



Cores, Centers, and Corridors Bibliography

A. Cores as a whole, major sources

American Society of Planning Officials (ASPO), *Central Business District Goals*, Planning Advisory Service, Information Report No. 125, August, 1959.

Barton-Aschman Associates Inc, *Guidelines For New Systems of Transportation: Volume I, Needs and Potentials*, U. S. Department of Housing and Urban Development, May 1968. A goal of this work was to define land use patterns and relationships that would reduce travel and help make transportation systems work better.

Chicago Central Area Committee, *Goals for the Chicago Central Area*. This is the second version of an earlier report by the Committee on this subject, which was revised to some extent to reflect work done in Minneapolis.

City of Phoenix, *Phoenix Urban Village Model*, General Plan for Phoenix, 1985-2000, Planning Department, 9-21-1994. This is an update of the model which was originally developed in the 1950's.

Garvin, Alexander, *The American City: What Works, What Doesn't*, McGraw-Hill, 1996. This is a major and comprehensive overview of city and regional planning written from a design perspective, but with strong attention to aspects of implementation. Chapters particularly relevant include Palaces for People, Shopping Centers, Planning for Pedestrians, New Towns-in-Town and New Towns-in-the-Country.

Gruen, Victor, *Centers for the Urban Environment*, Van Nostrand Reinhold, 1973. This is a major work (following on Gruen's earlier *Shopping Towns USA, 1950*) in which he looks at experience with shopping center building over the previous 20 years and find much to find fault with. In this work he calls for much more attention to building multi-purpose centers as opposed to what he refers to as "unifunctional" centers, of which he is very critical.

Subject Key

- A - Cores as a whole; major sources.
- B - Cores as a whole; papers and articles
- C - Particular or special aspects of cores
- D - Related to or supportive of cores
- E - Related to specific locations

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Halprin, Kenneth, *Downtown USA*, Whitney Library of Design, 1978. This book provides an overview of experience, concepts and results in implementation of plans in downtowns of nine American cities: New York City, Chicago, Philadelphia, Houston, Washington D. C., San Francisco, Boston, Atlanta and Minneapolis. Halprin offers much information about the use of zoning in most of these cities and the results of the various approaches taken.

Mead, Margaret, "*Values for Urban Living*." THE ANNALS. November, 1957

Meier, Richard L., *A Communications Theory of Urban Growth*," The Joint Center for Urban Studies of the Massachusetts Institute of Technology and Harvard University. THE MIT PRESS, 1962

Mumford, Lewis, *The Culture of Cities*, Harcourt Brace, 1938. A seminal work; one of a number written by Mumford dealing with towns, cities and the cultures and technology that shape our lives and environment.

Schneider, Jerry B., *Transit and the Polycentric City*, Urban Transportation Program, Departments of Civil Engineering and Urban Planning, University of Washington, Seattle, 1981. This is one of the most important sources of research about cores.

Toth, Martin E., *Voices from the Past, Visions for the Future*, A Modern Assessment of Harry F. Chaddick's 18 Essential Planning Ideas for Chicago, The Chaddick Institute, 2000. Describes Harry Chaddick's proposal that areas of mixed and high intensity land use be subject to more careful and intensive planning, including a number of such areas in Chicago.

Urban Land Institute, *Downtown Development Handbook*, Executive Group, Urban Development/Mixed Use Council, Washington D. C., 1980.

Urban Land Institute, Booth, Geoffrey et al, *Transforming Suburban Business Districts*, 2001. This major new book by the ULI focuses attention on the need to do a better job of planning mixed-use centers and to initiate programs to revitalize many older centers that do not currently conform to sound principles for mixed-use development.

B. Cores as a whole, papers and articles

Brudeur, Mark, *Ten Tips for Designing a Consumer Friendly Downtown*, American Planning Association, PLANNING, April 2003. Comments and advice on many aspects of the detailed design of downtown environments from medians and lighting to sidewalk design and signage are covered in this paper.

Downs, Anthony, *The Future of Our Downtowns*, Presentation at the 21st Annual Conference of the International Downtown Executive Exchange, undated.

Engelen, Rodney E., *An Essential Need To Improve Business Districts and Community Centers*, CHICAGOLAND DEVELOPMENT, Chicago Association of Commerce and Industry, date ?

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Engelen, Rodney E., *Goals and Opportunities for the Chicago Central Area*, CHICAGOLAND DEVELOPMENT, pages 2-7. Published by the Chicago Association of Commerce and Industry, April 1977

Engelen, Rodney E., *New Institutions for Joint Development*, Presented at the July 1974 ASCE/EIC/RTAC Joint Transportation Meeting, at Montreal, Quebec Canada and subsequently published in the Journal of the Urban Planning and Development Division, PROCEEDINGS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS, Vol. 101, No. UPI, May 1975. The Society gave this paper the society's Arthur M. Wellington Award.

Engelen, Rodney E., *Planning and Urban Design Issues in Joint Development*, 8-17-73, undated, unpublished.

Engelen, Rodney E., *The Future of Business Districts*, Presented at the Chicago Assn. Of Commerce and Industry Seminar on Retail Development in the 1980's, 11/30/78.

Engelen, Rodney E., *Transportation/Land Use Interrelationships*, Presented at the NAHRO Downtown-Town Centers Conference, Cincinnati, Ohio, May, 1972. (This paper might be misnamed. It presents justification for and history of modern downtown planning. Included are a critique of much that had been done up to that time as well as suggestions for changes in the approach and strategy of downtown and center planning.)

Engelen, Rodney E., *What is the Future of Downtown Retailing in Middle America?*, URBAN LAND, October, 1979, published by the Urban Land Institute.

Engelen, Rodney E.: *Now or Never for Small City Downtowns*, the GUARANTOR, Chicago Title and Trust Co. May/June, 1981.

Goldfield, David R., *Planning and the Usable Past: Recreating Modern Minneapolis*, undated.

Goldsteen, Joel. B., *What Fills an Office Building? Its Neighborhood or Its Design?* Urban Land Institute, URBAN LAND, April, 1989. Provides detailed quantitative analysis of the impacts of various factors on office building occupancy rates, including proximity to non-office land uses. Minneapolis, City of, Planning Commission, *Goals for Central Minneapolis, Its Function and Design*, Minneapolis, 1959. This is one of the first reports to deal primarily with goals and principles. It was based partly on work being done by the Chicago Central Area Committee. Minneapolis, City of, Planning Department, *Minneapolis Metro Center, Planning Principles*, August 1979. This report was prepared as part of the update of the goals and plans originally developed in 1959. It deals with principles in more detail than the earlier work. However, it reaffirms most of the earlier goals.

San Francisco, Greenbelt Alliance: *Reviving the Sustainable Metropolis*, 116 New Montgomery, Suite 640, San Francisco, CA, 94195

Savoye, Craig, *Vanilla Suburbs Seek an Identity*, CHRISTIAN SCIENCE MONITOR, December, 30, 1999.

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Stuart, Darwin G., *Strengthening Urban and Suburban Activity Centers*, Upper Midwest Conference of the American Planning Association, September, 1983.

C. Particular or special aspects of cores

American Planning Association, *Destination 2030: A Transportation Plan for the Central Puget Sound Region*, PLANNING, March, 2003. This plan received a 2003 APA Award for Outstanding Planning. This plan coordinates transportation investments to its multi-centered land use plan showing one way of achieving better coordination between transportation and land use.

Aschman, Frederick T., *Commentary on Nicollet Mall*, unpublished, about 1961. This provides commentary on the purposes that the Nicollet Mall (and possibly other malls) was designed to achieve.

Aschman, Frederick T., *Nicollet Mall*, Civic Cooperation to Preserve Downtown's Vitality, published in the PLANNER'S NOTEBOOK, Vol. 1, no. 6, September 1971. Outlines the history of the planning of the mall, including public and business participation, goals and lessons learned.

Barton-Aschman Associates Inc., *Auto-Free Zones: A Methodology for Their Planning and Implementation*, prepared for the U. S. Department of Transportation, July 1972.

Barton-Aschman Associates, Inc. *Feasibility Analysis and Plan for a Second-Level Walkway System in Downtown Rochester, New York*, prepared for the City of Rochester, July 1982. This report includes material from a series of such reports and studies of second-level walkways to include reviews of experience in the planning, design and building of such walkways and shows how this experience can be applied in Rochester, N. Y.

Black, J. Thomas, O'Connell, Donal, and Morina, Michael: *Downtown Office Growth and the Role of Public Transit*, Urban Land Institute, Washington D. C.. Undated.

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CAMIROS: The Continuing Evolution of Development Controls and Trends in Commercial Place Making, CAMIROS NEWSLETTER #25, undated, Camiros Ltd., 411 S. Wells, Chicago IL, 60607 <http://www.camiros.com/>.

Houston, Lawrence O. Jr., *Nine Minutes to Retail*, Urban Land Institute, URBAN LAND, December 1989. Houston's paper concentrates on illustrating and defining the importance of the proximity of office and retail activity in support of each other. (See also "Goldsteen, *What Fills and Office Building? Its Neighborhood or Design?*, above.)

Hughes, Ken, *Ten Ways to Get Back to the Plaza*, American Planning Association, PLANNING, December 2002. Some historical as well as more contemporary rules for the planning, design and management of public plazas.

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McGean, Tom, *Internal Circulation Position Paper for Workshop on Transportation Requirements for Urban Activity Centers*, 9/27/1984. For the TRB Workshop on Transportation Requirements for Urban Activity Centers, September, 1984. Good review of technology alternatives for moving people in such activity centers.

Podolske, Richard C., and Heglund, C. Todd, *Skyways in Minneapolis and St. Paul, Prototypes for the Nations?*, published in URBAN LAND, September 1976, Urban Land Institute. Provides good descriptions of systems and their benefits and impacts in the Twin Cities with comparisons with others around the U. S.

Quay, Ray, *Infill Strategies*, City of Phoenix, Unpublished memo, City of Phoenix, 1990. Discusses the need for and ways to achieve infill in underdeveloped parts of a city.

Regional Plan Association: *The Use of Automobiles*, REGIONAL PLAN NEWS, August, 1981. Discusses factors that affect auto use in important ways including densities and patterns of development. It suggests several land use policies that would reduce auto travel. These include adding housing within and close to cores and downtowns.

Regional Plan Association: *Where Transit Works, Urban Densities for Public Transportation*, REGIONAL PLAN NEWS, August 1976. Describes densities required to support various levels of transit and evaluates the impact of various actions, including land use policies, on transit usage. It deals with the effects of clustering space in independent locations or adding that space to downtowns, etc.

Stuart, Darwin G. *Transportation-Energy Characteristics of Major Activity Centers*, Stuart, Darwin G., *Internal Circulation Within Major Activity Centers: Issues and Problems*, Transportation Research Board Workshop on Transportation Requirements for Urban Activity Centers, Scottsdale AZ, September, 1984.

D. Related to or supportive of cores

American Planning Association, Meck, Stuart, editor, *Growing Smart Legislative Guidebook: Model Statutes for Planning and the Management of Change*, American Planning Association, 1992.

American Planning Association, *Planning for Smart Growth, State of the States*, 2002.

American Planning Association: *Cedar Riverside, Was it dealt a final blow last month?*, PRACTICING PLANNER, Vol. 6, No. 2, April, 1976. American Institute of Planners.

Barton-Aschman Associates, Inc., City Of: *Needs and Opportunities for Joint Development*, City of Chicago, August 1963. Reports results of study which describes and identifies opportunities and principles for coordination of renewal and transportation investments in Chicago, most of which relate to transit stations, business centers and commercial centers and corridors.

Cores, Centers, and Corridors Bibliography

Braun, Richard P., *Integrating Land Use and Transportation Planning in Rebuilding our Nation's Central Cities: An Examination of Cedar-Riverside in Minneapolis*, Presented at the TRB Annual Meeting, Washington D. C., January 14, 1975. This paper analyzes plans and proposals for the Cedar Riverside New Town lying adjacent to and between the University of Minnesota and Downtown Minneapolis, with special emphasis on transportation. Only partially completed, this project would have given major support to both the University and Downtown Minneapolis.

Calthorp, Peter, *The Urban Network: A Radical Proposal*, American Planning Association, PLANNING, May, 2002. A proposal for a new concept of street planning in neighborhoods that would emphasize town and neighborhood cores.

Calthorpe, Peter, *The Next American Metropolis*, Ecology, Community and the American Dream, Princeton Architectural Press, 1993. Shows examples and provides principles for the planning of a number of features of urban areas, including cores, transit station and mixed-use areas from a "new urbanism" perspective.

Campaign for Sensible Growth, *Sensible Growth in Illinois*, Tools for Communities, December 1999. Although not specifically mentioning cores or downtowns as focal points for public policy and action, many of the recommendations in this report would strengthen the ability of cities to support cores.

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Chicago, Metropolitan Planning Council, *Changing Faces*, New Trends in Reinventing Communities, April 2000. 25 E. Washington Street, Suite 1600, Chicago IL 60602. Reviews actions in revitalizing cores and centers in the Chicago area

Downs, Anthony, *What Does Smart Growth Really Mean?*, American Planning Association, PLANNING MAGAZINE, April, 2001. An excellent analysis of goals and concepts of some fourteen elements of "smart growth" up to 2001 and provides a basis for comparing a "cores strategy" to those of "smart growth."

Engelen, Rodney E. *The Office Building Boom: The Growing Importance of Planning and Design*, unpublished, undated (1980's)

Engelen, Rodney E., and Stuart, Darwin G., *The Potential for New-Towns In-Town: American Experience in Two Cities*, delivered at the PTRC Summer Annual Meeting, University of Warwick, July, 1979

Engelen, Rodney E., *Building a Transit-Oriented City, The Land Use Chicken and the Transit Egg*, published by the MINNEAPOLIS STAR AND TRIBUNE, January 24 1984. It was stimulated by an earlier article published by Curt Johnson that dwelt on the difficulty and apparent futility of

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building a transit system in the Twin Cities. The response argued that by coordinating land development and transit effective transit can be built in stages.

Engelen, Rodney E., *Cedar Riverside: Was it dealt a final blow last month?*, American Institute of Planners, PRACTICING PLANNER, April 1976. Provides a review of planning for the new town of Cedar Riverside and a description of events leading to the court decision finding it's environmental impact statement inadequate and lessons for the future.

Engelen, Rodney E., *Downtown Mixed-Use: Problems and Prospects*, CENTER CITY REPORT, International Downtown Executives Association, August 1982. Provides a brief history of the concept of mixed-use and outlines a few key elements of a program to encourage mixed-use development.

Engelen, Rodney E., *Making New Towns-In Town Work*, CHICAGOLAND DEVELOPMENT, July, 1975

Engelen, Rodney E., *Meeting the Pedestrian Access Needs of Tall Buildings*, presented to the Conference on Tall Buildings. This paper presents data on the generation of pedestrian movement from tall (large) buildings and suggests ways in which systems might be provided to meet the needs of such movement.

Frank, Lawrence D. and Engleke, Peter, *How Land Use and Transportation Systems Impact Public Health*, Centers of Disease Control , 2002. One of a series of work papers produced by the Center for Disease Control exploring relationships between health and the built environment, including especially urban environments. One of its principal findings is that many health problems have their roots in the way cities are being built to discourage or not allow pedestrian movement and the exercise such movement would provide.

Glazer, Nathan and Lilla, Mark, *The Public Face of Architecture: Civic Culture and Public Spaces*, The Free Press, 1987. Provides material on this subject with readings from twenty nine authors. It deals with a wide range of topics of importance to downtowns and cores from Medieval (Mumford), Streets (Jackson), Public Buildings (Lyndon), Subways (Glazer) and Social Life (White) to Shopping Centers (Harris).

Homsy, George, *Making Great Strips Happen*, American Planning Association, PLANNING, December 2002. One approach to corridor revitalization.

Institute of Transportation and Traffic Engineering, *Proceedings of the Pedestrian/Bicycle Planning and Design Seminar*, San Francisco, 1972, University of California, Berkeley, CA.

Kostof, Spiro, *The City Shaped*, Urban Patterns and Meanings Through History, Little, Brown and Company, 1991. Provides excellent illustrations and descriptions of historical city forms.

Maricopa Association of Governments, *Pedestrian Area Policies and Design Guidelines*, September 1995. Provides a wide range of examples and suggested guidelines for improving pedestrian movement especially in and around activity centers.

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Millard-Ball, Adam and Tumlin, Jeffrey, *How To Make Transit-Oriented Development Work*, American Planning Association, PLANNING, May 2003. This article takes a critical look at Transit-Oriented-Development (TOD) as practiced to date and makes suggestions for how to make it more successful.

Millard-Ball, Adam, *Putting on Their Parking Caps*, American Planning Association, PLANNING, April, 2002. An article that states the case for limiting parking in new developments to discourage excess use of autos in neighborhoods and in commercial areas, and reduces the amounts of land devoted to the auto.

Minneapolis, Citizens League, *Transit: Redirect Priorities Toward a Small-Vehicle System and Shorter Trips*, Minneapolis, January 21, 1974. This report makes a strong case for giving priority to the development of special transportation systems within and immediately around downtowns and similar concentrations of development in preference to emphasis on city-wide or regional systems.

Naftalin, Arthur and Brandl, John, *The Twin Cities Regional Strategy*, Metropolitan Council of the Twin Cities Area, November 1980. This report explains the process by which regional policies for the Twin Cities were developed including proposals for concentration of investments in the two major cities of the region, a system of "metropolitan centers," and in a number of "free standing growth centers," located in outlying areas. The Regional Strategy is supported by a "Development Framework," which is predominantly physical, and an "Investment Framework."

New York Regional Plan Association, *Where Transit Works: Urban Densities for Public Transportation*, REGIONAL PLAN NEWS, August 1976. Identifies and discusses the relationships between densities of development and the feasibility and utility of providing public transportation of various densities and technologies.

New York, Regional Plan Association (of New York), *Where Transit Works, Urban Densities for Public Transportation*, August 1976. Later published in revised form by the Indiana University Press in 1977 under title of *Public Transportation and Land Use Policy*. Includes highly relevant data on effects on transit usage from different relationships of residential to commercial development and different residential densities.

Phoenix Community Alliance, *2003-2004, Strategic Plan*, 2002, Reports both 2002 accomplishments as well as goals for 2003 and 2004. A good example of planning for continuing management.

Pierce, Neal R., *Citistates How Urban America Can Prosper in a Competitive World*, Neal R. Pierce, 1993. Discusses the regional context of downtowns and core building, providing information on efforts to improve and plan them in several regions.

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Potter, Dr. Stephen, *The Transportation-Land Use Dilemma*, A case study of attempts in the British New Towns to resolve the conflicting land use-transportation requirements of different transport modes and political influence of such experience. This report highlights the results from developing several new towns (and their cores) with different transportation plans in terms of costs, convenience and usage of the different modes.

Pushkarev, Boris S., and Zupan, Jeffrey, M., *Public Transportation and Land Use Policy*, A Regional Plan Association Book, Indiana University Press, 1977. Provides extensive information on the conditions under which transit can profitably operate in relation to patterns and densities of development, technologies, region, etc. Much of this information is relevant to planning for cores and systems of cores.

Roddin, Marc. F., *A Manual to Determine Benefits of Separating Pedestrians and Vehicles*, Published as TRB, NCHRP PROGRAM REPORT 240, November, 1981.

San Diego, Metropolitan Transit Board, *Streets for People and Transit: A Review of Experience in other Centre Cities*. March, 1978. An excellent description and comparison of many transit and pedestrian malls throughout the U. S. including a bibliography on this subject.

Schmid, Thomas L., and Killingsworth, Richard E., *ACES Active Community Environments Initiative Work Paper*, Centers for Disease Control, Atlanta, 2002. One of a series of work papers produced by the Center for Disease Control exploring relationships between health and the built environment, including especially urban environments. One of its principal findings is that many health problems have their roots in the way cities are being built to discourage or not allow pedestrian movement and the exercise such movement would provide.

Steele, Kathy, *Dying Malls May Enjoy a Residential Transformation*, CHICAGO TRIBUNE, Saturday, December 7, 2002

Transportation Research Board, *A Manual to Determine Benefits of Separating Pedestrians and Vehicles*, HIGHWAY RESEARCH PROGRAM REPORT 240, November 1981., Pages 12-17, Evaluation of pedestrian transportation.

U. S. DOT: Federal Highway Administration: *Transportation Energy Conservation Through Land Use Planning*, June, 1982, Washington D. C. 20590.

E. Related to specific locations

Barton Aschman Associates, Inc., *Central Communities Study*, July 1970. A series of work papers leading to the revision of Chicago's Central Area Plan:

Memorandum Report, Status Report and Summary: Commercial Land-Use Policies and Locational Principles: This report recommends the location of higher-density mixed-use development where transit service is available and near other strong amenities.

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People-Mover Systems: This report provides a rationale for giving more emphasis to improving movement of people in and around the central area of Chicago by means other than auto or heavy rail. It also general diagram plans of where such service should be considered.

Special Identity Streets: This report points out benefits to be achieved from creating a system of "identity" streets for special design and treatment and suggests a number of streets to be considered for inclusion of this system. Some streets have been given the attention suggested in this report with significant success.

New Communities: This report advocates a policy of using "new-town-in-town" concepts and principles in the planning of selected areas around downtown Chicago, especially those highly appropriate areas adjacent to the Chicago River. Immense amounts of development have been attracted to these areas in the thirty years since this report was written. Few overall principles or concepts have been applied to this growth.

Transportation Policies and System Plans: This report dealt with parking as well as streets, highways and transit. Special attention was given to coordination with land use.

Barton-Aschman Associates, Inc., *Guidelines for Growth in Central New Orleans*, Recommendations for the General Plan, The New Orleans Central Area Committee, May 1965.

Barton-Aschman Associates, Inc: *Urban Design Study, Huron Center Redevelopment Area* (Ohio), November 1967. This study recommends the joint redevelopment of downtown Huron, Ohio, with the development of a new "Harbor of Refuge" for Lake Erie by the State of Ohio. This plan was successfully implemented.

City Of Minneapolis, Planning Department, *Pedestrian Facilities for Central Minneapolis*, November 5, 1959. This report contains a discussion of alternate ways of improving facilities for pedestrians in downtown Minneapolis, including pro and con analyses. Many features advocated by this report have been implemented, especially second level walkways.

Engelen, Rodney E., *Public Private Partnerships for Urban Development*, CHICAGOLAND DEVELOPMENT, Chicago Association of Commerce and Industry, April 1979. Describes types of partnerships as several levels and why they are important.

Environmental Law and Policy Center, *Visions, Choosing a Future for Growing Communities*, Chicago Regional Environmental Planning Project, undated. Recommends planning to encourage mixed-use developments in growth areas and related policies for transportation, flood plains and existing communities.

Guilfoil, John, *Downtown Arlington Heights* (Illinois), American Planning Association, PLANNING, March 2001. A description of efforts to revitalize Downtown Arlington Heights for which the city received an award from the APA.

Heglund, C. Todd and Podolske, Richard C., *Skyways in Minneapolis/St. Paul: Prototypes for the Nation?*, Urban Land Institute, URBAN LAND, September 1976. This report was based primarily

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on work done in Minneapolis and St. Paul by Barton-Aschman Associates, Inc, and reported on earlier by Heglund and Podolske.

Heglund, Todd C., The Des Moines Skywalk System, delivered at the American Society of Civil Engineers convention, October 27-31, 1980. ASCE Preprint 80-557. A description of planning for a system in Des Moines, Iowa, and of factors used in justifying the system and standards and concepts for its development. (See also Barton-Aschman, *Feasibility Analysis and Plan for*

Second Level Walkway System in Downtown Rochester (NY), City of Rochester, NY, February 1983. This was the last of a series of studies of this type prepared by Barton-Aschman Associates and contains much generic information on standards, principals, etc., developed through this work.)

Lemberg, Kai, *Pedestrian Streets and other Motor Vehicle Traffic Constraints in Central Copenhagen*, presented at the OECD Environment Directorate, May 1971, revised 1973.. This describes the extensive planning for pedestrian environments in Copenhagen leading to their major improvement.

McMahon, Kathleen and Cahill, Andrew, *Get Wired or Get Left Behind*, Telecommunications planning is the key to economic health, American Planning Association, PLANNING, July, 2003. A discussion of the value of good telecommunications technology in promoting economic development especially in a core. Downtown Seattle is used as a case study.

Minneapolis :Planning Commission: *FIRST REPORT ON THE CENTRAL MINNEAPOLIS PLAN*, publication 113, City of Minneapolis Planning Commission, December 1959. Original draft plan for downtown Minneapolis, one of the earliest plans for a major U. S. downtown.

Minneapolis, Planning Commission: *Zoning Brief*, Zoning Series No. 5, Possible Adjustments in the proposed B1 (Office-Residence) District, City of Minneapolis Planning Commission, March 28, 1960 Explains innovative zoning designed to encourage preservation and balance in the transformation of an area of fine old homes in Minneapolis to office and residential use.

Phoenix, City of, Ad Hoc Committee on Downtown, *Downtown Parking and Transportation Study*: Phoenix, Arizona, Spring 1986. This report contains excellent work by a citizen committee. It was not officially adopted by the city.

Phoenix, City of: *Phoenix 2015: Phoenix Futures Forum, Technical Supplement*, 1990. This report provides conclusions of a broad citizen effort to define goals and strategies for Phoenix including goals for the development of core-centered communities, villages and neighborhoods.

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PLANNING, May, 2001. Describes the plans of a developer who wants to use an old race track in Cherry Hill, New Jersey, to build a new “downtown” for the community.

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Syracuse, City of: *Central Syracuse, a General Neighborhood Renewal Plan*, Part 1, Development Policies and Objectives, Syracuse Urban Renewal Agency, October, 1964.

Toronto, City of, *Toronto Plan: The Future of Toronto, Overview Report*, June 2000.

U. S. House Committee on Banking, Finance and Urban Affairs: *Compact Cities: Energy Saving Strategies for the Eighties*, July, 1980. Includes discussions of factors leading to excess energy consumption and of policies (pro and con) to affect these. This provides much quantified information on energy and cost savings to be achieved through development at higher densities and in downtown-like clusters. It also provides information on existing and potential policies that could encourage building of compact cities.

Urban Land Institute, *Joint Development Handbook, Making the Real Estate-Transit Connection*, 1979, Deals with many of the broader issues of joint development as well as those related to transit. It is especially relevant to downtown, core and mixed-use areas.

Urban Land Institute, *Skyways in Minneapolis*, URBAN LAND, September 1975. An evaluation of the skyway system in Minneapolis as developed to that time including many observations and principles useful to others considering building skyways. Also includes results of cost-benefit relationships for skyways.

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