

ULI POLAND VIRTUAL CONFERENCE:

WELLBEING OF FUTURE GENERATIONS IN VIEW OF CORONAVIRUS AND CLIMATE CHANGE

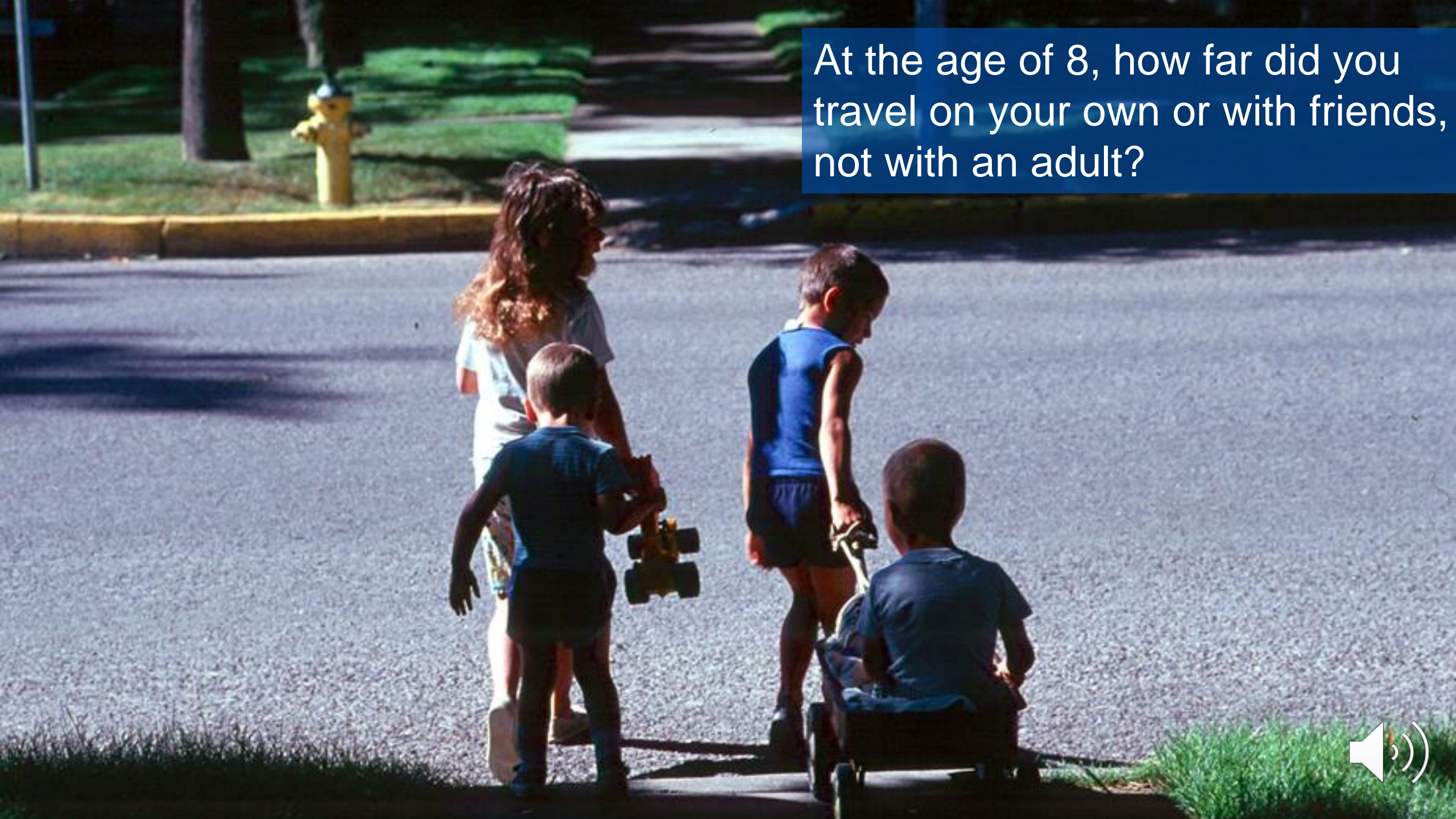
Dan Burden
Director of Innovation and Inspiration
Blue Zones, LLC
June 2020

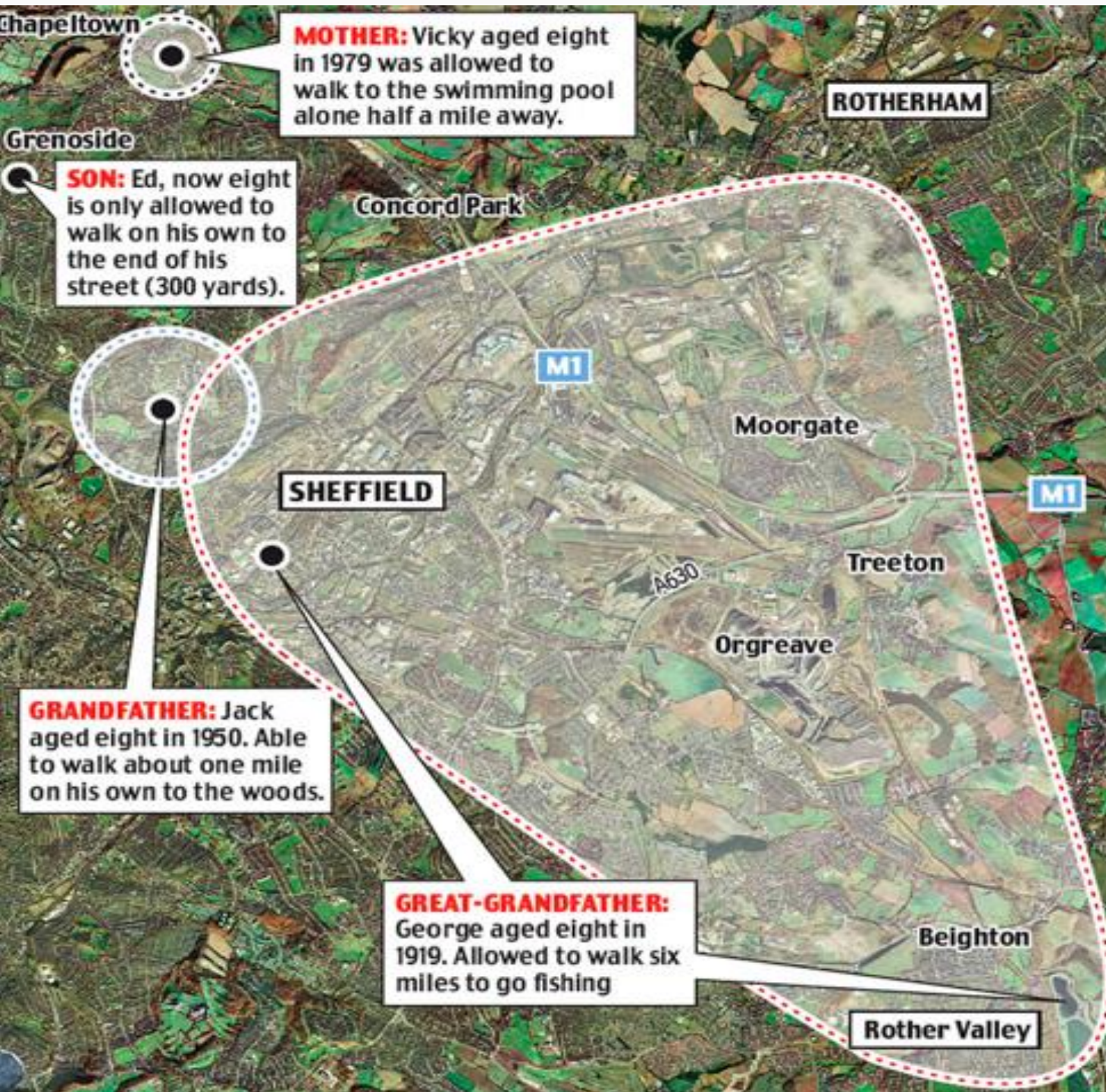


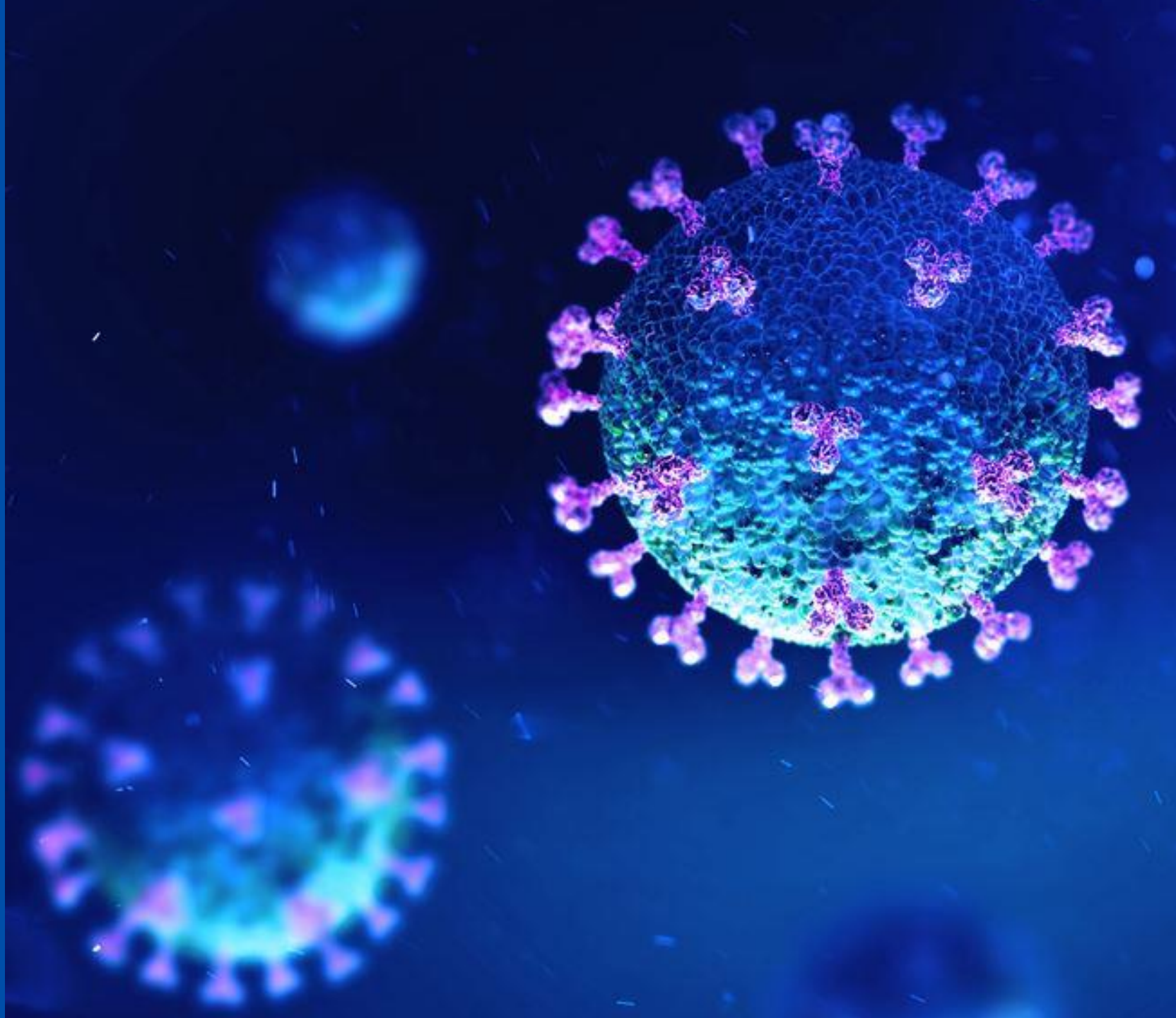
BLUE ZONES®



At the age of 8, how far did you travel on your own or with friends, not with an adult?







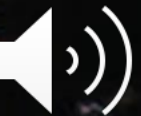
How will the pandemic change the world of work?

Is it a wake-up call for another change of action?

How can we connect the impact of climate change and pandemic to make better and safer places to live, work, and play?



Welcome to the
World of VUCA



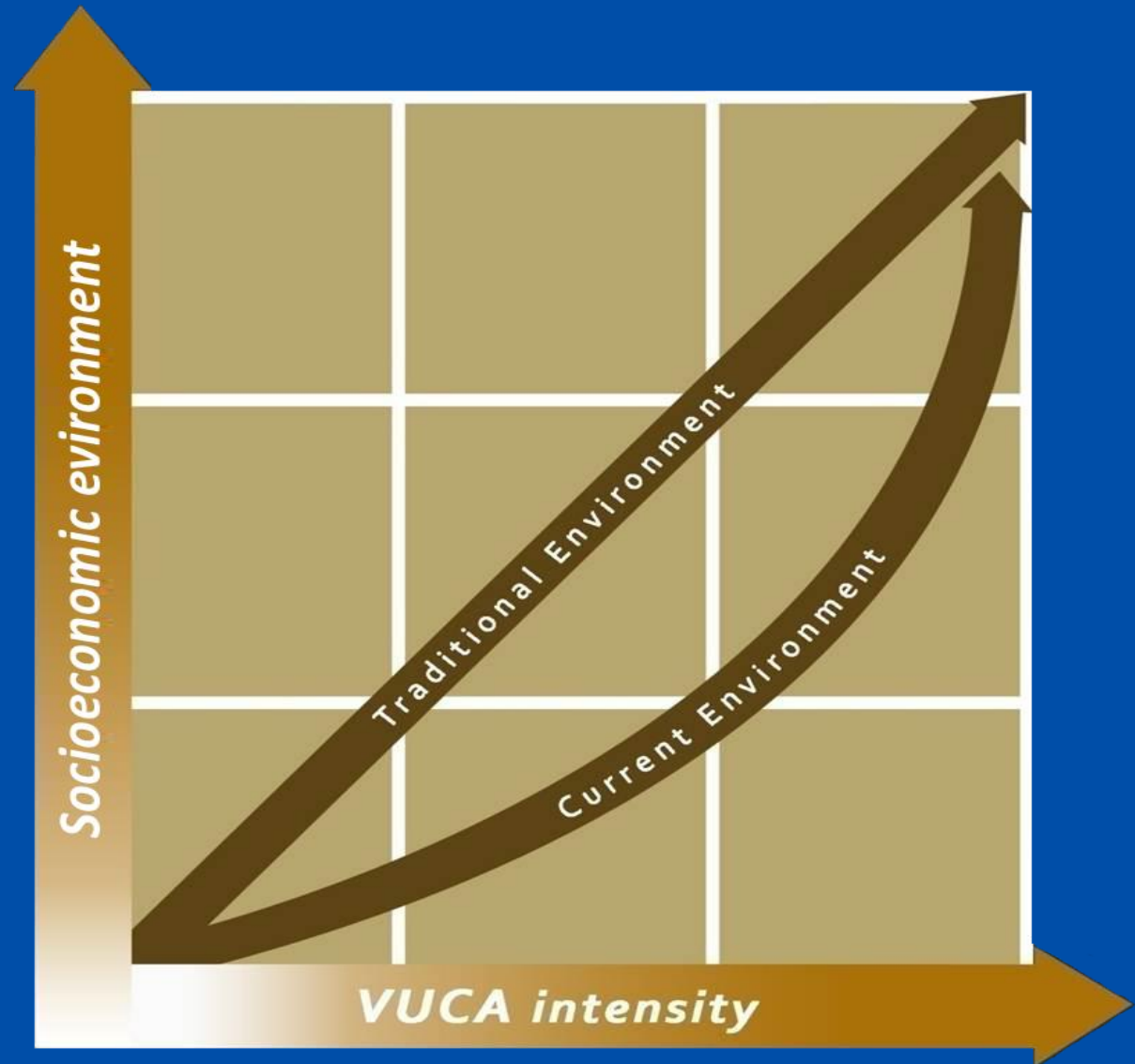
Changing Socioeconomic Landscape

Volatile

Uncertain

Complex

Ambiguous





For 70 years, we have been building transportation through communities,
and not building communities through transportation



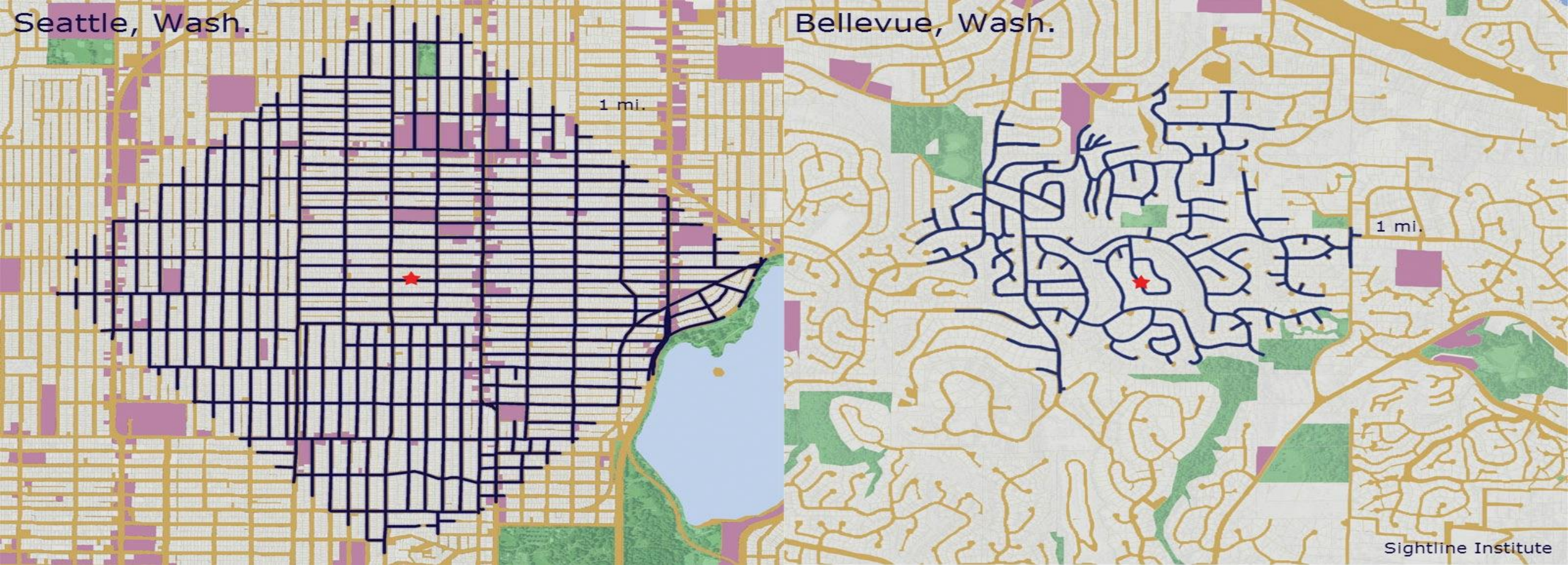


Houston, Texas



Guanajuato, Mexico





It costs \$2.8M per year for one fire station with two apparatus. A well connected system covers 4.6 times more houses.

(\$159 per year for well connected vs \$740 for poorly connected)

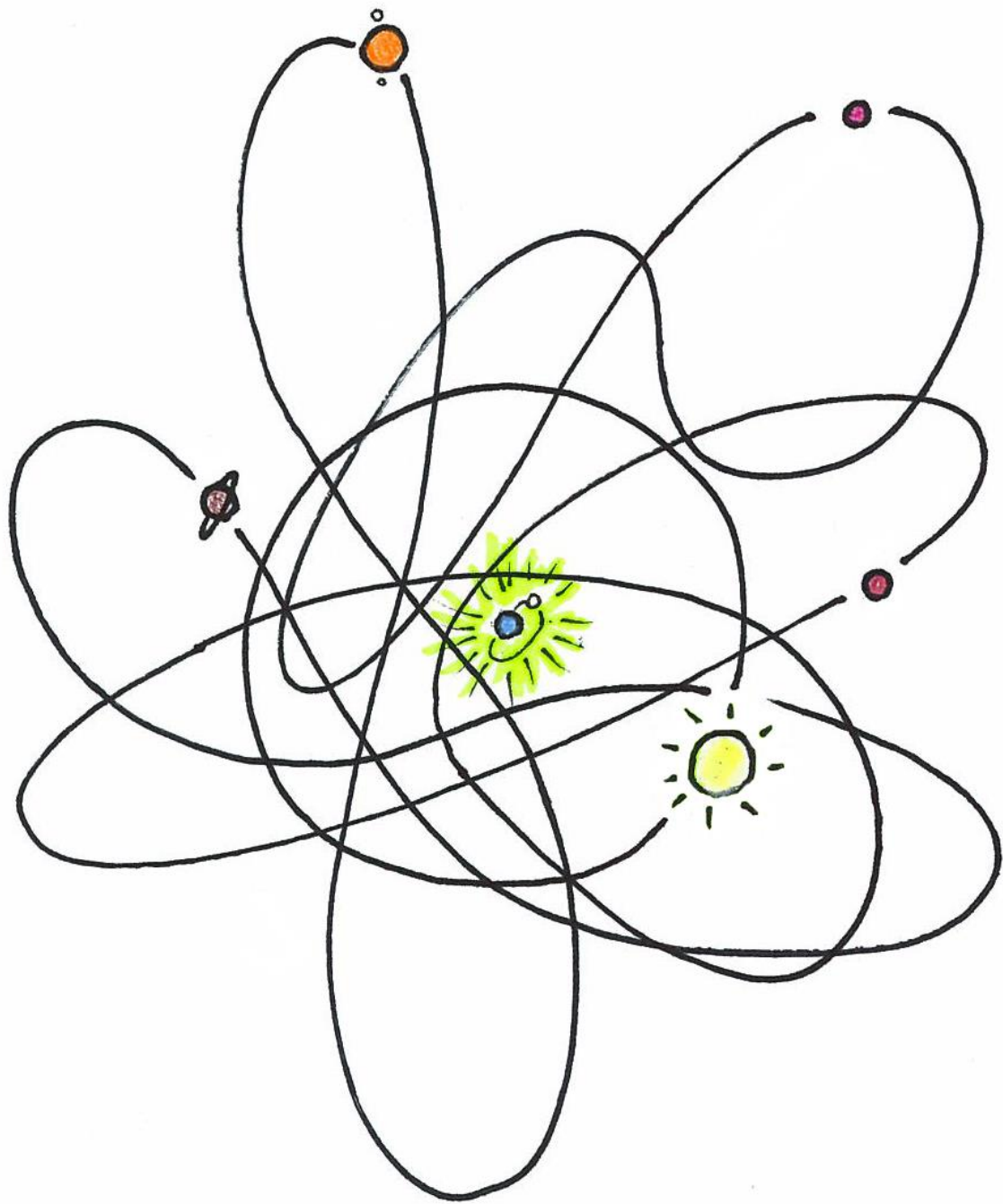
City of Charlotte, N.C.





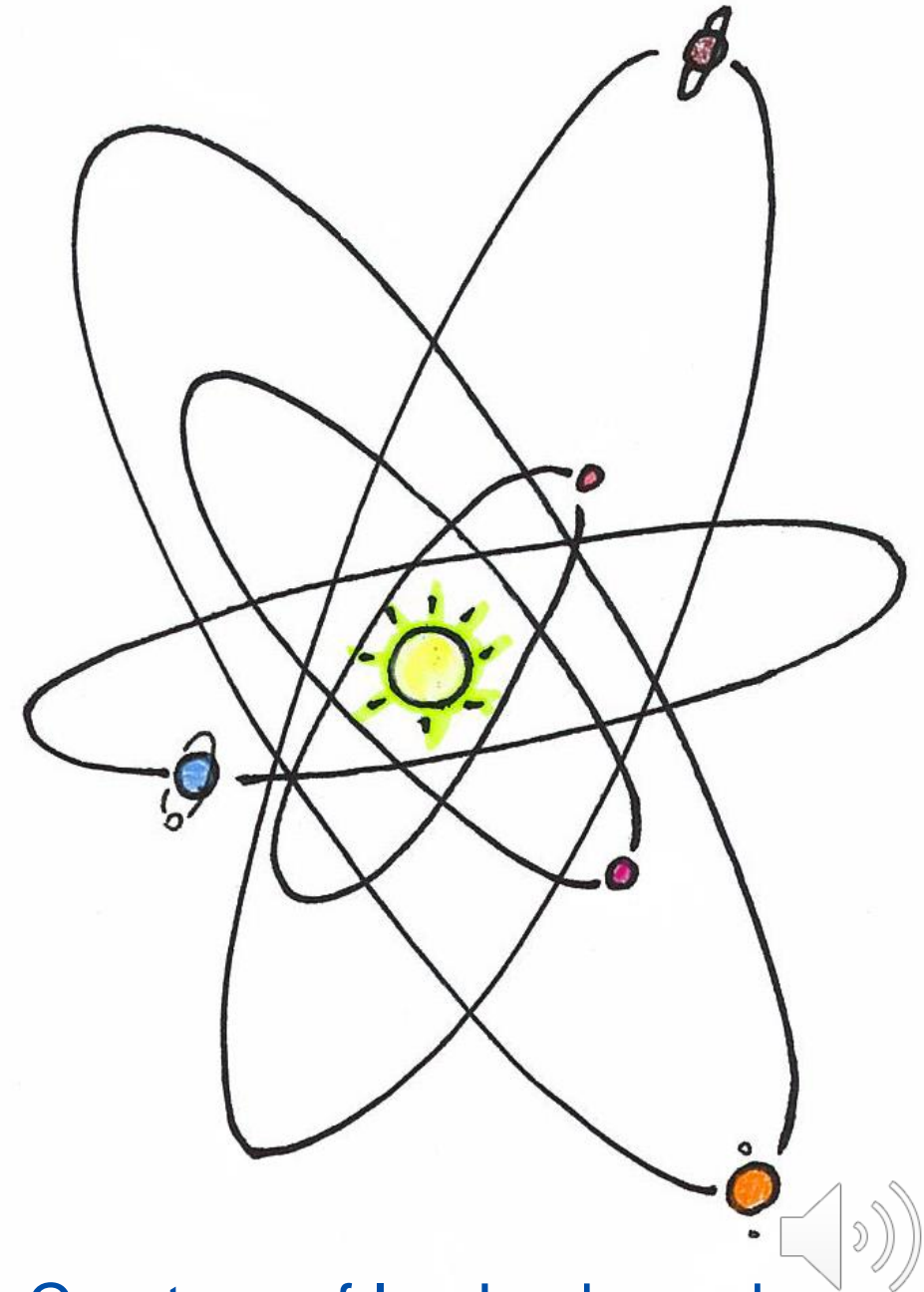
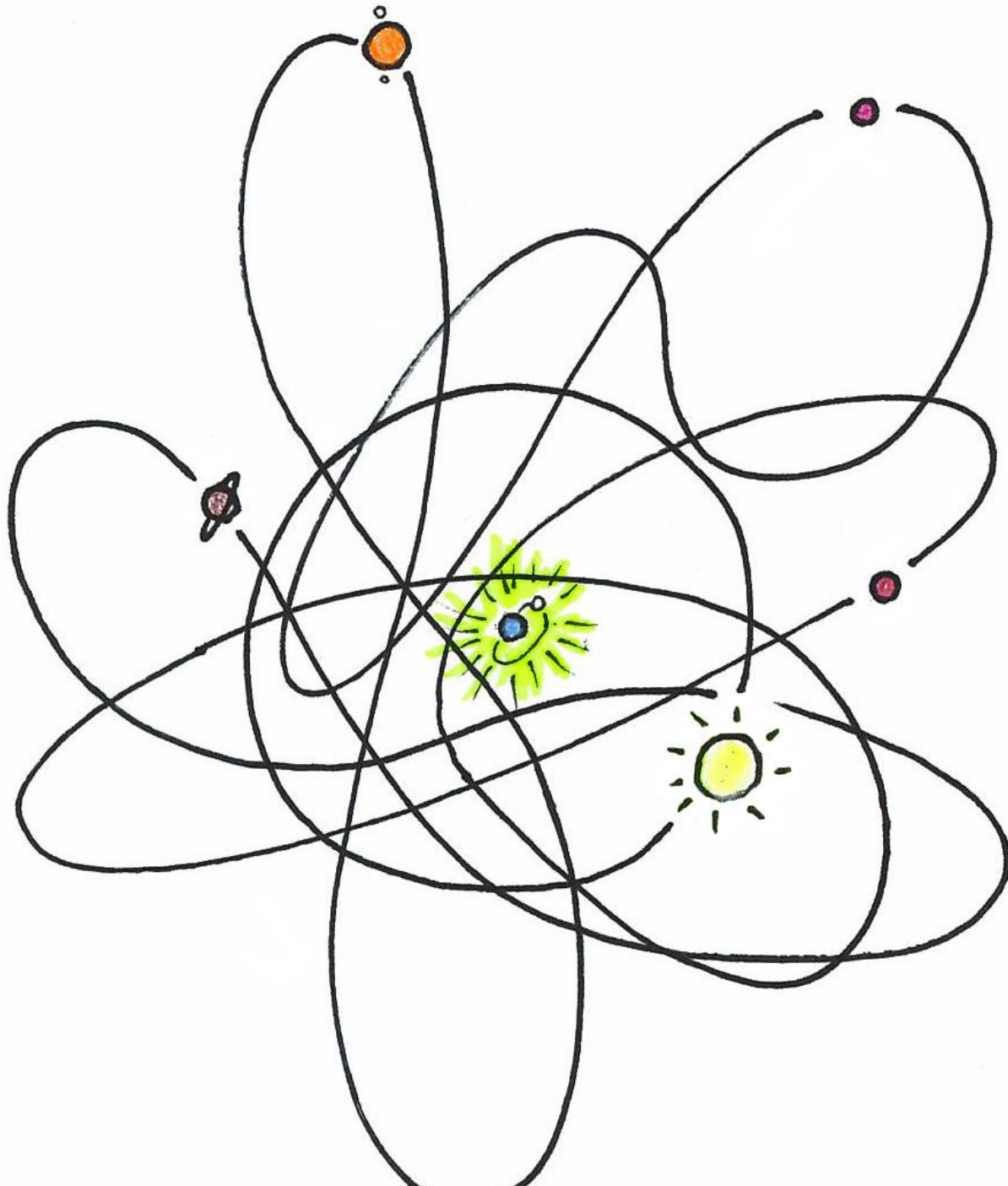
Healthy, Sustainable,
Resilient and
Economically Viable
futures call for active
transportation and
compact urban form.





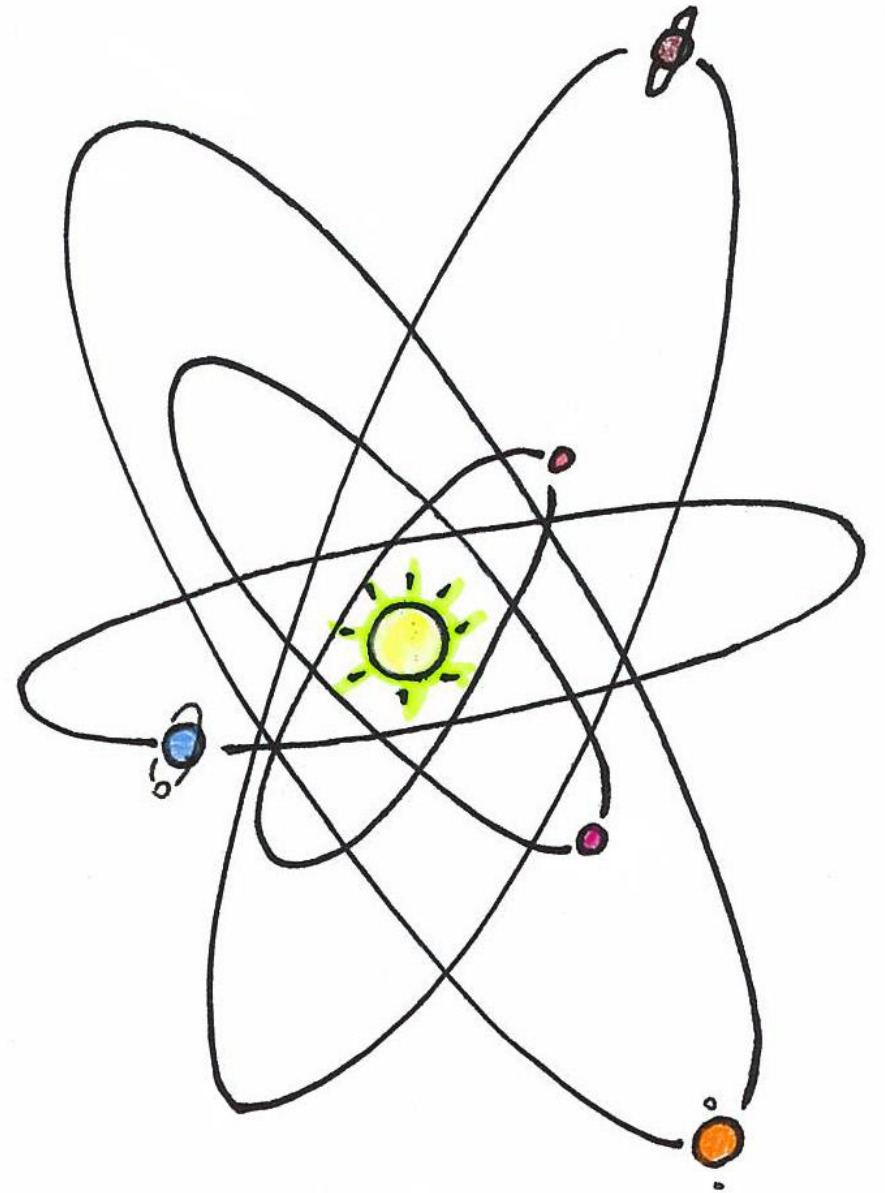
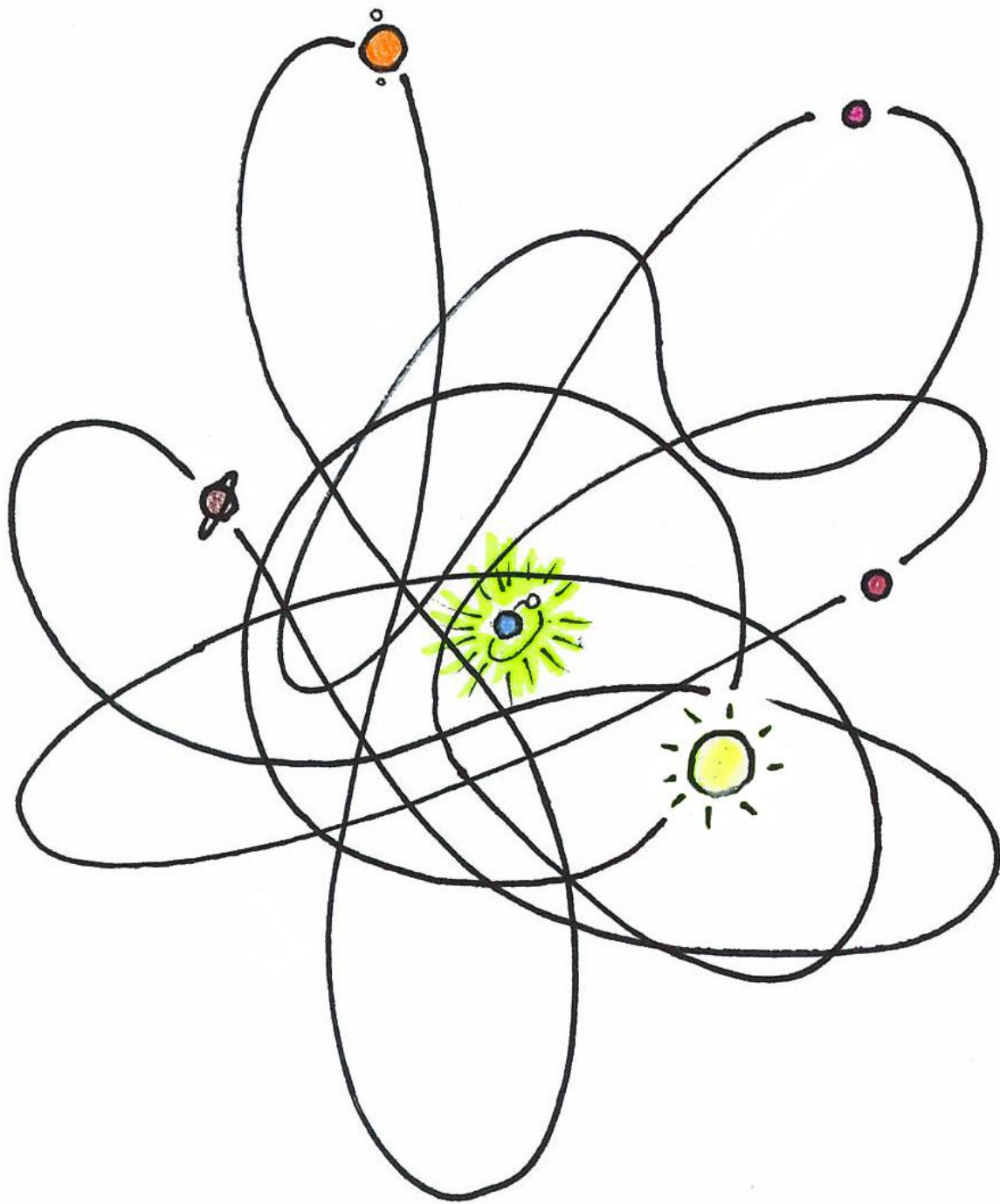
Courtesy of Ian Lockwood





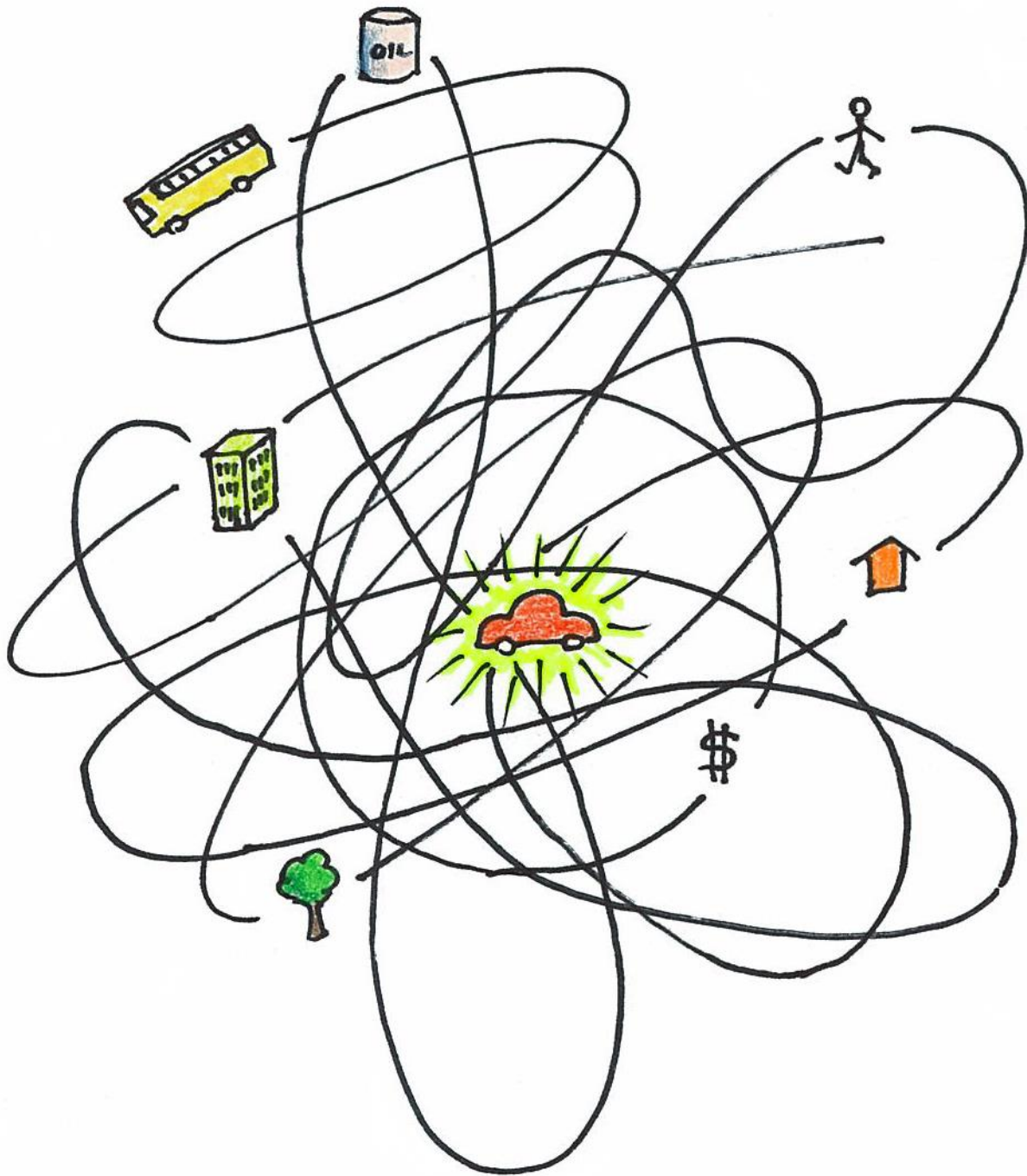
Courtesy of Ian Lockwood





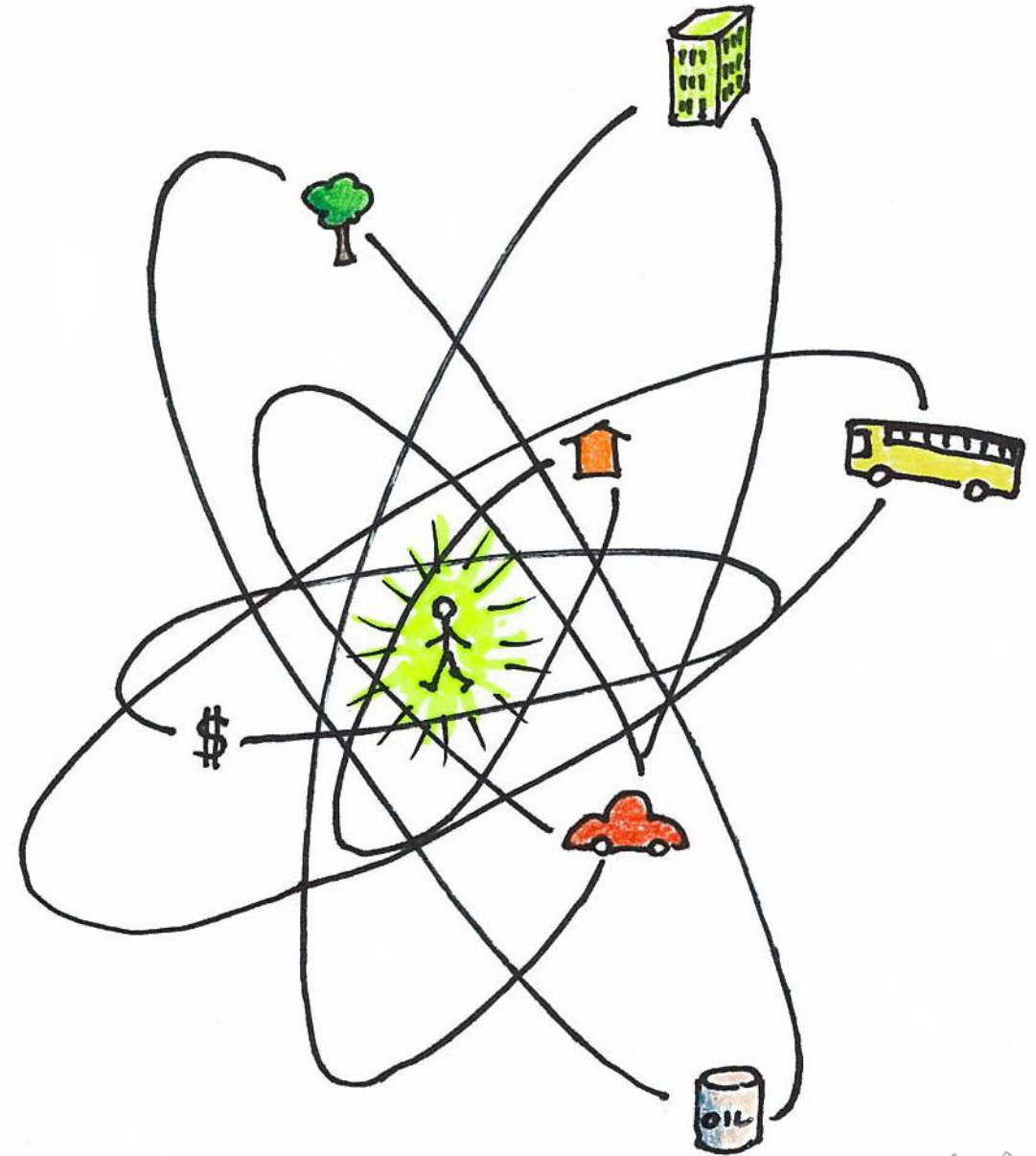
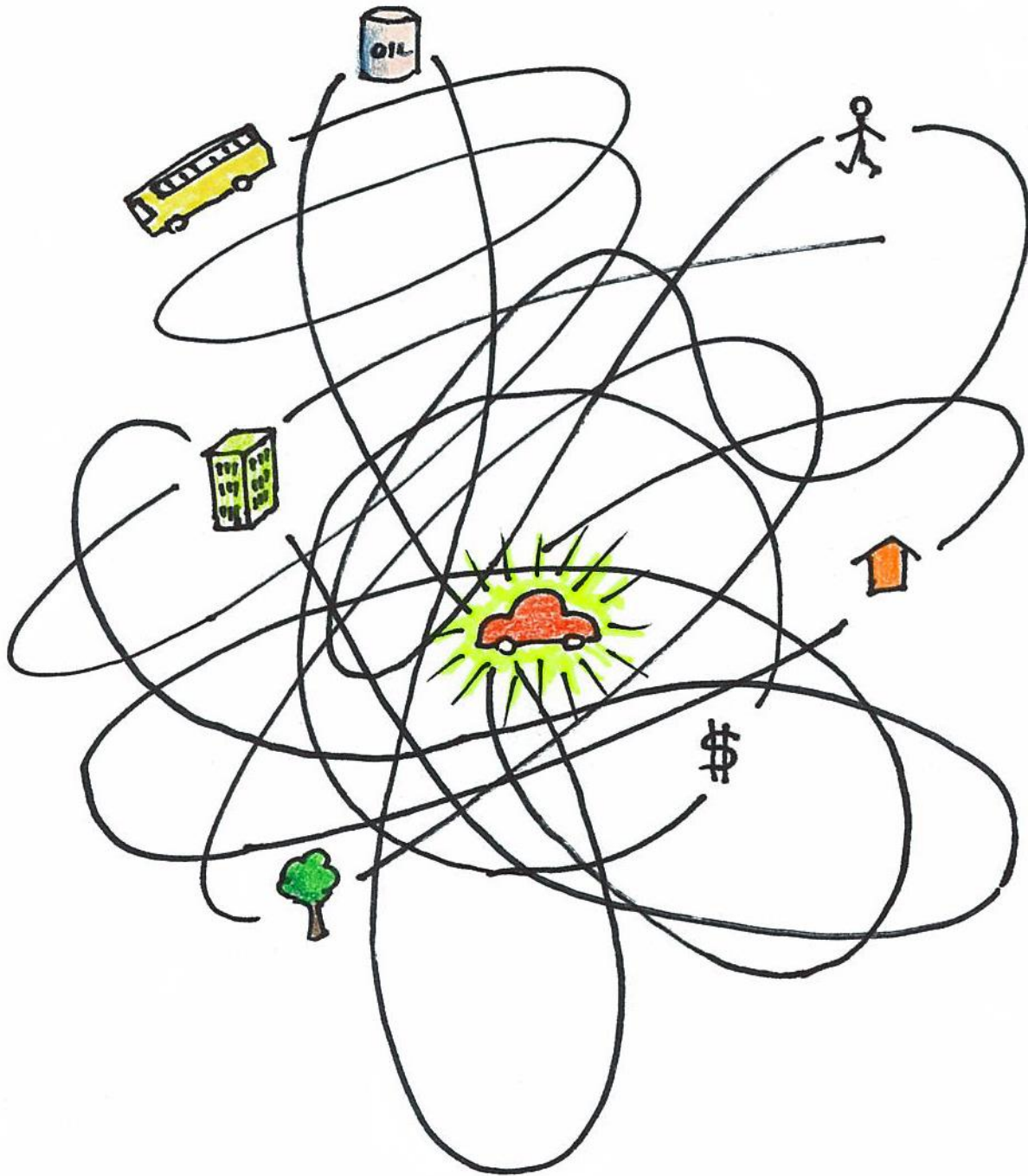
Courtesy of Ian Lockwood





Courtesy of Ian Lockwood





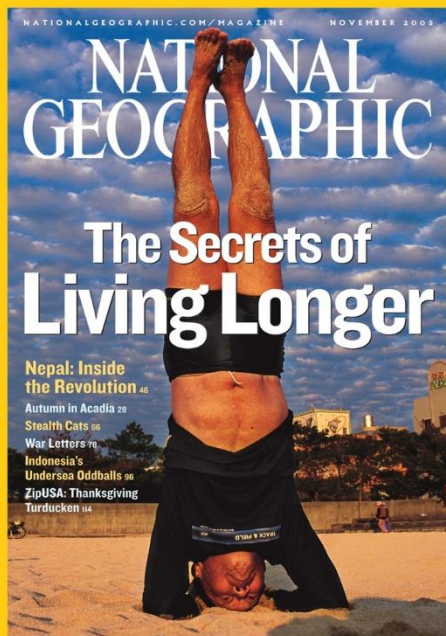
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HEALTHY PEOPLE,
HEALTHY COMMUNITIES





Dan Buettner wrote the 3rd most read article in National Geographic history, on health and longevity

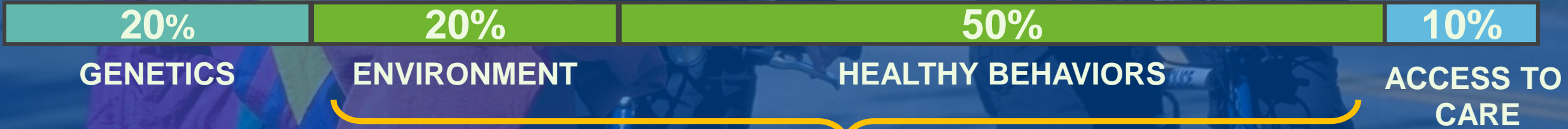


The Original Blue Zones





What Determines Our Health?



BLUE ZONES PROJECT



We Shape Our Cities and Our Cities Shape Us



Community infrastructure like **trails, roads, sidewalks, bike lanes, parks** and other **public spaces** affects our ability to move naturally, connect socially, and access daily doings.



Ten Keys to Walkability



- Life radius and Walk Shed
- Street Connectivity
- Street design and target speed
- Trails and complete streets
- The right mix and scale
- Compact urban form
- Locational efficiency
- Model projects
- Champions and leaders
- Effective public engagement



CENTRAL LONDON

B London Map

Key

Green open space

Red open space

Blue open space

Orange open space

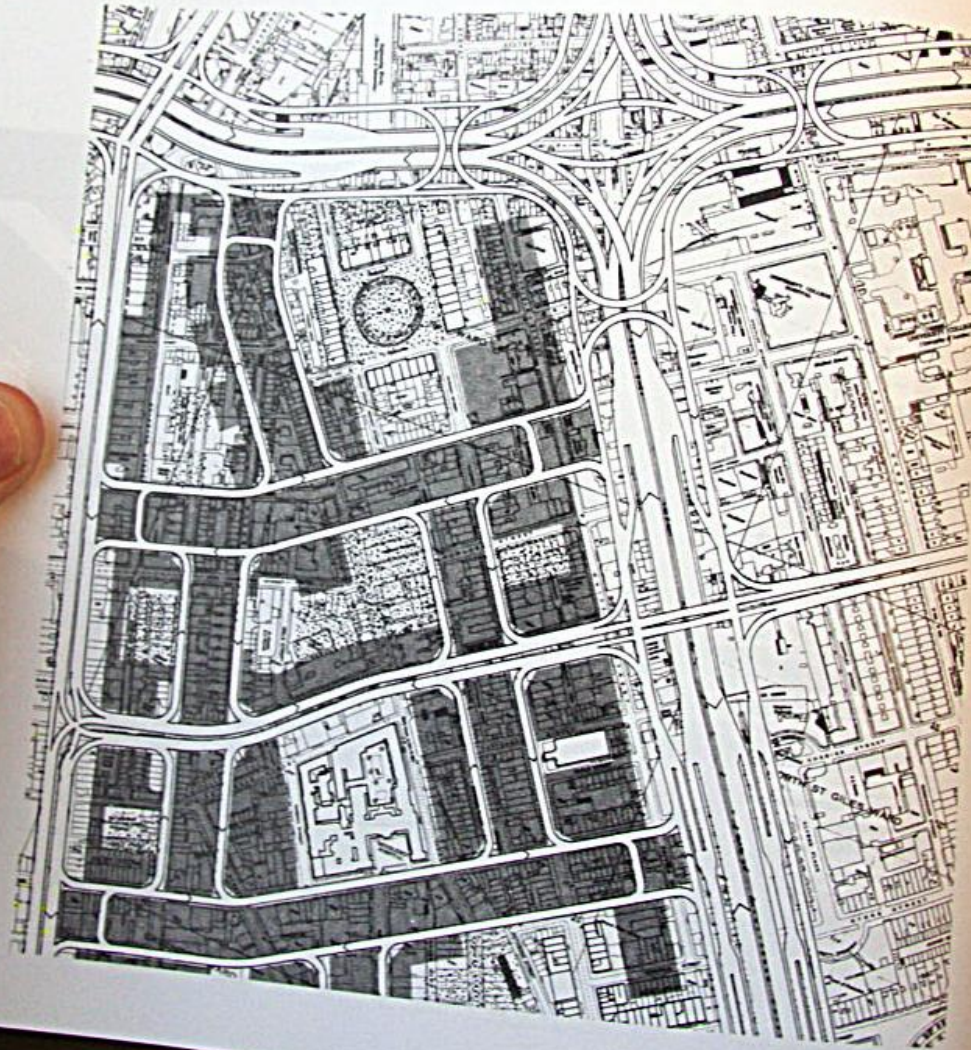
Yellow open space

White open space

Grey open space

Black open space

Scale 0 mile 0 km



questioned by radical ur-

the lifeblood of cities rat-

Christopher Alexander, v

But, in the vision p

Court Road as an urban

bury to the east would

lar precincts. Shops wo

passing trade. Buses v

tributor level. The fami

stop, and the pub on th

on the corner, since ne

visibility requirements

banned on traffic flow

'streets': just a series

The vision was me

It expressed principles

road layout, not only

a snapshot of an unfo

modern road planning

routes and buildings.

The cataclysm of Mo

Over the course of hi

the main streets: they

trading, hawking, busk

thing, there seemed t

vital streets and the m

1.1 • Inner London transformed. In this illustration from *Traffic in Towns*, the north-south commercial street Tottenham Court Road is replaced by a multi-lane motorway, severing the Fitzrovia district (west) from Bloomsbury (east).





Among other things Tottenham Court and Fitzrovia gave birth to or inspired:

- Karl Marx, Utilitarianism (*greatest happiness for the greatest number*)
- Vagabondism, John Wesley and the Methodist Church, birth control, Charles Dickens, Charles Darwin, George Bernard Shaw, Dylan Thomas, Desmond Morris, Picasso, Salvador Dali, Yates, Gertrude Stein, Whistler and Augustus John
- Anesthesiology, anti-slavery, the liberation of Venezuela, reformism, campaigns for women's rights, of course, Boy George also had roots or blossomed here.



Envision a Healthy People and Economy



- Recreation: exercise, play, discovery, adventure
- Transportation Access: school, work, errands, visiting, events
- Transportation Equity: starting with the bottom third of earners (service and essential workers come first)
- Health, wellness, fitness
- Tourism, economic development
- Social interaction, association, sharing
- Economic stability and sustainability
- Age-Friendly (never institutionalized)



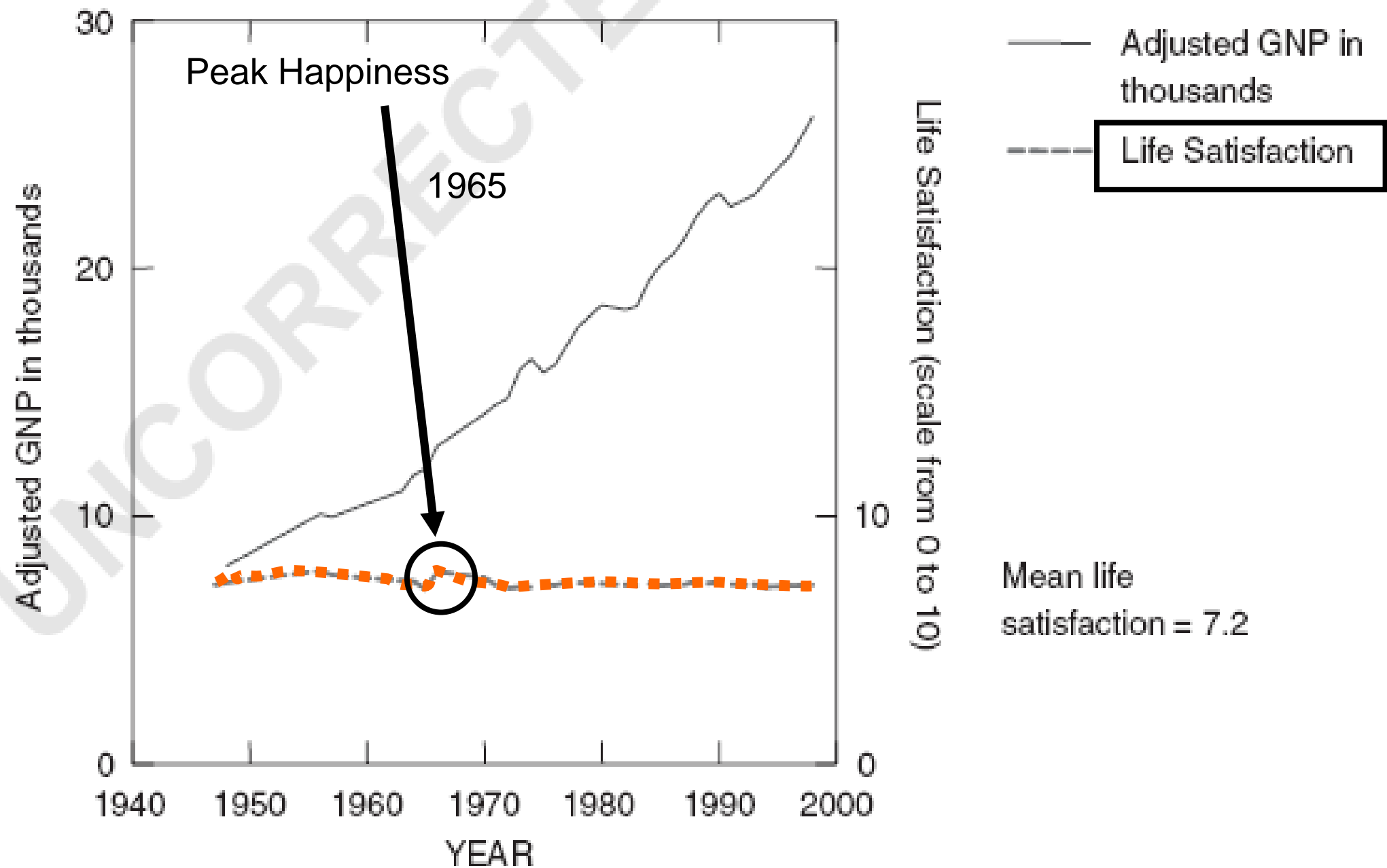


Fig. 1. U.S. gross national product (GNP) and mean life satisfaction from 1947 to 1998.





Bryant Park, New York City



The Life Radius Approach to Community-Building

- The more places that we have in or near our neighborhoods that we can walk or bike to, the lighter and healthier we become.
- What is your life radius?

LIFE RADIUS®

The area close to home where we spend 90 percent of our lives.

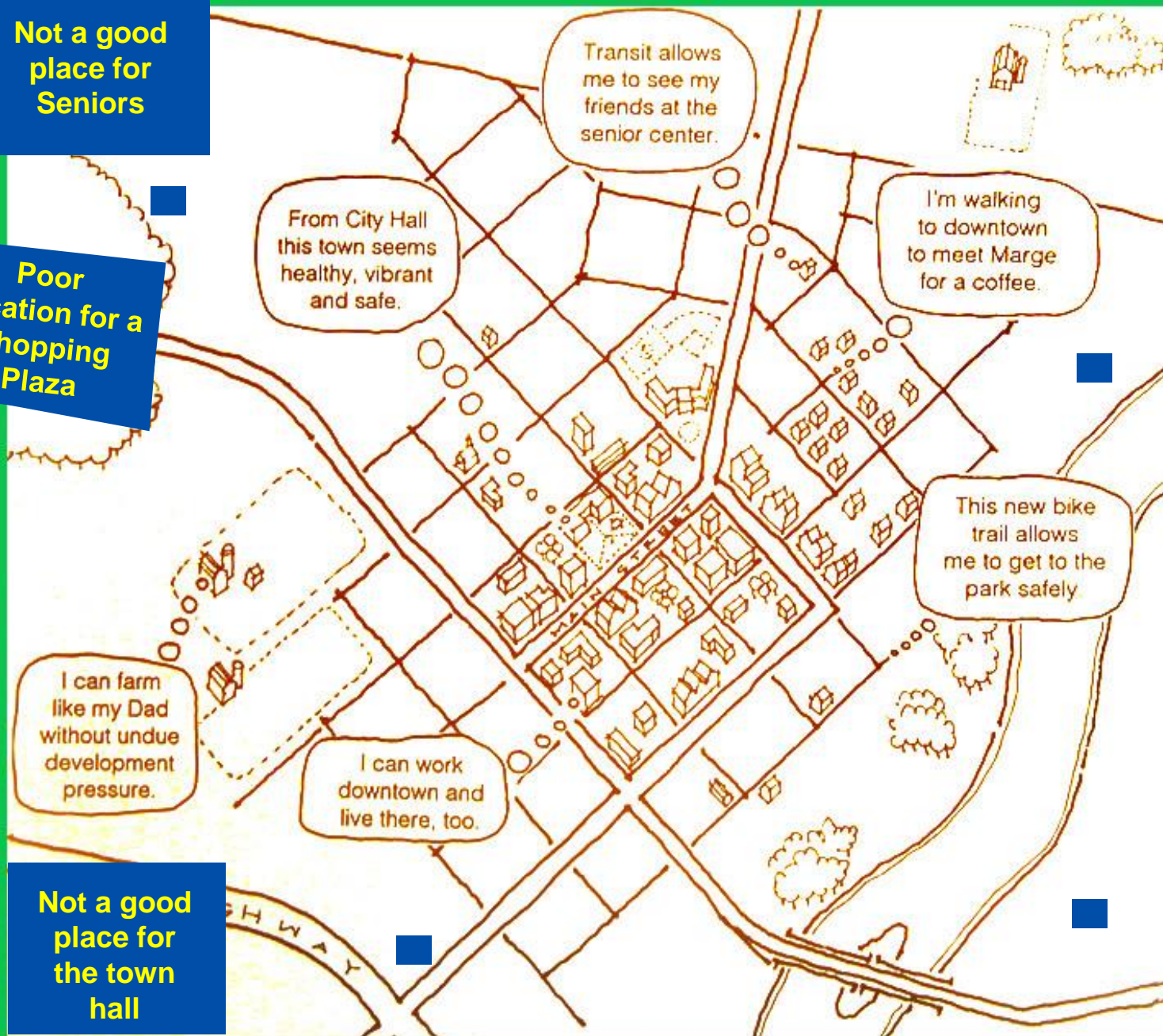




Not a good place for Seniors

Poor Location for a Shopping Plaza

Not a good place for the town hall



People and Nature Focused Design

Not a good place for people with disabilities

Not a good place for multi-family

Locational Efficiency

Buildings and transportation together account for about **70% of energy use in the United States** and about **62% of U.S. greenhouse gas emissions.**





Locational Efficiency

The most effective way to reduce energy consumption is to locate homes of all types in areas where household locations replace automobile use.



IS THIS A CITY?

Residential

Office

Retail

Retail

Residential

Tyson's Corner, VA



A CITY!

Office

Residential

Retail

Historic Architecture

Trees

Civic Statue

Sidewalks

Public Space

Washington, DC



Walkable Communities Make Economic and Environmental Sense



Walkable community designs **increase the developer's “Yield-per-Acre” up to 800%.** They are also healthier, more resilient and sustainable – a quadruple win.



TRANSPORTATION OPPORTUNITIES



A Balanced Future Transportation System

To be in balance with nature, to be economically viable, to provide for both individual and community health, **our future transportation investments MUST be for Essential Workers FIRST.**

“...In order to address climate change, social equity, and the COVID health and financial crises, we need more projects that put people first. And we need them fast.” - Jeff Tumlin

Providing for single occupant vehicle trips during peak hour is now an unaffordable luxury.







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