SIDEWALKS + BUILDINGS
Presented by Joseph Poirier

"Our Streets"

May 7, 2019

Starship robot Photo by Tom Warren / The Verge
SIDEWALKS + BUILDINGS

What are our values?
DRONE

A. Highest risk to pedestrians
B. Potential obstacles
C. Highest risk to bicyclists for drivers
D. Potential visual distraction
E. Simple purpose lane not efficient use of space
F. Takes away from pedestrian space

ROBOT

A. Volume of robot traffic may create congestion
B. High speeds
C. Conflicts from different vehicle speeds
D. Conflicts from different vehicle speeds
E. Single purpose lane not efficient use of space
F. Takes away from pedestrian space

A. Sidewalks
B. Landscape buffer
C. Bike lane
D. Vehicle lane
E. Robot-only sidewalk
F. Robot-only vehicle lane
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DRONE

A. Highest risk to pedestrians
B. Potential obstacles
C. Highest risk to bicyclists for drivers
D. Potential visual distraction for other autonomous uses
E. Compatible with other autonomous uses
F. Single purpose lane not efficient use of space
G. Takes away from pedestrian space

A. Sidewalks
B. Landscape buffer
C. Bike lane
D. Vehicle lane
E. Autonomous transit lane
F. Robot-only sidewalk
G. Robot-only vehicle lane

ROBOT

A. Volume of robot traffic may create congestion
B. High number of barriers
C. Conflicts from different vehicle speeds
D. Conflicts from different autonomous uses
E. Compatible with other autonomous uses
F. Single purpose lane not efficient use of space
G. Takes away from pedestrian space
<table>
<thead>
<tr>
<th>Location</th>
<th>Universal accessibility</th>
<th>Personal safety</th>
<th>Maintained privacy</th>
<th>Low visual impact to public</th>
<th>Low visual impact to building occupant</th>
<th>Secure loading/unloading</th>
<th>Code adaptability</th>
<th>Weather protection</th>
<th>Accommodates drone support (e.g. battery)</th>
<th>Safety buffer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof</td>
<td><img src="Roof.png" alt="Roof" /></td>
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E Commerce and Our Streets

May 7, 2019

Location potentially supports/does not support:

- Universal accessibility
- Personal safety
- Maintained privacy
- Low visual impact to public
- Low visual impact to building occupant
- Secure loading/unloading
- Code adaptability
- Weather protection

- Alleyway
- Front Entrance (Outside)
- Amazon Locker/Hub (Inside)
- Hallway Directly Outside Unit/
THE EVOLUTION OF RETAIL.
# HOW IS NEIGHBORHOOD RETAIL CHANGING?

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>01 EXPERIENTIAL</strong></td>
<td><strong>02 SMALLER</strong></td>
</tr>
<tr>
<td>In competition with online retail, experience has become the de facto currency for physical retail stores.</td>
<td>Retail stores are dramatically shrinking with a focus on customization and the reduction on-site inventory.</td>
</tr>
</tbody>
</table>
EXPERIENTIAL.

Downtown Westminster
REGIONAL SHOPPING CENTER
» Single-use destination
» Auto-oriented
» Land-intensive

URBAN EXPERIENCE
» Integrated experience
» Walkable
» Complex, land efficient
SMALLER.
Palisades Village
THE GROVE
285,000 sq.ft.
44 stores
6,450 sq.ft. avg.
2,700 sq.ft. med.

625 sq.ft. smallest
19,279 sq.ft. largest
72,000 sq.ft. cinema

PALISADES VILLAGE
81,000 sq.ft.
47 stores
1,750 sq.ft. avg.
1,100 sq.ft. med.

377 sq.ft. smallest
4,436 sq.ft. largest
13,400 sq.ft. cinema
10,600 sq.ft. grocer

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Don’t forget to hit up the Swoosh text (424.277.6453) for what’s latest in store. This week: Lakers jerseys, Peg Turbo, and more. #nikebymelrose

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tomkadota @patri07_ text up Nike!!
kellylawson4 @johnsrunning @hannahminardi lookin good 😊
ruby_reclips Pretty cool 😊 @agdnly @hannahminardi
eazeetho @youngcorey I see ya bro
italianmamba26 Okay!!! @johnsrunning
thomaslydall @miss_glis
s2kionheart @kreativethought @jerilene

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AUGUST 5, 2018

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**BIG-BOX STORE**

» Auto-convenient
» Generic environment
» Transactional

**BRAND STORE**

» Integrated location
» High-fidelity experience
» Unique
» Immersion
SHIFTING (NEIGHBORHOOD) RETAIL LANDSCAPE

Walkable/City Fabric

Brand Store

Local Eatery

Park Once/Mixed-Use(ish)

Big Box

Lifestyle-Center

Regional Mall

Large-Format/Single-Use

Convenience/Drive-Thru

Drive-thru

Delivery/E-Commerce

E-Commerce

Delivery
LAND-USE IMPLICATIONS

01
How do we respond to shrinking brick and mortar stores?
How does it impact the urban ground floor?

02
How do we respond to “no-transaction” retail?
How do retail outlets where people don’t by affect municipal finances?

03
How will the Whole Foods model change our neighborhoods?
Will we allow retail outlets to become last-mile distribution centers?

04
What do we do with single-use districts and dead malls?

05
How do we mitigate the negative effects of concentration?
How do we approach neighborhoods that become “incomplete?”