> <ul style="list-style-type: none"> • Walls greater than 4 feet are only used to border freeways or high speed arterials • Use of visually permeable walls is maximized and use of solid opaque walls is minimized • Where appropriate, landscaping and natural elements are used instead of walls • Edges are visually appealing and consistent with the surrounding neighborhood • Where possible, buildings and open spaces engage neighboring streets • Building heights, articulation, and scale create a smooth transition between this development and the surrounding neighborhoods <h3>Parking</h3> <ul style="list-style-type: none"> • Use of parking courts (short runs of parking that are off of the primary circulation route) is maximized • On-street parallel parking is maximized • Parking lots that have more than one double loaded parking aisle are avoided • Parking areas include built-outs, pedestrian walkways, pedestrian crossings, lighting, trees, plantings, and other landscape elements • Parking runs are no longer than 12 spaces and are separated by landscape elements • Parking ratios are at or near minimums allowed by code • Shared parking schemes are considered 	<h3>Street Design</h3> <ul style="list-style-type: none"> • Streets include trees and where possible green strips that buffer pedestrian areas • Streets include pedestrian scale lighting • Street crossings include built-outs and raised and/or marked crosswalks • Curb are used at street edges • Walkways are incorporated along all streets <h3>Building Massing & Orientation</h3> <ul style="list-style-type: none"> • Long buildings are avoided and where they do exist, contain articulations to mitigate length • Building facades have many openings • Building orientation is parallel to streets • Main entrances of ground floor units face street • Buildings along site perimeter are facing neighboring streets where possible • If primary orientation is not facing the street, units have a street facing patio • Building siting and building groupings create shared open spaces <h3>Open Space & Landscape Design</h3> <ul style="list-style-type: none"> • A variety of open space areas is provided for different users and uses • Open spaces are attractive and usable • Landscaping uses native plants • Buildings are sited to integrate with existing natural features (such as topography, existing trees, streams/ponds, etc.) • Where possible, natural elements (plantings, trees, shrub) instead of walls or fences are used to provide privacy for units <h3>Bicycle Facilities</h3> <ul style="list-style-type: none"> • Bicycle parking is located in safe, highly visible and well lit areas • Guest bicycle parking near units or sidewalks is provided <h3>Relationships</h3> <h4>Connection to Commercial Development</h4> <ul style="list-style-type: none"> • Direct connection to pedestrian area of commercial strip is provided • Paths to commercial area incorporate marked and/or raised crossings across any streets or drive aisle (both in the multifamily and commercial developments) • Paths to commercial areas (both direct connections and paths that access street sidewalks) are as direct as possible for all areas of the development • Paths allowing residents of adjacent development to access commercial area are considered. These paths have buildings oriented towards them and are associated with primary circulation areas in order to increase informal monitoring by residents. • Paths to commercial area are well lit, especially at site perimeter • Buildings near commercial parking areas avoid headlight glare by either not facing these areas or by the use of low walls and/or shrubs along site perimeter <h4>Connection to Single-Family Homes and Other Multifamily Developments</h4> <ul style="list-style-type: none"> • Multifamily buildings at edge of site match the scale of adjacent development through compatible height and/or increased articulation • Blank walls along the edge of the site are avoided • Multifamily buildings at edge of site are oriented towards and face adjacent local streets (this includes orienting doors, stoops, and windows towards these streets) • Architectural design and details are compatible with surrounding development • Pedestrian paths connect multifamily and single family development at multiple locations if possible • Internal streets align with neighboring streets and have access points at existing intersections where possible <h4>Connection to Open Space</h4> <ul style="list-style-type: none"> • Pedestrian paths link directly to open space where possible. Multiple access points have been considered for larger open spaces and/or developments • Buildings face the open space (this includes orienting doors, stoops, and windows towards the open space) • Opaque walls and hidden areas are avoided between the site and open space • Paths to open space are well lit, especially at site perimeter
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Practice

- (Making it Easy)



1. Make It Easy
2. Think Beyond the Building

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