

DEVELOP

Bikestation: Activating the Bicycle/Light-Rail Connection

The bicycle is a cost-effective, zero-carbon, and commonly overlooked option for getting light-rail riders from a station to their final destination. Recognizing this opportunity, a handful of transit agencies across the United States are now working with Long-Beach, California-based

Mobis Transportation Alternatives/Bikestation, the country's sole turn-key provider of bicycle/alternative transportation transit systems, to operate full-service bicycle valets at major transit stations, campuses, and mixed-use centers. In addition to 24/7 access for bicycle storage, services include bicycle repair, equipment and accessory sales, a changing room, lockers, restrooms and showers, and snack bars/cafés.

The latest bike-transit center is Bikestation Washington, D.C., which opened on October 2 at Union Station, the city's central transit hub with connections to Amtrak, commuter rail lines, and the subway and bus systems. It can house 130 bicycles in a 1,700-square-foot (148.6-sq-m) glass-and-steel structure designed, planned, and executed in a public/private agreement between Mobis Transportation Alternatives/Bikestation and the District Department of Transportation. Mobis will administer the membership and proprietary access control systems of the transit facility permitting members secure bicycle parking at the Bikestation through an electronic key, which will also provide members access to other Bikestations locally and around the country.

Each of the 12 existing Bikestations charge members \$12 a month to securely park their bicycle near a light-rail station. Based on a survey conducted by Mobis, 30 percent of its customers previously commuted by car and another 60 percent cycled more often because of the services and convenience offered by Bikestation.

Transit agencies typically will pay capital development costs ranging from \$2 million for a full-service

stand-alone facility to \$100,000 for a fully modular, automated facility. In return, every person who arrives by bicycle potentially saves a park-and-ride space at the station for someone else, or reduces parking needs and related capital costs altogether. For example, Bikestation's Long Beach, California, facility provides secure parking for 100 bicycles in just 1,600 square feet (148.6 sq m), compared to 32,500 square feet (3,019 sq m) that would be needed to park an equivalent number of cars.

While transit agencies may evaluate the return on investment in terms of riders per dollar spent, some involved in mixed-use and retail development are looking at the model as a way to boost profitability. "If a mixed-use developer can renegotiate with the city and retailers to eliminate 100 parking spaces, for example, in exchange for a Bikestation, it will eliminate thousands or even millions of dollars in infrastructure cost or, conversely, increase the project's gross leasable area. It's a win for the community and the developer," notes J. Todd Stoutenborough, an architect specializing in mixed-use projects and a principal of Stoutenborough, Inc., in Laguna Beach, California.

"Bikestation envisions communities where bicycling is an integral part of the transportation system, resulting in cleaner air, safer streets, and healthier living," emphasizes Andrea White-Kjoss, president and CEO of the organization's for-profit arm. The firm also has been approached by some real estate owners and developers to implement the concept in private settings. These private entities are looking



Bikestation Washington, D.C., a glass-and-steel structure at Union Station, the city's central transit hub located near the U.S. Capitol, opened October 2. The new facility, which will be available to Bikestation members, is part of a growing network of Bikestations and related transit centers springing up in cities across the United States.

MENTS

to use the Bikestation concept to improve marketability, facilitate density and height bonuses, earn LEED (Leadership in Energy and Environmental Design) points, and reduce congestion and impact fees.

Mobis Transportation Alternatives is now working to expand the concept to dozens of additional locations near light-rail systems and mixed-use centers in the United States in partnership with transit agencies and developers.

DAVID STOCKER is research director at the ULI Center for Balanced Development in the West in Los Angeles, California.

More information on Bikestation can be found at www.bikestation.com and www.mobisinc.com.

LAST RAIL LAGGARD

[The United States] “is a developing country in terms of rail. We are seeing it as a huge opportunity.”

—Ansgar Brockmeyer, head of public transit business for Siemens, one of four makers of high-speed trains, in anticipation of the economic stimulus passed by Congress that includes a five-year, \$13 billion high-speed rail program. Russia has just joined the high-speed club that includes Japan, France, Germany, Italy, Britain, Spain, Taiwan, Korea, and China.

From “Siemens Fills Need for High-Speed Trains in Russia,” by Andrew E. Kramer, *New York Times*, September 25, page B5.

L.A.’s Historic Ambassador Hotel Now Site of School

The new K–5 of Central Los Angeles Learning Center #1 opened in September on the former Ambassador Hotel site—historically known as the site where Democratic presidential contender Robert F. Kennedy was assassinated in 1968—as part of the Los Angeles Unified School District’s (LAUSD) goals of having students live and learn in their communities, ending overcrowded schools, and enabling small group learning.

The K–5 building, which measures approximately 92,000 square feet (8,547 sq m) and contains 44 classrooms in a two-story structure, is located at the southwest corner of the Ambassador Hotel site. The middle school and high school buildings, under construction, will comprise 130 classrooms in 452,000 square feet (41,992 sq

m). The 24-acre (9.7-ha) Spanish/Mediterranean-style Ambassador Hotel complex, designed in 1921 by Los Angeles architect Myron Hunt, also responsible for the Rose Bowl, Caltech, and the Hollywood Bowl, was demolished in 2006 after decades of disuse and after a structural and cost analysis determined

that the budget impacts of a full adaptive use of the property would have added major construction costs.

“The design solution was charged with mapping the historic diagram of the site with the needs of a wholly contemporary educational campus based on the LAUSD’s desired Small Learning Community [SLC] pedagogy,



TIM STREET-PORTER



TIM STREET-PORTER

A new elementary school in central Los Angeles opened in September on the site of the former Ambassador Hotel, with elements of the historic hotel incorporated into the design. The middle school and high school buildings are under construction; all three are linked by shared common cultural and recreational facilities that will also be available for use by the surrounding community.

which breaks large, urban schools into smaller, more intimate learning communities of 500 students,” explains David Goodale, design principal of Los Angeles–based Goodale Gonzalez Architects. “Our solution addressed the programmatic and expressive goals, using the original ‘figure/ground’ of the hotel campus as the skeleton of the new K–12 campus and replacing the iconic Wilshire Boulevard presence of a hotel with an iconic presence of transparent classrooms.”

Elements of the historic hotel were incorporated into the new design. For example, the hotel’s legendary Coconut Grove nightclub is slated to become a 574-seat auditorium/lecture hall and the hotel’s 1940s-era Paul R. Williams–designed coffee shop will serve as a teachers’ lounge. The intricate vaulted ceiling of the hotel’s Embassy Ballroom—the site of Robert F. Kennedy’s 1968 assassination—was reconstructed for a 12,706-square-foot (1,180-sq-m) library for the middle school and high school students; it will house a collection of Kennedy memorabilia.

The three distinct school communities are linked by shared common cultural and recreational facilities, including soccer fields, a 25-meter (82-ft) swimming pool, two gymnasiums, and the library. These facilities will also be available for members of the surrounding community to use. The campus also includes a new public park, Wilshire Public

Park, occupying a 19,000-square-foot (1,765-sq-m) section of the site fronting Wilshire Boulevard, to bring much-needed green space to one of Los Angeles’s densest urban neighborhoods.

Designed and built to reflect the latest “green” building methods and materials, the new Learning Center exceeds the environmental standards set by the Collaborative for High Performance Schools (CHPS), scoring 36 points on the CHPS scale; 28 points are needed for CHPS recognition. The campus is the first in California to employ thermal displacement ventilation (TDV) in which air is delivered from the lower portion of the walls, rather than from the ceiling. The upward flow of air results in a more efficient form of air-cooling and also improves air quality and reduces germs in the air. A full glass curtain wall facade on the north face of the high school building maximizes natural light in the classrooms, reducing energy costs.

By September 2010, when the middle school and high school structures are due to be ready for occupancy, more than 4,000 K–12 students from the surrounding nine-block radius of the mid-Wilshire District will be attending the 24-acre (9.7-ha) campus, within walking distance of their homes.

McKinsey Report on Energy Efficiency in the Current U.S. Economy Suggests Goal Is Daunting—but Payoff Enormous

An environmental report released late this summer by McKinsey & Company, “Unlocking Energy Efficiency in the U.S. Economy,” promises to identify potential energy savings in buildings and other nontransportation uses, analyze the many barriers to this greater efficiency, and identify comprehensive solutions to accelerate the much-needed actions.

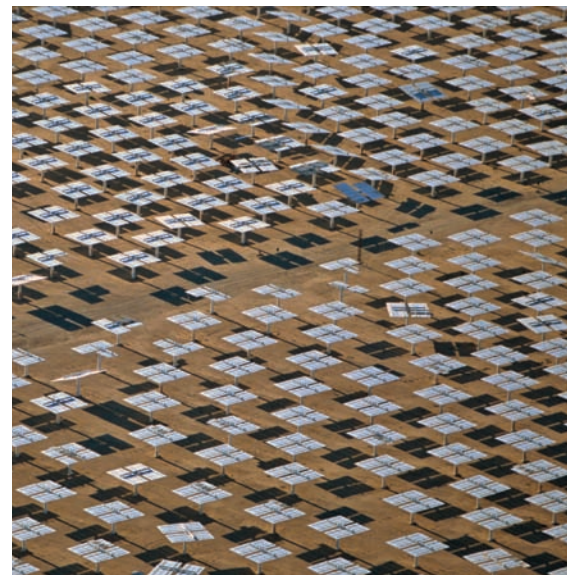
Maximizing energy efficiency is a top priority in the United States—it cuts businesses’ operating costs and improves economic competitiveness, boosts national security by reducing dependence on foreign sources and lessening the flow of dollars to those nations, and reduces CO₂ emissions. Greater energy efficiency is the quickest, least-expensive single way to cut energy use and CO₂ emissions, while creating various U.S.-based sources of low- or no-carbon energy.

Achieving this goal, however, notes the McKinsey report, is daunting. The “significant and persistent barriers,” the report maintains, “will need to be addressed at multiple levels to stimulate demand for energy efficiency and manage its delivery across more than 100 million buildings and literally billions of devices” in homes, workplaces, stores, and schools.

The payoff, asserts the report, is enormous. A comprehensive “holistic” program, McKinsey consultants estimate, “would yield

gross energy savings worth more than \$1.2 trillion, well above the \$520 billion needed through 2020 for upfront investment in efficiency measures”—not including program costs. Such steps would “reduce end-use energy consumption in 2020 by 9.1 quadrillion British thermal units [BTUs—the basic measure of thermal/heat energy], roughly 23 percent of projected demand, potentially abating up to 1.1 gigatons of greenhouse gases annually,” notes the report.

This 23 percent cut in projected 2020 demand would save billions of dollars in investments in new energy infrastructure, such as new power plants and gas pipelines, and



would permit greater funding for the upgrade or replacement of functionally or environmentally obsolete existing infrastructure.

There are barriers in the way of these benefits, according to the report. “Energy-efficiency measures typically require a substantial upfront investment in exchange for savings that accrue over the lifetime of the deployed measures,” states the McKinsey report. Energy-efficiency gains, moreover, are “highly fragmented” among the 100 million buildings and billions of devices, so greater efficiency is virtually nobody’s foremost priority. Lastly, “measuring and veri-

POP-UP ARTISTS

“The lights are always on, the artists come and go late at night, and it’s even had more of an impact in activating the street than we anticipated.”

—Andrew M. Manshel, senior vice president, Greater Jamaica Development Corporation, referring to how commercial landlords and building owners, with empty storefronts across New York City, are turning to a new class of tenants—artists—and are either donating space or leasing space at bargain rates.

From “Luring Artists to Lend Life to Empty Storefronts,” by Diane Cardwell, *New York Times*, October 13, page A24.

fyng energy not consumed is by its nature difficult.”

Given the complexity of these barriers, four types of strategies for greater energy efficiency are recommended, and each strategy is classified as “proven” on a national scale, “piloted” in certain cities or regions, and “emerging,” which has shown merit but has not been thoroughly evaluated.

The report’s recommended first strategy is “information and education” so that end-users can understand their own potential energy-saving steps, calculate the savings, and act accordingly. The second strategy, “incentives and financing,” minimizes upfront costs with new financing models, monetary incentives, and tax breaks. The third strategy, “codes and standards,” recommends required audits of existing equipment, efficiency standards for new equipment, and stricter building codes, including more regular enforcement. Greater savings could be achieved if equipment was used properly and regularly maintained to achieve its full potential. Finally, the report recommends that “a private company, utility, government agency, or nongovernmental organization could support a ‘do-it-for-me’ approach by purchasing and installing energy-efficiency improvements directly for the end-user, thereby essentially addressing most noncapital barriers.” This recommendation is

similar to the Energy Service Company (ESCO) model in which the third-party provides upfront capital for energy upgrades at a property, then recoups its investment and fee through a portion of the energy savings.

The McKinsey report acknowledges that these barriers are so complex and location-specific that no single recommendation or off-the-shelf combination of such steps will achieve the savings in every situation. Each opportunity will require its own combination of strategies.

As one final recommendation, the McKinsey report urges the continued “innovation in the development and deployment of next-generation, energy-efficiency technologies” to gain future productivity improvements. The report by McKinsey & Company, a New York-based management consulting firm advising companies on strategic, operational, organizational, and technological issues, offers a series of roadmaps to achieving greater efficiency in financially realistic ways. The question now is whether the right people will get the message and take the necessary measures.

CHARLES LOCKWOOD is a green real estate authority and consultant in southern California and New York City.

The full report, which builds on a 2007 report on reducing U.S. greenhouse gas emissions, is available at www.mckinsey.com/USenergyefficiency.

Cooper Union Opens New York City’s First Green Academic Laboratory Building

A nine-story, 175,000-square-foot (16,258-sq-m), full-block structure at New York City’s Cooper Union for the Advancement of Science and Art, which grants full-tuition scholarships to all admitted students, includes reconfigurable, state-of-the-art classrooms, laboratories, studios, and public spaces, replacing more than 40 percent of the college’s academic space. Designed by Pritzker Prize-winning architect Thom Mayne of Morphosis and developed at a cost of \$150 million,

41 Cooper Square houses the Albert Nerken School of Engineering along with student and teaching studios and common spaces that will serve the School of Art and the Irwin S. Chanin School of Architecture.

The new sustainable academic building is expected to meet Gold LEED (Leadership in Energy and Environmental Design) standards with the target of achieving Platinum certification, the highest-level rating in the U.S. Green Building Council system. Designed for sustainability, energy efficiency, and air quality, the structure includes the following:

▷ State-of-the-art radiant heating and cooling technology—the first used in the United States—to conserve energy and increase efficiency.



IWAN BAAH

A new sustainable academic building at Cooper Union for the Advancement of Science and Art in New York City opened in September. A wide stairway with impromptu gathering spaces ascends from the lobby four stories to a student lounge overlooking the city.



IWAN BAAH

CITY WALK

“Real estate people should take a look at what’s happened with real estate values in other cities where there are these walking streets.”

—Douglas Durst, chairman, Durst Organization, in reference to a proposal to turn the full length of Manhattan’s 42nd Street into a pedestrian mall and to add a light-rail line to stretch across town from the Hudson River to the East River. (See “Support Grows for Car-Free, Light-Rail Boulevard for Manhattan’s 42nd Street,” April, page 16.)

From “Without Cars, A Different Sort of 42nd St.,” by Alison Gregor, *New York Times*, October 14, page B7.

▷ An outer layer of semitransparent mesh screen to create coolness in the summer and warmth in the winter by controlling daylight, energy use, and natural ventilation.

▷ Carbon dioxide detectors throughout the building that automatically dim power and ventilation when rooms are unoccupied—saving on energy and costs.

▷ A cogeneration system to produce some power for both the new building and the Foundation building, reducing the need to tap into the outside electrical grid.

▷ A green roof with a deck surface that will be covered by a layer of low-maintenance plantings, which help to reduce city “heat island” effects, stormwater runoff, noise, summer air-conditioning cost, and winter heat demand. Together with the low-flow plumbing devices, the green roof is expected to save more than 600,000 gallons of water annually.

An interweaving vertical piazza creates an interior space designed to encourage interconnection and contact. The incision made to the body of the building creates an opening that allows those within to orient and connect to the Foundation Building and Manhattan’s cityscape while also creating an invitation to the neighborhood to observe and take part in the activity inside. Three intensified plazas, one

above the other, are connected by the 120-foot- (36.6-m-) tall atrium space that contains the circulation stairways that function dually as circulation and as oversized lanterns, each being clad on the exterior with illuminated translucent material.

The exterior material of the building above the lobby level is porous: it is clad in semitransparent, openable perforated stainless-steel panels that create a continually moving pattern, providing surface variety on the facade, shielding the interior from the sun, providing cooling during the summer months, and acting as an insulating layer during the winter.

Transportation Spending Authorization Extended; Livable Communities Act Introduced

To keep the Highway Trust Fund solvent, Congress gave it an infusion of \$7 billion from general funds before leaving for summer recess. After getting back to business in September, Congress approved a one-month extension of the existing transportation spending authorization bill,

SAFETEA-LU, which expired September 30, to allow federal transportation funds to keep flowing.

The Senate and the Obama administration had been hoping for an 18-month extension of SAFETEA-LU, to allow for a fuller conversation about transportation reform. However, in the House, U.S. Representative James L. Oberstar (D-MN) has pushed hard for quick consideration of his draft of an updated transportation bill.

Among other changes, the Oberstar bill proposes a doubling of spending from SAFETEA-LU levels. Even though most policy makers agree that more funding is needed, no one has seriously tackled how to pay for spending increases, with both Congress and the Obama administration indicating that a gas tax increase is off the table for now.

A likely outcome is a series of short-term extensions of SAFETEA-LU over the next few months. Once health care and climate bills are out of the picture, policy makers may have more capacity to consider what to do about transportation. Among the issues they will have to tackle is how to balance the need for reform in the transportation sector with other goals, such as using transportation spending to help address the nation’s growing unemployment rate.

In early August, Senator Chris Dodd (D-CT) introduced the Livable Communities Act. This bill would establish competitive planning grants for towns and regions; implementation of challenge grants for public transportation, affordable housing, complete streets, transit-oriented development, and brownfield redevelopment; an Office of Sustainable Housing and Communities at the U.S. Department of Housing and Urban Development (HUD) to administer the grants; and a federal Interagency Council on Sustainable Communities.

These proposals echo ULI’s July publication *Transportation for a New Era*, which recommends competitive grant programs to create incentives

for sustainable investments, and a more integrated, cross-agency vision for community development. The House has not yet introduced a companion bill.

RACHEL MACCLEERY is managing director of ULI’s infrastructure initiative group.

Progress Made on Europe-Wide Green Certification Rating Tool

The prospect of a single rating mechanism for sustainable buildings across Europe is moving closer to reality. In early September, the board of directors of the Dutch Green Building Council approved the certification system BREEAM-NL, the first sustainability label for new construction in that country that will measure up on the international stage. Previously, building standards assessment in the Netherlands had been entirely regulatory. The BREEAM-NL certification is based on the U.K.-based Building Research Assessment’s Establishment Environmental Assessment Method (BREEAM) rating tools.

Agreements between measures in the United Kingdom and France also showed progress. In June, BRE Global and the French research and evaluation center CSTB signed a memorandum of agreement to work jointly toward a common measurement. (CSTB is the approval body for the Haute Qualité Environnementale standard for green building established in the 1990s, based on the sustainable development principles set out at the 1992 Earth Summit in Brazil.)

“This initiative, much anticipated by the market, will bring a coherence to national policies such as the Grenelle de l’Environnement in France and the U.K.’s carbon targets and, hence, clarity in what has become an international marketplace,” notes CSTB’s president Bertrand Delcambre. “Our work with CSTB

PLUG FOR INFRASTRUCTURE

“If we’re serious about getting the United States back on track economically, we will have to take our heads out of the sand at some point with regard to the nation’s infrastructure. America has to be rebuilt, modernized, and re-energized—from its water and sewer systems to its schools to the smart grid and the alternative energy sources. . . . That’s where the jobs are for the long term, and that’s the only route to a truly flourishing future.”

From “Igniting the Growth of Jobs,” by Bob Herbert, op-ed columnist, *New York Times*, October 10, page A19.

and with others in Europe gives us the opportunity to approach the European Commission with weight and urge them to promote and use the rating tool system,” adds BRE Global director Martin Townsend. “Over the next six to eight months we will customize BREEAM for France, and developers and landlords will have a choice of the two systems for a period. By early 2011, it will become a single rating tool. We are working sensitively to make sure that the new rating tool will be a combination of the best of the French system and the British system.”

The British and French providers are part of an emerging international alliance to support environmental assessment of buildings and the development and use of common rating tools across Europe. “The move in the Netherlands, which is being implemented by the Dutch Green Building Council, reflects a broad view that the best way to get change in the present period is to have an opportunity for companies and developers to have a standard of building which sits above regulation,” says Townsend.

In Spain, BRE and the Instituto Tecnológico de Galicia (ITG) established a similar partnership in July. “We will look to start by introducing versions of the very successful BREEAM schemes for new and existing buildings and also the new scheme covering communities,” notes ITG president Carlos Calvo. BRE’s new BREEAM Communities rating tool is being introduced to help planners and developers to improve, manage, and independently certify the sustainability of master-planned large development proposals through all the stages of the planning process. [See “BREEAM Introduces New Rating System for Sustainable Communities; Pilot Tests with MediaCityUK in Manchester,” August, page 22.]

BRIAN BAKER is a freelance journalist based in Glasgow, Scotland.

ULI CEO Patrick Phillips Named to World Habitat Day Honorary Committee; ULI Sustainable Suburbs Forum Capped Week’s Events

Urban Land Institute (ULI) Chief Executive Officer Patrick L. Phillips was named to the World Habitat Day Honorary Committee. World Habitat Day, held on October 5, is an annual event mandated by the General Assembly of the United Nations to promote innovations in affordable housing and sustainable urban development.

Washington, D.C., hosted the global celebration, the first time for a U.S. city since recognition of World Habitat Day began 23 years ago. This year’s theme, “Planning Our Urban Future,” was chosen to raise awareness of the need to improve urban planning to deal with challenges of the 21st century so that cities can manage and reduce the impacts of climate change, the economic crisis, and urban poverty around the world. Cohosts of the celebration were U.S. Department of Housing and Urban Development Secretary Shaun Donovan and Anna Tibajuka, executive director of the United Nations Human Settlement Program.

ULI’s participation in World Habitat Day was facilitated by the Rockefeller Foundation, which supports ULI’s National Transportation Policy Dialog, an ongoing initiative that examines federal and regional transportation policies from a land use perspective. The theme of this year’s event, notes Phillips, fit perfectly with the Institute’s mission to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

“Around the globe, cities are grappling with how best to accom-



ULI CEO Patrick L. Phillips.

modate changes in growth, revive their economies, and address environmental concerns. It is an honor to be part of such a distinguished group of thought leaders discussing issues so critical to urban sustainability. Achieving successful urban areas around the globe is the ultimate goal of ULI’s entire program of work,” he added. “The variety of insights and perspectives offered at World Habitat Day [is] highly valuable in informing ULI’s research and education efforts going forward.”

World Habitat Day was recognized with a series of programs throughout the week, culminating with a ULI forum, “Sustainable Suburbs: Developers’ Perspectives on Transportation and Compact Growth,” on October 8 at the Institute’s offices in Washington. Urban regions throughout the United States will only be sustainable if the suburbs throughout those regions are developed and redeveloped more sustainably, noted land use experts at the forum. Also examined were how such factors as light-rail investment, pedestrian-friendly features, and retrofitting existing development have contributed to more sustainable suburbs; as well as how land use and transportation planning can be better coordinated. The discussion focused on how the development community has fostered public/private partnerships, lessons learned from the first generation of transit-oriented development,

and the higher tax revenue generated from successful developments.

Keynoting the event was Ellen Dunham-Jones, associate professor at the Georgia Institute of Technology and coauthor of *Retrofitting Suburbia*, who noted that the key to creating more sustainable suburbs is to redesign and retrofit them to be less auto dependent, more walkable, and better connected to each other. Demand for compact suburbs that are atypical of the isolated, segregated-use developments of the past half-century is being driven by both demographic shifts and environmental concerns, she explained.

“When the suburbs were first built, it [the driving force] was all about cheap oil, cheap land, and cheap water. That is no longer the case . . . For the next 50 years, our focus should be on retrofitting suburbia so it is more integrated with our cities.”

A radical “rethinking” of housing and transit options in the suburbs is being necessitated by the rising number of childless households—both baby boomers and generation

CAR-FREE G'TOWN?

“If it were up to me, [M Street in Georgetown] would be a pedestrian zone.”

—Anthony Lanier, head of EastBanc Inc., a real estate development and investment company located in Washington, D.C., addressing the Citizens Association of Georgetown in September about the neighborhood he called “the most incredible village in the world,” and sharing his vision of a car-free, self-sufficient Georgetown; the Brazilian-born, Austria-raised developer has been involved in dozens of residential and commercial properties in Georgetown.

From “Lanier Mulls What’s Next for ‘Village,’” by Carol Buckley, *Georgetown Current*, September 23, page 1.

Y, also known as echo boomers—who are living in or will be living outside of urban cores in the years ahead, Dunham-Jones said. These households are far more apt than larger families to seek smaller housing, with minimal yard maintenance, and which has easy access to retail, recreation, and employment centers, she explained.

Another factor driving a reexamination of growth patterns in the suburbs: increased efforts at the federal, state, and local levels to cut greenhouse gas emissions in urban regions. The carbon footprint of suburbs is substantially higher—as much as one-third to more than two-thirds greater—than downtown areas, due to the increased amount of driving that is necessary to get from one place to another, Dunham-Jones said.

Because so much land in the suburbs has already been developed, retrofitting what exists to make it more sustainable is a vital part of reshaping and improving the overall growth in urban areas, she noted. This can be accomplished through three approaches:

- ▷ Reinhabiting, which “keeps the lights on” while existing space is used for a new purpose, such as retail space being converted into a community center;
- ▷ Regreening, through which obsolete space is converted into parkland or open space; and
- ▷ Redevelopment, a complete redesign and rebuilding process that typically involves greater densification.

Retrofitting suburbs to reflect the changing needs of residents and

workers, and to address environmental concerns, “cannot happen slowly,” emphasized Dunham-Jones. “We do not have the luxury of time. We need ‘instant urbanism’ in the suburbs to reduce our reliance on autos, and provide the fundamental change that is necessary to get suburbs to a more sustainable place.”

TRISH RIGGS is vice president, communications, ULI.

Green Mall Opens in Germany—Despite Dropping Retail Sales

This past summer, German retail sales dropped, rather than rose, despite earlier reports and predictions that retail was holding strong in Europe’s largest economy. But even with retail pundits recently suggesting that the worst was yet to come for the German retail sector—or, at the very least, to expect only modest growth—Centrum Galerie Dresden opened on Prager Strasse, the historic city’s prime retail location, in September.

The shopping center, which cost €290 million (\$424 million), includes 120 retail and leisure spaces anchored by a 10,000-square-meter (107,640-sq-ft) Peek and Cloppenburg department store. Other major tenants include a 6,400-square-meter (68,890-sq-ft) Media Market, a 3,600-square-meter (38,750-sq-ft) Karstadt Sports, and a 3,450-square-meter (37,135-sq-ft) Muller Drogerie. The Sting—a Dutch retailer—and U.K.-based Next have

taken the largest units among comparable fashion retailers.

The site was previously occupied by a 1970s shopping center, a distinctive feature of the city that formed part of an ensemble of buildings in and around Prager Strasse, considered prime examples of Modernist architecture in the former German Democratic Republic (East Germany). Working with Dresden’s city council, Multi Development and the design/construction team attempted to create a structure that incorporated modern retail needs while still maintaining the architectural heritage of Prager Strasse.

This past June, Centrum Galerie Dresden became the first retail project in mainland Europe and the first building in Germany to achieve a green rating level of Excellent in the BREEAM (Building Research Establishment Environmental Assessment Method) classification run by the U.K.-based BRE Global certification body.

Among the features that helped the new mall achieve the sustainability building rating of Excellent are a green roof that includes a storage mat that holds rainwater and releases it to the plants when needed. A proportion of energy needs for the building is drawn from photovoltaic panels placed on some of the surfaces. The space heating has a seasonal efficiency of more than 90 percent, mainly as a result of a decentralized water heating system. The building also has a combined heat and power district heating system that achieves 92.7 percent efficiency, natural ventilation throughout the mall, and the provision of cooling through a power-driven compression refrigeration plant.

The escalators and traveling walkways have power-saving controls and sensors to prevent wasteful operation when not in use or when the mall is closed; and elevators are equipped with an energy recovery system, which provides active return of excess energy to the grid.—**B. B.**

ULI Receives \$3.15 Million HUD Grant to Provide Technical Assistance for Federal Neighborhood Stabilization Program

The Urban Land Institute (ULI) has been awarded a \$3.15 million grant from the U.S. Department of Housing and Urban Development (HUD) to provide technical assistance for the federal government’s Neighborhood Stabilization Program (NSP). The program assists communities with the acquisition, rehabilitation, and resale of foreclosed homes, with a special emphasis on neighborhoods with large concentrations of foreclosures.

ULI is one of nine national organizations receiving a total of \$44.5 million in funding from HUD to implement the NSP; an additional \$5.5 million was awarded to local technical assistance providers. The ULI grant was obtained through the ULI Terwilliger Center for Workforce Housing, established in 2007 by J. Ronald Terwilliger, chairman and CEO of Trammell Crow Residential, to increase the supply of workforce housing in communities across the nation.

The NSP, initially established under the 2008 Housing and Economic Recovery Act, seeks to stabilize communities that have suffered from foreclosures and abandonment through the purchase and redevelopment of the vacant properties. The NSP technical assistance program is funded through grants awarded to states, local governments, nonprofit organizations, and a consortium of nonprofit entities on a competitive basis.—**T. R.**

TAKES MORE THAN SOLAR PANELS

“A Thoreau-like existence in the great outdoors isn’t green. Density is green.”

From “Home Truths: Forget the Solar Panels and the Rain Barrels—If You Want to Go Green, Leave the Suburbs for the City,” by Witold Rybczynski, *Atlantic*, October, page 34.

New High School Part of Community

A rooftop athletic facility, located atop the two-story section of a new high school in Union City, New Jersey, contains more than three acres (1.2 ha) of artificial turf and provides for a regulation-sized high school baseball

center, a gymnasium with bleacher seating for 1,800 people, an outdoor courtyard, and a 900-seat performing arts auditorium—a first for the district.

Planned with the community in mind, Union City High School offers a health screening center that provides services to students as well as their families. A new parking garage was designed and built nearby to provide



RSC ARCHITECTS

A new high school in Union City, New Jersey, includes a rooftop athletic facility designed as a tribute to the old Roosevelt Stadium, which formerly occupied the site.

field, a soccer/football field, a grandstand area that can accommodate 2,100 spectators, locker rooms, and a concession stand. The architecture of the athletic complex that opened last month is a tribute to the old Roosevelt Stadium, which formerly occupied the site.

Educational spaces are housed in a four-story, L-shaped classroom wing with two stories of shared activity spaces that include 66 classrooms, art and dance studios, photography and broadcast studios, a media

much-needed parking for not only the high school but also residents and businesses in the immediate area. Outdoor lighting, protective fencing, and netting were installed on the rooftop athletic facility so that the fields could be used by the city's recreational programs during nonschool hours.

RSC Architects of Cliffside Park, New Jersey, through a partnership with HOK New York, designed the 360,000-square-foot (33,445-sq-m), state-of-the-art facility, which is characterized as a top-level educational facility in a once underprovided district, ideally portending the first stages of rebirth in the surrounding community.

Promoting More Walkable Neighborhoods Seen as a Way to Shore Up Value in Local Housing Markets

The walkability of cities translates directly into increases in home values, according to a new study released in mid-August. Even though real estate values are down all over the country, “Walking the Walk: How Walkability Raises Housing Values in U.S. Cities” suggests that homes in more walkable neighborhoods—those with a mix of common daily shopping and social destinations within a short distance—are worth more than similar homes in less-walkable neighborhoods. Houses with the above-average levels of walkability command a premium of about \$4,000 to \$34,000 over houses with just average levels of walkability in the typical metropolitan areas studied.

The report by Joseph Cortright for CEOs for Cities analyzed data from 94,000 real estate transactions in 15 major markets provided by Zip-Realty and found that in 13 of the 15 markets, higher levels of walkability, as measured by Walk Score, were directly linked to higher home values. The property value for walkability seems to be higher in more populous urban areas and those with extensive transit, suggesting that the value gains associated with walkability are greatest when people have real alternatives to living without a vehicle.

The nation's urban leaders, noted the report, should pay close attention to walkability as a key measure of urban vitality and as impetus for public policy that will increase overall property values—a prime source of individual wealth and of revenues for cash-strapped governments in a tough economy. Improved walkability

may assist fiscally strapped local governments, the report suggests. Most local governments depend heavily on property taxes to finance local services; improved walkability may mean higher property taxes and higher tax revenues than for less-walkable development.

For more information, visit www.ceosforcities.org.

Main Street Report Describes Economy's Impact on Prime Retail

Trading and lease values in primary retail areas held up well in the early period of global economic turbulence, according to Cushman & Wakefield's “Main Streets Across the World” report released in September, but in the last 12 months, there has been a substantial effect. Rents fell in 54 percent of 274 locations in 60 countries between June 2008 and June 2009; they were stable in 28 percent of the locations and rose in 18 percent of them.

The fall in prime area rents, according to the report, was the highest since collection of the data began 25 years ago. The largest regional decline, 17.9 percent, was in the Asia Pacific region. Rents in eastern and central Europe fell by 14.7 percent; in Canada and the United States, rents decreased by 12 percent. In a sharp contrast, rents rose by 10.3 percent in Latin America.

There were marked differences in rent performance in major cities in Brazil. Rent levels achieved at the Sao Conrado Fashion Mall in Rio de Janeiro, for example, fell 53 percent, while in Sao Paulo, the highest percentage increases in leasing prices in the world this year were recorded. One shopping venue, Iguatemi, was up 79 percent and Alameda Lorena was up 111 percent. Overall, prime area shopping leases in Brazil increased by a healthy 9.6

DISNEY + APPLE?

“Every mall in America is desperate for newness and freshness.”

—Andy Mooney, chairman, Disney Consumer Products, discussing how the Walt Disney Company, with the help of Steven P. Jobs and his Apple retail team, plans to overhaul its approach to the shopping mall with a floor-to-ceiling reboot of its 340 stores in the United States and Europe and rebrand them as entertainment hubs.

From “Disney's Retail Plan Is a Theme Park in Its Stores,” by Brooks Barnes, *New York Times*, October 13, page A1.

percent; retail spending increased by 4.5 percent.

“A reduction in taxation was introduced by the federal government, which has helped to boost consumer spending,” explains Milena Morales, research manager, Cushman & Wakefield, South America. “Consumers continue to be attracted to luxury brands and high-end malls like Iguatemi.”

In the United States, rents on Rodeo Drive in Los Angeles were down 26 percent while on the world’s most-expensive shopping street, Fifth Avenue in Manhattan, they fell by 8 percent.

Among the mature economies, it was western Europe and, in particular, the 16 European Union member states that have adopted the euro currency and are known as the Eurozone, that were least affected. In the Eurozone countries, the average fall in rents was only 1.5 percent. In western Europe overall, rents fell by 2.4 percent. Rental growth was recorded in Germany, France, and Austria, with Austria achieving the highest increase of 3.9 percent. France was up 1.6 percent and in Germany rents rose 2.2 percent.

The biggest increase at prime shopping streets within the Eurozone was recorded at Rue St. Catherine in Bordeaux, France, where rents rose by 17.1 percent to 1,480 euros per square meter.

“If you look at the U.S. figures, you find there were big decreases in values in most cities,” notes Cushman & Wakefield head of research, Germany, Inga Schwarz. “Their rents have dropped dramatically, whereas in western Europe, it is much less the case. It may be that retailers are already present in all the best locations and are negotiating prices down. In Europe, there are still opportunities for new retail concepts whilst the supply of space is limited in the most desirable streets.”

Lease prices at Kaufingerstrasse in Munich, Germany’s most-expensive

shopping location, were up 7.1 percent to 3,600 euros per square meter (\$470 per sq ft) per year. This increase was enough to take Germany back into the global top-ten list based on the most-expensive street in each country. “Munich is the center of a very stable and prosperous region and international fashion retailers are drawn to it,” says Schwarz.

There has been a sharp contrast between the West and the East, with dramatic falls in prime area rental values in central and eastern Europe. In Romania, falls averaged 39 percent. Calea Victoriei in Bucharest, for example, was down 48 percent. In Russia, the average decline was 25 percent, and in Hungary, 23 percent. In Turkey, where the development pipeline has been high in recent years, rents fell by 19 percent.

While the majority of the most-expensive shopping streets in the world have been adversely affected during the last 12 months, there have been exceptions. At Via Montenapoleone in Milan, Italy, rents are up by 1.5 percent to 6,800 euros per square meter (\$887 per sq ft). Via Monte-

HOT TIME IN THE URBAN VILLAGE

“There are more people, more buildings, condos, apartments.

It’s a nice, safe place to come.”

—Greg Cahill, owner, Whitlow’s on Wilson; when his former restaurant was displaced by urban renewal in downtown Washington, D.C., in 1995, he relocated to what is now a prospering 3.3-mile Rosslyn-Ballston corridor in northern Virginia.

From “An Oasis of Stability amid a Downturn,” by Eugene L. Meyer, *New York Times*, October 7, page B6.

napoleone is now the fourth most-expensive shopping thoroughfare in the world by the one-per-country measure. Avenue Des Champs Elysees in Paris, which is third, had stable rents in the year to June.

In Africa and the Middle East, the average fall was small, 0.8 percent, but there were severe declines in the United Arab Emirates and Saudi Arabia. Values fell 33 percent at the Mall of Dubai and 45 percent at the Mall of Arabia in Jeddah.

In the Asia Pacific region, only five of the 55 locations recorded rental value increases. Vietnam has weathered the economic storm better

than most of its neighbors and this was reflected in Ho Chi Minh City, where rental increases of 50 percent were achieved at the prime retail streets in its central business district. In Hanoi, rents were stable.

The other four shopping locations that achieved rental growth were in Seoul, Korea, and Shanghai, China, and the increases were below 5 percent. Colaba Causeway in Mumbai, India, which had the highest increase in values in the previous year, registered the largest fall this year, 63.5 percent. Three of Mumbai’s four prime retail locations experienced falls of over 60 percent in the year to

Thoughts on Bikes, Cities, and the Future of Getting Around

Bicycle Diaries author David Byrne did a one-week book tour in September, visiting New York, Austin, Seattle, Portland, San Francisco, and Los Angeles. Rather than readings, Byrne suggested a series of forums that focused on cities and how bikes have become a symptom of a new interest in urban living in North America. At each event, there was a representative of the local city government, an advocate, a theorist/designer/planner or historian, and Byrne.

The following is an excerpt from his journal (<http://journal.davidbyrne.com>) about his visit to Austin:

The morning after I arrived here, I rode around Austin and discovered that a surprising amount of the downtown area has been given over to parking. There are parking lots everywhere and, maybe because of the oppressive heat in the Texas summers, lots of indoor parking structures as well. Some of these take up a whole block and some only take up the ground floor of a downtown building. Either way, they kill any potential for life, business, interchange, and encounters on those blocks. It seems that not only did the city accommodate cars with some massive freeways that are often jammed up, but they have given some of their best downtown real estate simply to house automobiles. I was reminded that the vibrant “people” streets, no matter if you love or hate those scenes, would never exist if there were massive parking structures on every block there . . .

Austinites were surprised when their city bike lane and trail rep Annick Beaudet revealed how many of the city’s residents commute by bike already, and how much new infrastructure is going to be added in the coming years. If they can conceive of replacing some of those parking lots and structures with mixtures of cool housing, office, and retail, they would inevitably lure more folks into the central district, where cars are not absolutely essential for every activity. Where will all those new workers, consumers, and residents park then? Well, some will find it more practical to use public transportation and some will . . . ummm . . . ride bikes. The policy of infinite accommodation to the car needs to stop and be reversed if our cities are to survive as more than clumps of offices and parking garages.

June. In Hong Kong, rents fell by an average of 18 percent, and in Tokyo, Japan, by an average of 10 percent.

Rents fell on prime Australian streets by an average of 5 percent, with Brisbane's Queen Street Mall registering a 17 percent reduction. Melbourne's Bourke Street did best with rents stable. In Australia overall, rents in secondary locations fell by an average of 10 percent; the Cushman & Wakefield report cites similar differentials between prime and secondary retail property across the world. The report's authors also suggest that the prime shopping areas are likely to recover more quickly.—B.B.

The report, "Main Streets across the World 2009," is available from www.cushwake.com.

New USGBC Initiative to Be Shared with LEED Building Owners and Project Teams to Help Close Performance Prediction Gaps

The U.S. Green Building Council (USGBC) stepped up its commitment to improved building performance in late August with the launch of the Building Performance Initiative, designed to put in place a comprehensive data collection effort from all buildings that have achieved LEED (Leadership in Energy and Environmental Design) certification; implement an appropriate analysis methodology of those data; and provide feedback to building owners so they have better information with which to address any performance gaps that stem from predicted building performance versus actual performance. The new initiative complements the announcement earlier this year that requires ongoing performance data from buildings as part of their certification under the

PROTECTING VIEWS

"Tokyo's approach has been to build first, worry about beauty and preservation later."

—Kazuteru Chiba, professor of urban planning, Waseda University, Tokyo, referring to how views of Mount Fuji increasingly have been blocked by skyscrapers due to unrestrained construction after World War II's damage. Now Tokyo neighborhoods are trying to stop developers to preserve views of Japan's tallest peak.

From "Taking on Skyscrapers to Protect View of an 'Old Friend,'" by Martin Fackler, *New York Times*, October 12, page A6.

latest version of LEED and beyond.

"This initiative is about gathering knowledge about building performance in a way no one has ever done before," notes USGBC LEED senior vice president Scot Horst. "The information that we collect from our certified projects is a workable, holistic approach for achieving better performing buildings."

While the LEED green building program was created to transform the way buildings traditionally have been designed and constructed with the goal of reducing the structure's impact on the environment by being more energy, water, and resource efficient, a building's day-to-day operation, points out Horst, has a major effect on its performance. Without better information, an owner or facility manager is unable to know where the gaps are and be able to act on them. Numerous things affect a building's ability to deliver high performance, including energy modeling tools, properly timed energy models, quality building commissioning, proper goal setting/benchmarking, and coordination between design and operation.

"We're going to take them on and engage practitioners and thought leaders alike in establishing a national roadmap to optimize building performance," comments Horst, by way of four Building Performance Initiative summits held this fall across the United States where participants will be able to preview USGBC's data collection agenda and proposed analysis methodology and provide other feedback. "Establishing the importance of the connection between the landlord and tenant; the designer and operator; and the owner and the occupant will be one outcome of this initiative," he emphasizes. "With the right kind of information, it will be much easier to see what areas are really driving performance and what areas need to be addressed."

For more information, visit www.usgbc.org.

Top Ten Urban Thinkers, per Planetizen

1. Jane Jacobs
2. Andres Duany
3. Christopher Alexander
4. Frederick Law Olmsted
5. Kevin A. Lynch
6. Daniel Burnham
7. Lewis Mumford
8. Leon Krier
9. William H. Whyte
10. Jan Gehl

A full list of the 100 top urban thinkers, including some of the brightest, most influential, and most controversial figures in the development of cities and places, can be viewed at <http://www.planetizen.com/topthinkers>. Votes were registered by the urban planning community between August 7 and September 7; more than 14,000 votes were cast on Planetizen's Web site.

ULI's Real Estate Business Barometer Tracking Economic and Financial Trends Posted Mid-Month on ULI's Web site

More than 60 key indicators of the economy, real estate capital markets, commercial/multifamily investment property, and housing are gathered and summarized and posted mid-month, with graphs showing how these indicators are changing over time.

The following includes excerpts from the September Real Estate Business Barometer posting (reflecting August's activity):



The past year's volatility is fading, but stability is a far cry from strong growth. Consumer confidence rose and sales in many retail sectors increased, but so did the unemployment rate. Home sales increased, but foreclosure filings remained near record highs. The real estate investment trust (REIT) sector had strong returns for the second straight month, but returns for the past year are still down by one-third. Commercial mortgage-backed securities (CMBS) issuance returned to zero after minuscule activity in the previous two months, and property sales volume decreased.

For updates on September's activity, and all monthly updates, go to www.uli.org/ResearchandPublications/Barometer.aspx

(For additional commentary on real estate capital markets, see ULI senior fellow Steve Blank's "Capital Markets Update" at www.uli.org/ResearchandPublications/CapitalMarketsUpdate.aspx.)