



Jason Duckworth
October 21, 2019





Jason Duckworth
October 21, 2019











Narberth's smart growth report card

- Mix of housing
- Walkable
- Compact
- Transit oriented
- High social capital.

**MARKET
FAVORS
WALKABLE
PLACES**

New
“Narberths”
are illegal

Narberth has...

too much density

too many apartments

mixed uses

too little open spaces

too much impervious

too little parking

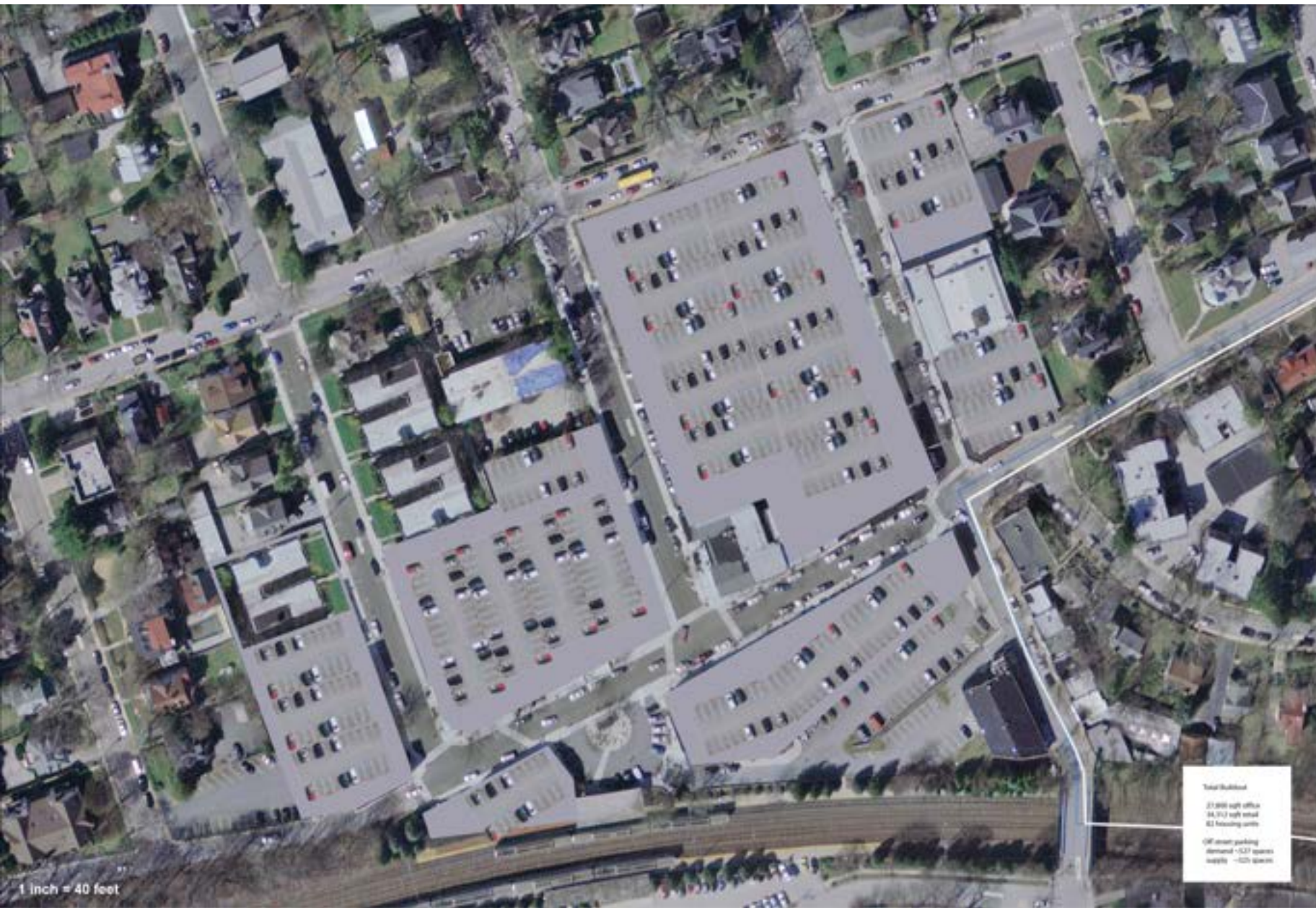
Narberth – my former hometown



What would Narberth look like if it were built out to the standards of its old zoning ordinance?



Source: Montgomery County Planning Commission.



Total Subtotal
27,000 sq ft office
24,750 sq ft retail
82 housing units
Off street parking
demand ~1,275 spaces
supply ~1,275 spaces

SMART GROWTH ALLIANCE DOWNTOWN BUILD OUT UNDER CURRENT ZONING

Source: Montgomery County Planning Commission.

No.

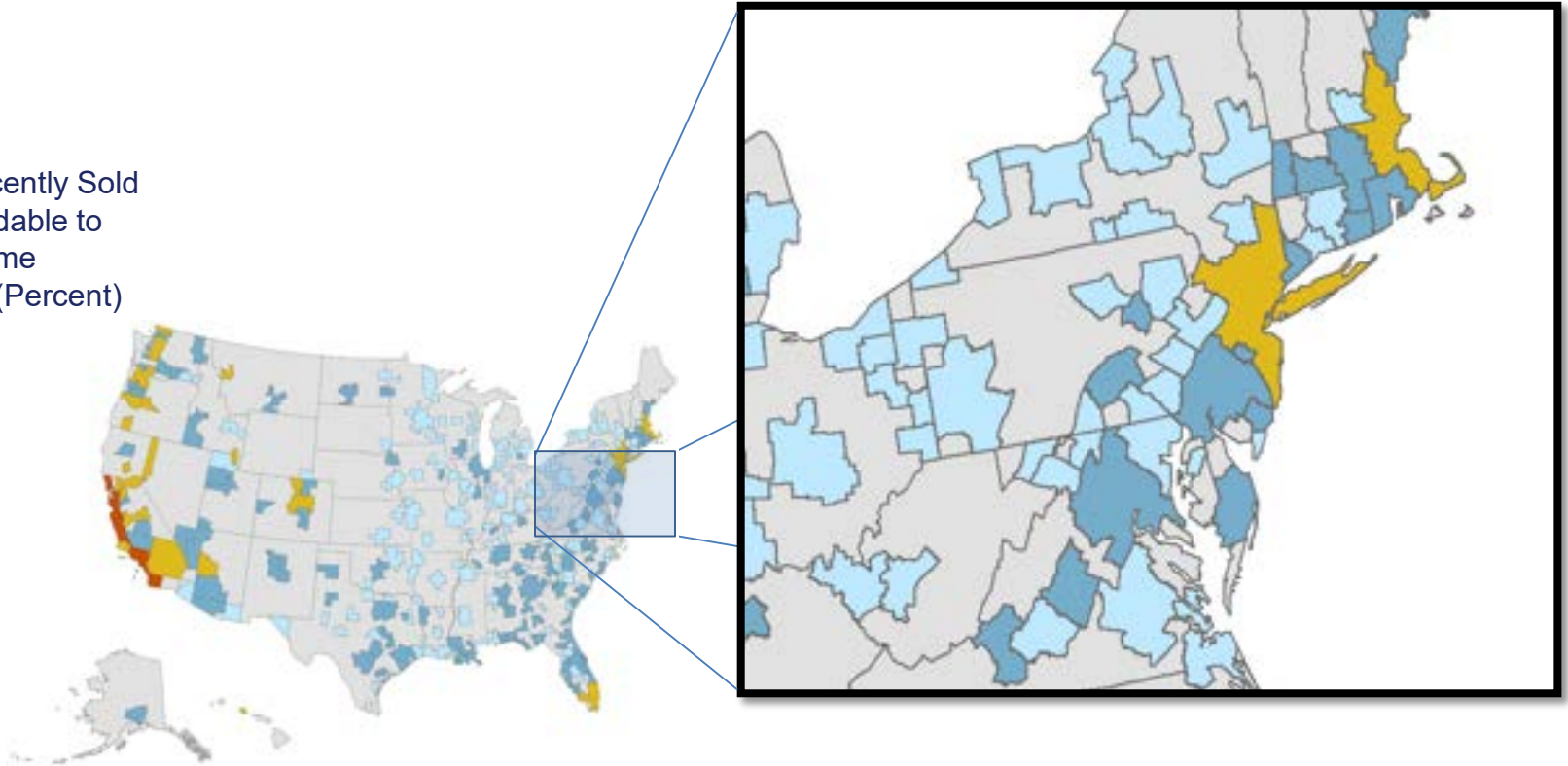
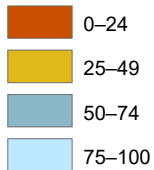
“No” to ...density
“No” to ...bike lanes
“No” to ...apartments
“No” to ...mixed use
“No” to ...alleys
“No” to ...school kids
“No” to ...affordable housing

No.

Where has all our naysaying gotten us?

Affordability is under threat.

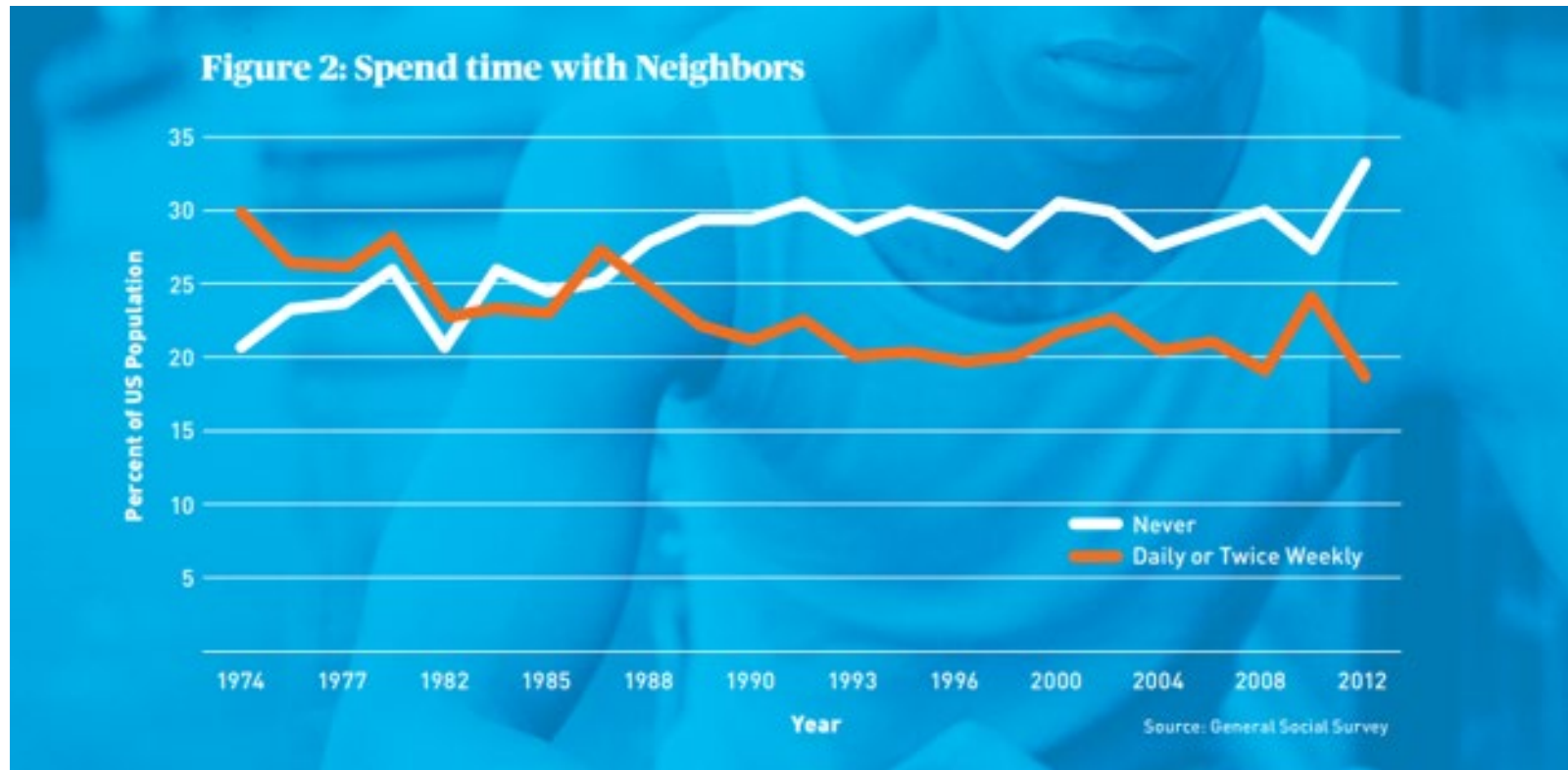
Share of Recently Sold
Homes Affordable to
Median-Income
Households (Percent)



Notes: Median incomes are estimated at the core-based statistical area (CBSA) level. Recently sold homes are defined as homes with owners that moved within the 12 months prior to the survey date. Monthly payments assume a 3.5% downpayment and property taxes of 1.15%, property insurance of 0.35%, and mortgage insurance of 0.85%. Affordable payments are defined as requiring less than 31% of monthly household income. Only CBSAs with at least 30 home sales in the past year are shown.

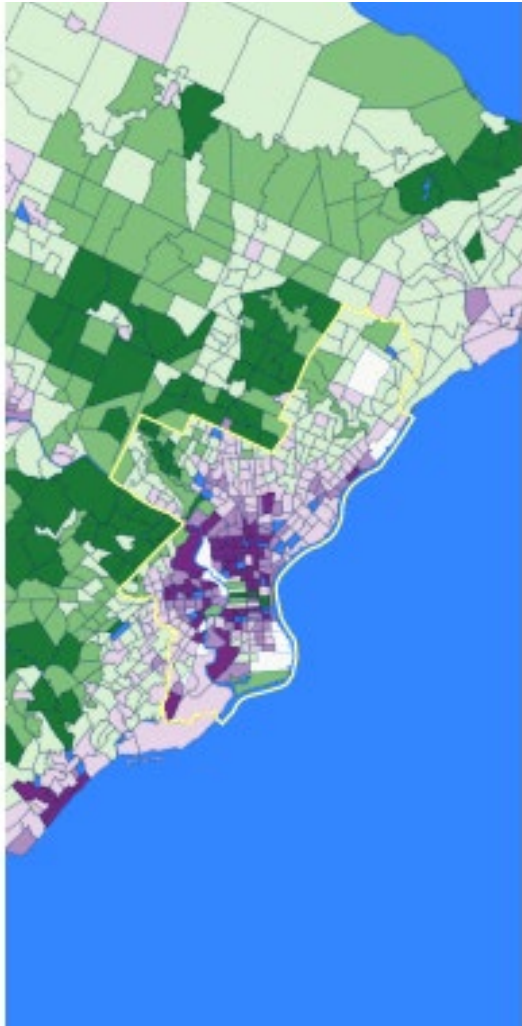
Source: Joint Center of Housing Studies of Harvard University. JCHS tabulations of US Census Bureau, 2017 American Community Survey 1-Year Estimates, and Freddie Mac, PMMS.

We know fewer neighbors.

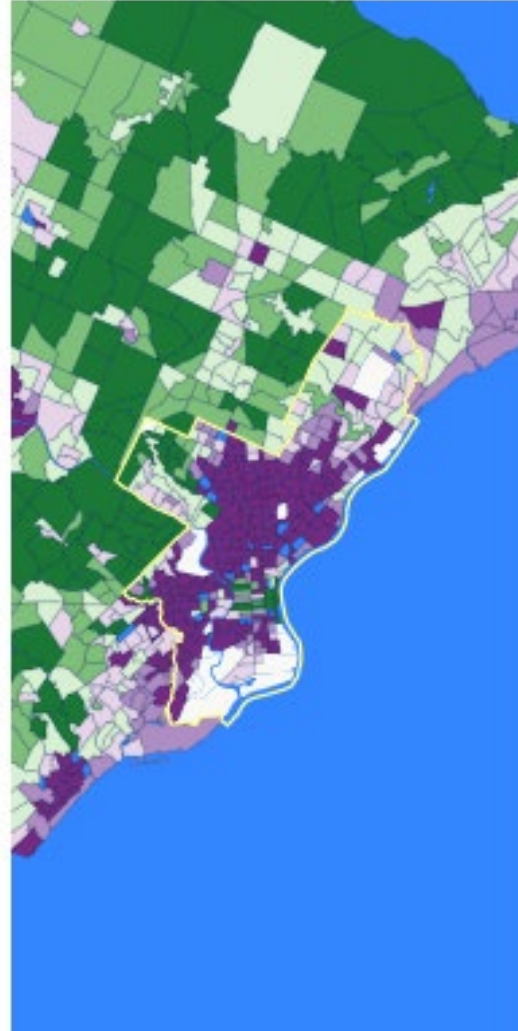


Income segregation has grown.

1970



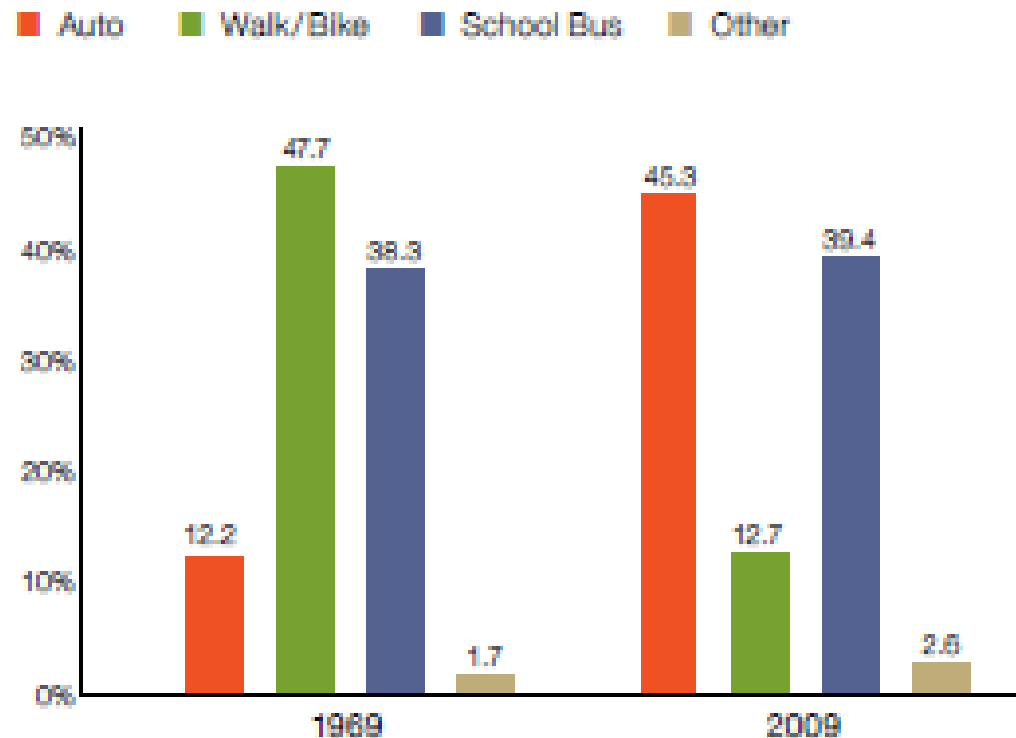
2007



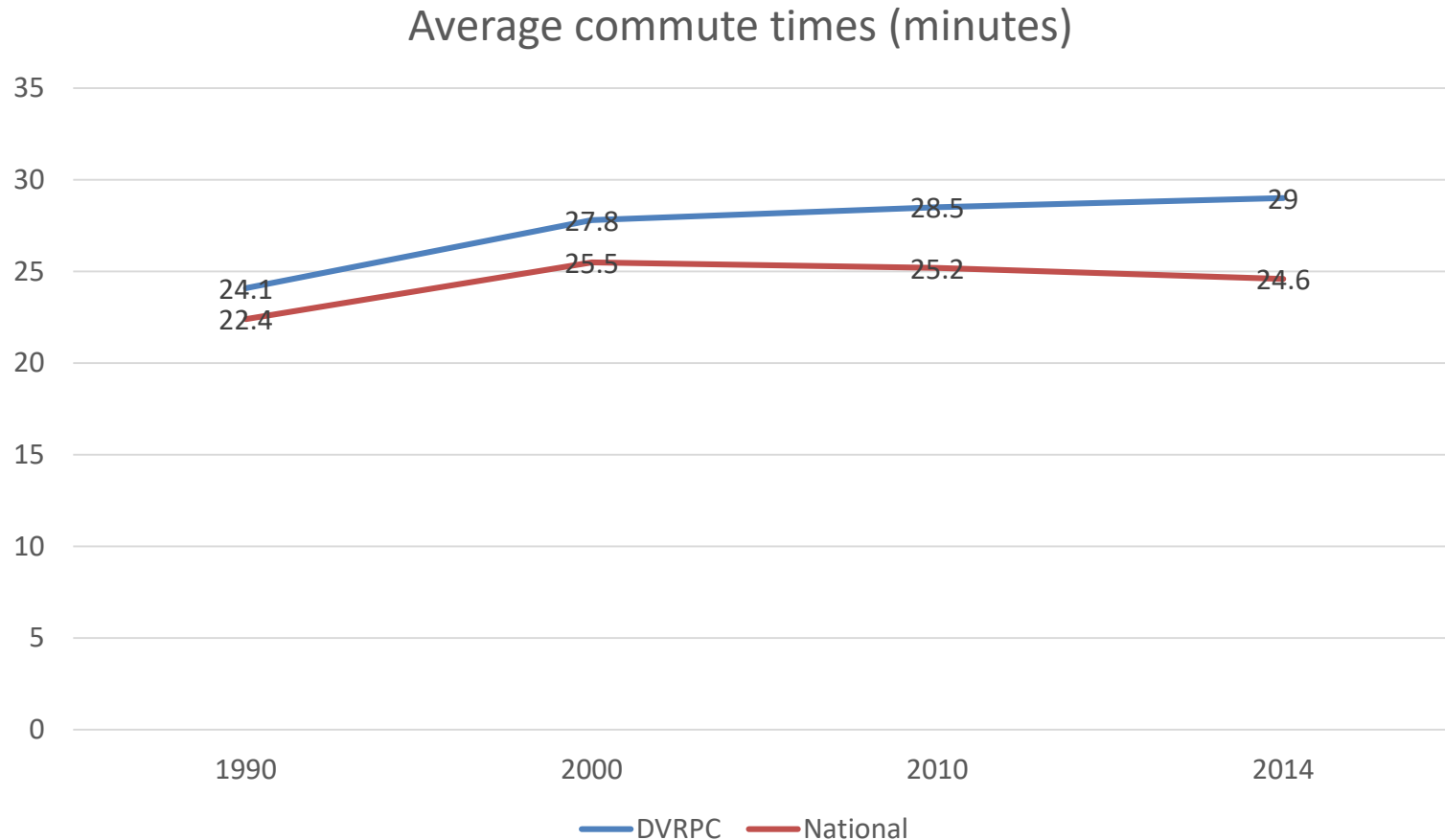
Source: [Stanford Center of Poverty and Inequality](#). Pew Research Center, Rise of Residential Segregation by Income, 2012.

Fewer kids walk to school.

FIGURE 1 Comparison of School Travel Modes, K-8th Grade, 1969-2009¹



Commutes have grown.

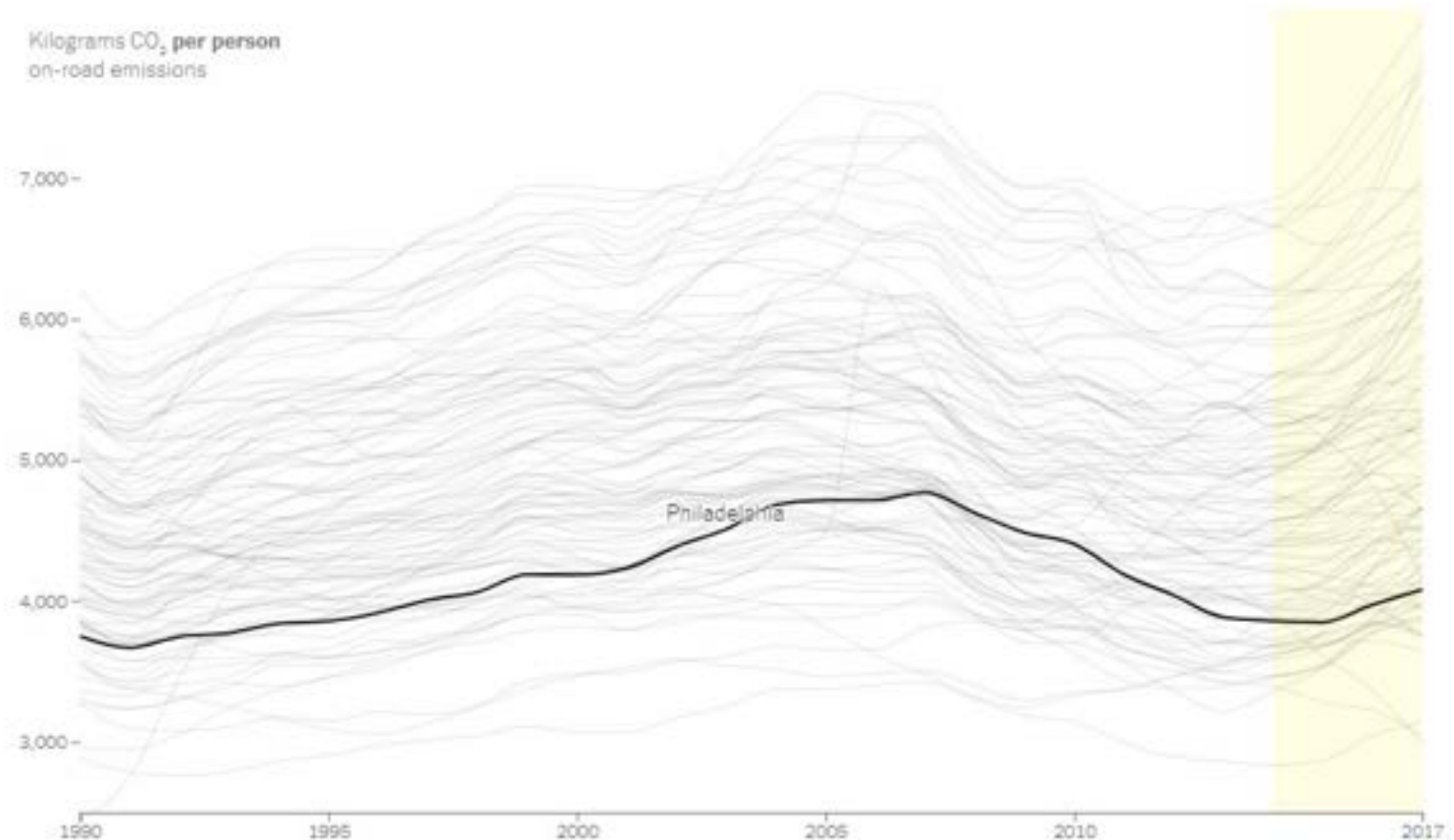


Source: DVRPC, Is Commute Time Decreasing, 10/2016.

Open space has been lost.



Carbon emissions have grown.



Source: [The New York Times](#)

Reflexive
opposition
to growth

NEGATIVES

Traffic - congestion, long commutes,
undermine transit.
Costs – higher infrastructure costs,
Environmental - higher impervious surfaces.
Social – we destroy social capital.

No.

Decentralization

Auto-
dependency



We say **YES.**

6 Actions to Support Sustainable Regional Development
and a Greater Philadelphia



DVSGA: a broad regional coalition.



- ☒ **YES** to density where it belongs.
- ☒ **YES** to open space preservation.
- ☒ **YES** to walking, cycling, and transit.
- ☒ **YES** to cutting the red tape.
- ☒ **YES** to removing parking minimums.
- ☒ **YES** to infrastructure reinvestment.

YES to density where it belongs.

Compact development in established centers leverages existing infrastructure, provides housing choices, and reduces development pressure on open space.



We build at very low densities.

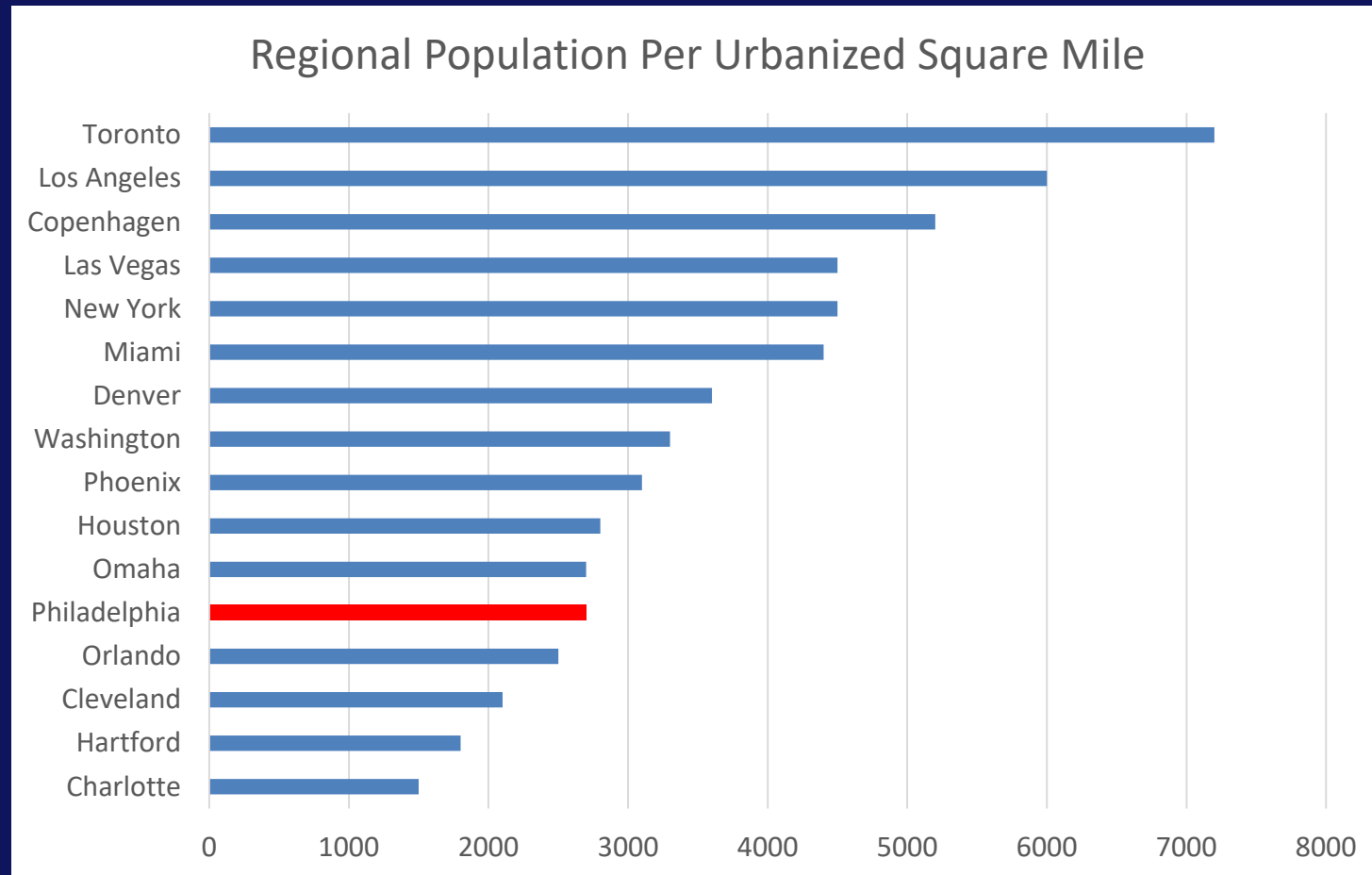


Figure 1: Density by Region. Source: Demographia, 2019

Density belongs in existing centers.

FIGURE 21: LAND USE VISION



Source: DVRPC, 2017

Density belongs in existing centers.



Density belongs in existing centers.



Density belongs in existing centers.

Case study: Village at Valley Forge

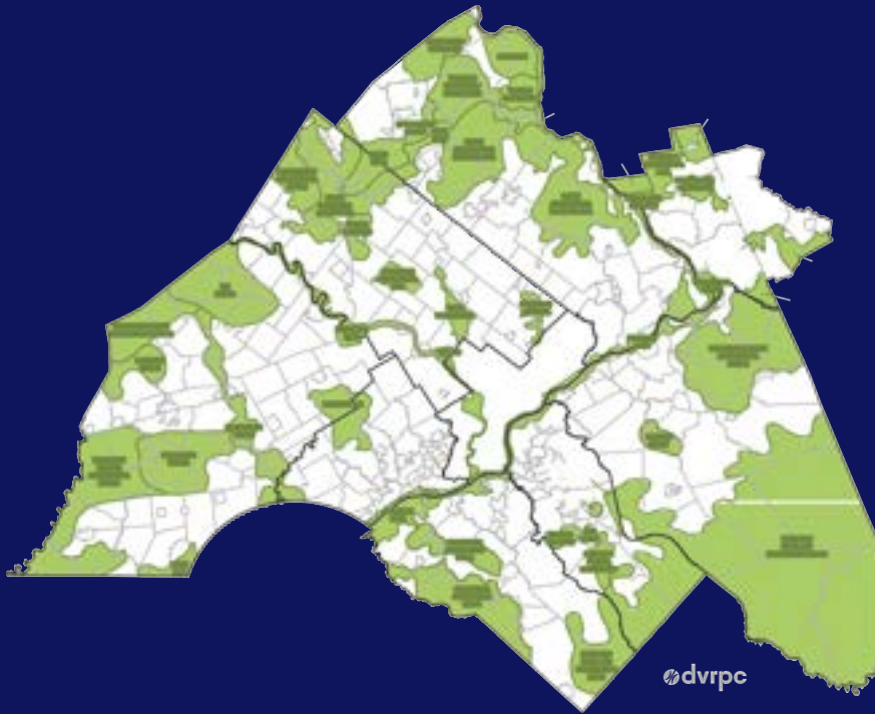


YES to open space preservation.

Protected natural and agricultural lands preserve wildlife, promote recreation, and constrain sprawl.



Where density doesn't belong.



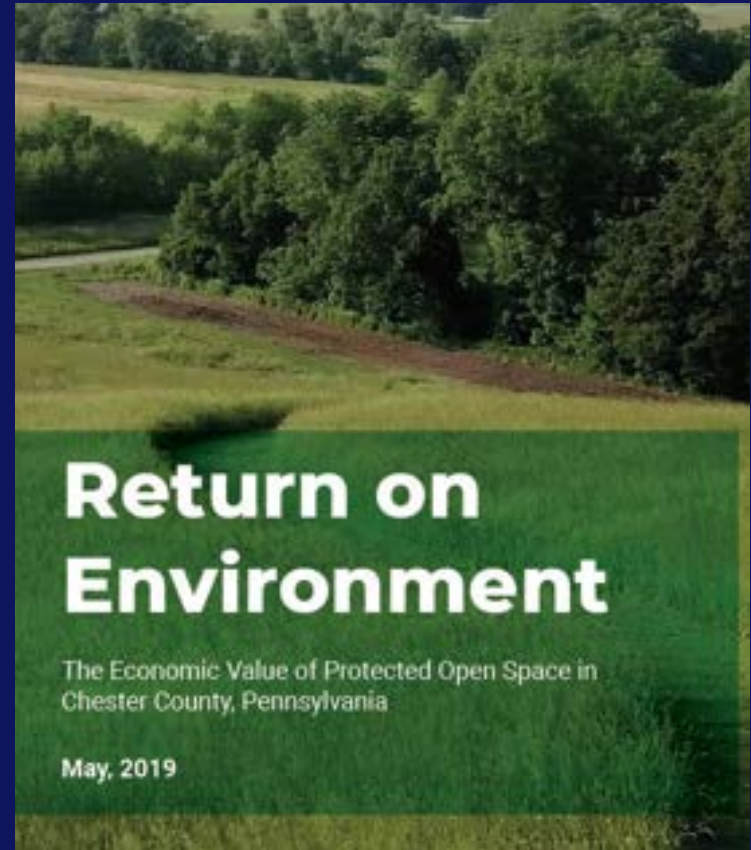
DVRPC: By 2045,
conserve 400,000
more acres

	2015
Developed Ac	1,000,000
Protected Ac	600,000
<u>Unprotected Ac</u>	<u>900,000</u>
Total Ac	2,500,000

Open space is good business.

- Home price appreciation
- Stormwater benefits
- Health benefits
- Fiscal benefits

FOR EVERY	\$1	IN TAXES RECEIVED
Residential Costs		Farmland and Open Space Costs
\$1.11		7¢
FOR COMMUNITY SERVICES		



Source: Chester County, Return on Environment, 2019.

YES to walking, cycling, and transit.

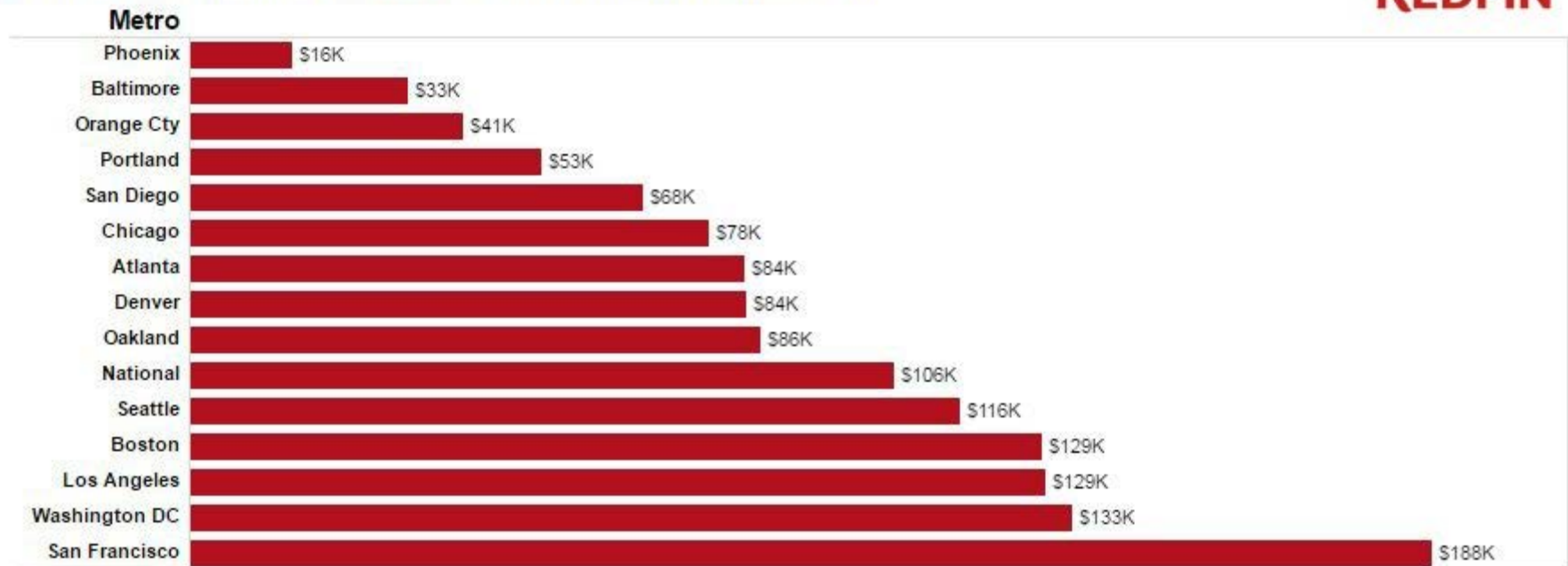
Practical transportation options strengthen local economies, improve public health, and reduce congestion.



Consumers pay for walkability.

Home Price Premiums for Increases in Walk Score from 60 to 80

REDFIN





- Walkable to transit: Septa regional rail & trolley
- Next door to brew pub and walkable to 30 restaurants
- Adjacent to Delco park
- Prices high \$500s–low \$600s
- Walkscore 76



- Not walkable.
- Conventional front-loaded subdivision
- Prices in \$400s
- Walkscore 4

Active transportation supports property values.

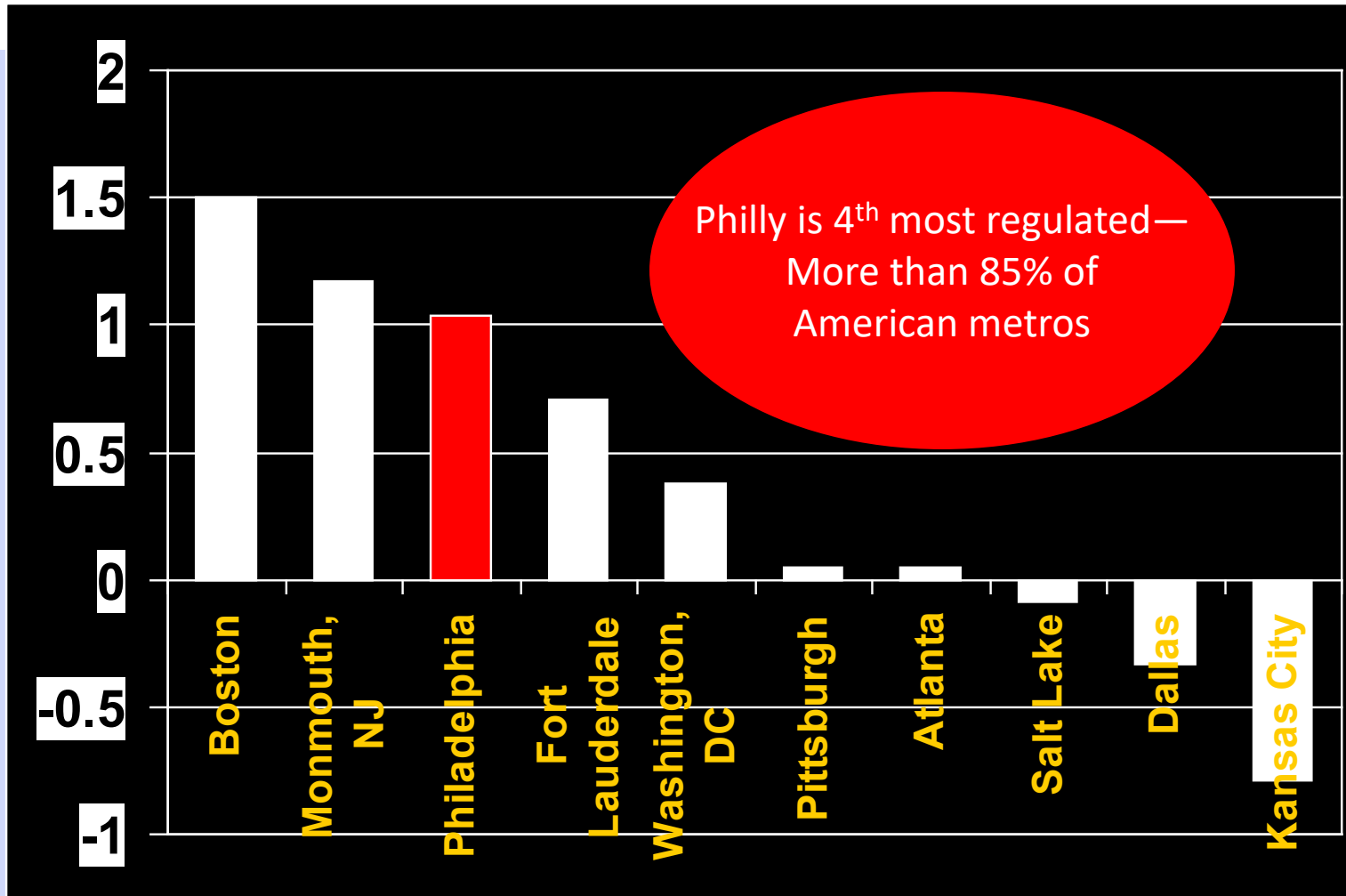
- Radnor Township – trail raised property values by \$70,000
- “Fifty-two percent would like to live in a place where they do not need to use a car very often; this includes 63 percent of Millennials and 64 percent of renters. “ ULI, America in 2015.

YES to cutting the red tape.

Complex approval processes increase costs and discourage small-scale entrepreneurs, creative design, and affordable housing.



PHL is among the most regulated



Source: Gyourko, Saiz, and Summers, "A New Measure of the Local Regulatory Environment for Housing Markets," 2006, Wharton School, University of Pennsylvania.

Hurting the little guy.



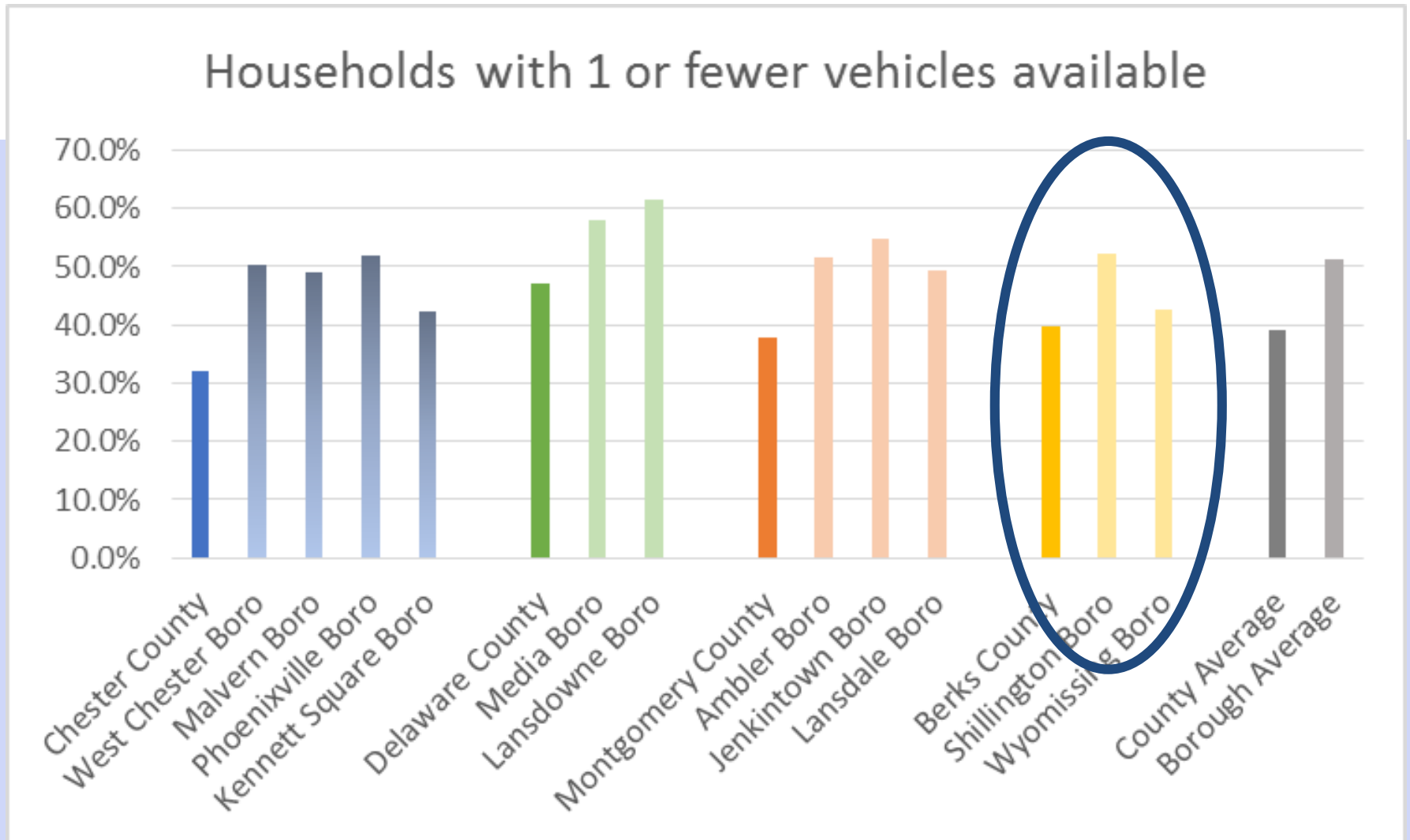
Photo credit: [Mark Stehle](#)

YES to removing parking minimums.

Minimum parking requirements inhibit redevelopment, increase costs, and promote traffic.

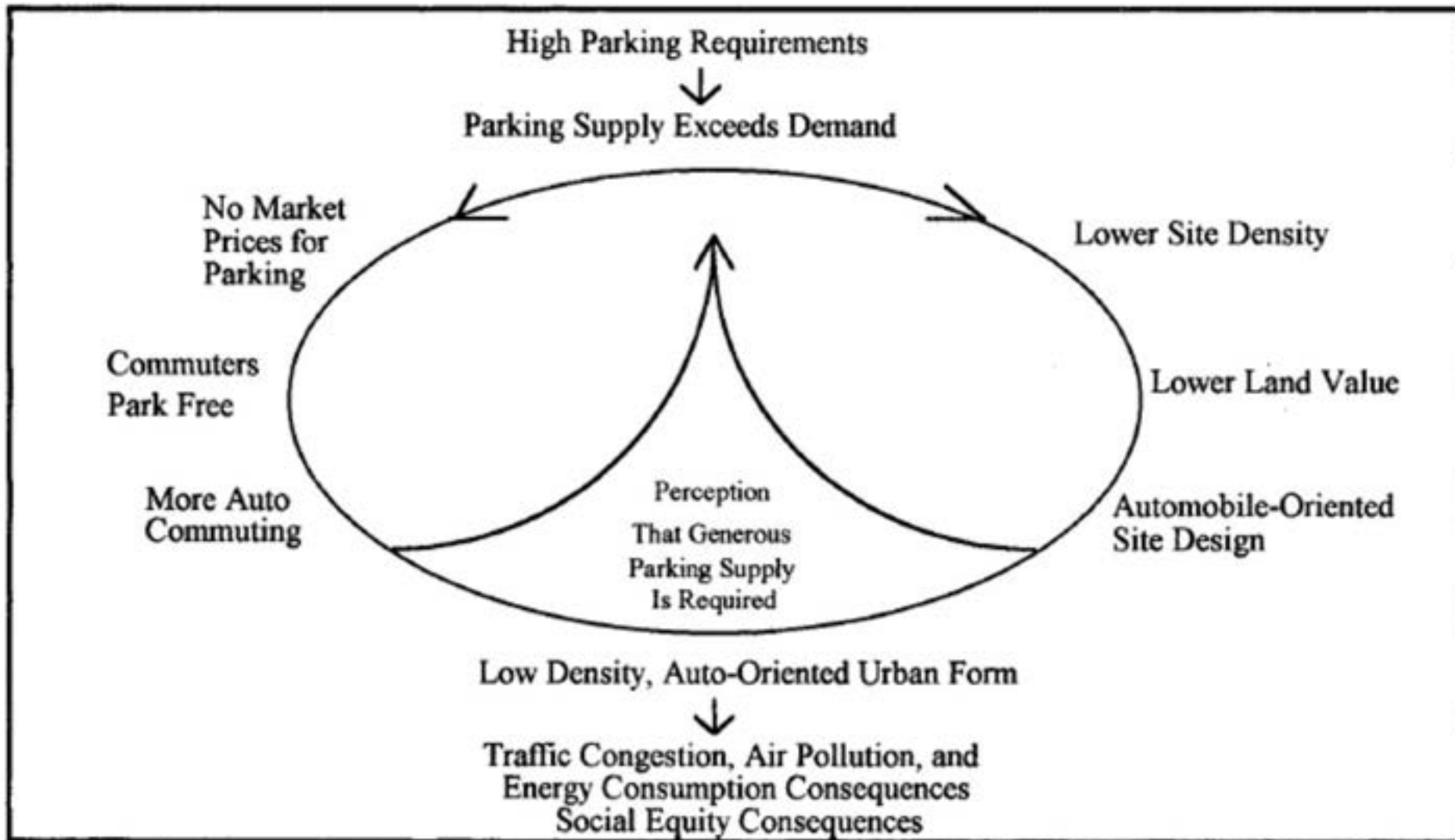


½ of HH in many boroughs own 1 or fewer cars



US Census Bureau, American Community Survey 5-year Estimates, 2016

Parking minimums add costs.



YES to infrastructure reinvestment.

Infrastructure that supports existing centers has more fiscal and environmental benefits than building new, and should be prioritized.



Letting our house fall apart.



Should we spend \$835MM on this?





YES to density where it belongs.

Compact development in established centers leverages existing infrastructure, provides housing choices, and reduces development pressure on open space.



YES to open space preservation.

Protected natural and agricultural lands preserve wildlife, promote recreation, and constrain sprawl.



YES to walking, cycling, and transit.

Practical transportation options strengthen local economies, improve public health, and reduce congestion.



YES to cutting the red tape.

Complex approval processes increase costs and discourage small-scale entrepreneurs, creative design, and affordable housing.



YES to removing parking minimums.

Minimum parking requirements inhibit redevelopment, increase costs, and promote traffic.



YES to infrastructure reinvestment.

Infrastructure that supports existing centers has more fiscal and environmental benefits than building new, and should be prioritized.



Join us as we say
YES
to a **Greater Philadelphia.**

PHOTO BY
STEPHANIE CAVACINI
DELAWARE VALLEY REGIONAL PLANNING COMMISSION



Thank you!

www.delawarevalleysmartgrowth.org

