Resilience: the Jane Jacobs conundrum

Symposium on Resilient Design for Buildings, Communities and Cities

David Dixon FAIA
Stantec’s Urban Places Group Leader

May 3, 2017
Agenda

- New Orleans: Recovery and Master Plan
- “Death and Life of Cities”
- The Urban Dividend
- Claiborne Corridor: Sharing the urban dividend
New Orleans: recovery and Master Plan
Projected 500-year storm 2012

3’ or more of flooding
Fragmented recovery—after Katrina

LEGEND
- Stable
- Recovering
- Revitalization

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Fragmented political culture—before and after Katrina

PLAN FOR THE FUTURE

The Bring New Orleans Back Commission will unveil a sweeping $17 billion plan today that calls for a vast reworking of the city’s neighborhoods and housing patterns. But in the four-month period when the fine print is hashed out over who can build where, all renovation will be halted in the flooded zone.

- Areas where rebuilding allowed now
- Building moratorium until neighborhoods prove viability
- Approximate areas of expected to become parks and greenspace
- Areas to be redeveloped, some with new housing for relocated homeowners

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Culture of planning
“Death and Life”
Demographics are destiny: population growth by age: 1990-2010

- Over 65
- Under 35
- 35-65 years-old
“Death and Life”

Demographics are destiny: population growth by age: 2010-30

- Over 65
- Under 35
- 35-65 years-old
“Death and Life”
Demographics are destiny: changing, shrinking households
“Death and Life”
2010-30 ~75% of new households will be singles and couples
“Death and Life”
Cities depend on walkable amenity to compete for scarce knowledge workers... and good jobs and investment

% of knowledge workers graduating each year vs demand
“Death and Life”
Walkable, mixed-use, sustainable...amenity rich

Catalyst District, Austin
“Death and Life”
Cities depend on walkable amenity to compete for scarce knowledge workers... and good jobs and investment

Share of growth: **low wage jobs**

Share of growth: **high wage jobs**
“Death and Life”
Educated households are moving to dense urban cores: 2000-2014

Household Change in dense urban cores

- 0-3 years of college
- 4+ years of college
- Oldest child <5
- Oldest child >5

Numbers rising: 20%
Numbers declining: 15%
-10% -5% +5% +10% +15% +20%

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"Death and Life"
Affluent households are moving to dense urban cores: 2000-2014

Household Change in dense urban cores

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Household Change in dense urban cores
“Death and Life”
Growing productivity no longer benefits most Americans

Chart adapted from The New York Times
“Death and Life”
Growing productivity no longer benefits most Americans

The Great Prosperity, 1947-79

1950 1980 2010

The Great Disparity, 1980-today

100% 200% 300%

Productivity
Wages

Chart adapted from The New York Times
Urban dividend:

US housing supply, 2011

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<th></th>
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Source: Arthur C. Nelson
Urban dividend:

US housing demand, 2030

Source: Arthur C. Nelson
Urban dividend:
US net urban housing demand, 2030

Source: Arthur C. Nelson
Urban dividend:

US net urban housing demand, 2030

- ~55M housing units
- ~$12 to $15 trillion Urban Dividend

Source: Arthur C. Nelson
New Orleans

Claiborne Livable Communities

LEGEND
- Stable
- Recovering
- Revitalization
FED UP WITH DOWNTOWN TRAFFIC?

Many would have you believe the Riverfront Expressway will cure it all—
But the independent Tulane Study shows conclusively that it will make traffic even worse!

- Why is it being hashed up and rushed up?
- Why is the Times-Picayune putting up a virtual blockade on opposition to the expressway?
- Why is the Times-Picayune putting up a virtual blockade on opponents of the expressway?
- Why have plans for elevated expressways on Jackson Avenue and Napoleon Avenue connecting with the Riverfront Expressway and S. Claiborne not been made public?
- Why has the Chamber of Commerce, which is in favor of the elevated Riverfront expressway, refused to debate publicly New Orleans leading architects' group?
- Why is the new International Trade Mart given special treatment along the Expressway route when the Vieux Carre and Elysian Fields Avenue aren't?
- Why did major political candidates pledge not to oppose or even discuss the Expressway issue—when a hold on them?
- Why is the City Council afraid of designating the Vieux Carre a National Historic Landmark?

THESE AND OTHER QUESTIONS HAVE NEVER BEEN ANSWERED!
WHY HASN'T THE PUBLIC BEEN INFORMED?
KNOW THE ISSUES! WRITE:

HELP!
P. O. BOX 2456
CUSTOM HOUSE STATION
NEW ORLEANS, LA. 70116

(To establish logic planning)
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