The growth beat's been a tough gig lately, especially with shrunken stock values, shrunken government budgets, and a diminished transportation trust fund weighing heavily on people's minds. But we're bullish on smart growth. In fact, it embodies some of the best ideas for bringing our stalled economy back to life.

For starters, even in recession, growing numbers of business leaders are pushing for smart growth reforms, focusing on affordable housing, workforce development, environmental protection, and easing traffic. For example, the Silicon Valley Manufacturing Group (SVMG) has been a strong supporter of affordable housing efforts in California's Santa Clara County. As of March, they had endorsed plans to build over 31,000 for-sale and rental homes that are located in relatively compact, walkable and transit-rich neighborhoods, and are primarily intended for lower-wage workers. They also have spearheaded efforts to create a private-public affordable housing trust fund, increased public transit investment, and

"Smart growth is still relevant during an "economic downturn."

Smart growth is still relevant during an “economic downturn.”

services for homeless families. David Goldberg profiles SVMG and three other business-led smart growth initiatives in his article.

Such business leadership reflects the enlightened outlook adopted by many in the real estate industry. One leading industry report, Emerging Trends in Real Estate Development, sized up the post-September 11th landscape and cautioned investors against backing sprawl development, contending that “...properties in better-planned, growth-constrained markets hold value better in downmarkets and appreciate more in upcycles.” Projections of consumer demand indicate a sharply growing preference for compact, walkable neighborhoods over the next decade, largely because of baby boomer homebuyers who will dominate the real estate market. According to a recent University of Southern California study sponsored by the Fannie Mae Foundation and Bank of America, between 31 and 54 percent of older Americans will demand New Urban-style neighborhoods in the 2000s, up substantially from 15 percent in the 1990s.

Public officials are turning to smart growth as well, especially fiscally responsible infrastructure policies that support investment in existing communities over subsidizing new development. This is the hallmark of many smart growth policies, as exemplified by Maryland’s Priority Funding Areas program, New Jersey’s Fix-It-First transportation policy and countless local measures requiring adequate public facilities. As pre-recession projections of surpluses give way to budget cuts, cities are looking for more efficient ways to meet current demands, accommodate new growth and expand their tax base without having to build expensive new infrastructure or raise taxes. In

CONTINUED ON PAGE 6

Smart Growth as Smart Business

Four case studies: Atlanta, Denver, Chicago, Silicon Valley

You could almost see it, the moment the light bulb went on for business leaders in metro Atlanta. It was early 1998, roughly 18 months after the city had played host to the world, but already Atlanta was losing its Olympic luster. Suddenly, business travelers from the economic powerhouse of the South were hearing associates from other locales referring to their home town as the “L.A. of the South” or “poster child for suburban sprawl.”

The sudden, negative scrutiny arrived on the heels of Atlanta’s collision with the national Clean Air Act. Because the region’s road-heavy transportation plans failed to stay within the emissions limits set by the state’s own plan for cleaning up smog, metro Atlanta was barred by law from spending federal money to expand road capacity in the 13 counties suffering from bad summertime air.

Sam Williams, the president of the Metro Atlanta Chamber of Commerce, called it a “train wreck.” He wasn’t alone in his concern. With the growth machine threatening to grind to a halt, even the region’s most ardent cheerleaders began to wonder whether Atlanta’s famous growth-at-any-cost approach was coming at too high a price.

Since that time, the issues around managing Atlanta’s growth — whether transportation, water quality and supply, air pollution or workforce housing — have occupied the very top of the business leadership’s agenda. Those leaders’ advocacy for smart growth has led to the creation of a regional transit agency with some land use, as well the establishment of a new structure for planning and managing north Georgia’s water resources.

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Labor Page 3
Unions locally and nationally recognize that sprawl harms union members.

Field Notes Page 7
Smart Growth news from around the country. What’s happening in your back yard?

Brain Food Page 11
“Solving Sprawl” lauds smart development, leaves hyperbole at the door.

Smart Tools Page 9
Community banks turn your deposits into revitalized neighborhoods.
very five years or so, Congress reauthorizes a farm bill that determines how billions of dollars will be spent on commodities (primarily grains and cotton), conservation, nutrition assistance (such as food stamps), rural development, forestry and other programs that profoundly affect the pattern of land use in the United States.

Federal farm subsidies reach only about 40 percent of farms. While farm production has more than doubled over the past fifty years, the number of farms has declined by more than two-thirds. Economic challenges, coupled with growing development pressures, have resulted in the loss of much of our highest quality farmland to urban sprawl (see the American Farmland Trust’s research at http://farmland.org.)

Efforts to preserve farmland and restore forests and wetlands at the urban fringe rely heavily on federal support, which has been woefully underfunded. In fiscal 2001, only 16 percent of farmers’ requests from USDA conservation programs were granted. Many legislators had hoped this year’s bill would result in a more equitable distribution of farming assistance and significantly increased conservation funding. One House version would have tripled funds for agricultural conservation and environmental protection. Though it lost, the momentum generated by the Kind-Boehlert-Gilchrest-Dingell carried over to the Senate, which approved increased funding for conservation. On May 13, President Bush signed a six-year, $180 billion farm bill that included $9 billion in new funding for conservation. Though the bill allocates a smaller percentage of agricultural spending to conservation programs than the 1996 bill, the overall amount dedicated to conservation efforts is substantially higher.

For more information: www.smartgrowthamerica.org/farmbill

Housing

As the push for a National Affordable Housing Trust Fund gains steam, some in the House are trying to use the bill creating it as a vehicle to weaken protections for the environment and workers. The National Association of Home Builders has lobbied for something called Title VIII – Housing Community Character Act, in both cases distorting the truth to claim that sprawl harms, we make sprawl issues tangible and bring them to the public opinion, development subsidies, regional and local lawmakers a compendium of options for reforming the planning statutes that codify and promote sprawl. At a March hearing, three witnesses were invited to testify against the publication, and one witness was invited to defend it. The witnesses against “Growing Smart”, representatives of fringe property-rights groups, misrepresented the publication as the “federalization of land use decisions.” The same organizations have attached the Community Character Act, in both cases distorting the truth to claim that voluntary provisions were somehow a mandate.

For more information: www.smartgrowthamerica.org/characterrights

Brownfields Update

On January 11th 2002, President Bush signed into law the Small Business Liability Relief and Brownfields Revitalization Act, marking one of the first major federal legislative victories for smart growth. The bill authorized $200 million per year for the assessment and cleanup of brownfield sites, and will provide liability relief for certain small businesses, prospective purchasers, contiguous property owners, and innocent landowners — one of the major barriers to brownfields redevelopment. In addition, the bill allows funds to be used for the clean-up of sites that will be used for businesses and other community purposes.

For more information: www.smartgrowthamerica.org/brownfields.html or www.brownfields.com

THE FARM BILL, HOUSING AND MORE

A map of hospital closures

For more, including both our letter in opposition and our own proposals to promote affordable public transportation and land use.

F ew unIon leaders are aware of sprawl by its name. But unions locally and nationally are beginning to recognize that because sprawl harms cities, it also harms union members. Anti-sprawl resolutions have recently been adopted by the national AFL-CIO, by one of its largest affiliates, and by a state labor federation. One union — the 1.4 million-member United Food and Commercial Workers (UFCW) — knows the sprawl issue because of its long antagonism with virulently anti-union Wal-Mart. And a few unions that represent public transit workers, especially the Amalgamated Transit Union, have long advocated for transit service. But the labor movement is a complex amalgam, and most labor leaders do not (yet) see their self-interest in smart growth — even though America’s 16 million union members are heavily concentrated in urban areas.

Don Turner, president of the 300,000-member Chicago Federation of Labor, is an exception. He believes that sprawl will be the dominant issue for urban America for the next 20 years. He joined the board of directors of Chicago Metropolis 2020, a business-civic association formed to promote smart growth policies (see article, page 11); and spearheaded it to pay for the development and delivery of a curriculum about sprawl and unions.

The curriculum, created by Good Jobs First and entitled “Smart Growth, Good Jobs,” drew 107 local union leaders for an all-day conference in April, 2000; attendees spurred the AFL-CIO’s entire membership. The gathering, the first of its kind, served to demonstrate sprawl’s specific harms and smart growth’s potential benefits and to help build an informed policy consensus among CFL leaders. Besides union-specific issues, it covered public opinion, development subsidies, regional governance and smart growth policies. Readers will find that more than a third of union members who drive to work would switch to transit if they had a choice. We also explained how declining air quality threatens manufacturing jobs, since the Chicago region has been designated a severe “non-attainment zone” by the U.S. Environmental Protection Agency.

Smart Growth is Becoming a Union Thing

The sessions pointed out how workers in several industries are affected by Chicago’s sprawl.

The sessions pointed out how workers in several industries are affected by Chicago’s sprawl.

At a May 11th 2002 meeting of the AFL-CIO’s Community Services Division, a winning coalition was formed to promote the STRaddle transition of the 1.4 million-member American Federation of State, County and Municipal Employees (AFSCME), one of the AFL-CIO’s most politically active unions. In popular communications terms, sprawl is both “hard” (i.e., abstract) and “cool” (i.e., not easily approached). Focusing on specific companies, we make sprawl issues tangible and engaging so that remedies become more enticing. The smart growth movement needs the diversity of large organizing efforts to the table. Not just their racial diversity, but also their occupational, geographic and ideological diversity. The organizing skills needed to recruit union members is a map for the smart growth movement to build a winning coalition.

Greg LeRoy directs Good Jobs First, www.goodjobsfirst.org; a resource center promoting accountability in economic development.
Smart Growth as Smart Business

Continued from page 1

Atlanta, though, is just one of several regions around the country where business leaders have begun to argue that smart growth is smart business. While Atlanta’s business leadership looked to a crisis point, private sector efforts have been evolving toward smart growth for many years in some regions. In northern California, the Silicon Valley Mayer’s group has monitored quality of life issues in that fast-growing region since 1977. Chicago’s business community took the lead in city planning over 100 years ago by helping to manifest the famed Burnham plan, and now has re-energized with a smart-growth effort dubbed Metropolis 2020. But in some places, such as Denver, even a fully engaged business leadership has found success elusive, at least when their goal was to pass comprehensive growth management legislation. Below, we take a closer look at efforts in each of the four regions mentioned.

Chicago Metropolis 2020

“Metropolis 2020” was David Burnham’s adorning his fellow Chicagoans in 1909. His message was particularly directed at the key business leaders of the Commercial Club of Chicago, who had commissioned the well-known architect’s Plan of Chicago. They listened and, in the years that followed, they built on Burnham’s visionary plan.

In 1996, the Commercial Club convened more than 200 of its members to begin an investigation into challenges facing the Chicago region, issues defined in part as “unlimited, low density sprawl,” concentration of poor minorities, the spacial mismatch between jobs, affordable housing and transportation; and disparate degrees of access to quality education. Their work product emerged as Metropolis 2020, an ambitious document that seeks to provide a unified vision for a community that will succeed in the 21st century.

Today, 2003’s Metropolis 2020, has received widespread attention and recognition. This effort has demonstrated that, driven by the needs and interests of a broad business community, a unified vision can be achieved.

The business community, as diverse and diverse as it is, by no means unanimous on these issues. But the consensus in favor of better-managing Chicago’s growth and public investments is growing.

Chicago area business leaders were among the “Metropolis Principles,” a pledge to favor sites with access to affordable housing and mass transit in terms of their economic attractiveness. The report’s prime objective is anticipated to limit sprawl, driven by all appearances, their loud listening.

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SVMG

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Silicon Valley Manufacturing

“Silicon Valley Manufacturing” is a term that refers to the manufacturing of high technology products. Silicon Valley is known for its high concentration of technology companies. The term is used to describe the region’s manufacturing sector.

Silicon Valley Manufacturing Group

The Silicon Valley Manufacturing Group is a non-profit organization that aims to promote smart growth in the Silicon Valley region. The group’s mission is to promote sustainable growth that benefits the environment, the economy, and the quality of life of the region’s residents.

The group was founded in 1991 as a response to the rapid growth of the Silicon Valley region. The group’s members include a range of stakeholders, including businesses, local governments, and non-profit organizations.

The group works on a wide range of issues, including transportation, affordable housing, and education. The group also advocates for policies that support smart growth, such as improvements to public transportation and the creation of more affordable housing.

The group has been active in local and regional planning efforts, including the development of regional planning efforts such as Smart Growth America’s Regional Smart Growth Action Plan. The group also works with local governments and other stakeholders to promote smart growth policies.

The group’s efforts have resulted in significant progress in promoting smart growth in the Silicon Valley region. The group has successfully advocated for policies that support smart growth, such as improvements to public transportation and the creation of more affordable housing. The group’s efforts have also helped to shape local and regional planning efforts, including the development of regional planning efforts such as Smart Growth America’s Regional Smart Growth Action Plan.
The Brownfields Act also offers communities a key tool for avoiding harmful sprawl. In his signing ceremony speech, President Bush argued that “every acre of brownfield that is redeveloped saves 4.5 acres of open space.” Such support for land preservation continues to gain popularity. For example, 137 open space ballot initiatives were approved by voters in November 2001, a success rate of 70 percent. And in March, California voters overwhelmingly passed Proposition 40, a $2.6 billion measure to preserve open space, improve parks, and protect air and water quality — the largest natural resource bond ever passed by American voters. It enjoyed broad support, with endorsements from the Los Angeles Metropolitan Churches, the Latino Issues Forum, the Nature Conservancy, the Trust for Public Land and other influential organizations. People of color and low-income voters were the measure’s strongest supporters, with 77 percent of African-Americans and 74 percent of Latinos voting “yes,” and 75 percent of voters earning less than $30,000 approving the measure.

As pre-election projections of surpluses gave way to budget cuts, cities are looking for more efficient ways to meet current demands. In a surprise move July 5, Georgia Governor Sonny Perdue acted to delay construction of the highly controversial Northern Arc highway project, which would have cut a 59-mile swath through Atlanta’s northern suburbs. Reacting to a steady stream of news reports of conflicts of interest surrounding the $2.2 billion tollway, Barnes deferred the project from its fast-track status until after the November election, when he hopes he will return to pass his promised ethics legislation.

The Return of Governor Smart Growth?

In a look for the Smart Growth Label

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So instead of letting the recession extinguish the debate about growth, many communities are taking advantage of today’s conditions to gain an upper hand over sprawl. They’re investing in sensible economic development, preparing for future growth, and properly accounting for and deploying the scarce resources they possess. When rapid growth returns, they’ll be ready.

In an effort to gain stakeholder buy-in, while working to keep the “smart” in smart-growth projects, the Washington, D.C.-based Smart Growth Alliance — a coalition of developer, business, and environmental organizations — has developed a Smart Growth Recognition Program. For a project to be recognized, it must satisfy five criteria: it must be located in an area designated and appropriate for growth; it should have a mix of uses designed to mesh with existing neighborhood; it’s location and design should offer alternatives to single-occupancy-vehicle trips; it should protect natural resources; and generate benefits for the host community, such as affordable housing, historic preservation, access to parks or open space, etc.

To learn more about the Smart Growth Alliance and its Recognition Program, visit http://www.washington.org/sga.
Economic Development Subsidies: Another Cause of Sprawl

BY GREG LEROY

In the debate over sprawl and what to do about it, smart-growth proponents have emphasized a root cause of the growth: corporate relocations to the metropolitan fringe.

Smart-growth literature is replete with analyses of how public goods — roads, sewers, schools — and other forces, such as crime and tax base disparities, contribute to sprawl. But the literature has largely missed one of the most significant forces that drive development subsidies in the geographic dispersion of work in metro areas.

In fairness, it’s a difficult issue to study because disclosure about subsidies is so poor in most states. But a few studies suggest a very clear link, and new disclosure rules in a few states are enabling new research.

Although media reports often emphasize multi-state companies such as Boeing’s recent headquarter moves from Seattle to Chicago, most corporate relocations occur within the same metro region. Companies need to retain their skilled workforce, and proximity to customers and suppliers. But there is precious little data on this. A little-known state database maintained by the state’s commerce department tracks companies that migrate into enterprise zones. In downtown Los Angeles, 14 percent of the companies that relocated from 1980 to 1993 stayed in the area. Of those that moved out, most ended up in adjacent counties. But a few studies suggest a very clear link, and new disclosure rules in a few states are enabling new research.

New State Disclosure Laws: Data Breakthrough

Two states - Minnesota and Maine - have enacted comprehensive disclosure laws that provide data where a subsidy is provided to a company that is moving. The Minnesota disclosure format requires a company to say whether the deal involves a relocation. If so, the company must state the old address, the new address, and why the project was not carried out at the old address. Maine’s form only requires a “yes” or “no” on relocation.

Good Jobs First used early Minnesota data without this relocation information to make a sprawl analysis. We noticed that Anoka, a small suburb on the northwest fringe of the Twin Cities, reported more than two dozen deals. Interviews with the city’s development director revealed that the deals were all located in an industrial park mostly occupied by companies the city had recruited from elsewhere in the Twin Cities. Our resulting study, “Another Way Sprawl Happens,” is the first to make an explicit subsidy-sprawl link. http://www.ctj.org/itep/pdf/anoka.pdf

Another factor in the concentration of sprawl deals is the lack of data on companies that make development subsidies such as TIF “location-efficient.” That is, no disclosure about subsidies is so poor in most states. But a few studies suggest a very clear link, and new disclosure rules in a few states are enabling new research.

Consider these clients of City First Bank in Washington, D.C.:
- Greg Maxson buys, rehabilitates, and rents affordable multi-family housing in Northeast and Southeast D.C. His trademark projects involve the consolidation of smaller apartments into larger units, suitable for families with children who use Section 8 rental vouchers.
- Bethel Christian Fellowship was established in Prince George’s County, Maryland, in 1996, serving a congregation of over 200 members. When Bethel sought to acquire a permanent home, the pastor and congregants decided to renovate a church in the Old Anacostia Manor Shaw Historic District, creating a cultural anchor in the neighborhood’s revitalization efforts.
- City First in Washington is one of 53 certified Community Development Financial Institutions in the country. All CDIs, as they’re known, are private-sector organizations with a primary mission of promoting community development, principally by serving low-income neighborhoods and individuals who have been considered “unbankable” by conventional financial institutions.

There are several different types of CDI banking in urban and rural areas to fill holes in the conventional banking system.

Community development banks and credit unions depend on deposits and other private investments for their loan capital. You can make a difference by moving your bank account to a local community development bank, or by investing in a single CDI’s Certificate of Deposit. A small percentage of your financial portfolio can still make a difference.

For more information on City First Bank’s activities and investments, go to www.cityfirstbank.com. Shorenstein Enterprise Pacific is at www.venuepacific.org. The site includes a definition of the conservation economy and information on how to invest with them.
T he headline of this story probably caught your eye. I know this, because after two years of editing news stories about smart growth, urban sprawl, planning and development for PLANetizen, I’ve learned to spot a popular “Smart Growth” title.

PLANetizen (http://www.planetizen.com) is a web portal for the urban planning and development community. It features daily news, editorial jobs, opportunities, press releases and RFPs, plus a free weekly email newsletter with the top planning news for the week. An average of 11,000 people visit PLANetizen each day — planners, developers, urban designers, academics, journalists, architects. We are able to track the stories that are most popular with PLANetizen readers.

Words that tend to make a headline attract readers include: smart growth, sprawl, New Urbanism, and titles that challenge traditional planning, such as “How Smart is Smart Growth?”

These were the five most popular “smart growth” headlines on PLANetizen during the last year, as decided by PLANetizen’s readers:

- Why The Smart Growth Movement Will Fail
- How To Tell If You Live In A Smart Growth Neighborhood
- Trouble In Smart Growth’s Nirvana
- Smart Growth Without New Urbanism: Recipe For Disaster?
- When Will Smart Growth Start Working?

You can find the links to all these stories (and others) at: http://www.planetizen.com/5mostsmartgrowth/  

Christopher Steins is managing editor of PLANetizen.

NOT YOUR FATHER’S SUBURBS  
AMERICAN METROPOLITICS  

Reviewed by David O’Neill,  
Director Land Use Policy and Outreach  
Urban Land Institute

M innesota State Senator Myron Orfield’s new book, American Metropolitics: The New Suburban Reality, captures the reality of the costs of sprawl on urban and suburban America. It combines demographic research with state-of-the-art mapping technology to illustrate social, racial, fiscal, land use and political trends in the nation’s top 25 metropolitan areas. Orfield argues that, given the diverse stresses experienced in suburbs and cities, all residents and jurisdictions in a metropolitan area would benefit from reforms around reducing fiscal inequities, promoting regional land use planning, and instilling metropolitan governance.

The book is laid out in three sections: Metropolitans, Metropolicy, and Metropolitics. Metropolitans illustrates the common pattern of growing social separation and wasteful sprawling development throughout the country. Metropolicy analyzes the past programs and policies that have attempted — with very limited success — to address the urban concentrated poverty endemic to so many metropolitan areas. He goes on to lay out a comprehensive regional agenda to address these problems, namely improved regional governance that can promote greater fiscal equity among local governments. The final section, Metropolitics, gets to the all-important realpolitik, namely the real-world examples of political strategies that have led to successful programs on land use planning, tax equity, and regional governance. Using detailed analysis of 1990’s election data it identifies and maps the nation’s swing political jurisdictions which are overwhelmingly in at-risk and growth-stressed suburbs. Using swing district data as a backbone, he ends with a series of political strategies for moving regional reform efforts forward.

As with all of Orfield’s work, the message with his latest book is simple: more inner-ring suburbs have more in common with their urban neighbors than with their outer suburb neighbors on the metropolitan fringe. It behooves them both to work together on a common agenda focused on greater metropolitan equity.

SOLVING SPRAWL: MODELS OF SMART GROWTH IN COMMUNITIES ACROSS THE AMERICA  

Reviewed by David O’Neill,  
Director Land Use Policy and Outreach  
Urban Land Institute

K aid Benfield’s latest represents the evolution of the smart growth movement. Benfield and his co-authors capture the varied conversations about smart growth among environmentalists, public officials, real estate interests and other constituencies to reflect an emerging consensus on the most fundamental elements of smart growth.

The authors write that, “a basic underpinning of smart growth is the acceptance that growth is inevitable.” This reflects the shift of the debate from “growth versus no-growth” to a more pragmatic discussion of how best to accommodate it.

In the foreword, Maryland Gov. Parris Glendening acknowledges the still challenging facing the movement he helped popularize: “Let’s face it: In the vast majority of communities, smart-growth development — whether a mixed-use neighborhood, a single transit-oriented building, or an infill, reuse or preservation project — is still the hardest thing to do.”

Solving Sprawl features innovative and inspiring examples of smart growth. Benfield makes an important argument early in his book when he writes, “These stories show that the smart-growth phenomenon is not limited geographically: Communities hosting smarter developments are urban and suburban, relatively new and truly historic; wealthy and working class.” He goes on to say, “As varied as these projects are, they have one thread in common: Each improves the quality of life for those who live or visit there.”

The heart of the book is the compilation of 35 case studies of smart growth, organized into chapters on “smart cities,” “smart suburbs,” and “smart conservation.” The athletic shoe maker, Adidas, provides an interesting example. In the mid-1990s, Adidas officials committed to building a corporate campus on a former hospital site in the city of Portland, rather than on the suburban fringe. Working with developer Jim Winkler of Portland, Adidas

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designed a facility that will reuse existing buildings on the hospital site, establishing an athletic facility, a pedestrian network, and a public parks system that will re-integrate the campus into the surrounding community.

The authors do not ignore the powerful role that current market forces play in shaping our cities. “The bulk of American development over the next few decades will, as in the last few, take place outside the central cities: in suburbs and on the expanding suburban fringe,” they write.

To illustrate this argument, the authors show case Reston Town Center in the suburbs of Washington, D.C. Reston Town Center is at the heart of one of the most prominent master-planned communities in the United States. It is an 85-acre mixed-use project composed of offices, shops, restaurants, entertainment space and a hotel. The centerpiece of the project is Freedom Plaza, an open-air civic plaza featuring a large fountain, outdoor seating, and public artwork.

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The case study reveals that Reston, because of its unique planning and development, is able to follow. And best of all, it leaves the hyperbole at the door.

Despite the extensive information provided in the book, it fails to highlight the complete range of smart growth solutions. In ignoring the valuable role master-planned communities can play in organizing suburban development, the authors miss an opportunity to showcase some of the more innovative smart growth solutions in the country.

Benfield, Terris and Vorsanger give us a simple but potent message. The leaders highlighted in this book are carving the path for others to follow. And best of all, it leaves the hyperbole at the door.

One of the ten examples is the Barton Creek Wilderness Park in Austin, Texas. Austin has had a long history of land conservation, but in 1990 development was rapidly infringing on an historic natural resource, Barton Springs. As in the past, citizens of Austin rallied to its protection. In 1992, voters supported two bond measures totaling $42 million dollars to protect the new Barton Creek Wilderness Park, the Balcones Canyonlands, and a water quality initiative to protect Barton Creek watershed. Coupled with Austin’s smart growth program of incentives for new development in targeted smart growth zones, the city’s approach serves as a national model.

Smart development is a vital component of smart growth but not the only one. In Solving Sprawl’s fourth chapter, Benfield showcases ten examples of smart conservation that range from greenway trails to watershed protection initiatives to comprehensive planning and land use regulations.

SOLVING SPRAWL: MODELS OF SMART GROWTH IN COMMUNITIES ACROSS THE AMERICA  
Smart Growth America is a nationwide coalition promoting a better way to grow; one that protects open space and farmland, revitalizes neighborhoods, keeps housing affordable, and makes communities more livable.

Our work is made possible by grants from the Gund Foundation, the William and Flora Hewlett Foundation, the David and Lucille Packard Foundation, the Surdna Foundation, the Turner Foundation, and the Clayton Fund.

SGA Staff: Don Chen, David Goldberg, John Bailey, Kate Bicknell, Marquis Clayton, Barbara McCann

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