



Smart Growth Best Practices

Putting Smart Growth Policy into Practice





Smart Growth Best Practices

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Smart Growth Best Practices

Introduction

Making Smart Growth Policy Accessible

Smart Growth is a set of principles that guides development into more compact, interconnected, mixed use patterns. This pattern produces more vibrant communities, healthier land and has proven to be more sustainable. Smart growth development has been shown to reduce the number of miles that people travel by vehicle every day and it has also proven to use less energy overall than more sprawling communities.

Compact development does not mean exclusively high-rise or even uniform high density; it does mean higher average densities from a mix of housing types. Compact development features a mix of land uses, strong population and employment centers, interconnected streets, and design of both structures and public realm at a human scale. This matrix of smart growth best practices will concentrate on land use policies and regulations that can lead to sustainable smart growth communities while supporting good development, good developers and great neighborhoods. It features real examples of those practices as they are being used and especially includes Idaho examples.

Smart Growth Principles and Policies

In the principles and policies section you will find a list of smart growth best practices. It is predicated on the ten recognized smart growth principles and describes each of these principles and their intent. Underneath each is a list of policies and regulations that can be used to implement that principle. Following that are examples of those policies in practice. The examples include descriptions of the specific policy or regulation that shows how they are working in practice with links to detailed information on each one.

Appendix – Definitions, Resources

The Appendix includes definitions of terms in the document and a listing of resources that was used in developing this matrix of best practices. That section includes a short description of the article or publication used as a reference and a link to the full publication for those interested.

SMART GROWTH PRINCIPLE #1

Provide a Variety of Transportation Choices

Many communities are designed so that residents are almost completely dependent on driving. With no other options, we have to take our cars for nearly every trip (going to work, the store, to school, to a park, etc.). Many places don't have sidewalks making short walks difficult. Providing a variety of transportation options – like safe and reliable public transportation, sidewalks, bike paths and walking trails – promotes and improves health, conserves energy and safeguards the environment. We can only reduce our dependency on automobiles if there are other attractive and convenient ways to get there that are also effective and efficient.

There are also many members of our communities who can't drive or don't have access to a car. Providing transportation options creates communities where our seniors, young people below driving age, the less well to do and the disabled can all live comfortably.

Smart Transportation Policies and Regulations

- Design Transportation Improvement Program to serve all modes
- Support pedestrian and bicycle travel in your Comprehensive Plan
- Utilize technology to provide real time information to transit riders
- Create comprehensive bicycle and pedestrian planning programs
- Adopt a connectivity index for your roadway system
- Consult with emergency responders when developing smart road designs



Idaho Examples of Smart Transportation Implementation

ACHD – Bicycle Plan

- *Create comprehensive bicycle & pedestrian planning programs*

The Pedestrian-Bicycle Transition plan has been in development since 2003 as part of the Ada County highway District's (ACHD) efforts to comply with the Americans with Disabilities Act of 1991. The act tasks government entities like ACHD to undertake self-evaluations and to develop plans to address how programs and infrastructure can and should be modified to meet the needs of those with mobility challenges.

The development of this plan has been a major undertaking, requiring the District to conduct on-the-street cataloguing of the pedestrian and bicycle system, resulting in an inventory of more than 19,000 street corners and 1,400 centerline miles of pedestrian facilities.

As a result, ACHD is one of only a few countywide entities in the United States to have completed this effort, which ultimately addresses mobility options for all Ada County residents. The plan recommends improvements to the bicycle and pedestrian infrastructure within ACHD's jurisdiction and outlines a prioritization process and timeline toward completion of those improvements.

http://www.achd.ada.id.us/Departments/PP/Ped-Bike_Plan.aspx

<http://www.achd.ada.id.us/Community/BikeResources.aspx>

<http://www.achd.ada.id.us/Community/ACHDSRTS.aspx>

<http://www.achd.ada.id.us/Community/Default.aspx>

SMART GROWTH PRINCIPLE #2

Mix Land Uses

Mixing land uses is critical to creating walkable neighborhoods. By building stores, offices and residences to be close to (or on top of) each other in appropriate locations, we allow people to work, shop and enjoy recreation close to where they live. It makes driving trips shorter, transit, walking and biking more convenient (encouraging a healthier lifestyle), protects the environment, lowers transportation costs and conserves energy.

Mixed Use Policies and Regulations

- Develop Comprehensive Plans that envision mixed use nodes
- Create sub-areas within your city and plan for a mix of uses in those sub-areas
- Adopt a Specific Area Ordinance and plan mixed use nodes
- Update zoning codes and use more design based zoning such as form-based codes
- Plan to allow neighborhood size commercial areas within residential neighborhoods
- Adaptively reuse closed/obsolete institutional, warehouse and similar buildings



Idaho Examples of Mixed Use Implementation

City of Boise – Harris Ranch Specific Plan

- *Adopt a Specific Area Ordinance and plan mixed use nodes*

Harris Ranch at build out will achieve a true mixed-use community using the Specific Plan Ordinance adopted by the City of Boise. The plan calls for relative high density, a good jobs and housing balance, diversity in housing, and a well-connected transportation system that encourages walking, biking, and transit while offering efficiency for drivers. Housing densities range from 3 units/acre at the edges to 12 units/acre in the core. Development is centered around a new 'main street' along Warm Spring Avenue with a mix of commercial, retail and urban style housing. The Specific Plan Ordinance ensures this balance through carefully crafted and unique zoning requirements that were adopted as part of the specific plan. Those requirements include defined percentages of residential to commercial development in each phase of the overall plan, and detailed form based design standards. As Boise's first Specific Plan, Harris Ranch chartered new waters for development in the city.

Harris Ranch:

[http://www.cityofboise.org/Departments/PDS/PDF/Harris%20Ranch/12-22-06%20Application%20Submittal/12-20-2006%20Vol%20A/4HARRISRANCHSPECIFICPLAN-Code\(3.54MB\).pdf](http://www.cityofboise.org/Departments/PDS/PDF/Harris%20Ranch/12-22-06%20Application%20Submittal/12-20-2006%20Vol%20A/4HARRISRANCHSPECIFICPLAN-Code(3.54MB).pdf)

Specific Plan Ordinance:

http://www.cityofboise.org/Departments/City_Clerk/PDF/CityCode/Title11/1122.pdf

City of Meridian – Ten-Mile Specific Plan

- *Adopt a Specific Area Ordinance and plan mixed use nodes*

This plan will guide the future development of the Ten Mile Interchange area in a manner that is acceptable and beneficial to all interested stakeholders. The Plan focuses on matters of land use, access, mobility, sustainability, and quality and emphasizes transit oriented development patterns.



Smart Growth Best Practices

Making Smart Growth Policy Accessible

The Ten Mile Interchange Area will look, feel and function differently than a typical commercial area or residential subdivision. Many residential uses will occupy the second and third levels of buildings above retail, office and light industrial uses on the ground floor. In some commercial areas, residential uses may occupy the lowest levels of buildings.

Unlike many commercial and employment districts, the Ten Mile Interchange Area will not empty out at 5pm when employees leave work. For many employees, home will be upstairs, around the corner, or down the street. This area allows a range of land uses—from industrial to residential to commercial—in close proximity to one another. This mix, anchored by a lifestyle center, will create an exciting atmosphere for residents and a unique new area of Meridian.

http://www.meridiancity.org/planning_zoning/docs/ten%20mile%20interchange%20specific%20area%20plan_full.pdf

SMART GROWTH PRINCIPLE #3

Create a Range of Housing Opportunities and Choices

Not everyone has the same housing wants or needs. Some singles prefer to rent small apartments, young couples need starter homes, families need room to grow, some empty nesters look to downsize close to services and elders may need a caring community. The citizens of our communities should be able to live close to their families and friends even as their life-stages and needs change. Community workers (policemen, firemen, teachers, etc.) should be able find homes they can afford within the community. Our neighborhoods should offer a range of options: single-family houses of various sizes, duplexes, garden cottages, and condominiums, affordable homes for low or fixed-income families, “granny flats” and accommodations for dependent elders.



Housing Options Policies and Regulations

- Adopt requirements for a range of housing types in zoning codes
- Provide incentives for affordable or workforce housing
- Work regionally on fair share affordable and workforce housing targets
- Use transportation funds to incent housing near transit
- Adopt tax incentive programs for mixed-income developments

Idaho Examples of Housing Options Implementation

City of Garden City – Garden City Code

- *Adopt requirements for a range of housing types in zoning codes*

In 2006 Garden City adopted a new Comprehensive Plan calling for new development that concentrates on creating a range of housing types. It is being actively implemented through the complete overhaul of the Garden City development code. The ordinance creates several mixed housing overlay districts; each is distinct but all include incentives and regulations that facilitate a mix of uses, diverse housing types, pedestrian scale, connectivity, future transit, open space, increased density, and reduced reliance on cars. They include:

Neighborhood Commercial Node Zoning Overlay District (NCN) that allows for neighborhood centers to create a focal point for activity that is compact and walkable, while balancing the protection of existing development;

Transit Oriented Development District (TOD) that encourages uses and a built environment to support transit at nodes identified as future locations for transit stops;

Mixed Use Overlay: Rather than the traditional Euclidian Zoning model of separating uses, this overlay zone applies to the entire Original Town Site and encourages a mix of housing and supporting commercial development;

Work Live Create is a voluntary overlay district emphasizing form and design over use, allowing a structure to combine commercial or light manufacturing with residential. Incentives include greater flexibility in location, size and height, and reduced parking.

<http://www.gardencityidaho.gov/office.com/vertical/Sites/%7BA16794C5-94AE-4C54-B8E9-ADC537012C3F%7D/uploads/%7BFF69422B-DB22-42D8-BAFA-D3AEA53D468B%7D.PDF>

City of Meridian – Traditional Residential and Commercial Zone Districts

- *Adopt requirements for a range of housing types in zoning codes*

The purpose of the traditional neighborhood districts is to encourage mixed use, compact development that is sensitive to the environmental characteristics of the land and facilitates the efficient use of services. Vertically integrated residential projects are encouraged in all traditional neighborhood districts. A traditional neighborhood district diversifies and integrates land uses within close proximity to each other, and it provides for the daily recreational and shopping needs of the residents.

- A. The Old Town district accommodates and encourages further intensification of the historical city center, to encourage its renewal, revitalization and growth as the public, quasi-public, cultural, financial and recreational center of the city. Public and quasi-public uses integrated with general business, and medium high to high density residential is encouraged.
- B. The Traditional Neighborhood Center district serves as the focal point of a neighborhood center, containing retail, commercial, and community services to meet the daily needs of community residents within a one to two (2) mile radius that is pedestrian oriented and includes uses such as small scale retail, restaurants, recreational, personal services, public or quasi-public uses, churches, and attached and multi-family dwellings.
- C. The Traditional Neighborhood Residential district provides for a variety of residential uses from single-family to multi-family with alley access, include open spaces, and promote pedestrian activity and safe vehicular movement through well designed and varied streetscapes. The maximum density of a district is fifteen (15) units per acre and the minimum density is eight (8) units per acre. Districts should be generally located adjacent to neighborhood center districts, along a transit corridor, or within a mixed use neighborhood.

http://www.sterling.webiness.com/codebook/index.php?book_id=306

SMART GROWTH PRINCIPLE #4

Create Walkable Neighborhoods

Walkable neighborhoods offer the opportunity to walk by providing safe sidewalks, but also somewhere to walk to — such as the corner store, the transit stop or school. Walkable neighborhoods are safer for children who can walk or bike to school or the local park without dodging high-speed traffic, and are healthier for our seniors who can get their daily exercise walking to their friends' homes or a nearby restaurant. Walkable neighborhoods reduce transportation costs by offering choices to take some trips without using our cars and they create more opportunities to get to know our neighbors when we meet them on the sidewalk (rather than just recognizing each other's car as we drive past each other). Compact, walkable neighborhoods encourage healthier lifestyles (more walking!), protect the environment and save costs and energy by reducing car dependence.

Walkability Policies and Regulations

- Adopt Complete Streets or comparable standards
- Develop and implement a pedestrian master plan
- Design and execute Safe Routes to School programs
- Adopt pedestrian friendly standards for sidewalk design
- Develop a traffic management (traffic calming) plan to enhance pedestrian safety



Idaho Examples of Walkability Implementation

City of Sandpoint – Sidewalk Ordinance

- *Adopt pedestrian friendly standards for sidewalk design*

The ordinance requires curb gutter and sidewalk with nearly all new construction, or reconstruction and significant remodel where there is no existing sidewalk or the existing sidewalk is deteriorated.

It requires ADA compliant curb cuts at corners and extensions across alleys. Standards include minimum width of five feet, separation from the roadway where practicable and detailed requirements to ensure quality of materials and construction and it requires maintenance including snow removal. To fine the ordinance:

<http://www.cityofsandpoint.com/Public%20Works/public%20works/sidewalkperdesign71906.pdf>

for design details scroll to the bottom of the page at:

http://www.cityofsandpoint.com/publicworks_streets.asp

SMART GROWTH PRINCIPLE #5

Encourage Community and Stakeholder Collaboration

We encourage and nurture the community spirit when ordinary citizens, civic and business groups, and institutions come together to identify the shared values and common vision of what we want our communities to be. We strengthen our communities even further when we work cooperatively to realize our shared vision.

Community spirit, built on the pride of association and the sense of civic responsibility, creates strong, cohesive communities—the kind of places where our young people can grow to understand the responsibilities of citizenship and where everyone can give back to the roots that nurtured them.



Collaboration Policies and Regulations

- Require neighborhood outreach before applications are filed
- Develop educational opportunities about smart growth policies
- Use strong public participation models for planning processes
- Encourage planning methods that include public participation
- Utilize visual preference tools and surveys to illustrate smart growth
- Use mediation processes on controversial developments

Idaho Examples of Stakeholder Collaboration Implementation

COMPASS – Communities in Motion

- *Use strong public participation models for planning processes*

The Community Planning Association of Southwest Idaho (COMPASS) has adopted a policy of strong public involvement to include “an active public involvement process that provides comprehensive information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans.”

Communities in Motion (CIM) is the regional long-range transportation plan for Southwest Idaho. The CIM planning process identified a broad vision, community goals, objectives, and measurable tasks by engaging over 2000 residents in the process. These stakeholders, and elected officials participated jointly in developing the plan that projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment and used scenario planning to develop a vision for land use, known as “Community Choices” that addresses: how land use affects transportation; how investments in transportation influence growth; what the transportation system is supposed to achieve; how transportation projects are selected; and how transportation projects serve regional needs

The International Association for Public Participation (IAP2) selected CIM, from a slate of 22 worldwide, as one of five projects awarded the 2007 Project of the Year Merit Award winner for its use of innovative public participation techniques and for successfully involving the public in the planning process.

<http://www.compassidaho.org/prodserv/reglrtranpl.htm>

<http://www.communitiesinmotion.org/plandocuments.html>

<http://www.compassidaho.org/people/publicinvolvement.htm>

SMART GROWTH PRINCIPLE #6

Foster Distinctive, Attractive Communities with a Sense of Place



We give everyone who lives in our communities a greater sense of belonging (and "*being home*") when we create distinctive communities that celebrate our natural settings and reflect the character and values of the people who live there. We also contribute to our community's unique sense of place when we intentionally provide welcoming public spaces, preserve spectacular vistas, define well-designed focal points (including civic buildings) and encourage appropriate architectural styles and scales of neighborhoods.

Placemaking Policies and Regulations

- Identify community values and valued places in comprehensive plans
- Establish historic preservation ordinances and districts
- Develop public gathering places
- Strengthen community identity with distinctive signage and maps
- Develop and highlight cultural assets and public art
- Engage the community and reflect their values
- Protect valued assets such as waterfronts, trails and hillsides

Idaho Examples of Placemaking Implementation

City of Caldwell – Indian Creek Project

- *Develop public gathering places*

The City of Caldwell has undertaken an aggressive effort to revitalize the City Center through the daylighting of Indian Creek, coupled with the restoration of a riparian zone along its newly formed banks. This is accompanied by redevelopment of the area to create a place where is possible to live, work, play and shop without leaving the downtown.

By spearheading this project to restore Indian Creek to a natural open stream configuration through the downtown and restoring natural stream banks and stream values, the city is providing an attractive amenity in the core area and reintroducing a greenbelt with greatly improved natural habitat. The project is celebrated yearly with the Indian Creek Festival and has already proven to attract the public to this new public space.

<http://www.caldwellonline.org/index.cfm?fuseaction=company.indiancreek>

City of McCall – Urban Renewal Plan Update

- *Protect valued assets such as waterfronts, trails and hillsides*

The City of McCall implemented an urban renewal plan update by holding a Community Design Dialogue Concept Workshop. The Summary Report of that workshop contained a number of suggested improvements for the Lakefront in McCall. These were subsequently adopted into the updated plan for the agency. The plan includes a detailed design for the lakefront improvements and specific design details to implement them. Transportation improvements to the road network and connections with the regional pathway system are included. The first portion of that plan was completed in 2008 with improvements to Legacy Park

http://www.mccall.id.us/government/committees/urban_renewal.html

http://www.mccall.id.us/government/committees/Urban_Renewal/Documents/Lakefront_Design_Report_part_1.pdf

http://www.mccall.id.us/government/committees/Urban_Renewal/Documents/Lakefront_Design_Report_part_2.pdf

City of Greenleaf – Comprehensive Plan

➤ *Identify community values and valued places in comprehensive plans*

“Greenleaf is a living example of how good governance arises from an environment where the citizens are aware daily of what sustains them: the land, family, and community with neighbors.” This statement is reflected in a comprehensive plan with a community vision to preserve active agriculture lands, designate open spaces to preserve wildlife habitat areas, preserve existing neighborhoods and provide for pedestrian and bicycle transportation.

This small rural community of less than 1,000 found itself facing projected growth of more than 140%, and pressure from commercial development approaching from Caldwell to its east. In response to this Greenleaf placed a temporary moratorium on new development while they developed a new Comprehensive Plan and implementing ordinances to guide that growth for the health and welfare of its citizens.

The plan calls for Greenleaf to “plan for growth while retaining its rural identity.” It strives to do this through various mechanisms such as creating a buffer of light industrial and retail as it creates higher density and mix use development in its central business district. Smart Growth strategies are implemented in every aspect of the plan from the use of New Urbanism principles that place pedestrians on an equal basis with the automobile, preserving regional transportation corridors, coordinating service and utility planning with residential development to development of land use patterns that can protect open space, agricultural lands and existing neighborhoods.

<http://www.greenleaf-idaho.us/Res108CompPlan.pdf>

SMART GROWTH PRINCIPLE #7

Make Development Decisions Predictable, Fair, and Cost Effective

Development follows the path of least resistance, so the development that is the most desirable should be the easiest to do. Projects that are consistent with the community's vision should have a simple and clear path to approval. Design and construction standards, review and approval processes should be clear for all types of projects because uncertainty creates misunderstanding, aggravates disagreements, costs developers money and ultimately serves no one in the community. Communities should work to reduce barriers for developments that are consistent with the community's values and they should work to increase the transparency of the application approval process.



Predictability Policies and Regulations

- Make zoning codes and other relevant regulations easy to read, simple to use
- Establish zoning and incentives that support smart growth as the preferred pattern
- Direct development into corridors and areas where change is desired/supported
- Create design guidelines to aid in design and to streamline the review process
- Make the development application process transparent and accessible
- Use specific area plans to establish standards prior to plat level approvals

Idaho Examples of Predictability Implementation

City of Moscow – Green Building Program

- *Use incentives that support smart growth as preferred*

The City of Moscow has a commitment to protecting the environment, improving quality of life, and promoting sustainability.

The City actively facilitates a green building program that offers local contractors and owner/builders the option of certifying their residential projects as “Green”. The certification of a project will initially be assessed using the National Association of Home Builders Green Building Checklist. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System for Homes, will also be an option for certification. Builders receive a fee forgiveness as an incentive to use the program

<http://www.moscow.id.us/CommDev/GreenBuilding.asp>

City of Meridian – Design Manual

- *Create design guidelines to aid in design and to streamline the review process*

The Meridian Planning Department has developed a Design Manual that centers on design as an integrated component of the development review process to encourage creative and innovative development solutions that enhance the quality and character of built environments throughout the. Design, in terms of the physical and visual characteristics of development, has an integral part in the creation of an attractive, livable and vibrant community. When used

properly with understanding and discipline, design can contribute more than just an aesthetic appearance to development.

The Design Manual establishes expectations for proposed developments subject to Design Review based on a hierarchical framework. The framework categorizes the City of Meridian into general development contexts that correspond with design guidelines to convey the expected physical and visual characteristics that are necessary for developments to create distinctive areas throughout the community.

In addition to providing the City with a planning tool that uses design guidelines to address the functional and aesthetic qualities and characteristics of development, the manual lays the foundation for growth and development to create attractive, lasting, and quality built environments that contribute to the progression of Meridian as a livable community.

http://www.meridiancity.org/planning_zoning/images/Your_Uploaded_Images/design_manual_jan2009.pdf

City of Rexburg – Architectural and Design Standards

- Create design guidelines to aid in design and to streamline the review process

The City of Rexburg Idaho moved forward with innovative and pro-active manner to address the development boom resulting from the expansion of BYU Idaho. The city identified and adopted new tools to deal with a scale of growth not previously anticipated. This included completely rewriting the Development Code and Ordinance, and was completed collaboratively with the County.

Specifically the city developed new Architectural & Design Standards. The architectural standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles. The city felt this was an important component of protecting their community character and quality of life.

<http://www.rexburg.org/government/ordinances/pdf/ordinance926.pdf>
3.7.160, Pages 44-45

SMART GROWTH PRINCIPLE #8

Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

Communities that care for the natural environment invest not only in the beauty that surrounds them, but also preserve the very wealth and resources that will sustain their children and all future generations. Conserving valuable and productive farmlands can be vital to the economic health of our communities. Protecting the environment (keeping our air, water and soils clean, preserving critical areas) safeguards our health and can shield us from severe weather and natural disasters. These actions help preserve a sense of place and enhance the quality of life in our communities.

Open Space Policies and Regulations

- Develop regional plans based on scenario planning
- Adopt ‘conservation by design” ordinances for rural areas
- Create a Transfer of Development Rights (TDR) process
- Support local agriculture through farmer’s markets and right to farm ordinances
- Identify highly valued open space, farmland or habitats
- Use a variety of financing techniques to preserve valued open space



Idaho Examples of Open Space Implementation

Blaine County 2025 – Proposition 1

- *Identify highly valued open space, farmland or habitats*
- *Use a variety of financing techniques to preserve valued open space*

County commissioners conducted a county-wide planning initiative, known as Blaine County 2025, involving elected officials and planning staff, interested organizations, and community members. The input reflected the communities’ desire to protect their spectacular scenery, abundant wildlife and their working farms and ranches and distilled a preferred growth scenario and vision that reflected the public’s desires to balance costs, concentrate development patterns, and protect the area’s natural and cultural character. Recommended changes to zoning patterns followed from the comprehensive vision, a new set of ordinances and policies were officially adopted by public referendum in November 2006 that included protection of open space.

In the Fall of 2008 Blaine County was successful in passing a serial levy to protect the lands identified in the plan. Funds raised under the levy would be used to protect the Big Wood and Little Wood watersheds through preservation of wildlife habitat and working family farms and ranches. Proposition 1 will assess about \$50 per \$100,000 assessed value, for two years.

<http://www.orton.org/index.cfm?fuseaction=page.viewPage&pageID=632&parentID=494&nodeID=1>

<http://www.conservationcampaign.org/bccww/>

<http://www.conservationcampaign.org/images/campaigns/49/Resolution%202008-71%20Land%20Water%20and%20Wildlife.pdf>

SMART GROWTH PRINCIPLE #9

Strengthen & Direct Development Toward Existing Communities

We maximize our community's investments in public infrastructure (schools, roads, water, sewer) and save tax money and strengthen and direct development towards established places. We strengthen and revitalize our neighborhoods when we encourage and facilitate quality infill development, the redevelopment of underutilized or derelict properties, the rehabilitation of brownfield sites, and the adaptive reuse of older structures. By reducing demand for outward growth these practices also help us to preserve healthy landscapes for future generations.

Redevelopment Policies and Regulations

- Develop incentives for quality infill development
- Support redevelopment of underutilized land within the existing community
- Adopt zoning codes that allow higher densities in appropriate locations
- Advance plans and policies to support transit oriented development
- Direct development towards areas with urban services
- Conduct a vacant lands inventory
- Adopt innovative storm water management tools
- Utilize Improvement Districts and Urban Renewal to reinvest in infrastructure
- Use civic investments such as parks and libraries to revitalize existing neighborhoods



Idaho Examples of Redevelopment Implementation

City of Boise – State Street Corridor TOD

- *Advance plans and policies to support transit oriented development*

The Transit Oriented Design Guidelines developed for the State Street Corridor is the first implementation step on the land use portion of a twenty-year project to transform State Street into a regional transit priority corridor using Bus Rapid Transit.

The Guidelines are intended to provide an understanding of and direction toward the manner and style, and mix of uses and densities to actively support a well developed transit system. The guidelines also offer a template for full service transit on other planned and approved regional transportation corridors. In addition the guidelines will be used as a basis for Land Use Map and Comprehensive Plan amendments to allow and encourage higher density land use development at appropriate sites along State Street in the future.

http://www.cityofboise.org/Departments/PDS/PDF/Transportation/2.%20State%20Street%20Transit%20Corridor/1_StateStreetTODPolicies.pdf

SMART GROWTH PRINCIPLE #10

Adopt Compact Building Patterns and Efficient Infrastructure Design

Higher density¹ and compact building patterns are more energy efficient. By adopting these patterns, we reduce the amount of land we consume and leave more for future generations. We also minimize the amount of infrastructure we have to build and service to support our community. This translates to lower municipal costs, keeping our tax rates down.

Relevant Compact Design Policies and Regulations

- Cottage House Ordinance
- Traditional Neighborhood Design zoning
- Allow higher density through design and other mitigations
- Reduce or remove minimum lot size standards where appropriate
- Manage transitions between densities
- Compact development endorsement program



Idaho Examples of Compact Design Implementation

City of Victor – TND Overlay District

- *Traditional Neighborhood Design Zoning*

The City of Victor has crafted and unanimously passed a comprehensive Traditional Neighborhood Development (design) overlay zone situated within a one mile square grid directly over the city center. This distance defines a pedestrian shed or the distance that can be walked by a pedestrian within 15 minutes. The overlay came from a recommendation made after public input during a Smart Growth Implementation Assistance program sponsored by the US EPA. The TND zoning regulations model other successful New Urbanist development patterns in providing for front streetscape oriented homes and neighborhood design features. Roadways are in proportion to the human scale, are designed for low vehicle speeds, and are pedestrian friendly. Alleys are encouraged. Home sites are typically between 5,000 and 6,000 square feet and encourage architecture that fits the character of the community. Neighborhood oriented businesses are allowed.

<http://www.victorcityidaho.com/departments/cityHall/cityCode/Title10/Chapter%20VI.pdf#>

¹ Density levels should be established by individual communities appropriately for their vision and setting

Appendix A

Definitions

Accessibility – The ability to reach goods, services, activities and destinations. Accessibility represents the ability to get to a specific destination or activity, stressing the relationship between the spatial locations of common destinations and the spatial locations of the people seeking those destinations.

Adaptive reuse – The process of adapting old structures for purposes other than those initially intended. When the original use of a structure changes or is no longer required, such as older industrial buildings, the primary function of the structure can be changed while retaining exterior architectural details that make the building unique.

Affordable housing – Dwelling units whose total housing costs are deemed "affordable" to a group of people within a specified income range. The concept is applicable to both renters and purchasers in all income ranges.

Americans with Disabilities Act/ADA (transportation and access requirements) – Requires reasonable accommodation for persons with disabilities to provide access to the full and equal enjoyment of the goods, services, facilities.

Complete Streets – Streets that are designed and operated to enable safe access for all users. A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access and use for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Creating complete streets means transportation agencies must ensure that all road projects result in a complete street appropriate to local context and needs.

Comprehensive Plan – Idaho Code requires 67-6508 Idaho cities and counties "to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan... The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations" Plans are required to have 14 components as specified by the statute.

Connectivity, connectivity index – Refers to the directness of links and the density of connections in path or road network. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and redundant system. A connectivity index can be used to quantify how well a roadway network connects destinations.

Conservation design – Layout of development patterns that encourage the preservation of open space and natural areas of by clustering development on a small portion of the site and creating permanent open space on the remaining land.

Daylighting – Uncovering a waterway that has been routed underground or into a pipe and restoring the natural drainage system and environmental benefits in a surface waterway.

Density – The number of people, dwelling units or jobs in a given area.

Long Range Transportation Plan/LRTP – A federally required document that defines consensus on a region's future transportation system needs using a public process. This document serves as the defining vision for the region's transportation systems and services. The plan indicates all of the regional transportation improvements needed over the next 20 or more years and must be updated every 3-5 years.

Mixed use – Development that contains a variety of community services, activities, and uses co-existing in close proximity, such as residential, retail, office, schools and services, thereby reducing the need for extensive automobile travel.

Vertically integrated – Mixed uses in same building, typically residential and/or office use on upper levels over first floor retail/commercial.

Horizontally integrated – Mixed use in separate single use buildings that relate to and are located close to each other. Usually part of a planned development, typically includes residential, office, and retail components.

Mobility – The speed and distance at which we can move people, goods, and services. Mobility applies to all modes of travel and to all segments of the community, and stresses the provision of improved transportation networks capable of bringing people to the destinations that they seek.

Safe Routes to School – A federal program to address the decline in walking and bicycling to school that has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. The program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing education programs that encourage children and their parents to walk and bicycle to school safely.

Specific Area Plan – Specific Area Plans modify or create new zoning regulations for unique areas and developments, such as mixed use districts and planned communities or planned developments, where other conventional zoning mechanisms cannot achieve the desired results. Specific Area Plan have unique regulations that may combine some or all the following elements for a defined area into one document: zoning standards, design guidelines, site plan, infrastructure plan, phasing plan and other elements as appropriate.

Traditional Neighborhood Design – A neighborhood plan or design that includes a variety of housing types and land uses and permits educational facilities, civic buildings and commercial establishments to be located within walking distance of private homes, creating a balanced community that serves a wide range of residents and business owners. A TND is served by a network of paths, streets and lanes suitable for pedestrians as well as vehicles and provides residents the option of walking, biking or driving to places within their neighborhood. Present and future modes of transit are considered.

Traffic calming – Altering motorist behavior on a street or on a street network to improve street safety, livability, and to meet other public purposes by changes in street alignment, installation of barriers, and other physical measures that reduce traffic speeds and/or cut-through volumes. It may also includes traffic management, such as changing traffic routes or flows, and operational measures such as enhanced police enforcement, speed displays, and a community speed watch program

Transfer of Development Rights/ TDR - A system that assigns development rights to parcels of land and gives landowners the option of using those rights to develop or to sell the rights. TDRs are used to promote conservation and protection of land by giving landowners the right to transfer the development rights of one parcel to another parcel. By selling development rights, a landowner gives up the right to develop his/her property, but the buyer could use the rights to develop another piece of land at a greater intensity than would otherwise be permitted.

Transit Oriented Development/TOD – Higher-density mixed-use development within walking distance of transit stations designed to maximize access to public transportation and encourage transit ridership. Generally located within a radius of one-quarter to one-half mile

from a transit stop, TOD neighborhoods typically surround a transit stop with relatively high-density mixed-use development and have progressively lower-density development spreading outwards from the center.

Transportation Improvement Program/TIP – The TIP is required by federal law. Metropolitan Planning Organizations must list by priority transportation projects for which federal funding will be sought over a three year period. The projects are subject to a public review and must be fiscally constrained by the funding available and meet air quality conformity standards.

Workforce housing – Housing that is affordable for households whose members earn incomes that are too low to afford to pay market prices for homes or apartments in the communities where they work but too high to qualify for significant federal housing subsidies. Typically, people employed who earn between 80-140% of the Area Median Income. The workforce includes many occupations that provide essential community services, including public servants, professional and service occupations, and construction workers.

Appendix B

Resources

Getting to Smart Growth

by: ICMA and the Smart Growth Network

This popular, 100-page primer from the ongoing series by ICMA and the Smart Growth Network describes concrete techniques of putting the ten smart growth principles into practice. The policies and guidelines presented in this primer have proven successful in communities across the United States, and range from formal legislative or regulatory efforts to informal approaches, plans, and programs.

This attractive publication has an easy-to-read format, which includes: photographs illustrating elements of smart growth, and a matrix to identify policies that support multiple principles.

<http://www.smartgrowth.org/pdf/gettosg.pdf>

Getting to Smart Growth II

Getting to Smart Growth II: 100 More Policies for Implementation is the newest primer in the ongoing series from the Smart Growth Network and ICMA, and follows on the heels of the extremely popular first volume of Getting to Smart Growth. The publication serves as a road map for states and communities that have recognized the need for smart growth but are unclear on how to achieve it.

Like the first volume, Getting to Smart Growth II provides 10 policy options to achieve each of the 10 Smart Growth Principles. These policies are supported with "Practice Tips" which offer additional resources or brief case studies of communities that have applied the approach to achieve smart growth. The new volume includes an entirely new list of 100 policies for implementation and new case studies and examples.

<http://www.smartgrowth.org/pdf/gettosg2.pdf>.*

Sustainable Community Development Code – Beta

by The Rocky Mountain Land Institute

The Rocky Mountain Land Use Institute has released a beta version of the Sustainable Community Development Code, a guidebook that provides extensive resources encompassing the broad scope of sustainable living.

The sustainable community development code framework is sustainable at its core, multi-disciplinary in its approach, and contextually oriented. It fully encompasses environmental, economic, and social equity. It is innovative and distinctive by linking natural and man-made systems, incorporating useful features of other zoning systems (e.g., performance, form, hybrid), and responds to regional climate, ecology, and culture.

Included in this beta version are the following sections:

- Climate Change and Greenhouse Gas Reduction
- Community Health and Safety
- Food Production and Security

- Housing Affordability
- Housing Diversity
- Natural Hazards: Wildfires
- Renewable Energy: Solar
- Renewable Energy: Wind
- Water Conservation

Available online as a PDF document at the resource link below:

<http://law.du.edu/images/uploads/rmlui/rmlui-sustainable-betaV1-1.pdf>

Growing Cooler Report

Compact Development Key to Mitigating Climate Change

Meeting the growing demand for conveniently located homes in walkable neighborhoods could significantly reduce the growth in the number of miles Americans drive, shrinking the nation's carbon footprint while giving people more housing choices, according to a team of leading urban planning researchers.

In a comprehensive review of dozens of studies, published by the Urban Land Institute, the researchers conclude that urban development is both a key contributor to climate change and an essential factor in combating it.

“Curbing emissions from cars depends on a three-legged stool: improved vehicle efficiency, cleaner fuels, and a reduction in driving,” said lead author Reid Ewing, Research Professor at the National Center for Smart Growth, University of Maryland. “The research shows that one of the best ways to reduce vehicle travel is to build places where people can accomplish more with less driving.”

Depending on several factors, from mix of land uses to pedestrian-friendly design, compact development reduces driving from 20 to 40 percent, and more in some instances, according to the forthcoming book *Growing Cooler: The Evidence on Urban Development and Climate Change*. Typically, Americans living in compact urban neighborhoods where cars are not the only transportation option drive a third fewer miles than those in automobile-oriented suburbs, the researchers found.

At the same time, the book documents market research showing a majority of future housing demand lies in smaller homes and lots, townhouses, and condominiums in neighborhoods where jobs and activities are close at hand. The researchers note that demographic changes, shrinking households, rising gas prices, lengthening commutes and cultural shifts all play a role in that demand.

The report cites real estate projections showing that two-thirds of development expected to be on the ground in 2050 is not yet built, meaning that the potential for change is profound. The authors calculate that shifting 60 percent of new growth to compact patterns would save 79 million tons of CO₂ annually by 2030. The savings over that period equate to a 28 percent increase in federal vehicle efficiency standards by 2020 (to 32 mpg), comparable to proposals now being debated in Congress.

To view the Table of Contents and an overview go to:

<http://www.smartgrowthamerica.org/documents/growingcoolerCH1.pdf>

The full book is available for order at www.uli.org.

Translation Paper #15: Energy and Smart Growth It's about How and Where We Build

By efficiently locating development, smarter growth land use policies and practices offer a viable way to reduce U.S. energy consumption. Moreover, by increasing attention on how we build, in addition to where we build, smart growth could become even more energy smart. The smart growth and energy efficiency movements thus are intrinsically linked, yet these two fields have mostly operated in separate worlds. Through greater use of energy efficient design, and renewable energy sources, the smart growth movement could better achieve its goals of environmental protection, economic security and prosperity, and community livability. In short, green building and smart growth should go hand in hand. Heightened concern about foreign oil dependence, climate change, and other ill effects of fossil fuel usage makes the energy-smart growth collaboration especially important. Strengthening this collaboration will involve overcoming some hurdles, however, and funders can play an important role in assisting these movements to gain strength from each other.

This paper contends there is much to be gained by expanding the smart growth movement to include greater attention on energy. It provides a brief background on current energy trends and programs, relevant to smart growth. It then presents a framework for understanding the connections between energy and land use which focuses on two primary issues: how to build, which involves neighborhood and building design, and where to build, meaning that location matters.

http://www.fundersnetwork.org/usr_doc/Energy_and_Smart_Growth.pdf

Location Efficiency as the Missing Piece of The Energy Puzzle:

How Smart Growth Can Unlock Trillion Dollars of Consumer Cost Savings

Many studies have found that neighborhood characteristics such as compactness, walk-ability, bike-ability, and access to transit produce travel behavior that is far less energy consumptive than the sprawl patterns of development that have become the status quo in many parts of the country. David Goldstein and Mary Jean Burer of the Natural Resources Defense Council recently published a study which compared six smart growth developments with more average (3 dwelling units per acre) developments.

They compiled the benefits of the potential savings, and applied them to the 24.3 million housing developments that are projected to take place in the U.S. between 2005 and 2015. Goldstein and Burer concluded that if these housing starts were developed as smart growth projects, assuming half were sited on previously undeveloped land and half in infill locations, then the total accumulated savings after 10 years would include:

- 977 trillion miles of travel reduced;
- 5,690,000 trillion Btu saved;
- 49.5 billion gallons of gasoline saved (44% of total US highway usage of gasoline in 2001);
- 1.18 billion barrels of oil saved (20% of US production of oil in 2002); and
- 595 million metric tons of CO2 emissions reduced (which is 10% of total US emissions of global warming pollutants in 2001).

http://docs.nrdc.org/air/air_06031001a.pdf