

PLAN 2040

LOCAL GOVERNMENT PLAN IMPLEMENTATION



ATLANTA REGIONAL COMMISSION

PLAN 2040

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Adopted July 27, 2011



ATLANTA REGIONAL COMMISSION

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Local Government PLAN 2040 Implementation

PLAN 2040 is organized around the Purpose of providing visionary leadership for sustainable growth by balancing environmental responsibility, economic growth and social needs while maximizing benefits to all. Three broad Values were identified by the ARC Board to implement this sustainable purpose, which are:

- Lead as the global gateway to the South
- Encourage healthy communities
- Expand access to community resources

ARC identified five Objectives that represent strategies to achieve these three Values. They are:

- Increase mobility options for people and goods.
- Foster a healthy, educated, well trained, safe and secure population.
- Promote places to live with easy access to jobs and services.
- Improve energy efficiency while preserving the region’s environment.
- Identify innovative approaches to economic recovery and long-term prosperity.

Local governments are critical to the success of PLAN 2040. Authority for building infrastructure, making

PLAN 2040 Objectives



Increase mobility options for people and goods.



Foster a healthy, educated, well trained, safe, and secure population.



Promote places to live with easy access to jobs and services.



Improve energy efficiency while preserving the region’s environment.



Identify innovative approaches to economic recovery and long-term prosperity.

land use decisions, and providing services rests largely with local governments and related agencies. Local government decisions directly impact the sustainability of the Atlanta region. As such, local government implementation of PLAN 2040 is a significant responsibility that will be a key factor in the plan’s success. This requires a local commitment to proactive planning, as well as the right set of planning tools, such as a current comprehensive plan and trained decision-makers who fully understand the impacts of their land use and infrastructure decisions.

Many local governments already take actions that support the objectives of PLAN 2040, and many have plans and ordinances that serve as excellent examples of PLAN 2040 implementation. These best practices should be promoted and shared throughout the region.

However, there is no “one-size-fits-all” approach to implementing PLAN 2040. Communities should tailor their efforts to meet the needs of their citizenry while supporting

regional objectives and being accountable for achieving a minimum level of PLAN 2040 implementation.

Implementation of Local Performance Standards

To encourage local government implementation of PLAN 2040 and achievement of its Values and Objectives, ARC established a Minimum threshold and an Excellence threshold for local performance standards, as required in the Georgia Department of Community Affairs (DCA) regional planning rules. The Minimum Standards are activities that are essential to the implementation of PLAN 2040, while the Excellence Standards are activities that are desirable. The Georgia DCA rules requiring the establishment of these Standards are below.

Georgia DCA Rules

Establish two achievement thresholds, a Minimum Standard and an Excellence Standard, by identifying specific ordinances, programs, or requirements that may be implemented by local governments in order to realize the Regional Vision and/or address the Regional Issues and Opportunities. The Regional Commission may choose to establish multiple tiers for both the Minimum and Excellence standards in order to accommodate the varying size and capacity of local governments in the region. The Regional Commission may choose to establish a schedule for local governments to comply with these measures and may require interim product submittals from local governments to verify progress during the 3 year timeframe. The performance standards may include recommendations for fitting local character areas into the larger regional planning context, implementation measures to achieve the desired development patterns for the region, recommended new or revised local development regulations, incentives, public investments, and infrastructure improvements. Refer to the State Planning Recommendations for suggestions.

Minimum Standard. Items included in the Minimum Standard must be chosen as essential activities for local governments to undertake for consistency with the regional plan. The intent is to ensure a consistent and predictable basic level of local requirements across the region. All local governments in the region will be expected to attain the Minimum Standard within three years of adoption of the regional plan, or risk losing Qualified Local Government status. Whenever a local government fails to achieve the Minimum Standard within the three year grace period, the Regional Commission must notify the Department immediately for appropriate action regarding the local government's Qualified Local Government status. The Regional Commission and the Department will provide technical and training assistance to local governments to help them achieve this Minimum Standard.

Excellence Standard. Items included in the Excellence Standard should be selected as desirable activities for local governments to undertake for consistency with the regional plan. The intent is to lay out a menu of recommended best practices for local governments to select for implementation. Each recommended best practice a local government implements will count toward achieving the Excellence Standard threshold established by the Department. Any local government that attains this threshold will be eligible for the Regional Steward Incentives Package identified and publicized by the Department.

Level of Standards

Minimum Standards

ARC understands that local governments in the region have different needs and abilities. With that in mind, the Minimum local performance standards are provided at two levels: Required and Advanced. The goal is to have all local governments complete the Required Standards and 50 percent of the Advanced Standards. Upon adoption of the regional plan, ARC will engage all local governments to collaboratively make a determination about the capacity of each to meet the Minimum Standards. If it is determined that compliance with Advanced Standards is not attainable or desirable for the jurisdiction, an appeal to opt out of the Advanced Standards may be made to the Executive Director of ARC. Reasons for opting out of Advanced Standards may include, but are not limited to, lack of professional staff to administer the Standards, demonstrated lack of growth pressures, or limited land area with no plans to expand boundaries through annexation. Counties are not eligible to opt out of the Advanced Standards. The decision to allow local governments to opt out of the Advanced Standards will be made at the discretion of the Executive Director, and there is no implied guarantee that any of the reasons above or others will be sufficient grounds to allow the local government to opt out of compliance. ARC is committed to working with local governments to provide technical assistance and support so as to achieve compliance with Minimum Standards in 100% of our jurisdictions.

ARC acknowledges that local governments, small and large, often share service responsibilities among multiple jurisdictions. In instances where one jurisdiction provides a service or fulfills a requirement of these Standards, and through mutual agreement (i.e., Service Delivery Strategy, Mutual Aid, Memorandum of Understanding, etc.) serves the needs of another jurisdiction, both jurisdictions shall be able to assert compliance with the Standard. However, each jurisdiction must independently demonstrate compliance with these Standards, even in instances where services are shared.

Local governments have until July 30, 2014 to complete the Minimum Standards. Failure to obtain the Minimum Standards by this date may result in the local government losing their Qualified Local Government status. As of July 30, 2014, ARC staff will prepare a report to the ARC Board that identifies those local governments that have not fulfilled the requirements of the Minimum Standards. The determination as to whether a local government has failed to comply with the Minimum Standards will be made by the ARC Board. The determination of the ARC Board will be forwarded to the Department of Community Affairs, and it will make a determination as to whether the local government loses its Qualified Local Government status.

Excellence Standards

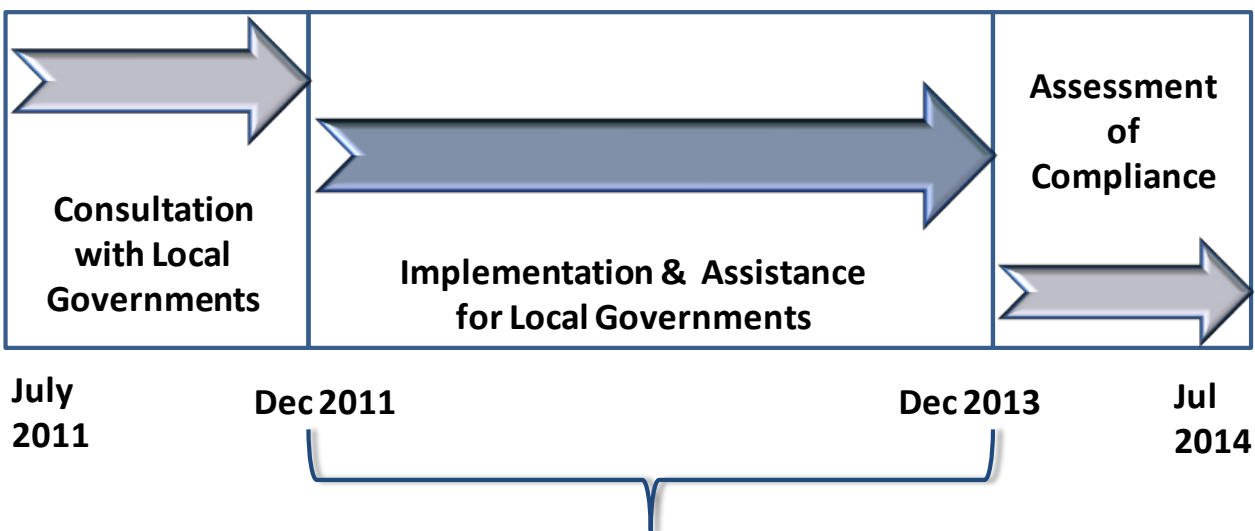
The Excellence Standards are based on a “point system” whereby a local government is asked to consider a range of possible activities to meet a threshold of points associated with specific implementation actions to achieve the PLAN 2040 objective. The Excellence Standards requirements are the same for all local governments. Each Excellence Standard is given a value of 1, 2 or 3 points. A total of 15 points must be achieved for each Objective. However, a total of 90 overall points must be achieved to qualify for the Incentives for Regional Leaders in Sustainability.

Local governments may also submit one Minimum and one Excellence Innovation Standard for each Objective, if they choose. The Innovation Standard may substitute for one Required or Advanced Minimum Standard and one Excellence Standard. Local governments should propose a point total for Innovation Standards in the Excellence category; however, final point allocation will be determined by ARC. ARC will determine whether it concurs that proposed Minimum and Excellence Innovation Standards further the regional Vision and/or address regional Findings and may serve as a substitute for an established Minimum or Excellence Standard.

ARC Coordination

ARC will engage local governments in an on-going coordination process to address the Local Planning Standards and ensure continued efforts to advance the regional plan. The coordination process will begin with an assessment of the local government's codes, policies, and other activities as they relate to the planning standards which will then result in a specific work program and timeline to complete the desired standards. ARC will provide assistance to local governments - through technical support, model codes, case studies and other resources - to help complete their work program and meet their desired Local Performance Standards.

A waiver may be issued to a local government for a specific standard if it can demonstrate that the intent of that standard and related Objective is being met by other similar action(s) of the local government. Instances in which local governments may wish to substitute an Advanced or Excellence Standard for compliance with a Required Minimum Standard will be considered by ARC staff on a case-by-case basis.



Certified as Minimum and Excellence anytime after Dec. 2011

Incentives for Regional Leaders in Sustainability

Local governments that achieve at least 15 points in the Excellence Standards for each of the five objectives, and a total of 90 points overall, will be designated as a Regional Leader in Sustainability. Incentives for Regional Leaders in Sustainability are still under development and are not finalized. However, items under consideration may include:

Overall

- Provide a series of “recognition” options for those certified as Regional Leaders in Sustainability, such as:
 - Public announcement at ARC’s State of the Region breakfast and/or ARC Board meeting
 - Preparation and distribution of a press release by ARC to all regional media outlets
 - Awarding of a plaque/trophy/sign or other item to display at city hall or commissioners office

-
- Use of an ARC-designed Regional Leader in Sustainability logo on the local government website and media or publications
 - Identification as a Regional Leader in Sustainability on ARC website

Livable Centers Initiative

- Communities certified as Regional Leaders in Sustainability can fund LCI supplemental studies with different match requirements; for example, an 80-20 (federal to local) cash match instead of 50-50
- Allocate extra points in the rating system for LCI study funding and LCI transportation project funding to those local governments certified as Regional Leaders in Sustainability
- Local governments certified as Regional Leaders in Sustainability with LCIs would be eligible to receive an additional \$1 million above the maximum allowed cap for LCI funded transportation projects

Transportation Funding

- Communities certified as Regional Leaders in Sustainability would receive priority points for STP funding, including CMAQ, Bike/Ped, Safe Routes to Transit or any other new funding source ARC creates
- Only those jurisdictions certified as Regional Leaders in Sustainability would be eligible to receive funds or serve as a pilot project area made available through ARC transportation “funding swaps” (proposed program)

Training and Technical Assistance

- Free trainings and workshops made available to communities certified as Regional Leaders in Sustainability for the purposes of assisting the local governments in maintaining their compliance with Excellence Standards
- Additional services provided by new technical assistance teams coordinated by ARC staff and other regional partners
- Eligibility for cost sharing assistance between jurisdictions certified as Regional Leaders in Sustainability
- Coordination of regular (i.e. monthly, bi-monthly, etc) “one-on-one” meetings between ARC and local government staff in communities certified as Regional Leaders in Sustainability
- Communities certified as Regional Leaders in Sustainability will receive a financial credit towards programs offered by ARC’s Governmental Services division, such as Community Choice technical support, Community Planning Academy, or Management and Operations Support

PLAN 2040 Local Performance Standards



Increase mobility options for people and goods

Increasing the mobility options for people and goods is a critical component of creating a sustainable Atlanta region. It improves the Atlanta region’s economic competitiveness, promotes alternatives for all users of the transportation system, and preserves natural resources. This can be accomplished by:

- Assuring the preservation, maintenance and operation of the existing multimodal transportation system.
- Continuing to implement cost effective improvements such as sidewalks, multi-use trails, bicycle lanes, and roadway operational upgrades to expand transportation alternatives, improve safety, and maximize existing assets.
- Maintaining industrial and freight land uses at strategic locations with efficient access and mobility.
- Maintaining and expanding infrastructure to support air and rail travel and transport.
- Strategically targeting roadway capacity improvements to serve regionally significant corridors and centers.

| Number | Level | Minimum Standards |
|--------|----------|---|
| MIN1.A | Required | Participate in the development and updates of local Comprehensive Transportation Plans (CTP). |
| MIN1.B | Required | Evaluate options of funding sources for local government transportation construction programs. |
| MIN1.C | Required | Adopt regulations that require developers to construct pedestrian accommodations internal to the development and along the street frontage of the project. |
| MIN1.D | Required | Identify future transit station locations in the city or county comprehensive plan based on the station location areas in the ARC Regional Transportation Plan (RTP), where applicable. |
| MIN1.E | Advanced | Adopt Americans with Disability Act (ADA) transition plan for the jurisdiction, per federal requirements. |
| MIN1.F | Advanced | Participate in ongoing training through ARC’s Community Planning Academy (CPA) on transportation related topics, including Lifelong Community principles and design guidelines, access management planning, etc., or equivalent trainings provided by GDOT, APA, etc. |
| MIN1.G | Advanced | Evaluate the need for access management regulations for priority transportation corridors in the jurisdiction, where warranted. |



Increase mobility options for people and goods

| Number | Level | Minimum Standards |
|------------|----------|---|
| MIN1.H | Advanced | Evaluate community-wide bicycle and pedestrian transportation needs particularly for access to existing transit services. Determine priorities for future local projects. |
| MIN1.I | Advanced | Incorporate Lifelong Community principles into local transportation plans. |
| MIN1.J | Advanced | Adopt clean fuel fleet policies consistent with Georgia Clean Fuel Fleets Program standards. |
| INNOVATION | n/a | Propose an innovative activity undertaken by the local government to further Objective 1 of the Local Government Plan Implementation Standards. |

| Number | Points | Excellence Standards |
|--------|--------|---|
| Exc1.A | 1 | Adopt parking facility design guidelines that promote shared parking, parking maximums, pervious surface materials, trees and landscaping, placement of parking behind buildings, or other innovative parking policies. |
| Exc1.B | 3 | Adopt a community-wide bicycle and pedestrian transportation plan consistent with the 2007 Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan. |
| Exc1.C | 2 | Develop a dedicated funding source and programs for transportation system maintenance and improvements. |
| Exc1.D | 2 | Adopt policies and regulations to implement access management plans for transportation corridors. |
| Exc1.E | 1 | Adopt a development review process to evaluate traffic impacts, design and accessibility issues, and compatibility with locally adopted land use and complete streets policies. |
| Exc1.F | 1 | Participate in transportation demand management programs offered through regional Transportation Management Associations (TMAs), Employer Service Organizations (ESOs), and/or the Clean Air Campaign to provide travel options for employees to and from work. |
| Exc1.G | 2 | Coordinate with school districts to ensure they participate in a “Safe Routes to School” program. |
| Exc1.H | 3 | Adopt and implement a complete streets policy. |
| Exc1.I | 3 | Adopt ordinances or regulations to provide for and enhance roadway, bicycle, and pedestrian connectivity between neighborhoods and adjacent land uses to promote improved access and mobility. |
| Exc1.J | 2 | Adopt a local freight and truck route plan consistent with the Atlanta Regional Freight Mobility Plan and the Atlanta Region Strategic Truck Route Master Plan (ASTRoMaP). |



Increase mobility options for people and goods

| Number | Points | Excellence Standards |
|------------|--------|--|
| Exc1.K | 3 | Develop and implement a transit access plan, including sidewalks, street crossings, bus shelters, etc., along with identifying priority areas for retrofitting existing roadways to meet minimum standards for providing accessibility to transit. |
| Exc1.L | 1 | Provide parking at city/county facilities for alternative vehicles such as Zip Car, scooters, bicycles, carpools and electric vehicles (including re-charging spaces). |
| INNOVATION | varies | Propose an innovative activity undertaken by the local government to further Objective 1 of the Local Government Plan Implementation Standards. |



Foster a healthy, educated, well trained, safe and secure population

Fostering a healthy, educated, well trained, safe, and secure population promotes social, sustainable communities that are attractive to residents of all ages and promote economic development within the Atlanta region. This can be accomplished by:

- Building communities that encourage healthy lifestyles and active living for all ages, with provisions for healthcare, education, recreation, cultural arts and entertainment opportunities.
- Promoting a regional community that embraces diversity – age, ethnicity, and lifestyle – as its strength.
- Promoting access to quality schools, career training, and technology literacy to provide a workforce that can support economic opportunity.
- Promoting public safety efforts to create vibrant and safe 24-hour communities.

| Number | Level | Minimum Standards |
|--------|----------|---|
| MIN2.A | Required | Provide or support the development of civic spaces, such as park venues and community buildings, for residents in the community. |
| MIN2.B | Required | Adopt policies that encourage community design to facilitate access to basic and preventive healthcare. |
| MIN2.C | Advanced | Provide training for at least 50 percent of the jurisdiction’s planning commissioners through the introductory Community Planning Academy (CPA), or provide equivalent training for new planning commissioners within their first six months on the commission. |
| MIN2.D | Advanced | Provide a venue for public access to technology, such as computer terminals, internet, educational software, etc. |



Foster a healthy, educated, well trained, safe and secure population

| Number | Level | Minimum Standards |
|------------|----------|---|
| MIN2.E | Advanced | Develop a coordination program or memorandum of understanding (MOU) with school boards or school system personnel to share information on school siting, forecasts, joint use of facilities, infrastructure plans, bus routes, and safe routes to school. |
| MIN2.F | Advanced | Develop a coordination program or MOU with senior service providers or other entities regarding coordination of senior transportation, senior center location and programming, senior housing and other senior-focused services. |
| MIN2.G | Advanced | Develop a program to engage citizen participation in government and planning initiatives. |
| MIN2.H | Advanced | Provide a neighborhood watch program and support creation of neighborhood level programs. |
| MIN2.I | Advanced | Adopt policies that incentivize the provision of a mix of basic services and health and support services within a community. |
| MIN2.J | Advanced | Identify Wellness Districts, as defined by the PLAN 2040 UGPM and Regional Development Guide, in the local comprehensive plan. [see also Exc2.F] |
| INNOVATION | n/a | Propose an innovative activity undertaken by the local government to further Objective 2 of the Local Government Plan Implementation Standards. |

| Number | Points | Excellence Standards |
|--------|--------|---|
| Exc2.A | 3 | Develop bilingual or multilingual services provided in key government operations. |
| Exc2.B | 3 | Implement an ongoing public engagement process with business leaders and owners and the general public, to sustain continued support and dialogue regarding comprehensive planning goals and objectives. |
| Exc2.C | 2 | Provide training for 100 percent of the jurisdiction's planning commissioners through a Community Planning Academy (CPA) or equivalent training programs. |
| Exc2.D | 2 | Provide or support education or training opportunities for civic organizations and non-profits with regard to transportation, development, environmental and safety issues. |
| Exc2.E | 2 | Develop a coordination program or MOU with organizations such as Community Improvement Districts (CIDs) and neighborhood associations to develop public safety programs. |
| Exc2.F | 3 | For areas identified as Wellness Districts in local comprehensive plans, adopt zoning ordinances and regulatory requirements to allow or require Lifelong Communities Principles. [see also MIN2.J] |
| Exc2.G | 3 | Develop a process to conduct health impacts assessments (HIA) to evaluate government plans or programs (such as comprehensive plans or transportation plans), large-scale developments (including DRIs), and other related projects that may impact community health. |
| Exc2.H | 3 | Prepare and publish crime statistics or maps. |

| Number | Points | Excellence Standards |
|------------|--------|---|
| Exc2.I | 3 | Provide community leadership programs or training targeted at both youth and adults. |
| Exc2.J | 2 | Develop a communication program to distribute health tips, safety training and other issues to employees and residents of the community. |
| INNOVATION | varies | Propose an innovative activity undertaken by the local government to further Objective 2 of the Local Government Plan Implementation Standards. |



Promote places to live with easy access to jobs and services

By promoting residential choices in locations that are accessible to jobs and services, the Atlanta region can alleviate congestion, decrease the demand for infrastructure expansion and preserve rural areas within the region. Promoting residential choices in locations that are accessible to jobs and services can be accomplished by:

- Building compact development in existing communities with integrated land uses that will minimize travel distances and support walking, cycling and transit.
- Increasing housing, services and employment opportunities around transit stations.
- Providing a range of housing choices to accommodate households of all income levels, sizes and needs, and to ensure that workers in a community have the option to live there.
- Protecting the character and integrity of existing neighborhoods, while also meeting the needs of the community.

| Number | Level | Minimum Standards |
|--------|----------|---|
| MIN3.A | Required | Evaluate zoning and development regulations at existing rail station communities and adopt supportive transit-oriented development (TOD) requirements. |
| MIN3.B | Required | Identify locally designated historic districts and National Register historic districts in the local comprehensive plan. |
| MIN3.C | Required | Identify appropriate land uses for areas adjacent to future transit station locations in the city or county comprehensive plan based on the station location areas in the ARC Regional Transportation Plan (RTP), where applicable. |
| MIN3.D | Required | Adopt a resolution to support and integrate Lifelong Community Principles in the local planning process. |
| MIN3.E | Advanced | Perform a code audit to compare development and activities that are recommended in the adopted Comprehensive Plan to those that are permissible in the adopted zoning and development regulations. |
| MIN3.F | Advanced | Perform a code audit to identify regulatory barriers to the construction of housing to meet the forecasted community needs and the attainment of the desired jobs-housing balance as identified in the comprehensive plan. [see Exc3.B] |



Promote places to live with easy access to jobs and services

| Number | Level | Minimum Standards |
|------------|----------|--|
| MIN3.G | Advanced | Prepare an inventory of vacant, underused or abandoned lots and subdivisions. Evaluate these parcels and prioritize infill and brownfield sites for redevelopment. |
| MIN3.H | Advanced | Adopt mixed-use development regulations that encourage housing choices. |
| MIN3.I | Advanced | Evaluate the jobs-housing-balance in Regional Centers, Regional Employment Corridors and Community Activity Centers as identified on the Unified Growth Policy Map (UGPM). Identify strategies and incentives aimed at increase housing types and satisfying the desired jobs-housing-balance. |
| MIN3.J | Advanced | Prepare and support small area studies (e.g., LCI, etc.) for priority redevelopment areas within the jurisdiction. |
| MIN3.K | Advanced | Adopt design regulations that encourage active ground floor retail spaces, pedestrian-oriented design and pedestrian amenities in commercial districts. |
| MIN3.L | Advanced | Develop an infill housing ordinance, or its equivalent (e.g. tear downs). |
| MIN3.M | Advanced | Adopt regulation that promotes accessibility and connectivity to health and supportive services. |
| MIN3.N | Advanced | Assess the demographic and socioeconomic make-up of the community in relation to existing and potential future locations of senior centers, senior-focused housing and other senior-focused services. |
| MIN3.O | Advanced | Analyze the relationship between existing senior center locations, senior-focused housing and other senior-focused services to existing transportation options, land use plans and health and supportive services. |
| MIN3.P | Advanced | Coordinate housing program staff, land use planners, private organizations and non-profits within the jurisdiction to discuss best practices and actions for overcoming foreclosures. |
| INNOVATION | n/a | Propose an innovative activity undertaken by the local government to further Objective 3 of the Local Government Plan Implementation Standards. |

| Number | Points | Excellence Standards |
|--------|--------|---|
| Exc3.A | 3 | Develop a program to mitigate the effects of property tax increases on existing residents in transit-enabled areas. The program should offer protection to existing residents if new development or increased valuations pose a threat. |
| Exc3.B | 3 | Implement a plan to eliminate barriers to housing construction and other development that seeks to meet forecasted community needs uncovered in a code audit. [see MIN3.F] |
| Exc3.C | 2 | Adopt regulatory changes to allow Accessory Dwelling Units (ADU) in single-family neighborhoods. |
| Exc3.D | 3 | Develop or support a Housing Trust Fund to incentivize the construction of workforce housing. |
| Exc3.E | 3 | Create a Land Bank Authority. |



Promote places to live with easy access to jobs and services

| Number | Points | Excellence Standards |
|------------|--------|---|
| Exc3.F | 2 | Implement actions to facilitate more workforce housing near major job centers and station communities. |
| Exc3.G | 1 | Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Community (LLC) Principles. [see Exc3.H] |
| Exc3.H | 2 | Amend zoning codes and development regulations to eliminate regulatory barriers that obstruct the support of Lifelong Community (LLC) Principles identified in a code audit. [see Exc3.G] |
| Exc3.I | 2 | Coordinate with large employers to consider employer-assisted housing programs and incentives to encourage residents to live near where they work. |
| Exc3.J | 3 | Provide or support programs that support multi- or single-family housing landlords' improvement of existing structures to preserve existing affordable housing. |
| Exc3.K | 1 | Adopt zoning regulations that support existing Livable Centers Initiative (LCI) plan(s). |
| Exc3.L | 2 | Locate government and civic buildings in existing communities. |
| Exc3.M | 1 | Implement an expedited plan and permit approval process for infill and mixed-use projects. |
| Exc3.N | 3 | Adopt parking maximums or reduced minimum parking requirements as a part of mixed-use zoning. |
| Exc3.O | 2 | Develop incentives for the provision of underground or structured parking rather than surface parking. |
| Exc3.P | 2 | Implement a program to identify, reuse, rehabilitate or dispose of vacant, abandoned and foreclosed properties. |
| Exc3.Q | 3 | Develop a program or undertake planning that identifies and considers zoning, regulatory, public investments or other governmental support to convert declining shopping malls or centers and strip commercial corridors into residential, mixed-use or civic spaces. |
| Exc3.R | 2 | Provide builder education or incentives that promote barrier-free housing options for individuals of all ages and abilities. |
| INNOVATION | varies | Propose an innovative activity undertaken by the local government to further Objective 3 of the Local Government Plan Implementation Standards. |



Improve energy efficiency while preserving the region’s environment

The Atlanta Region’s environmental and critical assets promote environmental sustainability but also economic sustainability by maintaining the Atlanta region’s Quality of Life. This objective can be accomplished by:

- Conserving and protecting environmentally sensitive areas and increasing the amount and connectivity of greenspace.
- Continuing to enhance stewardship of water resources throughout the region.
- Promoting energy-efficient land development and infrastructure investments that foster the sustainable use of resources and minimize impacts on air quality.
- Encouraging appropriate infill, redevelopment and adaptive reuse of the built environment to maintain the regional footprint and optimize the use of existing investments.

| Number | Level | Minimum Standards |
|------------|----------|---|
| MIN4.A | Required | Identify Regionally Important Resources (RIR) in the jurisdiction and depict as Areas Requiring Special Attention, Conservation Areas, or similar classification on the Future Development Map in the local Comprehensive Plan. |
| MIN4.B | Required | Prepare an inventory of priority community green infrastructure resources that identifies at minimum parks, trails, forest and agricultural lands, water bodies, stream buffers and environmentally sensitive areas. The inventory should include a map of these areas. |
| MIN4.C | Advanced | Perform a code audit of local ordinances and development regulations to identify barriers to activities that promote energy savings. |
| MIN4.D | Advanced | Adopt a tree ordinance, forest conservation ordinance or equivalent legislation that requires minimum tree retention standards for developments of a certain size. |
| MIN4.E | Advanced | Prepare an inventory of resources (including identified archaeological sites) that are listed on or qualify for the Georgia Register or National Register of Historic Places, or update a current inventory if prepared prior to 1995. |
| MIN4.F | Advanced | Identify projects within the Short Term Work Program (STWP) of the local Comprehensive Plan that improve conservation and preservation of resources that contribute to the community’s green infrastructure network. |
| MIN4.G | Advanced | Provide education and outreach efforts that further community awareness of initiatives that promote sustainability. |
| INNOVATION | n/a | Propose an innovative activity undertaken by the local government to further Objective 4 of the Local Government Plan Implementation Standards. |



Improve energy efficiency while preserving the region's environment

| Number | Points | Excellence Standards |
|------------|--------|---|
| Exc4.A | 3 | Adopt regulations requiring that all new civic buildings to meet green building standards through certification programs such as LEED, EarthCraft, Energy Star or similar. |
| Exc4.B | 3 | Adopt building codes that exceed the requirements of the ICC codes, such as the National Green Building Standard (2008), the ICC Green Construction Code or ASHRAE 189.1-2009. |
| Exc4.C | 1 | Develop and maintain a comprehensive community Greenspace/Green Infrastructure Plan. |
| Exc4.D | 2 | Develop a dedicated funding source for greenspace acquisition, maintenance and development. |
| Exc4.E | 2 | Become a Certified Local Government by the Georgia Historic Preservation Division. |
| Exc4.F | 3 | Participate in mitigation activities that reduce potential disaster losses through FEMA's HMA programs or other sources. |
| Exc4.G | varies | Participate in and/or receive recognition through a performance rating system or partnership program focused on stewardship of community resources. |
| Exc4.H | varies | Identify projects within your community that have been recognized through a performance rating system focused on environmental quality in building or site design. |
| Exc4.I | 3 | Identify all impervious surfaces within the community using GIS or similar method. |
| Exc4.J | 1 | Implement optional local management measures described in the Metropolitan North Georgia Water Planning District Watershed Management Plan. |
| Exc4.K | 3 | Identify areas of active agricultural uses, including equestrian and livestock facilities, forestry uses, and operations that foster community-supported agriculture or other farm-to-market opportunities. |
| INNOVATION | varies | Propose an innovative activity undertaken by the local government to further Objective 4 of the Local Government Plan Implementation Standards. |



Identify innovative approaches to economic recovery and long term prosperity

The Atlanta Region needs to identify innovative approaches to economic recovery and long-term prosperity. In order to ensure the economic sustainability of the Atlanta region, the region needs to:

- Focusing financial resources and public investments in existing communities.
- Establishing a regionwide economic and growth management strategy that includes federal, state, regional and local agencies, as well as non-governmental partners.
- Enhancing and diversifying economic development activities to include sectors like life sciences, logistics and transportation, agribusiness, energy and environmental technology, healthcare and eldercare, aerospace technology and entertainment and media production.
- Leveraging the diversity of the region – our people, places and opportunities – to continue to attract business and residents.

| Number | Level | Minimum Standards |
|------------|----------|--|
| MIN5.A | Required | Develop or maintain a website and local government contact that provides information related to government information, development requirements, economic incentives, job resources, etc. |
| MIN5.B | Advanced | Develop a process to share information and data and coordinate strategic actions with local governments, school boards and economic development agencies in neighboring communities. |
| MIN5.C | Advanced | Provide maps and locations of economic development opportunities or areas supported for redevelopment on the jurisdictions website. |
| MIN5.D | Advanced | Evaluate the need for incentives or regulatory changes to support the redevelopment of sites or areas with good access to infrastructure or existing job centers. |
| MIN5.E | Advanced | Develop a Capital Improvement Element (CIE) and include it in the Comprehensive Plan. Undertake management procedures to prioritize, fund and enact the capital investments identified. |
| INNOVATION | n/a | Propose an innovative activity undertaken by the local government to further Objective 5 of the Local Government Plan Implementation Standards. |



Identify innovative approaches to economic recovery and long term prosperity

| Number | Points | Excellence Standards |
|------------|--------|---|
| Exc5.A | 3 | Develop a process to align the resources and strategic actions of local governments and education and economic development agencies. |
| Exc5.B | 3 | Develop a fiscal impact analysis review as part of the development review process for major development projects. |
| Exc5.C | 3 | Develop Business Incubator Space within the community. |
| Exc5.D | 2 | Adopt and implement an Opportunity Zone. |
| Exc5.E | 2 | Adopt and implement a Tax Allocation District (TAD). |
| Exc5.F | 1 | Develop a Local Business Requirement or preferences within purchasing procedures. |
| Exc5.G | 3 | Develop a Business Retention and Expansion Program. |
| Exc5.H | 2 | Develop a distinctive wayfinding and signage system for key areas within the community. |
| Exc5.I | 2 | Become a Georgia “Work Ready” Community as established by the Governor’s Office of Workforce Development. |
| Exc5.J | 2 | Become a Georgia “Camera Ready” Community as established by the Georgia Department of Economic Development. |
| Exc5.K | 1 | Develop a Main Street, a Better Hometown Program, or a Downtown Development Authority within an established town center, or support the creation and/or continued operation of a Community Improvement District within a major employment center. |
| INNOVATION | varies | Propose an innovative activity undertaken by the local government to further Objective 5 of the Local Government Plan Implementation Standards. |

Local Performance Standards Implementation Guidance



Increase mobility options for people and goods

MIN1.A Standard

Participate in the development and updates of local Comprehensive Transportation Plans (CTP).

Level

Required

Description of Measure

The Atlanta Regional Commission (ARC) provides support to counties to develop and update Comprehensive Transportation Plans (CTP). It is important that these transportation plans reflect the priorities and needs of all local governments within the county. Therefore, ARC supports coordination and cooperation among all cities within a county, and between cities and their respective county, in the development of CTPs. Furthermore, local government staff in all areas of local planning should be engaged in the CTP process. Transportation investments should contribute to the achievement of development goals and the fulfillment of land use needs, and align with other infrastructure investments, including sewer service.

Documentation Required for Credit

The local government should provide documentation and assurance from the primary elected official of the city or county that they have participated in the development of the CTP and support any projects, policies and priorities listed therein.

Implementation Guidance

ARC offers a program that provides funding assistance for the development of Comprehensive Transportation Plans. For more information regarding funding availability, and to view plans funded through the program, go to <http://www.atlantaregional.com/transportation/studies/current/ctp-program/>. To view other local transportation plans, such as truck route master plans or multi-modal corridor studies, go to <http://www.atlantaregional.com/transportation/studies>

Additional Information

MIN1.B Standard

Evaluate options of funding sources for local government transportation construction programs.

Level

Required

Description of Measure

It is essential that ARC and local governments clearly outline local and regional priorities as well as available funding sources. Local governments are advised to review many possible tools and actions to enact local priorities for building roadway, transit, pedestrian or other infrastructure.



Documentation Required for Credit

The local government should provide a statement of the methods of transportation funding available to the jurisdiction as well as a statement of those funding sources and actions that may be available in future years. General local funds, SPLOST, special tax districts (including CIDs or TADs), state and federal funds (motor fuel taxes), private sources and even local government construction resources, such as inmate labor, could be provided.

Implementation Guidance

ARC provides a listing of financing programs for transportation projects on its website: <http://www.atlantaregional.com/transportation/financing-transportation>.

Additional Information

MIN1.C Standard

Adopt regulations that require developers to construct pedestrian accommodations internal to the development and along the street frontage of the project.

Level

Required

Description of Measure

Many local governments require new development to provide pedestrian facilities during construction. It is essential for new development to help build the transportation system improvements needed, based on the impacts of the project. Pedestrian facilities represent a local and regional need but are often not built or considered essential by developers during construction.

Regulations may allow a waiver to this requirement for pedestrian accommodations for areas that are rural or predominantly characterized by agricultural uses.

Documentation Required for Credit

The local government should provide a copy or section of local regulations where sidewalks are mandated during new construction.

Implementation Guidance

ARC provides substantial resources on bike and pedestrian planning on its website: <http://www.atlantaregional.com/transportation/bicycle--pedestrian>.

Additional Information

MIN1.D Standard

Identify future transit station locations in the city or county Comprehensive Plan, based on the station location areas in the ARC Regional Transportation Plan (RTP), where applicable.

Level

Required



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|--|
| Description of Measure |
| Local governments need to coordinate closely with regional plans, including the RTP. Planning for the coordination of land use and transit, exemplified by transit-oriented development (TOD), is essential to the efficient operation of transit station areas. Once funding has been identified for a future transit line, it becomes critical that the local government support and undertake actions to realize development patterns and a community that provide choices for citizens who wish to live near and ride transit. |
| Documentation Required for Credit |
| The local government should provide documentation that the official Comprehensive Plan reflects the location of any planned transit stations and thereby provides policy notice to the community. |
| Implementation Guidance |
| ARC provides information on transit-oriented development on its website: http://www.atlantaregional.com/land-use/transit-oriented-development . In addition, regional transit priorities can be found at: http://www.atlantaregional.com/transportation/transit . |
| Additional Information |
| |

MIN1.E Standard

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| Adopt an Americans with Disability Act (ADA) transition plan for the jurisdiction, per federal requirements. |
| Level |
| Advanced |
| Description of Measure |
| Existing federal mandates direct local governments to implement provisions of ADA. This standard seeks to support the overall accessibility goals of ADA, as well as provide the local government a credit for supporting the needs of disabled individuals residing in the region. |
| Documentation Required for Credit |
| The local government should provide documentation that it has met the necessary provisions ADA provisions. |
| Implementation Guidance |
| ADA Transition Plans have been a federal requirement of local governments since 1993. More information and plan requirements can be found at http://www.ada.gov/regs2010/titleII_2010/titleII_2010_integrated.htm . |
| Additional Information |
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MIN1.F Standard

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| Participate in ongoing training through ARC's Community Planning Academy (CPA) on transportation related topics, including Lifelong Community principles and design guidelines, access management planning, etc., or equivalent trainings provided by GDOT, APA, etc. |
| Level |
| Advanced |



Description of Measure

ARC provides training through the CPA and other events or forums for many transportation needs. As recipients of federal transportation dollars, it is critical that local governments stay current on best practices, regulatory or policy changes, and understand federal transportation funding and project management process.

Documentation Required for Credit

The local government should provide documentation that staff has participated in 50% of the CPA or other transportation training events conducted.

Implementation Guidance

ARC will provide financial assistance in the form of fee waivers, scholarships or sponsoring free workshops, as needed and as funding is available, as a means to encourage and enable local government staff and elected officials to attend at least one training per year.

Additional Information

MIN1.G Standard

Evaluate the need for access management regulations for priority transportation corridors in the jurisdiction, where warranted.

Level

Advanced

Description of Measure

Access management requirements are essential to ensuring the preservation of transportation capacity and reducing crashes on major roadway facilities. Adequate management of access to roadways can best be achieved by local governments through zoning or development regulations. It can also be achieved through installation of medians limiting left turns. ARC has supported access management as a priority transportation and land use strategy for many years. Local governments are requested to review the Regional Strategic Transportation System (RSTS) and other local priority corridors and determine if existing access management regulations are adequate or if new requirements and improvements are warranted.

Documentation Required for Credit

The local government should provide a copy of existing access management policies (if any); provide a list of access management transportation projects currently programmed in the TIP, recently completed or funded with local funds; and provide a map and assessment of the RSTS and other local priority roads, identifying where access management improvements are needed.

Implementation Guidance

The US DOT Federal Highway Administration publishes access management resources online at: http://www.ops.fhwa.dot.gov/access_mgmt/index.htm.

Additional Information

MIN1.H Standard

Evaluate community-wide bicycle and pedestrian transportation needs, particularly for access to existing transit services. Determine priorities for future local projects.



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| Level |
| Advanced |
| Description of Measure |
| Providing mobility to the region’s citizens through pedestrian and bicycle facilities is a critical need. Local governments are requested to review their existing facilities with ARC and determine local needs and priorities for future improvements. This standard does not require a sophisticated plan but rather a basic evaluation of the local needs for access to service and retail areas, schools or transit. The resulting evaluation could point to future planning or funding needs. |
| Documentation Required for Credit |
| The local government should provide a review of local priorities based on maps and data provided by ARC or other sources. If a local government has an adopted bicycle and pedestrian transportation plan or adequately addresses bicycle and pedestrian needs through the CTP, those documents would meet this standard’s requirements. |
| Implementation Guidance |
| The US DOT Federal Highway Administration publishes information on planning for pedestrians online at: http://www.fhwa.dot.gov/environment/sidewalk2/sidewalks203.htm . |
| Additional Information |

MIN1.I Standard

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| Incorporate Lifelong Community principles into local transportation plans. |
| Level |
| Advanced |
| Description of Measure |
| Lifelong mobility and accessibility provide access and transportation to people of all ages and abilities. Mobility begins inside the individual unit or house and carries throughout the entire built environment. Local transportation plans shall incorporate the design guidelines for mobility and accessibility as defined in ARC’s Lifelong Community Handbook for Lifelong Living. |
| Documentation Required for Credit |
| The local government should provide documentation showing Lifelong Community principles amended into the existing transportation plan or incorporated into future transportation plans. |
| Implementation Guidance |
| The Lifelong Communities Handbook for Lifelong Living and other resource materials can be found at the Lifelong Communities website: http://atlantaregional.com/aging-resources/lifelong-communities . |
| Additional Information |

MIN1.J Standard

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| Adopt clean fuel fleet policies consistent with Georgia Clean Fuel Fleets Program standards. |
| Level |
| Advanced |



Description of Measure

Adopting clean fuel fleet policies and providing parking for alternative vehicles, including recharge stations, will assist the Atlanta region with implementing the State Implementation Plan to comply with federal air quality standards. Additionally, some fleets are already required to meet certain federal standards and are covered under the Georgia Clean Fuel Fleets Program.

Documentation Required for Credit

The local government should provide ARC with an electronic copy of or a link to the adopted policy and the Commission or Council meeting minutes or resolution when the policy was adopted.

Implementation Guidance

The Georgia Environmental Protection Division administers Georgia’s Clean Fueled Vehicle Program and provides information online at: http://www.gaepd.org/Documents/techguide_apb.html#cff.

The US EPA provides a “Clean Fuel Fleet Implementation Guide online at <http://www.epa.gov/oms/regs/fuels/cff/cffp-imp.pdf>.

The US Department of Energy offers guidance on Alternative Fuels and Advanced Vehicles as they apply to fleets online at <http://www.afdc.energy.gov/afdc/fleets/index.html>.

Additional Information

Exc1.A Standard

Adopt parking facility design guidelines that promote shared parking, parking maximums, pervious surface materials, trees and landscaping, placement of parking behind buildings, or other innovative parking policies.

Points

1

Description of Measure

Much of the Atlanta Region has excess off-street and surface parking lots that contribute to stormwater runoff and combined sewer overflows; incentivize driving over transit use, bicycling or walking; and create an unwelcoming and unsafe pedestrian environment. ARC aims to encourage local governments to develop creative ways to minimize off-street parking, and to design parking facilities that are environmentally-friendly and accessible to pedestrians, bicycles, transit and alternative vehicles.

Documentation Required for Credit

The local government should provide ARC with an electronic copy of the adopted guidelines or ordinance and a copy of the Commission or Council meeting minutes or resolution when the guidelines/ordinance were adopted.

Implementation Guidance

A handful of LCI communities have developed parking guidelines, including Central Atlanta Progress/ Atlanta Downtown Improvement District (City of Atlanta), Midtown Alliance (City of Atlanta), Norcross, Griffin, and Gwinnett Place CID. All of these studies are available on ARC’s website at <http://www.atlantaregional.com/land-use/livable-centers-initiative/recipients/search-lci-recipients>. Also, the American Planning Association APA publishes Smart Growth codes, which include model parking ordinances online at <http://www.planning.org/research/smartgrowth/>.

Additional Information



Exc1.B Standard

Adopt a community-wide bicycle and pedestrian transportation plan consistent with the 2007 Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan.

Points

3

Description of Measure

Biking and walking are sustainable, healthy and inexpensive means of making short trips including accessing transit, and yet most of the Atlanta Region's short trips are made by motor vehicle. By developing a Bicycle and Pedestrian Transportation Plan, a local government can identify barriers to biking and walking, prioritize investments, and identify ways to promote and encourage this alternative method of transportation. Additionally, this objective helps to implement the 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan, which calls for emphasizing bicycle and pedestrian planning at the local level.

Documentation Required for Credit

The local government should provide ARC with an electronic copy of or a link to the adopted plan and a copy of the Commission or Council meeting minutes or resolution when the plan was adopted.

Implementation Guidance

Locally adopted plans should be consistent with the goals, objectives and recommendations of the 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan, found online at <http://www.atlantaregional.com/transportation/bicycle--pedestrian>. The US DOT Federal Highway Administration maintains a national bicycle and pedestrian clearinghouse, which has extensive resources on best practices for planning, policy and design online at <http://www.pedbikeinfo.org/>.

Additional Information

Exc1.C Standard

Develop a dedicated funding source and programs for transportation system maintenance and improvements.

Points

2

Description of Measure

Due to limited state and federal transportation resources, the burden of maintaining and improving the transportation system increasingly falls on local governments. Setting aside a dedicated funding source, whether through passage of a SPLOST, impact fees, or the normal budgeting process, helps ensure that both local and regional transportation needs are addressed.

Documentation Required for Credit

The local government should provide a copy of its budget, indicating line item(s) for transportation, or a copy of SPLOST or impact fee legislation and a project list if applicable.

Implementation Guidance

ARC's website includes resources on financing transportation improvements at <http://www.atlantaregional.com/transportation/financing-transportation>. Information regarding SPLOST can be found online at <http://www.gasplost.org/>.

Additional Information



Exc1.D Standard

Adopt policies and regulations to implement access management plans for transportation corridors.

Points

2

Description of Measure

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. Successful access management can significantly reduce the number and severity of automobile and pedestrian crashes, while also reducing congestion and preserving the public investment in the road network. While ARC, GRTA and GDOT are working together to implement access management studies and construction projects throughout the region, much of access management can only be done at the local level through code changes and development regulations.

Documentation Required for Credit

The local government should provide a copy of the adopted policies or regulations and the Commission/Council resolution of when policies were enacted (or documentation if policies were put into place administratively/by staff).

Implementation Guidance

ARC's website provides information on Access Management at <http://www.atlantaregional.com/transportation/roads--highways/access-management/access-management>. Additional online resources include the FHWA (http://www.ops.fhwa.dot.gov/access_mgmt/index.htm) and the Transportation Research Board Access Management Committee (<http://www.accessmanagement.info/>).

Additional Information

Exc1.E Standard

Adopt a development review process to evaluate traffic impacts, design and accessibility issues, and compatibility with locally adopted land use and complete streets policies.

Points

1

Description of Measure

The Developments of Regional Impact review process exists to evaluate and mitigate impacts to traffic, design, and surrounding land uses for large-scale developments; however many small developments, when combined, can have equal or greater impacts, and yet are often approved as of right, with no review. The creation of a local process to evaluate impacts and consistency with local policies will help to ensure that communities grow and develop in a sustainable way consistent with their local and regional vision.

Documentation Required for Credit

The local government should provide an electronic copy of or link to the policy, ordinance or amended code, and a copy of the resolution or Commission/Council meeting minutes when the ordinance was adopted.



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| Implementation Guidance |
| ARC provides assistance to communities to develop plans, design guidelines, ordinances or other planning related tools through its Community Choices program (see http://www.atlantaregional.com/local-government/planning-assistance). ARC Land Use staff is also available to provide technical assistance. The EPA provides resources and technical assistance on smart growth policies(see http://www.epa.gov/smartgrowth/index.htm). The American Planning Association (APA) also publishes guides to model land-development regulations and best practices, although typically for a fee (see http://www.planning.org/research/smart-growth/). |
| Additional Information |
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| Exc1.F Standard |
| Participate in transportation demand management programs offered through regional Transportation Management Associations (TMAs), Employer Service Organizations (ESOs), and/or the Clean Air Campaign to provide travel options for employees to and from work. |
| Points |
| 1 |
| Description of Measure |
| Transportation Demand Management comprises programs that promote and incentivize the use of commute options such as walking, biking, transit, car/vanpools, teleworking and more. Such programs are intended to reduce traffic congestion and air pollution by eliminating single occupancy vehicle (SOV) trips and/or decreasing the length of such trips. |
| Documentation Required for Credit |
| The local government should provide documentation that it is a participating workplace with a Transportation Management Association (TMA), Employer Service Organization (ESO), the Clean Air Campaign, ARC’s Ride Smart program, or another program that promotes and incentivizes commute alternatives. In lieu of participating in an existing program, the local government may provide documentation that it has enacted a teleworking program or offers discounted transit passes, carpool ride matching, or other incentives to promote commute alternatives. |
| Implementation Guidance |
| ARC’s TDM Division manages the RideSmart program to assist employers with offering commute options, and provides commuters with services such as the Guaranteed Ride Home, carpool and bike partner matching (see http://www.atlantaregional.com/transportation/commute-options and https://www.myridesmart.com/html/index.htm). |
| Additional Information |
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|---|
| Exc1.G Standard |
| Coordinate with school districts to ensure they participate in a “Safe Routes to School” program. |
| Points |
| 2 |



Description of Measure

The purpose of Safe Routes to Schools programs is to encourage more children to walk and bike to school while improving conditions that enable them to do so safely. Successful programs will help to decrease traffic congestion, improve air quality around schools, increase physical activity and promote healthy lifestyles and create more livable, walkable communities. Additionally, one of the central goals of the ARC's 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan is to provide safe and convenient bicycle and pedestrian access to schools.

Documentation Required for Credit

The local government should provide a copy of or a link to an individual school's or school district's Safe Routes to School Plan, or documentation that individual schools or school districts have registered and participated in GDOT's Safe Routes to School program, the Clean Air Campaign's Clean Air Schools program, or a local Safe Routes to School program.

Implementation Guidance

The National Center for Safe Routes to School offers technical assistance and provides many resources to start a Safe Routes to School program at your school: <http://www.saferoutesinfo.org/>. Georgia Department of Transportation (GDOT) administers a statewide program open to any school or school district (public or private) (see <http://www.dot.state.ga.us/localgovernment/fundingprograms/SRTS/>), and the Clean Air Campaign operates a Clean Air Schools program which incorporates biking and walking to school (see <http://www.cleanaircampaign.org/Kids-Schools>).

Additional Information

Exc1.H Standard

Adopt and implement a complete streets policy.

Points

3

Description of Measure

A "complete streets" policy ensures that transportation planners and engineers consistently design and operate roadways with all users in mind, including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. ARC's 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan calls for the incorporation of complete streets policies into the planning, design, and construction of all roadways and the adoption of development review regulations that require developers to build bicycle and pedestrian facilities as integral components of their transportation infrastructure. Local adoption of complete streets policies and incorporation of these concepts into local projects and developments is critical to the region achieving this goal.

Documentation Required for Credit

The local government should provide an electronic copy of or a link to the policy, ordinance, or amended code, and a copy of the resolution or Commission/Council meeting minutes when the ordinance was adopted.



Implementation Guidance

Policies should be consistent with GDOT’s bicycle and pedestrian accommodation policy (see <http://www.dot.state.ga.us/doingbusiness/PoliciesManuals/roads/DesignPolicy/GDOT-DPM-Chap09.pdf>). The City of Charlotte’s *Urban Street Design Guidelines* is also a great model for urban areas and won the EPA’s *National Award for Smart Growth Achievement in Policies and Regulations*: (see <http://charmek.org/city/charlotte/transportation/Pages/Home.aspx>).

The National Complete Streets Coalition provides training and resources in support of complete streets: <http://www.completestreets.org/>. Local governments can also seek technical assistance through ARC’s Community Choices program (see <http://www.atlantaregional.com/local-government/planning-assistance>) or by joining the ARC Bike/Ped Task Force (see <http://www.atlantaregional.com/transportation/bicycle-pedestrian>). Roswell was the first city in Georgia to pass a complete streets policy (see <http://www.roswellgov.com/DocumentView.aspx?DID=613>).

Additional Information

Exc1.1 Standard

Adopt ordinances or regulations to provide for and enhance roadway, bicycle, and pedestrian connectivity between neighborhoods and adjacent land uses to promote improved access and mobility.

Points

3

Description of Measure

The predominant post-war hierarchical street pattern found through much of the Atlanta region has resulted in traffic congestion along arterials and major collectors, poor air quality, greater travel distances between land uses that make biking and walking challenging, and inefficient service delivery. Ensuring that new roads connect to streets, and extending existing roads to create a street grid, will disperse traffic, create shorter distances between land uses, and provide alternative roads for biking and walking, and capitalize on public investments in infrastructure. ARC’s Livable Centers Initiative encourages local governments to improve street connectivity through planning and construction grants.

Documentation Required for Credit

The local government should provide ARC with an electronic copy of or a link to the adopted policy, ordinance or amended code and a copy of the resolution or Commission or Council meeting minutes when the ordinance was adopted.

Implementation Guidance

Information on ARC’s Livable Centers Initiative is available online at <http://www.atlantaregional.com/land-use/livable-centers-initiative>.

The Congress on New Urbanism provides resources for land development regulations, form-based and “new urbanist” codes: www.cnu.org.

Additional Information



Exc1.J Standard

Adopt a local freight and truck route plan consistent with the Atlanta Regional Freight Mobility Plan and the Atlanta Region Strategic Truck Route Master Plan (ASTRoMaP).

Points

2

Description of Measure

A local freight and truck route plan should identify preferred routes and develop strategies to support the efficient movement of truck and freight traffic without disproportionately impacting existing communities, the environment, or the transportation network. The local plan should correspond with the “grid” concept system as identified in the ASTRoMaP system and address the conditions identified in the Freight Mobility Plan.

Documentation Required for Credit

The local government should provide ARC with an electronic copy of or a link to the adopted plan and copy of the Commission/ Council meeting minutes or resolution when the plan was adopted.

Implementation Guidance

Atlanta Strategic Truck Route Master Plan is available at <http://www.atlantaregional.com/transportation/freight/truck-route-master-plan>. Atlanta Regional Freight Mobility Plan is available online at <http://www.atlantaregional.com/transportation/freight/freight-mobility-plan/freight-mobility-plan>.

Additional Information

Exc1.K Standard

Develop and implement a transit access plan, including sidewalks, street crossings, bus shelters, etc., along with identifying priority areas for retrofitting existing roadways to meet minimum standards for providing accessibility to transit.

Points

3

Description of Measure

Implementing a Transit Access Plan should improve access to and from transit stops or stations and ensure that the journey is safe, reliable, and pleasant. Particularly important is providing safe pedestrian access across streets near bus stops. ARC research has shown that 48% of all pedestrian crashes in metro Atlanta occur within 300 feet of a bus stop, and one in four pedestrian crashes is within 100 feet of a bus stop. Therefore, providing adequate access is not only key to maintaining ridership, but it is also a critical safety need. Given that many bus stops are on local roads, and the high demand for limited state and federal funds, ARC encourages local governments to develop and implement plans that will improve safe access to their transit stops and stations.

Documentation Required for Credit

The local government should provide ARC with an electronic copy of or a link to the adopted plan and a copy of the Commission/Council meeting minutes or resolution when the plan was adopted.



Implementation Guidance

The Federal Highway Administration's Pedestrian Safety Guide for Transit Agencies is available online at http://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch1.cfm.

The City of San Francisco's Access Transit Plan may be used as an example. The program's guidelines are found at http://www.bart.gov/docs/planning/access_guidelines.pdf

Additional case studies and transit access resources can be found on FHWA's Pedestrian and Bicycle Information Center website at <http://www.walkinginfo.org/transit/>.

Additional Information

Exc1.L Standard

Provide parking at city/county facilities for alternative vehicles such as Zip Car, scooters, bicycles, car-pools and electric vehicles (including re-charging spaces).

Points

1

Description of Measure

Policies that encourage the use of alternative transportation and fuels by providing priority spaces for bicycles, scooter, carpools, Zip Cars, and electric vehicles, including re-charging spaces, support the region's goals of improving air quality and reducing traffic congestion.

Documentation Required for Credit

Provide ARC with an electronic copy of or a link to the adopted policy and the Commission/Council meeting minutes or resolution when the policy was adopted.

Implementation Guidance

For model parking ordinances, see APA's Smart Codes page at <http://www.planning.org/research/smart-growth/>.

Additional Information



Foster a healthy, educated, well trained, safe and secure population

MIN2.A Standard

Provide civic spaces, such as park venues and community buildings, for residents in the community.

Level

Required

Description of Measure

Civic space is an important component of a healthy community. Civic space includes, but is not limited to, greenspace such as parks, squares, and greenways, or public buildings that serve both as central service locations and public gathering places. This standard is intended to encourage local jurisdictions to consider providing public spaces that will encourage residents to be physically and socially active. The provision of these spaces can take place through direct capital expense by the local government, or through codes and ordinances which require a developer to provide a certain amount of “usable” and “public” green or civic space.

Documentation Required for Credit

This standard can be satisfied in several ways. The local government can provide information regarding the construction of usable areas for civic space over the past five years. A local jurisdiction may also provide documentation of capital expenses for the construction and/or maintenance of civic space. As another alternative, the local government can provide text from codes and ordinances that require a developer to provide a certain amount of “usable” and “public” civic or green space.

Implementation Guidance

The following is a list of examples of civic space: a city auditorium or meeting hall that is available for public use; a city or county park located in a central location, near a high concentration of residents and workers; and public libraries. Within private development, the list includes the provision of publicly accessible plazas, parks, greenways, or other gathering spaces.

Additional Information

MIN2.B Standard

Adopt policies that encourage community design to facilitate access to basic and preventive healthcare.

Level

Required

Description of Measure

Access to basic and preventive healthcare is an important issue in the Atlanta region, especially to the young, the elderly, and the disabled. Communities should be designed to provide easy access to these services in relatively close proximity to existing residents. This may include the provision of these services within developments of a certain size or type, or requirements on access to adjacent properties where those services are already provided.

Documentation Required for Credit

To satisfy this standard, the local government should provide a list of adopted policies or regulations related to the planning, approval and permitting process, which offer guidance to local staff and elected officials on the issues of interparcel access, senior services, senior housing, etc.



Implementation Guidance

The Aging Services division of ARC has established a website for the Lifelong Communities program, which can be found at <http://www.atlantaregional.com/aging-resources/lifelong-communities>. On this page are several useful resources related to this topic.

Additional Information

MIN2.C Standard

Provide training for at least 50 percent of the jurisdiction's planning commissioners through the introductory Community Planning Academy (CPA), or provide equivalent training for new planning commissioners within their first six months on the commission.

Level

Advanced

Description of Measure

Planning commissions provide a valuable service to the city councils and county commissions they serve. As such, education and training should be provided to these individuals to ensure they are well informed on relevant Georgia or Federal laws and regulations, as well as vital planning concepts.

Documentation Required for Credit

If a planning commissioner has attended one of ARC's CPA courses, a confirmation letter is sufficient. If the training was provided through an entity other than ARC, then a letter from that organization, stating that the individual has attended and including an outline of the information covered, should be provided. If the training was offered "in-house" by the local government, then a signed letter from the city/county manager or equivalent, stating that this training was provided by the local jurisdiction and the planning commissioner(s) has/have attended should be provided.

Implementation Guidance

The Community Planning Academy (CPA) offers high-quality, cost-effective training and workshops to appointed citizen planners, local elected officials and local government employees. CPA provides planners and decision makers with tools to make effective decisions regarding their community's future. More information on specific course offered through the CPA program can be found on ARC's website at <http://www.atlantaregional.com/local-government/training--leadership-development/community-planning-academy/community-planning-academy>.

Additional Information

MIN2.D Standard

Provide a venue for public access to technology, such as computer terminals, internet, educational software, etc.

Level

Advanced

Description of Measure

Education and workforce training are major issues in the Atlanta region. In order to aid residents in furthering their education and training, local governments should provide access to basic technology and telecommunications that are critical in today's economic environment.

**Documentation Required for Credit**

A local government should provide a letter from the city or county manager or equivalent, outlining the city or county programs that provide or support access to technology in the community.

Implementation Guidance

The provision of access to technology can be accomplished in several ways. The local jurisdiction can provide computer terminals within public buildings it maintains, or it can support local libraries or community centers that provide free access.

Additional Information**MIN2.E Standard**

Develop a coordination program or memorandum of understanding (MOU) with school boards or school system personnel to share information on school siting, forecasts, joint use of facilities, infrastructure plans, bus routes, and safe routes to school.

Level

Advanced

Description of Measure

The siting and operations of schools have a tremendous impact on the community including traffic and pedestrian safety. Schools can be an invaluable partner and integral part of their community. This standard is meant to encourage school systems to communicate and plan with the local governments in which they are located. The goal is to have an MOU outlining how information can be shared and planning can be done collaboratively.

Documentation Required for Credit

The local jurisdiction should provide a copy of the MOU, signed by the mayor/chairman of the jurisdiction, the city/county administrator (or equivalent) and the chairman of the school board and superintendent of the school system.

At minimum, the MOUs should discuss: joint meetings between school board/school system personnel and the county and cities within that school system, possible collocation or shared use facilities, school siting procedures, opportunities for the jurisdiction to review and comment on school system facilities plans prior to public hearings and adoption by the school board, opportunities for the jurisdiction to review and comment on school site design 3 months before construction begins.

For systems that employ a coordination program, a local government should provide a letter from the City or County Manager or equivalent, discussing a program for joint meetings between school board/school system personnel and the county and cities within that school system, possible collocation or shared use facilities, school siting procedures, opportunity for jurisdiction to review and comment on school system facilities plan prior to public hearing and adoption by school board, opportunity for jurisdiction to review and comment on school site design 3 months before construction begins.

Implementation Guidance

Legislation enacted by the 2005 Florida Legislature (Chapter 2005-290, Laws of Florida) mandates a comprehensive focus on school planning by requiring local governments and school boards to adopt a school concurrency system. While the MOUs created for this requirement (called Interlocal Agreements in Florida) are great examples, local jurisdictions' MOUs do not have to be as extensive. Example MOUs can be found at <http://www.dca.state.fl.us/fdcp/dcp/SchoolPlanning/WorkProducts.cfm>.

Additional Information**MIN2.F Standard**

Develop a coordination program or MOU with senior service providers or other entities regarding coordination of senior transportation, senior center location and programming, senior housing and other senior-focused services.

Level

Advanced

Description of Measure

The siting and operations of senior services have a tremendous impact on the quality of life of those they serve. To ensure that the needs of older adults are met, senior service providers and local governments should consider not only what is offered within these facilities, but also the way it is offered. The goal is to have an established and adopted protocol or MOU to develop cross-collaboration between senior services, parks and recreation, transportation, planning and other relevant government entities regarding the coordination of senior transportation, senior center location and programming, senior housing and other senior-focused services.

Documentation Required for Credit

The local government should provide a copy of the adopted protocol or MOU.

Implementation Guidance

The Lifelong Communities Handbook for Lifelong Living and other resource materials can be found on the Lifelong Communities website at <http://atlantaregional.com/aging-resources/lifelong-communities>.

Additional Information**MIN2.G Standard**

Develop a program to engage citizen participation in government and planning initiatives.

Level

Advanced

Description of Measure

Engaging citizens is an important component of community planning and development. In order to have a successful plan and implementation, there must be citizen support. This measure is intended to encourage a local government to include citizens substantively in the local planning process.

Documentation Required for Credit

The local jurisdiction should provide an inventory of programs designed to engage citizens in planning.



Implementation Guidance

As an example, the City of Atlanta is divided into twenty-five Neighborhood Planning Units or NPUs, which are citizen advisory councils that make recommendations to the Mayor and City Council on zoning, land use, and other planning issues. The NPU system was established in 1974 to provide an opportunity for citizens to participate actively in the Comprehensive Development Plan, now called the Atlanta Strategic Action Plan. It is also used as a way for citizens to receive information concerning all functions of city government. The system enables citizens to express ideas and comment on city plans and proposals while assisting the city in developing plans that best meet the needs of their communities. Further information on this program can be found on the City of Atlanta’s website at http://www.atlantaga.gov/government/planning/npu_system.aspx.

Other examples of citizen engagement may include, but are not limited to, citizen stakeholder advisory committees or citizen task forces to review and address current issues, training on government operations, open house planning events, and formal charrettes.

Additional Information

MIN2.H Standard

Provide a neighborhood watch program and support creation of neighborhood level programs.

Level

Advanced

Description of Measure

Public safety is an important component of community building. In order to maintain or improve the vibrancy of our communities, local governments should augment the work of local and state law enforcement. This can be accomplished by working with local police departments to establish neighborhood watch programs, supporting community groups and working with Community Improvement Districts (CIDs) to establish a supplemental security program.

Documentation Required for Credit

The local jurisdiction should provide an inventory of existing public safety programs, including public education efforts, neighborhood watch programs, and the use of off-duty police officers or private security firms in other public safety efforts.

Implementation Guidance

The Cobb County Police Department has a webpage dedicated to “Crime Prevention.” There are several useful documents under the “Neighborhood Watch Program” of this page, including a “Citizens Awareness Program Brochure” and “Guidelines for Block Programs.” See <http://police.cobbcountyga.gov/crime-prevention.htm>.

Midtown Alliance has established “Midtown Blue” to expand public safety efforts in this district of Atlanta. Information on this program can be found on the Midtown Alliance website at http://www.midtown-alliance.org/MB_overview.html.

Additional Information



MIN2.I Standard

Adopt policies that incentivize the provision of a mix of basic services and health and support services within a community.

Level

Advanced

Description of Measure

This standards encourages the local government to adopt policies that encourage community design to facilitate access to basic and preventative health care and encourage physical activity.

Documentation Required for Credit

Implementation Guidance

The Lifelong Communities Handbook for Lifelong Living and other resource materials can be found on the Lifelong Communities website at <http://atlantaregional.com/aging-resources/lifelong-communities>.

Additional Information

MIN2.J Standard

Identify Wellness Districts, as defined by the PLAN 2040 UGPM and Regional Development Guide, in the local comprehensive plan. [see also Exc2.F]

Level

Advanced

Description of Measure

Wellness Districts, as defined in the PLAN 2040 Regional Development Guide and UGPM, are located around major hospitals in the region. These areas are seen as locations for future employment and growth and are good locations for senior housing. Therefore, these districts should have additional focus on Lifelong Community principles. The local comprehensive plan should be amended to officially designate areas as Wellness Districts and recommend specific land use and zoning policies for these districts.

Documentation Required for Credit

The local government should provide copies of its amended local comprehensive plan with supporting policies and zoning recommendations.

Implementation Guidance

The Lifelong Communities Handbook for Lifelong Living and other resource materials can be found on the Lifelong Communities website at <http://atlantaregional.com/aging-resources/lifelong-communities>.

Additional Information



Exc2.A Standard

Develop bilingual or multilingual services provided in key government operations.

Points

3

Description of Measure

With the Atlanta region becoming more diverse over the coming decades, local governments need take additional steps to ensure that all segments of their community are included in local government communications and decision-making.

Documentation Required for Credit

The local government should provide a letter from the city manager or equivalent that outlines ethnicities and languages present in the local community and multilingual service(s) provided by the local government.

Implementation Guidance

A local government can satisfy this requirement in several ways, including providing a multilingual website; providing multilingual contact information via mailings, telephone, or online; employing staff trained in foreign language(s) present in the community; printing pamphlets and other materials in multiple languages; and performing outreach work to specific organizations that represent ethnic groups present in community.

Additional Information

- Global Atlanta Snapshots provides information on the ethnic diversity in the Atlanta area at <http://www.globalatlantaworks.com/html/34.htm>
- The Latin American Association (<http://www.thelaa.org/>) and the Center for Pan Asian Community Services (<http://www.icpacs.org/>) are regional organizations and resources for various forms of language assistance.
- ARC's Limited English Proficiency Plan provides examples of strategies to provide language assistance. It is consistent with the requirements of Title VI of the Civil Rights Act and Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*. The plan includes demographics of those in need of language assistance by county and resources used by ARC. <http://www.atlantaregional.com/about-us/public-involvement/limited-english-proficiency-plan>.

Exc2.B Standard

Implement an ongoing public engagement process with business leaders and owners and the general public, to sustain continued support and dialogue regarding comprehensive planning goals and objectives.

Points

3

Description of Measure

Public engagement is key to good planning and implementation. A citizenry that feels informed and involved more often participates as a partner rather than opponent. The goal of this standard is to ensure that local governments are regularly engaging their constituents, not just when it is time to make a decision.

Documentation Required for Credit

The local government should provide a letter from the city manager or equivalent that outlines ongoing public engagement programs and activities.



Implementation Guidance

There are several ways a local government can satisfy this requirement, which could include holding regular open house events, operating a government access television channel, or providing staff presence at local organization meetings (i.e. neighborhood associations, business association, etc.).

Additional Information

Resource Guide on Public Engagement: <http://www.ncdd.org/rc/pe-resource-guide>

Exc2.C Standard

Provide training for 100 percent of the jurisdiction's planning commissioners through a Community Planning Academy (CPA) or equivalent training program.

Points

2

Description of Measure

Planning commissions serve an important role in local government by providing their council or commission with a recommendation on certain local government actions. In order to ensure that these appointed officials are ready for the task of reviewing and making recommendations on planning- and development-related actions, planning commissioners should attend relevant training prior to or soon after joining the planning commission.

Documentation Required for Credit

The local government should provide a letter from the city manager or equivalent that outlines what training planning commissioners have received, verifies that each commissioner has received this training, and provides an agenda from the training event.

Implementation Guidance

There are several ways a local government can satisfy this requirement, which could include sending planning commissioners to ARC Community Planning Academy courses or DCA Community Planning Institute courses, or providing training in-house.

Additional Information

Additional information on the ARC Community Planning Academy can be found on the ARC website at www.atlantaregional.com/local-government/training-leadership-development, and additional information on DCA's Community Planning Institute can be found online at <http://www.dca.ga.gov/development/PlanningQualityGrowth/programs/opgg.asp>.

Exc2.D Standard

Provide or support education or training opportunities for civic organizations and non-profits with regard to transportation, development, environmental and safety issues.

Points

2

Description of Measure

Civic organizations and non-profits serve an important role in the community. Local governments should reach out to and provide educational opportunities to these organizations in order to reach more of their constituents and develop partnerships that can aid in the implementation of local community goals.



Documentation Required for Credit

The local government should provide a letter from the city manager, or equivalent that outlines what educational opportunities were provided or supported by the local government, as well as which local organizations were invited and which attended. The local government should include agenda or program descriptions for the education/ training programs claimed.

Implementation Guidance

Local governments may provide these education opportunities themselves by hosting or sponsoring workshops on various topics or by utilizing existing opportunities provided by others organizations in the region.

ARC staff can provide assistance to local governments, including the organization, planning, or hosting of educational events.

Additional Information

Exc2.E Standard

Develop a coordination program or MOU with organizations such as Community Improvement Districts (CIDs) and neighborhood associations to develop public safety programs.

Points

2

Description of Measure

Public safety is one of the most important issues facing communities in the Atlanta region, especially in light of the economic downturn and the effect it has had on local government budgets. In an effort to expand public safety services in their jurisdictions, local governments should work to use organizations within their communities that can support or supplement certain public services, specifically public safety.

Documentation Required for Credit

The local government should provide a letter from the city manager or equivalent that outlines the agreement between the local government and the organization(s) involved. A copy of the MOU should also be provided.

Implementation Guidance

The specifics of the MOU and the services provided should reflect the desires and goals of the local community. Three examples that may offer guidance are the Ambassador Force, through the Atlanta Downtown Improvement District, the Targeted Enforcement Zone program by the Gwinnett Village Improvement District, and the Fight Back Against Crime-Virginia Highland (FBAC-VaHi) Security Patrol.

Information on the Ambassador Force can be found at www.atlantadowntown.com, and information on the Targeted Enforcement Zone can be found at www.gwinnettville.com. Information on the FBAC-VaHi can be found at <http://www.fbacvahi.com/>.

Additional Information



Exc2.F Standard

For areas identified as Wellness Districts in local comprehensive plans, adopt zoning ordinances and regulatory requirements to allow or require Lifelong Communities Principles. [This standard follows up on Min2.J.]

Points

3

Description of Measure

Wellness Districts, as defined in the PLAN 2040 Regional Development Guide and UGPM, are located around major hospitals in the region. These places are seen as good locations for senior housing. Therefore, these districts should have additional focus on Lifelong Community principles.

Designing a Lifelong Community, by definition, requires that residents, planners and elected officials make decisions not only for the current population, but the residents who will live in the community well into the future. Urban design and land use issues must first be addressed before any site in the Atlanta region can adequately support the specialized programs, policies, and building types of a Lifelong Community. There are seven core principles that go into creating a lifelong community: Connectivity, Pedestrian Access and Transit, Neighborhood Retail and Services, Social Interaction, Dwelling Types, Healthy Living, and Consideration for Existing Residents.

Documentation Required for Credit

The local government should provide specific ordinances and regulations that have been adopted, as well as a copy of the adoption resolutions for each.

Implementation Guidance

The Aging services division of ARC has established a website for the Lifelong Communities program, which can be found at <http://www.atlantaregional.com/aging-resources/lifelong-communities>.

Additional Information

Exc2.G Standard

Develop a process to conduct health impacts assessments (HIA) to evaluate government plans or programs (such as comprehensive plans or transportation plans), large-scale developments (including DRIs), and other related projects that may impact community health.

Points

3

Description of Measure

Health Impact Assessments (HIAs) can provide information on the long term effects of decisions on the health of those affected by these decisions. Local government decisions that may affect the long-term health of many of their constituents deserve additional analysis. The assessment ensures that the program or policy does not adversely affect the local population and may help government officials identify ways in which improvements can be made to increase the quality of life for residents. Georgia Tech's Center for Quality Growth is currently working with ARC to conduct a HIA on PLAN 2040 to determine the health impacts of the proposed policies and projects recommended in the Plan.



Documentation Required for Credit

ARC will develop a template for local governments to use when developing their HIA. If such an analysis is completed, the local government should provide the results to ARC, along with steps that will be pursued to avoid negative health impacts. If no HIA is completed, due to the lack of relevant decisions, then the local government should provide ARC with a draft HIA and a resolution committing to use this analysis on major decisions by that local government.

Implementation Guidance

The Centers for Disease Control and Prevention (CDC) provides information and assistance on conducting health impact assessments. This information can be found on the CDC website at www.cdc.gov/healthy-places/hia.htm.

Additional Information

The Center for Quality Growth is conducting the HIA for Plan 2040, as mentioned above. It also conducted one in 2005 on the Atlanta Beltline and in 2007 on the City of Decatur's Community Transportation Plan. Below are the links to the completed HIAs:

- Atlanta Beltline: http://www.cqgrd.gatech.edu/projects/beltline_hia/index.php
- Decatur's Community Transportation Plan: http://www.cqgrd.gatech.edu/projects/decatur_transportation_plan/index.php

Exc2.H Standard

Prepare and publish crime statistics or maps.

Points

3

Description of Measure

In order to make better decisions on public safety, and to have a more informed public, local governments should make crime statistics readily available.

Documentation Required for Credit

The local government should provide ARC with a letter from the city/county manager or equivalent outlining how the general public can access that community's crime statistics.

Implementation Guidance

There are several ways to make this information available. As one example, the City of Atlanta police department provides online data at www.atlantapd.org/crimereports.aspx. Note that crime reports at this site are available in both English and Spanish.

Additional Information

Exc2.I Standard

Provide community leadership programs or training targeted at both youth and adults.

Points

3

Description of Measure

To ensure that members of the public understand how to assist their local governments in decision making, local governments should provide training and educational opportunities to its citizens.



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| Documentation Required for Credit |
| The local government should provide ARC with a letter from the city/county manager or equivalent outlining the local government training that has been provided and how many citizens have participated. |
| Implementation Guidance |
| Local governments may provide these education opportunities themselves by hosting or sponsoring workshops on various topics or by utilizing existing opportunities provided by other organizations in the region. ARC staff can provide assistance to local governments including the organization, planning, or hosting of these educational events. |
| Additional Information |
| ARC supports the Model Atlanta Regional Commission as a leadership training opportunity for youth. Information on this program is available online at http://atlantaregional.com/about-us/leadership-opportunities/model-atlanta-regional-commission . |

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| Exc2.J Standard |
| Develop a communication program to distribute health tips, safety training and information on other health related issues to employees and residents of the community. |
| Points |
| 2 |
| Description of Measure |
| A better informed citizenry or workforce can make better decisions for themselves. By providing information on healthy living, local governments can provide a valuable service and potentially reduce costs associated with treating preventable illnesses. |
| Documentation Required for Credit |
| The local government should provide ARC with a letter from the city/county manager or equivalent outlining its healthy living communication program. |
| Implementation Guidance |
| This information should be provided electronically and in the form of flyers or pamphlets that are easily distributable. Local governments should consider including this information in current mailings, such as water bills or city/county newsletters, or providing this information through local public access channels. |
| Additional Information |
| |



Promote places to live with easy access to jobs and services

MIN3.A Standard

Evaluate zoning and development regulations at existing rail station communities and adopt supportive transit-oriented development (TOD) requirements.

Level

Required

Description of Measure

It is essential to the efficient operation of a transit station area to plan for the coordination of land use and transit-oriented development (TOD). As a region largely accustomed to automobile commuting and low-density development, the region is challenged to effectively facilitate TOD. Supportive regulations are essential in successfully realizing the comprehensive benefits of TOD.

With a consultant, MARTA has developed TOD Guidelines that are designed to provide consistent policy for transit-supported areas. These standards consider an appropriate mix of uses, densities, building forms, site development, parking standards and the public realm surrounding the station.

Documentation Required for Credit

The local government should submit a copy of the official ordinance with the date of adoption.

Implementation Guidance

This standard is only applicable to jurisdictions with an existing rail station. MARTA's TOD guidelines can be downloaded at http://www.itsmarta.com/TOD_Guidelines_2010-06-22.pdf. As an example, the City of Atlanta established a Transit Oriented Development district for the Lindbergh MARTA Station Area. The new zoning district, SPI-15, replaced the existing conventional auto-oriented zoning districts previously in place. The full ordinance can be downloaded at <http://c0133301.cdn.cloudfiles.rackspace-cloud.com/Model%20Ordinance%20-%20City%20Atlanta%20Lindbergh%20Transit%20Oriented%20Development%20District%20Ordinance.pdf>

Additional Information

ARC provides information on its transit-oriented development webpage on the ARC website at <http://www.atlantaregional.com/land-use/transit-oriented-development>.

Regional transit priorities can be found at <http://www.atlantaregional.com/transportation/transit>.

MIN3.B Standard

Identify locally designated historic districts and National Register historic districts in the local comprehensive plan.

Level

Required

Description of Measure

Reinvestment in existing communities, specifically older and historic ones, helps save resources and promote socially, culturally, and economically rich communities – a fundamental element of sustainability. By recognizing the location of designated historic districts, local governments can efficiently consider the larger context of the built environment in their communities.



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| Documentation Required for Credit |
| The local government should submit a copy of an adopted Future Development Map depicting Local and National Register Historic Districts as Areas Requiring Special Attention or a similar classification. |
| Implementation Guidance |
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| Additional Information |
| ARC will be working through 2011 to refine GIS data for regional historic districts. |

MIN3.C Standard

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| Identify appropriate land uses for areas adjacent to future transit station locations in the city or county comprehensive plan based on the station location areas in the ARC Regional Transportation Plan (RTP), where applicable. |
| Level |
| Required |
| Description of Measure |
| Local governments need to coordinate closely with regional plans including the RTP. It is essential to the efficient operation of a transit station area to plan for the coordination of land use and transit oriented development (TOD). Once funding has been identified for a future transit line, it becomes critical that the local government support and undertake actions to achieve development patterns and a community that provides choices for citizens who wish to live near and ride transit. |
| Documentation Required for Credit |
| The local government will be asked to provide documentation that the official comprehensive plan and future development map reflect the location of any planned transit stations as identified in the RTP and consider the appropriate land uses should the station be built. |
| Implementation Guidance |
| ARC will provide GIS data for transit stations location areas in the Regional Transportation Plan (RTP). MARTA TOD Guidelines may be a useful tool local governments can utilize to become more familiar with TOD concepts, as well as land use patterns necessary to effectively support ridership at these stations. |
| Additional Information |
| For additional information on the benefits of transit-oriented development, visit the Reconnecting America website at www.reconnectingamerica.org . Information on regional transit priorities can be found at http://www.atlantaregional.com/transportation/transit . |

MIN3.D Standard

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| Adopt a resolution to support and integrate Lifelong Community Principles in the local planning process. |
| Level |
| Required |



Description of Measure

To obtain the commitment of local leadership and build support for the policy changes necessary to become a Lifelong Community, local governments should adopt a resolution supporting Lifelong Communities principles and design guidelines.

Documentation Required for Credit

The local government should provide a copy of the relevant resolution.

Implementation Guidance

The Lifelong Communities Handbook for Lifelong Living and other resource materials can be found on the Lifelong Communities website at <http://atlantaregional.com/aging-resources/lifelong-communities>.

Additional Information

MIN3.E Standard

Perform a code audit to compare development and activities that are recommended in the adopted comprehensive plan to those that are permissible in the adopted zoning and development regulations.

Level

Advanced

Description of Measure

Often times, a local jurisdiction's adopted comprehensive plan illustrates a vision of improving the quality of life for all residents, yet the official zoning codes are outdated and unable to support the vision. A code audit, as described under this standard, will enable a local jurisdiction to review their land use codes and regulations in order to determine whether they help the community achieve its overall vision as defined in the adopted comprehensive plan, or whether they hinder this process.

Once completed, the audit will identify where gaps exist between the local comprehensive plan and the adopted codes, and will enable a local government to make informed decisions regarding these development principles and existing regulations.

Documentation Required for Credit

The local government should submit a document describing the audit process. The local government will be expected to draw attention to the instances in which existing ordinances do not flesh out the goals of the adopted comprehensive plan.

Implementation Guidance

ARC will develop a standard code audit template in 2011 and will provide it to local governments.

Additional Information

ARC has assisted with code audits through the Community Choices program. Examples can be found at <http://www.atlantaregional.com/local-government/planning-assistance>. Through this website the local government can access past Community Choices projects, including Quality Growth Audits. For example, Henry County recently conducted a quality growth audit through the Community Choices program, comparing the recently adopted Unified Land Development Code with the goals of the comprehensive plan. The resulting report can be viewed at <http://www.atlantaregional.com/local-government/planning-assistance/past-projects>.

MIN3.F Standard



Perform a code audit to identify regulatory barriers to construction of housing to meet the forecasted community needs and the attainment of the desired jobs-housing balance as identified in the comprehensive plan. [see Exc3.B]

Level

Advanced

Description of Measure

While many jurisdictions have a goal to develop and provide adequate housing that is attainable to all segments of their population, regulatory barriers may unknowingly be impeding the development of the range of housing types needed to meet the desired jobs-housing-balance. Many times, local zoning and other regulations can prevent communities from using land efficiently and providing enough life cycle housing. Because local zoning and regulations limit density and design options, and because low-density development costs per unit are higher, the market is skewed toward pricier offerings. Moderate-income households are most negatively impacted.

Conducting a code audit to identify whether or not these regulatory barriers exist will enable more informed decision making processes.

Documentation Required for Credit

The local government should submit a document describing the audit process. The local government will be expected to draw attention to the instances in which existing ordinances may unnecessarily restrict the development of a range of residential options and price points.

Implementation Guidance

In 201,1 ARC will develop a code audit template for the regulatory barriers code audit described in this standard.

Additional Information

The Department of Housing and Urban Development released a report in 2007 that further describes the impact regulatory barriers can have on the housing market, as well as recommendations for jurisdictions that desire further instruction on how to combat this issue. This report can be viewed at <http://www.huduser.org/rbc/nca/doc/HUDsGuideToCreatingTaskForce.pdf>.

The Urban Land Institute (ULI) released a “reading list”, or annotated bibliography, of published articles and research focusing on these forms of regulation as a discrete policy issue -- that is, literature that acknowledges that many regulations and practices are indeed impediments to both market-based and assisted affordable/workforce housing. This list is available on ARC’s website.

MIN3.G Standard

Prepare an inventory of vacant, underused or abandoned lots and subdivisions. Evaluate these parcels and prioritize infill and brownfield sites for redevelopment.

Level

Advanced



Description of Measure

Vacant land and abandoned buildings very often cause blight. These sites may become targets for illegal dumping and prime locations for illegal activities as owners are no longer monitoring these properties. Abandoned buildings also represent potential fire hazards. In addition, abandoned properties produce fiscal impacts on municipalities. Due to unpaid taxes on these properties, as well as decreased property values (and consequently taxes paid) on neighboring lots, these properties represent a loss in revenue to their municipality. Abandoned properties are also costly for municipalities to maintain, as they often require more police, fire and code enforcement services than comparable occupied properties.

Getting a handle on where these properties are located, and subsequently evaluating and prioritizing these sites for redevelopment, is the first step in moving towards their productive reuse, improving the quality of life for neighborhood residents, and increasing municipal income.

Documentation Required for Credit

ARC will provide maps and assist with an inventory of vacant and abandoned properties. The local government should use its discretion in the evaluation and prioritization of these properties. ARC requests a short document explaining the methodology for prioritizing properties as well as suggested actions or proposals for further planning.

Implementation Guidance

In 2011, ARC will develop a template for local governments to use when inventorying these properties. This will be critical in facilitating data collection in a manner that is uniform across the region. ARC will also develop example criteria a local government can utilize in evaluating the properties in their inventory for redevelopment.

Additional Information

MIN3.H Standard

Adopt mixed-use development regulations that encourage housing choices.

Level

Advanced

Description of Measure

The importance of mixed-use regulations and the benefits associated have been documented in national transportation and land use reports. The primary benefit of mixed-use development is the reduction of automobile trips. It is important that consideration be given to ensure that regulations for mixed-use development allow for a variety of housing types. This will create conditions in which all citizens, including seniors and the disabled community, can benefit from this form of development. When developed effectively, mixed-use communities can offer opportunities for all ages and income levels by increasing the supply of housing available within walking distance to jobs, services and transit options.

Documentation Required for Credit

The local government should provide a copy of the official mixed-use development regulations and the date of adoption.

Implementation Guidance

In 2011, ARC will develop a standard mixed-use ordinance that local governments may use for reference.

Additional Information



MIN3.I Standard

Evaluate the jobs-housing-balance in Regional Centers, Regional Employment Corridors and Community Activity Centers as identified on the Unified Growth Policy Map (UGPM). Identify strategies and incentives aimed at increase housing types and satisfying the desired jobs-housing-balance.

Level

Advanced

Description of Measure

Data indicates a significant jobs-housing imbalance exists in many of the region’s employment and activity centers. This mismatch between jobs, the location of housing available to the workforce and transit availability creates a significant problem for our region. Not only do these conditions further the socioeconomic isolation of many residents, but these conditions exacerbate the problems of traffic congestion and lengthy commutes, which reduces the quality of life for all the region’s residents and creates additional costs for the region’s economy.

This is not an issue that will fix itself without targeted policy. It is imperative for the future of the region that special consideration is given to improving the jobs-housing imbalance in these centers and corridors, and that housing options be promoted to accommodate multiple household sizes and price points in close proximity to these jobs and service centers.

Documentation Required for Credit

The local government should provide copies of official policies, zoning ordinances and incentives aimed at increasing housing options in these three locations - Regional Centers, Regional Employment Corridors and Community Activity Centers – as defined by the Unified Growth Policy Map (UGPM). This standard only applies to those jurisdictions that are located within one of these three locations on the UGPM.

Implementation Guidance

ARC will work throughout 2011 to develop examples of zoning or regulation incentives that could be utilized to achieve this standard.

Additional Information

MIN3.J Standard

Prepare and support small area studies (e.g., LCI, etc.) for priority redevelopment areas within the jurisdiction.

Level

Advanced

Description of Measure

By preparing small area studies for priority redevelopment areas, a local jurisdiction can ensure that increased residential development and mixes of uses are in line with the larger goals and objectives of the municipality. This planning process will also enable the jurisdiction to receive community insight and garner community support for any future development, resulting in a plan that can effectively address the area’s unique issues with tailored solutions.

Documentation Required for Credit

The local government should provide a copy of any existing small area planning and redevelopment studies along with a resolution of adoption. ARC already has copies of many jurisdictions’ LCI plans. For these jurisdictions, ARC will only request a copy of the resolution of adoption.



Implementation Guidance

Priority redevelopment areas are those that include multiple opportunities for development that supports regional goals. Priority areas may incorporate brownfield and greyfield redevelopment sites; lifelong community principles; transit station development opportunities; corridors that increase connectivity to existing LCI areas, transit station areas, and other major centers; centers and corridors with relatively underutilized infrastructure; or centers and corridors that have or could have the density to support alternative transportation modes and mixed land uses.

Additional Information

ARC is seeking to undertake with local governments more planning to ensure greater redevelopment occurs in locations with existing infrastructure and jobs.

MIN3.K Standard

Adopt design regulations that encourage active ground floor retail spaces, pedestrian-oriented design and pedestrian amenities in commercial districts.

Level

Advanced

Description of Measure

Encouraging street and pedestrian activity supports livable neighborhoods and vital commercial areas. The local government should adopt a policy in its comprehensive plan that encourages the design of ground floor space on designated retail streets for retail or other active uses, and encourages tenant spaces to be oriented to the street. Maximizing storefronts and entries along sidewalks in this manner will work to sustain street level interest and promote pedestrian traffic.

The regulations should also foster human-scale design that emphasizes the pedestrian and should promote pedestrian oriented buildings, pedestrian amenities, and landscaping that contributes positively to an appealing streetscape.

Documentation Required for Credit

The local government should submit a copy of any regulations that implement this policy, as well as the official adoption date.

Implementation Guidance

ARC will work in 2011 to develop guidelines and a template for this policy.

Additional Information

The City of Los Angeles Department of Planning's Urban Design Studio adopted Downtown Design Guidelines in 2009. Included in these guidelines is a section on planning and designing for active ground floor uses. This section can be viewed online at http://www.urbandesignla.com/UD_pdf/CH4.pdf.

MIN3.L Standard

Develop an infill housing ordinance or its equivalent (e.g. tear downs).

Level

Advanced



Description of Measure

Infill development plays a critical role in the conservation of land and the creation of community centers. This form of development can represent a benefit to the community that does not necessitate an expansion of infrastructure. However, it is important that infill development is done in a manner that does not detract from the area.

Because infill development takes place in the context of existing, developed communities and neighborhoods, infill housing ordinances are an important tool in ensuring the traditional character of the community is preserved. A variety of compatible housing types should be allowed in a neighborhood, and the ordinance will help ensure that infill construction and area redevelopment are done in a manner that reinforces the established neighborhood character and is architecturally compatible with the surrounding existing commercial and residential areas.

Documentation Required for Credit

The local government should submit a copy of its ordinance, as well as the official adoption date.

Implementation Guidance

ARC will work in 2011 to develop guidelines and a template for this policy.

Additional Information

The Atlanta City Council passed a Residential Scale Ordinance (Z-07-44) on August 20, 2007. This ordinance can be viewed at <http://apps.atlantaga.gov/citycouncil/2007/images/adopted/0820/07O0642.pdf>

The City of Atlanta also has a short presentation on its website that explains what this ordinance is intended to achieve. This presentation can be viewed at http://www.atlantaga.gov/client_resources/government/planning/residential_scale_presentation.pdf

DeKalb County adopted an overlay district aimed at addressing this issue. The Residential Infill Overlay District can be viewed at http://search.municode.com/html/10637/level4/CODECORE1988_CH27ZO_ARTIIIOVDIRE_DIV8REINOVDIS.html#CODECORE1988_CH27ZO_ARTIIIOVDIRE_DIV8REINOVDIS_S27-722.3REINOVDI

MIN3.M Standard

Adopt regulation that promotes accessibility and connectivity to health and supportive services.

Level

Advanced

Description of Measure

Communities should be designed in a manner that ensures access to a full range of basic and supportive services for all residents. Access to basic daily needs and healthcare is important especially for the young, the elderly and the disabled, who may not have readily available access to transportation. To ensure this accessibility, local jurisdictions should formulate and adopt regulations that incorporate the provisions of these services and connections.

Documentation Required for Credit

The local government should provide documentation of these adopted regulations and the official date of adoption. ARC will provide a template for regulations that meet this standard.

Implementation Guidance

The Aging services division of ARC has established a website for the Lifelong Communities program, which can be found at <http://www.atlantaregional.com/aging-resources/lifelong-communities>.



Additional Information

MIN3.N Standard

Assess the demographic and socioeconomic make-up of the community in relation to existing and potential future locations of senior centers, senior-focused housing and other senior-focused services.

Level

Advanced

Description of Measure

This standard promotes the assessment of the needs of older adults in identified areas for the new location of senior centers, senior housing, and other senior-focused services, and the potential accessibility and mobility options between concentrations of older adults and these locations.

Documentation Required for Credit

Incorporate the findings of the assessment and identified potential areas of need into the local comprehensive plan.

Implementation Guidance

The Lifelong Communities Handbook for Lifelong Living and other resource materials can be found on the Lifelong Communities website at <http://atlantaregional.com/aging-resources/lifelong-communities>. ARC will provide technical assistance to implement this standard.

Additional Information

MIN3.O Standard

Analyze the relationship between existing senior center locations, senior-focused housing and other senior-focused services to existing transportation options, land use plans, and health and supportive services.

Level

Advanced

Description of Measure

This standard promotes the assessment of the needs of older adults in identified areas for the new location of senior centers, senior housing, and other senior-focused services and the potential accessibility and mobility options between concentrations of older adults and these locations.

Documentation Required for Credit

Incorporate the findings of the assessment and identified potential areas of need into the local comprehensive plan.

Implementation Guidance

The Lifelong Communities Handbook for Lifelong Living and other resource materials can be found at the Lifelong Communities website, <http://atlantaregional.com/aging-resources/lifelong-communities>. ARC will provide technical assistance to implement this standard.

Additional Information



MIN3.P Standard

Coordinate housing program staff, land use planners, private organizations and non-profits within the jurisdiction to discuss best practices and actions for overcoming foreclosures.

Level

Advanced

Description of Measure

Foreclosed properties are a major obstacle to stabilizing neighborhoods, and the foreclosure crisis continues to threaten our region's communities. Providing a venue for coordination and best practice sharing among county and city planners, housing staff and local stakeholders will be critical in finding solutions to foreclosures and overcoming their effects on communities in the region.

Documentation Required for Credit

The local government should provide a copy of meeting agendas and sign-in sheets.

Implementation Guidance

ARC was a partner in kicking off a regional foreclosure initiative known as Piece by Piece. Piece by Piece is designed with the goal of spurring strategic action from a diverse spectrum of regional stakeholders to fight the foreclosure crisis.

More details about the Piece by Piece Initiative can be found at <http://www.atlantaregionalhousing.org/pbp/kickoff.htm>.

Additional Information



Exc3.A Standard

Develop a program to mitigate the effects of property tax increases on existing residents in transit-enabled areas. The program should offer protection to existing residents if new development or increased valuations pose a threat.

Points

3

Description of Measure

Neighborhood revitalization can transform declining communities into sought-after real estate. While there are benefits to this revamping, an influx of higher-income households can also lead to increased rents and property taxes, a loss of affordable housing units, and the displacement of existing low-income residents. Balancing the revitalization of neighborhoods while minimizing the risk of displacement of low-income families poses a challenge, and putting programs or policies in place to mitigate these unintended consequences in transit-enabled areas will be vital to protecting existing residents and ensuring the region's transit-enabled communities are accessible to all residents, regardless of income levels.

Documentation Required for Credit

The local government should provide a description of the implemented program designed to mitigate the consequences of property tax increases in revitalized, transit-enabled areas, including the council/commission meeting minutes, resolution or other documentation showing official action/support for this program.

Implementation Guidance

The types of strategies used to prevent displacement can vary. Some examples of strategies are provided for reference, but the local government has wide discretion in designing an appropriate program.

- Local laws can help mitigate taxes for homeowners by implementing caps on how much property taxes can increase. Through this mechanism, existing homeowners are not threatened by positive neighborhood developments and may even see their property values increase while their taxes hold constant.
- The Low-Income Housing Tax Credit (LIHTC) program provides tax credits that developers can use to raise capital for the acquisition, construction or rehabilitation of affordable housing. The Georgia Department of Community Affairs (DCA) reserves a portion of LIHTC for preservation and also awards points to projects within one-half mile of a rapid transit system and to projects within one mile of transportation and services. Oglethorpe Place apartments, located only blocks from MARTA's West End station, benefited from an allocation of LIHTCs. A for-profit developer financed the preservation of this 144-unit property with tax credits in return for reserving 20 percent of the units for families earning less than 50 percent of median income. For more information on this project and others, ARC recommends "*Preserving Affordable Housing Near Transit. Case Studies from Atlanta, Denver, Seattle and Washington, D.C.*" authored by Enterprise, The National Housing Trust and Reconnecting America (see <http://www.practitionerresources.org/cache/documents/674/67410.pdf>). For more information on the LIHTC program, visit DCA's website at <http://www.dca.ga.gov/housing/housingdevelopment/programs/housingTaxCredit.asp>.

Additional Information



Exc3.B Standard

Implement a plan to eliminate barriers to housing construction and other development that seeks to meet forecasted community needs uncovered in a code audit. [This standard follows up on MIN3.F]

Points

3

Description of Measure

Local zoning and development regulations sometimes prevent communities from using land efficiently and providing enough life cycle housing. Because local zoning and regulations limit density and design options, and because low-density development costs per unit are higher, the market is skewed toward pricier offerings. Moderate-income households are most negatively impacted.

Standard MIN3.F entails conducting a code audit to identify whether or not these regulatory barriers exist within a jurisdiction. This excellence standard will implement a plan aimed at eliminating these identified barriers.

Documentation Required for Credit

The local government should provide documentation of its plan to eliminate identified barriers to housing construction that meets forecasted community needs. This documentation may vary depending on the jurisdiction, although ARC anticipates most plans aimed at implementing this standard will include the revision of zoning or building codes.

Implementation Guidance

Revising zoning and building codes to permit a wider variety of housing types may include, but is not limited to, easing setback requirements, easing regulations restricting the number of units within a building, eliminating or reducing minimum unit sizes and lot-sizes, introducing reduced or flexible parking requirements, and elimination of unnecessary architectural requirements.

Additional Information

A number of states and localities have made progress in reducing regulatory barriers to affordable housing. HUD's online Regulatory Barriers Clearinghouse (www.regbarriers.org) provides a database of state and local strategies and success stories about removing regulatory barriers.

Exc3.C Standard

Adopt regulatory changes to allow Accessory Dwelling Units (ADUs) in single-family neighborhoods.

Points

2

Description of Measure

The benefits associated with Accessory Dwelling Units (ADU) are multifaceted. Allowing ADUs can provide homeowners with rental income that reduces their housing costs; make housing units available to moderate-income people who might otherwise have difficulty finding homes, particularly within jobs centers and transit-enabled areas; and can develop housing units in single-family neighborhoods that are appropriate for people at a variety of stages in life.

Documentation Required for Credit

The local government should provide documentation (e.g. council/commission meeting minutes or resolution) demonstrating adopted regulatory changes allowing ADUs in single-family neighborhoods.



Implementation Guidance

A report on the applicability and benefits of ADUs can be found on ARC's website at <http://www.atlantaregional.com/land-use/long-range-planning/envision-6/implementation>.

Gwinnett County, GA has implemented an Accessory Dwelling Unit Ordinance. This ordinance can be found on ARC's website at http://www.atlantaregional.com/File%20Library/Local%20Gov%20Services/Sample%20Ordinances/gs_accunit_gwinnett.PDF.

Seattle, WA has implemented an ADU ordinance, available at http://www.atlantaregional.com/File%20Library/Local%20Gov%20Services/Sample%20Ordinances/gs_accunit_seattleWA.PDF.

Santa Cruz, CA has also implemented an ADU ordinance which includes specific design and development standards for attached and detached ADUs. This ordinance can be viewed at http://www.atlantaregional.com/File%20Library/Local%20Gov%20Services/Sample%20Ordinances/gs_accunit_santacruzCA.PDF.

Additional Information

Exc3.D Standard

Develop or support a Housing Trust Fund to incentivize the construction of workforce housing.

Points

3

Description of Measure

Housing trust funds are distinct funds established by city or county governments that receive ongoing, dedicated sources of public funding to support the preservation and production of affordable and workforce housing.

In contrast to the cyclical nature of public and private funding, housing trust funds provide a stable and steady source of funding for affordable housing. And because these funds are not subject to federal restrictions, they can better enable jurisdictions to design housing programs and provide housing developers with a dependable source of funding to support projects.

Documentation Required for Credit

The local government should provide documentation evidencing the creation of the trust fund and the resolution of commitment of funds.

Implementation Guidance

Most housing trust funds provide financial support in a variety of forms, including no-interest loans, forgivable loans, below-market loans, bridge loans and grants. Funds can also be used for acquisition, new construction and rehabilitation projects.

Additional Information

The Atlanta City Council created a Beltline Affordable Housing Trust Fund (BAHTF) to promote the creation and preservation of affordable housing within Beltline neighborhoods. Grant funds from BAHTF add a necessary, flexible and unprecedented tool to Atlanta's affordable housing toolkit. These funds can be combined with other affordable housing programs and city incentives and leveraged with private dollars to construct or renovate affordable housing units in the city. More information can be on the Atlanta Development Authority website at <http://www.atlantada.com/buildDev/BeltlineHousingTrustFund.jsp>.

Exc3.E Standard



Create a Land Bank Authority.

Points

3

Description of Measure

Land banks can be a key policy tool when the supply of vacant properties exceeds demand. A land bank is a government-authorized public authority created to efficiently acquire, hold, manage and sometimes develop vacant and abandoned properties. A land bank acquires the property, clears title to the property, owns the property, and rehabilitates and markets the property. Land-bank authorities can give a jurisdiction much more flexibility in how it deals with foreclosed and blighted property. The operation costs of a land bank are typically funded through property sales and interest and penalties assessed against delinquent property taxes, or through the fees and contributions of the entities depositing properties.

Documentation Required for Credit

The local government should submit a copy of the adopted land bank authority ordinance, as well as the official adoption date.

Implementation Guidance

The Fulton County/City of Atlanta Land Bank Authority accepts land “deposits” from local governments and nonprofits that pay fees to the land bank to manage properties until they are “withdrawn” to be disposed of by the depositor for affordable housing or other public uses. The LBA has the ability to selectively extinguish existing delinquent taxes on properties purchased by stakeholders and banked with the LBA (see <http://www.fccalandbank.org/banking.htm#>).

The Genesee County Land Bank in Michigan serves as a redevelopment body, accumulating property that they then aggregate and market for comprehensive reuse (see <http://www.thelandbank.org/>).

The 1988 Kentucky General Assembly enacted legislation permitting the City of Louisville, the County of Jefferson, the Jefferson County School District and the State of Kentucky to join together to establish an agency called the Louisville and Jefferson County Landbank Authority, Inc. Key advantages of the Land-bank Authority include merging property tax liens and other miscellaneous liens with title and extinguishing them to benefit subsequent buyers (see <http://louisvilleky.gov/Housing/Landbank+Authority+Inc.htm>).

Additional Information

Land Bank Authorities: A Guide for the Creation and Operation of Local Land Banks, written by Frank Alexander and published by the Local Initiatives Support Corporation, is an excellent resource to the topic. The guide provides sample language for state legislation, interlocal agreements, and local ordinances, as well as a wide variety of in depth information about land banks. Download the report for free at www.lisc.org/content/publications/detail/793.



Exc3.F Standard

Implement actions to facilitate more workforce housing near major job centers and rail station communities.

Points

2

Description of Measure

Housing is a cornerstone of a healthy community and it is critical to our region that the location, availability and affordability of housing needs be in balance with jobs and transportation. To grow sustainably, the Atlanta region needs a variety of housing choices that will accommodate different needs, incomes and household sizes. While this standard allows for a variety of approaches, communities are encouraged to adopt intentional strategies and incentives that enable a developer to create a supply of housing that is affordable to a full range of people in the region's major job centers and transit enabled communities.

There is no single definition of mixed-income development. For the purposes of this standard, ARC considers developments or communities that contain units attainable to households with different income levels, whether the households earn an above-moderate income, a moderate income (80 to 120 percent of the area median income (AMI)), a low income (50 to 80 percent of AMI), or in some cases, a very low income (below 50 percent of AMI).

Documentation Required for Credit

This standard provides a level of flexibility for jurisdictions working to ensure that a range of housing options can be constructed in new developments. While other standards delineate specific strategies or policies aimed at implementing components of this Objective, this standard allows municipalities to be innovative in the program(s) it creates or implements. Therefore, the documentation required for credit will vary. However, the local government should provide documentation of the incentive and, if relevant, a resolution of adoption.

Implementation Guidance

Local governments have broad authority to decide what incentives are feasible for their jurisdiction. However, incentive-based zoning typically provides developers with some sort of reward, such as increases in allowable density or height, or a higher floor area ratio, in exchange for providing a percentage of housing at below market-rate prices.

An inclusionary zoning policy is also a widely used planning tool to create mixed-income development, either within an individual building or within a project as a whole.

Relaxed parking requirements can also work hand-in-hand with incentive-based or inclusionary zoning, as reduced minimum parking requirements can increase the feasibility of mixed-income and mixed-use developments. A local government could also choose to provide additional resources - such as financing, tax credits or a reduction or waiver in permitting fees and an expedited review process- to achieve a percentage of new development that is affordable to low- and moderate-income households.

Local governments should also review their development codes to ensure that a mix of uses are permitted and encouraged proximate to job centers and transit stations. The allowable mix of uses should include a range of types of housing, employment and retail/personal services.



Additional Information

For a thorough discussion of mixed-income communities and examples of strategies and techniques being employed around the nation to implement these developments, ARC recommends the Urban Land Institute’s “Mixed Income Housing: Myth and Fact” available at <http://www.uli.org/ResearchAndPublications/Reports/~media/Documents/ResearchAndPublications/Reports/Affordable%20Housing/MixedIncome.ashx>.

ARC’s Community Choices program has published a paper documenting mixed-income housing strategies, which can be found at

http://www.atlantaregional.com/File%20Library/Local%20Gov%20Services/gc_cet_mixedincome-tool_1109.pdf.

Housingpolicy.org contains a wealth of information on programs and incentives local governments can utilize to promote mixed-income development (see http://www.housingpolicy.org/toolbox/strategy/policies/inclusionary_zoning.html?tierid=223).

Exc3.G Standard

Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Community (LLC) Principles. [see also Exc3.H]

Points

1

Description of Measure

Designing a Lifelong Community requires that residents, planners and elected officials make decisions not only for the current population, but for the residents who will live in the community well into the future. There are seven core principles that go into creating a lifelong community: Connectivity, Pedestrian Access and Transit, Neighborhood Retail and Services, Social Interaction, Dwelling Types, Healthy Living, and Consideration for Existing Residents.

Once completed, the local government should have reviewed current codes to identify barriers, gaps and conflicts to achieving and integrating LLC principles.

Documentation Required for Credit

The local government should provide a document describing the audit process. This document should draw attention to the instances in which existing ordinances conflict with achieving and integrating LLC principles. ARC will provide a template for the audit.

Implementation Guidance

The Aging Services Division of ARC has established a website for the Lifelong Communities program, which can be found at <http://www.atlantaregional.com/aging-resources/lifelong-communities>.

Additional Information

City of McDonough Community Choices Program

Exc3.H Standard

Amend zoning codes and development regulations to eliminate regulatory barriers that obstruct the support of Lifelong Community (LLC) Principles identified in a code audit. [This standard follows up on Exc3.G]



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| Points |
| 2 |
| Description of Measure |
| Local zoning and development regulations sometimes prevent communities from achieving a balance of land uses that benefit all community users, including the elderly or those with diminished mobility. Because local zoning and regulations limit development capacities and design options, they can serve as barriers to the implementation of optimal land use patterns outlined in Lifelong Communities principles. A code audit undertaken as per Standard Exc3.H may identify land use regulations that should be corrected to further the seven core principles of Lifelong Communities: Connectivity, Pedestrian Access and Transit, Neighborhood Retail and Services, Social Interaction, Dwelling Types, Healthy Living, and Consideration for Existing Residents. Once the audit is completed, the local government should amend its regulations to eliminate regulatory barriers that do not support Lifelong Community Principles. |
| Documentation Required for Credit |
| The local government should provide documentation (e.g. council/commission meeting minutes or resolution) demonstrating adopted regulatory changes that support Lifelong Communities Principles. |
| Implementation Guidance |
| The Aging Services Division of ARC has established a website for the Lifelong Communities program, which can be found at http://www.atlantaregional.com/aging-resources/lifelong-communities . |
| Additional Information |
| |

Exc3.I Standard

Coordinate with large employers to implement employer-assisted housing programs and incentives to encourage residents to live near where they work.

Points

2

Description of Measure

Employer-assisted housing programs can take a variety of forms, all working towards a similar goal of providing employees attainable residential options within close proximity to where they work. When employers work with local governments to increase the supply of homes available to their employees, they are helping to substantially reduce workers' commute times, while simultaneously strengthening employee productivity, morale, retention and recruitment. When workers are able to live closer to their jobs, other local residents also benefit from decreased traffic congestion. An employer-assisted housing program can also help stabilize local neighborhoods in need of reinvestment by reoccupying foreclosed or empty homes.

Documentation Required for Credit

The local government should provide documentation detailing its employer-assisted housing (EAH) program, as well as contact information for the participating companies.

Implementation Guidance

Employer assisted housing programs can take on a variety of forms. Some communities leverage public funds by offering matching programs in which every dollar of housing assistance provided by participating employers is matched by the local government -- these funds are typically used for down payment or closing cost assistance. Some programs offer financial counseling or homeownership guidance. While the specifics of employer assisted housing vary, some examples are provided below for reference.



Additional Information

The Atlanta Police Foundation Initiative has a comprehensive menu for officers in all stages of their lives. The program budget comes from community donations. Currently, the foundation is offering \$1,000 bonuses for officers to relocate to the city. Other choices being offered include:

- short-term city housing for recruits while they're in training
- rent-free and rent-discounted apartments in exchange for officers providing security while off duty
- discounts on home purchases
- reduced interest rates on home loans

The foundation works with landlords, community groups, developers and banks to offer these incentives.

The Columbus Housing Initiative (CHI) in Columbus, Georgia, has implemented an employer-assisted housing program in partnership with Columbus-based insurer Aflac, Inc. Aflac's EAH program offers down payment and closing cost assistance to employees who are first time homebuyers. CHI manages Aflac's EAH program, provides pre- and post-purchase education and counseling for program participants, and administers the grants. CHI also offers an individual development account (IDA) matched savings program, which helps qualified households build savings. More information on this program is available at <http://www.nw2.org/WinningStrategies/display.asp?strategy=1280&offset=33>

Users are also urged to explore HousingPolicy.org's Employer-Assisted Housing toolbox online at http://www.housingpolicy.org/toolbox/strategy/policies/employer_assisted_housing.html. This website contains a wealth of information and best practices pertaining to these programs.

The Metropolitan Planning Council of Chicago has also done extensive research and reporting on the concept of employer-assisted housing. Its website is http://www.metroplanning.org/work/project/8?utm_source=%2fourwork%2farticleDetail.asp%3fpageID%3d3%26objectID%3d1041%26categoryID%3d2&utm_medium=web&utm_campaign=redirect.

Exc3.J Standard

Provide or offer support to programs that support multi- or single-family housing landlords' improvement of existing structures to preserve existing affordable housing.

Points

3

Description of Measure

Millions of public dollars have been invested in the existing affordable rental housing supply, and a considerable portion of this inventory is nearing the end of its affordability term and/or is in need of rehabilitation. These homes play a critical role in housing our region's working families. Due to the high costs of construction, competition for land, limited availability of federal subsidies and more stringent requirements on private capital, affordable rental homes that are lost are unlikely to be replaced through new construction. And in most cases, it is less expensive and much more sustainable to preserve existing affordable rental homes than to build new to make up for this loss.

There is no single policy to ensure that affordable rental homes are preserved. Coordinated policies are needed to identify properties at risk, provide the resources needed to facilitate the rehabilitation and/or purchase of target properties, and create the incentives needed to encourage owners to preserve and improve their properties



Documentation Required for Credit

The local government should provide documentation of the available programs aimed at preserving the jurisdiction's existing affordable housing inventory.

Implementation Guidance

Programs aimed at preserving affordable rental inventory can take a variety of forms. Some owners can be induced to preserve their properties through tax incentives or through special financing that enables them to improve their property while keeping rents affordable. For example, a local government could develop a loan program using Community Development Block Grant funds for rehabilitation of multi-family developments, with required retention of workforce units. In other cases, purchase by a non-profit or mission-driven for-profit corporation will be needed to preserve the units.

To preserve the affordability of unsubsidized rental homes, cities can work with nonprofit lending institutions to help smaller property owners access affordable capital to modernize their properties and maintain the supply of affordable rental homes.

Additional Information

Exc3.K Standard

Adopt zoning regulations that support existing Livable Centers Initiative (LCI) plan(s).

Points

1

Description of Measure

LCI plans serve as a starting point for local communities to plan for infill development, the use of existing infrastructure, mixed uses and more housing and transportation choices. However, most LCI jurisdictions will need to adopt new zoning, development and design regulations to make the vision of their LCI plan a reality. Putting these policies in place is a crucial step in LCI plan implementation.

Documentation Required for Credit

The local government should provide a copy of the revised zoning code along with the council/committee meeting minutes or resolution adopting the revised code.

Implementation Guidance

There are currently over 100 LCI communities in the Atlanta region. Many of these communities have created special zoning districts to support the goals of their LCI programs through LCI's supplemental study funds. These zoning ordinances are available for reference on ARC's website at <http://www.atlantaregional.com/land-use/livable-centers-initiative/recipients/search-lci-recipients>

Additional Information

Exc3.L Standard

Locate government and civic buildings in existing communities.

Points

2



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| Description of Measure |
| Whenever possible, local government should locate new government and civic buildings in existing communities rather than on greenfield locations. These buildings provide an anchor to the community, encourage other development and contribute to the vitality of the jurisdiction’s core. |
| Documentation Required for Credit |
| The local government should provide ARC with the names and addresses of civic or government buildings it plans to locate in existing communities. |
| Implementation Guidance |
| |
| Additional Information |
| |

| |
|--|
| Exc3.M Standard |
| Implement an expedited plan and permit approval process for infill and mixed-use projects. |
| Points |
| 1 |
| Description of Measure |
| By implementing an expedited plan and permit approval process for infill and mixed-use projects, local governments can encourage private development that meets long-term sustainability objectives, such as reducing traffic congestion, land consumption, and public service costs, and supporting healthy and livable centers. |
| Documentation Required for Credit |
| The local government should provide documentation evidencing an expedited review and permit approval process for these types of projects. |
| Implementation Guidance |
| By reducing the amount of time it takes to review a project, decreasing the cost of permits, or even assisting developers by using “one-stop centers” for permit information and applications, a local government can promote and encourage mixed-use developments that meet the goals and objectives in its long term comprehensive plan. |
| Additional Information |
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| Exc3.N Standard |
| Adopt parking maximums or reduced minimum parking requirements as a part of mixed-use zoning. |
| Points |
| 3 |
| Description of Measure |
| Much of the Atlanta region contains excess off-street and surface parking lots that contribute to problematic stormwater runoff and combined sewer overflows; incentivize driving over transit use, bicycling or walking; and create an unwelcoming and unsafe walking environment. ARC encourages local governments to rethink traditional parking strategies and consider reducing the amount of parking required in mixed-use developments. |



Documentation Required for Credit

The local government should provide a copy of the adopted guidelines and adoption resolution.

Implementation Guidance

- Some LCI communities have developed innovative or non-traditional parking guidelines, including Central Atlanta Progress/ Atlanta Downtown Improvement District (City of Atlanta), Midtown Alliance (City of Atlanta), Norcross, Griffin and the Gwinnett Place CID. All of these studies are available on ARC's website at <http://www.atlantaregional.com/land-use/livable-centers-initiative/recipient/search-lci-recipeints>
- The American Planning Association (APA) publishes Smart Growth codes that include model parking ordinances (see <http://www.planning.org/research/smartgrowth/>).
- "Parking Matters: Designing, Operating and Financing Structured Parking in Smart Growth Communities," by Leonard Bier, et al. New Jersey Department of Community Affairs, Office of Smart Growth. <http://nnj.uli.org/sitecore/content/District%20Councils/Sites/ULI%20N%20New%20Jersey/~media/DC/N%20New%20Jersey/NNJ%20Docs/Parking%20Matters.ashx>
- U.S. Environmental Protection Agency, Parking Spaces/ Community Places: Finding the Balance Through Smart Growth Solutions. <http://www.epa.gov/smartgrowth/parking.htm>

Additional Information

Driving Urban Environments: Smart Growth Parking Best Practices http://www.mapc.org/sites/default/files/Maryland_SmartGrowthParking_0.pdf

Exc3.O Standard

Develop incentives for the provision of underground or structured parking rather than surface parking.

Points

2

Description of Measure

Much of the Atlanta region contains excess off-street and surface parking lots that contribute to problematic stormwater runoff and combined sewer overflows, amplify the consumption of undeveloped land, and create an unwelcoming and unsafe walking environment. Parking is expensive, with surface lots being the most affordable, and without incentives for the development of underground or structured parking over surface lots, a developer is more likely to provide surface lots than other options.

Documentation Required for Credit

The local government should provide a copy of the incentives or programs aimed at constructing structured or underground parking over surface lots.

Implementation Guidance

The American Planning Association (APA) publishes Smart Growth codes which includes model parking ordinances: <http://www.planning.org/research/smartgrowth/>.

Additional Information

Exc3.P Standard



Implement a program to identify, reuse, rehabilitate or dispose of vacant, abandoned and foreclosed properties.

Points

2

Description of Measure

Vacant, abandoned and foreclosed properties are a major obstacle to stabilizing neighborhoods and communities. These properties depress surrounding property values, reduce tax revenues and discourage development, while simultaneously attracting crime and vandalism. While this disinvested land represents a formidable challenge, these properties also represent an opportunity, as they are typically already connected to urban infrastructure and are available for rehabilitation and redevelopment. By creating and implementing a program to strategically identify and subsequently prioritize these properties for reuse, rehabilitation or disposal, a local government can begin to minimize the negative effects of these properties on local communities.

Documentation Required for Credit

The local government should provide a description and documentation of the program.

Implementation Guidance

Examples of programs aimed at identifying, reusing, rehabilitating or disposing of vacant, abandoned and foreclosed properties include, but are not limited to, strengthening enforcement actions against owners where building code violations exist; making public information about vacant buildings more accessible to potential purchasers and redevelopers; exploring public seizure and auction opportunities if an owner cannot be readily located; and implementing or supporting programs to acquire foreclosed and vacant residential properties to rehabilitate and reoccupy.

Additional Information

In Richmond, VA's Neighborhoods in Bloom (NIB) program, city staff developed a set of evaluation criteria to assess the conditions and potential for revitalization of each of the city's neighborhoods. Revitalization potential is evaluated upon the strength of civic associations in the neighborhoods, the existence of redevelopment plans and market trends. The city works with nonprofit partners who buy, rehabilitate, redevelop and reoccupy the homes, among other services. More information on the Neighborhoods in Bloom program, is available online at <http://www.richmondgov.com/content/neighborhoods/index.aspx>.

The City of Bowling Green, KY has systematically reviewed its property inventory and donated excess parcels to three local nonprofit housing agencies to develop affordable housing. When the City obtains property through tax foreclosure, it often donates these properties to the housing agencies as well. Bowling Green has an aggressive Property Maintenance Code. When dilapidated structures are observed, the property owner is given the option of renovating the property or demolishing it. Where property owners are non-responsive, the Code Enforcement Board may order demolition of dilapidated structures. When a housing nonprofit acquires a parcel that requires demolition of a dilapidated structure, the City provides that service at no cost to the agency.

ARC recommends the user review a best practices report released by the U.S. Conference of Mayors (USCM) Task Force on Vacant and Abandoned Properties. This report features a variety of abandoned property strategies ranging from comprehensive city-wide strategies and initiatives to examples of programs that are effective in attacking a single aspect of the problem. This report can be viewed online at <http://www.usmayors.org/vacantproperties/VacantandAbandonedProperties08.pdf>

The Center for Housing Policy has also developed a website providing resources and information on strategies to bring foreclosed properties back into productive use (see http://www.foreclosure-response.org/policy_guide/bring_back.html).



Exc3.Q Standard

Develop a program or undertake planning that identifies and considers zoning, regulatory, public investments or other governmental support to convert declining shopping malls or centers and strip commercial corridors into residential, mixed-use or civic spaces.

Points

3

Description of Measure

The redevelopment of dying shopping malls, strip commercial corridors and greyfields provides local governments with a chance to respond to new suburban demographics and an opportunity to transform the most automobile dependent landscapes into more sustainable, livable places. Some of the best infill development opportunities are found in redeveloping greyfields into livable, walkable areas. It is vital that local governments put in place the programs, incentives and ordinances that most effectively and efficiently allow this transformation to occur.

Documentation Required for Credit

The local government should provide a copy of the ordinance, program or incentive

Implementation Guidance

ARC's Community Choices program has published a Quality Growth Toolkit document called "Greyfield Redevelopment" that may prove a useful resource in considering activities, incentives and programs that can facilitate the redevelopment of declining strip and shopping malls. This toolkit can be found on ARC's website at http://www.atlantaregional.com/File%20Library/Local%20Gov%20Services/gc_cct_greyfield-tool_1109.pdf

Additional Information

Perimeter Place, adjacent to Perimeter Mall just north of Atlanta, has been through significant retrofits to redevelop from a former office park into a pedestrian friendly, mixed-use environment. Originally redeveloped from a 120-home subdivision into an office park development in the 1980s, the site was later redeveloped to include the addition of condominium and residential buildings, with retail services along the street to create a pedestrian environment. Combined with over 23 acres of parks, Perimeter Place has transformed an existing, single-use development into an urban, mixed-use community.

Exc3.R Standard

Provide builder education or incentives that promote barrier-free housing options for individuals of all ages and abilities.

Points

2

Description of Measure

Barrier free housing is designed to accommodate people of all ages, genders and physical abilities. This standard will incorporate universal design elements – such as one zero-step entrance, constructing main floor doors with at least 32 inches of clear passage space to accommodate wheelchairs and walkers, and a bathroom on the main floor in all new homes – that afford all homeowners the opportunity to remain active and healthy in their homes.

Documentation Required for Credit

Provide documentation demonstrating the programs or incentives aimed at facilitating this form of residential product.



Implementation Guidance

- Concrete Change offers many resources to help with these efforts. <http://www.concretechange.org/>
- The Center for Universal Design (CUD), North Carolina State University, is a national information, technical assistance and research center that evaluates, develops and promotes accessible and universal design in housing, commercial and public facilities, outdoor environments, and products. <http://www.ncsu.edu/www/ncsu/design/sod5/cud/>
- The house in this document features the elements, ideas or concepts that contribute to or can be components of a universal house http://www.ncsu.edu/www/ncsu/design/sod5/cud/pubs_p/docs/GBS.pdf

Additional Information

Residential Rehabilitation, Remodeling and Universal Design http://www.ncsu.edu/www/ncsu/design/sod5/cud/pubs_p/docs/residential_remodelinl.pdf



Improve energy efficiency while preserving the region's environment

MIN4.A Standard

Identify Regionally Important Resources (RIR) in the jurisdiction and depict as Areas Requiring Special Attention, Conservation Areas, or a similar classification on the Future Development Map in the local Comprehensive Plan.

Level

Required

Description of Measure

The PLAN 2040 Regional Resource Plan identifies Regionally Important Resources (RIR), which are defined as “any natural or cultural resource area identified for protection by a Regional Commission following the minimum requirements established by the Department [of Community Affairs].” Identifying RIRs on the Future Development Map of a local comprehensive plan furthers the goal of promulgating the Resource Plan through encouraging local governments to “include the areas on the Regionally Important Resources Map as a conservation area in their local comprehensive plan.” This Standard reinforces regional policy, and raises awareness of these resources in the local government planning process.

Documentation Required for Credit

The local government should submit a copy of an adopted Future Development Map depicting RIRs as Areas Requiring Special Attention, Conservation Areas, or similar classification.

Implementation Guidance

Regionally Important Resources (RIRs) have been identified in the PLAN 2040 Regional Resource Plan which is available on ARC's website at <http://www.atlantaregionl.com/environment/protection-of-greenspace-and-cultural-resources>.

Additional Information

ARC will provide GIS data for RIRs to be used for mapping in local comprehensive plans.

MIN4.B Standard



Prepare an inventory of priority community green infrastructure resources that identifies at minimum parks, trails, forest and agricultural lands, water bodies, stream buffers and environmentally sensitive areas. The inventory should include a map of these areas.

Level

Required

Description of Measure

Green infrastructure is described as an interconnected network of land and water that supports native species and air and water quality and contributes to the health and quality of life of its residents. Green infrastructure resources can include:

- Environmentally sensitive areas, such as wetlands, flood plains, groundwater recharge areas, watershed protection areas, rivers, streams, creeks, lakes, riparian corridors, mountain protection areas, etc.
- Working landscapes, including agriculture and forestry lands, pastures and fields
- Historic and cultural resources, including historic sites and landmarks, cultural landscapes, and archaeological resources
- Recreational areas, including federal, state, regional and community parks, recreational fields, greenways and multi-use trails.

Identification of green infrastructure elevates air, land and water to the same level of importance as other types of community infrastructure. This Standard reinforces regional policy and raises awareness of these resources in the local government planning process.

Documentation Required for Credit

The local government may document its green infrastructure resources in a variety of ways, including:

- A natural and/or cultural resource element of a local comprehensive plan
- A community parks/ recreation master plan
- A community greenspace master plan

If a community has not already developed any of these plans, or if they lack any of the required elements enumerated in the Standard, the following will suffice:

- Identification of the resource, including
 - a written description
 - location of the resource (i.e. physical address, nearest major road intersection, or general location within the jurisdiction)
 - Photographic documentation of the resource, as appropriate (photographic documentation of environmentally sensitive resources, such as rivers, wetlands, watershed protection areas, etc is not necessary)
 - A map showing the location of the resource; maps created using GIS are preferred, but in instances where the resource is not mapped using GIS, hand-drafted mapping will be accepted.



Implementation Guidance

ARC can assist in providing GIS data for many existing green infrastructure resources. Data regarding environmentally sensitive areas, parks and recreational areas, and many historic resources is available on the ARC website at <http://www.atlantaregional.com/info-center/gis-data-maps/gis-data/gis-data>. ARC will also provide technical assistance to work with communities that wish to identify resources for which there is no existing data.

ARC provides several other resources to assist with the identification of green infrastructure resources, including:

- ARC Green Infrastructure Toolkit: <http://www.atlantaregional.com/environment/protection-of-greenspace-and-cultural-resources/greenspace>
- ARC PLAN 2040 Regional Resource Plan <http://www.atlantaregional.com/environment/protection-of-greenspace-and-cultural-resources>
- Interactive mapping resources: <http://www.atlantaregional.com/info-center/gis-data-maps/interactive-mapping>

Other regional partners can provide additional resources and technical assistance regarding green infrastructure planning including,

- The Trust For Public Land Greenprinting Program: www.tpl.org
- The Georgia Conservancy Blueprints Program: www.gaconservancy.org

Other resources that may be of assistance include:

- Sustainable Cities Initiative Green Infrastructure information: http://www.sustainablecitiesinstitute.org/view/page.basic/class/tag.topic/community_support
- Metropolitan North Georgia Water Planning District: <http://www.northgeorgiawater.com/>
- GA DCA Protection Resources Listing: <http://www.dca.state.ga.us/development/PlanningQuality-Growth/DOCUMENTS/Publications/RIRs/Guide.ProtectionResources.pdf>

Additional Information

The examples identified below constitute comprehensive greenspace plans that exceed the required minimum for this standard. Nonetheless, they provide good models for green infrastructure planning.

- The Greenprints Alliance – Woodstock, GA: <http://greenprintsalliance.org/>
- The Gwinnett County Open Space and Greenway Master Plan: <http://www.gwinnettcounty.com/portal/gwinnett/Departments/CommunityServices/ParksandRecreation/OpenSpaceandGreenways/Master-Plan>



MIN4.C Standard

Perform a code audit of local ordinances and development regulations to identify barriers to activities that promote energy savings.

Level

Advanced

Description of Measure

The desire for improved energy efficiency in the region is a theme carried through the Regional Vision (“...sustainable growth...”), PLAN 2040 Objectives (“...improve energy efficiency...”), and Implementation Principles (“...promote energy-efficient land development and infrastructure investments...”). In some instances, local government regulations can unintentionally create obstacles to achieving desirable patterns of growth and development. For the purposes of this Standard, barriers to activities that promote energy savings may include, but are not limited to, prohibition on the use of solar panels/technology; prohibition of rainwater reuse; prohibition against xeriscaping or requirements for landscaping that is water intensive; and prohibitions against pervious paving surfaces for parking, driveways, alleyways, etc.; prohibitions against installation of geothermal technology.

Documentation Required for Credit

The local government should complete an audit checklist provided by ARC.

Implementation Guidance

- The APA Policy Guide on Planning for Sustainability, adopted in April 2000, is available online at <http://www.planning.org/policy/guides/adopted/sustainability.htm>
- The Rebuilding America: APA National Infrastructure Investment Task Force Report, from October 2010, is available online at <http://www.planning.org/policy/infrastructure/pdf/finalreport.pdf>

Additional Information

MIN4.D Standard

Adopt a tree ordinance, forest conservation ordinance or equivalent legislation that requires minimum tree retention standards for developments of a certain size.

Level

Advanced

Description of Measure

The rapid deforestation of the Atlanta region has been well documented. Loss of tree canopy has been linked to numerous environmental consequences, including an increase in heat island effects, increased potential for erosion and loss of species habitat. Adopting tree retention standards for developments of a certain size will help mitigate these problems in the future. Communities in the Atlanta region vary widely in their scale of development and existing tree cover and may decide on a tree retention requirement that meets their unique needs. There are numerous models from communities around the state that can serve as a template for communities in the Atlanta region that currently have no standards in place.

Documentation Required for Credit

The local government should provide a copy of the Minutes for the Board of Commissioners/City Council meeting where the ordinance was adopted or a copy of the adopted ordinance, if currently in place. ARC will provide an audit checklist by December 2011.



Implementation Guidance

Examples of tree ordinances throughout the state of Georgia can be found on the website of the Georgia Urban Forest Council at <http://www.gufc.org/resources/georgia-tree-ordinance-survey/> or are available through ARC.

Additional Information

MIN4.E Standard

Prepare an inventory of resources (including identified archaeological sites) that are listed on or qualify for the Georgia Register or National Register of Historic Places, or update a current inventory if prepared prior to 1995.

Level

Advanced

Description of Measure

Within the context of PLAN 2040, historic resources play a role in furthering multiple objectives. Preserving existing neighborhoods fosters a sustainable, energy efficient pattern of development and concentrates resources in established communities. Historic resources can contribute to a community's unique sense of place within the region and contribute to social wellness, insofar as a sense of place can be tied to a feeling of belonging within that community. Historic neighborhoods are often developed adjacent to some of the region's highest concentrations of jobs and services, and they can foster positive economic impacts throughout the region in many ways, including heritage tourism, preferential tax advantages, and stabilization of residential property values.

Historic resources are closely linked to transportation improvements in several ways, most notably through the Section 106 review process. Section 106 of the National Historic Preservation Act (1966) requires specific documentation procedures for resources listed on or qualifying for the National Register of Historic Places when they are potentially impacted by projects that utilize state or federal funding sources. Common examples include road improvements and housing developments. Other undertakings that may affect historic properties, such as the construction of a telecommunications tower, can also trigger Section 106 Review. Identification of these resources throughout the region will allow for better scoping of potential historic resources prior to project implementation, so as to mitigate or avoid significant changes within the scope of a project once it is underway.

Documentation Required for Credit

The local government should provide a listing of the name of the resource, the location of the resource (physical address or name of nearest road intersection), and a digital image of the resource taken from the public right-of-way (images from other sources such as tax records, existing historic resource surveys, or the Historic American Building Survey (HABS) are also acceptable)



Implementation Guidance

To prepare historic resource inventories, resources currently available at no cost to local governments include:

- NAHRGIS inventory (see <http://www.gashpo.org/content/displaycontent.asp?txtDocument=320>)
- Find It program, administered through the University of Georgia (see http://www.ced.uga.edu/index.php/services_outreach/detail/findit_survey_program).

Resources currently listed on the National Register of Historic Places are available online through the for the National Park Service at <http://www.nps.gov/nr/>, including files that can be downloaded to Google Earth, which show locations of National Register properties. The National Park Service also maintains several heritage documentation programs, and information on these resources can be obtained at <http://www.nps.gov/history/hdp/habs/index.htm>. Photos are archived in the US Library of Congress, and images may be viewed at <http://www.loc.gov/pictures/collection/hh/>. Additional resources may be provided at little or no cost by universities that offer historic preservation or public history studies, including Georgia State University, University of Georgia, Savannah College of Art and Design, the University of West Georgia and Kennesaw State University. ARC will be working through 2011 to refine its GIS database for regional historic and archaeological resources.

Additional Information

MIN4.F Standard

Identify projects within the Short Term Work Program (STWP) of the local Comprehensive Plan that improve conservation and preservation of resources that contribute to the community's green infrastructure network.

Level

Advanced

Description of Measure

The Short Term Work Program of a local Comprehensive Plan identifies specific implementation actions the local government intends to take during a five-year timeframe of the planning period. Including projects that improve conservation and preservation of resources that contribute to the community's green infrastructure will further the implementation of PLAN 2040 by ensuring actions are taken at the local level to further development of a statewide green infrastructure network.

Documentation Required for Credit

The local government should submit a copy of the adopted Short Term Work Program that identifies those projects that comply with the Standard. If projects are not currently identified, the local Comprehensive Plan should be amended to reflect these items.

Implementation Guidance

There are numerous local examples of comprehensive plans that reflect resource conservation and preservation. ARC recommends reviewing the STWPs of City of Acworth, City of Austell, and/or Rockdale County, all of which can be found on the DCA website at <http://www.dca.ga.gov/development/PlanningQualityGrowth/programs/currentplans.asp> or directly through the local government website.

Additional Information



MIN4.G Standard

Provide education and outreach efforts that further community awareness of initiatives that promote sustainability.

Level

Advanced

Description of Measure

Creating a more sustainable region as envisioned in PLAN 2040 will require changes in the way we live and do business in all of our communities. Local governments are uniquely positioned to raise awareness of sustainability-related issues, given their opportunities for direct interaction with citizens and community stakeholders. Community awareness of sustainability can be achieved by a variety of methods including, but not limited to, notices sent in utility/tax bills; a web page on a government web site; specific identification in local comprehensive plans; demonstration projects; adopted proclamations or resolutions; or creating an Office of Sustainability. Areas of emphasis could include, but are not limited to, recycling opportunities; information on tax incentives for renewable energy and efficiency, land conservation, historic preservation, etc.; information on utility rebates available to the public; the importance of residential retrofit/reuse opportunities, including low flow water fixtures, toilet rebate programs, and energy savings through LED/compact fluorescent lighting; conservation and reuse of water in outdoor irrigation systems; and the advantages of Energy Star rated appliances, etc.

Documentation Required for Credit

The local government should complete an audit checklist provided by ARC.

Implementation Guidance

- The City of Atlanta’s “Power to Change” is an employee awareness and engagement campaign: http://www.atlantaga.gov/mayor/sustainability_p2c_031209.aspx.
- “10,000 Rain Gardens” is a public initiative in Kansas City, MO to create greater awareness of “backyard” water conservation measures that can be implemented by citizens <http://www.rainkc.com/index.cfm/fuseaction/home.home/index.htm> or http://c0133251.cdn.cloudfiles.rackspacecloud.com/Case_Study_Kansas_City_10000_Rain_Gardens_Initiative.pdf.

Additional Information

Exc4.A Standard



Adopt regulations requiring that all new civic buildings to meet green building standards through certification programs such as LEED, EarthCraft, Energy Star or similar.

Points

3

Description of Measure

The stakeholder input for PLAN 2040 emphasizes the demand for communities to embrace green building standards. The LEED program has gained national recognition for promoting green building standards, but other programs such as EarthCraft and Energy Star promote similar aims. A local model is the Georgia Peach Green Building Rating System, which has been adopted by the state as a measure for State buildings in Georgia. Encouraging local governments to require that new civic buildings meet green building standards follows the larger trend toward improving energy efficiency in public buildings at both the state and federal levels.

Documentation Required for Credit

The local government should provide a copy of a resolution passed by the Council or Commission that requires green building standards be met for new civic buildings.

Implementation Guidance

- LEED is facilitated through the US Green Building Council: <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>
- In addition to residential standards, EarthCraft has been developing standards for light commercial development: <http://www.earthcrafthouse.com/>
- Energy Star is a joint program of the US Department of Energy and the US Environmental Protection Agency: <http://www.energystar.gov/>
- The Energy Efficiency and Sustainable Construction Act of 2008 creates a set of energy efficiency and construction standards that applies to state facilities. Known as the Georgia Peach Green Building Rating System, it is administered through the Georgia Environmental Finance Authority: <http://www.gefa.org/Index.aspx?page=510>

Additional Information

- The city of Portland, OR was one of the first municipalities to adopt requirements for green building standards for its own facilities: <http://www.portlandonline.com/bps/index.cfm?c=41701>
- The City of Atlanta adopted a resolution to require green building standards of all city facilities in 2003: http://www.atlantaga.gov/client_resources/forms/energy%20conservation/adopted%20ordinance.pdf
- The District of Columbia passed the Green Building Act in 2006, which requires all new buildings to meet LEED Silver Standards or better: <http://green.dc.gov/green/cwp/view,a,1231,q,460953.asp>



Exc4.B Standard

Adopt building codes that exceed the requirements of the ICC codes, such as the National Green Building Standard (2008), the ICC Green Construction Code or ASHRAE 189.1-2009.

Points

3

Description of Measure

Improving construction standards for buildings can result in substantial energy savings and efficiency. The provisions of codes such as the ICC Green Construction Code (forthcoming) and ASHRAE 189.1-2009 are designed to work with existing provisions of the ICC Code but provide alternatives that will result in greater energy efficiency for new construction and significant retrofits of existing buildings.

Documentation Required for Credit

The local government should submit a copy of the resolution whereby these codes were adopted by the Council/Commission.

Implementation Guidance

Information regarding the ICC Green Construction Code can be found at <http://www.iccsafe.org/cs/IGCC/Pages/default.aspx>, and information regarding ASHRAE 189.1-2009 can be found at <http://www.ashrae.org/publications/page/927>.

Additional Information

http://www.sustainablecitiesinstitute.org/view/page.basic/legislation/feature.legislation/Model_Ordinance_ASHRAE189_Commentary

Exc4.C Standard

Develop and maintain a comprehensive community Greenspace/Green Infrastructure Plan.

Points

1

Description of Measure

Green infrastructure is described as an interconnected network of land and water that supports native species and air and water quality and contributes to the health and quality of life of its residents. Green infrastructure resources can include:

- Environmentally sensitive areas, such as wetlands, flood plains, groundwater recharge areas, watershed protection areas, rivers, streams, creeks, lakes, riparian corridors, mountain protection areas, etc.
- Working landscapes, including agriculture and forestry lands, pastures and fields
- Historic and cultural resources, including historic sites and landmarks, cultural landscapes, and archaeological resources
- Recreational areas, including federal, state, regional and community parks, recreational fields, greenways and multi-use trails.

Identification of green infrastructure elevates air, land and water to the same level of importance as other types of community infrastructure. This Standard reinforces regional policy and raises awareness of these resources in the local government planning process.



Documentation Required for Credit

The local government should submit a comprehensive green infrastructure plan that includes an inventory of all resources that qualify under the description of green infrastructure given above, as well as strategies and recommendations for the conservation and preservation of resources as appropriate. Resources must be mapped and opportunities for connectivity among resources should be identified.

Implementation Guidance

ARC provides several resources to assist with the identification of green infrastructure resources including

- ARC Green Infrastructure Toolkit: <http://www.atlantaregional.com/environment/protection-of-greenspace-and-cultural-resources/greenspace>
- ARC PLAN 2040 Regional Resource Plan: <http://www.atlantaregional.com/environment/protection-of-greenspace-and-cultural-resources>
- Interactive mapping resources: <http://www.atlantaregional.com/info-center/gis-data-maps/interactive-mapping>

Other regional partners can provide additional resources and technical assistance regarding green infrastructure planning including:

- The Trust For Public Land Greenprinting Program: www.tpl.org
- The Georgia Conservancy Blueprints Program: www.gaconservancy.org

Other resources that may be of assistance include

- Sustainable Cities Initiative Green Infrastructure information: http://www.sustainablecitiesinstitute.org/view/page.basic/class/tag.topic/community_support
- Metropolitan North Georgia Water Planning District: <http://www.northgeorgiawater.com/>
- GA DCA Protection Resources Listing: <http://www.dca.state.ga.us/development/PlanningQuality-Growth/DOCUMENTS/Publications/RIRs/Guide.ProtectionResources.pdf>

Additional Information

- The Greenprints Alliance – Woodstock, GA: <http://greenprintsalliance.org/>
- The Gwinnett County Open Space and Greenway Master Plan: <http://www.gwinnettcounty.com/portal/gwinnett/Departments/CommunityServices/ParksandRecreation/OpenSpaceandGreenways/Master-Plan>

Exc4.D Standard

Develop a dedicated funding source for greenspace acquisition, maintenance and development.

Points

2

Description of Measure

Communities use a variety of financing mechanisms to create a dedicated funding stream for greenspace acquisition and development. A dedicated funding source for greenspace development ensures that communities are planning for green infrastructure needs at similar priority levels as other types of community infrastructure.



Documentation Required for Credit

The local government should submit documentation that it has identified dedicated sources of greenspace funding.

Implementation Guidance

The ARC Green Infrastructure Toolkit identifies funding mechanisms for greenspace acquisition and development: <http://www.atlantaregional.com/environment/protection-of-greenspace-and-cultural-resources/greenspace>.

Additional Information

Additional information on communities with dedicated funding mechanisms for greenspace can be found at the website for the Conservation Almanac: A Resource of the Trust for Public Land: <http://www.conservationalmanac.org/secure/index.shtml>.

Exc4.E Standard

Become a Certified Local Government by the Georgia Historic Preservation Division.

Points

2

Description of Measure

As described by the State Historic Preservation Office (SHPO), preservation activity occurs first at the local level; therefore, a local community is in the best position to identify and protect its resources. The Certified Local Government (CLG) program assists local governments with integrating historic preservation concerns with local planning decisions. Among other benefits, once certified as a CLG, a local government becomes eligible to apply for federal historic preservation grant funds that are available only to CLGs.

Documentation Required for Credit

The local government should identify their status as a CLG. The State Historic Preservation Office (SHPO) maintains a list of all CLGs in the state of Georgia. ARC will verify CLG status with the SHPO as documentation for this standard.

Implementation Guidance

The CLG program is administered through the Historic Preservation Division of the Department of Natural Resources and additional information, including guidelines for designation as a CLG, can be found online at <http://www.gashpo.org/content/displaycontent.asp?txtDocument=485>.

Additional Information

Exc4.F Standard

Participate in mitigation activities that reduce potential disaster losses through FEMA's HMA programs or other sources.

Points

3



Description of Measure

FEMA's Hazard Mitigation Assistance (HMA) grant programs provide funding for eligible mitigation activities that reduce disaster losses and protect life and property from future disaster damages. This includes programs such as the Hazard Mitigation Grant Program, Pre-Disaster Mitigation, and Flood Mitigation Assistance. In addition to resources available through these programs, local governments may undertake additional activities that deter construction within flood prone areas (such as participating in the Flood Insurance Rate Map or F.I.R.M. program), remove existing structures from flood prone areas, or acquire flood prone areas as community greenspace. These types of activities will also be considered in meeting this requirement.

Documentation Required for Credit

A narrative describing activities undertaken by the local government to reduce disaster losses and protect life and property from future disaster damages

Implementation Guidance

Additional Information

Information on FEMA's HMA programs can be found online at <http://www.fema.gov/government/grant/hma/index.shtm>

Information on FEMA's FIRM program can be found online at <http://www.fema.gov/hazard/map/firm.shtm>

Exc4.G Standard

Participate in and/or receive recognition through a performance rating system or partnership program focused on stewardship of community resources.

Points

Variable – points depend on the level of certification attained in the program (1 for minimum level; 2 for intermediate levels; 3 for highest level. Certifications that are not tiered shall be awarded 1 point. The maximum number of points allowed from Exc4.G is a total of 3.)

Description of Measure

Numerous performance rating systems have been developed by federal, state and regional agencies and non-profit organizations that recognize achievement in the stewardship of community resources. Examples include:

- Tree City USA (Arbor Day Foundation)
- WaterFirst Community (GA DCA)
- Storm Ready (NOAA)
- Green Power Partner (EPA)
- Partnership for a Sustainable Georgia (GA DNR)
- Governor's Energy Challenge (GA DNR)
- Georgia Association of Water Professionals (GAWP)
- Green Communities (ARC)

This standard is not limited to recognition by these programs only. Consideration will be given to recognition by other performance rating systems that support this Objective.



Documentation Required for Credit

Local governments should identify those programs in which they participate and provide documentation of their achievement from the certifying organization.

Implementation Guidance

Additional Information

- Arbor Day Foundation: <http://www.arborday.org/programs/treeCityUSA/>
- GA DCA: http://www.dca.ga.gov/development/EnvironmentalManagement/programs/water_first.asp
- National Oceanic and Atmospheric Administration: <http://www.stormready.noaa.gov/communities.htm>
- EPA: <http://www.epa.gov/greenpower/>
- GA DNR: <http://www.governorsenergychallenge.org/>
- Georgia Association of Water Professionals: <http://gawp.org/>
- ARC: <http://www.atlantaregional.com/environment/green-communities>

Exc4.H Standard

Identify projects within your community that have been recognized through a performance rating system focused on environmental quality in building or site design.

Points

Variable – points depend on level of certification attained in the program (1 for minimum level; 2 for intermediate levels; 3 for highest level. Certifications that are not tiered shall be awarded 1 point. The maximum number of points allowed from Exc4.H is a total of 3.)

Description of Measure

Numerous performance rating systems have been developed by governmental agencies and non-profit organizations that recognize achievement for improved environmental quality in buildings and site design. Examples include:

- LEED (USGBC)
- EarthCraft (Southface Institute)
- Energy Star (DOE and EPA)
- Sustainable SITES Initiative (ASLA, et al.)
- Georgia Peach Green Building Rating System (GEFA)

This standard is not limited to recognition by these programs only. Consideration will be given to recognition by other performance rating systems that support this Objective.

Documentation Required for Credit

Local governments should identify projects within their community that have achieved recognition through a performance rating system. Location information (i.e. physical address or nearest major road intersection) should be provided along with documentation of their achievement from the certifying organization.



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|---|
| Implementation Guidance |
| Additional Information |
| <ul style="list-style-type: none">• US Green Building Council: http://www.usgbc.org/• Southface Institute: http://www.southface.org/• Energy Star: http://www.energystar.gov/• Sustainable Sites Initiative: http://www.sustainablesites.org/• Georgia Environmental Finance Authority: http://www.gefa.org/Index.aspx?page=510 |

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| Exc4.I Standard |
| Identify all impervious surfaces within the community using GIS or similar method. |
| Points |
| 3 |
| Description of Measure |
| Increasing pressure on water resources in the metro Atlanta region has created the impetus for better long-term planning for these resources. The built environment can have a significant impact on the quality of water run-off, which can in turn affect the overall health of our regional watersheds. Georgia environmental planning laws dictate limitations on impervious surfaces within certain watershed areas, but the aggregate affects of impervious surfaces can impact other aspects of a community’s environment, including stormwater run-off and heat island effects. Identifying existing areas of impervious surface will allow a calculation of current coverage and provide a baseline for mitigating or eliminating areas of impervious surface to improve environmental quality. |
| Documentation Required for Credit |
| The local government should submit mapping, done using GIS or a similar method, that identifies all impervious surfaces in the community. |
| Implementation Guidance |
| Additional Information |

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| Exc4.J Standard |
| Implement optional local management measures described in the Metropolitan North Georgia Water Planning District (MNGWPD) Watershed Management Plan. |
| Points |
| 1 point per measure (Maximum number of points allowed from Exc4.J is a total of 3.) |



Description of Measure

The Metropolitan North Georgia Water Planning District (MNGWPD) requires that communities adopt model ordinances, or equivalent provisions, that govern key requirements of an overall regional water quality protection plan. The Watershed Management Plan also suggests optional local management measures (see Section 6). Improving environmental quality is a critical component of PLAN 2040, and the Findings of PLAN 2040 link the future economic success of the region directly to the availability of water. The optional local management measures suggested in the MNGWPD Watershed Management Plan reinforce the importance of additional watershed management efforts at the local level.

Documentation Required for Credit

The local government should submit a copy of a local code, ordinance or other provision that demonstrates compliance with the provisions identified in Section 6, Optional Local Management Measures, of the MNGWPD Watershed Management Plan.

Implementation Guidance

Information on the MNGWPD, including its Watershed Management Plan, Stormwater Management Plan, and Water Supply and Water Conservation Plan, can be found online at <http://www.northgeorgiawater.org/>.

Additional Information

Exc4.K Standard

Identify areas of active agricultural uses, including equestrian and livestock facilities, forestry uses, and operations that foster community-supported agriculture or other farm-to-market opportunities.

Points

3

Description of Measure

An increased emphasis on conservation priorities and demand for environmentally responsible, locally grown food require the metro area to re-evaluate land uses and preserve areas supportive of agricultural pursuits. The Atlanta region still has rural areas that support agriculturally intensive uses, such as livestock, forestry, and equine industries, but also represents vital emerging markets in areas such as local food production, biofuel consumption and distribution, and agritourism. Widespread suburban development has marginalized the protection of rural land assets within many communities, but these emerging trends support a renewed interest in these areas for their economic, environmental and aesthetic values.

Documentation Required for Credit

The local government should submit mapping or another form of identification of rural and agricultural areas, and a listing or narrative of operations that foster community supported agriculture (i.e., food cooperatives, CSA farms, farmers markets)

Implementation Guidance

Consideration should be given not only to areas identified for rural, agricultural or conservation use through zoning or land use maps, but also to areas enrolled in preferential tax assessment programs such as Conservation Use Assessment (<https://etax.dor.ga.gov/ptd/cas/cuse/assmt.aspx>) or Preferential Agricultural Assessment (<https://etax.dor.ga.gov/ptd/adm/forms/pt230/index.aspx>).



Additional Information

Resources for identifying locally produced food include:

- Georgia Market Makers: <http://ga.marketmaker.uiuc.edu/>
- Georgia Organics Online Local Food Directory: <http://www.georgiaorganics.org/home.aspx>
- Georgia Farm Bureau Certified Farm Markets: <http://www.gfb.org/commodities/cfm/directory/CertifiedFarmMarketSearch.asp>
- Local Harvest: <http://www.localharvest.org/>
- Georgia Department of Agriculture-Agritourism information: <http://agr.georgia.gov/portal/site/AGR/menuitem.2f54fa407984c51e93f35eead03036a0/?vgnnextoid=51424b9963e37210VgnVCM100000bf01010aRCRD>
- Georgia Department of Economic Development-Agritourism information: <http://www.georgia.org/GeorgiaIndustries/Tourism/ProductDevelopment/Pages/Agritourism.aspx>



Identify innovative approaches to economic recovery and long term prosperity

MIN5.A Standard

Develop or maintain a website and local government contact that provides information related to government information, development requirements, economic incentives, job resources, etc.

Level

Required

Description of Measure

ARC encourages each local government to maintain a website that provides information related to local government economic development staff, development requirements, development incentives, if applicable, and resources for jobs, such as a link to the Workforce Board.

Documentation Required for Credit

The local government should provide ARC a link to any applicable websites.

Implementation Guidance

Additional Information

For examples, see:

- City of Hapeville: <http://ga-hapeville2.civicplus.com/index.aspx?NID=326>
- Gwinnett County: <http://www.gwinnettcounty.com/portal/gwinnett/Departments/PlanningandDevelopment>

MIN5.B Standard

Develop a process to share information and data and coordinate strategic actions with local governments, school boards and economic development agencies in neighboring communities.

Level

Advanced

Description of Measure

Local government challenges cannot be resolved or efficiency in government operations achieved without current, comprehensive and accurate data and information. ARC believes that sharing data cooperatively with other local organizations reduces inefficiencies and promotes cost-savings.

Documentation Required for Credit

The local government should provide a statement or documentation that demonstrates its policies on data sharing agreements.

Implementation Guidance

Local governments should identify administrative and operational data that could be shared with the public excluding data that would compromise confidentiality or public safety. In addition, local governments should create a data catalog that identifies the contact person for each data source and availability.

Additional Information

MIN5.C Standard



Provide maps and locations of economic development opportunities or areas supported for redevelopment on the jurisdictions website.

Level

Advanced

Description of Measure

Information on economic development and redevelopment opportunities should be promoted and shared with developers, policy makers and the general public. Providing easy access to each local government's development priorities promotes this goal.

Documentation Required for Credit

The local government should provide ARC links to applicable websites.

Implementation Guidance

- City of Hapeville: <http://www.hapeville.org/index.aspx?nid=190>
- DeKalb County: <http://web.co.dekalb.ga.us/decidedekalb/index.html>

Additional Information

MIN5.D Standard

Evaluate the need for incentives or regulatory changes to support the redevelopment of sites or areas with good access to infrastructure or existing job centers.

Level

Advanced

Description of Measure

Based on information of identified redevelopment sites, conduct an audit of programs and other development incentives that can promote redevelopment of the identified areas or sites. Local governments can draw upon LCI or other studies to identify these sites.

Documentation Required for Credit

The local government should provide documentation that it has completed a checklist that illustrates the programs and other development incentives that promote redevelopment of the identified sites.

Implementation Guidance

Georgia DCA Development Tools

<http://www.dca.state.ga.us/economic/DevelopmentTools/index.asp>

Additional Information

ARC will provide a checklist to conduct the audit by December 2011.



Min5.E Standard

Develop a Capital Improvement Element (CIE) and include it in the Comprehensive Plan. Undertake management procedures to prioritize, fund and enact the capital investments identified.

Level

Advanced

Description of Measure

A CIE can help a local government strategically build infrastructure and support new development. As such the community should enact a CIE within the Comprehensive Plan to identify capital projects that are necessary for implementation of the plan. All transportation projects that are listed in regional programming documents should be included. The CIE should also outline how these projects support the community development goals.

Documentation Required for Credit

The local government should submit a CIE or have an approved CIE listed with DCA and ARC

Implementation Guidance

A Capital Improvements Element is a component of a comprehensive plan adopted pursuant to Chapter 70 of O.C.G.A. §36-71 (development impact fees) which sets out projected needs for system improvements during a planning horizon established in the Comprehensive Plan, a schedule of capital improvements that will meet the anticipated need for system improvements, and a description of anticipated funding sources for each required improvement. Information on preparing a capital improvements element is available on the Georgia Department of Community Affairs's website at <http://www.dca.ga.gov/development/PlanningQualityGrowth/programs/downloads/AnnualCIEUpdateGuide021005.PDF>.

Additional Information

Exc5.A Standard

Develop a process to align the resources and strategic actions of local governments and education and economic development agencies.

Points

3

Description of Measure

Coordination of resources to promote economic development is a key step in developing an innovative approach to economic recovery. By breaking down traditional barriers/silos, local governments can work together with partners to develop specific economic development strategies that work for each community.

Documentation Required for Credit

The local government should submit documentation of the process that illustrates the alignment of resources. Documentation should include specific agencies/departments, a timeline, and approaches.

Implementation Guidance

The model program is based on the Kansas City Green Impact Zone, where major infrastructure investments, as well as green energy and sustainability, public safety and community and workforce development programs, are targeted within a specific area to demonstrate that targeted investments can improve an area. More information is available online at www.greenimpactzone.org.

Additional Information

Kansas City Green Impact Zone www.greenimpactzone.org



Exc5.B Standard

Develop a fiscal impact analysis review as part of the development review process for major development projects.

Points

3

Description of Measure

Fiscal Impact Analysis compares expenditures and revenues associated with development policies and projects of local governments to determine if and when a community could face a budget deficit

Documentation Required for Credit

The local government should provide documentation of how the community uses fiscal impact analysis, as well as an example project.

Implementation Guidance

There are a variety of different approaches to conducting fiscal impact analysis. It can be as simple as a per capita cost multiplier to detailed spreadsheets and reports. Communities should understand the cost of services per capita or employee.

Additional Information

- Community Guide to Development Impact Analysis by Mary Edwards: http://www.lic.wisc.edu/shapingdane/facilitation/all_resources/impacts/analysis_fiscal.htm
- Georgia Enterprise Innovation Institute – WebLoc: <http://weblocusers.org/>
- The ARC Community Choices Toolkit program prepared a paper on Fiscal Impact Analysis, which can be found at <http://www.atlantaregional.com/local-government/planning-assistance/best-practices/best-practices>

Exc5.C Standard

Develop Business Incubator Space within the community.

Points

3

Description of Measure

Business Incubator Spaces provides for physical space, essential business services, and business development guidance for small start-up businesses. Local governments should identify space and either they or a non-profit should promote the Business Incubator within their community.

Documentation Required for Credit

Documentation of the creation of the Business Incubator and operation statistics.

Implementation Guidance

Additional Information

Ann Arbor SPARK Regional Incubators: <http://www.annarborusa.org/business-accelerator/incubators>

Georgia Tech Advanced Technology Development Center: www.atdc.org



Exc5.D Standard

Adopt and implement an Opportunity Zone.

Points

2

Description of Measure

Opportunity Zones are established under O.C.G.A. §48-7-40 as “any area which is within or adjacent to one or more contiguous census block groups with a poverty rate of 15% or greater as determined from data in the most current United State decennial census, where the area is also included within the state enterprise zone pursuant to Chapter 88 of Title 36 or where a redevelopment plan has been adopted pursuant to Chapter 61 of Title 36 and which, in the opinion of the commissioner of community affairs, displays pervasive poverty, underdevelopment, general distress, and blight.”

Businesses that create or expand jobs within these areas can now qualify for the state’s maximum state job tax credit of \$3,500 per job.

Documentation Required for Credit

The local government should provide documentation that it is listed by the Georgia Department of Community Affairs as having an approved Opportunity Zone.

Implementation Guidance

Additional Information

Georgia Department of Community Affairs Opportunity Zone Program Information: <http://www.dca.ga.gov/economic/DevelopmentTools/programs/opportunityZones.asp>

Exc5.E Standard

Adopt and implement a Tax Allocation District (TAD).

Points

2

Description of Measure

A Tax Allocation District is a designated area in which improvements, usually related to infrastructure, are carried out by a local government to encourage the development or redevelopment of a site. Typically, improvements are financed through the issuance of development bonds, which are paid back through increased tax revenues in the area as development or redevelopment occurs.

Documentation Required for Credit

The local government should provide a map of the TAD(s) as approved by the appropriate governing body and relevant GIS data.

Implementation Guidance

Additional Information

<http://dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=141>

Exc5.F Standard



Develop a Local Business Requirement or preferences within purchasing procedures.

Points

1

Description of Measure

Where possible, the purchasing of local or in-state goods and services leverages the local government's purchasing power to support job creation and economic growth within the area or state instead of outside the area or state.

Documentation Required for Credit

The local government should provide documentation of purchasing procedures that specify local business requirements or preferences.

Implementation Guidance

Local Business Purchasing Requirements may need to be enacted by ordinance and will need to be reviewed by the jurisdiction's attorney. Most Local Business Requirements provide for additional points or percentages to a bid evaluation.

Additional Information

New Rules Project Local Purchasing Resource: <http://www.newrules.org/retail/rules/local-purchasing-preferences>

City of San Jose Small Business Opportunity Program: <http://www.sjeconomy.com/businessassistance/smallbiz.asp>

Exc5.G Standard

Develop a Business Retention and Expansion Program.

Points

3

Description of Measure

Forty to 80% of new jobs are created by existing firms, rather than by new firms that have been attracted to a community. Keeping an existing business is often easier than recruiting a new one. A Business Retention and Expansion Program helps community leaders and communities work together to identify barriers local businesses face as they try to survive and grow.

Documentation Required for Credit

The local government should provide documentation of the Program that shows support of, and the provision of resources to, existing businesses.

Implementation Guidance

A Business Retention and Expansion Program is an economic development plan designed to assist local governments and economic development organizations assess the needs and barriers of existing businesses in a community.

A Business Retention and Expansion Program includes all ongoing local economic development programs that focus on retaining and growing the existing businesses in a community. Surveys and other outreach to existing businesses provide valuable information on the barriers that local governments face.



Additional Information

Texas Department of Agriculture Business Retention and Expansion Program: http://www.agr.state.tx.us/vgn/tda/files/1848/14921_BRE_Pilot_Program_2007.pdf

Arizona Commerce Authority: <http://www.azcommerce.com/CommAsst/RuralDev/Business+Retention+and+Expansion.htm>

Exc5.H Standard

Develop a distinctive wayfinding and signage system for key areas within the community.

Points

2

Description of Measure

Wayfinding signage provides information for visitors and creates an identity for the community. To be successful, wayfinding signage should work for pedestrians, bicyclists, and motorists.

Documentation Required for Credit

The government should provide pictures of its signage and locations installed.

Implementation Guidance

Wayfinding signage should be placed appropriately and be distinctive but uniform in size, color, and graphics.

Additional Information

Central Atlanta Progress's Wayfinding Signage Program: <http://www.atlantadowntown.com/get-around/transportation-improvements/wayfinding-signage>

Cumberland CID completed a signage and wayfinding study as an LCI supplemental study in 2004. This report can be found by searching the LCI completed documents at: <http://www.atlantaregional.com/land-use/livable-centers-initiative/recipients/search-lci-recipients>

Exc5.I Standard

Become a Georgia "Work Ready" Community as established by the Governor's Office of Workforce Development.

Points

2

Description of Measure

Certified Work Ready Communities have the skilled workforce that business demands and the educational infrastructure to drive economic growth and prosperity. To earn the designation, counties must demonstrate a commitment to improving public high school graduation rates through a measurable increase and show a specified percentage of the available and current workforce have earned Work Ready Certificates.

Documentation Required for Credit

The local government should providing documentation of its listing by the Governor's Office of Workforce Development as certified as a Work Ready Community.

Implementation Guidance



To be designated a Certified Work Ready Community, counties must drive current workers and the available workforce to earn Work Ready Certificates, demonstrate a commitment to improving public high school graduation rates and build community commitment for meeting these goals. Each community has created a team of economic development, government and education partners to meet the certification criteria. Counties are given three years to reach the goals necessary to become a Certified Work Ready Community.

Additional Information

See <http://www.gaworkready.org/>

Exc5.J Standard

Become a Georgia “Camera Ready” Community as established by the Georgia Department of Economic Development.

Points

2

Description of Measure

Camera Ready is a designation by the Georgia Department of Economic Development given to Georgia Communities that are interested in attracting film and television production. Camera Ready Communities provide easier, faster and better access to production resources and location information.

Documentation Required for Credit

The local government should provide documentation of its listing by the Georgia Department of Economic Development as a Camera Ready Community.

Implementation Guidance

See the Georgia Department of Economic Development Camera Ready website for the steps to become a Camera Ready Community

Additional Information

Georgia Department of Economic Development Camera Ready Community website <http://georgia.org/GeorgiaIndustries/Entertainment/FilmTV/cameraready/Pages/default.aspx>

Exc5.K Standard

Develop a Main Street, a Better Hometown Program, or a Downtown Development Authority within an established town center, or support the creation and/or continued operation of a Community Improvement District within a major employment center.

Points

1

Description of Measure

Promotion and support of Town Centers and Employment Centers within the Atlanta Region is a key tenet of PLAN 2040. Thriving town centers and employment centers are important elements of an effective economic development plan. Establishing and supporting these organizations help the town centers and employment centers be successful and meet the needs of business and citizens in these areas.

Documentation Required for Credit

The local government should provide documentation that it is a part of the Main Street or Better Hometown Program as listed by Georgia DCA, or provide a statement confirming an established Downtown Development Authority or Community Improvement District.



Implementation Guidance

The Georgia Main Street Program communities adhere to the guiding principles of the Main Street approach to downtown revitalization: investment in professional downtown management; working comprehensively in four areas (Organization, Promotion, Design and Economic Restructuring); and building a successful downtown revitalization program through the preservation of historic buildings and places.

Community Improvement Districts and Downtown Development Authorities provide dedicated attention to the issues that these areas face and assist in the promotion of these areas.

Additional Information

Georgia Main Street: <http://www.mainstreetgeorgia.org>



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