

2040 Regional Growth Management Plan



**Steering Committee Meeting
June 21, 2017**

Good morning everyone.

And thanks for being here this morning. My name is Andrew Bomberger and I'm a Regional Planner at Tri-County Regional Planning Commission.

We've asked you to be part of this steering committee because we've identified you or your organization as an important member of our regional community. As we develop the 2040 Regional Growth Management Plan, you are being asked to provide direction and insight into the process.

Welcome Back.

How have we gotten here?

2040 Regional Growth Management Plan
Steering Committee Meeting

Our initial Steering Committee meetings were devoted to establishing our Regional Issues. These issues will be integrated into the plan analysis and implementation efforts. At our Kick-Off meeting, we compiled a broad list of Regional Issues. At the second meeting, we prioritized and ranked all 16, focusing on the Top 6 for the plan update. Just so we're all on the same page, let's go over the Top 6 Regional Issues.

As I go over each Regional Issue, please feel free to interrupt me with any comments or questions you have.

Regional Issues

2040 Regional Growth Management Plan
Steering Committee Meeting

The goal is to identify potential issues, not to perfectly model what the solution is.

Regional Issues



Comprehensive Transportation

Transportation, land use and economic development plans need to be integrated to generate a system that promotes economic competitiveness and creates safe, healthy and accessible communities for everyone. The transportation network should serve all users equally and be designed and operated with all users and land uses in mind.



Natural Resource Protection

Natural resources is the largest land use in the region. Inefficient land use patterns jeopardize the region's rich abundance of natural resources. When opportunities for infill, redevelopment and contiguous development are discouraged, development pressure impinges on the natural areas and resources.



Aging Infrastructure

Long-term maintenance of supporting infrastructure (water, sewer, transportation) is not fully accounted for during initial stages of development. Over time deteriorating conditions adversely impact operations and budgets.



Inefficient Land Use Patterns

Areas of growth that are not contiguous to others make it difficult to provide services and access daily needs. This also increases the cost of development, service provision and maintenance of supporting physical infrastructure.



Future Infrastructure Needs

Current support systems will need to accommodate evolving technologies, as well as new sources and distribution of energy. Planning for these new technologies will require physical and policy driven approaches.



Unrealized Potential for Reuse

Municipal regulations and market forces encourage development of "cheaper" (in the short term) land in less densely developed/populated areas, which discourages the (re)use of land within areas of existing services and infrastructure. Once-viable structures and neighborhoods struggle to maintain their vitality.

2040 Regional Growth Management Plan
Steering Committee Kick-Off Meeting

The highest ranked Regional Issue is Comprehensive Transportation. This issue covers the need to provide safe, convenient, and effective transportation for all users – motorists, cyclists, transit riders, walkers – and how that need connects to land use and economic development.

The second highest ranked Regional Issue is Aging Infrastructure. This issue covers the long-term maintenance of supporting infrastructure that is not always fully accounted for during development.

The third highest ranked issue is Future Infrastructure Needs. This issue covers the need to plan for and accommodate our ever evolving technology, and its demands on both policy and physical infrastructure.

As the RGMP development progressed, it became more and more evident that our two Regional Issues (Aging Infrastructure and Future Infrastructure Needs) needed to be combined. The research and analysis done for one was applicable to the other. So, while the final report document will still individually address each issue, we will discuss them under the broader topic of "infrastructure".

The next highest ranked issue is Natural Resource Protection. This issue covers the need to address the pressures that development can put on our region's vast natural

resources.

The fifth ranked Regional Issue is Inefficient Land Use Patterns. This issue covers the non-contiguous nature of much of our Region's development. These inefficient development patterns increase the cost of development, service provision, and maintenance of infrastructure.

The sixth ranked Regional Issue is Unrealized Potential for Reuse. The development market and regulations often encourage "cheaper" new development, instead of accommodating reuse and redevelopment.

Similar to the issue with the two "infrastructure" issues, we've decided to combine the previous two issues into a broader "land use" issue. Again, each issue will still be individually addressed in the final document, but we will discuss them under the broader topic of "land use".

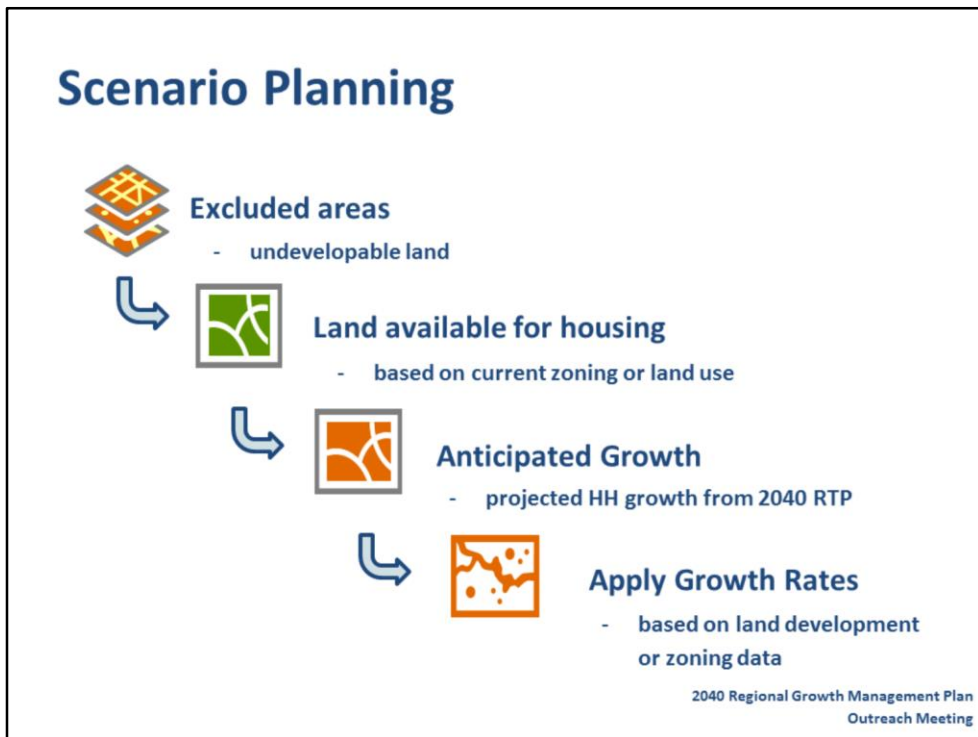
The Issues that ranked better were primarily those concerned with land use and transportation – issues directly associated with Tri-County's regional planning efforts. Many of the lower ranked Issues are social/policy driven consequences of our decisions and actions related to the higher-ranked Regional Issues.

Scenario Planning

2040 Regional Growth Management Plan
Outreach Meeting

As we began the early stages of development of the 2040 RGMP, we decided that we would incorporate scenario development.

Broadly, scenario development is an analytical tool or framework that allows us to incorporate many different environmental, regulatory, and community factors and examine how they will affect the projected growth of the Tri-County Region over the next 25 years. The goal of scenario planning is to identify issues and trends and compare possible strategies, not to perfectly model what the solution to those issues and trends will look like. Scenario planning is analytical, not predictive. Using GIS modeling and analysis, we are able to identify areas suitable and not suitable for development, and examine how the projected growth can impact our Region's municipalities going forward.



FIRST, using GIS data, we identified the environmentally sensitive areas that precluded development.

SECOND, using current zoning data, supplementing with land use data for areas without zoning, we identified areas in which housing was permitted.

NEXT, we used the growth projections established in the 2040 Regional Transportation Plan, which the Region's municipalities have already approved, to determine amount of additional housing expected over the next 25 years.

FINALLY, we analyzed our both land development and zoning data to determine the both the density we've been building at and the density allowed by local ordinances.

Scenario Planning

Scenario 1A: Trend Analysis

- Based on density of recent development activity

Scenario 1B: Trend Analysis

- Based on density permitted by existing zoning regulations

Scenario 2: Transportation Corridors

- Concentrating development around existing transportation corridors

Scenario 3: Expanded Transit

- Concentrating development around existing and future expansion of transit

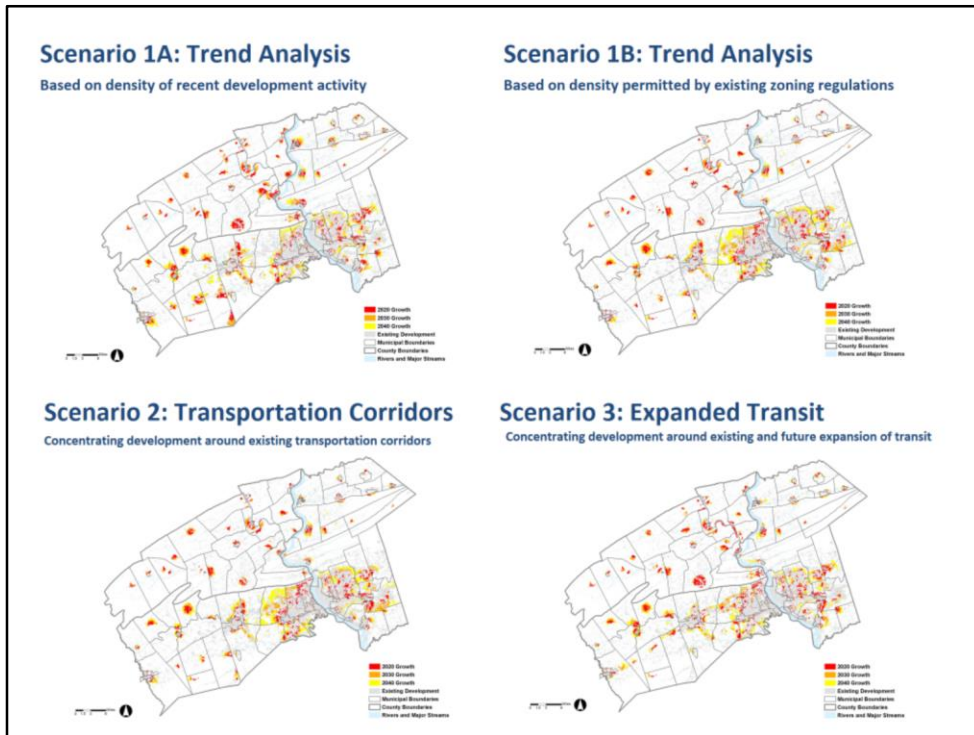
Scenario 4: Regional Population Centers

Concentrating development within existing urban areas and boroughs

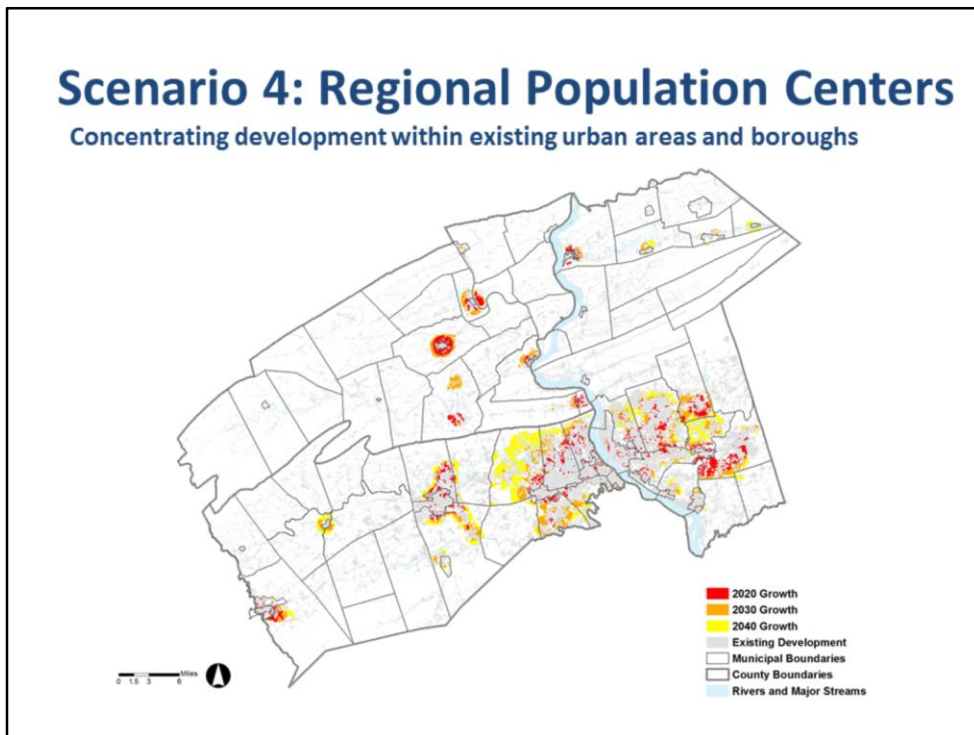
2040 Regional Growth Management Plan
Outreach Meeting

On this slide, you can see a description of the five different scenarios we examined. The first scenario is our trend scenario, which has been split into two different “sub-scenarios”. Scenario 1A uses the densities of our recent development activity (from about 2010 to 2015, depending on the county). Scenario 1B uses the densities found in the existing municipal zoning regulation.

Scenario 2 concentrates development around existing transportation corridors. Scenario 3 concentrates development around existing and proposed public transportation routes and facilities. Finally, Scenario 4 concentrates development around our region's urban areas, boroughs, and other population centers.



This slide shows the results of scenarios 1A, 1B, 2 & 3. These scenarios are consistently similar. At previous meetings, we discussed some municipalities inability to accommodate their projected growth. Generally, those municipalities are our boroughs located in western Cumberland, northern Dauphin and Perry County, as well as the municipalities that surround the City of Harrisburg in both Dauphin and Cumberland Counties. This inability to accommodate projected growth is caused by a combination of little “buildable land” remaining and existing zoning regulations permitting development to occur at too-low densities.



Scenario 4, however, was a little different.

For all other scenarios, the municipal growth numbers were kept (assuming the municipality could accommodate its growth). For this scenario, however, we created 9 different municipal groups, with growth numbers aggregated for each group. The result is a much greater concentration of households migrating to our region's urban areas and boroughs.

So, that's where we were at the end of the last meeting.











Municipal Outreach

2040 Regional Growth Management Plan
Steering Committee Meeting

Between mid April and mid May, we conducted 7 different outreach sessions, with 6 of those focused on municipal officials – two in each county. In total, input from 53 municipal representatives participated in the meetings, representing urban, rural, and suburban communities from all three counties.

Performance Measures Handout

Outcomes Matter
Tell us what matters to you.

<small>Ranking</small> Acres Developed  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>	<small>Ranking</small> Planned Growth Areas  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>
<small>Ranking</small> Congested Corridors  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>	<small>Ranking</small> Public Transit  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>
<small>Ranking</small> Regional Waterways  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>	<small>Ranking</small> Agricultural Land  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>
<small>Ranking</small> Existing Woodlands  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>	<small>Ranking</small> Public Recreation  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>
<small>Ranking</small> Public Sewer Service Areas  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>	<small>Ranking</small> Public Water Service Areas  1 2 3 4 5 <small>Most Important</small> <small>Not Important</small>

Development in any one community impacts our entire region.

2040 Regional Growth Management Plan
Outreach Meeting

Each meeting consisted of a 20-30 minute presentation covering the process and results of the scenario planning analysis, followed by a question and answer session. Following this, the municipal representatives in attendance were asked to participate in an exercise to gauge the relative importance of each performance measure. Using the sheet shown on the slide, attendees were asked to circle the number they felt represented each Performance Measure's level of importance. Those results were compiled to let us know the relative level of importance the region as a whole put on each performance measure.

Municipal Outreach Results

2010RGMP Outreach Performance Measure Ranking Results										
	Acres Developed	PGAs	Congested Corridors	Transit	Reg. Waterways	Ag Land	Woodlands	Recreation	Sewer	Water
Straw Sq.	24.50	30.50	24.00	36.45	34.00	35.50	37.13	35.00	34.50	34.31
WCC COG	37.00	40.00	31.00	30.00	26.00	32.00	31.00	33.00	41.00	40.00
CapODG	57.00	69.00	78.00	67.00	68.61	64.39	60.00	71.00	70.00	70.72
Newport	7.00	10.00	6.00	4.00	6.00	10.00	9.00	6.00	9.00	9.00
Swains	15.00	17.00	10.00	14.00	13.00	18.00	19.00	13.00	16.00	17.00
UD COG	41.00	35.00	38.00	25.00	34.00	47.00	44.00	27.00	26.00	30.00
Carroll	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	3.42	3.80	3.53	3.33	3.43	3.90	3.78	3.49	3.71	3.79

Rank	Performance Measure	Rank	Performance Measure
1	Agricultural Land	6	Congested Corridors
2	Planned Growth Areas	7	Public Recreation Areas
3	Public Water Service	8	Regional Waterways
4	Existing Woodlands	9	Development Density
5	Public Sewer Service	10	Public Transportation

This slide shows the results of those outreach meetings. The table across the top shows the results for each meeting. The table at the bottom shows the resulting rankings. “Minimizing development of Agricultural Land” was determined to be the most important performance measure. “Maximizing development within the Planned Growth Areas” was determined to be the second most important performance measure.

Performance Measure Matrix

2040 RGMP Scenario Planning Performance Measure Matrix					
	Scenario 1A	Scenario 1B	Scenario 2	Scenario 3	Scenario 4
	Trend (Land Development)	Trend (Zoning)	Transportation Corridors	Expanded Transit	Regional Population Centers
Agricultural Land	4	3	5	2	1
Planned Growth Areas	2	4	5	3	1
Public Water Service	2	4	5	3	1
Existing Woodlands	5	3	4	2	1
Public Sewer Service	1	4	5	3	2
Congested Corridors	4	2	1	5	3
Public Recreation Areas	2	5	4	3	1
Regional Waterways	5	4	2	3	1
Development Density	4	3	5	2	1
Public Transportation	3	4	5	1	2
Total Ranking Points	32	36	41	27	14

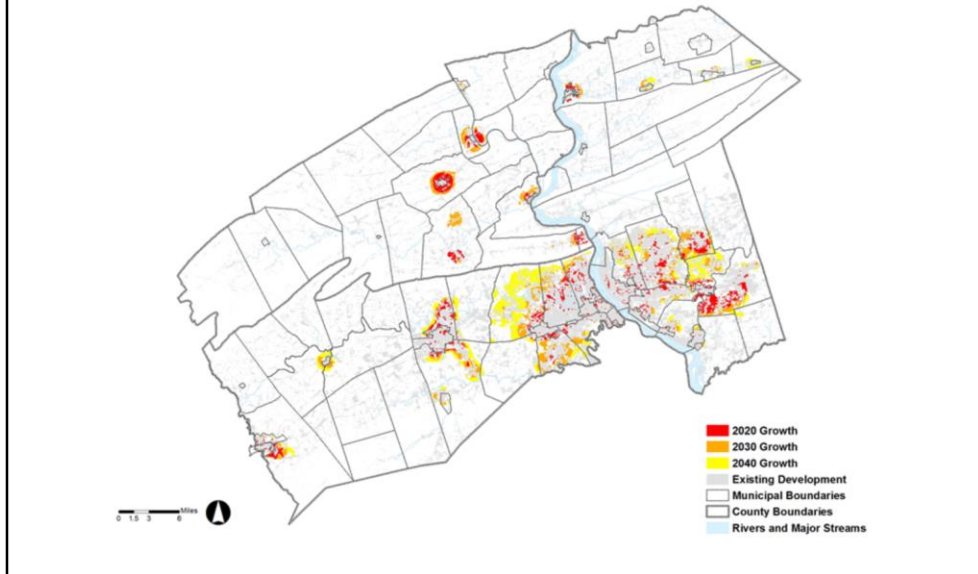
Looking at the Performance Measure Matrix handout provided, we can see that Scenario 4 performed best on the two performance measures deemed “most important”, as well as the 3rd and 4th. While not explicitly labeled, the performance measures are listed on the matrix in their order of importance, according to the results of our outreach.

This tells us that Scenario 4 is the scenario whose impacts best align with the priorities of the region.

We decided to use this approach because early outreach efforts in which participants were asked for direct input on the scenarios themselves provided limited engagement. We found that asking people about the performance measures produced much more engagement and valuable feedback from our participants. By determining which performance measures are most important, we could determine which scenario is truly preferred.

Scenario 4: Regional Population Centers

Concentrating development within existing urban areas and boroughs



So, again. This is scenario 4 – our preferred scenario. It features the most compact growth and generally, the fewest negative impacts.

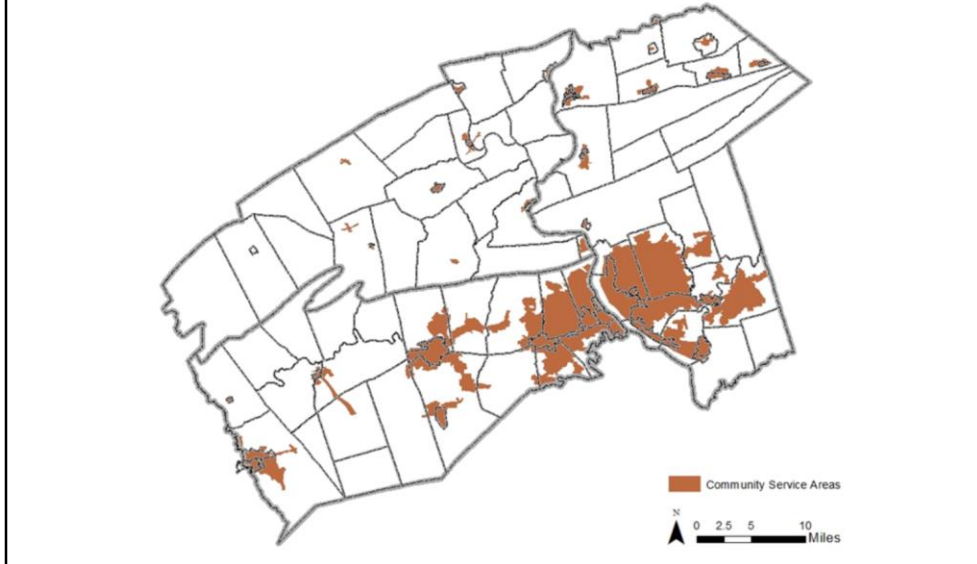
Application of Analysis

2040 Regional Growth Management Plan
Steering Committee Meeting

So, now that we figured that all out, where do we go from here? Now we get into the real products of our Regional Growth Management Plan.

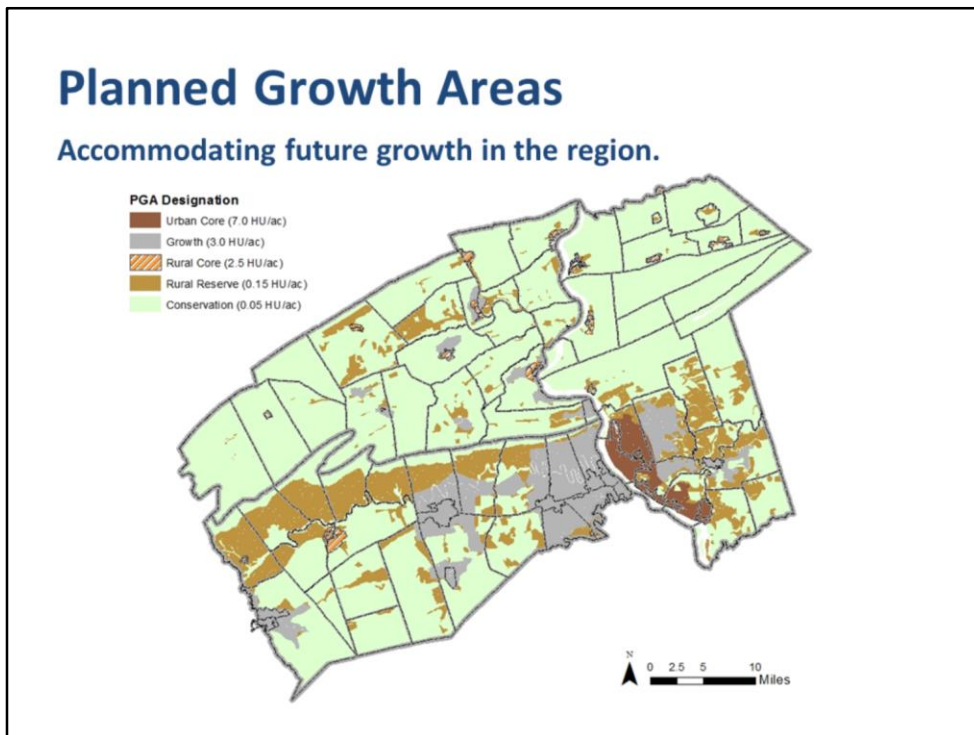
Community Service Areas

Where are the services and facilities?



The first step was to update our Community Service Areas. Our CSAs are generally defined by “where we've already invested in supporting infrastructure”. This primarily is determined by public sewer and water service areas, but also incorporates things like transit service, and community facilities like schools, hospitals, police, and fire.

Because we saw, with a few exceptions, modest expansion of our sewer and water service areas, our CSA expansion was modest as well. The most notable area of expansion is in Cumberland County, along Route 233, just south of Newville down to Route 15, where we've seen investment in expanding sewer service.

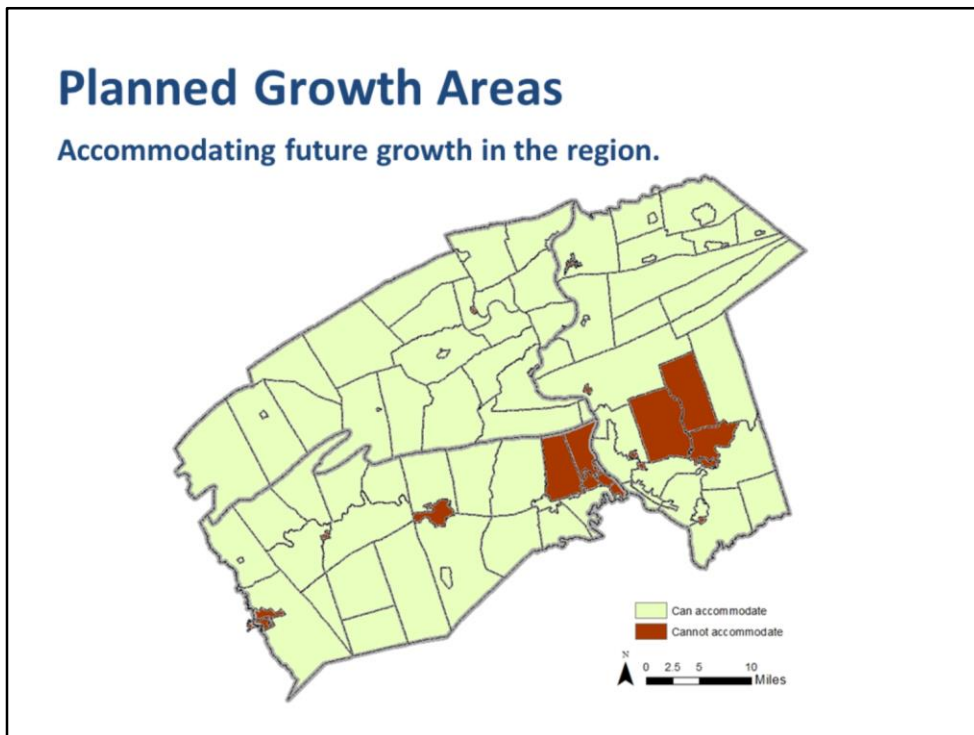


The other significant product of our RGMP is the PGA designation. This is the generalized idea of how our region should develop, including recommended densities across 5 different typologies.

The most dense typology is Urban Core (7.0 HU/ac). This is found in and around Harrisburg. The “Growth” typology is the second densest at 3.0 HU/ac. It is found in most of the suburbs and some of the larger boroughs like Shippensburg and Carlisle. The third densest typology is the Rural Core at 2.5 HU/ac. It is found in our region's smaller, particularly in Perry County and northern Dauphin County. These three typologies represent where the RGMP is “encouraging” development. By and large, areas with these designations are within the CSA have had significant investments made to facilitate development.

Our other two typologies are the Rural Reserve at 0.15 HU/ac (which equals 6 acres per HU) and Conservation at 0.05 HU/ac (which equals 20 acres per HU). Please note these numbers aren't intended to say we want all housing units to be on 6- and 20-acre lots, but that these areas as a whole should average development at that recommended density.

The image on the slide is our current, existing PGA designation, adopted as part of the 2035 RGMP update.



As part of our RGMP update, we performed a capacity analysis on the current PGA designations, similar to a very basic version of our scenarios. In this analysis, each county had more than enough room to accommodate its growth based on the recommended densities.

However, just like the scenarios, some municipalities were not able to accommodate their projected growth at the recommended densities. The image shown here displays which municipalities have such a distinction. Just like the scenarios, the municipalities surrounding Harrisburg were not able to accommodate their growth and the reasons for that were generally the same – very little “buildable land” is available.

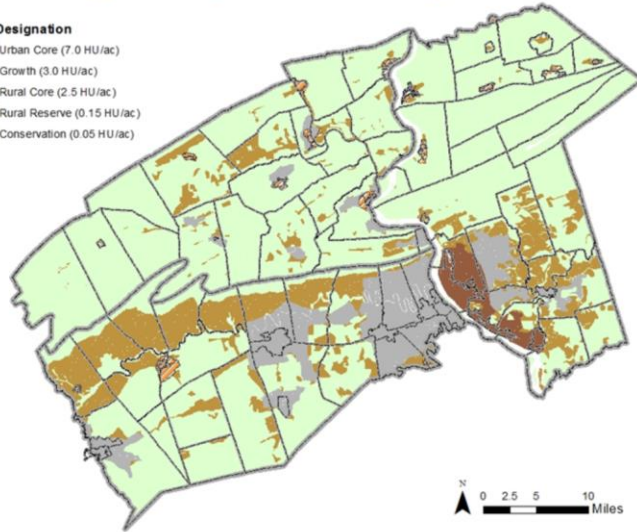
However, we also found that some municipalities, like the Hanovers, also couldn't accommodate their growth, which was not found in our scenario planning analysis. These issues were the result of no existing PGA designation above Rural Reserve anywhere in South or West Hanover. In other words, land was available, but our recommendations weren't dense enough.

Planned Growth Areas

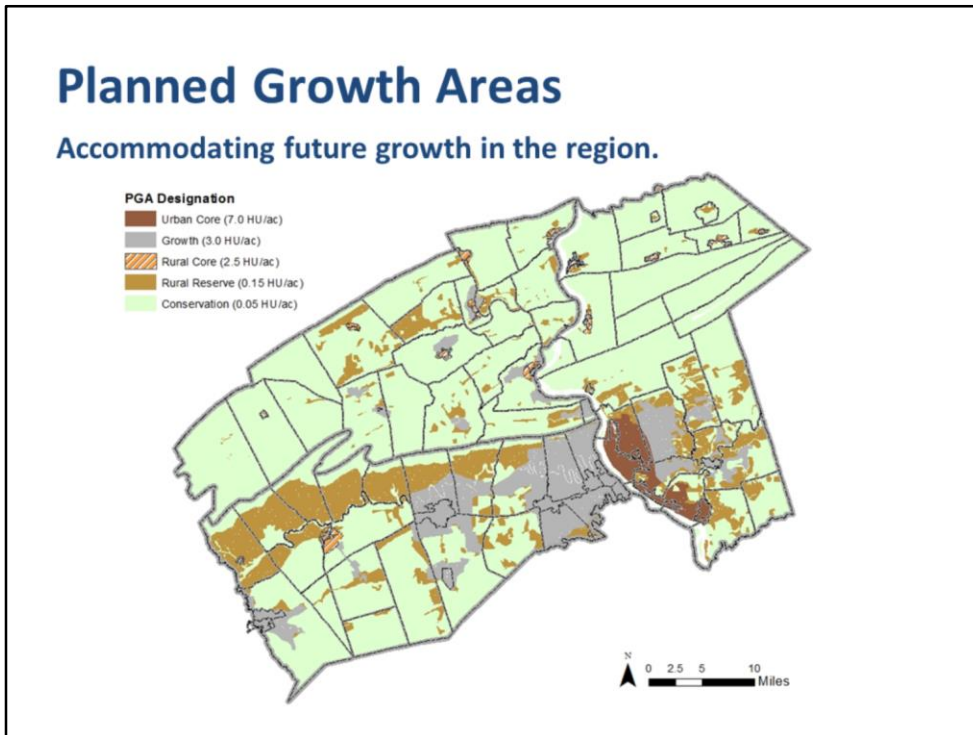
Accommodating future growth in the region.

PGA Designation

- Urban Core (7.0 HU/ac)
- Growth (3.0 HU/ac)
- Rural Core (2.5 HU/ac)
- Rural Reserve (0.15 HU/ac)
- Conservation (0.05 HU/ac)



Here again is the existing PGA designations.

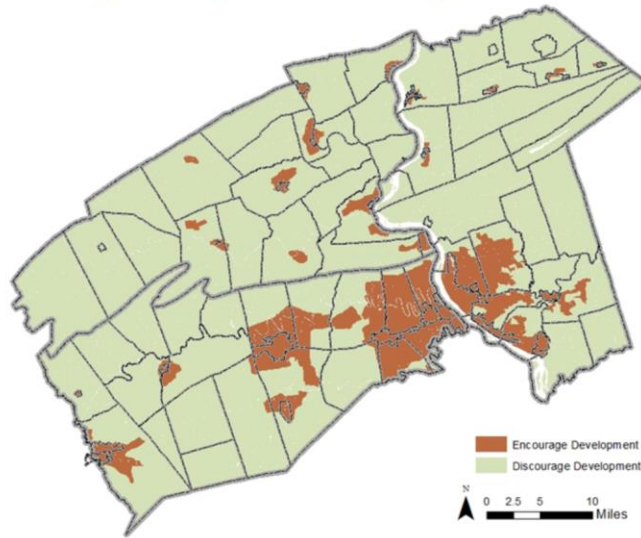


This image is the revised PGA designations, proposed to be part of this update. It does not drastically deviate from the previous PGA designations, with a few exceptions, which we'll cover in a minute.

When we make changes to the PGA designations, we always have to keep a balance in mind. On one hand, we need to be realistic in how our region is going to develop. On the other hand, we can't continually expand our PGA designations to include developments that occur just outside where we're encouraging development. Striking that balance is important and means only modifying the PGA designation to reflect significant regional trends or investment.

Planned Growth Areas

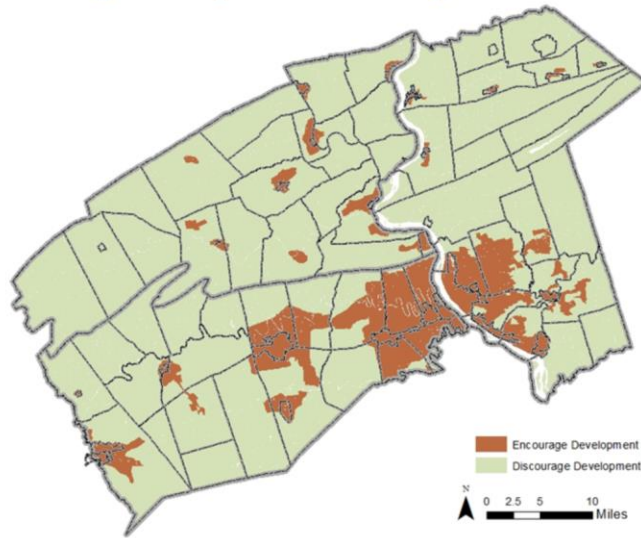
Accommodating future growth in the region.



For a little simpler view, this is the same PGA designations, but consolidated into “encourage development” – urban core, growth, rural core – and “discourage development” – rural reserve and conservation. This is the existing PGA designation from the RGMP adopted in 2011.

Planned Growth Areas

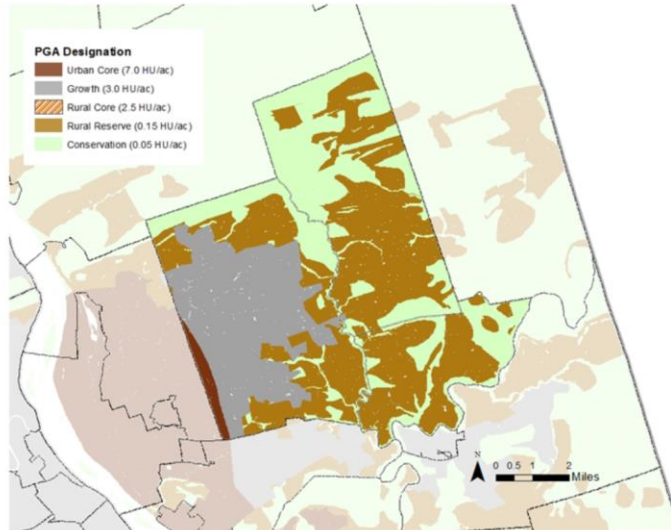
Accommodating future growth in the region.



And this is the proposed update.

Planned Growth Areas

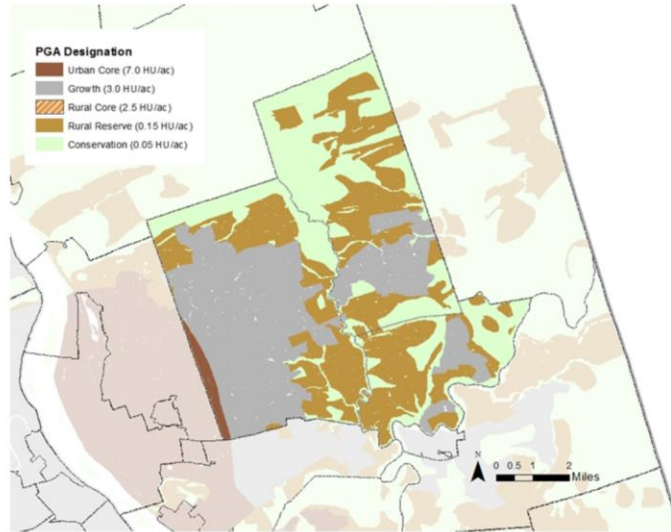
Accommodating future growth in the region.



This our first area of significant change. It consists mainly of West Hanover and South Hanover, but also includes Lower Paxton Township, all three of which couldn't accommodate their projected growth (although LPT was close). As you can see, West Hanover and South Hanover is completely covered by a combination of Rural Reserve and Conservation designations. Based on regional development trends already impacting these municipalities, we determined this was an appropriate area for change.

Planned Growth Areas

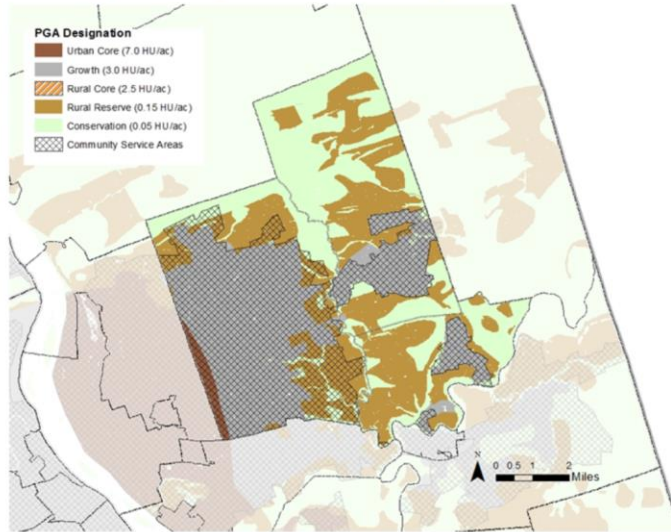
Accommodating future growth in the region.



And here is that change. Notice the gray swath that was not previously there in both municipalities. These changes were informed by a combination of the results of Scenario 4 (our preferred scenario), our CSAs, and the municipal comprehensive plans.

Planned Growth Areas

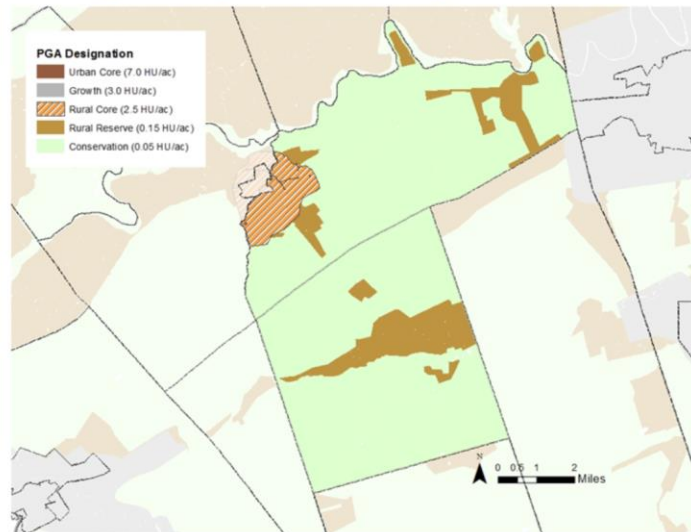
Accommodating future growth in the region.



As you can see on this slide, much of the new areas delineated as “growth” have already seen significant investment, indicated by their inclusion in the CSA. With these revisions, all three (WHT, SHT, LPT) can all accommodate their growth under the PGA designation.

Planned Growth Areas

Accommodating future growth in the region.

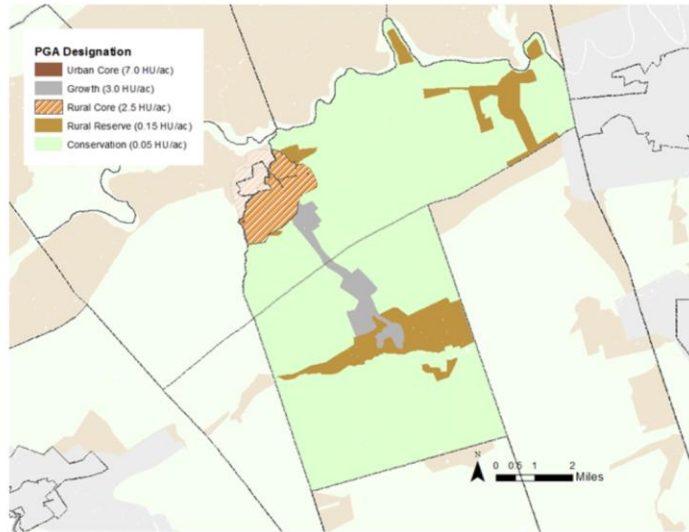


This is our other area of significant change. Although this change occurred for a different reason.

This slide shows you the existing PGA designations for West Pennsboro Twp and Penn Twp. Aside from the area of Rural Core expanding south from Newville, there is no areas designed for encouraged development in these two municipalities. And while these municipalities were able to accommodate their projected growth, we know there has been significant effort and investment in expanding the development capacity along the Rt. 233 corridor. In fact, the 233 & 15 study was funded through a TCRPC Regional Connections grant.

Planned Growth Areas

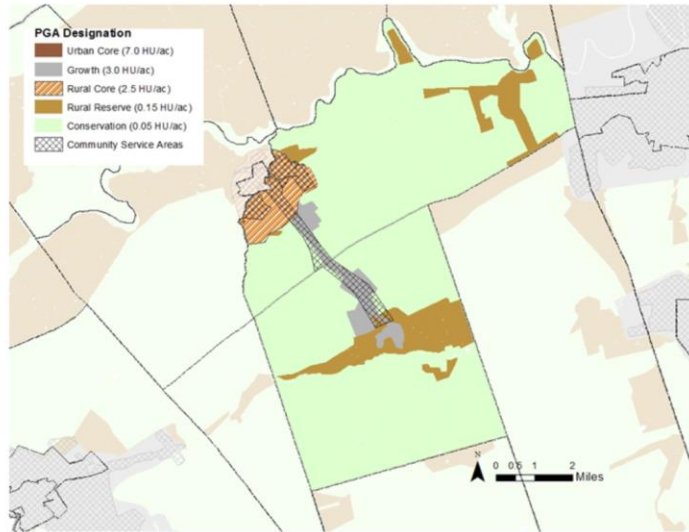
Accommodating future growth in the region.



Here are the proposed revisions. The new growth area extends south along Rt 233 and across Rt 15 along the area slated for future expansion of warehouse development, but also home to numerous agricultural easements, further complicating matter.

Planned Growth Areas

Accommodating future growth in the region.



He are the proposed revisions with the revised CSA visible. Since the municipalities were already able to accommodate their growth, these changes don't affect that. However, these changes more accurately represent the development potential/capacity of our region.

Takeaways

Compact, dense development is the optimal development strategy

- Based on how the region feels about the importance of the performance measures

Modest expansion of utility service areas led to modest changes in CSAs

Scenarios and PGA examination revealed that some municipalities do not have sufficient room to accommodate projected growth with new development

- East Pennsboro Twp, Hampden Twp, Lemoyne Boro, Camp Hill Boro, New Cumberland Boro, Wormleysburg Boro, Shippensburg Boro, Shippensburg Twp, Royalton Boro, Hummelstown Boro, Penbrook Boro, Paxtang Boro, and Dauphin Boro could not accommodate growth in at least 2 scenarios and the existing PGA

Many municipalities could, through local planning efforts, identify areas appropriate for either redevelopment or denser development to accommodate its projected growth

2040 Regional Growth Management Plan
Steering Committee Meeting

Through all these analyses, a few takeaways are apparent.

Takeaways

In a few municipalities (particularly suburban), the Trend Density was higher than the Allowed Density, indicating recent development has occurred where zoning allows denser development

Many rural municipalities have significantly more available land than will be consumed by growth through 2040, limiting their ability to direct growth without additional land use management tools

2040 Regional Growth Management Plan
Steering Committee Meeting

Through all these analyses, a few takeaways are apparent.

Employment Analysis

2040 Regional Growth Management Plan
Steering Committee Meeting

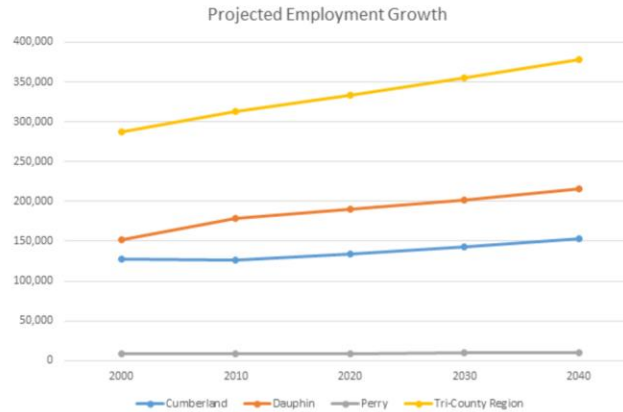
One of the most common comments throughout this process, both at the Steering Committee and again at the Tri-County Commission was the lack of attention paid to employment projections.

While we absolutely acknowledge the pivotal role employment and jobs play when it comes to our regional growth, modeling that growth proved very difficult. The chief obstacle in this is the lack of good, region wide employment location/density data. We simply do not have the same kind of data for jobs that we have for housing.

However, given the importance of the topic (and the number of comments we've received) we wanted to do something with the data we did have.

Employment Analysis

Accommodating future employment growth in the region.



Total projected growth = 65,214 (20.8%)

This slide shows the projected employment growth for the region, which, by 2040 will be roughly 65,000 jobs added, giving us a growth rate a little over 20%.

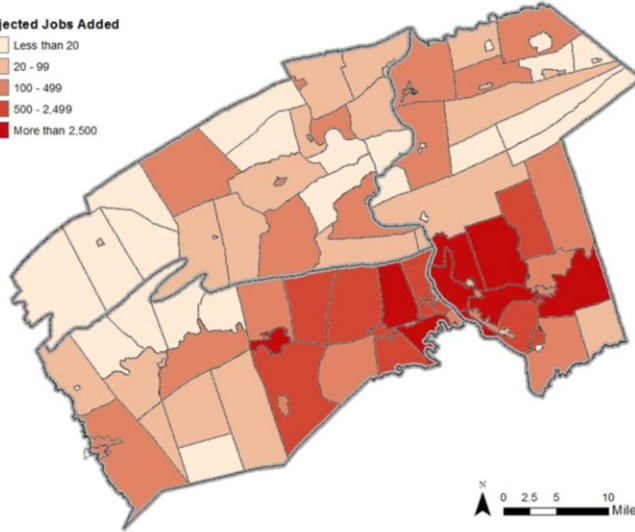
The growth rates of all three Counties are roughly equal, meaning Dauphin County will remain the County with the highest total jobs through 2040, and for the foreseeable future. This is important to consider when we reflect on the housing growth projections, which showed the majority of the growth (over 50% of the region) projected to be in Cumberland County. Transportation linkages and access to jobs across the river is going to be increasingly vital to the region moving forward.

Employment Analysis

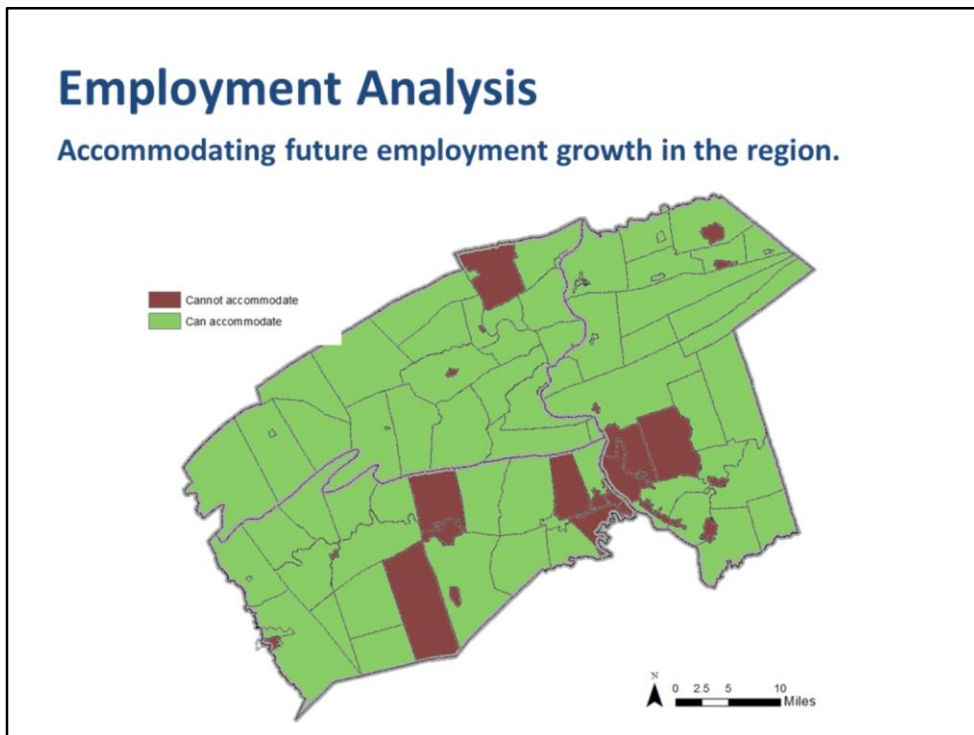
Accommodating future employment growth in the region.

Projected Jobs Added

- Less than 20
- 20 - 99
- 100 - 499
- 500 - 2,499
- More than 2,500



This slide shows a map of where the jobs are projected to be added. The darker reds indicate more jobs projected. As you can see, Harrisburg and the surrounding municipalities are where we project the most employment growth.



The analysis we performed is similar to our early housing scenario, which essentially looked at land capacities.

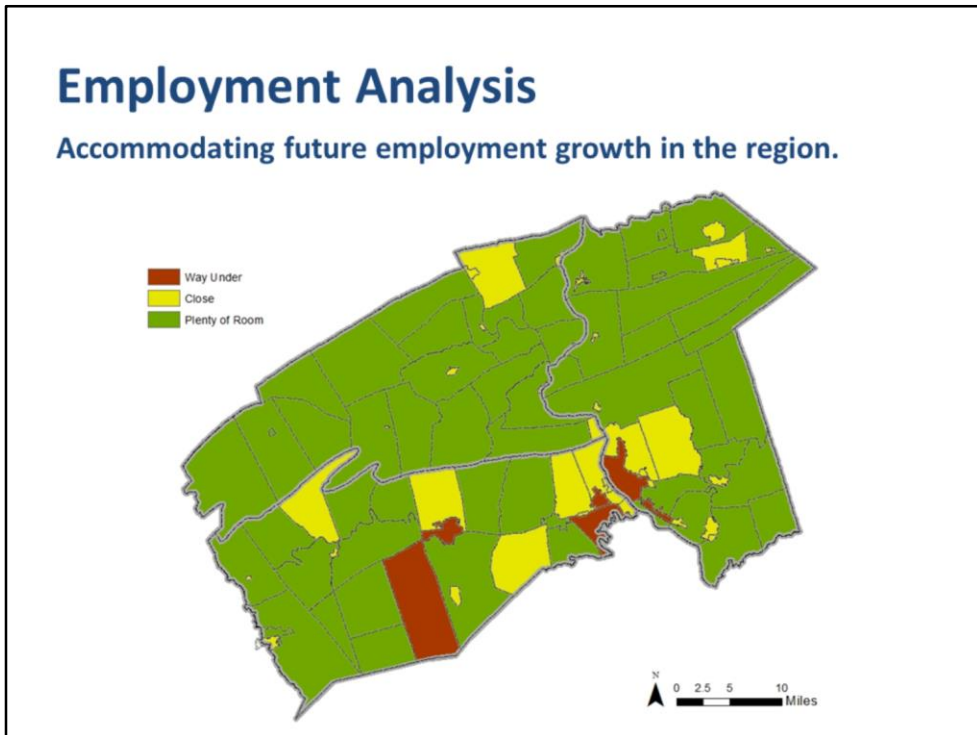
We used existing employment data and existing land use data to determine a “land consumed per job” number for each municipality. We then multiplied that number by the total projected jobs added. This gave us the projected “land needs” for employment growth.

This number was then compared to the available land currently zoned for commercial, industrial, institutional, mixed use, and any other zoning district that would permit employment growth.

This map shows which municipalities did and did not have sufficient capacity to meet that projected employment growth. Mirroring the housing analysis, the municipalities that could not accommodate that growth are largely found among the municipalities surrounding Harrisburg. Lack of available land is the key driver of this. However, some of these other municipalities suffer from a lack of land zoned for “employment development”, not insufficient land in general.

Employment Analysis

Accommodating future employment growth in the region.



This slide shows a little different view. Because we recognize some of the issues with the broad assumptions we've made in this analysis, looking at the capacities less black and white is probably appropriate. This map shows which municipalities have far too little (more than 50 acres under), which are close (50 acres above or below), and which have plenty of room (more than 50 acres over).

Again, most of the same lessons. Some suffer from insufficient available land in general. Some suffer from zoning ordinances that don't have enough "employment zoning", for lack of a better term.

Policy Statements

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Steering Committee Meeting

To close the meeting, we'll discuss the policy statements while considering everything we've discussed.

Land Use

Promote the use of planning best management practices (BMPs)

- Promote municipal coordination of land use planning at multiple levels
- Facilitate participation from the public and private sectors
- Coordinate and disseminate community planning training opportunities

Promote the creation of livable, sustainable communities

- Develop affordable housing in proximity to existing or planned infrastructure, wherever possible
- Promote compact development and redevelopment consistent with applicable plans, policies, and ordinances
- Promote infill development and redevelopment consistent with capacities and planned facilities and services
- Encourage energy and resource efficient development

2040 Regional Growth Management Plan
Steering Committee Meeting

Please feel free to contact me with any comments, questions, or suggestions.

abomberger@tcrpc-pa.org

Land Use

Manage growth toward areas with existing or planned public facilities and services

- Promote development within Community Service Areas (CSAs) and Planned Growth Areas (PGAs) as appropriate
- Promote adoption and implementation of ordinances to meet land use requirements of existing and future residents and businesses

Promote economic development in conjunction with regional needs

- Determine regional commercial, industrial, and office development needs
- Promote the strategic location and networking of facilities and services
- Promote goals, objectives, and strategies from PA DCED Land Use, Transportation, and Economic Development (LUTED) and Regional Action Plan (RAP)

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Transportation

Integrate Land Use and Transportation

- Consider the effects on land use when evaluating and implementing transportation improvements
- Consider the current and future transportation system when making land use decisions

Expand transportation choices

- Channel transportation funds toward alternate modes
- Increase transit ridership and carpooling
- Facilitate increased travel by bicycle and pedestrian modes
- Encourage innovative transit solutions to transportation issues including bus rapid transit (BRT), light/commuter rail and ITS upgrades

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Transportation

Improve quality of life, promote human health and provide a safe experience for all users

- Encourage context sensitive design (aesthetics, urban design, and environmental stewardship) in transportation and greenway corridors
- Promote a full range of transportation choices concurrent with development
- Support development of adequate facilities to link different modes of transportation and connect developed areas

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Natural Resources

Protect, preserve, and conserve the region's natural resources

- Promote the protection of environmentally sensitive areas
- Promote the protection of water quality and quantity
- Promote the protection of air quality
- Protect, preserve, and conserve agricultural land and open space/greenways

Protect, preserve, and conserve the region's historic, cultural, and scenic resources

- Promote the designation of historic buildings, districts, and corridors
- Promote the cultural and historic character of individual communities
- Protect the integrity of the region's scenic resources

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Infrastructure

Encourage provision of an adequate amount and mix of safe and sustainable utility facilities and services

- Facilitate development and connection of utility facilities and services to accommodate existing and projected population through the year 2040
- Promote the update of municipal utility plans and development of multi-municipal utility plans
- Encourage the use of and planning for “green infrastructure” and other clean, efficient innovations
- Integrate utilities planning and land use planning

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Infrastructure

Provide an adequate amount of community services and facilities

- Provide public safety facilities and services as needed to serve existing and projected development
- Provide civil institutions and services as needed to serve existing and projected development
- Support the development of connected greenspaces, recreational areas, and trails

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Thank you.



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