

Summary of Planning Commission Work Sessions: February 13 and February 27, 2024

At their February 13 work session, the Planning Commission provided feedback on draft Goals and Objectives for the following Comprehensive Plan chapters: Development Areas Land Use and Transportation and Community Facilities. At their February 27 work session, the Commission provided feedback on draft Goals and Objectives for the Rural Area Land Use and Transportation chapter. A summary of Commission input from both work sessions is provided below, organized by chapter. Any additional feedback from the Planning Commission will be shared during the Board's presentation.

It should be noted that this feedback and direction from the Board of Supervisors could be incorporated into either Goals, Objectives, and/or Action Steps for these chapters. While only draft Goals and Objectives have been shared to date, some of these recommendations may fall more within the definition of Action Steps.

Development Areas Land Use and Transportation

Mixed-use development and housing choice in the Development Areas:

- Include live-work units in more land use designations and consider ways to reduce regulatory barriers for certain home occupation uses (that are low-impact on surrounding uses).
- Consider having a Goal or Objective specifically for encouraging and incentivizing redevelopment. Need to encourage reuse of underutilized spaces.
 - Infill is also needed to achieve recommended density ranges.
- Consider incentives for structured parking, such as tax increment financing (TIF).
- Review building height and form recommendations. Building up instead of out could preserve more natural areas/green space and better achieve recommended densities.
 - Consider using the American Institute of Architects Framework for Design Excellence for more resilient and equitable building/design.
- Consider applying the Missing Middle and Urban Residential land use designations in more locations; Neighborhood Residential is not efficient use of limited Development Areas land.
- Consider adopting parking maximums in the Zoning Ordinance update; too much land is taken up by parking lots.

Investment and public projects/infrastructure:

- Consider reviewing the Capital Improvement Program (CIP) from previous years to see where the County has been building infrastructure and providing services. We should try to quantify what future investments would be needed to achieve the Comp Plan goals.
- Need to prioritize and pair sufficient funding so that infrastructure keeps up with (or catches up) with growth.

Parks, greenways, and natural systems and infrastructure:

- Need a more coordinated approach for parks and trails, not just disconnected and private playgrounds/open spaces. Need more public investment for public parks, which could include the County purchasing land for parks.
- Use greenways as part of the Multimodal Plan for connecting destinations.

- Consider incentives for using green infrastructure (e.g. low impact development for stormwater management).

Local and regional collaboration:

- Consider how the County can collaborate with the City, especially on land use and transportation.
- For Objective 1.6, the TJPDC should be listed separately from the localities – could be as a way for engaging with neighboring/surrounding localities.

Rural Area Land Use and Transportation

Whether certain content belongs in the Comprehensive Plan or a future Rural Area Plan (to be completed and adopted after the Comp Plan update):

- Consider identifying crossroads communities (or similar) with a future Rural Area Plan effort.
- Consider providing more detailed recommendations for rural interstate interchanges with a Rural Area Plan. Could also be done with a separate small area planning process.
- Show how overall greenway and parks system connects both the Development Areas and Rural Area with the Comprehensive Plan.
- Include identification of prime soils for agriculture and different land uses with a Rural Area Plan.

Balancing public investment in the Rural Area compared with the Development Areas:

- Need to balance public investments. The Development Areas are where most new development and public infrastructure is anticipated, and funding is limited.
- Should also consider how to prioritize for transportation projects with limited funding (including from state/federal sources).
- Consider funding for transportation projects that also relate to rural recreation and tourism.
- Walking, biking, and transit does happen in the Rural Area, and they are transportation modes community members have shared support for.

Increasing community resilience in the Rural Area:

- Include recommendations related to utilities such as broadband and power, especially being resilient to fallen trees/wind damage and related outages.
- Include recommendations for resilience related to wildfire risks; consider wildfire risk overlay.
- Resilience hubs are important for building community resilience to shocks from climate change.
- Address failing septic systems; also important for stream health.

Sustainable local agriculture:

- Define what sustainable local agriculture looks like; sustainable meaning both viable economically and incorporating ways to reduce greenhouse gas emissions.