Land | Transport | Climate

Smart Growth For a Post-Pandemic World
We Create Better Streets, Better Places

Planning

Design

Implementation

SoHo Broadway Public Realm Framework + Vision Plan

Streets for Voting
A Guide For Improving the Pandemic Voting Experience
Street 1.0
01. Land
National Housing Crisis

• Decades of low-production and population growth has led to shortage of 5+ million units

• Pandemic induced materials and labor shortages

• Smaller households, pandemic re-formation

• airbnb / short-term rentals

• Core problem: Zoning codes and politics limit housing
• 2016 HousingWorksRI Study: 40,000 units of housing needed by 2025
• ~ 750 units built per year across the state, or ~ 25% of needed supply
• Exacerbated by COVID / Work from home
• Burden falls disproportionately on low-income and minority people/households
Perception: New Housing
Reality: New Housing

Cottages on Greene, Union Studio

60 King, Gretchen Ertl
Let’s Fill In The Missing Middle!

- Transportation costs decrease
- Transit use increases
- Social connection increases
- Neighborhood retail/services becomes more viable
- Traffic safety improves
- **At scale, housing becomes more affordable**
Main Streets: An Economic Powerhouse
Wickford Village

800 ft.
Wickford Junction

800 ft.
What do 60 acres do all day? Wickford Village

- 350 parking spaces
- 86 residential buildings
- 48 businesses
- 3 civic buildings
What do 60 acres do all day? Wickford Junction

- 1,930 parking spaces
- 13 businesses
- 1 train station
- 0 Residential buildings
Why? Consider Value Per Acre

NEW HAMPSHIRE
STATE-WIDE ANALYSIS

In 3D the differences in productivity among the selected communities becomes more apparent. Portsmouth has the highest peak VPA and a very productive downtown. Communities that follow I-93 north like Nashua, Manchester, and Concord also have strong downtowns. Other cities and towns that are more isolated, like Keene, have a visibly productive downtown, but lack the magnitude of their more developed counterparts. Smaller towns that have potential for a stronger downtown lack spikes in the model, but have opportunities to grow. New Hampshire is a fairly rural state with lots of land reserved in national forests and state parks. Existing urban development must serve as the foundation for intensifying land use and increasing revenue.

“Buy land, they aren’t making any more of it.”

– Mark Twain
Peterborough, NH

1:32

Area

- 0.1%
- 99.9%

Value

- 3.1%
- 96.9%

DTown
City

Taxable Value per Acre ($)
SEACOAST

The Seacoast group presents an impressive comparison of three unique urban forms present in one region. Portsmouth values are influenced by proximity to the ocean. However, when we compare Rochester, to Dover, to Portsmouth, the patterns of different land uses are increasingly compact and efficient, despite similarly sized populations. Both the peak and progress in a manner that is consistent with the differences in how each community was developed over time.

<table>
<thead>
<tr>
<th></th>
<th>Rochester</th>
<th>Dover</th>
<th>Portsmouth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>31,366</td>
<td>32,191</td>
<td>21,896</td>
</tr>
<tr>
<td>Avg. VPA</td>
<td>$88,371</td>
<td>$242,796</td>
<td>$557,719</td>
</tr>
<tr>
<td>Peak VPA</td>
<td>$5,203,925</td>
<td>$15,316,240</td>
<td>$51,157,466</td>
</tr>
</tbody>
</table>
## Economic Superstars

<table>
<thead>
<tr>
<th>Location</th>
<th>Type</th>
<th>Peak</th>
<th>VPA:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keene</td>
<td>Mixed-use</td>
<td>$14 M</td>
<td></td>
</tr>
<tr>
<td>Lebanon</td>
<td>Mixed-use</td>
<td>$6.2 M</td>
<td></td>
</tr>
<tr>
<td>Laconia</td>
<td>Mixed-use</td>
<td>$3.7 M</td>
<td></td>
</tr>
<tr>
<td>Hanover</td>
<td>Mixed-use</td>
<td>$12 M</td>
<td></td>
</tr>
<tr>
<td>Concord</td>
<td>Mixed-use</td>
<td>$7.6 M</td>
<td></td>
</tr>
<tr>
<td>Claremont</td>
<td>Multi-family</td>
<td>$0.6 M</td>
<td></td>
</tr>
<tr>
<td>Pelham</td>
<td>Multi-family</td>
<td>$0.45 M</td>
<td></td>
</tr>
<tr>
<td>Hudson</td>
<td>Multi-family</td>
<td>$1.8 M</td>
<td></td>
</tr>
<tr>
<td>Portsmouth</td>
<td>Mixed-use</td>
<td>$29.3 M</td>
<td></td>
</tr>
<tr>
<td>Nashua</td>
<td>Mixed-use</td>
<td>$10 M</td>
<td></td>
</tr>
<tr>
<td>Exeter</td>
<td>Mixed-use</td>
<td>$13.5 M</td>
<td></td>
</tr>
<tr>
<td>Dover</td>
<td>Mixed-use</td>
<td>$9.6 M</td>
<td></td>
</tr>
<tr>
<td>Berlin</td>
<td>Peak VPA</td>
<td>$2.5 M</td>
<td></td>
</tr>
<tr>
<td>Peterborough</td>
<td>Peak VPA</td>
<td>$12.2 M</td>
<td></td>
</tr>
<tr>
<td>Rochester</td>
<td>Mixed-use</td>
<td>$3.9 M</td>
<td></td>
</tr>
</tbody>
</table>
How does this apply to Rhode Island?

<table>
<thead>
<tr>
<th>1007 Ten Rod Road (1999)</th>
<th>7 Main Street (1850)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use: Retail</td>
<td>Land Use: Mixed-Use</td>
</tr>
<tr>
<td>Lot Size: 2.3 acres</td>
<td>Lot Size: .51 acres</td>
</tr>
<tr>
<td>Assessed Value: $4,079,800</td>
<td>Assessed Value: $1,039,600</td>
</tr>
<tr>
<td><strong>Value Per Acre:</strong> $1,773,826</td>
<td><strong>Value Per Acre:</strong> $2,009,499 (+12%)</td>
</tr>
<tr>
<td><strong>Tax Value:</strong> $31,041/acre</td>
<td><strong>Tax Value:</strong> $36,386/acre (+17%)</td>
</tr>
</tbody>
</table>
1041 Ten Rod Road (2006)
Land Use: Retail / Office
Lot Size: 1 acre
Assessed Value: $1,721,500
Value Per Acre: $1,721,500
Tax Value: $30,126/acre

27 Brown Street (1850)
Land Use: Mixed-Use
Lot Size: .28 acres
Assessed Value: $793,500
Value Per Acre: $2,933,928 (+70%)
Tax Value: $49,592/acre (+65%)
<table>
<thead>
<tr>
<th>Property</th>
<th>Year Built</th>
<th>Land Use</th>
<th>Lot Size</th>
<th>Assessed Value</th>
<th>Value Per Acre</th>
<th>Tax Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1031 Ten Rod Road</td>
<td>(2003)</td>
<td>Retail</td>
<td>12 acres</td>
<td>$16,759,000</td>
<td>$1,396,583</td>
<td>$24,440</td>
</tr>
<tr>
<td>2 Main Street</td>
<td>(1899)</td>
<td>Retail</td>
<td>.04 acres</td>
<td>$275,800</td>
<td>$6,895,000 (+394)</td>
<td>$120,650 (+394%)</td>
</tr>
</tbody>
</table>
## What About Woonsocket?

### 1500 Diamond Hill Road (1992)
- **Land Use:** Retail
- **Lot Size:** .66 acres
- **Assessed Value:** $700,700
- **Value Per Acre:** $938,938
- **Tax Value:** $32,628/acre

### 116 Main Street (1900)
- **Land Use:** Mixed-Use
- **Lot Size:** .15 acre
- **Assessed Value:** $270,000
- **Value Per Acre:** $1,800,000 (+92%)
- **Tax Value:** $62,550/acre (+92%)
<table>
<thead>
<tr>
<th>Property Address</th>
<th>Year</th>
<th>Land Use</th>
<th>Lot Size</th>
<th>Assessed Value</th>
<th>Value Per Acre</th>
<th>Tax Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>876 Diamond Hill Road</td>
<td>2003</td>
<td>Retail</td>
<td>1.07 acres</td>
<td>$483,400</td>
<td>$449,562</td>
<td>$15,622/acre</td>
</tr>
<tr>
<td>8 Main Street (1880)</td>
<td>1880</td>
<td>Mixed-Use</td>
<td>.04 acres</td>
<td>$141,000</td>
<td>$3,525,000 (+629%)</td>
<td>$122,493/acre (+684%)</td>
</tr>
</tbody>
</table>
CNU + New Hampshire Housing Finance Authority; Preceded by a similar Vermont code reform effort focused on incremental and long-term change.

Massachusetts Chapter 40R + 40S incentivize compact, transit-oriented development with affordable housing.

Connecticut HB 6107 advanced several zoning reforms including the legalization of accessory dwelling units and capping parking requirements for new units of housing.
02. Transport
A Long Battle: Mobility vs. Place

“When we build our landscape around places to go, we lose places to be.”

- Rick Cole Congress for the New Urbanism
Roads vs. Streets

- High speed
- Low accessibility
- Low connectivity
- Low value per acre

- Low speed
- High accessibility
- High connectivity
- High value per acre
The “Stroad”

Road + Street = Stroad, the futon of transportation options.

- Charles Marohn, P.E., Strong Towns

• Moderate speed
• Low accessibility

• Moderate to low connectivity
• Moderate to low value per acre
Since 1950: 2x Population, 7X VMT

Traffic Fatalities

U.S. Pedestrian Fatalities
Source: The Zebra 2019

- 2002: 4,500
- 2007: 4,109
- 2012: 6,227*
- 2017: 6,500

Distracted Driving Deaths
Source: The Zebra 2019

- 2015: 3,477
- 2016: 3,450
- 2017: 3,166
- 2018: 4,637
Nearly 43,000 people died on US roads last year, agency says

By TOM KRISHER and HOPE YEN  yesterday

FILE - The scene of a fatality car crash, June 2, 2021, in Tulsa, Okla. Nearly 43,000 people were killed on U.S. roads last year, the highest number in 16 years as Americans returned to the highways after the pandemic forced many to stay at home. The 10.5% jump over 2020 numbers was the largest percentage increase since the National Highway Traffic Safety Administration began its fatality data collection system in 1975. (Tanner Lawos/Tulsa World via AP, File)
Myriad Contributing Factors

U.S. Vehicle Sales by Type
Source: The Zebra 2019

Weight, Horsepower, and Efficiency
Source: SHSOs and FARS
Crashes/Fatalities Not Felt Equally

45% increase in people struck and killed while walking
The last four years were the most deadly in three decades

National Complete Streets Coalition
The burden is not shared equally
Relative pedestrian danger by race and ethnicity (2010-2019)

30.5  53.5  55.1  89.6  111.5

Asian/Pacific-Islander  White, Non-Hispanic  Hispanic/Latinx  Black or African American  American Indian or Alaska Native

All population 63.3

National Complete Streets Coalition

Economic Policy
The hidden inequality of who dies in car crashes
By Emily Binder and Christopher Jahnke
November 1, 2020

Courtesy of Flickr: https://www.flickr.com/photos/novaweb/9072129856/in/photolist-1sB494pDc-7FdhzB-knHahB-fxKnCz-7V4a7f-6QHbQa-9E7hQf-Khj6yF-jmeHhs-48uN83-Scv9Lb-Sj8qiS-8xexZu-9T2E3q-Uy1m9F-3dgsW4-87YjwQ-3dgsW4-9uu7vQ-41v9Bb-5dFzgg-3dgsW4-1J9s6Z-mjYs6m-2xKqJj-9BHQXx

under a Creative Commons license.
We Can't Keep Doing This.
Electric Cars Will Not Save Us!

If the Empire State Building had to adhere to Cupertino, CA's parking requirements, the surface parking lot would cover 12 city blocks or 2.541 million square feet!
It’s very hard to implement other known strategies for housing affordability or for climate action or for reducing traffic if you’re mismanaging your parking, or if you’re requiring too much of it.”
Explore the reforms of over 200 cities on the map below. Click the info icon in the upper right corner, or scroll down on this page, for definitions and insights. You can submit an update or new report here and send feedback to map@parkingreform.org.
H+T = Total Affordability

Downtown Woonsocket
- Regional Income: $56,849
- Housing: 14%
- Transportation: 17%
- Combined: 31%

Slatersville
- Regional Income: $56,849
- Housing: 41%
- Transportation: 26%
- Combined: 67%
Build RI’s Housing + Transit Future
CO2 Emission: Transport is #1 Offender

Figure 4: Energy-related CO2 emissions by sector

Source: Rhodium US Climate Service
03. Climate

What if all the polar ice melted?

If the world’s ice sheets completely melted, enough water would be added to global oceans to raise sea level by 67 meters (220 feet). This would drastically reshape the geography of Southern New England as shown in this map.

Elevation data for this analysis are taken from the US Geological Survey - National Elevation Dataset and the National Oceanographic & Atmospheric Administration - GEODAS Hydrographic Survey Dataset.
Local Actions With Global Outcomes

Source: NASA
Wildfire Smoke Drives People in Low-Vaccinated Areas Indoors, Raising Outbreak Fears
Climate Change

- Precipitation rates are climbing an inch almost every 10 years.

- The 2010s the hottest decade on record – Narragansett Bay has increased 2.5-2.9°F (from 1960-2010). (Wintertime water temperatures are warming the most rapidly.)

- Sea levels have risen > 10 inches in RI since 1930; accelerating in Rhode Island and globally.
Historically unprecedented warming is projected by the end of the 21st century.

- Increased intensity of heat waves
- Continued increases in frequency and intensity of extreme precipitation
- Sea level rises at least 9' by 2100

Projected Impacts: Hotter + Wetter

https://www.weather.gov/nerfc/crar1_flood
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Elevation data for this analysis are taken from the US Geological Survey - National Elevation Dataset and the National Oceanographic & Atmospheric Administration - GEODAS Hydrographic Survey Dataset.
04. Response
Decarbonize + Humanize Our Communities
The Vocal Response
Conventional Project Delivery

1. Overly focused on large-scale, inflexible, and expensive projects with extended timelines.

2. Projects too often build on a history of racist policy; and a flawed process that lacks transparency, favors those with time/money, and ultimately breeds public mistrust.

The Guardian
“Liberal governance has developed an puzzling preference for legitimating government action through process rather than outcomes.”

- Nicholas Bagley
“To Innovate is to start.”

- Jaime Lerner
Create (Politically) Positive, Short-Term, Low-Risk Outcomes!
Short-term Action | Long-Term Change

TheNextMiami.com
Tactical Urbanism
An approach to community-building using short-term, low-cost, and scalable projects intended to catalyze long-term change.
Methodology

<table>
<thead>
<tr>
<th>Test</th>
<th>Plan, Test Again</th>
<th>Plan, Invest</th>
<th>Learn</th>
<th>Ideas</th>
<th>Build</th>
<th>Measure</th>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**TACTICAL PROJECTS**

**Data**

**IDEAS**

**Build**

**Measure**

**Project**

**Learn**

**Test**

**Plan, Test Again**

**Plan, Invest**

**LONG-TERM/CAPITAL**

(20 years - 50+ years - $$$)

Federal, state, local government, local / regional /state organizational support

High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously

Required before implementation, recommended during implementation and initial evaluation period, optional thereafter

Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed

Qualitative: optional

Quantitative: recommended

---

Permission Status

Project Type

Project Leaders

Terms and diagram format based on PeopleForBike's "Quick Builds for Better Streets," which defines the pilot / interim time intervals above as "quick build" projects. To help see how each project needs to follow this exact model, it can be delivered. Though not all projects need to follow this approach to project progression of an iterative long-term change.
# Rethinking Project Delivery

## Tactical Urbanism

<table>
<thead>
<tr>
<th>Project Type (time interval · relative cost)</th>
<th>DEMONSTRATION (1 day - 1 month · $)</th>
<th>PILOT (1 month - 1+ year · $$)</th>
<th>INTERIM DESIGN (1 year - 5+ years · $$$)</th>
<th>LONG-TERM/CAPITAL (20 years - 50+ years · $$$$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Leaders</td>
<td>Anyone (government, non-profit organizations, business groups, students etc.)</td>
<td>Local / regional government, local organizational support</td>
<td>Local / regional government, local / regional organizational support</td>
<td>Federal, state, local government, local / regional /state organizational support</td>
</tr>
<tr>
<td>Materials + Maintenance</td>
<td>Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required</td>
<td>Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs</td>
<td>Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance</td>
<td>High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>Optional before project implementation, Recommended during brief project lifespan</td>
<td>Required, frequent before implementation and frequent during evaluation period</td>
<td>Recommended, frequent before implementation, required during initial evaluation period, optional thereafter</td>
<td>Required before implementation, recommended during implementation and initial evaluation period, optional thereafter</td>
</tr>
<tr>
<td>Design Flexibility</td>
<td>High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend</td>
<td>High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation</td>
<td>Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible</td>
<td>Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed</td>
</tr>
</tbody>
</table>
Benefits

1. People work together in new ways - experiential engagement!

2. The data-driven methodology uncovers what works, and more importantly, what doesn’t!

3. Builds political will and delivers public benefits faster!
Engagement During a Planning Process
Providence, RI
Today's demonstration shows the potential of shared streets to create safer public spaces that celebrate diversity in South Providence.

This demonstration will only last for a few hours, so please share your thoughts on it with us!

La demostración de hoy muestra el potencial de las calles compartidas para crear espacios públicos que celebren la diversidad en el Sur de Providence.

¡Esta demostración solo tendrá unas pocas horas, así que por favor comparte tus ideas con nosotros!

#CityWalkPVG
Safety, accessibility changes coming to Providence's Broad Street

by GABRIELLE CARACCILO, NBC 10 NEWS | Wednesday, June 1st 2022

PROVIDENCE, R.I. (WJAR) — Changes are coming to Broad Street in Providence as part of the city's Great Streets Initiative, which aims to make roads safer and more accessible to both bikers and pedestrians.

"Every street in Providence should be safe," Mayor Jorge Elorza said. "It's supporting the people that already use it, but there's also a really strong 'build it and they will come' aspect to it."
Pilot Test to Inform a Capital Project
Asheville, NC
• Average speed reduced by 28%
• Incidents of speeding reduced from 66% to 21%
• Highest speed before: 89mph
• Highest speed after: 41mph
• Vehicular counts: No change
State of Place Index Score **42.3 to 71.8**

**Primary Benefits:** Human Needs and Comfort + Liveliness and Upkeep

**Value Capture Forecast:**
- **Economic Benefit:** $3,510,323.52
- **ROI:** $23.40 per dollar spent
Next Steps

Coxe Avenue and South Lexington Avenue Design and Engineering Project, Asheville NC

Buncombe County

**Owner Reference:** 298-RFLOI-Coxe-Lexington

**Bid Date:** 03/31/2020

In accordance with North Carolina General Statute Chapter 143 Article 3D, the City of Asheville, North Carolina, cordially invites you to submit Letters of Interest (Statements of Qualifications) for professional design and engineering for the Coxe Avenue and South Lexington Avenue Complete Streets Projects. This project encouraged MBE/WBE participation.

**City of Asheville**
Dustin Clemens

📞 (828) 575-4385

✉️ [Login](#) or [create an account](#) To view email

Published 02/06/2020 on Construction Bid Source

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Interim Design
Culver City, CA
Overview

• Scale: Three corridor, multi-year interim design initiative

• Phase 1: Nov. 2020 – Nov. 2021

• Length: 1.3 mile segment of Washington Boulevard / Culver Boulevard

• 32 curb extensions filled with the world’s largest application of asphalt art (we think).

• Purpose: Implement Transit-Oriented Development Visioning Plan and the Bicycle and Pedestrian Action Plan
After
Culver Boulevard (Before)
Curb-to-Curb width: 78'
Sustainable Mobility Allocation: 0% of Street Space
Culver Boulevard (After)
Curb-to-Curb width: 78'
Sustainable Mobility Allocation: 63% of Street Space
Community Participation
Initial results

• 118% Increase in transit ridership post-covid (still down from pre-covid levels)

• Weekday bike volumes up 85% from pre-pandemic levels

• Bus On-time performance 89%

• Car travel times down 9% from Pre-Covid

• Car volumes flat from pre-pandemic levels (approx 14k ADT)
Designing for a 6’ Radius
Cities Everywhere
New York City is dead forever

By James Altucher

August 17, 2020 | 4:16pm | Updated

Author, comedy club owner and former hedge-fund manager James Altucher self-published this essay on Thursday, Aug. 13, under the title, “NYC is dead forever. Here’s why.” He granted the New York Post permission to reprint his piece in full below.
Covid Response Typology

- Open Streets
- "Streateries"
- Open Curbs
- Slow /Shared Streets
- Temporary Bike Lane
- Pedestrian Signal Recall
Emerging Practice: Tactical Resilience

Streets for Pandemic Response & Recovery

CRITICAL SERVICES

Provide space for critical/temporary food, sanitation, health, medical, or social services distribution centers.

CONTEXT
- Near key essential destinations such as markets, clinics, community centers, and transit stops.
- Adjacent to hospitals or medical centers that require additional capacity.

KEY STEPS
- Identify and prioritize relevant locations based on city demographic health data and medical center locations.
- Work with local medical centers to forecast where expanded capacity might be needed.
- Fully or partially close streets to erect tents, distribution centers, or mobile stations.

TIMELINE: Days to weeks.
DURATION: Hours, days, weeks, or months.

San Francisco, CA, USA
A sanctioned tent encampment for people experiencing homelessness in San Francisco provides physical distance markers for tents and amenities.
Streets for Pandemic Response & Recovery

- Critical Services
- Managing Speeds
- Sidewalk Extensions
- Safe Crossings
- Slow Streets
- Open/Play Streets
- Bike & Roll Lanes
- Transit Lanes
- Transit Stops & Access
- Pick-up & Delivery
- Outdoor Dining
- Markets
- School Streets
- Streets for Protest
- Gatherings & Events
Summary Data

400+ Cities

45+ Countries

6 Core Tactics

1375+ Applications
3 Lessons for Pandemic Recovery
1. Manage Streets Flexibly
2. Social Context > Physical Context
3. Streets Produce Tremendous Value: Share It
NYC’s Unintentional Parking Reform Program

"Open Restaurants was a big, bold experiment in supporting a vital industry and reimagining our public space — and it worked...It’s time for a new tradition."

- Mayor de Blasio

+ 100,000+ jobs saved

+ 488% government revenue increase from parking as usual*

*~$6,800/yr @ 100% parking occupancy vs. ~$40,000/yr @ 5 servings per table, per day, at citywide average meal cost.
Like dining on the street? San Diego decides to make pandemic experiment permanent for restaurants

As the city prepares to implement new regulations that will go into effect in July, fire and code enforcement officials are still cracking down on restaurants that built outdoor structures in violation of...

“...there are reduced fees for restaurants in lower-income areas as prescribed under the city’s Climate Equity Index. Restaurant owners in very-low to low access opportunity areas will pay the city $10 per square foot of the structure per year, or approximately $2,000. Restaurants in very high opportunity areas can expect to pay about $6,000 per year.”

- Voice of San Diego
The brain tends to remember 10% of what it reads, 20% of what it hears, but 90% of what it does or simulates.

― Edgar Dale

We Learn By Doing. We Need to Plan the Future That Way, Too.
Thanks!

@mikelydon
@streetplans
street-plans.com