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
Connecting Leaders

Implementing Solutions

Advancing Policies

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
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 Size of Single-Family Homes 1973-2009

Data source: U.S. Census Bureau
Energy and Water Use Go Up…

Building Energy Use 1949-2009


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
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

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

Source: Behavioral Risk Factor Surveillance System, CDC
Obesity* Trends Among U.S. Adults

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

21 Years later…

Source: Behavioral Risk Factor Surveillance System, CDC
Increase in seriously overweight youth
- Under 5% in 1963-70
- Close to 20% in 2002
“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.”

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

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
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)
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

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
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
Economic Benefits of Smart Growth

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

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

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

— Robert Solow, Nobel Prize-winning Economist
What Smart Growth “Is” And “Is Not”

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

Courtesy: Smart Growth America
Principles of Smart Growth/
Livable Communities
Ten Principles of Smart Growth

1. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
2. Strengthen and Direct Development Towards Existing Communities
3. Take Advantage of Compact Building Design
4. Mix Land Uses
5. Create Range of Housing Opportunities and Choices
6. Provide a Variety of Transportation Choices
7. Create Walkable Neighborhoods
8. Foster Distinctive, Attractive Communities with a Strong Sense of Place
9. Encourage Community and Stakeholder Collaboration
10. Make Development Decisions Predictable, Fair and Cost Effective
1. Preserve open space, farmland, and critical environmental areas

- Identify areas with highest priority for preservation
- Use a variety of preservation tools, including purchase, regulatory, and incentive programs
Charlotte -- Over the past 40 years, satellite lenses have clicked away, 459 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, the area grown from 1.39 million square miles to 4.11 million counties; it pushes out 20, 75 and 85 toward Bluffton, Macon, Green, Charlotte. All the while, markets boomed, extra aries toward Atlanta.

According to the 200 million people live in the so-called 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. Miller and Maurice Tamman / 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

<table>
<thead>
<tr>
<th>Category</th>
<th>Infill</th>
<th>Greenfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>VMT/capita</td>
<td>52%</td>
<td>52%</td>
</tr>
<tr>
<td>Auto travel time</td>
<td>51%</td>
<td>51%</td>
</tr>
<tr>
<td>Congestion</td>
<td>24%</td>
<td>24%</td>
</tr>
<tr>
<td>NOx emissions</td>
<td>58%</td>
<td>58%</td>
</tr>
<tr>
<td>CO2 emissions</td>
<td>55%</td>
<td>55%</td>
</tr>
<tr>
<td>Infrastructure costs</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Household travel costs</td>
<td>58%</td>
<td>58%</td>
</tr>
</tbody>
</table>

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?
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

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


Compact development lowers costs at the neighborhood/project level

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

Source: City of Charlotte
### Downtown Asheville WalMart

<table>
<thead>
<tr>
<th>Land Consumed (Acres):</th>
<th>34.0</th>
<th>0.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Property Taxes/Acre:</td>
<td>$6,500</td>
<td>$634,000</td>
</tr>
<tr>
<td>City Retail Taxes/Acre:</td>
<td>$47,500</td>
<td>$83,600</td>
</tr>
<tr>
<td>Residents per Acre:</td>
<td>0.0</td>
<td>90.0</td>
</tr>
<tr>
<td>Jobs per Acre:</td>
<td>5.9</td>
<td>73.7</td>
</tr>
</tbody>
</table>

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

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

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

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.
“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.”

Why Community Design Matters...

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)
“DRIVE ‘TIL YOU QUALIFY”
Transportation Costs Can Exceed Housing Costs for Households Earning $20-$50,000

Source: 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 housing types

Single Family homes, 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
Mexico City Metrobus
Bicycle Share Programs

Lyon, France

Paris, France

Mexico City, Mexico

Omaha, NE
Protected bicycle lanes — New York City
California Examples of separated/protected lanes

Long Beach

Ripon

Temple City
STREET SPACE FOR 60 PEOPLE

[Images of a car, a bus, and a bicycle, along with three photos Illustrating how the same space can accommodate different modes of transportation]

60 60 60
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
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

60% are driven
... of these trips...

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
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

<table>
<thead>
<tr>
<th>Population</th>
<th>Safer Cities</th>
<th>Less Safe Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population Density</td>
<td>65,719</td>
<td>59,845</td>
</tr>
<tr>
<td></td>
<td>5,736 per sq. mi.</td>
<td>2,673 per sq. mi.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection Density</th>
<th>Safer Cities</th>
<th>Less Safe Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>106 per sq. mi.</td>
<td>63 per sq. mi.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mode Share</th>
<th>Safer Cities</th>
<th>Less Safe Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving</td>
<td>84.1%</td>
<td>95.8%</td>
</tr>
<tr>
<td>Walking</td>
<td>5.4%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Biking</td>
<td>4.1%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Transit</td>
<td>6.6%</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Road Fatalities per 100,000 population</th>
<th>Safer Cities</th>
<th>Less Safe Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.2 per year</td>
<td>10.5 per year</td>
</tr>
</tbody>
</table>
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 45 mph
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

[Images of Alexandria, VA and Santa Barbara, CA]
“There is little sense of having arrived anywhere, because everyplace looks like no place in particular.”

— James Howard Kunstler, *The Geography of Nowhere*
9. Encourage community and stakeholder collaboration in development decisions

- The private sector does most of the development, but residents and other stakeholders collaborate in this process to ensure it is consistent with community needs and concerns.
1. Sidewalk Finished
2. Better Lighting
3. Stop sign on Main St.
These maps may not be accurate!
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.
Neighborhoods, Villages, Streets
Plan proactively
Develop a Vision for Community

Pasadena
General Plan

Point of Agreement: Targeted Growth

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

Light Rail
- Light Rail Route
- Light Rail Stations
Plan proactively
Develop a Vision for Community

Pasadena General Plan
Holly Street Village
Infill, mixed use rental housing

Model:
Early 1990s
Implementing the Vision

- State-of-the-Art Development Codes — Form-Based Codes
  - Recognition that current zoning and land development regulations are flawed
  - New approaches to fixing them
  - New emphasis on form-based codes, SmartCode
  - Problems with conventional codes that emphasize use and intensity of development

Source: Duany Plater-Zyberk
Is there a market for Smart Growth?

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

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
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
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
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
@pzykofsky