DOWNTOWNS AND WALKABLE NEIGHBORHOODS

AMERICA'S NEW HOUSING PARADIGM

An Emergence of the "Boutique City" in the 21st Century

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And Zimmerman Volk Associates, Inc.

INTRODUCTION
The American housing market is undergoing a significant transformation from suburban living to a return to mixed use, walkable, urban environments. Influenced in large part by changing demographics and new consumer preferences, coupled with an increase in transit funding for commuter and high speed rail, we will bear witness in the coming years to a tremendous increase in urban living, including the revival of suburban downtowns, also known as "boutique cities."

- According to a recent Urban Land Institute (ULI) report, approximately 150 million Americans currently live within urban areas: a number that is expected to double by 2050.

- Two-thirds of the demand for walkable neighborhoods will be satisfied in the suburbs, according to Christopher Leinberger of the Brookings Institution[1]

- Of people surveyed who thought they would purchase a house in the next three years, 61% were more likely to look for a home in a smart growth, pedestrian-friendly community—with shorter commute times, local shopping and sidewalks—than in a sprawling community.[2]

- By 2025, at least 25% or 14.6 million new households looking to rent or purchase housing will be seeking homes in transit zones – the half-mile radius around a fixed-guideway transit station—which is double the current estimate of seven million in 2010.[3]

- Demographers estimate that as much as 30% of current demand for housing is in dense, walkable, mixed-use communities, but less than two percent of new housing falls into this category.[4]

In summary, the untapped market potential that has resulted from the relative lack of new housing located in walkable, transit-served suburban downtowns is a prime real estate opportunity of the 21st century. Municipalities and redevelopment firms that recognize and adjust to these new market realities by providing for walkable, downtown neighborhoods will be poised for success, while those that hold onto the antiquated, sprawl development mentality will likely falter.

[1] Leinberger. Christopher. The Option of Urbanism: Investing in a New American Dream, Washington D.C.: Island Press, 2007
[2]Belden Russonello & Stewart. 2004 American Community Survey: National Survey on Communities. Conducted for Smart Growth America and National Association of Realtors.
3 Hidden in Plain Sight, Reconnecting America, Center for Transit-Oriented Development. Sept. 2004.
[4]Livable Communities Act of 2009. S.1619. (2009).

A TREND TOWARDS A MORE URBAN SUBURBIA: RISE OF THE "BOUTIQUE CITY"

> *"Recent studies indicate a significant demand for downtown living within "boutique cities" … thus providing an exceptional market opportunity for municipalities and real estate developers …"*

Over the past decade, a growing number of American households have elected to leave behind suburban sprawl and are seeking instead to reside in walkable, mixed-use neighborhoods, including those located in traditionally suburban areas. These "boutique cities", which comprise live, work, learn, shop and play environments, are characterized by their proximity to public transportation, convenient and diverse shopping, office space and a wide array of residential choices for individuals and families.

As the nation gradually recovers from the worst economic slump since the Great Depression, new market and economic realities will continue to drive urbanization at every scale. What had begun as a return to big city living during the mid to late 1990's has now spread to growth of smaller city and suburban downtowns. This trend is expected to continue for the foreseeable future, leading to an increased revitalization of once forgotten suburban towns, villages and cities into new mixed-use suburban downtowns within "urban suburbia."

Trillions of dollars are likely to be redirected from the construction of single-use developments toward the redevelopment of existing downtowns and the creation of new mixed-use centers.

POPULATION GROWTH, DEMOGRAPHIC AND LIFESTYLE SHIFTS: A CHANGE IN MARKET PREFERENCES

The Census Bureau projects the U.S. population will grow by as much as 146 million over the next 40 years. Preferences for suburban or exurban (i.e., a region lying beyond the suburbs of a city) detached houses will steadily decline, while the demand for downtown living within boutique cities will continue to grow. However, supply of more urban, walkable communities lags far behind the demand. The delta between the significant demand and limited supply of boutique downtown residential options provides an exceptional market opportunity for municipalities and real estate development firms that can adequately address the needs of the burgeoning market for downtown living.

"Baby Boomers" and "Millennials": Redefining Housing Needs

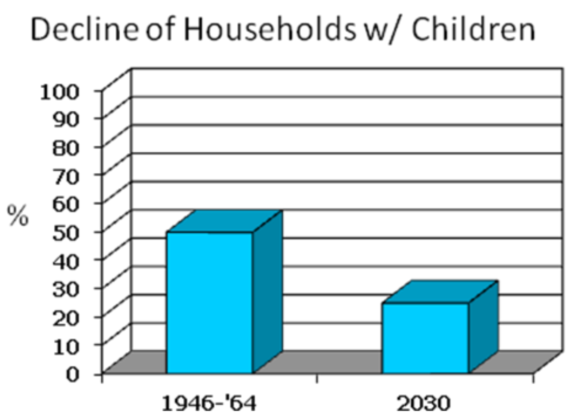
"The radically-changing character of today's housing market is the result of the convergence of the two largest generations in the history of America: the 80 million post-World War II "baby boomers", who were born during 1946-1964, and the 78 million "millennials", who were born from 1977-1996." Both generations are at a stage in life where urban living at every scale matches their lifestyle.[5]

The aging of the millennials has directly impacted the baby boomers, many of whom are now "empty nesters", thus resulting in an acceleration of the long-term trend toward smaller households. However, the decreasing size of the American household is now driven less by fewer children per household and more

[5] Zimmerman Volk Associates, Inc. "America's Two Largest Generations are Headed Downtown."

by dramatic increases in the number of households without any children. Only 34% of U.S. households have children under the age of 18, according to the most current census population survey.[6] The percentage of family households with at least one child under the age of 18 living at home is at its lowest level since 1950.[7]

"During the baby boom era, about one-half of American households were raising children; in 2030, it is expected that only about 25% will be. Between 2010 and 2030, the increase in the number of single-person households will be more than double the increase in the number of households with children."[8] The decrease in average household size is an important factor in determining what type of housing product will be sought by the consumer during the coming years and decades, as smaller households have demonstrated a preference for downtowns and other urban neighborhoods.[9]



[6]U.S. Census Bureau, Current Population Survey, 2009 Annual Social and Economic Supplement.
[7]U.S. Census Bureau, Current Population Survey, 2008 Annual Social and Economic Supplement.
[8]Nelson, Arthur C. "The New Urbanity: The Rise of a New America." The ANNALS of the American Academy of Political and Social Science 626.1(2009): 192-208.
[9]Robert Charles Lesser & Co. Measuring the Market for Green Residential Development, (2008).

The transformation of the American household extends beyond structural demographic shifts. The American *lifestyle* is also changing in profound ways.

The "Creative Class": A New Class of Worker

After a generation of decline in civic and social involvement, many Americans now consider the neighborhood – their "living environment" – to be as important as the type of home in which they live. This new emphasis on the living environment outside of one's dwelling unit has impacted the workplace as well as housing. The growth of the "knowledge economy" workforce – dubbed the "creative class" by Richard Florida, a professor, economist and social scientist who serves as head of the Martin Prosperity Institute at the Rotman School of Management at the University of Toronto – is one of the major factors contributing to the changing American lifestyle. Today the creative class represents about 33% of the workforce, as contrasted with 30 years ago, when they represented only 15%. The creative class is typically divided into two main groups:

- **Super-Creative Core**: This group comprises about 12% of all U.S. jobs and includes a wide range of occupations (i.e., science, engineering, research, education, and computer programming), with arts, design, and media workers forming a small subset. Florida considers those belonging to this group to "fully engage in the creative process." The primary function of the Super-Creative Core is to be

innovative and to create commercial products and consumer goods. “Along with problem solving, their work may entail problem finding.”[10]

- **Creative Professionals:** These professionals are the classic knowledge-based workers and include those employed in the fields of healthcare, business and finance, the legal sector, and education. They “draw on complex bodies of knowledge to solve specific problems” using higher degrees of education to do so.[11]

The creative class is the fastest growing segment of the American workforce and is expected to grow by over 10 million jobs in the next decade. Such growth will have a profound impact on the evolution of living environments, as the housing preferences of the creative class trend toward a mixed use, walkable and often transit-oriented environment, as opposed to a traditional single family home lifestyle.

The creative class accounts for nearly half of all wage and salary income in the United States … as much as the manufacturing and service sectors combined, and provides nearly 70% of all discretionary income.[12] The impact of the creative class reaches all aspects of American life and the economy, including for example the resurgence of the neighborhood café, which often serves as a substitute for the office and a venue for work and business meetings. Prior to the emergence of the new urban lifestyle, a retail business model like Starbucks could not have succeeded.

Today’s recent college graduates and young professionals are making different lifestyle choices as contrasted with past generations. Nearly two-thirds report they will decide *first* where to live, and then look for a job within that area.[13] "A major benefit of walkable urban development is they attract the well educated, the so-called 'creative class’."[14]

NEW CONSTRUCTION MAY NOT CORRELATE TO 21st CENTURY HOUSING PREFERENCES

In the first decade of the 21st century, far fewer American households have demonstrated an interest in a detached house on a large lot in suburban or exurban locations. According to Arthur “Chris” Nelson, director of the Metropolitan Research Center at the University of Utah, there could be a surplus of 22 million large-lot houses (built on lots of 1/6 acre or larger) by 2025.[15]

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[10] Florida, Richard. The Rise of the Creative Class. New York: Basic Books, 2002.
[11] http://en.wikipedia.org/wiki/Creative_class.
[12] Florida, Richard. The Rise of the Creative Class. New York: Basic Books, 2002.
[13] 'Attracting College-Educated, Young Adults to Cities." The Segmentation Company, Yankelovich. May, 2006.
[14] Leinberger. Christopher. "Creative Types Will Vote With Their Feet". Cleveland Plain Dealer. May 13, 2008: http://Iwww.cleinberger.com/docs/By_CL/ClevelandPlain Dealer_CreativeTypes_05I308.pdf.
[15] “Is the McMansion Dead?” Builder Magazine, November 2009.

The mortgage crisis and recent collapse of the housing market, coupled with the shift in consumer demographics and preference in housing product, has created a surplus of unsold single family homes.

The dramatic increase in gasoline, electricity, natural gas and home heating costs influences the location, size and type of dwellings in which we choose to live in several ways:

- **Location:** As commuting costs continue to climb, the appeal of living in the sprawling suburbs has diminished. A correlation exists between foreclosure rates and the time/distance involved in commuting to work, demonstrating these costs have become a burden many homeowners can no longer sustain.

- **Size:** Heating, cooling and electricity costs have given Americans reason to reconsider how large a living space is actually practical or necessary.

- **Type:** The higher energy-efficiency of attached dwellings and multi-family dwellings is becoming more of a factor in the decision-making process.

As the flow of capital is gradually restored and housing production once again resumes across the country … these positive shifts in our economy will present a significant development opportunity over the next several decades …

MARKET DEMAND OUTPACES SUPPLY OF WALKABLE, DOWNTOWN NEIGHBORHOODS

The trend toward re-urbanization has become evident in many metro areas, most notably in a 2009 study conducted by the U.S. Environmental Protection Agency examining settlement patterns in the 50 largest metropolitan regions. The study compared permit trends from 1990-2007 between central cities and core suburban communities to suburban and exurban communities, and found an "acceleration of residential construction in urban neighborhoods [that] reflects a fundamental shift in the real estate market." During this time period, "in roughly half of the metropolitan areas examined, urban core communities dramatically increased their share of new residential building permits." "The increase has been particularly dramatic over the past five years," i.e., 2003-2007.[16]

Thus, the waning market for suburban and exurban living leaves a multitude of unsold single-family houses across the nation. Additionally, despite the resurgence of development in a number of America's cities and towns, the creation of more urban types of housing such as lofts and apartments has not come close to the market potential for housing located in walkable neighborhoods.

In his book "Zoned Out", Jonathan Levine, Chair and Professor in the Urban and Regional Planning Program at the University of Michigan Taubman College of Architecture and Urban Planning, suggests that one-third of homeowners would prefer to live in walkable neighborhoods. However, with only 5-10% of the housing supply in most metropolitan areas located in these types of neighborhoods, and with the availability of such supply increasing by only a mere two to three percent per year, it will take a generation for the supply to catch up with the demand.

Although housing in mixed-use walkable downtowns is typically more expensive to

[16] Thomas, John V., "Residential Construction Trends in America's Metropolitan Regions", Washington, DC: U.S. Environmental Protection Agency, January 2009.

produce, consumers appear willing to pay the premium. Walkable, urban communities command a price per square foot of 40-200% more than similar properties in the same market that are not within a walkable, urban community.[17] Properties with a "Walk Score" of 80 have market values as much as 54% higher than otherwise comparable properties with a 20 "Walk Score."[18]

While an abundant supply of housing options exists within larger urban centers, there remains tremendous scarcity of more intimate walkable neighborhoods associated with suburban downtowns or the boutique city.

DEMAND FOR WALKABLE NEIGHBORHOODS INCREASES

After more than a century of suburbanization in America, it is unlikely the significant infrastructure investment in the suburbs will be abandoned in favor of central cities. Given the current realities of a failing infrastructure in a large number of central cities, coupled with neighborhood abandonment and declining employment, it is further unlikely that central cities alone can support the household growth forecast for the nation. Perhaps more significantly, the preferences for walkable neighborhoods ranges from households which are most comfortable in a small-scale suburban downtown to those that would feel stifled in anything other than a world-class urban center. While numerous options exist for those who seek to live in a large urban environment, the development community has not come close to meeting the market demand for more intimate urban settings, epitomized by boutique cities. This will lead to significant growth potential for the suburban downtown development market.

Two-thirds of the demand for walkable neighborhoods will be satisfied in the suburbs, according to Christopher Leinberger of the Brookings Institution.[19]

Thus, while a segment of the market will choose to live in existing large central city downtowns such as New York, Chicago or Boston, another segment, sometimes overlapping with the first, could also be accommodated within walkable, suburban downtowns, especially those located along transit lines. This potential has been so widely recognized that Time Magazine has called retrofitting suburbia with walkable, mixed-use development one of the "ten ideas changing the world."[20]

[17]Broberg, Brad. "Walking into the Future: The market shows homeowners are interested in smart growth

[18]Pico, Gary and Jeffrey D. Fisher. "The Walkability Premium in Commercial Real Estate Investments". Working Paper, Responsible Properly Investing Center. University of Arizona. Benecki Center for Real Estate Studies, Indiana University. Feb. 2010.

19 Leinberger. Christopher. The Option of Urbanism: Investing in a New American Dream, Washington D.C.: Island Press, 2007.living." On Common Ground. Winter 2010.

20 Walsh, Bryan. "Recycling the Suburbs." Time Magazine. Mar. 12, 2009.

MASS TRANSIT: AN ASSET

Although one hallmark of today's preferred living environment is walkability, the ultimate neighborhood for many is transit-served, thereby allowing households to reduce dependence on the automobile and potentially live without owning a motor vehicle at all. This can be an important consideration for cost-sensitive households, particularly young professionals and the elderly who no longer drive. The emerging desirability of transit-oriented housing gives added support for the extension of the nation's rail transit system.

Oftentimes, the best location for commuter rail stations are our nation's existing downtowns which contain a level of infrastructure and the potential for significant densities of residential and commercial uses to support the expansion of rail service.

According to a 2009 study by The Concord Group, a real estate and land use research organization, about 81% of Generation Y respondents (millennials) felt it was "very or somewhat important" to live near alternative modes of transit. The study also showed that 67% of respondents would pay a premium to live closer to alternative modes of transit in their next residence.[21]

Transit growth is likely to accelerate over the near term, spurred by the billions of federal dollars expected to flow into our nation's rail systems, with more than $8 billion allocated to high speed lines alone in 2011. Furthermore, the Obama Administration recently announced a goal of investing $53 billion on high speed rail lines over the next 25 years.

21 McMahon, Edward T. "How will Housing Evolve." Urban Land, Nov/Dec. (2009): 84-85.

The combination of growing demand and expanded investment will yield dramatic increases in the numbers of households living within a half-mile radius of the 3,341 existing and 630 proposed new transit stations across the country. The amount of housing in transit zones is poised to double by 2025, potentially accommodating approximately six million additional households.[22]

COMPACT, MIXED-USE DEVELOPMENTS ARE MORE FISCALLY EFFICIENT

Since the landmark 1974 Costs of Sprawl study, hundreds of studies have examined the benefits and disadvantages of the highly-segmented, separated-use development model. The fiscal impact of compact development ranges from a cost savings of 3.5-6.9%.[23] One specific study in the six-county Chicago region, projected compact development's fiscal impact cost savings to be 45% or $3.7 billion over 20 years.[24]

A specific study in the five-county Charlottesville, Virginia area determined that compact development would save 50% or $500 million in transportation infrastructure costs alone over 50 years.[25]

There is no better example of compact mixed-use development than downtown, walkable neighborhoods, where existing street grids and existing infrastructure and efficiency in providing services offer the necessary foundation for compact, mixed use development.

22Hidden in Plain Sight. Reconnecting America, Center for Transit-Oriented Development. Sept. 2004.

23Burchell, Robert W., et al. The Costs of Sprawl Revisited. National Research Council. Washington DC, National Academy Press. 199.8

24The Metropolis Plan: Choices for the Chicago Region." Chicago Metropolis 2020. Chicago. 2002.

25"Building Livable Communities: Jefferson Area Eastern Planning Initiative." Thomas Jefferson Planning District Commission. Charlottesville, Virginia. N.D.

A further consideration influencing settlement patterns are the areas of health and safety. Police as well as EMS (emergency responders) consistently report a diminished effectiveness and cost efficiency in areas dominated by arterials and cul-de-sacs. According to a recent study of EMS response times, "sprawl is significantly associated with increased EMS response time and a higher probability of delayed ambulance arrival following motor-vehicle crashes in the U.S." The results suggest that community design adhering to smart-growth principles may improve EMS performance and reliability.[26]

Additionally, both driver and pedestrian safety are at higher risk in areas with arterial/cul-de-sac road patterns. An analysis of 20,000 police accident reports in Longmont, Colorado revealed a strong correlation between street width and accidents. As streets become wider, accidents per mile per year increases exponentially; the safest residential street widths are those that are the narrowest.[27]

LONG ISLAND, NEW YORK: A CASE STUDY

New York's Long Island, including the boroughs of Brooklyn and Queens, reflects nearly the complete history of American residential development. As such, it is in many ways a case study of the growth in suburban sprawl development, the negative impacts associated with sprawl and the opportunities that present themselves for revitalization and transit oriented development within our nation's suburban downtowns.

> The era of sprawl is coming to an end, in part due to the fiscal strains associated with single use development.

Its history starts with New York City's first suburb, Brooklyn Heights; includes the nation's first post-war suburb, Levittown, and extends to the more recent single-use development in the exurbs of Suffolk County.

Long Island is connected via one of the best commuter based mass transit systems to the world-class city of Manhattan. However, like many mature suburban regions, it is dominated by single-family detached houses and has a relative lack of downtown or walkable neighborhood options, thus contributing to an alarming departure of more than 122,000 young professionals between the ages of 25-44 from 2000-2006, according to the Long Island Association.[28]

> *The startling exodus of its young workforce (ages 25-44) has prompted officials … to examine a different pattern of growth and development, opening an opportunity to redevelop Long Island's existing downtowns and to create new mixed-use, walkable centers in its existing suburbs …*

From 2000-2008, the number of young adults on Long Island ages 25-34 declined from 12.8% to 10%, representing a much greater decline than

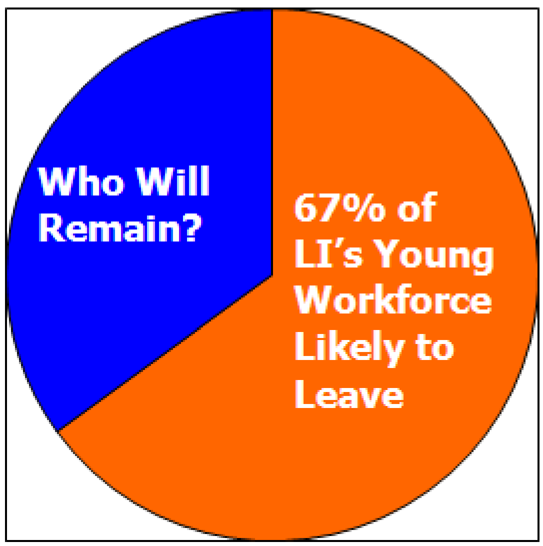
26Trowbridge, Matthew J., et al, "Urban Sprawl and Delayed Ambulance Arrival in the U.S." The American Journal of Preventive Medicine. 37.5 (2009): 428-432.

[27]Swift, Peter, et al. "Residential Street Typology and Injury Accident Frequency." June, 1997.

[28]Reid J. Epstein. "Suffolk lawmaker links affordable housing, land." Newsday Nov. 28, 2007.

the U.S. average. The Long Island Index 2010 Report states, "This age cohort should increase in future years due to an increase in birth rates following the 1974-1983 decade in which current 25-34 year-olds were born. However, whether this occurs, and to what degree, will depend on the availability of employment opportunities and suitable housing options for young adults beginning their careers and families."[29] In a 2009 survey of Long Island's 18-34 year olds, 67% said they are somewhat or very likely to move away from Long Island in the next decade.[30]

The out-migration of younger Long Island households highlights the fate of a region where the supply of housing in downtowns and walkable neighborhoods falls far short of demand – a condition mirrored in numerous other mature suburban regions across the nation. Those who prefer urban living have moved, or will move away from Long Island to locations where downtown living is an available option.



"Long Island, like other mature suburbs, is witnessing the exodus of its young workforce due to a lack of appropriate housing options and vibrant downtowns."

The desire for a more urban lifestyle extends beyond young professionals, as a majority of Long Islanders age 50 and older would prefer to live in a neighborhood where homes are close together and local stores are within walking distance, rather than one where homes are spread out and driving is required. One third of Long Island residents would prefer an apartment, townhouse or condo; however, 82% percent of housing units on the Island are detached. A surprisingly number of Long Islanders – more than 63% - support an increased number of rental apartments in some downtown areas, near train and bus service.[31]

From a number of important perspectives, Long Island, like other mature suburbs within the nations' mega-regions, is well positioned to capture the potential market for housing in downtowns and walkable neighborhoods. Long Island has transit infrastructure that connects a number of its existing downtowns to New York City and its downtowns are well-suited to absorb large scale mixed-use development anchored by new urban housing options. According to the Long Island Index, Long Island's existing downtowns could accommodate at least 100,000 additional housing units—one-half of the projected housing needed over the next 25 years.

In addition to satisfying a growing market demand, downtown and neighborhood redevelopment will also provide housing options for Long Island's workforce, enabling Long Island to remain competitive in the years to come. However, should Long Island's workforce not be offered opportunities for appropriate housing, a continued population flight could create a fiscal disaster for a region already saddled with some of the nation's highest real estate taxes.

[29]"2010 Long Island's Changing Population." Long Island Index. (2010).
[30]2009 Long Island Index.

[31]"Fact Sheet on Downtown Development". Long Island Index, (2008).

"Downtowns are the key to Long Island's survival... Moreover, an overwhelming majority of public opinion supports redeveloping walkable, sustainable downtown centers that are crucial to creating new homes and jobs."[32]

"As a priority, we need to take specific action to stop the loss of our best and brightest young entrepreneurs who seek to live anywhere but here. We can't sustain the 30% loss of our 25-34 year olds we experienced over the past nine years; they are the very ones with new entrepreneurial vigor."[33]

AN UNDERSERVED MARKET FOR DOWNTOWNS AND WALKABLE NEIGHBORHOODS

A new housing paradigm is emerging across the country as a result of many factors including:

- the rapid growth in the number of single and two-person households;
- the steady increases in commuting costs as measured in both money and time;
- the growing desirability of transit-served locations; and
- the adoption by many Americans of a more urbane lifestyle.

This combination of factors has led to unprecedented market potential for living in downtowns and walkable, mixed-use neighborhoods within suburban, boutique cities — a potential that far exceeds the existing supply.

The market desire for walkability extends across a broad range of urban conditions, from first-tier cities to suburban town centers.

Market preference and development capacity point to a greater likelihood of new mixed-use construction occurring in suburban downtowns located on transit lines tied to major cities.

As in most of the nation's cities, suburban downtowns have existing infrastructure in which they are served by utilities, water and sewer, and street networks. Many have transit lines that already exist or that could be re-established.

The challenges and complexities of downtown redevelopment are great. They require a revitalization of existing suburban downtowns which frequently have not had significant residential density. To remain economically competitive and culturally attractive, municipalities will need to explore new and innovative ways to redevelop their downtowns into mixed-use, walkable communities, while the development and real estate investment industry must adapt to new market realities. The implementation of the new development model based around large scale revitalization of our nation’s suburban downtowns will also necessitate a development team that understands the many complexities associated with such revitalization efforts.

A change in vision could define a development model which meets the tremendous pent-up demand for downtown, boutique city living today and for the next 60 years.

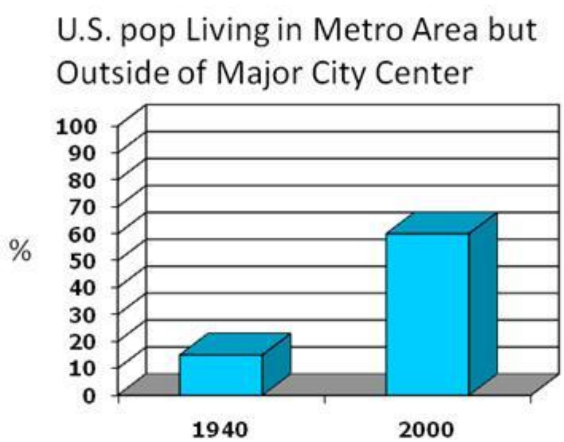
[32]Golob, Ann quoted by Ellis Henican. "Itching for a Downtown Life", Newsday, Jan. 23, 2008.
[33]Rechler. Scott. "Opinion: New LI Leaders, Our Problem is Your Problem Now." Newsday. Jan, 6, 2010: http://nvw.newsday.com/opinIoIVoped/opsnion.new.li.leaders.our.economy_is.your.problem.now1 .1687889

The fiscal and broad societal benefits in meeting the market demand for walkable neighborhoods will be significant and enduring. Much as William Levitt, creator of Levittown, had a vision of a new development model that was in tremendous demand after World War II, leading to a 60 year development pattern based upon suburban sprawl, so too does the present afford us an opportunity for an alternative to suburban sprawl.

CONCLUSION

In the era following World War II, a powerful set of forces transformed Americans from a nation of urban/city dwellers to that of a suburban lifestyle, requiring the use of an automobile and an abundance of parking. In large part, post-war suburban growth evolved as a result of the 80 million baby boomers born during 1946-1964[34]. In 1940, only 15% of the nation's population lived in metro areas outside of the central cities. By 2000, that percentage had quadrupled to 60%.[35]

This dramatic increase in population combined with the inception of the interstate highway system resulted in a move to the suburbs, followed by a deterioration, and oftentimes abandonment, of the urban and first-ring centers.



[34]Population Reference Bureau: http://www.prb.org/Articles/2002/JustHowManyBabyBoomersAreThere.aspx

[35]Burchell, Robert W., et al. The Costs of Sprawl Revisited. National Research Council. Washington DC, National Academy Press. 1998.

Today, the new forces influencing urbanization have the power to significantly transform the American landscape yet again. Some of these factors include:

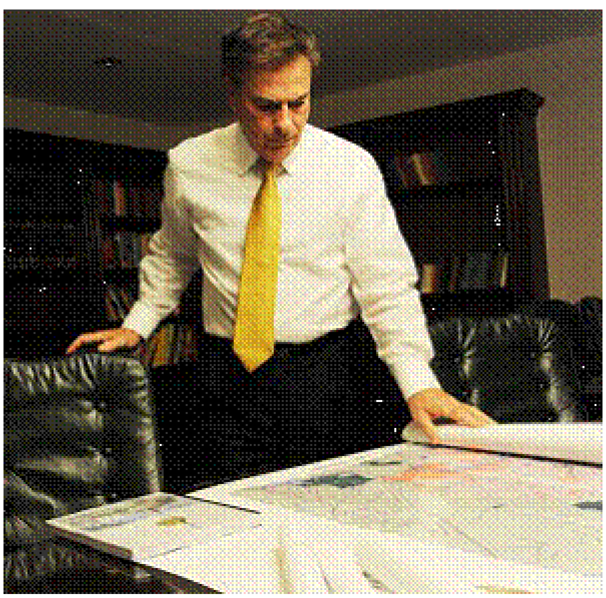
- Radically changing household composition from the larger family to a shift to the one and two-person household;
- A change in lifestyles and market preferences;
- Steadily-increasing energy costs;
- Continued fiscal constraints at every level of government;
- Desire for "triple bottom line" ("TBL" or "3BL") redevelopment, which refers to "people, planet, profit" and captures an expanded set of criteria for measuring success; not just counting economics, but also impacts on ecological and social values.[36]

Reurbanization will not only strengthen and revitalize larger central cities it could also fundamentally change the character of the built environment within metro areas outside of the central cities, i.e., the suburbs. Suburban centers, especially suburban downtowns located along transit lines, could see dramatic urbanization during the first half of the 21st century, resulting in a shift for a significant percentage of the population to downtowns and walkable, mixed-use neighborhoods.

[36]http://bellinghamstertalk.blogspot.com/2009/07/triple-bottom-line-what-does-tbl-mean.html

Renaissance Downtowns LLC – Renaissance Downtowns is the nation's branded leader for the holistic and comprehensive redevelopment of our nation's suburban downtowns, or "boutique cities." Led by a triple bottom line philosophy of social, economic and environmental responsibility, Renaissance has developed an innovative Unified Development Approach™ that combines a Public Private Partnership and partnerships with local property owners with an inclusive redevelopment methodology to provide for the implementation of large scale, mixed-use transit oriented redevelopments.

Donald Monti (Center), President and CEO of Renaissance Downtowns, receiving an award from the New York League of Conservation Voters for his efforts in revitalizing Glen Cove's waterfront



Brandon Palanker, Vice President of Marketing and Public Affairs for Renaissance Downtowns, participates in a youth outreach forum at Dowling College.

Donald Monti at Renaissance Headquarters in Plainview, NY

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