Multi-Sector Working Group

Land Use Subgroup

Draft Strategy List Version 3

Format:

**Category**

1. Strategy
* Implementation Actions and Tools

Format

**Environment and Conservation**

1. Maintain X% tree canopy in the region and aim for X% in urban, X% in suburban, and X% in rural areas by Y

***Transportation (T) >IIIA4: Support Complete Streets policies;***

* + Regional coordination
	+ Regional mitigation bank, or fee in lieu
	+ Tree conservation ordinances
1. Incentivize environmental housing choices
	* Stormwater
	* Tree preservation
2. Streamline environmental regulations in built areas; increase environmental restrictions in rural areas
3. Preserve agricultural lands and open space
	* Encourage tax incentives to promote conservation of agricultural and natural lands

**Land Use Planning Coordination**

1. Coordinate retail planning
2. Improve federal land use planning coordination
3. Coordinate open space planning
4. Coordinate economic development planning

**Development patterns**

1. Encourage infill development versus greenfield driver mode share at selected activity centers by enforcement through development approval process;

***T > IIIA.1 Encourage 50% or more non-auto and III A.3 Shift short transit access auto trips to walk/bike or other non-polluting modes***

* + Increase proportion of new housing and jobs in Activity Centers to % and X% by 20XX
	+ Foster Transit Oriented Development
1. Utilize housing location and choices to reduce ghgs
	* Foster Job/Housing Balance
	* Encourage people to live near work (i.e. triple Live where you work grants; location efficient mortgages)
	* Utilize Place + Opportunity recommendations
	* Facilitate residential/commercial balance
	* Incentivize affordable green housing near Activity Centers
	* Facilitate housing diversity (a variety of housing choices)
		+ Promote 3-BR+ multi-family
		+ Allow in-law suites
	* Increase housing across the region
	* Analyze benefits from increasing density in existing single family developments
2. Compare ‘business as usual’ development patterns with a more holistic, practical, sustainable approach
	* Enable clustering of uses near each other (i.e. housing/childcare/shopping) and mixed use development

***T> III A.6 Increase promotion of Safe Routes to School to encourage non-motorized travel;***

* + Examine parking policies’ impact on land use and transportation T > III A.10 Examine all parking policies in all areas (including off-street, on-street fees, and minimum parking requirements in zoning) and make appropriate changes for different area types; IIIB.1 Optimize park and ride facilities in the region including preferential access; IIIB.6 Eliminate tax benefits for parking and transit or level the playing field, i.e., both have the same level of subsidy; III A.9 Eliminate free parking in activity centers /adjust parking fees
	+ Analyze redevelopment of institutional and commercial properties

**Site Planning and Buildings**

1. Reduce GHGs from Sites

***T> IIB2. Support Complete Streets policies ; IIB3. Implement operational improvements such as Traffic Calming; intersection efficiency improvements***

* + - Analyze opportunities for urban design improvements in urban, suburban and rural areas
		- Increase the number of ecodistricts and LEED- ND projects in the region
		- Pursue natural landscaping techniques to reduce energy usage associated with maintenance
1. Reduce GHGs from Buildings
	* + Encourage building energy efficiency (new and existing)
		+ Right-sizing school space and land requirements
		+ Co-locating recreation and schools
		+ Reduce barriers to renewable energy production
2. Utilize infrastructure to reduce ghgs and produce renewable energy
	* + Implement/expand district energy systems, microgrids, combined heat and power
		+ Identify potential locations for natural gas service expansion
		+ Retrofit existing street grids in suburban/rural areas to improve connectivity
		+ Analyze opportunities for improving accessibility, walkability and bike facilities in suburban and rural areas
		+ Improve accessibility, bike facilities and walkability in dense transit accessible areas

Facilitate installation of electric vehicle infrastructure readiness where needed/feasible (e.g., provision of conduit, access points, sizing of electrical rooms and assurance of sufficient electrical loads).