

## Buildings & Infrastructure – Land Use Planning & Development

**Recommendation #1** - Promote and incentivize development patterns that support alternative modes of transportation, e.g. transit, walking and biking, to minimize greenhouse gas emissions from transportation and land use. Avoid “leapfrog,” sprawl-type development that is typically auto-dependent. Foster walking, biking, and transit as essential elements in all City land use planning and development

**Estimated Annual GHG Reduction**

**(Unknown) Metric Tonnes**

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### Summary of specific issues

According to the 2000 Census, only 3.9% of workers in Kansas City, MO, use transit for their daily commute, 2.1% bicycle or walk, and 2.7% work from home. The regional household travel survey (<http://www.marc.org/transportation/pdf/travelsurveyreport2003.pdf>) indicates that alternative transportation modes are used more extensively in the urban core vs. the suburbs and other areas, suggesting that proximity to destinations and access to transit play a role. Large-scale developments and transportation hubs (airport, rail freight, and interstate roadway) could very likely be at odds with sustainable land use planning practices.

A more adaptive land use pattern in which distances between residences and employment, amenities, and necessities are shorter will reduce the number of vehicle miles travelled by increasing alternative transportation usage and reducing the distance travelled by single-passenger vehicles.

Municipal land use planning, consistent with sound development policies, *should favor and incentivize*:

- Infill development that supports compact, walkable, cost-effective communities that optimize the use of existing built infrastructure and minimize the need to increase basic public services, e.g. police and fire protection;
- New development that supports alternative modes of transportation, including transit, walking, and biking.
- Development that is contiguous to existing infrastructure to minimize costs associated with new infrastructure, e.g. roads, sewer and water, for leapfrog type development.
- Development that incorporates good stewardship of natural resources, e.g. woodlands, which may offset greenhouse emissions.

City policies, programs and incentives should *strongly discourage* development that:

- Diminishes access and/or convenience to alternative modes of transportation.
- Promotes more auto-dependency among residents and users of businesses or services in a new development.

City policies and incentives should be evaluated and directly tied to the “true” cost of “greenfield” development, including public subsidies needed to expand infrastructure to support the development, e.g., new roads, sewers, water service, and expansion of basic public services.

Ideal municipal development “nodes” (geographic subdivisions similar in scope to Brookside, Country Club Plaza, Crown Center, or North Kansas City’s Northgate Village) should be self-sustaining to the extent that there is a diverse mix of land uses, including amenities conducive to a 24-hour “live/work” environment. This should also include mixed-income housing to support multiple stages of a family’s lifecycle. Mixed-use development at the neighborhood scale is important so that residents have easy access to amenities such as food, entertainment, household goods, etc. In discussing the nature and content of live/work nodes, we must consider our fundamental human needs: water, food, shelter, sanitation, a healthy environment, health care, energy, jobs, and education. Access to amenities outside of each “node” should be provided through alternative transportation options. Developments should incorporate sustainable building practices to increase energy efficiency and reduce environmental impact.

### Strategy/action plan

1. Through application of existing codes, incentives to developers, and revision of codes, encourage a more compact, mixed-use, interconnected development pattern structured around existing development and defined centers. This pattern must also provide for increased bicycle/pedestrian access to destinations and transit stops. These measures include, but are not limited to:
  - a. Streamline the permitting process for infill development projects.

- b. Support and adopt ordinances that facilitate infill development, such as reducing parking requirements, especially along transit routes, promoting increased density, zoning for mixed-use development, and increasing walkability (universal access).
  - c. Offer incentives such as tax abatement or exemptions from city earnings taxes in infill areas.
  - d. Support and adopt ordinances that facilitate shared parking at a development scale and reduced parking requirements, especially along transit routes.
  - e. Concentrate utility capital investments in areas that are currently or easily served by existing utilities. City utility expansion should not fuel “leapfrog” development. This should include an audit of the Water Services Department to see where water and sewer lines are being laid, and assess whether the locations promote infill or sprawl.
  - f. Promote the use of grant and loan programs that encourage infill and transit-supportive development. For example:
    - Prime rate development loans for infill.
    - Community Improvement Districts and Neighborhood Improvement Districts – access grants or impose a ½-cent sales tax for neighborhood-scale improvement.
    - Support location-efficient mortgages, which enables borrowers to secure a mortgage (or larger mortgage) if their transportation costs will be lower due to their homes’ proximity to work or transit routes
  - g. Incorporate adequate industrial opportunities, including the handling of municipal solid waste, in land use allocation within the City limits.
  - h. Provide space at key locations for park-and-ride facilities.
  - i. Support a park-and-boulevard system to provide green space, alternative transportation routes, and to enhance neighborhood quality.
  - j. Promote “neighborhood schools” in scale and walkability vs. regional campuses that everyone has to drive to. Work with the KC School District in this effort.
  - k. Provide incentives for and educate about Brownfield redevelopment. Educate businesses, developers and financial institutions on the viability of Brownfield reuse and redevelopment via periodic 'How To' workshops, funded by for-profit Brownfield service providers, including case studies of successful area projects undertaken with support from Brownfields programs.
  - l. In cooperation with developers, assess the climate impact of all major development proposals brought to the City for approval and provide information and assistance to developers who are interested in reducing and/or offsetting any negative climate impact.
2. Support all aspects of the City’s comprehensive plan (FOCUS) and the new development code which foster alternative modes of transportation and more sustainable land use.
    - a. Review and update or rewrite the City’s comprehensive plan to reflect a greater emphasis on reducing greenhouse gas emissions, increasing sustainable development, and supporting access to alternative transportation.
    - b. Include a sustainability, greenhouse gas emission, and climate impact analysis in all Area Plans developed by the Planning Department.
    - c. Ensure that City Council and staff are well-trained in implementation of the City’s master plan and the new development code through a comprehensive workshop on the key components of these plans. Clearly identify and emphasize the multiple benefits of implementing these strategies.
    - d. Incorporate a commitment to and responsibility for the principles of sustainable development embodied in the City’s master plan into all high-level City administration positions. This responsibility and accountability should be clearly outlined in currently-existing and future job descriptions, as well as explicitly evaluated during the hiring process.
    - e. Give high priority to interdepartmental communication to insure that all development plans are compatible with its sustainability goals.

3. Engage other municipalities in the region, especially those that have committed to the U.S. Conference of Mayors Climate Protection Agreement, in a regional agreement to promote infill, limit sprawl, and support transit. This agreement should recognize equal opportunities for development and property and sales tax revenues for all municipalities while still promoting a sustainable land use pattern and supporting alternative transportation.
4. Support a public education, marketing, and code-enforcement campaign that fosters alternative transportation use and more compact development and explains the detriments of sprawl-type development. Partners within the financial, development, nonprofit, and business communities should be engaged to support and enhance these campaigns. Elements of this campaign include but are not limited to:
  - a. Publicity and subsidies to increase transit use.
  - b. Reducing subsidies to build roadways and other infrastructure which supports sprawl-type development.
  - c. Demonstration projects, especially in underserved communities.
  - d. Highlighting existing or new local sustainable projects.
  - e. Maintaining strong, effective code enforcement to assure property maintenance.
  - f. Encouraging financial institutions to invest in infill development.

**Estimated greenhouse gas reduction to be achieved –** \_\_\_\_\_ **(Unknown)** **(Metric) Tonnes**

**Implementation responsibilities/assignments**

<p><input checked="" type="checkbox"/> <u>Municipal</u> Review and update existing codes.</p> <hr/> <p>Review and highlight FOCUS for alternative transportation-oriented mandates and greenhouse gas reduction strategies.</p> <hr/> <p>Begin training program for City staff and Council members on FOCUS and the development code.</p> <hr/> <p>Streamline permitting process for mixed-use, transit-oriented development.</p> <hr/> <p>Solicit lending agencies to begin providing location-efficient mortgages.</p> <hr/> <p>Continue supporting transit options, including light rail.</p> <hr/> <p>Prioritize bicycle/pedestrian facilities for maintenance or expansion. Ensure maintenance, retrofitting, and expansion is completed in a timely fashion.</p> <hr/> <p>Review and update City master plan.</p> <hr/> <p>Begin education and marketing campaign to highlight transit, walking, biking, trail use, and mixed-use neighborhoods.</p> <hr/> <p>Ensure coordination between Parks and Recreation and Public Works for development and maintenance of park and boulevard system, landscaping, trees, and trails.</p> <hr/> <p>Foster metro-wide cooperation on regional land use planning issues, especially with those municipalities that have signed the U.S. Conference of Mayors Climate Protection Agreement</p>	<p><input checked="" type="checkbox"/> <u>Community-wide</u> Participate in regional initiatives such as “Bike to Work Week”</p> <hr/> <p>Participate in public engagement opportunities related to transit</p> <hr/> <p>Participate in public engagement opportunities related to development projects</p> <hr/> <p>Support tax initiatives to subsidize transit</p> <hr/> <p>Municipalities that have signed the U.S. Conference of Mayors Climate Protection Agreement participate in regional collaboration and planning on these issues</p> <hr/>
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**Multiple benefits anticipated (in addition to greenhouse gas reductions)**

- ✓ Quality neighborhoods: Walkable neighborhoods are more accessible and attractive;
- ✓ Better air quality: Transportation accounts for 1/3 of smog-forming pollutants;
- ✓ Better water quality: Development and maintenance of parks, greenways, and trees will mitigate runoff and filter pollutants;
- ✓ Better regional health: Those who use walking and biking for transportation typically experience less obesity, diabetes, and other health problems.

**Timeline for implementation - 2008-2009**

2008 - Review of FOCUS; conduct FOCUS-related workshops; update City communication procedures surrounding FOCUS; update City administrative job responsibilities; update permitting process; engage Brownfield development companies; and partner with other municipalities to examine regional growth.

2009 – Review zoning and future land use for suitable locations for infill developments of all types; identify current extent of utilities and plan future utility expansion only to respond to need; choose opportunities for providing incentives for sustainable development patterns; begin outreach and marketing; continue work with other municipalities.

**Inventory of Existing Initiatives**

- ✓ FOCUS KC;
- ✓ Development Code;
- ✓ KCATA (both bus and light rail);
- ✓ Citywide Trails Plan and PIAC recommendations;
- ✓ MARC Bicycle/Pedestrian Advisory Committee and regional bicycle/pedestrian coordination;
- ✓ Resource: Transit-Supportive Development Guidebook:  
[http://www.marc.org/transportation/pdf/TSD\\_Guidebook.pdf](http://www.marc.org/transportation/pdf/TSD_Guidebook.pdf) ;
- ✓ Resource: Creating Walkable Communities:  
[http://www.marc.org/Community/pdf/walkable\\_communities.pdf](http://www.marc.org/Community/pdf/walkable_communities.pdf);
- ✓ Resource: Creating Quality Places: <http://www.marc2.org/cqp/overview.asp>

**Buildings & Infrastructure – Land Use Planning & Development**  
**Recommendation #2 - Preserve and enhance green space and trees**  
**Estimated Annual GHG Reduction**

**7,263 Metric Tonnes**

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**Summary of specific issues**

Trees and green space are being destroyed as development occurs. Also, many existing residential, commercial, industrial and governmental properties and right-of-ways (including those beyond KCMO) are not well-treed. In addition to sequestering carbon, properly placed trees and other vegetation reduce energy use by reducing the urban heat island temperatures, decreasing the energy demand on power plants. For every 1 degree Celsius of temperature increase, a City's demand for electricity increases 3-4 percent.

**Strategy/action plan**

- A. Establish a tree canopy goal for the entire city of at least 40% overall. Canopy cover goals can vary by land use types but overall should exceed 40%. Work to achieve this goal using a combination of efforts on City as well as non-City properties.
- B. Revise, initiate and/or provide support for programs that encourage planting, preservation, and management of city-owned trees and green space.
  - 1. Revise the Kansas City parkland dedication requirements to:
    - a. Give the City the option to take land or cash instead of the developer having that decision and;
    - b. Add parkland dedication requirements for commercial and industrial developments. Nearby green space helps cool the environment, reducing energy needs. This is particularly important in these types of developments where there are large roof areas and/or large paved areas (compared to residential developments).
    - c. Further review the requirements for any other changes that may aid in increasing or maintaining green space.
  - 2. Support development and acceptance of a City-wide urban forestry management plan that includes planting, preservation, and management of City-owned trees and forests. In addition to planting, maintenance of existing trees is essential to maximize the benefits trees provide. Maintaining existing large trees produces more benefits in the short run than planting new trees. Both are important in the long run.
  - 3. Update and revise the current City tree ordinance (circa 1940's – 1960's) to promote and enable City tree management on City-owned properties.
  - 4. Investigate, develop, and support the implementation of strategies for using tree residue created by Forestry Operations and by developers' activities, to store carbon for the long term and to help provide local sources for some wood products.
  - 5. Update the 1893 Park & Boulevard System Plan for Kansas City, Missouri created by George E. Kessler (known informally as the Kessler Plan). Build upon the original *City within a Park* vision to incorporate current issues of sustainability, greenhouse gas reductions, reducing automobile dependence, and promoting infill, then rededicate the Plan and publicize it. Work through MARC to inspire other area municipalities to embrace the *City within a Park* vision. Consider Kessler awards, events, Kessler-certified developments, etc.
- C. Initiate and/or provide support for programs that encourage planting, preservation, and management of non-City owned trees and green space in the city, including commercial, institutional, industrial, governmental (non-City), and residential properties.

1. Develop and implement a tree preservation ordinance to keep existing tree cover. Maintaining existing large trees produces more benefits in the short run than planting new trees.
2. Support stream setback requirements, and promote tree preservation and new plantings adjacent to riparian areas.
3. Public education about trees will be necessary. To encourage tree planting on private property, the City can partner with Heartland Tree Alliance and other community groups. Consider the establishment of a tree fund for neighborhood groups to get more involved in tree-planting programs.
  - a. Tree planting on City property could possibly be a source of carbon offsets for businesses.
4. Review property tax issues and how they affect farmland and green space. Rising assessments due to surrounding development can force owners to sell out. Consider incentives and abatements to help prevent this problem.
5. Review City vacant lot management program for opportunities to increase tree canopy.
6. Explore Transfer of Development Rights (TDR) mechanisms.
7. Establish a Conservation Land Trust for conservation easements and transfer of development rights.
8. Include vegetation in infill.
9. Provide disincentives for green space development.

**Estimated greenhouse gas reduction to be achieved –** 7,263 **(Metric) Tonnes**

**Implementation responsibilities/assignments**

<p><input checked="" type="checkbox"/> <u>Municipal</u>          Revise Kansas City parkland dedication requirements--KCMO Parks and Recreation Department.</p> <hr/> <p>Develop strategies for using tree residue—KCMO Parks and Recreation Department, Forestry Division &amp; KCMO Public Works Department, Solid Waste Division.</p> <hr/> <p>Update the Park &amp; Boulevard System Plan(Kessler Plan)—KCMO Parks and Recreation.</p> <hr/> <p>Develop and implement a tree preservation ordinance to keep existing trees—KCMO Planning &amp; Development Department.</p> <hr/> <p>Review Property Tax issues and how they affect green space—KCMO.</p> <hr/> <p>Review Vacant Lot Management Program to increase tree canopy—KCMO City Managers Office.</p> <hr/> <p>Include Vegetation in infill—KCMO Parks and Recreation Department, Planning and Development Department, CIMO.</p> <hr/> <p>Provide disincentives for green space development—KCMO.</p>	<p><input checked="" type="checkbox"/> <u>Community-wide</u>          Public Education about trees—Community Groups and non-profit organizations.</p> <hr/> <p>Establish a Conservation Land Trust for conservation easements and TDR—Community Groups and non-profit organizations.</p> <hr/> <p>Support stream setback requirements—Developers.</p> <hr/> <p>Include Vegetation in infill—Developers.</p> <hr/> <hr/> <hr/> <hr/> <hr/>
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**Multiple benefits anticipated (in addition to greenhouse gas reductions)**

- ✓ Stormwater reduction;
- ✓ Improved air quality;
- ✓ Streets that encourage walking and bicycling;

- ✓ More people spending time outside due to more pleasant conditions, putting more eyes on the streets to help reduce crime as well as build a sense of community;
- ✓ Well-treed residential lots can sell for up to 15% more than similar properties without trees.
- ✓ In addition to being good for the homeowner, this helps increase the property tax base in the City; Reduced cost for pavement maintenance.
- ✓ Shaded pavement has been demonstrated to increase the amount of time between repaving and decrease pavement maintenance costs vs. unshaded pavement

**Timeline for implementation -**

**Inventory of Existing Initiatives**

- ✓ Develop and adopt an Urban Forestry Management Plan—KCMO Parks and Recreation Department, Forestry Division.
- ✓ Update and revise current Tree Ordinance—KCMO Parks and Recreation Department., Forestry Division.

## Buildings & Infrastructure – Land Use Planning & Development

### Recommendation #3 - Promote metropolitan food production using methods that reduce greenhouse gas emissions and sequester carbon

Estimated Annual GHG Reduction

(Unknown) Metric Tonnes

#### Summary of specific issues

The industrial food system is heavily-reliant on fossil fuel inputs to plant, harvest, process, package, and transport food as well as to manufacture and apply synthetic fertilizers and biocides. In order to reduce the ecological footprint of our food supply, we need to increase the percentage of food eaten locally that has been grown within the metropolitan area using methods that build organic matter in the soil—sequestering carbon—and minimize fossil fuel use for farm machinery, transportation, fertilizers, and biocides.

#### Strategy/action plan

1. Create urban agriculture zoning to foster fruit and vegetable production as well as small-scale animal husbandry on vacant land and lots within neighborhoods.
2. Ask the Board of Parks and Recreation to explore the possibility of opening up portions of City parks for use as community gardens, for-profit and nonprofit urban farms, and produce markets.
3. Through the City's website and publications, encourage residents to grow food in home and community gardens using methods that reduce greenhouse gas emissions and sequester carbon and to compost their food and yard waste to provide organic matter for urban gardens and farms.
4. Through the City's website and publications, encourage institutional entities including businesses, churches, and schools to make land available for community gardens and markets and to compost their food and yard waste to provide organic matter for urban gardens and farms. Provide recognition to businesses that participate.
5. Revise City property codes to explicitly allow tall garden plants, front yard gardens, and cover crops.
6. Eliminate City codes that are barriers to produce stands/farmers markets in neighborhoods.
7. Explore the possibility of emulating models being used in other metropolitan areas to help preserve urban farms and farmland, such as Land Trusts, purchase of development rights by municipalities, and conservation subdivisions.
8. Designate the promotion of urban food production using methods that reduce greenhouse emissions and sequester carbon as a priority in Community Block Development Grant appropriations.
9. Provide funding to Kansas City Community Gardens, the Kansas City Center for Urban Agriculture, and other nonprofit organizations to increase their support for community, home and commercial gardens in metropolitan Kansas City.
10. Establish a real estate tax abatement provision for privately-owned lands with no residences or businesses onsite that are operated as nonprofit community gardens.
11. Provide funding to the Kansas City Center for Urban Agriculture to help them expand their efforts to increase the number of urban farms in metropolitan Kansas City.
12. Establish an agricultural real estate tax rate for privately-owned land that is operated by for-profit urban farms.
13. Establish a fund to pay for soil remediation on contaminated lands to enable their conversion to urban farms and community gardens.

Estimated greenhouse gas reduction to be achieved –

(Unknown)

(Metric) Tonnes

#### Implementation responsibilities/assignments

Municipal

OEQ: Coordinate and publicize the efforts of the Parks & Recreation and Finance Departments. Look for opportunities to

Community-wide

For this recommendation to be successful, citizens and commercial farmers must seize the opportunity to grow food in the City

provide recognition to businesses that support the efforts.

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Parks & Recreation: Identify appropriate locations for community gardens and markets on parkland and publicize their availability to the public

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Finance: Explore the feasibility and appropriate levels of real estate tax reductions; administer the soil remediation fund

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### **Multiple benefits anticipated (in addition to greenhouse gas reductions)**

- ✓ A growing body of research shows that food grown in healthy soil, fertilized with compost and manure and rich in organic matter, is more nutritious than food grown with synthetic fertilizers. Given that fruits and vegetables begin losing nutrients as soon as they're harvested, shortening the time-lapse between harvest and consumption will also improve the nutritional quality of the food we eat.
- ✓ Community gardens and markets build relationships between neighbors, strengthening community.
- ✓ Converting City-owned land to community gardens and markets will reduce the amount of land that is mowed, producing cost-savings as well as GHG emission reductions.
- ✓ Local commercial production of food for local consumption keeps food dollars circulating in the City's economy
- ✓ Neighborhood composting of food and yard waste will reduce CO2 and other emissions from transportation and methane emissions from landfills, lower waste hauling costs, and extend landfill life.

### **Timeline for implementation -**

#### **Inventory of Existing Initiatives**

- ✓ Kansas City Community Gardens (KCCG.org)
- ✓ Kansas City Center for Urban Agriculture (KCCUA.org)
- ✓ Kansas City Food Circle (KCFoodCircle.org)
- ✓ Growing Growers of Kansas City (GrowingGrowers.org)
- ✓ KC Healthy Kids Food Policy Council initiative

## **Buildings & Infrastructure – Land Use Planning & Development**

### **Recommendation #4 - Lobby for changes in federal and state government policies that result in unsustainable land use patterns and urban sprawl**

**Estimated Annual GHG Reduction** \_\_\_\_\_ **(Unknown)** **Metric Tonnes**

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#### **Summary of specific issues**

The City's efforts to reduce greenhouse gas emissions will have limited effectiveness as long as the federal and state regulatory and economic policies that provide the framework for land use planning and development decisions continue to foster urban sprawl.

#### **Strategy/action plan**

1. Lobby the federal government in support of legislation that will begin to internalize the true costs of fossil fuel use and that reduce GHG emissions, such as a cap-and-trade plan and/or carbon tax. Such legislation could be broadened to internalize the true costs of smog-forming and particulate air pollutants as well as water contamination that result from fossil fuel use.

**Estimated greenhouse gas reduction to be achieved –** \_\_\_\_\_ **(Unknown)** **(Metric) Tonnes**

#### **Implementation responsibilities/assignments –**

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|---|---|
| <input type="checkbox"/> <u>Municipal</u><br>OEQ in coordination with the City's paid lobbyists | <input type="checkbox"/> <u>Community-wide</u><br>Through the Chamber of Commerce's Climate Protection Partnership, engage corporate lobbyists to encourage their support and consistency of message. |
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#### **Multiple benefits anticipated (in addition to greenhouse gas reductions)**

- ✓ Higher-density, mixed-use development, as envisioned in the FOCUS-KC plan, will become more appealing to homebuyers and developers
- ✓ Higher-density, mixed-use development fosters neighborhood relationships and healthy communities, reducing crime and the need for law enforcement
- ✓ Reduced and avoided infrastructure expansion and maintenance costs
- ✓ Improved air and water quality
- ✓ True cost internalization will foster the transition to a truly clean and renewable energy economy

#### **Timeline for implementation -**

#### **Inventory of Existing Initiatives**

## Buildings & Infrastructure – Land Use Planning & Development

**Recommendation #5 - The City will assess in advance the climate impact of its own development projects as well as those it provides direct City funding and/or economic development support to in order to promote sustainable land use policies and minimize urban sprawl**

**Estimated Annual GHG Reduction** \_\_\_\_\_ **(Unknown)** **Metric Tonnes**

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### Summary of specific issues

The City itself is a major landowner and engages in its own development projects in addition to providing direct City funding and economic development support to private developments. Some of the City's efforts, such as the KCI-area development and the Richards-Gebaur intermodal development plan, involve very large tracts of land and will have long-range land use consequences for the City. Consequently, the City must lead by example in the way it conducts its own developments and makes funding and economic development decisions.

### Strategy/action plan

1. The City will assess the climate impact of its own development projects in advance and design mitigation measures into the project in order to achieve climate-neutrality.
2. Any development requesting City funding and/or economic development support will be required to conduct an assessment of the climate impact of the project and this impact will be among the criteria evaluated when determining whether or not to grant the request. The City will offer assistance, to developers of such projects, in achieving climate-neutral development plans.

**Estimated greenhouse gas reduction to be achieved –** \_\_\_\_\_ **(Unknown)** **(Metric) Tonnes**

### Implementation responsibilities/assignments –

Municipal

Any City department promoting development of property owned by the City or direct City funding of development projects will conduct an assessment of the climate impacts of the project and be responsible for developing a mitigation plan for the project.

City will select a standard method for assessing the climate impacts related to development projects.

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Community-wide

### Multiple benefits anticipated (in addition to greenhouse gas reductions)

- ✓ The City leads by example and demonstrates the change it is suggesting for the development community as a whole. This will encourage others to do the same.
- ✓ Projects such as the KCI area and Richards-Gebaur redevelopment are “Mega” projects that will have profound, long-term impacts on the community. These projects will be conducted in a sustainable manner that will benefit the surrounding residents by preserving green space, minimizing traffic impacts, addressing air quality, water quality, and noise issues.

**Timeline for implementation -** 2008 – Enact a city policy with this requirement.

### Inventory of Existing Initiatives