



## **SUSTAIN LANE CRITERIA**

### **GREEN & SUSTAINABLE DRAFT RECOMMENDATIONS**

The following 16 criteria have been identified by SustainLane as important characteristics in determining a sustainable community. A brief description of each of these criteria is below.

#### **1. Commute to Work**

SustainLane criteria based upon information from U.S. Census and American Fact Finder:

- Percentage using public transit
- Percentage walking to work
- Percentage bicycling to work
- Percentage that carpool
- Percentage that drive alone in vehicle

An additional source of information may be the American Public Transportation Association 2008 Public Transit Factbook.

#### **2. Metro Transportation**

SustainLane criteria based on figures from the Texas Transportation Institute's 2007 Urban Mobility Report. Derive data based on ridership miles and area of the city (square miles).

#### **3. Metro Congestion**

SustainLane criteria based on the Texas Transportation Institute's 2007 report (organization is associated with Texas A & M). Derive average amount of time spent waiting in traffic.

#### **4. Air Quality**

SustainLane criteria based on average Air Quality Index from the EPA, combined with EPA Clean Air Act Non-Attainment information.

#### **5. Tap Water Quality**

SustainLane criteria based on the Environmental Working Group's December 2005 U.S. city drinking water database, "National Assessment of Tap Water Quality."

#### **6. Green (LEED) Buildings**

SustainLane criteria based on the number of Leadership in Energy and Environmental Design (LEED) certified and registered buildings, adjusted per capita. A greater weighting is given to LEED Certified than LEED Registered, as well as for LEED Platinum or LEED Gold buildings than LEED Silver or LEED Certified buildings. The resulting total is then normalized on a per capita basis, using the adjusted number of LEED buildings per 100,000 people.

## **7. Local Food & Agriculture**

SustainLane criteria based on the number of community gardens and farmers' markets per city, with additional credit given to those markets accepting WIC (women, infants, children) and food stamps. This data is from both Non-Governmental Organizations (NGOs) and the U.S. Department of Agriculture, as well as from cities themselves.

## **8. Waste Management**

SustainLane criteria based on the diversion of total waste from city landfills through recycling, green waste and composting programs.

## **9. Planning and Land Use**

SustainLane criteria based on:

- Extent of urban sprawl
- Percent of city land area devoted to parks
- Cities' pedestrian and bicycle access and planning
- Transit-oriented development
- Regional planning efforts

## **10. Housing Affordability**

SustainLane criteria based on:

- Median U.S. housing prices
- Median U.S. incomes
- Cities with living wage ordinances

## **11. Natural Disaster Risk**

SustainLane criteria based on the potential frequency and extent of damage from hurricanes, floods, tornadoes, earthquakes and devastating hail.

## **12. Green Economy**

SustainLane criteria based on:

- Green or LEED (Leadership in Energy and Environment) buildings per capita
- Farmers' markets per capita
- Presence of a city or public-private incubator for clean technology industries, including renewable energy, advanced transportation, advanced water treatment, alternative fuels, green building and energy efficiency
- Presence within the city of a green business directory, either public or private

## **13. Energy and Climate Change Policy**

SustainLane criteria based on:

- City greenhouse gas tracking and carbon emission inventories
- Carbon emission reduction goals
- Overall renewable energy use
- Percentage for each city's alternative fueled vehicles as part of the total vehicle fleet was credited to cities with such fleets of greater than 12 percent of total fleet
- Additional credit was given to cities that had formally signed on to the U.S. Mayors' Climate Protection Agreement begun by Seattle Mayor Greg Nickels, as well as to cities that had instituted significant, wide-ranging mitigation or adaptation programs or had mounted significant city-wide planning efforts

#### 14. City Innovation

SustainLane criteria based on:

- Environmentally preferable purchasing programs
- City commercial green building incentives
- City residential green building incentives
- Carpooling coordination
- Car sharing programs (public or private)
- At least one other significant city innovation or program not accounted for in the other five areas

#### 15. Knowledge Base/Communications

SustainLane criteria based on:

- Whether the city has an overall plan for sustainability
- Whether it has a sustainability or environmental department that manages and tracks sustainability efforts across the city
- Whether the city is working in collaboration with a major federal research laboratory or research university
- Whether the city is working with a non-governmental organization across the city, rather than in only a single neighborhood

#### 16. Water Supply

SustainLane criteria based on:

- Each city's water supply, in addition to tap water quality and per capita consumption
- Dependence of water on rain and snowpack, level of drought or other conflict, such as flooding, population growth rate and gallons of water consumed per person per day
- Conservation programs and goals in place

### THE THREE PILLARS OF SUSTAINABILITY

<http://en.wikipedia.org/wiki/Sustainability>

