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ACKNOWLEDGEMENTS

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Mid-America Regional Council (MARC)

Partner Jurisdictions: Participation from staff and stakeholders from the following partner jurisdictions contributed to the Model Sustainable Development Code Website and individual jurisdiction development code audits:
- Fairway, KS
- Gladstone, MO
- Grandview, MO
- Independence, MO
- Fairway, KS
- Prairie Village, KS
- Raytown, MO
- Fairway, KS

Consultant Team:
SUSTAINABLE CODE FRAMEWORK AND COMMUNITY AUDIT

INTRODUCTION
This code audit was completed as part of the Mid-America Regional Council Model Sustainable Development Code project. It was made possible by a Sustainable Communities Planning Grant from the U.S. Department of Housing and Urban Development, Office of Sustainable Housing and Communities. The Model Sustainable Development Code project is part of MARC’s Creating Sustainable Places initiative. For more information on the entire initiative, see http://www.marc.org/Regional-Planning/Creating-Sustainable-Places.

Approach
The Creating Sustainable Places initiative promotes a vision for VIBRANT, CONNECTED, and GREEN communities throughout the Kansas City Region. This 3-year program began in 2010 and involved more than 60 regional partners of local governments, state agencies, and civic, business and development organizations. A 40-member coordinating committee developed the 7 key principles for sustainable development in our metropolitan area.

The Model Sustainable Development Code project builds off of this vision and these principles. Through facilitated discussions with our stakeholder jurisdictions, 22 “Sustainable Development Concepts” were identified under these principles. While other sustainability issues may also be important to our region these concepts were identified as issues most impacted by our local development codes. With emphasis on these 22 concepts, the model sustainable development code website and development code audits are focused on the most pressing regulatory issues that are important to our region.
This project involves 2 main components – a model sustainable development code website and code audits of eight local jurisdictions.

**Model Sustainable Development Code Website**

The model code website is established as a resource for code examples from other jurisdictions – most outside of our region – that address the sustainable development concepts identified by our stakeholder jurisdictions. Rather than jump directly to regulatory language, the website first establishes the policy supporting each concept, lists benefits and outcomes from the policy, and identifies a range of regulatory strategies that implement each concept. Example codes are then provided as a resource for jurisdictions that support those policies. [http://codes.sustainable-kc.org/](http://codes.sustainable-kc.org/)

The model code website is organized under 3 main frameworks:

- **LEARN** – organizing the development code strategies and code examples around the 7 main principles and 22 sustainable development concepts.
- **CODE** – organizing the development code strategies around the table of contents of a model development code.
- **EXPLORE** – demonstrating the types of projects and project metrics that support the principles and concepts from the model sustainable development code.

The model code website is also part of a larger suite of on-line resources, including the Regional Indicators that help track our progress towards a more sustainable region with real time access to important data; a Natural Resources Inventory which includes highly refined data at various scales documenting existing resources and restoration opportunities that can allow natural systems to support development in our communities; and Envision Tomorrow and Visualization Tools that can help program and implement concepts within specific contexts. This suite of resources is intended to promote LOCAL ACTIONS, with IMPACTS ON PLACES, that produce REGIONAL OUTCOMES.

**Code Audits**

Eight of our stakeholder jurisdictions also participated in a code audit – evaluating their development code against the 22 sustainable development concepts. To initiate this process, each prepared a “policy profile”, ranking the sustainable development concepts from a 1 – high priority, to a 4 – lowest priority. This profile gives an order of magnitude gauge on which issues are most relevant to each community’s context and current planning priorities, and it helps tailor an action plan for code updates to each jurisdictions needs.

Evaluating how development regulations impact sustainability goals requires a two-part analysis. First, consider whether the regulations present barriers – provisions that prohibit or limit the application of “best practices” towards any specific sustainability objective. Second, and perhaps most importantly, consider how effectively the regulations limit, close loopholes or prohibit other competing practices that undermine broader sustainability issues. This two-part analysis can result in a more integrated code by identifying
where the development code is strong, silent, or weak on certain principles, and identifying where some sections may undermine other related principles and concepts.

This report is a summary of the Fairway audit. The audit was conducted through an independent review and separate discussions with key staff. The audit represents a snapshot of the current regulations, highlights strengths and weaknesses with regard to the 22 Sustainable Development Concepts, and identifies an action plan to address the cities’ specific sustainability priorities as development and redevelopment occurs.

The audit organized under the 7 key principles for sustainable development: Reinvestment; Transportation Choice; Housing Choices; Corridors and Activity Centers; Design for Healthy Lifestyles; Unique Community Characteristics; and Resource Conservation and Energy Efficiency. Under each topic, this report contains:

- **Principles & Concepts** - a summary of each Principle and how the Sustainable Development Concepts impact common sustainability metrics for comprehensive planning and development;

- **Opportunities and Applicability** – a quick observation of how the each Principle and the supporting Concepts could apply to the jurisdictions’ physical and planning context.

- **Code Analysis** - Analysis of how well the development code relates to each concept and typical regulatory objectives, including identification of barriers or loopholes.

- **Potential Action Steps** – Options to consider for future updates to the regulations (note: more information and examples of these action steps can be found on the Model Sustainable Development Code website.)

An action plan is also provided that prioritizes some of the potential action steps based on those that are most easily achievable under the cities current plans and policies (as opposed to those that need broader programs and community input to support them) and those that are most aligned with the cities “policy profile” filled out at the beginning of the audit process. A section by section list of raw comments used to evaluate the code, guide the analysis and determine the rating is included as an appendix to this report. These sections can be used by staff to help prioritize potential action steps, address emerging issues, and improve the Codes performance on certain sustainability concepts.
SUMMARY
Each section – and sometimes specific sub-sections – of the City’s development regulations was scored against the 22 Sustainable Development Concepts. Sections that had no real impact on the principle were given no score. The rating system ranged from 1 to 5, with one being a direct conflict with sustainable development principles, and a 5 being directly supports sustainable development principles. Also, staff and stakeholders filled out a relative priority policy profile” to indicate which of the 22 concepts were most important to the City (using a 1 to 4 scale), considering its physical context, issues and opportunities, or current planning and policy positions. In this way the raw objective scores of the code audit can be compared to the issues that are most important to the city currently, as well as identify any emerging or long-range issues to be concerned about.

Fairway’s development code scored in the mid-range for several categories (2.7 to 3.3 - neither directly supports nor directly conflicts with sustainable development concepts and CSP principles), including some of the City’s high or moderate priority issues on the relative priority policy profile. This indicates a fair to neutral correlation of the City’s policies with the development code, suggesting that improvements in these categories are still necessary. Some of the City’s high or moderate priority issues did score low. The lowest scores include Age in Place (2.4), Green Infrastructure (2.0), Energy Efficient Buildings and Sites (2.3), and Renewable Energy (2.5) (all in the “indirect conflicts” or “direct conflicts” range).

The highest rated concepts – Optimize Parking (3.6), Compact, Walkable Centers (3.4) and Pedestrian Oriented Public Realm (3.4), were high or moderate priorities reflecting a good correlation between regulations and priorities.
The relative priority is based on a rough ranking of strategies that are of immediate or intermediate importance to the City. Those with low priority are not necessarily unimportant, but rather may take longer and more involved policy discussions before they become a key part of the city’s planning program and regulatory strategies.
REINVESTMENT
Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.

CONCEPTS

Infill / Rehab Housing
Infill development and rehabilitation of existing buildings helps find space for new homes within our established communities. Designing infill developments in ways that work well with their surroundings and retool property for productive use and modern needs keeps our neighborhoods, corridors and activity centers strong.

Repair Strip Corridors
Strategic investments and better land use transitions can restore value to our corridors. Car-oriented corridors reach a point of diminishing returns as each additional business competes for the visibility, access, and space needed to capture traffic and accommodate cars on high-volume streets. Coordinating public and private investments to create places for people, and connecting these places to supporting land uses can repair our declining corridors.

Strong Suburban Downtown
Strong downtowns attract investment, create a community identity, and provide a place for people to gather and walk. A vibrant and connected downtown increases the resiliency of our communities and adds diversity to our economy.
Fairway: Opportunities and Applicability

Fairway is a predominantly single-family residential community. The quality housing stock and good location within the metropolitan area will mean that infill and redevelopment opportunities will involve rehabilitation / rebuild within the existing development patterns. The existing street networks and development patterns mean that very little “Strip Corridor” development has occurred. With approximately 95% of the community as residential, the “Strong Suburban Downtown” concept is not directly applicable to Fairway, although some of the principles more specifically captured in the “Compact Walkable Centers” concept can apply to the Fairway Shops and any long-range redevelopment of the office park area.

CODE ANALYSIS:

Through a review of the Fairway Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

• The R-2P district presents an option for large-scaled infill projects that may introduce housing options through a planned development. However locations for these types of projects will be fairly limited due to the City’s context and stable neighborhoods. Further, as a planned district, the details of building scale and neighborhood design could be strengthened to make explicit how application of this district will meet the intent and city policies.

• There is a strong market rehabilitation of the cities existing housing stock, and the current regulations strike a balance between supporting that market and preserving the existing character of the neighborhoods. Recent updates to the zoning ordinance aim to improve the interpretation of some of the more difficult issues and raise expectations through the development review process (more clear application criteria, intent statements with design standards, and some revised standards.)

• The current non-residential districts (B-1 Neighborhood District, B-2 Office District, and B-3 Planned Business/Mixed-use District) do have some standards that are susceptible to car-oriented site design, when repeated over multiple sites can result in “strip corridor” patterns. However the planning criteria and limited contexts where these districts can apply minimize this as a risk to the cities future development patterns.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Fairway should consider the following actions:

• Continue to monitor and log rehabilitation applications through various city boards and revisit the performance and interpretation of new standards and procedures on an annual basis.

• Consider adjusting the accessory dwelling unit standards for broader application in exchange for more specific standards that maintain the character and scale of neighborhoods.

• Consider supporting the R-2P district with more specific standards for small-scale, multi-unit building types, that can serve as “default standards” for the basis of any future residential redevelopment plans.
TRANSPORTATION CHOICE
Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.

CONCEPTS

Connected Street Networks
Connected street networks improve our access to daily needs and establish more valuable and efficient development patterns. Greater connections provide more direct routes, allow options for different routes, and make our communities more adaptable to long-range change.

Complete Streets Design
Well-designed streets provide a setting for commerce, a place for social interaction and offer a variety of transportation options. Streets and rights-of-way are one of our most valuable assets and one of the largest single landholdings in most communities. Designing these spaces to meet as many needs as possible and to better support abutting property will maximize the value to our communities.

Context Appropriate Streets
Context appropriate streets fit the physical setting and better support our distinct places. Varying street designs, even on a block-by-block basis, to account for different environmental conditions, different urban design goals, and different development patterns improves transportation choices.

Optimized Parking
Optimal parking solutions respond to the context and development patterns to improve access for people. Too much parking can be as big of a detriment to quality development as too little. When we mandate parking requirements, but fail to balance this with similar mandates that ensure access for people on foot, bicycles or transit, we limit choices.
Fairway: Opportunities and Applicability

The street network is largely established and additions to the network are not typically implemented through development regulations. However capital projects can benefit from an overall street-design program that better blends transportation, public realm design and development goals. The city’s major corridor – Shawnee Mission Parkway – is a state-controlled road that connects many communities, and it is highly car-oriented presenting significant barriers to bicyclists and pedestrians. However city policies and standards should influence what types of future capital investments are made in this corridor. Flexible parking strategies could benefit redevelopment and repurposing existing commercial areas.

CODE ANALYSIS:

Through a review of the Fairway Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- There are very few street design provisions in the development code indicating that street design probably has not been historically controlled through development regulations and development review.
- Some of the planned districts – which anticipate possible redevelopment of larger parcels do have some policy and design guidance for either the design of new streets, or internal circulation routes that function similar to public streets. These standards however do not have specific street cross-sections.
- The parking standards are fairly typical of most zoning codes, but do include some options for credits or flexibility through planning or site review which can minimize the negative impacts of too much parking and bring a balanced approach to “optimizing” site parking.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Fairway should consider the following actions:

- Consider incorporating outside references as guidance to street design using more multi-modal and urban design approaches (use National Association of City Transportation Officials Guidance.)
- Investigate a city-wide “complete streets” program incorporating pedestrian and bicycle needs; consider any development regulation updates that may be needed as an outcome of this process.
- Monitor and update the street tree standards in conjunction with the city-wide Tree Preservation ordinance and the recent site and landscape standards of the zoning ordinance.
- Consider specific street type standards for unique contexts, such as areas where the planned districts could be applied to larger redevelopment parcels.
HOUSING CHOICE

Housing choices for all ages, lifestyles, and income levels help support diverse communities and a healthy housing industry.

CONCEPTS

Diverse Housing Types

A greater range of housing types: affordable, market-rate and workforce housing makes our neighborhoods more stable and resilient to outside influences. Increasing the variety of housing options can better meet the changing housing demands of our population and supplies the broad range of housing needed for more complete communities.

Age In Place

Age in place communities allow people to live where they want despite changes in their housing needs. Diverse housing options allow people to remain in their neighborhoods, stay engaged in familiar environments and established relationships, and contribute to the broader community.

Mixed-density Neighborhoods

A wide variety of housing types within the same neighborhood strengthens community diversity and increases the number of amenities available to residents. Integrating a similar scale of lots, building footprints, heights and frontages allows different housing types to mix compatibly despite wide ranges of density, and establishes the distinct characteristics of our neighborhoods.
Fairway: Opportunities and Applicability

The largest extent of Fairway is stable single family neighborhoods. The quality housing stock and good location within the metropolitan area will mean that infill and redevelopment opportunities will involve rehabilitation / rebuild within the existing development patterns. The greatest opportunities for new housing choices exist as either integrating multiple uses in long-range redevelopment of the office park area, or with small-scale, multi-unit housing projects at strategic locations.

CODE ANALYSIS:

Through a review of the Fairway Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The R-1 zoning district encompasses most of the land area of the city, so the “housing choice” principles with respect to Fairway, and it’s role in the greater region are different than other communities. The standards do reflect choices within the limited range of housing included in R-1, based on the scale and character of different neighborhoods.

- Opportunities exist, to tailor accessory housing options to the cities specific context and housing policies, which are not currently allowed by existing R-1 standards.

- The R-2P district presents an option for larger-scaled infill projects that may introduce housing options through a planned development. However locations for these types of projects will be fairly limited due to the City’s context and stable neighborhoods. Further, as a planned district, the details of building scale and neighborhood design could be strengthened to make explicit how application of this district will meet the intent and city policies.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Fairway should consider the following actions:

- Consider adjusting the accessory dwelling unit standards for broader application in exchange for more specific standards that maintain the character and scale of neighborhoods.

- Consider supporting the R-2P district with more specific standards for small-scale, multi-unit building types, that can serve as “default standards” for the basis of any future residential redevelopment plans.
CORRIDORS & ACTIVITY CENTERS

Vibrant corridors connecting activity centers encourage new developments and public transportation while making efficient use of public and private assets.

CONCEPTS

Compact Walkable Centers

Concentrating more small-scale and diverse uses in compact patterns allows people to walk to shopping, school, jobs and entertainment. Arranging a greater mix of uses around a well-connected, pedestrian-scaled public realm builds valuable and enduring places, and it improves the overall economic and environmental performance of development.

Transit-Ready Corridors -

Connecting our most common trip origins and destinations along strategic corridors will better support local and regional transit lines. More housing choices, increased employment options, and direct connections to more walkable places prepare our corridors for better transit service.

Retail / Rooftop Relationships

A strong, well-connected and accessible market makes retail more successful. Improving the proximity and relationship between neighborhoods and the amount and types of commercial development they demand makes our corridors and activity centers vital and worthy of long-lasting investments.
Fairway: Opportunities and Applicability

Fairway is nearly 95% residential land use, and predominantly single-family homes. Commercial centers and transit-supportive development is not a large component of the community’s context and future development policy. However, it is central location to other nearby destinations beyond the city, and long-range infill and rehabilitation of current centers (office park area and Fairway Shops) present opportunities where these concepts can be strengthened through development regulations. More investment in small-scale civic spaces, and pedestrian-oriented streetscapes may be necessary to support these areas, as well as the existing small-scale neighborhood node on Mission Road.

CODE ANALYSIS:

Through a review of the Fairway Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The current non-residential districts (B-1 Neighborhood District, B-2 Office District, and B-3 Planned Business/Mixed-use District) do have some standards that are susceptible to car-oriented site design, when repeated over multiple sites can result in “strip corridor” patterns. However, the planning criteria and limited contexts where these districts can apply minimize this as a risk to the city’s future development patterns.

- The bulk of the city is currently zoned R-1 and consists of very stable single-family neighborhoods, so the existing context is not directly affecting the Retail/Rooftop Relationships or Transit-Ready Corridors concepts. However, the small-scale nature of existing commercial centers (and the standards of B-1) fosters a tight relationship of neighborhood serving uses with neighborhoods. The R-2P district does provide an opportunity for future development to serve these two concepts at limited locations with larger-scale formats and greater intensities.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Fairway should consider the following actions:

- Improve the public realm design standards (streetscapes and open spaces) and site design standards, particularly for the C-1, C-3P district to improve the pedestrian focus and create better relationships to adjoining neighborhoods.

- Create additional design standards (building types, street types, civic space types) as default standards for C-3P districts; consider application through specific plans for the office park area.
DESIGN FOR HEALTHIER LIFESTYLES

Places designed for active lifestyles with access to healthy foods can improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods.

CONCEPTS

Active Transportation / Living
Making walking and bicycling a safe, fun and convenient way to reach our daily needs improves public health. Active modes of transportation offer a combination of recreation, exercise, and transportation. Incorporating more social and physical activity into daily routines increases our quality-of-life and reduces environmental impacts of our lifestyle and transportation choices.

Access to Healthy Foods
The design of our communities impacts how we access and distribute food and what we eat. Better integrating a range of different food production and distribution options into our communities can increase our public health, strengthen our local economy and make better use of our landscapes.

Integrated Trail System
Trail systems connect our communities and natural areas, enhance our transportation networks and promote recreational systems. Integrating trail systems into our development patterns makes us more active and more engaged in our community.
Fairway: Opportunities and Applicability

Development patterns and infrastructure that could improve active transportation are largely established in Fairway and not directly implemented through regulations. Strategic prioritization of capital projects connecting existing destinations will be important to improve pedestrian or bike routes – either through on-street facilities or off-street trials (i.e. along creeks). The City’s access to healthy food is primarily dependent on destinations beyond the community, as well as maintaining the current small-format grocery store. The zoning regulations may impact the ability for smaller-scale food outlets and production (i.e. community garden, produce stands, or home-based food production, etc.)

CODE ANALYSIS:

Through a review of the Fairway Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- Bike and pedestrian priorities, particularly on street that connect important walking and biking destinations, are lacking since the regulations do not have many street design priorities.
- There are no standards in the regulations that impact (positively or negatively) policies regarding access to healthy food; this could be an interpretation issue or potential impediment to some of the emerging small-scale food production activities that are occurring in communities.
- There are no standards directly addressing the integration of trails or larger scale open space into development applications, indicating that this probably has not been historically controlled through development regulations and development review.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Fairway should consider the following actions:

- Consider incorporating outside references as guidance to street design using more multi-modal and urban design approaches (use National Association of City Transportation Officials Guidance.)
- Investigate a city-wide “complete streets” program incorporating pedestrian and bicycle needs; consider any development regulation updates that may be needed as an outcome of this process.
- Coordinate stormwater master planning, open space design standards and possible correlation with any city-wide bicycle and pedestrian planning; consider any development regulation updates that may be needed as an outcome of this process.
- Consider adding either as permitted, accessory or limited/conditional uses some of the small-scale food production activities.
UNIQUE COMMUNITY CHARACTERISTICS
Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.

CONCEPTS

Pedestrian Oriented Public Realm
A public realm designed for people establishes our most memorable and enduring community characteristics. The design of our rights-of-way and civic spaces, and the relationships of buildings to these spaces, shapes how we experience and perceive our communities.

Natural Resource Protection
Parks, open spaces and natural areas are defining features of our communities. Arranging our built environment in ways that emphasize valuable natural landscapes as a focal point of development enriches our communities and builds distinct, desirable places.

Tree Preservation
Maintaining our well established trees and planting the right tree in the right place builds long-term value in our communities. The urban forest does more than make our streets, parks and neighborhoods pretty; it provides valuable ecosystem services that reduce energy use, clean our air and water, and keep our communities vibrant, comfortable and healthy.
Fairway: Opportunities and Applicability

More investment in small-scale civic spaces, and pedestrian-oriented streetscapes may be necessary to better connect neighborhoods with existing commercial centers and improve the pedestrian-scale of the centers. Street designs associated with long-range redevelopment of the office park area also present an opportunity for an improved pedestrian-oriented public realm. As a completely built out community, one of the most significant natural features is the existing tree canopy consisting of private landscape and a large amount of mature street trees on many blocks.

CODE ANALYSIS:

Through a review of the Fairway Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- Some of the districts – particularly the planned districts – have either intent statements or design objectives and criteria that reflect policies for more pedestrian scale design. The larger scaled planned districts (R-2P and B-3P) could strengthen this as an organizing concept for any future redevelopment plans with specifics standards for different types of civic spaces or open space.
- The recent landscape and neighborhood design standards incorporate street tree provisions, and create an opportunity for coordination with the city-wide tree preservation efforts.
- The current site design and open space standards to not stress the opportunities for environmental performance of these open areas.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Fairway should consider the following actions:

- Improve the public realm design standards (streetscapes and open spaces) and site design standards, particularly for the C-1, C-3P district to improve the pedestrian focus and create better relationships to adjoining neighborhoods.
- Monitor and update the street tree standards in conjunction with the city-wide Tree Preservation ordinance and the recent site and landscape standards of the zoning ordinance.
- Improve specifications for on-site BMPs and alternative designs aimed at infiltrating stormwater (particularly with respect to parking areas).
RESOURCE CONSERVATION & ENERGY EFFICIENCY
Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.

CONCEPTS

Green Infrastructure
Using natural systems to serve development and designing development to incorporate natural systems can reduce costs and increase environmental performance of our communities. Green infrastructure preserves valuable ecological functions of our landscapes and emphasizes distinct characteristics of our communities.

Energy Efficient Buildings and Sites
More efficient building and site designs can improve environmental performance, increase our health, and reduce the life cycle costs of property investments. Building orientation and siting, landscape and site design, material selection, operation and maintenance practices, and the adaptability of our buildings and sites to future reuse all impact how much resources and energy we consume.

Renewable Energy
Development patterns and policies of our cities impact both our sources of energy and our use of energy. Retooling our cities for renewable energy – from the regional scale to the site scale – helps reduce our energy demand, increase our energy supply and efficiency, and make our communities more resilient, affordable and healthy.
Fairway: Opportunities and Applicability

Green infrastructure and “green street” designs may be incorporated into city capital projects based on stormwater master planning. The development regulations will mostly impact site-based green strategies to compliment the larger-scale systems that are planned through capital projects. The region as a whole is continuing to monitor the impact of the rapidly evolving green building and renewable energy practices.

CODE ANALYSIS:

Through a review of the Fairway Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

• The current site design and open space standards to not stress the opportunities for environmental performance of these open areas.
• There are very few standards addressing specific objectives dealing with the energy performance of buildings and sites, so the regulations neither support or appear to hinder “green building” objectives.
• There are no standards addressing small-scale, on-site renewable energy.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Fairway should consider the following actions:

• Improve specifications for on-site BMPs and alternative designs aimed at infiltrating stormwater (particularly with respect to parking areas).
• Develop standards for small-scale, on-site renewable energy systems.
• Coordinate stormwater master planning, open space design standards and possible correlation with any city-wide bicycle and pedestrian planning; consider any development regulation updates that may be needed as an outcome of this process.
The following action steps reflect “quick fixes” or updates that can be easily incorporated into the current development code structure and which may not need substantial planning or policy discussions.

- Incorporate outside references as guidance to street design using more multi-modal and urban design approaches (use National Association of City Transportation Officials Guidance.)
- Consider allowances for limited, small scale food production activities in certain districts.
- Create basic design standards or planning and design criteria (to support discretionary approvals) for landscape, stormwater performance and green infrastructure.
- Develop standards for small-scale, on-site renewable energy systems, for specific applicability to Fairway’s context; consider competing priorities (i.e. tree canopy, passive heating/cooling, etc.).

The following action steps are important to fully implement the Sustainable Places principles and concepts, but may require significant re-structuring of the development regulations and/or require more detailed planning and policy discussion prior to full implementations.

- Consider allowing accessory dwelling unit as limited, conditional or permitted uses in certain circumstances, and/or develop more specific design standards to ensure neighborhood compatibility.
- Consider a city-wide complete street program. Improve street design standards based on outcomes of this effort with a wide variety of street design types for different contexts.
- Enhance the R-2P district with a “building type” approach based on compact, small-scale, multi-unit building types as a basis for planned residential development.
- Create additional design standards (building types, street types, civic space types) as default standards for C-3 districts; consider application through specific plans for the office park area.
- Coordinate open space design, trail and landscape design, and green infrastructure standards with broader watershed planning activities; revise regulations to support outcomes if watershed planning.

**RECENT AMENDMENTS**

Recent Amendments: During this project, an update to the development regulations was conducted. It addresses a number of issues captured in the code audit comment log, including the following. (The application of these new updates should be monitored and considered in conjunction with some of the above short- or long-term actions as future updates occur):

- Clarify the site plan and development review procedure for exception, waivers, and variances (15-4-2.404).
- Support neighborhood and site design standards with intent statements and criteria for discretionary approvals (15-2.203 and 2.204)
- Update landscape and street tree standards; coordinate with city-wide tree preservation ordinance. (Site Design Standards – all districts; 15-4-3.201).
- Clarify lot split / lot merger standards (15-3-103 and 104).
Completed as part of the Creating Sustainable Places initiative for MARC: