

APPENDIX E

CAP Strategies and Actions for New Developments

This Appendix includes the strategies and actions of the City's Climate Action Plan that are applicable to new development projects. It is crafted as a guide to the development community and as a tool for the Planning Staff during review of development proposals.

STRATEGY EM 1.5: MOBILITY DEVELOPMENT REVIEW POLICIES

EM 1.5.1: Apply the following Transit-Related standards to new development projects.

- Continue to review land use decisions in the vicinity of the entire length of "M" Street to avoid creating or increasing conflicts with the intent of a major transitway (General Plan Policy T-2.1, Implementing Action 2.1.a).
- Promote land development patterns and site design criteria that support and enhance the use of public transit (General Plan Policy T-2.2, Implementing Action 2.2.a).
- Whenever feasible, avoid residential subdivision designs that require pedestrians to duplicate walking distance (double-back) to reach public transit routes (General Plan Policy T-2.2, Implementing Action 2.2.b).
- Whenever feasible, avoid creating barriers that prevent convenient access to current or prospective public transit routes (General Plan Policy T-2.2, Implementing Action 2.2.c).
- Include public transportation access in the review process for major public and private development projects, as well as all significant land use design proposals considered by the City (General Plan Policy T-2.3, Implementing Action 2.2.A).
- Provide off-street passenger loading/unloading at major public transportation destinations (shopping centers, etc.) whenever possible (General Plan Policy T-2.3, Implementing Action 2.2.a).
- Continue to review land use decisions in the vicinity of "M" Street and Bellevue Road to avoid creating or increasing conflicts with the proposed future major commercial and office park sites at the major transfer point between designated transitway corridors (General Plan Policy T-2.1, Implementing Action 2.1.c).
- Work cooperatively with Merced County and other interested agencies to review and evaluate development proposals in the vicinity of Bellevue Road that might conflict with the prospective Bellevue Transitway (General Plan Policy T-2.1, Implementing Action 2.1.f).

EM 1.5.2: Apply the following Bicycle-Related standards to new development projects.

- Develop guidelines for public and private development relating to the design and location of bicycle parking facilities for both residential and non-residential uses and consider a bike parking ordinance (General Plan Policy T-2.5, Implementing Action 2.5.a).

- Provide links between parks, schools, and open space areas via the bikeway system (General Plan Policy T-3.2, Implementing Action 3.2.c).
- Expand the existing bikeway system to all new growth areas as development occurs (General Plan Policy T-3.2, Implementing Action 3.2.c).
- Make use of creekside areas, utility line easements, abandoned railroad rights-of-way, and canal easements for bikeway purposes (General Plan Policy T-3.2, Implementing Action 3.2.b).

EM 1.5.3: Apply the following Pedestrian-Related standards to new development projects.

- Retain parkstrip and street tree planting requirements (General Plan Policy T-2.7, Implementing Action 2.7.a).
- Continue to require sidewalks and pedestrianways for subdivisions and other development projects (General Plan Policy T-2.7, Implementing Action 2.7.e).
- Continue to encourage safe and convenient pedestrian environments in the Downtown and other areas that attract a great deal of pedestrian traffic (General Plan Policy T-2.7, Implementing Action 2.7.f).
- Encourage the planting of shade trees and, as a minimum, plan for the prospective establishment of rest areas with seating facilities along major pedestrianways (General Plan Policy T-2.7, Implementing Action 2.7.h).
- Continue to review and evaluate possible options for dealing with the issue of incomplete pedestrian access to development projects that will be major pedestrian destinations (General Plan Policy T-2.3, Implementing Action 2.2.a).
- Continue to review land use and project proposals with the intent to avoid pedestrian barriers that prevent or create unnecessarily circuitous access to community and commercial areas (General Plan Policy T-2.8, Implementing Action 2.8.c).

EM 1.5.4: Consider amendments to City policies and ordinances where appropriate to implement the following actions of the Climate Action Plan:

- provision of amenities such as transit shelters, secure bicycle parking, and attractive pedestrian pathways.

EM 1.5.4: Encourage all development projects proposed within 2,000 feet of an existing or planned light rail transit, commuter rail, express bus or transit corridor stop, to incorporate site design measures that improve accessibility to the transit system (General Plan Policy L-3.3 Implementing Action 3.3.d).

EM 1.5.5: Ensure multiple points of access for all new development (General Plan Policy L-1.9, Implementing Action 1.9.a).

STRATEGY SC 2.5: COMMUNITY DESIGN DEVELOPMENT REVIEW POLICIES

Compact Urban Form / Infill Policies

- SC 2.5.1:** Promote higher residential densities within the Merced urban area (General Plan Policy UE-1.2. - Implementing Action 1.2.d).
- SC 2.5.2:** Promote the Use of the Residential Planned Development Zoning Designation (General Plan Policy H-1.1. - Implementing Action 1.1.b).
- SC 2.5.3:** Encourage infill of vacant parcels (General Plan Policy L-3.2. - Implementing Action 3.2.a).
- Encourage infill projects that are determined to be compatible with existing development.
 - Encourage growth to occur in and around activity centers, transportation nodes, underutilized infrastructure systems, and redevelopment areas.
 - Work with land owners to re-designate vacant lands suitable for higher densities or for transit/pedestrian-oriented developments during general plan updates and periodic reviews.
- SC 2.5.4:** Encourage infill and redevelopment projects within the urban area that could enhance the effectiveness of the transit system (General Plan Policy L-3.2. - Implementing Action 3.2.b).
- Encourage projects that increase pedestrian activity and mixed-uses.
 - Encourage commercial uses that are complementary to urban employment centers.
 - Strategically locate high-density development to provide good transit access.
- SC 2.5.5:** Plan areas for higher density development within 1/4 mile of locations identified as transit hubs and commercial centers (General Plan Policy L-3.1 - Implementing Action 3.1.c).

Mixed Use Development Policies

- SC 2.5.6:** Encourage residential and/or office above retail in the downtown area and in neighborhood commercial cores (General Plan Policy L-1.2 - Implementing Action 1.2.b).
- SC 2.5.7:** Encourage higher-density residential developments within walking distance (approx. ¼ mile) of commercial centers (General Plan Policy L-1.2 - Implementing Action 1.2.a).
- SC 2.5.8:** Continue to allow second units in single-family areas (General Plan Policy L-1.2 - Implementing Action 1.2.c).
- SC 2.5.9:** Encourage duplexes on corner lots in low-density residential areas (General Plan Policy L-1.2 - Implementing Action 1.2.d).

- SC 2.5.10:** Consider density increases for existing residential sites where the necessary conditions exist for higher densities (General Plan Policy L-1.2 - Implementing Action 1.2.e).
- SC 2.5.11:** Provide a Range of Services Adjacent to And Within Industrial Areas to Reduce Auto Trips (General Plan Policy L-2.4).
- SC 2.5.12:** Continue to allow services, such as restaurants and other retail commercial uses which mainly serve industrial employees, to locate in industrial zones as discretionary uses (General Plan Policy L-2.4 - Implementing Action 2.4.b).
- SC 2.5.13:** Locate and Design New Commercial Developments To Provide Good Access from Adjacent Neighborhoods and Reduce Congestion on Major Streets (General Plan Policy L-2.7).
- Commercial centers shall be designed to provide direct vehicular and pedestrian access from surrounding neighborhoods. In no case shall trips which could be internal (from adjacent neighborhood to center) be forced onto an arterial (General Plan Policy L-2.7 - Implementing Action 2.7.b).
 - Commercial developments shall be designed to encourage pedestrian, bicycle, and transit access (General Plan Policy L-2.7 - Implementing Action 2.7.e).
- SC 2.5.14:** Encourage a Mixture of Uses And Activities That Will Maintain the Vitality of the Downtown Area (General Plan Policy L-2.8 - Implementing Action 2.7.e).
- SC 2.5.15:** Encourage pedestrian or transit-friendly designs at suitable locations (General Plan Policy L-3.1 - Implementing Action 3.1.a).
- SC 2.5.16:** Encourage higher housing densities in areas served by the full range of urban services (General Plan Policy L-3.1 - Implementing Action 3.1.d).
- SC 2.5.17:** Work closely with school districts to help them choose school site locations that allow students to safely walk or bicycle from their homes (General Plan Policy L-3.1 - Implementing Action 3.1.f).
- SC 2.5.18:** Consider air quality and mobility when reviewing any proposed change to the land use pattern of this community (General Plan Policy L-3.1 - Implementing Action 3.1.h).
- SC 2.5.19:** Encourage the Location of Multi-Family Developments on Sites With Good Access to Transportation, Shopping, Employment Centers, and Services (General Plan Policy L-1.7).
- Designate areas adjoining arterial streets, major transportation routes and commercial areas for multi-family development (General Plan Policy L-1.7 - Implementing Action 1.7.a).
 - Use the Urban Village Concept to promote higher density residential development adjacent to commercial services and transit (General Plan Policy L-1.7 - Implementing Action 1.7.b).
- SC 2.5.20:** Apply Transit-Ready Development or Urban Village Design Principles to New Development in the City's New Growth Areas (General Plan Policy UD-1.1).

- SC 2.5.21:** Distribute and Design Urban Villages to Promote Convenient Vehicular, Pedestrian, and Transit Access (General Plan Policy UD-1.2).
- SC 2.5.22:** Encourage development that is mixed use, infill, and higher density.
- SC 2.5.23:** Encourage a “balanced” community, where residents do not have to travel long distances for service needs.
- SC 2.5.24:** Work to preserve and enhance existing neighborhoods and commercial districts which have transit and pedestrian-friendly designs and protect them from development that is incompatible in design, scale, or use (General Plan Policy L-3.1 - Implementing Action 3.1.b).
- SC 2.5.25:** Encourage mixed-use developments that provide commercial services such as day care centers, restaurants, banks, and stores near employment centers (General Plan Policy L-3.1 - Implementing Action 3.1.e).
- SC 2.5.26:** Encourage Mixed Use Development (General Plan Policy H-1.1. - Implementing Action 1.1.c).

Growth Management Policies

- SC 2.5.27:** The City should continue to require that all new urban development and annexations be contiguous to existing urban areas and have reasonable access to public services and facilities (General Plan Policy UE-1.3. - Implementing Action 1.3.a).
- SC 2.5.28:** Consider expansion of the City’s SUDP/SOI boundary for areas within the area of interest when certain conditions are met. (General Plan Policy UE-1.6)
- SC 2.5.29:** The City shall encourage phasing of new development (General Plan Policy UE-1.3. - Implementing Action 1.3.c).
- SC 2.5.30:** Target the State Route 59 (South) Corridor as a priority annexation area (General Plan Policy UE-1.5. - Implementing Action 1.5.f).
- SC 2.5.31:** Continue to limit the expansion of City utilities to only those within an established urban expansion boundary (General Plan Policy UE-1.2. - Implementing Action 1.2.c).

Community Appearance Policies

- SC 2.5.32: Encourage the Design and Construction of Aesthetic Streetscapes.**
- Encourage the design of buildings that are in scale with adjacent development and harmonize with the character of the area or neighborhood (General Plan Policy UD-1.5, Implementing Action 1.5.b).

- Discourage the visual monotony along major streets created by designs which use uninterrupted walls or fences with little or no landscaping (General Plan Policy UD-1.5, Implementing Action 1.5.c).
- Encourage the development of methods to require acceptable levels of landscaping for new development and for effective maintenance in highly visible areas of the community (General Plan Policy UD-1.5, Implementing Action 1.5.d).
- Landscape designs should incorporate water conservation and low maintenance features (General Plan Policy UD-1.5, Implementing Action 1.5.d).

SC 2.5.33: Promote and Facilitate Core Commercial Design Principles in Village Commercial (General Plan Policy UD-1.3), by:

- Each Village must have a mixed-use Core Commercial area containing ground floor retail and commercial space, including: Convenience Centers, Neighborhood Centers, and Community Centers (General Plan Policy UD-1.3, Implementing Action 1.3.a).
- Core Commercial areas must be developed at sufficient intensity (typically a F.A.R. of at least 0.25) to create a focus of activity at the center of Villages (General Plan Policy UD-1.3, Implementing Action 1.3.a).
- Office areas should be built at an intensity that concentrates activity near transit stops and Core Commercial areas (General Plan Policy UD-1.3, Implementing Action 1.3.a).

SC 2.5.34: Design and Develop Public and Quasi-Public Buildings and Uses Utilizing Transit-Ready Development or Urban Village Principles (General Plan Policy UD-1.5), by:

- Civic services should be placed in central locations in Villages (General Plan Policy UD-1.5, Implementing Action 1.5.a).
- School sites should be selected by their respective districts in a way that provides opportunities to use pedestrian trails and bicycle routes to and from school and minimizes the need for students to cross arterial streets (General Plan Policy UD-1.5, Implementing Action 1.5.b).
- Quasi-Public buildings such as religious buildings, fraternal halls, daycare facilities and private schools are encouraged to be situated and designed to face neighborhood parks or village greens (General Plan Policy UD-1.5, Implementing Action 1.5.c).
- Utility facilities such as wells, pump stations, and electrical substations should be located in sites poorly suited for other forms of development, such as small sites bounded by high voltage power lines and arterials (General Plan Policy UD-1.5, Implementing Action 1.5.d).
- Public parks and plazas should be designed for both active and passive uses. They should reflect and reinforce the character of the surrounding area (General Plan Policy UD-1.5, Implementing Action 1.5.e).
- Encourage subdivision designs that provide neighborhood parks in proximity to activity centers, such as schools, libraries, and community centers (General Plan Policy UD-1.5, Implementing Action 1.5.f).

MEASURE WC 3.4: WATER CONSERVATION DEVELOPMENT REVIEW POLICIES

Water Conservation Policies

- WC 3.4.1:** Within a year of adoption of the Climate Action Plan, the City shall consider amendments to City policies and ordinances where appropriate to implement the following actions of the Climate Action Plan:
- Use of both potable and non-potable water to the maximum extent practicable; low flow appliances (i.e., toilets, dishwashers, shower heads, washing machines, etc.); automatic shut off valves for sinks in restrooms; drought resistant landscaping; “Save Water” signs near water faucets;
 - Create water efficient landscapes;
 - Use gray water. (Gray water is untreated household waste water from bathtubs, showers, bathroom wash facilities, and water from washing machines); and,
 - Provide education about water conservation and available programs and incentives.
- WC 3.4.2:** Strengthen land use and development guidelines for new buildings and retrofits. The permitting process for developers and contractors can include clear parameters for integrating water conservation infrastructure and technologies, including low-flush toilets and low-flow showerheads
- WC 3.4.3:** Implement the Water Efficient Landscape Ordinance as required by AB 1881.
- WC 3.4.4:** Encourage the use of development techniques to direct rooftop runoff to pervious areas such as yards, garden beds, vegetated/soft bottom open channels, or on-site structural BMPs for capture, treatment, and reuse.
- WC 3.4.5:** Require high-efficiency irrigation systems (low-flow drip, bubblers or low-flow sprinklers) in landscape plans. Ensure that the irrigation system is properly designed for the site.
- WC 3.4.6:** Continue implementation of the Water Efficient Landscaping and Irrigation Ordinance and subsequent updates (General Plan Policy OS-5.1, Implementing Action 5.1.b).

Water-Efficient Landscapes Policies

- WC 3.4.7:** Landscape Water Meter – Require customer installation of dedicated water meters for landscape irrigation on properties with more than 20,000 square feet of irrigated area.
- WC 3.4.8:** Plant materials native to Merced, and encourage the use of drought-tolerant plant material.
- WC 3.4.9:** Minimize turf areas and avoid narrow turf areas, such as in parking strips.

- WC 3.4.10:** Provide for installation and maintenance of additional landscaping which helps maintain and improve air quality, by continuing to increase the extent of landscaped areas in the City using street trees, parking lot shading, median islands, and landscape buffers (General Plan Policy SD-1.3- Implementing Action 1.3.f).

MEASURE AR 4.4: AIR RESOURCES DEVELOPMENT REVIEW POLICIES

- AR 4.4.1:** Accurately Determine and Fairly Mitigate the Local and Regional Air Quality Impacts of Projects Proposed in the City of Merced (General Plan Policy SD-1.1).
- AR 4.4.2:** Include the evaluation of Greenhouse Gas Emissions and Climate Change in environmental review documents prepared by the City (General Plan Policy SD-1.1, Implementing Action 1.1.g).
- AR 4.4.3:** Ensure that significant air quality impacts identified during CEQA review are consistently and fairly mitigated (General Plan Policy SD-1.1, Implementing Action 1.1.b).
- AR 4.4.4:** Work with employers and developers to provide employees and residents with attractive, affordable transportation alternatives. Encourage new development to provide on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigation measures (General Plan Policy T-2.9, Implementing Action 2.9.b). Examples are listed below.
- AR 4.4.5:** On an ongoing basis, as information becomes available and regulations are adopted by the City and by state and regional agencies, the City shall partner with air pollution control agencies to advise project applicants of greenhouse gas and air pollutant emission significance thresholds, mitigation requirements, and control regulations promulgated by federal, state, regional, and local agencies.
- AR 4.4.6:** On an ongoing basis, the City shall utilize its code enforcement police power to ensure ongoing compliance with requirements for air quality and sustainability measures incorporated into projects design, conditions of approval, and mitigation measures.
- AR 4.4.7:** The City may utilize guidance from the Institute for Local Government, California Attorney General's Office, California Air Pollution Control Officers Association, and other sources of technical guidance in determining appropriate and feasible mitigation measures which may be incorporated into land use plans, development projects and City operations to achieve GHG emission reductions.
- AR 4.4.8:** As information becomes available and regulations and policies are adopted by the City and by state and regional agencies, the City shall provide residents and project applicants with a “toolkit” of understandable feasible measures that can be used to reduce greenhouse gases and criteria pollutants, including educational materials on energy-efficient and “climate-friendly” products.

- AR 4.4.9:** On an ongoing basis, the City shall continue to evaluate its facility maintenance practices for opportunities to reduce GHGs, looking at facility cleaning and painting, parks maintenance, road maintenance, and utility system maintenance.
- AR 4.4.10:** As additional technical information becomes available, the City shall consider strengthening its standards for purchasing low polluting and climate friendly goods and services, requiring that emission reductions be achieved by vendors and contractors through City contracts and/or giving preference to those who demonstrate implementation of GHG and criteria air pollution emission reductions in their facilities and operations.
- AR 4.4.11:** State and federal legislation requires local government to include strategies to increase the efficiency of transportation infrastructure and to reduce vehicle trips in their transportation plans. Transportation control measures are most effective when infrastructure is in place that supports all transportation modes. This would include community-wide transportation improvements and on-site improvements at individual worksites and businesses. The City of Merced can support these strategies by encouraging developers to construct infrastructure that reduces congestion and/or trips. Examples alternative transportation site facilities:
- Showers and lockers provided in office buildings
 - Safe and secure bicycle parking areas
 - On-site employee cafeterias and eating areas
 - Convenient access to transit waiting areas from offices
 - The City may provide reduced parking requirements as an incentive for projects to incorporate measures proven to reduce employee commute trips or customer trips. Some methods developers/employers may use to encourage trip reduction and increased Average Vehicle Ridership include, rideshare matching, transit subsidies, vanpool subsidies, flexible work schedules, compressed work weeks, telecommuting, shuttle services, parking management, and guaranteed rides home.
 - Encouraging employers to provide preferential or subsidized parking for ride-sharing vehicles and low emission vehicles.
 - Providing land use patterns and site designs that increase commuter's ability to walk, bicycle, or use transit to get to work.

STRATEGY WR 5.2: WASTE REDUCTION DEVELOPMENT REVIEW POLICIES

- WR 5.2.1:** The City shall continue to require provisions for recyclable material collection and storage areas to be incorporated into all residential development designs.

STRATEGY RE 6.2: RENEWABLE ENERGY DEVELOPMENT REVIEW POLICIES

ACTIONS FOR MEASURE AR 6.1

- RE 6.2.1:** Require all new subdivisions to maximize, to the extent feasible, proper orientation of lots with regard to solar utilization (General Plan Policy SD-3.1, Implementing Action 3.1.b).
- RE 6.2.2:** Encourage developers and builders to properly design all structures on each building lot in the City to take fullest advantage of solar use in heating and cooling (General Plan Policy SD-3.1, Implementing Action 3.1.c).
- RE 6.2.3:** Encourage developers and builders to maximize “passive” solar design, such as large south-facing windows for winter heat gains and overhangs and shading for summer heat protection (General Plan Policy SD-3.1, Implementing Action 3.1.d).

STRATEGY BE 7.6: BUILDING ENERGY CONSERVATION DEVELOPMENT REVIEW POLICIES

- BE 7.6.1:** Encourage builders to develop “green” and/or LEED-Certified buildings (General Plan Policy SD-3.2, Implementing Action 3.2.d). Implement CALGreen.
- BE 7.6.2:** Favor actual project improvements over payment of fees when complying with RULE 9410 of the San Joaquin Valley Air Pollution Control District.
- BE 7.6.3:** Encourage new and renovated private and public buildings and site to contain “cool” pavements and roofs.
- BE 7.6.4:** Continue to require the planting of street trees along streets and inclusion of trees and landscaping for all development projects to help improve air-shed and minimize urban heat island effects.
- BE 7.6.5:** Continue to require new development to plant street trees approximately 40 feet apart, at a maximum, along City streets (General Plan Policy OS-1.4, Implementing Action 1.4.b).