



June 25, 2014

LOCUS: *Foot Traffic Ahead* Report

M+R Media Outreach Wrap-up Report

Summary

In May 2014, LOCUS Developers and Smart Growth America engaged M+R to provide media support for the launch of the *Foot Traffic Ahead* report, which was slated to be released during the LOCUS Leadership Summit on June 17.

Ahead of the report release, M+R worked with LOCUS to prepare for media outreach to a wide range of outlets, including:

- National print, online and broadcast press covering transportation, real estate, environment, urban development, housing, etc.
- Regional print, online and broadcast press covering transportation, real estate, metro news, environment, urban development, housing, etc. (While we focused the majority of our regional outreach on the ten specific markets identified by LOCUS as having the most compelling storylines, we included other major regional publications in our outreach as well)
- Real estate, urban planning/development and transportation trade publications and blogs

M+R also assisted in the organization, promotion and execution of a telebriefing for media held the day before the report release, to preview the findings and answer questions from reporters across the country. The telebriefing attracted 25 reporters from a wide range of media outlets like Streetsblog, *Money Magazine*, *Detroit Free Press*, *Los Angeles Times* and CBS News.

As a result of our outreach efforts throughout the week, the *Foot Traffic Ahead* report release has garnered more than 219 total hits to date, including media coverage in more than 104 print and online outlets, and more than 115 broadcast airings. We also expect additional pieces to run after today given additional interviews and interest that has been received by press.

Below we have included a full list of media coverage broken down by national, trade and blog press, and regional press (by media market), as well as full clips of the top media pieces, beginning on page 24.

Full List of Media Coverage

NATIONAL PRINT/ONLINE MEDIA COVERAGE

USA Today

Rocking the walking: Millennials drive new urban spaces

Greg Toppo

6/17/2014

<http://www.usatoday.com/story/news/nation/2014/06/17/walkable-urban-places-findings/10623587/>

- *Full article pasted below*

Vox

Here are the most walkable metro areas in the US

Joseph Stromberg

6/17/2014

<http://www.vox.com/2014/6/17/5815836/these-are-the-most-walkable-metro-areas-in-the-us>

- *Full article pasted below*

Washington Post

Are the Washington suburbs really that walkable?

Jonathan O'Connell

6/17/2014

<http://www.washingtonpost.com/news/digger/wp/2014/06/17/are-the-washington-suburbs-really-that-walkable/>

- *Full article pasted below*

WIRED

People in Pedestrian-Friendly Cities Make More Money

Alex Davies 6/22/2014

<http://www.wired.com/2014/06/walkable-cities-income-education/>

- *Full article pasted below*

Huffington Post

Walkable Cities Are Both Richer and Smarter

Rebecca Hiscott

6/20/2014

http://www.huffingtonpost.com/2014/06/20/walkable-cities_n_5507956.html

- *Full article pasted below*

Think Progress

Even Sprawling Cities Could Soon Become Walkable Regions, Report Finds

Katie Valentine

6/19/2014

[http://thinkprogress.org/climate/2014/06/19/3450627/sprawling-cities-turning-walkable/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+climateprogress%2F1CrX+\(Climate+Progress\)](http://thinkprogress.org/climate/2014/06/19/3450627/sprawling-cities-turning-walkable/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+climateprogress%2F1CrX+(Climate+Progress))

**Environmental angle*

NBC Nightly News (online)

Top 14 Most Walkable U.S. Cities

Alexa Keyes

6/18/2014

<http://www.nbcnews.com/nightly-news/top-14-most-walkable-u-s-cities-n134221>

- *Full article pasted below*

FastCo Design

Is Los Angeles The Next Great Walkable City?

Shaunacy Ferro

6/18/2014

<http://www.fastcodesign.com/3032098/slicker-city/is-los-angeles-the-next-great-walkable-city>

- *Full article pasted below*

CityLab

Making the Real Estate Case for 'Walkable Urban Places'

Sarah Goodyear

6/18/2014

<http://www.citylab.com/cityfixer/2014/06/making-the-real-estate-case-for-walkable-urban-places/372968/>

- *Full article pasted below*

ClimateWire (E&E News)

Growing number of walkable urban areas signals 'the end of sprawl' -- report

Julia Pyper

6/17/2014

<http://www.eenews.net/stories/1060001420>

**Environmental angle*

Treehugger

New study shows that walkable urbanism will provide "an economic foundation for the US economy"

Lloyd Alter

6/17/2014

<http://www.treehugger.com/urban-design/new-study-shows-walkable-urbanism-will-provide-economic-foundation-us-economy.html>

**Environmental angle*

Scientific American (pick-up from ClimateWire)

Has the U.S. Reached Peak Sprawl?

Julia Pyper

6/17/2014

<http://www.scientificamerican.com/article/has-the-u-s-reached-peak-sprawl/>

- *Full article pasted below*

**Environmental angle*

NBC News.com (pick up of CNBC)

A city's 'walkability' drives real estate values

Diana Olick

6/17/2014

<http://www.nbcnews.com/business/real-estate/citys-walkability-drives-real-estate-values-n133956>

- *Full article pasted below*

Money Magazine

The Future's Most Walkable Cities: Prepare to Be Surprised

Srividya Kalyanaraman

6/17/2014

<http://time.com/money/2887232/the-futures-most-walkable-cities-prepare-to-be-surprised/>

- *Full article pasted below*

CQ/Roll Call

Walkability/Economic-Development Study Ranks Phoenix, Orlando at Bottom

Tom Curry

6/17/2014

<http://blogs.rollcall.com/the-container/walkabilityeconomic-development-study-ranks-phoenix-orlando-at-bottom/>

CBSNews.com

Top 10 most walkable cities now and in the future

Ilyce Glink

6/17/2014

<http://www.cbsnews.com/media/top-10-most-walkable-u-s-cities/>

- *Full article pasted below*

CNBC.com

A city's 'walkability' drives real estate values

Diana Olick

6/17/2014

<http://www.cNBC.com/id/101766206>

- *Full article pasted below*

Politico Morning Transportation

California approves HSR money in budget — Senators talk truck safety today — Ridesharing on the Hill — Obama intervenes in SEPTA strike

Adam Snider

6/16/2014

<http://www.politico.com/morningtransportation/0614/morningtransportation14303.html>

Outside Magazine

D.C. Named Most Walkable Metro Area

Hannah Weinberger

6/17/2014

http://www.outsideonline.com/news-from-the-field/DC-Named-Most-Walkable-Metro-Area.html?263485621&utm_campaign=googlenews&utm_source=googlenews&utm_medium=xmlfeed

TRADE PRESS & BLOG COVERAGE

Streetsblog

The Regions With the Most Potential to Build New Walkable Development

Angie Schmitt

6/17/2014

<http://usa.streetsblog.org/2014/06/17/the-regions-with-the-most-potential-to-build-new-walkable-development/>

- *Full article pasted below*

BUILDER Magazine

Top 30 Largest U.S. Metros for Walkable Urbanism

Jennifer Goodman

6/16/2014

http://www.builderonline.com/business/top-30-largest-us-metros-for-walkable-urbanism_o.aspx?dfpzone=general

- *Full article pasted below*

Gizmodo

The More Walkable a City Is, the More Money It Makes

Alissa Walker

6/17/2014

<http://gizmodo.com/the-more-walkable-a-city-is-the-more-money-it-makes-1591945350>

Next City

Ranked: Walkability in the 30 Largest U.S. Metros

Janine White

6/17/2014

<http://nextcity.org/daily/entry/walking-cities-list-ranked-urban-walkability-in-30-us-metros>

- *Full article pasted below*

Southeast Green

Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros

Staff

6/17/2014

<http://www.southeastgreen.com/index.php/news/washington-dc/11508-foot-traffic-ahead-ranking-walkable-urbanism-in-america-s-largest-metros>

**Environmental angle*

Commercial Property Executive

New Report Ranks Top 30 Metros for Walkable Urban Development

Barbra Murray

6/18/2014

<http://www.cpexecutive.com/uncategorized/new-report-ranks-top-30-metros-on-walkable-urban-development/1004098599.html>

Governing Magazine

Some Cities Are Spurring the End of Sprawl

Dan Vock

6/18/2014

<http://www.governing.com/topics/urban/gov-end-of-sprawl.html>

- *Full article pasted below*

Planet Save

WalkUPs Are Bloody Expensive (Thanks to High Demand)

Zachary Shahan

6/18/2014

<http://planetsave.com/2014/06/18/walkups-bloody-expensive-places/>

Planetizen

Report Ranks Walkable Urbanism in America's Largest Metropolitan Areas

James Brasuell

6/18/2014

<http://www.planetizen.com/node/69460>

- **Full article pasted below**

World Property Channel

Growing Urban Development Trend: Walkability

Michael Gerrity

6/18/2014

<http://www.worldpropertychannel.com/north-america-residential-news/walkable-cities-best-walking-cities-2014-center-for-real-estate-and-urban-analysis-at-george-washington-university-school-of-business-walkups-8312.php>

Ecobuilding Pulse

Are These Cities Foreshadowing the End of Sprawl?

Katie Weeks

6/19/2014

http://www.ecobuildingpulse.com/new-urbanism/are-these-cities-foreshadowing-the-end-of-sprawl_o.aspx?dfpzone=home

- **Full article pasted below**

**Environmental angle*

Government Technology (pick up from Governing)

Some Cities Are Spurring the End of Sprawl

Dan Vock

6/20/2014

<http://www.govtech.com/transportation/Spurring-the-end-of-Sprawl.html>

NAIOP

Walkability = Office Rent Premiums

Julie Stern

6/24/14

<http://newsmanager.commpartners.com/naiops/issues/2014-06-24/5.html>

Gizmodo Australia (pick up of Gizmodo)

The More Walkable a City Is, the More Money It Makes

Alissa Walker

6/23/2014

<http://www.gizmodo.com.au/2014/06/the-more-walkable-a-city-is-the-more-money-it-makes/>

REGIONAL COVERAGE

Atlanta

Atlanta Magazine

Study: Atlanta ranks No. 8 for walkable areas

Rebecca Burns

6/17/2014

<http://www.atlantamagazine.com/agenda/2014/06/17/study-atlanta-ranks-no-8-for-walkable-areas>

- *Full article pasted below*

Decatur Metro

New Report Ranks Atlanta 8th in Walkability and 5th in “Future Walkability”

Staff

6/17/2014

<http://www.decaturm metro.com/2014/06/17/new-report-ranks-atlanta-8th-in-walkability-and-5th-in-future-walkability/>

Atlanta Business Chronicle (Atlanta Business Journal)

Report: Atlanta No. 8 in ‘walkable urban development’

Carla Caldwell

6/18/2014

http://www.bizjournals.com/atlanta/morning_call/2014/06/report-atlanta-no-8-in-walkable-urban-development.html

Atlanta InTown

Atlanta ranks 8th for walkable urban area Staff

6/18/2014

<http://www.atlantaintownpaper.com/2014/06/atlanta-ranks-8th-walkable-urban-area/>

Atlanta Journal Constitution

Most walkable city? Atlanta cracks top ten

Christopher Quinn

6/18/2014

<http://www.ajc.com/news/business/most-walkable-city-atlanta-cracks-top-ten/ngMty/>

Neighborhood Newspapers

Report: Metro Atlanta ranks eighth in walkable urbanism

Staff

6/18/2014

http://neighbornewspapers.com/view/full_story/25309393/article-Report--Metro-Atlanta-ranks-eighth-in-walkable-urbanism?instance=all

Newsy (WSB Atlanta)

Living In 'Walkable' Area May Reduce Diabetes, Obesity Risk

Staff

6/20/2014

<http://www.wsbtv.com/videos/news/living-in-walkable-area-may-reduce-diabetes/vCfKrR/>

Austin, TX

Austin Business Journal

Jan's must reads: Walkable cities, Heywood Hotel and Austin writer Jennifer

Fulwiler

Jan Buchholz

6/20/2014

<http://www.bizjournals.com/austin/blog/real-estate/2014/06/jans-must-reads-walkable-cities-heywood-hotel-and.html>

Baltimore

Baltimore Sun

Study sees 'walkability' of Baltimore area declining in relation to other cities

Kevin Rector

6/17/2014

<http://www.baltimoresun.com/news/maryland/baltimore-city/bs-md-urban-walkability-20140616,0,219619.story>

WBAL (Baltimore)

Report Finds Baltimore Ranks 11th In Walkability

Sam Schoenfeld

6/18/2014

<http://www.wbal.com/article/108053/3/report-finds-baltimore-ranks-11th-in-walkability>

Boston

BostInno

Boston Ranks in the Upper Echelon of Nationwide Walkable Urbanism

Nick Deluca

6/17/2014

<http://bostinno.streetwise.co/2014/06/17/boston-ranked-one-of-the-best-walking-cities-by-walkable-urbanism-report/>

CBS Local Boston Online

New Study Ranks Boston #3 Among Walkable Cities

Staff

6/19/2014

<http://boston.cbslocal.com/2014/06/19/new-study-ranks-boston-3-among-walkable-cities/>

Chicago

Sally Duros, Freelancer

Chicago places 5th for WalkUP neighborhoods

6/17/2014

<https://www.linkedin.com/today/post/article/20140617185222-897312-chicago-places-5th-for-walkup-neighborhoods?trk=object-title>

Chicagoist

Chicago One Of The Top Five Most Walkable Cities In U.S. (For Now)

John Graef

6/21/2014

<http://chicagoist.com/2014/06/21/chicago-one-of-the-most-walkable-ci.php>

Cincinnati

WCPO Cincinnati

Study: Cincinnati low in walkability

Anne Halliwell

6/17/2014

<http://www.wcpo.com/news/local-news/report-cincinnati-low-in-walkability>

Cleveland

Cleveland Plain Dealer

LOCUS report warns Cleveland could lose ground on walkable development if sprawl goes unchecked

Steven Litt

6/17/2014

http://www.cleveland.com/architecture/index.ssf/2014/06/cleveland_ranks_high_in_nation.html

FreshwaterCleveland

University study ranks cities' walkability; Cleveland in top 10

Staff

6/19/2014

<http://freshwatercleveland.com/inthenews/walkablecle061914.aspx>

Dallas

Dallas Business Journal

Dallas appears to be stepping up nation's walkability ratings

Candace Carlisle

6/17/2014

<http://www.bizjournals.com/dallas/news/2014/06/17/dallas-appears-to-be-stepping-up-nations.html>

- *Full article pasted below*

Dallas Morning News

Study: Dallas is one of the worst 'walkable urban' cities in the country, but doesn't have to be

Robert Wilonsky

6/17/2014

<http://cityhallblog.dallasnews.com/2014/06/study-dallas-is-one-of-the-worst-walkable-urban-cities-in-the-country-but-doesnt-have-to-be.html/>

- *Full article pasted above*

Dallas Morning News

Snapshots from the New Cities Summit

Robert Wilonsky

6/17/2014

<http://www.dallasnews.com/news/metro/20140617-snapshots-from-the-new-cities-summit.ece>

Dallas Observer

It's Not That You Can't Walk in Dallas. It's That We Don't Think You Should.

Jim Schutze

6/17/2014

http://blogs.dallasobserver.com/unfairpark/2014/06/its_not_that_you_cant_walk_in_dallas_its_that_we_dont_think_you_should.php

Dallas Observer

New Cities Summit Dallas Panel Is Boring, Not Particularly Helpful

Stephen Young

6/17/2014

http://blogs.dallasobserver.com/unfairpark/2014/06/new_cities_summit_dallas_panel_is_boring_not_particularly_helpful.php

Dallas NBC 5 Dallas (pick up of Dallas Morning News)

Dallas One of the Worse 'Walkable Urban' Cities: Study

Robert Wilonsky

6/17/2014

<http://www.nbcdfw.com/news/local/Dallas-One-of-the-Worse-Walkable-Urban-Cities-Study-263495391.html>

Denver

9NewsNow Denver (pick-up from Denver Business Journal)

Denver's in the middle of the pack for walkability (Slideshow)

Caitlin Hendee

6/17/2014

<http://www.9news.com/story/money/2014/06/17/denvers-walkability/10663689/>

Denver Business Journal

Denver's in the middle of the pack for walkability (Slideshow)

Caitlin Hendee

6/17/2014

http://www.bizjournals.com/denver/blog/broadway_17th/2014/06/denvers-in-the-middle-of-the-pack-for-walkability.html

Denver Post

Study: Metro Denver en route to becoming one of the nation's most walkable regions

Thad Moore

6/17/2014

http://www.denverpost.com/business/ci_25981615/study-metro-denver-en-route-among-nations-most

- *Full article pasted below*

Denver Post

House hunting? 8 things to ask about the neighborhood

Marni Jameson

6/18/2014

http://www.denverpost.com/entertainmentcolumnists/ci_25980008/house-hunting-8-things-ask-about-neighborhood

Detroit

Deadline Detroit

Study Shows Metro Detroit Ranks Low in Walkable Urban Districts

Staff

6/17/2014

http://www.deadlinedetroit.com/articles/9616/study-shows-metro-detroit-ranks-low-in-walkable-urban-districts?section_name=cityscape#.U6Ap-fldWfU

Detroit Free Press

Detroit ranks low among walkable cities but is moving up quickly

John Gallagher

6/17/2014

<http://www.freep.com/article/20140617/BUSINESS06/306170023/walkable-urbanism-Leinberger-Midtown>

- ***Full article pasted below***

Michigan Live (mlive.com)

Metro Detroit ranks low for walkability but its future is bright, report says

David Muller

6/17/2014

<http://www.mlive.com/business/detroit/index.ssf/2014/06/metro-detroit-ranks-low-for-wa.html>

Florida

Health News Florida

Study: Florida Cities Not “Walkable”

Megan Milanese

6/18/2014

<http://health.wusf.usf.edu/post/study-florida-cities-not-walkable>

Green Bay, WI

Green Bay Gazette (pick-up of USA Today)

Rocking the walking: Millennials drive new urban spaces

Greg Toppo

6/17/2014

<http://www.greenbaypressgazette.com/usatoday/article/10623587>

WBAY Green Bay, WI

Your Health: America's Most Walkable City Is ...

Staff

6/19/2014

<http://www.wbay.com/story/25822520/2014/06/19/2-your-health-americas-most-walkable-city-is->

Houston

Houston Chronicle

Houston's future: more sprawl or density?

Nancy Sarnoff

6/18/2014

<http://blog.chron.com/primeproperty/2014/06/houstons-future-more-sprawl-or-density/>

Houston Chronicle

Walkable urban development shows promise in Houston

Nancy Sarnoff

6/20/2014

<http://www.houstonchronicle.com/business/real-estate/article/Walkable-urban-development-shows-promise-in-5568405.php>

Los Angeles

Curbed LA

Los Angeles is about to become a walkable city

Bianca Barragan

6/17/2014

<http://la.curbed.com/archives/2014/06/report-los-angeles-is-about-to-become-a-walkable-city.php>

L.A. Times

Los Angeles on cusp of becoming 'major' walkable city, study says

Tim Logan

6/17/2014

<http://www.latimes.com/business/realestate/la-fi-mo-los-angeles-on-cusp-of-becoming-major-walkable-city-study-says-20140616-story.html>

- ***Full article pasted below***

Orange County Breeze

Rebuilt Rail Lines Turning Greater Los Angeles Back to the Future

Shelley Henderson

6/22/2014

<http://www.oc-breeze.com/2014/06/22/54233-rebuilt-rail-lines-turning-greater-los-angeles-back-to-the-future/>

LAist

Los Angeles Is On The Way To Becoming A Walkable City, Study Says

Julia Bennett Rylah

6/18/2014

<http://laist.com/2014/06/18/los-angeles-is-getting-more-and-more-walkable>

Miami

MiamiNBC 6 - South Florida

Florida Cities Ranked Least Walkable

Staff

6/22/2014

<http://www.nbcmiami.com/news/local/Florida-Cities-Ranked--264156131.html>

Minneapolis

Minneapolis Star Tribune (link back to Scientific American piece)

Now the new building isn't big enough

James Lileks

6/18/2014

<http://www.startribune.com/local/blogs/263673521.html>

New Orleans

Times Picayune

How healthy is your neighborhood? Take our quiz

Marni Jameson

6/17/2014

<http://www.nola.com/homegarden/index.ssf/2014/06/how-healthy-is-your-neighborhood.html>

Orlando

Orlando Sentinel

Orlando ranks last in walkability, says study of 30 metros

Marni Jameson

6/17/2014

<http://www.orlandosentinel.com/news/local/breakingnews/os-orlando-ranks-last-walking-20140617,0,1424547.story>

Orlando Business Journal

Orlando ranks low on walkable urban districts

Cindy Barth

6/18/2014

http://www.bizjournals.com/orlando/morning_call/2014/06/orlando-ranks-low-on-walkable-urban-districts.html

Associated Press (picked up by WPTV-West Palm Beach)

Orlando ranked least 'walkable' city

Staff

6/22/2014

<http://www.wptv.com/news/state/orlando-ranked-least-walkable-city>

Bradenton Herald

Orlando rated 'least walkable' major U.S. metro area

Staff

6/22/2014

<http://www.bradenton.com/2014/06/22/5220087/orlando-rated-least-walkable-major.html>

Phoenix

AZFamily.com

Walkability not a strong suit of Phoenix, but change is coming

Staff

6/17/2014

<http://www.azfamily.com/news/Walkability-is-not-a-strong-suit-of-Phoenix-but-thats-changing-263518671.html>

KTAR (Phoenix)

Phoenix ranks low in walkability, but possibility for change

Staff

6/18/2014

<http://ktar.com/22/1742805/Phoenix-ranks-low-in-walkability-but-possibility-for-change>

Phoenix New Times

Phoenix Has Potential to Be More Walkable, According to Study

Matthew Hendley

6/18/2014

<http://blogs.phoenixnewtimes.com/valleyfever/2014/06/phoenix-has-potential-to-be-more-walkable-according-to-study.php>

Pittsburgh

Pittsburgh Business Times

Slideshow: America's 20 Most Walkable Cities...and Pittsburgh Strolls into Top 10

Paul Gaugh

6/18/2014

<http://www.bizjournals.com/pittsburgh/news/2014/06/18/slideshow-americas-top-20-most-walkable-cities-and.html>

Portland

KGW.com Portland, OR (pick-up of USA Today)

Rocking the walking: Millennials drive new urban spaces

Greg Toppo

6/17/2014

<http://www.kgw.com/news/local/Portland-among-Top-10-most-walkable-cities-263541051.html>

Portland Tribune

Portland ranks in second tier of walkable metro areas

Steve Law

6/17/2014

<http://portlandtribune.com/sl/224519-86640-portland-ranks-in-second-tier-of-walkable-metro-areas->

The Oregonian (pick-up of WIRED)

Beaverton driver messes with wrong bicyclist (a cop); walkable cities richer:

Commuting roundup

Joseph Rose

6/23/2014

http://www.oregonlive.com/commuting/index.ssf/2014/06/beaverton_driver_messes_with_w.html

Sacramento

Sacramento Business Journal

Sacramento scores low for cities with high walkability

Ben van der Meer

6/17/2014

<http://www.bizjournals.com/sacramento/news/2014/06/17/sacramento-scores-low-for-cities-with-high.html>

San Francisco

MyStateline.com

San Francisco Tops List as Most Expensive U.S. Summer Getaway

Staff

6/18/2014

<http://www.mystateline.com/fulltext-news/d/story/san-francisco-tops-list-as-most-expensive-us-summe/28585/ICcA32FMSE60IjkaZCKcUw>

Seattle

KING-5 Seattle NBC

Rocking the walking: Millennials drive new urban spaces

Greg Toppo

6/17/2014

<http://www.king5.com/news/local/Rocking-the-walking-Millennials-drive-new-urban-spaces-263519291.html>

Puget Sound Business Journal

In Seattle, real estate developers walk the talk

Marc Stiles

6/17/2014

<http://www.bizjournals.com/seattle/blog/2014/06/in-seattle-real-estate-developers-walk-the-talk.html>

Seattle Post Intelligencer

Seattle: Good for walking, bad for driving

Jake Ellison

6/18/2014

<http://blog.seattlepi.com/thebigblog/2014/06/18/seattle-good-for-walking-bad-for-driving/#10358111=0&18160107=0&18817109=0&24377103=0&24378105=0&24384101=0>

St. Louis

KSDK St. Louis (pick up of USA Today)

Rocking the walking: Millennials drive new urban spaces

Greg Toppo

6/17/2014

<http://www.ksdk.com/story/news/nation/2014/06/17/united-states-walkable-urban-places-walkups/10655299/>

St. Louis Post-Dispatch

St. Louis is middle of the road for walkability

Ken Leiser

6/22/2014

http://www.stltoday.com/news/traffic/along-for-the-ride/st-louis-is-middle-of-the-road-for-walkability/article_9ea89479-fd8b-52ef-ab66-81193d6ea5ea.html

Tampa

10 News Tampa Bay

Rocking the walking: Millennials drive new urban spaces

Greg Toppo

6/17/2014

<http://www.wtsp.com/story/life/2014/06/17/rocking-the-walking-millennials-drive-new-urban-spaces/10671909/>

Tampa Bay Business Journal

Metro Tampa ranks low on walkable urban districts

Marin Guta

6/17/2014

<http://www.bizjournals.com/tampabay/news/2014/06/17/metro-tampa-ranks-low-on-walkable-urban-districts.html>

Tampa Bay Times

Study: Tampa Bay area near bottom of nation's most walkable metros

Staff

6/17/2014

<http://www.tampabay.com/news/growth/study-tampa-bay-area-near-bottom-of-nations-most-walkable-metros/2184723>

Bacon's Rebellion

The Rise of Walkable Urbanism and “the End of Sprawl”

James Boon

6/17/2014

<http://www.baconsrebellion.com/2014/06/the-rise-of-walkable-urbanism-and-the-end-of-sprawl.html>

Washington, DC

DCist

D.C. Metro Area Tops Walkable Urban Places List — With A Warning

Sarah Anne Hughes

6/17/2014

http://dcist.com/2014/06/dc_metro_area_tops_walkable_list_wi.php

Washington Business Journal

Take a hike: D.C. area No. 1 on a new ranking of walkable real estate projects

Bob Niedt

6/17/2014

http://www.bizjournals.com/washington/morning_call/2014/06/take-a-hike-d-c-areano-1-on-a-new-ranking-of.html

- ***Full article pasted below***

Washingtonian

Washington Is Nation's Most Walkable Metropolitan Area, Researchers Say

Benjamin Freed

6/17/2014

<http://www.washingtonian.com/blogs/capitalcomment/local-news/washington-is-nations-most-walkable-metropolitan-area-researchers-say.php>

- *Full article pasted below*

WUSA CBS Washington, DC (pick-up of USA Today)

Rocking the walking: Millennials drive new urban spaces

Greg Toppo

6/17/2014

<http://www.wusa9.com/story/news/nation/2014/06/17/walkable-urban-places-findings/10654955/>

Greater Greater Washington (link back to DCist piece)

Breakfast Links: #1 for Walking

David Koch

6/18/2014

<http://greatergreaterwashington.org/post/23281/breakfast-links-triggers/>

WJLA.com Daybreak Daily

Daybreak Daily: WALK IT

Skip Wood

6/18/2014

<http://www.wjla.com/articles/2014/06/daybreak-daily-dave-brat-talks-about-economic-prosperity--104234.html>

In the Capital

DC's Not Only Walkable – It's a Smart and Wealthy City, Too

Molly Greenberg

6/23/2014

<http://inthecapital.streetwise.co/2014/06/23/george-washington-university-dc-ranks-most-walkable-city-in-america/>

BROADCAST TV & RADIO COVERAGE

- KIRO-TV Seattle CBS - 6/17/14, 6:50AM
- KPNX-TV Phoenix NBC - 6/17/14, 6:39AM
- KING-TV Seattle NBC - 6/17/14, 6:25AM, 5:07AM
- WFXT-TV Fox Boston - 6/17/14, 8:47AM, 9:21AM
- KOZL-TV Springfield, MO - 6/17/14, 7:35AM
- KOLR-TV Springfield, MO - 6/17/14, 6:35AM

- WMAR-TV ABC Baltimore - 6/17/14, 6:52AM
- WRC-TV NBC Washington, DC - 6/17/14, 11:24AM, 6:11AM, 5:26 AM, 4:40AM
- WBZ-AM CBS News Radio Boston - 6/17/14, 6:04AM, 11:24AM, 2:19PM, 2:43PM, 3:50PM
- WOGX Fox Gainesville, FL - 6/17/2014, 5:46 AM
- WBAL-AM Baltimore - 6/17/14, 10:04AM
- KTVI-TV St. Louis Fox - 6/17/14, 11:56AM
- Real Radio 104 Orlando - 6/17/14, 4:35PM
- WORD Fox Orlando - 6/17/14, 5:46AM
- KIMT CBS Rochester, MN - 6/17/14, 4:05PM, 10:14PM
- WHSV ABC Harrisonburg, VA - 6/17/14, 5:13PM
- KSAT-TV ABC San Antonio, TX - 6/17/14, 4:16PM
- WYAY- TV ABC Wilmington, NC - 6/17/14, 5:26PM
- WBFF-TV Fox Baltimore - 6/17/14, 5:38PM, 10:48PM
- WMAQ-TV NBC Chicago - 6/17/14, 5:16PM
- KATC-TV ABC Lafayette, LA - 6/17/14, 5:20PM
- KOMU-TV NBC Columbia, MO - 6/17/14, 5:17PM
- WBBJ-TV ABC Jackson, TN - 6/17/14, 5:20PM
- WRIC-TV ABC Richmond, VA - 6/17/14, 6:29PM
- KLAS-TV CBS Las Vegas - 6/17/14, 4:02PM
- WSET-TV ABC Roanoke, VA - 6/17/14, 7:15PM
- WUSA-TV CBS Washington, DC - 6/17/14, 7:19PM
- WFQX-TV Traverse City, MI - 6/17/14, 7:21PM
- KABC-TV ABC Los Angeles - 6/17/14, 4:36PM
- KXXV-TV ABC Waco, TX - 6/17/14, 6:47PM
- KTVX-TV ABC Salt Lake City - 6/17/14, 6:14PM
- KGET-TV NBC Bakersfield, CA - 6/17/14, 5:23PM
- KERO-TV ABC Bakersfield, CA - 6/17/14, 5:26PM
- KCBS-TV CBS Los Angeles - 6/17/14, 6:24PM
- KCWE-TV Kansas City - 6/17/14, 9:16PM
- WXIX-TV Fox Cincinnati - 6/17/14, 10:35PM
- Bay News 9 Tampa Bay -6/17/14, 10:46PM, 11:46PM, 6/18/14, 1:46AM
- WXTX-TV Fox Columbus, GA - 6/17/14, 10:56PM
- WOLO-TV ABC Columbia, SC - 6/17/14, 11:14PM
- WDBJ-TV CBS Roanoke, VA - 6/17/14, 11:24PM
- KRCR-TV ABC Chico/Redding, CA - 6/17/14, 11:32PM
- Central Florida News 13 Orlando - 6/18/14, 12:39AM, 1:39AM
- Central Florida News 13 Orlando FL - 6/18/2014 2:39AM
- Bay News 9 Tampa Bay FL - 6/18/2014, 2:46
- Central Florida News 13 Orlando FL - 6/18/2014, 3:39
- Bay News 9, Tampa Bay FL 6/18/2014, 3:46AM
- Central Florida News 13 Orlando FL - 6/18/2014, 4:39AM
- Bay News 9 Tampa Bay FL - 6/18/2014, 4:46AM

- WFLA-AM (Radio)Tampa Bay - FL6/18/2014, 5:04AM
- WJAR-PVD (NBC)Providence RI - 6/18/2014, 5:26AM
- WCTV (CBS) Tallahassee FL - 6/18/2014, 5:26AM
- WFXL (FOX) Albany GA -6/18/2014, 5:36AM
- WHP-HAR (CBS) Harrisburg PA - 6/18/2014, 5:44AM
- KATC (ABC) Lafayette LA - 6/18/2014, 4:48AM
- WUSA-DC (CBS) Washington D.C. - 6/18/2014, 6:06AM
- WBFF-BAL (FOX) Baltimore MD - 6/18/2014, 6:08AM
- WSET (ABC) Roanoke VA - 6/18/2014, 6:10AM
- KXAN-AUS (NBC) Austin TX - 6/18/2014, 5:15AM
- WTVO (ABC) Rockford IL - 6/18/2014, 5:15AM
- KAVU (ABC) Victoria TX - 6/18/2014, 5:16AM
- WAPT (ABC) Jackson MS - 6/18/2014, 5:24AM
- WJAR-PVD (NBC) Providence RI - 6/18/2014, 6:26AM
- WSFA (NBC) Montgomery AL - 6/18/2014, 5:26AM
- KATV (ABC) Little Rock AR - 6/18/2014, 5:35AM
- KODE (ABC) Joplin MO - 6/18/2014, 5:36AM
- WLBT (NBC) Jackson MS - 6/18/2014, 5:44AM
- WFXL (FOX) Albany GA - 6/18/2014, 6:49AM
- WBAL-AM Baltimore MD - 6/18/2014, 6:54AM
- KRDO (ABC) Colorado Springs - CO 6/18/2014, 4:56AM
- KBMT (ABC) Beaumont TX - 6/18/2014, 5:56AM
- KJAC (NBC) Beaumont TX - 6/18/2014, 5:56AM
- KIFI (ABC) Idaho Falls ID - 6/18/2014, 5:13AM
- KATC (ABC) Lafayette LA - 6/18/2014, 6:18AM
- KSLA-SHV (CBS) Shreveport LA - 6/18/2014, 6:22AM
- KTBS-SHV (ABC) Shreveport LA - 6/18/2014, 6:28AM
- KODE (ABC) Joplin MO - 6/18/2014, 6:33AM
- KATV (ABC) Little Rock AR - 6/18/2014, 6:36AM
- KLAS-LV (CBS) Las Vegas NV - 6/18/2014, 4:42AM
- KRDO (ABC) Colorado Springs CO - 6/18/2014, 5:47AM
- KGUN (ABC) Tucson AZ - 6/18/2014, 5:53AM
- KGO-AM (Radio) San Francisco CA - 6/18/2014, 5:10AM
- KIFI (ABC) Idaho Falls ID - 6/18/2014, 6:13AM
- WDBD (FOX) Jackson MS - 6/18/2014, 7:33AM
- KREM (CBS) Spokane WA - 6/18/2014, 5:45AM
- WQRF (FOX) Rockford IL - 6/18/2014 7:49AM, 8:21AM
- WBFF-BAL (FOX) Baltimore MD - 6/18/2014, 9:34AM
- KGO-AM (Radio) San Francisco CA - 6/18/2014, 6:40AM
- KREM (CBS) Spokane WA - 6/18/2014, 6:46AM
- KTNV-LV (ABC) Las Vegas NV - 6/18/2014, 11:20AM
- WNEW-FM Washington, DC - 6/18/14, 9:44AM, 10:57AM
- KUSI-TV San Diego - 6/18/14, 7:18AM

- Bay News 9 Tampa Bay - 6/18/14, 10:36AM, 11:36AM
- KNTV-TV ABC Las Vegas – 6/18/14, 11:20AM
- WLTX-TV CBS Columbia, SC – 6/18/14, 5:42PM
- WJHL-TV CBS Tri-Cities, TN – 6/18/14, 7:21AM
- WFMJ-TV NBC Youngstown, OH – 6/18/14, 7:21PM
- KLFY-TV CBS Lafayette, LA – 6/19/14, 5:27AM
- WGN-TV Chicago – 6/19/14, 5:35AM
- All News 106.7 Atlanta, GA – 6/19/14, 8:05AM, 3:20PM, 4:51PM
- KCRW-FM Radio Los Angeles, 6/20/14, 6:08AM
- WSB-AM Atlanta. 6/20/14, 8:36AM, 6:56AM
- KCRW-FM Radio Los Angeles – 6/20/14, 6:05AM
- WMTW-TV ABC Portland, ME – 6/21/14, 5:56AM

CBS NEWS

Top 10 most walkable cities now and in the future

By Ilyce Glink

June 17, 2014



In the future, 80 percent of American development will take place in just 10 percent of its land.

"This is a major change in how we build the country," said Chris Leinberger, president of LOCUS, a group of real estate professionals who advocate for walkable urban development.

He compared this shift to the proclamation that the frontier is closed, made by historian Frederick Jackson Turner in 1893

A [report released](#) Monday by the Center for Real Estate and Urban Analysis at George Washington University School of Business in conjunction with Smart Growth America ranked the 30 largest U.S. cities by how walkable they are -- a key figure that demonstrates how cities are shifting from the suburban sprawl of the past 60 years to the urban infill of the future.

The researchers, including Leinberger, first looked at Walkscore heat maps, focusing on areas that scored high. They then looked at areas with significant regional importance, meaning they have at least 1.4 million square feet of office space and more than 340,000 square feet of retail space. They combined these factors to determine areas they call "walkable urban places" or WalkUPs.

Researchers then tried to predict how these areas would grow in the future by looking at trend lines and pricing premiums in rent space, which indicate demand level. For example, demand around train stations in places like Washington, D.C. is so high commercial and residential renters can pay a premium of between 50 and 80 percent, said Emerick Corsi, president of Cleveland-based Forest City Enterprises Real Estate Services.

For now, these 10 cities have proved the most walkable, but that doesn't mean they'll stay that way for long.

<http://www.cbsnews.com/media/top-10-most-walkable-u-s-cities/>



A city's 'walkability' drives real estate values

By Diana Olick

June 17, 2014



REALTY CHECK edited by DIANA OLICK



Hiroyuki Matsumoto | Photographer's Choice | Getty Images

Car shares, bike shares, improved rapid transit and teleworking. All are the product of a new generation that is more environmentally conscious than any before it and more willing to use its own energy to get around town, rather than tapping expensive energy sources.

Millennials prefer urban cores, even ones outside of major metropolitan areas, because they want to be able to walk or bike to work and stores. In turn, areas that offer so-called walkability should see more home buyers and renters than those that don't.

"Cities that want to thrive in our new economic and demographic realities will need to find ways to create and support more of these dynamic, productive walkable districts that are in high demand," said Geoff Anderson, CEO of Smart Growth America, which, in conjunction with George Washington University School of Business, **released a new report** ranking the walkability of the nation's 30 largest metropolitan areas.

There is, in fact, already a distinct correlation between walkability and real estate values, both commercial and residential.

Check out the most walkable cities

Click on a city to see those with the highest percentage of office and retail space located near walkable urban spaces

"Walkable, urban for-sale housing is by far the most expensive housing in the country. The range, depends on the market, between 40 percent and 200 percent greater than drivable, suburban housing," said GWU's Chris Leinberger, author of the report. "Twenty-five years ago that relationship didn't exist because walkable (cities back then) was not valued."

Washington, D.C., wins as the nation's most walkable city, according to the survey, which looked at the share of office and retail space located in a city's "WalkUPs"—walkable urban places—through the first quarter of 2014. A city can have several different WalkUPs within its limits; metro New York contains 66, while San Antonio has just two.

WalkUPs still occupy a relatively small portion of the 30 cities' land, just 1 percent on average. Still, these areas offer outsized economic benefit, according to the survey.

Commercial office space in walkable areas has an average 74 percent price-per-square-foot premium over suburban business parks, according to Leinberger. For apartments, there is a 70 percent rental premium on walkability. That is likely why, in the current real estate cycle, 85 percent of all rental apartments have been built in walkable urban places.

In Washington, researchers identified 45 WalkUPs that occupy just 1 percent of the metro's acreage but which account for 48 percent of its new office, hotel and rental apartment square footage. D.C. is also the only metropolitan region that has more than half of its WalkUPs in its close-in suburbs (which are classified as part of the metro market). Suburbs like Bethesda, Md., and Crystal City, Va., are seeing huge commercial development and rising real estate values, thanks to their focus on the new urban, walkable core.

In Crystal City, **developers are luring tech start-ups**, selling them on the walkability of the area.

"The young millennials are obviously into sharing a lot more, so we've got bike sharing here, we've got Car2Go, and we've got Zipcar and we're also working with the folks from WeWork to create a sort of community-environment for living," said Mitchell Schear, president of D.C. operations for realty trust Vornado

Walkability also drives recovery. Home values have bounced back higher and faster in walkable neighborhoods than in the so-called exurbs. Cities that focus on walkability will likely see more retail, restaurant and office investment. Researchers compiled a "future ranking" on walkable urbanism and put **Boston** at the top of the list. The vast majority of Boston's development in this real estate cycle has been walkable urban.

<http://www.cnbc.com/id/101766206>

Los Angeles Times

Los Angeles on cusp of becoming 'major' walkable city, study says

By Tim Logan

June 17, 2014



Pedestrians cross Colorado Boulevard in Pasadena. Walkable neighborhoods in older suburbs of Los Angeles are seeing increasing development, a new study says. (Mel Melcon / Los Angeles Times)

Despite its long love affair with the car, Los Angeles is on the cusp of becoming a “major” walkable urban area. And doing so could do wonders for its real estate market, at least in spots.

That’s the gist of a new report released Tuesday by SmartGrowth America and George Washington University, which measured the number of walkable urban neighborhoods in 30 big metro areas and looked at the potential to develop more.

Washington, D.C., New York and Boston, respectively, topped the rankings. The L.A. area tied for 16th with the Columbus, Ohio, and Kansas City metro areas. Orlando, Fla., ranked last.

Although the L.A. area was in the middle of the pack, the prospects for development around new

Pasadena, will give more Angelenos the chance for a less auto-centric life in the years to come, the report says.

“The future — of a walkable, transit-friendly Los Angeles — is being built right now,” the report says. “It will allow people to drive everywhere they want, assuming they can put up with the traffic, and provide the option of walkable urbanism for those who want it.”

These walkable neighborhoods in Los Angeles and its surrounding cities are already commanding higher rents for office and retail space than their more car-oriented competition, said Chris

Leinberger, a former developer and real estate professor at George Washington who led the study, and those rents are going up faster. That’s drawing more developers, and more projects, to this relative handful of places.

“This is a pretty significant change in how we invest, how we build the country,” Leinberger said.

“There will be demand for tens of millions of square feet of additional walkable urban development.”

There are challenges, though. Many cities lack the zoning codes and regulatory structures to enable dense, mixed-use projects, which makes approvals far more complicated and expensive than a typical suburban strip mall, Leinberger and developers said. Tweaking those guidelines would help create a more pedestrian-oriented city.

And then there’s the challenge of who can afford to live in these increasingly high-end, concentrated neighborhoods. As prices there climb, many lower and middle-income residents could find themselves pushed out to car-dependent suburbs.

“‘Drive until you qualify’ does not work in a walkable urban development,” Leinberger said.

There are a variety of tools, including density bonuses and tax credits, that cities can use to encourage affordable and middle-income housing in walkable neighborhoods, said Rod Lawrence, a partner with JBG Cos., a developer in Washington, D.C. But it helps to make affordability a priority from the start of the planning process, before developers buy land and sink cash into market-rate projects.

“The city has to be serious about it and come up with a plan,” Lawrence said. “You’ve got to build it in upfront.”

<http://www.latimes.com/business/realestate/la-fi-mo-los-angeles-on-cusp-of-becoming-major-walkable-city-study-says-20140616-story.html>

Money

The Future's Most Walkable Cities: Prepare to Be Surprised

By Srividya Kalyanaraman

June 17, 2014



Urbanization of next-door neighbor Cambridge is one of the chief reasons Boston's walkability is on the rise.

Boston Harbor Association—Boston Harbor Association

Walkable urban places are the cities of the future, a new study says. And where will those be? New York, Boston? Try Miami and Phoenix. No, we're not kidding.

If you live in Washington D.C., New York City or Boston and your legs are your main mode of transport, this won't be news to you: These three cities rank among the country's most walkable large cities, and they are destined to remain so.

After those top three, watch out: Cities known more for suburban sprawl and traffic jams have new development planned that will shoot them up into the top scores as "walkable urban place," or, WalkUPs, as researchers at George Washington University and advocacy group Smart Growth America call them.

Miami, Detroit, Denver, and Tampa will vault into the new Top 10 large WalkUPs, according to a new study released today. Atlanta, Los Angeles and Phoenix will also take a big leap

forward. Future rankings are based on things like planned investment in public transportation and commercial clusters.

“The WalkUPs are witnessing the end of sprawl,” said Christopher Leinberger, a professor of urban real estate at George Washington University School of Business. “This is a change in how we built the country in the 20th century.” Suburban sprawl, he argues, has constrained the country’s economic growth.

Walkable urban places, sometimes referred to as urban burbs, have high concentrations of college-educated adults and demonstrate a strong correlation between urban development, education and economic growth. Office rents in urbanized areas, for example, command a 74% premium over suburban. (Researchers focused on the 30 largest metropolitan areas because they comprise 46% of the U.S. population and 58% of the country’s GDP.)

And homeowners, take note: Walkability and proximity to shopping, restaurants and work are becoming increasingly important to buyers, especially young buyers. Research has shown that increases in measures of walkability such as WalkScore translate into increased property values.

Today’s Top 15 Walkable Cities

1. Washington, D.C.
2. New York City
3. Boston
4. San Francisco
5. Chicago
6. Seattle
7. Portland, Ore.
8. Atlanta
9. Pittsburgh
10. Cleveland
11. Baltimore
12. Miami
13. Philadelphia
14. Denver
15. Houston

Least Walkable: Tampa, Phoenix, Orlando

The Future's Most Walkable Cities

1. Boston
2. Washington, D.C.
3. New York City
4. Miami
5. Atlanta
6. Seattle
7. San Francisco
8. Detroit
9. Denver
10. Tampa
11. Los Angeles
12. Phoenix
13. Houston
14. Portland
15. Chicago

Least Walkable: San Diego, Kansas City, San Antonio

<http://time.com/money/2887232/the-futures-most-walkable-cities-prepare-to-be-surprised/>

Ranked: Walkability in the 30 Largest U.S. Metros

By Janine White

June 17, 2014



The Midtown skyline is a backdrop at Atlanta's Piedmont Park. According to a new study, Atlanta is likely to see growth in walkable urban development. (AP Photo/David Goldman, File)

Though the *current* rankings in [Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros](#) have a few mild surprises (Washington, D.C. tops the list, with New York and Chicago in second and fifth place, respectively), the chart in the report — by Christopher B. Leinberger and Patrick Lynch from the Center for Real Estate and Urban Analysis at George Washington University School of Business — that will either buoy or dismay pedestrians and density advocates alike is the one that predicts the *future* of walkable urbanism in those same areas. But wherever your city ranks on the list, if you're an urbanist, you'll love at least one Leinberger forecast: "Top-ranked walkable urban places are witnessing the end of sprawl. This is a major change in the way we build the country."

Leinberger and Lynch's operating premise is that Americans with options are increasingly moving away from what they call "drivable sub-urban" in favor of walkable urban places, which they call WalkUPs — basically, places where offices and stores are walking distance from homes and where those spaces are beginning to fetch higher rents because of demand. With that understanding, the report's **current ranking** divides the 30 largest metro areas,

from top to bottom, into four sections: high walkable urbanism, moderate walkable urbanism, tentative walkable urbanism and low walkable urbanism:

RANK	METRO AREA	# OF WALKUPS	POPULATION			OFFICE & RETAIL SPACE			% of WalkUP Office & Retail Space in the Central City
			Total in Metro Area	Per WalkUP	Rank (Pop. per WalkUP)	Located in WalkUPS (sq. ft.)	Total in Metro Area (sq. ft.)	Share of Total Located in WalkUPS	
1	Washington, DC	45	5,047,000	112,000	2	297,300,000	696,441,000	43%	51%
2	New York	66	22,166,000	336,000	19	773,405,000	2,033,660,000	38%	89%
3	Boston	37	3,981,000	108,000	1	171,835,000	482,929,000	36%	67%
4	San Francisco	57	7,298,000	128,000	3	227,537,000	766,010,000	30%	83%
5	Chicago	38	8,509,000	224,000	10	262,374,000	893,718,000	29%	94%
6	Seattle	23	3,864,000	168,000	6	100,879,000	373,966,000	27%	82%
7	Portland	10	2,153,000	215,000	9	46,238,000	208,246,000	22%	91%
8	Atlanta	27	4,306,000	159,000	4	121,948,000	577,060,000	21%	75%
9	Pittsburgh	11	2,576,000	234,000	11	56,489,000	274,246,000	21%	98%
10	Cleveland	10	2,065,000	206,000	8	45,579,000	231,987,000	20%	94%
11	Baltimore	16	2,722,000	170,000	7	52,043,000	267,538,000	19%	84%
12	Minneapolis	10	2,953,000	295,000	17	66,450,000	343,821,000	19%	99%
13	Philadelphia	17	5,318,000	313,000	18	97,419,000	514,308,000	19%	95%
14	Denver	18	2,968,000	165,000	5	60,341,000	331,682,000	18%	90%
15	Houston	12	6,481,000	540,000	25	109,089,000	638,333,000	17%	93%
16	Columbus	7	2,064,000	295,000	16	33,676,000	211,799,000	16%	98%
17	Kansas City	7	1,966,000	281,000	13	35,859,000	227,534,000	16%	96%
18	Los Angeles	54	18,529,000	343,000	22	223,747,000	1,439,440,000	16%	65%
19	St. Louis	9	2,584,000	287,000	14	43,204,000	285,413,000	15%	77%
20	Cincinnati	7	2,024,000	289,000	15	33,234,000	222,225,000	15%	100%
21	Sacramento	6	2,384,000	397,000	23	26,815,000	209,797,000	13%	94%
22	Detroit	14	4,711,000	337,000	20	48,886,000	462,624,000	11%	71%
23	Miami	17	5,828,000	343,000	21	52,952,000	522,592,000	10%	51%
24	San Diego	13	3,211,000	247,000	12	24,966,000	251,671,000	10%	85%
25	Dallas	9	6,926,000	770,000	28	67,409,000	720,569,000	9%	93%
26	Las Vegas	3	2,028,000	676,000	27	13,904,000	170,856,000	8%	100%
27	San Antonio	2	2,387,000	1,193,000	30	12,152,000	196,033,000	6%	100%
28	Tampa	6	3,038,000	506,000	24	17,496,000	282,723,000	6%	92%
29	Phoenix	4	4,009,000	1,002,000	29	19,625,000	366,099,000	5%	69%
30	Orlando	3	1,960,000	653,000	26	10,417,000	199,300,000	5%	90%

A current ranking of walkable urbanism in America's 30 largest metros, from "Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros" © The George Washington University School of Business 2014

Fear not, No. 23 Miami. A look at the metrics behind the list reveals advice for metros looking to move up: Take seriously the movement toward the urbanization of suburbs, plan for transit development, and be friendly with your zoning.

Urbanizing suburbs are a huge factor pushing D.C. into its top spot: "It not only has the most office and retail in WalkUPS, but also has the most balanced distribution of walkable urban space between the central city (51 percent) and suburbs (49 percent).

Chicagoland, on the other hand, has some things to learn. "Chicago's doing a lot of things right but it's focusing on center city, but very little in the suburbs," explains Leinberger. "Evanston is kind of lonely out there." Meanwhile, he points out that a bright spot for Detroit is "a remarkable turnaround in suburban town centers, as well as unexpected turnaround in downtown and midtown."

In the **future rankings** (with three levels: high potential for future walkable urbanism, moderate potential for future walkable urbanism, and low potential for future walkable urbanism), Detroit’s high marks for WalkUP development, and Denver’s rail investment earn the former a jump on the list of more than 10 points, and the latter a move from No. 14 to No. 9.

RANK	METRO AREA	FAIR SHARE INDEX <i>Q1 2010-Q1 2014</i>	Share of Regional Office Space Absorption in WalkUPs <i>Q1 2010-Q1 2014</i>	Share of WalkUP Office & Retail Space in Suburbs	OFFICE RENT PREMIUMS		COMPOSITE DIRECTIONAL INDEX
					Current WalkUP Premium	Change in WalkUP Premium <i>Q4 2007-Q4 2014</i>	
1	Boston	1.21	55%	33%	182%	107%	0.82
2	Washington, DC	1.40	76%	49%	56%	24%	0.49
3	New York	<0	<0%	11%	206%	52%	0.47
4	Miami	2.03	32%	49%	38%	14%	0.44
5	Atlanta	1.74	59%	25%	30%	13%	0.38
6	Seattle	1.68	69%	18%	25%	2%	0.34
7	San Francisco	0.88	32%	17%	47%	30%	0.32
8	Detroit	1.77	34%	29%	4%	2%	0.29
9	Denver	1.02	28%	10%	44%	20%	0.28
10	Tampa	1.58	18%	8%	16%	10%	0.25
11	Los Angeles	<0	<0%	35%	42%	25%	0.20
12	Phoenix	0.73	8%	31%	27%	1%	0.19
13	Houston	0.58	17%	7%	41%	10%	0.18
14	Portland	0.53	19%	9%	21%	18%	0.18
15	Chicago	0.25	11%	6%	44%	11%	0.15
16	Philadelphia	0.52	15%	5%	19%	12%	0.14
17	Dallas	0.66	12%	7%	15%	7%	0.14
18	Orlando	0.48	5%	10%	25%	1%	0.11
19	Sacramento	<0	<0%	6%	40%	12%	0.10
20	Las Vegas	<0	<0%	0%	25%	21%	0.10
21	Pittsburgh	0.36	13%	2%	14%	1%	0.08
22	Baltimore	0.31	9%	16%	-6%	0%	0.07
23	Minneapolis	<0	<0%	1%	10%	17%	0.06
24	Cleveland	<0	<0%	6%	10%	12%	0.06
25	Cincinnati	<0	<0%	0%	16%	13%	0.06
26	St. Louis	<0	<0%	23%	-3%	6%	0.06
27	Columbus	0.25	7%	2%	8%	-1%	0.05
28	San Diego	<0	<0%	15%	3%	0%	0.04
29	Kansas City	<0	<0%	4%	-1%	10%	0.03
30	San Antonio	<0	<0%	0%	1%	-2%	0.00

A prediction about the future of walkable urbanism, from “Foot Traffic Ahead: Ranking Walkable Urbanism in America’s Largest Metros” © The George Washington University School of Business 2014

Eight metros are deemed to have “moderate potential” on the future chart, and of those, the potential for five are linked to transit projects, from light rail to BRT. Indeed, Philadelphia’s problem is that “a poorly maintained commuter rail system create[s] challenges,” according to the report.

“It’s not essential to have light-rail transit, but it sure does help,” Leinberger says. “[But] there are great examples of WalkUPs that just have bus and bike and car access. Bike lanes are cheapest way to increase your transportation options.”

When it comes to zoning, Leinberger looks around the U.S. and sees local politicians and their constituents warming to the idea of using less land and getting more out of existing infrastructure. He should know. Leinberger is also the president of Locus, a coalition of real estate developers that works in concert with Smart Growth America to promote policies that enable denser, transit-oriented communities. “As a real estate developer, I’ve done 12 projects, all walkable urban places, and all of them were illegal when I proposed them. That gets tiring,” he says.

Both the current and future rankings recast decades-old city vs. suburbs tension and suggest that, for the best possible economic outcome, a region’s local governments and community groups need to pull together around development. Of course, this dream world would benefit developers (projects would be approved more quickly and built more cheaply), but it’s also a world, says Leinberger, where people want to live. “Blame the kids,” Leinberger says. “The millennials are driving this.”

CURRENT WALKABLE URBANISM			WEALTH		EDUCATION LEVEL	
RANK	METRO AREA	% of Office & Retail Space Located in WalkUPs	Metro GDP per Capita (Quinted 2005 Dollars)	Rank: GDP	% of Population 25 & Over with Bachelors Degree	Rank: Education
1	Washington, DC	43%	\$66,400	2	48%	1
2	New York	38%	\$59,400	6	37%	7
3	Boston	36%	\$58,400	7	42%	3
4	San Francisco	30%	\$69,900	1	43%	2
5	Chicago	29%	\$51,400	12	34%	10
6	Seattle	27%	\$64,200	3	37%	6
7	Portland	22%	\$62,000	5	34%	11
8	Atlanta	21%	\$47,000	16	35%	9
9	Pittsburgh	21%	\$44,400	19	30%	19
10	Cleveland	20%	\$46,200	17	28%	26
11	Baltimore	19%	\$49,200	13	36%	8
12	Minneapolis	19%	\$55,500	10	39%	5
13	Philadelphia	19%	\$51,800	11	33%	13
14	Denver	18%	\$56,400	8	41%	4
15	Houston	17%	\$62,400	4	29%	22
16	Columbus	16%	\$44,700	18	33%	14
17	Kansas City	16%	\$48,300	15	33%	15
18	Los Angeles	16%	\$44,000	20	29%	24
19	St. Louis	15%	\$41,700	23	31%	17
20	Cincinnati	15%	\$43,300	21	29%	20
21	Sacramento	13%	\$38,400	28	30%	18
22	Detroit	11%	\$43,100	22	29%	21
23	Miami	10%	\$41,300	25	29%	23
24	San Diego	10%	\$48,800	14	34%	12
25	Dallas	9%	\$55,600	9	31%	16
26	Las Vegas	8%	\$41,200	26	22%	30
27	San Antonio	6%	\$35,400	30	26%	28
28	Tampa	6%	\$36,600	29	26%	29
29	Phoenix	5%	\$40,700	27	28%	25
30	Orlando	5%	\$41,700	24	28%	27

Linking walkable urbanism to education and wealth, from "Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros" © The George Washington University School of Business 2014

The study is, says Leinberger, “an early step in process” of this still-young trend. There is still quite a bit to unpack, including questions of affordability and gentrification — who actually moves to and stays in WalkUPs. The study notes a connection between walkability and education but stops short of nailing down direct cause and effect.

Although more research needs to be done to understand why walkable urbanism is correlated with higher per-capita GDPs and education levels ... evidence suggests that encouraging walkable urbanism is a potential strategy for regional economic development.

Leinberger says organizations like Locus and private real estate developers think constantly about affordable housing, and he seems confident that good solutions will come as walkable

urbanism moves out of its infancy. He says he can name at least 14 affordable housing tools, such as federal low-income housing tax credits, but stresses that to develop a conscious strategy, “you have to have the intention to address it.”

Whether a region aspires to No. 1 on the list or keeps driving along at the bottom, pent-up demand leading to what Leinberger says will be “tens of millions of square feet” in urban development over the next decade” may force all metros to re-think how they’ll get a piece of that walk-in business.

You can read the full report, which includes methodology, [here](#).

The Works is made possible with the support of the [Surdna Foundation](#).

<http://nextcity.org/daily/entry/walking-cities-list-ranked-urban-walkability-in-30-us-metros>

SCIENTIFIC AMERICAN™

Has the U.S. Reached Peak Sprawl?

By Julia Pyper/Climatewire
June 17, 2014

The number of walkable areas in metro centers across the country is on the rise, signaling a dramatic shift in United States development trends, according to new report.

The [report](#), produced by the Center for Real Estate and Urban Analysis at George Washington University in conjunction with LOCUS, a national network of real estate developers and investors, ranked the country's largest 30 cities based on the amount of commercial development in walkable urban places, or "WalkUPs."

Washington D.C., New York, Boston, San Francisco and Chicago took the top five spots. But the report also found that traditionally sprawling cities, including Miami, Atlanta and Detroit, are well-positioned for increased walkability based on current development efforts.



Top-ranked urban places are now seeing "the end of sprawl" where at least 50 percent of urban office, retail and apartment space now takes up less than 1 percent of city acreage.
Credit: Wikimedia Commons

premium of 74 percent over suburban locations, signaling a tremendous amount of pent up demand. With businesses wanting to attract young talent and the millennial generation wanting to live in urban centers, the authors hypothesize that more than 80 percent of future development will take up less than 10 percent of existing land mass in metro regions.

Major environmental shift

Walkable cities are correlated with a strong economy. These areas have substantially higher gross domestic product (GDP) per capita than their counterparts and high percentages of

"This is a major change in how we build the country," said Chris Leinberger, president of LOCUS and author of the report, on a call with reporters.

Top-ranked urban places are now seeing "the end of sprawl" where at least 50 percent of urban office, retail and apartment space now takes up less than 1 percent of city acreage, he said. This is a marked change from the last structural trend following World War II when people migrated from city centers to live in drivable suburban areas.

The report found that walkable urban office space also gets a significant price

college graduates. Although the report notes that the causal relationship requires further research.

Walkable cities are also part of the solution to climate change. Buildings and transport collectively produce 38 percent of all U.S. greenhouse gas emissions, according to U.S. EPA. Electricity, by comparison, produces 32 percent.

So while much of the conversation on climate change has been focused on the supply side—making energy sources more renewable and more efficient—encouraging walkable cities will reduce greenhouse gas emissions by mitigating overall energy demand, Leinberger said.

"What we're seeing with walkable urban development is possibly the most important environmental change we in this country are making," he said.

But there are hurdles to increasing walkability. According to real estate developers, zoning requirements have stretched budgets and project timelines to between eight and 10 years. They say it's also been a challenge to get effective government support where transportation departments have been focused on building highways instead of cities.

Community groups tend to identify other issues. For instance, they argue WalkUPs escalate the affordable housing challenge, take away from the character of a city and can increase road traffic in certain areas.

Home sizes grow, along with carbon footprint

While some places grapple with how to build denser, others are still growing bigger. According to a separate, preliminary study released yesterday by Georgia State University, home sizes in the United States have been increasing throughout the post-war period.

Larger homes are associated with higher carbon emissions because they consume more electricity, and less dense construction generally encourages driving. The study found that public policy plays a distinct role in determining the size and density, and, ultimately, the carbon footprint, of U.S. housing stock.

"A policy that makes for larger, less dense housing is going to filter into more carbon output for a resident of that city," said Kyle Mangum, assistant professor of economics at the Andrew Young School of Policy Studies at Georgia State University.

Federal income tax deductions for mortgage interest and property taxes are one of the drivers toward larger homes. These incentives have increased annual carbon emissions by about 2.7 percent and almost 6 percent annually in new construction, primarily due to greater square footage per person. Putting in place stricter land-use regulations in high-carbon-output cities would decrease overall carbon emissions by about 2.2 percent and 4.5 percent in new construction.

But in some places, the shift to denser living might not yet be welcome, said Mangum.

"There's not an easy fix," he said. "It would involve giving up some of the things people like."

<http://www.scientificamerican.com/article/has-the-u-s-reached-peak-sprawl/>

The Regions With the Most Potential to Build New Walkable Development

By Angie Schmitt

June 17, 2014

To get the economy humming again, America's metro regions need to build more walkable places, according to a new report from a coalition of real estate developers.

The report from LOCUS [[PDF](#)], a group of developers and real estate investors who specialize in building walkable projects, examines which regions are seeing the fastest growth in walkable urban places, which the group calls "WalkUPs." These places can be in cities or suburbs – political boundaries make little difference when it comes to walkability.

WalkUPs account for just 1 percent of total land area in the 30 metros LOCUS examined, but they have captured 48 percent of new rental housing, retail, and hotel development since 2009, according to the study. Unlocking the potential of these areas is the key to getting the real estate market and, in turn, the American economy, back on track, LOCUS says. The group believes that in the next few decades WalkUPs could capture as much as 80 percent of new development.

By measuring the share of development that goes toward walkable places, as well as the price premium that type of development commands, LOCUS rated the potential for walkable growth in each region (right).

"What we're seeing here is a trend that is a structural trend," said Chris Leinberger, president of LOCUS and co-author of the study. "The last structural trend was in the 1940s when we left the central cities."

But there are many obstacles to walkable development: zoning laws and car-oriented transportation infrastructure, to name a few major ones. And some places are doing a better job of capturing that growth.

"We think this is going to take at least 10 to 20 years to catch up with the trend," said Leinberger.

Here's what LOCUS learned from its examination of 558 WalkUPs in 30 metro areas.

RANK	METRO AREA
1	Boston
2	Washington, DC
3	New York
4	Miami
5	Atlanta
6	Seattle
7	San Francisco
8	Detroit
9	Denver
10	Tampa

These 10 metro areas have the most potential for walkable development, according to LOCUS.

1. People will pay a premium to locate in walkable places

According to the LOCUS analysis, walkable urban places command a 74 percent premium for office rents across the 30 metro areas. Excluding New York City, with its anomalously high rents, the average premium was 44 percent.

RANK	METRO AREA
1	Washington, DC
2	New York
3	Boston
4	San Francisco
5	Chicago
6	Seattle
7	Portland
8	Atlanta
9	Pittsburgh
10	Cleveland

These are the metro areas that currently have the largest proportion of development in walkable locations. Image: LOCUS

What the price premium reveals is the pent-up demand for walkable places. But everything from local zoning regulations to finance industry formulas makes it tougher to build this type of project.

“These things are very complex to put together,” said Leinberger, “unlike drivable suburbanism where there is a formula. This is not a formula where you just turn the crank.”

Rod Lawrence, a partner at the JBG Companies, a Washington-based developer, said completing a walkable development project can take five to 10 years, because of regulatory hurdles and resistance from neighbors.

“Getting zoning and infrastructure changed to allow for this, it hasn’t been an easy process,” he said. “A lot of the department of transportation staff is not prepared for building urban streets. They’re trained for building highways.”

2. Demand for walkable places is increasing

Since 2007, the premium for office rents in walkable urban locations has increased 19 percent. That means development of WalkUPs isn’t happening fast enough to meet growing demand.

This presents an affordability problem, especially for housing. The supply of walkable areas is constrained — there are a limited number of them in the United States — so prices are too high.

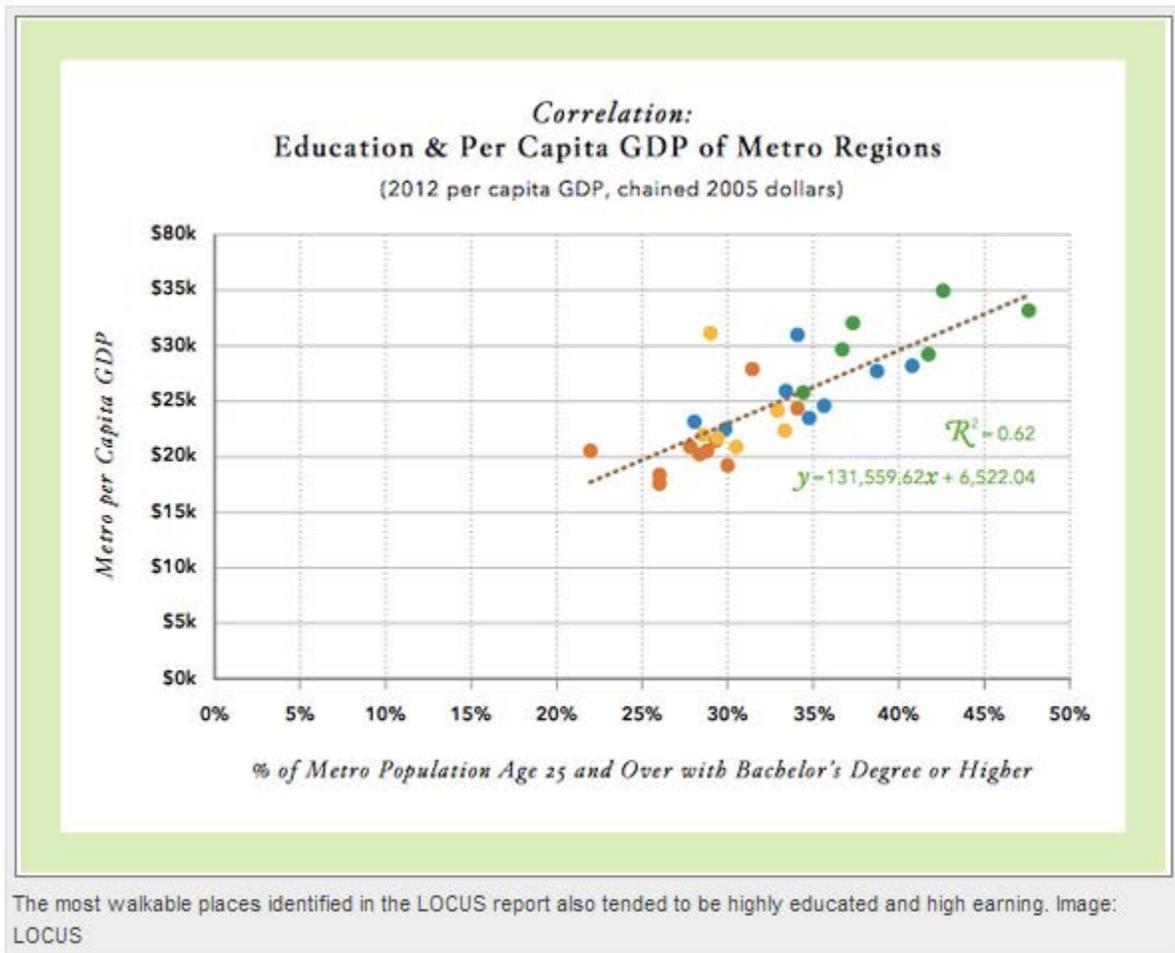
Instead of building sufficient walkable development to meet demand, Leinberger said, “in the United States our unofficial affordable housing strategy is ‘drive until you qualify.’”

3. Walkable places are linked to stronger economic performance and higher educational attainment (but causation could run either way)

In the most walkable regions LOCUS identified, per-capita GDP was 50 percent higher (about \$60,500) than in the three cities that ranked lowest on walkability (\$39,700).

Educational attainment — percentage of the population over 25 with a college degree — was also correlated with walkability. Washington, D.C., for example, which was rated the most walkable region in LOCUS’s report, also has the highest educational attainment in the country: 48 percent of its residents over 25 have at least a bachelor’s degree.

But researchers aren’t sure whether walkability is a cause or effect (or both), or whether there’s another variable at work.



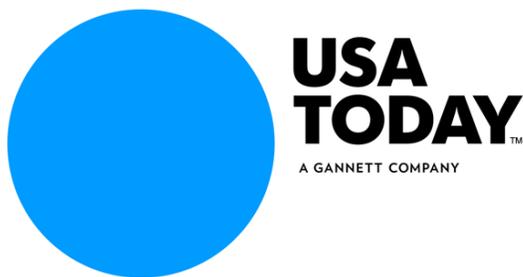
“They’re pretty strong correlations,” said Patrick Lynch, research and development manager at George Washington University’s Center for Real Estate and Urban Analysis. “The correlation doesn’t tell you anything about why.”

4. Urbanization of the suburbs is the next frontier

The places expected to grab the largest share of walkable development in the coming years are regions seeing dense development not just in their central cities, but in their suburbs as

well, LOCUS reports. Detroit, surprisingly, is a place that's becoming more urban. That's because the Detroit region has seen a large share of its growth recently in increasingly walkable suburbs like Royal Oak and Birmingham, the report says. Meanwhile, cities like Philadelphia, Chicago, New York, and Cleveland lost points in the ranking of cities with potential for walkable growth, because their walkable development is still largely concentrated in the central city area and not the suburbs.

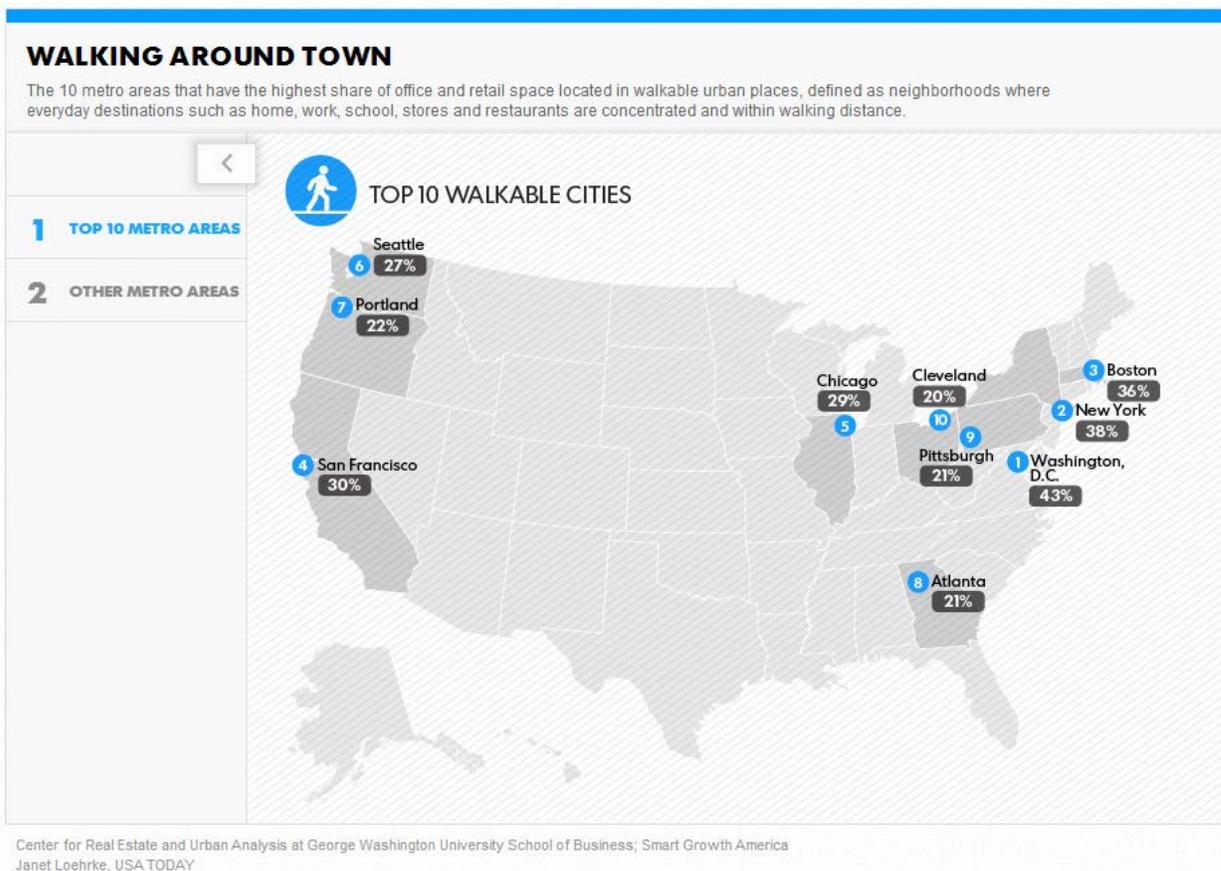
<http://usa.streetsblog.org/2014/06/17/the-regions-with-the-most-potential-to-build-new-walkable-development/>



Rocking the walking: Millennials drive new urban spaces

By Greg Toppo

June 17, 2014



Urban hipsters, you may not know it yet, but you're living in a WalkUP.

Your apartment building may have an elevator, but chances are good that if you're a Millennial in a major U.S. city, you live in a "regionally significant Walkable Urban Place," a neighborhood where the premium is on walking rather than driving.

Researchers at George Washington University in a report issued Tuesday found 558 WalkUPs in the USA's 30 largest metro areas. In a few cities, such as Washington, D.C., New

York and Boston, such places account for more than one-third of office and retail space. On the other end, WalkUPs make up just 5% to 6% of office and retail space in Sun Belt cities such as Tampa, Phoenix and Orlando, all built around automobiles.

But that's rapidly changing, the findings suggest. A few major cities such as Miami, Atlanta, Los Angeles and Denver "are making some surprising and unexpected shifts toward walkable urban development," the researchers concluded. Walkable neighborhoods are defined as those where everyday destinations such as home, work, school, stores and restaurants are concentrated and within walking distance.

In future decades, the researchers said, new urban dwellers likely will push for "tens of millions" of square feet of walkable space and "hundreds of new WalkUPs."

"We know whom to blame, basically," George Washington University researcher Christopher Leinberger said. "It's the kids. It's the Millennials ... that are driving this."

Leinberger, who heads the Center for Real Estate and Urban Analysis at the George Washington University School of Business, noted that as Baby Boomers were coming of age, their taste in television made suburban-themed sitcoms popular. Shows such as *The Brady Bunch* and *The Dick Van Dyke Show* defined their notion of an ideal lifestyle. For younger generations, Hollywood is shifting gears: Shows such as *Sex in the City* and *Two Broke Girls* all take place in "safe, walkable, urban places," he said. "This is a reflection of the aspirations of the Millennials."

In many cities, Leinberger said, planners and residents who once opposed dense urban spaces are shifting gears. In places such as White Flint, Md., near Washington, D.C., neighborhood groups mobilized around a major new development and demanded higher density "because they wanted great urbanism that their kids could walk to."

"We've basically seen some NIMBYs ("Not In My Backyard") become YIMBYs — 'Yes In My Backyard,' " Leinberger said. "That's because of the different principle, that more is better with walkable urban."

The report can be found at <http://www.smartgrowthamerica.org/locus/foot-traffic-ahead/>

<http://www.usatoday.com/story/news/nation/2014/06/17/walkable-urban-places-findings/10623587/>

Here are the most walkable metro areas in the US

By Joseph Stromberg

June 17, 2014



Scott Olson/Getty Images

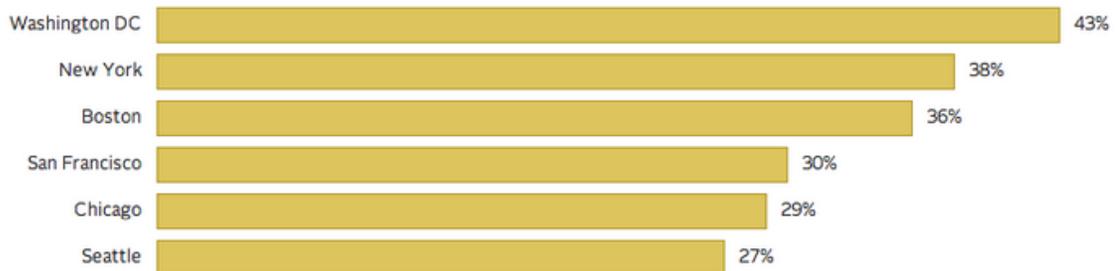
There's a new ranking of the **most walkable metro areas in the US**, courtesy of **Smart Growth America**.

The organization looked at the country's 30 biggest **metro areas**, and counted the number of walkable areas — neighborhoods with **walk scores** above 70 — in each. Then, for the rankings, they calculated the percentage of each metro area's office and retail space that was located in these walkable neighborhoods.

The rankings are separated into four tiers. Here are the top six, rated as having "high walkable urbanism":

America's most walkable metro areas

Percentage of each metro area's office and retail space located in walkable neighborhoods



Source: Smart Growth America



This top tier doesn't include a ton of surprises, but one might be that New York isn't number one.

But the report authors explain that their metric doesn't just consider a walkable downtown — which New York certainly has — but the walkable neighborhoods located throughout a metro area, including the suburbs. Just 8 percent of the New York metro area's 22 million people live in Manhattan, where 89 percent of the walkable space is. DC, on the other hand, has nearly half of its 45 walkable neighborhoods in the suburbs.

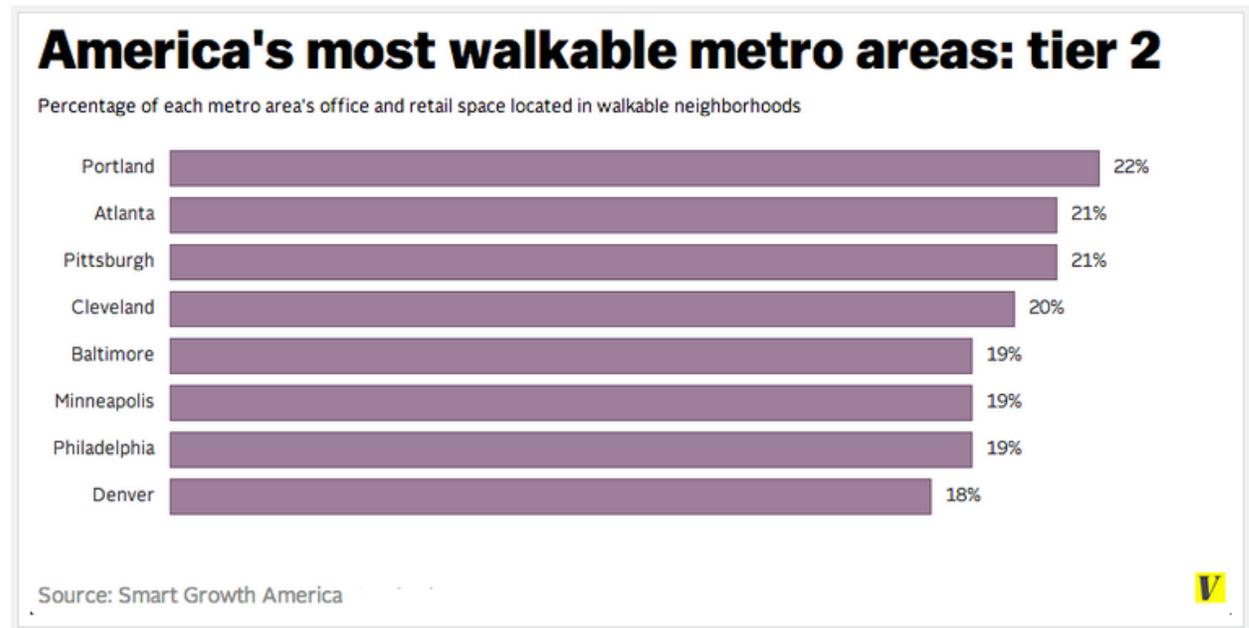
So what is walkability?

The whole report is defined by the number of neighborhoods with **walk scores** above 70. These scores **are calculated** on a 1-100 scale, based on how many amenities — like grocery stores, schools, pharmacies, parks, etc — can be easily reached on foot. It also takes into account how pedestrian friendly a neighborhood's streets are, based on things like crosswalk design and block length.

*JUST 8 PERCENT OF
THE NEW YORK METRO
AREA LIVES IN
MANHATTAN*

If a whole neighborhood has a score about 70, it means that most daily errands can be completed on foot. Now, back to the rankings.

The second tier: moderately walkable metro areas



The report labels these metro areas as having "moderate walkability." They have less than half the total number of walkable neighborhoods as the six cities in tier 1, and the vast majority of these neighborhoods (ranging from 75 to 99 percent) are located in the city centers, rather than the suburbs.

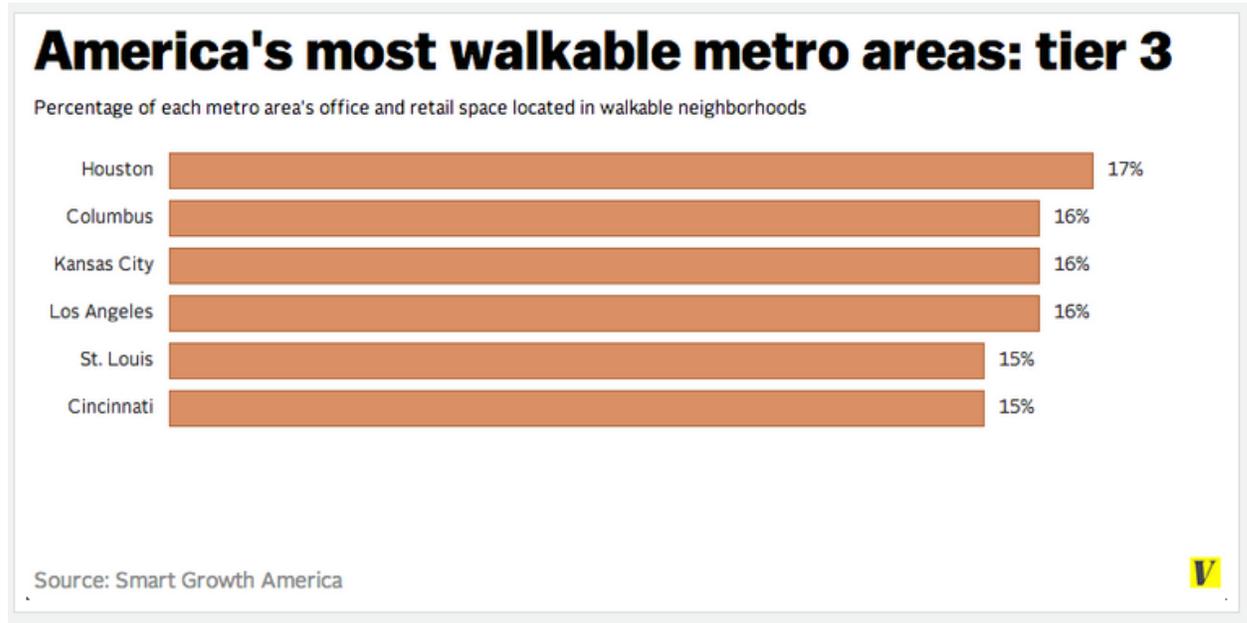
THESE ARE POST-INDUSTRIAL CITIES THAT WERE DESIGNED WHEN WALKING WAS THE MAIN WAY PEOPLE GOT AROUND

Several metro areas on this list — Pittsburgh, Cleveland, Baltimore, and Philadelphia — have one thing in common: they're older, post-industrial cities that were mostly designed over a century ago, back when walking was simply the main way people got around.

After decades of slowed economic growth — with most of it occurring in the suburbs — they've seen varying degrees

of resurgence in their central urban areas. This has allowed walkable neighborhoods to re-develop in

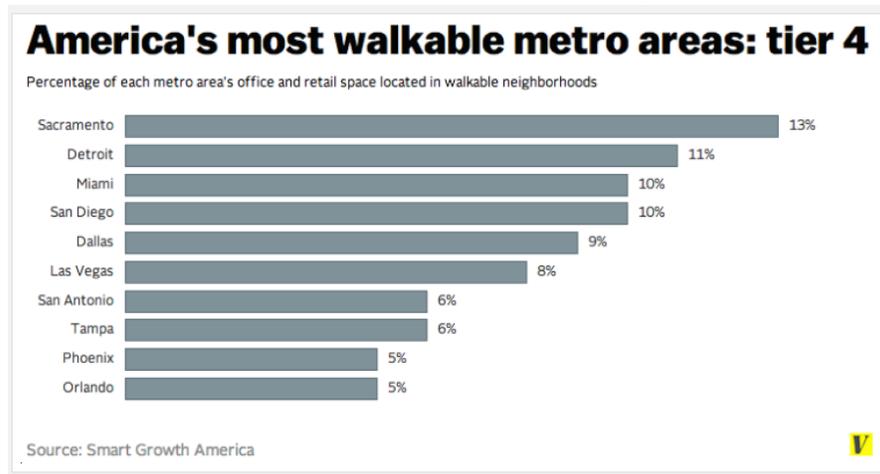
The third tier: "tentatively" walkable metro areas



These metro areas, according to the report, are "tentatively" walkable — they each have a handful of walkable neighborhoods, mostly in the central city, but are mostly just accessible by car.

In recent years, a few of them — including Los Angeles and St. Louis — have intentionally tried to seed walkable neighborhoods with new mass transit projects, with varying degrees of success.

The fourth tier: metro areas with low walkability



With the glaring exception of Detroit, these are mostly sunbelt metro areas that have grown rapidly over the past 50 years, and designed all their growth around one form of transportation: the car.

This means that outside of their downtowns, there pretty much aren't any walkable neighborhoods. Like the third tier, a few cities have recently invested in light rail projects, but it hasn't yet resulted in the substantial growth of walkable neighborhoods yet.

<http://www.vox.com/2014/6/17/5815836/these-are-the-most-walkable-metro-areas-in-the-us>

The Washington Post

Are the Washington suburbs really that walkable?

By Jonathan O'Connell

June 17, 2014



The Vienna, VA shopping area. (Photo by Sarah L. Voisin/The Washington Post)

Good news for the Washington area: according to a new [report](#), the region is more walkable than Boston, San Francisco and even New York City.

The researchers, from George Washington University and the advocacy group Smart Growth America, ranked the regions according to how many walkable urban places (or “WalkUps”) are located in each region and how much of the regions’ office space and retail is located within those places.

Washington was ranked best out of 30 major urban areas. Orlando was last:

RANK	METRO AREA	# OF WALKUPS	POPULATION			OFFICE & RETAIL SPACE			% of WalkUP Office & Retail Space in the Central City
			Total in Metro Area	Per WalkUP	Rank (Pop. per WalkUP)	Located in WalkUps (sq. ft.)	Total in Metro Area (sq. ft.)	Share of Total Located in WalkUps	
1	Washington, DC	45	5,047,000	112,000	2	297,300,000	696,441,000	43%	51%
2	New York	66	22,166,000	336,000	19	773,405,000	2,033,660,000	38%	89%
3	Boston	37	3,981,000	108,000	1	171,835,000	482,929,000	36%	67%
4	San Francisco	57	7,298,000	128,000	3	227,537,000	766,010,000	30%	83%
5	Chicago	38	8,509,000	224,000	10	262,374,000	893,718,000	29%	94%
6	Seattle	23	3,864,000	168,000	6	100,879,000	373,966,000	27%	82%
7	Portland	10	2,153,000	215,000	9	46,238,000	208,246,000	22%	91%
8	Atlanta	27	4,306,000	159,000	4	121,948,000	577,060,000	21%	75%
9	Pittsburgh	11	2,576,000	234,000	11	56,489,000	274,246,000	21%	98%
10	Cleveland	10	2,065,000	206,000	8	45,579,000	231,987,000	20%	94%
11	Baltimore	16	2,722,000	170,000	7	52,043,000	267,538,000	19%	84%
12	Minneapolis	10	2,953,000	295,000	17	66,450,000	343,821,000	19%	99%
13	Philadelphia	17	5,318,000	313,000	18	97,419,000	514,308,000	19%	95%
14	Denver	18	2,968,000	165,000	5	60,341,000	331,682,000	18%	90%
15	Houston	12	6,481,000	540,000	25	109,089,000	638,333,000	17%	93%
16	Columbus	7	2,064,000	295,000	16	33,676,000	211,799,000	16%	98%
17	Kansas City	7	1,966,000	281,000	13	35,859,000	227,534,000	16%	96%
18	Los Angeles	54	18,529,000	343,000	22	223,747,000	1,439,440,000	16%	65%
19	St. Louis	9	2,584,000	287,000	14	43,204,000	285,413,000	15%	77%
20	Cincinnati	7	2,024,000	289,000	15	33,234,000	222,225,000	15%	100%
21	Sacramento	6	2,384,000	397,000	23	26,815,000	209,797,000	13%	94%
22	Detroit	14	4,711,000	337,000	20	48,886,000	462,624,000	11%	71%
23	Miami	17	5,828,000	343,000	21	52,952,000	522,592,000	10%	51%
24	San Diego	13	3,211,000	247,000	12	24,966,000	251,671,000	10%	85%
25	Dallas	9	6,926,000	770,000	28	67,409,000	720,569,000	9%	93%
26	Las Vegas	3	2,028,000	676,000	27	13,904,000	170,856,000	8%	100%
27	San Antonio	2	2,387,000	1,193,000	30	12,152,000	196,033,000	6%	100%
28	Tampa	6	3,038,000	506,000	24	17,496,000	282,723,000	6%	92%
29	Phoenix	4	4,009,000	1,002,000	29	19,625,000	366,099,000	5%	69%
30	Orlando	3	1,960,000	653,000	26	10,417,000	199,300,000	5%	90%

Courtesy GWU/Smart Growth America

The ranking comes with a caveat, in that Washington’s ranking is boosted in part because some of its suburban neighborhoods are given credit for walkability, even if hardly anyone walks in those places.

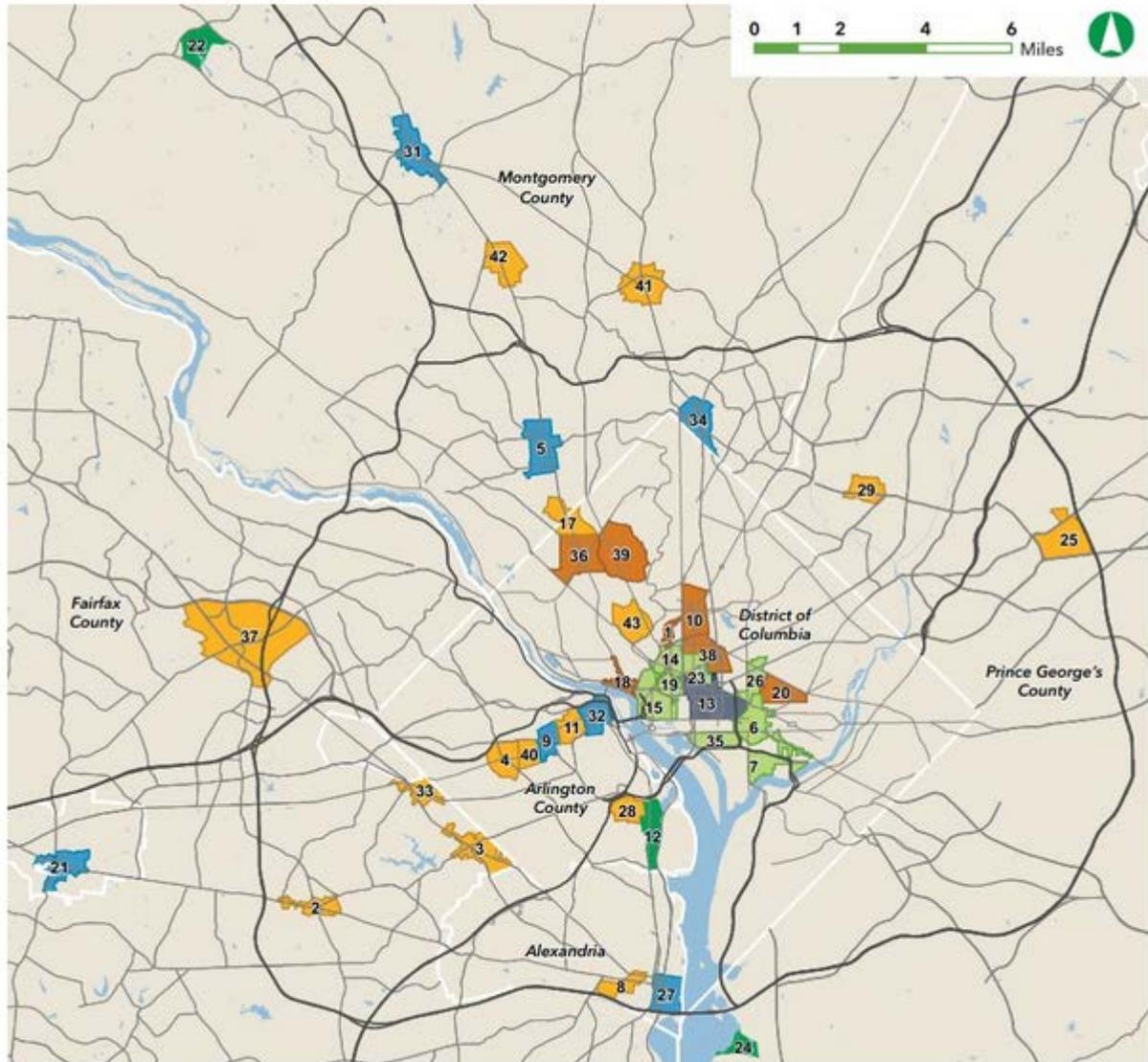
Researchers wrote that the Washington area “not only has the most office and retail in WalkUPs, but also has the most balanced distribution of walkable urban space between the central city (51 percent) and suburbs (49 percent).”

Other areas, like New York and Chicago, have more walkable downtowns but less walkable suburbs. Boston has Cambridge, but struggles beyond that.

Are the Washington suburbs as walkable as the researchers report?

It's true that there are some extremely walkable local neighborhoods, including Clarendon, Silver Spring, Old Town Alexandria, Reston Town Center and others. Many of them have the density, sidewalks and coordinated planning that is the envy of parts of D.C.

But the report also gives places like Tysons Corner, White Flint and New Carrollton credit for being walkable, based in part on the groups' [previous research](#) specifically on local growth. Here's a map of the 43 areas it gave Washington credit for in 2012.



Courtesy GWU/Smart Growth America

Developers in Tysons, White Flint and even New Carrollton area – often using updated zoning rules — are aggressively turning their strip center and office park properties into more walkable, urban nodes. Tysons is adding the Silver Line, White Flint may get bus rapid transit and New Carrollton already has Metro, Amtrak and MARC trains and will be home to a major mixed-use development anchored by the state housing department offices.

All of this is likely to increase foot traffic. But anyone who has been to these places recently probably wasn't walking.

<http://www.washingtonpost.com/news/digger/wp/2014/06/17/are-the-washington-suburbs-really-that-walkable/>

CITYLAB

Making the Real Estate Case for 'Walkable Urban Places'

By Sarah Goodyear

June 18, 2014



Mr.TinDC

If real estate developers don't want to miss out on the next big thing, they should focus on “walkable urban places,” or “WalkUPS,” according to a [new report](#) from LOCUS, a coalition of real estate investors that's part of Smart Growth America. LOCUS found that rents for commercial spaces in walkable districts inside otherwise car-dependent suburbs command a 74 percent premium over non-walkable areas. The researchers argue that this is symptomatic of an ongoing societal shift.

“The last time we saw a structural change like this was back in the '40s and '50s,” said Christopher Leinberger, one of the authors of the report. “It's going to take 20 to 30 years to catch up with pent-up demand.”

The study, conducted in conjunction with George Washington University's Center for Real Estate & Urban Analysis, ranks the top 30 U.S. metro areas for their “current levels of walkable urbanism” as well as projecting their future rankings. It found 558 “WalkUPS” in

those areas, defining them as regionally significant places that are major employment centers. They are economically outsize in their significance: In the top 30 metros, WalkUPS take up just 1 percent of the available acreage, but account for as much as 50 percent of the office, hotel, apartment, and retail square footage.

The top six metros, ranked as having “high walkable urbanism,” were:

- Washington, D.C.
- New York
- Boston
- San Francisco
- Chicago
- Seattle

Washington’s somewhat surprising ranking ahead of New York was the result of its having walkable retail and office districts balanced between the central city and the suburbs, with more than half of its WalkUPs in the suburbs. For cities such as Chicago, Leinberger says that “urbanizing its suburbs” would be a winning strategy. The report advocates that same approach for New York, noting that it failed to make number one on the list because its walkable development is so heavily concentrated in the central city.

At the bottom of the rankings, from most walkable to least, were Dallas, Las Vegas, San Antonio, Tampa, Phoenix, and Orlando.

The researchers projected that when it comes to the potential for future walkable development, Miami, Atlanta, Detroit, and Denver are in the top nine, and they see Los Angeles as making some serious moves forward as well, thanks in part to its heavy ongoing investment in mass transit.

In a conference call, Leinberger and others noted that walkable urban developments are not as easy to execute as the “formula product” that characterizes drivable suburban development, in part because of NIMBYism but also because of more complex permitting and review processes in urban locations.

They also acknowledged that the same high prices that make walkable urban developments more attractive to developers mean that affordable housing is an increasingly urgent concern in thriving areas. One solution, said Leinberger, is to change regulations to allow rental of auxiliary housing units where that is not currently permitted.

His other advice? “We need to build more stuff.”

<http://www.citylab.com/cityfixer/2014/06/making-the-real-estate-case-for-walkable-urban-places/372968/>



Top 14 Most Walkable U.S. Cities
By Alexa Keyes
June 18, 2014



If your legs are your main mode of transport, you're ahead of the curve. A new study claims that people in other cities should be following in your footsteps.

[Sign up for the Nightly Perspective newsletter from Brian Williams and the Nightly News team.](#)

Researchers at George Washington University and advocacy group Smart Growth America ranked the 30 largest U.S. cities by how walkable they are – a key figure that determines the role they'll play in the economy, according to GWU professor Chris Leinberger.

The findings are based on how many “walkable urban places” or “WalkUPs” each city has, which are defined as neighborhoods where destinations such as homes, offices, schools, stores and restaurants are concentrated within walking distance. And according to researchers, these “WalkUPs” powerfully fuel their local economies.

For the complete report, and a list of the future's most walkable cities, see [Smart Growth America's website](#).

<http://www.nbcnews.com/nightly-news/top-14-most-walkable-u-s-cities-n134221>

Is Los Angeles The Next Great Walkable City?

By Suzanne LaBarre

June 18, 2014

A NEW REPORT ON URBAN WALKABILITY FINDS HOPE IN L.A.'S RECENT RAIL INVESTMENTS.



In the early 20th century, L.A. boasted the longest rail system in the world. It was dismantled in the highway heyday of the '60s, but plans are again in place to revive it. Los Angeles is currently investing more into rail transit than any other metro in the country, the researchers write:

With committed funding of more than \$40 billion over the next decade, five new rail lines were under construction in 2014, adding to the eight new commuter, light, and heavy rail lines already open. Los Angeles even has a subway line from downtown to the San Fernando Valley. The former rail system that Los Angeles developed around is essentially being re-built from scratch.

Suburban cities, including Pasadena and Santa Monica (both founded before the widespread adoption of cars), are also developing pedestrian-friendly initiatives, making new rail investment a viable long-term plan. (It's hard to take a train to the 'burbs if you still need a car to leave the station.)

That said, retrofitting suburban cities for walkability is easier proposed than accomplished. (How exactly do you make a dull, sprawling city like San Jose more community-oriented and more desirable?) But if L.A. and its suburbs continue to

pour resources into new trains and pedestrian initiatives, the subway-streamlined city of Spike Jonze's imagination may just be in our future.

[H/T: The Los Angeles Times]

<http://www.fastcodesign.com/3032098/slicker-city/is-los-angeles-the-next-great-walkable-city>

People in Pedestrian-Friendly Cities Make More Money

By Alex Davies

June 23, 2014



We already know living in a pedestrian-friendly city can make you healthier and happier. New research shows it's good for you bank account, too.

Average gross domestic product per capita—a fancy way of saying approximated average income—in metro areas ranked as “highly walkable” is 38 percent higher than in “low walkable” areas. In dollars and cents, that means the average GDP per capita in places that promote walking is \$60,400 compared to \$43,900 in those that do not. It’s not quite clear why that is, the new study says, but “evidence suggests that encouraging walkable urbanism is a potential strategy for regional economic development.”

Foot Traffic Ahead: Ranking Walkable Urbanism in America’s Largest Metros was produced by the Center for Real Estate and Urban Analysis at George Washington University School of Business and Smart Growth America. It examined how much retail and office space was concentrated in areas with a Walkscore.com rating of 70 or more (out of 100).

In Washington, D.C., which topped the list, 43 percent of that space—where people live, work, and shop—is in areas where walking is easy and safe. New York scored 38 percent, Boston 36. In Orlando, Phoenix, Tampa, and other cities near the bottom of the list, under 10 percent of that real estate is in walkable areas.

Please don't assume moving to one of those cities—or setting your treadmill to 3 mph—will put more cash in your pockets. The correlation likely can be explained, the report says, by the fact residents of more walkable cities tend to be better educated than those in less pedestrian-friendly areas. Get more education, make more money.

This research doesn't indicate whether more educated people make cities more walkable or walkable cities attract the better educated, or whether both factors are at play, says Chris Leinberger, lead author of the report and president of the Center for Real Estate and Urban Analysis. While there's no clear causal connection behind this "very substantial correlation," he says, cities shouldn't wait to make life better for pedestrians. Whatever the reason for the correlation, it's clear that more walkable areas are wealthier areas. That should be reason enough to slow traffic, add crosswalks and bike lanes, and improve public transit.

This chart from the report shows how GDP and rates of higher education drop as pedestrians become less pampered:

Walkable Urbanism, Income & Education

CURRENT WALKABLE URBANISM			WEALTH		EDUCATION LEVEL	
RANK	METRO AREA	% of Office & Retail Space Located in WalkUPs	Metro GDP per Capita (Chained 2005 Dollars)	Rank: GDP	% of Population 25 & Over with Bachelors Degree	Rank: Education
1	Washington, DC	43%	\$66,400	2	48%	1
2	New York	38%	\$59,400	6	37%	7
3	Boston	36%	\$58,400	7	42%	3
4	San Francisco	30%	\$69,900	1	43%	2
5	Chicago	29%	\$51,400	12	34%	10
6	Seattle	27%	\$64,200	3	37%	6
7	Portland	22%	\$62,000	5	34%	11
8	Atlanta	21%	\$47,000	16	35%	9
9	Pittsburgh	21%	\$44,400	19	30%	19
10	Cleveland	20%	\$46,200	17	28%	26
11	Baltimore	19%	\$49,200	13	36%	8
12	Minneapolis	19%	\$55,500	10	39%	5
13	Philadelphia	19%	\$51,800	11	33%	13
14	Denver	18%	\$56,400	8	41%	4
15	Houston	17%	\$62,400	4	29%	22
16	Columbus	16%	\$44,700	18	33%	14
17	Kansas City	16%	\$48,300	15	33%	15
18	Los Angeles	16%	\$44,000	20	29%	24
19	St. Louis	15%	\$41,700	23	31%	17
20	Cincinnati	15%	\$43,300	21	29%	20
21	Sacramento	13%	\$38,400	28	30%	18
22	Detroit	11%	\$43,100	22	29%	21
23	Miami	10%	\$41,300	25	29%	23
24	San Diego	10%	\$48,800	14	34%	12
25	Dallas	9%	\$55,600	9	31%	16
26	Las Vegas	8%	\$41,200	26	22%	30
27	San Antonio	6%	\$35,400	30	26%	28
28	Tampa	6%	\$36,600	29	26%	29
29	Phoenix	5%	\$40,700	27	28%	25
30	Orlando	5%	\$41,700	24	28%	27

Incomes and education rates are higher in more pedestrian-friendly cities. *Image: Smart Growth America*

<http://www.wired.com/2014/06/walkable-cities-income-education/>

PLANETIZEN

Report Ranks Walkable Urbanism in America's Largest Metropolitan Areas

By James Brasuell

June 18, 2014

A new report authored by Chris Leinberger and Patrick Lynch, called "Foot Traffic Ahead," ranks walkable urban places (or "WalkUPs") around the country.



A Smart Growth America press release summarizes the "Foot Traffic Ahead" findings along with its institutional support: "Walkable real estate development projects and places are on the rise nationwide, but certain metro regions are progressing faster than others, according to a new report released today by the Center for Real Estate and Urban Analysis at George Washington University School of Business in conjunction with LOCUS: Responsible Real Estate Developers and Investors, a program of Smart Growth America."

The report is an updated version of a 2007 survey by the Brookings Institution's Metropolitan Policy Program, which compared the economic performance of metropolitan areas' walkable urban places to their drivable suburban counterparts.

Also from the press release: "While metro areas like Washington, DC, New York City, Boston, the San Francisco Bay Area and Chicago ranked among the top current areas for walkable urbanism, the report found that other cities including Miami, Atlanta and Detroit are well positioned for future growth of walkable places given current efforts in those the communities."

For a sample of how the news of the study was handled around the country, from Los Angeles to Baltimore to Dallas, peruse the "Related Links" below.

<http://www.planetizen.com/node/69460>

GOVERNING

THE STATES AND LOCALITIES

Some Cities Are Spurring the End of Sprawl

By Dan Vock
June 17, 2014



A virtually empty parking lot in Tysons Corner, Va., which is trying to free itself from car-dependency with the help of new parks, trails and four Metro stations. *David Kidd/Governing*

A new report claims there's an historic shift in suburbs from being car-dependent to walkable places, blurring the lines between "urban" and "suburban."

Washington, D.C., New York and Boston are "witnessing the end of sprawl" -- and several other cities may soon join them, according to advocates who studied job centers in pedestrian-friendly neighborhoods.

"This is a major change in how we build the country," said Christopher Leinberger, one of the researchers who surveyed the country's most populous 30 metropolitan areas. The shift from car-friendly suburbs to foot-friendly urban areas is as significant, he said, as the closing of the American frontier in the 1890s.

One indicator of that change is the development of pedestrian-friendly city centers in the suburbs, said Leinberger and fellow George Washington University real estate professor Patrick Lynch.

That is true in the Virginia and Maryland suburbs of Washington, D.C., where office buildings and condos crowd around Metro subway stations. A sprawling suburban shopping complex known as Tysons is even trying to free itself from car-dependency with the help of new parks, trails and four Metro stations.

In fact, nearly half of the walkable office or retail space in Washington’s metro area is located outside of the central city, the researchers found.

But the spread of walkable urban spaces to the suburbs is happening in less likely places, too, like Birmingham, outside of Detroit and Pasadena near Los Angeles.

“We’re seeing a lot of suburban office parks are really struggling today, because companies are wanting to attract new employees,” said Rod Lawrence, a partner with JBG Companies, a major developer in the D.C. market. “New employees want to be in these walkable urban places where they can walk out and have lunch options.”

The suburban development of walkable neighborhoods blur the distinction between “urban” and “suburban” regions, the professors wrote in a report released today. The report was backed by Locus, a group of real estate developers who focus on pedestrian-friendly projects, and Smart Growth America.

“New development patterns suggest this old dichotomy is less meaningful today. Now, the only reason to use the old dichotomy is to show how far we have moved beyond it,” the professors said.

To get a better sense of the changes, the researchers ranked metro areas based on how likely it is that people could get to their jobs or go shopping on foot. Washington, D.C., came out first, with 43 percent of its office and retail space in walkable areas. New York (38 percent walkable), Boston (36 percent), San Francisco (30 percent), Chicago (29 percent) and Seattle (27 percent) have the next-highest rates.

The order could shift dramatically in coming years, the researchers said, after looking at how much extra landlords charged for rental space in walkable areas and other indicators of potential growth.

Boston could overtake Washington, D.C., they predicted. Cities such as Miami, Atlanta, Detroit and Denver would climb. Chicago could drop below Tampa, Los Angeles and Houston, because the Windy City’s suburbs largely have not embraced walkable development.

Some of the resistance to pedestrian-friendly development in Chicago’s suburbs could be attributed to its balkanized system of local government, the researchers suggested. The Chicago area has 388 local jurisdictions controlling land use, compared to just seven in the Washington area.

Many of the cities expected to add the most walkable commercial space are also adding more transit options. Los Angeles is rapidly expanding its subway; Atlanta is planning a system of streetcars and light rail; and cities such as Phoenix and Houston are adding or expanding light rail.

Advocates say interest among public officials in building walkable neighborhoods has accelerated over the last decade.

“What the political leaders are seeing is that this can be much more efficient model for growth and much more efficient for their tax base. They use less land. They get more out of their infrastructure,” said Lawrence, the Washington-area developer.

A significant downside, though, is the lack of affordable housing that often results from these projects, cautioned Leinberger, the professor. “In our country, our unofficial affordable housing strategy has been ‘Drive ‘til you qualify.’ That does not work in an urban environment.”

This story has been corrected to remove Tampa, Fla., from the list of cities developing light rail. Tampa does not have a light rail network. It has a streetcar system.

<http://www.governing.com/topics/urban/gov-end-of-sprawl.html>

ECOBUILDINGpulse

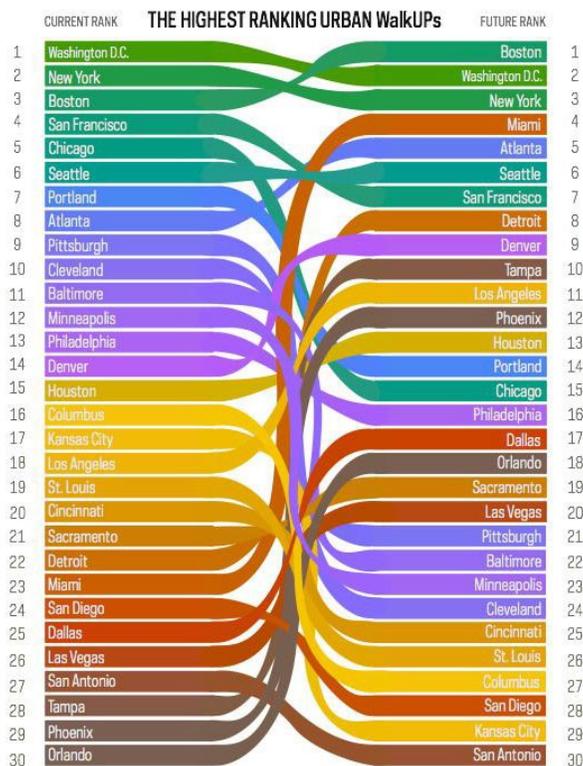
Are These Cities Foreshadowing the End of Sprawl?

By Katie Weeks

June 19, 2014

Are Atlanta, Detroit, and Miami set to put car-dependent development in park and pull forward as the new leaders of walkable urban development?

When it comes to discussing sprawl, Atlanta and Detroit have served as poster children for expansive geographic footprints that create driving-dependent lifestyles. However, new research predicts that these two metropolises may now be representative of the cities transitioning from sprawl-based development to walkable urbanism, signaling a major shift in development and lifestyle patterns. The report, "[Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros](#)" predicts that if current development trends continue, cities such as Atlanta, Detroit, and Miami will bound from the bottom third of the list, where they currently reside, to the top 10 metropolises for walkable urban places (or WalkUPs).



Source: Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros © The George Washington University School of Business 2014

Walkable urban places are characterized by high density and a diverse mix of real estate types and transportation options, with everyday destinations such as home, work, school, stores, and restaurants within walking distance.

Currently, a predictable list of cities tops the list of metropolises with the most WalkUPs: Washington, D.C.; New York; Boston; San Francisco; Chicago. These cities, according to the report, have the highest level of walkable urbanism, which comes of little surprise to those familiar with those cities' downtown cores. Of great interest, however, is the shift that researchers predict will happen if current building trends continue. In that list, which is not attached to a specific year, Atlanta moves up from its current 8th place to 5th place, and, more notable, Detroit leaps from 22nd place to 8th, and Miami jumps from 23rd place to 4th place.

"These places are witnessing the end of sprawl," says Christopher Leinberger, president of LOCUS: Responsible Real Estate Developer and Investors, and one of the study's authors. "It represents a pretty significant change in how we invest and build the country."

The report, which was produced by the Center for Real Estate and Urban Analysis at the George Washington University School of Business in conjunction with LOCUS continues research presented by Leinberger in 2012 at the Vision 2020 Sustainability Summit. In that work, Leinberger argued that by 2020 we will place a premium on housing located within transit-oriented, walkable communities and that such a shift from drivable suburban communities to WalkUPs could reduce a household's energy use and greenhouse gas emissions by 50 to 80 percent.

Those numbers alone are substantial, and if the predictions of "Foot Traffic Ahead" hold true, there could be additional significant benefits for cities such as Detroit and Miami. For example, according to the report's authors, most WalkUPs show a significantly higher gross domestic product (GDP) and house more college graduates than non-walkable areas, and the more WalkUPs a city has, the higher its GDP. In fact, the GDP per capita of the three highest-ranking walkable urban metros areas is 52 percent higher than that of the lowest three walkable urban metros, according to the report. The benefits break down on a per-project scale, as well. WalkUP offices rent at a 74 percent premium over driveable suburban in the 30 largest metro areas, according to the report, and this premium has increased 19 percentage points since the fourth quarter of 2007. Atlanta, Denver, and Miami all currently have 25 percent rental premiums for walkable urban office space on a square foot basis over driveable suburban competitors. And WalkUPs aren't limited to downtown cores: Of the country's 558 WalkUPs studied in this report, 42 percent were in the suburbs.

The growing demand for WalkUPs is here to stay, Leinberger says, and indeed, his report comes on the heels of a separate recent report that found that millennials favor walkable communities with multiple transportation options. In that study, 86 percent of millennials surveyed by The Rockefeller Foundation and Smart Growth America in a separate phone poll across 10 cities last month, said that it is important that their city offer opportunities to live and work without relying on a car.. "This is

not just a passing fad," Leinberger says. "It's going to take 20 to 30 years for cities to catch up with the demand for walkable spaces."

How will the industry respond? Click [here](#) to learn more about how builders are addressing walkability in their developments, and click [here](#) to access the full "Foot Traffic Ahead" report.

http://www.ecobuildingpulse.com/new-urbanism/are-these-cities-foreshadowing-the-end-of-sprawl_o.aspx?dfpzone=home

Builder

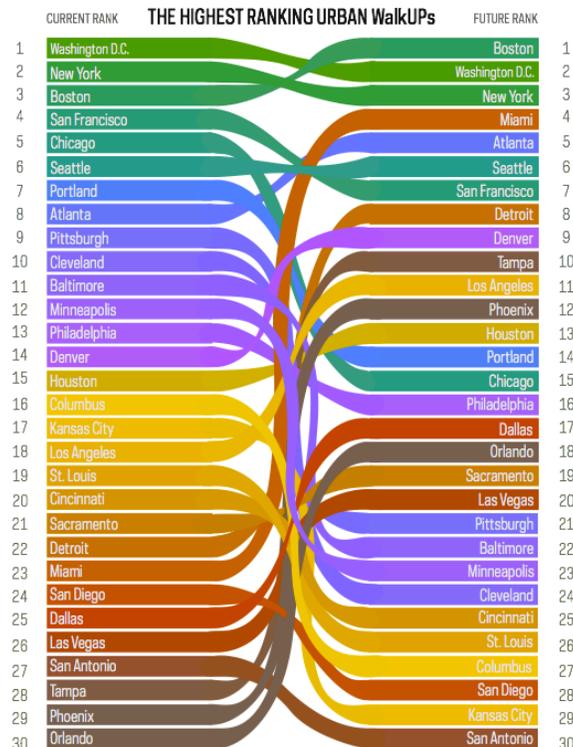
Top 30 Largest U.S. Metros for Walkable Urbanism

By Jennifer Goodman

June 16, 2013

Walkable real estate development projects and places are on the rise nationwide, but certain metro regions are progressing faster than others, according to a new report.

“Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros” ranks the country’s top 30 metropolitan areas based on the amount of commercial development in Walkable Urban Places (WalkUPs). While metro areas like Washington, D.C., New York, Boston, the San Francisco Bay Area, and Chicago ranked among the top current areas for walkable urbanism, the report found that other cities—including Miami, Atlanta, and Detroit—are well positioned for future growth of walkability given current efforts in those the communities. The study is a project of the Center for Real Estate and Urban Analysis at George Washington University School of Business in conjunction with LOCUS: Responsible Real Estate Developers and Investors, a program of Smart Growth America.



Source: Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros © The George Washington University School of Business 2014

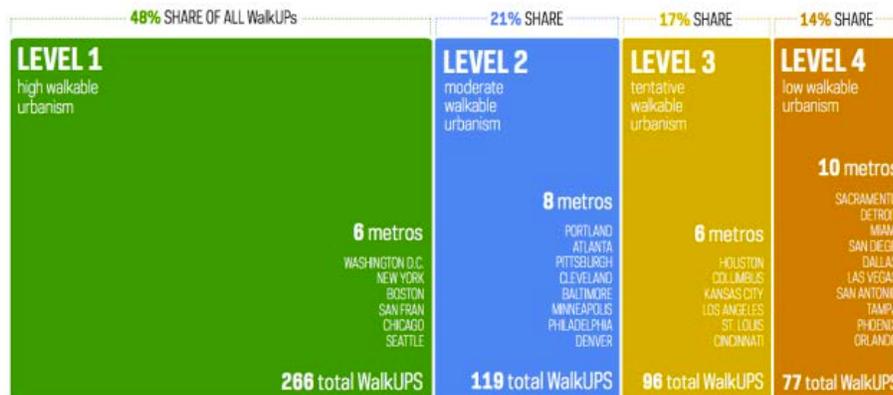
“These places are witnessing the end of sprawl,” says Christopher Leinberger, president of LOCUS and one of the study’s authors. “It represents a pretty significant change in how we invest and build the country.”

The study, which noted higher education levels and one-third higher GDP per capita in high-ranking cities, underlines the economic power of walkable places and identifies which metro areas are adding them fastest. These spaces are home to 46% of the U.S. population and account for 58% of the country’s total GDP, Leinberger notes.

“As economic engines, as talent attractors, and as highly productive real estate, these WalkUPS are a crucial component in building and sustaining a thriving urban economy,” he says. “Cities with more WalkUPS are positioned for success, now and in the future.”

The trend toward walkable and transit-oriented living is here to stay, the study’s authors conclude: “This is not just a passing fad,” Leinberger says. “It’s going to take 20 to 30 years for cities to catch up with the demand for walkable spaces.”

The newly released “Foot Traffic Ahead” report finds that areas found to have high levels of walkability are models for the future development patterns of many of the largest 30 U.S. metropolitan areas. The study breaks down the top 30 metros into 4 levels: high, moderate, tentative, and low walkable urbanism.



Source: Foot Traffic Ahead: Ranking Walkable Urbanism in America's Largest Metros © The George Washington University School of Business 2014

Other key findings of the study include:

—There are 558 WalkUPS, or regionally significant walkable urban places, in the 30 largest metro areas in the U.S.

—Walkable urban office space in the 30 largest metros commands a 74% rent-per-square-foot premium over rents in drivable suburban areas. These price premiums continue to grow.

—Walkable urban development is not limited to the revitalization of center cities; it also is the urbanization of the suburbs.

Click here for the full list of rankings and to download the report.

http://www.builderonline.com/business/top-30-largest-us-metros-for-walkable-urbanism_o.aspx?dfpzone=general

Detroit Free Press

Detroit ranks low among walkable cities but is moving up quickly

By John Gallagher

June 17, 2014



Metro Detroit ranks low in its share of walkable urban districts, among the nation's 30 largest cities, but shows promise of moving up the ranks quickly thanks to the rapid redevelopment of downtown and Midtown and the popularity of suburbs like Royal Oak and Birmingham, a new national study showed Tuesday.

The study, "Foot Traffic Ahead: Ranking Walkable Urbanism in America's 30 Largest Metros," was released by LOCUS, a program of the Smart Growth America real estate development association, in partnership with George Washington University's Center for Real Estate and Urban Analysis.

The report ranked Metro Detroit 22nd for walkable urban areas, with just 11% of its large commercial office and retail projects located in districts where workers and visitors can walk to their destinations. That compares to 43% of "walk-ups" in Washington D.C., the nation's most walkable urban area.

Orlando, Fla., with just 5% of its commercial sites accessible by walking, ranked lowest.

But metro Detroit shows great promise for moving up the ranks quickly, thanks to redevelopment taking place in Midtown and downtown and the popularity of suburbs with traditional downtowns like Birmingham and Royal Oak. Detroit ranked 8th out of the 30 top cities for future growth of walkable centers.

Christopher Leinberger, the report's author and president of LOCUS: Responsible Real Estate Developers and Investors and a professor at the Center for Real Estate

and Urban Analysis at George Washington University School of Business, said the trend is to move away from creating car-dependent malls and office parks in suburbia and toward creating more districts served by public transit, where people can live, work and play with less dependence on motor vehicles.

“The top ranked metro regions are witnessing the end of sprawl,” Leinberger said Monday during a media briefing on the report. “This is a major change in how we build the country.”

The report can be found at <http://www.smartgrowthamerica.org/locus/foot-traffic-ahead/>.

<http://www.freep.com/article/20140617/BUSINESS06/306170023/walkable-urbanism-Leinberger-Midtown>

WASHINGTON BUSINESS JOURNAL

Take a hike: D.C. area No. 1 on a new ranking of walkable real estate projects

By Bob Niedt

June 17, 2014

The D.C. area strolls to No. 1 in a ranking of the nation's 30 largest metropolitan areas in terms of walkable real estate development projects and places, according to a study co-authored by The George Washington University School of Business and LOCUS: Responsible Real Estate Developers and Investors.

The metro region came out ahead of New York City, Boston, San Francisco and Chicago — the Top 5 — in the report titled "Foot Traffic Ahead: Ranking Urbanism in America's Largest Metros."

The significance: "City" and "suburbs" are blending and planners and developers need to pay attention, the report says.

The report said D.C. has the most office and retail walkable urbanism and "the most balanced distribution of walkable urban space" between the central city and suburbs. It is the only metro area, the study finds, that has more than half of its walkable urban places — named WalkUPs — in the suburbs, citing Reston Town Center and Tysons as examples. Dupont Circle was cited a walkable urban place adjacent to downtown.

"As economic engines, as talent attractors, and as highly productive real estate, these WalkUPs are a crucial component in building and sustaining a thriving urban economy," said Chris Leinberger, president of LOCUS and author of the report. "Cities with more WalkUPs are positioned for success, now and in the future."

The report cited 45 walkable urban places in the D.C. area. They each occupy, on average, 408 acres each. They make up less than 1 percent of the region's acreage but have brought in 48 percent of the D.C. area's new office, hotel and rental apartment square footage, the report cites.

http://www.bizjournals.com/washington/morning_call/2014/06/take-a-hike-d-c-areano-1-on-a-new-ranking-of.html

Atlanta

MAGAZINE

Study: Atlanta ranks No. 8 for walkable areas

By Rebecca Burns

June 17, 2014

While the metro area is still tops for sprawl, pockets of walkability are projected to grow.



It often seems that every week brings a new report underscoring metro Atlanta's woeful sprawl and its host of associated ills. Well, here's a bit of better news. A report to be released today ranks the growth of walkable areas in the country's 30 largest areas, and here's the stunner: Atlanta comes in eighth place. And that's not all. Our region is ranked No. 5 for future walkability, indicating a demand for denser development and redevelopment both intown and in the suburbs.

Titled "Foot Traffic Ahead," the study was conducted by researchers at George Washington University and LOCUS, a development group affiliated with Smart Growth America. Rather than assessing overall walkability in a region, the researchers identified sizable walkable urban places—which they dubbed "WalkUPs"—within metro regions. They found 588 WalkUPs within the 30 largest

metro areas, including traditional dense city centers and newly “urbanized” suburbs. Of those, 27 were in metro Atlanta.

How do you reconcile the paradox of Atlanta earning a gold star for walkability and also topping rankings for sprawl and pedestrian danger? It helps to visualize those 27 WalkUPs as oases of pedestrian-friendly density amidst a vast desert of traditional car-centric sprawling cul de sacs. Indeed, the researchers note that Atlanta’s WalksUPs account for just 1 percent (!) of the region’s total land area.

Current Rankings for Walkable Urbanism

1. Washington D.C.
2. New York
3. Boston
4. San Francisco
5. Chicago
6. Seattle
7. Portland
8. Atlanta
9. Pittsburgh
10. Cleveland

More interesting than the current rankings are the projections for future pedestrian-centered development. “This is the most significant trend in development since the movement toward drivable suburbs in the 1950s,” said Christopher Leinberger of LOCUS during a briefing call with reporters yesterday. In Atlanta, for example, 50 percent of the hotel, retail, office, and apartment space developed between 2009 and 2013 was in walkable areas, whether intown redevelopment or infill construction adjacent to the Atlanta BeltLine or newer developments such as Atlantic Station. “Despite its sprawling history, the strength of Atlanta’s walkable urban places, relative to its peers, appears to be real,” write the researchers. “This real estate cycle, starting in 2009, represents a major shift for Atlanta.” Mushrooming apartments along the BeltLine and suburban projects like Avalon, the wired and walkable development coming to Alpharetta, contribute to our projected surge in walkability.

Projected Future Rankings for Walkable Urbanism

1. Boston
2. Washington D.C.
3. New York
4. Miami
5. Atlanta
6. Seattle
7. San Francisco
8. Detroit
9. Denver
10. Tampa

Across the country, researchers found a correlation between walkability and higher income and education attainment. Walkable areas also had more premium retail and office space. In other words, walkable areas attract good jobs and businesses and wealthier, educated, workers and residents. And this raises concerns of affordability. “We used to say ‘drive until you qualify,’ but that doesn’t work in walkable developments,” said Leinberger. “Gentrification is a major concern.”

- See more at: <http://www.atlantamagazine.com/agenda/2014/06/17/study-atlanta-ranks-no-8-for-walkable-areas#sthash.z9AH0KZV.dpuf>

<http://www.atlantamagazine.com/agenda/2014/06/17/study-atlanta-ranks-no-8-for-walkable-areas>

Study: Dallas is one of the worst ‘walkable urban’ cities in the country, but doesn’t have to be

By Robert Wilonsky

June 17, 2014



For the next three days, smart people from all over the world are in Dallas for the New Cities Summit, chatting at the Winspear Opera House about how to, ya know, transform the 21st-century metropolis. You can follow along here as we live-stream the sessions about building a better tomorrow ... and making it easier to get there, even if that involves tearing down a highway.

Which means, if nothing else, this is certainly fortuitous timing: The Center for Real Estate and Urban Analysis at George Washington University School of Business, in conjunction with SmartGrowth America, released a report this morning that says Dallas isn’t a very walkable urban place. Which will shock precisely no one.

“This is not a newsflash,” says land-use strategist Chris Leinberger, author of, among other books, *The Option of Urbanism: Investing in a New American Dream*. “I can hear everyone now: ‘Tell me something I don’t know.’”

To be exact, Dallas is ranked 25th out of the 30 big cities included in *Foot Traffic Ahead: Ranking Walkable Urbanism in America’s Largest Metros*. That’s a fairly dreadful number offset only slightly by the promise of a better one: Dallas’ “future index” is 17 out of 30, meaning we’re “likely to experience future growth in walkable urban development,” according to an email that went out Monday in advance of the report’s release. Dallas, says the report itself, has “moderate potential” tied, in part,

to the slow expansion of Dallas Area Rapid Transit's light-rail system. The coming downtown-to-Oak Cliff streetcar line won't hurt either.

Leinberger, who co-authored the report with Patrick Lynch, is no stranger to Dallas: As a real-estate consultant he's been coming here since the '80s to meet with the likes of Trammell Crow execs and other developers. When he turned to academics, with the Brookings Institution and George Washington University, he kept his eye toward Dallas — and all of North Texas — as he began looking at development trends among your bigger cities.

And he likes what he sees, more or less: "In Dallas, you have nine of these walkable urban places that are regionally significant: downtown, Uptown, Deep Ellum, downtown Plano, downtown Fort Worth," he says. "These are the embryonic beginnings of walkable urban places. But for each of those, you need 750,000 people to support those. Compare that to Boston, where they have one of these for every 108,000 people. It wasn't always that way. Boston and D.C. were not always walkable urban areas. They had downtowns, sure, but they were trashed, and they didn't have anything in the suburbs 20 years ago.

"Dallas is at this point of decision: You can continue to follow the driveable suburban model of the late 20th century, which is fueled by the burning of fossil fuel ... or you can shift to a walkable urban future. And this is a both/and proposition, not an either/or. No one is saying the suburbs are obsolete. But where is the new development, and what kind will you build? And will you offer the kinds of places people say they want."



If you want a wide sidewalk, sorry, but you'll have to go to downtown McKinney. (David Woo/Staff photographer)

Only a handful of cities fare worse than Dallas in the report: Las Vegas, San Antonio, Tampa, Phoenix and Orlando. And, again to the surprise of no one, Washington, D.C.; New York; Boston; San Francisco and Chicago round out the top five. But Leinberger points out that just two decades ago chart-topper D.C. wasn't the same flavor of walkable it is today. He says the expansion of Metrorail had something to do with its ascension, allowing residents to ditch their drives as they spread away from the city center.

Developing the city center's only part of the solution, says Leinberger, pointing to newly constructed town centers in Southlake or Frisco, say, or historic downtowns in Plano and McKinney as walkable models every bit as necessary as Dallas and Fort Worth's central business districts. Why shouldn't Northwest Dallas or East Dallas or South Dallas be as walkable as downtown Dallas, he wonders. The report calls for "the urbanization of the suburbs," says Leinberger, again pointing to DART as part of the solution.

"This report demonstrated that this isn't just urging and cajoling people to live in a downtown loft," he says. "That's only a portion of the market. The bulk of your urbanization has been in the center cities. Only 7 percent of your square footage that's walkable urban is in the suburbs. In Washington it's 50-50, and it wasn't that way 20 years ago. That's going to be your bid mover, whether it's historic suburban downtowns or the conversion of regional malls into high-density urban areas, like the Galleria or Valley View. Those open up different market segments. Not everyone wants to live in a high-density, intense city center."

Dallas-Fort Worth is getting better, he says: "There's no question about that." Deep Ellum's coming back to life. North Oak Cliff, and not just Bishop Arts, continues to fill in the blanks. Downtown Dallas keeps making promises we'll see if it can deliver (looking at you, Statler). Mockingbird Station and the West Village aren't going anywhere (especially not east in the case of West Village, which is about to run smack into a Sam's Club). Fort Worth continues to add density (and good places to eat and drink) between downtown and its cultural district.

When he comes to town these days, Leinberger says, "I marvel: Is this the Dallas-Fort Worth I've known for 30 years? It's shocking. I am always pleasantly surprised. I think you're going in that direction, but the numbers aren't there to prove it. You've made the right infrastructure investments, and anecdotally you've had successful districts. You just don't see them everywhere."

Because everywhere's been built for the car — even downtown.

"Dallas, why are downtown's side streets six lanes wide?" wondered Fast Company contributor Greg Lindsay on Twitter yesterday. Urban planner Patrick Kennedy, who's spearheading the Interstate 345 teardown movement, responded by posting his essay submitted to this newspaper as part of our New Cities coverage (which, for some reason, was not included).

“The way for the city to be an expression of its people is to design for them, not cars, and facilitate the city to function as cities must, as accelerators of progress, improved quality of life, and opportunity for all,” Kennedy writes. “And that is through human-scaled urbanism; density that is designed as a response to the pent-up demand for cities, real cities with walkable neighborhoods.”

No matter where those might be. But, for what it’s worth, Leinberger sides with Kennedy when it comes to axing the highway separating downtown from Deep Ellum.

“Every 40 years we get a chance to rebuild a major infrastructure development like a highway — or, we can tear it down,” Leinberger says. “When we rebuild, it costs more than building in the first place, because you have to do something with that traffic. I would urge you to consider the boulevard option. Where that has been done elsewhere, the real estate activity has been substantial. Land values have gone through the roof, and the cost of putting in a boulevard at grade is at minimum half the cost of putting in an elevated freeway. I would urge you to do it.”

As Rudy Bush reported last week, he’s not the only one.

And, ya know, downtown Dallas did used to be pretty, pretty, pretty walkable ... at least back in 1939.

<http://cityhallblog.dallasnews.com/2014/06/study-dallas-is-one-of-the-worst-walkable-urban-cities-in-the-country-but-doesnt-have-to-be.html/>

WASHINGTONIAN

Washington Is Nation's Most Walkable Metropolitan Area, Researchers Say

By Benjamin Freed

June 17, 2014

But not for long if the local economy slows down.

Washington is the nation's most walkable metropolitan area, according to the results of a new report by researchers at George Washington University and Smart Growth America.

While the study is good news for the local multimodal set, it's a bit surprising to find out that Washington is more pedestrian friendly than, say, New York City or Boston. But the report's metrics take into account far more than just city centers. The study grades metropolitan areas according to their walkable urban places—"WalkUPs," in the researchers' lingo—including downtowns and suburban settlements, and how much of a metro's non-residential space is located in those areas.

Washington has 43 percent of its office and retail space in its "WalkUPs," researchers say, with its 45 walkable areas split almost evenly between the District and the suburbs. By comparison, 88 percent of second-place New York's walkable zones are in Manhattan.

But there's an important catch in this report: While Washington gets credit for having an even distribution of its "WalkUPs," many of those zones are suburban pockets that most locals would not necessarily call pedestrian-friendly. While places such as downtown Bethesda, Old Town Alexandria, and Reston are easy to navigate on foot, places like Tysons and Montgomery County's White Flint district get credit for their planned urban walkability. Tysons, for instance, is banking on the Silver Line to make it less car-dependent; in the present day, it can be rather forbidding.

The researchers also do not expect Washington to stay on top for long, writing that sustained cuts to the federal spending that drives the region's economy will lead to a slowdown in urbanization. The report suggests Boston, where suburbs are also rapidly urbanizing, will shoot to the top of the list in the future.

"Walkable urban growth depends on the overall economic health of the region, not just capturing demand from increasingly obsolete office parks, strip malls, and 'drive-until-you-qualify' subdivisions," they write.

<http://www.washingtonian.com/blogs/capitalcomment/local-news/washington-is-nations-most-walkable-metropolitan-area-researchers-say.php>

THE DENVER POST

Study: Metro Denver en route to becoming one of the nation's most walkable regions

By Thad Moore

June 17, 2014

Westminster Center isn't much to look at now — a few buildings and lamp posts from bygone parking lots dot fields of gravel and weeds.

But give it some time, and the site of a once-popular mall will look like a new downtown, with apartments, shops and a grid of streets. It's one of a handful of projects following the trail blazed by Belmar, the successful redevelopment of a dead Lakewood shopping mall.

It's also the sort of development that could drive the metro area to become one of the country's most walkable metropolitan areas, according to a new study.

Redevelopment projects, such as the Westminster Mall overhaul, paired with transit investments will help propel the metro area into the nation's 10 most walkable cities, the study says. It's expected to jump from No. 14 now to No. 9 in the next 10 to 15 years.

Washington, New York and Boston top the current list. Denver sits behind Philadelphia and ahead of Houston.

The top cities have shifted planning strategy to urban-style development from sprawling growth, said George Washington University researcher Chris Leinberger, the study's lead author. By the end of the decade, he thinks most Denver-area cities will have done the same.

"We're seeing sprawl end," Leinberger said.

The study found that 18 percent of metro Denver's retail and office space is in walkable urban areas.

Researchers expect that number to hit 28 percent by the end of the next real estate cycle — after the market drops, rises back and begins to fall again.

That growth will come along planned light-rail corridors and around old shopping malls that are slated to be redeveloped, Leinberger said.

Virtually all of the area's malls will be rebuilt to be more urban, mirroring the Belmar development that replaced the Villa Italia mall a decade ago, he said.

Companies in metro Denver pay a 44 percent premium for real estate in walkable areas, up from 24 percent in 2007, which suggests a pent-up demand for that sort of space, Leinberger said.

"There's a market for it, and the reason is that we've been doing a far poorer job of it over the past 50 years," said Wesley Marshall, a civil engineering professor at the University of Colorado Denver.

Westminster city manager Brent McFall said the rise of new-urban developments won't change entire suburban cities, but it will give them unique identities and their residents new options.

But perfecting new-urban developments is tricky, said Marshall, who last week released a study about planning issues in Denver's young Stapleton neighborhood, which replaced the old Denver airport.

Marshall said developers and cities need to do more than just look the part. They need to give residents alternatives to driving and loosen regulations built around car culture.

Build them right, though, and such projects could bring social, economic, environmental and health benefits, Leinberger said. The less residents spend on transportation, for example — money that leaves the area — the more they spend locally.

"You are so far in front of everybody right now in the mountain states," he said. "You made the right investments, and they're just about to pay off."

http://www.denverpost.com/business/ci_25981615/study-metro-denver-en-route-among-nations-most

Dallas appears to be stepping up nation's walkability ratings

By Candace Carlisle

June 17, 2014

Dallas' walkability appears to be getting better, but its going to take more than just putting on some comfortable walking shoes for Big D to reach its "moderate" goal for improvement.

Dallas ranks 25th in a 30-city report, "Foot Traffic Ahead: Ranking Walkable Urbanism in America's 30 Largest Metros" released Tuesday by LOCUS, an advocacy group for real estate developers and investors supporting sustainable walkable developed in the nation.

The study determined a city's walkability based on a variety of criteria -- from driving to walking to rail or bus -- as a way of reaching specific office and retail spaces in a region.

Dallas has nine walkable developments, termed WalkUps in the report, or 9 percent of the total 67 million square feet of office and retail space in the region. Nationally, there are 558 WalkUps in the 30 metro cities, which account for about 22 percent of all office and retail space.

Dallas, along with the other 29 metro cities studied in the country are evolving, said Christopher Leinberger, president of the advocacy group and professor at the Center for Real Estate and Urban Analysis within the George Washington University School of Business.

"Our hypothesis is that over 80 percent of the future development will occur in less than 10 percent of the existing land mass in the metro regions," Leinberger said.

"In Dallas, that's going to be more like 50 percent of the future development," he told the Dallas Business Journal.

<http://www.bizjournals.com/dallas/news/2014/06/17/dallas-appears-to-be-stepping-up-nations.html>