



OUR

BUILT  
ENVIRONMENT



PLACES AND SPACES WHERE WE  
LIVE, WORK, AND PLAY IN  
JEFFERSON COUNTY, ALABAMA



An initiative of Jefferson County Health Action Partnership,  
made possible by the Centers for Disease Control and Prevention

Visit [healthactionpartnership.org](http://healthactionpartnership.org) for more information.

When you walk out your front door, what do you see?

The buildings, streets, parks, restaurants, grocery stores, and other parts of your neighborhood are all part of the built environment, the man-made surroundings that provide the setting for your daily activities.

Your built environment can affect your ability to have a healthy lifestyle. Making sure everyone in Jefferson County has access to safe and beautiful places to live, work, and play is our priority.





# IS YOUR C DESIG BE WAL



IS THERE COMMUNITY  
SUPPORT FOR STREET  
REPAIR AND  
BEAUTIFICATION  
PROJECTS?

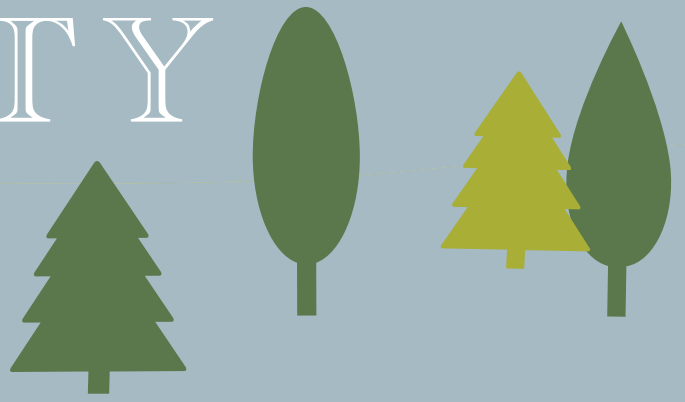
IS YOUR NEIGHBORHOOD SAFE  
FOR "ACTIVE TRANSPORTATION?"  
WALKING, BIKING  
AND RUNNING?



ARE THERE SIDEWALKS?  
ARE THEY ACCESSIBLE  
FOR WHEELCHAIRS,  
STROLLERS, AND OTHER  
MODES OF TRANSPORTATION?



# COMMUNITY NEED TO KABLE?

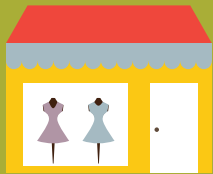


DO YOU HAVE ACCESS TO RELIABLE PUBLIC  
TRANSPORTATION FOR TRAVEL OUTSIDE OF OR TO  
THE FAR EDGES OF YOUR NEIGHBORHOOD?



IS YOUR COMMUNITY DESIGNED  
SO YOU CAN ACCESS  
PLACES OF INTEREST BY  
WALKING TO SCHOOLS,  
LIBRARIES, SHOPS, AND  
OTHER CIVIC PLACES?

DOES YOUR NEIGHBORHOOD  
HAVE PARKS AND SHARED SPACES  
FOR COMMUNITY USE SUCH AS  
ATHLETIC EVENTS  
AND PUBLIC GATHERINGS?



DO YOU HAVE CONVENIENT ACCESS  
TO FRESH AND HEALTHY FOOD  
OPTIONS SUCH AS  
GROCERY STORES, RESTAURANTS,  
NEIGHBORHOOD MARKETS, OR GARDENS?

ARE YOUR SCHOOLS AND  
COMMUNITY CENTERS  
SAFELY WALKABLE FOR  
STUDENTS, SENIOR CITIZENS,  
AND OTHER  
COMMUNITY MEMBERS?



The built environment and the related policies, projects, and programs shape our community. As Jefferson County looks to reverse the trends of physical inactivity and poor nutrition which have resulted in 1 in 3 of its residents being obese, we must examine the relationship between health and the built environment.



## IMPROVING THE BUILT ENVIRONMENT

COMMUNITY ENGAGEMENT      WALKING GROUPS  
**SAFE ROUTES TO SCHOOL**  
ACTIVE TRANSPORTATION      ZONING      DOWNTOWN REVITALIZATION  
GREENWAYS  
THREE PARKS INITIATIVE      **HEALTH**      COMPLETE STREETS  
COMPREHENSIVE PLANNING      TRANSIT  
COMMUNITY DESIGN      SMARTCODE      BIKE TO WORK DAY  
RED ROCK RIDGE AND VALLEY TRAIL SYSTEM      COMMUNITY REBUILDING  
**COLLABORATION**      ENVIRONMENTAL SUSTAINABILITY  
HEALTH ACTION PARTNERSHIP



One of the buzzwords we hear a lot about these days is “access.”

Public health professionals, medical professionals, politicians, and the general population alike want all members of their community to be able to access what they need to be healthy. By changing the built environment, we can improve access in our community. Amenities like sidewalks, lighting, benches, and good signage help people feel comfortable and safe and allow them to access their communities in new ways. The built environment should accommodate people of all ages and abilities.

The Health Action Partnership prioritizes the Built Environment in strategy to help make **the healthy choice, the easy choice** where we live, work, and play.



## SHAPE YOUR ENVIRONMENT

- Attend planning commission meetings, especially those dealing with comprehensive planning and zoning regulation changes.
- Advocate for community improvements.
- Volunteer to clean, maintain, and improve local parks and open spaces.
- Walk or bike places instead of being auto-dependent, especially distances less than one mile.
- Drive with awareness of those walking and cycling around you.
- Get involved with a community initiative, such as Safe Routes to School or the Red Rock Ridge and Valley Trail System.
- Support elected officials who understand the impact planning has on your community's long-term sustainability and financial outlook.

# PULSE ON THE BUI



34% OF ADULTS IN JEFFERSON COUNTY HAVE NOT PARTICIPATED IN PHYSICAL ACTIVITY IN THE PAST MONTH.

89% OF ADULTS REPORTED THAT THEY WOULD USE A NICE, SAFE PLACE TO WALK OR BIKE IF THEY HAD ACCESS TO IT.

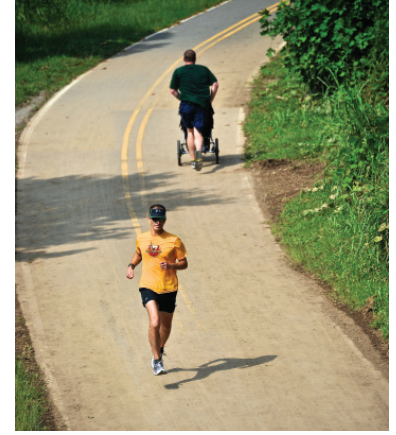


MEDICAL COST SAVINGS FOR PHYSICALLY ACTIVE ADULTS VERSUS INACTIVE ADULTS ARE \$653 PER PERSON PER YEAR.

*\*2010 Survey by UAB School of Public Health and the Centers for Disease Control and Prevention*



# LT ENVIRONMENT



In a 2010 survey of Jefferson County residents, **54%** believed that growth and development were being managed poorly.

**8 in 10** voters were in favor of “a comprehensive approach to local growth and development that limits urban sprawl and focuses on quality of life, safe walkable and bike-able communities, and preserving open space.”

**88%** of residents expressed support for development that provides a variety of housing types, businesses, services, and recreation opportunities.

**82%** said development should be prioritized in existing areas before moving to outlying areas.

**89%** stated it was important to protect agriculture and rural areas of the County.

The Park Place neighborhood in downtown Birmingham is a great example of a walkable community. There is ease of mobility on the wide, flat sidewalks. The landscaping is not only pretty, but offers shade from the bright sun. Kids play baseball and basketball in Marconi Park and spend time after school at the YMCA Youth Center and the Birmingham Public Library. Residents can walk to the Downtown YMCA or view an exhibition at the Birmingham Museum of Art. There are even necessities like banks, restaurants, and the post office.

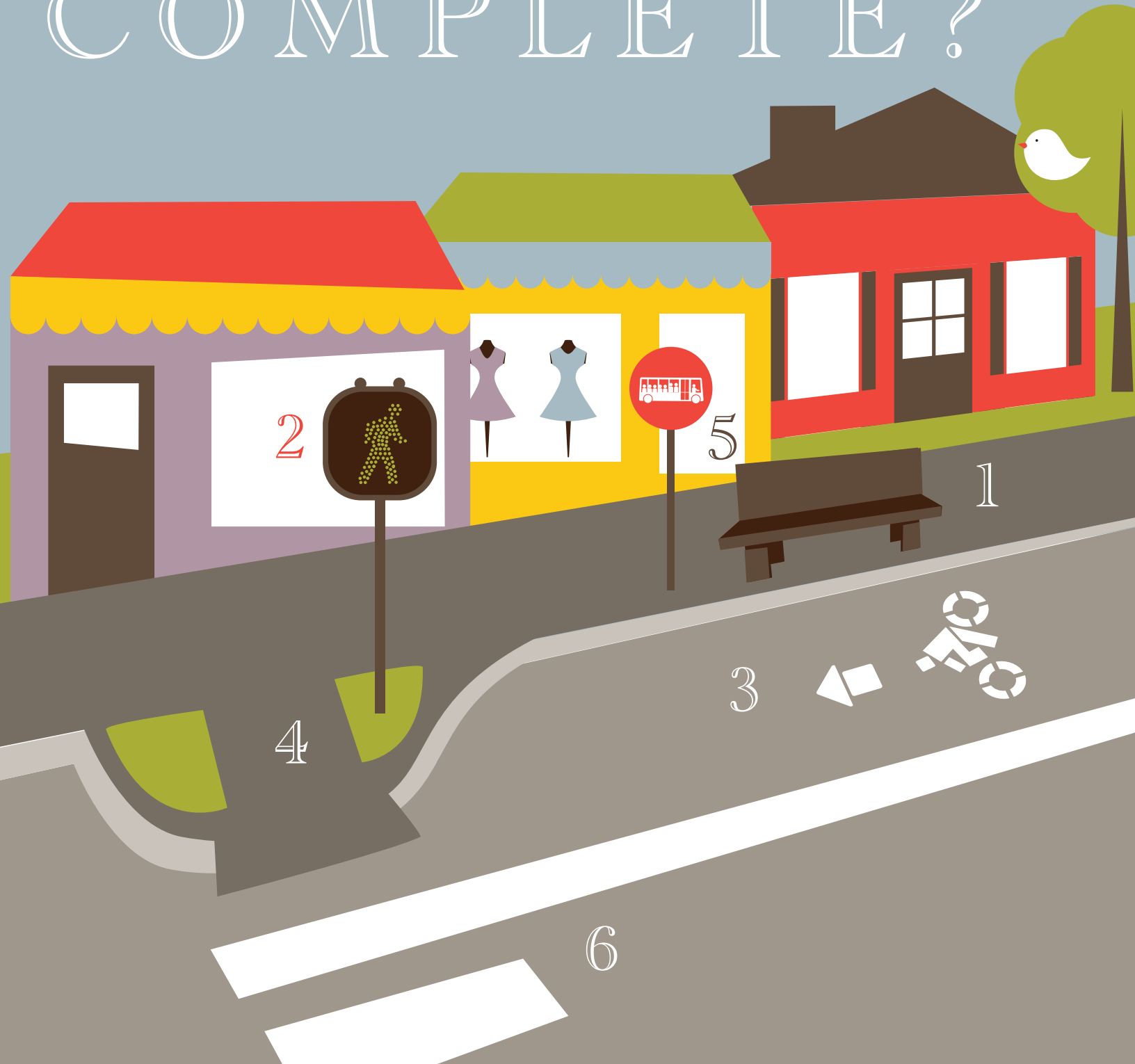


# WHERE CAN YOU WALK IN FIVE MINUTES?

## PARK PLACE NEIGHBORHOOD



# WHAT MAKES A STREET COMPLETE?



LOOK FOR THESE AND OTHER COMPLETE STREET SOLUTIONS

1. SIDEWALKS
2. PEDESTRIAN SIGNALS
3. BIKE LANES
4. CURB EXTENSIONS & CURB RAMPS
5. PUBLIC TRANSPORTATION STOPS
6. SAFE CROSSING OPPORTUNITIES



Community events such as Freshworks Festival hosted by Jones Valley Teaching Farm draw people from around the region and promote vibrant, lively urban neighborhoods.

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# COMPLETE STREETS

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**Complete Streets** is both old and new. Historically we built communities to allow for easy access to amenities such as grocery stores, schools, and parks; usually through networks of connecting neighborhood sidewalks. Complete Streets seeks to return to this design by improving safety and accessibility for everyone: pedestrians, bicyclists, transit users, motorists, and people of all ages and abilities.

Each Complete Street is unique because each roadway has its own challenges and needs. Common features include sidewalks, bike lanes, wide shoulders, plenty of crossing opportunities, median islands, bus shelters, dedicated bus lanes, curb cuts, accessible bus stops, and roundabouts. Road design influences our transportation system and the development of our community.

**The Conservation Alabama Foundation** has been working with municipalities throughout Jefferson County to promote Complete Streets policies to improve public health, protect the environment, and promote economic opportunities.

# COMPLETE STREETS . . .

Improve safety and accessibility.

Encourage healthier lifestyles through active living.

Can lower transportation costs for families.

Promote economic vitality.

Provide more transportation choices.

Reduce traffic congestion and improve air quality.



Cities in Jefferson County with Complete Streets resolutions:

Bessemer

Birmingham

Homewood

Midfield

Pleasant Grove

Sylvan Springs

# DOWNTOWN R

Downtown Birmingham is beginning to look radically different. The 19-acre Railroad Park now sits where an abandoned rail yard once stood, while a minor-league baseball park will soon replace the old warehouses across the street. Newly renovated lofts and mixed-use developments accommodate the increased demand for people wanting to move into the area. New restaurants and bars are opening in entertainment districts, while businesses that once left the city are now returning as part of the revitalization. As the landscape of the city changes, the transportation system is adapting, as well.

In 2011, Birmingham passed a Complete Streets resolution urging city staff to consider all users when planning and designing roads in the city. Bike lanes and share-the-road markings are appearing on streets, while improved crosswalk signage and tree-lined sidewalks are becoming more common. As residents of Birmingham notice changes in the city's built environment, national organizations are praising the policies that make those changes possible.

The National Complete Streets Coalition praised Birmingham's resolution as a national example of a city committing to use its roads as transportation networks that accommodate all users. As momentum continues to grow for Complete Streets in Jefferson County, Birmingham offers a nationally recognized example of a city that is moving towards a cleaner, healthier transportation system.



# EVITALIZATION



“THE IDEAL STREET NEEDS TO BE PRETTY, IT NEEDS TO BE INVITING, AND PEOPLE NEED TO FEEL WARM AND WELCOME IN IT.”

When we opened Trattoria Centrale, [my business partner] Brian would just go out and sit on the benches up and down 20th Street. Just to kind of see how many people there were and see what the market was like. That’s the main reason we chose this location. There is a built-in population who can walk right to us. That lowers your risk as a business opening for the first time, not having anyone who knows who you are. People can just walk right out of their offices and walk right in to our restaurant.

I think 20th Street is pretty awesome. The wide sidewalks with the brick. The flowers in the median ... I like the big mature trees. It just has a really nice pedestrian feel up and down here. I think ideally, you could do this in other spots too. The ideal street needs to be pretty, it needs to be inviting, and people need to feel warm and welcome in it. It shouldn’t just be a big concrete party. There needs to be the barber shop and the restaurant and the office on the first floor, and then the residential above it. The mixed uses. It just works better. I think this is pretty ideal. I love it.

GEOFF LOCKERT  
TRATTORIA CENTRALE & EL BARRIO

“We’re committed to downtown. We think it’s a cool market.”

# RED ROCK RIDGE AND



On paper, it may not seem like an organization called the **Freshwater Land Trust** would be involved in a major planning project for the built environment. Even though the organization's mission focuses mainly on the conservation of land that promotes water quality and open space, they spearheaded a program to change the way the people of Jefferson County move through the region on sidewalks, trails, and greenways. The **Our One Mile** planning process aimed to create a greenway master plan for Jefferson County.

The project kicked off in October 2010 with a standing-room-only crowd. Executive Director Wendy Jackson used the new Railroad Park as an example of what can happen when diverse groups come together: they can change the face of the city and provide new opportunities for all people.

From there, the Our One Mile team, comprised of the Land Trust, landscape architects Goodwyn|Mills|Cawood, Clarus Consulting Firm, and the Jefferson County Department



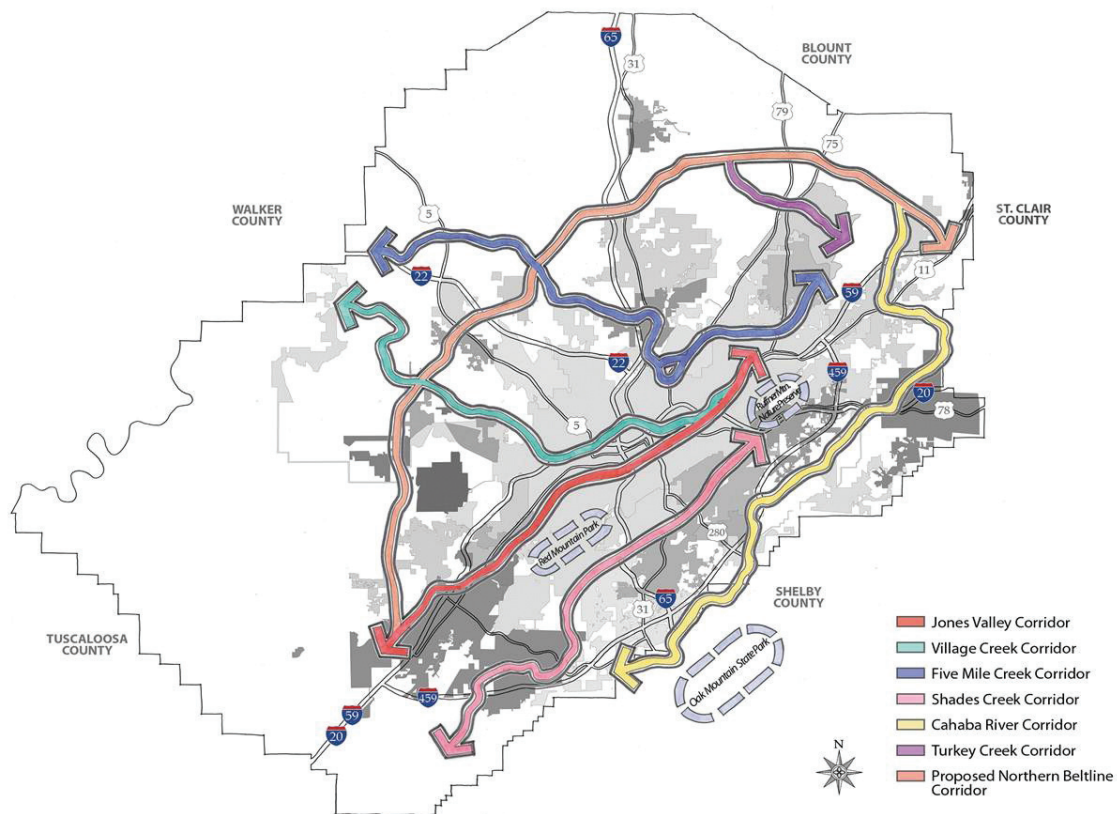


# VALLEY TRAIL SYSTEM

of Health, traveled back and forth across the County. The team hosted more than 35 meetings with groups including neighborhood associations, city councils, mayors, members of the religious community, local businesses, doctors, and youth leaders. The team engaged the audience in discussions about what they wanted to see in a greenway system before inviting everyone to draw their "one mile" on large-scale maps of the county.

Over 6 months, the team received more than 3,000 answers to the question: If you had one mile of greenway, sidewalks, or trail, where would you want to go?

The Freshwater Land Trust and its team took those comments and put together a mas-



ter plan for a trail system that will connect Jefferson County in new and exciting ways. In February 2012, the Land Trust unveiled the **Red Rock Ridge and Valley Trail** plan. With 500 miles of sidewalks and 250 miles of greenways included in the system, the plan allows for long, scenic trips, as well as quick trips to the neighborhood grocery store. Grandparents can walk their grandchildren to school on the same trail system that allows cyclists to ride uninterrupted across Jefferson County. Regardless of your age or ability, the Red Rock Trail System will make it easy to walk, jog, roll, or cycle wherever you want to go.

[WWW.REDROCKTRAIL.ORG](http://WWW.REDROCKTRAIL.ORG)

# COMMUNITY

## JEFFERSON COUNTY SMARTCODE

In October 2010, the Jefferson County Commission amended its zoning regulations and adopted an optional SmartCode floating overlay zone. The SmartCode provides the County with a zoning tool which embraces the County's Comprehensive Plan priority to encourage developers to create village-center style developments that mix uses and provide a range of housing options. The code links land use and transportation decisions as a means to promote sustainability, reduce traffic congestion, more efficiently use public funds, and improve overall quality of life. Examples of newer local developments which are similar in design to the SmartCode include: The Preserve, Ross Bridge, and Trussville Springs.



The site plan for The Preserve community centers around a series of parks like Village Green, shown here (above left) during a summer jazz festival. Connecting homes, parks and guest parking with sidewalks makes the neighborhood a great place for large events. The pedestrian friendly community adapts easily to street festivals. The annual Moss Rock Festival (above right) occupies streets around the Village Green without interrupting traffic, thanks to a design utilizing alley access for residents. The Town Center at The Preserve (below) provides retail, restaurant and service space for residents, connected to surrounding parks and the neighborhood by sidewalks.



# PLANNING

## PRATT CITY IS RECREATING ITS BUILT ENVIRONMENT FROM THE GROUND UP.

On April 27, 2011, Alabama was hit with one of the worst tornado outbreaks in history. The Pratt City area was directly in the line of one of the most destructive tornadoes. More than 2,300 homes were damaged or destroyed, and the library and fire station were both damaged beyond repair.

Undeterred by tragedy, the community took action to rebuild better, healthier, and more resilient. At the request of Mayor William Bell and the City of Birmingham, a national team of experts from the American Institute of Architects Regional/Urban Design Assistance Team (R/UDAT) came to Birmingham in Fall 2011 to help streamline plans for the rebuilding efforts. The plan, which emphasized connectivity and responsible development, is a starting point from which the entire city's infrastructure can benefit.

The plan positioned "health, well-being, and quality of life" as the overarching strategic framework for the plan, mentioning walkability and obesity prevention among the key goals. The team defined healthy streets as "walkable, accessible, safe, and green." When it comes to prioritizing what parts of the plan get implemented first, the team suggested using "health as a decision making tool."



The future holds great promise with the vision of the Pratt City community plan, the City of Birmingham Comprehensive Plan, and the Red Rock Ridge and Valley Trail System. To make progress, we must be actively engaged and bridge partnerships across neighborhoods and across industries to realize the potential of OUR COMMUNITY.

# ACTIVE TRAN

**Bike-to-Work Day** is a celebration held every May during National Bike Month. Throughout America, cyclists participate in this annual initiative that highlights the benefits of cycling. Sponsored by **Regional Planning Commission of Greater Birmingham**, through the CommuteSmart Birmingham initiative, the event serves as a way to promote awareness and safety for cyclists in our region. More than 40 cyclists participated in a group ride around the city of Birmingham on May 10, 2012. Cycling is an emissions-free form of "active transportation," which promotes a healthy way of life and improvements in air quality. Cycling is a win-win for everyone.



## BIKING



City Councilor Johnathan Austin (left) celebrating Bike-to-Work Day with Birmingham cyclists.

## TRANSIT



# SPORTATION

The built environment influences our ability to incorporate physical exercise into daily activities, but social connections can have an equal influence on our behavior. The **YMCA of Greater Birmingham** is working to strengthen community relationships and provide the necessary resources for the public to live a healthy lifestyle. By working with Birmingham residents to assess the needs and assets in the city's neighborhoods, the Y was able to develop a better understanding of the barriers and challenges that prevent people from engaging in regular exercise.

With feedback from these community assessments, the Y has been active in forming walking groups and developing safe, convenient routes for residents to use. Each route is unique to each community, but the overall goal of improving public health remains the same.

## WALKING



"For me, it's not just the physical health benefits, but it's the mental health benefits. People [who don't walk] don't get to experience the people that I get to meet and come across. To me that's the most beneficial part. To me that's my family. It brings more happiness. We know each other better than the whole world knows each other. We see each other every day. We know each other by our first names. The people who ride the bus are those people who are just making ends meet. They're going to work. When I'm getting on the bus, I catch it across from the old post office in Fairfield. Most of the people on the bus are coming in to Central Station to catch a transfer to work. For the most part, it does good.

"I was born with epilepsy. I was never eligible to drive, and my feet have never touched a gas pedal. I grew up in Ensley and have moved back and forth between Ensley and Fairfield my entire life. When I was a kid, we had buses and trolleys that ran 24 hours a day, 7 days a week, every 15 minutes. In fact, we had 100,000 bus riders a day. They used it because it was so efficient. If you missed a bus at 3:00, you just got the next one at 3:15. You didn't wait until 4:00 to get the next one. You could plan your day around transportation. People who had cars rode the bus because it was so efficient." —Butch Ferrell, *Bus Rider*

# SAFE ROUTES



From 1979 to 2009, the number of K-8 students who walk or bike to school has dropped from 48% to 13%. Now, approximately 40% of school trips are made on a school bus, and 45% of children arrive at school in private automobiles—two modes which have significant operating and maintenance costs to local school systems and municipalities. The decline in daily physical activity walking to and from school has contributed to the increase in childhood obesity.

# T O S C H O O L

Parents want their kids to be safe, and they often cite traffic as a reason why their children are unable to bicycle or walk to school. **Safe Routes to School** programs enable communities, parents, and children to make walking and biking to school safe once again. These programs provide an opportunity for students to get an extra 20-30 minutes of physical activity per day while improving congestion and air quality around the school by reducing vehicles in the drop-off line. Encouraging active transportation for our children can lead to life-long healthy habits and benefits.



Safe Routes to School of Central Alabama (SRTS) is a local SRTS initiative formed in 2010 as part of the Jefferson County Healthy Kids, Healthy Communities grant. This initiative, led by **United Way of Central Alabama**, coordinates community work teams with a focus on designing SRTS programs and improving local pedestrian infrastructure.

In several Birmingham-area communities, bus drivers wear walking shoes. **Safe Routes to School of Central Alabama** trains and certifies volunteer "bus drivers" who help walk students to school. These Walking School Buses work the same way traditional school buses do—children are picked up at a bus stop and end up at school—but without the bright yellow, gas-powered vehicles. During the 2011-2012 academic year, three Birmingham City Schools developed walking school bus programs that led to 194 registered students walking 561 miles on 26 Wednesdays.

# COLLABORATION



Tarrant Fire Chief Billy Hewitt (left) and Tarrant Mayor Loxcil Tuck

In 2000, Five Mile Creek overran its banks and destroyed a trailer park in Tarrant. Over the next few years, Tarrant Fire Chief Billy Hewitt and Mayor Loxcil Tuck realized that by converting the then-unused space into a city park, not only could some of the flood risk be relieved, but the people of Tarrant would get a new, multi-use city park. In 2006, after four years of building key partnerships with business leaders, other municipalities, and community organizations, funding was secured, and, in just one day, 200 volunteers helped build the new park. In 2008, the space was dedicated as Chief William C. "Billy" Hewitt Park.

## WORKING TOGETHER

For a community initiative to succeed, it is essential that municipalities and civic leaders join with private businesses, non-profit organizations, churches, and citizens to offer support and investment. That is exactly what happened when nearly 75 organizations including Alabama Power, AARP, UAB School of Public Health, UAB School of Medicine, Freshwater Land Trust, Community Foundation of Greater Birmingham, CSX Corporation, Mike and Gillian Goodrich Foundation, Susan Mott Webb Foundation, **Jefferson County Department of Health**, and Children's Hospital supported the City of Birmingham's application for a federal Transportation Initiatives Generating Economic Recovery (TIGER) grant. The application, "Roads to Recovery: A Complete Streets and Multimodal Transportation System for Greater Birmingham," successfully secured \$10 million to begin the process of bringing complete streets to Pratt City and other Birmingham neighborhoods.





## THREE PARKS INITIATIVE

In 2006, across Birmingham three major parks were about to bring substantial fundraising and construction projects online. The prospect of the planned 1,000-plus acre Red Mountain Park was taking life; Railroad Park saw an opportunity in the heart of downtown Birmingham; and Ruffner Mountain Nature Preserve, Alabama's oldest Nature Center, was embarking on a significant expansion project.

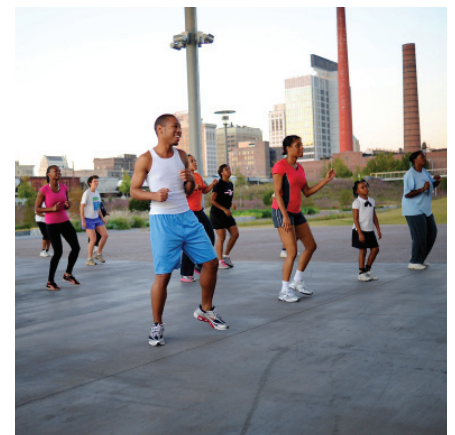
Realizing the potential that collaboration could bring to the process, the **Community Foundation of Greater Birmingham** along with several other civic organizations began the Three Parks Initiative.

In less than two years, the Community Foundation and local businesses, citizens, and philanthropic organizations secured over \$15 million to bring these projects to life. Today, Ruffner Mountain has grown to 1,036 acres with a beautiful, LEED Gold-certified education and visitors center, and a beautiful man-made wetland. Railroad Park opened in 2010 and rapidly attracted not only thousands of local people but also national recognition to the exciting development in the middle of Downtown Birmingham. To date, Red Mountain Park has already opened more than ten miles of trails to the public. The Red Mountain Commission, the staff, and the Friends of Red Mountain Park and other volunteers are developing a signature park for the city that will impact our health, quality of life, environment, and economy for generations to come.

# JEFFERSON COUNTY HEAL



More than 100 organizations pledged to help improve the health of the citizens of Jefferson County, Alabama. This group, the Health Action Partnership, harnesses the strengths of its diverse members to bring change where our community needs it most. Working from the ground up, these agencies, neighborhood associations, and citizen advocates have called on the leaders across our community to help make the healthy choice the easy choice where we live, work, and play.



# TH ACTION PARTNERSHIP

History has shown that environmental design can play a crucial role in improving public health. Today, architects, urban designers, and planners can help address one of the most urgent and widespread epidemics of our time, obesity and its related diseases...Just as design professionals are increasingly embracing green building as an objective, so too should they consider the potential effects of their designs on public health and well-being.

—NYC Active Design Guidelines

The work of the Health Action Partnership, along with other community partners, aims to create more liveable, walkable communities for all residents of Jefferson County.

BIRMINGHAM BUSINESS ALLIANCE [birminghambusinessalliance.com](http://birminghambusinessalliance.com) | 205-324-2100

COMMUNITY FOUNDATION OF GREATER BIRMINGHAM [foundationbirmingham.org](http://foundationbirmingham.org) | 205-327-3800

CONSERVATION ALABAMA FOUNDATION [conservationalabamafoundation.org](http://conservationalabamafoundation.org) | 205-533-6178

FRESHWATER LAND TRUST [freshwaterlandtrust.org](http://freshwaterlandtrust.org) | 205-417-2777

HEALTHY KIDS, HEALTHY COMMUNITIES [uwca.org/health](http://uwca.org/health) | 205-251-3131

JEFFERSON COUNTY DEPARTMENT OF HEALTH [jcdh.org](http://jcdh.org) | 205-933-9110

JEFFERSON COUNTY LAND PLANNING & DEVELOPMENT SERVICES [jeffconline.jccal.org](http://jeffconline.jccal.org) | 205-325-5638

REGIONAL PLANNING COMMISSION OF GREATER BIRMINGHAM [rpcgb.org](http://rpcgb.org) | 205-251-8139

UAB SCHOOL OF PUBLIC HEALTH [soph.uab.edu](http://soph.uab.edu) | 205-934-4993

UNITED WAY OF CENTRAL ALABAMA [uwca.org](http://uwca.org) | 205-251-5131

YMCA OF GREATER BIRMINGHAM [ymcabham.org](http://ymcabham.org) | 205-324-4563

JEFFERSON COUNTY HEALTH ACTION PARTNERSHIP [healthactionpartnership.org](http://healthactionpartnership.org)

# BEST PRACTICES OF THE BUILT ENVIRONMENT

## Principle #1: Mix Land Uses

The integration of housing, retail, civic, and office uses into communities as a component of achieving better places to live.

## Principle #2: Take Advantage of Compact Building Design

Incorporate community design which allows for the creation of village-center and traditional neighborhood style development.

## Principle #3: Create a Range of Housing Opportunities and Choices

Providing quality housing options within the community, suitable for all ages and abilities.

## Principle #4: Create Walkable Neighborhoods

Walkable communities are desirable places to live, work, learn, worship and play.

## Principle #5: Foster Distinctive, Attractive Communities with A Strong Sense of Place

A vision and set of standards for development and construction which respond to community values of architectural beauty and distinctiveness.

## Principle #6: Preserve Open Space, Farmland, and Critical Environmental Areas

Preservation can bolster local economies, preserve critical environmental areas, and improve local quality of life.

## Principle #7: Strengthen and Direct Development Towards Existing Communities

Directing development towards existing communities already served by infrastructure utilizes the resources that existing neighborhoods offer.

## Principle #8: Provide a Variety Of Transportation Choices

Community and street design facilitate the availability of transportation options, such as biking, walking, and transit.

## Principle #9: Make Development Decisions Predictable, Fair And Cost Effective

For a community to be successful in implementing smart growth, it must be embraced by the private sector.

## Principle #10: Encourage Community and Stakeholder Collaboration in Development Decisions

Growth can create great places to live, work and play—citizen input is critical in visioning how and where the community wants to grow.