Smart Growth 101: Making the Connections

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Associate Director
Local Government Commission

New Partners for Smart Growth Conference

Denver, CO
February 13, 2014

Local Government Commission

We are a nonprofit organization that fosters innovation in local environmental sustainability, economic prosperity and social equity.

www.lgc.org

What we do…

The **LGC** helps transform communities through *inspiration*, *practical assistance* and a *network* of visionary local elected officials and other community leaders.

How we do it…

✓ Workshops and Trainings
✓ Participatory Planning and Design Work
✓ Policy Development Assistance
✓ Tours of Model Projects
✓ Networking Events
✓ Conferences

Local Government Commission　　　　　　　　**www.lgc.org**

Join Our Network of 700 + Members

Membership Benefits

✓ Access to the latest **best practices**

✓ A **peer network** of leading elected officials

✓ **Access to thought leaders** in a range of policy arenas

✓ Local, regional, statewide and national **events on cutting edge issues**

For more information:

Contact **Erin Hauge** at

916-448-1198 or visit

lgc.org/membership

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County of Merced   *City of Arcata*
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City of La Mesa

The Ahwahnee Principles, 1991

- Response to our members' concerns over sprawling, poorly planned development in their communities

- Assembled with assistance from leading architects and planners working on innovative solutions

The Ahwahnee Principles, 1991

- Revitalize existing parts of our communities through infill development
- Plan complete and integrated communities with mix of uses
  - Within walking distance of one another
  - Within walking distance of transit stops
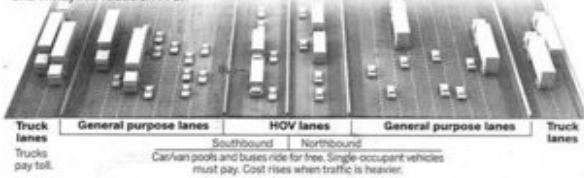 - With a diversity of housing types
  - With a center focus

Will 23 lanes be enough?

Proposal would put I-75 among country's biggest

By ARIEL HART
ahart@ajc.com

It's wider than an aircraft carrier. Far wider than the carving on Stone Mountain. Wider than the White House stretched end to end, twice.

It's the planned I-75, all 23 lanes, coming soon to Cobb County. As currently conceived it's 388 feet across, wider than a football field is long.

23 LANES: The state Department of Transportation is planning to expand I-75 (below) and I-575 in Cobb and Cherokee counties. The 23-lane stretch would be between Delk and Windy Hill roads on I-75.

Truck lanes	General purpose lanes	HOV lanes	General purpose lanes	Truck lanes
Trucks pay toll.	Southbound	Northbound	Car/van pools and buses ride for free. Single-occupant vehicles must pay. Cost rises when traffic is heavier.	

Atlanta Journal-Constitution, March 10, 2006

Projected Population Growth Rates in the U.S. (2000-2030)

Illinois
U.S. as a whole
California
Washington
Georgia
North Carolina
Idaho
Utah
Texas
Florida
Arizona
Nevada

0%   30%   60%   90%   120%
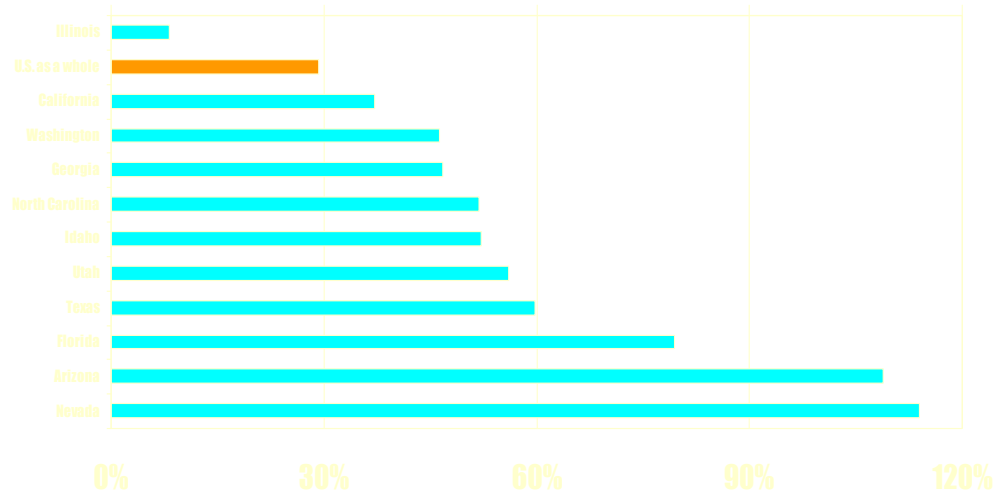
Source: U.S. Dept. of Commerce, Census Bureau
www.lgc.org

Smart Growth/Livable Communities

- Common Themes
  - Efficient use of land
    - Fill in older parts of communities before spreading out
    - Build new communities in more compact way
  - Mix of uses
    - Mix commercial and retail uses with residential
    - Support/create town and neighborhood centers
    - More destinations in walking/bicycling distance
  - Support walking, bicycling and transit use
  - Create strong local and regional economies
  - Involve residents in planning process

Economic Benefits of Smart Growth

"

communities will too."

—
Linking the New Economy to the Livable Community

"Livability isn't some middle class luxury. It is an economic imperative."

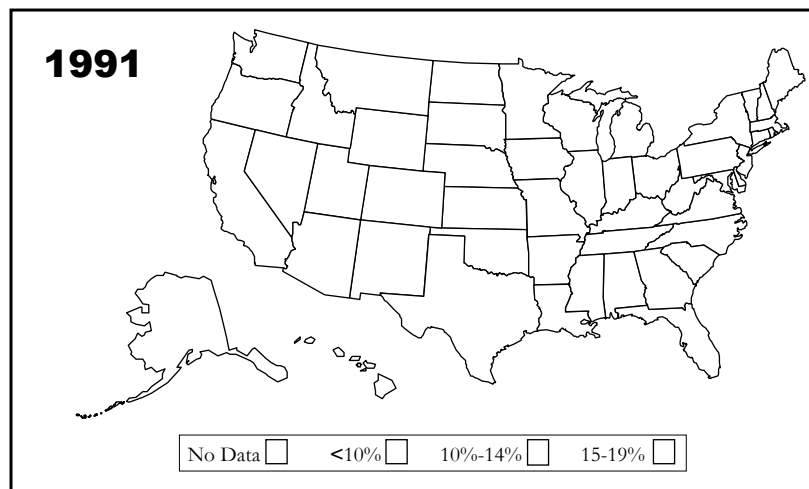— Robert Solow, Nobel Prize-winning Economist

Economic Benefits: Property Values

- 78%: 30-minute commute to work
- 77%: Places to take walks (sidewalks, parks, trails)
- 66%: Easy walk to places (schools, stores, restaurants)
- 44%: Having a large house
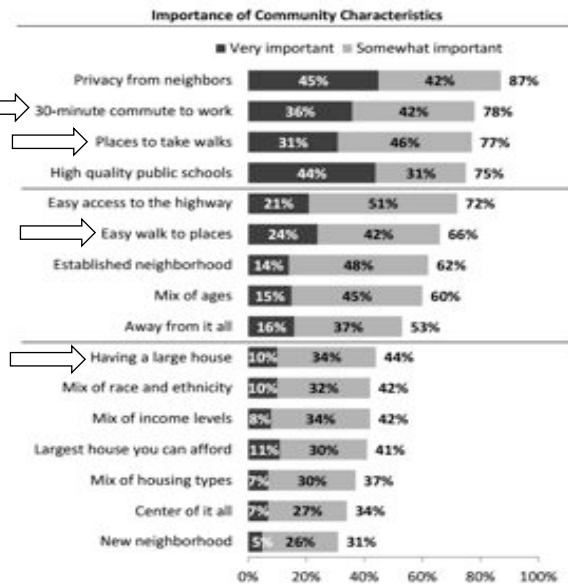
Source: "Community Preferences Survey" by National Association of Realtors, 2011

Importance of Community Characteristics

■ Very important ■ Somewhat important

Characteristic	Very important	Somewhat important	Total
Privacy from neighbors	45%	42%	87%
30-minute commute to work	36%	42%	78%
Places to take walks	31%	46%	77%
High quality public schools	44%	31%	75%
Easy access to the highway	21%	51%	72%
Easy walk to places	24%	42%	66%
Established neighborhood	14%	48%	62%
Mix of ages	15%	45%	60%
Away from it all	16%	37%	53%
Having a large house	10%	34%	44%
Mix of race and ethnicity	10%	32%	42%
Mix of income levels	8%	34%	42%
Largest house you can afford	11%	30%	41%
Mix of housing types	7%	30%	37%
Center of it all	7%	27%	34%
New neighborhood	5%	26%	31%

0% 20% 40% 60% 80% 100%

Obesity* Trends Among U.S. Adults

1991

* BMI ≥ 30, or ~ 30 lbs overweight for 5' 4" woman

No Data ☐   <10% ☐   10%-14% ☐   15-19% ☐

Source: Behavioral Risk Factor Surveillance System, CDC
Source: Mokdad A H, et al. JAMA 2003;289:1

CDC

Obesity* Trends Among U.S. Adults

Counties with obesity levels over 30% in 2008 included: Merced, San Joaquin, Stanislaus, Tulare and Yuba

* BMI ≥ 30, or ~ 30 lbs overweight for 5' 4" woman
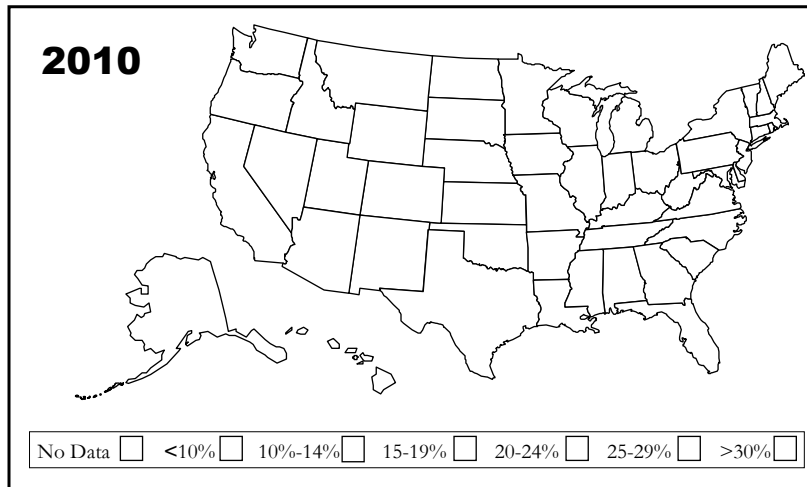
2010

| No Data | <10% | 10%-14% | 15-19% | 20-24% | 25-29% | >30% |

Source: Behavioral Risk Factor Surveillance System, CDC
Source: Mokdad A H, et al. JAMA 2003;289:1

Trends in Child and Adolescent Overweight
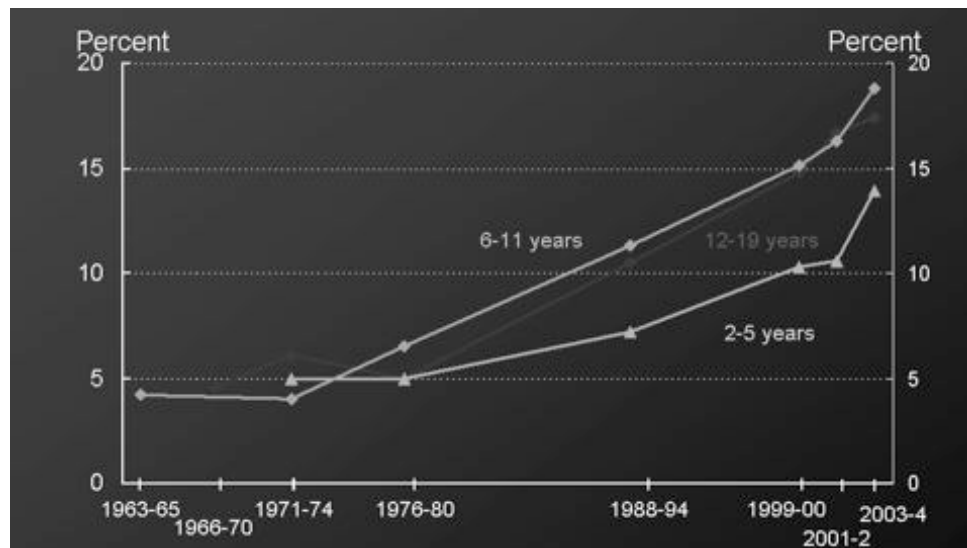
Note: Overweight is defined as BMI >= gender- and weight-specific 95th percentile from the 2000 CDC Growth Charts.
Source: National Health Examination Surveys II (ages 6-11) and III (ages 12-17), National Health and Nutrition Examination Surveys I, II, III and 1999-2004, NCHS, CDC.

Diabetes Projected Risks: For Babies Born in 2000

- Girls: 38% lifetime risk
  - Latino girls: 53%
  - African-American girls: 49%
  - If diabetic before age 40, Lifespan shortened by 14 years (Quality of life by 19 years)
- Boys: 33% lifetime risk
  - Latino boys: 45%
  - African-American boys: 40%
  - If diabetic before age 40, Lifespan shortened by 12 years. (Quality of life by 22 years)

V Narayan et al: JAMA 8 Oct 2003

What Smart Growth "Is" And "Is Not"

More transportation choices and less traffic	**<u>Not</u> against cars and roads**
Vibrant cities, suburbs and towns	**<u>Not</u> anti-suburban**
Wider variety of housing choices	**<u>Not</u> about telling people where or how to live**
Well-planned growth that improves quality of life	**<u>Not</u> against growth**

Courtesy: Smart Growth America

Principles of Smart Growth/ Livable Communities

Ten Principles of Smart Growth

1. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
2. Strengthen and Direct Development Towards Existing Communities
3. Take Advantage of Compact Building Design
4. Mix Land Uses
5. Create Range of Housing Opportunities and Choices
6. Provide a Variety of Transportation Choices
7. Create Walkable Neighborhoods
8. Foster Distinctive, Attractive Communities with a Strong Sense of Place
9. Encourage Community and Stakeholder Collaboration
10. Make Development Decisions Predictable, Fair and Cost Effective

1. Preserve open space, farmland, and critical environmental areas

- Identify areas with highest priority for preservation
- Use a variety of preservation tools, including purchase, regulatory, and incentive programs

Sprawl in the Atlanta Region

- 1973-1992 forest land was reduced by 15 percent and grassland and cropland by about 6 percent

- The Georgia Conservancy estimates that 27 acres of tree cover are lost in the region <u>every day</u>

- Without transit-supportive and higher-density land use patterns, the Conservancy estimates that 200,000 acres of tree cover will be lost by 2020

Charlantingham: Welcome to the big city

Atlanta Journal-Constitution, April 15, 2001

Analyze where you can accommodate future growth
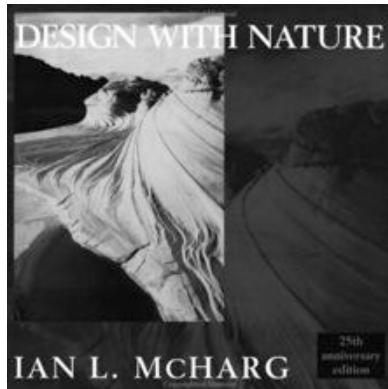
Mapping Method
Developed by Ian McHarg

Geology

Hydrology

Slope

Soils

Woodland

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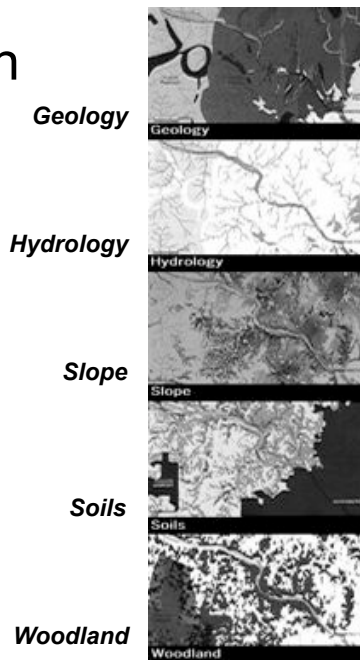
2. Strengthen, and direct development towards, existing communities

- Use incentives to achieve clean-up and re-use of "brownfield" and "grayfield" sites
- Preserve and repair historic buildings as part of redevelopment plans
- Build on the resources and amenities of existing communities

Impacts of Infill vs. Greenfield Development in the San Diego Region
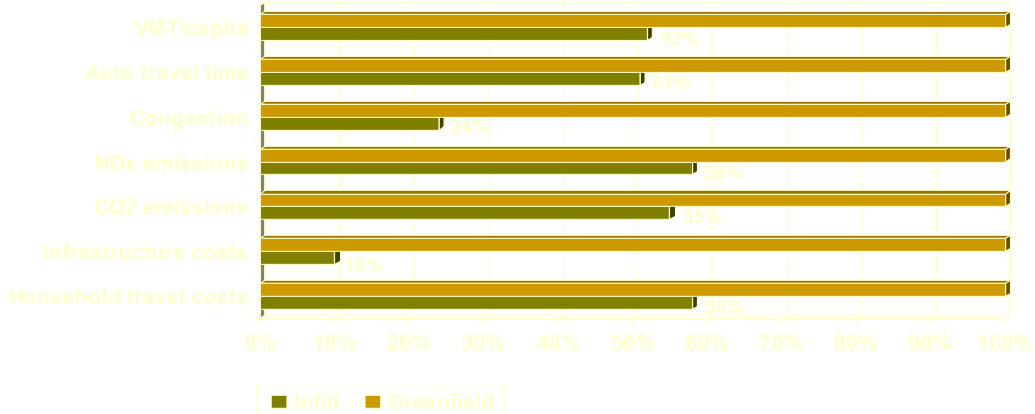
Source: Study by Criterion Planners/Engineers for U.S. Environmental Protection Agency, 1998

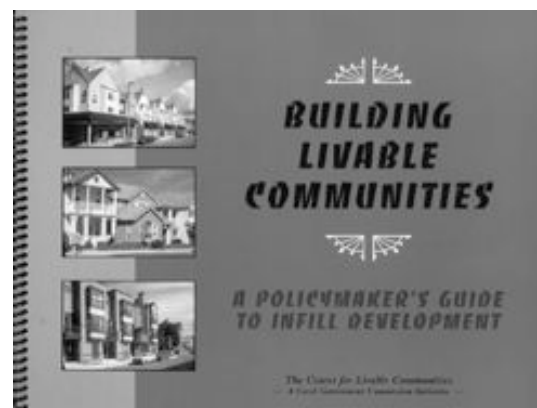# Potential benefits of infill

- Revitalize town centers, neighborhoods
- Provide more housing options
- Support transit service
- More efficient use of land
- Reduced costs for infrastructure/services
- Preserve agriculture
- Conserve open space

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Commercial Strips — The Next Frontier

- ULI's Principles to Reinvent Suburban Strips
  - Ignite Leadership/Nurture Partnership
  - Anticipate Evolution
  - Know The Market
  - Prune Back Retail-Zoned Land
  - Establish Pulse Nodes of Development
  - Tame the Traffic
  - Create the Place
  - Diversify the Character
  - Eradicate the Ugliness
  - Put Your Money (and Regulations) Where Your Policy Is
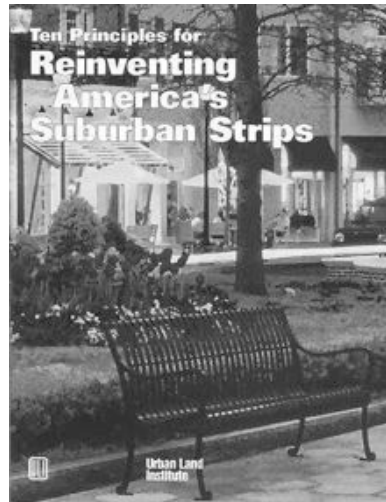
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3. Take advantage of compact building design

- Grow vertically rather than horizontally to preserve green spaces and reduce cost of providing public facilities and services

What do downtown Florence, a freeway interchange and a big box store have in common?

Goleta - Costco Shopping Center

Lower Cost of Infrastructure

Low Density vs. Compact Development

|	
Land Consumption	45% more*
Cost for Roads	25% more**
Cost for Utilities	15% more**
Cost for Schools	5% more**
Other Costs	2% more**

*Duncan, James et al, *The Search for Efficient Urban Growth Patterns.* Florida Department of Community Affairs, 1989.
**Burchell, Robert, *Economic and Fiscal Impacts of Alternative Land Use Patterns*, Rutgers University, 1996.

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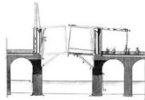
Public Interest
Projects, Inc.
Joseph Minicozzi, AICP
Joem@pubintproj.com

Asheville
Wal Mart

Downtown

	Asheville Wal Mart	Downtown
Land Consumed (Acres):	34.0	00.2
Total Property Taxes/Acre:	$ 6,500	$634,000
City Retail Taxes/Acre:	$ 47,500	$83,600
Residents per Acre:	0.0	90.0
Jobs per Acre:	**5.9**	73.7

Land Use Pattern Affects Travel — Higher Density can reduce Vehicle Trips

Significant reduction as we go from 3-4 units/acre to over 20 units/acre

Vehicle Trips

Walking Trips
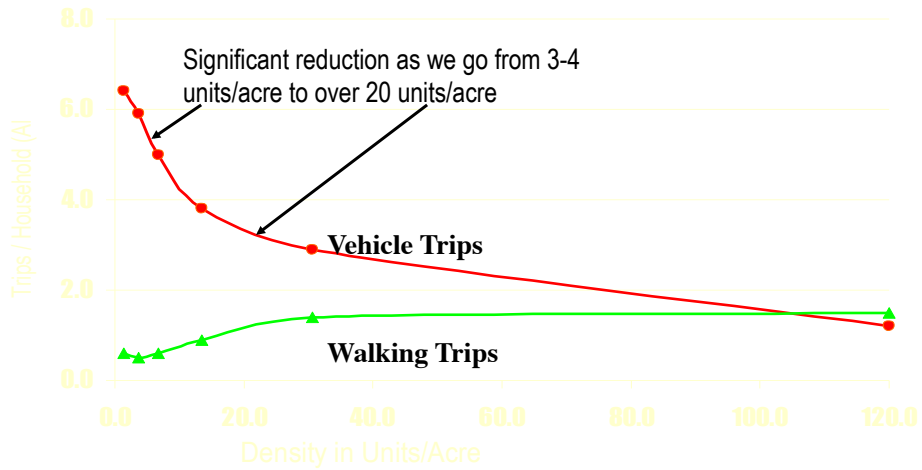
Source: John Holtzclaw, PhD, Sierra Club

Land Use Pattern Affects Travel — Density to Support Transit
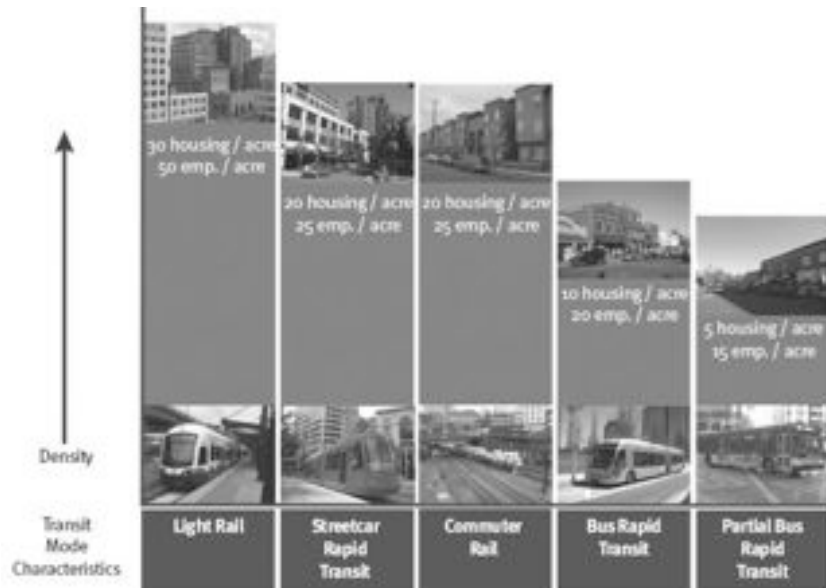
Source: Tumlin, Jeffery, Sustainable Transportation Planning, 2012

Land Use Pattern Affects Travel —
Density to Support Retail

For a 10,000 sq.ft. Convenience Store

- 7 units/acre

For a 25,000 sq.ft. Small Supermarket

- 18 units/acre

Compact Development in Appropriate Locations
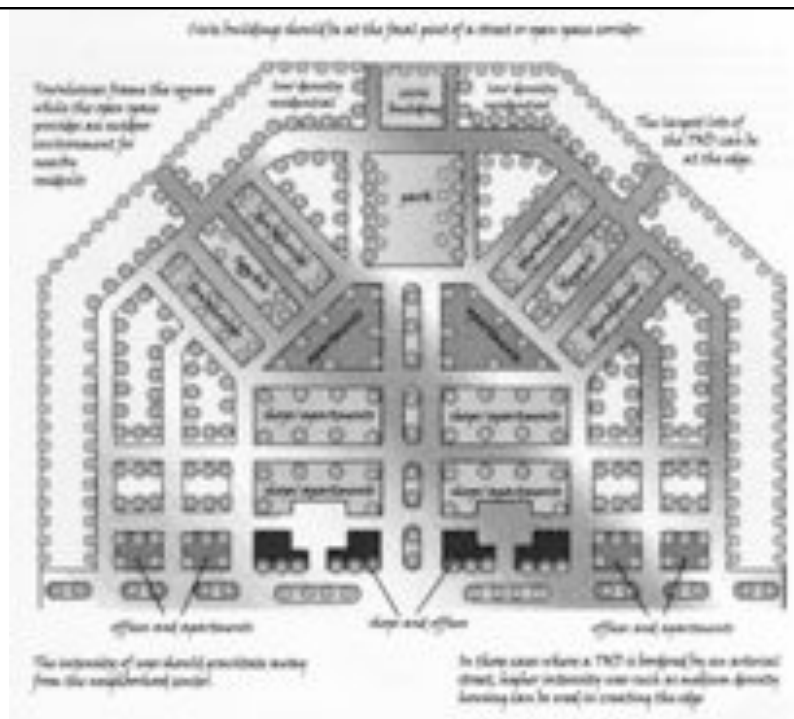
Traditional Neighborhood Code

Knoxville, TN

In 1991 there were 31.8 million people over the age of 65 in the U.S.

By 2030 that number will increase to 66 million.

Demographic Trends:
Increase in Elderly Population

Moving to downtowns and older neighborhoods

Driving less and looking for other transportation options.


Demographic Trends: Millenials

New U.S. Households Formed: 2005-2015

"The traditional family — married couples with children — is slowly declining in number, while households made up of single persons living alone, singles living together, and married couples without children are growing rapidly. These three groups will account for 90 percent of the net new household growth projected in this decade, according to U.S. Census Bureau figures."
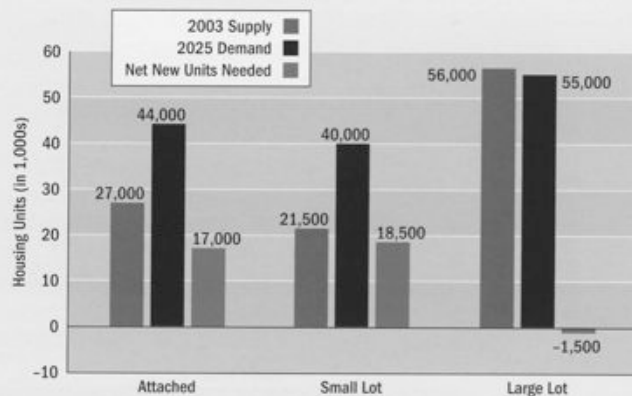

90%   Other

10%   Married w/Children
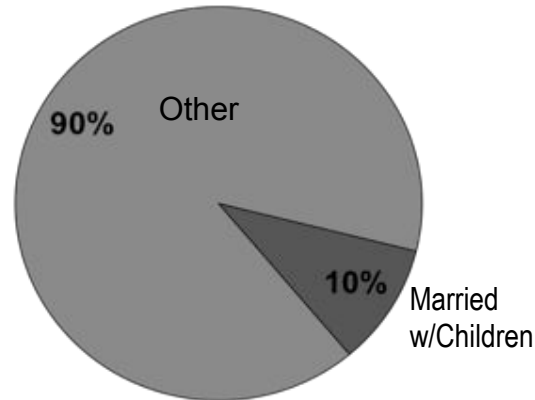
Peter Slavin, "The Rise of the Nontraditional Household," *Multifamily Trends*, Urban Land Institute, Summer 2005.

Tremendous Opportunity?

- By 2025 demand for attached and small-lot housing will exceed current supply by 35 million units (71%)
- Demand for compact housing will fall short of current supply

    Source: Arthur C. Nelson, "Leadership in a New Era," *Journal of the American Planning Association*, Fall 2006

FIGURE 2-12
2003 Housing Supply versus 2025 Housing Demand

2003 Supply
2025 Demand
Net New Units Needed

Housing Units (in 1,000s)

Attached: 27,000 / 44,000 / 17,000
Small Lot: 21,500 / 40,000 / 18,500
Large Lot: 56,000 / 55,000 / -1,500

SOURCE: A.C. Nelson. "Leadership in a New Era." *Journal of the American Planning Association.* Vol. 72, Issue 4, 2006, pp. 393–407.

4. Mix land uses

- Provide retail or personal services near housing
- Incorporate parks, schools, and other public facilities

Alternative Patterns of Development
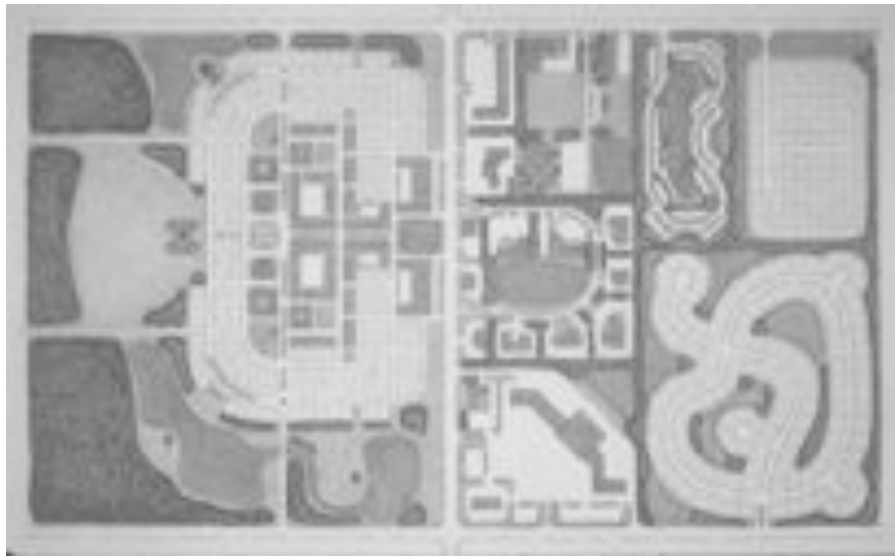
| Traditional | Conventional |

Housing over retail shops   Sacramento, CA

Housing over restaurant, shops   Sacramento, CA

Housing next to retail   Salinas, CA

5. Provide housing opportunities and choices

■ Provide quality housing for people of all income levels, household sizes, and stages in the life cycle.

Mixed Income Housing   Redwood City, CA

Live-Work Units   Little Italy, San Diego, CA

Mixed housing types   Doe Mill, Chico, CA

Doe Mill   Fourplex

Doe Mill   Bungalow Court

Doe Mill   Townhomes

6. Provide a variety of transportation choices

- Coordinate land use and transportation investment
- Increase high-quality transit service
- Connect pedestrian, bike, transit, and road facilities

Transit-Oriented Development   San Diego, CA

Portland, Oregon Streetcar

**Portland Bus Mall**

Los Angeles Metro Rapid Bus

# 7. Create walkable communities

- Mix land uses, build compactly, and provide safe and inviting pedestrian corridors
- Create "complete streets"
  - Accommodate pedestrians, bicyclists, transit users

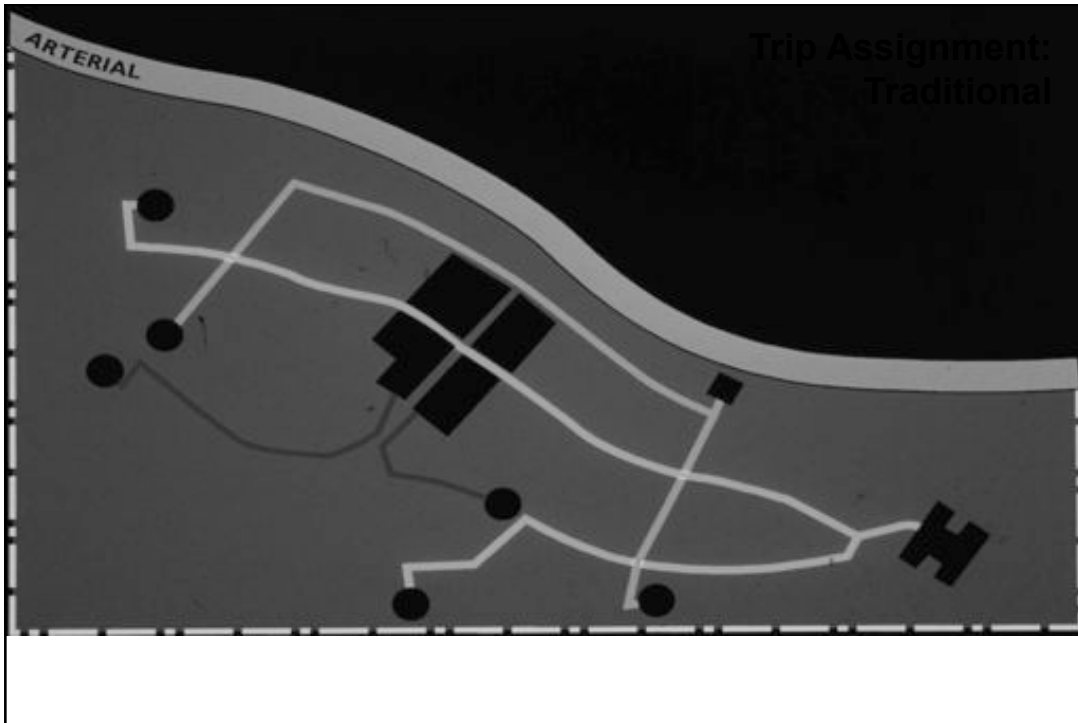# Street Design

- Influences trip choices
    - Safe, quiet, slow, shaded streets encourage people to walk, ride bicycle or take transit instead of driving a car

Trip Assignment:
Conventional

ARTERIAL
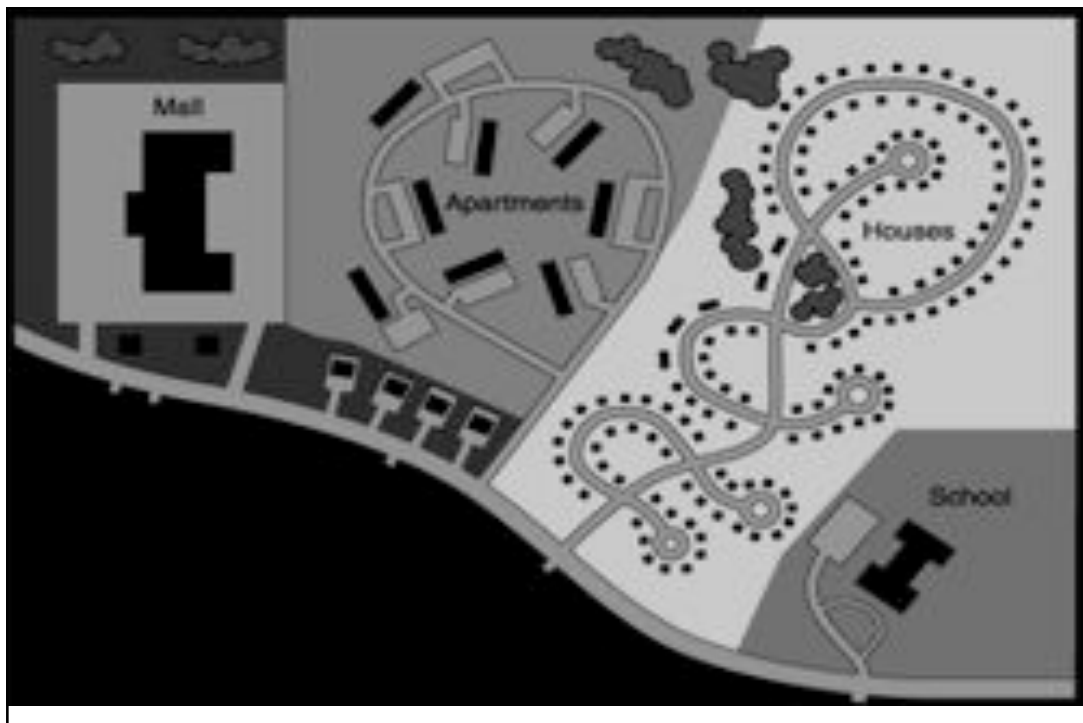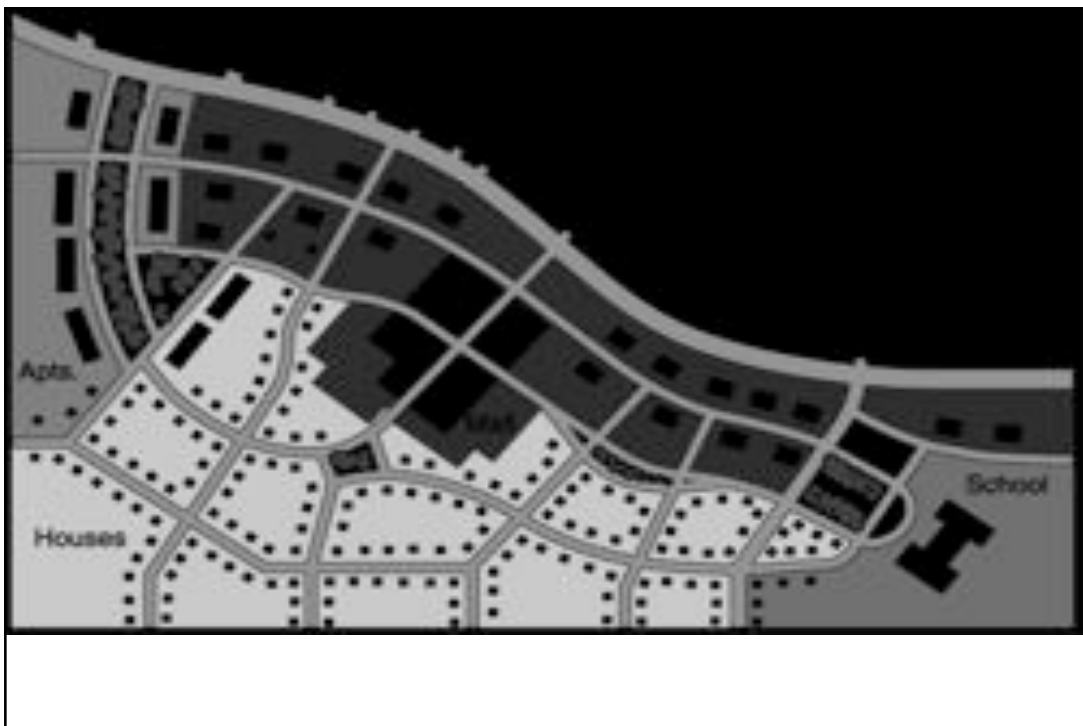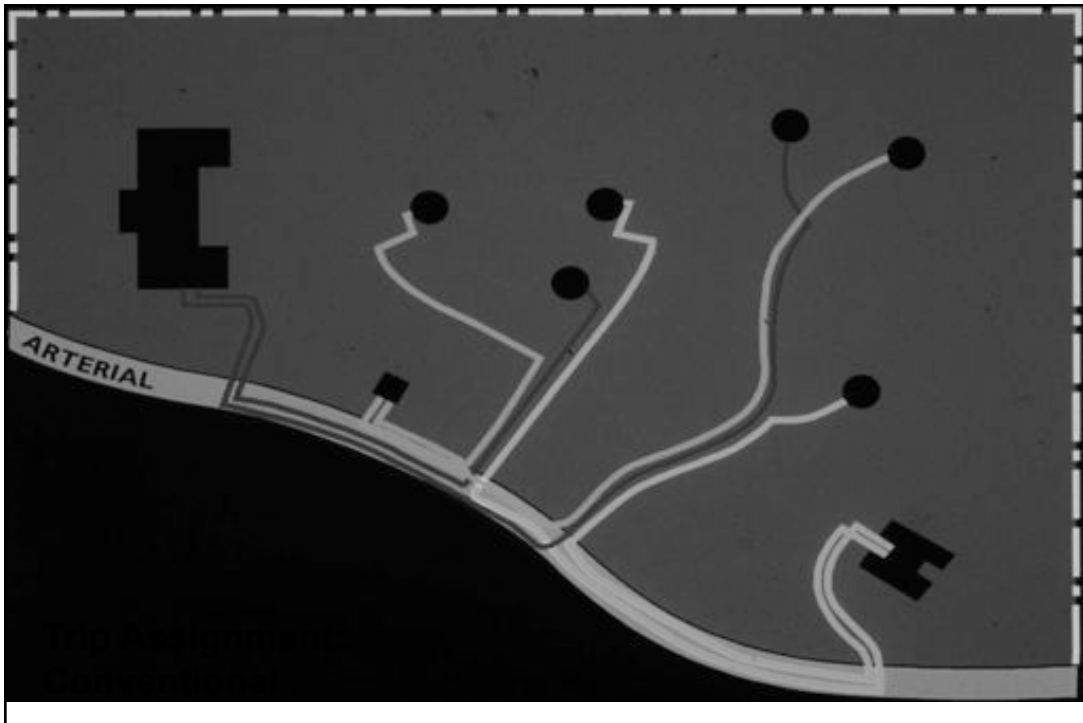
Traditional vs. Conventional

Central Business Districts at the same scale

Great Streets, Allen Jacobs

Portland, Oregon

Great Streets, Allen Jacobs

Walnut Creek, California

CALIFORNIA CITY COMPARISON

	Safer Cities	Less Safe Cities
Population	65,719	59,845
Population Density	5,736 per sq. mi.	2,673 per sq. mi.
Intersection Density	106 per sq. mi.	63 per sq. mi.
Mode Share		
Driving	84.1%	95.8%
Walking	5.4%	1.7%
Biking	4.1%	0.7%
Transit	6.6%	1.7%
Road Fatalities per 100,000 population	3.2 per year	10.5 per year

Courtesy: Wesley E. Marshall, Ph.D., P.E., and Norman W. Garrick, Ph.D., **"Street Network Types and Road Safety: A Study of 24 California Cities"**

Principles of Safe, Walkable Streets

- Complete Streets designed for people, not just cars
- Friendly to cars, pedestrians and cyclists

Principles of Safe, Walkable Streets

- Streets designed so drivers feel comfortable at slow speeds
  - 15-25 mph on neighborhood streets
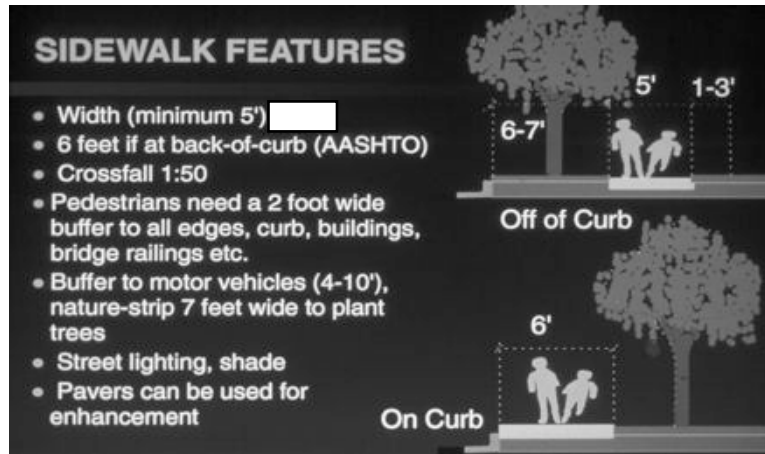 - 25-35 mph on avenues and boulevards

Principles of Safe, Walkable Streets

- Narrower streets are slower and safer
  - Longmont, CO study of 20,000 accidents
    - Found street width had the greatest relationship to injury accidents
  - Accidents/mile/year were higher on wider streets
    - 40-foot wide street   2.23 a/m/y
    - 36-foot wide street   1.21 a/m/y
    - 24-foot wide street   0.32 a/m/y

Source: "Residential Street Typology and Injury Accident Frequency," Swift and Associates, Longmont, CO, 1997
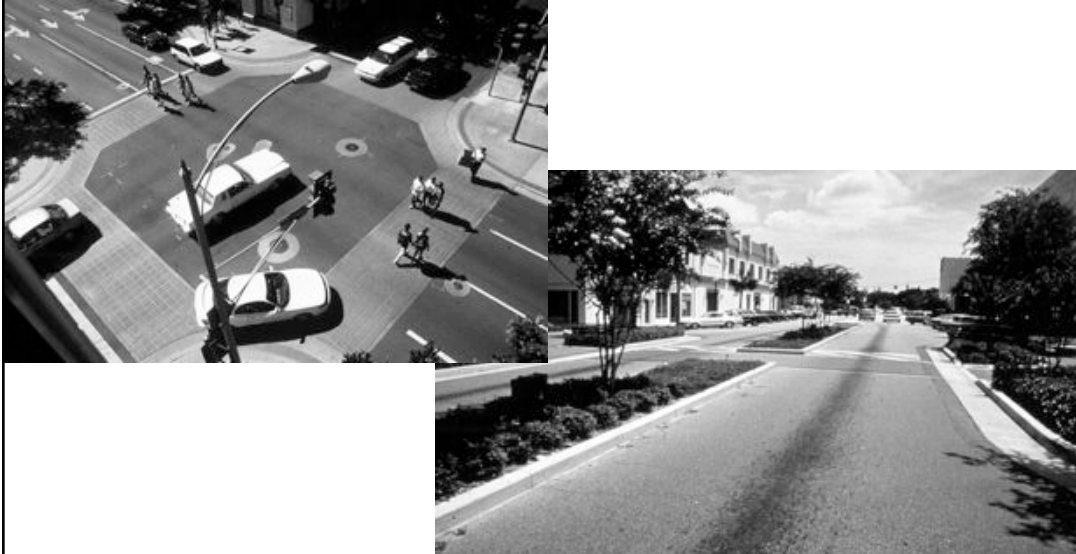
Safe Streets Need Good Sidewalks

- Detached from curb
- At least 5 feet wide
- Planting strip helps shade street and sidewalk

SIDEWALK FEATURES

- Width (minimum 5')
- 6 feet if at back-of-curb (AASHTO)
- Crossfall 1:50
- Pedestrians need a 2 foot wide buffer to all edges, curb, buildings, bridge railings etc.
- Buffer to motor vehicles (4-10'), nature-strip 7 feet wide to plant trees
- Street lighting, shade
- Pavers can be used for enhancement

5' 1-3'
6-7'
Off of Curb
6'
On Curb

Safe Streets Need Good Sidewalks

Healthy Neighborhoods Need Good Street Crossings

Parklets or plazas take underused street space to create people places, support local businesses

8. Foster Distinctive, Attractive Communities with a Strong Sense of Place

Alexandria, VA

Santa Barbara, CA

"There is little sense of having arrived anywhere, because everyplace looks like no place in particular."

— James Howard Kunstler, *The Geography of Nowhere*

Sonoma, CA

San Diego, CA

9. Encourage community and stakeholder collaboration in development decisions
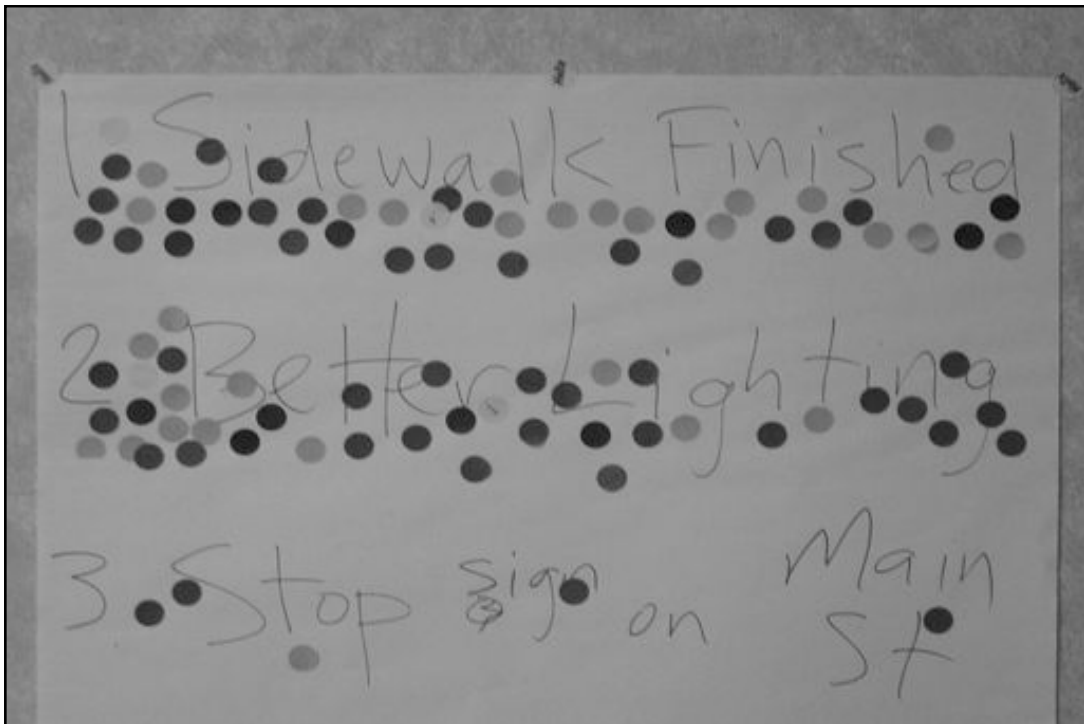
- The private sector does most of the development, but residents and other stakeholders collaborate in this process to ensure it is consistent with community needs and concerns.

Cutler-Orosi Design Charrette – Opening Night Workshop

1. Sidewalk Finished

2. Better Lighting

3. Stop sign on Main St

Baldwin Park, CA

Cutler, CA

Implementation – Public Participation is Key

- Get Better Plans
- Engage Residents in their Community
- Good Plans Survive Political Changes
- Way to insure that residents feel not that they have access to City Hall but that they own City Hall

10. Make development decisions predictable, fair and cost-effective

- Update comprehensive plan and implementing regulations to incorporate Livable Communities, and apply regulations consistently
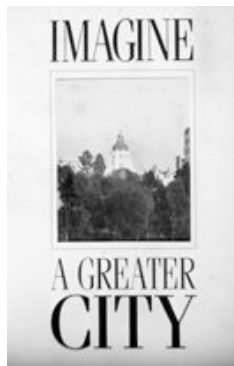
Plan proactively

Develop a Vision for Community

**Pasadena
General Plan**

Plan proactively
Develop a Vision for Community

**Pasadena General Plan**

Holly Street Village

Infill, mixed use rental housing

Model: Early 1990s

Implementing the Vision

- State-of-the-Art Development Codes — Form-Based Codes
    - Recognition that current zoning and land development regulations are flawed
    - New approaches to fixing them
    - New emphasis on form-based codes, SmartCode
    - Problems with conventional codes that emphasize use and intensity of development

SMARTCODE
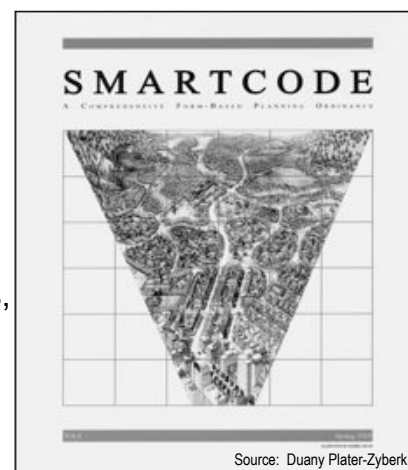
Source: Duany Plater-Zyberk

Additional Resources

- Smart Growth Network
  - www.smartgrowth.org
- Smart Growth America
- Local Government Commission
  - www.lgc.org
- Congress for the New Urbanism
  - www.cnu.org

Contact Us

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