

- FACT SHEET - CAPCOA MODEL POLICIES

Background

Emissions of Greenhouse Gases (GHG) must be curtailed if we hope to minimize the extent and impact of climate change. The majority of GHG emissions come from combustion of fossil fuels for energy and transportation. While renewable energy sources, cleaner fuels, and green technology will help to reduce GHG emissions, we also need significant changes in how we design and construct our “built environment” to meet our climate protection goals. The General Plan must be at the heart of any effort to change our built environment, and by implementing GHG reduction policies into the General Plan, we are able to consider actions at the “big picture” level. Under the California Environmental Quality Act (CEQA), General Plans must analyze and mitigate greenhouse gas emissions, climate change, and diesel engine exhaust emissions. Reductions also need to be made in GHG emissions from local government operations, including energy use, waste and recycling, water delivery and wastewater treatment, transportation, and the built environment.

Cities have a key role to play in educating local businesses and communities, and supporting their efforts to reduce GHG emissions. Of course, GHG reduction policies can be incorporated into the regional and local planning efforts, including the General Plan.

What Is CAPCOA?

In order to support the efforts of local governments to implement GHG reduction policies in General Plans, the California Air Pollution Control Officers Association (CAPCOA) has prepared a report of Model Policies for Greenhouse Gases in General Plans that is the commonly accepted model for defining potential policies for general plan updates. The report provides a menu of model language for inclusion in the General Plan, and it provides cities with an array of options to help them address GHGs in their General Plans. Model language is provided in nine major categories: GHG Reduction Planning (overall); Land Use and Urban Design; Transportation; Energy Efficiency; Alternative Energy; Municipal Operations; Waste Reduction and Diversion; Conservation and Open Space; and Education.

Pasadena is using the CAPCOA model policies, along with model policies outlined by the Southern California Association of Governments (SCAG) to assess the current policies in place for GHG reductions as well as to identify new policies that align with Pasadena’s Green City Goals and can be added to the General Plan.

Alignment with Goals and Mandates

The GHG reduction policies align both with Pasadena’s Green City goals as well as state mandates AB 32 and SB 375.

- **Green City Goals:** In 2006 Pasadena created a Green City Action Plan which follows the framework of the United Nations Urban Environmental Accords and outlines 21 Actions for the City as first steps towards sustainability. Actions are distributed over seven thematic areas including energy, waste reduction, urban design, urban nature, transportation, environmental health, and water. One of the Actions under the thematic area of Energy, is to reduce greenhouse gas emissions by 25% by 2030, and develop a system for accounting and auditing the emissions.

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State Mandates

The statutory and regulatory landscape affecting GHG emissions and climate planning in California has evolved considerably over the last several years.

- **AB 32 (Global Warming Solutions Act of 2006):** The Scoping Plan set out by AB 32 specifically includes GHG emission reductions from local government operations and land use decisions.
- **SB 375 (Steinberg):** Signed by the Governor in 2008, puts in place the framework for regional targets for GHG emission reductions, and improved regional planning to meet them.
- **California Environmental Quality Act (CEQA):** Under CEQA General Plans must analyze and mitigate greenhouse gas emissions, climate change, diesel engine exhaust emissions.

CAPCOA Highlighted Objectives / Sampling of Model Policies

- 1) **Greenhouse gas reduction planning (overall)** : *Reduce GHG emissions from all activities within the City boundaries to support the State's efforts under AB-32 and to mitigate the impact of climate change on the City, County, State, and world.*
 - Objective GHG 1: By 2020, the City will reduce GHG emissions from within its boundaries to a level 30% less than the level that would otherwise occur if all activities continued under a “business as usual” scenario.
- 2) **Land use and urban design (LU):** *Promote land use strategies that decrease reliance on automobile use, increase the use of alternative modes of transportation, maximize efficiency of urban services provision and reduce emissions of GHGs.*
 - Objective LU-1: The City will adopt and implement a development pattern that utilizes existing infrastructure; reduces the need for new roads, utilities and other public works in new growth area; and enhances non-automobile transportation.
 - Objective LU-2: Promote infill, mixed-use, and higher density development, and provide incentives to support the creation of affordable housing in mixed use zones.
- 3) **Transportation (TR):** *Reduce GHG emissions by reducing vehicle miles traveled and by increasing or encouraging the use of alternative fuels and transportation technologies.*
 - Objective: TR-1 The City will reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that will require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.
 - Objective: TR-2 The City will implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.

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4) Energy efficiency (EE): *Reduce emissions from the generation of electricity by reducing electricity use through increased efficiency.*

Objective: EE-1 The City will establish green building requirements and standards for new development and redevelopment projects, and will work to provide incentives for green building practices and remove barriers that impede their use.

Objective: EE-2 The City will establish policies and standards to increase energy efficiency at new developments.

5) Alternative energy (AE): *The City will seek to reduce emissions associated with electrical generation by promoting and supporting the generation and use of alternative energy.*

Objective: AE-1 The City will establish policies and programs that facilitate the siting of new renewable energy generation.

Objective: AE-2 The City will promote and require renewable energy generation, and co-generation projects where feasible and appropriate

6) Municipal operations (MO): *Reduce GHG emissions from municipal facilities and operations, and by purchasing goods and services that embody or create fewer GHG emissions.*

Objective: MO-1 The City will enhance the energy efficiency of its facilities.

Objective: MO-2 The City will improve efficiency at municipal systems and reduce GHG emissions from vehicle and equipment engines.

7) Waste reduction and diversion (WRD): *Reduce GHG emissions from waste through improved management of waste handling and reductions in waste generation.*

Objective: WRD-1 The City will improve emissions control at waste handling facilities.

Objective: WRD-2 The City will implement enhanced programs to divert solid waste from landfill operations.

8) Conservation and open space (COS): *Conserve natural resources such as water and open space to minimize energy used and GHG emissions and to preserve and promote the ability of such resources to remove carbon from the atmosphere.*

Objective: COS-1 The City will adopt and implement a comprehensive strategy to increase water conservation and the use of recycled water.

Objective: COS-2 The City will ensure that building standards and permit approval processes promote and support water conservation.

9) Education/Outreach (EO): *Increase public awareness of climate change and climate protection challenges, and support community reductions of GHG emissions through coordinated, creative public education and outreach, and recognition of achievements.*

Objective: EO-1 The City will establish a coordinated, creative public outreach campaign, including publicizing the importance of reducing GHG emissions and steps community members can take to reduce their individual impacts.

Objective: EO-2 The City will work with local businesses and energy providers on specific, targeted outreach campaigns and incentive programs.

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Sample Policies

Model Policy #	Policy Name	Model Policy Description	Appropriate General Plan Element	Existing Policy	Comments
TR 5.3	Parking Cash-out Program	The City will require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use.	Circulation	<p>Mobility Element Implementation Plan 5.5.4.9: Promote Trip Reduction Programs. Encourage employers to consider “cashing out” free parking. In this program, employers who fully or partially subsidize parking offer their workers a choice of transportation services, including a transit pass.</p>	Opportunity for the city to require employers of a certain size to offer “Cash-out” parking programs.
LU 3.1	Housing Overlay Zone	Transit Supportive Density: The City will implement a Housing Overlay Zone for transit centers and corridors. This shall include average minimum residential densities of 25 units per acre within one quarter mile of transit centers; average minimum densities of 15 units per acre within one quarter mile of transit corridors; and minimum FAR of .5:1 for nonresidential uses within a ¼ mile of transit centers or corridors.	Land Use	<p>Zoning Code 17.50.340: Transit-Oriented Development (TOD)</p> <p>Suburban TOD Overlay reduces parking standards for non-residential uses by 20%. Urban TOD Overlay reduces parking for office by 25% and 10% for other non-residential uses.</p>	Opportunity to increase density and FAR requirements.