



Smart Growth 101: Making the Connections

Paul Zykovsky, AICP
Local Government Commission

New Partners for Smart Growth Conference

Charlotte, NC
February 3, 2011

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



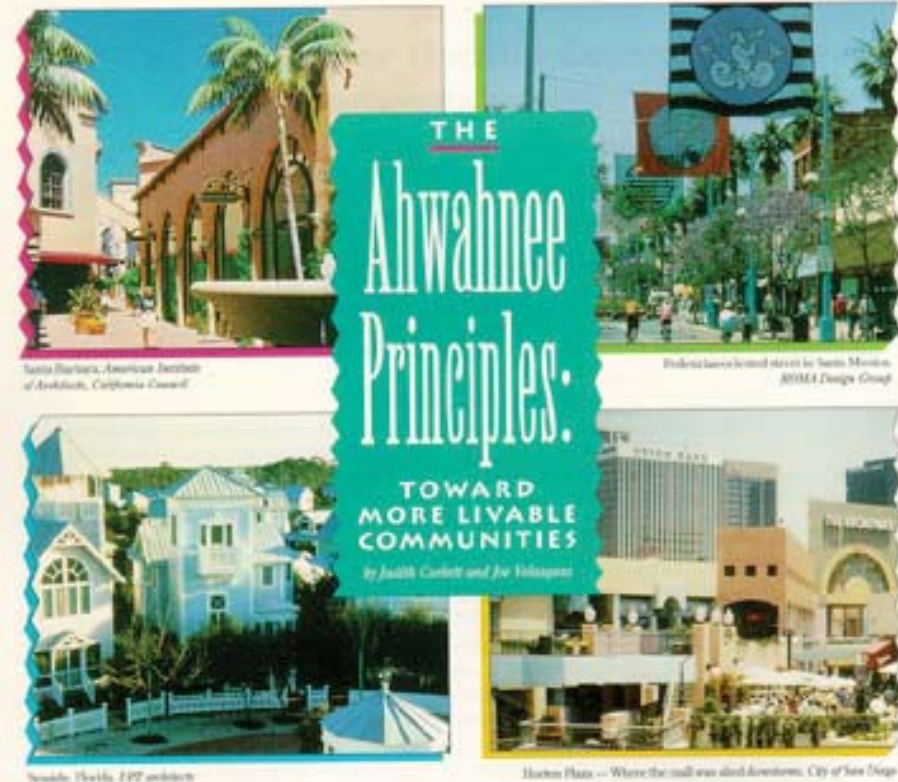
The Ahwahnee Principles, 1991

- 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



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



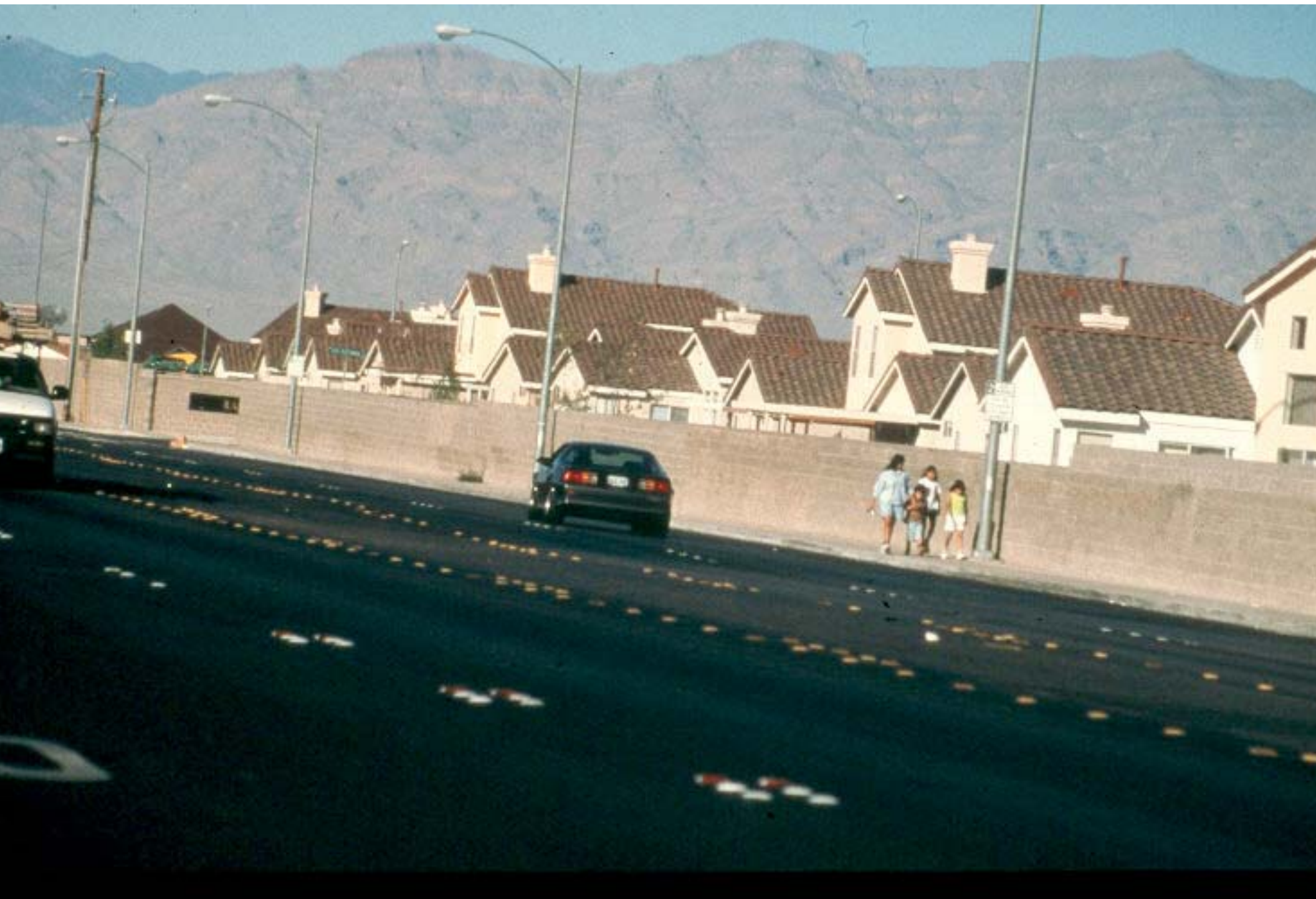
Local Government Commission

The Ahwahnee Principles for More Livable Communities

- Embraced by local government officials in California and other states
- LGC initiated programs on land use and transportation planning
- 1993 created Center for Livable Communities
- Over 200 cities and counties in California adopted all or part into their planning documents
- Since 2001 have organized National New Partners for Smart Growth Conference











On your marks, get set, go...



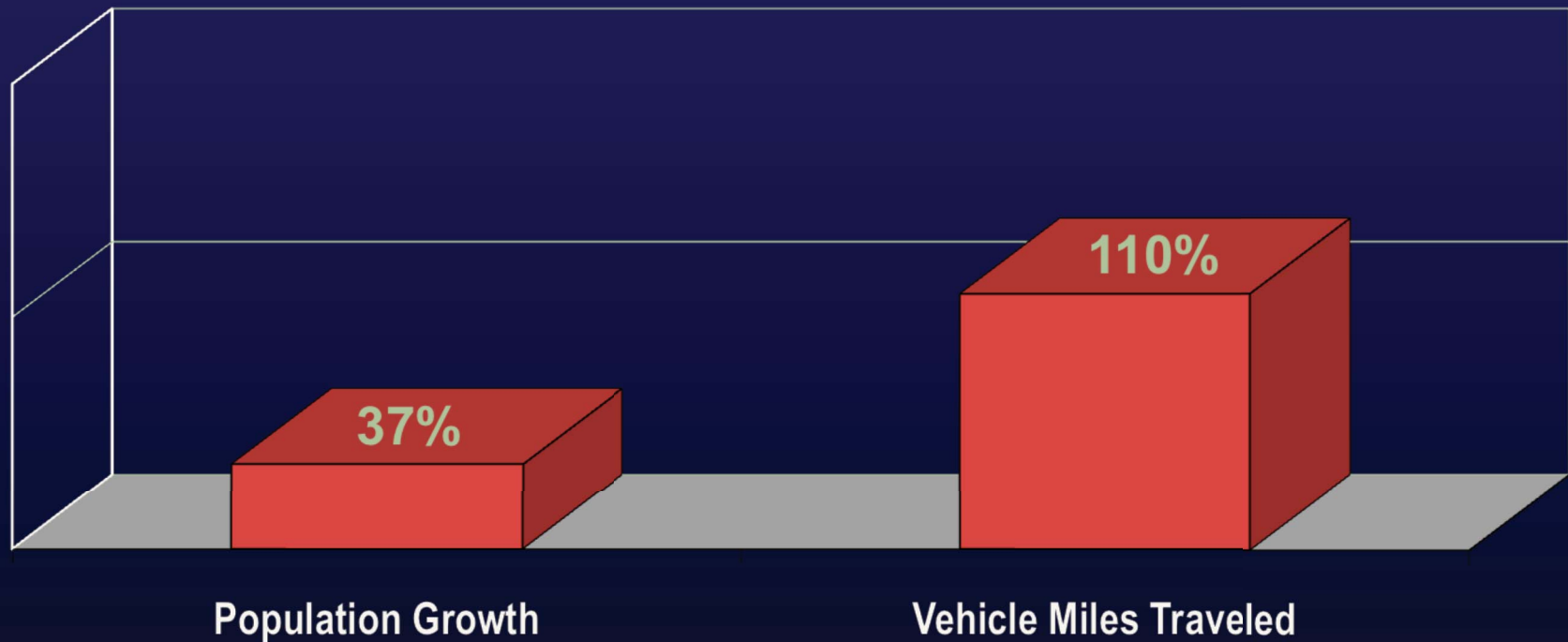






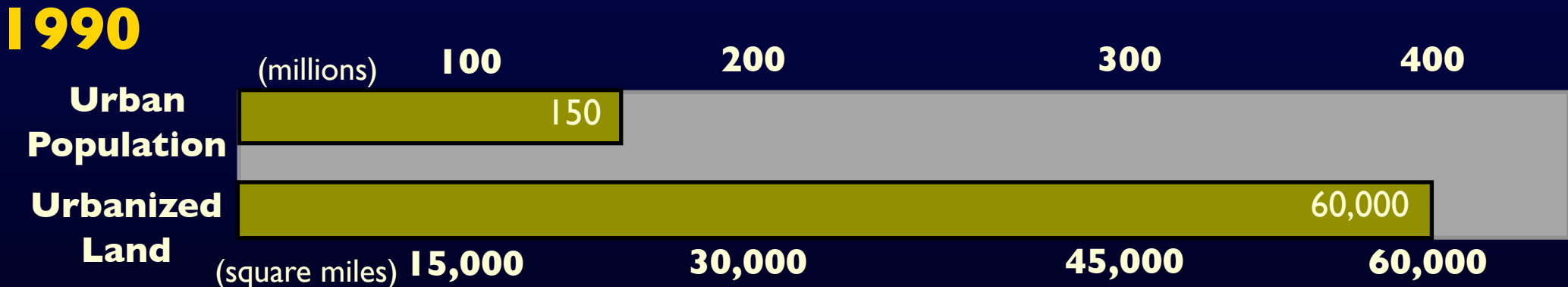


U.S. Population Growth and Transportation – 1977-2007



U.S. Population Growth, 1950-1990

- Land has been urbanized 2½ times faster than the increase in urban population



Will 23 lanes be enough?

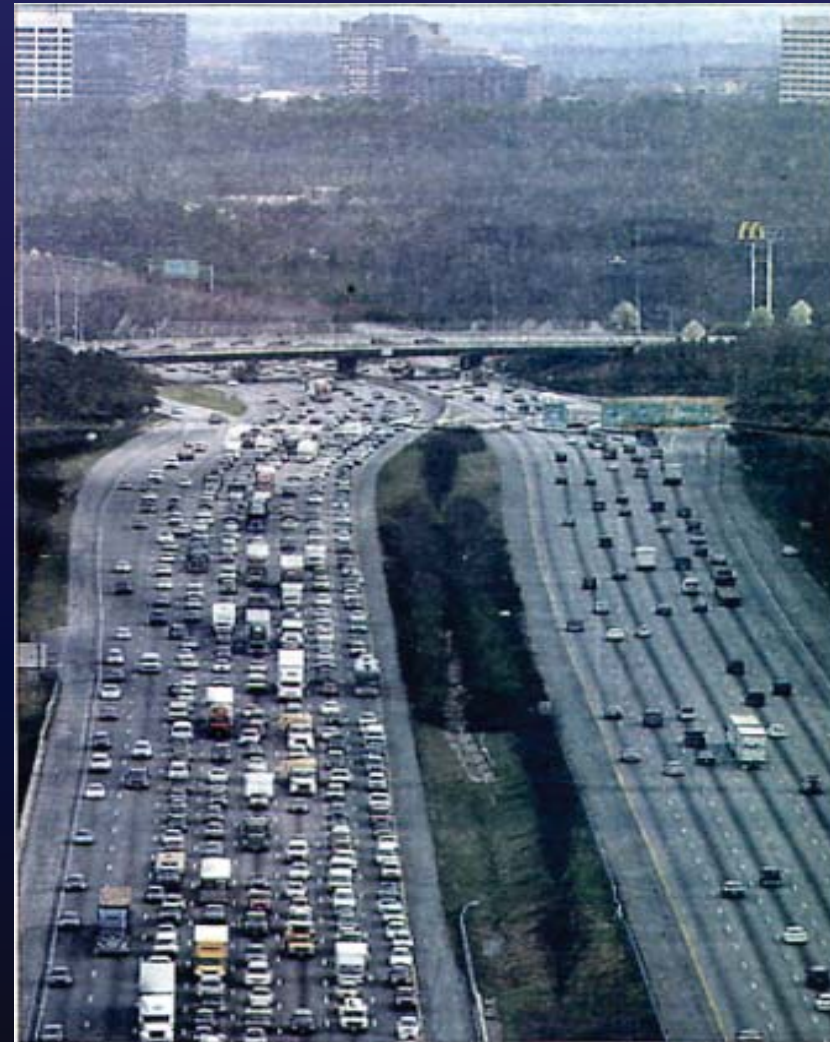
Proposal would put I-75 among country's biggest

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.

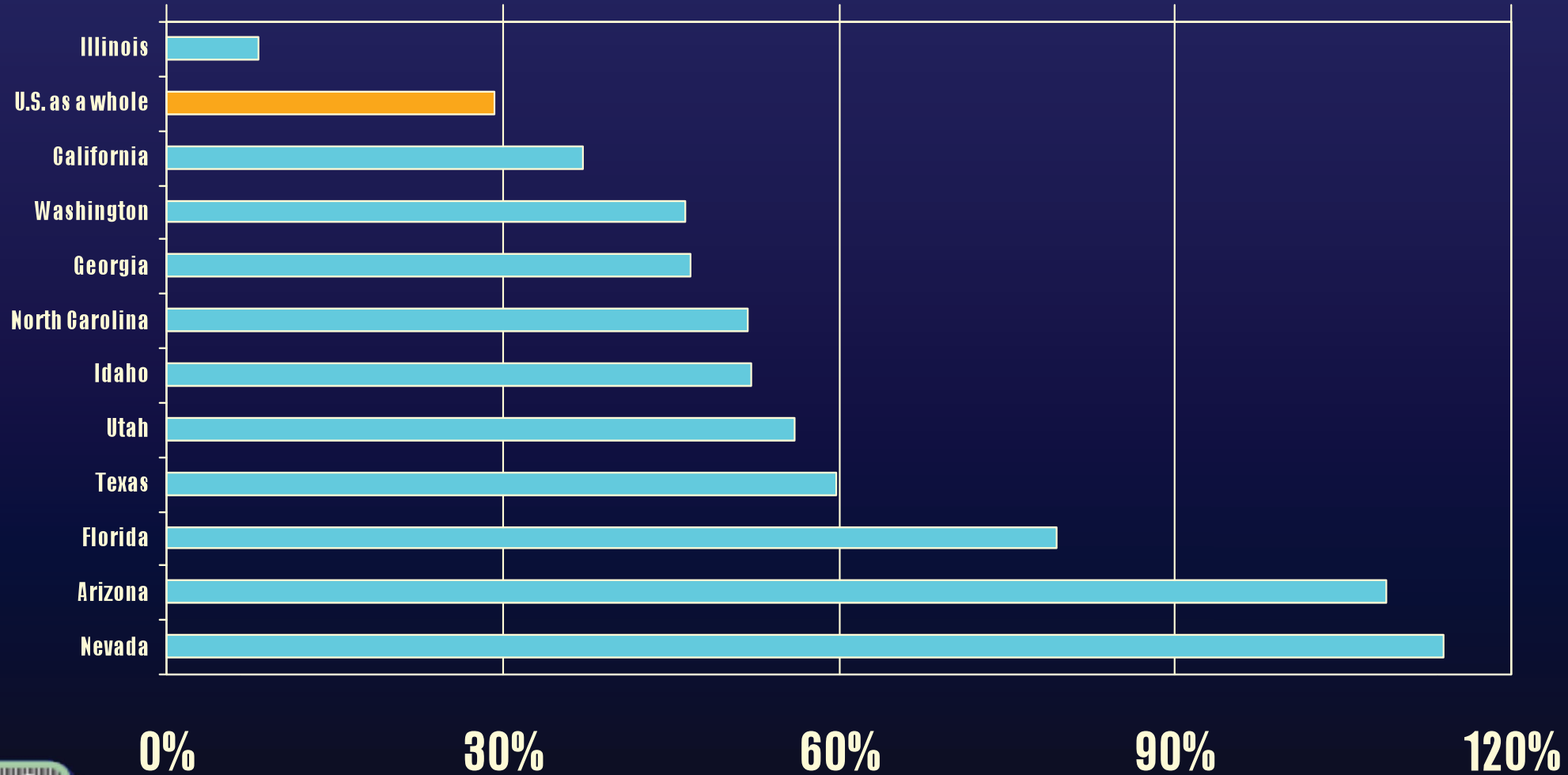
It's the planned I-75, all 23 lanes, coming soon to Cobb County. As currently conceived it's 388 feet across, wider than a football field is long.

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 / SIM
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.

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



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.”

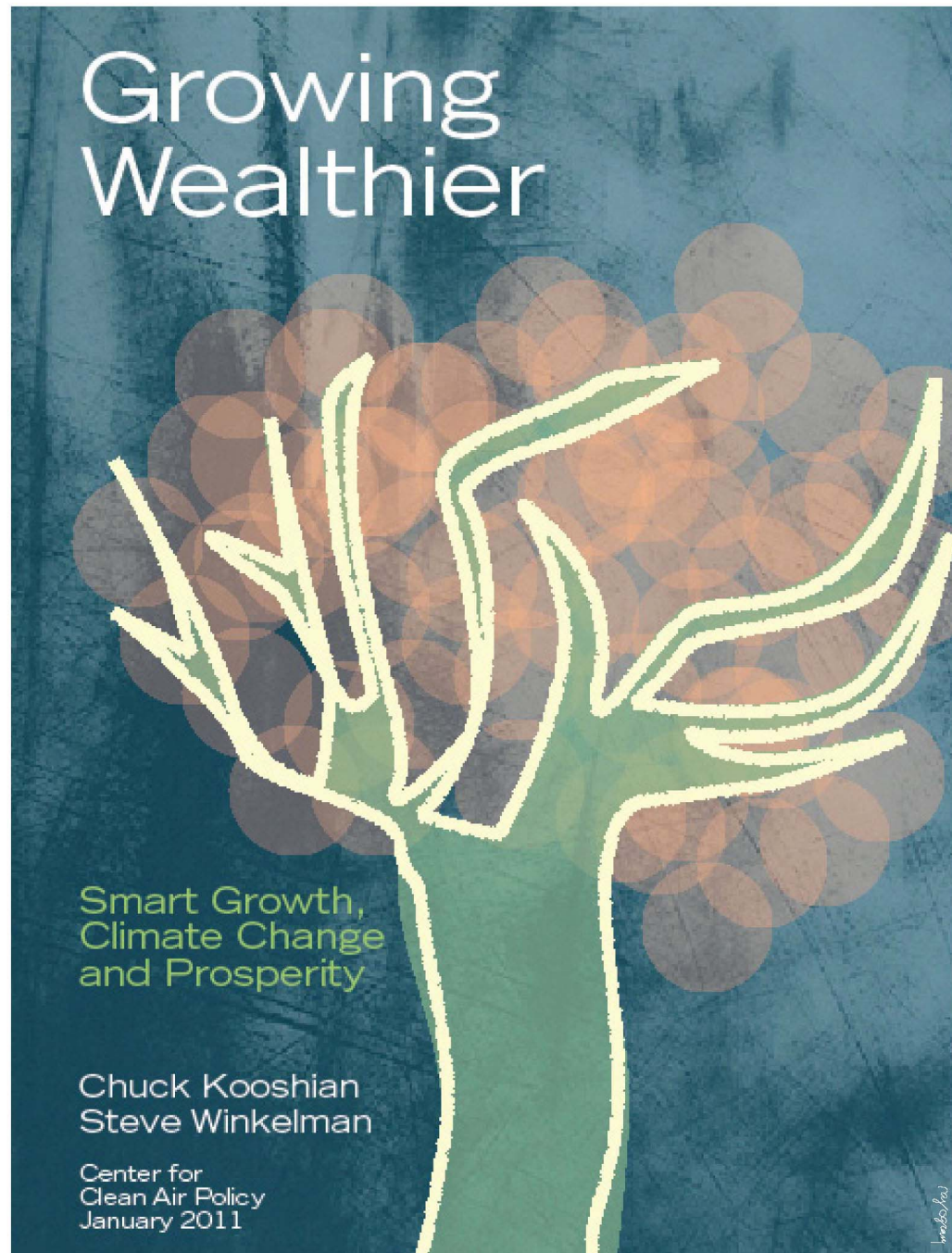
— Collaborative Economics,
Linking the New Economy to the Livable Community

“Livability isn’t some middle class luxury. It is an economic imperative.”

— Robert Solow, Nobel Prize-winning Economist



“We find that an inclusive planning process following smart growth principles that yields more walkable neighborhoods with broader options for housing and transportation can help communities, businesses and individuals make money, save money and improve quality of life.”



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



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



Charlottesville: 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.

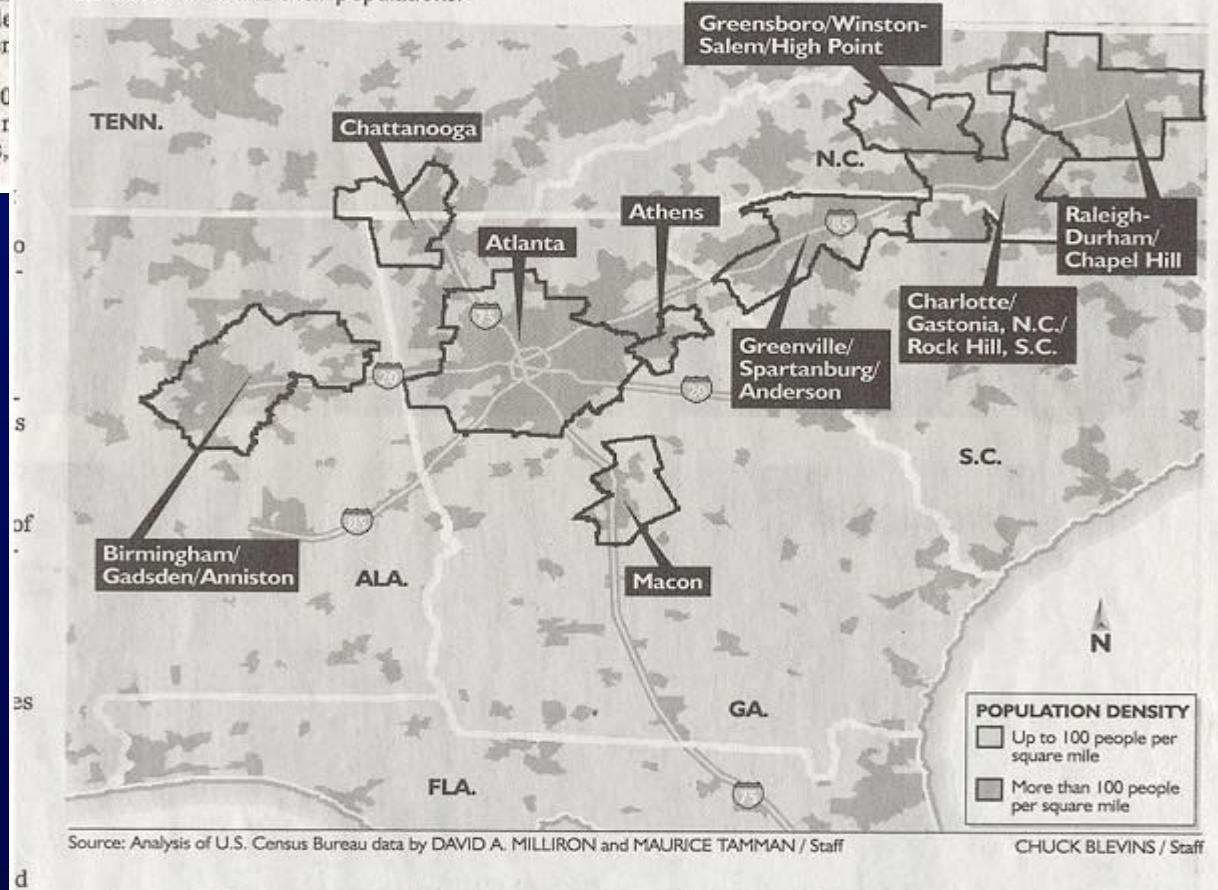
In the 1970s, those lenses detected only a few blips from Georgia, Alabama, Tennessee, and the Carolinas. Today, the region glows like a wheel-shaped constellation, with Atlanta at its hub.

During that time, metropolitan areas have grown from 1.39 million people in five counties to 4.11 million in 20 counties; it pushes out 20, 75 and 85 toward Birmingham, Chattanooga, Macon, Greenville, Charlotte. All the while, markets boomed, extending toward Atlanta.

According to the 2000 Census, 10 million people live in the Piedmont megalopolis,

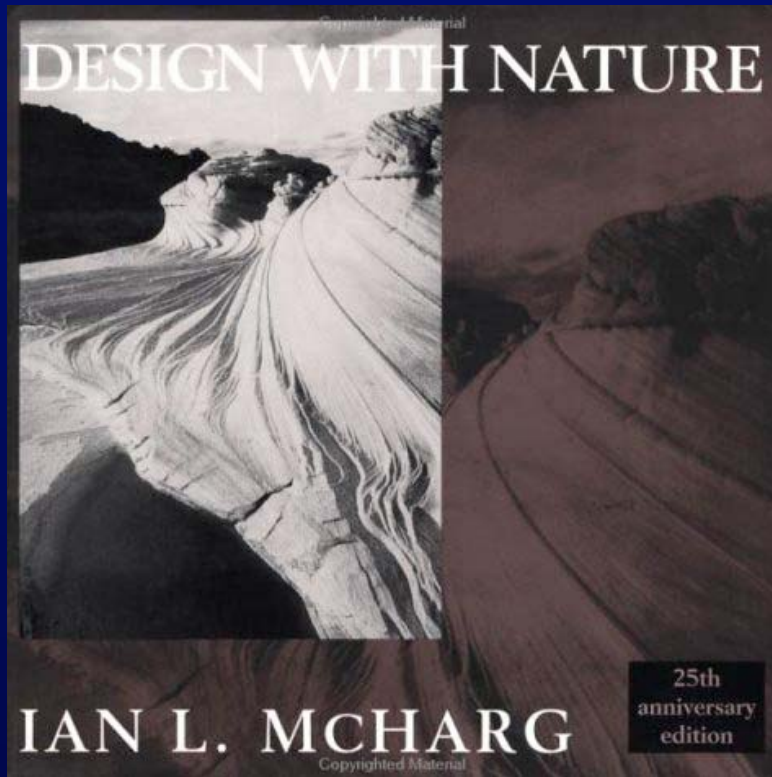
PIEDMONT MEGALOPOLIS

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:



Atlanta Journal-
Constitution, April
15, 2001

Analyze where you can accommodate future growth

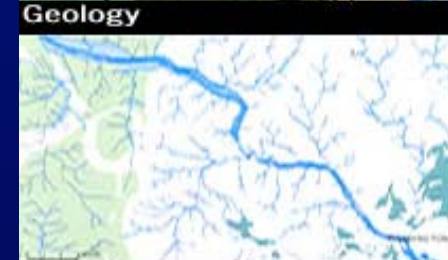


Mapping Method
Developed by Ian McHarg

Geology



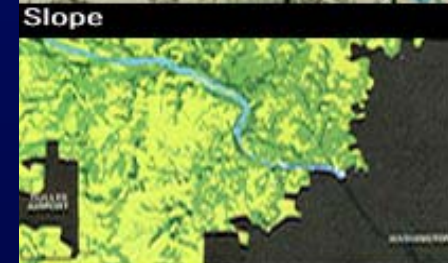
Hydrology



Slope



Soils

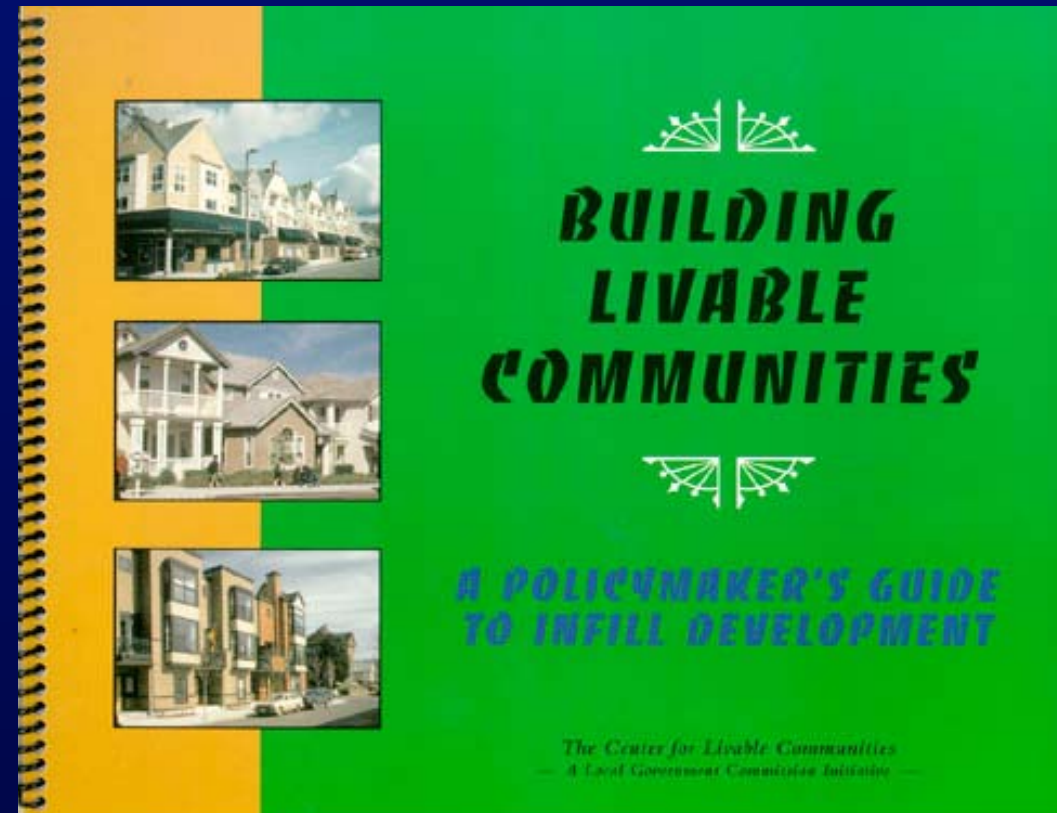


Woodland

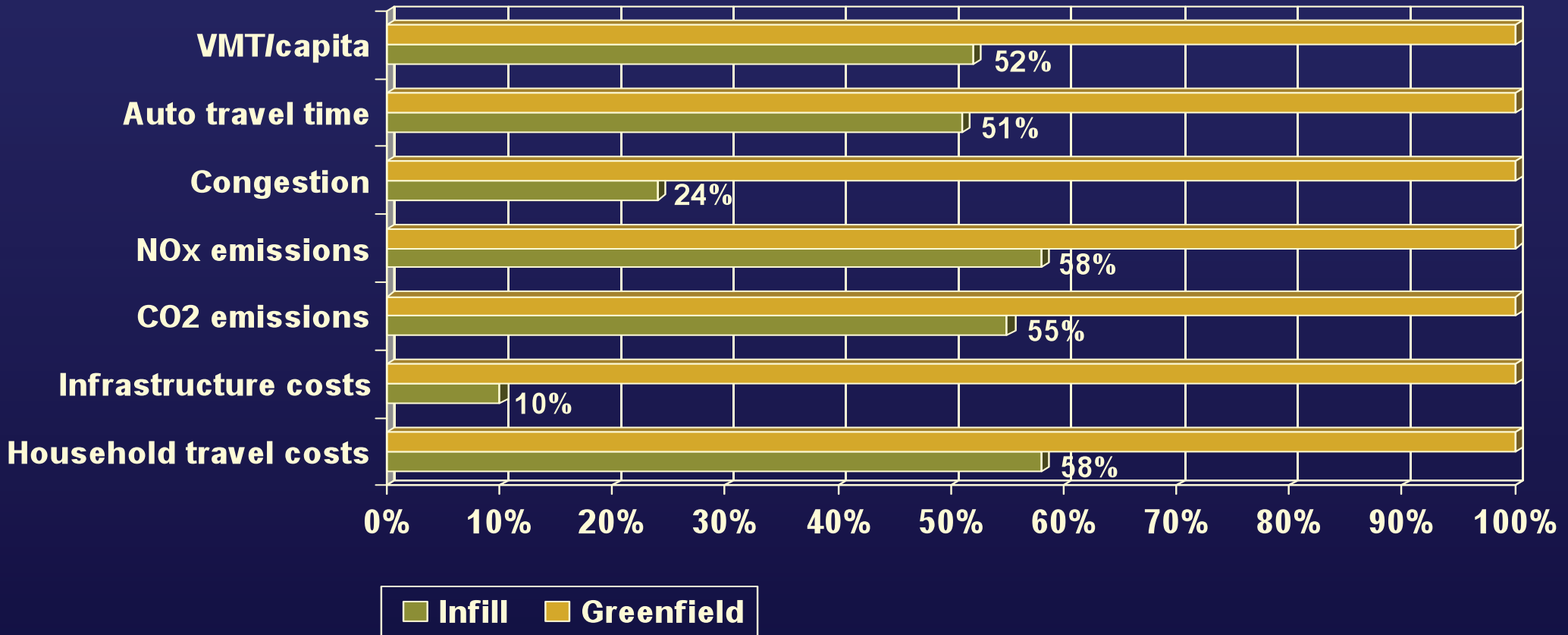


2. Strengthen, and direct development towards, existing communities

- 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



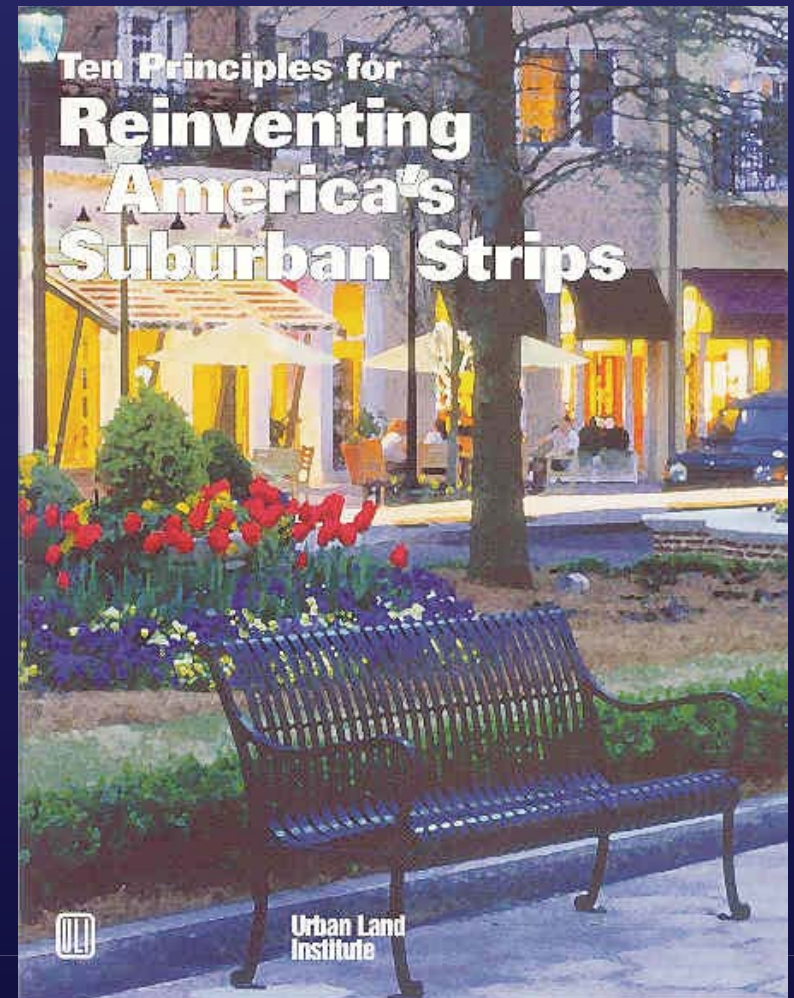
Potential benefits of infill

- 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



Regional traffic arterial



Regional traffic arterial



Regional traffic arterial



Photo Simulation by Steve Price, Urban Advantage
(www.urban-advantage.com)

Case Study: Pasadena

Paseo
Colorado

After



Case Study: Pasadena

Paseo
Colorado

After



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

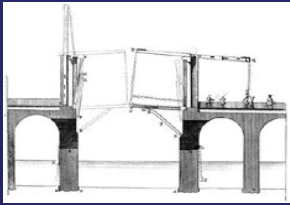
Low Density vs. Compact Development

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.





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

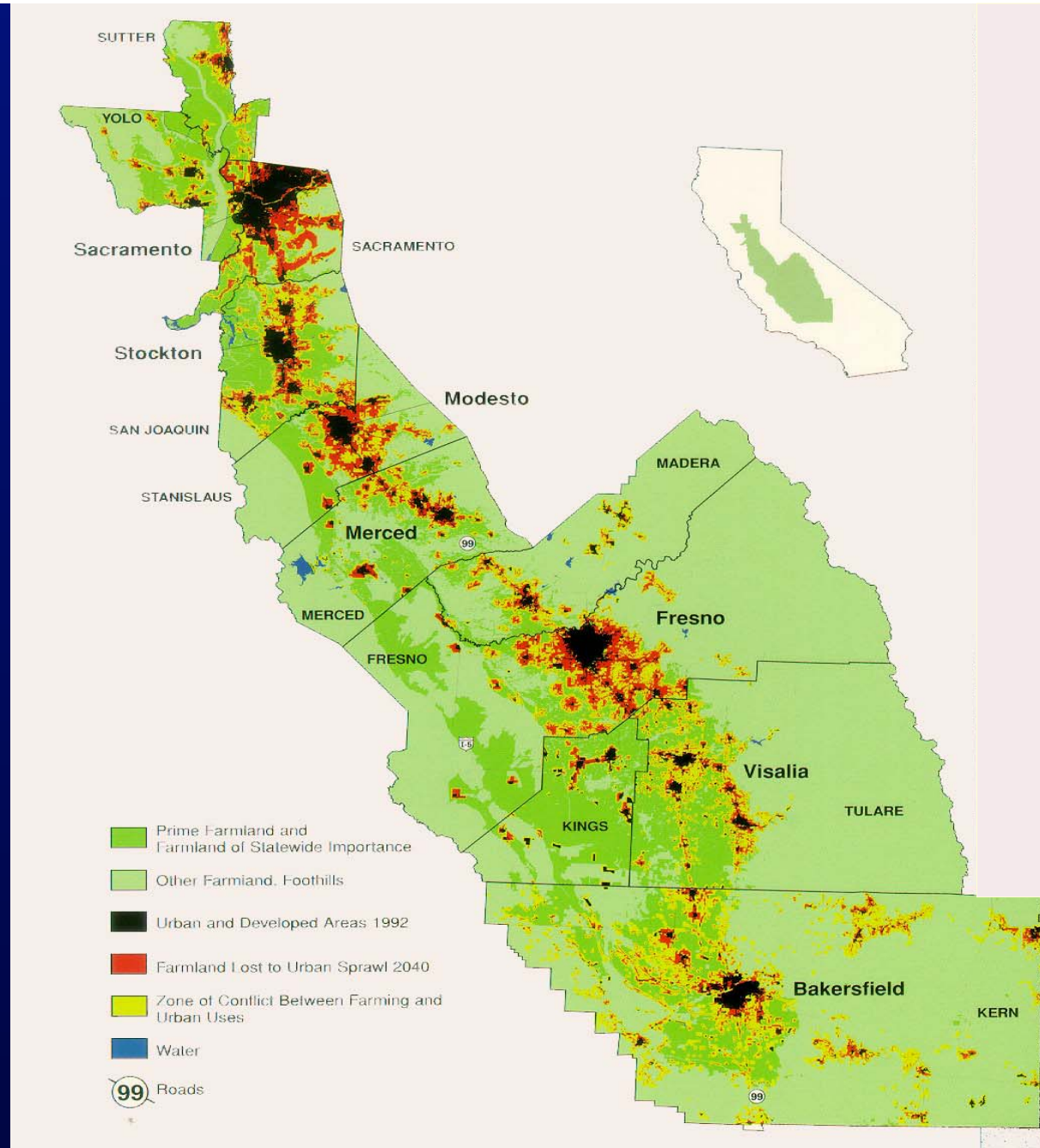
90.0

Jobs per Acre: 5.9

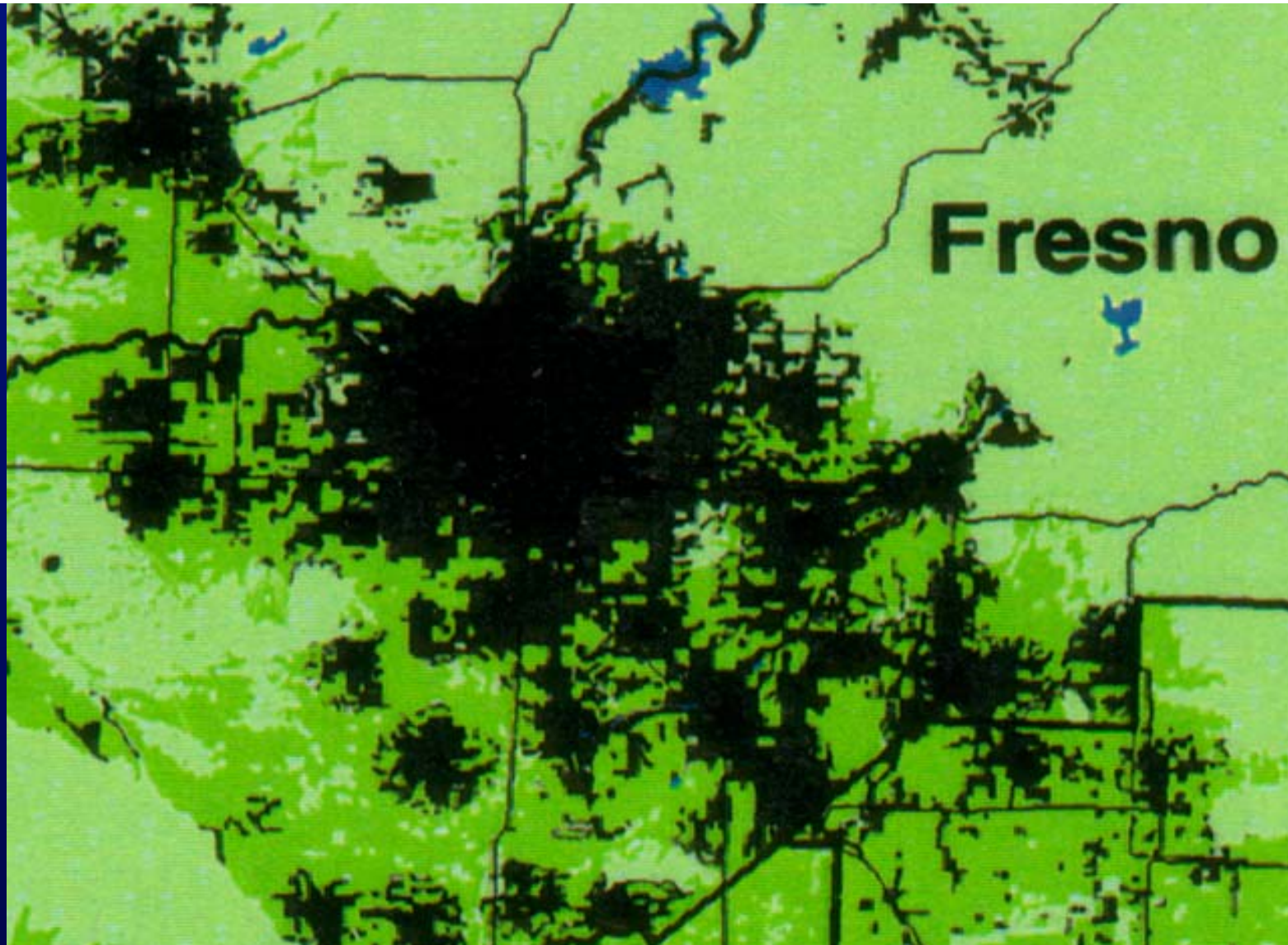
73.7

Compact vs. Low Density Development

American Farmland Trust
Study of Growth in
California's Central Valley
— 1995-2040

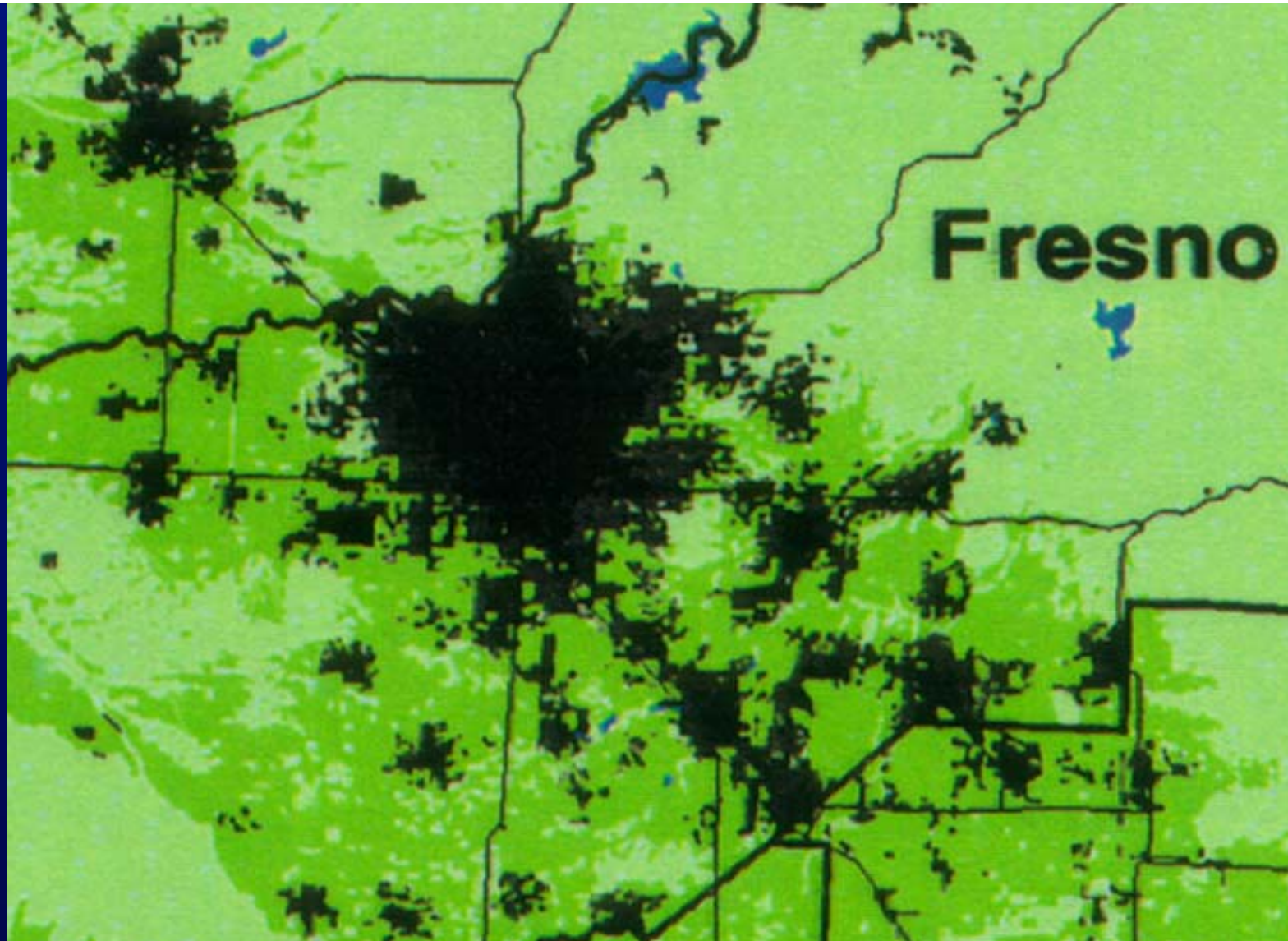


Low Density
Development
Scenario
(3 units/acre)



Compact vs. Low Density Development

...vs. More
Compact
Development
Scenario (6
units/acre)

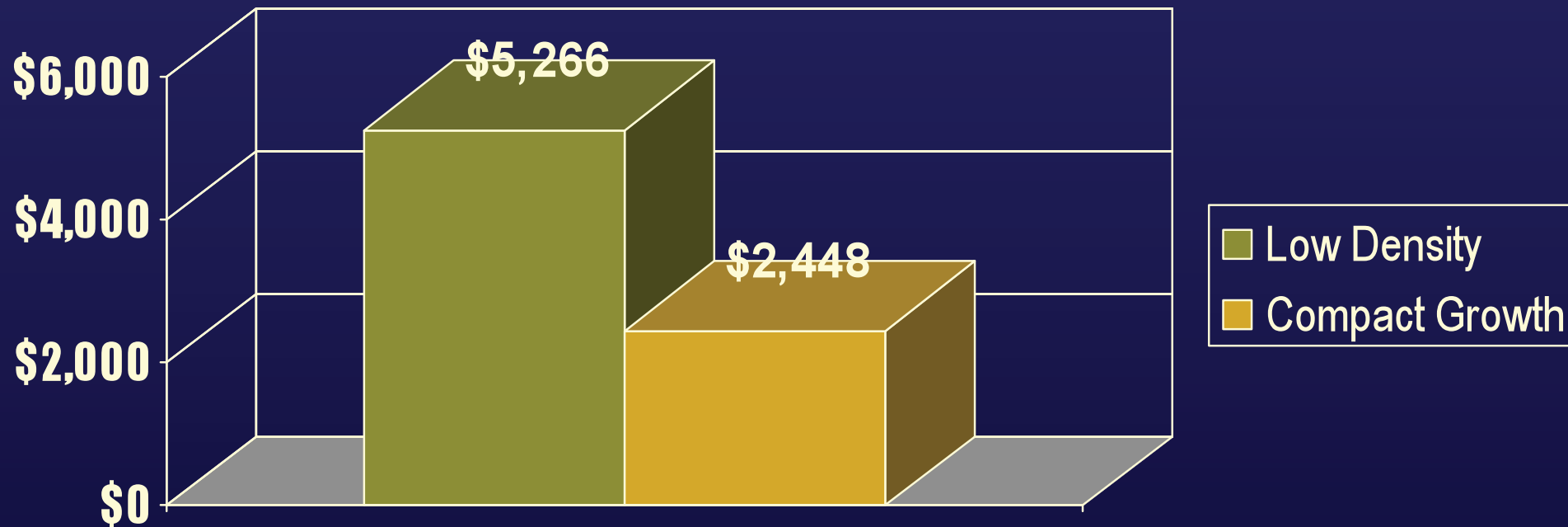


Compact vs. Low Density Development

Compact vs. Low Density Development

Projected Loss of Agricultural Sales in 2040
(Millions of 1993 dollars)

Cumulative loss (1995-2040): \$72 billion



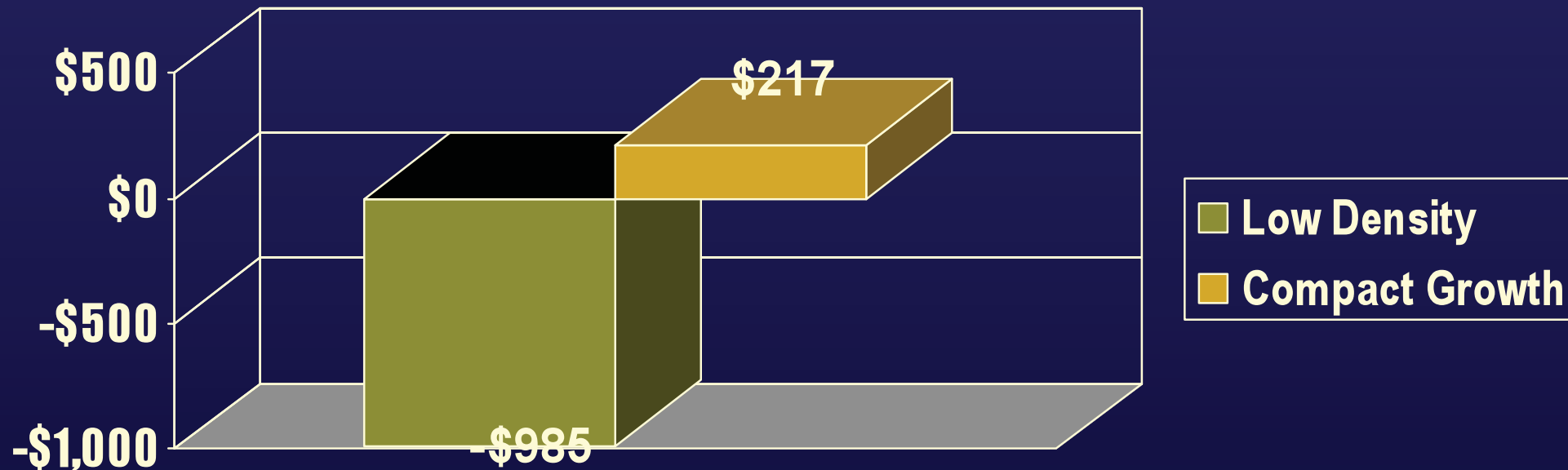
Source: American Farmland Trust, "Alternatives for Future Urban Growth in California's Central Valley: The Bottom Line for Agriculture and Taxpayers." October 1995.



Compact vs. Low Density Development

City Revenues/Public Service Costs in 2040
(Millions of 1993 dollars)

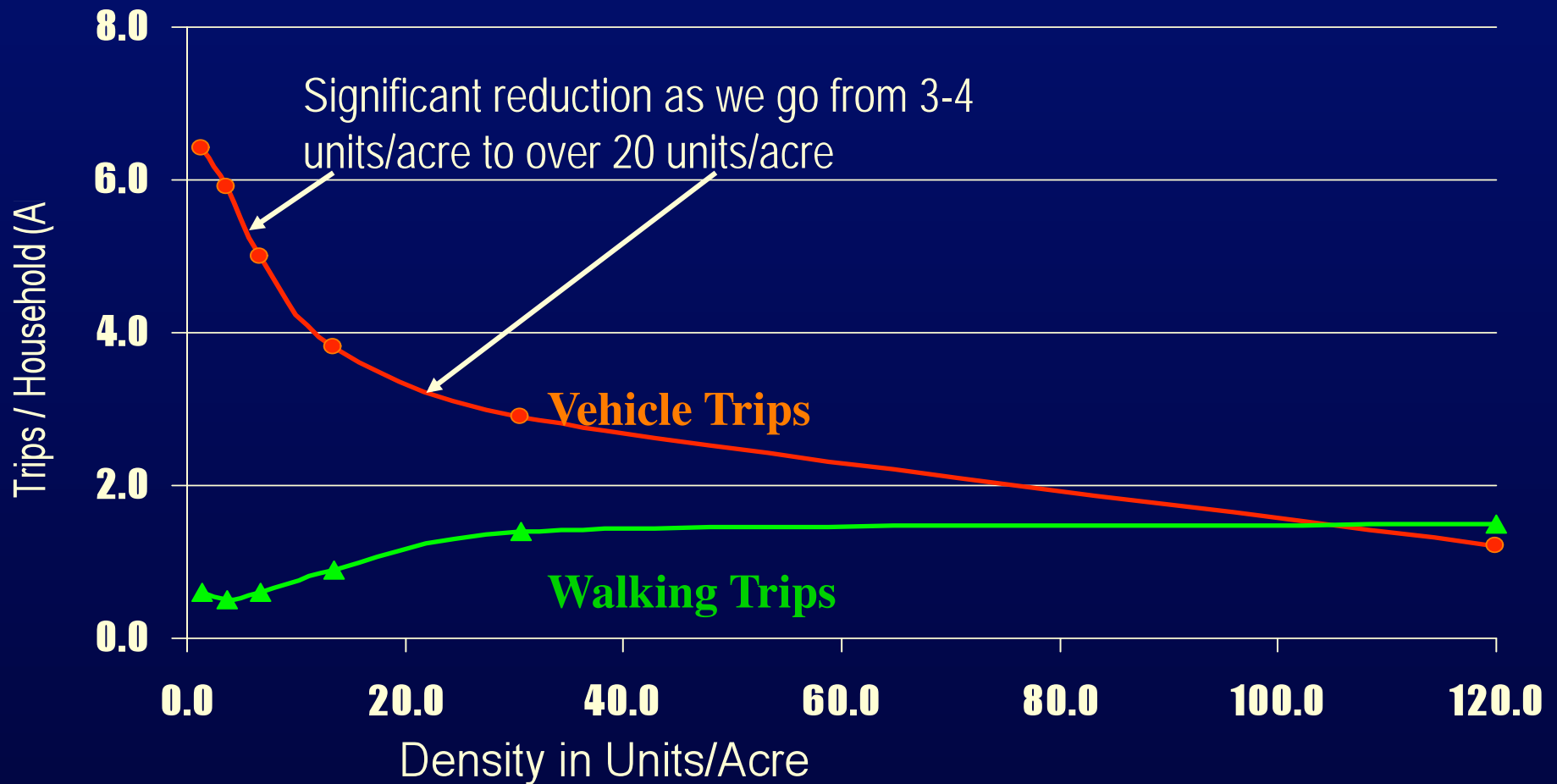
Cumulative loss (1995-2040): \$29 billion



Source: American Farmland Trust, "Alternatives for Future Urban Growth in California's Central Valley: The Bottom Line for Agriculture and Taxpayers." October 1995.



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

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

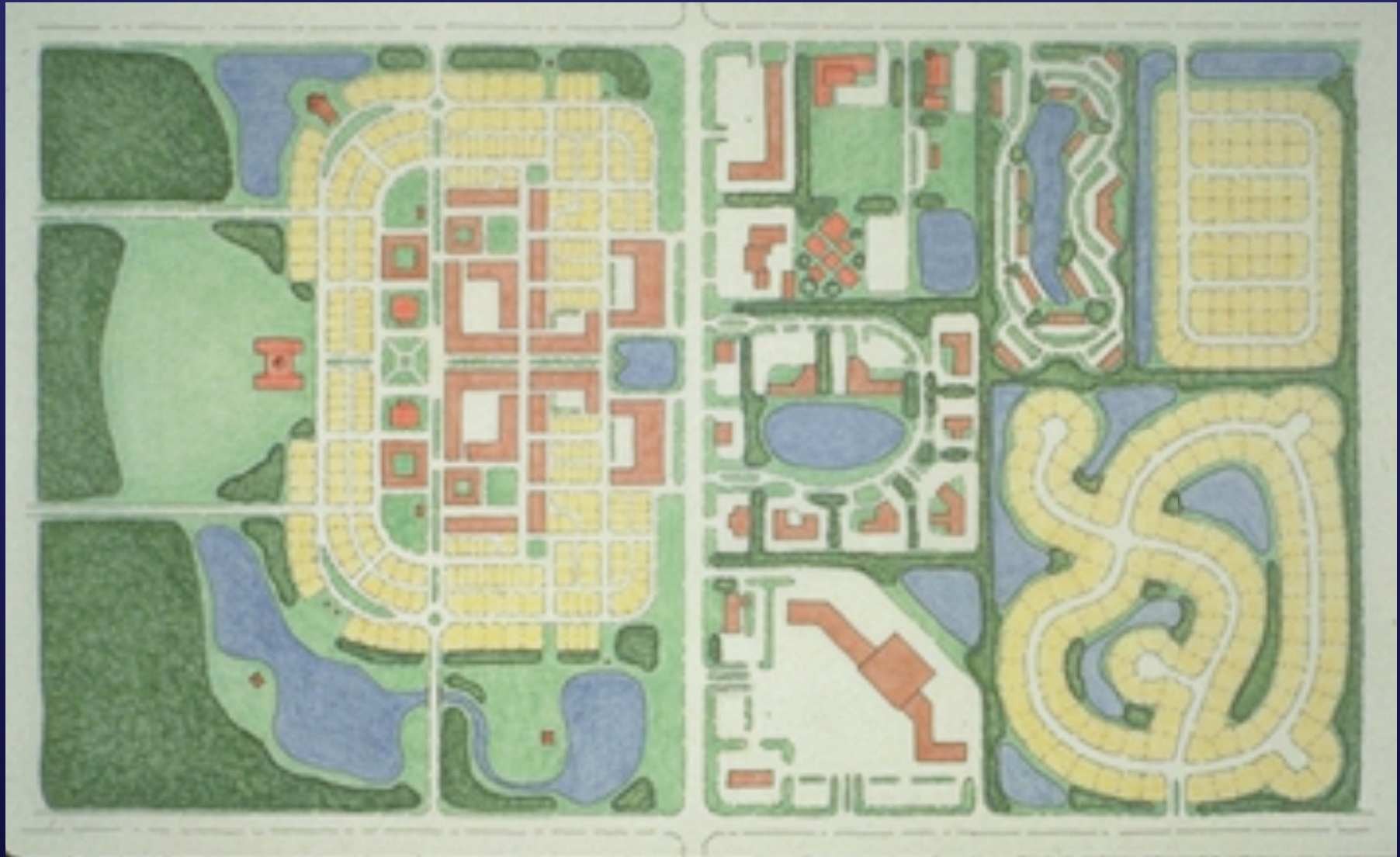


4. Mix land uses

- 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

Davis, CA



Housing over restaurant, shops

Sacramento, CA



Housing next to retail

Salinas, CA



Housing next to and over retail

Sacramento, 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

San Mateo, CA



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

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

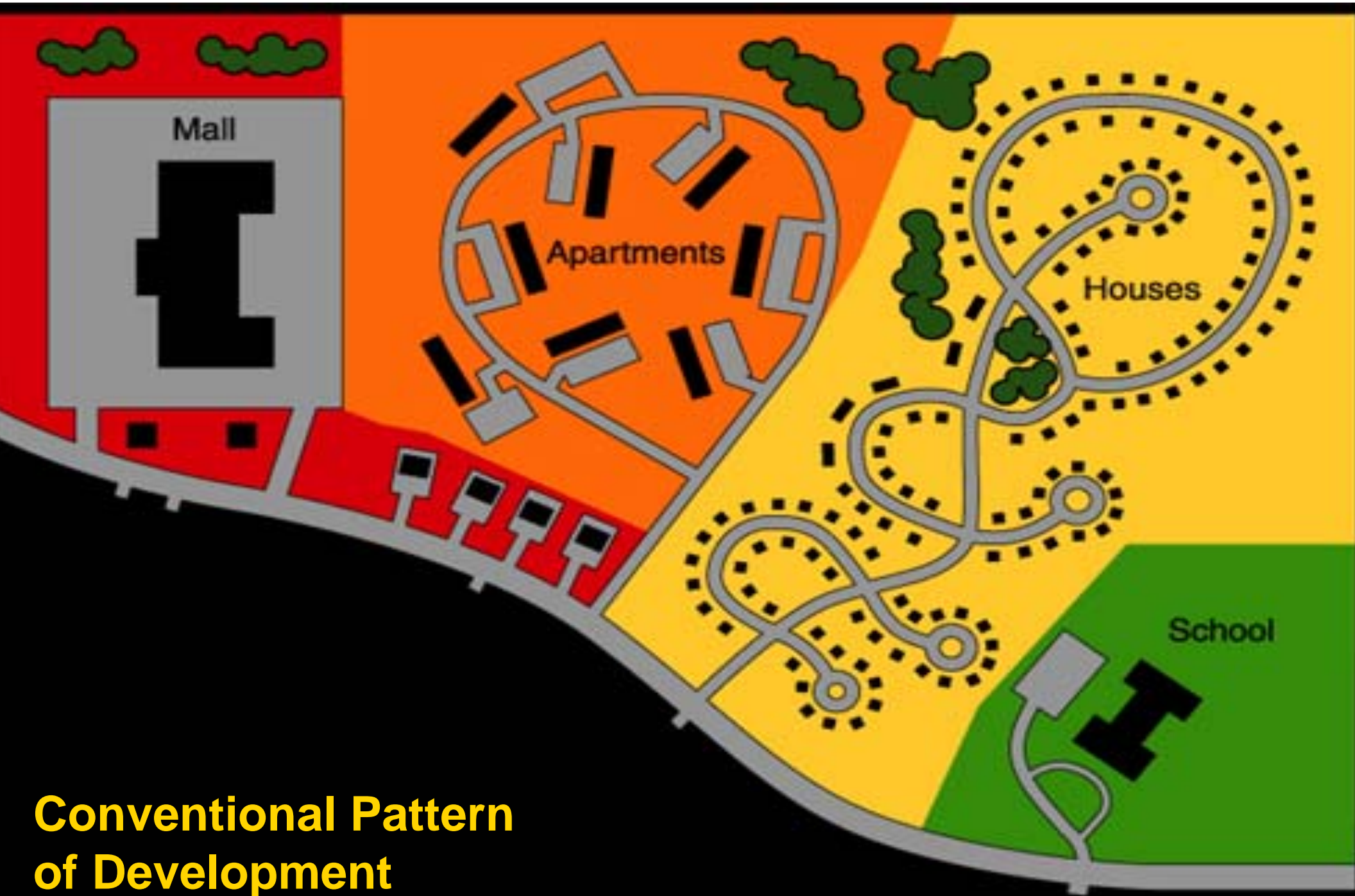
- Mix land uses, build compactly, and provide safe and inviting pedestrian corridors
- Create “complete streets”
 - Accommodate pedestrians, bicyclists, transit users



Street Design

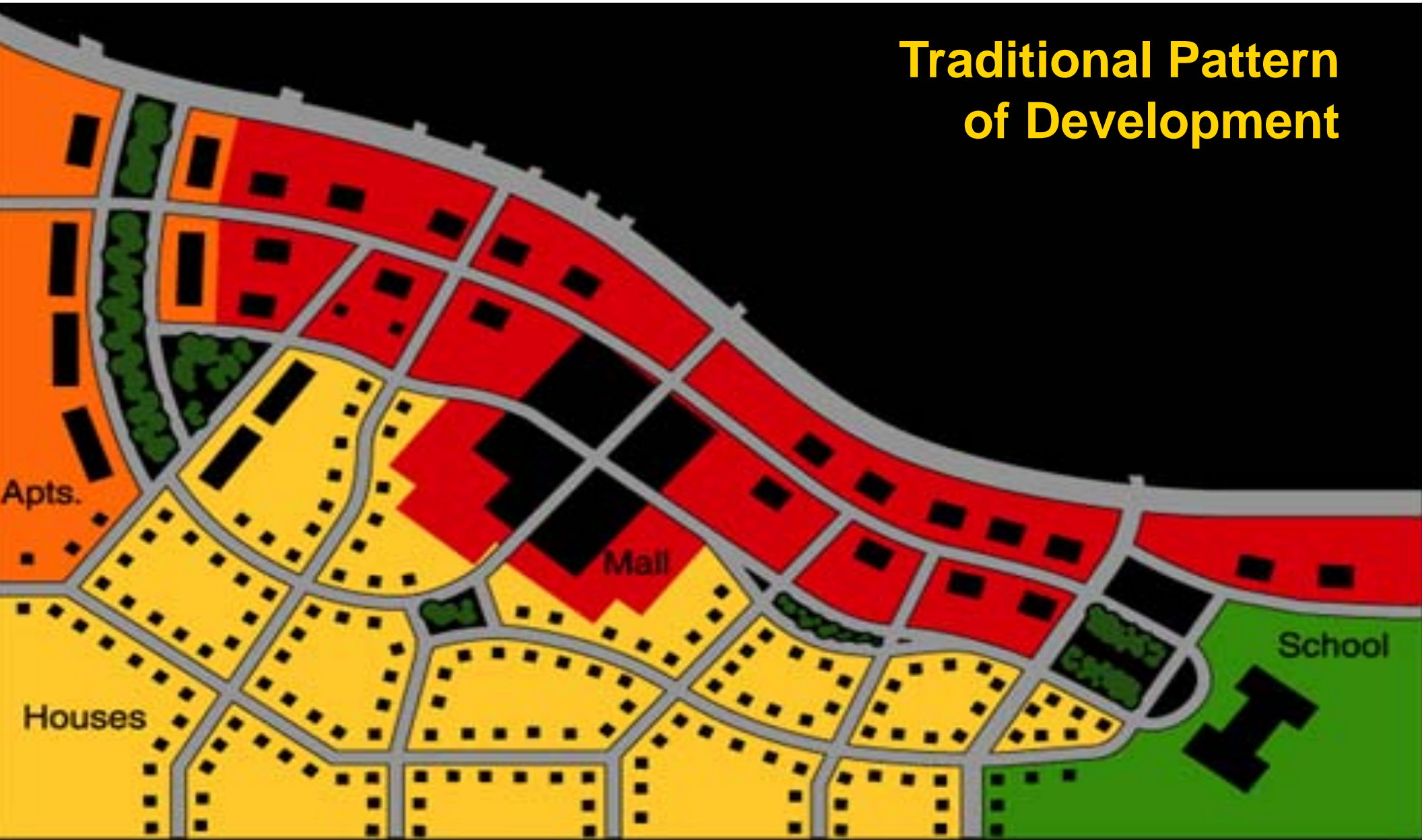
- Influences trip choices
 - Safe, quiet, slow, shaded streets encourage people to walk, ride bicycle or take transit instead of driving a car





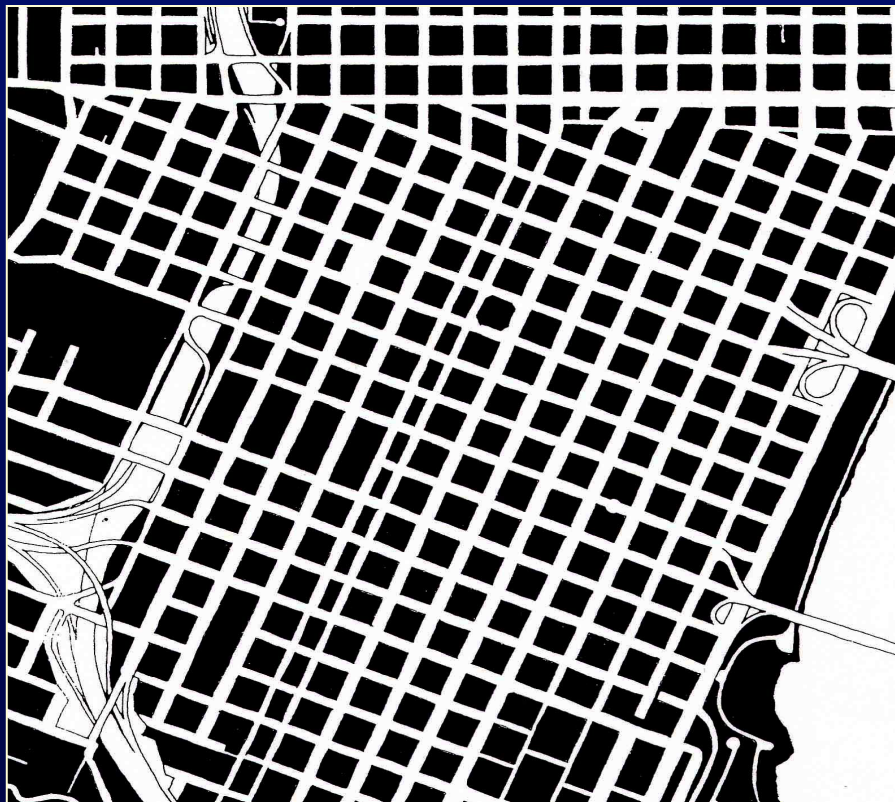
**Conventional Pattern
of Development**

Traditional Pattern of Development



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

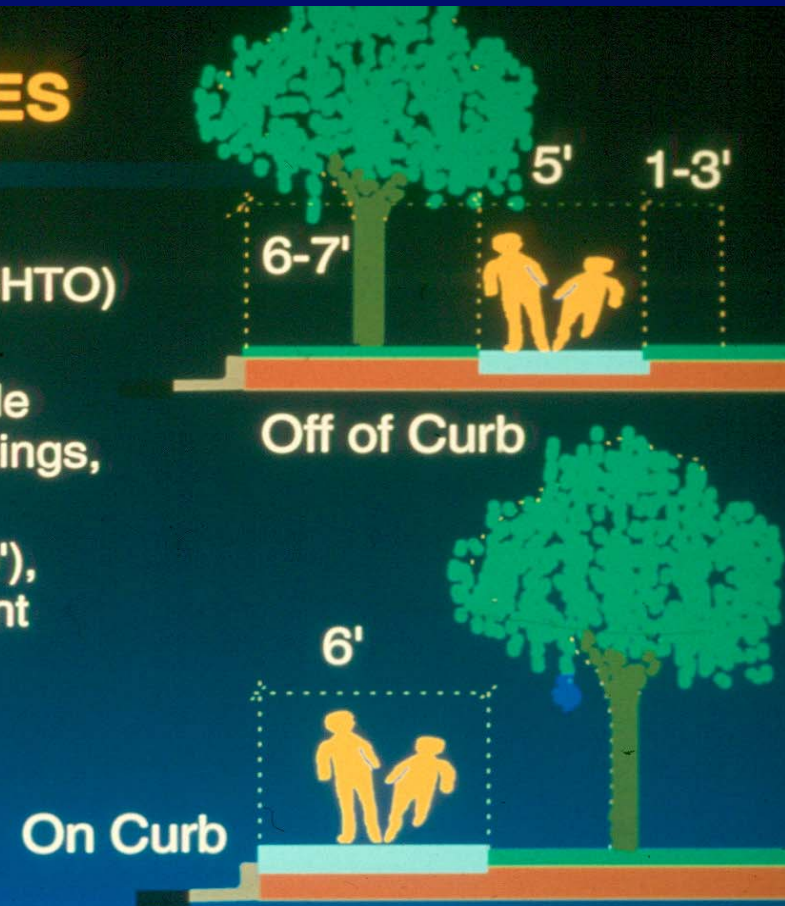
Source: "Residential Street Typology and Injury Accident Frequency," Swift and Associates, Longmont, CO, 1997

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



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*



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.



PLANS FOR
NEW CUTLER
OROSI





Cutler-Orosi Design Charrette – Opening Night Workshop





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

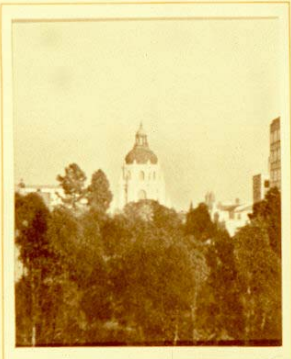


Plan proactively

Develop a Vision for Community

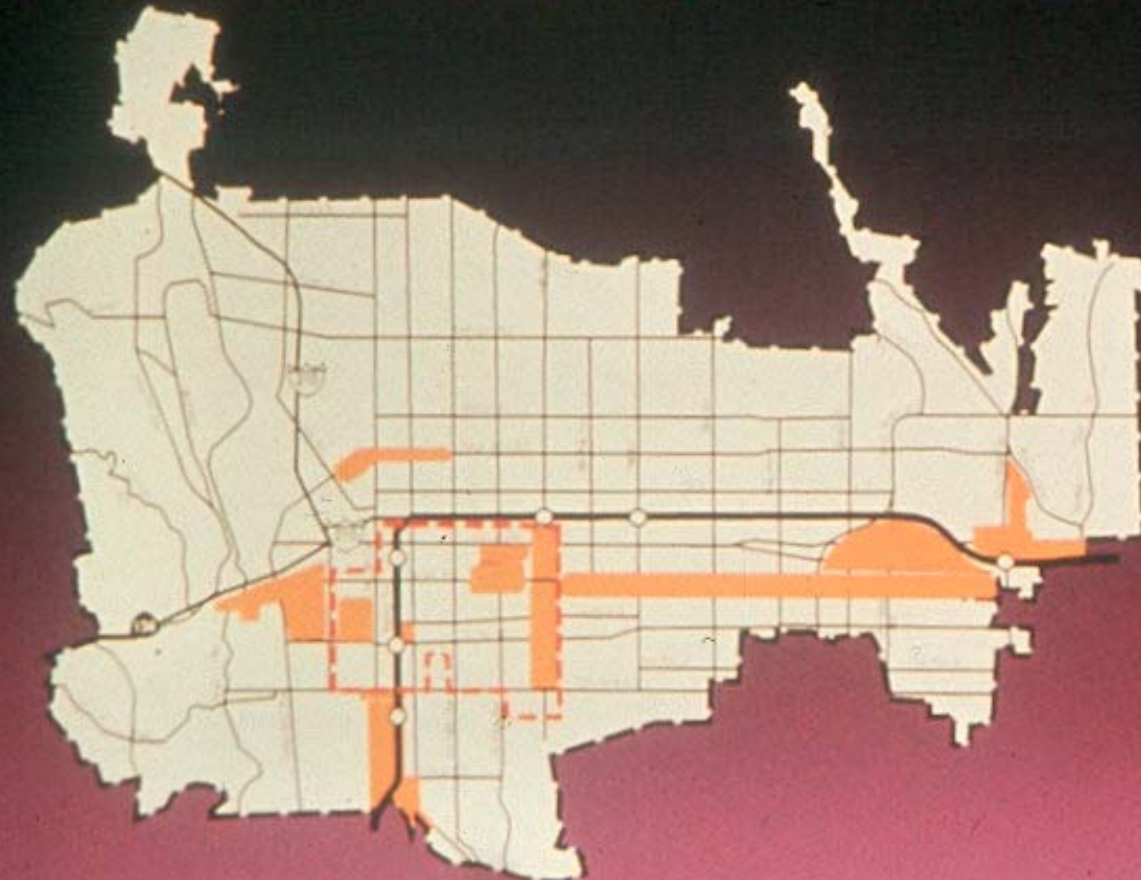
Pasadena
General Plan

IMAGINE



A GREATER
CITY

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

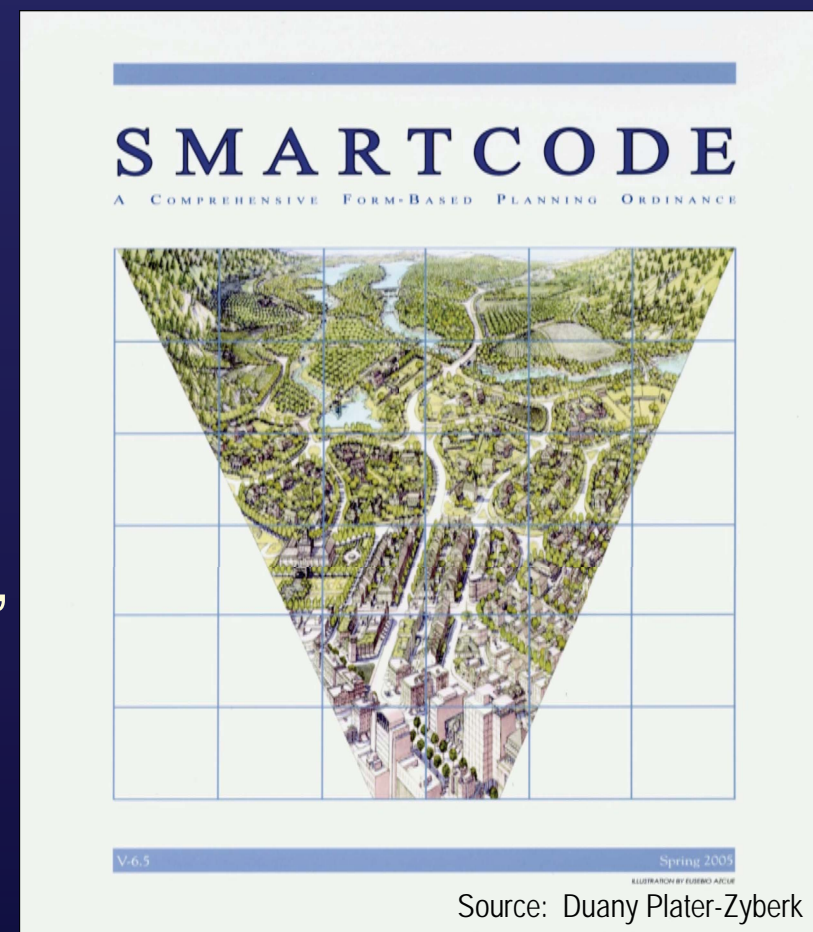
Infill, mixed
use rental
housing

Model:
Early 1990s



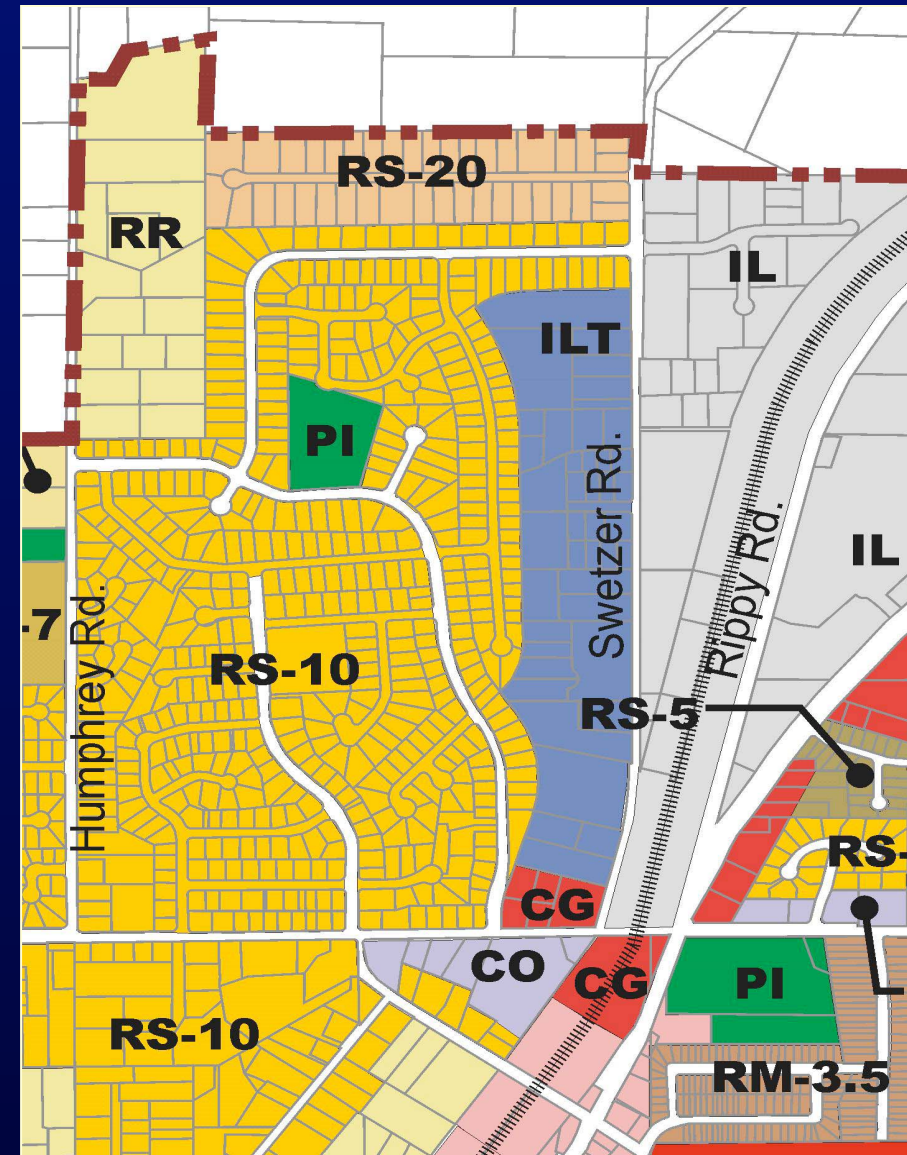
Implementing the Vision

- 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



The Problem with Conventional Zoning

From making places to making maps — Crayola Zoning

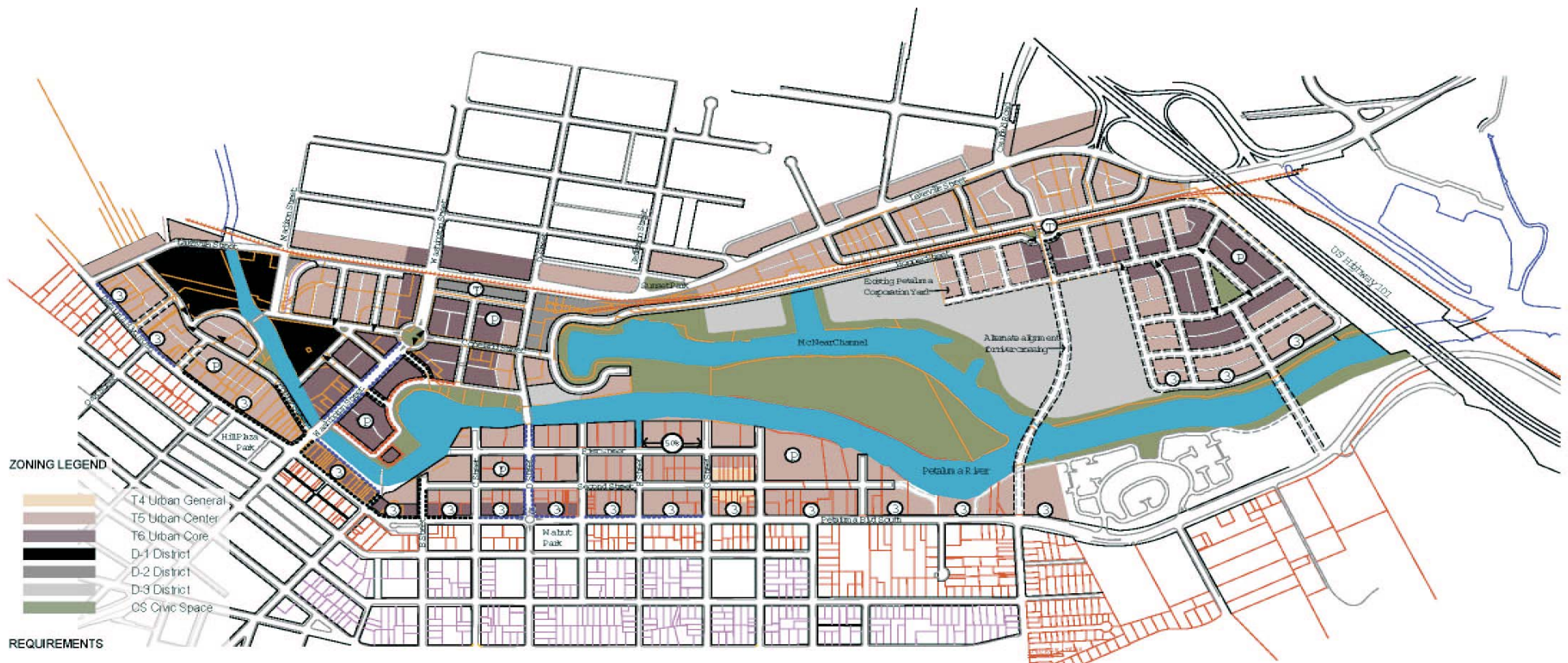


Form-based Codes: Case Study

Central Petaluma



Source: Fisher & Hall Urban Design



ZONING LEGEND

- T4 Urban General
- T5 Urban Center
- T6 Urban Core
- D-1 District
- D-2 District
- D-3 District
- CS Civic Space

REQUIREMENTS

- Arcade or Gallery Required
- Shopfront, Arcade, or Gallery Frontage Required
- Shopfront, Arcade, or Gallery Frontage Recommended
- Recommended, not required road location
- Recommended Focus Point of Terminated Vista (see Definitions)
- 10 Maximum Building Height Allowed on this road frontage
- P Preferred location for Parking Structure (Does not preclude other sites)
- T Transit Stop
- M Min. % Required building frontage between arrows

Notes:
 1. Where no maximum building height is shown, refer to Urban Standards
 2. If Zoning Map Requirements and Urban Standards Conflict, the Zoning Map prevails

Note: Lot lines are for illustrative purposes only.



Central Petaluma Smart Code — Zoning Map

1. Four Lane Avenue

The Four Lane Avenue is designed for locations where the movement of larger volumes of traffic is desired. Wide sidewalks, on-street parking and doors and windows facing the street make this high traffic street pedestrian friendly as well.

A. Building Placement:

Build-to-line location: 0 to 10ft. From (Typical)
Property line

Space Between Buildings:

0 ft. if attached
6-10 ft. if detached

B. Building Volume:

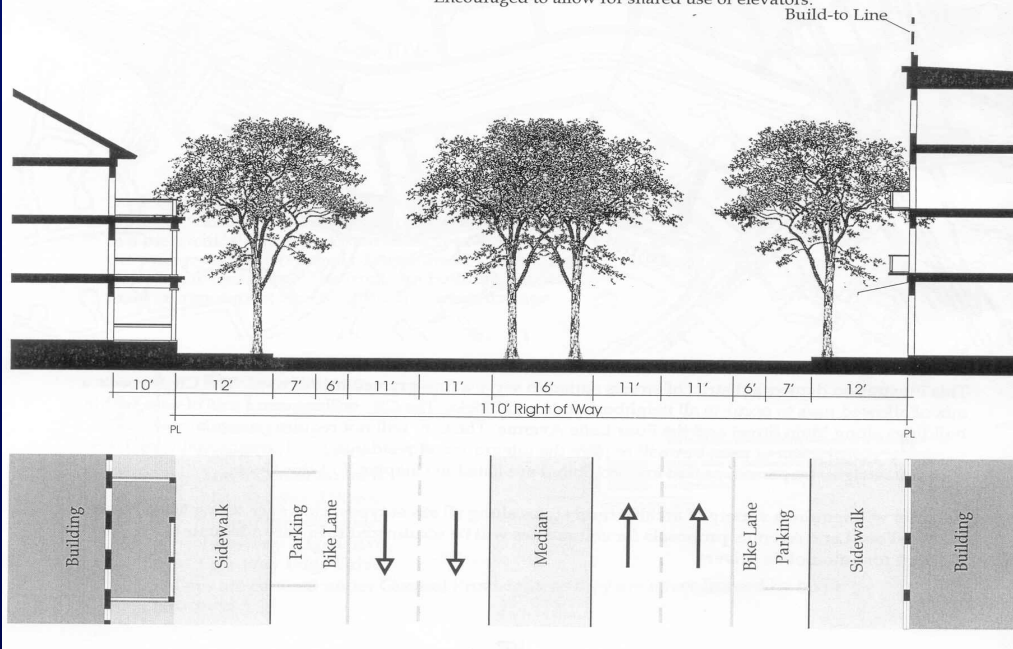
Bldg. Width: 16 ft. minimum
160 ft. maximum

Bldg. Depth: 125 ft. maximum

Bldg. Height: 2 stories minimum
4 stories maximum
55 ft. maximum
The first floor shall be a minimum of twelve (12) feet in height

C. Notes:

1. Appurtenances may extend beyond the height limit.
2. Building fronts are required to provide shelter to the sidewalk by means of at least one of the following: marquee, awning, or second floor balcony.
3. The alignment of floor-to-floor heights of abutting buildings is encouraged to allow for shared use of elevators.



6. Neighborhood Street

The Neighborhood Street is a quieter, more intimate street. Build-to lines are set back and a green strip is incorporated. If needed, the Build-to location can be paved to provide a wider sidewalk for intense uses thus eliminating the door yard.

A. Building Placement:

Build-to-line location: 10 ft. from (Typical)
Property line

Space Between Buildings:

0 ft. if attached
6-15 ft. if detached

B. Building Volume:

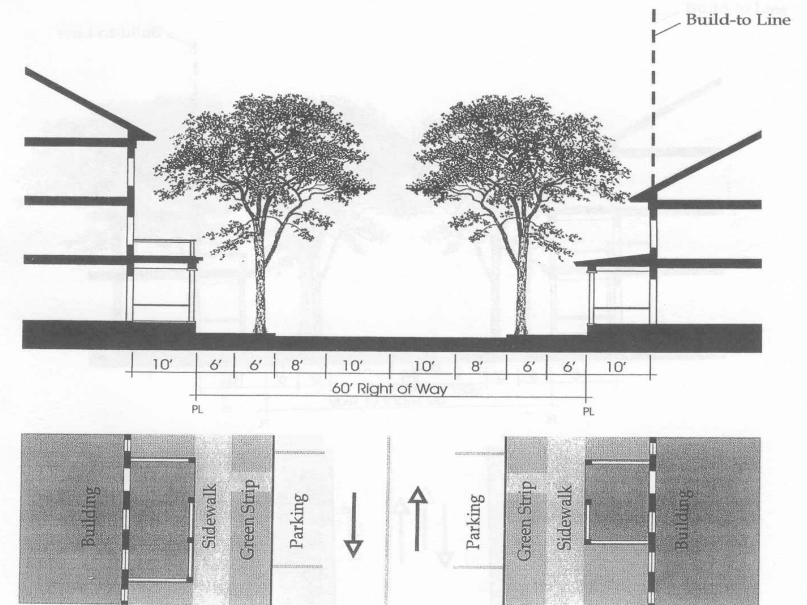
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■ Hercules, CA — Form-Based Code

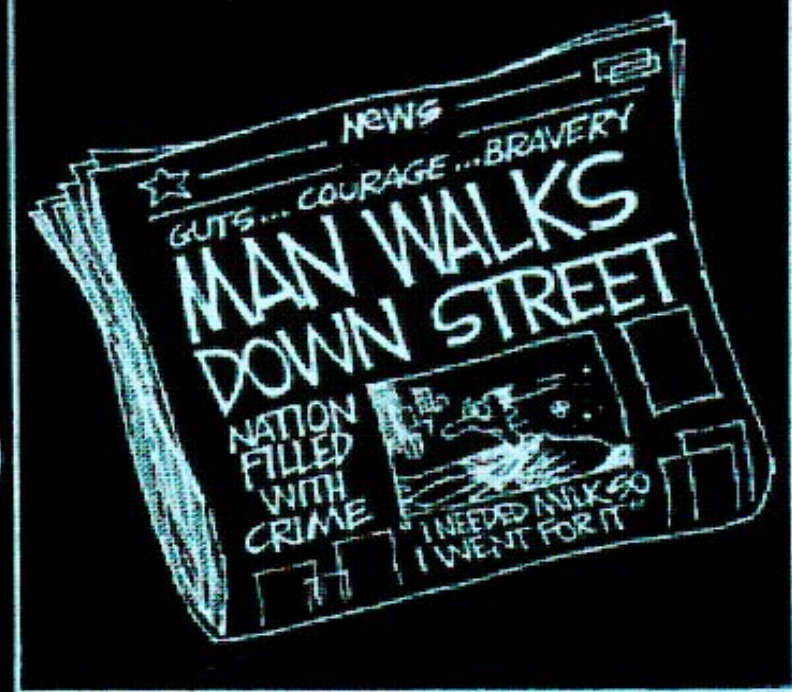
- Street type determines location, height, features of buildings

Can it be done?

1969



2004



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

For more information

Web: www.lgc.org
Phone: 916-448-1198
e-mail: center@lgc.org

