California Energy Commission Land Use & Energy Workshop September 22, 2006

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Local Government Commission

Smart Growth

Development or growth that doesn't compromise community's future ability to prosper.

It's not about stopping growth, but directing and managing growth.

It's about providing choices in where we live and work and how we get around.

Smart Growth

- Common Themes
  - Efficient Use of Land
    - Fill in older parts of communities before spreading out, Infill Development
    - 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
    - Design slower, safer, quieter streets
    - Retrofit streets that are too fast through traffic calming

Smart Growth Principles

- Different authors and advocates
  - State of Maryland
  - Local Government Commission
  - Congress for the New Urbanism
  - National Governors Association
  - Smart Growth Network
  - American Planning Association
  - California Futures Network
  - League of California Cities

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

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

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

THE Ahwahnee Principles:

TOWARD MORE LIVABLE COMMUNITIES

by Judith Corbett and Joe Velasquez

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

Local Government Commission

Hallmark

DENTAL
FOR LEASE
949 - 222 - 9176
Main St
ANTONIO PINEDA

The new landscape — The birth of sprawl

NO PED CROSSING
USE CROSSWALK
NO 21
ONE WAY

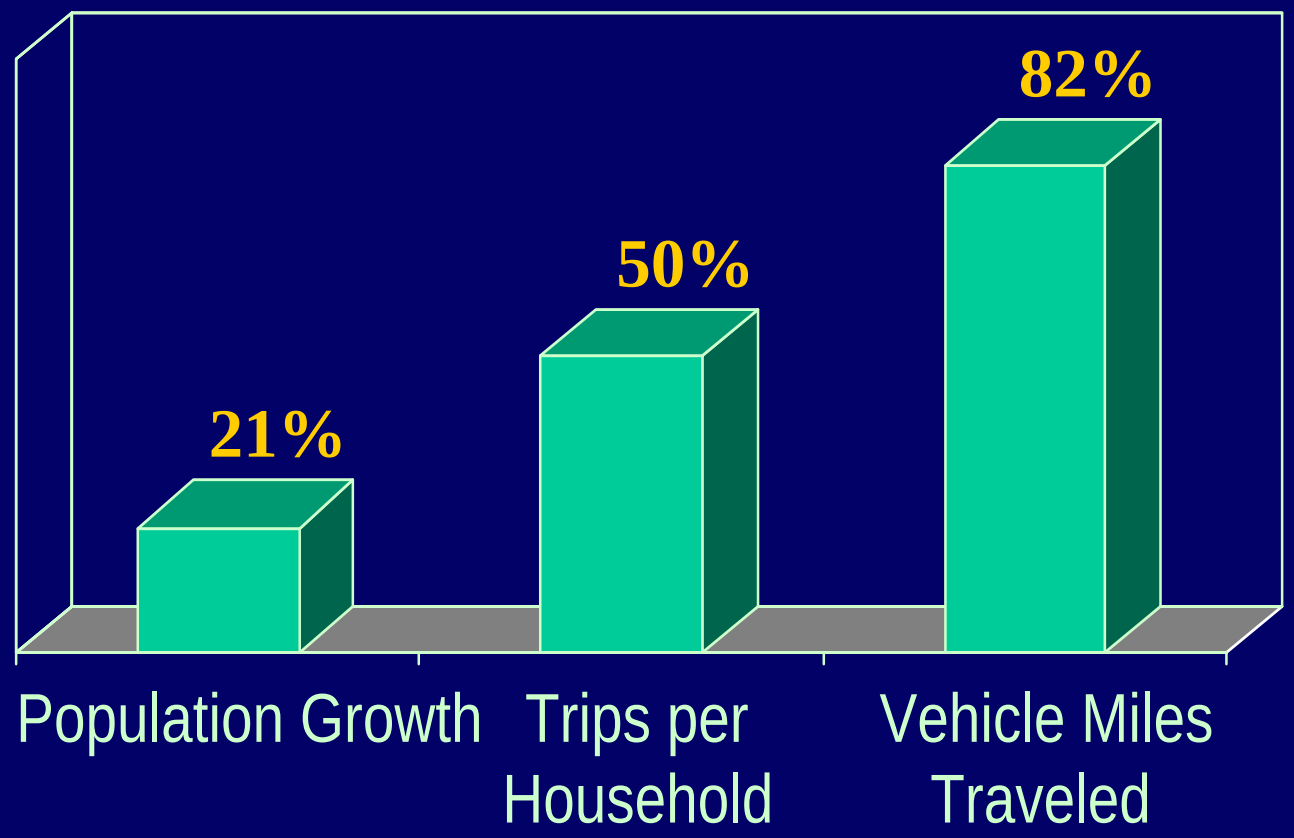
Local Government Commission

JEWELRY

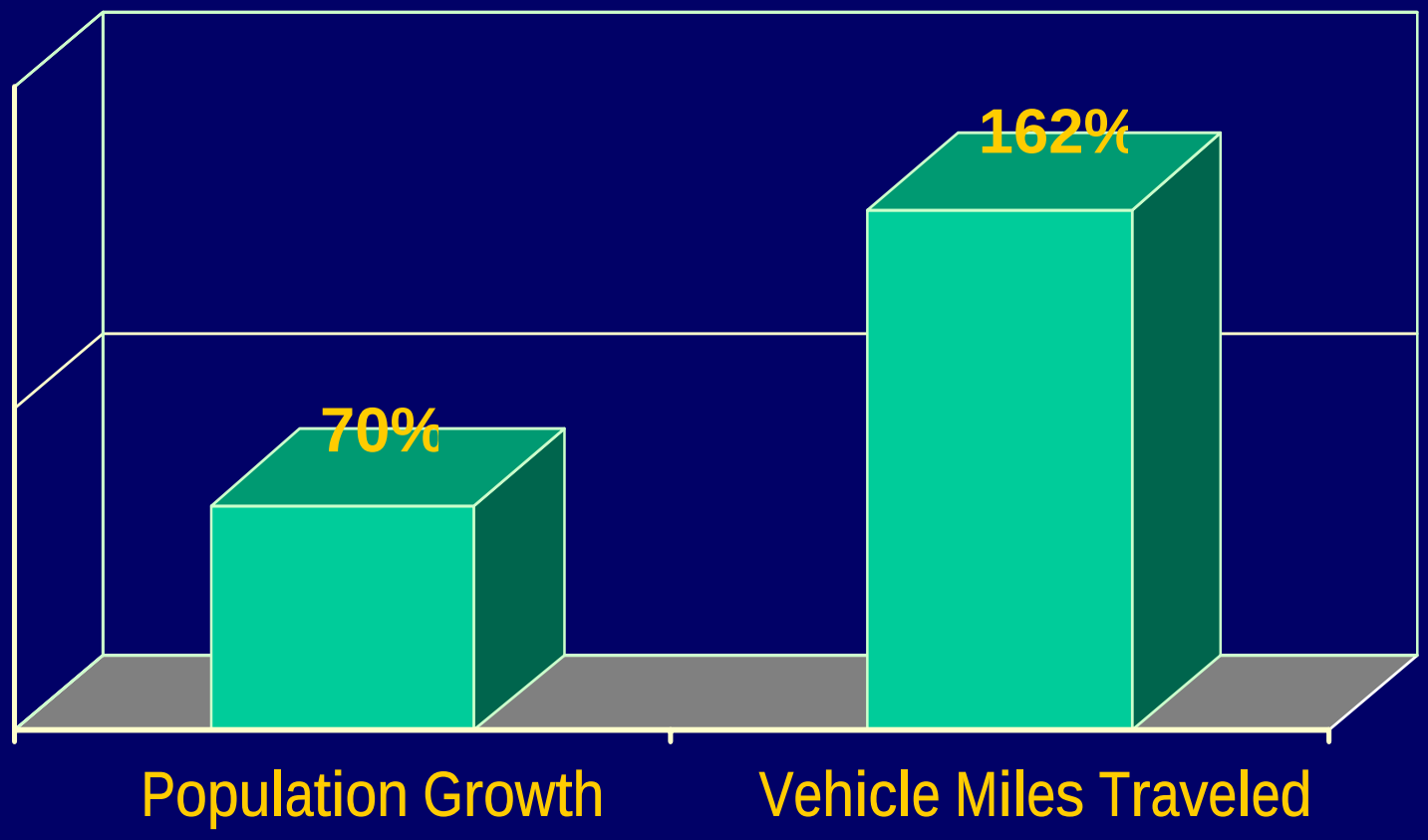
Alternative Patterns of Development

Traditional ***Conventional***

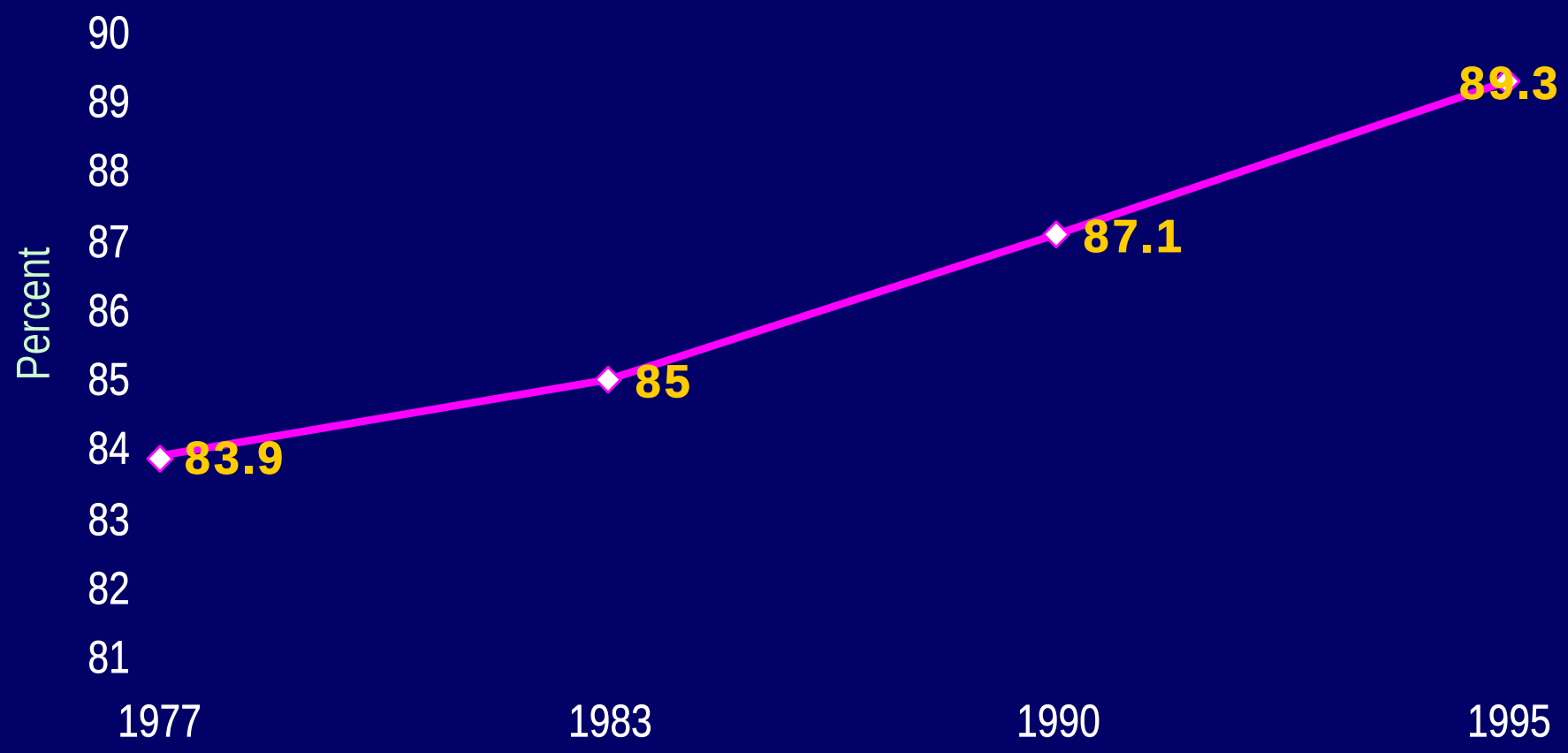
Growth from a National Perspective – 1970-1990



California Population Growth and Transportation — 1970-2000

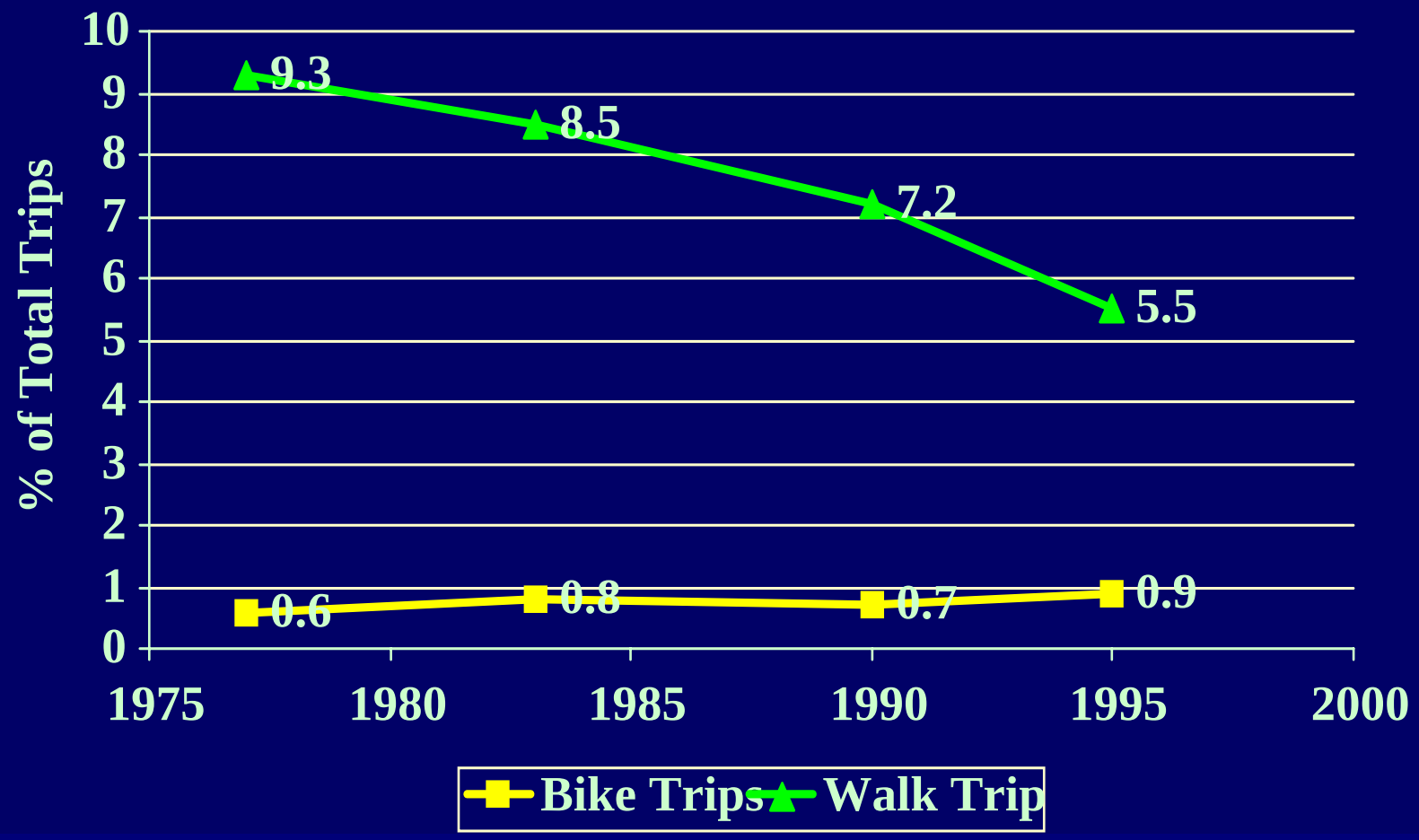


Auto Trips 1977 - 1995



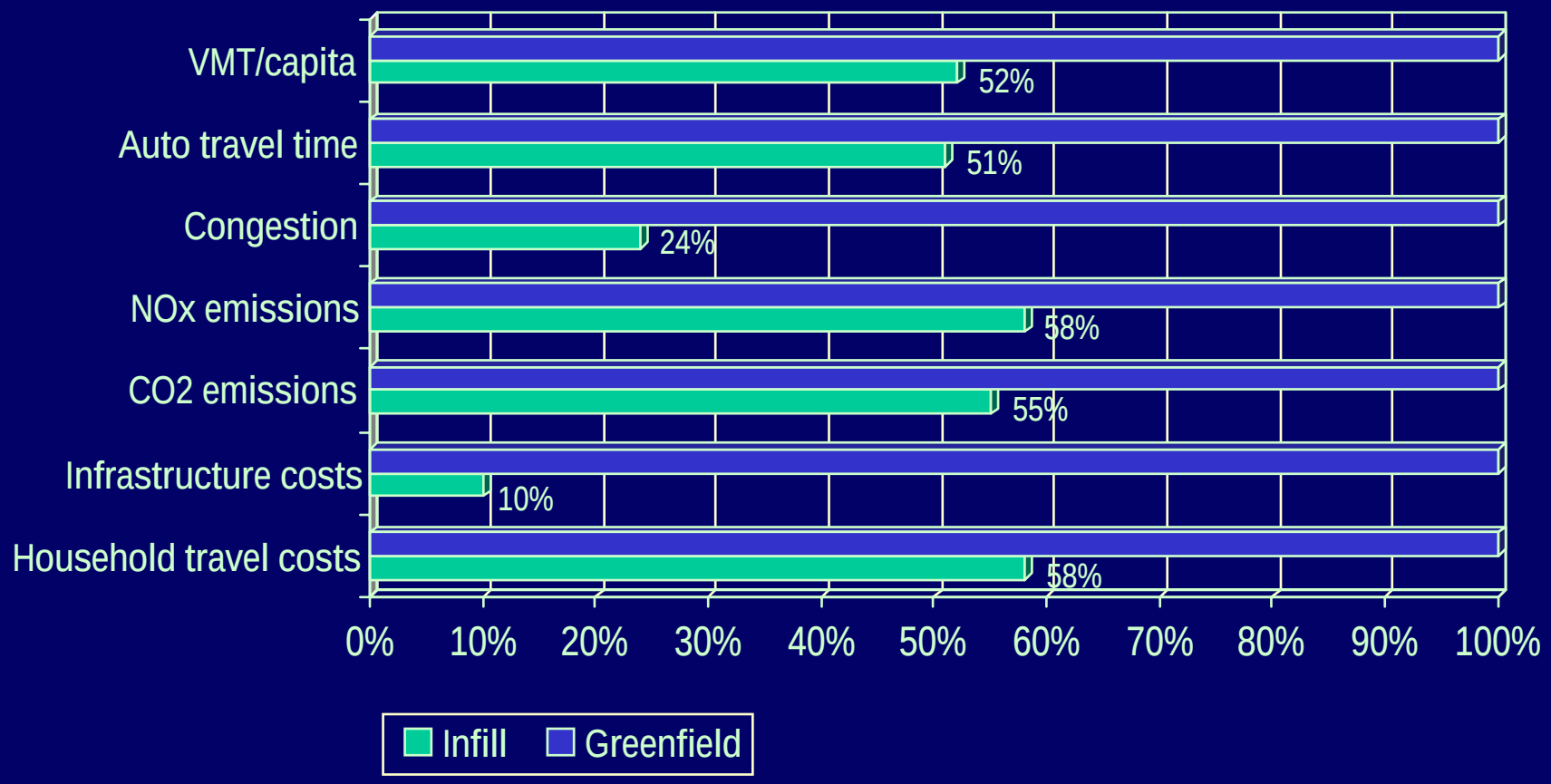
Source: Nationwide Personal Transportation Survey, 1995

Walk and Bicycle Trips 1977-1995



Nationwide Personal Transportation Survey - USDOT

Infill vs. Greenfield in San Diego Region



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

Downtowns instead of malls:

Narrow streets instead of wide ones:

Parking structures instead of large surface lots:

Mixed use instead of single use:

Walking & transit instead of car:

Townhouses or small lot houses versus sprawling large lot residential:

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. Create Walkable Neighborhoods
7. Provide a Variety of Transportation Choices
8. Make Development Decisions Predictable, Fair and Cost Effective
9. Encourage Community and Stakeholder Collaboration
10. Foster Distinctive, Attractive Communities with a Strong Sense of Place

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

Cost of Sprawl

Capital Cost of Services for a Single Dwelling Unit

Development Pattern	Capital Cost (1987 Dollars)
Smart Growth (Mix of housing types)	$18,000
Low density sprawl	$35,000
Sprawl, 10 miles from existing development	$48,000

Frank, James E. *The Costs of Alternative Development Patterns: A Review of the Literature,* Washington, DC: Urban Land Institute, 1989

Cost of Sprawl

Cost for Roads	25% more
Cost for Utilities	15% more
Cost for Schools	5% more
Other Costs	2% more

Burchell, Robert, *Economic and Fiscal Impacts of Alternative Land Use Patterns*, Rutgers University, 1996.

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

Conversion of old office building to residential lofts

San Diego, California

Benefits of Infill

- Revitalize town centers, neighborhoods
- Provide more housing options
- Support transit service
- Use land more efficiently
- Reduce costs for infrastructure/services
- Preserve agriculture
- Conserve open space

Aggie Village

Single-family homes, bike path and retail

Aggie Village

Cottages Fronting Bike Path

Local Government Commission

Aggie Village

Duplexes

Aggie Village

Davis Commons Retail Center

Infill Development

Metro Square

Midtown Sacramento, CA

Infill Development

Kettner Row

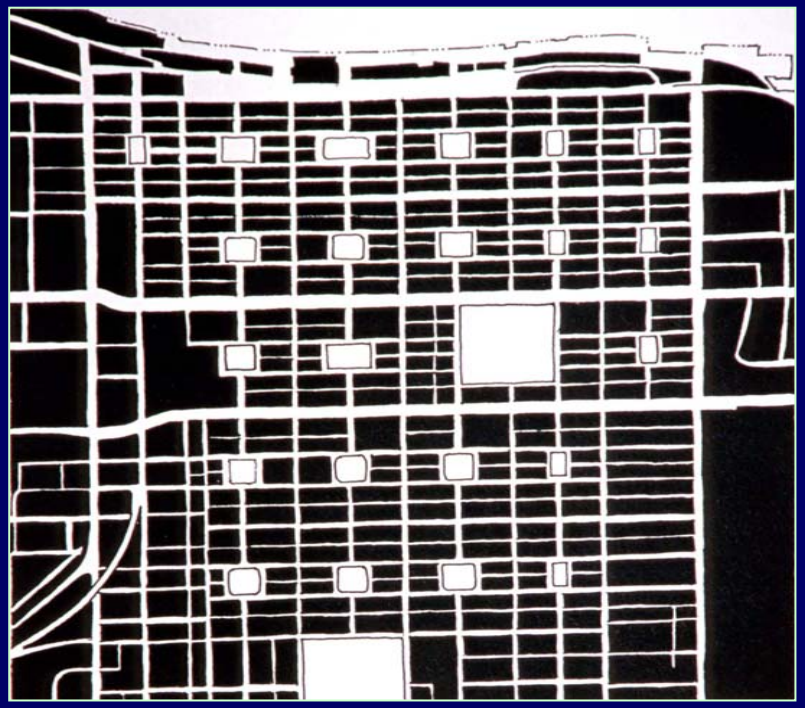
San Diego

3. Take advantage of compact building design

- More efficient use of land
- Preserves open space, agriculture
- Provides more affordable housing
- Provides greater housing choices
- Supports transit service
- Supports retail near housing
- Reduces traffic congestion

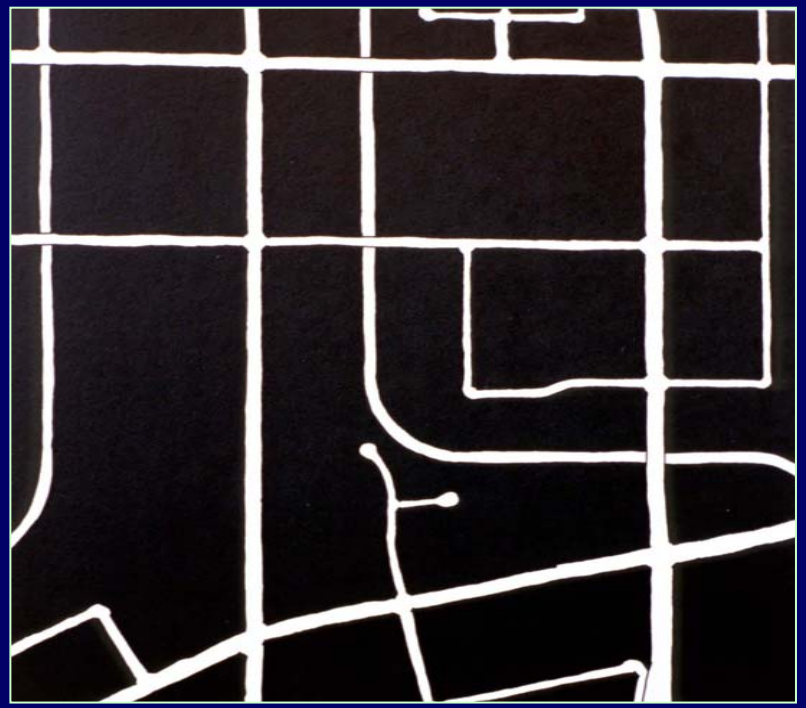
Traditional vs. Conventional

Central Business Districts at the same scale



Great Streets, Allen Jacobs

Savannah, Georgia



Great Streets, Allen Jacobs

Irvine, California

Traditional Compact Development

Apartments

Traditional Compact Development

Small lot housing

New Compact Development

Santa Ana, CA

New Live/Work Housing for Artists in Downtown

Neotraditional Neighborhood

The Crossings Mountain View, CA

4. Mix land uses

- Provide retail or personal services near housing
- Incorporate parks, schools, and other public facilities

Housing over retail shops

Sacramento, CA

Local Government Commission

Housing over coffee shop

Davis, CA

Local Government Commission

Mixed Use — New Main Street

Brea, CA

Local Government Commission

Housing over retail

Baldwin Park, Orlando, FL

Housing next to retail

Salinas, CA

Local Government Commission

Housing over retail

Sacramento, CA

Local Government Commission

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

Local Government Commission

Single-family homes with accessory units

Brea, CA

Local Government Commission

Hillview Oaks

Attached Single Family Homes, Petaluma, CA

Local Government Commission

Hillview Oaks

Attached Single Family Homes, Petaluma, CA

Local Government Commission

6. Create walkable communities

Mix land uses, build compactly, and provide safe and inviting pedestrian corridor

Calistoga, CA

Local Government Commission

Santa Barbara, CA

Local Government Commission

SOLVANG
BAKERY
Gifts The Solvang Bakery Cakes
DENMARK
Coffee

Solvang, CA

How to fix what we have

How to fix what we have

How to fix what we have

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

Principles of Safe, Walkable Streets

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

Principles of Safe, Walkable Streets

Streets designed so drivers feel comfortable at slow speeds

- 15-25 mph on neighborhood streets
- 25-35 mph on avenues and boulevards

Principles of Safe, Walkable Streets

Narrower streets are slower and safer

- Longmont, CO study of 20,000 accidents
  - Found street width had the greatest relationship to injury accidents
- Accidents/mile/year were higher on wider streets
  - 40-foot wide street 2.23 a/m/y
  - 36-foot wide street 1.21 a/m/y
  - 24-foot wide street 0.32 a/m/y

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

Designing Safe, Walkable Streets

To create tree canopy you need a planting strip next to the street

7. 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

Local Government Commission

Portland Trolley

Monterey Transit

Santa Barbara Waterfront Shuttle

Local Government Commission

Local Government Commission
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Sacramento, CA 95816
916-448-1198
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