



# Planning Commission Staff Report

October 17, 2011  
Item 4.c.

- SUBJECT:** PGPA-17
- APPLICANT:** City of Pleasanton
- PURPOSE:** Workshop to provide information regarding the scope and implementation of the City's Draft Climate Action Plan.
- EXHIBITS:**
- A. Draft Climate Action Plan (previously distributed)
  - B. City Council Agenda Report dated August 16, 2011

## BACKGROUND

In July 2010, City staff, in cooperation with the Committee on Energy and the Environment and assistance from ESA (the City's consultant), began developing a Climate Action Plan (CAP) to address the issue of greenhouse gas (GHG) reduction. In addition to providing a roadmap to achieving a more sustainable community, the CAP also fulfills the City's obligations as outlined in the Urban Habitat Settlement Agreement. In addition, the adoption of a "qualified"<sup>1</sup> Climate Action Plan would allow new development consistent with that plan to move forward without the need for additional GHG analysis for individual projects. The Climate Action Plan includes a number of greenhouse gas reduction strategies some of which will require changes to land use planning policies, regulations, or guidelines.

## DRAFT CLIMATE ACTION PLAN

The attached City Council Agenda Report (Exhibit B) provides an overview of the Climate Action Plan as proposed, including the City's inventory of GHG emissions, reduction targets and strategies. As shown in Table 3-2 on p. 3-2, Land Use and Transportation Strategies could account for a reduction of over 22,000 metric tons of CO<sub>2</sub> equivalents, or approximately 20 percent of the total reduction in CO<sub>2</sub> needed to meet the City's GHG reduction target. Of that reduction, Land Use Strategies account for about 12,743 metric tons of CO<sub>2</sub> equivalents. These reductions are achieved through several means including supporting higher density, mixed-use, infill development, supporting new development near local-serving commercial areas, and improving transportation efficiency through design improvements (p. 3-12 through 3-15). These reductions would be implemented through a number of supporting actions, some of which would require changes in land use regulations and policies. The tables that follow are from p. 3-12 through 3-15 of the CAP, with the column to the right added to show some potential implementing actions that would require Planning Commission consideration and action in the future.

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<sup>1</sup> A "qualified" climate action plan must meet a number of criteria outlined by the Bay Area Air Quality Management District (BAAQMD) in its CEQA Air Quality Guidelines, including an adopted goal for GHG reduction consistent with AB32 and procedures for monitoring progress and adjusting implementation.

**LU1: Support Infill and High Density Development**

Annual GHG Reduction Potential (MT CO<sub>2</sub>e): 6,898

Estimated Annual Cost to the City: \$1,050

Estimated Cost per MT: \$0.15

	Supporting Actions	Timeframe	Potential Implementing Action
LU1-1	Modify municipal development codes to incentivize the reuse of residential and non-residential vacant and underutilized parcels. Development within the existing urban fabric can help complete, reinforce, and repair the surrounding area.	Since 2002; upgrade in 2012	Rezoning to encourage residential and mixed use development per the Housing Element
LU1-2	Modify municipal development codes where feasible to incentivize residential in-fill, such as the zoning standards and opportunities to improve pedestrian amenities, since their absence presents a barrier to infill residential development. Infill development within the existing urban fabric helps complete, reinforce, and repair the surrounding area.	2012	Preparing development standards and design guidelines for multifamily development.
LU1-3	In the downtown area, modify municipal development codes where feasible to implement mixed-use development which incorporates higher density and affordable residential units consistent with the Downtown Specific Plan.	2012	Modify the Core Area Overlay District or the DTSP
LU1-4	Modify municipal development codes as necessary to incentivize transit-oriented development near BART stations, along transportation corridors, in business parks and the downtown area.	2012	Hacienda TOD Standards and Design Guidelines
LU1-5	Modify municipal development codes where feasible to incentivize higher density development near and around transportation hubs and employment centers.	2012	Adopt rezonings per the Housing Element
LU1-6	Modify City land-use policies, programs, and related development codes to increase transit oriented development around commuter rail, BART, and other transportation hubs.	2012	Review the General Plan to add additional policies related to TOD
LU1-7	Modify municipal development codes where feasible to increase densities at vacant infill sites to facilitate development, including affordable housing, while protecting the character of surrounding uses.	2012	Adopt rezonings per the Housing Element

**LU2: Support Mixed-use Infill and New Development near Local-serving Commercial Areas**

Annual GHG Reduction Potential (MT CO<sub>2</sub>e): 5,845

Estimated Annual Cost to the City: \$9,160

Estimated Cost per MT : \$1.57

Supporting Actions		Timeframe	Potential Implementing Action
LU2-1	Modify municipal development codes where feasible to locate work, residences, and services within a convenient walking distance of each other.	2012	Adopt rezonings per the Housing Element
LU2-2	Modify municipal development codes where feasible to locate new housing and/or new employment within ½-mile walking/biking proximity of complementary land uses, including retail, employment, institutional, or recreational.	2012	Adopt rezonings per the Housing Element
LU2-3	Modify municipal development codes to incentivize an expansion of mixed use and employment in appropriate infill locations.	2012	Consider a mixed use overlay in certain infill locations
LU2-4	Modify municipal development codes where feasible to provide Mixed Use/Business Park, and Mixed Use land use designations for the Hacienda Business Park, portions of Stoneridge Mall, and other areas. Allow new building types and mix of appropriate zoning-uses and densities; reconnect streets and add streets; minimize parking requirements; and include attractive and functional urban plazas.	2012	Hacienda TOD Standards and Design Guidelines
LU2-5	Modify City land-use policies, programs, and related development codes to increase transit oriented development around commuter rail, BART, and other transportation hubs.	2012	Consider adopting standards and guidelines similar to Hacienda in other areas
LU2-6	Modify municipal development codes to incentivize or help establish a well-planned mixture of land uses around the BART stations.	2012	Hacienda TOD Standards and Design Guidelines
LU2-7	Create a comprehensive planned unit development amendment for the Hacienda Business Park with special emphasis on creating a mixed-use, pedestrian-friendly area around the East Pleasanton/Dublin BART station.	2012	Hacienda TOD Standards and Design Guidelines
LU2-8	Create incentives program(s) that attract and support local-serving shopping opportunities and services, including programs for business attraction; training and education for desired employee and managers; review and modification or elimination of city business rules and regulations where value does not exceed short and long-term cost; and a program to review and assess incentives from other successful communities.	2012	
LU2-9	Create incentive program(s) and modify municipal development codes where feasible to allow an expansion of live-work and work-live uses in existing and future residential developments.	2012	Consider adding live-work uses in certain zoning districts
LU2-10	Promote use of <i>LEED for Neighborhood Development</i> (LEED ND) as an incentive for developers seeking better market appeal and municipal support; or for municipal leaders looking to create tax and zoning incentives; or for community members trying to assess a new development; Consider getting LEED ND adopted into municipal code.	2012	

**LU3: Improve Transportation Efficiency through Design Improvements**

Annual GHG Reduction Potential (CO<sub>2</sub>e): 2,202  
 Estimated Annual Cost to the City: \$127,450  
 Estimated Cost per MT : \$57.87

Supporting Actions		Timeframe	Potential Implementing Action
LU3-1	Modify the development codes to encourage the location of key services within ½ mile of walking distance of residential clusters or areas.	2012	Adopt rezonings per the Housing Element
LU3-2	Incorporate building, landscape, and streetscape development design features that encourage transit, bicycle, and pedestrian access.	2013	Review and modify parking ordinance
LU3-3	Create incentive program(s) to assure adequate transit service and pedestrian and bicycle facilities at new and existing major commercial, office, and institutional centers.	2013	
LU3-4	Require that new projects that include two or more seated bus shelters to include infrastructure to incorporate 'NextBus' technologies for tracking buses and predicting arrival times.	2014	Add General Plan policy
LU3-5	Modify the municipal street standards to incorporate AB 1358 Complete Streets to increase the safety, convenience, and efficiency of pedestrians, bicyclists, motorists, and transit riders.	2013	
LU3-6	Modify the municipal development codes to require that new projects include pedestrian and bicycle access through cul-de-sacs in new projects, except where prohibited by topography.	2013	Modify subdivision ordinance
LU3-7	Implement neighborhood traffic calming projects to slow traffic speeds, reduce cut-through traffic and traffic-related noise, improve the aesthetics of the street, and increase safety for pedestrians, bicyclists, and vehicles.	2013	

**STAFF RECOMMENDATION**

Staff recommends that the Commission provide feedback as appropriate on the scope and implementation of the Draft Climate Action Plan.

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