

Steve Coyle, AIA, LEED AP, CNU

Principal, Town-Green



Curriculum Vitae

Instructor

Harvard Graduate School of Design
Office of Executive Education
National Charrette Institute-
Planner Program

Registrations

Licensed Architect in Oregon, No. 3346; California license pending

Professional Memberships

National Council of Architectural Registration Board, Member
American Institute of Architects, Member.
Congress of New Urbanism, Member

Professional Endeavors

Town-Green, Principal
HDR/Town Planning, Principal
LCA Town Planning & Architecture, Principal
The National Charrette Institute, Co-Founder and Board Member

Honors and Awards

Grand Award - Best in the West - Gold Nugget Awards
- Fairview Village, Oregon

Governor's Livability Award 1998 - Fairview Village, Oregon

Governor's Livability Award 1999 - Village Weistoria, Oregon

APA Oregon - Special Achievement in Planning, Smart Development Code Handbook

Stephen Coyle, AIA, LEED AP, CNU has over 30 years of experience as an architect, urban designer, and public facilitator in a wide range of public and private projects around the nation. His specialty is managing and planning new and redeveloping transit-oriented public and private developments. Steve has worked at multiple scales and levels – from single buildings to regions, from new transit and waterfront facilities to redeveloped transit-oriented villages. He has synthesized his experiences in both design and development into an approach that maximizes design by fully integrating architecture, circulation, codes, engineering, finance, and the project approval process. He is a national leader in the Charrette process that is often used to facilitate this management approach to a project. Steve is co-founder of the National Charrette Institute (NCI), a non-profit organization that trains professionals in the art and practice of facilitating Charrettes - a collaborative process that empowers people with diverse interests regarding a project to work together and support the results, and co-author of the “Charrette Handbook,” published in 2006 by the APA.

Project Experience

Hayward Climate Action Plan

Working with consultants HDR and Town-Green, City Staff will engage and educate the Community in two citywide workshops and multiple meetings, to brainstorm, propose solutions, evaluate these proposals, and finally select locally-appropriate strategies to complement past and current City measures to reduce harmful emissions, such as the installation of rooftop photovoltaic panels at the Public Works facility. This Plan will address building, landscape, and infrastructure sustainability; energy conservation and renewable resources; waste management and transportation-related systems, and other local targets in an implementable action plan that will help Hayward become a more environmentally, economically, and socially sustainable community.

Martinez Climate Action Plan (CAP)

Martinez has joined a growing list of progressive cities in the United States in reducing citywide greenhouse gas emissions that contribute to climate change. Building on initiatives and actions already begun by the City of Martinez, the CAP will describe short, medium, and long-term conceptual strategies to reduce our dependency on oil and natural gas, increase the use of renewable resources, improve air quality, reduce solid waste, and decrease the amount of water and energy required by residents, businesses, schools, and municipal operations. With the help of Town-Green, the City will actively seek input from residents, businesses, and community groups to assist in this effort. Following adoption of the CAP by City Council, a detailed list of specific tasks, timelines, and resources necessary to implement the Plan will be drafted.

LA Solid Waste Integrated Resources Plan (SWIRP), Los Angeles, California

Los Angeles and all of Southern CA faces the challenge of increasing sustainability, reducing greenhouse gas emissions (GHG), and improving the quality of life and public health and safety in a politically palatable and reasonably cost effective manner. In response the City of Los Angeles, through its Department of Public Works, is working to achieve zero solid waste by the year 2030 in a six-year project called the Los Angeles Solid Waste Integrated Resources Plan (SWIRP) with their consultant,



Experience
(continued)

HDR Engineering, Inc. (SWIRP) Team, led by Ruth Abbe, with the assistance of Town-Green.

Steve's role, in addition to his planning efforts in siting recycling facilities, included helping to design and execute the city's outreach program – a series of interviews, “house meetings”, workshops, and three city-wide conferences, to ensure that all residents and businesses in all sectors of the City have a voice in determining the policies, programs and solutions, involving as many people as possible in the process so that there will be a “buy in” for future implementation. This program will encourage the citizens of LA to become aware of the consequences of their consumption and share the responsibility of those consequences with the government. During the first year, Steve assisted stakeholders in setting intermediate milestones, propose and evaluate alternative strategies, and recommend solutions to achieve their goals.

Fairview Village Sustainable Master Plan, Fairview, Oregon

Steve's team developed a master land use and transportation plan for Fairview Village, an 87-acre addition to the City of Fairview that was completely built out about four years ago. The plan, an organic grid, was influenced by the natural bend of Fairview Creek through the lower third of the site, and organized around Market Street, which extends from the commercial corner at the north to the civic center at the south. To develop the Fairview Village master plan, Steve's team led an intensive three-day Charrette to engage the public and key decision makers in creating a consensus based plan with a regulating plan, zoning codes, architectural guidelines, and renderings of the community. The project has won numerous state and national awards.

University Avenue Plan, Albuquerque, New Mexico

Steve led a Charrette in December 2006 to design a transit corridor. At the end of the 4-day Charrette, the team provided the city with a Charrette document which included four alternative plans, two circulation options, an access and parking plan, estimated development quantities, estimated streetcar trip generation, recommended building, street, and landscape typologies, and sustainable strategies and techniques.

Pleasant Hill BART Station Area Plan, Pleasant Hill, California

In February 2001, Steve led a seven-day Design Charrette in Contra Costa County, California. Focused on the Bay Area Rapid Transit property at the Pleasant Hill Station, this is the region's first transit-oriented development project. The Charrette was attended by community members who would potentially be affected by the new development, including neighborhood residents, BART users, local business owners, government agencies, citizen leaders and activists.

Chico Downtown Plan, Chico, California

Steve's team created a new plan for Downtown Chico that preserved the historic city fabric, addressed pedestrian, bike, and motor vehicle access and parking, a transit center, and proposed redevelopment of the underutilized and architecturally blighted downtown blocks into lively mixed use street walls with parking enclosed within the blocks. The plan, developed in collaboration with Chico State University, includes an implementation plan and policies.



Experience
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Cuesta Park Annex Master Plan, Mountain View, California

The Cuesta Park Annex Master Planning Process incorporated a comprehensive Community involvement process with “performance measures” to help determine the city park’s future as objectively as possible. The Team directed a series of public events and arrived at a community supported conceptual plan for the Cuesta Park Annex, approximately 13 acres owned by the City of Mountain View.

Our work consisted of completing a preliminary environmental assessment of the site, employing a public involvement process to help create three or more conceptual plans that graphically describe potential site uses and physical forms. Facilitating first with staff, then with the public, we deployed a conceptual plans review process using metrics capable of evaluating each plan according to civic, economic, regulatory, environmental, political, aesthetic, circulation and other criteria, followed by plan revisions and synthesis or selection from the concepts into three alternatives. We refined and delineated the three alternatives into a graphic and written documents and presented them to the Parks and Recreation Commission, the Planning Commission, and finally, City Council, who selected their preferred alternative.

We used an iterative evaluation method that allowed the citizens to rate alternative plans according to a set of agreed-upon metrics, so that each alternative was “scored” individually and collectively to compare each against the stakeholder determined measures and against the other alternatives. The Parks and Recreation Commission, the Planning Commission, and City Council “weighed” each of the performance criteria, in terms of the relative importance of each metric. The public and the City considered the project a great success, and the final Master Plan was approved unanimously by City Council.

Abbott Town Center, Anchorage, Alaska

Steve’s team led a four-day Charrette in Anchorage, Alaska, working with area residents and city officials to generate concepts for revitalizing the Abbott neighborhood with a Town Center concept plan. The Abbott neighborhood, southeast of downtown Anchorage, occupies a transition area between extensive auto-oriented retail areas and vacant, industrially zoned parcels adjacent to the Seward Highway and older single-family neighborhoods interspersed with large schools, churches, and parks. The Abbott Town Center plan included proposed zoning changes, form-based codes and design standards for the entire project area. The Abbott Town Center plan responded to several key forces: high population growth, new job creation, increased traffic, diminishing natural open space, and the need for locally serving businesses and public services. New commercial developments in the area - grocery stores, services, offices and recreational facilities - offered opportunities to connect to better mix of transportation connections in a walkable setting with well-designed public spaces, and a diverse mix of housing types.

Florence Downtown Plan, Florence, Oregon

In 1998, Steve’s team designed the Florence Downtown Plan, a catalyst for positive change in this diverse coastal Oregon community. The Downtown Plan restores the connection severed by Highway 101 in the late 1930s between the historic Old town district on the Siuslaw River, and the rest of the town. Realigned cross-streets, improved pedestrian crossings, and reconnections in the local street network help



Experience
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to knit the city fabric together. Mixed-use design guidelines for Highway 101 through downtown help transform this portion into a pedestrian-friendly Main Street, with a new central public green beside the highway. The plan preserved the historic character of Old town, upgraded access from Highway 101, and restored building facades along the historic Main Street. Steve assisted the city and a private developer on a new mixed-use storefront design in the Main Street area.

Mercer Island Town Center and Station, Mercer Island, Washington

The City of Mercer Island hired Steve's firm to design a 10 acre transit oriented Town Center Redevelopment that included a new light rail station that terminated at the newly designed main street. In a six day design Charrette, Steve's team successfully developed the site master plan, urban regulations as a form-based code, and the transportation/inter-modal, and parking plan.

Hollywood Town Center and Urban Design Plan, Portland, Oregon

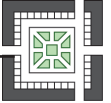
Steve Coyle co-led a team that assisted the Portland Bureau of Planning in developing an urban design plan and transit center as part of a complex revitalization plan for the historic Hollywood Town Center. The planning effort integrated civic building design, land use, transportation, and market considerations. The study used a Charrette planning process to involve all stakeholders in a multi-day design workshop. In 2001, the plan won an American Planning Association National Award. David Knowles, former Portland Planning Director said, "More great ideas were generated in one week at the Hollywood Charrette than any other planning process I've seen."

Village Gardens, Lincoln, Nebraska

Village Gardens, a mixed-use urban village on a 250-acre site in Lincoln, Nebraska, is the home of Campbell's Nurseries. Employing a Charrette, Steve's team created a plan and code for Village Gardens, including the Architectural Standards, to guide the design of the development's 1,000 homes and mixed-use buildings. The property has supported three generations of nursery families, and now the owners of this Lincoln landmark are undertaking the next phase of their land's evolution: the careful development of new, environmentally-sensitive, pedestrian-friendly neighborhoods. The plan is designed to preserve and enhance existing waterways, create new ponds, and retain public open space. The plan transforms the property into a series of interconnected neighborhoods with a mixed-use village core surrounding the existing Campbell's Garden Center.

Fagan Canyon, Santa Paula, California

Steve directed four educational workshops and a seven-day community planning Charrette for a new development in Santa Paula, CA, a first for Centex Homes, one of the largest merchant builders in the country, in a public involvement process that included over 1,500 citizens. The Charrette plan that emerged employed the place-making principles of New Urbanism despite accommodating the site's challenging high-slope topography. While the New Urbanists' approach was presented as one among three more conventional alternatives, it won the support of the vast majority of the residents of Santa Paula; a town of 30,000 located about 40 miles north of Los Angeles in Ventura County. The 2200-acre Fagan Canyon represents the last urban growth area on the city's north side. The Charrette Team included all key design and development disciplines from planning and engineering through economics and



Experience
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environmental. Steve and his assistance participated as the New Urbanists' designers in a collaborative planning effort led by William Hezmalhalch Architects, Inc., held in an empty storefront on Santa Paula's Main Street that housed a round-the-clock Design Studio and Public Gallery. The Charrettes 'Preferred Plan' included a wide range of housing from apartments, rowhouses, live-work units, and cottages around the civic centers of five new neighborhoods, to large homes and lots along the edges that bound each neighborhood. The Plan protects and enhances the existing blue-line stream and other environmentally sensitive areas, preserving the majority of site as protected open space by building compactly. The Plan was unanimously approved by Council.

North City Subarea Plan, City of Shoreline, Washington

Steve Coyle's team created a conceptual plan and architectural designs for a number of demonstration sites in collaboration with property owner in North City Subarea, the commercial core of Shoreline's North City. The Subarea is surrounded by established residential neighborhoods, has great view opportunities of the Olympic Mountains and sufficient traffic count to support a healthy retail environment. However, the existing development pattern is indistinguishable from other suburban, auto-oriented commercial strips dominated by parking lots and substandard structures, and uninviting to pedestrians. The team held a 4-day public Charrette to develop a vision and identify specific measures to improve the physical and economic environment of the North City Subarea. The Charrette resulted in 5 and 15-year visions, proposed zoning and development code changes to achieve the vision, and transportation recommendations. City Council adopted the North City Subarea Plan in 2001.

St. Johns/Lombard Plan, City of Portland, Oregon

Steve's team worked with the City of Portland to develop the St. Johns/Lombard Plan, a planning effort designed to articulate the community's vision for the area over the next twenty years. The planning effort focused on issues such as land use, transportation, housing, and commercial economic vitality. The team created an Urban Development Concept, a big-picture vision for future land use, transportation, and open space within the area that also identifies places of special interest for the community. The team then developed various land-use alternatives for the different parts of the project area and evaluated each alternative based on its economic feasibility, compliance with the Development Concept's directives, and the extent to which it achieves the project goals. The project culminated in a recommended plan that was adopted by the Portland City Council in May 2004.

New Affordable Neighborhood, Teton County, Wyoming

Steve led an intense public Charrette to design two new 'Affordable Neighborhoods' to address the serious lack of affordable housing in Teton County. The project adhered to the principles of Smart Growth and advocated a sustainable development model for the Jackson area to enable local workers to live close to their jobs. The project employed a unique financing strategy that minimized public funding while maximizing market-driven subsidies to create a substantial quantity of affordable housing, but in the form of complete, walkable, and diverse neighborhoods. The weeklong Charrette generated a plan for two connected neighborhoods. Of the potential 1100 dwelling units, almost 70% complied with the affordable or attainable



Experience
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cost categories as defined by the local Teton County Housing Authority. The design process aimed to achieve the community's policies for mixed-use villages by organizing future development into complete neighborhoods while reflecting the history, values and character of the County. The New Affordable Neighborhood comprised a responsible model for affordable housing that leveraged private investment from a minimal amount of public funds.

Central Shoreline Subarea Plan, City of Shoreline, Washington

Steve's team led a four-day public Charrette for the design of the Central Shoreline Sub-Area Plan that included proposed zoning changes, codes, and design standards for the area of Aurora Avenue (Highway 99). A major challenge and opportunity of the Plan was its integration with two projects already underway: the Aurora Corridor Project, the City's initiative to redesign and redevelop Aurora Avenue, and the Shoreline Interurban Trail project, the plan to transform the right-of-way owned by Seattle City Lights into a pathway that connects with a regional trail system.

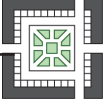
Northway Town Center, Anchorage, Alaska

Steve led a Charrette to redevelop the existing Northway Mall and revitalize the surrounding area. The future Northway Town Center, on the eastern fringe of downtown, consists of an area of "big-box" retail and a 1960s-era enclosed shopping mall surrounded by parking and bordered by a large mobile home park, vacant land and a major freeway, an established single-family neighborhood to the east, and America's busiest General Aviation airport to the west. The 20-year plan designed by the team to ensure that the project area develops in a responsible and healthy manner, considered factors unique to the Northern climate of Anchorage: a summer season with its 19 hours of sunshine a day, and outdoor recreation opportunities including ice skating and cross country skiing, and dealing with the accumulation and removal of snow. Finally, the plan included the redevelopment of a large, economically-declining mobile home park by relocating the residents into a new residential neighborhood element in phased process.

Ash Court, Portland, Oregon

Located at SE Ash Street and 119th Avenue, the plan offers an alternative to Portland's apartment building convention by introducing a series of house-scaled apartments. Each of the nine, four-unit homes occupies the street front of their individual lots, with a two-unit carriage-style cottage to the rear, separated by a driving court or muse. This urban model of transit-oriented development provides relatively high density housing (about 54 units per acre) by substituting smaller scale housing for big apartments. Exchanging privatized space for the public realm, the surrounding area includes several nearby parks, retail shopping, numerous Tri Met bus stops, and a MAX Light Rail Station two blocks away. Ash Court includes a mix of flats, town houses and accessory units, offering tenants from a range of incomes, ages, and family types an opportunity to live affordably and efficiently. The plan included the building designs in a traditional craftsman style typical of the historic Hazelwood Neighborhood.

Home Depot, Portland, Oregon



Experience
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The design represented the first mixed-use urban Home Depot in the country, on a four acre site in the Hollywood District of Portland. The 104,000 sq. ft. Home Depot store design was screened by a traditional streetscape of ground floor retail stores, including a garden center, with offices on the second floor, and 26 apartments on the third and fourth floors. The design included two floors of roof-mounted structured parking.

Mill Pond, Astoria, Oregon

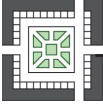
On the site of the first 'Brownfield' neighborhood redevelopment in Oregon, Steve designed Mill Pond Village, a mixed use neighborhood surrounding a 3.7 acre pond, is located between Marine Drive and the Columbia River. The award-winning plan consists of a mix of housing in a "fishing village" style waterfront cottages, alley-accessed single family homes and duplexes, live/work units, and apartments above retail. Unique to the northwest coast, the plan includes cottages built out on piers, public parks, and viewing areas around the pond that overlook the Columbia River, the Astoria-Megler Bridge and the Astoria hills. Commercial uses buffer the residential core from Marine Drive, creating an attractive, pedestrian oriented environment.

Deschutes River Bridge, Bend, Oregon

The participation of many stakeholders and citizens informed the design and helped resolve many of the concerns and skepticism. Despite initially widespread opposition to the project, the citizens of Bend approved the project in a referendum in September 2001, and the bridge was opened in October of 2003 to acclaim and awards.

Additional Experience

E-Street Transit Center, Chula Vista, California
 Gateway Light Rail Station, Portland, Oregon
 El Sobrante Transportation and Land Plan, El Sobrante, California
 Mississippi Renewal Form, Gulfport, MS.
 Downtown Economic Forum, Gulfport, MS.
 Mill Pond, Astoria, Oregon Award-winning Plan.
 Deschutes River Bridge, Bend, Oregon Charrette.
 Edmonds Ferry and Rail-Side Redevelopment Plan, Edmonds, Washington
 Village Gardens, Lincoln, Nebraska. Charrette.
 Plaza Amistad, Santa Paula, California. Charrette.
 Midtown Planning Charrette, Anchorage, AK.
 Block H Maser Plan & Charrette, Delano, California
 Esplanade Charrette & Master Plan, Lincoln, California
 Scottsdale Transportation Master Plan & Charrette, Scottsdale, Arizona
 Villeboise Town Architect, Villeboise, Oregon
 Rio Rancho Regional Plan, New Mexico
 Ashland South Sustainable Master Plan, Ashland, Oregon
 University Avenue Plan, Albuquerque, NM. Charrette.
 New Affordable Neighborhood, Teton County, Wyoming. Charrette.



TOWN-GREEN

Sustainable Urban Design • Climate Change Response Plans

Experience
(continued)