

# Disguised as *Quality of Life* initiatives: UN Agenda 21 sustainable development

By Debra K. Niwa • Aug. 7, 2012. Updated 12/2012.

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*Quality of Life* initiatives have allowed United Nations' Agenda 21 to slip in at local levels. An example is the *Livable Tucson Vision Program*.

In the spring of 1997, the City of Tucson (Arizona) initiated its "quality of life" project "to identify a long-term, community-driven vision" — one that would help "shape the city's budget and provide a framework for developing programs and services."<sup>1</sup>

Seventeen *Livable Tucson* goals were identified — all in sync with global agendas. The goals focus on transportation, community, government, youth, families, public education, neighborhoods, infill, reinvestment, urban green space, recreation areas, environment, jobs, air, water, historic and cultural resources, job training, poverty, opportunity, local businesses, natural resources, and downtown.<sup>2</sup>

The *Livable Tucson* objectives were later incorporated into the city's 2001 *General Plan* update.<sup>3</sup> A *Vision for Sustainable Living* for the City of Tucson says the plan was "infused with principles of smart growth and sustainability to further the goals." It also "provides a framework for promoting more livable and sustainable development."<sup>4</sup>

Currently, a new long-range general plan is in the works — called *Plan Tucson*. A "Core Team of planning staff from the City's Housing & Community Development Department"<sup>5, 6, 7</sup> is working on the proposal. The goal is to present the new plan to voters on November 5, 2013.

What's the problem? For starters, this is not about what we want or need. As the City of Tucson has stated, "The *Livable Tucson Vision Program* closely aligns our community with the federal *Livability Agenda* for the 21st Century."<sup>8</sup>

Next, related planning initiatives to solicit comments are often nothing more than forums to present *controlled choices*. Substantial time, effort, and money is spent on *group processing* activities and *creating the illusion* of local effort, buy-in, and consensus for pre-set global plans.

This is about building and maintaining a global system that requires ongoing data collection, evaluation, and monitoring. It's a system that uses surveys, assessments, trained facilitators, public forums, workshops, (neighborhood) associations, partnerships, and other mechanisms.

U.N.-defined sustainable development policies are cloaked in hype that lulls the uninformed. But after global "livability" and "sustainability" become drivers of city, county, and state operations, it doesn't take long for the dark underbelly to appear. The ills that surface include: new and higher taxes, fees and fines; maintenance and operations budget deficits; general fund money diverted to special interest;

## What is U.N. Agenda 21?

(Underline emphasis added)

"Agenda 21 is a comprehensive plan of action to be taken globally, nationally and locally by organizations of the United Nations System, Governments, and Major Groups in every area in which human impacts on the environment."

— United Nations Department of Economic and Social Affairs (Division for Sustainable Development) website. Accessed 11/4/11. <http://www.un.org/esa/dsd/agenda21/>

"... Agenda 21 ... provided the framework for action for achieving sustainable development."

— *U.S. Senate Resolution 311* — "Expressing the sense of the Senate regarding the policy of the United States at the World Summit on Sustainable Development . . ." — was introduced by Senator John Kerry (MA) on July 30, 2002. Bill cosponsors: Daniel K. Akaka (HI), Jeff Bingaman (NM), Barbara Boxer (CA), Maria Cantwell (WA), Richard Durbin (IL), Russell D. Feingold (WI), James M. Jeffords (VT), Patrick J. Leahy (VT), Joseph I. Lieberman (CT), Patty Murray (WA), Robert G. Torricelli (NJ), Ron Wyden (OR). <http://thomas.loc.gov/cgi-bin/query/z?c107:S.RES.311>:

"Agenda 21 is a 300-page, 40-chapter, 'soft-law' policy document adopted by the delegates to the United Nations Conference on Environment and Development in Rio de Janeiro in 1992. The document is not legally binding; it is a set of policy recommendations designed to reorganize global society around the principles of environmental protection, social equity, and what is called 'sustainable' economic development. At the heart of the concept of sustainable development, is the assumption that government must manage society to ensure that human activity conforms to these principles."

—Henry Lamb, "Agenda 21 and the United Nations," *The Eco•logic Powerhouse*, September 2006. <http://www.freedom.org/board/articles/lamb-906.html>

growing municipal debt, and costly, unnecessary redevelopment and transportation projects — e.g., light rail, modern street cars, corridor initiatives, sports complexes, high density housing, and questionable water and energy plans, to name a few.

There are also new and amended land use and building codes to restrict property rights; rezoning that affects real estate values; increased private property takings (eminent domain); giveaways and sales of taxpayer-funded public assets, and local needs taking a back seat to comprehensive *regional* plans.

Additionally, communities will see governance troubles, such as: unbridled use of unaccountable public-private partnerships; an administrative culture of deceit, graft, and conflicts of interest; and elected representation displaced by appointed representation to agencies, boards, commissions, councils, and committees.

Menacing international agendas are stripping away our ability to live as free people and have a life of quality. What can we do to reverse course? A few suggestions:

**1. Stop public funding of the oppressive global plans** — e.g., defeat tax increase proposals that fund the implementation and maintenance of U.N. Agenda 21. Remember: Agenda 21 covers a gamut of economic, natural resource, institutional, and social aspects (fig. 1). And the financial needs are substantial and ongoing.



**2. Reject policies that result in alignment with U.N. Agenda 21** — e.g., city General Plan revisions that require voter approval.

**3. End public-private partnerships** as well as other government ties to entities that promote global agendas and financially enrich their organizations in the process by feeding at the public trough. This includes ending ties with ICLEI — an “international environmental agency for local governments” with “official status to represent local governments at U.N. meetings.”<sup>9</sup>

**4. Scrutinize candidates for elected office.** Aware or not, many elected officials at local, county, state, and federal levels are serving as foot soldiers for unsustainable global “sustainable development.” Support those who are uncompromising about protecting individual liberty, private property, and unalienable rights.

**5. Arm yourself with knowledge.** Understand the issues so you will not be misled and deceived. Learn the jargon of sustainable development. Refer to source documents.

Should we keep our planet in decent living condition for future generations? Yes, of course! Agenda 21 ideologues and profiteers want us to believe that is their aim. But the fact is: many past results of sustainable development policies and practices reveal a growing international racket that lowers living standards, reduces life opportunities, decreases individual wealth, and cultivates a social order where clearly “some are ‘more equal’ than others.”

Those are not the conditions I want to leave for future generations. What about you?

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### Endnotes

1. *The Livable Tucson Vision Program*, City of Tucson website, 2012. <http://www.ci.tucson.az.us/livable2.html>
2. *Beyond Quality of Life Indicators for Strategic Management in Local Government, Vol. 1*, Hermann Hill and Alexander Wegener 2002, p. 34-35. [http://www.bertelsmann-stiftung.de/bst/en/media/xcms\\_bst\\_dms\\_15264\\_15265\\_2.pdf](http://www.bertelsmann-stiftung.de/bst/en/media/xcms_bst_dms_15264_15265_2.pdf)
3. “Case Study — Livable Tucson Vision Program”, Project Learning Tree, *Exploring Environmental Issues: Places We Live*, American Forest Foundation. [http://www.plt.org/stuff/content\\_mgr/files/1/f1e63ab150f34a365494a91fc32545ad/files/r62\\_activity\\_6\\_tucson.pdf](http://www.plt.org/stuff/content_mgr/files/1/f1e63ab150f34a365494a91fc32545ad/files/r62_activity_6_tucson.pdf)
4. *A Vision for Sustainable Living*, City of Tucson website. <http://cms3.tucsonaz.gov/ocsd/sustainability/>
5. *Plan Tucson – Overview*, City of Tucson website. <http://cms3.tucsonaz.gov/plantucson/faq>
6. *Plan Tucson - Smart Growth*, City of Tucson website. <http://cms3.tucsonaz.gov/plantucson/smartgrowth>
7. Video: “Planning Tucson’s Future” <http://www.youtube.com/watch?v=9YHAcLQxQ5Y>
8. *Livable Tucson Vision Program*, 2000, City of Tucson website. <http://www.ci.tucson.az.us/livable.pdf>
9. “ICLEI Acts in response to UNCED”, Judy Walker, *Implementing Agenda 21: NGO Experiences from Around the World*, 1997.

**Please see the following 5 pages for examples of activities that usher in U.N. sustainable development policies into local/state budgets and operations.**

# Ushering in U.N. *sustainable development* policies into local/state budgets and operations

## Examples for the City of Tucson, Pima County, and Arizona

Research by Debra K. Niwa, 8/7/12.  
Updated 3/5/13. (All emphasis added)

### 1991-1993

The City of Tucson is listed as an ICLEI member in the *ICLEI Bi-Annual Report*.<sup>1</sup> ICLEI — a non-profit organization formed in 1990 at the World Congress of Local Governments for a Sustainable Future<sup>2</sup> — is the “international environmental agency for local governments” and has “official status to represent local governments at U.N. meetings.”<sup>3</sup>

### 1996

**Fall:** Tucson Mayor George Miller and city council adopt a policy to “evaluate city projects and programs.”<sup>4</sup>

### 1997

**Spring:** Tucson’s **Quality of Life** initiatives begin.<sup>5</sup> Three public forums occur in each city ward “to engage the community in identifying a common vision and strategies for achieving a sustainable community.”<sup>6</sup>

Tucson starts a “**Brownfields Pilot Project** using a \$200,000 Environmental Protection Agency (EPA) Brownfields Assessment Pilot Grant to complete a Phase I and II Environmental Site Assessments of Brownfields” in downtown Tucson’s **Rio Nuevo Redevelopment District**. “Since receiving this initial Assessment Pilot Grant, the City of Tucson . . . has been awarded grants totaling nearly \$3 million for assessment and cleanup, \$500,000 for a Brownfields Revolving Loan Program and \$200,000 for a Brownfields Job Training Grant. These varied projects and activities are managed by the City’s Environmental Services, Engineering and Technical Support Division . . . ”<sup>7</sup>

### 1998

**Spring:** Six **Livable Tucson Vision Program** workshops are conducted “to develop indicators of progress towards each of the 17 goals.”<sup>8</sup>

Tucson adopts a **Sustainable Energy Standard (SES)**. Later, Ordinance #10417 extends the standards “to all City-funded buildings” and Tucson’s Sustainable Energy Standard becomes tied to the 2006 **International Energy Conservation Code (IECC)** (adopted 6/12/2007).<sup>9</sup>

### 1999

**Fall:** City-staffed interdepartmental Livable Tucson Team meets regularly “to determine the next steps that must be taken to further the Livable Tucson goals” and “expand the program further throughout the city organization and in the community.”<sup>10</sup>

**“The Livable Tucson Vision Program closely aligns our community with the federal Livability Agenda for the 21st Century.”**

— City of Tucson, *Livable Tucson Vision Program*, 2000

### What is the federal “Livability Agenda”?

*The following is excerpted from the United States submission to the 5th Session of the UN Commission on Sustainable Development (emphasis added):*

. . . [T]he Clinton Administration has attempted to address land degradation concerns related to either to urban areas under a nascent “**brownfields**” programme, as well as “**green communities**” programmes and “**smart growth**” concepts . . . In January 1999 . . . A “Livability Agenda” and “Lands Legacy Initiative” were unveiled. . . . The “Livability Agenda” would:

- provide federal tax credits in lieu of interest for state or local bonds (totaling \$9.5 billion over 5 years) to buy **park land**, preserve **farmland** and **wetlands**, and clean up abandoned industrial sites (**brownfields**);
- increase a portion of federal transportation grants for projects other than road building (including \$6.1 billion for **mass transit**, \$1.6 billion to improve air quality by easing traffic congestion, and \$50 million for a pilot projects on **regional transportation planning** programmes); and,
- provide matching funds to assist in regional planning and to assist communities in developing **land-use plans**, to encourage **community participation** in planning for **education**, and to fund the sharing of certain **regional data** (\$150 million).

The “Lands Legacy Initiative”, among other things, would:

- increase federal land acquisition funding (to total \$413 million in FY2000) using the Land and Water Conservation Fund (LWCF) and designate 5 million acres of wilderness at specified locations, including in the Mojave Desert, northern New England and the Everglades;
- provide grants to state and localities to acquire land and plan for open space (\$150 million in FY2000);
- expand funding for other resource protection efforts including the Cooperative Endangered Species Conservation Fund, the Forest Legacy Programme, Urban and Community Forestry Programme grants and the Farmland Protection Programme (\$220 million in FY2000).
- fund “smart growth” partnerships using programmes at the Department of the Interior and the USDA to support acquisition of **land** and **easements in rural areas**.

. . . [S]uch issues, often characterized as a “**quality of life issues**” were addressed in **240 referenda** in **31 states** last year, and 72 percent of these were reportedly passed in the November 1998 election.

— The Livability Agenda: A New U.S. Initiative to Conserve Land Resources, United Nations website

<http://www.un.org/esa/agenda21/natlinfo/countr/usa/natur.htm>

## 2001

*Livable Tucson* goals are incorporated into the City of Tucson's **2001 General Plan** update.<sup>11</sup>

## 2005

**July 6:** City of Tucson Ordinance #10178 — "Relating to Buildings, Electricity, Plumbing and Mechanical Code, amending the Tucson Code Chapter 6, Buildings, Electricity, Plumbing and Mechanical Code, Article III Buildings, Division 1, Building Code, Section 6-40 Energy Conservation Code, by **adopting the International Energy Conservation Code**, 2003 Edition with local modifications; establishing penalties; establishing an effective date; and declaring an emergency." The Ordinance contains "Sec. 6-40. *Energy Conservation Code adopted*. The document entitled the 'International Energy Conservation Code 2003 Edition' with modifications, a copy of which modifications are attached as Exhibit 'A' to Ordinance No. 10178 and the Sustainable Energy Standard, a copy of which standard is attached as Exhibit 'B' to Ordinance No. 10178 are hereby adopted." Violations will result in fines. First time violation will be fined not less than \$100 nor more than \$2,500; second and third violations (of the same civil infraction) will be fined at an increased minimum amount. "SECTION 5. Sections 1 and 4 of this ordinance shall be effective from and after October 1, 2005."<sup>12</sup> Mayor Walkup and city manager signatures missing on document pdf.

## 2005

**Feb. 2:** Arizona Governor Janet Napolitano signs **Executive Order 2005-02** that creates a **Climate Change Advisory Group** for the state of Arizona. Attest: Secretary of State Janice K. Brewer. [http://www.governor.state.az.us/eo/2005\\_02.pdf](http://www.governor.state.az.us/eo/2005_02.pdf)

**Nov.:** **United Nations Urban Environmental Accords – Green Cities Declaration** is adopted (on recommendation of Tucson city manager Michael Hein).<sup>13</sup>

## 2006

Arizona Corporation Commission approves the **Renewable Energy Standard and Tariff (REST)**. "These rules require that regulated electric utilities must generate 15 percent of their energy from renewable resources by 2025. Each year, Arizona's utility companies are required to file annual implementation plans describing how they will comply with the REST rules."<sup>14</sup>

**April 18:** Tucson's Mayor Bob Walkup and city council adopt Resolution #20322 — "Relating to **Sustainable Energy Standards**: Authorizing and approving application of the sustainable energy standards to certain city buildings, additions,

modifications and renovations and requiring compliance with the requirements of the Leadership in Energy and Environmental Design program at the Silver Certification Level or higher; and declaring an emergency."<sup>15</sup> According to the *Tucson Solar Integration Plan*, the resolution favors solar energy as a strategy for "attaining **LEED Silver** goals, and the Resolution mandates a 5% solar energy requirement. All new **city financed buildings**, including new **hotels**, a proposed new **convention center, fire stations, etc., must meet 5% of their energy needs using some form of solar-photovoltaics (PV)**, hot water, or day-lighting. . . . City staff will monitor construction plans to assure this requirement is met."<sup>16</sup>

**June:** Tucson is one of the first U.S. cities with a "separate office dedicated to sustainability." Named the **Office of Conservation and Sustainable Development (OCS D)**, its function is to "ensure that sustainability remains a key focus" in city programs and operations.<sup>17</sup>

**June:** Tucson Mayor Bob Walkup endorses the **U.S. Mayors Climate Protection Agreement**<sup>18</sup> that supports the U.N. Kyoto Protocols that were rejected by the U.S. Congress.

**Aug.:** The **Arizona Climate Change Action Plan** (prepared pursuant to Arizona Governor Executive Order 2005-02) is submitted to then-Governor Napolitano by the Arizona Climate Change Advisory Group.<sup>19</sup>

**Sept. 7:** Governor Napolitano signs **Executive Order 2006-13 Climate Change Action** that proclaims "it shall be the goal of the State of Arizona to reduce GHG emissions in Arizona to its 2000 emissions level by 2020 and to 50 percent below its 2000 emissions level by 2040." The EO also establishes a **Climate Change Executive Committee** to suggest "strategies to the Governor for implementing recommendations in the Climate Change Action Plan in consultation with the Governor's Office." The Committee "shall be organized and coordinated by the Arizona Department of Environmental Quality (ADEQ)" and chaired by the ADEQ Director. Committee members "shall be appointed by, and serve without compensation at the pleasure of, the Governor . . ." Attest: Secretary of State Janice K. Brewer. [http://www.azclimatexchange.gov/download/EO\\_2006-13\\_090806.pdf](http://www.azclimatexchange.gov/download/EO_2006-13_090806.pdf)

**Sept.:** Tucson Mayor Bob Walkup and city council adopt the **U.S. Mayors Climate Protection Agreement**.<sup>20</sup>

**Nov.:** **Greater Tucson Strategic Energy Plan**. Al-

ternative Energy Options Accepted by Pima Association of Governments (PAG) Regional Council.<sup>21</sup>

## 2007

**March:** An **Urban Sustainability Advisory Committee** to the Tucson Mayor and Council is created "to oversee the policy formation and implementation of the Urban Accords and the U.S. Mayors Climate Protection Agreement."<sup>22</sup>

**May 1:** Pima County Board of Supervisors passes and adopts Resolution No. 2007-84 that supports "new county sustainability initiatives."<sup>23</sup>

**June 12:** Tucson mayor and city council adopt Ordinance #10417 — "Relating to buildings, electricity, plumbing and mechanical code; amending the Tucson Code Chapter 6, buildings, electricity, plumbing and mechanical code, Article 1 In General, Section 6-1 Administrative Code adopted by repealing the Uniform Administrative Code and reserving Section 6-1; amending Article III, Building Code Section 6-34 Building Code adopted by adopting the **International Building Code** 2006 Edition with local amendments; Section 6-38 Residential Code adopted by adopting the **International Residential Code** 2006 Edition with local amendments; Section 6-40 Energy Conservation Code 2006 Edition with local amendments; amending Article IV Electricity, Division 1 Electrical Code, Section 6-84 Electrical Code adopted by adopting the 2005 National Electric Code with local amendments; amending Article VI Mechanical Code Section 6-167 Fuel Gas Code 2006 Edition; establishing penalties; and declaring an emergency."<sup>24</sup>

**June 17:** Mayor Bob Walkup and Tucson's City Council "unanimously voted to require all new residences to be solar ready for electric (PV) and hot water. Starting March 1, 2009, **all new single family homes or duplexes must include** in the plans either a solar hot water system or a stub out for later installation of a solar hot water system in order to receive a building permit."<sup>25</sup>

## 2008

### **Framework for Advancing Sustainability**

— from the City of Tucson's Office of Conservation and Sustainable Development — suggests a *framework* that will "provide the mechanism for coordinating the efforts of the various departments. This collaborative approach allows for a comprehensive sustainability commitment to be presented to the community and provides a platform for continued cooperation within City government. . . . Ultimately this Framework and its subsequent plans signal the City's intention to take its sustainability and climate change commitments seriously and represents a priority-setting guide for taking **strategic action across government operations and the community as a whole.**"<sup>26</sup>

**Jan.:** **Greater Tucson Solar Development Plan: Strategies for Sustainable Solar Power Development in the Tucson Region** (companion to the *Solar Integration Plan*, March 2009. See March 2009 entry) was "developed through the Tucson Solar Initiative, a Solar America Cities Program sponsored by the U.S. Department of Energy (USDOE). Both plans lay the groundwork for accelerated development of solar energy facilities in and around Tucson. The Greater Tucson Solar Development Plan calls for 16 megawatts (MW) solar electric generation capacity to be installed in the region by 2015. This Solar Integration Plan calls for 8 MW solar electric generation capacity to be installed in the City of Tucson by 2015."<sup>27</sup>

**April:** "City of Tucson and Pima County initiated a joint effort for sustainable water resource planning known as the '**City/County Water and Wastewater Infrastructure, Supply and Planning Study**' (Water Study)." The Water Study is a "multi-year effort to identify ways the City and County . . . can work together to advance more cooperative and sustainable water planning."<sup>28</sup>

City of Tucson Ordinance #10579 "Relating to buildings, electricity, plumbing and mechanical code; creating the '**Residential Gray Water Ordinance**' requiring installation of gray water 'stub-outs' in residential construction; requiring that gray water systems comply with applicable regulations; amending Tucson Code Chapter 6, Article III Division 1 by amending Section 6-38 and adding Section 2601.1.2, 'Gray Water Stub-outs', as a local amendment to the **International Residential Code**; and declaring an emergency."<sup>29</sup>

**Oct.:** Tucson mayor and council create the **Climate Change Advisory Committee** and appoint members to the committee in February 2009 by a unanimous vote.<sup>30</sup>

## 2009

**March:** **Tucson Solar Integration Plan** was "prepared as an account of work sponsored by an agency of the U.S. government." The plan is a document "based upon work for the Solar America Cities Program supported by the U.S. Department of Energy (USDOE) under Award #DE-FC36-07G017066. The format for this plan is adapted from **Solar in America's Cities: A Guide for Local Governments** (Draft, 2009), published by the USDOE, Office of Energy Efficiency and Renewable Energy."<sup>31</sup>

**March 19:** Pima County enters a formal grant agreement with HUD — for the **Neighborhood Stabilization Program (NSP1)**. The grant funds "may be used for activities which include, but are not limited to: Establish financing mechanisms for

**purchase and redevelopment of foreclosed homes and residential properties; Purchase and rehabilitate homes and residential properties abandoned or foreclosed; Establish land banks for foreclosed homes; Demolish blighted structures; Redevelop demolished or vacant properties.**"<sup>32</sup>

**Aug.(?):** City of Tucson Resolution #21369—"Relating to Sustainable Energy Standards; authorizing and approving a voluntary City of Tucson Green Building Program by adopting the **Residential Green Building Rating System** and Southern Arizona Regional Residential Green Building Standard applicable to construction of new single family, duplex and triplex homes; and declaring an emergency."<sup>33</sup>

## 2010

**Arizona Revised Statutes – Title 9 Cities and Towns – Section 9-499.14 Renewable energy incentive districts; Definition.**<sup>34</sup>

**Jan. 14:** \$22,165,000 in ARRA funds for the **Neighborhood Stabilization Program (NSP2)** is awarded to Pima County's Community Development and Neighborhood Conservation Department (in a **consortium agreement** with the City of Tucson, Southern Arizona Land Trust, Community Investment Corporation, Family Housing Resources, Primavera Foundation, Old Pueblo Community Services, and Habitat for Humanity/Tucson).<sup>35</sup>

**ICLEI selects the Tucson as one of 8 pilot climate adaption planning communities.**<sup>36</sup>

Tucson receives two **Brownfields Assessment Grants:** \$200,000 for hazardous substances and \$200,000 for petroleum. "A large portion of the downtown area of Tucson . . . has been designated a **federal Empowerment Zone**, which includes the target area of more than 20 square miles. . . . A disproportionate number of the estimated 5,200 brownfields in Tucson lie in the project area. Brownfields include former gas stations, dry cleaners, abandoned industrial and manufacturing facilities, and vacant inner-city structures. . . . The city has developed plans for corridors throughout the project area . . . Assessment of brownfields will provide information on environmental contamination that is expected to enable the city to implement these redevelopment plans."<sup>37</sup>

**Pima Association of Governments (PAG) gives \$500,000 to Imagine Greater Tucson for a regional visioning effort**<sup>38</sup> for the Greater Tucson Region (roughly Eastern Pima County).<sup>39</sup> IGT is an NGO (non-governmental organization).<sup>40</sup> IGT Board of Di-

rectors includes administrators from city and county government, as well as members from the private sector and non-governmental organizations.<sup>41</sup>

## 2011

**Pima Association of Governments' Livability and Sustainability Initiatives:** "To enhance the livability and sustainability of the metropolitan area by partnering with others in the community to develop a unified blueprint for the region addressing transportation, urban form, air quality, environmental issues and other issues necessary for a livable and sustainable community for the 21st century." Operating expenses - \$196,763; Outside Services\* expenses - \$300,000. (\***Partnership with Imagine Greater Tucson and Community Foundation for Southern Arizona** to provide support for **Regional Visioning/ Blueprint Planning Process** - [SPR with 3rd party match to be provided by Imagine Greater Tucson through Community Foundation for Southern Arizona]).<sup>42</sup>

**Dec. 20:** Tucson Mayor Jonathan Rothschild and city council adopt Resolution #21838 — "Relating to the environment; Adopting and approving the Phase One Climate Mitigation Report and Recommendations; Directing staff to move forward with the implementation of a **Climate Mitigation and Adaptation Program** as outlined in the Phase One Climate Mitigation Report and Recommendations; and declaring an emergency." Effective January 20, 2012.<sup>43</sup>

## 2012

**April 3:** Pima County Board of Supervisors adopts Ordinance 2012-16 to establish "**Title 14 Renewable Energy Incentive District (REID)**"; Designating REID sites where utility-scale solar facilities may be developed more expeditiously; specifying REID site criteria; establishing performance standards and an incentive plan for the facility development; and providing a process for amending REID site criteria and designating new REID sites. (All districts)."<sup>44</sup>

**April 12:** Ground-breaking held for the 3.9 mile, Sun Link **streetcar project**. The \$196.6 million project is supported by a "**Transportation Investment Generating Economic Recovery (TIGER)** Discretionary Grant from the **US Department of Transportation (DOT)**. TIGER grants are part of the **Partnership for Sustainable Communities**, a collaboration between DOT, the Environmental Protection Agency, and the Department of Housing and Urban Development which coordinates federal housing, transportation, water, and other infrastructure investments . . ."<sup>45</sup>

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## Endnotes

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[http://cms3.tucsonaz.gov/files/ocsd/12202011\\_mresolution\\_21838\\_adopting\\_climate\\_mitigation\\_report\\_with\\_report\\_attached.pdf](http://cms3.tucsonaz.gov/files/ocsd/12202011_mresolution_21838_adopting_climate_mitigation_report_with_report_attached.pdf)
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# Following the trail of *sustainable development*

## From the international level to local level

Research by Debra K. Niwa, August 7, 2012. Updated 3/2013.  
This is a work in progress.

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## Contents

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### International Level

#### A look at the history of *sustainable development*

- 9 Excerpts from *Sustainable Development: From Brundtland to Rio 2012*

#### Quality of Life initiatives found globally

- 12 Excerpts from *Beyond Statistics* (2002). U.S. examples:

<b>Arizona</b>	The Livable Tucson Vision Program; What Matters in Greater Phoenix
<b>California</b>	City of Santa Monica (Sustainable Policies); City of Sunnyvale
<b>Colorado</b>	The Yampa Valley Partners Community Indicators Project
<b>Florida</b>	Quality of Life in Jacksonville
<b>Minnesota</b>	Minnesota Milestones
<b>Nevada</b>	Truckee Meadow
<b>North Carolina</b>	Charlotte Neighborhood Quality of Life Index
<b>Oregon</b>	Oregon Shines (The Oregon Benchmarks)
<b>Washington</b>	Sustainable Seattle; Pierce County Quality of Life Benchmarks

- 18 Excerpts from **Local Agenda 21 Survey** – “A Study of Responses by Local Authorities and Their National and International Associations to Agenda 21, Prepared by the International Council for Local Environmental Initiatives (ICLEI) in cooperation with United Nations Department for Policy Coordination and Sustainable Development (UNDP/CSD)” (February 1997)

### National Level – U.S. Congress

#### Congressional proposals supporting U.N. Agenda 21 *sustainable development*

Please refer to *U.N. Agenda 21 'sustainable development' introduced in the U.S. Congress* by D.K. Niwa; updated Feb. 2012. Find this document at the American Deception website <http://americandeception.com/> . Search for the title.

### State Level

- 35 **U.N. sustainable development at the state level** – Arizona examples. Also includes **State legislation opposing U.N. Agenda 21**: Arizona Senate Bill 1403 (Reference title: United Nations Rio declaration; prohibition); Alabama Senate Bill (SB) 477.



## Local Level

### Examples of *sustainable development* plans, partnerships, agreements, ordinances, resolutions, etc.

#### City of Tucson (Arizona) and:

- 42 UN Agenda 21 under the guise of *Livable Tucson* (a *Quality of Life* initiative)
- 45 U.S. Mayors Climate Protection Agreement [aka U.N. Kyoto Treaty/Protocols]
- 47 Office of Conservation and Sustainable Development
- 52 Pima County, Arizona
- 56 ICLEI
- 59 U.S. Government
- 62 University of Arizona
- 63 Pima County Board of Supervisors
- 67 Pima Association of Governments (PAG) — is “a federally designated metropolitan planning organization [MPO], the designated lead agency for the U.S. Environmental Protection Agency for air quality and water quality, and the lead agency for regional solid waste planning”.
- 69 Imagine Greater Tucson
- 70 Sustainable Tucson
- 71 APPENDIX A: 5th/6th Street Livability & Circulation Study, City of Tucson, 11/30/01

The following four United Nations Global Environmental conferences are of particular importance regarding “sustainable development” — the consequences of which have led to increasing U.N. meddling in national, state, and local affairs worldwide:

#### **1972: Stockholm Conference\* • Sweden, June 5-16**

– a.k.a. United Nations Conference on Human Environment (UNCHE). Event outcome: an “Action Plan for the Human Environment.” <http://www.unep.org/Documents.Multilingual/Default.asp?documentid=97>

#### **1992: Rio De Janeiro Conference\* • Brazil, June 3-14**

– a.k.a. United Nations Conference on Environment and Development (UNCED) or Earth Summit. At this conference, “the international community adopted Agenda 21, an unprecedented global plan of action for sustainable development.” <http://www.un.org/esa/sustdev/documents/agenda21/english/Agenda21.pdf>

#### **2002: Johannesburg Conference • South Africa, Aug. 26-Sept. 4**

– a.k.a. Earth Summit 2002 or World Summit on Sustainable Development (WSSD) or Johannesburg Summit or Rio+10 Conference. This event presented an “opportunity for . . . leaders to adopt concrete steps and identify quantifiable targets for better implementing Agenda 21.”

[http://www.un.org/jsummit/html/basic\\_info/basicinfo.html](http://www.un.org/jsummit/html/basic_info/basicinfo.html)

[http://www.un.org/esa/sustdev/documents/WSSD\\_POI\\_PD/English/POI\\_PD.htm](http://www.un.org/esa/sustdev/documents/WSSD_POI_PD/English/POI_PD.htm)

#### **2012: Rio+20 Conference • Brazil, June 20-22**

— a.k.a. United Nations Conference on Sustainable Development (UNCSD). Rio+20 was “a joint endeavour of the entire UN System.” It was to “result in a focused political document.” Conference themes: (a) a green economy in the context of sustainable development poverty eradication; and (b) the institutional framework for sustainable development.” <http://www.uncsd2012.org/about.html>

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\*For more information, see Professor Gunther Handl’s Introduction for the “Declaration of the United Nations Conference on the Human Environment, Stockholm, 16 June 1972” and “Rio Declaration on Environment and Development, Rio de Janeiro, 14 June 1992” at the U.N. Office of Legal Affairs (OLA) website: <http://untreaty.un.org/cod/avl/ha/dunche/dunche.html>

# A look at the history of sustainable development

Excerpts from *Sustainable Development: From Brundtland to Rio 2012*, a background paper prepared by John Drexhage and Deborah Murphy, International Institute for Sustainable Development (IISD). Prepared for consideration by the High Level Panel on Global Sustainability at its first meeting on September 19, 2010 at the United Nations Headquarters, New York

[http://www.un.org/wcm/webdav/site/climatechange/shared/gsp/docs/GSP1-6\\_Background%20on%20Sustainable%20Devt.pdf](http://www.un.org/wcm/webdav/site/climatechange/shared/gsp/docs/GSP1-6_Background%20on%20Sustainable%20Devt.pdf)

Excerpt p.7-9 (emphasis added):

The theoretical framework for sustainable development evolved between 1972 and 1992 through a **series of international conferences and initiatives**. The **UN Conference on the Human Environment**, held in Stockholm in 1972, was the first major international gathering to discuss sustainability at the global scale. The conference created considerable momentum, and a series of recommendations led to the establishment of the UN Environment Programme (UNEP) as well as the creation of numerous national environmental protection agencies at the national level. The recommendations from Stockholm were further elaborated in the 1980 World Conservation Strategy — a collaboration between the International Union for the Conservation of Nature, the World Wildlife Fund (WWF), and UNEP — which aimed to advance sustainable development by identifying priority conservation issues and key policy options.

In **1983**, the UN convened the WCED [*World Commission on Environment and Development. – Ed.*], chaired by Norwegian Prime Minister Gro Harlem Brundtland. Comprised of representatives from both developed and developing countries, the Commission was created to address growing concern over the “accelerating deterioration of the human environment and natural resources and the consequences of that deterioration for economic and social development.” Four years later, the group produced the landmark publication ***Our Common Future*** (or the **Brundtland report**) that provided a stark diagnosis of the state of the environment. The report popularized the most commonly used definition of sustainable development: “**Development that meets the needs of current generations without compromising the ability of future generations to meet their own needs**” (WCED, 1987, p. 45).

The Brundtland report provided the momen-

tum for the landmark **1992 Rio Summit** that **laid the foundations for the global institutionalization of sustainable development**. Marking the twentieth anniversary of the Stockholm Conference, the Earth Summit adopted the Rio Declaration on Environment and Development and **Agenda 21, a global plan of action for sustainable development**. The Rio Declaration contained 27 principles of sustainable development, including principle 7 on “common but differentiated responsibilities,” which stated: “In view of the different contributions to global environmental degradation, States have common but differentiated responsibilities. The developed countries acknowledge the responsibility that they bear in the international pursuit of sustainable development in view of the pressures their societies place on the global environment and of the technologies and financial resources they command.” Agenda 21 included **40 separate chapters**, setting out actions in regard to the social and economic dimensions of sustainable development, conservation and management of natural resources, the role of major groups, and means of implementation. In Agenda 21, developed countries reaffirmed their previous commitments to reach the accepted UN target of **contributing 0.7 percent of their annual gross national product (GNP)** to official development assistance, and to provide favourable access to the transfer of environmentally sound technologies, in particular to developing countries.

Three seminal instruments of environmental governance were established at the Rio Summit: the **UN Framework Convention on Climate Change (UNFCCC)**, the **Convention on Biological Diversity (CBD)**, and the non-legally binding **Statement of Forest Principles**. Following a recommendation in Agenda 21, the UN General Assembly officially created the **Commission on Sustainable Development (CSD)** later that year. The Rio Summit was very successful from a political standpoint: it had the world’s attention and active engage-

**“. . . since the [1992] Rio Summit, sustainable development has found its most prominent ‘hook’ (at least in terms of media and political attention) around the issue of climate change.”**

ment and attendance by virtually every national leader. Its challenges lay in two areas: first, too much of an emphasis on the “environment pillar” in the negotiations and secondly, all too little implementation of goals established under Agenda 21, particularly those related to development aid and cooperation.

Since that time a number of important international conferences on sustainable development have been held— including the **1997 Earth Summit+5** in New York and the **2002 World Summit on Sustainable Development (WSSD)** in Johannesburg. These meetings were primarily reviews of progress; and reported that a number of positive results had been achieved, but implementation efforts largely had been unsuccessful at the national and international level. The UN General Assembly noted in 1997 (paragraphs 4 and 17) that “the overall trends with respect to sustainable development are worse today than they were in 1992” and “much remains to be done to activate the means of implementation set out in Agenda 21, in particular in the areas of finance and technology transfer, technical assistance and capacity-building.” In his 2002 report on implementing Agenda 21, United Nations Secretary-General Kofi Annan confirmed that “progress towards reaching the goals set at Rio has been slower than anticipated” and “there is undoubtedly a gap in implementation” (United Nations Economic and Social Council, 2002, p. 4). Regrettably, initiatives following the seminal Rio Summit have not attracted the attention, commitment, and resources required for effective implementation of sustainable development. This is a problem with multilateral agreements, in that commitments at the international level do not reflect the processes and realities in countries, where multiple stakeholders — including government, businesses, and non-governmental organizations (NGOs) — need to be engaged in action.

The negotiations at the WSSD in 2002 demonstrated a **major shift in the perception of sustainable development — away from environmental issues toward social and**

**economic development.** This shift, which was driven by the needs of the developing countries and strongly influenced by the **Millennium Development Goals (MDGs)**<sup>2</sup>, is but one example of how sustainable development has been pulled in various directions over its 20-plus year history. Defining and implementing sustainable development has had to deal with the tensions between the three pillars, and the prevailing “influences” at different points in time. Ironically, it could be said that WSSD succeeded where Rio failed, but failed where Rio succeeded. The WSSD did make a constructive change by focusing considerably more attention on development issues, particularly in **integrating the MDGs with sustainable development** principles and practices. However, the political timing was simply not there: the political leadership was not engaged because the world, led by the United States, was more focused on security issues around terrorism, weapons of mass destruction, and Iraq. Unfortunately, the seeds planted in 2002 fell upon arid land.

At and since the Rio Summit, sustainable development has found its most prominent “hook” (at least in terms of media and political attention) around the issue of climate change. Responses to address climate change, both **mitigation** and **adaptation**, are linked to sustainable development. The Fourth Assessment Report of the **Intergovernmental Panel on Climate Change (IPCC, 2007, chapter 12.1.1)** pointed out the iterative relationship between climate change and sustainable development, and that the two can be mutually reinforcing. In many respects, the UNFCCC has become an international proxy for discussions around sustainable development, and a potential means to channel required funding and technology from developed to developing countries. While climate change is certainly one manifestation of the broader challenge of sustainable development, **the scale and complexity of the broader sustainability challenge means that it cannot be adequately addressed in the confines of the climate change negotiations.**

# Quality of Life initiatives found globally (a.k.a. U.N. Agenda 21 sustainable development)

Excerpts from **Beyond Statistics** — *Using Quality of Life Indicators for Strategic Management in Local Government, Vol. 1*, by Hermann Hill and Alexander Wegener, Bertelsmann Foundation Publishers Gütersloh, 2002. [http://www.bertelsmann-stiftung.de/bst/en/media/xcms\\_bst\\_dms\\_15264\\_15265\\_2.pdf](http://www.bertelsmann-stiftung.de/bst/en/media/xcms_bst_dms_15264_15265_2.pdf)

Excerpts from the Introduction pgs 7-9 (emphasis added):

The international **Cities of Tomorrow Network** is currently focusing on quality of life. The network has completed intensive work on the core competencies for strategic management and will now explore the links among the strategic, political and operational levels in **local government**. The network plans to use strategic management principles to promote a **sustainable development approach**.

Quality of life indicators cover a wide range of community issues and are used to assess the success and progress of municipal services. Like a report card for the community and its policy-makers, a quality of life reporting system can describe current conditions, track changes, follow the impact of policies over time, provide a basis for decision-making, and define priorities. Useful indicators also link **performance measurement** and outcomes, . . .

To support the work on quality of life **indicator systems**, Prof. Dr. Hermann Hill, Hochschule für Verwaltungswissenschaften in Speyer, and Dr. Alexander Wegener at the Science Center Berlin, were commissioned to identify systems that work . . . . The city of **Phoenix, Arizona**, was commissioned to conduct the network study with the support of Québec, Canada, and Christchurch, New Zealand. . . .

**Excerpt:** In his study on quality of life, Wegener identified programs at the local level that use a comprehensive set of indicators . . . . He used the Internet because quality of life indicator programs must provide for **public participation**, transparency, and public access to reports and results. . . .

**Excerpt:** . . . several programs are of interest to the Cities of Tomorrow Network. . . . , some programs are explained in greater detail, and further results of **outcome-based management** are identified by Hill, e.g., indicators for sustainable local development in Europe and quality of life indicators national public policy.

In the second part of the paper, Hill defines the context of indicator programs and proposes general **incentives, indicators** and **processes** for use in policy formulation and evaluation.

First, he identifies the major impact of strategic management upon quality of life indicator programs. **Strategic management** is the central management process that **integrates and directs all major activities and functions** for the advancement of an organization's strategic agenda. . . .

Second, Hill identifies interactive public policy in a civil society as the basis for quality of life indicator processes. Among other things, the framework of good governance considers the citizens' interests when determining public policy. **Cooperation and agreements are being facilitated**. There is a strategy for using quality of life indicators to **build consensus**.

Third, Hill identifies **benchmarks** for quality of life indicator **processes**. . . .

**Excerpt:** . . . indicators help municipal governments visibly demonstrate what they are doing and what they expect from other stakeholders. Long-term use of quality of life programs requires **ongoing dialog** as well as concrete action.

The indicators themselves must be selected based on defined objectives, . . . . When selecting indicators, the availability of data and the effort and expense of **collecting data** should also be considered. Nevertheless, **availability of data should not create obstacles or prevent necessary policy change**. Indicators should address long-term goals and be easy to communicate. . . .

Hill identifies **10 criteria** for selecting indicators: availability of data; the cost of data collection; compatibility, clarity and applicability; definitive and **discrete terminology**; reliable and measurable methodology; types of groups or systems involved; number and type of factors being considered; municipal influences.

**Excerpt:** . . . the process of strategic management in a community requires a number of players: the **mayor, town council, administrators**, and **residents** (businesses, organizations, groups, individual citizens). For this process to succeed, each participant must play a significant role. The **mayor has to become the "owner" of the concept** and set a good

example. Council members and administrators must also assume primary responsibilities. Community members must be included from the beginning and allowed to contribute independently. **Ownership of the concept** by the people is a key to success. In this process the **councilors and administrators must become facilitators**. They must be able to **initiate processes, moderate discussions** with participants, **resolve conflicts**, and **spark cooperation**.

For quality of life indicator programs to succeed, there must be **procedural and cultural changes** in decision-making and a sustainable improvement in the community's quality of life. Effective outcome-based strategic management requires committed initiatives, ongoing recruitment strategies, links to existing systems, and a focus on successful, effective and sustainable results.

. . . Detailed discussion is especially needed about how quality of life indicators are to be used for policy-making, how indicators are connected with **output** and **performance**, and how quality of life indicators are linked to **program evaluation** and **budget planning**. . . .

Excerpts from p.15 (emphasis added):

### 1.3 Identified programs

The study identified 37 quality of life indicator programs. In addition to local government indicator programs, some international and supranational indicator systems were included as well as indicator programs on other levels that presented specific advantages, such as excellent presentation of data or excellent indicator programs.

Of the quality of life and sustainability programs studied, the following 10 programs were involved in benchmarking activities:

- International organization, **European Union: Urban Audit**
- International organization, **ICLEI, Cities 21**
- Private institution, Bertelsmann Foundation: Kompass Lebensqualität
- Private institution, Mercer: Quality of Life Study
- Canada, Federation of Canadian Municipalities: Quality of Life Reporting System
- Canada, State of Ontario (outcome-based)
- New Zealand, Large Cities Program (under development)
- United Kingdom, CLIP
- United Kingdom, Local Knowledge
- United States, **Phoenix** (for selected criteria only)

Excerpts from p.17-20 (emphasis added):

### 2.1 International and supranational programs

Although inter- and supra-national programs were not included in the Terms of Reference, the following were included in the study: the International Environmental Agency for Local Governments (**ICLEI**, an international nonprofit organization supported by local government), the Urban Audit Program by the European Union, and the Human Development Index by the United Nations Development Program. Each uses a different approach:

- **ICLEI**, Cities 21
- **European Union**, Urban Audit
- **UNDP**, Human Development Index

### 2.2 Private company and foundation programs

Also included in the study were initiatives by private companies or charitable organizations. In total, three cases were selected that show the variety of approaches: a program developed by the Bertelsmann Foundation to stimulate strategic management through the use of indicators, which eventually developed into a common set of indicators including benchmarking; a program by a commercial organization, Mercer Inc., which uses general data to develop an international quality of life comparison among cities on all continents; and the Calvert-Henderson Quality of Life Indicators, an indicator set developed in the United States that is now for sale:

- **Bertelsmann Foundation**: Kompass Richtung Lebensqualität
- **International Mercer**: Quality of Life Study
- **Calvert-Henderson**: Quality of Life Indicators

### 2.3 National programs

The included national programs are defined as programs developed by a central government or by an organization or association operating on the national level. This group includes 10 cases; three were developed by state governments, three mostly by local government associations, and one — the German case of "Sozialberichterstattung" — by a mix of institutions:

- Canada, Federation of Canadian Communities (FCM) — Quality of Life Reporting System
- Canada, Ontario, Quality of Life in Ontario
- Germany, Sozialberichterstattung
- Netherlands, Local Sustainability Mirror

- New Zealand, Social Well-Being in New Zealand's Big Cities
- United Kingdom, CLIP
- United Kingdom, Local Knowledge
- United Kingdom, PSA Public Services Agreement (starting phase — no documentation of experiences yet)
- United States, **Oregon**, Oregon Shines — The Oregon Benchmarks
- United States, Minnesota, Minnesota Milestones

Some of the programs were included because of specific comparative advantages, such as the following, that could not be found in any other cases:

- Internet-based online benchmarking service  
The British Local Knowledge service offers to members the possibility of benchmarking specific data against the performance of other local authorities
- Presentation of data and recommendations  
The Minnesota Milestone program was the only program in the study in which legislators created a group to provide yearly quality of life indicators directly to the state assembly. In addition, the report is exceptionally clear and easy to use.
- Quality of life reporting system for lobbyism  
The Quality of Life Reporting System established by the Federation of Canadian Municipalities (FCM) was the only program in our study in which a local government association uses data from the largest Canadian cities for political lobbyism on the national level, apart from being used locally.
- Award system for sustainable local governments  
The Dutch Local Sustainability Mirror is a competitive award based on scores in six categories and may stimulate processes for indicator systems. The indicators, however, focus more on sustainability issues than on quality of life issues.

## 2.4 Local programs

The majority of programs were found at the local level. Most programs were in the United States, but Canadian municipalities were especially strong in developing quality of life indicator programs. In Europe, very few programs could be identified, and all were under the Agenda 21 — the sustainable development program supported by the United Nations. While the Rio Declaration of Agenda 21 explicitly requires local authorities to consult with

their populations and to achieve a consensus on "a local Agenda 21" (Chapter 28.2), there was no program in Europe similar to quality of life indicator programs in Canada or the United States. Australasia is, like Europe, dominated by sustainable development programs, of which two were included in the study:

- Australia, City of Newcastle
- Canada, Alberta, City of Calgary — Sustainable Calgary
- Canada, Ontario, City of Winnipeg
- Canada, Ontario, Hamilton City Council VISION 2020
- Germany, Freie und Hansestadt Bremen
- Spain, Ayuntamiento de Burgos
- New Zealand, Waitakere City Council
- Sweden, City of Stockholm
- Finland, City of Helsinki
- Finland, City of Lahti
- United Kingdom, Devon County — Quality of Life
- United States, **Arizona**, What Matters in Greater Phoenix
- United States, **California**, City of Santa Monica — Sustainable Policies
- United States, **California**, City of Sunnyvale
- United States, **Colorado**, The Yampa Valley Partners Community Indicators Project
- United States, **Florida**, Quality of Life in Jacksonville
- United States, **Washington**, Sustainable Seattle
- United States, **North Carolina**, Charlotte Neighborhood Quality of Life Index
- United States, **Washington**, Pierce County Quality of Life Benchmarks
- United States, **Arizona**, Livable Tucson
- United States, **Nevada**, Truckee Meadow

Some local programs developed in the 1990s already have come to an end. Due to insufficient financial resources, a shift in political interest, or burnout among volunteers, . . . . This problem can be found in all regions and on all levels, but especially the local level. The Bremen program has come to an end, and the excellent and recommended Jacksonville quality of life indicator program suffers from the burnout syndrome, as volunteers do not see the value of preparing a time-consuming and costly quality of life report.

Excerpts from p.32-38 (emphasis added):

## The Livable Tucson Vision Program

### General information

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Scope	Single city/municipal indicators
Internet address	<a href="http://www.ci.tucson.az.us/lv-intro.html">www.ci.tucson.az.us/lv-intro.html</a>
Country/Region	US/Arizona
Date	2000
Keywords	Budget bounded, indicator related city projects

#### General short description

In the fall of 1996, the mayor and council of the City of Tucson adopted a policy to evaluate city projects and programs in light of three priorities: economic vitality, community stability and a healthy environment. In the spring of 1997, the Livable Tucson Vision Program was initiated to identify a long-term, community-driven vision for Tucson that would help to shape the city's budget and provide a framework for developing programs and services that address the real concerns of the community. Within each department's budget is a complete listing and description of the department/office projects that support the 17 Livable Tucson goals. The program is currently exploring the following themes identified by over 700 participants in a ward forum process:

- Very good and sophisticated program
- Convincing threefold presentation of goals, indicators and projects
- Very high transparency

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### Indicator set

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Each of the 17 headlines of Livable Tucson Vision Program.

Report includes featured projects described in terms of key features, partners and impact as well as links to other projects promoting the goal. Furthermore, a detailed goal indicator definition covers the general definition, community statements, city department/ office support for the goal, key indicator of progress, and recommendations for "What you can do."

Livable Tucson Goals: Highlighted Projects

#### Description of indicators

1. Better Alternatives to [Automobile Transportation](#)  
Improved public transportation system, bicycle and pedestrian friendly streets, improved roadways (landscape, lighting, sidewalks, bus stops) and promotion of alternatives to the automobile.
2. Engaged Community and Responsive [Government](#)  
Involvement of citizens in the community, volunteering, neighborhood participation, responsiveness of government organizations to citizen input and the connection between government and the people.
3. Safe [Neighborhoods](#)  
How safe people feel in their neighborhoods, crime, policing, and risk perceptions.
4. Caring, Healthy [Families and Youth](#)  
Opportunities, services and conditions that support Tucson's families and youth.
5. Excellent [Public Education](#)  
The quality of education at all levels—youth to adult, as well as vocational, life skills, cultural and civic training.
6. [Infill and Reinvestment](#), Not Urban Sprawl  
Well-planned growth, the management of sprawl, and development of the city's core rather than the periphery.
7. Abundant [Urban Green Space](#) and [Recreation Areas](#)  
Recreation and green space within the city, including neighborhood and regional parks, common space, community gardens, bike and walking paths, linear and river parks, trees and urban landscaping.
8. Protected Natural [Desert Environment](#)  
Protection of the Sonoran Desert ecosystem and protection of washes, hillsides, open space and wildlife.
9. Better Paying [Jobs](#)  
Wages, job quality, job diversity and an improved standard of living.
10. Clean [Air](#) and Quality [Water](#)  
Reduced pollution and provision of clean, potable water.
11. People-Oriented [Neighborhoods](#)  
Designing new neighborhoods and investing in old neighborhoods to promote a mix of commercial and residential uses, a pedestrian focus, landscaping and aesthetics and interaction among residents.

12. Respected **Historic and Cultural Resources**  
The preservation and celebration of local landmarks, buildings, neighborhoods, archeological treasures, open spaces, cultures and traditions that make Tucson unique.
13. Quality **Job Training**  
Education, training, and skill development that lead to high quality, living wage jobs.
14. Reduced **Poverty** and Greater Equality of **Opportunity**  
The fair distribution of resources, creating opportunities to overcome poverty and social and economic inequality.
15. Strong **Local Businesses**  
The local economy, particularly small, Tucson-based businesses.
16. Efficient Use of **Natural Resources**  
Conservation of resources and use of sustainable energy sources.
17. Successful **Downtown**  
The cultural and commercial aspects of the city center.

#### Formulation of indicators (methodology and participation)

In 1997, three public forums were held in each ward to engage the community in identifying a common vision and strategies for achieving a sustainable community. In addition to these ward forums, additional forums were held in the fall targeting businesses, youth and Spanish speakers. An Internet site also gave citizens the opportunity to contribute their priorities, and city council offices had bulletin boards for community input. Based on the thousands of comments made, 17 key goals emerged. These goals embody the values and aspirations of the community to maintain and improve Tucson in the future. The next phase of the Livable Tucson Vision Program offered six workshops in the spring of 1998 to develop indicators of progress towards each of the 17 goals.

To expand the program further throughout the city organization and in the community, an interdepartmental Livable Tucson Team was formed in the fall of 1999. These city staff members meet on a regular basis to determine the next steps toward the Livable Tucson goals. The team has set the following three priorities for the coming year:

1. Refine the indicators and determine how indicator data can be gathered on a regular basis.
2. Review current City of Tucson projects with a goal of determining how these projects could benefit from additional collaborations with other city departments and offices, as well as organizations outside of city government.
3. Determine strategies for communicating progress on Livable Tucson to the community.

Target group – Citizens – Council – Business

#### Use of data for strategic management

- Data is used for political decision-making.
- Data is used for administrative continuous quality of improvement by an interdepartmental Livable Tucson team of city staff members who meet a regular basis to determine next steps of the project.
- Indicators are coupled with budget process.

#### Valuation of indicators

- Indicators are tightly connected with values and projects that promote goals.

### **Benchmarking process**

#### Benchmarking is organized by

- The City of Tucson is participating with the League of Arizona Cities and Towns in a public awareness program that focuses on municipal services and how state-shared revenues help keep those services in place.

### **Telephone Interview with Chris Kaselemis**

#### Have there been any changes to the information available on the Internet?

- Started in 1997
- Regular meeting every month with about 20 employees
- New mayor
- Recent changes in city management, which are more strategically oriented; goal to be one of the Top 10 cities in the USA
- Employee meetings for goal definition (how to become one of the Top 10 cities)
- Five focus areas every year (City of Charlotte, NC, as guiding example)
- Public forums
- QoL report card for specific topics



- No annual report cards
- 17 goals
- New councilors
- Livable Tucson not the key instrument, use of other instruments, goals pop up often
- Emphasis on progress rather than paper work
- No ownership of the program
- Balanced scorecard, Baldrige Award
- Real change, no paperwork, total alignment demanded
- More public forums in future (redesign Livable Tucson)
- 2,000 employees currently in the process
- Quotes (voice of the people) included to illustrate the goals
- More conversation with people

How is information from quality of life reports being transferred to the local council for strategic decision-making?

- Annual department budgets have to include the goals, be more performance oriented, no performance measures
- "Goals don't lead us"
- One source of information, but not the only one
- Livable Tucson (17 goals)
- Mayor and council held retreat (six hours on one issue), in which 10 issues of concern were identified and 11 common themes were designated for further selection

In what way quality of life data is used?

- Currently limited use
- More use and re-launch (strategic loop) in future
- Progress

Are there any forms of benchmarking quality of life data or alternative comparisons?

- No benchmarking now, no measuring on an annual basis
- Future comparison with other cities (to be confirmed)
- Comparative study ICMA
- Citizen survey with comparisons with other cities
- Balance scorecard as a reference frame work

Summary The initial project has no ownership, as both top management and a number of councilors changed in the last years. However, the new city manager is focusing on a strategic approach — much more than the previous ones — and promotes the idea of linking indicators with action. The previous reports were not coupled with council decision-making. The next 12 months will be some sort of a re-launch of a QoL program on strategic issues.

"Useful Web sites (as of January 2002)," p. 87-88:

- African Sustainable Cities Network (ASCN): [www.iclei.org](http://www.iclei.org)
- 21R Assessing Mutual Progress Toward Sustainable Development: [www.iclei.org/cities21/index.htm](http://www.iclei.org/cities21/index.htm)
- ICLEI is the international environmental agency for local governments:  
[www.iclei.org/iclei/news22.htm](http://www.iclei.org/iclei/news22.htm)
- ICLEI members community indicator projects: [www.iclei.org/cities21/member\\_indicator.htm](http://www.iclei.org/cities21/member_indicator.htm)
- International Institute for Sustainable Development: [www.iisd.ca](http://www.iisd.ca)
- "Local Sustainability" — the European Good Practice Information Service: [www.iclei.org/egpis/](http://www.iclei.org/egpis/)
- PASTILLE: Promoting Action for Sustainability Through Indicators at the Local Level in Europe:  
[www.lse.ac.uk/Depts/geography/Pastille/](http://www.lse.ac.uk/Depts/geography/Pastille/)
- PSA Public Service Agreement—Pilot Project United Kingdom:  
[www.lga.gov.uk](http://www.lga.gov.uk) [www.local-regions.detr.gov.uk](http://www.local-regions.detr.gov.uk)
- PSA Kent County Council: [www.kent.gov.uk/coreinfo/psa/home.html](http://www.kent.gov.uk/coreinfo/psa/home.html)
- PSA London Borough Lewisham: [www.lewisham.gov.uk/data/pdfs/council/psa\\_full\\_140301.htm](http://www.lewisham.gov.uk/data/pdfs/council/psa_full_140301.htm)
- Redefining Progress—Community Indicators Project: [www.rprogress.org/progsum/cip/cip\\_main.html](http://www.rprogress.org/progsum/cip/cip_main.html)
- Sustainable Cities Information System: [www.sustainable-cities.org](http://www.sustainable-cities.org)
- Sustainable Community Indicators: [www.crle.uoguelph.ca](http://www.crle.uoguelph.ca)
- Sustainable Communities Network SCI: [www.sustainable.org](http://www.sustainable.org)
- Sustainable Development Communications Network (SDCN): [www.sdcn.org](http://www.sdcn.org)
- Sustainable Measures: [www.sustainablemeasures.com/](http://www.sustainablemeasures.com/)
- United Nations — Sustainable Development News: [www.un.org/esa/sustdev/cppnt5.htm](http://www.un.org/esa/sustdev/cppnt5.htm)
- United States Environmental Protection Agency: [www.epa.gov/ecocommunity/states/projects.htm](http://www.epa.gov/ecocommunity/states/projects.htm)

The following text is from a United Nations Commission on Sustainable Development report that was posted online by the United Nations Department of Economic and Social Affairs (DESA): "Reproduction and dissemination of the document - in electronic and/or printed format - is encouraged, provided acknowledgement is made of the role of the United Nations in making it available. Date last posted: 10 December 1999 17:25:35" Accessed 7/10/12. (All bold emphasis added)  
<http://www.un.org/documents/ecosoc/cn17/1997/background/ecn171997-1.rpt1.htm>

## ***Local Agenda 21 Survey***

### **A Study of Responses by Local Authorities and Their National and International Associations to Agenda 21.**

Prepared by ICLEI (International Council for Local Environmental Initiatives) in Cooperation with UNDP/CSD (United Nations Department for Policy Coordination and Sustainable Development) February 1997

#### ----- Table of Contents -----

- \* I. Introduction
- \* II. Survey Methodology
- \* III. Survey Findings
  - A. Findings of the National/Regional Survey
  - B. Findings of the Local Government Survey
    - + 1. The Focus of Local Agenda 21 Planning
    - + 2. Participation in the Planning Process
    - + 3. The Preparation of the Local Agenda 21 Action Plans
    - + 4. The Implementation of Local Agenda 21 Action Plans
- \* IV. Analysis of Survey Results
  - A. The Role of National and Regional Local Agenda 21 Campaign
  - B. Different Approaches in Developing and Developed Countries
  - C. Obstacles to Local Agenda 21 Planning
  - D. Local Agenda 21 Impacts, 1992-1996
- \* V. Recommendations and Conclusions
- \* Annex 1. International Support Programs
  - United Nations Centre for Human Settlements (UNCHS)/United Nations Environment Programme (UNEP)
  - United Nations Development Programme (UNDP)
  - International Council for Local Environmental Initiatives (ICLEI)
  - Other Local Agenda 21 Support Programmes
- \* Notes

## **I. Introduction**

*By 1996 most local authorities in each country should have undertaken a consultative process with their populations and achieved a consensus on a 'local Agenda 21' for the community.* Agenda 21, Section 28.28

The Local Agenda 21 concept was formulated and launched by the **International Council for Local Environmental Initiatives (ICLEI) in 1991** as a framework for local governments worldwide to engage in implementing the outcomes of the **United Nations Conference on Environment and Development (UNCED)**<sup>1</sup>. ICLEI, along with partner national and international local government associations and organizations (LGOs), championed the Local Agenda 21 concept during the 1991-1992 UNCED preparatory process. These efforts led to the integration of the Local Agenda 21 concept in the main outcome of UNCED, Agenda 21.

Following UNCED, **local governments, national and international LGOs, and international bodies and UN agencies** entered a period of experimentation with the implementation of the Local Agenda 21 concept. The lead actors in these efforts were the **local governments** themselves which worked, often with the support of their **national municipal associations**, to develop the Local Agenda 21 planning approaches appropriate to their circumstances. However, international programmes played a critical role in documenting and

analyzing these growing local experiences, and in facilitating the exchange of Local Agenda 21 approaches and tools (Annex 1).

The accumulation and exchange of practical experiences helped to identify a set of universal elements and factors for the success of Local Agenda 21 planning. While these elements and factors are being continually updated and revised by local practitioners, five key elements have been defined for Local Agenda 21 planning in the 1992-1996 period. These are:

- \* Multi-sectoral engagement in the planning process through a local stakeholders group which serves as the coordination and policy body for preparing a long-term sustainable development action plan.
- \* Consultation with community groups, NGOs, business, churches, government agencies, professional groups and unions in order to create a shared vision and to identify proposals and priorities for action.
- \* Participatory assessment of local social, economic and environmental conditions and needs.
- \* Participatory target-setting through negotiations among key stakeholders in order to achieve the vision and goals set forth in the action plan.
- \* Monitoring and reporting procedures, including local indicators, to track progress and to allow participants to hold each other accountable to the action plan.

The rapid growth in interest and action around the Local Agenda 21 framework was recognized by the UN Commission on Sustainable Development (CSD). At its second session in 1994, the Commission adopted decisions in support of Local Agenda 21 and opened the way for a special event to focus global attention on this growing movement. The third CSD session included a "Day of Local Authorities" which brought the experiences of local governments into the Commission's discussions through the presentation of case studies, a panel discussion with mayors and other municipal leaders, and an exhibition showcasing Local Agenda 21 programmes in six cities.<sup>2</sup>

At the fourth session of the CSD, with the 1997, five-year review of Agenda 21 by a Special Session of the UN General Assembly in mind, the UN Department for Policy Coordination and Sustainable Development (DPCSD) and ICLEI announced their plans to jointly conduct a detailed stock-taking of the Local Agenda 21 movement. The CSD responded enthusiastically:

[The CSD] welcomes the initiative of the International Council for Local Environmental Initiatives, together with the Department for Policy Coordination and Sustainable Development of the United Nations Secretariat, to assess the state of local Agenda 21 initiatives through a world-wide survey, and invited Governments and national sustainable development coordination institutions to give their full support in gathering this valuable information for the 1997 review process.

Document # E/CN.17/1996/28, Decision 4/9, paragraph (f)

## **II. Survey Methodology**

Between April 1996 and January 1997 ICLEI, in collaboration with the DPCSD, undertook a detailed assessment of the Local Agenda 21 movement and the implementation of Chapter 28 of Agenda 21. Two complementary surveys were prepared and distributed to document both the quantity and quality of Local Agenda 21 activity.

The first survey was directed specifically to national governments, National Sustainable Development Councils (NSDCs), and national and regional LGOs (henceforth the national/regional survey). Its primary purpose was to collect quantitative data on the range and extent of Local Agenda 21 efforts on a country-by-country basis. The distribution of this survey targeted the known list of 92 NCSDs and the corresponding Permanent Missions of the countries to the UN as well as 148 regional and national LGOs. Seventy-five (75) NCSDs were reached due to the incomplete contact information available at the time of distribution. The distribution of this survey produced a total of 53 responses, representing a 24% response rate. The responses reported on activities in 58 countries.

A second survey (henceforth the "local government survey") was distributed to a list of 196 local governments from ICLEI's data-base of local governments which had indicated a commitment to Local Agenda 21. The purpose of this survey was to obtain an overview of the qualitative aspects of Local Agenda 21 planning and implementation in the sample local communities. The distribution of this survey produced a total of 90 responses representing

a 46% response rate. The responses reflected a sample of local activities in 26 countries.

To distinguish between Local Agenda 21 activities and other kinds of environmental planning and management processes that were reported in the survey responses, ICLEI defined the Local Agenda 21 process as follows:

Local Agenda 21 is a participatory, multi-sectoral process to achieve the goals of Agenda 21 at the local level through the preparation and implementation of a long-term, strategic action plan that addresses priority local sustainable development concerns.

On the basis of this definition of Local Agenda 21, a number of responses were omitted from the final tabulation of Local Agenda 21 activities. Among the reported activities that were not included in the tabulations are:

- \* activities stemming from the delegation of national or state-level Agenda 21 responsibilities to local governments;
- \* planning that was based on a one-time consultation process rather than an ongoing participatory process of local sustainable development decision making;
- \* processes that did not engage a diversity of local sectors;
- \* activities that did not apply the sustainable development concept; that is, an integrated approach to environmental, social and economic issues.

The survey responses were double-checked through telephone interviews, comparisons with national Local Agenda 21 survey results, and regional consultation meetings with LGOs and local government officials. This work was completed in January 1997. As a result, the responses of 44 of the 53 national/regional surveys were accepted as valid manifestations of Local Agenda 21, and these validated responses were used to derive the quantitative findings of this report. Similarly, the responses of all of the 90 local government surveys were assessed, and 76 of the reporting local governments from 24 countries were confirmed as having valid Local Agenda 21 planning processes. These validated Local Agenda 21 processes were used to derive the qualitative findings and conclusions of this report.

### **III. Survey Findings**

#### **A. Findings of the National/Regional Survey**

The national/regional survey revealed that as of November 30, 1996, more than 1,800 local governments in 64 countries were involved in Local Agenda 21 activities. Of this number, ICLEI confirmed that Local Agenda 21 planning was underway in 933 municipalities from 43 countries and was just getting started in an additional 879 municipalities. Most of these planning processes are being undertaken under the name of "Local Agenda 21." However, the Local Agenda 21 mandate is being implemented in a number of cities and towns under a different local name or through an established international assistance programme, such as the UNCHS Sustainable Cities Programme, the UNDP Capacity 21 Programme or the GTZ Urban Environmental Management Programme.

Local Agenda 21 activities are most concentrated in the eleven countries where national Local Agenda 21 campaigns are underway--in Australia, Bolivia, China, Denmark, Finland, Japan, Netherlands, Norway, Republic of Korea, Sweden, and the United Kingdom (see Figure 1). In these countries, 1,487 local governments--representing 82% of the reported total--have established Local Agenda 21 planning efforts. An additional 6% of the reported total, or 117 Local Agenda 21 processes, have been established in the nine countries where national Local Agenda 21 campaigns are just now getting underway--in Brazil, Colombia, Germany, Greece, Ireland, Malawi, Peru, South Africa, and the United States. The remaining 208 reported Local Agenda 21 processes are taking place in 44 countries that do not have national campaigns. These findings highlight the critical importance of national Local Agenda 21 campaigns to the implementation of Agenda 21, Chapter 28. A detailed description of these campaigns can be found in section IV.A of this report.

Municipalities in developed countries account for 1,631 or 90% of the identified Local Agenda 21 planning processes. Nevertheless, Local Agenda 21 planning is rapidly increasing in 42 developing countries and economies-in-transition, where 181 Local Agenda 21 planning processes were identified (see Figure 2).

The national/regional survey also documented the types of activities being undertaken

as part of Local Agenda 21 planning. Of the 933 Local Agenda 21 processes that were identified to be underway, all have established a consultative process with local residents, 516 have established a local "stakeholders group" to oversee this process, and 666 have begun the preparation of a local action plan. Among the most advanced processes, 237 have established a framework to monitor and report on the achievement of action plan objectives, and 210 have established local indicators for monitoring purposes.

The national/regional survey asked respondents to rank the criteria that they used to design the Local Agenda 21 activities in their country or region. Box 1 presents these criteria in the order of their priority to the respondents.

**Figure 1. RESULTS OF ICLEI/DPCSD LOCAL AGENDA 21 SURVEY BY NATIONAL CAMPAIGNS--November 30, 1996**

Region	National Campaign Established	# of LA21s Started	National Campaign Starting	# of LA21s Started	No National Campaign	# of LA21s Started
AFRICA			MALAWI	6	GHANA	1
			SOUTH AFRICA	10	KENYA	4
					MOROCCO	3
					MOZAMBIQUE	2
					NIGERIA	1
					SENEGAL	1
					TANZANIA	3
					TUNISIA	1
					UGANDA	2
					ZAMBIA	1
					ZIMBABWE	4
	ASIA	AUSTRALIA	40			INDIA
CHINA		14			INDONESIA	6
JAPAN		26			NEPAL	1
"KOREA, REP."		9			NEW ZEALAND	3
					PAPUA NEW GUINEA	1
					PHILIPPINES	3
					THAILAND	6
					VIET NAM	2
EUROPE	DENMARK	147	GERMANY	30	ALBANIA	1
	FINLAND	88	GREECE	13	AUSTRIA	2
	NETHERLANDS	143	IRELAND	22	BELGIUM	5
	NORWAY	415			CROATIA	1
	SWEDEN	307			ESTONIA	1
	UNITED KINGDOM	285			FRANCE	15
					HUNGARY	12
					ITALY	22
					LATVIA	1
					LUXEMBOURG	1
					POLAND	3
					PORTUGAL	10
					ROMANIA	2
					RUSSIAN FED.	5
					SLOVENIA	1
					SLOVAK REPUBLIC	3
	MIDDLE EAST					EGYPT
					TURKEY	3
NORTH AMERICA & CARIBBEAN			UNITED STATES	19	CANADA	7
					ST. LUCIA	2
SOUTH AMERICA	BOLIVIA	13	BRAZIL	8	CHILE	1
			COLOMBIA	4	ECUADOR	3
			PERU	5		
SUBTOTALS	11 countries	1487	9 countries	117	44 countries	208
<b>TOTAL: 1812 Local Agenda 21 initiatives in 64 countries</b>						

**Figure 2. RESULTS OF ICLEI/DPCSD LOCAL AGENDA 21 SURVEY  
-- November 30, 1996**

Region	Developed Countries	# of LA21s	\$766 or above*	# of LA21s	\$765 or less*	# of LA21s
AFRICA			MOROCCO	3	GHANA	1
			SOUTH AFRICA	10	KENYA	4
			TUNISIA	1	MALAWI	6
					MOZAMBIQUE	2
					NIGERIA	1
					SENEGAL	1
					TANZANIA	3
					UGANDA	2
					ZAMBIA	1
					ZIMBABWE	4
	ASIA	AUSTRALIA	40	INDONESIA	6	CHINA
JAPAN		26	"KOREA, REP."	9	INDIA	20
NEW ZEALAND		3	PAPUA NEW GUINEA	1	NEPAL	1
			PHILIPPINES	3	VIET NAM	2
			THAILAND	6		
EUROPE	AUSTRIA	2	CROATIA	1	ALBANIA	1
	BELGIUM	5	ESTONIA	1		
	DENMARK	147	HUNGARY	12		
	FINLAND	88	LATVIA	1		
	FRANCE	15	POLAND	3		
	GERMANY	30	ROMANIA	2		
	GREECE	13	RUSSIAN FED.	5		
	IRELAND	22	SLOVAK REP.	3		
	ITALY	22	SLOVENIA	1		
	LUXEMBOURG	1	UKRAINE	10		
	NETHERLANDS	143				
	NORWAY	415				
	PORTUGAL	10				
	SPAIN	29				
	SWEDEN	307				
	SWITZERLAND	2				
UNITED KINGDOM	285					
MIDDLE EAST			EGYPT	1		
			TURKEY	3		
NORTH AMERICA & CARIBBEAN	CANADA	7	ST. LUCIA	2		
	UNITED STATES	19				
SOUTH AMERICA			BRAZIL	8		
			BOLIVIA	13		
			CHILE	1		
			COLOMBIA	4		
			ECUADOR	3		
			PERU	5		
SUBTOTAL	22 countries	1631	27 countries	118	15 countries	63

Total: 1812 Local Agenda 21 Initiatives in 64 countries

\* Economies are divided according to GNP per capita, calculated using the World Bank Attas method.

### Box 1. Criteria For Local Agenda 21 Planning

Q: What are the range of criteria you are using to define your Local Agenda 21 or sustainable development planning process? Rank all suitable responses in order of importance.

1. It must address economic, social and ecological needs together.
2. It must include a consensus on a vision for a sustainable future.
3. It must include a participatory process with local residents.
4. It must establish a Stakeholders Group, Forum or equivalent multi-sectoral community group to oversee the process.
5. It must prepare an Action Plan with concrete long-term targets.
6. It must prepare an Action Plan (without long-term targets).
7. It must establish a monitoring and reporting framework.
8. It must establish indicators to monitor progress.

Interestingly, the prioritization of criteria provided in the responses to this question reflect the chronological order of Local Agenda 21 planning — starting with defining the process and building consensus and ending with the monitoring the implementation of an action plan. This result highlights the fact that most local governments are still in the early stages of Local Agenda 21 planning and at present are giving greater attention to participation and consensus-building in the preparation of a Local Agenda 21 action plans than to measures required for the implementation these action plans.

Further details about the nature of Local Agenda 21 planning were documented by the local government survey.

## B. Findings of the Local Government Survey

The results of the local government survey provide a closer look at the qualitative aspects of the Local Agenda 21 planning that has been taking place since UNCED.

### 1. The Focus of Local Agenda 21 Planning

The local government survey sought to ascertain whether local governments actually were using the Local Agenda 21 process to integrate social, economic and environmental planning (sustainable development planning) or whether the process was being dominated by existing environmental planning approaches. The responses presented in Box 2 indicate that most local governments are taking a sustainable development approach, although a significant percentage of local governments in developed countries are giving priority to environmental sustainability considerations.

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#### Box 2. The Thematic Focus of Local Agenda 21 Planning

Q: Which of the following best describes the approach you are taking in your Local Agenda 21 or sustainable development planning process?

(Responses show the percentage of respondents that listed each approach as their number one priority.)

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	All	Developed Countries	Developing Countries & Economies-in-Transition
Addressing environmental, economic and social concerns equally.	41%	40%	43%
Focusing on protection of the environment.	25%	29%	7%
Improving environmental and social conditions within the constraints of what is economically acceptable.	18%	18%	21%
Letting local residents decide what is most important.	9%	6%	21%
Focusing on economic development, but making sure that environmental and social concerns are better considered.	0%	0%	0%
No answer.	7%	7%	8%

---

These responses reveal that Local Agenda 21 approaches in developing countries and economies-in-transition are more comprehensive in their application of the sustainable development concept. In addition, Local Agenda 21 processes in developing countries and economies-in-transition appear to be more responsive to the immediate needs of local residents. In contrast, in the developed countries Local Agenda 21 planning is more likely to focus, at least initially, on environmental protection. This may reflect the reality that the Local Agenda 21 movement in communities in developed countries is often managed by a local environmental department or organization.

## 2. Participation in the Planning Process

The different approaches taken to participation and consensus-building for Local Agenda 21 planning are reflected in Box 3. On average, each of the Local Agenda 21 processes confirmed by the local government survey used three different instruments for consultation and participation.

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### Box 3. Local Agenda 21 Approaches to Consultation and Participation

Q: What ways is your local authority using to consult community members as part of the requirements for a Local Agenda 21? (More than one response is allowed by each respondent.)

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	Total	Percent
Working groups or multi-sectoral roundtables	52	68%
Questionnaires/surveys	49	64%
Community meetings and forums	45	59%
Focus groups	35	46%
Planning that includes negotiations with different Sectors in the community	31	41%
Visioning exercises with stakeholders	30	39%

---

The answers in Box 3 demonstrate the central importance given to multi-sectoral "stakeholder groups" in the implementation of Local Agenda 21 planning. As presented in Box 4, below, the local government survey also identified the extent of participation of different sectors and local constituencies in these stakeholder groups.

In addition to the sectors and groups listed in Box 4, survey respondents also listed the participation of the following groups: cultural organizations, political parties, service providers, churches, consumer groups, international organizations, social clubs, and representatives for the elderly, disabled, or unemployed. During the survey validation process, a number of localities mentioned difficulties in obtaining the support and participation of local branches of multi-national corporations. Others clarified that, although women's organizations may not be involved, women are well represented through their roles as representatives of other types of organizations.

As can be seen from these responses, while local governments are taking a broad based approach, a significant percentage of Local Agenda 21 processes need to strengthen efforts to involve minorities and/or indigenous peoples.

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### Box 4. The Participation of Different Sectors in Local Agenda 21 Planning

Q: Which of the following sectors is your local authority formally including in the process to plan, implement and monitor your Action Plan for Local Agenda 21 or sustainable development?

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	Total	Percent
Business sector	63	83%
Community organizations	62	82%
NGOs	60	79%
Educational sector	53	70%
Scientific institutions (universities)	44	58%
Government other than municipal	40	53%
Youth	40	53%
Women	40	53%
Trade unions	39	51%
Ethnic minorities	17	22%
Indigenous peoples	17	22%

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## 3. The Preparation of Local Agenda 21 Action Plans

The local government survey asked the respondents to describe their progress in producing a Local Agenda 21 action plan. Such an action plan is viewed by the majority of par-



icipating local governments as the primary product of the participatory planning process. The responses to this question are presented in Box 5.

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**Box 5. Progress in Producing Local Agenda 21 Action Plans**

Q: What is the status of your community's Local Agenda 21 or sustainable development Action Plan. (Each respondent selected one of the following responses.)

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	All	Developed Countries	Developing Countries & Economies-in-Transition
Has already produced an Action Plan.	38%	37%	43%
Committed to produce one by the end of 1996.	34%	35%	19%
Committed to produce an Action Plan by some later date.	11%	10%	14%
Intention to produce an Action Plan, but details not decided.	14%	15%	14%
Not yet decided if we will produce an Action Plan.	3%	3%	0%

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The reason that preparation of action plans in developing countries and economies-in-transition might be slightly more advanced is that action plans in these communities are more focused on addressing short-term needs. The legitimacy of Local Agenda 21 in these countries appears to be dependent on the timely completion of planning activities and the start of concrete action. This hypothesis is supported by the survey responses to a question about the term of the action plans, which are presented in Box 6.

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**Box 6. The Time Horizon of Local Agenda 21 Action Plans**

Q: What time horizon best describes how your local authority is setting solutions for your Action Plan?

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	All	Developed Countries	Developing Countries & Economies-in-Transition
Next year	4%	2%	14%
Next 2 years	10%	11%	7%
Next 3 years	8%	3%	29%
Next 4 years	5%	3%	14%
Next 5 to 10 years	32%	34%	22%
Next 10 to 25 years	20%	23%	7%
Next 25 to 100 years	4%	3%	7%
Don't know at this time	8%	10%	0%
No answer	9%	11%	0%

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The responses indicate that Local Agenda 21 processes in developing countries and economies-in-transition often are focused on short-term results. Efforts in developed countries seem to be better positioned to address one of the key challenges of sustainable development planning--consideration of the long-term impacts of development and the ability to sustain healthy social, environmental and economic conditions over long periods of time.

**4. The Implementation of Local Agenda 21 Action Plans**

Thirty-three of the surveyed local governments that have completed action plans--most of which are from developed countries--provided greater details about the measures that they are taking to ensure the implementation of their action plans. The responses are presented in Box 7.

These responses illustrate the commitment of local governments to change their existing policies and practices to implement and comply with the Local Agenda 21 action plans that have been prepared in partnership with local stakeholders.

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**Box 7. Implementation Measures for Local Agenda 21 Action Plans**

Q: If you have completed your Local Agenda 21 or other sustainable development Action Plan, which of the following does it include? (33 respondents. More than one response was allowed.)

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	Total	Percent
Concrete measurable targets	24	73%
Formal relationships to the statutory plans of the local authority such as the municipal development plan, land use plan, transportation plan etc.	21	64%
Indicators of other mechanisms to evaluate changing conditions	18	55%
An internal management system in the municipality to ensure compliance	13	39%

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## IV. Analysis of Survey Results

### A. The Role of National and Regional Local Agenda 21 Campaigns

The ICLEI/DPCSD survey indicates that the magnitude of response to Chapter 28 was primarily achieved through the mobilization of existing capacities in the local government community; namely, through the independent contributions of **national and international associations of local government**.

A close review of survey findings shows that Local Agenda 21 activities are most advanced where these associations have established **national or regional campaigns**. As of December 1996 national municipal association campaigns were underway in eight countries — Australia, Denmark, Finland, Netherlands, Norway, Republic of Korea, Sweden, and the United Kingdom. In addition, national governments had established campaigns in Bolivia, China and Japan. These eleven campaigns involve 82% of the total documented Local Agenda 21 planning efforts. As of the same date, new national campaigns were being established in the following additional countries: Brazil, Colombia, Germany, Greece, Ireland, Malawi, Peru, South Africa, and the United States. These countries account for an additional 6% of the total documented Local Agenda 21 efforts.

National associations of local government have been able to enlist hundreds of local authorities to begin Local Agenda 21 planning because of their established legitimacy with local government leaders and their institutional capacity to provide country-specific training and technical support. A **typical national campaign is overseen by a multi-stakeholder national steering committee that is staffed by the national association**. The campaign manages a recruitment effort, prepares guidance materials, organizes training workshops, operates special projects on activities like indicators development, and liaises with the central government. A more detailed description of a national campaign can be found in Box 8. Parallel and often in service to these national campaigns, international associations of local government have established regional Local Agenda 21 campaigns. The European Campaign for Sustainable Cities & Towns is a joint effort of the Council of European Municipalities and Regions, EuroCities, ICLEI, and the United Towns Organization, financially supported by the European Union. Since its establishment in 1994, the European Campaign has recruited 281 cities and towns to establish a Local Agenda 21 planning process. The Campaign facilitates experience sharing among these communities through a best practice database, a recognition program, and biennial congresses. The most recent congress, hosted by the City of Lisbon, Portugal in October 1996, attracted more than 1,000 participants from 37 countries. ICLEI is currently establishing similar campaigns in Africa and Latin America.

The ICLEI/DPCSD survey indicates that the primary types of support provided to local authorities by national campaigns (in the order of prevalence) are

- 1) information,
- 2) support materials and tools,
- 3) training,
- 4) seminars,
- 5) exchanges and
- 6) seed money.

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## **Box 8. The Anatomy of a National Campaign--The Case of the United Kingdom**

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The United Kingdom (UK) Local Agenda 21 National Campaign was established in 1993 by the UK's five local authority associations--the Association of District Councils, the Association of County Councils, the Association of Metro Authorities, the Confederation of Scottish Local Authorities and the Association of Local Authorities in Northern Ireland. The establishment of the Campaign followed the participation of these associations in the UK's national delegation to UNCED. Since then, the Campaign has recruited more than 60% of the UK's local authorities to commit to a Local Agenda 21 planning process. The Campaign has also served as an organizational model for the creation of Local Agenda 21 campaigns across the world.

The first step in the creation of the Campaign was the establishment of a Steering Committee, made up of senior local elected officials, to govern the Campaign's activities. The Steering Committee recruited the Local Government Management Board (LGMB)--a technical agency of the local authority associations--to serve as the Campaign secretariat. Recognizing the multi-sector and partnership-building approach to Local Agenda 21, the voluntary membership of the Steering Group was soon broadened to include senior representatives of environmental NGOs, the business sector, women's groups, the educational sector, academia, and trade unions.

For their first task, the Steering Group defined the substantive elements of Local Agenda 21 in the UK context, recognizing the need to implement these elements differently according to local circumstances. The first two focus on the internal operations of local authorities: 1) managing and improving municipal environmental performance 2) integrating sustainable development into municipal policies and activities. The other four focus on the local community: 3) awareness-raising and education, 4) public consultation and participation, 5) partnership-building, 6) measuring, monitoring and reporting on progress towards sustainability.

The Campaign then developed manuals, tools, pilot projects and seminars to assist local authorities to take action in each of these areas. The Campaign has published a Step-by-Step Guide to Local Agenda 21 and a variety of guidance documents on specific aspects of Local Agenda 21 planning, such as greening economic development. A monthly newsletter is published and a national database on Local Agenda 21 has been established.

Since 1994 the Steering Group has commissioned annual surveys of Local Agenda 21 activities. The January 1997 survey revealed that the respondents are doing the following:

- \* 42% --committed to making changes in their operations to undertake Local Agenda 21.,
- \* 24%--committed to complete their sustainable development strategies (Action Plans) in 1996,
- \* 44%--planning to produce their sustainable development strategies in the future year,
- \* 39%--appointing new staff to support Local Agenda 21 planning,
- \* 93%--establishing forums, roundtables or working groups to involve their communities,
- \* 13%--had established an environmental management system with 37% considering it,
- \* 50%--had started work on a State of the Environment Report , and
- \* 53%--were developing indicators for sustainable development.

In summary, through the UK Local Agenda 21 Campaign the UK local authority associations have quickly and voluntarily made Local Agenda 21 a part of everyday business for the majority of UK local authorities. The high rate of success in such a short period of time can be explained by the importance of national municipal associations, the role of the Steering Group members and their respective networks in influencing local authorities, and the readiness of the local authorities themselves to take a leadership role in sustainable development.

\* Source: ICLEI (1996) in Gilbert et al, Making Cities Work: The Role of Local Authorities in the Urban Environment, Earthscan Publications, London.

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## **B. Different Approaches in Developing and Developed Countries**

The detailed descriptions of Local Agenda 21 activities provided by the local government survey represent a sample of only four percent of the Local Agenda 21 planning processes identified by the national/regional survey. Nevertheless, the accuracy and representativeness of these descriptions were confirmed by interviews with national and regional Local Agenda 21 campaigns as well as Local Agenda 21 international support programmes.

The national/regional survey reveals that Local Agenda 21 planning currently is more preva-

lent in developed countries. This may arise from the fact that LGOs from these countries were able to participate in UNCED process, and were therefore able to rapidly disseminate information about Local Agenda 21 in their countries. Of perhaps greater importance is the fact that local governments in developed countries have tended to adapt existing environmental planning procedures (that may not exist in their developing country counterparts) for Local Agenda 21 purposes. This may explain the tendency in developed countries to focus Local Agenda 21 planning on environmental sustainability.

For example, a 1996 survey by the UK Local Government Management Board of Local Agenda 21 activities in 297 UK local authorities documents the environmental focus of those efforts, but also reveals a growing interest in using the Local Agenda 21 process to address other issues. The majority of these survey respondents indicated that sustainable development principles were having a significant influence on energy, waste, land use and environmental policies and strategies. By comparison, the same survey group reported that sustainable development principles were having a minor influence in the municipality's strategies and policies for poverty alleviation, tourism, housing services, and economic development and health strategies.<sup>3</sup>

While the number of Local Agenda 21 processes in developing countries and economies-in-transition is still small, the establishment of national campaigns and the growing support for Local Agenda 21 planning from donor agencies could produce a rapid increase in Local Agenda 21 planning in the developing world. This likelihood is supported by the tendency of local governments in these countries to use Local Agenda 21 planning to address immediate development or service needs.

### **C. Obstacles to Local Agenda 21 Planning**

In counterpoint to forces that are facilitating the spread of Local Agenda 21 planning, both the national/regional survey and the local government survey asked respondents to identify obstacles to starting or implementing a Local Agenda 21 process. In the national/regional survey, the responding NCSDs, national governments, and LGOs listed lack of financial support, lack of information, and lack of expertise as the three major obstacles. This response implies that NCSDs, national governments and LGOs need greater assistance to establish national campaigns. In this past, such assistance has been provided by international LGOs, such as ICLEI, and international assistance programmes, such as the UNDP Capacity 21 Programme. These activities will need to be expanded to overcome the obstacles to national campaigns in many countries.

The respondents to the local government survey listed lack of financial support, lack of community consensus to set priorities, lack of support from national governments, and lack of information as their major obstacles. Local governments would appear to be seeking the financial assistance of national governments and the technical assistance of national campaigns. At the same time, case study analysis indicates that local governments only succeed in Local Agenda 21 planning where a cooperative social and political climate exists. Follow-up interviews indicated that the implementation of Local Agenda 21 action plans will require support in the form of national government policy reform in addition to the support that governments may be providing through national campaigns.

### **D. Local Agenda 21 Impacts, 1992-1996**

The ICLEI/DPCSD survey was unable to evaluate the local-level impacts of Local Agenda 21 planning activities. For this purpose, ICLEI undertook a detailed, comparative review of local practice through the documentation and evaluation of 29 case studies.<sup>4</sup> The primary conclusion of this case study review is that the greatest impact of Local Agenda 21 during its first years has been to reform the process of governance at the local level so that the key requirements of sustainable development can be factored into local planning and budgeting.

As is illustrated by the case of Cajamarca, Peru (Box 9), the implementation of the Local Agenda 21 process requires local governments to decentralize governance, reform their current departmental structures, and change traditional operational procedures. Most Local Agenda 21 efforts started by creating new organizational structures to implement planning. On the one hand, new stakeholder planning bodies are created to coordinate community-wide involvement and partnership formation for sustainable development. On the other hand, local governments institute internal reforms, such as the creation of interdepartmental planning units or the establishment of neighborhood or village-level government units.

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**Box 9. Local Agenda 21 in Cajamarca, Peru**

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The Provincial Municipality of Cajamarca, Peru ranks among the poorest communities in the world. In 1993, the infant mortality rate was 82% higher than the Peruvian national average, and was 30% higher than the average for the world's low income countries. The Province's main river has been polluted by mining operations and untreated sewage. Farming on the steep Andean hillsides, overgrazing, and cutting of trees for fuel has resulted in severe soil erosion.

In 1993, the Mayor of Cajamarca initiated an extensive Local Agenda 21 planning effort for the Province. This effort had two main components. The first was a dramatic decentralization of the provincial government so that local government decisions would reflect the needs of the Province's many small and remote communities. Cajamarca City was divided into 12 neighborhood Councils and the surrounding countryside into 64 "minor populated centers" (MPCs), each with their own elected Mayors and Councils. The Provincial Council was reconstituted into a body with 48 Mayors from the MPCs, 12 Cajamarca City Mayors, 12 District Mayors, and the Provincial Mayor.

The second element of the initiative is the creation of a Provincial Sustainable Development Plan. An Inter-Institutional Consensus Building Committee was established with representation from the Province's different jurisdictions, NGOs, private sector, and key constituency groups. Six "Theme Boards" were established under this Committee to develop action proposals in the following areas: Education; Natural Resources and Agricultural Production; Production and Employment; Cultural Heritage and Tourism; Urban Environment; and Women's Issues, Family, and Population. These Theme Boards were charged with creating a strategic plan for their respective areas. Training workshops were held in the new local authorities to gather local input, and educational notebooks were prepared for the local Mayors to use in discussing proposals and ideas with their constituents.

The plans prepared by the Theme Boards were integrated into a Provincial Sustainable Development Plan, which was submitted to the Provincial Council in August, 1994. Having received approval, after a series of public education workshops about the Plan, the Plan was submitted for public approval through a citizens' referendum.

Since that time, the Theme Boards have continued their work, raising funds and creating partnerships to implement the Plan. Projects have included provision of potable water, sanitation, environmental education, and rural electrification. In total, the Local Agenda 21 process has mobilized more than US \$21 million for sustainable development activities since 1993.

\* Source: The Provincial Municipality of Cajamarca and UNDP/ICLEI, *The Role of Local Authorities in Sustainable Development*, New York, April, 1995.

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These activities generally consume the first years of the Local Agenda 21 planning. Such institutional reforms may not immediately produce concrete improvements in development or environmental conditions. Nevertheless, they are changing the fundamental approaches and policy focus of hundreds of local governments. As a result, these local governments are becoming more open, more participatory, and more dedicated agents of the sustainable development agenda.

In some cases--primarily in those communities that started work prior to 1992--local governments have reached the stage in the process where they are implementing their Local Agenda 21 action plans. The case of Kanagawa Prefecture, Japan, (Box 10) illustrates the extent to which these plans can have an impact on local investment decisions. The Kanagawa Agenda 21 involves 52 projects being implemented with a US\$ 149 million budget.

In developing countries, implementation tends to begin by addressing a few priority problems. In this way, the Local Agenda 21 is used to produce some near-term impacts. For instance, the Local Agenda 21 effort in Quito, Ecuador is focusing on the stabilization and restoration of the many ravines in that city's low income South Zone. Local Agenda 21 efforts in Pimpri Chinchwad, India are focusing on slum upgrading. In Jinja, Uganda efforts are focused on solid waste management.

Regardless of these examples, an evaluation of the long-term impacts of Local Agenda 21 planning would be premature at this time. Even in countries where Local Agenda 21 is most established, these impacts are just beginning to be documented. For instance, the 1996

Local Agenda 21 survey for UK local governments assessed the impacts of Local Agenda 21 planning in 13 topic areas. The respondents reported that Local Agenda 21 was having a medium impact on local "resource use" and a small impact on "empowerment," "limiting pollution," "biodiversity" and beautification of living areas, while little impact was reported in such areas as "meeting basic needs," "living without fear," and "satisfying work."<sup>5</sup>

Another area of uncertainty is the potential impact of Local Agenda 21 action plans on the global objectives of Agenda 21. Of necessity, a Local Agenda 21 must address established local priorities. While Local Agenda 21 action plans in rich countries tend to include actions on issues such as climate change and the protection of biodiversity, these issues may not receive much attention in communities of the developing world. This being said, most documented Local Agenda 21 processes have, at a minimum, educated local residents about Agenda 21 and the linkages between local and global problems.

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### **Box 10. Local Agenda 21 in Kanagawa Prefecture, Japan**

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In 1993, Kanagawa Prefecture, Japan adopted a civic charter for global environmental protection, called the Kanagawa Environment Declaration, as well as a local action plan called Agenda 21 Kanagawa. Agenda 21 Kanagawa was developed through an intensive process of dialogue that involved thousands of local residents and businesses, as well as the local authorities within Kanagawa.

Kanagawa Prefecture is the home of some eight million residents who live primarily in the Yokohama and Kawasaki metropolitan areas in the eastern part of the Prefecture along Tokyo Bay. With a gross domestic product equivalent to that of Sweden, Kanagawa is also one of the most highly industrialized regions of the world. Through its policies and actions, the Prefecture and its local municipalities can have an impact on the global environment.

In the late 1980s and early 1990s the Prefecture became aware that the focus of environmental concern had shifted away from end-of-the-pipe industrial pollution problems to the more complex and non-point source issues of consumer lifestyles, the structure of urban space, and the gradual loss of natural lands to urbanization. Furthermore, the impact of local activities on the global environment, as demonstrated by Kanagawa's contribution to the ozone depletion problem, played a part in this changing awareness.

Agenda 21 Kanagawa was formulated by a new Interdepartmental Liaison and Coordination Committee, made up of the heads of every department within the Prefecture and chaired by the Vice Governor. A working level committee made up of section chiefs from each department was established to review detailed proposals. A secretariat within the Environment Department managed the public consultation and internal review processes.

Public input was provided through three sectoral "conferences" or committees: one for citizens and non-governmental organizations, one for private enterprise, and one for local municipalities in Kanagawa. In addition, neighborhood consultative meetings were organized and a direct mail package and questionnaire was sent to thousands of residents.

The final Agenda 21 Kanagawa is a detailed and comprehensive document. The FY 1994 budget for the 52 environmental protection projects implemented within the framework of the Agenda totaled US\$149 million. Initiatives to date include the construction of 100 "eco-housing" units which make use of rain water and recycled materials and are highly energy efficient. A Prefecture-wide system has been established to recover and destroy ozone depleting CFCs. Subsidies are provided for the purchase of non-CFC equipment. The Prefecture has set a target to reduce consumption of tropical timber in public projects by 70% over a three-year period, and is working with the local construction industry to reduce the widespread practice of using such timber for concrete moldings.

In terms of management reforms, a new Kanagawa Council for Global Environmental Protection has been established to continue the inter-departmentalism initiated through the Local Agenda 21 development effort. Finally, in each prefectural section an individual employee has been assigned to manage in-house environmental performance and to educate prefectural staff.

\* Source: Kanagawa Prefecture and UNDPCSD/ICLEI, *The Role of Local Authorities in Sustainable Development*, New York, April, 1995.

## V. Recommendations and Conclusions

The Local Agenda 21 movement launched during the preparatory process for the UN Conference on Environment and Development has become one of UNCED's most extensive follow-up activities. In the years that have passed since the adoption of Agenda 21, national governments and international agencies have placed increasing emphasis on the critical role of cities and towns in the global sustainable development agenda. This emphasis was reflected at the Second UN Conference on Human Settlements (Habitat II), whose Habitat Agenda, paragraph 157 states that the United Nations system should:

- (f) encourage the involvement of all interested parties at the local level in the formulation of agreements and local measures, programmes and actions necessary to implement and monitor the Habitat Agenda...including inter alia Local Agenda 21 processes as mandated by the United Nations Conference on Environment and Development.

The ICLEI/DPCSD survey highlights that the continued growth of the Local Agenda 21 movement and its effectiveness in achieving lasting impacts--as well as the implementation both Agenda 21 and the Habitat Agenda--could be supported through the following activities.

### **Recommendation #1.**

#### **\* Provide support for national Local Agenda 21 campaigns.**

The survey's findings demonstrate that the mechanism of the national campaign--formally endorsed and financially supported by the national government--has been the most powerful catalyst of Local Agenda 21 planning. While national governments have played an important facilitating role in the establishment of these campaigns, the survey documents the central role that has been played by local government organizations as the managers of these campaigns.

While international agencies and national governments have supported pilot Local Agenda 21 activities in individual cities, LGOs have used these individual models to generate a true national movement involving hundreds of local governments. The results of the survey highlight the importance of operating national Local Agenda 21 campaigns through a national municipal association or other LGO, rather than as a traditional international technical assistance programme. At the same time, the most successful Local Agenda 21 campaigns are governed by representatives from a wide variety of stakeholders. In essence, successful national campaigns apply the same multi-stakeholder approach that is used for Local Agenda 21 planning at the local level.

### **Recommendation #2.**

#### **\* Make national and international investment and development assistance programmes responsive to Local Agenda 21 action plans.**

The extensive commitment of local governments to the implementation of Agenda 21 has led many observers to conclude that Agenda 21 can be fully implemented through local-level activities. The ICLEI/DPCSD survey does not substantiate this conclusion. The local government survey identified a number of obstacles to Local Agenda 21 planning and, in specific, to the implementation of Local Agenda 21 action plans. National governments and the United Nations system cannot assume that local governments will be successful in implementing their Local Agenda 21 action plans without considerable national and international assistance.

Towards this end, national governments and international development assistance institutions should review their current procedures for selecting development assistance projects. Local Agenda 21 action plans provide these institutions with a menu of local projects that are designed according to local priorities and needs, and are supported by local stakeholders. Cases from the field demonstrate that national and international investment and development assistance programmes often overlook these local action plans during the preparation and design of local development projects. The result in some communities has been duplication of effort and competition between external programmes and Local Agenda 21 activities, thus undermining the Local Agenda 21 processes. Caution should be taken to avoid such circumstances. Similar caution needs to be taken by private sector investors.

The implementation of Agenda 21 would be facilitated if national and international programmes adjusted their procedures and project cycles so as to focus their investments on the implementation of the Local Agenda 21 action plans that have been prepared through extensive consultation and analysis at the local level.

### **Recommendation #3.**

#### **\* Create a supportive national policy and fiscal framework for the implementation of Local Agenda 21 Action Plans.**

In addition to external financial assistance, the successful implementation of Local Agenda 21 action plans in most countries will require the establishment of a supportive national-level policy framework as well as the improvement of fiscal conditions at the municipal level. While local governments and their local partners have a variety of mechanisms to influence local consumption, development, and resource management, these mechanisms are often undermined by national policies and economic arrangements. For example, local water conservation programmes are not likely to succeed if national governments maintain water subsidies that promote consumption and waste. Similarly, local governments may be able to reduce noxious emissions from automobiles by reducing private vehicle use, but only national governments can eliminate lead from gasoline or increase vehicle fuel efficiency standards.

Many similar examples of the need for national governments to support local sustainable development initiatives can be cited. Therefore, the preparation of a special report by the DPCSD is recommended to identify hindering conditions and the alternative supportive measures that national governments can take for Local Agenda 21 implementation. As a first step, such a report could focus on the reforms and measures required at the national level to support local-level action in the area of key international conventions, such as the conventions for protection of the seas, waste management, climate change, biodiversity etc. In each of these areas, the report would review the regulatory frameworks, economic incentives and disincentives, and municipal financial mechanisms that would enable effective local implementation of Agenda 21.

### **Conclusion**

In conclusion, the local government community remains committed to the implementation of Agenda 21. Having renewed the United Nations' commitment to the Local Agenda 21 process at the UN Conference on Human Settlements, local government organizations are preparing for the expansion of the Local Agenda 21 movement. The continued growth of this movement will require that new resources for Local Agenda 21 planning are deployed in keeping with the principles of Local Agenda 21 itself; that is, in partnership with the national, regional and international associations of local government that initiated Local Agenda 21 and that have made it such a success for the United Nations and for a growing number of cities and towns throughout the world.

Finally, Agenda 21 will never be achieved through planning alone. The ability of the Local Agenda 21 movement to achieve real, positive impacts on social and environmental conditions will require the establishment of supportive national government frameworks in each country for local sustainable development.

## **Annex 1. International Support Programmes**

### **A. United Nations Centre for Human Settlements (UNCHS)/ United Nations Environment Programme (UNEP)**

The joint UNCHS/UNEP **Sustainable Cities Programme (SCP)** was the first major international support programme for Local Agenda 21-styled planning. Established by UNCHS in 1990, before the Local Agenda 21 effort was mandated by UNCED, the SCP promotes a broad-based, participatory process for the development of a sustainable urban environment, emphasizing cross-sectoral coordination and decentralization of decision-making.

At the local-level the SCP acts as a technical cooperation programme, using carefully planned and structured city demonstration projects to strengthen the capacities and abilities of the participating local authorities and their partners in the public, private and community sectors. The focus of this technical support is environmental planning and management (EPM), for which purpose the SCP has developed a distinct EPM planning approach. The EPM approach is being continuously developed and refined to reflect local experiences and needs.

SCP city demonstration projects have been implemented in eleven cities--Accra, Concepción, Dakar, Dar Es Salaam, Ibadan, Ismailia, Katowice, Madras, Tunis, Shenyang and Wuhan. In Chile, Egypt and Tanzania, plans are in place to replicate the demonstration projects in other cities.



The SCP actively facilitates the exchange of experience and expertise in EPM at the regional and international levels.

The Localising Agenda 21 programme was launched by UNCHS during the preparatory process for Habitat II to support selected towns in Kenya, Morocco, and Viet Nam. In translating the human settlements components of Agenda 21 into concrete local action, the programme works on stimulating joint venture initiatives between local authorities, the private sector and community groups in the formulation and execution of broad-based environmental action plans.

The programme works by focusing 70% of its activity on one priority town in each country with the other 30% of the activity shared among partner towns. In the priority towns, the programme strategy includes: awareness building through conducting broad-based workshops to reach consensus on priority areas for action, capacity building, development of tools to support implementation of pilot action plans, and the exchange of information and experiences with other towns facing similar problems.

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## B. United Nations Development Programme (UNDP)

Two UNDP programmes, in particular, support Agenda 21 planning activities at the local-level. These are the **Capacity 21 Programme** and the **Local Initiatives for the Urban Environment (LIFE) Programme**.

The LIFE Programme was established in 1992 as a follow-up to UNCED with the specific purpose of providing direct, small-grant assistance to local sustainable development projects. The Programme catalyses national dialogue, sets strategies and mobilizes country support, and identifies and supports collaborative small-scale projects. In addition to the LIFE Programme's local grant support, the Programme has also provided support funding to international city networks to disseminate experiences and promote Local Agenda 21.

The small-grants process is administered through national coordinators and national selection committees consisting of representatives of central government, local government organizations, NGOs and national experts in sustainable development. Since 1993, the Programme has become active in 12 countries. Phase 2 of the Programme involves more than 150 small-scale projects.

The Capacity 21 programme was launched in 1992, at UNCED, to help developing countries to build their capacity to integrate the principles of Agenda 21 into national planning and development, and to involve all stakeholders in the process. The programme is working in 42 countries. While the mandate of the programme is to work at the national level, more recently national governments have been asking for assistance in using a more decentralized approach, and in linking national and local level strategies to implement Agenda 21.

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## C. International Council for Local Environmental Initiatives (ICLEI)

ICLEI established its **Local Agenda 21 Initiative** in January 1991 for the distinct purpose of establishing a local-level implementation process for the forthcoming UN Agenda 21. During UNCED preparatory process, ICLEI organized a series of three international meetings of local authority representatives to design and obtain national government support for the Local Agenda 21 effort.

Since the endorsement of Local Agenda 21 at UNCED, ICLEI has provided research, technical and/or financial support to Local Agenda 21 planning activities in 20 countries.

In 1994, ICLEI became a founding partner of the **European Campaign for Sustainable Cities & Towns**. In 1996, ICLEI established the **Local Agenda 21 Africa Network** and the **Local Agenda 21 Latin America Network**. These regional programmes are providing training, information exchange, grants, and support to local authorities and to national municipal associations wishing to establish national Local Agenda 21 campaigns.

ICLEI's **Local Agenda 21 Model Communities Project**, which was established in 1993, is an applied research project that works with 14 cities to test a framework for sustainable development planning. This project, and a parallel project in Central and Eastern Europe, have produced Local Agenda 21 planning guides that are presently being used for training and guidance purposes in 31 countries.

Contact **ICLEI--Local Agenda 21**  
City Hall, East Tower, 8th Floor  
Toronto, Canada M5H 2N2  
Tel: +1-416-392-1462  
Fax: +1-416-392-1478  
Email: [iclei@iclei.org](mailto:iclei@iclei.org)  
Website: <http://www.iclei.org>

## D. Other Local Agenda 21 Support Programmes

The **Urban Environmental Guidelines Project of the German Agency for Technical Cooperation (GTZ)** has developed planning guidelines, support tools, and training materials to support Local Agenda 21 activities. The project provided financial and technical support to municipalities in Thailand and Nepal to prepare urban environmental action plans.

The **Rapid Urban Environmental Assessment Project of the Urban Management Programme (World Bank/UNDP/UNCHS)**, has also developed planning guidelines, support tools, and training materials to support Local Agenda 21 activities. The programme provided financial and technical support to seven cities to test and implement an urban environmental assessment and consultation process. In most instances, these activities served as the foundation for further Local Agenda 21 planning activities.

The **United Towns Development Agency (UTDA)** has taken a Local Agenda 21 approach to sustainable development action planning in the **MedCities Project**, launched in 1991. The project works with a network of 27 municipalities in the 18 countries bordering the Mediterranean to analyze and address environmental problems in the Mediterranean Basin, through the identification of common issues and sharing of experiences.

The **Institute for Sustainable Communities (USA)** has provided technical support and training to nine local authorities in five countries--Bulgaria, Czech Republic, Hungary, Poland, and Slovak Republic--to establish a participatory urban environmental planning process.

In 1994, the **World Association of Major Metropolises**, the **International Union of Local Authorities**, the **United Towns Organization** and the **Summit Meeting of the World's Major Cities ("Group of Four")** published a guidance document on Agenda 21 for Local Authorities. In 1995, ICLEI, the United Towns Organization and the UN Department for Policy Coordination and Sustainable Development jointly organized the "Local Authorities' Day" at the 3rd Session of the UNCED.

Contacts **German Agency for Technical Cooperation (GTZ) GmbH**  
Deutsche Gesellschaft für Technische Zusammenarbeit  
Dag-Hammarskjöld-Weg 1-5  
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Fax: +49-06196 79-1115

**United Towns Development Agency (UTDA)**  
22, rue d'Alsace  
92300 Levallois-Perret, France  
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Fax: +33-1-47-39-36-85

Paul Markovitz, Program Director  
**Institute for Sustainable Communities**  
56 College St., Montpelier, Vermont, U.S.A. 05602  
Tel: +1-802-229-6307  
Fax: +1-802-229-2919  
Email: [ISC@iscvt.org](mailto:ISC@iscvt.org)

## Notes

1. ICLEI (1992) Call for a Local Agenda 21 (Toronto, Local Environmental Initiatives (Toronto)).
2. ICLEI/DPCSD/UNCHS (1995) The Role of Local Authorities in Sustainable Development (New York, UN Dept. for Policy Coordination and Sustainable Development).
3. Tuxworth, B. et al (1997) Local Agenda 21 Survey 1996, Part 2: Reporting to the CSD (Luton, UK, Local Government Management Board), page 4.
4. The cited cases are published separately in the following publications. ICLEI (1996) The Local Agenda 21 Planning Guide (Toronto, ICLEI/IDRC/UNEP). ICLEI/DPCSD/UNCHS (1995) The Role of Local Authorities in Sustainable Development (New York, UN Dept. for Policy Coordination and Sustainable Development). ICLEI (1992-96) Case Studies Series, No. 6,10,14,21,28,29,30,31 (Toronto, Local Environmental Initiatives (Toronto)).
5. Tuxworth, B. et al (1997) Local Agenda 21 Survey 1996, Part 2: Reporting to the CSD (Luton, UK, Local Government Management Board), page 7.

# U.N. Agenda 21

## *sustainable development at the state level*

### Arizona examples

#### **State Actions on Climate Change: A Focus on How Our Communities Grow**

Environmental and Energy Study Institute, October 2009

[http://www.eesi.org/100709\\_state\\_plans\\_factsheet](http://www.eesi.org/100709_state_plans_factsheet)

#### Excerpt for: **ARIZONA**

The state of Arizona established the **Arizona Climate Change Advisory Group** (CCAG) on February 2, 2005, as well as a **Southwest Climate Change Initiative** with New Mexico on February 28, 2006, to collaborate on strategies to address the impacts of climate change in the Southwest and reduce greenhouse gas (GHG) emissions in the region.

Arizona is part of the Western Governor's Association (WGA), which in June 2006 signed resolutions to: 1) meet or exceed the goals of obtaining 30,000 MW of clean energy by 2015 and a 20 percent increase in energy efficiency by 2020, 2) to encourage adequate funding for state energy efficiency and renewable generation programs, and 3) to facilitate development of regional energy markets.

In August of 2006, the Arizona CCAG officially introduced its **Climate Change Action Plan**. The state pledged to reduce GHG emissions to 2000 levels by 2020 and 50 percent below 2000 levels by 2040. Some of the recommendations included:

#### *Buildings*

- Demand-side efficiency goals and establish funds, incentives, and programs to achieve them
- State leadership programs to achieve energy savings and promote clean energy
- Enhanced appliance efficiency standards
- Building standards/codes/design incentives for energy efficiency

#### *Land Use*

- Policies to promote smart growth planning, infill, increased density
- Transit-oriented/pedestrian-friendly development
- Multi-modal transit options

#### *Transportation*

- State clean car program
- Reduction of vehicle idling
- Standards for alternative fuels
- Hybrid vehicle promotion and incentives
- Feebates
- Pay-as-you-drive insurance
- Low rolling resistance (LRR) tires and tire inflation
- Replacement/retirement of high-emitting diesel fleet, biodiesel implementation
- 60-mph speed limit for commercial trucks

On September 8, 2006, Gov. Janet Napolitano signed **Executive Order 2006-13**, which directed the Arizona Department of Environmental Quality to coordinate with the Arizona Department of Transportation to adopt and implement California's vehicle emissions standards. On January 10, 2008, the Arizona Department of Environmental Quality (ADEQ) announced draft rules requiring that each automobile manufacturer reduce overall GHG emissions from its total sales in the state by 37 percent by 2016.

On February 26, 2007, Gov. Napolitano signed on as a Partner to the **Western Climate Initiative** (WCI). The WCI is collaboration among Arizona, California, Montana, New Mexico, Oregon, Washington, Utah, and the Canadian provinces of British Columbia, Manitoba, Ontario and Quebec to meet regional challenges raised by climate change. Through WCI, the partners set an overall regional goal to reduce GHG emissions 5 percent below 2005 levels by 2020. In August 2008, the Partners completed the design of a market-based mechanism to help achieve that reduction goal.

Resource: <http://www.azclimatechange.gov/> Arizona Climate Change Initiatives

## Arizona Department of Environmental Quality.

Accessed March 2013. <http://www.azclimatechange.gov>.

Under Governor Jan Brewer, Arizona's commitment to climate action emphasizes strategies that stimulate job creation in the clean energy economy, helping to place Arizona among the leading states for solar and other renewable energy technologies.

The Governor's policy on climate change recognizes the importance of reducing greenhouse gas emissions while maintaining Arizona's economic growth and competitiveness. The Governor's policy supports Arizona's continued collaboration in regional and national endeavors to advance clean energy and implement cost-effective solutions to climate change while safeguarding its unique state interests.

The Arizona Department of Environmental Quality has an important role in ensuring clean air, safe water, and better protected land for all Arizonans. Together with Arizona businesses and communities, we strive for pragmatic, pro-active approaches to climate change by advancing clean renewable energy, smart growth, fuel efficient transportation and energy efficiency policies and practices that make sense for Arizona.

Other state agencies involved in climate change, clean energy and sustainability:

Arizona Corporation Commission

Arizona Commerce Authority

Arizona Department of Transportation: State and Regional Planning

Arizona Department of Water Resources

Arizona State Land Department

See Also:

Arizona Climate Change Action Plan (2006)

Arizona State University Institute for Global Sustainability

University of Arizona Climate Assessment of the Southwest (CLIMAS)

North America 2050

Database of State Incentives for Renewables and Efficiency (DSIRE)

U.S. EPA Greenhouse Gas Emissions Reporting Tool

### ***Energy Policy in Arizona: a Plan for Sustainable Development***, Executive Summary

Presented to Joint Legislative Task Force on Energy Policy and Planning of the Arizona Legislature

By the Advisory Committee on Energy Policy and Planning, State of Arizona, December 1990

Staff Support provided by the Arizona Energy Office of the Department of Commerce

<http://azmemory.azlibrary.gov/cdm/singleitem/collection/statepubs/id/8725/rec/15>.

### **Executive order 2005-02 – Climate Change Advisory Group**

Signed by Arizona Governor Janet Napolitano on February 2, 2005. Attest signature: Janice K. Brewer, Secretary of State. [http://www.governor.state.az.us/eo/2005\\_02.pdf](http://www.governor.state.az.us/eo/2005_02.pdf).

Excerpt:

1. The Climate Change Advisory Group is established and charged with the development of recommendations to the Governor to reduce greenhouse gas emissions in Arizona, recognizing Arizona's interests in continued growth, economic development and energy security.
2. The Climate Change Advisory Group shall be organized and coordinated by the Arizona Department of Environmental Quality.
3. The Climate Change Advisory Group shall not exceed 36 members each of whom shall be appointed by, and serve at the pleasure of the Governor. Commission members should represent the scope and diversity that this issue holds for Arizona. They should include representatives from some or all of the following sectors:

**A. Electric Power Generation**

**B. Fossil Fuel Industry**

**C. Manufacturing/Mining**

**D. Agriculture/Forestry**

**E. Construction/Building**

**F. Tourism/Recreation**

**G. Health Care**

**H. Non Governmental Organizations**

**I. Indian Tribes**

**J. State and Local Government**

**K. General Public**

## **Arizona Climate Change Action Plan**

Arizona Climate Change Advisory Group, August 2006.

<http://www.azclimatechange.gov/download/O40F9347.pdf>

### **Executive Order 2006-13 Climate Change Action**

Signed by Arizona Governor Janet Napolitano, September 7, 2006. Attest: Janice K. Brewer, Secretary of State [http://www.azclimatechange.gov/download/EO\\_2006-13\\_090806.pdf](http://www.azclimatechange.gov/download/EO_2006-13_090806.pdf).

Excerpt (Note: CCAG = Climate Change Advisory Group):

1. As recommended by the CCAG, it shall be the goal of the State of Arizona to reduce GHG emissions in Arizona to its 2000 emissions level by 2020 and to 50 percent below its 2000 emissions level by 2040. Furthermore, I direct the Climate Change Executive Committee to explore reaching 2000 emissions level by the Arizona Centennial, 2012.
2. The Climate Change Executive Committee is hereby established and charged with recommending strategies to the Governor for implementing recommendations in the Climate Change Action Plan in consultation with the Governor's Office.
3. The Climate Change Executive Committee shall be organized and coordinated by the Arizona Department of Environmental Quality (ADEQ) and shall be chaired by the Director of ADEQ.
4. The Climate Change Executive Committee shall be appointed by, and serve without compensation at the pleasure of, the Governor and shall consist of the following individuals or their designees:
  - a. The Director of Arizona Department of Administration;
  - b. The Director of the Department of Agriculture;
  - c. The Director of the Department of Commerce;
  - d. The Director of ADEQ;
  - e. The Director of the Department of Housing;
  - f. The Director of the Department of Insurance;
  - g. The Director of the Department of Real Estate;
  - h. The Director of Arizona Department of Transportation;
  - i. The Director of the Department of Water Resources;
  - j. The Director of Arizona Department of Weights and Measures;
  - k. The Director of the Residential Utility Consumer Office;
  - l. The Director of Arizona Game and Fish;
  - m. The Commissioner of the State Land Department;
  - n. The State Forester;
  - o. The Director of the Arizona Department of Revenue;
  - p. The Director of the Office of Strategic Planning and Budgeting;
  - q. One Representative from the Arizona Corporation Commission; and
  - r. Other members as the Governor may hereafter appoint.
5. State Executive Branch agencies shall endeavor to assist the State in reducing its GHG emissions, including by doing the following (notations refer to specific CCAG recommendations):
  - a. The Arizona Department of Environmental Quality (ADEQ) shall develop a GHG emissions reporting mechanism (CC-2) and shall work with other Western states to establish a GHG registry to enable tracking, management, crediting and baseline protection for entities in Arizona that reduce GHG emissions (CC-3);
  - b. In consultation with the Arizona Department of Transportation (ADOT), ADEQ shall adopt and implement the Clean Car Program to reduce GHG emissions from passenger vehicles (TLU-1);
  - c. The Arizona Department of Weights and Measures (ADWM) and ADEQ shall develop standards for neat biodiesel (B100), biodiesel blends, and ethanol blends sold in Arizona (TLU-5);
  - d. In consultation with ADEQ, ADOT shall implement a pilot program to allow designated hybrid motor vehicles to drive in high-occupancy-vehicle lanes on roadways, consistent with the provisions of A.R.S. § 28-737 and § 28-2416 (TLU-7);
  - e. In compliance with requirements to be developed by the Arizona Department of Administration (ADOA) in consultation with ADEQ, beginning January 1, 2007, all state agencies, boards and commissions shall purchase only vehicles that are hybrids, meet low-GHG emissions standards, or use E-85 fuel, biofuels or other low-GHG alternative fuels (TLU-13), with the goal that by January 1, 2010, all State vehicles shall be hybrids, meet low-GHG emissions standards, or use E-85 fuel, biofuels or other low-GHG alternative fuels (TLU-13). Certain state law enforcement vehicles, including "pursuit-rated" and covert vehicles, shall be exempt from these requirements.

## State and Local Climate and Energy Program

United States Environmental Protection Agency <http://epa.gov/statelocalclimate/index.html>  
Arizona information: <http://epa.gov/statelocalclimate/state/tracking/individual/az.html>

### SUNCORRIDOR, FUTURECORRIDOR A GLOBAL MEGAREGION IN THE 21ST CENTURY.

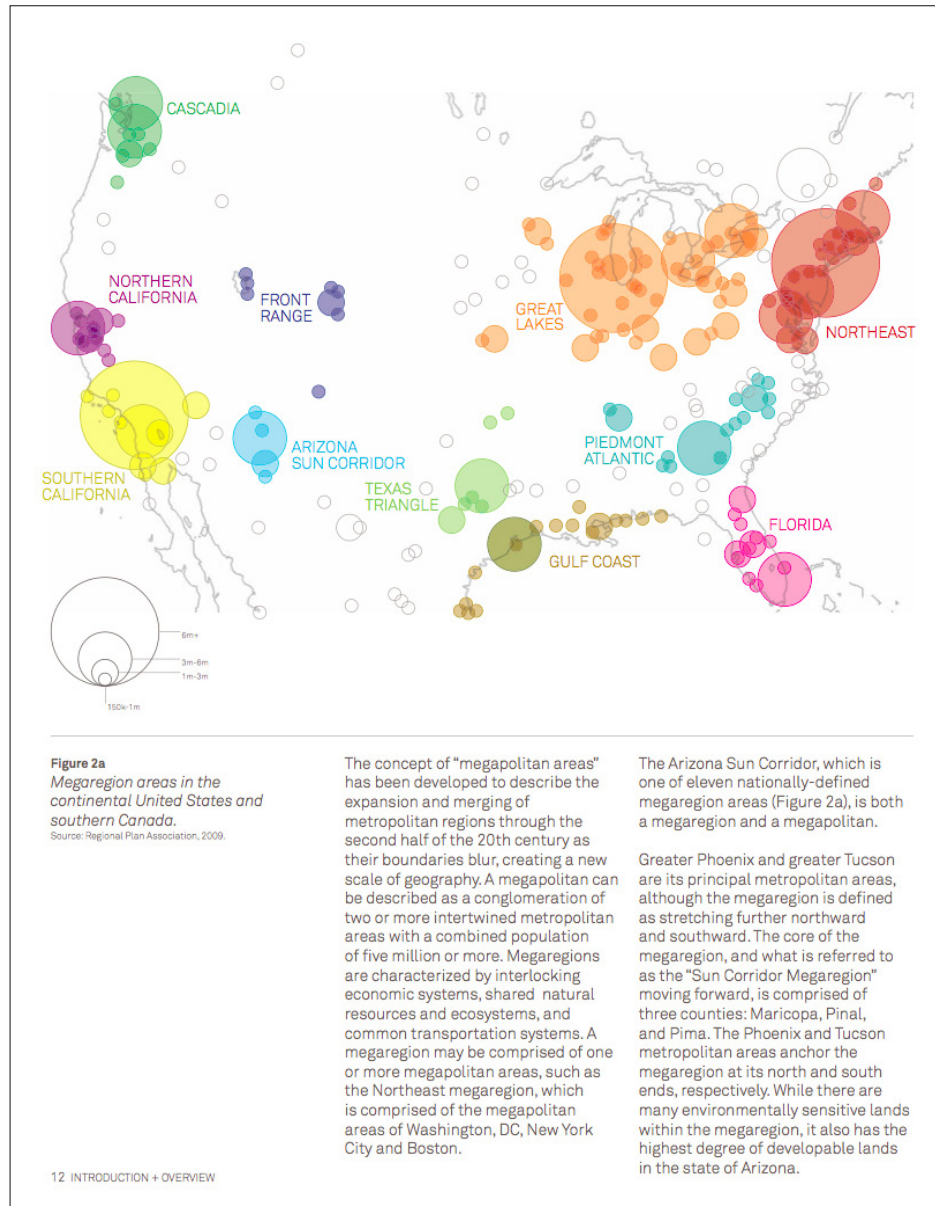
PHOENIX-TUCSON AMBITIONS REPORT, Publication of the AECOM GLOBAL CITIES INSTITUTE, 2010  
[http://globalcities.aecom.com/docs/AECOM\\_GlobalCities\\_SunCorridorFutureCorridor.pdf](http://globalcities.aecom.com/docs/AECOM_GlobalCities_SunCorridorFutureCorridor.pdf)

#### Excerpt p. 60: Sustainable Development Principles

Fundamental to all the plans, reports, and visioning exercises already conducted are five common sustainable development principles. These principles provide the framework for an approach to sustainable growth in the Sun Corridor:

- 01 Preserve open space and the natural environment.
- 02 Enable development of multi-use activity centers composed of location-efficient land uses.
- 03 Create quality job centers proximate to a range of housing options.
- 04 Develop a multimodal transportation network for efficient community and regional mobility and to create economic opportunity.
- 05 Shape community environments through information and communications technology.

Page. 12:



## Strategies for Renewable Energy Projects on Arizona's State Trust Lands

A Sun Corridor Legacy Program Concept Paper, 2011. Prepared by the Sonoran Institute  
<http://www.google.com/url?sa=t&rct=j&q=%22arizona%20climate%20change%20action%20plan%22%20tucson&source=web&cd=19&ved=0CF0QFjAIOAo&url=http%3A%2F%2Fwww.statetrustlands.org%2Fcomponent%2Fdocman%2Fdocdownload%2F68-strategies-for-renewable-energy-projects-on-arizona-s-state-trust-lands.html%3FItemid%3D&ei=uhMxUY77FIGMygHP84HQcw&usq=AFOjCNGQYYF6mKAT3-blZOIYNJxiiY1OQ&bvm=bv.43148975,d.aWc&cad=rja>

## State Policy Options to Support Sustainable and Equitable Development

Ideas for Housing Policy and Practice, Center for Housing Policy, September 2011

[http://www.nhc.org/media/documents/ORAMstate\\_brief\\_final.pdf](http://www.nhc.org/media/documents/ORAMstate_brief_final.pdf)

"In addition to working with localities, many states also take direct steps to promote sustainable development patterns through incentive programs for developers, local employers, and consumers." (p. 6)

"Some states have amended the QAP [Qualified Allocation Plan] to favor development proposals that advance sustainable development principles. The State of Arizona's 2011 Qualified Allocation Plan, for example, awards a maximum of 30 points out of some 300 possible points to projects that meet "transit-oriented design" criteria, including project location in proximity to a mixed-use center, high capacity transit station or quality bus transit." (p. 6)

## Arizona 2012 Qualified Allocation Plan for the Low Income Housing Tax Credit Program

Signed by Governor Janice K. Brewer, January 4, 2012

<http://www.azhousing.gov/azcms/uploads/REPORTS/2012%20QAP%20FINAL%201-6-12.pdf>

"Sustainable Development' means generally, a pattern of resource use that aims to meet human needs while preserving the environment so that these human needs can be met not only in the present, but also for generations to come and means more specifically, a description of the products, approaches or methods that are used to meet these general resource aims." (p.14)

## Fostering Equitable and Sustainable Transit-Oriented Development

Briefing Papers for a Convening on Transit-Oriented Development. February, 24-25, 2009

Held by the Center for Transit-Oriented Development, Living Cities and Boston College's Institute for Responsible Investment at the Ford Foundation. This event was made possible through the support of the Ford Foundation, the Sundra Foundation, The Annie E. Casey Foundation and Living Cities.

<http://hausercenter.org/iri/wp-content/uploads/2010/05/Fostering-Equitable-and-Sustainable-Development.pdf>

"In many western states, TIF is a very limited tool because property taxes are very low, meaning sales tax is the primary revenue generator, which requires significant commercial development to generate revenue – thereby making it an unfeasible tool for weak retail locations. For instance, in the strong property rights state of Arizona, TIF is illegal, preventing the city of Phoenix from using TIF to support their TOD efforts. Arizona also approved Proposition 207 in 2006 making the regulatory environment very difficult for sustainable TOD. If a city imposes or adopts a land use regulation that potentially diminishes the value of land then the property owner shall be compensated." (p.13)

"Finally, land speculation around station areas can artificially inflate the cost of land. Property owners often have high and unreasonable asking prices in anticipation of a transit station and TOD. While the current market forces present some obvious challenges with the lack of available capital it may also be an opportune time to buy as prices come down." (p.13)

## Civano, Arizona | Smart Communities Network

<http://www.smartcommunities.ncat.org/success/civano.shtml>

"Civano, Arizona is an 820-acre traditional neighborhood development designed to promote economic growth while maintaining important social values and ecological harmony. . . ."

"Civano is a joint venture of the Community of Civano LLC, Trust for Sustainable Development and Case Enterprises in partnership with the **City of Tucson**, the **State of Arizona**, the **Arizona Energy Office**, the **Metropolitan Energy Commission** and the **State Land Trust**." (Emphasis added)

## Environmentally Supportive School Facilities in Arizona: Current State Analysis and Future Guidelines

FINAL REPORT Fall, 2011 | Prepared for Arizona Association for Environmental Education

Mark W. Wood; Advisors: Susan Ledlow, Monica M. Elser and Lynette Pollari

Sustainability Science for Sustainable Schools (NSF-Funded GK-12 Project)

Global Institute of Sustainability • School of Sustainability | Arizona State University

<http://sustainableschools.asu.edu/docs/sustainableschools/AEE-ASU-Final-Report-Fall2011.pdf>

Excerpt from the Introduction: The United Nation's World Commission on Environment

and Development (WCED) report provided a widely known definition of sustainability when it pointed out humanity's desire to achieve "development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs" (WCED 1987, p.8). This definition, although not exempt from controversy (cf. Robinson, 2004), is a point of departure for reflecting about and establishing a position on human development and well-being in relation to natural resources and ecosystems.

In this context, education is perceived as a major force in the transition towards a more sustainable state of affairs (cf. Rowe, 2007; Sipos et al 2008; UNESCO, 1997). Indeed, the **preparation of students as future agents of social change** and environmental stewards is becoming a relevant element in curricular design and practice. As the places where students receive this preparation and spend a fair amount of their foundational years, **school facilities and grounds should be considered important contexts for any process that supports sustainability.**

This report documents a research project undertaken to provide a current state analysis and future guidelines for sustainable and environmentally supportive school facilities in the state of Arizona. The research process was designed under three major considerations: (a) a focus on school facilities and not on issues related to either a school's curriculum or its community (although both are discussed throughout); (b) a focus on Arizona public school districts and not on charter or private schools; and (c) a focus on four selected school facility "systems": energy, water, waste, and landscape and outdoors spaces. The results of this study are directed towards school and school district officials and administrators, the Arizona Association for Environmental Education and other promoters and supporters of sustainability in education, and the interested community in general.

The motivating research questions for the project reported here were twofold: what is the "current state" of sustainable projects and practices that are being implemented across public schools in Arizona, and what might be a set of practical guidelines to direct future action and help define desirable visions for sustainability in school facilities. . . . Throughout, the project was based on a **broad definition of sustainability**, centered on its **systemic nature** and the balance of social, environmental and economic concerns and opportunities.

## **Opposing U.N. Agenda 21 sustainable development (a.k.a. U.N. Rio Declaration) :**

### **SB 1403 — REFERENCE TITLE: United Nations Rio declaration; prohibition.**

AN ACT PROHIBITING THE STATE AND ITS POLITICAL SUBDIVISIONS FROM ADOPTING OR IMPLEMENTING THE UNITED NATIONS RIO DECLARATION ON ENVIRONMENT AND DEVELOPMENT. State of Arizona, Senate, Fifty-first Legislature, First Regular Session, **2013**

Introduced by Senators Burges: Crandell, Griffin, Melvin, Murphy, Shooter, Ward  
[http://www.azleg.gov/DocumentsForBill.asp?Bill\\_Number=SB1403&Session\\_Id=110](http://www.azleg.gov/DocumentsForBill.asp?Bill_Number=SB1403&Session_Id=110).

1 Be it enacted by the Legislature of the State of Arizona:  
2 Section 1. Rio declaration on environment and development;  
3 prohibition; definition  
4 A. Notwithstanding any other law, the state of Arizona and all  
5 political subdivisions of this state shall not adopt or implement the creed,  
6 doctrine, principles or any tenet of the United Nations Rio Declaration on  
7 Environment and Development and the Statement of Principles for Sustainable  
8 Development adopted at the United Nations Conference on Environment and  
9 Development held in Rio de Janeiro, Brazil in June, 1992 or any other  
10 international law that contravenes the United States Constitution or the  
11 Constitution of Arizona.  
12 B. Since the United Nations has enlisted the support of numerous  
13 independent, non-governmental organizations to implement this agenda around  
14 the world, the state of Arizona and all political subdivisions are prohibited  
15 from implementing programs of, expending any sum of money for, being a member  
16 of, receiving funding from, contracting services from, or giving financial or  
17 other forms of aid to the International Council for Local Environmental  
18 Initiatives or any of its related or affiliated organizations including  
19 Countdown 2010, Local Action for Biodiversity, European Centre for Nature  
20 Conservation, the International Union for Conservation of Nature, and the  
21 President's Council on Sustainable Development, enacted on June 29, 1993 by  
22 Executive Order 12852.  
23 C. For the purposes of this section, "political subdivision" includes  
24 this state, or a county, city or town in this state, or a public partnership  
25 or any other public entity in this state.



## SB 1403 — 2/18/13 AZ Senate Committee hearing video

— click on the link for SB 1403 (located in the far left column):

[http://azleg.granicus.com/MediaPlayer.php?view\\_id=13&clip\\_id=11795](http://azleg.granicus.com/MediaPlayer.php?view_id=13&clip_id=11795)

### [ALABAMA] Senate Bill (SB) 477 Signed into law by Gov. Robert Bentley

<http://www.openbama.org/bills/1059/SB477-int.pdf>

#### Page 0:

1 SB477  
2 140122-1  
3 By Senator Dial  
4 RFD: Governmental Affairs  
5 First Read: 05-APR-12

#### Page 1:

1 140122-1:n:04/04/2012:LLR/th LRS2012-2255  
[ . . . ]  
8 SYNOPSIS: Under existing law, the state, subject to  
9 certain federal laws or rules, has the right to  
10 develop its environmental and developmental  
11 policies.  
12 This bill would prohibit the State of  
13 Alabama and its political subdivisions from  
14 adopting and developing environmental and  
15 developmental policies that, without due process,  
16 would infringe or restrict the private property  
17 rights of the owner of the property.  
18  
19 A BILL  
20 TO BE ENTITLED  
21 AN ACT  
22  
23 Relating to due process; to prohibit the State of  
24 Alabama and its political subdivisions from adopting and  
25 developing environmental and developmental policies that,

#### Page 2:

1 without due process, would infringe or restrict the private  
2 property rights of the owner of the property.  
3 BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:  
4 Section 1. (a) As used in this section, "political  
5 subdivisions" means all state, county, incorporated city,  
6 unincorporated city, public local entity, public-private  
7 partnership, and any other public entity of the state, a  
8 county, or city.  
9 (b) The State of Alabama and all political  
10 subdivisions may not adopt or implement policy recommendations  
11 that deliberately or inadvertently infringe or restrict  
12 private property rights without due process, as may be  
13 required by policy recommendations originating in, or  
14 traceable to "Agenda 21," adopted by the United Nations in  
15 1992 at its Conference on Environment and Development or any  
16 other international law or ancillary plan of action that  
17 contravenes the Constitution of the United States or the  
18 Constitution of the State of Alabama.  
19 (c) Since the United Nations has accredited and  
20 enlisted numerous non-governmental and inter-governmental  
21 organizations to assist in the implementation of its policies  
22 relative to Agenda 21 around the world, the State of Alabama  
23 and all political subdivisions may not enter into any  
24 agreement, expend any sum of money, or receive funds  
25 contracting services, or giving financial aid to or from those

#### Page 3:

1 non-governmental and inter-governmental organizations as  
2 defined in Agenda 21.  
3 Section 2. This act shall become effective on the  
4 first day of the third month following its passage and  
5 approval by the Governor, or its otherwise becoming law.

## Alabama Adopts First Official State Ban on UN Agenda 21

Alex Newman | June 4, 2012

<http://www.thenewamerican.com/rio-20/item/11592-alabama-adopts-first-official-state-ban-on-un-agenda-21>

**Excerpt:** Alabama became the first state to adopt a tough law protecting private property and due process by prohibiting any government involvement with or participation in a controversial United Nations scheme known as Agenda 21. Activists from across the political spectrum celebrated the measure's approval as a significant victory against the UN "sustainability" plot, expressing hope that similar sovereignty-preserving measures would be adopted in other states as the nationwide battle heats up.

The Alabama Senate Bill (SB) 477 legislation, known unofficially among some supporters as the "Due Process for Property Rights" Act, was approved unanimously by both the state House and Senate. After hesitating for a few days, late last month Republican Governor Robert Bentley finally signed into law the wildly popular measure — but only after heavy pressure from activists forced his hand.

Virtually no mention of the law was made in the establishment press. But analysts said the measure was likely the strongest protection against the UN scheme passed anywhere in America so far. The law, aimed at protecting private property rights, specifically prevents all state agencies and local governments in Alabama from participating in the global scheme in any way.

# U.N. Agenda 21 *sustainable development* in Tucson and Pima County, Arizona

Research by Debra K. Niwa, 8/7/12. Updated 3/2/13.

The following pages are supplemental to the information presented on page 1-7 of this pdf.


## City of Tucson & UN Agenda 21 under the guise of "Livable Tucson"


### *The Livable Tucson Vision Program*

Date/time marked on pdf pages: 7/12/2000 9:03:10 AM <http://www.ci.tucson.az.us/livable.pdf>

Excerpt from pdf p.1:

## THE LIVABLE TUCSON VISION PROGRAM





[Introduction](#)

[Workforce Development](#)

[Community Goals](#)

[Table of Contents](#)

[To download these pages as an Adobe PDF file.](#)

The Livable Tucson Vision Program is a program to define community goals and track progress towards those goals.

The City of Tucson initiated the program and has incorporated it into the budget. The following pages are devoted to the Livable Tucson program and include:

- [Program Description](#) - includes background information and a description of the Livable Tucson Team
- [List of 17 Livable Tucson Goals](#) - includes a definition of each goal
- [Highlighted Projects](#) - highlights city projects for each of the 17 goals and lists other projects that further the goals.

Within each department's budget is a complete listing and description of the department/office projects that support the 17 Livable Tucson Goals.

Excerpts from pdf (Note: refer to p.17 of the pdf for more on the "Livability Agenda"):

#### LIVABLE TUCSON TIES TO NATIONAL INITIATIVE

The Livable Tucson Vision Program closely aligns our community with the federal Livability Agenda for the 21st Century. . . . (pdf p. 2)

#### LIVABLE TUCSON TEAM

To continue the progress already made with the Livable Tucson program, and to expand the program further throughout the city organization and in the community, an interdepartmental Livable Tucson Team was formed in the fall of 1999. These city staff members meet on a regular basis to determine the next steps that must be taken to further the Livable Tucson goals. During the coming year, the team has three priorities: 1) refine the indicators and determine how indicator data can be gathered on a regular basis, 2) review current City of Tucson projects with a goal of determining how these projects could benefit from additional collaborations with other city departments and offices, as well as organizations outside of city government, and 3) determine strategies for communicating progress on Livable Tucson to the community. (pdf p. 2)

UPDATE

***Livable Tucson “evolved into a city strategic plan” and the 17 key goals of the Livable Tucson program were incorporated into the city’s 2001 general plan update.”***

**“Case Study—Livable Tucson Vision Program”**

Project Learning Tree, Exploring Environmental Issues: Places We Live, American Forest Foundation, p.114  
[http://www.plt.org/stuff/contentmgr/files/1/f1e63ab150f34a365494a91fc32545ad/files/r62\\_activity\\_6\\_tuscon.pdf](http://www.plt.org/stuff/contentmgr/files/1/f1e63ab150f34a365494a91fc32545ad/files/r62_activity_6_tuscon.pdf)

**Excerpt:** Livable Tucson is no longer an active program in its original form. It has evolved into a **city strategic plan** that focuses more narrowly on six priorities: **transportation, growth, neighborhoods, good government, downtown, and economic development**. Thus, the plan is more specific than Livable Tucson in that it identifies projects and programs that the city is undertaking to accomplish those priorities. In this way, the plan is tied to the budget; it has specific dollars associated with it and, therefore, is more likely to produce results. The six areas also focus on what the city of Tucson is responsible for and can control.

The focus shifted because the original goals were too complex and broad. The goals were not tied to the city budget, meaning that public dollars were not directly aimed at trying to achieve the goals. Also, many goals were actually the responsibility of other jurisdictions such as school districts or the county. It was difficult for the city to influence the other jurisdictions. Furthermore, turnover among leadership proved to be another obstacle (there is now a new city council and city manager). The new leadership had different ideas about how they wanted to move forward. This change doesn’t mean the 17 key goals have been abandoned. Instead, the goals of the Livable Tucson program were incorporated into the city’s general plan in the 2001 update approved by voters.

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***“Plan Tucson is the City’s new General Plan now in preparation”  
“Once adopted by Mayor and Council and approved by the voters,  
Plan Tucson will replace the City’s 2001 General Plan.”***

**PLAN TUCSON – An Overview** <http://cms3.tucsonaz.gov/plantucson/faq>  
<http://cms3.tucsonaz.gov/sites/default/files/12minutes/Plan%20Tucson%20-%20Overview%204-11-11.pdf>

**Excerpt:** Plan Tucson will be taken to the voters on Nov. 5, 2013

**Excerpt:**

\* Plan Tucson is the City’s new General Plan now in preparation.

- Plan Tucson will provide public policy to guide decisions affecting key components that shape a City, such as housing, jobs, land use, transportation, water, and energy resources.
- Plan Tucson will reflect priorities determined through a public participation process that will consider competing needs and desires and how our public dollars should be spent.
- Once adopted by Mayor and Council and approved by the voters, Plan Tucson will replace the City’s 2001 General Plan.

**Excerpt:** A Core Team of planning staff from the City’s Housing & Community Development Department is putting Plan Tucson together. Throughout the process, the team will reach out to the general public, other City departments, governmental agencies, non-governmental organizations, business groups, and neighborhoods.

**CORE TEAM MEMBERS INCLUDE:**

Albert Elias, Director, Housing & Community Development Department, and City Planning Director  
Chris Kaselemis, Administrator, Planning & Community Development Division - home of the Core Team  
Maria Gayosso, Plan Tucson Project Manager, and overseeing Smart Growth components

Ann Vargas, overseeing Socioeconomic components  
Gina Chorover, overseeing Environmental components  
Leticia Bermudez, providing data, maps, and graphic materials  
Rebecca Ruopp, coordinating Public Participation Program  
Becky Flores, handling Public Participation arrangements

(Continued next page)

## Plan Tucson | Guiding Principles Meeting, June 10, 2011

City of Tucson, Housing and Community Development Department

[http://cms3.tucsonaz.gov/sites/default/files/12minutes/plan\\_tucson\\_guiding\\_principles\\_mtg\\_6-10-11.pdf](http://cms3.tucsonaz.gov/sites/default/files/12minutes/plan_tucson_guiding_principles_mtg_6-10-11.pdf)

**Excerpt: Sustainability** — Defined as policies and strategies that meet society's present needs without compromising the ability of future generations to meet their own needs.

## Plan Tucson | Environmental Integrity Focus Area, Energy & Climate Change Element | Working Document, August 15, 2011

[http://cms3.tucsonaz.gov/sites/default/files/12minutes/energy\\_working\\_document\\_-\\_plan\\_tucson\\_08-19-11.pdf](http://cms3.tucsonaz.gov/sites/default/files/12minutes/energy_working_document_-_plan_tucson_08-19-11.pdf)

**Excerpt p.1:** Prepared for the Environmental Integrity Working Group Meeting on August 19, 2011, by the Plan Tucson Team, Planning and Community Development Division, City of Tucson Housing and Community Development Department, Note: This is a working document that may be further refined as Plan Tucson proceeds and additional information and input is obtained.

### I. Introduction

This working document presents background information for the discussion of energy and climate change policy for Plan Tucson, the City of Tucson's General Plan now underway.

### Excerpt p.2: III. A Sustainable Future

The Pima Association of Governments (PAG) and Metropolitan Energy Commission (MEC) have developed a Strategic Energy Plan aimed at reducing overall energy demand and increasing the use of renewable sources of energy. The recommended options can move the region in the direction of a more sustainable energy future. The set of possible options recommended by the PAG/MEC working group fall into several main categories: Initiatives, Infrastructure, Conservation and Efficiency, Transportation, and Energy Generation. Initiatives represent actions that government can take to encourage or promote renewable energy and energy efficiency.

As a result of the Mayor and Council's adoption in 2008 of a *Framework for Advancing Sustainability*, a Climate Change Citizen's Advisory Committee was created to address the multiple dimensions of climate change in a strategic manner. The Committee is charged with the creation of a Climate Change Mitigation and Adaptation Plan (MAP), currently in progress, that will include recommendations and action steps to achieve the City's greenhouse gas emissions reduction commitments under the 2006 Mayors Climate Protection Agreement.

### Excerpt p.2-3: Recent City of Tucson Initiatives Related to Energy and Climate Change Document

Document	Year	Policies & Recommendations(web links)
Arizona Revised Statutes – Title 9 Cities and Towns – Section 9-499.14 Renewable energy incentive districts; Definition	2010	<a href="http://law.onecle.com/arizona/cities-and-towns/9-499.14.html">http://law.onecle.com/arizona/cities-and-towns/9-499.14.html</a>
Great Tucson Solar Development Plan	2009	<a href="http://www.pagnet.org/documents/solar/SolarDev_Plan2009-01.pdf">http://www.pagnet.org/documents/solar/SolarDev_Plan2009-01.pdf</a>
Tucson Solar Integration Plan	2009	<a href="http://cms3.tucsonaz.gov/files/energy/Solar%20Plan%20Final.pdf">http://cms3.tucsonaz.gov/files/energy/Solar%20Plan%20Final.pdf</a>
Framework for Advancing Sustainability	2008	<a href="http://www.tucsonaz.gov/ocsd/docs/CMS1032816.pdf">http://www.tucsonaz.gov/ocsd/docs/CMS1032816.pdf</a>
Solar Ready Ordinance	2008	Solar PV: <a href="http://cms3.tucsonaz.gov/files/dsd/PFPrep.pdf">http://cms3.tucsonaz.gov/files/dsd/PFPrep.pdf</a> Solar Hot Water: <a href="http://cms3.tucsonaz.gov/files/dsd/GET_READY_FOR_SOLAR.pdf">http://cms3.tucsonaz.gov/files/dsd/GET_READY_FOR_SOLAR.pdf</a>
Arizona Corporation Commission Energy Standards	2006	<a href="http://www.azcc.gov/divisions/utilities/electric/environmental.asp">http://www.azcc.gov/divisions/utilities/electric/environmental.asp</a>
U.S. Mayors Climate Protection Agreement, endorsed by Mayor and Council	2006	<a href="http://www.usmayors.org/climateprotection/documents/mcpAgreement.pdf">http://www.usmayors.org/climateprotection/documents/mcpAgreement.pdf</a>
Arizona Climate Change Action Plan	2006	<a href="http://www.azclimatechange.gov/download/O40F9347.pdf">http://www.azclimatechange.gov/download/O40F9347.pdf</a>
Greater Tucson Strategic Energy Plan	2005	<a href="http://www.pagnet.org/documents/GTSEP/AltEnergy-Options-accept-PAGRC-final.pdf">www.pagnet.org/documents/GTSEP/AltEnergy-Options-accept-PAGRC-final.pdf</a>
Sustainable Energy Standard Ordinance 101782005	2005	<a href="http://cms3.tucsonaz.gov/files/agdocs/20050706/july6-05-404a.pdf">http://cms3.tucsonaz.gov/files/agdocs/20050706/july6-05-404a.pdf</a>

## PLAN TUCSON - SMART GROWTH <http://cms3.tucsonaz.gov/plantucson/smartgrowth>

Presentation and results of Imagine Greater Tucson's potential scenarios interactive session, plus results of Plan Tucson questions [PDF]:

[http://cms3.tucsonaz.gov/sites/default/files/12minutes/powepoint\\_presentation\\_and\\_results\\_of\\_igt\\_and\\_plan\\_tucson\\_questions\\_12-9-11.pdf](http://cms3.tucsonaz.gov/sites/default/files/12minutes/powepoint_presentation_and_results_of_igt_and_plan_tucson_questions_12-9-11.pdf)

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**Remember: U.N. Agenda 21 plans are marketed under many labels, such as sustainable development, smart growth, livability, sustainability, quality of life, comprehensive regional planning, consolidated plan, master plan, climate change, *sustainable or green* "whatever" (fill in the blank) . . .**

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## City of Tucson & the U.S. Mayors Climate Protection Agreement\*

[\*similar to the U.N. Kyoto Treaty/Protocols that were *rejected* by the U.S. Congress]

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“. . . the mayors of Tucson, Ariz., and Portland, Maine, formally joined the U.S. Mayors Climate Protection Agreement. Their commitment means . . . Americans in 43 states and the District of Columbia have pledged to meet or beat the greenhouse gas reduction goals of the Kyoto accord.” . . . “Tucson Mayor Robert Walkup said he is pleased to join Nickels and his fellow mayors in taking the lead on this critical issue.”

-- Steve Nicholas, “Number of cities joining Mayor Nickels’ fight against global warming hits 250,” Seattle City Council News Release, 6/25/2006 11:00:00 AM <http://www.seattle.gov/council/newsdetail.asp?ID=6255&Dept=28>

“In June of 2006 Mayor Bob Walkup endorsed the U.S. Mayors Climate Protection Agreement (the first Mayor in Arizona to do so). The full Mayor and Council adopted the Agreement on September 6, 2006. By signing the Agreement, mayors nationwide support the goals of the [United Nations] Kyoto Treaty and pledge to work towards reducing greenhouse gas emissions in their cities and to meet or beat the Kyoto Protocol goal of bringing emissions of greenhouse gases . . . to 7 percent below 1990 levels by 2012. . . .”

-- *SustainLane 2007 Survey Response*, City of Tucson, p.9 (also see the 7/12/06 press release “Mayor Walkup Endorses Climate Protection Agreement”). [http://cms3.tucsonaz.gov/files/ocsd/CMS1\\_029837.pdf](http://cms3.tucsonaz.gov/files/ocsd/CMS1_029837.pdf)  
See Walkup’s name on the “List of Participating Mayors”: <http://www.usmayors.org/climateprotection/list.asp>

“The city of Tucson has endorsed the United Nations Urban Environmental Accords and the U.S. Mayors Climate Protection Agreement, [Leslie] Liberti said, and the growth of the Office of Conservation and Sustainable Development will allow officials to build the framework for working with the community on environmental matters.”

-- Saxon Burns, “Apocalypse Soon?,” *Tucson Weekly*, 3/22/07  
<http://www.tucsonweekly.com/tucson/apocalypse-soon/Content?oid=1087140>

**Climate Change Advisory Committee, City of Tucson, MEETING MINUTES,** April 30, 2009, 2:00 PM, Northwest Neighborhood Center, 2160 N. 6th Ave. Tucson, AZ. [Excerpt p. 2-3.](http://cms3.tucsonaz.gov/files/ocsd/CMS1_035209.pdf)  
[http://cms3.tucsonaz.gov/files/ocsd/CMS1\\_035209.pdf](http://cms3.tucsonaz.gov/files/ocsd/CMS1_035209.pdf)

### **3. Objectives of the Committee**

#### **a. Ordinance creating the CCC**

- The concept for the CCC was approved by Mayor and Council as outlined in the *Framework for Advancing Sustainability* in July 2008.
- Mayor and Council formally created the CCC in October 2008 and appointed the current members to the committee in February 2009 by a unanimous vote.
- Committee members are appointed for 2 year terms and can serve for up to 4 terms.
- Copies of the *Framework for Advancing Sustainability* and the *2008 Regional Greenhouse Gas Emissions Inventory* were distributed to the CCC. . . .

#### **b. General subject areas CCC will address**

- Page 22 (appendix A) of the Framework outlines the primary functions of the committee.
- Mayor and Council passed the **Mayors’ Climate Protection Agreement (MCPA)** in 2006.
- The goals of the MCPA are to **reduce greenhouse gas emissions generated city-wide to 7% below 1990 levels by 2012.**
- The Office of Conservation and Sustainable Development was created to facilitate the City’s fulfillment of the goals of the MCPA.
- The CCC was created to provide input on the City’s sustainability and climate change planning processes and to assist with the development of a Climate Change Mitigation and Adaptation Plan (Climate Change MAP) to achieve the greenhouse gas emissions reductions under the MCPA.
- Staff completed a Regional Greenhouse Gas Emissions Inventory with PAG [Pima Association of Governments] in 2008 that establishes baseline emissions data.

#### **c. Relationship to other committees**

- Strategies that the CCC is considering may be reviewed by other relevant advisory committees.

#### **d. Role of CCC subcommittees**

- The ordinance creating the CCC allows for the creation of subcommittees.
- Stakeholders or areas of technical expertise that are not on the committee can be added to subcommittees.
- At least one primary CCC member must sit on each subcommittee.

- Subcommittees can be comprised of 3-7 people each.
- No more than 3 subcommittees can exist at a time.
- It was suggested that Pima County, other jurisdictions and the utilities have a formal role on the CCC. Staff explained that Ex-officio members can be added to the CCC, but this would have to go to Mayor and Council for approval as an amendment to the ordinance that created the CCC.
- Staff reminded the CCC that jurisdictional and utility representatives can serve on subcommittees and the committee can request their participation in regular meetings as needed. Staff also clarified that the Climate Change MAP will focus on greenhouse gas reductions for the City of Tucson and will not be inclusive of other jurisdictions, though they are encouraged to collaborate and learn from this process for regional sustainability.
- It was pointed out that some operations are the responsibility of Pima County, such as public health, so the County should be included in the discussion about greenhouse gas emissions reduction strategies that affect how the public health agency operates.
- Staff clarified that the CCC can recommend mitigation strategies that involve other agencies, jurisdictions, etc. Adoption of these recommendations by Mayor and Council would task the City with working with the other entities to implement the strategies. However, care must be taken because the City does not have the authority to regulate other jurisdictions so the strategies need to be collaborative in nature.
- It was commented that a regional planning approach can still be incorporated as the committee moves forward in this process, especially with the inclusion of additional stakeholders in the subcommittees.
- It was suggested that staff invite other jurisdictions, utilities and stakeholders to attend CCC meetings.
- Staff commented that the goal is to deal with greenhouse gas emissions in Tucson first, but to stay apprised of the other regional planning efforts in the interim.
- The University of Arizona signed onto the University Presidents' Climate Commitment which they are aggressively trying to achieve. The UA's ultimate goal is to net zero carbon emissions.
- It was asked whether a conflict of interest exists if committee members have relationships with multiple organizations. Staff reported that is not a conflict of interest and as a stakeholders group it is assumed that committee members are affiliated with multiple community groups.
- It was suggested that a map of the various community organizations working on sustainability and climate change be prepared.

#### **e. Role of CCC alternates**

- The committee was created with 13 primary members and 13 alternates.
- If a primary member is absent from a committee meeting, their alternate can be counted toward the quorum.
- If a primary member is not present, then their alternate can vote in their place.
- Both primary and alternate members can equally contribute to committee discussion if both are present.

#### **4. Meeting Parameters**

- The CCC is subject to Arizona's Open Meeting Law
- Quorum is met with 7 primary members or a combination of 7 primary members and alternates. Alternates only count toward quorum if their primary member is absent.
- Committee members are prohibited from conducting CCC business outside of regularly scheduled and publicly announced meetings in accordance with the Open Meeting Law if a quorum of committee members is present.
- A quorum can be met through email so committee members are urged not to conduct CCC business via email. Avoid using "reply all" to emails that might inadvertently create a quorum.
- The committee can decide the frequency and duration of future meetings.
- Staff will take minutes during the meetings, which will be posted to Boards and Commissions website, CCC section, once they are approved by the committee.
- Committee members and staff can request future agenda items.
  - i. In an effort to limit the scope of agenda items to the goals of the CCC and to respect time constraints of committee members, it was suggested that the committee vote on potential future agenda items before they are scheduled.
  - ii. Staff indicated that the committee can determine what procedures it wants to follow for selecting future agenda items.
  - iii. The committee decided that during the Future Agenda Items agenda item, staff will review the list of suggested future agenda items for the committee to vote on.
- Staff explained the process for staff direction and submittal of a Legal Action Report, which gets posted on the Clerk's Boards and Commissions website. The committee agreed to follow the current process.
- Staff indicated that the committee can determine if voting occurs by consensus or by majority.
  - i. Comments were received that voting by majority is suitable, though the committee would like to try to strive for a consensus.

“In June 2006, the City made a commitment to ensure that sustainability remains a key focus in its programs and operations through the creation of the Office of Conservation and Sustainable Development (OCSD). The creation of OCSD made Tucson one of the first cities in the nation with a separate office dedicated to sustainability.”

--Office of Conservation and Sustainable Development <http://cms3.tucsonaz.gov/ocsd/sustainability/>

### **A VISION FOR SUSTAINABLE LIVING**

City of Tucson, Office of Conservation and Sustainable Development  
<http://cms3.tucsonaz.gov/ocsd/sustainability/> Accessed 7/18/12

**Excerpt:** Maintaining and enhancing community quality of life is an ongoing priority for the City. . . .

The City of Tucson is leading the community toward sustainability. There is a global movement toward “sustainable development” and Tucson has assumed a leadership role in promoting economically, environmentally, and socially sustainable urban living.

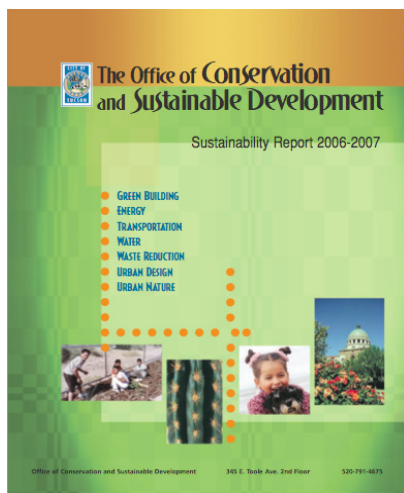
In June 2006, the City made a commitment to ensure that sustainability remains a key focus in its programs and operations through the creation of the Office of Conservation and Sustainable Development (OCSD). The creation of OCSD made Tucson one of the first cities in the nation with a separate office dedicated to sustainability.

On September 6, 2006, the Tucson Mayor and Council adopted the Mayor’s Climate Protection Agreement, becoming one of over 500 cities that have signed on to date. Only two other cities in Arizona have endorsed the agreement—Buckeye and Flagstaff. The signatory cities agree to take action in their own operations and communities toward meeting or exceeding Kyoto Protocol targets for reducing global warming pollution.

**Excerpt:** Through the Livable Tucson Vision Program, community members established 17 indicators for a livable community. The City’s General Plan is infused with principles of smart growth and sustainability to further these goals and provides a framework for promoting more livable and sustainable development.

Explore the subcategories on the left to learn more about what the City of Tucson is doing to reduce resource consumption and how government is working with the community to make Tucson more sustainable.

### **Sustainability Reports**



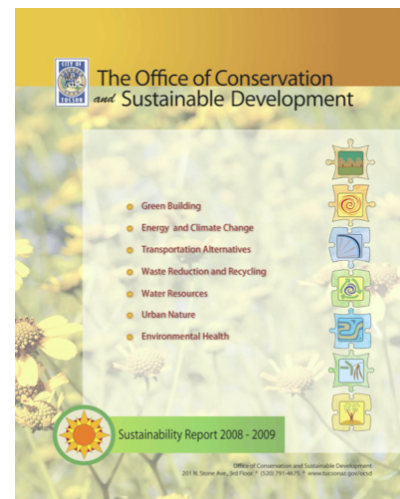
*Sustainability Report 2006-2007*  
<http://cms3.tucsonaz.gov/files/tcc/Sustainability.pdf>

“On September 6, 2006 the Tucson Mayor and Council adopted the Mayors’ Climate protection Agreement, becoming one of more than **400 cities** that have signed on to date. Besides Tucson, only two other cities in Arizona have endorsed the agreement – Buckeye and Flagstaff.” (p.3)



*Sustainability Report 2007-2008*  
<http://cms3.tucsonaz.gov/files/ocsd/07SUSREPORT.pdf>

“On September 6, 2006 the Tucson Mayor and Council adopted the Mayors’ Climate Protection Agreement, becoming one of **825 cities** that have signed on as of April 2008. By the end of 2007 nine other Arizona cities had joined Tucson in signing the Mayors’ Climate Protection Agreement.” (p. 3)



*Sustainability Report 2008-2009*  
[http://cms3.tucsonaz.gov/files/ocsd/CMS1\\_035184.pdf](http://cms3.tucsonaz.gov/files/ocsd/CMS1_035184.pdf)

“On September 6, 2006 the Tucson Mayor and Council adopted the Mayors’ Climate Protection Agreement, becoming one of more than **900 cities** that have signed on to date. To date, nine other Arizona cities have joined Tucson in signing the Mayors’ Climate Protection Agreement.” (p. 3)

## Preparing for Climate Change in Tucson [Presentation, 2009]

David Schaller, Administrator, Office of Conservation and Sustainable Development, City of Tucson

### Climate Change Advisory Committee

- Climate Change
- Sustainable Land Use and Transportation
- Architecture and Sustainable Design
- Community, Grassroots Climate Change Efforts
- Urban Green Space/Urban Heat Island
- Low-income Representation
- Local Economy
- Small Business
- Workforce Advocacy/Training
- Neighborhood Advocacy
- Social Services
- Human Health
- Food Security



Adaptation: the ability of society to accommodate changes in climate with minimal potential social damage or economic cost

Behavioral changes

Technological solutions

Institutional adjustments

[Notice that "Climate Change" encompasses more than just the weather.]

[See below document for the various sustainable development projects supported by the OCSD]

### City of Tucson Strategic Work Plan FY 2012/ FY 2013

<http://cms3.tucsonaz.gov/sites/default/files/citymgr/Proposed%20Strategic%20Work%20Plan%20projects%202012-2013.pdf>

### Framework for Advancing Sustainability (2008)

City of Tucson, Office of Conservation and Sustainable Development

[http://cms3.tucsonaz.gov/files/ocsd/CMS1\\_032816.pdf](http://cms3.tucsonaz.gov/files/ocsd/CMS1_032816.pdf)

**Excerpts:** "The purpose of this Framework is to provide a structure to how City departments will identify priorities and key actions to take over the next few years to integrate sustainability into the City's operations and administrative culture. The intent is to also create a decision-making framework that explicitly considers sustainability and facilitates sustainable development within the community. Further, this Framework promotes a collaborative effort between the City and other entities to address regional issues related to sustainability and, more specifically, climate change. . . ." (from Introduction)

"The creation of the Office of Conservation and Sustainable Development (OCSD) in June 2006 was a strong statement of the City's commitment to pursuing sustainability. OCSD was only the fifth dedicated sustainability office in the United States. The office provides a valuable mechanism for coordinating the efforts of City Departments and for organizing communications between the City and the community regarding sustainability." (from the Introduction)

"The overall target for the MCPA [Mayors' Climate Protection Agreement] is to reduce greenhouse gas emissions from City operations, and within the broader community, to 7 percent below 1990 levels by 2012." (p.5)



### 5th/6th Street Livability & Circulation Study

City of Tucson, Department of Transportation • Jim Glock, P.E., Director.

See Appendix A.



**Excerpt – Contents:**

<b>1. Water Supply and Use</b>	<b>2</b>
A. Distance in miles to primary source of untreated water	2
B. Annual per-capita water usage	2
C. Water conservation programs?	2
<b>2. Solid Waste Diversion</b>	<b>6</b>
A. Total solid waste produced in most recent year	6
B. Most recent measure of percent solid waste diverted	6
C. Waste diversion or zero waste goals	7
<b>3. Food and Agriculture</b>	<b>8</b>
A. Number of official farmers’ market locations in the city	8
B. Number of farmers’ markets that accept food stamps	8
C. Number of community gardens used primarily to grow food?	8
<b>4. Climate Change Policy</b>	<b>9</b>
A. Greenhouse gas reduction goals	9
B. Greenhouse gas inventory	10
<b>5. Renewable Energy on a city-wide basis</b> (not just city-owned buildings)	<b>10</b>
A. City mix of electricity use for each type by source of generation	10
B. Target percentage of renewables in its energy mix	11
C. Current level of renewables in energy mix	13
<b>6. City Innovation</b>	<b>14</b>
A. Green Fleet survey questions: Total number of city-managed fleet vehicles	14
B. Number of alternative fueled vehicles and fuels used by these vehicles	14
C. Environmentally Preferable Purchasing program	15
D. Commercial green building incentives	15
E. Residential green building incentives	16
F. Carpooling coordination	16
G. Car--sharing program	16
H. Clean tech incubator or consortiums	17
I. Other significant city innovation in programs, projects	18
<b>7. Knowledge Base/ Communications</b>	<b>34</b>
A. City plan for sustainability	34
B. Office or Conservation and Sustainable Development	39
C. Collaboration with universities or Federal research laboratories	40
D. Collaboration with NGOs on citywide sustainability measures	41
E. Member of, or will it take part in, the Chicago Climate Exchange (CCX)	45
F. City work with environmental/sustainability consultants	45
<b>8. Social Indicators</b>	<b>47</b>
A. Living Wage Ordinance	47
<b>9. Economy: Green Businesses</b>	<b>48</b>
A. Regional green businesses	48
<b>Summary of Attachments</b>	<b>50</b>
<small>[Listed on page 50:]</small>	
Attachment "A"	Outcome of Water Conservation Programs and Enforcement
Attachment "B"	PAG Resolution concerning PET Bottles on Greater Tucson Regional Community
Attachment "C"	Farmers’ Markets and Community Gardens
Attachment "D"	City of Tucson Adoption of Urban Environmental Accords
Attachment "E"	U.S. Mayors Climate Protection Agreement
Attachment "F"	City of Tucson Creation of the Urban Sustainability Advisory Committee
Attachment "G"	PAG Resolution to Support the Development of a Greenhouse Gas Emissions Inventory for the Tucson Region
Attachment "H"	PAG’s Greater Tucson Strategic Energy Plan Working Group Options to Achieve a New Energy Future
Attachment "I"	City of Tucson Alternative Fuels Update
Attachment "J"	Resource Efficient Procurement and Utilization
Attachment "K"	Solar Fee Credit Incentive
Attachment "L"	Sustainable Energy Standard - Adopting an Updated Green Building Policy for City Building Construction Projects
Attachment "M"	Atturbury Wash Protection Grant
Attachment "N"	Interim Watercourse Preservation Policy
Attachment "O"	ER Link
Attachment "P"	Community Sustainability Forum Letter of Support and Press Release

## ***Sustainable Land Use Code Integration Project***

PHASE 1: Diagnostic Report, Staff Draft: 11.12.10 | City of Tucson

<http://cms3.tucsonaz.gov/files/planning/Sustainable%20LUC%20Integration%20Project.pdf>

### **Excerpt p.1: PROJECT OVERVIEW**

The Sustainable Land Use Code Integration Project is one of a series of projects commissioned by the city's Office of Conservation and Sustainable Development (OCSD) and financed by a Department of Energy (DOE) Energy Efficiency Conservation Block Grant (EECBG). The purpose of this project, which is being undertaken in collaboration with the city's Planning and Development Services Department (PDS), is to prepare a sustainability analysis of the Land Use Code (LUC), identify a series of recommended amendments to the LUC, and ultimately to draft amendments that implement the City of Tucson's sustainable goals and policies. The project includes two phases: 1) preparation of a diagnostic report on the status of the current LUC and recommended revisions to better meet the city's sustainability goals; and 2) preparation of text amendments to the city's LUC and other development regulations to better reflect the city's sustainability goals.

This Diagnosis constitutes the third of three milestones established for the first phase of the Sustainable Land Use Code Integration Project. The city is currently in the planning stages for work on Phase II of the Sustainable Land Use Code Integration Project (preparation of sustainable code amendments) which is anticipated to begin in 2011.

### **Excerpt p.1-2:**

#### **Citywide Sustainability Initiatives**

In addition to this Sustainable Land Use Code Integration Project, the city has many other current sustainable policies and programs in place or underway and has supported sustainable initiatives for years. The following is a list of some of the more notable non-LUC, sustainable programs the city has initiated or joined in:

- Solar Integration Plan (2009) and Greater Tucson Solar Development Plan (2009)
- Framework for Advancing Sustainability (2008)
- Urban Landscape Framework (2008)
- Mayors' Climate Protection Agreement (MPCA) (2006)
- Creation of the Office of Conservation and Sustainable Development (OCSD) (2006)
- Leadership in Energy and Environmental Design (LEED) (2006)
- Beat the Peak (1976)

#### **Land Use Code Reorganization Project**

Concurrent with the Sustainable Land Use Code Integration Project, the city also has underway the broader Land Use Code (LUC) Reorganization Project. The general purpose of the LUC Reorganization Project is to consolidate the requirements of the LUC, Chapter 23A Development Compliance Code, and the Development Standards into one new Unified Development Code (UDC) that minimizes redundancy and organizes the code into a more logical, simple, and user-friendly format.

A final draft of the reorganized UDC is scheduled to be completed by June 2011, after which the City Council will review and consider adoption. The city's intent is to use the adoption of the reorganized UDC as a springboard to consider broader substantive changes to the code. These subsequent substantive changes would be adopted independent from but coordinated with any substantive code changes resulting from the Sustainable Land Use Code Integration Project.

This Diagnosis distinguishes between comments that pertain to the current LUC or to the proposed changes to the DDS or some other major pending code amendment (e.g., parking standards).

## ***Transit-Oriented Development Handbook*** | Final Draft | 2007

Prepared by HDR | SR Beard & Associates | City of Tucson, Dept. of Transportation Planning Div.

[http://cms3.tucsonaz.gov/sites/default/files/planning/transit\\_oriented\\_development\\_handbook.pdf](http://cms3.tucsonaz.gov/sites/default/files/planning/transit_oriented_development_handbook.pdf)

**Excerpt:** This document is a policy document intended for review and approval by

the City of Tucson Mayor and Council. Portions of the document will be implemented through zoning associated with the Downtown Links project, which has a coterminous area. For areas in which Transit-Oriented Development zoning has not been implemented, this document should be used by project proponents seeking plan amendments through the Planning Commission or rezonings through the Zoning Examiner.

## **Transportation Planning Committee (TPC) Meeting**

At or after 9:15 a.m., Wednesday, Oct. 26, 2011

<http://www.pagnet.org/documents/committees/TPC/2011/PAGTPC-2011-10-26-Packet.pdf>

### **Excerpt from Appendix A:**

A number of planning studies have taken place along the study area including:

- City of Tucson Community Challenge Planning Grant Application – 2010
- Downtown Links Land Use and Urban Design Plan – 2010
- Congress Street Concept Design – 2009
- Downtown Urban Design Reference Manual – 2008
- Downtown Infrastructure Study – 2007
- Transit-Oriented Development Handbook – final draft – 2007
- Tucson Modern Streetcar Station Area Market Analysis – 2007
- Tucson Historic Warehouse Arts District Master Plan – 2004
- Downtown Infill Incentive District Plan – Resolution 20487 – 2006
- West University Neighborhood Plan – 1988
- University Area Plan – 1989

For development of the Plan, the CONSULTANT will build upon the work already done in these design and planning studies.

### **Plan Goals**

The main goals of the Plan are as follows:

- Ensure land uses in the vicinity of the modern streetcar line are ready to proceed through the City's development review process as is practical. This project will involve preparing recommended policies, standards and documents for the required legislative process.
- Review input from stakeholders on their concerns, issues and priorities for planning along the streetcar line. Incorporate their suggestions as is practical into final recommendations.
- Build on the multiple infill and transit studies that have occurred within the planning area in the recent past. All of them have useful recommendations that should be revisited and used as the foundation for any resulting products.
- Prepare planning area supplemental strategies and recommendations on streetscape, parking and affordable housing.
- Issue specific recommendations at the end of each specified task.

In accordance with the plan goals, the CONSULTANT will prepare recommendations that lead to the legislative planning and zoning processes, such as land use plan amendments, rezonings to an urban overlay district, or an amendment to the City's Downtown Area Infill Incentive District. The CONSULTANT will develop an administrative process to be used at the development review level for proposed projects that support the best practices of transit-oriented development.

### **Planning Approach**

The Plan may entail data collection, scoping of issues, evaluation of existing land use plans' policies and land use designations, current zoning and its opportunities and barriers on the project's planning area, development of urban design, historic preservation design standards, refining of Land Use Code language affecting the existing Downtown Area Infill Incentive District, preparation of supplemental assessments and strategies affecting infrastructure, marketing of property, economic development and affordable housing.

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## City of Tucson & Pima County

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### City of Tucson and Pima County 5-Year HUD Consolidated Plan

July 1, 2010 – June 30, 2014 | Submitted to HUD May 17, 2010

<http://cms3.tucsonaz.gov/files/hcd/Tucson%20Pima%20County%202010-2014%20Consolidated%20Plan.pdf>

**Excerpt: Prepared by the City of Tucson and Pima County Consortium**

#### **Pima County Board of Supervisors**

Ramón Valadez, Chairman, District 2

Ann Day, District 1

Sharon Bronson, District 3

Ray Carroll, District 4

Richard Elias, District 5

C H Huckelberry, County Administrator

Hank Atha, Deputy County Administrator,  
Community and Economic Development

#### **Pima County**

Community Development and  
Neighborhood Conservation Department

Margaret Kish, Director

2797 E Ajo Way Tucson, AZ 85713

520-243-6777

Martina Kuehl Kuehl Enterprises, LLC PO Box 642 Humboldt, AZ 86329

#### **Tucson City Council**

Bob Walkup, Mayor

Regina Romero, Ward 1

Rodney Glassman, Vice-Mayor, Ward 2

Karin Uhlich, Ward 3

Shirley Scott, Ward 4

Richard Fimbres, Ward 5

Steve Kozachik, Ward 6

Mike Letcher, City Manager

Richard Miranda, Deputy City Manager

#### **City of Tucson**

Department of Housing  
and Community Development

Albert Elias, Director

310 N. Commerce Park Loop

Tucson, AZ 85745 520-791-4171

**Excerpt – from the Introduction:**

### **THE CONSOLIDATED PLAN - A FRAMEWORK FOR IMPLEMENTATION**

The Five-Year Consolidated Plan provides the framework for implementation of both City and County missions and is designed to guide HUD-funded housing, homeless and community development policies and programs over the five-year period beginning July 1, 2010 and ending June 30, 2014. The plan provides a comprehensive overview of federal, state and local programs in those program areas. It describes needs, resources, goals, strategies and objectives.

The Annual Action Plans describe City and County allocations for the CDBG, HOME, ESG, and HOPWA programs during the coming year. These allocations fund activities to address goals for each of the primary Consolidated Plan areas: Affordable Housing, Homelessness, Community Development, Special Needs and Citizen Participation. The City of Tucson and Pima County have formed a Consortium to plan for these activities. The lead agency is the City of Tucson.

#### **Vision, Goals and Resources**

The vision of the City of Tucson – Pima County Consortium is Sustainable Communities.

It is readily recognized that all communities have unique human and built environment needs. In addition to sustainability, healthy communities are outcome-oriented and individuals, private and nonprofit businesses and government work together from common values towards a common vision.

With this vision in mind, the goals of this Consolidated Plan are to:

1. Invest in geographic areas with the greatest need while promoting greater housing choice and economic and social integration.
2. Be the model of cooperative and coordinated planning and implementation, encouraging community support and engagement.
3. Develop innovative funding sources.
4. Invest in human dignity and sustainable communities by supporting intervention, prevention, improvement and enrichment activities.

[Main page for the **WISP (Water, Wastewater, Infrastructure, Supply & Planning Study)**

**2011-2015 Action Plan for Water Sustainability** <http://tucsonpimawaterstudy.com/AP/AP.html> ]

## **2011 – 2015 Action Plan for Water Sustainability • 2011 Year-End Report**

A City of Tucson and Pima County Cooperative Project [http://tucsonpimawaterstudy.com/AP/2012/WISP\\_2011.pdf](http://tucsonpimawaterstudy.com/AP/2012/WISP_2011.pdf)

### **Excerpt p.1-2: COMPREHENSIVE INTEGRATED PLANNING**

#### **PROGRAM 1: GENERAL AND COMPREHENSIVE PLAN UPDATES**

CIP #1, #2 and #3: General and Comprehensive Plan Updates – Continuing

1. Analyze Infrastructure and Public Facilities Needs in Preparation for Updates to the Plans
2. Update the Urban Form Elements of the Plans to Encourage Smart Growth and Sustainable Urban Form
3. Review and Update Water Elements in Plans to Ensure Consistency with City/County Water

Study Recommendations and State Requirements

The City of Tucson has been working for the past ten months on its update of the General Plan (called Plan Tucson) with the goal of taking the Plan to voters in November 2013. The update is being conducted by a team of City planners and is organized around three focus areas (Environmental Integrity, Socioeconomic Prosperity and Smart Growth) and seventeen elements.

The initial steps involved reviewing plans and policies developed since the adoption of the existing General Plan in 2001 (including the WISP study), preparing the Plan Tucson Public Participation Program and holding a series of introductory meetings for the general public.

The next steps have included intensive outreach, with a particular focus on agencies and organizations involved with creating and implementing policy, culminating in a series of Policy Working Groups.

A minimum of two Policy Working Groups are now being held for each of the seventeen elements where stakeholders share and discuss goal and policy ideas. Over twenty Policy Working Groups have been held to date. Simultaneously, the team has been making presentations and holding discussions upon request with interested stakeholder organizations.

Building on the policy ideas collected, the Plan Tucson Team, in conjunction with Policy Working Groups' participants and other stakeholders will draft new or refined policies keeping in mind existing policies adopted by Mayor and Council.

The County is moving forward with the Integrated Infrastructure Planning project in preparation for an update to the Comprehensive Plan and future bond election. The County's Comprehensive Plan Update start date has been pushed back to December 2012.

County staff inventoried infrastructure and services for twelve areas. The water resources component of the inventory will include a comprehensive assessment of water supplies, water service providers and service areas, and potable, reclaimed, and stormwater infrastructure. A draft report on Subarea 7 (southeast Tucson) has been completed and work is nearing completion on the draft for Subarea 5 (Sahuarita/Green Valley). Work has also begun on Subarea 8 (Central Tucson).

Background:

**State law requires an update to the City's General Plan that is approved by the voters by November 2015. The City's General Plan and the County's Comprehensive Plan provide overall policy direction for land, water and wastewater uses and many other governmental services and infrastructure.**

Lead Jurisdiction:

BOTH

City of Tucson Lead Department: Housing and Community Development Department

Pima County Lead Department: Development Services Department

[Refer to the document for information about the other sections that cover:](#)

#### **PROGRAM 2: SMART GROWTH TOOLS AND INCENTIVES**

CIP #10 and #16: Promote Mixed Use Development and Address Barriers to Infill – Continuing

CIP #14: Land Use Code Sustainability Audit – Continuing

#### **PROGRAM 3: LINKING WATER AND LAND USE PLANNING**

CIP #19: Wheeling Agreements – Completed/Continuing

CIP #20: Safe Yield Task Force – Completed/Continuing

CIP #13 and #21: Water Service Area Policy – Completed/Continuing

CIP #22: Develop/Update Consistent Water Efficiency Standards – Continuing

### **RESPECT FOR ENVIRONMENT**

#### **PROGRAM 1: COLLABORATION FOR ENVIRONMENTAL RESTORATION**

RFE #1: Conservation Effluent Pool – Completed

RFE #2 and #7: Conserve to Enhance (C2E) – Completed/Continuing

RFE #4: Tucson Audubon Stewardship Program – On Hold

RFE #5: Joint 404 Mitigation Plan – On Hold

## **PROGRAM 2: PRESERVATION AND PROTECTION OF RIPARIAN AREAS**

- RFE #8: Lee Moore Wash Study – Completed
- RFE #9: Riparian Habitat Mitigation Guidelines – Completed
- RFE #12: Coordinate Final Multi Species Conservation Plan and Environmental Impact Statement – Continuing
- RFE #13: Southlands Habitat Conservation Plan – Continuing
- RFE #15: Public Lands Field Assessments and Remediation – Continuing
- RFE #16: Rosemont Environmental Monitoring – Continuing

## **PROGRAM 3: INCORPORATION OF MULTIPLE BENEFIT FEATURES INTO CAPITAL IMPROVEMENT PROJECTS**

- RFE #19: Standards Development: Detention Basin Retrofits – Continuing
- RFE #20: Retrofit Kolb Road Detention Basin Project – Completed

## **PROGRAM 4: REFINEMENT OF LOWER SANTA CRUZ RIVER MANAGEMENT PLAN**

- RFE #23 - #26: Corazon Planning Phase – Continuing

## **WATER SUPPLY**

### **PROGRAM 1: WATER SUPPLY AND WATER QUALITY**

- WS #1: Project ADD Water – Continuing
- WS #2 and #28: Tucson Water 2050 Long Range Plan Update – Continuing
- WS #3: Water Quality Updates – Completed/Continuing
- WS #4: CAP Order – Completed

### **PROGRAM 2: EFFLUENT MANAGEMENT**

- WS #6, #8, #11, #13 and #15 – #17, #19 and #21: Recycled Water Master Plan – Continuing
- WS #7: SE Houghton Area Recharge Project (SHARP) – Completed/Continuing
- WS #9: Cooperate with the Bureau of Reclamation to Develop Demonstration Recharge Projects I the Santa Cruz River – Completed/Continuing
- WS #10: ROMP – Completed/Continuing
- WS #14 and #18: Extend Reclaimed Infrastructure to County Parks and Pursue Bond Funding – Continuing
- WS #20: Pima County Effluent Management Plan – Continuing

### **PROGRAM 3: REGULATORY/POLICY ADVOCACY FOR EFFLUENT/RECLAIMED WATER, STORMWATER AND GRAYWATER**

- WS #22 - #27: State's Blue Ribbon Panel on Water Sustainability – Completed/Continuing

### **PROGRAM 4: DROUGHT PREPAREDNESS**

- WS #29: Integrated Drought/Climate Change Preparedness Program – Completed

## **DEMAND MANAGEMENT**

### **PROGRAM 1: PLANNING AND EVALUATION**

- DM #1: Evaluation of Post 2000 Residential Housing Water Use – Continuing

### **PROGRAM 2: CONSISTENT STANDARDS AND GUIDELINES**

- DM #5: Net-Zero Energy Building Code – Continuing
- DM #6: Graywater Education – Completed/Continuing
- DM #7: Develop Design Guidelines for Neighborhood Stormwater Harvesting to Encourage the Creation of Habitat and Water Efficient Landscapes – Continuing

## **Renewable Energy Incentive District (REID)**

Thursday 11:30AM to 1 PM, April 26, 2012 • American Planning Association • Arizona Chapter • Tucson, AZ  
<http://www.planning.org/cm/search/event.htm?EventID=20365&print=true>

**Excerpt:** Recent state enabling legislation (Arizona Revised Statutes (A.R.S 11-254.07 and 9-499.14, respectively) have provided both counties and cities/towns the ability to create Renewable Energy Incentive Districts (REIDs) in Arizona. Pima County, with direct collaboration and grant support from the City of Tucson, has been the first jurisdiction in Arizona to tackle the monumental task of actually establish such districts. In addition to meeting and establishing location criteria -- . . . -- a subsequent renewable energy incentive plan and associated public process was also created and implemented to effectively provide:

1. Expedited zoning or rezoning procedures.
2. Expedited processing of plans, proposals and permits.
3. Waivers or abatement of county zoning fees, processing fees, and county improvement district fees and assessments for development activities.
4. Waiver or abatement of development standards and procedural requirements.

## Water & Wastewater Infrastructure, Supply and Planning Study

A City of Tucson and Pima County Cooperative Project  
<http://tucsonpimawaterstudy.com/index.html>

### 2011-2015 Action Plan for Water Sustainability

City / County Water & Wastewater Infrastructure, Supply and Planning Study  
[http://tucsonpimawaterstudy.com/AP/ActionPlan\\_web.pdf](http://tucsonpimawaterstudy.com/AP/ActionPlan_web.pdf)

**Excerpt from Introduction:** In April 2008 the City of Tucson and Pima County initiated a joint effort for sustainable water resource planning known as the "City/County Water and Wastewater Infrastructure, Supply and Planning Study" (Water Study). The City/County Water Study is a multi-year effort to identify ways the City and County, which respectively own and operate the region's primary water and wastewater utilities, can work together to advance more cooperative and sustainable water planning.

After two years of intensive study under the guidance of a joint City/County Citizens Advisory Committee, City and County staff prepared the Phase 2 Water Study Report. The Phase 2 Report built upon the Phase 1 Report that preceded it and establishes a framework for sustainable water resources planning including 19 goals and 56 recommendations within four interconnected elements: Water Supply, Demand Management, Comprehensive Integrated Planning and Respect for Environment.

The City of Tucson Mayor and Council and the Pima County Board of Supervisors adopted the Phase 2 Report through City and County resolutions (No. 21478 and 2010-16 respectively), and directed staff to work together to create an Action Plan for implementing the Phase 2 goals and recommendations.

The following Action Plan represents a dramatic shift in business as usual for the City and County. It advances a set of 87 specific actions grouped within 14 City/County programs to implement the Phase 2 goals and recommendations and to achieve the following outcomes within the five-year planning horizon:

- Water, wastewater and stormwater resources are planned in an integrated fashion.
- More renewable water resources including effluent, reclaimed, stormwater and rainwater and greywater are put to use in an efficient manner.
- Water resource policies help further economic goals.
- Collaborative efforts are undertaken to acquire new water, to achieve greater flexibility in use of existing supplies, and to align and enhance standards for water use efficiency.
- Improved water quality resulting from regional wastewater treatment facility upgrades (i.e. the Regional Optimization Master Plan or ROMP) is matched to needs for recharge, environmental restoration and public amenities such as parks, golf courses and ball fields.
- Land use, infrastructure and water resources planning are linked and foster optimum use of renewable water resources in future growth areas and increased water and energy efficiency outcomes in new development.
- Water is dedicated and allocated to environmental needs, sensitive riparian ecosystems are preserved and maintained, and cost-effective and collaborative environmental restoration projects are advanced.
- Public values are considered in water resources planning and public awareness of the human, environmental and economic benefits of improving water use efficiency is increased.

**WISP** Water & Wastewater Infrastructure, Supply & Planning Study

*Features*

- About the WISP
- Action Plan
- Phases 1 & 2
- Resources
- Archives
- Contact
- Links

**New!**

- 2011 Year-End Report
- Public Participation Report
- Water Use by Single-Family Residences in the Tucson Water Service Area in 2009 & 2010

**Welcome**

The City/County Water and Wastewater Study and Action Plan was named the winner for the Arizona Chapter of the American Planning Association annual award in the Open Category. The criteria for the award was any project, plan, or study that demonstrates a significant and relevant planning related change in a community or the planning profession in general.

The City of Tucson Mayor and Council and the Pima County Board of Supervisors initiated a multi-year study of water and wastewater infrastructure, supply and planning issues (WISP). The ultimate goal of this effort is to assure a sustainable community water source given continuing pressure on water supplies caused by population growth and the environment.

A joint City/County Oversight Committee completed Phases 1 & 2 of the process and produced the 2011 - 2015 Action Plan for Water Sustainability. Future goals will seek to engage the greater metropolitan area in identifying shared values, objectives and preferred options for a sustainable water future.

The Regional Water Assessment Task Force was convened by Pima Association of Governments (PAG) in 2010 to help the region shape its efforts to achieve a sustainable water future.

A City of Tucson and Pima County Cooperative Project

"City of Tucson, USA" is listed under "ICLEI Members"

- *ICLEI Biennial Report: March 1991 - April 1993*. Local Environmental Initiatives (Toronto), 1993, p.9.  
<http://www.iclei.org/documents/Global/Biennial91-93.pdf>

"1990: ICLEI founded and given official status to represent local governments at UN meetings."

- *U.S. Cities for Climate Protection Progress Report*, ICLEI, 2006.  
[http://www.ccag.ca.gov/pdf/USTF/docs/ICLEI-CCP\\_US\\_Report-2006.pdf](http://www.ccag.ca.gov/pdf/USTF/docs/ICLEI-CCP_US_Report-2006.pdf)

"The International Council for Local Environmental Initiatives (ICLEI) is the international environmental agency for local governments. It was established in 1990 at the World Congress of Local Governments for a Sustainable Future."

- Judy Walker, "Implementing Agenda 21", ICLEI Acts in Responce to UNCED, United Nations website. Accessed 7/16/12 <http://www.un-ngls.org/orf/documents/publications.en/agenda21/04.htm>

"In 2003, ICLEI's Members voted to revise the organization's mission, charter and name to better reflect the current challenges local governments are facing. The International Council for Local Environmental Initiatives became ICLEI—Local Governments for Sustainability with a broader mandate to address sustainability issues."

- The ICLEI Story, ICLEI website. Accessed 7/16/12 <http://www.iclei.org/index.php?id=748>

"14 November 2008: ICLEI is an international association of local governments and national and regional local government organisations that have made a commitment to sustainable development. Some 1000 cities, towns, counties, and their associations comprise ICLEI's growing international membership."

- ICLEI Local Governments for Sustainability, City Mayors Organisations. Accessed 7/16/12  
<http://www.citymayors.com/orgs/iclei.html>

### ***A Comparative Analysis of Sustainable Community Frameworks***

Prepared for ICLEI, September 14, 2008

<http://www.icleiusa.org/action-center/affecting-policy/Sustainability%20Framework%20Analysis.pdf>

"Interestingly, while the recognition of the need for community and stakeholder involvement was apparent to most [sustainable development-ED] programs/frameworks, the level and type of involvement varied significantly. A national framework could aid in normalizing this process as well, and increasing the likelihood that it is truly inclusive. Survey results show the range of inclusion possible under the current scenario of one-off programs. As one end, the City of Tucson's process was essentially internal: their process consisted of 'One-on-one discussions with all elected officials; community support was already apparent so emphasis was on electeds.' " (p. 14)

**"Local implementation of Agenda 21 in the USA"** by Robert W. Lake, *Consuming Cities: The Urban Environment in the Global Economy After the Rio*, Edited by Nicholas Low, Brendan Gleeson, Ingemar Elander, Rolf Lidskog, First published 2000 by Routledge, London. Simultaneously published in the USA and Canada by Routledge. <http://books.google.com/books?id=SuA3lFUIkmIC&pg=PA86&lpg=PA86&dq=Tucson+1997+ICLEI&source=bl&ots=y0IZOHRawv&sig=DB3omKuWzbONL3HaTmIJ6xpn90Y&hl=en>

"According to ICLEI's survey of Local Agenda 21 programs in the US, to be included in ICLEI's report, a municipal program had to be 'comprehensive, encompassing environmental, economic, and social issues' (ICLEI, 1997:4)." (p. 83, Chapter 4)

"A secondary focus of Local Agenda 21 programs in the United States emphasizes issues of quality-of-life, livability, and community identity." (p. 85)

"The segue from sustainability to livability has been made explicitly in Tucson, Arizona. According to the ICLEI report, 'Tucson [is] preparing to modify its terminology, replacing *sustainability* with *livable community* because of a perception that the meaning of sustainability is unclear to practitioners and the community (ICLEI, 1997:17: emphasis in original).' " (p.86)



**Excerpt: A TECHNICAL SERVICE CONTRACTOR TO LOCAL GOVERNMENT**

In response to participation in ICLEI campaigns and projects, local governments often establish new investments and systems to implement their commitments. At this stage in the sustainable development process, municipalities often turn to the private sector for specific products and services. However, private sector companies are not always qualified to support the leading edge approaches developed through ICLEI activities.

For this reason, ICLEI has started providing technical services to local governments on a fee-for-service basis.

ICLEI Energy Services, operational since 1996, provides support to local energy and water efficiency investments on an individual customer basis. ICLEI Energy Services helps municipalities maximize the financial and environmental benefits of these investments through a comprehensive range of energy planning services, including:

- inventory, benchmarking and forecasting of energy use and CO2 emissions;
- community-wide analysis of energy end-use and related emissions;
- energy auditing of municipal operations, including water supply and wastewater treatment facilities;
- identifying energy efficiency measures and related financial and environmental benefits;
- investment and payback analysis for aggregated efficiency opportunities; and
- monitoring and verification of energy savings and CO2 emissions.

These technical services also help municipalities to establish relationships with private sector contractors that best address their unique environmental and financial priorities. During 1996-1997, the work of ICLEI Energy Services resulted in formal municipal funding commitments of US\$5,000,000 to institute recommended energy efficiency measures.

**Excerpt: ICLEI PROVIDES ITS MEMBERS:**

- technical support
- information exchange
- Local Environment journal
- professional exchange
- performance recognition
- environmental management toolkits
- conferences and workshops
- newsletter and case study series
- policy and practice manuals
- interactive website (<http://www.iclei.org>)
- Local Sustainability European Good Practice Information Service (<http://www.iclei.org/europractice/>)
- Capacidad para la Sostenibilidad sistema de información sobre buenas practicas municipales para Américalatina y el Caribe (<http://www.iclei.org/capacidad>)

**Excerpt: LOOKING BACK**

- **September 5-8, 1990** – More than 200 local governments from 43 countries participate in the World Congress of Local Governments for a Sustainable Future and adopt a Charter for ICLEI. The ICLEI Executive Committee convenes its first meeting and elects Sir John Chatfield as Chairman.
- **December 1990** – The ICLEI Secretary General **proposes UN endorsement of the Local Agenda 21 initiative** to Maurice Strong, Secretary General of the 1992 UN Conference on Environment and Development.
- **May 1991** – The Urban CO2 Reduction Project, which lays the foundation for the Cities for Climate Protection Campaign, begins.
- **June 1992** – The UN Conference on Environment and Development includes a special chapter on local authorities in Agenda 21. The ICLEI Local Agenda 21 proposal is endorsed.
- **January 1993** – ICLEI and the United Nations Environment Programme host the first Municipal Leaders' Summit on Climate Change and the Urban Environment at the UN. ICLEI launches the Cities for Climate Protection Campaign.
- **June 1993** – The ICLEI Council holds its first meeting in Toronto, Canada.
- **October 1995** – The ICLEI Council meets in Saitama Prefecture, Japan, in conjunction with ICLEI's third Local Government Leader's Summit on Climate Change hosted by Saitama, and approves the Strategic Plan to direct the initiatives of the organization to the year 2000.

**Climate Change Advisory Committee**, Meeting Minutes Tues., July 14, 2009, 2 pm,  
2250 E. Broadway, Community Foundation for Southern Arizona, Tucson, AZ

**Excerpt p.3: 6. Presentation on Climate Change Adaptation Planning**

The following is a summary of the presentation given by David Schaller. A copy of the presentation is available at: [www.tucsonaz.gov/ocsd/climatechangecommittee](http://www.tucsonaz.gov/ocsd/climatechangecommittee)

**Excerpt p. 4: A primary resource the committee and staff will use is ICLEI's Guidebook for Preparing for Climate Change . . . [ . . . ]**

**"ICLEI Launches First Climate Adaptation Program for US Cities"**

By Leslie Guevarra, GreenBiz.com, 11/ 24/10

<http://www.greenbiz.com/news/2010/11/24/iclei-launches-first-climate-adaptation-program-us-cities>

**Excerpt:** Boston, Tucson and Miami-Dade County are among the eight cities and counties participating in the first comprehensive climate adaptation program developed for local governments in the United States.

The nonprofit organization **ICLEI-Local Governments for Sustainability USA** announced the inaugural participants in its Climate Resilient Communities program last week. The program's launch capped a month of events and developments, including the release of goals and guiding principles, that were aimed at making U.S. cities, counties and communities more sustainable.

ICLEI . . . helps its members understand and mitigate the impacts caused by climate change. The nonprofit's new **Climate Resilient Communities program** was established to also recognize the importance of local governments' responsibility to "protect their communities from unavoidable climate change impacts" and prepare them so they can thrive despite the change, according to the organization.

In addition to Boston, Tucson and Miami-Dade, the initial program participants are the cities of Cambridge, Mass., Flagstaff, Ariz., Grand Rapids, Mich., Lee County, Fla., and the San Francisco Conservation and Development Commission in California.

**Resolution 21838, City of Tucson** (Adopted by the Mayor and Council Dec. 20, 2011)

Relating to the environment; Adopting and approving the Phase One Climate Mitigation Report and Recommendations; Directing staff to move forward with the implementation of a Climate Mitigation and Adaptation Program as outlined in the Phase One Climate Mitigation Report and Recommendations; And Declaring an Emergency. [http://cms3.tucsonaz.gov/files/ocsd/12202011\\_mresolution\\_21838\\_adopting\\_climate\\_mitigation\\_report\\_with\\_report\\_attached.pdf](http://cms3.tucsonaz.gov/files/ocsd/12202011_mresolution_21838_adopting_climate_mitigation_report_with_report_attached.pdf)

**CLIMATE MITIGATION REPORT RECOMMENDATIONS**

City of Tucson, Office of Conservation and Sustainable Development

December 2011 (Attachment to Resolution No. 21838)

**Excerpt p. 11:** Tucson was selected to be part of the 22-member Climate Resilient Communities Steering Committee to assist ICLEI [1] with the development of a climate adaptation planning framework and tools to guide other municipalities in their adaptation planning. That framework and the first set of tools was piloted in late 2010, with Tucson being one of 8 communities selected for the pilot. Tucson is also part of a ten-city Western Regional Climate Adaptation Planning Alliance, the first multi-state climate adaptation network in the country.

[1] ICLEI is an international association of local governments as well as national and regional local government organizations that have made a commitment to sustainable development.

**Strategic Work Plan, FY 2012/ FY 2013**, City of Tucson

<http://cms3.tucsonaz.gov/sites/default/files/citymgr/Proposed%20Strategic%20Work%20Plan%20projects%202012-2013.pdf>

## **Implement Energy Efficiency and Conservation Block Grant (EECBG) and Local Energy Assurance Planning (LEAP) Grant**

*City Manager - Office of Conservation and Sustainable Development (OCSD)*

**Support Departments:** Tucson Water, General Services, Environmental Services, Planning and Development Services, Housing and Community Development, Procurement, Information Technology, Transportation

**Wards Affected:** City-Wide

**Priority:** Urgent - Short Term

**Expected Completion:** 2012

**Project Description & Details:** The EECBG project involves coordination, administration, implementation, and reporting for 11 activities identified in the City's strategy for utilizing its \$5.1M federal stimulus funding from the Department of Energy. The activities include several initiatives to improve energy efficiency and reduce energy costs associated with City infrastructure such as street lights, City servers, and water booster pumps. The intent is to capture the energy savings associated with these projects and use that to implement further energy saving activities. The EECBG strategy also includes several activities that are oriented toward improving the sustainability of the community through improvements to the **City's Land Use Code**, development of a **Climate Change Mitigation and Adaptation Plan**, and implementation of a **Green Business Certification** program. The EECBG strategy also includes a substantial investment into weatherization of existing residential homes. The City of Tucson was selected by ICLEI in late 2010 as one of 8 pilot climate adaptation planning communities. (p.16-17)

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## **City of Tucson & U.S. Government**

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**BROWNFIELDS**, City of Tucson <http://cms3.tucsonaz.gov/es/content/brownfields>

**Excerpt (emphasis added):** Brownfields are abandoned, idled, or under-used property where expansion or redevelopment is complicated by real or perceived contamination. The land may be contaminated by hazardous waste or pollution but can be reused once the land has been thoroughly cleaned up. The Brownfields Program in Tucson seeks to reclaim these brownfields to redevelop them into productive community private or public property for re-use.

The City of Tucson's **Rio Nuevo North Redevelopment Project** received the Region 9 2004 Phoenix Award for Excellence in Brownfields Redevelopment. This former landfill site is now a vital, mixed use commercial property and river park. . . .

### **BROWNFIELDS PROGRAM**

The City of Tucson Environmental Services Department manages a citywide Brownfields Program, which enables . . . redevelopment of adversely impacted properties. The main focus of the program is to support and enhance infill development, revitalize and restore the downtown business district, major gateways and Tucson's key historical landmarks, while preserving our Sonoran Desert landscape.

The City of Tucson first implemented their Brownfields Pilot Project in 1997 using a \$200,000 Environmental Protection Agency (EPA) Brownfields Assessment Pilot Grant to complete a Phase I and II Environmental Site Assessments of Brownfields in the **Rio Nuevo Redevelopment District** in downtown Tucson.

Since receiving this initial Assessment Pilot Grant, the City of Tucson (City) has been awarded grants totaling nearly \$3 million for assessment and cleanup, \$500,000 for a Brownfields Revolving Loan Program and \$200,000 for a Brownfields Job Training Grant. These varied projects and activities are managed by the City's Environmental Services, Engineering and Technical Support Division who provides a point of contact for technical assistance, Brownfields information resources, and serves as a link between the city manager, city departments, other jurisdictions, and the community.

# The Federal Partnership for Sustainable Communities

Leslie Rogers | Federal Transit Administration | Region 9 | Rail~Volution 2010

[http://www.railvolution.org/rv2010\\_pdfs/20102010\\_10am\\_PersPartn\\_Rogers.pdf](http://www.railvolution.org/rv2010_pdfs/20102010_10am_PersPartn_Rogers.pdf)

Excerpt: Region 9 Partnership Activities

City of Tucson Integrated Corridor Plan, Bay Area Metropolitan Planning Organization (MTC/ABAG), Tribal Pilot Project, Fresno, National City, California High Speed Rail

## Breaking Through Barriers: Directing Development for Livability [Presentation]

2010 City of Tucson Community Challenge Planning Grant | 8/23/2010

[http://cms3.tucsonaz.gov/sites/default/files/planning/community\\_challenge\\_planning\\_grant.pdf](http://cms3.tucsonaz.gov/sites/default/files/planning/community_challenge_planning_grant.pdf)

**2010 City of Tucson Community Challenge Planning Grant**

### Breaking Through Barriers: Directing Development for Livability

August 23, 2010  
DUNS #072450869

## An Integrated Corridor Plan

**PROJECT BACKGROUND**

**Project Focus: An Integrated Corridor Plan**

- Tucson seeks to change from a sprawling, auto-oriented city into a community of thriving, mixed-use, mixed-income neighborhoods with interconnected, multi-modal travel options.
- The project will create an Integrated Corridor Plan with a companion Implementation Strategy and Action Plan that will provide the necessary information and tools to break through regulatory, developmental, and perceptual barriers to create a livable environment serving a diverse population along the new modern streetcar corridor and future extensions.
- This project focus corresponds to Eligibility Activity (1) in the Community Challenge Planning Grant section of the Community Challenge and Transportation Planning Grant Notice of Funding Availability: "Development and implementation of local, corridor or district plans and strategies that promote livability and sustainability" (36248, column 3).

**Project Background: Tucson's New Modern Streetcar**

- In May 2006, Tucson broke through a very significant barrier when voters approved a sales tax for a wide variety of transportation projects.

These include new and improved alternative transportation facilities with the most innovative being a Modern Streetcar line.

- This four-mile alignment is the prime link between our university, our major health centers, two major specialty shopping districts, the entertainment district, three of the area's major

**Figure 1**  
**Project Study Area: Modern Streetcar Corridor**

Legend:

- Intercity Rail
- Transit Stations
- Primary arterial roads
- Controlled-access highways
- Modern Streetcar route and stations
- Schools & universities
- Hospitals and clinics
- Parks
- Convention district
- Residential district
- Commercial district
- Entertainment & retail district

2

## **Sustainable Development Challenge Grant Program**

Environmental Protection Agency (EPA). ACTION: Solicitation of proposals for FY 1998.  
<http://www.epa.gov/EPA-GENERAL/1998/August/Day-24/g22655.htm>

**Excerpt:** The EPA initiated the SDCG program as a pilot effort in 1996 and funded ten of the 600 proposals for a total of \$500,000. In 1997, the Agency received 962 proposals requesting \$38,000,000 in assistance and selected 45 of the proposals for funding at a total of approximately \$5,000,000. Project descriptions are available via the Internet at <http://www.epa.gov/ecocommunity>.

EPA and its state and local partners continue to refine how environmental protection is accomplished in the United States. The Agency recognizes that environmental progress will not be achieved solely by regulation. Innovative attitudes of regulatory agencies combined with individual, institutional, and corporate responsibility, commitment and stewardship will be needed to assure adequate protection of the earth's resources. The Sustainable Development Challenge Grant program is consistent with other community-based efforts EPA has introduced, such as the **Brownfields Initiative, Environmental Justice Small Grants Program, Project XL, the President's American Heritage Rivers Initiative, Watershed Protection Approach, Transportation Partners, the Smart Growth Network, the Community-Based Environmental Protection Approach, and the Sustainable Urban Environment** effort. The **Sustainable Development Challenge Grant program is also a step in implementing "Agenda 21, the Global Plan of Action on Sustainable Development," signed by the United States at the Earth Summit in Rio de Janeiro in 1992.** All of these programs require broad community participation to identify and address environmental issues.

Through the Sustainable Development Challenge Grant program, EPA also intends to further the vision and goals of the President's Council on Sustainable Development (PCSD), created in 1993 by President Clinton. EPA is coordinating existing urban environmental programs within the Agency and with other federal, state and local agencies. The President charged the Council, composed of corporate, government, and non-profit representatives, to find ways to "bring people together to meet the needs of the present without jeopardizing the future." . . .

## **"Building a modern streetcar and a stronger downtown in Tucson, AZ"**

Smart Growth America, 4/20/12

<http://www.smartgrowthamerica.org/2012/04/20/building-a-modern-streetcar-and-a-stronger-downtown-in-tucson-az/>

**Excerpt:** U.S. Transportation Secretary Ray LaHood and **Tucson Mayor Jonathan Rothschild** "breaking ground" with other dignitaries for Tucson's streetcar on April 12

What do Tucson, Seattle, Washington DC, Atlanta, Cincinnati, Sacramento, Fort Lauderdale, Los Angeles and Providence have in common? They are just a few of up to 40 communities across the country currently planning or building streetcar lines connecting neighborhoods to their downtowns.

Tucson is the latest city to jump on the streetcar bandwagon. The city's 3.9 mile, 196.6 million Sun Link streetcar project broke ground earlier this week, and once complete will offer direct, high-capacity transit connections between downtown Tucson, the University of Arizona and the Arizona Health Sciences Center. The project stems from a community partnership of diverse stakeholders, including Arizona's Congressional delegation, the state's Regional Transportation Authority, the University of Arizona, Tucson Mayor Jonathan Rothschild, the city's business community and neighborhood advocates . . .

Support for the project comes from a Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant from the U.S. Department of Transportation (DOT). TIGER grants are part of the Partnership for Sustainable Communities, a collaboration between DOT, the Environmental Protection Agency, and the Department of Housing and Urban Development which coordinates federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money and reduce pollution.

DOT has committed \$78.7 million thus far to Tucson's \$196.6 million streetcar project, including \$63 million in TIGER funds and \$15.7 million from other DOT grants. The \$63 million grant to Tucson is the largest of DOT's TIGER transit grants.

### **Developing for the Future: Hometown USA**

Innovative Community Projects Supported by EPA Grants, September 2000

<http://www.epa.gov/dced/pdf/commgrnt.pdf>

**Excerpt p.30:** Note: The projects listed in this table represent the **Sustainable Development Challenge Grant Program**, the Innovative Community Partnership pilots, and related programs supported by the Office of Business and Community Innovation. Projects are listed under the grantee's home state.

**White Mountain Apache Tribe—Whiteriver** Train tribal members to identify and preserve traditional reservation land use practices that reduce polluted runoff and ensure long-term environmental quality.

**Arizona-Mexico Border Health Foundation—Tucson** Train residents in environmental technologies that reduce polluted runoff and hazardous waste.

**Arizona State University—Tempe** Create neighborhood development designs for desert southwest that incorporate smart growth principles and achieve air and water quality benefits.

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**University of Arizona**

**Tucson, Arizona**

### **The Accidental Sustainability Agent, *Journal of Sustainability Education* Vol. 4, January 2013**

[https://rurallandscapes.extension.arizona.edu/sites/rurallandscapes.extension.arizona.edu/files/resources/Accidental%20Sustain%20Agent%20\(Final%20Published\).pdf](https://rurallandscapes.extension.arizona.edu/sites/rurallandscapes.extension.arizona.edu/files/resources/Accidental%20Sustain%20Agent%20(Final%20Published).pdf)

**Abstract:** While a number of universities across the nation have sustainability education programs, land grant universities and their Cooperative Extension departments are in a particularly advantageous position to foster sustainability education. At the University of Arizona (UA), this is being accomplished through its Cooperative Extension cadre of education programs in agriculture; youth development; natural resources; horticulture; family, consumer and health sciences; and community and economic development. A working group within UA Cooperative Extension has been tasked with evaluating the reach of sustainability concepts while developing opportunities for its faculty to further integrate sustainability education into its programs, such as through student externships. Preliminary evaluation results indicate that Extension's programs positively embody the concepts of sustainability without creating the need for new, deliberate programming around sustainability education.

### **Land Use Planning and Sustainable Development**

Arizona Cooperative Extension, The University of Arizona

<http://extension.arizona.edu/programs/land-use-planning-and-sustainable-development>

### **The Road to Sustainable Development: A Snapshot of Activities in the United States**

March 1997 <http://clinton2.nara.gov/PCSD/Publications/Snapshot.html>

**Excerpt from the Preface:** In preparation for the Rio+5 Forum, Maurice Strong, Chair of the Earth Council, asked national sustainable development councils to assess their respective countries' progress on sustainable development since the 1992 United Nations Conference on Environment and Development (UNCED). The President's Council on Sustainable Development (PCSD) welcomes the Earth Council's leadership and efforts to integrate the experiences of all sectors and countries in pursuing sustainability. Due to time and resource constraints, it was not feasible for us to conduct a full assessment, but we felt that we could make a positive contribution to the Forum by presenting the PCSD's reports -- *Sustainable America: A New Consensus for Prosperity, Opportunity, and a Healthy Environment* and *Building on Consensus: A Progress Report on Sustainable America*--along with a sampling of sustainability initiatives across the United States.

We organized this document to give a Snapshot@ of just a few of the many sustainability efforts that are underway around the country. Since the PCSD's formation in 1993, we have discovered a wealth of activity in every region of the country and seen tremendous amounts of energy, thought, and resources being devoted to sustainable development by all sectors of society. The examples presented here represent just a few of the efforts we have encountered, and many more stories remain to be told. Although the Council has not been directly involved in

many of the examples described in the report, nor formally reviewed all of them, we believe that they convey a sense of the breadth and diversity of sustainable development activities that are underway across the nation. We hope that this document will be useful to others in the United States and abroad as we work together to ensure a sustainable future for generations to come.

**Excerpt from Education Tomorrow's Leaders:** . . . Academic institutions have begun to offer multi-disciplinary training about sustainable development.

### Arizona International Campus

One example of university efforts is the Arizona International Campus (AIC) of the University of Arizona in Tucson. At this time, AIC is the only undergraduate fully-accredited institution that focuses on integrating sustainable development concepts into a liberal arts education. AIC opened its doors to a small freshman class in September 1996, and it is expected to serve approximately 5000 students by the year 2015.

AIC has a strong interest in international sustainability issues and is now in the process of establishing study sites abroad, particularly in Mexico and China. . . .

AIC is currently working with the Arizona-Mexico Commission to develop a binational regional sustainable development plan. The Commission was established more than 30 years ago and is directed by the Governors of Arizona and Sonora. AIC sponsored a series of seminars and presentations for the Commission and has been a driving force behind its increasing interest in developing a long-term regional sustainability plan.

AIC [Arizona International Campus] is also facilitating the development of a **sustainable development plan** for the city of Tucson. It will be working closely with Tucson's Civano project, an eco-development project, which is **funded by both the state of Arizona** and the **City of Tucson**. This effort represents the city's first attempt to develop a sustainable community within a residential development.

AIC is well on its way to developing a comprehensive academic program for sustainable development and to demonstrating sustainability concepts in the real world.

**NOTE:** In 2001, a decision was made to close the Arizona International Campus of the University of Arizona. See "ARIZONA INTERNATIONAL COLLEGE —First casualty of cuts, Low enrollment, high costs force closure plan," By Eric Weslander, Citizen Staff Writer, Oct. 12, 2001, <http://tucsoncitizen.com/morgue2/tag/arizona-international-campus/>

## Pima County Board of Supervisors

## Pima County, Arizona

**Pima County Sustainability Program**  
<http://www.pima.gov/Sustainability/pcsppage.html>

**Resolution in Support of New County Sustainability Initiatives | May 1, 2007**  
Chuck Huckelberry, County Administrator  
[http://www.pimaxpress.com/Building/PDFs/Green/Sustainability\\_Resolution\\_2007-84.pdf](http://www.pimaxpress.com/Building/PDFs/Green/Sustainability_Resolution_2007-84.pdf)

### RESOLUTION NO. 2007-84

A Resolution of the Pima County Board of Supervisors in Support of New County Sustainability Initiatives. Signed May 1, 2007 by Richard Elias, Chairman, Pima County Board of Supervisors

[http://www.pimaxpress.com/documents/green/Sustainability\\_Resolution.pdf](http://www.pimaxpress.com/documents/green/Sustainability_Resolution.pdf)

*Following are reductions of the 5 pages of Resolution No. 2007-84. Note: I retyped page 2 of 5 to replace the difficult-to-read page in the document pdf.*

#### RESOLUTION NO. 2007-84

##### A RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN SUPPORT OF NEW COUNTY SUSTAINABILITY INITIATIVES

WHEREAS, sustainability is often defined as improving the quality of life for current generations without compromising the resources needed for future generations; and

WHEREAS, Pima County has supported past initiatives to improve and sustain a livable community, including initiatives in the areas of land and water conservation, air quality improvements, cultural resource preservation, urban development guidelines, recreation, public health, affordable housing, and neighborhood reinvestment; and

WHEREAS, the Board of Supervisors adopted the Sonoran Desert Conservation and Comprehensive Land Use Plan in 2001; and

WHEREAS, since 1974, Pima County voters have approved over \$230 million in bond funds for land purchases to conserve our natural and cultural heritage; and

WHEREAS, since 1974, Pima County has purchased over 45,000 acres of open space property, and grazing leases for 86,000 acres of open space, which property is managed by the County for conservation purposes; and

WHEREAS, Pima County has begun collecting environmental enhancement fees as a percentage of revenues from particular development projects in order to mitigate development impacts to conservation areas; and

WHEREAS, the Board of Supervisors adopted Pima County Resolution 2003-88 supporting Congressional designation of the Santa Cruz National Heritage Area to promote regional conservation of our natural and cultural heritage areas, and to sustain tourism as a key sector of our regional economy; and

WHEREAS, the Board of Supervisors adopted revisions to the Riparian Mitigation Ordinance in 2005 to avoid and minimize impacts to riparian vegetation on local washes; and

WHEREAS, the Board of Supervisors amended the golf course ordinance to require new golf courses to be irrigated with directly-served effluent, reclaimed water or Central Arizona Project (CAP) water; and

WHEREAS, in 2006 the Board of Supervisors directed staff to begin an update to the Water Resources Element of the Comprehensive Plan to better address land use and water resource planning, and to provide additional information to the Board on riparian resource issues during the review of developments; and

WHEREAS, the Board of Supervisors approved Resolution 2005-124 and 2007-15 opposing mining in biologically important areas of the County that would degrade water quality and water quality, negatively impact key tourism sites, and compromise quality of life for surrounding residents; and

WHEREAS, Pima County uses effluent, storm water, and reclaimed water for riparian rehabilitation and restoration efforts, as well as recreational facilities; and

WHEREAS, in 2007 the County Administrator directed staff to add energy guidance into this year's update of the Comprehensive Plan and

WHEREAS, the Board of Supervisors has adopted regulations to prevent and reduce air pollution, protect public health, and restore and preserve the quality of the outdoor air in Pima County; and

WHEREAS, in January, 2007 Pima County was the first county in the state to adopt a transfer of Development Rights program permitting willing sellers of land with conservation value to sell development rights to owners of land more suitable for more intense development; and

WHEREAS, the Board of Supervisors adopted the Recreation Areas in Residential Subdivisions Ordinance in 2003 to require recreation areas within new subdivisions and to collect fees to benefit the regional park system, and

WHEREAS, the Board of Supervisors in 2007 approved a concept for partnering with Native Seeds/SEARCH to promote the health benefits of eating native foods and the benefits of reduced energy consumption by growing or purchasing locally grown food, and

WHEREAS, voters approved the issuance of a combined total of \$25 million in bonds since 1997 to fund Neighborhood Reinvestment projects in high stress areas of Pima County, such as traffic mitigation devices, street lights, park improvements, sidewalks, walking paths, pedestrian bridges, sports facilities, and community buildings, which neighbors report have positively benefited their communities; and

WHEREAS, the Board of Supervisors in 2005 adopted an affordable housing fee to be required for certain new subdivisions that, when combined with \$15 million of bond funding approved by voters in 1997 and 2004, provides revenues to an Affordable Housing Trust fund to expand the supply of affordable housing in Pima County; and

WHEREAS, Pima County recognizes that the scientific community has developed a consensus that increasing emissions of carbon dioxide, methane and other greenhouse gases into the atmosphere is affecting the Earth's climate; and

WHEREAS, the Board of Supervisors recognizes and accepts its responsibility to continue implementing and promoting sustainable practices that protect the County's natural and built environment; and

WHEREAS, new sustainable development initiatives for Pima County must address the environmental, economic, and social characteristics of our community;

NOW THEREFORE, BE IT RESOLVED THAT:

1. The Pima County Board of Supervisors supports sustainable development and the continual emphasis on sustaining a livable community.
2. The Pima County Board Of Supervisors supports implementation of a green building initiative and other sustainable initiatives regarding county facilities and vehicles, including the following goals and aspirations:
  - a) Shifting to more environment-friendly alternative fuels for its vehicular fleet such that: twenty-five percent (25%) or a minimum of one hundred (100) vehicles of the County's fleet of vehicles, excluding Sheriff patrol vehicles, shall consist of Alternative Fuel Vehicles by 2008. This percentage shall increase to thirty percent (30%) by 2009 and fifty percent (50%) by 2010.
  - b) Applying a green purchasing and waste reduction emphasis to all County facilities.
  - c) Maximizing County water resource assets including groundwater rights, surface rights and production and use of effluent to sustain and protect the County's natural environment.
  - d) Reducing water consumption by fifteen percent (15%) in all County facilities by 2025. Water reduction strategies will include conducting water audits, replacing high water-use fixtures and replacing high water-use decorative landscaping with drought tolerant native landscaping.
  - e) Doubling the number of County parks served by reclaimed water by 2018, subject to voter approval of bond funds to extend reclaimed water lines.
  - f) Designing and building all new occupied County buildings, including additions over 5000 square feet, for which design is initiated after July 1, 2007, to achieve a minimum of LEED™ Silver certification level.
  - g) Maintaining All LEED™ certified County facilities under LEED™ for Existing Buildings and attempting to apply the same standard to all existing facilities.
  - h) Applying the above LEED™ criteria to all projects funded through County bonds as a condition of funding and regardless of jurisdictional project sponsorship.

- i) Designing and constructing at least one medium size County building with a net zero energy consumption.
  - j) Adhering to the Renewable Energy Standard adopted by the Arizona Corporation Commission such that fifteen percent (15%) of all County facilities' electrical energy consumption shall be generated from renewable resources by 2025.
  - k) Maximizing renewable energy resources from the production of methane in County wastewater treatment and landfill operations and use them to offset non-renewable energy needs.
3. Pima County will encourage the construction of new residential, commercial, and industrial facilities employing green building concepts throughout the county by embracing a sustainable development emphasis and by considering:
- a) The creation of incentive-based green building residential and commercial programs.
  - b) The incorporation of solar systems, solar orientation of structures, solar access, and smart growth principles into County development planning including exploring the possibility of requiring that that a minimum of fifty percent (50%) of homes constructed after 2010 include direct solar assisted energy through solar hot water or photovoltaic elements.
  - c) The amendment of land use regulations to require that all new houses discharging to septic systems also be provided with a grey water reuse system.
  - d) The revision of design and construction standards to capture and mitigate storm-water generated on-site for purposes of water harvesting and the incorporation, into the pavement of parking lots and roads, of light-colored permeable materials to reduce heat-island effects, water runoff, and dust emissions.
4. In order to maintain an emphasis on sustainable development initiatives organizationally the County Administrator is hereby directed to:
- a) Appoint a sustainability coordinator from existing staff to identify departments and organizational units within Pima County that contribute to sustainability efforts, establish an organizational structure that facilitates the coordination of efforts between departments and organizational units, and coordinate sustainable policy and initiatives with other jurisdictions.
  5. Appoint an Energy Manager from existing staff to produce a comprehensive County facilities energy plan, track progress of County energy programs, and help facilitate LEED™ implementation.

Passed and adopted by the Pima County Board of Supervisors this 1st day of May, 2007.

  
Chairman, Pima County Board of Supervisors  
MAY 01 2007

ATTEST:

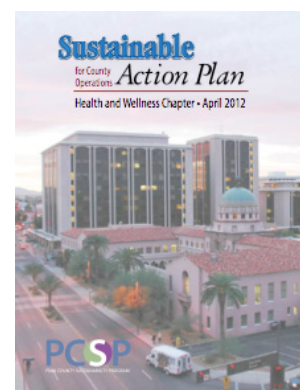
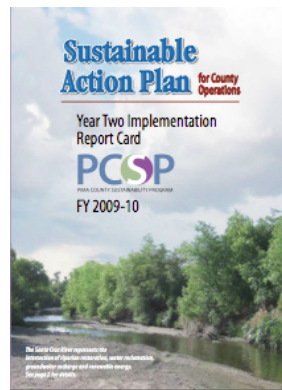
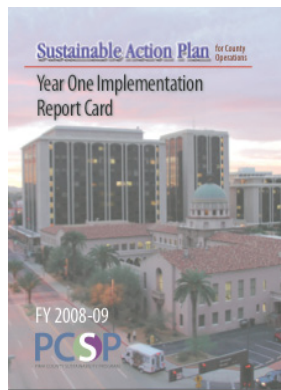
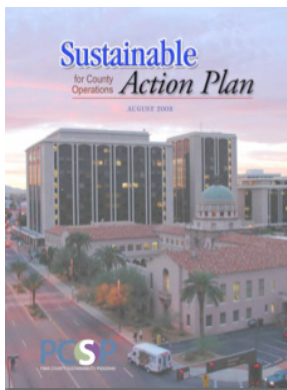
  
Clerk of the Board

APPROVED AS TO FORM:

  
Deputy County Attorney



## **Pima County Sustainability Action Plans**



### ***Sustainable Action Plan for County Operations • August 2008***

Pima County Board of Supervisors: Richard Elías, Chairman, District 5; Ann Day, District 1; Ramón Valadez, District 2; Sharon Bronson, District 3; Raymond J. Carroll, District 4. Pima County Administrator: C.H. Huckelberry. <http://www.pima.gov/Sustainable/AUG08ActionPlan-1.pdf>

**Excerpt:** This plan was made possible by the Pima County Board of Supervisors and the contributions of many dedicated employees representing a variety of disciplines and Departments, including: Community and Economic Development, Community Development and Neighborhood Conservation, Community Services, County Administrator's Office, Cultural Resources & Historic Preservation Office, Department of Transportation, Development Services, Environmental Quality, Facilities Management, Fleet Services, Graphic Services, Institutional Health, Natural Resources, Parks and Recreation Neighborhood Reinvestment, Pima County Public Library, Pima County Sheriff's Department Procurement, Public Works, Real Property Services, Regional Flood Control District, Regional Wastewater Reclamation Department Tourism and Economic Development

**Excerpt:** This plan represents a systematic approach to integrating the goals of sustainability into virtually all facets of the way Pima County government operates — from the cars we drive, to the energy and water we consume, to the construction of our buildings, to the products we purchase, to the way in which we view and handle our "used" materials.

### ***Sustainable Action Plan for County Operations • August 2009***

Year One Implementation Report Card • FY 2008-09

<http://www.pima.gov/Sustainability/pdf/sustainability%20report%20card%200909.pdf>

### ***Sustainable Action Plan for County Operations • September 2010***

Year Two Implementation Report Card • FY 2009-10

<http://www.pima.gov/Sustainability/pdf/sustainability%20report%20092210.pdf>

### ***Sustainable Action Plan for County Operations • April 2012 • Health and Wellness Chapter***

<http://www.pima.gov/Sustainability/pdf/Health%20addendum%20action%20plan%20051712lores.pdf>

**Excerpt from the Introduction:** The Health and Wellness Chapter is an addition to the Sustainable Action Plan that aims to further advance the sustainability goals of Pima County by enhancing our culture of health and wellness. By strengthening existing programs and developing new opportunities to encourage employees to adopt healthier behaviors, the County will advance the sustainability goals identified in Resolution No. 2007-84 while also improving the health, wellness and productivity of its workforce. This opportunity to expand the Sustainable Action Plan was made possible thanks to funding from the Communities Putting Prevention to Work (CPPW) grant to the Health Department.

### **Pima County Comprehensive Plan Update | Policies and Land Use Intensity Legend**

Part 2 Regional Plan Policies pp.19-57

Adopted by the Pima County Board of Supervisors December 2001 | Version V – June 2007

[http://www.pimaxpress.com/Planning/ComprehensivePlan/PDF/Policies\\_Legend/Policies\\_2007\\_Reg\\_Policies.pdf](http://www.pimaxpress.com/Planning/ComprehensivePlan/PDF/Policies_Legend/Policies_2007_Reg_Policies.pdf)  
[http://rfcd.pima.gov/wrd/planning/pdfs/wrpolicyres2008\\_72.pdf](http://rfcd.pima.gov/wrd/planning/pdfs/wrpolicyres2008_72.pdf)

## Report to Pima County Board of Supervisors on Urban Growth and Development in Eastern Pima County [http://dot.pima.gov/county/urban/2\\_24\\_98z.htm](http://dot.pima.gov/county/urban/2_24_98z.htm)

### Excerpt: I. Metropolitan and Regional Planning History in Pima County

Land use planning for the Tucson area can be traced back to 1930 when the first city zoning ordinance was adopted. In the late 1930's, a group of local citizens united for the purpose of promoting regional planning and fostered the development of a comprehensive, long-range plan. Upon completion in 1943, sections of the Regional Plan (Segoe Plan) were adopted.

After years of citizen effort, in 1949 a state enabling act permitted counties to plan and zone the same as cities, allowing a county planning and zoning commission. In 1952, the first county zoning code was adopted, and area or zoning plans such as the Rincon and Catalina Foothills plans were developed in the late 1950's.

In 1950, the Tucson Urban Land Use Study was developed which provided the foundation for the General Land Use Plan (GLUP). The GLUP (Attachment 1) was adopted in 1960, and projected a population of 1.4 million by the year 2000. Records of platted subdivisions between 1955 to 1959 that are referenced in the GLUP reveal early regional land use patterns beginning to take shape. Large subdivisions, located in what is today the Rincon Valley and Oro Valley areas, were already beginning to define the geographic extent of the urban area. Together with an amalgamation of area, community, neighborhood, and zoning plans, the GLUP served as the long range land use plan for unincorporated Pima County for many years.

During the 1970's, a major effort to update and expand on the GLUP was made jointly by the City of Tucson and Pima County. The draft 1975 Comprehensive Plan took three years to prepare, followed by another four years of public review. The process provided an opportunity for community dialogue on issues that became focal in comprehensive planning. The extensive document proposed policies for a wide range of local concerns. The effort resulted in a policy plan with no map which the city adopted (in a modified form), but the county did not.

After the initial construction of Interstate 10 through the urban portion of Tucson between 1956 and 1965, few major transportation improvements were built in the community until 1980. Transportation corridor planning began about that time, resulting in improvements to Valencia Road (Alvernon to Kolb), Golf Links Road (Alvernon to Craycroft), Alvernon (Golf Links to Valencia), east Tanque Verde Road, and Kolb Road (Valencia to Irvington, I-19 to Valencia), as well as Kino Boulevard and the Aviation Corridor.

Using a community survey program, in 1983, a private, non-profit group called "**Goals for Tucson**" identified local goals and priorities. The following year, a panel comprising members of the **Urban Land Institute** and the **American Institute of Architects** produced an advisory report (Attachment 2) which represented an independent, outside perspective on metropolitan Tucson, its environment and urban setting. The report's recommendations included an increased importance attributed to city and county planning and zoning, encouragement of "mixed-use activity nodes" to bring residential uses closer to employment centers and further protection of dry washes, rivers, and floodplains. The report also stressed the need for a comprehensive, regional perspective to guide land use. Another report that identifies urban form policies and actions was produced by the Urban Design Commission (Attachment 3) and adopted in principle by the Board of Supervisors.

In 1985, the Board of Supervisors appointed an Open Space Committee to inventory and classify open space and recommend methods of preservation. Draft findings emphasized a network of dedicated and linked open space, urban open space corridors, and the protection of public preserves.

The same year, the Board of Supervisors formed a comprehensive plan working committee to achieve a regional perspective on goals, objectives and policies. The Regional Vision of Eastern Pima County and several individual vision statements were early results of the committee's efforts. Pima County's vision statement is defined by the Conceptual Land Use Element (CLUE) which was adopted by the Board of Supervisors in 1989 (Attachment 4). The CLUE document supplemented the GLUP and provided the goals for the development of the Comprehensive Plan that was adopted in 1992 by the Board.

"The nine-member Regional Council is the governing body of Pima Association of Governments and meets monthly, typically at noon on the fourth Thursday of each month. The Regional Council takes action on policies, plans or reports that pertain to cross-jurisdictional issues on transportation, air quality, water quality, land use or human services."

"PAG is the federally designated metropolitan planning organization, the designated lead agency for the U.S. Environmental Protection Agency for air quality and water quality, and the lead agency for regional solid waste planning."

"PAG also is the fiscal manager of the Regional Transportation Authority."

-- "PAG Regional Council", Pima Association of Governments website. Accessed 7/14/12  
<http://www.pagnet.org/AboutPAG/RegionalCouncil/tabid/276/Default.aspx>

"Pima Association of Governments (PAG) is a **regional council of governments** that serves member jurisdictions located in Pima County, Arizona. PAG is a **non-profit corporation created in 1970 by the Arizona Legislature** to coordinate regional planning activities related to issues that **cross jurisdictional boundaries**, such as air quality, water quality, transportation, land use and human services.

"PAG's authority is derived from federal and state laws and from **intergovernmental agreements**.

"PAG's mission is to provide accurate, credible information to local government and agency officials, so that they can make informed decisions for the region's future. PAG encourages and facilitates the sharing of information between all levels of government and the general public.

"PAG is the designated **metropolitan planning organization (MPO)** for transportation planning in Pima County. PAG has been designated by the Arizona Governor to serve as the principal planning agency for air quality and water quality planning in the region. In addition, PAG develops population estimates and projections for jurisdictions in the region, pursuant to an Executive Order from the Governor.

"In 2004, the PAG region established, through **enabling State legislation (ARS 48-5302)**, a **Regional Transportation Authority (RTA)**. The State legislation charged the RTA with the development of an RTA 20-year transportation plan that was presented to the voters for consideration along with a request for approval of up to a 1/2-cent transaction privilege tax to fund the plan.

"To ensure **comprehensive regional planning**, the RTA Board includes a representative from each jurisdiction in Pima County (including the Tohono O'odham Nation, the Pascua Yaqui Tribe, and the County itself). The RTA Board established two new committees to guide development of the RTA 20-year transportation plan. The RTA Board created a Technical/Management Committee composed of both jurisdictional representatives and private citizens with expertise in transportation. The RTA Board also established a Citizens Advisory Committee with 35 members representing the wide diversity of the public. Together, these committees recommended a plan to the RTA Board, which endorsed the plan in November 2005. The Board then forwarded the plan and the request for the 1/2 cent excise (sales) tax increase to Pima County to be placed on the ballot for May 16, 2006. Both issues were approved by the voters of Pima County, so the plan and the excise tax went into effect July 1, 2006 and will continue for the next 20 years." – Pima Association of Governments, May 2008

***A Resolution to Support the Development of a Greenhouse Gas Emissions Inventory for the Tucson Region***, Pima Association of Governments (adopted May 24, 2007?)  
<http://www.pagnet.org/documents/committees/EPAC/2007/EPAC-2007-10-05-Packet.pdf>

***Regional Greenhouse Gas Inventory • Eastern Pima County • City of Tucson • Pima County Government Operations • City of Tucson Government Operations***  
Pima Association of Governments, November 2008  
<http://www.pagnet.org/documents/Air/GreenHouseGas-2008-11-Inventory.pdf>

**Excerpt p.3:** This report presents initial estimates of historical and current Pima County and City anthropogenic GHG emissions for the period from a baseline of 1990 to 2006 using generally accepted principles and guidelines contained in the International Council for Local Environmental Initiatives (ICLEI) Clean Air and Climate Protection (CACP) software for local GHG emissions. These estimates are intended to provide county and city stakeholders with an initial understanding of current regional GHG emissions to guide in analyzing and designing GHG mitigation strategies.

**Pima Association of Governments’ Budget and Overall Work Program**

Do a search through the following documents for “Livability” and “Sustainability”

- 2006-2007 Budget and Overall Work Program • Adopted June 2006 <http://www.pagnet.org/documents/about/OWP2007-2008.pdf>
- 2007-2008 Budget and Overall Work Program • Adopted May 24, 2007 <http://www.pagnet.org/documents/about/OWP2007-2008.pdf>
- 2008-2009 Budget and Overall Work Program • Adopted May 2008 <http://www.pagnet.org/documents/about/OWP2008-2009.pdf>
- 2009-2010 Budget and Overall Work Program • Adopted May 2009 <http://www.pagnet.org/documents/about/OWP2009-2010.pdf>
- 2010-2011 Budget and Overall Work Program • Adopted May 2010 <http://www.pagnet.org/documents/about/OWP2010-2011.pdf>

**Excerpt p.61: 56 – Livability and Sustainability Initiatives**

**Purpose:** To enhance the livability and sustainability of the metropolitan area by partnering with others in the community to develop a unified blueprint for the region addressing transportation, urban form, air quality, environmental issues and other issues necessary for a livable and sustainable community for the 21st century.

**Outside Services:** Partnership with Imagine Greater Tucson and Community Foundation for Southern Arizona to provide support for Regional Visioning/Blueprint Planning Process - \$632,500 (\$506,000 of SPR, and 3rd party match to be provided by Imagine Greater Tucson through Community Foundation for Southern Arizona).

- 2011-2012 Budget and Overall Work Program • Adopted April 2011 <http://www.pagnet.org/documents/about/OWP2011-2012.pdf>

**Excerpt p.11:** . . . Staff completed an update to the greenhouse gas emissions inventory for the City of Tucson and eastern Pima County and also prepared inventories for other jurisdictions. This was in response to a resolution by the PAG Regional Council, and supports local efforts that include the City and Oro Valley’s endorsements of the U.S. Mayor’s Climate Initiative and the Pima County Board of Supervisor’s Sustainability Resolution. Air quality modeling continues to be routinely completed for the Transportation Improvement Program, and for the Regional Transportation Plan, as needed.

**Excerpt p.68: 66 – Livability and Sustainability Initiatives**

**Purpose:** To enhance the livability and sustainability of the metropolitan area by partnering with others in the community to develop a unified blueprint for the region addressing transportation, urban form, air quality, environmental issues and other issues necessary for a livable and sustainable community for the 21st century.

**Tasks: Regional Visioning/Blueprint Planning**

- Partner with Imagine Greater Tucson to engage the community in a regional visioning and blueprint planning process, addressing multimodal transportation, land use, urban form, and air quality implications of various future possible scenarios for the region.
- Provide financial and staff support to facilitate public involvement and outreach activities; prepare and conduct community surveys and analyze survey results; research community issues, trends and challenges; perform data development; prepare a base case/status quo scenario; prepare future alternative scenarios of transportation and urban form; secure modeling and GIS software as necessary to analyze the impacts of alternative scenarios; and prepare material for public distribution.
- Develop regional strategies and implementation programs to better align policies and projects for enhanced regional livability, addressing considerations such as multimodal transportation needs, affordable housing, air quality and other environmental considerations, and urban form.
- Prepare grants and seek federal and other assistance, particularly under the HUD-DOT-EPA Sustainable Communities Partnership, in order to engage the community in the preparation of a regional plan for sustainable development.

**Excerpt Deliverables:** Public launch, community outreach, and surveys of public opinion for Imagine Greater Tucson (Oct-Dec 2010) Analysis of status quo base conditions (March 2011) Analysis and modeling of future transportation and urban form scenarios (April to Sept 2011) Regional Vision and overarching blueprint to help guide the region’s multimodal transportation planning needs, as well as land use plans, environmental/air quality plans, and affordable housing needs (Dec 2011)

**Excerpt Outside Services:** Partnership with Imagine Greater Tucson and Community Foundation for Southern Arizona to provide support for Regional Visioning/Blueprint Planning Process - (SPR with 3rd party match to be provided by Imagine Greater Tucson through Community Foundation for Southern Arizona).

<b>Revenue</b>				<b>Expenses</b>	
Total Funds	FY 09 SPR	FY 10 SPR	FY 12 SPR	Third Party Match	
496,763	187,410	180,000	24,353	Local Funds 30,000	In-kind 75,000

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## **Imagine Greater Tucson (This NGO received \$500,000 from PAG) Arizona**

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“Imagine Greater Tucson (IGT) is a non-governmental organization conducting a community-driven effort to develop a cohesive and realizable Vision for the Greater Tucson Region (roughly Eastern Pima County).”

-- “What is Imagine Greater Tucson?”, Imagine Greater Tucson website. Accessed 7/14/12.  
<http://www.imaginegreatertucson.org/knowledge-exchange/vision-to-plan/>

“The Pima Association of Governments (PAG) has made an award of \$500,000 to Imagine Greater Tucson to support the regional visioning effort. PAG receives planning funds from the Federal Highway Administration (FHWA) through the Arizona Department of Transportation (ADOT), and a portion of those funds are limited to conducting planning and research activities. These particular funds cannot be used for physical transportation improvements or operations. But they can be used to plan for regional transportation needs and related elements necessary to create livable and sustainable communities. The funds require a match from the community of \$125,000 in order to be fully used. . . .”

-- “The Pima Association of Governments Awards Regional Planning Grant to IGT,” 9/25/10, Imagine Greater Tucson.  
<http://www.imaginegreatertucson.org/newsroom/the-pima-association-of-governments-awards-regional-planning-grant-to-igt/>

### **The Imagine Greater Tucson Board of Directors**

<http://www.imaginegreatertucson.org/what-is-igt/board-directors/> Accessed 7/14/12

CHAIR Keri Silvyn, Partner, Lazarus, Silvyn and Bangs PC  
VICE CHAIR David Neri [Co-owner of a community development firm in Tucson\* <http://www.imaginegreater-tucson.org/what-is-igt/board-directors/david-neri/> --Ed.]  
TREASURER Robin Shambach, Principal, Burns Wald-Hopkins Architects  
SECRETARY Kathy Ward, Manager, Economic Development & Communications, Town of Sahuarita  
Cherie Campbell, Director of Planning, Pima Association of Governments (PAG)  
Arlan M. Colton, FAICP, Director of Planning, Pima County  
Ben Korn, Distributor, Safeguard  
Iris Patten, Assistant Professor, University of Arizona School of Landscape Architecture & Planning  
Dina Scalone-Romero [Manager of Community Relations, Cox Communications in Southern Arizona; Scalone-Romero was the executive director of PRO Neighborhoods in Southern Arizona\*\* <http://www.imaginegreater-tucson.org/what-is-igt/board-directors/dina-scalone-romero/> --Ed.]  
Enrique Serna, City Manager, City of South Tucson  
John Shepard, Senior Adviser, Sonoran Institute

**Imagine Greater Tucson** is listed on the City of Tucson “**Plan Tucson**” webpage:  
<http://cms3.tucsonaz.gov/plantucson/links>

### **Imagine Greater Tucson [Presentation]**

[http://cms3.tucsonaz.gov/sites/default/files/gis/P\\_Pope\\_ImagineCOT\\_5.13.2011.pdf](http://cms3.tucsonaz.gov/sites/default/files/gis/P_Pope_ImagineCOT_5.13.2011.pdf)

### **IGT Position Announcement • Executive Director Imagine Greater Tucson**

<http://www.afpsoaz.org/wp-content/uploads/2009/06/Imagine-Greater-Tucson-Executive-Director1.pdf>

**Excerpt:** This is a full-time position, Salary range: \$70,000 - \$90,000 annually and select benefits.

### **Imagine Greater Tucson building alternative scenarios**

PAG Regional Objective, Pima Association of Governments

<http://www.pagnet.org/NewsPR/Newsletters/RegionalOutlookSeptember2011/OnlineVersion/tabid/1048/Default.aspx>

**Excerpt:** Imagine Greater Tucson, a regional visioning effort, is now in the process of analyzing the public feedback to present, in early 2012, several alternative scenarios to the region’s development over the coming decades.

Maps from each workshop are now accessible online at [www.imaginegreatertucson.org](http://www.imaginegreatertucson.org) under “View the Progress.” More than 100 maps were produced by the public.

As Imagine Greater Tucson moves into this next stage, it will be led by Beth Walkup, who was named Interim Director for the organization in mid-July. Walkup will be responsible for maximizing organizational capacity, overseeing and coordinating the daily operations of IGT, and transitioning from the current public outreach phase to the implementation phase.

Walkup has over 45 years of experience in nonprofit and business management. Her experience in the region includes: Executive Director of Tucson Children’s Museum, Interim Executive Director of the Food Bank of Southern Arizona, and Interim Executive Director of the Tucson Girls Chorus. She is also a member of the Board for Commerce Bank of Arizona and the Community Foundation of Southern Arizona.

"Since Imagine Greater Tucson's initiating phase began more than three years ago, **Sustainable Tucson** has been engaged with Imagine Greater Tucson at many levels, participating in the steering, community values, outreach, and technical committees. Imagine Greater Tucson has consistently requested input and **Sustainable Tucson** has tried to contribute ideas in order to make IGT a more relevant and successful visioning process for the Tucson region. The following text summarizes seven key issues which Sustainable Tucson has previously presented and which the IGT process has yet to address. This document concludes with four specific requests to modify the Imagine Greater Tucson Project . . ." (Emphasis added)

-- "What Are We Planning For? – A New Advocacy Initiative", A Sustainable Tucson Issues Paper, March 2012, 2/10/12  
<http://www.sustainabletucson.org/2012/02/2012-02-what-are-we-planning-for/>

### **Sustainable Tucson • History** <http://www.sustainabletucson.org/who-we-are/st-history/>

**Excerpt:** Sustainable Tucson is an emerging network of networks — to facilitate and accelerate Tucson's transition to sustainability through community-wide education and action.

**Excerpt:** Sustainable Tucson began as a coalition growing to more than 100 organizations, representatives of which have attended our meetings. The list below includes the original groups and people who formed the original coalition. . . .

Christine Conte, Tucson Sonoran Desert Museum  
Bob Cook, NEST, Inc.  
Kevin Dahl, Native Seed Search  
Barbara Eiswerth, Ishkash\*ta  
Tres English, Tucson's eco-village wizard  
Dave Ewoldt, Natural Systems Solutions  
Arizona State **Representative Steve Farley**  
Tom Greco, Community Information Resource Center  
Ronald Frederick Greek, our dedicated yahoo group moderator  
Madeline Kiser and Oscar Beita, RioArte  
Kevin Koch, Technicians for Sustainability  
Gary Kuitert, facilities consultant  
Brad Lancaster, author, Rainwater Harvesting for Drylands  
Vera Lander, Pima Friends Meeting House, National Board of Directors of Church Women United

#### **Leslie Liberti, Tucson Office of Conservation and Sustainable Development [City of Tucson]**

Professor Guy McPherson, University of Arizona  
Department of Natural Resources  
Tony Novelli, Development Center for Appropriate technology  
Desa Rae, Kuumba-Made  
Barbara Rose, Desert Permaculture Guild  
Lindianne Sarno, Music Garden, Sonoran Kitchen Gardens  
Joanie Sawyer, **Pro Neighborhoods**  
Catlow and Lisa Shipek, Watershed Management Group  
Kitty Ufford-Chase, Faith Co-ordinator, Tucson Community Food Bank  
Susan Williams, Arizona Association of Environmental Educators

### **Sustainable Tucson Forms Core Team | 1/21/07**

<http://azcrossroads.blogspot.com/2007/01/sustainable-tucson-forms-core-team.html>

**Excerpt:** Sustainable Tucson is a melding of an existing coalition by the same name which began in early 2006 under the umbrella of Nest, Inc. - a community development non-profit in Tucson that sponsors citizen initiatives for improving community life. Bob Cook, President of Nest, and Lindianne Sarno of Sustainable Tucson began the work of establishing relationships with numerous individuals and groups working for water conservation, new building codes and other issues related to sustainability. . . .

In October of 2006, the Arizona Association for Environmental Education held a meeting in Tucson calling for a diverse coalition to galvanize all the separate efforts toward sustainability (University of Arizona, City of Tucson, Pima County, environmental and education institutions, faith-communities, neighborhoods and business communities). The meeting was one of three sponsored by AAEE in Arizona as follow-up to the April 2006 Arizona Crossroads Summit on sustainability held at the Heard Museum and supported with a grant from the Nina Mason Pulliam Charitable Trust.

The AAEE-led coalition has now melded with Sustainable Tucson to create a coalition that currently represents over two hundred organizations and individuals. We are officially called Sustainable Tucson.

# APPENDIX A

The main webpage information was retrieved from a web archive\* (accessed 7/2/12).

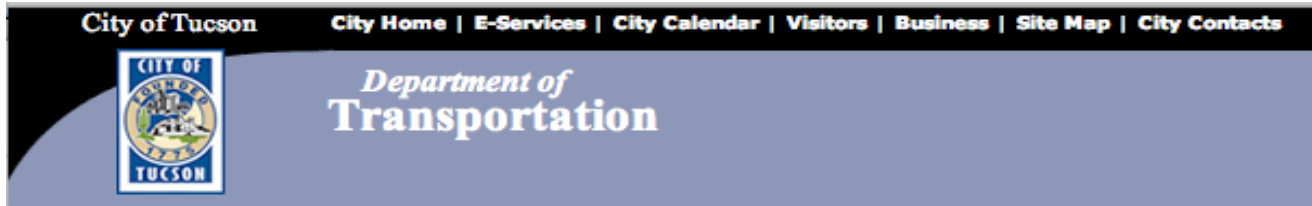
The spelling errors and typos that existed throughout the text were left as is.

Some emphasis/highlights added.

\* <http://web.archive.org/web/20080919060035/http://dot.ci.tucson.az.us/hottopics/fifthsixth/>

Current accessible info online (as of 7/2012):

<http://dot.tucsonaz.gov/hottopics/fifthsixth/index.cfm>



## 5th/6th Street Livability & Circulation Study

### Project Summary - November 30, 2001

#### **Introduction**

#### **Phase II Issues**

- Bicycle Features
- Land Use
- Pedestrian Features
- Streetscape, Urban Design, Landscape
- Traffic Circulation
- Traffic, Pedestrian and Bicycle Safety
- Transit

#### **Other Phase II Activities and Results**

- Visual Assessment
- Wants/Don't Wants
- Goal Statements
- Public Outreach
- Student Involvement
- Development of Alternatives
- TAC Meetings

#### **Final Phase II Recommendations**

#### **Phase III Activities**

#### **Appendix**

- Citizens Corridor Advisory Group

### Landscape Architecture Guiding Principles

City of Tucson Department of Transportation  
201 N. Stone Avenue, 6th Floor, North Wing  
POB 27210, Tucson, Arizona 85726-7210  
(520) 791-4371 | (520) 791-5641 fax |



# 5th/6th Street Livability & Circulation Study

## Introduction

The relationship between land use and transportation was not well understood in the early 20th century. Major streets were established without awareness of their potential adverse impacts on neighborhoods. It was not until the mid-1960s that the idea of layout out the street network to protect neighborhood units was incorporated into land and road planning documents. These patterns of development are apparent in the 5th/6th Street corridor, with its primarily residential land uses with pockets of commercial land uses, and structures dating back to the early 1900's. As a result of these patterns, 5th/6th Street tends to straddle definitions of both collector and arterial roadway.

Fifth-Sixth Street is a collector in the sense that it is located halfway between two major arterials, funnels traffic from neighborhoods, and doesn't provide ramps to Interstate 10. It also operates at times like an arterial, providing continuous travel as far east as Wilmot Road, and carrying more than 26,000 vehicles per day on western segments.

Before Speedway Boulevard was widened, the City acknowledged 5th/6th Street's function by designating it in the Major Streets and Routes plan (MS&R) as a "commuter arterial." Following completion of Speedway widening and removal of the reversible lane operations on 5th/6th Street, the Mayor and Council, in June 1995, reclassified 5th/6th Street from "commuter arterial" to "collector."

In spite of the reclassification, with continuing growth of auto-oriented land uses in the Tucson metropolitan area, tens of thousands of people are driving every day past front doors on what is, predominantly, a residential street.

Some corridor residents feel that to functionally achieve a downgrading from arterial to collector, the capacity of 5th/6th Street should be reduced to one through lane in each direction. People who depend on 5th/6th Street for cross-town travel, commuters and business interests in particular, object to this proposed action.

Due to the uncertainty regarding the number of lands and types of facilities desirable for 5th/6th Street, the City of Tucson undertook Phase I of the 5th/6th Street Livability and Circulation Study.

The 5th/6th Street corridor is defined as the mile-wide swath bounded by Speedway Boulevard and Broadway Boulevard between I-10 and Wilmot Road. During Phase I, from September 1999 to April 2000, public sentiment about improving the corridor was gauged through a mail-back opinion survey, a motorist survey, and a series of public forums. Many diverse opinions were received. Concern for the safety of all users of 5th/6th Street was clearly voiced. In terms of the number of lands and types of facilities for 5th/6th Street, however, no single sense of direction was registered.

It was also during Phase I that the 5th/6th Street Citizens Corridor Advisory Group (CCAG) was organized for Phase II. The CCAG's role throughout Phase II of the project was to make recommendations on roadway design alternatives and to register preferences for master plan elements for the 5th/6th Street corridor. (A list of CCAG members is included in the Appendix.)

From the first CCAG meeting it was clear that CCAG members did not all share the same view as to what should be done to improve the livability and circulation of the corridor. It was, after all, a study advisory committee comprised of 40 people, representing such diverse interests as neighborhoods, educational institutions, businesses, and motorists from outside the corridor. A major difference of opinion among CCAG members was the number of travel lanes 5th/6th Street should accommodate.

Achieving consensus in Phase II was not easy, but over the course of a year, the CCAG demonstrated a high degree of enthusiastic participation. Monthly meeting attendance averaged a remarkable 72%, and observers numbered as many as 27 people. In the end, the CCAG crafted their own guiding statement for the corridor, which is presented in the [Final Phase II Recommendations](#).





# 5th/6th Street Livability & Circulation Study

## Phase II Issues

The role of the project team in Phase II was to help the CCAG become informed enough to make recommendations that would have implications for everyone in the Tucson metropolitan area. Accordingly, the project team made presentations to be made to the CCAG over several months focusing on the following seven areas of discussion:

- Bicycle Features
- Land Use
- Pedestrian Features
- Streetscape, Urban Design, Landscape
- Traffic Circulation
- Traffic, Pedestrian and Bicycle Safety
- Transit Features and Services

Throughout the study process, the CCAG was given latitude to direct the project's focus by requesting information as needed and setting agenda items. The following is a discussion of key issues that emerged throughout the process, organized according to the seven discussion areas.

### Bicycle Features

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/bicycle.cfm>

The CCAG included bike lanes in their vision for 5th/6th Street, but the issue of including bike facilities on 5th/6th Street had been debated. Some people felt that given the right-of-way limitations along 5th/6th Street, the existing 3rd Street Bikeway should be sufficient for bicycle travel within the corridor.

The Tucson-Pima Bicycle Advisory Committee (T-PBAC) pointed out that while 3rd Street adequately serves children on short rides and the casual rider, its circuitous routing and frequent stops reduces its ability to serve cyclists who want to travel directly through the corridor. In fact, there is no direct east-west bicycle route serving central Tucson. Further, unsignalized crossings at major intersecting streets are problematic for all users. The T-PBAC's proposal was to add bike lanes to 5th/6th Street. In addition, the Project Team investigated the feasibility of establishing an east-west bikeway on local streets south of 5th/6th Street.

Most CCAG members agreed with the T-PBAC that 5th/6th Street is an excellent prospect for bicycle facilities. Bike lanes on 5th/6th Street can provide functional support for the "Education Corridor" theme that emerged through this process, which is discussed in detail later.

### Land Use

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/bicycle.cfm>

Based on land uses, 79% of the 5th/6th Street corridor is residential. 9% is commercial, 7% is used for public/institutional uses, 4% is vacant, and 1% is industrial. Of properties fronting 5th/6th Street, more than 60% is residential. The CCAG felt that the residential nature of the corridor must be preserved. It was also observed that there is a strong educational presence in the corridor. There are 12 public schools in the corridor, of which 11 front 5th/6th Street. They serve as meeting places, their schoolyards serve as neighborhood parks, and these schools contribute to the livability of the corridor. The "Education Corridor" theme will be carried forward and developed in Phase III.

There are 10 registered National Historic Districts and many historic buildings in the corridor, plus four more potentially eligible districts. The CCAG felt that in addition to the residential character, the historical integrity of the corridor must be preserved. Mansfield Middle School, an historical structure built in 1929, where the CCAG met every month, is a striking example of the construction during a time when public buildings were designed to inspire civic pride.

One of those 12 public schools in the “Education Corridor” is the University of Arizona (UA), and the streetscape along this segment of 6th Street has been strongly influenced by the UA’s presence.

The UA made a presentation to the CCAG on March 8, 2001, which covered the University Comprehensive Campus Plan, other related plans, and UA projects in design or under construction along 6th Street. The UA projects along 6th Street promise to bring an improved presence to the street. A 1,750-space parking garage at 6th Street and Fremont is due to open in Fall 2002, and another is planned for the longer term to be located across from the UA football stadium.

The CCAG spent considerable time assessing how well the “urban village” concept fits within the corridor. While definitions vary from community to community, the “urban village” concept generally describes a small, compact core of mixed-use development with a pedestrian scale and orientation, surrounded by residential uses. Several locations within the corridor already meet some definitions of an urban village, notably, 6th Street/Tucson Boulevard and 6th Street/4th Avenue. The pedestrian orientation appealed to the CCAG, as did the idea of offering services within walking distances. The CCAG wasn’t certain, however, whether an urban village would draw more traffic onto 5th/6th Street. Neither were some CCAG members sure whether supporting the urban village concept might be construed as supporting increased densities for the corridor. In the end, the group decided to step back from full acceptance of the urban village concept, and instead preferred “multiple uses/small business development” for 5th/6th Street, while at the same time maintaining the residential character.

### **Pedestrian Features**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/pedestrian.cfm>

Sidewalks along 5th/6th Street are conspicuously absent in many areas. More than seven miles of new sidewalk would be required to provide continuous sidewalks along both sides of 5th/6th Street. The CCAG, early in the process, felt that sidewalks, landscaping, and other pedestrian amenities are fundamental to developing 5th/ 6th Street into a truly livable streetscape.

A strong desire emerged to preserve the sidewalks and enhance walkability already existing on the west end. The 6th Street streetscape in the vicinity of 4th Avenue illustrates a pedestrian-friendly urban form, with wide sidewalks and zero setbacks for buildings fronting 6th Street. These features create an interesting pedestrian-scale environment, but they pose challenges for Phase III, because the CCAG guiding statement favors

maintaining existing curb lines. West-end representatives spoke passionately for preserving the Depression era sidewalks and curbs constructed by the Works Progress Administration (WPA).

### **Streetscape, Urban Design, Landscape**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/streetscape.cfm>

Visual improvements support the goals outlined in the City’s Livable Tucson Vision. Generally, this study is recommending pedestrian/bicycle friendly travel corridors with maximum shade and safe travel lanes. In addition, the streetscape, urban design and landscape will be developed to support the “Education Corridor” concept. Phase II [Landscape Architecture Guiding Principles](#), presented under a separate cover, reflect and complement guidelines contained in the University Area Circulation Study and the Sixth Street Urban Design Guidelines, prepared jointly by the City of Tucson and University of Arizona (UA) Facilities Planning Department.

The issue of medians generated some dialog. Some felt that a median could help create the perception of a narrower street, thereby encouraging slower speeds, as well as providing a pedestrian crossing refuge. Others felt that a median would require roadway widening, jeopardizing historic structures, and that landscaping behind the curbs would be a better option for pedestrians and cyclists. Both of these perspectives have merits. The recommended design priorities are to provide improvements from the outer edges of the right-of-way toward the center line, emphasizing the importance of pedestrian comfort and safety. Phase III of the study will determine potential locations for medians and pedestrian refuges.

### **Traffic Circulation**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/traffic.cfm>

There was strong predisposition by some members on the CCAG to reduce the number of through lanes along 5th/6th Street. The project team evaluated the potential traffic-circulation impacts of reducing the number of traffic lanes from four to two along 5th/6th Street over the entire seven-mile corridor. This analysis indicated a high potential for significantly increased congestion along 5th/6th Street. The analysis also indicated a potential for significant traffic diversion from 5th/6th Street to Speedway Boulevard, Broadway Boulevard, Grant Road, and University Boulevard, increasing congestion along these alternate routes.

Downgrading a four-lane road to a two-lane road with a center turn lane offers significant safety benefits. Left-turning vehicles are taken out of the traffic stream, reducing the number of left-turn

and read-end accidents. Preliminary alternatives presented to the CCAG for consideration involved a three-lane cross section east of Campbell Avenue, where there is presently a four-lane roadway configuration. Many, but not all, west-end representatives of the corridor perceived that different treatments were being considered for 6th Street west of Campbell. They pointed out the existing urban form, high pedestrian activity, and historical nature of the west end was different than the east end, but they argued that treatment for 5th/6th Street should be the same from end-to-end. The CCAG initially agreed.

Traffic speed was a concern that emerged in Phase I. Likewise it was often discussed in Phase II. The CCAG was concerned that signal progression efforts of traffic engineering are at odds with posted speed limits on 5th/6th Street, effectively encouraging motorists to speed along the street. A special session with City of Tucson traffic engineering staff was conducted so that CCAG members could tour the City of Tucson's Operations Center. Following the session, the CCAG members decided that this study was not the appropriate venue for addressing this issue.

Preliminary right-of-way information indicates that right-of-way width is highly variable from block to block, but generally ranges between 80 and 90 feet. A significant exception to this is east of Country Club Drive, where the right-of-way is only 60 feet wide. Concerns for existing land uses, historic structures and property owners developed into a CCAG recommendation that existing curbs should be maintained, and any new facilities (e.g., bike lanes, medians, and pedestrian refuges) should be provided to the extent possible within the existing curb-to-curb distance. Deviation from this principle in Phase III is to be permitted only upon approval of neighborhoods, businesses and other affected parties. This position allows some flexibility of design to incorporate the desired new features for the corridor. The CCAG also discussed the possibility of using 10 foot or 11 foot lanes in future designs. Consideration of this will be addressed in Phase III.

### **Traffic, Pedestrian, and Bicycle Safety**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/safety.cfm>

Safety is another concept strongly emphasized in Phase I. Similarly, it recurred in Phase II as an important theme. Enhanced safety can be under-

stood as an implicit element of the "Education Corridor."

The addition of a center turn lane would enhance safety along those segments of 5th/6th Street where there is none. However, the desire to maintain the existing curb locations prevailed. The CCAG was concerned roadway widening would have negative impacts on historic structures and private property. Similarly, the CCAG struggled with safely accommodating bicycles and transit in separate lanes. Buses travel faster than the average bicycle, however, due to frequent stops, buses tend to overtake bicyclists, then pull in front of them in order to pick up and discharge passengers. This can set up a "leapfrog" effect, where the bus overtakes and passes the same cyclist over and over again. While the Project Team expressed concern about the safety of identifying a transit lane adjacent to a bicycle lane and about designating a transit-only lane where there is no center turn lane, the CCAG felt strongly about providing specified transit facilities along 5th/6th Street.

### **Transit Features and Services**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/transit.cfm>

Transit was discussed in the context of how it would support existing land uses and the "Education Corridor." Dedicated transit facilities did not arouse CCAG enthusiasm at first, but as time went on, a strong interest in light rail developed. Two previous studies set the groundwork for light rail through the corridor. The Broadway Corridor Study (May 1990) looked at the economic feasibility of light rail along Broadway Boulevard. The Transit Linkage Study (August 1994) looked at the feasibility of using refurbished historic trolley vehicles along 6th Street in lanes shared by motor vehicles, on a route between the downtown and the University of Arizona. The CCAG endorsed a statement proposed by the Project Team that none of the alternatives developed for 5th/6th Street precluded the development of light rail for the corridor. While light rail was discussed, the Project Team recommended that decisions on future light rail location be made in a regional context.

There was strong desire that the preferred alternative for 5th/6th Street be something different, reflecting the unique character of the corridor. There was also strong interest in an alternative that takes the emphasis off the private automobile. These sentiments are reflected in the CCAG Guiding Statement with the inclusion of transit lanes.



## 5th/6th Street Livability & Circulation Study Other Phase II Activities and Results

CCAG activities served as an armature, of sorts, for the issues that surrounded the study process. The activities were designed to educate, stimulate discussion, and to identify common ground among the CCAG members. The hard work, enthusiasm, and perseverance demonstrated by the CCAG cannot be overstated. The following is a brief description of some of the activities and results that emerged.

- Visual Assessment
- Wants/Don't Wants
- Goal Statements
- Public Outreach
- Student Involvement
- Development of Alternatives
- TAC Meetings

### Visual Assessment

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/results1.cfm>

Early in the process, disposable cameras were provided to the CCAG with direction to take pictures of elements that they would like to see (and not see) for the streetscape, landscape, and urban design component of the study. The emphasis was on desirable elements, as these images will be used to cultivate landscape guidelines for use in Phase III of the study. These can be found in [Phase II Landscape Architecture Guiding Principles](#).

### Wants/Don't Wants

This exercise was conceived by the CCAG, who were strongly interested in knowing the opinions of their fellow CCAG members. All CCAG members submitted a list of their top three "wants" and "don't wants" for the corridor. By this means, the various opinions of the full membership could be understood. These "wants" and "don't wants" were compiled by the Project Team into a matrix of the seven categories, discussed earlier.

### Goal Statements

The Wants/Don't Wants exercise was ideal preparation for the activity that followed. The larger CCAG broke into small groups based on segments of the corridor. Each small group developed goal statements for the corridor. The top three goal statements from each small group were presented to the entire CCAG as a whole, and organized into defining categories. This activity resulted in the "Elements Common to All Alternatives."

### Public Outreach

In addition to the Phase I public outreach program, Phase II public involvement activities included:

- Three newsletters
- Four Community Forums and one Business Forum
- Two presentations at schools
- Presentations to other groups and committees

### Student Involvement

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/results2.cfm>

Appropriate for this project and this corridor, there was a component of student involvement. Mansfeld Middle School and Rincon High School students also participated in the Visual Assessment. Additionally, a student from Mansfeld Middle School and a student from Rincon High School served on CCAG. The Mansfeld student used the 5th/6th Street project as a case study for civic problem solving, including research into the 5th/6th Street issues and a presentation of her solution to fellow CCAG members. The solution incorporated transit lanes, bike lanes, transit service, and improved pedestrian facilities, emphasizing crossings.

### Development of Alternatives

During the course of alternative development, nine preliminary alternatives were reduced to three alternatives. All of the alternatives included several common elements (see [Final Phase II Recommendations](#)). Three roadway design alternatives were presented to the public in a series of Community Forums in April 2001. Two alternatives included one lane for through vehicle traffic in each direction with a center turn lane or median, while the third presented two lanes for through vehicle travel and a center turn lane or median. These three alternatives were assessed by the Project Team in terms of their advantages and disadvantages, including a matrix to compare alternatives to the existing condition in terms of safety, traffic circulation, support for public transit, and other parameters.

### TAC Meetings

The Technical Advisory Council (TAC) is made up of key City staff from departments such as Planning, Traffic Engineering, Historic Preservation Office, Tucson Police Department, Economic Development, Sun Tran, Real Estate, Special Projects, Community Relations, Procurement, and representatives of council Ward offices 1 and 6. Also included as members of the TAC are the University of Arizona, the Pima Association of Governments, and the Tucson Metropolitan Chamber of Commerce. This group met monthly and provided assistance and technical analysis.



## 5th/6th Street Livability & Circulation Study

### Final Phase II Recommendations

The final guiding statement reflects agreement of the Citizens Corridor Advisory Group (CCAG). It does not specifically reflect any one of the three alternatives developed during the course of the study. Upon tallying the public input from Community Forums, an even split was revealed between those who favored two travel lanes and those who favored four travel lanes. The CCAG itself was evenly split on the subject of the number of travel lanes to include the preferred alternative.

The CCAG worked hard to find a common ground acceptable to the community at large and the interested they represent. Meeting in a working session near the end of the project term, a subset of the CCAG worked out a compromise alternative that was painstakingly refined at the final CCAG meeting and is presented in the following Guiding Statement:

"(Fifth/Sixth Street shall be) four lanes with two outer lanes signed as transit lanes, but still allowing other forms of traffic, and continuous bike lanes. Some flexibility in the road design may be necessary based on local conditions. However, any deviation from principles agreed upon by the group (CCAG) or existing curb-to-curb widths shall require approval of the neighborhoods, businesses, etc."

This statement was voted upon in June 2001 at the 13th CCAG meeting, and approved by the CCAG, 25 in favor and 2 opposed. The principles referred to are the following "Elements Common to All Alternatives."

- Provide continuous sidewalks and bike lanes on both sides of the street
- Develop pedestrian safety treatments (locations to be determined)
- Include roadside landscaping/buffering between roadway and sidewalks
- Develop the "Education Corridor" theme
- Urban design improvements
- Preservation of historic character
- Maintain residential character
- Improve transit amenities at key locations
- Multiple uses/small business development
- Address drainage problems
- Address parking and consideration of access for business

The following are several ideas proposed by the Project Team for ways in which the "Education Corridor" theme might be implemented in the 5th/ 6th Street corridor. The ideas address the transportation function of the corridor as well as the corridor form.

The "Education Corridor" theme can be functionally expressed through:

- Implementation of a transit shuttle to transport students to and from educational institutions along the corridor.
- Improved pedestrian safety treatments at school crossings along the corridor.
- Implementation of bicycle safety treatments, policies, and educational efforts to encourage children to ride their bikes to school.
- Improved bicycle and pedestrian connections from the schools to the surrounding neighborhoods.
- Development of a "Safe Routes To School" pilot project, which involves parents, teachers, administrators, neighborhood groups, city officials, and law enforcement officers working together to evaluate and improve routes to schools, with the objective of promoting walking and bicycling by students.
- Implementation of a "walking school bus," to convey schoolchildren to schools or shuttle stops along the corridor. (This concept would also be used to return children home after school.)

The form of the "Education Corridor" theme can be expressed through:

- Designation by the City of 5th/6th Street as the "Education Corridor," with signs along the corridor signifying this designation.
- Design of bus stops near the schools reflecting an education theme.
- Implementation of hands-on exhibits along the corridor as a combination of street art and a learning experience.

Details specific to individual corridor segments will be developed as part of Phase III.



## 5th/6th Street Livability & Circulation Study

### Phase III Activities

Phase III of the 5th/6th Street Livability and Circulation Study is launched from a solid base of the guiding statement and the common ground of the "Elements Common To All Alternatives." Despite the differences of opinion during Phase II, the nearly unanimous agreement upon the guiding statement ensures strong support for Phase III activities.

While appropriately providing direction, the guiding statement gives the Project Team the flexibility necessary for working on a segment-by-segment basis with the neighborhoods, businesses, etc., to define specifics appropriate for each segment. It properly delegates the authority to the appropriate interests to determine where and how this flexibility may be applied.

As in previous study phases, Phase III will have an element of public outreach. Outreach activities to be included in Phase III remain to be identified, however, public involvement will remain an important component of the 5th/6th Street Livability and Circulation Study.

### Appendix

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/appendix.cfm>

#### Citizens Corridor Advisory Group

- Stephen Abernathy, Highland Vista-Cinco Via Neighborhood
- Victor Arida, El Encanto Homeowners Association
- Jonathon Crowe, Dunbar-Spring Neighborhood\*
- D. Estela Dalton, Barrio Anita Neighborhood
- Sara Evans, West University Neighborhood
- Victoria Jedicke, El Presidio Neighborhood
- Norma Johnson, Swan Lake Neighborhood\*
- Jim Keheler, Thunderbird Heights-Wilmot Desert Estates Neighborhood
- Ken Keppler, Sewell Neighborhood
- Korey Kruckmeyer, Pie Allen Neighborhood
- Bob Lajcak, Swan Lake Neighborhood\*
- Dick Lanning, El Montevideo Neighborhood
- Paul Mackey, Sam Hughes Neighborhood
- Beck Jo Montijo, Swanway Park Neighborhood
- Linda Morales, Mitman Neighborhood
- Andy Mosier, Iron Horse Neighborhood
- Mary Ann O'Neil, Miramonte Neighborhood\*
- Rosemary Snow, Dunbar-Spring Neighborhood\*
- Joe Stone, Miramonte Neighborhood\*
- Laura Tabili, Rincon Heights Neighborhood
- Clague Van Slyke, Peter Howell Neighborhood
- Kristin Zelov, Sierra Estates Neighborhood
- John Benson, corridor resident, at large
- Barry Hirsch, corridor resident, at large
- Linda Rothchild-Tepper, corridor resident, at large
- Robin Shambaugh, corridor resident, at large
- Rachel Smith, corridor resident, at large
- Paul Cisek, business representative, Rincon Market
- Melanie Morrison, business representative, Morrison, Ekre & Bart Management Service
- Thomas Naifeh, business representative
- Tamara McElwee-Linson, business representative, Boomers
- John Sedwick, business representative, 4th Avenue Merchants Association
- Stephen Farley, City resident outside corridor area
- Gean Lloyd, City resident outside corridor area
- Sharon Chadwick, Tucson-Pima County Historical Commission
- Gary Woods, Commission on Disability Issues
- Roy Schoonover, Tucson-Pima County Bicycle Advisory Committee
- Dr. Michael Schwanenburger, Mansfeld Middle School, TUSD
- Patrick Kass, University of Arizona
- Libby Stone, University of Arizona
- Michael Stone, Citizens Transportation Advisory Committee
- Mary Ellen Wooten, Tucson Arts District Partnership

\* Each representative served at different times in the process



# 5th/6th Street Livability & Circulation Study

## Landscape Architecture Guiding Principles

### **Introduction**

#### **Developing the Visual Character of the 5th/6th Street Corridor**

- 5th/6th Livability & Circulation Study
- Visual Assessment Exercise
- Development of Education Corridor
- Historic Features
- General Land Use Features

#### **Relevant Plans & Guidelines**

- Neighborhood & Area Plans
- City Standards
- Stone Avenue
- Barraza-Aviation Parkway General Plan
- Highland Avenue Corridory Study
- University of Arizona 6th Street Urban Design Guidelines

#### **Visual Preference & Guiding Principles Concept**

- Visual Preference
- Concept of Guiding Principles
- Phase III: What's Next?

#### **Landscape Architecture Guiding Principles**

- Landscape/Streetscape
- Pedestrian Elements
- Education Corridor
- Urban Furniture
- Urban Form & Mass
- Transportation Features

## **Introduction**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/intro.cfm>

The 5th/6th Street Livability and Circulation Study was undertaken to determine how to improve the livability and circulation along this corridor. The Study limits were defined by Interstate 10 and Wilmot Road on the east and west, respectively, and Speedway Boulevard and Broadway Boulevard on the north and south, respectively.

This study is representative of a major directional shift in the City's approach to designing roadway systems. In the past, roadway design was mainly the purview of transportation engineers. As such, roadway design often reflected the needs of cars rather than the interest of people and healthy communities. Today, the City incorporates a "livability" element into circulation studies. The 5th/6th Street Livability & Circulation Study is an example. The shift in approach is in part based on information provided by the community during the Livable Tucson Vision Program conducted in 1998.

The purpose of Livable Tucson Visioning Program was to define the future of Tucson, balancing the needs of this generation without compromising the resources and abilities for future generations. Livable Tucson defines community goals and tracks progress toward those goals.

There are 17 Livable Tucson Goals. Although all the goals are applicable to the future improvements and development within the 5th/ 6th Street corridor, there are 5 goals which have greater relevance to visual and aesthetic features of this circulation study and design. Listed below are the goals (indicators for goals listed in the Livable Tucson Vision Program, brochure from City of Tucson):

- 1. Better Alternatives to Automobile Transportation: Includes improved public transportation system, bicycle and pedestrian friendly streets, improved roadways (landscape, lighting, sidewalks, bus stops), and promotion of alternatives to the automobile.
- 2. Safe Neighborhoods: Includes how safe people feel in their neighborhoods, crime, policing, and risk perceptions.
- 3. People-Oriented Neighborhood: Includes designing new neighborhoods and investing in old neighborhoods to promote a mix of commercial and residential uses, a pedestrian focus, landscaping and aesthetics, and interaction among residents.
- 4. Respect Historic & Cultural Resources: Includes the preservation and celebration of local landmarks, buildings, neighborhoods, archeological treasures, open spaces, cultures, and traditions that make Tucson unique.
- 5. Strong Local Business: Includes the local economy, particularly small, Tucson-based businesses.

Building on the visioning progress involves interdepartmental staff members in the review of City projects, to determine how these projects can benefit from additional collaborations with other City departments, offices and organizations outside of City government. The 5th/6th Street Livability & Circulation Study benefits from a multi-disciplinary Technical Advisory Committee (TAC, comprised of interdepartmental staff members).

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/llevel.cfm>

## Developing the Visual Character of the 5th/6th Street Corridor

### 5th/ 6th Street Livability & Circulation Study

Phase I of the 5th/6th Street Livability & Circulation Study sought broad community input regarding needs and desires for 5th/6th Street. These Guiding Principles are a product of Phase II. Phase II involved the input from the Citizens Corridor Advisory Group (CCAG). The CCAG participated in the Visual Assessment forms which are the basis for the Landscape Architecture Guiding Principles contained in this document.

Public input from the Phase I community outreach process was organized into seven major categories (listed alphabetically):

- Bicycle Features
- Land Use
- Pedestrian Features
- Streetscape, Urban Design, Landscape
- Traffic Circulation
- Traffic, Pedestrian, and Bicycle Safety
- Transit Features and Services

Of these seven categories, landscape was consistently identified as one of the important needs throughout the corridor. Sidewalks were of greater interest along the eastern portion of the corridor (existing conditions reflect there are fewer sidewalks along this portion). A strong preference to maintain the residential feel of the street was expressed along the mid-central portion of the corridor.

Phase II of this Circulation Study involves the participation of the Citizens Corridor Advisory Group (CCAG). During the first meeting, members of the CCAG were asked to:

- List their own issues of the corridor
- Identify the top issues from this list
- Rank the seven categories from Phase I from very important to somewhat important

The top 4 categories were:

- Bicycle Features
- Streetscape, Urban Design, Landscape
- Land Use
- Pedestrian Features

It is evident from both the community outreach and the CCAG preferences that pedestrian/ bicycle elements have a high level of interest.

### Visual Assessment Exercise

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lvisual.cfm>

Our environment is comprised of various physical site characteristics that shape our emotional response. In identifying aesthetic elements from within our environment, there are basic emotional experiences that lead us to prefer certain elements over others.

Studies indicate visual preferences are based on the ease of interpreting or reading the surrounding environment. In other words, if there are elements in the environment that are confusing or contradictory or otherwise not easily readable, this may cause us to feel uneasy or uncomfortable. Without stopping to analyze the various elements that make up the composition of the environment, in many cases, we automatically evaluate the following elements:

- sense of enclosure
- style



- balance
- dominance of elements
- proportion
- movement
- economy of elements
- dimension or scale
- character

As subjective as these interpretations of environmental information are, we can begin to develop general visual preferences from group choices.

CCAG members were given disposable cameras with instructions to take snapshots of streetscape, landscape and urban design characteristics they found appealing or unappealing. The emphasis was to identify those areas that were appealing. An interpretation of the collective aesthetic preferences were ultimately organized into the following categories:

- architectural character
- alternate mode elements
- landscape
- pedestrian elements
- public rt
- urban form
- urban furniture

The CCAG also identified scenes that were not aesthetically pleasing and these elements fell into two categories:

- missed opportunities
- safety issues

Students from Mansfield Middle School and Rincon High School also participated in the exercise by commenting on what they liked/disliked or agreed/disagreed about the pictures taken by the CCAG members in each respective category.

The Visual Assessment exercise was also presented at the public Community forums. A questionnaire was developed as an additional method to register the public's input on visual preferences during these Community forums. Attendees were asked to identify the top three elements important to the visual/environmental quality of 5th/Street. The three elements ranked the highest during the forums were:

1. Landscape/Streetscape
2. Pedestrian Elements
3. Educations Corridor (description of concept follows)

The result of the Visual Assessment was a prevailing desire to establish public spaces that are pedestrian friendly in all aspects of comfort, safety and appearance. By creating pedestrian-friendly places throughout the corridor, the connection

between the physical roadway and adjacent land uses can be established and/or strengthened.

In summary, during all the public input phases, the groups have been in agreement placing high preference in elements of landscape/streetscape and considerations for shade and reducing heat-island effects of urban areas.

The Visual Assessment begins to shape the Guiding Principles. The Guiding Principles provide the framework for organizing pedestrian features, landscaping, and other functional elements within a consistent visual context that can be applied throughout the 5th/ 6th Street corridor.

### **Development of Education Corridor**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/leducation.cfm>

The idea of an Education Corridor was propose early in Phase II by the CCAG. The basic idea was born from the fact that this travel corridor has 12 public educational institutions, of which 11 front 5th/ 6th Street.

Elements that can begin to identify 5th/6th Street as an Education Corridor:

- Formal designation by the City as an Education Corridor
- Signage & banners announcing travel along the Education Corridor
- Special pedestrian crossing treatments at schools
- Transit stops with "educational" theme
- Streetscape, urban design, and art features representing education themes
- Integrating public art features with education learning experiences
- Improved pedestrian and bicycle connections between neighborhoods and schools

### **Historic Features**

Within the Corridor Study Area, there are a number of registered National Historic Districts and/or Buildings. These significant historic features need to be considered in the Landscape Architecture Guiding Principles.

There are four (4) potentially eligible Historic Districts including Barrio Anita, Dunbar-Spring boundary increase, Rincon Heights, and Indian House. The twelve registered National Historic Districts/ Buildings are all located west of Alvernon way.

The character of historic elements are partially defined by the architectural elements considered in designating historic districts or buildings. Community pride and preservation of history are exhibited by the community or individual, as they consider national registration. The National Register provides a measure of protection from demolition or other altering impacts. Preserving historic elements

provide both a sense of community roots and cultural character to the corridor. The historic elements of the buildings along 5th/ 6th Street corridor can be incorporated into the visual identification of the neighborhood along the corridor.

### **General Land Use Features**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/landuse.cfm>

Land uses also contribute to the character and definition of the corridor. Residential, commercial/professional and public institutional uses usually exhibit different architectural styles and scale. Residential aspects were covered in the Neighborhood & Area Plans.

Overall the corridor study area is predominately residentially zoned, 79%. There are scattered commercial areas, the majority concentrated at the intersections of 6th Street/4th Avenue, Tucson Boulevard/6th Street, Alvernon Way/5th Street, Craycroft Road/5th Street, Wilmot Road/5th Street and the north side of 5th Street between Swan and Rosemont Boulevard. Public & institutional uses comprise 7% of the land use within the corridor study area, with the industrial uses west of 4th Avenue along 6th Street.

Looking at the land use directly adjacent to the 5th/6th Street corridor, the overall proportion still remains residential at 62%, commercial at 17%, and public & institutional at 15%.

Other character elements noted from the existing land use:

- West of 6th Avenue - less than 50% is residential
- East of Country Club - 80% of properties fronting the corridor are residential

In developing the Guiding Principles it is important to be cognizant of the different land uses along the 5th/6th Street Corridor to maintain a sense of cohesive readability.

### **Relevant Plans & Guidelines**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lplans.cfm>

#### **Neighborhood & Area Plans**

In developing the Guiding Principles, it is important to take into consideration all the other documented efforts supported by the citizens. Neighborhood and area plans also express the goals and intent of residents in the area.

There are nineteen listed neighborhoods within the study area, plus the University of Arizona. All of these designated neighborhoods having planning policies addressed within either a Neighborhood or Area Plan. Adopted Neighborhood and Area Plans demonstrate the active involvement of neighborhood groups in defining the boundaries of their neighborhood. Within those boundaries, citizen-based planning efforts have discussed in some detail their intentional concepts how they would like

to see the neighborhood developed.

Neighborhood policies largely define the residential and/or commercial character within the designated area. Characteristic elements include:

- Sense of boundary, enclosure or readability of the neighborhood as a neighborhood
- The style of residential development
- The proportion, sense of scale
- The pace of movement within the area

Of the nineteen neighborhoods, the majority define 5th/ 6th Street as an edge of their neighborhood. Four neighborhoods include 5th/ 6th Street corridor within their Neighborhood Plan (Sam Hughes, Miramonte, Peter Howell, and Swanway Park). The Iron Horse neighborhood does not directly front 6th Street. It is south of Tucson High School and Tucson High borders 6th Street along its northern border.

A policy overview of the Area and Neighborhood Plans identifies similar recommendations in all the plans. The similarities area summarized below. Policies underlined appear in only one Area or Neighborhood Plan without support from other policies or by contradicting another plan's policy. Of the seven categories identified in Phase I, three relate directly to development of these Guiding Principles:

#### **Pedestrian Features**

- Safe and efficient pedestrian access
- Utilize traffic calming
- Encourage pedestrian amenities
- Respect traditional pedestrian patterns
- Better regulation of pedestrian traffic

#### **Streetscape/Urban Design/Landscape**

- Multi-modal streetscape designs for 6th Street
- Protect and enhance vegetation and open space
- Low maintenance and drought tolerant landscape
- Canopy trees for shade
- Street-side resting ledges or benches
- Street furniture
- Streetscape should support historic character
- "Night sky" streetlights
- Upgrade appearance of washes crossing 5th/ 6th Street (Sewell/Hudlow Plan only)
- Underground utilities (University Area Plan only)

#### **Traffic/Pedestrian/Bicycle Safety**

- Provide safe and efficient circulation systems for all appropriate modes of transportation including pedestrian
- For safety, discourage bicycle use of existing 6th Street
- Pedestrian safety buffer from road

#### **City Standards**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lcity.cfm>

The City of Tucson Department of Transportation provides Landscape Design Guidelines for public right-of-ways. The intent of these Landscape Architectural Guiding Principles are to remain in conformance with the Department's Guidelines.

As the project progresses into Phase III, these Guiding Principles will be further developed to identify greater specificity along the corridor segments. Design guidelines will be developed to within the parameters of the Guiding Principles and will need to maintain conformance with the Department's landscape guidelines to accommodate City-wide uniformity and easy of maintenance. If there are any variances to the Department of Transportation's Landscape Guidelines, they will need to be discussed with the Department's Landscape Architect.

### Stone Avenue

The City of Tucson has recently completed the Stone Avenue Corridor Study. The landscape recommendations include specialty treatment at significant intersections. Stone Avenue/6th Street would be one such intersection.

The Guiding Principles recommended in this report interface with the recommendations of the Landscape Guidelines for Stone Avenue.

### Barraza-Aviation Parkway General Plan

The west end of this study interfaces with the Barraza-Aviation Parkway. The Guiding Principles recommended by this report would not adversely affect the landscape design proposed for the Barraza-Aviation Parkway corridor.

### Highland Avenue Corridor Study

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lhighland.cfm>

Concurrent with this planning process is the Highland Avenue Study. Highland Avenue intersects 6th Street at the southern entry into the University of Arizona. The Highland Avenue Study is also in a design study, as of July 2001, and is still in the process of development.

Based on presentations at the community open houses, the Highland Avenue plan is also recommending greater pedestrian and bicycle friendly designs with shade and safety issues taking priority. Currently they do not specifically address the intersection. There is nothing in these Guiding Principles that would conflict with potential enhancement or recommending general landscape improvements at this intersection.

### University of Arizona 6th Street Urban Design Guidelines

The University of Arizona completed a 6th Street study in 1998. Six goals were developed during the planning & design process. Of the six goals, three are particularly relevant to these guiding principles:

- To create a pedestrian dominant street environment which is inviting, friendly, accessible, and safe.
- To incorporate ways to protect neighborhoods and the University of Arizona campus from traffic intrusion and noise.
- To plan for, encourage, and increase transit and bicycle use.

The conceptual design includes:

- Maintaining four vehicle travel lanes
- Maintain existing right-of-way, to the extent possible
- Addition of landscaped median
- Landscape planting area between the curb and sidewalk
- Pedestrian seating areas along the sidewalk
- No provisions for bike lanes along this segment of 6th Street

These landscape Guiding Principles do incorporate the last two design elements listed above. The first four elements are transportation issues and are not addressed in these recommended Guiding Principles.

## Visual Preference & Guiding Principles Concept

### Visual Preference

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lpreference.cfm>

The visual preferences presented within these guiding principles were based on input provided by the Citizens Corridor Advisory Group (CCAG), students from Mansfeld Middle School and students from Rincon High School (both schools directly front 5th/6th Street).

The environment is comprised by various physical site features that shape our visual and emotional responses to our surroundings. These features can be categorized in many ways. The basic features extracted for the [5th/6th Street Livability & Circulation Study](#), based on input from the CCAG visual preference exercise were:

- |                            |                                |
|----------------------------|--------------------------------|
| 1. Pedestrian Elements     | a. Shades/Pattern              |
|                            | b. Nodes – Seating             |
|                            | c. Scale                       |
|                            | d. Crosswalk Pattern           |
|                            | e. Sense of Place              |
| 2. Landscape               | a. Mixed Vegetation            |
|                            | b. Desert Character            |
| 3. Street Trees            | a. Shade/Area Character        |
| 4. Architectural Character | a. Historic/Contemporary/Scale |
| 5. Urban Furniture         | a. Color/Grates/Walls          |
|                            | b. Lighting                    |
| 6. Urban Form & Mass       | a. Park/Open Space             |
|                            | b. Commercial – Reuse          |
|                            | c. Commercial – Compatible     |

- 7. Walls
- 8. Bicycles
- 9. Roadways
  - a. Details
  - b. Medians
- 10. Parking
  - a. Onsite/Street
- 11. Transit
  - a. Bus Shelter

The eleven features listed above could easily be resorted to fit into the seven categories developed in Phase I. Based on the visual preference photos taken by the CCAG members, there appeared to be enough additional features called out to be listed separately from the initial seven categories.

Within each of the categories, and their sub-categories, were one or more statements of preference (i.e., under pedestrian elements: shade/pattern there was a preference for “all pedestrian pathways need to be shaded”). These were all presented at the community forum.

### Concept of Guiding Principles

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lprinciples.cfm>

The Landscapes Architectural Guiding Principles were developed base on community input of visual preferences. Generally, the recommendations are focused on pedestrian-bicycle friendly travel corridors, with maximum shade and safe travel lanes for vehicular traffic.

In developing the 5th/6th Street Guiding Principles, it is helpful to understand if there is a design priority which the design is addressing. The corridor is utilized by pedestrians, bicyclists, motor vehicle drivers/passengers and transit riders.

During the community forums, part of the visual assessment questionnaire asked the participants to rank in order of priority what mode of transportation should be emphasized along 5th/6th Street. Among the four modes of transportation - pedestrian, bicycle, motor vehicle, and transit - no single mode stood out far and above the others. There seemed to be equal importance for pedestrian, bicycle and motor vehicles, with transit trailing slightly.

The following Guiding Principles for the 5th/6th Street Corridor are the foundations from which the Landscape Guidelines will be developed. The Principles outline the community’s desire for the overall ambiance of the corridor.

The 5th/6th Street Landscape Architectural Guiding Principles do not state site specific recommendations as there are no specific roadway design alternatives at this phase. But the importance of designing from the outer edges to the centerline, expresses a message from the community there needs to be a design balance between transportation, land use, and economic community viability. These Guiding Principles assures those who have been involved in the process, their concerns and issues for this corridor will carry into the next phase.

### Phase III: What’s Next?

As the study continues to the next Phase, design alternatives will be developed. During the development of the alternatives, the 5th/6th Street corridor will be examined on a section-by-section basis to develop Landscape Guidelines. The Guidelines will address both 5th/6th Street Corridor and be section specific.

### Guiding Principles

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lguiding.cfm>

The following Guiding Principles are based on input from the community during Phase I and II of the [5th/6th Street Livability and Circulation Study](#). These Guiding Principles are specific to the 5th/6th Street landscape, but are not meant to be site specific along segments of the corridor. The general character and priority of importance are identified.

Generally, the study is recommending pedestrian – bicycle friendly travel corridors, with maximum shade and safe travel lanes for vehicular traffic. Design priorities are to provide improvements from the outer edges of the right-of-way toward the center line. In directing the priority from the outer edges to the center, these recommendations are emphasizing the importance of the pedestrian comfort and safety over potential expansion and improvements to vehicular travel lanes.

The Citizens Corridor Advisory Group (CCAG) expressed strongly the desire for improvements along the lines of the City of Tucson’s Livability Vision and respect for existing individual property uses. Site specific recommendations for segments of the corridor will be created in Phase III as the design team continues to work with the neighborhoods.

All of the following elements, initially identified by the CCAG, are important and every attempt should be made to design the corridor utilizing all of these Guiding Principles.

The top three important elements identified were:

- Landscape/Streetscape
- Pedestrian Elements
- Education Corridor

### Landscape/Streetscape

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/l/land.cfm>

Plant materials for the corridor should reflect and celebrate the environment in which we live, the Sonoran Desert. The 5th/6th Street Corridor is located in the urban/suburban context of the City and special treatments in designated areas can punctuate the importance of trees and vegetation for human comfort, relief and improvement of environmental quality.

- Whenever possible, landscape planting buffers should be created between the edge of roadway curb and the sidewalk.

- Planting area/buffer should be a minimum of 5' wide to provide adequate planting area for trees.
- When space is not available to create a buffer planting strip, trees can be planted at the edge of sidewalks utilizing tree grates to maximize walkable surfaces.

### **Mixed Vegetation**

Variety in plant materials provides species diversity, reflecting the richness of draught-tolerant, low water use plants. In order to create neighborhood ambiance, specific plant palettes will be determined in Phase III, on a section-by-section basis.

- Provide variety of vegetation in landscape
- Provide variety of color, texture, heights in landscape design

### **Desert Character**

- Use vegetation with desert character to maintain a sense of place along 5th/ 6th Street
- Provide a variety of trees, shrubs, groundcovers with color, texture, and varying heights in the landscape

### **Street Trees**

Street trees are the most prominent plant materials in the landscape. They provide comfort for the pedestrian by potentially lowering the summer temperature by ten degrees in the shade, provide visual relief for the traveler along the corridor, and contribute to environmental quality (i.e., absorb gases and release oxygen).

- Provide theme trees along 5th/ 6th Street and next to sidewalk to create neighborhood and/or corridor identity
- In areas where right-of-way is narrow and a minimum of 5' wide planting strip cannot be created between the roadway and sidewalk, trees can be planted in 4' square planting areas with or without tree grates
- Provide sense of place for area utilizing accent or special vegetation at nodes or special interest areas

### **Pedestrian Elements**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lpedestrian.cfm>

Pedestrian elements are those features in the landscape easily recognized by the person walking, jogging, or strolling along the corridor. These elements are easily visible, usable, and can affect the pedestrian. They are the details which the vehicular passenger or bicycle rider along 5th/ 6th Street may not notice or be affected by.

### **Shade/Pattern**

Mentioned in several sections, shade is an important element along 5th/ 6th Street corridor for pedestrian comfort. Trees and/or built structures (i.e., arcades) can provide shade. Use of structures should be limited to special uses and/or areas. The majority of the corridor should have trees to provide shade.

- Variety of texture, color, patterns in pedestrian pathways provide interest
- Material changes on the sidewalk can add interesting details, reflect the character of the particular area, or provide an opportunity for the neighborhood to make a statement
- As much as possible, provide continuous paved sidewalks along the corridor
- Pedestrian pathways should reflect and complement the character of the area (i.e., historic, residential, commercial)
- All pedestrian pathways need to be shaded
- Shade may be accomplished via built or landscape materials

### **Nodes – Seating**

Walkable communities provide seating areas where people can rest, meet friends and neighbors, or simply watch the traffic go by. Neighborhoods along 5th/ 6th Street have an opportunity to capture nodes to design and express their neighborhood character.

- Provide seating opportunities for pedestrians along walking corridors
- Neighborhoods should be allowed to identify, adopt and/or create seating nodes along the corridor where space permits and they deem appropriate

### **Scale**

Scale of objects differ when designing for different viewers. Elements placed along the edges of the 5th/ 6th Street corridor need to consider the pedestrian, the bicyclist, and vehicular driver. Drivers will not be able to discern details and need to keep their focus on driving.

- Scale pedestrian pathways to fit the surrounding residential, commercial, or industrial nature
- Commercial areas will tend to have greater pedestrian traffic and pathways should be wider, 8-12 feet wide
- Residential areas may not have as much foot activity and pathways can be narrower, 6-8 feet wide
- There may be areas along the 5th/6th Street corridor that will not be able to meet the City's minimum standard of 6' wide sidewalks and treatment along these exceptions need to be evaluated on an individual basis

### **Crosswalk Pattern**

Safety is always a concern where pedestrians, bicycles, and motor vehicles cross paths. This was a safety concern expressed in several different visual assessment categories by the CCAG. It is important to provide as many visual, textural, and structural cues to provide ample warning for all entering a crosswalk zone.

The City of Tucson Department of Transportation has their safety standards that need to be incorporated into the design element of the crosswalk. Many of these traffic calming treatments are currently being utilized in and around other parts of the City of Tucson or other communities in the southwest.

- Visual cues may include pavement striping, signage, pedestrian activated stop light, change in landscape patterns or vegetation
- Textural cues may include change in paving within the crosswalk, change in elevation of the crosswalk (i.e., similar to a speed hump)
- Structural cues may include providing refuge areas and/or medians within the roadways or creating bulb-outs at the intersections
- Particular attention needs to be given to crosswalks associated with the education institutions

### **Sense of Place**

There are a number of listed neighborhoods along the 5th/6th Street corridor. All have been actively involved in this study. The neighborhoods have their district characteristics and can be expressed through the design choices they make along sections of this corridor.

- Public art is one of the strongest elements to quickly create identity and sense of place to an area
- Site specific public art can be integrated into the landscape as paving pattern, seating benches, decorative walls, celebration banners, street lighting/bollards, interpretive signage, bus stops, and all other elements in the landscape the imagination can dream up

### **Education Corridor**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/leducorr.cfm>

The concept of labeling the 5th/ 6th Street corridor an "Education Corridor" opens a number of opportunities. One of the greatest concerns expressed during this study was the safety of pedestrians walking or bicycling along this roadway, especially the younger school children.

Perhaps if this corridor were designated "Education Corridor" there would be greater caution practiced by vehicular drivers. Design elements could further be developed to enhance this concept. The following are broad categories of some landscape architecture features that could further define such a design.

Principles and applications of traffic calming designs that are recommended along 5th/6th Street will be consistent with City of Tucson Department of Transportation's standards and guidelines.

### **Crosswalks**

There are a number of design solutions to create crosswalks that look and feel different from the traditional striped crosswalks.

- Crosswalks can be paved with different material, giving it a different feel for cars driving over the area, or a different color appearance
- "Tables" and raised crosswalks, like speed humps, have an element of slowing traffic and providing a visual cue

### **Streetscape/Urban Design/Art**

- Consider specialty planting and/or developing an "educational" tree theme along schools directly fronting 5th or 6th Street
- If possible, construct medians to provide a safe refuge for pedestrian crossing multi-lane vehicular traffic
- Provide pedestrian activated crossing lights (such as the "hawks" currently installed along Broadway Boulevard at Plumer and also at Park Avenue)
- Site specific public art can include temporary or permanent exhibits. Many public artists directly involve the neighborhoods or school children in the development and creation of artworks

### **Pedestrian & Bicycle Connections**

- This is a transportation design concept that needs to be integrated into landscape design guidelines as well as the overall design of the corridor

### **Urban Furniture**

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lurban.cfm>

Urban furniture comprises those design elements that are more structural in nature. They may be catalogue items, or specifically designed for the corridor, or sections of the corridor.

### **Tree Grates**

In some areas, along the corridor, there may not be enough right-of-way to develop a planting area significant enough to provide a buffer strip between the pedestrian and vehicular traffic. Or it may be a design choice to create an appearance of a more 'urban' setting with a wider walkable paved surface.

- Tree grates can be artist specialty designed for the corridor, or selected from a catalogue

### **Lighting**

Activity does occur at night. Lighting is a measure of safety for both the pedestrian and vehicular driver. The west end of the corridor study area does have historic lighting along both 6th Street and 4th Avenue. The basic light poles are similar. There are minor differences in the globes. All globes along 6th Street are single. 4th Avenue, which intersects 6th Street, includes 4-globe lighting.

The single globe fixture does not illuminate a wide circle. In order to create a sense of a safe lighted walkway, additional lighting should be installed.

- A theme and rhythm of lighting has been created at the west end of the study corridor area with the historic lighting
- It will be a choice in Phase III if sections of the remaining corridor continue with the theme, or develop a different character for different sections of the corridor

## Walls

Walls have a variety of uses. If they are tall, they create visual buffers for unsightly or incompatible land uses fronting the corridor or provide privacy to residential land uses. Walls built at sitting heights (i.e., 24" to 30") can provide seating and a resting area for pedestrians. They can also delineate special areas and provide a surface for signage. As a screen wall, they can screen headlights from parked cars from shining into the corridor.

Along the west end of the study corridor, there are a few remaining walls constructed of Tucson Mountain volcanic rock.

Incorporate the character of the area into the design and building materials of the wall

- Contiguous walls should provide variety, interest and relief from a monotonous, long contiguous surface

## Urban Form & Mass

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/luform.cfm>

Landscape architecture attempts to define and design the spaces between masses. It is the void, or open spaces, that provide social and meeting spaces for residents, neighbors, and friends.

How the masses, the buildings and walls, are arranged affect the quality of the open space. In designing and/or capturing the open spaces, the placement and construction of buildings and walls need to be considered, for they define the edges of the open spaces.

These pockets of open spaces along the 5th/ 6th Street corridor can become the discovered jewels of the neighborhood. They can be as intimate to accommodate a gathering of 2 people or provide enough room for several people to engage in a card or board game.

## Park/Open Space

- When possible, if there is vacant or undeveloped property, neighborhoods should seize the opportunity to work with the City and/or landowner to create a little open space/green belt that can be utilized by the surrounding residents
- With neighborhood initiative, there may be opportunities for the residents to adopt/purchase vacant property and develop it in a manner to enhance the character of their neighborhood and particular segment of the corridor
- Aesthetically, a pocket of open space also provides visual relief to the vehicular driver

## Architectural Features

In many cases, it is the architectural structure that contributes to the definition of the area's character. Developing guiding principles for land use is not

within the parameters of these Landscape Architecture Guiding Principles for 5th/6th Street, but it is important to note that these elements are some of the most visible features along the corridor.

### • Commercial – Reuse

Acknowledge and explore the potentials of existing structures

### • Commercial – Compatible

Support existing neighborhood commercial uses

### • Residential

Participate and examine benefits and downfalls of increasing density along the corridor

## Transportation Features

<http://dot.ci.tucson.az.us/hottopics/fifthsixth/lfeatures.cfm>

The following elements were noted as important to both the CCAG members and participants at the Community Forums. These elements will directly affect the character of the corridor. They are being mentioned within these Guiding Principles as they are part of the overall framework for the corridor.

There were several repeated pictures from the CCAG members included as part of their visual assessment exercise that express elements of concern and need to be acknowledged. It is difficult to separate the landscape and visual definitions from the function of the corridor.

## Roadways

- Residential streets should include traffic calming designs
- Include safety features for nighttime pedestrian and vehicular activity
- Provide innovative, safe crossing solutions in areas with pedestrian – vehicular conflicts

## Medians

- Include addition of medians where possible to provide safer pedestrian refuge areas and also to create visual illusion of narrowing of paved surface

## Bicycles

- Explore providing a contiguous east-west bike route along 5th/ 6th Street

## Onsite & Street Parking

- Examine potential of on-street parking contributing toward greater pedestrian activity
- Curb extensions can assist to delineate distinct on-street parking areas
- Curb extensions also decrease crosswalk distance for pedestrians

## Transit

- Promote transit transportation along this "Education Corridor"