Local Government Commission

- Nonprofit membership organization based in Sacramento, CA of local government officials – elected and staff
- Founded in 1979 to work on energy issues
- During 1980s expanded to work on pollution prevention, waste management, hazardous waste
- 1991: Started working on land use issues
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

- Population Growth: 37%
- Vehicle Miles Traveled: 110%
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 | General purpose lanes | HOV lanes | General purpose lanes | Truck |
| lanes | Southbound | Northbound | Southbound | Northbound |

Source: U.S. Dept. of Commerce, Census Bureau
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

“Just as companies now compete on quality, communities will too.”

— Collaborative Economics, *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
## What Smart Growth “Is” And “Is Not”

<table>
<thead>
<tr>
<th>What Smart Growth “Is”</th>
<th>What Smart Growth “Is Not”</th>
</tr>
</thead>
<tbody>
<tr>
<td>More transportation choices and less traffic</td>
<td>Not against cars and roads</td>
</tr>
<tr>
<td>Vibrant cities, suburbs and towns</td>
<td>Not anti-suburban</td>
</tr>
<tr>
<td>Wider variety of housing choices</td>
<td>Not about telling people where or how to live</td>
</tr>
<tr>
<td>Well-planned growth that improves quality of life</td>
<td>Not against growth</td>
</tr>
</tbody>
</table>

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 every day
- 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

By Maurice Tamman
mtamman@ajc.com

Atlanta — Over the past 40 years, satellite lenses have clicked away, 450 miles high, capturing the nation’s night lights.

In the 1970s, those lenses detected only a few blips from Georgia, Alabama, Tennessee, and the Carolinas. Today, the region glows like a wheel-shaped constellation, with Atlanta at its hub.

During that time, metropolitan core area populations grew from 1.39 million in 1970 to 4.11 million in 1990. It expanded to include five counties to 7.5 million people in 20 counties; it pushes out toward Raleigh and from Chattanooga to Macon.

According to the 2000 U.S. Census, 4.8 million people live in the Piedmont megalopolis.

PIEDMONT MEGALOPOLIS

Atlanta is the hub of what has been called the Piedmont megalopolis, stretching along I-20, I-75 and I-85 from Birmingham to Greenville, S.C., Charlotte and even Raleigh and from Chattanooga to Macon. This shows how the areas are growing together as people move to areas along the interstates. A look at those metropolitan statistical areas and their populations.
Analyze where you can accommodate future growth

Mapping Method
Developed by Ian McHarg

Geology
Hydrology
Slope
Soils
Woodland
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
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
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?
## Lower Cost of Infrastructure

### Low Density vs. Compact Development

<table>
<thead>
<tr>
<th>Category</th>
<th>Additional Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Consumption</td>
<td>45% more*</td>
</tr>
<tr>
<td>Cost for Roads</td>
<td>25% more**</td>
</tr>
<tr>
<td>Cost for Utilities</td>
<td>15% more**</td>
</tr>
<tr>
<td>Cost for Schools</td>
<td>5% more**</td>
</tr>
<tr>
<td>Other Costs</td>
<td>2% more**</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th></th>
<th>Downtown</th>
<th>Asheville Wal-Mart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Consumed (Acres)</td>
<td>00.2</td>
<td>34.0</td>
</tr>
<tr>
<td>Total Property Taxes/Acre</td>
<td>$634,000</td>
<td>$ 6,500</td>
</tr>
<tr>
<td>City Retail Taxes/Acre</td>
<td>$83,600</td>
<td>$47,500</td>
</tr>
<tr>
<td>Residents per Acre</td>
<td>90.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Jobs per Acre</td>
<td>73.7</td>
<td>5.9</td>
</tr>
</tbody>
</table>

[Image: Public Interest Projects, Inc.
Joseph Minicozzi, AICP
Joem@pubintproj.com]
Land Use Pattern Affects Travel — Higher Density can reduce Vehicle Trips

Source: John Holtzclaw, PhD, Sierra Club

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

Source: John Holtzclaw, PhD, Sierra Club
Land Use Pattern Affects Travel — Density to Support Transit

For Light Rail Service
- 18-25 units/acre in urban area

For Bus Service
- 7 units/acre (every 30 minutes)
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
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.
Live-Work Units

Little Italy, San Diego, CA
Mixed housing types

Doe Mill, Chico, CA
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 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
Conventional Pattern of Development
Trip Assignment: Conventional
Traditional Pattern of Development
Trip Assignment: Traditional
Traditional vs. Conventional

Central Business Districts at the same scale

Great Streets, Allen Jacobs
Portland, Oregon

Great Streets, Allen Jacobs
Walnut Creek, California
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

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
Safe Streets Need Good Sidewalks
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*
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.
PLANS FOR NEW CUTLER OROSI
1. Sidewalk Finished
2. Better Lighting
3. Stop sign on Main St
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

Point of Agreement: Targeted Growth

Strategy Areas
- Directed Development Areas
- Transition Areas
- Enhancement Areas
- Areas to Stabilize
- Central District (Area 19)

Light Rail
- Light Rail Route
- Light Rail Stations
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

Source: Duany Plater-Zyberk
The Problem with Conventional Zoning

From making places to making maps — Crayola Zoning
Form-based Codes: Case Study
Central Petaluma

Source: Fisher & Hall Urban Design
Central Petaluma Smart Code — Zoning Map
Hercules, CA — Form-Based Code

- Street type determines location, height, features of buildings
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

John W. Frece
US EPA
Office of Sustainable Communities
frece.John@epa.gov

Paul Zykofsky
Local Government Commission
pzykofsky@lgc.org