



Smart Growth 101: Making the Connections

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Associate Director
Local Government Commission

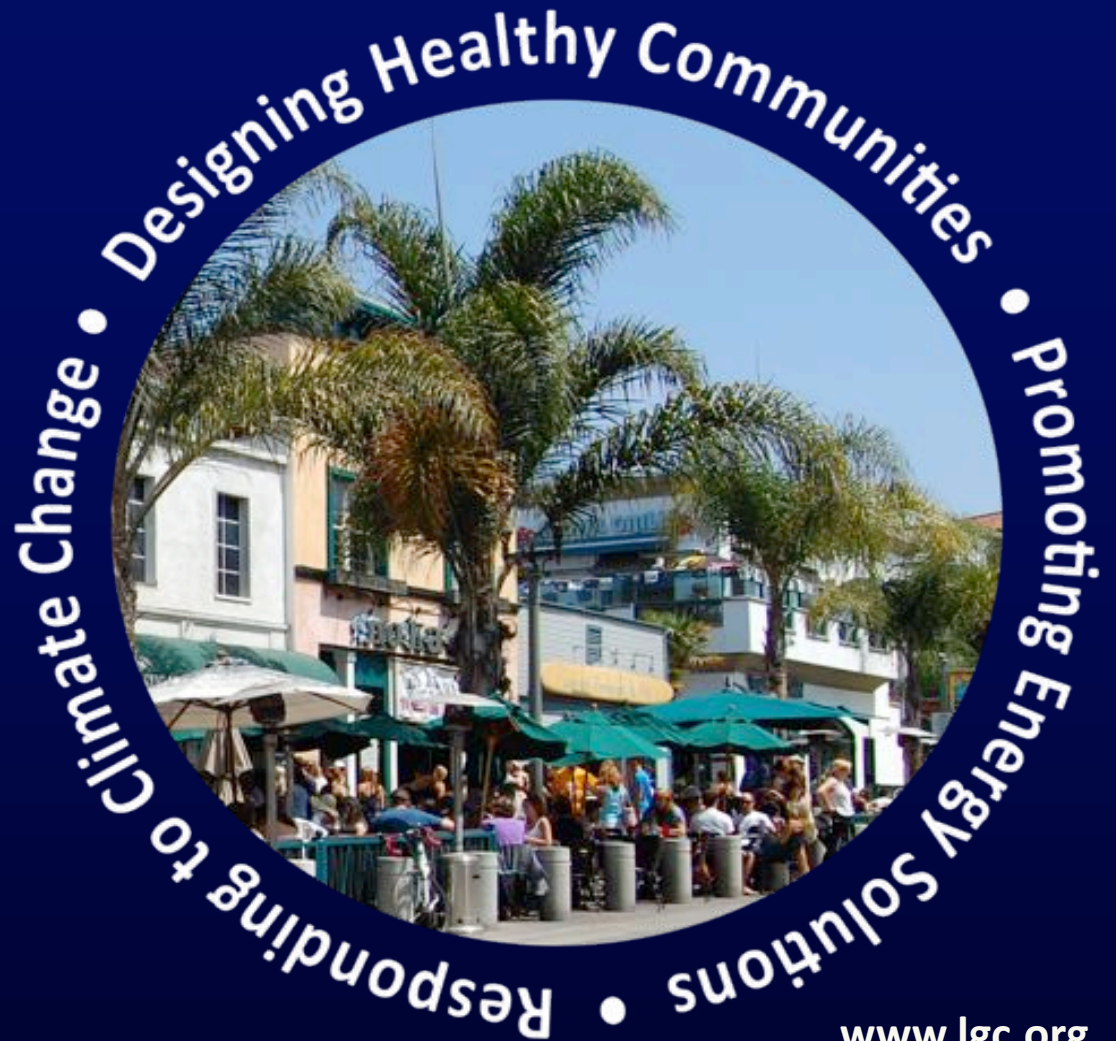
New Partners for Smart Growth Conference

St. Louis, MO
February 2, 2017

Local Government Commission

Leaders for Livable Communities

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



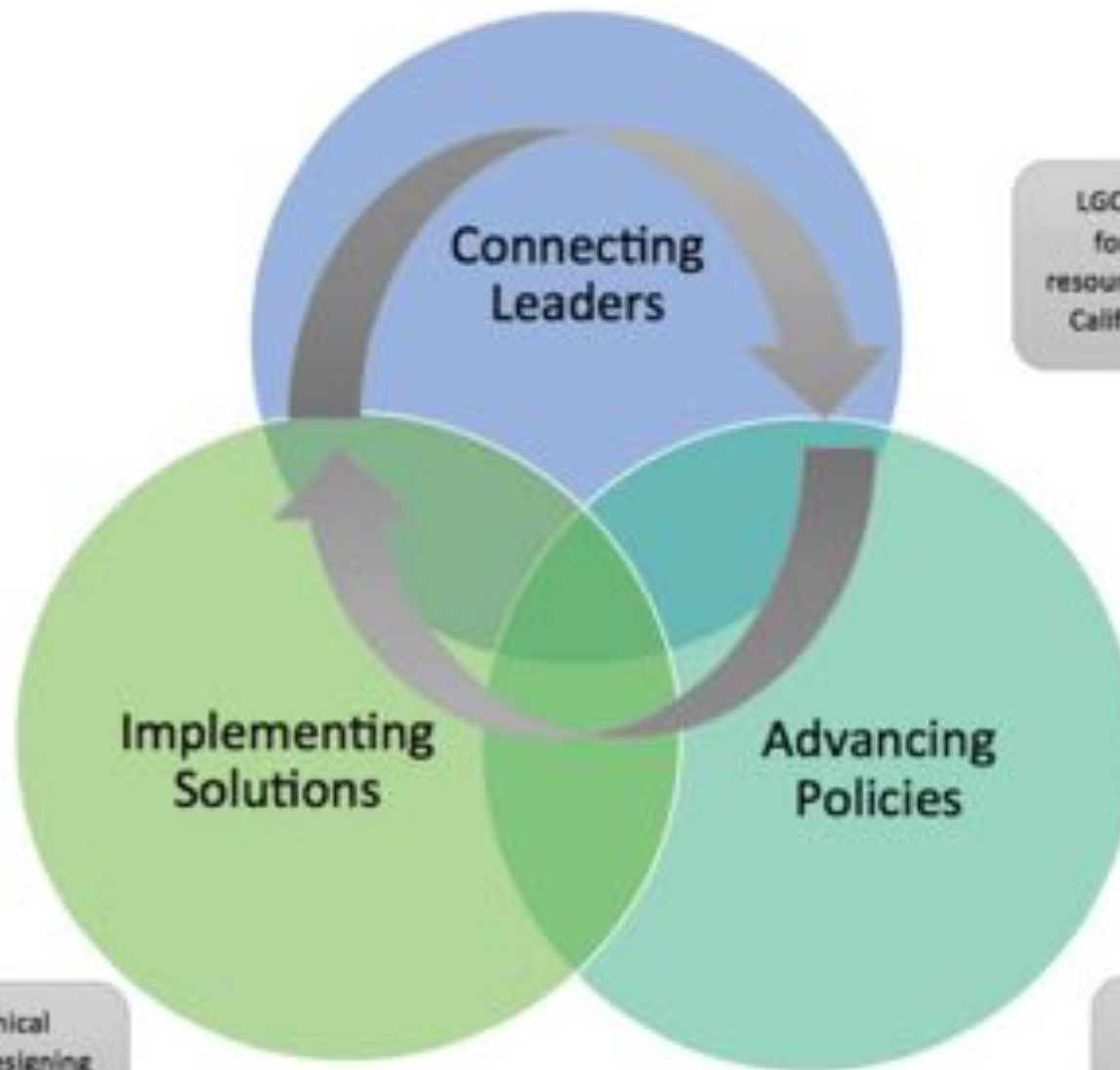
What we do...

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.



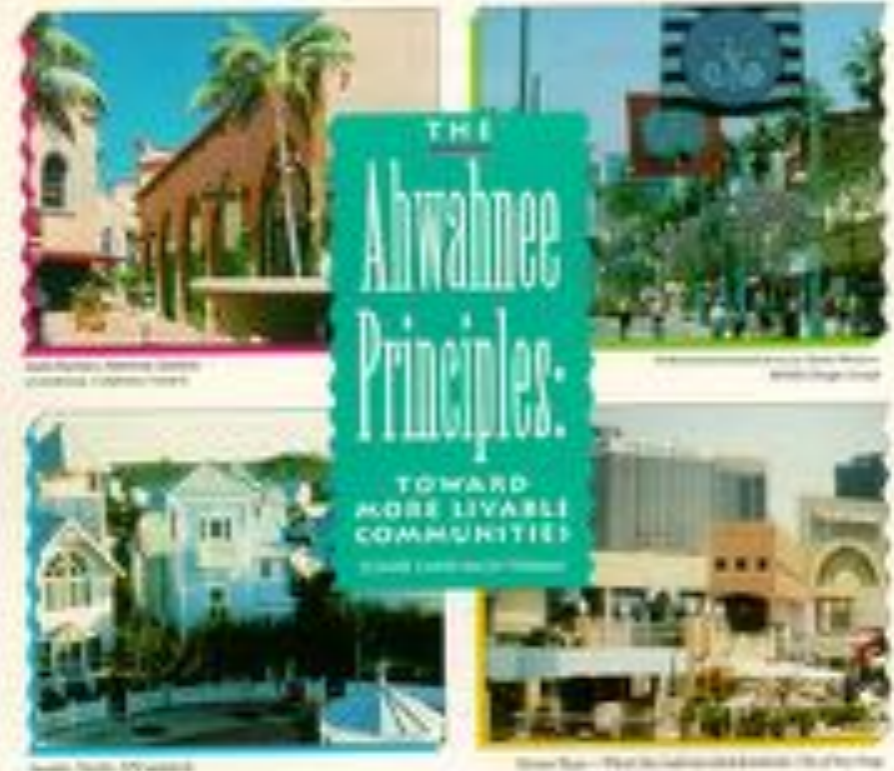
The Ahwahnee Principles, 1991

- 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



These communities are facing similar problems — increasing traffic congestion and worsening air pollution, the continuing loss of open spaces, 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 and every place becomes like every other place, and all adding up to no place.

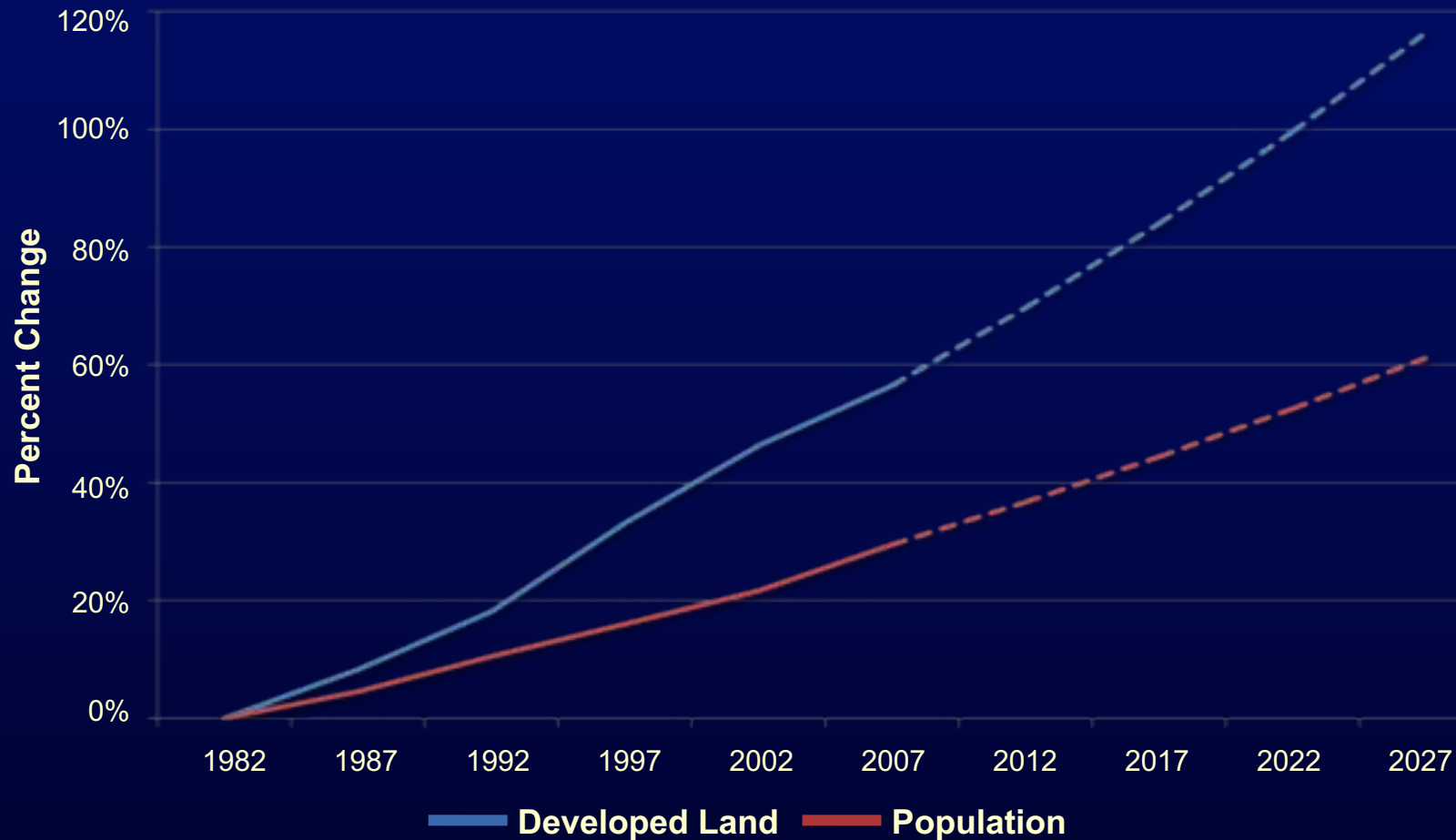
What if our goals, resources and needs were more closely aligned? What if we could all live more healthily, prosperously and joyfully? What if we could all live more healthily, prosperously and joyfully? What if we could all live more healthily, prosperously and joyfully? What if we could all live more healthily, prosperously and joyfully?

LOCAL GOVERNMENT COMMISSION
1991



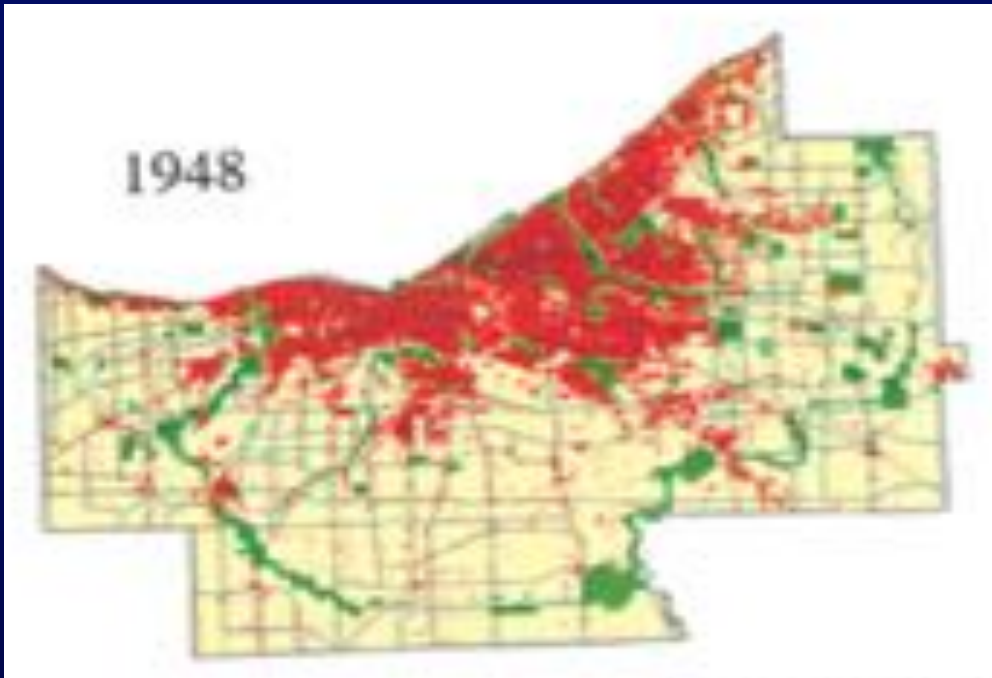
U.S. Population Growth and Land Consumption, 1982-2027

- 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

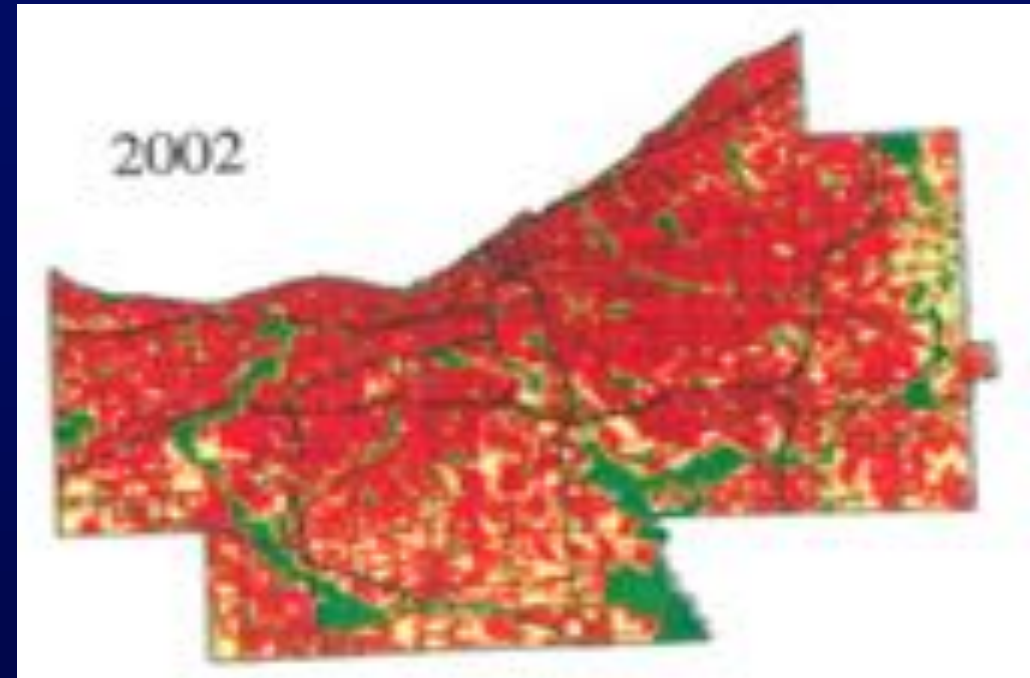


Data for 2012-2027 is extrapolated.

Expansion with Little Population Growth

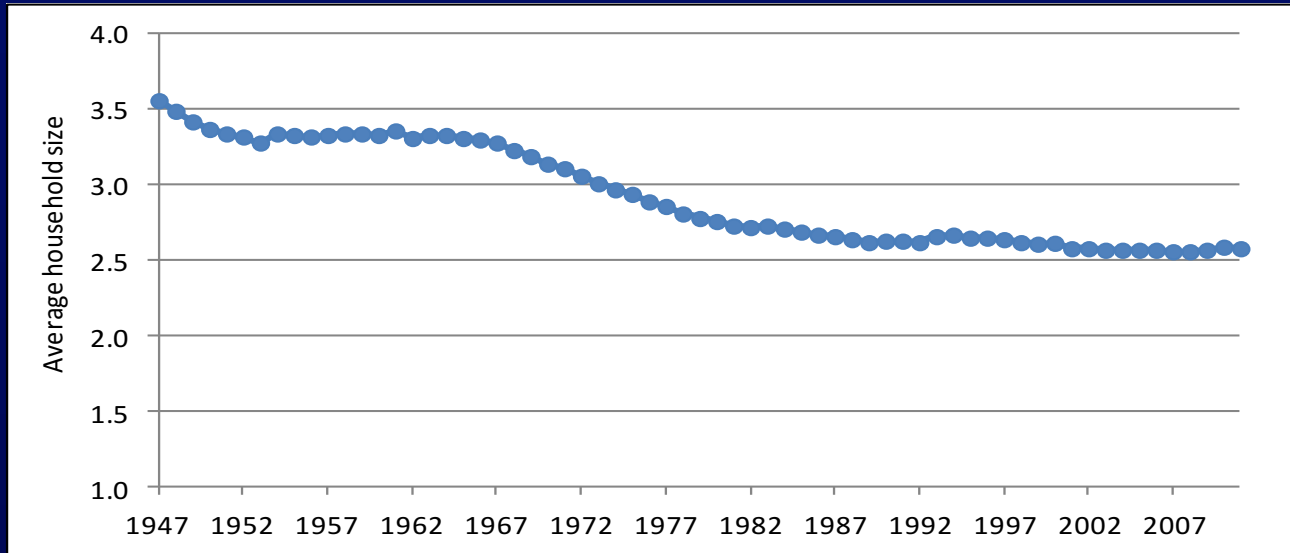


U.S. Census 1950
1,389,582 pop.

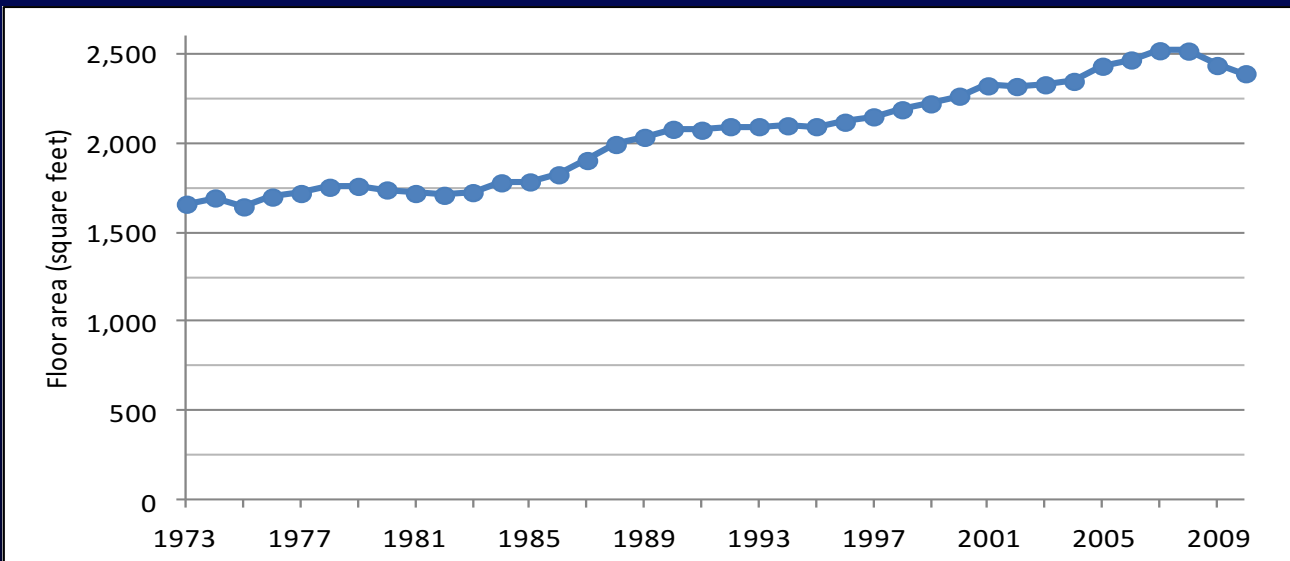


U.S. Census 2002
1,393,978 pop.

Household Size Drops while Houses Get Bigger

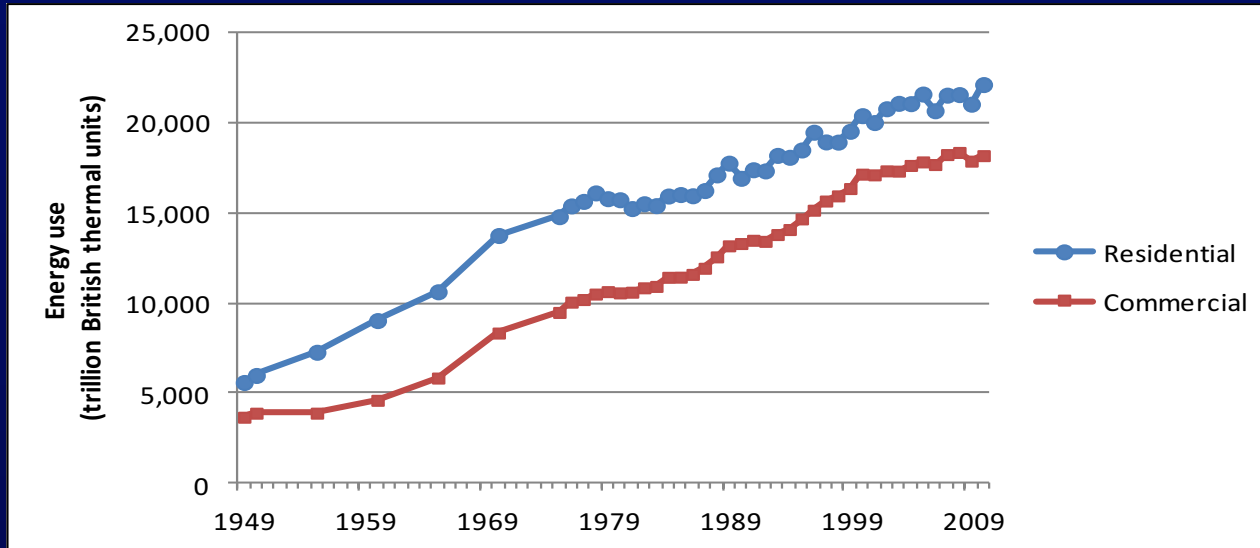


Average U.S.
Household Size
1947-2007

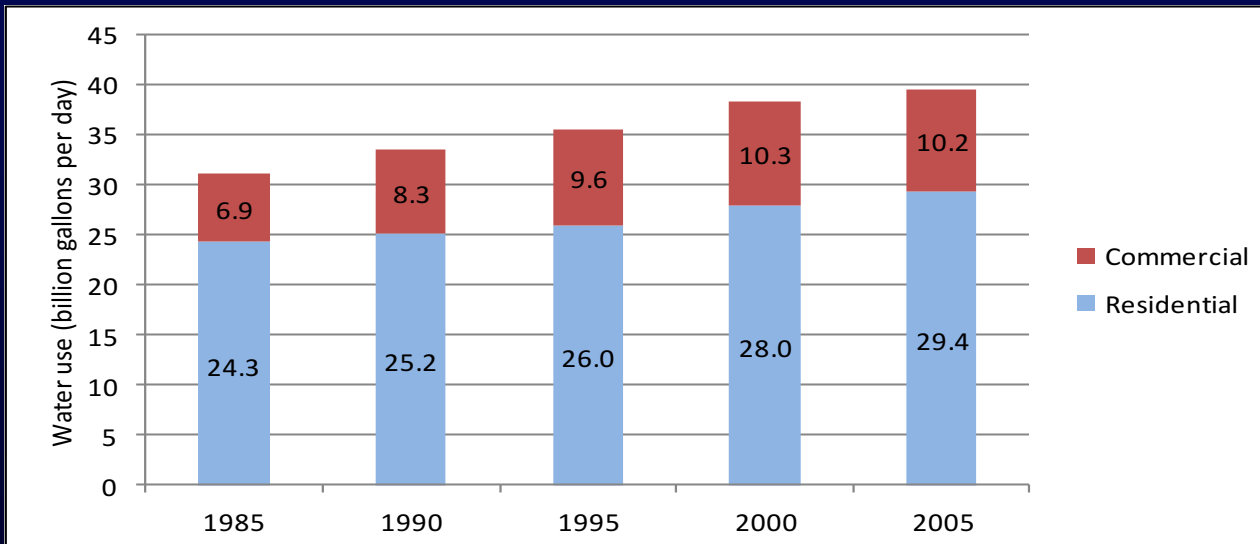


Average Size of
Single-Family Homes
1973-2009

Energy and Water Use Go Up...



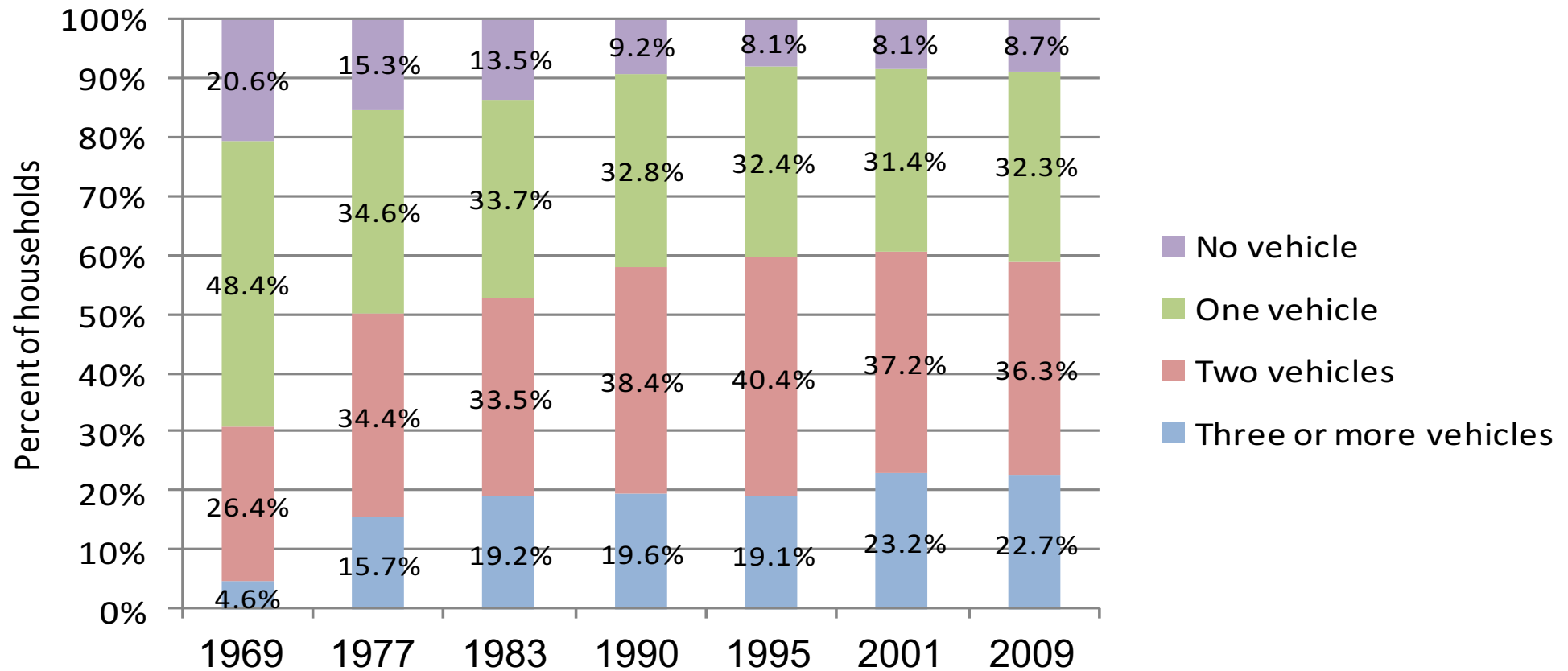
Building Energy Use
1949-2009



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

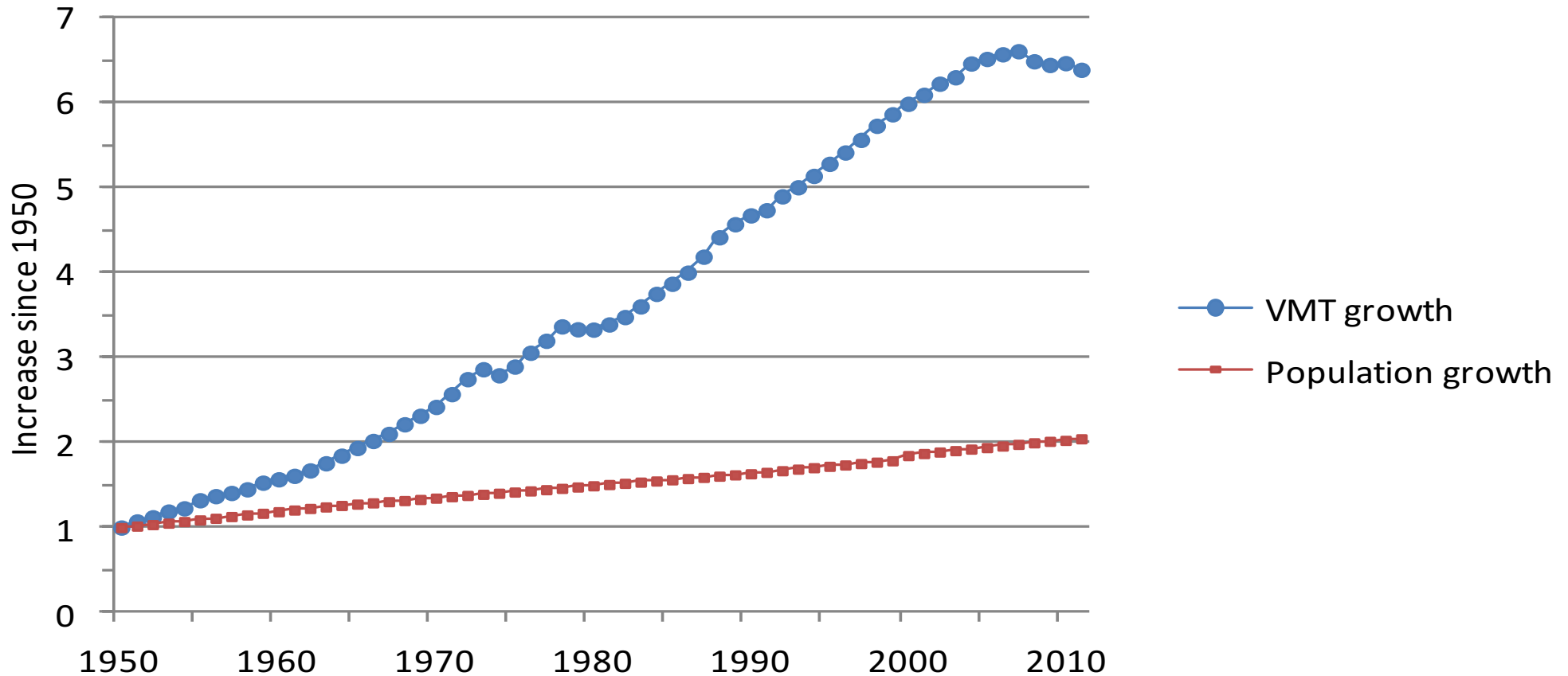
Data source: U.S. Energy
Information Administration

We Buy More Cars and Drive More...



Vehicles per Household

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



How have we built our urban roadway system?



To facilitate travel over longer distances







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.

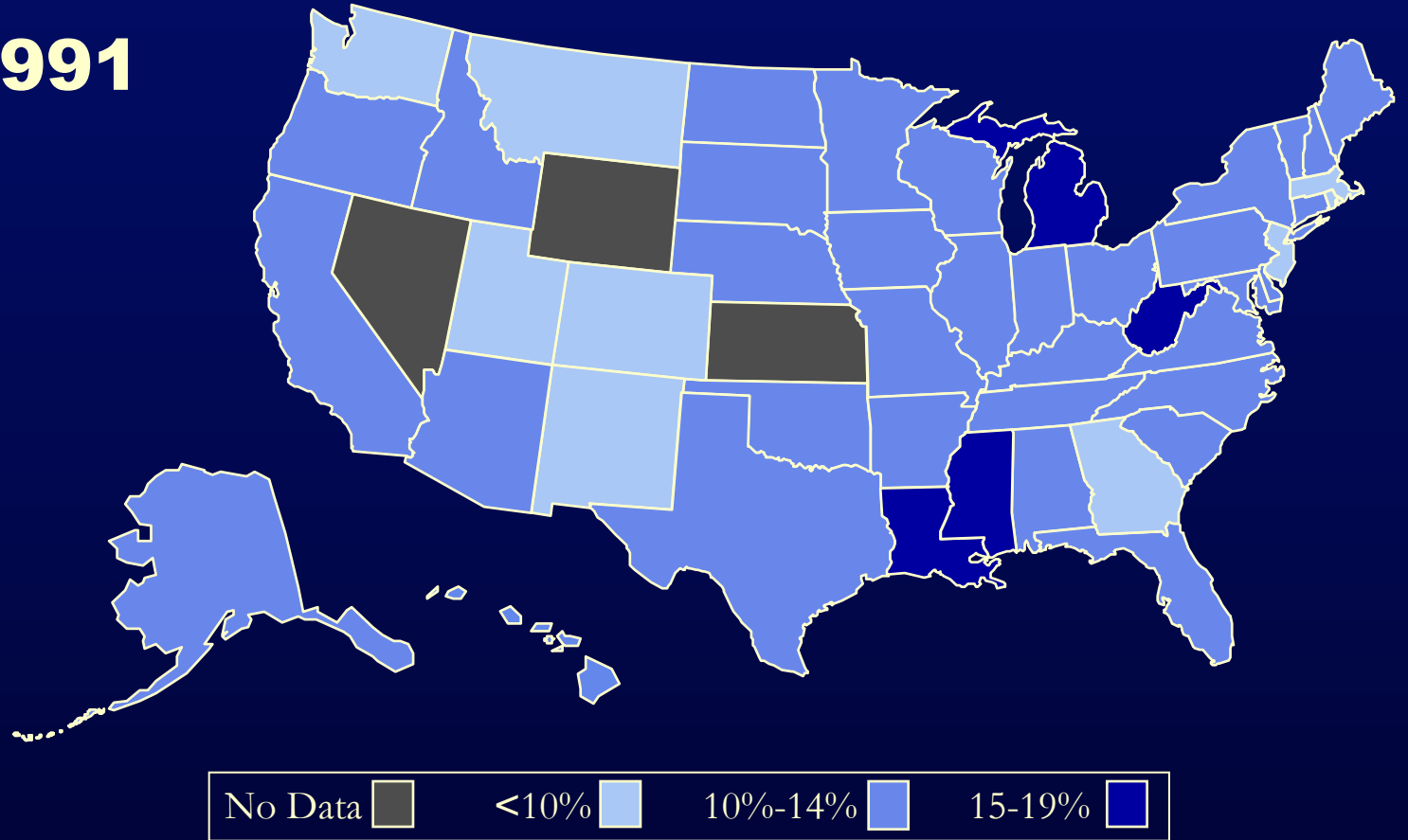
It's the planned I-75, all 23 lanes, coming soon to Cobb County. As currently conceived it's 388 feet across, wider than a football field is long.

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.



Obesity* Trends Among U.S. Adults

1991



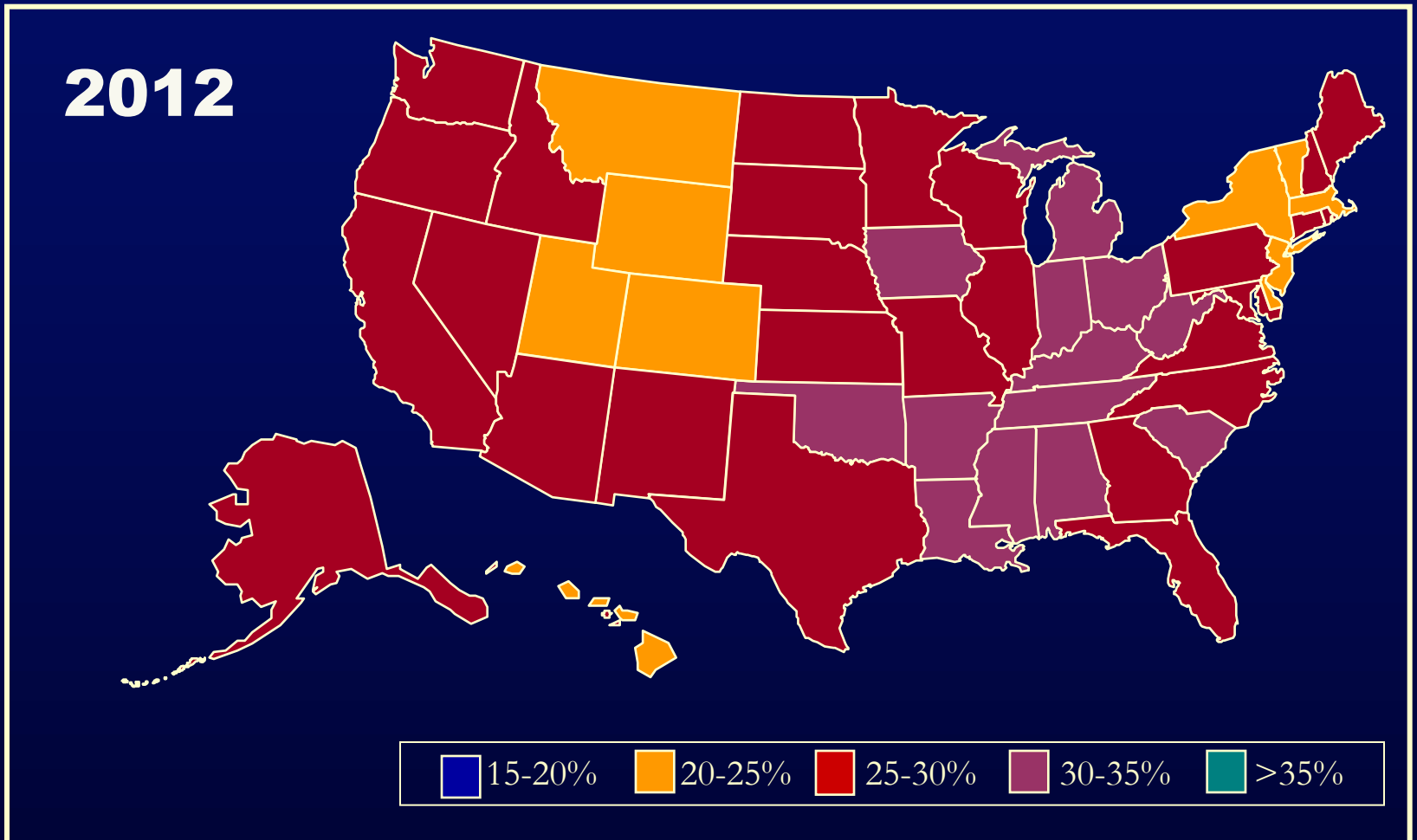
* BMI \geq 30, or
~ 30 lbs
overweight for
5' 4" woman



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 \geq 30, or
~ 30 lbs
overweight for
5' 4" woman

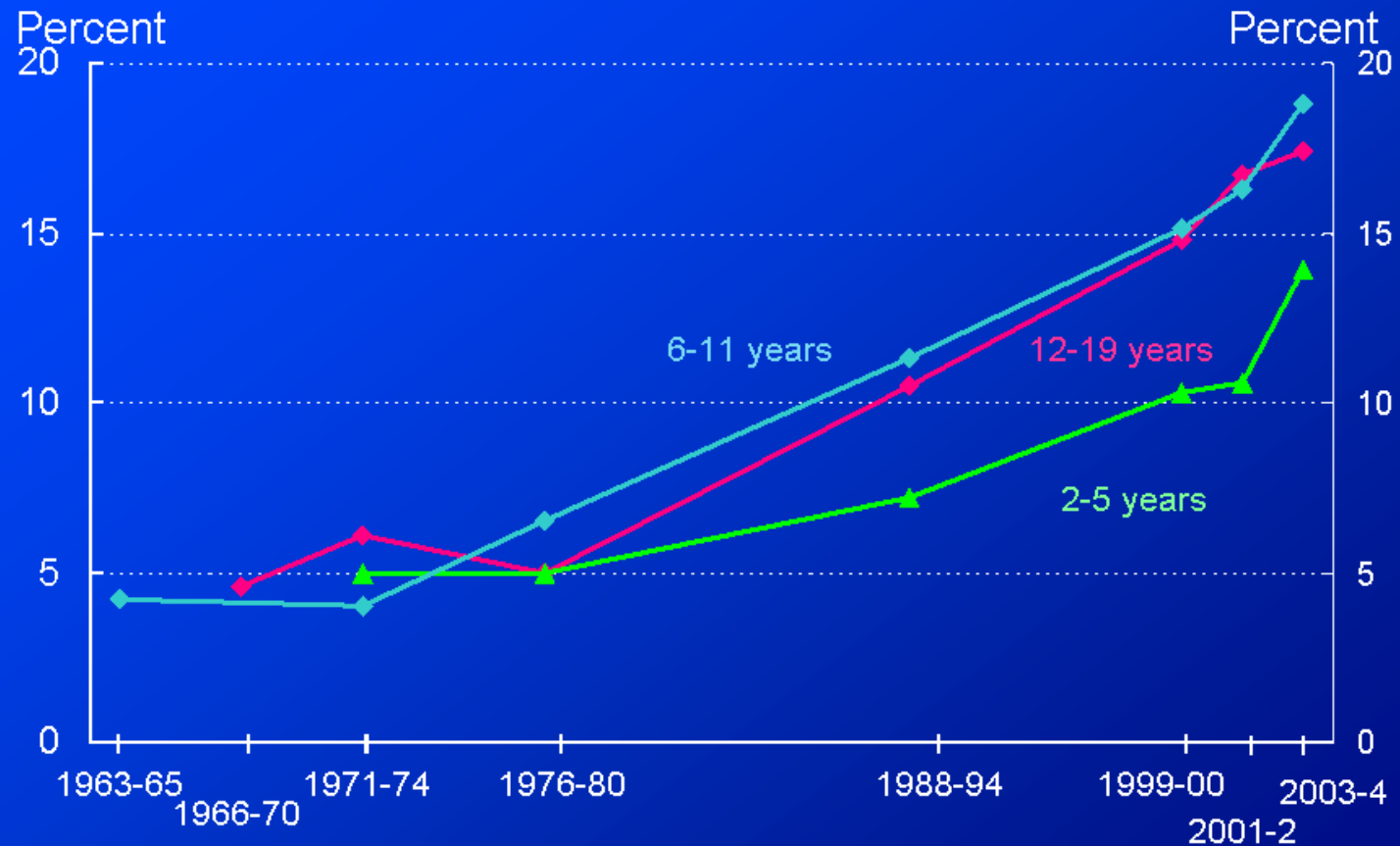


Source: Behavioral Risk Factor Surveillance System, CDC

Source: Mokdad A H, et al. JAMA 2003;289:1

Trends in Child/Adolescent Overweight

- Increase in seriously overweight youth
 - Under 5% in 1963-70
 - Close to 20% in 2002



Note: Overweight is defined as BMI \geq 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



**TAX CUT
SMACKDOWN**
**SAINTLY
POPE**
**BEHIND
CNBC**

DIABETE

It Strikes 16 Million Americans

Are You at Risk?

Computer drawing of a human insulin molecule

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

SARAH'S VISION WAS DIMMING IN THE LATE 1970S. Her eyes, they were being pinched, she thought, by the stress of her job (she worked in a bank and wore leading shoes). The first symptoms were not there, appearing suddenly some two weeks after she had a mild cold and several headaches that shot her light sensitivity. "She'd start to see double her eyes were popping," says her daughter, Jennifer Rossini, a Chicago college student. Besides, what was so bad but she when the problem began three years ago, but within six months, her doctor had to stop working. After that surgery, she had regular vision tests, but the other is completely normal. A few weeks ago, she was driving one night in her bedroom, she walked into a dark room off a paragon of pain and vision that hasn't a day yet, "and what caused this, it was the fact that she was sitting in a chair in a hospital or something. What was the problem? She was blind."

Age Group	Prevalence (Millions)
20-24	1.0
25-29	1.5
30-34	2.0
35-39	3.0
40-44	4.0
45-49	5.0
50-54	6.0
55-59	7.0
60-64	8.0
65-69	9.0
70-74	10.0
75-79	11.0
80-84	12.0
85-89	13.0
90-94	14.0
95-99	15.0

Source: National Health and Medical Research Council, Australia



Heredity
 Does your diet
 make you
 fat? Diabetes
 is a disease
 that runs in
 families. In some
 families, multiple
 generations are
 struck. But heredity
 is not destiny—
 especially if you still
 will eat and exercise.

Photo by
 Jerry Adler
 and Claudia
 Kalb. Photo
 by Jerry Adler
 and Claudia
 Kalb. Photo
 by Jerry Adler
 and Claudia
 Kalb.

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)

CDC: Diabetes to afflict 1 in 3 born in 2000

Scientist says
kids must
eat healthier,
exercise more

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

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.

Does Your *Zip Code* Matter More Than Your *Genetic Code* ?

— Dr. Tony Iton, MD, JD, MPH
Senior Vice President
The California Endowment



Life Expectancy by Zip Code in the Kansas City, MO



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



Equality

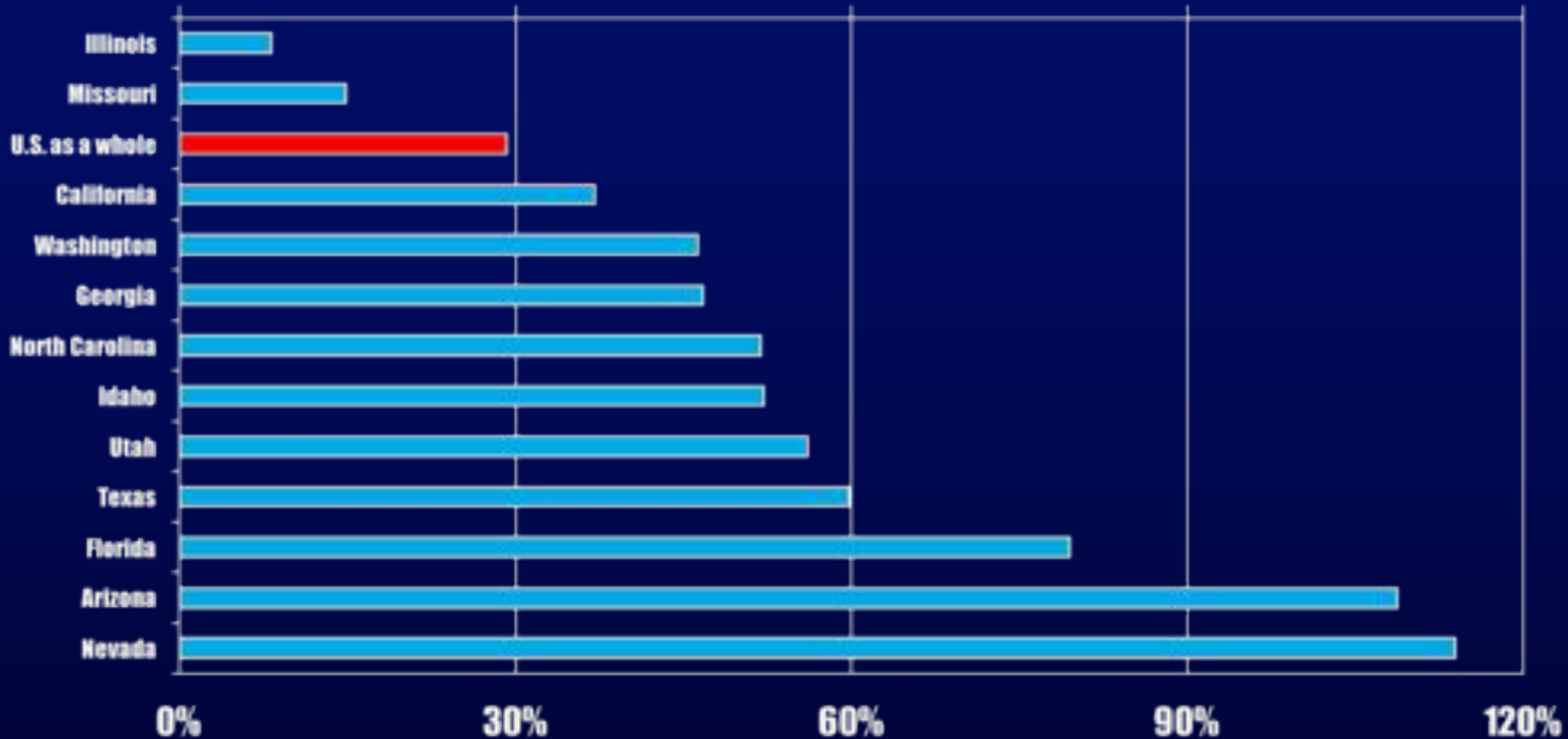
doesn't mean

Equity

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

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



Source: U.S. Dept. of Commerce, Census Bureau
www.lgc.org



Smart Growth/Livable Communities

■ Common Themes

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



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



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





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



Charlottesville: Welcome to the big city

By Maurice Tamman
mtamman@ajc.com

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

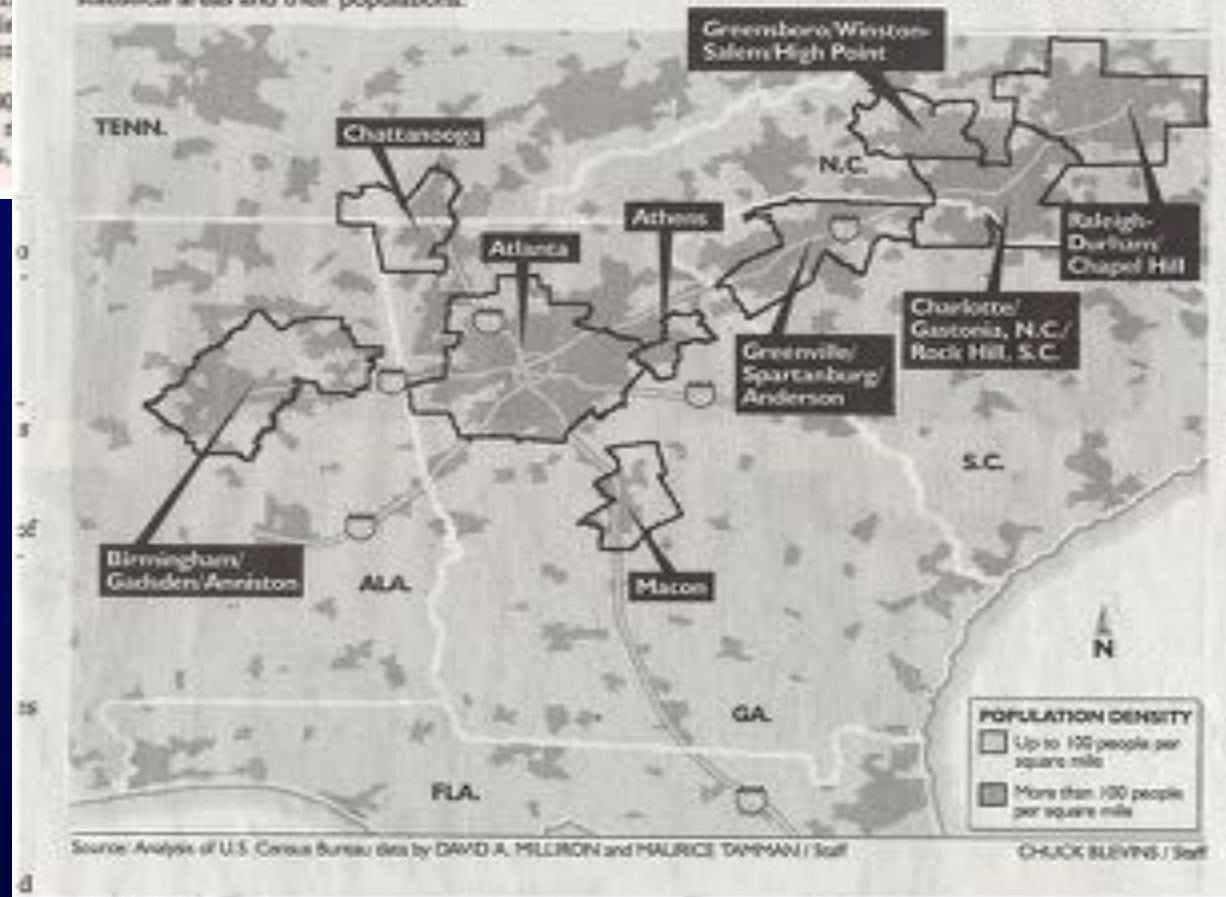
In the 1970s, those towns detected only a few blips from Georgia, Alabama, Tennessee, and the Carolinas. Today, the region glows like a wheel-shaped constellation, with Atlanta at its hub.

During that time, the region has 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, Macon, Greenville, Charlotte. All the while, markets boomed, estates arched toward Atlanta.

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

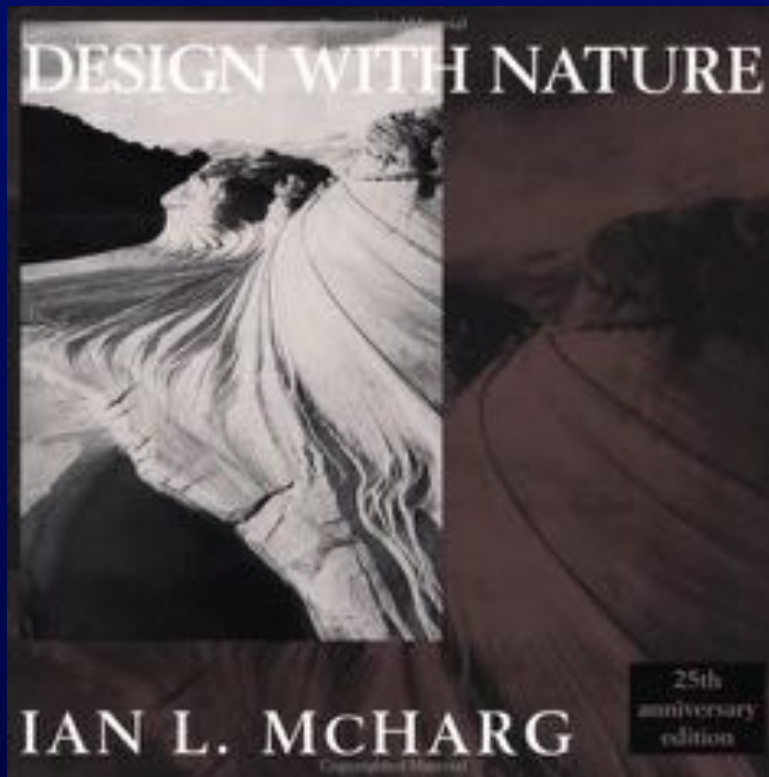
PIEDMONT MEGALOPOLIS

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



Geology

Hydrology



Hydrology

Slope



Slope

Soils



Soils

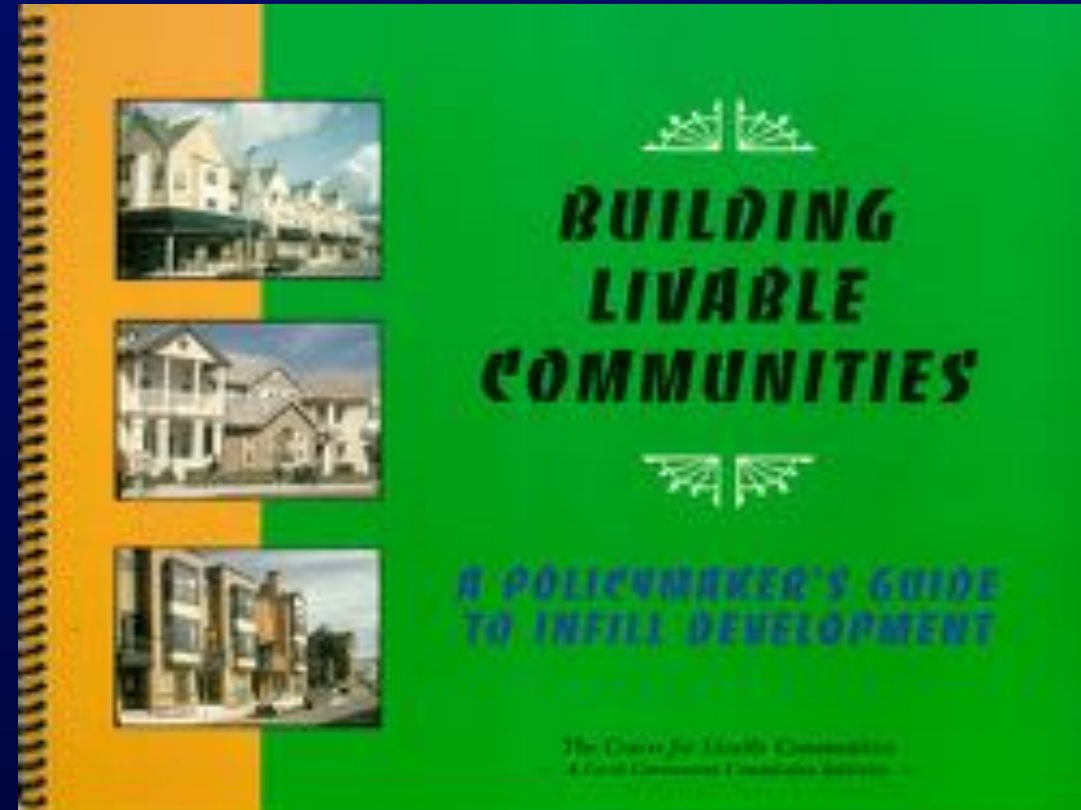
Woodland



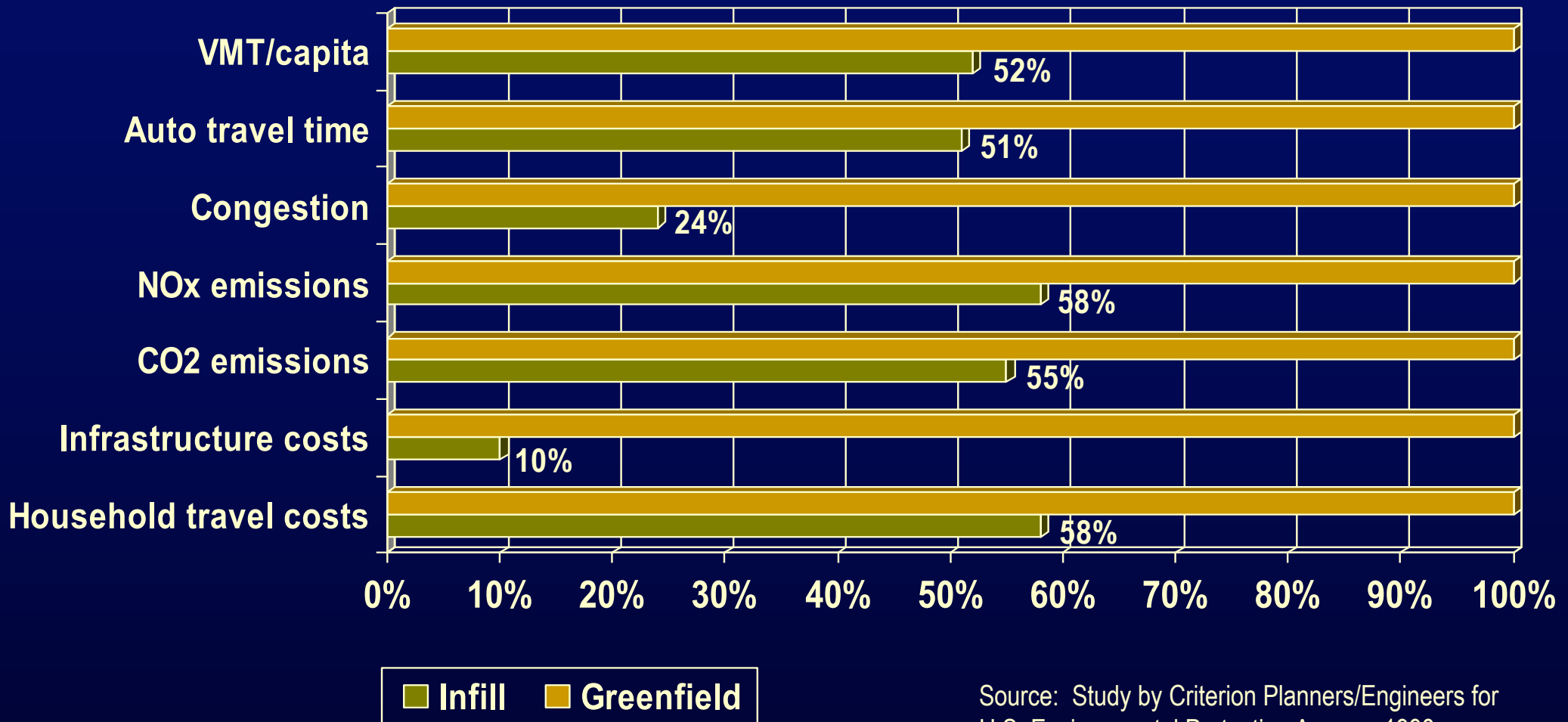
Woodland

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



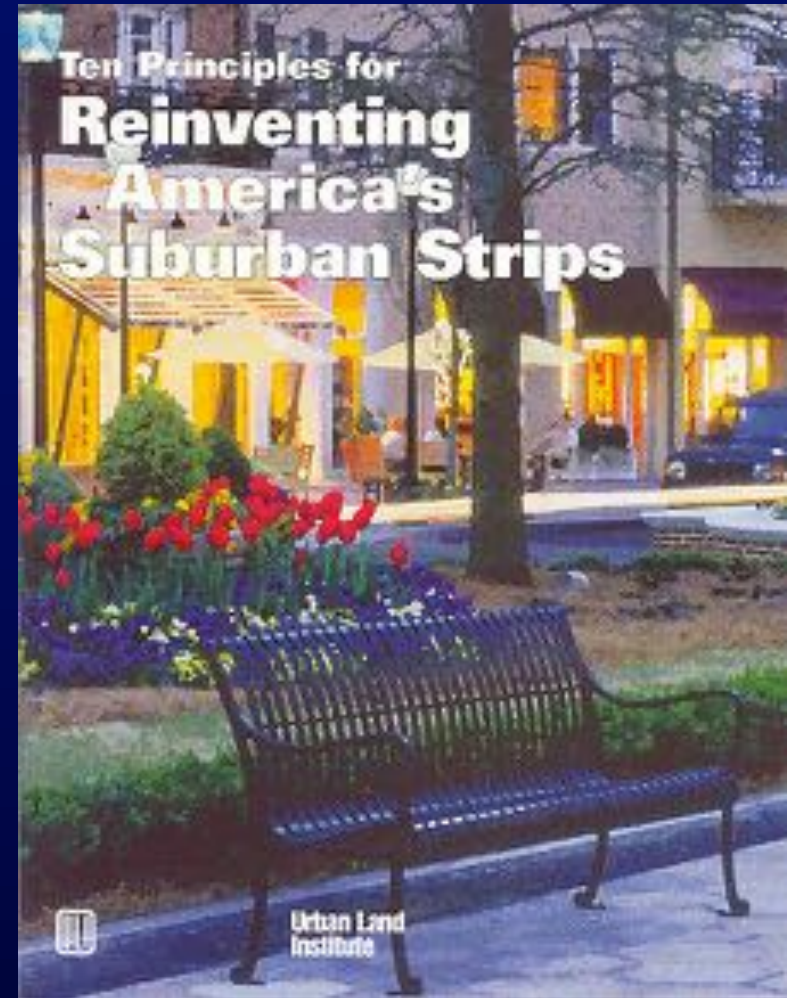
Potential benefits of infill

- 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?







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
\$139



Solid Waste
\$185



Police
\$360



School Bussing
\$87



Transfers to Provinces
eg. School Boards
\$435



Water
\$197



Fire Department
\$406



Governance
\$297



Libraries
\$72



Transportation
\$171



Culture / Economy
\$36



Roads
\$380



Storm & Waste Water
\$413



Sidewalks & Curbs
\$194

Urban

City's Annual Cost, per Household



\$1416

(Total)



Parks & Recreation
\$49



Solid Waste
\$185



Police
\$192



School Bussing
\$13



Transfers to Provinces
eg. School Boards
\$232



Water
\$42



Fire Department
\$177



Governance
\$150



Libraries
\$38



Transportation
\$41



Culture / Economy
\$19



Roads
\$36



Storm & Waste Water
\$147



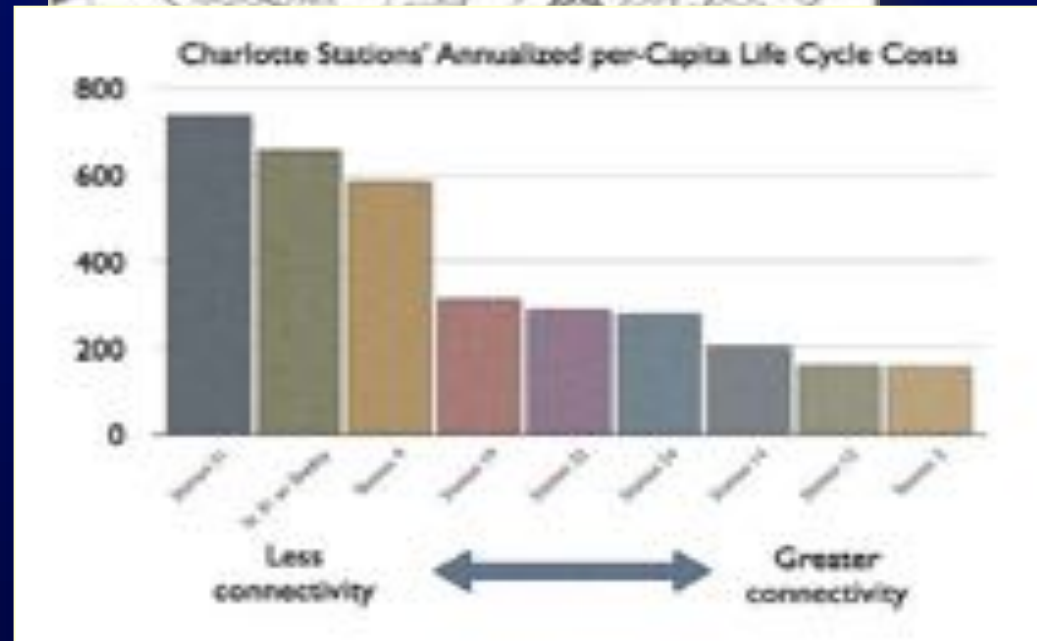
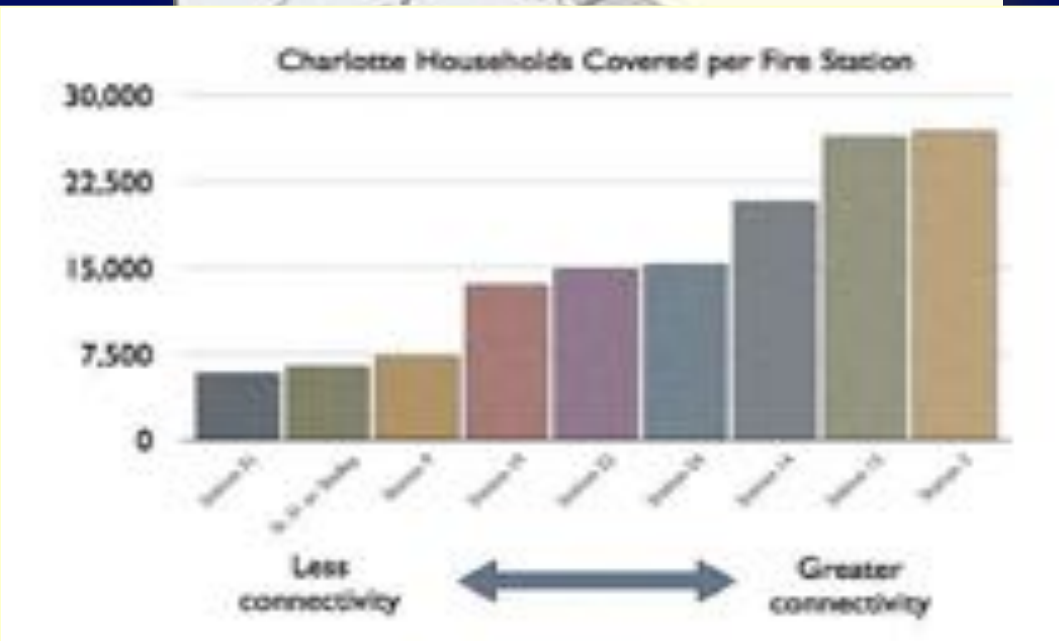
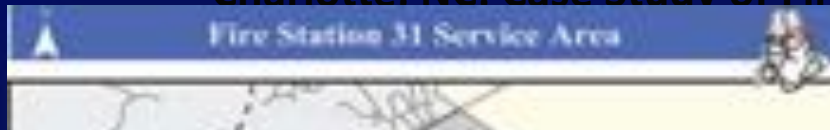
Sidewalks & Curbs
\$27



For more data and more reports, visit thecostofypaw.ca
Data based on Halifax Regional Municipality

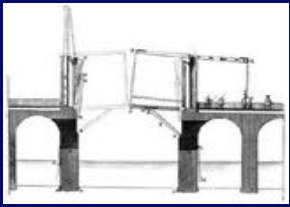
Compact development lowers costs at the neighborhood/project level

Charlotte, NC: Case Study of Fire Station Coverage and Annual Costs



Source: City of Charlotte





Public Interest
Projects, Inc.

Joseph Minicozzi,
AICP

Joem@pubintproj.com



Land Consumed (Acres): 34.0

Total Property Taxes/Acre: \$ 6,500

City Retail Taxes/Acre: \$ 47,500

Residents per Acre: 0.0

Jobs per Acre: 5.9

0.2

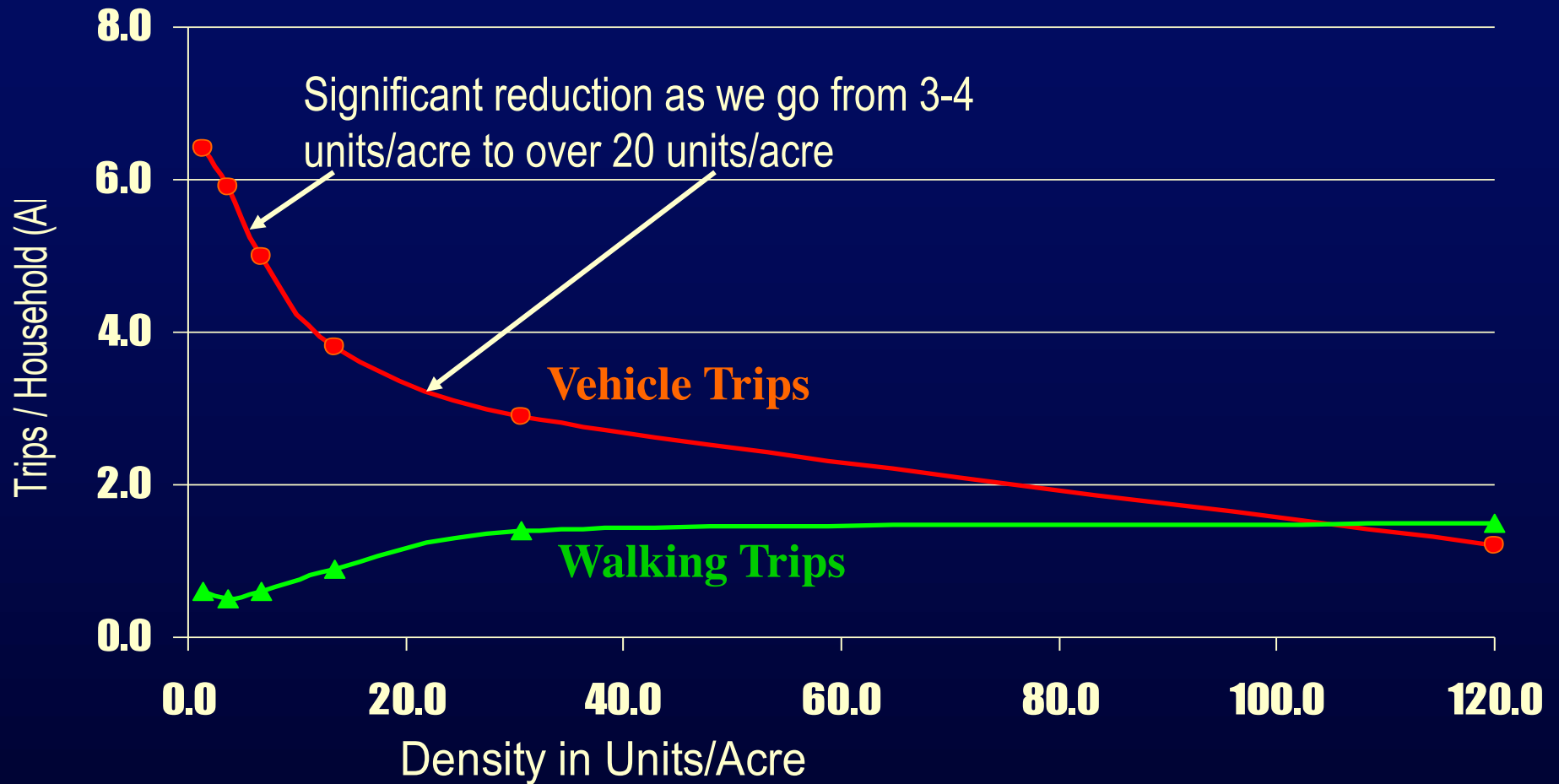
\$634,000

\$83,600

90.0

73.7

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



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



Missing Middle Housing



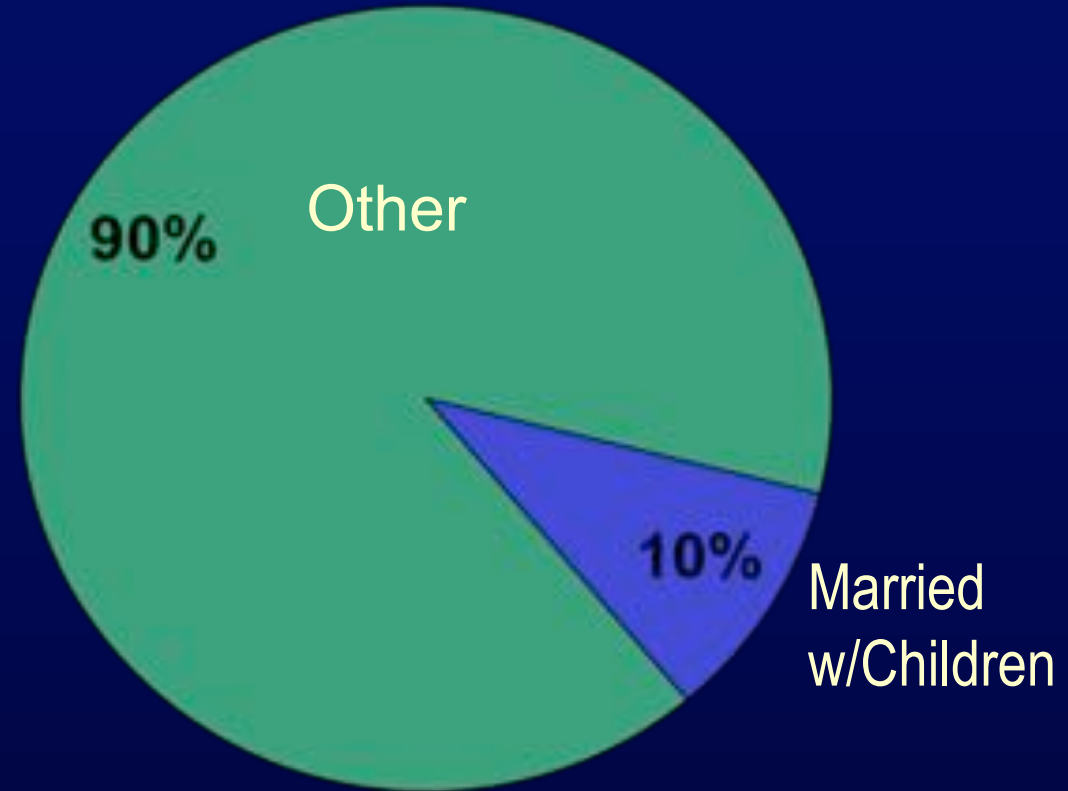
Scale Between Single Family Housing and Stacked Flats

© 2015 Opticos Design, Inc. |

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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.”

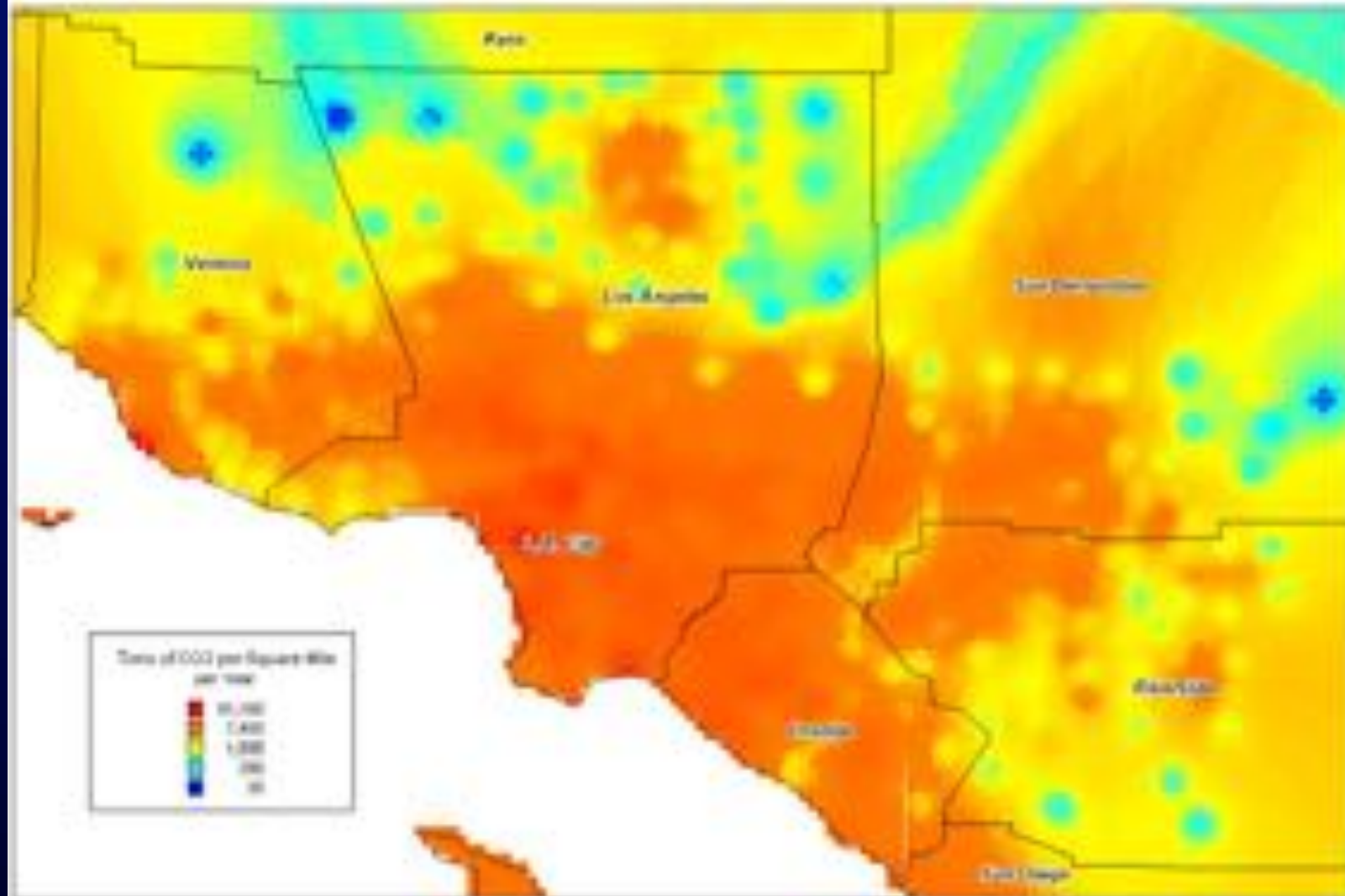


Peter Slavin, “The Rise of the Nontraditional Household,”
Multifamily Trends, Urban Land Institute, Summer 2005.

Why Community Design Matters...

Traditional View:

Cities produce large amounts of GHGs.

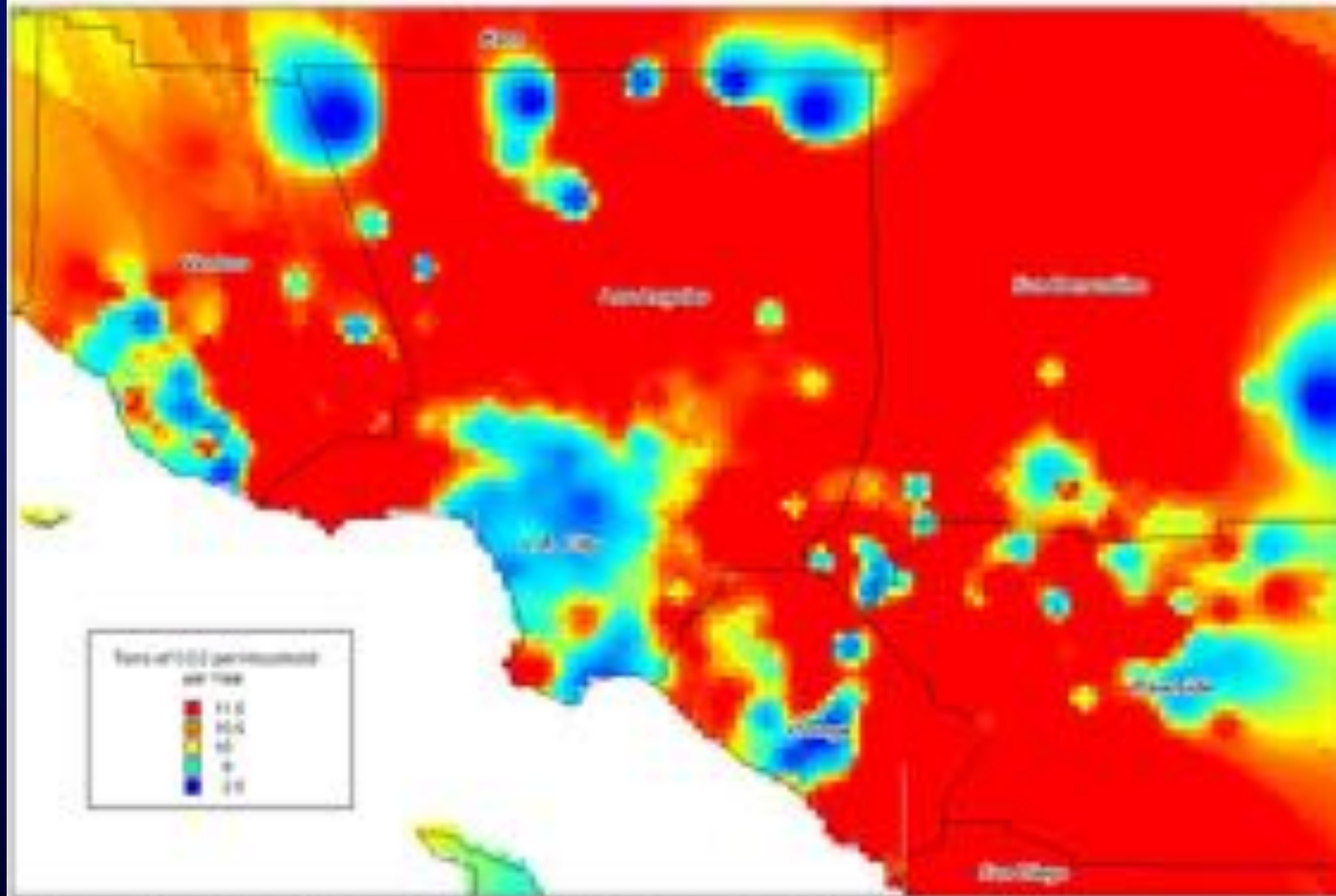


Source:
www.travelmatters.org
(Center for Neighborhood
Technology)

Why Community Design Matters...

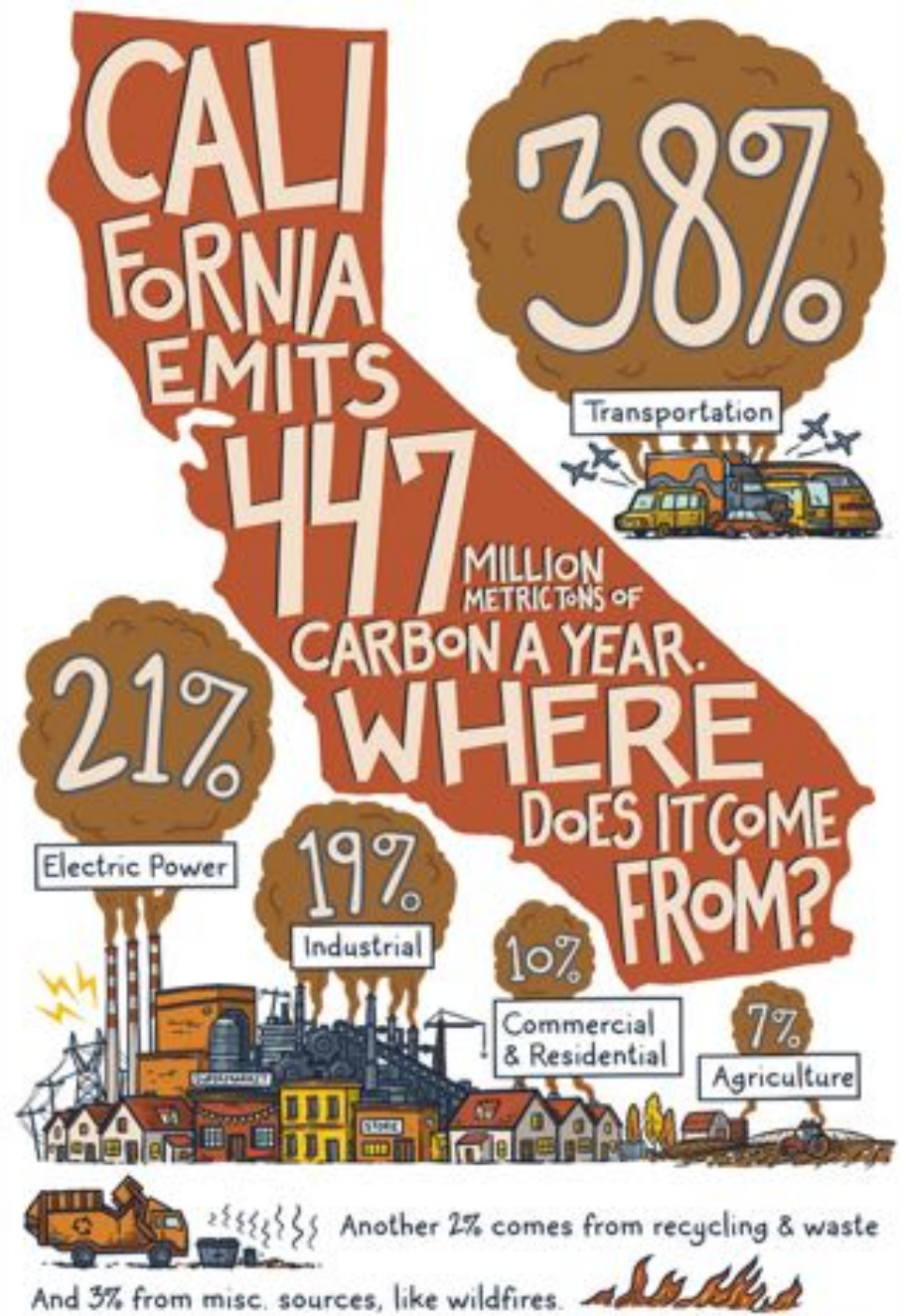
Emerging View:

City dwellers produce relatively low amounts of GHGs.



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

Transportation in California, 2012: Largest Piece of the Greenhouse Gas Emissions Pie



Based on 2010 data from the CA Air Resources Board. Illustrated by Andy Warner.

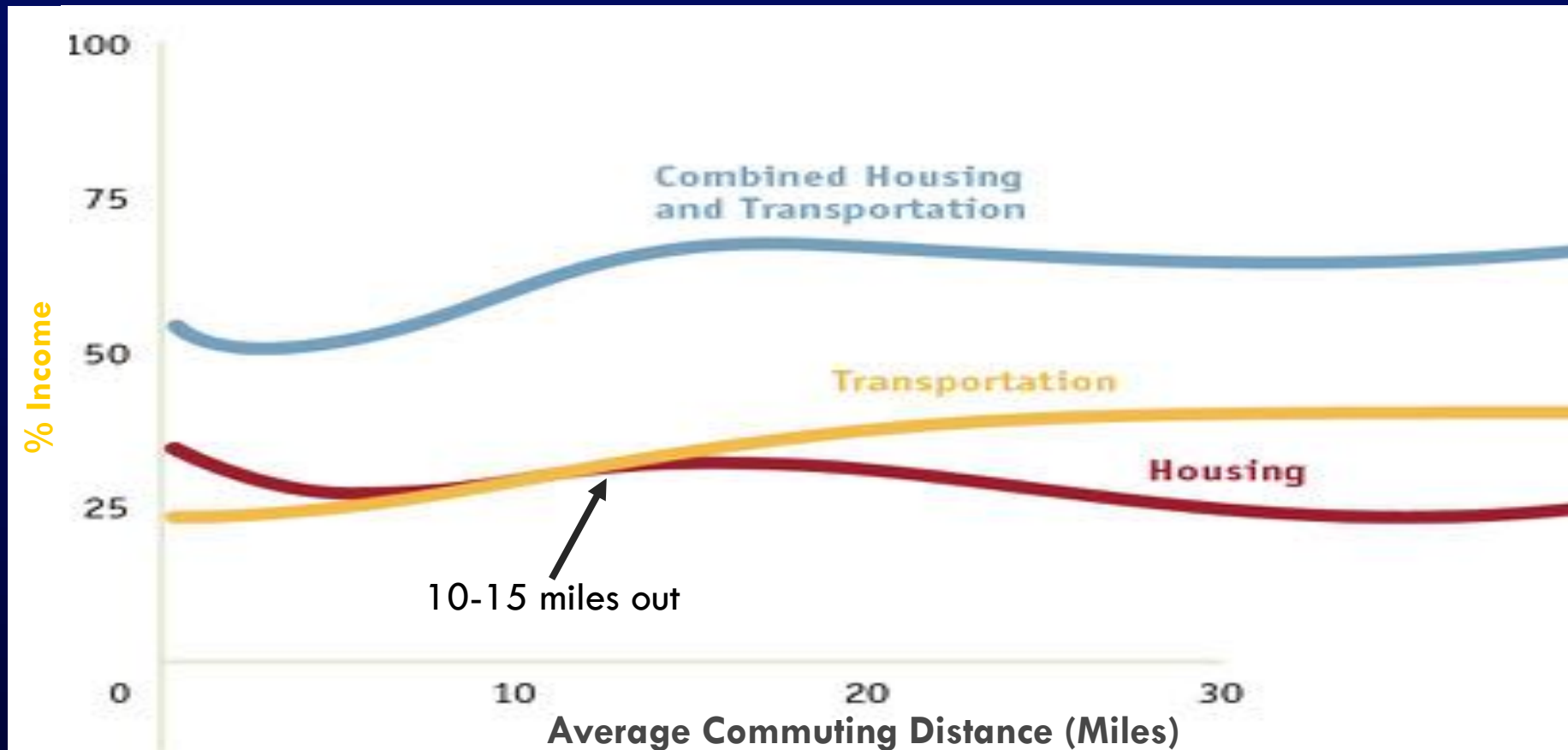
Breakdown of California's greenhouse gas emissions. Source: Andy Warner, KQED Science 2012



Local Government Commission

“DRIVE ‘TIL YOU QUALIFY”

Transportation Costs Can Exceed Housing Costs for Households Earning \$20-\$50,000



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

Single Family homes, 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

Bicycle Share Programs





Protected bicycle lanes —
New York City

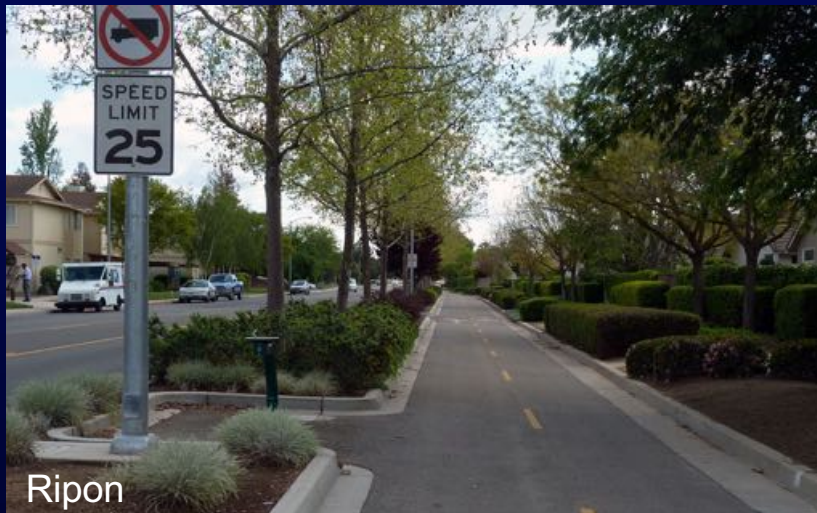
California Examples of separated/protected lanes



Long Beach



Long Beach



Ripon



Temple City

STREET SPACE FOR 60 PEOPLE



60



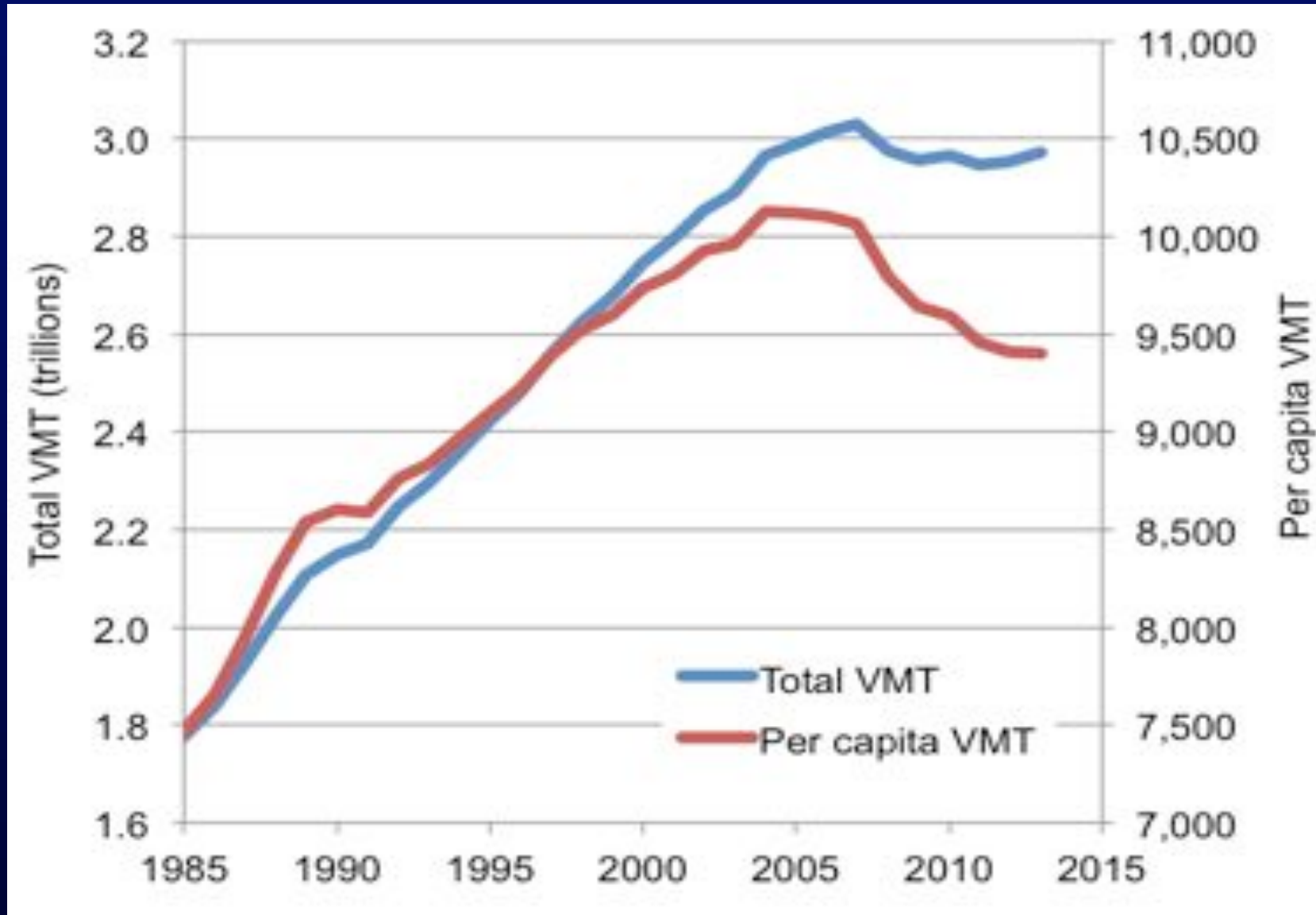
60



60

Press office, City of Münster, Germany

Will traffic volumes always increase? Maybe not



7. Create walkable communities

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



**“I realized we had
created a really
great city... if
you’re a car.”**

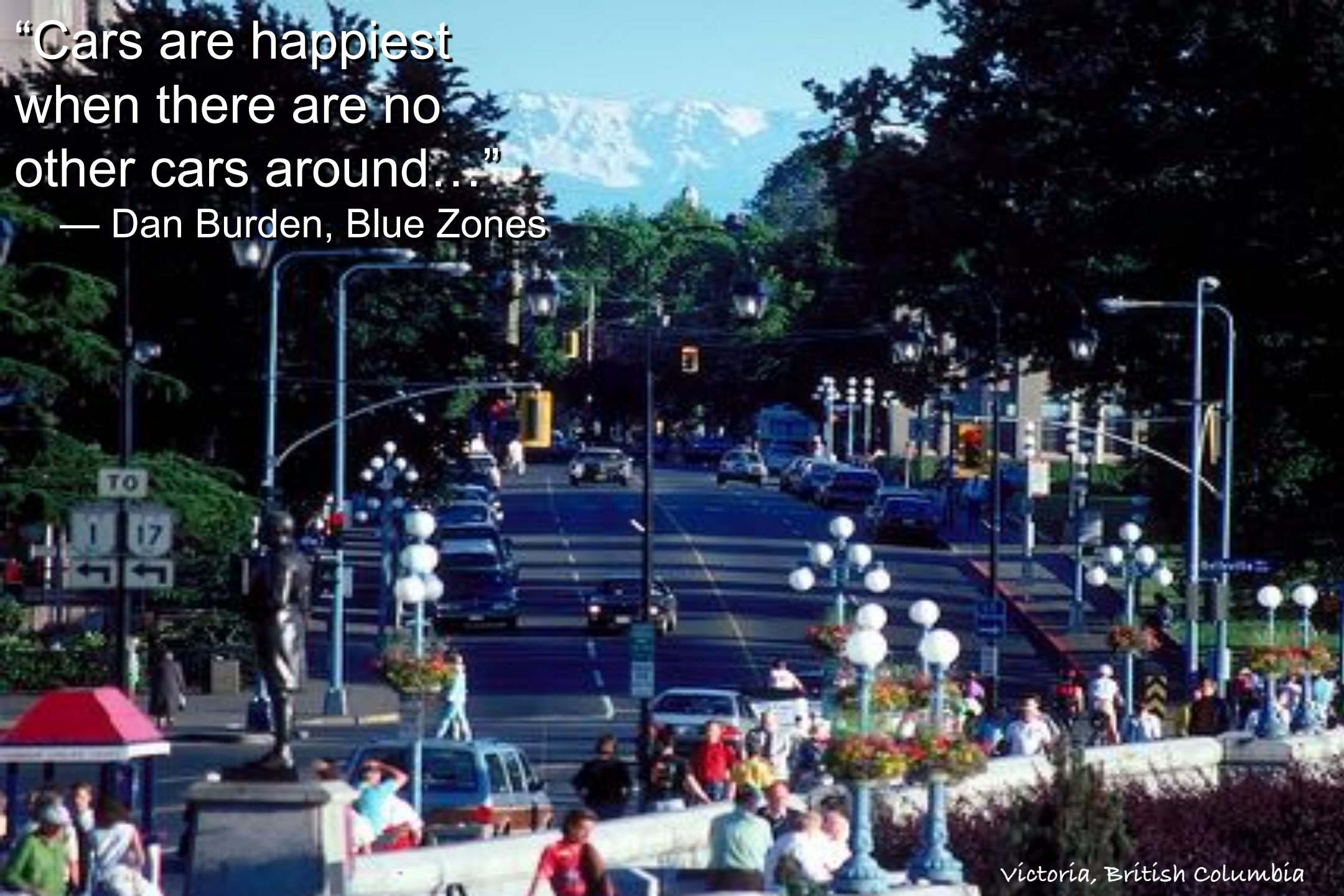


– Mick Cornett, Mayor of Oklahoma City

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





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

— Dan Burden,
Blue Zones

Quito, Ecuador

Tremendous Potential of Active Transportation

Of all trips:

50%

are less than
3 miles

... a 12-minute
bicycle ride

28%

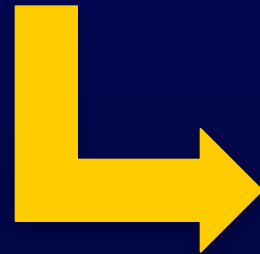
are less than
1 mile

... a 20-minute walk

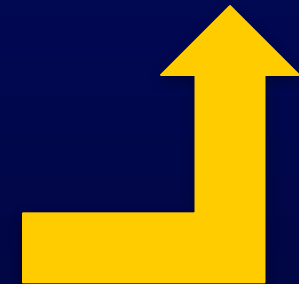
are

60%

are driven



of these trips...

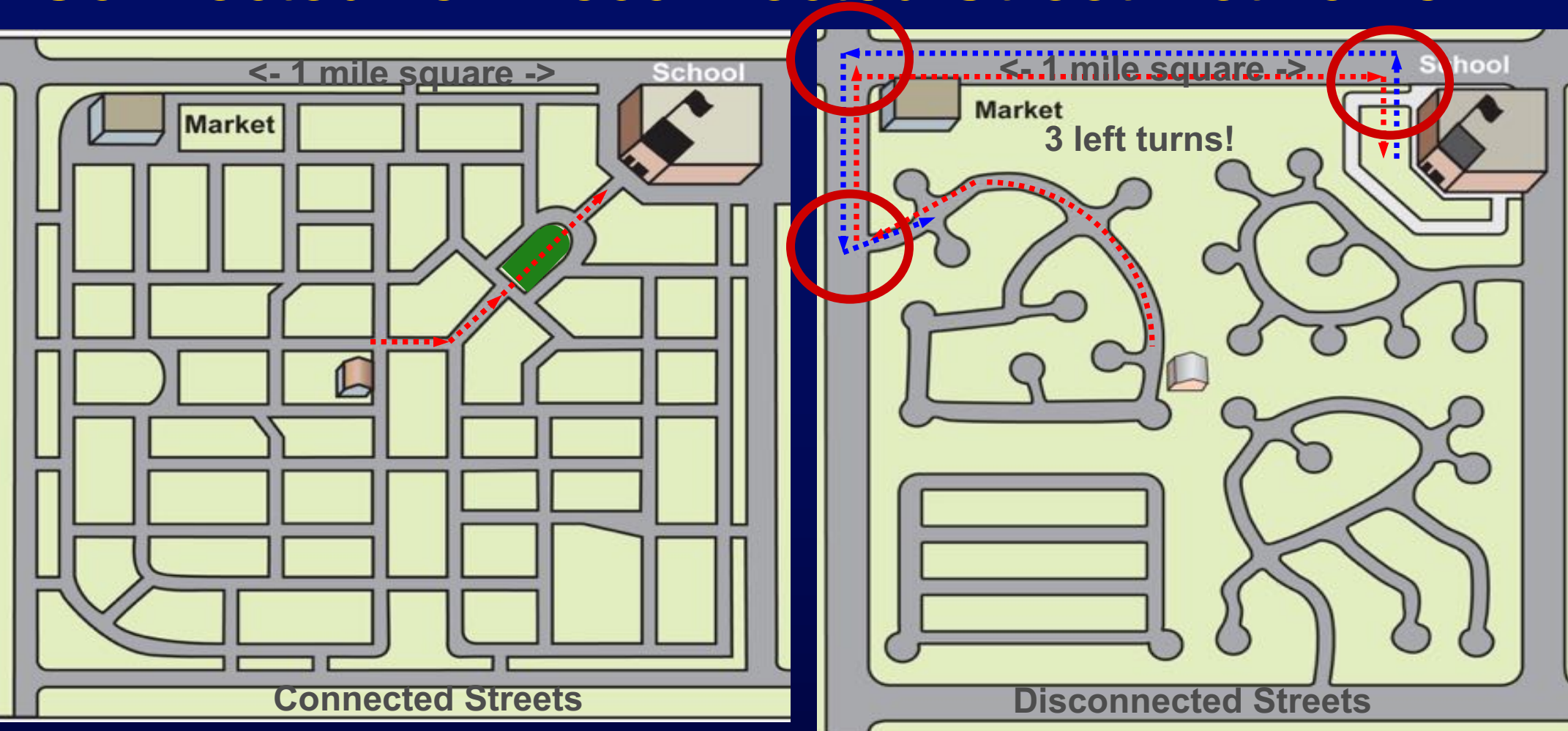


Street Design

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



Connected vs. Disconnected Street Networks



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”

Complete Streets

- Streets designed for all users
- Friendly to cars, pedestrians, cyclists, transit, trucks, etc.



Principles of Safe, Walkable Streets

- **Complete Streets** designed for people, not just cars
- Friendly to cars, pedestrians, cyclists, transit, trucks, etc.
- Design of streets regulates behavior of users



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
 - 10-foot lanes on streets under 45mph

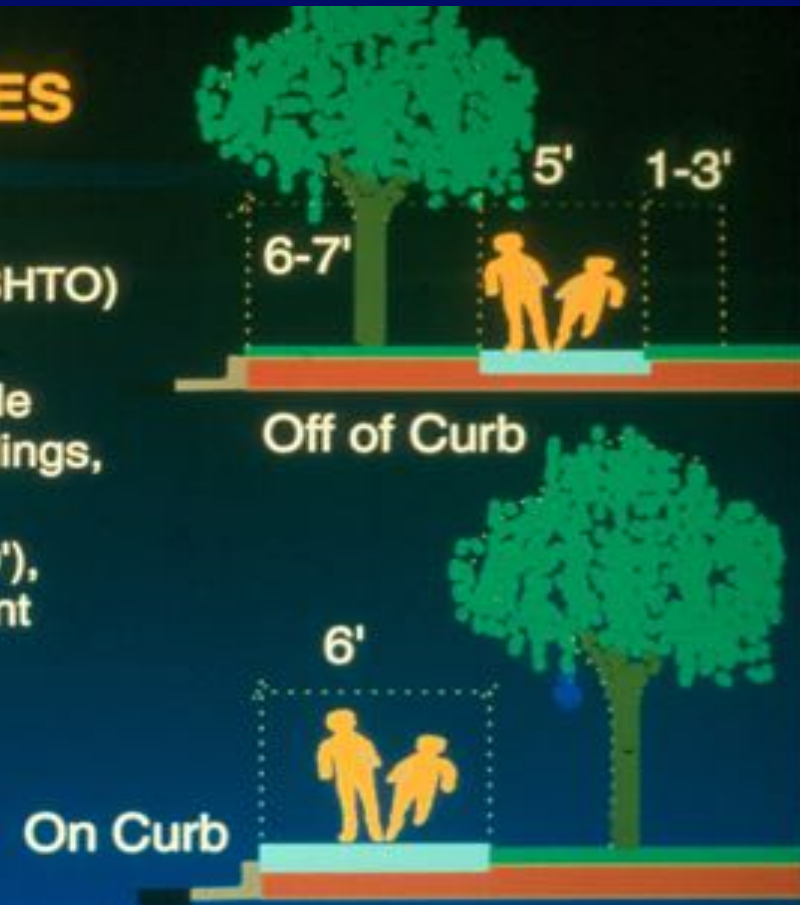


Safe Streets Need Good Sidewalks

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

SIDEWALK FEATURES

- Width (minimum 5'), ADA
- 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



Healthy Neighborhoods Need Good Street Crossings



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



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



Alexandria, VA



Santa Barbara, CA



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

— James Howard Kunstler, *The Geography of Nowhere*



Sonoma, CA



San Diego, CA

9. Encourage community and stakeholder collaboration in development decisions

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



PLANS FOR
NEW CUTLER
0900-1





Cutler-Orosi Design Charrette – Opening Night Workshop





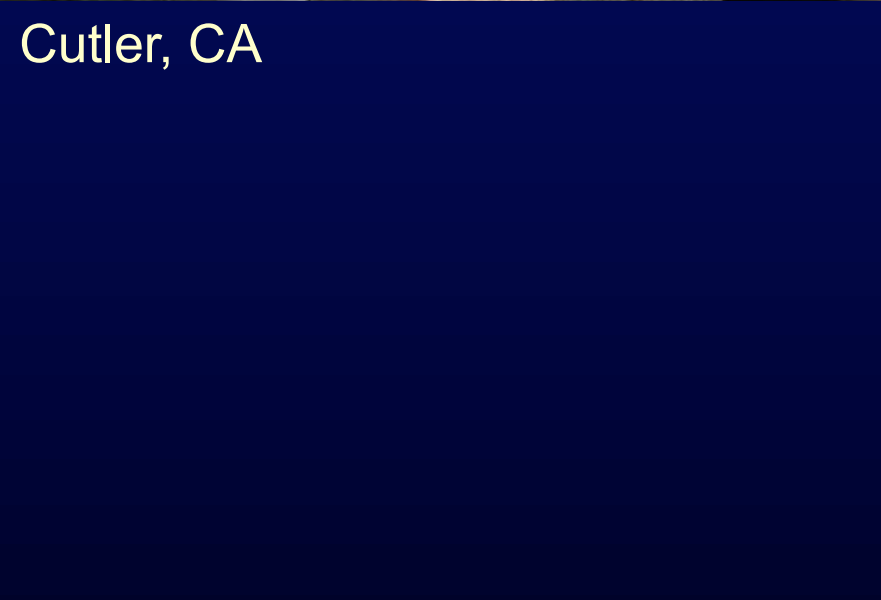
1. Sidewalk Finished

2. Better Lighting

3. Stop sign on Main St



Baldwin Park, CA



Cutler, CA







THESE MAPS MAY NOT BE ACCURATE!





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

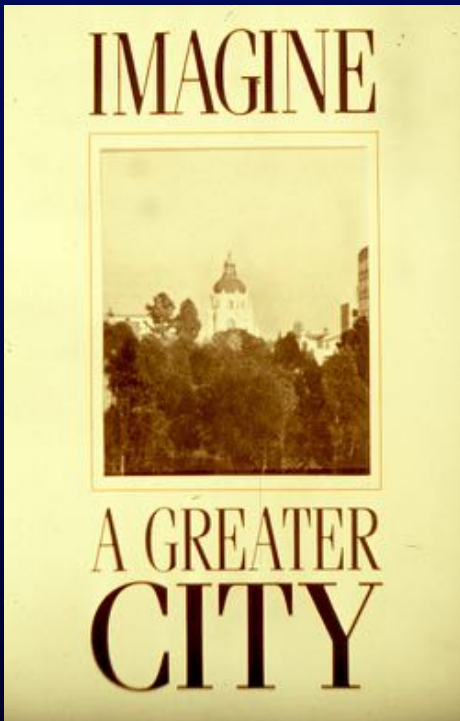




Plan proactively

Develop a Vision for Community

Pasadena
General Plan



Plan proactively

Develop a Vision for Community

**Pasadena
General
Plan**

**Holly Street
Village**

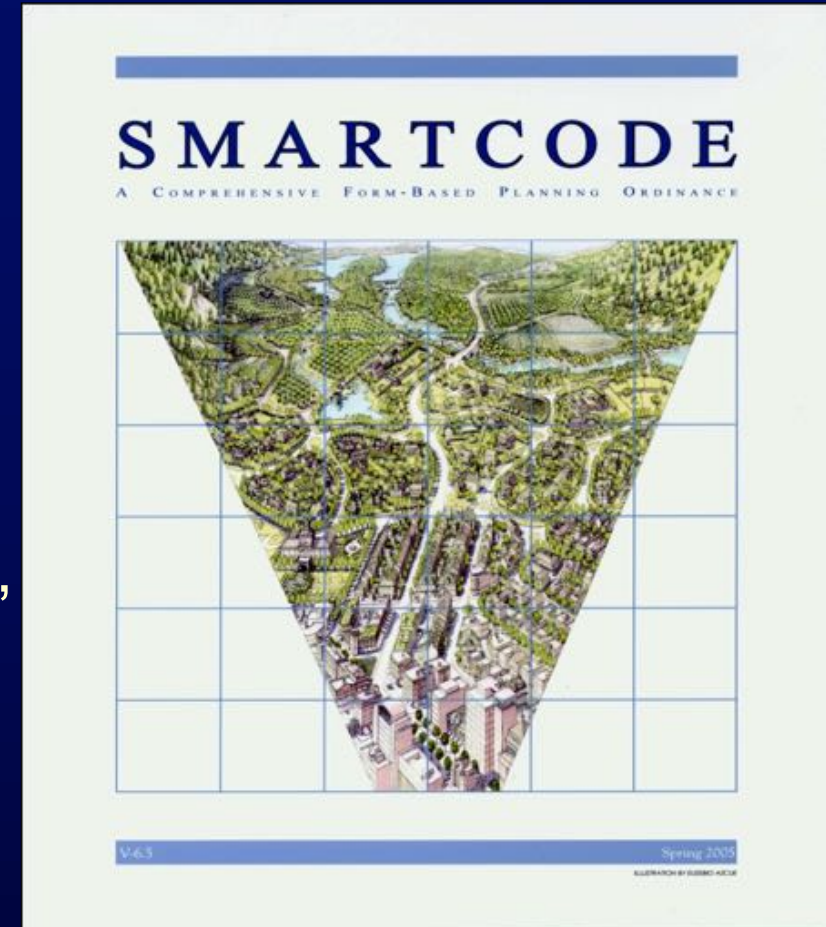
**Infill, mixed
use rental
housing**

**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.

Smart growth responds to new market preferences



“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

GOING BACK TO ROCKVILLE

AFTER THE BUSY, URBAN-STYLE LIVING IS GAINING MOMENTUM



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: Millennials

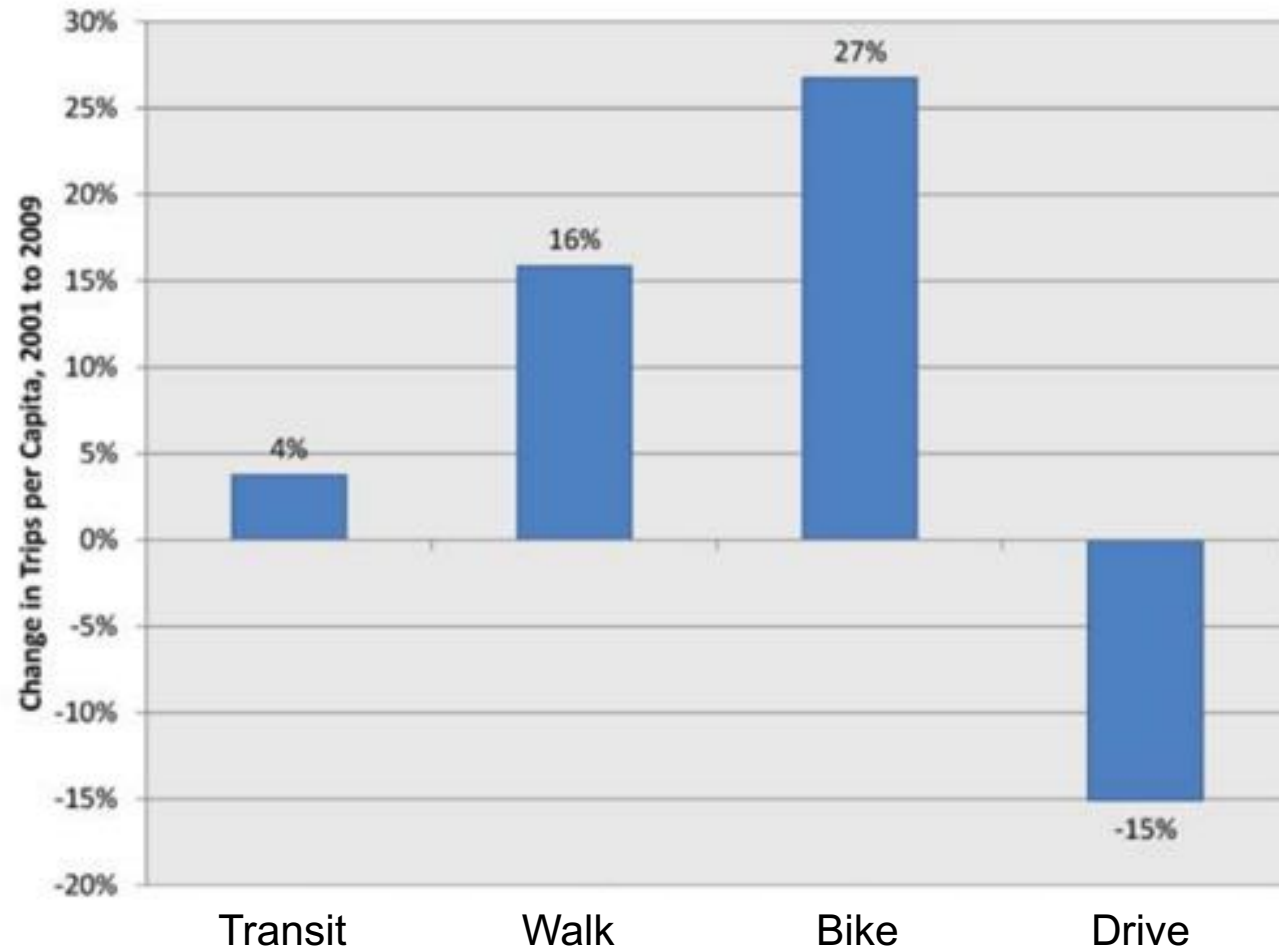


Millennials are walking/cycling more and driving less

- 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



Smart Growth

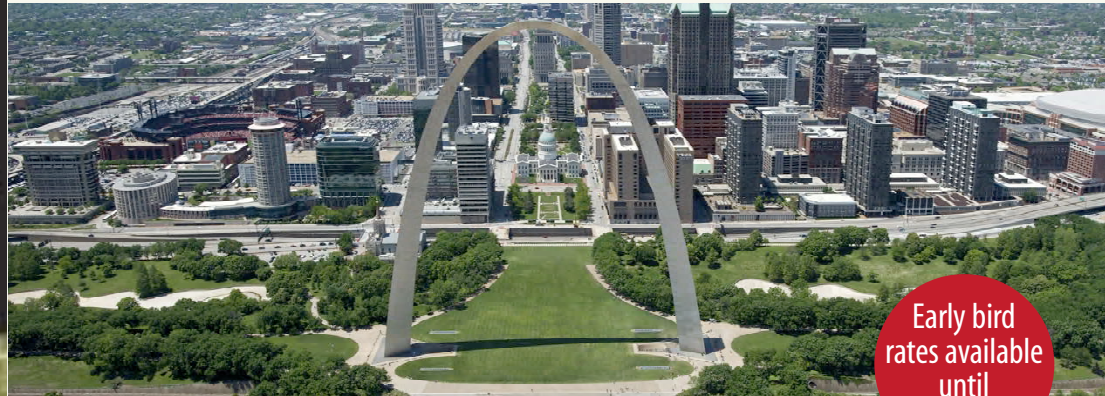
16th Annual

np
2017

New Partners
for Smart Growth
Conference

*Practical Tools and Innovative Strategies
for Creating Great Communities*

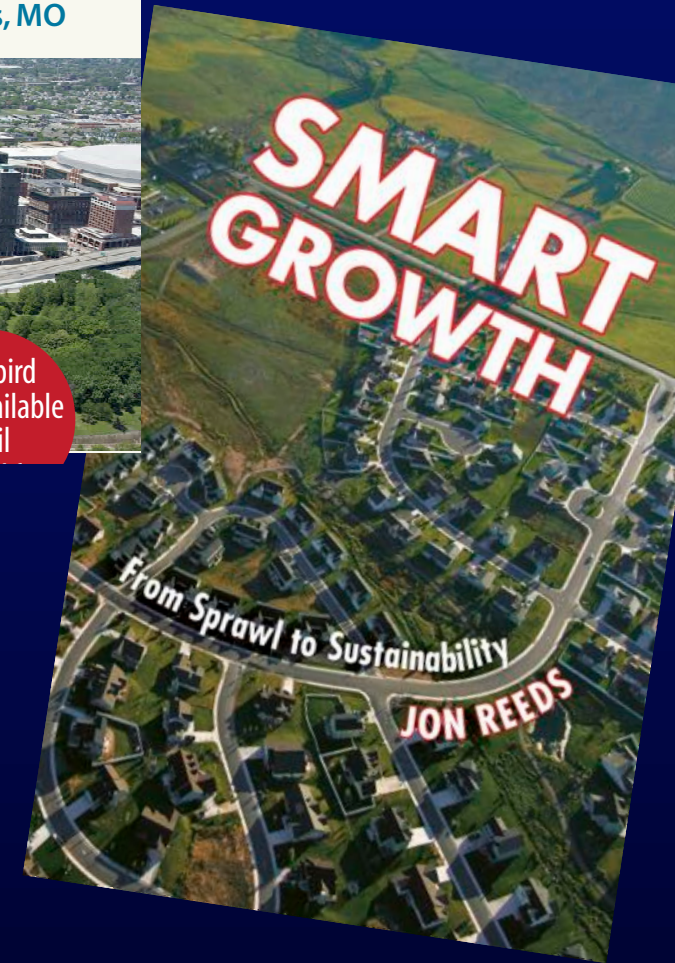
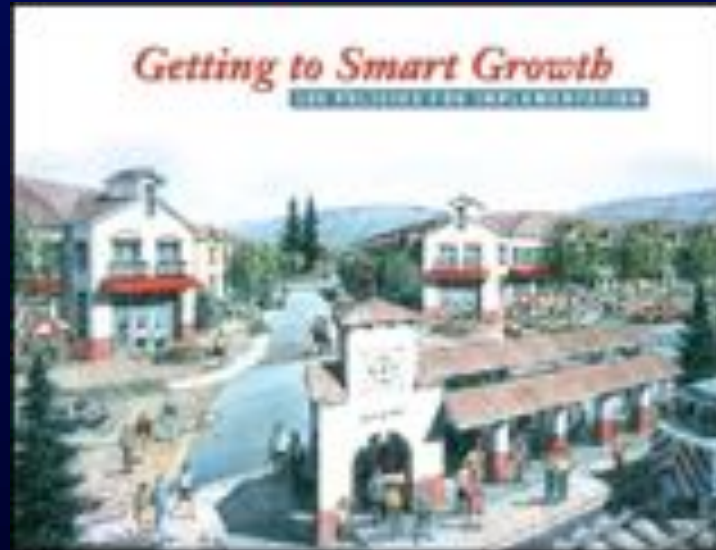
February 2-4, 2017 | St. Louis, MO



Early bird
rates available
until

The
Smart Growth
Manual

From the authors of *Suburban Nation*
Andres Duany
and Jeff Speck
with Mike Lydon



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

pozykofsky@lgc.org

[@pozykofsky](#)

