

## **SMART VALLEY PLACES**

### **14 COMPACT Cities – Summary of Committed Projects**

#### **Stockton – San Joaquin County**

**Climate Action Plan (CAP) and Implementation:** In 2009, City of Stockton staff began preparation of a Climate Action Plan for the City, which is expected to be completed by no later than February 2012. The Climate Action Plan will include an evaluation of existing City and community programs aimed at reducing greenhouse gas emissions; an evaluation of other City programs, that although established for other purposes, also have greenhouse gas reduction benefits; an evaluation of greenhouse gas emissions efforts of other Cities in the State; a discussion of the legal framework, including State and Federal laws; an evaluation of possible available funding sources; a baseline greenhouse gas emission inventory for the City; the selection of an Emissions Reduction Target; and finally, recommended goals, policies, and actions to reach the selected Emissions Reduction Target. The development of the Climate Action Plan will involve a Climate Action Plan Advisory Committee, three public workshops, and extensive involvement of elected officials. GHG Inventory Report will be completed in 2011. Staff determined that in order for these interim reduction targets to be in compliance with already existing State of California legislation such as AB32 and Governor Schwarzenegger’s Executive Order S-3-05 (S-3-05) – the targets must reduce the City of Stockton’s current GHG emissions to 1990 levels by the year 2020. City staff has used its best efforts to develop a baseline inventory in a manner that is consistent with methodologies developed by ICLEI and California Air Resources Board.

#### **Manteca – San Joaquin County**

**General Plan, Land Use, Conservation, and Safety Element Update:** The City of Manteca recently adopted an updated Housing Element (June 15, 2010), which triggered compliance with recently enacted State government codes to update Manteca’s Land Use, Conservation, and Safety Elements to address flood risk management, flood hazards, ground water recharge and storm water management. The City of Manteca will expand on this requirement to include policies and programs that promote HUD-EPA-DOT Livability Principles and the Smart Growth Principles of the San Joaquin Valley Blueprint.

**Climate Action Plan & Greenhouse Gas Emissions Inventory:** The City of Manteca is currently in the process of obtaining compliance with the State’s requirement regarding Air Quality (AB 170). We find that our existing General Plan Air Quality Element in combination with the goals and policies of the City’s recently adopted Housing Element as well as the goals and policies of the pending updated Circulation Element will satisfy the San Joaquin Valley Air Pollution Control District (SJVAPCD). The Manteca General Plan Air Quality Element recognizes the community’s need to cooperate regionally and the need to act locally. It is the intent of the City of Manteca to prepare a Greenhouse Gas Emissions Inventory and Climate Action Plan (CAP).

#### **Lodi – San Joaquin County**

**Climate Action Plan (CAP) and Implementation:** The City of Lodi is beginning the process to develop a Climate Action Plan that will ultimately establish a baseline greenhouse gas (GHG) emission inventory

for the City of Lodi, select a GHG emissions reduction target, and recommend the necessary goals, policies and actions necessary to meet those targeted emissions levels.

**Development Code Update and Implementation:** In 2003 the City of Lodi started a process for the comprehensive revision of the existing Zoning Ordinance that had last been adopted in 1985. This effort stalled and was started once again in 2006, but has never been completed. Most recently, the City completed a comprehensive General Plan Update that created new zoning districts for mixed-use development and completely redefined the residential zoning districts throughout the community, making the update and implementation of the new Development Code that much more urgent of an issue. Furthermore, the update and implementation of the Development Code will allow for the necessary additions to accommodate requirements of AB32 and SB375.

**Lower Mokelumne River (LMR) Watershed Stewardship Plan Implementation:** In 2002 the LMR Watershed Stewardship Committee developed and adopted the LMR Stewardship Plan which focuses on water conservation education programs, storm water runoff education programs, green waste/composting program, and many other water quality related elements. Plan implementation includes a review and update of the current Plan document and related Watershed Owners' Manual, which includes a self-assessment that will help organizations and individuals in adopting a stewardship ethic and practicing sound environmental management.

### **Modesto – Stanislaus County**

**General Plan Amendment – Land Use element and Transportation Corridor Studies:** The Modesto General Plan amendment land use component will facilitate mixed-use development patterns, economic development and enhanced access to housing that is near to employment centers. Improved access to services, resources and basic daily needs for all members of the community will also result. In addition, comprehensive, integrated plans for major transportation corridors will enhance transportation infrastructure and options (complete streets), further facilitate economic development, increase housing options and availability, and improve access to services, resources and basic daily needs for all members of the community. The project will facilitate AB32 and SB375 compliance by establishing applicable General Plan policies. All Modesto citizens, including those traditionally marginalized from public processes (limited English speakers, disabled persons, elderly, etc.), will be invited to participate in public outreach and will be accommodated at public workshops and meetings.

### **Turlock – Stanislaus County**

**General Plan Update and EIR:** The Turlock General Plan (GP) Update, EIR and Downtown Zoning Regulations and Design Guidelines Update (including possible development of a form-based Code for the Downtown Core) that will provide future land use, transportation, housing, and resource planning that comprehensively incorporates water, energy, climate, and fiscal sustainability goals and measurable objectives into an integrated policy framework for Turlock that fully integrates Livability,

Blueprint and CA Partnership Strategies. The General Plan and Downtown Zoning Regulations will address a potential increase in allowed residential densities in Downtown Turlock as well as the preferred future location for a regional commuter rail and high speed rail alignment through the City of Turlock and its Downtown. All Turlock citizens, including those traditionally marginalized from public processes (limited English speakers, disabled persons, elderly, etc.), will be invited to participate in public outreach and will be accommodated at public workshops and meetings.

### **Merced – Merced County**

**Climate Action Plan (CAP) and Implementation:** In 2009 Merced City staff began preparation of a Climate Action Plan for the City, which is expected to be completed by no later than September 2012. The Climate Action Plan will include an evaluation of existing City and community programs aimed at reducing greenhouse gas emissions; an evaluation of other City programs, that although established for other purposes, also have greenhouse gas reduction benefits; an evaluation of greenhouse gas emissions efforts of other Cities in the State; a discussion of the legal framework, including State and Federal laws; an evaluation of possible available funding sources; a baseline greenhouse gas emission inventory for the City; the selection of an Emissions Reduction Target; and finally, recommended goals, policies, and actions to reach the selected Emissions Reduction Target. The development of the Climate Action Plan will involve a citizens committee and extensive involvement of elected officials. The City is in process of creating interim GHG emission reduction targets. GHG Inventory Report will be completed in 2011. Staff determined that in order for these interim reduction targets to be in compliance with already existing State of California legislation such as AB32 and Governor Schwarzenegger’s Executive Order S-3-05 (S-3-05) – the targets must reduce the City of Merced’s current GHG emissions to 1990 levels by the year 2020. City staff has used its best efforts to develop a baseline inventory in a manner that is consistent with methodologies developed by the ICLEI and the California Air Resource Board.

### **Madera – Madera County**

**Updates to the City’s Master Infrastructure Plans and Water Management Plan to Incorporate Water Reclamation Strategies:** Review of the City’s master infrastructures plans for water, sewer, and storm drainage and the City’s Water Management Plan to update the plans to incorporate new policies and infrastructure plans that would facilitate the reuse of water. The City will coordinate its efforts with local and regional partners to solicit comments from and consider the affect on all segments of the community and surrounding agencies.

### **Clovis – Fresno County**

**Comprehensive General Plan Update and EIR:** The City of Clovis is undertaking comprehensive general plan update integrated plans for major transportation corridors that will enhance transportation infrastructure and options (complete streets), facilitate economic development,

increase housing availability, and improve access to services, resources and basic daily needs for all members of the community. The general plan update will address climate action.

### **Fresno – Fresno County**

**I-PLACE3S - GIS Planning & Impact Assessment Tools Launch:** I-PLACE3S - GIS Platform Launch: I-PLACE3S is a software tool that facilitates an integrated land use and transportation planning known as scenario planning. It provides a web-based platform from which to communicate ideas, store data, and analyze potential outcomes. I-PLACE3S is not generally available to cities yet. Fresno is building a partnership to use I-PLACE3S in developing its Fresno General Plan and MEIR Update – and would like to help other cities launch I-PLACE3S as well. The City of Fresno has some limited resources for launching the I-PLACE3S platform to assist its planning program, but does not have the optimum resources to fully explore and locally innovate with all energy, climate change, and fiscal impact and other modules now available, nor to and fully integrate, operate and share I-PLACE3S technology with other Valley cities. The Sacramento Area Council of Governments is perhaps the best versed in the application and use of this platform.

**Comprehensive General Plan and Development Code Update:** Comprehensive 2035 Fresno General Plan and Development Code that addresses and incorporates the Valley’s shared planning principles as represented by the Smart Growth Principles adopted and established as the benchmark for achieving a San Joaquin Valley Blueprint, the six major initiatives of the California Partnership for the San Joaquin Valley Strategic Action Proposal, and the HUD-EPA-DOT Livability Principles This effort strives to make Fresno a more balanced, compact, revitalization focused, lower emission and resource efficient, economically competitive, equitable, and affordable place; and to offer greater transportation options and choices for all residents and area employees. It is also fully integrated with new Downtown specific and community revitalization plans that are currently being developed by a team led by Moule & Polyzoides, and a new proposed urban form composed of a network of high intensity activity centers and major corridors connected by Bus Rapid Transit. Plans and policies will be supported by focused implementing strategies, effective regulatory codes and expeditious permitting processes for desirable development. Successful completion of these tasks will make significant contributions toward the achievement of economic, environmental, and community goals of the Smart Valley Places network. Phase 1 of the work includes: Comprehensive update of General Plan with planning horizon to 2035, plus updated, streamlined and consolidated Zoning and Subdivision Codes for Areas of Stability, Calthorpe Associates produced Southeast Growth Area draft specific plan and staff produced West Growth Area (WGA) planning is incorporated into GP Update, and consolidated codes formatted for consistency with Downtown and community plans and codes. Phase 2 of the work (not proposed to be funded by HUD-SCI) includes a Master EIR (MEIR) Update plus Form-Based Code (FBC) for Areas of Change, SEGA admin draft EIR and WGA covered by MEIR, and FBC is formatted for consistency and ease of use with consolidated codes.

## **Visalia – Tulare County**

**Comprehensive General Plan Update Third Year:** Visalia comprehensive General Plan Update will provide future land use, transportation, housing, and resource planning that comprehensively incorporates water, energy, climate, and fiscal sustainability goals and measurable objectives into an integrated policy framework for Visalia that fully integrates locally developed sustainable growth strategies with Blueprint and CA statutes requirements. Visalia will share all GP element analysis and all GP and EIR documents with SVP cities and partners.

**Light Rail Corridor/Route Planning as Part of General Plan:** This is a challenging endeavor to incorporate the study and planning for future light rail corridor. There is no model to work from for Visalia. The process of planning a corridor and working through the various potential benefits and tradeoffs will prove to be a valuable experience for other cities that intend to plan now for this alternative transportation mode. The route study will go beyond the General Plan Planning Area boundaries, and integrate it with similar light rail corridor planning being done by the cities of Tulare and Porterville, and in conjunction with TCAGs light rail planning efforts. Results will be transit oriented land uses and densities along identified corridors, and design of shared streets future light rail road geometry. Shared, coordinated exchange of route maps among adjacent jurisdictions doing the same light rail planning in their jurisdictions.

**Community Outreach Newsletter Distribution and Community Workshops:** This is an integral component of the GP Update process. The City has conducted the first of four preparations of the GP Update Newsletter and community workshops. These are scheduled to occur at key milestones throughout the GP Update process over the next 24-36 months. The City-incurred expenses not directly part of the consultant contract are distribution of the newsletter City-wide, which means using multiple media outlets and direct mailings in addition to Web access. The City would hope to include direct mailing to every residential address in the City for future newsletters, and to fund staff time and equipment to provide a presence at a wide range of community events such as soccer tournaments, church gatherings, and the many ethnic festivals that abound in the City. Community Workshops (tri-lingual English, Spanish, Hmong) (three iterations @ \$7,000 per iteration). This would fund facility rental, consultant expenses, staff and administrative overhead, and translation services for each workshop. All Partnership cities will be provided all lesson plans, scripts, materials and transcripts of meetings and documents.

**Community Design (CD) Element:** This will be a new GP Element serving as the main source policy reference for the sustainable growth development practices. This may serve as a transportable model for other cities to consider in how to merge sustainable growth practices from all GP Elements into a single easy to read and illustrated reference document.

## **Tulare – Tulare County**

**Prepare Transit Orient Development (TOD) Study and Tulare General Plan Amendment:** The city's general plan amendment will establish policies and implementation programs to expand one or more

of the Tulare's identified village master plan areas as a transit oriented development (TOD) neighborhood/village. The General Plan Amendment will expand on the Tulare Blueprint which is structured to reduce VMT, reduce GHG emissions, and increase access to affordable housing, mixed use and transit. The amendment and TOD component will include the creation of development standards for the incorporation of Smart Growth Principles and Livability Concepts in TOD villages. Densities and mix of land uses will be designed to support light rail in the long term and rapid bus transit in the short term. Proposed TOD standards will enhance transportation infrastructure and options (complete streets), facilitate economic development, increase housing availability, and improve access to services, resources and basic daily needs for all members of the community. The TOD study will also include the identification of land for the TOD communities. This task includes the completion of CEQA for the General Plan Amendment, and all associated environmental reviews. All Tulare citizens, including those traditionally marginalized from public processes (limited English speakers, disabled persons, elderly, etc.), will be invited to participate in public outreach and will be accommodated at public workshops and meetings.

### **Porterville – Tulare County**

**Circulation Element Fee Structure:** Update the City's Transportation Impact Fees to account for the new roadways to serve neighborhood centers, changes in street capacities due to increased densities, and to build "complete streets" that incorporate safe pedestrian and bicycle infrastructure. A principle contained in the City's award winning 2030 General Plan is to provide balanced modes of transportation including public transit, bicycle and pedestrian improvements, as well as to accommodate the use of motor vehicles. As such, careful integration of land use and transportation and attention to the design and location of pedestrian and bicycle networks, the design of linkages, the location of parking and provisions for local transit are essential. The City of Porterville has a philosophy of communicating with all segments of the community and as such has offered translation services at community meetings, as well as bilingual notices to the public. In addition, the City seeks to include all citizens, including those traditionally marginalized from public processes (disabled persons, elderly, etc.), to participate in public outreach and will be accommodated at public workshops and meetings. These citizen participation principles apply to all proposed projects. *Livability Principles Applied:* More Transportation Choices; Support of Existing Communities; Value all Communities and Neighborhoods. *Purpose:* Implementation measure of the 2030 General Plan and the San Joaquin Valley Blueprint.

**Economic Development Strategic Plan:** The Economic Development Strategic Plan refines and implements the strategy for economic development as set forth in the 2030 General Plan. Since the Plan anticipates growth that more than doubles the current population, to support this growth a Strategic Plan is needed to accommodate *job* growth that keeps pace with population growth. This will require an active effort that is guided by a strategic plan that includes, 1) a strong downtown that is the keystone of community identity, 2) a network of regional-serving and neighborhood commercial centers that serve the everyday needs of nearby residents, and 3) ample industrial land around the City's airport. The 2030 General Plan incorporates the city's first Economic Development Element that establishes goals and policies intended to achieve needed job growth. Developing a strategic plan to fulfill the principles and objectives of the 2030 General Plan is essential. *Livability Principles Applied:* Enhance Economic Competitiveness; Support of Existing Communities; Coordinate and Leverage

Policies-Investment; Value all Communities and Neighborhoods. *Purpose:* Implementation measure of the 2030 General Plan and the San Joaquin Valley Blueprint

**Design Standards & Specifications:** Update and Develop New Design Standards and Specifications. An important step in implementing the vision and principles contained in the City's award winning 2030 General Plan is the development of new design standards and specifications for various types of infrastructure; including a variety of streets, bicycle lanes and pathways, landscape and irrigation systems, and hillside development. *Livability Principles Applied:* More Transportation Choices; Support of Existing Communities; Coordinate and Leverage Policies-Investment; Value all Communities and Neighborhoods. *Purpose:* Implementation measure of the 2030 General Plan and the San Joaquin Valley Blueprint.

**Upzoning Land for Higher Density Residential Development:** A local rezoning program to upzone land for higher density residential development and/or affordable housing will implement the vision and principles of the 2030 General Plan and is a targeted program contained in the recently adopted 2010 Housing Element. Consistent with the principles of the General Plan, the density ranges of the General Plan will exceed the average density target of the San Joaquin Valley Blueprint. *Livability Principles Applied:* Equitable-Affordable Housing; Support of Existing Communities; Coordinate and Leverage Policies-Investment; Value all Communities and Neighborhoods. *Purpose:* Implementation measure of the 2030 General Plan, Housing Element and the San Joaquin Valley Blueprint

### **Hanford – Kings County**

**Downtown East Precise Plan (and Possible Form-Based Code):** The Downtown East Precise Plan and Design Guidelines (including possible development of a Form-based Code for the Downtown core) will assist in implementing the Downtown East Planning Study (DEPS) completed in February, 2010. The DEPS calls for increased residential density, mixed uses, and shared streets. Implementing the Plan will integrate Livability Principles, the Valley Blueprint, and California Partnership Strategies. Downtown Form-Based Codes, if developed, will provide a streamlined process for developers and will increase the possibility of redevelopment/new development in the Plan area. The standards will also enhance transportation infrastructure and options (shared streets), facilitate economic development, increase housing availability, and improve access to services and resources. All Hanford citizens, including those traditionally marginalized from public processes (limited English speakers, disabled persons, elderly, etc.), will be invited to participate in public outreach and will be accommodated at public workshops and meetings.

**Hanford General Plan Update and EIR:** Hanford General Plan (GP) Update and EIR will be a comprehensive update of all Elements except Housing, which was completed in 2010. The GP Update will provide future land use, transportation, housing, and resource planning that comprehensively incorporates water, energy, climate, and fiscal sustainability goals and measurable objectives into an integrated policy framework for Hanford that fully integrates Livability, Blueprint and CA Partnership Strategies. The General Plan Update and EIR will facilitate mixed-use development patterns and economic development in general. The mixed-use aspect of future development will facilitate enhanced access to housing that is near to employment centers, and will improve access to services, resources and basic daily needs for all members of the community. The General Plan Update will

address a potential increase in allowed residential densities in Downtown Hanford, as well as in the medium density-designated areas. The General Plan Update will also include a Climate Action Plan. All Hanford citizens, including those traditionally marginalized from public processes (limited English speakers, disabled persons, elderly, etc.), will be invited to participate in public outreach and will be accommodated at public workshops and meetings.

### **Delano – Kern County**

**Green Building Program:** The City of Delano proposes to establish a three tier Delano Builds Green Building Code. Tier One would be prescriptive (mandatory). This Tier would establish standards for energy compliance, water reduction, and construction waste recycling that exceed California standards as established by the California Building Code and other applicable regulations. For example, Energy reduction would need to be 10 percent greater than the California Energy Code; water use to be reduced by 25 percent; and 30 percent of Construction waste to be recycled. Tier Two would be voluntary. It would establish greater standards such as Energy reduction would be 15 percent, water use to be reduced 35 percent, and construction waste recycling to be 50 percent. Projects that comply with Tier Two would be awarded a Delano Green Certificate. Certification would be done by in-house staff trained in Green Building Codes. Tier Three would be LEED certification.

**Healthy Delano and Wellness Element to the City of Delano General Plan:** The City of Delano believes that there is a direct link between the built environment and public health outcomes. The Healthy Delano and Wellness Element will be an important statement on explicit policies to address the high rates of obesity and other chronic maladies among Adults and Youth in the Delano. The focus of the Element will be on promoting active living and access to fresh food. Components will include (this not an exclusive list as others may be added) A. Complete Streets, B. Increasing Park dedication requirements and requiring all residential units to be within one-quarter mile of a park, C. Bike lanes, D. Standards for the placement of neighborhood centers that include a fresh food sales point, E. Location criteria for fast food outlets with respect to schools, F. Establishing Activity Zones throughout the City.

**Sustainable Delano Element to the City of Delano General Plan:** The Sustainable Delano Element will address the City's efforts to reduce the emission of green house gases pursuant to California's AB 32 and SB 375. While there will be an expected overlap between the Healthy Delano and Wellness Element and the Sustainable Delano Element, this element will further address transportation issues, such as regional connectivity, jobs-housing balance, economic development, and Transit Oriented Development.

**Block H Plan:** Over the past five plus years, the City of Delano and the City of Delano Redevelopment Agency has acquired and cleared an approximate 10 acre area near the downtown for redevelopment as a mixed use, transit oriented project. The Project Site is adjacent to the City's Transit Center. The site includes Union Pacific Railroad property that raises Brownsfield concerns. The preliminary plan for the Project includes a Community Center, Bowling Alley, approximately 120,000 to 175,000 square feet of commercial and offices, and from 25 to 150 residential units depending on design. The grant would

be for determining the best set of land uses, developing design guidelines, and developing a long-range strategy for the site's redevelopment. Site development issues include utility relocation and undergrounding, Phase I and possibly Phase II Environmental Assessment, two hazardous waste sites (one is a Super Fund site) and circulation (an off-ramp from Highway 99 may be affected).