

Multi-Sector Working Group  
Land Use Subgroup  
Draft Strategy List Version 3

Format:

Category
1. Strategy <ul style="list-style-type: none"><li>• Implementation Actions and Tools</li></ul>

#### 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
2. Incentivize environmental housing choices
    - Stormwater
    - Tree preservation
  3. Streamline environmental regulations in built areas; increase environmental restrictions in rural areas
  4. Preserve agricultural lands and open space
    - Encourage tax incentives to promote conservation of agricultural and natural lands

#### Land Use Planning Coordination

5. Coordinate retail planning
6. Improve federal land use planning coordination
7. Coordinate open space planning
8. 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
2. 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
3. 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**

4. 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
5. 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
6. 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).