Smart Growth 101: Making the Connections

Paul Zykofsky, AICP, Assoc. AIA
Associate Director
Local Government Commission

New Partners for Smart Growth Conference

Portland, OR
February 11, 2016

Local Government Commission

Leaders for Livable Communities

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

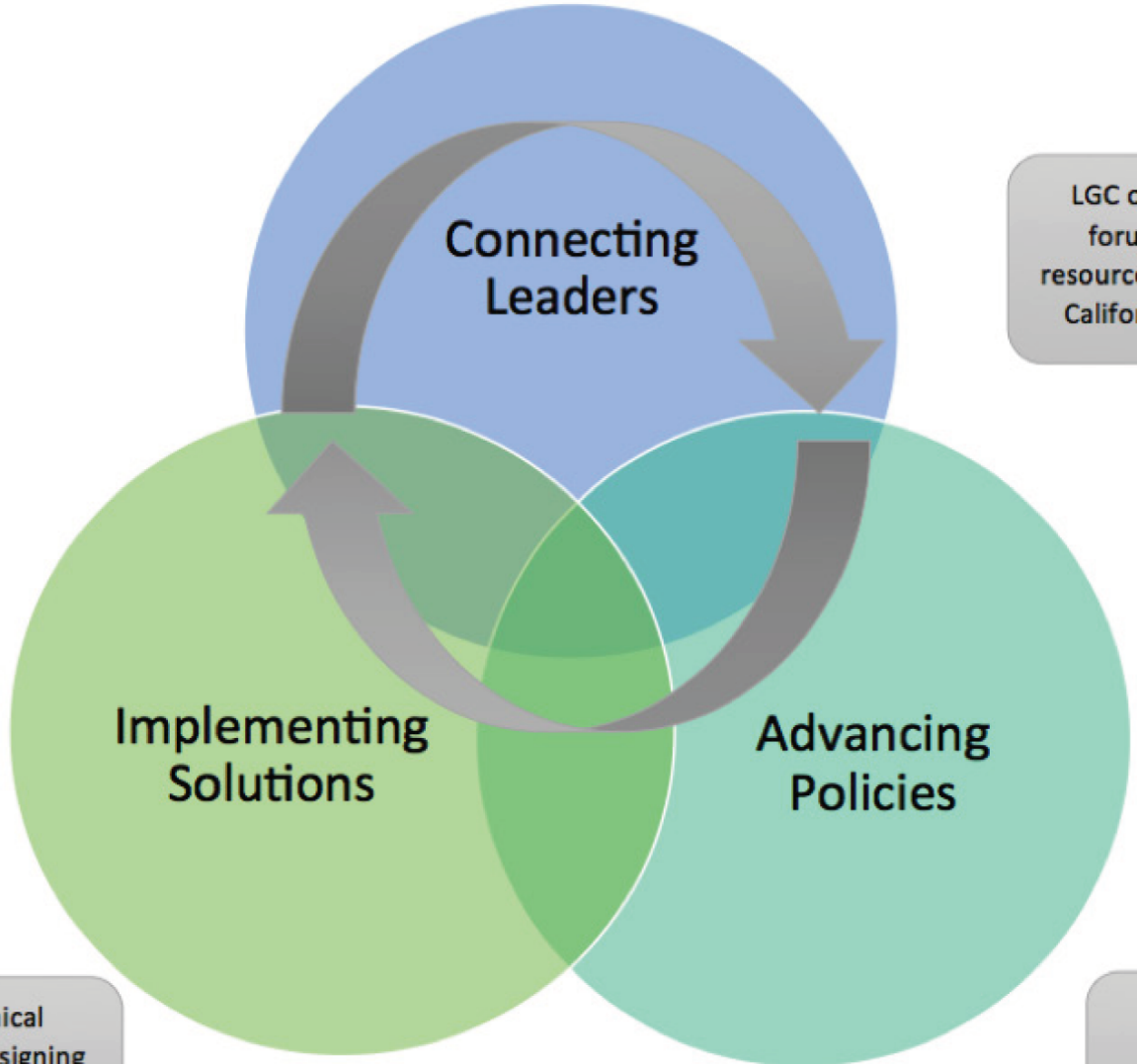
www.lgc.org

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
- ✓ Annual and Biennial Conferences



LGC offers conferences, forums, training, and resources for local leaders in California and nationally.

LGC serves as a technical assistance partner on designing projects, engaging stakeholders, and shaping local policy.

LGC participates in local, regional, state, and Federal policy conversations to support local leaders.

LGC Board Members

Councilmember Jake Mackenzie, *City of Rohnert Park* — **Chair**

Councilmember Pam O'Connor, *City of Santa Monica* — **Vice-Chair**

Supervisor Deidre Kelsey, *County of Merced* — **Secretary / Treasurer**

Mayor Thomas Butt
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Councilmember Miguel Canales
City of Artesia
Mayor Pro Tem Dominic Farinha
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Councilmember Steven Hansen
City of Sacramento
Mayor Pro Tem Jon Harrison
City of Redlands
Councilmember Beth Krom
City of Irvine
Councilmember Michele Martinez
City of Santa Ana
Supervisor Jennifer Montgomery
County of Placer
Vice Mayor Susan Ornelas
City of Arcata
Supervisor Jane Parker
County of Monterey
Supervisor Leticia Perez
County of Kern

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

THE
Ahwahnee
Principles:
TOWARD
MORE LIVABLE
COMMUNITIES
by Judith Corbett and Joe Velasquez

Santa Barbara. *American Institute of Architects, California Council*

Federal-law-oriented street in Santa Monica. *MOMA Design Group*

Seaside, Florida. *DPZ architects*

Horton Plaza — Where the mall was sited downtown. *City of San Diego*

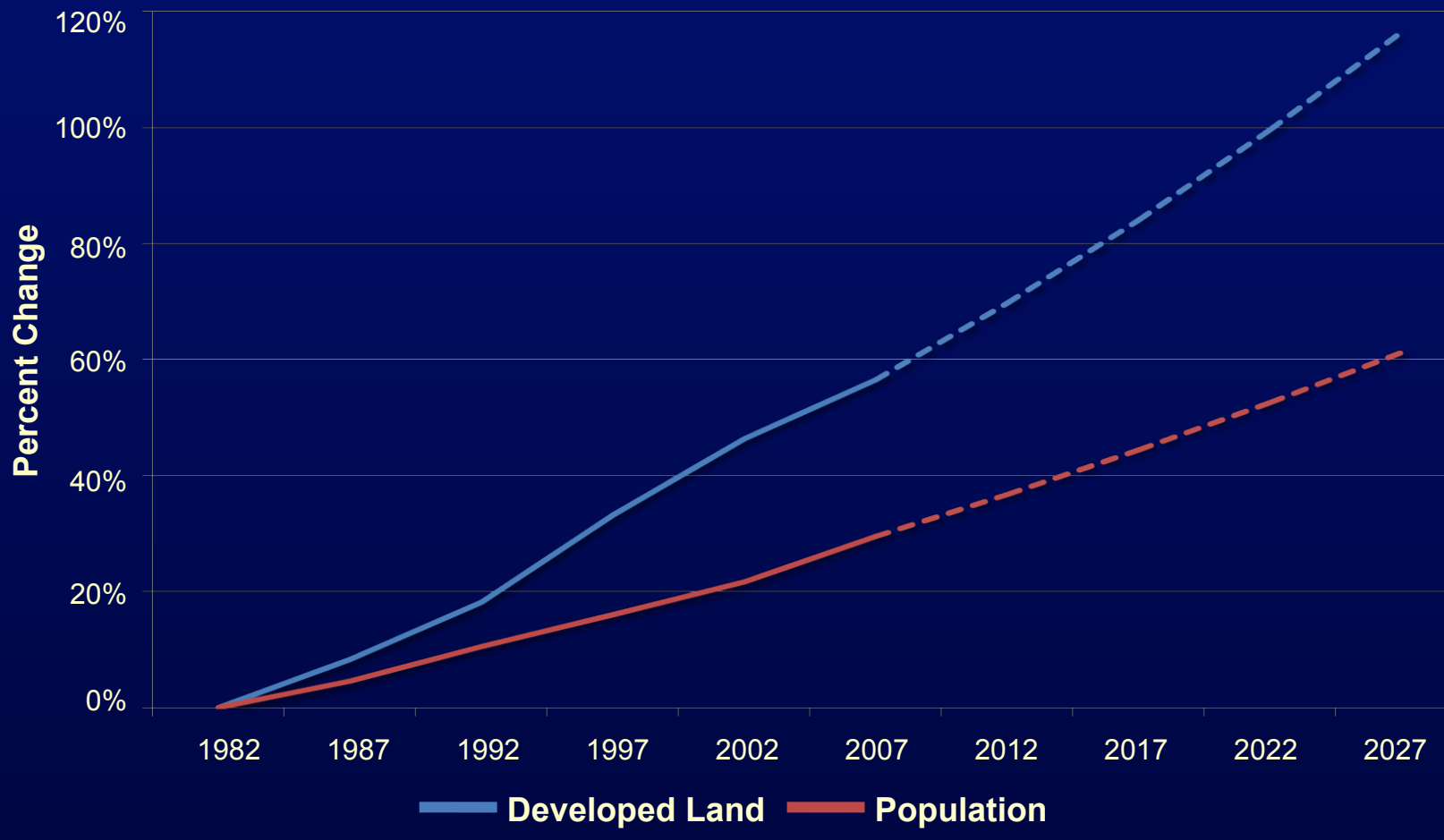
Cities everywhere are facing similar problems – increasing traffic congestion and worsening air pollution, the continuing loss of open space, the need for costly improvements to road and public services, the inequitable distribution of economic resources, and the loss of a sense of community. The problems seem overwhelming and we suffer from their consequences every day. City character is blurred until every place becomes like every other place, and all adding up to No Place.

Many of our social, economic and environmental problems can be traced to land use practices adopted since World War II. In the late 1940s we began to adopt a notion that life would be better and we would all have more freedom if we planned and built our communities around the automobile. Gradually, rather than increasing our freedom, auto-oriented land use planning has reduced our options. Now, it takes much more time than it used to carry out our daily activities. We must go everywhere by car – there is no other option. We must take a car to the store for a gallon of milk, drive the children to Little League practice, even spend part of the lunch hour driving to a place to eat. And as roads become increasingly clogged and services farther from our home, we spend our time as anonymous individuals waiting for the traffic light to change rather than chatting with friends at the corner store or playing ball on the lawn with the neighborhood kids.

League Of California Cities

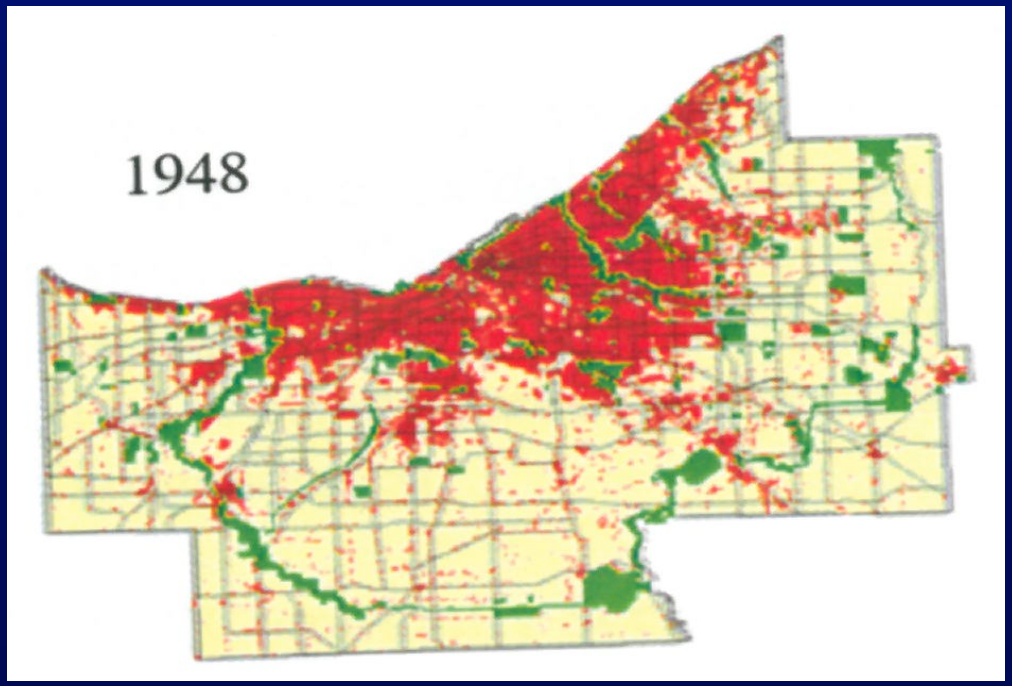
U.S. Population Growth and Land Consumption, 1982-2027

- Land area in virtually every metropolitan region in U.S. has expanded substantially since 1950
- Urbanized area increased 2.5 times faster than population growth between 1950 and 2010

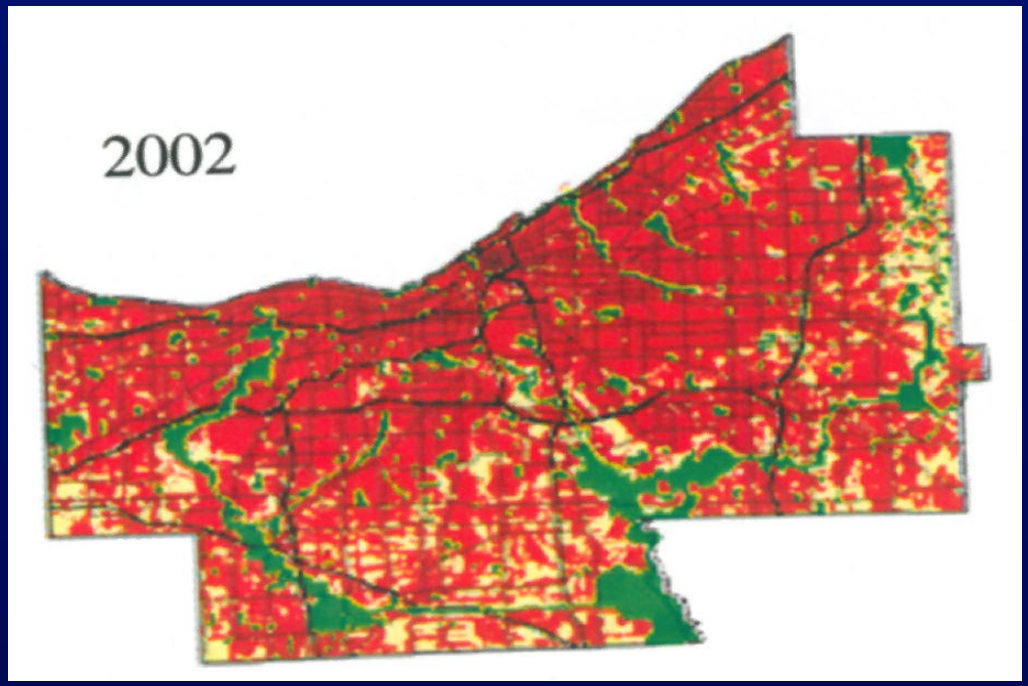


Data for 2012-2027 is extrapolated.

Expansion with Little Population Growth



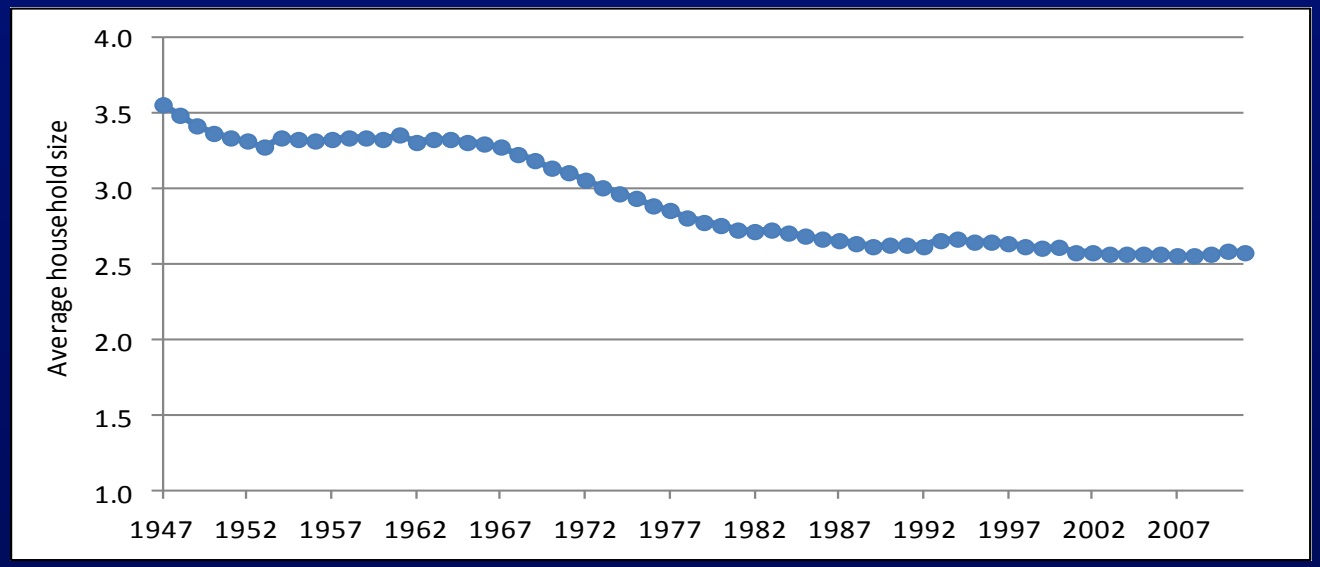
U.S. Census 1950
1,389,582 pop.



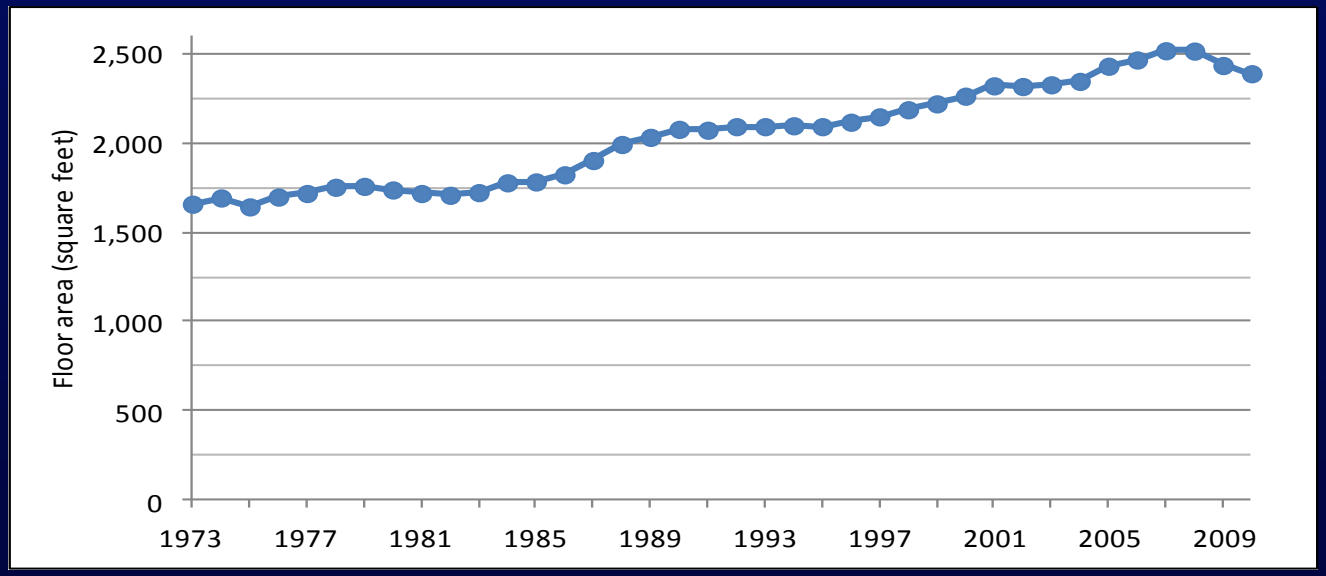
U.S. Census 2002
1,393,978 pop.

Cuyahoga Co Land Use Maps – Cuyahoga County, Ohio, Planning Commission

Household Size Drops while Houses Get Bigger



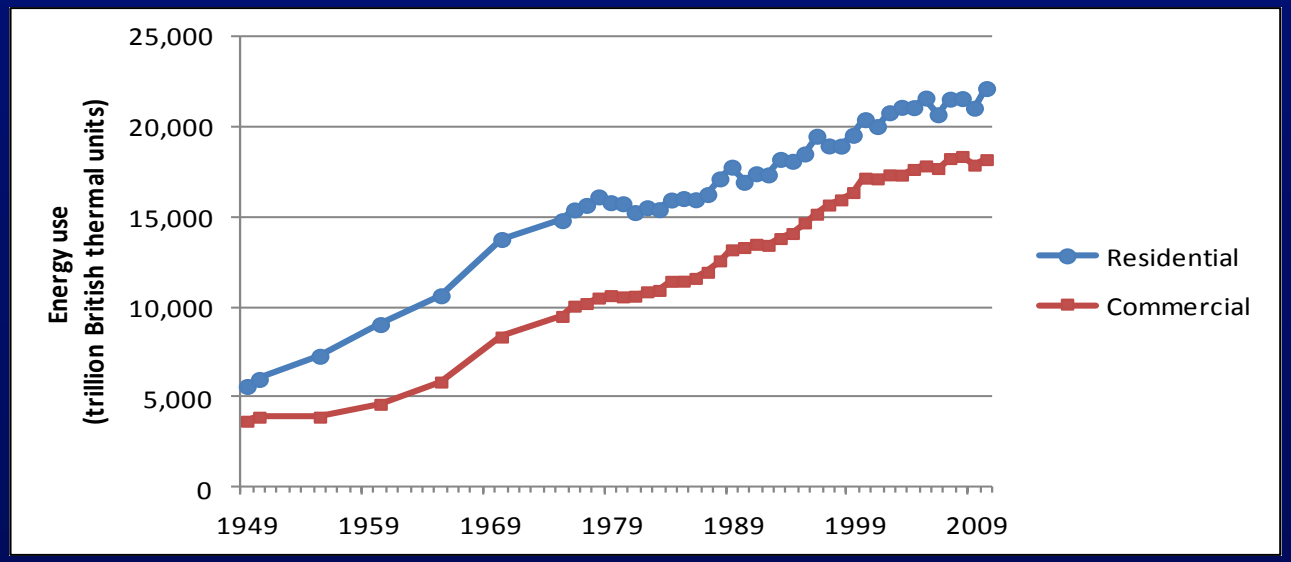
Average U.S. Household Size 1947-2007



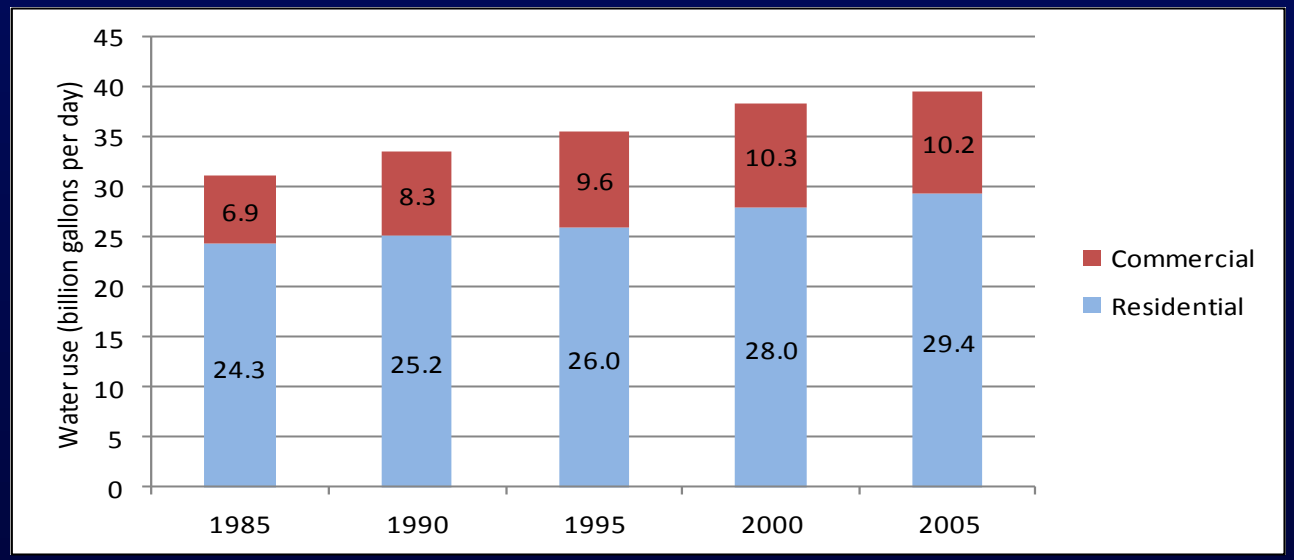
Average Size of Single-Family Homes 1973-2009

Data source: U.S. Census Bureau

Energy and Water Use Go Up...



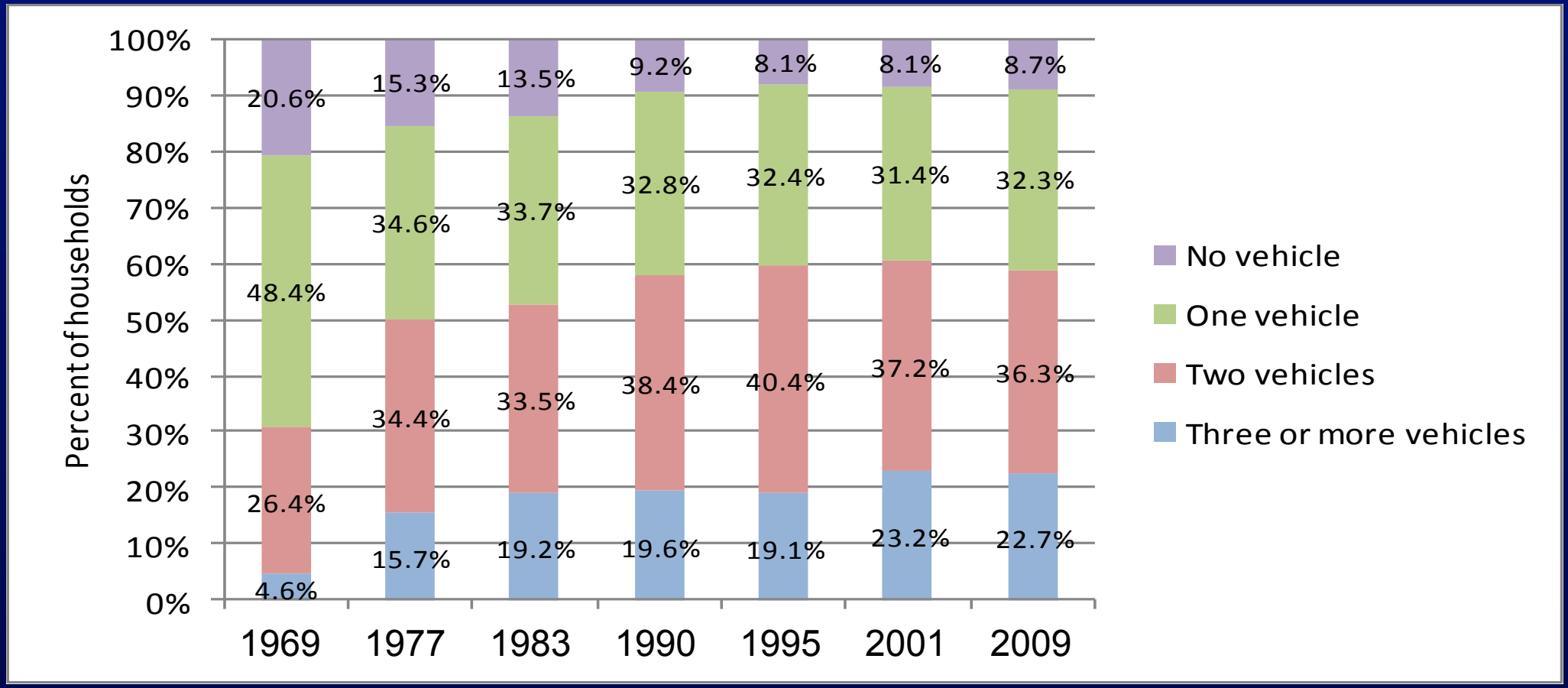
Building Energy Use
1949-2009



Building Water Use
1985, 1990, 1995, 2000, 2005

Data source: U.S. Energy Information Administration

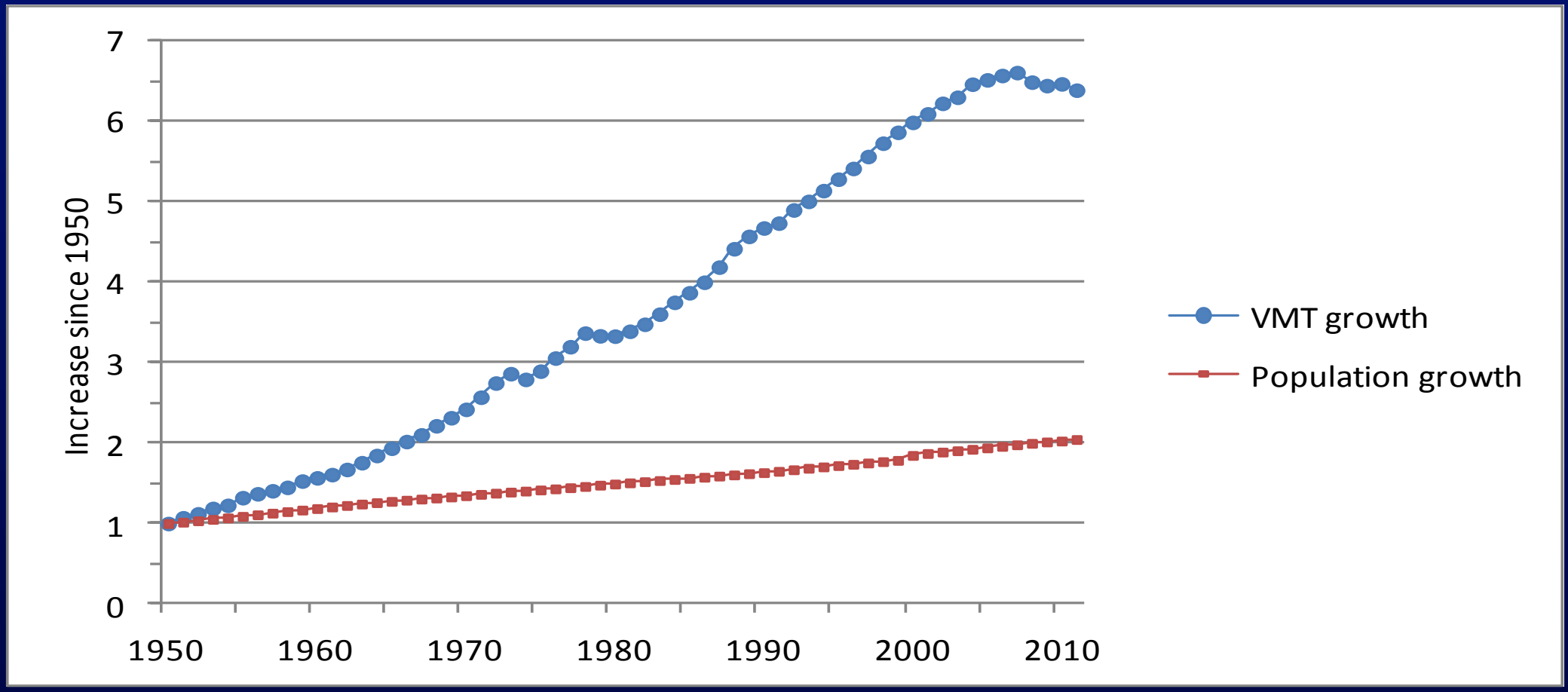
We Buy More Cars and Drive More...



Vehicles per Household

Data source: Federal Highway Administration

Growth in Vehicle Miles Traveled (VMT) Far Outpaces Growth in Population



Data sources: U.S. Census Bureau; Federal Highway Administration

How have we built our urban roadway system?

To facilitate travel over longer distances


93 NORTH
LEFT LANE
Hardee's
Chevron
PUB
LIQUOR STORE
FAIRWA
Coca-Cola
Holiday Village
WESTERN FEDERAL


RYDE


ac ess-a-Ride

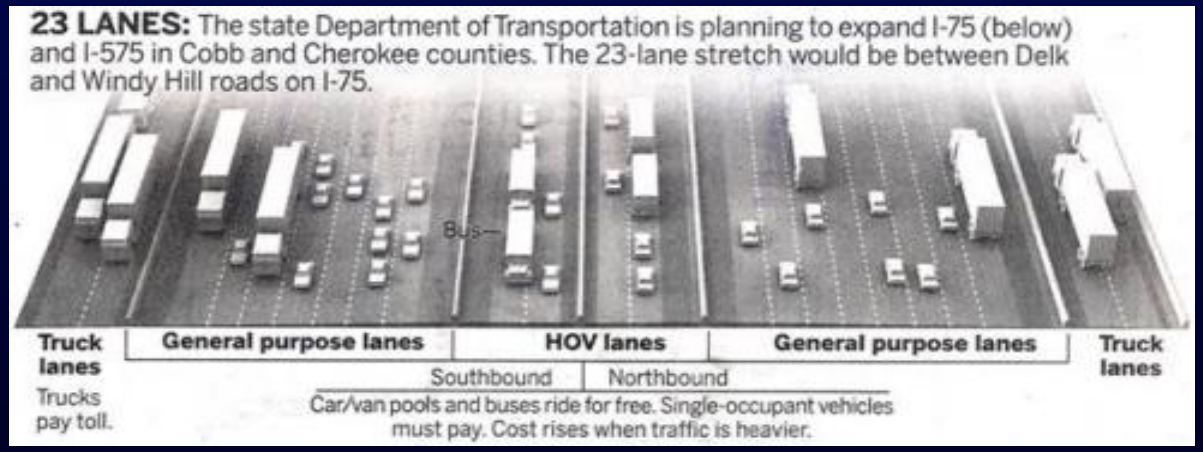
Will 23 lanes be enough?

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.



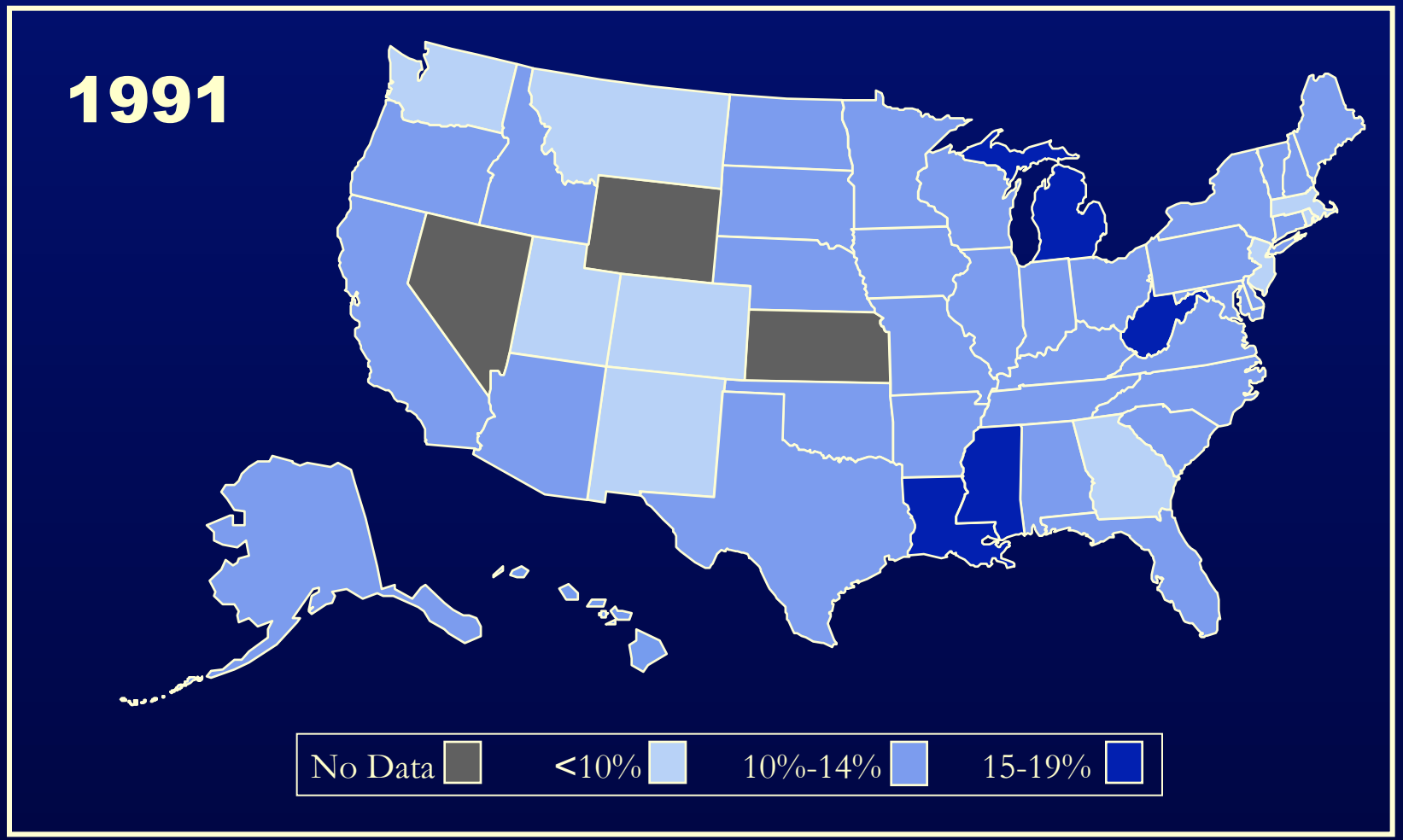
23 LANES: The state Department of Transportation is planning to expand I-75 (below) and I-575 in Cobb and Cherokee counties. The 23-lane stretch would be between Delk and Windy Hill roads on I-75.

LOUIE FAVORITE / Staff

Traffic heads north on I-75, just north of I-285, on Thursday. A proposal for the interstate is enough to make a road builder weep with joy, and make others wonder whether it's overkill.

Atlanta Journal-Constitution, March 19, 2006

Obesity* Trends Among U.S. Adults

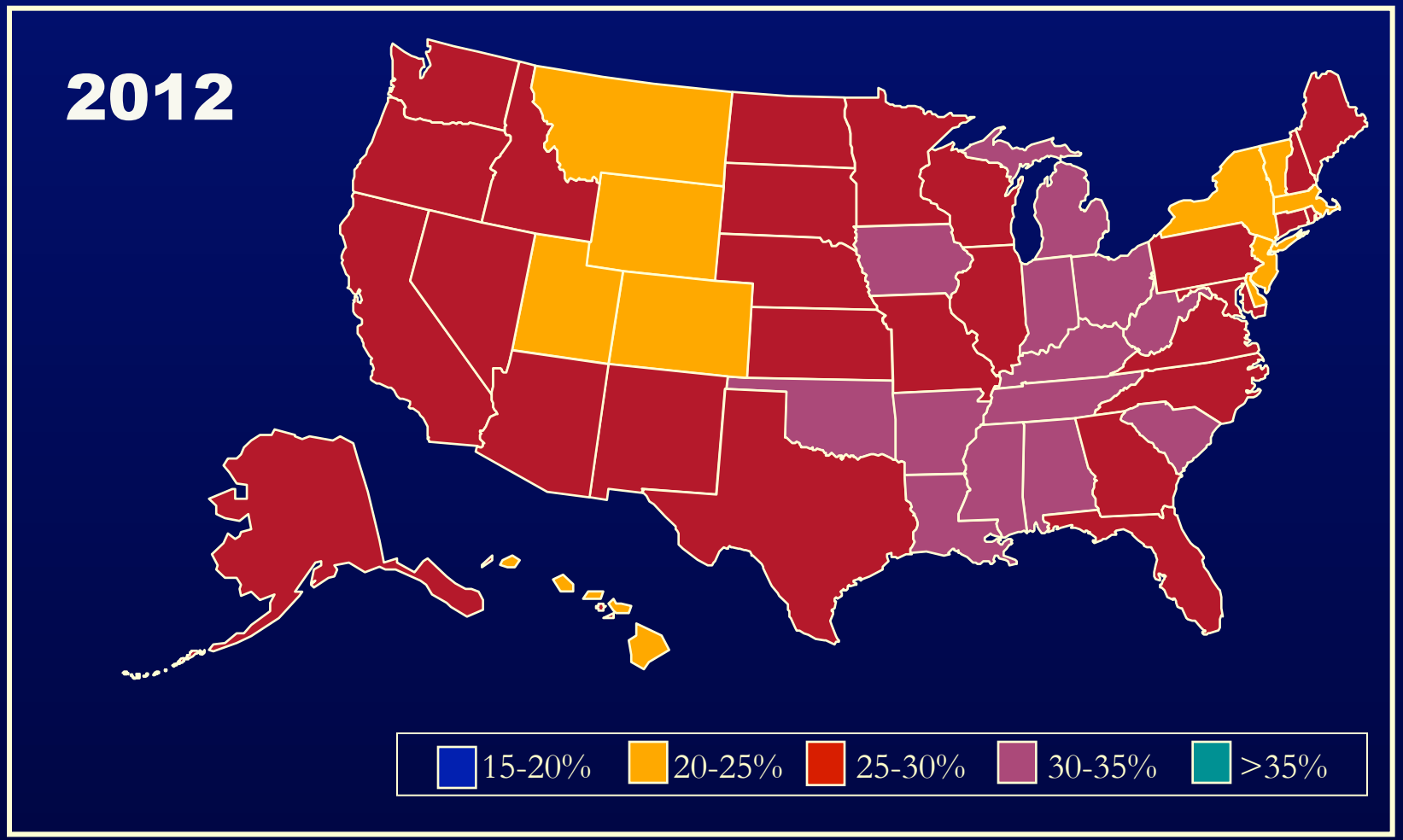


* BMI ≥ 30, or
~ 30 lbs
overweight for
5’ 4” woman

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

Obesity* Trends Among U.S. Adults

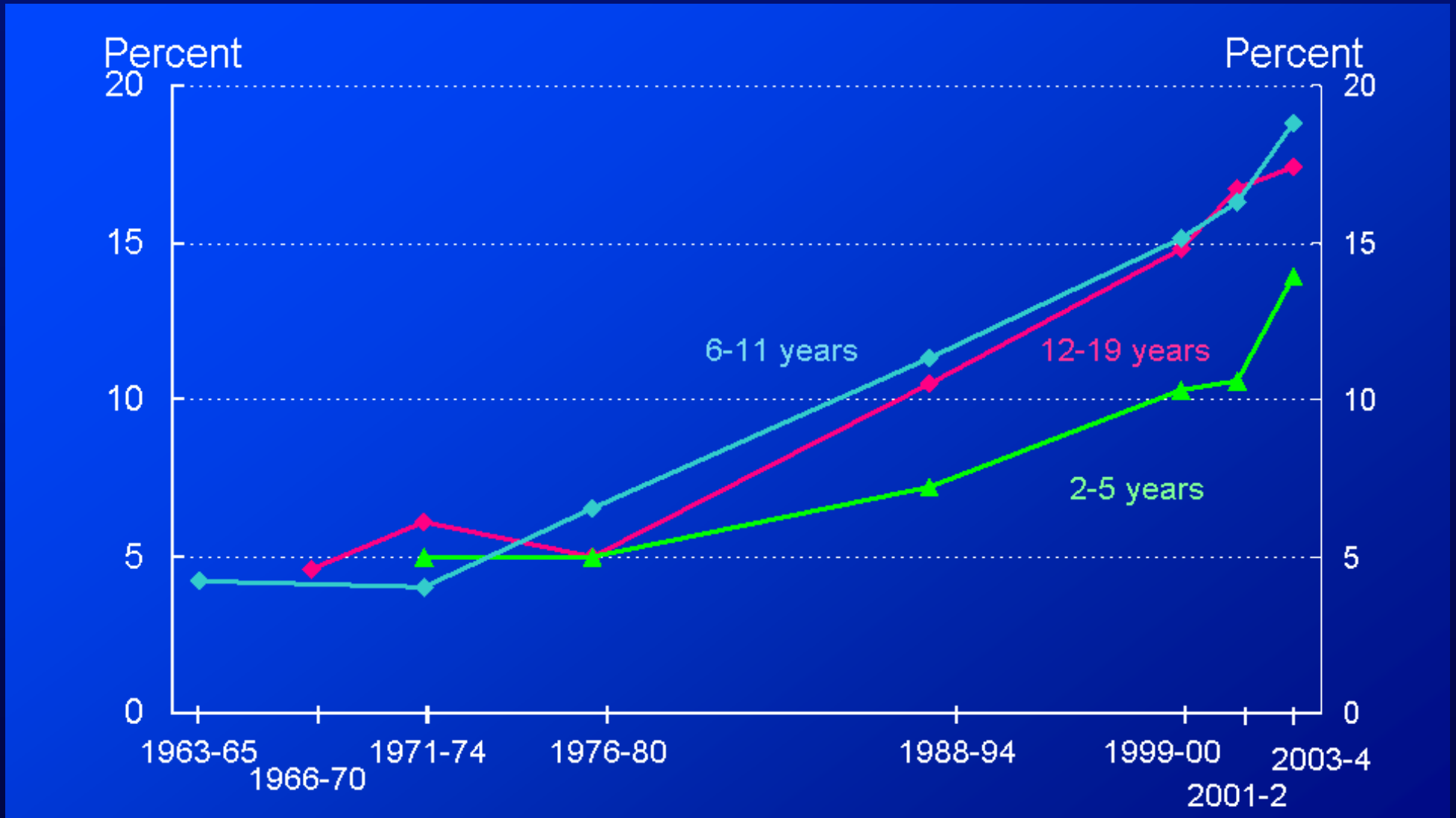
21 Years later…



* BMI ≥ 30, or ~ 30 lbs overweight for 5’ 4” woman

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

Trends in Child and Adolescent Overweight

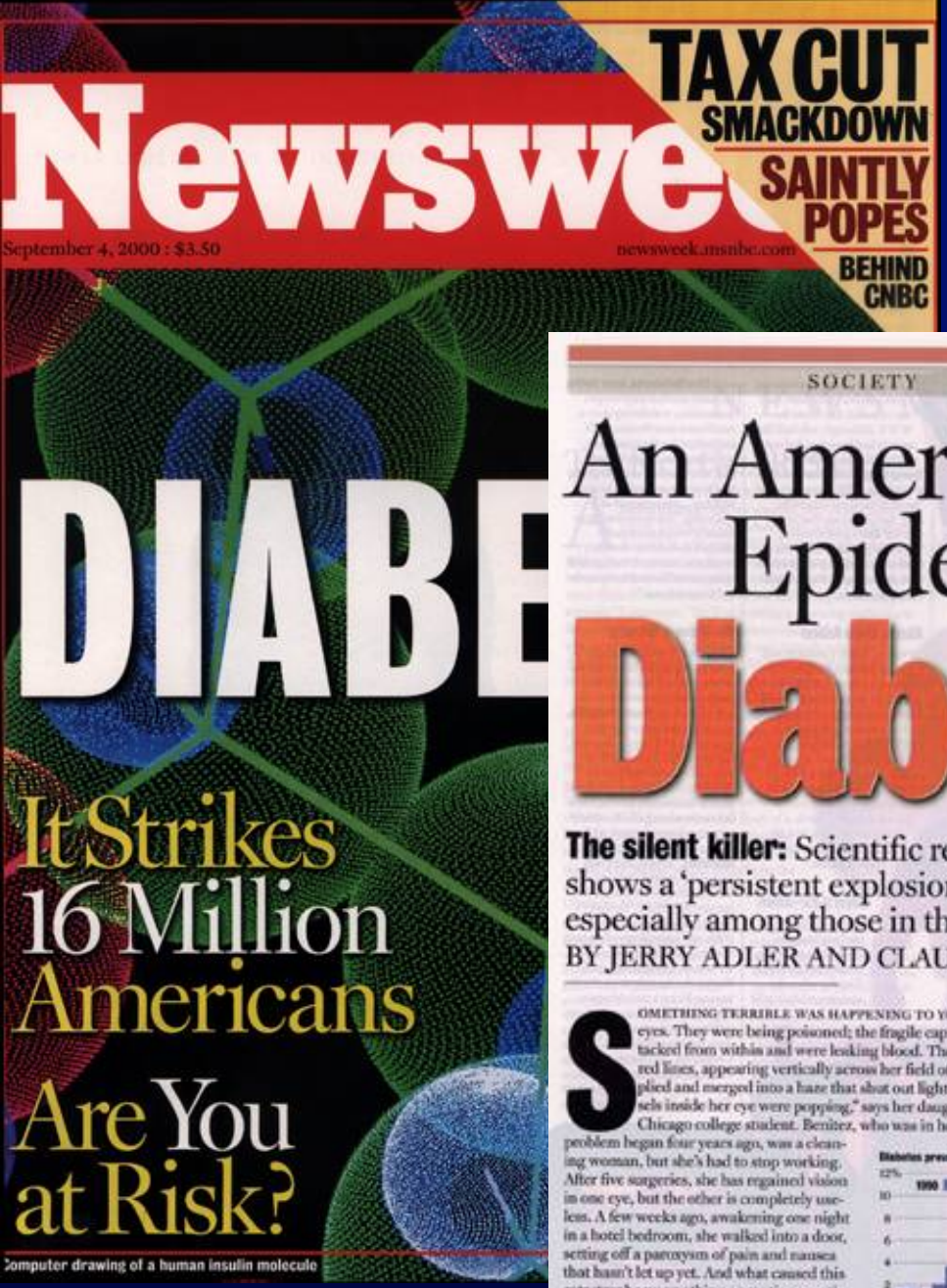


Note: Overweight is defined as BMI >= gender- and weight-specific 95th percentile from the 2000 CDC Growth Charts.
Source: National Health Examination Surveys II (ages 6-11) and III (ages 12-17), National Health and Nutrition Examination Surveys I, II, III and 1999-2004, NCHS, CDC.

It's the Community Design…

"Reliance on physical activity as an alternative to car use is less likely to occur in many cities and towns unless they are designed or retrofitted to permit walking or bicycling. The location of schools, work sites, and shopping areas near residential areas will require substantial changes in community or regional design."

— Journal of the American Medical Association, Editorial, 10/27/99



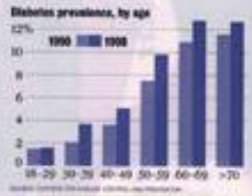
SOCIETY

An American Epidemic
Diabetes

The silent killer: Scientific research shows a 'persistent explosion' of cases—especially among those in their prime

BY JERRY ADLER AND CLAUDIA KALB

SOMETHING TERRIBLE WAS HAPPENING TO YOLANDA BENITEZ'S eyes. They were being poisoned; the fragile capillaries of the retina attacked from within and were leaking blood. The first symptoms were red lines, appearing vertically across her field of vision; the lines multiplied and emerged into a haze that shut out light entirely. "Her blood vessels inside her eye were popping," says her daughter, Jannette Roman, a Chicago college student. Benitez, who was in her late 40s when the problem began four years ago, was a cleaning woman, but she's had to stop working. After five surgeries, she has regained vision in one eye, but the other is completely useless. A few weeks ago, awakening one night in a hotel bedroom, she walked into a door, setting off a paroxysm of pain and nausea that hasn't let up yet. And what caused this catastrophe was nothing as exotic as pesticides or emerging viruses. What was poisoning Benitez was sugar.



Heredity

Genes help determine whether you'll get diabetes. In many families, multiple generations are struck. But heredity is not destiny—especially if you eat well and exercise.

FAMILY PLEASURE: Benitez (left) and Roman. Benitez's mother and two brothers died from complications of the disease.

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)

The Atlanta Journal-Constitution / Sunday, June 15, 2003

CDC: Diabetes to afflict 1 in 3 born in 2000

Scientist says kids must eat healthier, exercise more

By JANET McCONNAUGHEY
Associated Press

New Orleans — One in three U.S. children born in 2000 will become diabetic unless many more people start eating less and exercising more, a scientist with the Centers for Disease Control and Prevention warned Saturday.

The odds are worse for African-American and Latino children: Nearly half of them are likely to develop the disease, said Dr. K.M. Venkat Narayan, a diabetes epidemiologist at the CDC.

"I think the fact that the diabetes epidemic has been raging has been well-known to us for several years. But looking at the risk in these terms was very shocking to us," Narayan said.

The 33 percent lifetime risk is about triple the American Diabetes Association's current estimate.

by 2050, to 29 million, an earlier CDC study by Narayan and others found.

"These estimates I am giving you now are probably quite conservative," Narayan said in an interview before the diabetes association's annual scientific meeting here.

Narayan said it would be difficult to say whether undiagnosed cases would rise at the same rate.

If they did, that could push the 2050 figure to 40 million or more.

Doctors had known for some time that Type 2 diabetes — what used to be called adult-onset diabetes because it typically showed up in middle-aged people — is on the rise, and that patients are getting younger.

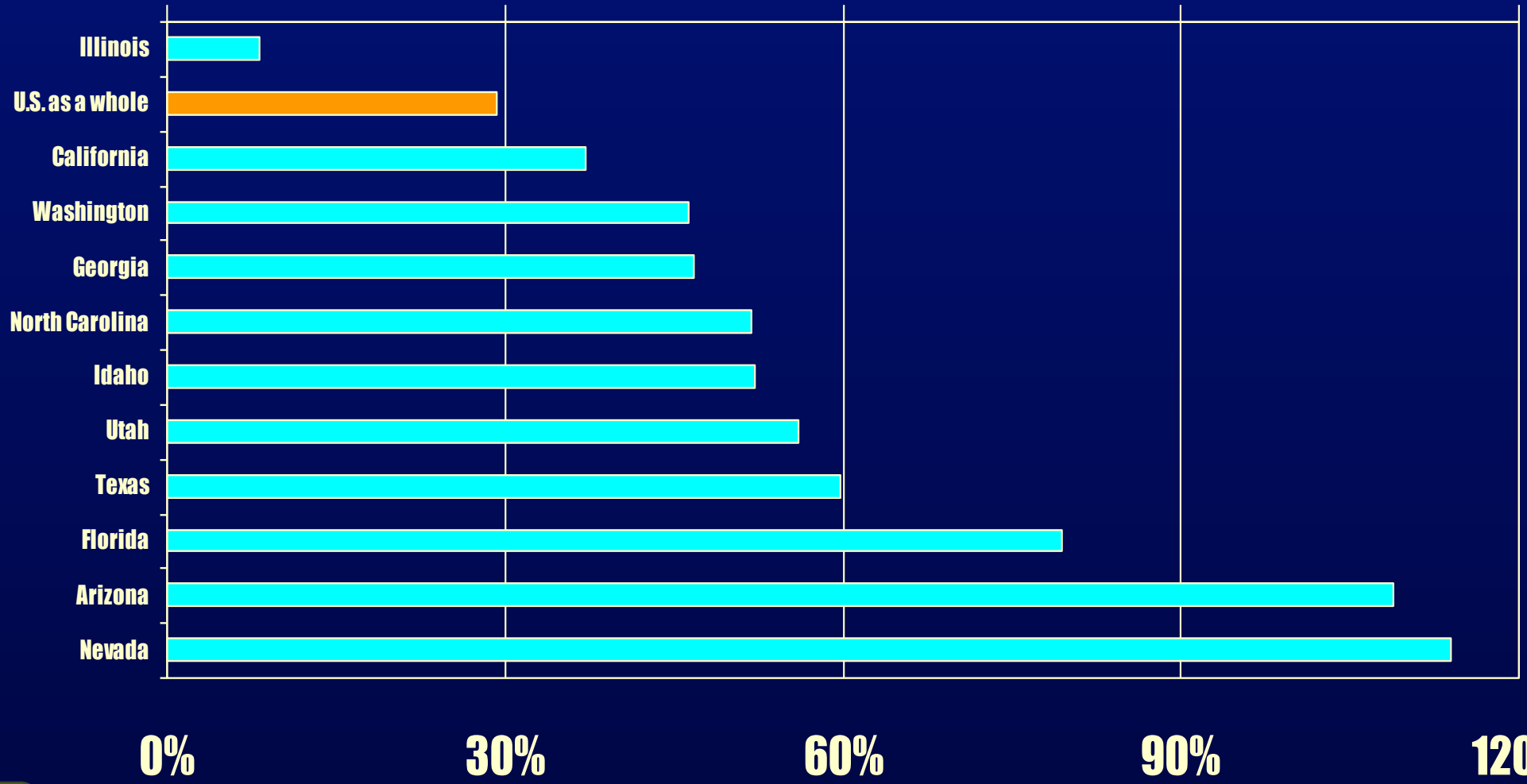
Nobody else had crunched the numbers to look at current odds of getting the disease, Narayan said.

Overall, he said, 39 percent of the girls who now are healthy 2½- to 3-year-olds and 33 percent of the boys are likely to develop diabetes, he said.

For Latino children, the odds are closer to one in two: 53 percent of the girls and 45 percent of the boys. The numbers are about 49 percent and 40 percent for African-American girls

V Narayan et al: JAMA 8 Oct 2003

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



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

Future Trends

- 2010 to 2050
  - Population growth: 42%
  - New housing: 52 million units
  - Replacement housing: 37 million units
- One estimate of acres that will be lost between 1997 and 2060:
  - Rural land: 60-85 million acres
  - Forests: 24-38 million acres
  - Cropland:19-28 million acres
  - Rangeland: 8-11 million acres

*"Researchers estimate that the number of new and replacement units projected to be built between 2005 and 2050 is equivalent to about **two-thirds** of the 132 million housing units that existed in 2011."*

Sources: Vincent & Velkoff 2010; Ewing et al. 2008; Wear 2011

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

Three “E’s” or “P’s” of Sustainable Development

- Development that meets the needs of the present without compromising the ability of future generations to meet their own needs

Courtesy: sustainableschmidt.com

Social Equity

- Social equity implies:
  - Fair access to livelihood, education, and resources;
  - Full participation in the political and cultural life of the community; and
  - Self-determination in meeting fundamental needs

Credit: Reliable Prosperity

Equitable Development

- Approach to creating healthy, vibrant, communities of opportunity.
  - Equitable outcomes come about when smart, intentional strategies are put in place to ensure that everyone can participate in and benefit from decisions that shape their neighborhoods and regions.
  - PolicyLink developed an online toolkit with 27 tools
    - Affordable Housing
    - Economic Opportunity
    - Health Equity and Place
    - Land Use and Environment

Credit: PolicyLink

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"

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

Charlantingham: Welcome to the big city

By Maurice Tamman
mtamman@ajc.com

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

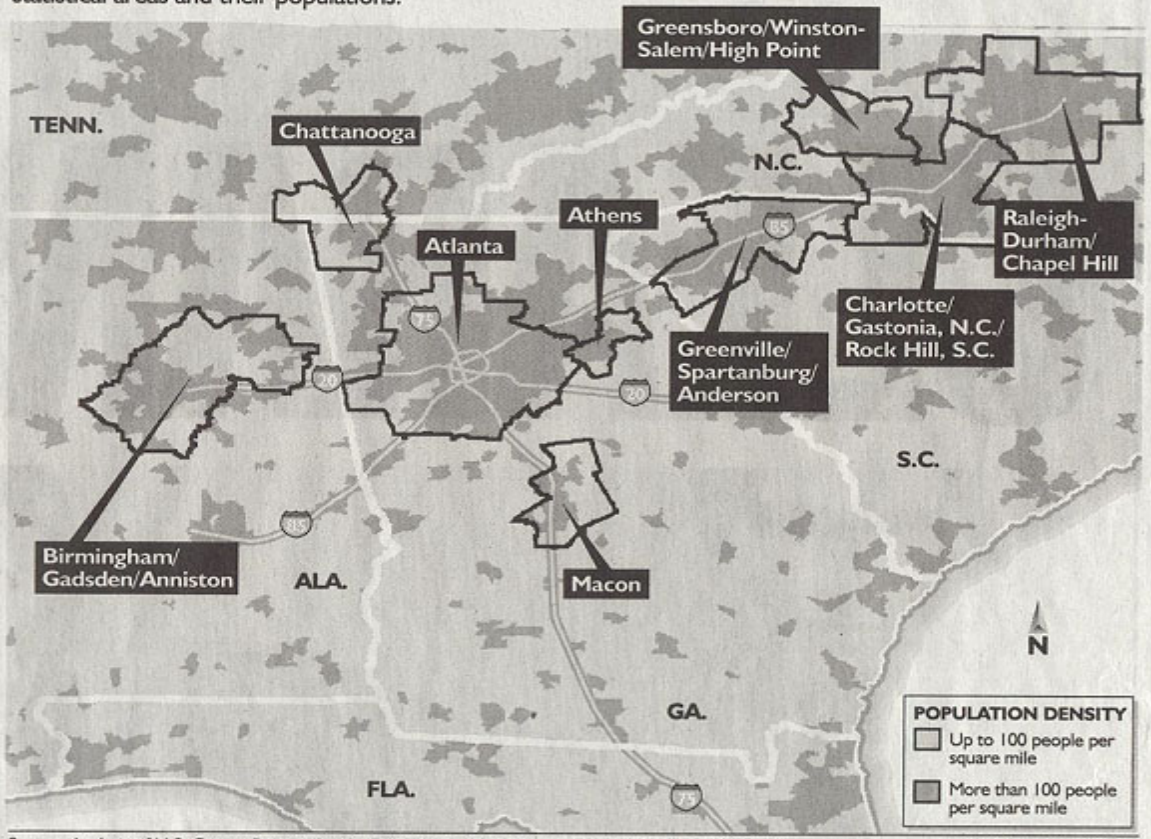
In the 1970s, those lenses detected only a few blips from Georgia, Alabama, Tennessee, and the Carolinas. Today, the region glows like a wheel-shaped constellation, with Atlanta at its hub.

During that time, me
grown from 1.39 millio
five counties to 4.11 mi
counties; it pushes out
20, 75 and 85 toward B
tanooga, Macon, Green
Charlotte. All the while
markets boomed, exter
aries toward Atlanta.

According to the 200
lion people live in the r
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:

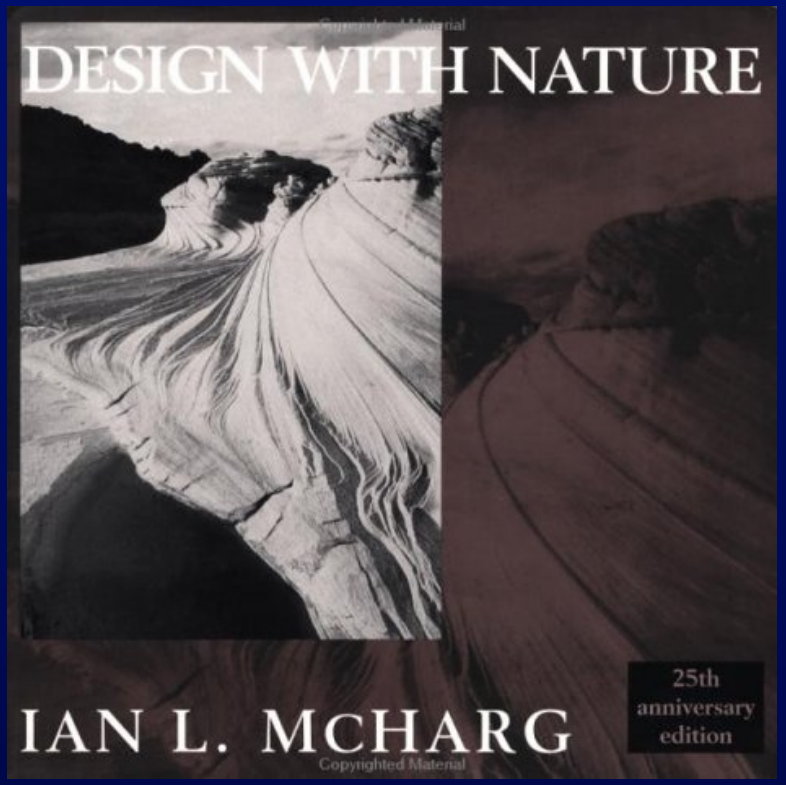


Source: Analysis of U.S. Census Bureau data by DAVID A. MILLIRON and MAURICE TAMMAN / Staff

CHUCK BLEVINS / Staff

Atlanta Journal-Constitution,
April 15, 2001

Analyze where you can accommodate future growth



Mapping Method
Developed by Ian McHarg

Geology

Hydrology

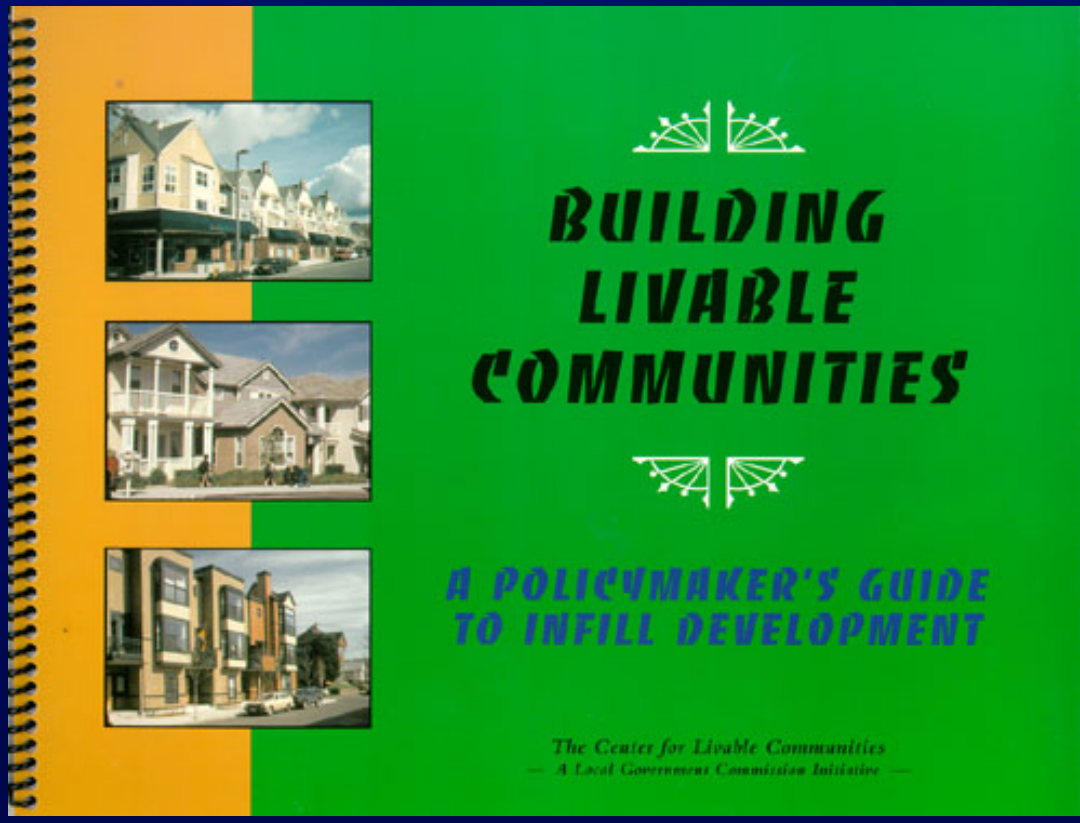
Slope

Soils

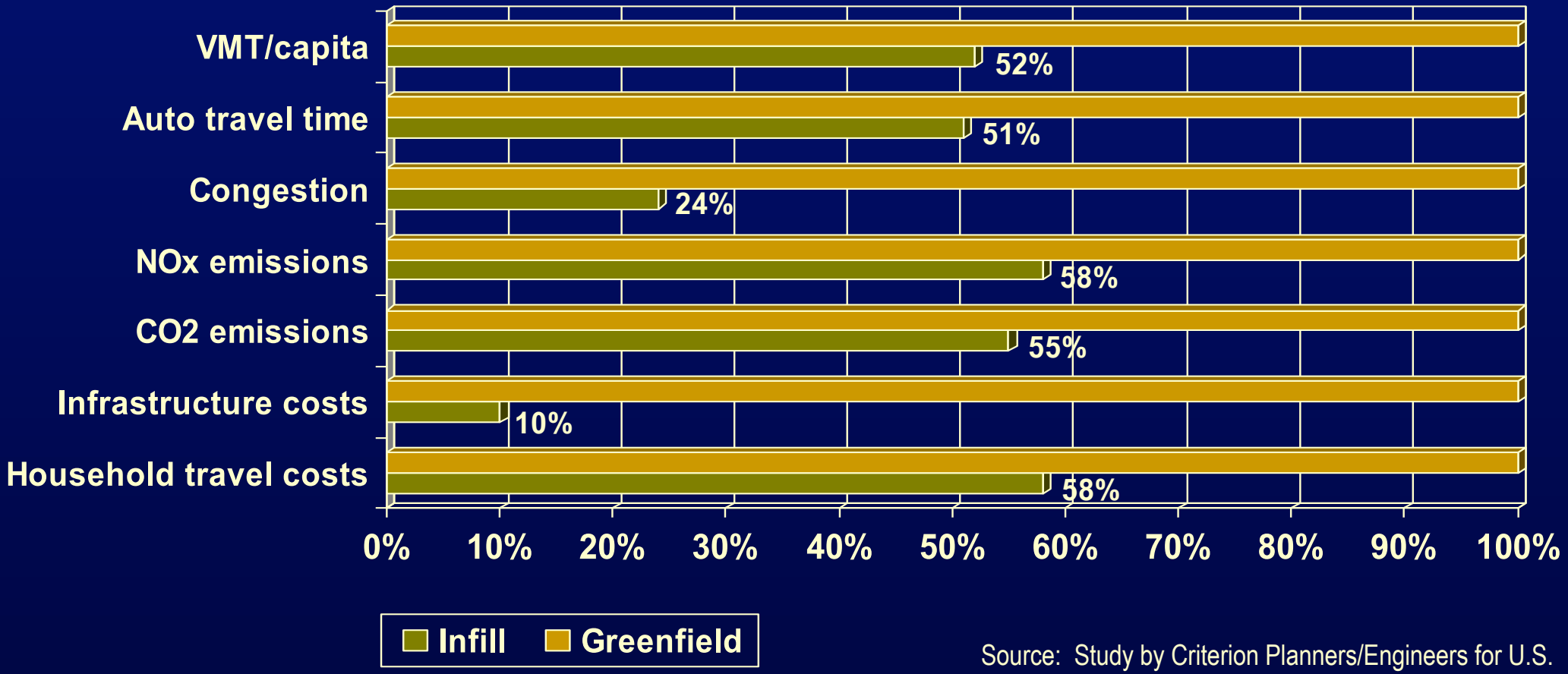
Woodland

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



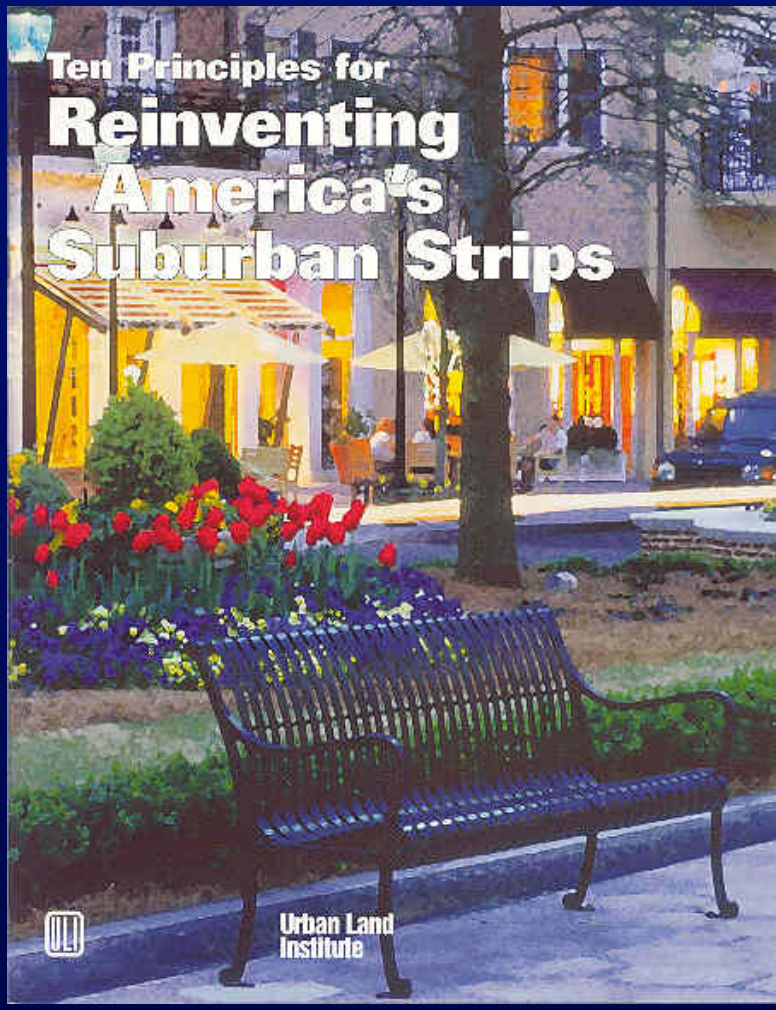
Source: Study by Criterion Planners/Engineers for U.S. Environmental Protection Agency, 1998

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 is the Purpose of Towns and Cities?

Cities are an invention to maximize exchange (goods, culture, friendship, knowledge) and to minimize travel.

The role of transport is to maximize exchange.

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


OLD WALLED
CITY EDGE
ARNO
RIVER


Goleta - Costco Shopping Center

Take up approximately the same amount of space…

Bottom line, don't need a lot of space to foster great culture and civilization.

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.

Suburban

City's Annual Cost, per Household

$3462
(Total)

- Parks & Recreation **$129**
- Fire Department **$406**
- Transportation **$171**
- Culture / Economy **$36**
- Sidewalks & Curbs **$194**
- Governance **$297**
- Libraries **$72**
- Roads **$280**
- Storm & Waste Water **$613**
- Solid Waste **$185**
- Police **$360**
- School Bussing **$87**
- Transfers to Provinces eg. School Boards **$435**
- Water **$197**

Urban

City's Annual Cost, per Household

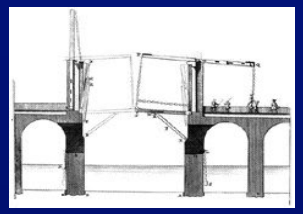
$1416
(Total)

- Parks & Recreation **$69**
- Fire Department **$177**
- Transportation **$91**
- Culture / Economy **$19**
- Sidewalks & Curbs **$27**
- Governance **$158**
- Libraries **$38**
- Roads **$26**
- Storm & Waste Water **$147**
- Solid Waste **$185**
- Police **$192**
- School Bussing **$13**
- Transfers to Provinces eg. School Boards **$232**
- Water **$42**

SP Sustainable Prosperity

For more data and more reports, visit thecostofsprawl.com

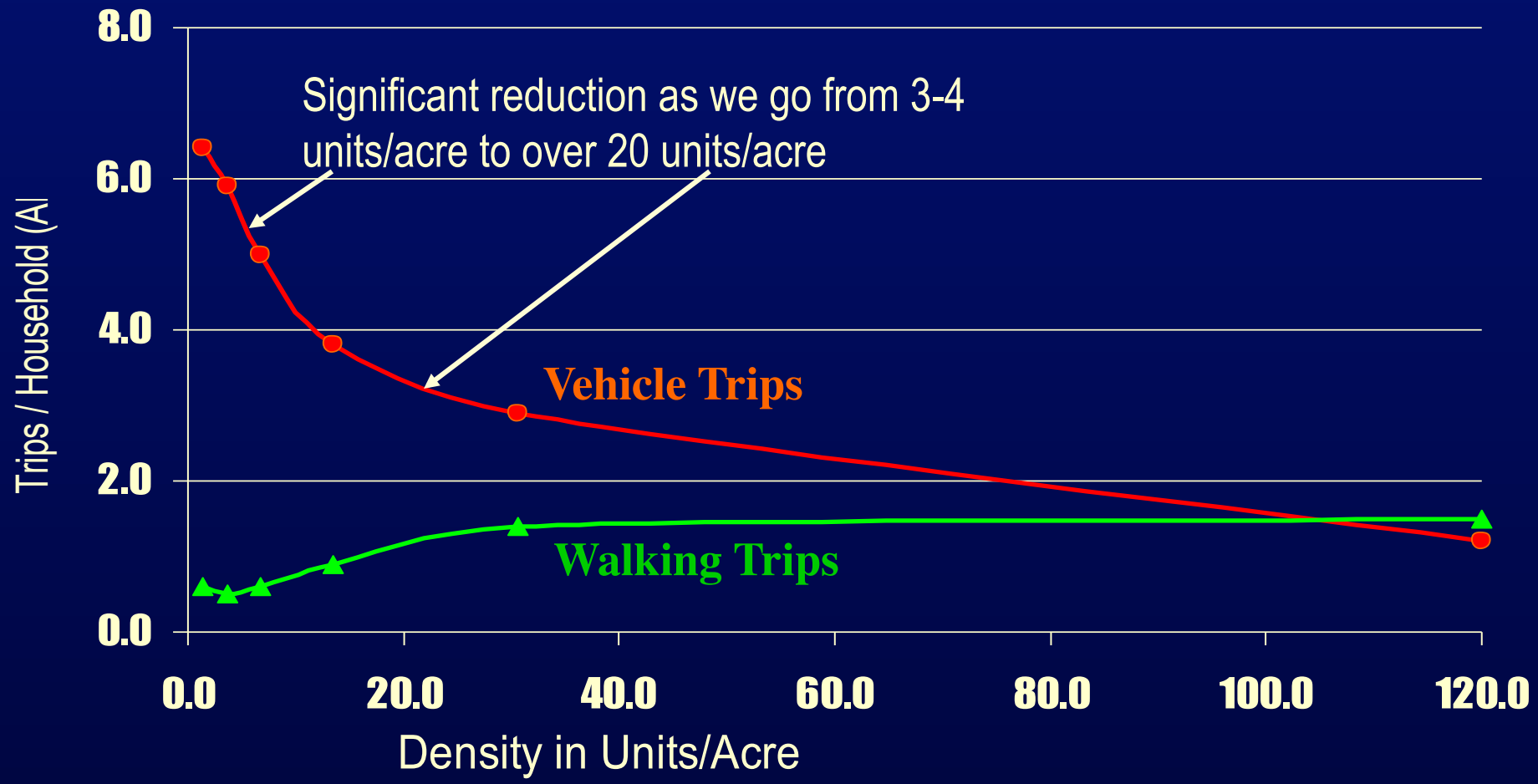
Data based on Halifax Regional Municipality



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

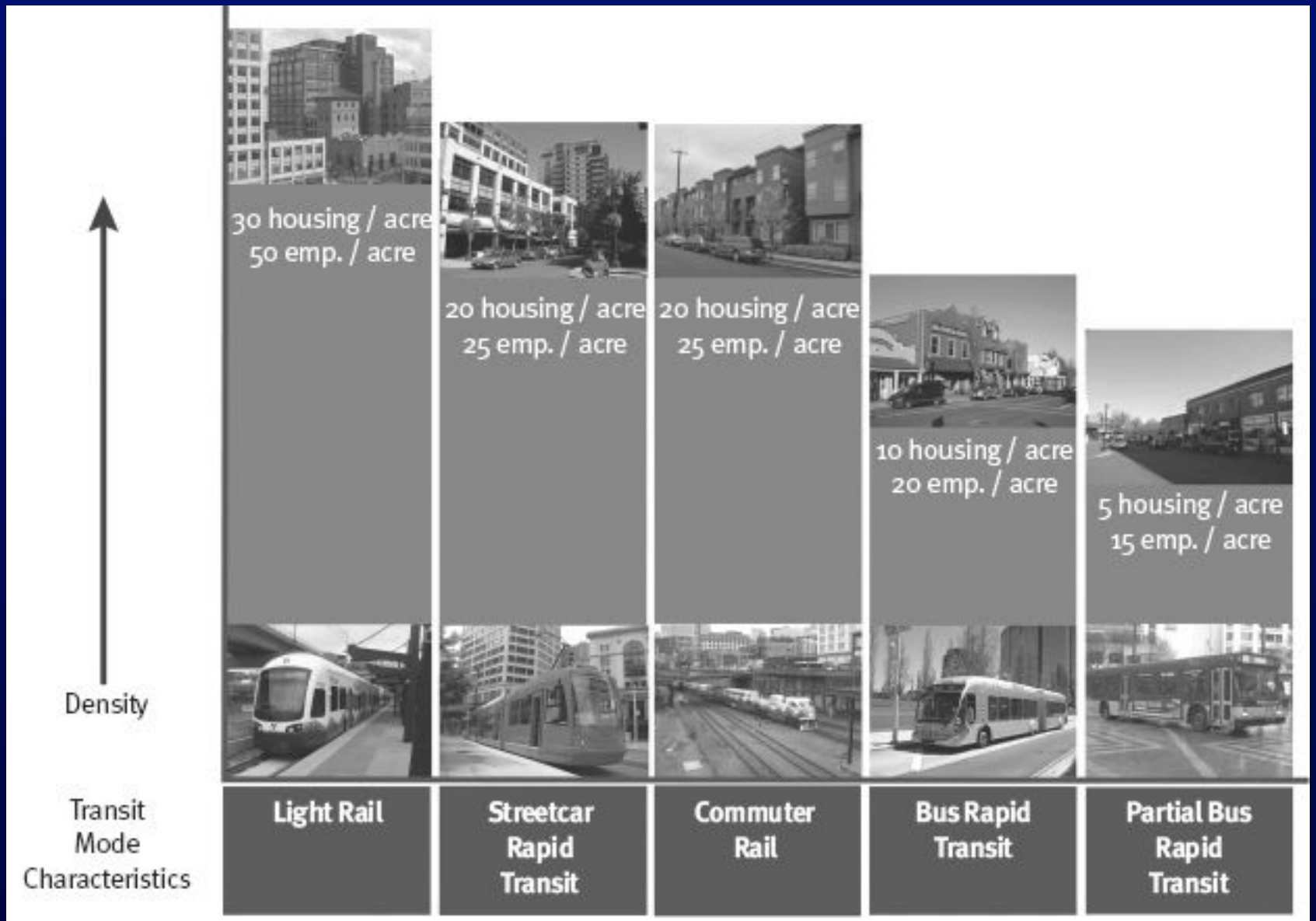
Land Consumed (Acres):	34.0	00.2
Total Property Taxes/Acre:	$ 6,500	$634,000
City Retail Taxes/Acre:	$ 47,500	$83,600
Residents per Acre:	0.0	90.0
Jobs per Acre:	**5.9**	73.7

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



Source: John Holtzclaw, PhD, Sierra Club

Land Use Pattern Affects Travel — Density to Support Transit



Source: Jeffery Tumlin, 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

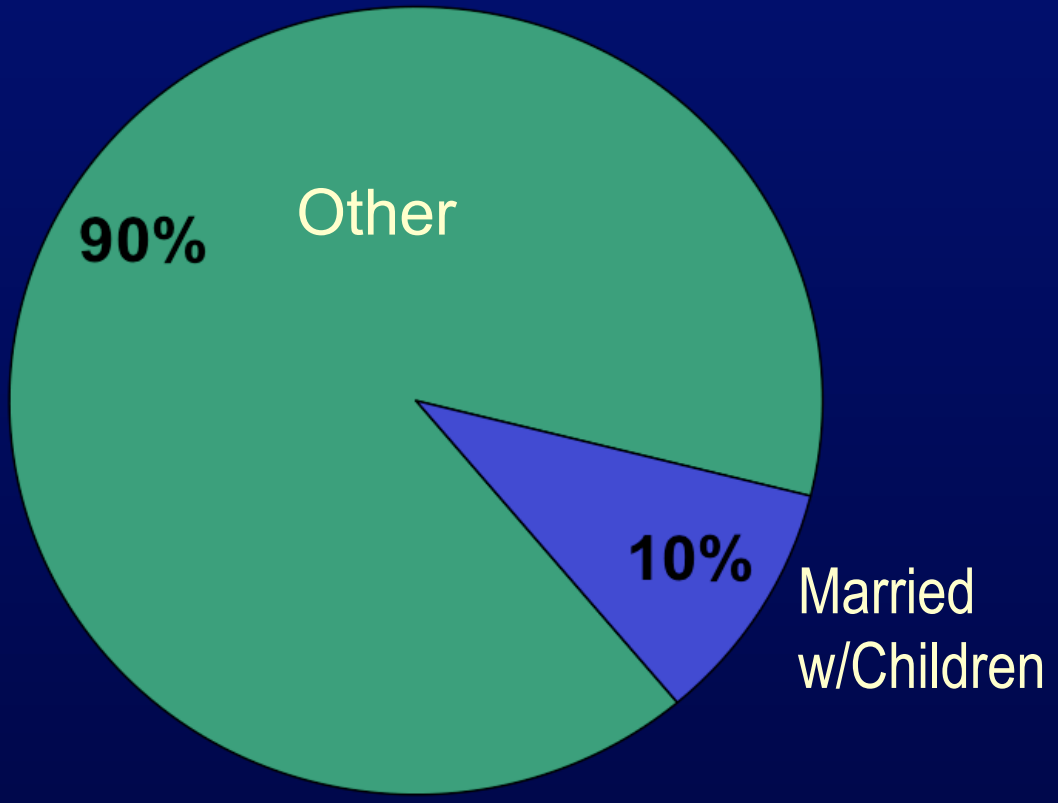
Moving to downtowns and older neighborhoods

Driving less and looking for other transportation options.

Demographic Trends: Millenials

New U.S. Households Formed: 2005-2015

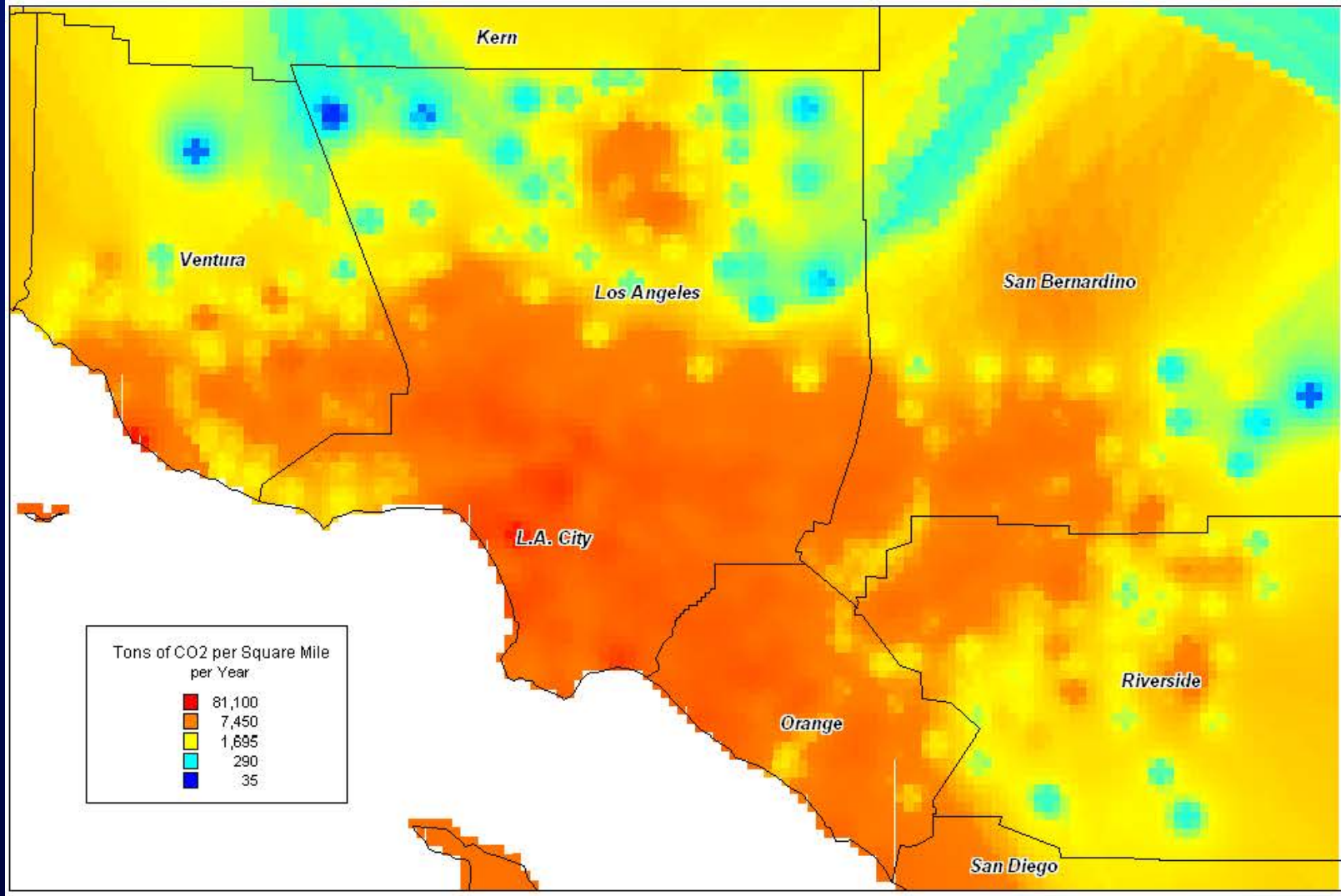
"The traditional family — married couples with children — is slowly declining in number, while households made up of single persons living alone, singles living together, and married couples without children are growing rapidly. These three groups will account for 90 percent of the net new household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



Peter Slavin, "The Rise of the Nontraditional Household," *Multifamily Trends*, Urban Land Institute, Summer 2005.

Why Community Design Matters…

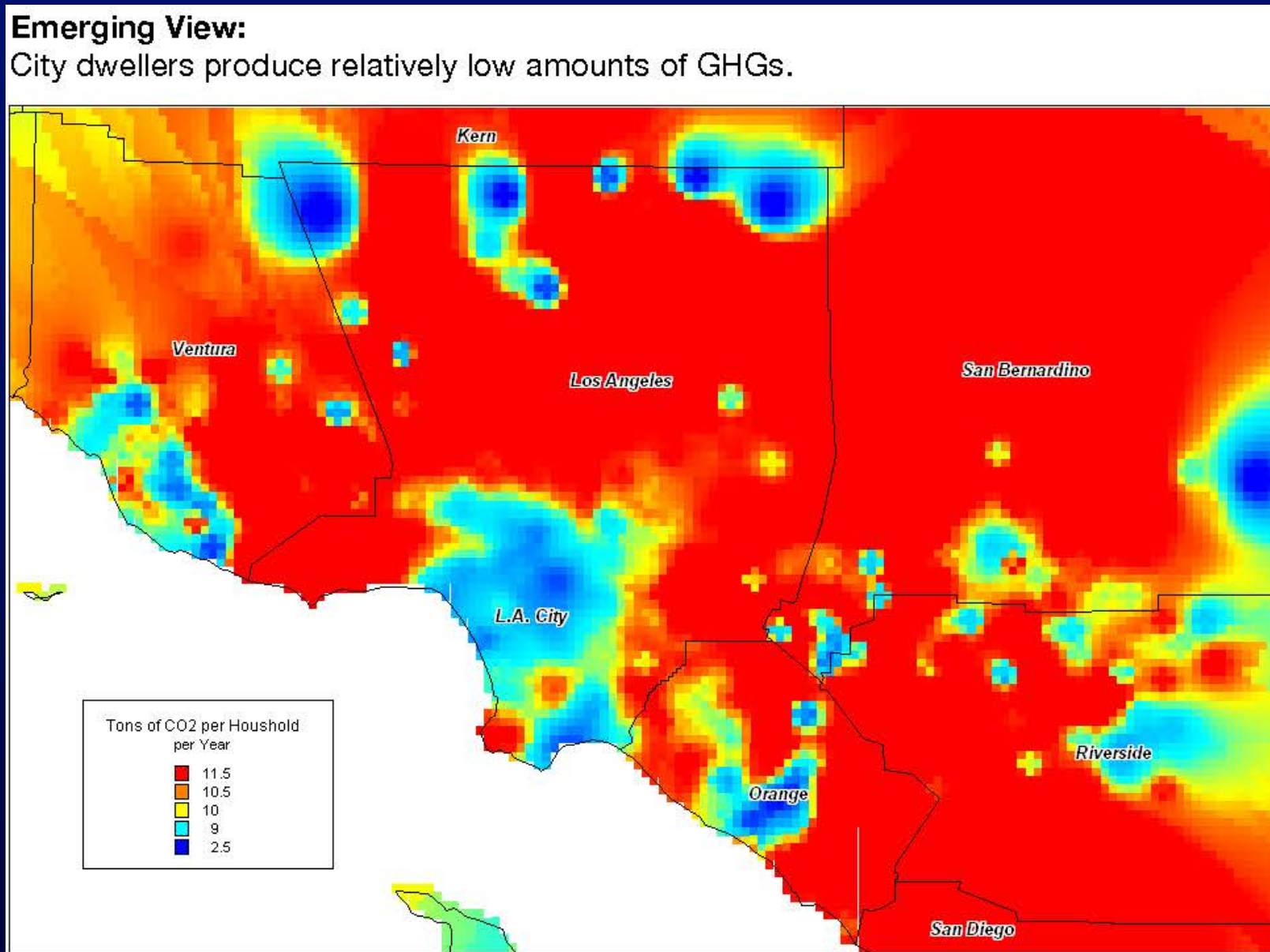
Traditional View:
Cities produce large amounts of GHGs.



Source:
www.travelmatters.org
(Center for Neighborhood Technology)

Why Community Design Matters…

Emerging View:
City dwellers produce relatively low amounts of GHGs.

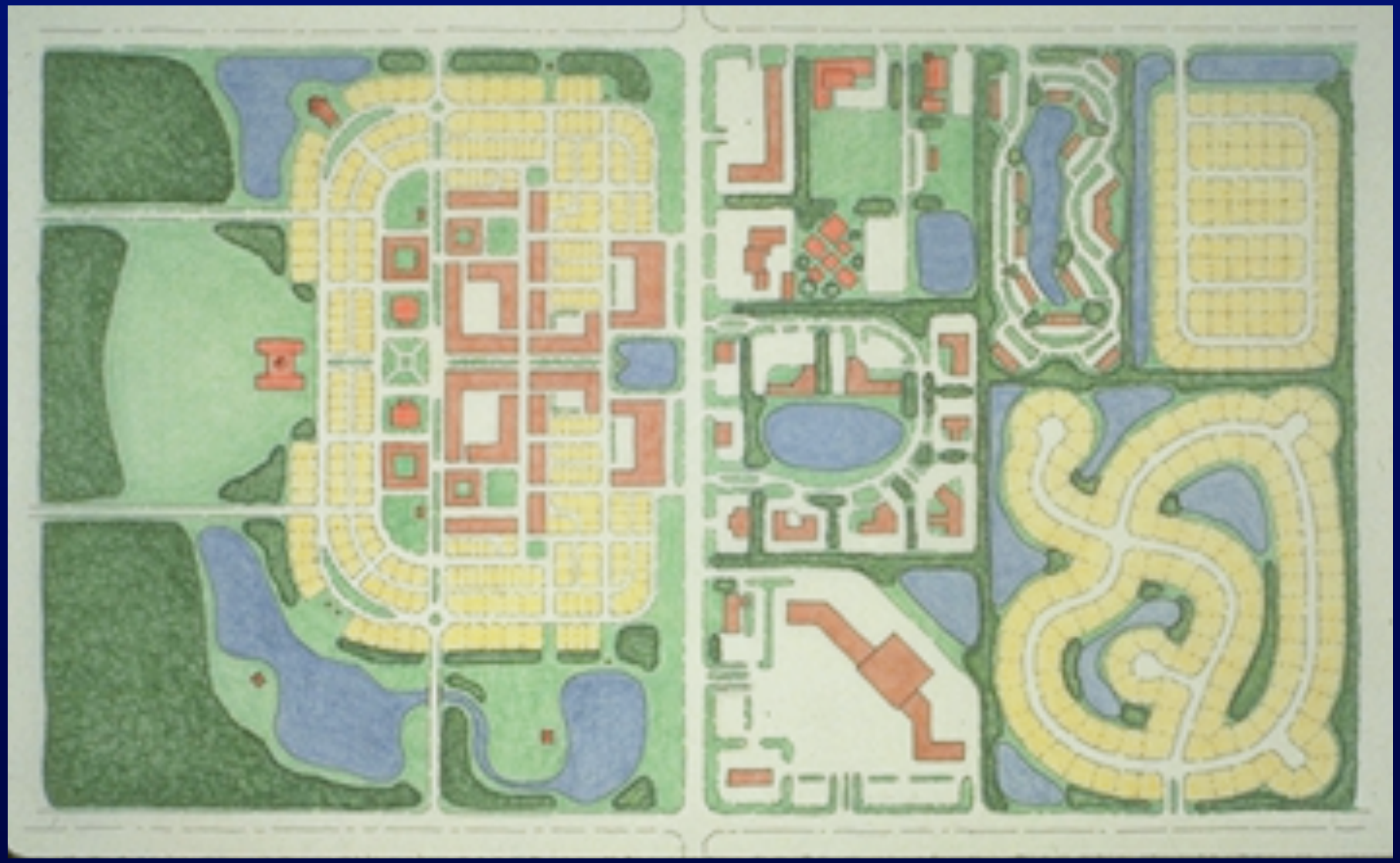


Source:
www.travelmatters.org
(Center for Neighborhood Technology)

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

Fourplex, Doe Mill, Chico, CA

Mixed housing types

Fourplex, Doe Mill, Chico, CA

Mixed housing types Bungalow Court, Doe Mill, Chico, CA

Mixed housing types

Townhouses, 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, Oregon Streetcar

Portland Bus Mall

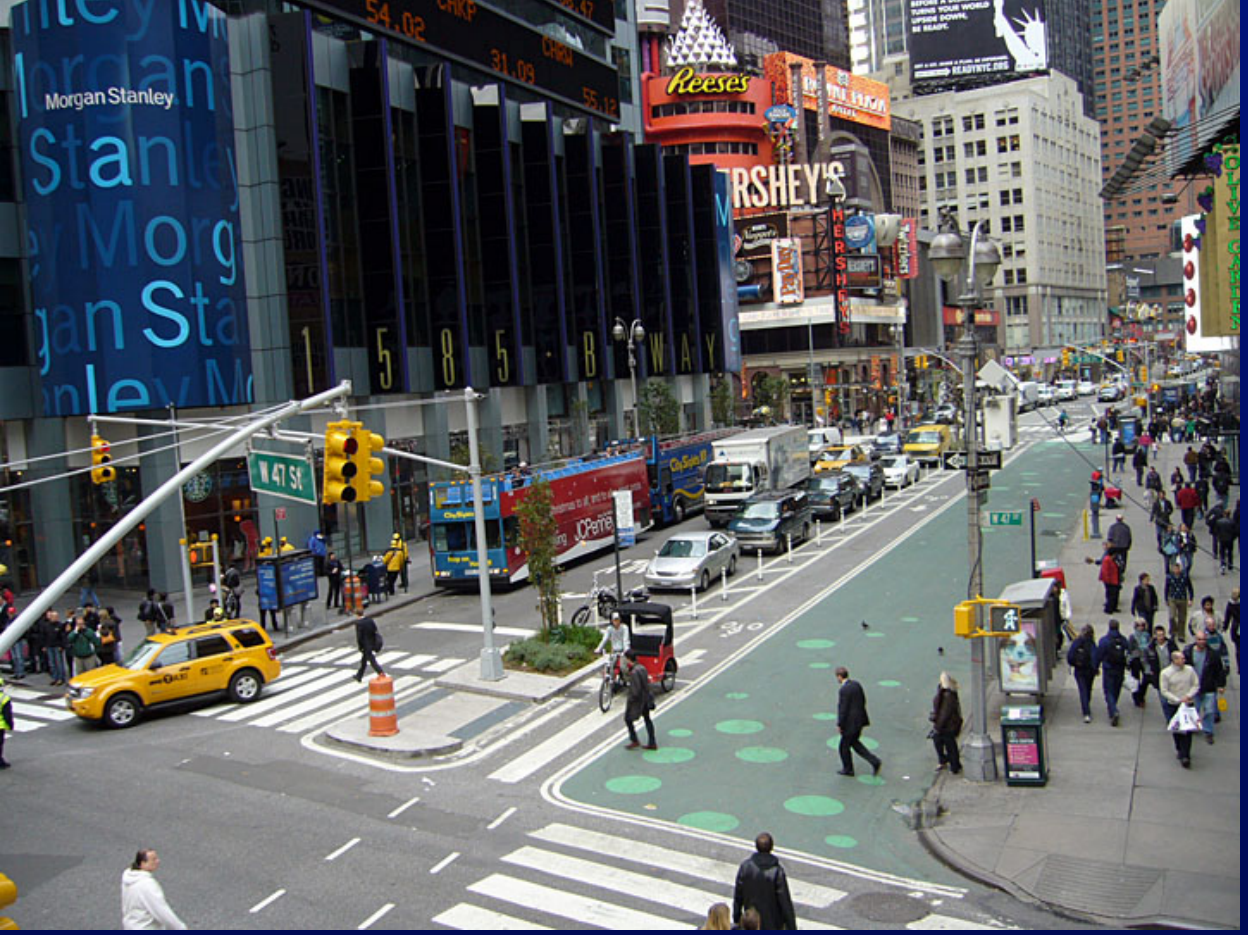
Los Angeles Metro Rapid Bus

Mexico City Metrobus

Mexico City Metrobus

Paris, France — Bus Rapid Transit

Bicycle Share Programs

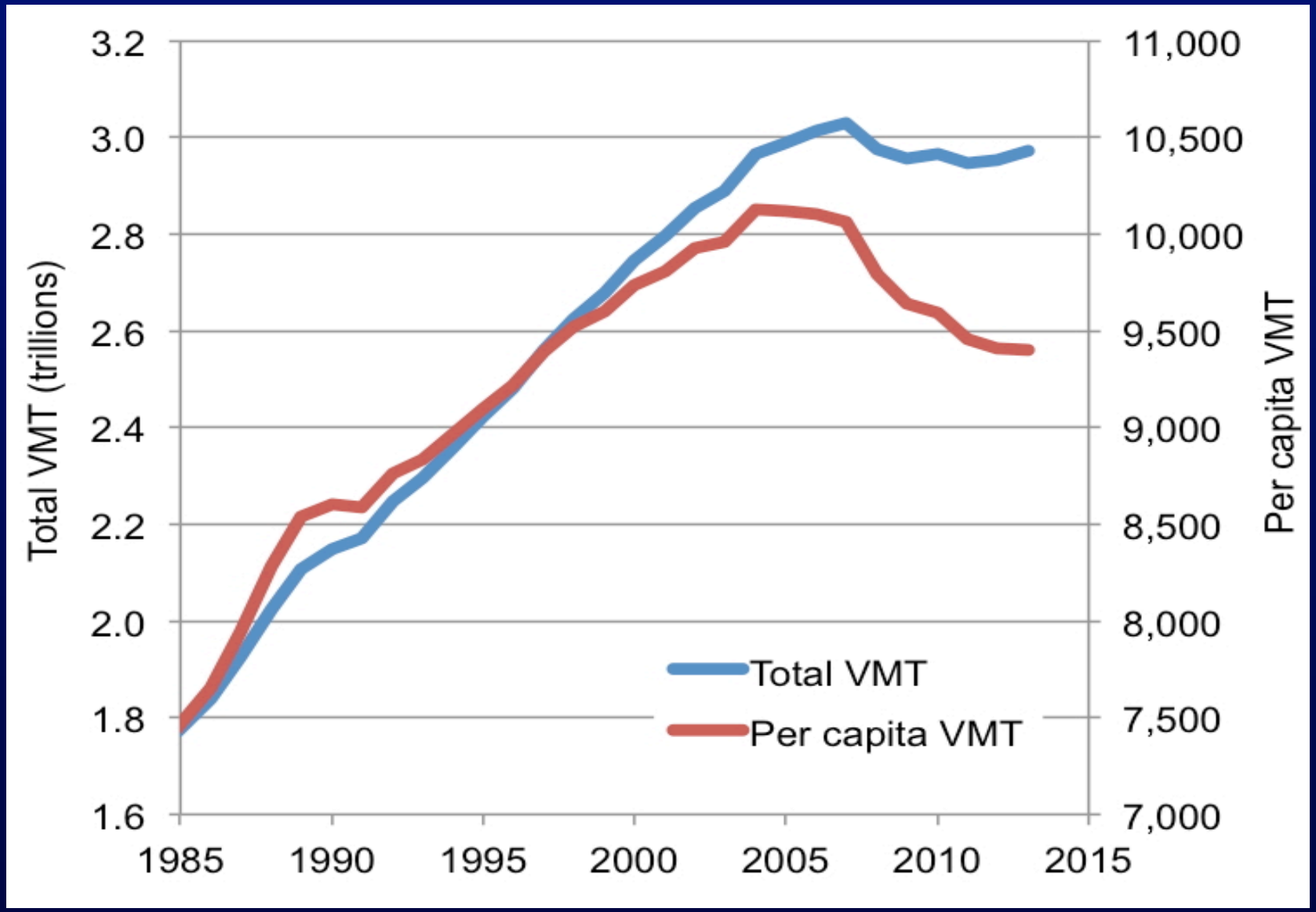


Protected bicycle lanes —
New York City

STREET SPACE FOR 60 PEOPLE

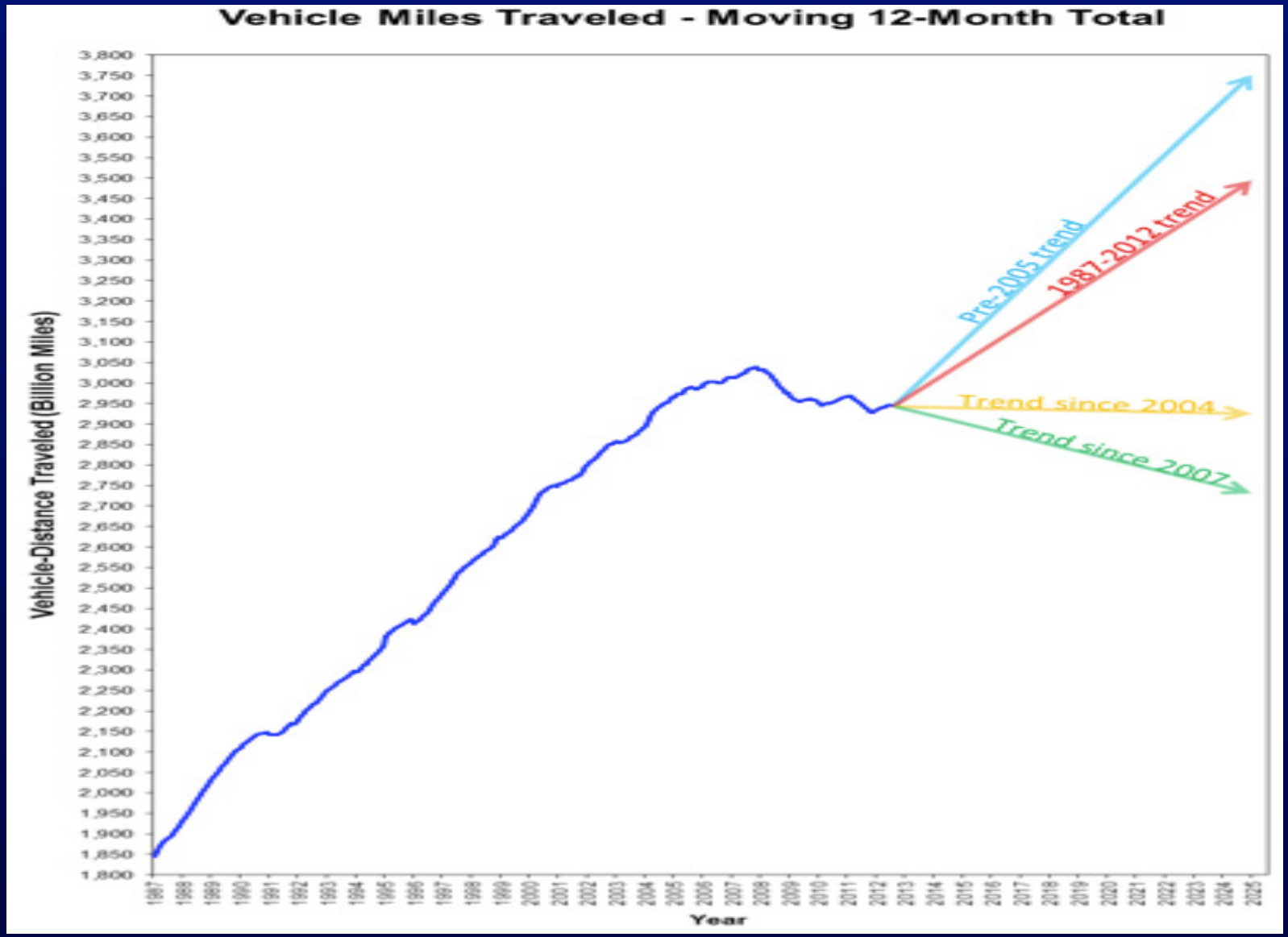
Press office, City of Münster, Germany

Will traffic volumes always increase? Maybe not



Source: FHWA and Census Bureau, SSTI

Future VMT trends are unknown



Source: Phineas Baxandall, U.S. PIRG

Future trends are unknown

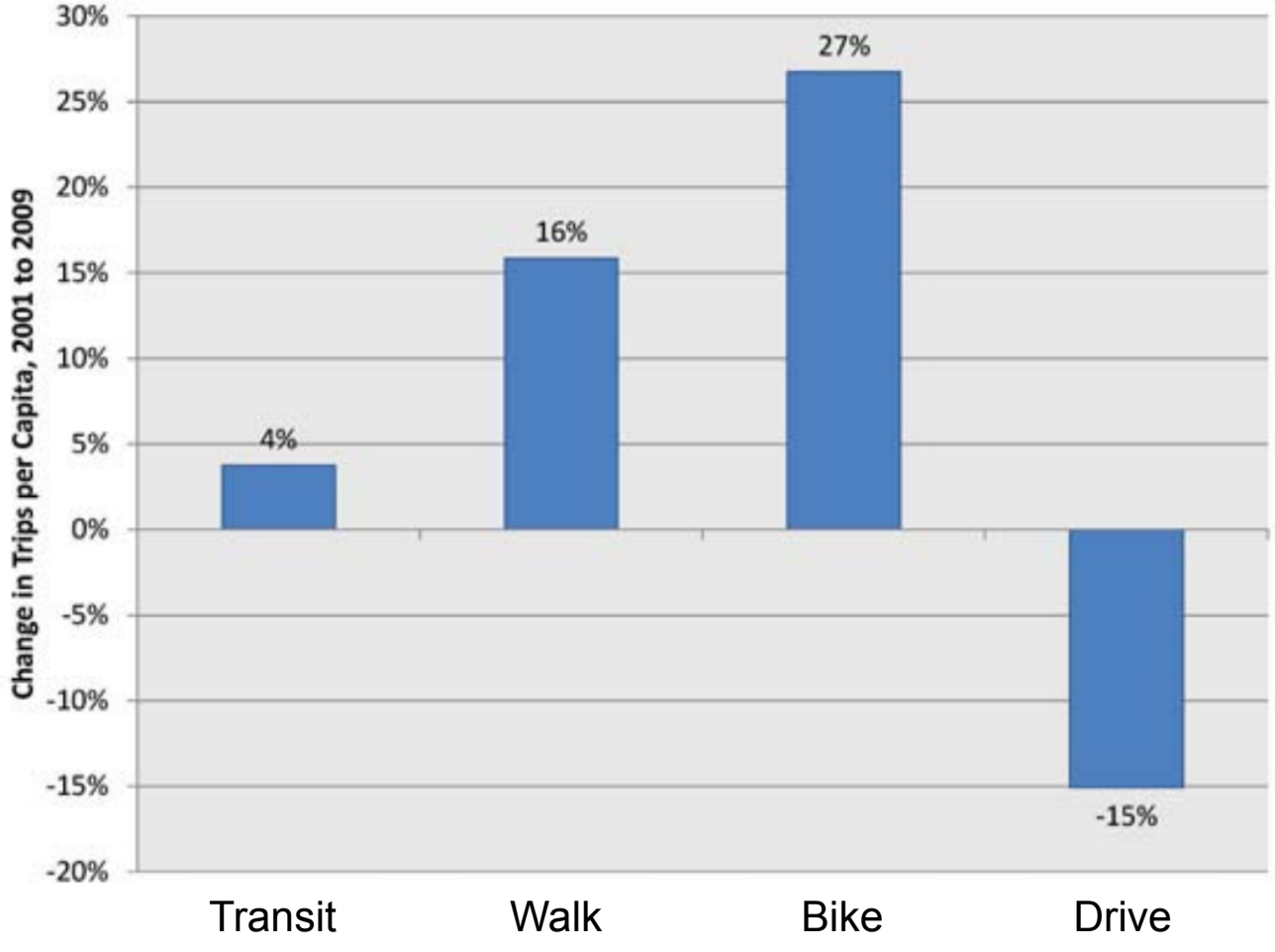
- Changing demographics and preferences
  - Two largest age groups — Millennials and Boomers — want better access and proximity
  - Coming soon: connected vehicles, expanded shared mobility opportunities
- Plan for *what you want* in your community

Millenials are walking/cycling more and driving less

- Moving to downtowns and older neighborhoods
- Driving less and looking for other transportation options.

www.copirg.org/sites/pirg/files/reports/Millennials%20in%20Motion%20CoPIRG.pdf

Change in Number of Trips per Capita among 16 to 34 year-olds, 2001-2009



7. Create walkable communities

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

What's the first thing a child wants to do and the last thing an older person wants to give up?


“Cars are happiest when there are no other cars around…”
— Dan Burden, Blue Zones
TO
1
17
Belleville
Victoria, British Columbia

Quito, Ecuador

“People are happiest when there are a lot of other people around…”

— Dan Burden, Blue Zones

Tremendous Potential of Active Transportation

Of all trips:

50% are less than 3 miles

… a 12-minute bicycle ride

28% are less than 1 mile

… a 20-minute walk

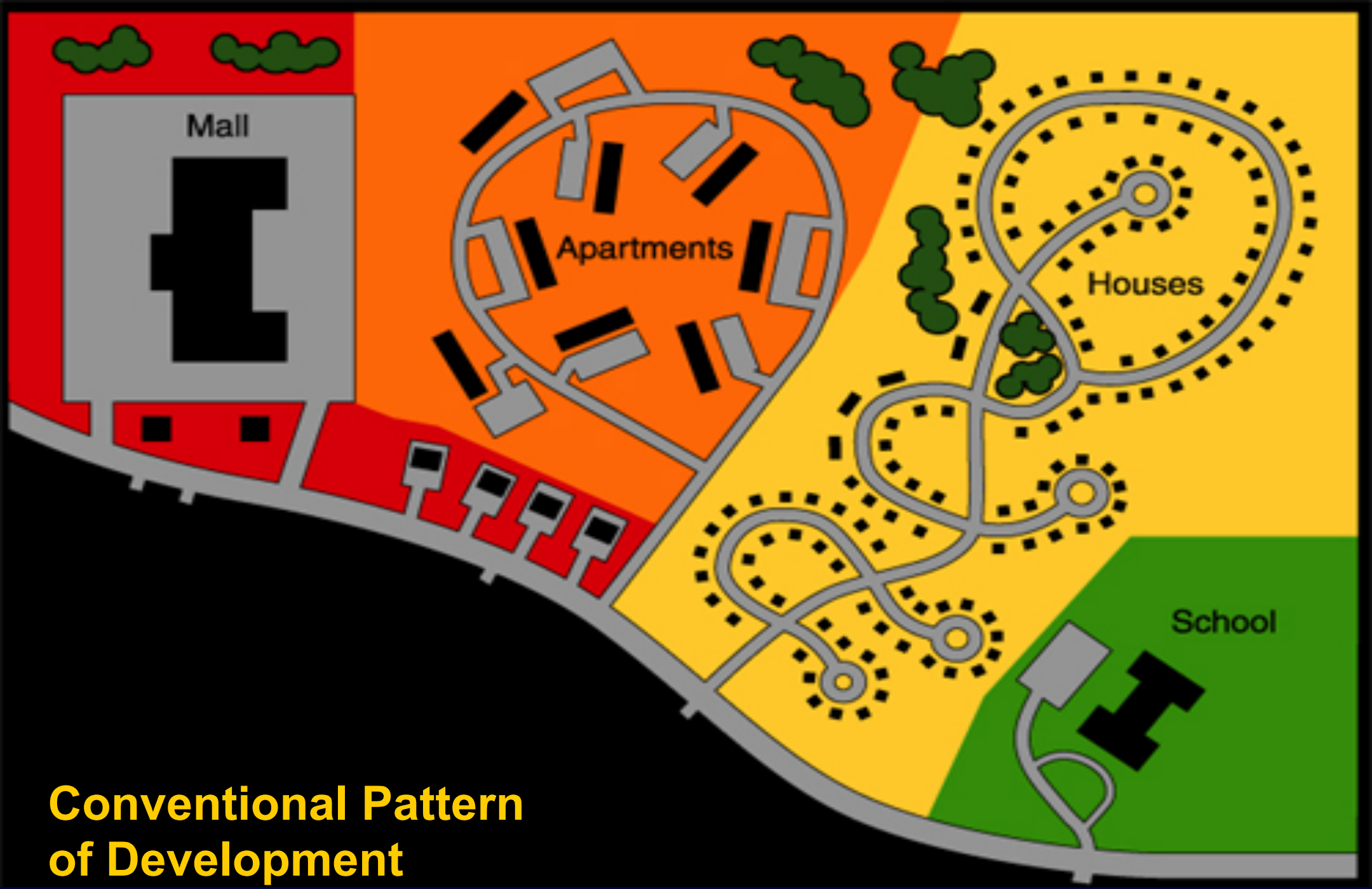
of these trips…

60% **are <u>driven</u>**

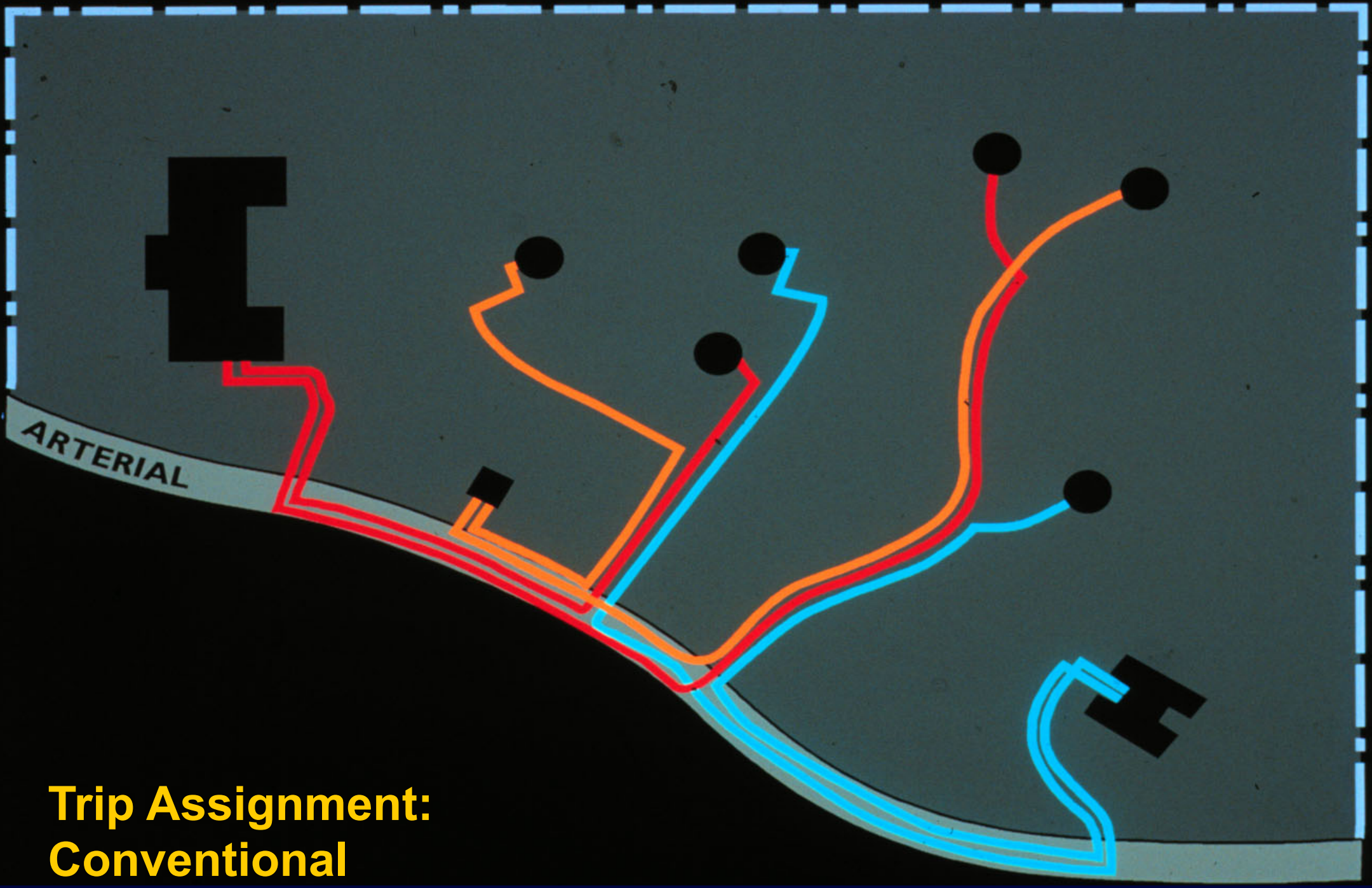
National Household Travel Survey (2009)

Street Design

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

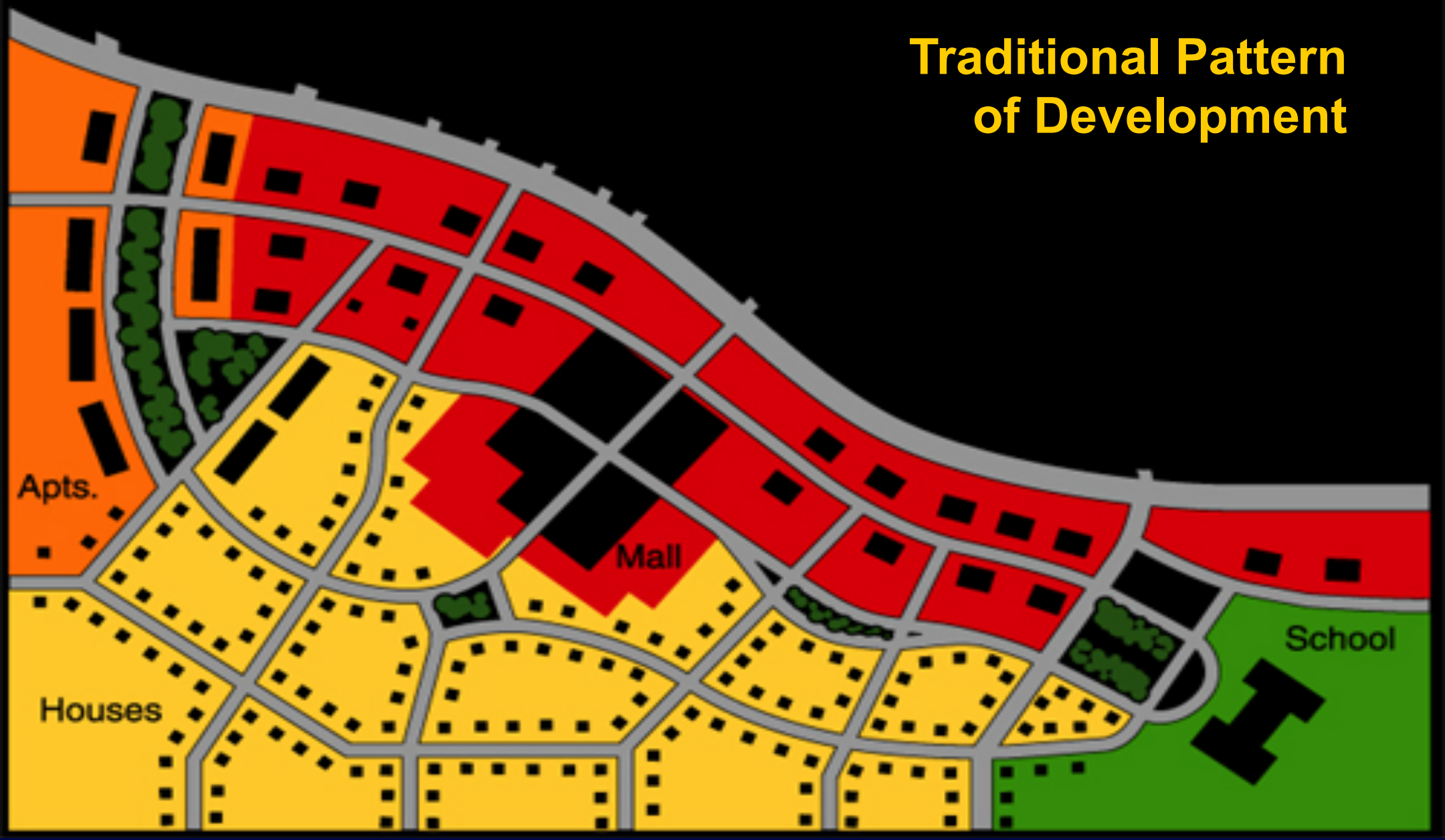


Conventional Pattern of Development

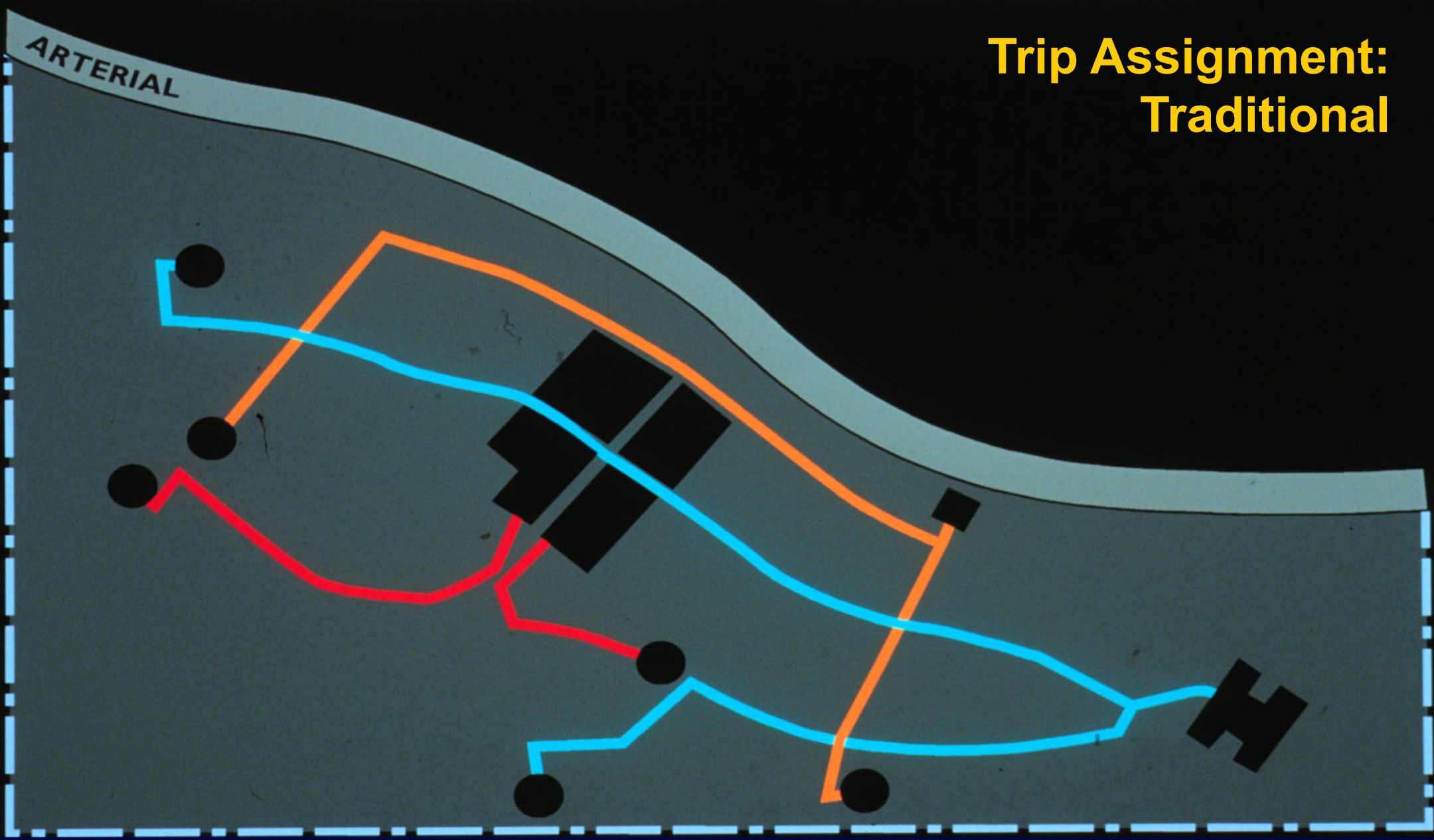


Trip Assignment: Conventional

Traditional Pattern of Development

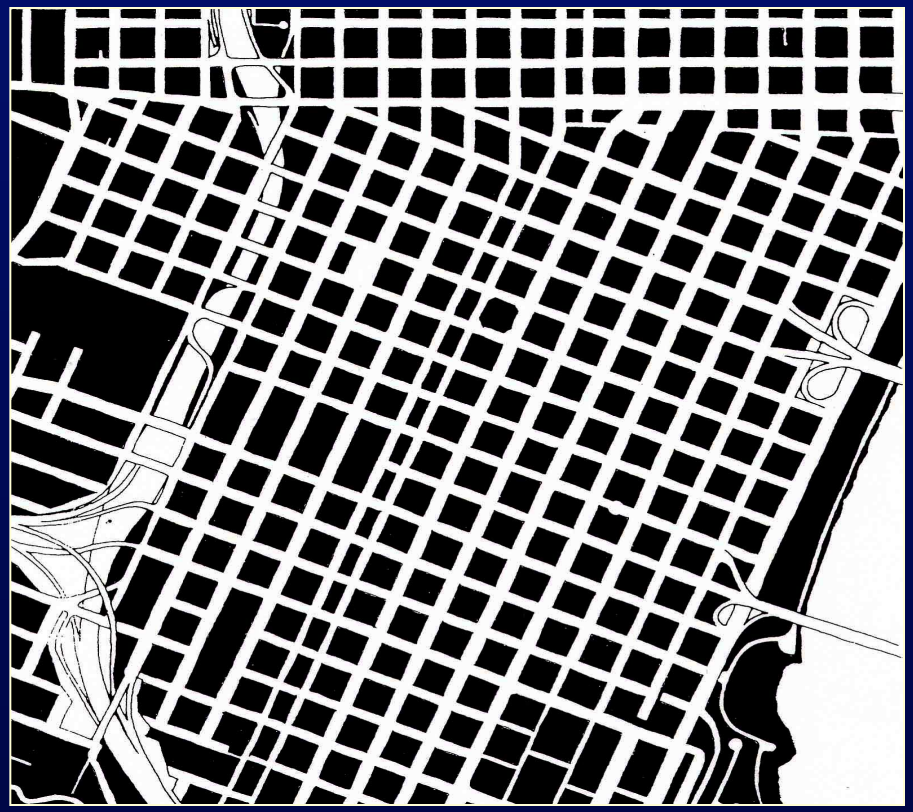


Trip Assignment: Traditional



Traditional vs. Conventional

Central Business Districts at the same scale



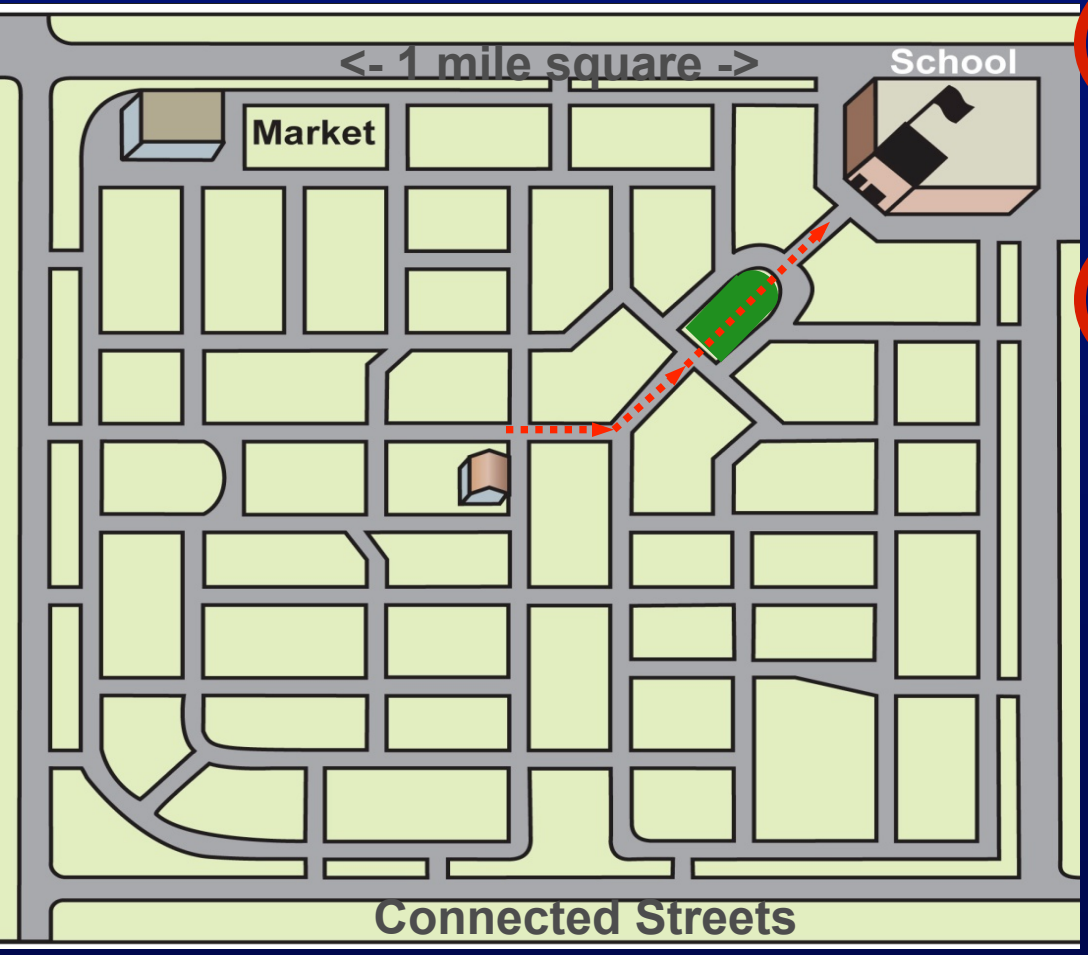
Great Streets, Allen Jacobs

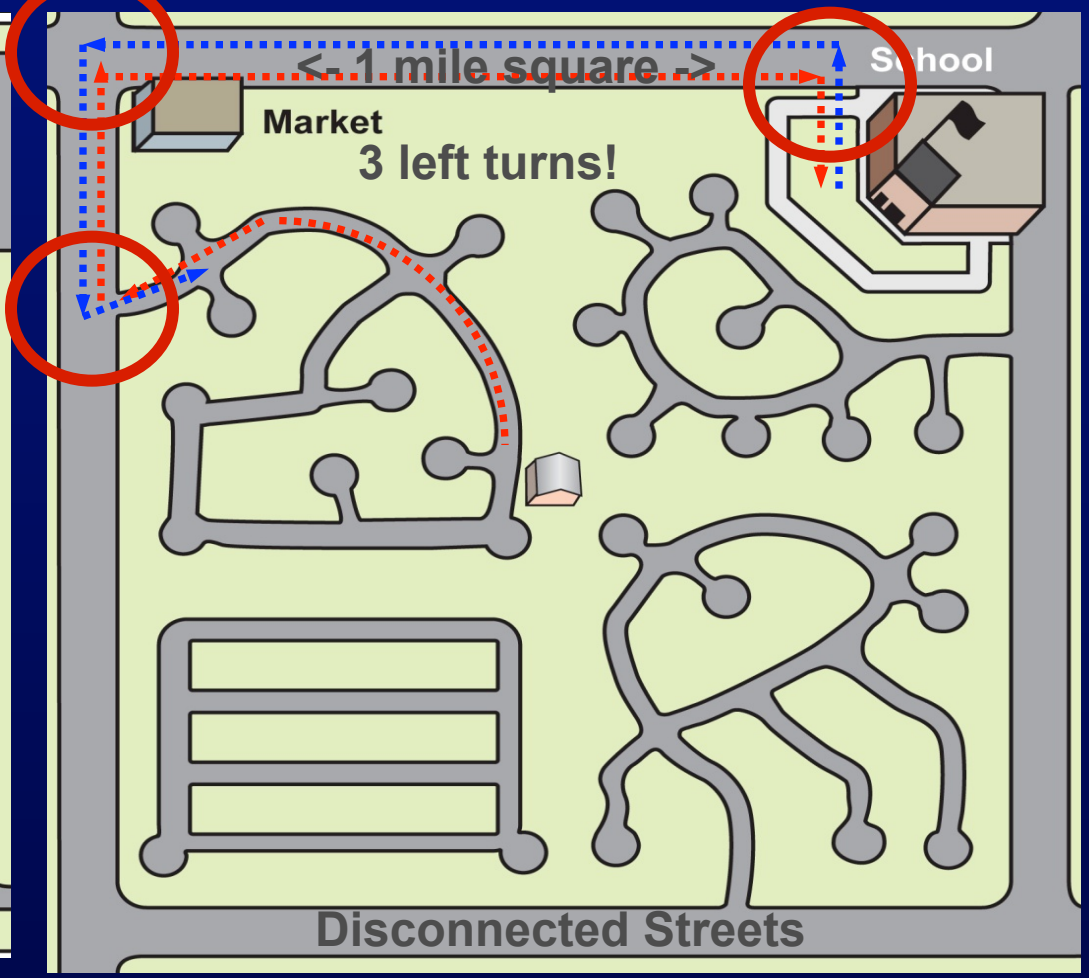
Portland, Oregon

Great Streets, Allen Jacobs

Walnut Creek, California

Design: Street Design/Connectivity





Connectivity creates a walkable street system by:

- Reducing walking distances;
- Offering more route choices on quiet local streets;
- Dispersing traffic – reducing reliance on arterials for all trips

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

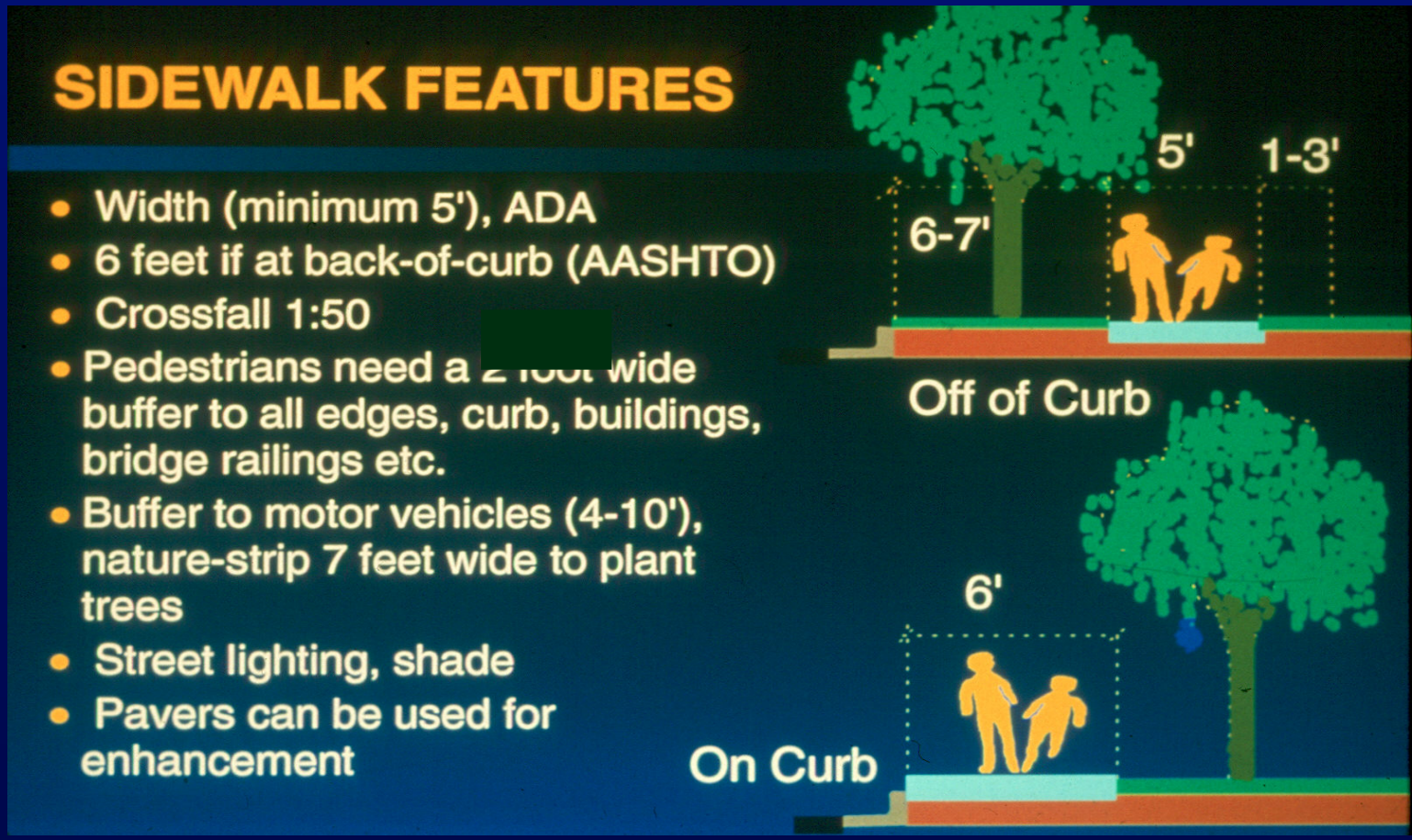
Principles of Safe, Walkable Streets

- 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



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


HISTORIC HEART OF SAN DIEGO
BUD LIGHT
ROAD CONSTRUCTION AHEAD

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.


PLANS FOR
NEW CUTLER
OROSI

Cutler-Orosi Design Charrette – Opening Night Workshop

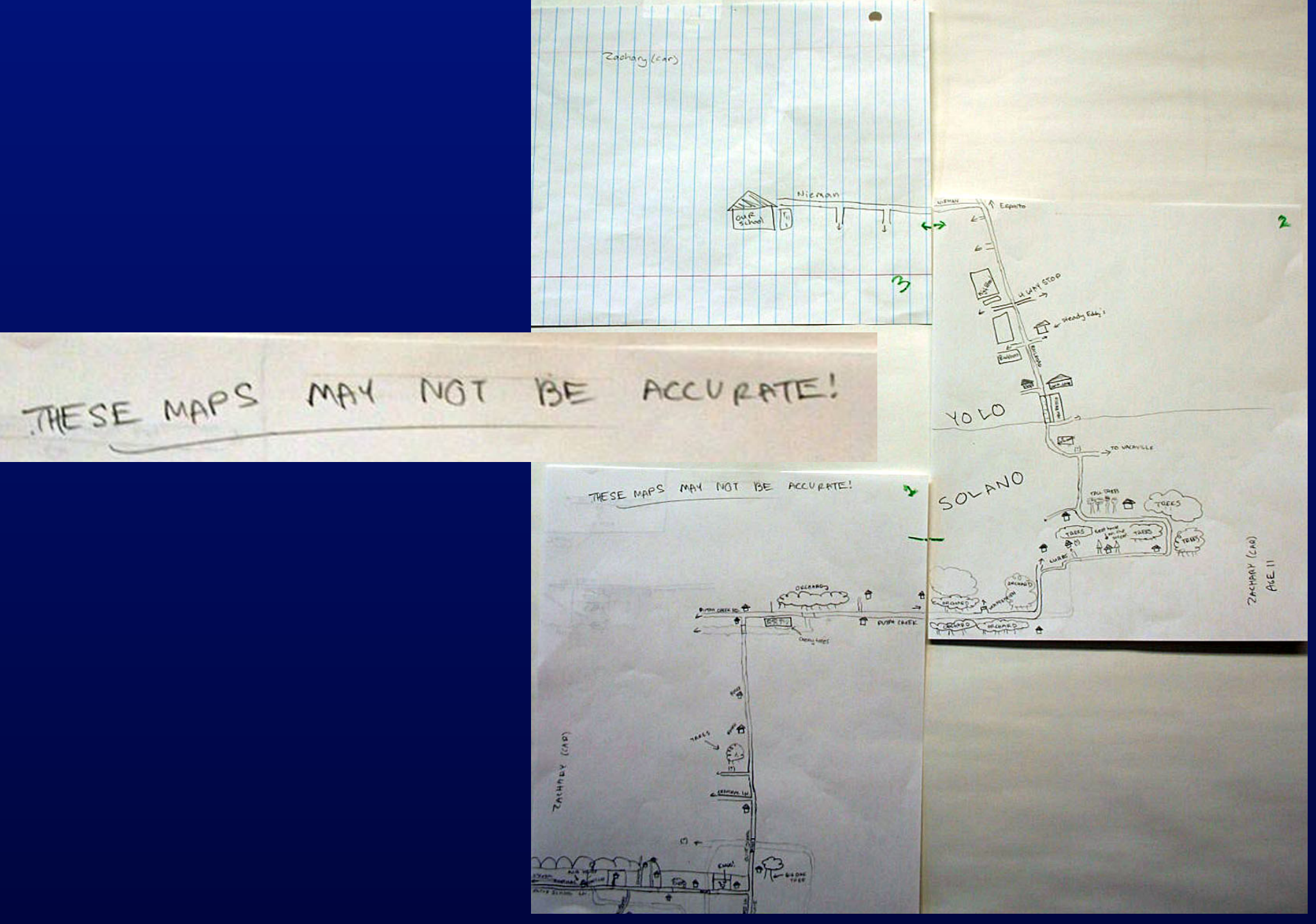

1. Sidewalk Finished
2. Better lighting
3. Stop sign on Main St

Cutler, CA

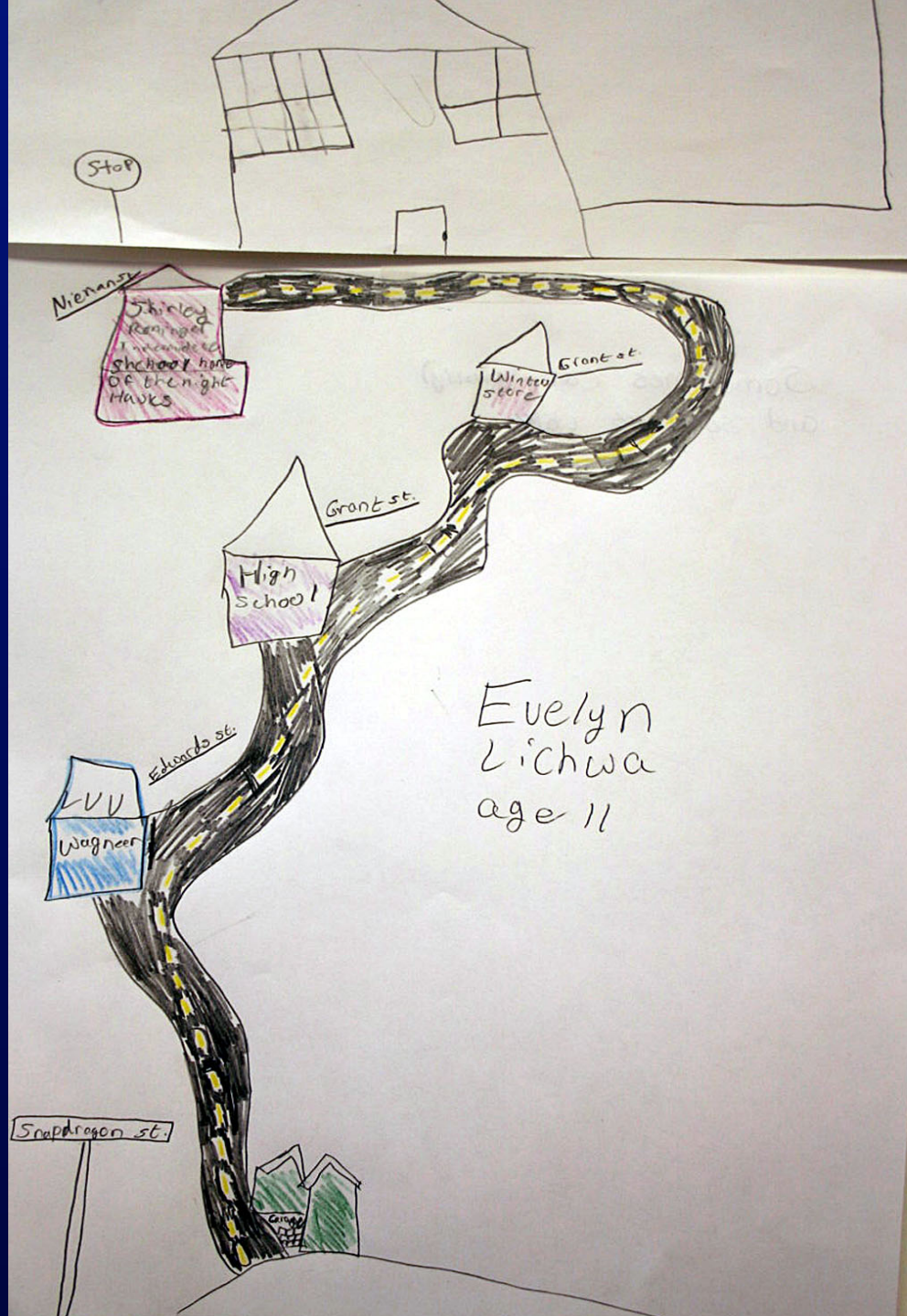
Baldwin Park, CA


EDITING MARKS


EDITING MARKS
MULTIPLICATION


Zachary (CAO)
Nieman
our school
3
Nieman
Esparto
2
4 WAY STOP
Steady Eddy's
Railroad
YOLO
TO WINTERS
SOLANO
TREES
TALL TREES
ORCHARD
CURBS
ZACHARY (CAO)
AGE 11
THESE MAPS MAY NOT BE ACCURATE!
ORCHARD
PUTAH CREEK RD
PUTAH CREEK
CREEK TREES
TREES
ZACHARY (CAO)
CANAL
BIG OAK TREE
THESE MAPS MAY NOT BE ACCURATE!


My school
Football
Middel school
New houses
GYM
High School
(seprate)
Lake beresay
Start


Stop
Shirley Temple
School home of the Night Hawks
Grant st.
Grant st.
High School
Edwards st.
LVV
Wagneer
Snapdragon st.
Evelyn Lichwa age 11

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

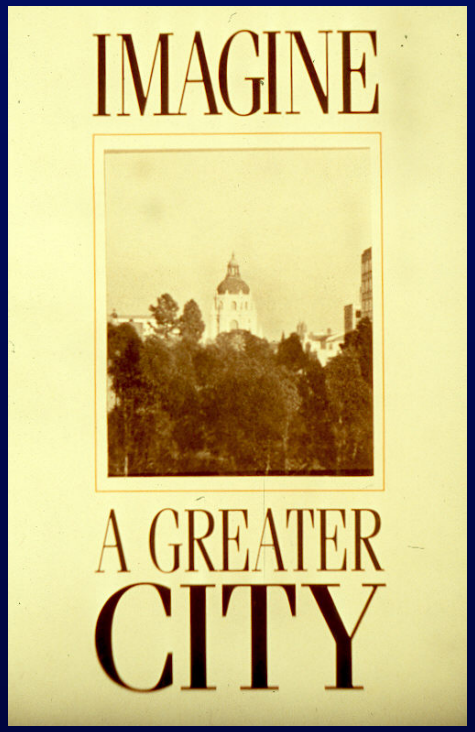
10. Make development decisions predictable, fair and cost-effective

- 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

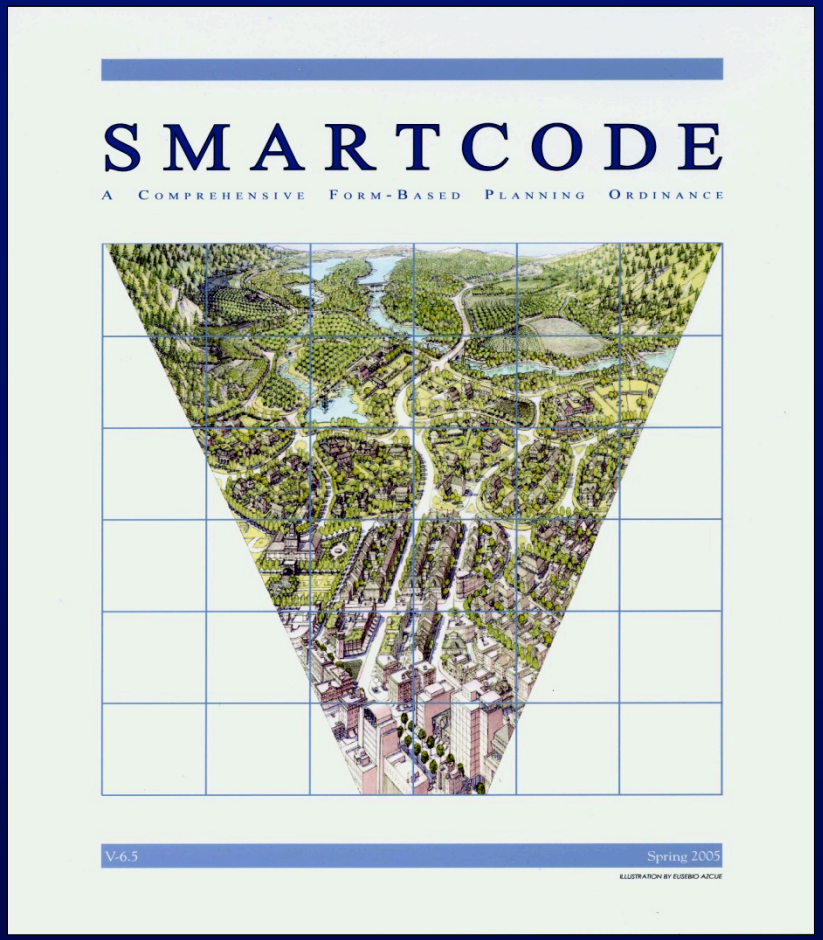
Holly Street Village

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



Source: Duany Plater-Zyberk

Is there a market for Smart Growth?

Important things when deciding where to live…	Important (very or somewhat)	Very Important
Sidewalks and places to take walks	85%	55%
Easy access to the highway	82%	42%
Being within an easy walk of other places and things in the community	79%	42%
Being within a short commute to work	76%	44%
Having public transit nearby	64%	37%
Bike lanes and paths nearby	57%	24%

May 2015 Survey: Q10-16. If you were deciding today where to live, please indicate how important having each of the following is to you - is it very important, somewhat important, not very important, or not at all important.

NATIONAL ASSOCIATION of REALTORS®

Portland State UNIVERSITY

Smart growth responds to new market preferences

REUTERS/LARRY DOWNING

GOING BACK TO ROCKVILLE

AFTER THE BUST, URBAN-STYLE LIVING IS GAINING MOMENTUM

REUTERS

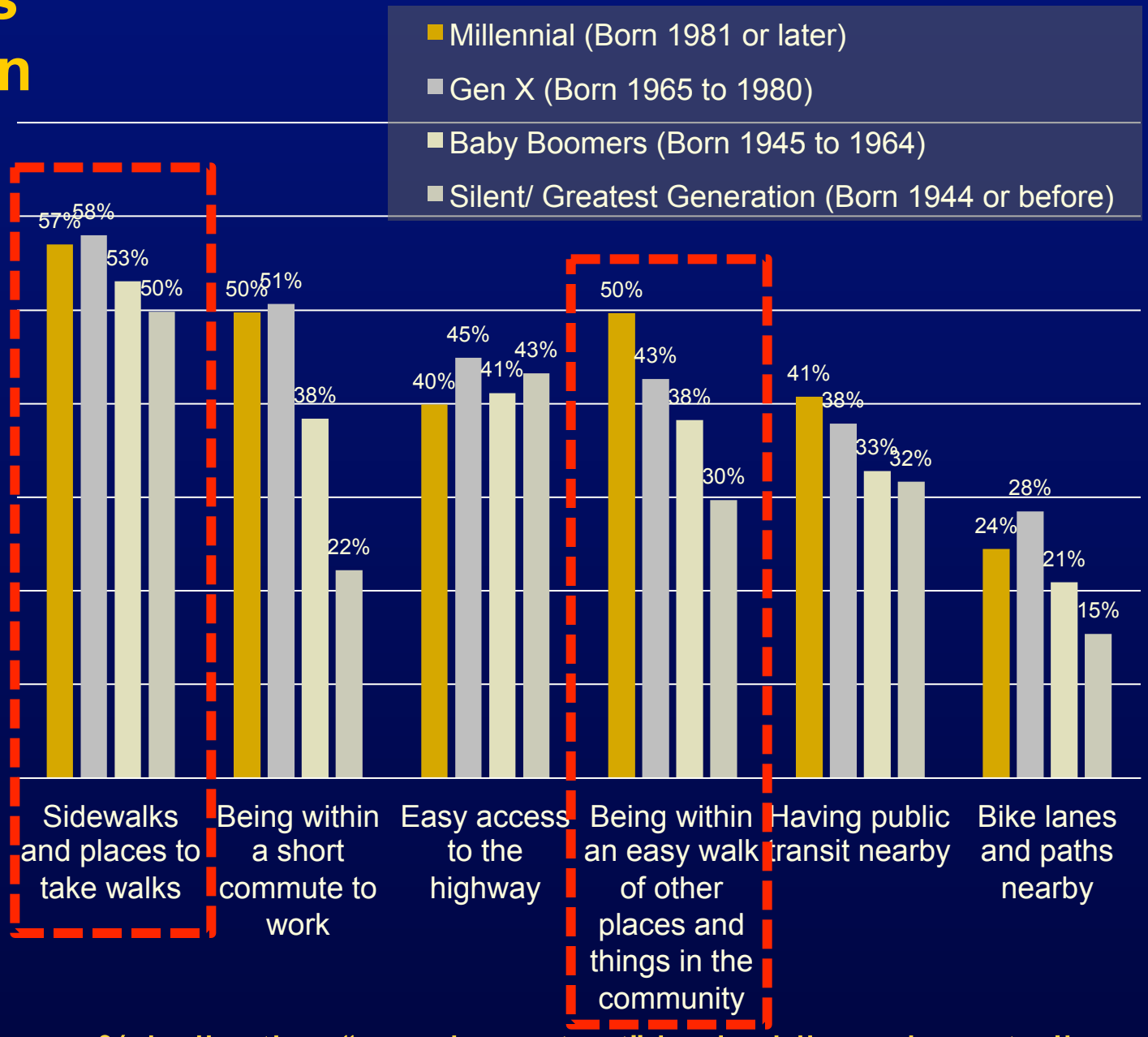
"The 2011 Community Preference Survey reveals that, ideally, most Americans would like to live in walkable communities where shops, restaurants, and local businesses are within an easy stroll from their homes and their jobs are a short commute away"

Source: Consumer survey conducted for the National Association of Realtors

Some preferences vary by generation

Millennials are more interested in being within easy walking distance of places and having public transit nearby.

Both Millennials and Gen Xers are more interested in sidewalks and bike lanes and paths



May 2015 Survey: Q10-16. If you were deciding today where to live, please indicate how important having each of the following is to you - is it very important, somewhat important, not very important, or not at all important.

% indicating "very important" in deciding where to live

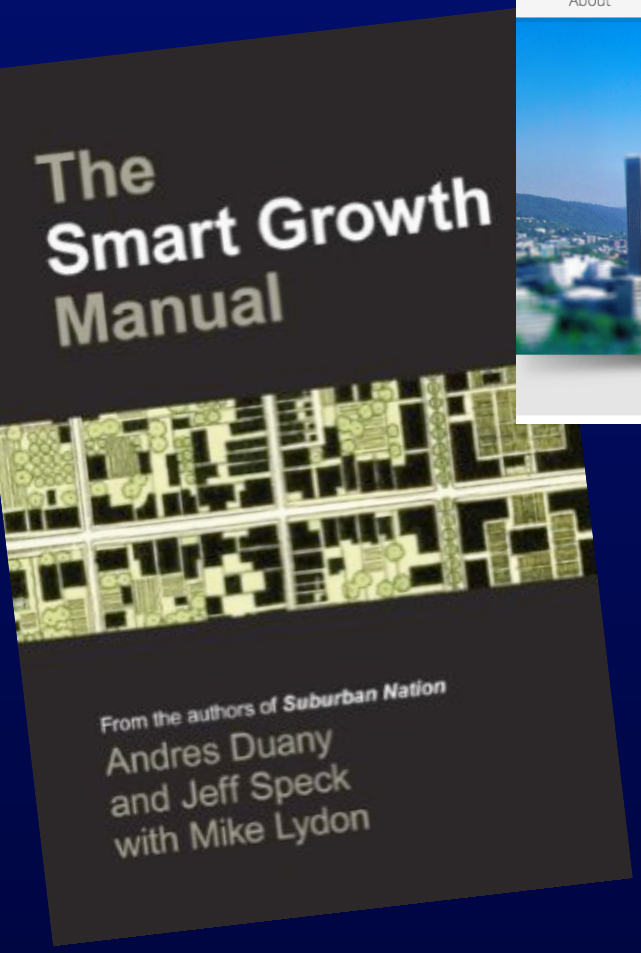
NATIONAL ASSOCIATION of REALTORS®

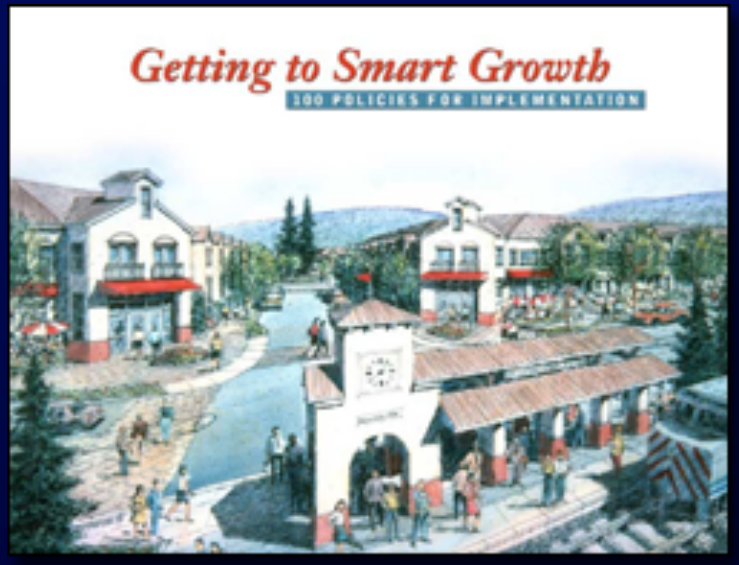
Portland State UNIVERSITY

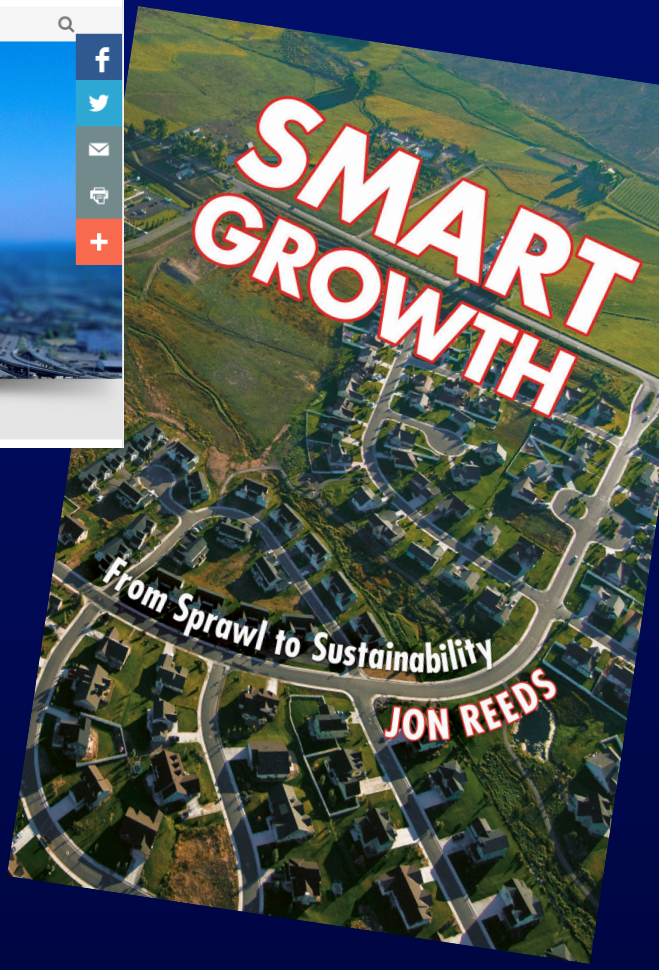
Benefits of $mart Growth Approaches

- SAVE MONEY through lower transportation and infrastructure costs.
- CREATE JOBS in construction, maintenance, rehabilitation of older buildings, or cleanup and redevelopment of brownfields.
- INCREASE PRIVATE INVESTMENTS by providing amenities like public transportation that tend to attract such investment.
- MAKE MONEY through higher property values from redeveloped shopping centers, reclaimed buildings or lots, or by providing places with more transportation or housing options.
- MEET MARKET DEMAND at both ends of the demographic spectrum :
  - Helps Millennials who yearn for lively urban settings; and,
  - Baby Boomers who increasingly look for amenities — health care, theaters, or grocery stores —reachable by foot or transit.

Smart Growth







Additional Resources

- Smart Growth Network
  - www.smartgrowth.org
- Smart Growth America
  - www.smartgrowthamerica.org
- Local Government Commission
  - www.lgc.org
- Congress for the New Urbanism
  - www.cnu.org
- Center for Neighborhood Technology
  - www.cnt.org

Thank You!

Paul Zykofsky
Local Government Commission
pzykofsky@lgc.org