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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
• Mission, KS
• Prairie Village, KS
• Raytown, MO
• Mission, KS

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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/

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 Gladstone 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.

Gladstone’s development code scored in the mid-range for several categories (2.6 to 3.3 - neither directly supports nor directly conflicts with sustainable development concepts and CSP principles). Some of the City’s high priority issues on the relative priority policy profile scored the highest - Strong Suburban Downtown (3.5), Natural Resource Protection (3.5), Energy Efficient Sites and Buildings (3.8), and Renewable Energy (4.6) (all in the “somewhat supports” or “directly supports” range). This indicates a good correlation of the City’s policies with the development code, although some improvements in these categories are still possible and indicated in the report. Some of the City’s high or moderate priority issues did score low. The lowest scores include Repair Strip Corridors (2.5), Complete Streets (2.5), Context Appropriate Streets (2.6), Compact Walkable Centers (2.6), Pedestrian Oriented Public Realm (2.3) and Mixed-Density Housing (2.3) (all in the “indirect conflict” or “direct conflict” range). In general, the concepts under the Housing Choices and Transportation Choices principle, and specifically concepts addressing the urban design and pedestrian characteristics of the public realm – scored lowest in the analysis of specific code sections and should be an area of focus.
### Rating Key:

1. Creates direct conflicts that likely prohibit best practices that most sustainably develop concepts and principles.
2. Creates indirect conflicts, somewhat undermines sustainable development concepts and principles.
3. Neither directly supports nor directly conflicts with sustainable development concepts and principles, but may miss an opportunity where these topics typically would be regulated.
4. Somewhat supports best practices and limits other practices that could indirectly undermine sustainable development concepts and principles.
5. Directly supports the best practices and prohibits other practices that could undermine sustainable development concepts and principles.

### Relative Priority:

- **High Priority**: This is currently in our existing policies.
- **Moderate Priority**: This is not currently in our policies, but a direction our community is interested in or it is currently in our policies, but other items are more important currently.
- **Low Priority**: This is currently not in our policies, and our community has not discussed it; or our community is interested in the direction but it is a long-term aspiration due to physical, political, or practical hurdles that must be addressed.
- **Not a Priority**: This is not in our current policies – it has either been discussed and decided against, or it is not applicable to our context within the region.

### Overall Rating:

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<th>CORRIDORS &amp; ACTIVITY CENTRES</th>
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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.
Gladstone: Opportunities and Applicability

Reinvestment efforts are focused on downtown. Momentum from this may present opportunities to improve corridors (North Oak, 72nd, and NE Antioch). Policies for nodal development and complimentary land uses may be necessary to eliminate strip development that undermines the long-term success of downtown. As downtown grows as a destination, infill and rehabilitation of homes in the adjacent neighborhoods will likely increase.

CODE ANALYSIS:

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

- There is a lack small-lot, small-scale and potentially multi-unit building types which will limit options for appropriate scale infill housing.
- The multi-family zoning and the redevelopment chapter (Ch. 125) relies on large-scale projects, reducing opportunities for more incremental redevelopment.
- In contrast to the P districts, the MXD District does a good job of integrating block-scale planning and design with flexible zoning provisions including goals, criteria, and processes.

POTENTIAL ACTION STEPS:

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

- Update the P district standards, guidelines or process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts (many are specifically identified in the Gladstone Comprehensive Plan as well, making the opportunity for improving this connection easier).
- Create standards specifically for small-scale, multi-unit building types, (as a zoning district or specific use type) and target application for infill and redevelopment areas.
- Revise the Cluster Housing District (RCH-1) to fit more infill / redevelopment contexts. Currently the standards only allow clustering that results in the same net density as R-1, and not clustering to meet a more compact of infill situation or to provide a new housing/neighborhood pattern.
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.
Gladstone: 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. North Oak Trafficway will remain the primary focus for future transit, and developing a critical mass of trip origins and destinations may be important to support viability of transit. Flexible parking strategies could benefit redevelopment – particularly in distinct areas such as downtown and redevelopment corridors.

CODE ANALYSIS:

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

- Over-reliance on references to industry standards and manuals can have a negative impact on street design; particularly if other city policies and plans have not adequately emphasized the public realm and urban design aspects of rights-of-way in supporting development. The design standards in the code are fairly generic so if these outside manuals control, inappropriate or out-of-context designs could result.
- The sidewalk provisions are fairly generic and the design and planning specifications may not be appropriate for all contexts of the community.
- The parking rates are high, and typical of car-oriented places; while flexibility is added in the planned districts (MXD) strategies to reduce parking may be necessary city-wide.

POTENTIAL ACTION STEPS:

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

- Improve street standards with a wide variety of street design types for different contexts (as opposed to simply functional classification); use these design types for capital programing and as part of a city-wide complete streets policy.
- Adjust sidewalk standards (currently generic city-wide requirement that may be too much in some context and too little in others) to reflect or defer to the different street types; in the absence of creating different street types allow other context-based considerations for sidewalk design, location and width.
- Add flexibility to reduce on-site parking and loading requirements.
- Clarify where and how additional guidance from outside street design manuals will be used – add specific references to comprehensive plan transportation policies and/or add new references that consider multi-modal and urban design functions of streets (Institute for Transportation Engineers’ Designing Walkable Urban Thoroughfares, and National Association of City Transportation Officials Urban Street Design Guide.)
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.
Gladstone: Opportunities and Applicability

Neighborhoods and development patterns are largely established, with relatively little “green field” development likely in the future. Different housing types will likely focus on downtown options, redevelopment in corridors, or strategic infill and rehabilitation near other catalyst projects (walkable districts, destinations, etc.). Options to meet diverse housing needs will need to be responsive to the opportunities and constraints presented by those contexts.

CODE ANALYSIS:

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

- Rigid segregation of residential zoning based on lot sizes will make blending densities and housing types difficult – whether in transition areas between neighborhoods or within neighborhoods with mixed housing types.
- While the P districts or MXD district could provide the opportunity for different housing types, more specificity on the range, scale and design of different building types can help raise expectations and improve implementation.
- The accessory dwelling unit provisions add options but are dated and lack guidelines for specific contexts.

POTENTIAL ACTION STEPS:

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

- Consider standards geared more to lot and residential building type combinations, rather than simply lot size and density – particularly for the small-lot or small-scale, multi-unit building types. An acceptable range of types can be included in a new zoning district or be used to give better criteria for existing residential districts or specifically for the P and MXD districts.
- Update or supplement the R-2 standards to allow buildings similar in scale to a single family home. Currently it merely doubles the R-1 standards and allows you to attach the dwellings, which will result in an out-of-scale pattern where two houses appear pushed together, as opposed to a similar scale home with two units in it.
- Revise or replace the R-3 district, or supplement with a new district, that allows more compact, or urban form of multi-family dwellings to support walkable centers and for infill along corridors. The current standards will push multi-family into larger scale projects (to meet buffers, setbacks and density) and result in automobile oriented sites and areas.
- Adjust the R-4 district with a better match of building type and density. Currently it allows very tall buildings, but then requires large setbacks. Yet it also has fairly low density. This creates a mismatch in the development standards could result in patterns that do not support compact, walkable or transit-supportive development (one of the primary benefits of increased density.)
- Update that accessory dwelling unit provisions (“servants quarters”) for more current neighborhood design issues, aging in place conditions, and target the applicability of this to specific locations / neighborhood contexts.
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.
Gladstone: Opportunities and Applicability

Downtown is the primary walkable center for the community. Smaller scale nodes on corridors could provide some neighborhood-scale services and support proximate neighborhoods. Continued focus on North Oak as a higher intensity, potentially transit-ready corridor will provide a mix of residential and commercial uses (trip origins and destinations).

CODE ANALYSIS:

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

• The generic street standards may make it difficult to establish pedestrian-oriented streets as the framework for walkable centers and transit corridors.
• The ability to mix a greater range of housing types in and around centers and near corridors will likely be limited to only the P or MXD zoning districts.
• Overall the MXD district is very strong on principle and guidelines for walkable centers (and supported by strong policies in the Comprehensive Plan as well)
• Application MXD/comprehensive plan principles to corridors or smaller scale areas outside of downtown may need to be improved. The Local Business district includes primarily automobile oriented design and development standards for small-scale neighborhood commercial.

POTENTIAL ACTION STEPS:

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

• Update the P district standards, guidelines or process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts (many are specifically identified in the Gladstone Comprehensive Plan as well, making the opportunity for improving this connection easier).
• Revise or supplement the C-1 district to allow smaller scale buildings and uses in a compact and walkable pattern. Currently the standards will create automobile oriented sites, so all pedestrian-oriented design will require a P district OR use of the MXD district.
• Consider how additional design and specifications for residential building types, street types, and open/civic space types (recommended for other sections of the zoning ordinance) could add greater expectations and planning criteria for the MXD district. (see section 7.161.050) [Note: the MXD district is very strong in terms of policy, process and design criteria, but it still will require a special review and process to implement.]
• Add flexibility to reduce on-site parking and loading requirements particularly for the MXD district which currently allows this only by discretionary approval.
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.
Gladstone: Opportunities and Applicability

Development patterns and infrastructure that shapes active transportation are largely established and not directly implemented through regulations. Strategic prioritization of capital projects near existing destinations or on priority routes will be important. However plans, conceptual designs and policies for areas where redevelopment is likely can also support gaps in trails, bicycle routes or sidewalks when backed by development regulations that require these facilities incrementally. Access to healthy food may be impacted by all aspects of the zoning regulations through use and design standards for appropriate scaled food outlets to appropriate scaled food production (e.g., Gladstone Farmers Market).

CODE ANALYSIS:

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

- Bike and pedestrian priorities, particularly on street types that connect important walking and biking destinations, are lacking from the street design standards.
- The open space standards do not include a variety of design types for specific purposes in specific contexts (i.e., the requirement for trail connections in certain contexts as opposed to other more generic "open space" fulfilling the requirement).
- While the City has done a good job promoting access to healthy foods, the development regulations do not address this topic and neither specifically promote it nor create significant barriers.

POTENTIAL ACTION STEPS:

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

- Consider breaking up the definition of "Agriculture" in the zoning ordinance to account for different scales and types of food production, appropriate in a variety of contexts.
- Improve street standards with a wide variety of street design types for different contexts (as opposed to simply functional classification); use these design types for capital programming and as part of a city-wide complete streets policy.
- Develop a wide range of open space/civic space types to meet the open space requirement for a variety of context, ranging from natural areas to compact civic spaces; consider revising the open space size and cap (7.5%) to reflect the scale of the space.
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.
Gladstone: Opportunities and Applicability

Streets in downtown and adjacent neighborhoods are the greatest opportunity for an improved pedestrian oriented public realm, as new projects will place a critical mass of people in that location. More incremental and strategic improvements for pedestrian-scaled streets and public spaces will be necessary as corridors and other centers experience new development.

Protecting the Atkins-Johnson Farmstead, and maintaining the mature tree canopy – both street trees and private trees, can preserve the City’s most significant and productive natural features. Other natural resource protections strategies will be on an incremental, and site-by-site basis covered in “green infrastructure” discussions.

**CODE ANALYSIS:**

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

- Open space and streetscape standards are not tied explicitly to some of the “place-making” concepts identified in the comprehensive plan (including the priority for different types and designs of these spaces to support different places.)
- The street tree provisions in both the street design standards and the Community Forestry Plan of the building code may need to be improved in terms of species and promoting specific locations for urban design and environmental purposes.
- The open space standards do not include a variety of design types for specific purposes in specific contexts (i.e. the requirement a “natural area” in certain contexts as opposed to other more generic “open space” fulfilling the requirement)

**POTENTIAL ACTION STEPS:**

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

- Update the cities tree species list – both for landscape design and street trees.
- Develop specific street design types and account for the role, design and placement of street trees for all types.
- Create specific pedestrian-oriented street types for use in centers and transit corridors.
- Develop a wide range of open space/civic space types to meet the open space requirement for a variety of context, ranging from natural areas to compact civic spaces.
- Relax limits in the performance standards of commercial districts that require all service and sales in buildings and/or create a specific accessory use of outdoor services to permit sidewalk activity (i.e. café) – particularly on pedestrian-oriented streets. [see 7.161.040(c) of the mixed-use district for a good example.]
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.
Gladstone: 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 this systems. Incremental opportunities may present opportunities to re-connect green systems as corridors redevelop. The region as a whole - and Gladstone in particular is continuing to monitor the impact of the rapidly evolving green building practices.

**CODE ANALYSIS:**

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

- The building code and zoning ordinance provide good guidance and flexibility to accommodate green building design and on-site energy facilities.
- While the outdoor lighting standards are extensive, they do not specifically promote energy efficiency as one of the design objectives.
- The off-street parking and loading requirements are extensive and can negatively impact sustainable site design (both in terms of the extent and the design and construction of these areas.)
- There is not a clear indication of policies or preferences for green infrastructure or low impact BMPs to address on-site stormwater,

**POTENTIAL ACTION STEPS:**

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

- Improve specifications for on-site BMPs and alternative designs aimed at infiltrating stormwater (particularly with respect to parking areas).
- Add flexibility to reduce on-site parking and loading requirements.
- Improve outdoor lighting standards with energy performance goals or requirements; consider similar policies for right-of-way lighting.
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.

- Update the P district standards – create default standards and/or decision criteria based on the CSP principles and Comprehensive Plan policies.
- Update the cluster housing option for infill applications; consider increases in density for cluster housing in specific contexts.
- Adjust sidewalk standards to reflect different design standards for priority routes and walkable neighborhoods and centers.
- Add flexibility to reduce on-site parking and loading requirements.
- Update outside references to street design guidance to include more multi-modal resources and more urban design related considerations. (use National Association of City Transportation Officials guidance.)
- Adjust the R-2 standards to allow duplexes with similar scale and lot orientation as single family homes (eg. appropriate scaled house with 2 units, rather than 2 houses attached together.)

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.

- Improve street design standards with a wide variety of street design types for different contexts. Expand on concepts in the comprehensive plan, or consider a city-wide complete streets program that prioritizes capital investments.
- Enhance the R-3 district with a “building type” approach based on compact, small-scale, multi-unit building types and/or adjust the height and scale transition discrepancy between R-3 and R-4 zoning; consider how this approach could apply to all “multi-family” districts.
- Revise or replace the R-3 zoning with a new district based on compact, small-scale, multi-unit building types.
- Develop a wide range of open space types, with different standards for different contexts ranging from larger and more natural open spaces, to smaller and more compact civic spaces.
- Create additional design standards (building types, street types, civic space types) as default standards for the MXD or P districts.
Completed as part of the Creating Sustainable Places initiative for MARC: