

Just How Smart Is Our Growth? Getting Ready for a Maturing America

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"The findings and conclusions in this presentation are those of the author and do not necessarily represent the views of the Centers for Disease Control and Prevention."

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Why are we here?

- New Partners is “a place where *smart growth itself grows and evolves, responding to the changing environment*, and reflecting the knowledge gained from years of practice.” - Geoffrey Anderson, Smart Growth America
- “With resources as scarce as they are now, *smart growth has become not just a good idea but an economic and fiscal imperative*. Simply, cities and communities will have to learn to do more with the resources they have.” - Harriet Tregoning, Dir. of D.C. Planning

What Makes for Smart Growth?

Smart Growth (*U.S. EPA*):

- “By designing neighborhoods that have shops, offices, schools, churches, parks, and other amenities near homes, communities are ***giving their residents and visitors the option*** of walking, bicycling, taking public transportation, or driving as they go about their business. A range of different types of homes ***makes it possible for senior citizens to stay in their homes*** as they age, young people to afford their first home, and families at all stages in between to find a safe, attractive home they can afford.”

What Makes for Smart Growth?

Smart Growth (*Smart Growth America*):

- At the heart of the American dream is the simple hope that *each of us can choose to live in a neighborhood that is beautiful, safe, affordable and easy to get around*. Smart growth does just that. Smart growth creates healthy communities with strong local businesses. Smart growth creates neighborhoods with schools and shops nearby and low-cost ways to get around *for all our citizens*.

What Makes for Smart Growth?

Smart Growth (*American Planning Association*):

Using comprehensive planning to guide, design, develop, revitalize and build communities for all that:

- ❑ have a unique sense of community and place;
- ❑ preserve and enhance valuable natural and cultural resources;
- ❑ equitably distribute the costs and benefits of development;
- ❑ expand the range of transportation, employment and housing choices in a fiscally responsible manner;
- ❑ value long-range, regional considerations of sustainability over short term incremental geographically isolated actions; and
- ❑ promotes public health and healthy communities.
- ❑ Compact, transit accessible, pedestrian-oriented, mixed use development patterns and land reuse

<http://www.planning.org/policy/guides/adopted/smartgrowth.htm>

Options

Unique Sense of Place

All Citizens

Preserve Resources

Equitable Costs & Benefits

Transportation & Housing Choices

Promotes Healthy Communities

Compact

Values Sustainability

Accessible

**NICE WORDS, BUT HOW
PRACTICAL ARE THESE KINDS
OF ASPIRATIONS IN TODAY'S
WORLD?**

Stories from the Real World

In Central City, a perfect storm of economic doldrums, aging residents, old infrastructure, and an increasing incidence of chronic conditions challenges the viability of neighborhoods.

- ❑ After 30 years in the Midtown neighborhood, the grocery is closing on Sunday. It was particularly convenient to the Meadows apartments, a complex of families, singles, and senior citizens. “I walk to the store,” Johnny Mason, 77 said. “I don’t want to go to Foodway—it’s an uphill hike with more than sixty steps to climb.”
- ❑ Nearby, Linda Lee’s life revolves around four neighborhood destinations. Drop off her children, ages three and five, at Greenways Day Care Center. Make sure her seventy-five-year-old grandmother, who uses a wheelchair, makes it to lunch at the Meridian Senior Center. Then, all too frequently, take her son, who has asthma, to the Jackson Children’s Clinic. And as summer arrives, watch her children burn off limitless energy at the public swimming pool.
- ❑ The mayor is considering closing all four, warning that no part of the city would be spared in combating a \$650 million deficit. [Adapted from news reports; the names have been changed.]

**If the Question is: “*Can We Afford to
‘Aspire’?*”, I think this ‘Real World
Example’ Shows that the Answer is
“*We Can’t Afford to Not ‘Aspire’!*”**

**Practical Tools & Programs in
the Real World**

COMMUNITIES COME IN ALL SHAPES AND SIZES – AND SO DO SOLUTIONS

- Carver County, Minnesota
- Benton County, Oregon
- Stuyvesant, Manhattan, NYC
- St. Louis, Missouri
- West Wabasso, Florida
- Los Angeles, California

Understanding and Using American Community Survey Data

The Role of Data in the Delivery of Government Services

- Establishing Priorities Through a Needs Assessment
- Developing a General Plan
- Implementing the Selected Plan

Important Points to Consider When Using ACS

- Working With ACS Data
- ACS Data Products
- Working With Multiyear Estimates

Case Studies

- **Distribution of Funds to Senior Centers**
- Examining Growth in the Foreign-Born Population

<http://www.census.gov/acs/www/Downloads/handbooks/ACSstateLocal.pdf>

A Compass for Understanding and Using American Community Survey Data

Issued
February 2009

What State and Local Governments Need to Know



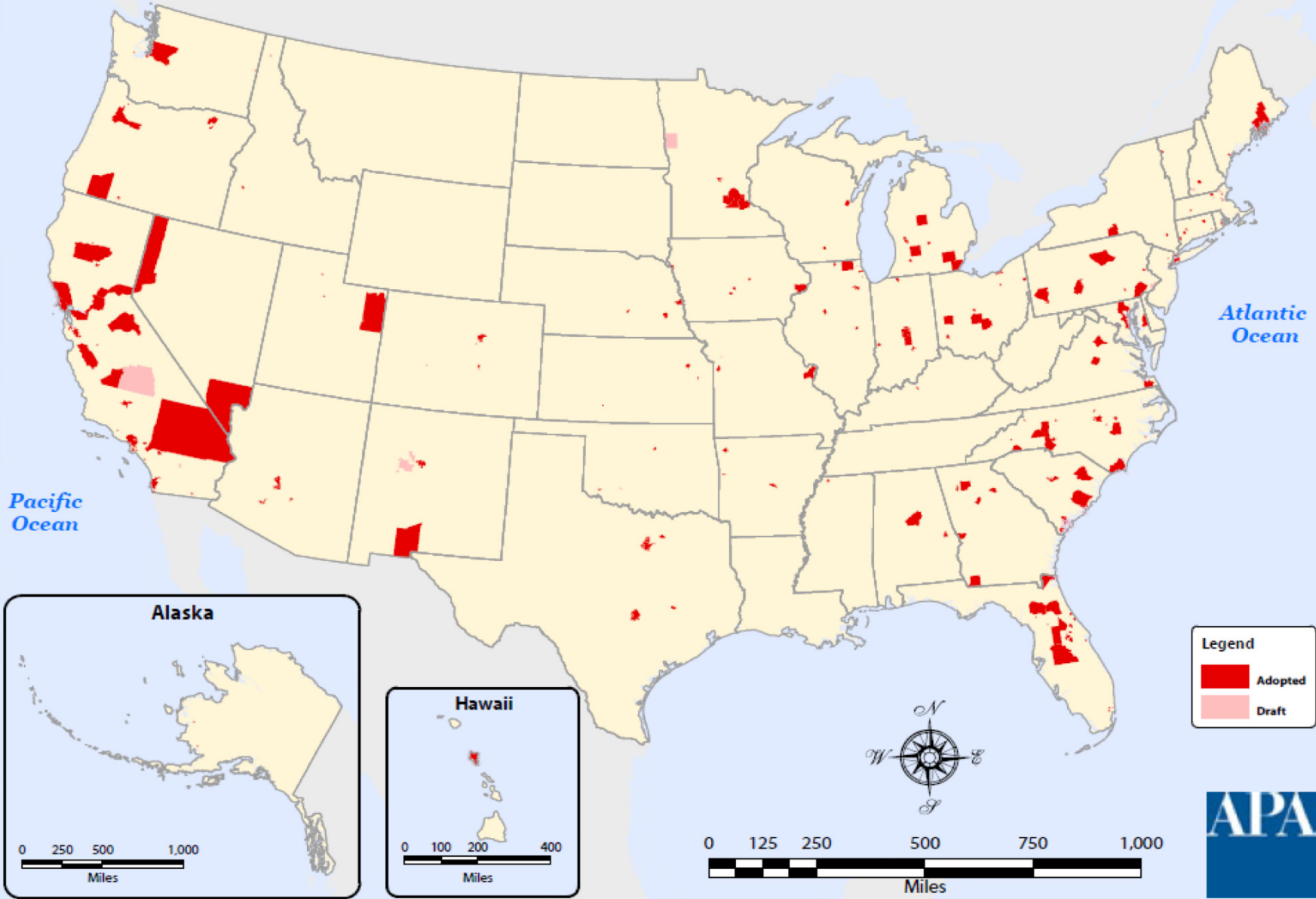
U S C E N S U S B U R E A U

Helping You Make Informed Decisions

U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU

United States[®]
Census
2010

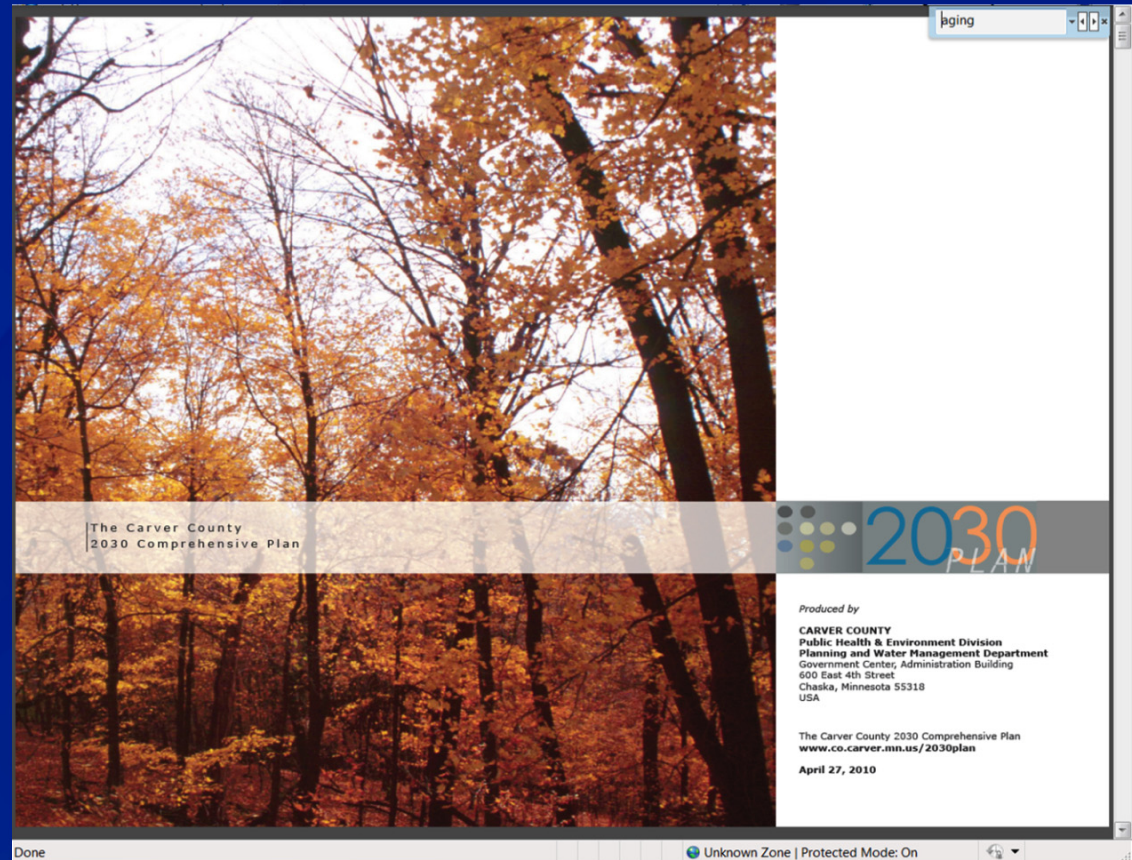
Comprehensive plans that explicitly address public health



Carver County, Minnesota 2030 Comprehensive Plan

Elements

- Land Use
- Transportation
- Housing
- Parks, Open Spaces, & Trails
- Water & Natural Resources
- Economic Development
- Historic Resources
- Public Safety
- Public Health
- **Aging**
- Services & Facilities
- Waste Management



<http://www.co.carver.mn.us/departments/lws/elements.asp>

Carver County, MN Comp Plan Aging Element (Draft)

The Master Plan on Aging addresses nine areas including:

- ❑ Housing & Adaptive Reuse of Housing**
- ❑ Transportation & Mobility**
- ❑ Health Care & Long-term Care**
- ❑ Civic Engagement & Volunteerism**
- ❑ Parks & Recreation**
- ❑ Education & Learning**
- ❑ Home & Community-Based Services**
- ❑ Employment & Work and Safety**

Hillsborough County Aging Services Master Plan

Master Plan Recommendations, Strategies, Benchmarks, and Rationale

- Aging Services Capacity and Awareness
- Caregiver Support
- Emergency Planning
- Financial Planning and Preparedness for Retirement
- Physical and Mental Health
- Infrastructure for Housing and Transportation
- Leisure and Volunteering



Hillsborough County Aging Services Master Plan 2008-2030 Recommendations

Prepared for the Hillsborough County
Department of Aging Services

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November 1, 2007

<http://www.hillsboroughcounty.org/aging/resources/publications/masterplan.pdf>

PLANNING COMPLETE STREETS FOR AN AGING AMERICA

PLANNING & ENGINEERING PRACTICE FOR OLDER DRIVER & PEDESTRIAN MOBILITY

- Key Resources for Roadway Designers

ENGINEERING RESOURCES FOR OLDER DRIVER SAFETY

- FHWA Highway Design Handbook for Older Drivers and Pedestrians

BEST PRACTICES – MAKING STREETS WORK

FOR OLDER TRAVELERS

- Planning and Design Process
- Planning and Design Principles
- Key Design Elements for Older Driver and Pedestrian Safety

COMPLETE STREETS POLICY INVENTORY & EVALUATION

COMPLETE STREETS SURVEY RESULTS

APPLICATION TO ACCEPTED STANDARDS

<http://assets.aarp.org/rgcenter/ppi/liv-com/2009-12-streets.pdf>

PLANNING COMPLETE STREETS FOR AN AGING AMERICA

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AARP's Public Policy Institute (PPI) informs and stimulates public debate on the issues we face as we age. Through research, analysis, and dialogue with the nation's leading experts, PPI promotes development of sound, creative policies to address our common need for economic security, health care, and quality of life.

The views expressed herein are for information, debate, and discussion and do not necessarily represent official policies of AARP.

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SAFE ROUTES FOR SENIORS

Mayor Bloomberg, Transportation Commissioner Sadik-Khan and Department for the Aging Commissioner Méndez-Santiago launch "**Safe Streets for Seniors**," a major new pedestrian safety initiative for older New Yorkers, which will work in conjunction with the **All Ages Project** that's re-envisioning what it means to grow older in New York City.

A study of pedestrian fatalities from 2002 to 2006 showed that senior citizens - those 65 and over - made up about 12% of the City's population but were involved in nearly 39% of the City's fatal pedestrian accidents.

Safe Streets for Seniors

Stuyvesant, Manhattan

FINAL REPORT

November 16, 2010



<http://www.nyc.gov/html/dot/html/sidewalks/safeseniors.shtml>

Case Studies from Across the Country from NCSL & AARP

Virginia General Assembly directed Virginia Dept. of Transportation (VDOT) to develop a common standard and requirements for new streets:

- Developers must build streets that connect with the surrounding transportation network
- On streets affected by the policy, Virginia also allowed narrower streets to be built. The combination of connectivity and narrower streets slows vehicle speeds and disperses traffic

Montana has made a concerted effort to address rural transportation issues, particularly for seniors

- Three years ago, the state had nine rural transportation systems; today, there are almost 40
- The state went to city and county governments and several county Councils on and offered to help them devise and pay for a coordinated plan.

<http://www.ncsl.org/documents/transportation/Aging-in-Place-2011.pdf>

Aging in Place:

A State Survey of Livability Policies and Practices



*A Research Report by the
National Conference of State Legislatures
and the AARP Public Policy Institute*

AARP



Health Impact Assessment: Accessory Dwelling Units Benton County, Oregon

Potential Impacts on Health

Positive Impacts:

- Encourage multi-generational housing that strengthens the family unit.
- Allow elderly homeowners to “age-in-place” and remain in their home by providing living space for a caregiver or family member.

Negative Impacts:

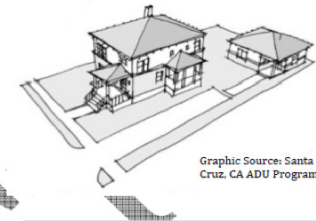
- Allow development in rural areas with poor access to food markets, medical facilities, transit services, and parks.
- Allow development in rural areas without adequate pedestrian and bicycle infrastructure, reducing walkability and opportunity for physical activity.

Health Impact Assessment: Accessory Dwelling Units Benton County Health Department

Project Summary

Project Description

Currently, Benton County does not allow accessory dwelling units (ADUs), which are small, secondary housing units on a property with an existing single-family home. Community members continue to request permits to develop ADUs and the County comprehensive plan encourages the adoption of ADU development standards. A health impact assessment (HIA) was completed by the County Health Department to determine the potential health impacts of allowing ADUs in rural Benton County. Assist decision makers in considering health when deciding upon accessory dwelling units issues.



Graphic Source: Santa Cruz, CA ADU Program

Potential Impacts on Health

Positive Impacts:

- Provide living spaces for persons with disabilities of medical hardships to live near caretakers or family members.
- Generate additional income for homeowners by offering the unit as a rental.
- Provide an affordable housing alternative for individual and small households in rural areas.
- Encourage multi-generational housing that strengthens the family unit.
- Reduce the number of sub-standard and overcrowded housing units by allowing legal development of accessory units.
- Allow elderly homeowners to “age-in-place” and remain in their home by providing living space for a caregiver or family member.

Negative Impacts:

- Allow development in rural areas with poor access to schools, food markets, medical facilities, and parks.
- Allow development in rural areas with poor public transit services and high auto-dependence.
- Increased vehicle emissions caused by more people driving to and from rural areas.
- Allow development in rural areas without adequate pedestrian and bicycle infrastructure, reducing walkability and opportunity for physical activity.

Community Input

Two community meetings were held in Alesia and Monroe to discuss accessory dwelling units and housing issues in Benton County. Some comments from the community meetings include:

“I want my disabled grandson to live with me, but I don't want to live with his caregiver”- a community member expressed a need for a second unit because of a family member's dependence on a live-in caregiver.

“There are very few starter homes out here, because you have to buy the acreage that comes with the house” – A response from a community member when asked the potential benefits of accessory dwelling units as an alternative housing option.

“Manufactured homes work well with temporary medical needs. Once your done with them you pick them up and move them” – a response when asked about the current laws permitting temporary medical hardship trailers.

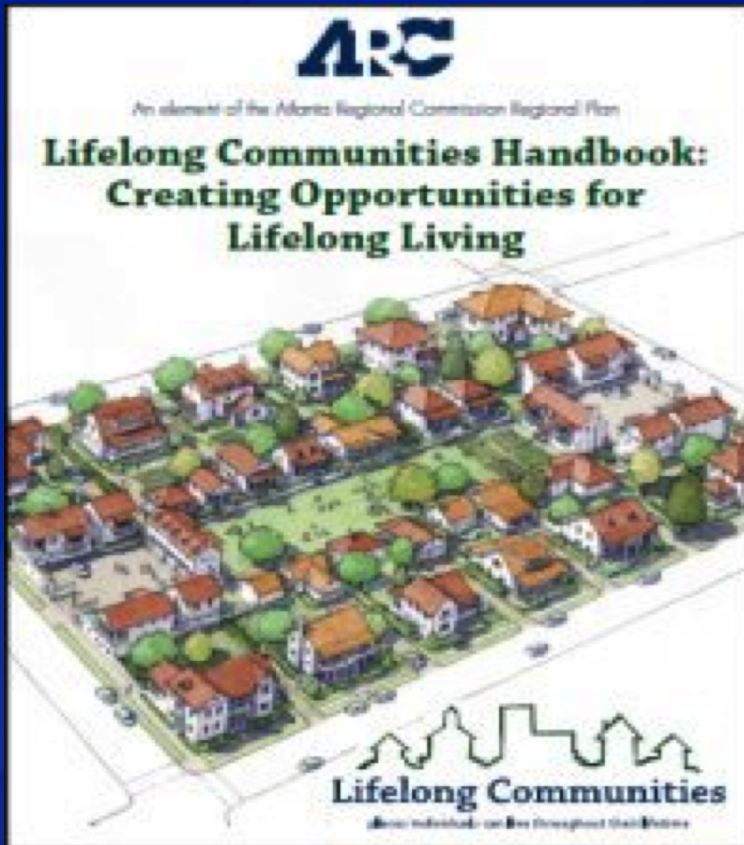


Benton County Health Department

June 30th, 2010

Atlanta, GA Lifelong Communities Program

- Promoting Housing and Transportation Options
- Encouraging Healthy Lifestyles
- Expanding Information and Access to Services



Promoting Housing Options for Older Adults through Zoning

Guidelines from the Atlanta Regional Commission

February 2007



40 Courtland Street, NE
Atlanta, GA. 30303
404-463-3224

<http://www.atlantaregional.com/aging-resources/lifelong-communities-llc>

Protocol for Assessing Community Excellence in Environmental Health (PACE EH)

West Wabasso PACE EH Project

In 2000 West Wabasso had:

- Almost twice national average of residents 65+ years old (20% vs.12.4% nationally)
- More than twice the national average of persons with a disability (44% vs. 19.3 nationally)
- Median household income of \$6,250, compared to \$51,162 countywide
- Median home value of \$29,400 vs. \$193,500 countywide
- No street lights and no paved access to many elderly and disabled residents' homes.



http://www.publichealthgrandrounds.unc.edu/places/handout_background.pdf

Outcomes of PACE EH Process in West Wabasso

- ❑ Installation of initial streetlights and sidewalks.
- ❑ New walking trail, fitness equip., & two new pavilions in Wabasso Park.
- ❑ New community fit club, called “PACE setters” who utilize the new sidewalks, walking trail, and park.
- ❑ New bus route created and is now the most frequently traveled of all routes in the county.
- ❑ Development of a coalition of local volunteers called Project Hope, to build homes for disadvantaged residents whose housing needs to be demolished for reasons of safety.
- ❑ With **initial \$30,000 public health grant**, Wabasso’s PACE EH Project collaboration has **leveraged estimated \$2 million+ of non-public health funds**

Woman, 82, gets ticket for slow crossing

LOS ANGELES (AP) — An 82-year-old woman received a \$114 ticket for taking too long to cross a street. Mayvis Coyle said she began shuffling with her cane across Foothill Boulevard in the San Fernando Valley when the light was green, but was unable to make it to the other side before it turned red. She said the motorcycle officer who ticketed her on Feb. 15 told her she was obstructing traffic.



"I think it's completely outrageous," said Coyle.... "He treated me like a 6-year-old, like I don't know what I'm doing."

Los Angeles police Sgt. Mike Zaboski of the Valley Traffic Division said police are cracking down on people who improperly cross streets because pedestrian accidents are above normal.

"I'd rather not have angry pedestrians," Zaboski said. "But I'd rather have them be alive." Others, however, supported Coyle's contention that the light in question doesn't give people enough time to cross the busy, five-lane boulevard.

On Friday, the light changed too quickly even for high school students to make it across without running. It went from green to red in 20 seconds.

Bus route closing devastates disabled couple

BALDWIN, Missouri (CNN) -- For some St. Louis area residents, loss of bus service would be devastating. Particularly hurt would be physically handicapped and the working poor.



For Stuart & Dianne Falk, its a 2-bus, 45-minute trip into downtown St. Louis to head to the gym & volunteer at a theater. And it is a lifeline that ends Friday.

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**Please visit CDC's Healthy Places website:
http://www.cdc.gov/healthy_places**

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