Land Use Planning for Sustainability and Livability

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Local Government Commission

Sacramento Planning Academy

Sacramento, CA
April 13, 2016

Local Government Commission

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

Responding to Climate Change • Designing Healthy Communities • Promoting Energy Solutions •

www.lgc.org

What we do…

The **LGC** helps transform communities through *inspiration*, *practical assistance* and a *network* of visionary local elected officials and other community leaders.

How we do it…

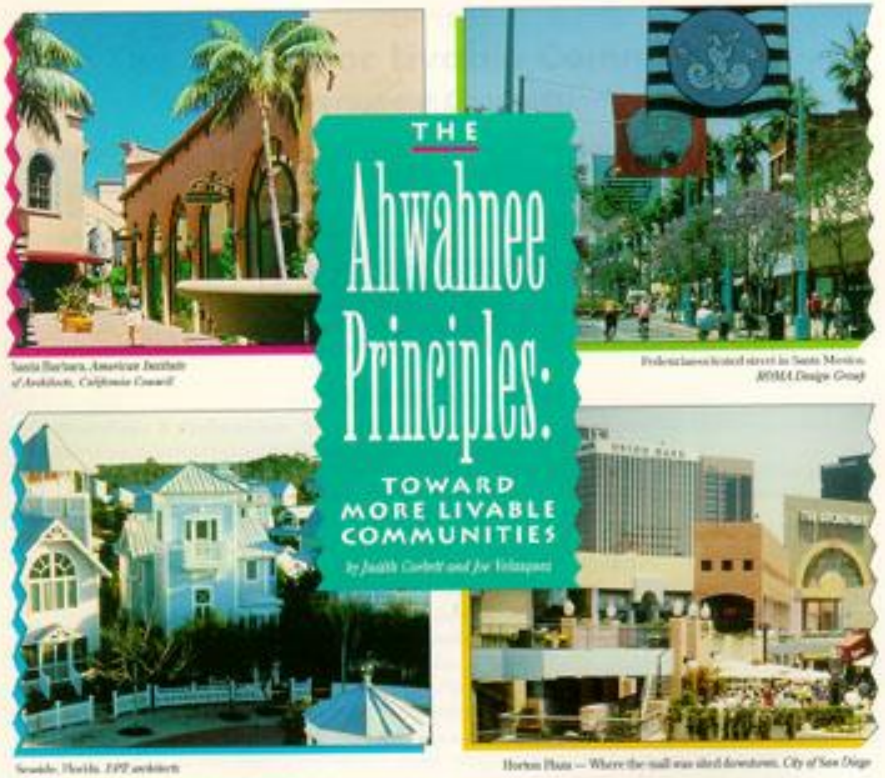
- ✓ Workshops and Trainings
- ✓ Participatory Planning and Design Work
- ✓ Policy Development Assistance
- ✓ Tours of Model Projects
- ✓ Networking Events
- ✓ Conferences

The Ahwahnee Principles, 1991

- Response to our members' concerns over sprawling, poorly planned development in their communities
- Assembled with assistance from leading architects and planners working on innovative solutions

The Ahwahnee Principles, 1991

- Revitalize existing parts of our communities through infill development
- Plan complete and integrated communities with mix of uses
  - Within walking distance of one another
  - Within walking distance of transit stops
  - With a diversity of housing types
  - With a center focus



THE

Ahwahnee Principles:

TOWARD MORE LIVABLE COMMUNITIES

by Judith Corbett and Joe Velasquez

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

Pedestrian-oriented street in Santa Monica. *RNMA Design Group*

Seaside, Florida. *DPZ architects*

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

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

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

League Of California Cities

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.

93 NORTH
LEFT LANE
Hardee's
Chevron
PUB
LIQUOR STORE
WESTERN FEDERAL

RYDE

ac ess-a-Ride

Will 23 lanes be enough?

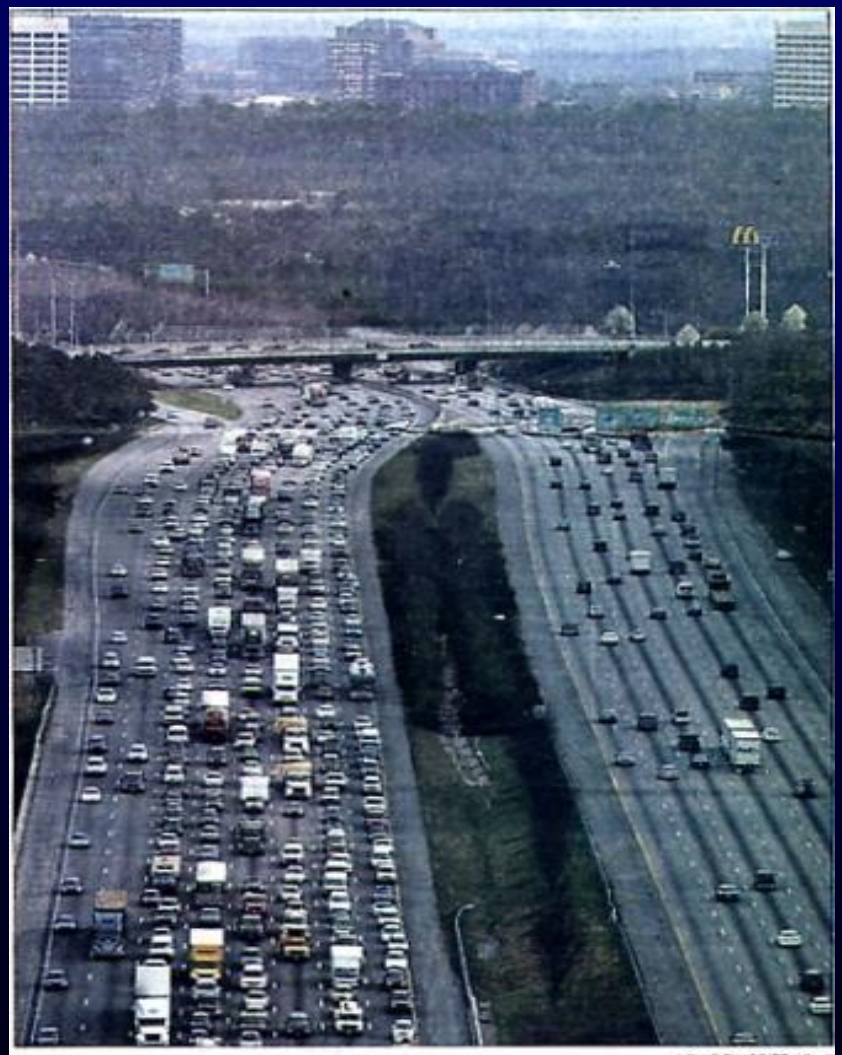
Proposal would put I-75 among country's biggest

By ARIEL HART
ahart@ajc.com

It's wider than an aircraft carrier. Far wider than the carving on Stone Mountain. Wider than the White House stretched end to end, twice.

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

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



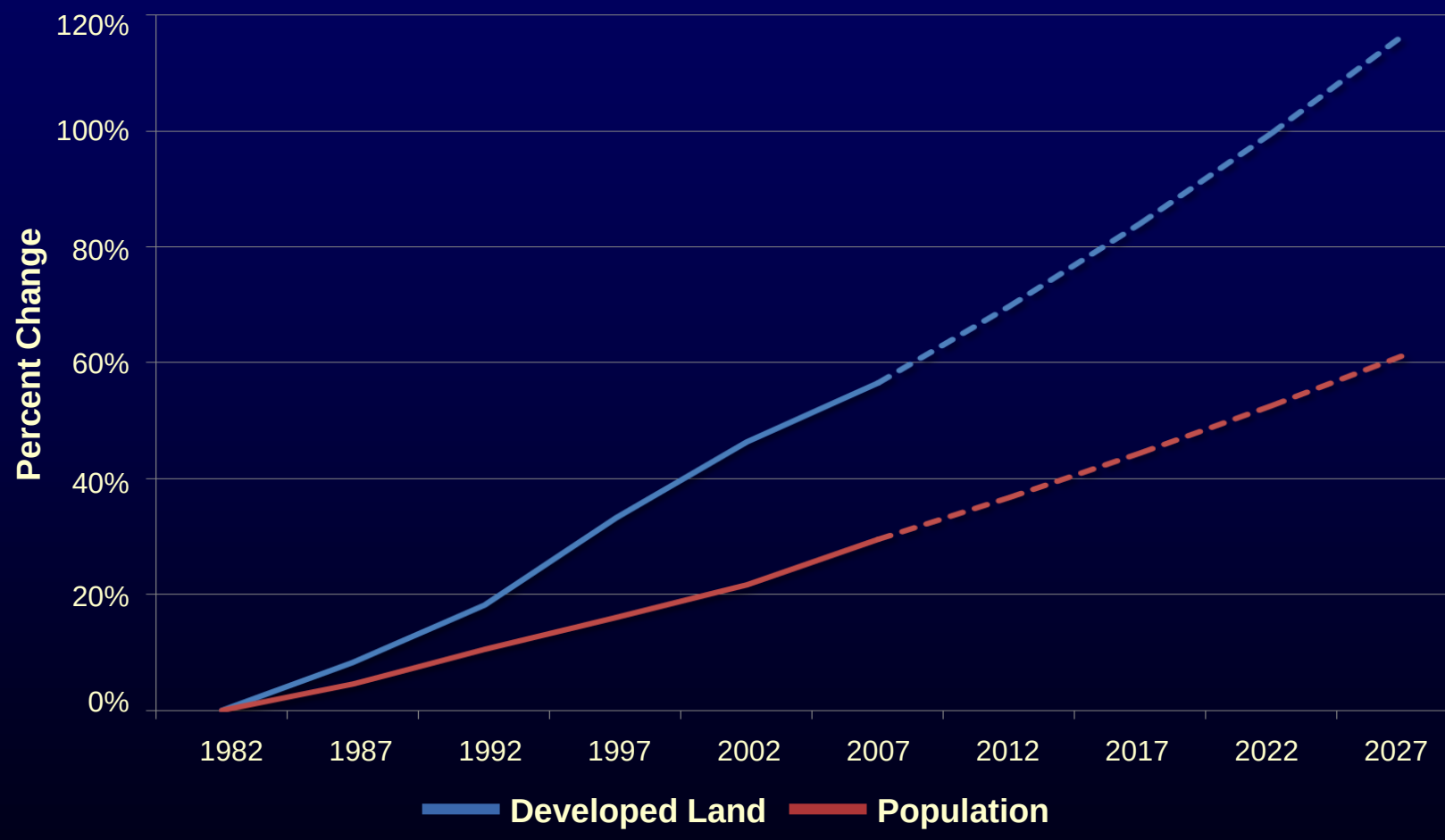
LOUIE FAVORITE / Staff

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

Atlanta Journal-Constitution, March 10, 2006

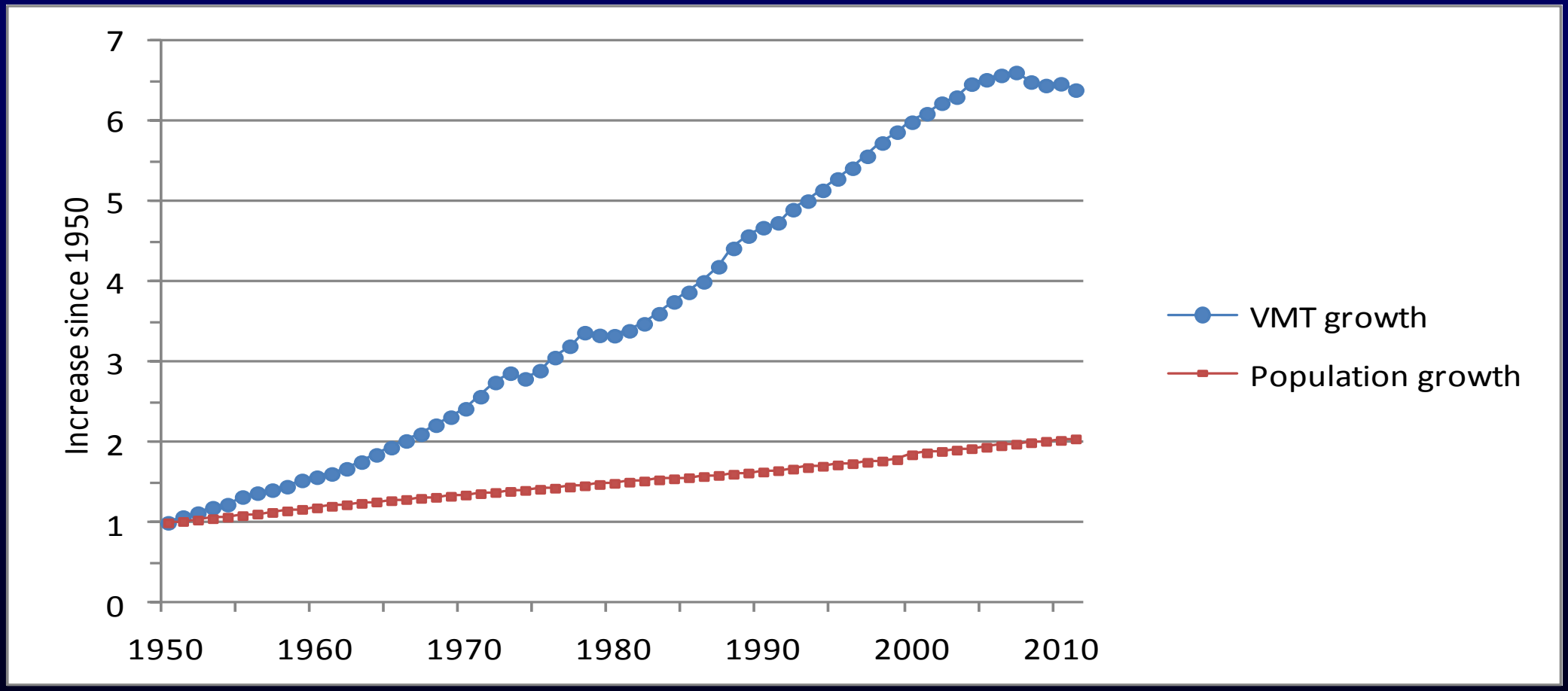
U.S. Population Growth and Land Consumption, 1982-2027

- 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.

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



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

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

Equitable Development

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

Credit: PolicyLink

Economic Benefits of Smart Growth

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

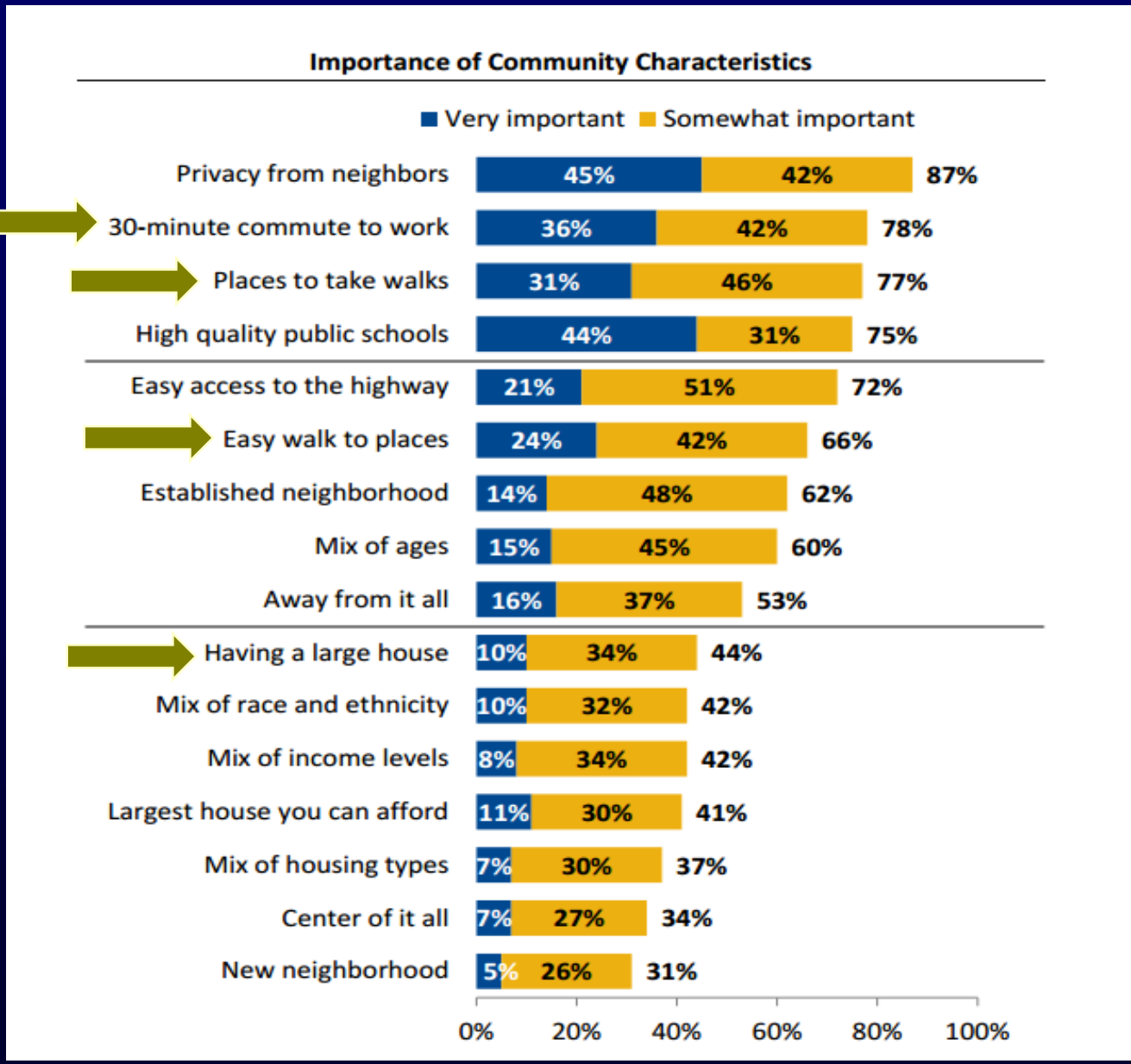
— Collaborative Economics,
Linking the New Economy to the Livable Community

"Livability isn't some middle class luxury. It is an economic imperative."

— Robert Solow, Nobel Prize-winning Economist

Economic Benefits: Property Values

- 78%: 30-minute commute to work
- 77%: Places to take walks (sidewalks, parks, trails)
- 66%: Easy walk to places (schools, stores, restaurants)
- 44%: Having a large house



Source: "Community Preferences Survey" by National Association of Realtors, 2011

What Smart Growth "Is" And "Is Not"

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

Courtesy: Smart Growth America

Principles of Smart Growth/ Livable Communities

Ten Principles of Smart Growth

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

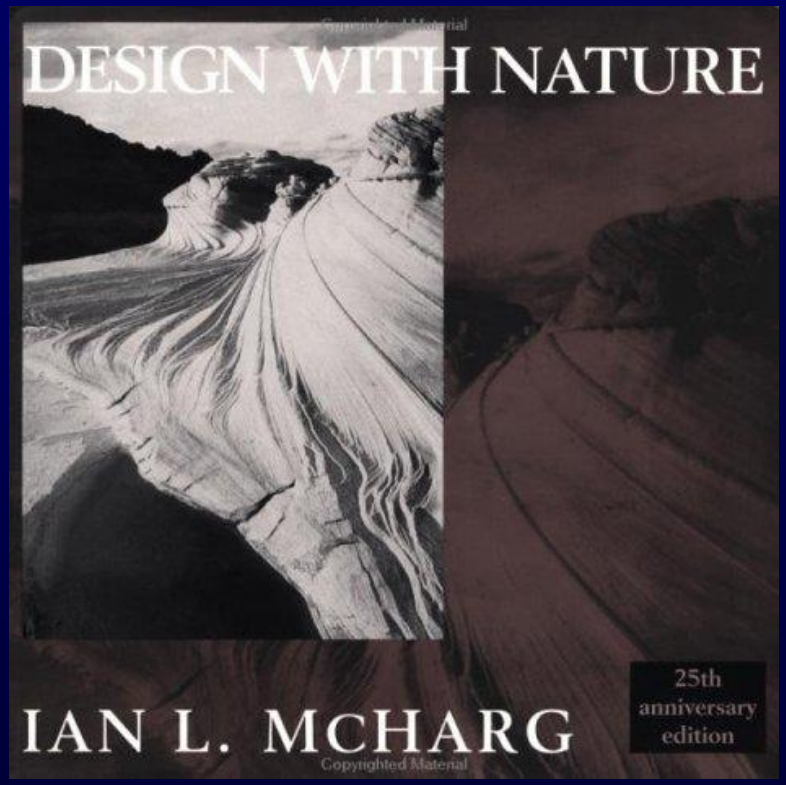
1. Preserve open space, farmland, and critical environmental areas

- Identify areas with highest priority for preservation
- Use a variety of preservation tools, including purchase, regulatory, and incentive programs

Sprawl in the Atlanta Region

- 1973-1992 forest land was reduced by 15 percent and grassland and cropland by about 6 percent
- The Georgia Conservancy estimates that 27 acres of tree cover are lost in the region <u>every day</u>
- Without transit-supportive and higher-density land use patterns, the Conservancy estimates that 200,000 acres of tree cover will be lost by 2020

Analyze where you can accommodate future growth



Mapping Method
Developed by Ian McHarg

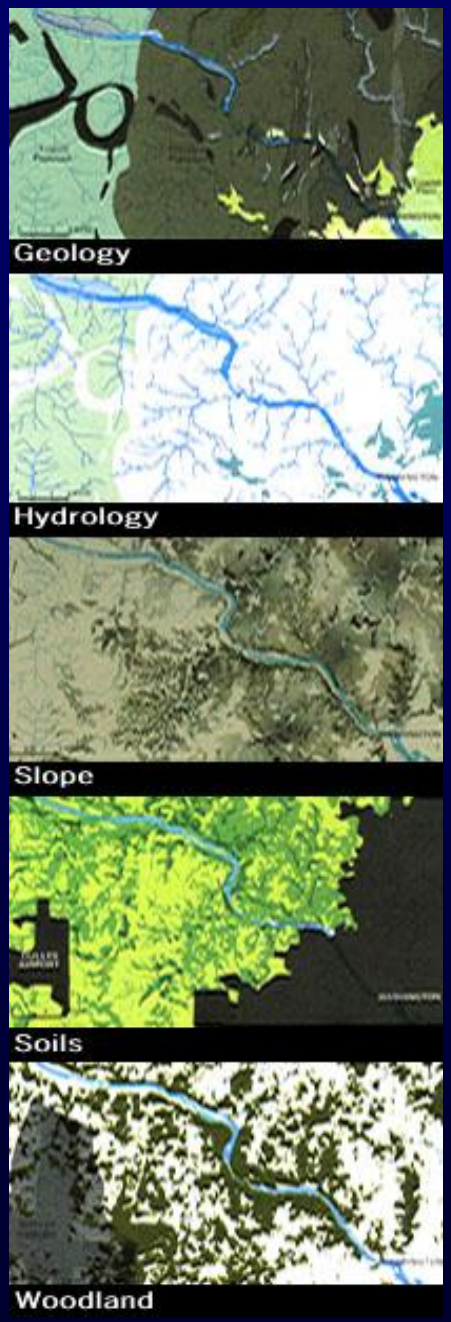
Geology

Hydrology

Slope

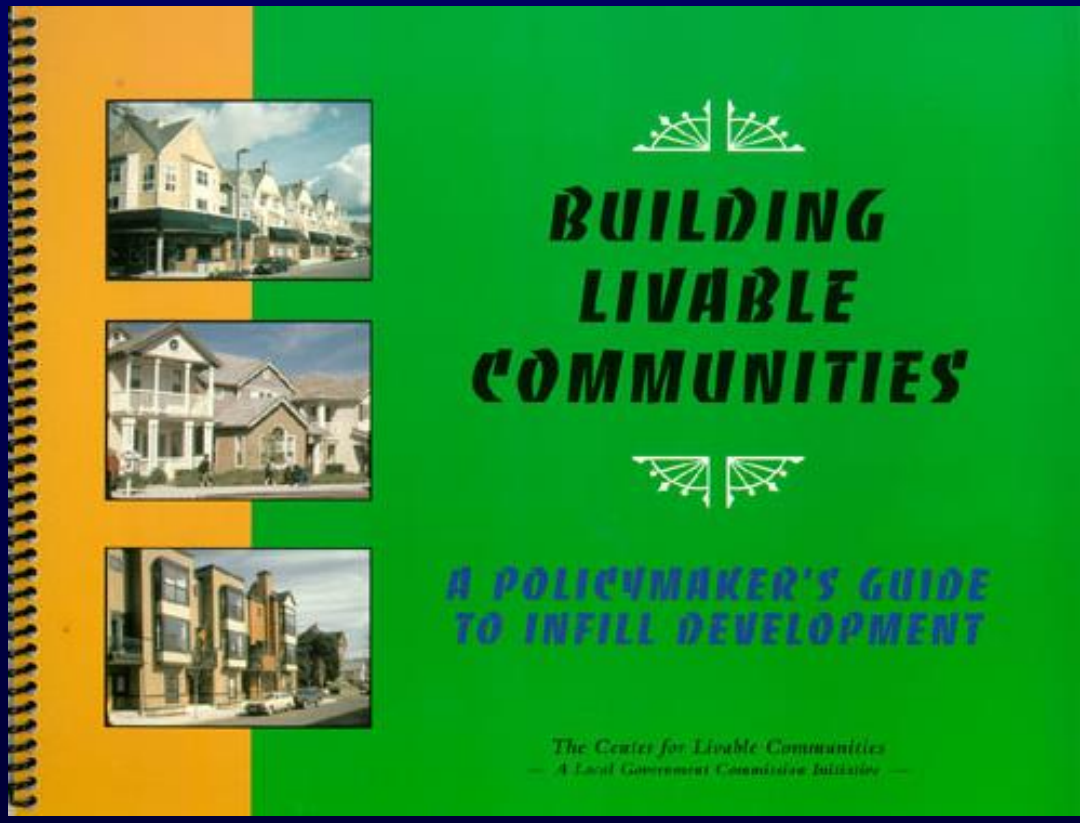
Soils

Woodland

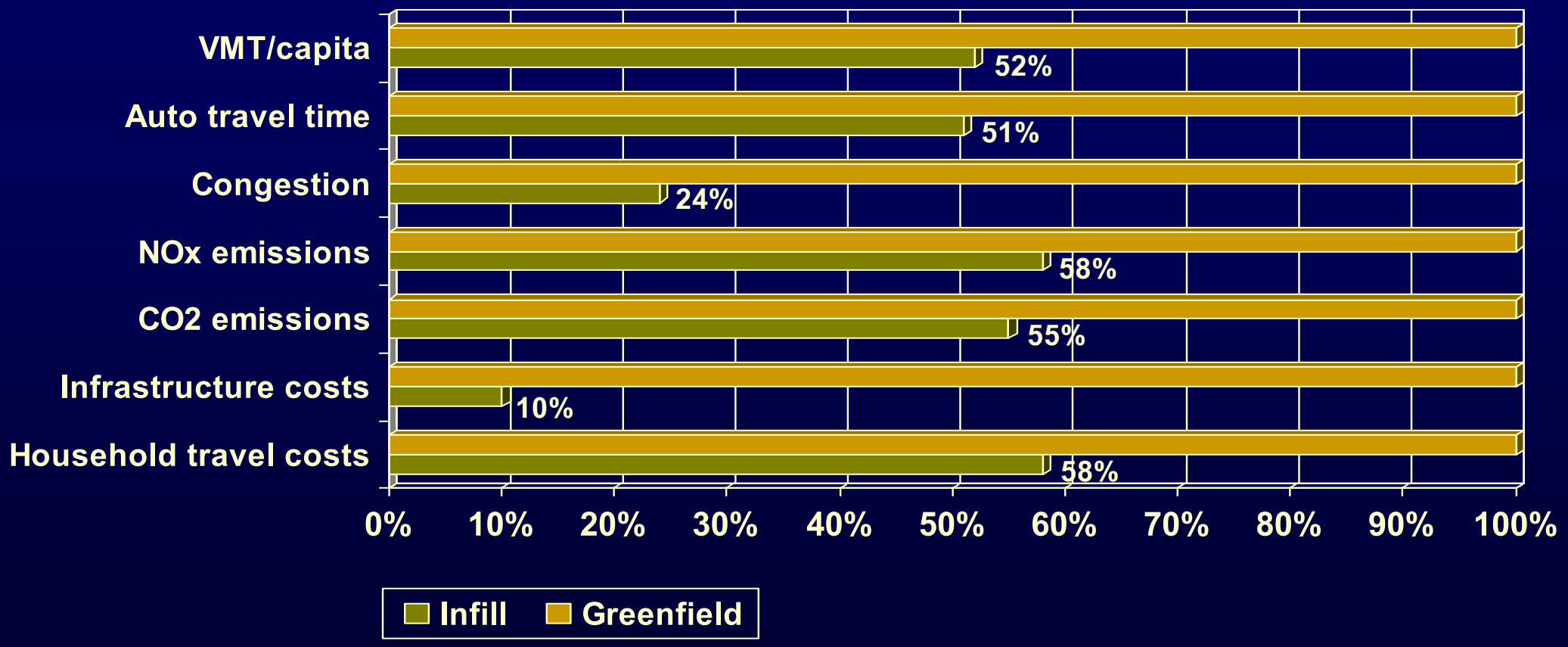


2. Strengthen, and direct development towards, existing communities

- Use incentives to achieve clean-up and re-use of “brownfield” and “grayfield” sites
- Preserve and repair historic buildings as part of redevelopment plans
- Build on the resources and amenities of existing communities



Impacts of Infill vs. Greenfield Development in the San Diego Region



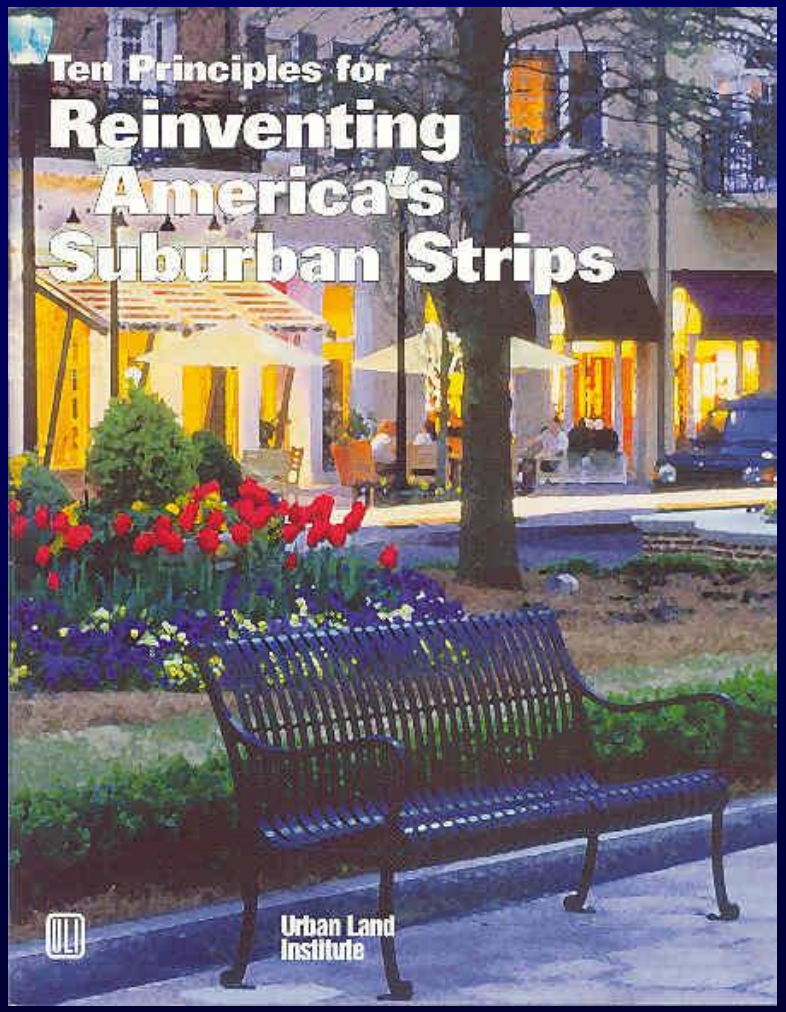
Source: Study by Criterion Planners/Engineers for U.S. Environmental Protection Agency, 1998

Potential benefits of infill

- Revitalize town centers, neighborhoods
- Provide more housing options
- Support transit service
- More efficient use of land
- Reduced costs for infrastructure/services
- Preserve agriculture
- Conserve open space

Commercial Strips — The Next Frontier

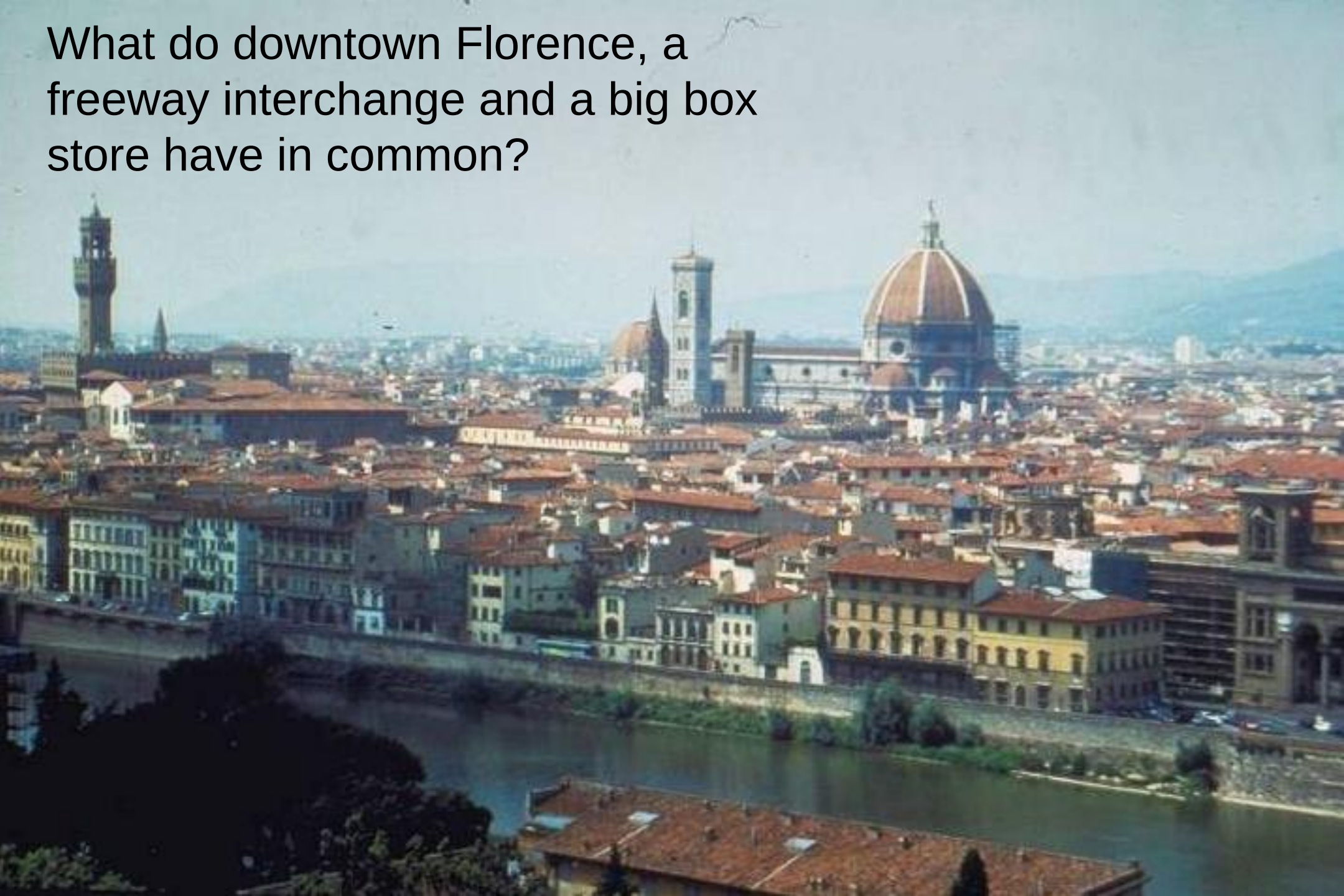
- ULI's Principles to Reinvent Suburban Strips
  - Ignite Leadership/Nurture Partnership
  - Anticipate Evolution
  - Know The Market
  - Prune Back Retail-Zoned Land
  - Establish Pulse Nodes of Development
  - Tame the Traffic
  - Create the Place
  - Diversify the Character
  - Eradicate the Ugliness
  - Put Your Money (and Regulations) Where Your Policy Is



3. Take advantage of compact building design

- Grow vertically rather than horizontally to preserve green spaces and reduce cost of providing public facilities and services

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



OLD WALLED
CITY EDGE
ARNO
RIVER
180

Goleta - Costco Shopping Center

Costco Shopping

Lower Cost of Infrastructure

Low Density vs. Compact Development

Land Consumption	45% more*
Cost for Roads	25% more**
Cost for Utilities	15% more**
Cost for Schools	5% more**
Other Costs	2% more**

*Duncan, James et al, *The Search for Efficient Urban Growth Patterns.* Florida Department of Community Affairs, 1989.
**Burchell, Robert, *Economic and Fiscal Impacts of Alternative Land Use Patterns*, Rutgers University, 1996.

Suburban

City's Annual Cost, per Household

$3462

(Total)

Parks & Recreation
$129

Solid Waste
$185

Fire Department
$406

Governance
$297

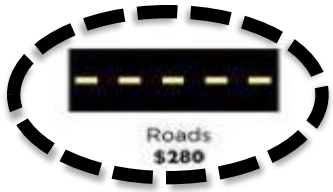
Police
$360

Transportation
$171

Libraries
$72

School Bussing
$87

Culture / Economy
$36



Roads
$280

Transfers to Provinces
eg. School Boards
$435

Sidewalks & Curbs
$194

Storm & Waste Water
$613

Water
$197

Urban

City's Annual Cost, per Household

$1416

(Total)

Parks & Recreation
$69

Solid Waste
$185

Fire Department
$177

Governance
$158

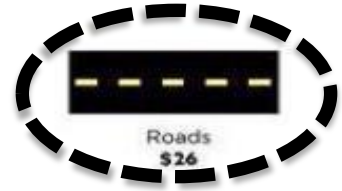
Police
$192

Transportation
$91

Libraries
$38

School Bussing
$13

Culture / Economy
$19



Roads
$26

Transfers to Provinces
eg. School Boards
$232

Sidewalks & Curbs
$27

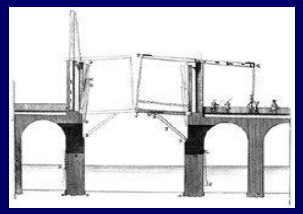
Storm & Waste Water
$147

Water
$42

SP | Sustainable Prosperity

For more data and more reports, visit thecostofsprawl.com

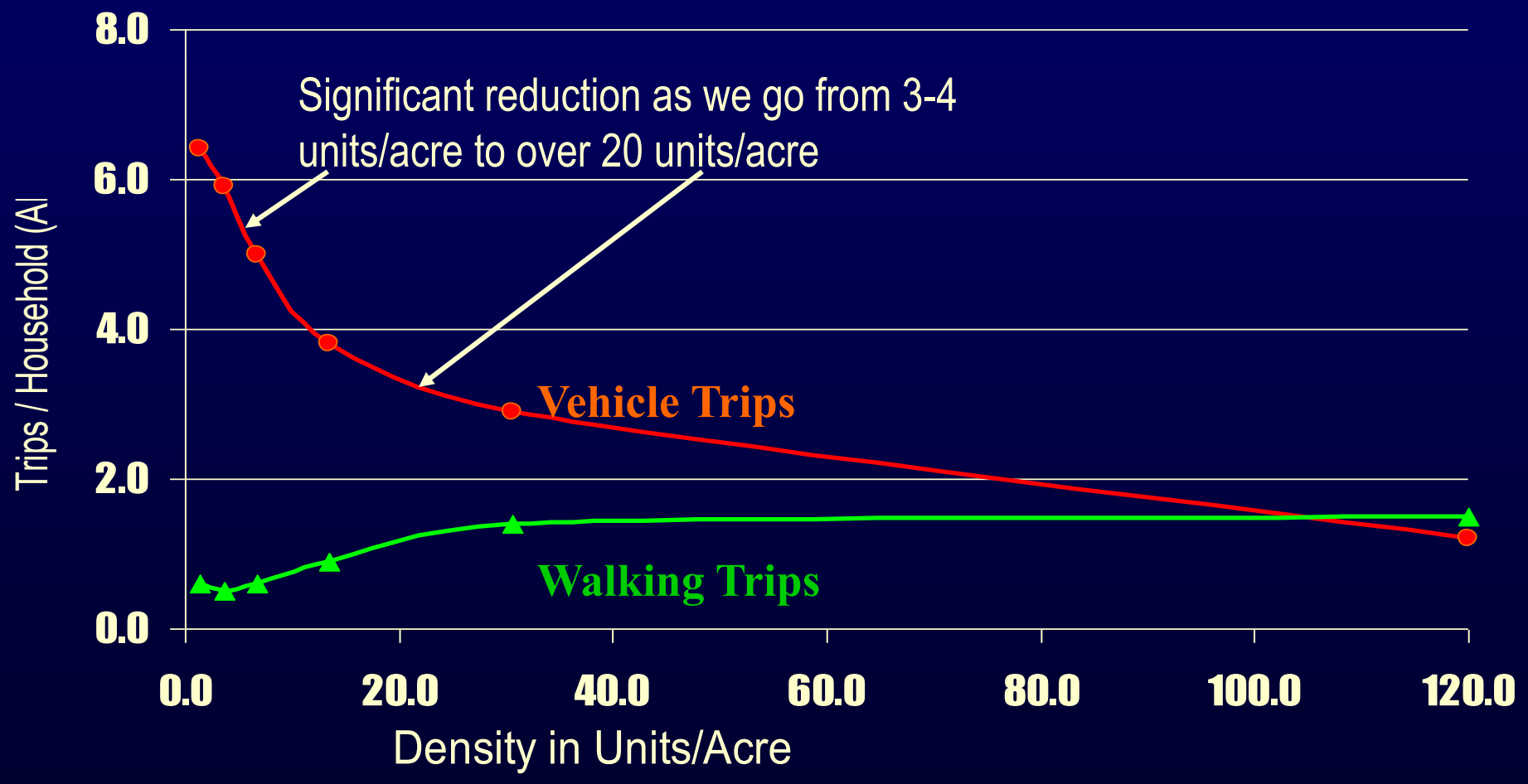
Data based on Halifax Regional Municipality



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

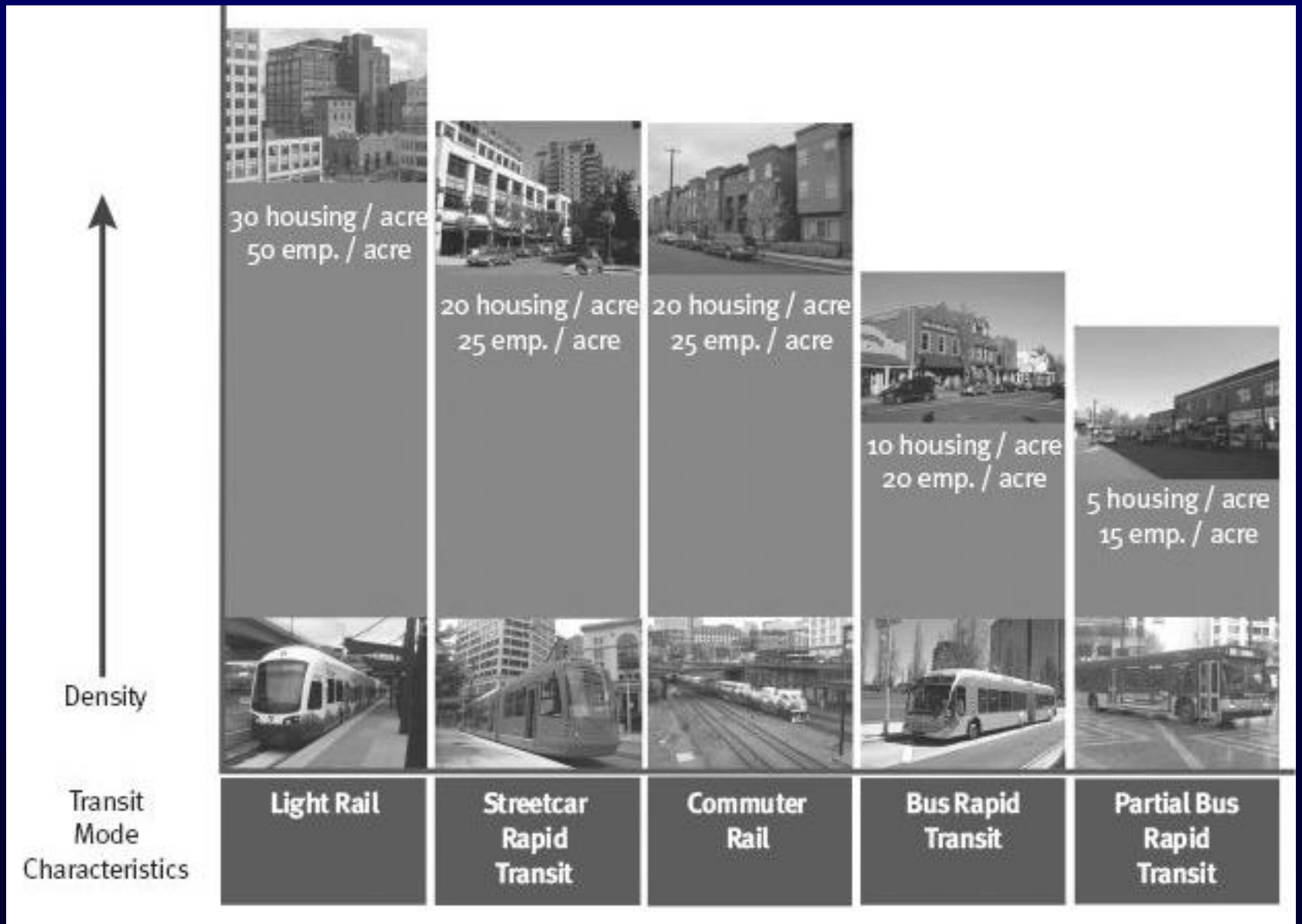
Land Consumed (Acres):	34.0	00.2
Total Property Taxes/Acre:	$ 6,500	$634,000
City Retail Taxes/Acre:	$ 47,500	$83,600
Residents per Acre:	0.0	90.0
Jobs per Acre:	**5.9**	73.7

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



Source: John Holtzclaw, PhD, Sierra Club

Land Use Pattern Affects Travel — Density to Support Transit



Source: Tumlin, Jeffery, Sustainable Transportation Planning, 2012

Land Use Pattern Affects Travel — Density to Support Retail

For a 10,000 sq.ft. Convenience Store

- 7 units/acre

For a 25,000 sq.ft. Small Supermarket

- 18 units/acre

Compact Development in Appropriate Locations

Traditional Neighborhood Code

Knoxville, TN

In 1991 there were 31.8 million people over the age of 65 in the U.S.

By 2030 that number will increase to 66 million.

Demographic Trends: Increase in Elderly Population

Moving to downtowns and older neighborhoods

Driving less and looking for other transportation options.

Demographic Trends: Millenials

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

Doe Mill, Chico, CA

Doe Mill

Fourplex

Doe Mill Bungalow Court

Doe Mill

Townhomes

6. Provide a variety of transportation choices

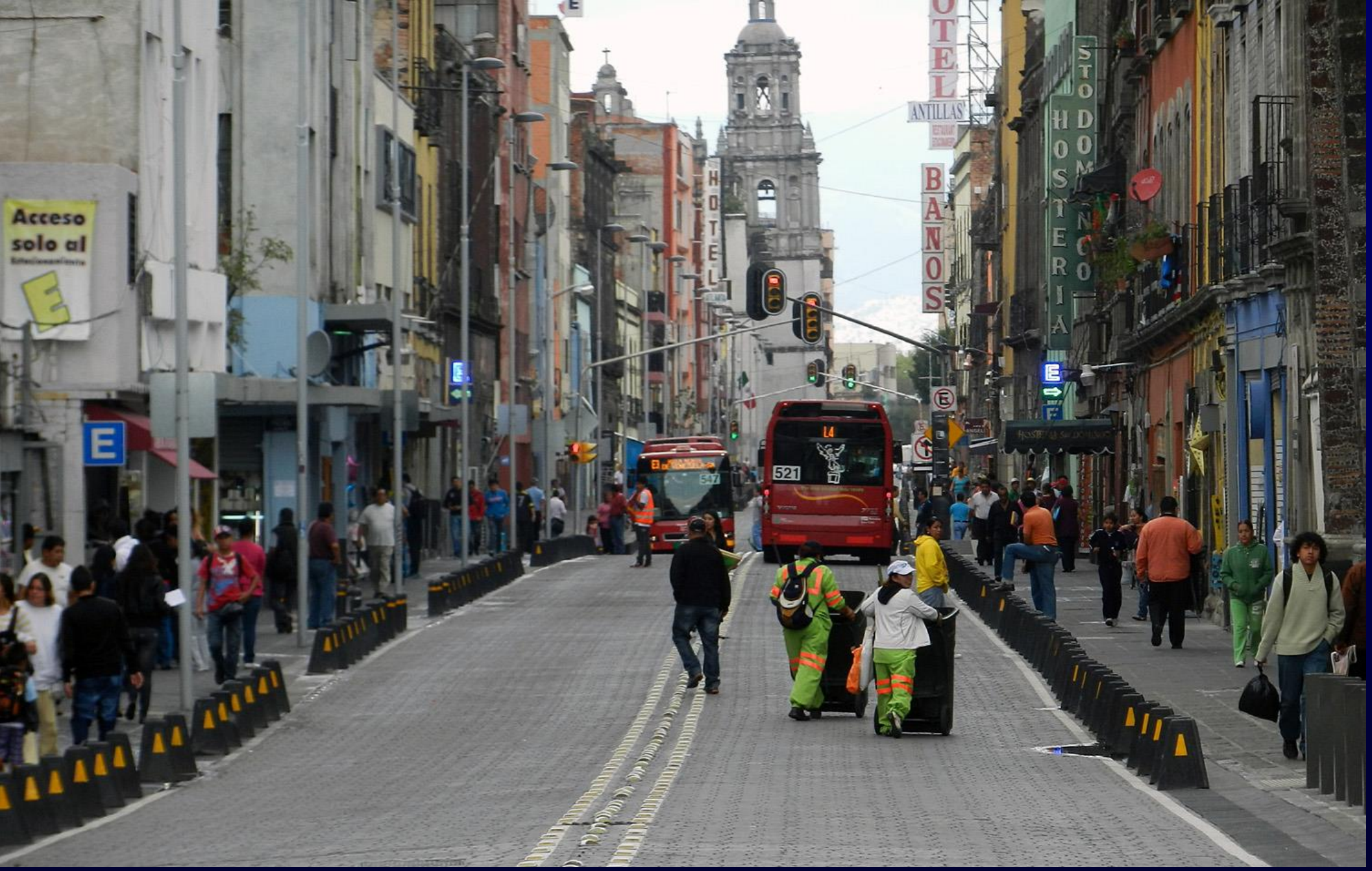
- Coordinate land use and transportation investment
- Increase high-quality transit service
- Connect pedestrian, bike, transit, and road facilities

Transit-Oriented Development San Diego, CA

Portland, Oregon Streetcar

Los Angeles Metro Rapid Bus

Mexico City Metrobus



Mexico City Metrobus

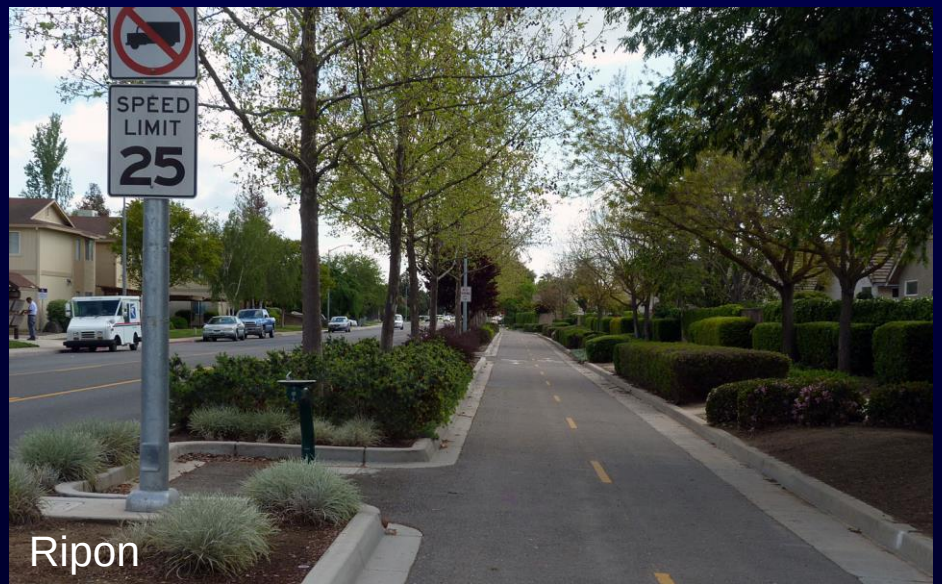
Paris, France — Bus Rapid Transit

Protected bicycle lanes — New York City

California Examples of Cycletracks

Long Beach

Long Beach



Ripon

Temple City

Bicycle Share Programs

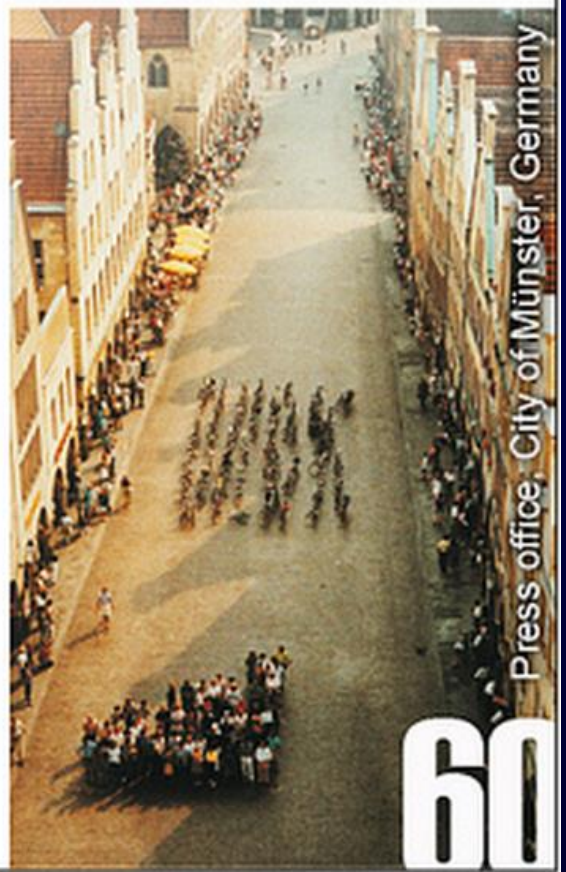
Lyon, France

Paris, France

Mexico City, Mexico

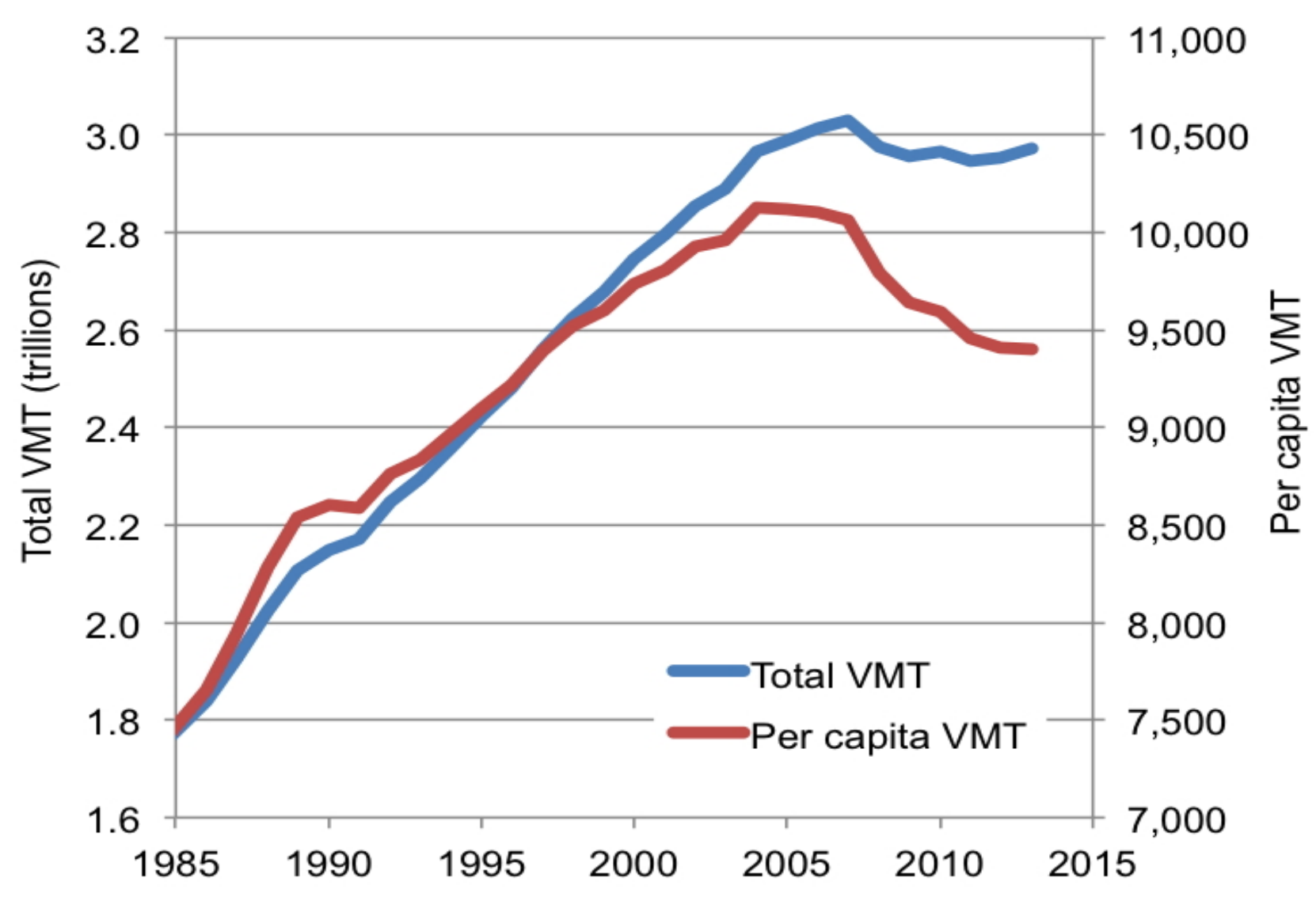
Omaha, NE

STREET SPACE FOR 60 PEOPLE



Press office, City of Münster, Germany

Will traffic volumes always increase? Maybe not

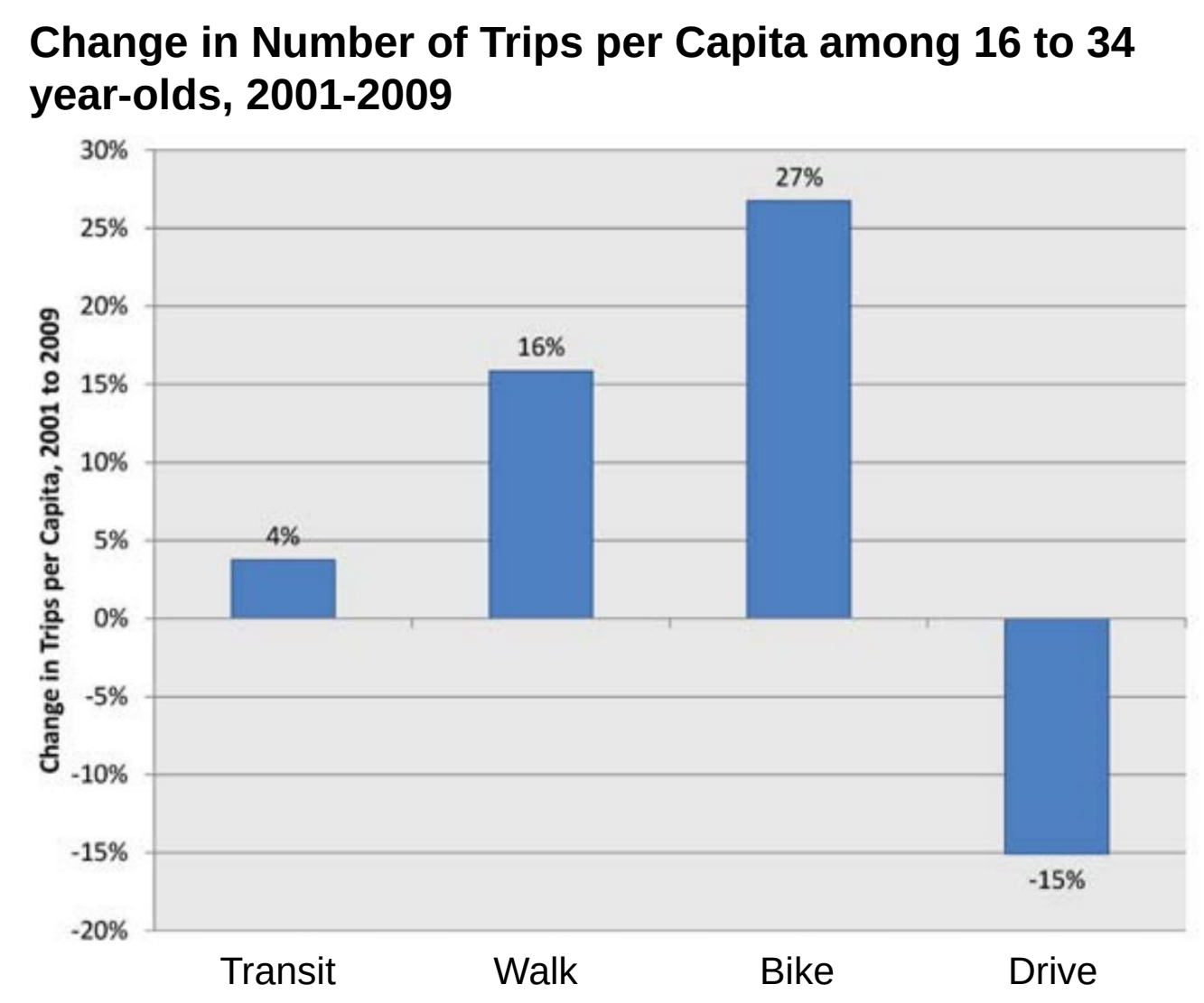


Source: FHWA and Census Bureau, SSTI

Millenials are walking/cycling more and driving less

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

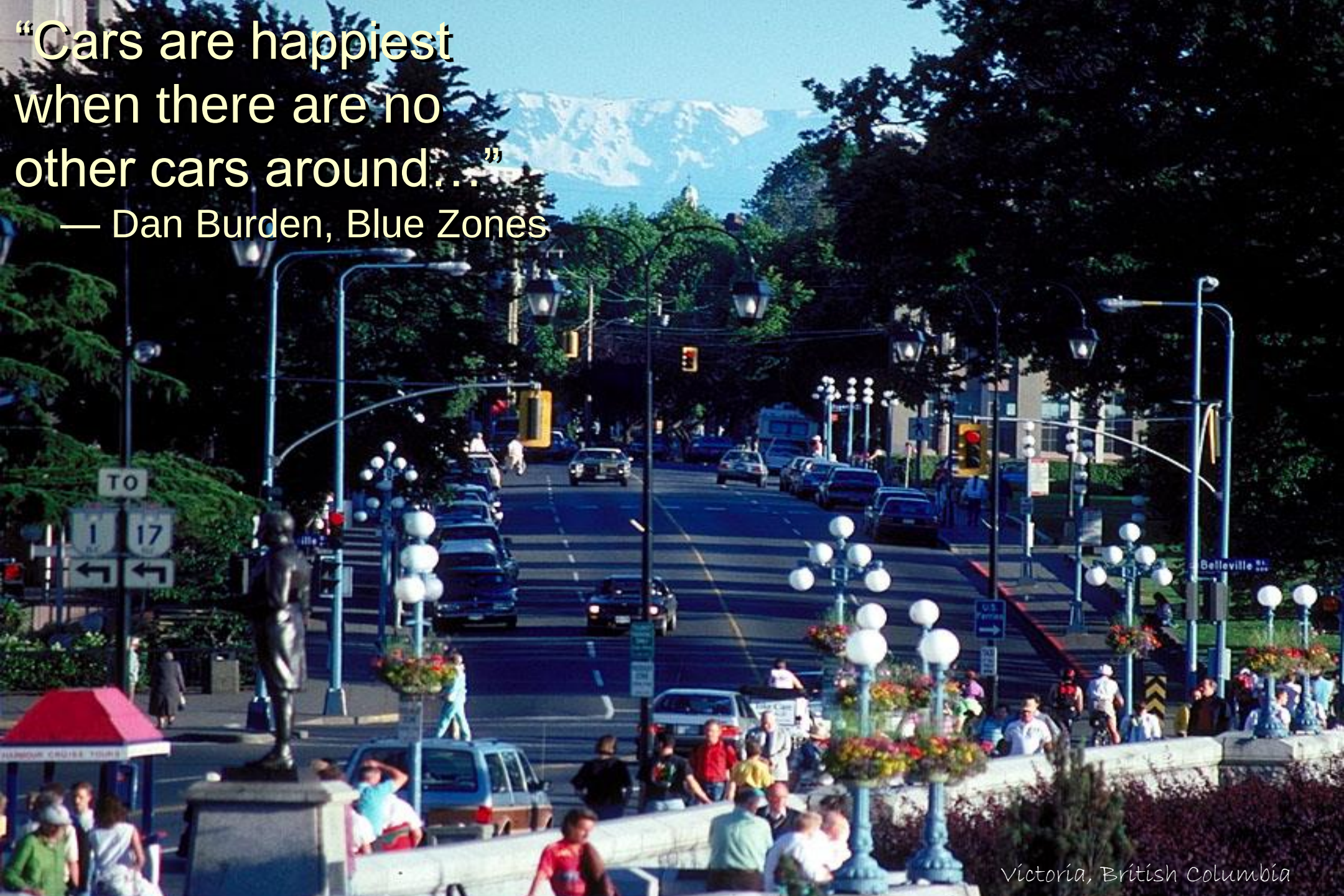
www.copirg.org/sites/pirg/files/reports/Millennials%20in%20Motion%20CoPIRG.pdf



7. Create walkable communities

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

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


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

Quito, Ecuador

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

— Dan Burden, Blue Zones

Tremendous potential of Active Transportation

Of all trips:

50%

are less than
3 miles

28%

are less than
1 mile

60%

are <u>driven</u>

of these trips…

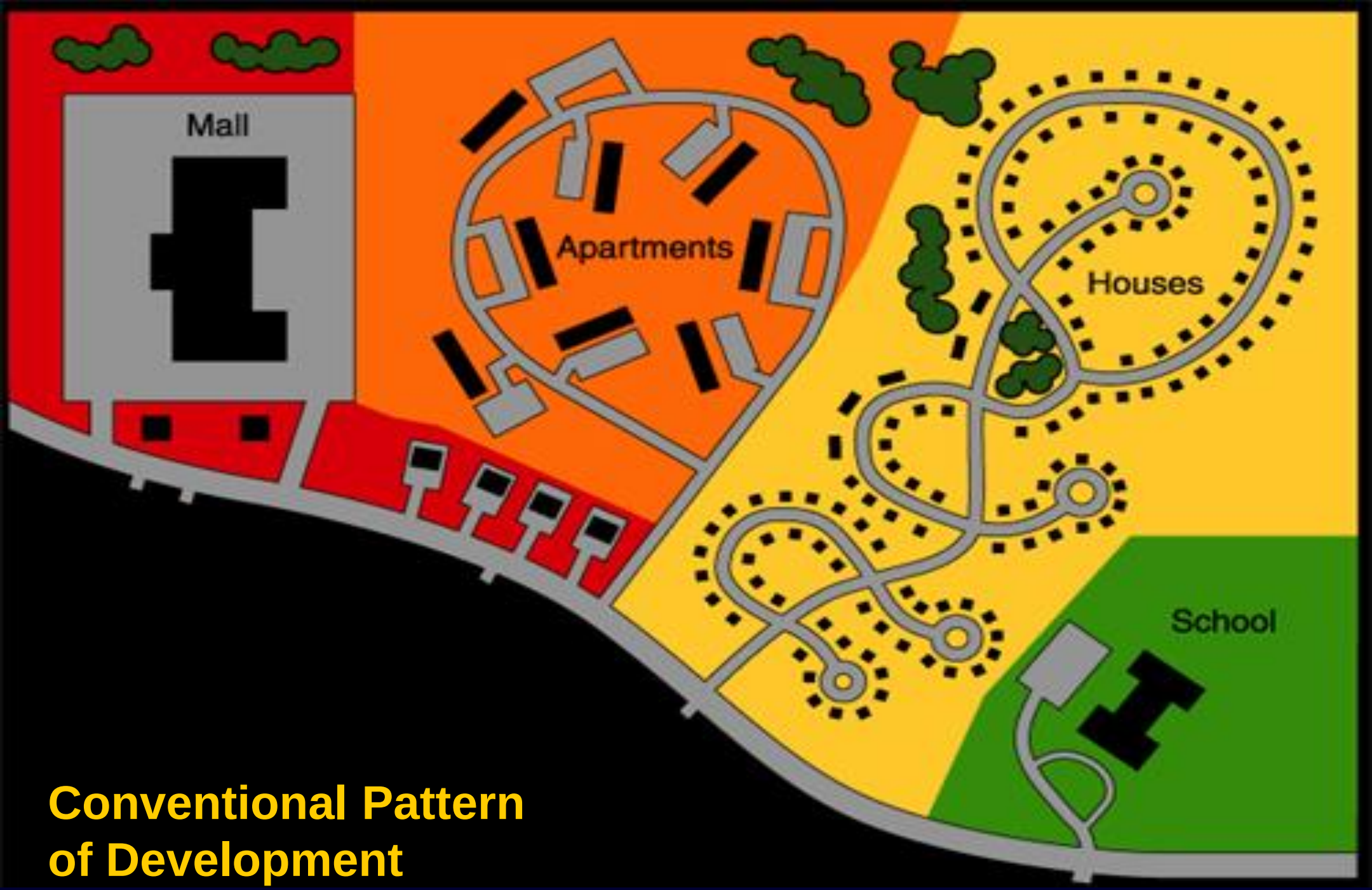
National Household Travel Survey (2009)

Smart Growth America
Making Neighborhoods Great Together

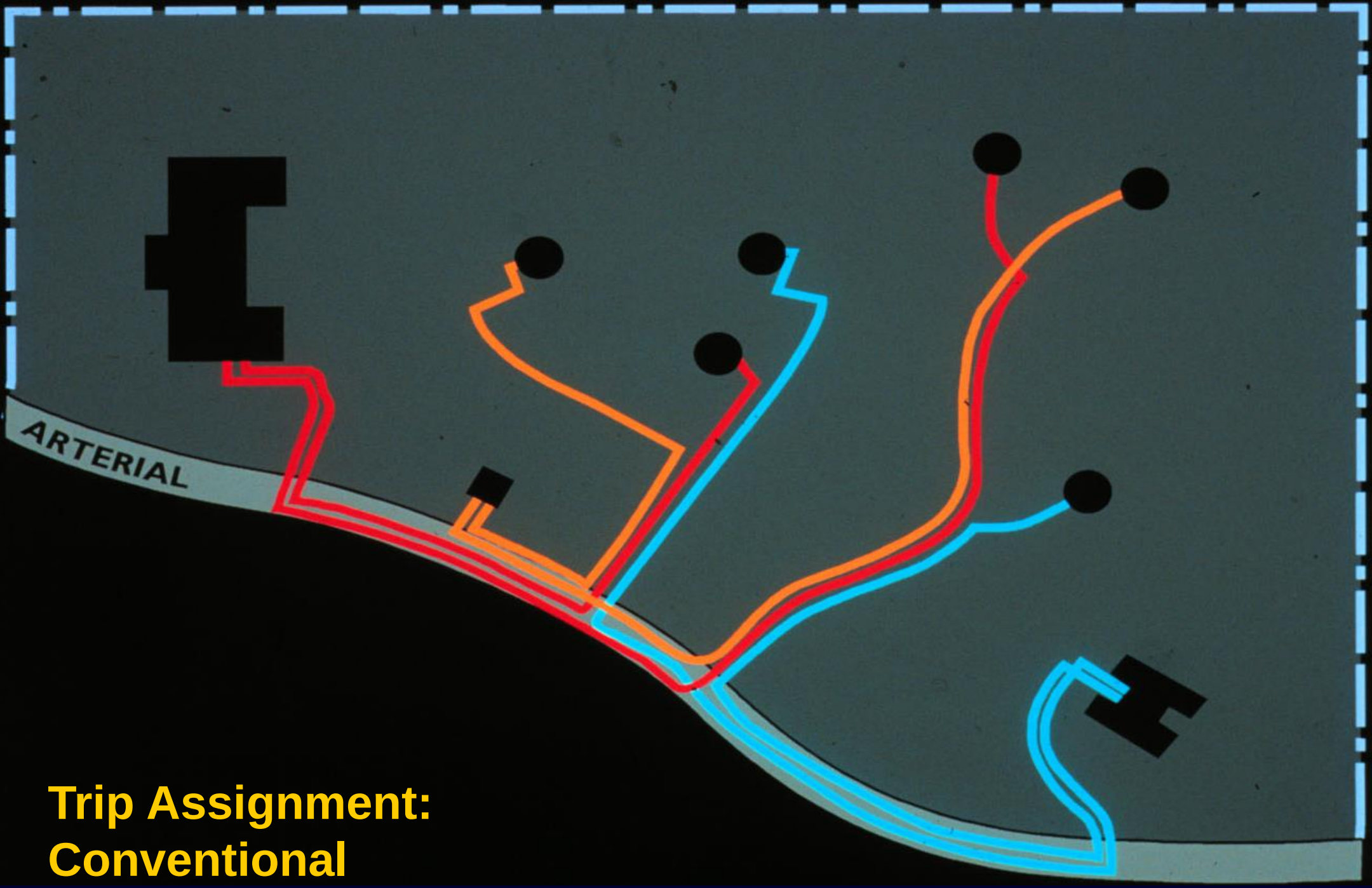
National Complete Streets Coalition

Street Design

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

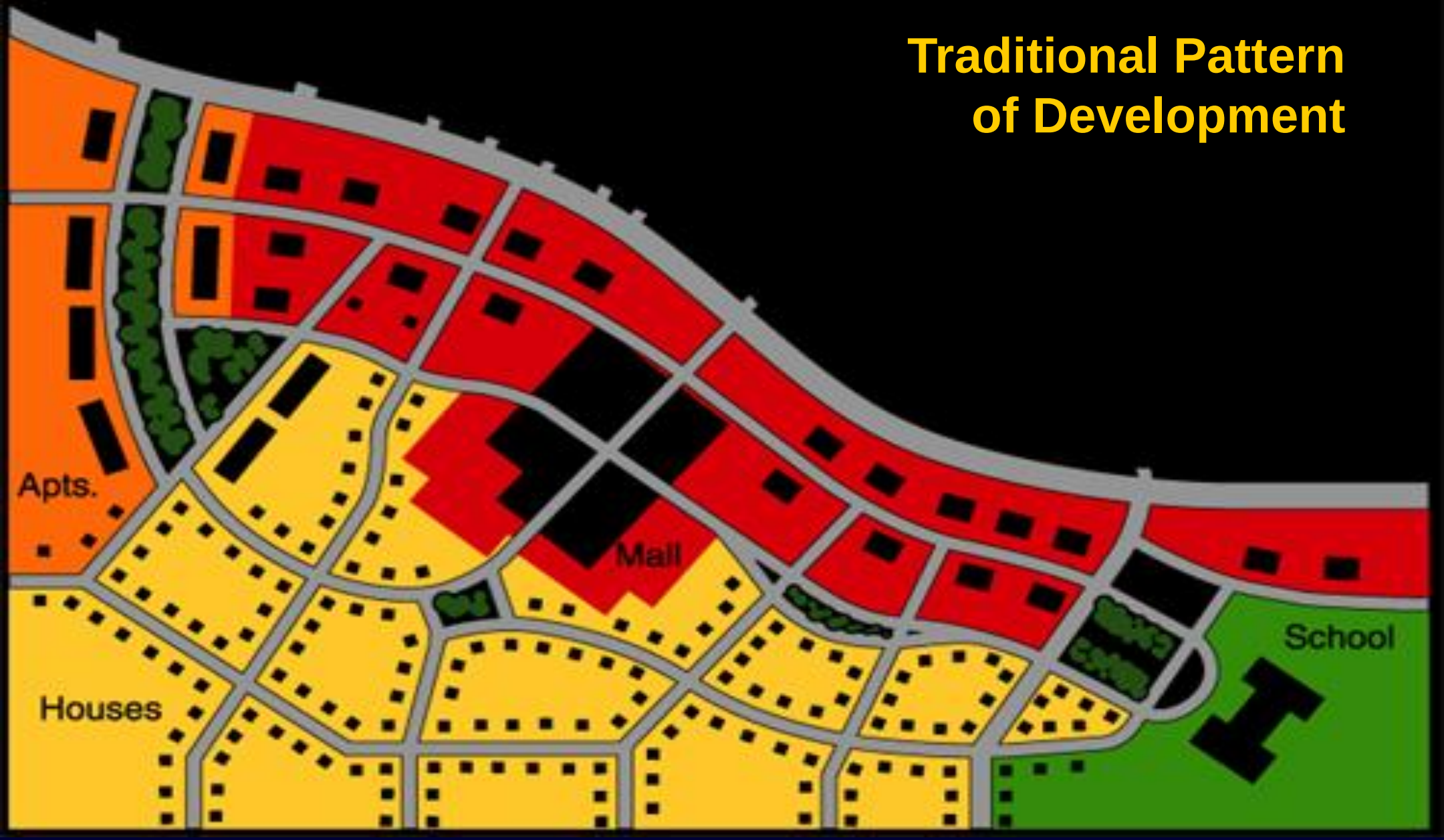


Conventional Pattern of Development

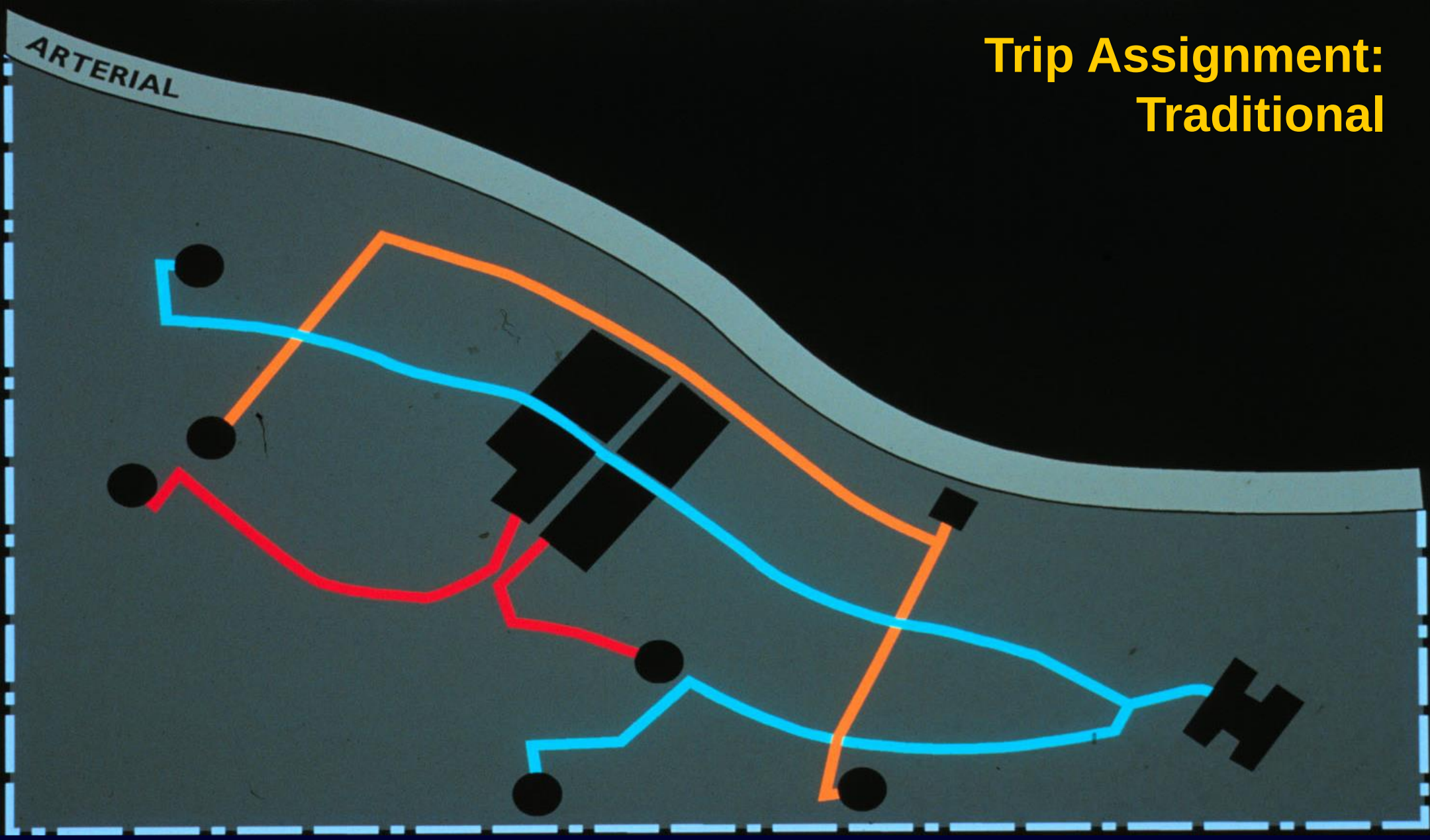


Trip Assignment: Conventional

Traditional Pattern of Development

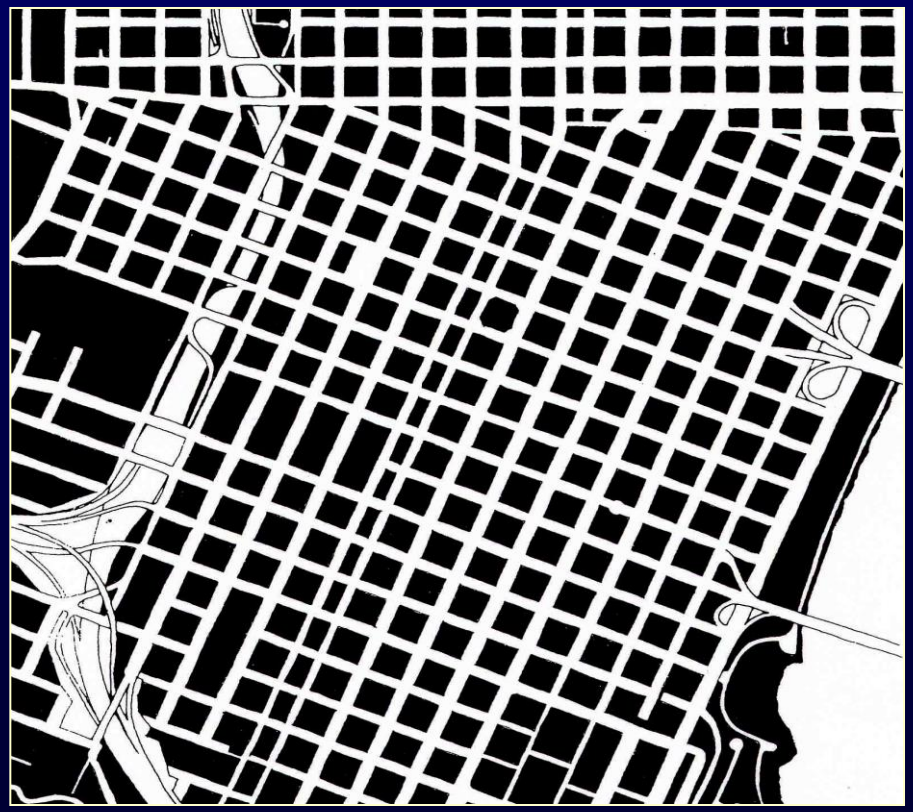


Trip Assignment: Traditional



Traditional vs. Conventional

Central Business Districts at the same scale



Great Streets, Allen Jacobs

Portland, Oregon

Great Streets, Allen Jacobs

Walnut Creek, California

CALIFORNIA CITY COMPARISON

	Safer Cities	Less Safe Cities
Population	65,719	59,845
Population Density	5,736 per sq. mi.	2,673 per sq. mi.
Intersection Density	106 per sq. mi.	63 per sq. mi.
Mode Share		
Driving	84.1%	95.8%
Walking	5.4%	1.7%
Biking	4.1%	0.7%
Transit	6.6%	1.7%
Road Fatalities per 100,000 population	3.2 per year	10.5 per year

Courtesy: Wesley E. Marshall, Ph.D., P.E., and Norman W. Garrick, Ph.D., "**Street Network Types and Road Safety: A Study of 24 California Cities**"

Principles of Safe, Walkable Streets

- Complete Streets designed for people, not just cars
- Friendly to cars, pedestrians and cyclists

Principles of Safe, Walkable Streets

- Streets designed so drivers feel comfortable at slow speeds
  - 15-25 mph on neighborhood streets
  - 25-35 mph on avenues and boulevards

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*

9. Encourage community and stakeholder collaboration in development decisions

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

PLANS FOR
NEW CUTLER
OROSI

Cutler-Orosi Design Charrette – Opening Night Workshop

1. Sidewalk Finished

2. Better lighting

3. Stop sign on Main St

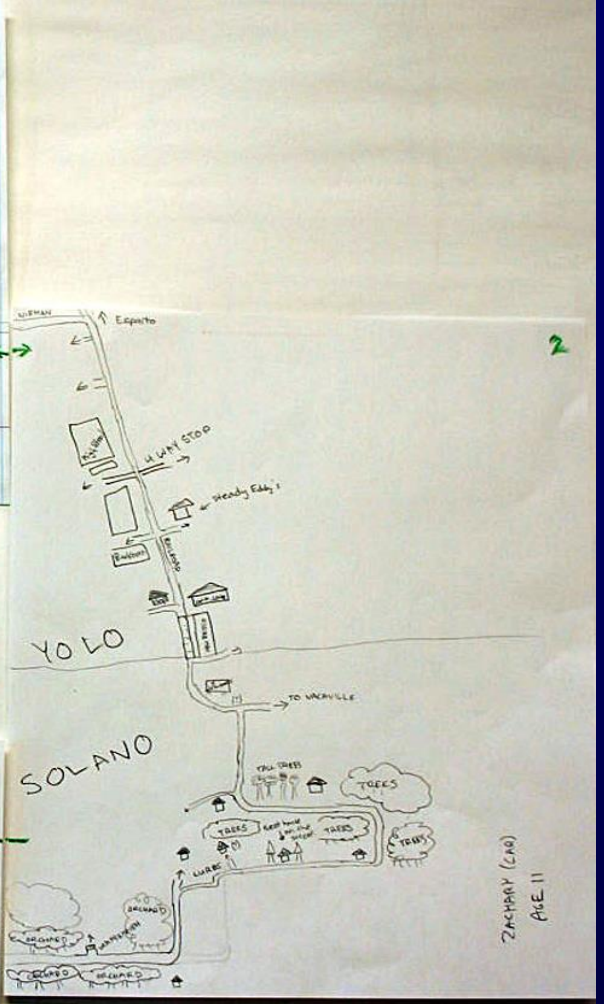
Cutler, CA

Baldwin Park, CA

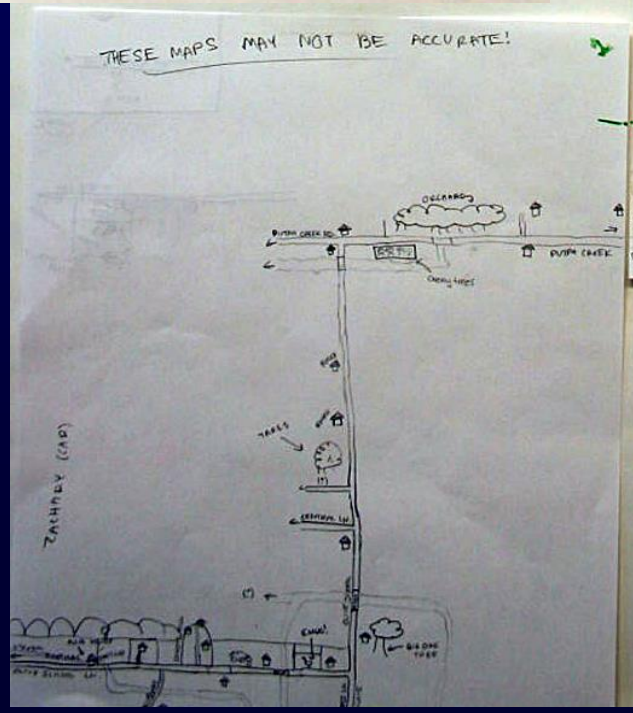
AQUAFINA

EDITING MARKS

EDITING MARKS
MULTIPLICATION



THESE MAPS MAY NOT BE ACCURATE!



Implementation – Public Participation is Key

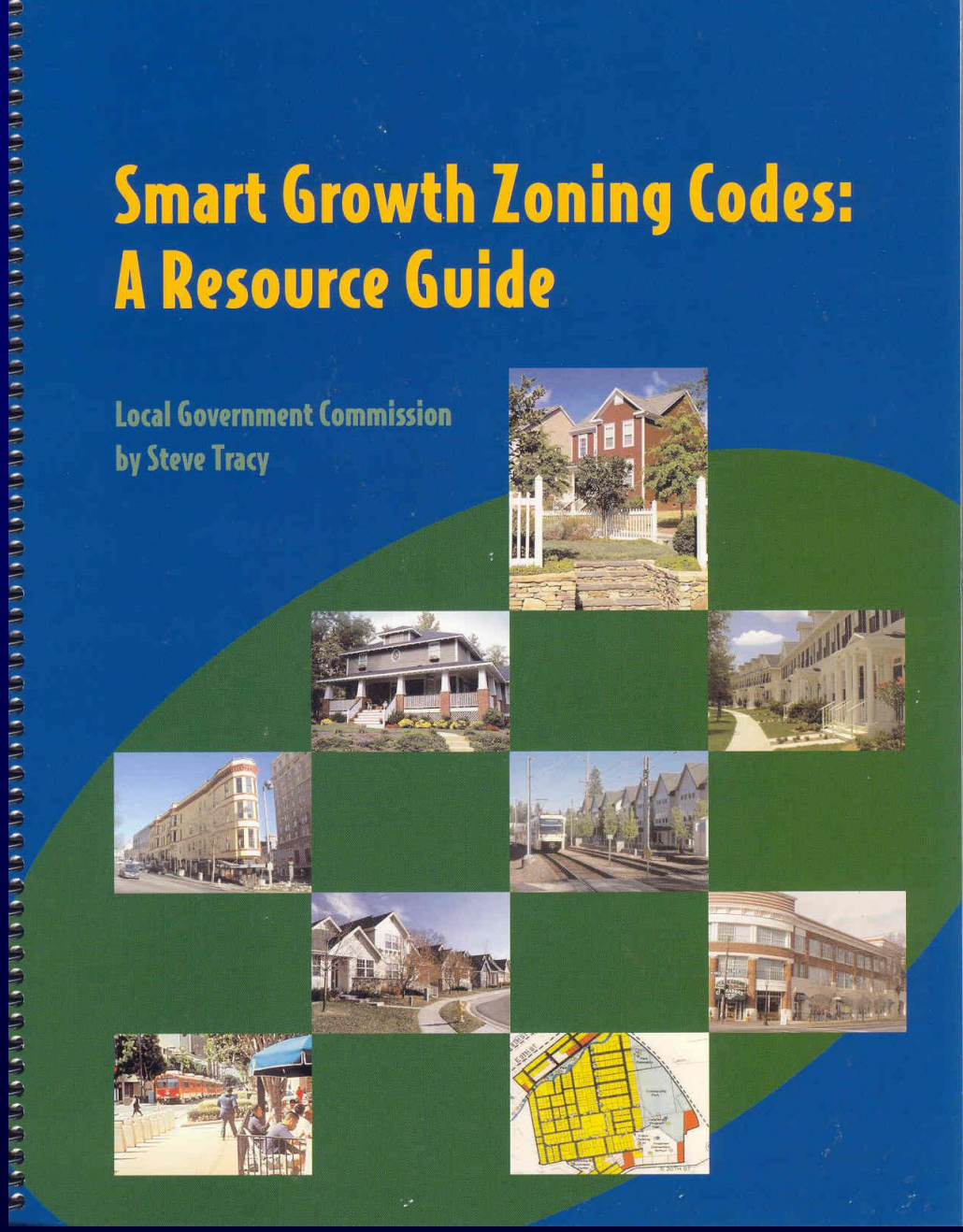
- Get Better Plans
- Engage Residents in their Community
- Good Plans Survive Political Changes
- Way to insure that residents feel not that they have access to City Hall but that they own City Hall

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

- Update comprehensive plan and implementing regulations to incorporate Livable Communities, and apply regulations consistently

LGC's work on Smart Growth Codes

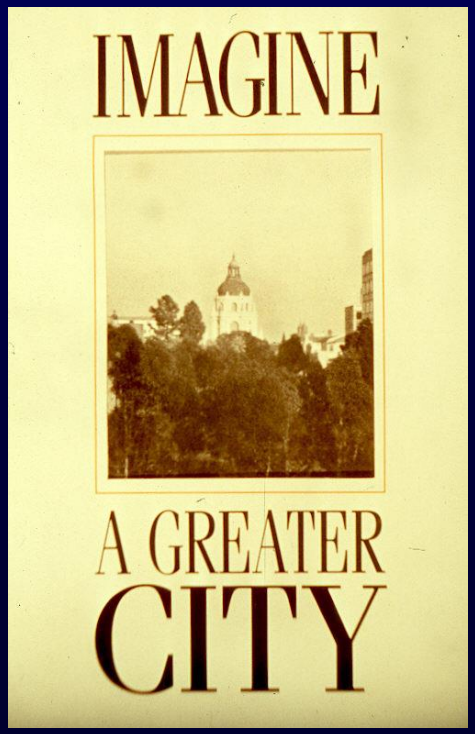
- 2003 published guide on Smart Growth Zoning Codes
- Reviewed over 250 codes and design guidelines from across the nation
- Chapters 1-3 cover comprehensive codes
  - Traditional Neighborhood Development
  - Mixed-Use/Live Work
  - Transit Area Codes



Plan proactively

Develop a Vision for Community

Pasadena General Plan



Plan proactively

Develop a Vision for Community

Pasadena General Plan

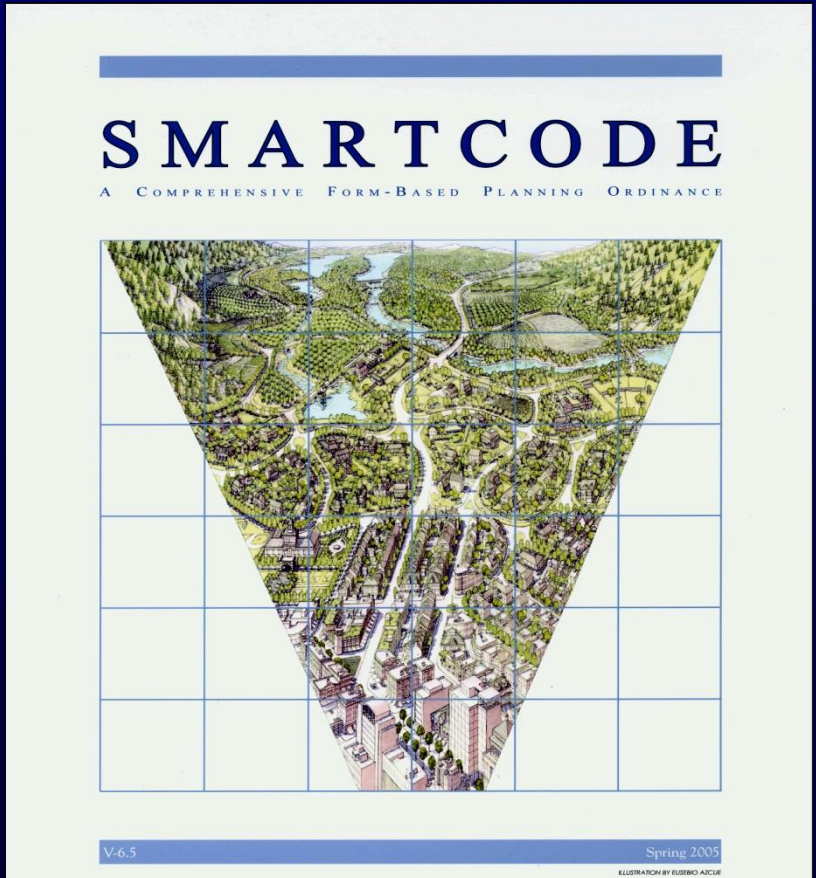
Holly Street Village

Infill, mixed use rental housing

Model:
Early 1990s

Implementing the Vision

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



Source: Duany Plater-Zyberk

Is there a market for Smart Growth?

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

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

NATIONAL ASSOCIATION of REALTORS®

Portland State UNIVERSITY

Smart growth responds to new market preferences

REUTERS/LARRY DOWNING

GOING BACK TO ROCKVILLE

AFTER THE BUST, URBAN-STYLE LIVING IS GAINING MOMENTUM

REUTERS

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

Source: Consumer survey conducted for the National Association of Realtors

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

Questions/Comments

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