

Sustainability Commission Recommendation to Align the Land Use, Housing, and Mobility Chapters of the Draft Comprehensive Plan

Whereas, the Board of County Supervisors has endorsed the Metro Washington Council of Government (MWCOG)'s climate action goals in November 2020 ([MOTION: \(pwcgov.org\)](#)), and has set forth these goals:

- Reducing greenhouse gas (GHG) emission to 50% below baseline 2005 levels by 2030
- Achieving 100% renewable electricity in Prince William County Government operations by 2030
- Becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030
- Sourcing 100% of PWC's electricity from renewable sources by 2035
- Achieving 100% carbon neutrality in Prince William County Government operations by 2050.

Whereas, MWCOG developed a GHG inventory for PWC, covering a base year of 2005, plus 2012, 2015, and 2018 (the most recent year available), and the results indicate that PWC's emissions increased 19% between 2005 to 2018, to hit PWC's 50% GHG reduction goal, we will need to reduce emissions by 58% compared to 2018 levels.

Whereas, currently a comparable inventory of energy use and climate resilience actions does not yet exist for PWC, we anticipate that it will take aggressive actions to attain the renewable energy and resilience goals. Though the climate mitigation and resilience resolution does not explicitly address vehicle miles traveled (VMT's), the transportation sector is the biggest source of GHGs in Prince William County, so VMTs are a key indicator of emissions from this sector. Similarly, water resources will be a key climate impact area and the focus of resilience efforts. Understanding the effects on water resources will be vital to attaining the climate resilience goals.

Whereas, the Sustainability Commission does not anticipate being able to review a draft CESMP (which will be prepared by a contractor with oversight from County staff) until 2023, and the Sustainability Commission recommendations to the BOCS will be developed shortly after that, in the meantime, the BOCS will be making decisions on many land use, housing, and infrastructure (water, transportation, energy) issues that could significantly affect GHG emissions, energy use, and climate resilience. Many of the policies required to attain the goals of the climate mitigation and resilience resolution are likely to take years to take effect.

Whereas, Prince William County is completing an update of the Comprehensive Plan, which will help guide future Planning decisions in the county by updating specific plan chapters including Land Use, Housing, and Mobility.

Whereas, the Sustainability Commission has reviewed the draft Land Use, Housing, and Mobility and found that the proposed chapters do not align as the draft Land Use Chapter does not represent the synthesis of concepts and policies contained in the Mobility and Housing Plans.

Now, therefore, be it resolved that while awaiting the development of the Community Energy and Sustainability Master Plan (CESMP), it is the recommendation of the Sustainability Commission that the Board of County Supervisors direct the Prince William County Planning Office to amend the draft Land Use Chapter and Long Range Land Use Map such that they align with the synthesis of concepts and policies from the Mobility and Housing Plans, so that the Comprehensive Plan will support the Metro Washington Council of Government climate action goals and meaningfully address GHG emissions, energy use, and climate resilience. Specifically, the Land Use Chapter should be integrated with the Mobility and Housing chapters to cooperatively focus regionally on transit-oriented communities, so that the County can achieve its multiple, interconnected objectives of expanding housing opportunities, maximizing investment in transit, and supporting greener travel options that contribute to our climate goals.