

# *Smart Growth Resources*

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**1000 Friends of Maryland - <http://www.friendsofmd.org>**

**American Farmland Trust - <http://www.farmland.org>**

**Farmland Information Library**

<http://www.farmlandinfo.org/>

Literature; Law: State Farmland Protection **Statutes**; Research Tools; Small and Limited Resource Farming; News; Issues; Farm Bill; Technical Assistance; Calendars; Stewardship; Sustainable Development & Farming; Frequently Requested Documents....

**Strategic Ranchland in the Rocky Mountain West**

[http://www.farmland.org/regions/rockys/strategic\\_ranchlands1.htm](http://www.farmland.org/regions/rockys/strategic_ranchlands1.htm)

Mapping the Threats to Prime Ranchland in Seven Western States: Population growth is transforming the landscape of the Rocky Mountain West and threatening tomorrow's landscapes. This study analyzes the threats to prime ranchland in Idaho, Montana, Wyoming, Utah, Colorado, Arizona and New Mexico in order to help state and local governments and private organizations target critical conservation areas.

**Town Meets Country: Farm-City Forums on Land and Community**

[http://www.farmland.org/farm\\_city\\_forum/index.htm](http://www.farmland.org/farm_city_forum/index.htm)

One of the greatest challenges facing our country today is "sprawl." Since World War II, out-of-control development has spread over the land, hollowing out cities, gridlocking suburbs and destroying the countryside. It has been the result not just of market forces, but of the failure of government policies to shape growth as well as to attract it.

**FARMLAND PROTECTION PROGRAM EMERGES FROM 2002 FARM BILL AS DIAMOND IN THE ROUGH**

[http://www.farmland.org/news\\_2002/050802\\_natl.htm](http://www.farmland.org/news_2002/050802_natl.htm)

Protecting Farmland from Development Ranks Among the Nation's Top Priorities: The 2002 Farm Bill passed Congress today with nearly \$1 billion in new funding for the federal Farmland Protection Program, offering a glimmer of good policy in a bill that's been highly criticized for its largess.

**AASHTO - <http://www.aashto.org/aashto/home.nsf/FrontPage>**

American Association of State Highway and Transportation Officials.

**American Planning Association - <http://www.planning.org/research>**

**Association of Collegiate Schools of Planning - <http://www.acsp.org>**

**Biodiversity Project - [www.biodiversityproject.org](http://www.biodiversityproject.org)**

**Boulder, Colorado - <http://www.ci.boulder.co.us>**

## **Brookings Center on Urban Metropolitan Policy**

**<http://www.brook.edu/dybdocroot/es/urban/urban.htm>**

### **HOLDING THE LINE: URBAN CONTAINMENT IN THE UNITED STATES**

**<http://www.brook.edu/dybdocroot/es/urban/publications/pendallfultoncontainment.pdf>**

Policies designed to deliberately control the spread of urban areas are increasing in popularity throughout the United States. Several states, and many local governments in the west, are adopting urban growth boundaries and other containment measures in their land-use planning laws and legislation. Whatever the primary purpose, it is clear that the precise impacts of containment policies are not well understood. This paper reviews the research on urban containment generally, and also examines the experience of such policies in particular metropolitan areas. It discusses some lessons learned and raises relevant research questions for practitioners as well as policymakers at the state and local level.

### **Transit-Oriented Development: Moving From Rhetoric To Reality**

**<http://www.brook.edu/dybdocroot/es/urban/publications/belzertodexsum.htm>**

Intensive mixed-use development projects around transit stations, commonly known as transit-oriented development or TOD, have moved into the mainstream debate over metropolitan growth and development. Such projects are generally considered to have positive benefits in terms of economic development and transit ridership. However, this report finds that true, comprehensive TOD projects remain relatively scarce in this country and that often projects labeled "transit-oriented" are merely "transit-related," in that they do not take full advantage of their potential to also be environmentally sustainable and socially just. In order to reframe the debate, this paper offers an expanded definition of TOD that focuses primarily on functions and outcomes rather than on physical form and project configuration. It identifies challenges that must be addressed and offers policy recommendations to achieve optimal TOD projects.

## **Conservation Fund- Partners in Land and Water Conservation**

**<http://www.conservationfund.org/conservation>**

### **Growing Greener: Articles on Community Planning, Land Conservation and Urban Design**

**<http://www.conservationfund.org/pagespinner.asp?article=2525&back=true>**

This publication is a compilation of articles focusing on community planning, land conservation and urban design. The articles have appeared over the past four years in the *Planning Commissioners Journal* the nation's leading publication for local planning commissions, zoning boards and others interested in land use planning, regulation and design.

### **Green Infrastructure Trend Visible in Communities Nationwide**

**<http://www.conservationfund.org/pagespinner.asp?article=2477&back=true>**

Washington DC, February 14 -- The Sprawl Watch Clearinghouse today announced the release of a new report "Green Infrastructure: Smart Conservation for the 21st Century," written by Mark Benedict and Ed McMahon of The Conservation Fund, calling for communities to make green infrastructure an integral part of local, regional and state plans and policies.

### **Community Initiatives**

**<http://www.conservationfund.org/pagespinner.asp?article=2379&back=true>**

The Fund works in communities across the nation to address a wide range of conservation needs, from green infrastructure planning and smart growth to community and economic development.

## **CNU: Congress for the New Urbanism - <http://www.cnu.org>**

### **NEW BOOK: Greyfields into Goldfields**

July 24, 2002

*Greyfields into Goldfields: Dead Malls become Living Neighborhoods*, by Lee S. Sobel with Ellen Greenberg and Steven Bodzin. San Francisco: Congress for the New Urbanism, 2002. ISBN: 0-9718841-1-0. \$19.95 for CNU members, \$24.95 non-members. 92 pages, paper.

### **The Coming Demand**

[http://www.cnu.org/cnu\\_reports/Coming\\_Demand.pdf](http://www.cnu.org/cnu_reports/Coming_Demand.pdf)

reveals that market share of New Urbanist development will continue to expand quickly for the foreseeable future. Sponsored by the Funders' Network for Smart Growth.

### **Correcting the Record**

[http://www.cnu.org/cnu\\_reports/cox\\_response.pdf](http://www.cnu.org/cnu_reports/cox_response.pdf)

shows how Smart Growth policies make housing more affordable, reduce government expenses, reduce congestion, and helps a region's economy. The report is titled "Correcting the Record," because it contradicts the findings of widely quoted anti-transit activist Wendell Cox.

### **New Urbanist Codes List:**

[http://www.cnu.org/pdf/code\\_catalog\\_8-1-01.pdf](http://www.cnu.org/pdf/code_catalog_8-1-01.pdf)

a list of zoning and planning codes that support New Urbanism.

### **PricewaterhouseCoopers' Greyfield Regional Mall Study:**

[http://www.cnu.org/cnu\\_reports/Greyfield\\_Feb\\_01.pdf](http://www.cnu.org/cnu_reports/Greyfield_Feb_01.pdf)

the nine-page background on a soon-to-be-released study

## **Center for Neighborhood Technology - <http://www.cnt.org>**

### **Indicators for Better Decisions in the Lower Des Plaines Watershed**

<http://www.cnt.org/index.cfm?FuseAction=Project&ProjectID=16>

Urban sprawl in the Chicago Region is consuming land ten times faster than the population is growing. At the same time, political mechanisms in the region offer citizens almost no opportunities to think, discuss or act regionally; in fact the arbitrary nature of political boundaries hinders citizen involvement. While individual villages and municipalities are making development decisions in isolation, developers are playing one local government off against another, further eroding the power of citizens.

### **Chicagoland Transportation & Air Quality Commission**

<http://www.cnt.org/index.cfm?FuseAction=Project&ElementID=17>

Reports co-released with the Surface Transportation Policy Project: Recent reports have covered topics such as pedestrian safety, congestion, the impact of land use on transportation behavior, and aggressive driving. --- Why Are The Roads So Congested? Road Work Ahead: Is Construction Worth the Wait?

### **LEM debuts in Chicago**

2000

<http://www.cnt.org/index.cfm?FuseAction=NewsDetail&NewsID=2>

It's called the Location Efficient Mortgage, or LEM, and it has been developed by environmental groups such as Chicago's Center for Neighborhood Technology along with Fannie Mae, the government-chartered, stockholder-owned repurchaser of home mortgages. A couple jointly earning \$60,000 and buying into Chicago's transit-rich Edgewater neighborhood, for instance, would qualify for a home selling for \$212,218. The City of Chicago, moreover, is offering vouchers worth \$900 toward the purchase of...

### **Visioning and Empowerment**

[http://www.cnt.org/docs/Visualizing\\_and\\_Empowerment\\_-\\_Final.ppt](http://www.cnt.org/docs/Visualizing_and_Empowerment_-_Final.ppt)

Marcia DeVivo Watershed Activist Urban sprawl is turning open space into isolated subdivisions and natural areas into isolated patches. Lower Des Plaines Watershed Project Goals Protect streams with unique biodiversity Promote stewardship on surrounding private lands Develop scorecards and indicators Prepare citizens for watershed leadership Design a replicable model The Planning Task Force Barbara Birmingham, Steward, Ted Stone Forest Preserve Marcia DeVivo, Long Run Creek Watershed ...

### **Ohren review version with endnotes**

<http://www.cnt.org/docs/hidden430final.doc>

Is the continued migration of city dwellers to the suburbs an indicator of the low value ascribed to America's cities? New incentives, including information technology, public policy and new kinds of transactions can be designed to help capture these hidden values. Achieving these benefits can occur once we recognize the assets of cities and regions, remove the barriers to asset valuation, and implement new tools to gain marketplace recognition of these assets held in common.

### **Developing Stories: Homegrown Innovations on Growth**

[http://www.cnt.org/docs/developing\\_stories.pdf](http://www.cnt.org/docs/developing_stories.pdf)

Center for Neighborhood Technology Center for Neighborhood Technology 2125 W. North Avenue - Chicago, IL 60647 773 278- 4800 www. The Chicagoland Transportation and Air Quality Commission (CTAQC) is a coalition of over 140 organizations from throughout the six-county northeastern Illinois region. CTAQC advocates for innovative solutions to land use, transportation, and air quality issues facing the region Bob Heuer has extensive background in writing about regional and agricultural issues ...

### **Testimony to the Millennial Housing Commission**

<http://www.cnt.org/docs/millennial-housing-commission.doc>

Thank you very much for the opportunity to help the Commission and Congress understand and address an expanded range of opportunities to meet the housing needs of all Americans, and all American communities. This leads to recommendations for capturing the value of convenience directly in home finance and other development incentives. The full cost of development includes the cost of infrastructure.

**[Cyburbia - http://www.cyburbia.org](http://www.cyburbia.org)**

**[Envision Utah - http://www.envisionutah.org](http://www.envisionutah.org)**

**[Encourage Smart Growth - www.epa.gov/livability](http://www.epa.gov/livability)**

**[EPA's Office of Policy, Economics, and Innovation -http://www.epa.gov/opei](http://www.epa.gov/opei)**

#### **Making the Brownfield-Transportation Link**

<http://www.epa.gov/innovation/ecos010611.htm>

Environmental benefits linked to smart growth. brownfield redevelopment projects, there is a strong transportation link. undertaking the project, which is also receiving grant funding from EPA's Brownfields Program.

#### **Metropolitan Chicago Regional Air Quality and Economic Development Strategy XL Proposal Summary**

<http://www.epa.gov/ProjectXL/chicago/summary.htm>

In this proposal, the Chicago Department of Environment (CDOE), is seeking to exercise Section 173(a)(1)(B) of the Clean Air Act to promote clean air and economic development. Under the proposal, a new or modified major stationary source.

**GRTA - <http://www.grta.org>**

Georgia Regional Transportation Authority

**Growth Management Institute - <http://www.gmionline.org>**

**ICMA - <http://www.icma.org>**

International City/County Management Association

**Joint Center for Sustainable Communities -  
<http://www.usmayors.org/uscm/sustainable>**

**Kentucky Transportation Cabinet - <http://www.kytc.state.ky.us>**

**Lincoln Institute of Land Policy - <http://www.lincolninst.edu/main.html>**

**Center for Livable Communities - <http://www.lgc.org/center>**

**Maryland Governors Office of Smart Growth - <http://www.smartgrowth.state.md.us>**

Department of Housing and Community Development - Community Legacy

<http://www.dhcd.state.md.us/legacy/index.cfm>

Maryland Department of Transportation - Smart Growth

<http://www.sha.state.md.us/oc/smartgro.htm>

Department of Natural Resources - Rural Legacy

<http://www.dnr.state.md.us/rurallegacy/>

Maryland Department of Environment- Brownfields

[http://www.mde.state.md.us/environment/sm\\_grwth/index.html](http://www.mde.state.md.us/environment/sm_grwth/index.html)

Department of General Services - Green Buildings

<http://www.dgs.state.md.us/GreenBuildings/default.htm>

Department of Business and Economic Development - Arts and Entertainment Districts

<http://www.dbed.state.md.us/tourism.asp>

Department of Planning

<http://www.mdp.state.md/smartgrowth/index.html>

**Maryland Smart Step Forward - <http://www.smartstepforward.org>**

**Metroplan - Arkansas MPO - <http://www.metroplan.org>**

**Metropolitan Transportation Commission**

**[http://www.mtc.ca.gov/projects/livable\\_communities/lcindex.htm](http://www.mtc.ca.gov/projects/livable_communities/lcindex.htm)**

**NACo-National Association of Counties - <http://www.naco.org>**

Sustainable Communities: [http://www.naco.org/links/sus\\_comm.cfm](http://www.naco.org/links/sus_comm.cfm)

## **The National Center for Smart Growth Research & Education**

**<http://www.smartgrowth.umd.edu/>**

**Maryland's "Smart Growth": Using Incentives to Combat Sprawl**

Urban Institute Press, Spring 2002

<http://www.umd.edu/ursp/people/Faculty/jcohengchapter.pdf>

**Abandoned Housing: Exploring Lessons from Baltimore**

Housing Policy Debate, Fall 2001

[http://www.fanniemaefoundation.org/programs/hpd/pdf/HPD\\_1203\\_cohen.pdf](http://www.fanniemaefoundation.org/programs/hpd/pdf/HPD_1203_cohen.pdf)

**Does Job Creation Tax Credit Program in Maryland Induce Spatial Employment Growth or Redistribution?**

2002

<http://www.smartgrowth.umd.edu/research/sohn.pdf>

Prepared for the 49th Annual North American Meetings of the Regional Science Association International,

**Smart Growth and The Transportation-Land Use Connection: What Does the Research Tell Us?**

<http://www.smartgrowth.umd.edu/publications/HandyPaper2.pdf>

Powerpoint by Susan Handy, University of California at Davis

**The Measurement of Cities: A Review**

<http://www.smartgrowth.umd.edu/publications/maryland.ppt>

A Powerpoint by Emily Talen, University of Illinois

**Regulating Urban Form at the Metropolitan Scale: A Preliminary Assessment of Portland's 2040 Plan**

[http://www.smartgrowth.umd.edu/publications/UrbanForm\\_revised.pdf](http://www.smartgrowth.umd.edu/publications/UrbanForm_revised.pdf)

Document by Yan Song, University of Illinois at Urbana-Champaign

**National Governors Association - <http://www.nga.org>**

Growth and Quality of Life topic page: [http://www.nga.org/center/topics/1,1188,D\\_404,00.html](http://www.nga.org/center/topics/1,1188,D_404,00.html)

**National Neighborhood Coalition -**

**<http://www.neighborhoodcoalition.org/smart%20growth.htm>**

**National Trust For Historic Preservation - <http://www.nthp.org>**

**Natural Resources Defense Council (NRDC) - <http://www.nrdc.org>**

**New Jersey DOT - <http://search.state.nj.us>**

**PLANetizen - <http://www.planetizen.com>**

**Historic Preservation Or Smart Growth?**

<http://www.planetizen.com/news/item.php?id=7094>

In some areas of Philadelphia, the teardowns of historic shoe-boxy abodes for million-dollar mansions is a 'regular demolition derby.'

**Other Article Titles:**

- Aug 15, 2002 - [Affordable Housing And Sprawl](#)
- Aug 14, 2002 - [Challenges To San Diego's 'City Of Villages'](#)
- Aug 13, 2002 - [Conservation Dollars Into Smart Growth Opportunities](#)
- Aug 12, 2002 - [Rural Smart Growth Strategies](#)
- Aug 10, 2002 - [Albuquerque Needs Smart Growth](#)
- Aug 05, 2002 - [NIMBYism Hampers Smart Growth](#)
- Aug 04, 2002 - [Maryland Revives Old Law To Control Growth](#)
- Aug 02, 2002 - [Megachurches, Sprawl, And Smart Growth](#)
- Aug 02, 2002 - [Report: Smart Growth In Greater Seattle-Tacoma](#)
- Jul 31, 2002 - [CA Construction Defect Rules May Change](#)
- Jul 30, 2002 - [New Life For Greyfields And Brownfields](#)
- Jul 30, 2002 - [Smart Growth Blooms Amid Sprawl](#)
- Jul 25, 2002 - [Fighting Sprawl](#)
- Jul 23, 2002 - [Congressman Champions Smart Growth For CA](#)
- Jul 17, 2002 - [Wendell Cox Responds To PLANetizen Readers](#)
- Jul 12, 2002 - [Smart Growth Strategies And Housing Affordability](#)
- Jul 10, 2002 - [Smart Growth Advocated At NAACP Convention](#)
- Jul 01, 2002 - [Trouble In Smart Growth's Nirvana](#)
- Jun 30, 2002 - [At The Head Of The Smart Growth Pack: Earl Blumenauer](#)
- Jun 24, 2002 - [When Will Smart Growth Start Working?](#)

**Portland Metro - <http://www.metro.dst.or.us/growth/gms.html>**

**Puget Sound Regional Council - <http://www.psrc.org/boards/gmpb/index.htm>**

**National Association of Realtors - <http://www.realtor.org>**

Smart Growth Sub-page

<http://www.realtor.org/SmartGrowth2.nsf/Pages/homepage?opendocument>

**The Road Information Program -**

**<http://www.tripnet.org/toolkitcontents-public.htm>**

**Scenic America - <http://www.scenic.org>**

**Smart Growth America - <http://www.smartgrowthamerica.com>**

**Smart Money: Transportation and Transportation Choice**

<http://www.smartgrowthamerica.org>

**SGA Insider: Senate Transportation Reauthorization Hearings Begin  
2002**

<http://www.smartgrowthamerica.org/insider2102.html>

On January 24, Sen. Jim Jeffords (I-VT), chairman of the Senate Committee on Environment and Public Works, began a series of hearings on transportation reauthorization. The first hearing focused on the lessons learned from TEA-21 and the perspectives on reauthorization from federal, state and local officials. Before Congress adjourned in December, Jeffords made it clear that the next surface transportation law will seek to equal or exceed TEA-21's commitment to balance transportation spending among all modes to maximize mobility and minimize congestion.

**SGA Insider: CENSUS PROVES THAT PEOPLE ARE STUCK IN TRAFFIC**

2002

<http://www.smartgrowthamerica.org/insider61102.html>

The national Census figures released in the beginning of June show that Americans are enduring longer commutes and fewer of them are able to use transit, walking, or other means to avoid the drive. The average trip to work is up more than three minutes since 1990 to 25.5 minutes, and a higher portion of commuters are driving alone to work.

**SGA Letter to Millennial Housing Commission**

2001

<http://www.smartgrowthamerica.org/housingcomltr.html>

We are very pleased with the Task Force's report, and commend Al Eisenberg for a job well done. On the eve of the Commission's next meeting, we would like to offer some additional comments on the transportation and housing connection for the Commissioners to consider. Please note that these suggestions do not represent all of Smart Growth America's positions on affordable housing. Key items such as our support for the National Housing Trust Fund are not discussed in this letter, which focuses on the linkages between housing and transportation.

**ALLIANCE FOR A NEW TRANSPORTATION CHARTER**

<http://www.smartgrowthamerica.org/alliance.html>

The Alliance for a New Transportation Charter is a broad coalition of individuals, organizations, public officials, government agencies and businesses from across the nation who have joined forces to bring about a new approach to transportation that better serves people and their communities. The coalition was organized by the Surface Transportation Policy Project, and is focused on meeting this goal through the reauthorization of TEA-21.

**SGA Insider: TOD CONTINUES TO EXPAND**

<http://www.smartgrowthamerica.org/insider72001.html>

Transit-oriented development (TOD) projects continue to grow in popularity in both urban and suburban communities nationwide

**Smart Growth Alliance Recognition Program - <http://www.washington.uli.org/sga>**

**Smart Growth: Colorado's Future - <http://www.state.co.us/smartgrowth>**

**Smart Growth Network - <http://www.sustainable.org>**

**Smart Growth Online - <http://www.smartgrowth.org>**

**Smart Growth at the Frontier: Strategies and Resources for Rural Communities**

<http://www.smartgrowth.org/library/articles.asp?art=441>

Northeast-Midwest Institute has released a report, *Smart Growth at the Frontier: Strategies and Resources for Rural Communities*. The report illustrates promising rural growth strategies that revitalize small towns; link natural resource protection with resort and residential development; maintain farm and forest land; and coordinate regional development. Printed copies of this report may be purchased by calling 202/544-5200; download the PDF version by clicking the link below.

**Resource:** [www.nemw.org/RuralSmartGrowth.pdf](http://www.nemw.org/RuralSmartGrowth.pdf)

**3Com Urban Challenge Grant Offers Funding for Technology Improvements**

<http://www.smartgrowth.org/library/articles.asp?art=439>

The Urban Challenge program grants \$100,000 worth of 3Com technology to U.S. cities to incorporate new uses for information technology into the fabric of their communities. A city-wide intranet can allow citizens to manage their time and lives through the ability to communicate with their city officials and organizations online. Application deadline grants are awarded on a rolling basis with the next application due on November 1, 2002. **Resource:**

[http://www.3com.com/solutions/en\\_US/scenario.jsp?solutiontype=1000004&groupid=11060&solutionid=5960](http://www.3com.com/solutions/en_US/scenario.jsp?solutiontype=1000004&groupid=11060&solutionid=5960)

**Smart Growth at the Frontier: Strategies and Resources for Rural Communities**

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**Resource:** [www.nemw.org/RuralSmartGrowth.pdf](http://www.nemw.org/RuralSmartGrowth.pdf)

**Town Meets Country: Farm-City Forums on Land and Community**

<http://www.smartgrowth.org/library/articles.asp?art=437>

A new publication and website released by American Farmland Trust and The United States Conference of Mayors highlight unprecedented cooperation between rural and urban leaders on policies that will promote smarter land use decisions affecting farms and cities. *Town Meets Country: Farm-City Forums on Land and Community* reports on the results of five meetings held around the country to explore land use issues facing urban and rural communities. The forums revealed that farmers and urbanites have a common enemy in land-wasting sprawl development. The site also outlines Ten Things Urban and Rural Leaders Can Do Together to Promote Smart Growth. **Resource:** [http://www.farmland.org/farm\\_city\\_forum/index.htm](http://www.farmland.org/farm_city_forum/index.htm)

**DOT Access and Reverse Commute Grant Program**

<http://www.fta.dot.gov/wtw/>

The U.S. Department of Transportation requests proposals for the Job Access and Reverse Commute (JARC) grant program. A Job Access project is one that provides new or expanded transportation service designed to fill gaps that exist for welfare recipients and other low-income individuals to and from jobs and other employment-related services. A Reverse Commute project facilitates the provision of new or expanded public mass transportation services for the general public from urban, suburban, and rural areas to suburban work sites. Capital and operating costs for such projects are eligible. Localities have wide flexibility in selecting service strategies that are appropriate to their areas, including but not limited to Ridesharing and carpooling activities, expanding fixed-route mass transit routes, bicycling, and local car loan programs that assist individuals in purchasing and maintaining vehicles for shared-rides. Proposals due 6/7/02. For more info, contact Sue Masselink, DOT, at (202)366-2053.

### **Entrepreneurial Transit Development.**

<http://www.ctaa.org/ct/janfeb99/goodman.shtml>

Community Transportation Magazine. January/February 1999. Meet transit entrepreneur Barry Goodman, president of the Goodman Corp., in Houston, Texas, and an expert in transit and community development. He sees the future of community and public transportation as tied to its ability to create livable neighborhoods -- and he knows how to get it done.

### **How We Live: A NewsHour with Jim Lehrer**

[http://www.pbs.org/newshour/bb/environment/jan-june02/atlanta\\_4-30.html](http://www.pbs.org/newshour/bb/environment/jan-june02/atlanta_4-30.html)

The first installment of a new series examining issues affecting people's daily lives. Ray Suarez has the first report which looks at urban sprawl in Atlanta, Georgia. Available in transcript, streaming video, and RealAudio.

### **Land Use Presentations**

<http://www.smartgrowth.org/library/articles.asp?art=365>

MPOs in the Atlanta and San Francisco regions used DOT funds to promote smart growth through planning studies and transportation improvement projects. Learn how they are implementing a regional approach to linking transportation and land use planning through nonprofit and public sector agency efforts.

### **Our Built and Natural Environments: A Technical Review of the Interactions between Land Use, Transportation and Environmental Quality**

<http://www.smartgrowth.org/library/built.html>

In recent years interest has grown in Smart Growth as a mechanism for improving environmental quality. In Our Built and Natural Environments, the U.S. Environmental Protection Agency (EPA) summarizes technical research on the relationship between the built and natural environments, as well as current understanding of the role of development patterns, urban design, and transportation in improving environmental quality. Our Built and Natural Environments is designed as a technical reference for analysts in state and local governments, academics, and people studying the implications of development on the natural environment.

### **Redeveloping Brownfields with Federal Transportation Funds.**

[http://smartgrowth.org/pdf/brownfields\\_tea21.pdf](http://smartgrowth.org/pdf/brownfields_tea21.pdf)

This report is intended to assist developers, transportation planners, economic development professionals, policy analysts, and others interested in achieving better transportation, environmental, and community outcomes. It explains how to access funds from flexible sources, and suggests ways that federal transportation funding can be used to restore brownfields to productive uses. Case studies review initiatives in Oregon, Massachusetts, Utah, and New York that coupled transportation improvements with brownfield clean-up and redevelopment.

### **Victoria Transport Policy Institute**

<http://vtpi.org/>

The Victoria Transport Policy Institute is an independent research organization dedicated to developing innovative and practical solutions to transportation problems. They provide a variety of resources available free at to help address the challenges of effective transportation planning and policy analysis.

### **[Sprawl Resource Guide: Problems & Solutions -](http://www.plannersweb.com/sprawl/home.html)**

**<http://www.plannersweb.com/sprawl/home.html>**

### **[Sprawl at Sierra Club - http://www.sierraclub.org/sprawl](http://www.sierraclub.org/sprawl)**

### **[Sprawl Watch - http://www.sprawlwatch.org/frames.html](http://www.sprawlwatch.org/frames.html)**

## **<http://www.transact.org>**

[http://transact.iracorp.com/ca/smart\\_growth.htm](http://transact.iracorp.com/ca/smart_growth.htm)

Suburban sprawl has tremendous implications for how California can handle its projected population increases and housing, jobs, and transportation needs in the decades ahead.

[http://transact.iracorp.com/powerpoint/ten\\_years\\_slides.ppt](http://transact.iracorp.com/powerpoint/ten_years_slides.ppt)

Ten Years of Progress: Building Better Communities Through Transportation

<http://transact.iracorp.com/states/easing/etb.ppt>

Easing the Burden: A Companion Analysis of the Texas Transportation Institute's Mobility Study

[http://transact.iracorp.com/transfer/trans02/01\\_24.asp](http://transact.iracorp.com/transfer/trans02/01_24.asp)

Bicycle Advocates Gear Up for Reauthorization

[http://transact.iracorp.com/transfer/trans02/03\\_19.asp](http://transact.iracorp.com/transfer/trans02/03_19.asp)

Decoding Transportation Policy and Practice

<http://transact.iracorp.com/ca/gridlock/eight.htm>

CONCLUSION: THE NEED FOR STATE AND REGIONAL LEADERSHIP

[http://transact.iracorp.com/library/transit\\_vmt.asp](http://transact.iracorp.com/library/transit_vmt.asp)

**Transit Growing Faster Than Driving:** a historic shift in travel trends

[http://transact.iracorp.com/issues/intro\\_elc.asp](http://transact.iracorp.com/issues/intro_elc.asp)

Promotion of Social Equity and Livable Communities

[http://transact.iracorp.com/transfer/trans02/06\\_13.asp](http://transact.iracorp.com/transfer/trans02/06_13.asp)

**CENSUS DATA TELLS STORY OF NARROWING CHOICES: More Americans Living, Working in Places With Few Travel Options**

<http://transact.iracorp.com/progress/may01/tech.asp>

**Technology for Choice?** : The impact of any new powerful technologies depends on how they're used.

<http://transact.iracorp.com/ca/congestion2.htm>

**Build It And They'll Come** : A growing body of research has shown that widening highways is only a temporary solution at best to the complex problem of traffic congestion. Indeed, research has pointed to a phenomenon known as "induced traffic" that suggests new and wider highways actually create additional traffic, above and beyond what can be attributed to rapid population increases and economic growth.

<http://transact.iracorp.com/progress/jan01/detour.asp>

**Detour Ahead!**: When the American Dream Prevents the American Dream

<http://transact.iracorp.com/issues/elc.asp>

Issue Areas: Promotion of Social Equity and Livable Communities

<http://transact.iracorp.com/ca/congestion6.htm>

**The Link Between Traffic Congestion and Sprawl:** One of the more important realities in California's decision-making processes is that the decisions regarding how and where to grow, and the equally important choices in terms of how to provide mobility and access to relevant destinations, are made separately.

<http://transact.iracorp.com/ca/transit%20press%20release%204-02.htm>

**Buses Gain Popularity Among Californians Riders Flock to Mass Transit in Five Year National Trend**

<http://transact.iracorp.com/progress/may01/future.asp>

**The Future of ITS Is Here: Bringing ITS All Together in Ann Arbor**

<http://transact.iracorp.com/progress/may01/transit.asp>

Transit Goes High Tech: Advanced Public Transportation Systems (APTS) are transforming the way public transportation systems operate, providing decision-makers with tools to enhance safety, punctuality, timely information and quality of service. These generally fall into three categories: Traveler Information Systems, Electronic Payment Systems, and Fleet Management Systems.

**TTI - <http://tti.tamu.edu>**

Texas Transportation Institute: Engineering Program, Texas A&M University

**Thomas Jefferson Planning District - [www.tjpd.org](http://www.tjpd.org)**

**The Trust for Public Land: Conserving Land for People (TPL) - <http://www.tpl.org>**

**Minnesota News Bulletin, Spring/Summer 2001**

05/08/01

[http://www.tpl.org/tier3\\_cd.cfm?content\\_item\\_id=3660&folder\\_id=482](http://www.tpl.org/tier3_cd.cfm?content_item_id=3660&folder_id=482)

**Austin -- Growing Fast, Growing Smart**

03/10/01

[http://www.tpl.org/tier3\\_cdl.cfm?content\\_item\\_id=6366&folder\\_id=1645](http://www.tpl.org/tier3_cdl.cfm?content_item_id=6366&folder_id=1645)

Jammed highways, declining air and water quality, and sprawling development are today's challenges -- ones that are being met head-on by citizen activists and local leaders alike: Four times in the past decade, voters have supporting new funding for parks, greenways, and open space, approving millions of dollars for land acquisition.

**"Greenprint for Growth: Land Conservation as a Smart Growth Strategy"**

05/16/00

[http://www.tpl.org/tier3\\_cd.cfm?content\\_item\\_id=1340&folder\\_id=829](http://www.tpl.org/tier3_cd.cfm?content_item_id=1340&folder_id=829)

TPL was founded specifically to conserve land for people - land for parks and gardens, trails and greenways, open space and wilderness, historic and natural resources. Our conservation mission spans America's whole system of lands--from the inner city to suburban, rural, and remote wilderness. TPL assists agencies and communities in doing land deals - bringing private land into public ownership. We help find or create funding for public land purchases, often by harnessing public support for land-acquisition funding. And finally, we help communities and agencies envision which lands-such as the Cuyahoga Valley-could and should be protected to promote smarter growth.

**Smart Growth, Land Conservation, and Clean Water**

07/23/01

[http://www.tpl.org/tier3\\_cd.cfm?content\\_item\\_id=4501&folder\\_id=195](http://www.tpl.org/tier3_cd.cfm?content_item_id=4501&folder_id=195)

For generations, U.S. drinking water had been plentiful, cheap, and safe. Chlorination had conquered such waterborne diseases as cholera and typhoid fever. Filtration, when even needed, removed pollutants. Reservoirs were relatively inexpensive to build, and aquifers held seemingly inexhaustible supplies of groundwater. In the past decade, on every count, these happy conditions have changed.

**Rethinking Growth**

10/27/00

[http://www.tpl.org/tier3\\_cd.cfm?content\\_item\\_id=717&folder\\_id=646](http://www.tpl.org/tier3_cd.cfm?content_item_id=717&folder_id=646)

In the last year or so the bypasses were cancelled or downscaled, the campus was shifted from rural outskirts to vacant downtown buildings, and the crime lab remained in its old Baltimore suburb--proof of Maryland Governor Parris N. Glendening's seriousness about "smart growth."

### **Can We Grow Smarter?**

06/28/99

[http://www.tpl.org/tier3\\_cd.cfm?content\\_item\\_id=959&folder\\_id=765](http://www.tpl.org/tier3_cd.cfm?content_item_id=959&folder_id=765)

The fast-growing Texas capital shows the same strains of growth now felt across the country--leapfrog sprawl development consuming the rural landscape as downtowns and older communities struggle; traffic congestion that worsens by the month and threatens to erode hard-won air quality standards.

### **New Jersey: Creating Smart Growth Incentives**

01/24/99

[http://www.tpl.org/tier3\\_cdl.cfm?content\\_item\\_id=1256&folder\\_id=906](http://www.tpl.org/tier3_cdl.cfm?content_item_id=1256&folder_id=906)

To date nearly 400,000 acres have been protected with Green Acres funds. Some of this money has gone to acquire and upgrade state parks and recreation facilities. Other funding has helped local communities protect conservation and recreation land.

### **Austin, Texas: Attracting Smart Development**

01/29/99

[http://www.tpl.org/tier3\\_cdl.cfm?content\\_item\\_id=1250&folder\\_id=906](http://www.tpl.org/tier3_cdl.cfm?content_item_id=1250&folder_id=906)

High-tech companies have flocked to Austin in recent years, attracted by a mild climate, an educated workforce and a relaxed, almost small-town atmosphere. But even as growth has swelled the tax base, it has exacted a high cost in lost open space, clogged highways, declining air quality and sprawling development. Pollution from new homes and shopping centers on the sensitive Edwards Aquifer has threatened drinking water. In rainy weather polluted runoff has forced even the occasional closing of Barton Springs Pool, a spring-fed swimming pool that is the city's signature natural feature.

**[UrbanFutures.org - http://www.urbanfutures.org](http://www.urbanfutures.org)**

**[Urban Land Institute - http://www.uli.org](http://www.uli.org)**

Transfer: Surface Transportation Policy Project's Electronic Update

[http://transact.iracorp.com/transfer/trans02/05\\_29.asp](http://transact.iracorp.com/transfer/trans02/05_29.asp)

The House Subcommittee on Highways and Transit continued its review of TEA-21 renewal with a May 21 hearing on ways to relieve highway congestion through capacity enhancements and increased efficiency. FHWA Administrator Mary Peters provided perspectives on the nation's traffic congestion problems, providing testimony that dealt with capacity enhancements, improved efficiency, system preservation and asset management.

**[Washington State DOT - http://wsdot.wa.gov](http://wsdot.wa.gov)**

## NON-INTERNET RESOURCES

### SMART GROWTH AND TRANSPORTATION OPPORTUNITIES AND CHALLENGES FOR AUSTIN.

2000

Adams, George.; Gerard, David

P. 30-34: ILL.; ITE JOURNAL. VOL. 70, NO. 11 (NOVEMBER 2000)

### THE ENVIRONMENTAL "JIHAD": DEVELOPING A NEW STRATEGY

1999

American Road & Transportation Builders Assn.

ISSN: 10434054

"Antisprawl" and so-called "**smart growth**" initiatives and candidates were on the ballot in many states across the nation in November 1998. Their central theme was that building new road capacity destroys the "livability" of suburban and rural communities, somehow increases traffic congestion, promotes the decline of cities, and increases environmental problems. The attempt to draw the federal government into local land use decisions is being supported by a well-conceived and funded public relations campaign. Under the title, "The Dark Side of the American Dream," highway construction and road capacity improvements are painted as major environmental and social menaces. Tighter federal air quality standards for ozone and particulate matter, approved by Congress in 1998 and scheduled to go into effect early in the 21st century, could throw hundreds of already approved transportation projects off state and local plans and stop the introduction of any new projects. The American Road and Transportation Builders Association believes the vast majority of Americans is not interested in stopping transportation improvements that are necessary to meet growing demand caused by increased population and changes in regional demographics and work patterns. It also believes efforts to stop needed transportation improvements are contrary to the intentions of the U.S. Congress as demonstrated in the near unanimous support for the Transportation Equity Act for the 21st Century in 1998.

### REDEVELOPING BROWNFIELDS WITH FEDERAL TRANSPORTATION FUNDS..

2001

Sustainable Communities Network, Washington, D.C.

No abstract provided. 30 leaves: ill.; Includes bibliographical references(leaves 25-27). United States. Association Of Metropolitan Planning Organizations.

### ONCE THERE WERE GREENFIELDS. HOW URBAN SPRAWL IS UNDERMINING AMERICA'S ENVIRONMENT, ECONOMY AND SOCIAL FABRIC

1999

Benfield, FK; Raimi, MD

ISBN: 1893340171

This book is a product of The Toolkit for **Smart Growth**, a joint project of the Natural Resources Defense Council (NRDC) and the Surface Transportation Policy Project (STTP). The authors write about what is happening to our cities and their inhabitants as development expands outward much faster than our population increases. The first chapter describes the basic facts and trends that constitute our current patterns of growth. The second chapter discusses the consequences of these patterns for our environmental resources, including air, energy, land, and water. The third chapter discusses the fiscal costs of inefficient development, and the fourth chapter describes the social consequences of development patterns that ignore existing communities. Lastly, the authors conclude optimistically, presenting strategies and examples that may hold promise for a more environmentally, economically, and socially sustainable future.

## **SUSTAINABLE GROWTH: ADMINISTRATION PURSUES 'LIVABILITY AGENDA'**

1999

Charles, M

ISSN: 08857024

The Clinton administration has announced support for what it calls "a comprehensive livability agenda to help communities...ensure a high quality of life and strong, sustainable economic growth." Key elements of the initiative, which was included in the budget proposed by the president for fiscal year 2000, will provide communities with new tools and resources to preserve green space, ease traffic congestion, and pursue regional "**smart growth**" strategies. To help ease traffic congestion, the budget proposes a record \$6.1 billion for public transit and \$2.2 billion to implement innovative, community-based programs from the Transportation Equity Act for the 21st Century. The programs in the act were designed to help communities create regional transportation strategies, improve existing roads and transit, and encourage broader use of alternative modes of transportation.

## **SMART GROWTH? SENSIBLE GROWTH? SUSTAINABLE GROWTH? BALANCED GROWTH?...RESPONSIBLE GROWTH--WHAT ARE THE TRANSPORTATION NEEDS TO ACHIEVE THIS GROWTH?**

2000

Institute of Transportation Engineers

ISSN: 01628178

This feature is presented to stimulate discussion and suggestions regarding the role of transportation in achieving desirable growth. It provides an initial definition for smart, sensible, responsible, livable, or sustainable growth. It also suggests characteristics of the transportation system(s) that support this growth. Finally, several issues are raised that are intended to stimulate discussion and help the Institute of Transportation Engineers (ITE) decide how to address the needs in this area. Readers are encouraged to submit constructive suggestions for ITE products and services to ITE at the address given at the end of the feature.

## **SMART GROWTH: A WOLF IN SHEEP'S CLOTHING**

1999

Moretti, FR

Road Information Program, Washington, DC

**Smart growth** offers regions the opportunity to accommodate growth in a manner that will maintain or improve the livability of their communities. To be effective, regional **smart growth** policies should be based on the assumption that there will be growth and plan for it in an integrated, comprehensive manner. The paper discusses **smart growth** policies that might decrease the quality of life, rather than improving standards of living, moderate traffic congestion, increase social integration and improve environmental quality. The paper also points out that the hardships caused by the **smart growth** policies that have negative effects will fall disproportionately on the disadvantaged and lower-income members of society.

### **SMART GROWTH FACE-OFF SPARKS DEBATE**

1999

National Asphalt Pavement Association

One of the highlights of the 1999 legislative fly-in cosponsored by the National Asphalt Pavement Association and the national Stone Association was a discussion of **smart growth** led by spokespersons for rival Washington-based coalitions. Bill Fay, President of American Highway Users Alliance (AHUA), and Don Chen, Manager for **Smart Growth** Policy for the Surface Transportation Policy Project (STPP), faced off to discuss the issues behind **smart growth**.

AHUA promotes safe roads for personal mobility and the movement of goods. Its members include more than 120 trade associations and organizations representing highway contractors, car manufacturers, petroleum refiners, construction equipment and parts manufacturers, insurance companies, and highway users ranging from the American Automobile Association to trucking associations. STPP's goal is to ensure that transportation policy and investments help conserve energy, protect environmental and aesthetic quality, strengthen the economy, promote social equity, and make communities more livable. STPP's membership includes environmental groups such as the Sierra Club and the Environmental Defense Fund, as well as the American Planning Association, the American Institute of Architects, several state Departments of

Transportation, and some cities and other organizations. This article presents the key points of their debate. Short sidebars are included on traffic calming and brownfield development.

### **THE VANISHING AUTOMOBILE AND OTHER URBAN MYTHS: HOW SMART GROWTH WILL HARM AMERICAN CITIES.**

2001

O'Toole, Randal

ISBN: 097064390X

No abstract provided. 545 P.: ILL., MAPS; INCLUDES BIBLIOGRAPHICAL REFERENCES (P. 523-529) AND INDEX.

### **"SMART GROWTH"--THE CURE MAY BE WORSE THAN THE MALADY**

2000

Orski, CK

ISSN: 1071393X

Selling the benefits of denser development poses a big challenge for the **smart growth** movement. While sprawl merely offends aesthetic sensibilities, high densities of development evoke all that Americans find objectionable about city life: crowding, congestion, and lack of privacy. This brief outlines two recent events that illustrate the strength of the emerging antidensification backlash in Berkeley, California, and the suburbs of Washington, D.C.

### **DUMB GROWTH VMT - SMART GROWTH VMT = THE COST OF SPRAWL**

2000

Polzin, Steven E.

No abstract provided. URBAN TRANSPORTATION MONITOR, V. 14, NO. 5 (MAR. 17,2000), P. 2-3.

### **SUBURBAN SPRAWL: SHOULDN'T SMART GROWTH INCLUDE PARKING AS WELL AS PARKS.**

2000

Reichenberg, Lourie W

No abstract provided. UC, BERKELEY, INSTITUTE FOR TRANSPORTATION STUDIES P. 22-26: ILL.; PARKING. VOL. 39, NO. 7

## **IDEAS IN MOTION: FACILITATING THE FINANCING AND DEVELOPMENT OF 'SMART GROWTH'**

2002

Renne, J; Newman, P;

ISBN: 02789434

Smart growth and transit oriented development (TOD) are increasingly popular development paradigms, but their success will depend on the financing phase of development. This paper shows how financing can be facilitated for "smart growth" projects involving TOD. Formulas are developed that can guide the development process and enable financiers to understand the basis for judging how smart growth and TOD can be a good investment. A model for joint public-private development around current rail stations is developed and the model is then extended to development of a new rail line. Three stages are identified for each model: the planning stage, the development stage and the build-out stage.

## **ACHIEVING TRANSIT ROUTE EFFICIENCY THROUGH SMART GROWTH LAND USE TRANSIT'S STAKE IN SMART GROWTH LAND USE**

1998

Rosborough, D; Cacy, K

American Public Transit Association

Sharply increasing population growth and unrestricted land use have contributed to increasing traffic congestion and a number of other civic problems in America's communities. In Maryland, population has increased 21%, while the number of vehicle miles traveled has increased 133% over the past two decades. Maryland's first major land use law was passed in 1997. It is aimed at discouraging costly sprawl, and saving existing communities; the new "**Smart Growth**" law also is depending on transit to work. Responding to this new mandate, Maryland transit operators are adopting new strategies in response to the goals of **Smart Growth**. These strategies include more vigorous public involvement, developing public and private funding partnerships, and strengthening alliances with city and county governments, where critical zoning regulations supportive of transit friendly development ultimately are decided.

Supplementary notes: Full Conference proceedings available only on CD.

## **USING MASS FEEDBACK TO EASE TRAFFIC**

1999

Wilkins, WM

ISSN: 87509229

A series of focus groups around the country has examined public opinion on **smart growth**, livability, and urban sprawl--all terms that the anti-highway groups are using to argue against increased road capacity. The strongest feedback coming out of the groups is that the majority of people do not want to live in high density areas, which is part of what the environmental community is advocating as part of its **smart growth** approach. The focus groups responded particularly well to a plan calling for a balanced approach to solving traffic congestion. That balanced approach includes making road improvements, better signalization and signage, more efficient mass transit, and better long-term transportation planning at the local and regional levels.

## **HITTING THEM WITH THE HARDWARE**

2000

Wilkins, W

ISSN: 87509229

The Road Information Program, other members of the highway construction industry, and the American Highway Users Alliance are gearing up for the release of "Building Better Communities: A Tool Kit for Quality Growth" in order to provide members of the highway construction industry with research-based facts and talking points that can be used to address issues such as **smart growth** and sprawl. The most important aspect of the tool kit is that it is based on feedback received from focus groups conducted in six cities. The tool kit will be issued with specific fact sheets on the following areas: traffic congestion, air quality, transit, the automobile providing freedom and opportunity, traffic calming, and transportation planning. The kit also includes case studies on the following: the European Model; Portland, Oregon; Los Angeles, California; and Washington, D.C. Another key section of the kit describes how to build coalitions and how to effectively deal with the media.

## **SMART GROWTH, SMART TRANSPORTATION: A NEW PROGRAM TO MANAGE GROWTH IN MARYLAND**

1998

Winstead, DL

SSN: 00420905

The article outlines the "**Smart Growth**" initiative adopted by the State of Maryland in 1997 because of the concern over environmental impacts and scattered development throughout the state. Following specific aspects of the initiative are reviewed: the indirect role of the State in land use; comparison to other states and federal policy; slow change in factors driving sprawl; project decision making under smart growth; downstream effects of transportation projects; need to address local tendency to respond to congestion with road improvements; effect of transportation investments on the economics of sprawl; accommodation of through traffic; and, partnership with other agencies.

Carson, Richard. *Paying for Our Growth in Oregon (The POGO Report)*. New Meridian Press. October 1998. <http://planneronline.homestead.com/files/carson/main.htm>

### **At Work in the Field of Dreams: Light Rail and Smart Growth in Portland.**

<http://www.tri-met.org/reports/dreams.pdf>

Written by the director of strategic planning for TriMet, this piece details the Portland metro region's use of transit and land use planning as the foundation for the creation of a livable community. It is a complementary piece to "Beyond the Field of Dreams: light rail and growth management in Portland." Also written by G.B Arrington. (<http://www.tri-met.org/reports/dreams98.htm>)

### **Community Empowerment Program: Nurturing Public Involvement in the Transportation Planning Process**

<http://www.fta.dot.gov/library/planning/cep/index.html>

Results of pilot study conducted by the Surface Transportation Policy Project and Federal Transit Administration highlighting successful public involvement in transportation decision-making and public-non-profit partnerships.

### **Creating Livable Places**

<http://www.scag.ca.gov/livable/Index.htm>

The Creating Livable Places website is provided by the Southern California Association of Governments to promote more livable communities. The site includes ten case studies of regional communities that have made efforts to become livable communities. The site also provides information and resources related to transportation planning, transit, and growth visioning. A calendar of events and list of related links are also available at the site.

**Ecological Design Manual for Lake County, Florida**

<http://www.ecfrpc.org/EcoDesignManual.htm>

The goal of this manual is to illustrate how development objectives and natural resource protection needs within a high-growth area can be addressed through the physical design of residential projects. Published December 2001. 42 pages; Acrobat file available online.

**Environmental Characteristics of Smart Growth Neighborhoods**

<http://www.nrdc.org/cities/smartGrowth/char/charinx.asp>

This study conducted for NRDC, in cooperation with the United States Environmental Protection Agency, suggests that the environmental benefits of smart growth are real and can be measured. The study focuses on the Metro Square neighborhood in Sacramento, California, and is one of the first to examine a fully completed and occupied development.

**Fact sheets**

[http://www.lgc.org/freepub/land\\_use/factsheets/index.html](http://www.lgc.org/freepub/land_use/factsheets/index.html)

Local Government Commission. A series of 4-page fact sheets on livability, traffic safety, crime prevention, planning issues, and more.

**How Portland Does It.**

<http://www.theatlantic.com/issues/92nov/portland.htm>

The Atlantic Monthly, November 1992. A city that protects its thriving, civil core.

**The Impact of Various Land Use Strategies on Suburban Mobility**

<http://www.bts.gov/ntl/DOCS/470.html>

Washington, DC: U.S. Department of Transportation. This is a report of an 18-month study of the traffic impact of locating regional employment in tightly clustered suburban employment centers and the interaction between suburban land use trends and regional traffic conditions. The results of the study verify what had previously been only a theoretical viewpoint: that concentrating new suburban development into higher density, mixed-use centers will slow the growth of regional vehicular use

**Implementation Issues for Transit Sensitive Suburban Land Use Design.**

<http://www.uwm.edu/Dept/CUTS/wctrimp.htm>

Milwaukee, WI: Center for Urban Transportation Studies, 1995. Efforts to incorporate public transport service into suburban areas in the United States have had limited success. Travel patterns are highly diverse with trips from many origins to many destinations and few concentrated corridors of demand. Recently, however, there has been an emergence of new approaches to suburban land use design in the United States which is more transit friendly. These include traditional neighborhood development projects, pedestrian pockets and corridor based design. This paper discusses the issues that are involved in the implementation of such techniques

**Indicators of the Environmental Impacts of Transportation (2nd edition).**

<http://itre.ncsu.edu/cte/Indicators.PDF>

Washington DC: United States Environmental Protection Agency, October 1999. Comprehensive treatment of the environmental impacts of transportation. Written by Hagler Bailly Services for the Office of Policy's Energy and Transportation Sector's Division.

**Land Use and the California Economy: Principles for prosperity and quality of life.**

<http://www.calfutures.org/pubs/CalifLand.pdf>

This report, commissioned by "Californians and the Land," a group of leaders from California's business, government, and environmental sectors, addresses three major issues: How much growth should California expect and why?; How are land use and quality of life issues related to the California economy?; and, What are the principles that must be addressed if Californians are to combine economic growth and a high quality of life- now and for future generations?

**Measuring the Success of Transit-Oriented Development: Retail Market Dynamics and Other Key Determinants**

<http://www.asu.edu/caed/proceedings99/NILES/NILES.HTM>

APA Online National Conference, Seattle, 1999. Temp, e AZ: ASU College of Architecture and Environmental Design, 1999 APA Online National Conference Proceedings 1999. Transit-oriented development (TOD) has become the dominant urban growth planning paradigm in the United States. Yet scant evidence has been proffered to indicate that it will produce significant environmental and social benefits commensurate with the costs of the major transportation system improvements that it requires.

### **National Transportation Enhancements Clearinghouse**

<http://www.enhancements.org/>

This information service, sponsored by the Federal Highway Administration and Rails-to-Trails Conservancy, provides professionals, policy makers, and citizens with timely and accurate information necessary to make well-informed decisions about transportation enhancements - twelve different community focused activities defined in TEA-21.

### **Smart Growth in Vancouver City**

<http://www.ci.vancouver.wa.us/CityFlyer-may-june.pdf>

Smart growth is managing, rather than reacting to growth. Read about it in the May-June issue of the City Flyer. Vancouver City utility customers receive the City Flyer in their utility bills.

### **Take Back Your Streets: How to Protect Communities from Asphalt and Traffic.**

<http://www.clf.org/pubs/index1.htm>

Boston, MA: Conservation Law Foundation, 1998. This is an essential guide for any community activist, local policymaker or concerned citizen interested in knowing how to use existing laws and regulations to persuade public highway officials to design and widen streets and bridges in ways that don't harm the natural environment, destroy community character and create unsafe neighborhood speedways.

### **Taming the Automobile: How We Can Make Our Streets More Pedestrian Friendly.**

<http://www.plannersweb.com/articles/unt002.html>

Planning Commissioners Journal. November/December 1991. Strategies for meeting pedestrians' needs, from the author of Accommodating the Pedestrian: Adapting Towns & Neighborhoods for Walking and Bicycling.

### **Theory in Action: Association of Bay Area Governments**

<http://www.abag.ca.gov/planning/theoryia/>

This online document catalogs smart growth initiatives such as compact development, urban revitalization, affordable housing, and open space protection at the local, regional, and state level in the Bay Area, elsewhere in California, and in the rest of the country.

### **Valuing America's First Suburbs: A Policy Agenda for Older Suburbs in the Midwest**

<http://www.brook.edu/dybdocroot/es/urban/firstsuburbs/firstsuburbsexsum.htm>

Older, inner-ring (or "first") suburbs have their own unique set of assets and challenges that set them apart from newer suburban areas further out from the core of metropolitan areas, but also from their center cities. Despite their assets, many first suburbs are beginning to experience challenges normally associated with age and disinvestment. In many places, the stresses they face are beginning to hamper their ability to remain, or become, economically competitive. This April 2002 Brookings Institution report by Robert Puentes and Myron Orfield can be downloaded as a 4.7mb pdf.

### **Vision to Action: How 1000 Friends of Oregon helped Portland grow, say no to a big highway and stay healthy**

<http://www.friends.org/resources/lutraq.html>

Portland OR: 1000 Friends of Oregon, 1999. Series of 14 reports detailing 1000 friends of Oregon's work in developing an alternative land use pattern for Washington County, Oregon and the Portland metro area. The work of this project impacted metrowide decision making and serves as a model of community planning.

Rybeck, Rick. "Tax Reform Motivates Sustainable Development," American Institute of Architecture/DC Newsletter, December 1995 / January 1996.