<u>06-19-2019 Town Council Meeting</u> Responses to Council Questions #1

<u>ITEM #7:</u> Charting Our Future - Review and Provide Feedback on the Draft Guiding Statements

<u>Council Question</u>: Possible need for a section 11: As these guiding principles, as I understand it, are meant to apply to the LUMO as well as the FLUM, it seems to me that statements about the LUMO itself and the processes that are embedded in it would be appropriate (there is an allusion to this in the introduction). Such statements might include things to the effect of:

- The LUMO should be clear and well organized so that it is easily usable
- Development review processes and outcomes should be fair and predictable for both residents and developers
- The LUMO should have a high degree of specificity so that the Town is clearly articulating what it does and does not want
- It should be as pictorial as possible so that neighborhood characters and the like are clearly described
- It should clearly reflect our goals and aspirations around such things as climate change, affordable housing, multi-modal transportation, environmental stewardship, equitable development, and the like
- Etc.

<u>Staff Response</u>: Regarding a new Section 11, if Council wishes to establish a new section to address specific goals for the LUMO Rewrite, we can certainly provide such goals.

<u>Council Question</u>: Section 3: In the introduction, I think it would be helpful to better explain "missing middle" so that the rationale for the specific statements that follow is clearer.

<u>Staff Response</u>: A better explanation for the "missing middle" will be included in the next draft.

<u>Council Question</u>: Section 6: I think that this should be expanded to connect it to our other goals, such as mitigating climate change, and also making clear that we want to expand transit as a way to get people out of cars so as to improve traffic and mitigate climate change.

<u>Staff Response</u>: Section 6, "Direct investment along key transportation corridors," can be expanded to connect the Council's goals of mitigating climate change and expanding transit in order to provide a meaningful transportation choice for community members to reduce traffic and emissions.

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<u>Council Question</u>: I know that several boards and Council have talked about prioritization; where is that addressed?

<u>Staff Response</u>: If the Council wishes to prioritize the Guiding Statements, we would be happy to facilitate that prioritization. As currently drafted, the Guiding Statements state as follows:

When applying these Guiding Statements to particular situations, such as specific development proposals, some of these Guiding Statement may compete or conflict. Although it would be ideal to always fulfill every Statement, sometimes that is not possible, and proposals must satisfy these Guiding Statements on balance. This approach recognizes that there are trade-offs and compromises, and allows flexibility while still guiding land use and capital decisions. These Guiding Statements provide an anchor or reference point to consider when making trade-offs and compromises.

The above statement recognizes that the Guiding Statements are equal in weight and sometimes they compete and conflict necessitating tradeoffs and compromises as specific proposals come forward. Prioritizing the Guiding Statements may hinder the flexibility inherent in the Guiding Statements as currently conceived.

<u>Council Question</u>: Page 87 references Vision Zero, but a lot of people don't know what that is; could we provide a footnote or some other way of making sure we are not using jargon?

<u>Staff Response</u>: We will provide an inset that defines Vision Zero, like we did for Public Realm and Resilience.

<u>Council Question</u>: Section A talks about ceasing to permit low-density housing; are we really saying that for all portions of every focus area? Maybe we are, but could we potentially be talking about transit corridors, downtown, and other parts that are no-brainers when it comes to multi-family and higher density?

<u>Staff Response</u>: Section A under the "Demonstrate the Town's commitment to effectively respond to the threats associated with climate change as well as environmental stewardship and resiliency" states as follows: "Ceasing to permit low-density, auto-dominated corridors and instead, creating compact walkable, mixed-use communities, in targeted locations, where activities are located closer to one another requiring less time and energy to access the daily needs of life including work, school, commerce, and recreation;" This statement is meant to convey that strip commercial centers along the Town's main transportation corridors are not desired. Perhaps, the statement should be reworded as follows (Changes to the existing text are in **bold**):

"Ceasing to permit **low-intensity**, auto-dominated **transportation** corridors and instead, creating compact walkable, mixed-use communities, in targeted locations, where activities are

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located closer to one another requiring less time and energy to access the daily needs of life including work, school, commerce, and recreation;"

<u>Council Question:</u> Section C talks about reducing parking requirements; could we frame that in the context of providing high-quality alternatives? Basically putting the onus on us to provide reasonable ways to get folks out of their cars, then being able to reduce parking requirements since we've provided the alternative first?

<u>Staff Response:</u> As currently drafted, the statement reads, "Reduced parking requirements helps to support these alternative forms of transportation and encourages the development of sustainable communities," and this statement was included at the request of Council members and members of boards and commissions.

Perhaps, given the sensitives around downtown and with other developments and the need for the Town to be clear about parking expectations, the statement should read: "To support these alternative forms of transportation and to encourage the development of sustainable communities, reduced parking requirements, in appropriate locations, and other alternative parking strategies should be developed."

