

HIGHLIGHTING ENVISION CREDITS



NW1.4 Preserve Undeveloped Land



**Institute for
Sustainable
Infrastructure**



ENVISION™



Envision includes 64 sustainability and resilience indicators, called 'credits', organized around five categories.

CREDIT HIGHLIGHT

NW1.4

Preserve Undeveloped Land



CREDIT INTENT

Conserve undeveloped land by locating projects on previously developed land.



METRIC

Percentage of project development that is located on previously developed land.



NATURAL WORLD: SITING

WHAT DOES THIS CREDIT ADDRESS?

Conserving undeveloped land (greenfields) by locating project on previously developed land (greyfields).



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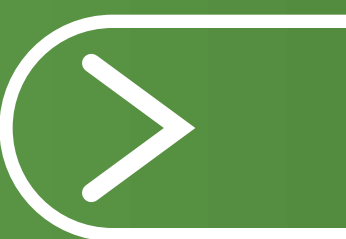


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WHY IS THIS IMPORTANT?

- ▷ Fewer impacts on wildlife by *minimizing* the likelihood of new habitat fragmentation.
- ▷ Often an *investment* in community prosperity.

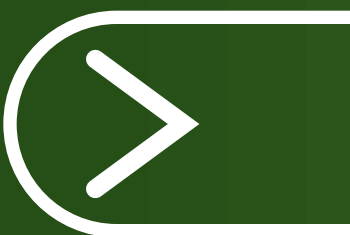




Project teams should consider:

The advantages of locating projects in areas designated or recognized as urban core/desired development zones to:

- ▶ Promote *urban development* and channel development to urban areas, resulting in reduced pressure on undeveloped land and conservation of resources
- ▶ Promote socioeconomic urban and neighborhood *revitalization*.



What is a Greyfield?

- ▶ For this credit, a greyfield is defined as all *previously developed* land, including contaminated sites referred to as “brownfields.”
- ▶ Developed area consists of paving or construction, while *undeveloped* area consists of natural or managed *vegetation*.
- ▶ Vegetated areas of public parks are considered undeveloped land, whereas paved areas are considered developed.

NW1.4

Preserve Undeveloped Land

Guides project teams to:

1. Consider the extent to which the project can be located on **previously developed** land.
2. Consider returning developed areas to a condition that ***supports natural open space***, habitat, or natural hydrology.





IN PRACTICE

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The Rental Car Quick Turnaround (QTA) Facility at the Portland International Airport (PDX) preserving undeveloped land by locating the entire project (100%) on a previously developed site. At one point during the alternative analysis process, locating the QTA facility on an undeveloped parcel of land was considered. However, for a variety of practical reasons, the decision was made to locate the project on a paved area within the airport's footprint that had been serving as a mid- to long-term rental car parking and construction staging area since the late 1970s.

Learn more at sustainableinfrastructure.org