



**Smart Growth America**  
Making Neighborhoods Great Together

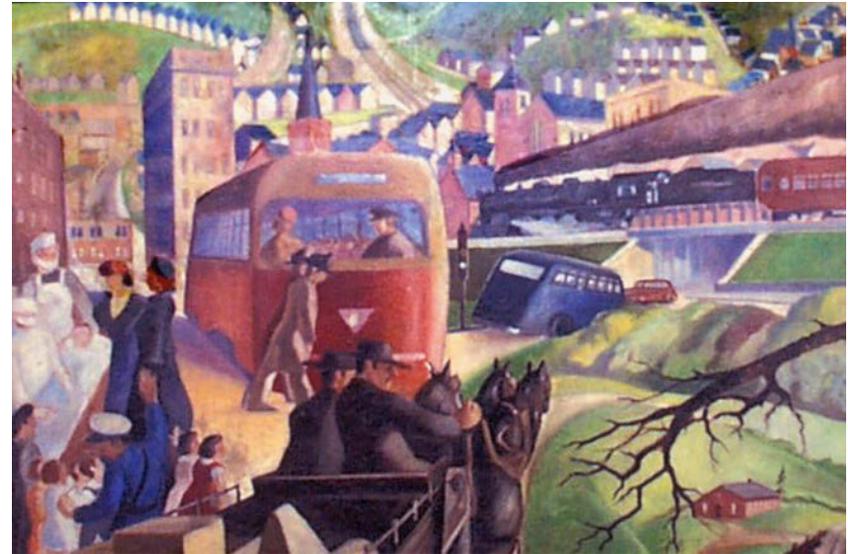
# Introduction to Land Use Planning

Workshop 1: Land Use and Transportation  
M2D2 – Multi Modal Development and Delivery

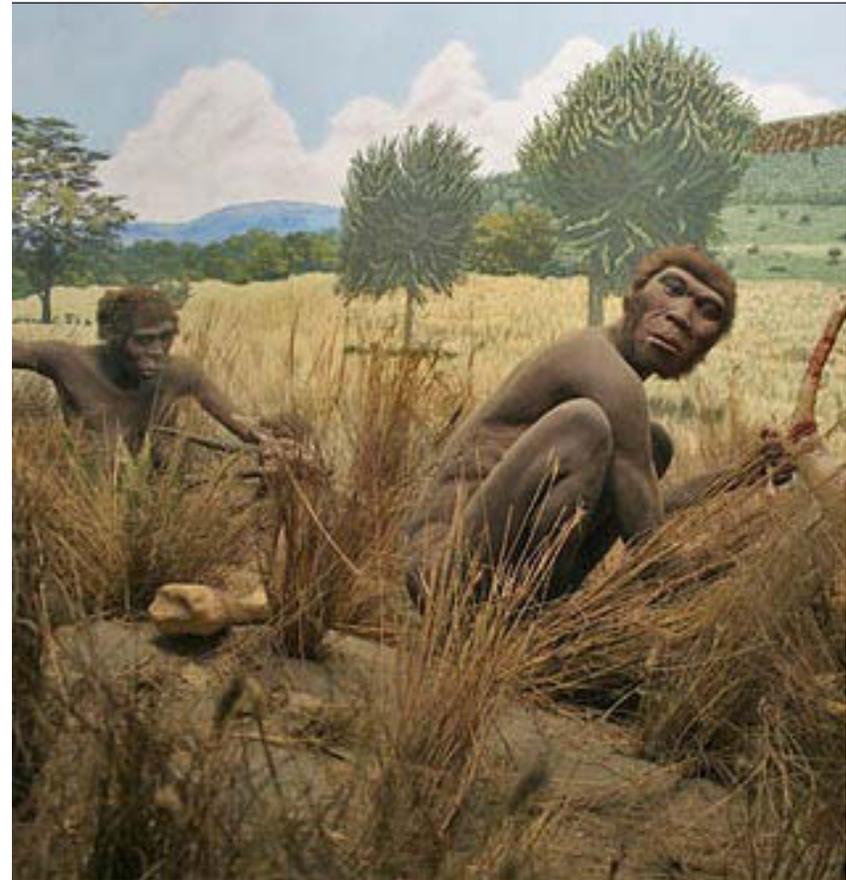
March 10, 2015

# Agenda

- Purpose of Planning
- History and Legal Context
- Types of Plans
- Relationship between Land Use and Transportation Plans - Placemaking



“Trend is not  
destiny.”  
-Lewis  
Mumford



# Why plan?



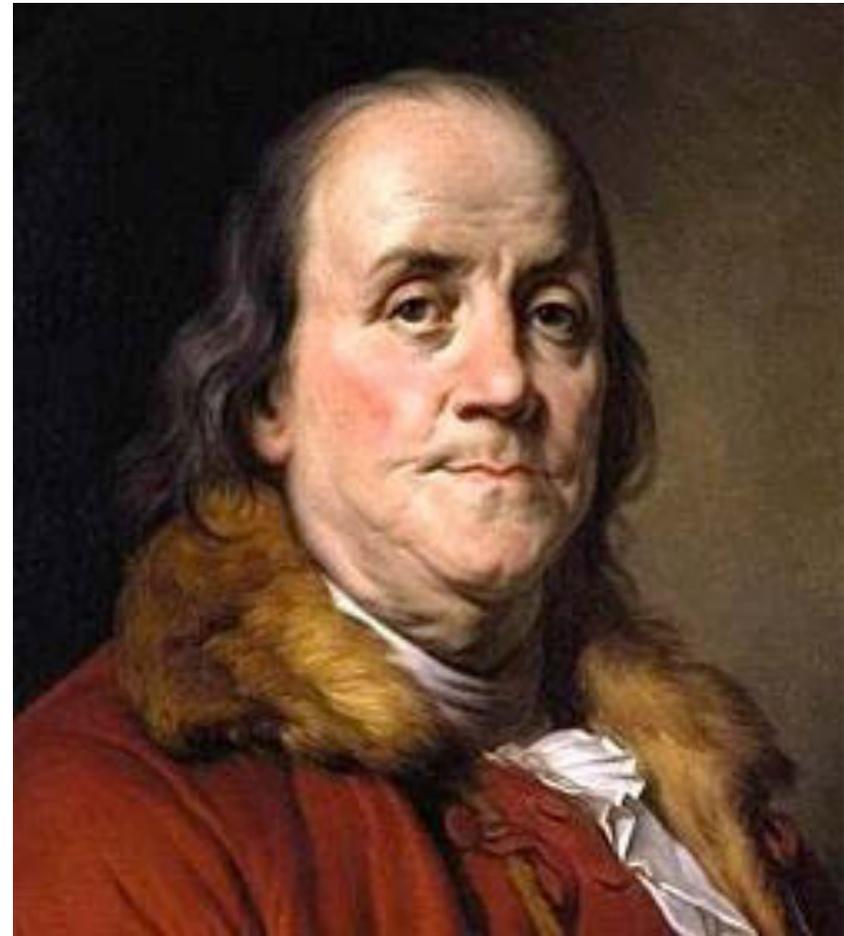
“The best way to predict the future is to invent it.”

- Immanuel Kant

# Why plan?

“By failing to prepare,  
you are preparing to  
fail.”

-Benjamin Franklin



# Why plan?

“Have a plan. Follow the plan and you’ll be surprised how successful you can be. Most people don’t have a plan. That’s why it is easy to beat most folks.”

- Paul “Bear” Bryant



# Why plan?



- Respond to an evolving market
- Catalyze economic and fiscal health
- Provide housing and transportation choice
- Make efficient use of infrastructure
- Preserve open space
- Protect critical environmental areas and sensitive land
- Reduce urban runoff
- Reduce vehicle miles traveled

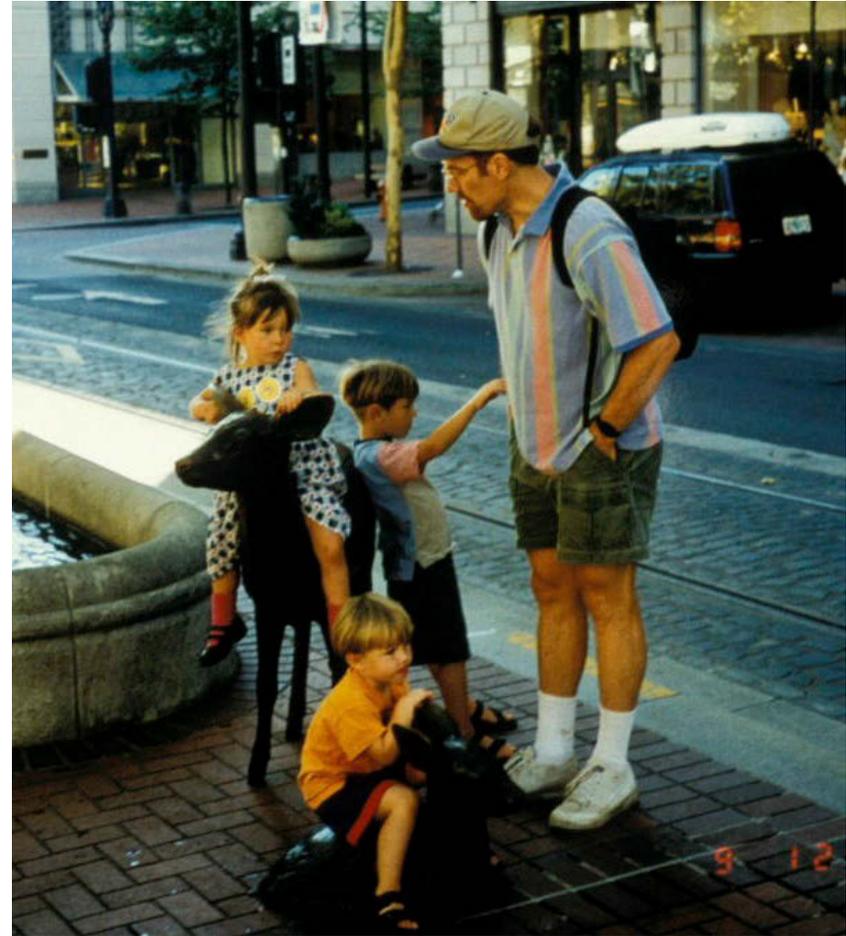
# Why Plan?

- Good plans shape good decisions
- Money follows plans
- Required



# Daily Benefits of Planning

- The daily commute
- The work place
- A place to recreate
- A place to relax
- A safe and affordable lifestyle
- An opportunity to shape the community
- Confidence in the future



# Current Planning Issues

- Sustainability
  - Energy
  - Transportation
  - Social Equity
  - Economy
- Livability
  - Transportation
  - Housing
  - Environment
  - Health
  - Food
- Recovery
  - Energy
  - Transportation
  - Housing
- Climate Change
  - Energy
  - Transportation
  - Food

# History and legal basis for planning

- Planning and Zoning activities are allowed under state and federal constitutions as an exercise of “police power,” i.e., local government’s responsibility to protect the health, safety and welfare of its citizens.
- Early zoning ordinances – involving separation of uses – first occurred in urban areas like New York City, San Francisco, and Chicago, in the 1890s and early 1900s, in response to tenement slum conditions and close proximity of industry next to residential areas – spread of tuberculosis, influenza, dysentery, as well as spread of crime, were rampant.

# History and legal basis for planning

- 1924 – basic concept of zoning was challenged in *Amber Realty vs. City of Euclid, OH* – “Euclidian Zoning”, or dividing City into zoning districts. Supreme Court upheld Euclid’s right to segregate uses as a means to protect public health, safety, and welfare



National Cleveland-Style Polka Hall of Fame  
Euclid, OH

# History and legal basis for planning

- Standard Zoning Enabling Act – 1925. Promulgated by U.S. Department of Commerce during Herbert Hoover administration. Viewed as a means to protect the interests of business as well as residents. Provided model language for zoning ordinances.
- Standard Enabling Planning Act followed, also out of Department of Commerce. Set forth that zoning and land use regulations should not be ad-hoc decisions, but instead should be based on comprehensive planning goals and objectives arrived at democratically.

# History and legal basis for planning

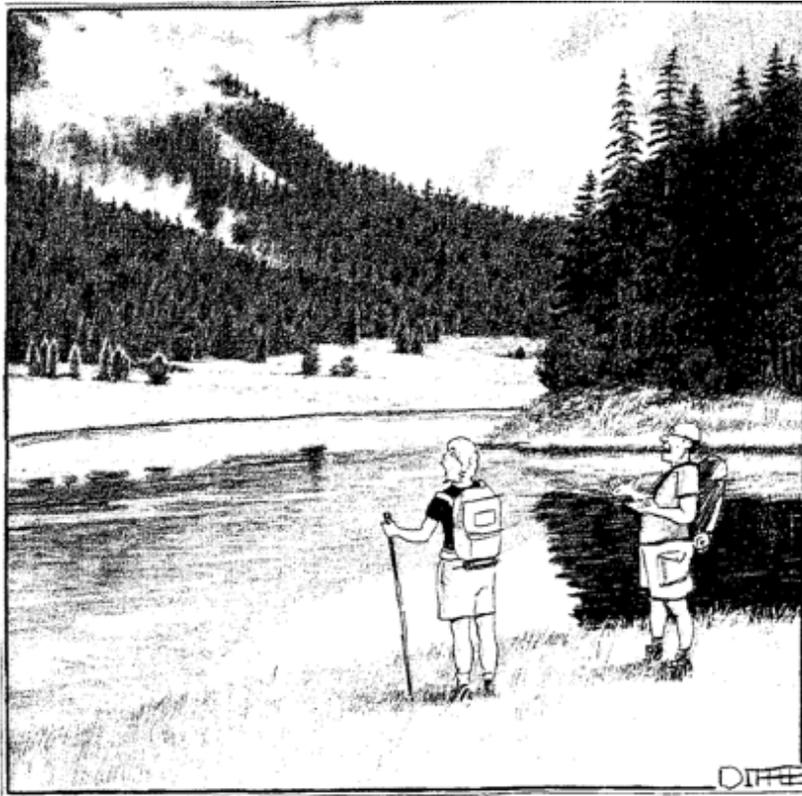
- Zoning has evolved to where now we can regulate signage, zone for aesthetics (design review programs), and impose landscape requirements on developments, all in an effort to protect public health, safety and welfare.
- Due Process – no plan or zoning regulation can be adopted without adequate and meaningful opportunity for public involvement.
- Equal Protection – Nobody gets preferential treatment under a legitimate regulatory program.
- Regulatory Takings – Occurs when “all economic use of a property has been removed as a result of the imposition of a regulation. Also called “inverse condemnation.”

# The Future of Planning

- Changing demographics
- Changing lifestyles
- Disaster mitigation
- Transportation choices
- Housing choices
- Energy conservation
- Green infrastructure



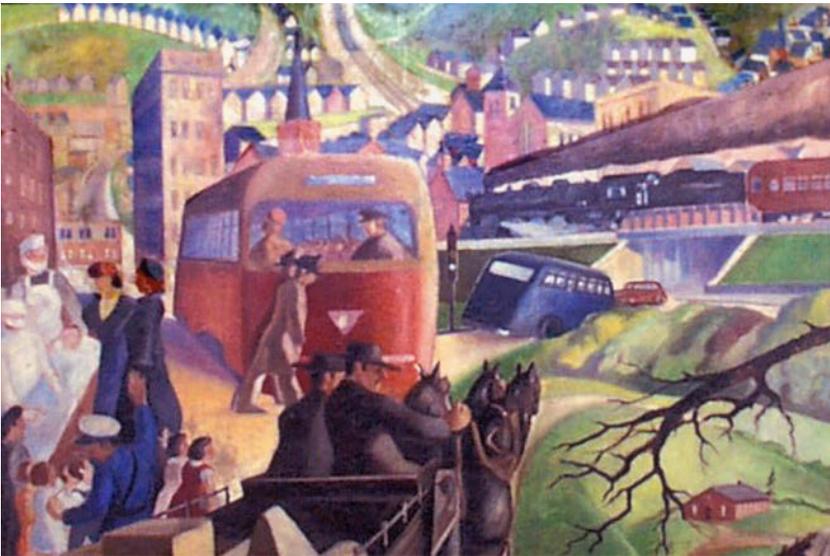
# Types of plans



*"This would be a great place to put a huge city."*

- Land use plans
- Transportation plans
- Economic development plans
- Housing needs assessments
- Emergency response plans
- Park and recreation plans
- Open space plans
- Village plans/downtown plans
- Neighborhood plans

# Regional strategies

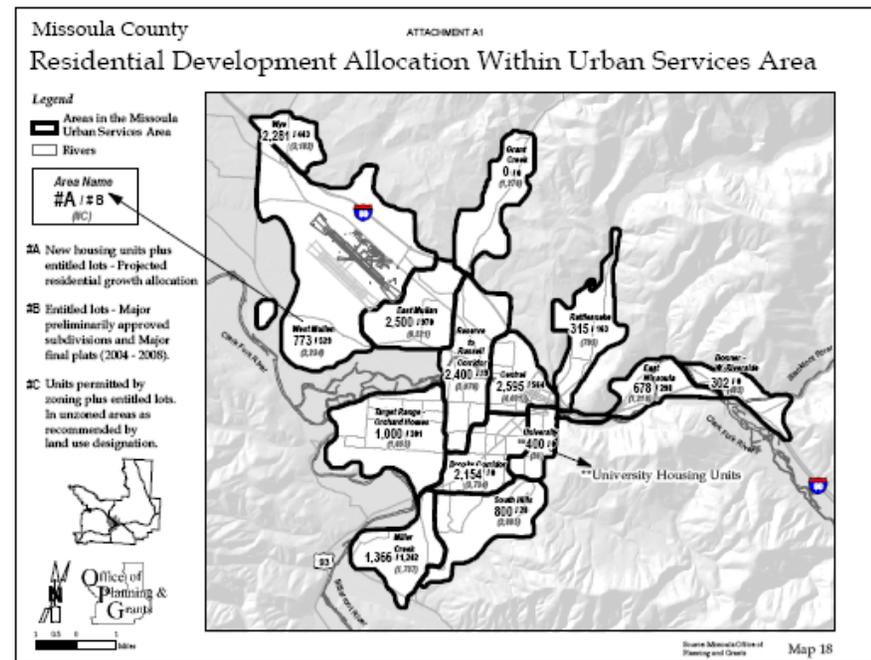


From “Regional Planning for a Sustainable America” edited by Carlton K. Montgomery, Rutgers University Press, 2011

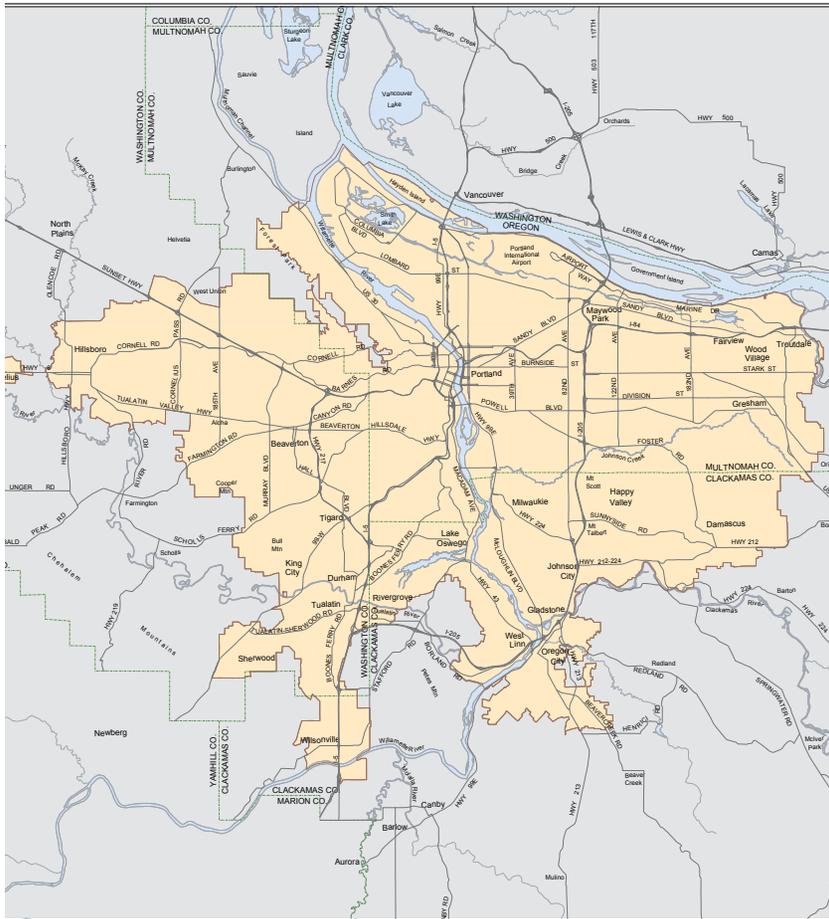
[www.regionalplans.org](http://www.regionalplans.org)

# Growth management maps

- Map growth and conservation zones
- Framework for local planning/zoning
- Mandatory vs. voluntary



# Urban growth boundaries



- A type of growth management map
- Limits growth outside of identified urban areas
- Requires ongoing planning and implementation to be successful

# Tax revenue sharing



- Eliminates or mitigates local competition for tax revenue that leads to sprawl
- Extremely difficult to implement

# Transfer of development rights



- Mechanism for preserving open space as a price of development
- Supply and demand key to success

# Controls on development of resource lands



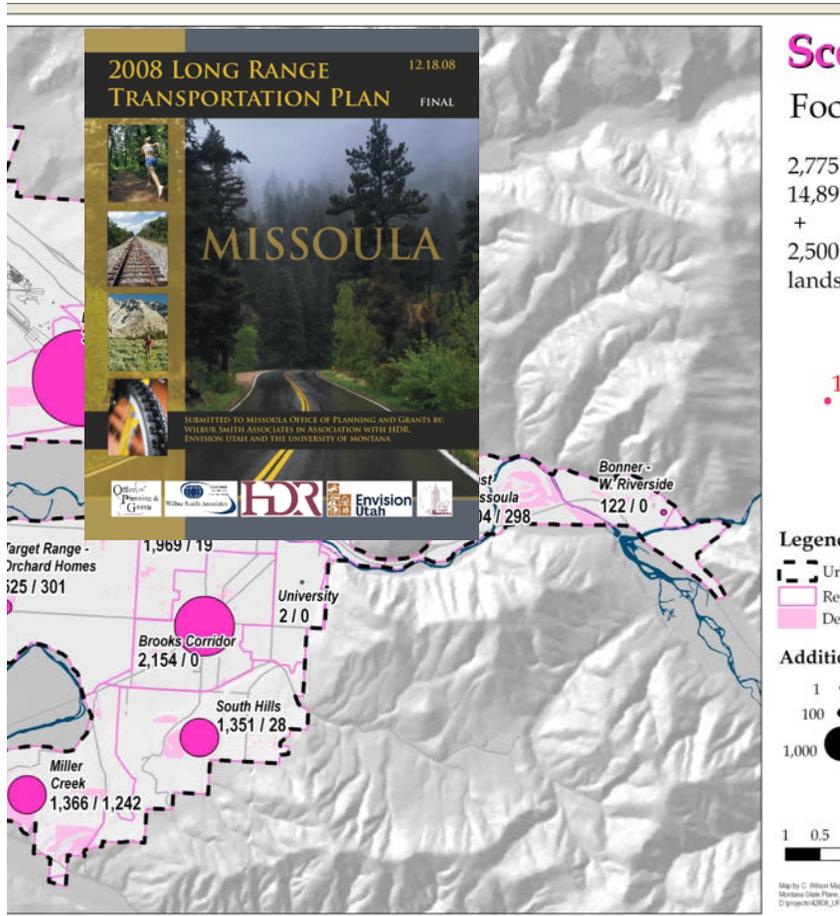
- Identification and mapping of critical lands
- Identification of critical habitats
- Protection through zoning and development regulations

# Land and development rights acquisition



- Land Acquisition
- Conservation easement
- Water trusts

# Innovative regional infrastructure planning



Sci  
Foc

2,775  
14,89  
+  
2,500  
lands

1

- Link land use and infrastructure
- Scenario planning
- Proactive approach to development “subsidy”

# Water resource planning



- Water supply
- Water quality
- Clean up water by managing land use
- Federal mandate

# Sustainable community design policies



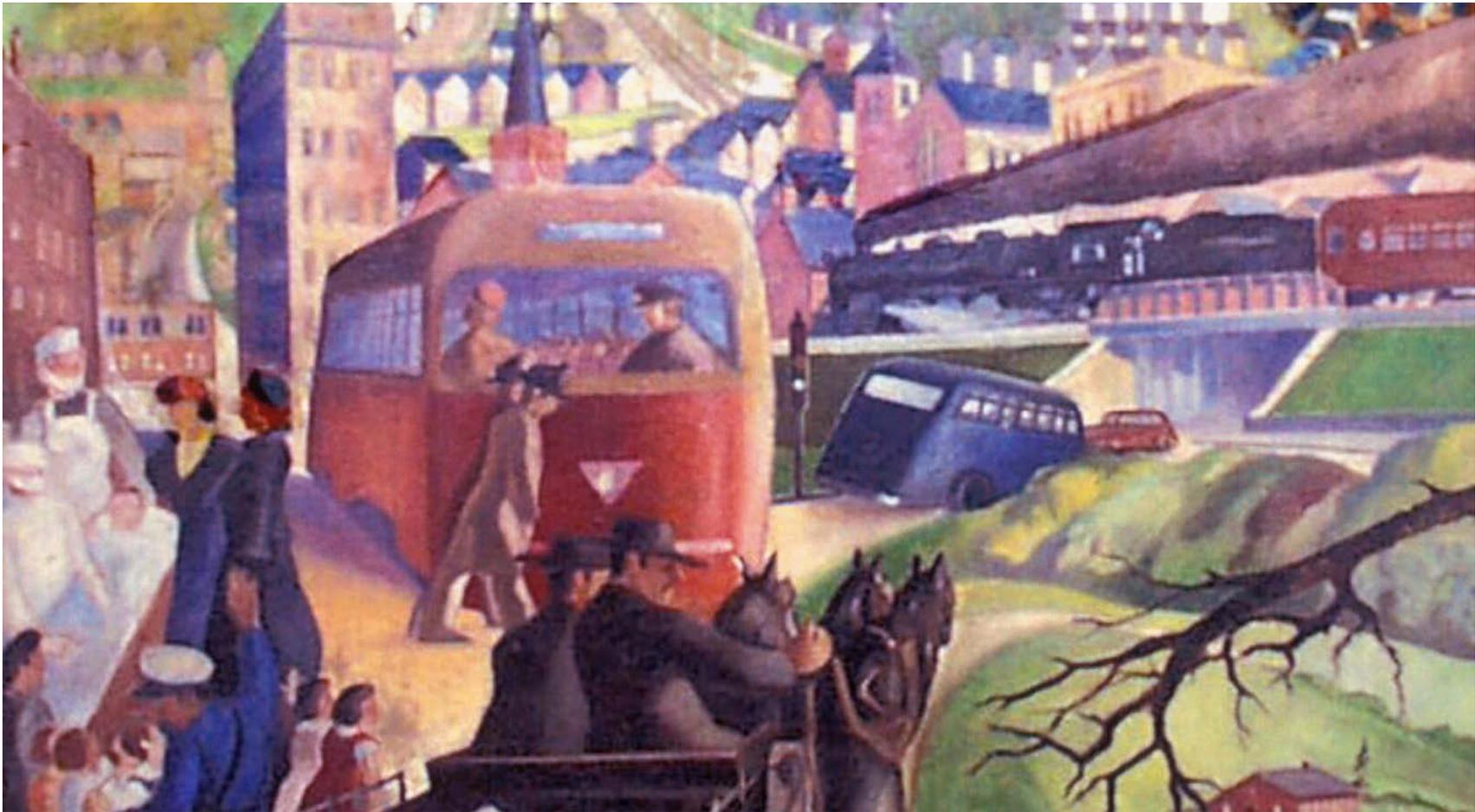
- Design review
- Dark sky regulations
- Mixed use requirements
- Professional office limitations
- Formula business restrictions
- Building footprint limitations
- Shopping center square footage limitations
- Drive-up limitations
- Affordable housing

# Inclusive public engagement



If you don't do things with people, they assume you are doing things to them.

# Relationship between land use and transportation plans – Placemaking



# Traditional approach

- Transportation systems prioritize high speed mobility
- Auto oriented development follows
- All other modes at disadvantage
- Spread out development increases transportation demand
- Cycle repeats

From Integrating Land Use and Transportation Planning Through  
Placemaking by Gary Toth



# Placemaking

- Access rather than mobility
- Urban streets as places of social and economic exchange
- Non-motorized transportation is key to urban cores
- Neighborhood streets safe for play
- Commercial streets safe for walking and cycling while moving through and local traffic
- Plan for people and places, not cars and traffic

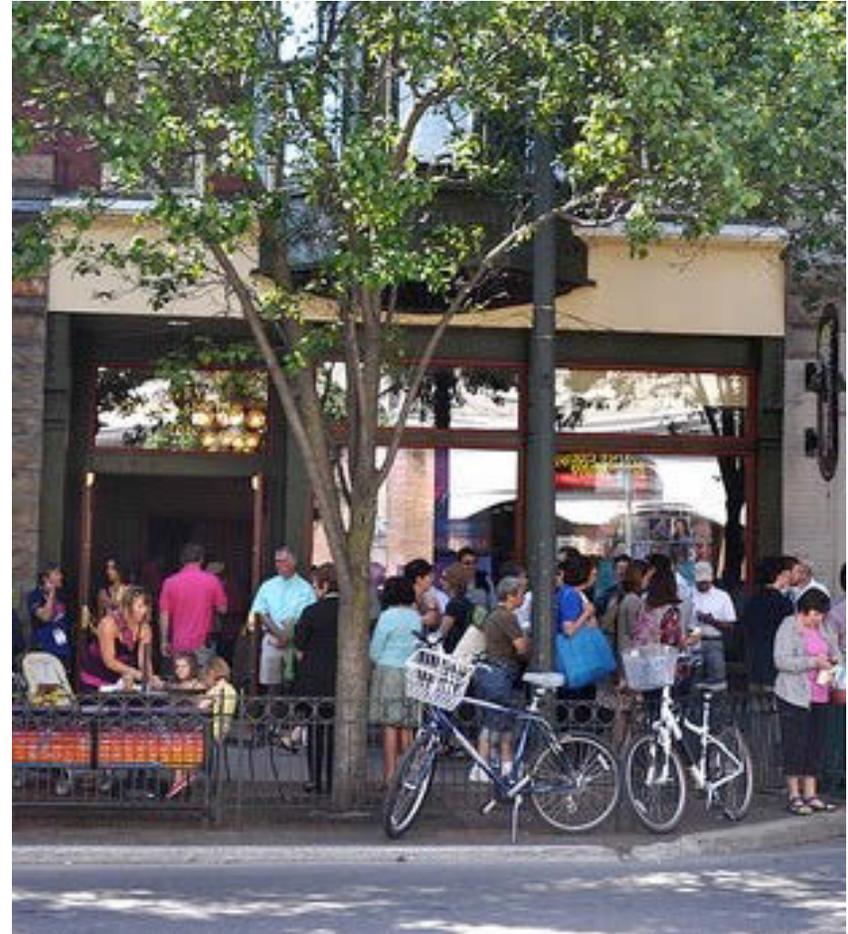
From Integrating Land Use and Transportation Planning Through  
Placemaking by Gary Toth



# Placemaking

“Transportation – the process of going to a place – can be wonderful if we rethink the idea of transportation itself. We must remember that transportation is the journey, but enhancing the community is always the goal.”

From Integrating Land Use and Transportation Planning Through Placemaking by Gary Toth



# Reduce Infrastructure Costs

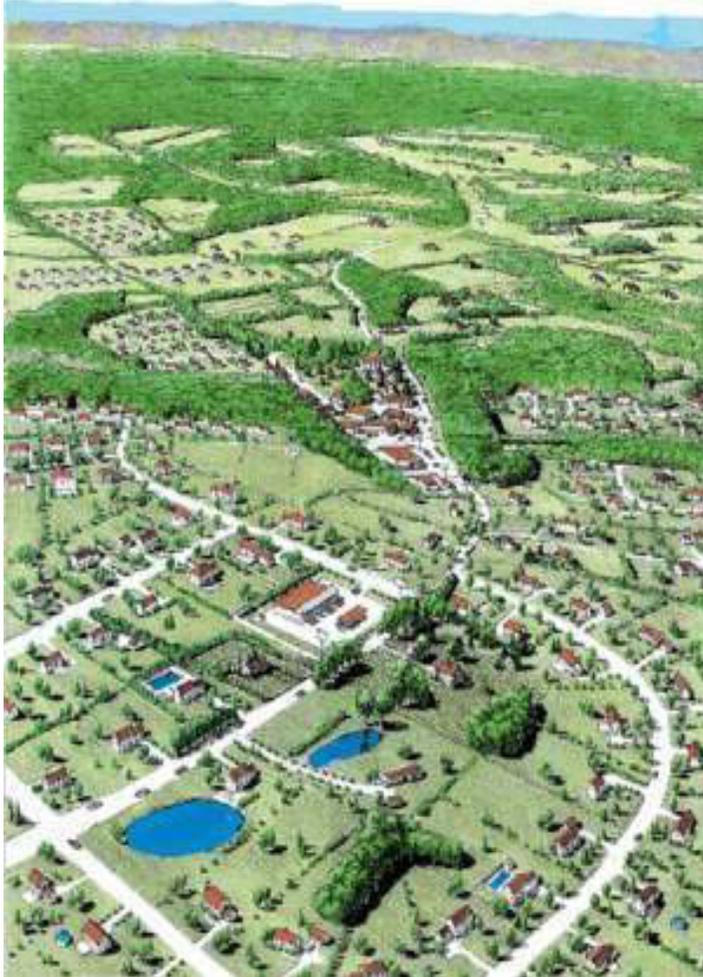
“the application of smart growth strategies over the next 25 years could save as much as \$250 billion, mainly in the form of infrastructure investment.”

Federal Reserve Vice Chairman of the Board of Governors, Edward Gramlich

Savings of:

- 12% on road-building
- 6% on water and sewer
- 4 % on annual operations

# State Savings



NJ study shows that by 2020, a compact plan produces savings over the business-as-usual plan:

- Local governments cut annual fiscal deficit by nearly 40%
- **\$870 million** less in local road infrastructure costs
- **\$1.45 BILLION** less statewide in sewer and other infrastructure

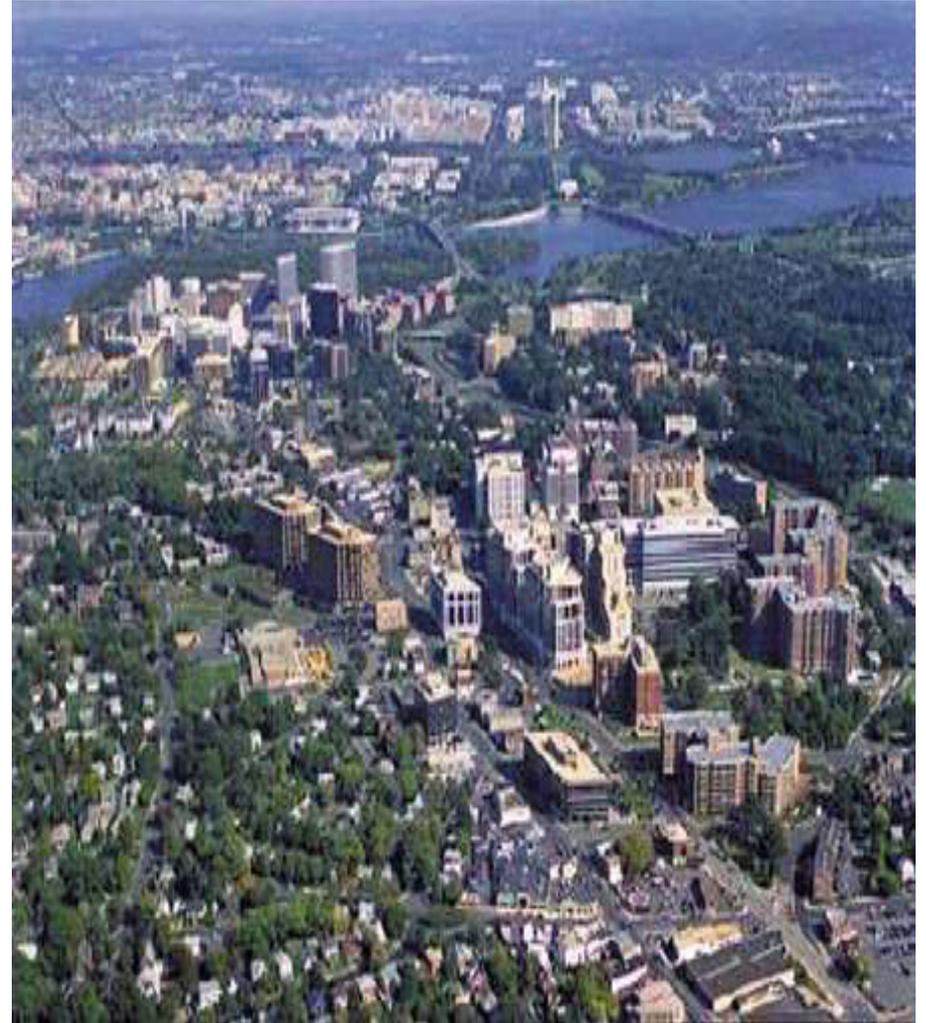
*The Costs and Benefits of Alternative Growth Patterns (NJ) 2000*

# Stronger Economic Outcomes

## Arlington County, VA:

- 44.5 million square feet of office space County-wide
- 41 million square feet (92%) in Metro station areas
- More than 50% of the County's real estate tax revenue on 11% of land area
- 58K trips to Metro by foot (73%) and 47.2 % of residents in this corridor use transit to get to work

From Dennis Leach, [www.reconnectingamerica.org](http://www.reconnectingamerica.org). 2003



# Southside – Greensboro, NC

Annual tax revenues generated from this area went from \$400K before redevelopment (1995) to over \$10 million after redevelopment (2003).



# Transportation Savings

Portland saves \$2.6 Billion for its residents to invest in the local economy with better transportation policies

Source: Joe Cortright, Portland's Green Dividend, CEO for Cities, July 2007.



# Sacramento

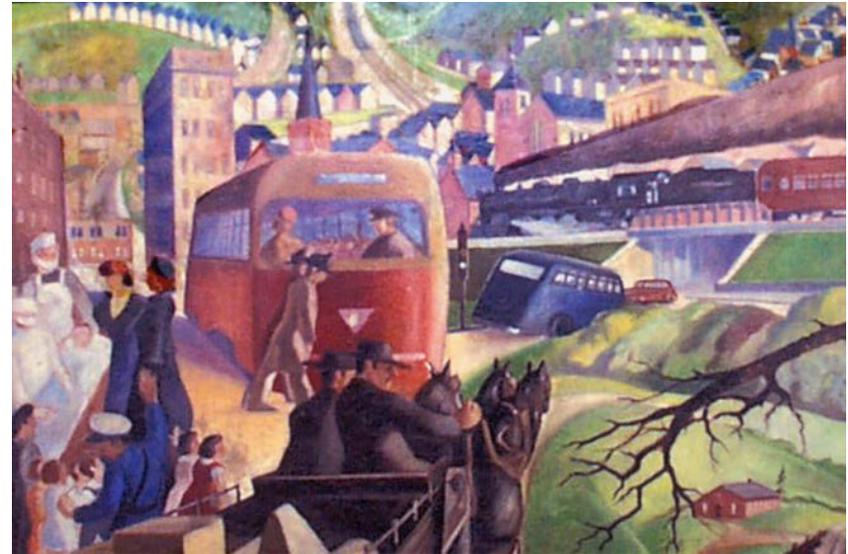
- \$7.5 billion, or 23%, in road and utility infrastructure savings for smart growth vs. base case scenario.
- \$8.4 billion, or 56%, in land mitigation purchase savings for smart growth scenario.

# Small Cities and Towns

- The estimated annual impact of rural public transportation on the national economy was over \$1.2 billion
- Research: in one study, rural counties with transit service were found to have 11 percent greater average growth of net earnings compared with counties without transit

# Review

- Purpose of Planning
- History and Legal Context
- Types of Plans
- Relationship between Land Use and Transportation Plans - Placemaking





**Smart Growth America**  
Making Neighborhoods Great Together

**Multi Modal Development and Delivery (M2D2)** is a project developed in partnership between the Michigan Department of Transportation and Smart Growth America to support Michigan's economic recovery by improving MDOT's institutional capacity to plan, design, construct, operate and maintain Michigan's transportation system for Complete Streets and multiple modes.

[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)