



“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

Source: United Nations, Bruntland Commission Report

“Planning our communities smarter means parents will spend less time driving and more time with their children; more families will live in safe, stable communities near good schools and jobs; and more businesses will have access to the capital and talent they need to grow and prosper. In awarding these grants we were committed to using insight and innovation from our stakeholders and local partners to develop a ‘bottom-up’ approach to changing federal policy as opposed to ‘top-down.’ Rather than sticking to the old Washington playbook of dictating how communities can invest their grants, HUD’s application process encouraged creative, locally focused thinking.”

—Secretary Shaun Donovan

ULL – THE URBAN LAND INSTITUTE

The Urban Land Institute (ULI) was established in 1936 and has over 30,000 members from more than 90 countries. It is one of America’s most respected sources of information and knowledge on urban planning, growth, and development. ULI is a nonprofit research and education organization. Its mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. To encourage an open exchange of ideas and sharing of experiences, ULI membership represents the entire spectrum of land use and real estate development disciplines, working in private enterprise and public service. Among its members there are developers, builders, property owners, investors, architects, planners, public officials, brokers, appraisers, attorneys, engineers, financiers, academics, students, and librarians.

ULL SOUTH CAROLINA

In local communities, ULI District Councils bring together a variety of stakeholders to find solutions and build consensus around land use and development challenges. The ULI South Carolina District Council was formed in 2005 to encourage dialogue on land use and planning throughout this state and with each of the three main regions (Upstate, Midlands, Coastal), and to provide tools and resources, leadership development, and a forum through which the state can become better connected. The District Council is led by an Executive Committee with statewide and regional representation, as well as steering committees within each region that focus on the development of membership, sponsorship, programs and Young Leader initiatives. With some 500 members, ULI South Carolina is committed to bringing together leaders from across the fields of real estate and land use policy to exchange best practices and serve community needs.

FEDERAL LIVABILITY INITIATIVE

The Obama administration launched the federal livability initiative in June 2009, when three agencies—the Department of Transportation, the Environmental Protection Agency, and the Department of Housing and Urban Development (HUD)—formed the Partnership for Sustainable Communities. Two primary goals of the federal initiative are to “integrate housing, transportation, water infrastructure, and land use planning and investment” and to “help communities set a vision for sustainable growth and apply federal transportation, water infrastructure, housing, and other investments in an integrated approach that reduces the nation’s dependence on foreign oil, reduces greenhouse gas emissions, protects America’s air and water, and improves quality of life.”

The Partnership for Sustainable Communities established six livability principles that will act as a foundation for interagency coordination. Compliance with the principles will position your region to be a future recipient of funding



“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park, all without having to get into your car. Livability means building the communities that help Americans live the lives they want to live—whether those communities are urban centers, small towns, or rural areas.”

*—Secretary Ray LaHood,
U.S. Department of Transportation*

SIX LIVABILITY PRINCIPLES
The Partnership for Sustainable Communities established six livability principles that will act as a foundation for interagency coordination. Compliance with the principles will position your region to be a future recipient of funding from HUD, DOT, and EPA.

1. Provide more transportation choices.
Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. Promote equitable, affordable housing.
Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. Enhance economic competitiveness.
Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. Support existing communities.
Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. Coordinate policies and leverage investment.
Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. Value communities and neighborhoods.
Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.



THE REGIONAL GROWTH TOOLKIT

Over the past five (5) years, regional visioning has emerged as a dynamic and important tool for building consensus around growth and development. Several key nonprofit and public sector organizations, including ULI South Carolina, the BCD Council of Governments, the Charleston Metro Chamber of Commerce, Ten at the Top, Upstate Forever, and others have taken the lead to create and implement a consensus-based vision for regional growth and development.

In 2007, ULI hosted the Berkeley Charleston and Dorchester (BCD) Reality Check. In 2009, ULI hosted a second Reality Check in Greenville for the ten (10) counties at the top of the state. Reality Check is a one-day, participatory, regional visioning exercise to engage leaders in a regional dialogue on growth issues. The results of these sessions identified guiding principles for land use, housing and infrastructure initiatives. Our Region, Our Plan and Ten at the Top were two (2) of the most notable outcomes of each Reality Check.

Sponsored by the BCD COG, Our Region, Our Plan is a regional visioning process which started early in 2008. It is best described as a series of community cluster meetings conducted throughout the region to gather more citizen input. Ten at the Top was created to foster a spirit of cooperation and collaboration among public, private and nonprofit leaders from across the ten-county Upstate South Carolina Region. ULI SC remains committed to the evolution and implementation of the regional vision.

The Regional Growth Toolkit project is an implementation tool that integrates these ongoing efforts to promote dialogue on land-use planning and transportation choices. Starting with the outcomes of these regional visioning exercises, ULI South Carolina developed this toolkit that incorporates the overarching themes, values, and guiding principles defined by the region to be a catalyst for better coordinated transit and land use planning in the region.



Consensus Principles to Guide Growth

BCD REGIONAL CONSENSUS PRINCIPLES

- Preservation of the region's unique and treasured natural and cultural resources should be an • integral part of all growth management discussions and development decisions.
- The region should focus on the development of "live-work-play" communities with a mix of housing types, jobs, and recreational and civic amenities.
- More emphasis should be placed on providing affordable housing within the region. • The region should promote urban infill and development and encourage higher-density • development along existing and augmented transportation corridors.
- Major transportation corridors should become inter-connected, multiway corridors with a mix of vehicle, transit, bicycle and pedestrian mobility options.
- Housing and jobs should be better balanced through the region, allowing people to work • and shop closer to home.
- A regional visioning and coordination process should be developed in support of these goals



BCD REGIONAL CONSENSUS PRINCIPLES

Transportation Principles

- Build a transit network throughout the region (on the existing railway corridor paralleling I-26; through the 526 corridor from West Ashley, Mount Pleasant, Daniel Island; from North Charleston to Goose Creek and Moncks Corner). Maximize existing transportation corridors through the addition of multi-modal options, including mass transit and bike and pedestrian ways.
- Focus households and jobs near along existing or new transportation corridors.
- Maximize use of existing railroads for cargo and human movement.
- Bring a new regional focus to means and paths for port cargo distribution.

Green Space Principles

- Use the area's well-defined ecological network as bases for conservation planning.
- Protect the existing green space corridors and cultural assets outside of urbanized areas, particularly west of the Cooper River and east of the Ashley River.
- Integrate and connect green space and active and passive parks at all scales, including state, regional, local and project levels.

ABOUT

In October 2010, ULI South Carolina was awarded a \$20,000 Community Action Grant through the ULI Foundation to fund the research and development of the Regional Growth Toolkit. Through a ten (10) month work plan, ULI South Carolina and its partners developed a framework to evaluate land use, housing, and transportation projects that align with the Livability Principles. The objective of this work was to:

1. Identify areas of opportunity and weakness in land use, housing, and infrastructure planning in our region;
2. Integrate ULI best practices and resources;
3. Evaluate planned regional land use projects against the Six Livability Principles;
4. Create a tool kit reference book as a public education tool to inform the public and private sectors about quality growth practices in the region to support stronger better informed decision making;
5. Highlight regional projects that meet one or more of the guiding principles from the 2007 BCD Reality Check; and
6. Position the region to be a recipient of future funding opportunities from HUD, DOT, and EPA.

INTENT

The Regional Growth Toolkit has the capacity to become a means by which future land use projects can be evaluated by local municipalities, public agencies, and private developers. The Toolkit is designed to serve as a resource of best practices, and implementation strategies for sustainable land use. The intent embodies a document to inform and influence land use and infrastructure decision-making that fosters sustainable development policy, practice, and implementation.



UPSTATE REALTY CHECK PRINCIPLES

- Top 5 Regional Principles:**
- Increase education opportunities and job creation
 - Improve Regional Transportation
 - Leverage existing infrastructure & promote regional linkages
 - Promote sustainability (quality of life)
 - Create/promote infill development and mixed use

Top 5 Barriers For the Future:

- Lack of effective regional collaboration
- Lack of funding for infrastructure
- Lack of regional leadership
- Lack of political will
- Lack of education and qualified workforce

Top 5 Potential Solutions:

- Regional/Community Coordination and Collaboration
- Funding Mechanism
- Visioning, Planning and Ordinances to Implementation
- Strategic Economic / Marketing / Workforce Development Plan
- Build Leadership Capacity



HOW DOES THE TOOLKIT WORK?

The Regional Growth Toolkit includes a scoring system. Each of the Livability Principles is broken into a set of evaluation criteria against which projects are scored. The forty one (41) criteria, which embody Smart Growth Principles and the Reality Check guiding principles, quantify how well the proposed development complies with the Livability Principles. The maximum each project can score is 100 points. The scores are interpreted in the following manner:

Only those projects earning eighty (80) points or higher qualify as being in compliance with the Livability Principle. It is intended that a score greater than eighty (80) will accelerate the review and zoning approval process for developers. The toolkit can also be used as a tool as a reference for municipalities to encourage developers to incorporate sustainable development practices.

WHAT YOUR SCORES TELL YOU

In Compliance (80 - 100 Points): Scores in this category demonstrate that the proposed development is moving in the right direction. Your project is responding in a favorable and sustainable manner to the pressures of growth.

In Transition (50 - 79 Points): Scores in this category demonstrate that the proposed development could be moving in either direction. Review each category to identify opportunities and challenges within your region that will help shift toward compliance.

Needs Attention (0 - 49 Points): Scores in this category should be a wake up call for the proposed development. The applicant should create a short and a long term plan that will allow you to manage the pressures of growth in a favorable manner.



UPSTATE REALTY CHECK PATTERNS OF GROWTH

Dispersed Growth:

- Similar to the current trend model
- Add growth throughout the region
- Place less development in existing city centers
- Separate job centers and residential areas
- Infrastructure dependent development pattern

Corridor Development:

- Develop along existing road and transit corridors
- Concentrate development near transit stops
- Encourage mixed-use development combining residential and commercial
- Seek a balance of jobs and housing

Compact Development:

- Concentrate new growth in existing city centers
- Place mixed-use development in areas of growth
- Conserve open space and maintain existing rural character

Rural Village:

- Support development in small towns
- Focus on preserving rural character
- Provide goods and services on Main Streets
- Combine residential and commercial development in town centers

ABOUT

WHO BENEFITS FROM THE TOOLKIT?

The Regional Growth Toolkit is a voluntary self-assessment and education tool to help public officials and the private sector evaluate how proposed projects and developments comply with the HUD, DOT, and EPA Livability Principles. The following groups can add the toolkit to their work flow:

- Planning Commission & Public Officials for their own guidance and education;
- Community Leaders to prepare for public meetings and planning sessions;
- Zoning officials as a guideline for decision making;
- Planning, Transportation, and Housing agencies seeking grant funding;
- Private sector as a guideline for decision-making and as a self-assessment tool; and
- Media and community interest groups to provide perspective on planned development.

WHAT'S NEXT?

Additional resources including best practice examples and a glossary of sustainable development terms are included at the end of the document. The results from the toolkit should be used to make informed decisions and as a basis for the public and private sectors to work together harmoniously toward common goals with a favorable outcome for all.

THE PROCESS

The Toolkit is designed to enable the public sector or private-sector applicant or the public respond to the criteria themselves following this process:

1. The Regional Growth Toolkit is accessed through the ULI South Carolina website (www.southcarolina-uli.org);
2. The project is evaluated against forty one (41) criteria and scored accordingly;
3. The score is used to evaluate the sustainability and compliance of the project; and
4. The toolkit is referenced through the duration of the development to ensure ongoing compliance.



THE SCORECARD

PROVIDE MORE TRANSPORTATION CHOICES

• The site is served by transit stop within 1/2 mile walking distance from the property

• The site is served by transit stop within 1/4 mile walking distance from the property

• Provide transit shelter with benches and lighting at transit stop within 1/2 mile of property

• Density supports larger transit network

• Provide pedestrian link to transit stop; if none currently exists

• Streets, pedestrian paths and bike paths should contribute to a system of fully-connected routes to all destinations

• Streets are designed to enable safe access for all users: Pedestrians, bicyclists, motorists and transit riders

• Dedicated off-street paths / trail system and/or bikeways connect to sidewalks and abutting neighborhoods

• Pedestrian experience features (street trees, wider sidewalks, pedestrian-scale lighting, special paving, benches, etc.)

2

2

2

2

2

3

3

2

2

TOTAL

20

POINTS

SCORE

8

4

4

4

4

5

4

4

3

3

POINTS

SCORE

4

4

5

4

4

4

4

4

4

4

POINTS

SCORE

4

4

5

5

4

4

3

TOTAL

20

(Max)

- The proposed development contains a diversity of housing types, (including rental, shared ownership, accessory dwelling, and live-work units) to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- Community size is designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- Diversity of use are planned with the development: (1 point for each land use type: *Residential, Office, Retail, Hotel, Civic*)
- Businesses within the proposed development shall provide a range of job types for the community's residents or be located adjacent to existing work centers.
- The site maximizes land-use through shared parking agreements / managements districts



THE SCORECARD

ENHANCE ECONOMIC COMPETITIVENESS

• The proposed development supports the long-term investment in local enterprise

• The proposed development protects natural resources

• The proposed development includes economic development strategy supports local entrepreneurship to build locally based

industries and businesses

• The proposed development fills gaps and niches identified in Regional Plans

• The proposed development supports a diverse range of industry clusters building on local advantages to serve local and

international markets.

• The proposed development includes technological infrastructure to support local enterprise in rural communities

• The proposed development demonstrates long-term economic benefits to the whole community.

POINTS

2

2

2

2

3

3

3

17

TOTAL

SCORE

COORDINATE AND LEVERAGE FEDERAL POLICIES

POINTS

3

• Consistency with HUD Goals and Objectives: The proposed development includes local and regional economic development efforts targeted to reducing poverty, by promoting jobs that match the skills of existing residents, improving the skills of low-income individuals, addressing the needs of families moving off welfare, and insuring the availability in all communities of quality affordable child care, transportation, and housing.

• Regional Collaboration: The proposed development demonstrates cooperation between the private and public sectors to advance economic development efforts of local, regional, state, or federal economic development agencies.

3

6

TOTAL

SCORE



THE SCORECARD

SUPPORTS EXISTING COMMUNITIES

- The proposed development is located within an area with existing infrastructure and utilities. 3
- The proposed development has residential density not less than six units per net acre. 3
- The proposed development is located within a designated brownfield site. 4
- The proposed development includes Preservation, renovation and / or adaptive reuse of structure that meets criteria of the local historic sites inventory. 2
- The proposed development reduces the percent impervious surface of a previously developed site that are permanently protected from development. 2
- No Increase 1
- Less than 25% reduction 1
- 25% - 35% reduction 1
- Greater than 35% reduction 1
- The proposed development has a center focus that combines commercial, civic, cultural and recreational uses. 2
- Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, that are permanently protected from development. 3

POINTS

SCORE

TOTAL

21

VALUE COMMUNITIES AND NEIGHBORHOODS

- The development is located within 1/2 mile of a school. 2
- The development is located within 1/2 mile of a shopping center 2
- The development is located within 1/2 mile of a park. 2
- The development is located within 1/2 mile of a library, post office, place of worship, or restaurant 2
- The development is located within 1/2 mile of senior care, medical offices, or community center 2
- The development provides a pedestrian link to facilities if none currently exists 3
- Public spaces are designed to encourage the attention and presence of people at all hours of the day and night. 3

TOTAL

16



THE SCORECARD

TOTAL POINTS	SCORE
20	<input type="checkbox"/>
20	<input type="checkbox"/>
20	<input type="checkbox"/>
17	<input type="checkbox"/>
6	<input type="checkbox"/>
21	<input type="checkbox"/>
16	<input type="checkbox"/>
100	<input type="checkbox"/>

TOTAL

WHAT YOUR SCORE MEANS

- 80-100 IN COMPLIANCE WITH LIVABILITY PRINCIPLES
- 60-79 IN TRANSITION
- <59 NEEDS ATTENTION



PROVIDE MORE TRANSPORTATION CHOICES

CRITERIA

POINTS SCORE

<input type="checkbox"/>	2	The site is served by transit stop within 1/2 mile walking distance from the property
<input type="checkbox"/>	2	The site is served by transit stop within 1/4 mile walking distance from the property
<input type="checkbox"/>	2	Provide transit shelter with benches and lighting at transit stop within 1/2 mile of property
<input type="checkbox"/>	2	Density supports larger transit network
<input type="checkbox"/>	2	Provide pedestrian link to transit stop; if none currently exists
<input type="checkbox"/>	3	Streets, pedestrian paths and bike paths should contribute to a system of fully-connected routes to all destinations
<input type="checkbox"/>	3	Streets are designed to enable safe access for all users: Pedestrians, bicyclists, motorists and transit riders
<input type="checkbox"/>	2	Dedicated off-street paths / trail system and/or bikeways connect to sidewalks and abutting neighborhoods
<input type="checkbox"/>	2	Pedestrian experience features (street trees, wider sidewalks, pedestrian-scale lighting, special paving, benches, etc.)
<input type="checkbox"/>	20	TOTAL



Comprehensive Plan
SC DOT & Bicycle Resolution

Local Zoning

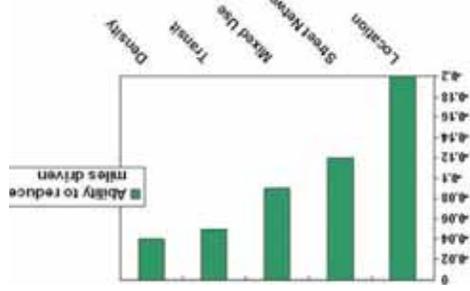
Planning Commission
Expedited Permitting and Approval Process



Lynx Light Rail, Charlotte, NC serves more than 15,000 passengers each day.



Membership-based car sharing services provide an alternative to ownership. Alternatives to single occupancy vehicles include bikes and golf carts.



Location of development is the number one contributing factor to decreasing the number of vehicle miles traveled.

Carbon-Based Fuels: any fuel whose energy derives principally from the oxidation or burning of carbon. Carbon-based fuels are of two main kinds, biofuels and fossil fuels. Whereas biofuels are derived from recent-growth organic matter^[1] and are typically harvested, as with logging of forests and cutting of corn, fossil fuels are of prehistoric origin^[2] and are extracted from the ground, the principal fossil fuels being oil, coal, and natural gas.

Rural Transport Tool Box: designed to assist public and private stakeholders in planning, developing, and improving rural areas and small communities, especially through transportation and related projects. (<http://ntl.bts.gov/ruralttransport/toolbox/>)

Transit Oriented Development: a mixed-use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the center. TODs generally are located within a radius of one-quarter to one-half mile (400 to 800 m) from a transit stop, as this is considered to be an appropriate scale for pedestrians.

Transit Savings Report: a calculator to help you compare the price of using public transportation with the price of paying at the pump and then parking your car in town. This calculator has been set with default values based on national averages for April, 2009; however, you may set variables such as the price of gas and the length of the round trip to match the price of gas in your area and the length of your round trip.

www.completestreets.org

PROMOTE EQUITABLE LAND USE & BUSINESS OPPORTUNITIES

CRITERIA POINTS SCORE

<input type="checkbox"/>	4 (Max)	The proposed development contains a diversity of housing types, (including rental, shared ownership, accessory dwelling, and live-work units) to enable citizens from a wide range of economic levels and age groups to live within its boundaries.	
<input type="checkbox"/>	4	Community size is designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.	
<input type="checkbox"/>	5 (Max)	Diversity of use are planned with the development: (1 point for each land use type: <i>Residential, Office, Retail, Hotel, Civic</i>)	
<input type="checkbox"/>	4	Businesses within the proposed development shall provide a range of job types for the community's residents or be located adjacent to existing work centers.	
<input type="checkbox"/>	3	The site maximizes land-use through shared parking agreements / managements districts	
TOTAL			
	20 (Max)		



Comprehensive Plan

- Local Zoning
- Accessory Dwelling Unit
- Inclusionary Zoning
- Density bonuses
- Provide replacement housing
- Transfer of development rights

- Planning Commission
- Promote awareness of principles of economic redevelopment including the designation of Redevelopment Zones, Free Trade Zones, Empowerment Zones, and Industrial Zones

Housing Element: A comprehensive assessment of current and projected housing needs for all economic segments of the community. It sets forth local housing policies and programs to implement those policies.

MTC Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP): The MTC's Transportation for Livable Communities (TLC) Capital and Planning Program supports transportation projects that revitalize communities. As part of the TLC program, the Housing Incentive Program (HIP) offers incentive funding to local governments that build housing near transit stops, with a bonus provided for affordable housing units.

National Housing Conference and Center for Housing Policy: (<http://www.nhc.org/index.html>)
www.housingpolicy.org

PROMOTE EQUITABLE LAND USE & BUSINESS OPPORTUNITIES



The Cottages at Longborough consist of 42 townhomes constructed for the City of Charleston's first time home buyer initiative.



Artist rendering of Midtown in downtown Charleston featuring commercial, retail, residential and hotel uses



Southborough is located in downtown Charlotte, NC within walking distance to public transit, restaurants, and shopping. The housing stock accommodates multiple income levels and family size.

ENHANCE ECONOMIC COMPETITIVENESS

CRITERIA

- The proposed development supports the long-term investment in local enterprise
- The proposed development protects natural resources
- The proposed development includes economic development strategy supports local entrepreneurship to build locally based industries and businesses
- The proposed development fills gaps and niches identified in Regional Plans
- The proposed development supports a diverse range of industry clusters building on local advantages to serve local and international markets.
- The proposed development includes technological infrastructure to support local enterprise in rural communities
- The proposed development demonstrates long-term economic benefits to the whole community.

SCORE	POINTS	CRITERIA
<input type="checkbox"/>	2	The proposed development supports the long-term investment in local enterprise
<input type="checkbox"/>	2	The proposed development protects natural resources
<input type="checkbox"/>	2	The proposed development includes economic development strategy supports local entrepreneurship to build locally based industries and businesses
<input type="checkbox"/>	2	The proposed development fills gaps and niches identified in Regional Plans
<input type="checkbox"/>	3	The proposed development supports a diverse range of industry clusters building on local advantages to serve local and international markets.
<input type="checkbox"/>	3	The proposed development includes technological infrastructure to support local enterprise in rural communities
<input type="checkbox"/>	3	The proposed development demonstrates long-term economic benefits to the whole community.
<input type="checkbox"/>	17	TOTAL



Comprehensive Plan

- Local Zoning
- Business Improvement District

Planning Commission

- Expedited Permitting and Approval Process

Industry Clusters: geographic concentrations of competing, complementary, or interdependent firms and industries that do business with each other and/or have common needs for talent, technology, and infrastructure. The firms included in the cluster may be both competitive and cooperative.

District Improvement Financing (DIF): Economic tool that promotes redevelopment by use of public/private partnerships. DIF channels tax dollars into targeted redevelopment districts.

New Carolina: www.newcarolina.org

AdvancesC.org: www.advancesc.org

Break Away South Carolina 2010 Economic Competitiveness Profile: www.schamber.net/cwt/external/wcpages/advocacy/2010_break-away.aspx



The NEXT Innovation Center is a collaborative working environment to foster the growth of new businesses and contribute to the resiliency of new industry in Greenville, SC



The Innovista in Columbia SC strives to connect USC with businesses and entrepreneurs to create a technology intensive knowledge-based job live work environment.



The Clemson University Restoration Institute in North Charleston, SC is a research-based institution driving economic growth through environmentally sustainable technologies.

COORDINATE AND LEVERAGE FEDERAL POLICIES AND INVESTMENT

CRITERIA POINTS SCORE

<input type="checkbox"/>	3	<ul style="list-style-type: none"> Consistency with HUD Goals and Objectives: The proposed development includes local and regional economic development efforts targeted to reducing poverty, by promoting jobs that match the skills of existing residents, improving the skills of low-income individuals, addressing the needs of families moving off welfare, and insuring the availability in all communities of quality affordable child care, transportation, and housing.
<input type="checkbox"/>	3	<ul style="list-style-type: none"> Regional Collaboration: The proposed development demonstrates cooperation between the private and public sectors to advance economic development efforts of local, regional, state, or federal development agencies.
<input type="checkbox"/>	6	TOTAL



Comprehensive Plan

Local Zoning

- Expedited Permitting and Approval Process

Planning Commission

Public Private Partnerships: Describes a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies. PPP involves a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project.

National Funding Opportunities: EPA has developed this guide of national funding resources to assist local and state governments, communities, and non-governmental organizations who are addressing the varied aspects of smart growth (http://www.epa.gov/dced/national_funding.htm)

Tax Increment Financing (TIF) Districts: Tax increment financing (TIF) is an increasingly popular tool for redevelopment and community improvement projects across the country. TIF captures the future tax benefits of real estate improvements in a designated area to pay the present cost of those improvements. It is designed to channel funding, or tax increment, toward improvements in distressed or underdeveloped areas where development would not otherwise occur.

District Improvement Financing (DIF): Economic tool that promotes redevelopment by use of public/private partnerships. DIF channels tax dollars into targeted redevelopment districts.



New Market Tax Credits have accelerated economic development and revitalization of Main Street, Greenville, SC. Most recently, \$18.5 million in New Market Tax Credits to redevelop the corner of Main & Washington streets



CU-IGAR in Greenville, SC is worldwide automotive research and development campus where university, government, and the private sector collaborate to support the growing automotive industry in the Southeast.



Charleston Visitor Center bus shed is a central drop off and pick up location for CARTA.

Comprehensive Plan

Local Zoning

• Expedited Permitting and Approval Process

Planning Commission

Brownfield Remediation Redevelopment: Land previously used for industrial purposes or certain commercial uses. The land may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up.
EPA has a variety of programs to help eligible entities assess, remediate, and restore brownfields sites to productive use and revitalize affected neighborhoods. (<http://www.epa.gov/brownfields/>)

Clean Ups in My Community: This mapping tool makes it possible to identify properties throughout the U.S. that have been contaminated by hazardous materials and that have been cleaned up under EPA's Superfund, RCRA, and/or brownfields clean-up programs. (<http://www.epa.gov/dced/partnership/tools.html#land>)

Infill Development: The process of developing vacant or under-used parcels within existing urban areas that are already largely developed.

Land Recycling: Reuse of abandoned, vacant, or underused properties for redevelopment or repurposing. Land recycling aims to ensure the reuse of developed land as part of: new developments; cleaning up contaminated properties; reuse and/or making use of used land surrounded by development or nearby infrastructure. End-uses from land recycling may include: mixed-use, residential, commercial, or industrial developments; and/or public open space such as urban open space use by urban parks, community gardens; or larger open space reserves such as regional parks.

Low Impact Development: Planning and engineering design approach to managing stormwater runoff emphasizing the conservation and use of on-site natural features to protect water quality.



Cool Blow is a mixed-use infill development in on the Charleston Peninsula. The office and retail space supports local emerging businesses. Sustainable and green building construction technologies were used to minimize environmental impacts.



The redevelopment of brownfield sites in the the West End of Greenville along the Reedy River has resulted in a vibrant mixed-use community with a strong presence from the arts community.

VALUE COMMUNITIES AND NEIGHBORHOODS

CRITERIA

POINTS	SCORE
2	<input type="checkbox"/>
3	<input type="checkbox"/>
3	<input type="checkbox"/>
16	TOTAL

- The development is located within 1/2 mile of a school.
- The development is located within 1/2 mile of a shopping center
- The development is located within 1/2 mile of a park.
- The development is located within 1/2 mile of a library, post office, place of worship, or restaurant
- The development is located within 1/2 mile of senior care, medical offices, or community center
- The development provides a pedestrian link to facilities if none currently exists
- Public spaces are designed to encourage the attention and presence of people at all hours of the day and night.



Financing Strategies

- The Ponds approached the local YMCA and offered them land and \$3 million in cash to build a new facility within their community. The development also helped to fund a security / fire, EMS and sheriff substation facility. This approach demonstrated an investment in the community as well as reduced long-term operating costs.

Local Zoning

- **Planning Commission**
Expedited Permitting and Approval Process

Mixed Use Development: the use of a building, set of buildings, or neighborhood for more than one purpose.

Smartcode: a unified land development ordinance template for planning and urban design. This open source program is a model form-based unified land development ordinance designed to create walkable neighborhoods across the full spectrum of human settlement, from the most rural to the most urban, incorporating a transect of character and intensity within each. It folds zoning, subdivision regulations, urban design, and basic architectural standards into one compact document.

Walk Score: calculates the walkability of any address to help you find a walkable place to live. (www.walkscore.com)



Daniel Island, SC is an award-winning mixed-use community with three top-rated schools, a grocery store, shops, restaurants and one of the area's largest employers.



Habersham, SC is an environmentally sensitive mixed use community. The master plans reflect the character of small towns in the region. Public spaces, walking paths, and a town center unify the community.



The Ponds in Summerville, SC offered the YMCA \$3M in cash as well as the land to build their new facility as a benefit to neighboring communities.



Studies show that developed lots with trees sell for 10 to 20 percent more than similarly sized lots without trees. Shade trees can also reduce air-conditioning bills by as much as 30 percent.

Source: Conservation Communities
Edward T. McMahon



Serenbe, GA

Adequate Public Facilities: Adequate public facilities ordinances prevent new construction until municipal services, including water, sewer, roads, and schools, are available to serve that development.

Agricultural Districts/Preservation Areas: Areas designed to keep land in agriculture that are legally recognized. Landowners may voluntarily enroll in programs and may receive special benefits and protection from regulation.

Blight: Physical and economic conditions within an area that cause a reduction of or lack of proper utilization of that area. A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

BMP: Best Management Practice; refers to the practice considered most effective to achieve a specific desired result for protection of water, air and land and to control the release of toxins.

Carrying Capacity: The level of land use or human activity that can be permanently accommodated without an irreversible change in the quality of air, water, land, or plant and animal habitats. In human settlements, this term also refers to the upper limits beyond which the quality of life, community character, or human health, welfare, and safety, will be impaired, such as the estimated maximum number of persons that can be served by existing and planned infrastructure systems, or the maximum number of vehicles that can be accommodated on a roadway.

Central Business District (CBD): The downtown retail trade and commercial area of a city or town, or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels and services.

Charrette: A Charrette is a planning session in which participants brainstorm and visualize solutions to a design issue.

Charrettes provide a forum for ideas and offer the unique advantage of giving immediate feedback to designers while giving mutual authorship to the plan by all those who participate. The term “charrette” comes from the French term for “little cart” and refers to the final intense work effort expended by architects to meet a project deadline. At the Ecole de Beaux Arts in Paris during the 19th century, professors circulated with little carts to collect final drawings, and students would jump on the charrette to put finishing touches on their presentations minutes before their deadlines.

Cluster Development: A pattern of development in which industrial and commercial facilities, and homes are grouped together on parcels of land in order to leave parts of the land undeveloped. Cluster development is often used in areas that require large lot sizes, and typically involves density transfer. Zoning ordinances permit cluster development by allowing smaller lot sizes when part of the land is left as open space.



ADDITIONAL RESOURCES

- Atlanta Belline: The entity tasked with planning and executing the implementation of the Atlanta Belline in partnership with the Belline team including City of Atlanta Departments. Its functions include specifically defining the Belline plan; leading efforts to secure federal, state and local funding. (www.belline.org)
- Charlotte Sustainability Index: A tool for evaluating land development and redevelopment projects that have requested City participation in Transit Corridor, Business District and Neighborhood Infill Areas. (http://www.epa.gov/dced/scorecards/Charmack_SUSTAINABILITY_INDEX_204.pdf)
- Conservation Communities: Creating Value with Nature, Open Space and Agriculture: Conservation development principles can help developers design communities that accommodate this growing market while sitting lightly on the land and preserving the natural amenities that are most attractive to people. (www.ull.org/bookstore)
- Developing Sustainable Planned Communities: This practical guide provides down to earth, reality based insights into designing and developing sustainable planned communities that are environmentally responsible, attractive to the market, and profitable. (www.ull.org/bookstore)
- Funding Opportunities: Search grant opportunities, identify alternate funding sources, and review winning grant proposals. (<http://www.smartgrowth.org/engine/index.php/resources/funding/>)

Comprehensive Plan: Regional, state, or local documents that describe community visions for future growth. Comprehensive plans describe general plans and policies for how communities will grow and the tools that are used to guide land use decisions, and give general, long-range recommendations for community growth. Typical elements include, land use, housing, transportation, environment, economic development, and community facilities.

Conservation Areas: Environmentally sensitive and valuable lands protected from any activity that would significantly alter their ecological integrity, balance, or character, except in cases of overriding public interest.

Conservation Easements: Conservation easements are voluntary, legally binding agreements for landowners that limit parcels of land or pieces of property to certain uses. Land under conservation easements remains privately owned, and most easements are permanent.

Context Sensitive Design (CSD): A collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources. CSD is an approach that considers the total context within which a project will exist.

Density bonus: Allows developers to build in specified areas densities that are higher than normally allowed.

Design Standards: Design standards or guidelines can serve as a community's desire to control its appearance, from within and without, through a series of standards that govern site planning policies, densities, building heights, traffic and lighting.

Development Rights: Development rights give property owners the right to develop land in ways that comply with local land use regulation.

District Improvement Financing (DIF): Economic tool that promotes redevelopment by channeling dollars into targeted redevelopment districts.

Economic Opportunity Area (EOA): An area or several areas within a designated South Carolina Environmental Target Area of particular need and priority for economic development.





Stapleton, Denver, CO



Brewery Blocks, Portland, OR

ERI (Environmental Resource Inventory): A listing and description of natural resources and general environmental characteristics of a given geographic area.

Environmental Impact Statement (EIS): A comprehensive study of likely environmental impacts resulting from major federally-assisted projects; statements are required by the National Environmental Policy Act (NEPA).

Fair Market Value: The price an owner willing, but not under compulsion, to sell, ought to receive from a buyer willing but not under compulsion to buy.

Federal Tax Incentives: The federal government offers financial and tax incentives to individuals and business that install renewable energy systems at their homes or offices. This section provides a summary of these incentives and who to contact for more information.

Fiscal Impact Analysis: The analysis of the estimated taxes that a development project would generate in comparison to the cost of providing municipal services demanded by that project.

Green Building or Green Design: Building design that yields environmental benefits, such as savings in energy, building materials, and water consumption, or reduced waste generation.

Greenfields: Newly developed commercial real estate on what was previously undeveloped open space.

Growth Management: A term that encompasses a whole range of policies designed to control, guide, or mitigate the effects of growth.

Historic Area: An area or building in which historic events occurred, or one which has special value due to architectural or cultural features relating to the heritage of the community. Elements in historic areas have significance that necessitates preservation or conservation.

Incentive Zoning: Provides for give and take compromise on zoning restrictions, allowing for more flexibility to provide environmental protection. Incentive zoning allows a developer to exceed a zoning ordinance's limitations if the developer agrees to fulfill conditions specified in the ordinance. The developer may be allowed to exceed height limits by a specified amount in exchange for providing open spaces or plazas adjacent to the building.



ADDITIONAL RESOURCES

- Greenprint Denver: The mission of Greenprint Denver is to provide leadership and solutions to ensure a prosperous community where people and nature thrive. (<http://www.greenprintdenver.org/>)
- LEED ND: The LEED for Neighborhood Development Rating System integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design. LEED for Neighborhood Development is a collaboration among USGBC, Congress for the New Urbanism, and the Natural Resources Defense Council. (<http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148>)
- Partnership for Sustainable Communities: Assist communities develop and support neighborhoods that provide transportation choices and affordable housing while increasing economic competitiveness and directing resources toward places with existing infrastructure. The Partnership agencies compiled this list of useful tools and key resources. All of the resources here have been developed by or sponsored by Partnership agencies. (<http://www.sustainablecommunities.gov/tools/KeyResources.html>)
- Public Transportation Wall: An online resource that allows individuals to share stories about how public transportation changed their lives. (<http://wall.publictransportation.org/>)
- Smart Growth Network: Works to encourage development that serves the economy, community and the environment. (<http://www.smartgrowth.org>)
- STAR Community Index: A pioneering, strategic planning and performance management system that will offer local governments a road map for improving community sustainability. (<http://www.icleiusa.org/star>)

GLOSSARY

- Inclusionary Zoning: A system that requires a minimum percentage of lower and moderate income housing to be provided in new developments. Inclusionary programs are based on mandatory requirements or development incentives, such as density bonuses.
- Infill Development: Infill projects use vacant or underutilized land in previously developed areas for buildings, parking, and other uses.
- Low Impact Development (LID): An approach to environmentally friendly land use planning. It includes a suite of landscaping and design techniques that attempt to maintain the natural, pre-developed ability of a site to manage rainfall. LID techniques capture water on site, filter it through vegetation, and let it soak into the ground where it can recharge the local water table rather than being lost as surface runoff. An important LID principle includes the idea that stormwater is not merely a waste product to be disposed of, but rather that rainwater is a resource.
- Master Plan: A statement, through text, maps, illustrations or other forms of communication, that is designed to provide a basis for decision making regarding the long term physical development of the municipality.
- Mixed Use Development: Development that is created in response to patterns of separate uses that are typical in suburban areas necessitating reliance on cars. Mixed use developments include residential, commercial, and business accommodations in one area.
- Modal Split: A term that describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.
- Neo-Traditional Development: A traditional neighborhood, where a mix of different types of residential and commercial developments form a tightly knit unit. Residents can walk or bike to more of the places they need to go and municipal services costs are lower due to the close proximity of residences. A more compact development also reduces the amount of rural land that must be converted to serve urban needs.
- New Urbanism: Neighborhood design trend used to promote community and livability. Characteristics include narrow streets, wide sidewalks, porches, and homes located closer together than typical suburban designs.





Oleson Woods, Tigard, OR

Open Space: Used to describe undeveloped land or land that is used for recreation. Farmland as well as all natural habitats (forests, fields, wetlands etc.) is lumped in this category.

Open Space Residential Design (OSRD): A form of residential subdivision that maximizes resource protection and conservation of natural areas through the use of design strategies that result in permanent open space preservation.

Overlay Districts: Zoning districts in which additional regulatory standards are superimposed on existing zoning. Overlay districts provide a method of placing special restrictions in addition to those required by basic zoning ordinances.

Performance Zoning: Establishes minimum criteria to be used when assessing whether a particular project is appropriate for a certain area; ensures that the end result adheres to an acceptable level of performance or compatibility. This type of zoning provides flexibility with the well-defined goals and rules found in conventional zoning.

Planned Unit Development (PUD): PUDs are areas that are planned and developed as one entity, by a single group. Planned unit developments usually include a variety of uses, including different housing types of varying densities, open space, and commercial uses. Project planning and density is calculated for the entire development rather than individual lots.

Purchase of Development Rights: Programs through which local governments may purchase development rights and dedicate the land for conservation easements, protecting it as open space or agricultural areas.

Sending District: An overlay zoning district established by the Town Meeting/Town Council upon recommendation from the Planning Board as an area in which use or development rights should be restricted and from which development rights may be transferred to a Receiving District.

Smart Growth: Well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

Special Districts: Geographic areas in which fees or taxes are collected to fund investments or services benefiting properties within the district.





Sprawl: Development patterns where rural land is converted to urban/suburban uses more quickly than needed to house new residents and support new businesses, and people become more dependent on automobiles. Sprawl defines patterns of urban growth that includes large acreage of low-density residential development, rigid separation between residential and commercial uses, residential and commercial development in rural areas away from urban centers, minimal support for non-motorized transportation methods, and a lack of integrated transportation and land use planning.

Tax Increment Financing: A program designed to leverage private investment for economic development projects in a manner that enhances the benefits accrued to the public interest.

Transfer of Development Rights (TDR): A system that assigns development rights to parcels of land and gives landowners the option of using those rights to develop or to sell their land. TDRs are used to promote conservation and protection of land by giving landowners the right to transfer the development rights of one parcel to another parcel. By selling development rights, a landowner gives up the right to develop his/her property, but the buyer could use the rights to develop another piece of land at a greater intensity than would otherwise be permitted.

Transit-Oriented Development (TOD): The development of housing, commercial space, services, and job opportunities in close proximity to public transportation. Reduces dependency on cars and time spent in traffic, which protects the environment and can ease traffic congestion, as well as increasing opportunity by linking residents to jobs and services.

Transit Nodes: Stops along a public transportation route where people board and disembark, often where one or more routes intersect with each other. These sites can provide ideal locations for mixed-use development as well as transit-oriented development.

Transportation demand management strategies (TDM): TDM is a general term for strategies that result in more efficient use of transportation resources, including incentives to reduce driving, use alternative options, and improve transit.

Upzone: To change the zoning of a tract or parcel of land from a lesser to greater intensity of usage. An example would be a change in zoning from single family to multi-family or mixed use.

USGS (United States Geological Survey): A federal agency which provides mapping of topography, aquifer levels, and

ADDITIONAL RESOURCES



- **Sustainable Atlanta:** Sustainable Atlanta was founded out of the City's commitment to long-term economic viability and environmental prosperity (www.sustainableatlanta.org)
- **Sustainable Midlands:** Foster and advocate for sustainable, healthy communities in the Midlands of South Carolina by providing educational resources and facilitating communication among citizens, community leaders and other non-profit organizations (www.sustainablemidlands.org)
- **ULI / Ernst & Young 2011 Sustainability Report:** The annual report assesses the state of infrastructure around the world and makes recommendations to move forward. (<http://www.uli.org/ResearchAndPublications/PolicyPracticePriorityAreas/Infrastructure/Infrastructure%202011.aspx>)

WORKING COMMITTEE

Jeff Baxter
The Noisette Company

Zach Bearden
Seamon Whiteside Associates

Stuart Coleman
Clement Crawford & Thornhill

Gary Collins
DesignWorks, LC

Steve Dudash
DesignWorks, LC

Henry Fishburne
The Barkley Company

Heather Foley
ULI South Carolina

Andy Gowder
Pratt-Thomas Walker

Paige King
ULI South Carolina

Josh Martin
City of Beaufort, South Carolina

Kate Parks
Coastal Conservation League



This toolkit was made possible through the generous support of the ULI Foundation. The ULI Foundation is a philanthropic source for ULI. The mission of the Foundation is to support key initiatives and priorities of ULI.

