ARCCA Learning Session

General Plan Guidelines Update

Tuesday, September 12th | 1:00 – 2:30 PM

Alicia Brown | Local Government Commission
Learning Session Agenda

• Brief overview of the ARCCA
• Overview of General Plan Guidelines Update
• Participant Q&A
Webinar Logistics

Questions:
At any point during the webinar, you can type your question into the question text box and click send.

All questions directed towards a speaker will be read aloud and answered at the end of the presentations, as long as time permits.
Presenters

Michael McCormick
Senior Planner
Governor’s Office of Planning and Research

Elizabeth Baca
Senior Health Advisor
Governor’s Office of Planning and Research
Thank You!

• To learn more about OPR:
  – Visit opr.ca.gov
  – Contact Michael McCormick at michael.mccormick@opr.ca.gov
  – Contact Elizabeth Baca at elizabeth.baca@opr.ca.gov

• To learn more about ARCCA:
  – Visit arccacalifornia.org
  – Contact Julia Kim at jkim@lgc.org or (916) 448-1198 x304

• Stay tuned for our next Learning Session!
Office of Planning and Research

- State Land Use Policy
- CEQA Guidelines
- General Plan Guidelines
- Military Liaison
- Technical Advisories
- Interagency Coordination
- Executive Initiatives
- Within OPR:
  - Strategic Growth Council
  - Integrated Climate Adaptation and Resiliency Program
    - Technical Advisory Council
    - Adaptation Clearinghouse
  - CEQA Clearinghouse
Background

- Every city and county in California is required to have a General Plan— a long term vision for their future growth and development
- The Office of Planning and Research provides guidelines for cities and counties on general plans, including statutory and non-statutory requirement
- The last update to the General Plan Guidelines was in 2003, and there have been numerous new laws, requirements, resources, and research that affect general planning
- Incorporate State planning priorities with local needs
  - Promote infill, protect natural and working lands, develop in an efficient manner
General Plans

• The blueprint for a communities growth

• What goes into a General Plan?
  – Maps and diagrams
    • what can go where?
  – Allowable densities and building intensities
    • how much new growth is allowed?
  – Goals, objectives and policies
    • what is the form of that new growth?
  – Implementation plans
    • when and how?
General Plan Guidelines (2017 Update)

Required Elements
- Land use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety
- Environmental Justice*
- Air Quality*

New Chapters
- Public Engagement
- Healthy communities
- Climate Change
- Economic Development
- Social Equity/Resilience

Since then:
- SB 1000 - Environmental Justice
- SB 379 - Climate Change Adaptation
- SB 375 - Sustainable communities strategies
- AB1358 – Complete Streets
- SB 5 - Flood management
- SB 743 - Vehicle Miles Traveled
- SB 244 - Island or fringe communities
- AB 52 - Tribal consultation
- AB 2140 - Local hazard mitigation plans
- Many more!!
Additions Throughout

- Completeness checklists for all statutory requirements
- Correlation charts for each element
- Recommended data tables for each element
- Sample policy language for each element
- Live links to external tools, resources, and information
- Internal links to related sections throughout text
Introduction

- Many Legislative updates
- Live links to tools
- Example Policies
- Data and data tool
- Coordination with other state work
  - Cal Adapt
  - Scoping Plan
- Statutory and extra
A Vision For Long-Range Planning

- Start with a vision
- Local plans and statewide goals
- Compatibility with other related efforts
- GP basics
Land Use

- Expanded information on form-based codes
- Examples of land use maps and diagrams
- Expanded information on school siting
- Military readiness
- New section on waste management
- Live links and examples
Circulation

Introduction
The circulation element is not simply a transportation plan, but rather a strategy addressing infrastructure needs for the circulation of people, goods, energy, water, sewage, storm drainage, and communications. By statute, the circulation element must correlate directly with the land use element, but also has direct relationships with other elements. The provisions of a circulation element affect a community’s physical, social, and economic environment, as well as its health. The passage of SB 1000 in 2016 requires local governments to address environmental justice considerations related to circulation—such as access to transportation options, air quality related to transportation, delivery routes and transit options for nutritional food access, and promotion of physical activity—upon the next revision of two or more elements in their general plan after January 1, 2018.

Government Code Section 65302.6
(1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.
(2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
(B) For purposes of this paragraph, “users of streets, roads, and highways” mean bicyclists, children, persons with disabilities, motorists, users of commercial goods, pedestrians, users of public transportation, and seniors.

Transportation systems are essential to any city or county and its economy, and can be designed to enhance opportunity and improve equity. However, the implementation and maintenance of infrastructure and resources is costly, impacts the environment, and affects human health. Transportation planning in California is rapidly changing, driven by a number of key factors:
• An increasing focus on access to destinations (connectivity) rather than just mobility, and transportation solutions involving proximity that better accomplish livability and environmental goals.
• Updated guidance on LOS and VMT, including new safety appendix.
• Extended discussion on relationship to land use.
• New section on considerations of trade-offs.
• Increased discussion on parking, active transportation, and complete streets, with links to resources.
• Military facilities/airports.
Housing

Housing Element

Introduction

Providing adequate housing for all residents is a priority for cities and counties throughout California. The housing element implements the declaration of State law that “the availability of housing is a matter of vital statewide importance and the attainment of decent housing and a suitable living environment for all Californians is a priority of the highest order” (Gov. & Code § 65580). Provisions in the housing element are more specific and directive than other elements, and contain detailed guidance and reviews. The law also provides the Department of Housing and Community Development (HCD) with unique authority over the housing element.

Housing element updates must be consistent with other general plan elements, including the land use element and diagrams. Integrating considerations of general plan goals and policies through the housing element and each update may improve efficiency by ensuring consistency. Additionally, incorporating a holistic view of the document will allow the housing element to complement other elements in addressing challenges such as climate change mitigation and adaptation, and working towards local goals, such as promoting infill development, Transit Oriented Developments, and healthy, safe, and equitable communities.

Periodic updates ensure that local governments “will prepare and implement housing elements toward the attainment of the state housing goal” (Gov. Code §65580). The law requires that HCD review and certify the housing element and that local jurisdictions submit annual progress reports to HCD. The housing element must be revised and submitted periodically on a four, five, or eight year cycle, depending on various factors (Gov. Code §65588). See the HCD’s website for a schedule of statutory deadlines. Specific questions about update cycles and related housing element requirements should be directed to HCD and the HCD website. These Guidelines provide a general overview of the housing element, with links to more detailed information.

Because of the more precise requirements applicable to the housing element, users should consult the detailed requirements for each section (following the line provided), including specificity and timelines.

<table>
<thead>
<tr>
<th>Correlations Among Elements</th>
<th>Landuse</th>
<th>Circulation</th>
<th>Conservaton</th>
<th>Open Space</th>
<th>Home</th>
<th>Safety</th>
<th>Other</th>
</tr>
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<tbody>
<tr>
<td>Housing</td>
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</tbody>
</table>

- Live links to HCD site by category
- New sections on housing and health, climate, and economic development
- Expanded discussion, examples, and links related to displacement and affordable housing
Conservation & Open Space

- Expanded links to examples and resources throughout
- New text boxes highlighting greenprints and daylighting waterways
- Expanded discussion on Tribal resources and coordination
Noise

Noise Element

Introduction

Noise surrounds us; it is a constant presence in everyday life. A noisy community can be an excellent indicator of a healthy community; the noise from busy shops, children playing, and public transportation are all signs of a thriving environment. Noise is often defined subjectively; surrounding busy transportation corridors, recreational areas, construction zones, and schools as unwanted sound, while welcomed when supporting the presence of activity in a commercial business area. In addition, some development goals, such as infill, may create acceptably higher levels of noise. The purpose of the noise element is to ensure that a local planning area limits the exposure of the community to excessive noise levels in noise sensitive areas and at noise sensitive times of day.

In 1976, the Department of Health Services Office of Noise Control issued the first Noise Element Guidelines pursuant to Health and Safety Code section 66950.1, followed shortly thereafter by a model noise ordinance.

Although the Office of Noise Control no longer exists, the principles that it developed are still valid and widely used. In Noise Element Guidelines, which are in appendix E, are an additional resource that local governments may consult in addition to this chapter to develop noise elements.

Government Code 65302(b):

1. A noise element that shall identify and appraise noise problems in the community. The noise element shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

   A. Highways and freeways.
   B. Railroads and major local streets.
   C. Passenger and freight airline, rail, bus, and motor carrier operations.
   D. Commercial, general aviation, helipad, firefighting, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operations.
   E. Local industrial plants, including, but not limited to, railroad classification yards.
   F. Other stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

- Live links to extended noise guidance
- Extended discussion on noise and infill
- Linked list of additional resources
Safety

Safety Element

Introduction

The goal of the safety element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocations resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Other locally relevant safety issues, such as airport land use, emergency response, hazardous materials spills, and crime reduction, may also be included. Some local jurisdictions have chosen to incorporate these hazards into their safety elements.

The safety element directly relates to topics also mandated in the (1) land use, (2) conservation, (3) environmental justice, and (4) open space elements, as development plans must adequately account for public safety considerations and open space for public health and ecological benefits often incorporate areas of increased hazard risk. The safety element must identify hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and entitlement permits. The safety element also contains general hazard and risk reduction strategies complementary with those of the Local Hazard Mitigation Plan (LHP). Ideally, the LHP will be incorporated in the safety element as outlined below in accordance with provision of Assembly Bill 2140, General Plan: Safety Element (Hancock, 2006) (Govt. Code § 65302.6).

The recent introduction of climate risk to the discussion of the safety element, adds a focus on longer term preparation of a community for a changing climate. Policies in a safety element should identify hazards and emergency response priorities, as well as mitigation through avoidance of hazards by new projects and reduction of risk in developed areas. As California confronts mounting climate change impacts, local governments are now required, in accordance with Senate Bill 379, Land Use General Plan: Safety Element (Jackson, 2015) to include a climate change vulnerability assessment, measures to address vulnerabilities, and comprehensive hazard mitigation and emergency response strategy as explained further in this section (Govt. Code § 65302(g)(1)). Policies may include methods of minimizing risks, as well as ways to minimize economic impacts.

Government Code 65302(g):

(1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismicity, induced surface rupture, ground shaking, ground failure, hazardous subset, and all failure; slope instability leading to landslides and avalanches; subsidence; liquefaction; and other geologic hazards known to the

- Updates and incorporation of legislation and TA’s
- Better coordination with LHMPs (AB2140)
- New section on Climate Adaptation and Resilience, as per SB 379 (2015)
- Internal and external links to related elements and considerations
- Direct coordination with other resources, including OES resources, Cal-Adapt, Adaptation Planning Guide, ICARP
Safety Element - Adaptation

• Climate change adaptation is now required in Safety Elements
  – Does not preclude incorporation in to other areas
  – Encourages cross-linkages and co-benefits

• Some distinct actions:
  – Review existing plans (gap analysis)
  – Assess community vulnerability
  – Create a set of goals, policies and objectives
  – Create a set of “feasible” implementation measures
  – Implement measures
Cal-Adapt and Vulnerability

Exploring California's Climate Change Research

Cal-Adapt provides a view of how climate change might affect California. Find tools, data, and resources to conduct research, develop adaptation plans and build applications.

Climate Tools          Download Data          Find Resources
Adaptation Planning Guide
Timeline and Implementation

• Update at the next LHMP update or by 1/2011 if no LHMP;

• Suggestion to use the Housing Element to align updates (like fire and flood);

• Use adaptation plan, climate action plan or general plan;
  – Leverage existing work;
  – Incorporation by reference or direct;

• Leveraging State funding opportunities.
# Tools to Address Adaptation

<table>
<thead>
<tr>
<th>Resource Description</th>
<th>Source</th>
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<tbody>
<tr>
<td>Guidelines for CEQA compliance</td>
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<tr>
<td>Comprehensive framework for addressing adaptation at the local level</td>
<td>APG</td>
</tr>
<tr>
<td>Visualization tool for the impacts of climate change and links to resources</td>
<td>Cal-Adapt</td>
</tr>
<tr>
<td>Federal resource for visualizing impacts, case studies, decision support</td>
<td>Climate Resilience Toolkit</td>
</tr>
<tr>
<td>Guide to developing adaptation policy at the local level in California</td>
<td>Adaptation Planning Guide</td>
</tr>
<tr>
<td>Georgetown University Climate Center Adaptation Clearinghouse</td>
<td>Adaptation Clearinghouse</td>
</tr>
<tr>
<td>The State’s approach to addressing climate impacts</td>
<td>Safeguarding California Plan</td>
</tr>
<tr>
<td>The State’s framework for climate hazards</td>
<td>State Hazard Mitigation Plan</td>
</tr>
<tr>
<td>See also: Chapter 7, Climate Change of the General Plan Guidelines</td>
<td>Chapter 8, Climate</td>
</tr>
<tr>
<td>See also: OPR Adaptation Clearinghouse</td>
<td>ICARP</td>
</tr>
</tbody>
</table>

Source: General Plan Guidelines, Chapter 4: Safety Element
Data requirements: Vulnerability

- Assets, resources and populations that are sensitive to various climate change impacts;
  - Local, regional, state data (MPOs, LAFCOs, Counties, etc)
- Current status of climate change preparedness;
- Historical data on natural events and hazards;
- Vulnerability maps and areas that have repetitive loss;
- Existing and planned development in at-risk areas;
- Protection of public health, safety, and the environment.
Goals, Measures, Implementation

- Feasible approaches to reducing risk with new uses of land;
- Location of at-risk and resilient critical facilities;
- Identify how buildings and development can be made resilient;
- Identify an approach to working with local, regional, state, federal agencies;
- Identify natural infrastructure options for use with adaptation projects;
- Identify how to incorporate adaptation measures in to proposed development.
Climate Change

- Guidance on CEQA streamlining for GHG emissions
- Step by step guidance on GHG emissions reduction plans (CAPs)
- List of additional resources with live links

Introduction

The impacts of climate change pose an immediate and growing threat to California's economy, environment, and to public health. Cities and counties will continue to experience effects of climate change in various ways, including increased likelihood of droughts, flooding, wildfires, heat waves and severe weather. California communities need to respond to climate change both through policies that promote adaptation and resilience and by significantly reducing greenhouse gas (GHG) emissions. For requirements related to climate adaptation please see the Safety Element.

While climate change is global, the effects and responses occur substantially at the local level, and impacts and policies will affect the ways cities and counties function in almost every aspect. Cities and counties have the authority to reduce GHG emissions, particularly those associated with land use and development, and to incorporate resilience and adaptation strategies into planning. For example, the interplay of general plans and CEQA requirements is particularly critical in evaluation of GHG emissions and mitigation. For this reason, specific guidance is provided on how to create a plan to reduce GHG emissions that meets the goals of both CEQA and general plans. To this end, this chapter summarizes how a general plan or climate action plan can be consistent with CEQA Guidelines section 15163.5 (b), entitled Plans for the Reduction of Greenhouse Gas Emissions. This chapter can also be used to update older plans so they comply with the criteria in Section 15163.5 (b) and associated CEQA streamlined minor amendments.
Climate Change

• § 15183.5(b)(1)(A) of the CEQA Guidelines recognizes a wide variety of planning efforts (CAP, General Plans, etc)

• A Plan to address GHGs should contain at least the following components:
  – Inventory using accepted Protocols
  – Set a target in line with State targets
  – Forecasting
  – Establish reduction measures
  – Monitor and amend
  – Adopt in a public process
## Tools to Address Climate Change

<table>
<thead>
<tr>
<th>Process Guidance and Vulnerability/Impact Tools</th>
<th>Comprehensive free resource supported by the State of California to reduce GHG emissions at the community scale</th>
<th>California State Energy Efficiency Collaborative (SEEC) ClearPath California</th>
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<tr>
<td>Guidelines for California Environmental Quality Act compliance</td>
<td>CEQA Guidelines</td>
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<td>Decision making framework supported by the State of California for addressing adaptation at the local level</td>
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<tr>
<th>Greenhouse Gas Emissions Tools</th>
<th>State of California supported online resource that hosts links to various tools and case studies</th>
<th>Cool California</th>
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<tr>
<td>Outlines the steps to reduce GHG emissions and includes templates supported by the State of California</td>
<td>California State Energy Efficiency Collaborative</td>
<td></td>
</tr>
<tr>
<td>Outlines examples of policies and programs to reduce GHG emissions</td>
<td>California Air Pollution Control Officers Association (CAPCOA)</td>
<td></td>
</tr>
<tr>
<td>Provides state priorities, targets and the narrative regarding the importance of local planning on climate change. Also included recommended local targets and measures to reduce GHG emissions</td>
<td>California Air Resources Board Scoping Plan</td>
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<td>The State’s approach to addressing climate impacts, including context to how the State should work in coordination with regional and local efforts.</td>
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<tr>
<td>The State’s framework for hazard mitigation, including climate risk in the context of emergency services.</td>
<td>State Hazard Mitigation Plan</td>
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Source: General Plan Guidelines Chapter 8: Climate Change
Climate Change: Implementation

• Integration with other plans and programs:
  – Regional Transportation Plans/Sustainable Community Strategies
  – General Plans, Adaptation Plans, Climate Action Plans
  – Local Hazard Mitigation Plans
  – Local Coastal Plans
  – Capital Improvement Plans
  – Zoning Codes
  – Design Guidelines
  – Grading Ordinances
  – Administrative processes
  – Other...

• Integration with funding/financing;
• Capacity and process improvements;
• Regional Collaboration.
Land Use Planning in California

**General Plan**

Specific Plans

Zoning Codes

Project Permits, Infrastructure
Other Climate Resource Websites

- Governor’s Office of Planning and Research and ICARP: [http://www.opr.ca.gov](http://www.opr.ca.gov)
- CalEPA Climate Change Portal: [http://www.climatechange.ca.gov](http://www.climatechange.ca.gov)
- California Natural Resource Agency: [www.resources.ca.gov/climate_adaptation](http://www.resources.ca.gov/climate_adaptation)
- Governor’s Office of Emergency Services: [http://www.caloes.ca.gov/](http://www.caloes.ca.gov/)
- ARB’s Cool California: [http://www.coolcalifornia.org](http://www.coolcalifornia.org)
- Cal-Adapt: [http://www.cal-adapt.org](http://www.cal-adapt.org)

- California Adaptation Forum: [http://www.californiaadaptationforum.org](http://www.californiaadaptationforum.org)
- California Climate Change Symposium: [http://www.californiascience.org](http://www.californiascience.org)
- California Climate Action Planning Conference: [www.planning.calpoly.edu/CCAPC](http://www.planning.calpoly.edu/CCAPC)

- Alliance of Regional Collaboratives for Climate Adaptation: [http://www.arccacalifornia.org](http://www.arccacalifornia.org)
Collaboration at the Regional Scale

ARCCA
Alliance of Regional Collaboratives for Climate Adaptation

www.arccacalifornia.org

California Air Districts

[Map of California showing air districts]
Collaboration at the Regional Scale

California Water Board Regions:
- North Coast Regional Water Board (Region 1)
- San Francisco Bay Regional Water Board (Region 2)
- Central Coast Regional Water Board (Region 3)
- Los Angeles Regional Water Board (Region 4)
- Central Valley Regional Water Board (Region 5)
- Lahontan Regional Water Board (Region 6)
- Colorado River Basin Regional Water Board (Region 7)
- Santa Ana Regional Water Board (Region 8)
- San Diego Regional Water Board (Region 9)

Integrated Regional Water Management:
1. North Coast
2. San Francisco Bay Area
3. Central Coast
4. Los Angeles Sub-Region
5. Santa Ana Sub-Region
6. San Diego Sub-Region
7. Sacramento River
8. San Joaquin River
9. Tulare/Kern
10. North/South Lahontan
11. Colorado River Basin
Collaboration at the Regional Scale

Adaptation Planning Guide
Climate Impact Regions
- North
- North Coast
- Bay Area
- Central Coast
- Northern Central Valley
- Southern Central Valley
- North Sierra
- Southeast Sierra
- South Coast
- Desert
- Bay-Delta Region

CALIFORNIA
Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs)

- AMBAG2: Association of Monterey Bay Area Governments
- BCAG: Butte County Association of Governments
- CCAG: Colusa County Association of Governments
- KCOG: Kings County Association of Governments
- KCOG: Kern County Council of Governments
- MCAG: Merced County Association of Governments
- MCTC: Madera County Transportation Commission
- MTC2: Metropolitan Transportation Commission
- SACOG2: Sacramento Area Council of Governments
- SANDAG: San Diego Association of Governments
- SJCOG: San Joaquin Council of Governments
- SOLCOG: San Luis Obispo County Council of Governments
- SBCAG: Santa Barbara County Association of Governments
- SRITA: Shasta Regional Transportation Agency
- SCAG: Southern California Association of Governments
- StanCOG: Stanislaus County Council of Governments
- TCAG: Tulare County Association of Governments
- TMPO*: Tahoe Metropolitan Planning Organization

1AMBAG includes SCJCTC, TAMC, and SBHCAG. All retain RTPA status
2MTC covers nine county region
3SACOG is the RTA for Sacramento, Sutter, Yolo, and Yuba Counties. It is the MPO for the federally designated ozone non-attainment area in Sacramento, Yolo, Yuba, Sutter, Placer, and El Dorado Counties. Placer and El Dorado Counties retain RTPA status up to the crest of the Sierras
4SCAG covers a six county region that serve as County Transportation Commissions: ICTC, LAMTA, OCTA, RCTC, SANBAG, and VCTC
5TMPO is a multi-state MPO created by federal law. It covers portions of El Dorado and Placer counties as well as Washoe and Douglas counties in Nevada, and shares board members with the TRPA.

CA Climate Adaptation Planning Guide
Cal Poly, San Luis Obispo
City and Regional Planning- CAED
March 2012

Sources: CA Natural Res Agency

Created by: C. Schultz
Next Steps

- Workshops around State – sign up for email list (www.opr.ca.gov)
- Meetings, research, outreach and coordination to:
  - Update Environmental Justice section
  - Add additional data suggestions and links
  - Add guidance on optional water element
- Annual or bi-annual assessment and update to guidelines
Discussion/Questions?

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ARCCA Learning Session

General Plan Guidelines Update

Community Engagement, EJ, Equity, and Health

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Governor’s Office of Planning and Research

September 12, 2017
Acknowledgements

Thanks also to:

AARP | Air Resources Board | Alliance of Regional Collaboratives for Climate Adaptation (ARCCA) and member regions | American Lung Association | American Planning Association | Association of Bay Area Governments | Association of Environmental Professionals | CalEPA | California Air Pollution Control Officers Association | California Association of Counties of Government | California Coastal Commission | California Conference of Local Health Officers | California Department of Conservation | California Department of Education | California Department of Finance | California Department of Food and Agriculture | California Department of Forestry and Fire Protection | California Department of Housing and Community Development | California Department of Public Health | California Department of Resources Recycling and Recovery | California Department of Technology | California Department of Toxic Substance Control | California Department of Water Resources | California Health and Human Services Agency | California Natural Resources Agency | California Office of Emergency Services | California Pan-ethnic Health Network | California Planning Roundtable | California Water | Caltrans | Caltrans Aeronautics | Central California Regional Obesity Prevention Program | ChangeLab Solutions | Climate Readiness Institute at UC Berkeley | ClimatePlan | Community Health Councils, Los Angeles | County Health Executives Association of California | Design 4 Active Sacramento | Eco-Adapt | Ed West Fresno Family Resource Center | Environmental Protection Agency | Federal Emergency Management Agency | Fresno Interdenominational Refugee Ministries | Fresno Metro Ministries | Governors Office of Business and Economic Development | Health in All Policies Taskforce | Institute for Local Government | Kaiser Innovation Lab | League of California Cities | Local Government Commission | Local Health Departments | Massachusetts Institute of Technology | Metropolitan Transportation Commission | Migrant Health | Mosquito Abatement Districts | National Institute for Standards and Technology | Native American Heritage Commission | National Oceanic and Atmospheric Administration | Office of Statewide Health Planning and Development | Pacific Gas and Electric | Peace Works | Policy Link | Prevention Institute | Public Health Institute | Raimi & Associates | Resources Legacy Fund | Sacramento Tree Foundation | Safe Routes to School National Partnership | San Joaquin Valley Air Pollution Control District | Sierra Health Foundation | Strategic Growth Council | The California Endowment | The Leadership Council | The Nature Conservancy | UC Berkeley, Center for Technology and Aging | UC Davis | UC Los Angeles | United States Army Corp of Engineers | United States Department of Agriculture | United States Geological Service | US Department of the Interior | Walk Sacramento | White House Council on Environmental Quality | The Staff and Interns at the Office of Planning and Research | Participants who gave of their time to provide feedback at the many sessions throughout the state, and the many more who submitted comments to OPR.
GPG- A lot of outreach!

Years of outreach and meetings
- State partners, local and regional partners, community groups and more
- Planners across the state
- National grants, state-wide collaboration
- Public review
- New legislation
- Recent Release- And more outreach coming on SB 1000
• Have more robust discussion in Chapter 3 on Community Engagement
• Moved required sections into Chapter 4 for Required Elements
• Modified and moved up Equitable and Resilient Communities to Chapter 5
• Chapter 6 is Healthy Communities
Community Engagement and Outreach

- Design process from beginning
- Advisory boards and novel ways to integrate partners
- Culture and equity considerations
- Data
- Tools
Levels of Community Engagement

- Traditional planning engagement falls on the consult and involve spectrum.

- Principles:
  - Inclusion
  - Transparency
  - Democratic participation
Environmental Justice

• Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include but are not limited to:
  – Reducing pollution exposure, including improving air quality near roadway siting
  – Promoting public facilities
  – Promoting food access
  – Promoting safe and sanitary homes
  – Promoting physical activity

• Identify objectives and policies to promote civil engagement in the public decision making process

• Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities
(4) For purposes of this subdivision, the following terms shall apply:

(A) “Disadvantaged communities” means an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

(B) “Public facilities” includes public improvements, public services, and community amenities, as defined in subdivision (d) of Section 66000.

(C) “Low-income area” means an area with household incomes at or below 80 percent of the statewide median income or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits adopted pursuant to Section 50093.
• Requires cities and counties with any disadvantaged communities (see definition) to incorporate environmental justice related goals, policies, and objectives into general plan
• Can be a separate element or integrated into other elements
• Must happen upon adoption or revision of 2 or more elements on or after January 1, 2018
Air Quality

Introduction

Chronic exposure to air pollutants is a serious health risk to millions of California residents, particularly the young, elderly, and people with heart disease and respiratory problems. Safeguarding public health has been the primary focus of federal and state air quality legislation and activities for many years. Air pollution also impacts local economies by damaging agricultural crops, natural vegetation, buildings, and other exposed materials. In addition, the economic health of an area may be affected adversely if insufficient air quality improvement triggers more stringent federally mandated air pollution controls. Air pollution also can impair visibility and obscure views. Cities and counties should strive to reduce emissions for the benefit of both their own residents and those of other communities in their region and the state as a whole. Air quality can be greatly improved through a multi-prong approach. Local jurisdictions have responsibility for land use planning and can also significantly affect the design, creation, and management of development and the local circulation system. While air pollution is a regional issue, local governments have an opportunity to address air quality issues through general plans, development ordinances, local circulation systems, transportation services, and other plans and programs. As such, they are uniquely positioned to contribute to the local air district’s efforts to achieve and maintain compliance with state and federal air quality standards. Supporting mode shift through improved bicycle and pedestrian facilities and support for transit, building infrastructure for zero emission vehicles, reducing parking, and promoting infill development can help reduce emissions and improve air quality. Cities and counties within the San Joaquin Valley Air Pollution Control District (SJVAPCD) jurisdiction are required by state law to include air quality measures in their general plans. The SJVAPCD developed the Air Quality Guidelines for General Plans to assist these cities and counties in meeting these requirements. The document provides additional goals, policies, and programs for adoption in general plans that will reduce vehicle miles traveled and improve air quality. In addition to statutory requirements for air quality measures in the San Joaquin Valley, cities and counties that have identified disadvantaged communities, as defined by SB 1000, must also incorporate air quality into their general plans. For more information on the environmental justice requirements, see the H section. Regardless of statutory requirements, the benefits of adopting an air quality element or implementing air quality policies throughout a general plan are universal.

Government Code 65362.3(c):
The adoption of air quality amendments to a general plan to comply with the requirements of subdivision (d) shall include all of the following:
(1) A report describing local air quality conditions including air quality monitoring data, emission inventories, lists of significant sources, transport and dispersion, and applicable state and federal air quality plans and transportation plans.

- Divided into 2 sections, for SJV (required) and all other communities
- New focus on air quality in disadvantaged communities
- Extended section on considerations and mitigation strategies for air quality near high volume roadways
Equitable & Resilient Communities

• Definitions of social equity
• Incorporating social equity
• Data, mapping, example local areas
• Resilience screen
Social equity definitions

The National Academy of Public Administration defines social equity as:
“The fair, just, and equitable management of all institutions serving the public directly or by contract; the fair, just and equitable distribution of public services and implementation of public policy; and the commitment to promote fairness, justice, and equity in the formation of public policy.

The American Planning Association defines social equity as:
"The expansion of opportunities for betterment that are available to those communities most in need, creating more choices for those who have few."

The California Planning Roundtable states that social equity:
“Ensures that all groups enjoy the benefits of a healthy and prosperous community, with access to housing, transportation, jobs and commerce. It enables a variety of businesses to flourish.”

Sources:
http://www.napawash.org/fellows/standing-panels/social-equity-in-governance.html
https://planning.org/policy/guides/adopted/redevelopment.htm
http://reinventingthegeneralplan.org/principles/
Healthy Communities

- Innovative Partnerships
- Health Considerations
  - In addition to EJ section
  - Health & Economics
  - A Changing Climate & Resilience
  - Social Connection & Safety
  - Health & Human Services
- Data & Policies
Community Benefit and Other Data

- **Community Health Needs Assessment**: This free web-based platform was created to assist community hospitals doing their needs assessment and provides census level data for health, economic, social, environmental, and behavioral data.

- **California Environmental Health Tracking Program**: This program is hosted by the CDPH. The data is more focused on environmental health impacts such as air quality, health, climate change related outcomes, water quality, and cancer prevalence.

- **Envirostor**: The Department of Toxic Substances Control hosts this program. It is a database that provides data in a GIS form to identify contaminated sites as well as facilities that deal with hazardous waste. This resource is important for remediation and siting.

- **CalEnviroScreen**: The Office of Environmental Health Hazard Assessment (OEHHA) in the California Environmental Protection Agency created this online mapping tool. It is a tool that can help identify communities that are burdened with high levels of pollution and/or are highly vulnerable to its effects. The tool also contains socioeconomic data.

- **Healthy Communities Data and Indicators Project (HCI)**: The California Department of Public Health (CDPH) hosts HCI. This indicator list provides evidence for links to health outcomes, data sources, and provides the ability to create maps.

- **California Health Interview Survey (CHIS)**: The largest state health survey in the nation, CHIS is a random phone interview administered by the UCLA Center for Health Policy in conjunction with the State Department of Public Health and the Department of Health Care Services. CHIS recently added new functions, available at the neighborhood level in certain jurisdictions, on health behaviors and conditions of relevance to planning for healthy communities.
The health data resources listed above have some of the recommended data below. Other more granular data might be available through the local department of public health, the local air district, the metropolitan planning organization, water district, or business association.

<table>
<thead>
<tr>
<th>Intent of Analysis</th>
<th>Recommended Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Life expectancy can be a good proxy for general health and well-being in the community. Many low-income areas suffer from early mortality and morbidity.</td>
<td>Life Expectancy at Birth</td>
</tr>
<tr>
<td>Asthma can be worsened by environmental triggers such as poor air quality, poor housing quality, and climate change, examining baseline conditions can help inform siting decisions.</td>
<td>Asthma (Prevalence, ED visits, hospitalizations)</td>
</tr>
<tr>
<td>Obesity is caused by many factors, but lack of access to healthy foods and physical activity are significant contributors. Examining baseline status can help with policy decisions around active transportation, recreation priorities, and food system policies.</td>
<td>Obesity (child and adult) prevalence</td>
</tr>
<tr>
<td>These diseases, also caused by many factors, are often associated with obesity. Examining baseline status can help with policy decisions around active transportation, recreation priorities, and food system policies.</td>
<td>Secondary diseases from obesity (high blood pressure, high cholesterol, heart disease, type 2 diabetes prevalence)</td>
</tr>
<tr>
<td>Many accidents involving pedestrians and bicycles could be improved through infrastructure, design, and signage. Examining a baseline can inform policy and planning for transit routes, active transportation, and safety.</td>
<td>Unintentional injury such as pedestrian and bicycle accidents</td>
</tr>
<tr>
<td>Walk trips is a behavior that benefits health and is influenced by the environment. Examining a baseline number can help inform active transportation and for climate change and resiliency policy.</td>
<td>Walk trips per capita</td>
</tr>
<tr>
<td>Children walking, biking, or rolling to school is a behavior that can improve health and is influenced by the environmental conditions such as distance to school and safety. Examining the baseline condition can inform policy priorities around active transportation, active design, school siting, and housing siting.</td>
<td>Percent of children who walk, bike, roll to school</td>
</tr>
</tbody>
</table>
GPG Example Policies and Appendix

OPR Recommended Policies
As is the case throughout the entire general plan, many of the policies have relation to other elements. This is particularly true with the health-related policies, as shown in the recommended policies below. These policies are an example of recommended policies adopted by varying jurisdictions, to be modified and used as appropriate. A larger list of recommended policies can be found here.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Example</th>
<th>Relation to other elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote uses that address daily needs within the City and close to neighborhoods, reducing the need for residents to travel long distances to access jobs, goods and services.</td>
<td>City of Arvin</td>
<td>Circulation, land use, housing, economic development, equitable and resilient communities, climate change.</td>
</tr>
<tr>
<td>Encourage development that reduces VMT, decreases distances between jobs and housing, reduces traffic impacts, and improves housing affordability.</td>
<td>County of Sonoma</td>
<td>Economic development, equitable and resilient communities.</td>
</tr>
<tr>
<td>Plan for Climate Change. Plan for the public health implications of climate change, including disease and temperature effects.</td>
<td>County of Marin</td>
<td>Climate change, EJ, equitable and resilient communities, land use.</td>
</tr>
<tr>
<td>Encourage the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and mental well-being of residents.</td>
<td>County of Riverside</td>
<td>Circulation, land use, equitable and resilient communities.</td>
</tr>
<tr>
<td>Bicycling and Walking. Implement policies and programs that encourage bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity. Encourage bicycle and pedestrian safety through education and incentive programs.</td>
<td>City of El Monte</td>
<td>Circulation, land use, housing, economic development, climate change, EJ, equitable and resilient communities.</td>
</tr>
<tr>
<td>Invest in community planning efforts that aim to reverse trends of community deterioration and blight which lead toward the decline of personal and property safety within the County’s community districts.</td>
<td>County of Kings</td>
<td>Economic development, equitable and resilient communities, land use.</td>
</tr>
<tr>
<td>The attraction and retention of high quality grocery stores and other healthy food purveyors should be pursued as an economic development strategy for the City. Healthy food outlets include full-service grocery stores, regularly-held farmer’s markets, fruit and vegetable markets, and convenience stores or corner stores that sell a significant proportion of healthy food.</td>
<td>The City of South Gate</td>
<td>Economic development, EJ, equitable and resilient communities, land use.</td>
</tr>
</tbody>
</table>
Upcoming Months

• Implementation is going to be a big focus
• Outreach discussions similar to GPG
  – State, regional, local partners
  – NGOs
  – Local governments
  – Planners
• Further development of Case studies
• More Policy Language
• Additional Considerations
• Feedback- let us know your thoughts!
Thank You

Elizabeth Baca, MD, MPA
Senior Health Advisor
Governor’s Office of Planning & Research
Elizabeth.Baca@opr.ca.gov

Sources:
Urban Advantage
Let’s Get Healthy CA website- data obesity
http://www.napawash.org/fellows/standing-panels/social-equity-in-governance.html
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http://reinventingthegeneralplan.org/principles/
Reference Slides
The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies
(h) (1) An environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities within the area covered by the general plan of the city, county, or city and county, if the city, county, or city and county has a disadvantaged community.
The environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, shall do all of the following:

(A) Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to:

• the reduction of pollution exposure, including the improvement of air quality
• the promotion of public facilities
• food access
• safe and sanitary homes
• physical activity
The environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, shall do all of the following:

(B) Identify objectives and policies to promote civil engagement in the public decisionmaking process

(C) Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.
Timing

(2) A city, county, or city and county subject to this subdivision shall adopt or review the environmental justice element, or the environmental justice goals, policies, and objectives in other elements, upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018.

(3) By adding this subdivision, the Legislature does not intend to require a city, county, or city and county to take any action prohibited by the United States Constitution or the California Constitution.
Definitions

(4) For purposes of this subdivision, the following terms shall apply:

(A) “Disadvantaged communities” means an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

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