SUSTAINABLE CODE FRAMEWORK
AND COMMUNITY AUDIT

GRANDVIEW, KANSAS
DRAFT - November 2014
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ACKNOWLEDGEMENTS

Department of Housing and Urban Development (HUD)
This project was made possible by a Sustainable Communities Planning Grant for the United States Department of Housing and Urban Development, Office of Sustainable Housing and Communities. (2013 – 2014)

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
- Grandview, KS
- Prairie Village, KS
- Raytown, MO
- Grandview, KS

Consultant Team:
RESOURCE CONSERVATION & ENERGY EFFICIENCY
Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.

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

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

UNIQUE COMMUNITY CHARACTERISTICS
Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.

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.

TRANSPORTATION CHOICE
Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.

REINVESTMENT
Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.

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 Grandview 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.

Grandview’s development code scored in the mid-range for several categories (2.6 to 3.2 - neither directly supports nor directly conflicts with sustainable development concepts and CSP principles). The highest scores were Infill / Rehab Housing (3.4), Optimized Parking (3.3), Access to Healthy Food (4.0), and Renewable Energy (4.0) (all in the “somewhat supports” or “directly supports” range). These are moderate priorities on the relative priority ranking, reflecting a good correlation between the regulations and the priorities or policies of the city, although some improvements in these categories are still possible and indicated in the report. However some of the City’s high or moderate priorities issues did score low. The lowest scores include Complete Streets (2.4), Context Appropriate Streets (2.3), Diverse Housing Types (2.5), Compact Walkable Centers (2.4), Active Living/Transportation (2.4), and Pedestrian Oriented Public Realm (2.3) (all in the “indirect conflicts” or “direct conflicts” range). In general, the concepts under the Transportation Choices and Corridors and Activity Center principles and any concepts that dealt with the urban design and pedestrian characteristics of the public realm (streets and open spaces) scored lowest in the analysis of specific code sections and should be an area of focus.
### Rating Key:

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

### OVERALL RATING

<table>
<thead>
<tr>
<th>Resource Conservation &amp; Energy Efficiency</th>
<th>Overall Rating</th>
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<tbody>
<tr>
<td>Reinvestment</td>
<td>3.4</td>
</tr>
<tr>
<td>Transportation Choice</td>
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<td>Housing Choice</td>
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<tr>
<td>Corridors &amp; Activity Centers</td>
<td>2.3</td>
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<tr>
<td>Design For Healthy Communities</td>
<td>3.3</td>
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<tr>
<td>Unique Community Characteristics</td>
<td>2.5</td>
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<tr>
<td>Safety &amp; Health</td>
<td>2.6</td>
</tr>
<tr>
<td>Economic Impact</td>
<td>2.5</td>
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<tr>
<td>Environmental Impact</td>
<td>2.3</td>
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<tr>
<td>Education &amp; Training</td>
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<tr>
<td>Environmental Impact</td>
<td>2.4</td>
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<tr>
<td>Economic Impact</td>
<td>2.3</td>
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<tr>
<td>Environmental Impact</td>
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<tr>
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<td>2.8</td>
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<tr>
<td>Environmental Impact</td>
<td>4.0</td>
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### Relative Priority

- **High Priority**: This is currently in our existing policies.
- **Moderate Priority**: This is not currently in our policies, but it is 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 not in our policies, and our community has not discussed this, or our community is interested in this 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.

The relative priority is based on a rough ranking of strategies that are of immediate or inform 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.

GRANDVIEW SCORE

3.4

2.6

2.6
Grandview: Opportunities and Applicability

Grandview must balance new growth with reinvestment, but it has many opportunities to reinforce the concepts under the Reinvestment principle through its development regulations. As a follow up recent corridor plans, strategies to reduce strip development may need to be incorporated into the development regulations. Continued focus on downtown investment, with strategies in contrast to larger-scale centers elsewhere will be important. Strengthening the housing stock to support each of these areas (the corridors and downtown) — whether through infill and rehab housing or through new housing choices will be necessary to reinforce these policies and plans.

Code Analysis:

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

- Some of the waiver and modification provisions for lots and setbacks will accommodate more flexibility needed for unique infill development situations.
- Many of the non-residential zoning districts have dimension standards and site design standards that are car-oriented, and when repeated over multiple parcels along busy corridors will reinforce the strip corridor patterns, even when applied in new and developing corridors.
- The intent statement for the downtown district (C-3) makes it clear that there is a different character and pattern that is important to this area. There are not clear standards to reinforce those patterns — while the greater leniency of the standards allow that pattern, they do not reinforce it and would equally allow undermining patterns that promote car-oriented designs.

Potential Action Steps:

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

- Update the PD district standards and discretionary site plan approval process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts.
- 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.
- Create additional design standards (building types, street types, civic space types) as default standards for the C-3 Downtown District.
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.
**Grandview: Opportunities and Applicability**

The City has large future growth and development areas where long-range plans, capital programming and development regulations and review processes will be coordinated to implement street patterns, street design and transportation options. In established areas, capital improvement policies and priorities will be largely responsible for influencing change on these topics. Coordination of development standards with these policies and investments will be important to improve transportation choices in Grandview.

**CODE ANALYSIS:**

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

- Reliance on the functional classification system as the planning framework (arterial, local and collector), combined with the very large thresholds for block and street connectivity will tend to produce highly car-oriented development patterns.
- Most street and sight design standards have a heavy focus on traffic volumes and flow, and the standards will undermine other competing interests of multi-modal transportation and pedestrian-scale urban design.
- The city-wide sidewalk provisions are fairly generic and the design and planning specifications may not be appropriate for all areas; further the 4’ and 5’ dimensions will be insufficient in many contexts.
- There is some flexibility towards parking in specific districts, but overall the parking standards are high and typical of many zoning codes (resulting in a “more” = “better” approach).

**POTENTIAL ACTION STEPS:**

To address the sustainability issues identified the City of Grandview 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 and/or ITE Designing Walkable Urban Thoroughfares.)
- 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; use flexibility offered in specific districts to develop a better city-wide approach to optimize parking and mitigate impacts of parking through design standards.
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.
Grandview: Opportunities and Applicability

A large part of Grandview’s recent growth has come from suburban expansion and the predominance of single family subdivisions as the preference in the market. To meet emerging needs, as well as maintain the strength of existing neighborhoods, many of the Housing Choice principles will be important to Grandview. The community has large areas of future growth and development where new neighborhoods, new development patterns and different housing options can be introduced, and the development regulations will have a large impact on these areas.

CODE ANALYSIS:

Through a review of the Grandview 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.

• Other the non-single family residential zoning categories steer development of different housing types towards large-scale apartment complexes due to relatively low densities and requirements for large buffers and setbacks; smaller-scale, multi-unit housing types that can integrate better with neighborhoods or mixed-use areas are not accommodated well by these districts and standards.

• While the PD planned districts and the Residential Overlay district and guidelines 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.

POTENTIAL ACTION STEPS:

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

• 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 small-scale, multi-unit buildings 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.

• Consider broadening the P-1 District for broader application, where preserving natural features could be used as a central organizing element for a wide range of housing options and neighborhood patterns.
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.
Grandview: 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, as identified in some of the recent corridor planning and in new development, shifts to more walkable patterns is possible. In addition, rehabilitation of some of the larger-scale and currently car-oriented commercial centers do present opportunities to shift to more walkable or transit-supportive patterns, but this will involve significant planning at the project-specific scale. As a result, the greatest future transit component will involve commuter routes to destinations outside of the community, or connecting the City to larger-scale regional transit at limited and focused locations.

CODE ANALYSIS:

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

- The non-residential districts – office, commercial, and the “planned” variations of these districts, are very use-specific (making it difficult to integrate complimentary uses), and include development and dimensions standards that are car-oriented.
- The planned district procedures and site plan review provide some opportunities to present plans that overcome the constraints of other district standards and better implement the CSP principles; however there are very few criteria or planning standards that would ensure that the flexibility allowed is used towards these broader public benefits.
- Many of the site design standards focus primarily on the aesthetic and buffer/screening function of landscape design and open spaces; and do not emphasize the social, urban design and environmental function of these spaces – and particularly the different role these spaces have in organizing compact, walkable development.
- The generic street standards may make it difficult to establish pedestrian-oriented streets as the framework for walkable centers and transit corridors.

POTENTIAL ACTION STEPS:

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

- Update the PD district standards and discretionary site plan approval process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts
- Create additional design standards (building types, street types, civic space types) as default standards for the C-3 Downtown District, and for use with planned districts or any other commercial district where walkable development patterns are desired.
- 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,
- Add flexibility to reduce on-site parking and loading requirements; use flexibility offered in specific districts to develop a better city-wide approach to optimize parking and mitigate impacts of parking through design standards.
**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.

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**GRANDVIEW SCORE**

<table>
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<tr>
<th>Concept</th>
<th>Score</th>
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<tr>
<td>Active Transportation / Living</td>
<td>2.4</td>
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<tr>
<td>Access to Healthy Foods</td>
<td>4</td>
</tr>
<tr>
<td>Integrated Trail System</td>
<td>2.4</td>
</tr>
</tbody>
</table>
Grandview: Opportunities and Applicability

Past development patterns in the city have been automobile-oriented, and meeting Active Transportation / Living and Integrating Trials System concepts is a challenge in these areas. Capital programming and redesign of some of the past investments will be necessary. However, as the larger future growth areas develop over time, these concepts can be reinforced as a foundation of future development patterns (trail systems and well-connected street networks with multi-modal or pedestrian-oriented design.) In addition the relationships of complimentary land uses, as well as the use and programing of open or natural spaces can impact the Access to Healthy Food principle for future growth areas.

CODE ANALYSIS:

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

- Street connectivity and open space standards do not specify well connected networks of streets and trails, making walking and biking less likely; particularly in areas where more mixed-use, and multi-modal planning is a priority.
- Bike and pedestrian priorities, particularly on streets 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)
- Provisions for small-scale, food production in residential neighborhoods may help implement healthy food policies.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Grandview 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.
- 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; coordinate planning for trail systems with the street types/complete street policies and the open space system for subdivision regulations.
- Continue to monitor the use and applications of chickens as an accessory residential use; consider broadening small-scale crop productions to a variety of contexts.
## 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.
Grandview: Opportunities and Applicability

The City has many unique attributes in reflected in its historic development patterns (downtown and surrounding neighborhoods). More recent growth and development patterns have been primarily automobile-oriented, and these do not clearly reinforce the concepts under the Unique Community Characteristics principle. However, with large future growth and development areas, the development regulations can implement many strategies associated with these concepts – both in the unique natural attributes that exist in future growth areas and/or through the investments in places that replace existing natural features.

CODE ANALYSIS:

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

- The city-wide sidewalk provisions are fairly generic and the design and planning specifications may not be appropriate for all areas; further the 4’ and 5’ dimensions will be insufficient in many contexts.
- Many of the site design standards focus primarily on the aesthetic and buffer/screening function of landscape design and open spaces; and do not emphasize the social, urban design and environmental function of these spaces.
- The street tree provisions present many procedural hurdles to planting street trees and the lack of specific street cross sections with street tree locations will create further challenges for successful implementation of street tree programs.
- 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)
- The larger scale open space standards in the subdivision regulations, and payment in lieu can help make natural features more of a central part of development patterns in new growth areas.

POTENTIAL ACTION STEPS:

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

- 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.
- Consider broadening the P-1 District for broader application, where preserving natural features could be used as a central organizing element for a wide range of housing options and neighborhood patterns.
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.
Grandview: Opportunities and Applicability
The city has large future growth and development areas where green infrastructure may be a framework element to arrange development around. Green infrastructure and “green street” designs may also be incorporated into city capital projects based on stormwater master planning. The development regulations can also impact site-based green strategies to compliment these larger-scale systems. The region as a whole is continuing to monitor the impact of the rapidly evolving green building practices.

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

- The P-1 Conservation district has a very strong intent statement on the importance of incorporating natural features into development, however the standards and planning objectives then seem to be more limited to low intensity or rural/conservation development patterns.
- There is not a clear indication of policies or preferences for green infrastructure or low impact BMPs to address on-site stormwater.
- The larger scale open space standards in the subdivision regulations, and payment in lieu can help make natural features more of a central part of development patterns in new growth areas.
- Provisions for small-scale, site-based renewable energy systems as an accessory use supports emerging practices for renewable energy.
- 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.

POTENTIAL ACTION STEPS:
To address the sustainability issues identified the City of Grandview 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.

- Incorporate outside references as guidance to street design using more multi-modal and urban design approaches (use National Association of City Transportation Officials Guidance.)
- Update the planned district standards and the discretionary site design approval process– create default standards and/or decision criteria based on the CSP principles and Comprehensive Plan policies.
- Adjust city-wide sidewalk standards to reflect different design standards for priority routes and walkable neighborhoods and centers. (consider width, location, relationship to traffic and speeds of traffic, and landscape/amenity).
- Add flexibility to reduce on-site parking and loading requirements city-wide; borrow from concepts already used in some limited districts.
- 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.)
- Revise or supplement the C-1 standards to allow only smaller scale uses and buildings, and require site designs that can better integrate

with neighborhoods at nodes. (i.e. oriented to adjacent neighborhoods as opposed to oriented to traffic on corridors).
- Improve site-specific application and standards for natural BMPs to address stormwater.

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.

- Continue to monitor the use application of chickens as an accessory residential use; consider broadening small-scale crop productions to a variety of contexts.
- Improve outdoor lighting standards with energy performance goals or requirements; consider similar policies for right-of-way lighting.
- 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.

- Consider a broader application of the P-1 District, and whether planning around natural features could also be away to support more compact, walkable centers and neighborhoods with a wide range of housing choices in a walkable neighborhood pattern.
- Revise or replace the R-3 zoning with a new district that specifies standards for compact, small-scale, multi-unit building types; update the PD and Neighborhood Overlay District standards to include neighborhood design principles that support this broader range of housing in a walkable neighborhood pattern.
- 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; integrate these options into the requirements for open space in the subdivision regulations or the payment in lieu option.
- Create additional design standards (building types, street types, civic space types) as default standards for the C-3 Downtown District or P districts where more walkable commercial development patterns are desired.
Completed as part of the Creating Sustainable Places initiative for MARC: