



Agenda

Jefferson County Planning Commission

2045 Comprehensive Plan Update Work Session

Tuesday, July 25, 2023 at 6:00 – 7:00 PM

By order of the President of the Jefferson County Planning Commission the meeting will be broadcast live via ZOOM for viewing purposes only.

In-Person Meeting Location: County Commission Meeting Room located in the lower level of the Charles Town Library (side entrance on Samuel Street)
200 East Washington Street, Charles Town, WV 25414

ZOOM Broadcast Information*: Meeting ID: 813 7935 6903
Meeting Link: <https://us02web.zoom.us/j/81379356903>

**If watching live broadcast, please ensure your microphone is muted and be mindful that your video is streaming to others.*

2045 Comprehensive Plan Update Work Session

1. **Comprehensive Plan Composition**
 - a. Continuing Discussion on Comprehensive Plan Format
2. **Livability Profile**
 - a. Review of Existing Land Use Map

Jefferson County Planning Commission

Work Session



JULY 25,
2023

Agenda Items

Item #1: Comprehensive Plan Composition

Item #2: Livability Profile

ITEM #1: COMPREHENSIVE PLAN COMPOSITION

- Continuing Discussion on Comprehensive Plan Format

FORMATTING FOCUSES

- Layout of Vision
- Organization of Goals and Objectives
- Pictures, Graphics, and Quotes
- Action Plans
- Teaching the Reader
- Users Explanation/Toolkits
- Existing Conditions/Data Organization
- Narratives and Statements

Would Planning Commission like to go formatting choice by choice or go through all options then discuss and decide?

LAYOUT OF VISION

Vision is one whole statement

Envision Jefferson 2035 Comprehensive Plan Vision Statement

"We envision Jefferson County in the year 2035 as a place of natural beauty and historic value. It is an active, vibrant place to live, work, and play. The county has economic growth potential as a result of its location in the Washington, D.C. and Baltimore, MD Metropolitan Areas, as well as its skilled workforce. There is a well-diversified economic base of manufacturing, services, government, tourism, and agriculture that is not reliant on any single business type. The County's rich historic, cultural and natural resources are preserved and are an integral part of its economy. Excellent infrastructure, public facilities and services are available to all residents and employers. It is a community with well-defined rural, village, and urban areas. Residents enjoy a countywide system of well-programmed parks, as well as recreational opportunities serving all ages. Safe, congestion free, and convenient transportation access is available throughout the County."



A Vivid Description of Our Vision

*Our **COMMUNITY** enables young and old to lead fulfilling lives. We ensure that all people can be successful, enjoy a **HIGH QUALITY OF LIFE** and are free from poverty.*

*Residents are energized by our **UNIQUE SENSE OF PLACE**, our rich and deeply rooted history, small towns, natural resources, and cultural amenities.*

LAYOUT OF VISION

Vision categorizes
different interests

A. Introduction

City Council's Vision for Charleston:
**Charleston is the recreational, cultural,
and business capital of the Appalachian
Mountains.**

- Perfect and Perpetuate Strong and Sustainable Neighborhoods
- Conduct Efficient and Collaborative Government
- Produce and Facilitate Events and Recreational Opportunities
- Develop and Maintain Sound and Adequate Infrastructure
- Foster and Support Business Development and Attraction

OUR COMMUNITY VALUES

From extensive public input and the visions and goals of existing City plans, staff and the Advisory Committee shaped and refined the following values that represent what our community holds to be important.

It is important to our community that:

-  We are a vibrant, welcoming, and connected city.
-  We celebrate our heritage, our cultures, and each other.
-  We take pride in our neighborhoods, our businesses, and our shared spaces.
-  We shape our future and are stewards of our environment.
-  We all benefit from our prosperous economy.



OUR VISION

Our Vision expresses what we as a community aspire to be and provides a common touchpoint for making decisions and a consistent point of reference to manage changes in conditions in the future.

In 2040, we want to be able to say:

- Greensboro is the best mid-size city in America.** Greensboro is an ambitious city that achieves and is known for great things. Our community is livable and active: friendly, warm, and welcoming, with all the amenities of a larger city.
- Greensboro is the greenest city in the Southeast.** Greensboro is green in all ways: we have a resilient tree canopy, a vibrant park system, and we take care of our environment.
- Greensboro is committed to equity, diversity, and inclusivity.** Greensboro is diverse. We commit not just to diversity, but also to inclusion and equitable participation and opportunity for those who live, work, or go to school in Greensboro.
- We make history.** Greensboro honors and builds on its history and continues to make history as a forward-thinking city.
- Greensboro is a city of inspiration and creativity where people and businesses thrive.** The culture of Greensboro includes arts, education, and a history of entrepreneurship.

GSO 2040 Comprehensive Plan|20

ORGANIZATION OF GOALS AND OBJECTIVES

Recommendations
focused, Goals and
Obj. in Appendix

Envision Jefferson 2035 Comprehensive Plan

| Urban Level Development Recommendations (Goal 1) | |
|--|--|
| 1. | Recognize the existing vested rights, development entitlements, and permitted density levels on properties in Jefferson County. a. No property's zoning status will be changed as part of this Plan. |
| 2. | Recognize that the County Commission has the authority to make land use decisions including Zoning Map Amendments based upon the finding of consistency with the Future Land Use Guide and the recommendations of this Plan; the County Commission may determine that petitions or decisions for zoning map amendments are consistent with the Comprehensive Plan if any of the following conditions are met after the entire Plan is taken into consideration: a. Economic Well-Being of the County; or b. Error or Under Scrutinized Property on the Future Land Use Guide; or c. Change in Neighborhood; or d. Any Other Circumstance that the Governing Body determines should have been considered when drafting the Future Land Use Guide; and/or e. Environmental impacts are considered. |
| 3. | Identify opportunities for small area plans and involve key stakeholders. |
| 4. | In coordination with the Jefferson County Development Authority, utility providers, and other agencies, extend natural gas services and alternative energy sources into Jefferson County and encourage the extension of these services into new subdivisions to provide access to alternatives for heating and cooking uses. |
| 5. | Create urban level land uses within the municipalities, UGBs, PGAs, or Villages through rezoning that is consistent with the Plan recommendations. a. Direct new urban level residential developments to locate in preferred areas within the municipalities, UGBs, PGAs, or Villages where water and sewer services are available. b. Reduce application fees for urban level development located within the areas desired for urban future growth. c. Establish a greater variety of zoning district options (in commercial, residential, and mixed-use zoning categories) that adhere to predictability of land use options and outcomes based on the Plan recommendations. d. Consider the utilization of alternatives to use-separated (Euclidean) zoning within the UGB and PGA, such as the SmartCode adopted by the City of Ranson or performance based zoning to achieve the desired land used goals. e. Update the County's zoning regulations in a way that balances flexibility of use for property owners and developers while preserving the quality of life for residents. |

Envision Jefferson 2035 Comprehensive Plan

Appendix D – Goals and Objectives

Land Use and Growth Management Element (includes Housing and Intergovernmental Coordination)

Goal #1: Require Urban Intensity Residential and Non-Residential Development to Occur within Existing Urbanized Areas, Approved Urban Growth Boundaries, Villages, and/or the County's Identified Preferred Growth Areas.

- Objective #1:** Recognize the existing vested rights, development entitlements, and permitted density levels on properties in Jefferson County.
- Objective #2:** Require that any rezoning of properties adhere to all of the recommendations created as part of the Comprehensive Plan.
- Objective #3:** Establish a broader variety of commercial, residential, and mixed-use zoning categories appropriate to the County's needs.
- Objective #4:** Permit the creation of urban level uses (particularly residential development) within approved Urban Growth Boundaries (UGBs), Villages, or in the Preferred Growth Areas (PGAs) through rezoning that is consistent with the recommendations of this Plan.
- Objective #5:** Allow areas outside of the UGBs or PGAs to develop as rural cluster subdivisions; in accordance with existing land use rights; and/or as compatible non-residential development utilizing the Conditional Use Permit (CUP) process.
- Objective #6:** Encourage the location of new community facilities (such as schools, libraries, parks and other county facilities) and infrastructure within municipalities, UGBs, PGAs, and Villages.
- Objective #7:** Establish that new development adjacent to municipal boundaries, Villages, or within UGBs is designed and built in a way that enables connectivity to the existing street and infrastructure network or for future connectivity as development is extended to these areas.
- Objective #8:** Encourage the adaptive reuse of existing buildings and previously used sites within Jefferson County, paying particular attention to brownfield and greyfield sites.
- Objective #9:** Establish a plan to provide incentives to encourage residential developments to locate in designated growth areas (within the municipalities, UGBs, PGAs, and Villages where water and sewer services are available).

ORGANIZATION OF GOALS AND OBJECTIVES

Section and Vision
focus with Goals and
Obj. interspersed

DRAFT AUGUST 2013

IMAGINE CHARLESTON | COMPREHENSIVE PLAN AND DOWNTOWN REDEVELOPMENT PLAN

A. Introduction

Streets are among the most important public infrastructure and place-making elements of the city because they can define how a visitor, resident, or worker perceives a neighborhood, downtown, or the city as a whole. While it is important that streets foster safe and convenient access and travel for all modes of transportation and are easy to navigate, they should also be attractive, well maintained, to help create a favorable impression of the city and districts. A well-designed system of interconnected sidewalks, bike routes, and transit routes gives travel options that decrease the number of automobile trips.

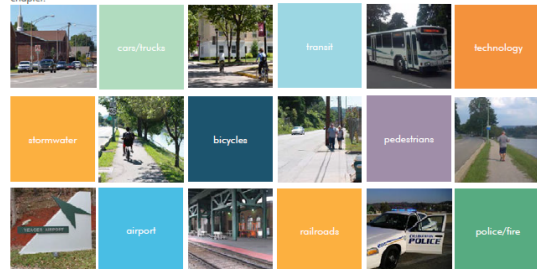
Similarly, a quality municipal infrastructure system supports activities in the city. While not as visible as transportation or most other municipal functions, they are no less important. Like many mature cities, Charleston has challenges associated with aging infrastructure. The topography and rivers that add to the city's unique charm also create issues with managing stormwater, utilities, and flood events.

Complete Streets Approach

For the next 20 years, improvements to the transportation system will be as much about complementing the desired character of the surroundings and moving all types of users as they will be about moving autos.

Recommendations in this plan build upon the city's recent efforts to reconstruct streets to fit the context of the adjacent land uses—safe for motorists, but including streetscape and design details catering to the needs of pedestrians and bicyclists.

Nationally, this approach is often referred to as "complete streets," harmonizing streets with their surroundings while interfacing transportation networks to meet the mobility needs of all users—motorists, goods movement, pedestrians, bicyclists, transit users and emergency service vehicles. In 2013, the West Virginia legislature passed, and the governor signed, a Complete Streets Act that requires consideration by the Commissioner of Highways consider complete streets policies for all facilities under his jurisdiction. Charleston supports a complete streets approach, which is detailed in this chapter.



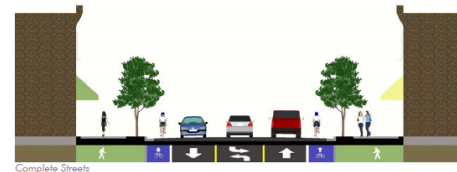
Infrastructure includes:

- Public water system
- Sanitary sewer system
- Stormwater—rainwater runoff and flood control
- Technology
- Solid waste disposal and recycling
- Flood Management

Provide a **safe and convenient transportation system** that provides **travel choices** and balances the needs of all users and provide **quality infrastructure**, gradually upgrading the system to **reduce negative impacts** on the environment and public health

Transportation and Infrastructure Goals

- Improve wayfinding for visitors and ease of circulation downtown
- Enhance safety and flow for vehicles and trucks
- Improve and promote public transit as a more viable alternative to driving
- Provide a network of bike trails and routes to make it comfortable and easy for people of all ages and abilities to walk or bicycle throughout the city and link with neighboring communities
- Provide a comfortable and well-maintained sidewalk and trail system, where physically practical, especially to access downtown, institutions, and schools
- Improve safety through adequate street lighting that complements the character of the street
- Continue efforts to reduce the severity of flooding impacts
- Gradually upgrade sewer system to separate sanitary from stormwater, as funding permits, to increase capacity and reduce negative environmental impacts
- Be a regional leader in technology promoting citywide WiFi and a centralized GIS database



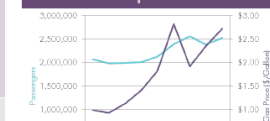
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C. Transportation Best Practices Tool Kit

Transit

Transit is an important ingredient for any mid-sized city. Transit in Charleston and the surrounding area is operated by the Kanawha Valley Regional Transportation Authority (KRT) with 21 fixed routes. KRT was created in 1971 by Kanawha County and the City of Charleston and is governed by a 13-member board. As shown on the map at right, the vast majority of the city is within walking distance (1/4 mile) of a transit route. Transit ridership in the city/county peaked at about 2.5 million riders which was strongly influenced by the price of gasoline (see figure below).

Transit Ridership vs. Gas Prices

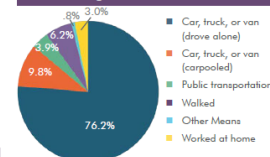


Source: Baker/RIC

Based on comments during the plan process, many non-transit users in Charleston view the typical user as someone who cannot afford a car. Transit offers a way for the many people that do not drive to get to school, work, runs errands and other travel. In particular, transit helps meet the needs of those who cannot drive due to age, disability or cost of a car. But more and more people are choosing to use transit even if they can afford a car. Those potential riders may choose transit to avoid the costs of a second family car or for environmental reasons. The millennial generation may prefer using transit so they can spend their travel time using social media. Greater use of transit frees up more land for buildings and green space instead of parking.

At the time this plan was being finished, KRT was about

Commuting to Work



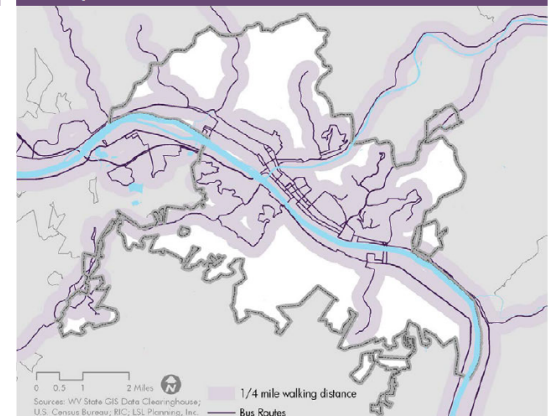
Source: ACS 2010 3-year estimates

to embark on a study of its routes and operations to see what adjustments should be considered to improve efficiency. While that will focus on the short range, the City should work with KRT to help integrate the future development and redevelopment pattern in a way to make transit a viable option in the future.

The following are recommendations to help improve transit use and service in the future:

- Clustering of higher density mixed uses can help create places that can be well served by transit, as shown on the future land use map and the example images throughout the Comprehensive Plan and Downtown Plan
- Some of the curb bump outs recommended in the Plan could be used as bus stops. Since the bump outs extend to the edge of the travel lane, they may reduce the time for people to get on and off the bus
- A potential circulator route between the University of Charleston and attractions on the other side of the river
- Provide sidewalk connections, where practical, to bus stops. Provide a paved platform for waiting at the bus stop. At key destinations, some type of identification could be used to acknowledge a business or institution that pays for the construction and maintenance of the stop amenities or shelter

Proximity to Bus Routes



- Better information on transit routing and frequency of service both on the website and through smart phone technology
- Improve the image of the transit system, particularly through changes to the downtown transit center as noted in the Downtown Plan. A promotional campaign can also help freshen the images and help even the residents that do not use the transit system to be aware of its benefits to the city



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ORGANIZATION OF GOALS AND OBJECTIVES

Goals separate,
then in-depth
Objectives following

GOALS

The goals for land use planning in Clarke County are to:

1. Preserve and protect the agricultural, natural, and open-space character of unincorporated areas.
2. Focus development within designated planning areas including incorporated towns and established village and commercial areas, utilizing design elements that balance compatibility with each community's needs and unique character.
3. Encourage and maintain a diverse and viable local economy compatible with the County's size and character.
4. Exercise stewardship over resources so as to reduce the consumption of nonrenewable resources, utilizing renewable energy whenever possible; and foster within the private sector of the County a culture of resource conservation.
5. Provide for the economical delivery of necessary public services in conformance with the Comprehensive Plan and its implementing component plans.
6. Prevent significant degradation of natural resources. "Significant degradation" is a measurable negative reduction in the quality or quantity of a natural resource.
7. Understand that policy decisions are precedent-setting and ensure that all such decisions are carefully and thoughtfully examined to determine their consistency with the Comprehensive Plan, the implementing component plans, and with the County's land use philosophy.

OBJECTIVES

Objective 1 -- Agriculture.

Encourage agricultural operations and productivity to ensure the preservation and availability of land for the continued production of crops and livestock through the following policies and the Agricultural Land Plan. Ensure that any limited residential, commercial, and other non-agricultural uses and activities do not result in significant degradation to natural resources or disrupt the character and functionality of agricultural areas.

Policies

1. Promote and protect agriculture as the primary use of land in rural areas and inform the public of benefits of this policy.
2. Support a vigorous agricultural development program in the County that emphasizes promotion of Clarke County agricultural products, encourages cooperation with

individual agricultural interests within the County and with advocacy agencies, and liaisons with counties in the area that have similar development programs.

3. Utilize the Agricultural Land Evaluation and Site Assessment (LESA) System to assess accurately the suitability of land for continued agricultural use. The LESA system provides an objective evaluation tool that scores the soils and physical conditions of a parcel for agricultural use.
4. Make land use decisions and plans that are consistent with LESA ratings. Approve conversion of important farmland to nonfarm use only if an overriding public need exists to change the land use. Important farmland consists of soils that are best suited to food, feed, fiber, forage, and oilseed crops and includes areas containing:
 - Prime farmland
 - Farmland of statewide importance
 - Farmland of local importance
 - Unique farmland

Adopt regulations to limit future development in these important farmland areas in order to maximize the amount of land available for agricultural production.

5. Encourage the use of best management practices as outlined in the Chesapeake Bay Regulations and as determined by the Federal Total Maximum Daily Load (TMDL) program to improve water quality by the following methods:
 - a. Making technical assistance available.
 - b. Promoting public awareness on the benefits of, and necessity for, best management practices, erosion and sedimentation controls, storm water management and Chesapeake Bay Preservation Regulations.
 - c. Assisting in the establishment of conservation plans for all farms adjacent to perennial streams.
 - d. Encouraging all landowners engaged in agricultural activities to use the assistance of the Virginia Cooperative Extension Service, the Natural Resource Conservation Service, the Lord Fairfax Soil and Water Conservation District, and other public agencies.
6. Provide limited, low-density residential opportunities in unincorporated areas in a manner compatible with agricultural activities in the area of the county west of the Shenandoah River. Such residential development shall be consistent with the County's sliding-scale zoning regulations and shall not involve rezoning to a higher residential density to produce additional lots above the parcel's dwelling unit right allocation. Prohibit the rezoning of Agricultural-Open Space-Conservation (AOC) zoned properties to the Rural

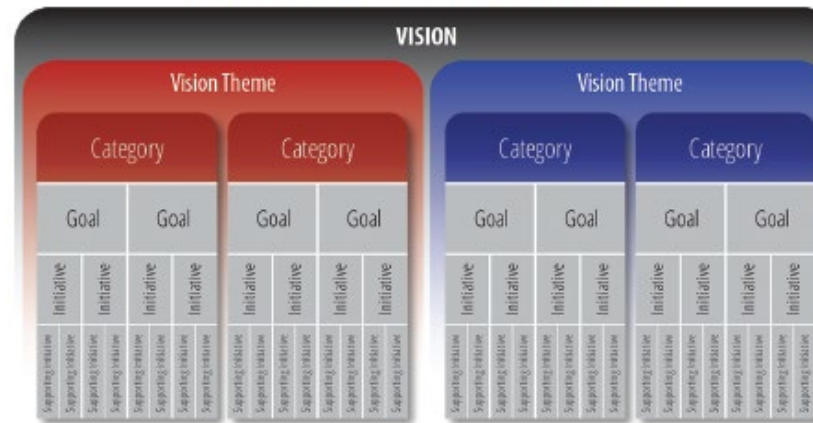
ORGANIZATION OF GOALS AND OBJECTIVES

Categories ->
Goals -> Objectives
-> Action Item

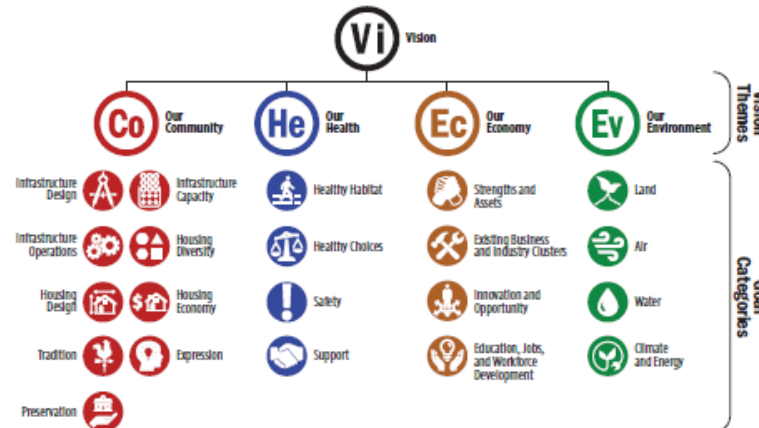
The Three Part Structure of the Livable Frederick Master Plan



The Policy Structure of the Action Framework



The Topical Organization of the Action Framework



Making Our Community Vision a Reality

The Our Community theme supports the following State of Maryland Visions: Quality of Life and Sustainability, Public Participation, Growth Areas, Community Design, Infrastructure, Transportation, Housing, Economic Development, Environmental Protection, Resource Conservation, Stewardship, Implementation



Category: Infrastructure Design

Goals in this category concern the planning, collaboration, and technical problem solving that ensures that the design of the physical form and spatial patterns of our transportation and public infrastructure provides the best match for the desired function, behavior, or outcome.

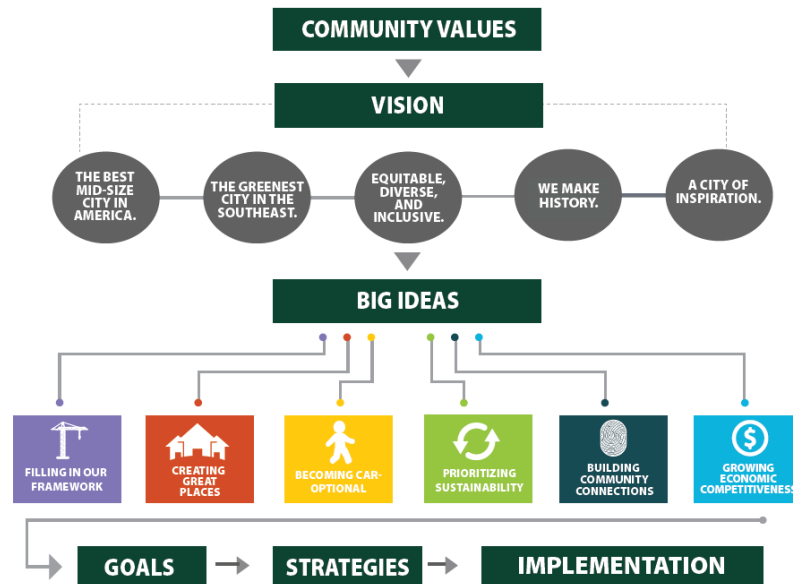
| | | |
|--------------------------|---|--|
| Settlement Patterns | Diversified Mobility | <ol style="list-style-type: none"> 1) Street type classification and complete streets manual 2) Master transportation plan with multi-modal accessibility focus 3) Transit hubs and local/regional transit connectivity 4) Countywide spoke hub transit distribution paradigm 5) Transit friendly design guidelines 6) Non-motorized transportation plan 7) Road diets and bike/pedestrian retrofits 8) Complete and green streets in ordinance 9) Bike and pedestrian acceptance and outreach 10) Autonomous vehicles and Mobility As A Service |
| | Mixed Use and Density | <ol style="list-style-type: none"> 1) Thematic plan based growth centers 2) Central places, corridors, and town centers 3) Public art to leverage transit use 4) Design guidelines for high density and mixed use development 5) Mixed use and infill opportunities and impediments 6) Transit-oriented development zoning 7) Existing infrastructure maximization and expansion 8) Redevelopment plans and supportive zoning strategies 9) Mix of park types - support of neighborhood parks |
| | Interconnectivity | <ol style="list-style-type: none"> 1) Connectivity standards 2) Non-motorized connectivity and walkability improvements 3) Plans for local street networks 4) Interceptor connections 5) Stream corridors within growth areas as park/greenways |
| Planning Methods | Small Area Planning | 1) Multi-modal component in travel modeling |
| | Multi-Modal Accessibility | |
| | Community and Economic Modeling Metrics | <ol style="list-style-type: none"> 1) Bike and pedestrian advisory committee 2) Central role for LUMP in CIP 3) Cross jurisdictional collaboration for planning and capital budgets 4) Maintain close working relationships with public space groups 5) Consistency between county and municipal plans 6) Municipal County Planning Agreement for annexations 7) County comp plan updates concurrent with municipal updates 8) Municipal county planning commission collaboration |
| Appearance and Usability | Smart Community Technology | <ol style="list-style-type: none"> 1) Streets as public space 2) County-wide wayfinding 3) User and research based signage ordinance 4) Native species in landscaping 5) Usable open space in new development 6) Public art integrated with public facilities 7) Artists and public facility design 8) Rural roads support |
| | User-Oriented Design | <ol style="list-style-type: none"> 1) Context sensitive landscaping and lighting requirements 2) Continuity of historic bridges 3) Deviations from standard buildings 4) Park development with natural and cultural resources 5) Scenic byway plans in ordinances 6) Countywide noise ordinance 7) Highway noise overlay district 8) Sensitive siting of noise-generating uses 9) Airport land use tools 10) Noise and land use impact evaluation 11) Air pollution mitigation and reduction |
| | Context Sensitive Strategies | |
| Goal Categories | Compatible Uses | |
| | | |

ORGANIZATION OF GOALS AND OBJECTIVES

Start with Big Ideas,
organize into Goals,
Objectives below

GSO2040 PLAN COMPONENTS

GSO2040 expresses the community's vision for what it wants to be in 2040 and creates a broad framework of policies for achieving that vision. These policies are based on extensive public input and conversation, a review of data about the current state of the city, alignment of existing plans from City departments, collaboration with community partners, and a review of current trends affecting cities across the country. The Plan uses several key pieces to describe our current values, the vision of what we want to achieve, and the goals and strategies we will use to get there.



GSO 2040 Comprehensive Plan|4



Goal - B

Greensboro's historic places are treasured, protected, and contribute to the city's unique identity.

Strategy 1: Continue to identify and promote the historic fabric of the city. Collaborate with museums, history experts, and community partners to create a strong heritage tourism program to promote area historic attractions. Cultivate local community support for historic preservation by organizing and supporting education, awareness, and celebration of Greensboro's role in history with events, displays, presentations, and other tools.

Strategy 2: Continue to protect the city's historic resources. Leverage existing policies and explore new tools to ensure that development and infrastructure improvements in new and historic residential areas near downtown complements the existing character of the area. Continue to develop tools that recognize the wide range of historic events that have occurred in Greensboro in addition to preserving its physical assets.



Goal - C

Downtown is a dynamic center of economic and cultural activity for residents of Greensboro and an unforgettable destination for visitors.

Strategy 1: Support continuing investment in Downtown. Consider the use of strategic plans for Downtown to identify priority development areas and coordinate improvements to streetscapes, road design, water capacity, and other public services that will encourage heightened private investment.

Strategy 2: Continue to focus on recruiting retail, restaurants, art and cultural venues, offices, and residences to Downtown. Foster entrepreneurship within the city by developing policies and programs that provide support for new local businesses to locate Downtown. Identify specific businesses, retailers, restaurants in surrounding communities that are desired for Downtown and develop relationships and incentives that will encourage them to relocate or expand to Greensboro.

Strategy 3: Attract residents and visitors Downtown with increased festivals, activities, and events related to the arts, music, theatre, and commerce in all seasons, on different days of the week, and a variety of times of day. Build on collaborations with community groups such as the Greensboro Area Convention and Visitors Bureau, foundations, the Chamber of Commerce, the arts and history community, young professionals, universities and colleges, to plan and execute current and new events and activities that highlight Downtown as the "heart" of the community.

GSO 2040 Comprehensive Plan|30

ORGANIZATION OF GOALS AND OBJECTIVES

Goals by Topic, each Goal has Objectives tied to Action Items

Goals

Seventeen goals, grouped under the five topic areas, have objectives and strategies that provide policy, infrastructure, partnership, or other recommendations to achieve the topic and city-wide visions.

| | |
|--------------------------|---|
| HIGH-QUALITY PLACES | Goal 1 Complete Neighborhoods: Establish a city of complete neighborhoods that have access to Nodes connected by major corridors in a gridded street network. |
| | Goal 2 City-Owned Assets: Efficiently manage City-owned land and facilities. |
| | Goal 3 Historic Preservation: Support growth that preserves the historical urban fabric and enhances understanding of Richmond's multi-faceted past. |
| | Goal 4 Urban Design: Establish a distinctive city comprising architecturally significant buildings connected by a network of walkable urban streets and open spaces to support an engaging built environment. |
| | Goal 5 Planning Engagement: Foster a planning engagement culture that effectively and equitably builds people's capacity to organize to improve the city and their neighborhoods. |
| EQUITABLE TRANSPORTATION | Goal 6 Land Use & Transportation Planning: Align future land use and transportation planning to support a sustainable and resilient city. |
| | Goal 7 Vision Zero: Systemically change the built environment to shift our safety culture and ensure that individuals are not killed or seriously injured on city streets. |
| | Goal 8 Non-Car Network: Enhance walking, biking, and transit infrastructure to provide universal access to all users, prioritizing low-income areas and areas within the high-injury street network. |
| | Goal 9 Streets, Bridges, & Connections: Build and improve streets and bridges to expand connectivity for all users. |
| | Goal 10 Emerging Transportation Technologies: Incorporate emerging technology into the transportation network in ways that seek to reduce single-occupancy vehicle use and reduce greenhouse gas emissions. |
| DIVERSE ECONOMY | Goal 11 Businesses & Jobs: Foster an environment that supports the growth of existing and new small, medium, and large businesses, focusing on Nodes, major corridors, and industrial centers. |
| | Goal 12 Tourism: Develop tourism and attractions to further elevate Richmond's image and to continue to delight existing and future residents, employees, and visitors. |
| | Goal 13 Anchor Institutions: Leverage institutions to strengthen job sectors and collaborate on land planning. |
| INCLUSIVE HOUSING | Goal 14 Housing: Preserve, expand, and create mixed income communities, by preserving existing housing units and developing new ones—both renter- and owner-occupied—throughout the city. |
| THRIVING ENVIRONMENT | Goal 15 Clean Air: Improve air quality within the city and the region, achieve a 45% reduction in greenhouse gas emissions within the city by 2030, and achieve net zero greenhouse gas emissions within the city by 2050 via RVAgreen 2050. |
| | Goal 16 Clean Water: Improve local water quality and manage the built environment to enhance and protect natural assets such as the James River. |
| | Goal 17 Resilient & Healthy Communities: Positively adapt to the effects of a changing climate via RVAgreen 2050, and ensure that all residents have equitable access to nature and a healthy community. |

Goal 3: Historic Preservation



Support growth that preserves the historical urban fabric and enhances understanding of Richmond's multi-faceted past.

Existing Context

One-third of Richmond's real estate is located within a historic district.

Historic preservation not only saves historic buildings, but also helps protect authentic and unique neighborhoods, which are highly valued by Richmond residents and also serve as great tourist attractions and economic development assets. Approximately 25,000 properties in the city are located in either a City Old & Historic District or a National Register Historic District, representing one-third of all city real estate, as shown in Figure 21.

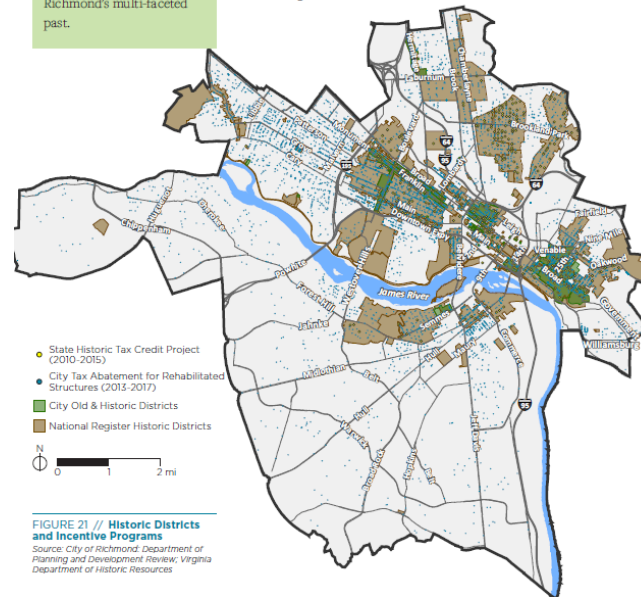


FIGURE 21 // Historic Districts and Incentive Programs
Source: City of Richmond Department of Planning and Development Review; Virginia Department of Historic Resources

- k. Lobby the General Assembly to maintain historic rehabilitation tax credits and adopt other legislation that improves the quality and character of Richmond's neighborhoods.
- l. Establish viewshed protections to protect/enhance views of critical natural features, such as the Libby Hill looking down river.

Objective 3.2 Reduce the demolition of historical buildings.

- a. Create flexibility in the Zoning Ordinance to encourage the adaptive reuse of historical buildings and deter demolition, such as allowing for compatible densities and uses in historical areas (e.g., reduce parking requirements for historical institutional buildings that are changing uses).
- b. Increase property maintenance code enforcement as a proactive tool to prevent demolition by neglect.
- c. Re-evaluate, fund, and utilize the City's Spot Blight property acquisition process, and prioritize disposition to non-profit housing developers and/or the Land Bank.
- d. Re-evaluate and utilize the City's demolition by neglect ordinance to preserve "at risk" resources.
- e. Increase funding for the Spot Blight acquisition program and explore additional programs to reduce blight.
- f. Develop a city-wide demolition review policy to ensure historic resources are considered before any demolition can proceed.

Objective 3.3 Broaden the constituency for historic preservation by more equally representing, preserving, and sharing the sites related to traditionally under-represented groups (e.g., Native Americans, Blacks).

- a. Increase education and outreach efforts regarding the preservation of neighborhood character and available incentive programs for historic preservation, adaptive reuse, and place-based economic development.
- b. Ensure that historic preservation values and interests are coordinated with economic development groups, affordable housing developers, and advocates and ethnic and cultural groups.
- c. Strengthen programs and partnerships that engage the public in exploring community history and places of significance.
- d. Work with the Richmond Public Library to develop oral history projects.
- e. Pursue public and private partnerships to fund the preservation of significant sites.

ADAPTIVE REUSE OF INSTITUTIONAL BUILDINGS

In 2020, over 150 religious institutions were located in Richmond. These institutions own over 470 acres of land, which include religious buildings, parking lots, and vacant land. Several institutions are major property owners within communities throughout the city. As congregations decrease in size, religious institutions have sought to sell their buildings and properties. This has resulted in the adaptive reuse of churches as residential buildings and new construction occurring on vacant lots and parking lots owned by religious institutions. As *Richmond 300* is implemented, religious institutions and the future owners of formerly-religious buildings should work closely with PDR staff as they plan for the adaptive reuse of these unique buildings, which are often signature buildings in the community and can be challenging to retrofit for new uses.

PICTURES, GRAPHICS, AND QUOTES

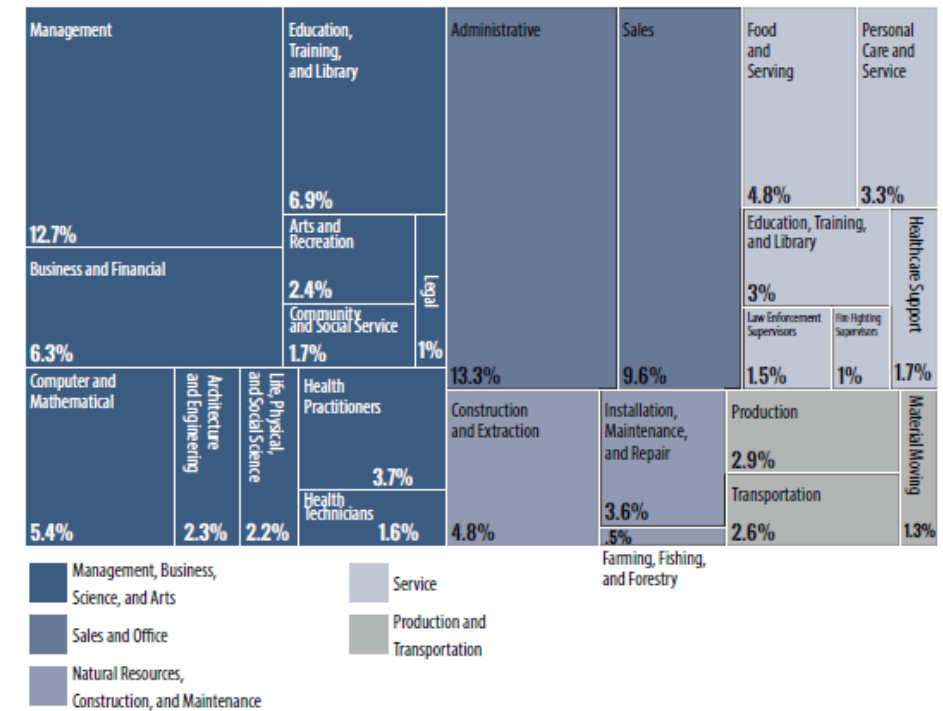
Different ways to
show data

TABLE 18 – County Zoning Districts; Land Uses in Berryville and Boyce

| Land Use Categories | Acres | % |
|--|----------------|---------------|
| Agricultural-Open Space-Conservation (AOC) | 84,112* | 72.7% |
| Forestal-Open Space-Conservation (FOC) | 27,048 | 23.7% |
| Rural Residential | 801 | 0.7% |
| Neighborhood Commercial | 33 | <.01% |
| Highway Commercial | 143 | 0.1% |
| Light Industrial | 0 | 0.0% |
| Boyce | 232 | 0.2% |
| Residential | 204 | |
| Commercial | 28 | |
| Berryville | 1,462 | 1.3% |
| Residential | 1,045 | |
| Commercial | 384 | |
| Berryville Annexation Area | 257 | 0.2% |
| Residential | 156 | |
| Commercial | 26 | |
| Institutional/Open Space | 75 | |
| Industrial | 0 | |
| Total Acreage | 114,103 | 100.0% |

* includes 946 acres of Shenandoah River

FREDERICK COUNTY 2015 EMPLOYMENT BY OCCUPATION



PICTURES, GRAPHICS, AND QUOTES

Planning with
quotes, graphics,
and pictures



OUR GOALS AND STRATEGIES FOR BUILDING COMMUNITY CONNECTIONS

Our goals and strategies for building community connections focus on what makes us a unique community, be it our diversity, our history, the presence of higher education, or the events and festivals we hold.

"I love this city because it's a melting pot of people of different backgrounds and cultures. The arts are rich with culture and diversity."

City Academy, 2017

07-25-2023 Work Session

...and industries are growing, while old industries are active.

2016 CRAFT BEVERAGE COMPANIES IN FREDERICK



The craft beverage industry has added 6 new businesses in 2016

In 2016, there were 35 craft beverage companies in Frederick.

Frederick County Office of Economic Development
2016 Annual Report

Sustainability

As part of Charleston's commitment to sustainability, key recommendations that support a greener, more socially and economically sustainable future are highlighted with a green leaf.

Provide a **safe and convenient transportation system** that provides **travel choices** and balances the needs of all users and provide **quality infrastructure**, gradually upgrading the system to **reduce negative impacts** on the environment and public health

Parking Lot Examples



this underutilized lot could benefit from landscaping and fewer spaces



OUR CHILDREN AND YOUTH have quality opportunities and experiences for their healthy development. They have many options for quality outreach programs, activities and entertainment that are open and available to them all.

Mixed-Use Examples



ACTION PLANS



- 2) Develop flexible zoning and planning tools to stay current with the rapid pace of change in knowledge-based industries so that start-up companies and entrepreneurs can grow or expand quickly.
- 3) Provide additional maker-space opportunities in Frederick County, in addition to the space at the Monroe Center, to cultivate developing ideas and talents.
- 4) Work to expand Frederick County's tech transfer opportunities to capitalize on the rich research and development assets available in Frederick County and to create new or additional commercial products.

Goal: Agriculture

Support and protect Frederick County's agricultural community and existing and emerging agricultural industries, to promote an environment where agriculture operations continue to be competitive, sustainable and profitable in Frederick County.

Initiative: Land Use

Minimize non-agricultural land uses within the agricultural zoning district in order to protect the land for food and fiber production and maintain the viability of agricultural operations, while allowing for diversification of farms.

Supporting Initiatives:

- 1) Ensure that zoning and other regulations support agricultural related businesses in rural areas of the county.
- 2) Support agricultural industries by evaluating the compatibility of uses within the Agricultural Zoning District.
- 3) Develop planning and permitting procedures to assist agricultural business development and agricultural entrepreneurship.
- 4) Work with the Washington Council of Governments on regional agricultural issues and initiatives.
- 5) Support the diversification of farming innovations, such as regenerative agriculture, and ensure flexibility to allow for emerging and next generation farm operations.
- 6) Develop a rigorous and data-driven assessment of the relationship between growth boundaries and agricultural land preservation that can help inform land preservation practices in case-specific scenarios.

Initiative: Forestry and Forest Products

Support the multiple benefits of forested conditions that can be sustained over time in a cost-effective manner through viable forest products markets and good forest management.

Initiative: Education and Opportunities

Ensure that opportunities exist in Frederick County to protect, maintain, and teach the community about Frederick County's rural agricultural heritage, culture, and role in maintaining a healthy natural environment.

Supporting Initiatives:

- 1) Coordinate with the Office of Economic Development to create an "Agricultural Action Program" to promote and market agricultural industries and agricultural support industries.
- 2) Partner with the University of Maryland Extension office or other entities for training programs that support educational opportunities for new and beginning farmers in Frederick County.
- 3) Develop a program to educate the public and the farming community on planning and agricultural issues.
- 4) Continue to promote and market local farms and farmers markets through providing technical assistance and marketing publications, such as Homegrown Frederick.
- 5) Provide support for the development of agricultural support businesses in Frederick County by actively promoting farms, resources, events, and information.

Action Items directly linked to the relevant Goals and Objectives

Action Items built from Objectives on separate documents

ONGOING IMPLEMENTATION

The steps below represent ongoing processes to implement the plan over the next 20 years.

Area Plans

Staff will establish a schedule for creating small area plans, neighborhood plans, and corridor plans to support plan implementation. Plans at this scale provide a finer grain of detail for specific geographies and facilitate specific activities such as economic development or streetscape projects, and provide more detail for land-use decisions.

Investment Decisions

GSO2040 will be a tool to align the City's Capital Improvement Plan (CIP) and other investments to ensure adequate financing for the plan's recommended activities, to provide support for investment in areas needing reinvestment, and to support distinctive mixed-use, walkable development.

Work Plan Alignment

GSO2040 was carefully aligned with existing City plans; updates to GSO2040 and other City plans will be made in a similarly coordinated fashion to ensure that plans remain in alignment. Transportation plans, the HUD Consolidated Plan, and regional economic development plans are all examples of opportunities for continued collaboration.

Zoning Amendments

Each rezoning decision will be evaluated with the policies, maps, Vision and Big Ideas of GSO2040. This process will foster incremental change that moves Greensboro towards the Vision set forth in GSO2040 such as increasing housing choices, creating great places and more mixed-use, walkable development, and supporting neighborhood health.

Development Ordinances

The City will evaluate the Land Development Ordinance and other development regulations and make the necessary updates and amendments to support the recommendations in GSO2040 and ensure that our development standards continue to align and work towards a common purpose.

Continued Education and Promotion

Greensboro will take advantage of the momentum gained through the PLANIT GSO planning process to continue the conversation about Greensboro's future. This will include updates on Plan implementation as well as continuing to provide information through publications such as the quarterly Growth and Development Trends report.

ACTION PLANS

Action Items directly with Obj.

Objective 3.1

Preserve culturally, historically, and architecturally significant buildings, sites, structures, neighborhoods, cemeteries, and landscapes that contribute to Richmond's authenticity.

- Develop and regularly update a city-wide preservation plan to establish near- and long-term preservation priorities and to identify proactive and innovative strategies to protect the character, quality, and history of the city.
- Identify partnerships and funding sources for the identification, protection, preservation, and if needed acquisition of abandoned and neglected cemeteries, especially Black cemeteries
- Complete and maintain a historic resources inventory that is current, comprehensive, and cost-effective.
- Identify areas of the city where we should restore and maintain historic paving, while also balancing the access needs of all users.
- Review and revise the CAR's Guidelines to improve the clarity and usability and regularly update the Guidelines to respond to new technologies and market demand.
- Develop stronger code enforcement tools for violations in City Old & Historic Districts.
- Utilize the city historic resources inventory, and identify additional districts for varying levels of protections.
- Establish controls to ensure that archaeological sites and subsurface materials are properly identified, evaluated, and mitigated. This should include proactive measures to prevent disturbance and potential destruction.
- Utilize historic preservation best practices for City-owned resources to prioritize preservation and reuse activity more heavily than new construction or demolition of historically and culturally significant resources.
- Evaluate the City's tax abatement program to incentivize preservation best practices, energy efficiency, and projects providing affordable housing.



Renovating historic buildings helps retain a place's authenticity and character while also sometimes honoring specific individuals or events that happened in the past. Adaptive reuse projects can be found throughout Richmond and have included turning a car dealership into an office/apartment building [top], a cookie factory into condominiums [middle], and a carriage house into a church and then into apartments [bottom].

Diverse Economy: These strategies target industries to establish/expand in and near Nodes, to incorporate tourism, and to leverage relationships with anchor institutions to create jobs.

Inclusive Housing: These strategies create and preserve housing in and near Nodes for all income levels, but particularly for low- and very low-income levels.

Thriving Environment: These strategies preserve and enhance an environment that has clean air and clean water, offers access to public open space connected by greenways, and increases Richmond's climate resiliency.

Action Steps

| Actions May Include | Type | R300 Goal | Lead* | Time Frame |
|--|-------------------------------|-----------------------------|---------------------|---------------|
| DOWNTOWN: DOWNTOWN CORE | | | | |
| Coliseum Plan: Develop the Coliseum Area Framework Plan with community engagement. | Planning | Goal 1 | PDR | FY22 |
| Coliseum Redevelopment: Create and issue a RFP for the Coliseum area using the guidance from the Coliseum Area Framework Plan to reposition City-owned assets into revenue-generating properties. | Administrative Legislative | Goal 1 Goal 2 | PDR | FY23- FY26 |
| Highway Capping: Examine process to sell the air-rights above the Downtown Expressway between Canal, Byrd, 6th, and 7th Streets. | Administrative | Goal 9 | PDR | FY22 |
| Two-Way Streets: Continue to convert streets from one-way to two-way as appropriate. | Infrastructure | Goal 9 | DPW | FY22- 26 |
| Life Sciences Cluster: Market and expand growth opportunities for life science-focused businesses and supporting entities clustered near VA Bio+Tech Park and VCU Health. | Administrative | Goal 11 | DED | FY22- 26 |
| Downtown Marketing & Services: Continue to market Downtown as a the cultural, business, government, and recreation destination of the Richmond Region and support cleaning, event, and placemaking services throughout Downtown. | Administrative | Goal 4 Goal 11 | Venture Richmond | FY22- 26 |
| Riverfront Plan: Continue to implement the Phase 1 recommendations outlined in the Riverfront Plan to improve access from Downtown to the James River. | CIP | Goal 4 Goal 17 | PDR | FY22- 26+ |
| Non-Car Connectivity: Improve non-car connectivity by encouraging urban design that promotes walking, continuing to improve transit access, and developing on-street bike facilities and greenways to Jackson Ward, the Riverfront (per the Riverfront Plan), Church Hill, and other areas. | CIP | Goal 4 Goal 8 Goal 17 | DPW | FY22- 26 |

ACTION PLANS

Action Items in the back with reference to Goals

| ACTION PLAN | DOWNTOWN | QUALITY OF LIFE | TRANSPORTATION | NEIGHBORHOODS | INTRODUCTION | Regulatory Actions - Immediate Implementation | | | | |
|-------------|----------|-----------------|----------------|---------------|--------------|---|-----------------------|--|----------------------------|-----------------------------|
| | | | | | | # | Topic | Action | Neighborhoods and Land use | Mobility and Infrastructure |
| | | | | | | R1 | Housing | Develop infill guidelines (brochure with sample sketches and photographs) and ordinance standards to promote new houses that complement the design of homes in that neighborhood (i.e. new homes with modern amenities but that look like they are part of the neighborhood) | ✓ | |
| | | | | | | R2 | Housing | Continue to use property maintenance inspections so rental units are safe and well maintained but consider a more aggressive system of inspections and awards/publicity for the "highest level" buildings or landlords (to use in marketing and potentially at a higher rental rate) | ✓ | |
| | | | | | | R3 | Land Use | Gradually adjust (reduce) the amount of commercially zoned land based on location, character, market demand and other factors | | |
| | | | | | | R3a | | • Allow non-commercial uses in select commercially zoned areas (such as multiple-family residential), have CURA target acquisition of outdated commercial properties and then rezone them for a more appropriate non-commercial use | ✓ | |
| | | | | | | R3b | | • Update the zoning ordinance to promote a transition of non-conforming uses within buildings that are worth saving into uses that are more compatible with the surrounding area and would preserve the integrity of the historic building | | |
| | | | | | | R4 | Land Use | Create new form-based districts for areas formerly and currently under CURA design review (Main Streets and Downtown) and MacCorkle Avenue in Kanawha City (see Zoning Recommendations in this chapter) | ✓ | |
| | | | | | | R5 | Land Use | Create a new rural residential district (see Zoning Recommendations in this chapter) | ✓ | |
| | | | | | | R6 | Health | Allow mobile farmers markets or fresh food vendor carts to locate in underserved areas or food deserts | | |
| | | | | | | R7 | Site design | Add incentives for sustainable landscaping and hardscaping (native plants, LID, pervious pavers where practical) | ✓ | |
| | | | | | | R8 | Site design | Upgrade landscaping requirements along MacCorkle | ✓ | ✓ |
| | | | | | | R9 | Site design | Refresh sign regulations for sign types and design that complement the character of particular parts of the city | ✓ | |
| | | | | | | R10 | Housing | Modify the Rental Registration Ordinance inspection selection so that problem areas are targeted more frequently for random inspections | ✓ | |
| | | | | | | R11 | Historic Preservation | Consider design review/zoning overlay zones for each Historic District in the city | ✓ | ✓ |
| | | | | | | R12 | Historic Preservation | Consider a Delay Demolition Ordinance to protect historic structures from being destroyed by absentee and/or speculative property owners | | ✓ |
| | | | | | | R13 | Land Use | Prepare a subarea study for the Bigley/Pennsylvania area sandwiched between the Elk River and I-77 to resolve land use and zoning conflicts | ✓ | |
| | | | | | | R14 | Land Use | Update zoning map with a comprehensive rezoning to implement land use recommendations of plan where future land use is different than current zoning | ✓ | |
| | | | | | | R15 | Economic | Review, assess, and adjust city ordinances to support live/work units (flexible mixture of uses) and business incubators (flexible short-term commercial space) | ✓ | |
| | | | | | | R16 | Green | Support use of renewable energy technologies on single-family homes, businesses and institutions such as solar panels and small wind energy units | ✓ | |
| | | | | | | R17 | Infrastructure | Apply the city's Stormwater Manual with Low Impact Development (LID) guidelines design of for both private development and public infrastructure projects | | ✓ |
| | | | | | | R18 | Non-motorized | Require bike racks for certain new, non-single family developments that may attract bicyclists like restaurants, shopping centers | | ✓ |
| | | | | | | R19 | Non-motorized | Add standards to ensure safe pedestrian routes and walks are provided on sites including parking lots and connections from building entrances to sidewalks for new construction and major expansions | | ✓ |
| | | | | | | R20 | Streets | Ease pedestrian crossings and reduce traffic speeds at key crossings with design elements like wide crosswalks, "yield to pedestrian" signs and curb bump outs by integrating these as standard design practice for city street projects where pedestrians are present | ✓ | ✓ |
| | | | | | | R21 | Streets | Enact regulations through site plan review for the location of access points with minimum standards for spacing from signalized intersections, adequate sight distance near hills/curves, minimum offsets from access points across the street and spacing from other driveways (i.e. Access Management). This should include provisions to gradually reduce/reconfigure existing commercial driveways that are not well spaced and therefore have the most potential to impact intersection operations and safety | | ✓ |
| | | | | | | R22 | Technology | Convert city's code of ordinances and application forms to be web-friendly and interactive, coordinated with city's new web-integrated GIS system | | ✓ |
| | | | | | | R23 | Greenspace | Expand existing conservation guidelines to further manage the development of sensitive or important environmental areas (floodplains, steep slopes, woodlands etc.) | | ✓ |
| | | | | | | R24 | Greenspace | To preserve the vistas and views both to and from the hills, revise development requirements for building height, siting and grading in key locations to preserve the natural slopes and woods to the greatest degree practical (this could involve placement of posts that identify the corners and height of buildings to better visualize their impact on views) | | ✓ |
| | | | | | | R25 | Greenspace | Require provision of green space or a plaza area with amenities as part of any major development - whether it is provided within the building setback area along the streets, interior courtyards, green parking spaces | | ✓ |
| | | | | | | R26 | Site Design | Parking lots should be well illuminated, signed and nicely landscaped with green parking aisles with opportunities for stormwater management. | | ✓ |

| ACTION PLAN | DOWNTOWN | QUALITY OF LIFE | TRANSPORTATION | NEIGHBORHOODS | INTRODUCTION | Capital Improvement Actions | | | | |
|-------------|----------|-----------------|----------------|---------------|--------------|--|--------------------|--|---------------|--|
| | | | | | | # | Topic | Action | Priority Term | Key Players |
| | | | | | | Long-term/Ongoing Actions to be Evaluated Annually | | | | |
| | | | | | | C21 | Streets | Improve the gateway to and from the airport with better wayfinding signs, lighting and other distinguishing streetscape elements. | ►→→ | Wayfinding Commission, Traffic Engin |
| | | | | | | C22 | Streets | Create gateway treatments at key entrance points into the city | ►→→ | Wayfinding Commission |
| | | | | | | C22a | | • Solicit designs for public art, enhanced streetscape treatments, signage, and greenspace | | |
| | | | | | | C23 | Streets | Incorporate streetscape and street tree planting as part of street and underground construction projects | ►→→ | Public Works |
| | | | | | | C24 | Community Services | Continue to expand the recycling system to provide separate recycling receptacles alongside trash receptacles in public places and along streets | ►→→ | Sanitary Board, Main St. Assns. |
| | | | | | | C25 | Infrastructure | Implement the recommendations of the Sanitary Board to gradually separate the sanitary and storm sewers per EPA requirements | ►→→ | CSB |
| | | | | | | C26 | Infrastructure | Rehabilitate aged water lines downtown | ►→→ | WV American Water |
| | | | | | | C27 | Non-motorized | Improve bike and pedestrian connections through acquisition of property (off road connections) and along streets throughout the city particularly to connect open spaces, activity centers (schools, places of public assembly, parks, etc.) | ►→→ | Land Trust, Keys 4 Healthy Kids, City, State Safe Routes to School program |
| | | | | | | C27a | | • Identify key connections working with schools etc. | | |
| | | | | | | C27b | | • Audit the key routes and identify improvements | | |
| | | | | | | C27c | | • Securing funding source | | |
| | | | | | | C28 | Non-motorized | Establish an annual sidewalk maintenance and priority installation program, with initial focus on main routes to elementary schools | | Public Works, City Engin |
| | | | | | | C28a | | • Inventory sidewalks for gaps and conditions | | |
| | | | | | | C28b | | • Funding? Educate property owners on their responsibilities? | | |
| | | | | | | C28c | | • Each year identify a priority project | | |
| | | | | | | C29 | Non-motorized | Improve connections between the University of Charleston, downtown, and Laidley Field | ►→→ | Univ Chas, City, State |
| | | | | | | C29a | | • Evaluate non-motorized options across existing bridges | ►→→ | |
| | | | | | | C30 | Site Design | Bury overhead powerlines when roads are reconstructed where practical | ►→→ | City Engin, Public Works |
| | | | | | | C31 | Parks/Rec | Create more accessible and usable park space along the Kanawha River | ►→→ | Riverfront Committ, City Engin |
| | | | | | | C31a | | • on the south bank | ►→→ | |
| | | | | | | C31b | | • Near Patrick Street | ►→→ | |
| | | | | | | C31c | | • Streetscape and green connection along major north-south corridor from Downtown will terminate in public viewing areas and vistas on the banks that will help create a pleasant visual and physical connection from Downtown to riverfront. The canopies adjacent to Haddad Park are great examples and some form of the same overlook treatments should be replicated in other viewing areas to create an unifying theme along the riverfront | ►→→ | |
| | | | | | | C31d | | • Create mini parks and public viewing opportunities along Kanawha and Elk riverfronts that will help coalesce the riverfront gateway | ►→→ | |
| | | | | | | C31e | | • Overlooks proposed in the Riverfront Plan | ►→→ | |
| | | | | | | C32 | Sustainability | Explore lighting technologies, such as induction and LED lighting (new and retrofits), and timing systems for municipal energy, cost and labor savings | ►→→ | Traffic Engin |
| | | | | | | C33 | Sustainability | Strive for city building and renovation projects to meet green buildings standards (such as LEED) that provide long term payback on investment | ►→→ | City Manager |
| | | | | | | C34 | Sustainability | Explore and pursue opportunities for using alternative fuels and hybrid or electric vehicles in city fleets | ►→→ | Public Works, Fleet Maintenance |

TEACHING THE READER

What do the Anticipated Growth Maps **do**?

Provide a framework for discussing Plan policies + aspirations when making land use decisions. They are **not regulatory**.

- ➡ Inform changes to the development ordinance
- ➡ Inform the funding of large, capital projects
- ➡ Frame the policy discussion in rezonings, but are **NOT** zoning maps

GSO2040 has 2 maps that work together:



Often, rezoning requests accompany proposed land use changes. As part of the decision process, Zoning Commission or City Council will use the Anticipated Growth Maps as a guide to policies that assist in making a determination and statement that the request is either consistent or inconsistent with GSO2040 policies. If the request is inconsistent with the plan and the rezoning is approved, the maps are considered to be amended.

- ➡ Review Questions listed in the plan
- ➡ Review relevant policies + big ideas

GSO 2040 Comprehensive Plan|52

Future Land Use and Character Descriptions and Examples

| INTRODUCTION | NEIGHBORHOODS | TRANSPORTATION | QUALITY OF LIFE | DOWNTOWN | ACTION PLAN |
|--------------|---|----------------|-----------------|----------|-------------|
| | Rural Neighborhood | | | | |
| | <ul style="list-style-type: none"> Hills No sidewalks Rural character Curvilinear streets <p>Purpose: To maintain rural living options within city limits and more flexible regulations for areas annexed into Charleston</p> | | | | |
| | Suburban Neighborhood | | | | |
| | <ul style="list-style-type: none"> Hills Few sidewalks possible Mid-20th century-present Subdivisions, estate homes typical Curvilinear streets Larger lots Predominantly single-family homes Well-designed modern multi-family may reflect the suburban residential character along major streets, transit routes, as a transition between single-family and non-single-family with buffered site design, and where infrastructure can meet the need <p>Purpose: To provide opportunities for new homes outside the historic city core</p> | | | | |
| | Traditional Core Neighborhood | | | | |
| | <ul style="list-style-type: none"> Flats Sidewalks 19th century-present, historic/urban style homes Grid streets Smaller lots Predominantly single-family character Duplexes, triplexes and multi-family units may respect the character of the surrounding urban, historic fabric, while large-scale modern multi-family is less appropriate Multi-family, urban housing types like townhouses are appropriate transitional uses <p>Purpose: To preserve the historic, walkable neighborhoods in Charleston's flat core city</p> | | | | |

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USERS EXPLANATION/TOOLKITS

USER'S GUIDE

GSO 2040 is a policy document used by city leaders and staff, developers, business owners, and residents to inform and guide land use and policy decisions.



As Used by City Staff

The Plan references and builds on the existing plans of City departments and community partners. City staff will consult it when reviewing changes to development ordinances, rezoning requests, and making recommendations for facilities, services, and capital improvements. Department heads will use the Plan to inform the preparation of work plans, budgets, and capital improvement programs.

As Used by the General Public

Residents will be able to refer to the Vision Statement, Goals, Strategies, and illustrative maps for assessing the potential for growth in individual neighborhoods and when addressing a particular proposal or other matter before the City Council or appointed boards or commissions. As common point of reference, the Plan will foster better discussion of the positive aspects of growth and development as well as concerns about changes to Greensboro.



As Used by Appointed Boards and Committees

Members of appointed boards and committees will be able to use the Plan to carry out their work and mission. Some boards, such as the Zoning Commission and Planning Board, will more regularly consult the Plan for guidance in decision-making.



As Used by City Council

City Council will use the Plan as a guide when making decisions so that the long-term vision for the city is a consistent point of reference.



As Used by Other Agencies and Partners

A wide variety of Greensboro's partners, including non-profits, businesses, the education community, and nearby county and municipal governments, can use the Plan to identify and implement mutually supportive goals.



As Used by Development Interests

Developers, property owners, builders, and others involved in constructing our city will be able to consult the Plan to develop projects and site plans that consider the larger context, rather than focusing solely on individual sites. The Plan will create a starting point for conversation about important issues and questions that will be considered when making decisions about land use changes.

and acknowledge the implementation to date. Yearly workplans should be prepared to assess what has been accomplished in the action plan and what should be achieved in the coming year. The Advisory Committee should stay in tact and meet yearly to review the status of the plan's implementation, discuss funding opportunities, refine priorities, involve new implementors and participants to ensure all organizations and key players remain committed.

Roles of the Mayor and City Council

The Mayor and City Council must be solidly engaged in the process to implement the plan. Their responsibilities

will be to prioritize various action items and establish timeframes by which each action must be initiated and completed. They must also consider and weigh the funding commitments necessary to realize the city's vision, whether involving capital improvements, facility design, municipal services, targeted studies, or changes to development regulations, such as municipal codes, the zoning ordinance and procedures.

Planning Commission as Facilitators

The Planning Commission is charged with overseeing plan implementation and is empowered to make ongoing land use decisions. As such, it has a great influence on

how sustainable Charleston will be. Therefore, several tasks in the Action Plan are the responsibility of the Planning Commission and its staff.

As an example, the Planning Commission is charged with preparing studies, ordinances, and certain programmatic initiatives before they are submitted to the City Council. In other instances, the Planning Commission plays a strong role as a "Plan Facilitator" overseeing the process and monitoring its progress and results. Together, City staff and the Planning Commission must be held accountable, ensuring the city's Comprehensive Plan impacts daily decisions and actions by its many stakeholders.

IMAGINE CHARLESTON | COMPREHENSIVE PLAN AND DOWNTOWN REDEVELOPMENT PLAN

C. Quality of Life Best Practices Toolkit

Fresh and Local Food

Communities across the country are rediscovering the health, financial, and environmental benefits of local food production and consumption. Consumers want to know where their food comes from and how it was produced. "Local food" includes food grown in community gardens, sold at farmers markets, or grown in close proximity to the community, as well as animal sources such as meat, dairy, and honey production. Charleston's two farmer's markets and a number of community gardens are helping meet that objective.

There is an interest among residents to continue expanding opportunities for local food production. This includes removing barriers to food production such as ordinance restrictions and improving the City's process to identify potential sites for new community gardens and supporting their development.

Increased coordination and cooperation between local food advocacy organizations, the City, and other non-profit groups is one option. This could start with a task force or non-profit organization to address and support the range of local food issues including production, transportation, labor, land use policies, distribution, education and marketing. This group could also help promote and support community gardening and coordinate activities at the farmer's markets.



Carroll Terrace Community Garden

Community Gardening

Community gardening is a growing initiative nationwide that brings residents together to produce food in or near their neighborhoods. Community gardening helps connect people to the land and to the source of their food. They can help "green" neighborhoods by growing vegetables and enhancing neighborhood aesthetics.

While community gardening efforts are sprouting up around Charleston, access is limited. A system is needed to identify vacant properties, particularly in residential areas, that are most appropriate for a garden. This could include areas near senior housing, neighborhoods with smaller lots, and where interest is strongly demonstrated. The development of an Urban Agriculture Ordinance will help formalize the City's approach to community gardening, composting, and keeping of personal farm animals.

Existing Community Gardens

- Rebecca Street Community Gardens
- Carroll Terrace
- Orchard Manor
- Roosevelt Community Center
- East End Community Garden (1500 Block of Wash Street S)
- West Side Community Garden
- Emanuel Baptist Church
- Westminster Presbyterian Church

Farmer's Markets

Charleston's farmer's markets provide a focal point for local food activities, allowing growers from the city to sell their produce and other goods. Farmer's markets should be readily accessible to residents. Additional farmer's markets should be considered for places that improve access in under-served areas to strengthen the "market share" of local farmer's markets overall. Existing farmer's markets can look for indoor spaces in vacant commercial buildings to set up year-round opportunities for fresh and local food.

Existing Farmer's Markets:
Capital Market – For 15 years the Capital Market has provided daily, year-round opportunities for fresh, local food for residents.

West Side Farmers Market – Established in 2011, it now has a semi-permanent location provided by CURA.

Green Development Practices

Green development practices contribute towards sustainability by ensuring that site and building projects minimize environmental impacts, resource consumption, and energy use, while simultaneously providing healthier living and working environments for people. Healthier environments not only attract residents and businesses, but have been shown to increase worker productivity, encourage healthy lifestyles that reduce medical costs, and build community stewardship. Charleston can promote a green philosophy through education and incentive programs to encourage their use across the city:

- Recycling/composting to reduce waste
- Air quality, reducing emissions
- Water conservation and reuse
- LEED principles or other green building practices
- Historic preservation and adaptive reuse (see page x)
- Low-Impact Development (see page x)
- Greenway connections (see page x)
- Accessory wind or solar energy units
- Native species used in landscaping



Capital Market provides daily fresh food options

"Town and Gown"

This term helps to illuminate the relationship between institutions of higher learning and the towns or cities in which they are located. This is one of the many attributes to make an area a good place for living and doing business through educational and social support systems. In most places this relationship is developed by leveraging the value of the institutions (learning environment, professors/instructors, students, staff, etc.) and the value of the place. Institutions of higher learning demand and create a physical and ideological environment

to attract best talents. In a broader sense of place, it demands amenities that the city/community can provide such as housing, food, education, lifestyle, entertainment and recreation opportunities. It is a symbiotic relationship that helps to raise the standard of a place and create a brand identity that not only helps the city/community but also the higher learning institutions to find its niche as a town-gown community in a regional marketplace.

Charleston is a vibrant community that is home to University of Charleston. Other institutions of higher learning such as the West Virginia State University, West Virginia University Institute of Technology, Marshall University etc. are also located in close proximity to Charleston. All of these exceptional institutions attract distinguished scholars and students to the City bringing diversity and number of research opportunities drawing in the outside world to Charleston. Leveraging this opportunity to create a collaborative environment with the City would be beneficial through the following:

- Addressing the impacts of the institutions of higher learning on the community and how the community responds
- Promoting new programs
- Work on public and private capital development projects
- City and universities work together to attract top graduates of the programs to retain intellectual capital

INTRODUCTION | NEIGHBORHOODS | TRANSPORTATION | QUALITY OF LIFE | DOWNTOWN | ACTION PLAN

Purpose

The Master Plan is an important document because it provides a framework for the City, the development community, business owners, and residents to shape the growth of Richmond.

This Master Plan also sets the guidance to initiate and evaluate policies, programs, and zoning changes, and to guide the City's capital improvement plan.

Richmond is 62.5 square miles and is not allowed to annex land. The Master Plan helps determine how to plan for growth within the constrained footprint of the city. Furthermore, every jurisdiction in Virginia is required to prepare a master plan (also known as the comprehensive plan) per the Code of Virginia (§ 15.2-2223) and review it every 5 years.

Process

Richmond 300 was developed by thousands of Richmonders. The process to develop the Master Plan included reaching over 8,500 people during over 100 *Richmond 300*-sponsored meetings and over 220 civic association meetings, City Council district meetings, and festivals such as the 2nd Street Festival and National Night Out. During the planning and draft review process from September 2018 to August 2020, City Staff received and read nearly 5,000 responses to *Richmond 300* surveys and over 2,100 comments on the draft Master Plan maps and content. In addition to the 21-member Advisory Council who dedicated 2.5 years to this process, another 209 people served on Working Groups to shape the content of the plan. Please see the Appendix for a detailed description of the community engagement process.

Master Plan Users

CITY STAFF, COMMISSIONS, & ELECTED OFFICIALS

- Identify areas well-positioned for growth and reinvestment
- Strengthen/grow neighborhoods and Nodes
- Determine how to maximize return on public investment
- Manage capital funds projects
- Develop budgets
- Pursue federal, state, and other grants
- Advance priorities for community wealth building

DEVELOPERS, DESIGNERS, & BUILDERS

- Purchase real estate
- Decide whether it is most appropriate to reuse or construct new buildings in a given location
- Identify likely hot spots for development
- Understand the City's development priorities
- Align design/development ideas with City goals

RESIDENTS, NON-PROFITS, & BUSINESS OWNERS

- Expand, start, or relocate a business
- Purchase real estate
- Renovate an existing building
- Improve a local park
- Find a suitable location for a community garden
- Attract a new business or service to a neighborhood business district

EXISTING CONDITIONS/DATA ORGANIZATION

Data in the front of the Comp. Plan

Envision Jefferson 2035 Comprehensive Plan

Urban Growth Boundary (UGB)

According to §8-6-4a of the West Virginia Code, Urban Growth Boundaries (UGBs) are...“an area around and outside the corporate limits of a municipality within which there is a sufficient supply of developable land within the boundary for at least a prospective twenty-year period of municipal growth based on demographic forecasts and the time reasonably required to effectively provide municipal services to the identified area.”

UGBs are, according to state law, established by the County Commission in conjunction with the municipality looking to identify a boundary and are reflected on the County Zoning Map. In West Virginia, UGBs are used to acknowledge the extent to which a municipality can expand.¹

While all municipalities have the ability to create UGBs with the approval of the County Commission, at present, only three of the five municipalities in Jefferson County have planning boundaries that meet the definition of §8-6-4a of the West Virginia Code. In 2009, Charles Town and Ranson had their UGBs formally approved by the County Commission. In 2014, Shepherdstown created a boundary called the Growth Management Boundary (GMB) which falls under the state definition of a UGB and was formally approved by the County Commission. Shepherdstown's adopted GMB allows the Corporation to plan for future growth and annexations, but is not anticipated to have urban scale development if it remains in the unincorporated area. If Bolivar or Harpers Ferry chooses to create a UGB in the future that is different than the Preferred Growth Areas (PGAs) depicted, the recommendations in this Plan related to UGBs may be extended to the newly created UGBs based on the town's planning goals. The use of the term UGB throughout this document refers to the Charles Town and Ranson UGBs only.

This Plan expects that properties within the UGB may be annexed into the adjoining municipality which has created the UGB. However, an entity with property located within the UGB could choose not to annex their land into a municipality and could then develop the land under the County's land development standards instead. In such circumstances, the UGB acts as a Preferred Growth Area for the County and urban level development is still anticipated in these areas.

Within the UGB, an intentional decision was made to depict property as it is either zoned or used. As such, there are large tracts of land designated rural. This Plan does not anticipate those areas to remain rural into the future. Since the properties in the UGB can either develop within the municipalities through annexation or in the County, there is some uncertainty as to the future use. Therefore, it was determined best to

¹ While in West Virginia, the concept of a UGB is tied to annexation exclusively. In other parts of the United States, the concept of an urban growth boundary is tied in with the provision of “a full range of urban services” such as sewer, water, broadband internet, quick response police, rescue/ambulance, and fire services; and a wide range of community facilities. In most areas, the provision of services is predicated on the presence of an urban growth boundary tied into an urban service area, with limited fire, rescue, and police services being provided to areas outside of the urban growth boundary.

KEY FINDINGS

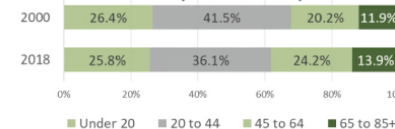
60,000 people

Greensboro is growing.

Greensboro is projected to grow by 60,000 people over the next 20 years. The percentage of growth since 2000 is higher than national and state rates, but not as high as other large North Carolina cities.

Our population is aging.

The share of Greensboro's population that is older is increasing and the share that is younger is decreasing. The increase in the older population offers opportunities to create a more walkable, transit-friendly community so that residents can age-in-place while also having an increasing impact on demand for access to health services and appropriate housing. The loss of younger generations, including millennials, is troubling as it may create a vacuum in the employment pool and diminish the overall vitality of the community.



-400 acres of Heavy Industrial land

Industrial land is important.

Future job growth may be hurt if there is a continued loss of land available for manufacturing, distribution, and other industrial uses. The largest decrease in land use since the last Comprehensive Plan has been heavy industrial with the loss of over 400 acres.

We want different things.

People's needs and preferences are changing.

- The size of households is shrinking. Sixty-seven percent of Greensboro households are now one- or two-person.
- We want more ways to get around instead of being completely dependent on cars.
- There is a strong preference for mixed-use, walkable neighborhoods. We buy more things online, changing the need for bricks and mortar retail space.
- We want to hang out and shop in interesting places that provide new experiences.

We have housing challenges.

- Housing affordability: there are not enough options for people at different income levels from the very poor, to middle income families, to new-to-the-workforce singles.
- Location: many available, affordable housing options are in places that make travel for jobs and services an additional cost burden.
- Quality: instances of inadequate upkeep and vacancies can have a large impact on overall neighborhood quality.

54%

of Greensboro residents surveyed prefer a walkable community with small yards

CHANGE IN EMPLOYMENT

From 2000 to 2018

Manufacturing jobs decreased -11%

while Service jobs increased +30%

with the largest gain in the Educational & Health Services sector +13,344 jobs

Our economy is in transition.

There are fewer manufacturing jobs and more service jobs, which are generally lower paying. Median earnings have increased, but not as much as the state, nation, or other North Carolina cities.

52,172

number of people living below poverty level in 2018 versus 26,107 in 2000

Many people live in poverty.

Over 26,000 more Greensboro residents were living below the poverty line in 2018 than in 2000. Differences in wealth, income, and unemployment vary strongly between census tracts across the city and also vary greatly across races and ethnicities.



The world is changing fast.

Changes in technology, the climate, and the economy are happening more rapidly than at any time in history. Developments in technology, the retail market, transportation, and other areas create exciting opportunities that are difficult to predict. Adaptability, resiliency, and nimbleness are critical for Greensboro to succeed in the future.

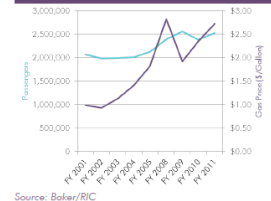
EXISTING CONDITIONS/DATA ORGANIZATION

Data integrated into relevant sections of the Comp. Plan

C. Transportation Best Practices Tool Kit

Transit
Transit is an important ingredient for any mid-sized city. Transit in Charleston and the surrounding area is operated by the Kanawha Valley Regional Transportation Authority (KRT) with 21 fixed routes. KRT was created in 1971 by Kanawha County and the City of Charleston and is governed by a 13-member board. As shown on the map at right, the vast majority of the city is within walking distance (1/4 mile) of a transit route. Transit ridership in the city/county peaked at about 2.5 million riders which was strongly influenced by the price of gasoline (see figure below).

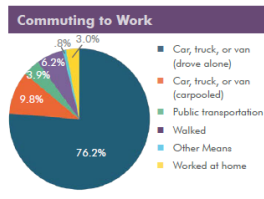
Transit Ridership vs. Gas Prices



Based on comments during the plan process, many non-transit users in Charleston view the typical user as someone who cannot afford a car. Transit offers a way for the many people that do not drive to get to school, work, run errands and other travel. In particular, transit helps meet the needs of those who cannot drive due to age, disability or cost of a car. But more and more people are choosing to use transit even if they can afford a car. Those potential riders may choose transit to avoid the costs of a second family car or for environmental reasons. The millennial generation may prefer using transit as they can spend their travel time using social media. Greater use of transit frees up more land for buildings and greenspace instead of parking.

At the time this plan was being finished, KRT was about

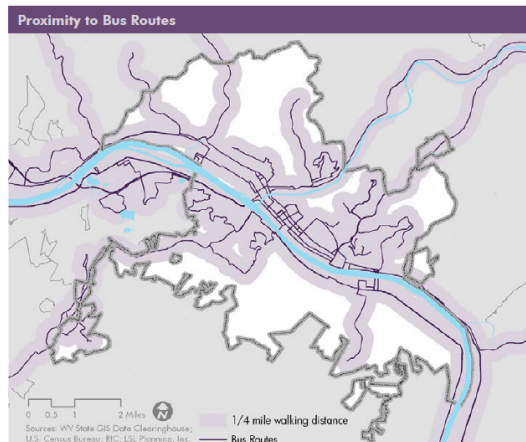
DRAFT AUGUST 2013



to embark on a study of its routes and operations to see what adjustments should be considered to improve efficiency. While that will focus on the short range, the City should work with KRT to help integrate the future development and redevelopment pattern in a way to make transit a viable option in the future.

The following are recommendations to help improve transit use and service in the future:

- Clustering of higher density mixed uses can help create places that can be well served by transit, as shown on the future land use map and the example images throughout the Comprehensive Plan and Downtown Plan.
- Some of the curb bump outs recommended in the Plan could be used as bus stops. Since the bump outs extend to the edge of the travel lane, they may reduce the time for people to get on and off the bus.
- A potential circulator route between the University of Charleston and attractions on the other side of the river.
- Provide sidewalk connections, where practical, to bus stops. Provide a paved platform for waiting at the bus stop. At key destinations, some type of identification could be used to acknowledge a business or institution that pays for the construction and maintenance of the stop amenities or shelter.



- Better information on transit routing and frequency of service both on the website and through smart phone technology.
- Improve the image of the transit system, particularly through changes to the downtown transit center as noted in the Downtown Plan. A promotional campaign can also help freshen the images and help even the residents that do not use the transit system to be aware of its benefits to the city.



Objective 1.2 Develop and adopt small area plans for areas that require more examination.

- Develop a Coliseum Framework Plan.
- Develop small area plans for the Priority Growth Nodes at Shockoe, the Southside Plaza Area and Stony Point to evaluate and suggest specific opportunities for placemaking, connectivity, mixed-income housing, economic development, and open space.
- Develop a detailed corridor plans for Commerce Road and for Route 1 with specific recommendations on how to transform the road into a Great Street with amenities such as buildings addressing the street, a greenway (the Fall Line Trail), street trees, lighting, and other amenities and encourage redevelopment and business growth.

Objective 1.3 Support the growth of jobs and housing in Nodes by using placemaking, clustering community-serving facilities at Nodes, and prioritizing infrastructure projects that encourage multi-modal accessibility to and from Nodes, as shown in Figure 19.

- Coordinate public and private investments to create innovative mixed-used developments.
- Co-locate, consolidate, and modernize community-serving public facilities, and locate them in or near Nodes (see Goal 2).

- Utilize public art and the public realm to create unique features within Nodes (see Goal 4).
- Increase the number of transportation options viable at each Node by utilizing a Complete Streets approach to allocating space in the right-of-way (see Node descriptions for future connections improvements and Goals 6-10).
- Develop marketing plans, including signage, graphics, and branding, to differentiate the Nodes from one another and retain, create, and attract/retain businesses (see Goals 11-13).
- Implement housing strategies that increase housing at all income levels along corridors and at Nodes (see Goal 14).
- Develop new parks at Nodes and connect them via greenways to one another (Goal 8 and Goal 17).

Objective 1.4 Maintain and improve primarily residential areas by increasing their linkages to Nodes, corridors, parks, and open space, and maintaining high-quality design standards.

- Implement urban design and architecture strategies that maintain and enhance the unique character of Richmond's residential districts (see Goals 3-4).
- Implement transportation strategies that increase access among residential areas, Nodes, and corridors (see Goals 6-10).

FUTURE OF SHOPPING CENTERS

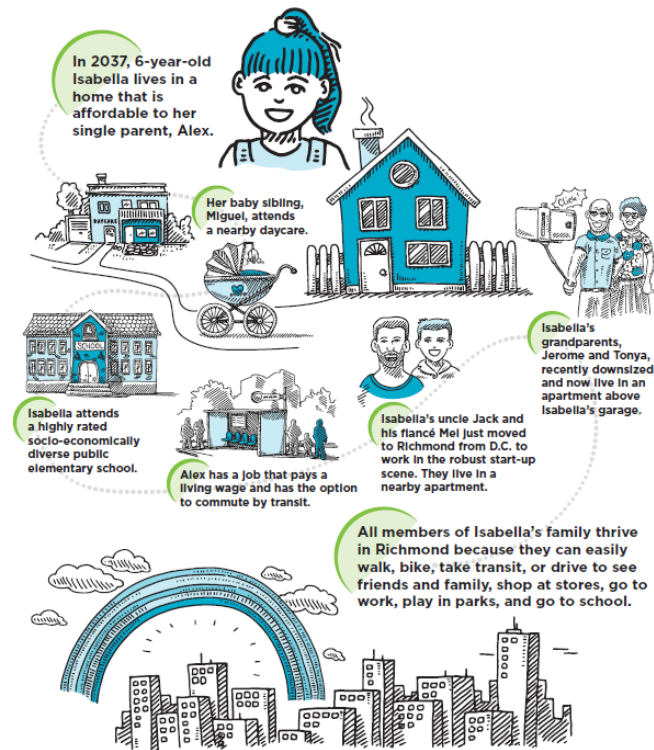
In 2020, retail uses in varying forms including big box shopping centers, strip commercial centers, and malls compose approximately 600 acres of the city. As the retail landscape of the country changes with increased online shopping, the future of these commercial centers must be explored. The goals and objectives of *Richmond 300* encourage the redevelopment of these centers in a more urban form with less emphasis on parking and more flexibility to incorporate multiple uses. As *Richmond 300* is implemented, the future of shopping centers and the tools to revitalize and support these centers must be explored.



NARRATIVES AND STATEMENTS

Vision Story

The city-wide vision story helps to illustrate how the city-wide vision could be realized in the lives of Richmonders in 2037. What vision story would you tell?



LETTER FROM MAYOR



Nancy Vaughan
Mayor

In 2018, when we started the process of planning for what Greensboro would be in the year 2040, we were excited about the myriad of possibilities that we could identify, build and enhance to make our city even better. We wanted to gather ideas from our residents and shape them into a united vision to guide us over the next twenty years. I'm happy to report we did just that—Through 160 public events, focus groups, and surveys we cultivated over 6000 responses from all neighborhoods, ages, and races. Those thoughtful contributions created a foundation of values and big ideas that were used to sculpt our comprehensive plan, GSO2040.

After collecting the input, it was clear there was a bold vision for Greensboro—to be the Best Mid-Size City in America. This means a city that is greener, more equitable and inclusive, and continues to make history. We are united in wanting to make Greensboro a City of Inspiration. A city that inspires us each and every day and serves as inspiration to other cities around the globe.

Once we had captured this lofty vision, we got to work on the structure to make it happen. As the plan came together it was top of mind to create a framework that was malleable. Our plan needed to provide guidance to help us reach our goals, but enough flexibility to shift as the world surges forward with new technologies, trends, and desires. With elasticity in mind, the vision was distilled into big ideas, goals and strategies. These would be the tools to guide the implementation to reach our vision.

Now, as we present the plan to community, the world has changed. We are in the midst of a pandemic that has each of us reflecting on our world, our city, and our home. We are craving connectivity with people, technology, and our city in new ways, now more than ever. Residents are relishing our green spaces, supporting our local businesses and walking and biking more. Individuals are realizing new needs and new inequities that need to be addressed in our community. We are all wondering what the world will look like going forward—Will we go to an office? Where will we gather? What will jobs look like? How do we make sure everyone has opportunity to thrive?

We don't know everything our future holds, but this isn't the first challenge Greensboro has faced and it certainly won't be the last. GSO2040 provides a flexible framework we can use to adapt to challenges, obstacles, and growth along the way. Crafted as a general guidebook, the plan reinforces those values we hold dear such as our greenspaces and community connections, identifies areas we need to address such as sustainability, equity, housing and technology connectivity, and presents strategies to ensure we are economically competitive.

As Mayor of Greensboro, I am excited for the possibilities of our City's future, and even more thrilled about this roadmap to get there. I encourage each of you to dive into this plan and join us as we make Greensboro North Carolina the BEST Midsize in America and a true City of Inspiration!



Joel Rensberger, Craig Hicks, Carole Sepe, Bob White, Sharon Suarez, Terry Bowie, Sam Tressler III

A Letter from the Frederick County Planning Commission

Dear Reader,

Maryland law requires that local planning commissions throughout the state prepare comprehensive plans to guide development in their jurisdictions. This document, the Livable Frederick Master Plan (LFMP), is the centerpiece of our county's comprehensive plan.

The LFMP is based on the ideas of many Frederick County residents, sharing their thoughts by responding to a survey that resulted in more than 15,000 comments about our county's future and offering ideas during two public review periods, two public hearings, and a series of community outreach meetings held throughout the county. Others served on the Livable Frederick steering committee and eight workgroups who developed a vision for our county's future as well as recommendations for achieving it. During the public review periods and hearings, we received many suggestions for improving the LFMP. We considered every one, adopting those that we agreed would most improve the plan.

Continued public participation is essential for ensuring that the Livable Frederick comprehensive planning effort continues to reflect our county's shared values and goals. We look forward to hearing from you as we begin work on the comprehensive plan map as well as the community, corridor, large area, and functional plans that—together with the LFMP—will offer a clear direction for Frederick County in the face of future change.

For the Frederick County Planning Commission:

Bob White, Chair

Carole Jaar Sepe, Vice Chair

Sharon Kemper Suarez, Secretary

Terry Bowie

Craig Hicks

Joel Rensberger

Sam Tressler III

ITEM #2: LIVABILITY PROFILE

- Review of Existing Land Use Map

SUMMER FESTIVITIES

Sign Up for County Fair

| | Monday 08/21/23 | Tuesday 08/22/23 | Wednesday 08/23/23 | Thursday 08/24/23 | Friday 08/25/23 | Saturday 08/26/23 |
|-------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|----------------------|
| 3:00 - 4:00 PM | | | | | | |
| 4:00 - 6:00 PM | | | | | | |
| 6:00 - 8:00 PM | | | | | | |

We are planning to close the booth every night by 8:00 PM We would like to have at least two volunteers at the booth per two hour time slot.

JCAACH Heritage Festival

| | Monday 08/21/23 |
|--------------------|--------------------------------|
| 9:30 - 11:30 AM | Setup 9:30-10:30 AM |
| 11:30 - 1:30 PM | |
| 1:30 - 3:30 PM | |
| 3:30 - 5:30 PM | |
| 5:30 - 7:00 PM | Breakdown 6:30 - 7:00 PM |

AGRICULTURE INPUT MEETING

Scheduled Date:
September 13th
7:00-9:00 PM
Washington HS

Forum

- Staff explains the current EJ 2035 Agricultural Goals and existing agricultural conditions in the county
- Small group discussion on future Goals for the county

Goals Review

- Each small group presents their consensus to the entire meeting and participants then vote on top concerns

Objectives Review

- Participants will be asked to write out and propose Objectives for the presented Goals
- Participants will then vote on the various proposed objectives

2045 Comp Plan
2nd Public Input Format

Staff Presentation

- Staff presents on existing agricultural conditions and splits participants into small groups
- Staff explains the current EJ 2035 Agricultural Goals

Group Exercise

- Small groups brainstorm responses to several questions regarding farming in Jefferson County
- Each small group presents their consensus to the entire meeting and participants then vote on top concerns

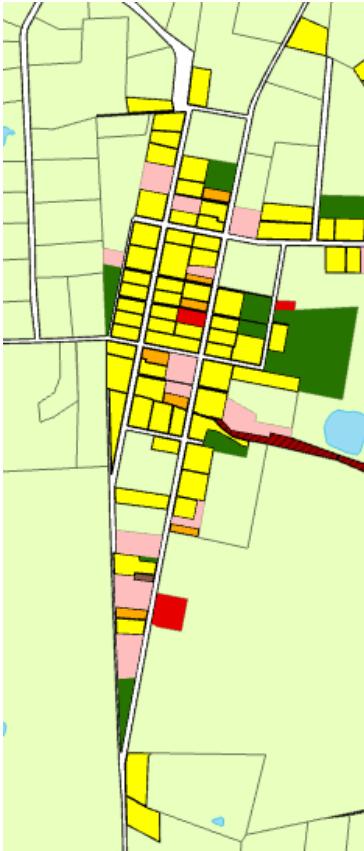
Survey

- Staff distributes individual surveys to the participants related to the top concerns additional agricultural data

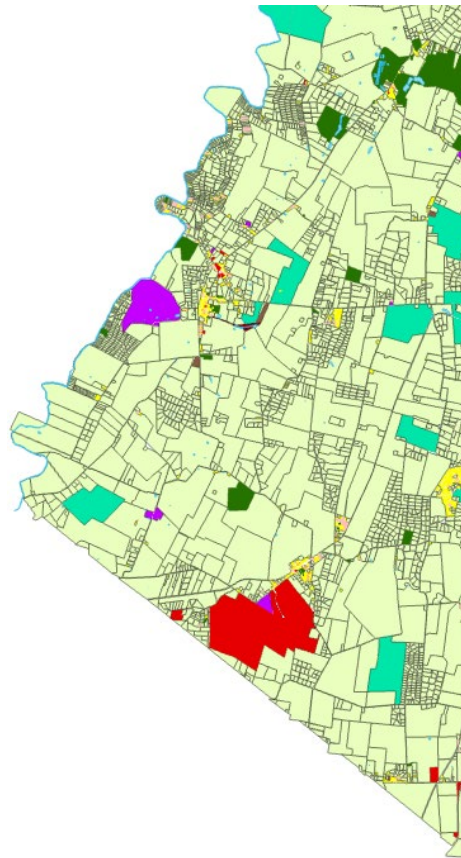
EJ 2035 Agricultural
Mtg. Format

EXISTING LAND USE SNAPSHOT

Western Jefferson County

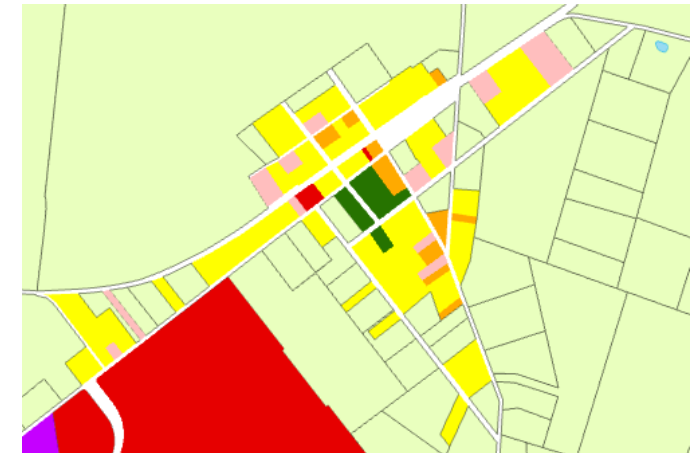


Middleway
07-25-2023 Work Session



- Industrial
- Industrial Vacant
- Commercial
- Commercial Vacant
- Office Building
- Mixed Residential/Commercial
- Residential Vacant
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Rural/Agricultural
- Golf Course
- Public/Quasi Public
- Farmland Conservation

Summit Point



What we need from the Planning Commission tonight...

- Has Planning Commission determined a general format to prepare the Comprehensive Plan?
- Will Planning Commissioners be able to volunteer to for the County Fair or Heritage Festival?
- Are there specific organizations staff should reach out to publicize the Agricultural Input Meeting?
- Is Planning Commission agreed on the format of the Agricultural Input meeting?

How would Planning Commission like to start drafting Goals after presentation of Goals and Objective Survey?

Updates

- Goals and Objectives survey has closed
- August meeting will include survey analysis and Goals drafting



August 8, 2023

Next Work Session Meeting



JCAACH Heritage Festival

| | | |
|--------------------|--------------------|------------------------------|
| | Monday 08/21/23 | |
| 9:30 - 11:30 AM | | Setup 9:30-10:30 AM |
| 11:30 - 1:30 PM | | |
| 1:30 - 3:30 PM | | |
| 3:30 - 5:30 PM | | |
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