

Getting Smart!

The newsletter of the Smart Growth Network

What Is the State of Smart Growth Today?

by Robert Liberty

What is the state of smart growth?

Smart growth in America as a movement and a set of values and ideas has experienced tremendous growth in richness and influence in the last twenty-five years. Smart growth expressed as outcomes on the ground has made impressive gains, but there is a lag between the changes in ideas and institutions and the outcomes that result. And in some important areas we are losing rather than gaining ground.

The remarks that follow are (with minor exceptions) concerned only with the United States. But we should remember that there are smart growth movements in other places and countries as well, including Australia, Canada, Colombia, New Zealand, and the Commonwealth of Puerto Rico. Nascent smart growth activism naturally has a strong equity component in South Africa.

Because so much of Western Europe already embodies many smart growth principles, there is less American-style sprawl to react against. Nonetheless, scattered around Western and Eastern Europe are smart-growth-type-organizations, including groups in England, Germany and the Czech Republic. We may see more activism in Europe as sprawl proceeds in places like Italy, Greece, and Belgium.

Development patterns in China and India are changing rapidly as their economies expand. Whether or not a smart growth movement or set of policies arises there will be of global significance.

Making Progress on the Ground Site, Block, and Project Level

Greenfield New Urbanism: We are seeing a nationwide proliferation of New Urbanist

greenfield development at the scale of the building, the block, and less frequently the project (1 to 1,000 acres). While greenfield development should not be the top priority for smart growth, these projects certainly represent an improvement over the alternative.

Urban and Small City Redevelopment: There has been a major increase in urban redevelopment projects that express multiple objectives of smart growth, such as mixed use, mixed income, transit friendliness, and green design. For obvious reasons, the press tends to focus on these projects in larger cities, but there is a high level of activities in much smaller communities as well.

City Level

Downtown Resettlement: In some cities, in the last decade, there has been an explosion of downtown housing development and redevelopment (for example, in San Diego). Even in struggling cities like Cleveland and Philadelphia, old office buildings and warehouses are being converted into downtown housing. Clearly this is a national expression of a major demographic shift.

Metropolitan Level

Mass Transit: The approval, construction, and expansion of fixed guideway mass transit projects and systems runs across a broad spectrum of cities, from Minneapolis to Houston to Denver and Sacramento. Transit ridership is gaining as these cities' efforts evolve from isolated rail lines to interconnected rail systems.

Green Space: In the last decade, voters have approved billions of dollars for the protection of large green space reserves, primarily by fee acquisition.

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Letter from the Editor

Dear Smart Growth Network Member:

This is a somewhat unusual issue of *Getting Smart!*, and one that I'm excited to share with you.

For this issue, we asked a number of the leading thinkers and practitioners of smart growth for their "deep thoughts" on the state of smart growth—where we are, where we should be going, what the future might have in store for us.

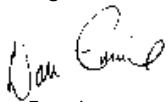
This issue kicks off with an extended discussion of these questions by Robert Liberty. Robert is the former executive director of 1000 Friends of Oregon, and has been promoting smart growth before the term was even coined. We're privileged to have his views and advice.

No less important are the shorter responses we've received from a wide range of smart growth leaders that have also shared their thoughts. Their answers should both inspire you to take pride in what smart growth advocates are accomplishing and provoke you to think about what we could do better. This conversation begins on page 5.

Finally, you might notice some changes in the layout of this and upcoming issues of the newsletter. This is in response to feedback we've received from you, that the newsletter could be made easier to read in its online format. As we experiment with designs to improve readability, we hope you'll let us know what you think about the changes.

But more importantly, we want to hear your thoughts about the state of smart growth, too. You are all leaders of the smart growth movement, and many of you are working to make smart growth happen where it matters: at the neighborhood, city, and regional levels. If you would like to share your thoughts, we'll be printing them as letters to the editor in upcoming issues.

Best regards,



Dan Emerine
Editor



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Getting Smart!

The Smart Growth Network
Newsletter

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Regionally Initiated Urban Containment: Urban growth boundaries and other, similar, hard-line approaches to urban containment, adopted at the metropolitan rather than the state level, have been spreading, albeit slowly. Not all of these measures are equally effective or equally "smart"; they vary in their ability to integrate urban containment with affordable housing, increased transportation choices, and equity objectives. The adoption of these efforts at the regional level has been led by California communities, including Ventura County in Southern California.

Sub-State Regional, State and Multi-State Urban Containment and Investment Programs: At least three states have adopted statewide programs requiring explicit urban containment programs: Oregon, Washington, and Tennessee. GIS data assembled by Chris Nelson and Tom Sanchez at Virginia Tech shows that significant changes in

the spatial pattern of development on a metropolitan scale have been achieved in the Portland metropolitan area, compared to the patterns of similarly sized and growing cities (Charlotte, Columbus, Orlando and San Antonio.)

Other states have used state investments to try to shape development patterns. The most celebrated of these efforts include Florida, New Jersey and Maryland. I have not seen research literature on the impact of these efforts on the ground.

Federal Level

Transportation Policy: Since the great reform of the Intermodal Surface Transportation Efficiency Act of 1991, federal transportation spending and the associated allocation programs and formulas has translated, somewhat unevenly, into the new and extended mass transit projects mentioned above.

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National Smart Growth Achievement Award Recipients Announced

On November 19, 2003, five communities were recognized by the U.S. Environmental Protection Agency (EPA) for their innovative approaches to projects ranging from the revitalization of brownfields to the renewal of urban centers, while still maintaining a sense of community identity and respect for the environment. The five recipients of EPA's National Smart Growth Achievement Awards, who were recognized in a ceremony at the National Building Museum in Washington, D.C., incorporated the principles of smart growth in ways that could be replicated elsewhere.

"Our winners are models for other communities, and their efforts prove that people everywhere care about how and where we grow," said EPA Administrator Michael Leavitt. "How we grow today influences not only how we live, but how future generations live. We must plan for growth in a way that protects our streams and rivers, keeps our air clean, and preserves areas of natural beauty and ecological importance."

Smart growth development practices support national environmental goals by preserving open space and parkland and protecting critical habitat, improving transportation choices to reduce emissions from automobiles, promoting brownfield redevelopment, and reducing polluted run-off.

The award categories and winners are as follows:

Overall Excellence: The Metropolitan Council of Minneapolis-St. Paul for the Livable Communities program. The Met Council has awarded 292 grants totaling nearly \$100 million to 106 local jurisdictions in the metropolitan area. The recipients have used funds to revitalize brownfields, create mixed-use town centers, and provide affordable and lifecycle housing in rural, suburban, and urban settings.

Built Projects: The Department of the Navy for the Village at Naval Training Center (NTC). This project reuses a decommissioned training center and creates attractive affordable housing for military families. The neighborhood is located three miles from downtown San Diego, is adjacent to existing retail, and provides access to public transportation.

Policies and Regulations: Cuyahoga County (Ohio) Treasurer's Office for their Housing Enhancement Loan Program. This program is designed to encourage housing improvements in Cleveland and its first-ring suburbs. The county works with six banks to issue home improvement loans at 3 percent below market rate to residents in eligible communities. Since 1999, the program has generated over 4,700 loans totaling more than \$57 million.

Community Outreach and Education: Georgia Department of Community Affairs for the Georgia Quality Growth Program. The state offers a number of services to communities throughout Georgia, including on-site visits by resource teams, small grants, and a clearinghouse of Georgia examples of smart growth.

Public Schools: Wake County Public School System/City of Raleigh, North Carolina, for the Moore Square Museums Magnet Middle School. The newly constructed Moore Square school is located on a four-acre block on the edge of downtown Raleigh near several museums and arts facilities. The school is drawing new residents and redevelopment to the adjacent neighborhoods, helping to stabilize the community.

This year, EPA received 112 applications from 31 states and the District of Columbia. Winning entries were selected based on the effectiveness in advancing smart growth, the ability to be replicated, and the level of citizen and stakeholder participation or partnership. The competition, now in its second year, was open to state, regional, or local governments and other public-sector entities. For more information about the National Awards for Smart Growth Achievement program and this year's winners, visit www.epa.gov/smartgrowth/awards.htm.

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Housing Programs: The results of HOPE VI have been mixed; some good projects have been built but there are also far too many people who have simply lost their access to housing. However, as an experiment in a multi-objective approach to federal reinvestment, it has been very important and is serving as models for redevelopment of other federal properties. There have also been modest improvements in the treatment of mixed use and mixed income projects by the semi-public federal secondary mortgage market institutions.

Environment: The application of federal environmental laws to generate smart growth outcomes on the ground has produced some interesting results. A good example is the encouragement of brownfields redevelopment.

Losing Ground

Against this background of progress, it is still true in important respects that smart growth is losing ground.

Rural Lands: Vast swaths of the American landscape are being fragmented into 2- to 40-acre home sites. These ranchettes and estate housing tracts replace working land-

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(Robert Liberty, continued from page 2)

scapes that produce food and timber and support struggling rural economies. They destroy and fragment habitat, shifting and reducing populations of migratory species, and introduce invasive non-native species. The increases in the road network have serious implications for water quality. Rural sprawl also puts more people and forests and grasslands at risk of fire.

This phenomenon of rural sprawl receives a tiny amount of attention compared to urban sprawl (defined as development with a population density of 1,000 or more people per square mile). This omission is serious: research by Dave Theobald at Colorado State University shows that the geographic footprint of low-density sprawl in the American West is three to ten times the area of urban sprawl.

Economic Segregation: Class-based residential zoning continues almost unabated and undebated. The resulting isolation of Americans of modest means from jobs and good schools is a serious national, state, and local problem.

Transportation Investments: While more money is being spent on transit investments, in many places it is being overshadowed and undercut by continued spending on highways and freeways, and by the failure to create connected networks of boulevards and bike and pedestrian paths.

International Trade & Treaties: Few smart growth proponents are aware of the potential threats to realizing smart growth on the ground posed by international trade agreements that could make American agriculture uncompetitive and transfer more industrial jobs from already declining American manufacturing areas. International treaties could require compensation for smart growth land use regulations as “takings” (as was possible under the draft Multilateral Agreement on Investments).

Progress in Changing Minds and Institutions in the United States Public Opinion

Dissatisfaction with current, one-size-fits-all, sprawling and traffic congested development patterns has risen, and there is skepticism that “more of the same” will address these concerns. In this category of dissatisfaction are the increasing doubts that more freeways will solve congestion and the rising support for investment in public transit. Similarly, people are more supportive of spending money to repair existing neighborhoods than they are of using it to build roads and sewers in new development. Popular understanding of the other positive elements of smart growth (for example, the convenience of dense development) lags behind.

News Media

There is a small cadre of reporters, chiefly at newspapers, who have a deep understanding of smart growth issues and have made it, or tried to make it, a specialty. (David Goldberg, formerly of the *Atlanta Journal-Constitution*, is a good example.) But typically these reporters are not given much freedom by

their editors to write stories that have the multidimensional perspective that makes smart growth interesting.

In most newspapers, smart growth topics do not fit the silos of news coverage. Most people get their news from television. Many smart growth news stories are local or regional, and thus are not covered by national TV news. But the stories are not covered by local and regional TV news media, because the focus of these organizations is on sports, weather, pets, accidents, and scandal.

Private Sector

The most important change in the private sector has been the growth and success of various smart growth development projects, drawing in new investors and changing the perspective of banking institutions. The aging of the Baby Boomers and the steady change in the nature of the American household promise a gigantic market for very different types of housing and commercial development over the next 20 years. Even the opponents of smart growth recognize this. In my hometown they used to cry, “No one likes density!” Now they say, “Not everyone likes density.”

There has been a huge growth in smart growth-oriented consulting in the fields of urban design, planning, transportation, GIS, and law. This is part of the intellectual infrastructure for change.

Unions

At the beginning of January, readers of *USA Today* opened the paper to read a story about a new political alliance in Southern California between labor unions and environmentalists. The San Diego and Imperial County Central Labor Council had endorsed the Rural Lands Initiative, an initiative that would apply 40-, 80-, and 160-acre minimum lot sizes to 700,000 acres of ranch, forest, and farmlands. The unions endorsed the measure because it would create a de facto urban growth boundary for the San Diego metropolitan area, resulting in a development pattern that would mean more better-paying, union jobs than suburban sprawl would generate.

Unions’ growing support for smart growth policies at the national and local levels heralds the arrival of an important new constituency. It is important not just because unions represent a different set of Americans, but also because of their political skills and clout.

Nonprofit Organizations

Smart Growth Advocacy Groups: There has been an explosion of smart growth advocacy groups. These organizations, operating at the national, state, regional, and local levels, are the essential grassroots proponents for government policy changes. In addition, other organizations (primarily environmental, but also some affordable housing advocates and community development organizations) have initiated major smart growth projects or campaigns.

(Robert Liberty, continued on page 6)

The State of Smart Growth

Dana Beach, Executive Director, South Carolina Coastal Conservation League

What is the state of smart growth?

Smart growth is one of the more compelling social movements in the past few decades, with a cadre of bright, motivated individuals promoting important reforms in the way cities grow and function. However, Smart Growth is not on a trajectory that will allow it to achieve its supporters' goals. The smart growth initiatives around the country vary greatly in their individual significance but collectively have not achieved a scale necessary to avert the declining performance—economically, environmentally, and socially—of our cities. Much more needs to be done. In the absence of large-scale change, the movement will remain impotent, little more than a boutique initiative overwhelmed by the enormous momentum of an automobile-dependent, economically segregated, environmentally hostile culture.

Where should the smart growth movement be headed?

There are two areas where massive effort is necessary and could pay off in major gains:

- Transportation spending and planning is the foundation of sprawl. This is not only true of the federal transportation funding system, where virtually the entire focus is on construction and widening of large arterial roads, but at the local and state levels, where municipal transportation planning is virtually everywhere turned over to private developers. The road systems of the nation have laid a foundation upon which nothing but sprawl can be built. Cities, states, and the federal government have to reorient their energy toward ensuring the construction of functional road networks down to the neighborhood level. There is not enough money available to overcome the dysfunction of the disconnected neighborhood road network that characterizes the last 40 years of growth.
- Urban design has to rise to the forefront of thinking about environmental protection, housing, mobility, etc. The current compartmentalization of planning, with environmental regulators ignorant of, and unwittingly hostile to, functional urban design; with city planners incapable, educationally or politically, of laying out detailed future growth scenarios for their regions; and with transportation planners focusing singularly on high-speed abstract geometries with total disregard for community context, has to be overturned.

Where do you think smart growth will be in 10 years?

It will either be an exhausted movement, resigned to the ravages of sprawl, with a few niches for a new group of spe-

cialists (in transit and downtown redevelopment, for example) but without the ambitious vision and broad public engagement necessary for success. Or it could be a movement in full realization, where new and existing policies are habitually checked for consistency with smart growth principles; where exclusionary zoning, currently the lingua franca of the planning profession, has become a national embarrassment and is largely being dismantled, as covenants prohibiting housing sales to African-American buyers were in the 1950s; where “connectivity” is not only paid lip service by local planners, but also where transportation funding disbursements are contingent on local connectivity requirements; and where sprawl housing in rural areas is not only discouraged through the withholding of all public investment, but is also eschewed by homebuyers and lenders who understand the negative aspects of sprawl.

Is it accurate to call smart growth a “movement,” or is it a set of principles, a set of policies, or something else (or all of the above)?

Smart growth is a belief that settlement patterns have important and often determinant implications for most aspects of our private and civic lives. It is a belief that great communities and great societies articulate their values in beautiful urban places and through their stewardship of nature, and that—to paraphrase Churchill—those places then reinforce and inform the highest aspirations of the community.

Don Chen, Executive Director, Smart Growth America

What is the state of smart growth?

In some ways, smart growth is on a roll. Today's critics of sprawl include EPA administrators from both major parties, top officials at the Federal Reserve Bank, the AFL-CIO, real estate investors, an increasing number of developers, and leaders in housing, environmental, and many other fields. Smart growth advocates have undoubtedly made impressive gains, from legislative victories and research breakthroughs to new coalitions and greater public awareness. And the field continues to attract growing numbers of intelligent, talented, charismatic, and knowledgeable people.

But compared with the challenge at hand—fundamentally transforming how our communities grow—these strides are quite modest. The dominant paradigm for growth is still urban sprawl, and communities still face an uphill battle to maintain their quality of life. To truly succeed, we must ensure that smart growth is at least as straightforward to implement as sprawl, preferably even easier in terms of getting projects built.

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American Farmland Trust

In Georgia, AFT is teaming up with the National Association of Counties and Georgia Agribusiness Council to help 11 counties plan for agriculture. As a first step, teams from the counties attended a workshop to learn about the variety of successful techniques available for saving farmland. AFT is currently providing technical assistance to the county teams to help implement transfer of development rights or purchase of development rights (PDR) programs.

In Washington, AFT is helping Pierce County create a PDR program. The program received a boost in November, when the county council voted to impose a \$5 per parcel assessment to fund, among other things, the new PDR program. The program was an outcome of the Farm-City Forum that AFT hosted in Pierce County in 2002. On a related note, the Saratoga County, New York, PDR program received a boost this fall when the county council voted to increase its annual spending on farmland and open space protection from \$330,000 to \$500,000. The PDR program is one of the techniques recommended in the county's plan for agriculture, which was created by AFT in 1997.

In Ohio, AFT is conducting cost of community services (COCS) studies in several counties. The results from the studies are being used to build support for farmland protection, which is a necessary first step to creating and implementing plans for agriculture. COCS studies were completed in Knox and Clark counties during the fall, and two additional studies in the Cincinnati area will begin in the spring.

For more information about these projects or how AFT can help other communities plan for agriculture, contact Jill Schwartz at 202/331-7300, ext. 3011, or jschwartz@farmland.org.

The Conservation Fund

The Conservation Fund has launched the Center for Conservation and Development to help reduce land consumption and fragmentation in America by promoting a more strategic approach to land conservation and by encouraging conservation development as a tool for protecting open space in rural areas. To advance these goals, the Fund recently conducted a poll for Lancaster County, Pennsylvania. The results showed overwhelming support for growth management and land protection among a wide base of citizens from the mostly Republican county. Sixty-nine percent of the respondents favored an increase in the County Commissioners' efforts to preserve farmland and open space, with equal support for creation of a new dedicated source of public funding, use of urban growth boundaries, and strengthening of zoning and development regulations.

The Fund also prepared the first-ever green infrastructure plan for Talbot County, Maryland. The plan will be used to set priorities for protecting agricultural, watershed, and habitat lands. Finally, the Fund has published *Land Conservation Financing* and an American Planning Association briefing paper on green infrastructure as part of the City Parks Forum series.

Land Conservation Financing provides a comprehensive overview of successful land conservation programs around the country—how they were created, how they are funded, and what they've accomplished—along with detailed case studies from across the United States. To order the publication, see <http://www.conservationfund.org/?article=2011> or call 703/525-6300.

Edward T. McMahon and Mark Benedict of The Conservation Fund wrote "Green Infrastructure," the fifth in a series of American Planning Association briefing papers on city parks. The paper underscores the value of parks as part of an interconnected system of green spaces that are necessary for the proper functioning of natural systems and overall community well-being. The briefing paper is available at <http://www.planning.org/cpf/briefingpapers.htm>. *(continued on page 7)*

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These groups do public education at the national and retail level, commission research, build alliances, develop institutional memories and become an invaluable source of personnel to staff—or run for—national, state, and local government positions at opportune times. Good examples are JoAnne Denworth and Roy Kienitz in the administration of Governor Ed Rendell of Pennsylvania; Ned Farquhar, who works for Governor Bill Richardson in New Mexico; Dave Ciesliewicz, Mayor of Madison; and Elaine Clegg, a member of the Boise city council. In Canada,

Cheeyung Ho (executive director of Smart Growth BC) has been appointed to a national smart growth advisory group by Premier Paul Martin.

Foundations: The Funders' Network for Smart Growth and Livable Communities has done extraordinary work in explaining the relevance of development and redevelopment patterns to the efforts of funders—even those working outside the areas of community development and the environment. The most noticeable progress has been in getting funders of public health and economic opportunity efforts to put their funding projects into a smart growth context.

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Joint Center for Sustainable Communities

The Joint Center for Sustainable Communities, the partnership between NACo and the United States Conference of Mayors, has partnered with the Robert Wood Johnson Foundation to assist mayors and county officials with addressing declining community health and physical inactivity. The effort assists local officials with making their communities more conducive to active living—the integration of physical activity into daily routines of life. Therefore, the partnership focuses on issues related to daily living, including school siting, bicycle and pedestrian security, neighborhood safety, transportation, planning, and zoning. A coalition of state and local government organizations have come together through the Active Living Leadership (ALL) initiative based at San Diego State University to provide citizens with increased opportunities for active living. The International City/County Management Association, National Conference of State Legislatures, the Local Government Commission, and the National Governors' Association have joined the Center as partners.

National Association of Counties

The National Association of Counties (NACo) and the International Council of Shopping Centers (ICSC) signed a national partnership to bring county officials and the retail industry together to explore ways to increase economic opportunity nationwide, beginning with small and mid-sized communities. Describing the partnership, NACo President, Boone County, Missouri Commissioner Karen Miller said, "County officials and ICSC members both have a strong stake in assuring the economic health and vitality of communities. Our counties are in constant need of quality economic development opportunities that allow them to maintain the characteristics and values that make them distinct. This is true for all counties, but perhaps there is nowhere that the need is felt more acutely than in our small and mid-sized counties. ICSC shares our belief that more can be done to assist them in finding and creating economic opportunity. That is why we are focusing on them right from the start." The effort is part of Miller's Presidential Initiative focusing on assuring the economic, environmental, and social health and vitality of rural America.

Natural Resources Defense Council

The Natural Resources Defense Council (NRDC) continues to work on developing standards for new smart growth development in partnership with the U.S. Green Building Council (USGBC) and the Congress for the New Urbanism (CNU), in cooperation with EPA. The Council is in the early stages of creating a system similar to the Leadership in Energy and Environmental Design (LEED) standards for green buildings. This system will evaluate new neighborhood developments as a whole, and encourage environmentally sound development by rewarding developers who pursue smart growth rather than conventional sprawl. Jennifer Henry is the new LEED-ND program manager for the partnership; her office is located at USGBC.

NRDC also is currently focused on the reauthorization of TEA-21, the federal transportation bill. As Congress moves forward with this bill, the Council is working to ensure the preservation of clean air protections, funding for public transit, and the environmental review process established by the National Environmental Policy Act (NEPA). In August 2003, NRDC and Sierra Club released a report on the importance of NEPA in making better transportation decisions. The study surveys a dozen highway projects that were improved by public participation and the environmental review process. The report, "The Road to Better Transportation Projects: Public Involvement and the NEPA Process," is available on Sierra Club's Web site (www.sierraclub.org).

NRDC's smart growth program pursues a range of additional research, writing, and advocacy on behalf of sound development alternatives to sprawl. For more information, please see <http://www.nrdc.org/cities/smartgrowth>.

Northeast-Midwest Institute

The Northeast-Midwest Institute played an active role in last October's *Brownfields 2003: Growing a Greener America*. Charlie Bartsch delivered several presentations, including "Brownfields Financing 101," which discussed financing gaps, the need for public-sector support, commonly used federal programs, and low-cost/no-cost tools that can enhance a project's finances; "Turning on a Dime: Revolving Loan Funds," which outlined how RLFs work, sources of capital, and potential brownfield connections; and "Heard on the Hill: What Program Changes are Being Considered?" which covered tax incentives, a formalized role and funding for the Economic Development Administration, decoupling the Brownfields Economic Development Initiative from Section 108, and expanding the brownfield authority and funding under the Leaking Underground Storage Tank program. In January, Charlie will give a presentation at the *New Partners for Smart Growth Conference*, focusing on best practices and cutting-edge policy mechanisms for linking smart growth with brownfield redevelopment. Recent presentations can be found on the Institute's Web page at <http://www.nemw.org/brownfields.htm>.

Report Examines How to Revitalize Challenging-to-Redevelop Properties in Tandem with Brownfields

The International City/County Management Association (ICMA) has released a new brownfields report, *Co-location: Facilitating Revitalization Beyond Brownfields Boundaries*. Co-location is a revitalization strategy that links the redevelopment of brownfields with nearby or adjacent properties that, like brownfields, can be a challenge to redevelop. Whereas brownfields redevelopment can occur on a site-by-site basis, a co-location approach considers how other challenging-to-redevelop properties, such as Superfund sites or vacant properties, can be revitalized in tandem with brownfields efforts.

Co-location features examples of local governments that, in coordination with community and federal government partners, have undertaken co-location redevelopment. Data and information for this report were collected through personal interviews with stakeholders involved in co-location redevelopment projects and through literature reviews. Project profiles from Denver, Colorado, and Indianapolis, Indiana, exemplify the benefits that co-location can yield, as well as indicate some strategies, best practices, and lessons learned that other local governments can adopt.

For a free electronic copy of the report, click on the following link:

<http://www.icma.org/main/ld.asp?ldid=16598&hsid=1&ssid1=44&ssid2=79&ssid3=79>.

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Where should the smart growth movement be headed?

I believe that advocates need to capitalize on smart growth's popularity and generate a broader resolve to accomplish major objectives. In particular, our top priority should be to create market, regulatory, and public opinion environments in which smart growth can be embraced. If we can, say, get the construction of mixed-use walkable communities on a level playing field with sprawl development, I believe walkable communities will be far more popular.

Where do you think smart growth will be in 10 years?

I hope that smart growth will be the mainstream approach to community planning and development in several states and communities across the nation. And I hope that their success will encourage other places to strive toward smarter growth.

Is it accurate to call smart growth a "movement," or is it a set of principles, a set of policies, or something else (or all of the above)?

For smart growth to really feel like a movement, advocates need to organize and rally behind achieving some major strategic goals, such as national or state legislation, changes in industry standards and practices, or a substantial improvement in public awareness. The foundation for that exists today, but it needs to be more deliberate and ambitious to call it a movement.

Judy Corbett

What is the state of smart growth?

Smart growth is not yet business-as-usual, but we're getting there.

Where should the smart growth movement be headed?

While some local governments and developers still need to be educated, there is increasing awareness and interest from both groups. But local governments are still making it difficult for those who want to build it. We need to help local leaders understand what they need to do to fix their policies and practices in order to make them "smart growth friendly."

Where do you think smart growth will be in 10 years?

I'm hopeful that in 10 years, smart growth will be business-as-usual.

Is it accurate to call smart growth a "movement," or is it a set of principles, a set of policies, or something else (or all of the above)?

Smart growth is a set of principles, implemented by an appropriate set of policies. Because the constituency is growing quickly in diversity and numbers, I think it is appropriate to call it a movement.

Martin L. Harris, Director, Joint Center for Sustainable Communities

What is the state of smart growth?

Simply put, smart growth as a concept has gained a widespread level of awareness, but not of understanding or acceptance. We still need to do a much better job in distinguishing smart growth from *no* growth, and we need to come out with an aggressive broad-based message that says that growth is *not* a bad thing. This lingering perception that we define growth as an evil and the significant difficulty in speaking to the needs of all Americans are the two

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Report on “Evaluating Criticism of Smart Growth”

This paper evaluates criticisms of smart growth land use policies. It defines the concept of smart growth, contrasts it with sprawl, and describes common smart growth strategies. It examines various criticisms of smart growth, including the claim that it does not reflect consumer preferences, infringes on freedom, increases traffic congestion and air pollution, reduces housing affordability, results in socially undesirable levels of density, increases public service costs, requires wasteful transit subsidies, and is unjustified. This analysis indicates that many claims by critics reflect an incomplete understanding and inaccurate analyses of smart growth. The report can be read at <http://www.vtppi.org/sgcritics.pdf>.

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important challenges that define the state of smart growth.

We need to move past what I believe is only a recently achieved “reluctant acceptance” that growth must and will occur and onto a broader embracing that it can be the very lifeblood of communities. The perception is that the smart growth community has accepted this reality with all the enthusiasm with which a child accepts a shot from its doctor. Many people do not believe that the smart growth movement appreciates that growth can often foster enormous economic opportunities, new advances and innovation, more diverse communities, better living and working conditions, and improved services.

Smart growth will only take hold on a broader level when it shows that it is the tool through which communities can capitalize on the vast promise of growth by being well prepared to address its challenges.

Where should the smart growth movement be headed?

I believe smart growth is a tool, not a destination; as such, it's headed nowhere by itself. A tool heads in the direction in which the individual wields it, and is used only after they determine that it is suitable for the job at hand and makes accomplishing that job easier than it would be otherwise. So the better, more applicable question is: in what areas should we look to improve smart growth so that it becomes a better tool? This takes us to the next question...

Where do you think smart growth will be in 10 years?

Unfortunately, I think that smart growth will for many people still be synonymous with “no growth,” or “slow growth,” and will still be ascribed by many in the media to those with similar stances. Smart growth has a ways to go in gaining acceptance or relevance in many, many segments of American society. Most disturbing to me is the tendency within the field to give short shrift to this shortcoming, and to blame those in the anti-smart growth camp for distracting people's attention or distorting the smart growth message.

The fundamental reason why the smart growth movement has not gained any real traction in minority communities is the simple fact that as the movement was launched,

it was not focused on their issues, didn't seem to factor them into the equation, or didn't consider the potential ramifications to their communities.

For decades, the traditional vision of the American Dream meant buying your own single-family home, which would sit on a generously sized plot of land in a nice, quiet suburban neighborhood. The house would come with a two-car garage—one for each car—and there'd be a chicken in every pot. Smart growth, in many ways, calls for a *redefining* of this “American Dream,” as many principles it advocates run counter to that “single-home-on-a-large-suburban-plot” vision.

I believe part of the disconnect between smart growth and minorities is that the movement began pursuing this revision with a lack of understanding (or readily apparent thought) about how it might be received by minorities. Historically, many minority groups lacked the resources necessary to achieve that traditional “American Dream,” but as they advanced economically in the 1990s, it became more accessible. But now we have smart growth experts advocating policies and principles designed to discourage and at times actually prohibit them from doing so.

For many in the smart growth movement, for the long-term good, it may seem sometimes necessary. However, in many segments of this New American Majority—people who have had the doors to opportunity and “the good life” slammed in their faces for so long—this can create the perception that smart growth is simply a nice, new, sanitized code word for an old, dirty word: segregation.

The smart growth movement's failure at its inception to focus sufficiently on equity and diversity left it vulnerable to the perception that it was something for white middle- and upper-class Americans only. This has resulted in an unusual stratification in which minorities may feel more closely aligned with property rights advocates, developers, builders, and others that they often label as “enemies” of smart growth.

Over the next 10 years, smart growth advocates need to devote themselves to listening and learning from leaders and members of affected communities on how smart growth can be refined and applied in ways that are respectful of the aspirations and experiences of all citizens. As our population

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Increasing traffic, loss of open space, challenges to clean water, and affordable housing shortages are just four issues driving planners to look for new solutions to growth management. Smart growth is not just a new “brand”; it represents a new way of planning-integrating issues like water, green space, housing, and transportation; using a mix of regulatory and voluntary planning tools; and being more proactive with more diverse stakeholders.

In the last 10 years, smart growth has become an accepted set of principles, clarified and fostered through national discussion and publications like *Getting to Smart Growth: 100 Policies for Implementation*. The next step for smart growth advocates is to provide a case study and best practice for practical application of the principles—specifically, a planning process that can turn these new policy ideas into measurable results.

Already, success is showing us a new roadmap for planning, with three or four characteristics that appear to be jump-starting new plans. New tools for public outreach and discussion, including Web-based GIS applications, are allowing more people to participate in visioning exercises. Secondly, a broader set of interests is working together through private-public partnerships, not just in planning but in financing, implementation, and management as well. Land conservation, for example, is drawing private land trusts, private foundations, public agencies, and private landowners to work together on broad green space and watershed protection goals.

Thirdly, communities are increasingly looking for action plans with specific timelines, budgets, leadership targets, and measurable results. Community residents want to be part of the planning and the implementation. And lastly, public agencies are getting smarter about using public assets like parks, roads, sewerage, and other public investments to steer and shape growth rather than be steered by it.

In the next few years, smart growth advocates should be talking about smart growth successes, helping state and local governments to move from adopting principles to taking action. Or else we may be doomed to once again “branding” new principles without any results to show for the smart growth movement.

Kathy Blaha, Trust for Public Land

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continues to grow at a rapid rate, in both its numbers and its diversity, it is clear that this is an issue that will not go away and must be addressed. Failure to do so will likely put an end to the smart growth movement, as it will have failed to pass the most basic test of America—assurance that its benefits can be equally shared by all segments of our society.

Is it accurate to call smart growth a “movement,” or is it a set of principles, a set of policies, or something else (or all of the above)?

Smart growth is a “movement” in the sense that it has a core group dedicated to its principles, with a commitment to advance them. But it is still a ways from advancing beyond this minimalist definition and becoming an effective movement. Smart growth could benefit by learning lessons imparted by an effective movement, like the Civil Rights Movement. Even as important as it was, that movement did not become fully effective until it grew beyond its core supporters in Black America to where the rest of the nation realized they had a personal interest in its outcome.

Through a lot of pain, injustices, and suffering, the Civil Rights Movement found the correct messages that resonated to Americans (morality, equality, and fairness) and the effective vehicles (non-violent resistance, coalition building, public awareness) through which to deliver those messages. Civil rights movement leaders did not consider the majority of white Americans their enemies. They did not focus on

demonizing them, believed that most Americans in fact had an innate sense of right, and if shown a better path would likely be receptive to it.

By and large, the smart growth movement still has not learned that builders, developers, property rights advocates, and in fact normal Americans, who often *like* big lots and houses, are not the “enemy.” Even where we have learned it, we have not spent much time working on developing appropriate vehicles through which to work with these groups for positive change.

Note: The opinions expressed here are those of the author, and do not necessarily reflect the policies or opinions of the National Association of Counties, United States Conference of Mayors, the Joint Center, or their members.

Alex Hecht, National Multi-Housing Council

Where should the smart growth movement be headed?

NMHC/NAA believes that the administration’s leadership in promoting a housing policy that expressly encompasses a diversity of options would go a long way to achieving the objectives of the smart growth movement. The current policy, which stresses the value of single-family homeownership as the ideal American Dream, sells short and stigmatizes

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A few years ago, a college student asked me what it is like to be a woman leader in “the movement.” Totally perplexed, I asked, “What movement?” She responded, “The smart growth movement!”

When I joined with civic, business, and environmental leaders in New Jersey to form New Jersey Future 17 years ago, we had no idea we would be in the vanguard of “the movement.” We simply set out to create an organization that would stand up for what seemed like common sense to us—using the state’s regulatory and spending powers to protect open lands, while steering new development to places that already had the infrastructure to support it.

We believed these actions would be so powerful that local government and developers would naturally follow suit. I cannot remember now if we spent any time discussing how long it would take, or how tough it would be.

In the decade and a half since we started, fighting sprawl and rebuilding communities has moved from a fringe idea to the front page. But the results are mixed. New Jersey leads the nation in the percentage of farmland that is preserved and ranks fourth in total acreage preserved. Yet we continue to lose some 18,000 acres of land to development every year. *The New York Times* noted recently that the Garden State could be the first state in the nation to reach full buildout—and we could get there within the next 50 years.

At the same time, the development and growth that has taken place has failed to benefit our older places. While New Jersey has the nation’s highest median household income, it also has some of the country’s poorest communities.

Our victories on the ground and in the policy arena remain noteworthy because they are still more the exception than the rule. We now have a second governor who has made smart growth a central issue for the state’s work; our legislature last year launched one of the nation’s few smart growth caucuses with our help; and we are leaders in unlikely coalitions supporting property tax reform and land use tools that would have been unthinkable 10 years ago. We are poised today for the success we assumed would come so naturally 17 years ago, but it will not come easily.

Barbara Lawrence, Executive Director, New Jersey Future

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other choices for consumers whose needs may best be served by other housing choices. After years of struggling with traffic, pollution, long commutes, and overcrowded schools, Americans are calling for more livable communities. The unquestioned value of home ownership in the American value system has led to a profoundly biased national housing policy that ignores the critical role apartment housing plays in creating more successful, smarter communities.

NMHC/NAA maintains that apartment housing will play a vital role in the future of the smart growth movement. Apartments are more compact, less sprawling, and conserve green space; create pedestrian-friendly neighborhoods; use municipal infrastructure more efficiently; revitalize deteriorating neighborhoods; and reduce auto traffic. We seek a more level playing field between rental housing and home ownership. Ignoring apartment housing damages communities that could benefit from smart growth land-use policies that include higher density housing.

Is it accurate to call smart growth a “movement,” or is it a set of principles, a set of policies, or something else (or all of the above)?

NMHC/NAA believes that smart growth is far more than a movement. It is a necessary component to effective construction and development, all the while protecting the environment and ecology. In a general sense, smart growth

balances the need to grow with a desire to maintain the quality of life. The key to successful implementation of smart growth principles is a willingness to change old ideas and add new solutions into the mix.

Jim McElfish, Director, Sustainable Use of Land Program, Environmental Law Institute

What is the state of smart growth?

Smart growth is under attack. The concept has demonstrated its strength and persuasive power: it is for growth, but for growth that preserves choice, improves communities, and conserves environmental benefits for future accessibility. In reaction, the opponents of smart growth (who have ideological or pecuniary reasons for this opposition) have recently begun attacking it by representing it as something else. They seek to have newspapers describe smart growth as “slow growth.” They argue that the agenda can’t really be choice but must be the denial of choice. They seek to portray mixed-use development and mixed-income communities and public green space as versions of “European” central planning, rather than as the recognition of a truly American historic tradition of community building. They play the race card, the socialist card, the hypocrisy card, and whatever other card may work. And the reason for this is

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In my view, smart growth is most of all a set of practices that communities can use to develop and conserve land in a thoughtful manner that protects the environment, uses economic resources efficiently, and serves people. The good news is that there has never been so much of it: our cities are brimming with compact infill development and increased transportation choices, while voters across the land are empowering their governments with new programs for saving special places from haphazard sprawl development. Civic leaders, organizations, and citizens everywhere are talking about how we can best plan and develop our towns and cities, and the partners of the Smart Growth Network can take considerable pride in helping lead the way.

The bad news, though, is that there has never been so much sprawl. New houses and shopping centers continue to sprout on forests and farmland that once provided wildlife habitat and natural filtration for clean watersheds. We are driving longer and longer distances just to do the same things. Localities face budget shortfalls straining to keep up, while older neighborhoods are neglected. Over the next decade and beyond, our movement must meet these challenges with continued energy and innovation. There are few causes more worthy, and none more fun to work on.

F. Kaid Benfield, Director, Smart Growth Program, Natural Resources Defense Council

(Robert Liberty, continued from page 6)

On the other hand, some of the most important past funders of smart growth education and advocacy work, who approached the issue primarily from an environmental protection perspective, have withdrawn their support.

Communities of Faith: Some churches and denominations have embraced social justice and environmental elements of smart growth. These include some Catholic dioceses (Bishop Anthony M. Pilla of Cleveland comes to mind.)

Civic Associations: Municipal good government associations that sponsor public education programs, such as the Columbus Metropolitan Club, are exposing an important segment of community leaders to smart growth concepts. These forums often generate news stories on the topic. Local chapters of the League of Women Voters often serve a similar function and the national League is making smart growth a national project.

Professional Associations: Important professional associations have embraced smart growth as containing or providing for the achievement of important professional objectives. These include the American Planning Association (especially under President Paul Farmer's leadership), the American Institute of Architects (although many practitioners remain focused on iconic buildings rather than livable places), mass transit associations, and subgroups within associations of city and state governments. Although their members may have conflicting views, associations involved in the real estate industry are heavily engaged in the debate. Education associations are tipping their toe into the debate.

Academe and Research

Not very long ago, smart growth was not regarded as a suitable subject for serious research and debate. Today smart growth is the subject of at least three academic centers that aspire to be of national scope: the University of Maryland's National Center for Smart Growth Research and

Education, Virginia Tech's Metropolitan Institute and the new Center for Quality Growth and Regional Development at Georgia Tech.

The equity issues of smart growth are the result of work done by many people, but certainly include the Institute on Race and Poverty at the University of Minnesota Law School (now run by Myron Orfield) and John Powell, now at the Kirwan Institute at The Ohio State University. The Civil Rights Project at Harvard has begun to consider smart growth equity topics.

In the field of transportation research, smart growth perspectives and issues are a staple of work done at the University of California (Berkeley and Los Angeles), the University of Texas (the Texas Transportation Institute), and the University of Victoria.

Important research is being done by independent think tanks. The Brookings Institution's Center on Urban and Metropolitan Policy is providing and commissioning a stream of valuable research and policy proposals on a wide range of topics. The Michigan Land Use Institute is another important contributor of research, ideas, and information.

As a reflection of this blossoming of smart growth in academe and private think tanks, opposing think tanks and research efforts are also growing; the Buckeye Institute, the Thoreau Institute, and the Cato Institute are among them. As the smart growth movement grows, so will these organizations.

Government and Politics

Changes in government policies and institutions are the most visible expression of the smart growth movement's progress. In the last decade, a number of states have adopted broad smart growth planning policies, joining earlier states like Florida and Oregon. These include Tennessee and Washington.

More states have used providing or refusing state money for infrastructure to reshape growth. The most prominent of these are New Jersey, Maryland, and now Massachusetts.

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(Robert Liberty, continued from page 12)

More states may be expected to take this approach, including Pennsylvania and California. The effort to reform state zoning and planning enabling legislation (where the American Planning Association is making important contributions) is also making some progress.

At the local level, many cities have embraced smart growth projects and policies, although it is rare for them to have done so in a comprehensive fashion.

At the metropolitan level, progress remains very slow because of the fragmentation of metropolitan regions into many towns, townships, cities, and counties. However, important gains are being made in sophisticated regional planning analysis, typically in the form of alternative development scenarios (e.g., in the visioning process sponsored by Chicago's Metropolis 2020). The power of computer modeling, imaging, and GIS applications have made these exercises more valuable and interesting. Whether they translate into changes on the ground remains to be seen.

Smart growth has remained bipartisan at the local and state levels. Governors of both major parties, such as Christie Todd Whitman of New Jersey, Parris Glendening of Maryland, Mike Leavitt of Utah, Ed Rendell of Pennsylvania, Mitt Romney of Massachusetts, and (it appears) Arnold Schwarzenegger of California, have made it an important part of their policy agenda. Mayors like Patrick McCrory of Charlotte have supported smart growth policies as well.

Bipartisanship has its federal expression as well. The appointment of Mike Leavitt to succeed Whitman as the head of EPA shows that in that agency, smart growth will continue to find expression. EPA's work on smart growth is among the most innovative and creative being done by any level of government.

However, there are clouds on the horizon because some conservative leaders take their cues from the libertarian think tanks that have targeted smart growth.

Where should the smart growth movement be headed?

It is presumptuous and probably fruitless to tell a movement what it should be doing or where it should be heading. I hope the movement will support, promote, and conduct rigorous evaluations of its own progress, especially the effectiveness of various reform policies and programs. Based on such review, the movement needs to become more ambitious in advocating what actually needs to be done, as opposed to tailoring its proposals to current political realities. In other words, the movement needs to redefine what is politically feasible.

Alliance building, especially with minority and business communities, should, and will, continue.

Because of its impact on development patterns at the metropolitan and state scales, I hope the movement contin-

ues to influence transportation investment, with an emphasis on the level of problem definition, policy preferences, computer modeling, and state and metropolitan transportation governance, rather than on fighting particular projects.

Except in a modest number of small, already heavily populated states, public and private acquisition programs and the redevelopment of American cities cannot save the American landscape from rural sprawl. The movement needs to embrace this challenge and offer a full spectrum of regulatory and nonregulatory solutions. In the latter category are efforts to make farming, ranching, and forestry more profitable to individual family farmers, ranchers, and tree growers while addressing reasonable concerns about environmental impacts.

Finally, smart growth needs to spend more time looking at broad federal policies regarding industrial development and international trade to address threats and promote opportunities to advance smart growth outcomes.

Where do you think smart growth will be in 10 years?

As a movement, it will be bigger, deeper, and broader but will also contain more internal debate over methods and strategies. It will increasingly become the orthodoxy among thinkers and the preference of consumers.

Institutional changes will be modest, although I anticipate that effective regionalism will experience steady progress (despite the prevailing attitude of pessimism). Some of the progress may come about as a result of direct citizen action through the initiative and referendum process.

On the ground, there will be great gains in urban redevelopment and development, aided in part by immigrant communities coming to American cities. Many new transit systems and lines will be operating and demonstrating their worth, and as result there will be more successes with transit-oriented development.

The picture is certainly not all rosy: There will be vast new seas of rural sprawl stretching out from and filling in the spaces between cities. We may also experience another way of disinvestment as more industry and services move out of the U.S. Global warming will have begun to affect the discussion of smart growth.

In short, we will have much to show for past efforts and even more left to do.

Is it accurate to call smart growth a "movement," or is it a set of principles, a set of policies, or something else (or all of the above)?

From my perspective (23 years of work on these issues) it is most certainly a movement. It qualifies as a movement because of the breadth of the critique it makes of America's communities and institutions, the sweep of its issues, and the growing agreement about what reforms must be made.

Robert Liberty is a smart growth consultant based in Portland, and the former executive director of 1000 Friends of Oregon.

Interest in smart growth is expanding at an accelerated rate, as evidenced by the extraordinary growth in the number of visits to the Smart Growth Network Web site, *Smart Growth Online* (www.smartgrowth.org), and by the number of downloads of popular publications. Visitor sessions have doubled in the last 12 months and the number of subscribers to the weekly electronic newsletter continues to grow. A phenomenal number of copies (over 70,000!) of the publication *Getting to Smart Growth I* has been downloaded from the site. And interest is already running high in the second volume of this publication, which was posted in November 2003. *Smart Growth Online* continues to rank #1 out of millions of Web sites on a search for “smart growth” on the popular search engine *Google*.

Susan Boyd, CONCERN, Inc.

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that on merits, they lose. Indeed, it is smart growth that is supporting affordable housing in all communities (not just exurban ones). It is smart growth that is supporting transportation choice (not asserting that one choice is all anybody really needs). It is smart growth that is recognizing the connection between conservation and economic well-being (not putting the two in opposition).

Where should the smart growth movement be headed?

The smart growth movement should be, and I believe is, headed for widespread adoption and acceptance as the best future of American communities. The self-evident fiscal wisdom of coordinating infrastructure with community development, the need for good housing, and the need to accommodate another 30 million households in the next 30 years will make smart growth the approach of choice IF we can overcome the attempts to misrepresent and sidetrack the movement's goals. Among its goals should be the elimination of perverse incentives and legal constraints that drive us toward unsustainable and wasteful uses of land and that reduce choice in housing types, present obstacles to mixed uses, and constrain innovation.

Where do you think smart growth will be in 10 years?

It will be the norm in about half of the states, and will be the hallmark of all economically successful places.

Is it accurate to call smart growth a “movement,” or is it a set of principles, a set of policies, or something else (or all of the above)?

Smart growth is a return to core principles of freedom and fairness in defining the conditions under which communities are built and revived. It is a set of principles that is beginning to attract a broad enough constituency to begin to be seen as a movement. But it will be most successful if it transcends “movement” status and is seen simply as the most logical, cost-effective, community-oriented, conservation-supporting approach to the question of how we live and grow as a society using the lands and waters upon which we all depend.

Mary Kay Santore, US EPA, Development, Community, and Environment Division

What is the state of smart growth?

The influence of smart growth principles is evident in an increasing number of communities and regions. Many places are employing smart growth strategies without using the term. There is also evidence that when smart growth happens, people like it. At the same time, smart growth principles are not the de facto starting point for land-use decision making in most places. Many areas are also adopting smart growth policies in a piecemeal fashion, leading to mixed results.

Nationwide, cities are revitalizing neglected districts, small towns are putting life back into their main streets, and suburbs are creating town centers. These changes are driven by local desires and local innovation.

We even see this play out in cities like Houston, Texas, where the hottest real estate is emerging inside the beltway. Newly branded neighborhoods like “Midtown” are using mixed-use infill to create distinctive places where people want to live. The city's first light-rail line just opened this year, linking neighborhoods to cultural, employment, and institutional destinations. Local desires are fueling this change—people are tired of spending hours in traffic and dealing with the consequences of air pollution.

As close-in, transit-accessible neighborhoods and walkable communities continue to command premiums, it is clear that consumer demand is outpacing market supply. Smart growth successes are whetting the appetite of the American consumer and creating legions of new converts.

Where should the smart growth movement be headed?

Three key tasks will move smart growth forward:

- All of the government money in the world will not make smart growth successful—market forces must come into play. Therefore, one of the most important ways to move smart growth forward is to change underlying factors that limit development choice and curtail market forces. This

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April 22-23, 2004

California Healthy Cities and Communities 2004 Annual Conference

Location: Riverside, California

The theme of this year's conference, organized by the Center for Civic Partnerships, is "Healthy Cities and Smart Growth: Tapping the Strengths of People and Place."

Keynote speakers include:

- Reid Ewing, Ph.D., Professor, National Center for Smart Growth Research and Education, University of Maryland
- Mark Pisano, Executive Director, Southern California Association of Governments
- Michael Howe, President, East Bay Community Foundation

See <http://www.civicpartnerships.org/default.asp?id=286> for more information.

April 24-28, 2004

American Planning Association National Planning Conference

Location: Washington, D.C.

Join 5,000 planners and other professionals and experience the rich history, renowned symbols of patriotism, inspiring monuments, museums, neighborhoods, and much more, as APA celebrates its 25th anniversary. Take part in a conference with more than 200 sessions, 70-plus mobile workshops, Saturday workshops, and special events, all of which will give attendees an opportunity to explore Washington and the entire metropolitan area.

See <http://www.planning.org/2004conference/index.htm> for more information.

April 29-30, 2004

Maryland Smart Growth Leadership Program

Location: Maritime Institute, Lithicum Heights, Maryland

The University of Maryland's National Center for Smart Growth Research and Education will again offer its Maryland Smart Growth Leadership Program on April 29, 30 and May 3, 4 and 5 at the Maritime Institute, near Baltimore. The program provides state and local public officials as well as private sector representatives with the knowledge and skills needed to lead their agencies, jurisdictions or companies in implementing Smart Growth.

For information, contact Katie Petrone, Program Coordinator, 301/405-6788 or kpetrone@umd.edu, or visit <http://www.smartgrowth.umd.edu>.

May 10-12, 2004

The 4th Annual Goddard Forum: Developing Sustainable Communities

Location: Harrisburg, Pennsylvania

The Goddard Forum is an outreach effort of the Goddard Chair at Pennsylvania State University, focusing on emerging issues in natural resource policy.

Topics at this fourth forum will include urban revitalization, sustainable forestry, renewable energy initiatives, and preserving farmland. The list of speakers includes Ed McMahon of the Conservation Fund and Thomas Hylton, host of the widely seen PBS documentary "Save Our Land, Save Our Towns."

See <http://goddard.cas.psu.edu/> for more information.

July 14-18, 2004

Sustainable Communities 2004

Location: Burlington, Vermont

The city of Burlington will be the host of an innovative international conference on sustainable communities. The Sustainable Communities 2004 conference will bring together academics, professionals, citizens, businesses, and educators in working groups to discuss and address real-life problems so that participants can go home with new tools, practices, and skills to use in their own communities.

Speakers at the conference include internationally known experts such as Dr. Robert Costanza and Hunter Lovins as well as local leaders who have dared to try new strategies: Enrique Penalosa, the former mayor of Bogota, Columbia, and Peter Clavelle, the current mayor of Burlington. The President of the National League of Cities, Charles Lyons, will speak about the League's new initiative to promote equality and opportunity on the municipal level, and John Hoyt, a Commissioner for the Earth Charter Initiative, will talk about how cities are using a global vision to shape local strategies.

For more information and registration materials, please visit the conference web site at <http://www.global-community.org>, or contact Gwendolyn Hallsmith, Conference Coordinator, at ghs@global-community.org.

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requires additional work on creating and implementing new codes that expand housing choice and mixed uses. Barriers to institutional financing of smart growth must also be removed.

- Demonstrating that the fiscal returns to local and regional economies from smart growth make it the ultimate economic development strategy. Through analysis and peer exchanges, city and regional officials should be exposed to the economic benefits of smart growth.
- Finding a way to engage on the issue of urban public schools so that cities are places for households of all incomes and sizes. Committing to the issue, forging new partnerships, and devising new strategies are the necessary first steps to tackling this serious challenge.

Where do you think smart growth will be in 10 years?

In 10 years, aging baby boomers will help fuel demand for smaller homes and lots in walkable neighborhoods. This will drive the market to create more developments that meet these needs. Smart growth principles will shape these developments.

In 10 years, the number of successful projects will encourage more and more towns and regions to employ specific smart growth strategies. Smart growth will begin to become the rule rather than the exception.

Many of today's new fixed-rail transit lines will have been running, and communities will see the benefits of increased commercial opportunities and transportation choices. This will lead to continued demand for transit funding and reintroduction of transit in more towns.

In 10 years, we will have a larger number of developers, financiers, and government institutions that have experience with smart growth projects and confidence in their performance. Large segments of the construction and development industry will embrace smart growth as a profitable undertaking. Loans for smart growth projects will be almost as easy to obtain as loans for single-use projects on the edge of town.

Is it accurate to call smart growth a "movement," or is it a set of principles, a set of policies, or something else (or all of the above)?

Smart growth is a *means* to achieve convenience, safety, opportunity, amenities, and other quality-of-life elements. Therefore, it is best defined as a set of principles to guide development that can deliver these outcomes. For instance, mixing uses is a means to achieve convenience. Providing housing types provides more opportunity and more choice. The principles help practitioners structure policies, plans, and programs in a way that encourages development to deliver on the goals of convenience, safety, opportunity, amenities, and the other elements of quality of life.