

SUSTAINABLE COMMUNITY AND ECONOMIC DEVELOPMENT: SMART GROWTH IN NYS

AUGUST 18, 2011





**PROMOTING
SUSTAINABLE ECONOMIC
AND COMMUNITY
DEVELOPMENT
THROUGHOUT NYS**

**PETER B. FLEISCHER
EXECUTIVE DIRECTOR
119 WASHINGTON AVE
ALBANY, NY 12210**

SMART GROWTH IS...

- Regionally Appropriate Sustainable Community and Economic Development
- Alternative Transportation
- Main Street, Urban, Rural
- Healthy Communities





LIVABILITY





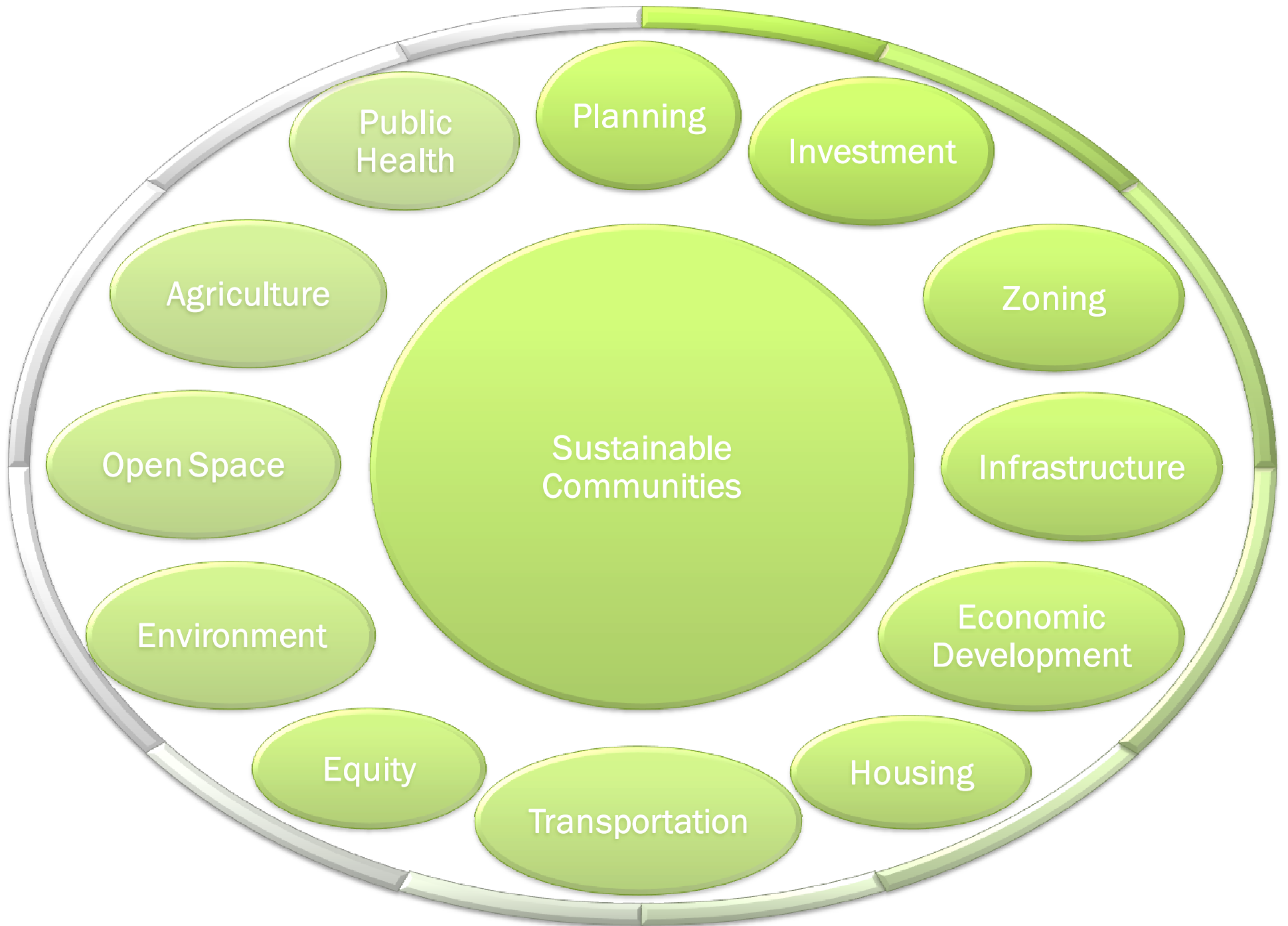
TRANSIT, WALKABLE, BIKEABLE



SMART GROWTH BALANCES:

- Community Development
- Economic Opportunity
- Environment
- Energy
- Equity



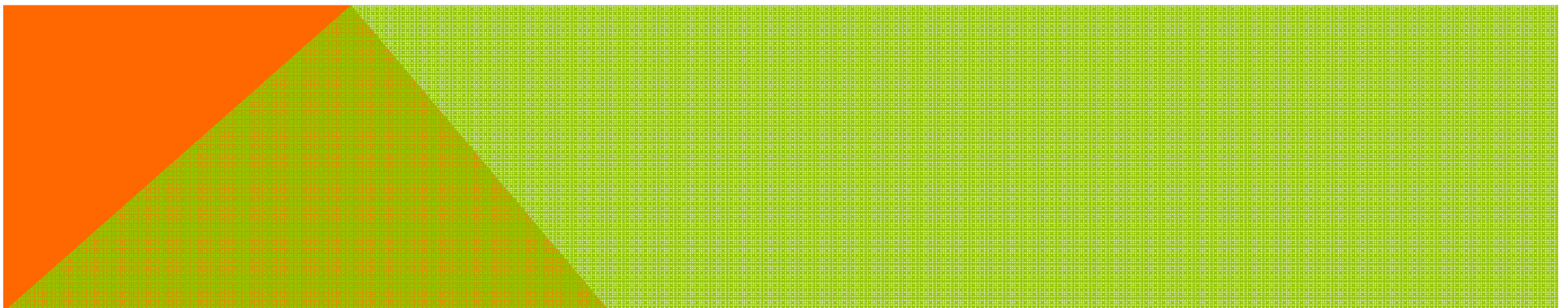




A COALITION OF 48 PUBLIC AND PRIVATE ORGANIZATIONS

Mission:

Dedicated to the revitalization of New York's main streets, town centers, and urban areas.



Adirondack Council*	Local Initiatives Support Corporation, Buffalo	Rochester Regional Community Design Center
American Farmland Trust	Natural Resources Defense Council	Scenic Hudson*
American Institute of Architects – New York	The Nature Conservancy - New York	Sierra Club – Atlantic Chapter
American Institute of Architects – New York State	NeighborWorks – Rochester	Smart Growth America
American Planning Association – Upstate	New York Civic	Sustainable Hudson Valley
Audubon - New York	New York Planning Federation	Sustainable Long Island
Bike Walk Alliance of Westchester & Putnam Counties	New York State Assn. of County Health Officials	Sustainable Saratoga
Binghamton Regional Sustainability Coalition	New York State League of Conservation Voters*	Sustainable South Bronx
Catskill Center	New York State League of Women Voters	Syracuse First
Centerstate Corporation for Economic Opportunity *	New York State Urban Council – Syracuse	Tri-State Transportation Campaign
East Coast Greenway Alliance	Orange County Citizens’ Foundation	The Urban Land Institute - New York
Environmental Advocates of New York*	Parks and Trails New York	VISION Long Island*
EXFOWLE, Architects	Partners for a Livable Western New York*	WEACT for Environmental Justice
Green Village Consulting	Pattern for Progress- Mid Hudson	Wildlife Conservation Society
IBI Group - Consulting, Philadelphia	Preservation League of New York State	* Denotes Steering Committee
Jonathan Rose Companies	Project for Public Spaces	
Leyland Alliance	Regional Plan Association*	

ESF PRINCIPLES

- Use Limited Public Resources Wisely: Reinvest in Existing Population Centers
- Energy Demand Reduction
- Public Transit, Walking, Biking
- Discourage Low-density, Automobile-based Development



ESF PRINCIPLES CONTINUED...

- Affordable, Accessible Housing
- Greenhouse Gas Emission Reductions
- Equitable, Sustainable Growth
- Rural Economic Opportunity/Farmland Protection



WHAT WE DO

- Education/Awareness
- Policy Advocacy
- Governmental Accountability
- Transportation Equity



EQUITY


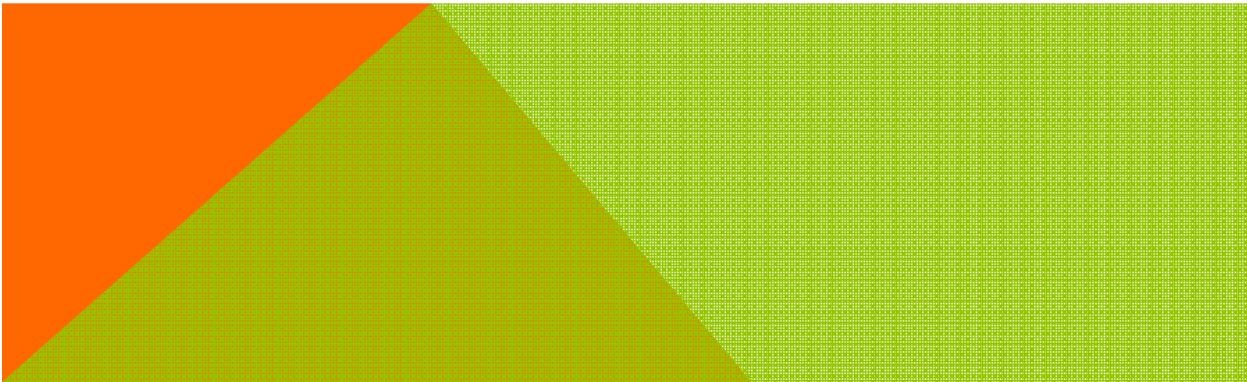
NYSTEQA



New York State Transportation Equity Alliance



POLICY ADVOCACY



**Empire
State
Future**
A Project of the Tides Center

HISTORIC PRESERVATION TAX CREDIT (2009)

Proven tool for rehabilitating downtowns and stabilizing neighborhoods

- Enhanced 2007 program

Residential:

- Credit will cover 20% of qualified rehabilitation costs of structures, up to a credit value of \$50,000.00.

Commercial:

- Owners can receive an additional 20% of the qualified rehabilitation expenditures up to \$5,000,000 (after Federal program).



THE PUBLIC INFRASTRUCTURE POLICY ACT (2010)

Amendment to Environmental Conservation Law (Article 6)

- Aligns State Infrastructure Investments with Smart Growth Criteria

2011-2012: Implementation of Act

- “Each state infrastructure agency must create a smart growth advisory committee to advise the agency regarding the agencies' policies, programs and projects with regard to their compliance with the state smart growth public infrastructure criteria”



THE LAND BANKS ACT (2011)

- Enables local stewardship of the problems caused by vacancy and abandonment
- Land Banks can clear title of property
- Law allows for 10 land banks in NYS at one time



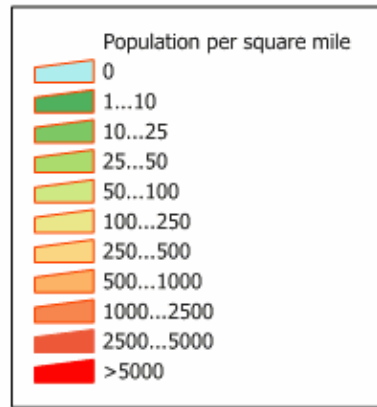
COMPLETE STREETS (2011)

All road (re)construction in New York must consider all users: seniors, youth, disabled, cyclists, merchants

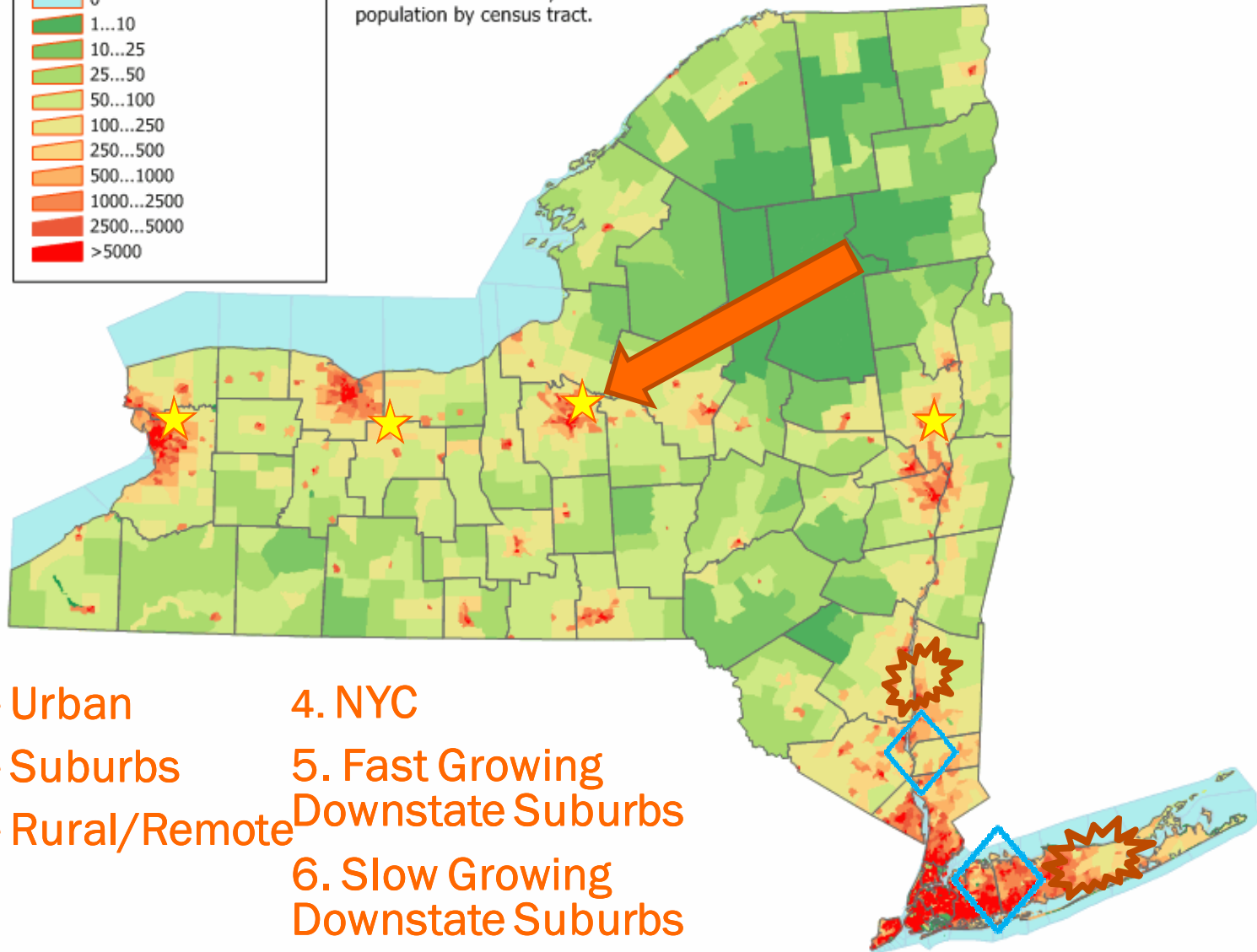
- Safe streets
- More walkable, bikable environment
- Helps “Main Street” businesses



NEW YORK STATE'S UNIQUE REGIONS



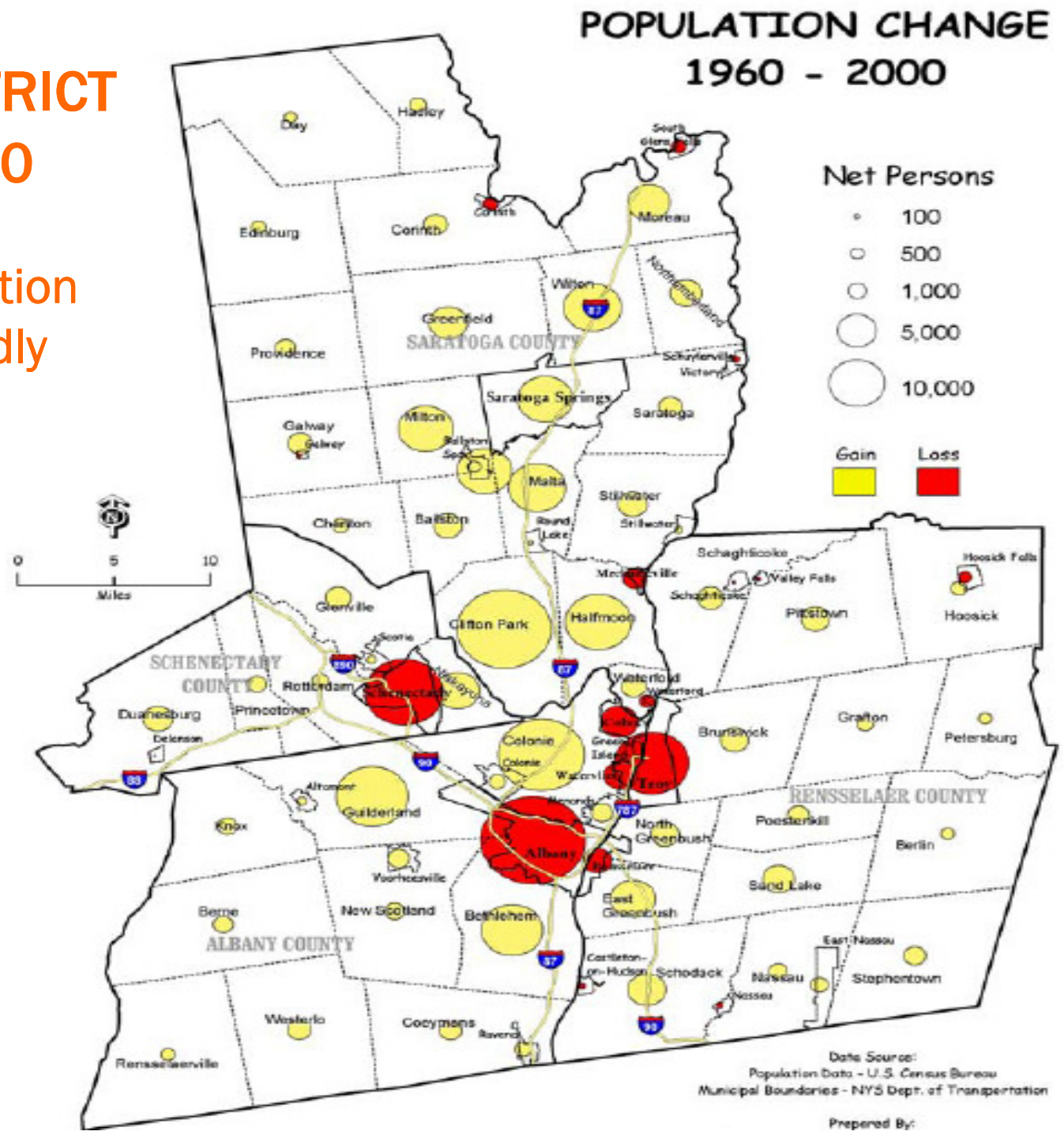
Source: U.S. Census Bureau
Census 2000 Summary File 1
population by census tract.



1. Upstate Urban
2. Upstate Suburbs
3. Upstate Rural/Remote
4. NYC
5. Fast Growing Downstate Suburbs
6. Slow Growing Downstate Suburbs

CAPITAL DISTRICT 1960-2000

- Urban Population declined rapidly
- Suburbs grew

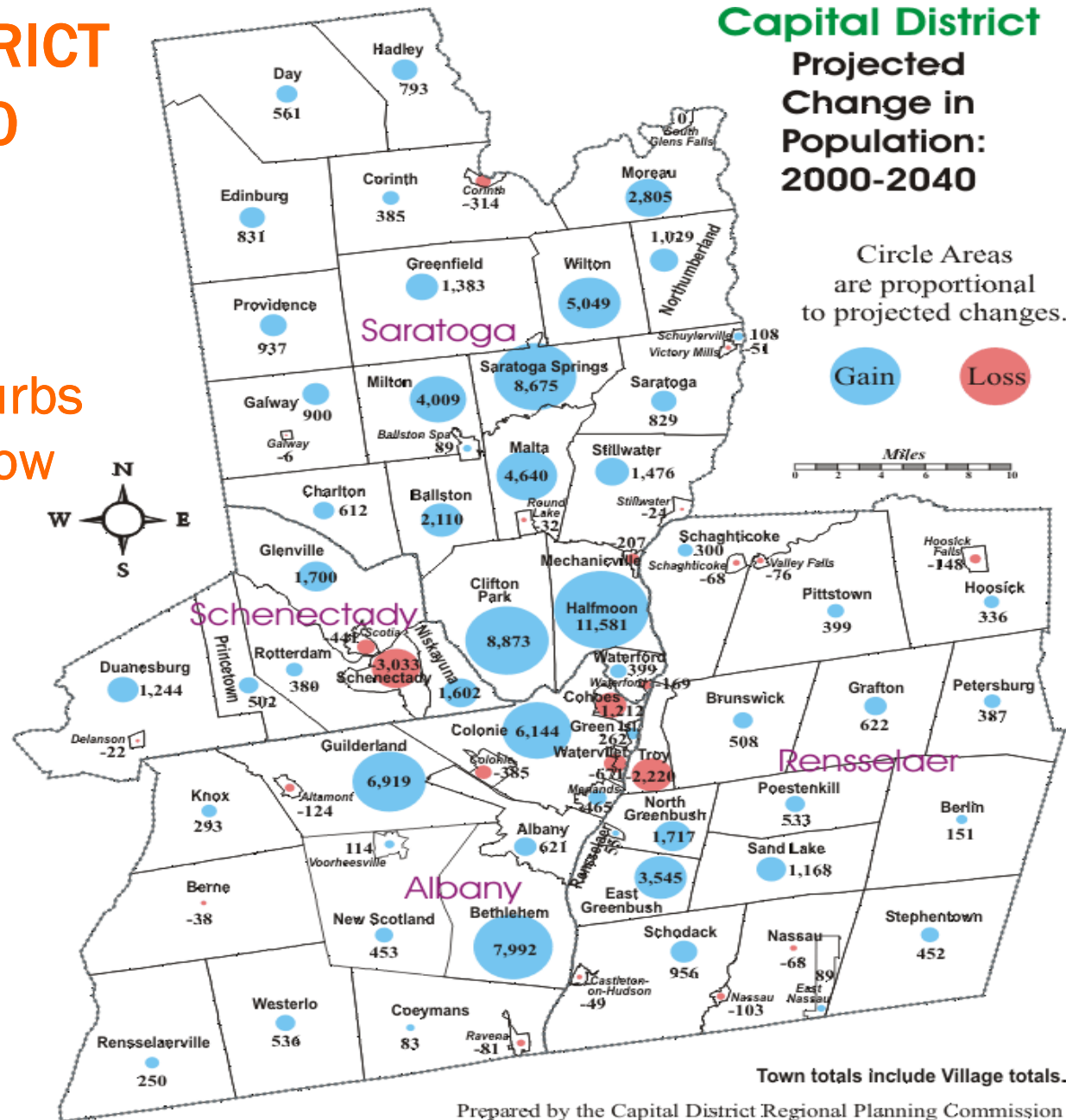


CAPITAL DISTRICT 2000-2040

- Urban Areas stabilize
- Northern suburbs continue to grow

Capital District Projected Change in Population: 2000-2040

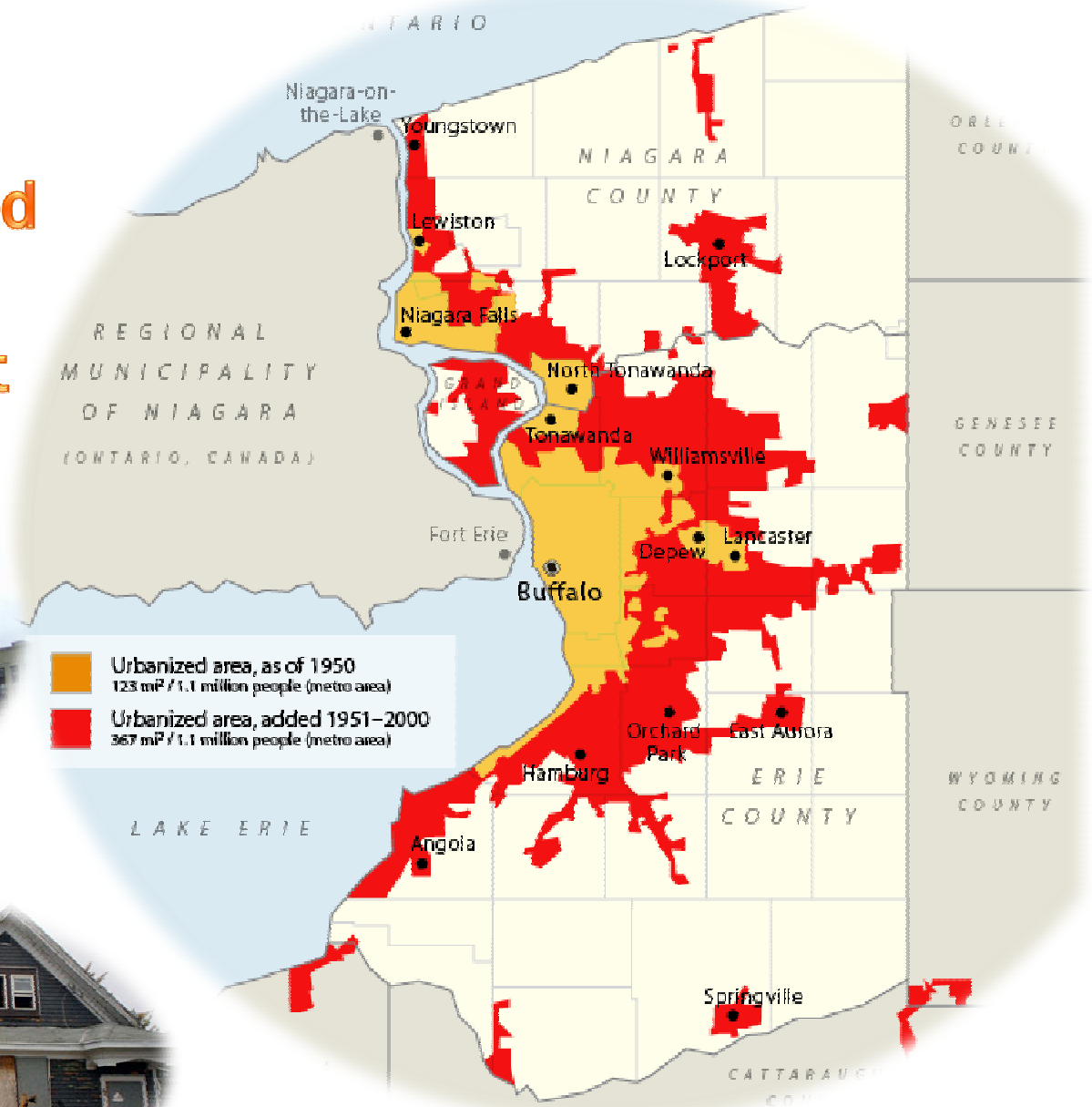
Circle Areas are proportional to projected changes.



Town totals include Village totals.

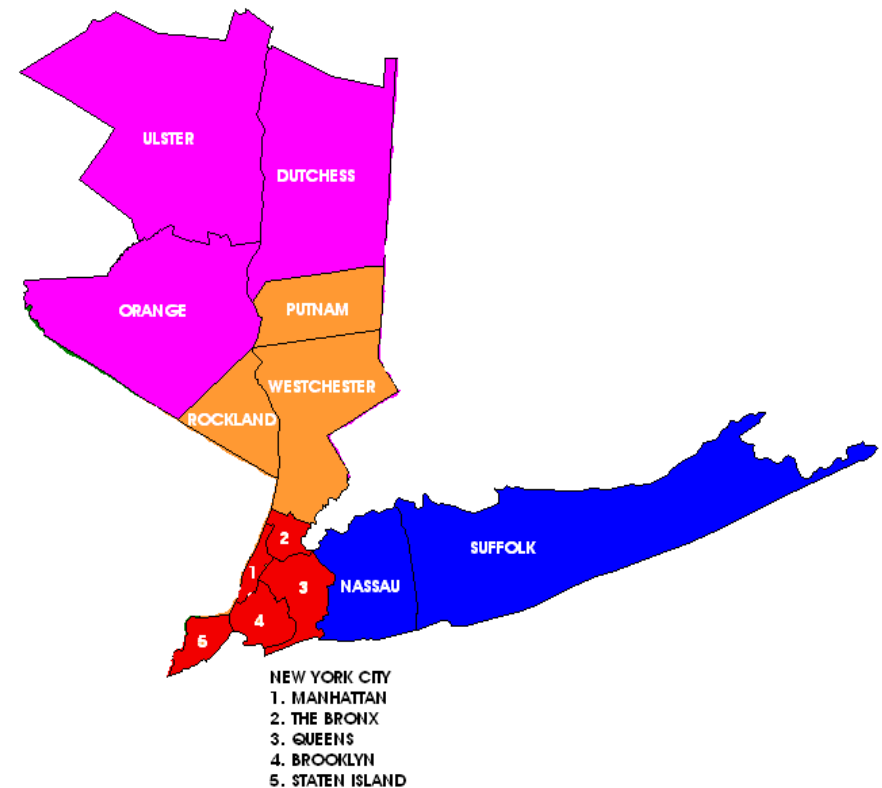
Prepared by the Capital District Regional Planning Commission

Erie-Niagara:
**“The unplanned
sprawl has destroyed
our city for years”
Assemblyman Hoyt**



DOWNSTATE SUBURBAN

- 80% of the population drives or carpools to work
- Long commute times
- Tappan Zee Bridge could see a 50% increase in traffic volume by 2025



NEW YORK CITY

Expected to grow by roughly 1 million people by 2030

- Maintaining/ Improving Quality of Life
 - Fund transit
 - Provide more green space
 - Affordable housing
 - Focused Infrastructure Policy



CENTRAL NEW YORK POPULATION (000'S)

Place	1970	1990	2000	2010
Onondaga	473	469	458	467
Oswego		122	122	122
Cayuga		82	82	80
Cortland		49	49	49
Oneida		251	235	235
Madison		69	69	73
Total		1,042	1,015	1,026
Syracuse	197	164	147	145



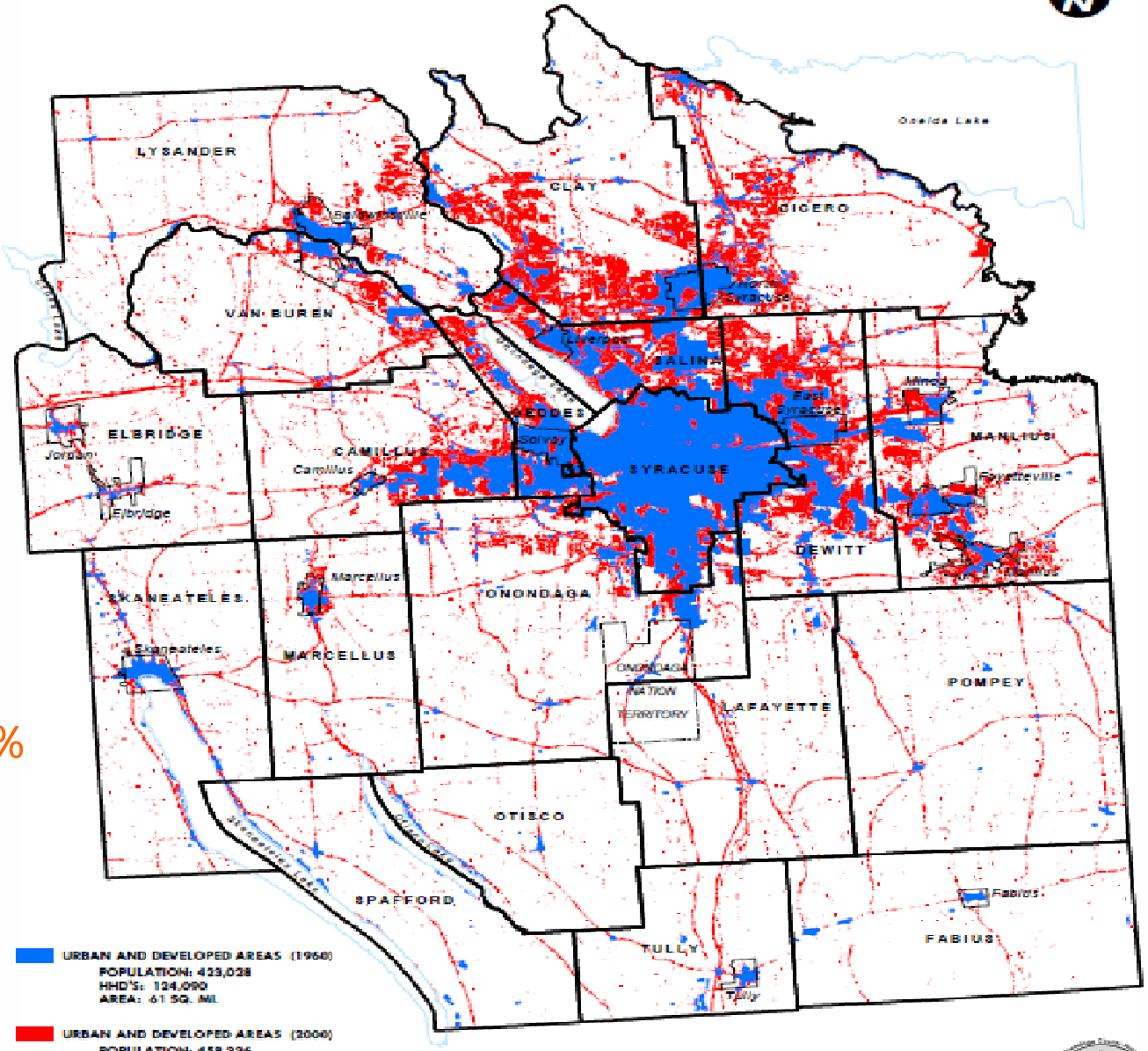
URBAN DEVELOPMENT IN ONONDAGA COUNTY 1960 - 2000



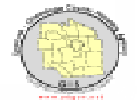
Land Use:
1960-2000

Population: + 8%

Urbanized area: + 100%



Data Sources:
County Plan Summary, Onondaga County Department of Planning, November 1, 1962.
NOAA Coastal Services Center/Coastal Change Analysis Program(C-CAP), 2001.
U.S. Census Data, 1960 & 2000.



CONSEQUENCES

- Decrease in farmland
- Reduction in density for transit
- Significant Countywide increase in daily VMT since 1990
- Abandonment/vacancy
- Increased cost of infrastructure

Source: Syracuse-Onondaga County Planning Agency, 2010



EXPANSION OF WATER INFRASTRUCTURE

Onondaga County, 2001-2008:

144 mi of new water main

1,075 new hydrants

3 storage facilities/ 2 new pumping stations

Cost per 1,000 gal. water up 78%

Source: Syracuse-Onondaga County Planning Agency, 2010



REGIONAL FOCUS

Sales tax agreement 2010: \$30-60m to city annually*

- City-County focus
- Strengthens urban center
- Bipartisan cooperation

* The Post Standard, 2011



COMMUNITY PLANNING & TRANSPORTATION SURVEY (2010-11): SELECTED KEY FINDINGS

- Strong Support for Smart Growth Concepts
- Support for Preservation of and Investment in Existing Resources
- Support for Planning for Future Growth
- Interest in Exploring Different Transportation Options

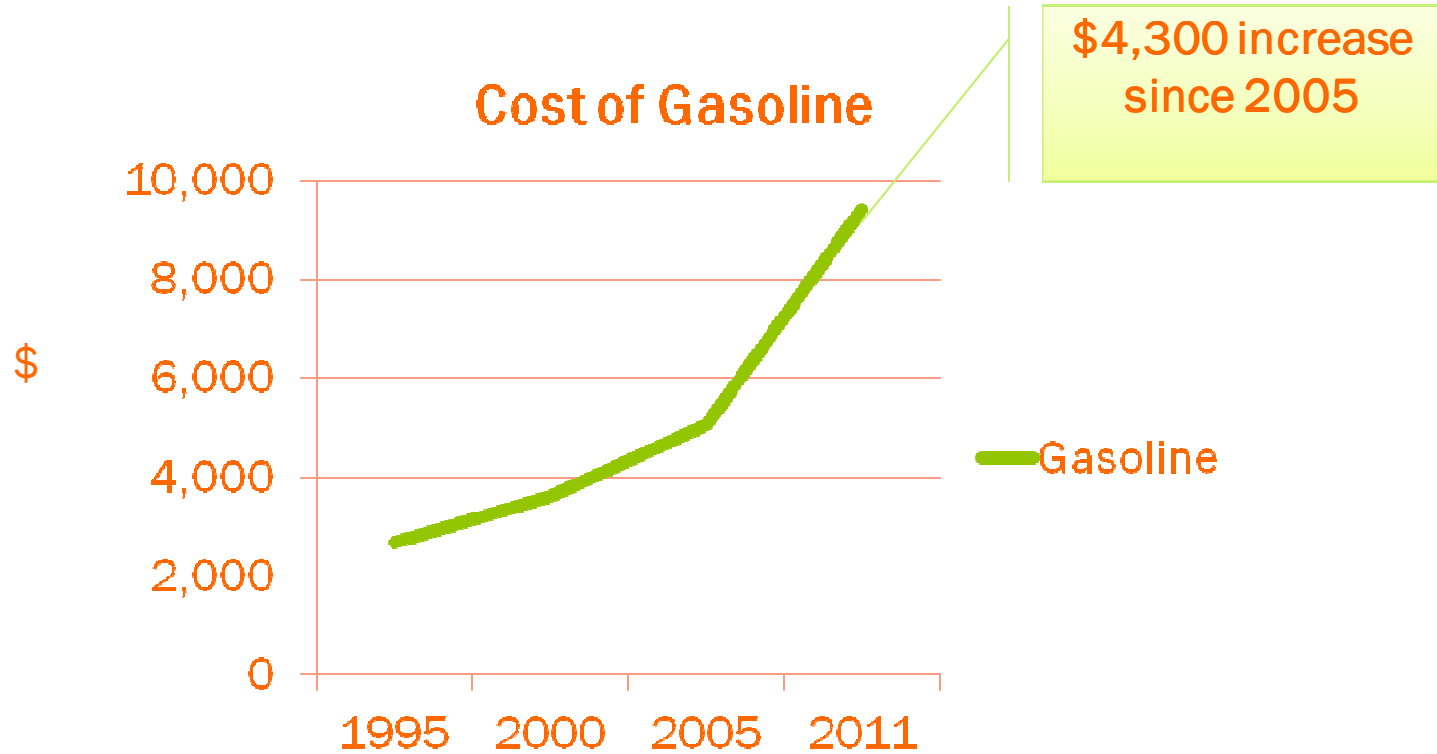


STATE AND NATIONAL TRENDS



CAN "YOU" AFFORD IT?

The Effect of High Gasoline Prices on the "Exurban Family"

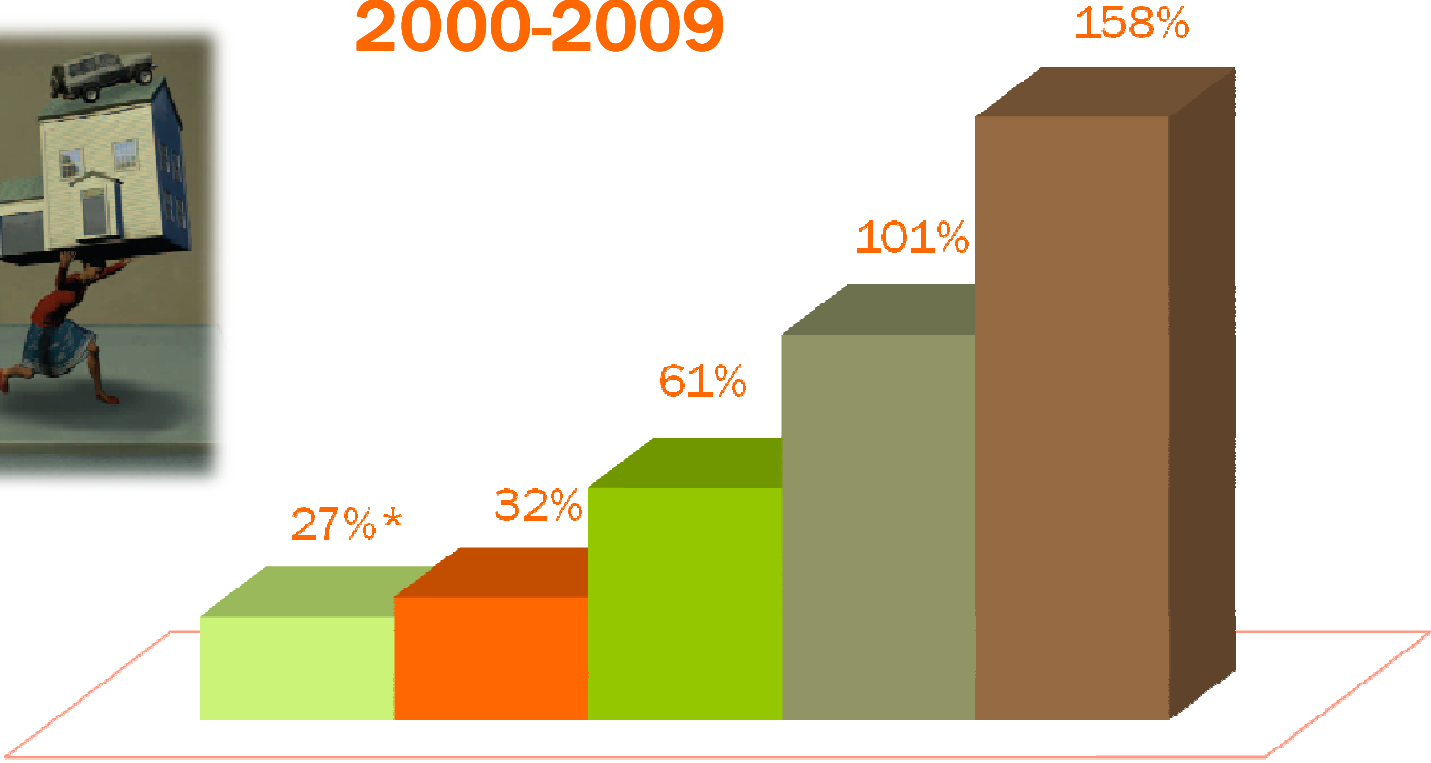


Cost per gallon- 2000- \$1.60, 2005- \$2.24, 2011- \$4.15 (NYSERDA)

Assumes: 12 mpg "truck"- 20,000 mi/year

Second car- 20 mpg, 12,000 mi/year

CHANGE IN ENERGY PRICES VS INCOME 2000-2009



■ Income ■ Electricity ■ Natural Gas ■ Gasoline ■ Heating Oil

Data from NYSERDA
* NYS Upstate Average- 1999-2009

DEMOGRAPHICS

- Only two other states have more persons 65 and older than New York

Household size Nationally and in NYS has continued to shrink since 1960

- 2008 average household size was 2.62, average family size was 3.22
- Nearly 28 percent of households were just one person (ACS, 2008)

Projections

- By 2025: Ratio of the working-age population to the age 65+ population in NYS is projected to decrease dramatically
- By 2035: Population in 42 of 49 Upstate Counties projected to shrink (Cornell, 2010)



“THE TIMES THEY ARE A CHANGIN’”

Families, Retirees, and Young People are Choosing Different Housing Types and Locations

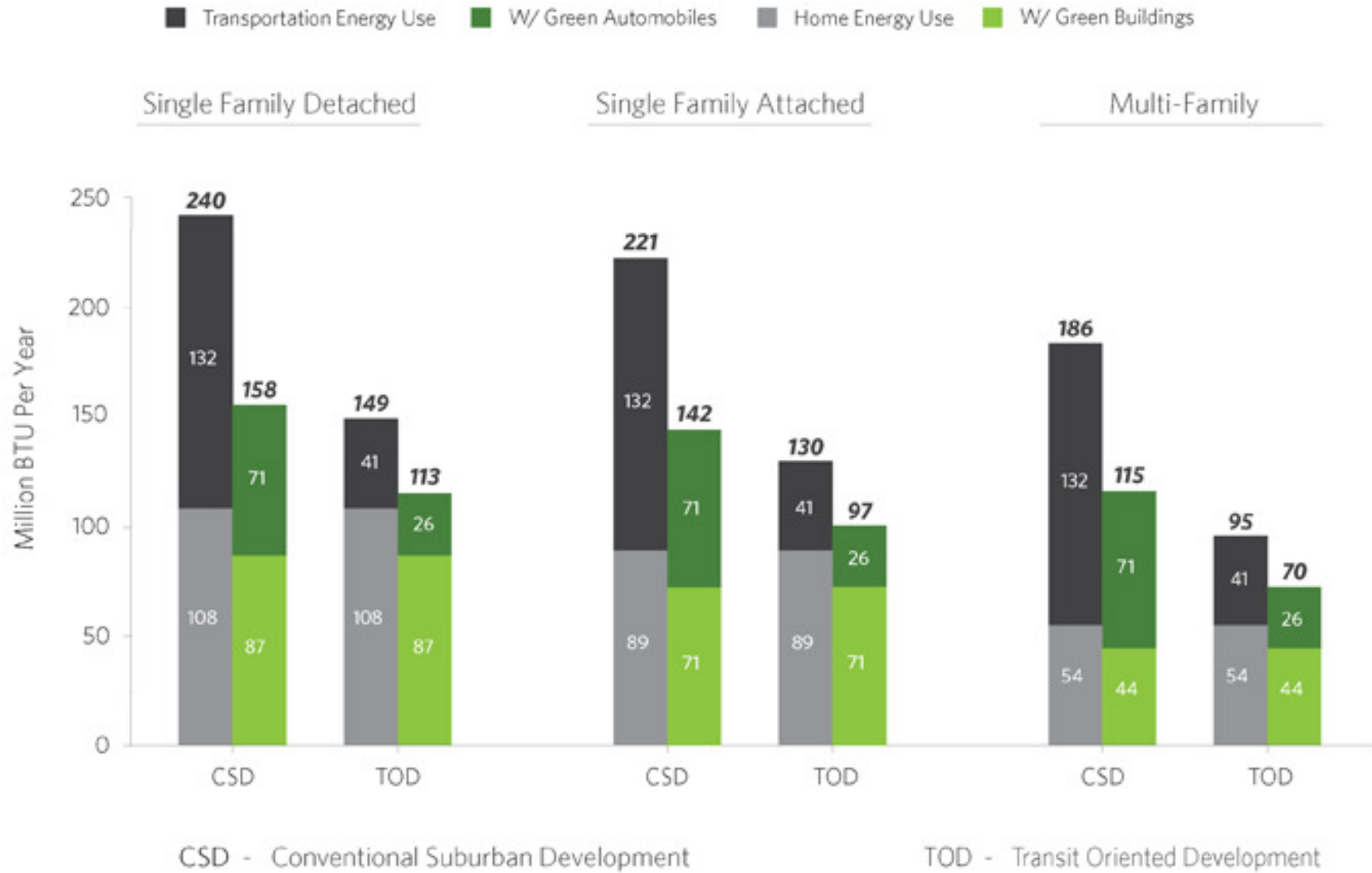


HOUSING DEMAND

- 88% of respondents placed more value on the quality of the neighborhood than the size of the home (NAR, 2011)
- “Homeowners accept that they can live comfortably and more affordably in smaller houses or apartments and gain economies from driving less“ (AIA, 2010)
- “Infill areas and 24-hour neighborhoods in cities and urbanizing suburban nodes become more desirable locations for the large population cohorts of aging, empty-nest baby boomers and their young adult, echo boomer offspring.” (AIA, 2010)
- Homebuyers demand (ULI, 2011)
 - Front porches that allow for more neighborhood connection
 - Sustainable/green energy home features



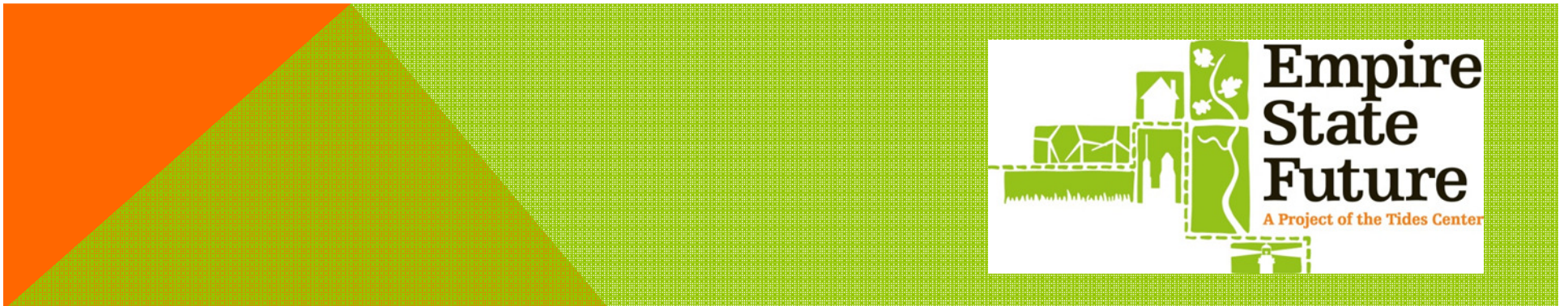
SMART GROWTH= LOWER ENERGY BILL



TRANSIT ORIENTED DEVELOPMENT



2011-2012 PROJECTED FOCUS AREAS



A HISTORY OF INVESTMENT IN INFRASTRUCTURE



INFRASTRUCTURE NEEDS

- Water
 - \$36.2B wastewater/20 years (DEC)
 - \$38B for drinking water/20years (DEC)
- MTA \$10-12B
- Highway/Bridges \$10B

\$8B/Year



REGIONAL ECONOMIC DEVELOPMENT COUNCILS

Jobs per \$1 million- Are we getting the best bang for the \$

- Energy Retrofits
- Transit
- Brownfields
- Infrastructure

Economic development \$ to PIPA principles



PROGRESS THROUGHOUT NYS



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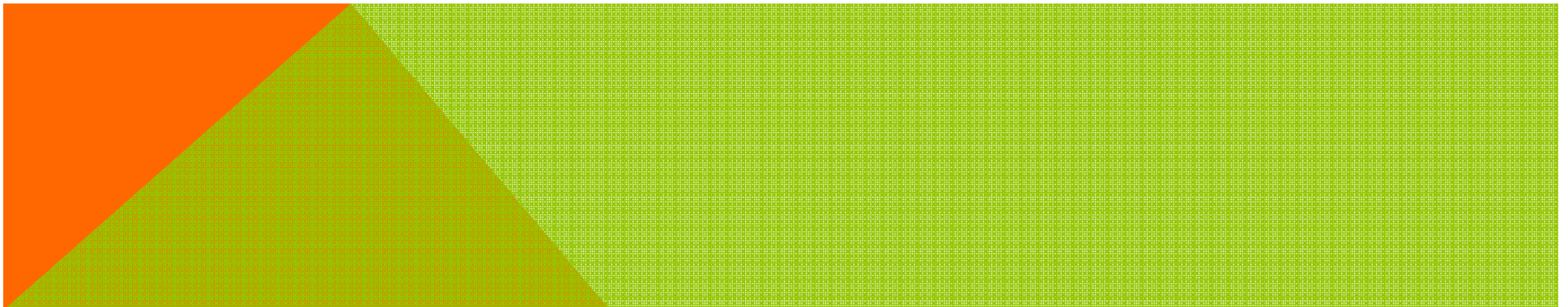
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QUESTIONS?

Contact Information:

www.empirestatefuture.org

Peter Fleischer

Executive Director

pfleischer@empirestatefuture.org

518-427-5954

