JUMP START INITIATIVE

Planning for Sustainable Growth

La Visión del Vecindario Levy

North Little Rock

27 de febrero, 2014

GATEWAYPLANNING
A VIALTA GROUP PARTNER

ICF INTERNATIONAL

MORRIS BEACON design

catalyst Walkable and Livable Communities Institute

METROPLAN
SMART PLANNING MAKES SMART PLACES.

IMAGINE CENTRAL ARKANSAS
Plan Smart. Live Smart.

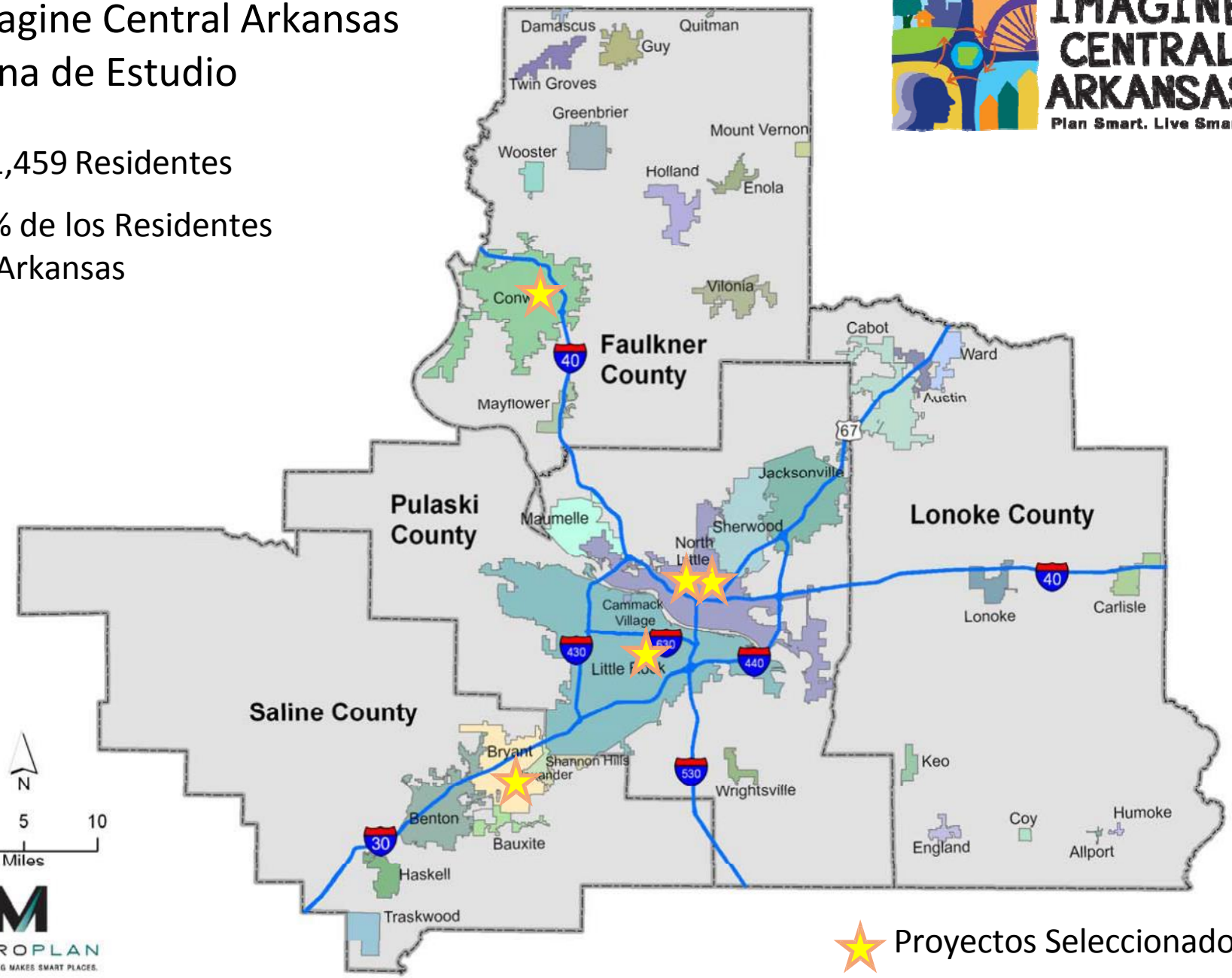
La Presentación de Esta Noche

- Bienvenida y Presentaciones - Robert Voyles
- Descripción general de Imagine Central Arkansas - Metroplan
- Visión general de la Iniciativa Jump Start – Gateway Planning
- Revisión de Condiciones Existentes – Gateway Planning
- ¿Qué podría ser? - Dan Carga
- Ejercicios presentación
- Ideas de la Comunidad
- Pasos a seguir
- Preguntas adicionales y debate
- Cierre

Imagine Central Arkansas
Zona de Estudio

671,459 Residentes

22% de los Residentes de Arkansas



IMAGINE CENTRAL ARKANSAS
Plan Smart. Live Smart.

Objetivos de la Iniciativa Jump Start

- **5 Planes de proyecto** que tratan sobre:
  - Desarrollo económico
  - Transporte
  - Vivienda
  - Los patrones de desarrollo
  - Salud y necesidades ambientales
- Los planes ayudaran al **desarrollo de la experiencia de la región y la base de conocimientos para la creación de comunidades más habitables** y a catalizar más desarrollo en la región.
- Los planes ayudarán a **implementar las metas de la región** originadas durante el Proceso de Imagine Central Arkansas

Consistencia con las Metas de la Región

Seis áreas de objetivos basados en los Elementos y Principios de Habitabilidad de Jump Start

• Área de Objetivo 1: Proporcionar opciones de **transporte** y mejorar la movilidad y el acceso

• Área de Objetivo 2: Aumentar las **opciones de vivienda** y el desarrollo y la diversidad del uso de la tierra

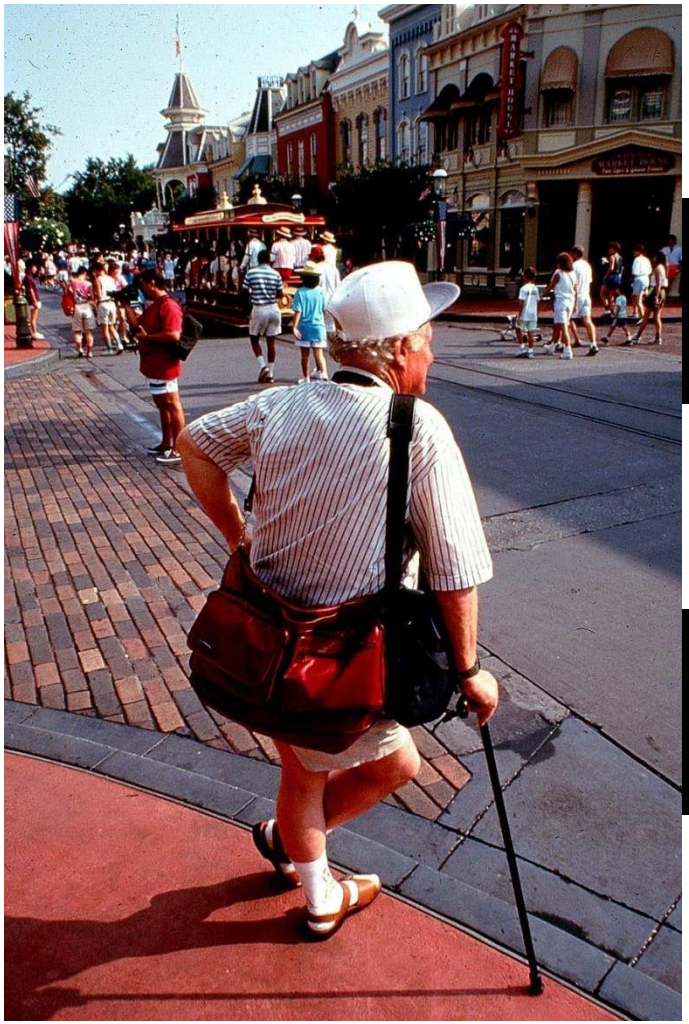
• Área de Objetivo: Mejorar la **competitividad económica**

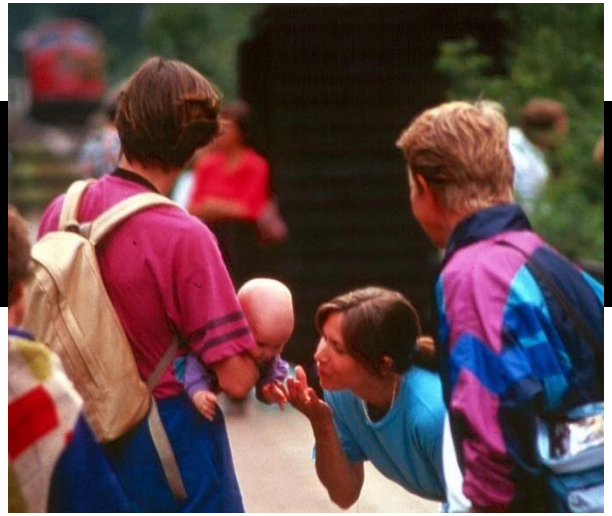
• Área de Objetivo 4: Apoyar a las **comunidades existentes**

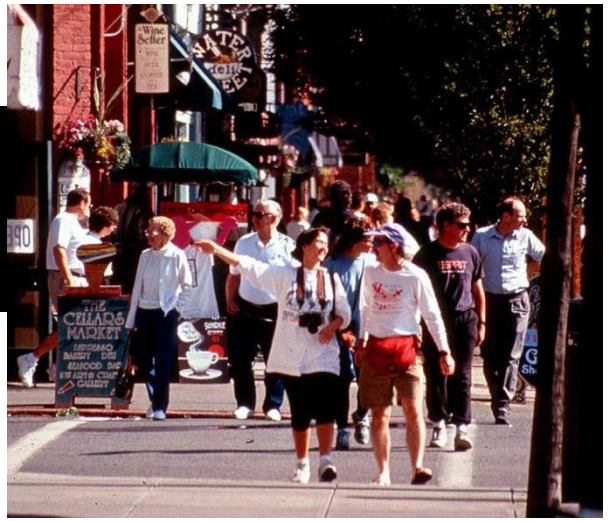
• Área de Objetivo 5: Apoyar el **desarrollo responsable del ambiente**

• Área de Objetivo 6: Crear **lugares de calidad y comunidades saludables**

Comunidades Habitables

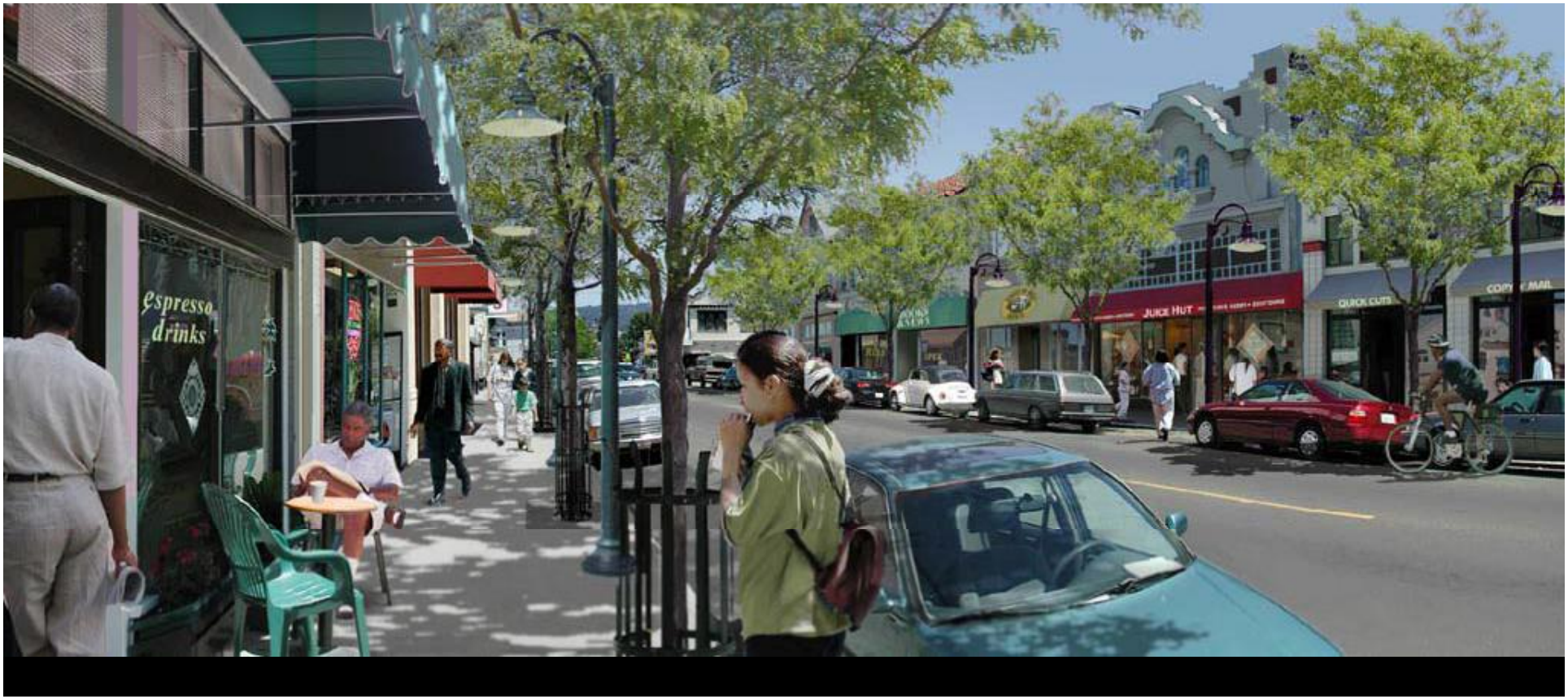






Ahora que estamos aquí...
¿Qué podemos hacer?

Consejos para la Creación de pueblos Prósperos y Saludables

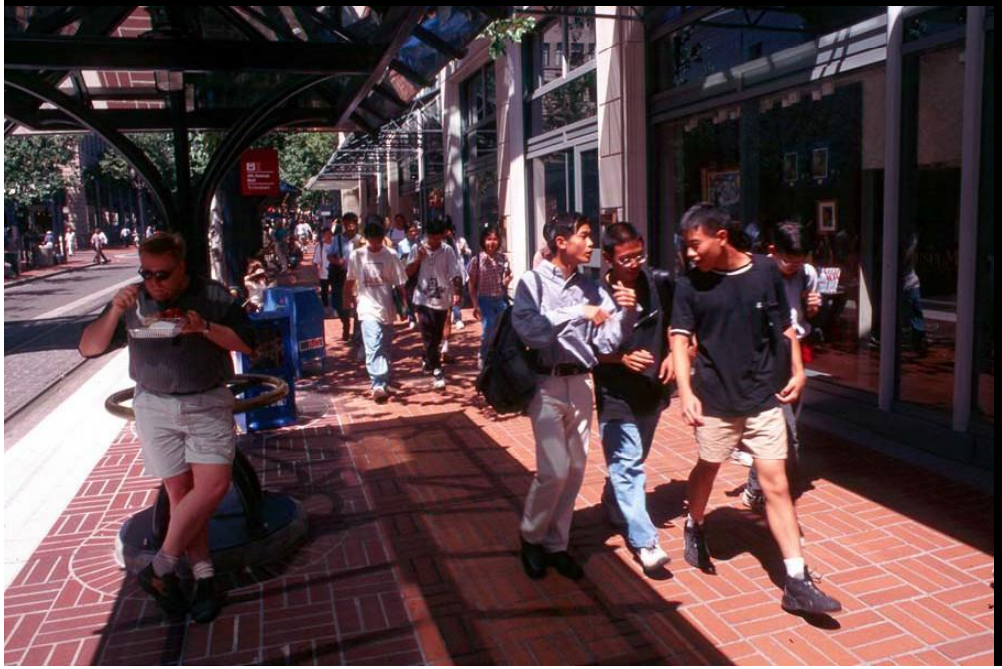


Ciudad de North Little Rock – Levy - Arkansas

Dan Burden, Director de Innovación e Inspiración
Instituto Walkable and Livable Communities

Tennessee Avenue, Tallahassee, Florida

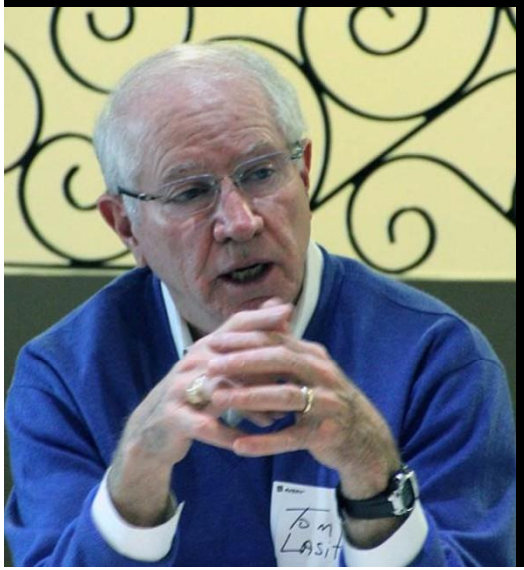
Alguna vez, las personas se fueron de sus ciudades...debido a su salud…

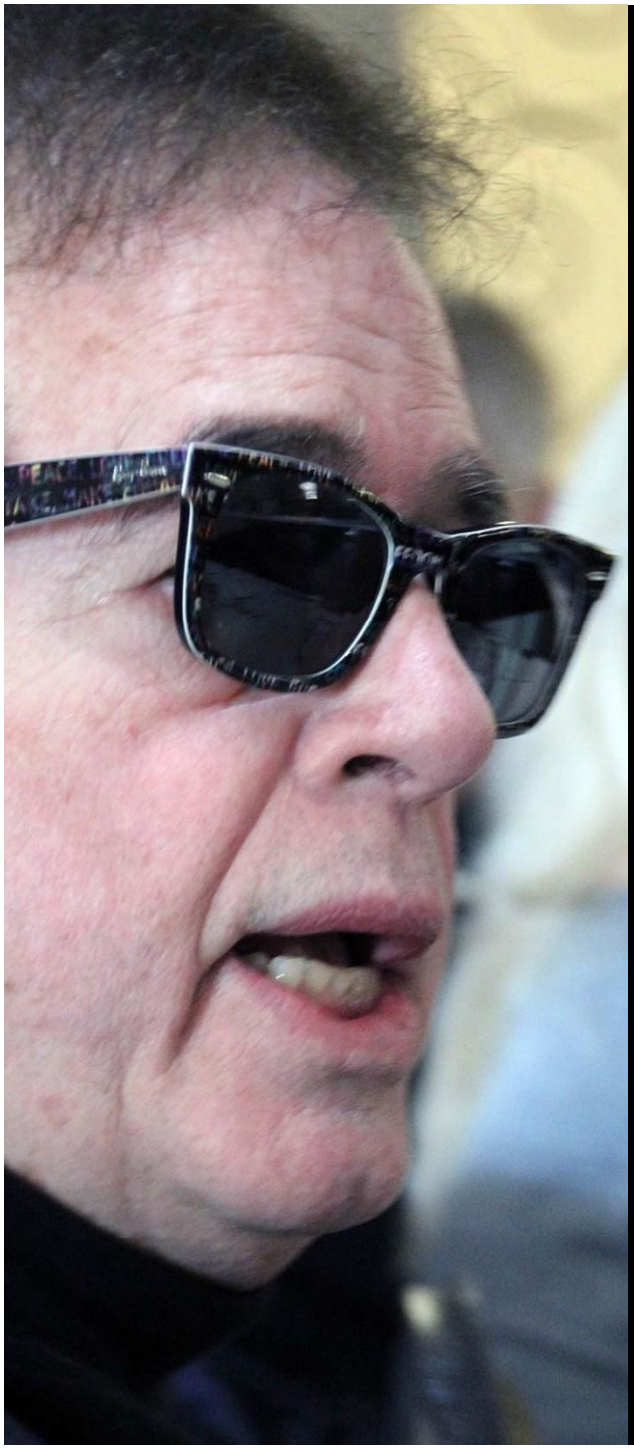


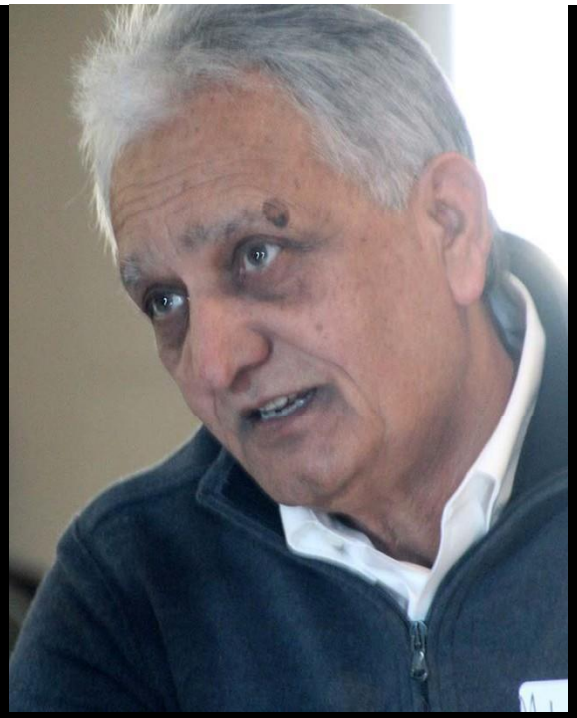
Hoy están regresando a las ciudades …

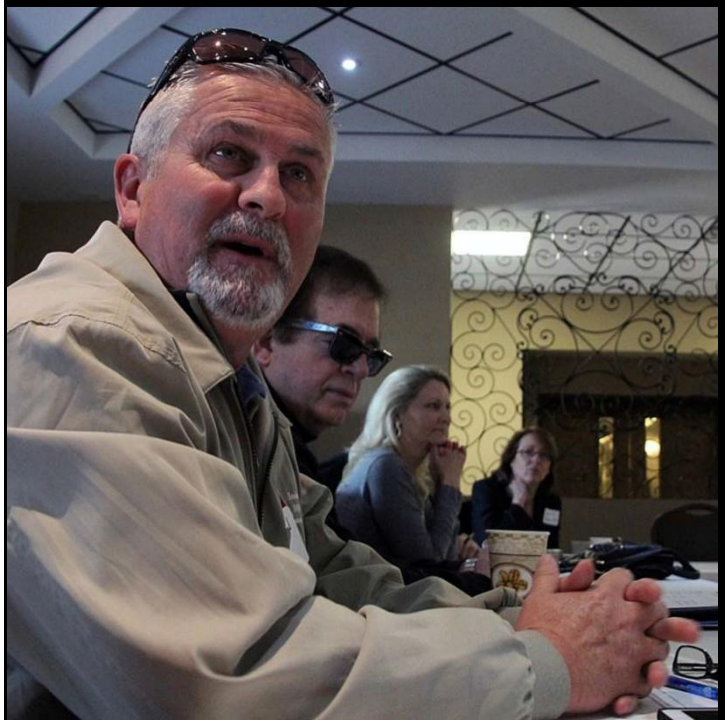
… por su salud

Portland, Oregon


TOM
LASH

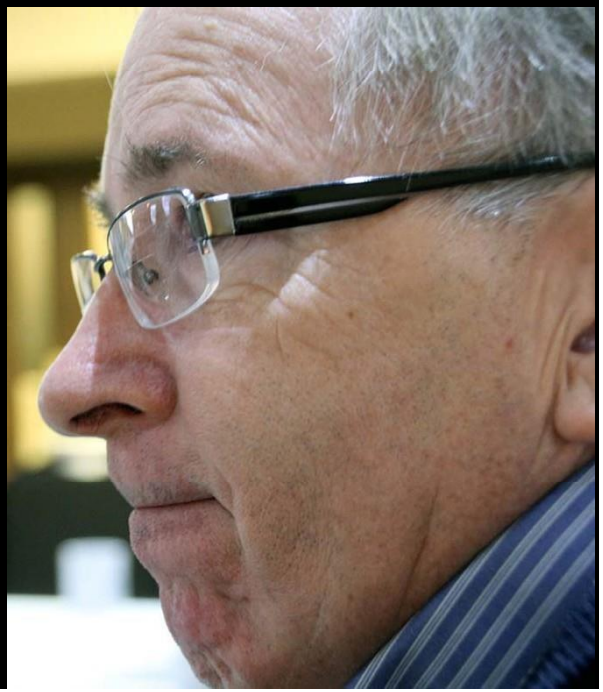


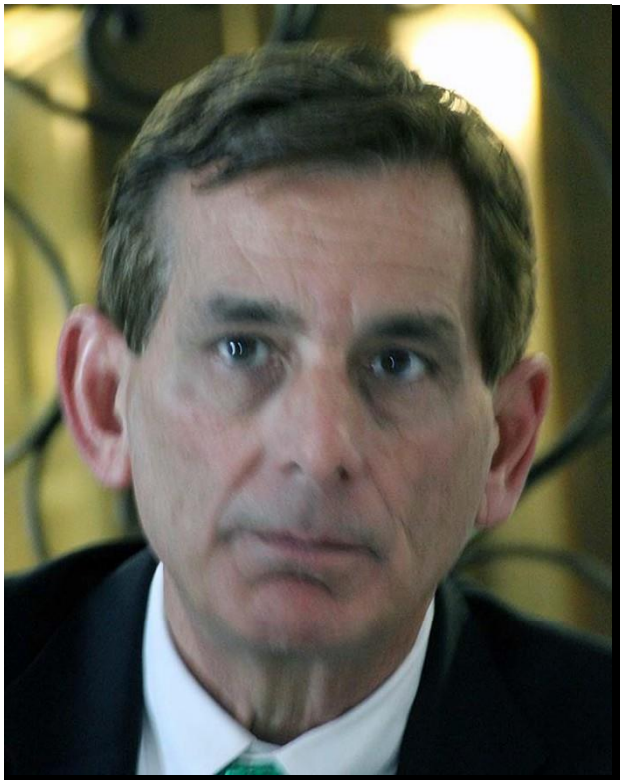


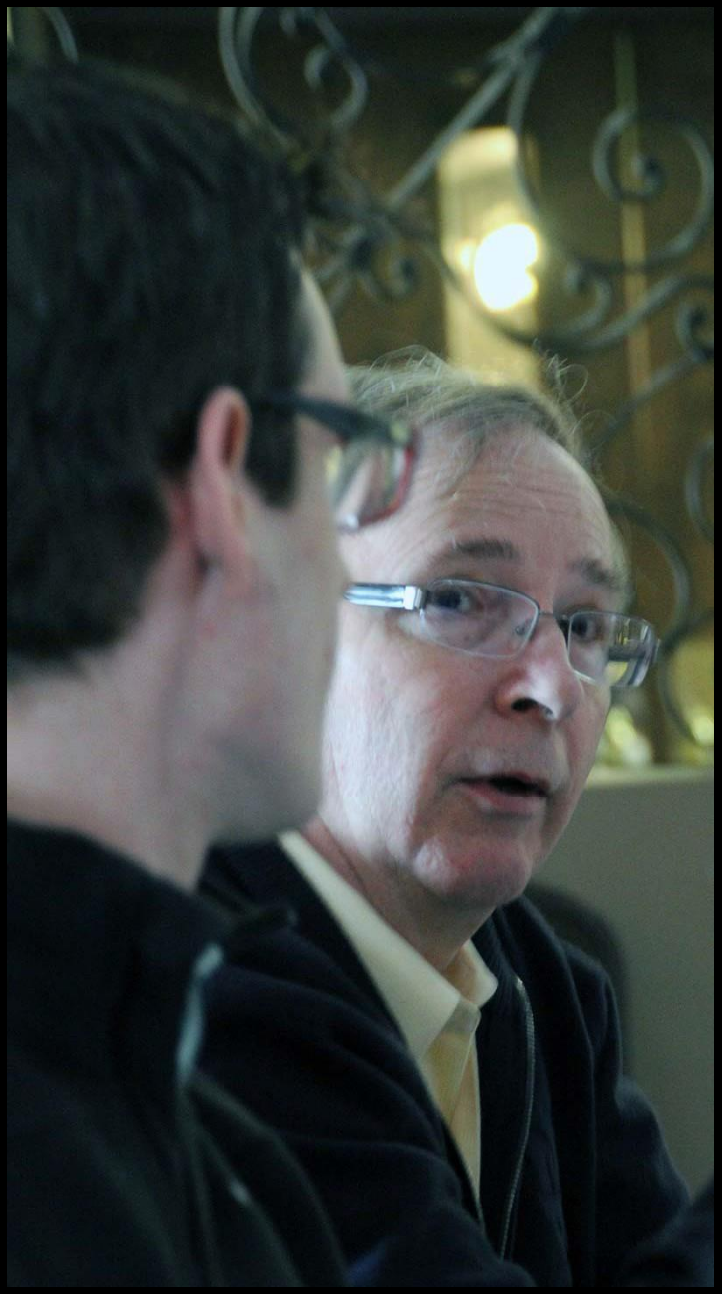


Dana McDonnell

WILLA







CONES
REAM
usbank
Fit2Live

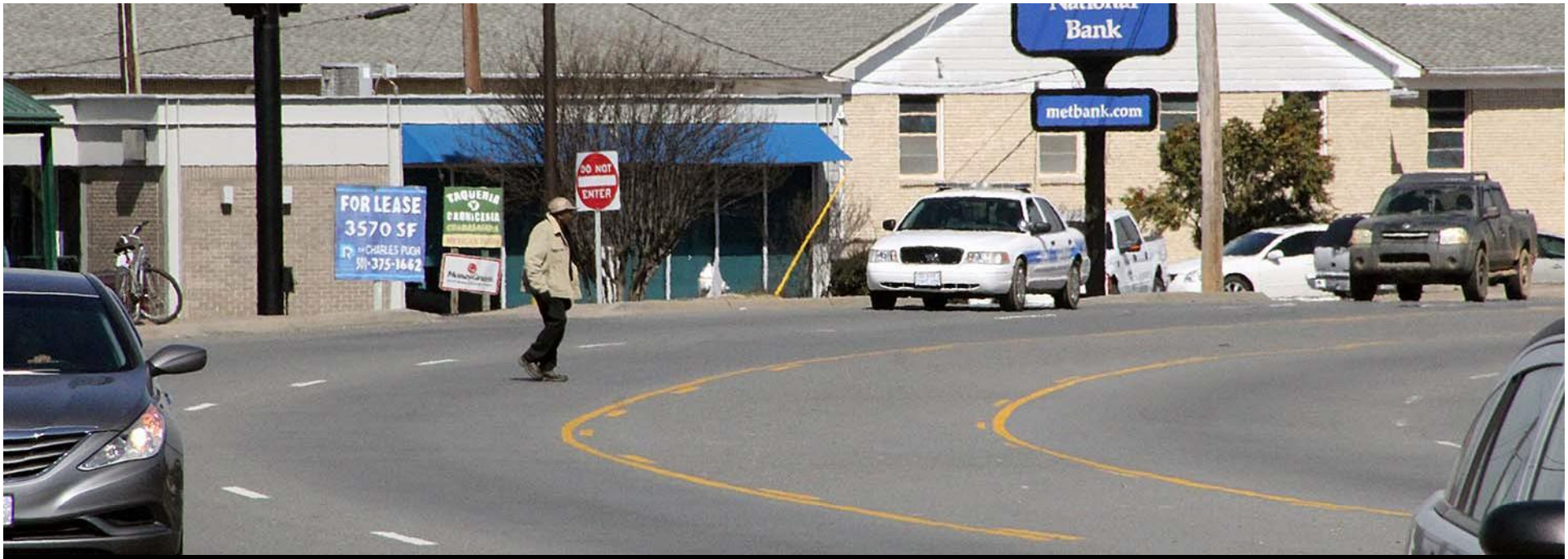
FRETWELL
ICE CREAM CO.
SANDWICHES-DRINKS
TEXACO

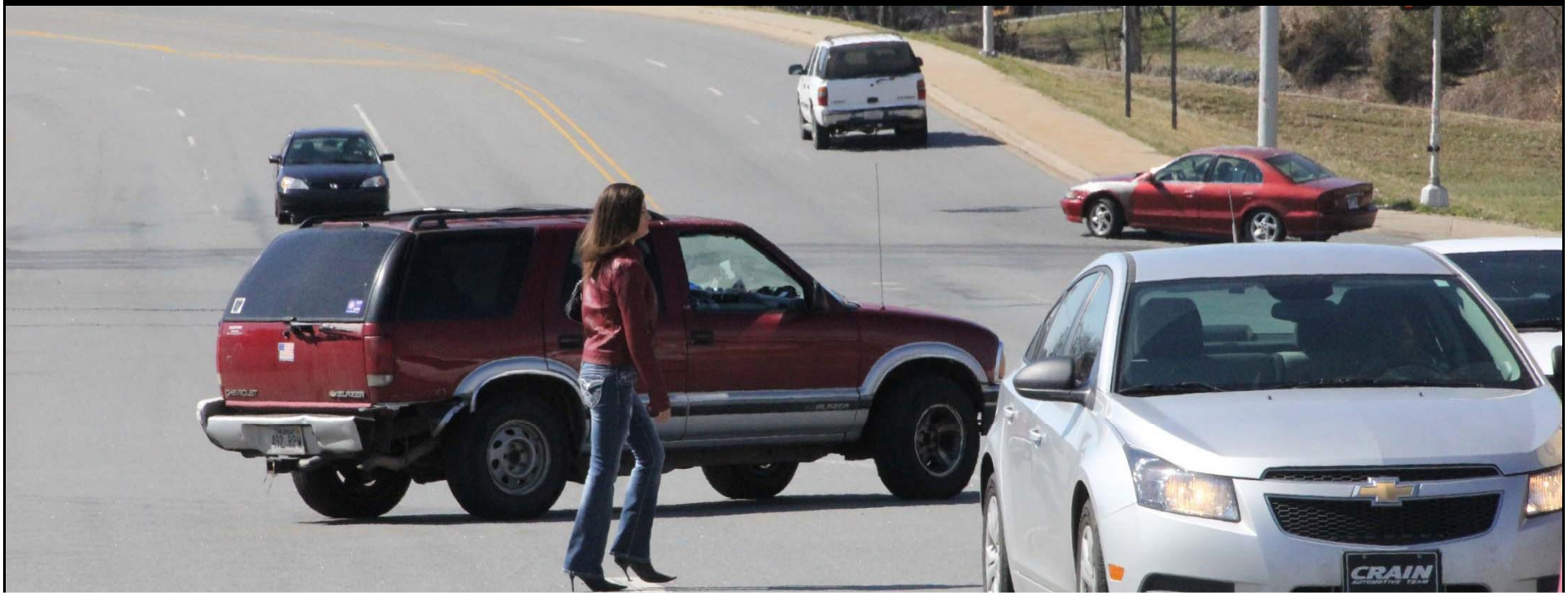
CHECKS CASHED
DEBIT CARDS INSURANCE
ACE
CHECKS CASHED
DEBIT CARDS
25

HUGGINS DRUGS
DRUGS
PRESCRIPTIONS
HUGGINS DRUGS
OVER ½ MILLION...
Prescriptions
accurately filled here!
WE DELIVER
PRESCRIPTIONS
Prescriptions We Deliver
U.S MAIL
Hotpoint
APPLIANCES
L&M CAFE
EAT

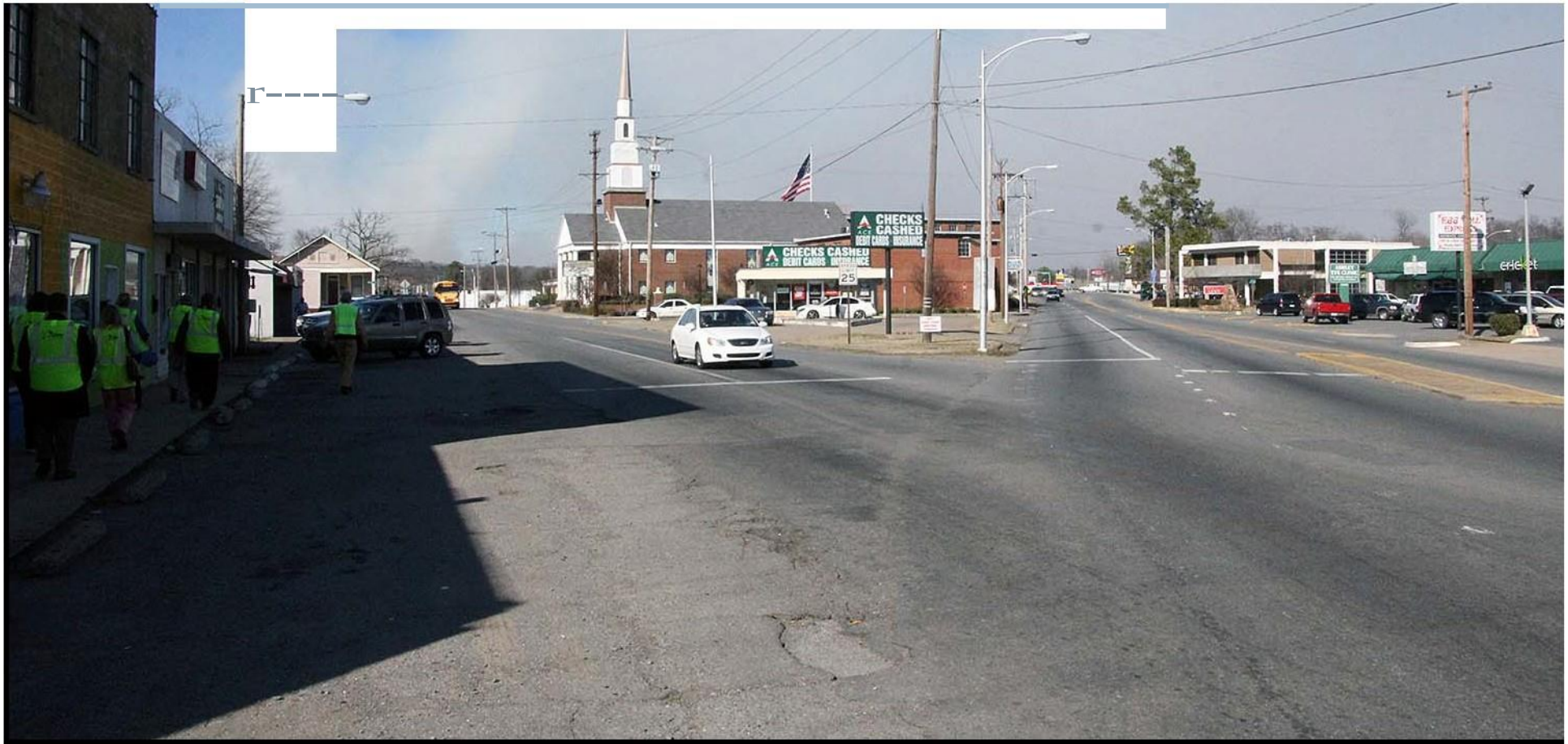
AS DELICIAS
8401
OPEN
TAQUERIA
MEXICAN FOOD

20


Bank
metbank.com
DO NOT
ENTER
FOR LEASE
3570 SF
CHARLES PUGH
301-375-1662
TAQUERIA
CARNICERIA


CRAIN

Doyle Venable Dr


CHECKS CASHED
DEBIT CARDS · INSURANCE
CHECKS CASHED
DEBIT CARDS · INSURANCE
25

"EGG ROLL" EXPRESS
CHECKS CASHED

Main Street,
Batesville, Arkansas

Un nuevo Cambio está Ocurriendo a Nivel Nacional

Estamos entrando en un nuevo paradigma Why?

- La economía
- El costo de manejar
- La demografía (Jóvenes, “Boomers” –Personas nacidas en los 50s o 60s)
- Las necesidades de las personas al acceso, menos movilidad
- Los “Boomers” están envejeciendo
- Falta de salud en medio de abundancia
- Impacto ambiental
- Desconexión social – Queremos una comunidad unida
- Propósito individual de la inversión publica se ha reducido
- El caminar no es una moda; pero una necesidad universal básica

PASANDO EL RATO
EN LOS AÑOS 80S

PASANDO EL RATO
EN EL 2013

Chris Leinberger es optimista a pesar del gran impacto que estas tendencias tienen sobre la población en las ciudades. Se tomaría una generación para cumplir con la acumulada demanda del desarrollo urbano en cuanto a espacios para caminar o transitar. Favorecerá la industria de bienes y raíces y será una fundación para la economía Americana por décadas, así como lo fue durante la última mitad del siglo 20, cuando se construyeron suburbios de baja densidad.

La gente se mudara de nuevo a la ciudad. La pregunta que queda es: ¿Van a moverse de vuelta a su ciudad, o a la de alguien más?

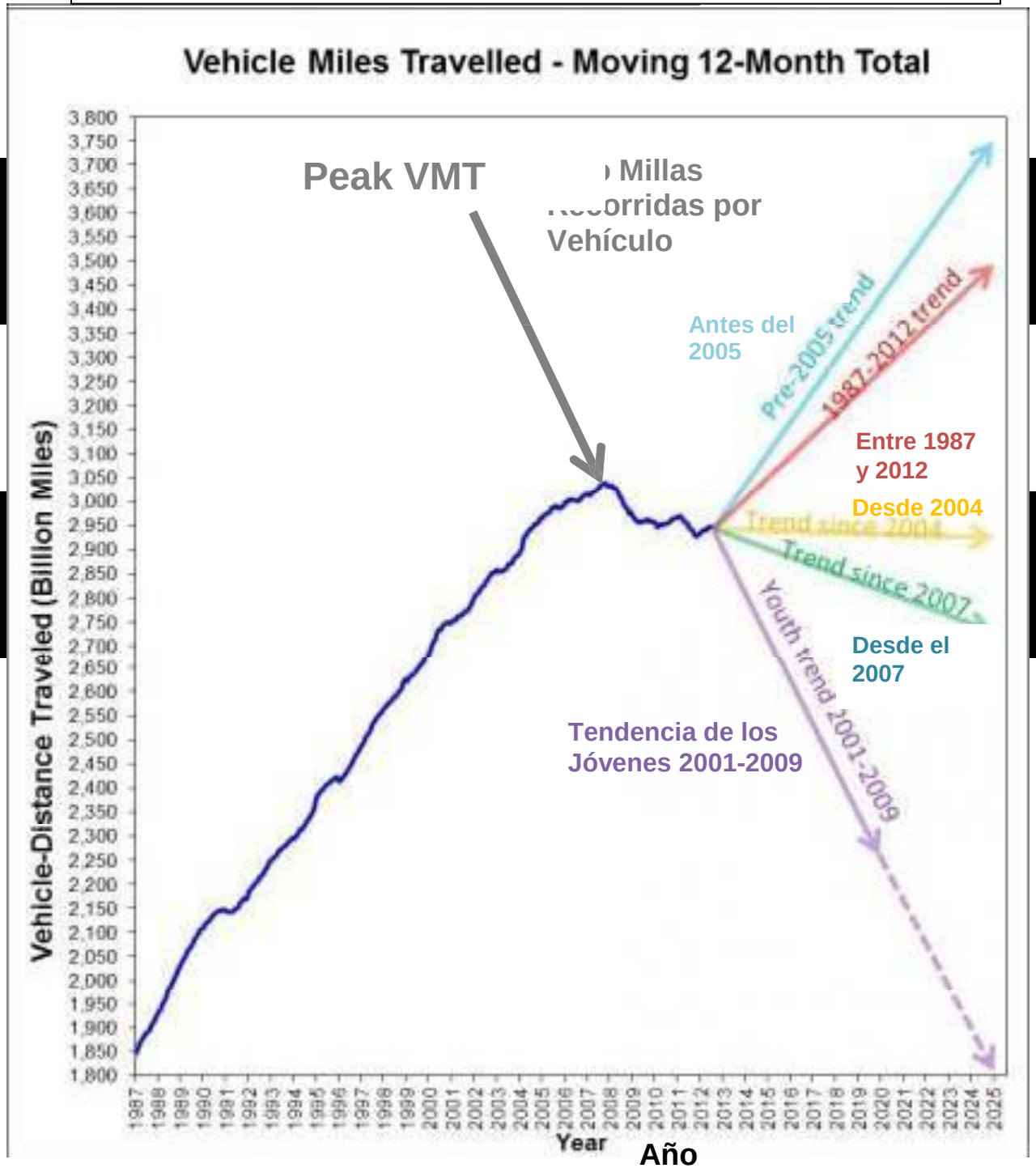
La respuesta está en Transitabilidad

¿Cuál enfoque de inversión presentados en los paneles de la derecha brinda lo mejor para una sociedad?

¿Lugares para las personas? o ¿lugares para los automóviles?

917
KNEELING
RAMP
Assigned
Permit
Parking
Only

Millas Recorridas por Vehículo – de 12 meses totales



Distancia recorrida (Billones de Millas

DIEZ PASOS PARA LA TRANSITABILIDAD

Centro de la ciudad compacto y animado

Calles de baja Velocidad y volúmenes distribuidos

Calles finas con varias rutas y enlaces de tránsito

Escuelas y parques en el vecindario separadas por un cuarto o un octavo de milla

Lugares públicos atractivos con: bancas, baños, penumbra, agua y arte

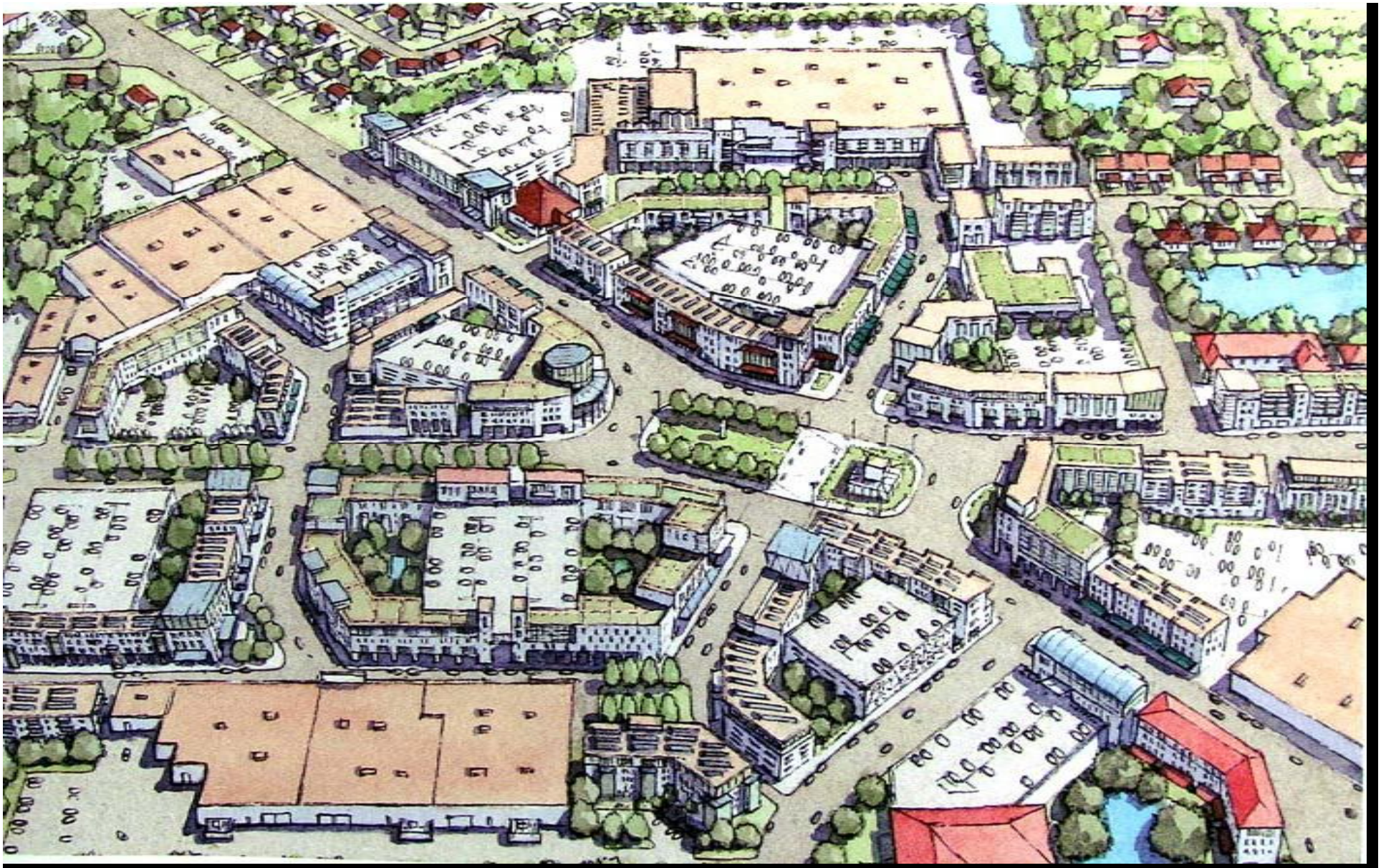
Cruces seguros, convenientes y eficientes

Mucha gente de todas las edades y capacidades caminando bastante

Celebraciones públicas, desfiles, mercados, festivales y premiaciones

Asociaciones para el uso del suelo y transporte

Calles y casas asequibles, que inspiren y con buen mantenimiento.



No Transitable

Alta dependencia de carros

Bastante Congestión

Transitable

Baja dependencia de carros

Congestión Moderada

Usted sabe cuando ya ha salido de Claremont
Towne Av
LIMIT
40
Claremont, California
village
CAR
WASH
BURGER
KING
LIQUOR
66

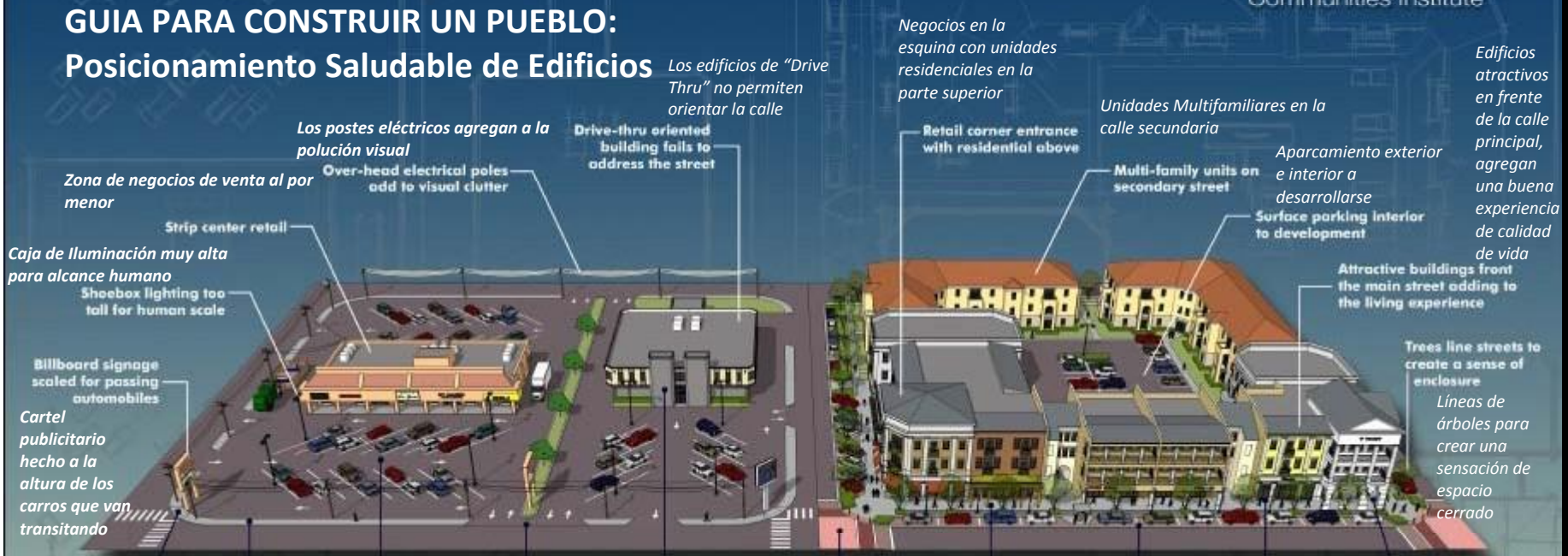
NELL'S
HAIR
STYLING
CCH

WOODY'S NEWSSTAND
King's Clocks

TOWN MAKER'S GUIDE:
Healthy Building Placement

GUIA PARA CONSTRUIR UN PUEBLO:
Posicionamiento Saludable de Edificios

Walkable and Livable Communities Institute

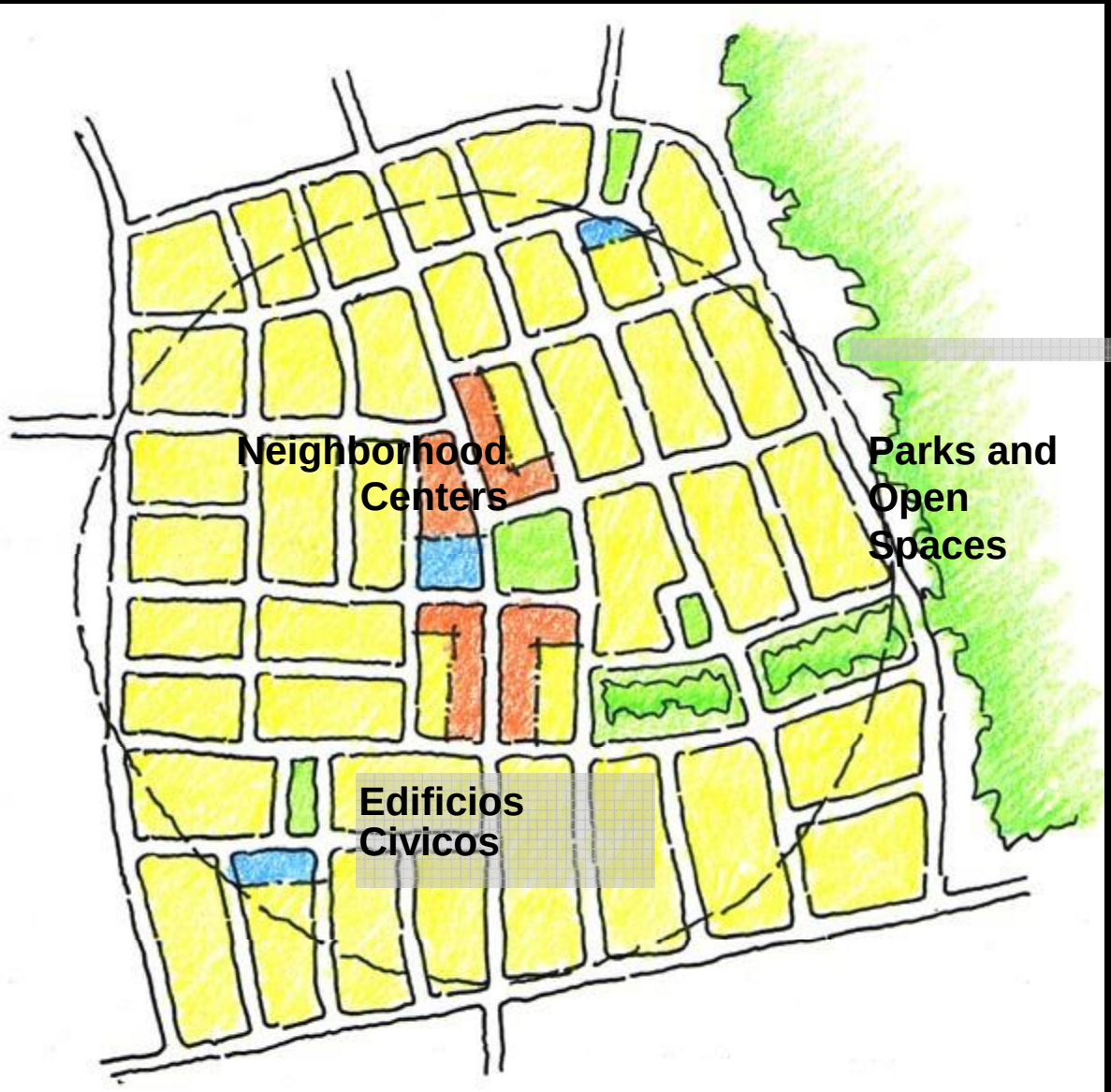


BORDES / EDGES	ACERAS-BANQUETAS / SIDEWALKS	ESTACIONAMIENTO / PARKING	EDIFICIOS / BUILDINGS	CARÁCTER / CHARACTER
Edges are essential for a comfortable walk. Edges define spaces and provide visual cues to guide appropriate behaviors. Open areas such as this create high levels of discomfort for both walkers and drivers. Without an edge, walkers feel they have entered the motorist's realm and motorists feel that pedestrians do not belong, so they do not respect them. Edgeless streets look sick and make people feel sad.	Sidewalks must be a comfortable width (typically 6-10 feet for suburban commercial areas), be separated from the curb with a planter strip at 6-10 feet, be continuous and not open to numerous driveways, to general, the higher the roadway speed the wider the planter strip. This space lacks a sidewalk completely, but even the portion with a walk does not "invite" walking.	Parking set to the front of a building devalues walking in many ways. It creates building-to-building swaths of asphalt as wide as 400 feet. Such inhospitable environments (too hot in the summer, too cold in the winter and lonely all the time) do not honor walking, bicycling, transit, or even auto arrivals. Off-street parking takes three times as much land as on-street parking.	Walkability requires easy and complete access to buildings. When buildings are set back, arrival by foot is plagued with problems. Individual properties often carve up the front of a block into independent parking lots and this fractionalizing of land creates ugly and unpleasant spaces to traverse. It devalues the overall experience and also the overall land value. Property owners rarely take care of these spaces, investing instead in large signs advertising to drivers.	Suburban style strip malls and building types are often devoid of character and personality. They are large, faceless, lifeless, uninteresting, uninspiring spaces. Walkers tend to shun such "voids" and materials tend to speed up when they come across them. These spaces can be anywhere - they have a universal ugliness. Health studies reveal that people in ugly places have elevated blood pressure. Road rage also increases.
Quality edges provide a protective enclosure satisfying the human eye, heart and feet. Edges address our need for comfort, safety and security. Creating a sense of enclosure usually requires building to the interior edge of walkways, planting ground cover and trees, and including on-street parking to buffer the pedestrian from moving traffic. Edges are essential to an enjoyable walking experience.	Sidewalks of sufficient width allow walking to be the most natural, fun, rewarding and healthy way to travel. They allow people to enjoy walking, a relaxed conversation with another, to linger or sit outdoors at a cafe, and they encourage people to stay and socialize. Although sidewalks can be made of a number of materials from concrete to pavers, the most pleasant walkways have a simple elegance—they are well constructed and minimalist.	The combination of on-street parking and urban buildings carefully screen or fully hide off-street parking. Off-street parking is placed in interior courts or in well landscaped gardens to the side or rear of the building. Thriving downtowns or pleasant villages rarely require off-street parking minimums. In many cases today, municipalities prescribe maximum number of spaces that are allowed, which makes better use of limited space.	Quality buildings not only create an address, they address the street. Well designed urban buildings have 70-90% glass at grade, giving natural surveillance to the street. A palette of colors, shapes, tones, textures, window styles add predictability, authority and dignity to a street. In order to improve mobility and accessibility, buildings need to have convenient breaks and passes, certainly every 400 feet and sometimes less.	Buildings can be simple in their designs, but they must help contribute to the character, personality, style, complexity, elegance, charm and experience of the street. In this way, they define where we are. We want to play in our environment, celebrate great artistry and cultural achievements, and create a place that is always fun to come back to, enjoy and protect. A great street is also great theatre.

No permission is needed to reproduce this illustration for educational purposes. Please credit Walkable and Livable Communities Institute.

Poster Illustrated by TDC Design Studio

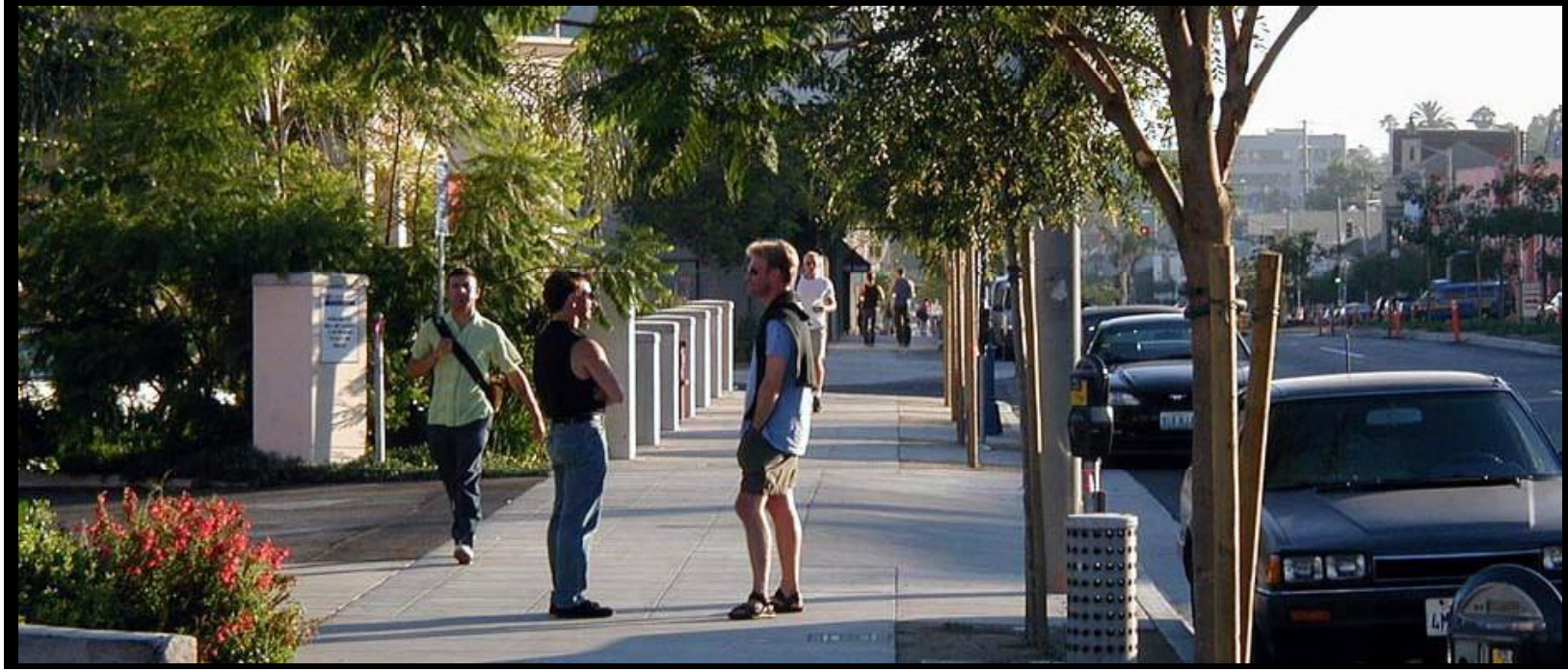
3. Destinos



Diseño para el uso variado del terreno:

Los centros son más densos en viviendas, un parque central, usos cívicos, y con orientación a pequeños negocios

DENIM
Levi's
Levi's
OPEN 24 HOUR
POPCORN
IS BAC
I-RIDE
22
NORTH
LINK
WE HAVE MOVED!
8984 INTERNATIONAL DRIV
FOR SALE
SJG 031



The Coffee Bean
Est. 1963
The Coffee Bean

5. Interés (Detalle, Complejidad, Variedad, Memorable)

Bank of the Ozarks
CHICKEN SANDWICH PERFECTION

KEEP
RIGHT