

Introduction to Smart Growth

Why Smart Growth?

Communities across the country are questioning the practice of abandoning older communities and existing infrastructure while development occurs in “green” areas at the suburban fringe. Increasingly, the social, environmental and economic costs of abandoning neighborhoods and infrastructure in older cities and suburban areas are being recognized. An example of such costs are increasing commuting times due to longer distances from homes to work, shopping, schools and other daily needs.

What is Smart Growth?

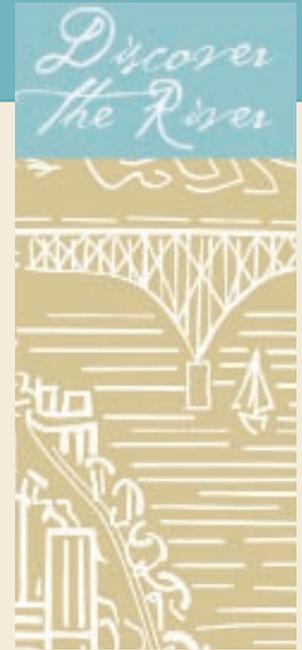
Smart Growth, according to the U.S. Environmental Protection Agency (EPA), is “development that serves the economy, the community, and the environment. It changes the terms of the development debate away from the traditional growth/no growth question, to how and where should new development be accommodated.” A commonly held view is that current development patterns that abandon existing infrastructure in cities is a waste of resources, and that new demand and new opportunities exist in America’s central cities.

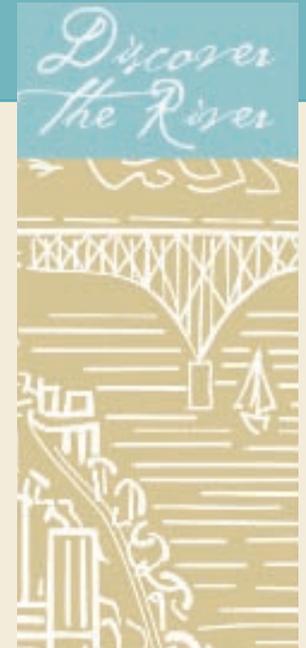
As a result, Smart Growth refocuses public and private sector time and resources on restoring vitality to existing cities and older suburbs. Quite often, the use of abandoned or underutilized sites or areas that may be contaminated due to past activities become key parts of these restoration efforts. The result is development that simultaneously serves the economy, community, and the environment – by protecting, restoring and conserving open spaces, air and water quality, and wildlife habitats. Most importantly, Smart Growth provides a framework for communities to use in making informed decisions about how and where they grow.

Key Principles of Smart Growth

The following are commonly identified principles of Smart Growth that can be applied to communities or sites of any size:

- Encouraging compact growth to help reduce pressure on open space, agricultural and forest lands.
- Fostering distinctive, attractive communities with a strong sense of place.
- Providing a variety of transportation choices, including transit, bicycle and pedestrian connections.





- Creating a balanced mix of housing, commercial, and retail uses.
- Offering a range of housing opportunities with varying size and price options.
- Creating economic development opportunities that result in new jobs, businesses, services, and improved local tax bases.
- Preserving and restoring open space, natural beauty, and critical environmental areas and habitats.
- Utilizing environmentally-friendly and sustainable site-development practices, building designs and construction techniques.

Supporting and encouraging Smart Growth requires the following policies and practices:

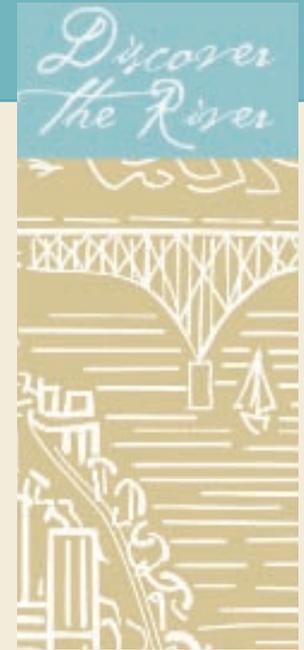
- Encouraging and directing development towards existing communities or abandoned, underutilized areas.
- Making development decisions predictable, fair, and cost-effective while encouraging sustainable approaches to neighborhoods, sites and buildings.
- Supporting public, private and community collaboration in development decisions.
- Improving environmental conditions through public and private actions and programs, including urban renewal, private development and brownfields redevelopment.

Smart Growth Funding Resources

A variety of federal, state, and local funding resources are available to assist communities in their efforts to turn abandoned or underutilized land into vibrant new communities using the principles of Smart Growth. Funding may be available through mechanisms such as grants, tax incentives, tax increment financing, real estate financing, real estate investment trusts, trust funds, or revolving loan funds.

The following are examples of federal funding sources available for qualifying projects.

- U.S. Environmental Protection Agency (EPA)—The EPA offers several funding sources for Smart Growth projects of varying sizes. Refer to the following link for EPA funding sources: (<http://www.epa.gov/dced/topics/funding.htm>), or this EPA link for a clearinghouse of other Smart Growth funding sources: (http://www.epa.gov/smartgrowth/topics/other_funding.htm).



- U.S. Department of Housing and Urban Development (HUD)—Through Community Development Block Grant (CDBG) programs and the Brownfields Economic Development Initiative (BEDI), HUD offers many different programs that provide assistance to a wide variety of grantees, including Smart Growth and Brownfields projects. See the following link for more information about CDBG programs: (<http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm>), and this link for more information about BEDI programs: (<http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm>).
- U.S. Department of Transportation Federal Highway Administration (FHWA)—FHWA offers a Brownfields Economic Redevelopment Initiative, administered by the EPA, that provides assistance and incentives to states, local communities, and the private sector for the assessment, clean-up, and economic reuse of contaminated, abandoned, or underutilized sites. The following is a link to FHWA's brownfield page: (<http://www.fhwa.dot.gov/environment/brn fld.htm>). FHWA also offers funding through the Safe, Accountable, Flexible, and Efficient Transportation Act of 2003 (SAFETEA). The following is a link to the SAFETEA website: (<http://www.fhwa.dot.gov/reauthorization/safetea.htm>).
- Smart Growth Network—In 1996, the EPA joined with several non-profit and government organizations to form the Smart Growth Network. The website offers information on funding for Smart Growth projects. For more information, click here: (<http://www.smartgrowth.org/search/default.asp#Resources>).
- U.S. Department of Energy (DOE)—DOE offers a webpage devoted to Smart Growth. The webpage includes links to funding resources. For more information, click here: (<http://www.smartcommunities.ncat.org/financing/intro.shtml>).

How Have Successful Brownfields Projects Served Local Communities?

Across the country, communities of varying size and character are incorporating the principles of Smart Growth as part of brownfields redevelopment activities. The following are profiles of National EPA Phoenix Award (<http://www.phoenixawards.org>) winners that have transformed underutilized spaces into developments that serve the unique economic, community, and environmental needs in their area. These projects point to the variety of financial approaches and resources needed to achieve successful public-private joint ventures. Each project highlights a primary Smart Growth principle: Promoting mixed-use development, economic development, open space conservation, and multi-family housing.

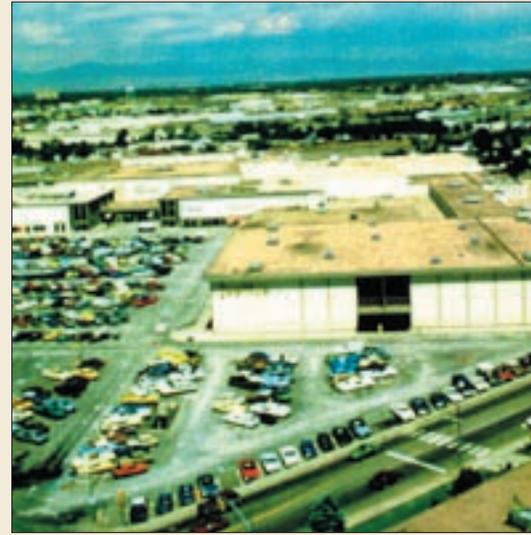
Mixed-Use Development

City Center, Englewood, Colorado

City Center is a transit-oriented brownfields redevelopment project focusing on mixed-use development in the downtown core of Englewood. The site is the former location of a 1.3 million square-foot regional enclosed mall, once the center of Englewood's economic and community life. The mall's decline in the early 1990s prompted the city to investigate future uses for the site, which was complicated by various on-site environmental contaminants.

The city's liability and cost-sharing program was crucial to the success of this development. The redevelopment process was expedited through efforts by the city to help with contaminants mitigation, willingness by the developer to absorb a portion of the mitigation costs, and the Englewood Environmental Foundation's readiness to act as master developer.

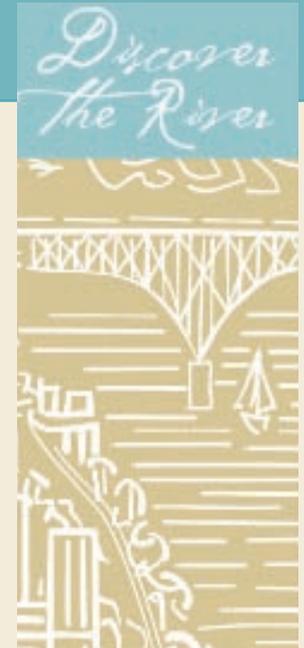
Today Englewood's City Center features 55 acres of walkable streets, civic uses, retail and office space, a library, outdoor public performance space, a museum of outdoor sculptures, and multi-modal transit connections.



Before



After



Economic Development

Pfizer Global Research and Development Headquarters (PGRD), New London, Connecticut

What was once a manufacturing facility, linoleum plant and wrecking yard in New London has been transformed into an economic hub through a partnership of public and private investors: the City of New London, the State of Connecticut, and Pfizer Global Research and Development (PGRD). Preparing the urban industrial site for development required land acquisition, lead/asbestos abatement, demolition, remediation, site preparation, and installation of public roads and infrastructure.

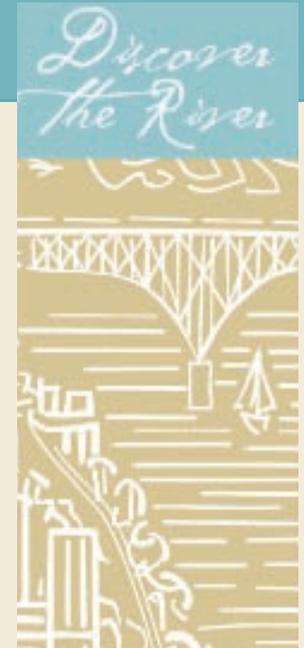
The result is a \$294 million, 750,000 square-foot, state-of-the-art research and development facility that will house about 2,000 pharmaceutical research and development professionals. Eventually, the new PGRD facility is expected to create about 3,900 new direct and indirect jobs, attract more than 4,000 new residents to the surrounding area, add \$320 million annually to the gross state product, add \$330 million to personal incomes of state residents, and generate \$21 million annually in new state taxes.



Before



After



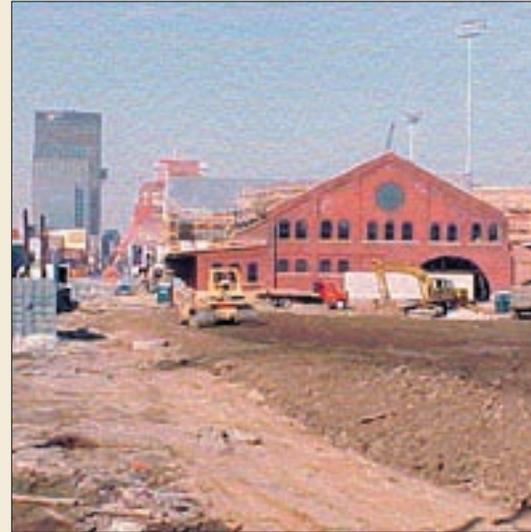
Open Space

Andrew Rypien Field, Spokane, Washington

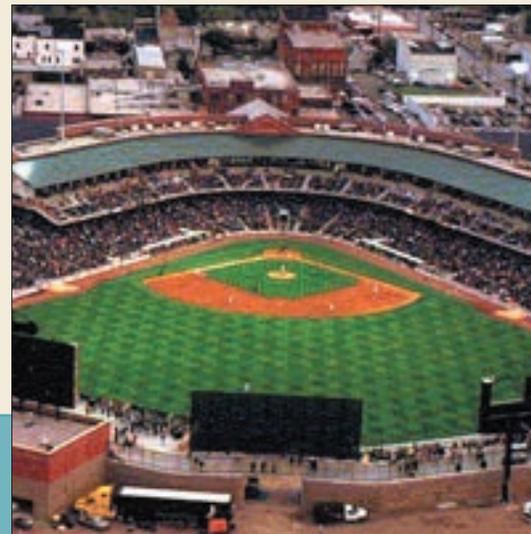
Prior to redevelopment, the 16-acre Spokane Junkyard was located in a light commercial zone surrounded by low-income residences in northeast Spokane. The site presented a hazard to residents living in the neighborhood and children attending school adjacent to the site.

In response to an EPA Administrative Order, Washington Water Power, Kaiser Aluminum, and Inland Power and Light Corp jointly formed the Spokane Junkyard Cleanup Committee to fund the site's cleanup. The Committee invited representatives from nearby neighborhoods to actively participate in selecting a cleanup remedy, implementing the chosen remedy, and ensuring that the cleaned site was ready for community use.

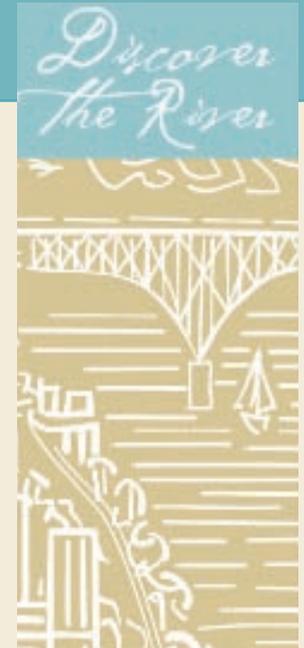
Now called Andrew Rypien Field, the site was developed by the Spokane Youth Sports Association. Today it features six soccer fields, four softball fields, two basketball courts, a baseball field, picnic area, and concession stand enjoyed by about 6,000 people annually. Future phases will add more playing fields and other amenities.



Before



After



Housing

American Can Renewal Project, New Orleans, Louisiana

This project involved transforming a long-vacant industrial warehouse complex in New Orleans' historic district into a mixed-use development with multi-family housing as its primary component. The developers used a combination of public and private financing tools to assist with the site's cleanup and redevelopment. These included a Housing and Urban Development (HUD) Section 108 loan, a Brownfields Economic Development Initiative (BEDI) loan, and a tax-exempt bond allocation that made low-interest financing accessible through the State of Louisiana.

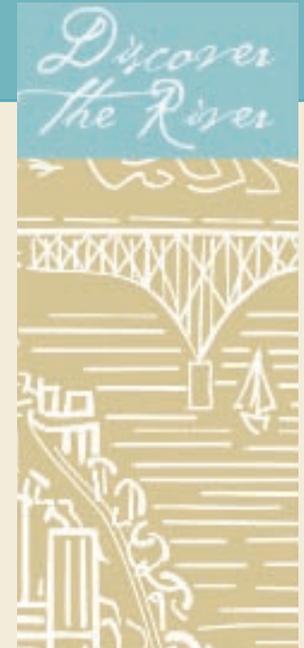
Providing a mix of market-rate and affordable housing, the new development includes 268 apartments in six main buildings on 6.63 acres. (Twenty percent of the apartments are specified as affordable units). It has been identified by the City of New Orleans as a pivotal parcel whose restoration will serve to transition and stabilize a deteriorating neighborhood.

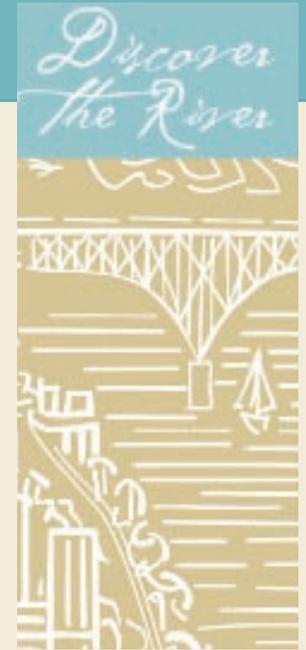


Before



After





Portland's Newest Smart Growth Effort: North Macadam Urban Renewal Area

Through numerous public-private partnerships, the City of Portland has participated in several Smart Growth infill projects on former brownfields sites in the River District, the Pearl District, and along Interstate Avenue and Martin Luther King Boulevard.

On a much larger scale, a mixed-use redevelopment opportunity in the North Macadam Urban Renewal Area – specifically along the waterfront south of downtown Portland – is providing an opportunity to apply many Smart Growth principles as part of ongoing activities to clean up and reclaim brownfield sites. The following sections of this handbook describe plans for the area and efforts underway to implement that plan.

North Macadam URA Map

North Macadam

Urban Renewal Area

The North Macadam Urban Renewal Area (URA) encompasses the last major undeveloped area within Portland's central city. Situated along the west bank of the Willamette River, the area extends north toward downtown, is bordered on the west by Interstate 5 and 1st Street, by the Portland State University district and the Corbett-Terwilliger-Lair Hill neighborhood to the northwest, and extends south to Boundary Street. The property within this URA has been largely underutilized or vacant for many years due to limited transportation access, lack of market demand, and the existence of brownfields in the area. Today, market demand and the South Waterfront Plan have come together to transform the North Macadam URA into a central city hub with employment and housing opportunities, transportation options, and new parks, trails and greenspaces.

The next phases of redevelopment will be environmentally focused on sustainable building practices, storm water management, and the restoration of fish and wildlife habitat along the river.

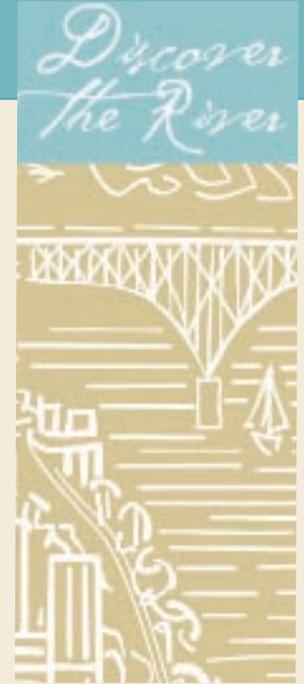
The URA includes two established project areas: RiverPlace and the South Waterfront Plan district. Redevelopment opportunities have been identified on vacant lands within the Harbor-Naito Study Area as well.

- The South Waterfront Plan District – A 130-acre area currently undergoing intensive redevelopment, generating a significant number of new jobs and housing. Anchored by an expansion of the Oregon Health & Science University (OHSU) campus, including a wellness center, new clinical space and a new bio-tech research center, this new neighborhood and employment center will provide a wide range of housing choices in new high density residential developments. The entire District will showcase “green” and sustainable building practices resourcefully integrated into the natural riverfront environment. The District's central 33-block area is the focal point of initial development.

- RiverPlace Area – The RiverPlace Area currently includes over 500 residential units, 249,000 square feet of retail and restaurant space, over 300 hotel rooms, 300 commercial parking spaces, 105,000 square feet of corporate office spaces, Portland's only central city marina, a riverfront esplanade, and an award-winning 4-acre park called South Waterfront Park.

- The Harbor-Naito Study Area – Six acres of vacant land along the northwestern edge of the URA between RiverPlace and downtown Portland. This emerging area is slated for redevelopment in the future.

With renewed interest in downtown living and commerce, the North Macadam URA offers a unique opportunity within the central city to help meet the Portland-Vancouver metropolitan area's ambitious housing and employment goals. Public-private partnerships are leveraging taxpayer dollars to redevelop and reinvigorate an area where limited infrastructure and prior brownfields have hindered redevelopment. New housing, employment, walking paths, parks, light rail and an aerial tram are being integrated into the neighborhood design, while improved streets and multiple transportation options will ensure connectivity to downtown and adjoining neighborhoods. In the very near future, city residents will be able to enjoy all the area has to offer, including stunning views of downtown Portland, Mt. Hood, Ross Island and the award-winning Eastbank Esplanade.



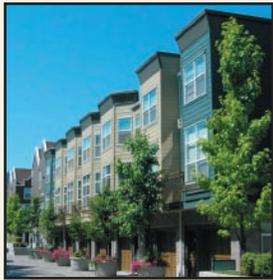
FACTS

- Timeline: Established in 1999, expires in 2019
- Total Area: 409 Acres
- Three Areas: South Waterfront Plan District, RiverPlace Area, Harbor-Naito Study Area



Transportation

Multiple transportation options serving the area will reduce dependence on the automobile. In addition to new streets, transportation improvements will include an extension of the Portland Streetcar (<http://www.portlandstreetcar.org>) down Moody Street to the Portland Aerial Tram stop at SW Gibbs Street. The tram (<http://www.portlandtram.com>) will connect the OHSU River Campus with the University's Marquam Hill Campus. Dedicated on-street bicycle lanes, a new pedestrian bridge connecting the area to the neighborhood to the west, and pedestrian and bicycle trails extending along the Willamette Greenway will provide a variety of transportation options. The region's light rail system is planned to serve the area when it is extended across the Willamette River connecting southwest and southeast Portland.

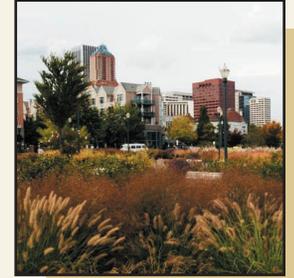


Housing

When fully developed, the North Macadam URA will offer residents more than 5,700 housing opportunities – 700 in RiverPlace and 5,000 in the South Waterfront District. Housing will be affordable to a broad range of household incomes (http://www.pdc.us/pdf/ura/north_macadam/northmac-ura_hsg-stgy.pdf).

Open Space

Redevelopment in the North Macadam URA will create over 1.2 miles of new greenway trail, connecting Johns Landing to the south and Tom McCall Waterfront Park to the north. The trail will connect with the regional trail system including the Eastbank Esplanade. Additionally, new public gathering spaces, a neighborhood park, a marina, and restored wildlife habitat along the river will create open spaces for the area (<http://www.portlandonline.com/shared/cfm/image.cfm?id=101462>).



Economic Development

Redevelopment activities in the North Macadam URA will generate a significant number of new construction jobs, as well as bioscience research and development opportunities in Oregon, creating an estimated 10,000 new jobs in South Waterfront Plan District alone.



For more information please refer to the North Macadam URA website: (http://www.pdc.us/ura/sowa_n-macadam.asp)

South Waterfront

within the Urban Renewal Area

The South Waterfront Plan District, located just south of downtown Portland, is bounded on the north by the Marquam Bridge, on the east by the Willamette River, on the south by southwest Hamilton Court, and on the west by Interstate 5. The District is a largely vacant former industrial area, with few operating businesses.

In November 2002, the City adopted the South Waterfront Plan Code (<http://www.portlandonline.com/shared/cfm/image.cfm?id=59774>) and Design Guidelines (<http://www.portlandonline.com/shared/cfm/image.cfm?id=59773>) to establish a vision for the District that exemplifies smart growth principles with a 21st century sustainable, vibrant, development that balances commercial and institutional projects, affordable and market-rate housing, and public amenities including an exemplary riverfront (<http://www.portlandonline.com/shared/cfm/image.cfm?id=101462>) and high quality open space system.

A 31-acre area located within the heart of the District, identified as the Central District, is the location of initial redevelopment. To begin implementation of the South Waterfront Plan vision in the Central District, a public-private partnership has been executed via a development agreement called the Central District Project Development Agreement (http://www.pdc.us/pdf/ura/north_macadam/sowa_development_agreement.pdf). The agreement establishes the terms and conditions of a public-private partnership to redevelop the 31-acre area into a sustainable mixed-use Central City neighborhood. The development agreement exists between the Portland Development Commission (PDC), Oregon Health & Science University (OHSU), and private development partners. Early infrastructure investment primes the South Waterfront District for redevelopment.

The Central District is the location of the OHSU River Campus, interconnected transportation modes including the Portland Streetcar (<http://www.portlandstreetcar.org>) and Aerial Tram (<http://www.portlandtram.com>), residential towers (<http://www.thesouthwaterfront.com/ResidentialOpportunities.aspx>) that will be part of a new riverfront neighborhood, a neighborhood park, and a riverfront greenway and trail system.



FACTS

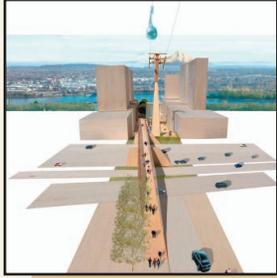
- Total Area: 130 Acres
- Housing: 3,000-5,000 units projected (788 projected affordable units)
- Employment: 10,000 jobs projected

South Waterfront

within the Urban Renewal Area

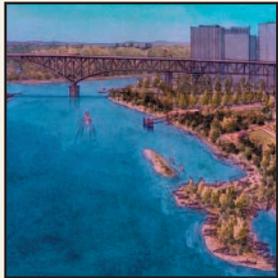
HIGHLIGHTS

Transportation



Multiple transportation options are a central feature of the development in South Waterfront Plan District. Extension of the Portland Streetcar will connect the District to Portland State University (PSU), downtown Portland, the Pearl District, and the northwest neighborhoods. The district will also include an extensive pedestrian and bicycle network with a new pedestrian bridge over Interstate 5, and an Aerial Tram that will link the new District with OHSU's Marquam Hill campus and southwest neighborhoods.

Open Space



A variety of new open space opportunities will be available in the South Waterfront Plan District. A unique feature will be a 100-foot wide (on average) extension of the Willamette River Greenway (<http://www.portlandonline.com/shared/cfm/image.cfm?id=101462>) that provides fish and wildlife habitat, public access to the Willamette River, and pedestrian and bicycle trails connecting to Portland's Central City and outlying neighborhoods. Public gathering spaces will include a two-acre neighborhood park and open space near the Ross Island Bridge.

Housing

Residential development within the South Waterfront Plan District will be high density, with rental and ownership opportunities that are affordable to a broad range of incomes. 3,000-5,000 housing units are anticipated, including 788 affordable units. The LEED certified (<http://www.usgbc.org>) John Ross and Meriwether condominium towers in the Central District are the first residential structures in South Waterfront. New residential development will strive to be sustainable and achieve various levels of LEED certification.



Economic Development

The South Waterfront Plan District will include a state-of-the-art biotechnology and bioscience industry. OHSU's Building One is slated for opening in September 2006, and will include over 350,000 square feet of research and clinic uses as well as a wellness center. At full buildout, OHSU will construct approximately 1.5 million square feet to accommodate clinical and research uses. Additionally, the District may include a 150-200 room hotel and conference facility. District redevelopment will also create thousands of new construction jobs that will support efforts to diversify the construction workforce. In total, 10,000 new jobs are projected as a result of full redevelopment in South Waterfront.

