Goals and Objectives



Chestertown, Maryland

Source: Remsberg.com

Goals and Objectives

Common Goals/Objectives of Growth Management

- To protect treasured natural / agricultural resources
- To preserve our investment in existing cities, towns and villages
- To combat sprawling and wasteful development
- To create vibrant, compact, walkable, mixed use centers that create jobs and spur economic growth
- To make the most efficient use of existing infrastructure and services (schools, police, fire) and allow for the rational planning for and funding of needed maintenance and expansions
- To connect Housing, Jobs, Education and Services
- To promote coordinated, predictable and sustainable economic growth and development.

Growth Boundaries

Lexington, Kentucky

1958 Designated Urban Service Area and Rural Service Area

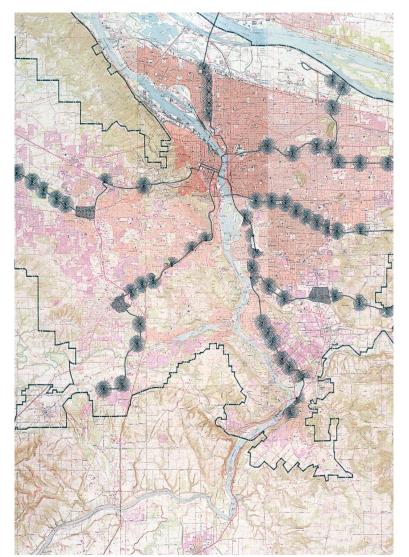
Baltimore County

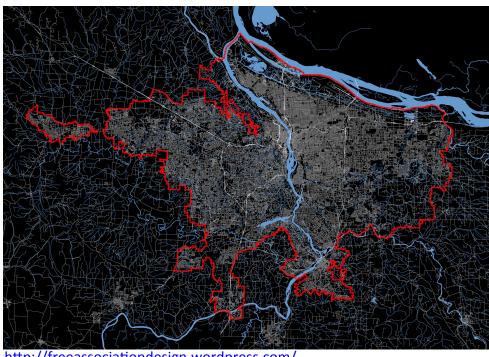
1967 establishment of an Urban Rural Demarcation Line (URDL)

Oregon

- 1973 state required that all municipalities establish Urban Growth Boundaries.
- Portland Metro UGB includes 234,000 acres, 3 counties and 24 municipalities.
- Focused investments on transit infrastructure and Transit Oriented Development (TOD) for further concentration of development w/in the UGB

Growth Boundaries: Portland Metro





http://freeassociationdesign.wordpress.com/

72 % of residents say that it is better to add housing to existing neighborhoods rather than convert farm and forestland.

Source: Davis, Hibbits & Midghall Inc., 2006

Growth Boundaries

Minneapolis / St. Paul

 1976 Metropolitan Council empowered to establish Metropolitan Urban Service Area.

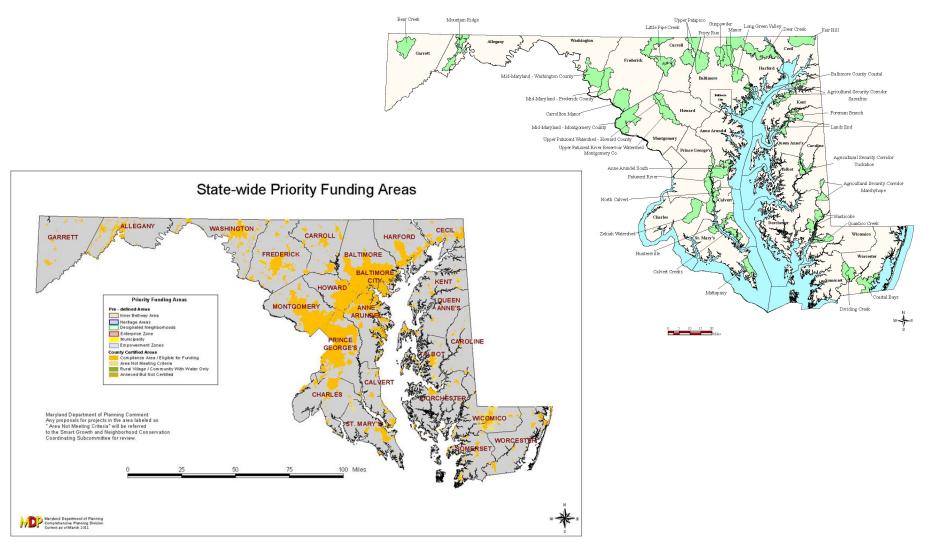
By 2000:

- 9 states had programs in place utilizing UGB / RGB or Growth Centers (11 now that RI and Vermont have gotten on board).
- Another 11 states had locally enacted growth or service districts.

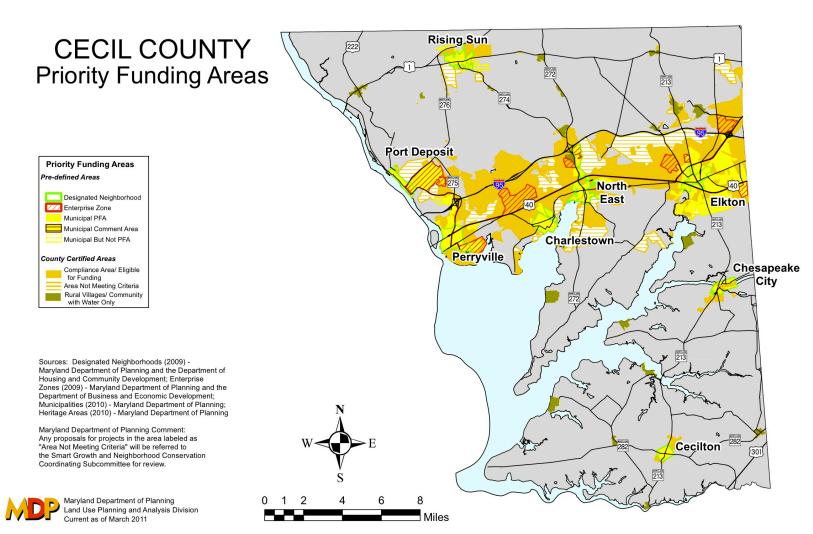
Key Issues:

- Good at protecting natural / agricultural resources.
- Not so good at focusing growth and targeting spending to promote compact development.
- Metro Portland an exception due to robust Transit Oriented Development (TOD) and public transit initiatives.

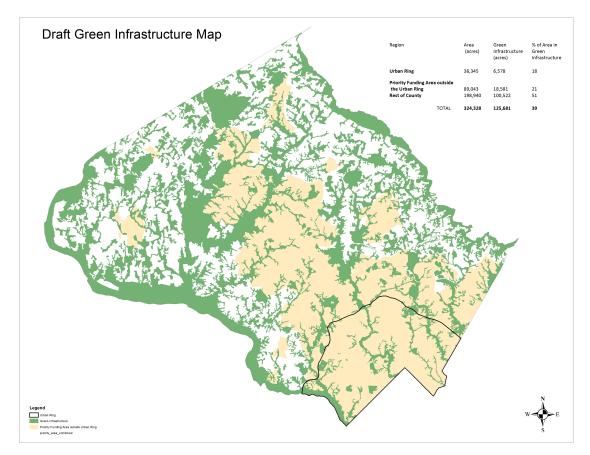
Growth Centers: Maryland



Growth Centers: Maryland



Growth Centers: Balancing Conservation & Growth



Montgomery County





Types Growth Centers

Washington State

1990 Growth Management Act:
 Regional / Metropolitan / Town Center

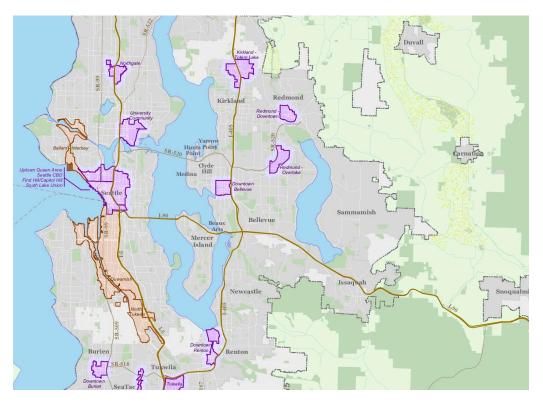
Puget Sound Regional Council

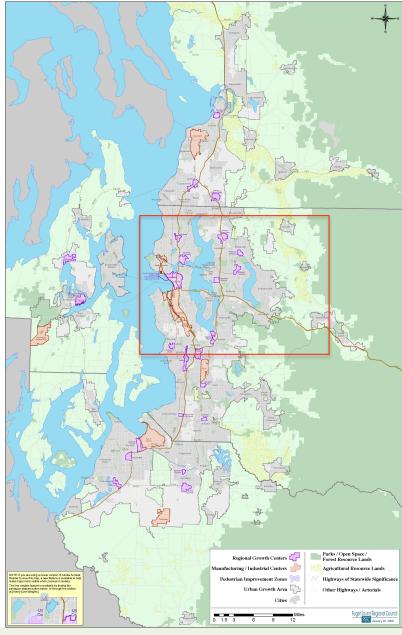
- 1990 Regional Council named 6 types of "Central Places"
- 1995 Council reduced number from 6 4 classifications
 Regional, Metropolitan, Urban & Manufacturing/Industrial

Baton Rouge: City-Parish Planning Commission

1997 designated 29 Growth Centers.
 Major Regional (Baton Rouge), Regional & Community

Types of Growth Centers: Puget Sound





Types of Growth Centers

TABLE 10. 1995 POPULATION AND EMPLOYMENT TARGETS FOR REGIONAL GROWTH CENTERS

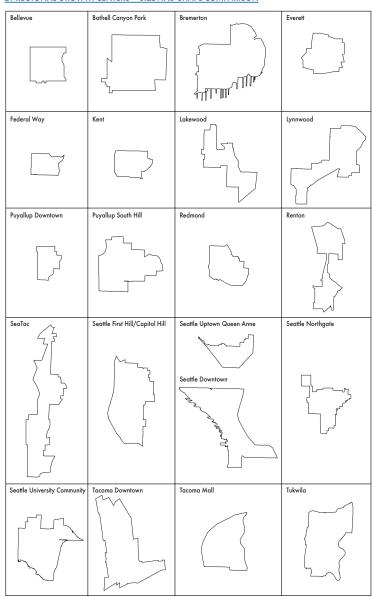
Type of Center	Gross Residential Density (units per acre)	Gross Employment Density (employees per acre)	Total Employment
Regional Employment Center (Seattle)	20	80	300,000
Metropolitan Centers	15	50	30,000
Urban Centers	10	25	15,000
Town Centers	7	15	2,000

Source: 1995 VISION 2020 Update

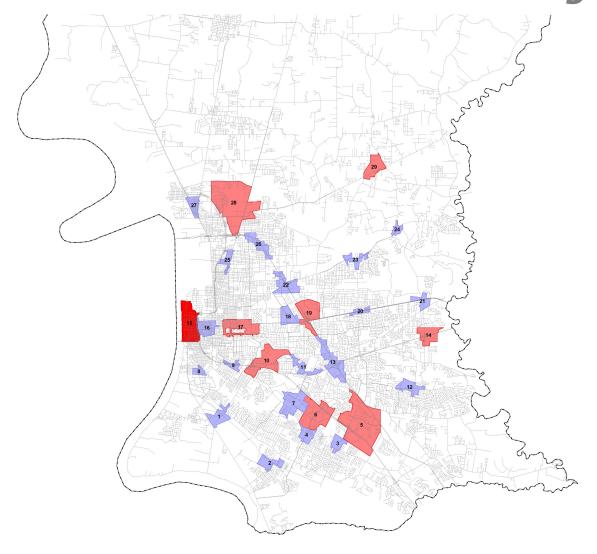
MAP 13. REDMOND REGIONAL GROWTH AND MANUFACTURING/INDUSTRIAL CENTERS



21 REGIONAL GROWTH CENTERS - SIZE AND SHAPE COMPARISON



National Growth Management Models: Types of Growth Centers: Baton Rouge



GROWTH CENTER LABELS GROWTH CENTER GRAPHIC PARISH BOUNDARY Number Category **General Location** Highland/Burbank/Lee Community Burbank/Gardere Community Community Perkins/Siegen Community Perkins/Bluebonnet Regional I-10/Siegen I-10/Bluebonnet Regional Perkins/Staring/Essen Community Regional Highland/State Acadian/Perkins Community Regional College/Corporate Community Jefferson/ Old Hammond/I-12 Community Coursey/Jones Creek Community Airline/Óld Hammond Regional I-12/O'Neal Major Regional Downtown Development District Florida/North/ Community Government 17 Regional Florida/Government/ Acadian Community Florida/Lobdell Regional Airline/Florida Florida/Sherwood Community Forest 21 Community Florida/Old Hammond/ Choctaw 22 Community Airline/Greenwell Springs 23 Community Greenwell Springs/ Sherwood Forest 24 Community Greenwell Springs/ Sullivan/Frenchtown Plank/Evangeline Community Airline/Greenwell Community Scenic/LA 19 Community Regional Harding/Plank/ Blount/I-110 Hooper/Joor/Sullivan Regional

Legend

Growth Center Incentives

Baton Rouge

- Federal Historic Rehabilitation Tax Credit
- 5 Year Property Tax Abatement On Improvements To Structures
- State Residential Historic Rehabilitation Tax Credits
- Small Business Facade Improvement Grant

Others:

- Enterprise Zone and Community Development Funding
- Sales tax forgiveness on materials utilized in Main Street revitalization efforts.
- Incentives / funding for Brownfield development
- Streamlined permitting
- Increased densities within Growth Centers and Main Street Districts

Preliminary Findings

Keys to Success:

- Robust funding of incentives for Development and Conservation
- Continuity of programs between political administrations.
- Strong support for affordable housing through inclusionary zoning and targeted funding
- Assistance for local implementation to ensure strong follow through and local support
- Build broad grass roots support from a range of coalitions
- Identify clear practical steps toward reaching measurable goals

What to Avoid:

- Cumbersome or overly complicated designation process
- Lack of coordination or buy in with all agencies involved
- Failure to implement needed changes at the local level
- Unrealistic expectations

National Growth Management Models: Who should be interested in Growth Centers?

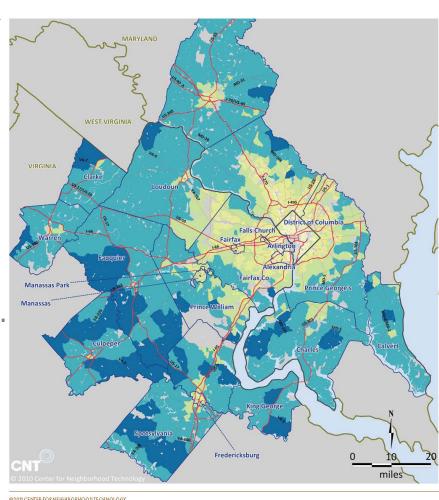
In no particular order:

- Preservationists
- Environmentalists
- Conservationists
- Main Street Organizers
- Supporters of Local Agriculture
- Chamber of Commerce Members
- Developers
- Transit Advocates
- Penny Pinching Budget Analysts
- Affordable Housing Advocates
- Soccer/Hockey moms/dads
- Public Health Advocates

National Growth Management Models: Who should be interested in Growth Centers?

The Costs of Sprawl

- GrowSmart RI's Landmark Report predicted a cost of 1.5 Billion by 2020
- CNT found that form 2000 to 2009 transportation costs to have increased by \$200 /mon. (\$2,500 / year) more in car dependent vs. Location efficient neighborhoods.
- Transportation costs as a percentage of AMI (blues anything over 20%)



National Growth Management Models: Who should be interested in Growth Centers?

Sources:

http://www.lexingtonky.gov/index.aspx?page=608

http://www.oregonmetro.gov/index.cfm/go/by.web/id=277

http://www.plan.maryland.gov/

http://www.mdp.state.md.us/OurWork/smartGrowth.shtml

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